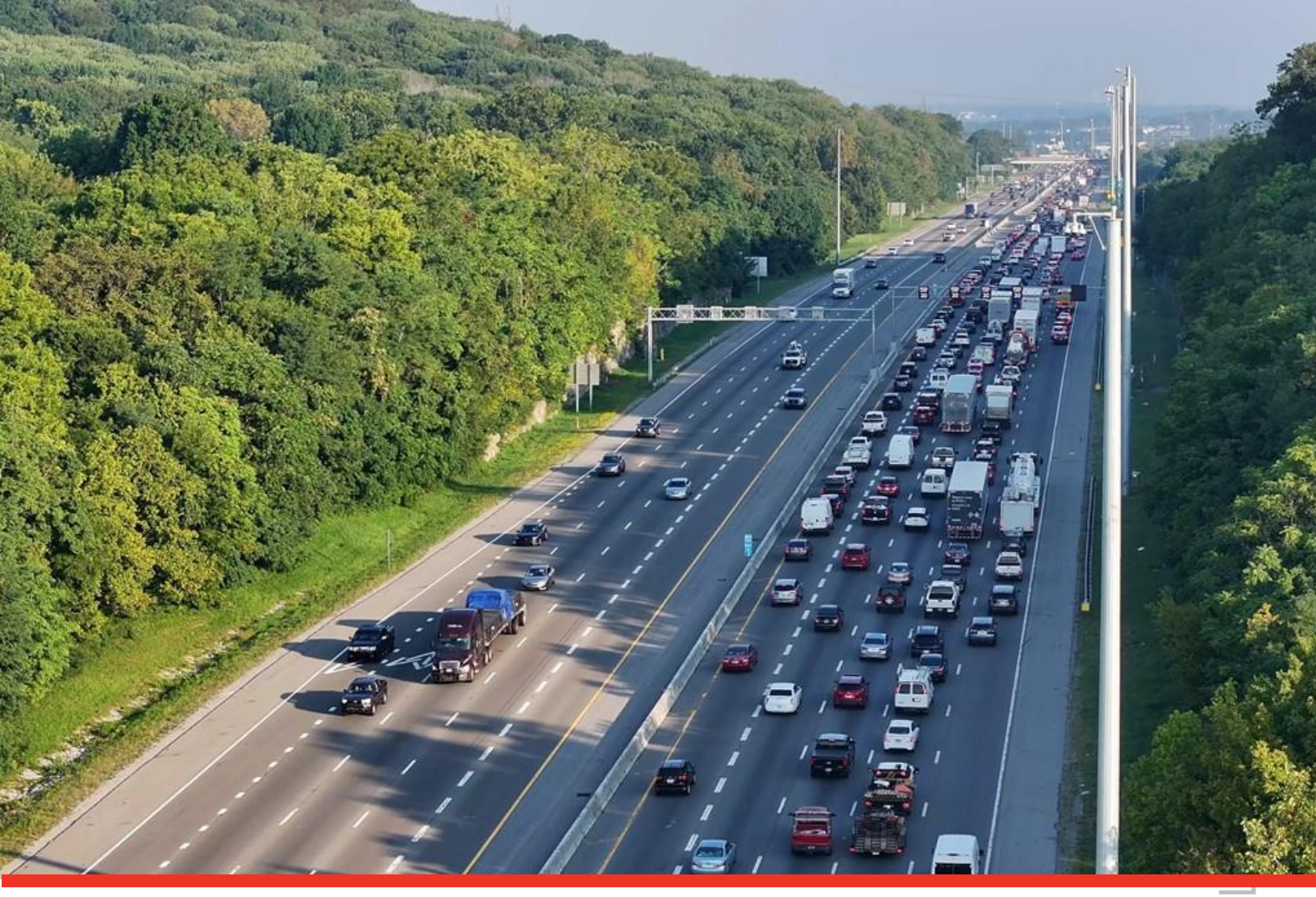
On January 20, 2025, President Trump signed Executive Order (E.O.) 14148 --Initial Rescissions of Harmful Executive Orders and Actions and E.O. 14154 – Unleashing American Energy. The E.O.s revoked E.O. 13990 – Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis (January 20, 2021) and E.O. 14008 – Tackling the Climate Crisis at Home and Abroad (January 27, 2021). Subsequently on January 29, 2025, Secretary Duffy signed a Memorandum for Secretarial Offices and Heads of Operating Administrations – Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender. On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing the CEQ's National Environmental Policy Act (NEPA) implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610). As a result of these actions, FHWA will not include greenhouse gas emissions and climate change analyses in the federal environmental review process. Any purported greenhouse gas emissions and climate change impacts were not considered in the federal decision. Accordingly, no greenhouse gas emissions or climate change analyses are included in this EA.

Also on January 20, 2025, President Trump signed Executive Order (E.O.) 14148 --Initial Rescissions of Harmful Executive Orders and Actions and E.O. 14154 – Unleashing American Energy. The E.O.s revoked E.O. 14096 – Revitalizing Our Nation's Commitment to Environmental Justice for All (April 21, 2023). Subsequently on January 21, 2025, President Trump signed E.O. 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity. This E.O. revoked E.O. 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994). On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing the CEQ's National Environmental Policy Act (NEPA) implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610).

As a result of these actions, all federal environmental justice requirements are revoked and no longer apply to the federal environmental review process. FHWA, FTA and FRA's Joint NEPA regulations (23 CFR part 771) and the agencies Interim Final Guidance on "Section 139 Environmental Review Process: Efficient Environmental Reviews for Project Decision-making and One Federal Decision" (12/17/2024) do not require an environmental justice analysis. Accordingly, no analysis of environmental justice is included in this EA. Any purported environmental justice impacts were not considered in the federal decision. Social, economic, and community impacts will continue to be disclosed where applicable in accordance with 23 CFR 771.

As a result of E.O. 14148, E.O. 14154, E.O. 14173, and the removal of the Council on Environmental Quality's regulations, all federal environmental justice requirements are revoked and no longer applicable to the federal environmental review process. Accordingly, this EA does not consider public comments regarding environmental justice.



NOISE TECHNICAL REPORT

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I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE

October 2025

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I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE

TDOT PIN 134727.01

TDOT Project Number R3BVAR-50-051

ISSUE AND REVISION RECORD

Revision	DATE	Preparer(s)	PMC Reviewer(s)	PMC Approver	Description/ NOTES
			TDOT REVIEWER(S)	TDOT APPROVER	
A	11/03/2025	Nathanael Wade and Sarah Yeldell	Lupe Petit and Joy Riley		Working DRAFT submittal

SHAREPOINT PATH

https://tennessee.sharepoint.com/sites/TDOT_BOE_PDCL/I24 Nashville Choice Lanes Project/Environmental Services/NEPA Documents/EA Appendices/App P - Noise

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TABLE OF CONTENTS

EXECUTIVE SUMMARY ..... Executive Summary

1. PROJECT OVERVIEW 1-1

1.1. Project Description 1-1

1.2. Need and Purpose 1-1

2. INTRODUCTION 2-1

2.1. Existing Conditions 2-1

2.1.1. Interstate 24 2-1

2.1.2. Interstate 440 2-2

2.1.3. Interstate 40 2-2

2.1.4. Existing Noise Barriers 2-2

2.2. Proposed Conditions (2052 Build) 2-3

2.2.1. I-40/I-24 Interchange 2-3

2.2.2. I-440/I-24 Interchange 2-4

2.2.3. I-24 from I-440 to I-840 2-4

3. NOISE EVALUATION 3-1

3.1. Criteria for Determining Impacts 3-1

3.1.1. Traffic Noise Terminology 3-1

3.1.2. Noise Abatement Criteria 3-2

3.2. Noise Analysis Areas 3-2

3.3. Existing Noise Levels 3-3

3.3.1. Noise Measurements 3-3

3.3.2. Model Validation 3-4

3.3.3. Existing Noise Levels 3-5

3.4. Future Noise Levels 3-5

3.4.1. No-Build Alternative 3-6

3.4.2. Build Alternative 3-6

3.5. Noise Impacts 3-6

3.6. Noise Abatement Evaluation 3-7

DRAFT - DELIBERATIVE

3.6.1. Noise Barrier Feasibility *3-7*
3.6.2. Noise Barrier Reasonableness *3-7*
3.6.3. Statement of Likelihood *3-9*
3.7. Construction Noise 3-10
3.8. Information for Local Officials 3-10
3.9. Meteorological (Weather) Effects on Noise Levels 3-11
4. CONCLUSIONS 4-1
5. REFERENCES 5-1

TABLES

Table 1. FHWA Noise Abatement Criteria 3
Table 2. Substantial Noise Level Increase 5
Table 3. Noise Analysis Areas 7
Table 4. Existing Noise Levels at Measurement Locations 25
Table 5. TNM Valiation Results 35
Table 6. Summary of Impact Determination Analysis, Design Year 2052, 2052 BUILD 37
Table 7. Summary of Noise Reduction Design Goal analysis (Preliminary) 43
Table 8. TDOT Reasonableness Allowances 47
Table 9. Summary of Noise Barrier Design Results and Reasonableness Analysis (Preliminary) 49
Table 10. Design Year 2052 Noise Levels for Undeveloped lands 55
Table 11. Existing Noise Barriers 59

FIGURES

Figure 1. Project Location Map ..... Figures 3
Figure 2. Common Sound Levels ..... Figures 5
Figure 3. Noise Measurement Locations ..... Figures 7
Figure 4. Noise Measurement Locations ..... Figures 9
Figure 5. Noise Measurement Locations ..... Figures 11
Figure 6. Noise Measurement Locations ..... Figures 13

DRAFT - DELIBERATIVE

Figure 7. Noise Measurement Locations ..... Figures 15
Figure 8. Noise Measurement Locations ..... Figures 17
Figure 9. Noise Measurement Locations ..... Figures 19
Figure 10. Noise Measurement Locations ..... Figures 21
Figure 11. Noise Measurement Locations ..... Figures 23
Figure 12. Noise Measurement Locations ..... Figures 25
Figure 13. Noise Measurement Locations ..... Figures 27
Figure 14. Noise Analysis Results Summary ..... Figures 29
Figure 15. Noise Analysis Results Summary ..... Figures 31
Figure 16. Noise Analysis Results Summary ..... Figures 33
Figure 17. Noise Analysis Results Summary ..... Figures 35
Figure 18. Noise Analysis Results Summary ..... Figures 37
Figure 19. Noise Analysis Results Summary ..... Figures 39
Figure 20. Noise Analysis Results Summary ..... Figures 41
Figure 21. Noise Analysis Results Summary ..... Figures 43
Figure 22. Noise Analysis Results Summary ..... Figures 45
Figure 23. Noise Analysis Results Summary ..... Figures 47
Figure 24. Noise Analysis Results Summary ..... Figures 49

APPENDICES

Appendix A. Cover Sheet of Project Plans and Typical Cross-Section(s) A-1
Appendix B. Noise Measurement Data Sheets and Photographs B-1
Appendix C. Existing and Design Year Traffic Data C-1
Appendix D. TNM Checklist and Plan Views D-1
Appendix E. Design Year Noise Levels and Impacts E-1
Appendix F. Abatement Analysis F-1
Appendix G. Non-Residential Receivers G-1

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EXECUTIVE SUMMARY

The proposed I-24 Southeast Choice Lanes project is a Type I project in accordance with the Federal Highway Administration (FHWA) noise regulation, *Procedures for Abatement of Highway Traffic and Construction Noise*, *23 CFR 772.* The project requires a noise study to identify noise impacts and to evaluate noise abatement for those impacts. The noise study was conducted in accordance with the Tennessee Department of Transportation's traffic noise guidance[1] and the FHWA noise regulation.

The preliminary noise study was conducted for the Build scenario of the project, with a design year of 2052. The study determined that the proposed project will create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted under Build conditions. The impacted land uses include residences, parks, sports facilities, medical facilities, offices, hotels, and schools with exterior areas of frequent human use.

Noise abatement was evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. Noise abatement was considered for impacted receptors in 28 Noise Analysis Areas (NAAs). Thirty preliminary barriers meeting the noise reduction design goal were deemed both potentially feasible and reasonable.

Noise barriers are likely to be included in the project plans at the locations shown in Appendix F; however, changes made during the final design process for the project could affect conclusions regarding noise impacts and abatement. Therefore, final noise abatement decisions will be made during the final design process.

Construction activities may generate intermittent and temporary noise above existing ambient noise levels. The noise levels resulting from construction activities will depend on the types of equipment utilized, the duration of the activities, and the distances between construction activities and nearby land uses. The noise increases will be temporary and will not constitute a noise impact as defined by TDOT's noise policy.

Some tracts of undeveloped land exist in the project study area. TDOT encourages the local governments with jurisdiction over these lands, as well as potential developers, to practice noise compatibility planning to avoid future noise impacts. The "Information for Local Officials" section of this report (Section 3.8) provides additional information on noise levels for undeveloped lands and noise compatibility planning.

[1] TDOT issued the revised TDOT *Guidance on Highway Traffic Noise Abatement* on October 28, 2025.

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1. PROJECT OVERVIEW

1.1. Project Description

The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 in Davidson and Rutherford Counties, Tennessee. The I-24 Southeast Choice Lanes project (proposed Project) would include widening the existing interstate to accommodate the addition of price-managed lanes (Choice Lanes) and interchange improvements. The Choice Lanes would involve a contract with a private-sector partner to design, build, finance, operate and maintain the new, optional lanes through a Public-Private Partnership (P3) program.

1.2. Need and Purpose

The purpose of the proposed Project is to provide a cost-feasible transportation option that offers travel time advantages with user participation for both passenger and commercial vehicles along I-24, between I-40 south of downtown Nashville and I-840 near Murfreesboro by addressing the following transportation issues:

1. Capacity
2. Travel time
3. Limited funding and project delivery acceleration

Based on the issues above, the proposed Project is needed to address increasing urban congestion caused by insufficient capacity which can be defined and measured by slow travel speeds accompanied by high travel demand, weaving issues due to traffic density and geometric constraints at system-to-system interchanges and bottlenecks in critical areas along the corridor. I-24 in Nashville is a major corridor that connects the rapidly growing areas of Nashville to Chattanooga. In 2023, the Nashville Metropolitan Statistical Area (MSA) added 86 people a day to its population, which represents significant population growth.

Prior to this growth in 2023, TDOT developed Congestion Action Plans (CAPs) as a coordinated, statewide response to formally strategize congestion management on freeways and major arterials. Following the passage of the Transportation Modernization Act (TMA), TDOT's traffic and revenue studies, and industry outreach with private-sector partners, resulted in recommending the section of I-24 between Nashville and Murfreesboro for Tennessee's first Choice Lanes Project. The Need and Purpose Memorandum includes more detailed information and justification for the proposed

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Project's need and purpose, including an outline of Measures of Effectiveness for analyzing the proposed Project's need.

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2. INTRODUCTION

The I-24 Southeast Choice Lanes project consists of the construction of additional capacity for Interstate 24 (I-24) in the form of price-managed lanes (Choice Lanes). The project extends from I-840 in Rutherford County to I-40 in Davidson County and encompasses approximately 26 miles of roadway. The project alternative assessed for the noise impact analysis was 2052 Build, based on design files provided in September 2025. The project area is shown on Figure 1. The proposed typical cross-section(s) for 2052 Build are included in Appendix A.

The proposed Project involves the addition of through-traffic lanes and is considered a Type I project in accordance with the Federal Highway Administration (FHWA) noise regulation, *Procedures for Abatement of Highway Traffic and Construction Noise, 23 CFR 772* (FHWA, 2010); therefore, a noise study is required. This report documents the results of the noise analysis.

2.1. Existing Conditions

2.1.1. Interstate 24

The project study area encompasses approximately 26 miles of I-24, from I-40 in Davidson County (Exit 52) to approximately 0.75 miles south of I-840 in Rutherford County (Exit 74).

WESTBOUND

Between I-840 and E Thompson Lane, I-24 westbound generally consists of four 12-foot travel lanes. Various acceleration, deceleration, and auxiliary lanes are present for varying lengths in the vicinity of the interchanges. From east of I-840 to Harding Place, the innermost lane is managed as a High Occupancy Vehicle (HOV) lane. West of Harding Place, the HOV lane ends and becomes a general use lane.

West of E Thompson Lane, I-24 westbound consists of five travel lanes for approximately 0.5 miles, then the two right lanes of I-24 eastbound exit to I-440 westbound.

Between the exit ramp to I-440 west and the entrance ramp from I-440 eastbound to I-24, I-24 generally consists of three 12-foot travel lanes. Following the merge with the I-440 entrance ramp, I-24 consists of four 12-foot travel lanes for approximately 0.4 miles before splitting into two two-lane ramps to I-40 east and I-40 west.

EASTBOUND

Between I-440 and I-840, I-24 eastbound generally consists of four 12-foot travel lanes. Various acceleration, deceleration, and auxiliary lanes are present for varying lengths in the

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vicinity of the interchanges. From Harding Place to east of I-840, the innermost lane is managed as an HOV lane.

2.1.2. Interstate 440

The I-440 interchange with I-24 is included in the project study area, as well as approximately 1.30 miles of I-440 west of the interchange.

Between the I-24 interchange and the edge of the study limits, I-440 generally consists of three 12-foot travel lanes in each direction.

2.1.3. Interstate 40

The I-40 interchange with I-24 is included in the project study area, as well as approximately 1.6 miles of I-40 east of the interchange and 1.8 miles of I-40 west of the interchange.

East of I-24, I-40 generally consists of five 12-foot travel lanes in each direction. West of I-24, I-40 consists of four 12-foot travel lanes in each direction.

2.1.4. Existing Noise Barriers

Fourteen existing noise barriers are located within the project vicinity:

- Existing Barrier 1: I-440 westbound between Nolensville Pike and Winford Avenue
- Existing Barrier 2: I-440 westbound between Nolensville Pike and rail line
- Existing Barrier 3: I-440 westbound between rail line and walking bridge
- Existing Barrier 4: I-440 westbound between the walking bridge and Foster Avenue
- Existing Barrier 5: I-440 westbound between Foster Avenue and Glenrose Avenue
- Existing Barrier 6: I-440 westbound between South Lyle Lane and Lyle Lane
- Existing Barrier 7: I-440 eastbound between Winford Avenue and Nolensville Pike
- Existing Barrier 8: I-440 eastbound between Valeria Street and walking bridge
- Existing Barrier 9: I-440 eastbound between walking bridge and Foster Avenue
- Existing Barrier 10: I-440 eastbound between Foster Avenue and Glenrose Avenue
- Existing Barrier 11: I-440 eastbound between rail line and South Lyle Lane
- Existing Barrier 12: I-440 eastbound between South Lyle Lane and Desoto Drive
- Existing Barrier 13: I-440 eastbound between Desoto Drive and I-24
- Existing Barrier 14: I-40 eastbound between Massman Drive and Briley Parkway

The existing noise barrier locations, lengths, and approximate construction dates are summarized in Table 11. Specific construction dates for each noise barrier were not available as of the date of this report; therefore, approximate construction dates were estimated from publicly available aerial imagery.

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2.2. Proposed Conditions (2052 Build)

The proposed I-24 Southeast Choice Lanes project generally follows the existing roadways. The typical cross-section for the at-grade portions of the proposed Choice Lanes includes two 12-foot travel lanes in each direction with a 12-foot shoulder. Where the Choice Lanes must be elevated to avoid conflicts with existing roadways, the typical cross-section includes a 12-foot outside shoulder, two 12-foot travel lanes, and a 6-foot inside shoulder.

2.2.1. I-40/I-24 Interchange

From I-40 eastbound and Elm Hill Pike, traffic will enter the proposed choice lanes from two single-lane ramps that merge into a two-lane ramp before crossing over eastbound I-40 and Arlington Avenue. East of Arlington Avenue, the lanes will divide again, with the left lane continuing across the I-40/I-24 interchange as the I-40 eastbound choice lane. The I-40 eastbound choice lane traffic will enter I-40 eastbound via a direct merge approximately 0.7 miles west of Briley Parkway.

The right choice lane from I-40 eastbound and Elm Hill Pike will turn south to join the choice lane traffic from I-40 westbound to create the I-24 eastbound choice lanes. The merge point for the two elevated lanes will be located north of Murfreesboro Pike. The I-24 eastbound choice lanes will continue south as two 12-foot travel lanes on the west side of the existing I-24 roadway.

From I-40 westbound, traffic will enter the proposed I-40 westbound choice lanes via a direct merge approximately 0.3 miles west of Briley Parkway. Traffic will also enter the proposed I-40 choice lanes from a ramp from southbound Briley Parkway. The direct merge lane and the Briley choice lanes ramp combine to form the I-40 westbound choice lanes.

The I-40 westbound choice lanes will continue as three lanes for approximately 0.4 miles. West of Spence Lane, the I-40 westbound choice lanes will split and direct traffic to the I-24 eastbound choice lanes. Traffic remaining on the I-40 westbound choice lanes will split immediately east of Fesslers Lane. One lane crosses the I-40 general purpose lanes and merges with traffic from Fesslers Lane before merging with I-40 westbound approximately 0.4 miles west of Browns Creek. The other lane remains on the north side of the roadway and merges with traffic from Fesslers Lane before merging with I-40 westbound at Browns Creek. An exit ramp from the I-40 eastbound choice lane to Elm Hill Pike will also be provided.

From I-24 westbound, the two elevated choice lanes will split at Murfreesboro Pike. The elevated right choice lane will turn east to merge with the I-40 eastbound choice lane. The elevated left lane will continue north to cross the I-40/I-24 interchange, then turn west to join the I-40 westbound choice lane.

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2.2.2. I-440/I-24 Interchange

Between the I-40/I-24 interchange and the I-440/I-24 interchange, the two elevated eastbound choice lanes and the two elevated westbound choice lanes will be located on the west side of the existing interstate.

North of I-440, a two-lane elevated ramp to I-440 westbound will separate from the two I-24 eastbound choice lanes. The elevated ramp will cross the existing at-grade ramps, narrows to one-lane, and then turns west to join the two-lane elevated ramp from the I-24 westbound choice lanes. Traffic from the merged ramps will enter I-440 westbound via a direct merge located east of Nolensville Pike. The I-24 eastbound choice lanes will continue south as two elevated lanes across the I-440/I-24 interchange.

Traffic from I-440 eastbound will enter the choice lanes via a direct merge located east of Nolensville Pike. A two-lane ramp will convey choice lane traffic from I-440 eastbound to the I-24 eastbound choice lanes. A two-lane elevated ramp will convey choice lane traffic from I-440 eastbound to the I-24 westbound choice lanes.

From the I-24 westbound choice lanes, a two-lane elevated ramp will direct traffic to I-440 westbound. The I-24 westbound choice lanes will continue north as two lanes across the I-440/I-24 interchange.

2.2.3. I-24 from I-440 to I-840

South of I-440, the I-24 choice lanes will generally consist of two 12-foot travel lanes in each direction.

Between I-440 and approximately 0.5 miles north of Harding Place, the choice lanes are located on either side of the existing I-24 footprint. North of Harding Place, the choice lanes cross over I-24 and continue in the median between I-24 westbound and eastbound for approximately 2.7 miles. Approximately 0.5 miles northwest of Blue Hole Road, the choice lanes transition back to two travel lanes on each side of I-24. Approximately 0.4 miles south of Bell Road, the choice lanes cross over I-24 and continue in the median between I-24 westbound and eastbound for the remainder of the project.

In areas where the existing roadway is separated by paved interior shoulders and a median barrier, the addition of the choice lanes between the I-24 travel lanes will necessitate widening of the existing I-24 footprint.

Exclusive choice lane entrance and exit ramps are planned at the following existing interchanges:

- Briley Parkway (SR-155)
- Haywood Lane
- Bell Road (SR-254) and Hickory Hollow Parkway
- Waldron Road

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- Sam Ridley Parkway (SR-266)

Direct merge entry and exit points to and from the I-24 Southeast Choice Lanes are planned at the following locations:

- Approximately 0.6 miles east of Old Franklin Road
- Approximately 0.6 miles east of Rocky Fork Road
- Approximately 1.4 miles west of I-840

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3. NOISE EVALUATION

The noise study has been prepared in accordance with the Tennessee Department of Transportation's noise guidance[2] and includes the following tasks:

- *Identification of noise-sensitive land uses:* Identification of existing land uses in the project study area that are sensitive to highway traffic noise
- *Determination of existing noise levels:* Prediction of existing noise levels at sensitive land uses to characterize the existing noise environment in the project study area
- *Determination of future noise levels:* Prediction of future, design year, worst-hour noise levels for the No-Build and Build Alternatives
- *Determination of traffic noise impacts:* Determination of noise impacts based on the increase in existing noise levels and design year noise levels
- *Noise abatement evaluation*: Evaluation of noise abatement for areas determined to be impacted by the project
- *Discussion of construction noise*
- *Information for local officials*

Each of these analysis steps is discussed below, following a discussion of TDOT's criteria for determining noise impacts.

3.1. Criteria for Determining Impacts

3.1.1. Traffic Noise Terminology

Traffic noise levels are expressed in terms of the hourly, A-weighted equivalent sound level in decibels (dBA). A sound level represents the level of the rapid air pressure fluctuations caused by sources (such as traffic) that are heard as noise. A decibel is a unit that relates the sound pressure of a noise to the faintest sound the young human ear can hear.

The A-weighting refers to the amplification or attenuation of the different frequencies of the sound (subjectively, the pitch) to correspond to the way the human ear "hears" these frequencies. Generally, when the sound level exceeds the mid-60 dBA range, outdoor

[2] TDOT issued the revised TDOT *Guidance on Highway Traffic Noise Abatement* on October 28, 2025.

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conversation in normal tones at a distance of three feet becomes difficult. Common indoor and outdoor sound levels are shown on Figure 2.

A 9 to 10 dBA increase in sound level is typically judged by the listener to be twice as loud as the original sound while a 9 to 10 dBA reduction is judged to be half as loud. Doubling the number of sources (i.e., vehicles) will increase the hourly equivalent sound level by approximately 3 dBA, which is usually the smallest change in hourly equivalent A-weighted traffic noise levels that people can detect without specifically listening for the change.

Because most environmental noise fluctuates from moment to moment, it is standard practice to condense data into a single level called the equivalent sound level (L_{eq}). The L_{eq} is a steady sound level that would contain the same amount of sound energy as the actual time-varying sound evaluated over the same time period. The L_{eq} averages the louder and quieter moments but gives more weight to the louder moments in the averaging. For traffic noise assessment purposes, L_{eq} is typically evaluated over the worst one-hour period and is defined as L_{eq} (1h).

The term *insertion loss* is generally used to describe the reduction in L_{eq}(1h) at a location after a noise barrier is constructed. For example, if the L_{eq}(1h) at a residence before a barrier is constructed is 75 dBA and the L_{eq}(1h) after a barrier constructed is 65 dBA, then the insertion loss would be 10 dBA.

3.1.2. Noise Abatement Criteria

Noise impact is determined by comparing future project noise levels to a set of FHWA Noise Abatement Criteria (NAC) for a land use category and to existing noise levels. The FHWA noise regulation and TDOT's noise policy state that traffic noise impacts require consideration of abatement when worst-hour noise levels approach or exceed the NAC listed in Table 1. TDOT's noise policy defines "approach" as one decibel below the NAC, or 66 dBA for Category B and C land uses, 51 dBA for Category D land uses, and 71 for Category E land uses. The FHWA noise regulation and TDOT's noise policy also define impacts to occur if there is a substantial increase in existing noise levels. TDOT's criteria to define a substantial noise increase is shown in Table 2.

3.2. Noise Analysis Areas

Review of available electronic mapping and field reconnaissance revealed 108 areas that may be impacted by the project. These areas are called noise analysis areas (NAAs) and are listed in Table 3. As shown on Figures 3 through 24, receptors are grouped according to similar characteristics, locations, and roadways. Land uses within the project study area include single-family residences, multifamily residences, parks, athletic facilities, worship

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centers, hotels, restaurants, schools, office centers, museums, recording studios, and healthcare centers.

The NAC for Activity Category B will apply to single-family residences and multifamily residences. The NAC for Activity Category C will apply to parks, pools, and athletic facilities, as well as worship centers, schools, recording studios, and healthcare centers with exterior areas of frequent human use. Noise impacts will be identified, and noise abatement will be considered if design year noise levels are 66 dBA or higher or if the project causes a substantial increase in existing noise levels.

The NAC for Activity Category E will apply to restaurants, hotels, and offices with exterior areas of frequent human use. Noise impacts will be identified, and noise abatement will be considered if design year noise levels are 71 dBA or higher or if the project causes a substantial increase in existing noise levels.

Category D land uses were identified within the project limits. The NAC for Activity Category D will apply to worship centers, schools, and healthcare centers without exterior areas of frequent human use; therefore, the Activity Category D land uses will be evaluated for interior noise impacts. Noise impacts will be identified, and noise abatement will be considered if interior design year sound levels are 51 dBA or higher, or if there is a substantial increase in existing sound levels. Category D receiver reductions are provided in Appendix G.

Category F land uses were identified within the project limits. These uses include retail, manufacturing, automotive repair, and warehousing. These land uses are not noise-sensitive, do not have an NAC (Table 1), and therefore have not been included in the noise study.

Category G undeveloped lands were identified within the project limits. Undeveloped lands are not noise-sensitive, do not have a NAC (Table 1), and have not been included in the noise study; however, noise impacts could occur in the future if noise-sensitive land uses are constructed near I-24 or I-40. A discussion of future noise levels and the need for noise-compatible land use planning is provided in Section 3.8.

3.3. Existing Noise Levels

3.3.1. Noise Measurements

Noise measurements were conducted at 92 noise-sensitive land uses in the project study area on April 15, 2024 through April 18, 2024 and May 9, 2024 through May 10, 2024. A list of the measurement locations and noise level data is provided in Table 4. Noise measurement data sheets and site photographs are provided in Appendix B. Measurement locations are shown on Figures 3 through 13.

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Short-term 15-to-30-minute noise measurements were conducted between 7:00 AM and 8:30 PM at one-minute intervals. Background noise (e.g., dog barking, sirens, etc.) during these measurements was noted, and the corresponding one-minute measurement intervals were eliminated.

Noise levels vary throughout the day depending on the proximity of noise-sensitive land uses to local roads and to other noise sources. Noise levels can also vary with environmental changes, including shifts in wind speed and direction and changes in the vertical temperature profile. As a result, the short-term measurement data provides only a snapshot of the existing noise environment at each measurement location.

To gain an understanding of the change in noise levels throughout the day, five reference microphones were used to collect noise level data over a 24-hour period. The reference microphones were located at different segments along the roadways. See Figures 3 through 13 for the long-term measurement locations.

The long-term data at the five reference sites were used to develop adjustments that were applied to measurements conducted during off-peak periods to arrive at worst-hour noise levels. The reference locations are listed in Table 4 and shown on Figures 3 through 13. Reference location data sheets are also included in Appendix B.

Existing noise levels measured along the project corridor ranged from 58 dBA to 80 dBA.

3.3.2. Model Validation

Noise modeling of the project study area was completed using the Traffic Noise Model (TNM) 2.5 noise model. The TNM 2.5 program predicts noise levels by taking into account roadway geometry, traffic volume, traffic composition, traffic speed, and source-receiver path characteristics such as barriers, topography, and ground absorption. TNM 2.5 analyzes the three-dimensional, spatial relationship between the roadway and receivers and calculates the resulting traffic noise level that would exist at each receiver. The roadway geometry is entered as x, y, and z coordinates.

The noise analysis requires a separate analysis to validate the TNM models developed to determine existing and proposed noise levels for the project. Model validation involves conducting noise measurements at locations near the existing roadway while counting vehicles and documenting travel speeds on the road. The traffic volumes and speeds during the measurement period are input into a TNM model that represents existing conditions. The predicted noise levels from the TNM validation model are then compared to the measured noise levels. Per FHWA, if the levels are within 3 dB, the model is considered valid and can be used to predict noise levels. If the model is not within 3 dB, then the model is not considered valid until additional measurements are conducted or until the reason for the discrepancy is identified or the model is corrected.

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Model validation noise measurements were conducted at 16 community locations (one measurement location per TNM Build model) on October 6, 2025. Traffic volumes by vehicle type were counted from video footage taken during each measurement period, and speed data was collected for each vehicle type using radar guns and videos. The validation locations are shown on Figures 3 through 13 and noise measurement and traffic data are included in Appendix B. TNM predicted the noise level for each validation site based on the input traffic and speed data for the associated measurement period.

Noise modeling of the project area was completed using the TNM 2.5 computer program. The TNM program calculated noise levels in year 2024 for the noise-sensitive land uses in the project study area.

The TNM model validation files were created by digitizing the existing roadways, then applying the observed traffic volumes and speeds from the noise validation measurements.

Both I-24 and I-40 are a dense-graded asphalt concrete (DGAC) pavement type, so that pavement type was used in the TNM validation model. The validation results are summarized in Table 5. As shown, the differences between the predicted and measured levels at the measurement locations range from -2.6 to 3.0 dB; therefore, the 16 Build models are considered valid.

3.3.3. Existing Noise Levels

Noise modeling of the project area was completed using the TNM 2.5 computer program. The TNM program calculated noise levels in year 2024 for the noise-sensitive land uses in the project study area.

The TNM model files were created by inputting the 2024 peak hour traffic values provided by HNTB into the validated models. These values indicated peak hour volumes and truck percentages, as shown in Appendix C. The posted speed limits for the general purpose lanes and the surrounding roads were used in the model.

The predicted existing (2024) noise levels for the modeled receivers in each NAA are summarized in Table 6. TNM quality control checklist and plan views showing modeled TNM objects and the location of the modeled roadways and receivers are included in Appendix D. Predicted existing (2024) noise levels at each modeled receiver are included in Appendix E.

3.4. Future Noise Levels

HNTB developed traffic projections for the project for the design year 2052. Peak hour traffic projections were used for the noise analysis since they represent the highest number of vehicles expected to travel on I-24 and the side roads in a given hour and would, therefore, represent the worst noise hour. The provided design year peak hour traffic projections are included in Appendix C.

DRAFT - DELIBERATIVE

3.4.1. No-Build Alternative

Noise levels for the No-Build Alternative can be reasonably estimated by evaluating existing and future traffic volumes on I-24 and side roads. Doubling traffic on a roadway results in a 3 dB increase in the noise level at a given location assuming all other conditions remain the same. Design year 2052 traffic volumes on I-24 are predicted to be approximately 25% higher than existing volumes. This increase in traffic would increase noise levels at nearby residences by approximately 1 dBA. As a result, existing noise levels, as determined by the TNM model of existing conditions, were increased by 1 dBA to arrive at design year 2052 noise levels for the No-Build Alternative. The I-24 design traffic growth rate development processing is further outlined in the *I-24 Choice Lanes Traffic Report*.

This change in noise level was estimated using the following equation, which describes the logarithmic relationship between traffic volume and sound level:

$$\Delta L = 10 \times log(V_2 / V_1)$$

where ΔL is the change in sound level in decibels, and V_1 and V_2 are the existing and future volumes, respectively.

3.4.2. Build Alternative

Noise modeling of the project area was completed using the TNM 2.5 computer program. The TNM program calculated design hour noise levels in year 2052 for the noise-sensitive land uses in the project area.

The TNM model files were created based on preliminary project plans dated September 2025. Design year traffic projections provided by HNTB were used for the noise analysis. These projections indicated peak hour volumes and truck percentages, as shown in Appendix C. The proposed design speeds for the Choice Lanes and the posted speed limits for the general purpose lanes and the surrounding roads were used in the model.

The predicted design year noise levels for the modeled receivers in each NAA are summarized in Table 6 and discussed in the following section. The TNM quality control checklist and plan views showing modeled TNM objects and the location of the modeled roadways and receivers are included in Appendix D. Predicted design year (2052) noise levels at each modeled receiver are included in Appendix E.

3.5. Noise Impacts

A noise-sensitive land use is impacted if the predicted worst hour noise level approaches or exceeds the NAC or the project substantially increases existing noise levels. Design year noise levels for the Build alternative are predicted to be 5 dBA lower to 8 dBA greater than existing noise levels. The increases are not substantial in accordance with TDOT's noise

DRAFT - DELIBERATIVE

policy; therefore, none of the land uses are predicted to be impacted by a substantial increase in noise level. The predicted decreases reflect changes in roadway alignment and/or topographic screening for some receptors.

Design year noise levels are predicted to approach or exceed the NAC levels at modeled receivers for a total of 3,279.54 impacted receptors. Receivers impacted due to design year noise levels approaching or exceeding the NAC values are identified in Appendix E.

3.6. Noise Abatement Evaluation

Abatement is evaluated when impacts are predicted to occur. Preliminary noise barriers were evaluated to reduce noise levels for impacted land uses in each NAA. For noise barriers to be included in a project, they must be determined to be both feasible and reasonable in accordance with TDOT's noise policy as discussed below.

3.6.1. Noise Barrier Feasibility

Feasibility means that the construction of a barrier would not be anticipated to pose major design, construction, maintenance, or safety problems, and the noise barriers will provide a noise reduction (insertion loss) of 5 dBA in design year highway traffic noise levels for the majority of the impacted first-row ground-level receptors.

Figures showing the locations of the evaluated barriers and their descriptions are included in Appendix F. Based on the preliminary roadway plans, no major design, construction, maintenance, or safety problems associated with the construction of noise barriers for the impacted land uses are noted; however, noise barrier design or construction issues could arise during final noise barrier design. TDOT will assess these issues later in the final design process.

TNM 2.5 was used to assess whether each noise barrier could be designed to provide a minimum 5 dBA insertion loss at the majority of impacted first-row receptors. This analysis indicated that a 5 dBA insertion loss could be achieved at the majority of impacted first-row ground-level residences for 49 of the 53 evaluated preliminary barrier scenarios; therefore, 49 noise barrier scenarios were considered acoustically feasible. However, feasibility alone does not dictate whether a noise barrier will be built. Each noise barrier must also pass a "reasonableness" test as described below.

3.6.2. Noise Barrier Reasonableness

For a noise barrier to be reasonable, the following conditions must be met:

1. TDOT's noise reduction design goal must be achieved;

DRAFT - DELIBERATIVE

2. The required noise barrier area per benefited residence must be less than or equal to the allowable area per benefited residence; and,
3. The benefited residents and/or property owners must support the construction of the noise barrier.

NOISE BARRIER DESIGN

The noise barriers were designed to meet the noise reduction design goal while also minimizing the barrier area per benefited residence so that the designed barrier is the one that is most likely to be reasonable in accordance with TDOT's noise policy.

NOISE REDUCTION DESIGN GOAL

To be reasonable, the barrier must provide at least 7 dBA noise reduction at 60% or more of the first-row benefited receptors. The noise reduction design goal feasibility analysis for each barrier is provided in Table 7.

Of the 53 evaluated preliminary barrier scenarios, 45 met the noise reduction design goal.

NOISE BARRIER AREA PER BENEFITED RESIDENCE

The designed noise barrier area per benefited residence must be less than or equal to the allowable noise barrier area per benefited residence. The allowable barrier area per benefited residence is calculated using the following equation:

Base Allowance	_____ square feet
+ Previous Type I Widening Allowance	_____ square feet
+ Design Year Noise Levels Allowance	_____ square feet
+ Noise Level Increase Allowance	_____ square feet
+ Noise Compatible Planning Allowance	_____ square feet
= Total Allowable Area per Benefited Residence	_____ square feet

The value for each allowance type is selected based on the criteria outlined in Table 8. The calculation of allowable area for each barrier is shown in Appendix F.

The predicted design year noise levels and insertion losses for each of the modeled residences, the preliminary noise barrier design table, and the barrier locations are included in Appendix F. The insertion loss for each modeled receiver was used to determine the total number of benefited residences. Benefited residences receive 5 dBA or more of insertion loss due to construction of the barrier.

DRAFT - DELIBERATIVE

The noise barrier reasonableness analyses are summarized in Table 9. Of the 53 evaluated preliminary barrier scenarios, 31 met the reasonableness criteria in accordance with TDOT's noise policy.

EQUIVALENT RESIDENCES

Non-residential uses require a calculation of an equivalent number of residences for use in the reasonableness analysis. TDOT's noise procedures include the following equation for calculating the equivalent number of residences for non-residential land uses.

$$\textbf{\textit{Equivalent Residences}} = \frac{Number\ of\ Users}{Number\ of\ People\ Per\ Residence} \times Usage$$

where:

$$\text{Number of Users} = \text{Average Number of Users during Usage Times}$$

$$\text{Number of People per Residence} = 2.5\ \text{(TN average from Census)}$$

$$\text{Usage} = (\text{Hours used Per Day}/24\ \text{hours}) \times (\text{Days Used Per Year}/365\ \text{Days})$$

The *Number of Users*, *Hours Used Per Day*, and *Days Used Per Year* are determined by evaluating the characteristics of each individual use. TDOT's noise procedures state that variables that might be included in assessing the Number of Users could include the maximum capacity of the use or the number of parking spaces provided. When maximum capacities are used, these capacities are multiplied by a Typical User Factor to arrive at the average number of users during usage times. The calculated equivalent residences for each identified Category C, D, or E land use in the project study area are provided in Appendix G.

VIEWPOINTS OF BENEFITED RESIDENTS AND PROPERTY OWNERS

TDOT's noise policy and procedures require that the views of the benefited property owners and residents be considered in making final noise abatement decisions. TDOT will evaluate the viewpoints of benefited residents and property owners during the final design phase of the project.

3.6.3. Statement of Likelihood

Of the 53 evaluated preliminary barrier scenarios, 30 met the feasibility, noise reduction design goal, and reasonableness criteria in accordance with TDOT's noise policy. Noise barriers are likely to be included in the project plans at the preliminary locations shown in Appendix F; however, changes made during the final design process for the project could affect conclusions regarding noise impacts and abatement. Therefore, final noise abatement decisions will be made during the final design process.

DRAFT - DELIBERATIVE

3.7. Construction Noise

Construction activities will generate intermittent and temporary noise above existing ambient noise levels. The noise levels resulting from construction activities will depend on the types of equipment utilized, the duration of the activities, and the distances between construction activities and nearby land uses. However, the noise increases will be temporary and will not constitute a noise impact as defined by the FHWA noise regulation and TDOT's noise policy.

3.8. Information for Local Officials

Undeveloped tracts of land are adjacent to I-24 and I-40. TDOT encourages the local governments with jurisdiction over these lands, as well as potential developers of these lands, to practice noise compatibility planning to avoid future noise impacts. The following language is included in TDOT's noise policy:

> *"Highway traffic noise should be reduced through a program of shared responsibility. Local governments should use their power to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway or that the developments are planned, designed and constructed in such a way that noise impacts are minimized."*

FHWA developed two guidance documents on noise compatible land use planning: *The Audible Landscape: A Manual for Highway Noise and Land Use* (FHWA, 1974) *and Entering the Quiet Zone: Noise Compatibility Land Use Planning* (FHWA, 2002).

Design year noise levels for areas along I-24 and I-40 where vacant and possibly developable lands exist are listed in Table 10. Noise predictions were made at distances of 200, 300, 400, and 500 feet from the centerline of the near lane for the design year 2052.

Noise levels vary throughout the corridor but will generally approach or exceed the NAC of 66 dBA within approximately 500 feet of the centerline of the near lane of I-24 and I-40. Noise-sensitive land uses should generally not be constructed in these areas unless noise mitigation measures are provided.

The values in Table 10 do not represent predicted levels at every location at the indicated distance from the roadway. Noise levels will vary with changes in terrain and will be affected by the shielding of objects such as buildings. This information is being included to make local officials and planners aware of anticipated highway noise levels so that future development will be compatible with these levels.

Finally, TDOT has constructed Type II or "retrofit" noise barriers along existing highways. To be eligible for a Type II noise barrier, an area must meet the following criteria:

DRAFT - DELIBERATIVE

- The neighborhood must be located along a limited-access roadway.
- The neighborhood must be primarily residential.
- The majority (more than 50%) of residences in the neighborhood near the highway pre-dated the initial highway construction.
- A noise barrier for the neighborhood must not have been previously determined to be not reasonable or not feasible as part of a new highway construction or through-lane widening study (Type I project).
- Existing noise levels measured in the neighborhood must be above 66 dBA.
- A barrier must be feasible to construct and will provide substantial noise reduction.
- A barrier must be reasonable (barrier area per benefited residence) in accordance with TDOT's noise policy. A residence is considered "benefited" if the noise barrier will reduce the traffic noise by at least 5 dBA.

3.9. Meteorological (Weather) Effects on Noise Levels

Noise levels from highways or other sources are louder or quieter during certain times of the day or year. Changes in weather conditions are often the cause of these higher or lower noise levels. The effects on a community depend on the distance to highways and the frequency and duration of certain weather conditions.

Louder noise levels will be more common in areas where the wind typically blows from a highway toward a community (downwind) than in locations where the wind blows from the community toward the highway (upwind). Downwind conditions cause sound waves to bend back toward the earth and increase sound levels.

When the air above the ground is warmer than the air near the ground, a *temperature inversion* occurs that causes sound waves to bend back toward the earth and increase noise levels. Temperature inversions often occur at night when the weather is clear and winds are calm.

Changes in weather conditions also affect how well a noise barrier performs. Temperature inversions and downwind conditions can increase noise levels in neighborhoods protected by a noise barrier, while temperature lapses and upwind conditions can further reduce noise levels in neighborhoods protected by a noise barrier.

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4. CONCLUSIONS

The proposed I-24 Southeast Choice Lanes project consists of the construction of additional capacity for I-24 in the form of price-managed lanes (Choice Lanes). The alternative evaluated in the noise impact analysis was 2052 Build. Based on the data available at the time of this report, the following is a summary of the modeled results for the noise sensitive receptors analyzed for the project.

For the Build scenario, TNM 2.5 yielded 3,279.54 sound level impacts. The receptors predicted to have a sound level impact are expected to experience noise levels that will meet or exceed the noise level abatement criteria set forth by FHWA under 23 CFR Part 772 and by the Tennessee Department of Transportation *Guidance on Highway Traffic Noise Abatement* (TDOT, 2025). There are 3,279.54 receptors impacted for NAC criteria. There are no impacts due to substantial noise increase. The predicted 2052 noise levels are shown in Appendix E.

Noise abatement was evaluated for the impacted receptors. Of the 53 preliminary barrier scenarios analyzed, 30 preliminary barriers meeting the noise reduction design goal were deemed both potentially feasible and reasonable. Noise barriers are likely to be included in the project plans for the preliminary locations identified in Appendix F.

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5. REFERENCES

Federal Highway Administration**,** November 1974, *The Audible Landscape: A Manual for Highway Noise and Land Use.*

Federal Highway Administration, May 2002, *Entering the Quiet Zone: Noise Compatibility Land Use Planning.*

Federal Highway Administration, July 2010, *Procedures for Abatement of Highway Traffic and Construction Noise, 23 CFR 772.*

Tennessee Department of Transportation, April 2010, *TDOT Guidelines for Noise Modeling Using FHWA's Traffic Noise Model*.

Tennessee Department of Transportation, July 13, 2011, *Policy on Highway Traffic Noise Abatement*.

Tennessee Department of Transportation, June 2011, *Tennessee Environmental Procedures Manual*.

Tennessee Department of Transportation, October 2025, *TDOT Guidance on Highway Traffic Noise Abatement.*

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TABLES

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TABLE 1. FHWA NOISE ABATEMENT CRITERIA

ACTIVITY CATEGORY	L_{Aeq}(1h) dBA	EVALUATION LOCATION	ACTIVITY DESCRIPTION
A	57	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(1)	67	Exterior	Residential.
C(1)	67	Exterior	Active sport 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 stations, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	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(1)	72	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.

(1) Includes undeveloped lands permitted for this activity category.

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TABLE 2. SUBSTANTIAL NOISE LEVEL INCREASE

EXISTING NOISE LEVEL (dBA) [1]	PREDICTED DESIGN YEAR NOISE LEVEL INCREASE (dBA) [2]
42 or less	15 or more
43	14 or more
44	13 or more
45	12 or more
46	11 or more
47 or more	10 or more

(1) Worst-hour noise level from the combination of natural and mechanical sources and human activity.

(2) Predicted design year noise level minus existing noise level.

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TABLE 3. NOISE ANALYSIS AREAS

NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
1	**South of I-40, east of Charles Davis Boulevard and west of the railroad** Single-family residences on Clairborne Street, Decatur Street, Donelson Street, Duncan Street, Fain Street, Fairfield Avenue, Green Street, J.C. Napier Street, Lewis Street, Maury Street, and Meridith Avenue Multi-family duplexes on Decatur Street, Green Street and Lewis Street Multi-family residences on Fain Street (Deacon Ernest Jennings Apartments), Fairfield Avenue, and Green Street. Two Places of worship (St Luke Baptist Church and Zomi Pentecostal Church)	B, D	67, 52
2	**North of I-40, south of Hermitage Avenue** Single-family residences on Edgar Street, Green Street, Keith Street, and Little Green Street. One place of worship with playground (Green Street Church of Christ) One hotel with Balconies/Patios (Neo Vacation Rental Condos) Two restaurants with outdoor seating	B, C, E	67, 72
3	**South of I-40, north of Rundle Avenue** Offices with smoking area	E	72
4	**North of I-40, west of Fesslers Lane** One single-family residence on Calhoun Avenue	B	67
5	**North of I-40, north of Elm Hill Pike** One recording studio on Twin Elms Court	C	67
6	**North of I-40, south of Elm Hill Pike** One Place of Worship (Ebenezer AME Church)	D	52

DRAFT - DELIBERATIVE

NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
7	**North of I-40, north of Elm Hill Pike and west of Spencer Lane** One cemetery on Elm Hill Pike (Greenwood Cemetery)	NRHP	-
8	**North of I-40, south of Elm Hill Pike and east of Spencer Lane** One office with outdoor bench	E	72
9	**South of I-40, east of Spence Lane** Single-family residences on Cornelia Court and Wilhagan Road	B	67
10	**South of I-40, west of Massman Drive** Single-family residences on Massman Drive	B	67
11	**North of I-40, South of Elm Hill Pike** Strayer University (outdoor table)	C	67
12	**South of I-40, east of Massman Drive** Single-family residences on Dabbs Avenue, Dabbs Court, Elissa Drive, and Laurinda Drive Multi-family duplexes on Dabbs Avenue, Dabbs Court, and Laurinda Drive Multi-family residences on Patricia Drive (Glen Valley Apartments) One school (Brightwood College) One hotel with pool (Hotel Preston) One place of worship (St. Mary Coptic Orthodox Church of Nashville)	B, C, D, E	67, 52, 72
13	**North of I-40, west of State Route 155** Multi-family residences on Elm Hill Pike with pool and recreation areas (The Highland on Briley)	B, C	67

DRAFT - DELIBERATIVE

NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
14	**North of I-40, east of State Route 155** One school with picnic tables (South College Nashville School) One school with playground (The Gardner School of Nashville) One hotel with pool (Marriott)	C, E	67, 72
15	**East of I-24, south of Murfreesboro Pike** Mobile homes on Hill Avenue	B	67
16	**East of I-24, north of Murfreesboro Pike** Multi-family residences on Murfreesboro Pike with a pool (Summit East Nashville) One restaurant with outdoor seating One hotel with pool (Holiday Inn Express) One motel with pool (Hillside Crossing) Offices with picnic table (Tennessee Primary Care Association)	B, C, E	67, 72
17	**East of I-24, south of Murfreesboro Pike** Multi-family residences with common area and playground (Rex Court Apartments) Two hotels with a pool (Super 8 and Best Western)	B, C, E	67, 72
18	**North of I-440, west of Nolensville Pike** Single-family residences on Cruzen Street, Grandview Avenue, Kline Avenue and Winford Avenue Multi-family duplexes on Cruzen Street and Kline Avenue	B	67

DRAFT - DELIBERATIVE

NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
19	**South of I-440, west of Nolensville Pike** Single-family residences on Cruzen Street, Kline Avenue, Longview Avenue, and Winford Avenue Two offices with outdoor seating	B, E	67, 72
20	**North of I-440, east of Nolensville Pike** Single-family residences on Glenrose Avenue and Hester Avenue Multi-family duplex on Hester Avenue One restaurant with outdoor seating	B, E	67, 72
21	**South of I-440, east of Nolensville Pike** Single-family residences on Burbank Avenue, Foster Avenue, Fox Avenue, Oriel Avenue, Peachtree Street, Rose Street, and Valeria Street Multi-family duplexes on Oriel Avenue, Rose Street, and Valeria Street One place of worship (Faith Missionary Baptist Church) One community center with playground (Woodbine Community Center) One restaurant with outdoor seating	B, C, D, E	67, 52, 72
22	**North of I-440, from railroad to Foster Avenue** Single-family residences on Burbank Avenue, Fox Avenue, Glenrose Avenue, Sadler Avenue and Wickson Avenue Multi-family duplexes on Wickson Avenue One place of worship (Jesus Only Tabernacle)	B, D	67, 52
23	**North of I-440, east of Foster Avenue** Single-family residences on Glenrose Avenue One place of worship with playground (Iglesia Bautista Libre Getsemani)	B, C	67

DRAFT - DELIBERATIVE

NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
24	**South of I-440, between Foster Avenue and Glenrose Ave** Single-family residences on Evelyn Drive, Foster Avenue, Glenrose Avenue, Miller Street, Oriel Avenue, and Rose Street Multi-family duplexes on Foster Avenue	B	67
25	**North of I-440, west I-24** Single-family residences on Imperial Drive, Lavergne Court, Lyle Lane, South Lyle Lane, and Scobey Drive	B	67
26	**South of I-440, west of I-24 and north of Glenrose Avenue** Single-family residences on Desoto Drive, Dodge Drive, Garwood Drive, Lyle Court, and Old Glenrose Avenue, and Stirton Road. Multi-family duplexes on Lyle Court	B	67
27	**East of I-24 at the I-24/I-440 junction** Multifamily duplexes on Plus Park Boulevard Multi-family residences on Plus Park Boulevard (Shadow Bluff Apartments, Willow Apartments and Bradford Flats) One daycare center (Grace M. Easton Early Learning Center) One School with recreation areas (Rocketship Untied Academy) Two places of worship (Primera Iglesia Bautista and Tajweed Center)	B, C, D	67, 52
28	**East of I-24, north of Old Glenrose Avenue and south of Shadow Bluff Apartments** Single-family residences on Flushing Drive and Wimpole Drive Mill Creek Greenway and Whitsett Park	B, C	67

DRAFT - DELIBERATIVE

NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
29	**West of I-24, south of the railroad and north of East Thompson Lane** Single-family residences on East Thompson Lane, Ennis Road, Glenrose Avenue, Joplin Drive, Malden Drive, and Mashburn Road Multi-family duplexes on Glenrose Avenue Multi-family residences on Glenrose Avenue (Greentree Terrace)	B	67
30	**East of I-24, south of the railroad and north of E Thompson Lane** Single-family residences on Blackstone Place, East Thompson Lane, Glenmont Drive, Glenrose Avenue, and Old Glenrose Avenue One place of worship with outdoor playground and pavilion (Lao Buddhapathip Temple)	B, C	67
31	**East of I-24, North of Briley Parkway, between E Thompson Lane and Railroad** Single-family residences on Cameo Drive, Carlye Place, Dover Road, Drummond Drive, and Glencliff Road Multi-family duplexes on Drummond Drive, Glencliff Road and Glencliff Court Tiny home community on Glencliff with common area (Village at Glencliff) One place of worship (Glencliff Methodist Church)	B, C, D	67, 52
32	**East of I-24, south of Briley Parkway between the railroad and Averitt Express** Single-family residences on Drummond Drive, Drummond Court, and Wildview Drive	B	67

DRAFT - DELIBERATIVE

NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
33	**West of I-24, between Briley Parkway and Seven Mile Creek** Single-family residences on Glencliff Road, Mavert Drive, Neese Drive, Southlake, and Tallwood Drive Multi-family residences with pools and sport court on Antioch, Neese Drive, and Twin Oaks (Haven Apartments, Avana South Oaks Apartments) Multi-family residences on Noble Loop, Shannon Lane, and Valerie Lane (Noble Place Townhomes)	B, C	67
34	**East of I-24, south of Averitt Express** Single-family residences on Crowder Court and Drummond Drive Multi-family duplexes and triplexes on Crowder Court and Drummond Drive	B	67
35	**West of I-24, north of Antioch Pike** Single-family residences on Antioch Pike	B	67
36	**West of I-24, between Seven Mile Creek and the railroad** Single-family residences on Antioch Pike and Mcillwain Place	B	67
37	**East of I-24, between Antioch Pike and the railroad** Single-family residences on Antioch Pike	B	67

DRAFT - DELIBERATIVE

NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
38	**West of I-24 between the railroad and Harding Place** Single-family residences on Bolster Court, Donna Kay Drive, Eisenhower Drive, Generosity Way, Hope Hill Court, Linbar Drive, Paragon Mills Road, Partner Way, Providence Park, Reischa Drive, Sunlight Drive and Towry Drive Multi-family duplexes on Bolster Court, Donna Kay Drive, and Towry Drive Multi-family residences on Paragon Mills Road (SoNa at Harding Place) One park (Providence Park)	B, C	67
39	**East of I-24, between the railroad and Paragon Mills Road** One school with outdoor seating (Lead Prep Southeast) One hotel on Metroplex Drive (Woodspring Suites) Offices with outdoor seating area	C, E	67, 72
40	**East of I-24, north of Harding Place and west of Metroplex Drive** One gym with outdoor seating (Fitness 1440)	C	67
41	**West of I-24, south of Harding Place to Linbar Business Center** Multi-family residences with pool on Wallace Road (Wallace Studios) A veterinary clinic (Animal House Veterinary Clinic) Two restaurants with outdoor seating	B, C, D, E	67, 52, 72
42	**East of I-24, south of Perimeter Hill Drive** One school with no outdoor use (Fortis Institute) Office with bench	D, E	52, 72

DRAFT - DELIBERATIVE

NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
43	**West of I-24, south of Linbar Business Center to Haywood Oaks Office Park** Multi-family residences with pool, walking trail, and picnic area, and dog park on Linbar Drive (Fifty-Forty Flats, CityVue @ 5101, Treetop Apartments) Multi-family quadplexes on Linbar Drive One place of worship (Haitian Ministry Theophile)	B, C, D	67, 52
44	**East of I-24, North of Haywood Lane** Single-family residences on Bakertown Road, Derrick Court, Ezell Road, Johnakin Drive, Lallemand Court, Luna Court, Luna Drive, and Wharton Drive Multi-family duplex on Luna Drive Multi-family residences with a pool on Bakertown Road (Peppertree Apartments)	B, C	67, 72
45	**West of I-24, south of CityVue @5101 to South End of Haywood Oaks Office Park** One healthcare facility (Davita Woodbine Dialysis Center)	D	52
46	**West of I-24, south of Haywood Oaks Office Park and north of Willard Drive** Single-family residences on Ezelle Road, Melmack Drive, Syfert Lane Offices with picnic tables	B, E	67, 72
47	**West of I-24, between Haywood Lane and Willard Drive** Single-family residences on Haywood Lane and Willard Drive	B	67

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NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
48	**West of I-24, South of Haywood Lane between Keeley Drive and Apache Trail** Single-family residences on Creekside Drive and Haywood Lane	B	67
49	**West of I-24, between Haywood Lane and Apache Trail** Multi-family residences with pool on Apache Trail (Hickory Lake Apartments)	B, C	67
50	**West of I-24, between Hickory Lake Apartments and Packard Drive** Multi-family residences with sport court on Apache Trail and Packard Drive (Packard Apartments, Mallards Landing Townhomes, Mallard Landing Apartments)	B, C	67
51	**East of I-24, west of Antioch Pike** Mill Creek Greenway – Blue Hole Trails	C	67
52	**West of I-24, between Packard Drive and Blue Hole Road** Single-family residences on Apache Trail, Arapaho Bend, Arapaho Court, Barella Drive, Bart Drive, Benzing Road, Catawba Court, Cimarron Way, Danly Court, Navaho Circle, Navaho Trail, Packard Drive, Shacklett Lane, Shihmen Drive, Tomarand Court, Tuscarora Court, Tuscarora Drive, and Tusculum Road Multi-family duplexes on Apache Trail, Arapaho Bend, Catawba Court	B	67
53	**East of I-24, north of Bluehole Road** Antioch Park and Mill Creek Greenway	C	67

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NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
54	**North of I-24, from Blue Hole Road to Mill Creek** Single-family residences on Blue Hole Road School with outdoor seating (Antioch Middle School)	B, C	67
55	**South of I-24, from Blue Hole Road to Mill Creek** School with playground (Lighthouse Christian School and Preschool)	C	67
56	**South of I-24, from Mill Creek to Home Depot** Multi-family residences with tennis court and playground on Bell (Avana at Collins Creek Apartments)	B, C	67
57	**North of I-24, between Mill Creek and Comfort Inn and Suites** Single-family residences on Hickory Hollow Parkway	B	67
58	**South of I-24, north of Bell Road** One place of worship with a patio (Crossroads Church) Two restaurants with outdoor seating	C, E	67, 72
59	**North of I-24, west of Bell Road** One hotel with outdoor seating (Comfort Inn and Suites)	E	72
60	**North of I-24, north of Hickory Hollow Parkway** One medical facility (Fresenius Kidney Care) Two schools (Independence Academy and Nashville State Community College)	D	52

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NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
61	**North of I-24, west of Bell Road and south of Hickory Hollow Parkway** One restaurant with outdoor awning	E	72
62	**North of I-24, south of Bell Road** One medical facility (Araz Ahmed Amedy) One hotel with outdoor seating (Best Western Plus) One restaurant with outdoor seating	D, E	52, 72
63	**South of I-24, south of Bell Road and west of Cane Ridge Road** Multi-family residences at Abor Ridge Drive and Cane Ridge Road (Lyric on Bell and Bell Hollow Apartments) One medical facility with bench (VCA PetMed Animal Hospital) One restaurant with outdoor seating	B, C, E	67, 72
64	**South of I-24, south of Bell Road and east of Cane Ridge Road** Three restaurants with outdoor seating	E	72
65	**South of I-24, west of Century Farms Parkway** Hotels under construction (Century Farm Hotels - Hampton and Fairfield)	E	72
66	**North of I-24, north of railroad and east of Hickory Hollow Parkway** One hotel with outdoor seating (Holiday Inn Express)	E	72
67	**North of I-24, south of railroad and east of Hickory Hollow Parkway** Multi-family residences at Crossings Boulevard with pool, greenway and dog park (The Crossings Apartments)	B, C	67

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NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
68	**West of I-24, south of William Turner Parkway** One soccer field Four restaurants with outdoor seating	C, E	67, 72
69	**East of I-24, between end of off ramp and Crossings Circle** One business with pool	E	72
70	**West of I-24, Tanger Outlets** Outdoor event space One healthcare facility (under construction) Three restaurants with outdoor seating	C, D, E	67, 52, 72
71	**West of I-24, south of Cane Ridge Parkway** One medical facility (JustSkin Dermatology) One medical facility with picnic table (TriStar Century Farms ER)	D, C	67, 52
72	**West of I-24, between Old Franklin Road and the power line easement** Multi-family residences with pool (Carroll at Cane Ridge) (under construction)	B, C	67
73	**East of I-24, west of old Hickory Boulevard** Garden with benches	C	67
74	**East of I-24, east of old Hickory Boulevard** One park with a playground (Mill Ridge Park) One trail	C	67

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NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
75	**West of I-24, between Hobson Drive and October Woods Drive** Single-family residences on Craftwood Court and Craftwood Drive One place of worship (Church of Christ)	B, D	67, 52
76	**West of I-24, south of Muci Drive** Multi-family residences at Old Hickory Boulevard	B	67
77	**South of I-24, north of Centerpointe Way** Multi-family townhomes with pool, outdoor seating, and playground on Madison Drive (Parklight Townhomes)	B, C	67
78	**North of I-24, east of Waldron and north of Ingram Boulevard** Place of worship (Casa De Gloria)	D	52
79	**North of I-24, west of Waldron** Two hotels with pools (Econo Lodge Inn & Suites and Baymont Inn) One hotel with outdoor seating (Quality Inn & Suites)	E	72
80	**South of I-24, south of Centre Pointe Drive** Single-family residences on Brookridge Drive and Springdale Court Two restaurants with outdoor seating	B, E	67, 72
81	**West of I-24, north of Sam Ridley Parkway** Three hotels with outdoor seating and pool (Avid Hotel, Candlewood Suites and Fairfield Inn and Suites) One restaurant with outdoor seating	E	72

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NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
82	**East of I-24, between Industrial Boulevard and Team Boulevard** One medical facility (American Family Care) Four restaurants with outdoor seating	D, E	52, 72
83	**West of I-24, from Sam Ridley Parkway to Breslin Avenue** Single-family residences on Breslin Avenue and Woodburn Drive Two hotels with outdoor seating areas (Hilton Garen Inn and Hampton Inn and Suites) One restaurant with outdoor seating	B, E	67, 72
84	**East of I-24, south of Sam Ridley Parkway** One medical facility with outdoor gathering area (TriStar StoneCrest Medical Center)	C	67
85	**West of I-24, between Breslin Avenue and Rock Spring Road** Single-family residences on Bartlett Lane, Clarkston Drive, Myatt Street and Woodhaven Drive One hotel with pool (La Quinta Inn and Suites)	B, E	67, 72
86	**East of I-24, north of Rock Spring Road** Multi-family residences with pool and park (Sterling at Stonecrest) Daycare with playground (Learning Zone Smyrna)	B, C	67
87	**West of I-24, south of Rock Springs Road** Single-family residences on Chivalry Court, Courage Court, Fortitude Trail, Greentree Drive, Patience Drive, Reflection Road, Serenity Court, Skinner Drive, Tranquility Trail, Wisdom Way	B	67

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NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
88	**North of I-24, north of Rocky Ford Road** Single-family residences on Rocky Fork Road	B	67
89	**South of I-24, north of Enon Springs Road** Single-family residence on Enon Springs Road	B	67
90	**South of I-24, south of Greystone Lee Boulevard** Single-family residences on Olive Branch Road and Rosswood Drive	B	67
91	**North of I-24, between Rocky Fork Road and General Barksdale Drive** Single-family residences on Bundy Court, Clayton Court, General Barksdale Drive, Hectare Court, Lasalle Court, Neville Court, and Seven Oaks Boulevard	B	67
92	**North of I-24, from south of General Barksdale Drive to Hawk Cove** Multi-family residences with dog park and pool on Seven Oaks Boulevard (Village of Seven Oaks and Almaville Apartment Homes) One medical facility (Thompson Family Healthcare)	B, C, D	67, 52
93	**South of I-24, north of Almaville Road** Single-family residence on Almaville Road	B	67
94	**North of I-24, from Hawk Cove to Almaville Road** Single-family residences on Hawk Cove and Seven Oaks Boulevard One medical facility with picnic tables (Tennessee Family Solutions) Office with outdoor seating	B, C, E	67, 72

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NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
95	**North of I-24, between Almaville Road and Lee Victory Parkway** One medical facility (Stonecrest Family Dental) One restaurant with outdoor seating	D, E	52, 72
96	**South of I-24, west of Almaville Road** One veterinary office with a fenced dog run (Pets R Us Veterinary) Two restaurants with outdoor seating	C, E	67, 72
97	**South of I-24, east of Almaville Road** Two restaurants with outdoor seating	E	72
98	**South of I-24, west of Baker Road** Single-family residences on Begonia Drive, Gladiolus Drive, Neecee Drive, Petunia Drive, and Sunflower Drive	B	67
99	**North of I-24, west of Baker Road** Single-family residences on Baker Road	B	67
100	**South of I-24, east of Baker Road** Single-family residences on Alta Vista Road and Baker Road	B	67
101	**North of I-24, east of Baker Road** Single-family residences on Baker Lane Road	B	67
102	**South of I-24, along Bass Road and Blackmon Road** Single-family residences on Bass Road, Blackman Road, Cannonwood Court, and Highpointe Court	B	67

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NOISE ANALYSIS AREA	DESCRIPTION	ACTIVITY CATEGORY	NAC (dBA)
103	**South of I-24, west of Florence Road** Single-family residences on Culpepper Circle, Heatherwood Drive, Poquita Court, Shadow Court, Turquoise Lane, and Wachovia Way	B	67
104	**North of I-24, west of Florence Road** Single-family residences on Asbury Road, Butterfly Bend, Firefly Place, Honeybee Drive, Junebug Drive, Ladybug Lane, Lightning Bug Drive, and Luna Moth Lane	B	67
105	**North of the I-24/I-840 interchange** Single-family residences on Apostle Lane and Elijah Drive Multi-family townhomes on Chelanie Circle, Fran Drive, Laura Jeanne Boulevard, Nina Marie Avenue and Octavia Street	B	67
106	**South of I-840, west of Florence Road** Place of worship with basketball court (Unity Free Will Baptist Church)	C	67
107	**South of I-840, north of Asbury Road** Multi-family townhomes on Asbury Road	B	67
108	**South of I-24, north of Hallmark Drive** Single-family residences on Halmark Drive Multi-family residences on Manson Pike (Springfield Apartments)	B	67

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TABLE 4. EXISTING NOISE LEVELS AT MEASUREMENT LOCATIONS

MONITORING POINT ADDRESS	NAA	DISTANCE TO EXISTING EDGE OF PAVEMENT[1] (FEET)	DATE	PERIOD	$L_{EQ(1H)}$ (dBA)	ADJUSTMENT [2]	WORST HOUR $L_{EQ(1H)}$ (dBA)
743 Calhoun Avenue	4	202	5/10/2024	10:32 to 10:53	64.9	0.8	65.7
1000 Elm Hill Pike	-	216	5/10/2024	11:39 to 11:59	69.7	1.3	71
720 Rundle Avenue	3	51	5/9/2024-5/10/2024	7:10 to 7:11	71.5	0.0	71.5
895 Elm Hill Pike	-	428	5/10/2024	11:08 to 11:23	69.5	1.1	70.6
1809 Dabbs Avenue	11	83	5/10/2024	15:16 to 15:35	73.8	2.8	76.6
1011 Elm Hill Pike	-	126	4/18/2024	14:33 to 14:51	60.8	0.5	61.3
347 Wilhagan Road	9	117	4/17/2024	15:31 to 15:50	68.1	0.4	68.5
907 Massman Drive	10	89	5/10/2024	12:46 to 13:03	73.5	0.3	73.8
1934 Dabbs Avenue	12	115	5/10/2024	14:43 to 14:59	64.3	1.1	65.4
1912 Dabbs Avenue	12	88	5/10/2024	13:21 to 13:36	64.6	0.4	65

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MONITORING POINT ADDRESS	NAA	DISTANCE TO EXISTING EDGE OF PAVEMENT[1] (FEET)	DATE	PERIOD	$L_{EQ(1H)}$ (dBA)	ADJUSTMENT [2]	WORST HOUR $L_{EQ(1H)}$ (dBA)
750 Envious Lane	12	123	5/9/2024 to 5/10/24	20:30 to 20:30	71.1	0.0	71.1
714 Spence Lane	16	148	4/18/2024	10:38 to 10:56	64.9	1.5	66.4
821 Murfreesboro Pike	17	123	4/18/2024	10:00 to 10:19	56.2	1.9	58.1
741 Murfreesboro Pike	-	159	4/18/2024	13:43 to 14:06	72.8	1.2	74
301 Plus Park Boulevard	27	147	5/9/2024-5/10/2024	11:03 to 11:03	62.9	0.0	62.9
210 Imperial Drive	25	100	4/18/2024	13:35 to 13:54	69.0	0.9	69.9
221 Plus Park Boulevard	27	72	4/16/2024	11:53 to 12:12	71.6	0.1	71.7
104 Desoto Drive	26	97	4/17/2024	13:26 to 13:46	61.5	0.5	62
118 Dodge Drive	26	64	4/18/2024	12:58 to 13:17	77.9	0.5	78.4
116 Blackstone Place	30	98	4/16/2024	11:08 to 11:27	77.9	0.3	78.2

DRAFT - DELIBERATIVE

MONITORING POINT ADDRESS	NAA	DISTANCE TO EXISTING EDGE OF PAVEMENT[1] (FEET)	DATE	PERIOD	$L_{EQ(1H)}$ (dBA)	ADJUSTMENT [2]	WORST HOUR $L_{EQ(1H)}$ (dBA)
2604 Glenrose Avenue	29	104	4/18/2024	13:57 to 14:12	66.4	0.4	66.8
204 Joplin Court	29	52	4/18/2024	13:23 to 13:39	70.6	0.5	71.1
2901 Glencliff Road	31	87	4/18/2024	9:20 to 9:36	60.1	2.5	62.6
1020 Crowder Court	34	208	4/16/2024	11:39 to 11:55	68.1	0.0	68.1
110 Tallwood Drive	33	73	4/17/2024	15:15 to 15:34	61.7	1.4	63.1
203 Twin Oaks Drive	33	89	4/17/2024	14:41 to 15:00	70.0	0.4	70.4
4233 Generosity Way	38	162	4/17/2024	13:55 to 14:14	70.6	0.0	70.6
4121 Providence Park Lane	38	193	4/17/2024	12:53 to 13:45	68.6	-6.9	61.7
200 Paragon Mills Road	38	130	4/17/2024	15:38 to 16:02	70.4	1.5	71.9
5010 Linbar Drive	-	103	4/17/2024	14:55 to 15:17	73.4	0.2	73.6

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MONITORING POINT ADDRESS	NAA	DISTANCE TO EXISTING EDGE OF PAVEMENT[1] (FEET)	DATE	PERIOD	$L_{EQ(1H)}$ (dBA)	ADJUSTMENT [2]	WORST HOUR $L_{EQ(1H)}$ (dBA)
5130 Linbar Drive	43	75	4/17/2024	13:51 to 14:12	71.5	0.4	71.9
301 Perimeter Park Drive	42	57	4/16/2024	10:46 to 11:05	79.9	0.5	80.4
3711 Ezell Road	44	144	4/18/2024	11:30 to 11:53	69.8	-0.5	69.3
3801 Ezell Road	46	262	4/17/2024	13:15 to 13:37	66.9	0.0	66.9
201 Willard Drive	47	300	4/17/2024	12:44 to 13:02	64.9	-0.8	64.1
3940 Apache Trail	49	74	4/16/2024	17:02 to 17:22	64.2	0.9	65.1
4501 Packard Drive	50	147	4/16/2024	16:30 to 16:49	67.9	0.0	67.9
4039 Apache Trail	52	151	4/17/2024	15:28 to 15:51	68.2	1.8	70
4880 Shihmen Drive	52	119	4/17/2024	14:42 to 15:06	68.5	0.1	68.6
116 Shacklett Lane Court	52	115	4/17/2024	14:09 to 14:26	68.6	0.6	69.2

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MONITORING POINT ADDRESS	NAA	DISTANCE TO EXISTING EDGE OF PAVEMENT[1] (FEET)	DATE	PERIOD	$L_{EQ(1H)}$ (dBA)	ADJUSTMENT [2]	WORST HOUR $L_{EQ(1H)}$ (dBA)
9 Tusculum Road	-	236	4/17/2024	13:28 to 13:49	65.2	-0.3	64.9
Mill Creek Greenway	51	142	4/18/2024	11:33 to 11:52	75.5	0.1	75.6
5023 Blue Hole Road	53	137	4/17/2024-4/18/2024	11:01 to 11:01	70.7	0.0	70.7
5135 Hickory Hollow Pkwy	57	77	4/16/2024	11:14 to 11:31	75.7	0.2	75.9
400 Collins Park Drive	59	75	4/16/2024	11:25 to 11:41	76.3	-0.8	75.5
1012 Cedar Pointe Parkway	56	394	4/17/2024	12:48 to 13:04	65.7	0.3	66
1111 Bell Road	58	408	4/16/2024	17:52 to 18:09	69.1	0.7	69.8
510 Collins Park Drive	62	125	4/16/2024	10:51 to 11:10	77.7	1.0	78.7
5700 Crossings Boulevard	67	130	4/16/2024	9:38 to 10:28	61.5	-1.3	60.2
5426 Target Drive	64	145	4/16/2024	17:16 to 17:31	63.5	1.0	64.5

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MONITORING POINT ADDRESS	NAA	DISTANCE TO EXISTING EDGE OF PAVEMENT[1] (FEET)	DATE	PERIOD	$L_{EQ(1H)}$ (dBA)	ADJUSTMENT [2]	WORST HOUR $L_{EQ(1H)}$ (dBA)
William Turner Parkway	65	118	4/16/2024	17:44 to 18:04	62.0	0.8	62.8
5764 Crossings Boulevard	69	302	4/16/2024	8:56 to 9:10	58.2	3.0	61.2
4060 Cane Ridge Parkway	70	108	4/16/2024	16:17 to 16:36	72.0	-2.4	69.6
36.02792, -86.63685	72	132	4/16/2024	15:34 to 15:50	73.8	2.0	75.8
13020 Old Hickory Blvd	-	29	4/16/2024	7:45 to 8:05	68.5	5.3	73.8
13126 Old Hickory Blvd	75	341	4/16/2024	14:51 to 15:08	69.0	0.7	69.7
107 Enterprise Boulevard	79	111	4/16/2024	10:20 to 10:39	70.6	0.8	71.4
100 Madison Drive	77	161	4/16/2024	14:09 to 14:25	66.3	-0.7	65.6
105 Springdale Court	80	263	4/16/2024	13:27 to 13:43	61.6	-0.1	61.5
955 Industrial Boulevard	82	268	4/16/2024	9:36 to 9:55	64.8	0.5	65.3

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MONITORING POINT ADDRESS	NAA	DISTANCE TO EXISTING EDGE OF PAVEMENT[1] (FEET)	DATE	PERIOD	$L_{EQ(1H)}$ (dBA)	ADJUSTMENT [2]	WORST HOUR $L_{EQ(1H)}$ (dBA)
810 Expo Drive	81	173	4/16/2024	16:21 to 16:40	63.9	1.5	65.4
200 Stonecrest Boulevard	84	178	4/16/2024	8:59 to 9:18	64.2	0.3	64.5
400 Great Circle	86	105	4/16/2024	8:17 to 8:35	71.9	0.6	72.5
2631 Highwood Boulevard	83	181	4/16/2024	15:43 to 16:02	70.4	0.3	70.7
2537 Highwood Boulevard	85	166	4/16/2024	15:07 to 15:26	75.9	0.4	76.3
4035 Wisdom Way	87	182	4/16/2024	14:29 to 14:48	69.4	0.4	69.8
2973 Greentree Drive	87	132	4/16/2024	12:56 to 13:15	68.7	0.4	69.1
2977 Greentree Drive	87	172	4/16/2024	13:44 to 14:03	71.3	1.5	72.8
3530 Rocky Fork Road	89	356	4/16/2024	7:31 to 7:50	65.5	0.9	66.4
3772 Rocky Fork Road	88	405	4/17/2024	16:53 to 17:11	60.7	0.3	61

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MONITORING POINT ADDRESS	NAA	DISTANCE TO EXISTING EDGE OF PAVEMENT[1] (FEET)	DATE	PERIOD	$L_{EQ(1H)}$ (dBA)	ADJUSTMENT [2]	WORST HOUR $L_{EQ(1H)}$ (dBA)
109 Neville Court	91	163	4/18/2024	10:39 to 10:56	63.6	0.8	64.4
1301 Bundy Court	91	227	4/18/2024	10:10 to 10:25	61.2	0.6	61.8
961 Seven Oaks Boulevard	92	240	4/18/2024	9:29 to 9:50	61.4	0.3	61.7
889 Seven Oaks Boulevard	92	116	4/15/2024-4/16/2024	10:04 to 10:04	71.2	0.0	71.2
35.94632, -86.54848	90	109	4/17/2024	17:31 to 17:46	64.6	0.7	65.3
642 Olive Branch Road	90	181	4/17/2024	17:09 to 17:28	67.6	0.3	67.9
840 Seven Oaks Boulevard	94	350	4/16/2024	8:11 to 8:26	64.9	0.6	65.5
1850 Almaville Road	96	51	4/17/2024	16:35 to 16:54	72.5	0.2	72.7
1855 Almaville Road	97	76	4/16/2024	13:22 to 13:37	67.3	0.6	67.9
943 Baker Road	99	104	4/18/2024	10:04 to 10:20	72.7	0.8	73.5

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MONITORING POINT ADDRESS	NAA	DISTANCE TO EXISTING EDGE OF PAVEMENT(1) (FEET)	DATE	PERIOD	$L_{EQ(1H)}$ (dBA)	ADJUSTMENT (2)	WORST HOUR $L_{EQ(1H)}$ (dBA)
550 Sunflower Drive	98	167	4/16/2024	12:50 to 13:05	68.0	0.4	68.4
5374 Blackman Road	102	112	4/16/2024	16:17 to 16:40	67.2	0.2	67.4
4896 Blackman Road	102	397	4/16/2024	15:42 to 15:59	65.0	0.2	65.2
5335 Honeybee Drive	104	214	4/16/2024	9:41 to 9:56	71.4	0.5	71.9
424 Heatherwood Drive	103	163	4/16/2024	15:04 to 15:20	69.8	0.1	69.9
2839 Lightning Bug Drive	104	213	4/16/2024	9:01 to 9:16	68.9	0.3	69.2
110 Shadow Court	103	146	4/16/2024	13:26 to 13:43	67.4	0.6	68.0
2604 Apostle Lane	105	322	4/16/2024	10:11 to 10:26	66.5	0.7	67.2
2604 Fran Drive	105	146	4/18/2024	10:11 to 10:27	69.3	0.4	69.7
4012 Asbury Road	107	401	4/16/2024	7:32 to 7:48	64.5	0.8	65.3

DRAFT - DELIBERATIVE

MONITORING POINT ADDRESS	NAA	DISTANCE TO EXISTING EDGE OF PAVEMENT(1) (FEET)	DATE	PERIOD	$L_{EQ(1H)}$ (dBA)	ADJUSTMENT (2)	WORST HOUR $L_{EQ(1H)}$ (dBA)
1901 Florence Road	106	195	4/16/2024	13:45 to 14:01	60.1	0.7	60.8
3726 Manson Pike	108	219	4/16/2024	13:12 to 13:27	67.6	0.5	68.1

(1) From proposed edge of pavement.

(2) Based on noise levels at reference microphone.

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TABLE 5. TNM VALIDATION RESULTS

LOCATION	NAA	TIME START	TIME END	MEASURED Leq (dBA)	PREDICTED Leq (dBA)	PREDICTED - MEASURED DIFFERENCE (dB)
2829 Lightning Bug Lane	104	11:38	11:53	69.6	72.2	2.6
155 Neecee Drive	98	11:05	11:20	70.7	73.7	3.0
Seven Oaks Boulevard	91	10:23	10:38	74.4	77.4	3.0
4003 Wisdom Way	87	10:05	10:22	78.2	81.2	3.0
1705 Madison Drive	77	12:38	12:53	71.2	73.8	2.6
13153 Old Hickory Boulevard	76	13:22	13:37	70.0	67.9	-2.1
440 Cane Hill Road	72	14:08	14:23	77.5	74.9	-2.6
5200 Cane Ridge Road	56	15:01	15:16	70.8	72.1	1.3
4501 Packard Drive	50	17:05	17:20	62.0	64.8	2.8
3719 Bakertown Road	44	17:50	18:05	63.8	66.5	2.7
4224 Generosity Way	38	13:11	13:26	68.7	71.6	2.9
244 Twin Oaks Drive	33	13:54	14:09	72.0	74.6	2.6
219 Imperial Drive	25	15:01	15:16	64.9	62.5	-2.4
702 Murfreesboro Pike	-	15:43	15:58	66.0	65.6	-0.4
153 Green Street	2	17:19	17:34	72.4	71.6	-0.8
907 Massman Drive	10	17:53	18:08	76.0	77.6	1.6

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TABLE 6. SUMMARY OF IMPACT DETERMINATION ANALYSIS, DESIGN YEAR 2052, BUILD ALTERNATIVE

NOISE ANALYSIS AREA	CATEGORY	EXISTING NOISE LEVELS (EXTERIOR) (dBA)	DESIGN YEAR NOISE LEVELS (EXTERIOR) (dBA)	NOISE IMPACTS				TOTAL IMPACTS	ABATEMENT EVALUATION NEEDED?
				SUBSTANTIAL INCREASE		NAC			
				IMPACTS? (Y/N)	NUMBER	IMPACTS? (Y/N)	NUMBER		
1	B, D	55-76	57-78	N	-	Y	51	51	YES
2	B, C, E	59-74	61-76	N	-	Y	45.64	45.64	YES
3	E	60	61	N	-	N	-	-	NO
4	B	68	72	N	-	Y	1	1	YES
5	C	55	57	N	-	N	-	-	NO
6	D	62	63	N	-	N	-	-	NO
8	C, E	62-66	63-67	N	-	Y	0	0	NO
9	B	55-67	60-68	N	-	Y	1	1	YES
10	B	61-67	62-69	N	-	Y	2	2	YES
11	D	67	69	N	-	N	-	-	NO
12	B, C, D, E	49-72	49-72	N	-	Y	8	8	YES
13	B, C	40-73	41-74	N	-	Y	116.97	116.97	YES
14	C, E	53-70	53-70	N	-	Y	0.59	0.59	YES
15	B	61	63	N	-	N	-	-	NO
16	B, C, E	48-67	49-67	N	-	N	-	-	NO
17	B, C, E	52-69	54-70	N	-	Y	34	34	YES
18	B	49-62	49-62	N	-	N	-	-	NO
19	B, E	49-64	49-65	N	-	N	-	-	NO
20	B, E	55-67	55-68	N	-	Y	4	4	YES
21	B, C, D, E	48-70	49-71	N	-	Y	4	4	YES
22	B, D	53-65	54-66	N	-	Y	2	2	YES
23	B, C	66-70	65-68	N	-	Y	2	2	YES
24	B	49-71	50-73	N	-	Y	21	21	YES
25	B	48-72	52-77	N	-	Y	7	7	YES
26	B	50-75	54-77	N	-	Y	37	37	YES

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NOISE ANALYSIS AREA	CATEGORY	EXISTING NOISE LEVELS (EXTERIOR) (dBA)	DESIGN YEAR NOISE LEVELS (EXTERIOR) (dBA)	NOISE IMPACTS				TOTAL IMPACTS	ABATEMENT EVALUATION NEEDED?
				SUBSTANTIAL INCREASE		NAC			
				IMPACTS? (Y/N)	NUMBER	IMPACTS? (Y/N)	NUMBER		
27	B, C, D	48-74	50-75	N	-	Y	80	80	YES
28	B, C	61-66	62-67	N	-	Y	4.75	4.75	YES
29	B	59-72	61-73	N	-	Y	73	73	YES
30	B, C	58-73	62-75	N	-	Y	21	21	YES
31	B, C, D	52-66	54-67	N	-	Y	7	7	YES
32	B	55-62	58-64	N	-	Y	1	1	YES
33	B, C	42-78	43-80	N	-	Y	214.03	214.03	YES
34	B	59-73	62-71	N	-	Y	17	17	YES
35	B	62	64	N	-	N	-	-	NO
36	B	64-75	66-76	N	-	Y	9	9	YES
37	B	57-75	62-76	N	-	Y	2	2	YES
38	B, C	42-76	45-77	N	-	Y	199	199	YES
39	C, E	57-69	59-71	N	-	Y	0.05	0.05	YES
40	C	65	66	N	-	Y	0.09	0.09	YES
41	B, C, D, E	58-78	59-80	N	-	Y	269.61	269.61	YES
42	D, E	66-72	69-76	N	-	Y	2.39	2.39	YES
43	B, C, D	59-78	61-80	N	-	Y	333.15	333.15	YES
44	B, C	50-79	51-82	N	-	Y	79.53	79.53	YES
45	D	70	73	N	-	N	-	-	NO
46	B	54-72	58-75	N	-	Y	11	11	YES
47	B	54-66	55-67	N	-	Y	1	1	YES
48	B	53-56	55-57	N	-	N	-	-	NO
49	B, C	58-73	59-74	N	-	Y	64	64	YES
50	B, C	56-73	53-73	N	-	Y	95	95	YES
51	C	63	64	N	-	N	-	-	NO
52	B	48-75	49-77	N	-	Y	145	145	YES

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NOISE ANALYSIS AREA	CATEGORY	EXISTING NOISE LEVELS (EXTERIOR) (dBA)	DESIGN YEAR NOISE LEVELS (EXTERIOR) (dBA)	NOISE IMPACTS				TOTAL IMPACTS	ABATEMENT EVALUATION NEEDED?
				SUBSTANTIAL INCREASE		NAC			
				IMPACTS? (Y/N)	NUMBER	IMPACTS? (Y/N)	NUMBER		
53	C	72	73	N	-	Y	4.75	4.75	YES
54	B, C	57-75	60-77	N	-	Y	3	3	YES
55	C	67	69	N	-	Y	4.93	4.93	YES
56	B, C	62-74	63-75	N	-	Y	130	130	YES
57	B	68-75	70-76	N	-	Y	9	9	YES
58	C, E	65-67	66-68	N	-	Y	0.95	0.95	YES
59	E	73	74	N	-	Y	0.07	0.07	YES
60	D	58-64	60-66	N	-	N	-	-	NO
61	E	63	64	N	-	N	-	-	NO
62	D, E	61-74	64-75	N	-	Y	0.07	0.07	YES
63	B, C, E	54-68	56-68	N	-	Y	16.05	16.05	YES
64	E	61-71	64-73	N	-	Y	0.18	0.18	YES
65	E	63	66	N	-	N	-	-	NO
66	E	52	53	N	-	N	-	-	NO
67	B, C	47-58	48-60	N	-	N	-	-	NO
68	C, E	46-58	49-62	N	-	N	-	-	NO
69	E	60	62	N	-	N	-	-	NO
70	C, D, E	55-61	57-65	N	-	N	-	-	NO
71	D	57	61	N	-	N	-	-	NO
72	B, C	54-77	56-78	N	-	Y	171.48	171.48	YES
73	C	55	57	N	-	N	-	-	NO
74	C	56-62	58-63	N	-	N	-	-	NO
75	B, D	47-64	49-66	N	-	Y	1	1	YES
76	B	54-63	56-65	N	-	N	-	-	NO
77	B, C	55-74	57-76	N	-	Y	64.90	64.90	YES
78	D	64	66	N	-	N	-	-	NO

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NOISE ANALYSIS AREA	CATEGORY	EXISTING NOISE LEVELS (EXTERIOR) (dBA)	DESIGN YEAR NOISE LEVELS (EXTERIOR) (dBA)	NOISE IMPACTS				TOTAL IMPACTS	ABATEMENT EVALUATION NEEDED?
				SUBSTANTIAL INCREASE		NAC			
				IMPACTS? (Y/N)	NUMBER	IMPACTS? (Y/N)	NUMBER		
79	E	59-67	61-70	N	-	N	-	-	NO
80	B, E	54-64	56-67	N	-	N	-	-	NO
81	E	61-67	63-69	N	-	N	-	-	NO
82	D, E	60-64	62-66	N	-	N	-	-	NO
83	B, E	47-68	49-72	N	-	Y	0.33	0.33	YES
84	C	61	63	N	-	N	-	-	NO
85	B, E	57-77	60-81	N	-	Y	37.42	37.42	YES
86	B, C	58-74	61-77	N	-	Y	302.95	302.95	YES
87	B	48-76	49-76	N	-	Y	63	63	YES
88	B	66-68	68-70	N	-	Y	2	2	YES
89	B	65	67	N	-	Y	1	1	YES
90	B	62-75	65-77	N	-	Y	34	34	YES
91	B	45-74	47-76	N	-	Y	41	41	YES
92	B, C, D	53-75	55-76	N	-	Y	136	136	YES
93	B	68	70	N	-	Y	1	1	YES
94	B, C, E	57-64	59-66	N	-	Y	6	6	YES
95	D, E	56-60	58-63	N	-	N	-	-	NO
96	C, E	60-69	63-71	N	-	Y	0.13	0.13	YES
97	E	66-71	68-73	N	-	Y	0.44	0.44	YES
98	B	56-76	58-77	N	-	Y	36	36	YES
99	B	65-75	67-77	N	-	Y	7	7	YES
100	B	51-65	53-67	N	-	Y	3	3	YES
101	B	66-70	69-72	N	-	Y	3	3	YES
102	B	61-76	63-77	N	-	Y	24	24	YES
103	B	56-76	57-77	N	-	Y	31	31	YES
104	B	55-75	57-77	N	-	Y	68	68	YES

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NOISE ANALYSIS AREA	CATEGORY	EXISTING NOISE LEVELS (EXTERIOR) (dBA)	DESIGN YEAR NOISE LEVELS (EXTERIOR) (dBA)	NOISE IMPACTS				TOTAL IMPACTS	ABATEMENT EVALUATION NEEDED?
				SUBSTANTIAL INCREASE		NAC			
				IMPACTS? (Y/N)	NUMBER	IMPACTS? (Y/N)	NUMBER		
105	B	55-74	56-73	N	-	Y	47	47	YES
106	C	68	69	N	-	Y	1	1	YES
107	B	64	65	N	-	N	-	-	NO
108	B	63-77	64-78	N	-	Y	66	66	YES

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TABLE 7. SUMMARY OF NOISE REDUCTION DESIGN GOAL ANALYSIS (PRELIMINARY)

NOISE ANALYSIS AREA	FIRST-ROW BENEFITED RECEPTORS			
	TOTAL	RECEIVING 7 dBA IL	PERCENT	NOISE REDUCTION DESIGN GOAL MET?
1 (Barriers A and B)	62.90	37.90	60%	**Y**
2 (Barriers A and B)	44.74	35.49	79%	**Y**
12 - Extension (Barriers A and B)	0.00	0.00	0%	N
12 - Replacement	29.91	23.91	80%	**Y**
13	124.97	116.97	94%	**Y**
17 (3rd floor as GL)	118.00	84.00	71%	**Y**
21 - Extension (Foster Only)	1.00	1.00	100%	**Y**
21 – Replacement (Barriers A and B)	24.00	23.00	96%	**Y**
24 - Replacement	14.00	13.00	93%	**Y**
25 - Extension	6.00	4.00	67%	**Y**
25 (Barrier A Replacement and Barrier B Extension)	19.00	13.00	68%	**Y**
26 Part 1 (Barrier A Option 1 and Barrier B)	12.00	8.00	67%	**Y**
26 Part 1 (Barrier A Option 2 and Barrier B)	12.00	8.00	67%	**Y**
26 Part 2 (Barrier C)	11.00	5.00	45%	N
27	24.00	16.00	67%	**Y**

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NOISE ANALYSIS AREA	FIRST-ROW BENEFITED RECEPTORS			
	TOTAL	RECEIVING 7 dBA IL	PERCENT	NOISE REDUCTION DESIGN GOAL MET?
29	29.00	6.00	21%	N
30	7.00	2.00	29%	N
31	11.00	7.00	64%	**Y**
33 (Barriers A and B)	168.21	109.21	65%	**Y**
34	12.00	5.00	42%	N
36	2.00	1.00	50%	N
37	1.00	1.00	100%	**Y**
38	148.00	122.00	82%	**Y**
41	160.61	99.00	62%	**Y**
43	101.28	86.33	85%	**Y**
44	54.00	43.00	80%	**Y**
46	5.00	2.00	40%	N
49	66.60	48.00	72%	**Y**
50	56.00	42.00	75%	**Y**
52	66.00	41.00	62%	**Y**
54	1.00	1.00	100%	**Y**

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NOISE ANALYSIS AREA	FIRST-ROW BENEFITED RECEPTORS			
	TOTAL	RECEIVING 7 dBA IL	PERCENT	NOISE REDUCTION DESIGN GOAL MET?
56 (Barriers A and B)	91.00	56.00	62%	**Y**
57	3.00	1.00	33%	N
72	104.00	72.00	69%	**Y**
77	45.29	31.29	69%	**Y**
83	0.53	0.53	100%	**Y**
85	11.36	9.36	82%	**Y**
86	264.95	249.95	94%	**Y**
87	46.00	28.00	61%	**Y**
88	2.00	2.00	100%	**Y**
90	21.00	14.00	67%	**Y**
91	24.00	21.00	88%	**Y**
92	116.00	92.00	79%	**Y**
94	9.00	6.00	67%	**Y**
98	18.00	13.00	72%	**Y**
99	4.00	4.00	100%	**Y**
100	13.00	3.00	23%	N

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NOISE ANALYSIS AREA	FIRST-ROW BENEFITED RECEPTORS			
	TOTAL	RECEIVING 7 dBA IL	PERCENT	NOISE REDUCTION DESIGN GOAL MET?
101	3.00	2.00	67%	**Y**
102	23.00	14.00	61%	**Y**
103	25.00	24.00	96%	**Y**
104	36.00	32.00	89%	**Y**
105	52.00	46.00	88%	**Y**
108	28.00	20.00	71%	**Y**

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TABLE 8. TDOT REASONABLENESS ALLOWANCES

ALLOWANCE TYPE	CRITERIA	ALLOWANCE IN SQUARE FEET
Base Allowance	Residences pre-date the highway(1) or the project is on a new alignment	1,500
	Residences post-date the highway(2) but were constructed before September 16, 2005.(3)	750
	Residences were constructed after September 16, 2005.(3)	250
Previous Type I Widening Allowance	Residences pre-date a Type I widening project on the adjacent highway.	200
Design Year Noise Levels Allowance(4)	69 dBA or less	0
	70-74 dBA	100
	75 dBA or more	200
Noise Level Increase Allowance	0-4 dBA	0
	5-9 dBA	200
	10 or more dBA	400
Noise Compatible Planning Allowance	The local government of the jurisdiction in which the project will be constructed has no policies to require that noise be considered in the land development process.	0
	The local government of the jurisdiction in which the project will be constructed has adopted official and enforceable policies to require that noise be considered as an integral component of the land development process.	100

(1) The majority (more than 50%) of residences existed before the original highway construction.

(2)The majority (more than 50%) of residences were constructed after the original highway construction.

(3) The majority (more than 50%) of residences existed before the most recent Type I project that added through traffic lanes.

(4) An average of the increases from existing noise levels to design year noise levels for the Bulid Alternative at the impacted first-row receivers.

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TABLE 9. SUMMARY OF NOISE BARRIER DESIGN RESULTS AND REASONABLENESS ANALYSIS (PRELIMINARY)

NOISE ANALYSIS AREA	LENGTH (FT.)	AVERAGE HEIGHT (FT.)	BARRIER AREA (SQ. FT.)	TOTAL BENEFITTED RESIDENCES (INCLUDING EQUIVALENT RESIDENCES)	AREA PER BENEFITED RESIDENCE (SQ. FT.)	ALLOWABLE AREA PER BENEFITED RESIDENCE (SQ. FT.)	REASONABLE?
1 (Barriers A and B)	2,975	14.43	42,937	148.90	288	850	**Y**
2 (Barriers A and B)	2,039	13.39	27,306	47.74	572	1,050	**Y**
12 -Extension (Barriers A and B)	739	24.00	17,600	2.52	6,983	950	N
12 - Replacement	2,361	14.89	35,098	83.79	419	1,050	**Y**
13	1,871	19.80	37,027	204.97	181	1,050	**Y**
17 (3rd floor as GL)	1,206	20.00	24,115	118.00	204	250	**Y**
21 - Extension (Foster Only)	99	8.00	791	1.00	791	1,800	**Y**
21 – Replacement (Barriers A and B)	2,379	19.69	46,989	47.00	1,000	1,800	**Y**
24 - Replacement	1,718	20.00	34,377	29.00	1,185	1,800	**Y**

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NOISE ANALYSIS AREA	LENGTH (FT.)	AVERAGE HEIGHT (FT.)	BARRIER AREA (SQ. FT.)	TOTAL BENEFITTED RESIDENCES (INCLUDING EQUIVALENT RESIDENCES)	AREA PER BENEFITED RESIDENCE (SQ. FT.)	ALLOWABLE AREA PER BENEFITED RESIDENCE (SQ. FT.)	REASONABLE?
25 - Extension	200	12.00	2,399	6.00	400	1,800	**Y**
25 (Barrier A Replacement and Barrier B Extension)	1,501	17.60	26,425	22.00	1,201	1,800	**Y**
26 Part 1 (Barrier A Option 1 and Barrier B)	1,690	8.93	15,094	12.00	1,258	1,700	**Y**
26 Part 1 (Barrier A Option 2 and Barrier B)	2,494	8.63	21,523	12.00	1,794	1,700	N
26 Part 2 (Barrier C)	2,570	24.00	61,672	11.00	5,607	1,800	N
27	991	14.00	13,868	28.00	495	1,050	**Y**
29	2,958	24.00	71,021	113.00	629	1,700	**Y**
30	2,307	16.00	36,921	11.00	3,356	1,050	N
31	2,055	17.63	36,220	22.00	1,646	1,700	**Y**

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NOISE ANALYSIS AREA	LENGTH (FT.)	AVERAGE HEIGHT (FT.)	BARRIER AREA (SQ. FT.)	TOTAL BENEFITTED RESIDENCES (INCLUDING EQUIVALENT RESIDENCES)	AREA PER BENEFITED RESIDENCE (SQ. FT.)	ALLOWABLE AREA PER BENEFITED RESIDENCE (SQ. FT.)	REASONABLE?
33 (Barriers A and B)	5,221	19.99	104,387	269.21	388	1,050	**Y**
34	2,194	24.01	52,672	14.00	3,762	950	N
36	697	24.00	16,729	2.00	8,365	1,700	N
37	471	23.98	11,296	1.00	11,296	950	N
38	5,914	19.99	118,229	177.00	668	1,050	**Y**
41	768	11.25	8,637	160.61	54	1,050	**Y**
43	1,906	16.00	30,498	364.31	84	1,150	**Y**
44	4,062	24.00	97,494	87.00	1,121	1,150	**Y**
46	1,297	24.02	31,153	8.00	3,894	1,800	N
49	950	20.00	19,001	74.60	255	950	**Y**

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NOISE ANALYSIS AREA	LENGTH (FT.)	AVERAGE HEIGHT (FT.)	BARRIER AREA (SQ. FT.)	TOTAL BENEFITTED RESIDENCES (INCLUDING EQUIVALENT RESIDENCES)	AREA PER BENEFITED RESIDENCE (SQ. FT.)	ALLOWABLE AREA PER BENEFITED RESIDENCE (SQ. FT.)	REASONABLE?
50	2,255	23.08	52,038	132.00	394	950	**Y**
52	6,143	17.35	106,610	114.00	935	1,050	**Y**
54	694	16.62	11,534	1.00	11,534	1,900	N
56 (Barriers A and B)	3,940	17.66	69,583	120.00	580	1,050	**Y**
57	1,500	20.00	29,998	3.00	9,999	350	N
72	2,027	23.11	46,849	160.00	293	350	**Y**
77	1,680	16.00	26,879	86.92	309	1,050	**Y**
83	1,735	24.01	41,650	4.53	9,186	1,050	N
85	2,025	17.79	36,030	26.36	1,367	1,050	N

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NOISE ANALYSIS AREA	LENGTH (FT.)	AVERAGE HEIGHT (FT.)	BARRIER AREA (SQ. FT.)	TOTAL BENEFITTED RESIDENCES (INCLUDING EQUIVALENT RESIDENCES)	AREA PER BENEFITED RESIDENCE (SQ. FT.)	ALLOWABLE AREA PER BENEFITED RESIDENCE (SQ. FT.)	REASONABLE?
86	1,584	17.90	28,350	265.74	107	350	**Y**
87	4,584	13.48	61,799	95.00	651	850	**Y**
88	800	24.00	19,197	2.00	9,599	950	N
90	2,700	19.33	52,204	30.00	1,740	1,050	N
91	2,800	17.14	47,999	58.00	828	850	**Y**
92	2,811	18.65	52,425	188.00	279	350	**Y**
94	1,798	23.99	43,132	14.00	3,081	250	N
98	1,100	14.91	16,401	35.00	469	350	N
99	1,000	14.00	14,001	6.00	2,334	1,150	N
100	2,400	24.00	57,599	22.00	2,618	250	N

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NOISE ANALYSIS AREA	LENGTH (FT.)	AVERAGE HEIGHT (FT.)	BARRIER AREA (SQ. FT.)	TOTAL BENEFITTED RESIDENCES (INCLUDING EQUIVALENT RESIDENCES)	AREA PER BENEFITED RESIDENCE (SQ. FT.)	ALLOWABLE AREA PER BENEFITED RESIDENCE (SQ. FT.)	REASONABLE?
101	800	13.00	10,403	3.00	3,468	1,050	N
102	5,895	15.50	91,357	29.00	3,150	1,050	N
103	2,600	14.00	36,399	50.00	728	350	N
104	3,301	14.00	46,213	77.00	600	350	N
105	3,201	20.00	64,015	119.00	538	550	**Y**
108	1,873	14.96	28,025	70.00	400	450	**Y**

Note: Reasonablness evaluation includes both ground-level and upper-level benefited receptors

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TABLE 10. DESIGN YEAR 2052 NOISE LEVELS FOR UNDEVELOPED LANDS

ROADWAY	SEGMENT	DISTANCE FROM ROADWAY(1)	L_{EQ}(1H) (dBA)(2)
I-24	I-840 to Almaville WB	200	75
		300	72
		400	69
		500	67
I-24	I-840 to Almaville EB	200	74
		300	71
		400	69
		500	67
I-24	Almaville to Sam Ridley WB	200	71
		300	67
		400	64
		500	51
I-24	Almaville to Sam Ridley EB	200	73
		300	70
		400	66
		500	63
I-24	Sam Ridley to Waldron WB	200	77
		300	75
		400	73
		500	71
I-24	Sam Ridley to Waldron EB	200	76
		300	73
		400	71
		500	69
I-24	Waldron to Old Hickory EB	200	77
		300	75
		400	73
		500	71
I-24	Old Hickory to Hickory Hollow WB	200	74
		300	71
		400	68
		500	66

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ROADWAY	SEGMENT	DISTANCE FROM ROADWAY[1]	L_{EQ}(1H) (dBA)[2]
I-24	Old Hickory to Hickory Hollow EB	200	75
		300	71
		400	68
		500	65
I-24	Hickory Hollow to Bell EB	200	75
		300	72
		400	70
		500	68
I-24	Bell to Haywood WB	200	74
		300	72
		400	72
		500	70
I-24	Bell to Haywood EB	200	75
		300	73
		400	71
		500	70
I-24	Haywood to Harding EB	200	75
		300	73
		400	70
		500	68
I-24	Haywood to Harding WB	200	73
		300	70
I-24	Harding to Briley EB	200	74
		300	71
		400	68
		500	67
I-24	I-440 to Murfreesboro EB	200	70
		300	67
		400	66
		500	65
I-40	I-40 W Termini to Fesslers EB	300	66
		400	66
		500	64

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TABLE 11. EXISTING NOISE BARRIERS

EXISTING BARRIER	NOISE ANALYSIS AREA	ROADWAY	START	END	APPROXIMATE CONSTRUCTION DATE (1)	LENGTH (FT)
1	18	I-440 Westbound	32 ft west of Nolensville Pike	32 ft east of Winford Ave	Prior to 1997	1,381
2	20	I-440 Westbound	50 ft west of rail line	15 ft east of Nolensville Pike	Prior to 1997	609
3	22	I-440 Westbound	West of walking bridge	80 ft east of rail line	Prior to 1997	899
4	22	I-440 Westbound	30 ft west of Foster Ave	East of walking bridge	Prior to 1997	939
5	23	I-440 Westbound	35 ft east of Foster Ave	282 ft west of Glenrose Ave	Prior to 1997	767
6	25	I-440 Westbound	5 ft east of S Lyle Ln	62 ft from the end of Lyle Ln	Prior to 1997	1,010
7	19	I-440 Eastbound	20 ft east of Winford Ave	248 ft west of Nolensville Pk	Prior to 1997	1,252
8	21	I-440 Eastbound	End of Valeria St	West of walking bridge	Prior to 1997	1,577

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EXISTING BARRIER	NOISE ANALYSIS AREA	ROADWAY	START	END	APPROXIMATE CONSTRUCTION DATE (1)	LENGTH (FT)
9	21	I-440 Eastbound	East of walking bridge	160 ft west of Foster Ave	Prior to 1997	823
10	24	I-440 Eastbound	185 ft east of Foster Ave	81 ft west of Glenrose Ave	Prior to 1997	1,009
11	26	I-440 Eastbound	703 ft east of rail line	26 ft west of S Lyle Ln	Prior to 1997	552
12	26	I-440 Eastbound	22 ft east of S Lyle Ln	142 ft east of S Lyle Ln	2019	122
13	26	I-440 Eastbound	359 ft east of S Lyle Ln	834 ft west of merge with I-24	2019 / Prior to 1997	1,463
14	12	I-40 Eastbound	352 ft northeast of Massman Dr	761 ft southeast of Briley ramp	2004	1,824

(1) Estimated from publicly-available aerial imagery

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ROADWAY	SEGMENT	DISTANCE FROM ROADWAY(1)	L_{EQ}(1H) (dBA)(2)
I-40	I-24 to Briley EB	200	70
		300	68
		400	66
		500	64
I-40	I-24 to Briley WB	200	70
		300	68
		400	66
		500	65

(1) Perpendicular distance to the center of near lane.

(2) At-grade situation.

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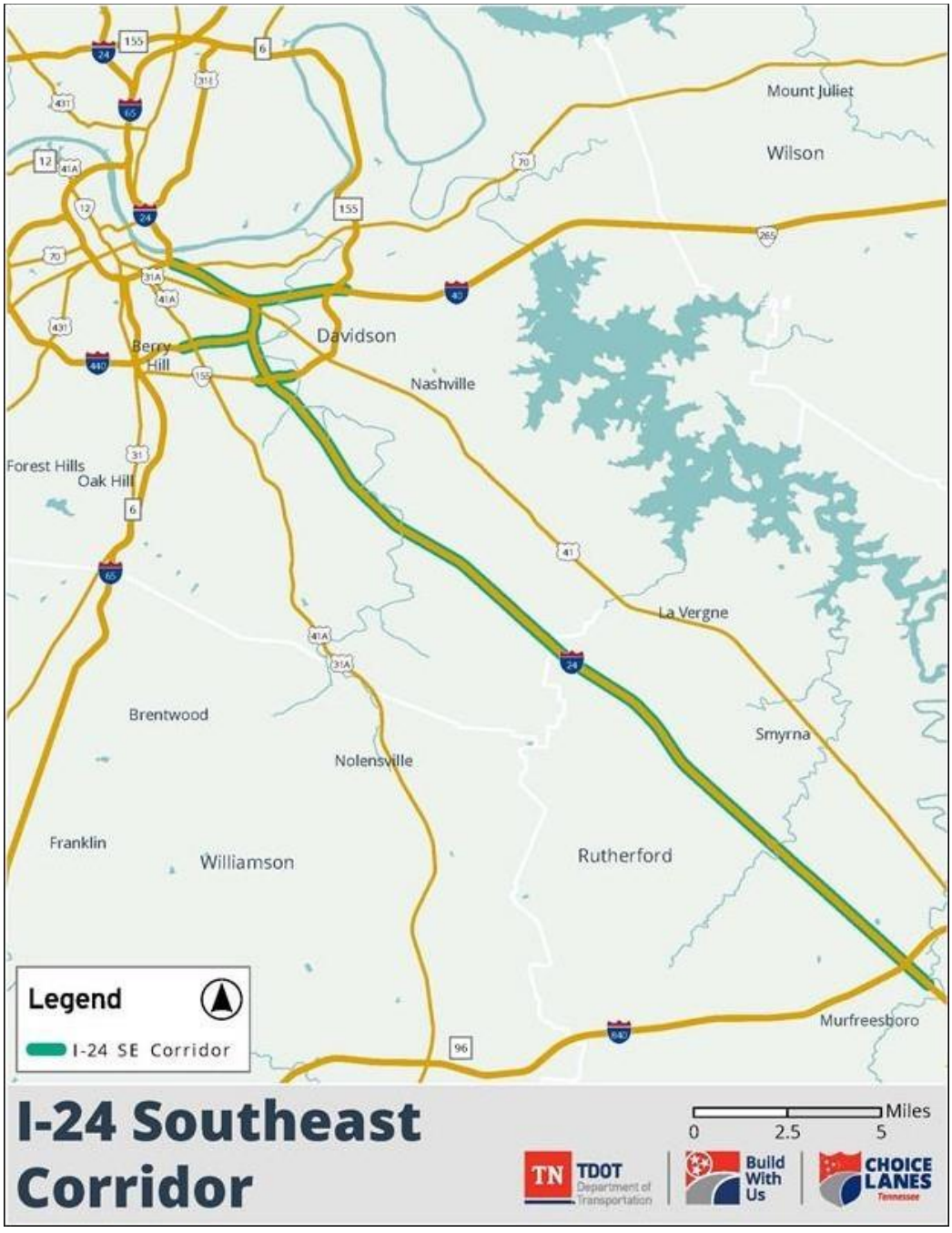
FIGURES

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Figure 1
Project Location Map



This figure depicts the project study area which comprises 27 miles of improvements associated with the project including mainline improvements on I-24 from the system-to-system interchange of I-24 and I-40 near downtown Nashville to the system-to-system interchange of I-24 and I-840 near Murfreesboro. The project study area also includes improvements on I-40 associated with the system-to-system interchange improvements at I-24 and I-40 and includes improvements on I-440 associated with the interchange improvements at the I-24 at I-440 system-to-system interchange.

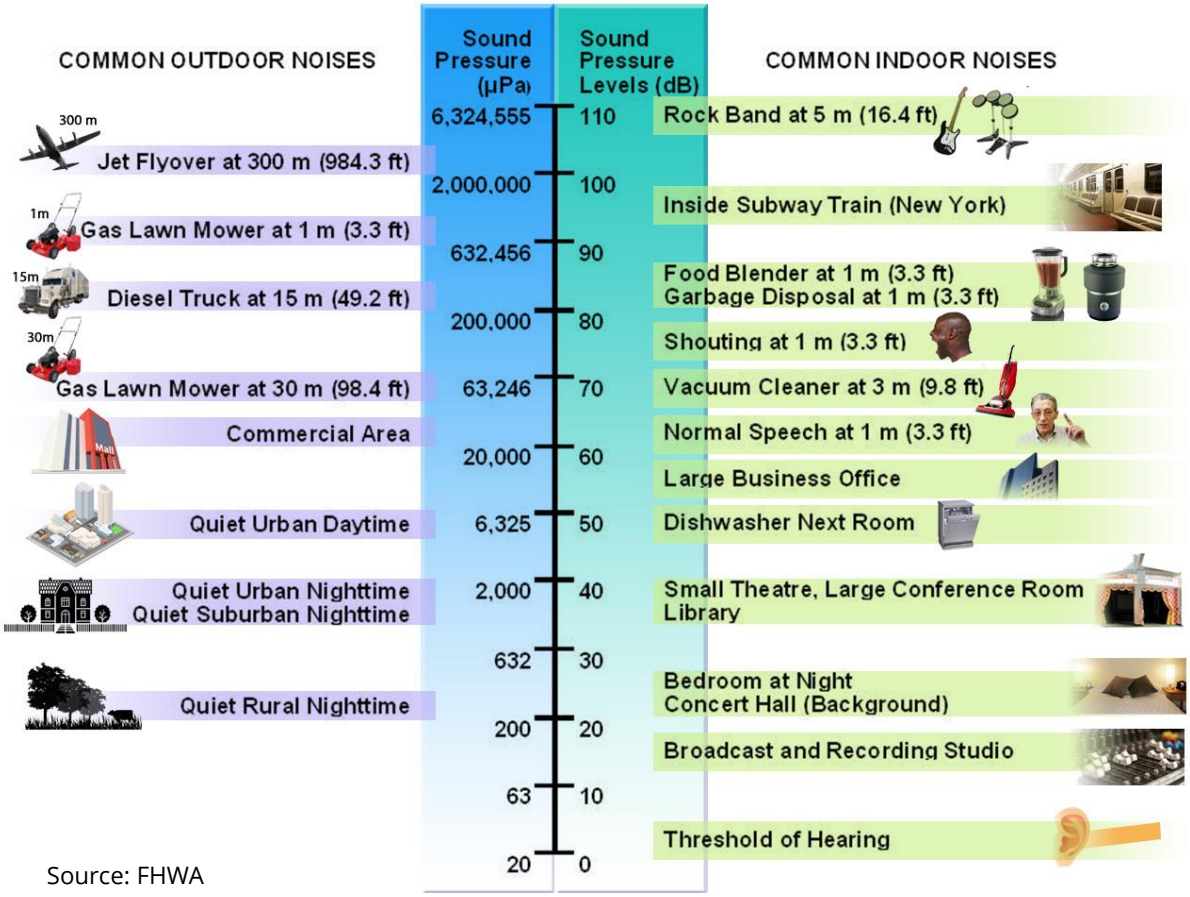
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Figure 2

Common Sound Levels

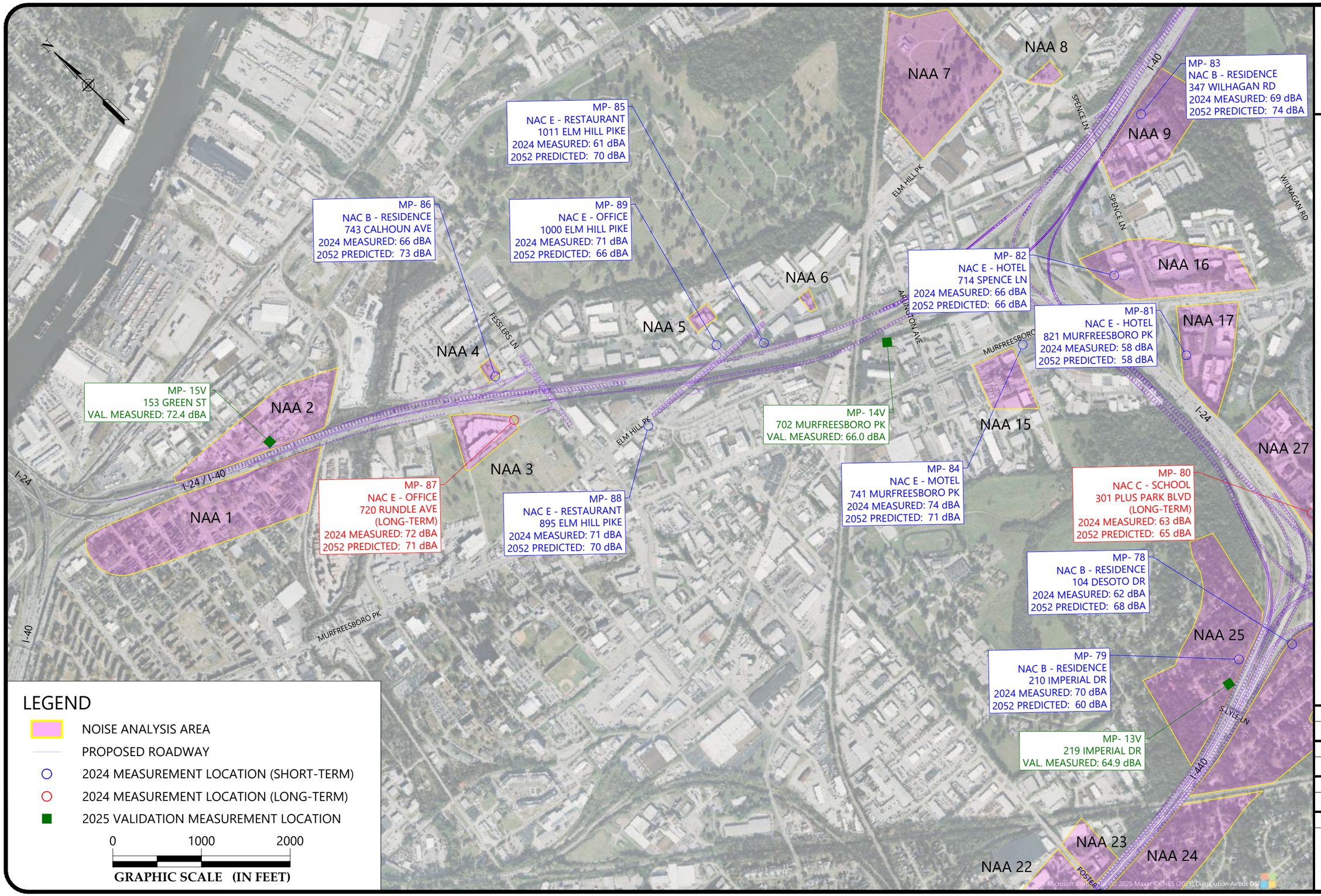


Source: FHWA

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LEGEND

- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- 2024 MEASUREMENT LOCATION (SHORT-TERM)
- 2024 MEASUREMENT LOCATION (LONG-TERM)
- 2025 VALIDATION MEASUREMENT LOCATION

0 1000 2000

GRAPHIC SCALE (IN FEET)

NOISE MEASUREMENT LOCATIONS

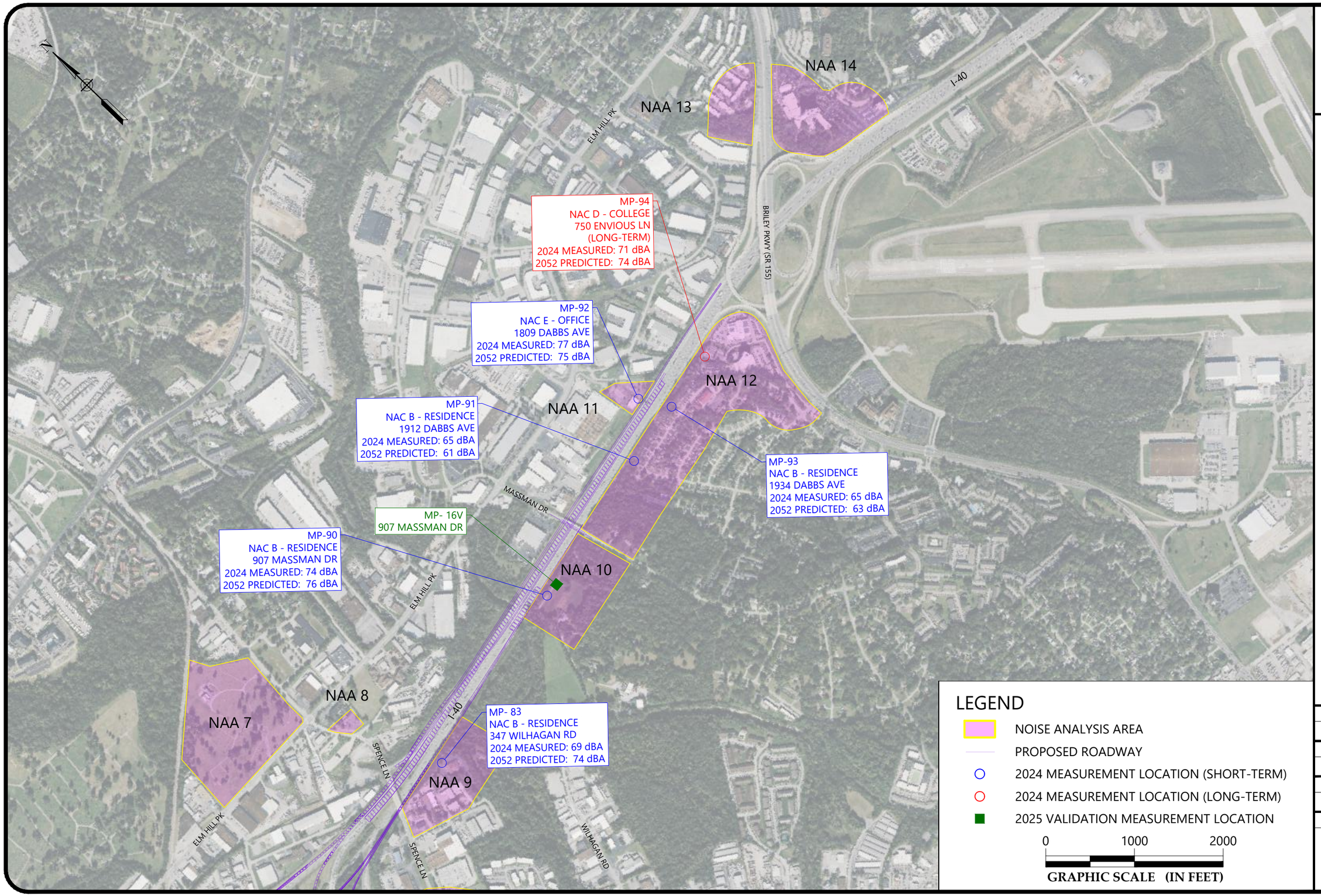
I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:1000
DATE:	10/31/2025
PROJECT NUMBER	24430273B
FIGURE NO.	3

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - Measurements - D4.dwg ORG. PAPER SIZE (11X17)

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NOISE MEASUREMENT LOCATIONS

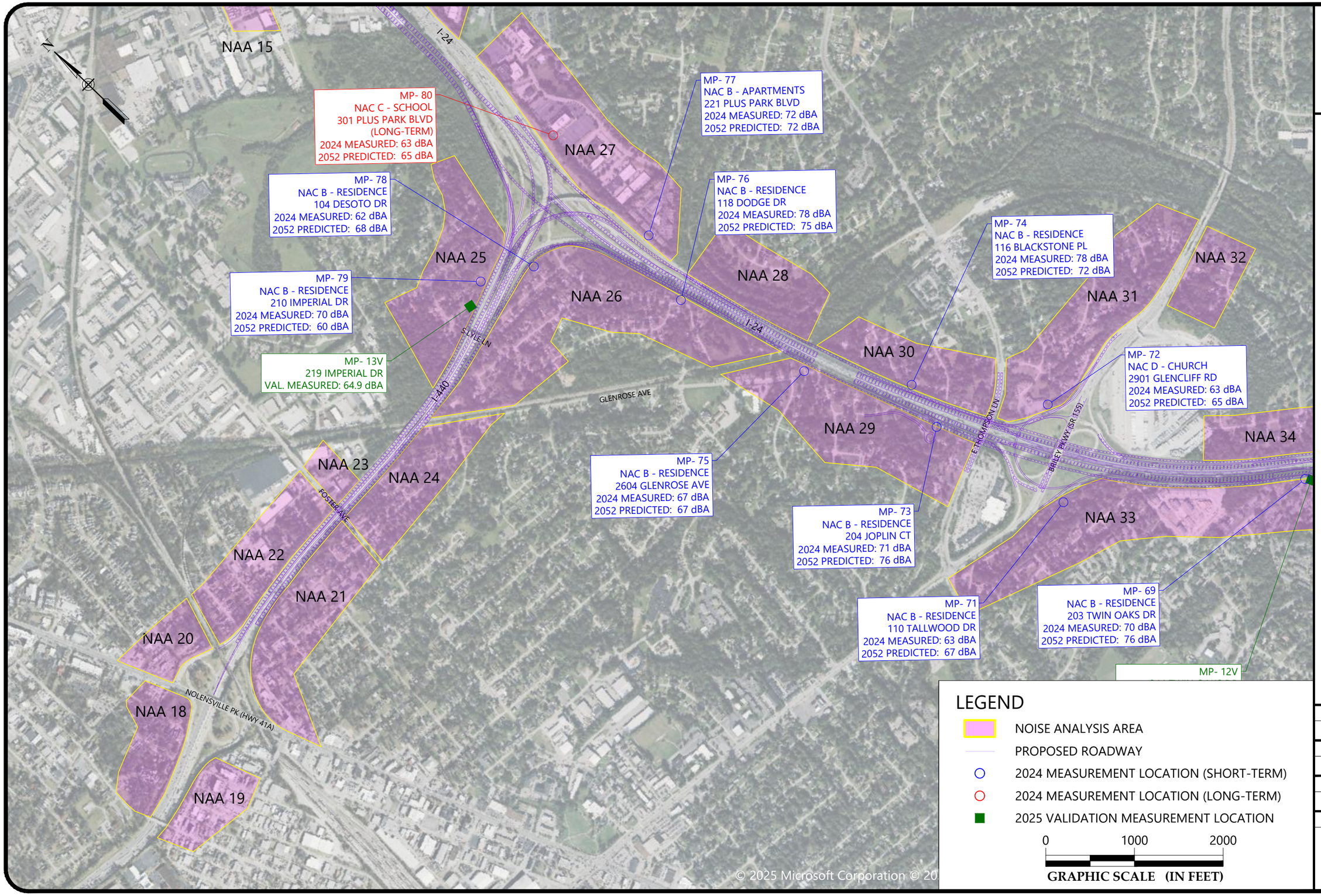
I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:1000
DATE: 10/31/2025
PROJECT NUMBER: 24430273B
FIGURE NO.: 4

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - Measurements - D4.dwg ORG. PAPER SIZE (11X17)

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NOISE MEASUREMENT LOCATIONS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:1000

DATE: 10/31/2025

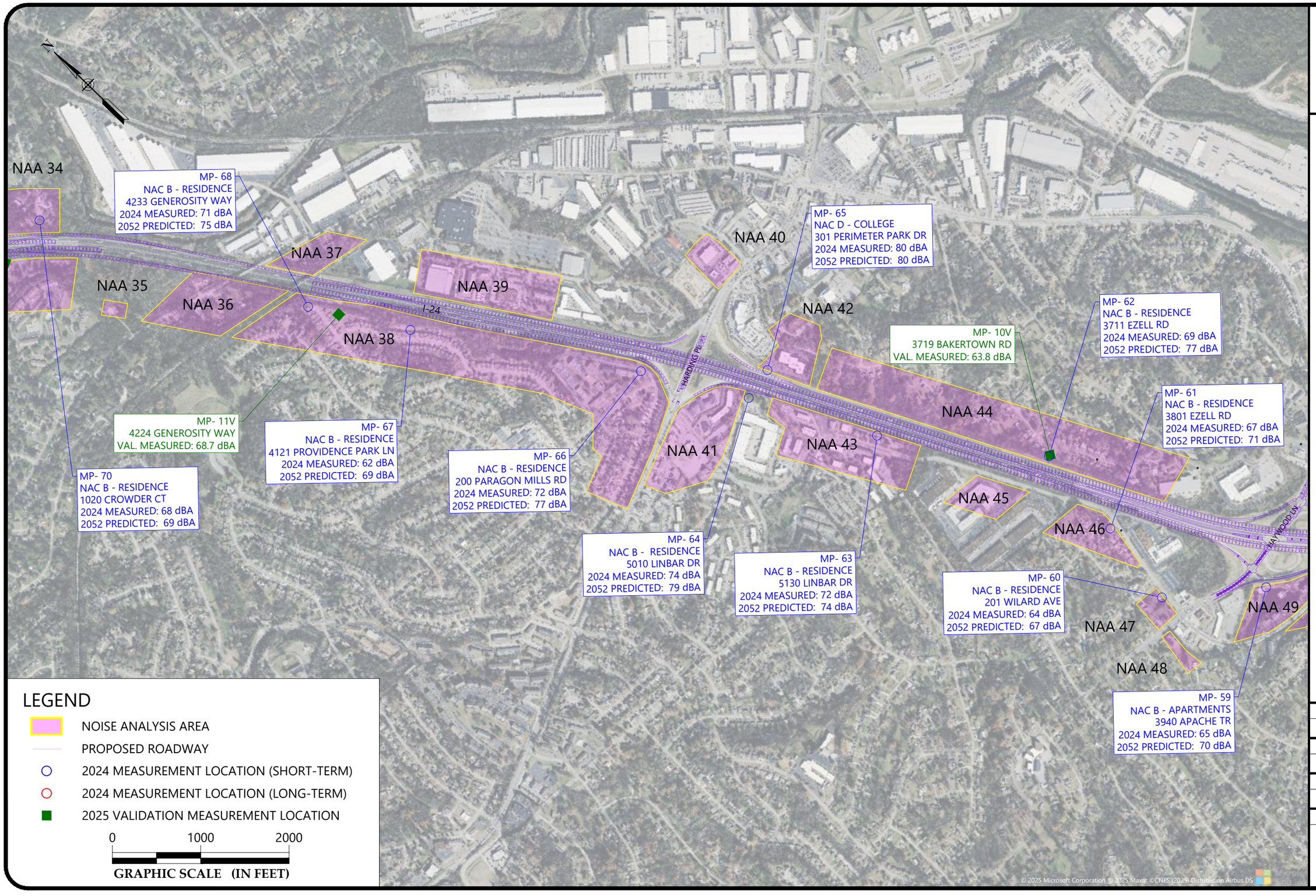
PROJECT NUMBER 24430273B

FIGURE NO. 5

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - Measurements - D4.dwg ORG. PAPER SIZE (11X17)

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NOISE MEASUREMENT LOCATIONS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:1000

DATE: 10/31/2025

PROJECT NUMBER 24430273B

FIGURE NO. 6

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - Measurements - D4.dwg ORG. PAPER SIZE (11X17)

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NOISE MEASUREMENT LOCATIONS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

MP-9V
4501 PACKARD DR
VAL. MEASURED: 62.0 dBA

MP- 57
NAC C - GREENWAY
MILL CREEK GREENWAY
2024 MEASURED: 76 dBA
2052 PREDICTED: 75 dBA

MP- 53
NAC C - GREENWAY
5023 BLUE HOLE ROAD
(LONG-TERM)
2024 MEASURED: 70 dBA
2052 PREDICTED: 73 dBA

MP- 58
NAC B - APARTMENTS
4501 PACKARD DR
2024 MEASURED: 68 dBA
2052 PREDICTED: 68 dBA

MP- 55
NAC B - RESIDENCE
4880 SHIHMEN DR
2024 MEASURED: 69 dBA
2052 PREDICTED: 78 dBA

MP- 49
NAC E - HOTEL
400 COLLINS PARK DR
2024 MEASURED: 76 dBA
2052 PREDICTED: 78 dBA

MP- 47
NAC E - HOTEL
510 COLLINS PARK DR
2024 MEASURED: 79 dBA
2052 PREDICTED: 77 dBA

MP- 51
NAC B - RESIDENCE
5135 HICKORY HOLLOW PKWY
2024 MEASURED: 76 dBA
2052 PREDICTED: 78 dBA

NAA 50
NAA 51
NAA 52
NAA 53
NAA 54
NAA 55
NAA 56
NAA 57
NAA 58
NAA 59
NAA 60
NAA 61
NAA 62
NAA 63
NAA 64
NAA 65
NAA 66
NAA 67

I-24
BLUE HOLE RD
BELL RD
HICKORY HOLLOW PKWY

MP- 56
NAC B - RESIDENCE
4039 APACHE TR
2024 MEASURED: 70 dBA
2052 PREDICTED: 73 dBA

MP- 54
NAC B - RESIDENCE
116 SHACKLETT LN CT
2024 MEASURED: 69 dBA
2052 PREDICTED: 74 dBA

MP- 52
NAC C - SCHOOL
9 TUSCULUM ROAD
2024 MEASURED: 65 dBA
2052 PREDICTED: 72 dBA

MP- 50
NAC B - APARTMENTS
1012 CEDAR POINTE PKWY
2024 MEASURED: 66 dBA
2052 PREDICTED: 71 dBA

MP-8V
5200 CANE RIDGE RD
VAL. MEASURED: 70.8 dBA

MP- 48
NAC E - MOTEL
1111 BELL RD
2024 MEASURED: 70 dBA
2052 PREDICTED: 72 dBA

MP-46
NAC E - RESTAURANT
5426 TARGET DR
2024 MEASURED: 65 dBA
2052 PREDICTED: 72 dBA

LEGEND

- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- 2024 MEASUREMENT LOCATION (SHORT-TERM)
- 2024 MEASUREMENT LOCATION (LONG-TERM)
- 2025 VALIDATION MEASUREMENT LOCATION

0 1000 2000

GRAPHIC SCALE (IN FEET)

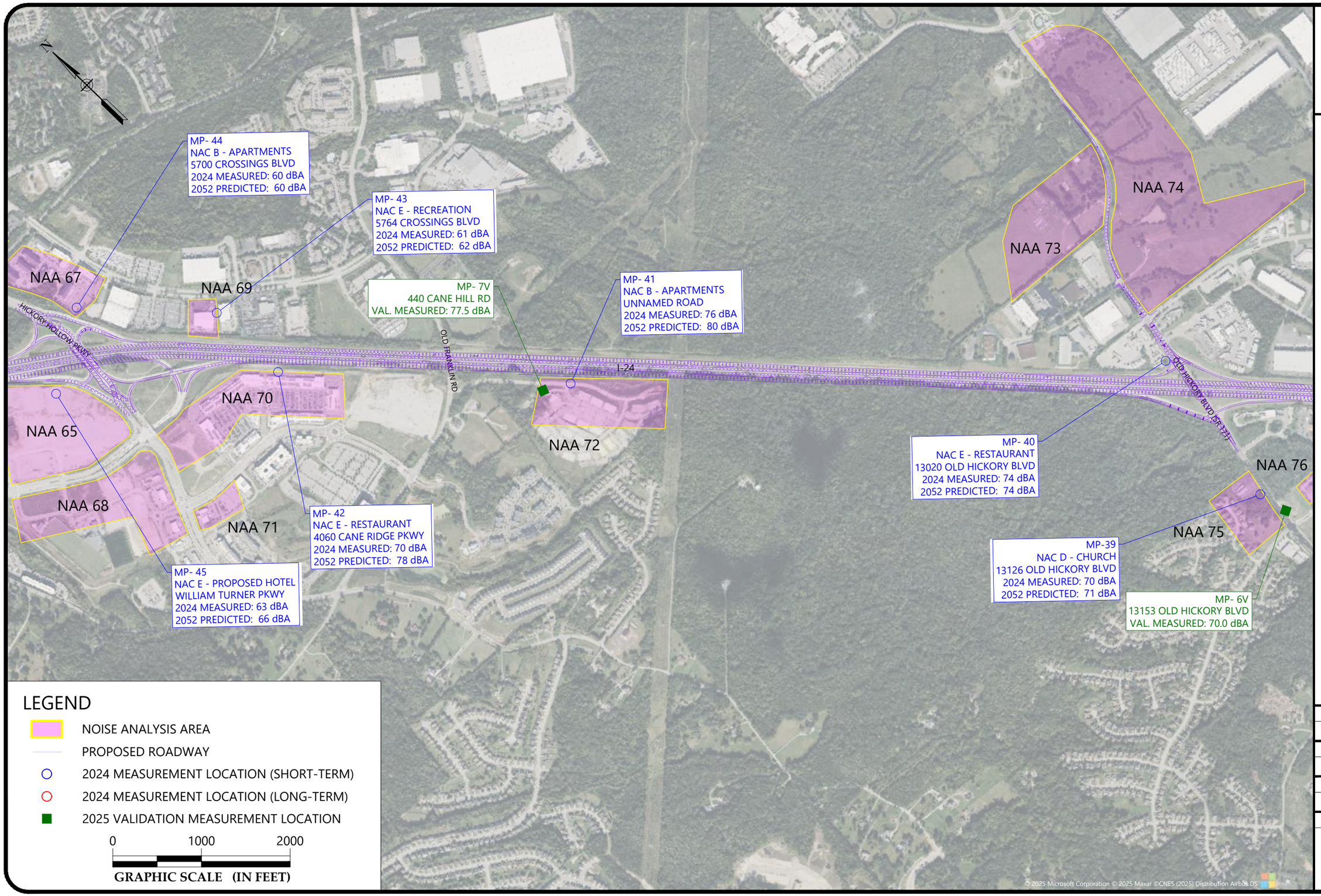
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SCALE:	1:1000
DATE:	10/31/2025
PROJECT NUMBER	24430273B
FIGURE NO.	7

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - Measurements - D4.dwg ORG. PAPER SIZE (11X17)

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NOISE MEASUREMENT LOCATIONS

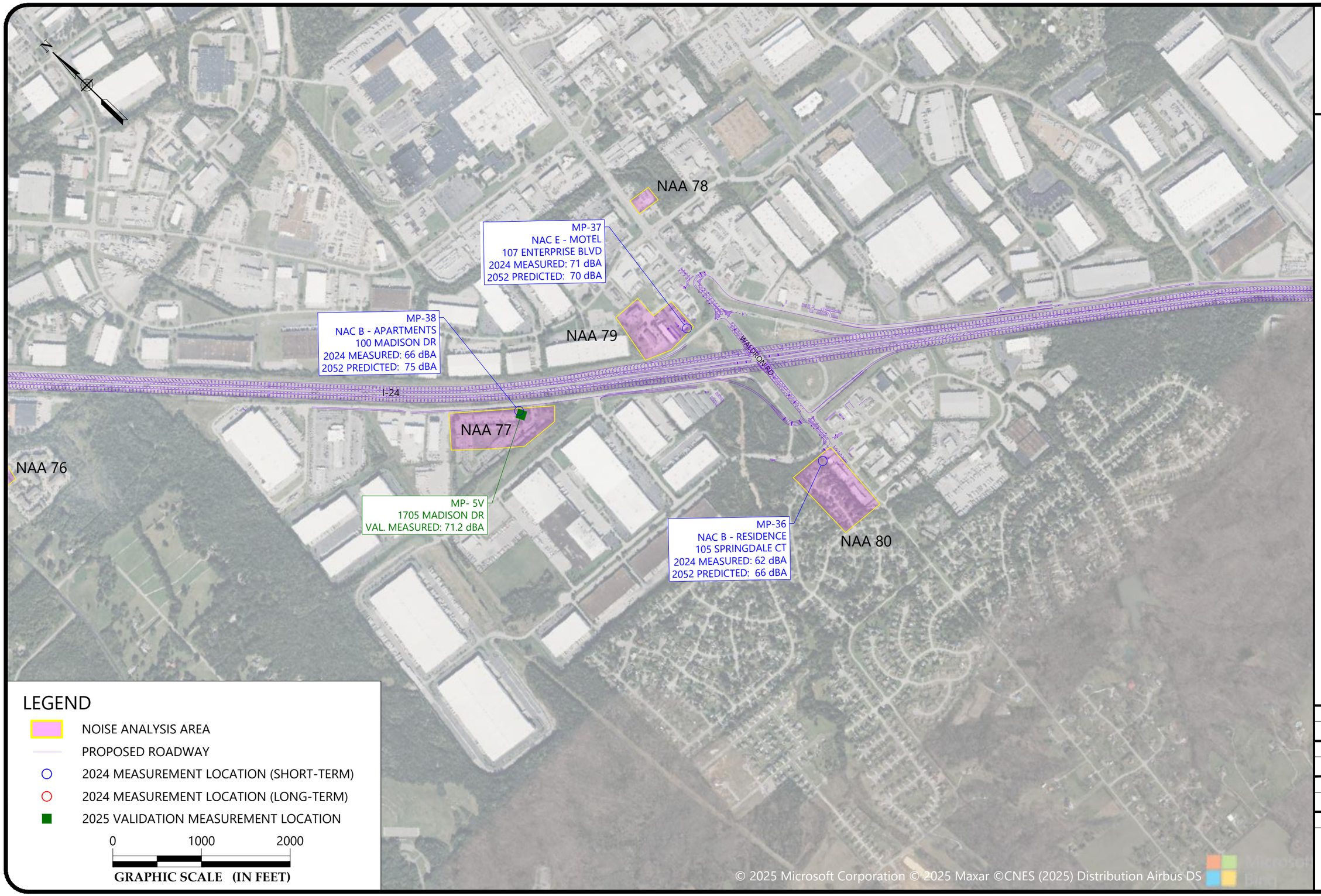
I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:1000
DATE: 10/31/2025
PROJECT NUMBER: 24430273B
FIGURE NO.: 8

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures\Figures - Measurements - D4.dwg ORG. PAPER SIZE (11X17)

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NOISE MEASUREMENT LOCATIONS

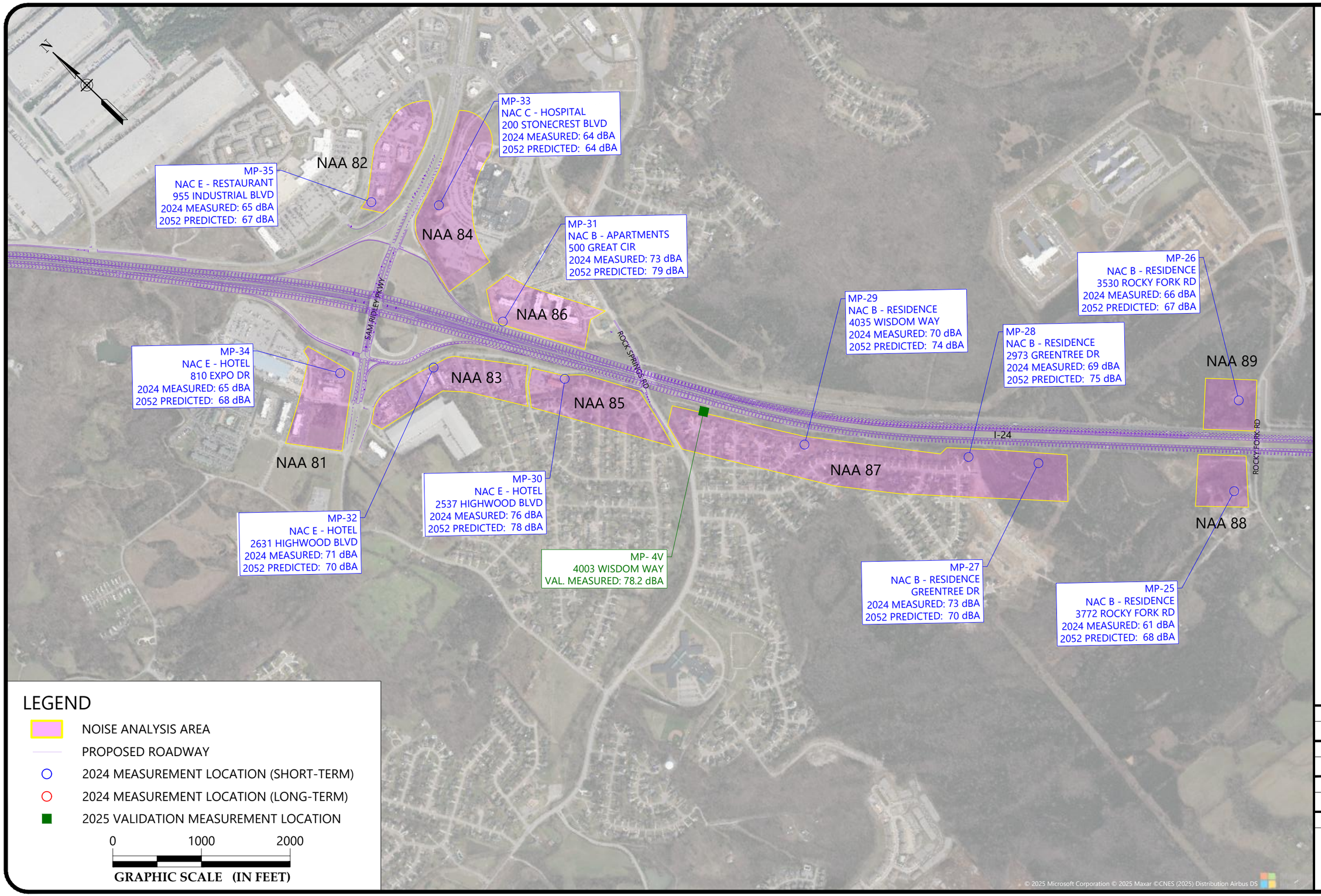
I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:1000
DATE:	10/31/2025
PROJECT NUMBER	24430273B
FIGURE NO.	9

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENVVCAD\4 - Noise Report Figures\Figures - Measurements - D4.dwg ORG. PAPER SIZE (11X17)

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NOISE MEASUREMENT LOCATIONS

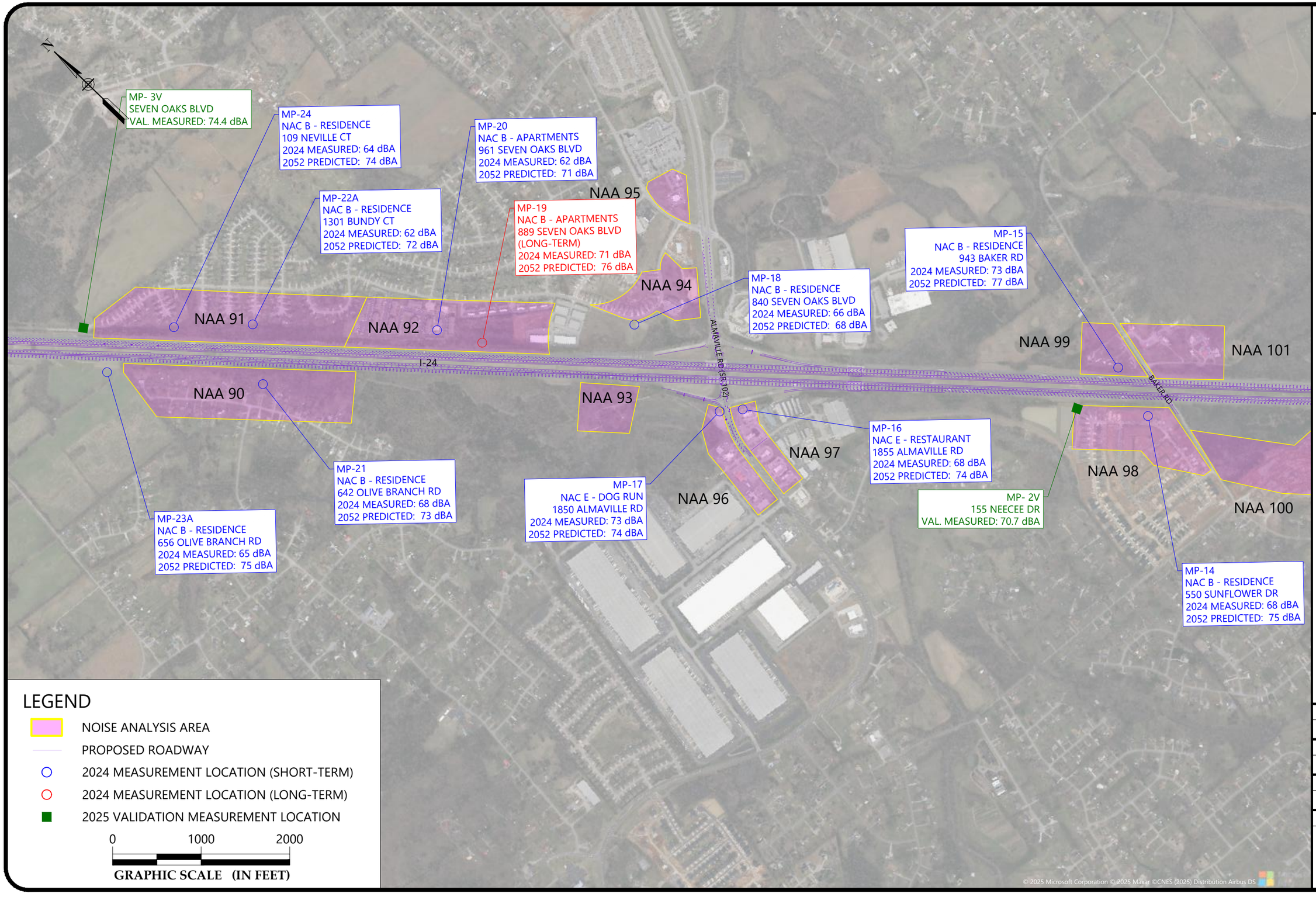
I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:1000
DATE:	10/31/2025
PROJECT NUMBER	24430273B
FIGURE NO.	10

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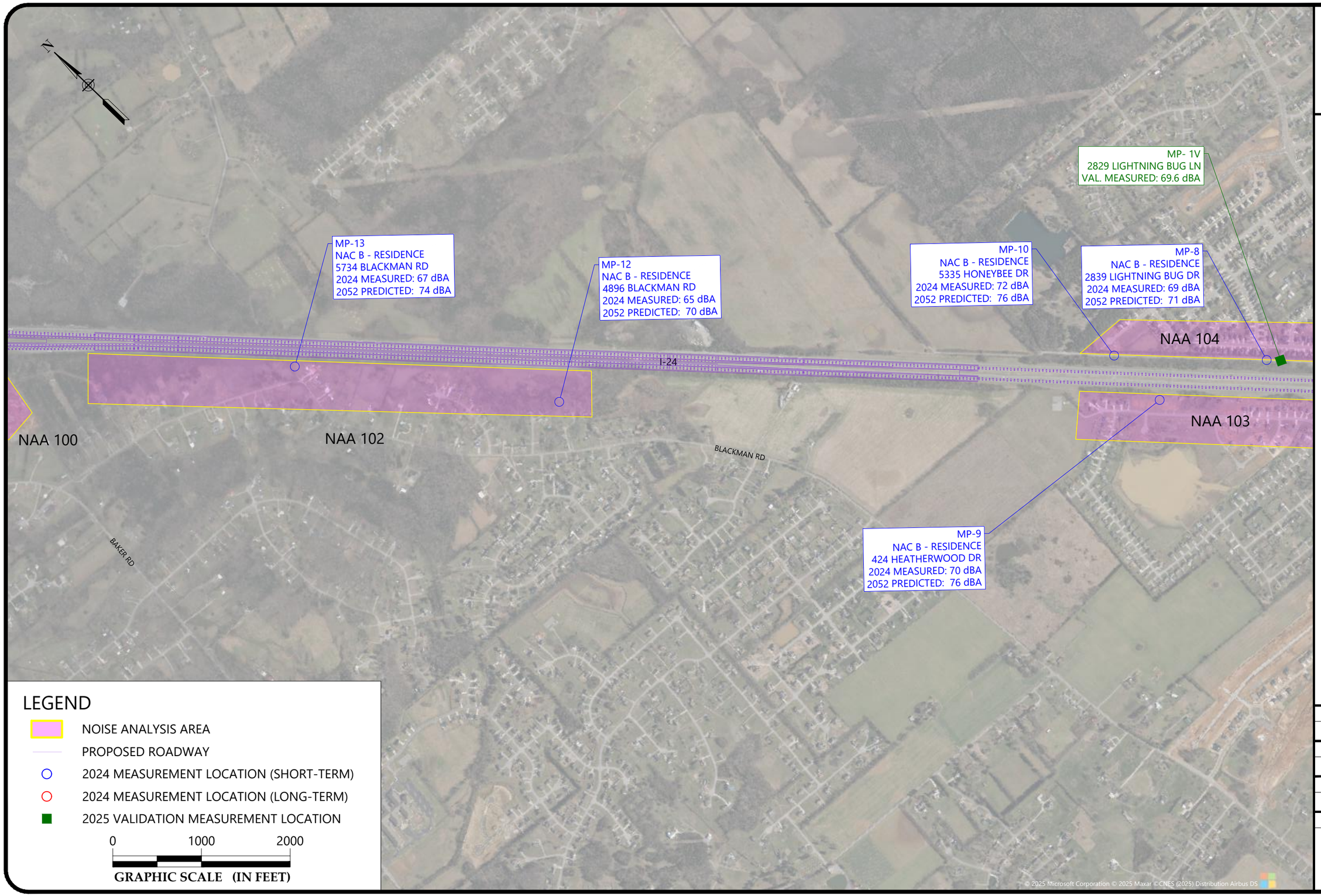
NOISE MEASUREMENT LOCATIONS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:1000
DATE:	10/31/2025
PROJECT NUMBER	24430273B
FIGURE NO.	11

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NOISE MEASUREMENT LOCATIONS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:1000

DATE: 10/31/2025

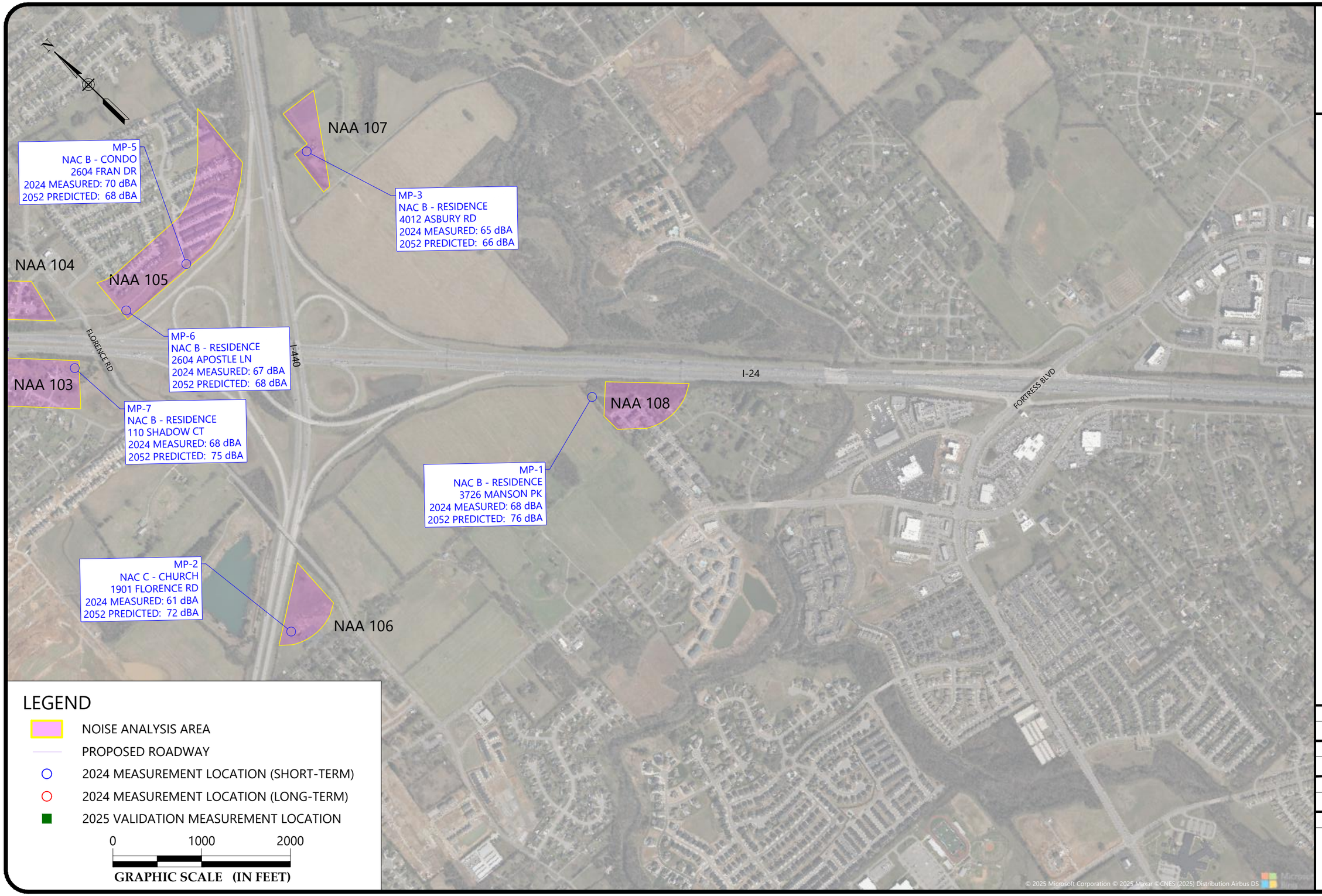
PROJECT NUMBER 24430273B

FIGURE NO. 12

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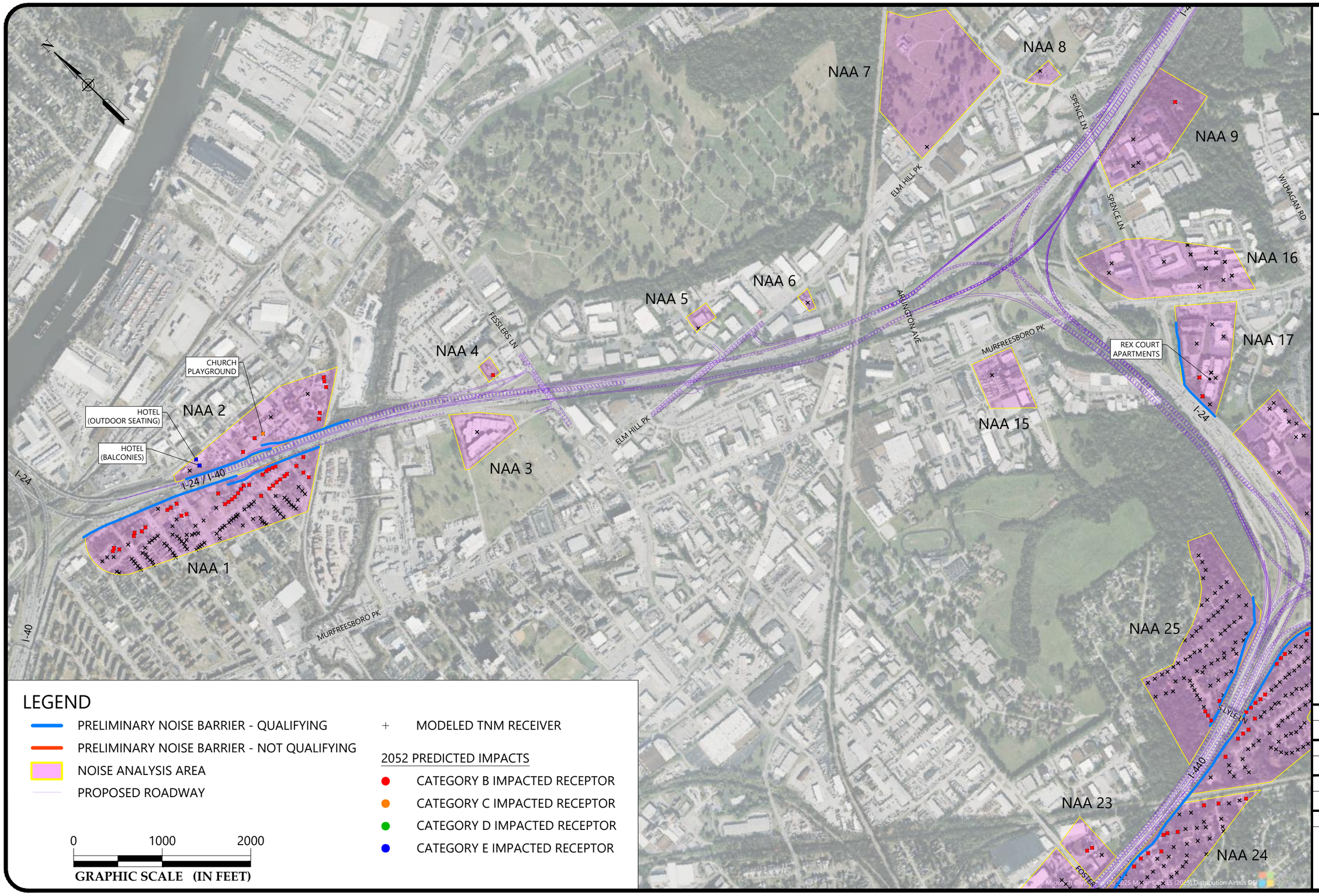
NOISE MEASUREMENT LOCATIONS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:1000
DATE:	10/31/2025
PROJECT NUMBER	24430273B
FIGURE NO.	13

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NOISE ANALYSIS RESULTS SUMMARY

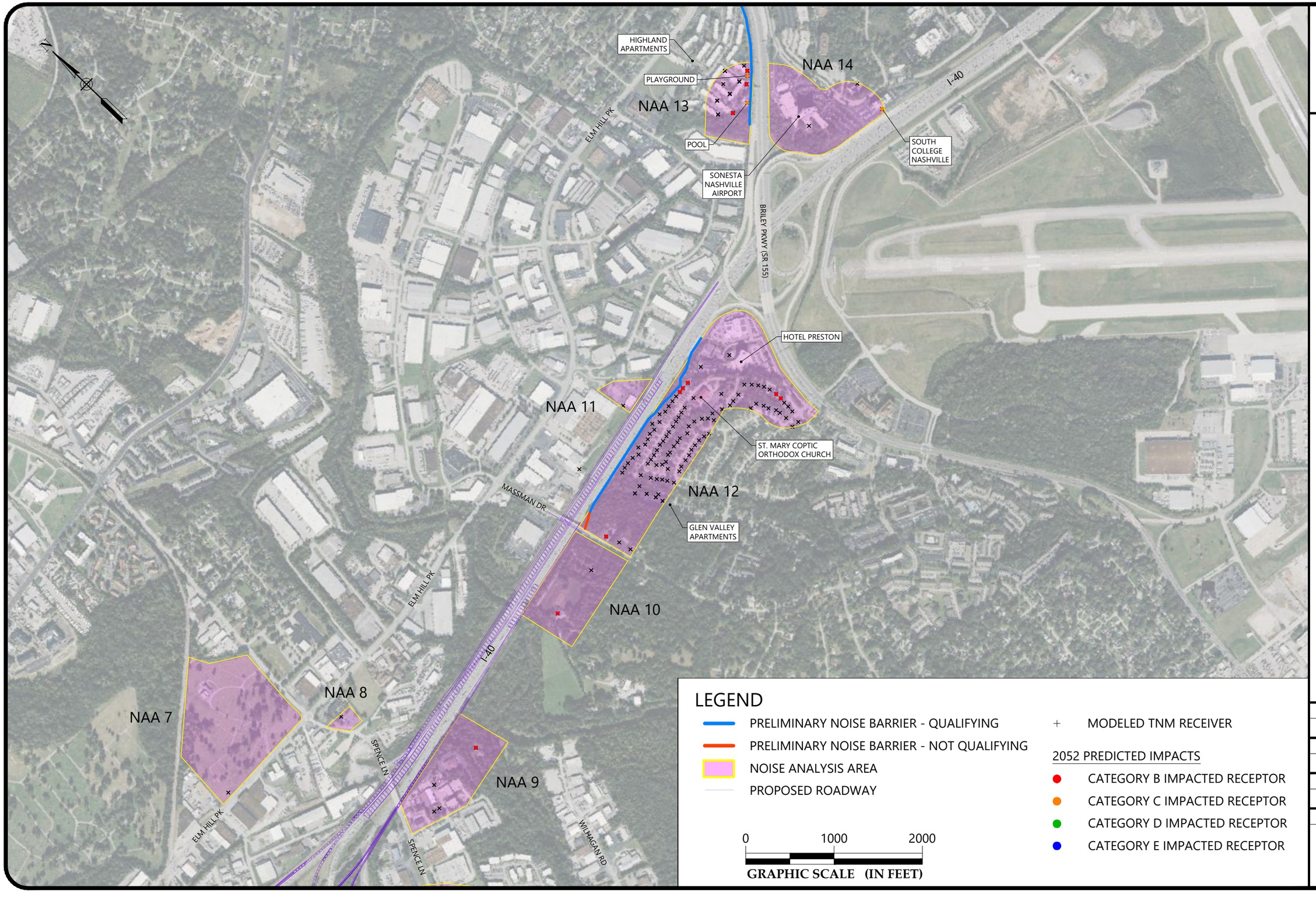
I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:1000
DATE:	10/31/2025
PROJECT NUMBER	24430273B
FIGURE NO.	14

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - 2052 Impacts.dwg ORG. PAPER SIZE (11X17)

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NOISE ANALYSIS RESULTS SUMMARY

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:1000

DATE: 10/31/2025

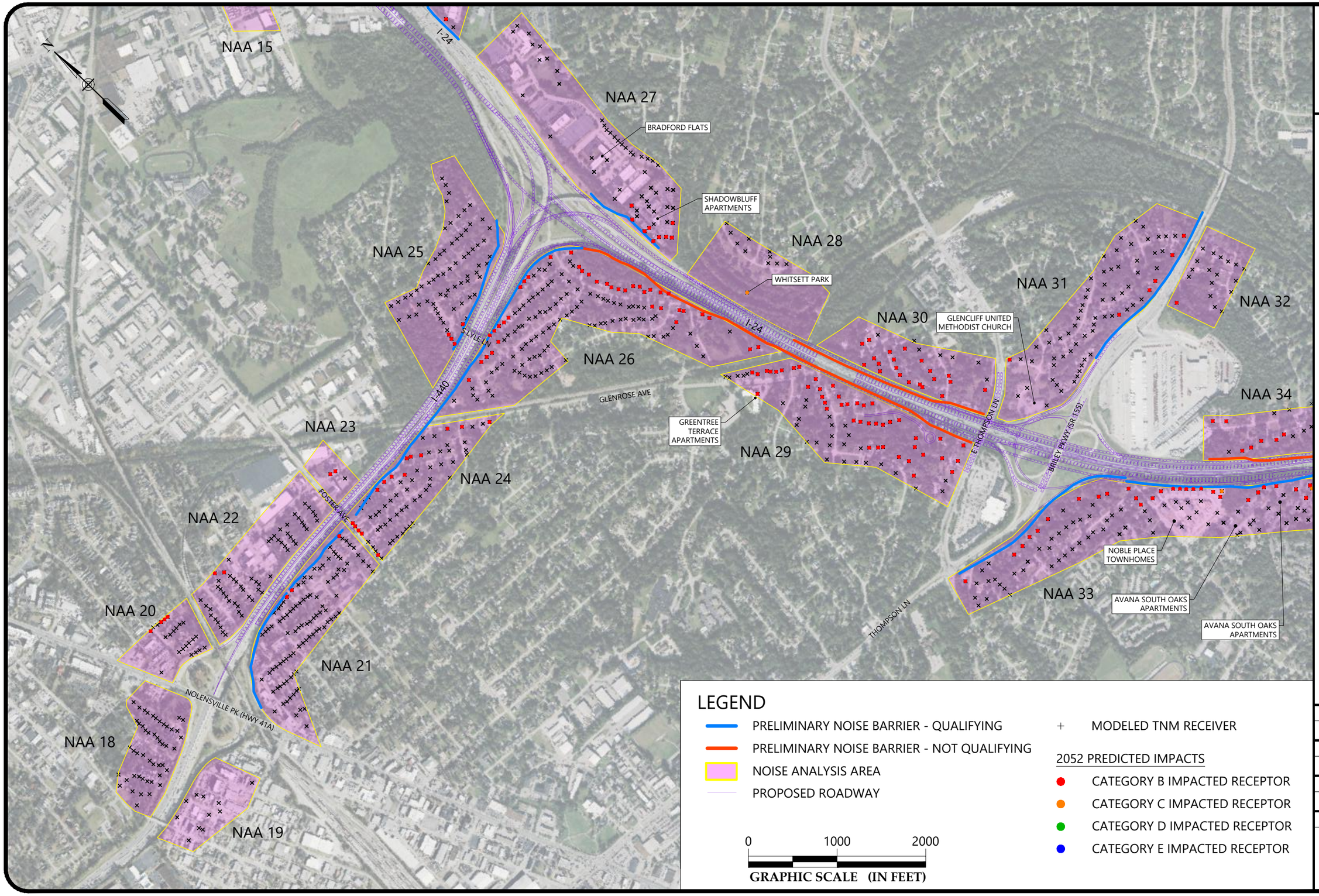
PROJECT NUMBER 24430273B

FIGURE NO. 15

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NOISE ANALYSIS RESULTS SUMMARY

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:1000

DATE: 10/31/2025

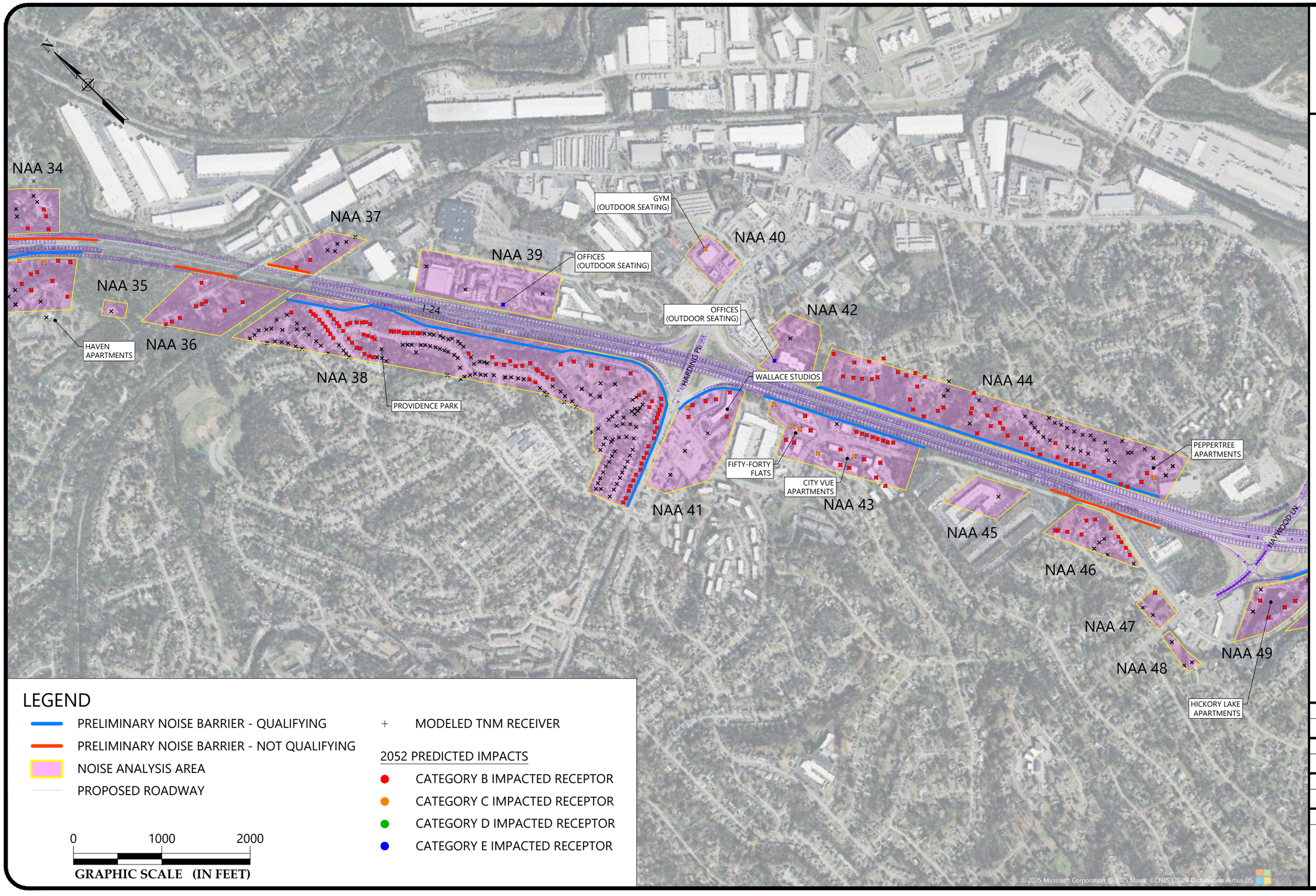
PROJECT NUMBER 24430273B

FIGURE NO. 16

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - 2052 Impacts.dwg ORG. PAPER SIZE (11X17)

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LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- \+ MODELED TNM RECEIVER

2052 PREDICTED IMPACTS

- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR

0 1000 2000

GRAPHIC SCALE (IN FEET)

NOISE ANALYSIS RESULTS SUMMARY

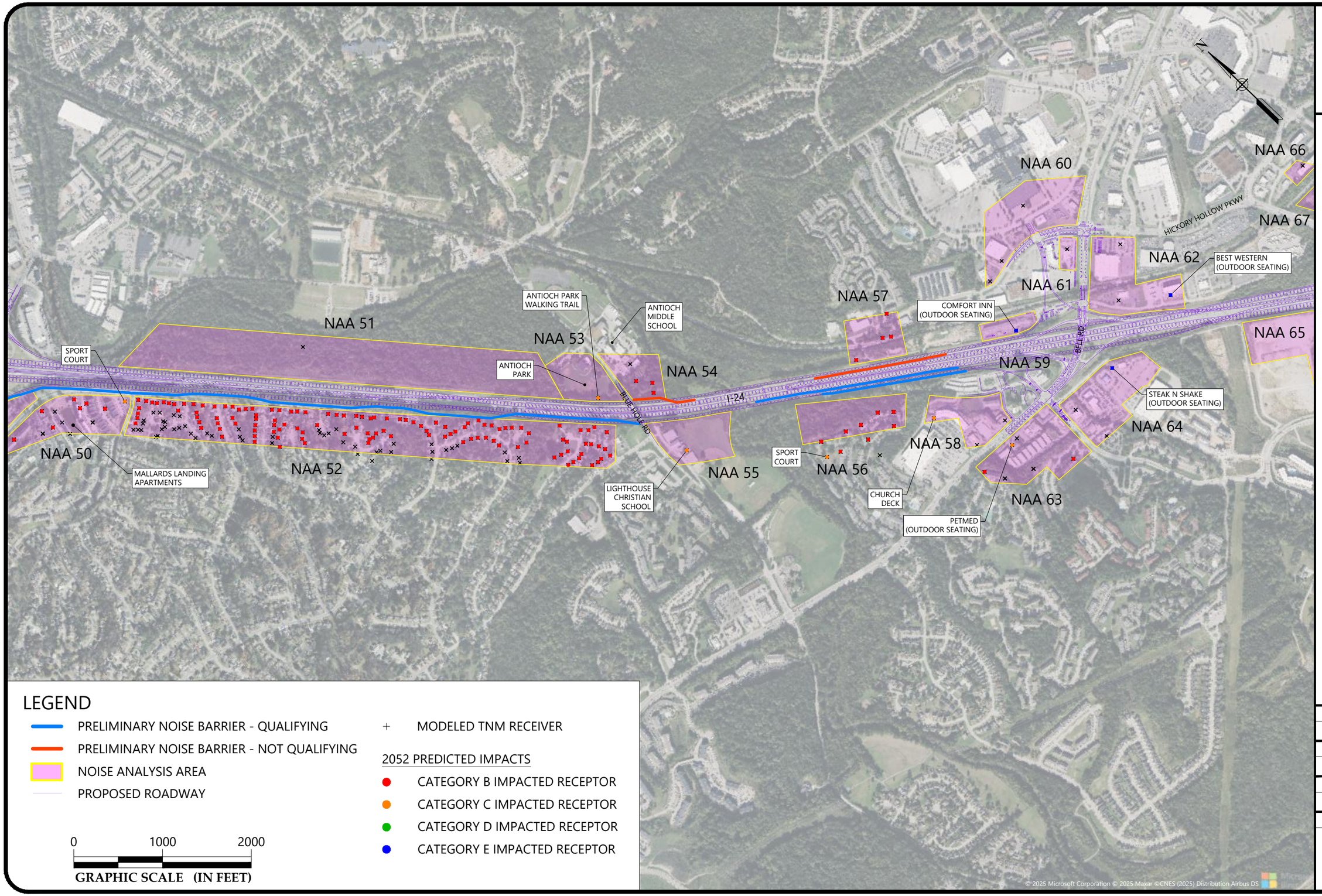
I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:1000
DATE:	10/31/2025
PROJECT NUMBER	24430273B
FIGURE NO.	17

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - 2052 Impacts.dwg ORG. PAPER SIZE (11X17)

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LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- \+ MODELED TNM RECEIVER

2052 PREDICTED IMPACTS

- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR

0 1000 2000

GRAPHIC SCALE (IN FEET)

NOISE ANALYSIS RESULTS SUMMARY

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:1000

DATE: 10/31/2025

PROJECT NUMBER 24430273B

FIGURE NO. 18

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - 2052 Impacts.dwg ORG. PAPER SIZE (11X17)

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Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - 2052 Impacts.dwg ORG. PAPER SIZE (11X17)

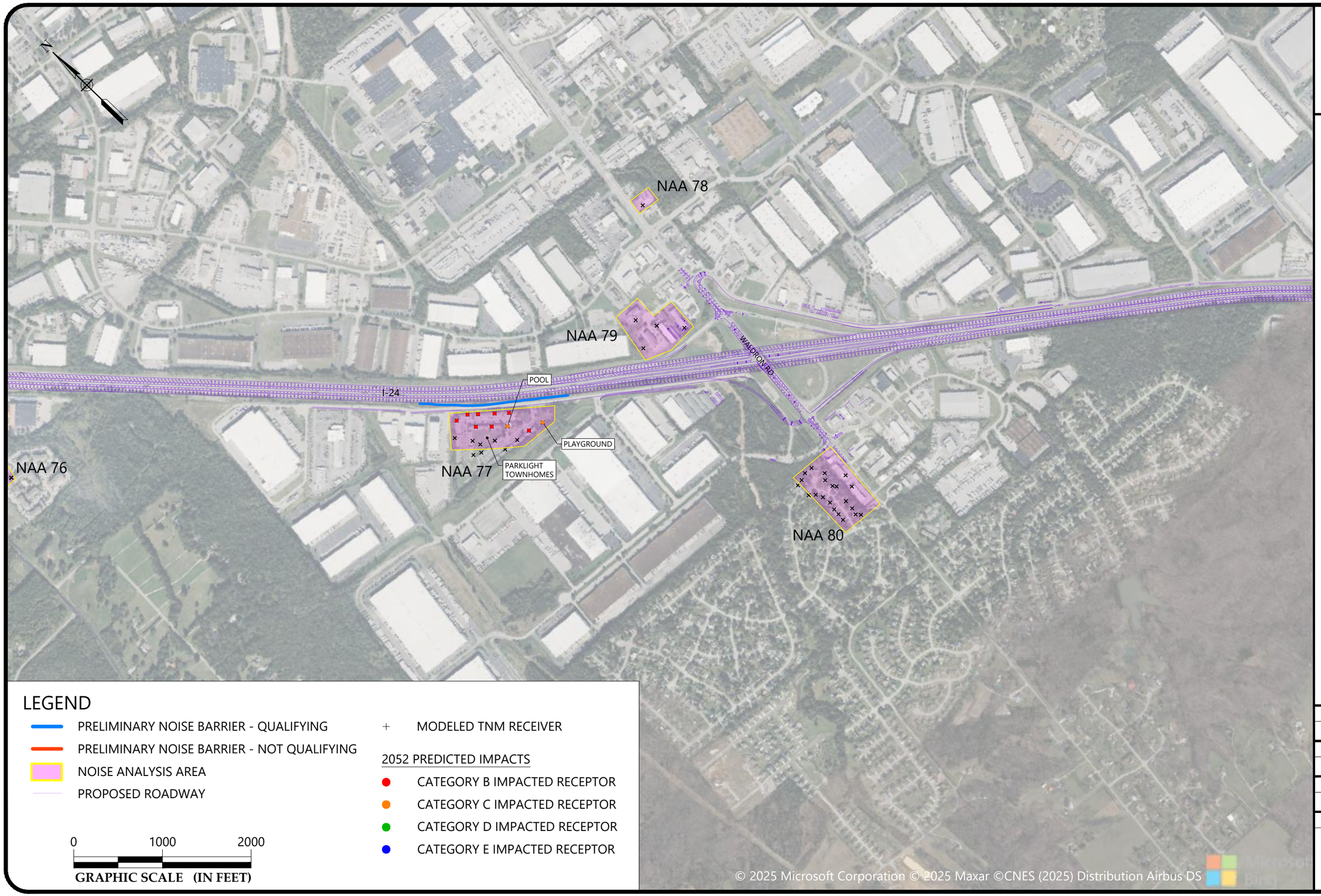
NOISE ANALYSIS RESULTS SUMMARY

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:1000
DATE:	10/31/2025
PROJECT NUMBER	24430273B
FIGURE NO.	19

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DRAFT - DELIBERATIVE



NOISE ANALYSIS RESULTS SUMMARY

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:1000

DATE: 10/31/2025

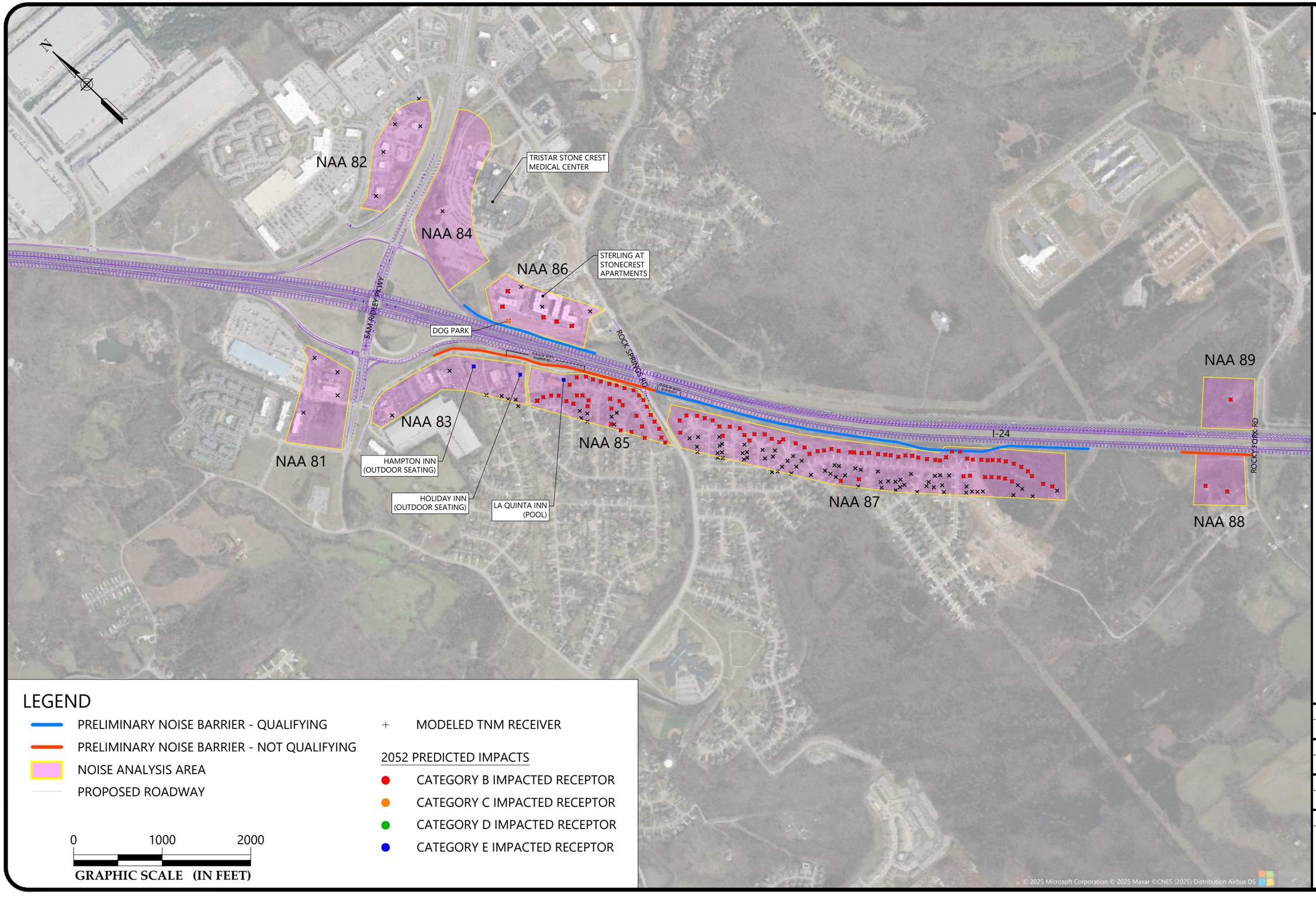
PROJECT NUMBER 24430273B

FIGURE NO. **20**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - 2052 Impacts.dwg ORG. PAPER SIZE (11X17)

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DRAFT - DELIBERATIVE



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - 2052 Impacts.dwg ORG. PAPER SIZE (11X17)

NOISE ANALYSIS RESULTS SUMMARY

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:1000

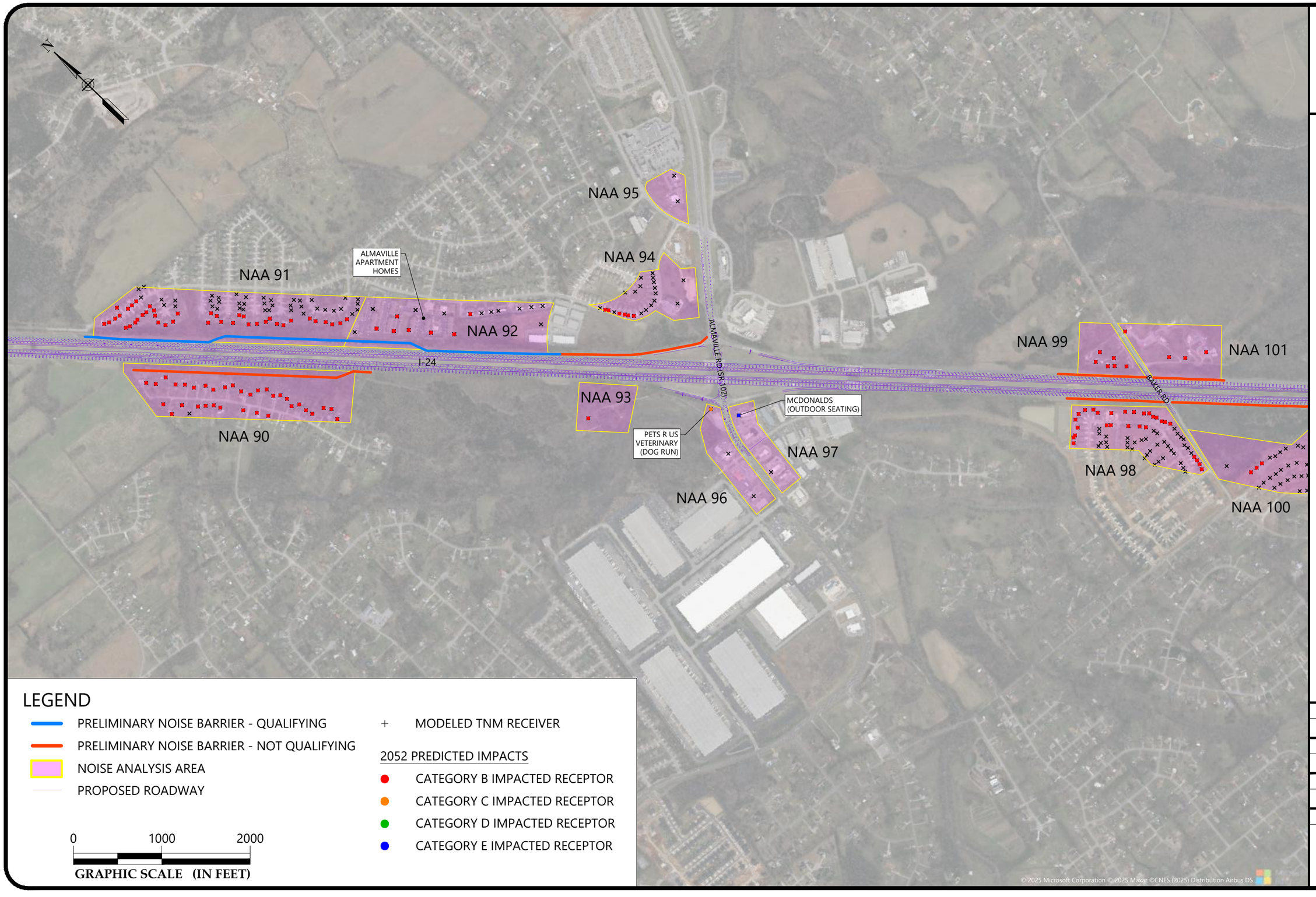
DATE: 10/31/2025

PROJECT NUMBER: 24430273B

FIGURE NO.: **21**

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DRAFT - DELIBERATIVE



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - 2052 Impacts.dwg ORG. PAPER SIZE (11X17)

NOISE ANALYSIS RESULTS SUMMARY

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:1000

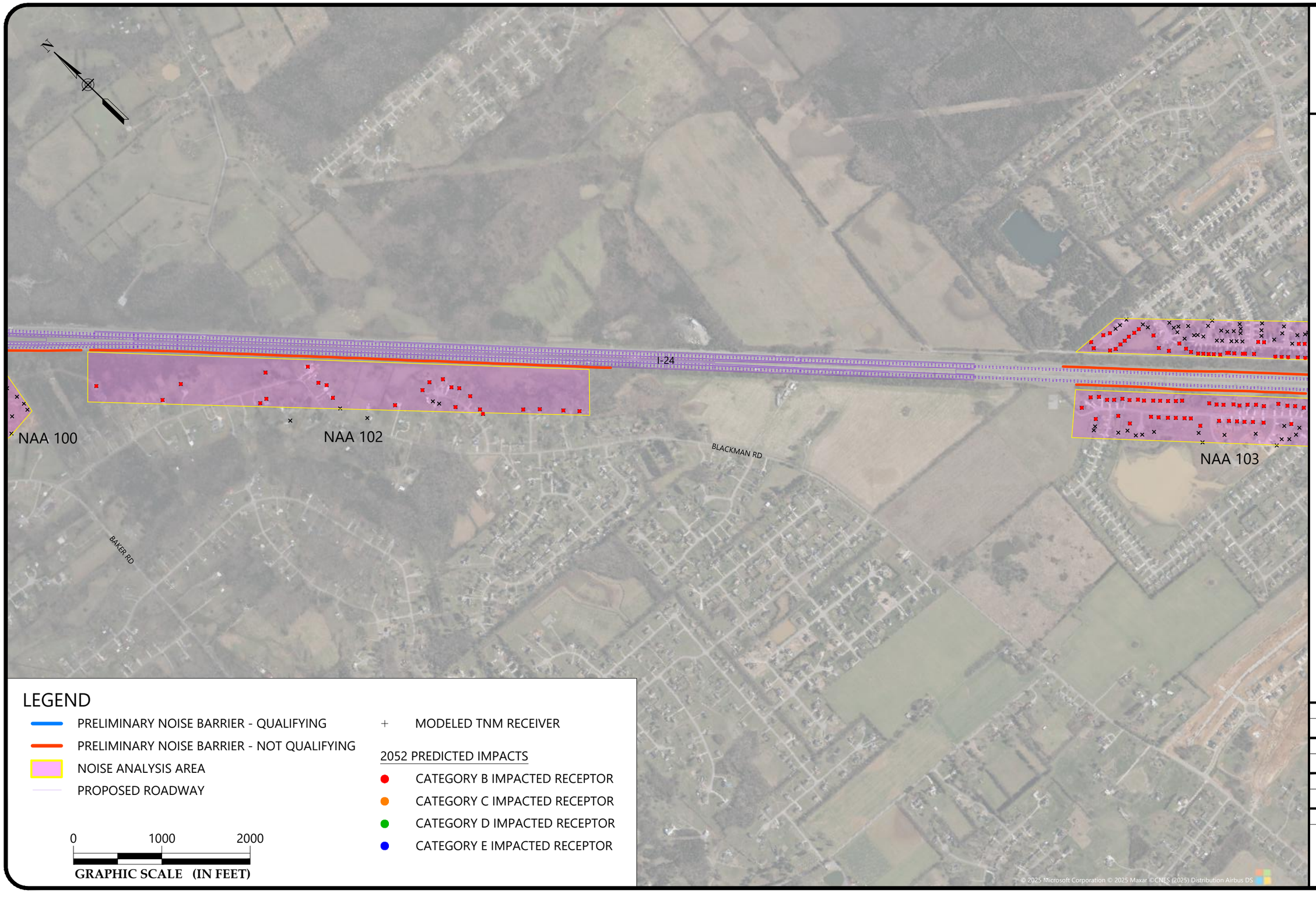
DATE: 10/31/2025

PROJECT NUMBER 24430273B

FIGURE NO. 22

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DRAFT - DELIBERATIVE



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - 2052 Impacts.dwg ORG. PAPER SIZE (11X17)

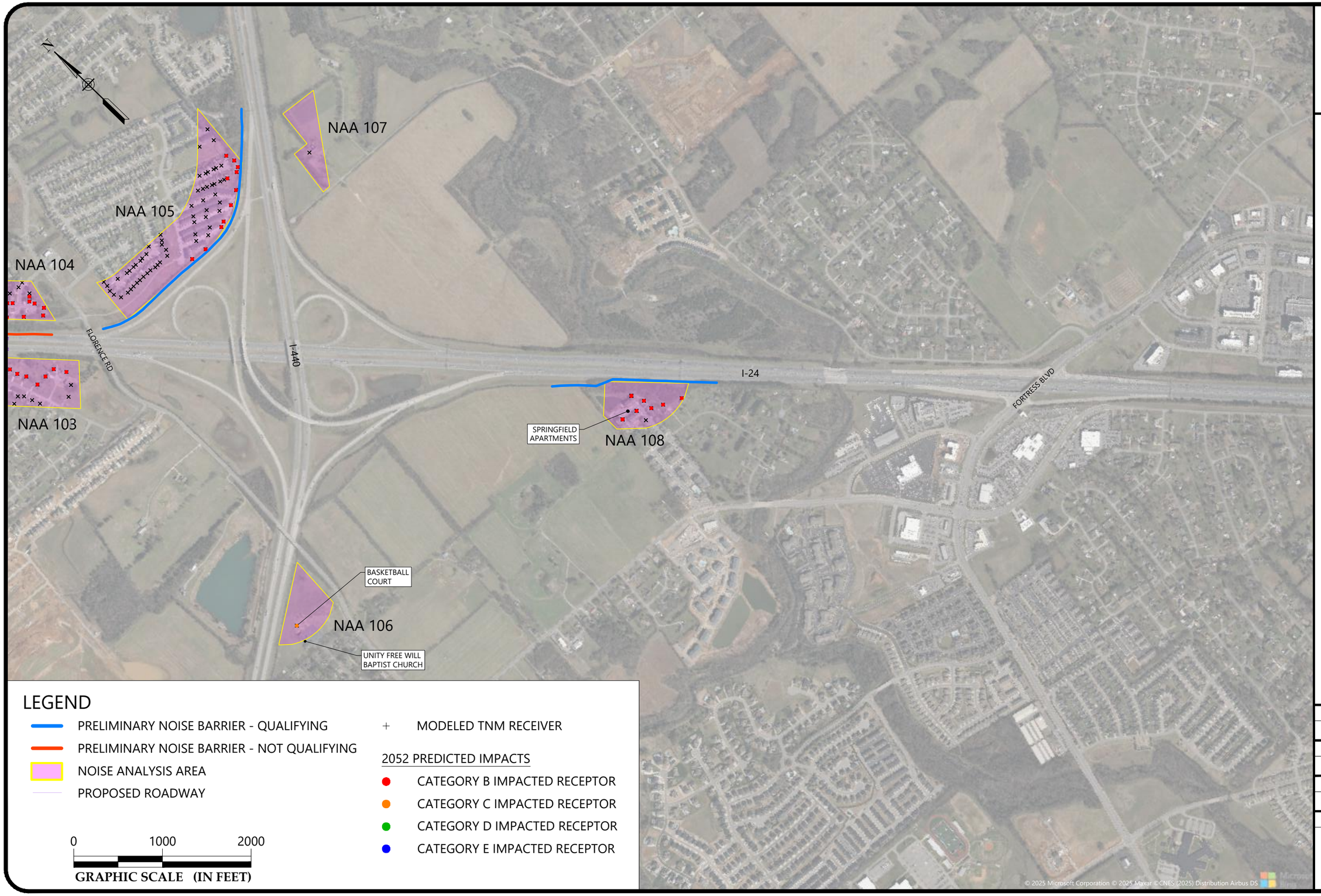
NOISE ANALYSIS RESULTS SUMMARY

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:1000
DATE:	10/31/2025
PROJECT NUMBER	24430273B
FIGURE NO.	23

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DRAFT - DELIBERATIVE



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Figures - 2052 Impacts.dwg ORG. PAPER SIZE (11X17)

NOISE ANALYSIS RESULTS SUMMARY

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:1000
DATE:	10/31/2025
PROJECT NUMBER	24430273B
FIGURE NO.	24

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APPENDICES

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APPENDIX A.
COVER SHEET OF PROJECT PLANS AND TYPICAL CROSS-SECTION(S)

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DRAFT - DELIBERATIVE

Index Of Sheets

TITLE SHEET	1
TYPICAL SECTIONS.	2B - 2B20
GEOMETRIC LAYOUT(S)	2G - 2G21
RIGHT-OF-WAY ACQUISITION TABLE(S)	3-1 – 3-7
PROPERTY MAP(S)	3A – 3A24
PRESENT LAYOUT(S)	4 – 138
ROW DETAIL SHEET(S)	4A - 138A
PROPOSED LAYOUT(S)	4B - 138B
PROPOSED PROFILE(S)	4C - 117C
CHOICE LANES PROFILE(S)	139 - 226
RAMP PROFILE(S)	227 - 350
SIDE ROADS PROFILE(S)	351 – 362 *
DRAINAGE MAP(S)	363 – 375
MAINLINE CROSS SECTIONS	376 - 645
RAMP CROSS SECTIONS	646 – 1013
SIDEROAD CROSS SECTIONS	1014 - 1068
CONCEPTUAL RETAINING WALL SHEETS	R1 - R38 **
BRIDGE PLANS	B1 –

* SHEET 356 NOT USED IN THIS PLAN SET.

** SHEETS R39-R40, R42-R44, R49 & R52 NOT USED IN THIS PLAN SET.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	N/A	
STATE PROJ. NO.	R3I024-S1-002	

REV. 07-01-25: REVISED INDEX

REV. 11-07-25: REVISED INDEX AND PROJECT LIMITS

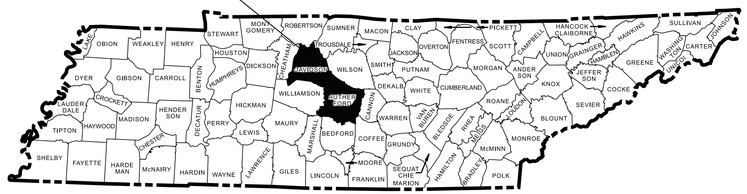
DAVIDSON & RUTHERFORD COUNTIES

I-24

FROM I-40 IN DAVIDSON COUNTY

TO I-840 IN RUTHERFORD COUNTY (P3 CHOICE LANES) (TMA)

PROJECT LOCATION



CONCEPT

PAVING, GRADING, DRAINAGE, STRUCTURES, SIGNING & STRIPING

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-24

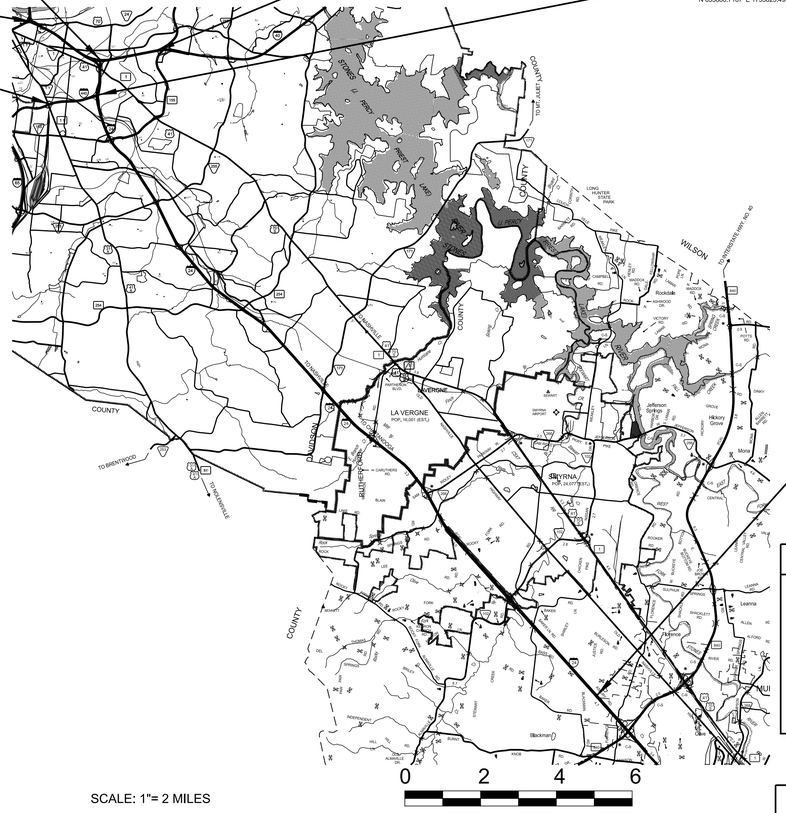
BEGIN PROJECT NO. R3I024-S1-002 CONCEPT
STA. 99+94.88 I-24
N 658531.5176 E 1754000.5359

BEGIN PROJECT NO. R3I024-S1-002 CONCEPT
STA. 352+84.45 I-40
N 663711.4144 E 1744768.9234

BEGIN PROJECT NO. R3I024-S1-002 CONCEPT
STA. 1321+23.06 I-440
N 652347.9686 E 1746841.4495

END PROJECT NO. R3I024-S1-002 CONCEPT
STA. 541+69.02 I-40
N 659887.3960 E 1762046.8175

END PROJECT NO. R3I024-S1-002 CONCEPT
STA. 1390+83.92 I-440
N 653680.7167 E 1753625.4956



SCALE: 1"= 2 MILES

END PROJECT NO. R3I024-S1-002 CONCEPT
STA. 1247+10.26 I-24
N 570598.5382 E 1822716.6765

I-40

SURVEY - -	TRAFFIC DATA	
	ADT (2052)	155,500
	ADT (2052)	214,250
	DHV (2052)	32,000
	D	50 - 50
	T (ADT)	11 %
	T (DHV)	7 %
	V	55 MPH

I-24

SURVEY - -	TRAFFIC DATA	
	ADT (2024)	149,750
	ADT (2052)	216,250
	DHV (2052)	33,000
	D	53 - 47
	T (ADT)	9 %
	T (DHV)	9 %
	V	55/70 MPH

COORDINATES ARE NAD/83(1995) ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 12B.

APPROVED:

SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:

WILL REID, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

CAUTION !
CONCEPT
PLANS
SUBJECT TO
CHANGE

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

R.O.W. LENGTH	MILES
ROADWAY LENGTH	MILES
BRIDGE LENGTH	MILES
PROJECT LENGTH	26.62 MILES

TDOT PROJECT MANAGER : JOHN DAVIS

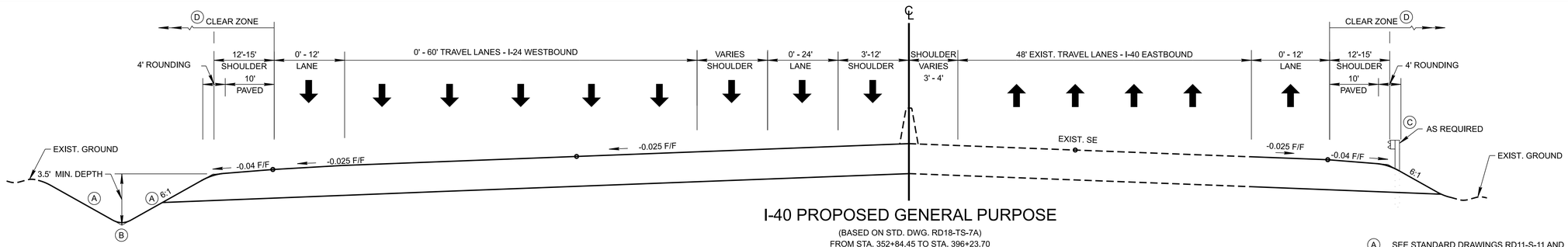
DESIGNER : BRIAN GAFFNEY, PE / DANIEL WALTON, PE CHECKED BY : CODY MITCHELL, PE

P.E. NO. R3BVAR-S0-051 (NEPA)

PIN NO. 134727.01

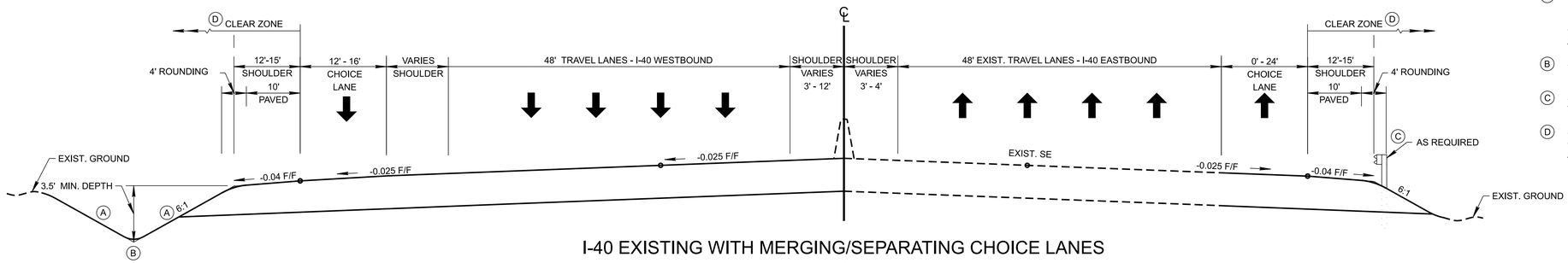
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B



I-40 PROPOSED GENERAL PURPOSE

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 352+84.45 TO STA. 396+23.70



I-40 EXISTING WITH MERGING/SEPARATING CHOICE LANES

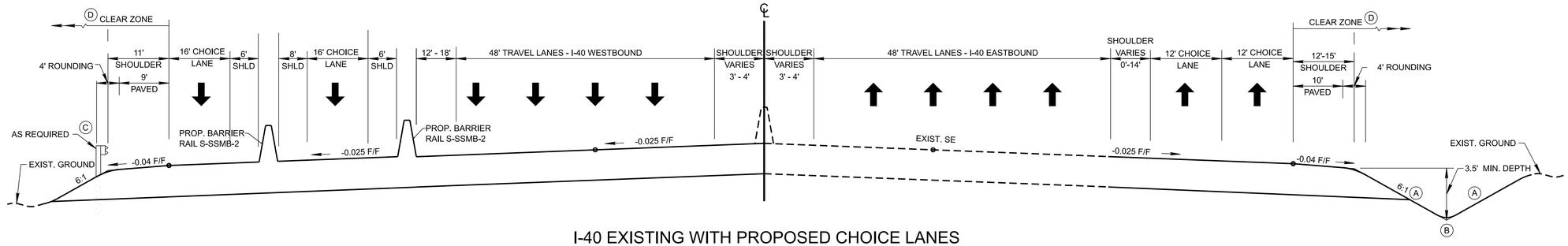
(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 396+23.70 TO STA. 407+05.20

A SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

B SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

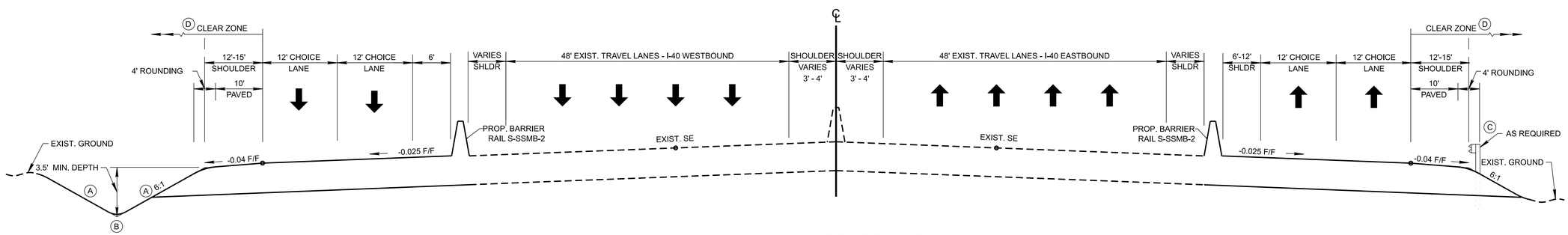
C SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

D SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA, SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.



I-40 EXISTING WITH PROPOSED CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 407+05.20 TO STA. 414+27.72



I-40 EXISTING WITH PROPOSED CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 414+27.72 TO STA. 430+72.21

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B1

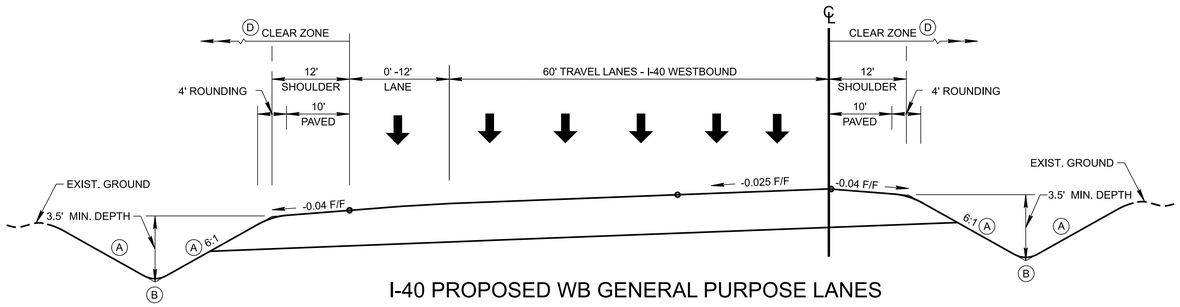
REV. 07-01-25: REVISED "I-40 EXISTING WITH LANE SPLIT AND CHOICE LANES" TYPICAL SECTION FOR I-40 EB CHOICE LANES

(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

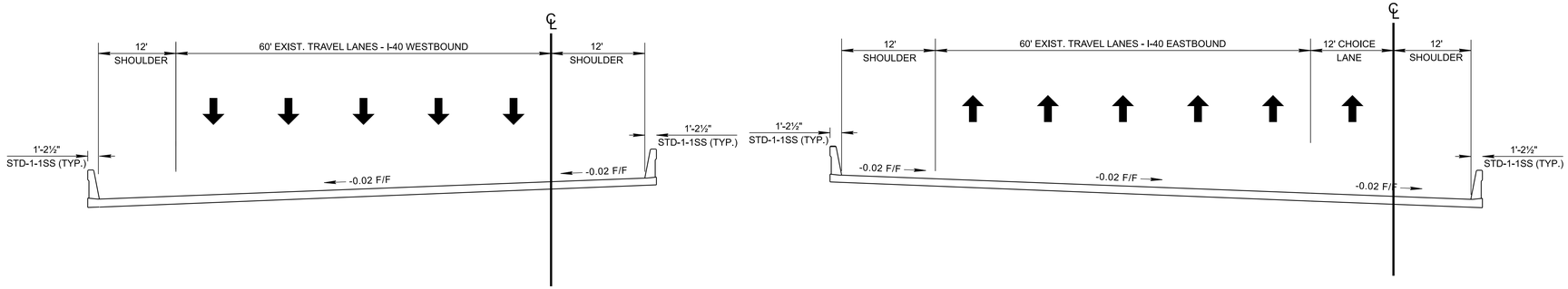
(C) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(D) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.



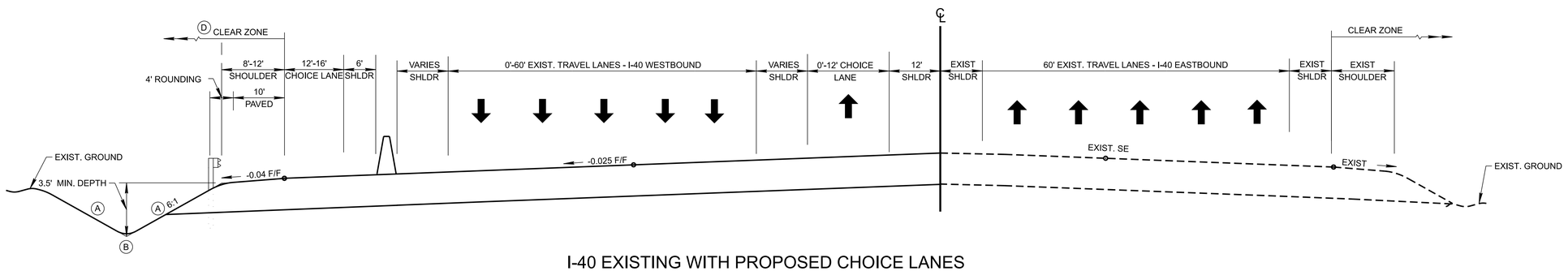
I-40 PROPOSED WB GENERAL PURPOSE LANES

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 469+15.97 TO STA. 496+05.61



I-40 BRIDGE OVER MILL CREEK WITH PROPOSED CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 496+05.61 TO STA. 499+05.61



I-40 EXISTING WITH PROPOSED CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 499+05.61 TO STA. 541+69.02

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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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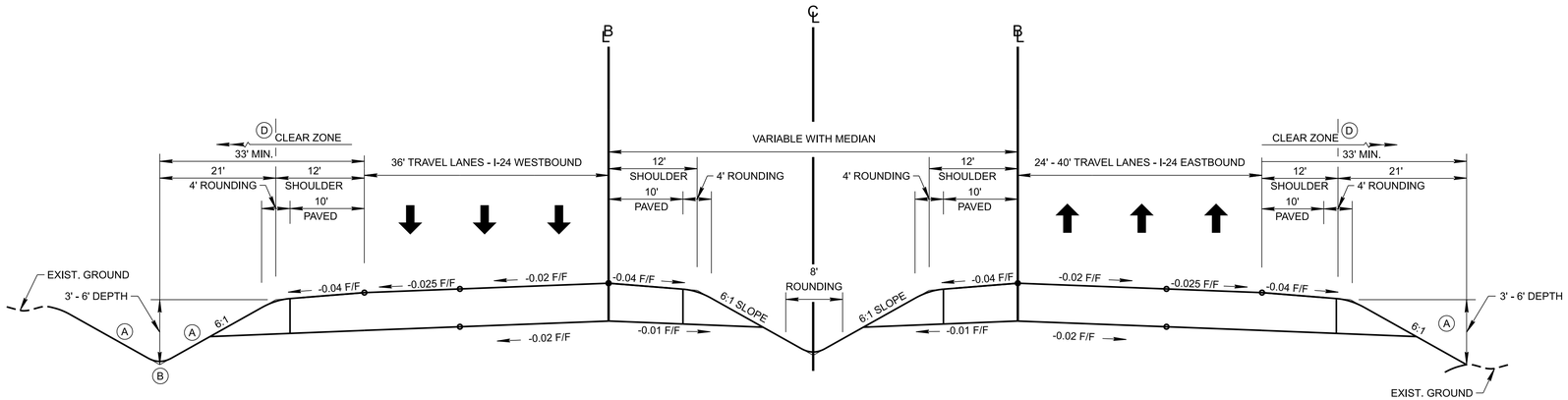
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CONCEPT	2025	R3I024-S1-002	2B2

(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

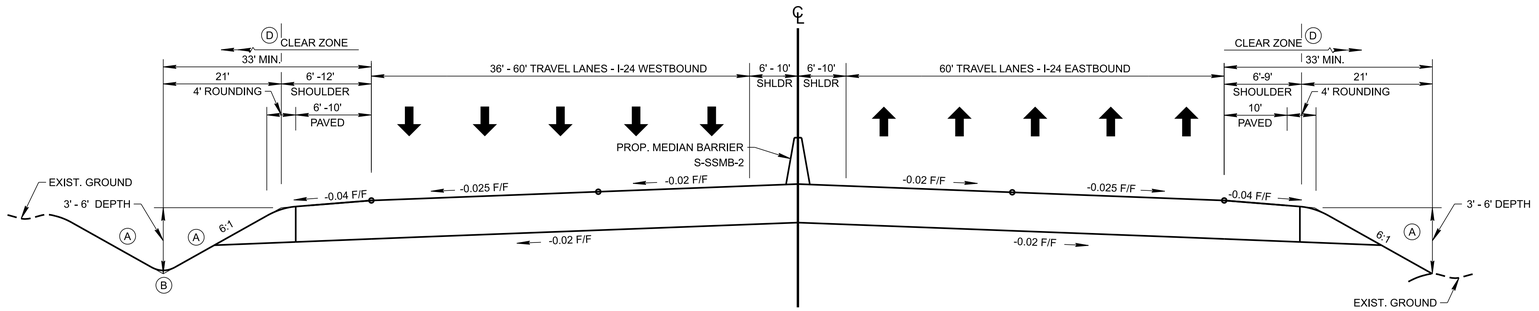
(C) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(D) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.



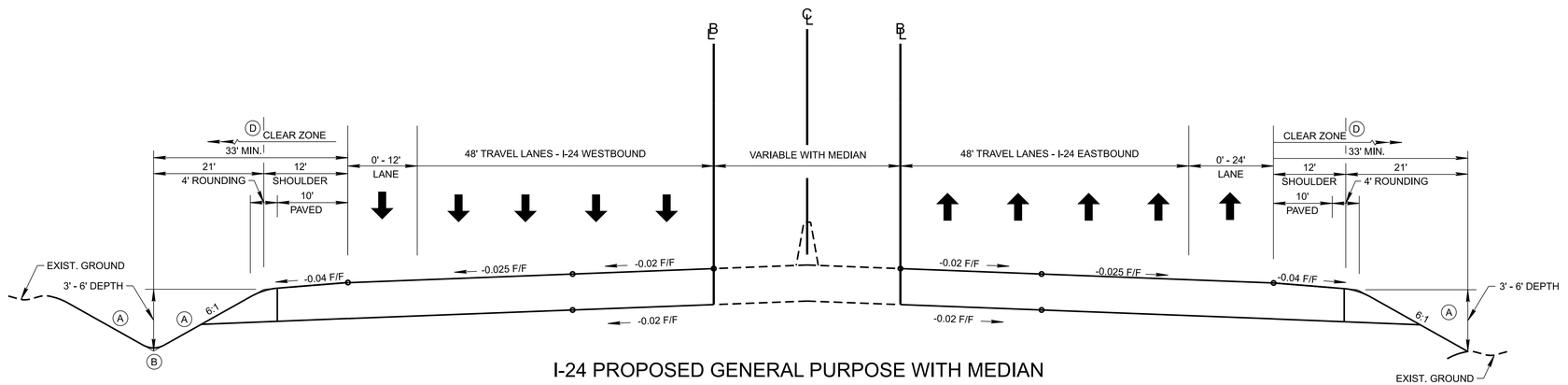
I-24 PROPOSED GENERAL PURPOSE WITH MEDIAN

(BASED ON STD. DWG. RD18-TS-7)
FROM STA. 150+00.83 TO STA. 164+13.60



I-24 PROPOSED GENERAL PURPOSE

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 164+13.60 TO STA. 185+19.27



I-24 PROPOSED GENERAL PURPOSE WITH MEDIAN

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 190+22.96 TO STA. 214+06.49

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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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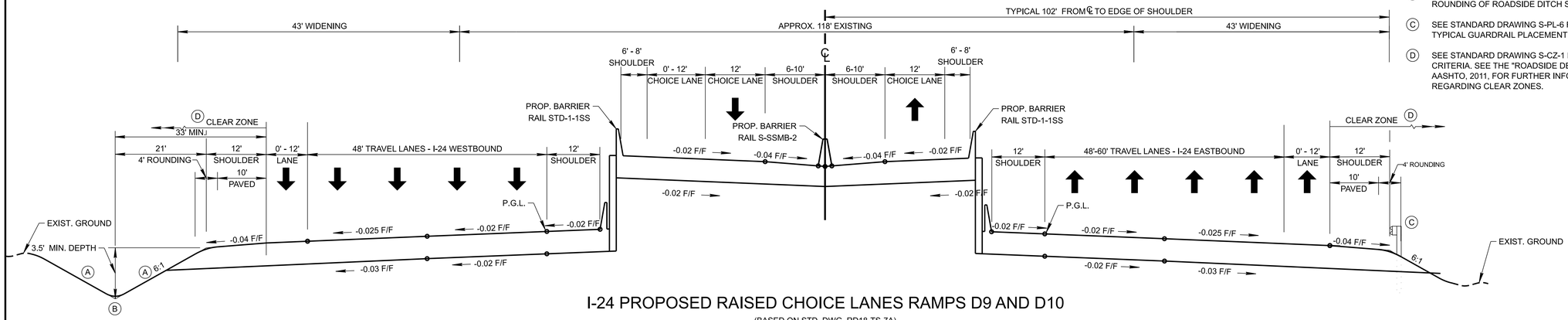
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B3

(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

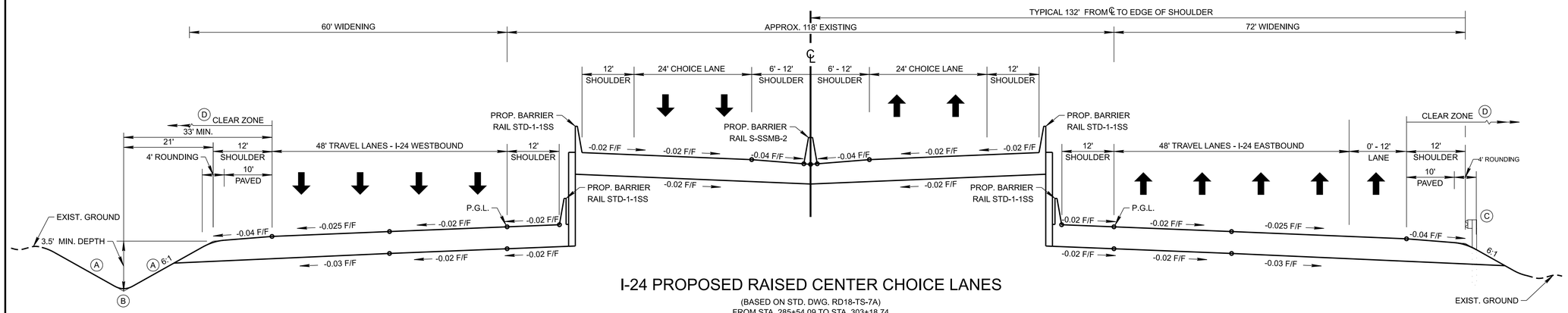
(C) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(D) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.



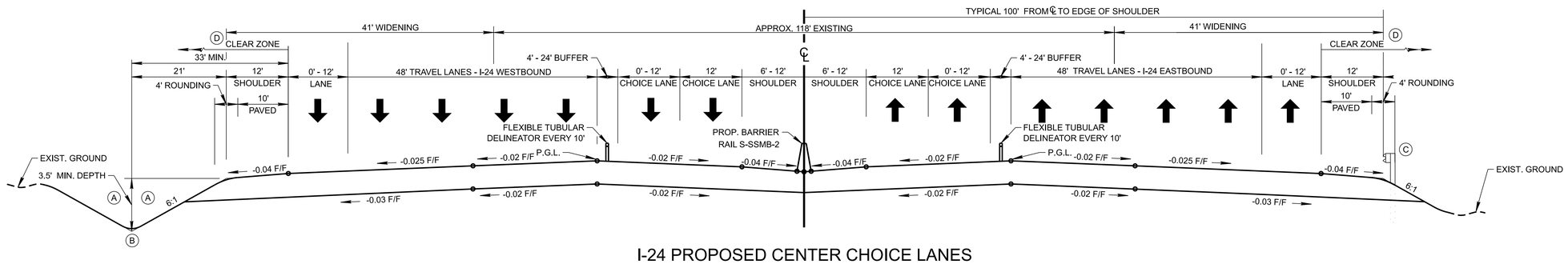
I-24 PROPOSED RAISED CHOICE LANES RAMPS D9 AND D10

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 215+12.65 TO STA. 219+57.54
FROM STA. 231+52.37 TO STA. 236+79.60



I-24 PROPOSED RAISED CENTER CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 285+54.09 TO STA. 303+18.74



I-24 PROPOSED CENTER CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 219+01.84 TO STA. 230+35.71
FROM STA. 303+18.74 TO STA. 365+89.77

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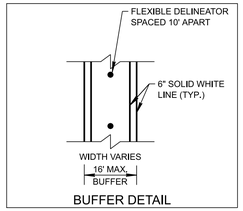
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

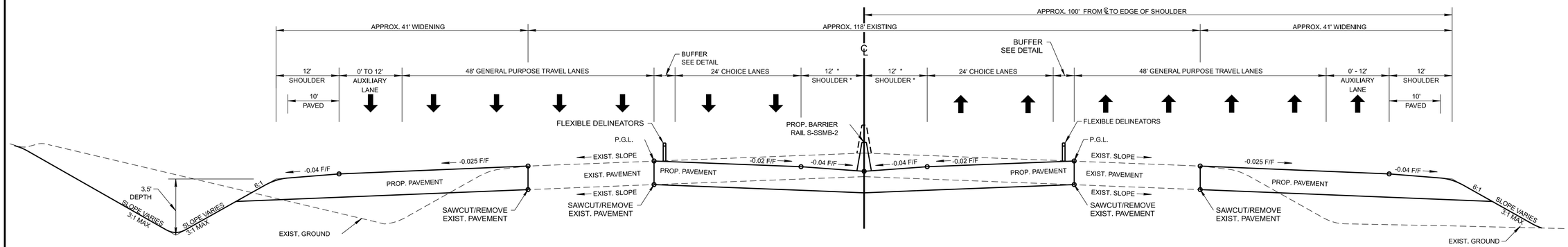
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B4



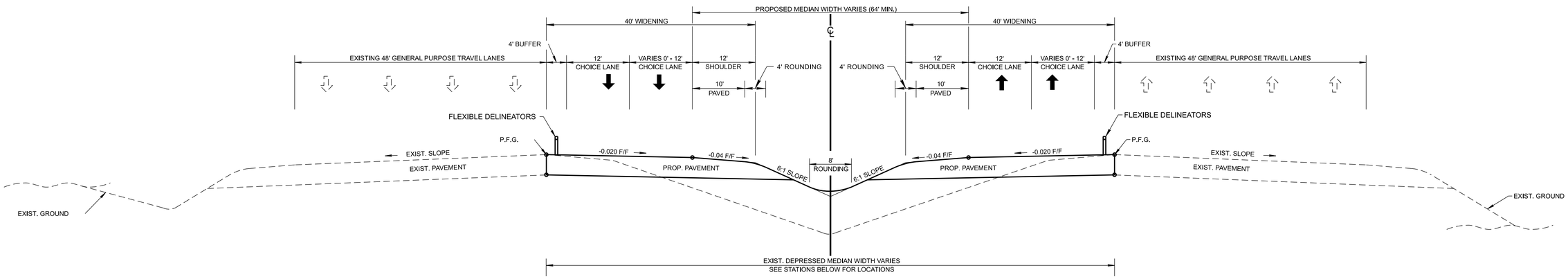
BUFFER DETAIL



I-24 MEDIAN BARRIER DIVIDED - CHOICE LANES INSIDE

BUFFER SEPARATED CHOICE LANES & GENERAL PURPOSE LANES
(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 365+00.00 TO STA. 939+00.00*
FROM STA. 1147+00.00 TO STA. 1240+00.00*

* INSIDE SHOULDER VARIES IN WIDTH FROM 12.00' TO 34.30'



I-24 DEPRESSED MEDIAN - CHOICE LANES INSIDE

4' BUFFER SEPARATING CHOICE LANES & GENERAL PURPOSE LANES
(BASED ON STD. DWG. RD18-TS-7)
FROM STA. 939+00.00 TO STA. 1003+86.42
FROM STA. 1003+86.42 TO STA. 1018+56.49
FROM STA. 1133+48.10 TO STA. 1147+00.00

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE

$$$$SYTIME$$$$$$
$$ $$DGNSPEC$$ $$ $$ $

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B5

I-24 DEPRESSED MEDIAN - CHOICE LANES INSIDE

4' BUFFER SEPARATING CHOICE LANES & GENERAL PURPOSE LANES

(BASED ON STD. DWG. RD18-TS-7)

FROM STA. 1018+56.49 TO STA. 1133+48.10

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

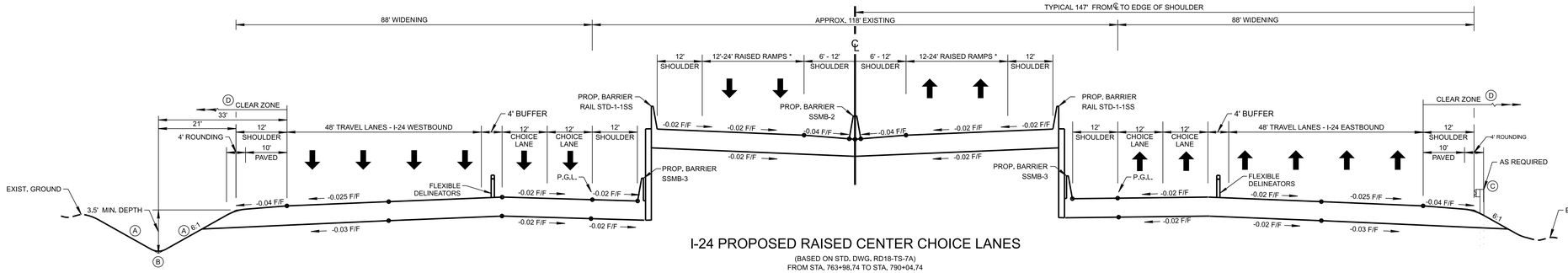
TYPICAL SECTIONS

NOT TO SCALE

$$$$SYTIME$$$$$$$
$$ $$DGNSPEC$$ $$$$$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B6

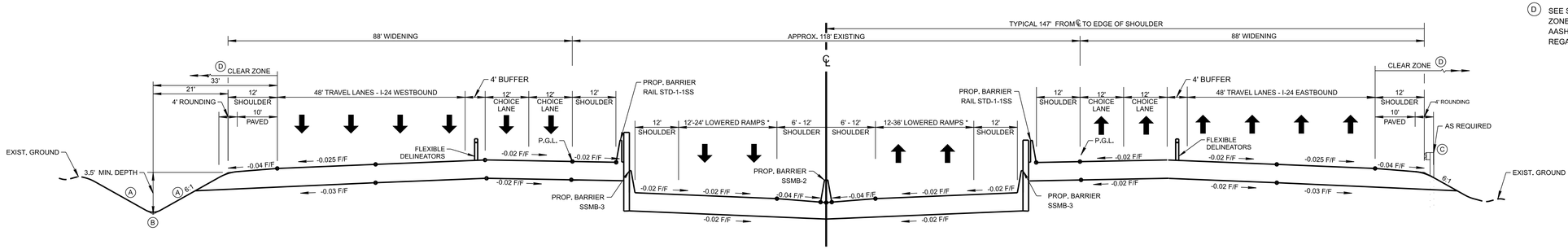
REV-07-01-25:
REVISED CROSS SLOPES FOR PLAZA DETAIL



I-24 PROPOSED RAISED CENTER CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 763+98.74 TO STA. 790+04.74
FROM STA. 874+43.88 TO STA. 892+04.59

*RAMPS K2, K4, K6, K8, L2, L4, L6, L8



I-24 PROPOSED LOWERED CENTER CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 381+40.92 TO STA. 402+06.01

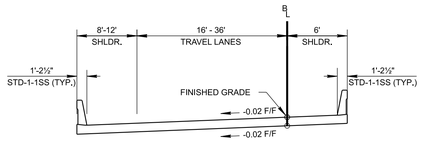
*RAMPS F1, F3, F5, F7

A THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

B SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, ROUNDING OF ROADSIDE DITCH SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

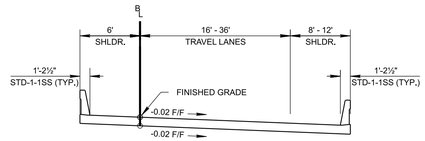
C SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

D SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.



I-24 WB CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 1300+00.00 TO STA. 1426+90.55



I-24 EB CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 1500+00.00 TO STA. 1632+46.02

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

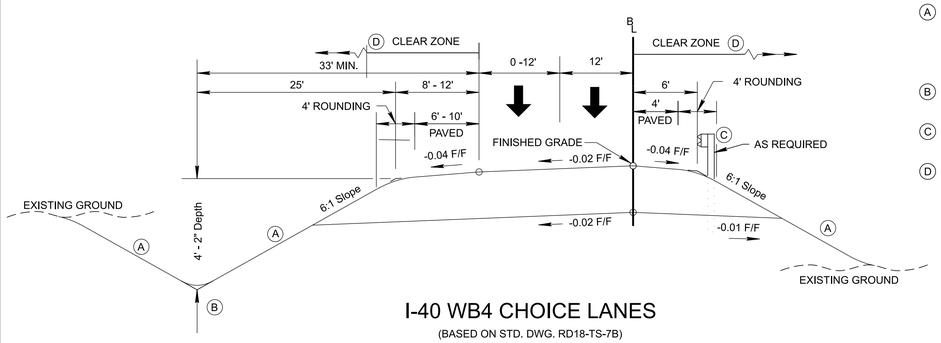
TYPICAL SECTIONS

NOT TO SCALE

$$$$SYTIME$$$$$$
$$$DGNSPEC$$$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B7

REV. 07-01-25: REVISED STATIONS FOR I-40 EB CHOICE LANES (NON BRIDGE)



I-40 WB4 CHOICE LANES

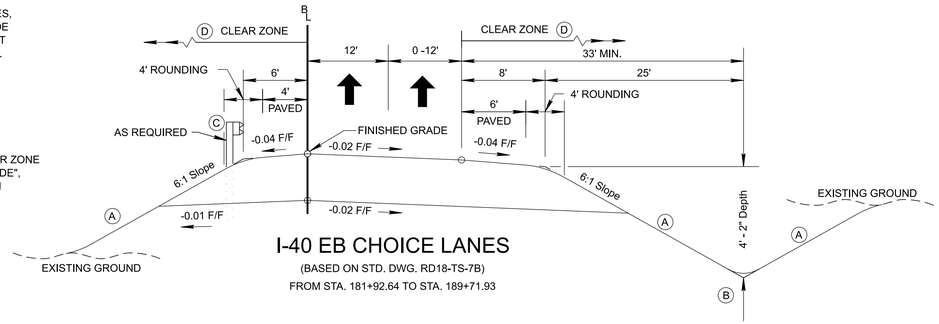
(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 547+26.07 TO STA. 558+36.42

(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

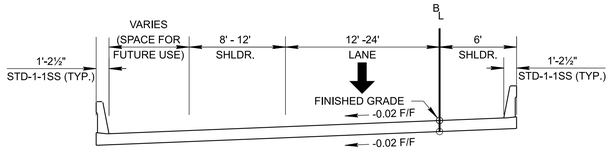
(C) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(D) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.



I-40 EB CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 181+92.64 TO STA. 189+71.93



I-40 WB1 CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 200+00.00 TO STA. 211+68.13

I-40 WB2 CHOICE LANES

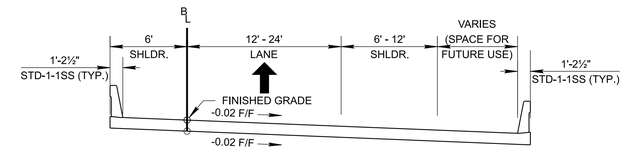
(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 300+00.00 TO STA. 310+02.15

I-40 WB3 CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 416+89.91 TO STA. 432+60.54

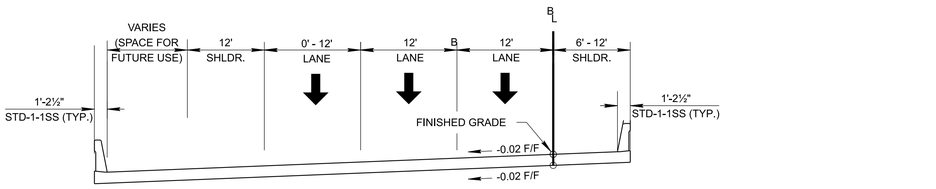
I-40 WB4 CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 504+98.99 TO STA. 519+26.07



I-40 EB CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 146+48.86 TO STA. 157+97.45
FROM STA. 170+46.27 TO STA. 172+99.50



I-40 WB1 CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 234+60.00 TO STA. 252+24.41

I-40 WB2 CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 310+02.15 TO STA. 320+22.86

I-40 WB3 CHOICE LANES

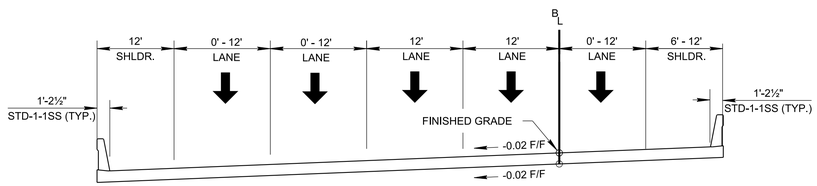
(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 400+00.00 TO STA. 416+89.91

I-40 WB4 CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 500+00.00 TO STA. 504+98.99

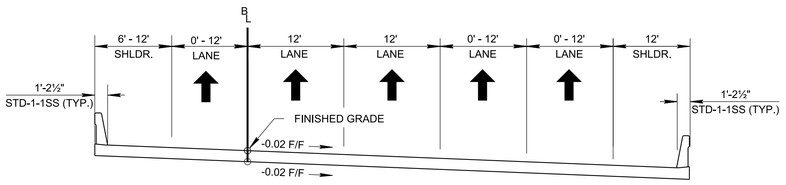
I-24 WB CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 822+27.64 TO STA. 976+91.77



I-24 WB CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 796+19.08 TO STA. 822+27.64



I-40 EB CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 117+72.98 TO STA. 146+48.86
FROM STA. 157+97.45 TO STA. 170+46.27

I-24 EB CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 823+95.19 TO STA. 976+01.15

I-24 EB CHOICE LANES

(BASED ON STD. DWG. RD18-TS-7B)
FROM STA. 790+57.11 TO STA. 823+95.49

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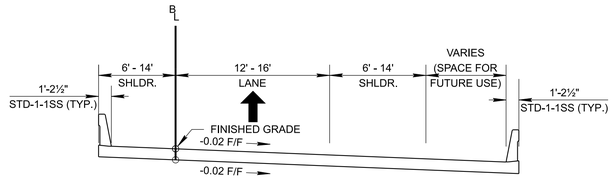
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B8



RAMP A1
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 20+00.00 TO STA. 25+61.60

RAMP A3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 27+00.00 TO STA. 35+36.03

RAMP B4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 40+91.25 TO STA. 47+58.00

RAMP C2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 35+63.36 TO STA. 40+60.83

RAMP C4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 59+78.63 TO STA. 67+47.62

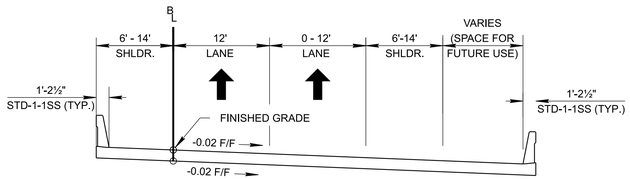
RAMP D1
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 15+89.50 TO STA. 40+40.00

RAMP D7
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 70+52.45 TO STA. 88+41.45

RAMP D8
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 80+00.00 TO STA. 91+60.57

RAMP D9
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 40+00.00 TO STA. 45+00.00
FROM STA. 56+00.00 TO STA. 72+12.46

RAMP D10
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 48+31.34 TO STA. 65+00.00



RAMP B1
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 20+00.00 TO STA. 40+67.43

RAMP B2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 26+00.00 TO STA. 41+00.00

RAMP B3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 27+00.00 TO STA. 48+11.14

RAMP B4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 28+00.00 TO STA. 40+91.25

RAMP C1
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 10+00.00 TO STA. 31+42.68

RAMP C2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 20+00.00 TO STA. 35+63.36

RAMP C3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 70+86.47 TO STA. 93+98.76

RAMP C4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 40+00.00 TO STA. 59+78.63

RAMP C8
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 126+00.00 TO STA. 133+76.00

RAMP D8
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 92+05.32 TO STA. 95+03.95

RAMP D10
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 76+32.16 TO STA. 79+78.97

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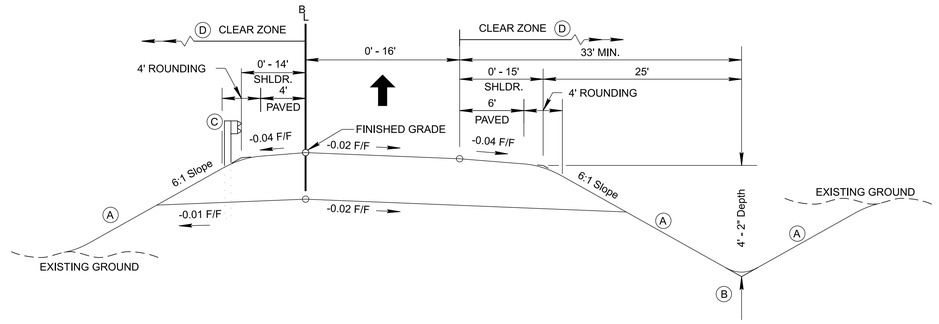
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B9



(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(C) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(D) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

RAMP A1
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 25+61.60 TO STA. 29+38.74

RAMP A2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 10+33.00 TO STA. 22+89.08

RAMP A3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 24+78.72 TO STA. 27+00.00

RAMP A4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 40+00.00 TO STA. 55+88.75

RAMP A6
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 90+00.00 TO STA. 97+91.33

RAMP A7
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 95+00.00 TO STA. 100+60.00

RAMP B5
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 29+00.00 TO STA. 36+83.55

RAMP C1
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 59+34.61 TO STA. 86+89.32

RAMP C3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 24+82.38 TO STA. 46+80.53

RAMP C4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 40+00.00 TO STA. 48+15.30

RAMP C5
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 50+00.00 TO STA. 62+99.25

RAMP C6
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 60+00.00 TO STA. 67+06.35

RAMP C10
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 100+00.00 TO STA. 113+70.80

RAMP C11
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 110+00.00 TO STA. 113+22.64

RAMP C12
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 120+00.00 TO STA. 126+84.99

RAMP C13
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 32+00.00 TO STA. 36+04.39

RAMP C14
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 42+77.07 TO STA. 47+88.81

RAMP D1
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 12+32.22 TO STA. 15+89.50
FROM STA. 40+40.00 TO STA. 45+08.81

RAMP D2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 40+00.00 TO STA. 53+36.35

RAMP D3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 30+00.00 TO STA. 38+98.13

RAMP D4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 40+00.00 TO STA. 49+15.59

RAMP D9
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 44+95.59 TO STA. 47+43.14

RAMP D10
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 68+86.33 TO STA. 76+31.95

RAMP F2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 8000+00.00 TO STA. 8012+75.73

RAMP F3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 9396+10.00 TO STA. 9418+77.71

RAMP F5
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 9100+00.00 TO STA. 9124+33.31

RAMP F6
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 8400+00.00 TO STA. 8416+42.99

RAMP F7
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 9300+00.00 TO STA. 9323+46.64

RAMP F8
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 8599+40.70 TO STA. 8602+90.67
FROM STA. 8606+59.19 TO STA. 8622+20.06

RAMP G1
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 7500+00.00 TO STA. 7508+06.64

RAMP G3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 7805+46.41 TO STA. 7811+10.48

RAMP G6
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 1500+00.00 TO STA. 1525+19.27

RAMP G7
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 9000+00.00 TO STA. 9028+57.14

RAMP G8
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 8000+00.00 TO STA. 8021+96.33

RAMP H1
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 6000+00.00 TO STA. 6010+76.16

RAMP H3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 6400+00.00 TO STA. 6406+96.02

RAMP H4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 6593+79.99 TO STA. 6599+74.01
FROM STA. 6606+97.06 TO STA. 6626+98.27

RAMP H5
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 7200+00.00 TO STA. 7203+41.51

RAMP J1
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 5100+00.00 TO STA. 5125+70.81

RAMP J2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 4800+00.00 TO STA. 4805+62.90

RAMP J3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 5300+00.00 TO STA. 5316+20.12

RAMP J4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 5500+00.00 TO STA. 5511+87.17

RAMP K1
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 4305+28.61 TO STA. 4317+76.43

RAMP K2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 4100+00.00 TO STA. 4120+65.17

RAMP K3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 4000+00.00 TO STA. 4012+79.32

RAMP K4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 4200+00.00 TO STA. 4215+84.40

RAMP K5
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 4499+00.00 TO STA. 4515+91.91

RAMP K6
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 4400+00.00 TO STA. 4419+51.59

RAMP K7
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 4600+00.00 TO STA. 4622+28.54

RAMP K8
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 4700+00.00 TO STA. 4719+73.10

RAMP L1
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 3307+76.65 TO STA. 3321+01.21

RAMP L2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 3200+00.00 TO STA. 3215+19.50

RAMP L3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 3099+84.92 TO STA. 3108+60.58

RAMP L4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 3800+00.00 TO STA. 3816+70.58

RAMP L5
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 3500+00.00 TO STA. 3510+73.62
FROM STA. 3516+14.52 TO STA. 3519+05.17

RAMP L6
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 3600+00.00 TO STA. 3616+97.55

RAMP L8
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 3400+00.00 TO STA. 3416+69.99

RAMP M2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 3000+00.00 TO STA. 3015+80.18

RAMP M4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 2907+46.73 TO STA. 2915+67.91

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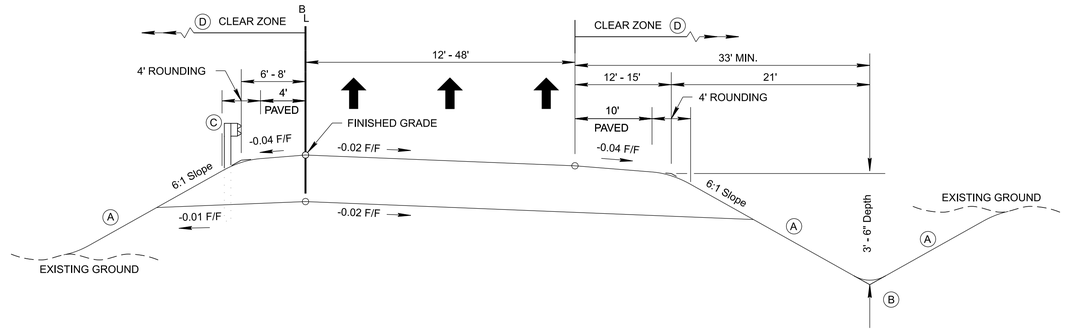
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B10



A SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

B SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

C SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

D SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

RAMP A5
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 59+78.78 TO STA. 61+13.25

RAMP B5
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 36+83.55 TO STA. 45+78.93

RAMP C1
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 31+42.68 TO STA. 59+34.61

RAMP C3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 46+80.53 TO STA. 70+86.47

RAMP C4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 40+00.00 TO STA. 45+63.87

RAMP C7
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 70+00.00 TO STA. 137+31.95

RAMP C8
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 70+00.00 TO STA. 126+00.00
FROM STA. 133+76.00 TO STA. 139+15.70

RAMP C9
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 82+97.41 TO STA. 101+51.07

RAMP C13
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 36+04.39 TO STA. 39+93.27

RAMP D5
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 50+00.00 TO STA. 65+98.97

RAMP D6
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 35+00.00 TO STA. 47+35.74

RAMP E1
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 11+41.19 TO STA. 17+67.99

RAMP E2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 20+00.00 TO STA. 28+19.08

RAMP E3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 30+00.00 TO STA. 35+67.57

RAMP E4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 40+00.00 TO STA. 49+01.31

RAMP F3
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 9418+77.71 TO STA. 9423+46.73

RAMP F4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 8200+00 TO STA. 8209+74.75

RAMP G2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 7600+00.00 TO STA. 7607+41.42

RAMP G4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 7399+34.01 TO STA. 7406+41.14

RAMP G5
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 1599+15.25 TO STA. 1620+92.74

RAMP H2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 5998+65.01 TO STA. 6005+57.76

RAMP H2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 5995+95.38 TO STA. 5998+65.01

RAMP J2
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 4805+62.90 TO STA. 4808+72.17

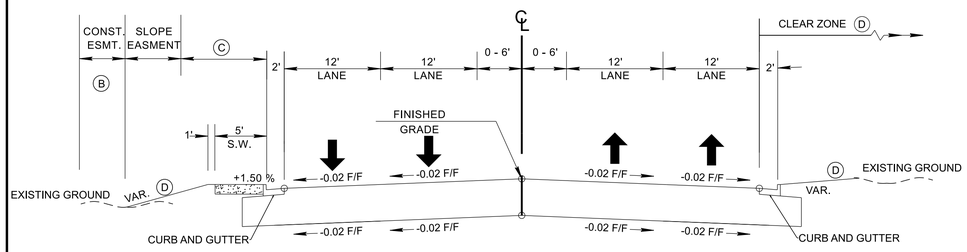
RAMP K4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 4215+84.40 TO STA. 4220+60.76

RAMP K6
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 4419+51.59 TO STA. 4422+51.86

RAMP L4
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 3816+70.58 TO STA. 3821+12.78

RAMP L6
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 3616+97.55 TO STA. 3621+08.08

RAMP L7
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 3700+00.00 TO STA. 3726+75.29



ELM HILL PIKE
(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 11+20.00 TO STA. 16+69.48
FROM STA. 21+53.58 TO STA. 27+80.00

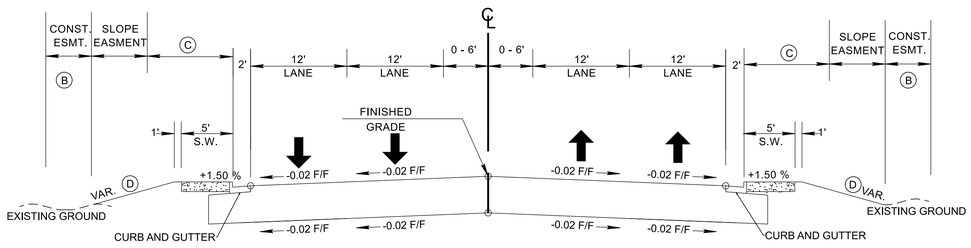
A SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

B SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

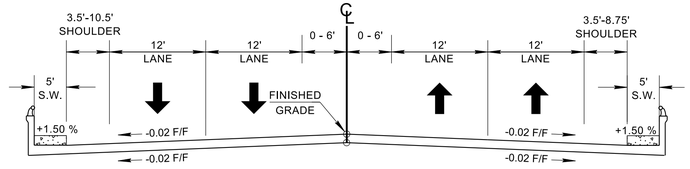
C SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

D SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

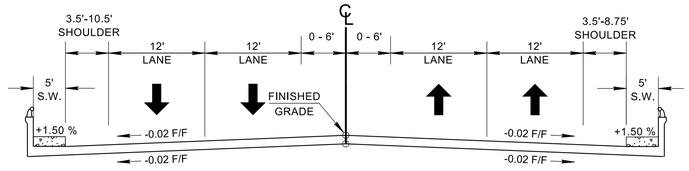
E SEE STANDARD DRAWING RD11-TS-6B FOR SLOPE CRITERIA.



FESSLERS LANE
(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 10+00.00 TO STA. 12+81.96
FROM STA. 15+74.10 TO STA. 19+85.38



ELM HILL PIKE
(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 16+69.48 TO STA. 21+53.58



FESSLERS LANE
(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 12+81.96 TO STA. 15+74.10

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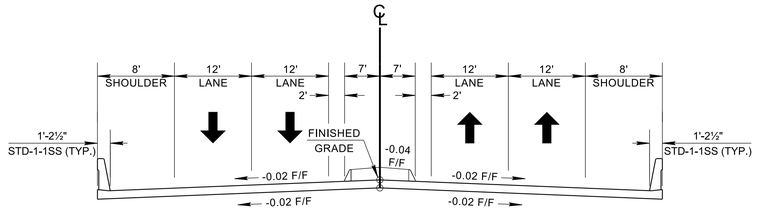
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE

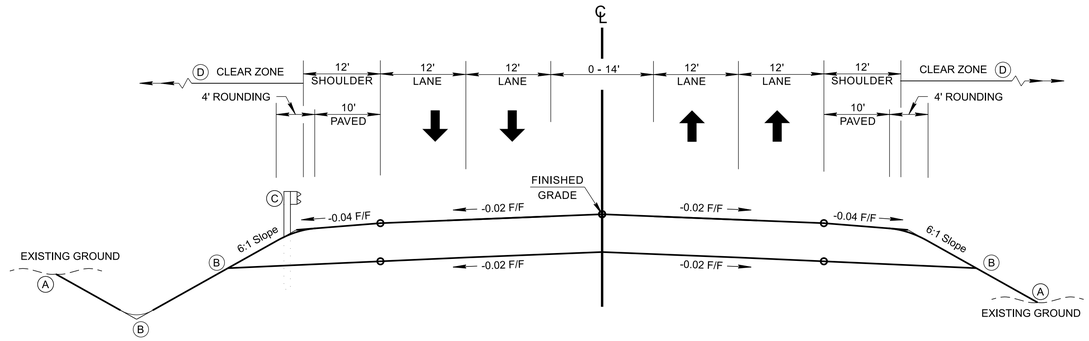
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B11



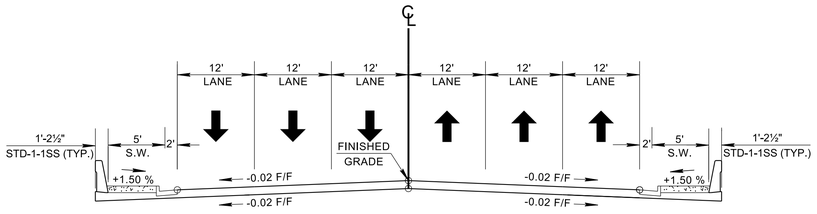
EAST THOMPSON LANE

(BASED ON STD. DWG. RD18-TS-4A)
FROM STA. 23+49.57 TO STA. 26+43.07



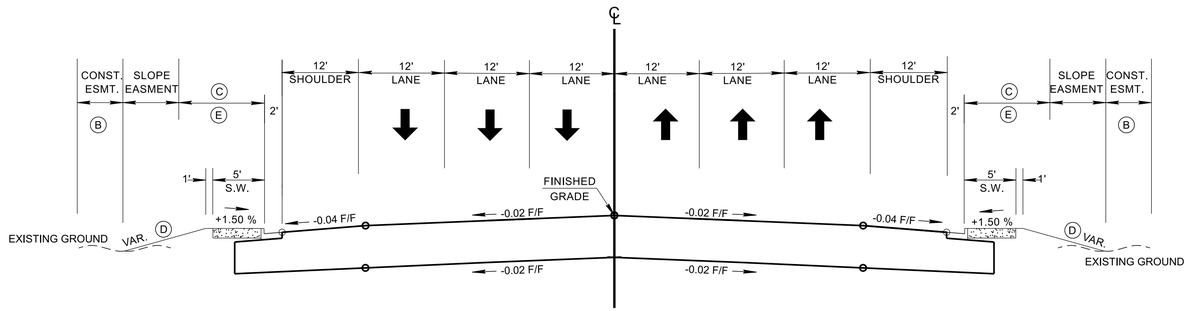
EAST THOMPSON LANE

(BASED ON STD. DWG. RD18-TS-4C)
FROM STA. 21+90.02 TO STA. 23+49.57
FROM STA. 26+43.07 TO STA. 27+19.71



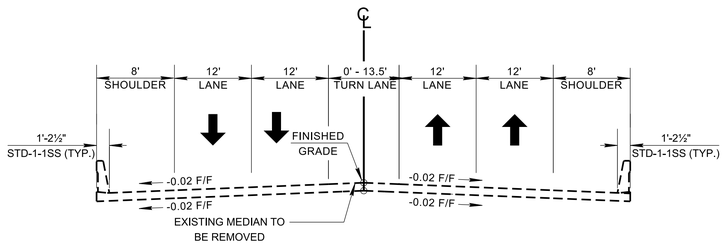
HARDING PLACE

(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 38+55.00 TO STA. 41+45.00



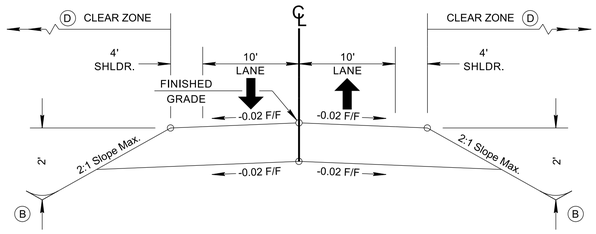
HARDING PLACE

(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 35+01.71 TO STA. 38+55.00
FROM STA. 41+4.00 TO STA. 43+39.58



BRILEY PARKWAY

(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 28+00.00 TO STA. 37+00.00



JOPLIN DRIVE

(BASED ON STD. DWG. RD18-TS-1)
FROM STA. 10+00.00 TO STA. 18+09.09

(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(C) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(D) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

(E) SEE STANDARD DRAWING RD11-TS-6B FOR ROW MINIMUM WIDTHS BEHIND SIDEWALK, SLOPE CONSIDERATIONS, AND EASEMENT WIDTHS

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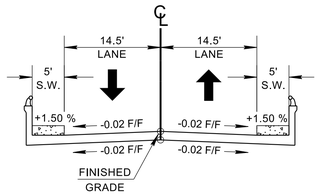
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE

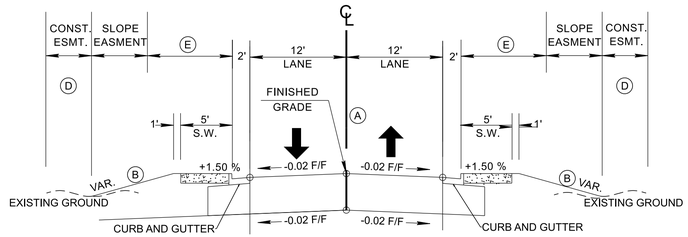
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B12



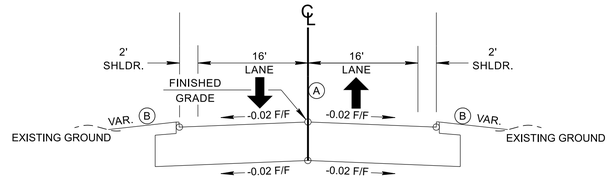
SOUTH LYLE LANE

(BASED ON STD. DWG. RD18-TS-5)
FROM STA. 81+94.12 TO STA. 84+73.45



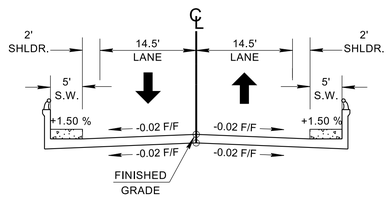
SOUTH LYLE LANE

(BASED ON STD. DWG. RD18-TS-5)
FROM STA. 80+62.03 TO STA. 81+94.12
FROM STA. 84+73.45 TO STA. 87+21.87



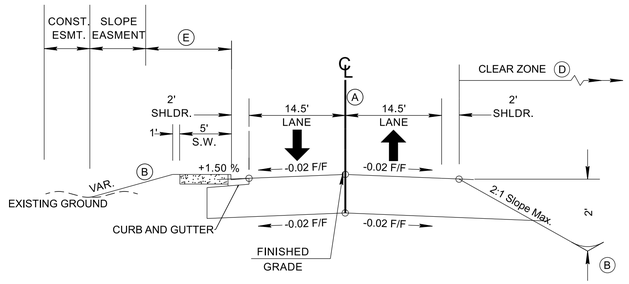
TWIN ELMS COURT

(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 95+00.00 TO STA. 96+74.81



MASSMAN DRIVE

(BASED ON STD. DWG. RD18-TS-5)
FROM STA. 3+00.77 TO STA. 6+07.77



MASSMAN DRIVE

(BASED ON STD. DWG. RD18-TS-5)
FROM STA. 0+00.00 TO STA. 3+00.77
FROM STA. 6+07.77 TO STA. 7+56.54

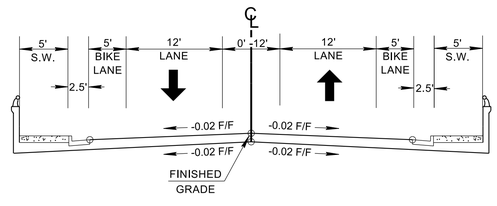
Ⓐ SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

Ⓑ SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

Ⓒ SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

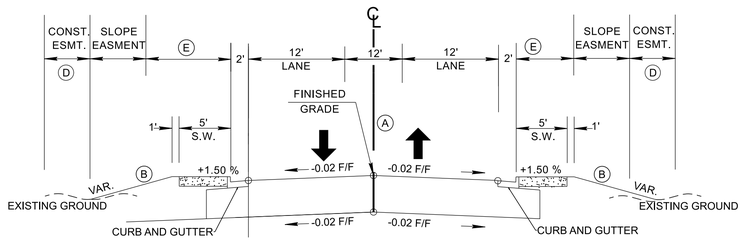
Ⓓ SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

Ⓔ SEE STANDARD DRAWING RD11-TS-6B FOR ROW MINIMUM WIDTHS BEHIND SIDEWALK, SLOPE CONSIDERATIONS, AND EASEMENT WIDTHS



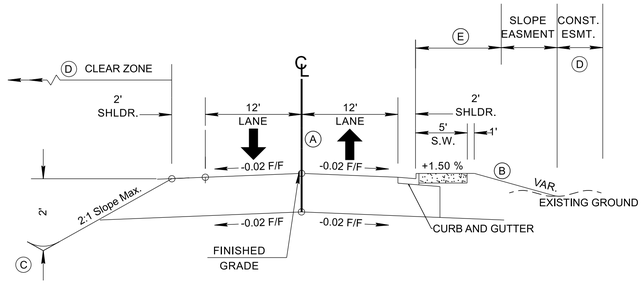
FOSTER AVENUE

(BASED ON STD. DWG. RD18-TS-5)
FROM STA. 87+01.70 TO STA. 89+05.70



FOSTER AVENUE

(BASED ON STD. DWG. RD18-TS-5)
FROM STA. 84+55.00 TO STA. 87+01.70



FOSTER AVENUE

(BASED ON STD. DWG. RD18-TS-5)
FROM STA. 89+05.70 TO STA. 90+23.26

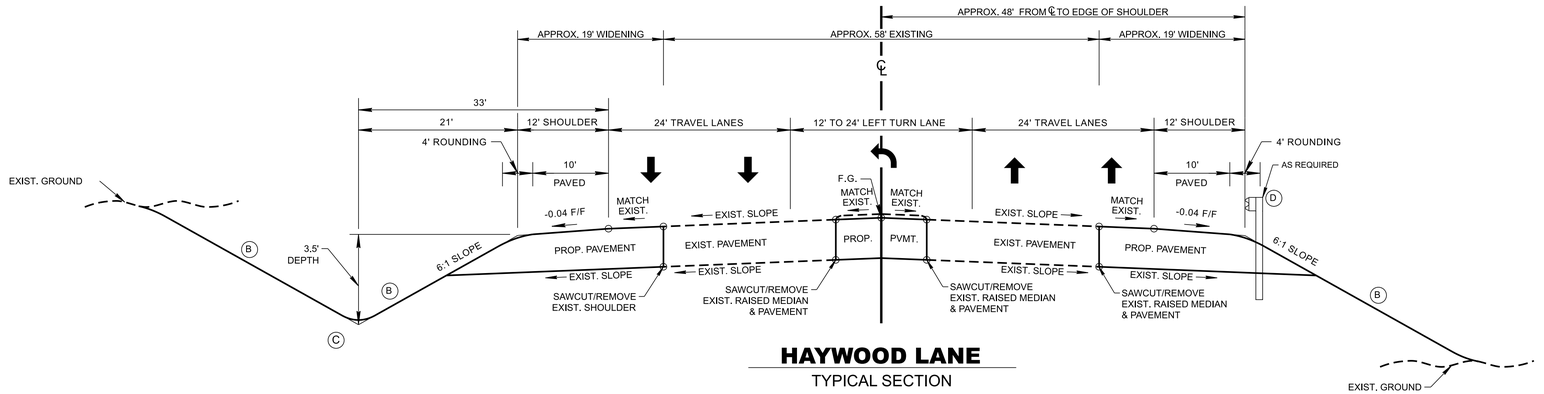
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B12

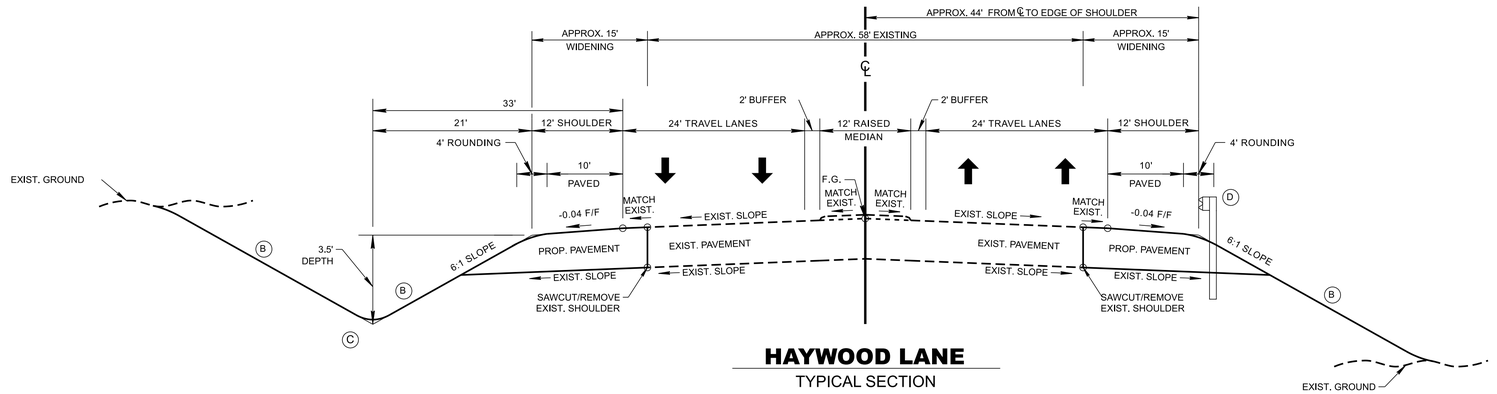


HAYWOOD LANE

TYPICAL SECTION

(BASED ON STD. DWG. RD18-TS-4)

FROM STA. 9001+65.00 TO STA. 9016+35.54



HAYWOOD LANE

TYPICAL SECTION

(BASED ON STD. DWG. RD18-TS-4)

FROM STA. 9016+35.54 TO STA. 9019+80.00

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

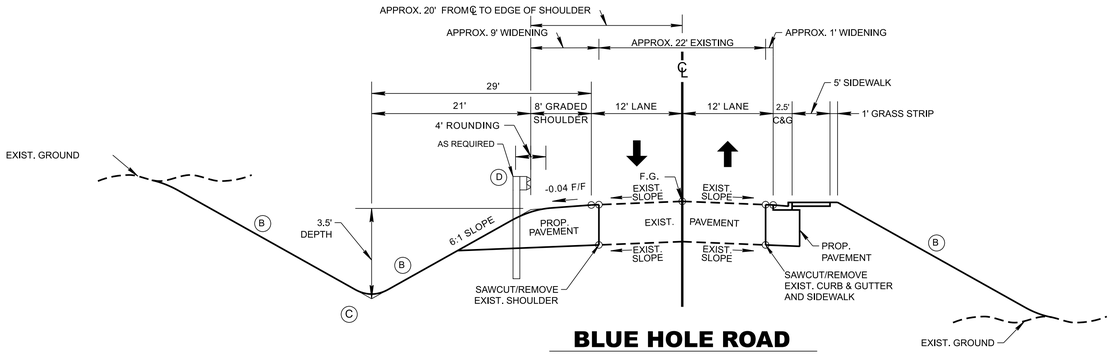
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B13



BLUE HOLE ROAD

TYPICAL SECTION

(BASED ON STD. DWG. RD18-TS-4)

FROM STA. 12000+00.00 TO STA. 12005+18.60

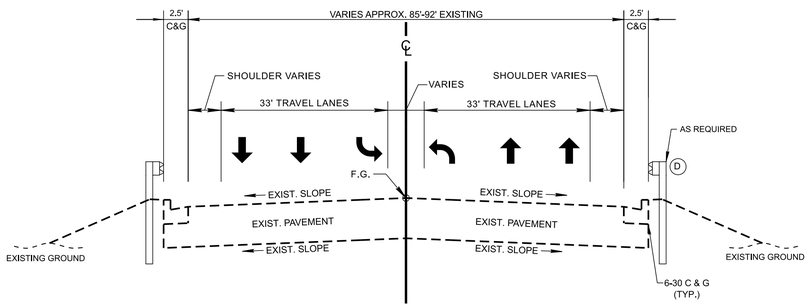
(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.



BUILT-IN PROJECT

TYPICAL SECTION

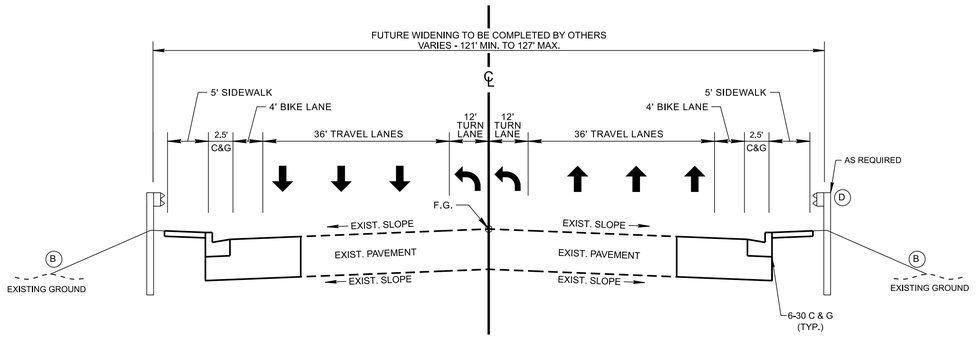
(BASED ON STD. DWG. RD18-TS-6)

BELL ROAD (S.R. 254)

TYPICAL SECTION

FROM STA. 1098+50.00 TO STA. 1110+72.27

FROM STA. 1112+73.83 TO STA. 1115+40.00



FUTURE WIDENING (TO BE COMPLETED BY OTHERS)

TYPICAL SECTION

(BASED ON STD. DWG. RD18-TS-6)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE

$$$$SYTIME$$$$$$
$$$DGNSPEC$$$$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B14

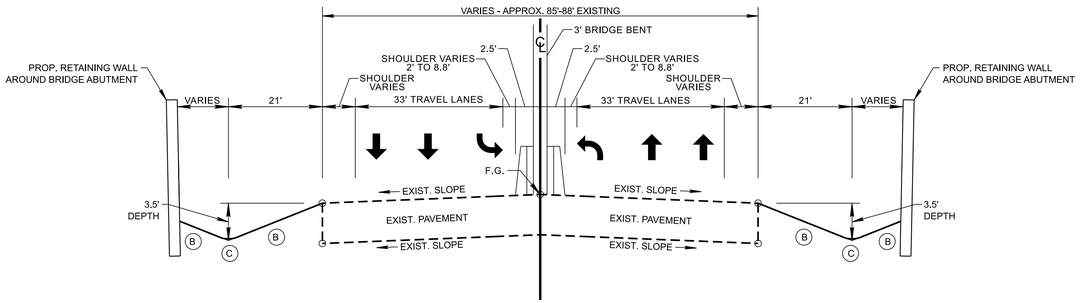
(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

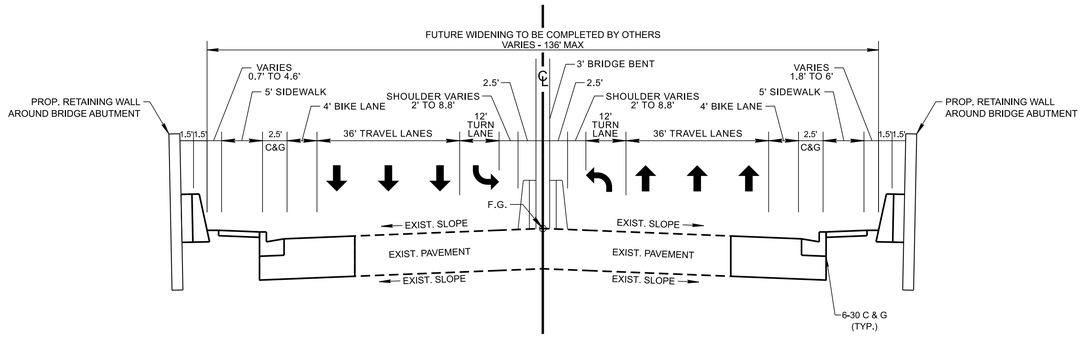
(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.



BUILT-IN PROJECT

TYPICAL SECTION

(BASED ON STD. DWG. RD18-TS-6C)



BELL ROAD (S.R. 254)

TYPICAL SECTION

FROM STA. 1110+66.97 TO STA. 1112+19.57

FUTURE WIDENING (TO BE COMPLETED BY OTHERS)

TYPICAL SECTION

(BASED ON STD. DWG. RD18-TS-6)

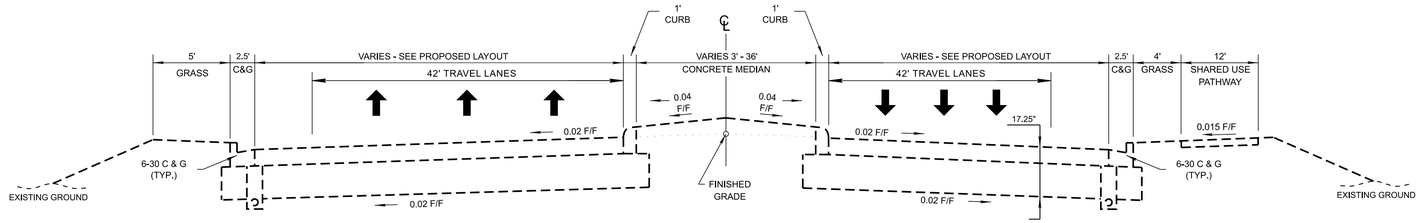
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE

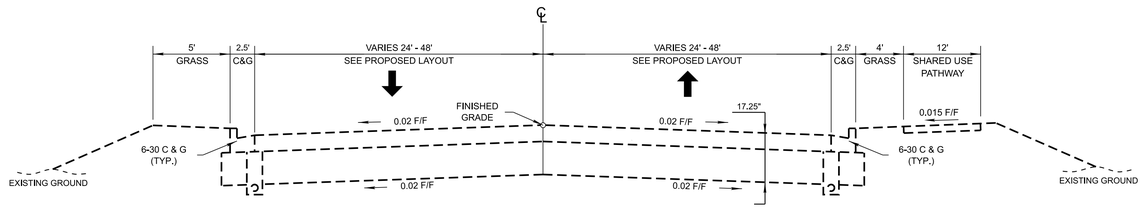
$$$$SYTIME$$$$$$
$$$DGNSPEC$$$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B15



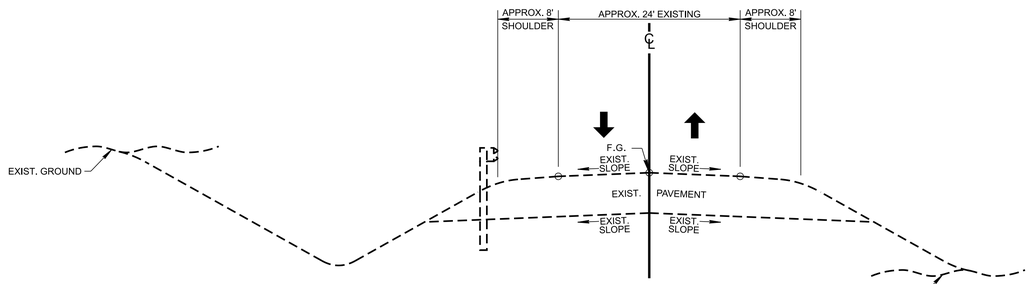
HICKORY HOLLOW PARKWAY

TYPICAL SECTION
(BASED ON STD. DWG. RD18-TS-6A)
FROM STA. 5815+74.28 TO STA. 5818+05.12
FROM STA. 5819+36.77 TO STA. 5828+65.14
FROM STA. 5829+96.36 TO STA. 5833+72.11



HICKORY HOLLOW PARKWAY

TYPICAL SECTION
(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 5818+05.12 TO STA. 5819+36.77
FROM STA. 5828+65.14 TO STA. 5829+96.36



OLD FRANKLIN ROAD

TYPICAL SECTION
(BASED ON STD. DWG. RD18-TS-3A)
FROM STA. 4250+00.00 TO STA. 4254+70.17

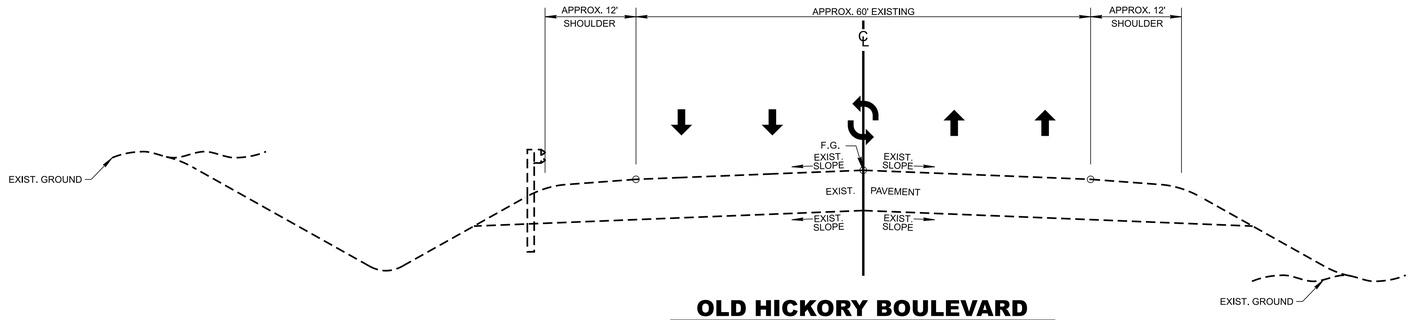
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE

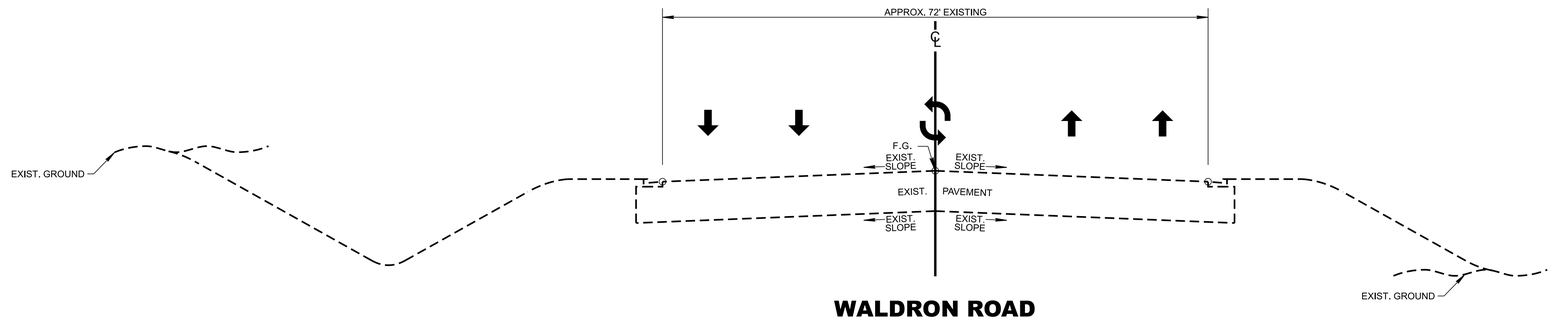
$$$$SYTIME$$$$$$$
$$$DGNSPEC$$$$$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B16



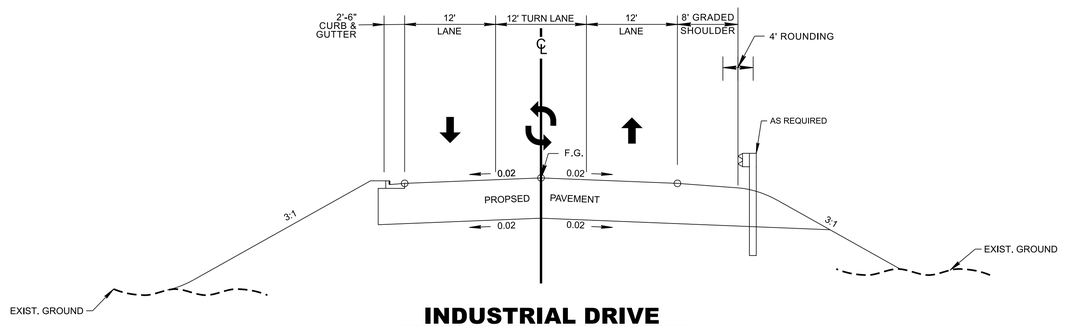
OLD HICKORY BOULEVARD

TYPICAL SECTION
(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 5206+90.91 TO STA. 5221+77.57



WALDRON ROAD

TYPICAL SECTION
(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 3903+36.32 TO STA. 3923+00.00



INDUSTRIAL DRIVE

TYPICAL SECTION
(BASED ON STD. DWG. RD18-TS-2)
FROM STA. 8800+00.00 TO STA. 8817+00.00

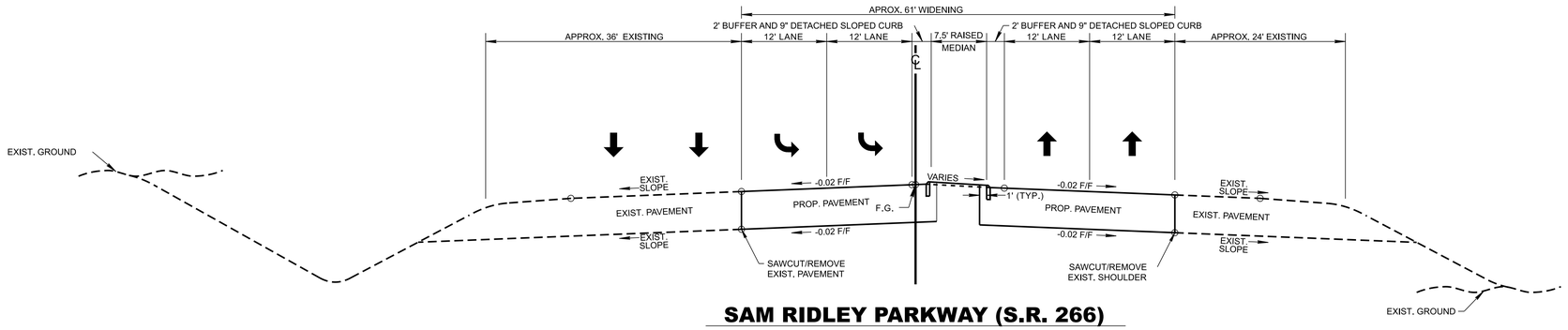
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE

$$$$SYTIME$$$$$$
$$$DGNSPEC$$$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B17

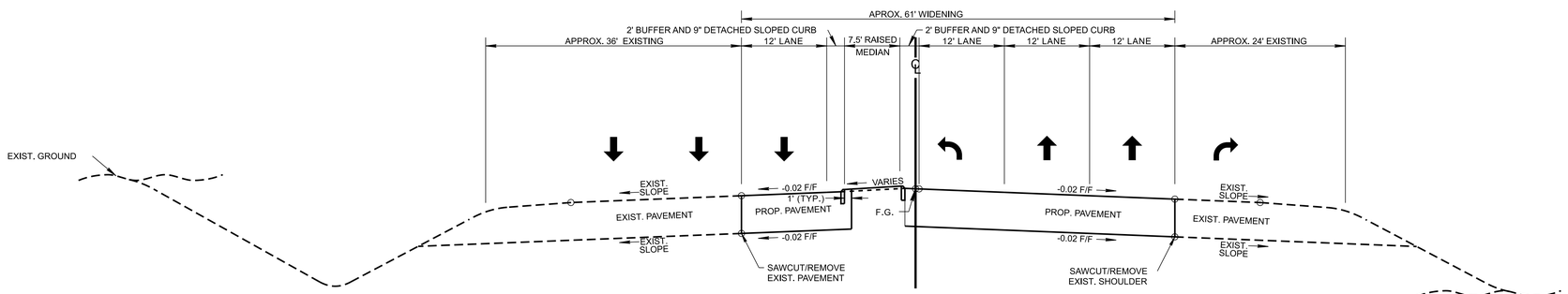


SAM RIDLEY PARKWAY (S.R. 266)

TYPICAL SECTION

(BASED ON STD. DWG. RD18-TS-6A)

FROM STA. 3006+59.18 TO STA. 3009+50.76



SAM RIDLEY PARKWAY (S.R. 266)

TYPICAL SECTION

(BASED ON STD. DWG. RD11-TS-6A)

FROM STA. 3009+50.76 TO STA. 3012+30.35

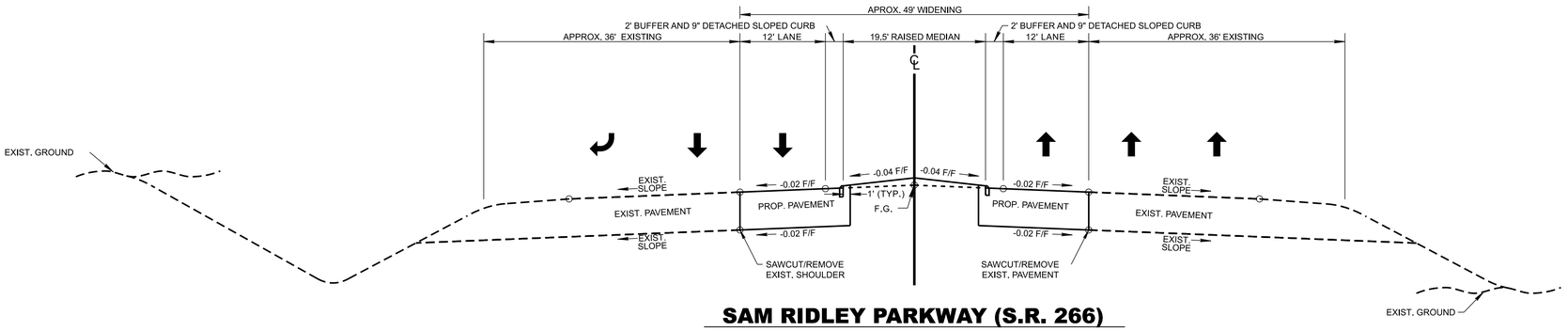
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE

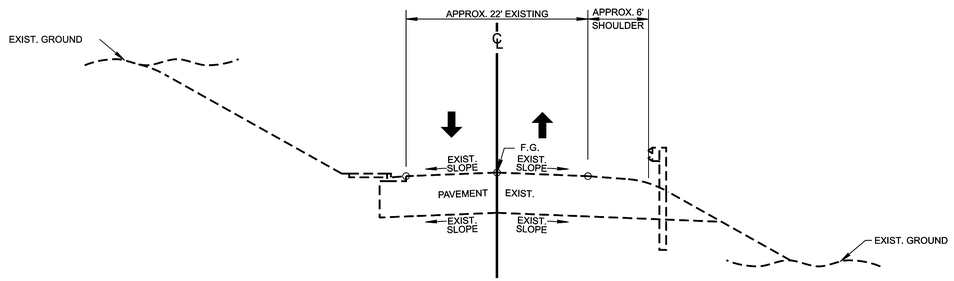
$$$$SYTIME$$$$$$
$$$DGNSPEC$$$$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R3I024-S1-002	2B18



SAM RIDLEY PARKWAY (S.R. 266)

TYPICAL SECTION
(BASED ON STD. DWG. RD11-TS-6A)
FROM STA. 3001+44.26 TO STA. 3006+59.18
FROM STA. 3012+30.35 TO STA. 3022+02.36



ROCK SPRINGS ROAD

TYPICAL SECTION
(BASED ON STD. DWG. RD18-TS-3)
FROM STA. 4050+00.00 TO STA. 4055+34.68

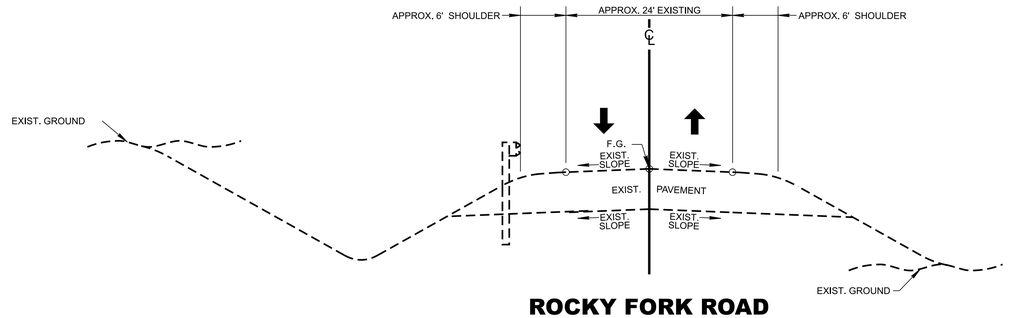
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE

$$$$SYTIME$$$$$$
$$ DGNSPEC $$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2024	R3I024-S1-002	2B19

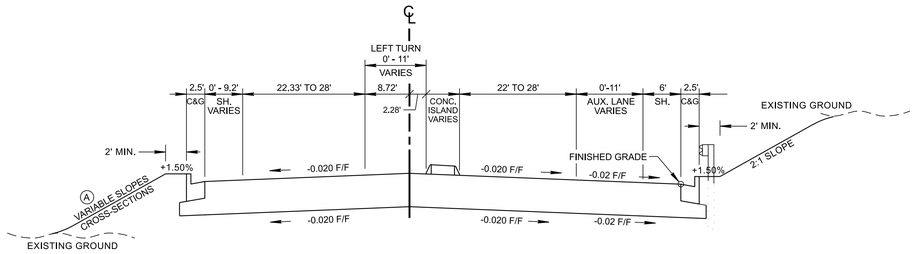


ROCKY FORK ROAD

TYPICAL SECTION

(BASED ON STD. DWG. RD11-TS-1A)

FROM STA. 3850+00.00 TO STA. 3855+61.93



ALMAVILLE ROAD

TYPICAL SECTION

(BASED ON STD. DWG. RD11-TS-1A)

FROM STA. 2300+00.00 TO STA. 2330+40.50

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

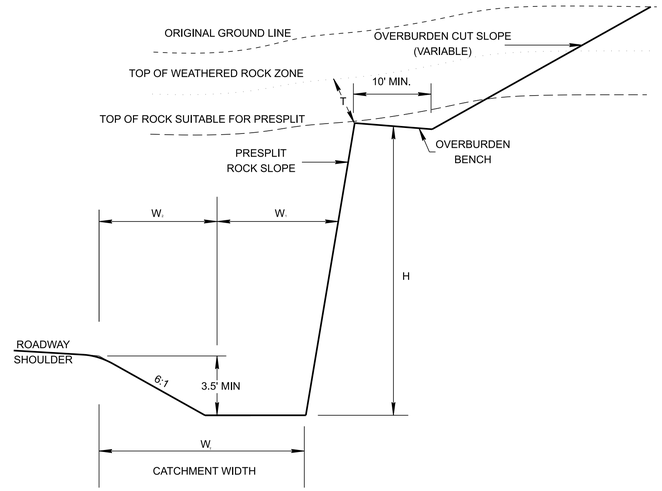
NOT TO SCALE

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2025	R31024-S1-002	2B20

ROCK CUT SLOPE AND CATCHMENT DETAILS

(BASED ON STD. DWG. RD11-S-11B)



I-24

FROM STA. 207+20.00 TO STA. 211+50.00 (LEFT)
FROM STA. 231+00.00 TO STA. 237+00.00 (LEFT)
FROM STA. 371+17.52 TO STA. 381+40.92 (LEFT AND RIGHT)
FROM STA. 591+10.13 TO STA. 598+30.00 (LEFT AND RIGHT)
FROM STA. 636+00.00 TO STA. 649+50.00 (LEFT AND RIGHT)
FROM STA. 709+50.00 TO STA. 720+75.00 (LEFT AND RIGHT)
FROM STA. 742+00.00 TO STA. 747+00.00 (LEFT AND RIGHT)

FROM STA. 229+20.00 TO STA. 242+50.00 (RIGHT)
FROM STA. 280+55.63 TO STA. 284+00.00 (RIGHT)
FROM STA. 289+00.00 TO STA. 300+50.00 (RIGHT)
FROM STA. 431+10.00 TO STA. 435+25.00 (RIGHT)
FROM STA. 570+63.33 TO STA. 577+13.51 (RIGHT)
FROM STA. 620+50.00 TO STA. 627+00.00 (RIGHT)
FROM STA. 757+50.00 TO STA. 763+98.74 (RIGHT)
FROM STA. 830+90.35 TO STA. 840+09.47 (RIGHT)
FROM STA. 845+42.62 TO STA. 854+78.36 (RIGHT)

RAMP C5

FROM STA. 50+00.00 TO STA. 58+00.00 (RIGHT)

RAMP C9

FROM STA. 95+87.37 TO STA. 101+51.07 (RIGHT)

RAMP D3

FROM STA. 38+65.97 TO STA. 40+59.73 (RIGHT)

RAMP D4

FROM STA. 45+15.69 TO STA. 48+61.06 (RIGHT)

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

NOT TO SCALE

10/14/2025 8:00:34 AM
C:\CADD\LIB\PW\HNTB_LOUIS.MARTIN\SEDIV\D0255805\DV0I024-SHT-TYPICALSECTIONS-000.DGN

APPENDIX B.
NOISE MEASUREMENT DATA SHEETS AND PHOTOGRAPHS

DRAFT - DELIBERATIVE

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DRAFT - DELIBERATIVE



Date: 4/16/24.

Photographer: EC.

1	**Location / Orientation**	3726 Manson Pike (35.87709°, -86.46950°) facing north
	Remarks	MP-01



Date: 4/16/24.

Photographer: EC.

2	**Location / Orientation**	3726 Manson Pike (35.87709°, -86.46950°) facing south
	Remarks	MP-01

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-01 Meter Serial Number: 46379478

Date: 4/16/24 Personnel: Curwen, Conniglen

Run Number: 18

Timer Start: 1:12 Timer End: 1:27

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 82° Time Assessed: 1:08

Wind Speed 5.4 Time Assessed: 1:08

Wind Direction W Time Assessed: 1:08

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 82 Time Assessed: 1:28

Wind Speed 6.9 Time Assessed: 1:28

Wind Direction W Time Assessed: 1:28

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1:08	1:28
Calibration Level	114	114

RESULTS FROM METER

LAeq: 67.5 Time: 1:28

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24	
Address/Location	3726 Manson Pike (MP-1)	
Land Use	B	
Analyst Name	Cunningham, Curwen	
Meteorological Conditions		
Temperature(s)	82°	
Wind Speed(s)	5.4	
Wind Direction(s)	W	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	1:08	1:28
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1:12	Start Meter
2	1:13	
3	1:14	
4	1:15	
5	1:16	
6	1:17	
7	1:18	
8	1:19	
9	1:20	
10	1:21	
11	1:22	
12	1:23	
13	1:24	
14	1:25	
15	1:26	
16	1:27	End Meter
17		
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29		
30		

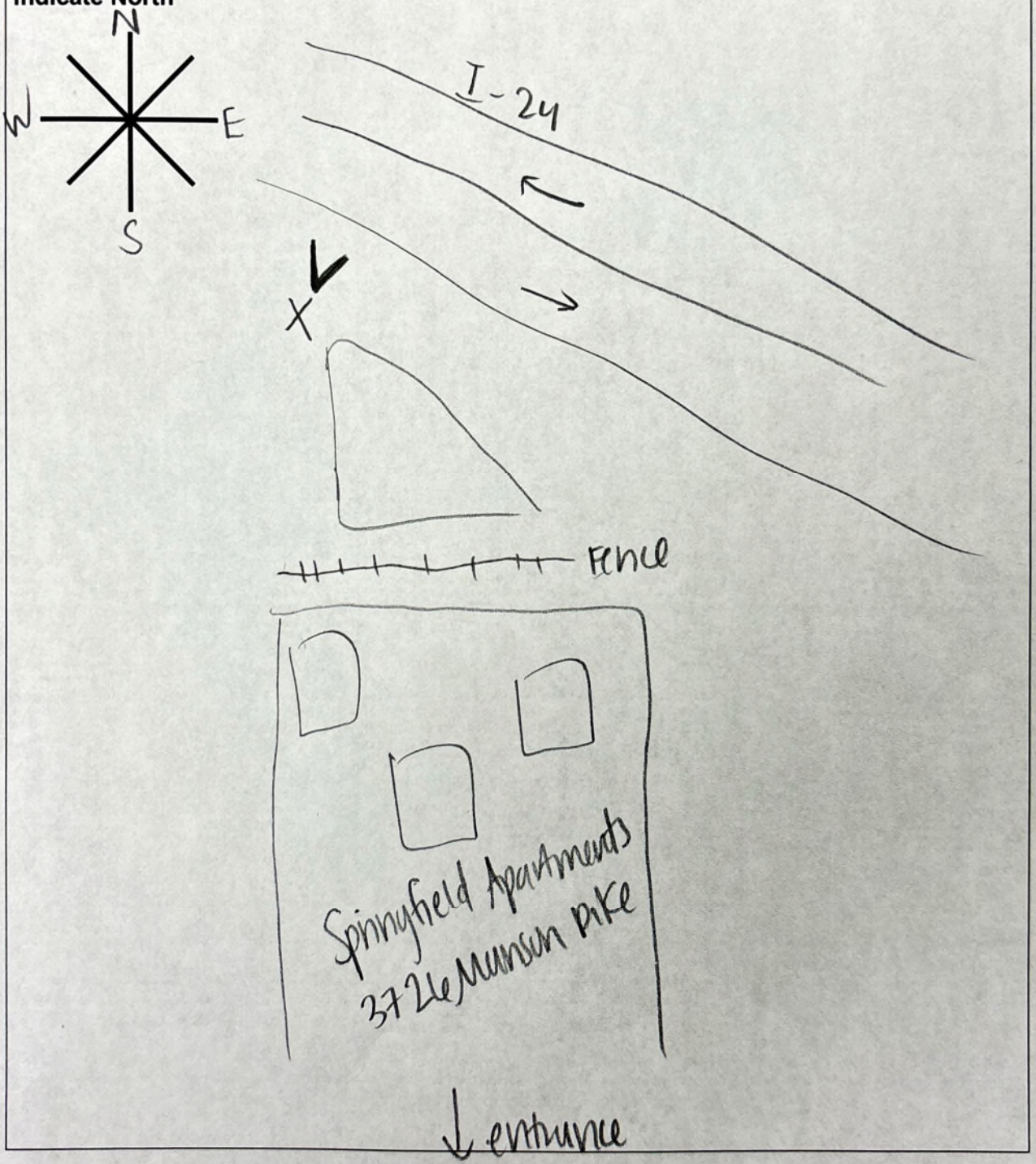
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24
Address	3726 Manson Pike
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-01

Date: 4/16/2024
Site: 3726 Manson Pike
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:12	66.4	Y	
2	13:13	64.4	Y	
3	13:14	67.2	Y	
4	13:15	67.8	Y	
5	13:16	68.7	Y	
6	13:17	65.4	Y	
7	13:18	67.3	Y	
8	13:19	66.8	Y	
9	13:20	67.7	Y	
10	13:21	67.6	Y	
11	13:22	66.0	Y	
12	13:23	66.5	Y	
13	13:24	68.4	Y	
14	13:25	70.2	Y	
15	13:26	68.0	Y	
16	13:27	69.1	Y	
Total		67.6		



Date: 4/16/24.

Photographer: EC.

1	**Location / Orientation**	1901 Florence Road (35.87870°, -86.48387°) facing south
	Remarks	MP-02



Date: 4/16/24.

Photographer: EC.

2	**Location / Orientation**	1901 Florence Road (35.87870°, -86.48387°) facing east
	Remarks	MP-02

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-02 Meter Serial Number: 46637978

Date: 4/16/24 Personnel: Cunven, Covington

Run Number: 210

Timer Start: 1:45 Timer End: 2:01

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	83°	Time Assessed:	1:41
Wind Speed	2.0	Time Assessed:	1:41
Wind Direction	E	Time Assessed:	1:41

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	84°	Time Assessed:	2:02
Wind Speed	2.0	Time Assessed:	2:02
Wind Direction	E	Time Assessed:	2:02

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1:41	2:03
Calibration Level	114	114

RESULTS FROM METER

LAeq: 65.1 Time: 2:02

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24	
Address/Location	1901 Florence Rd (MP-2)	
Land Use	C	
Analyst Name	Curwen/ Connaghan	
Meteorological Conditions		
Temperature(s)	84°	
Wind Speed(s)	2.0	
Wind Direction(s)	E	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	1:41	2:0
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1:45	start meter
2	1:46	
3	1:47	
4	1:48	
5	1:49	
6	1:50	
7	1:51	
8	1:52	
9	1:53	car backfiring
10	1:54	
11	1:55	
12	1:56	
13	1:57	
14	1:58	
15	1:59	
16	2:00	
17	2:01	end meter
18		
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28		
29		
30		

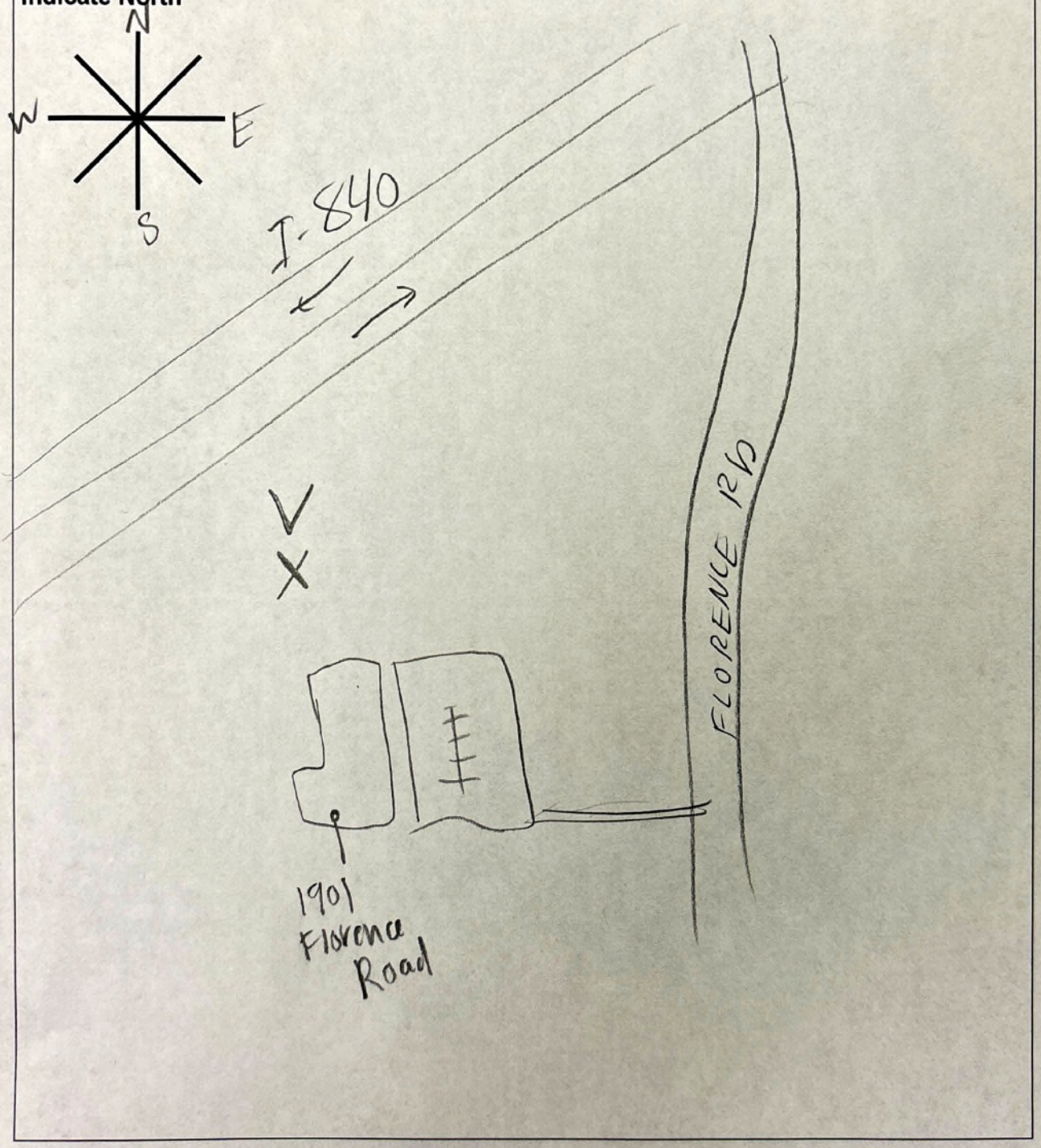
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24
Address	1901 Florence Rd (MP-2)
Land Use	C

Indicate North



I-24, Davidson and Rutherford County
MP-02

Date: 4/16/2024
Site: 1901 Florence Road
Description: Place of Worship

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:45	60.9	Y	
2	13:46	58.7	Y	
3	13:47	60.6	Y	
4	13:48	59.3	Y	
5	13:49	61.2	Y	
6	13:50	58.9	Y	
7	13:51	59.9	Y	
8	13:52	59.6	Y	
9	13:53	61.2	N	Car back fire
10	13:54	57.2	Y	
11	13:55	57.6	Y	
12	13:56	61.8	Y	
13	13:57	59.1	Y	
14	13:58	60.3	Y	
15	13:59	61.2	Y	
16	14:00	61.3	Y	
17	14:01	59.9	Y	
Total		60.1		



Date: 4/16/24.

Photographer: EC

1	**Location / Orientation**	4012 Asbury Road (35.88872°, -86.47037°) facing south
	Remarks	MP-03



Date: 4/16/24.

Photographer: EC

2	**Location / Orientation**	4012 Asbury Road (35.88872°, -86.47037°) facing east
	Remarks	MP-03

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-03 Meter Serial Number: 4637978

Date: 4/16/24 Personnel: Curwen, Covington

Run Number: 2

Timer Start: 7:32 Timer End: 7:48

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	65°	Time Assessed:	7:28
Wind Speed	1.1	Time Assessed:	7:28
Wind Direction	NW	Time Assessed:	7:28

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	66°	Time Assessed:	7:49
Wind Speed	3.5	Time Assessed:	7:49
Wind Direction	NW	Time Assessed:	7:49

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	7:27	7:53
Calibration Level	114	114

RESULTS FROM METER

LAeq: 64.6 Time: 7:49

↓

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24	
Address/Location	4012 Asbury Rd (MP-3)	
Land Use	B	
Analyst Name	Curwen, Cunington	
Meteorological Conditions		
Temperature(s)	65°	
Wind Speed(s)	1.1	
Wind Direction(s)	NW	
Calibration		
Meter/Analyzer	4437978	
	Pre-Measurement	Post-Measurement
Calibration Time	7:27	7:53
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	7:32	Meter start
2	7:33	
3	7:34	
4	7:35	
5	7:36	
6	7:37	
7	7:38	
8	7:39	
9	7:40	
10	7:41	
11	7:42	
12	7:43	Car Honking
13	7:44	
14	7:45	
15	7:46	
16	7:47	
17	7:48	END
18		
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29		
30		

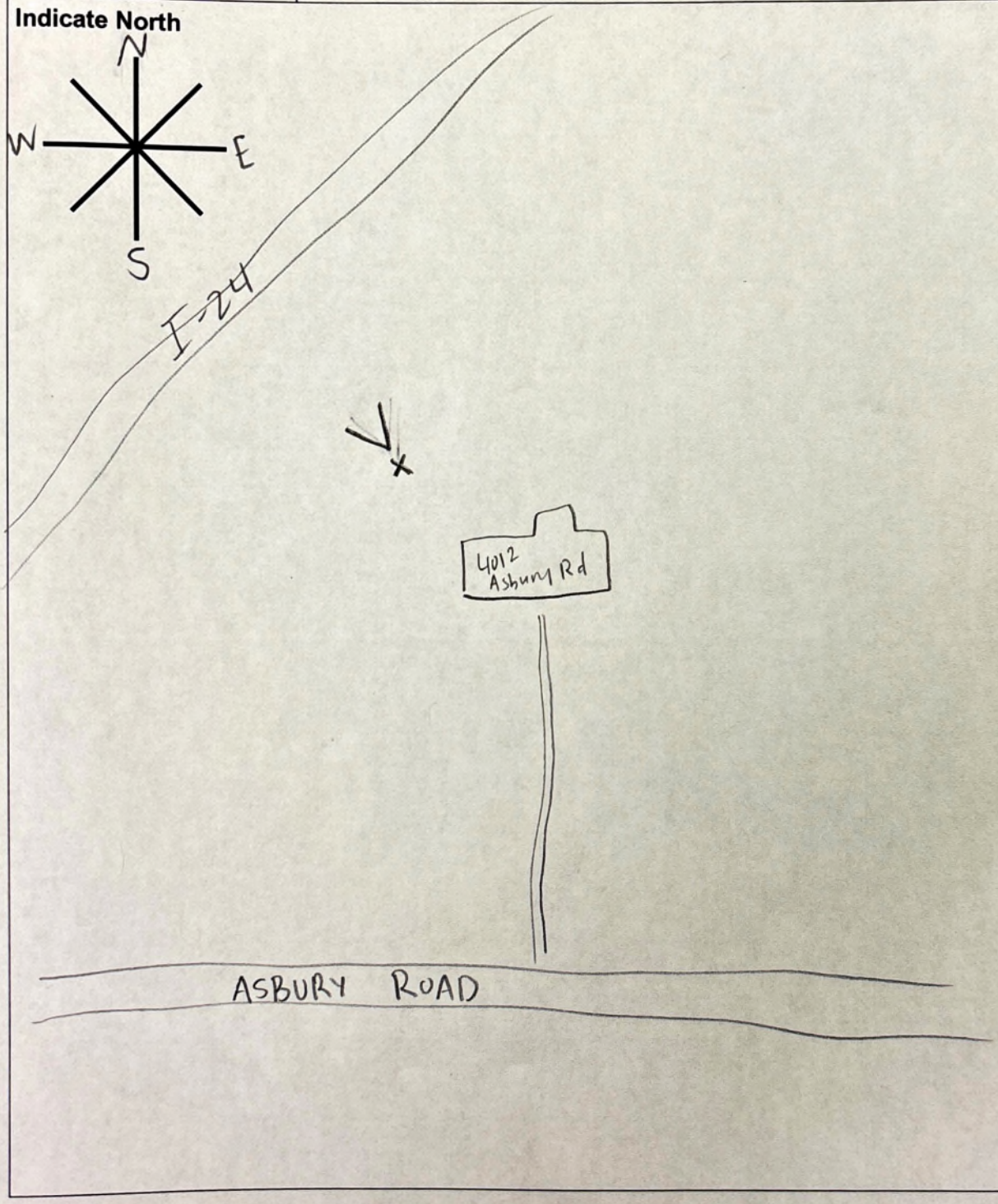
7:43 Honk

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24
Address	4012 Asbury Rd (MP-3)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-03

Date: 4/16/2024
Site: 4012 Asbury Road
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	7:32	63.4	Y	
2	7:33	63.9	Y	
3	7:34	67.0	Y	
4	7:35	64.6	Y	
5	7:36	65.0	Y	
6	7:37	63.9	Y	
7	7:38	63.8	Y	
8	7:39	64.5	Y	
9	7:40	63.7	Y	
10	7:41	65.4	Y	
11	7:42	62.6	Y	
12	7:43	64.7	N	Car Horn
13	7:44	64.8	Y	
14	7:45	63.4	Y	
15	7:46	65.3	Y	
16	7:47	64.4	Y	
17	7:48	63.6	Y	
Total		64.4		



Date: 4/18/24.

Photographer: JR/EM.

1	**Location / Orientation**	2604 Fran Drive (35.88896°, -86.47663°) facing north
	Remarks	MP-05



Date: 4/18/24.

Photographer: JR/EM.

2	**Location / Orientation**	2604 Fran Drive (35.88896°, -86.47663°) facing east
	Remarks	MP-05

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-Q5 Meter Serial Number: 2206826

Date: 4-18-2024 Personnel: J. Rowe & E. Mollish

Run Number: 021

Timer Start: 09:25 Timer End: 09:44

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	69.0 °F	Time Assessed:	09:24
Wind Speed	3.1 mph	Time Assessed:	09:24
Wind Direction	N	Time Assessed:	09:24

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	69.5 °F	Time Assessed:	09:45
Wind Speed	3.6 mph	Time Assessed:	09:45
Wind Direction	N	Time Assessed:	09:45

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	09:24	
Calibration Level	114	114

RESULTS FROM METER

LAeq: 69.3 Time: 09:44

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-2024	
Address/Location	2604 FRAN DR. (MP-05)	
Land Use	B	
Analyst Name	J. Rowe & E. Mallish	
Meteorological Conditions		
Temperature(s)	69.0°F	
Wind Speed(s)	3.1 mph	
Wind Direction(s)	N	
Calibration		
Meter/Analyzer	Casella 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	0924	09:45
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	09:25	Beginning of test
2	09:26	
3	09:27	
4	09:28	
5	09:29	
6	09:30	
7	09:31	
8	09:32	
9	09:33	
10	09:34	
11	09:35	
12	09:36	
13	09:37	
14	09:38	
15	09:39	
16	09:40	
17	09:41	
18	09:42	
19	09:43	
20	09:44	End of test
21		
22		
23		
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25		
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27		
28		
29		
30		

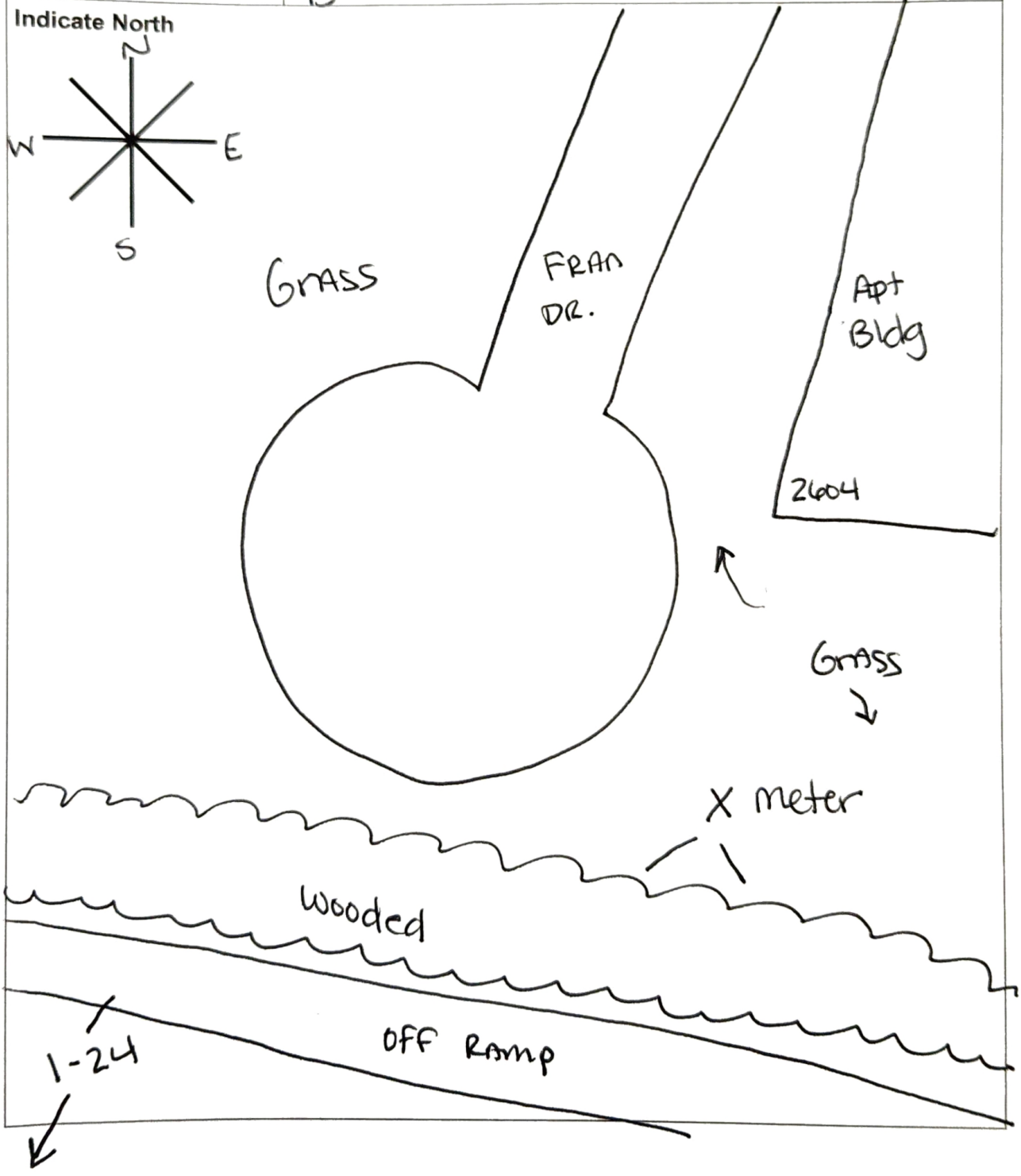
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Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-2024
Address	2604 Fran Dr. (MP-05)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-05

Date: 4/18/2024
Site: 2604 Fran Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	9:25	70.6	Y	
2	9:26	72.2	Y	
3	9:27	69.1	Y	
4	9:28	69.7	Y	
5	9:29	68.5	Y	
6	9:30	70.4	Y	
7	9:31	70.7	Y	
8	9:32	68.3	Y	
9	9:33	69.6	Y	
10	9:34	67.8	Y	
11	9:35	67.1	Y	
12	9:36	69.2	Y	
13	9:37	69.5	Y	
14	9:38	69.3	Y	
15	9:39	67.5	Y	
16	9:40	68.4	Y	
17	9:41	68.5	Y	
18	9:42	66.8	Y	
19	9:43	70.6	Y	
20	9:44	68.7	Y	
Total		69.3		



Date: 4/16/24.

Photographer: EC

1	**Location / Orientation**	2604 Apostle Lane (35.88929°, -86.47949°) facing east
	Remarks	MP-06



Date: 4/16/24.

Photographer: EC.

2	**Location / Orientation**	2604 Apostle Lane (35.88929°, -86.47949°) facing north
	Remarks	MP-06

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-06 Meter Serial Number: 46379478

Date: 4/16 Personnel: Curwen, Covington

Run Number: 13

Timer Start: 10:11 Timer End: 10:26

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 73° Time Assessed: 10:08

Wind Speed 4.2 Time Assessed: 10:08

Wind Direction W Time Assessed: 10:08

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 73° Time Assessed: 10:27

Wind Speed 5.8 Time Assessed: 10:27

Wind Direction W Time Assessed: 10:27

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	10:08	10:27
Calibration Level	114	114

RESULTS FROM METER

LAeq: 66.5 Time: 10:27

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24	
Address/Location	2604 Apostle Ln (MP-6)	
Land Use	B	
Analyst Name	Curwen, Covington	
Meteorological Conditions		
Temperature(s)	73°	
Wind Speed(s)	4.2	
Wind Direction(s)	W	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	10:08	10:27
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	10:11	start meter
2	10:12	
3	10:13	
4	10:14	
5	10:15	
6	10:16	
7	10:17	
8	10:18	
9	10:19	
10	10:20	
11	10:21	
12	10:22	
13	10:23	
14	10:24	
15	10:25	
16	10:26	stop meter
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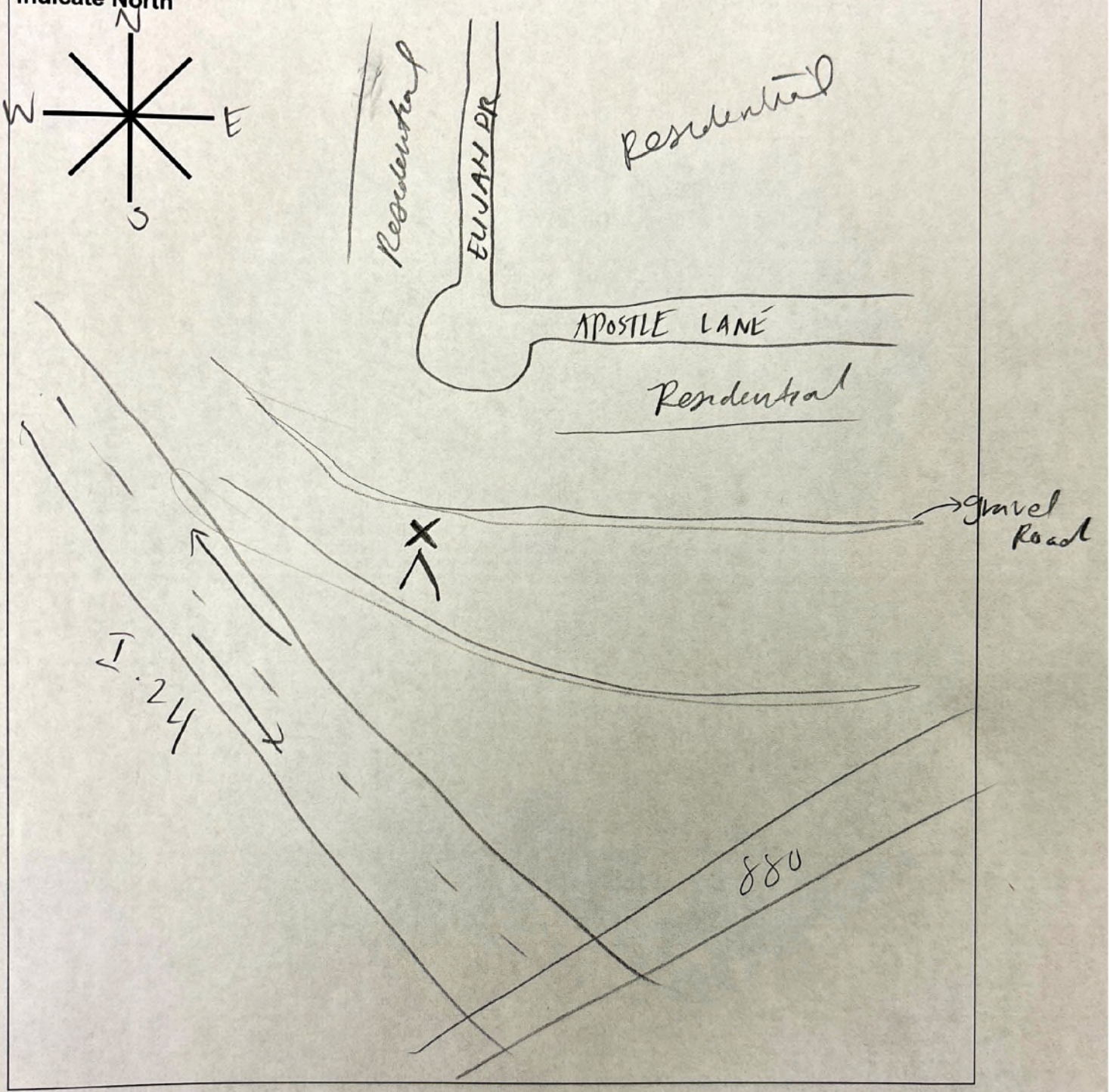
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24
Address	2604 Apostle Ln (MP-6)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-06

Date: 4/16/2024
Site: 2604 Apostle Lane
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	10:11	65.9	Y	
2	10:12	65.9	Y	
3	10:13	64.8	Y	
4	10:14	65.2	Y	
5	10:15	65.2	Y	
6	10:16	65.8	Y	
7	10:17	66.5	Y	
8	10:18	68.5	Y	
9	10:19	67.1	Y	
10	10:20	67.2	Y	
11	10:21	65.8	Y	
12	10:22	65.9	Y	
13	10:23	65.0	Y	
14	10:24	66.8	Y	
15	10:25	67.6	Y	
16	10:26	67.9	Y	
Total		66.5		



Date: 4/16/24.

Photographer: EC.

1	**Location / Orientation**	110 Shadow Court (35.88911°, -86.48242°) facing northwest
	Remarks	MP-07



Date: 4/16/24.

Photographer: EC

2	**Location / Orientation**	110 Shadow Court (35.88911°, -86.48242°) facing southwest
	Remarks	MP-07

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-07 Meter Serial Number: 4637978

Date: 4/14 Personnel: Curwen, Corrington

Run Number: 22

Timer Start: 1:26 Timer End: 1:43

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 84° Time Assessed: 2:22

Wind Speed 3.3 Time Assessed: 2:23

Wind Direction SE Time Assessed: 2:23

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 85° Time Assessed: 2:44

Wind Speed MAX 9.8 Time Assessed: 2:44

Wind Direction SE Time Assessed: 2:44

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	2:22	2:44
Calibration Level	114	114

RESULTS FROM METER

LAeq: _____ Time: _____

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24	
Address/Location	110 Shadow Ct (MP-7)	
Land Use	B	
Analyst Name	Curwen, Covington	
Meteorological Conditions		
Temperature(s)	84°	
Wind Speed(s)	3.3	
Wind Direction(s)	SE	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	2:22	2:44
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1:26	Start Meter
2	1:27	
3	1:28	
4	1:29	
5	1:30	
6	1:31	
7	1:32	
8	1:33	
9	1:34	
10	1:35	
11	1:36	
12	1:37	
13	1:38	
14	1:39	
15	1:40	
16	1:41	
17	1:42	
18	1:43	Stop Meter
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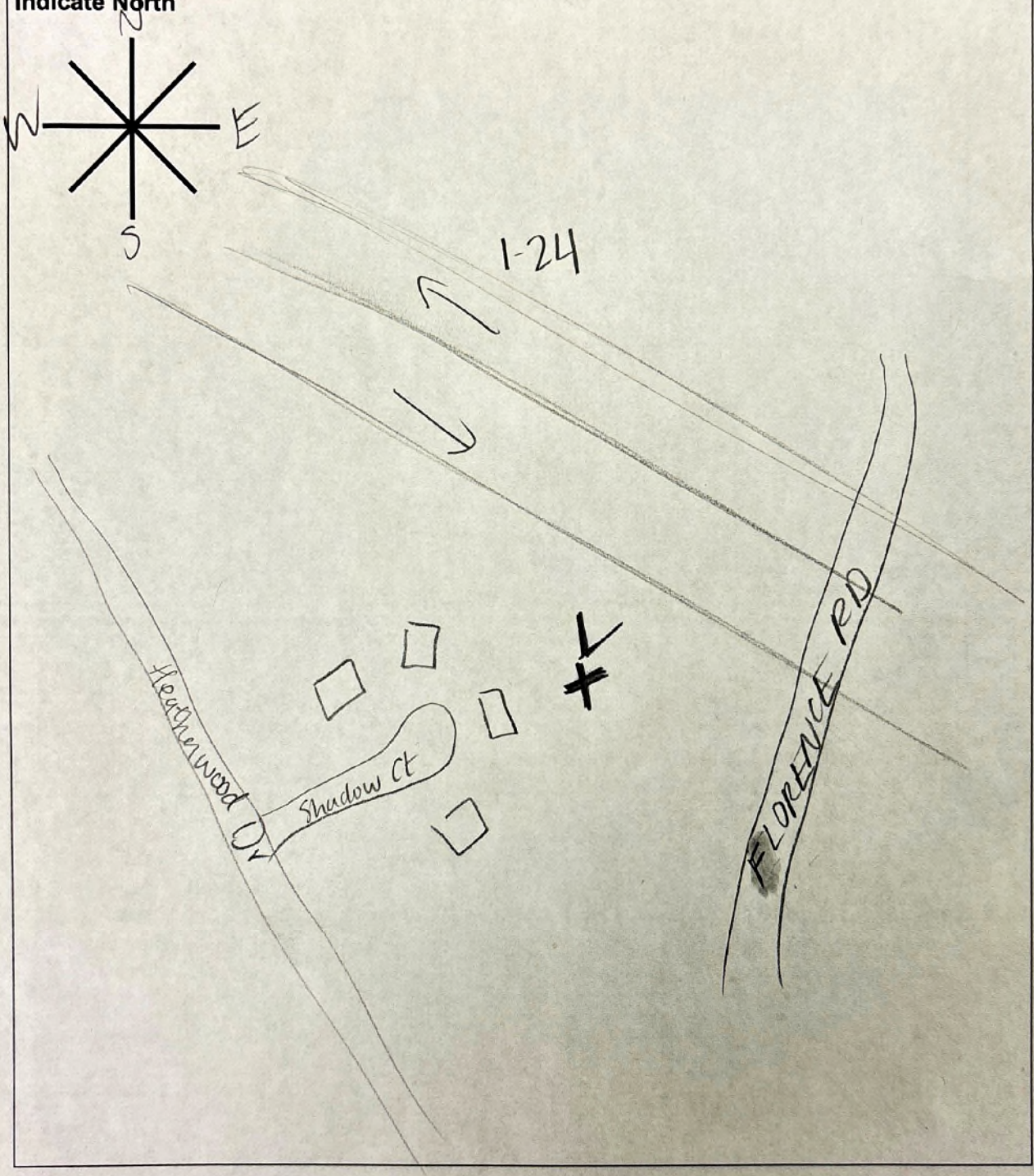
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16
Address	110 Shadow Ct (MP-7)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-07

Date: 4/16/2024
Site: 110 Shadow Court
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	14:26	68.3	Y	
2	14:27	68.2	Y	
3	14:28	66.0	Y	
4	14:29	67.1	Y	
5	14:30	67.7	Y	
6	14:31	66.5	Y	
7	14:32	67.2	Y	
8	14:33	66.7	Y	
9	14:34	66.9	Y	
10	14:35	66.9	Y	
11	14:36	67.8	Y	
12	14:37	66.8	Y	
13	14:38	66.5	Y	
14	14:39	66.8	Y	
15	14:40	67.4	Y	
16	14:41	68.8	Y	
17	14:42	67.4	Y	
18	14:43	67.9	Y	
Total		67.4		



Date: 4/16/24.

Photographer: EC.

1	**Location / Orientation**	2839 Lightning Bug Drive (35.89284°, -86.48413°) facing northeast
	Remarks	MP-08



Date: 4/16/24.

Photographer: EC.

2	**Location / Orientation**	2839 Lightning Bug Drive (35.89284°, -86.48413°) facing northwest
	Remarks	MP-08

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: NP-06 Meter Serial Number: 4637978

Date: 4/16/24 Personnel: Curwen, Covington

Run Number: 8

Timer Start: 9:01 Timer End: 9:16

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 69 Time Assessed: 8:56

Wind Speed 0.2 Time Assessed: 8:56

Wind Direction SW Time Assessed: 8:56

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 69° Time Assessed: 9:16

Wind Speed Max 1.3 Time Assessed: 9:16

Wind Direction SW Time Assessed:

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	8:56	9:17
Calibration Level	114	114

RESULTS FROM METER

LAeq: 69.0 Time: 9:17

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24	
Address/Location	2839 Lightning Bug Dr (MP-8)	
Land Use	B	
Analyst Name	Curwen, Covington	
Meteorological Conditions		
Temperature(s)	69°	
Wind Speed(s)	0.2	
Wind Direction(s)	SW	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	8:56	9:17
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	9:01	Meter started
2	9:02	
3	9:03	
4	9:04	
5	9:05	
6	9:06	
7	9:07	
8	9:08	
9	9:09	
10	9:10	
11	9:11	
12	9:12	
13	9:13	
14	9:14	
15	9:15	
16	9:16	Meter stopped
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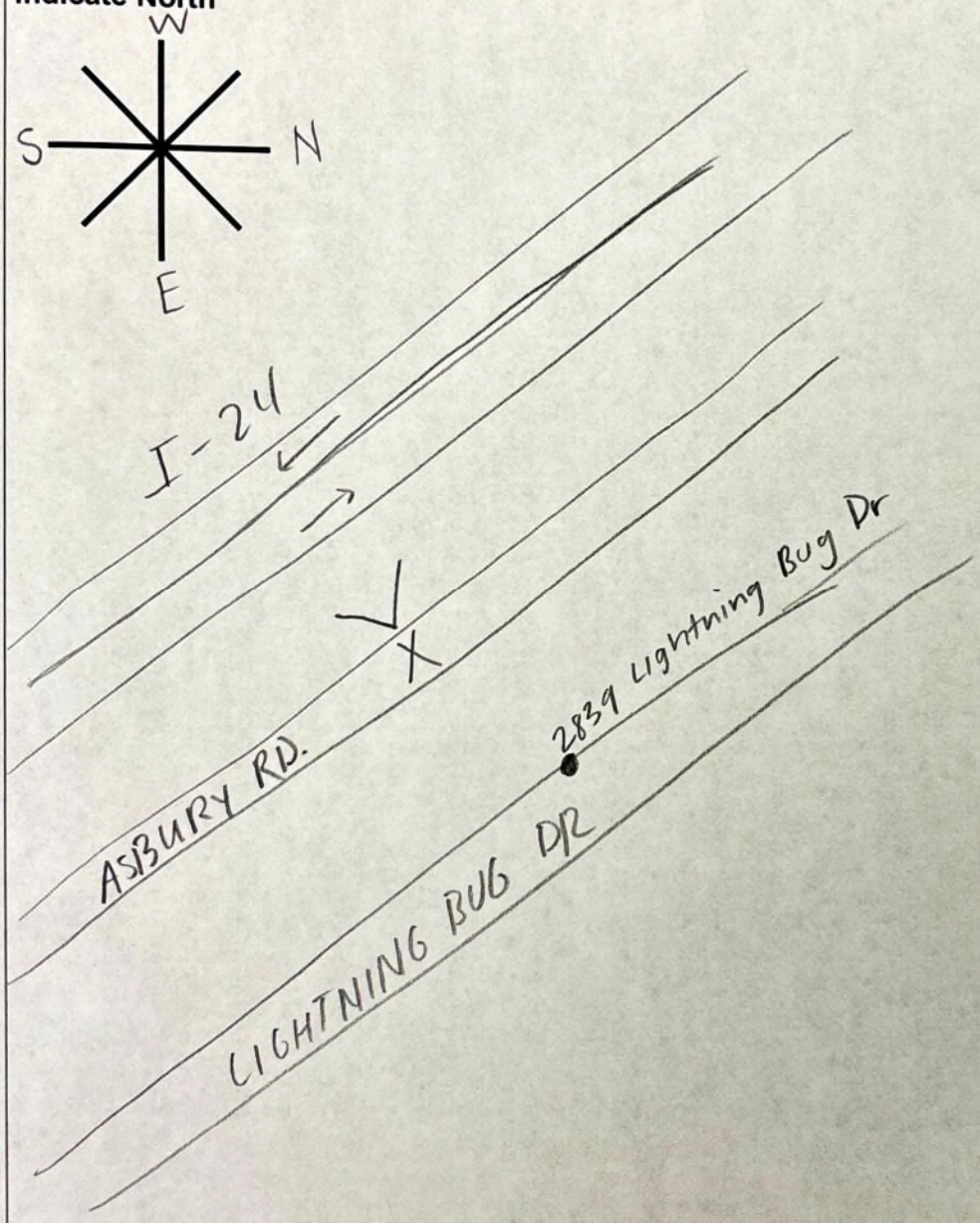
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24
Address	2839 Lightning Bug Dr (MP-8)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-08

Date: 4/16/2024
Site: 2839 Lightning Bug Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	9:01	67.4	Y	
2	9:02	68.1	Y	
3	9:03	68.1	Y	
4	9:04	69.3	Y	
5	9:05	69.7	Y	
6	9:06	69.7	Y	
7	9:07	69.8	Y	
8	9:08	67.6	Y	
9	9:09	68.7	Y	
10	9:10	68.3	Y	
11	9:11	68.8	Y	
12	9:12	68.5	Y	
13	9:13	69.4	Y	
14	9:14	69.5	Y	
15	9:15	69.3	Y	
16	9:16	69.2	Y	
Total		68.9		



Date: 4/16/24.

Photographer: EC.

1	**Location / Orientation**	424 Heatherwood Drive (35.89435°, -86.48806°) facing northwest
	Remarks	MP-09



Date: 4/16/24.

Photographer: EC.

2	**Location / Orientation**	424 Heatherwood Drive (35.89435°, -86.48806°) facing southeast
	Remarks	MP-09

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-9 Meter Serial Number: 4637978

Date: 4/16/24 Personnel: Curwen, Covington

Run Number: 24

Timer Start: 3:04 Timer End: 3:20

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 85° Time Assessed: 3:01

Wind Speed 4.2 Time Assessed: 3:01

Wind Direction W Time Assessed: 3:01

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 85° Time Assessed: 3:20

Wind Speed 6.7 Time Assessed: 3:20

Wind Direction W Time Assessed: 3:20

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	3:02	3:20
Calibration Level	114	114

RESULTS FROM METER

LAeq: 109.8 Time: 3:21

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24	
Address/Location	424 Heatherwood Dr (MP-9)	
Land Use	B	
Analyst Name	Curwen, Covington	
Meteorological Conditions		
Temperature(s)	85.	
Wind Speed(s)	4.2	
Wind Direction(s)	E	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	3:02	3:21
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	3:04	START METER
2	3:05	
3	3:06	
4	3:07	
5	3:08	
6	3:09	
7	3:10	
8	3:11	
9	3:12	
10	3:13	11.4 WIND SPEED
11	3:14	
12	3:15	
13	3:16	
14	3:17	
15	3:18	
16	3:19	
17	3:20	
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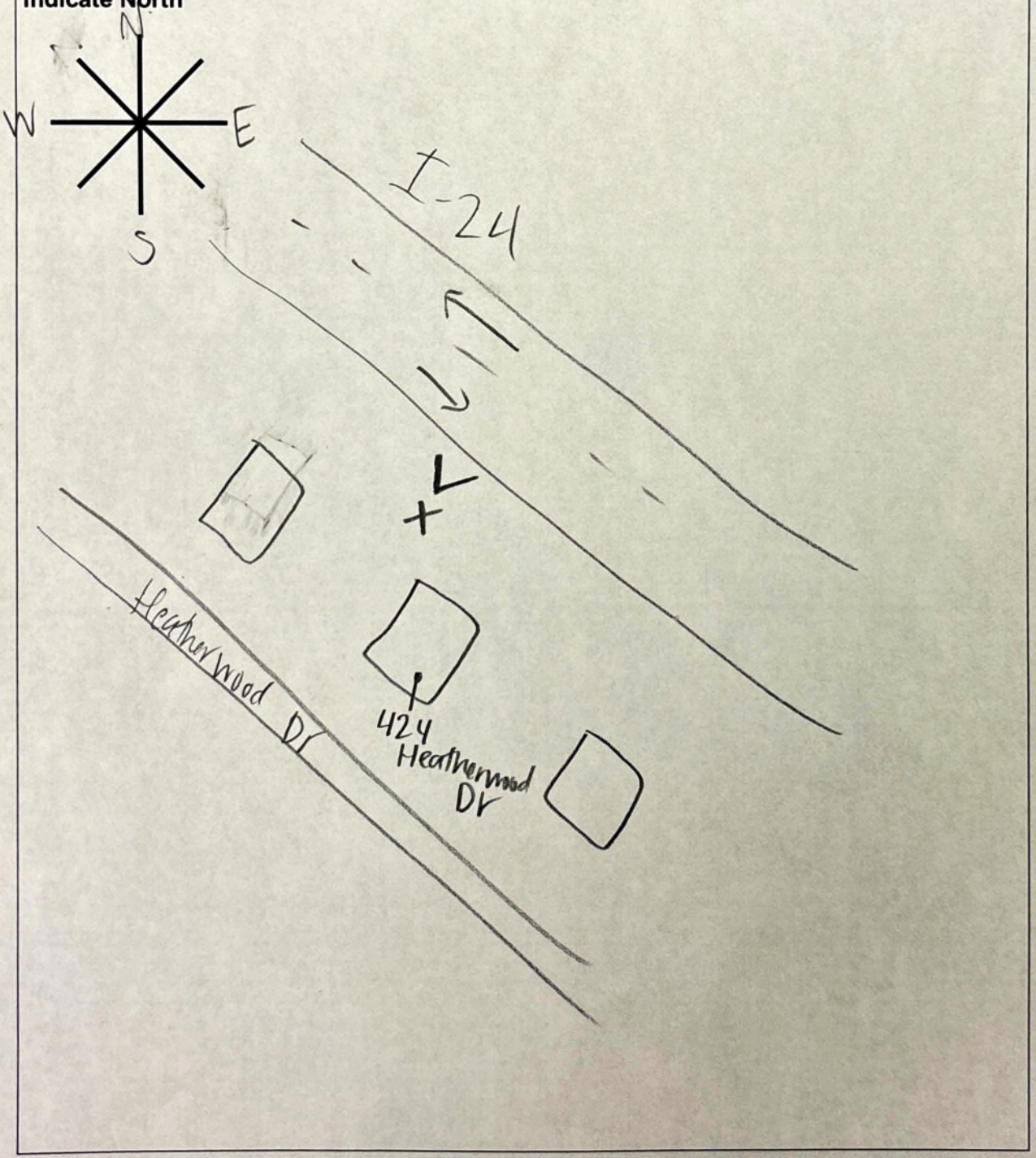
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24
Address	424 Heatherwood Dr (MP-9)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-09

Date: 4/16/2024
Site: 424 Heatherwood Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	15:04	69.7	Y	
2	15:05	70.4	Y	
3	15:06	71.0	Y	
4	15:07	69.3	Y	
5	15:08	69.2	Y	
6	15:09	67.8	Y	
7	15:10	67.3	Y	
8	15:11	69.5	Y	
9	15:12	70.1	Y	
10	15:13	73.3	N	>11mph Wind Speed
11	15:14	69.1	Y	
12	15:15	69.5	Y	
13	15:16	69.0	Y	
14	15:17	70.8	Y	
15	15:18	67.9	Y	
16	15:19	69.3	Y	
17	15:20	69.2	Y	
Total		69.5		



Date: 4/16/24.

Photographer: EC.

1	**Location / Orientation**	5335 Honeybee Drive (35.89632°, -86.48806°) facing northeast
	Remarks	MP-10



Date: 4/16/24.

Photographer: EC.

2	**Location / Orientation**	5335 Honeybee Drive (35.89632°, -86.48806°) facing northwest
	Remarks	MP-10

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-10 Meter Serial Number: 4637978

Date: 4/16 Personnel: Cunven, Covington

Run Number: 10

Timer Start: 9:41 Timer End: 9:54

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 70° Time Assessed: 9:38

Wind Speed 0.4 Time Assessed: 9:38

Wind Direction SW Time Assessed: 9:38

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 70° Time Assessed: 9:56

Wind Speed max 2.0 Time Assessed: 9:56

Wind Direction SW Time Assessed: 9:56

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	114	114
Calibration Level	9:34	9:58

RESULTS FROM METER

LAeq: 71.4 Time: 9:57

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24	
Address/Location	5335 Honeybee Dr (MP-10)	
Land Use	B	
Analyst Name	Curren, Covington	
Meteorological Conditions		
Temperature(s)	70°	
Wind Speed(s)	0.4	
Wind Direction(s)	SW	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	9:39	9:57
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	9:41	Start Meter
2	9:42	
3	9:43	
4	9:44	
5	9:45	
6	9:46	
7	9:47	
8	9:48	
9	9:49	
10	9:50	
11	9:51	
12	9:52	
13	9:53	
14	9:54	
15	9:55	
16	9:56	Stop Meter
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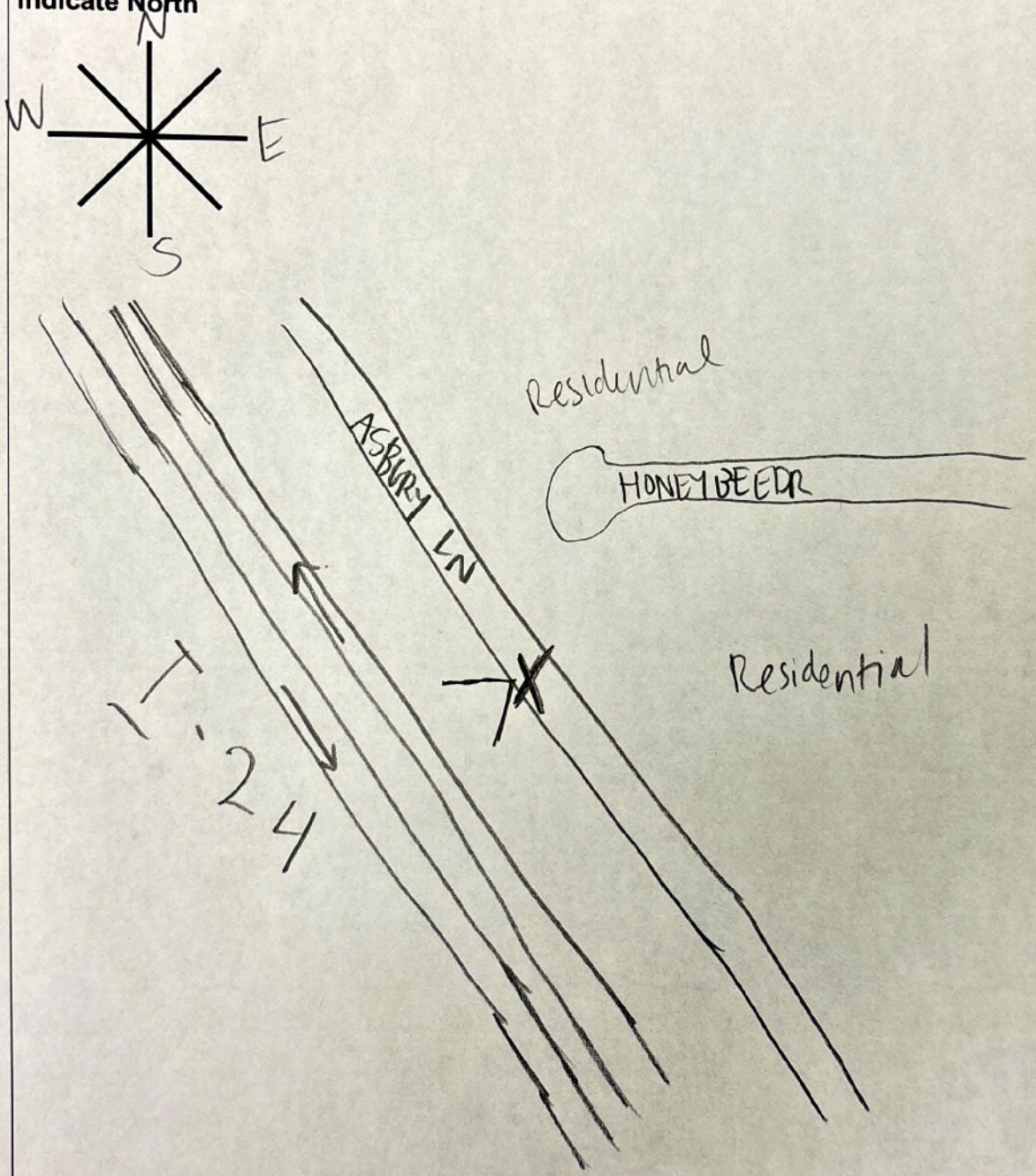
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24
Address	5335 Honeybee Dr (MP-10)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-10

Date: 4/16/2024
Site: 5335 Honeybee Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	9:41	71.8	Y	
2	9:42	71.5	Y	
3	9:43	71.5	Y	
4	9:44	72.0	Y	
5	9:45	71.9	Y	
6	9:46	72.5	Y	
7	9:47	71.8	Y	
8	9:48	71.5	Y	
9	9:49	71.5	Y	
10	9:50	69.7	Y	
11	9:51	70.8	Y	
12	9:52	69.8	Y	
13	9:53	71.1	Y	
14	9:54	71.8	Y	
15	9:55	70.3	Y	
16	9:56	72.4	Y	
Total		71.4		



Date: 4/16/24.

Photographer: EC.

1	**Location / Orientation**	4896 Blackman Road (35.90764°, -86.50405°) facing northwest
	Remarks	MP-12



Date: 4/16/24.

Photographer: EC.

2	**Location / Orientation**	4896 Blackman Road (35.90764°, -86.50405°) facing south
	Remarks	MP-12

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-12 Meter Serial Number: 46379781

Date: 4/11/24 Personnel: Curwen, Covington

Run Number: 27

Timer Start: 3:42 Timer End: 3:59pm

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 85° Time Assessed: 3:38

Wind Speed 1.3 Time Assessed: 3:38

Wind Direction W Time Assessed: 3:38

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 85° Time Assessed: 4:00pm

Wind Speed 2.9 Time Assessed: 4:00pm

Wind Direction W Time Assessed: 4:00pm

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	3:38	4:00pm
Calibration Level	114	114

RESULTS FROM METER

LAeq: 65.0 Time: 4:00 pm

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24	
Address/Location	4896 Blackman Rd (MP-12)	
Land Use	B	
Analyst Name	Curwen, Covington	
Meteorological Conditions		
Temperature(s)	85°	
Wind Speed(s)	1.3	
Wind Direction(s)	NW	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	3:38	4:00 pm
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	3:42	Meter started
2	3:43	Plane overhead
3	3:44	Plane overhead
4	3:45	
5	3:46	
6	3:47	
7	3:48	
8	3:49	
9	3:50	
10	3:51	
11	3:52	
12	3:53	
13	3:54	
14	3:55	
15	3:56	
16	3:57	
17	3:58	
18	3:59	meter ended
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

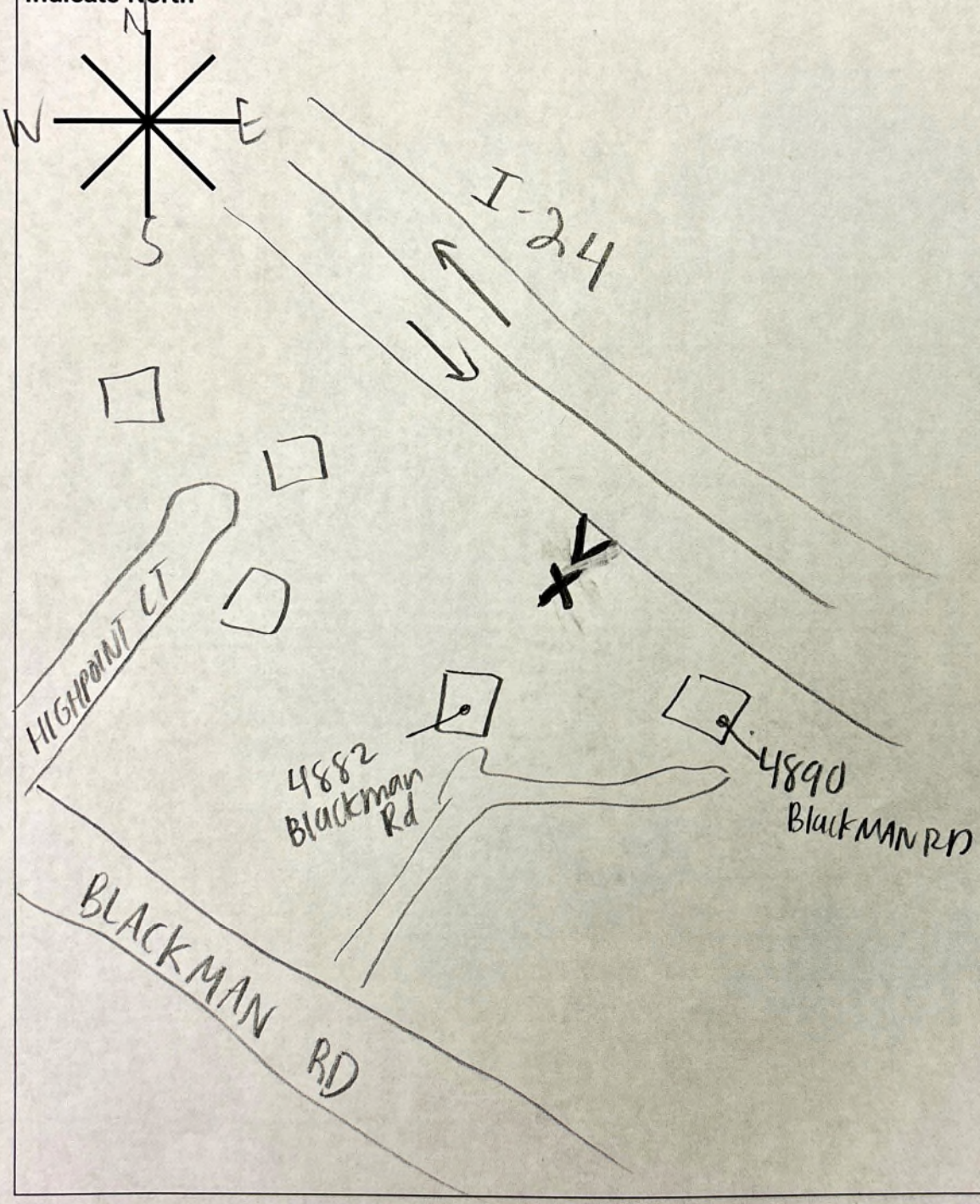
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24
Address	4896 Blackman Rd (MP-12)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-12

Date: 4/16/2024
Site: 4896 Blackman Road
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	15:42	65.1	Y	
2	15:43	65.9	N	Airplane
3	15:44	65.4	N	Airplane
4	15:45	64.8	Y	
5	15:46	66.3	Y	
6	15:47	65.5	Y	
7	15:48	64.9	Y	
8	15:49	63.4	Y	
9	15:50	64.5	Y	
10	15:51	64.0	Y	
11	15:52	66.1	Y	
12	15:53	64.3	Y	
13	15:54	63.2	Y	
14	15:55	64.6	Y	
15	15:56	64.9	Y	
16	15:57	64.9	Y	
17	15:58	65.5	Y	
18	15:59	65.0	Y	
Total		64.9		



Date: 4/16/24.

Photographer: EC.

1	**Location / Orientation**	5374 Blackman Road (35.91427°, -86.51011°) facing south
	Remarks	MP-13



Date: 4/16/24.

Photographer: EC.

2	**Location / Orientation**	5374 Blackman Road (35.91427°, -86.51011°) facing east
	Remarks	MP-13

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: 13 Meter Serial Number: 4637978

Date: 4/16/24 Personnel: Curwen, Covington

Run Number: 29

Timer Start: 4:17 Timer End: 4:40

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 84° Time Assessed: 4:15

Wind Speed 3.5 Time Assessed: 4:15

Wind Direction NW Time Assessed: 4:15

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 84 Time Assessed: 4:41

Wind Speed 1.4 Time Assessed: 4:41

Wind Direction NW Time Assessed: 4:41

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	4:14	4:42
Calibration Level	114	114

RESULTS FROM METER

LAeq: 48.4 Time: 4:42

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24	
Address/Location	5374 ~~5734~~ Blackman Rd (MP-13)	
Land Use	B	
Analyst Name	Curwen / Covington	
Meteorological Conditions		
Temperature(s)	84°	
Wind Speed(s)	3.5	
Wind Direction(s)	NW	
Calibration		
Meter/Analyzer	4437978	
	Pre-Measurement	Post-Measurement
Calibration Time	4:15	4:42
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	4:17	Meter Started
2	4:18	Music from car on Highway (I-24)
3	4:19	
4	4:20	
5	4:21	
6	4:22	Motorcycle on Bass/Blackman Rd
7	4:23	>11 mph wind
8	4:24	
9	4:25	
10	4:26	
11	4:27	
12	4:28	
13	4:29	Horn Honking on I-24
14	4:30	
15	4:31	wind gust >11 mph
16	4:32	wind gust >11 mph
17	4:33	
18	4:34	
19	4:35	
20	4:36	Police Siren on I-24
21	4:37	
22	4:38	Police siren on I-24
23	4:39	
24	4:40	Meter ended
25		
26		
27		
28		
29		
30		

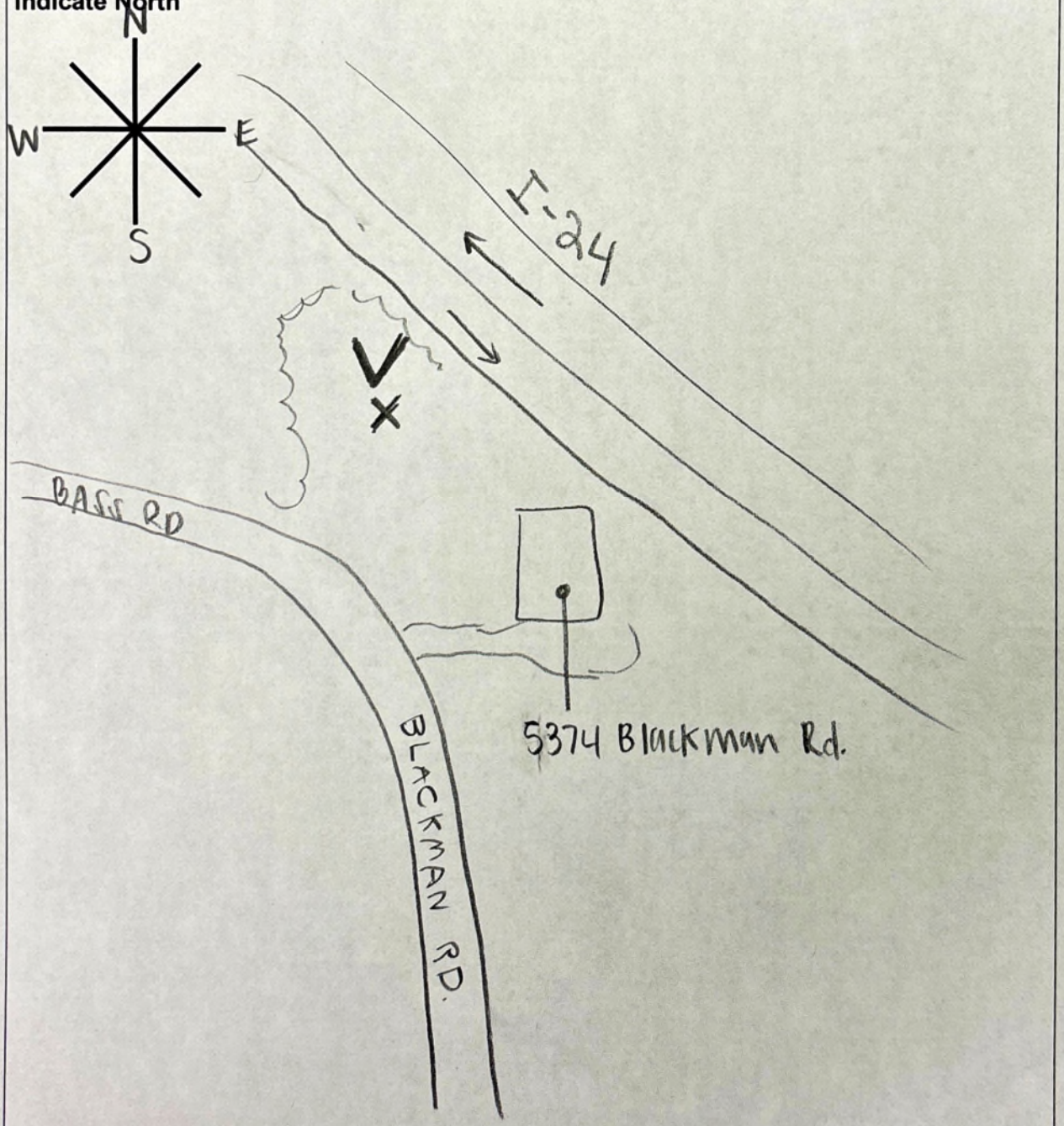
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24
Address	~~5374~~ 5734 Blackman Rd (MP-13)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-13

Date: 4/16/2024
Site: 5374 Blackman Road
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	16:17	68.7	Y	
2	16:18	68.6	Y	
3	16:19	68.6	Y	
4	16:20	66.6	Y	
5	16:21	67.3	Y	
6	16:22	69.1	N	Motercycle on Blackman Road
7	16:23	68.1	N	>11mph Wind Speed
8	16:24	68.1	Y	
9	16:25	68.1	Y	
10	16:26	68.6	Y	
11	16:27	69.0	Y	
12	16:28	67.3	Y	
13	16:29	69.1	N	Car Horn
14	16:30	67.2	Y	
15	16:31	68.7	N	>11mph Wind Speed
16	16:32	68.0	N	>11mph Wind Speed
17	16:33	67.2	Y	
18	16:34	68.7	Y	
19	16:35	68.2	Y	
20	16:36	68.5	N	Siren
21	16:37	68.8	Y	
22	16:38	68.8	N	Siren
23	16:39	68.6	Y	
24	16:40	66.8	Y	
Total		67.2		



Date: 4/16/24.

Photographer: AW.

1	**Location / Orientation**	550 Sunflower Drive (35.92444°, -86.52198°) facing west
	Remarks	MP-14



Date: 4/16/24.

Photographer: AW.

2	**Location / Orientation**	550 Sunflower Drive (35.92444°, -86.52198°) facing south
	Remarks	MP-14

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-14 Meter Serial Number: 3756073

Date: 04-16-24 Personnel: A. Lady + A. Wilfong

Run Number: 008

Timer Start: 1250 Timer End: 1305

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 82°F Time Assessed: 1252

Wind Speed 6.3 mph Time Assessed: 1248

Wind Direction SE Time Assessed: 1248

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 82°F Time Assessed: 1305

Wind Speed 6.9 Time Assessed: 1306

Wind Direction SE Time Assessed: 1306

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1248	1306
Calibration Level	114 dB	114 dB

RESULTS FROM METER

LAeq: 67.2 Time: 1305

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-16-24	
Address/Location	550 Sunflower Dr (MP-14)	
Land Use	B	
Analyst Name	A. Lady & A. Wiltfong	
Meteorological Conditions		
Temperature(s)	Start: 82°F	END: 82°F
Wind Speed(s)	Start: 6.3 mph	END: 6.9mph
Wind Direction(s)	Start: SE	END: SE
Calibration		
Meter/Analyzer	3756073	
	Pre-Measurement	Post-Measurement
Calibration Time	1248	1306
Calibration Level	114 dB	114dB

Period #	Start Time	Event Description(s)
1	1250	NO BG NOISE besides traffic
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14	↓	↓
15	1305	END
16		
17		
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29		
30		

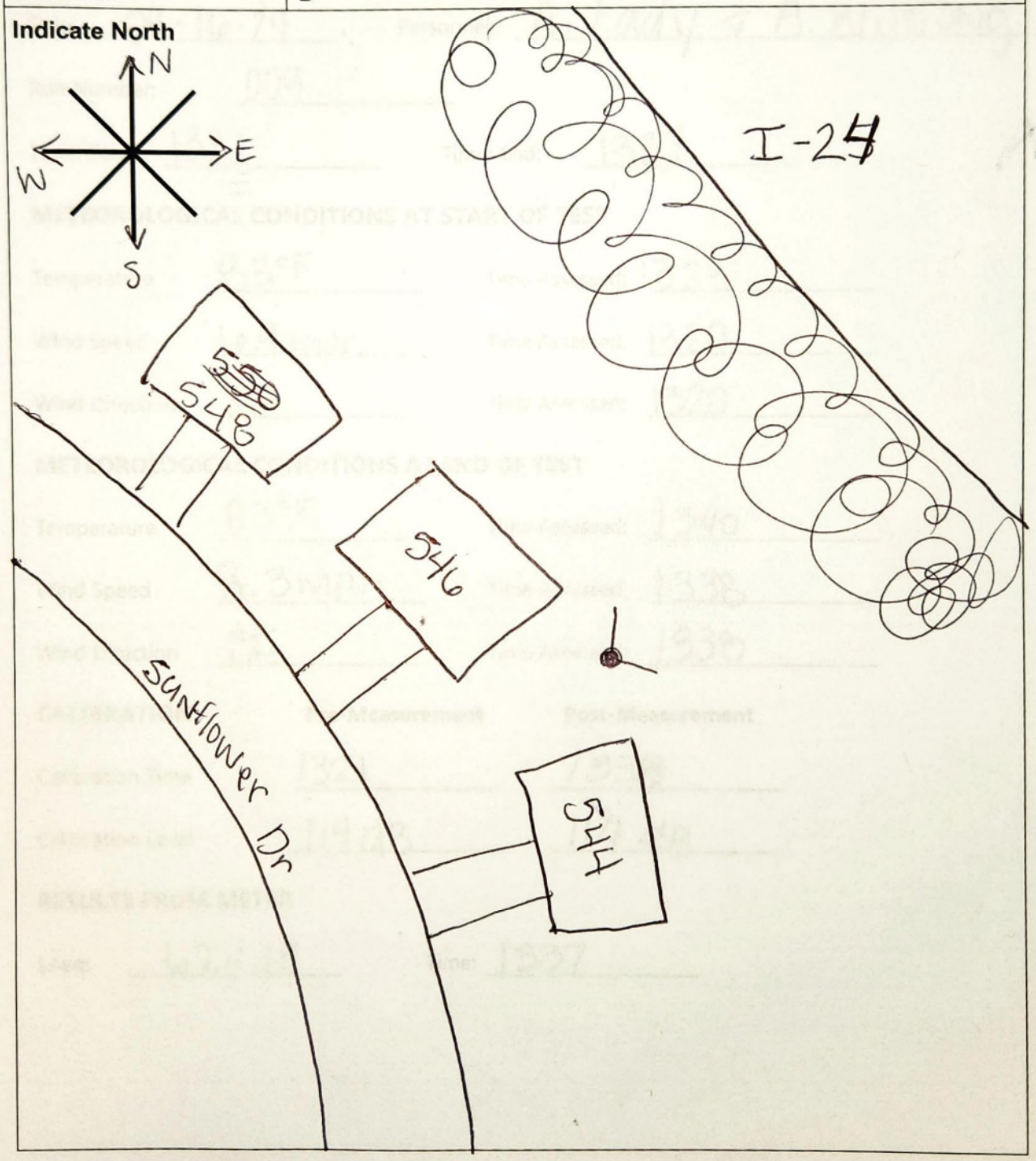
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-16-24
Address	550 Sunflower Rd (MP-14)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-14

Date: 4/16/2024
Site: 550 Sunflower Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	12:50	66.5	Y	
2	12:51	66.9	Y	
3	12:52	67.3	Y	
4	12:53	65.8	Y	
5	12:54	64.7	Y	
6	12:55	66.1	Y	
7	12:56	66.2	Y	
8	12:57	66.2	Y	
9	12:58	67.0	Y	
10	12:59	66.5	Y	
11	13:00	66.5	Y	
12	13:01	68.1	Y	
13	13:02	66.8	Y	
14	13:03	71.1	Y	
15	13:04	68.5	Y	
16	13:05	66.4	Y	
Total		68.0		



Date: 4/18/24.

Photographer: JR/EM.

1	**Location / Orientation**	943 Baker Road (35.92615°, -86.52145°) facing north
	Remarks	MP-15



Date: 4/18/24.

Photographer: JR/EM.

2	**Location / Orientation**	943 Baker Road (35.92615°, -86.52145°) facing west
	Remarks	MP-15

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-15 Meter Serial Number: 22068826

Date: 4-18-2024 Personnel: J. Rowe & E. Mollish

Run Number: 022

Timer Start: 10:04 Timer End: 10:20

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 74.2 Time Assessed: 10:03

Wind Speed 1.9 Time Assessed: 10:03

Wind Direction N Time Assessed: 10:03

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 75.9 Time Assessed: 10:21

Wind Speed 2.3 Time Assessed: 10:21

Wind Direction N Time Assessed: 10:21

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	10:03	10:20
Calibration Level	114	114

RESULTS FROM METER

LAeq: 72.7 Time: 10:20

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-2024	
Address/Location	943 Baker Rd (MP-15)	
Land Use	B	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	74.2	
Wind Speed(s)	1.9	
Wind Direction(s)	N	
Calibration		
Meter/Analyzer	CASELLA 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	10:03	10:20
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	10:04	Beginning of test
2	10:05	
3	10:06	
4	10:07	
5	10:08	
6	10:09	
7	10:10	
8	10:11	
9	10:12	
10	10:13	
11	10:14	
12	10:15	
13	10:16	
14	10:17	
15	10:18	
16	10:19	
17	10:20	End of test
18	10:21	
19	10:22	~~End of test~~
20	10:23	
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

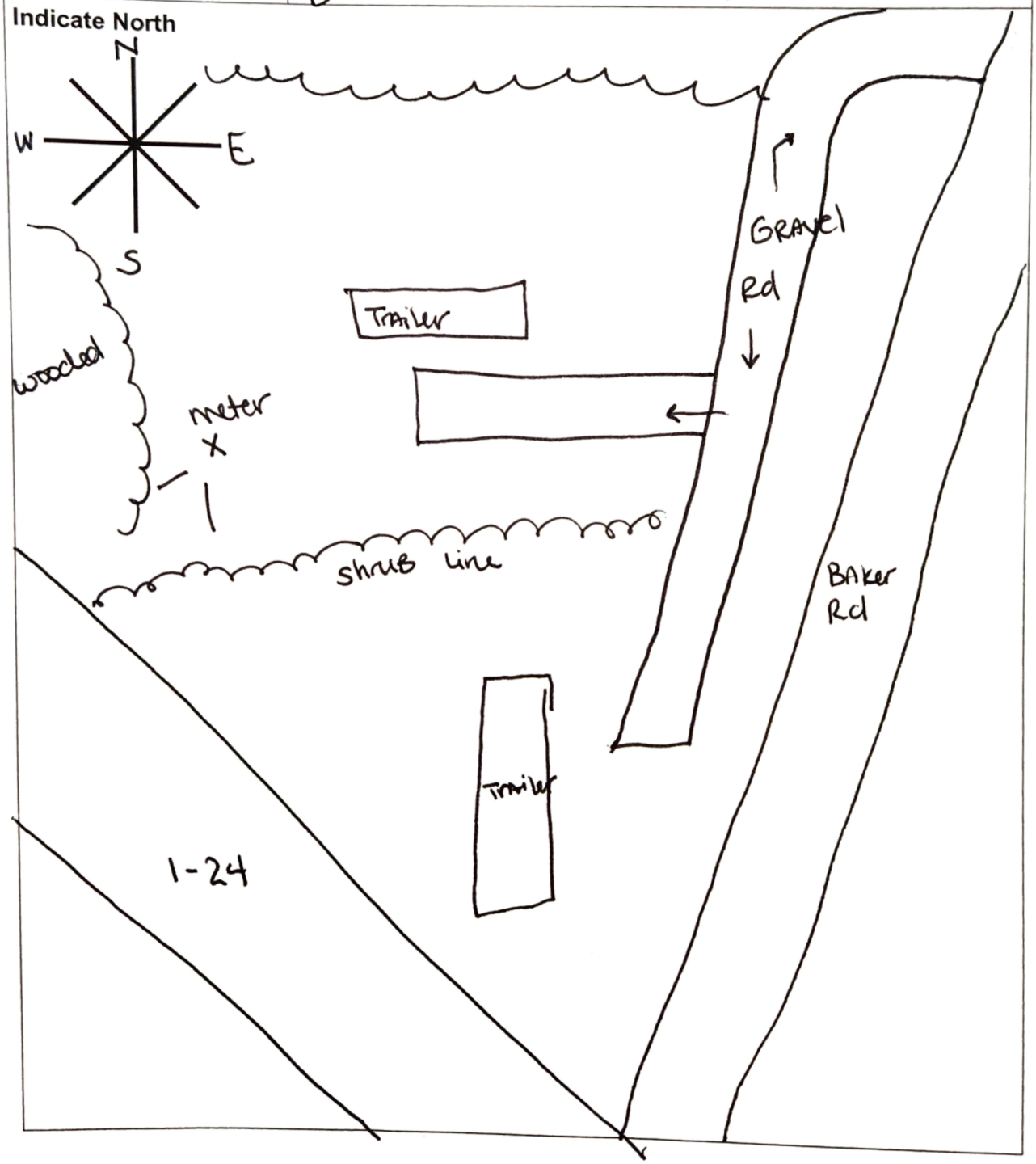
TDOT Go.

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-2024
Address	943 Baker Rd (MP15)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-15

Date: 4/18/2024
Site: 943 Baker Road
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	10:04	72.1	Y	
2	10:05	74.5	Y	
3	10:06	72.8	Y	
4	10:07	71.7	Y	
5	10:08	71.4	Y	
6	10:09	72.9	Y	
7	10:10	72.5	Y	
8	10:11	72.9	Y	
9	10:12	72.9	Y	
10	10:13	72.4	Y	
11	10:14	72.3	Y	
12	10:15	73.3	Y	
13	10:16	72.9	Y	
14	10:17	72.3	Y	
15	10:18	72.4	Y	
16	10:19	73.2	Y	
17	10:20	72.8	Y	
Total		72.7		



Date: 4/16/24.

Photographer: AW.

1	**Location / Orientation**	1855 Almaville Road (35.93359°, -86.53258°) facing south
	Remarks	MP-16



Date: 4/16/24.

Photographer: AW.

2	**Location / Orientation**	1855 Almaville Road (35.93359°, -86.53258°) facing west
	Remarks	MP-16

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-16 Meter Serial Number: 3756073

Date: 04-16-24 Personnel: A. Lady & A. Wiltfong

Run Number: 009

Timer Start: 1322 Timer End: 1337

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 83°F Time Assessed: 1323

Wind Speed 6.9 mph Time Assessed: 1320

Wind Direction SE Time Assessed: 1320

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 83°F Time Assessed: 1340

Wind Speed 8.3 mph Time Assessed: 1338

Wind Direction SE Time Assessed: 1338

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1321	1338
Calibration Level	114 dB	114 dB

RESULTS FROM METER

LAeq: 67.4 dB Time: 1337

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-16-24	
Address/Location	1855 Almaville Rd (MP-16)	
Land Use	E	
Analyst Name	A. Lady + A. Wiltfong	
Meteorological Conditions		
Temperature(s)	Start: 83°F	END: 83°F
Wind Speed(s)	Start: 6.9 mph	END: 8.3 mph
Wind Direction(s)	Start: SE	END: SE
Calibration		
Meter/Analyzer	3756073	
	Pre-Measurement	Post-Measurement
Calibration Time	1321	1338
Calibration Level	114 dB	114 dB

Period #	Start Time	Event Description(s)
1	1322	NO BGT NOISE besides traffic
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15	1337	END
16		
17		
18		
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22		
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25		
26		
27		
28		
29		
30		

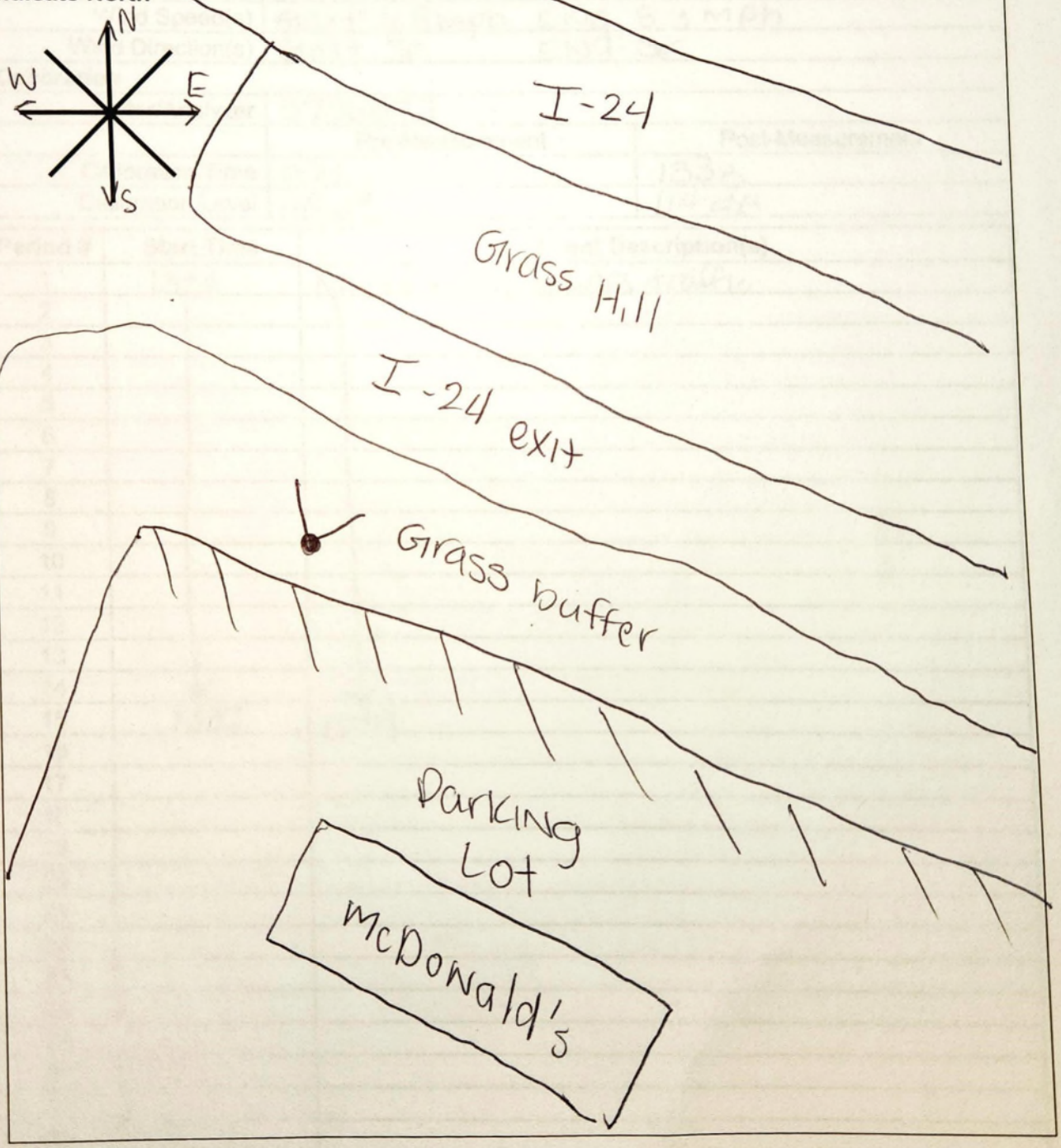
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-16-24
Address	1855 Almaville Rd (MP-16)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-16

Date: 4/16/2024
Site: 1855 Almaville Road
Description: Restaurants

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:22	66.0	Y	
2	13:23	68.2	Y	
3	13:24	68.8	Y	
4	13:25	67.5	Y	
5	13:26	67.3	Y	
6	13:27	67.6	Y	
7	13:28	67.9	Y	
8	13:29	69.0	Y	
9	13:30	66.0	Y	
10	13:31	66.4	Y	
11	13:32	65.4	Y	
12	13:33	67.5	Y	
13	13:34	67.9	Y	
14	13:35	66.5	Y	
15	13:36	66.7	Y	
16	13:37	65.0	Y	
Total		67.3		



Date: 4/17/24.

Photographer: JR/EM.

1	**Location / Orientation**	1850 Almaville Road (35.93406°, -86.53325°) facing east
	Remarks	MP-17



Date: 4/17/24.

Photographer: JR/EM.

2	**Location / Orientation**	1850 Almaville Road (35.93406°, -86.53325°) facing south
	Remarks	MP-17

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-17 Meter Serial Number: 2206826

Date: 4-17-2024 Personnel: J. Rowe & E. Mollish

Run Number: 019

Timer Start: 1635 Timer End: 16:54

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 79.2 Time Assessed: 1634

Wind Speed 6.9 Time Assessed: 1634

Wind Direction NE Time Assessed: 1634

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 79.2 Time Assessed: 16:55

Wind Speed 3.4 Time Assessed: 16:55

Wind Direction NE Time Assessed: 16:55

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1634	16:54
Calibration Level	114	114

RESULTS FROM METER

LAeq: 72.5 Time: 16:54

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-2024	
Address/Location	1850 Almaville Rd (MP-17)	
Land Use	E	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	79.2	
Wind Speed(s)	6.9	
Wind Direction(s)	NE	
Calibration		
Meter/Analyzer	Casella 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	1634	165554
Calibration Level	114	114

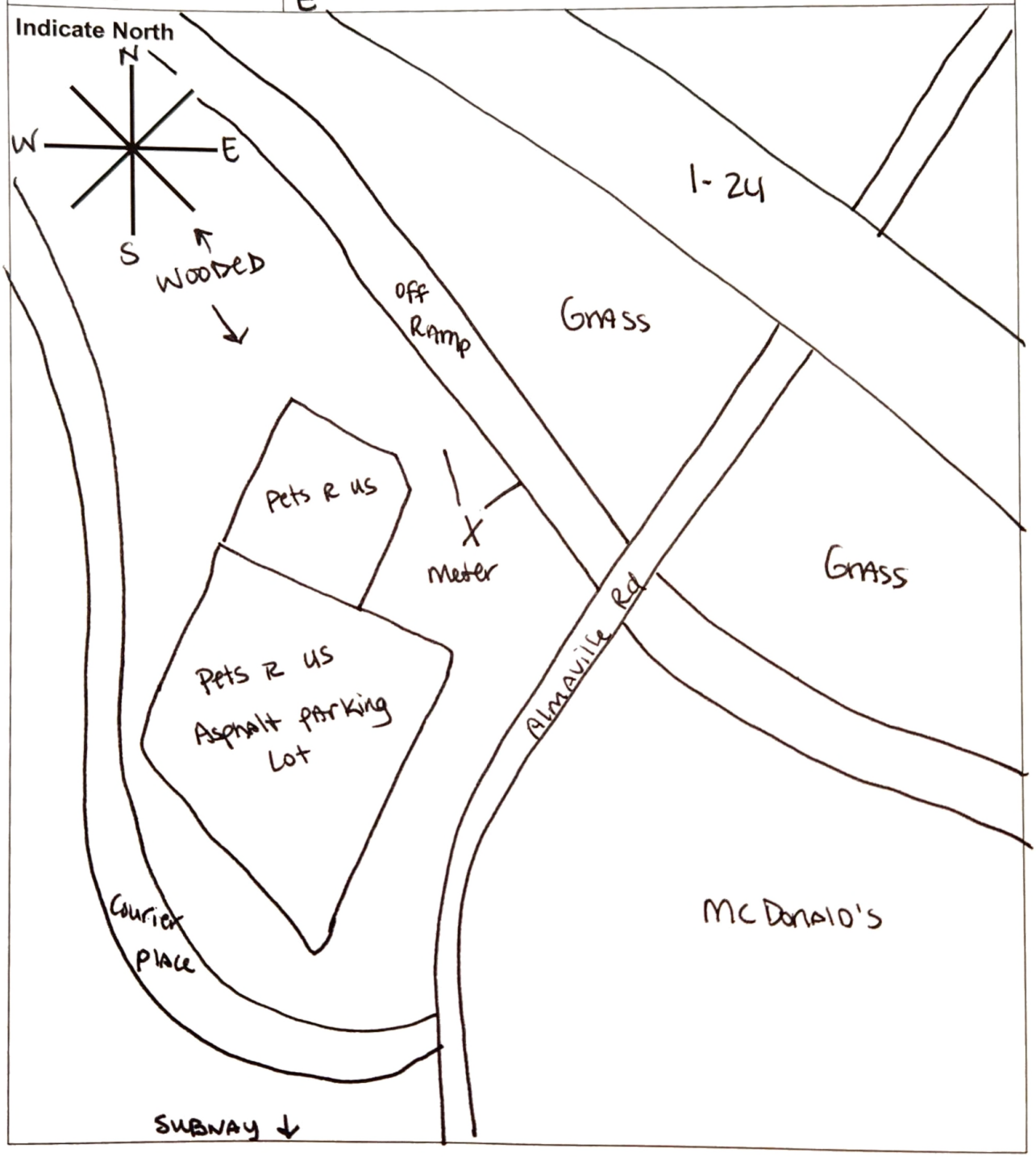
Period #	Start Time	Event Description(s)
1	1635	Beginning of test
2	1636	
3	1637	Loud dump truck
4	1638	
5	1639	
6	1640	
7	1641	
8	1642	
9	1643	
10	1644	
11	1645	
12	1646	
13	1647	
14	1648	
15	1649	
16	1650	
17	1651	
18	1652	
19	1653	
20	1654	End of test
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

TDOT Go.

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-2024
Address	1850 Almaville Rd (MP-17)
Land Use	E



I-24, Davidson and Rutherford County
MP-17

Date: 4/17/2024
Site: 1850 Almaville Road
Description: Commercial

Period #	Time Start	Leq (dBA)	Included?	Note
1	16:35	68.4	Y	
2	16:36	74.9	Y	
3	16:37	79.4	Y	
4	16:38	70.3	Y	
5	16:39	71.5	Y	
6	16:40	70.8	Y	
7	16:41	81.6	Y	
8	16:42	71.0	Y	
9	16:43	71.3	Y	
10	16:44	71.6	Y	
11	16:45	70.7	Y	
12	16:46	74.6	Y	
13	16:47	71.1	Y	
14	16:48	73.5	Y	
15	16:49	73.2	Y	
16	16:50	71.3	Y	
17	16:51	74.5	Y	
18	16:52	70.1	Y	
19	16:53	72.4	Y	
20	16:54	71.7	Y	
Total		72.5		



Date: 4/16/24.

Photographer: AW.

1	**Location / Orientation**	840 Seven Oaks Boulevard (35.93783°, -86.53315°) facing east
	Remarks	MP-18



Date: 4/16/24.

Photographer: AW.

2	**Location / Orientation**	840 Seven Oaks Boulevard (35.93783°, -86.53315°) facing north
	Remarks	MP-18

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-18 Meter Serial Number: 3756073

Date: 04-16-24 Personnel: A. Lady + A. Wiltong

Run Number: 002

Timer Start: 0811 Timer End: 0826

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 68°F Time Assessed: 0812

Wind Speed 0.2mph Time Assessed: 0810

Wind Direction SW Time Assessed: 0810

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 68°F Time Assessed: 0827

Wind Speed 1.3mph Time Assessed: 0829

Wind Direction SE Time Assessed: 0829

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	0810	
Calibration Level	114 dB	114 dB

RESULTS FROM METER

LAeq: 65.0dB Time: 0826

*Note: ~~Photos labeled as MP-15, photos in MP-18 folder are all from MP-18~~ Fixed - ANL 04/16/24

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-16-24	
Address/Location	840 Seven Oaks Blvd (MP-18)	
Land Use	B	
Analyst Name	A. Lady + A. Wiltfong	
Meteorological Conditions		
Temperature(s)	Start: 68°F	End: 68°F
Wind Speed(s)	Start: 0.2 mph	End: 1.3 mph
Wind Direction(s)	Start: SW	End: SE
Calibration		
Meter/Analyzer	3756073	
	Pre-Measurement	Post-Measurement
Calibration Time	0810	0826
Calibration Level	114 dB	114 dB

Period #	Start Time	Event Description(s)
1	0811	Light cricket noises in the background
2	↓	↓
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14	↓	↓
15	0826	N/A
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

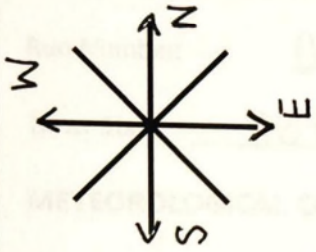
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-16-24
Address	840 Seven Oaks Blvd (MP-18)
Land Use	B

Indicate North



I-24

Tree-Line

Seven Oaks Blvd

I-24, Davidson and Rutherford County
MP-18

Date: 4/16/2024
Site: 840 Seven Oaks Boulevard
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	8:11	64.5	Y	
2	8:12	64.1	Y	
3	8:13	65.2	Y	
4	8:14	65.7	Y	
5	8:15	64.3	Y	
6	8:16	65.8	Y	
7	8:17	66.5	Y	
8	8:18	65.1	Y	
9	8:19	64.8	Y	
10	8:20	64.4	Y	
11	8:21	64.4	Y	
12	8:22	65.0	Y	
13	8:23	64.5	Y	
14	8:24	65.1	Y	
15	8:25	64.4	Y	
16	8:26	64.3	Y	
Total		64.9		



Date: 4/15/2024

Photographer: NW/EJ

1	**Location / Orientation**	889 Seven Oaks Boulevard (35.94043°, -86.53752°) facing west
	Remarks	MP-19



Date: 4/15/2024

Photographer: NW/EJ

2	**Location / Orientation**	889 Seven Oaks Boulevard (35.94043°, -86.53752°) facing east
	Remarks	MP-19

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-19 Meter Serial Number: 1438704

Date: 4-15-24 – 4-16-24 Personnel: N. Ward, E. Jenkins, K. Lowe, K. Weaver

Run Number: 001

Timer Start: 2205 Timer End: 2208

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	79.4°F	Time Assessed:	2150
Wind Speed	0.9	Time Assessed:	2150
Wind Direction	W	Time Assessed:	2150

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	78.7	Time Assessed:	2209
Wind Speed	2.9	Time Assessed:	2209
Wind Direction	W	Time Assessed:	2209

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	2200	2207
Calibration Level	114	112

RESULTS FROM METER

LAeq: 69.4 Time: 2208

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-15-24 – 4-16-24	
Address/Location	889 Seven Oaks Blvd (MP-19)	
Land Use	B	
Analyst Name	N. Wade, E. Jenkins, H. Weaver, M. Lowe	
Meteorological Conditions		
Temperature(s)	79.4°F	
Wind Speed(s)	0.9 mph	
Wind Direction(s)	W	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	2000 4-15-24	2207 ~~0801 4-16-24~~
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	2205	Mate start
2	22:10	SAME Vehicle start, exit
3	06:20	Vehicle pass enter/exit
4	07:05	Vehicle pass by meter
5	07:24	Vehicle pass by meter
6	08:30	Vehicle pass by meter
7	08:45	Hammering on metal
8	08:55	Hammering on metal
9	09:35	Vehicle - SAME, enter/exit
10	09:42	Bird Chirp
11	09:46	Passer by Talking / tape measurer noise
12	10:10	Passerby talking
13	10:14	Hammering on Metal (construction noise)
14	10:49	Vehicle passed by meter
15	12:03	Delivery Vehicle reverse beeping
16	12:32	Pedestrian walking by
17	12:35	very loud muffler
18	14:04	Emergency Vehicle Sirens
19	14:15	Car Horn
20	14:32	Semi-truck pulled off on left shoulder- loud braking
21	14:54	Vehicle passed by meter
22	15:32	Honk
23	16:57	Loud motorcycle muffler
24	17:53	Loud motorcycle muffler
25	18:44	Vehicle passed by meter
26	19:57	Car horn
27	20:23	Emergency Vehicle Siren
28		
29		
30		

TDOT Go.

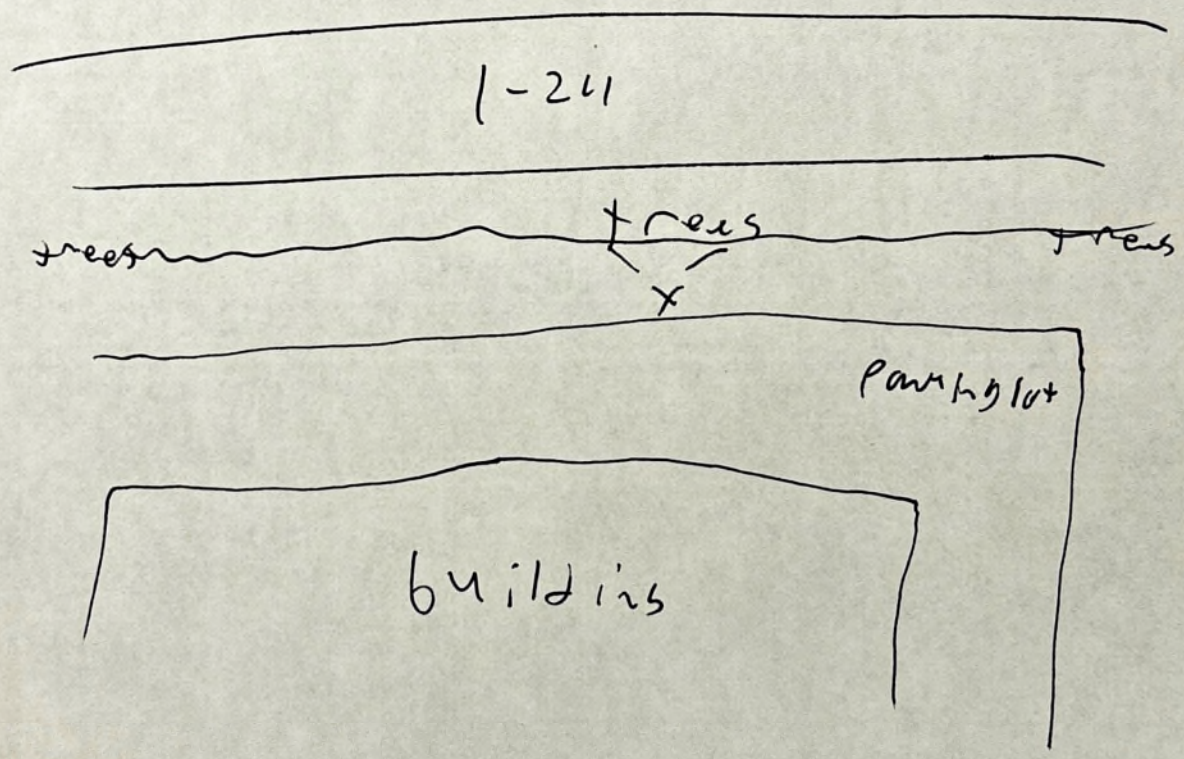
Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-15-24 – 4-16-24
Address	889 Seven Oaks Blvd (MP-19)
Land Use	B

Indicate North





I-24, Davidson and Rutherford County
MP-19 Reference

Date: 4/15/2024-4/16/2024
Site: 889 Seven Oaks Boulevard
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	22:05	66.8	Y	
2	22:06	66.8	Y	
3	22:07	70.9	Y	
4	22:08	66.9	Y	
5	22:09	64.5	Y	
6	22:10	64.2	Y	
7	22:11	65.3	Y	
8	22:12	66.2	Y	
9	22:13	64.3	Y	
10	22:14	65.3	Y	
11	22:15	66.1	Y	
12	22:16	66.5	Y	
13	22:17	66.1	Y	
14	22:18	67.3	Y	
15	22:19	66.7	Y	
16	22:20	65.5	Y	
17	22:21	65.7	Y	
18	22:22	65.3	Y	
19	22:23	70.3	Y	
20	22:24	67.5	Y	
21	22:25	66.1	Y	
22	22:26	66.8	Y	
23	22:27	66.9	Y	
24	22:28	69.2	Y	
25	22:29	63.9	Y	
26	22:30	67.3	Y	
27	22:31	64.1	Y	
28	22:32	67.1	Y	
29	22:33	66.0	Y	
30	22:34	64.8	Y	
31	22:35	65.6	Y	
32	22:36	65.3	Y	
33	22:37	64.2	Y	
34	22:38	65.5	Y	
35	22:39	66.1	Y	
36	22:40	66.5	Y	

37	22:41	66.2	Y
38	22:42	66.3	Y
39	22:43	69.5	Y
40	22:44	64.1	Y
41	22:45	66.6	Y
42	22:46	65.5	Y
43	22:47	64.9	Y
44	22:48	65.2	Y
45	22:49	65.1	Y
46	22:50	65.6	Y
47	22:51	64.5	Y
48	22:52	62.6	Y
49	22:53	65.7	Y
50	22:54	70.6	Y
51	22:55	62.6	Y
52	22:56	64.5	Y
53	22:57	65.7	Y
54	22:58	68.0	Y
55	22:59	64.5	Y
56	23:00	63.5	Y
57	23:01	65.4	Y
58	23:02	64.3	Y
59	23:03	65.1	Y
60	23:04	67.1	Y
61	23:05	64.5	Y
62	23:06	62.7	Y
63	23:07	64.7	Y
64	23:08	66.7	Y
65	23:09	66.7	Y
66	23:10	66.6	Y
67	23:11	69.4	Y
68	23:12	65.4	Y
69	23:13	63.3	Y
70	23:14	64.9	Y
71	23:15	69.0	Y
72	23:16	68.0	Y
73	23:17	70.6	Y
74	23:18	67.7	Y
75	23:19	62.2	Y
76	23:20	68.2	Y
77	23:21	66.8	Y
78	23:22	63.0	Y
79	23:23	64.9	Y
80	23:24	66.5	Y

81	23:25	63.9	Y
82	23:26	67.2	Y
83	23:27	63.7	Y
84	23:28	63.7	Y
85	23:29	66.1	Y
86	23:30	62.2	Y
87	23:31	67.1	Y
88	23:32	67.0	Y
89	23:33	66.4	Y
90	23:34	66.2	Y
91	23:35	68.5	Y
92	23:36	64.9	Y
93	23:37	63.0	Y
94	23:38	65.0	Y
95	23:39	64.6	Y
96	23:40	66.3	Y
97	23:41	65.6	Y
98	23:42	67.9	Y
99	23:43	64.8	Y
100	23:44	62.9	Y
101	23:45	60.6	Y
102	23:46	65.1	Y
103	23:47	68.7	Y
104	23:48	61.2	Y
105	23:49	66.4	Y
106	23:50	65.6	Y
107	23:51	61.8	Y
108	23:52	64.8	Y
109	23:53	63.7	Y
110	23:54	65.9	Y
111	23:55	65.2	Y
112	23:56	65.0	Y
113	23:57	65.2	Y
114	23:58	61.5	Y
115	23:59	64.7	Y
116	0:00	59.4	Y
117	0:01	63.5	Y
118	0:02	66.7	Y
119	0:03	64.1	Y
120	0:04	62.7	Y
121	0:05	64.1	Y
122	0:06	63.6	Y
123	0:07	59.7	Y
124	0:08	65.2	Y

125	0:09	58.7	Y
126	0:10	63.3	Y
127	0:11	65.5	Y
128	0:12	67.2	Y
129	0:13	63.9	Y
130	0:14	65.4	Y
131	0:15	62.6	Y
132	0:16	64.4	Y
133	0:17	70.8	Y
134	0:18	61.5	Y
135	0:19	63.7	Y
136	0:20	63.9	Y
137	0:21	65.0	Y
138	0:22	65.5	Y
139	0:23	66.8	Y
140	0:24	66.1	Y
141	0:25	66.3	Y
142	0:26	61.7	Y
143	0:27	62.9	Y
144	0:28	63.4	Y
145	0:29	64.9	Y
146	0:30	66.9	Y
147	0:31	65.1	Y
148	0:32	68.7	Y
149	0:33	61.8	Y
150	0:34	64.6	Y
151	0:35	61.3	Y
152	0:36	64.2	Y
153	0:37	65.5	Y
154	0:38	64.6	Y
155	0:39	64.5	Y
156	0:40	67.7	Y
157	0:41	69.7	Y
158	0:42	61.2	Y
159	0:43	66.5	Y
160	0:44	63.1	Y
161	0:45	68.1	Y
162	0:46	64.3	Y
163	0:47	66.2	Y
164	0:48	64.8	Y
165	0:49	65.2	Y
166	0:50	66.8	Y
167	0:51	68.7	Y
168	0:52	65.2	Y

169	0:53	67.2	Y
170	0:54	64.5	Y
171	0:55	65.9	Y
172	0:56	65.9	Y
173	0:57	63.1	Y
174	0:58	60.4	Y
175	0:59	65.8	Y
176	1:00	61.3	Y
177	1:01	66.2	Y
178	1:02	66.8	Y
179	1:03	66.0	Y
180	1:04	64.8	Y
181	1:05	66.4	Y
182	1:06	64.2	Y
183	1:07	64.4	Y
184	1:08	64.5	Y
185	1:09	65.0	Y
186	1:10	63.5	Y
187	1:11	65.2	Y
188	1:12	64.1	Y
189	1:13	60.5	Y
190	1:14	63.1	Y
191	1:15	62.1	Y
192	1:16	63.1	Y
193	1:17	66.4	Y
194	1:18	61.4	Y
195	1:19	61.5	Y
196	1:20	63.6	Y
197	1:21	63.9	Y
198	1:22	64.9	Y
199	1:23	63.0	Y
200	1:24	62.3	Y
201	1:25	64.8	Y
202	1:26	63.6	Y
203	1:27	64.4	Y
204	1:28	66.1	Y
205	1:29	62.9	Y
206	1:30	64.9	Y
207	1:31	62.5	Y
208	1:32	63.2	Y
209	1:33	62.4	Y
210	1:34	63.4	Y
211	1:35	66.3	Y
212	1:36	62.0	Y

213	1:37	64.2	Y
214	1:38	64.7	Y
215	1:39	64.1	Y
216	1:40	64.7	Y
217	1:41	60.2	Y
218	1:42	63.6	Y
219	1:43	61.1	Y
220	1:44	62.1	Y
221	1:45	67.6	Y
222	1:46	60.5	Y
223	1:47	64.2	Y
224	1:48	62.8	Y
225	1:49	65.1	Y
226	1:50	67.7	Y
227	1:51	66.0	Y
228	1:52	63.4	Y
229	1:53	64.0	Y
230	1:54	65.3	Y
231	1:55	60.2	Y
232	1:56	64.1	Y
233	1:57	64.5	Y
234	1:58	62.9	Y
235	1:59	64.0	Y
236	2:00	63.7	Y
237	2:01	63.0	Y
238	2:02	65.0	Y
239	2:03	60.9	Y
240	2:04	63.3	Y
241	2:05	66.8	Y
242	2:06	64.3	Y
243	2:07	68.8	Y
244	2:08	65.4	Y
245	2:09	70.7	Y
246	2:10	67.7	Y
247	2:11	63.1	Y
248	2:12	64.5	Y
249	2:13	62.5	Y
250	2:14	64.7	Y
251	2:15	63.9	Y
252	2:16	64.5	Y
253	2:17	68.7	Y
254	2:18	63.0	Y
255	2:19	67.1	Y
256	2:20	62.6	Y

257	2:21	65.5	Y
258	2:22	63.5	Y
259	2:23	64.9	Y
260	2:24	64.5	Y
261	2:25	64.9	Y
262	2:26	68.3	Y
263	2:27	63.4	Y
264	2:28	65.2	Y
265	2:29	65.0	Y
266	2:30	65.0	Y
267	2:31	65.6	Y
268	2:32	64.4	Y
269	2:33	61.3	Y
270	2:34	64.2	Y
271	2:35	60.7	Y
272	2:36	66.4	Y
273	2:37	69.4	Y
274	2:38	63.8	Y
275	2:39	62.8	Y
276	2:40	61.4	Y
277	2:41	64.0	Y
278	2:42	64.4	Y
279	2:43	65.9	Y
280	2:44	66.3	Y
281	2:45	64.5	Y
282	2:46	62.8	Y
283	2:47	61.7	Y
284	2:48	72.7	Y
285	2:49	65.9	Y
286	2:50	65.5	Y
287	2:51	62.6	Y
288	2:52	62.2	Y
289	2:53	65.6	Y
290	2:54	67.0	Y
291	2:55	66.3	Y
292	2:56	64.9	Y
293	2:57	67.9	Y
294	2:58	64.7	Y
295	2:59	62.9	Y
296	3:00	61.6	Y
297	3:01	64.6	Y
298	3:02	68.6	Y
299	3:03	62.8	Y
300	3:04	61.0	Y

301	3:05	62.4	Y
302	3:06	65.5	Y
303	3:07	65.4	Y
304	3:08	66.7	Y
305	3:09	60.5	Y
306	3:10	64.5	Y
307	3:11	62.3	Y
308	3:12	62.9	Y
309	3:13	65.1	Y
310	3:14	66.5	Y
311	3:15	61.3	Y
312	3:16	65.9	Y
313	3:17	65.6	Y
314	3:18	63.7	Y
315	3:19	65.6	Y
316	3:20	66.5	Y
317	3:21	65.4	Y
318	3:22	62.1	Y
319	3:23	64.4	Y
320	3:24	65.8	Y
321	3:25	65.9	Y
322	3:26	65.3	Y
323	3:27	67.3	Y
324	3:28	64.1	Y
325	3:29	67.3	Y
326	3:30	67.7	Y
327	3:31	65.7	Y
328	3:32	63.0	Y
329	3:33	64.5	Y
330	3:34	66.2	Y
331	3:35	69.3	Y
332	3:36	64.5	Y
333	3:37	65.1	Y
334	3:38	64.9	Y
335	3:39	66.4	Y
336	3:40	64.9	Y
337	3:41	65.5	Y
338	3:42	66.2	Y
339	3:43	65.4	Y
340	3:44	63.3	Y
341	3:45	66.1	Y
342	3:46	65.0	Y
343	3:47	66.6	Y
344	3:48	66.8	Y

345	3:49	66.7	Y
346	3:50	64.0	Y
347	3:51	66.6	Y
348	3:52	63.8	Y
349	3:53	67.1	Y
350	3:54	68.1	Y
351	3:55	64.1	Y
352	3:56	62.7	Y
353	3:57	66.5	Y
354	3:58	66.9	Y
355	3:59	71.5	Y
356	4:00	62.9	Y
357	4:01	67.6	Y
358	4:02	67.2	Y
359	4:03	69.2	Y
360	4:04	67.3	Y
361	4:05	65.2	Y
362	4:06	66.3	Y
363	4:07	64.9	Y
364	4:08	67.7	Y
365	4:09	68.0	Y
366	4:10	66.0	Y
367	4:11	65.9	Y
368	4:12	69.8	Y
369	4:13	66.0	Y
370	4:14	64.9	Y
371	4:15	68.4	Y
372	4:16	66.8	Y
373	4:17	65.7	Y
374	4:18	67.3	Y
375	4:19	67.3	Y
376	4:20	68.0	Y
377	4:21	67.5	Y
378	4:22	66.8	Y
379	4:23	65.7	Y
380	4:24	67.7	Y
381	4:25	66.1	Y
382	4:26	67.5	Y
383	4:27	67.4	Y
384	4:28	68.3	Y
385	4:29	69.5	Y
386	4:30	67.0	Y
387	4:31	68.2	Y
388	4:32	65.9	Y

389	4:33	68.9	Y
390	4:34	66.9	Y
391	4:35	72.8	Y
392	4:36	69.4	Y
393	4:37	68.2	Y
394	4:38	68.5	Y
395	4:39	68.4	Y
396	4:40	68.8	Y
397	4:41	67.0	Y
398	4:42	69.8	Y
399	4:43	68.0	Y
400	4:44	68.6	Y
401	4:45	68.3	Y
402	4:46	68.4	Y
403	4:47	69.9	Y
404	4:48	68.3	Y
405	4:49	71.8	Y
406	4:50	72.9	Y
407	4:51	68.3	Y
408	4:52	68.9	Y
409	4:53	67.1	Y
410	4:54	65.9	Y
411	4:55	68.8	Y
412	4:56	68.4	Y
413	4:57	68.8	Y
414	4:58	67.7	Y
415	4:59	66.2	Y
416	5:00	66.3	Y
417	5:01	69.1	Y
418	5:02	67.1	Y
419	5:03	68.1	Y
420	5:04	72.0	Y
421	5:05	70.1	Y
422	5:06	69.9	Y
423	5:07	69.9	Y
424	5:08	69.8	Y
425	5:09	67.0	Y
426	5:10	69.5	Y
427	5:11	69.8	Y
428	5:12	71.2	Y
429	5:13	69.3	Y
430	5:14	70.1	Y
431	5:15	69.7	Y
432	5:16	71.4	Y

433	5:17	69.6	Y
434	5:18	69.7	Y
435	5:19	70.3	Y
436	5:20	70.1	Y
437	5:21	70.3	Y
438	5:22	70.5	Y
439	5:23	71.9	Y
440	5:24	69.8	Y
441	5:25	71.0	Y
442	5:26	69.8	Y
443	5:27	70.3	Y
444	5:28	70.0	Y
445	5:29	71.9	Y
446	5:30	70.3	Y
447	5:31	70.1	Y
448	5:32	70.6	Y
449	5:33	71.2	Y
450	5:34	71.2	Y
451	5:35	70.3	Y
452	5:36	70.5	Y
453	5:37	70.2	Y
454	5:38	72.0	Y
455	5:39	70.9	Y
456	5:40	71.5	Y
457	5:41	71.4	Y
458	5:42	70.4	Y
459	5:43	71.5	Y
460	5:44	71.3	Y
461	5:45	70.7	Y
462	5:46	71.1	Y
463	5:47	71.6	Y
464	5:48	71.1	Y
465	5:49	71.3	Y
466	5:50	72.0	Y
467	5:51	71.8	Y
468	5:52	70.5	Y
469	5:53	71.8	Y
470	5:54	70.9	Y
471	5:55	73.6	Y
472	5:56	71.4	Y
473	5:57	71.4	Y
474	5:58	71.7	Y
475	5:59	72.8	Y
476	6:00	70.4	Y

477	6:01	70.8	Y	
478	6:02	71.7	Y	
479	6:03	72.9	Y	
480	6:04	70.7	Y	
481	6:05	71.5	Y	
482	6:06	70.8	Y	
483	6:07	72.4	Y	
484	6:08	70.2	Y	
485	6:09	72.3	Y	
486	6:10	70.7	Y	
487	6:11	70.5	Y	
488	6:12	70.9	Y	
489	6:13	72.6	Y	
490	6:14	69.9	Y	
491	6:15	70.4	Y	
492	6:16	72.1	Y	
493	6:17	70.7	Y	
494	6:18	70.3	Y	
495	6:19	70.5	Y	
496	6:20	70.7	N	Vehicle next to meter
497	6:21	71.6	Y	
498	6:22	70.2	Y	
499	6:23	70.2	Y	
500	6:24	69.7	Y	
501	6:25	70.9	Y	
502	6:26	72.3	Y	
503	6:27	70.3	Y	
504	6:28	70.5	Y	
505	6:29	69.1	Y	
506	6:30	72.5	Y	
507	6:31	70.0	Y	
508	6:32	72.3	Y	
509	6:33	69.7	Y	
510	6:34	70.3	Y	
511	6:35	70.1	Y	
512	6:36	69.1	Y	
513	6:37	70.2	Y	
514	6:38	67.1	Y	
515	6:39	65.7	Y	
516	6:40	63.9	Y	
517	6:41	65.5	Y	
518	6:42	66.7	Y	
519	6:43	67.2	Y	
520	6:44	65.4	Y	

521	6:45	66.4	Y	
522	6:46	66.6	Y	
523	6:47	64.2	Y	
524	6:48	62.7	Y	
525	6:49	64.5	Y	
526	6:50	62.2	Y	
527	6:51	63.9	Y	
528	6:52	65.7	Y	
529	6:53	63.6	Y	
530	6:54	68.1	Y	
531	6:55	62.5	Y	
532	6:56	64.5	Y	
533	6:57	61.6	Y	
534	6:58	62.9	Y	
535	6:59	62.3	Y	
536	7:00	63.0	Y	
537	7:01	66.7	Y	
538	7:02	63.7	Y	
539	7:03	70.6	Y	
540	7:04	62.3	Y	
541	7:05	63.8	N	Vehicle next to meter
542	7:06	67.6	Y	
543	7:07	65.6	Y	
544	7:08	64.1	Y	
545	7:09	63.0	Y	
546	7:10	65.7	Y	
547	7:11	66.0	Y	
548	7:12	71.4	Y	
549	7:13	63.6	Y	
550	7:14	64.3	Y	
551	7:15	65.7	Y	
552	7:16	67.0	Y	
553	7:17	68.1	Y	
554	7:18	69.8	Y	
555	7:19	69.6	Y	
556	7:20	69.0	Y	
557	7:21	69.9	Y	
558	7:22	75.3	Y	
559	7:23	69.3	Y	
560	7:24	70.4	Y	
561	7:25	69.4	Y	
562	7:26	71.0	N	Vehicle next to meter
563	7:27	69.9	Y	
564	7:28	70.0	Y	

565	7:29	69.6	Y
566	7:30	68.9	Y
567	7:31	71.2	Y
568	7:32	68.3	Y
569	7:33	70.5	Y
570	7:34	70.0	Y
571	7:35	70.2	Y
572	7:36	71.4	Y
573	7:37	70.2	Y
574	7:38	70.8	Y
575	7:39	69.8	Y
576	7:40	70.8	Y
577	7:41	70.3	Y
578	7:42	70.1	Y
579	7:43	70.6	Y
580	7:44	72.8	Y
581	7:45	69.1	Y
582	7:46	70.6	Y
583	7:47	70.6	Y
584	7:48	70.2	Y
585	7:49	69.4	Y
586	7:50	70.3	Y
587	7:51	70.6	Y
588	7:52	71.7	Y
589	7:53	69.5	Y
590	7:54	70.8	Y
591	7:55	70.3	Y
592	7:56	70.7	Y
593	7:57	69.3	Y
594	7:58	70.3	Y
595	7:59	69.9	Y
596	8:00	71.3	Y
597	8:01	70.5	Y
598	8:02	70.7	Y
599	8:03	71.3	Y
600	8:04	73.2	Y
601	8:05	70.2	Y
602	8:06	71.4	Y
603	8:07	69.4	Y
604	8:08	71.2	Y
605	8:09	69.8	Y
606	8:10	69.9	Y
607	8:11	71.6	Y
608	8:12	69.3	Y

609	8:13	70.1	Y	
610	8:14	72.3	Y	
611	8:15	70.7	Y	
612	8:16	70.2	Y	
613	8:17	69.4	Y	
614	8:18	70.8	Y	
615	8:19	71.2	Y	
616	8:20	69.0	Y	
617	8:21	69.9	Y	
618	8:22	69.6	Y	
619	8:23	70.2	Y	
620	8:24	69.9	Y	
621	8:25	71.3	Y	
622	8:26	69.3	Y	
623	8:27	69.8	Y	
624	8:28	70.1	Y	
625	8:29	71.5	Y	
626	8:30	69.0	N	Vehicle next to meter
627	8:31	73.2	Y	
628	8:32	71.0	Y	
629	8:33	69.8	Y	
630	8:34	70.1	Y	
631	8:35	71.0	Y	
632	8:36	70.5	Y	
633	8:37	69.3	Y	
634	8:38	72.6	Y	
635	8:39	69.3	Y	
636	8:40	73.2	Y	
637	8:41	71.6	Y	
638	8:42	71.5	Y	
639	8:43	69.4	Y	
640	8:44	69.3	Y	
641	8:45	71.2	N	Construction noise
642	8:46	69.9	Y	
643	8:47	69.8	Y	
644	8:48	71.5	Y	
645	8:49	69.6	Y	
646	8:50	70.7	Y	
647	8:51	70.5	Y	
648	8:52	70.8	Y	
649	8:53	69.6	Y	
650	8:54	70.4	Y	
651	8:55	70.5	N	Construction noise
652	8:56	69.3	Y	

653	8:57	70.1	Y
654	8:58	70.2	Y
655	8:59	70.8	Y
656	9:00	69.7	Y
657	9:01	70.8	Y
658	9:02	71.3	Y
659	9:03	70.8	Y
660	9:04	70.8	Y
661	9:05	70.1	Y
662	9:06	70.0	Y
663	9:07	70.3	Y
664	9:08	71.9	Y
665	9:09	69.9	Y
666	9:10	69.7	Y
667	9:11	76.1	Y
668	9:12	70.7	Y
669	9:13	71.6	Y
670	9:14	69.1	Y
671	9:15	70.1	Y
672	9:16	71.2	Y
673	9:17	70.2	Y
674	9:18	70.9	Y
675	9:19	71.1	Y
676	9:20	69.9	Y
677	9:21	70.2	Y
678	9:22	75.4	Y
679	9:23	73.3	Y
680	9:24	70.6	Y
681	9:25	71.7	Y
682	9:26	70.2	Y
683	9:27	70.3	Y
684	9:28	68.8	Y
685	9:29	70.4	Y
686	9:30	70.3	Y
687	9:31	71.1	Y
688	9:32	70.9	Y
689	9:33	70.5	Y
690	9:34	71.4	Y
691	9:35	69.9	Y
692	9:36	70.9	Y
693	9:37	70.5	Y
694	9:38	70.0	Y
695	9:39	71.6	Y
696	9:40	70.1	Y

697	9:41	70.8	Y	
698	9:42	70.2	Y	
699	9:43	71.6	Y	
700	9:44	71.5	Y	
701	9:45	70.5	N	People talking
702	9:46	69.9	Y	
703	9:47	69.7	Y	
704	9:48	69.5	Y	
705	9:49	70.7	Y	
706	9:50	71.0	Y	
707	9:51	69.4	Y	
708	9:52	71.8	Y	
709	9:53	70.2	Y	
710	9:54	68.2	Y	
711	9:55	69.1	Y	
712	9:56	69.2	Y	
713	9:57	70.7	Y	
714	9:58	69.5	Y	
715	9:59	70.2	Y	
716	10:00	70.5	Y	
717	10:01	69.6	Y	
718	10:02	70.0	Y	
719	10:03	69.7	Y	
720	10:04	72.1	Y	
721	10:05	69.9	Y	
722	10:06	68.5	Y	
723	10:07	70.2	Y	
724	10:08	70.3	Y	
725	10:09	71.1	Y	
726	10:10	69.8	N	People talking
727	10:11	70.9	Y	
728	10:12	71.6	Y	
729	10:13	71.3	Y	
730	10:14	69.3	N	Construction noise
731	10:15	70.6	Y	
732	10:16	70.1	Y	
733	10:17	69.9	Y	
734	10:18	70.3	Y	
735	10:19	69.5	Y	
736	10:20	69.6	Y	
737	10:21	70.8	Y	
738	10:22	70.0	Y	
739	10:23	72.7	Y	
740	10:24	71.0	Y	

741	10:25	70.7	Y	
742	10:26	69.6	Y	
743	10:27	69.7	Y	
744	10:28	72.2	Y	
745	10:29	69.3	Y	
746	10:30	69.1	Y	
747	10:31	70.9	Y	
748	10:32	70.9	Y	
749	10:33	70.0	Y	
750	10:34	71.1	Y	
751	10:35	71.6	Y	
752	10:36	70.7	Y	
753	10:37	69.9	Y	
754	10:38	69.5	Y	
755	10:39	71.4	Y	
756	10:40	69.5	Y	
757	10:41	68.8	Y	
758	10:42	70.9	Y	
759	10:43	71.4	Y	
760	10:44	71.2	Y	
761	10:45	70.7	Y	
762	10:46	72.3	Y	
763	10:47	69.6	Y	
764	10:48	69.1	Y	
765	10:49	71.3	N	Vehicle next to meter
766	10:50	72.4	Y	
767	10:51	70.0	Y	
768	10:52	71.1	Y	
769	10:53	70.8	Y	
770	10:54	69.2	Y	
771	10:55	70.2	Y	
772	10:56	71.3	Y	
773	10:57	68.9	Y	
774	10:58	70.6	Y	
775	10:59	70.6	Y	
776	11:00	70.0	Y	
777	11:01	70.2	Y	
778	11:02	70.2	Y	
779	11:03	69.3	Y	
780	11:04	69.3	Y	
781	11:05	69.4	Y	
782	11:06	71.3	Y	
783	11:07	70.7	Y	
784	11:08	70.2	Y	

785	11:09	70.5	Y
786	11:10	70.0	Y
787	11:11	69.6	Y
788	11:12	71.3	Y
789	11:13	68.8	Y
790	11:14	69.1	Y
791	11:15	70.5	Y
792	11:16	69.5	Y
793	11:17	72.9	Y
794	11:18	71.6	Y
795	11:19	70.7	Y
796	11:20	71.0	Y
797	11:21	70.3	Y
798	11:22	69.6	Y
799	11:23	70.7	Y
800	11:24	70.5	Y
801	11:25	72.8	Y
802	11:26	70.8	Y
803	11:27	69.8	Y
804	11:28	69.8	Y
805	11:29	70.1	Y
806	11:30	70.4	Y
807	11:31	69.9	Y
808	11:32	71.2	Y
809	11:33	71.1	Y
810	11:34	69.6	Y
811	11:35	70.3	Y
812	11:36	69.8	Y
813	11:37	70.9	Y
814	11:38	69.2	Y
815	11:39	69.9	Y
816	11:40	70.3	Y
817	11:41	72.1	Y
818	11:42	72.8	Y
819	11:43	70.1	Y
820	11:44	70.3	Y
821	11:45	70.0	Y
822	11:46	71.8	Y
823	11:47	70.3	Y
824	11:48	70.1	Y
825	11:49	70.8	Y
826	11:50	69.5	Y
827	11:51	71.6	Y
828	11:52	70.4	Y

829	11:53	72.1	Y	
830	11:54	72.1	Y	
831	11:55	69.7	Y	
832	11:56	70.8	Y	
833	11:57	73.2	Y	
834	11:58	69.9	Y	
835	11:59	69.6	Y	
836	12:00	71.3	Y	
837	12:01	69.8	Y	
838	12:02	69.8	Y	
839	12:03	70.0	Y	
840	12:04	70.0	Y	
841	12:05	69.6	N	Vehicle beeping
842	12:06	69.0	Y	
843	12:07	71.6	Y	
844	12:08	74.5	Y	
845	12:09	71.4	Y	
846	12:10	70.0	Y	
847	12:11	70.7	Y	
848	12:12	70.1	Y	
849	12:13	69.7	Y	
850	12:14	69.1	Y	
851	12:15	69.9	Y	
852	12:16	68.0	Y	
853	12:17	70.3	Y	
854	12:18	69.4	Y	
855	12:19	68.7	Y	
856	12:20	69.8	Y	
857	12:21	72.0	Y	
858	12:22	70.7	Y	
859	12:23	70.2	Y	
860	12:24	69.7	Y	
861	12:25	70.8	Y	
862	12:26	70.9	Y	
863	12:27	69.9	Y	
864	12:28	70.5	Y	
865	12:29	73.6	Y	
866	12:30	68.7	Y	
867	12:31	70.8	Y	
868	12:32	70.5	Y	
869	12:33	69.8	Y	
870	12:34	74.9	Y	
871	12:35	69.6	Y	
872	12:36	70.9	Y	

873	12:37	71.1	Y
874	12:38	72.0	Y
875	12:39	70.7	Y
876	12:40	71.4	Y
877	12:41	68.8	Y
878	12:42	70.2	Y
879	12:43	69.9	Y
880	12:44	71.8	Y
881	12:45	71.8	Y
882	12:46	71.8	Y
883	12:47	71.2	Y
884	12:48	71.4	Y
885	12:49	71.3	Y
886	12:50	70.1	Y
887	12:51	70.5	Y
888	12:52	71.7	Y
889	12:53	71.9	Y
890	12:54	69.9	Y
891	12:55	71.6	Y
892	12:56	70.1	Y
893	12:57	71.0	Y
894	12:58	71.5	Y
895	12:59	72.3	Y
896	13:00	70.0	Y
897	13:01	71.4	Y
898	13:02	71.3	Y
899	13:03	70.5	Y
900	13:04	70.7	Y
901	13:05	70.8	Y
902	13:06	71.0	Y
903	13:07	71.9	Y
904	13:08	70.0	Y
905	13:09	70.8	Y
906	13:10	70.5	Y
907	13:11	71.0	Y
908	13:12	71.1	Y
909	13:13	70.7	Y
910	13:14	70.5	Y
911	13:15	70.5	Y
912	13:16	70.1	Y
913	13:17	70.0	Y
914	13:18	70.3	Y
915	13:19	70.3	Y
916	13:20	70.7	Y

917	13:21	70.0	Y	
918	13:22	69.0	Y	
919	13:23	71.8	Y	
920	13:24	70.7	Y	
921	13:25	69.0	Y	
922	13:26	70.7	Y	
923	13:27	68.0	Y	
924	13:28	70.3	Y	
925	13:29	73.1	Y	
926	13:30	71.0	Y	
927	13:31	70.3	Y	
928	13:32	69.7	Y	
929	13:33	69.5	Y	
930	13:34	69.2	Y	
931	13:35	69.4	Y	
932	13:36	69.8	Y	
933	13:37	72.1	Y	
934	13:38	71.0	Y	
935	13:39	72.6	Y	
936	13:40	69.9	Y	
937	13:41	70.6	Y	
938	13:42	69.6	Y	
939	13:43	70.5	Y	
940	13:44	68.9	Y	
941	13:45	69.8	Y	
942	13:46	70.1	Y	
943	13:47	69.9	Y	
944	13:48	70.3	Y	
945	13:49	70.6	Y	
946	13:50	70.7	Y	
947	13:51	68.9	Y	
948	13:52	69.5	Y	
949	13:53	71.0	Y	
950	13:54	68.9	Y	
951	13:55	71.8	Y	
952	13:56	71.3	Y	
953	13:57	69.0	Y	
954	13:58	70.2	Y	
955	13:59	69.9	Y	
956	14:00	70.2	Y	
957	14:01	69.4	Y	
958	14:02	70.0	Y	
959	14:03	70.2	Y	
960	14:04	70.8	N	Sirens

961	14:05	71.2	Y	
962	14:06	70.0	Y	
963	14:07	70.6	Y	
964	14:08	69.5	Y	
965	14:09	70.9	Y	
966	14:10	70.6	Y	
967	14:11	71.6	Y	
968	14:12	72.0	Y	
969	14:13	70.8	Y	
970	14:14	70.5	Y	
971	14:15	68.9	N	Car horn
972	14:16	70.6	Y	
973	14:17	70.5	Y	
974	14:18	69.9	Y	
975	14:19	71.3	Y	
976	14:20	70.1	Y	
977	14:21	71.5	Y	
978	14:22	73.3	Y	
979	14:23	69.1	Y	
980	14:24	70.1	Y	
981	14:25	72.7	Y	
982	14:26	70.4	Y	
983	14:27	70.0	Y	
984	14:28	70.5	Y	
985	14:29	70.5	Y	
986	14:30	72.1	Y	
987	14:31	70.4	Y	
988	14:32	71.8	Y	
989	14:33	69.4	Y	
990	14:34	68.2	Y	
991	14:35	68.6	Y	
992	14:36	70.1	Y	
993	14:37	70.5	Y	
994	14:38	70.7	Y	
995	14:39	71.2	Y	
996	14:40	70.1	Y	
997	14:41	70.7	Y	
998	14:42	69.3	Y	
999	14:43	72.7	Y	
1000	14:44	71.0	Y	
1001	14:45	70.5	Y	
1002	14:46	70.3	Y	
1003	14:47	70.1	Y	
1004	14:48	69.2	Y	

1005	14:49	70.0	Y	
1006	14:50	71.2	Y	
1007	14:51	69.8	Y	
1008	14:52	70.3	Y	
1009	14:53	70.5	Y	
1010	14:54	73.8	N	Vehicle next to meter
1011	14:55	71.1	Y	
1012	14:56	69.4	Y	
1013	14:57	70.5	Y	
1014	14:58	71.8	Y	
1015	14:59	70.0	Y	
1016	15:00	69.8	Y	
1017	15:01	70.2	Y	
1018	15:02	69.8	Y	
1019	15:03	71.7	Y	
1020	15:04	72.9	Y	
1021	15:05	71.4	Y	
1022	15:06	69.4	Y	
1023	15:07	73.6	Y	
1024	15:08	73.2	Y	
1025	15:09	70.8	Y	
1026	15:10	69.6	Y	
1027	15:11	71.3	Y	
1028	15:12	70.6	Y	
1029	15:13	68.8	Y	
1030	15:14	71.7	Y	
1031	15:15	70.4	Y	
1032	15:16	71.1	Y	
1033	15:17	69.9	Y	
1034	15:18	68.9	Y	
1035	15:19	70.0	Y	
1036	15:20	70.4	Y	
1037	15:21	69.7	Y	
1038	15:22	72.3	Y	
1039	15:23	71.2	Y	
1040	15:24	71.3	Y	
1041	15:25	69.5	Y	
1042	15:26	70.9	Y	
1043	15:27	70.7	Y	
1044	15:28	69.0	Y	
1045	15:29	69.8	Y	
1046	15:30	70.7	Y	
1047	15:31	71.5	Y	
1048	15:32	69.9	N	Car horn

1049	15:33	71.2	Y
1050	15:34	71.1	Y
1051	15:35	71.3	Y
1052	15:36	71.0	Y
1053	15:37	70.9	Y
1054	15:38	71.4	Y
1055	15:39	70.8	Y
1056	15:40	70.5	Y
1057	15:41	70.8	Y
1058	15:42	71.2	Y
1059	15:43	72.2	Y
1060	15:44	70.6	Y
1061	15:45	71.0	Y
1062	15:46	69.7	Y
1063	15:47	71.8	Y
1064	15:48	69.6	Y
1065	15:49	70.9	Y
1066	15:50	71.1	Y
1067	15:51	70.8	Y
1068	15:52	69.7	Y
1069	15:53	71.0	Y
1070	15:54	70.4	Y
1071	15:55	71.1	Y
1072	15:56	69.7	Y
1073	15:57	70.9	Y
1074	15:58	70.4	Y
1075	15:59	71.9	Y
1076	16:00	70.6	Y
1077	16:01	70.2	Y
1078	16:02	73.0	Y
1079	16:03	71.6	Y
1080	16:04	70.4	Y
1081	16:05	69.5	Y
1082	16:06	71.9	Y
1083	16:07	71.8	Y
1084	16:08	70.0	Y
1085	16:09	71.6	Y
1086	16:10	70.4	Y
1087	16:11	71.4	Y
1088	16:12	71.0	Y
1089	16:13	73.2	Y
1090	16:14	70.8	Y
1091	16:15	71.0	Y
1092	16:16	70.9	Y

1093	16:17	70.3	Y
1094	16:18	71.6	Y
1095	16:19	70.7	Y
1096	16:20	70.0	Y
1097	16:21	69.7	Y
1098	16:22	71.6	Y
1099	16:23	69.2	Y
1100	16:24	70.4	Y
1101	16:25	70.2	Y
1102	16:26	70.3	Y
1103	16:27	70.8	Y
1104	16:28	69.0	Y
1105	16:29	70.2	Y
1106	16:30	72.3	Y
1107	16:31	71.8	Y
1108	16:32	70.5	Y
1109	16:33	70.2	Y
1110	16:34	70.5	Y
1111	16:35	71.0	Y
1112	16:36	71.0	Y
1113	16:37	70.7	Y
1114	16:38	71.2	Y
1115	16:39	70.7	Y
1116	16:40	69.6	Y
1117	16:41	71.9	Y
1118	16:42	69.2	Y
1119	16:43	71.9	Y
1120	16:44	71.3	Y
1121	16:45	70.6	Y
1122	16:46	71.3	Y
1123	16:47	69.9	Y
1124	16:48	70.6	Y
1125	16:49	70.9	Y
1126	16:50	72.4	Y
1127	16:51	71.9	Y
1128	16:52	71.7	Y
1129	16:53	70.5	Y
1130	16:54	71.1	Y
1131	16:55	71.5	Y
1132	16:56	70.1	Y
1133	16:57	71.0	Y
1134	16:58	75.2	Y
1135	16:59	70.4	Y
1136	17:00	71.2	Y

1137	17:01	71.3	Y
1138	17:02	71.1	Y
1139	17:03	70.7	Y
1140	17:04	69.8	Y
1141	17:05	70.4	Y
1142	17:06	70.6	Y
1143	17:07	71.0	Y
1144	17:08	70.1	Y
1145	17:09	69.7	Y
1146	17:10	70.2	Y
1147	17:11	70.9	Y
1148	17:12	71.2	Y
1149	17:13	70.5	Y
1150	17:14	70.8	Y
1151	17:15	71.7	Y
1152	17:16	72.2	Y
1153	17:17	70.4	Y
1154	17:18	71.6	Y
1155	17:19	70.0	Y
1156	17:20	69.7	Y
1157	17:21	70.6	Y
1158	17:22	72.0	Y
1159	17:23	70.2	Y
1160	17:24	70.8	Y
1161	17:25	69.6	Y
1162	17:26	69.5	Y
1163	17:27	70.2	Y
1164	17:28	70.6	Y
1165	17:29	70.7	Y
1166	17:30	69.3	Y
1167	17:31	70.4	Y
1168	17:32	71.0	Y
1169	17:33	71.5	Y
1170	17:34	69.6	Y
1171	17:35	69.7	Y
1172	17:36	70.5	Y
1173	17:37	73.0	Y
1174	17:38	70.7	Y
1175	17:39	68.8	Y
1176	17:40	69.4	Y
1177	17:41	70.5	Y
1178	17:42	73.2	Y
1179	17:43	68.3	Y
1180	17:44	69.7	Y

1181	17:45	68.6	Y
1182	17:46	69.7	Y
1183	17:47	69.7	Y
1184	17:48	69.9	Y
1185	17:49	69.3	Y
1186	17:50	68.5	Y
1187	17:51	69.7	Y
1188	17:52	69.9	Y
1189	17:53	75.5	Y
1190	17:54	69.2	Y
1191	17:55	68.7	Y
1192	17:56	69.4	Y
1193	17:57	72.8	Y
1194	17:58	71.4	Y
1195	17:59	69.6	Y
1196	18:00	70.7	Y
1197	18:01	70.4	Y
1198	18:02	70.4	Y
1199	18:03	69.8	Y
1200	18:04	70.1	Y
1201	18:05	68.6	Y
1202	18:06	69.8	Y
1203	18:07	70.1	Y
1204	18:08	69.2	Y
1205	18:09	69.1	Y
1206	18:10	70.5	Y
1207	18:11	69.4	Y
1208	18:12	70.4	Y
1209	18:13	69.3	Y
1210	18:14	71.2	Y
1211	18:15	70.4	Y
1212	18:16	69.3	Y
1213	18:17	69.9	Y
1214	18:18	69.0	Y
1215	18:19	69.3	Y
1216	18:20	70.7	Y
1217	18:21	69.5	Y
1218	18:22	67.8	Y
1219	18:23	69.7	Y
1220	18:24	69.2	Y
1221	18:25	68.5	Y
1222	18:26	70.7	Y
1223	18:27	69.4	Y
1224	18:28	69.8	Y

1225	18:29	68.2	Y	
1226	18:30	70.6	Y	
1227	18:31	70.6	Y	
1228	18:32	68.0	Y	
1229	18:33	68.8	Y	
1230	18:34	70.1	Y	
1231	18:35	69.1	Y	
1232	18:36	69.4	Y	
1233	18:37	69.3	Y	
1234	18:38	68.4	Y	
1235	18:39	69.6	Y	
1236	18:40	70.0	Y	
1237	18:41	69.7	Y	
1238	18:42	70.7	Y	
1239	18:43	68.3	Y	
1240	18:44	69.5	N	Vehicle next to meter
1241	18:45	70.1	Y	
1242	18:46	69.0	Y	
1243	18:47	69.6	Y	
1244	18:48	71.9	Y	
1245	18:49	69.8	Y	
1246	18:50	68.8	Y	
1247	18:51	72.2	Y	
1248	18:52	69.8	Y	
1249	18:53	71.5	Y	
1250	18:54	68.4	Y	
1251	18:55	66.8	Y	
1252	18:56	69.3	Y	
1253	18:57	71.1	Y	
1254	18:58	69.6	Y	
1255	18:59	68.9	Y	
1256	19:00	68.5	Y	
1257	19:01	68.4	Y	
1258	19:02	70.8	Y	
1259	19:03	69.9	Y	
1260	19:04	68.4	Y	
1261	19:05	70.2	Y	
1262	19:06	71.1	Y	
1263	19:07	67.5	Y	
1264	19:08	72.7	Y	
1265	19:09	72.1	Y	
1266	19:10	68.5	Y	
1267	19:11	70.8	Y	
1268	19:12	67.7	Y	

1269	19:13	70.2	Y
1270	19:14	69.0	Y
1271	19:15	68.5	Y
1272	19:16	69.8	Y
1273	19:17	70.2	Y
1274	19:18	69.7	Y
1275	19:19	69.0	Y
1276	19:20	70.5	Y
1277	19:21	72.2	Y
1278	19:22	68.8	Y
1279	19:23	68.4	Y
1280	19:24	69.7	Y
1281	19:25	69.5	Y
1282	19:26	71.1	Y
1283	19:27	69.1	Y
1284	19:28	68.6	Y
1285	19:29	72.6	Y
1286	19:30	68.9	Y
1287	19:31	67.9	Y
1288	19:32	69.7	Y
1289	19:33	69.3	Y
1290	19:34	69.0	Y
1291	19:35	68.1	Y
1292	19:36	68.0	Y
1293	19:37	68.2	Y
1294	19:38	72.8	Y
1295	19:39	69.3	Y
1296	19:40	69.3	Y
1297	19:41	69.8	Y
1298	19:42	67.8	Y
1299	19:43	67.9	Y
1300	19:44	68.2	Y
1301	19:45	69.5	Y
1302	19:46	69.4	Y
1303	19:47	68.5	Y
1304	19:48	69.2	Y
1305	19:49	69.2	Y
1306	19:50	68.4	Y
1307	19:51	71.1	Y
1308	19:52	67.8	Y
1309	19:53	68.0	Y
1310	19:54	70.5	Y
1311	19:55	68.8	Y
1312	19:56	67.9	Y

1313	19:57	69.5	N	Car horn
1314	19:58	68.0	Y	
1315	19:59	67.5	Y	
1316	20:00	68.2	Y	
1317	20:01	68.7	Y	
1318	20:02	69.0	Y	
1319	20:03	67.4	Y	
1320	20:04	67.2	Y	
1321	20:05	68.7	Y	
1322	20:06	68.9	Y	
1323	20:07	68.5	Y	
1324	20:08	68.8	Y	
1325	20:09	68.6	Y	
1326	20:10	67.4	Y	
1327	20:11	69.9	Y	
1328	20:12	69.6	Y	
1329	20:13	68.8	Y	
1330	20:14	69.5	Y	
1331	20:15	68.5	Y	
1332	20:16	66.6	Y	
1333	20:17	68.1	Y	
1334	20:18	66.3	Y	
1335	20:19	71.6	Y	
1336	20:20	67.7	Y	
1337	20:21	68.1	Y	
1338	20:22	67.8	Y	
1339	20:23	67.6	N	Siren
1340	20:24	70.8	Y	
1341	20:25	68.4	Y	
1342	20:26	67.0	Y	
1343	20:27	68.5	Y	
1344	20:28	69.6	Y	
1345	20:29	68.4	Y	
1346	20:30	65.3	Y	
1347	20:31	67.0	Y	
1348	20:32	68.0	Y	
1349	20:33	67.3	Y	
1350	20:34	67.9	Y	
1351	20:35	66.8	Y	
1352	20:36	67.3	Y	
1353	20:37	66.6	Y	
1354	20:38	69.0	Y	
1355	20:39	66.9	Y	
1356	20:40	66.7	Y	

1357	20:41	68.1	Y
1358	20:42	68.3	Y
1359	20:43	68.5	Y
1360	20:44	66.7	Y
1361	20:45	70.5	Y
1362	20:46	69.6	Y
1363	20:47	68.0	Y
1364	20:48	69.5	Y
1365	20:49	69.1	Y
1366	20:50	68.1	Y
1367	20:51	67.3	Y
1368	20:52	66.9	Y
1369	20:53	67.8	Y
1370	20:54	65.7	Y
1371	20:55	69.7	Y
1372	20:56	68.0	Y
1373	20:57	67.5	Y
1374	20:58	66.3	Y
1375	20:59	66.1	Y
1376	21:00	69.1	Y
1377	21:01	68.7	Y
1378	21:02	68.6	Y
1379	21:03	69.7	Y
1380	21:04	67.3	Y
1381	21:05	67.7	Y
1382	21:06	69.9	Y
1383	21:07	68.6	Y
1384	21:08	69.4	Y
1385	21:09	69.0	Y
1386	21:10	66.1	Y
1387	21:11	68.9	Y
1388	21:12	67.5	Y
1389	21:13	65.6	Y
1390	21:14	68.6	Y
1391	21:15	69.5	Y
1392	21:16	68.0	Y
1393	21:17	68.5	Y
1394	21:18	66.6	Y
1395	21:19	66.7	Y
1396	21:20	67.4	Y
1397	21:21	67.9	Y
1398	21:22	67.2	Y
1399	21:23	67.7	Y
1400	21:24	66.2	Y

	1401	21:25	67.4	Y
	1402	21:26	69.5	Y
	1403	21:27	71.2	Y
	1404	21:28	70.3	Y
	1405	21:29	69.3	Y
	1406	21:30	67.4	Y
	1407	21:31	67.9	Y
	1408	21:32	67.1	Y
	1409	21:33	66.6	Y
	1410	21:34	68.2	Y
	1411	21:35	68.7	Y
	1412	21:36	67.6	Y
	1413	21:37	68.3	Y
	1414	21:38	67.9	Y
	1415	21:39	68.2	Y
	1416	21:40	68.9	Y
	1417	21:41	66.7	Y
	1418	21:42	66.7	Y
	1419	21:43	67.7	Y
	1420	21:44	67.2	Y
	1421	21:45	67.3	Y
	1422	21:46	66.9	Y
	1423	21:47	67.5	Y
	1424	21:48	66.9	Y
	1425	21:49	67.6	Y
	1426	21:50	66.6	Y
	1427	21:51	67.6	Y
	1428	21:52	66.2	Y
	1429	21:53	66.3	Y
	1430	21:54	67.2	Y
	1431	21:55	69.6	Y
	1432	21:56	66.1	Y
	1433	21:57	67.5	Y
	1434	21:58	65.9	Y
	1435	21:59	67.8	Y
	1436	22:00	68.5	Y
	1437	22:01	65.6	Y
	1438	22:02	67.5	Y
	1439	22:03	65.3	Y
	1440	22:04	68.7	Y
	1441	22:05	67.9	Y
Peak		5:30-6:30	71.2	



Date: 4/18/24.

Photographer: EC.

1	**Location / Orientation**	961 Seven Oaks Boulevard (35.94210°, -86.53855°) facing southeast
	Remarks	MP-20



Date: 4/18/24.

Photographer: EC.

2	**Location / Orientation**	961 Seven Oaks Boulevard (35.94210°, -86.53855°) facing northwest
	Remarks	MP-20

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-20 Meter Serial Number: 0165[illegible]9

Date: 4/18/24 Personnel: Lady, Cameron

Run Number: 17

Timer Start: 9:29 Timer End: 9:50

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 69 Time Assessed: 9:27

Wind Speed 0.5 Time Assessed: 9:27

Wind Direction NE Time Assessed: 9:27

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 71° Time Assessed: 9:52

Wind Speed 01 Time Assessed: 9:51

Wind Direction NE Time Assessed: 9:51

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	9:21	9:51
Calibration Level	114	114

RESULTS FROM METER

LAeq: 61.5 Time: 9:51

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	11/18/24	
Address/Location	1161 Seven Oaks Blvd	
Land Use	B	
Analyst Name	Lilly, Covington	
Meteorological Conditions		
Temperature(s)	69	
Wind Speed(s)	0.5	
Wind Direction(s)	NE	
Calibration		
Meter/Analyzer	0165999	
	Pre-Measurement	Post-Measurement
Calibration Time	9:21	9:51
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	9:29	
2	9:30	Neighborhood noises
3	9:31	car starting up
4	9:32	bird chirping loudly in front of mic
5	9:33	
6	9:34	
7	9:35	
8	9:36	
9	9:37	
10	9:38	
11	9:39	
12	9:40	
13	9:41	
14	9:42	
15	9:43	
16	9:44	noise from analyst
17	9:45	
18	9:46	
19	9:47	noise from car
20	9:48	bird singing loudly
21	9:49	
22	9:50	meter ended
23		
24		
25		
26		
27		
28		
29		
30		

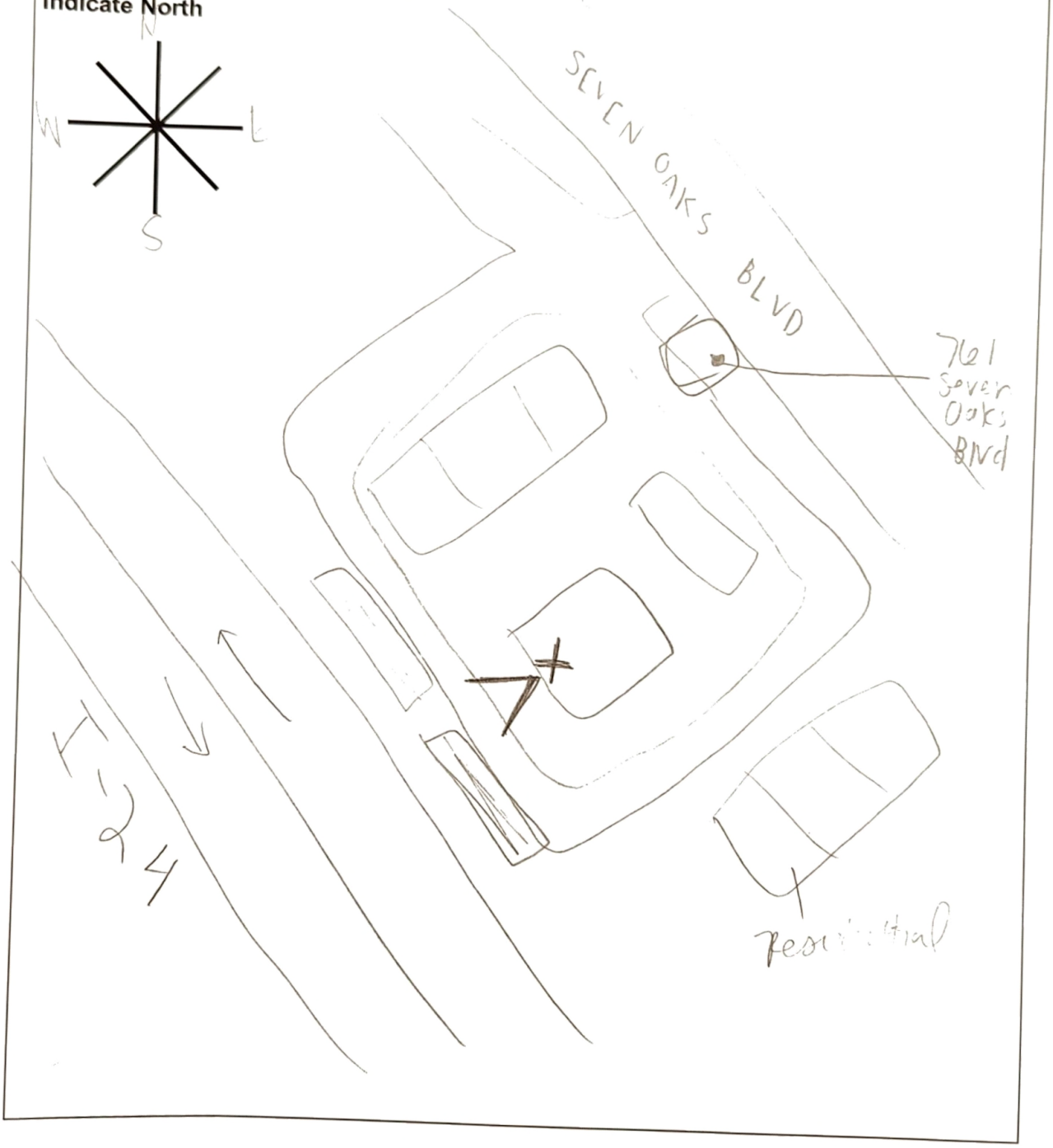
TDOT Go.

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/18/24
Address	761 Seven Oaks Blvd (MP 20)
Land Use	

Indicate North



I-24, Davidson and Rutherford County
MP-20

Date: 4/18/2024
Site: 961 Seven Oaks Boulevard
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	9:29	61.9	Y	
2	9:30	62.6	N	Noise from Residence
3	9:31	61.4	N	Noise from Residence
4	9:32	62.2	Y	
5	9:33	62.6	Y	
6	9:34	61.5	Y	
7	9:35	62.4	Y	
8	9:36	61.6	Y	
9	9:37	62.3	Y	
10	9:38	61.2	Y	
11	9:39	61.3	Y	
12	9:40	63.1	Y	
13	9:41	61.0	Y	
14	9:42	60.9	Y	
15	9:43	58.8	Y	
16	9:44	59.3	Y	
17	9:45	60.2	Y	
18	9:46	60.0	Y	
19	9:47	61.3	N	Noise from Residence
20	9:48	62.9	N	Noise from Residence
21	9:49	60.0	Y	
22	9:50	59.2	Y	
Total		61.4		



Date: 4/17/24.

Photographer: JR/EM.

1	**Location / Orientation**	642 Olive Branch Road (35.94480°, -86.54466°) facing north
	Remarks	MP-21



Date: 4/17/24.

Photographer: JR/EM.

2	**Location / Orientation**	642 Olive Branch Road (35.94480°, -86.54466°) facing south
	Remarks	MP-21

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-21 Meter Serial Number: 22068264

Date: 4-17-2024 Personnel: J. Rowe & E. Mollish

Run Number: 020

Timer Start: 17:09 Timer End: 17:28

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 79.1 Time Assessed: 17:08

Wind Speed 3.5 Time Assessed: 1708

Wind Direction NE Time Assessed: 1708

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 79.0 Time Assessed: 17:29

Wind Speed 3.4 Time Assessed: 17:29

Wind Direction NE Time Assessed: 17:29

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	17:08	17:28
Calibration Level	114	114

RESULTS FROM METER

LAeq: 67.4 Time: 17:28

~~point offset~~

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-2024	
Address/Location	642 Olive Branch Rd (MP-21)	
Land Use	B	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	79.1°F	
Wind Speed(s)	3.5 mph	
Wind Direction(s)	NE	
Calibration		
Meter/Analyzer	CASELLA 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	17:08	17:28
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	17:09	Beginning of test
2	17:10	Various Barking dogs
3	17:11	
4	17:12	
5	17:13	
6	17:14	
7	17:15	
8	17:16	
9	17:17	
10	17:18	
11	17:19	Siren
12	17:20	
13	17:21	
14	17:22	
15	17:23	
16	17:24	
17	17:25	
18	17:26	
19	17:27	
20	17:28	End of test
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

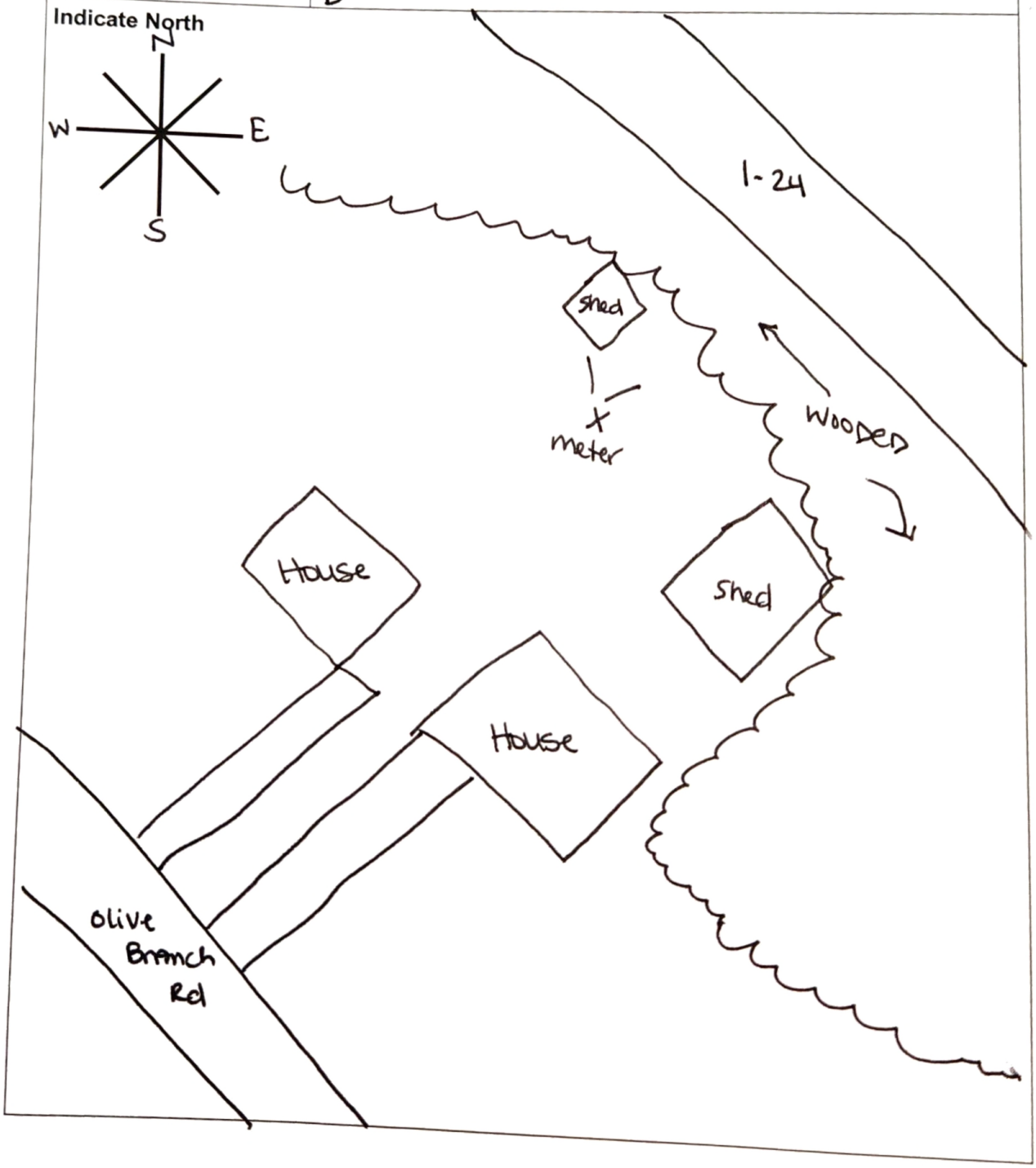
TDOT Go.

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-2024
Address	642 Olive Branch Rd (MP-21)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-21

Date: 4/17/2024
Site: 642 Olive Branch Road
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	17:09	68.3	Y	
2	17:10	66.6	N	Barking dogs
3	17:11	67.7	Y	
4	17:12	67.4	Y	
5	17:13	67.8	Y	
6	17:14	68.1	Y	
7	17:15	67.7	Y	
8	17:16	67.4	Y	
9	17:17	68.2	Y	
10	17:18	68.0	Y	
11	17:19	67.7	N	Siren
12	17:20	68.3	Y	
13	17:21	67.4	Y	
14	17:22	67.6	Y	
15	17:23	66.7	Y	
16	17:24	67.4	Y	
17	17:25	67.7	Y	
18	17:26	67.1	Y	
19	17:27	67.4	Y	
20	17:28	67.1	Y	
Total		67.5		



Date: 4/18/24.

Photographer: EC.

1	**Location / Orientation**	1301 Bundy Court (35.94632°, -86.54330°) facing northeast
	Remarks	MP-22A



Date: 4/18/24.

Photographer: EC.

2	**Location / Orientation**	1301 Bundy Court (35.94632°, -86.54330°) facing northwest
	Remarks	MP-22A

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-22A Meter Serial Number: 0 165999

Date: 4/18/24 Personnel: Lady, Covington

Run Number: 18

Timer Start: 10:10 Timer End: 10:25

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 73° Time Assessed: 10:07

Wind Speed 6.0 Time Assessed: 10:08

Wind Direction S Time Assessed: 10:08

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 73° Time Assessed: 10:26

Wind Speed 0.4 Time Assessed: 10:27

Wind Direction S Time Assessed: 10:27

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	10:08	10:26
Calibration Level	114	114

RESULTS FROM METER

LAeq: 61.2 Time: 10:26

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/18/24
Address/Location	Unknown Bundy Ct (1301 Bundy Ct)
Land Use	B
Analyst Name	Lady, Covington
Meteorological Conditions	
Temperature(s)	73°
Wind Speed(s)	6.0
Wind Direction(s)	S
Calibration	
Meter/Analyzer	01e5999

	Pre-Measurement	Post-Measurement
Calibration Time	10:08	10:25
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	10:10	Meter started
2	10:11	
3	10:12	
4	10:13	
5	10:14	
6	10:15	
7	10:16	
8	10:17	
9	10:18	
10	10:19	
11	10:20	
12	10:21	
13	10:22	
14	10:23	
15	10:24	
16	10:25	Meter ended
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

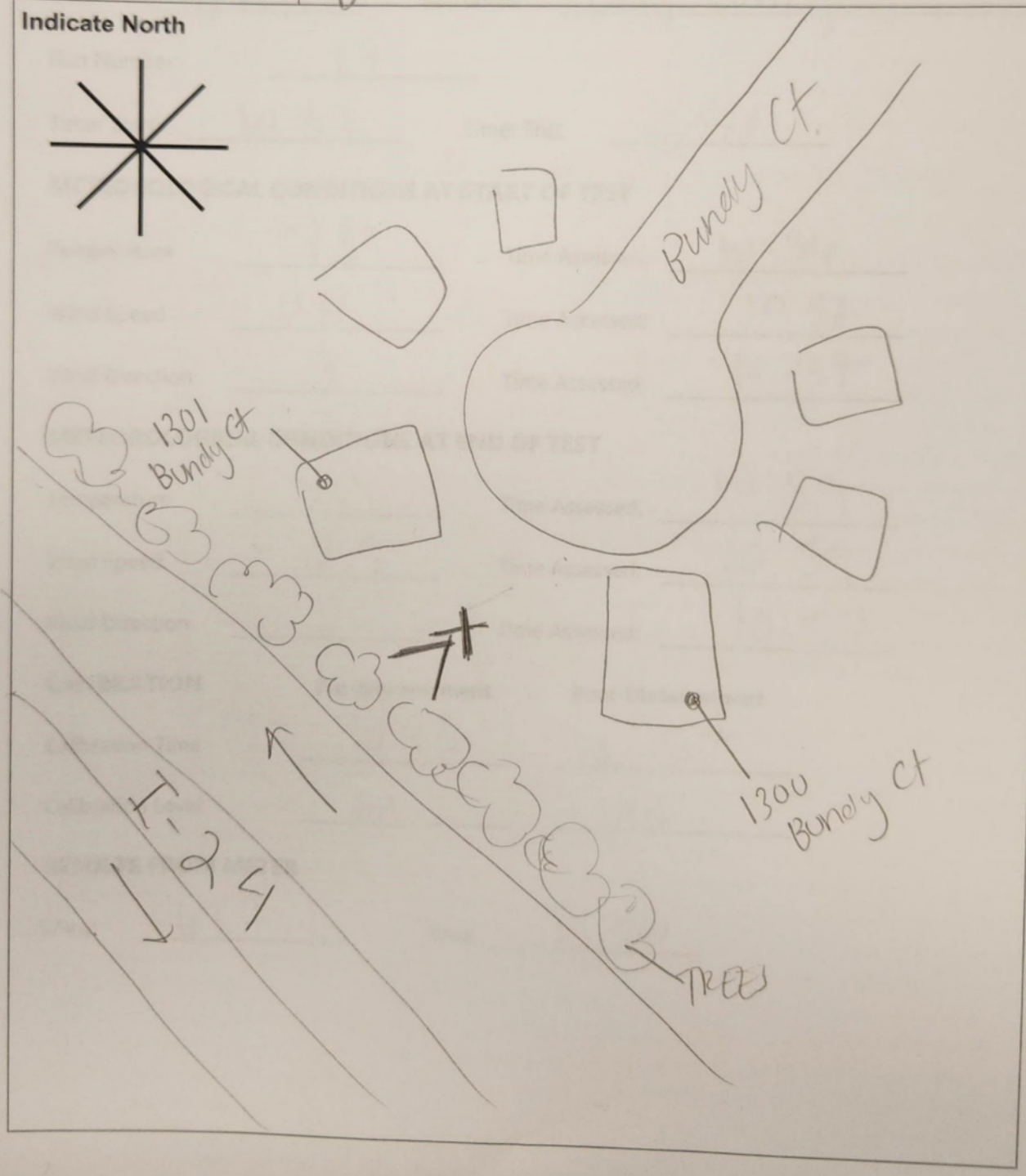
TDOT Go.

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/18/24
Address	Unknown Bundy Ct (MP-22A)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-22A

Date: 4/18/2024
Site: 1301 Bundy Court
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	10:10	60.3	Y	
2	10:11	61.8	Y	
3	10:12	62.9	Y	
4	10:13	60.8	Y	
5	10:14	60.6	Y	
6	10:15	61.8	Y	
7	10:16	61.7	Y	
8	10:17	60.5	Y	
9	10:18	60.7	Y	
10	10:19	60.6	Y	
11	10:20	61.2	Y	
12	10:21	61.0	Y	
13	10:22	60.3	Y	
14	10:23	61.9	Y	
15	10:24	60.9	Y	
16	10:25	61.2	Y	
Total		61.2		



Date: 4/17/24.

Photographer: GK/HA.

1	**Location / Orientation**	Unknown Road (35.94852°, -86.54848°) facing north
	Remarks	MP-23A



Date: 4/17/24.

Photographer: GK/HA.

2	**Location / Orientation**	Unknown Road (35.94852°, -86.54848°) facing west
	Remarks	MP-23A

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-23A Meter Serial Number: 0615999

Date: 4-17-24 Personnel: HRA + GNH

Run Number: 016

Timer Start: 1731 Timer End: 1746

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	80.6°F	Time Assessed:	1731
Wind Speed	~~0.7~~ 1.9 mph	Time Assessed:	1731
Wind Direction	SW	Time Assessed:	1731

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	80.3°F	Time Assessed:	1746
Wind Speed	2.0 mph	Time Assessed:	1746
Wind Direction	S	Time Assessed:	1746

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1730	1747
Calibration Level	114 ✓	1747

RESULTS FROM METER

LAeq: 64.7 Time: 1746

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-24	
Address/Location	MP-23A	
Land Use		
Analyst Name	HRA + GNH	
Meteorological Conditions		
Temperature(s)	start: 80.6°F	end: 80.3°F
Wind Speed(s)	start: 1.9mph	end: 2.0mph
Wind Direction(s)	start: SW	end: S
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	~~+5~~ 1730	1747
Calibration Level	114	114

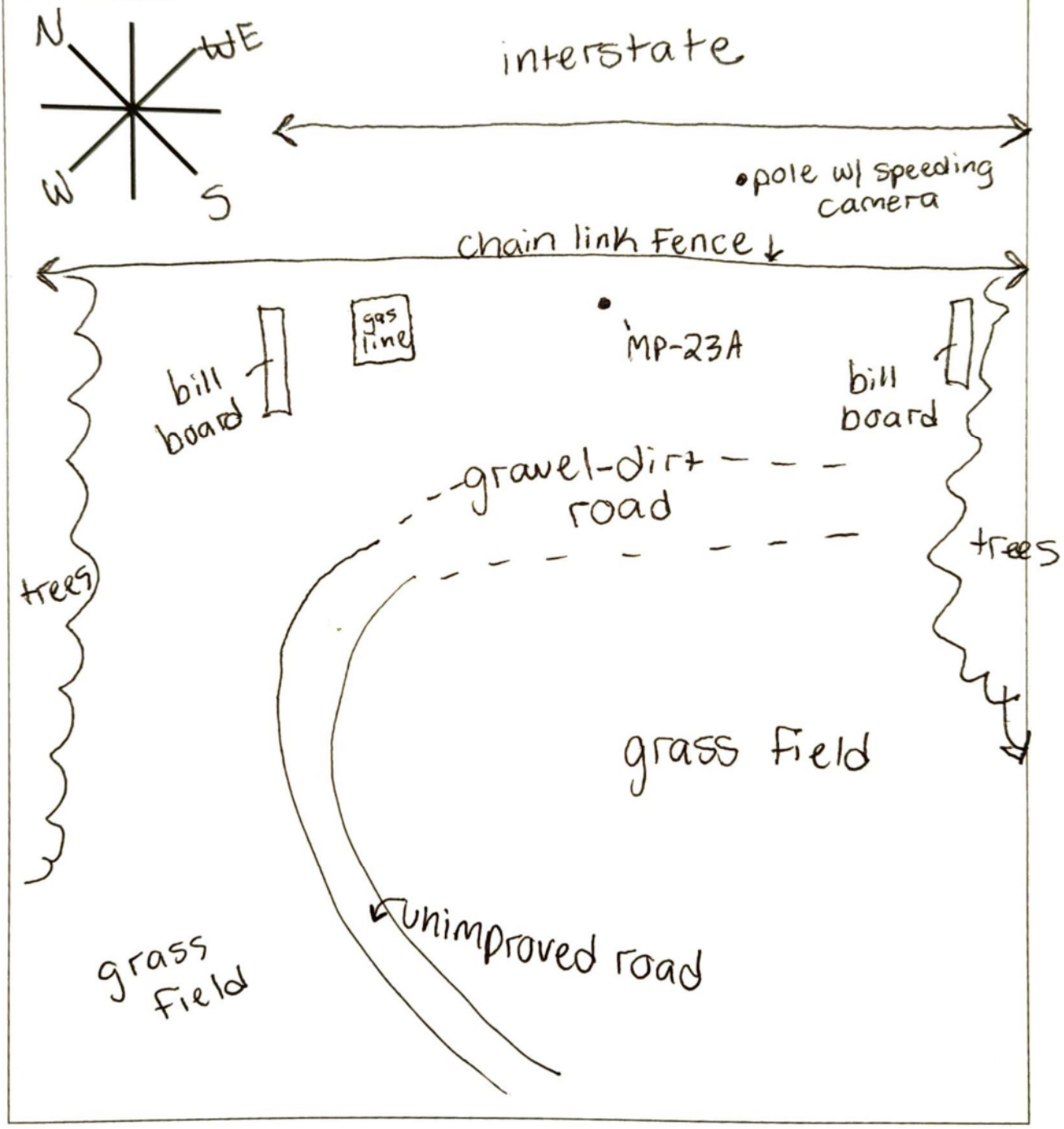
Period #	Start Time	Event Description(s)
1	1731	start test ; BG: interstate
2	1732	
3	1733	
4	1734	
5	1735	
6	1736	
7	1737	
8	1738	
9	1739	
10	~~1739~~ 1740	car honked
11	1741	
12	1742	
13	1743	
14	1744	
15	1745	
16	1746	end test
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

TDOT Go.

Noise Measurement Site Sketch
I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-24
Address	MP-23A
Land Use	

Indicate North



I-24, Davidson and Rutherford County
MP-23A

Date: 4/17/2024
Site: 35.94632, -86.54848
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	17:31	64.2	Y	
2	17:32	62.8	Y	
3	17:33	64.4	Y	
4	17:34	66.4	Y	
5	17:35	65.8	Y	
6	17:36	64.4	Y	
7	17:37	63.6	Y	
8	17:38	64.1	Y	
9	17:39	63.8	Y	
10	17:40	64.7	N	Car horn
11	17:41	64.8	Y	
12	17:42	65.3	Y	
13	17:43	66.2	Y	
14	17:44	64.1	Y	
15	17:45	64.5	Y	
16	17:46	63.7	Y	
Total		64.6		



Date: 4/18/24.

Photographer: EC.

1	**Location / Orientation**	109 Neville Court (35.94801°, -86.54547°) facing northeast
	Remarks	MP-24



Date: 4/18/24.

Photographer: EC.

2	**Location / Orientation**	109 Neville Court (35.94801°, -86.54547°) facing northwest
	Remarks	MP-24

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-24 Meter Serial Number: 01659991

Date: 4/18/24 Personnel: Lady, Covington

Run Number: 19

Timer Start: 10:39 Timer End: 10:56

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	73°	Time Assessed:	10:36
Wind Speed	0.4	Time Assessed:	10:37
Wind Direction	S	Time Assessed:	10:37

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	73°	Time Assessed:	10:59
Wind Speed	0.5	Time Assessed:	10:59
Wind Direction	S	Time Assessed:	10:59

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	10:35	10:57
Calibration Level	114	114

RESULTS FROM METER

LAeq: 63.7 Time: 10:56

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/18/24	
Address/Location	109 Neville ct (MP-24)	
Land Use	B	
Analyst Name	Lady, Covington	
Meteorological Conditions		
Temperature(s)	73°	
Wind Speed(s)	0.4	
Wind Direction(s)	S	
Calibration		
Meter/Analyzer	01659991	
	Pre-Measurement	Post-Measurement
Calibration Time	10:35	10:57
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	10:39	Meter Started
2	10:40	
3	10:41	
4	10:42	
5	10:43	
6	10:44	
7	10:45	
8	10:46	airplane overhead
9	10:47	
10	10:48	
11	10:49	
12	10:50	
13	10:51	
14	10:52	
15	10:53	
16	10:54	
17	10:55	
18	10:56	Meter ended
19		
20		
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22		
23		
24		
25		
26		
27		
28		
29		
30		

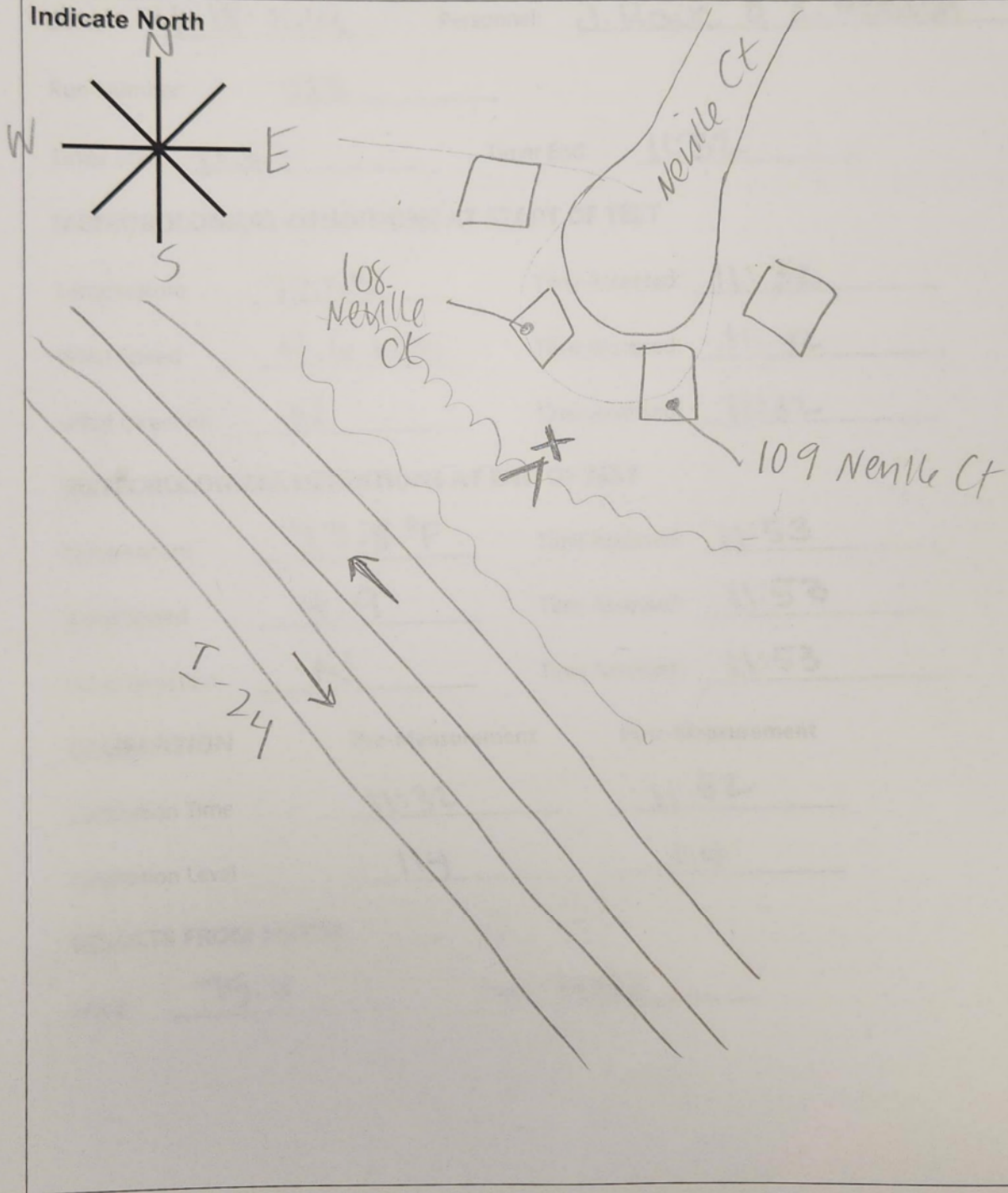
TDOT Go.

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/18/24
Address	109 Neville Ct (MP-24)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-24

Date: 4/18/2024
Site: 109 Neville Court
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	10:39	63.2	Y	
2	10:40	63.7	Y	
3	10:41	64.6	Y	
4	10:42	63.8	Y	
5	10:43	64.2	Y	
6	10:44	62.9	Y	
7	10:45	62.8	Y	
8	10:46	63.4	N	Airplane
9	10:47	63.3	Y	
10	10:48	62.9	Y	
11	10:49	64.2	Y	
12	10:50	62.1	Y	
13	10:51	65.2	Y	
14	10:52	63.1	Y	
15	10:53	64.5	Y	
16	10:54	63.1	Y	
17	10:55	64.2	Y	
18	10:56	62.9	Y	
Total		63.7		



Date: 4/17/24.

Photographer: EC

1	**Location / Orientation**	3772 Rocky Fork Road (35.95207°, -86.55377°) facing northwest
	Remarks	MP-25



Date: 4/17/24.

Photographer: EC.

2	**Location / Orientation**	3772 Rocky Fork Road (35.95207°, -86.55377°) facing southwest
	Remarks	MP-25

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP. 25 Meter Serial Number: 4637978

Date: 4/17/24 Personnel: Curwen, Covington

Run Number: 49

Timer Start: 4:53 Timer End: 5:11

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 78° Time Assessed: 4:50

Wind Speed 4.2 Time Assessed: 4:50

Wind Direction E Time Assessed: 4:50

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 78° Time Assessed: 5:12

Wind Speed 2.1 Time Assessed: 5:12

Wind Direction E Time Assessed: 5:12

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	4:51	5:13
Calibration Level	114	114

RESULTS FROM METER

LAeq: 60.5 Time: 5:13

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/17/24	
Address/Location	3772 Rocky Fork Road (MP-25)	
Land Use	B	
Analyst Name	Curwen, covington	
Meteorological Conditions		
Temperature(s)	78°	
Wind Speed(s)	4-2	
Wind Direction(s)	E	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	4:51	5:13
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	4:53	meter started
2	4:54	
3	4:55	
4	4:56	
5	4:57	
6	4:58	
7	4:59	
8	5:00	
9	5:01	
10	5:02	
11	5:03	
12	5:04	
13	5:05	
14	5:06	
15	5:07	motorcycle
16	5:08	
17	5:09	
18	5:10	
19	5:11	ended
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

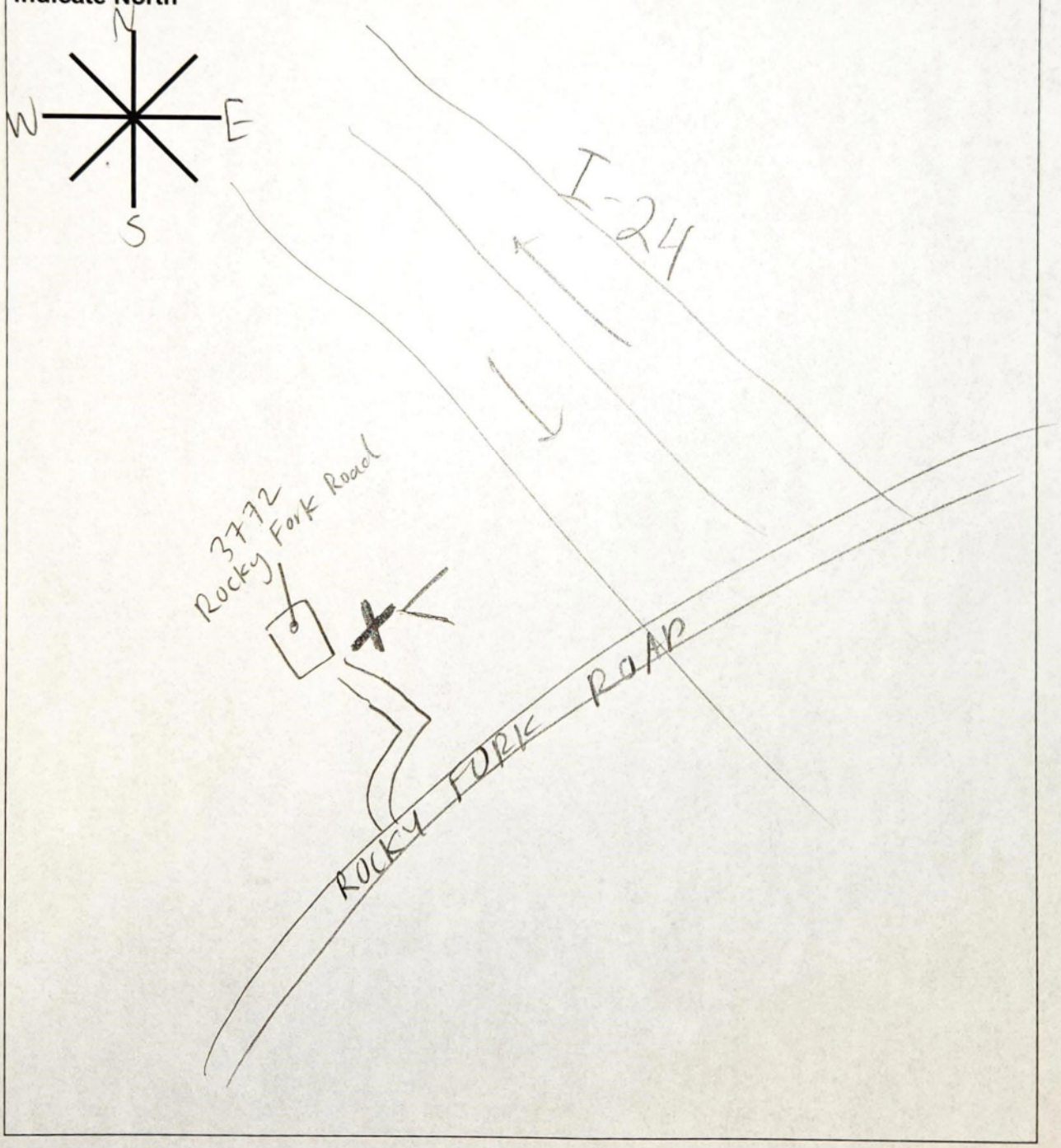
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Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/17/24
Address	3772 Rocky Fork Road (MP-25)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-25

Date: 4/17/2024
Site: 3772 Rocky Fork Road
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	16:53	61.0	Y	
2	16:54	60.5	Y	
3	16:55	60.5	Y	
4	16:56	60.6	Y	
5	16:57	60.7	Y	
6	16:58	60.5	Y	
7	16:59	59.5	Y	
8	17:00	60.3	Y	
9	17:01	60.7	Y	
10	17:02	60.7	Y	
11	17:03	61.3	Y	
12	17:04	60.0	Y	
13	17:05	60.4	Y	
14	17:06	60.2	Y	
15	17:07	61.5	Y	
16	17:08	61.5	Y	
17	17:09	61.2	Y	
18	17:10	61.3	Y	
19	17:11	59.9	Y	
Total		60.7		



Date: 4/16/24.

Photographer: JR/EM.

1	**Location / Orientation**	3530 Rocky Fork Road (35.95393°, -86.55117°) facing north
	Remarks	MP-26



Date: 4/16/24.

Photographer: JR/EM.

2	**Location / Orientation**	3530 Rocky Fork Road (35.95393°,-86.55117°) facing east
	Remarks	MP-26

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-26 Meter Serial Number: 2206826

Date: 4-16-24 Personnel: J. Rowe & E. Mollish

Run Number: 001

Timer Start: 0731 Timer End: 07:50

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 71.8°F Time Assessed: 07:28

Wind Speed 3.6 Time Assessed: 07:28

Wind Direction East Time Assessed: 07:28

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 71.3 Time Assessed: 07:50

Wind Speed 3/6 0.0 Time Assessed: 07:50

Wind Direction East Time Assessed: 07:50

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	07:27	07:50
Calibration Level	114	114

RESULTS FROM METER

LAeq: 65.5 Time: 07:50

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024	
Address/Location	3530 Rocky Fork Rd (MP-26)	
Land Use	B	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	71.8°F	
Wind Speed(s)	3.6 mph	
Wind Direction(s)	East	
Calibration		
Meter/Analyzer	Casella 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	07:28	07:50
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	07:31	start of test
2	07:32	
3	07:33	
4	07:34	
5	07:35	
6	07:36	
7	07:37	
8	07:38	
9	07:39	
10	07:40	
11	07:41	
12	07:42	
13	07:43	
14	07:44	Dog Barking
15	07:45	I
16	07:46	
17	07:47	
18	07:48	
19	07:49	
20	07:50	End of test
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

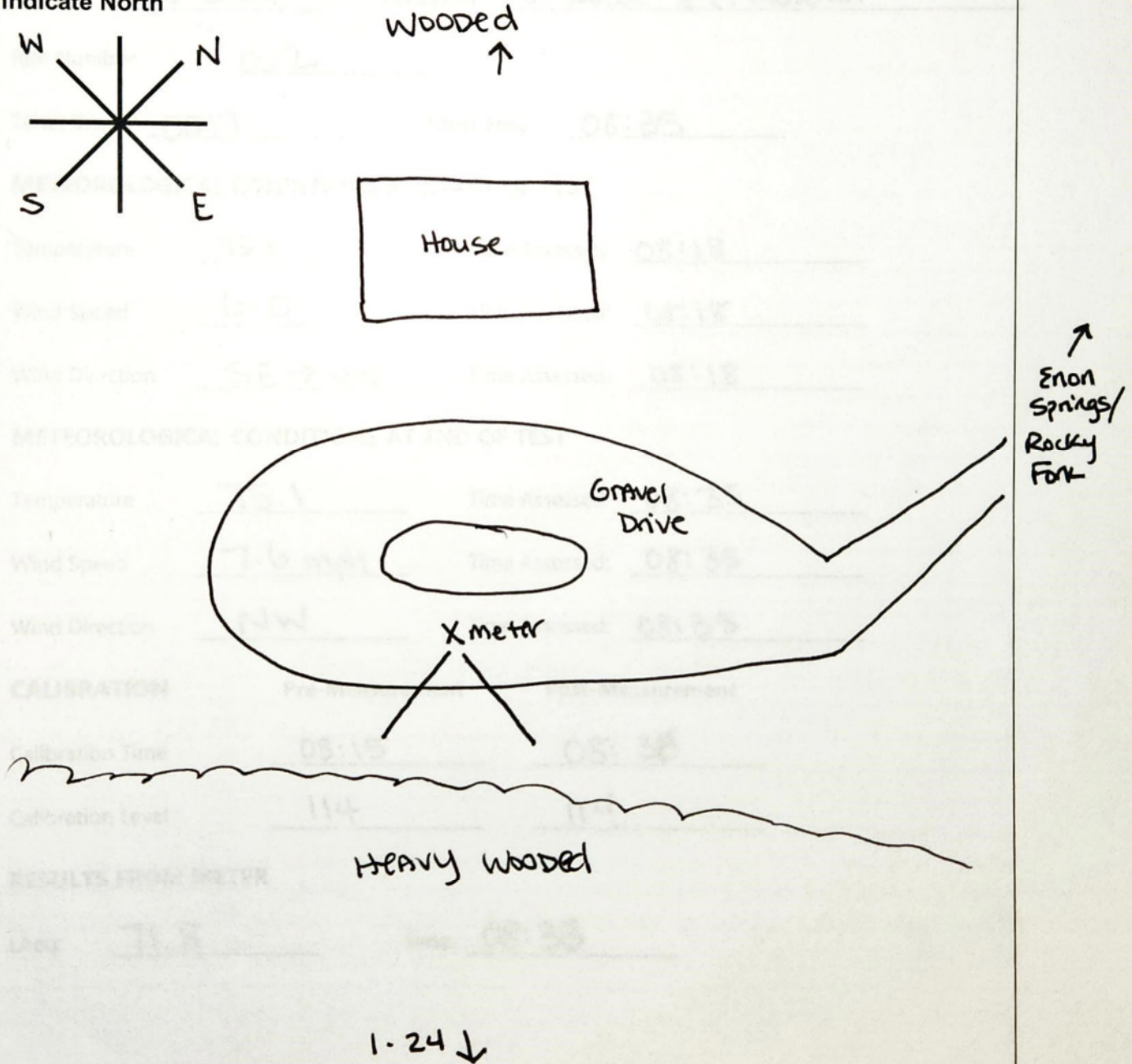
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024
Address	3530 Rocky Fork Rd (MP-26)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-26

Date: 4/16/2024
Site: 3530 Rocky Fork Road
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	7:31	65.5	Y	
2	7:32	64.3	Y	
3	7:33	65.4	Y	
4	7:34	65.1	Y	
5	7:35	65.3	Y	
6	7:36	65.7	Y	
7	7:37	65.0	Y	
8	7:38	65.2	Y	
9	7:39	65.9	Y	
10	7:40	65.3	Y	
11	7:41	65.6	Y	
12	7:42	65.9	Y	
13	7:43	65.5	Y	
14	7:44	66.3	N	Dog Barking
15	7:45	66.6	N	Dog Barking
16	7:46	64.9	N	Dog Barking
17	7:47	66.4	Y	
18	7:48	64.2	Y	
19	7:49	65.5	Y	
20	7:50	65.0	Y	
Total		65.5		



Date: 4/16/24.

Photographer: JR/EM.

1	**Location / Orientation**	2977 Greentree Drive (35.95702°, -86.55821°) facing south
	Remarks	MP-27



Date: 4/16/24.

Photographer: JR/EM.

2	**Location / Orientation**	2977 Greentree Drive (35.95702°, -86.55821°) facing west
	Remarks	MP-27

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-27 Meter Serial Number: 2206826

Date: 4-16-2024 Personnel: J. Rowe & E. Mollish

Run Number: 009

Timer Start: 13:44 Timer End: 14:03

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 83.1 Time Assessed: 13:43

Wind Speed ~~5~~ 6 8.7 Time Assessed: 13:43

Wind Direction N Time Assessed: 13:43

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 83.6 Time Assessed: 14:05

Wind Speed 9.0 Time Assessed: 14:05

Wind Direction N Time Assessed: 14:05

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	13:43	14:05
Calibration Level	114	114

RESULTS FROM METER

LAeq: 71.3 Time: 14.05

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024	
Address/Location	2973 Greentree Dr (MP-~~28~~ 27)	
Land Use	B	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	83.1	
Wind Speed(s)	~~5~~ 8.7	
Wind Direction(s)	N	
Calibration		
Meter/Analyzer	CASELLA 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	13:43	
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	13:44	Beginning of test
2	13:45	Wind Gust 15.0
3	13:46	
4	13:47	
5	13:48	16.8 Wind Gust
6	13:49	
7	13:50	12.6 Wind Gust
8	13:51	
9	13:52	
10	13:53	
11	13:54	
12	13:55	
13	13:56	
14	13:57	
15	13:58	
16	13:59	
17	14:00	
18	14:01	
19	14:02	
20	14:03	12.6 Wind Gust
21	1404	
22	14:05	
23		
24		
25		
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28		
29		
30		

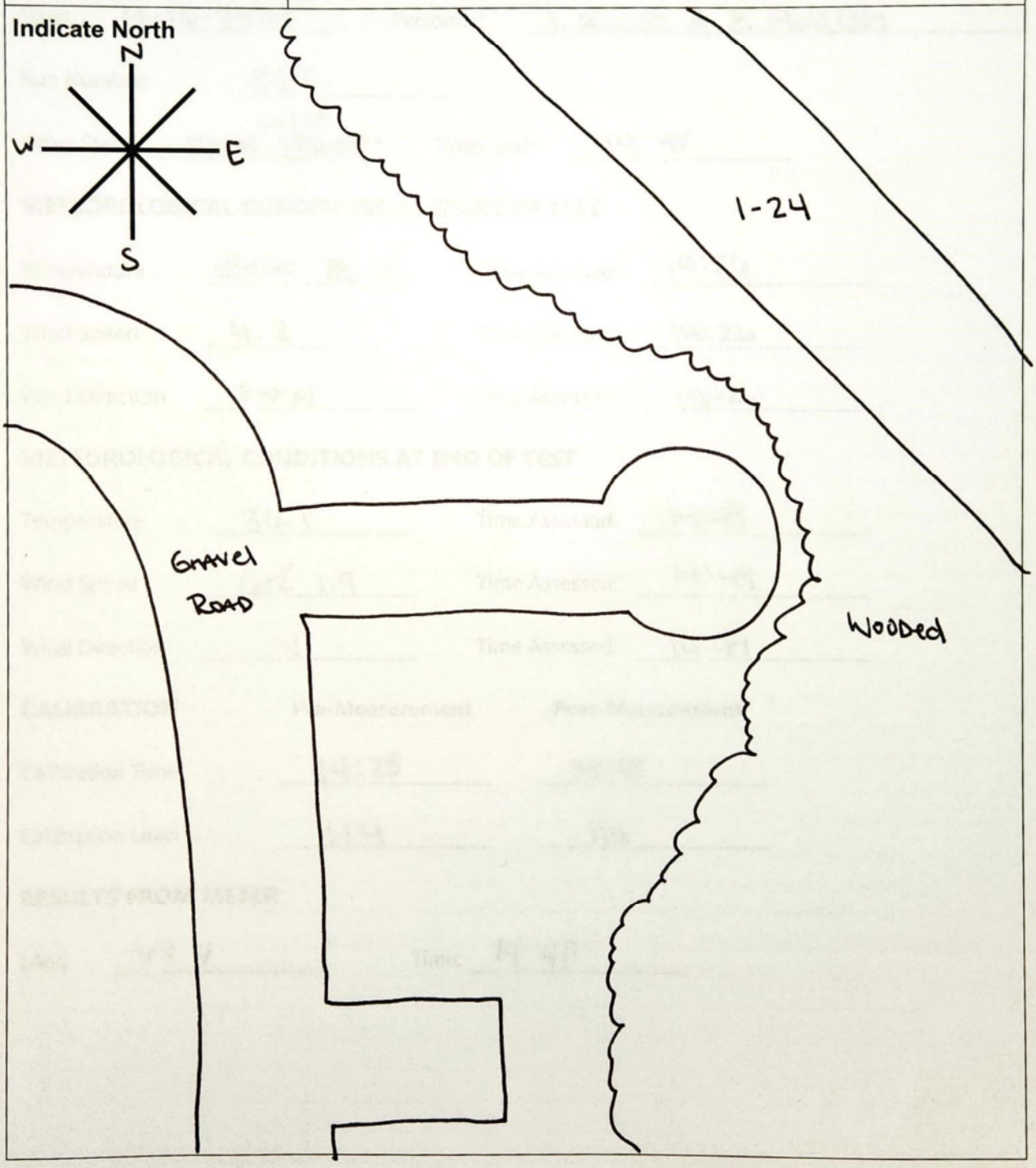
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024
Address	2973 Greentree Dr (MP ~~28~~ 27)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-27

Date: 4/16/2024
Site: 2977 Greentree Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:44	69.9	Y	
2	13:45	70.4	N	>11mph Wind Speed
3	13:46	69.2	Y	
4	13:47	69.5	Y	
5	13:48	68.7	N	>11mph Wind Speed
6	13:49	68.6	Y	
7	13:50	71.1	N	>11mph Wind Speed
8	13:51	70.3	N	>11mph Wind Speed
9	13:52	69.6	Y	
10	13:53	70.2	Y	
11	13:54	70.1	Y	
12	13:55	71.2	Y	
13	13:56	75.6	Y	
14	13:57	71.6	Y	
15	13:58	70.7	Y	
16	13:59	73.1	Y	
17	14:00	72.6	Y	
18	14:01	71.7	Y	
19	14:02	72.6	Y	
20	14:03	71.0	N	>11mph Wind Speed
21	14:04	70.8	Y	
Total		72.0		



Date: 4/16/24.

Photographer: JR/EM.

1	**Location / Orientation**	2973 Greentree Drive (35.95870°, -86.55990°) facing south
	Remarks	MP-28



Date: 4/16/24.

Photographer: JR/EM.

2	**Location / Orientation**	2973 Greentree Drive (35.95870°, -86.55990°) facing west
	Remarks	MP-28

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-28 Meter Serial Number: 2206826

Date: 4-16-2024 Personnel: J. Rowe & E. Mollish

Run Number: 008

Timer Start: 12:56 Timer End: 13:15

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 85.2 Time Assessed: 12:57

Wind Speed 9.6 Time Assessed: 12:57

Wind Direction S Time Assessed: 12:57

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 84.4 Time Assessed: 13:16

Wind Speed 6.7 Time Assessed: 13:16

Wind Direction SW Time Assessed: 13:16

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	12:55	
Calibration Level	114	114

RESULTS FROM METER

LAeq: 68.7 Time: 13:15

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024	
Address/Location	2977 Green Tree Dr (MP ~~27~~ 28)	
Land Use	B	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	85.2	
Wind Speed(s)	9.6	
Wind Direction(s)	S	
Calibration		
Meter/Analyzer	CASella 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	12:55	13:15
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	12:56	
2	12:57	Neighbor powerwashing car >150 ft Away behind microphone
3	12:58	
4	12:59	
5	13:00	
6	13:01	
7	13:02	
8	13:03	12.7 wind Gust
9	13:04	
10	13:05	
11	13:06	
12	13:07	
13	13:08	
14	13:09	12.1 wind Gust
15	13:10	
16	13:11	12.5 Wind Gust
17	13:12	11.2 wind Gust
18	13:13	
19	13:14	
20	13:15	
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30		

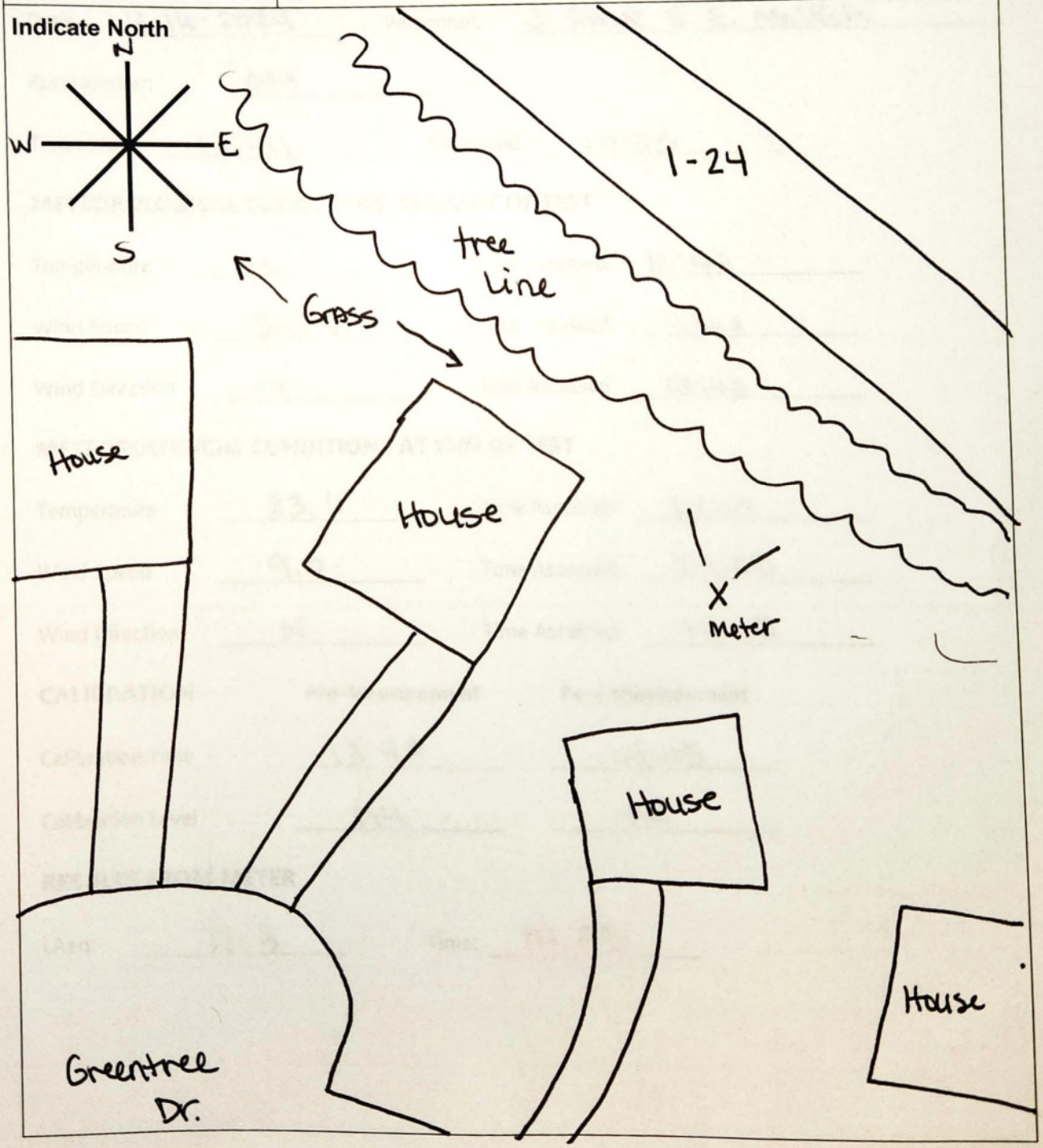
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024
Address	2977 Green Tree Dr (MP ~~27~~ 28)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-28

Date: 4/16/2024
Site: 2973 Greentree Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	12:56	68.2	Y	
2	12:57	68.4	N	Noise from Residence
3	12:58	69.4	Y	
4	12:59	68.0	Y	
5	13:00	69.7	Y	
6	13:01	70.3	Y	
7	13:02	69.2	Y	
8	13:03	68.7	N	>11mph Wind Speed
9	13:04	68.2	Y	
10	13:05	68.8	Y	
11	13:06	67.8	Y	
12	13:07	68.3	Y	
13	13:08	67.4	Y	
14	13:09	67.0	N	>11mph Wind Speed
15	13:10	69.1	Y	
16	13:11	68.7	N	>11mph Wind Speed
17	13:12	70.1	N	>11mph Wind Speed
18	13:13	67.4	Y	
19	13:14	68.2	Y	
20	13:15	69.0	Y	
Total		68.7		



Date: 4/16/24.

Photographer: JR/EM.

1	**Location / Orientation**	4035 Wisdom Way (35.96261°, -86.56392°) facing south
	Remarks	MP-29



Date: 4/16/24.

Photographer: JR/EM.

2	**Location / Orientation**	4035 Wisdom Way (35.96261°, -86.56392°) facing west
	Remarks	MP-29

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-29 Meter Serial Number: 22068226

Date: 4-16-2024 Personnel: J. Rowe & E. Mollish

Run Number: 010

Timer Start: ~~13:12~~ 14:29 Timer End: 14:48

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature ~~84.8~~ 86.0 Time Assessed: 14:26

Wind Speed 4.2 Time Assessed: 14:26

Wind Direction S→N Time Assessed: 14:26

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 86.1 Time Assessed: 14:49

Wind Speed ~~6.2~~ 1.9 Time Assessed: 14:49

Wind Direction N Time Assessed: 14:49

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	14:28	14:48
Calibration Level	114	114

RESULTS FROM METER

LAeq: 69.4 Time: 14:48

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024	
Address/Location	4035 Wisdom Way (MP-29)	
Land Use	B	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	86.0	
Wind Speed(s)	4.2	
Wind Direction(s)	N	
Calibration		
Meter/Analyzer	CASELLA 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	14:28	14:48
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	14:29	START test
2	14:30	
3	14:31	
4	14:32	
5	14:33	
6	14:34	
7	14:35	
8	14:36	
9	14:37	
10	14:38	
11	14:39	
12	14:40	
13	14:41	
14	14:42	11.8 Wind Gust
15	14:43	
16	14:44	
17	14:45	
18	14:46	Loud car
19	14:47	
20	14:48	
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28		
29		
30		

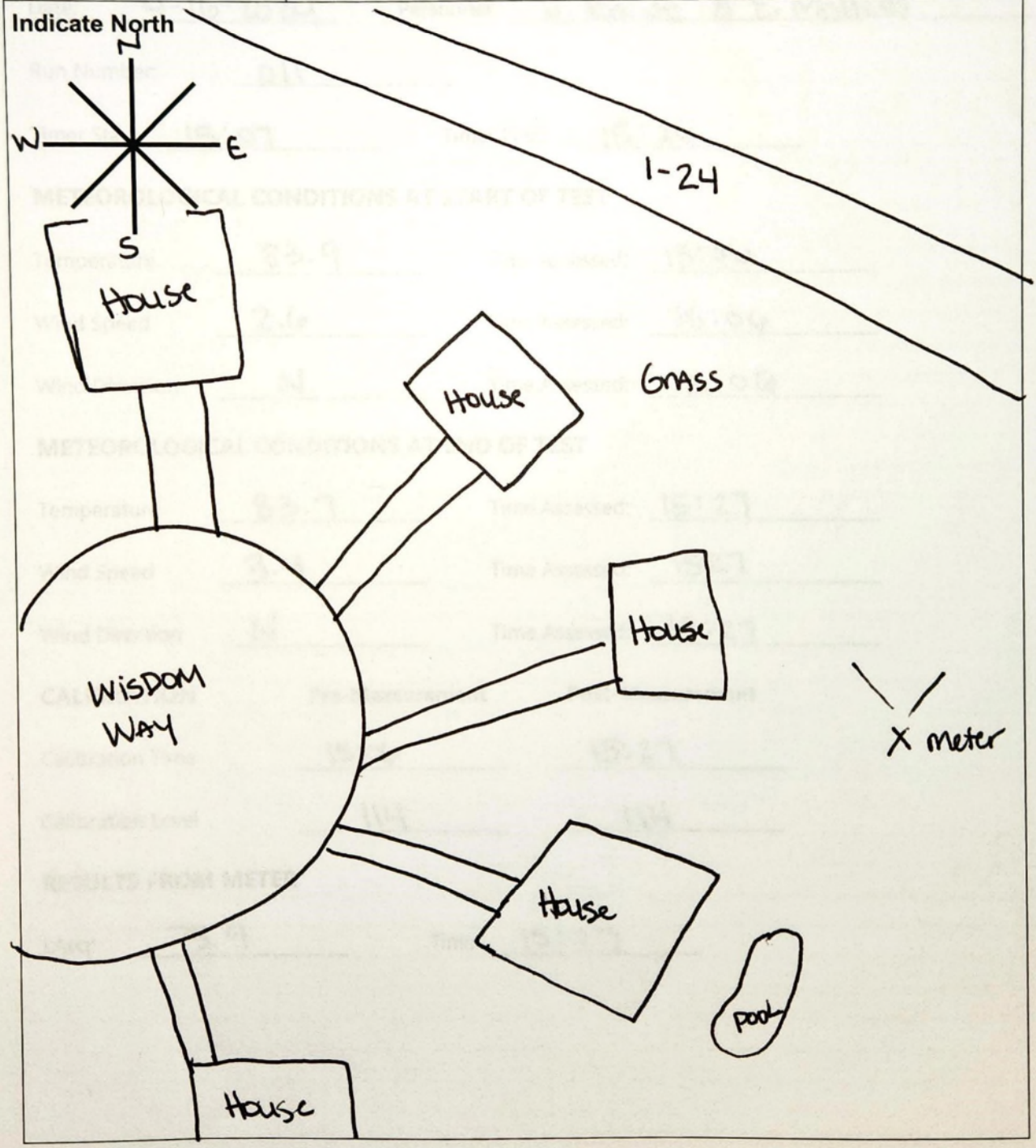
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024
Address	4035 Wisdom Way (MP-29)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-29

Date: 4/16/2024
Site: 4035 Wisdom Way
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	14:29	67.8	Y	
2	14:30	68.2	Y	
3	14:31	70.3	Y	
4	14:32	68.4	Y	
5	14:33	71.4	Y	
6	14:34	69.8	Y	
7	14:35	69.1	Y	
8	14:36	69.4	Y	
9	14:37	69.2	Y	
10	14:38	69.0	Y	
11	14:39	71.5	Y	
12	14:40	68.3	Y	
13	14:41	68.0	Y	
14	14:42	67.5	N	>11mph Wind Speed
15	14:43	70.5	Y	
16	14:44	69.4	Y	
17	14:45	69.6	Y	
18	14:46	68.4	Y	
Total		69.4		



Date: 4/16/24.

Photographer: JR/EM.

1	**Location / Orientation**	2537 Highwood Boulevard (35.96935°, -86.56850°) facing south
	Remarks	MP-30



Date: 4/16/24.

Photographer: JR/EM.

2	**Location / Orientation**	2537 Highwood Boulevard (35.96935°, -86.56850°) facing west
	Remarks	MP-30

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-30 Meter Serial Number: 2206826

Date: 4-16-2024 Personnel: J. Rowe & E. Mollish

Run Number: D11

Timer Start: 15:07 Timer End: 15:26

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 83.9 Time Assessed: 15:06

Wind Speed 2.6 Time Assessed: 15:06

Wind Direction N Time Assessed: 15:06

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 83.7 Time Assessed: 15:27

Wind Speed 3.4 Time Assessed: 15:27

Wind Direction N Time Assessed: 15:27

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	15:06	15:27
Calibration Level	114	114

RESULTS FROM METER

LAeq: 75.9 Time: 15:27

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024	
Address/Location	2537 Highwood Blvd (MP-30)	
Land Use	E	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	83.9	
Wind Speed(s)	2.6 mph	
Wind Direction(s)	N	
Calibration		
Meter/Analyzer	CASELLA 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	15:06	15:27
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	15:07	start test
2	15:08	
3	15:09	Loud Truck
4	15:10	
5	15:11	
6	15:12	
7	15:13	
8	15:14	
9	15:15	
10	15:16	
11	15:17	
12	15:18	
13	15:19	
14	15:20	
15	15:21	
16	15:22	
17	15:23	
18	15:24	
19	15:25	
20	15:26	End of test
21		
22		
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28		
29		
30		

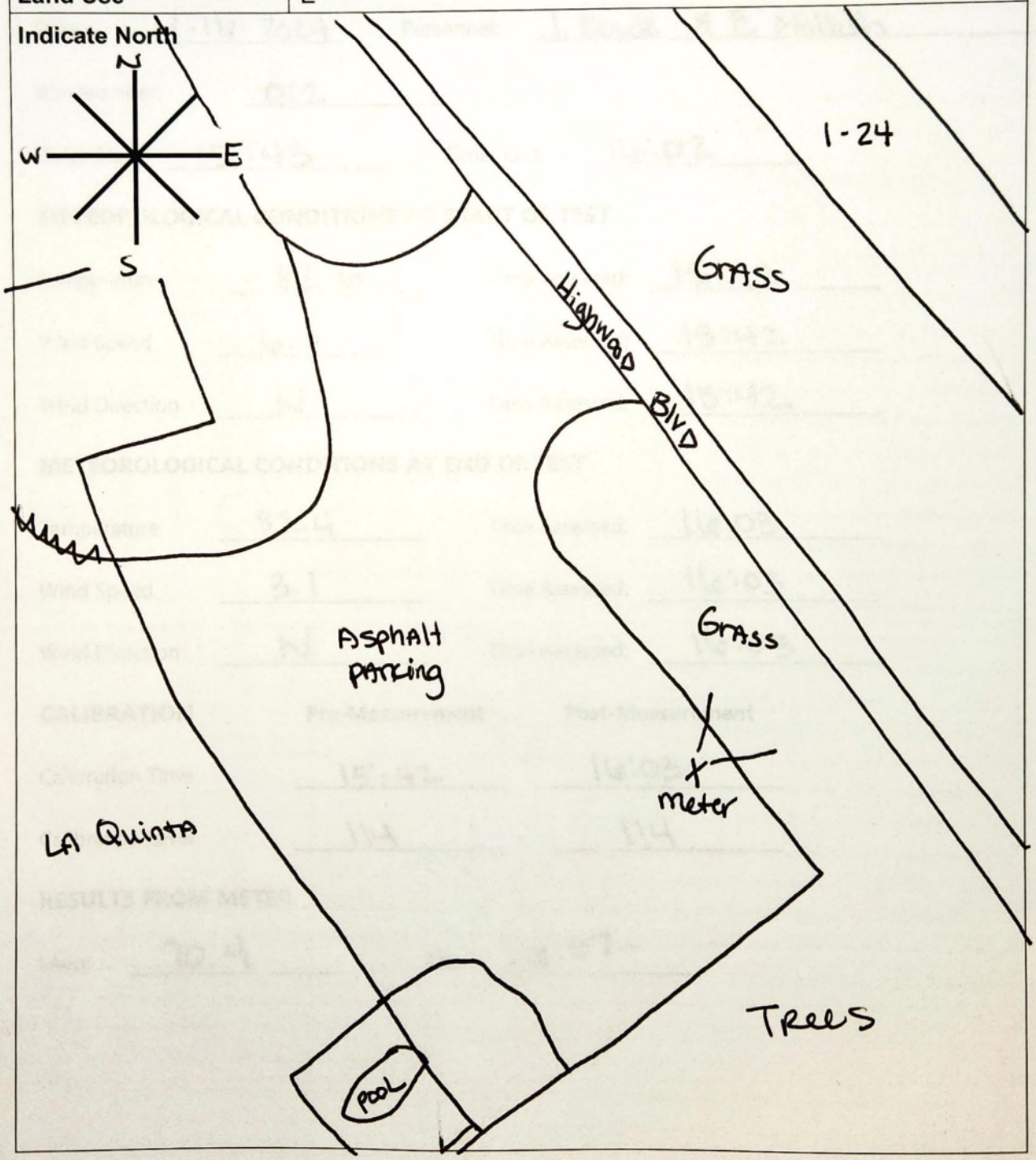
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024
Address	2537 Highwood Blvd (MP-30)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-30

Date: 4/16/2024
Site: 2537 Highwood Boulevard
Description: Hotels

Period #	Time Start	Leq (dBA)	Included?	Note
1	15:07	75.4	Y	
2	15:08	78.4	Y	
3	15:09	76.1	Y	
4	15:10	76.1	Y	
5	15:11	76.4	Y	
6	15:12	75.5	Y	
7	15:13	75.8	Y	
8	15:14	75.6	Y	
9	15:15	75.9	Y	
10	15:16	75.2	Y	
11	15:17	75.4	Y	
12	15:18	74.9	Y	
13	15:19	76.4	Y	
14	15:20	75.8	Y	
15	15:21	74.9	Y	
16	15:22	74.9	Y	
17	15:23	75.2	Y	
18	15:24	78.3	Y	
19	15:25	75.3	Y	
20	15:26	75.0	Y	
Total		75.9		



Date: 4/16/24.

Photographer: JR/EM.

1	**Location / Orientation**	400 Great Circle (35.97105°, -86.56844°) facing north
	Remarks	MP-31



Date: 4/16/24.

Photographer: JR/EM.

2	**Location / Orientation**	400 Great Circle (35.97105°, -86.56844°) facing east
	Remarks	MP-31

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-31 Meter Serial Number: 22068226

Date: 4-16-2024 Personnel: J. Rowe & E. Mollish

Run Number: 002

Timer Start: 0817 Timer End: 08:35

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 75.8 Time Assessed: 08:18

Wind Speed 6.0 Time Assessed: 08:18

Wind Direction SE → NW Time Assessed: 08:18

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 75.1 Time Assessed: 08:35

Wind Speed 7.6 mph Time Assessed: 08:35

Wind Direction NW Time Assessed: 08:35

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	08:15	08:36
Calibration Level	114	114

RESULTS FROM METER

LAeq: 71.8 Time: 08:36

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024	
Address/Location	400 Great Cir (MP-31)	
Land Use	B	
Analyst Name	J. Rowe & F. Mollish	
Meteorological Conditions		
Temperature(s)	75.8	
Wind Speed(s)	NW	
Wind Direction(s)	6.0	
Calibration		
Meter/Analyzer	CASELLA 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	~~08:45~~ 08:15	08:36
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	~~08:15~~	~~Beginning of test~~
2	~~08:16~~	
3	08:17	Beginning of test
4	08:18	
5	08:19	
6	08:20	
7	08:21	
8	08:22	
9	08:23	People enter Dog park & say Hello
10	08:24	Dogs Barking
11	08:25	
12	08:26	
13	08:27	Dog Barks / people clapping
14	08:28	
15	08:29	
16	08:30	
17	08:31	
18	08:32	
19	08:33	
20	08:34	
21	08:35	
22	08:36	End of test
23		
24		
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27		
28		
29		
30		

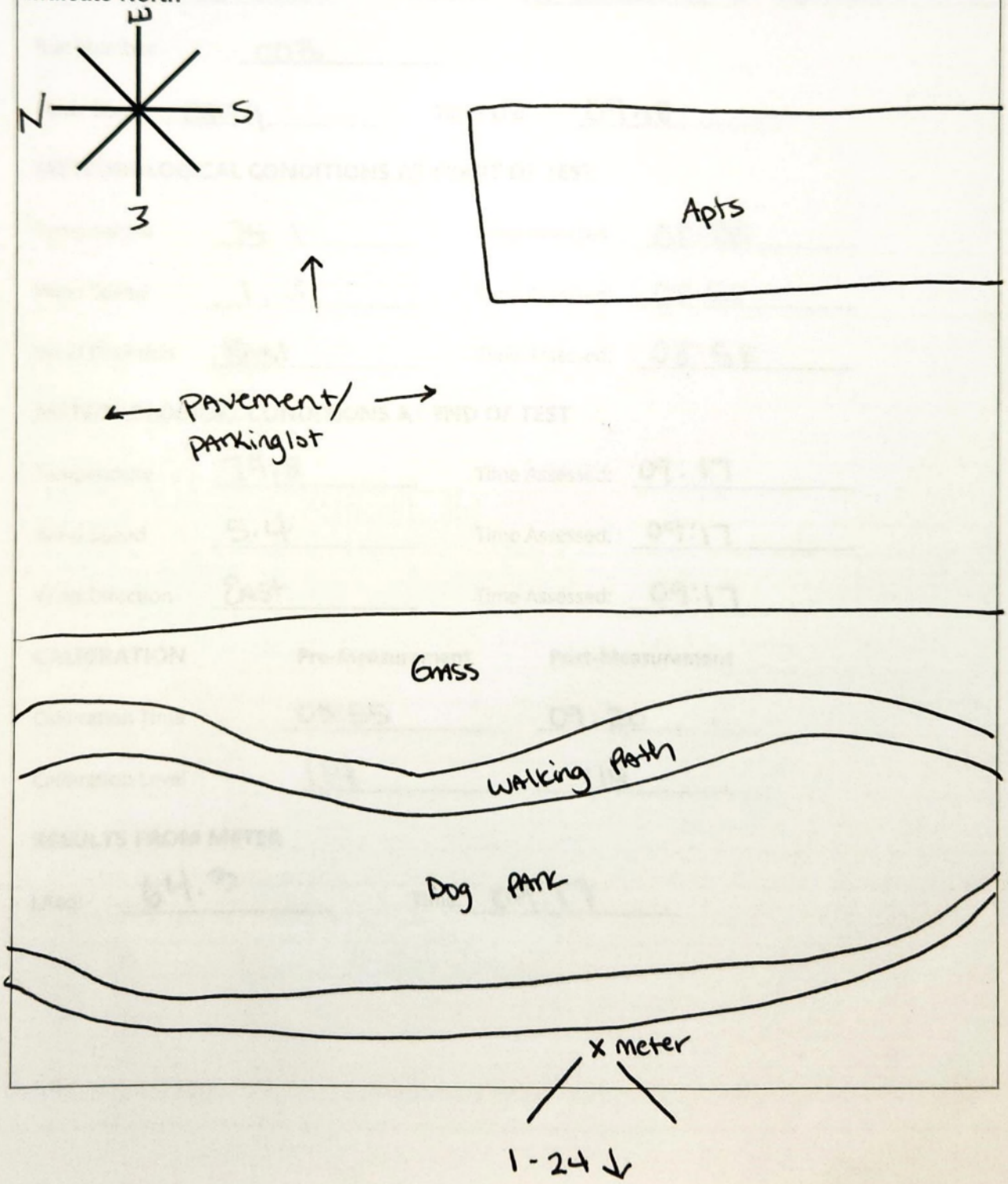
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024
Address	400 Great Cir (MP-31)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-31

Date: 4/16/2024
Site: 400 Great Circle
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	8:17	69.9	Y	
2	8:18	71.7	Y	
3	8:19	70.5	Y	
4	8:20	72.1	Y	
5	8:21	72.2	Y	
6	8:22	71.6	Y	
7	8:23	71.4	N	Park Noise
8	8:24	71.1	N	Barking Dogs
9	8:25	71.7	Y	
10	8:26	71.5	Y	
11	8:27	71.9	N	Barking Dogs
12	8:28	71.3	Y	
13	8:29	71.1	Y	
14	8:30	73.0	Y	
15	8:31	73.5	Y	
16	8:32	72.9	Y	
17	8:33	72.0	Y	
18	8:34	71.8	Y	
19	8:35	71.1	Y	
20	8:36	73.1	Y	
Total		72.0		



Date: 4/16/24.

Photographer: JR/EM.

1	**Location / Orientation**	2631 Highwood Boulevard (35.97250°, -86.57168°) facing east
	Remarks	MP-32



Date: 4/16/24.

Photographer: JR/EM.

2	**Location / Orientation**	2631 Highwood Boulevard (35.97250°, -86.57168°) facing west
	Remarks	MP-32

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-32 Meter Serial Number: 2206826

Date: 4-16-2024 Personnel: J. Rowe & E. Mollish

Run Number: 012

Timer Start: 15:43 Timer End: 16:02

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 82.6 Time Assessed: 15:42

Wind Speed 6.0 Time Assessed: 15:42

Wind Direction N Time Assessed: 15:42

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 82.4 Time Assessed: 16:03

Wind Speed 3.1 Time Assessed: 16:03

Wind Direction N Time Assessed: 16:03

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	15:42	16:03
Calibration Level	114	114

RESULTS FROM METER

LAeq: 70.4 Time: 16:02

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024	
Address/Location	2631 Highwood Blvd (MP-32)	
Land Use	E	
Analyst Name	J. Rowe & E. Molkish	
Meteorological Conditions		
Temperature(s)	82.6	
Wind Speed(s)	6.0	
Wind Direction(s)	N	
Calibration		
Meter/Analyzer	CASELLA 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	15:42	16:03
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	15:43	Beginning of test
2	15:44	
3	15:45	
4	15:46	
5	15:47	
6	15:48	
7	15:49	
8	15:50	
9	15:51	
10	15:52	
11	15:53	
12	15:54	
13	15:55	
14	15:56	Loud truck
15	15:57	
16	15:58	
17	15:59	
18	16:00	
19	16:01	Semi truck
20	16:02	End of test
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30		

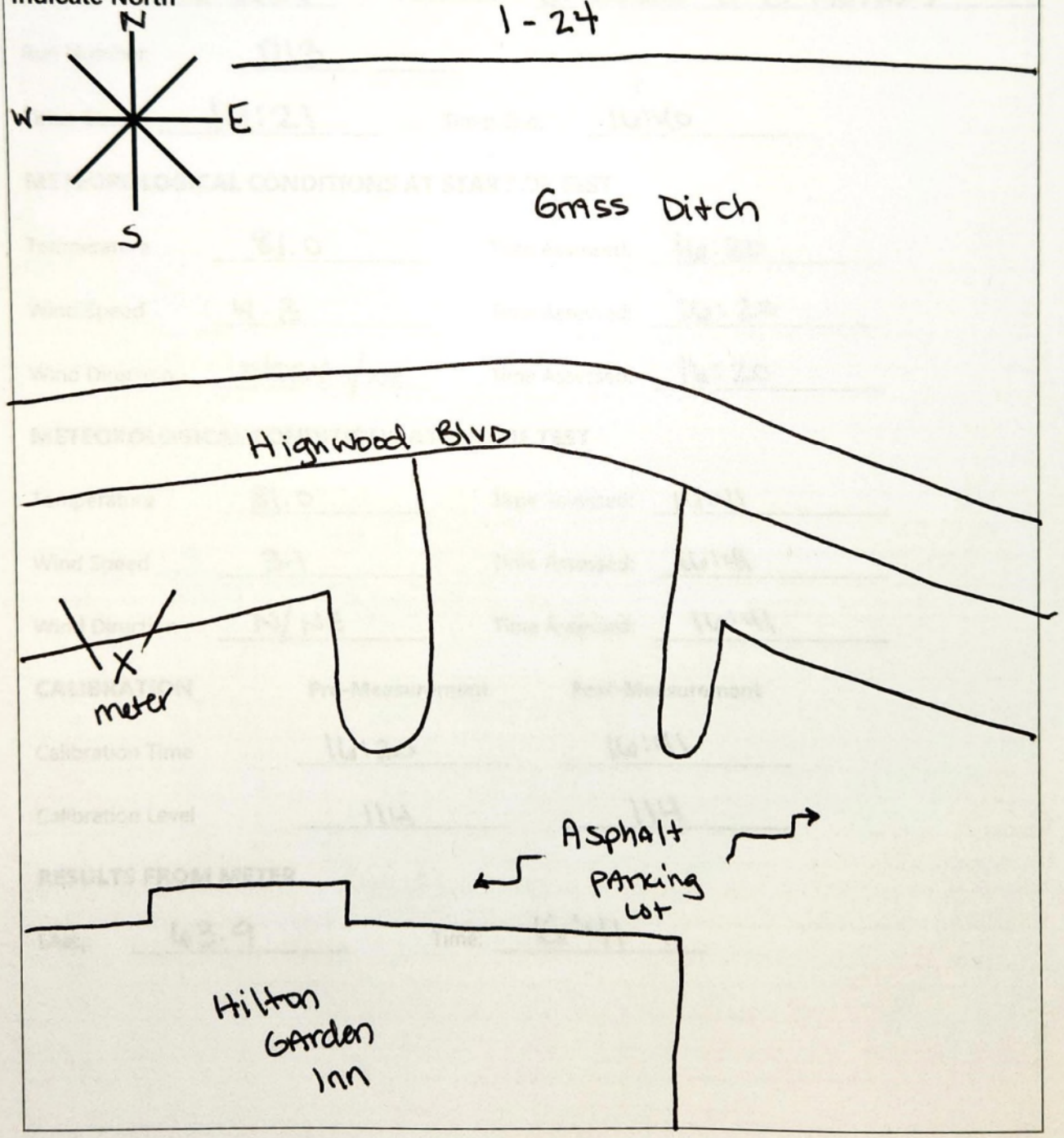
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024
Address	2631 Highwood Blvd (MP-32)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-32

Date: 4/16/2024
Site: 2631 Highwood Boulevard
Description: Hotel

Period #	Time Start	Leq (dBA)	Included?	Note
1	15:43	70.0	Y	
2	15:44	70.5	Y	
3	15:45	70.9	Y	
4	15:46	68.3	Y	
5	15:47	70.5	Y	
6	15:48	70.1	Y	
7	15:49	69.9	Y	
8	15:50	71.6	Y	
9	15:51	70.3	Y	
10	15:52	70.4	Y	
11	15:53	70.2	Y	
12	15:54	70.5	Y	
13	15:55	69.9	Y	
14	15:56	69.1	Y	
15	15:57	70.5	Y	
16	15:58	71.5	Y	
17	15:59	70.6	Y	
18	16:00	70.3	Y	
19	16:01	71.9	Y	
20	16:02	69.7	Y	
Total		70.4		



Date: 4/16/24.

Photographer: JR/EM.

1	**Location / Orientation**	200 Stonecrest Boulevard (35.97589°, -86.56711°) facing south
	Remarks	MP-33



Date: 4/16/24.

Photographer: JR/EM.

2	**Location / Orientation**	200 Stonecrest Boulevard (35.97589°, -86.56711°) facing west
	Remarks	MP-33

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-33 Meter Serial Number: 2206826

Date: 4-16-2024 Personnel: J. Rowe & E. Mollish

Run Number: 003

Timer Start: 08:59 Timer End: 09:18

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 74.1 Time Assessed: 08:58

Wind Speed 1.8 Time Assessed: 08:58

Wind Direction East Time Assessed: 08:58

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 74.8 Time Assessed: 09:17

Wind Speed 5.4 Time Assessed: 09:17

Wind Direction East Time Assessed: 09:17

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	08:55	09:20
Calibration Level	114	114

RESULTS FROM METER

LAeq: 64.3 Time: 09:17

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024	
Address/Location	200 Stonecrest Blvd (MP-33)	
Land Use	C	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	74.1	
Wind Speed(s)	1.8	
Wind Direction(s)	East	
Calibration		
Meter/Analyzer	CASELLA 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	08:55	09:20
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	08:59	START OF TEST
2	09:00	
3	09:01	
4	09:02	
5	09:03	
6	09:04	
7	09:05	
8	09:06	
9	09:07	TRUCK ACCELERATES
10	09:08	
11	09:09	
12	09:10	
13	09:11	
14	09:12	
15	09:13	
16	09:14	
17	09:15	
18	09:16	
19	09:17	
20	09:18	END OF TEST
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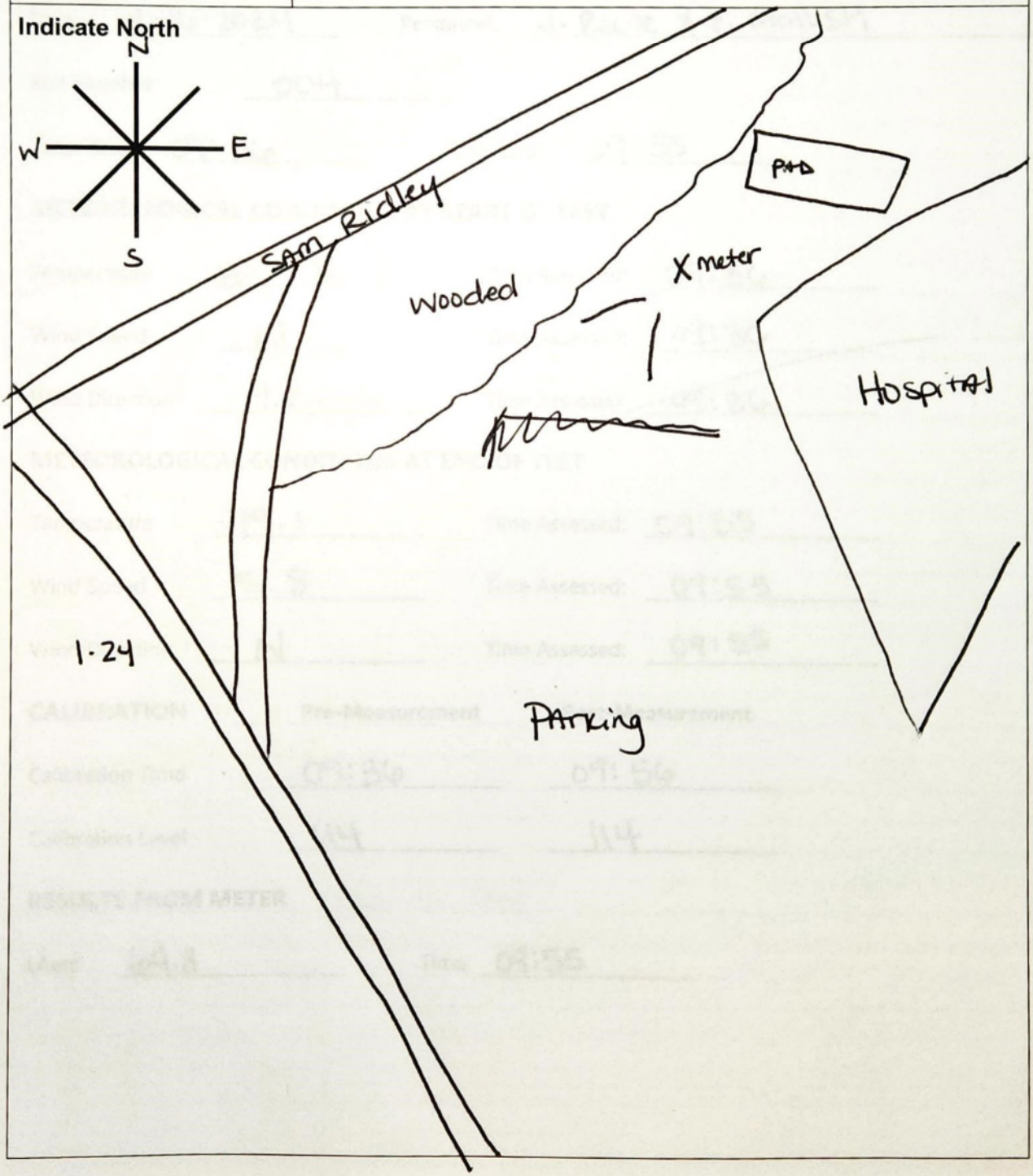
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024
Address	200 Stonecrest Blvd (MP-33)
Land Use	C

Indicate North



I-24, Davidson and Rutherford County
MP-33

Date: 4/16/2024
Site: 200 Stonecrest Boulevard
Description: Hospital

Period #	Time Start	Leq (dBA)	Included?	Note
1	8:59	63.8	Y	
2	9:00	63.3	Y	
3	9:01	64.9	Y	
4	9:02	64.1	Y	
5	9:03	64.5	Y	
6	9:04	65.2	Y	
7	9:05	66.8	Y	
8	9:06	63.6	Y	
9	9:07	65.4	Y	
10	9:08	64.6	Y	
11	9:09	62.4	Y	
12	9:10	64.7	Y	
13	9:11	64.5	Y	
14	9:12	64.6	Y	
15	9:13	65.0	Y	
16	9:14	61.1	Y	
17	9:15	64.0	Y	
18	9:16	62.9	Y	
19	9:17	62.6	Y	
20	9:18	62.3	Y	
Total		64.2		



Date: 4/16/24.

Photographer: JR/EM.

1	**Location / Orientation**	810 Expo Drive (35.97445°, -86.57432°) facing north
	Remarks	MP-34



Date: 4/16/24.

Photographer: JR/EM.

2	**Location / Orientation**	810 Expo Drive (35.97445°, -86.57432°) facing west
	Remarks	MP-34

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-34 Meter Serial Number: 2206826

Date: 4-16-2024 Personnel: J. Rowe & E. Mollish

Run Number: 013

Timer Start: 16:21 Timer End: 16:40

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 81.0 Time Assessed: 16:20

Wind Speed 4.3 Time Assessed: 16:20

Wind Direction North/NE Time Assessed: 16:20

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 81.0 Time Assessed: 16:41

Wind Speed 3.1 Time Assessed: 16:41

Wind Direction N/NE Time Assessed: 16:41

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	16:20	16:41
Calibration Level	114	114

RESULTS FROM METER

LAeq: 63.9 Time: 16:41

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024	
Address/Location	810 Expo Dr (MP-34)	
Land Use	E	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	81.0	
Wind Speed(s)	4.3	
Wind Direction(s)	N/NE	
Calibration		
Meter/Analyzer	Casella 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	16:20	16:41
Calibration Level	114	114

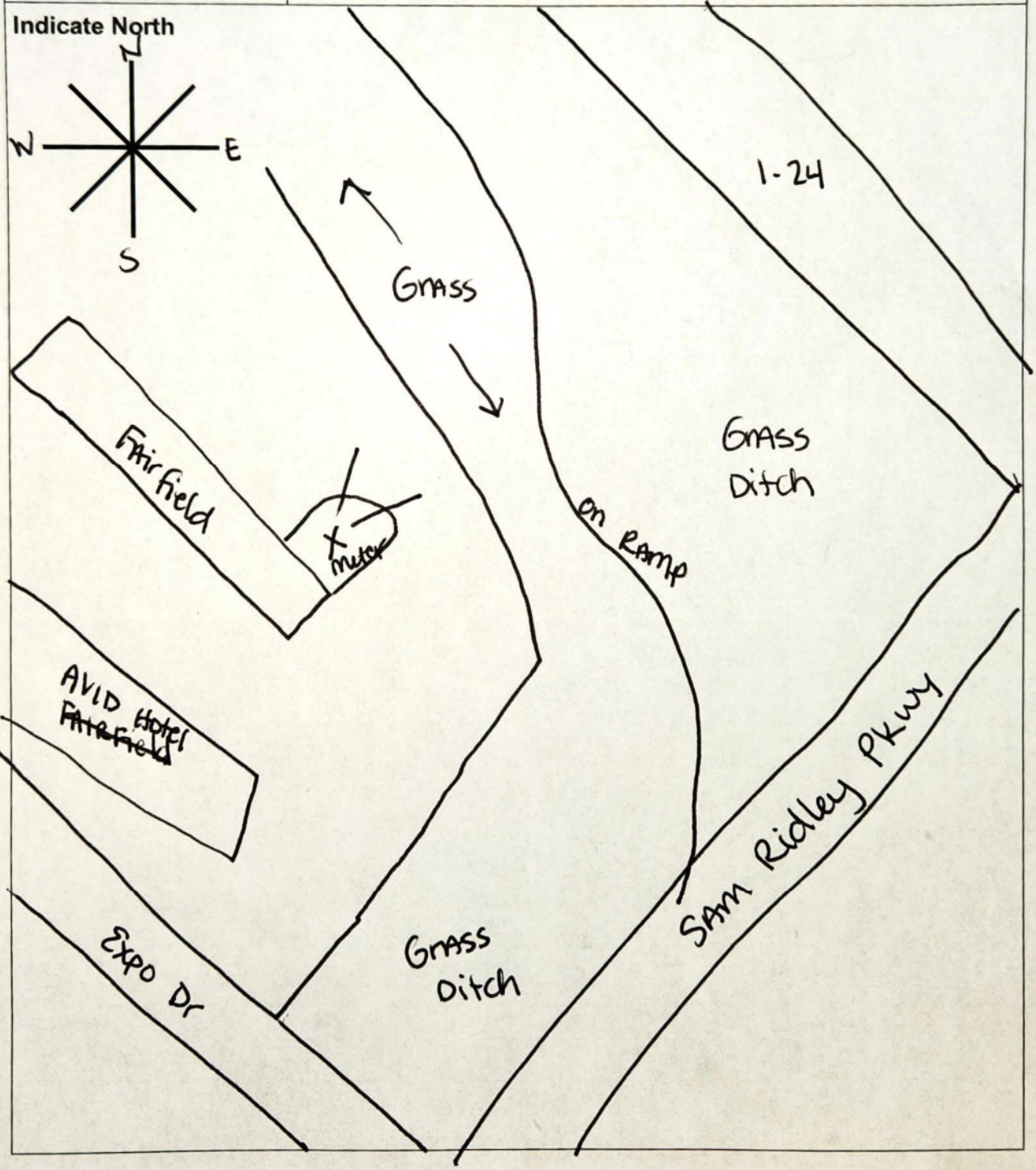
Period #	Start Time	Event Description(s)
1	16:21	Beginning of test
2	16:22	
3	16:23	
4	16:24	
5	16 25	
6	16:26	13.5 Wind Gust
7	16:27	
8	16:28	12.8 Wind Gust
9	16:29	15.0 Wind Gust
10	16:30	
11	16:31	13.9 Wind Gust
12	16:32	
13	16:33	
14	16:34	
15	16:35	
16	16:36	
17	16:37	
18	16:38	
19	16:39	
20	16:40	End of test
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024
Address	810 Expo Dr (MP-34)
Land Use	E



I-24, Davidson and Rutherford County
MP-34

Date: 4/16/2024
Site: 810 Expo Drive
Description: Hotel

Period #	Time Start	Leq (dBA)	Included?	Note
1	16:21	64.5	Y	
2	16:22	62.5	Y	
3	16:23	62.8	Y	
4	16:24	63.2	Y	
5	16:25	62.6	N	>11mph Wind Speed
6	16:26	65.4	Y	
7	16:27	64.8	Y	
8	16:28	63.7	N	>11mph Wind Speed
9	16:29	64.8	N	>11mph Wind Speed
10	16:30	64.2	Y	
11	16:31	62.6	N	>11mph Wind Speed
12	16:32	63.7	Y	
13	16:33	64.1	Y	
14	16:34	64.9	Y	
15	16:35	63.7	Y	
16	16:36	63.0	Y	
17	16:37	65.1	Y	
18	16:38	63.1	Y	
19	16:39	63.7	Y	
20	16:40	63.4	Y	
Total		65.2		



Date: 4/16/24.

Photographer: JR/EM.

1	**Location / Orientation**	955 Industrial Boulevard (35.97736°, -86.56882°) facing east
	Remarks	MP-35



Date: 4/16/24.

Photographer: JR/EM.

2	**Location / Orientation**	955 Industrial Boulevard (35.97736°, -86.56882°) facing west
	Remarks	MP-35

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-35 Meter Serial Number: 2206826

Date: 4-16-2024 Personnel: J. Rouse & E. Mollish

Run Number: 004

Timer Start: 09:36 Timer End: 09:55

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature ~~H~~ 76.7 Time Assessed: 09:36

Wind Speed N Time Assessed: 09:36

Wind Direction 4.0mph Time Assessed: 09:36

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 79.1 Time Assessed: 09:55

Wind Speed 5.8 Time Assessed: 09:55

Wind Direction N Time Assessed: 09:55

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	09:36	09:56
Calibration Level	114	114

RESULTS FROM METER

LAeq: 64.8 Time: 09:55

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024	
Address/Location	955 Industrial Blvd (MP-35)	
Land Use	E	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	76.7°F	
Wind Speed(s)	4.0 mph	
Wind Direction(s)	N	
Calibration		
Meter/Analyzer	CASELLA 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	0936	09:56
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	0936	Start of test (Landscaping across street)
2	0937	
3	0938	
4	0939	
5	0940	
6	0941	
7	0942	
8	0943	
9	0944	
10	0945	
11	0946	
12	0947	Car Backfire
13	0948	
14	0949	
15	0950	
16	0951	
17	0952	
18	0953	
19	0954	
20	0955	End of test
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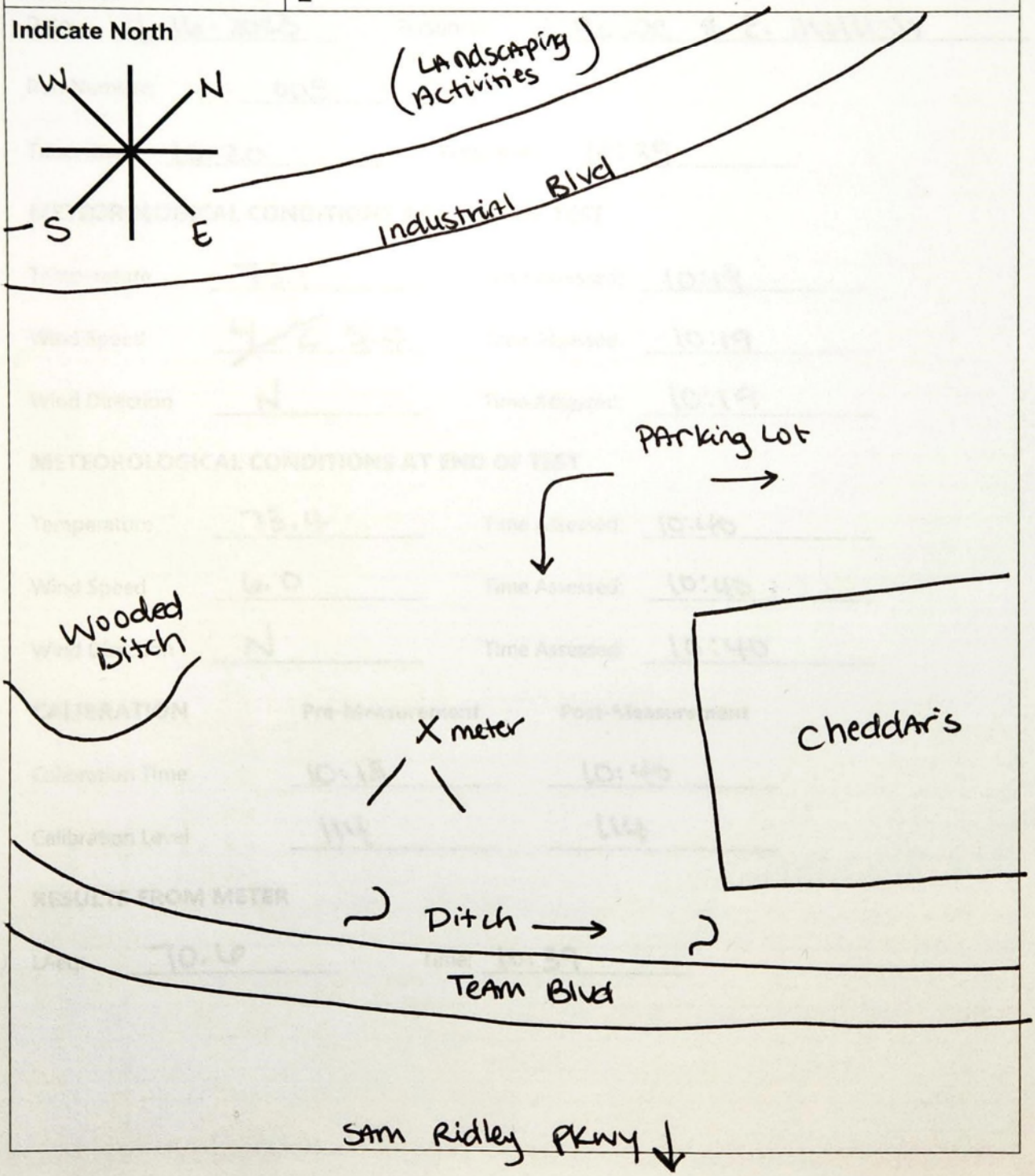
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024
Address	955 Industrial Blvd (MP-35)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-35

Date: 4/16/2024
Site: 955 Industrial Boulevard
Description: Restaurants

Period #	Time Start	Leq (dBA)	Included?	Note
1	9:36	64.8	Y	
2	9:37	66.2	Y	
3	9:38	63.9	Y	
4	9:39	64.4	Y	
5	9:40	64.9	Y	
6	9:41	64.5	Y	
7	9:42	63.3	Y	
8	9:43	66.1	Y	
9	9:44	64.6	Y	
10	9:45	62.3	Y	
11	9:46	61.2	Y	
12	9:47	62.5	Y	
13	9:48	65.2	Y	
14	9:49	63.8	Y	
15	9:50	64.9	Y	
16	9:51	66.0	Y	
17	9:52	64.3	Y	
18	9:53	69.0	Y	
19	9:54	63.6	Y	
20	9:55	64.8	Y	
Total		64.8		



Date: 4/16/24.

Photographer: GK/HA.

1	**Location / Orientation**	105 Springdale Court (35.99170°, -86.59874°) facing west
	Remarks	MP-36



Date: 4/16/24.

Photographer: GK/HA.

2	**Location / Orientation**	105 Springdale Court (35.99170°, -86.59874°) facing east
	Remarks	MP-36

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-36 Meter Serial Number: 0615999

Date: 4-16-24 Personnel: HRA, GNK

Run Number: 007

Timer Start: 1327 Timer End: 1343

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	85.5°F	Time Assessed:	13:26
Wind Speed	3.3mph	Time Assessed:	13:26
Wind Direction	W	Time Assessed:	13:26

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	89.0°F	Time Assessed:	13:44
Wind Speed	1.1mph	Time Assessed:	13:44
Wind Direction	S	Time Assessed:	13:44

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	13:20	13:46
Calibration Level	114✓	114✓

RESULTS FROM METER

LAeq: 61.8 Time: 1344

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24	
Address/Location	105 Springdale Ct (MP-36)	
Land Use	B	
Analyst Name	HRA, GNK	
Meteorological Conditions		
Temperature(s)	85.5°F, 89.0°F	
Wind Speed(s)	3.3mph, 1.1mph	
Wind Direction(s)	W, S	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1320	1344
Calibration Level	114	114

Period #	Start Time PM	Event Description(s)
1	0127	
2	0128	
3	0129	
4	0130	
5	0131	
6	0132	
7	0133	brakes on a car, someone parking the car, honk
8	0134	
9	0135	
10	0136	
11	0137	
12	0138	
13	0139	
14	0140	car starting in parking lot
15	0141	
16	0142	
17	0143	
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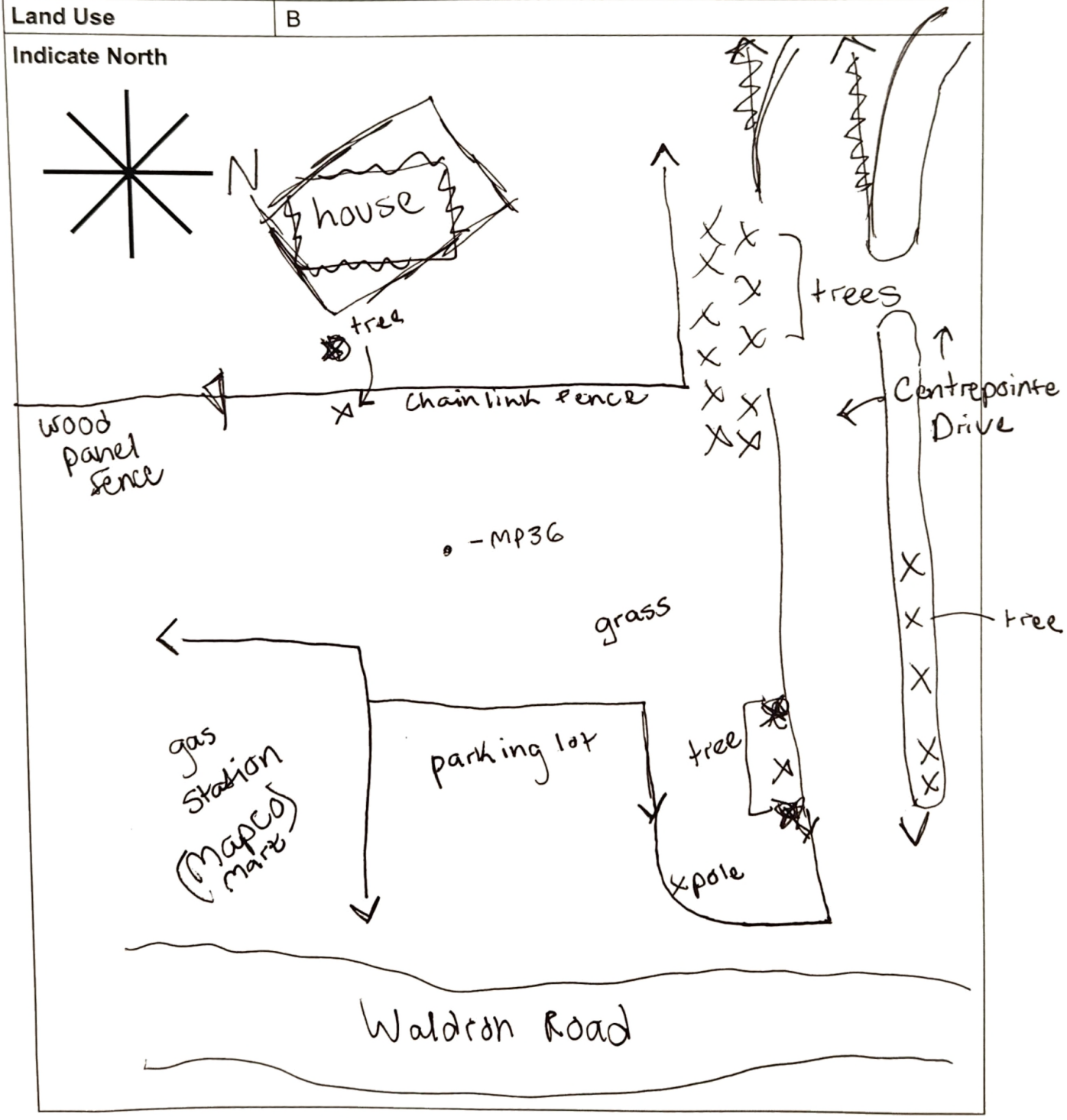
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24
Address	105 Springdale Ct (MP-36)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-36

Date: 4/16/2024
Site: 105 Springdale Court
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:27	63.8	Y	
2	13:28	58.0	Y	
3	13:29	60.9	Y	
4	13:30	65.8	Y	
5	13:31	59.9	Y	
6	13:32	60.6	Y	
7	13:33	65.9	N	Car Horn
8	13:34	64.4	Y	
9	13:35	59.7	Y	
10	13:36	62.1	Y	
11	13:37	60.1	Y	
12	13:38	58.5	Y	
13	13:39	60.1	Y	
14	13:40	60.1	Y	
15	13:41	61.9	Y	
16	13:42	60.2	Y	
17	13:43	60.2	Y	
Total		60.9		



Date: 4/16/24.

Photographer: JR/EM.

1	**Location / Orientation**	107 Enterprise Boulevard (35.99757°, -86.59782°) facing north
	Remarks	MP-37



Date: 4/16/24.

Photographer: JR/EM.

2	**Location / Orientation**	107 Enterprise Boulevard (35.99757°, -86.59782°) facing west
	Remarks	MP-37

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-37 Meter Serial Number: 2206826

Date: 4-16-2023 Personnel: J. Rowe & E. Mollish

Run Number: 005

Timer Start: 10:20 Timer End: 10:39

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 73.1 Time Assessed: 10:19

Wind Speed ~~4.2~~ 5.4 Time Assessed: 10:19

Wind Direction N Time Assessed: 10:19

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 73.4 Time Assessed: 10:40

Wind Speed 6.0 Time Assessed: 10:40

Wind Direction N Time Assessed: 10:40

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	10:18	10:40
Calibration Level	114	114

RESULTS FROM METER

LAeq: 70.6 Time: 10:39

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4.16.2024	
Address/Location	107 Enterprise Blvd (MP-37)	
Land Use	E	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	73.1	
Wind Speed(s)	~~4.2~~ mph 5.4	
Wind Direction(s)	N	
Calibration		
Meter/Analyzer	CASELLA 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	10:18	10:40
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	10:20	Start of test
2	10:21	
3	10:22	
4	10:23	
5	10:24	
6	10:25	
7	10:26	
8	10:27	
9	10:28	
10	10:29	
11	10:30	
12	10:31	
13	10:32	
14	10:33	
15	10:34	
16	10:35	
17	10:36	
18	10:37	
19	10:38	
20	10:39	End of test
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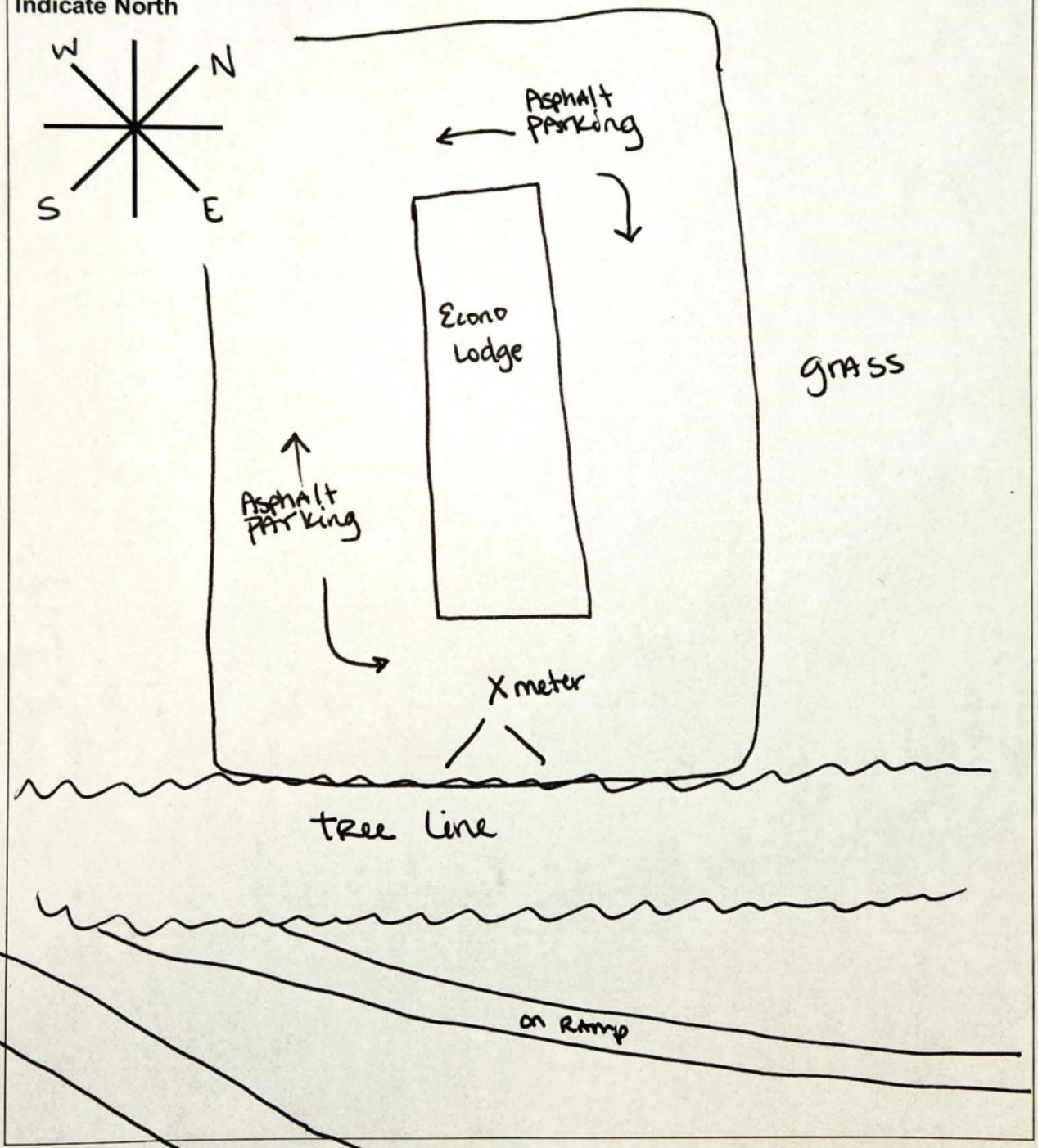
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024
Address	107 Enterprise Blvd (MP-37)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-37

Date: 4/16/2024
Site: 107 Enterprise Boulevard
Description: Motels

Period #	Time Start	Leq (dBA)	Included?	Note
1	10:20	70.4	Y	
2	10:21	69.1	Y	
3	10:22	70.3	Y	
4	10:23	70.8	Y	
5	10:24	70.5	Y	
6	10:25	70.2	Y	
7	10:26	72.0	Y	
8	10:27	71.7	Y	
9	10:28	73.0	Y	
10	10:29	70.3	Y	
11	10:30	70.6	Y	
12	10:31	70.3	Y	
13	10:32	71.7	Y	
14	10:33	69.1	Y	
15	10:34	68.7	Y	
16	10:35	69.3	Y	
17	10:36	70.9	Y	
18	10:37	68.7	Y	
19	10:38	71.3	Y	
20	10:39	68.3	Y	
Total		70.6		



Date: 4/16/24.

Photographer: GK/HA.

1	**Location / Orientation**	100 Madison Drive (35.99951°, -86.60454°) facing west
	Remarks	MP-38



Date: 4/16/24.

Photographer: GK/HA.

2	**Location / Orientation**	100 Madison Drive (35.99951°, -86.60454°) facing south
	Remarks	MP-38

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-38 Meter Serial Number: 0615999

Date: 4-16-24 Personnel: HRA, GNK

Run Number: 008

Timer Start: 14:09 Timer End: 14:25

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 82.8°F Time Assessed: 1409

Wind Speed 1.7mph Time Assessed: 1409

Wind Direction east Time Assessed: 1409

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 90.4°F Time Assessed: 14:28

Wind Speed 1.8mph Time Assessed: 1428

Wind Direction East Time Assessed: 1428

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	14:05	1428
Calibration Level	114 ✓	114 ✓

RESULTS FROM METER

LAeq: 65.8 Time: 1425

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24	
Address/Location	100 Madison Dr (MP-38)	
Land Use	B	
Analyst Name	HRA, GNH	
Meteorological Conditions		
Temperature(s)	88.8°F, 90.4°F	
Wind Speed(s)	1.7mph, 1.8mph	
Wind Direction(s)	east, east	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	14:05	1428
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1409	car passed on New Paul Road
2	1410	
3	1411	
4	1412	
5	1413	car passed on New Paul Road
6	1414	car passed on New Paul Road
7	1415	
8	1416	car passed on New Paul Road
9	1417	
10	1418	loud music
11	1419	car passed on New Paul Road
12	1420	
13	1421	
14	1422	car passed on New Paul Road
15	1423	
16	1424	car passed on New Paul Road
17	1425	semi-truck passed on New Paul Road, strange sound from car
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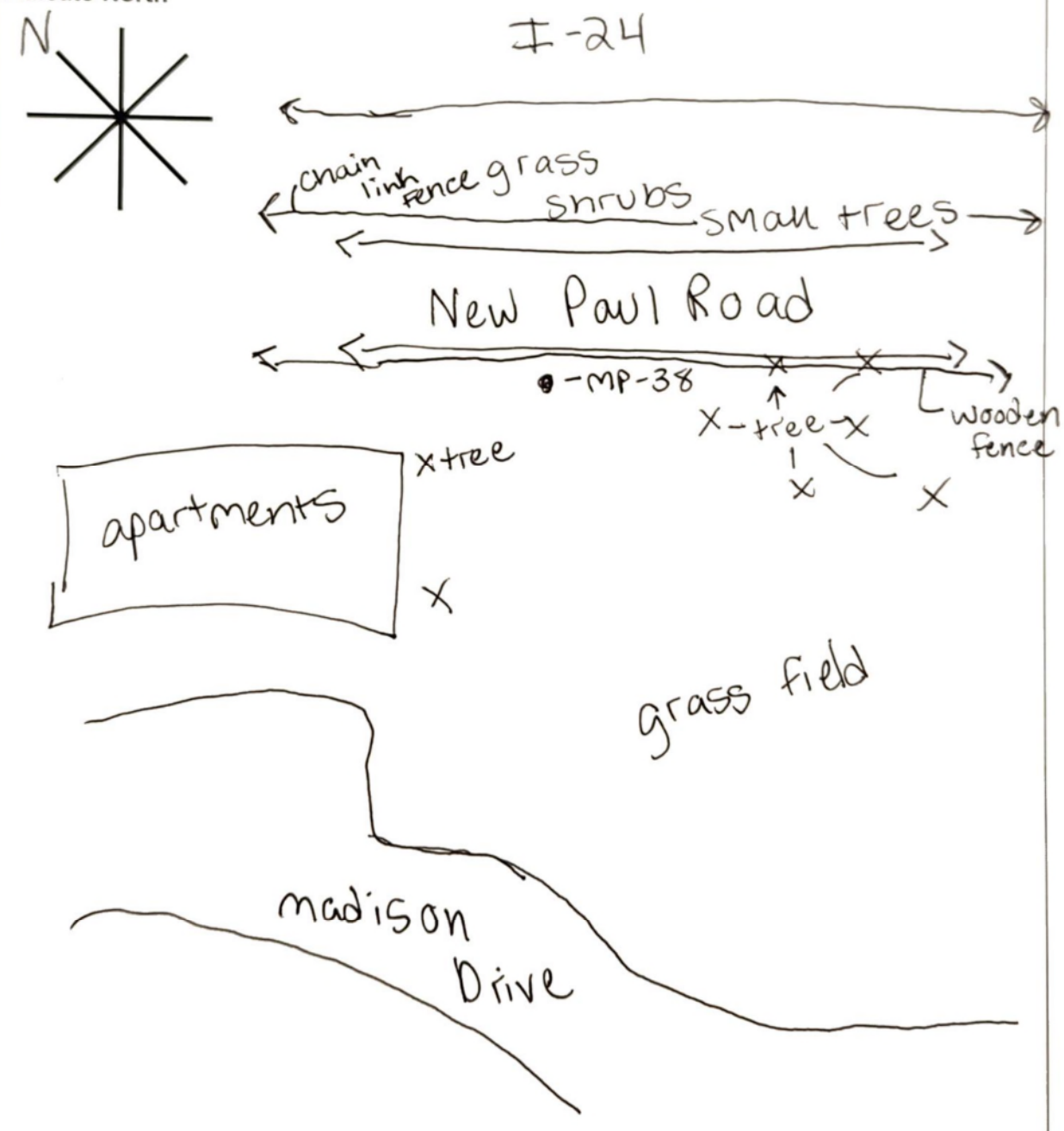
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24
Address	100 Madison Dr (MP-38)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-38

Date: 4/16/2024
Site: 100 Madison Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	14:09	65.2	Y	
2	14:10	66.1	Y	
3	14:11	65.2	Y	
4	14:12	63.5	Y	
5	14:13	64.4	Y	
6	14:14	66.5	Y	
7	14:15	63.4	Y	
8	14:16	67.5	Y	
9	14:17	64.6	Y	
10	14:18	65.4	Y	
11	14:19	65.8	Y	
12	14:20	65.0	Y	
13	14:21	65.6	Y	
14	14:22	65.0	Y	
15	14:23	66.8	Y	
16	14:24	65.8	Y	
17	14:25	67.8	Y	
Total		65.0		



Date: 4/16/24.

Photographer: GK/HA.

1	**Location / Orientation**	13126 Old Hickory Boulevard (36.01058°, -86.62159°) facing north
	Remarks	MP-39



Date: 4/16/24.

Photographer: GK/HA.

2	**Location / Orientation**	13126 Old Hickory Boulevard (36.01058°, -86.62159°) facing south
	Remarks	MP-39

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-39 Meter Serial Number: 0615499

Date: 4-16-24 Personnel: HRA, GNK

Run Number: 009, 010

Timer Start: 1451 Timer End: 1508

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	88.5°F	Time Assessed:	1451
Wind Speed	1.8 mph	Time Assessed:	1451
Wind Direction	SE	Time Assessed:	1451

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	86.7°F	Time Assessed:	1510
Wind Speed	0.6mph	Time Assessed:	1510
Wind Direction	South	Time Assessed:	1510

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1449	1511
Calibration Level	114 ✓	114 ✓

RESULTS FROM METER

LAeq: 69.1 Time: 1509

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24	
Address/Location	13126 Old Hickory Blvd (MP-39)	
Land Use	D	
Analyst Name	HRA, GNK	
Meteorological Conditions		
Temperature(s)	88.5°F, 86.7°F	
Wind Speed(s)	1.8mph, 0.6mph	
Wind Direction(s)	SE, S	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1449	1511
Calibration Level	114	114

009

Period #	Start Time	Event Description(s)
1	1451	
2	1452	
3	1453	large concrete trucks passing on Old Hickory Rd
4	1454	large truck passing
5	1455	
6	1456	wind 7.1mph
7	1457	
8	1458	
9	1459	tripod knocked down by wind of 8.4mph, got turned off. starting over.
10	1500	
11	1501	start
12	1502	
13	1503	
14	1504	
15	1505	wind 9.4mph
16	1506	
17	1507	
18	1508	
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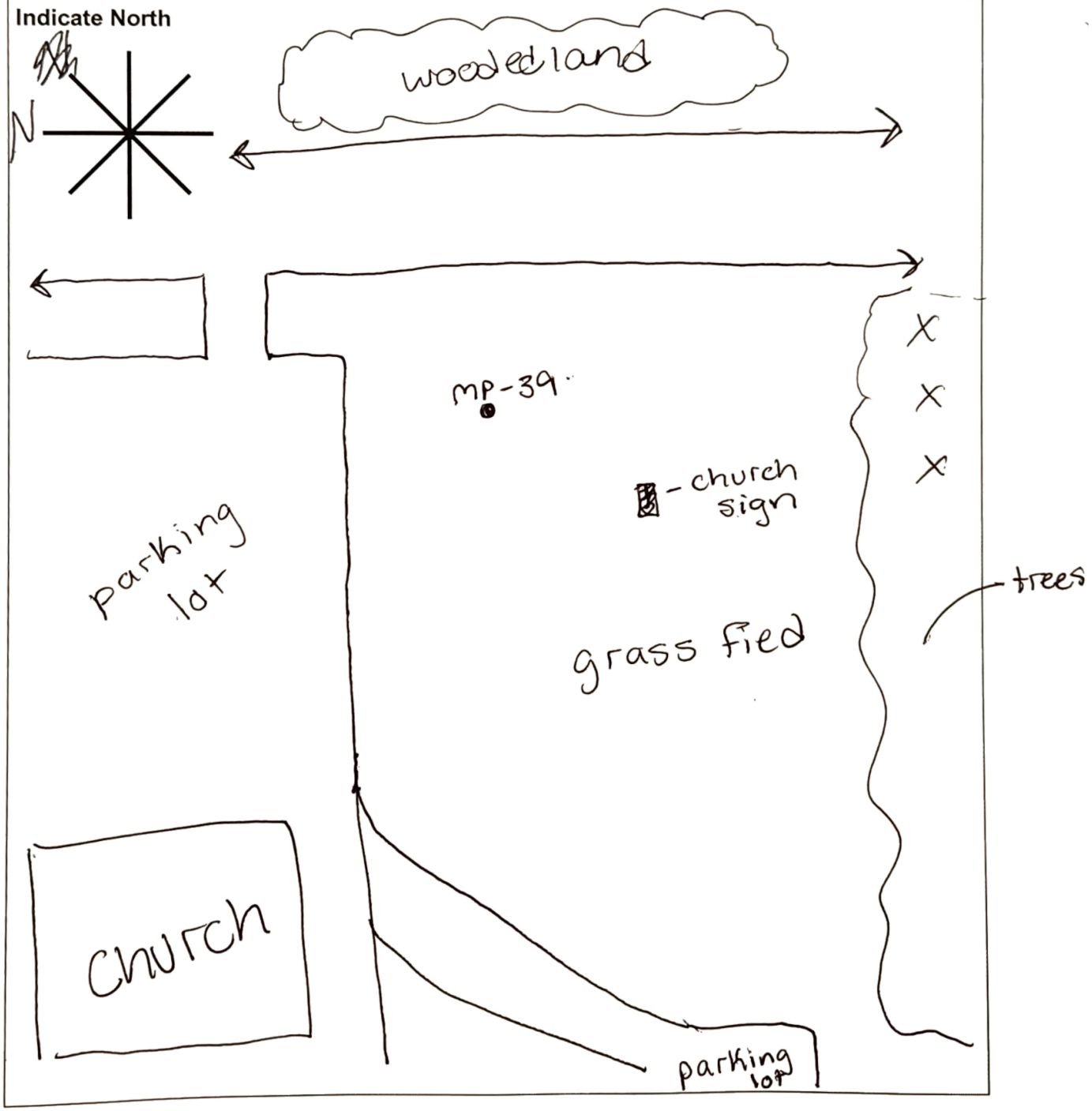
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24
Address	13126 Old Hickory Blvd (MP-39)
Land Use	D

Indicate North



I-24, Davidson and Rutherford County
MP-39

Date: 4/16/2024
Site: 13126 Old Hickory Boulevard
Description: Place of Worship

Period #	Time Start	Leq (dBA)	Included?	Note
1	14:51	67.9	Y	
2	14:52	70.1	Y	
3	14:53	72.0	Y	
4	14:54	70.1	Y	
5	14:55	68.1	Y	
6	14:56	68.4	Y	
7	14:57	66.6	Y	
8	14:58	66.1	Y	
9	14:59	NA	N	Tripod Knocked down by wind
10	15:00	NA	N	Turned off, started again
11	15:01	69.0	Y	
12	15:02	70.0	Y	
13	15:03	66.6	Y	
14	15:04	67.7	Y	
15	15:05	70.1	Y	
16	15:06	69.4	Y	
17	15:07	69.3	Y	
18	15:08	69.6	Y	
Total		69.0		



Date: 4/16/24.

Photographer: GK/HA.

1	**Location / Orientation**	13020 Old Hickory Boulevard (36.01557°, -86.62047°) facing north
	Remarks	MP-40



Date: 4/16/24.

Photographer: GK/HA.

2	**Location / Orientation**	13020 Old Hickory Boulevard (36.01557°, -86.62047°) facing west
	Remarks	MP-40

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: M-40 Meter Serial Number: 0165999

Date: 4/16/24 Personnel: HRA + GNK

Run Number: 001

Timer Start: 07:45 Timer End: ~~0750805~~

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 73.5°F Time Assessed: 07:48

Wind Speed ~~6.9MPH~~ 2.7MPH Time Assessed: ~~08:05~~ 07:48

Wind Direction South Time Assessed: 07:55

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 74.5°F Time Assessed: 08:05

Wind Speed 6.9 MPH Time Assessed: 08:05

Wind Direction South Time Assessed: 08:05

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	7:40	8:05
Calibration Level	114 ✓	114 ✓

RESULTS FROM METER

LAeq: ~~Ø~~ 68.6 Time: 8:05

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24	
Address/Location	13020 Old Hickory Blvd (MP-40)	
Land Use	E	
Analyst Name	HRA + GNK	
Meteorological Conditions		
Temperature(s)	73.5	
Wind Speed(s)	6.9 MPH	
Wind Direction(s)	~~N~~ S	
Calibration		
Meter/Analyzer	0165999	
	Pre-Measurement	Post-Measurement
Calibration Time	7:40	8:05
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	0745	
2	0746	
3	0747	
4	0748	car honk and semi truck brakes
5	0749	
6	0750	
7	0751	
8	0752	
9	0753	car acceleration
10	0754	
11	0755	
12	0756	car honk
13	0757	car honk
14	0758	
15	0759	
16	800~~0760~~	music from motorcycle
17	801	
18	802	
19	803	
20	804	
21	805	
22		
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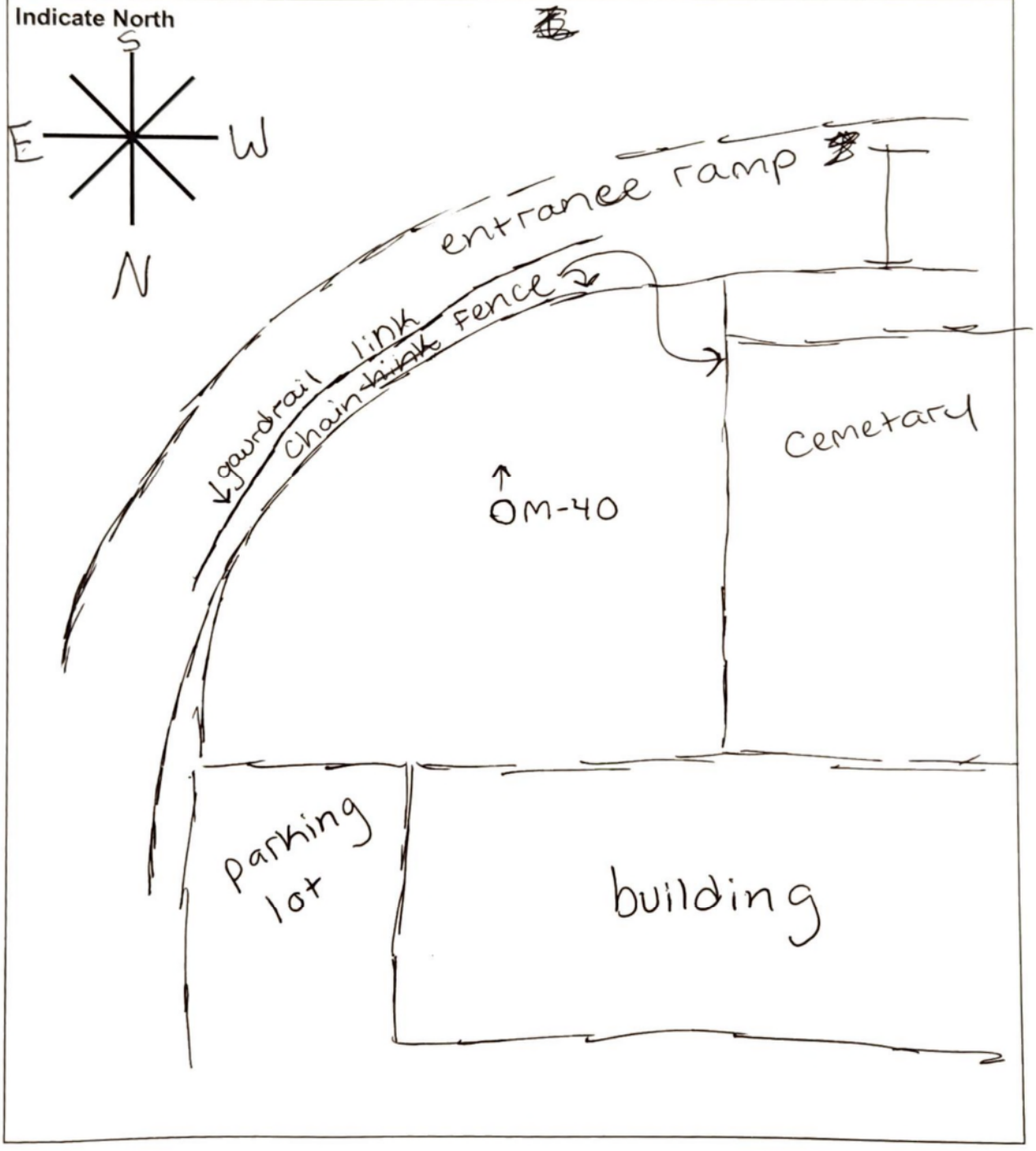
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-16-24
Address	13020 Old Hickory Blvd (MP-40)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-40

Date: 4/16/2024
Site: 13020 Old Hickory Boulevard
Description: Restaurants

Period #	Time Start	Leq (dBA)	Included?	Note
1	7:45	64.9	Y	
2	7:46	67.5	Y	
3	7:47	67.6	Y	
4	7:48	65.9	N	Car Horn
5	7:49	70.8	Y	
6	7:50	65.1	Y	
7	7:51	67.5	Y	
8	7:52	66.1	Y	
9	7:53	74.7	Y	
10	7:54	65.2	Y	
11	7:55	67.9	Y	
12	7:56	67.4	N	Car Horn
13	7:57	66.5	N	Car Horn
14	7:58	68.1	Y	
15	7:59	70.9	Y	
16	8:00	69.8	Y	
17	8:01	65.7	Y	
18	8:02	68.8	Y	
19	8:03	66.3	Y	
20	8:04	68.4	Y	
21	8:05	65.9	Y	
Total		68.6		



Date: 4/16/24.

Photographer: GK/HA.

1	**Location / Orientation**	Unnamed Road (36.02827°, -86.63692°) facing west
	Remarks	MP-41



Date: 4/16/24.

Photographer: GK/HA.

2	**Location / Orientation**	Unnamed Road (36.02827°, -86.63692°) facing east
	Remarks	MP-41

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-41 Meter Serial Number: 06159999

Date: 06-14-24 Personnel: ARA, GNK

Run Number: 011

Timer Start: 1534 Timer End: 1550

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	88.5°F	Time Assessed:	1535
Wind Speed	4.2 mph	Time Assessed:	1535
Wind Direction	SE	Time Assessed:	1535

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	93.0°F	Time Assessed:	1552
Wind Speed	4.1	Time Assessed:	1552
Wind Direction	SE	Time Assessed:	1552

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1531	~~13~~ 1553
Calibration Level	114 ✓	114 ✓

RESULTS FROM METER

LAeq: 73.7 Time: 1550

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24	
Address/Location	36.02792, -86.63685 Unnamed Road (MP-41)	
Land Use	B	
Analyst Name	HRA, GNK	
Meteorological Conditions		
Temperature(s)	88.5°F, 93.0°F	
Wind Speed(s)	4.2mph, 4.1	
Wind Direction(s)	SE,	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1531	1553
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1535	
2	1536	
3	1537	
4	1538	
5	1539	
6	1540	
7	1541	
8	1542	
9	1543	
10	1544	
11	1545	
12	1546	
13	1547	
14	1548	
15	1549	plane overhead
16	1550	
17		
18		
19		
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21		
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27		
28		
29		
30		

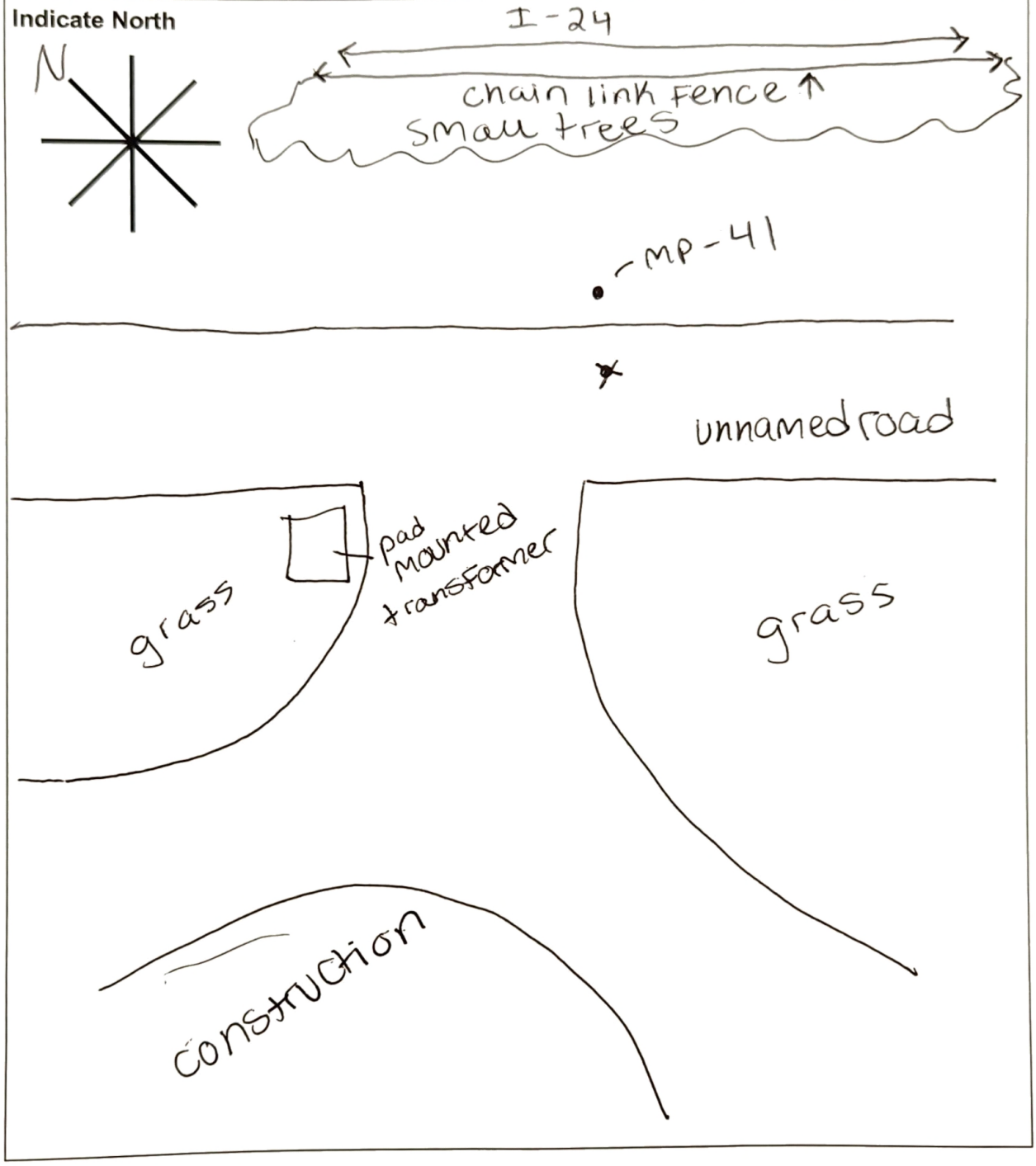
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	8-4-16-24
Address	36.02792, -86.63685 Unnamed Road (MP-41)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-41

Date: 4/16/2024
Site: (36.02792, -86.63685)
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	15:35	73.3	Y	
2	15:36	73.4	Y	
3	15:37	74.9	Y	
4	15:38	75.2	Y	
5	15:39	73.1	Y	
6	15:40	72.9	Y	
7	15:41	73.2	Y	
8	15:42	74.4	Y	
9	15:43	72.4	Y	
10	15:44	74.2	Y	
11	15:45	73.0	Y	
12	15:46	72.8	Y	
13	15:47	72.8	Y	
14	15:48	74.6	Y	
15	15:49	73.3	N	Airplane
16	15:50	74.5	Y	
Total		73.8		



Date: 4/16/24.

Photographer: GK/HA.

1	**Location / Orientation**	4060 Cane Ridge Parkway (36.03500°, -86.64440°) facing north
	Remarks	MP-42



Date: 4/16/24.

Photographer: GK/HA.

2	**Location / Orientation**	4060 Cane Ridge Parkway (36.03500°, -86.64440°) facing south
	Remarks	MP-42

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-42 Meter Serial Number: 0615999

Date: 4/16-24 Personnel: HRA, ~~SAH~~ ENK

Run Number: 012

Timer Start: 1617 Timer End: ~~1633~~ 1636

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	88.7°F	Time Assessed:	1617
Wind Speed	3.9 mph	Time Assessed:	1617
Wind Direction	E	Time Assessed:	1617

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	89.5°F	Time Assessed:	~~1633~~ 1636
Wind Speed	3.7	Time Assessed:	~~1633~~ 1636
Wind Direction	E	Time Assessed:	~~1633~~ 1636

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	16:10	1640
Calibration Level	114	114

RESULTS FROM METER

LAeq: 72.1* Time: 1636

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24	
Address/Location	4060 Cane Ridge Pkwy (MP-42)	
Land Use	E	
Analyst Name	HRA, GNK	
Meteorological Conditions		
Temperature(s)	88.7°F,	
Wind Speed(s)	3.9 mph,	
Wind Direction(s)	E	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	~~0610~~ 1610	1640
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1617	
2	1618	
3	1619	
4	1620	tripod fell due to wind
5	1621	
6	1622	
7	1623	car horn
8	1624	
9	1625	
10	1626	
11	1627	cart rattling from shop
12	1628	
13	1629	
14	1630	car driving by in parking lot
15	1631	
16	1632	car driving by in parking lot
17	1633	
18	1634	
19	1635	
20	1636	
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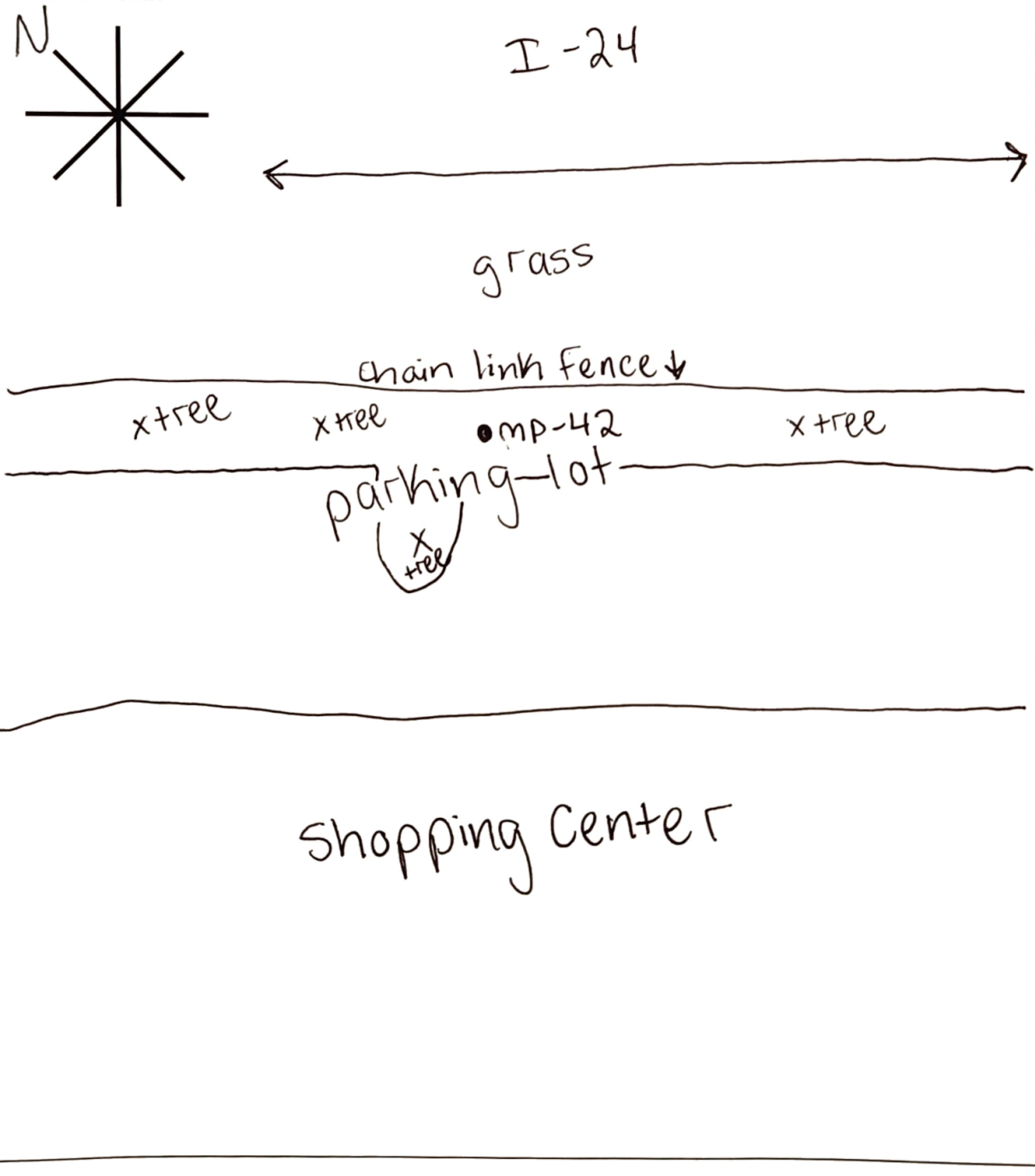
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24
Address	4060 Cane Ridge Pkwy (MP-42)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-42

Date: 4/16/2024
Site: 4060 Cane Ridge Parkway
Description: Commercial

Period #	Time Start	Leq (dBA)	Included?	Note
1	16:17	71.2	Y	
2	16:18	68.0	Y	
3	16:19	67.4	Y	
4	16:20	82.8	N	Tripod fell
5	16:21	69.0	Y	
6	16:22	65.6	Y	
7	16:23	66.2	N	Car Horn
8	16:24	66.7	Y	
9	16:25	67.4	Y	
10	16:26	68.0	Y	
11	16:27	67.5	Y	
12	16:28	68.7	Y	
13	16:29	68.1	Y	
14	16:30	66.8	Y	
15	16:31	65.6	Y	
16	16:32	67.6	Y	
17	16:33	70.2	Y	
18	16:34	69.3	Y	
19	16:35	68.7	Y	
20	16:36	68.5	Y	
Total		68.4		



Date: 4/16/24.

Photographer: GK/HA.

1	**Location / Orientation**	5764 Crossings Boulevard (36.03764°, -86.64442°) facing west
	Remarks	MP-43



Date: 4/16/24.

Photographer: GK/HA.

2	**Location / Orientation**	5764 Crossings Boulevard (36.03764°, -86.64442°) facing east
	Remarks	MP-43

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-43 Meter Serial Number: 0165999

Date: 4-16-24 Personnel: HRA + GNK

Run Number: 00

Timer Start: 0856 Timer End: 9:10

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 77.0°F Time Assessed: 8:56

Wind Speed 0.3 mph Time Assessed: 8:56

Wind Direction ~~NW~~ SW Time Assessed: 8:56

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 74.7 Time Assessed: 9:10

Wind Speed 1.1 Time Assessed: 9:10

Wind Direction SW Time Assessed: 9:10

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	8:51	9:10
Calibration Level	114 ✓	~~93~~ 114 ✓

RESULTS FROM METER

LAeq: 58.2 Time: 9:11

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24	
Address/Location	5764 Crossings Blvd (MP-43)	
Land Use	E	
Analyst Name	HRA + BNK	
Meteorological Conditions		
Temperature(s)		
Wind Speed(s)		
Wind Direction(s)		
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	08:51	9:10
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	08:56	
2	08:57	
3	08:58	
4	08:59	
5	9:00	
6	9:01	
7	9:02	
8	9:03	
9	9:04	
10	9:05	
11	9:06	
12	9:07	
13	9:08	
14	9:09	
15	9:10	
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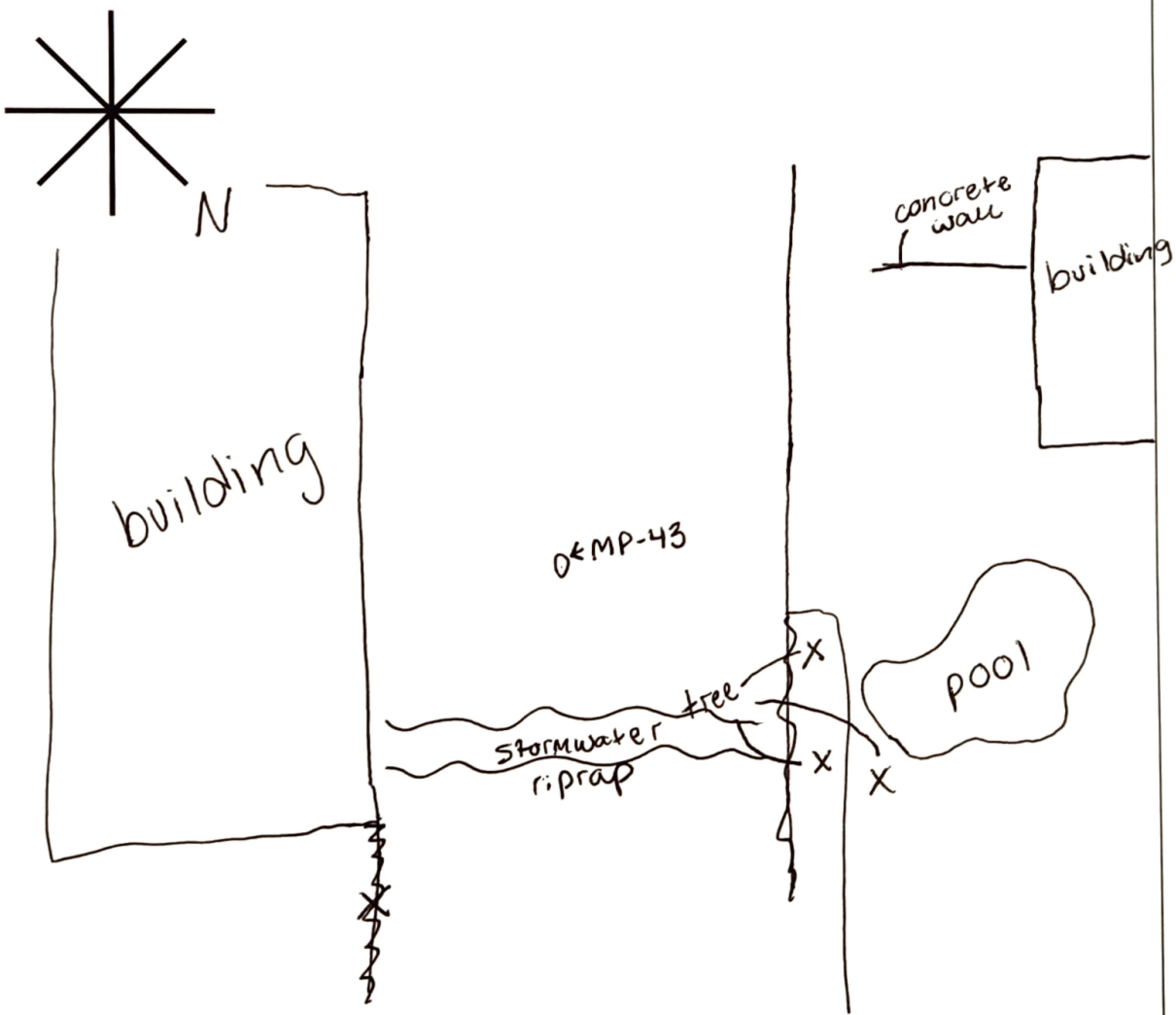
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24
Address	5764 Crossings Blvd (MP-43)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-43

Date: 4/16/2024
Site: 5764 Crossings Boulevard
Description: Commercial

Period #	Time Start	Leq (dBA)	Included?	Note
1	8:56	57.8	Y	
2	8:57	57.9	Y	
3	8:58	59.0	Y	
4	8:59	58.3	Y	
5	9:00	59.2	Y	
6	9:01	58.1	Y	
7	9:02	59.0	Y	
8	9:03	58.3	Y	
9	9:04	58.3	Y	
10	9:05	57.9	Y	
11	9:06	57.5	Y	
12	9:07	58.2	Y	
13	9:08	58.0	Y	
14	9:09	57.5	Y	
15	9:10	57.7	Y	
Total		58.2		



Date: 4/16/24.

Photographer: GK/HA.

1	**Location / Orientation**	5700 Crossings Boulevard (36.04086°, -86.64801°) facing south
	Remarks	MP-44



Date: 4/16/24.

Photographer: GK/HA.

2	**Location / Orientation**	5700 Crossings Boulevard (36.04086°, -86.64801°) facing east
	Remarks	MP-44

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-44 Meter Serial Number: 0615999

Date: 4-16-24 Personnel: HRA & GNK

Run Number: 003, 004

Timer Start: 9:38 Timer End: ~~1022~~

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 78.9 Time Assessed: 9:38

Wind Speed 1.3 Time Assessed: 9:38

Wind Direction ~~SW~~ NW Time Assessed: 9:38

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature ~~86.8°F~~ 87.3°F Time Assessed: ~~1022~~ 1028

Wind Speed ~~1.1 mph~~ 1.3mph Time Assessed: ~~1022~~ 1028

Wind Direction ~~East~~ southeast Time Assessed: ~~1022~~ 1028

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	9:35	1028
Calibration Level	114 ✓	114 ✓

RESULTS FROM METER

LAeq: 58.9 Time: 1028

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24	
Address/Location	5700 Crossings Blvd (MP-44)	
Land Use	B	
Analyst Name	HKA & GNK	
Meteorological Conditions		
Temperature(s)		
Wind Speed(s)		
Wind Direction(s)		
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	09:35	
Calibration Level	114	

Period #	Start Time	Event Description(s)
1	0938	
2	0939	
3	0940	
4	0941	
5	0942	
6	0943	
7	0944	plane overhead
8	0945	machinery beeping
9	0946	machinery beeping
10	0947	machinery beeping
11	0948	drill from machine
12	0949	
13	0950	
14	0951	
15	0952	drill
16	0953	
17	0954	beeping from machinery, drill
18	0955	moving machinery
19	095456	moving machinery, beeping
20	0957	moving machinery, beeping
21	0958	"
22	~~0959~~	
23	~~1000~~	
24	~~1001~~	
25	~~1002~~	
26	~~1003~~	
27	1013	
28	1014	beeping from machinery
29	1015	drilling
30	1016	"
31	1017	" beeping
32	1018	plane overhead, drilling

stopped run 004

↓ Check back of page

33	1019	jet brakes, machinery beeping
34	1020	drilling, beeping
35	1021	
36	1022	~~end~~ beeping
37	1023	beeping
39	1024	
40	1025	
41	1026	
42	1027	beeping
43	1028	

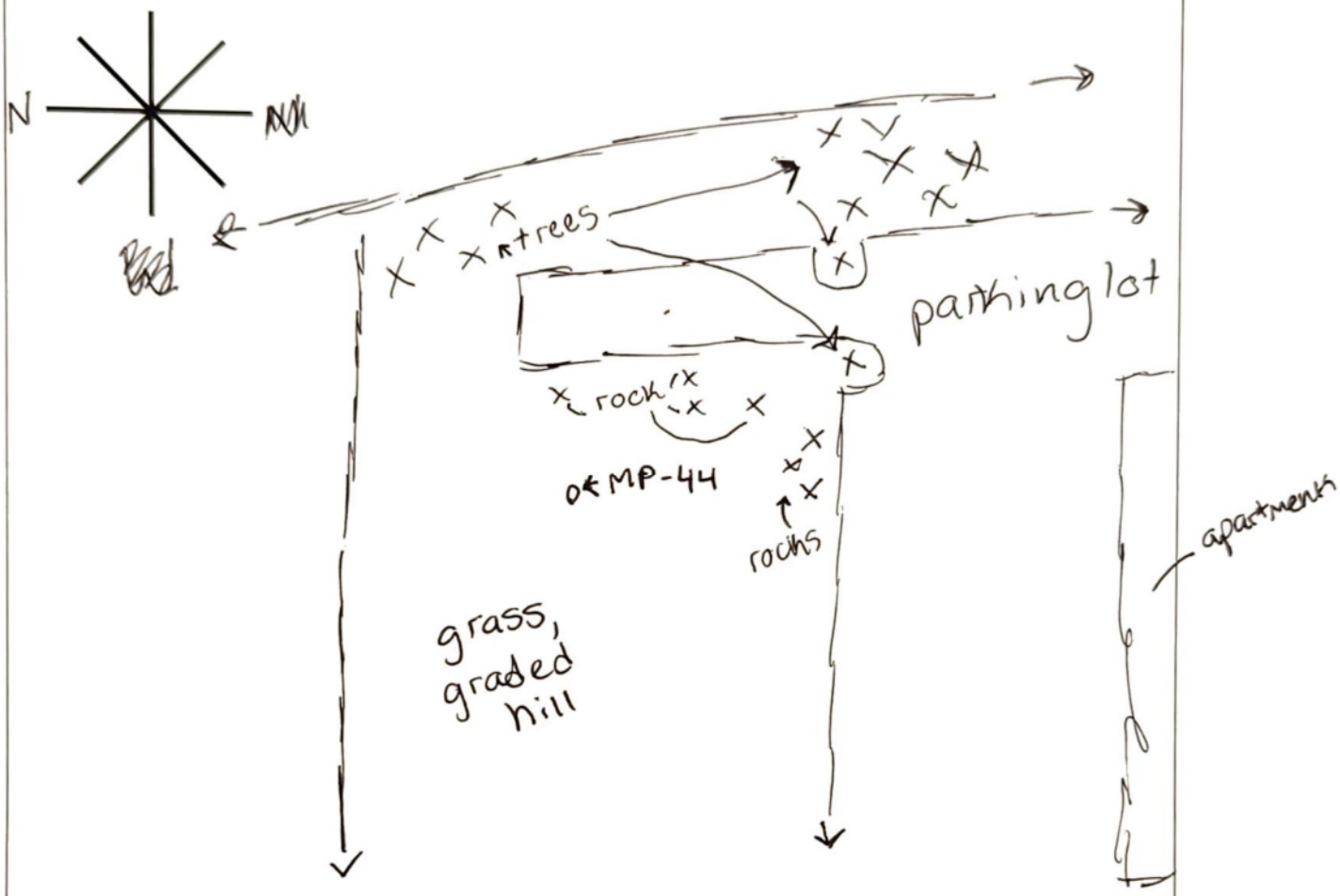
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24
Address	5700 Crossings Blvd (MP-44)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-44

Date: 4/16/2024
Site: 5700 Crossings Boulevard
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	9:38	57.9	Y	
2	9:39	56.7	Y	
3	9:40	55.9	Y	
4	9:41	55.5	Y	
5	9:42	55.8	Y	
6	9:43	56.8	Y	
7	9:44	58.7	N	Plane
8	9:45	57.9	N	Beeping from machine
9	9:46	59.1	N	Beeping from machine
10	9:47	59.3	N	Beeping from machine
11	9:48	58.2	N	Drilling from machine
12	9:49	55.6	Y	
13	9:50	57.9	Y	
14	9:51	57.5	Y	
15	9:52	57.8	N	Drilling from machine
16	9:53	57.1	Y	
17	9:54	58.8	N	Beeping from machine
18	9:55	66.4	N	Beeping from machine
19	9:56	66.4	N	Beeping from machine
20	9:57	73.7	N	Beeping from machine
21	9:58	65.5	N	Beeping from machine
22	10:13	60.1	Y	
23	10:14	57.8	N	Beeping from machine
24	10:15	58.9	N	Drilling from machine
25	10:16	58.5	N	Drilling from machine
26	10:17	58.2	N	Beeping from machine
27	10:18	60.8	N	Plane, drilling
28	10:19	58.9	N	Beeping from machine
29	10:20	59.4	N	Beeping from machine
30	10:21	59.4	Y	
31	10:22	58.2	N	Beeping from machine
32	10:23	61.9	N	Beeping from machine
33	10:24	56.9	Y	
34	10:25	57	Y	
35	10:26	57.9	Y	
36	10:27	56.6	N	Beeping from machine

37	10:28	58.2	Y
Total		57.2	



Date: 4/16/24.

Photographer: GK/HA.

1	**Location / Orientation**	William Turner Parkway (36.03945°, -86.65091°) facing north
	Remarks	MP-45



Date: 4/16/24.

Photographer: GK/HA.

2	**Location / Orientation**	William Turner Parkway (36.03945°, -86.65091°) facing east
	Remarks	MP-45

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-45 Meter Serial Number: 0615999

Date: 4-16-24 Personnel: HRA + GNBK

Run Number: 013

Timer Start: 1744 Timer End: 1804

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	84.6°F	Time Assessed:	1744
Wind Speed	8.0mph	Time Assessed:	1744
Wind Direction	SE	Time Assessed:	1744

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	82.5	Time Assessed:	18:05
Wind Speed	2.5mph	Time Assessed:	1805
Wind Direction	SE	Time Assessed:	1805

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1655	1808
Calibration Level	~~1655~~ 114✓	114✓

RESULTS FROM METER

LAeq: 62.1 Time: 18:04

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24	
Address/Location	~~1210 Century Farms Terr~~ (MP-45) William Turner Pkwy	
Land Use	E	
Analyst Name	HRA, GNK	
Meteorological Conditions		
Temperature(s)	84.6, 82.5	
Wind Speed(s)	8.0mph, 2.5mph	
Wind Direction(s)	SE, SE	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1655	
Calibration Level	114	

Period #	Start Time	Event Description(s)
1	~~16:17:40~~	
2	17:44	
3	17:45	
4	17:46	
5	17:47	
6	17:48	
7	17:49	
8	17:50	
9	1751	
10	1752	
11	1753	
12	1754	
13	1755	Motorcycle
14	1756	
15	1757	
16	1758	
17	1759	
18	1800	
19	1801	
20	1802	
21	1803	
22	1804	
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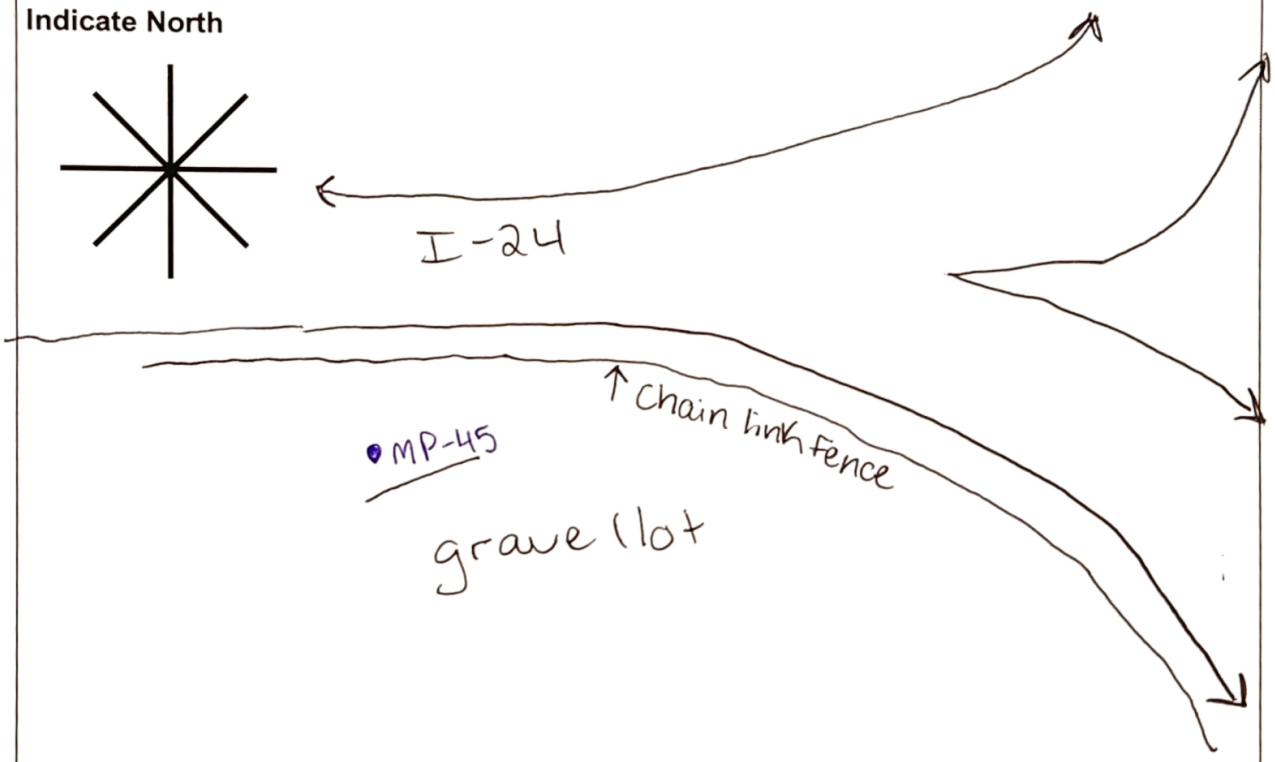
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24
Address	~~1210 Century Farms Terr~~ (MP-45) William Turner Pkwy
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-45

Date: 4/16/2024
Site: William Turner Parkway
Description: Hotel

Period #	Time Start	Leq (dBA)	Included?	Note
1	17:44	62.4	Y	
2	17:45	62.7	Y	
3	17:46	60.9	Y	
4	17:47	62.4	Y	
5	17:48	61.4	Y	
6	17:49	60.7	Y	
7	17:50	62.6	Y	
8	17:51	59.7	Y	
9	17:52	59.2	Y	
10	17:53	59.5	Y	
11	17:54	68.8	Y	
12	17:55	61.5	Y	
13	17:56	60.6	Y	
14	17:56	60.6	Y	
15	17:58	62.2	Y	
16	17:59	61.2	Y	
17	18:00	60.6	Y	
18	18:01	60.8	Y	
19	18:02	59.8	Y	
20	18:03	61.0	Y	
21	18:04	58.1	Y	
Total		62.0		



Date: 4/16/24.

Photographer: EC.

1	**Location / Orientation**	5426 Target Drive (36.04417°, -86.65878°) facing northwest
	Remarks	MP-46



Date: 4/16/24.

Photographer: EC.

2	**Location / Orientation**	5426 Target Drive (36.04417°, -86.65878°) facing southeast
	Remarks	MP-46

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-46 Meter Serial Number: 46377978

Date: 4/16/24 Personnel: Curwen, Covington

Run Number: 31

Timer Start: 5:16 Timer End: 5:31

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 82° Time Assessed: 5:14

Wind Speed 4.1 Time Assessed: 5:14

Wind Direction NE Time Assessed: 5:14

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 82° Time Assessed: 5:32

Wind Speed 0.8 Time Assessed: 5:32

Wind Direction NE Time Assessed: 5:32

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	5:13	5:33
Calibration Level	114	114

RESULTS FROM METER

LAeq: 62.8 Time: 5:3

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24	
Address/Location	5426 Target Dr (MP-46)	
Land Use	E	
Analyst Name	Curwen, Covington	
Meteorological Conditions		
Temperature(s)	82.	
Wind Speed(s)	4.1	
Wind Direction(s)	NE	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	5:13	5:33
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	5:14	Meter Started
2	5:17	
3	5:18	
4	5:19	
5	5:20	
6	5:21	
7	5:22	
8	5:23	
9	5:24	
10	5:25	
11	5:26	
12	5:27	
13	5:28	
14	5:29	
15	5:30	
16	5:31	Meter Ended
17		
18		
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30		

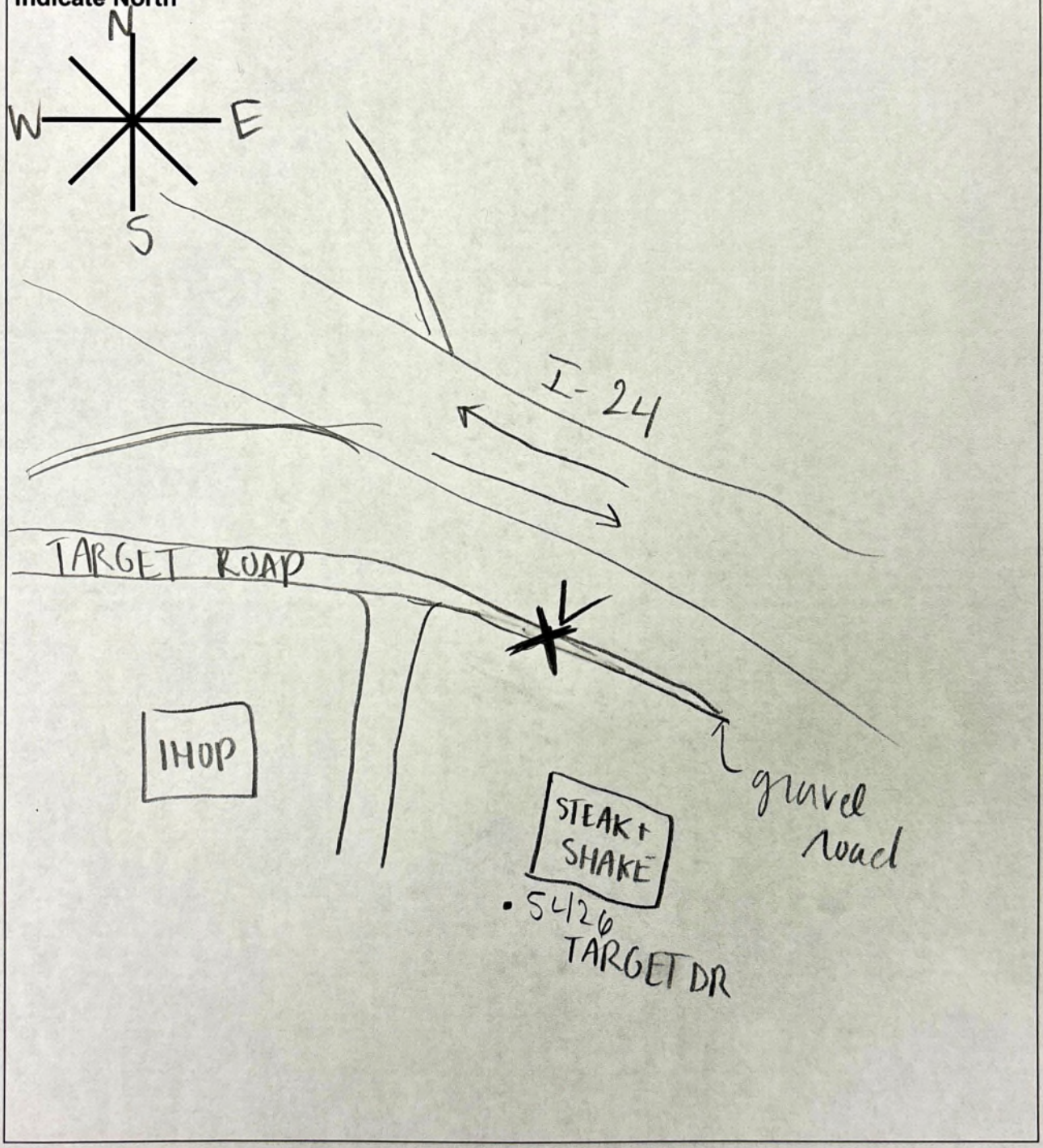
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24
Address	5426 Target Dr (MP-46)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-46

Date: 4/16/2024
Site: 5426 Target Drive
Description: Restaurants

Period #	Time Start	Leq (dBA)	Included?	Note
1	17:16	62.4	Y	
2	17:17	63.9	Y	
3	17:18	61.8	Y	
4	17:19	62.9	Y	
5	17:20	66.6	Y	
6	17:21	64.1	Y	
7	17:22	63.7	Y	
8	17:23	65.7	Y	
9	17:24	63.8	Y	
10	17:25	61.8	Y	
11	17:26	62.3	Y	
12	17:27	61.9	Y	
13	17:28	63.3	Y	
14	17:29	63.8	Y	
15	17:30	61.4	Y	
16	17:31	62.0	Y	
Total		63.5		



Date: 4/16/24.

Photographer: GK/HA.

1	**Location / Orientation**	510 Collins Park Drive (36.04431°, -86.65603°) facing west
	Remarks	MP-47



Date: 4/16/24.

Photographer:GK/HA.

2	**Location / Orientation**	510 Collins Park Drive (36.04431°, -86.65603°) facing east
	Remarks	MP-47

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-47 Meter Serial Number: 0165999

Date: 4-16-24 Personnel: HRA + BNK

Run Number: 005

Timer Start: 1051 Timer End: 1110

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 89.2°F Time Assessed: 1050

Wind Speed ~~3.96~~ mph Time Assessed: 1050

Wind Direction SW Time Assessed: 1050

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 88.1°F Time Assessed: 1110

Wind Speed * 3.1mph Time Assessed: 1110

Wind Direction SE Time Assessed: 1110

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1048	1110
Calibration Level	114 ✓	114 ✓

RESULTS FROM METER

LAeq: 77.5 Time: 1110

background noise

- cars on interstate

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date		
Address/Location	510 Collins Park Dr (MP-47)	
Land Use	E	
Analyst Name	HRA & GNH	
Meteorological Conditions		
Temperature(s)	89.2°F, 88.1°F	
Wind Speed(s)	6mph, 3.1mph	
Wind Direction(s)	SW, SE	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1048	1015
Calibration Level	114✓	

Period #	Start Time	Event Description(s)
1	1051	
2	1052	
3	1053	
4	1054	
5	1055	
6	1056	plane overhead
7	1057	car with trailer passing by
8	1058	honked at
9	1059	
10	1106	
11	1101	
12	1102	
13	1103	bus passing by on collins.
14	11024	
15	1105	
16	1106	plane overhead
17	1107	
18	1108	
19	1109	
20	1110	
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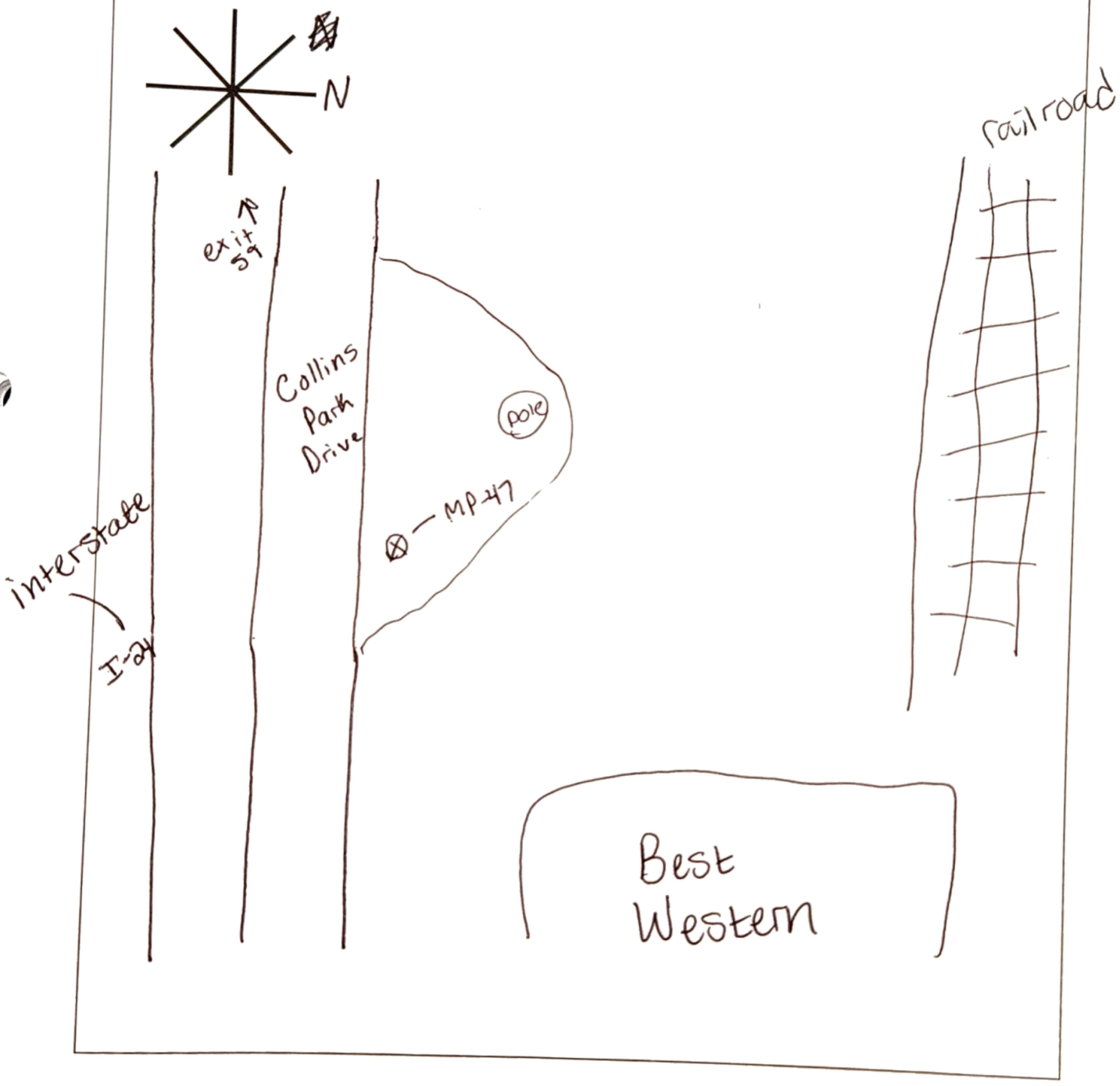
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24
Address	510 Collins Park Dr (MP-47)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-47

Date: 4/16/2024
Site: 510 Collins Park Drive
Description: Hotel

Period #	Time Start	Leq (dBA)	Included?	Note
1	10:51	76.4	Y	
2	10:52	77.2	Y	
3	10:53	76.9	Y	
4	10:54	77.4	Y	
5	10:55	76.3	Y	
6	10:56	77.8	N	Airplane
7	10:57	75.9	Y	
8	10:58	77.0	N	Car Horn
9	10:59	77.9	Y	
10	11:00	76.3	Y	
11	11:01	78.1	Y	
12	11:02	77.6	Y	
13	11:03	78.2	Y	
14	11:04	77.6	Y	
15	11:05	78.4	Y	
16	11:06	77.8	N	Airplane
17	11:07	77.8	Y	
18	11:08	77.8	Y	
19	11:09	81.1	Y	
Total		77.8		



Date: 4/16/24.

Photographer: EC.

1	**Location / Orientation**	1111 Bell Road (36.04602°, -86.66304°) facing northeast
	Remarks	MP-48



Date: 4/16/24.

Photographer: EC.

2	**Location / Orientation**	1111 Bell Road (36.04602°, -86.66304°) facing southwest
	Remarks	MP-48

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: 48 Meter Serial Number: 46637978

Date: 4/16/24 Personnel: Curwen, Counsten

Run Number: 33

Timer Start: 5:52 Timer End: 6:09

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	82°	Time Assessed:	5:48
Wind Speed	5.4	Time Assessed:	5:48
Wind Direction	NE	Time Assessed:	5:48

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	82°	Time Assessed:	6:10
Wind Speed	2.0	Time Assessed:	6:10
Wind Direction	NE	Time Assessed:	NE

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	5:49	6:11
Calibration Level	114	114

RESULTS FROM METER

LAeq: 68.9 Time: 6:10

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24	
Address/Location	1111 Bell Rd (MP-48)	
Land Use	E	
Analyst Name	Curwen, Covington	
Meteorological Conditions		
Temperature(s)	62	
Wind Speed(s)	4.1	
Wind Direction(s)	NE	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	5:49	6:11
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	5:52	Start Meter
2	5:53	
3	5:54	
4	5:55	
5	5:56	
6	5:57	
7	5:58	
8	5:59	
9	6:00	
10	6:01	
11	6:02	Horn Honking
12	6:03	
13	6:04	
14	6:05	car locking noise/door closing
15	6:06	
16	6:07	
17	6:08	
18	6:09	end meter
19		
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29		
30		

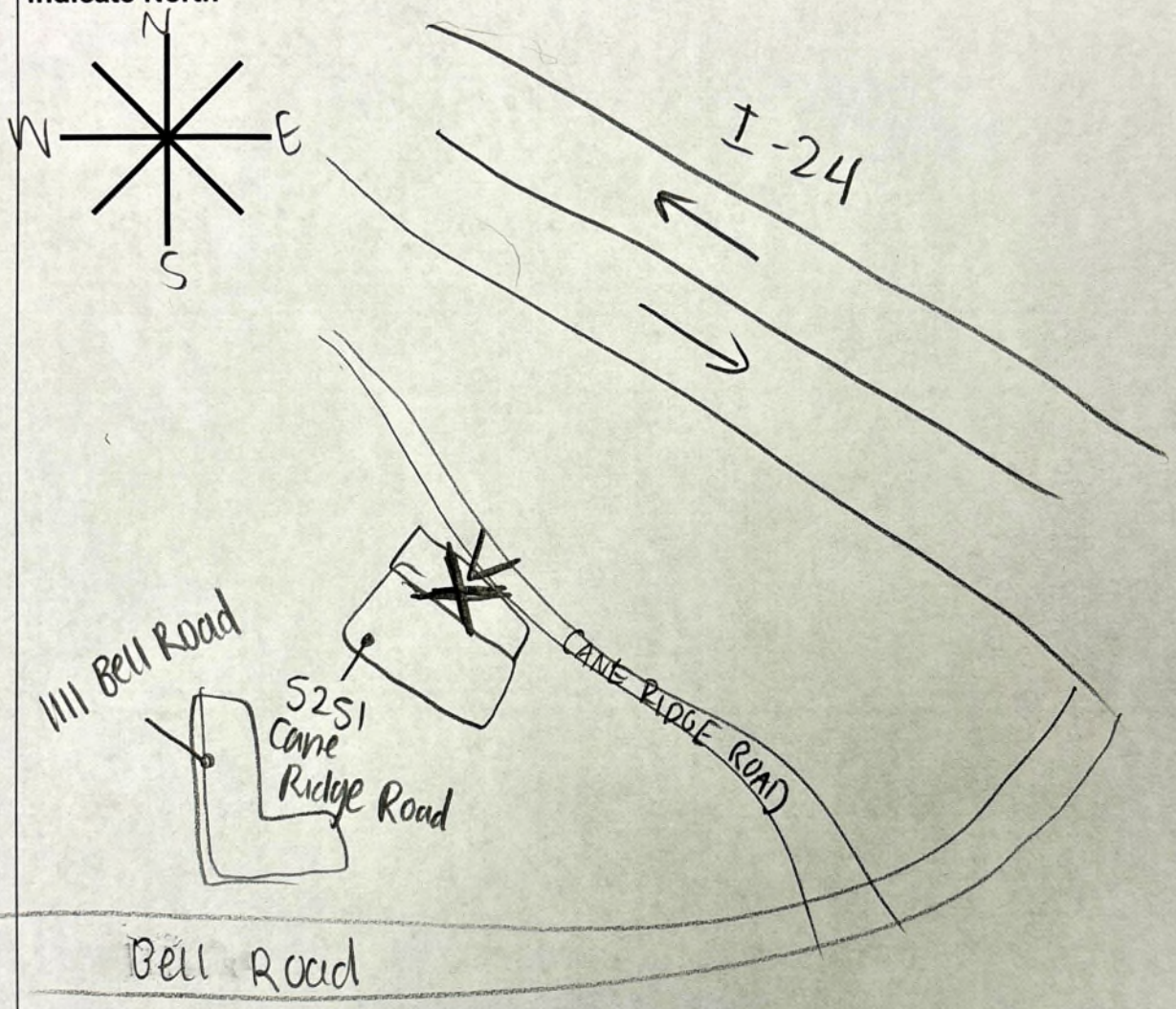
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24
Address	1111 Bell Rd (MP-48)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-48

Date: 4/16/2024
Site: 1111 Bell Road
Description: Motel

Period #	Time Start	Leq (dBA)	Included?	Note
1	17:52	68.7	Y	
2	17:53	68.6	Y	
3	17:54	68.4	Y	
4	17:55	68.8	Y	
5	17:56	68.7	Y	
6	17:57	70.0	Y	
7	17:58	68.1	Y	
8	17:59	69.9	Y	
9	18:00	68.5	Y	
10	18:01	70.7	Y	
11	18:02	69.1	N	Car Horn
12	18:03	68.0	Y	
13	18:04	68.7	Y	
14	18:05	68.5	Y	
15	18:06	70.5	Y	
16	18:07	70.3	Y	
17	18:08	68.0	Y	
18	18:09	67.9	Y	
Total		69.0		



Date: 4/16/24.

Photographer: GK/HA.

1	**Location / Orientation**	400 Collins Park Drive (36.04731°, -86.66152°) facing east
	Remarks	MP-49



Date: 4/16/24.

Photographer: GK/HA.

2	**Location / Orientation**	400 Collins Park Drive (36.04731°, -86.66152°) facing north
	Remarks	MP-49

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-49 Meter Serial Number: 0615949

Date: 4-16-24 Personnel: HRA + GNH

Run Number: 006

Timer Start: 1125 Timer End: 1141

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 91.4°F Time Assessed: 1125

Wind Speed 2.87 Time Assessed: 1125

Wind Direction SE Time Assessed: 1125

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 89.1°F Time Assessed: 1142

Wind Speed 2.9mph Time Assessed: 1142

Wind Direction NE Time Assessed: 1142

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1120	1143
Calibration Level	114✓	114✓

RESULTS FROM METER

LAeq: 76.4 Time: 1141

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24	
Address/Location	400 Collins Park Dr (MP-49)	
Land Use	E	
Analyst Name	HRA & BNK	
Meteorological Conditions		
Temperature(s)	91.4°F, 89.1°F	
Wind Speed(s)	2.7mph, 2.9mph	
Wind Direction(s)	SE, NE	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1125	1143
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1125	
2	1126	
3	1127	
4	1128	
5	1129	
6	1130	
7	1131	
8	1132	
9	1133	motorcycle
10	1134	
11	1135	
12	1136	train horn
13	1137	
14	1138	
15	1139	
16	1140	
17	1141	
18		end
19		
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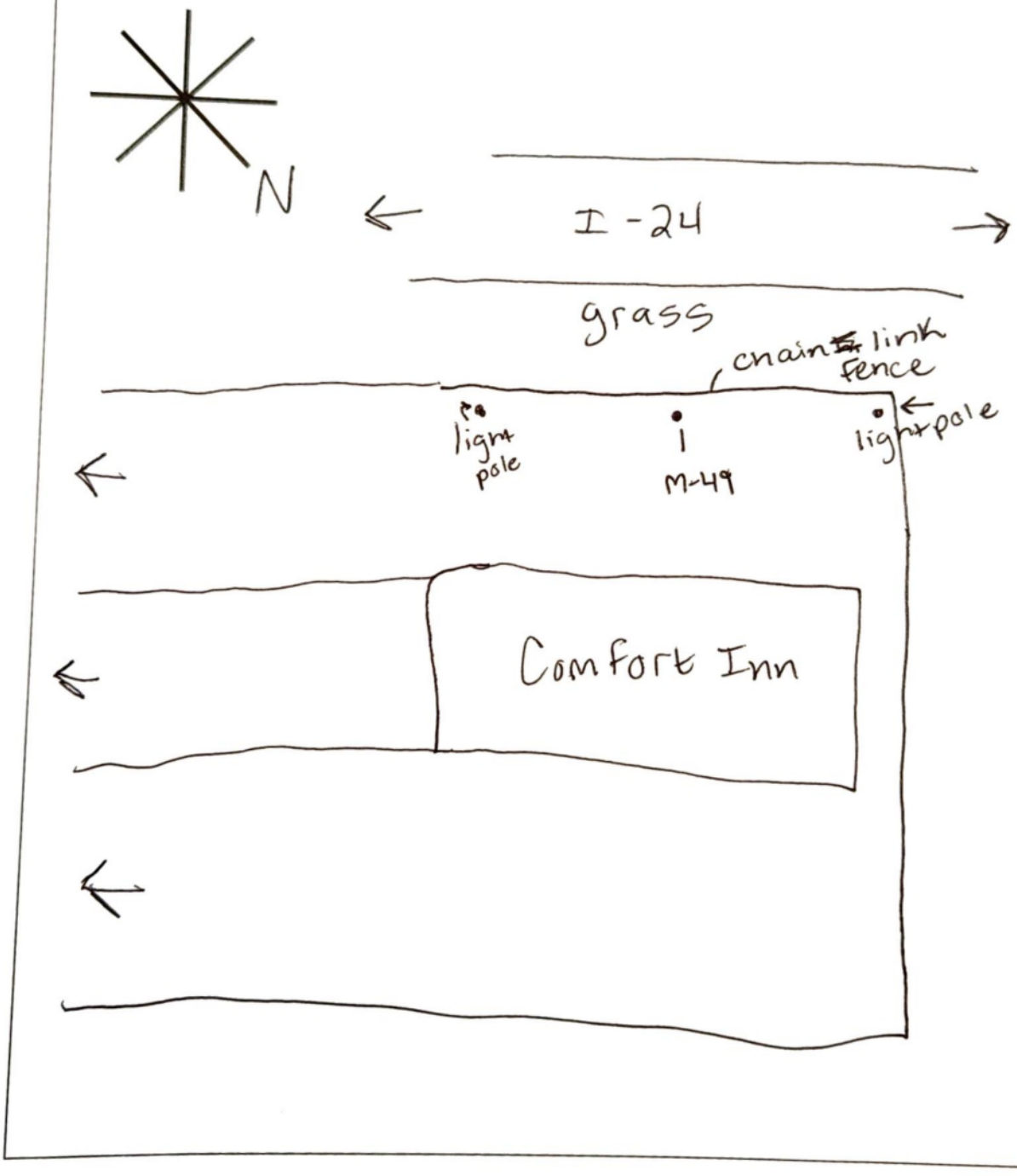
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-24
Address	400 Collins Park Dr (MP-49)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-49

Date: 4/16/2024
Site: 400 Collins Park Drive
Description: Hotel

Period #	Time Start	Leq (dBA)	Included?	Note
1	11:25	75.4	Y	
2	11:26	76.0	Y	
3	11:27	75.9	Y	
4	11:28	75.5	Y	
5	11:29	74.1	Y	
6	11:30	75.0	Y	
7	11:31	74.5	Y	
8	11:32	74.9	Y	
9	11:33	75.7	Y	
10	11:34	76.5	Y	
11	11:35	74.7	Y	
12	11:36	82.1	N	Car Horn
13	11:37	77.0	Y	
14	11:38	74.9	Y	
15	11:39	76.0	Y	
16	11:40	75.2	Y	
17	11:41	77.4	Y	
Total		75.4		



Date: 4/17/24.

Photographer: EC.

1	**Location / Orientation**	1012 Cedar Pointe Parkway (36.04801°, -86.66628°) facing southwest
	Remarks	MP-50



Date: 4/17/24.

Photographer: EC.

2	**Location / Orientation**	1012 Cedar Pointe Parkway (36.04801°, -86.66628°) facing southeast
	Remarks	MP-50

65.4
39

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-50 Meter Serial Number: 4637978

Date: 4/17/24 Personnel: Curwen, Covington

Run Number: 39

Timer Start: 12:48 Timer End: 13:04

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 75° Time Assessed: 12:45

Wind Speed 0.4 Time Assessed: 12:46

Wind Direction E Time Assessed: 12:46

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 75° Time Assessed: 13:05

Wind Speed 2.4 Time Assessed: 13:05

Wind Direction E Time Assessed: 13:05

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	12:46	13:04
Calibration Level	114	114

RESULTS FROM METER

LAeq: 65.4 Time: 13:04

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/17/24	
Address/Location	1012 Cedar Pointe Pkwy (MP-50)	
Land Use	B	
Analyst Name	Curwen, Covington	
Meteorological Conditions		
Temperature(s)	75	
Wind Speed(s)	0.4	
Wind Direction(s)	E	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	12:46	13:04
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	12:48	meter started
2	12:49	
3	12:50	
4	12:51	
5	12:52	
6	12:53	
7	12:54	
8	12:55	
9	12:56	
10	12:57	
11	12:58	
12	12:59	
13	1:00	
14	1:01	sound interference
15	1:02	
16	1:03	
17	1:04	meter ended
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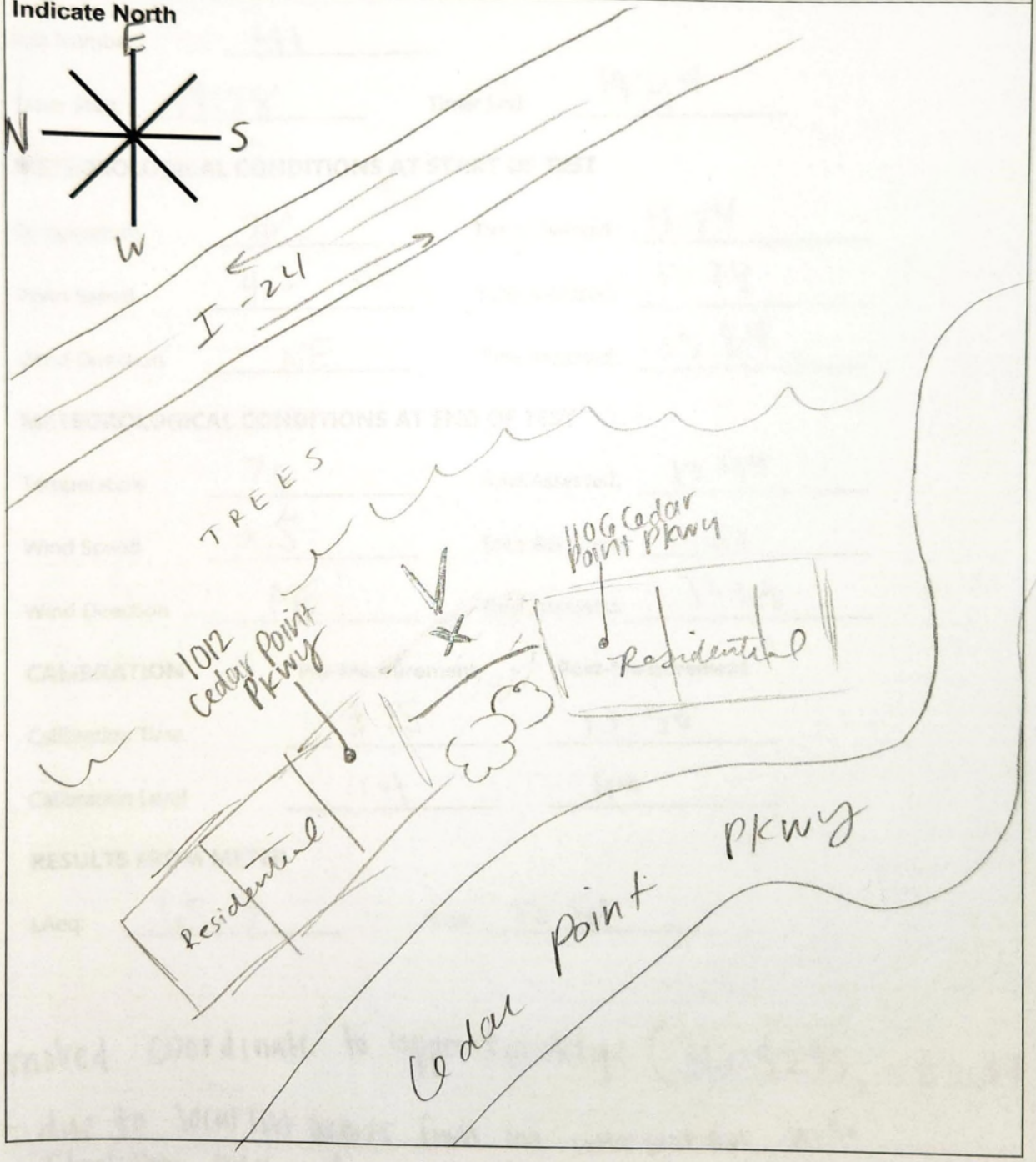
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/17/24
Address	1012 Cedar Point Pkwy (MP-50)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-50

Date: 4/17/2024
Site: 1012 Cedar Pointe Parkway
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	12:48	65.0	Y	
2	12:49	65.4	Y	
3	12:50	66.5	Y	
4	12:51	67.3	Y	
5	12:52	64.8	Y	
6	12:53	64.9	Y	
7	12:54	64.8	Y	
8	12:55	64.6	Y	
9	12:56	65.6	Y	
10	12:57	64.7	Y	
11	12:58	65.6	Y	
12	12:59	64.7	Y	
13	13:00	65.8	Y	
14	13:01	65.4	N	Sound interference
15	13:02	66.5	Y	
16	13:03	66.4	Y	
17	13:04	66.9	Y	
Total		65.6		



Date: 4/16/24.

Photographer: EC.

1	**Location / Orientation**	5135 Hickory Hollow Parkway (36.04932°, -86.66503°) facing southwest
	Remarks	MP-51



Date: 4/16/24.

Photographer: EC.

2	**Location / Orientation**	5135 Hickory Hollow Parkway (36.04932°, -86.66503°) facing southeast
	Remarks	MP-51

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-51 Meter Serial Number: 4637978

Date: 4/16 Personnel: Curwen, Covington

Run Number: 15

Timer Start: 11:14 Timer End: 11:31

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 77 Time Assessed: 11:10

Wind Speed 6.8 Time Assessed: 11:10

Wind Direction NW Time Assessed: 11:10

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 77 Time Assessed: 11:33

Wind Speed 9.8 Time Assessed: 11:33

Wind Direction NW Time Assessed: 11:33

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	11:09	11:35
Calibration Level	114	114

RESULTS FROM METER

LAeq: 75.8 Time: 11:32

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24	
Address/Location	5135 Hickory Hollow Pkwy (MP-51)	
Land Use	B	
Analyst Name	Curwen, Covington	
Meteorological Conditions		
Temperature(s)	77	
Wind Speed(s)	6.8	
Wind Direction(s)	NW	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	11:09	11:35
Calibration Level	114	11.14

Period #	Start Time	Event Description(s)
1	11:14	start Meter
2	11:15	
3	11:16	
4	11:17	Car drove by
5	11:18	
6	11:19	
7	11:20	
8	11:21	
9	11:22	
10	11:23	
11	11:24	
12	11:25	
13	11:26	11.2 wind gust
14	11:27	
15	11:28	
16	11:29	
17	11:30	
18	11:31	Stop Meter
19		
20		
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30		

11:19 Motorcycle by meter

11:17 Truck drive by meter

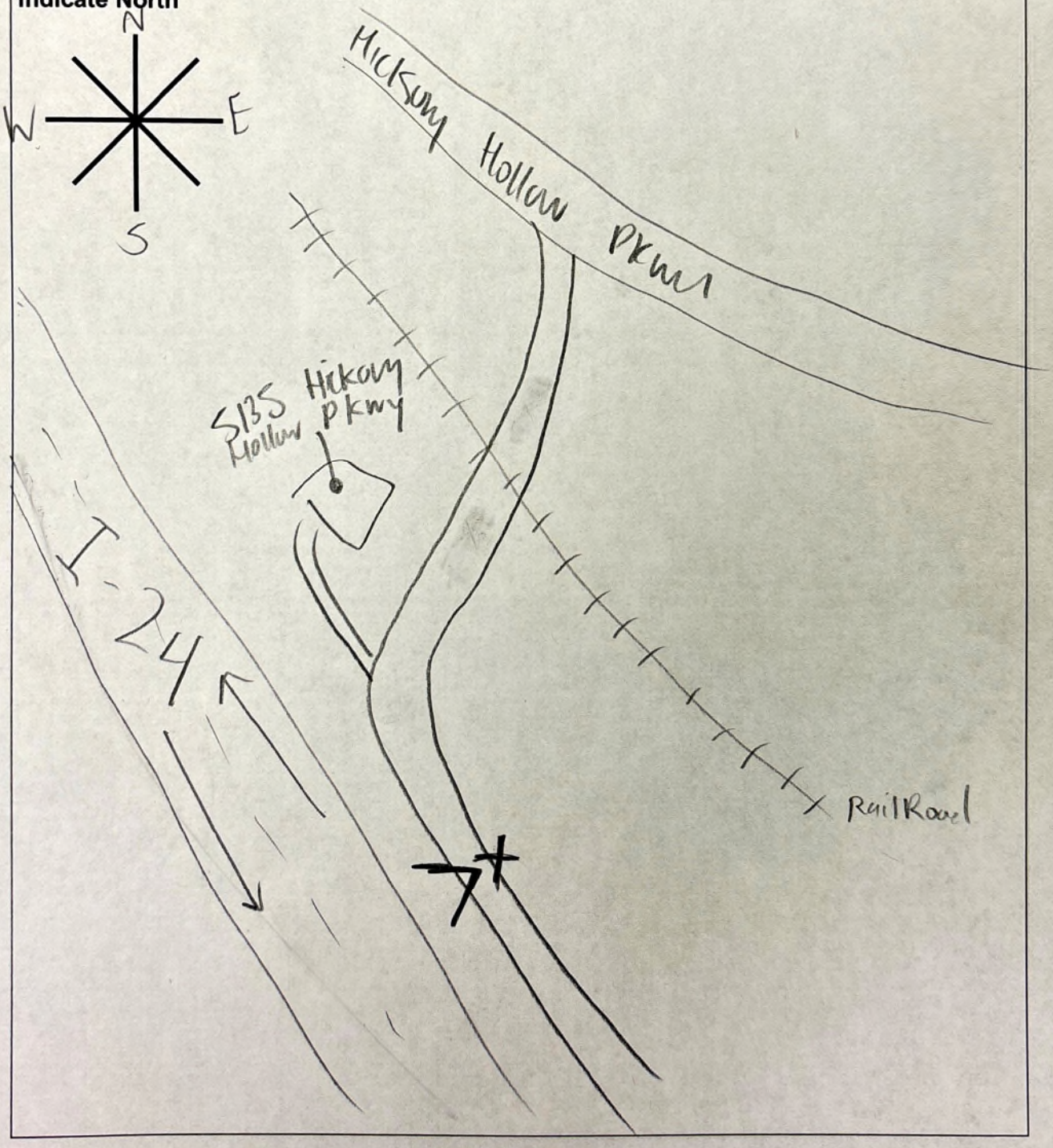
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/16/24
Address	5135 Hickory Hollow Pkwy (MP-51)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-51

Date: 4/16/2024
Site: 5135 Hickory Hollow Parkway
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	11:14	75.2	Y	
2	11:15	76.3	Y	
3	11:16	75.0	Y	
4	11:17	75.6	Y	
5	11:18	76.2	Y	
6	11:19	76.7	Y	
7	11:20	74.9	Y	
8	11:21	77.4	Y	
9	11:22	75.1	Y	
10	11:23	75.5	Y	
11	11:24	76.4	Y	
12	11:25	75.7	Y	
13	11:26	75.9	N	>11mph Wind Speed
14	11:27	76.2	Y	
15	11:28	75.2	Y	
16	11:29	75.3	Y	
17	11:30	75.2	Y	
18	11:31	74.8	Y	
Total		75.7		



Date: 4/17/24.

Photographer: EC.

1	**Location / Orientation**	9 Tusculum Road (36.05295°, -86.67356°) facing northwest
	Remarks	MP-52



Date: 4/17/24.

Photographer: EC.

2	**Location / Orientation**	9 Tusculum Road (36.05295°, -86.67356°) facing southwest
	Remarks	MP-52

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-52 Meter Serial Number: 4637978

Date: 4/17/24 Personnel: Curwen, Covington

Run Number: 41

Timer Start: 13:28 Timer End: 13:41

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 76° Time Assessed: 13:24

Wind Speed 4.2 Time Assessed: 13:24

Wind Direction NE Time Assessed: 13:24

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 76 Time Assessed: 13:49

Wind Speed 2.5 Time Assessed: 13:49

Wind Direction NE Time Assessed: 13:49

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	13:25	13:50
Calibration Level	114	114

RESULTS FROM METER

LAeq: 65.7 Time: 13:51

moved coordinate to approximately: (36.05295, -86.67353)
- due to location across from an intersection with stoplight poles and cross traffic potential affecting microphone data.

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/17/24	
Address/Location	9 Tusculum Rd (MP-52)	
Land Use	C	
Analyst Name	Curwen, Covington	
Meteorological Conditions		
Temperature(s)	76°	
Wind Speed(s)	4.2	
Wind Direction(s)	NE	
Calibration		
Meter/Analyzer	4163797 8	
	Pre-Measurement	Post-Measurement
Calibration Time	13:25	13:51
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	13:28	Meter started / school bus passed / plane
2	13:29	Backing up beeping
3	13:30	
4	13:31	Backing up noises / sirens
5	13:32	sirens
6	13:33	
7	13:34	
8	13:35	Plane overhead
9	13:36	
10	13:37	plane overhead
11	13:38	
12	13:39	Plane over head / bus beeping
13	13:40	
14	13:41	
15	13:42	
16	13:43	
17	13:44	
18	13:45	
19	13:46	
20	13:47	
21	13:48	
22	13:49	meter ended
23		
24		
25		
26		
27		
28		
29		
30		

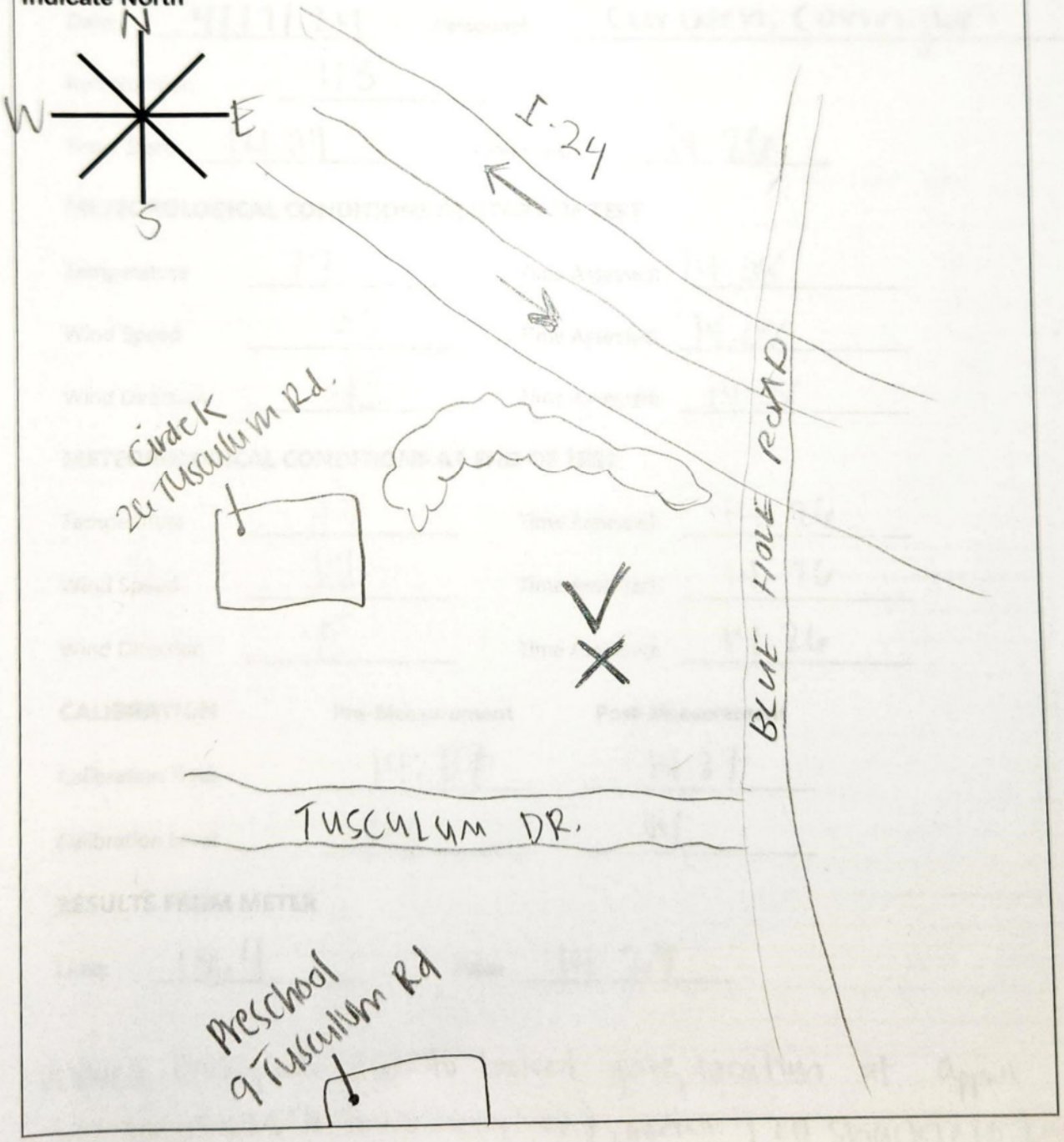
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/17/24
Address	9 Tusculum Rd (MP-52)
Land Use	C

Indicate North



I-24, Davidson and Rutherford County
MP-52

Date: 4/17/2024
Site: 9 Tusculum Road
Description: School

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:28	67.1	N	Airplane
2	13:29	65.3	N	Car Beeping
3	13:30	64.2	Y	
4	13:31	67.0	N	Sirens
5	13:32	64.6	N	Sirens
6	13:33	63.8	Y	
7	13:34	65.7	Y	
8	13:35	66.3	N	Airplane
9	13:36	64.3	Y	
10	13:37	64.8	N	Airplane
11	13:38	64.7	Y	
12	13:39	68.3	N	Airplane
13	13:40	64.8	Y	
14	13:41	64.2	Y	
15	13:42	64.7	Y	
16	13:43	63.4	Y	
17	13:44	64.6	Y	
18	13:45	64.8	Y	
19	13:46	64.5	Y	
20	13:47	63.7	Y	
21	13:48	64.7	Y	
22	13:49	64.2	Y	
Total		64.5		



Date: 4/17/2024

Photographer: KW/KL

1	**Location / Orientation**	5023 Blue Hole Road (35.05472°, -86.67332°) facing east
	Remarks	MP-53



Date: 4/17/2024

Photographer: KW/KL

2	**Location / Orientation**	5023 Blue Hole Road (35.05472°, -86.67332°) facing west
	Remarks	MP-53

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-53 Meter Serial Number: 1438704

Date: 4-17-24 Personnel: K. Lowe, K. Weaver, N. Wade
4-18-24 E. Jenkins

Run Number: 002

Timer Start: 11:01 Timer End: 11:01

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	76.2 °F	Time Assessed:	0955
Wind Speed	1.8 mph	Time Assessed:	0955
Wind Direction	S-SW	Time Assessed:	0955

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	97.5 °F ~~Reading Off~~	Time Assessed:	1110
Wind Speed	0.9 mph	Time Assessed:	1110
Wind Direction	S-SE	Time Assessed:	1110

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1000	1112
Calibration Level	114	114

RESULTS FROM METER

LAeq: 68.4 Time: 1102

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-2024
Address/Location	5023 Blue Hole Rd (MP-53)
Land Use	C
Analyst Name	K. Weaver, K. Lowe, E. Jenkins
Meteorological Conditions	
Temperature(s)	76.2°F
Wind Speed(s)	1.8 mph
Wind Direction(s)	S-SW
Calibration	
Meter/Analyzer	

	Pre-Measurement	Post-Measurement
Calibration Time	10:00	11:12
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	11:01	Meter start
2	11:17	Table set up
3	11:23	Kids screaming
4	11:26	Honk
5	11:38	" "
6	11:40	Plane
7	11:55	Kids crying
8	11:58	Police siren
9	12:11	Very loud muffler
10	12:13	Ambulance
11	13:06	Engine backfire
12	13:19	Bicycle passed by meter
13	13:31	Sirens
14	14:37	Vehicle music
15	14:52	Airplane
16	15:16	Bicycle passed by meter
17	15:30	Sirens
18	16:39	Bicycle passed by meter
19	16:46	Airplane
20	16:51	Pedestrians talking/walking on greenway
21	17:28	Bicycle passed by meter
22	17:33	Yappy dog
23	17:38	Very loud car
24	17:40	Siren
25	17:45-48	Soccer game
26	17:57	Bike
27	18:02	Revving
28	18:18-20	music
29	18:20	Revving
30	18:50	Loud muffler

Period #	Start Time	Description
31	19:07	Loud Muffler
32	19:15	Ball Bouncing
33	19:47	Chopping
34	20:01	Kids laughing
35	20.09	"
36	20:24	Emergency Vehicle Sirens
37	22:10	Plane
38	22:50	Police siren
39	22:52	Train, horn
40	22:55	Police Siren
41	23:20	Airplane
42	23:40	Siren
43	00:05	honking
44	01:15	Train, horn
45	05:40	Helicopter
46	05:55	Dump Truck
47	06:20	Train, horn
48	07:20	Dump Truck
49	07:36	Conversation on Greenway
50	07:45	Police Siren
51	08:37	Police Siren
52	09:12	Train, horn
53	09:28	kids screaming
54	09:45	People on Greenway
55	09:58	Sirens
56	10:40	Plane
	10:49	truck leaving

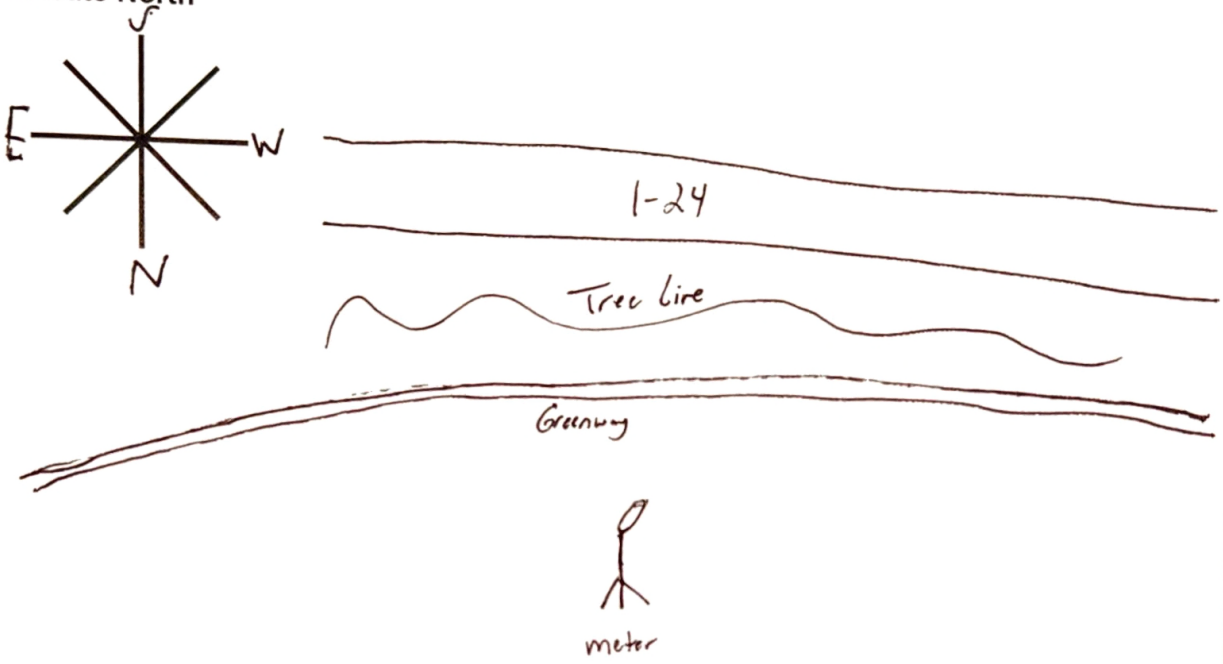
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-24
Address	5023 Blue Hole Rd (MP-53)
Land Use	C

Indicate North



I-24, Davidson and Rutherford County
MP-53 Reference

Date: 4/17/2024-4/18/2024
Site: 5023 Blue Hole Road
Description: Park

Period #	Time Start	Leq (dBA)	Included?	Note
1	11:01	71.1	Y	
2	11:02	72.4	Y	
3	11:03	70.8	Y	
4	11:04	70.8	Y	
5	11:05	70.3	Y	
6	11:06	71.0	Y	
7	11:07	71.5	Y	
8	11:08	70.3	Y	
9	11:09	70.3	Y	
10	11:10	71.4	Y	
11	11:11	70.5	Y	
12	11:12	71.5	Y	
13	11:13	70.6	Y	
14	11:14	71.1	Y	
15	11:15	70.5	Y	
16	11:16	69.6	Y	
17	11:17	71.2	Y	
18	11:18	70.2	Y	
19	11:19	69.7	Y	
20	11:20	70.6	Y	
21	11:21	70.6	Y	
22	11:22	71.3	Y	
23	11:23	70.5	N	Noise from park
24	11:24	70.9	Y	
25	11:25	71.2	Y	
26	11:26	70.0	N	Car horn
27	11:27	71.0	Y	
28	11:28	71.2	Y	
29	11:29	71.6	Y	
30	11:30	71.0	Y	
31	11:31	70.6	Y	
32	11:32	71.0	Y	
33	11:33	71.3	Y	
34	11:34	70.1	Y	
35	11:35	72.6	Y	
36	11:36	71.4	Y	

37	11:37	70.0	Y	
38	11:38	70.2	N	Car horn
39	11:39	70.2	Y	
40	11:40	69.9	N	Airplane
41	11:41	70.8	Y	
42	11:42	70.3	Y	
43	11:43	69.6	Y	
44	11:44	69.5	Y	
45	11:45	70.8	Y	
46	11:46	70.5	Y	
47	11:47	69.8	Y	
48	11:48	70.5	Y	
49	11:49	70.7	Y	
50	11:50	71.9	Y	
51	11:51	70.0	Y	
52	11:52	70.3	Y	
53	11:53	70.3	Y	
54	11:54	69.8	Y	
55	11:55	71.7	N	Noise from park
56	11:56	70.6	Y	
57	11:57	70.4	Y	
58	11:58	71.6	N	Siren
59	11:59	70.2	Y	
60	12:00	71.1	Y	
61	12:01	70.3	Y	
62	12:02	71.8	Y	
63	12:03	70.1	Y	
64	12:04	70.3	Y	
65	12:05	70.8	Y	
66	12:06	71.0	Y	
67	12:07	72.0	Y	
68	12:08	70.5	Y	
69	12:09	69.6	Y	
70	12:10	70.5	Y	
71	12:11	70.9	Y	
72	12:12	69.2	Y	
73	12:13	73.4	N	Siren
74	12:14	71.0	Y	
75	12:15	71.1	Y	
76	12:16	69.1	Y	
77	12:17	70.4	Y	
78	12:18	70.5	Y	
79	12:19	70.0	Y	
80	12:20	69.4	Y	

81	12:21	70.5	Y
82	12:22	69.5	Y
83	12:23	69.2	Y
84	12:24	72.1	Y
85	12:25	70.7	Y
86	12:26	69.9	Y
87	12:27	69.9	Y
88	12:28	70.6	Y
89	12:29	70.6	Y
90	12:30	71.5	Y
91	12:31	70.3	Y
92	12:32	70.5	Y
93	12:33	70.1	Y
94	12:34	68.9	Y
95	12:35	70.3	Y
96	12:36	68.3	Y
97	12:37	69.5	Y
98	12:38	68.3	Y
99	12:39	71.5	Y
100	12:40	70.3	Y
101	12:41	69.8	Y
102	12:42	69.9	Y
103	12:43	69.8	Y
104	12:44	69.5	Y
105	12:45	70.3	Y
106	12:46	70.7	Y
107	12:47	69.8	Y
108	12:48	69.9	Y
109	12:49	68.9	Y
110	12:50	70.0	Y
111	12:51	69.6	Y
112	12:52	70.7	Y
113	12:53	69.8	Y
114	12:54	70.3	Y
115	12:55	69.0	Y
116	12:56	73.2	Y
117	12:57	70.5	Y
118	12:58	70.1	Y
119	12:59	69.8	Y
120	13:00	68.5	Y
121	13:01	70.6	Y
122	13:02	68.7	Y
123	13:03	70.1	Y
124	13:04	69.8	Y

125	13:05	69.9	Y	
126	13:06	69.7	Y	
127	13:07	70.0	Y	
128	13:08	70.9	Y	
129	13:09	70.2	Y	
130	13:10	71.0	Y	
131	13:11	69.8	Y	
132	13:12	69.2	Y	
133	13:13	70.3	Y	
134	13:14	70.5	Y	
135	13:15	71.4	Y	
136	13:16	70.4	Y	
137	13:17	71.0	Y	
138	13:18	69.8	Y	
139	13:19	71.0	N	Person next to meter
140	13:20	69.5	Y	
141	13:21	70.4	Y	
142	13:22	70.7	Y	
143	13:23	69.5	Y	
144	13:24	69.8	Y	
145	13:25	69.7	Y	
146	13:26	71.9	Y	
147	13:27	71.5	Y	
148	13:28	70.6	Y	
149	13:29	70.5	Y	
150	13:30	71.0	Y	
151	13:31	70.5	N	Siren
152	13:32	70.5	Y	
153	13:33	70.3	Y	
154	13:34	70.5	Y	
155	13:35	70.5	Y	
156	13:36	70.2	Y	
157	13:37	70.7	Y	
158	13:38	70.2	Y	
159	13:39	70.2	Y	
160	13:40	70.7	Y	
161	13:41	69.6	Y	
162	13:42	69.8	Y	
163	13:43	69.0	Y	
164	13:44	70.5	Y	
165	13:45	69.5	Y	
166	13:46	69.7	Y	
167	13:47	69.9	Y	
168	13:48	70.5	Y	

169	13:49	70.2	Y
170	13:50	69.3	Y
171	13:51	70.3	Y
172	13:52	70.8	Y
173	13:53	70.5	Y
174	13:54	73.1	Y
175	13:55	68.9	Y
176	13:56	70.4	Y
177	13:57	70.5	Y
178	13:58	70.5	Y
179	13:59	70.2	Y
180	14:00	68.9	Y
181	14:01	70.8	Y
182	14:02	69.5	Y
183	14:03	69.1	Y
184	14:04	69.5	Y
185	14:05	69.9	Y
186	14:06	69.6	Y
187	14:07	70.9	Y
188	14:08	70.7	Y
189	14:09	70.8	Y
190	14:10	70.1	Y
191	14:11	69.8	Y
192	14:12	70.7	Y
193	14:13	70.2	Y
194	14:14	69.8	Y
195	14:15	70.2	Y
196	14:16	69.9	Y
197	14:17	69.3	Y
198	14:18	70.0	Y
199	14:19	70.0	Y
200	14:20	70.3	Y
201	14:21	70.4	Y
202	14:22	69.0	Y
203	14:23	69.6	Y
204	14:24	71.6	Y
205	14:25	71.9	Y
206	14:26	70.5	Y
207	14:27	70.8	Y
208	14:28	69.9	Y
209	14:29	69.5	Y
210	14:30	68.6	Y
211	14:31	69.5	Y
212	14:32	70.7	Y

213	14:33	70.0	Y	
214	14:34	70.3	Y	
215	14:35	69.9	Y	
216	14:36	70.0	Y	
217	14:37	71.6	Y	
218	14:38	70.8	Y	
219	14:39	70.0	Y	
220	14:40	68.7	Y	
221	14:41	70.0	Y	
222	14:42	69.4	Y	
223	14:43	69.5	Y	
224	14:44	69.8	Y	
225	14:45	69.7	Y	
226	14:46	70.5	Y	
227	14:47	71.0	Y	
228	14:48	69.9	Y	
229	14:49	72.6	Y	
230	14:50	70.2	Y	
231	14:51	70.7	Y	
232	14:52	70.2	N	Airplane
233	14:53	69.8	Y	
234	14:54	69.6	Y	
235	14:55	69.8	Y	
236	14:56	70.8	Y	
237	14:57	70.4	Y	
238	14:58	70.4	Y	
239	14:59	72.2	Y	
240	15:00	69.8	Y	
241	15:01	69.2	Y	
242	15:02	71.0	Y	
243	15:03	69.7	Y	
244	15:04	70.1	Y	
245	15:05	69.8	Y	
246	15:06	69.3	Y	
247	15:07	70.6	Y	
248	15:08	69.8	Y	
249	15:09	69.7	Y	
250	15:10	68.9	Y	
251	15:11	71.0	Y	
252	15:12	72.3	Y	
253	15:13	69.5	Y	
254	15:14	70.3	Y	
255	15:15	69.6	Y	
256	15:16	70.3	N	Person next to meter

257	15:17	70.1	Y	
258	15:18	70.3	Y	
259	15:19	70.0	Y	
260	15:20	69.1	Y	
261	15:21	70.5	Y	
262	15:22	68.9	Y	
263	15:23	69.5	Y	
264	15:24	70.4	Y	
265	15:25	68.7	Y	
266	15:26	69.9	Y	
267	15:27	70.4	Y	
268	15:28	69.5	Y	
269	15:29	68.8	Y	
270	15:30	66.2	N	Siren
271	15:31	65.7	Y	
272	15:32	66.3	Y	
273	15:33	68.7	Y	
274	15:34	68.2	Y	
275	15:35	67.3	Y	
276	15:36	67.0	Y	
277	15:37	67.6	Y	
278	15:38	68.6	Y	
279	15:39	69.2	Y	
280	15:40	68.0	Y	
281	15:41	67.4	Y	
282	15:42	68.2	Y	
283	15:43	68.2	Y	
284	15:44	67.4	Y	
285	15:45	68.8	Y	
286	15:46	66.7	Y	
287	15:47	66.7	Y	
288	15:48	67.6	Y	
289	15:49	66.4	Y	
290	15:50	65.4	Y	
291	15:51	66.5	Y	
292	15:52	67.0	Y	
293	15:53	67.2	Y	
294	15:54	67.3	Y	
295	15:55	67.0	Y	
296	15:56	66.7	Y	
297	15:57	65.7	Y	
298	15:58	66.1	Y	
299	15:59	69.4	Y	
300	16:00	69.7	Y	

301	16:01	70.4	Y	
302	16:02	69.4	Y	
303	16:03	70.8	Y	
304	16:04	69.2	Y	
305	16:05	70.8	Y	
306	16:06	70.5	Y	
307	16:07	69.5	Y	
308	16:08	70.3	Y	
309	16:09	68.9	Y	
310	16:10	70.0	Y	
311	16:11	69.3	Y	
312	16:12	69.3	Y	
313	16:13	69.2	Y	
314	16:14	68.6	Y	
315	16:15	69.2	Y	
316	16:16	70.0	Y	
317	16:17	68.9	Y	
318	16:18	69.0	Y	
319	16:19	69.0	Y	
320	16:20	68.7	Y	
321	16:21	70.0	Y	
322	16:22	68.6	Y	
323	16:23	69.0	Y	
324	16:24	69.8	Y	
325	16:25	70.3	Y	
326	16:26	70.1	Y	
327	16:27	69.1	Y	
328	16:28	69.5	Y	
329	16:29	71.8	Y	
330	16:30	69.5	Y	
331	16:31	69.5	Y	
332	16:32	69.1	Y	
333	16:33	69.0	Y	
334	16:34	69.9	Y	
335	16:35	69.1	Y	
336	16:36	69.4	Y	
337	16:37	69.1	Y	
338	16:38	70.4	Y	
339	16:39	72.0	N	Person next to meter
340	16:40	70.5	Y	
341	16:41	69.5	Y	
342	16:42	69.8	Y	
343	16:43	68.5	Y	
344	16:44	69.1	Y	

345	16:45	68.7	Y	
346	16:46	71.2	N	Airplane
347	16:47	69.3	Y	
348	16:48	69.4	Y	
349	16:49	69.9	Y	
350	16:50	70.1	Y	
351	16:51	70.6	N	Person next to meter
352	16:52	68.3	Y	
353	16:53	69.4	Y	
354	16:54	70.6	Y	
355	16:55	69.5	Y	
356	16:56	70.8	Y	
357	16:57	69.3	Y	
358	16:58	69.5	Y	
359	16:59	69.2	Y	
360	17:00	69.8	Y	
361	17:01	70.4	Y	
362	17:02	69.5	Y	
363	17:03	69.0	Y	
364	17:04	69.4	Y	
365	17:05	68.9	Y	
366	17:06	69.1	Y	
367	17:07	68.8	Y	
368	17:08	69.2	Y	
369	17:09	69.5	Y	
370	17:10	70.4	Y	
371	17:11	69.7	Y	
372	17:12	69.0	Y	
373	17:13	69.3	Y	
374	17:14	69.3	Y	
375	17:15	70.6	Y	
376	17:16	69.0	Y	
377	17:17	69.7	Y	
378	17:18	70.7	Y	
379	17:19	70.7	Y	
380	17:20	69.8	Y	
381	17:21	70.4	Y	
382	17:22	69.6	Y	
383	17:23	70.3	Y	
384	17:24	70.3	Y	
385	17:25	69.3	Y	
386	17:26	69.0	Y	
387	17:27	64.3	Y	
388	17:28	63.1	N	Person next to meter

389	17:29	64.4	Y	
390	17:30	68.8	Y	
391	17:31	70.1	Y	
392	17:32	69.4	Y	
393	17:33	69.6	N	Dog barking
394	17:34	68.7	Y	
395	17:35	69.4	Y	
396	17:36	70.0	Y	
397	17:37	69.6	Y	
398	17:38	71.4	Y	
399	17:39	70.6	Y	
400	17:40	70.2	N	Siren
401	17:41	69.2	Y	
402	17:42	69.2	Y	
403	17:43	68.9	Y	
404	17:44	69.0	Y	
405	17:45	68.9	Y	
406	17:46	69.1	Y	
407	17:47	69.1	Y	
408	17:48	69.5	Y	
409	17:49	69.5	Y	
410	17:50	69.2	Y	
411	17:51	70.0	Y	
412	17:52	70.7	Y	
413	17:53	70.4	Y	
414	17:54	69.2	Y	
415	17:55	69.4	Y	
416	17:56	68.9	Y	
417	17:57	69.3	Y	
418	17:58	69.1	Y	
419	17:59	70.9	Y	
420	18:00	70.4	Y	
421	18:01	69.9	Y	
422	18:02	70.3	Y	
423	18:03	69.6	Y	
424	18:04	70.0	Y	
425	18:05	70.7	Y	
426	18:06	70.1	Y	
427	18:07	70.3	Y	
428	18:08	69.7	Y	
429	18:09	70.2	Y	
430	18:10	69.4	Y	
431	18:11	69.2	Y	
432	18:12	69.3	Y	

433	18:13	69.8	Y	
434	18:14	69.3	Y	
435	18:15	70.9	Y	
436	18:16	69.0	Y	
437	18:17	69.2	Y	
438	18:18	69.9	N	Music nearby
439	18:19	68.4	N	Music nearby
440	18:20	73.7	N	Music nearby
441	18:21	69.6	Y	
442	18:22	71.4	Y	
443	18:23	69.9	Y	
444	18:24	71.1	Y	
445	18:25	68.2	Y	
446	18:26	69.4	Y	
447	18:27	71.2	Y	
448	18:28	70.3	Y	
449	18:29	71.1	Y	
450	18:30	70.9	Y	
451	18:31	70.0	Y	
452	18:32	69.9	Y	
453	18:33	70.5	Y	
454	18:34	70.5	Y	
455	18:35	71.2	Y	
456	18:36	69.5	Y	
457	18:37	68.4	Y	
458	18:38	70.7	Y	
459	18:39	70.8	Y	
460	18:40	69.1	Y	
461	18:41	70.5	Y	
462	18:42	70.0	Y	
463	18:43	68.1	Y	
464	18:44	69.6	Y	
465	18:45	69.4	Y	
466	18:46	70.5	Y	
467	18:47	69.7	Y	
468	18:48	70.6	Y	
469	18:49	70.2	Y	
470	18:50	70.1	Y	
471	18:51	69.5	Y	
472	18:52	69.1	Y	
473	18:53	69.8	Y	
474	18:54	71.3	Y	
475	18:55	69.3	Y	
476	18:56	69.3	Y	

477	18:57	71.0	Y	
478	18:58	72.2	Y	
479	18:59	69.2	Y	
480	19:00	70.0	Y	
481	19:01	69.8	Y	
482	19:02	69.0	Y	
483	19:03	69.7	Y	
484	19:04	69.6	Y	
485	19:05	69.1	Y	
486	19:06	69.6	Y	
487	19:07	71.9	N	Loud muffler
488	19:08	68.9	Y	
489	19:09	69.7	Y	
490	19:10	69.1	Y	
491	19:11	69.3	Y	
492	19:12	69.9	Y	
493	19:13	69.2	Y	
494	19:14	69.2	Y	
495	19:15	70.9	N	Noise from park
496	19:16	68.7	Y	
497	19:17	69.2	Y	
498	19:18	67.8	Y	
499	19:19	68.9	Y	
500	19:20	67.7	Y	
501	19:21	68.7	Y	
502	19:22	68.6	Y	
503	19:23	69.9	Y	
504	19:24	71.1	Y	
505	19:25	69.0	Y	
506	19:26	70.0	Y	
507	19:27	68.6	Y	
508	19:28	69.7	Y	
509	19:29	69.6	Y	
510	19:30	69.4	Y	
511	19:31	67.5	Y	
512	19:32	68.1	Y	
513	19:33	69.4	Y	
514	19:34	68.6	Y	
515	19:35	68.9	Y	
516	19:36	70.3	Y	
517	19:37	69.0	Y	
518	19:38	68.3	Y	
519	19:39	70.0	Y	
520	19:40	69.2	Y	

521	19:41	69.3	Y	
522	19:42	68.8	Y	
523	19:43	68.6	Y	
524	19:44	68.6	Y	
525	19:45	66.8	Y	
526	19:46	68.7	Y	
527	19:47	71.1	N	Chopping noise
528	19:48	68.0	Y	
529	19:49	68.7	Y	
530	19:50	69.4	Y	
531	19:51	67.4	Y	
532	19:52	67.2	Y	
533	19:53	68.5	Y	
534	19:54	68.5	Y	
535	19:55	69.7	Y	
536	19:56	69.9	Y	
537	19:57	68.5	Y	
538	19:58	67.1	Y	
539	19:59	67.1	Y	
540	20:00	67.0	Y	
541	20:01	67.8	Y	
542	20:02	70.1	Y	
543	20:03	68.7	Y	
544	20:04	66.0	Y	
545	20:05	68.9	Y	
546	20:06	68.8	Y	
547	20:07	67.0	Y	
548	20:08	66.7	Y	
549	20:09	68.4	Y	
550	20:10	69.1	Y	
551	20:11	67.8	Y	
552	20:12	70.2	Y	
553	20:13	67.1	Y	
554	20:14	69.5	Y	
555	20:15	70.6	Y	
556	20:16	68.2	Y	
557	20:17	68.9	Y	
558	20:18	67.4	Y	
559	20:19	66.8	Y	
560	20:20	69.7	Y	
561	20:21	67.4	Y	
562	20:22	70.3	Y	
563	20:23	68.9	Y	
564	20:24	70.7	N	Siren

565	20:25	66.7	Y
566	20:26	70.6	Y
567	20:27	68.3	Y
568	20:28	70.3	Y
569	20:29	70.1	Y
570	20:30	66.7	Y
571	20:31	69.1	Y
572	20:32	67.8	Y
573	20:33	67.6	Y
574	20:34	69.7	Y
575	20:35	65.9	Y
576	20:36	68.2	Y
577	20:37	68.6	Y
578	20:38	68.6	Y
579	20:39	66.4	Y
580	20:40	68.0	Y
581	20:41	67.7	Y
582	20:42	68.5	Y
583	20:43	68.4	Y
584	20:44	67.8	Y
585	20:45	65.9	Y
586	20:46	68.7	Y
587	20:47	67.8	Y
588	20:48	67.2	Y
589	20:49	68.2	Y
590	20:50	68.5	Y
591	20:51	68.2	Y
592	20:52	68.0	Y
593	20:53	67.6	Y
594	20:54	67.5	Y
595	20:55	68.4	Y
596	20:56	67.2	Y
597	20:57	67.4	Y
598	20:58	68.3	Y
599	20:59	69.3	Y
600	21:00	72.0	Y
601	21:01	66.3	Y
602	21:02	68.4	Y
603	21:03	68.1	Y
604	21:04	66.8	Y
605	21:05	67.6	Y
606	21:06	67.5	Y
607	21:07	68.8	Y
608	21:08	66.9	Y

609	21:09	66.2	Y
610	21:10	66.1	Y
611	21:11	68.0	Y
612	21:12	67.4	Y
613	21:13	66.7	Y
614	21:14	67.7	Y
615	21:15	66.6	Y
616	21:16	66.6	Y
617	21:17	67.4	Y
618	21:18	66.4	Y
619	21:19	68.6	Y
620	21:20	68.0	Y
621	21:21	66.8	Y
622	21:22	68.3	Y
623	21:23	65.3	Y
624	21:24	67.2	Y
625	21:25	67.9	Y
626	21:26	68.4	Y
627	21:27	68.2	Y
628	21:28	66.2	Y
629	21:29	67.6	Y
630	21:30	68.7	Y
631	21:31	67.6	Y
632	21:32	67.4	Y
633	21:33	68.5	Y
634	21:34	66.9	Y
635	21:35	69.2	Y
636	21:36	67.6	Y
637	21:37	66.7	Y
638	21:38	67.5	Y
639	21:39	67.5	Y
640	21:40	66.1	Y
641	21:41	67.3	Y
642	21:42	71.0	Y
643	21:43	68.2	Y
644	21:44	67.3	Y
645	21:45	67.8	Y
646	21:46	66.1	Y
647	21:47	65.8	Y
648	21:48	68.0	Y
649	21:49	65.7	Y
650	21:50	67.5	Y
651	21:51	68.1	Y
652	21:52	67.3	Y

653	21:53	65.3	Y	
654	21:54	73.6	Y	
655	21:55	66.2	Y	
656	21:56	66.9	Y	
657	21:57	67.6	Y	
658	21:58	67.6	Y	
659	21:59	67.0	Y	
660	22:00	67.1	Y	
661	22:01	67.2	Y	
662	22:02	67.4	Y	
663	22:03	69.5	Y	
664	22:04	66.0	Y	
665	22:05	66.9	Y	
666	22:06	65.8	Y	
667	22:07	69.2	Y	
668	22:08	65.4	Y	
669	22:09	67.1	Y	
670	22:10	66.0	N	Airplane
671	22:11	70.9	Y	
672	22:12	65.9	Y	
673	22:13	68.6	Y	
674	22:14	69.4	Y	
675	22:15	69.9	Y	
676	22:16	67.8	Y	
677	22:17	68.9	Y	
678	22:18	67.9	Y	
679	22:19	68.2	Y	
680	22:20	68.9	Y	
681	22:21	66.5	Y	
682	22:22	67.4	Y	
683	22:23	67.9	Y	
684	22:24	69.1	Y	
685	22:25	64.9	Y	
686	22:26	66.9	Y	
687	22:27	66.3	Y	
688	22:28	67.3	Y	
689	22:29	68.8	Y	
690	22:30	66.6	Y	
691	22:31	70.4	Y	
692	22:32	64.8	Y	
693	22:33	67.4	Y	
694	22:34	65.8	Y	
695	22:35	67.0	Y	
696	22:36	66.6	Y	

697	22:37	66.5	Y	
698	22:38	63.6	Y	
699	22:39	67.2	Y	
700	22:40	67.3	Y	
701	22:41	68.9	Y	
702	22:42	67.1	Y	
703	22:43	67.3	Y	
704	22:44	67.1	Y	
705	22:45	68.4	Y	
706	22:46	67.8	Y	
707	22:47	67.4	Y	
708	22:48	65.2	Y	
709	22:49	62.5	Y	
710	22:50	66.8	N	Siren
711	22:51	68.7	Y	
712	22:52	65.6	N	Train horn
713	22:53	64.4	Y	
714	22:54	65.3	Y	
715	22:55	68.8	N	Siren
716	22:56	67.9	Y	
717	22:57	68.1	Y	
718	22:58	66.4	Y	
719	22:59	66.8	Y	
720	23:00	66.0	Y	
721	23:01	65.9	Y	
722	23:02	65.2	Y	
723	23:03	68.2	Y	
724	23:04	67.6	Y	
725	23:05	69.2	Y	
726	23:06	65.4	Y	
727	23:07	66.6	Y	
728	23:08	66.1	Y	
729	23:09	67.1	Y	
730	23:10	66.0	Y	
731	23:11	64.3	Y	
732	23:12	66.2	Y	
733	23:13	66.0	Y	
734	23:14	68.2	Y	
735	23:15	66.1	Y	
736	23:16	72.8	Y	
737	23:17	67.7	Y	
738	23:18	66.5	Y	
739	23:19	66.7	Y	
740	23:20	66.6	N	Airplane

741	23:21	68.3	Y	
742	23:22	65.1	Y	
743	23:23	66.6	Y	
744	23:24	67.5	Y	
745	23:25	66.0	Y	
746	23:26	68.5	Y	
747	23:27	66.6	Y	
748	23:28	63.7	Y	
749	23:29	66.8	Y	
750	23:30	66.5	Y	
751	23:31	66.8	Y	
752	23:32	66.8	Y	
753	23:33	66.1	Y	
754	23:34	64.2	Y	
755	23:35	66.5	Y	
756	23:36	64.7	Y	
757	23:37	65.7	Y	
758	23:38	65.6	Y	
759	23:39	69.4	Y	
760	23:40	68.1	N	Siren
761	23:41	65.5	Y	
762	23:42	64.9	Y	
763	23:43	68.1	Y	
764	23:44	65.5	Y	
765	23:45	63.1	Y	
766	23:46	65.1	Y	
767	23:47	63.3	Y	
768	23:48	66.4	Y	
769	23:49	63.8	Y	
770	23:50	66.5	Y	
771	23:51	66.0	Y	
772	23:52	70.5	Y	
773	23:53	65.2	Y	
774	23:54	65.4	Y	
775	23:55	63.9	Y	
776	23:56	63.7	Y	
777	23:57	64.1	Y	
778	23:58	64.1	Y	
779	23:59	66.9	Y	
780	0:00	65.6	Y	
781	0:01	65.9	Y	
782	0:02	63.5	Y	
783	0:03	67.5	Y	
784	0:04	62.7	Y	

785	0:05	67.1	N	Car horn
786	0:06	63.9	Y	
787	0:07	62.5	Y	
788	0:08	63.7	Y	
789	0:09	65.2	Y	
790	0:10	64.2	Y	
791	0:11	67.4	Y	
792	0:12	65.8	Y	
793	0:13	65.3	Y	
794	0:14	66.1	Y	
795	0:15	64.9	Y	
796	0:16	67.7	Y	
797	0:17	63.9	Y	
798	0:18	63.3	Y	
799	0:19	64.7	Y	
800	0:20	61.9	Y	
801	0:21	65.1	Y	
802	0:22	63.7	Y	
803	0:23	65.0	Y	
804	0:24	65.5	Y	
805	0:25	63.8	Y	
806	0:26	64.9	Y	
807	0:27	65.6	Y	
808	0:28	65.0	Y	
809	0:29	66.3	Y	
810	0:30	63.3	Y	
811	0:31	65.7	Y	
812	0:32	65.1	Y	
813	0:33	65.6	Y	
814	0:34	64.2	Y	
815	0:35	66.5	Y	
816	0:36	67.8	Y	
817	0:37	66.5	Y	
818	0:38	65.8	Y	
819	0:39	64.2	Y	
820	0:40	65.1	Y	
821	0:41	66.1	Y	
822	0:42	62.6	Y	
823	0:43	64.4	Y	
824	0:44	68.1	Y	
825	0:45	66.6	Y	
826	0:46	62.3	Y	
827	0:47	65.4	Y	
828	0:48	67.8	Y	

829	0:49	64.1	Y	
830	0:50	64.2	Y	
831	0:51	66.4	Y	
832	0:52	65.5	Y	
833	0:53	63.6	Y	
834	0:54	66.0	Y	
835	0:55	65.2	Y	
836	0:56	66.1	Y	
837	0:57	66.8	Y	
838	0:58	66.7	Y	
839	0:59	65.9	Y	
840	1:00	63.1	Y	
841	1:01	64.6	Y	
842	1:02	63.2	Y	
843	1:03	65.2	Y	
844	1:04	66.6	Y	
845	1:05	62.9	Y	
846	1:06	62.3	Y	
847	1:07	62.8	Y	
848	1:08	62.3	Y	
849	1:09	66.5	Y	
850	1:10	63.6	Y	
851	1:11	65.1	Y	
852	1:12	66.5	Y	
853	1:13	65.6	Y	
854	1:14	64.2	Y	
855	1:15	65.0	N	Train horn
856	1:16	64.2	Y	
857	1:17	61.6	Y	
858	1:18	58.4	Y	
859	1:19	63.9	Y	
860	1:20	63.8	Y	
861	1:21	64.4	Y	
862	1:22	62.2	Y	
863	1:23	63.9	Y	
864	1:24	62.3	Y	
865	1:25	62.1	Y	
866	1:26	62.7	Y	
867	1:27	62.6	Y	
868	1:28	65.6	Y	
869	1:29	61.9	Y	
870	1:30	64.2	Y	
871	1:31	60.4	Y	
872	1:32	62.7	Y	

873	1:33	65.4	Y
874	1:34	64.9	Y
875	1:35	65.4	Y
876	1:36	64.9	Y
877	1:37	63.8	Y
878	1:38	62.1	Y
879	1:39	65.9	Y
880	1:40	64.1	Y
881	1:41	65.4	Y
882	1:42	62.0	Y
883	1:43	67.3	Y
884	1:44	67.4	Y
885	1:45	64.3	Y
886	1:46	64.0	Y
887	1:47	64.5	Y
888	1:48	61.6	Y
889	1:49	65.1	Y
890	1:50	63.1	Y
891	1:51	64.9	Y
892	1:52	58.5	Y
893	1:53	61.9	Y
894	1:54	63.5	Y
895	1:55	62.6	Y
896	1:56	64.8	Y
897	1:57	65.0	Y
898	1:58	64.5	Y
899	1:59	66.6	Y
900	2:00	65.7	Y
901	2:01	65.5	Y
902	2:02	63.2	Y
903	2:03	63.7	Y
904	2:04	65.4	Y
905	2:05	62.6	Y
906	2:06	60.0	Y
907	2:07	63.9	Y
908	2:08	65.8	Y
909	2:09	63.3	Y
910	2:10	63.5	Y
911	2:11	63.0	Y
912	2:12	61.3	Y
913	2:13	64.9	Y
914	2:14	61.3	Y
915	2:15	63.0	Y
916	2:16	64.1	Y

917	2:17	65.1	Y
918	2:18	61.8	Y
919	2:19	64.8	Y
920	2:20	64.7	Y
921	2:21	64.3	Y
922	2:22	64.0	Y
923	2:23	67.8	Y
924	2:24	61.9	Y
925	2:25	61.2	Y
926	2:26	61.9	Y
927	2:27	63.7	Y
928	2:28	63.2	Y
929	2:29	63.9	Y
930	2:30	63.3	Y
931	2:31	64.6	Y
932	2:32	63.7	Y
933	2:33	63.2	Y
934	2:34	66.5	Y
935	2:35	64.5	Y
936	2:36	63.7	Y
937	2:37	63.6	Y
938	2:38	63.9	Y
939	2:39	62.1	Y
940	2:40	66.7	Y
941	2:41	63.7	Y
942	2:42	64.9	Y
943	2:43	63.7	Y
944	2:44	64.6	Y
945	2:45	60.4	Y
946	2:46	63.2	Y
947	2:47	65.2	Y
948	2:48	68.9	Y
949	2:49	67.6	Y
950	2:50	63.3	Y
951	2:51	65.0	Y
952	2:52	63.3	Y
953	2:53	65.9	Y
954	2:54	66.6	Y
955	2:55	66.9	Y
956	2:56	63.0	Y
957	2:57	65.5	Y
958	2:58	65.6	Y
959	2:59	63.1	Y
960	3:00	61.6	Y

961	3:01	64.9	Y
962	3:02	62.3	Y
963	3:03	66.0	Y
964	3:04	64.7	Y
965	3:05	66.9	Y
966	3:06	62.4	Y
967	3:07	63.8	Y
968	3:08	66.7	Y
969	3:09	63.1	Y
970	3:10	66.5	Y
971	3:11	64.2	Y
972	3:12	65.7	Y
973	3:13	62.7	Y
974	3:14	65.2	Y
975	3:15	61.5	Y
976	3:16	63.6	Y
977	3:17	63.9	Y
978	3:18	65.0	Y
979	3:19	65.0	Y
980	3:20	65.4	Y
981	3:21	67.0	Y
982	3:22	64.6	Y
983	3:23	66.4	Y
984	3:24	63.9	Y
985	3:25	64.9	Y
986	3:26	67.1	Y
987	3:27	66.4	Y
988	3:28	63.9	Y
989	3:29	66.1	Y
990	3:30	63.9	Y
991	3:31	65.9	Y
992	3:32	68.0	Y
993	3:33	67.6	Y
994	3:34	63.8	Y
995	3:35	64.5	Y
996	3:36	65.1	Y
997	3:37	63.0	Y
998	3:38	63.9	Y
999	3:39	66.5	Y
1000	3:40	65.6	Y
1001	3:41	67.1	Y
1002	3:42	67.6	Y
1003	3:43	66.9	Y
1004	3:44	64.9	Y

1005	3:45	69.4	Y
1006	3:46	65.3	Y
1007	3:47	65.6	Y
1008	3:48	66.1	Y
1009	3:49	65.7	Y
1010	3:50	66.8	Y
1011	3:51	65.7	Y
1012	3:52	66.9	Y
1013	3:53	66.3	Y
1014	3:54	66.8	Y
1015	3:55	66.0	Y
1016	3:56	66.9	Y
1017	3:57	66.8	Y
1018	3:58	64.0	Y
1019	3:59	66.6	Y
1020	4:00	65.2	Y
1021	4:01	67.5	Y
1022	4:02	66.4	Y
1023	4:03	65.7	Y
1024	4:04	66.0	Y
1025	4:05	67.4	Y
1026	4:06	65.1	Y
1027	4:07	63.0	Y
1028	4:08	66.1	Y
1029	4:09	66.5	Y
1030	4:10	67.4	Y
1031	4:11	65.9	Y
1032	4:12	66.3	Y
1033	4:13	66.1	Y
1034	4:14	66.7	Y
1035	4:15	65.6	Y
1036	4:16	64.6	Y
1037	4:17	65.3	Y
1038	4:18	64.9	Y
1039	4:19	69.4	Y
1040	4:20	65.7	Y
1041	4:21	67.5	Y
1042	4:22	65.1	Y
1043	4:23	67.5	Y
1044	4:24	67.4	Y
1045	4:25	68.5	Y
1046	4:26	67.7	Y
1047	4:27	69.9	Y
1048	4:28	65.4	Y

1049	4:29	66.9	Y
1050	4:30	68.7	Y
1051	4:31	67.8	Y
1052	4:32	68.0	Y
1053	4:33	68.8	Y
1054	4:34	66.5	Y
1055	4:35	66.9	Y
1056	4:36	66.9	Y
1057	4:37	69.5	Y
1058	4:38	67.8	Y
1059	4:39	68.9	Y
1060	4:40	69.3	Y
1061	4:41	69.1	Y
1062	4:42	68.9	Y
1063	4:43	69.4	Y
1064	4:44	68.1	Y
1065	4:45	71.4	Y
1066	4:46	68.6	Y
1067	4:47	68.7	Y
1068	4:48	68.0	Y
1069	4:49	68.3	Y
1070	4:50	68.5	Y
1071	4:51	68.4	Y
1072	4:52	68.8	Y
1073	4:53	69.2	Y
1074	4:54	69.1	Y
1075	4:55	71.5	Y
1076	4:56	69.5	Y
1077	4:57	69.3	Y
1078	4:58	68.3	Y
1079	4:59	67.3	Y
1080	5:00	68.5	Y
1081	5:01	68.8	Y
1082	5:02	66.3	Y
1083	5:03	68.1	Y
1084	5:04	69.0	Y
1085	5:05	69.3	Y
1086	5:06	69.3	Y
1087	5:07	68.0	Y
1088	5:08	69.1	Y
1089	5:09	69.0	Y
1090	5:10	70.5	Y
1091	5:11	68.2	Y
1092	5:12	72.1	Y

1093	5:13	69.5	Y	
1094	5:14	70.2	Y	
1095	5:15	70.9	Y	
1096	5:16	67.4	Y	
1097	5:17	69.2	Y	
1098	5:18	71.6	Y	
1099	5:19	70.3	Y	
1100	5:20	70.5	Y	
1101	5:21	70.7	Y	
1102	5:22	70.1	Y	
1103	5:23	70.2	Y	
1104	5:24	70.1	Y	
1105	5:25	70.2	Y	
1106	5:26	70.0	Y	
1107	5:27	69.1	Y	
1108	5:28	70.1	Y	
1109	5:29	69.5	Y	
1110	5:30	70.4	Y	
1111	5:31	69.7	Y	
1112	5:32	70.5	Y	
1113	5:33	71.1	Y	
1114	5:34	70.0	Y	
1115	5:35	69.9	Y	
1116	5:36	69.0	Y	
1117	5:37	71.2	Y	
1118	5:38	70.6	Y	
1119	5:39	69.9	Y	
1120	5:40	70.1	N	Helicopter
1121	5:41	70.0	Y	
1122	5:42	70.5	Y	
1123	5:43	69.7	Y	
1124	5:44	70.3	Y	
1125	5:45	70.1	Y	
1126	5:46	69.4	Y	
1127	5:47	66.4	Y	
1128	5:48	63.7	Y	
1129	5:49	66.7	Y	
1130	5:50	67.9	Y	
1131	5:51	67.7	Y	
1132	5:52	69.0	Y	
1133	5:53	68.7	Y	
1134	5:54	69.6	Y	
1135	5:55	69.5	Y	
1136	5:56	69.0	Y	

1137	5:57	68.8	Y	
1138	5:58	70.9	Y	
1139	5:59	68.7	Y	
1140	6:00	70.0	Y	
1141	6:01	69.3	Y	
1142	6:02	68.6	Y	
1143	6:03	68.9	Y	
1144	6:04	68.3	Y	
1145	6:05	67.6	Y	
1146	6:06	66.8	Y	
1147	6:07	65.8	Y	
1148	6:08	65.6	Y	
1149	6:09	63.7	Y	
1150	6:10	64.6	Y	
1151	6:11	65.5	Y	
1152	6:12	67.8	Y	
1153	6:13	69.0	Y	
1154	6:14	70.1	Y	
1155	6:15	68.2	Y	
1156	6:16	69.1	Y	
1157	6:17	70.3	Y	
1158	6:18	69.0	Y	
1159	6:19	71.3	Y	
1160	6:20	67.6	N	Train horn
1161	6:21	64.6	Y	
1162	6:22	68.8	Y	
1163	6:23	67.0	Y	
1164	6:24	67.1	Y	
1165	6:25	68.5	Y	
1166	6:26	68.5	Y	
1167	6:27	69.3	Y	
1168	6:28	68.9	Y	
1169	6:29	68.2	Y	
1170	6:30	67.6	Y	
1171	6:31	65.0	Y	
1172	6:32	65.6	Y	
1173	6:33	65.6	Y	
1174	6:34	65.9	Y	
1175	6:35	67.7	Y	
1176	6:36	65.7	Y	
1177	6:37	67.7	Y	
1178	6:38	65.9	Y	
1179	6:39	62.3	Y	
1180	6:40	62.9	Y	

1181	6:41	65.3	Y
1182	6:42	66.1	Y
1183	6:43	64.9	Y
1184	6:44	63.7	Y
1185	6:45	64.1	Y
1186	6:46	66.4	Y
1187	6:47	64.4	Y
1188	6:48	63.9	Y
1189	6:49	63.5	Y
1190	6:50	70.1	Y
1191	6:51	66.9	Y
1192	6:52	68.0	Y
1193	6:53	67.8	Y
1194	6:54	67.9	Y
1195	6:55	68.7	Y
1196	6:56	66.8	Y
1197	6:57	65.1	Y
1198	6:58	63.4	Y
1199	6:59	65.3	Y
1200	7:00	66.6	Y
1201	7:01	67.3	Y
1202	7:02	66.7	Y
1203	7:03	67.9	Y
1204	7:04	67.6	Y
1205	7:05	64.8	Y
1206	7:06	62.0	Y
1207	7:07	66.3	Y
1208	7:08	66.9	Y
1209	7:09	66.3	Y
1210	7:10	66.4	Y
1211	7:11	67.9	Y
1212	7:12	67.7	Y
1213	7:13	67.8	Y
1214	7:14	66.8	Y
1215	7:15	65.6	Y
1216	7:16	61.0	Y
1217	7:17	63.2	Y
1218	7:18	65.9	Y
1219	7:19	65.7	Y
1220	7:20	62.9	Y
1221	7:21	63.7	Y
1222	7:22	67.3	Y
1223	7:23	66.8	Y
1224	7:24	65.4	Y

1225	7:25	63.9	Y	
1226	7:26	64.8	Y	
1227	7:27	64.5	Y	
1228	7:28	65.3	Y	
1229	7:29	61.3	Y	
1230	7:30	62.3	Y	
1231	7:31	67.2	Y	
1232	7:32	67.7	Y	
1233	7:33	64.1	Y	
1234	7:34	63.6	Y	
1235	7:35	64.2	Y	
1236	7:36	61.8	Y	
1237	7:37	62.5	Y	
1238	7:38	61.7	Y	
1239	7:39	64.3	Y	
1240	7:40	65.5	Y	
1241	7:41	63.0	Y	
1242	7:42	61.5	Y	
1243	7:43	63.0	Y	
1244	7:44	65.4	Y	
1245	7:45	70.8	N	Siren
1246	7:46	65.7	Y	
1247	7:47	63.8	Y	
1248	7:48	63.5	Y	
1249	7:49	62.8	Y	
1250	7:50	62.7	Y	
1251	7:51	64.6	Y	
1252	7:52	64.1	Y	
1253	7:53	64.3	Y	
1254	7:54	65.8	Y	
1255	7:55	65.2	Y	
1256	7:56	63.9	Y	
1257	7:57	63.5	Y	
1258	7:58	63.5	Y	
1259	7:59	64.1	Y	
1260	8:00	65.7	Y	
1261	8:01	67.2	Y	
1262	8:02	67.3	Y	
1263	8:03	66.0	Y	
1264	8:04	66.9	Y	
1265	8:05	64.7	Y	
1266	8:06	63.6	Y	
1267	8:07	62.5	Y	
1268	8:08	62.3	Y	

1269	8:09	66.8	Y	
1270	8:10	66.5	Y	
1271	8:11	66.2	Y	
1272	8:12	63.7	Y	
1273	8:13	61.3	Y	
1274	8:14	65.7	Y	
1275	8:15	64.6	Y	
1276	8:16	67.3	Y	
1277	8:17	67.4	Y	
1278	8:18	68.7	Y	
1279	8:19	67.6	Y	
1280	8:20	68.7	Y	
1281	8:21	68.7	Y	
1282	8:22	67.3	Y	
1283	8:23	69.3	Y	
1284	8:24	69.2	Y	
1285	8:25	68.2	Y	
1286	8:26	67.9	Y	
1287	8:27	68.6	Y	
1288	8:28	67.2	Y	
1289	8:29	67.8	Y	
1290	8:30	67.3	Y	
1291	8:31	66.1	Y	
1292	8:32	61.6	Y	
1293	8:33	65.1	Y	
1294	8:34	65.6	Y	
1295	8:35	66.9	Y	
1296	8:36	68.0	Y	
1297	8:37	67.0	N	Siren
1298	8:38	66.3	Y	
1299	8:39	66.9	Y	
1300	8:40	66.6	Y	
1301	8:41	67.1	Y	
1302	8:42	65.3	Y	
1303	8:43	68.6	Y	
1304	8:44	67.1	Y	
1305	8:45	64.6	Y	
1306	8:46	69.9	Y	
1307	8:47	62.9	Y	
1308	8:48	64.8	Y	
1309	8:49	66.9	Y	
1310	8:50	64.6	Y	
1311	8:51	63.2	Y	
1312	8:52	62.1	Y	

1313	8:53	62.1	Y	
1314	8:54	61.0	Y	
1315	8:55	61.1	Y	
1316	8:56	61.8	Y	
1317	8:57	62.1	Y	
1318	8:58	63.9	Y	
1319	8:59	65.2	Y	
1320	9:00	63.2	Y	
1321	9:01	62.3	Y	
1322	9:02	63.3	Y	
1323	9:03	64.3	Y	
1324	9:04	65.9	Y	
1325	9:05	68.7	Y	
1326	9:06	66.6	Y	
1327	9:07	67.6	Y	
1328	9:08	70.1	Y	
1329	9:09	68.6	Y	
1330	9:10	68.4	Y	
1331	9:11	68.7	Y	
1332	9:12	68.8	N	Train horn
1333	9:13	68.4	Y	
1334	9:14	68.9	Y	
1335	9:15	69.9	Y	
1336	9:16	69.4	Y	
1337	9:17	70.5	Y	
1338	9:18	68.5	Y	
1339	9:19	69.4	Y	
1340	9:20	69.5	Y	
1341	9:21	69.1	Y	
1342	9:22	69.6	Y	
1343	9:23	69.0	Y	
1344	9:24	70.9	Y	
1345	9:25	66.6	Y	
1346	9:26	65.3	Y	
1347	9:27	70.9	Y	
1348	9:28	68.6	Y	
1349	9:29	67.6	Y	
1350	9:30	68.9	Y	
1351	9:31	68.5	Y	
1352	9:32	69.3	Y	
1353	9:33	68.3	Y	
1354	9:34	69.4	Y	
1355	9:35	68.2	Y	
1356	9:36	65.5	Y	

1357	9:37	65.3	Y	
1358	9:38	63.4	Y	
1359	9:39	63.7	Y	
1360	9:40	64.7	Y	
1361	9:41	66.3	Y	
1362	9:42	66.8	Y	
1363	9:43	67.8	Y	
1364	9:44	69.2	Y	
1365	9:45	65.1	Y	
1366	9:46	62.9	Y	
1367	9:47	61.3	Y	
1368	9:48	68.5	Y	
1369	9:49	67.9	Y	
1370	9:50	66.4	Y	
1371	9:51	68.5	Y	
1372	9:52	68.1	Y	
1373	9:53	67.7	Y	
1374	9:54	67.3	Y	
1375	9:55	66.6	Y	
1376	9:56	67.3	Y	
1377	9:57	67.0	Y	
1378	9:58	69.6	N	Siren
1379	9:59	69.1	Y	
1380	10:00	69.1	Y	
1381	10:01	69.5	Y	
1382	10:02	66.6	Y	
1383	10:03	65.9	Y	
1384	10:04	65.6	Y	
1385	10:05	67.5	Y	
1386	10:06	64.4	Y	
1387	10:07	63.1	Y	
1388	10:08	64.9	Y	
1389	10:09	67.9	Y	
1390	10:10	65.5	Y	
1391	10:11	66.7	Y	
1392	10:12	65.7	Y	
1393	10:13	68.2	Y	
1394	10:14	68.4	Y	
1395	10:15	67.3	Y	
1396	10:16	65.2	Y	
1397	10:17	62.3	Y	
1398	10:18	63.0	Y	
1399	10:19	64.2	Y	
1400	10:20	64.0	Y	

	1401	10:21	67.4	Y	
	1402	10:22	68.1	Y	
	1403	10:23	66.7	Y	
	1404	10:24	67.5	Y	
	1405	10:25	67.4	Y	
	1406	10:26	66.4	Y	
	1407	10:27	69.6	Y	
	1408	10:28	67.0	Y	
	1409	10:29	69.0	Y	
	1410	10:30	68.7	Y	
	1411	10:31	68.7	Y	
	1412	10:32	68.8	Y	
	1413	10:33	69.7	Y	
	1414	10:34	68.5	Y	
	1415	10:35	70.3	Y	
	1416	10:36	68.0	Y	
	1417	10:37	67.7	Y	
	1418	10:38	69.3	Y	
	1419	10:39	69.1	Y	
	1420	10:40	69.2	N	Airplane
	1421	10:41	69.8	Y	
	1422	10:42	72.8	Y	
	1423	10:43	68.9	Y	
	1424	10:44	69.7	Y	
	1425	10:45	67.9	Y	
	1426	10:46	69.2	Y	
	1427	10:47	70.2	Y	
	1428	10:48	68.8	Y	
	1429	10:49	68.0	Y	
	1430	10:50	70.3	Y	
	1431	10:51	69.9	Y	
	1432	10:52	68.8	Y	
	1433	10:53	68.9	Y	
	1434	10:54	69.1	Y	
	1435	10:55	69.5	Y	
	1436	10:56	68.2	Y	
	1437	10:57	69.4	Y	
	1438	10:58	69.8	Y	
	1439	10:59	68.0	Y	
	1440	11:00	68.2	Y	
	1441	11:01	70.9	Y	
Peak		11:00-12:30	70.7		



Date: 4/17/24.

Photographer: EC.

1	**Location / Orientation**	116 Shacklett Lane Court (36.05425°, -86.67456°) facing northwest
	Remarks	MP-54



Date: 4/17/24.

Photographer: EC.

2	**Location / Orientation**	116 Shacklett Lane Court (36.05425°, -86.67456°) facing southeast
	Remarks	MP-54

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-54 Meter Serial Number: 46379478

Date: 4/17/24 Personnel: Curwen, Covington

Run Number: 43

Timer Start: 14:09 Timer End: 14:26

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 77 Time Assessed: 14:08

Wind Speed 0.2 Time Assessed: 14:08

Wind Direction E Time Assessed: 14:08

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 77 Time Assessed: 14:26

Wind Speed 1.4 Time Assessed: 14:26

Wind Direction E Time Assessed: 14:26

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	14:07	14:27
Calibration Level	114	114

RESULTS FROM METER

LAeq: 48.4 Time: 14:27

moved backyards due to locked gate, location at approx (36.05425°N, 86.67457°W), Address: 120 Shacklett Lane Ct

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/17/24	
Address/Location	116 Shacklett Ln Ct (MP-54)	
Land Use	B	
Analyst Name	Curwen, Covington	
Meteorological Conditions		
Temperature(s)	77°	
Wind Speed(s)	0.2	
Wind Direction(s)	NE	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	14:08	14:27
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	14:09	Meter Started
2	14:10	Plane Overhead
3	14:11	
4	14:12	
5	14:13	Plane overhead
6	14:14	
7	14:15	
8	14:16	
9	14:17	
10	14:18	
11	14:19	
12	14:20	
13	14:21	
14	14:22	
15	14:23	
16	14:24	
17	14:25	
18	14:26	Meter Ended
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

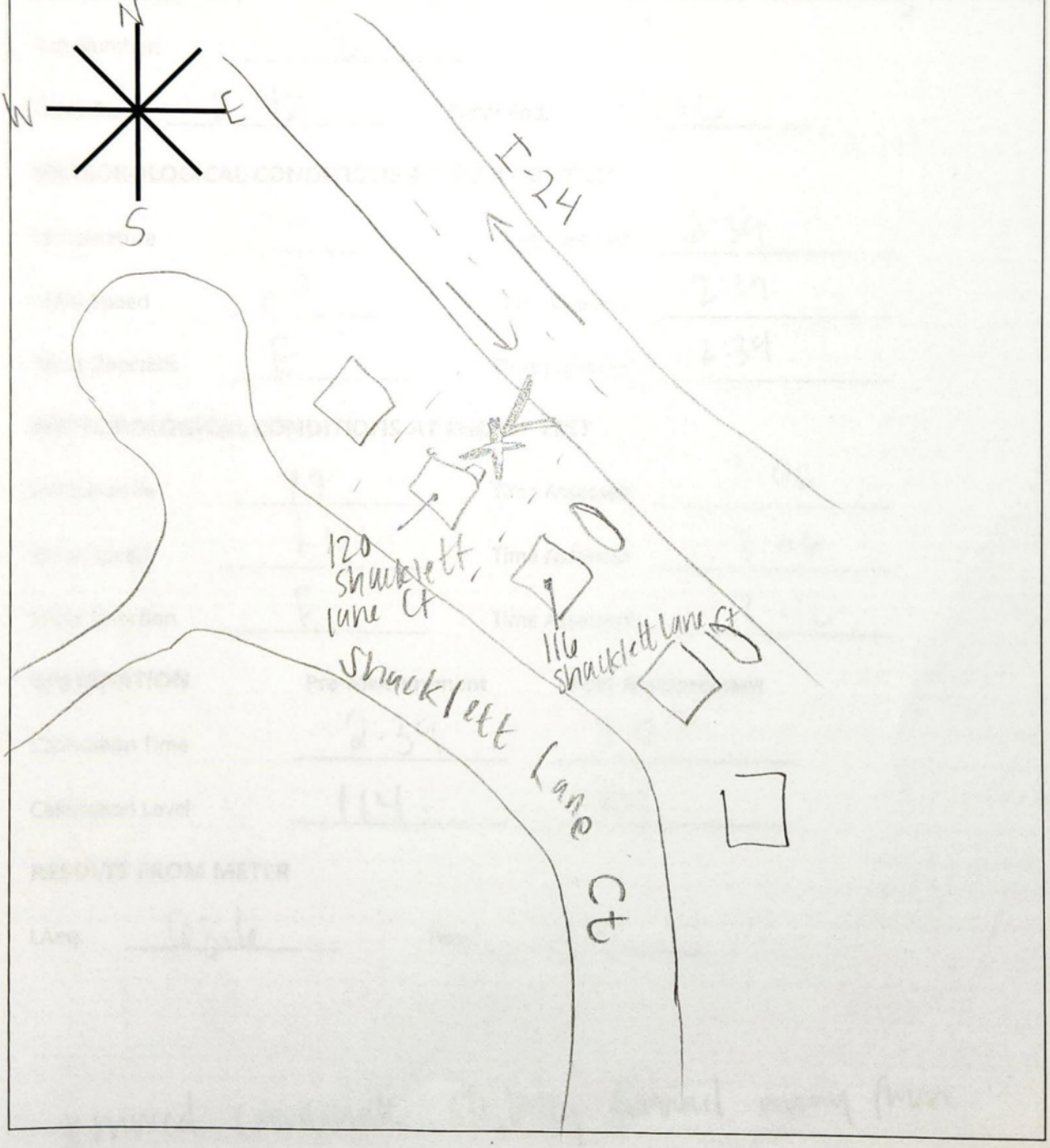
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/17/24
Address	116 Shacklett Ln Ct (MP-54)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-54

Date: 4/17/2024
Site: 116 Shacklett Lane Court
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	14:09	69.4	Y	
2	14:10	68.4	N	Airplane
3	14:11	67.8	Y	
4	14:12	68.4	Y	
5	14:13	68.9	N	Airplane
6	14:14	68.7	Y	
7	14:15	68.4	Y	
8	14:16	68.3	Y	
9	14:17	68.0	Y	
10	14:18	68.3	Y	
11	14:19	67.8	Y	
12	14:20	68.0	Y	
13	14:21	68.8	Y	
14	14:22	67.5	Y	
15	14:23	69.2	Y	
16	14:24	68.7	Y	
17	14:25	69.6	Y	
18	14:26	70.0	Y	
Total		68.7		



Date: 4/17/24.

Photographer: EC.

1	**Location / Orientation**	4880 Shihmen Drive (36.05711°, -86.67756°) facing southeast
	Remarks	MP-55



Date: 4/17/24.

Photographer: EC.

2	**Location / Orientation**	4880 Shihmen Drive (36.05711°, -86.67756°) facing southwest
	Remarks	MP-55

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-95 Meter Serial Number: 4637978

Date: 4/17/24 Personnel: Curwen, Covington

Run Number: 45

Timer Start: 2:42 Timer End: 3:06

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 79 Time Assessed: 2:39

Wind Speed 2.0 Time Assessed: 2:39

Wind Direction E Time Assessed: 2:39

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 79 Time Assessed: 3:06

Wind Speed 1.4 Time Assessed: 3:06

Wind Direction E Time Assessed: 3:06

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	2:39	3:07
Calibration Level	114	114

RESULTS FROM METER

LAeq: 68.6 Time: 3:07

*moved coordinate slightly farther away from trees rustling

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/17/24	
Address/Location	4880 Shihmen Dr (MP-55)	
Land Use	B	
Analyst Name	Curwen, Covington	
Meteorological Conditions		
Temperature(s)	79	
Wind Speed(s)	2.0	
Wind Direction(s)	E	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	2:40	3:07
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	2:42	Train Honking
2	2:43	Train Honking
3	2:44	
4	2:45	
5	2:46	
6	2:47	SIRENS ON I-24
7	2:48	Plane overhead
8	2:49	
9	2:50	TRUCK ON I-24
10	2:51	airplane overhead
11	2:52	
12	2:53	
13	2:54	
14	2:55	
15	2:56	airplane overhead
16	2:57	
17	2:58	airplane overhead
18	2:59	loud motorcycle on I-24
19	3:00	
20	3:01	
21	3:02	
22	3:03	
23	3:04	
24	3:05	
25	3:06	end of mins
26		
27		
28		
29		
30		

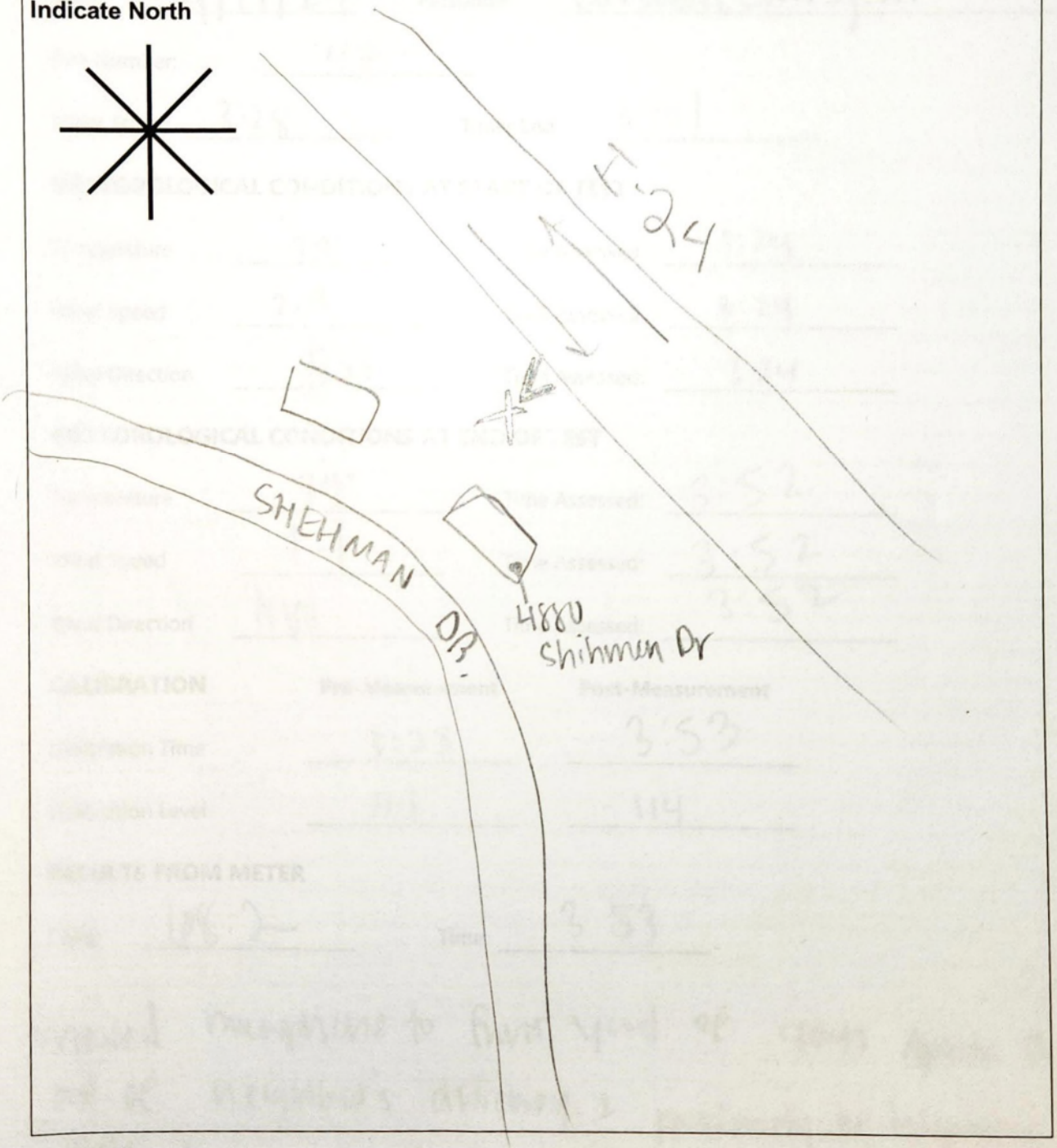
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/17/24
Address	4880 Shihmen Dr (MP-55)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-55

Date: 4/17/2024
Site: 4880 Shihmen Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	14:42	68.2	N	Train Horn
2	14:43	68.8	N	Train Horn
3	14:44	67.6	Y	
4	14:45	67.7	Y	
5	14:46	68.6	Y	
6	14:47	68.9	N	Sirens
7	14:48	69.5	N	Airplane
8	14:49	69.4	Y	
9	14:50	69.1	Y	
10	14:51	70.2	Y	
11	14:52	68.3	Y	
12	14:53	67.7	Y	
13	14:54	67.7	Y	
14	14:55	68.1	Y	
15	14:56	68.3	N	Airplane
16	14:57	68.1	Y	
17	14:58	68.6	N	Airplane
18	14:59	69.2	Y	
19	15:00	67.6	Y	
20	15:01	67.3	Y	
21	15:02	67.8	Y	
22	15:03	67.8	Y	
23	15:04	68.0	Y	
24	15:05	69.0	Y	
25	15:06	68.3	Y	
Total		68.1		



Date: 4/17/24.

Photographer: EC.

1	**Location / Orientation**	4039 Apache Trail (36.06263°, -86.68342°) facing northwest
	Remarks	MP-56



Date: 4/17/24.

Photographer: EC

2	**Location / Orientation**	4039 Apache Trail (36.06263°, -86.68342°) facing southwest
	Remarks	MP-56

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-56 Meter Serial Number: 4637978

Date: 4/17/24 Personnel: Curwen, Covington

Run Number: 47

Timer Start: 3:28 Timer End: 3:51

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	79°	Time Assessed:	3:24
Wind Speed	2.9	Time Assessed:	3:24
Wind Direction	NW	Time Assessed:	3:24

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	79°	Time Assessed:	3:52
Wind Speed	1.1	Time Assessed:	3:52
Wind Direction	NW	Time Assessed:	3:52

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	3:23	3:53
Calibration Level	114	114

RESULTS FROM METER

LAeq: 68.2 Time: 3:53

moved microphone to front yard of 4043 Apache Dr, out of neighbor's driveway & proximity to telephone pole. Approx Coordinates (36.062650°N, 86.68343°W)

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/17/24	
Address/Location	4039 Apache Tr (MP-56)	
Land Use	B	
Analyst Name	curwen, covington	
Meteorological Conditions		
Temperature(s)	79	
Wind Speed(s)	2.9	
Wind Direction(s)	E	
Calibration		
Meter/Analyzer	4637978	
	Pre-Measurement	Post-Measurement
Calibration Time	3:23	3:53
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	3:28	
2	3:29	police sirens on I-24 honking on Interstate
3	3:30	
4	3:31	
5	3:32	
6	3:33	
7	3:34	
8	3:35	
9	3:36	
10	3:37	
11	3:38	siren on I-24,
12	3:39	airplane overhead
13	3:40	siren on I-24
14	3:41	
15	3:42	
16	3:43	
17	3:44	Siren on I-24
18	3:45	airplane overhead
19	3:46	
20	3:47	airplane overhead
21	3:48	
22	3:49	
23	3:50	
24	3:51	meter ended
25		
26		
27		
28		
29		
30		

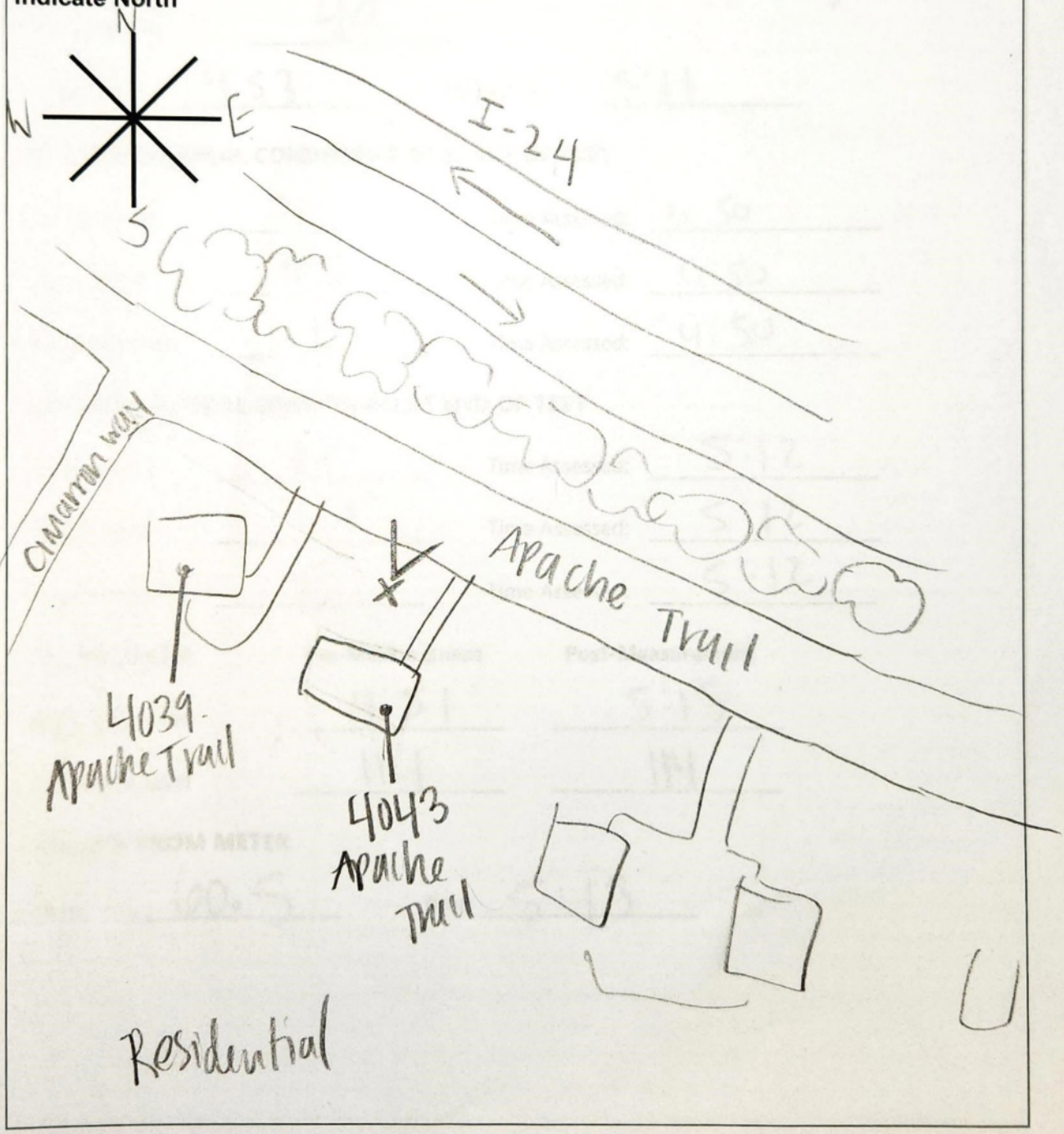
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4/17/24
Address	4039 Apache Tr (MP-56)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-56

Date: 4/17/2024
Site: 4039 Apache Trail
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	15:28	67.2	Y	
2	15:29	65.0	N	Sirens
3	15:30	65.0	N	Car Horn
4	15:31	68.1	Y	
5	15:32	66.0	Y	
6	15:33	68.8	Y	
7	15:34	67.0	Y	
8	15:35	71.3	Y	
9	15:36	69.5	Y	
10	15:37	67.2	Y	
11	15:38	67.8	N	Sirens
12	15:39	70.1	N	Plane
13	15:40	70.1	N	Sirens
14	15:41	68.1	Y	
15	15:42	67.6	Y	
16	15:43	67.5	Y	
17	15:44	69.2	N	Sirens
18	15:45	68.7	N	Airplane
19	15:46	66.4	Y	
20	15:47	68.8	N	Airplane
21	15:48	65.9	Y	
22	15:49	66.8	Y	
23	15:50	68.2	Y	
24	15:51	68.6	Y	
Total		68.2		



Date: 4/18/24.

Photographer: JR/EM.

1	**Location / Orientation**	Mill Creek Greenway (36.06163°, -86.68051°) facing south
	Remarks	MP-57



Date: 4/18/24.

Photographer: JR/EM.

2	**Location / Orientation**	Mill Creek Greenway (36.06163°, -86.68051°) facing west
	Remarks	MP-57

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-57 Meter Serial Number: 2206826

Date: 4-18-2024 Personnel: J. Rowe & E. Mollish

Run Number: 023

Timer Start: 11:33 Timer End: 11:52

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 77.9°F Time Assessed: 11:32

Wind Speed 4.6 Mph Time Assessed: 11:32

Wind Direction N Time Assessed: 11:32

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 77.8°F Time Assessed: 11:53

Wind Speed 4.9 Time Assessed: 11:53

Wind Direction N Time Assessed: 11:53

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	11:32	11:52
Calibration Level	114	114

RESULTS FROM METER

LAeq: 75.6 Time: 11:52

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-2024	
Address/Location	Mill Creek Greenway (MP-57)	
Land Use	C	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	77.9°F	
Wind Speed(s)	4.6 mph	
Wind Direction(s)	N	
Calibration		
Meter/Analyzer	CASELLA 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	11:32	
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	11:33	Beginning of test
2	11:34	
3	11:35	
4	11:36	
5	11:37	
6	11:38	
7	11:39	
8	11:40	
9	11:41	
10	11:42	
11	11:43	
12	11:44	
13	11:45	
14	11:46	
15	11:47	Airplane passover
16	11:48	
17	11:49	
18	11:50	
19	11:51	Airplane passover
20	11:52	End of test
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

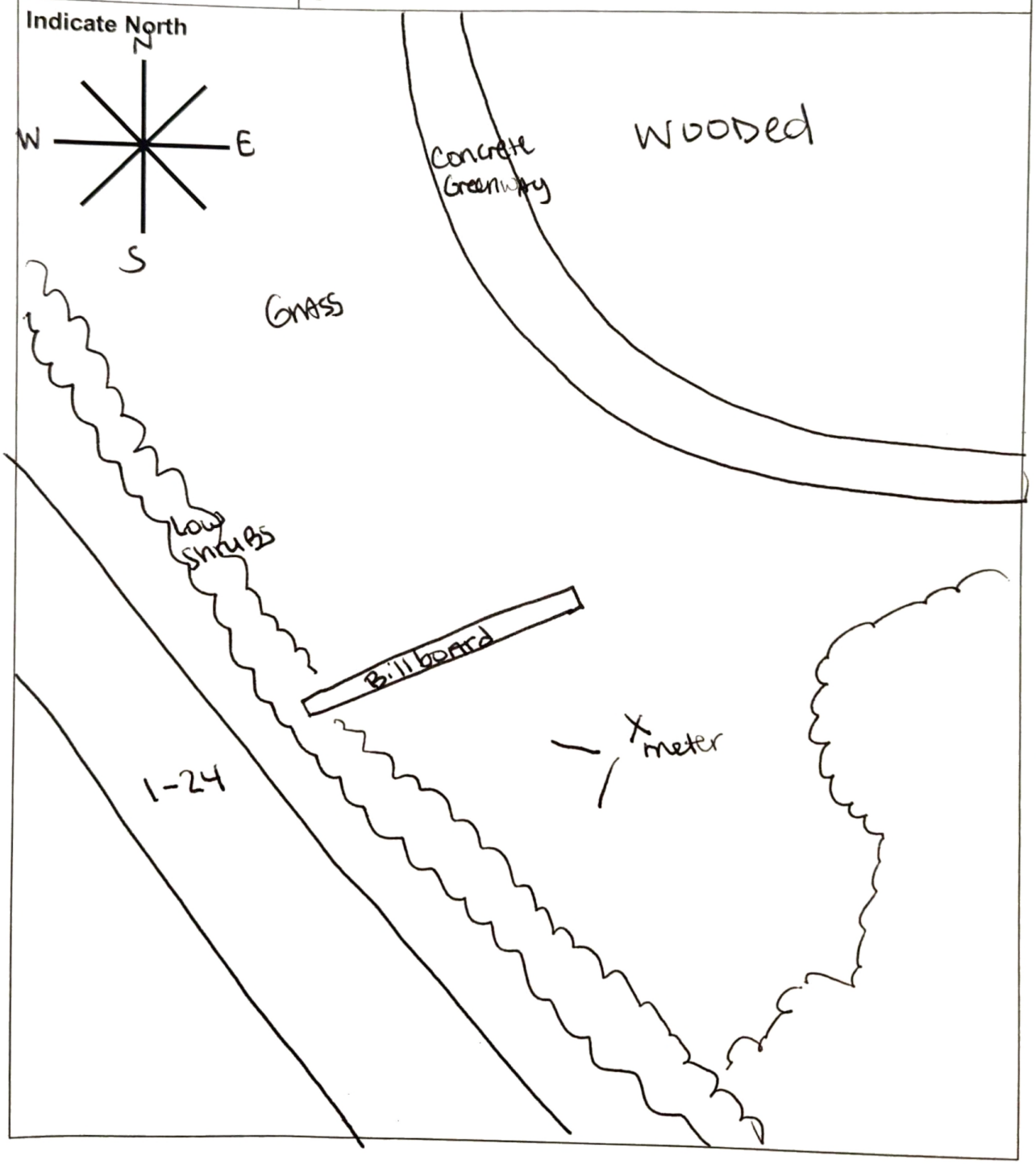
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-2024
Address	Mill Creek Greenway (MP-57)
Land Use	C

Indicate North



I-24, Davidson and Rutherford County
MP-57

Date: 4/18/2024
Site: Mill Creek Greenway
Description: Trail

Period #	Time Start	Leq (dBA)	Included?	Note
1	11:33	75.1	Y	
2	11:34	75.6	Y	
3	11:35	76.1	Y	
4	11:36	75.7	Y	
5	11:37	74.6	Y	
6	11:38	75.5	Y	
7	11:39	73.8	Y	
8	11:40	75.6	Y	
9	11:41	75.9	Y	
10	11:42	76.3	Y	
11	11:43	75.9	Y	
12	11:44	76.0	Y	
13	11:45	74.8	Y	
14	11:46	76.4	Y	
15	11:47	76.0	N	Airplane
16	11:48	74.7	Y	
17	11:49	76.3	Y	
18	11:50	75.0	Y	
19	11:51	75.7	N	Airplane
20	11:52	75.5	Y	
Total		75.6		



Date: 4/16/24.

Photographer: AW.

1	**Location / Orientation**	4501 Packard Drive (36.06512°, -86.68604°) facing south
	Remarks	MP-58



Date: 4/16/24.

Photographer: AW.

2	**Location / Orientation**	4501 Packard Drive (36.06512°, -86.68604°) facing west
	Remarks	MP-58

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-58 Meter Serial Number: 375073

Date: 04-16-24 Personnel: A. Lady + A. Wilfong

Run Number: 014

Timer Start: 1630 Timer End: 1649

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	83°F	Time Assessed:	1632
Wind Speed	1.3 mph	Time Assessed:	1629
Wind Direction	S	Time Assessed:	1629

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	83°F	Time Assessed:	1650
Wind Speed	5.4 mph	Time Assessed:	1649
Wind Direction	S	Time Assessed:	1649

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1629	1649
Calibration Level	114 dB	114 dB

RESULTS FROM METER

LAeq: 68.0dB Time: 1649

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-16-24	
Address/Location	4501 Packard Dr (MP-58)	
Land Use	B	
Analyst Name	A. Lady + A. Wilfong	
Meteorological Conditions		
Temperature(s)	Start: 83°F	END: 83°F
Wind Speed(s)	Start: 1.3 mph	END: 5.4 mph
Wind Direction(s)	Start: S	END: S
Calibration		
Meter/Analyzer	3756073	
	Pre-Measurement	Post-Measurement
Calibration Time	1629	1649
Calibration Level	114 dB	114 dB

Period #	Start Time	Event Description(s)
1	1630	Traffic Noise from Apache Trail
2	↓	↓
3		
4		
5		
6	↓	↓
7	1636	side-by-side
8	1637	Airplane
9	1638	School bus unloaded
10	↓	N/A
11		↓
12		
13		
14		
15	↓	↓
16	1645	Airplane
17	↓	N/A
18	↓	↓
19	1649	END
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

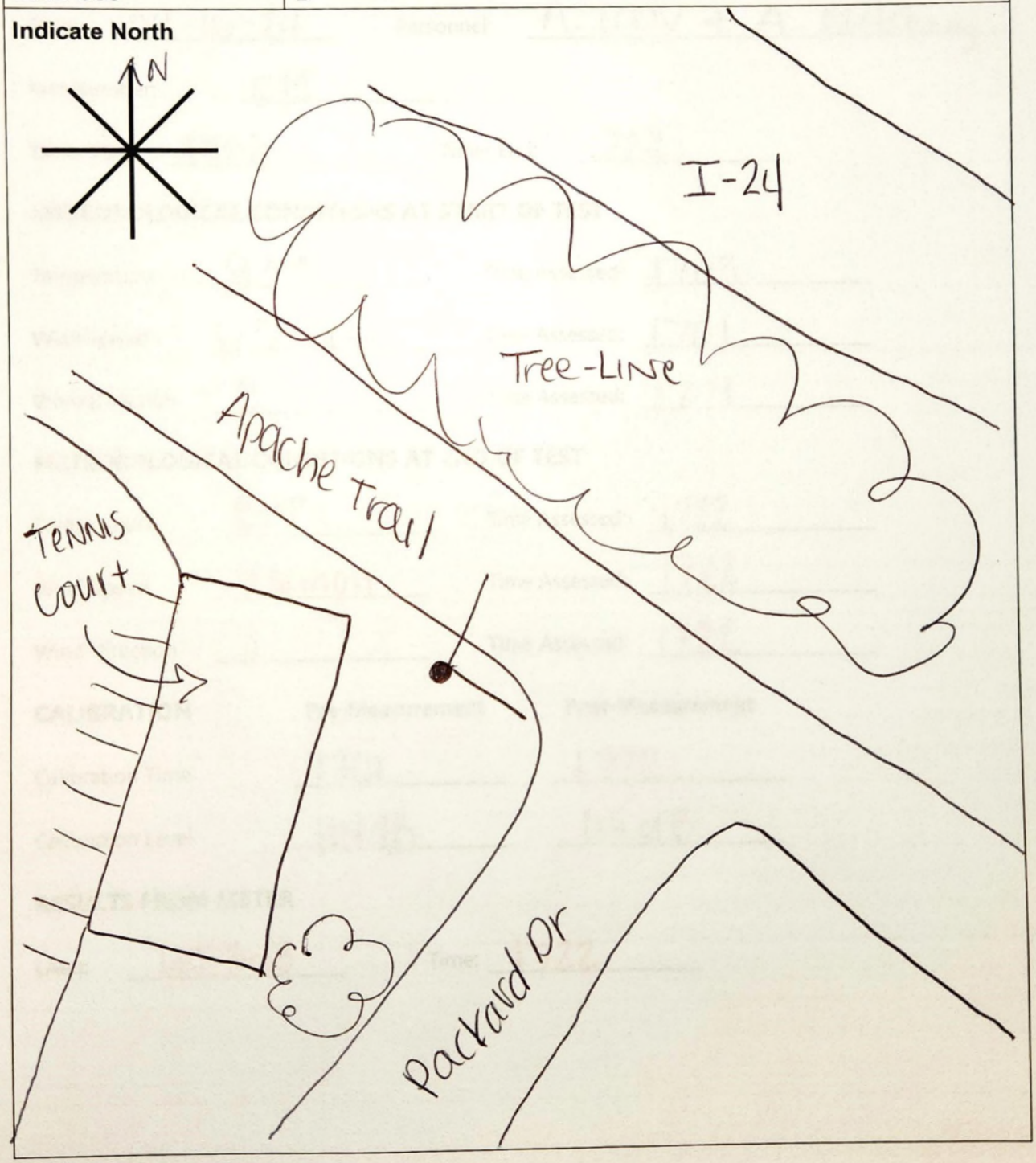
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-16-24
Address	4501 Packard Dr (MP-58)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-58

Date: 4/16/2024
Site: 4501 Packard Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	16:30	64.3	Y	
2	16:31	65.3	Y	
3	16:32	65.8	Y	
4	16:33	69.6	Y	
5	16:34	72.1	Y	
6	16:35	64.6	Y	
7	16:36	69.5	Y	
8	16:37	68.2	N	Airplane
9	16:38	67.9	N	School bus unloaded
10	16:39	66.0	Y	
11	16:40	64.4	Y	
12	16:41	65.3	Y	
13	16:42	67.7	Y	
14	16:43	68.2	Y	
15	16:44	67.7	Y	
16	16:45	70.9	N	Airplane
17	16:46	69.5	Y	
18	16:47	69.5	Y	
19	16:48	64.7	Y	
20	16:49	64.2	Y	
Total		66.9		



Date: 4/16/24.

Photographer: AW.

1	**Location / Orientation**	3940 Apache Trail (36.06836°, -86.69084°) facing south
	Remarks	MP-59



Date: 4/16/24.

Photographer: AW.

2	**Location / Orientation**	3940 Apache Trail (36.06836°, -86.69084°) facing west
	Remarks	MP-59

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-59 Meter Serial Number: 3756073

Date: 04-16-24 Personnel: A. Lady + A. Wilfong

Run Number: 015

Timer Start: 1702 Timer End: 1722

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 83°F Time Assessed: 1703

Wind Speed 6.5 mph Time Assessed: 1701

Wind Direction S Time Assessed: 1701

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 81°F Time Assessed: 1722

Wind Speed 7.6 mph Time Assessed: 1722

Wind Direction S Time Assessed: 1722

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1701	1722
Calibration Level	114 dB	114 dB

RESULTS FROM METER

LAeq: 64.3dB Time: 1722

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-16-24	
Address/Location	3940 Apache Tr (MP-59)	
Land Use	B	
Analyst Name	A. Lady + A. Wilfong	
Meteorological Conditions		
Temperature(s)	Start: 83°F	END: 81°F
Wind Speed(s)	Start: 6.5mph	END: 7.6mph
Wind Direction(s)	Start: S	END: S
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1701	1722
Calibration Level	114 dB	114 dB

Period #	Start Time	Event Description(s)
1	1702	General traffic BG Noise
2	↓	↓
3	↓	↓
4	↓	↓
5	↓	↓
6	↓	↓
7	↓	↓
8	↓	↓
9	↓	↓
10	↓	↓
11	↓	↓
12	1713	Person on Bike
13	1714	Airplane
14	1715	Car horn
15	1716	Airplane
16	1717	Airplane
17	↓	N/A
18	↓	↓
19	↓	↓
20	1720	Motorcycle
21	↓	N/A
22	1722	END
23		
24		
25		
26		
27		
28		
29		
30		

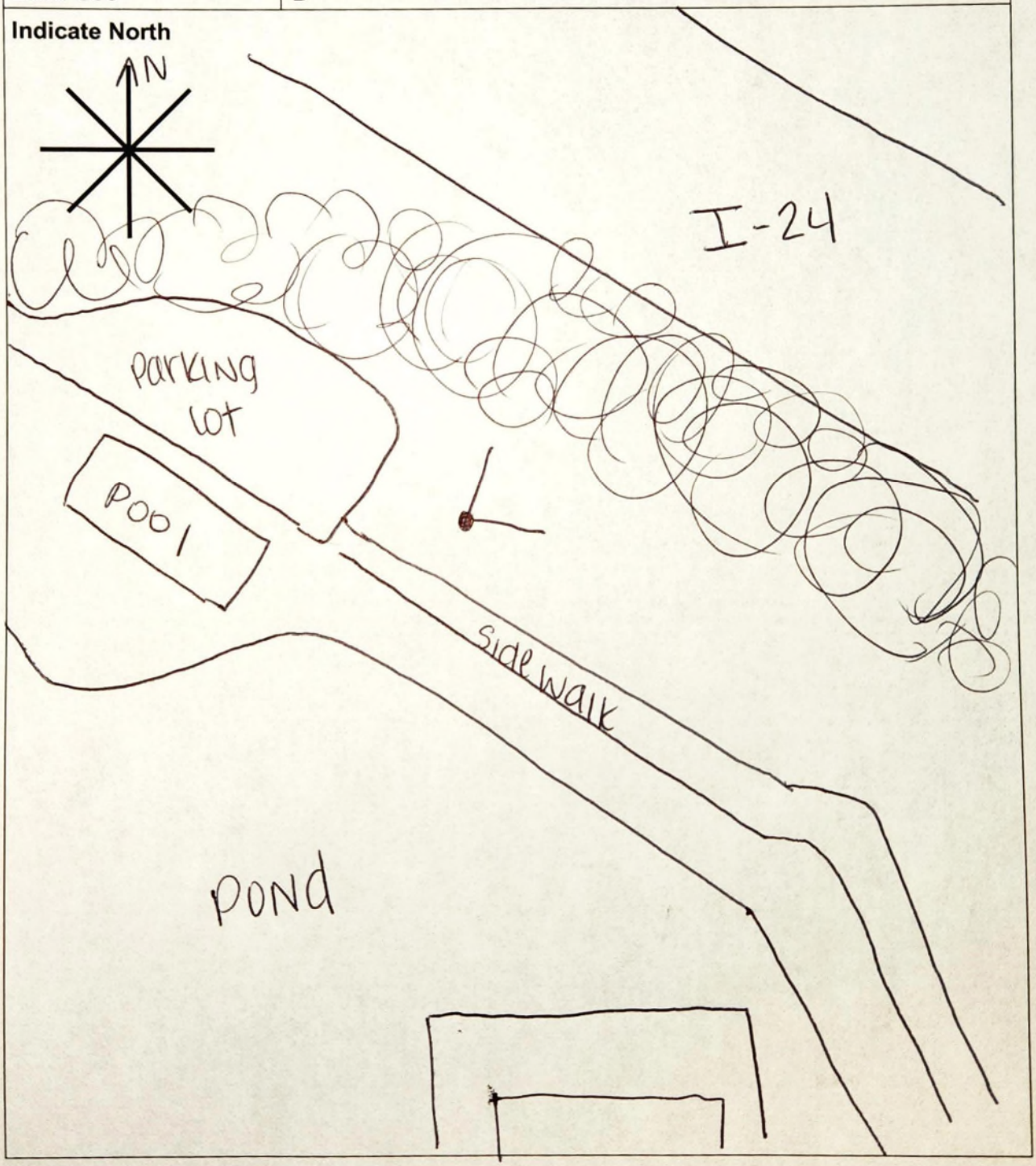
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04.16.24
Address	3940 Apache Tr (MP-59)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-59

Date: 4/16/2024
Site: 3940 Apache Trail
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	17:02	61.5	Y	
2	17:03	62.4	Y	
3	17:04	65.0	Y	
4	17:05	62.4	Y	
5	17:06	61.8	Y	
6	17:07	62.2	Y	
7	17:08	62.7	Y	
8	17:09	61.9	Y	
9	17:10	61.1	Y	
10	17:11	64.9	Y	
11	17:12	62.1	Y	
12	17:13	66.9	Y	
13	17:14	64.1	N	Airplane
14	17:15	64.1	N	Car Horn
15	17:16	64.1	N	Airplane
16	17:17	65.4	N	Airplane
17	17:18	62.5	Y	
18	17:19	70.5	Y	
19	17:20	62.4	Y	
20	17:21	62.6	Y	
21	17:22	62.8	Y	
Total		64.0		



Date: 4/17/24.

Photographer: AW.

1	**Location / Orientation**	201 Willard Avenue (36.07046°, -86.69391°) facing east
	Remarks	MP-60



Date: 4/17/24.

Photographer: AW.

2	**Location / Orientation**	201 Willard Avenue (36.07046°, -86.69391°) facing north
	Remarks	MP-60

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-60 Meter Serial Number: 3756073

Date: 04.17.24 Personnel: A. Lady & A. Wiltfang

Run Number: 016

Timer Start: 1244 Timer End: 1302

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 75°F Time Assessed: 1244

Wind Speed 6.0 mph Time Assessed: 1243

Wind Direction NW Time Assessed: 1243

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 76°F Time Assessed: 1303

Wind Speed 5.8 mph Time Assessed: 1303

Wind Direction NW Time Assessed: 1303

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1243	1302
Calibration Level	114 dB	114 dB

RESULTS FROM METER

LAeq: 63.9 dB Time: 1302

* Construction noises to the west of NM (hammer-drilling + beeping) - NM pointed away towards I-24

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-17-24	
Address/Location	201 ~~Wilard Ave~~ (MP-60) Willard Dr	
Land Use	B	
Analyst Name	A. Lady + A. Wilfong	
Meteorological Conditions		
Temperature(s)	Start: 75°F	END: 76°F
Wind Speed(s)	Start: 6.0mph	END: 5.8mph
Wind Direction(s)	Start: NW	END: NW
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1243	1302
Calibration Level	114 dB	114 dB

Period #	Start Time	Event Description(s)
1	1244	Light construction noise, birds, traffic in BG
2	↓	↓
3		
4		
5		
6		
7	↓	↓
8	1251	car suspension squeaking
9	1252	BG Noise
10	↓	↓
11		
12		
13		
14	↓	↓
15	1259	18-wheeler breaking / car music / Airplane
16	1300	BG Noise
17	↓	↓
18	↓	↓
19	1302	END
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

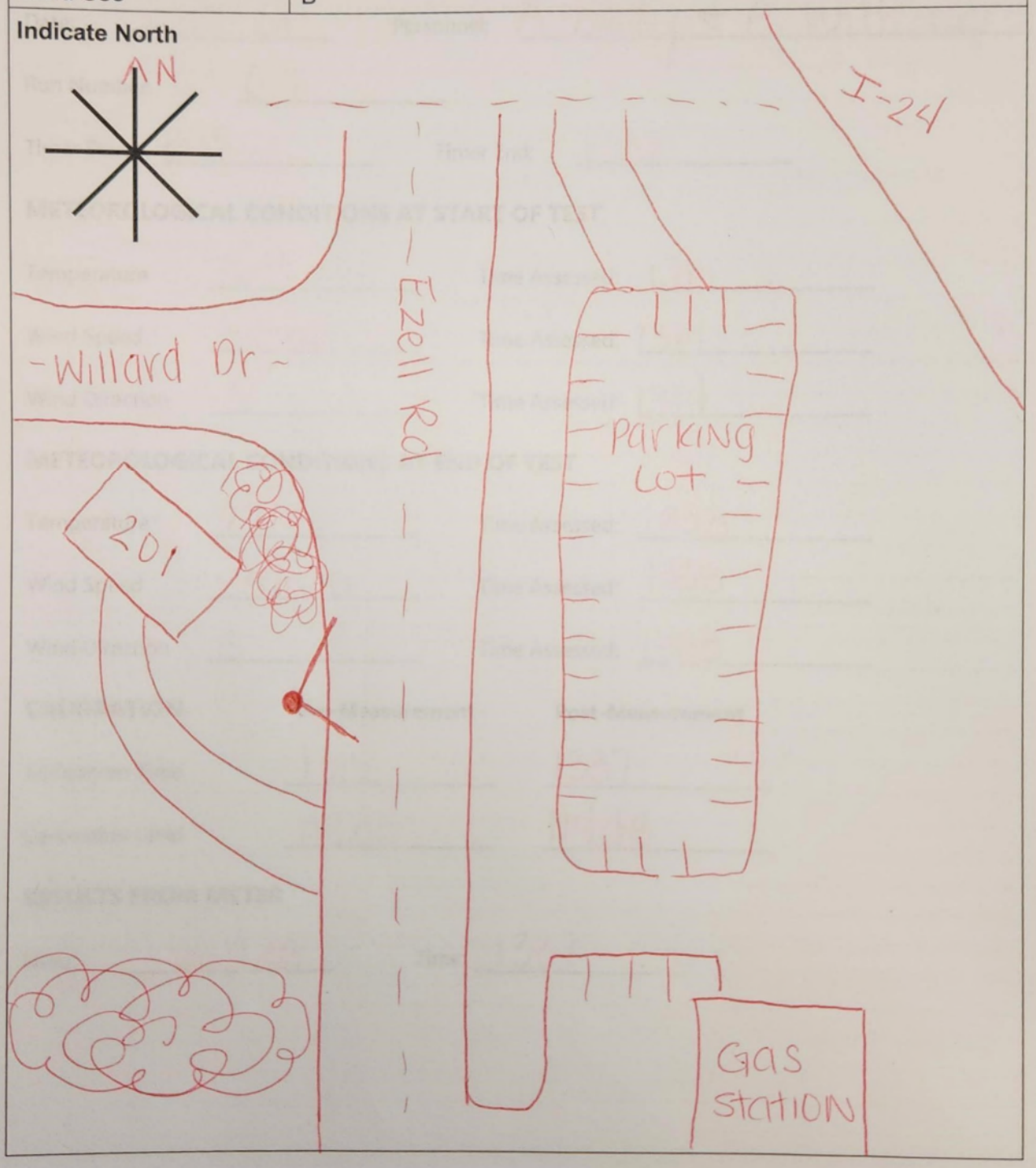
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-17-24
Address	201 ~~Wilard Ave~~ (MP-60) Willard Dr
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-60

Date: 4/17/2024
Site: 201 Wilard Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	12:44	63.8	Y	
2	12:45	63.8	Y	
3	12:46	62.3	Y	
4	12:47	61.7	Y	
5	12:48	60.7	Y	
6	12:49	61.7	Y	
7	12:50	62.0	Y	
8	12:51	62.9	Y	
9	12:52	62.0	N	Residential Noise
10	12:53	70.0	Y	
11	12:54	63.5	Y	
12	12:55	61.8	Y	
13	12:56	61.0	Y	
14	12:57	64.1	Y	
15	12:58	64.8	Y	
16	12:59	66.9	N	Airplane
17	13:00	63.5	Y	
18	13:01	61.9	Y	
19	13:02	61.9	Y	
Total		63.6		



Date: 4/17/24.

Photographer: AW.

1	**Location / Orientation**	3801 Ezell Road (36.07310°, -86.69340°) facing north
	Remarks	MP-61



Date: 4/17/24.

Photographer: AW.

2	**Location / Orientation**	3801 Ezell Road (36.07310°, -86.69340°) facing east
	Remarks	MP-61

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-61 Meter Serial Number: 3756073

Date: 04-17-24 Personnel: A. Lady + A. Withrow

Run Number: 017

Timer Start: 1315 Timer End: 1337

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 76°F Time Assessed: 1315

Wind Speed 8.0mph Time Assessed: 1314

Wind Direction S Time Assessed: 1314

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 77°F Time Assessed: 1338

Wind Speed 5.5mph Time Assessed: 1338

Wind Direction S Time Assessed: 1338

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1314	1337
Calibration Level	114 dB	114 dB

RESULTS FROM METER

LAeq: 66.9dB Time: 1337

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04.17.24	
Address/Location	3801 Ezell Rd (MP-61)	
Land Use	B	
Analyst Name	A. Cady + A. Wilfong	
Meteorological Conditions		
Temperature(s)	Start: 76°F	End: 77°F
Wind Speed(s)	Start: 8.0 mph	End: 5.4 mph
Wind Direction(s)	Start: S	End: S
Calibration		
Meter/Analyzer	3756073	
	Pre-Measurement	Post-Measurement
Calibration Time	1314	1337
Calibration Level	114 dB	114 dB

Period #	Start Time	Event Description(s)
1	1315	BG Noise: Birds, traffic from Ezell Rd, leaves overhead rustling
2	↓	↓
3		
4		
5	↓	↓
6	1320	Airplane
7	↓	BG Noise
8		↓
9	↓	
10	1324	Ambulance Siren
11	↓	BG Noise
12	1326	Airplane
13	↓	BG Noise
14	1328	Airplane
15	↓	
16	1330	Police Siren
17	1331	Police Siren
18	1332	BG Noise
19	↓	↓
20	↓	
21	1335	Airplane
22	↓	BG Noise
23	1337	End
24		
25		
26		
27		
28		
29		
30		

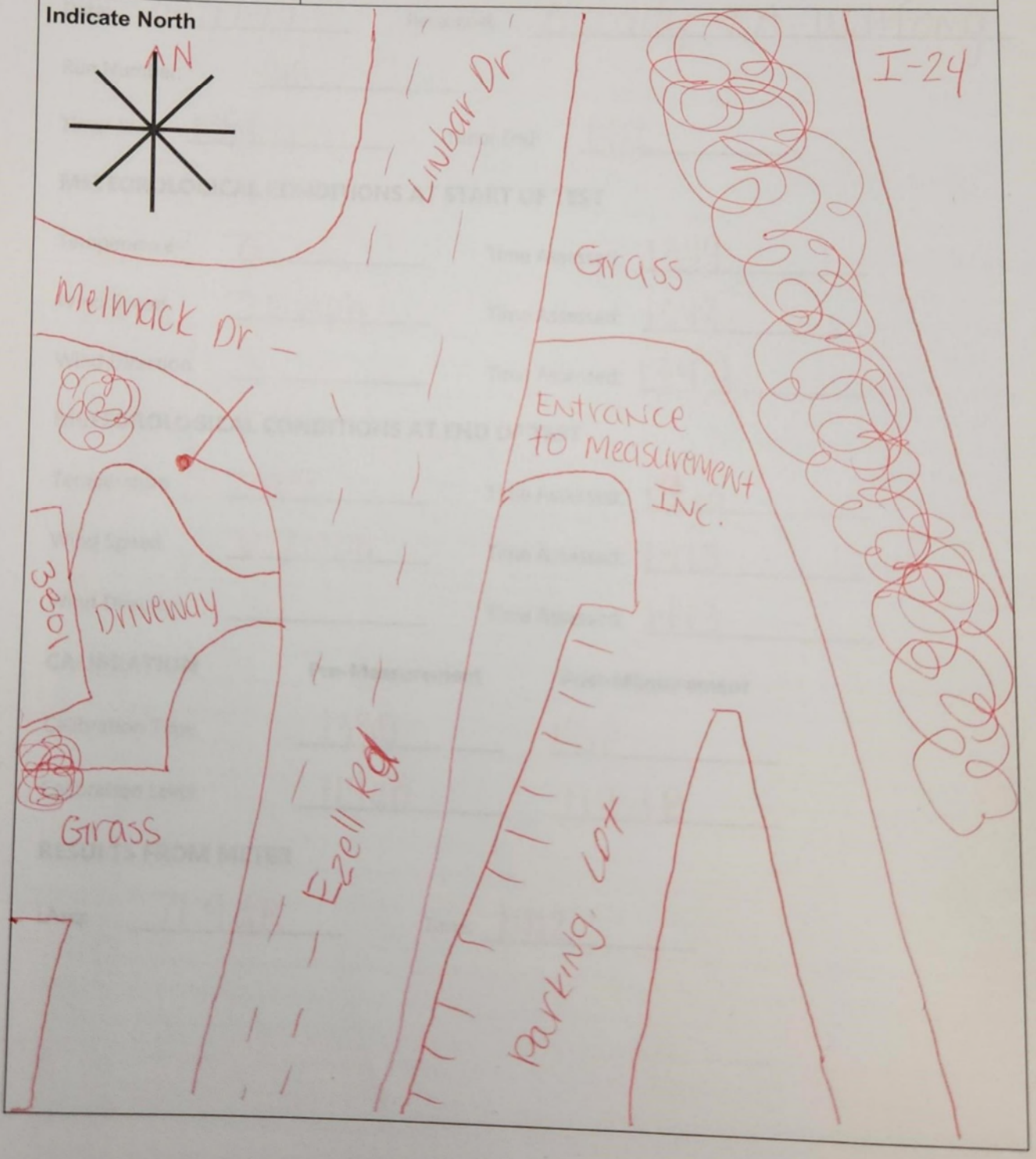
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04.17.24
Address	3801 Ezell Rd (MP-61)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-61

Date: 4/17/2024
Site: 3801 Ezell Road
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:15	65.8	Y	
2	13:16	66.2	Y	
3	13:17	65.9	Y	
4	13:18	67.3	Y	
5	13:19	66.2	Y	
6	13:20	67.1	N	Airplane
7	13:21	69.2	Y	
8	13:22	65.5	Y	
9	13:23	67.0	Y	
10	13:24	67.6	N	Siren
11	13:25	66.4	Y	
12	13:26	67.2	N	Airplane
13	13:27	66.8	Y	
14	13:28	69.9	N	Airplane
15	13:29	66.1	Y	
16	13:30	66.7	N	Siren
17	13:31	65.6	N	Siren
18	13:32	66.2	Y	
19	13:33	67.0	Y	
20	13:34	66.3	Y	
21	13:35	66.7	N	Airplane
22	13:36	66.4	Y	
23	13:37	66.7	Y	
Total		66.5		



Date: 4/18/24.

Photographer: GK/HA.

1	**Location / Orientation**	3711 Ezell Road (36.07604°, -86.69306°) facing north
	Remarks	MP-62



Date: 4/18/24.

Photographer: GK/HA.

2	**Location / Orientation**	3711 Ezell Road (36.07604°, -86.69306°) facing south
	Remarks	MP-62

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-62 Meter Serial Number: 3756073

Date: 4-18-24 Personnel: HRA + GNH

Run Number: 024

Timer Start: 1130 Timer End: 1153

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	85.5°F	Time Assessed:	1130
Wind Speed	2.5mph	Time Assessed:	1130
Wind Direction	S-SE	Time Assessed:	1130

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	85.3°F	Time Assessed:	1153
Wind Speed	2.0mph	Time Assessed:	1153
Wind Direction	W	Time Assessed:	1153

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1129	1154
Calibration Level	114 ✓	114

RESULTS FROM METER

LAeq: 69.8 Time: 1153

Homeowner that is West of MP-62 (3719 Bakertown Rd) and that has stated that the sound is worse in her backyard and that it is worse @ night. they have had to move bedrooms to front of yard.

Homeowner stated that its worse at night and rush hour (3714 Bakertown Road)

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-24	
Address/Location	3719, 3715 Bakertown Road (MP-62)	
Land Use		
Analyst Name	HRA + GNK	
Meteorological Conditions		
Temperature(s)	start: 85.9mph	end: 85.3°F
Wind Speed(s)	start: 2.5mph	end: 2.0mph
Wind Direction(s)	start: S-SE	end: W
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1129	1154
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1130	BG: interstate
2	1131	"
3	1132	"
4	1133	"
5	1134	"
6	1135	"
7	1136	"
8	1137	"
9	1138	"
10	1139	"
11	1140	"
12	1141	homeowner approaches us + talks to us
13	1142	↓
14	1143	"
15	1144	plane overhead
16	1145	↓
17	1146	"
18	1147	plane overhead
19	1148	"
20	1149	"
21	1150	"
22	1151	plane overhead
23	1152	"
24	1153	"
25		
26		
27		
28		
29		
30		

TDOT Go.

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-24
Address	3719, 3715 Bakertown Road (MP-62
Land Use	

Indicate North



interstate

trees, heavy vegetation

tree

MP-62

shed

pole

Chain link Fence

3715 Bakertown Road house

3719 Bakertown Road house

shed

tree

pole

Ezell Road (unimproved)

I-24, Davidson and Rutherford County
MP-62

Date: 4/18/2024
Site: 3711 Ezell Road
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	11:30	67.7	Y	
2	11:31	68.9	Y	
3	11:32	68.6	Y	
4	11:33	69.2	Y	
5	11:34	69.1	Y	
6	11:35	69.3	Y	
7	11:36	69.3	Y	
8	11:37	69.7	Y	
9	11:38	69.7	Y	
10	11:39	69.5	Y	
11	11:40	69.3	Y	
12	11:41	69.0	N	Noise from Resident
13	11:42	70.1	N	Noise from Resident
14	11:43	69.2	N	Noise from Resident
15	11:44	70.0	N	Airplane
16	11:45	69.4	N	Airplane
17	11:46	69.3	N	Airplane
18	11:47	73.0	N	Airplane
19	11:48	70.1	Y	
20	11:49	69.3	Y	
21	11:50	70.5	Y	
22	11:51	72.6	N	Airplane
23	11:52	69.2	Y	
24	11:53	68.9	Y	
Total		69.3		



Date: 4/17/24.

Photographer: AW.

1	**Location / Orientation**	5130 Linbar Drive (36.08031°, -86.69710°) facing west
	Remarks	MP-63



Date: 4/17/24.

Photographer: AW.

2	**Location / Orientation**	5130 Linbar Drive (36.08031°, -86.69710°) facing south
	Remarks	MP-63

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-63 Meter Serial Number: 3756073

Date: 04.17.24 Personnel: A. Lady + A. Wiltfong

Run Number: 018

Timer Start: 1351 Timer End: 1412

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 78°F Time Assessed: 1349

Wind Speed 3.6 mph Time Assessed: 1349

Wind Direction S Time Assessed: 1349

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 79°F Time Assessed: 1413

Wind Speed 6.7 mph Time Assessed: 1413

Wind Direction S Time Assessed: 1413

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1350	1412
Calibration Level	114 dB	114 dB

RESULTS FROM METER

LAeq: 71.4 dB Time: 1412

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04·17·24
Address/Location	5130 Linbar Dr (MP-63)
Land Use	B
Analyst Name	A. Lacy & A. Wiltfong
Meteorological Conditions	
Temperature(s)	Start: 78°F END: 79°F
Wind Speed(s)	start: 3.6mph END: 6.7mph
Wind Direction(s)	start: S END: S
Calibration	
Meter/Analyzer	

	Pre-Measurement	Post-Measurement
Calibration Time	1350	1412
Calibration Level	114 dB	114 dB

Period #	Start Time	Event Description(s)
1	1351	BG NOISE: Traffic from I-24
2	↓	
3		
4		
5	↓	
6	1356	Airplane
7	↓	BG Noise
8	1358	Airplane/Sirens
9		BG Noise
10		
11		
12		
13		
14		
15	↓	
16	1406	Airplane
17	↓	BG Noise
18	1408	Airplane
19	1409	Airplane
20	1410	Car w/ loud music/Airplane/Sirens
21	↓	BG Noise
22	1412	END
23		
24		
25		
26		
27		
28		
29		
30		

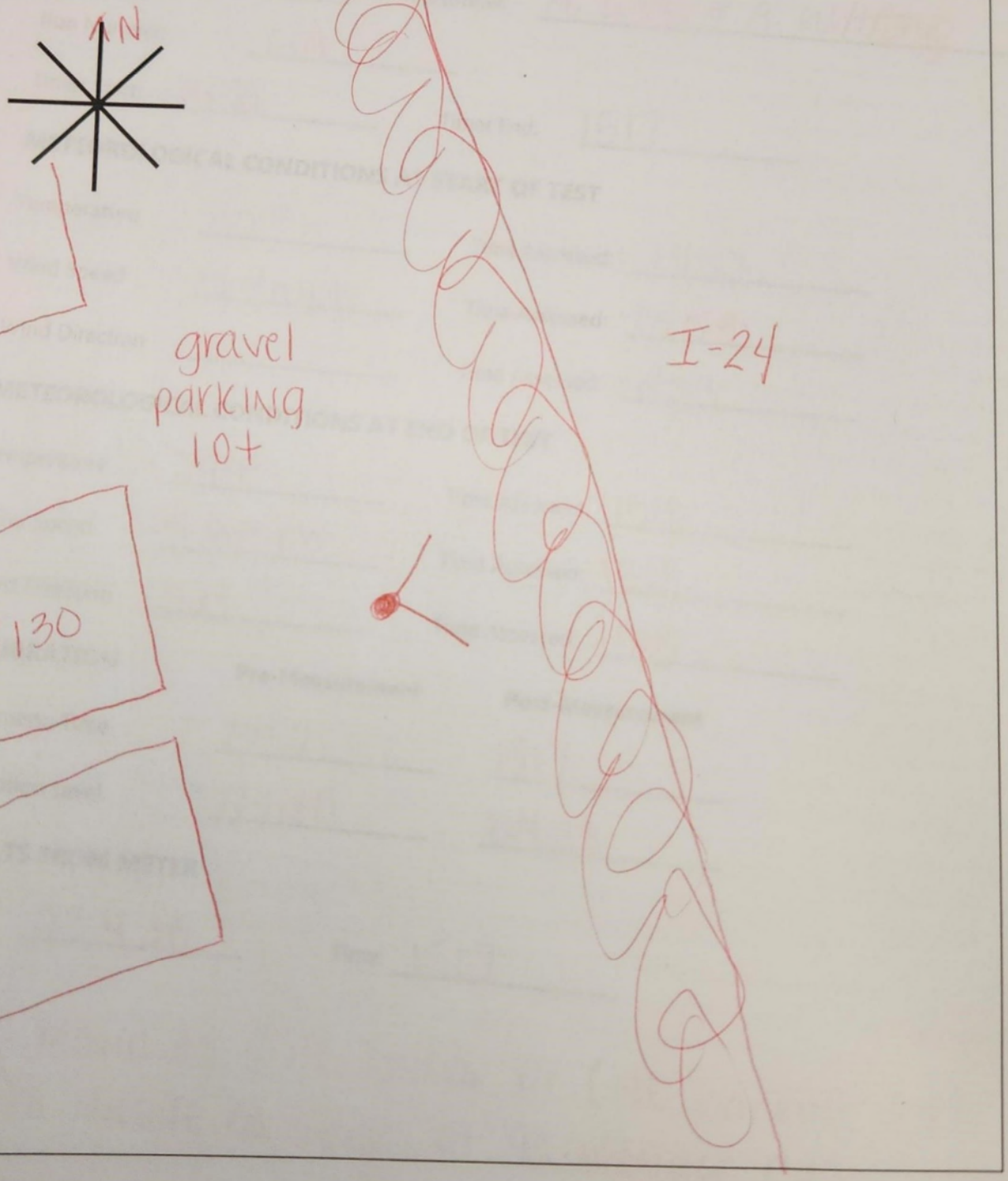
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04·17·24
Address	5130 Linbar Dr (MP-63)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-63

Date: 4/17/2024
Site: 5130 Linbar Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:51	71.2	Y	
2	13:52	71.4	Y	
3	13:53	71.1	Y	
4	13:54	71.6	Y	
5	13:55	70.2	Y	
6	13:56	73.3	N	Airplane
7	13:57	70.7	Y	
8	13:58	72.4	N	Airplane
9	13:59	71.0	Y	
10	14:00	71.3	Y	
11	14:01	70.6	Y	
12	14:02	70.8	Y	
13	14:03	71.6	Y	
14	14:04	70.8	Y	
15	14:05	72.0	Y	
16	14:06	71.9	N	Airplane
17	14:07	71.4	Y	
18	14:08	71.4	N	Airplane
19	14:09	71.9	N	Airplane
20	14:10	71.3	N	Airplane
21	14:11	70.9	Y	
22	14:12	72.9	Y	
Total		71.4		



Date: 4/17/24.

Photographer: AW.

1	**Location / Orientation**	5010 Linbar Drive (36.08398°, -86.69950°) facing south
	Remarks	MP-64



Date: 4/17/24.

Photographer: AW.

2	**Location / Orientation**	5010 Linbar Drive (36.08398°, -86.69950°) facing west
	Remarks	MP-64

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-64 Meter Serial Number: 3756073

Date: 04.17.24 Personnel: A. Lady & A. Wiltfong

Run Number: 019

Timer Start: 1455 Timer End: 1517

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 80°F Time Assessed: 1453

Wind Speed 5.4mph Time Assessed: 1453

Wind Direction SW Time Assessed: 1453

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 79°F Time Assessed: 1518

Wind Speed 5.6mph Time Assessed: 1518

Wind Direction SW Time Assessed: 1518

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1454	1517
Calibration Level	114dB	114dB

RESULTS FROM METER

LAeq: 73.4 dB Time: 1517

* Note: Moved to 5010 Linbar Dr (NE parking lot) due to unsafe conditions at 95 Wallace Rd

* Traffic slowed on I-24 N towards 1515

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04.17.24	
Address/Location	~~95 Wallace Rd~~ (MP-64) 5010 Linbar Dr	
Land Use	E	
Analyst Name	A. Lady + A. Wiltfong	
Meteorological Conditions		
Temperature(s)	Start: 80°F	End: 79°F
Wind Speed(s)	Start: 5.4mph	End: 5.6 mph
Wind Direction(s)	Start: SW	End: SW
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1454	1517
Calibration Level	114 dB	114 dB

Period #	Start Time	Event Description(s)
1	1455	BG Noise: I-24 traffic, birds, leaves
2	1456	Airplane
3	1457	Airplane
4	1458	BG Noise
5	↓	↓
6	↓	↓
7	↓	↓
8	1502	Airplane
9	1503	Airplane
10	↓	BG Noise
11	↓	↓
12	↓	↓
13	↓	↓
14	↓	↓
15	↓	↓
16	1510	Airplane
17	1511	Airplane
18	↓	BG Nase
19	↓	↓
20	1514	Airplane
21	1515	BG Noise
22	↓	↓
23	1517	End
24		
25		
26		
27		
28		
29		
30		

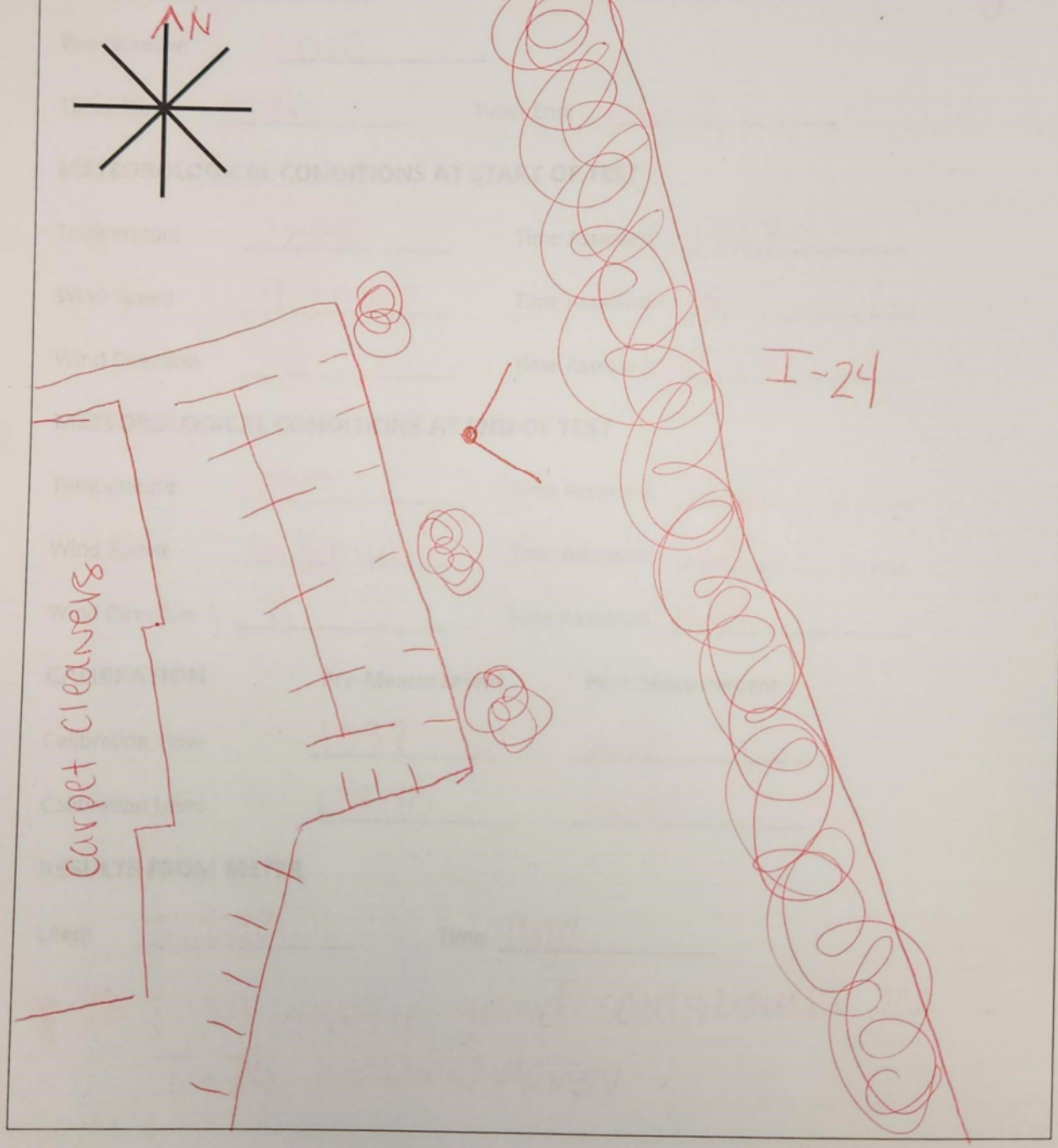
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04.17.24
Address	~~95 Wallace Rd~~ (MP-64) ~~50~~ 500 LINDAR DR
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-64

Date: 4/17/2024
Site: 5010 Linbar Drive
Description: Commercial

Period #	Time Start	Leq (dBA)	Included?	Note
1	14:55	74.5	Y	
2	14:56	74.0	N	Airplane
3	14:57	73.8	N	Airplane
4	14:58	72.4	Y	
5	14:59	72.0	Y	
6	15:00	72.4	Y	
7	15:01	72.6	Y	
8	15:02	75.5	N	Airplane
9	15:03	75.1	N	Airplane
10	15:04	73.8	Y	
11	15:05	72.7	Y	
12	15:06	72.4	Y	
13	15:07	72.4	Y	
14	15:08	73.3	Y	
15	15:09	72.2	Y	
16	15:10	74.1	N	Airplane
17	15:11	73.6	N	Airplane
18	15:12	72.3	Y	
19	15:13	73.5	Y	
20	15:14	74.3	N	Airplane
21	15:15	73.1	Y	
22	15:16	72.5	Y	
23	15:17	73.1	Y	
Total		72.8		



Date: 4/16/24.

Photographer:AW.

1	**Location / Orientation**	301 Perimeter Park Drive (36.08417°, -86.69824°) facing west
	Remarks	MP-65



Date: 4/16/24.

Photographer: AW.

2	**Location / Orientation**	301 Perimeter Park Drive (36.08417°, -86.69824°) facing east
	Remarks	MP-65

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-65 Meter Serial Number: 3756073

Date: 04-16-24 Personnel: A. Lady & A. Wiltfong

Run Number: 006

Timer Start: 1046 Timer End: 1105

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 76°F Time Assessed: 1050

Wind Speed 4.0 mph Time Assessed: 1046

Wind Direction SW Time Assessed: 1046

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 77°F Time Assessed: 1110

Wind Speed 5.4 mph Time Assessed: 1110

Wind Direction SW Time Assessed: 1110

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1045	1109
Calibration Level	114 dB	114 dB

RESULTS FROM METER

LAeq: 79.9 dB Time: 1109

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-16-24	
Address/Location	301 Perimeter Park Dr (MP-65)	
Land Use	D	
Analyst Name	A. Lady + A. Wiltfong	
Meteorological Conditions		
Temperature(s)	Start: 76°F END: 77°F	
Wind Speed(s)	Start: 4.0mph END: 5.4mph	
Wind Direction(s)	Start: SW END: SW	
Calibration		
Meter/Analyzer	3756073	
	Pre-Measurement	Post-Measurement
Calibration Time	1045	1109
Calibration Level	114 dB	114dB

Period #	Start Time	Event Description(s)
1	1046	Nothing besides traffic as BG noise
2	1047	Airplane
3	1048	N/A
4	1049	Airplane
5	1050	N/A
6	1051	Airplane
7	1052	Airplane/Wind Gust over 11
8	1053	N/A
9	1054	↓
10	1055	Airplane
11	1056	N/A
12	↓	↓
13		
14		
15		
16		
17		
18	↓	↓
19	1104	Airplane
20	1105	Airplane END
21	~~1106~~	~~N/A~~
22	~~1107~~	
23		
24		
25		
26		
27		
28		
29		
30		

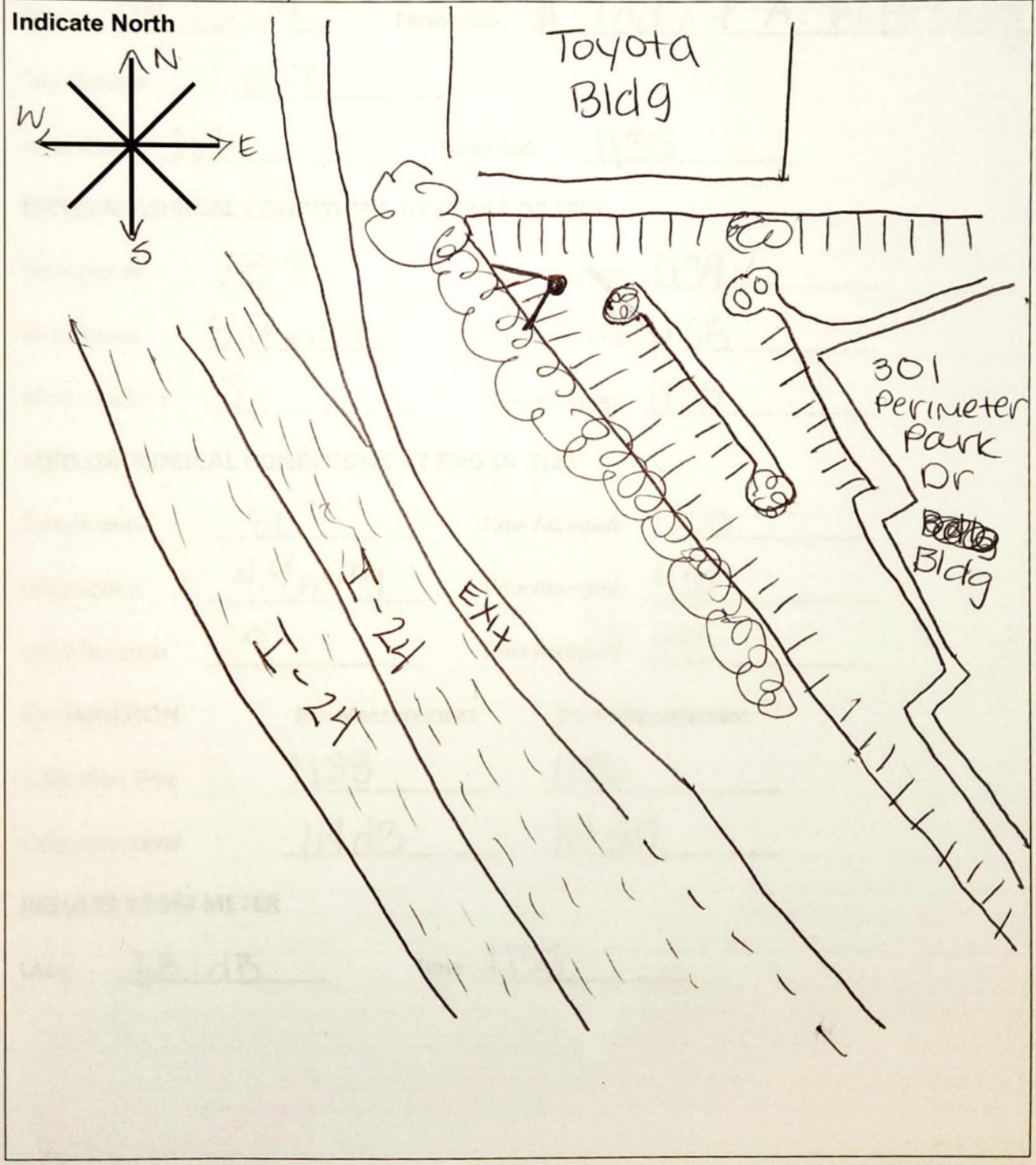
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-16-24
Address	301 Perimeter Park Dr (MP-65)
Land Use	D

Indicate North



I-24, Davidson and Rutherford County
MP-65

Date: 4/16/2024
Site: 301 Perimeter Park Drive
Description: Commercial

Period #	Time Start	Leq (dBA)	Included?	Note
1	10:46	79.3		
2	10:47	80.2	N	Airplane
3	10:48	79.3		
4	10:49	79.8	N	Airplane
5	10:50	80.6		
6	10:51	80.4	N	Airplane
7	10:52	80.2	N	Airplane
8	10:53	80.2		
9	10:54	79.0		
10	10:55	80.4	N	Airplane
11	10:56	80.6		
12	10:57	78.8		
13	10:58	80.2		
14	10:59	79.2		
15	11:00	79.0		
16	11:01	80.0		
17	11:02	79.4		
18	11:03	80.2		
19	11:04	79.8	N	Airplane
20	11:05	80.5	N	Airplane
Total		79.5		



Date: 4/17/24.

Photographer: AW.

1	**Location / Orientation**	200 Paragon Mills Road (36.08696°, -86.70165°) facing south
	Remarks	MP-66



Date: 4/17/24.

Photographer: AW.

2	**Location / Orientation**	200 Paragon Mills Road (36.08696°, -86.70165°) facing east
	Remarks	MP-66

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-66 Meter Serial Number: 3756073

Date: 04.17.24 Personnel: A. Cady + A. Wilfong

Run Number: 020

Timer Start: 1538 Timer End: 1602

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 79°F Time Assessed: 1537

Wind Speed 9.4 mph Time Assessed: 1537

Wind Direction S Time Assessed: 1537

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 79°F Time Assessed: 1602

Wind Speed 6.3 mph Time Assessed: 1602

Wind Direction S Time Assessed: 1602

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1537	1602
Calibration Level	114 dB	114 dB

RESULTS FROM METER

LAeq: 70.5 dB Time: 1602

* @ 1559 traffic going southbound on I-24 slowed down

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04.17.24	
Address/Location	200 Paragon Mills Rd (MP-66)	
Land Use	B	
Analyst Name	A. Lady + A. Wiltfong	
Meteorological Conditions		
Temperature(s)	Start: 79°F	END: 79°F
Wind Speed(s)	Start: 9.4 mph	END: 6.3 mph
Wind Direction(s)	Start: S	END: S
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1537	1602
Calibration Level	114 dB	114 dB

Period #	Start Time	Event Description(s)
1	1538	Airplane
2	1539	BG Noise: I-24 traffic, birds, cars @ apts
3	↓	↓
4	1541	Ambulance, Freight truck breaks
5	↓	BG Noise
6	↓	↓
7	↓	↓
8	1545	Airplane, Garbage truck beeping
9	1546	Apt maintenance activities
10	1547	Airplane
11	↓	BG Noise
12	↓	↓
13	↓	↓
14	1551	Car parked + idling behind meter
15		BG Noise
16	1553	Airplane
17	↓	BG Noise
18	↓	↓
19	1556	Airplane
20	↓	BG Noise
21	↓	↓
22	↓	↓
23	1600	Car speeding/screeching over speed bump
24	↓	BG Noise
25	1602	End
26		
27		
28		
29		
30		

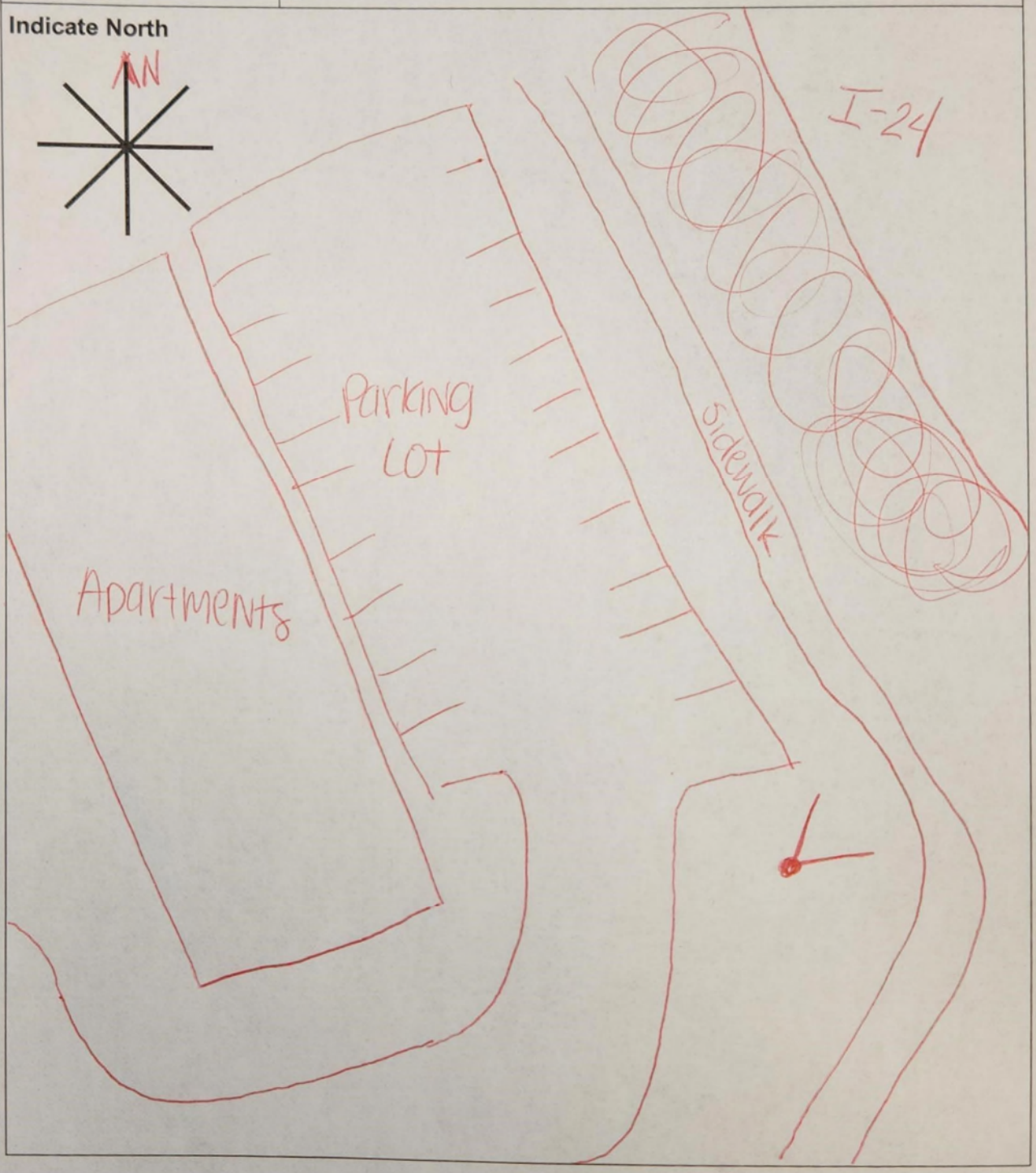
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04.17.24
Address	200 Paragon Mills Rd (MP-66)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-66

Date: 4/17/2024
Site: 200 Paragon Mills Road
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	15:38	72.2	N	Airplane
2	15:39	71.4	Y	
3	15:40	71.1	Y	
4	15:41	72.3	N	Siren
5	15:42	71.0	Y	
6	15:43	70.3	Y	
7	15:44	70.5	Y	
8	15:45	71.2	N	Airplane
9	15:46	71.8	N	Residence Noise
10	15:47	71.5	N	Airplane
11	15:48	70.7	Y	
12	15:49	71.6	Y	
13	15:50	70.2	Y	
14	15:51	69.1	Y	
15	15:52	70.7	Y	
16	15:53	70.5	N	Airplane
17	15:54	70.1	Y	
18	15:55	70.2	Y	
19	15:56	72.3	N	Airplane
20	15:57	70.0	Y	
21	15:58	66.1	Y	
22	15:59	67.9	Y	
23	16:00	66.8	Y	
24	16:01	65.7	Y	
25	16:02	65.4	Y	
Total		69.9		



Date: 4/17/24.

Photographer: JR/EM.

1	**Location / Orientation**	4121 Providence Park Lane (36.09298°, -86.70669°) facing south
	Remarks	MP-67



Date: 4/17/24.

Photographer: JR/EM.

2	**Location / Orientation**	4121 Providence Park Lane (36.09298°, -86.70669°) facing west
	Remarks	MP-67

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-67 Meter Serial Number: 2206826

Date: 4-17-2024 Personnel: J. Rowe & E. Mollish

Run Number: 014 & 015

Timer Start: 12:53 Timer End: 13:~~42~~45

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 77.0°F Time Assessed: 12:50

Wind Speed 5.2 mph Time Assessed: 12:50

Wind Direction ~~SW~~ SW ~~NE~~ OK Time Assessed: 12:50

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature _____ Time Assessed: 13:43

Wind Speed 5.6 Time Assessed: 13:43

Wind Direction SW Time Assessed: 13:43

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	12:51	13:~~43~~46
Calibration Level	114	114

RESULTS FROM METER

LAeq: 70.8 / 65.3 Time: 13:22 / 13:45

Run 014 Run 015 Run 014 Run 015

Run 014

Noise Measurement Data Sheet
I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-2024	
Address/Location	4121 Providence Park Ln (MP-67)	
Land Use	B	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	77.0°F	
Wind Speed(s)	5.2 mph	
Wind Direction(s)	SW	
Calibration		
Meter/Analyzer	CASella 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	12:51	
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	12:53	Beginning of test - Dog Barking
2	12:54	Landscaping crews working in neighborhood behind 6 Houses up
3	12:55	
4	12:56	
5	12:57	
6	12:58	Weed eater up street
7	12:59	High wind Gust 13.0 ↗
8	13:00	Airplane passover / Lawnmower in front yard
9	13:01	
10	13:02	
11	13:03	
12	13:04	Airplane passover
13	13:05	
14	13:06	Lawnmower in back yard
15	13:07	
16	13:08	meter tipped over / moved meter to level surface
17	13:09	
18	13:10	Airplane passover / Leafblower in front yard
19	13:11	Airplane passover
20	13:12	
21	13:13	
22	13:14	Wind Gust / Airplane passover
23	13:15	Airplane passover
24	13:16	Airplane passover
25	13:17	Airplane passover
26	13:18	Airplane passover
27	13:19	
28	13:20	Airplane passover
29	13:21	
30	13:22	End of test / Continue to test 2

Run 05

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-2024
Address/Location	4121 Providence Park Lane (MP-67)
Land Use	B
Analyst Name	J. Rowe & E. Mollish
Meteorological Conditions	
Temperature(s)	77.0°F
Wind Speed(s)	5.2 mph
Wind Direction(s)	SW
Calibration	
Meter/Analyzer	CASELLA 2206826

	Pre-Measurement	Post-Measurement
Calibration Time		13:46
Calibration Level		114

Period #	Start Time	Event Description(s)
1	13:23	Airplane passover
2	13:24	
3	13:25	
4	13:26	
5	13:27	
6	13:28	Airplane passover / Dog Barking
7	13:29	Airplane passover
8	13:30	
9	13:31	
10	13:32	
11	13:33	
12	13:34	
13	13:35	Airplane passover / wind Gust > 11.0mph (12.5)
14	13:36	
15	13:37	
16	13:38	Airplane passover
17	13:39	Wind Gust 15.4
18	13:40	
19	13:41	Airplane passover
20	13:42	
21	13:43	Wind Gust 13.8
22	13:44	
23	13:45	End of test
24		
25		
26		
27		
28		
29		
30		

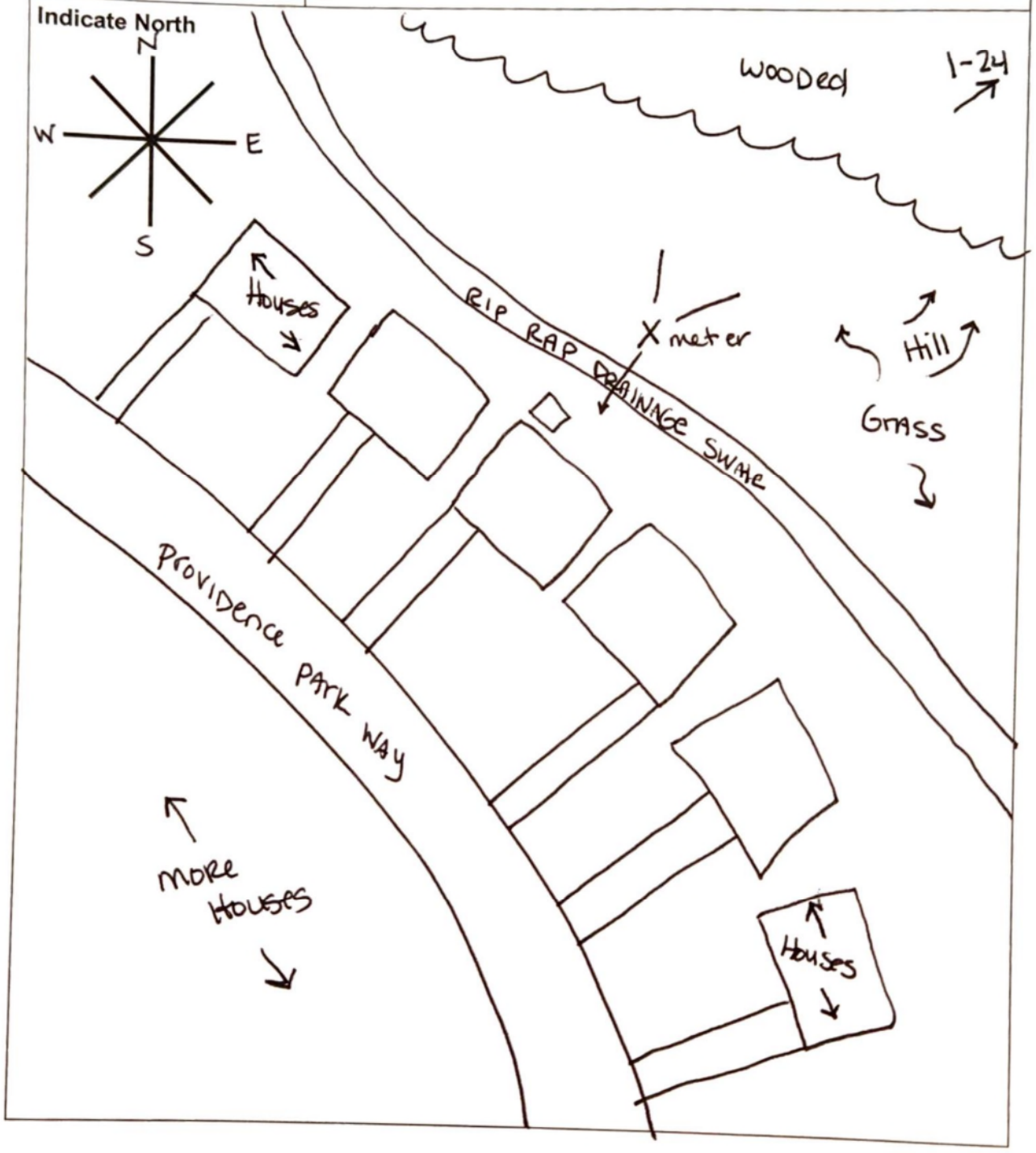
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-2024
Address	4121 Providence Park Ln (MP-67)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-67

Date: 4/17/2024
Site: 4121 Providence Park Lane
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	12:53	62.7	Y	
2	12:54	62.0	Y	
3	12:55	61.0	Y	
4	12:56	61.5	Y	
5	12:57	61.1	Y	
6	12:58	61.6	Y	
7	12:59	67.1	N	>11mph Wind Speed
8	13:00	62.1	N	Airplane
9	13:01	62.7	Y	
10	13:02	62.9	Y	
11	13:03	61.3	Y	
12	13:04	72.9	N	Airplane
13	13:05	62.2	Y	
14	13:06	62.9	Y	
15	13:07	61.5	Y	
16	13:08	83.6	N	Tripod fell
17	13:09	63.3	Y	
18	13:10	63.0	N	Airplane
19	13:11	66.0	N	Airplane
20	13:12	62.4	Y	
21	13:13	64.5	Y	
22	13:14	69.5	N	Airplane
23	13:15	62.1	N	Airplane
24	13:16	66.3	N	Airplane
25	13:17	69.6	N	Airplane
26	13:18	74.2	N	Airplane
27	13:19	63.4	Y	
28	13:20	72.4	N	Airplane
29	13:21	62.6	Y	
30	13:22	61.8	Y	
31	13:23	66.7	N	Airplane
32	13:24	61.3	Y	
33	13:25	60.7	Y	
34	13:26	62.1	Y	
35	13:27	61.1	Y	
36	13:28	62.3	N	Airplane

37	13:29	63.1	N	Airplane
38	13:30	70	Y	
39	13:31	60.7	Y	
40	13:32	61.9	Y	
41	13:33	60.9	Y	
42	13:34	61	Y	
43	13:35	61.4	N	Airplane
44	13:36	61.2	Y	
45	13:37	61.6	Y	
46	13:38	62.4	N	Airplane
47	13:39	61.5	N	>11mph Wind Speed
48	13:40	74.9	Y	
49	13:41	61	N	Airplane
50	13:42	61	Y	
51	13:43	61	N	>11mph Wind Speed
52	13:44	61.5	Y	
Total		61.3		



Date: 4/17/24.

Photographer: JR/EM.

1	**Location / Orientation**	4233 Generosity Way (36.09576°, -86.70880°) facing south
	Remarks	MP-68



Date: 4/17/24.

Photographer: JR/EM.

2	**Location / Orientation**	4233 Generosity Way (36.09576°, -86.70880°) facing west
	Remarks	MP-68

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-68 Meter Serial Number: 22068256

Date: 4-17-2024 Personnel: J. Rowe & E. Mollish

Run Number: 016

Timer Start: 13:55 Timer End: 14:14

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 77.6 Time Assessed: 13:54

Wind Speed 3.2 Time Assessed: 13:54

Wind Direction SW Time Assessed: 13:54

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 77.8 Time Assessed: 14:15

Wind Speed 4.2 Time Assessed: 14:15

Wind Direction SW Time Assessed: 14:15

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	13:54	14:15
Calibration Level	114	114

RESULTS FROM METER

LAeq: 70.6 Time: 14:14

monitoring point moved slightly due to truck parked at Residence and heavy vegetation

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-2024	
Address/Location	4233 Generosity Way (MP-68)	
Land Use	B	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	77.6°F	
Wind Speed(s)	3.2 mph	
Wind Direction(s)	SW	
Calibration		
Meter/Analyzer	CASELLA 2206824	
	Pre-Measurement	Post-Measurement
Calibration Time	13:54	14:15
Calibration Level	114	114

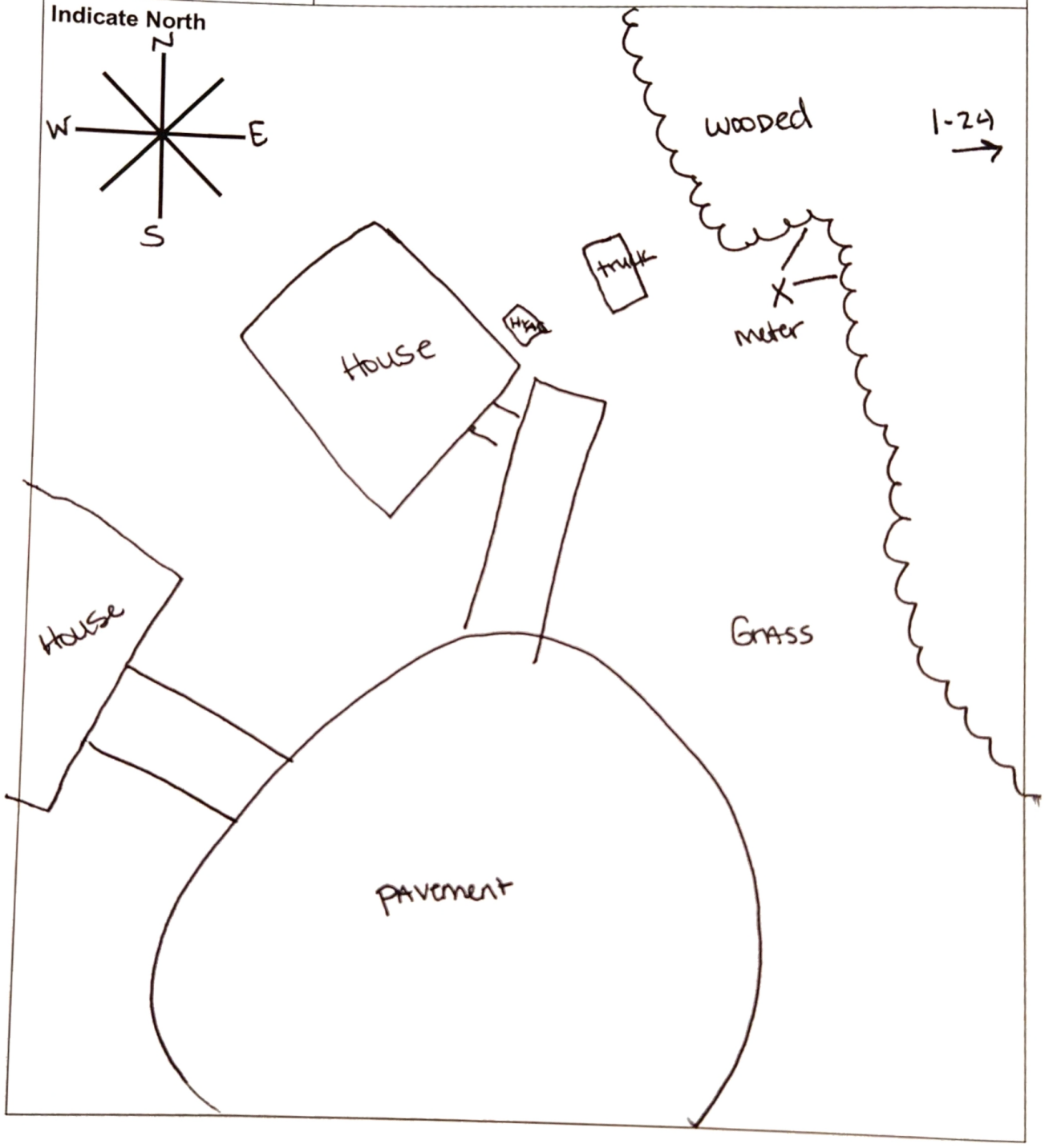
Period #	Start Time	Event Description(s)
1	13:55	Beginning of test
2	13:56	Airplane passover
3	13:57	
4	13:58	Airplane passover
5	13:59	
6	14:00	
7	14:01	
8	14:02	
9	14:03	Airplane passover
10	14:04	
11	14:05	
12	14:06	Airplane passover
13	14:07	
14	14:08	
15	14:09	
16	14:10	
17	14:11	
18	14:12	
19	14:13	HVAC kicked on
20	14:14	End of test
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-2024
Address	4233 Generosity Way (MP-68)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-68

Date: 4/17/2024
Site: 4233 Generosity Way
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:55	69.8	Y	
2	13:56	70.9	N	Airplane
3	13:57	71.8	Y	
4	13:58	72.5	N	Airplane
5	13:59	70.4	Y	
6	14:00	70.2	Y	
7	14:01	69.9	Y	
8	14:02	70.2	Y	
9	14:03	71.1	N	Airplane
10	14:04	71.3	Y	
11	14:05	68.9	Y	
12	14:06	69.8	N	Airplane
13	14:07	70.1	Y	
14	14:08	69.9	Y	
15	14:09	70.3	Y	
16	14:10	69.5	Y	
17	14:11	70.6	Y	
18	14:12	71.4	Y	
19	14:13	71.3	N	HVAC on
20	14:14	70.6	Y	
Total		70.1		



Date: 4/17/24.

Photographer: JR/EM.

1	**Location / Orientation**	203 Twin Oaks Drive (36.10361°, -86.71584°) facing south
	Remarks	MP-69



Date: 4/17/24.

Photographer: JR/EM.

2	**Location / Orientation**	203 Twin Oaks Drive (36.10361°, -86.71584°) facing west
	Remarks	MP-69

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-69 Meter Serial Number: 2206826

Date: 4-17-2024 Personnel: J. Rowe & E. Mollish

Run Number: 017

Timer Start: 14:41 Timer End: 15:00

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 78.5 Time Assessed: 14:40

Wind Speed 7.3 Time Assessed: 14:40

Wind Direction ~~SW~~ NE Time Assessed: 14:40

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 78.8 Time Assessed: 15:01

Wind Speed 5.5 Time Assessed: 15:01

Wind Direction SW Time Assessed: 15:01

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	14:40	15:01
Calibration Level	114	114

RESULTS FROM METER

LAeq: 70.1 Time: 15:00

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-2024	
Address/Location	203 Twin Oaks Dr (MP-69)	
Land Use	B	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	78.5	
Wind Speed(s)	7.3	
Wind Direction(s)	~~SW~~ NE	
Calibration		
Meter/Analyzer	CASella 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	14:40	15:01
Calibration Level	114	114

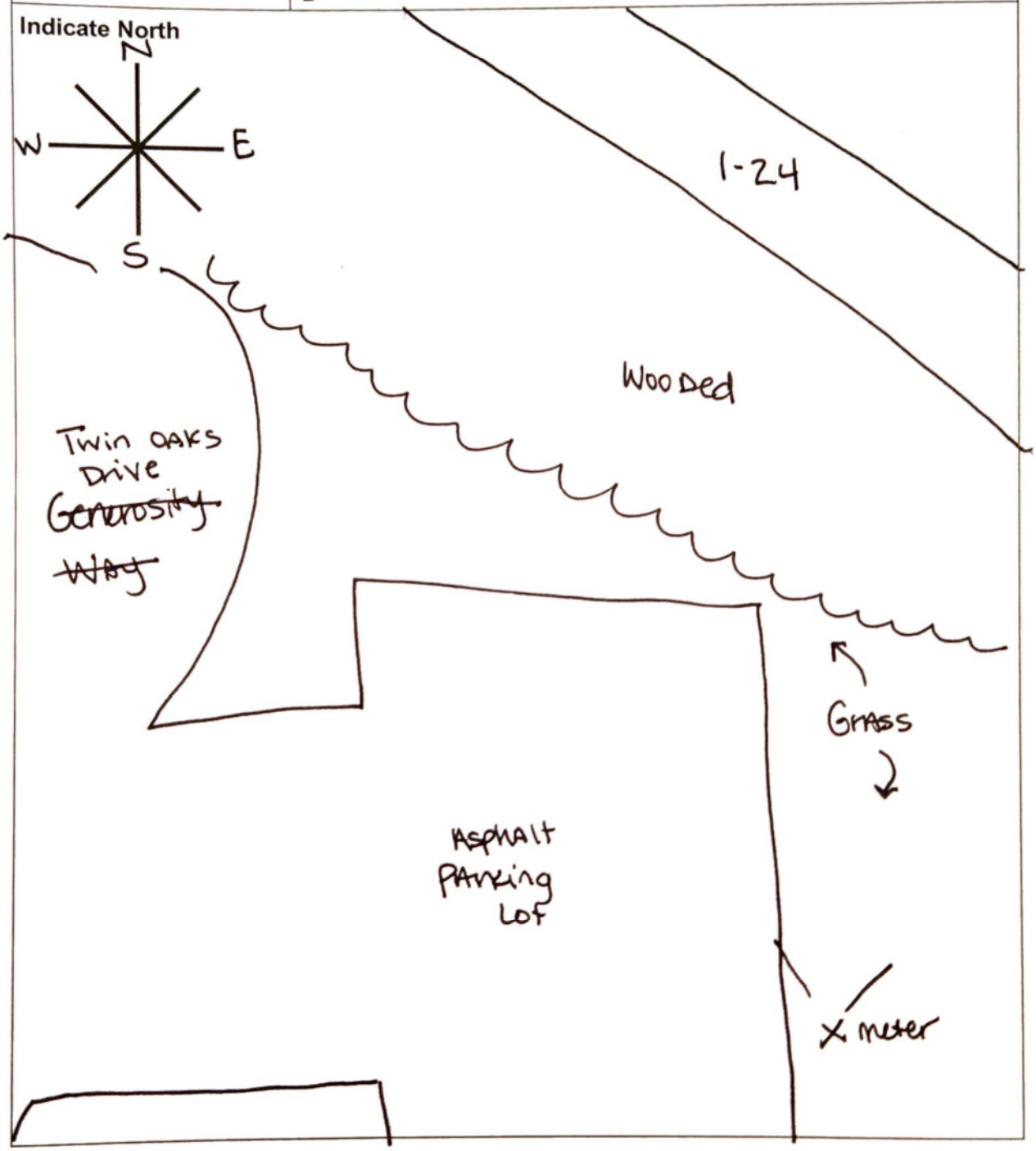
Period #	Start Time	Event Description(s)
1	14:41	Beginning of test
2	14:42	
3	14:43	
4	14:44	
5	14:45	Rollback tow truck BACK up 300 ft behind setup
6	14:46	
7	14:47	
8	14:48	
9	14:49	
10	14:50	Siren
11	14:51	
12	14:52	Rollback Backing up/Loading car
13	14:53	
14	14:54	
15	14:55	
16	14:56	
17	14:57	
18	14:58	
19	14:59	
20	15:00	End of test /siren
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-2024
Address	203 Twin Oaks Dr (MP-69)
Land Use	B



I-24, Davidson and Rutherford County
MP-69

Date: 4/17/2024
Site: 203 Twin Oaks Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	14:41	69.2	Y	
2	14:42	67.7	Y	
3	14:43	70.5	Y	
4	14:44	71.9	Y	
5	14:45	72.1	Y	
6	14:46	66.8	Y	
7	14:47	68.1	Y	
8	14:48	69.6	Y	
9	14:49	70.8	Y	
10	14:50	70.3	N	Siren
11	14:51	67.3	Y	
12	14:52	71.1	Y	
13	14:53	71.3	Y	
14	14:54	72.5	Y	
15	14:55	72.1	Y	
16	14:56	70.6	Y	
17	14:57	69.7	Y	
18	14:58	68.3	Y	
19	14:59	68.4	Y	
20	15:00	67.7	N	Siren
Total		69.9		



Date: 4/16/24.

Photographer: AW.

1	**Location / Orientation**	1020 Crowder Court (36.10361°, -86.71362°) facing south
	Remarks	MP-70



Date: 4/16/24.

Photographer:AW.

2	**Location / Orientation**	1020 Crowder Court (36.10361°, -86.71362°) facing north
	Remarks	MP-70

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-70 Meter Serial Number: 3756073

Date: 04-16-24 Personnel: A. Lady & A. Wilhfong

Run Number: 007

Timer Start: 1139 Timer End: 1155

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 78°F Time Assessed: 1139

Wind Speed 5.6 mph Time Assessed: 1135

Wind Direction S Time Assessed: 1135

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 80°F Time Assessed: 1200

Wind Speed 4.9 mph Time Assessed: 1155

Wind Direction S Time Assessed: 1155

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1138	1156
Calibration Level	114 dB	114 dB

RESULTS FROM METER

LAeq: 68.1 dB Time: 1155

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-16-24
Address/Location	1020 Crowder Ct (MP-70)
Land Use	B
Analyst Name	A. Lady & A. Wiltfong
Meteorological Conditions	
Temperature(s)	Start: 78°F END: 80°F
Wind Speed(s)	Start: 5.6mph END: 4.9mph
Wind Direction(s)	Start: S END: S
Calibration	
Meter/Analyzer	37560073

	Pre-Measurement	Post-Measurement
Calibration Time	1138	1155
Calibration Level	114dB	114 dB

Period #	Start Time	Event Description(s)
1	1139	No BG Noise besides traffic
2	↓	↓
3		
4		
5		
6	↓	↓
7	1145	Airplane
8	1146	N/A
9	↓	↓
10		
11		
12		
13		
14		
15	↓	↓
16	1155	END
17		
18		
19		
20		
21		
22		
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28		
29		
30		

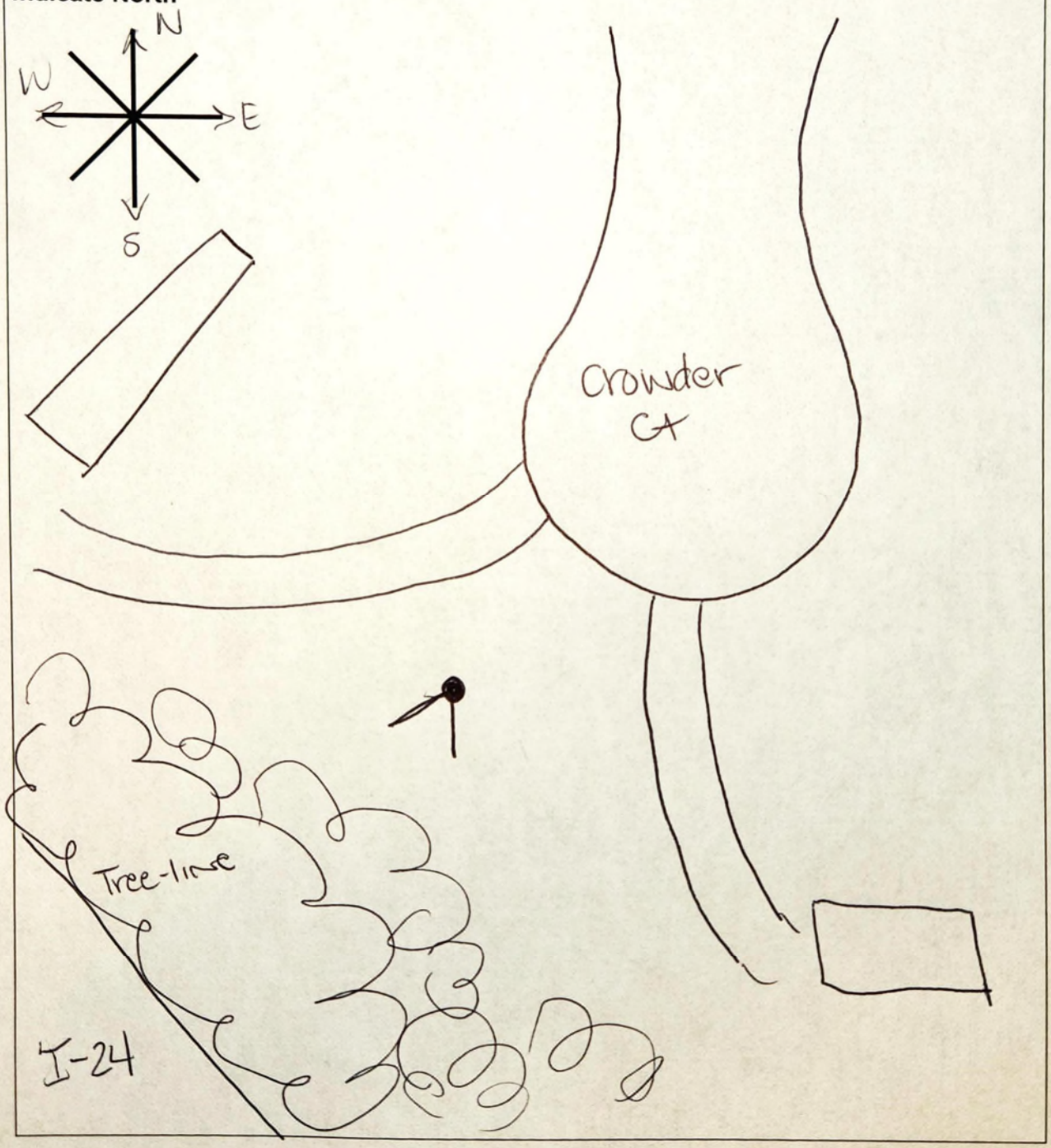
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04-16-24
Address	1020 Crowder Ct (MP-70)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-70

Date: 4/16/2024
Site: 1020 Crowder Court
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	11:39	69.0	Y	
2	11:40	67.3	Y	
3	11:41	68.0	Y	
4	11:42	67.7	Y	
5	11:43	66.9	Y	
6	11:44	67.6	Y	
7	11:45	67.9	N	Airplane
8	11:46	68.1	Y	
9	11:47	69.2	Y	
10	11:48	68.6	Y	
11	11:49	68.1	Y	
12	11:50	67.4	Y	
13	11:51	68.8	Y	
14	11:52	67.1	Y	
15	11:53	68.1	Y	
16	11:54	68.5	Y	
17	11:55	68.7	Y	
Total		68.1		



Date: 4/17/24.

Photographer: JR/EM.

1	**Location / Orientation**	110 Tallwood Drive (36.10846°, -86.72292°) facing east
	Remarks	MP-71



Date: 4/17/24.

Photographer: JR/EM.

2	**Location / Orientation**	110 Tallwood Drive (36.10846°, -86.72292°) facing south
	Remarks	MP-71

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-71 Meter Serial Number: 22068226

Date: 4-17-2024 Personnel: J. Rowe & E. Mollish

Run Number: 018

Timer Start: 15:15 Timer End: 15:34

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 83.6 Time Assessed: 15:14

Wind Speed 4.9 Time Assessed: 15:14

Wind Direction ~~SW~~ NE Time Assessed: 15:14

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 83.4 Time Assessed: 15:35

Wind Speed 0.9 Time Assessed: 15:35

Wind Direction NE Time Assessed: 15:35

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	15:14	15:35
Calibration Level	114	114

RESULTS FROM METER

LAeq: 61.6 Time: 15:34

moved point/offset point 20 feet due to tree & fence Barrier in front yard

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-2024	
Address/Location	110 Tallwood Dr (MP-71)	
Land Use	B	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	83.6	
Wind Speed(s)	4.9	
Wind Direction(s)	NE	
Calibration		
Meter/Analyzer	CASELLA 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	15:14	15:34
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	15:15	Beginning of test
2	15:16	
3	15:17	
4	15:18	
5	15:19	
6	15:20	
7	15:21	
8	15:22	
9	15:23	
10	15:24	
11	15:25	
12	15:26	
13	15:27	
14	15:28	
15	15:29	
16	15:30	
17	15:31	
18	15:32	
19	15:33	
20	15:34	End of test
21		
22		
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30		

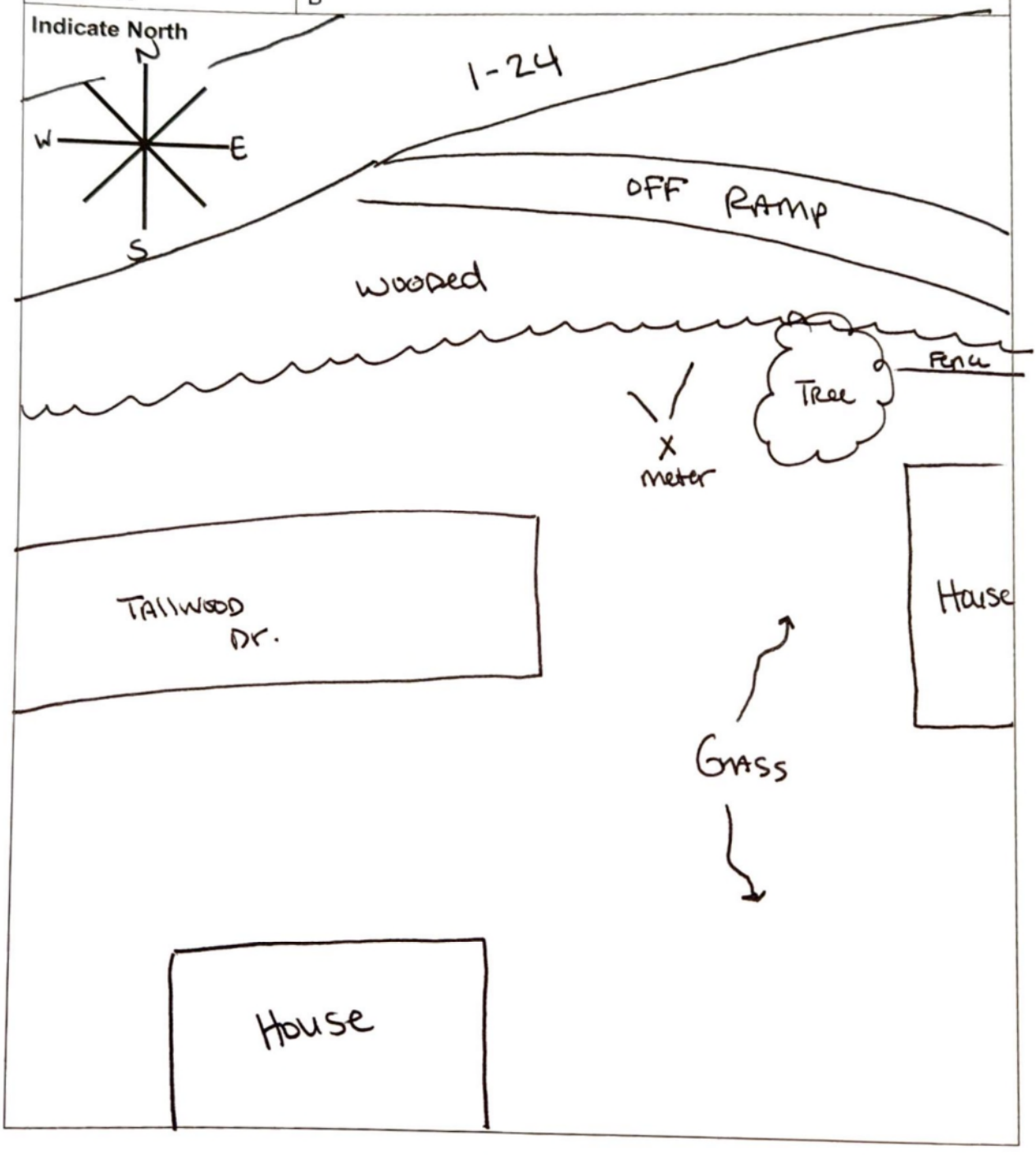
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-2024
Address	110 Tallwood Rd (MP-71)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-71

Date: 4/17/2024
Site: 110 Tallwood Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	15:15	60.3	Y	
2	15:16	59.1	Y	
3	15:17	61.5	Y	
4	15:18	59.5	Y	
5	15:19	62.1	Y	
6	15:20	60.8	Y	
7	15:21	61.8	Y	
8	15:22	60.7	Y	
9	15:23	60.0	Y	
10	15:24	60.9	Y	
11	15:25	62.8	Y	
12	15:26	63.0	Y	
13	15:27	61.6	Y	
14	15:28	62.0	Y	
15	15:29	62.4	Y	
16	15:30	63.7	Y	
17	15:31	59.6	Y	
18	15:32	61.4	Y	
19	15:33	62.4	Y	
20	15:34	61.7	Y	
Total		61.7		



Date: 4/18/24.

Photographer: GK/HA.

1	**Location / Orientation**	2901 Glencliff Road (36.11092°, -86.72067°) facing north
	Remarks	MP-72



Date: 4/18/24.

Photographer: GK/HA.

2	**Location / Orientation**	2901 Glencliff Road (36.11092°, -86.72067°) facing east
	Remarks	MP-72

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-72 Meter Serial Number: 3756073

Date: 4-18-24 Personnel: HRA & GNK

Run Number: 021

Timer Start: 0920 Timer End: 0936

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature ~~0920~~ 74.0°F Time Assessed: 0920

Wind Speed 0.2mph Time Assessed: 0920

Wind Direction N-NE Time Assessed: 0920

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 77.4° F Time Assessed: 0936

Wind Speed 0.9mph Time Assessed: 0936

Wind Direction E Time Assessed: 0936

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	0911	0937
Calibration Level	114✓	~~0937~~ 114✓

RESULTS FROM METER

LAeq: 60.1 Time: 0936

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-24	
Address/Location	2901 Glencliff Rd (MP-72)	
Land Use	C	
Analyst Name	HKA & BNH	
Meteorological Conditions		
Temperature(s)	start: 74.0°F	end: 77.4°F
Wind Speed(s)	start: 0.2mph	end: 0.9mph
Wind Direction(s)	start: N-NE	end: E
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	0911	0937
Calibration Level	114	114 ✓

Period #	Start Time	Event Description(s)
1	~~14~~ 0920	BG: interstate
2	0921	
3	0922	
4	0923	
5	0924	trailer
6	0925	plane overhead, motorcycle, trailer
7	0926	
8	0927	
9	0928	
10	0929	
11	0930	
12	0931	
13	0932	
14	0933	
15	0934	
16	0935	
17	0936	
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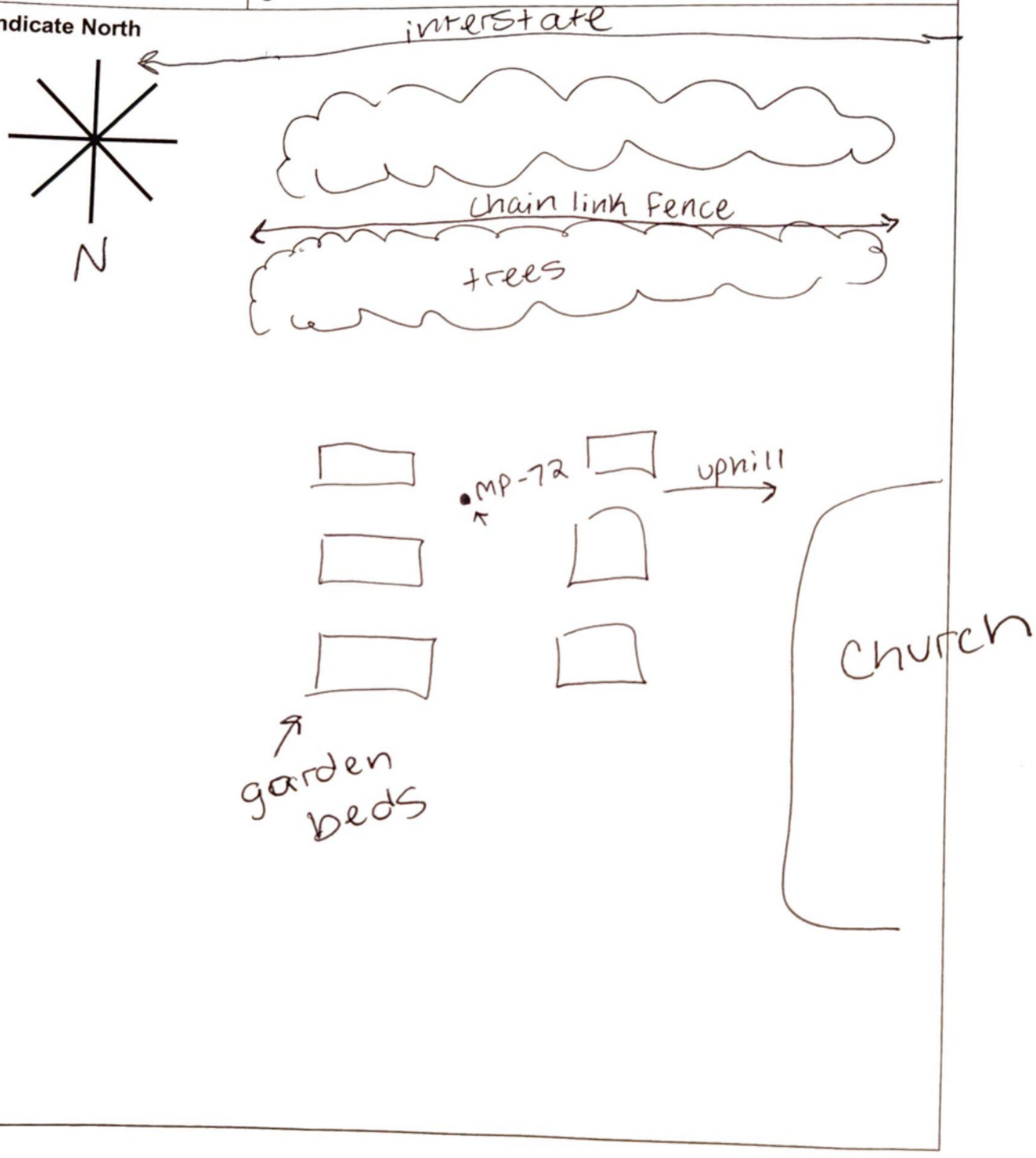
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-24
Address	2901 Glencliff Rd (MP-72)
Land Use	C

Indicate North



I-24, Davidson and Rutherford County
MP-72

Date: 4/18/2024
Site: 2901 Glencliff Road
Description: Place of Worship

Period #	Time Start	Leq (dBA)	Included?	Note
1	9:20	58.2	Y	
2	9:21	58.6	Y	
3	9:22	62.3	Y	
4	9:23	59.3	Y	
5	9:24	57.9	Y	
6	9:25	62.6	N	Airplane
7	9:26	60.0	Y	
8	9:27	59.4	Y	
9	9:28	58.9	Y	
10	9:29	58.6	Y	
11	9:30	58.0	Y	
12	9:31	60.9	Y	
13	9:32	60.1	Y	
14	9:33	60.9	Y	
15	9:34	61.0	Y	
16	9:35	59.9	Y	
17	9:36	61.3	Y	
Total		60.0		



Date: 4/18/24.

Photographer:EC.

1	**Location / Orientation**	204 Joplin Court (36.11291°, -86.72418°) facing northeast
	Remarks	MP-73



Date: 4/18/24.

Photographer: EC.

2	**Location / Orientation**	204 Joplin Court (36.11291°, -86.72418°) facing northwest
	Remarks	MP-73

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-73 Meter Serial Number: 0165999

Date: 4/18/24 Personnel: Lady, Courtney

Run Number: 20

Timer Start: 1:23 Timer End: 1:39

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 80° Time Assessed: 1:20

Wind Speed 0.4 Time Assessed: 1:21

Wind Direction SW Time Assessed: 1:21

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 81 Time Assessed: 1:41

Wind Speed 0.4 Time Assessed: 1:41

Wind Direction SW Time Assessed: 1:41

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1:20	1:40
Calibration Level	114	114

RESULTS FROM METER

LAeq: 71.2 Time: 1:41

Coordinates pushed slightly to the left, as to set up on flatter terrain.

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	7/18/24	
Address/Location	204 Joplin Dr (MP-73)	
Land Use	B	
Analyst Name	Lady, Covington	
Meteorological Conditions		
Temperature(s)	80°	
Wind Speed(s)	0-1	
Wind Direction(s)	SW	
Calibration		
Meter/Analyzer	01659999	
	Pre-Measurement	Post-Measurement
Calibration Time	1:20	1:40
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1:23	Meter started, car door
2	1:24	
3	1:25	
4	1:26	
5	1:27	
6	1:28	
7	1:29	
8	1:30	
9	1:31	
10	1:32	
11	1:33	
12	1:34	
13	1:35	
14	1:36	
15	1:37	
16	1:38	
17	1:39	Meter ended
18		
19		
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27		
28		
29		
30		

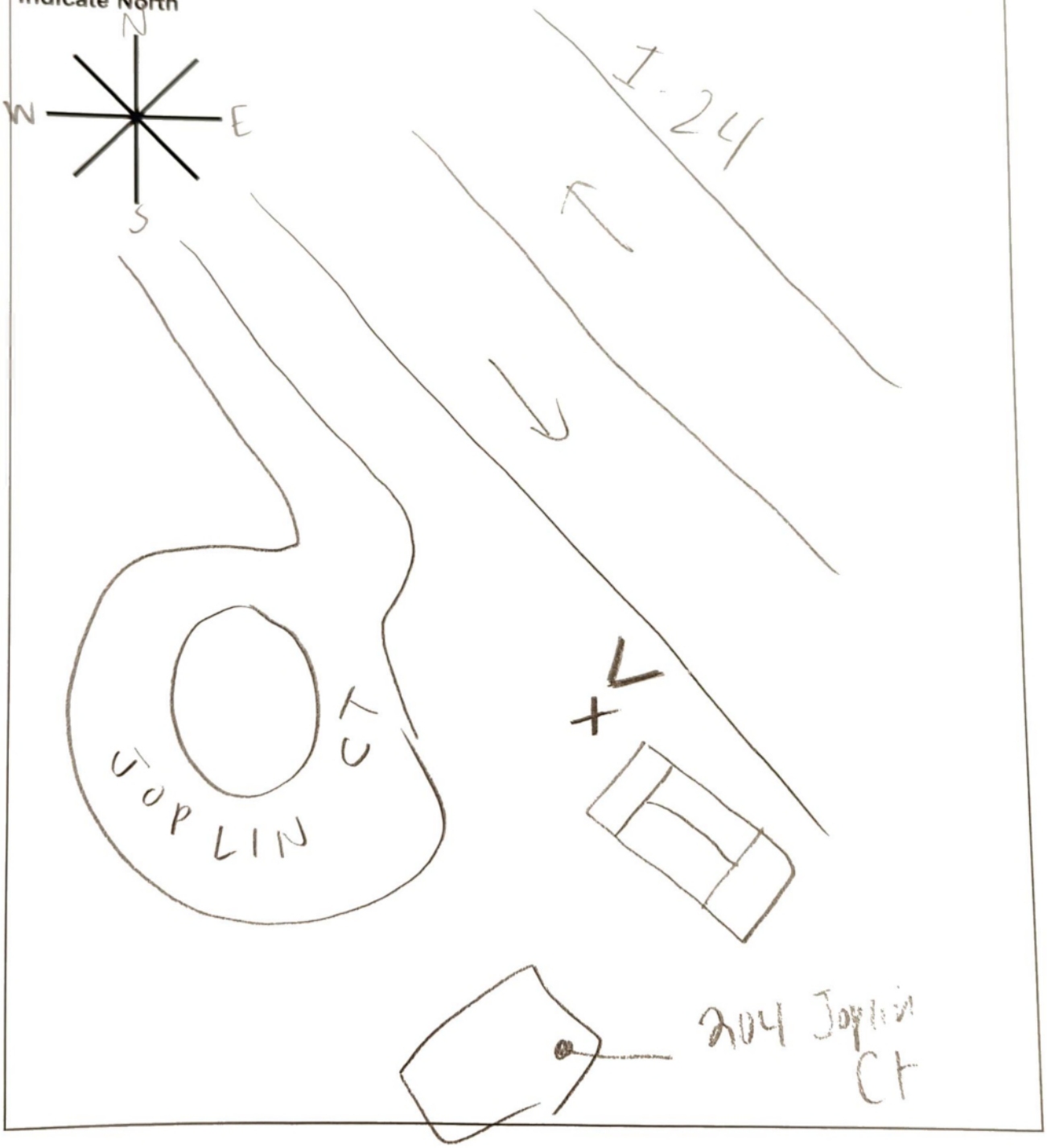
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	
Address	204 Joplin Dr (MP-73)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-73

Date: 4/18/2024
Site: 204 Joplin Court
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:23	70.0	Y	
2	13:24	70.8	Y	
3	13:25	69.9	Y	
4	13:26	71.8	Y	
5	13:27	71.0	Y	
6	13:28	70.4	Y	
7	13:29	70.7	Y	
8	13:30	70.8	Y	
9	13:31	70.8	Y	
10	13:32	70.1	Y	
11	13:33	70.4	Y	
12	13:34	69.8	Y	
13	13:35	70.3	Y	
14	13:36	71.1	Y	
15	13:37	71.1	Y	
16	13:38	70.5	Y	
17	13:39	70.8	Y	
Total		70.7		



Date: 4/16/24.

Photographer: JR/EM.

1	**Location / Orientation**	116 Blackstone Place (36.11436°, -86.72377°) facing north
	Remarks	MP-74



Date: 4/16/24.

Photographer: JR/EM.

2	**Location / Orientation**	116 Blackstone Place (36.11436°, -86.72377°) facing south
	Remarks	MP-74

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-74 Meter Serial Number: 22068226

Date: 4-16-2024 Personnel: J. Rowe & E. Mollish

Run Number: 006

Timer Start: 11:08 Timer End: 11:27

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 80.3 Time Assessed: 11:05

Wind Speed 1.3 Time Assessed: 11:05

Wind Direction NE Time Assessed: 11:05

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 81.4 Time Assessed: 11:26

Wind Speed 2.4 Time Assessed: 11:26

Wind Direction NE Time Assessed: 11:26

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	11:05	11:27
Calibration Level	114	114

RESULTS FROM METER

LAeq: 77.8 Time: 11:27

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024	
Address/Location	116 Blackstone Pl (MP-74)	
Land Use	B	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	80.3	
Wind Speed(s)	1.3	
Wind Direction(s)	NE	
Calibration		
Meter/Analyzer	CASella 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	11:05	~~11:26~~ 11:27
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	11:08	Start of test - moved truck
2	11:09	
3	11:10	
4	11:11	
5	11:12	
6	11:13	
7	11:14	
8	11:15	
9	11:16	
10	11:17	
11	11:18	
12	11:19	
13	11:20	
14	11:21	
15	11:22	
16	11:23	
17	11:24	
18	11:25	
19	11:26	
20	11:27	End of test
21		
22		
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26		
27		
28		
29		
30		

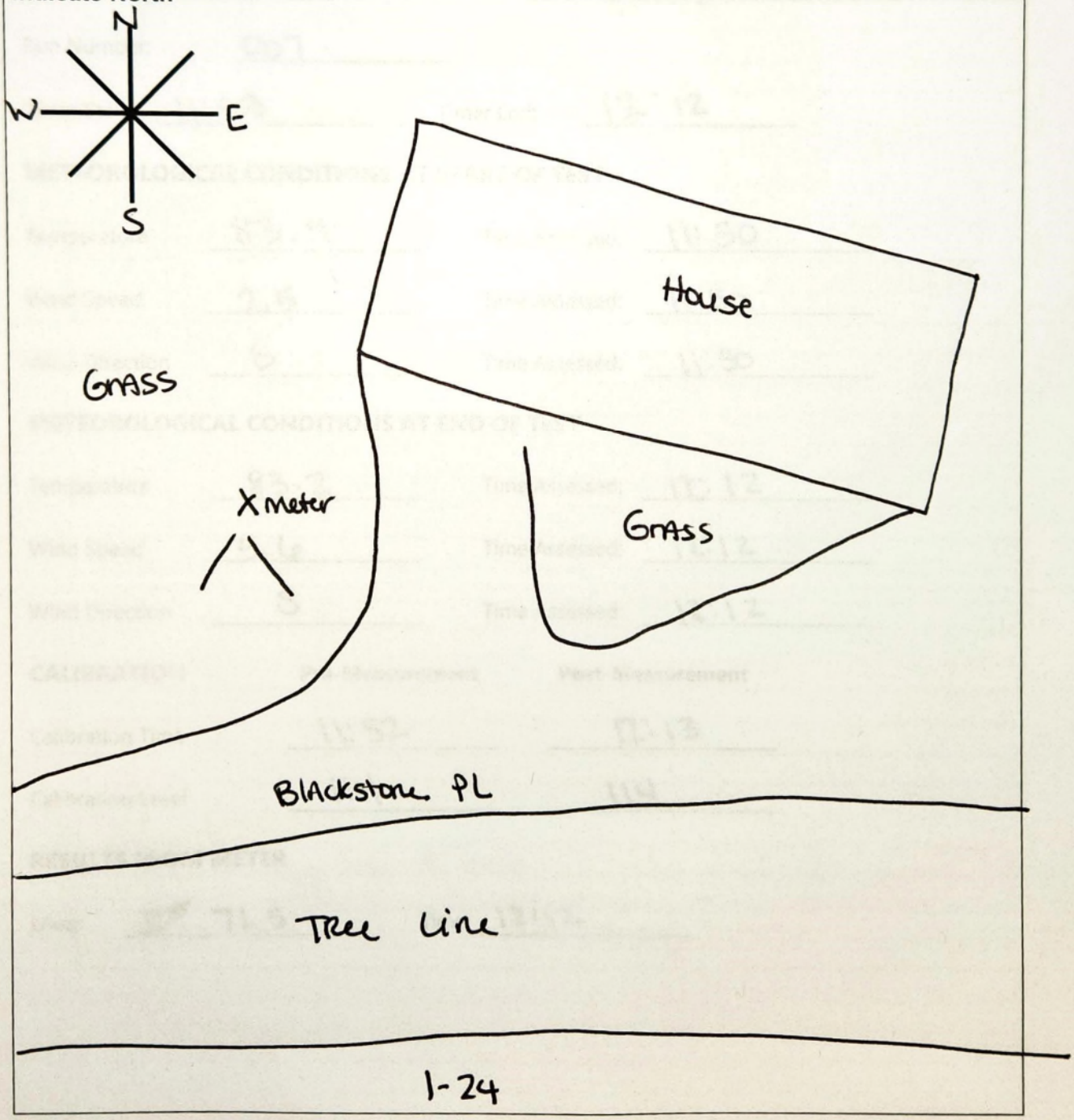
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024
Address	116 Blackstone Pl (MP-74)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-74

Date: 4/16/2024
Site: 116 Blackstone Place
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	11:08	78.5	Y	
2	11:09	77.2	Y	
3	11:10	77.8	Y	
4	11:11	77.9	Y	
5	11:12	78.0	Y	
6	11:13	77.8	Y	
7	11:14	78.6	Y	
8	11:15	78.0	Y	
9	11:16	78.1	Y	
10	11:17	77.5	Y	
11	11:18	77.8	Y	
12	11:19	76.4	Y	
13	11:20	77.9	Y	
14	11:21	77.1	Y	
15	11:22	78.5	Y	
16	11:23	77.9	Y	
17	11:24	78.3	Y	
18	11:25	78.6	Y	
19	11:26	77.6	Y	
20	11:27	78.0	Y	
Total		77.9		



Date: 4/18/24.

Photographer: EC.

1	**Location / Orientation**	2604 Glenrose Drive (36.11704°, -86.72626°) facing north
	Remarks	MP-75



Date: 4/18/24.

Photographer: EC.

2	**Location / Orientation**	2604 Glenrose Drive (36.11704°, -86.72626°) facing south
	Remarks	MP-75

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: 75 Meter Serial Number: [illegible]

Date: 4/18/24 Personnel: Covington, Lady

Run Number: 21

Timer Start: 1:57 Timer End: 2:12

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 81° Time Assessed: 1:53

Wind Speed 0.6 Time Assessed: 1:53

Wind Direction SW Time Assessed: 1:53

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 83° Time Assessed: 2:15

Wind Speed 1.4 Time Assessed: 2:15

Wind Direction SW Time Assessed: 2:15

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1:53	2:14
Calibration Level	114	114

RESULTS FROM METER

LAeq: 66.4 Time: 2:14

→ Coordinates are moved slightly due to close proximity to tree & fence

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	11/1/2024	
Address/Location	~~2608 Joplin Dr (MP-75)~~ ACTUAL: 2604 Glenrose Dr	
Land Use	B	
Analyst Name	Lady Covington	
Meteorological Conditions		
Temperature(s)	82°	
Wind Speed(s)	0.6	
Wind Direction(s)	SW	
Calibration		
Meter/Analyzer	01653979	
	Pre-Measurement	Post-Measurement
Calibration Time	1:53	2:14
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1:57	meter started
2	1:58	
3	1:59	
4	2:00	
5	2:01	
6	2:02	
7	2:03	
8	2:04	
9	2:05	
10	2:06	
11	2:07	
12	2:08	
13	2:09	
14	2:10	
15	2:11	
16	2:12	meter ended
17		
18		
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TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	04/18/24
Address	~~2608 Joplin Dr (MP-75)~~ 2604 Glenrose Dr
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-75

Date: 4/18/2024
Site: 2604 Glenrose Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:57	66.4	Y	
2	13:58	66.1	Y	
3	13:59	66.4	Y	
4	14:00	66.3	Y	
5	14:01	66.6	Y	
6	14:02	66.9	Y	
7	14:03	66.9	Y	
8	14:04	65.3	Y	
9	14:05	66.3	Y	
10	14:06	65.9	Y	
11	14:07	66.3	Y	
12	14:08	67.1	Y	
13	14:09	66.6	Y	
14	14:10	66.8	Y	
15	14:11	65.7	Y	
16	14:12	66.2	Y	
Total		66.4		



Date: 4/18/24.

Photographer: JR/EM.

1	**Location / Orientation**	118 Dodge Drive (36.12131°, -86.72761°) facing south
	Remarks	MP-76



Date: 4/18/24.

Photographer: JR/EM.

2	**Location / Orientation**	118 Dodge Drive (36.12131°, -86.72761°) facing west
	Remarks	MP-76

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-76 Meter Serial Number: 2206826

Date: 4-18-2024 Personnel: J. Rowe & E. Mollish

Run Number: 024

Timer Start: 12:58 Timer End: 13:17

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 84.0°F Time Assessed: 12:57

Wind Speed 2.5 mph Time Assessed: 12:57

Wind Direction N Time Assessed: 12:57

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 84.6°F Time Assessed: 13:18

Wind Speed 5.1 mph Time Assessed: 13:18

Wind Direction N Time Assessed: 13:18

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	12:57	13:17
Calibration Level	114	114

RESULTS FROM METER

LAeq: 77.9 Time: 13:17

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-2024	
Address/Location	118 Dodge Dr (MP-76)	
Land Use	B	
Analyst Name	J. Rowe & E. Mellish	
Meteorological Conditions		
Temperature(s)	84.0 °F	
Wind Speed(s)	2.5 mph	
Wind Direction(s)	N	
Calibration		
Meter/Analyzer	CASELLA 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	12:57	13:17
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	12:58	Beginning of test
2	12:59	Siren
3	13:00	
4	13:01	
5	13:02	
6	13:03	
7	13:04	
8	13:05	
9	13:06	
10	13:07	
11	13:08	
12	13:09	
13	13:10	
14	13:11	
15	13:12	
16	13:13	
17	13:14	
18	13:15	
19	13:16	
20	13:17	End of test
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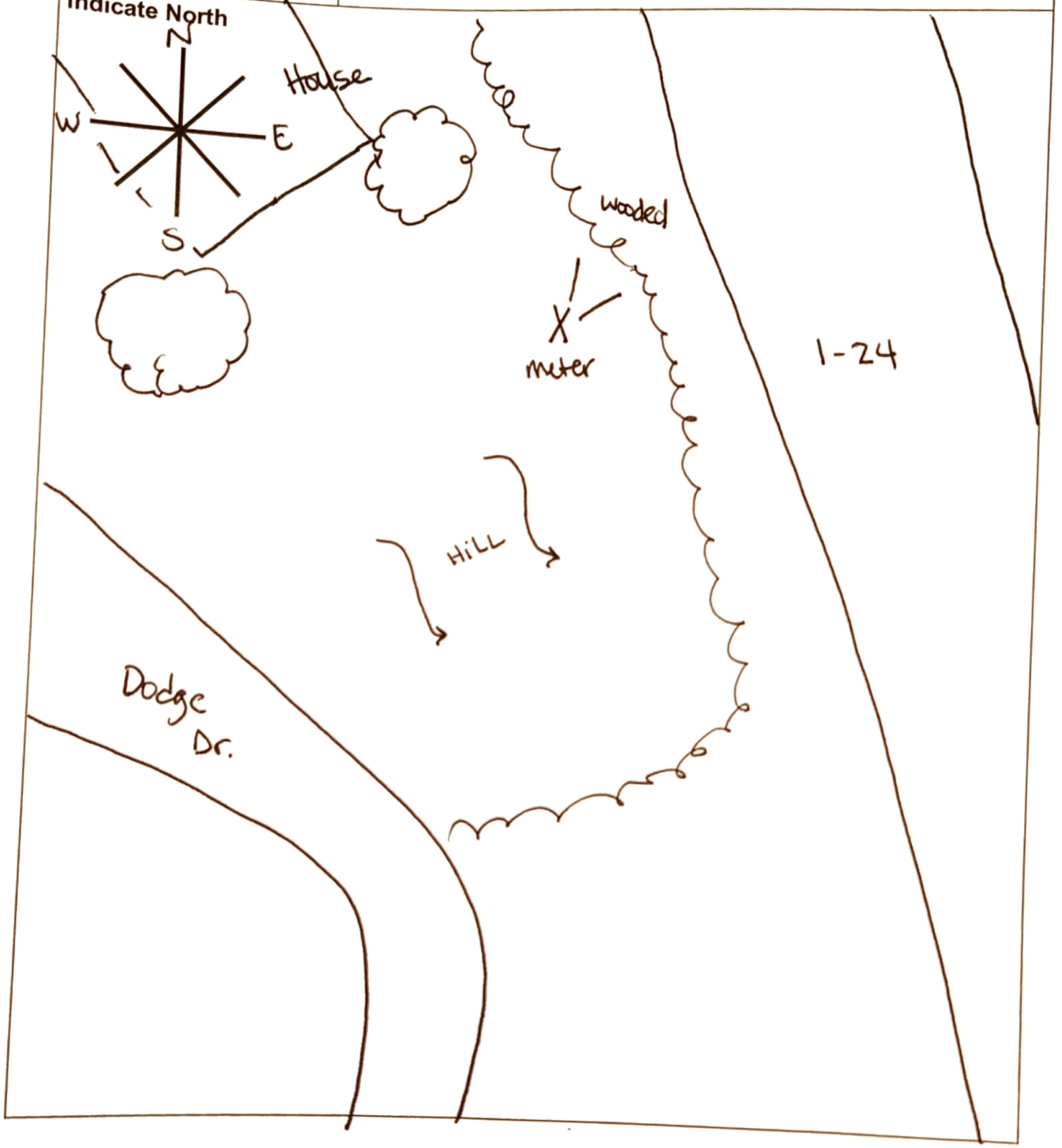
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-2024
Address	118 Dodge Dr (MP-76)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-76

Date: 4/18/2024
Site: 118 Dodge Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	12:58	78.0	Y	
2	12:59	77.2	N	Siren
3	13:00	78.1	Y	
4	13:01	78.8	Y	
5	13:02	78.2	Y	
6	13:03	77.6	Y	
7	13:04	78.2	Y	
8	13:05	77.6	Y	
9	13:06	78.6	Y	
10	13:07	78.6	Y	
11	13:08	77.8	Y	
12	13:09	78.6	Y	
13	13:10	78.1	Y	
14	13:11	77.7	Y	
15	13:12	77.7	Y	
16	13:13	77.4	Y	
17	13:14	77.5	Y	
18	13:15	77.7	Y	
19	13:16	77.3	Y	
20	13:17	77.1	Y	
Total		77.9		



Date: 4/16/24.

Photographer: JR/EM.

1	**Location / Orientation**	221 Plus Park Boulevard (36.12342°, -86.72671°) facing north
	Remarks	MP-77



Date: 4/16/24.

Photographer: JR/EM.

2	**Location / Orientation**	221 Plus Park Boulevard (36.12342°, -86.72671°) facing east
	Remarks	MP-77

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-77 Meter Serial Number: 2206826

Date: 4-16-2024 Personnel: J. Rowe & E. Mollish

Run Number: 007

Timer Start: 11:53 Timer End: 12:12

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 83.9 Time Assessed: 11:50

Wind Speed 2.5 Time Assessed: 11:50

Wind Direction S Time Assessed: 11:50

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 83.2 Time Assessed: 12:12

Wind Speed 5.6 Time Assessed: 12:12

Wind Direction S Time Assessed: 12:12

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	11:52	12:13
Calibration Level	114	114

RESULTS FROM METER

LAeq: ~~71~~ 71.5 Time: 12:12

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024	
Address/Location	221 Plus Park Blvd (MP-77)	
Land Use	B	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	83.9	
Wind Speed(s)	2.5	
Wind Direction(s)	S	
Calibration		
Meter/Analyzer	CASELLA 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	11:52	12:13
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	11:53	Start of test - Dog Barking & Bird chirping
2	11:54	
3	11:55	
4	11:56	
5	11:57	
6	11:58	
7	11:59	
8	12:00	
9	12:01	
10	12:02	
11	12:03	
12	12:04	
13	12:05	
14	12:06	
15	12:07	
16	12:08	
17	12:09	
18	12:10	
19	12:11	
20	12:12	End of test
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30		

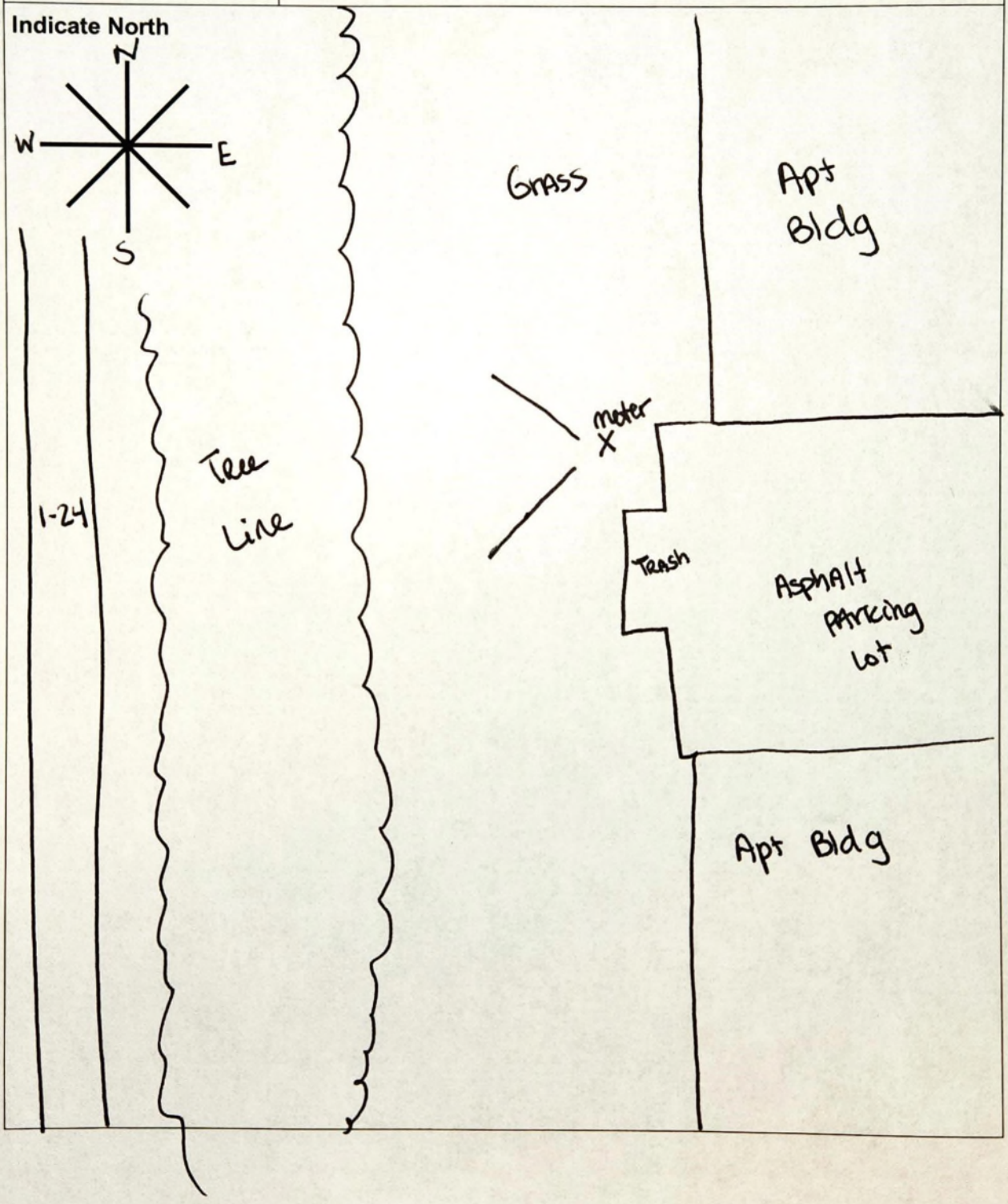
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-16-2024
Address	221 Plus Park Blvd (MP-77)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-77

Date: 4/16/2024
Site: 221 Plus Park Boulevard
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	11:53	72.7	N	Barking dogs
2	11:54	71.8	Y	
3	11:55	71.1	Y	
4	11:56	71.5	Y	
5	11:57	73.1	Y	
6	11:58	71.3	Y	
7	11:59	71.4	Y	
8	12:00	72.4	Y	
9	12:01	72.3	Y	
10	12:02	69.9	Y	
11	12:03	71.0	Y	
12	12:04	70.9	Y	
13	12:05	71.9	Y	
14	12:06	71.1	Y	
15	12:07	72.0	Y	
16	12:08	72.4	Y	
17	12:09	70.1	Y	
18	12:10	69.6	Y	
19	12:11	72.0	Y	
20	12:12	71.4	Y	
Total		71.6		



Date: 4/17/24.

Photographer: GK/HA.

1	**Location / Orientation**	104 Desoto Drive (36.12529°, -86.73062°) facing south
	Remarks	MP-78



Date: 4/17/24.

Photographer: GK/HA.

2	**Location / Orientation**	104 Desoto Drive (36.12529°, -86.73062°) facing east
	Remarks	MP-78

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-78 Meter Serial Number: 0615999

Date: 4-17-24 Personnel: HRA + GNK

Run Number: 014

Timer Start: 1326 Timer End: 1346

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 78.3°F Time Assessed: 1326

Wind Speed 3.2mph Time Assessed: 1326

Wind Direction NE-E Time Assessed: 1326

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 82.9°F Time Assessed: 1346

Wind Speed 0.7mph Time Assessed: 1346

Wind Direction NE-E Time Assessed: 1346

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1324	1347
Calibration Level	114 ✓	114 ✓

RESULTS FROM METER

LAeq: 61.5 Time: 1346

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-24	
Address/Location	104 Desoto Dr (MP-78)	
Land Use	B	
Analyst Name	HRA + GNH	
Meteorological Conditions		
Temperature(s)	Start: 78.3°F	end: 78.3°F
Wind Speed(s)	start: 3.2mph	end: 3.2mph
Wind Direction(s)	Start: NE-E	end: NE-E
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1324	~~1327~~ 1347
Calibration Level	114 ✓	114

Period #	Start Time	Event Description(s)
1	1326	BG: wind in trees, birds, interstate | start test
2	1327	
3	1328	
4	1329	stuff in trailer banging around
5	1330	stuff in trailer banging around
6	1331	
7	1332	
8	1333	
9	1334	trailer w/ things in it banging around
10	1335	
11	1336	
12	1337	
13	1338	
14	1339	
15	1340	
16	1341	trailer banging around
17	1342	
18	1343	
19	1344	
20	1345	
21	1346	end test
22		
23		
24		
25		
26		
27		
28		
29		
30		

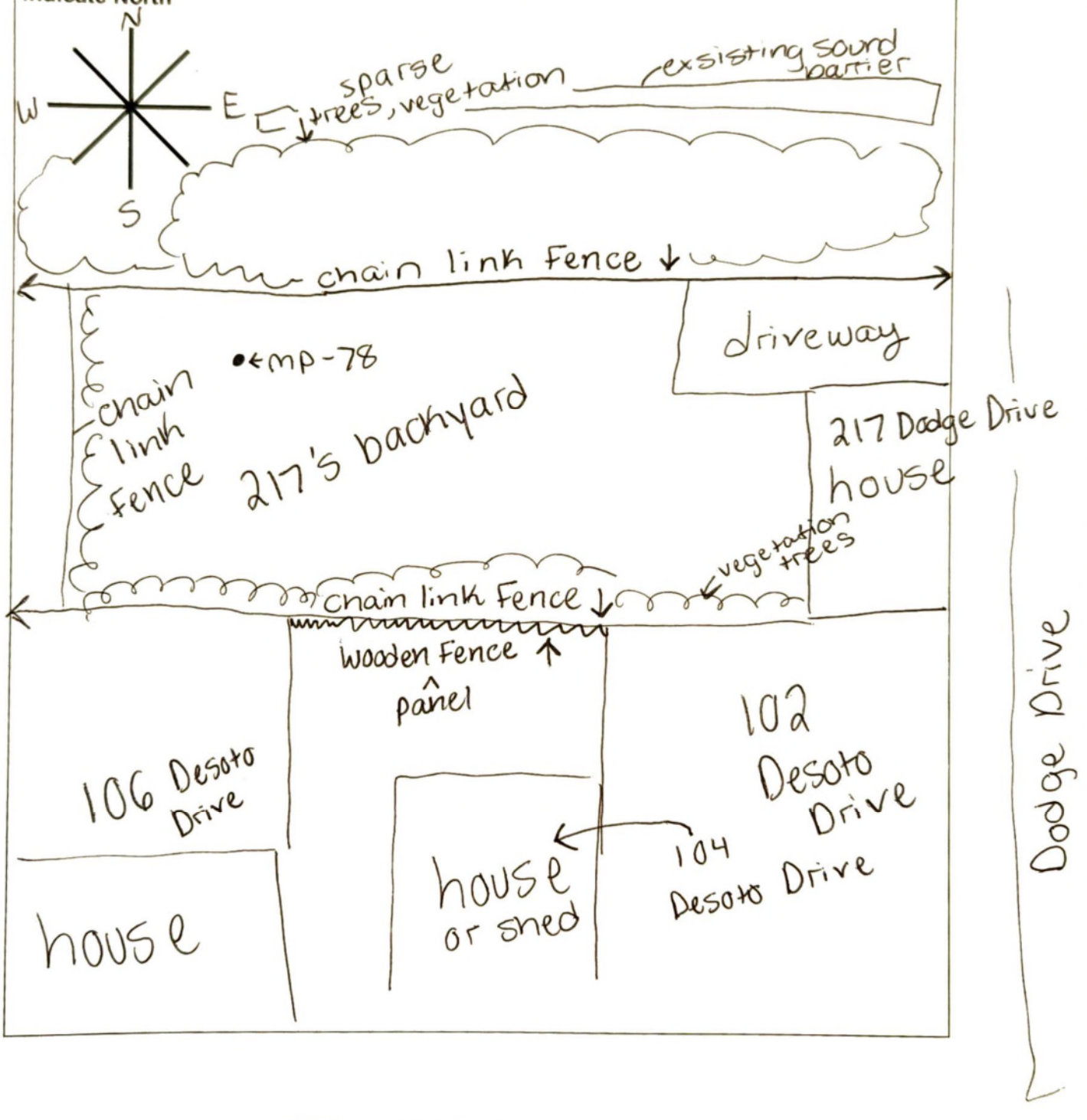
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-24
Address	104 Desoto Dr (MP-78)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-78

Date: 4/17/2024
Site: 104 Desoto Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:26	61.9	Y	
2	13:27	61.1	Y	
3	13:28	62.1	Y	
4	13:29	61.5	Y	
5	13:30	62.2	Y	
6	13:31	61.7	Y	
7	13:32	62.7	Y	
8	13:33	61.3	Y	
9	13:34	61.1	Y	
10	13:35	60.5	Y	
11	13:36	60.9	Y	
12	13:37	60.7	Y	
13	13:38	60.9	Y	
14	13:39	61.5	Y	
15	13:40	62.4	Y	
16	13:41	62.2	Y	
17	13:42	60.9	Y	
18	13:43	61.1	Y	
19	13:44	61.0	Y	
20	13:45	61.1	Y	
21	13:46	62.3	Y	
Total		61.6		



Date: 4/18/24.

Photographer: JR/EM.

1	**Location / Orientation**	210 Imperial Drive (36.12614°, -86.73245°) facing north
	Remarks	MP-79



Date: 4/18/24.

Photographer: JR/EM.

2	**Location / Orientation**	210 Imperial Drive (36.12614°, -86.73245°) facing west
	Remarks	MP-79

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-79 Meter Serial Number: 2206826

Date: 4-18-2026 Personnel: J. Rowe & E. Mollish

Run Number: 025

Timer Start: 13:35 Timer End: 13:54

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 84.6°F Time Assessed: 13:34

Wind Speed 3.9 mph Time Assessed: 13:34

Wind Direction N Time Assessed: 13:34

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature _____ Time Assessed: 13:55

Wind Speed 2.0 mph Time Assessed: 13:55

Wind Direction N Time Assessed: 13:55

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	13:35	13:54
Calibration Level	114	114

RESULTS FROM METER

LAeq: _____ Time: 13:54

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-2024	
Address/Location	210 Imperial Dr (MP-79)	
Land Use	B	
Analyst Name	J. Rowe & E. Mollish	
Meteorological Conditions		
Temperature(s)	84.6°F	
Wind Speed(s)	3.9 mph	
Wind Direction(s)	N	
Calibration		
Meter/Analyzer	CASella 2206826	
	Pre-Measurement	Post-Measurement
Calibration Time	13:35	13:54
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	13:35	Beginning of test
2	13:36	
3	13:37	
4	13:38	
5	13:39	
6	13:40	
7	13:41	
8	13:42	
9	13:43	
10	13:44	
11	13:45	
12	13:46	
13	13:47	
14	13:48	
15	13:49	
16	13:50	Siren
17	13:51	
18	13:52	
19	13:53	
20	13:54	End of test / siren
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

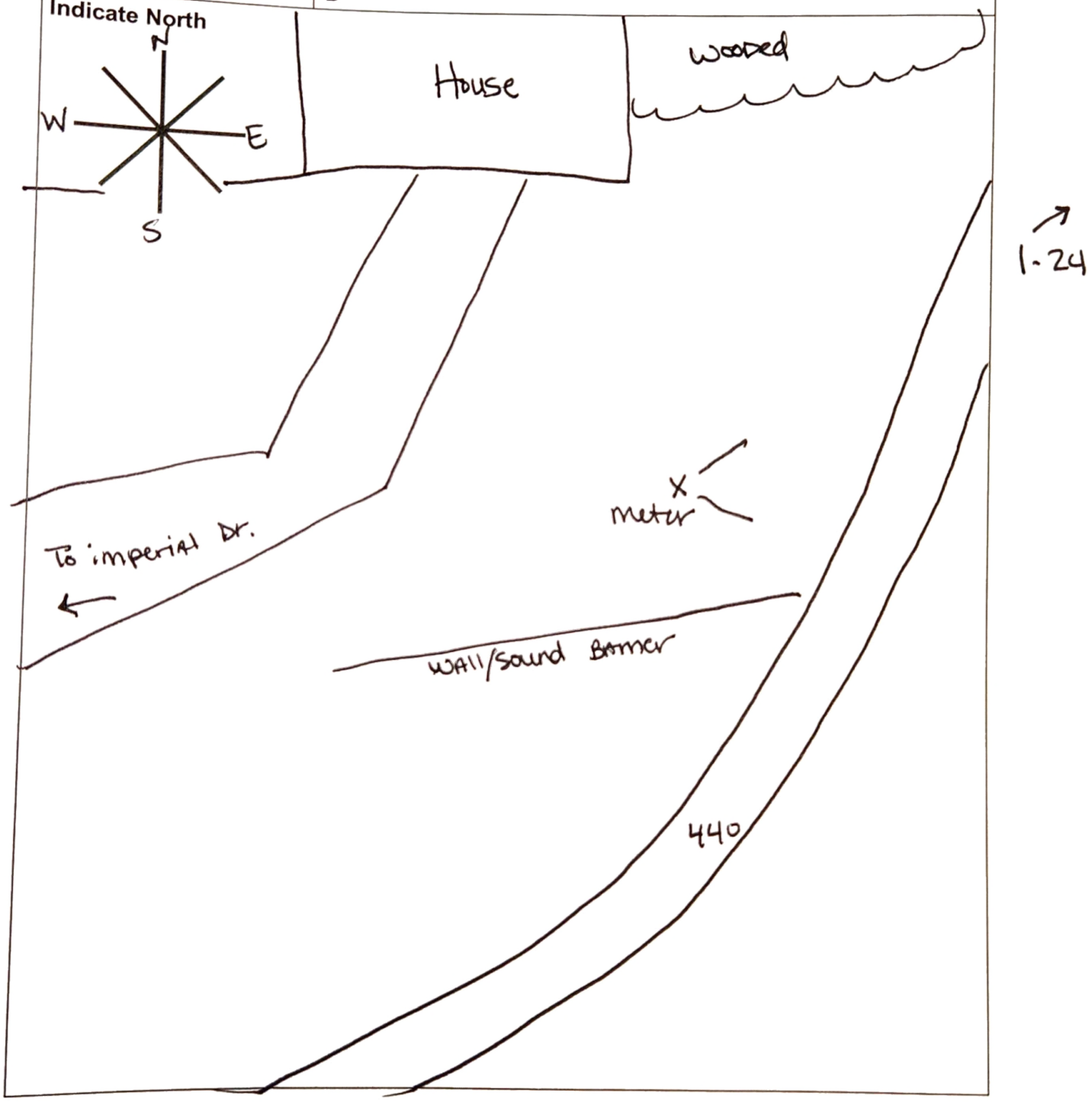
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-2024
Address	210 Imperial Dr (MP-79)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-79

Date: 4/18/2024
Site: 210 Imperial Drive
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:35	69.4	Y	
2	13:36	67.8	Y	
3	13:37	68.0	Y	
4	13:38	68.6	Y	
5	13:39	68.9	Y	
6	13:40	67.0	Y	
7	13:41	67.1	Y	
8	13:42	67.0	Y	
9	13:43	72.7	Y	
10	13:44	69.1	Y	
11	13:45	68.6	Y	
12	13:46	68.5	Y	
13	13:47	69.6	Y	
14	13:48	70.1	Y	
15	13:49	68.2	Y	
16	13:50	70.6	N	Siren
17	13:51	68.3	Y	
18	13:52	67.1	Y	
19	13:53	66.8	Y	
20	13:54	69.5	N	Siren
Total		68.9		

			Date: 5/9/2024 Photographer: NW/ST
1	**Location / Orientation**	301 Plus Park Boulevard (36.12767°, -86.72653°) facing west	
	Remarks	MP-80	

			Date: 5/9/2024 Photographer: NW/ST
2	**Location / Orientation**	301 Plus Park Boulevard (36.12767°, -86.72653°) facing north	
	Remarks	MP-80	

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: 80 Meter Serial Number: 4181560

Date: 08/09/24 Personnel: N. Wade S Trosper N Adegbite K. Lowe

Run Number: 001

Timer Start: 2103 Timer End: 2103

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 79.9°F Time Assessed: 2055

Wind Speed 1.1 mph Time Assessed: 2055

Wind Direction SE Time Assessed: 2055

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 69.1°F Time Assessed: 2104

Wind Speed 0.2 mph Time Assessed: 2104

Wind Direction SE Time Assessed: 2104

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	2048	2106
Calibration Level	114	114

RESULTS FROM METER

LAeq: 60.3 Time: 2104

Noise Measurement Data Sheet
I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/09/2024	
Address/Location	301 Plus Park Blvd (MP-80)	
Land Use	B	
Analyst Name	N Wade STrosper NAdegbite K.Lowe	
Meteorological Conditions		
Temperature(s)	79.4°F	
Wind Speed(s)	1.1 mph	
Wind Direction(s)	~~NW~~ SE	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	2048	2106
Calibration Level	114	114

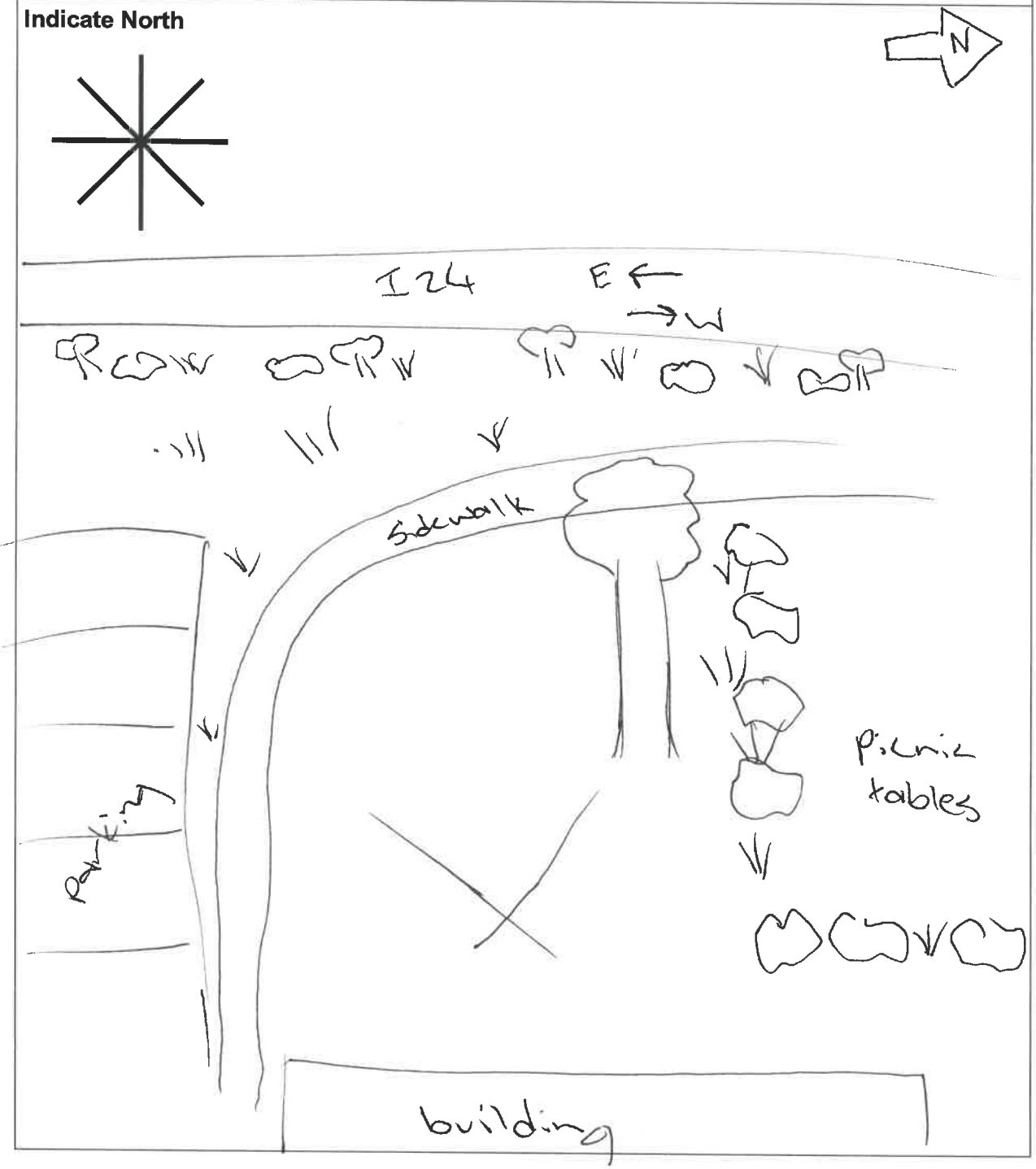
Period #	Start Time	Event Description(s)
1	2103	meter start
2	0017	police vehicle siren
3	0435	Bird chirping
4	0653	Bird chirping
5	0719	Wind speed 5.4 mph
6	0755	Car doors
7	1210	5.6 wind speed
8	1214	Car popping/muffler cracking
9	1247	People walking & talking
10	1421	wind blew over
11	1426	Strong wind
12	1435	7.8 wind speed
13	1438	9.4 wind speed
14	1449	Door slamming
15	1500	Chair blew over / wind
16	1502	Car
17	1527	car
18	1534	Sirens
19	1603	siren
20	1632	Jogger
21	1709	Car
22	2028	Car / Siren
23	2051	car door
24	2053	train horn
25	2103	meter end
26		
27		
28		
29		
30		

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/09/24
Address	301 Plus Park Blvd (MP-80)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-80 Reference

Date: 5/9/2024-5/10/2024
Site: 301 Plus Park Boulevard
Description: Office

Period #	Time Start	Leq (dBA)	Included?	Note
1	21:03	62.7	Y	
2	21:04	61.2	Y	
3	21:05	59.8	Y	
4	21:06	59.3	Y	
5	21:07	59.7	Y	
6	21:08	59.8	Y	
7	21:09	58.7	Y	
8	21:10	59.9	Y	
9	21:11	59.1	Y	
10	21:12	59.0	Y	
11	21:13	59.2	Y	
12	21:14	59.5	Y	
13	21:15	60.3	Y	
14	21:16	60.0	Y	
15	21:17	59.7	Y	
16	21:18	58.6	Y	
17	21:19	59.7	Y	
18	21:20	59.5	Y	
19	21:21	60.3	Y	
20	21:22	60.8	Y	
21	21:23	61.6	Y	
22	21:24	60.1	Y	
23	21:25	59.3	Y	
24	21:26	62.3	Y	
25	21:27	60.8	Y	
26	21:28	62.2	Y	
27	21:29	62.1	Y	
28	21:30	59.1	Y	
29	21:31	58.9	Y	
30	21:32	60.4	Y	
31	21:33	60.1	Y	
32	21:34	59.8	Y	
33	21:35	59.3	Y	
34	21:36	59.5	Y	
35	21:37	59.7	Y	
36	21:38	59.1	Y	

37	21:39	58.8	Y
38	21:40	58.7	Y
39	21:41	58.5	Y
40	21:42	59.3	Y
41	21:43	59.7	Y
42	21:44	59.0	Y
43	21:45	58.9	Y
44	21:46	59.3	Y
45	21:47	58.5	Y
46	21:48	58.6	Y
47	21:49	58.6	Y
48	21:50	59.1	Y
49	21:51	58.0	Y
50	21:52	59.0	Y
51	21:53	59.3	Y
52	21:54	58.6	Y
53	21:55	58.4	Y
54	21:56	58.0	Y
55	21:57	58.8	Y
56	21:58	59.9	Y
57	21:59	63.5	Y
58	22:00	58.4	Y
59	22:01	64.9	Y
60	22:02	60.1	Y
61	22:03	59.2	Y
62	22:04	60.5	Y
63	22:05	58.7	Y
64	22:06	64.2	Y
65	22:07	59.2	Y
66	22:08	58.9	Y
67	22:09	61.8	Y
68	22:10	59.0	Y
69	22:11	59.9	Y
70	22:12	58.5	Y
71	22:13	58.3	Y
72	22:14	59.1	Y
73	22:15	58.7	Y
74	22:16	59.5	Y
75	22:17	58.7	Y
76	22:18	58.0	Y
77	22:19	58.4	Y
78	22:20	58.8	Y
79	22:21	60.0	Y
80	22:22	58.8	Y

81	22:23	60.1	Y
82	22:24	58.7	Y
83	22:25	59.1	Y
84	22:26	58.7	Y
85	22:27	59.0	Y
86	22:28	59.6	Y
87	22:29	59.4	Y
88	22:30	58.6	Y
89	22:31	58.1	Y
90	22:32	58.6	Y
91	22:33	59.5	Y
92	22:34	58.9	Y
93	22:35	59.1	Y
94	22:36	60.2	Y
95	22:37	59.7	Y
96	22:38	59.7	Y
97	22:39	59.8	Y
98	22:40	59.1	Y
99	22:41	59.2	Y
100	22:42	58.2	Y
101	22:43	59.0	Y
102	22:44	58.7	Y
103	22:45	58.4	Y
104	22:46	57.8	Y
105	22:47	57.5	Y
106	22:48	58.6	Y
107	22:49	58.9	Y
108	22:50	57.9	Y
109	22:51	57.4	Y
110	22:52	57.9	Y
111	22:53	57.8	Y
112	22:54	57.4	Y
113	22:55	57.9	Y
114	22:56	61.6	Y
115	22:57	59.2	Y
116	22:58	58.1	Y
117	22:59	58.7	Y
118	23:00	58.6	Y
119	23:01	59.0	Y
120	23:02	58.2	Y
121	23:03	59.4	Y
122	23:04	57.8	Y
123	23:05	57.1	Y
124	23:06	57.2	Y

125	23:07	57.6	Y
126	23:08	58.1	Y
127	23:09	58.7	Y
128	23:10	58.0	Y
129	23:11	64.2	Y
130	23:12	58.4	Y
131	23:13	59.5	Y
132	23:14	65.2	Y
133	23:15	59.7	Y
134	23:16	58.0	Y
135	23:17	58.2	Y
136	23:18	58.7	Y
137	23:19	59.0	Y
138	23:20	58.9	Y
139	23:21	58.2	Y
140	23:22	57.4	Y
141	23:23	57.3	Y
142	23:24	57.5	Y
143	23:25	57.0	Y
144	23:26	57.5	Y
145	23:27	58.2	Y
146	23:28	57.4	Y
147	23:29	56.5	Y
148	23:30	58.0	Y
149	23:31	56.9	Y
150	23:32	57.3	Y
151	23:33	58.7	Y
152	23:34	57.1	Y
153	23:35	56.7	Y
154	23:36	57.6	Y
155	23:37	58.1	Y
156	23:38	57.4	Y
157	23:39	57.1	Y
158	23:40	57.4	Y
159	23:41	57.3	Y
160	23:42	58.4	Y
161	23:43	59.0	Y
162	23:44	56.4	Y
163	23:45	57.1	Y
164	23:46	57.5	Y
165	23:47	57.0	Y
166	23:48	57.2	Y
167	23:49	58.0	Y
168	23:50	57.4	Y

169	23:51	57.2	Y	
170	23:52	56.5	Y	
171	23:53	57.4	Y	
172	23:54	57.2	Y	
173	23:55	57.3	Y	
174	23:56	57.0	Y	
175	23:57	57.4	Y	
176	23:58	54.8	Y	
177	23:59	57.4	Y	
178	0:00	56.2	Y	
179	0:01	58.2	Y	
180	0:02	57.2	Y	
181	0:03	58.3	Y	
182	0:04	59.5	Y	
183	0:05	57.2	Y	
184	0:06	57.0	Y	
185	0:07	57.1	Y	
186	0:08	58.0	Y	
187	0:09	56.6	Y	
188	0:10	57.8	Y	
189	0:11	56.5	Y	
190	0:12	56.0	Y	
191	0:13	56.6	Y	
192	0:14	57.1	Y	
193	0:15	57.4	Y	
194	0:16	57.0	Y	
195	0:17	60.5	N	Siren
196	0:18	57.5	Y	
197	0:19	56.8	Y	
198	0:20	58.9	Y	
199	0:21	57.2	Y	
200	0:22	58.0	Y	
201	0:23	57.9	Y	
202	0:24	56.3	Y	
203	0:25	60.5	Y	
204	0:26	60.1	Y	
205	0:27	54.5	Y	
206	0:28	56.5	Y	
207	0:29	54.5	Y	
208	0:30	54.9	Y	
209	0:31	56.1	Y	
210	0:32	55.2	Y	
211	0:33	55.7	Y	
212	0:34	53.7	Y	

213	0:35	54.6	Y
214	0:36	56.3	Y
215	0:37	56.1	Y
216	0:38	54.1	Y
217	0:39	54.4	Y
218	0:40	55.5	Y
219	0:41	55.8	Y
220	0:42	55.0	Y
221	0:43	56.1	Y
222	0:44	55.4	Y
223	0:45	54.9	Y
224	0:46	54.0	Y
225	0:47	56.2	Y
226	0:48	55.4	Y
227	0:49	56.0	Y
228	0:50	55.3	Y
229	0:51	58.8	Y
230	0:52	55.1	Y
231	0:53	56.3	Y
232	0:54	56.7	Y
233	0:55	56.9	Y
234	0:56	55.4	Y
235	0:57	55.6	Y
236	0:58	56.6	Y
237	0:59	56.4	Y
238	1:00	57.2	Y
239	1:01	54.3	Y
240	1:02	55.2	Y
241	1:03	56.4	Y
242	1:04	55.6	Y
243	1:05	56.2	Y
244	1:06	56.3	Y
245	1:07	55.2	Y
246	1:08	53.7	Y
247	1:09	55.1	Y
248	1:10	55.4	Y
249	1:11	54.6	Y
250	1:12	55.3	Y
251	1:13	56.4	Y
252	1:14	56.3	Y
253	1:15	54.2	Y
254	1:16	57.0	Y
255	1:17	56.4	Y
256	1:18	55.6	Y

257	1:19	55.7	Y
258	1:20	55.6	Y
259	1:21	52.7	Y
260	1:22	56.5	Y
261	1:23	53.7	Y
262	1:24	54.4	Y
263	1:25	55.8	Y
264	1:26	55.5	Y
265	1:27	55.7	Y
266	1:28	54.4	Y
267	1:29	56.3	Y
268	1:30	55.9	Y
269	1:31	55.8	Y
270	1:32	56.2	Y
271	1:33	57.0	Y
272	1:34	57.5	Y
273	1:35	55.9	Y
274	1:36	57.6	Y
275	1:37	57.2	Y
276	1:38	55.8	Y
277	1:39	57.1	Y
278	1:40	56.6	Y
279	1:41	54.9	Y
280	1:42	55.8	Y
281	1:43	55.0	Y
282	1:44	54.6	Y
283	1:45	55.3	Y
284	1:46	54.0	Y
285	1:47	55.7	Y
286	1:48	54.6	Y
287	1:49	58.2	Y
288	1:50	56.1	Y
289	1:51	58.8	Y
290	1:52	56.0	Y
291	1:53	55.0	Y
292	1:54	57.2	Y
293	1:55	57.7	Y
294	1:56	56.5	Y
295	1:57	56.1	Y
296	1:58	56.4	Y
297	1:59	56.6	Y
298	2:00	57.0	Y
299	2:01	56.4	Y
300	2:02	55.6	Y

301	2:03	57.2	Y
302	2:04	57.1	Y
303	2:05	55.1	Y
304	2:06	56.8	Y
305	2:07	56.7	Y
306	2:08	55.6	Y
307	2:09	55.4	Y
308	2:10	56.1	Y
309	2:11	56.2	Y
310	2:12	55.0	Y
311	2:13	56.6	Y
312	2:14	56.6	Y
313	2:15	55.7	Y
314	2:16	55.1	Y
315	2:17	55.8	Y
316	2:18	56.0	Y
317	2:19	56.0	Y
318	2:20	55.6	Y
319	2:21	54.6	Y
320	2:22	53.3	Y
321	2:23	56.2	Y
322	2:24	58.5	Y
323	2:25	56.3	Y
324	2:26	56.1	Y
325	2:27	54.8	Y
326	2:28	56.8	Y
327	2:29	56.6	Y
328	2:30	55.4	Y
329	2:31	56.3	Y
330	2:32	56.8	Y
331	2:33	56.6	Y
332	2:34	57.7	Y
333	2:35	56.0	Y
334	2:36	57.3	Y
335	2:37	55.6	Y
336	2:38	56.9	Y
337	2:39	56.8	Y
338	2:40	54.7	Y
339	2:41	56.9	Y
340	2:42	56.1	Y
341	2:43	56.6	Y
342	2:44	56.7	Y
343	2:45	58.2	Y
344	2:46	53.8	Y

345	2:47	54.8	Y
346	2:48	56.5	Y
347	2:49	56.4	Y
348	2:50	54.6	Y
349	2:51	55.9	Y
350	2:52	57.3	Y
351	2:53	56.6	Y
352	2:54	57.2	Y
353	2:55	54.8	Y
354	2:56	53.8	Y
355	2:57	57.7	Y
356	2:58	56.7	Y
357	2:59	57.4	Y
358	3:00	57.0	Y
359	3:01	57.3	Y
360	3:02	56.6	Y
361	3:03	55.8	Y
362	3:04	55.3	Y
363	3:05	56.3	Y
364	3:06	55.8	Y
365	3:07	57.7	Y
366	3:08	57.1	Y
367	3:09	56.5	Y
368	3:10	56.2	Y
369	3:11	56.2	Y
370	3:12	56.1	Y
371	3:13	55.4	Y
372	3:14	57.3	Y
373	3:15	56.6	Y
374	3:16	56.6	Y
375	3:17	56.5	Y
376	3:18	56.8	Y
377	3:19	55.5	Y
378	3:20	56.1	Y
379	3:21	56.2	Y
380	3:22	56.0	Y
381	3:23	56.2	Y
382	3:24	56.9	Y
383	3:25	56.4	Y
384	3:26	57.6	Y
385	3:27	55.3	Y
386	3:28	65.0	Y
387	3:29	58.3	Y
388	3:30	56.1	Y

389	3:31	56.1	Y
390	3:32	57.5	Y
391	3:33	56.9	Y
392	3:34	58.4	Y
393	3:35	58.0	Y
394	3:36	56.9	Y
395	3:37	57.6	Y
396	3:38	57.7	Y
397	3:39	56.7	Y
398	3:40	55.0	Y
399	3:41	56.7	Y
400	3:42	57.2	Y
401	3:43	58.0	Y
402	3:44	57.6	Y
403	3:45	58.3	Y
404	3:46	57.0	Y
405	3:47	57.4	Y
406	3:48	58.8	Y
407	3:49	57.8	Y
408	3:50	57.4	Y
409	3:51	56.0	Y
410	3:52	57.1	Y
411	3:53	56.4	Y
412	3:54	57.1	Y
413	3:55	56.4	Y
414	3:56	58.1	Y
415	3:57	58.0	Y
416	3:58	58.4	Y
417	3:59	58.1	Y
418	4:00	57.4	Y
419	4:01	56.7	Y
420	4:02	57.3	Y
421	4:03	55.6	Y
422	4:04	57.9	Y
423	4:05	58.0	Y
424	4:06	59.3	Y
425	4:07	57.2	Y
426	4:08	60.2	Y
427	4:09	58.8	Y
428	4:10	60.1	Y
429	4:11	58.6	Y
430	4:12	58.7	Y
431	4:13	57.8	Y
432	4:14	57.8	Y

433	4:15	60.3	Y
434	4:16	59.9	Y
435	4:17	58.3	Y
436	4:18	59.0	Y
437	4:19	58.9	Y
438	4:20	56.7	Y
439	4:21	57.6	Y
440	4:22	58.1	Y
441	4:23	58.8	Y
442	4:24	58.4	Y
443	4:25	59.0	Y
444	4:26	59.4	Y
445	4:27	58.8	Y
446	4:28	61.1	Y
447	4:29	58.7	Y
448	4:30	60.2	Y
449	4:31	59.8	Y
450	4:32	59.2	Y
451	4:33	59.3	Y
452	4:34	61.1	Y
453	4:35	59.0	Y
454	4:36	59.2	Y
455	4:37	60.0	Y
456	4:38	60.4	Y
457	4:39	59.9	Y
458	4:40	59.6	Y
459	4:41	60.8	Y
460	4:42	59.4	Y
461	4:43	59.8	Y
462	4:44	59.4	Y
463	4:45	59.4	Y
464	4:46	59.7	Y
465	4:47	60.6	Y
466	4:48	59.6	Y
467	4:49	59.2	Y
468	4:50	58.1	Y
469	4:51	59.7	Y
470	4:52	60.8	Y
471	4:53	60.0	Y
472	4:54	59.0	Y
473	4:55	59.1	Y
474	4:56	59.2	Y
475	4:57	60.4	Y
476	4:58	57.2	Y

477	4:59	59.1	Y
478	5:00	58.3	Y
479	5:01	58.4	Y
480	5:02	59.5	Y
481	5:03	58.6	Y
482	5:04	59.8	Y
483	5:05	61.3	Y
484	5:06	59.6	Y
485	5:07	59.2	Y
486	5:08	59.4	Y
487	5:09	59.7	Y
488	5:10	59.8	Y
489	5:11	58.8	Y
490	5:12	60.5	Y
491	5:13	60.3	Y
492	5:14	59.8	Y
493	5:15	59.1	Y
494	5:16	59.7	Y
495	5:17	60.4	Y
496	5:18	60.0	Y
497	5:19	60.7	Y
498	5:20	60.6	Y
499	5:21	60.8	Y
500	5:22	61.4	Y
501	5:23	62.4	Y
502	5:24	60.8	Y
503	5:25	61.8	Y
504	5:26	61.5	Y
505	5:27	60.3	Y
506	5:28	61.5	Y
507	5:29	63.1	Y
508	5:30	62.1	Y
509	5:31	61.9	Y
510	5:32	63.6	Y
511	5:33	65.4	Y
512	5:34	62.1	Y
513	5:35	61.1	Y
514	5:36	61.6	Y
515	5:37	62.3	Y
516	5:38	62.9	Y
517	5:39	62.9	Y
518	5:40	61.5	Y
519	5:41	61.5	Y
520	5:42	62.4	Y

521	5:43	62.3	Y
522	5:44	62.3	Y
523	5:45	61.9	Y
524	5:46	61.5	Y
525	5:47	61.8	Y
526	5:48	62.3	Y
527	5:49	62.0	Y
528	5:50	62.4	Y
529	5:51	62.8	Y
530	5:52	61.1	Y
531	5:53	61.3	Y
532	5:54	60.2	Y
533	5:55	61.4	Y
534	5:56	60.8	Y
535	5:57	60.6	Y
536	5:58	61.5	Y
537	5:59	60.5	Y
538	6:00	60.6	Y
539	6:01	61.0	Y
540	6:02	60.3	Y
541	6:03	60.4	Y
542	6:04	59.6	Y
543	6:05	60.3	Y
544	6:06	66.8	Y
545	6:07	59.7	Y
546	6:08	60.1	Y
547	6:09	60.4	Y
548	6:10	59.5	Y
549	6:11	59.5	Y
550	6:12	60.1	Y
551	6:13	60.1	Y
552	6:14	61.0	Y
553	6:15	60.9	Y
554	6:16	61.3	Y
555	6:17	59.6	Y
556	6:18	61.1	Y
557	6:19	59.9	Y
558	6:20	61.5	Y
559	6:21	59.7	Y
560	6:22	60.5	Y
561	6:23	60.6	Y
562	6:24	61.4	Y
563	6:25	61.0	Y
564	6:26	60.7	Y

565	6:27	60.5	Y	
566	6:28	60.8	Y	
567	6:29	60.5	Y	
568	6:30	61.2	Y	
569	6:31	61.4	Y	
570	6:32	60.9	Y	
571	6:33	61.8	Y	
572	6:34	61.7	Y	
573	6:35	61.6	Y	
574	6:36	61.5	Y	
575	6:37	61.4	Y	
576	6:38	61.5	Y	
577	6:39	61.7	Y	
578	6:40	62.7	Y	
579	6:41	62.3	Y	
580	6:42	61.9	Y	
581	6:43	61.6	Y	
582	6:44	61.5	Y	
583	6:45	61.2	Y	
584	6:46	62.8	Y	
585	6:47	62.5	Y	
586	6:48	62.1	Y	
587	6:49	62.1	Y	
588	6:50	61.8	Y	
589	6:51	60.6	Y	
590	6:52	61.9	Y	
591	6:53	63.1	N	Birds chirping
592	6:54	61.3	Y	
593	6:55	62.0	Y	
594	6:56	62.0	Y	
595	6:57	61.5	Y	
596	6:58	63.9	Y	
597	6:59	60.8	Y	
598	7:00	59.9	Y	
599	7:01	62.1	Y	
600	7:02	60.7	Y	
601	7:03	61.5	Y	
602	7:04	60.8	Y	
603	7:05	62.3	Y	
604	7:06	63.4	Y	
605	7:07	61.3	Y	
606	7:08	60.6	Y	
607	7:09	60.8	Y	
608	7:10	61.5	Y	

609	7:11	62.0	Y
610	7:12	61.1	Y
611	7:13	62.7	Y
612	7:14	61.5	Y
613	7:15	61.3	Y
614	7:16	62.5	Y
615	7:17	61.1	Y
616	7:18	61.9	Y
617	7:19	62.1	Y
618	7:20	61.9	Y
619	7:21	61.6	Y
620	7:22	61.5	Y
621	7:23	61.6	Y
622	7:24	62.5	Y
623	7:25	61.9	Y
624	7:26	60.4	Y
625	7:27	61.2	Y
626	7:28	61.2	Y
627	7:29	62.4	Y
628	7:30	61.3	Y
629	7:31	61.6	Y
630	7:32	61.7	Y
631	7:33	60.5	Y
632	7:34	60.8	Y
633	7:35	61.8	Y
634	7:36	62.4	Y
635	7:37	61.0	Y
636	7:38	60.2	Y
637	7:39	61.5	Y
638	7:40	61.3	Y
639	7:41	60.9	Y
640	7:42	60.1	Y
641	7:43	60.9	Y
642	7:44	61.3	Y
643	7:45	61.0	Y
644	7:46	60.8	Y
645	7:47	61.4	Y
646	7:48	60.6	Y
647	7:49	60.9	Y
648	7:50	60.3	Y
649	7:51	61.5	Y
650	7:52	60.3	Y
651	7:53	60.2	Y
652	7:54	60.9	Y

653	7:55	62.0	N	Car door
654	7:56	60.6	Y	
655	7:57	59.9	Y	
656	7:58	59.6	Y	
657	7:59	59.3	Y	
658	8:00	61.9	Y	
659	8:01	60.2	Y	
660	8:02	58.9	Y	
661	8:03	61.1	Y	
662	8:04	61.4	Y	
663	8:05	62.5	Y	
664	8:06	60.5	Y	
665	8:07	59.4	Y	
666	8:08	59.6	Y	
667	8:09	62.0	Y	
668	8:10	62.2	Y	
669	8:11	60.3	Y	
670	8:12	59.2	Y	
671	8:13	63.4	Y	
672	8:14	59.7	Y	
673	8:15	59.0	Y	
674	8:16	59.1	Y	
675	8:17	70.0	Y	
676	8:18	58.6	Y	
677	8:19	59.7	Y	
678	8:20	59.2	Y	
679	8:21	60.3	Y	
680	8:22	59.0	Y	
681	8:23	60.3	Y	
682	8:24	59.1	Y	
683	8:25	59.0	Y	
684	8:26	59.9	Y	
685	8:27	58.6	Y	
686	8:28	58.1	Y	
687	8:29	58.4	Y	
688	8:30	59.5	Y	
689	8:31	58.8	Y	
690	8:32	61.2	Y	
691	8:33	59.8	Y	
692	8:34	58.9	Y	
693	8:35	59.0	Y	
694	8:36	58.6	Y	
695	8:37	59.3	Y	
696	8:38	60.5	Y	

697	8:39	60.9	Y
698	8:40	60.5	Y
699	8:41	60.4	Y
700	8:42	60.1	Y
701	8:43	60.4	Y
702	8:44	60.2	Y
703	8:45	59.2	Y
704	8:46	60.1	Y
705	8:47	60.6	Y
706	8:48	60.4	Y
707	8:49	61.1	Y
708	8:50	61.1	Y
709	8:51	60.4	Y
710	8:52	60.1	Y
711	8:53	61.1	Y
712	8:54	60.4	Y
713	8:55	62.2	Y
714	8:56	60.6	Y
715	8:57	62.1	Y
716	8:58	59.7	Y
717	8:59	61.5	Y
718	9:00	60.8	Y
719	9:01	60.0	Y
720	9:02	60.8	Y
721	9:03	60.4	Y
722	9:04	58.9	Y
723	9:05	60.2	Y
724	9:06	60.5	Y
725	9:07	60.5	Y
726	9:08	60.8	Y
727	9:09	60.0	Y
728	9:10	59.8	Y
729	9:11	60.6	Y
730	9:12	60.4	Y
731	9:13	63.3	Y
732	9:14	60.5	Y
733	9:15	61.1	Y
734	9:16	60.4	Y
735	9:17	60.6	Y
736	9:18	60.9	Y
737	9:19	60.8	Y
738	9:20	60.3	Y
739	9:21	60.6	Y
740	9:22	60.3	Y

741	9:23	60.4	Y
742	9:24	60.6	Y
743	9:25	60.6	Y
744	9:26	61.5	Y
745	9:27	61.8	Y
746	9:28	61.7	Y
747	9:29	63.2	Y
748	9:30	61.4	Y
749	9:31	61.9	Y
750	9:32	60.8	Y
751	9:33	59.9	Y
752	9:34	60.6	Y
753	9:35	61.8	Y
754	9:36	61.5	Y
755	9:37	61.5	Y
756	9:38	62.5	Y
757	9:39	61.7	Y
758	9:40	62.3	Y
759	9:41	61.4	Y
760	9:42	60.9	Y
761	9:43	60.6	Y
762	9:44	60.7	Y
763	9:45	61.7	Y
764	9:46	62.1	Y
765	9:47	62.1	Y
766	9:48	61.8	Y
767	9:49	62.3	Y
768	9:50	62.1	Y
769	9:51	61.2	Y
770	9:52	61.9	Y
771	9:53	60.5	Y
772	9:54	62.7	Y
773	9:55	60.9	Y
774	9:56	61.1	Y
775	9:57	63.0	Y
776	9:58	65.0	Y
777	9:59	62.2	Y
778	10:00	62.9	Y
779	10:01	63.7	Y
780	10:02	62.0	Y
781	10:03	61.7	Y
782	10:04	62.1	Y
783	10:05	62.7	Y
784	10:06	62.8	Y

785	10:07	61.5	Y
786	10:08	62.4	Y
787	10:09	63.3	Y
788	10:10	62.1	Y
789	10:11	62.2	Y
790	10:12	62.1	Y
791	10:13	61.9	Y
792	10:14	61.9	Y
793	10:15	61.4	Y
794	10:16	62.4	Y
795	10:17	62.3	Y
796	10:18	62.2	Y
797	10:19	62.3	Y
798	10:20	62.1	Y
799	10:21	62.4	Y
800	10:22	62.9	Y
801	10:23	63.3	Y
802	10:24	63.0	Y
803	10:25	62.6	Y
804	10:26	62.2	Y
805	10:27	62.1	Y
806	10:28	62.0	Y
807	10:29	62.0	Y
808	10:30	62.9	Y
809	10:31	62.8	Y
810	10:32	63.2	Y
811	10:33	62.3	Y
812	10:34	61.7	Y
813	10:35	64.2	Y
814	10:36	62.4	Y
815	10:37	62.3	Y
816	10:38	62.6	Y
817	10:39	62.4	Y
818	10:40	62.1	Y
819	10:41	64.0	Y
820	10:42	63.0	Y
821	10:43	63.0	Y
822	10:44	64.1	Y
823	10:45	65.0	Y
824	10:46	62.9	Y
825	10:47	63.5	Y
826	10:48	65.2	Y
827	10:49	62.4	Y
828	10:50	61.1	Y

829	10:51	63.3	Y
830	10:52	62.3	Y
831	10:53	63.0	Y
832	10:54	61.6	Y
833	10:55	61.7	Y
834	10:56	62.2	Y
835	10:57	63.1	Y
836	10:58	61.5	Y
837	10:59	63.0	Y
838	11:00	62.6	Y
839	11:01	62.5	Y
840	11:02	63.3	Y
841	11:03	62.3	Y
842	11:04	63.5	Y
843	11:05	63.2	Y
844	11:06	63.3	Y
845	11:07	62.2	Y
846	11:08	63.0	Y
847	11:09	62.8	Y
848	11:10	63.1	Y
849	11:11	62.9	Y
850	11:12	63.3	Y
851	11:13	65.7	Y
852	11:14	65.5	Y
853	11:15	61.8	Y
854	11:16	62.0	Y
855	11:17	63.1	Y
856	11:18	63.1	Y
857	11:19	61.7	Y
858	11:20	61.6	Y
859	11:21	61.8	Y
860	11:22	61.3	Y
861	11:23	60.8	Y
862	11:24	60.0	Y
863	11:25	61.6	Y
864	11:26	60.3	Y
865	11:27	60.7	Y
866	11:28	60.5	Y
867	11:29	61.0	Y
868	11:30	60.1	Y
869	11:31	60.5	Y
870	11:32	60.8	Y
871	11:33	62.0	Y
872	11:34	60.7	Y

873	11:35	63.4	Y
874	11:36	63.5	Y
875	11:37	61.3	Y
876	11:38	60.9	Y
877	11:39	61.1	Y
878	11:40	62.1	Y
879	11:41	62.1	Y
880	11:42	61.0	Y
881	11:43	61.9	Y
882	11:44	65.8	Y
883	11:45	60.6	Y
884	11:46	61.3	Y
885	11:47	61.7	Y
886	11:48	61.1	Y
887	11:49	60.6	Y
888	11:50	62.0	Y
889	11:51	61.3	Y
890	11:52	62.7	Y
891	11:53	61.0	Y
892	11:54	62.0	Y
893	11:55	62.2	Y
894	11:56	59.5	Y
895	11:57	64.0	Y
896	11:58	61.0	Y
897	11:59	61.4	Y
898	12:00	61.8	Y
899	12:01	60.7	Y
900	12:02	60.7	Y
901	12:03	60.7	Y
902	12:04	60.9	Y
903	12:05	62.2	Y
904	12:06	60.3	Y
905	12:07	61.9	Y
906	12:08	61.1	Y
907	12:09	61.3	Y
908	12:10	61.1	Y
909	12:11	62.6	Y
910	12:12	62.1	Y
911	12:13	64.9	Y
912	12:14	61.7	Y
913	12:15	61.5	Y
914	12:16	62.6	Y
915	12:17	62.8	Y
916	12:18	62.1	Y

917	12:19	62.4	Y
918	12:20	62.6	Y
919	12:21	63.0	Y
920	12:22	62.0	Y
921	12:23	62.3	Y
922	12:24	62.9	Y
923	12:25	62.0	Y
924	12:26	63.4	Y
925	12:27	62.1	Y
926	12:28	61.9	Y
927	12:29	62.8	Y
928	12:30	63.2	Y
929	12:31	63.1	Y
930	12:32	62.2	Y
931	12:33	61.7	Y
932	12:34	62.0	Y
933	12:35	62.4	Y
934	12:36	62.1	Y
935	12:37	62.7	Y
936	12:38	62.8	Y
937	12:39	62.0	Y
938	12:40	62.0	Y
939	12:41	60.3	Y
940	12:42	61.2	Y
941	12:43	61.0	Y
942	12:44	61.2	Y
943	12:45	62.0	Y
944	12:46	62.2	Y
945	12:47	63.4	Y
946	12:48	63.4	Y
947	12:49	62.6	Y
948	12:50	62.4	Y
949	12:51	63.8	Y
950	12:52	61.6	Y
951	12:53	61.9	Y
952	12:54	61.7	Y
953	12:55	61.6	Y
954	12:56	61.6	Y
955	12:57	62.1	Y
956	12:58	61.2	Y
957	12:59	62.9	Y
958	13:00	62.1	Y
959	13:01	61.5	Y
960	13:02	61.6	Y

961	13:03	61.8	Y
962	13:04	62.1	Y
963	13:05	60.7	Y
964	13:06	61.8	Y
965	13:07	60.6	Y
966	13:08	60.5	Y
967	13:09	63.2	Y
968	13:10	61.7	Y
969	13:11	62.0	Y
970	13:12	60.2	Y
971	13:13	60.6	Y
972	13:14	59.9	Y
973	13:15	59.8	Y
974	13:16	60.3	Y
975	13:17	61.9	Y
976	13:18	61.6	Y
977	13:19	63.1	Y
978	13:20	61.7	Y
979	13:21	61.1	Y
980	13:22	61.6	Y
981	13:23	62.2	Y
982	13:24	62.6	Y
983	13:25	61.9	Y
984	13:26	62.1	Y
985	13:27	60.8	Y
986	13:28	62.8	Y
987	13:29	63.9	Y
988	13:30	62.6	Y
989	13:31	63.5	Y
990	13:32	60.9	Y
991	13:33	63.1	Y
992	13:34	62.8	Y
993	13:35	63.2	Y
994	13:36	62.3	Y
995	13:37	63.7	Y
996	13:38	62.4	Y
997	13:39	61.4	Y
998	13:40	61.9	Y
999	13:41	60.4	Y
1000	13:42	64.0	Y
1001	13:43	64.5	Y
1002	13:44	63.5	Y
1003	13:45	61.5	Y
1004	13:46	61.9	Y

1005	13:47	62.9	Y
1006	13:48	62.7	Y
1007	13:49	61.3	Y
1008	13:50	59.8	Y
1009	13:51	61.1	Y
1010	13:52	61.9	Y
1011	13:53	61.7	Y
1012	13:54	61.6	Y
1013	13:55	60.7	Y
1014	13:56	63.1	Y
1015	13:57	62.4	Y
1016	13:58	61.1	Y
1017	13:59	63.9	Y
1018	14:00	62.0	Y
1019	14:01	63.8	Y
1020	14:02	64.2	Y
1021	14:03	64.9	Y
1022	14:04	63.2	Y
1023	14:05	63.3	Y
1024	14:06	62.5	Y
1025	14:07	61.1	Y
1026	14:08	62.4	Y
1027	14:09	64.3	Y
1028	14:10	63.6	Y
1029	14:11	62.7	Y
1030	14:12	63.1	Y
1031	14:13	63.8	Y
1032	14:14	67.2	Y
1033	14:15	62.9	Y
1034	14:16	60.1	Y
1035	14:17	59.8	Y
1036	14:18	63.5	Y
1037	14:19	64.3	Y
1038	14:20	62.8	Y
1039	14:21	60.4	Y
1040	14:22	61.9	Y
1041	14:23	62.0	Y
1042	14:24	61.2	Y
1043	14:25	61.3	Y
1044	14:26	61.4	Y
1045	14:27	61.9	Y
1046	14:28	61.2	Y
1047	14:29	62.9	Y
1048	14:30	62.3	Y

1049	14:31	62.5	Y	
1050	14:32	62.0	Y	
1051	14:33	62.0	Y	
1052	14:34	62.8	Y	
1053	14:35	62.8	Y	
1054	14:36	61.3	Y	
1055	14:37	62.7	Y	
1056	14:38	62.5	Y	
1057	14:39	66.8	Y	
1058	14:40	61.9	Y	
1059	14:41	62.3	Y	
1060	14:42	61.5	Y	
1061	14:43	61.1	Y	
1062	14:44	62.0	Y	
1063	14:45	61.5	Y	
1064	14:46	61.8	Y	
1065	14:47	61.6	Y	
1066	14:48	62.9	Y	
1067	14:49	61.4	N	Car door
1068	14:50	63.0	Y	
1069	14:51	62.1	Y	
1070	14:52	61.0	Y	
1071	14:53	60.0	Y	
1072	14:54	61.3	Y	
1073	14:55	59.7	Y	
1074	14:56	61.4	Y	
1075	14:57	60.5	Y	
1076	14:58	61.9	Y	
1077	14:59	61.3	Y	
1078	15:00	61.4	Y	
1079	15:01	60.7	Y	
1080	15:02	64.5	N	Car door
1081	15:03	61.6	Y	
1082	15:04	61.0	Y	
1083	15:05	62.6	Y	
1084	15:06	60.4	Y	
1085	15:07	60.7	Y	
1086	15:08	62.4	Y	
1087	15:09	60.3	Y	
1088	15:10	60.3	Y	
1089	15:11	60.6	Y	
1090	15:12	60.4	Y	
1091	15:13	62.9	Y	
1092	15:14	61.2	Y	

1093	15:15	60.8	Y	
1094	15:16	60.3	Y	
1095	15:17	60.6	Y	
1096	15:18	61.8	Y	
1097	15:19	60.1	Y	
1098	15:20	60.3	Y	
1099	15:21	60.8	Y	
1100	15:22	59.8	Y	
1101	15:23	58.4	Y	
1102	15:24	59.7	Y	
1103	15:25	60.5	Y	
1104	15:26	60.5	Y	
1105	15:27	63.0	N	Car door
1106	15:28	59.7	Y	
1107	15:29	60.5	Y	
1108	15:30	60.4	Y	
1109	15:31	60.7	Y	
1110	15:32	60.5	Y	
1111	15:33	59.5	Y	
1112	15:34	61.7	N	Siren
1113	15:35	59.0	Y	
1114	15:36	60.0	Y	
1115	15:37	58.5	Y	
1116	15:38	59.1	Y	
1117	15:39	59.8	Y	
1118	15:40	60.3	Y	
1119	15:41	59.2	Y	
1120	15:42	58.7	Y	
1121	15:43	58.1	Y	
1122	15:44	59.5	Y	
1123	15:45	58.3	Y	
1124	15:46	58.3	Y	
1125	15:47	58.8	Y	
1126	15:48	57.7	Y	
1127	15:49	58.0	Y	
1128	15:50	58.0	Y	
1129	15:51	58.5	Y	
1130	15:52	58.5	Y	
1131	15:53	57.9	Y	
1132	15:54	56.9	Y	
1133	15:55	59.7	Y	
1134	15:56	59.7	Y	
1135	15:57	59.2	Y	
1136	15:58	59.6	Y	

1137	15:59	56.2	Y	
1138	16:00	57.7	Y	
1139	16:01	58.4	Y	
1140	16:02	60.3	Y	
1141	16:03	60.0	N	Siren
1142	16:04	60.0	Y	
1143	16:05	57.9	Y	
1144	16:06	58.2	Y	
1145	16:07	57.3	Y	
1146	16:08	59.7	Y	
1147	16:09	60.1	Y	
1148	16:10	61.4	Y	
1149	16:11	62.9	Y	
1150	16:12	61.1	Y	
1151	16:13	64.5	Y	
1152	16:14	61.7	Y	
1153	16:15	60.6	Y	
1154	16:16	60.8	Y	
1155	16:17	61.8	Y	
1156	16:18	60.4	Y	
1157	16:19	61.5	Y	
1158	16:20	60.7	Y	
1159	16:21	61.5	Y	
1160	16:22	60.5	Y	
1161	16:23	59.8	Y	
1162	16:24	59.8	Y	
1163	16:25	60.9	Y	
1164	16:26	59.9	Y	
1165	16:27	60.6	Y	
1166	16:28	61.7	Y	
1167	16:29	60.2	Y	
1168	16:30	62.4	Y	
1169	16:31	59.8	Y	
1170	16:32	60.1	Y	
1171	16:33	59.6	Y	
1172	16:34	59.9	Y	
1173	16:35	59.3	Y	
1174	16:36	57.8	Y	
1175	16:37	59.7	Y	
1176	16:38	59.2	Y	
1177	16:39	57.1	Y	
1178	16:40	64.2	Y	
1179	16:41	58.2	Y	
1180	16:42	57.4	Y	

1181	16:43	57.7	Y	
1182	16:44	59.5	Y	
1183	16:45	58.2	Y	
1184	16:46	59.6	Y	
1185	16:47	57.5	Y	
1186	16:48	57.7	Y	
1187	16:49	58.2	Y	
1188	16:50	57.8	Y	
1189	16:51	61.9	Y	
1190	16:52	58.8	Y	
1191	16:53	58.8	Y	
1192	16:54	59.0	Y	
1193	16:55	59.7	Y	
1194	16:56	59.0	Y	
1195	16:57	59.8	Y	
1196	16:58	59.0	Y	
1197	16:59	59.9	Y	
1198	17:00	60.3	Y	
1199	17:01	60.0	Y	
1200	17:02	58.9	Y	
1201	17:03	60.8	Y	
1202	17:04	61.8	Y	
1203	17:05	60.9	Y	
1204	17:06	60.7	Y	
1205	17:07	60.1	Y	
1206	17:08	70.3	Y	
1207	17:09	65.2	N	Car door
1208	17:10	62.0	Y	
1209	17:11	59.7	Y	
1210	17:12	62.4	Y	
1211	17:13	63.5	Y	
1212	17:14	62.0	Y	
1213	17:15	61.0	Y	
1214	17:16	61.5	Y	
1215	17:17	59.5	Y	
1216	17:18	61.4	Y	
1217	17:19	61.5	Y	
1218	17:20	63.4	Y	
1219	17:21	62.5	Y	
1220	17:22	63.8	Y	
1221	17:23	63.1	Y	
1222	17:24	64.1	Y	
1223	17:25	63.6	Y	
1224	17:26	63.4	Y	

1225	17:27	63.3	Y
1226	17:28	62.3	Y
1227	17:29	61.2	Y
1228	17:30	60.7	Y
1229	17:31	60.3	Y
1230	17:32	59.8	Y
1231	17:33	60.6	Y
1232	17:34	61.8	Y
1233	17:35	60.5	Y
1234	17:36	61.2	Y
1235	17:37	59.1	Y
1236	17:38	59.1	Y
1237	17:39	60.3	Y
1238	17:40	59.7	Y
1239	17:41	60.0	Y
1240	17:42	59.1	Y
1241	17:43	58.7	Y
1242	17:44	57.9	Y
1243	17:45	58.6	Y
1244	17:46	56.1	Y
1245	17:47	57.9	Y
1246	17:48	59.8	Y
1247	17:49	58.6	Y
1248	17:50	59.5	Y
1249	17:51	60.4	Y
1250	17:52	60.1	Y
1251	17:53	58.4	Y
1252	17:54	58.1	Y
1253	17:55	58.0	Y
1254	17:56	59.9	Y
1255	17:57	62.4	Y
1256	17:58	60.6	Y
1257	17:59	60.1	Y
1258	18:00	63.2	Y
1259	18:01	60.7	Y
1260	18:02	60.0	Y
1261	18:03	59.4	Y
1262	18:04	57.0	Y
1263	18:05	57.2	Y
1264	18:06	57.3	Y
1265	18:07	59.0	Y
1266	18:08	57.9	Y
1267	18:09	57.0	Y
1268	18:10	58.4	Y

1269	18:11	57.6	Y
1270	18:12	59.1	Y
1271	18:13	60.3	Y
1272	18:14	60.8	Y
1273	18:15	59.0	Y
1274	18:16	59.7	Y
1275	18:17	59.4	Y
1276	18:18	59.6	Y
1277	18:19	60.2	Y
1278	18:20	60.4	Y
1279	18:21	60.0	Y
1280	18:22	59.9	Y
1281	18:23	59.5	Y
1282	18:24	60.4	Y
1283	18:25	61.1	Y
1284	18:26	60.4	Y
1285	18:27	59.8	Y
1286	18:28	60.7	Y
1287	18:29	61.4	Y
1288	18:30	60.5	Y
1289	18:31	60.4	Y
1290	18:32	61.2	Y
1291	18:33	59.0	Y
1292	18:34	59.9	Y
1293	18:35	59.4	Y
1294	18:36	61.4	Y
1295	18:37	60.5	Y
1296	18:38	59.7	Y
1297	18:39	58.4	Y
1298	18:40	58.6	Y
1299	18:41	60.7	Y
1300	18:42	58.8	Y
1301	18:43	60.1	Y
1302	18:44	59.4	Y
1303	18:45	60.3	Y
1304	18:46	60.2	Y
1305	18:47	61.6	Y
1306	18:48	60.1	Y
1307	18:49	61.1	Y
1308	18:50	60.4	Y
1309	18:51	61.0	Y
1310	18:52	60.8	Y
1311	18:53	60.1	Y
1312	18:54	60.2	Y

1313	18:55	62.1	Y
1314	18:56	60.1	Y
1315	18:57	60.7	Y
1316	18:58	61.7	Y
1317	18:59	61.7	Y
1318	19:00	61.6	Y
1319	19:01	61.2	Y
1320	19:02	60.2	Y
1321	19:03	60.6	Y
1322	19:04	61.5	Y
1323	19:05	61.8	Y
1324	19:06	61.7	Y
1325	19:07	60.6	Y
1326	19:08	61.3	Y
1327	19:09	63.1	Y
1328	19:10	61.0	Y
1329	19:11	60.6	Y
1330	19:12	61.2	Y
1331	19:13	62.4	Y
1332	19:14	61.7	Y
1333	19:15	62.2	Y
1334	19:16	64.1	Y
1335	19:17	61.5	Y
1336	19:18	61.2	Y
1337	19:19	62.5	Y
1338	19:20	65.2	Y
1339	19:21	60.6	Y
1340	19:22	61.6	Y
1341	19:23	61.4	Y
1342	19:24	70.8	Y
1343	19:25	61.4	Y
1344	19:26	59.2	Y
1345	19:27	59.2	Y
1346	19:28	60.3	Y
1347	19:29	57.9	Y
1348	19:30	59.8	Y
1349	19:31	59.9	Y
1350	19:32	59.4	Y
1351	19:33	58.8	Y
1352	19:34	58.1	Y
1353	19:35	57.9	Y
1354	19:36	58.4	Y
1355	19:37	59.7	Y
1356	19:38	59.1	Y

1357	19:39	62.5	Y
1358	19:40	59.0	Y
1359	19:41	58.8	Y
1360	19:42	60.7	Y
1361	19:43	59.7	Y
1362	19:44	58.1	Y
1363	19:45	57.8	Y
1364	19:46	58.3	Y
1365	19:47	59.7	Y
1366	19:48	59.6	Y
1367	19:49	58.7	Y
1368	19:50	59.8	Y
1369	19:51	58.9	Y
1370	19:52	59.3	Y
1371	19:53	58.4	Y
1372	19:54	58.1	Y
1373	19:55	59.2	Y
1374	19:56	59.5	Y
1375	19:57	60.6	Y
1376	19:58	60.1	Y
1377	19:59	60.6	Y
1378	20:00	61.2	Y
1379	20:01	62.4	Y
1380	20:02	60.6	Y
1381	20:03	60.2	Y
1382	20:04	59.6	Y
1383	20:05	60.0	Y
1384	20:06	60.2	Y
1385	20:07	65.6	Y
1386	20:08	59.9	Y
1387	20:09	60.5	Y
1388	20:10	62.6	Y
1389	20:11	60.4	Y
1390	20:12	60.4	Y
1391	20:13	60.4	Y
1392	20:14	60.4	Y
1393	20:15	60.2	Y
1394	20:16	61.3	Y
1395	20:17	60.5	Y
1396	20:18	60.0	Y
1397	20:19	62.3	Y
1398	20:20	59.8	Y
1399	20:21	60.5	Y
1400	20:22	59.8	Y

	1401	20:23	59.5	Y	
	1402	20:24	60.2	Y	
	1403	20:25	61.2	Y	
	1404	20:26	59.3	Y	
	1405	20:27	59.5	Y	
	1406	20:28	60.0	N	Car door
	1407	20:29	60.1	Y	
	1408	20:30	58.8	Y	
	1409	20:31	60.3	Y	
	1410	20:32	60.6	Y	
	1411	20:33	60.7	Y	
	1412	20:34	60.6	Y	
	1413	20:35	60.8	Y	
	1414	20:36	59.8	Y	
	1415	20:37	60.5	Y	
	1416	20:38	59.3	Y	
	1417	20:39	59.8	Y	
	1418	20:40	59.8	Y	
	1419	20:41	60.5	Y	
	1420	20:42	62.1	Y	
	1421	20:43	60.8	Y	
	1422	20:44	59.0	Y	
	1423	20:45	59.5	Y	
	1424	20:46	61.0	Y	
	1425	20:47	58.7	Y	
	1426	20:48	59.7	Y	
	1427	20:49	59.0	Y	
	1428	20:50	59.9	Y	
	1429	20:51	59.5	N	Car door
	1430	20:52	59.7	Y	
	1431	20:53	59.1	N	Train horn
	1432	20:54	59.0	Y	
	1433	20:55	58.6	Y	
	1434	20:56	59.8	Y	
	1435	20:57	62.8	Y	
	1436	20:58	59.2	Y	
	1437	20:59	60.0	Y	
	1438	21:00	60.0	Y	
	1439	21:01	59.9	Y	
	1440	21:02	59.9	Y	
	1441	21:03	59.6	Y	
Peak		12:15-13:15	62.9		



Date: 4/18/24.

Photographer: GK/HA.

1	**Location / Orientation**	821 Murfreesboro Pike (36.13389°, -86.72556°) facing west
	Remarks	MP-81



Date: 4/18/24.

Photographer: GK/HA.

2	**Location / Orientation**	821 Murfreesboro Pike (36.13389°, -86.72556°) facing south
	Remarks	MP-81

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-81 Meter Serial Number: 3756073

Date: 4-18-24 Personnel: HRA & GNR

Run Number: ~~01~~ 022

Timer Start: 1000 Timer End: 1019

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 79.2°F Time Assessed: 1000

Wind Speed 2.0 mph Time Assessed: 1000

Wind Direction ~~NW~~ NE Time Assessed: 1000

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 81.6 Time Assessed: 1019

Wind Speed 5.1 mph Time Assessed: 1019

Wind Direction ~~NW~~ NE Time Assessed: 1019

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	0958	1020
Calibration Level	114	114✓

RESULTS FROM METER

LAeq: 55.6 Time: 1019

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-24	
Address/Location	821 Murfreesboro Pike (MP-81)	
Land Use	E	
Analyst Name	HRA + GNH	
Meteorological Conditions		
Temperature(s)	79.2°F	end: 81.6°F
Wind Speed(s)	2.0mph	end: 5.1mph
Wind Direction(s)	~~NW~~ NE	end: NE
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	0958	1020
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1000	start BG: birds, interstate
2	1001	man came up to us & scared us
3	1002	
4	1003	
5	1004	birds
6	1005	birds
7	1006	
8	1007	
9	1008	
10	1009	dog
11	100	
12	1011	
13	1012	
14	1013	
15	1014	
16	1015	
17	1016	
18	1017	
19	1018	
20	1019	end test
21		
22		
23		
24		
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26		
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28		
29		
30		

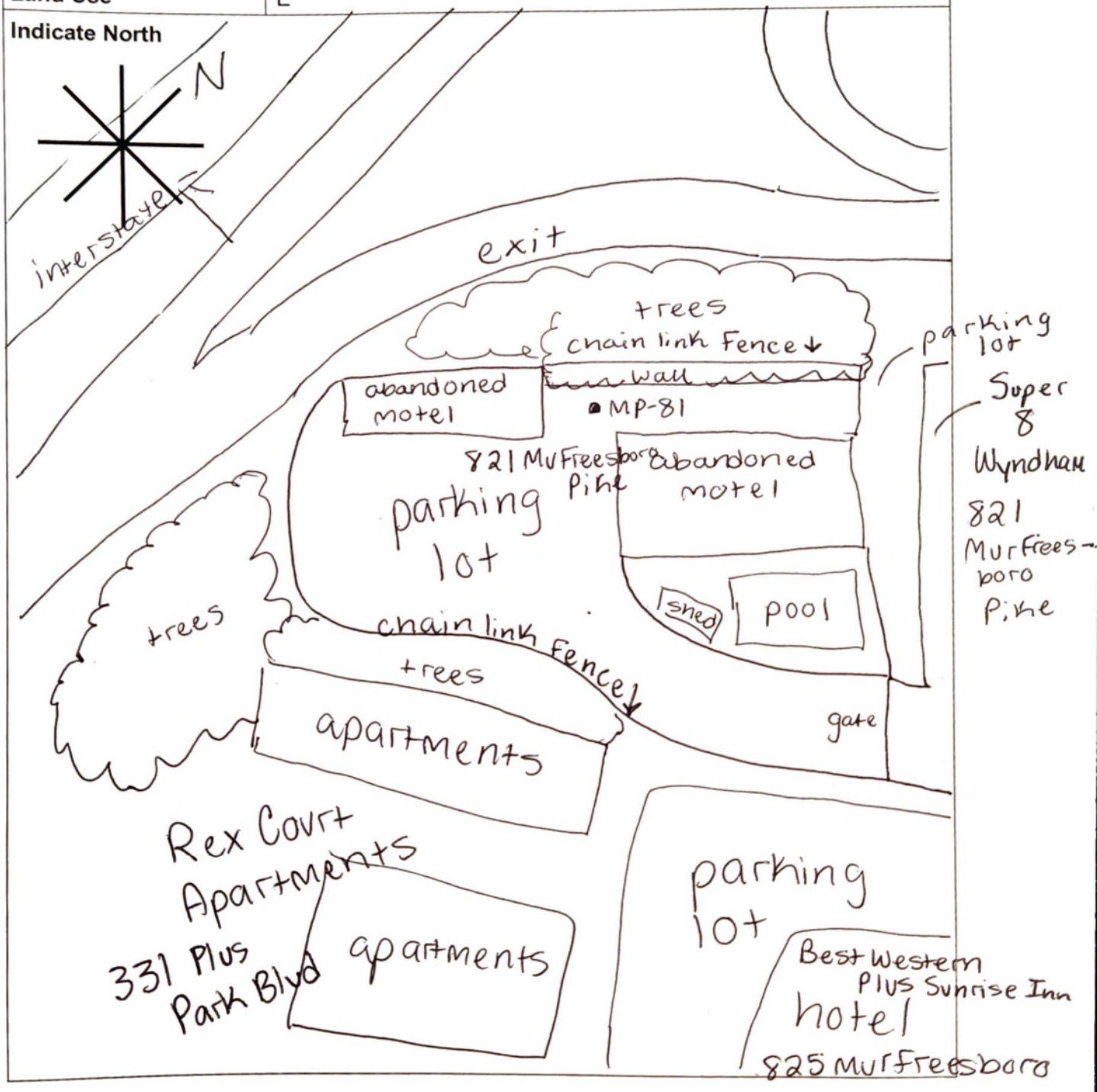
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-24
Address	821 Murfreesboro Pike (MP-81)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-81

Date: 4/18/2024
Site: 821 Murfreesboro Pike
Description: Motel

Period #	Time Start	Leq (dBA)	Included?	Note
1	10:00	57.2	Y	
2	10:01	55.8	N	Noise from resident
3	10:02	54.3	Y	
4	10:03	54.2	Y	
5	10:04	54.9	Y	
6	10:05	54.8	Y	
7	10:06	54.0	Y	
8	10:07	55.8	Y	
9	10:08	53.8	Y	
10	10:09	56.1	N	Barking dog
11	10:10	57.2	Y	
12	10:11	54.7	Y	
13	10:12	55.1	Y	
14	10:13	55.6	Y	
15	10:14	55.2	Y	
16	10:15	56.1	Y	
17	10:16	56.4	Y	
18	10:17	56.2	Y	
19	10:18	55.9	Y	
20	10:19	61.6	Y	
Total		56.3		



Date: 4/18/24.

Photographer: GK/HA.

1	**Location / Orientation**	714 Spence Lane (36.13721°, -86.72530°) facing west
	Remarks	MP-82



Date: 4/18/24.

Photographer: GK/HA.

2	**Location / Orientation**	714 Spence Lane (36.13721°, -86.72530°) facing south
	Remarks	MP-82

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-82 Meter Serial Number: 3756073

Date: 4-18-24 Personnel: HRA & GNK

Run Number: 023

Timer Start: 1038 Timer End: 1056

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	79.9°F	Time Assessed:	1038
Wind Speed	4.5mph	Time Assessed:	1038
Wind Direction	W	Time Assessed:	1038

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	82.3°F	Time Assessed:	1056
Wind Speed	4.9mph	Time Assessed:	1056
Wind Direction	E	Time Assessed:	1056

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1035	1057
Calibration Level	114 ✓	114

RESULTS FROM METER

LAeq: 65.0 Time: 1056

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-24	
Address/Location	714 Spence Ln (MP-82)	
Land Use	E	
Analyst Name	HRA & BNK	
Meteorological Conditions		
Temperature(s)	start: 79.9°F	end: 82.3°F
Wind Speed(s)	start: 4.5mph	end: 4.9mph
Wind Direction(s)	start: W	end: E
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1035	1057
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1038	start test; siren From ambulance
2	1039	siren
3	1040	
4	1041	jet brakes
5	1042	
6	1043	
7	1044	
8	1045	
9	1046	
10	1047	
11	1048	
12	1049	
13	1050	
14	1051	
15	1052	
16	1053	
17	1054	
18	1055	
19	1056	end test
20		
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28		
29		
30		

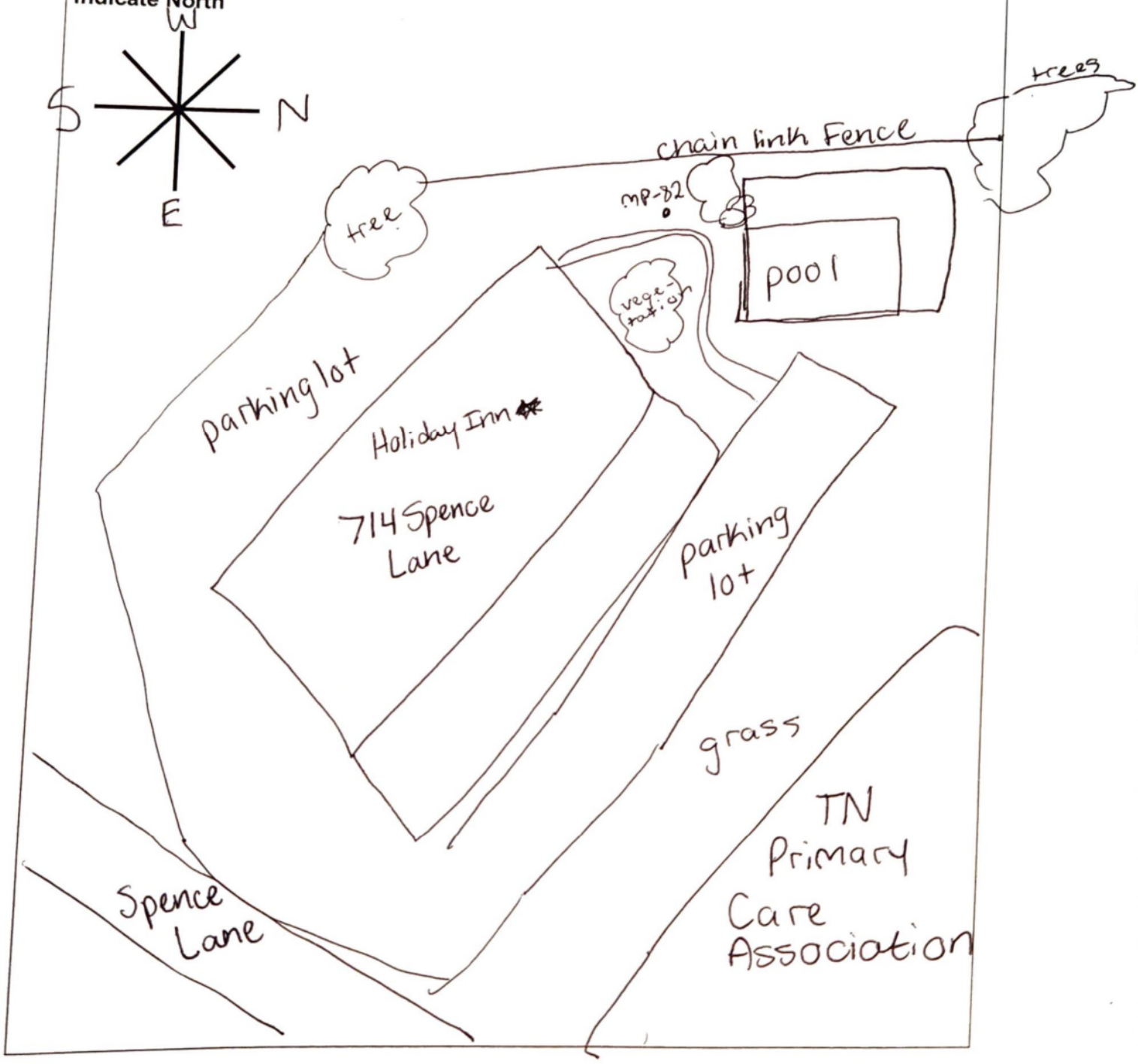
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-24
Address	714 Spence Ln (MP-82)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-82

Date: 4/18/2024
Site: 714 Spence Lane
Description: Hotel

Period #	Time Start	Leq (dBA)	Included?	Note
1	10:38	66.2	N	Siren
2	10:39	65.7	N	Siren
3	10:40	67.1	Y	
4	10:41	66.9	N	Jet Brakes
5	10:42	65.7	Y	
6	10:43	65.3	Y	
7	10:44	64.1	Y	
8	10:45	63.4	Y	
9	10:46	63.7	Y	
10	10:47	64.8	Y	
11	10:48	63.1	Y	
12	10:49	64.5	Y	
13	10:50	65.1	Y	
14	10:51	65.4	Y	
15	10:52	65.1	Y	
16	10:53	66.0	Y	
17	10:54	63.0	Y	
18	10:55	62.2	Y	
19	10:56	62.5	Y	
Total		64.3		



Date: 4/17/24.

Photographer: GK/HA.

1	**Location / Orientation**	347 Wilhagan Road (36.14013°, -86.72019°) facing west
	Remarks	MP-83



Date: 4/17/24.

Photographer: GK/HA.

2	**Location / Orientation**	347 Wilhagan Road (36.14013°, -86.72019°) facing south
	Remarks	MP-83

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-83 Meter Serial Number: 0615999

Date: 4-17-24 Personnel: HRA + GNH

Run Number: 015

Timer Start: ~~13 1431~~ 1531 Timer End: 1550

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	85.4°F	Time Assessed:	1531
Wind Speed	1.1mph	Time Assessed:	1531
Wind Direction	NE	Time Assessed:	1531

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	91.9°F	Time Assessed:	1550
Wind Speed	1.1mph	Time Assessed:	1550
Wind Direction	NE - E	Time Assessed:	1550

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1530	1551
Calibration Level	114 ✓	114 ✓

RESULTS FROM METER

LAeq: 68.1 Time: 1550

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-24	
Address/Location	347 Wilhagan Rd (MP-83)	
Land Use	B	
Analyst Name	HRA & GNK	
Meteorological Conditions		
Temperature(s)	start: 85.4°F	end: 91.9°F
Wind Speed(s)	start: 1.1mph	end: 1.1mph
Wind Direction(s)	NE	end: NE-E
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1530	1531
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1531	accidently talked :start test. BG: trees, interstate
2	1532	.
3	1533	.
4	1534	.
5	1535	.
6	1536	wind @4.1mph, trees rustling
7	1537	.
8	1538	.
9	1539	motorcycle, phone ringing
10	~~153~~ 1540	.
11	1541	.
12	1542	.
13	1543	.
14	1544	.
15	1545	train
16	1546	.
17	1547	train
18	1548	.
19	1549	.
20	1550	end test
21		
22		
23		
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30		

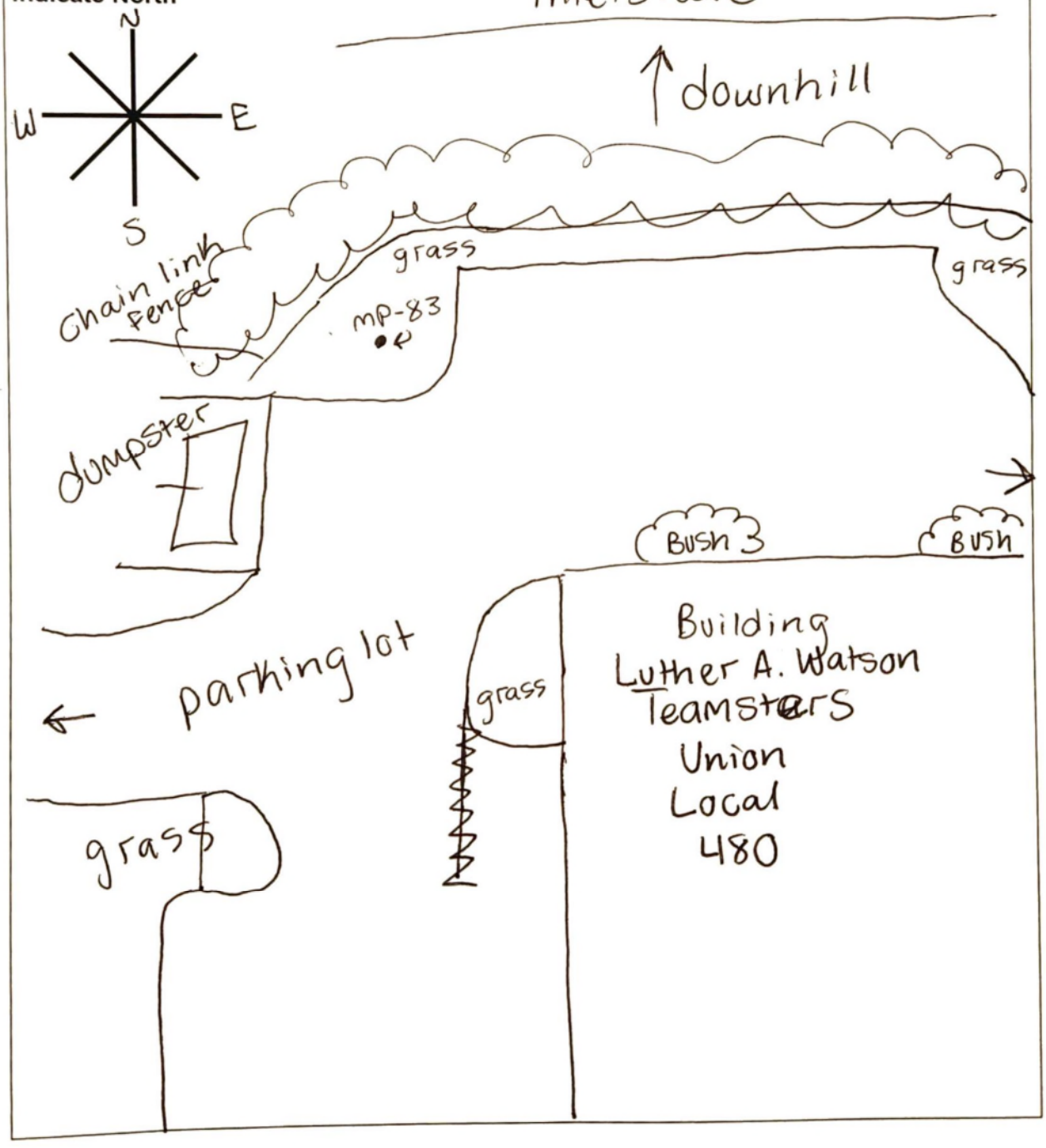
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-17-24
Address	347 Wilhagan Rd (MP-83)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-83

Date: 4/17/2024
Site: 347 Wilhagan Road
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	15:31	68.4	Y	
2	15:32	66.6	Y	
3	15:33	68.1	Y	
4	15:34	66.4	Y	
5	15:35	66.5	Y	
6	15:36	66.1	Y	
7	15:37	67.2	Y	
8	15:38	67.7	Y	
9	15:39	68.3	N	Ringing phone
10	15:40	68.1	Y	
11	15:41	69.4	Y	
12	15:42	68.5	Y	
13	15:43	67.8	Y	
14	15:44	68.9	Y	
15	15:45	68.9	N	Train
16	15:46	69.7	Y	
17	15:47	68.3	N	Train
18	15:48	69.2	Y	
19	15:49	67.0	Y	
20	15:50	68.5	Y	
Total		68.1		



Date: 4/18/24.

Photographer: GK/HA.

1	**Location / Orientation**	741 Murfreesboro Pike (36.13774°, -86.72963°) facing west
	Remarks	MP-84



Date: 4/18/24.

Photographer: GK/HA.

2	**Location / Orientation**	741 Murfreesboro Pike (36.13774°, -86.72963°) facing east
	Remarks	MP-84

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-84 Meter Serial Number: 3756073

Date: 4-18-74 Personnel: HRA + GNH

Run Number: 025

Timer Start: 1343 Timer End: 1406

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	90.7° F	Time Assessed:	1343
Wind Speed	6.9mph	Time Assessed:	1343
Wind Direction	NE	Time Assessed:	1343

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	~~1406~~ 90.4	Time Assessed:	1406
Wind Speed	2.0mph	Time Assessed:	1406
Wind Direction	NE	Time Assessed:	1406

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1342	1407
Calibration Level	114 ✓	114

RESULTS FROM METER

LAeq: 72.7 Time: 1406

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-24	
Address/Location	741 Murfreesboro Pike (MP-84)	
Land Use	E	
Analyst Name	HRA	
Meteorological Conditions		
Temperature(s)	Start: 90.7°F	end: 90.4°F
Wind Speed(s)	Start: 6.9mph	end: 2.0mph
Wind Direction(s)	Start: NE	end: NE
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1342	1407
Calibration Level	114 ✓	114

Period #	Start Time	Event Description(s)
1	1343	BG: cars passing on ~~705~~ M. Pike
2	1344	
3	1345	trailer on Murfreesboro Pike (M. Pike)
4	1346	motorcycles on Murfreesboro Pike
5	1347	car w/ music, dump truck on M. Pike
6	1348	
7	1349	
8	1350	brakes on tractor trailer on M. Pike
9	1351	car acceleration, trailer on M. Pike
10	1352	
11	1353	dump truck, motorcycle on Murfrees Pike
12	1354	
13	1355	
14	1356	helicopter
15	1357	
16	1358	traffic on interstate slowing, still moving freely
17	1359	
18	~~13~~ 1400	
19	1401	
20	1402	
21	1403	music from car
22	1404	
23	1405	
24	1406	
25		
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29		
30		

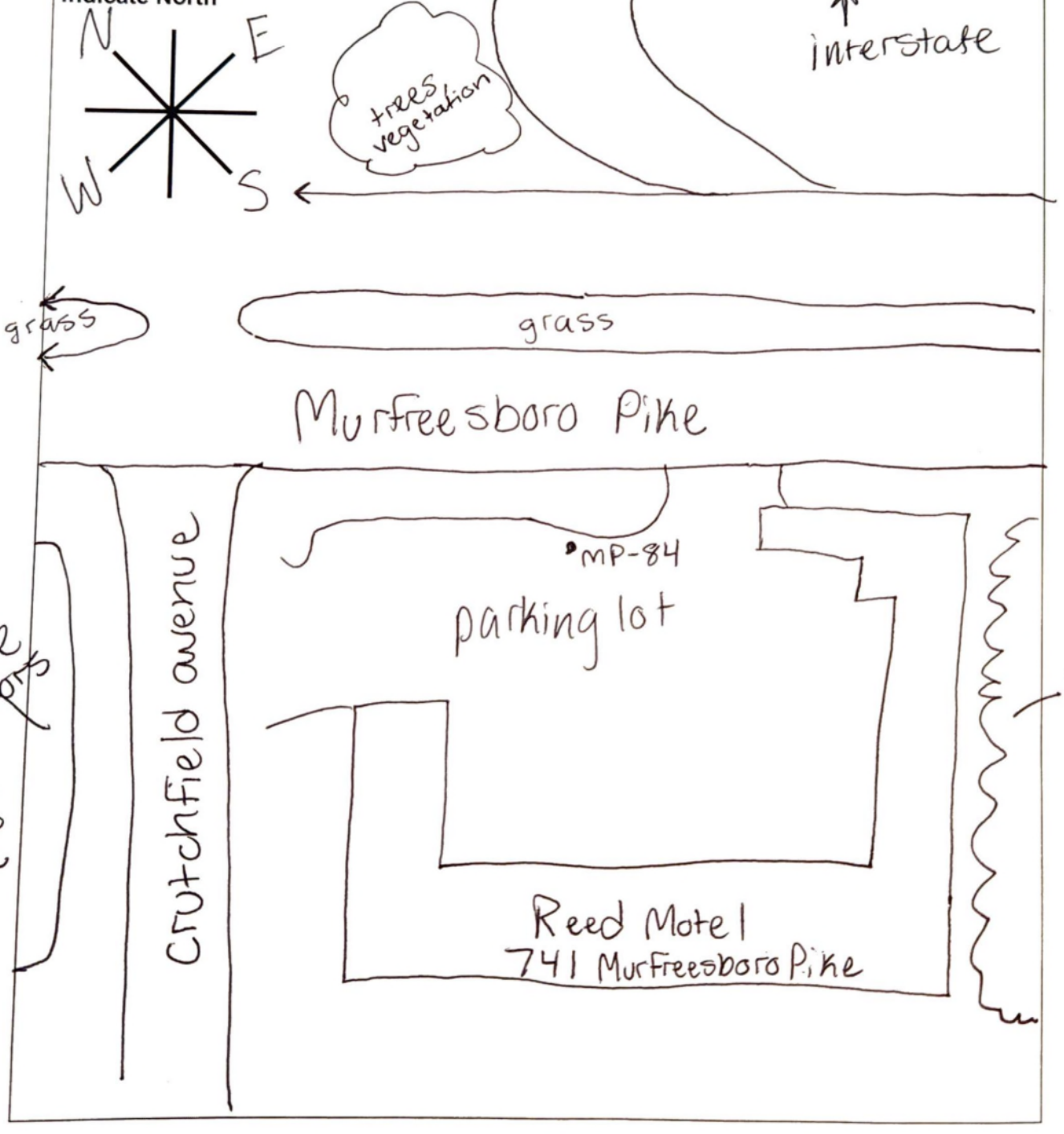
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Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-24
Address	741 Murfreesboro Pike (MP-84)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-84

Date: 4/18/2024
Site: 741 Murfreesboro Pike
Description: Motel

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:43	72.3	Y	
2	13:44	69.1	Y	
3	13:45	72.5	Y	
4	13:46	73.7	Y	
5	13:47	75.0	Y	
6	13:48	69.9	Y	
7	13:49	72.7	Y	
8	13:50	70.3	Y	
9	13:51	73.7	Y	
10	13:52	68.8	Y	
11	13:53	73.3	Y	
12	13:54	71.2	Y	
13	13:55	73.3	Y	
14	13:56	72.0	N	Helicoptor
15	13:57	74.0	Y	
16	13:58	70.8	Y	
17	13:59	72.2	Y	
18	14:00	70.5	Y	
19	14:01	73.4	Y	
20	14:02	70.1	Y	
21	14:03	77.1	Y	
22	14:04	71.7	Y	
23	14:05	73.6	Y	
24	14:06	74.2	Y	
Total		72.8		



Date: 4/18/24.

Photographer: GK/HA.

1	**Location / Orientation**	1011 Elm Hill Pike (36.14351°, -86.73649°) facing north
	Remarks	MP-85



Date: 4/18/24.

Photographer: GK/HA.

2	**Location / Orientation**	1011 Elm Hill Pike (36.14351°, -86.73649°) facing west
	Remarks	MP-85

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-85 Meter Serial Number: 3756073

Date: 4-18-24 Personnel: HRA + GNK

Run Number: 026

Timer Start: 1433 Timer End: 1451

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature	95.3°F	Time Assessed:	1433
Wind Speed	0.2mph	Time Assessed:	1433
Wind Direction	SW	Time Assessed:	1433

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature	95+°F*	Time Assessed:	1451
Wind Speed	1.1mph	Time Assessed:	1451
Wind Direction	SW	Time Assessed:	1451

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1432	1452
Calibration Level	114 ✓	114

RESULTS FROM METER

LAeq: 60.8 Time: 1451

* BTMeter BT-100 read temp as "H:11

TDOT Go.

Noise Measurement Data Sheet

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	4-18-24	
Address/Location	1011 Elm Hill Pike (MP-85)	
Land Use	E	
Analyst Name	HRA + GNK	
Meteorological Conditions		
Temperature(s)	start: 95.3°F	end: 95°F
Wind Speed(s)	start: 0.2mph	end: 1.1mph
Wind Direction(s)	start: SW	end: SW
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1432	1451
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1433	BG: people talking in brewery, birds in the dist, gravel
2	1434	plane overhead, person clearing throat
3	1435	
4	1436	
5	1437	
6	1438	
7	1439	
8	1440	people walking on gravel
9	1441	dog leash
10	1442	
11	1443	
12	1444	
13	1445	
14	1446	plane overhead, bird
15	1447	
16	1448	
17	1449	
18	1450	
19	1451	
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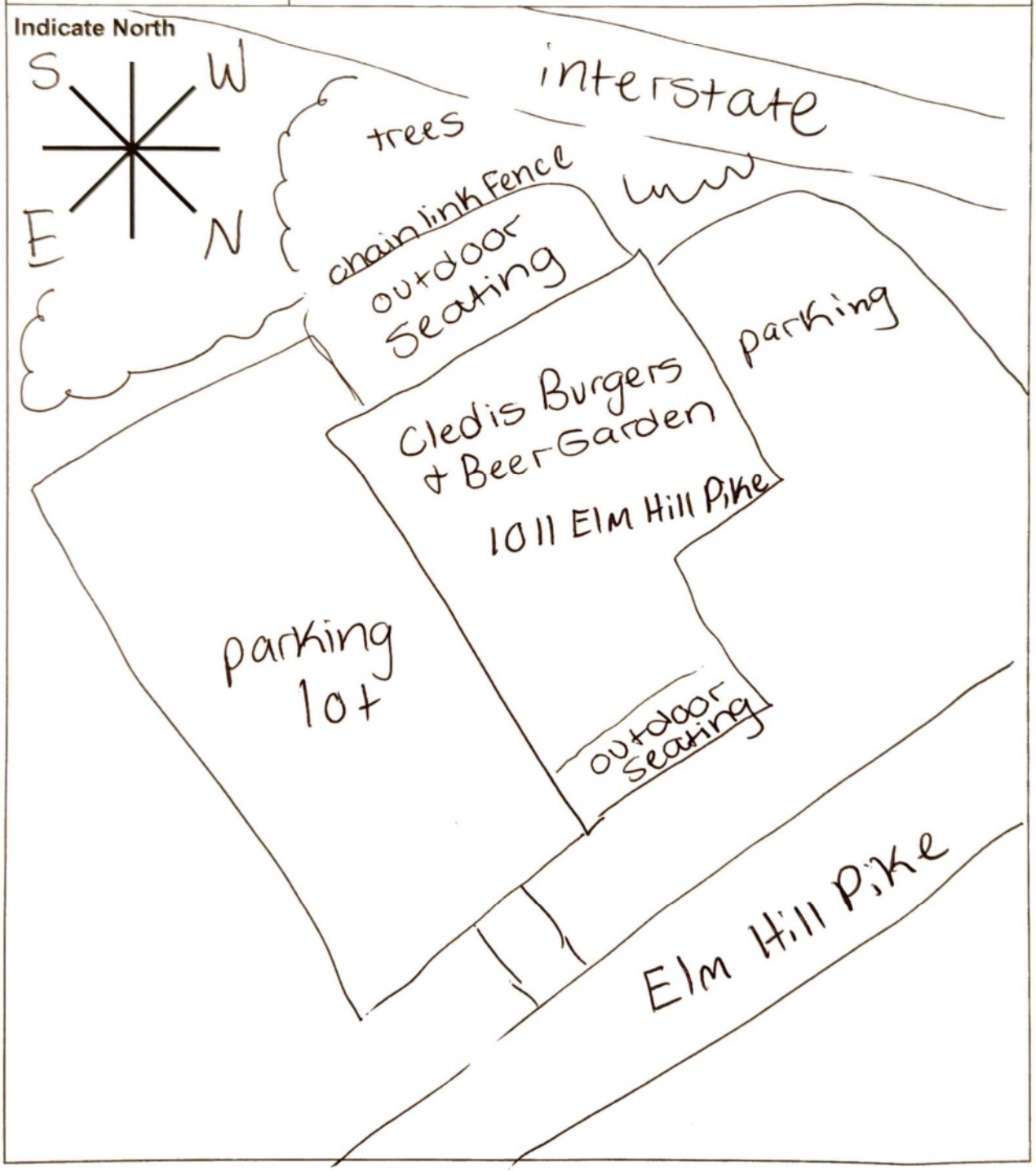
TDOT Go.

Noise Measurement Site Sketch

I-24 Southeast Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	
Address	1011 Elm Hill Pike (MP-85)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-85

Date: 4/18/2024
Site: 1011 Elm Hill Pike
Description: Restaurant

Period #	Time Start	Leq (dBA)	Included?	Note
1	14:33	61.5	Y	
2	14:34	62.0	N	Airplane
3	14:35	62.3	Y	
4	14:36	61.9	Y	
5	14:37	62.1	Y	
6	14:38	62.0	Y	
7	14:39	61.5	Y	
8	14:40	62.1	N	Airplane
9	14:41	61.5	Y	
10	14:42	61.0	Y	
11	14:43	60.6	Y	
12	14:44	61.0	Y	
13	14:45	59.2	Y	
14	14:46	58.9	N	Airplane
15	14:47	58.6	Y	
16	14:48	58.0	Y	
17	14:49	58.6	Y	
18	14:50	58.4	Y	
19	14:51	59.2	Y	
Total		60.5		



Date: 5/10/24.

Photographer: NW/ST.

1	**Location / Orientation**	743 Calhoun Avenue (36.14873°, -86.74458°) facing north
	Remarks	MP-86



Date: 5/10/24.

Photographer: NW/ST.

2	**Location / Orientation**	743 Calhoun Avenue (36.14873°, -86.74458°) facing east
	Remarks	MP-86

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: 86 Meter Serial Number: 0165975

Date: 05/10/24 Personnel: N Wade S Trosper

Run Number: 001

Timer Start: 1032 Timer End: 1053

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 75.2°F Time Assessed: 1028

Wind Speed 5.4 mph Time Assessed: 1028

Wind Direction NE Time Assessed: 1028

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 80.2°F Time Assessed: 1053

Wind Speed 7.1 mph Time Assessed: 1053

Wind Direction NE Time Assessed: 1053

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1027	1053
Calibration Level	114	114

RESULTS FROM METER

LAeq: 64.8 Time: 1052

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/10/24	
Address/Location	743 Calhoun Ave (MP-86)	
Land Use	B	
Analyst Name	N Wade S Trosper	
Meteorological Conditions		
Temperature(s)	75.2°F	
Wind Speed(s)	5.4 mph	
Wind Direction(s)	NE	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1027	1053
Calibration Level	114	114

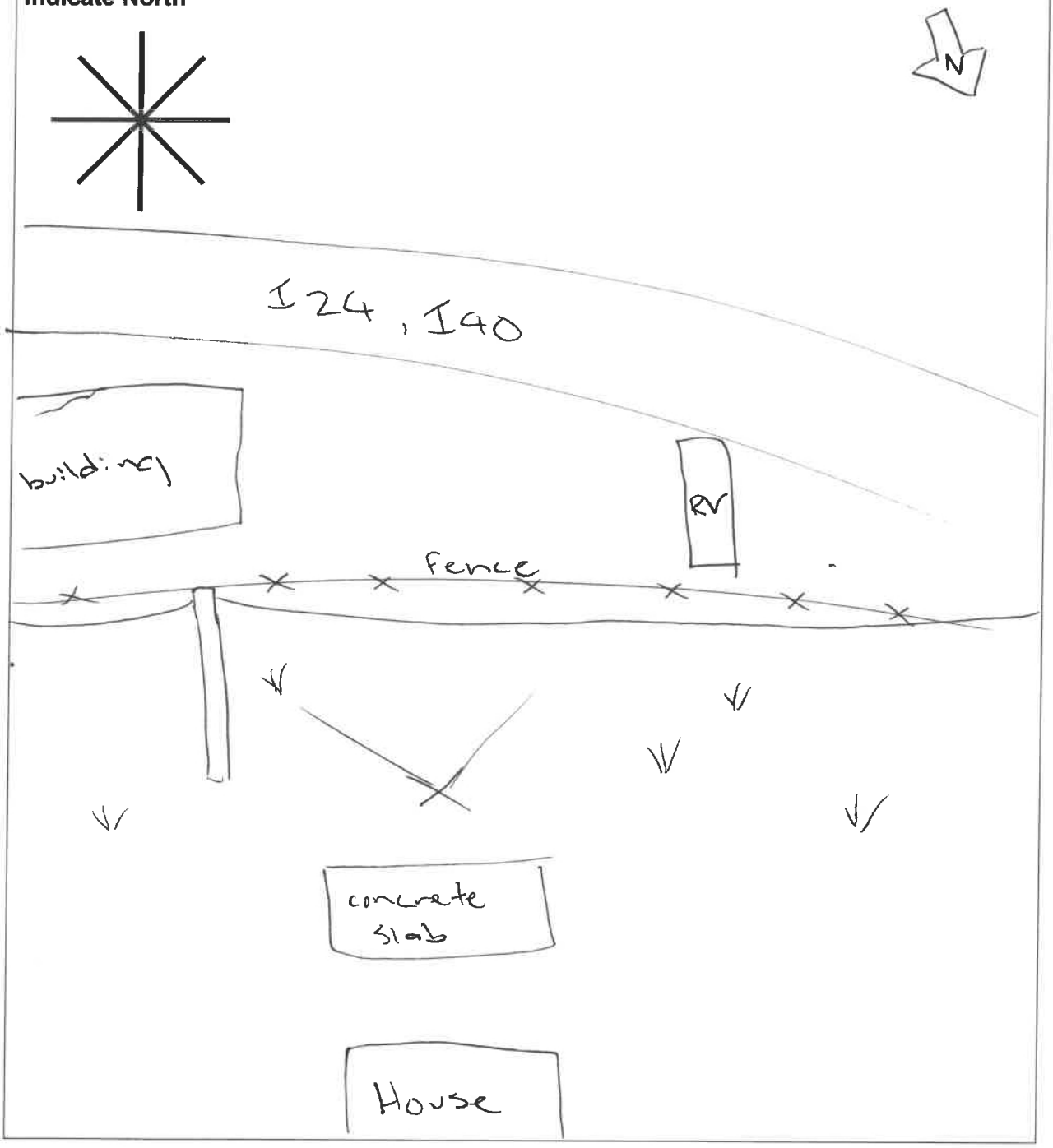
Period #	Start Time	Event Description(s)
1	1032	meter start
2	1032	train horn
3	1044	motorcycles
4	1051	meter end
5		
6	birds chirping throughout	
7		
8		
9		
10		
11		
12		
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Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/10/2026
Address	743 Calhoun Ave (MP-86)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-86

Date: 5/10/2024
Site: 743 Calhoun Avenue
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	10:32	66.6	N	Train Horn
2	10:33	62.5	Y	
3	10:34	63.0	Y	
4	10:35	63.6	Y	
5	10:36	63.6	Y	
6	10:37	63.5	Y	
7	10:38	62.3	Y	
8	10:39	65.2	Y	
9	10:40	65.6	Y	
10	10:41	66.0	Y	
11	10:42	64.8	Y	
12	10:43	66.3	Y	
13	10:44	69.5	Y	
14	10:45	64.7	Y	
15	10:46	67.0	Y	
16	10:47	59.7	Y	
17	10:48	57.9	Y	
18	10:49	59.5	Y	
19	10:50	62.2	Y	
20	10:51	66.0	Y	
Total		64.9		



Date: 5/9/2024

Photographer: NW/ST

1	**Location / Orientation**	720 Rundle Avenue (36.14746°, -86.74525°) facing north
	Remarks	MP-87



Date: 5/9/2024

Photographer: NW/ST

2	**Location / Orientation**	301 Plus Park Boulevard (36.12767°, -86.72653°) facing south
	Remarks	MP-87

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: MP-87 Meter Serial Number: 4637978

Date: 05/09/24 Personnel: NW, ST, E. Jenkins, C. Harlin, N. Wade, S. Trosper,

Run Number: 001

Timer Start: 1911 Timer End: 1911

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 77.6°F Time Assessed: 18:53

Wind Speed 2.5 mph Time Assessed: 18:53

Wind Direction SE Time Assessed: 18:53

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 69.8°F Time Assessed: 1913

Wind Speed 2.5 mph Time Assessed: 1913

Wind Direction S Time Assessed: 1913

CALIBRATION

	Pre-Measurement	Post-Measurement
Calibration Time	19:02	1913
Calibration Level	114	114

RESULTS FROM METER

run 3:

LAeq: 68.9 Time: 1911

no. 1 run 1

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/09/24 – 05/10/24	
Address/Location	720 Rundle Ave (MP-87)	
Land Use	E	
Analyst Name	N Wade, S. Trosper, E. Jenkins, C. Hamlin	
Meteorological Conditions		
Temperature(s)	77.6°F	
Wind Speed(s)	2.5 mph	
Wind Direction(s)	SE	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1902	1913
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1911	meter start
2	1922	horn
3	1928	sirens
4	1935	engine backfire
5	1948	helicopter
6	2016	loud exhaust
7	2024	Helicopter
8	2024	Sirens
9	2108	Horn
10	2112	loud exhaust
11	2204	helicopter
12	2210	SIRENS
13	2257	Train horn
14	0000	Siren
15	0050	Horn
16	0241	Siren / crash
17	0259	Sirens
18	0302	Sirens
19	0444	horn
20	0505	Engine Back fire
21	0603	Train Horn
22	0613	Horn
23	0625	Train Horn
24	0741	Horn
25	0742	Horn
26	0745	Horn
27	0748	Train horn
28	0751	horn
29	0752	plane
30	0753	train horn

5/10/24 720 ~~Rundel~~ Rundle Ave MP-87

0800 - Plane
0813 - Plane, Sirens
0822 - Engine Brake
0827 - Train horn
0834 - Engine brake
0901 - Horn
0910 - Engine brake
0924 - Horn
0928 - Train horn
0951 - Horn
1000 - Horn
1005 - Engine brake
1026 - Engine brake
1032 - Train horn
1041 - Engine brake
1114 - Engine brake
1125 - Train horn
1146 - Engine brake
1152 - Train horn
1200 - Loud exhaust
1207 - Train horn
1219 - Train horn
1226 - Train horn
1229 - Horn
1235 - Loud exhaust
1240 - Train horn
1251 - Engine Brake

1258 - Siren
~~1319 - Mowing (after mulberry)~~
~~1319~~/1319 - Mower pass
1325 - mower pass
1326 - Checked Microphone. Out of battery power. Mic was last checked around 1220.
1350 - Nathaniel arrived with batteries
1354 - Recording resumed
1356 - Horn
1408 - Leaf blower
1416 - Engine brake, dumpster emptied.
1423 - 1426 - weed eater, blower
1429 - Engine brake
1440 - weed eater, blower
1444 - Leaf blower
1446 - Leaf blower
1451 - Loud exhaust
1503 - Train horn
1513 - Siren
1537 - Engine brake
1544 - Train horn
1547 - Horn
1607 - Train horn
1624 - Train horn
1713 - Siren
1714 - Train horn
1736 - Engine brake
1758 - Train horn

1830 - Engine Brake
1850 - a bunch of sirens
1864 - Siren
1859 - horn
1902 - Siren
1911 - metal stop

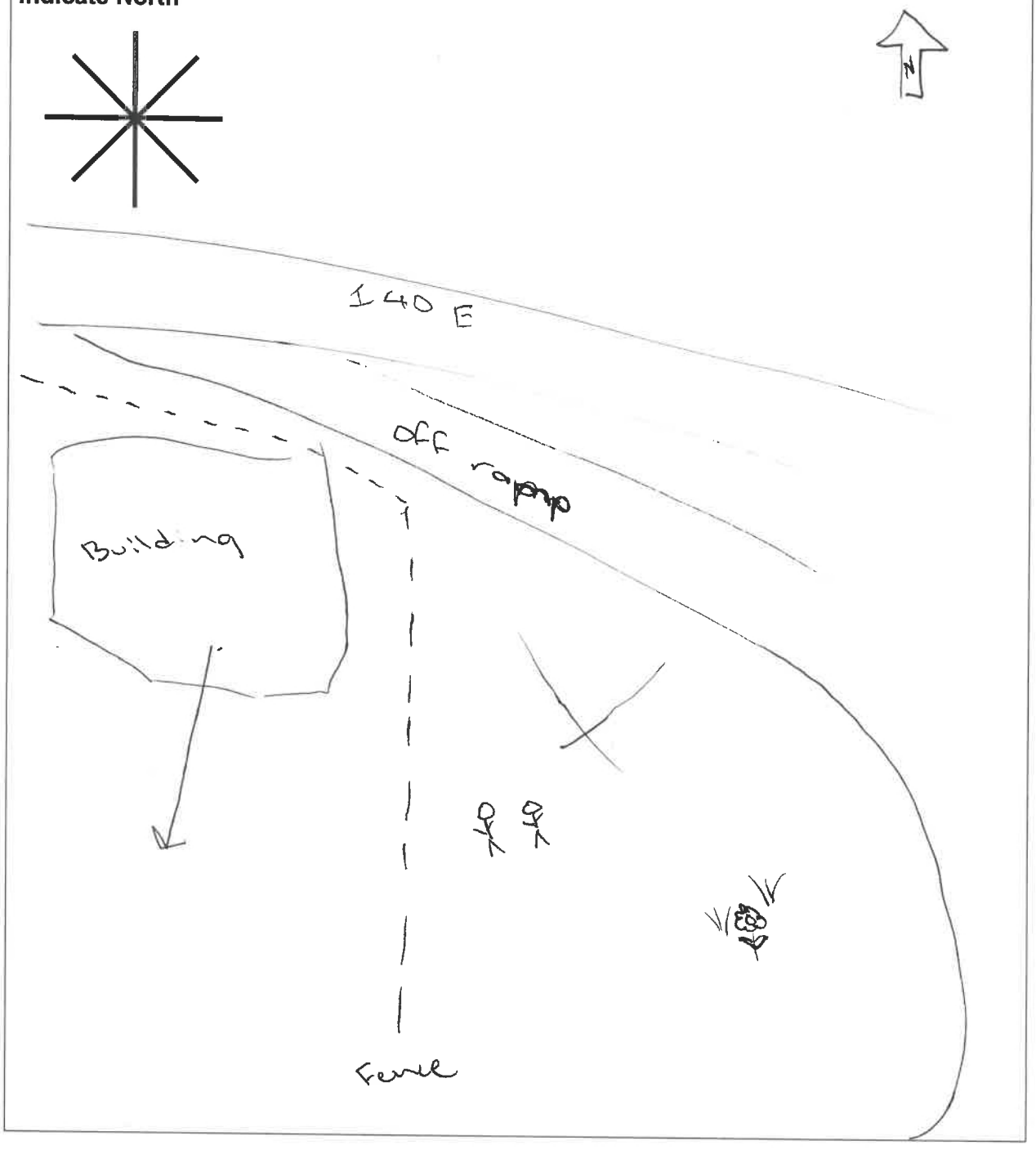
TDOT Go.

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/09/24 - 05/10/24
Address	720 Rundle Ave (MP-87)
Land Use	E

Indicate North



I-24, Davidson and Rutherford County
MP-87 Reference

Date: 5/9/2024-5/10/2024
Site: 720 Rundle Avenue
Description: Office

Period #	Time Start	Leq (dBA)	Included?	Note
1	19:11	70.1	Y	
2	19:12	70.3	Y	
3	19:13	69.8	Y	
4	19:14	68.3	Y	
5	19:15	71.6	Y	
6	19:16	70.2	Y	
7	19:17	70.3	Y	
8	19:18	70.3	Y	
9	19:19	70.6	Y	
10	19:20	70.0	Y	
11	19:21	69.3	Y	
12	19:22	68.6	N	Car horn
13	19:23	68.3	Y	
14	19:24	69.8	Y	
15	19:25	69.5	Y	
16	19:26	69.6	Y	
17	19:27	69.4	Y	
18	19:28	69.2	N	Siren
19	19:29	71.8	Y	
20	19:30	69.4	Y	
21	19:31	69.7	Y	
22	19:32	69.2	Y	
23	19:33	68.5	Y	
24	19:34	69.4	Y	
25	19:35	70.0	Y	
26	19:36	69.7	Y	
27	19:37	68.3	Y	
28	19:38	69.7	Y	
29	19:39	69.5	Y	
30	19:40	69.4	Y	
31	19:41	69.9	Y	
32	19:42	70.7	Y	
33	19:43	72.0	Y	
34	19:44	70.7	Y	
35	19:45	70.2	Y	
36	19:46	69.7	Y	

37	19:47	71.7	Y	
38	19:48	70.6	N	Helicopter
39	19:49	71.4	Y	
40	19:50	69.9	Y	
41	19:51	70.8	Y	
42	19:52	70.0	Y	
43	19:53	70.6	Y	
44	19:54	70.2	Y	
45	19:55	70.3	Y	
46	19:56	70.4	Y	
47	19:57	69.7	Y	
48	19:58	70.4	Y	
49	19:59	70.5	Y	
50	20:00	71.1	Y	
51	20:01	69.8	Y	
52	20:02	69.9	Y	
53	20:03	70.3	Y	
54	20:04	69.4	Y	
55	20:05	69.8	Y	
56	20:06	70.5	Y	
57	20:07	70.8	Y	
58	20:08	70.3	Y	
59	20:09	70.0	Y	
60	20:10	71.1	Y	
61	20:11	69.5	Y	
62	20:12	70.8	Y	
63	20:13	70.2	Y	
64	20:14	70.7	Y	
65	20:15	71.6	Y	
66	20:16	70.4	Y	
67	20:17	70.0	Y	
68	20:18	69.9	Y	
69	20:19	71.8	Y	
70	20:20	70.7	Y	
71	20:21	71.9	Y	
72	20:22	69.1	Y	
73	20:23	70.5	Y	
74	20:24	69.9	N	Helicopter
75	20:25	72.1	Y	
76	20:26	70.1	Y	
77	20:27	69.4	Y	
78	20:28	69.5	Y	
79	20:29	70.1	Y	
80	20:30	70.7	Y	

81	20:31	71.1	Y	
82	20:32	70.0	Y	
83	20:33	70.3	Y	
84	20:34	69.8	Y	
85	20:35	70.8	Y	
86	20:36	71.5	Y	
87	20:37	70.5	Y	
88	20:38	69.9	Y	
89	20:39	71.6	Y	
90	20:40	70.9	Y	
91	20:41	70.0	Y	
92	20:42	70.1	Y	
93	20:43	70.7	Y	
94	20:44	71.2	Y	
95	20:45	70.3	Y	
96	20:46	70.1	Y	
97	20:47	69.2	Y	
98	20:48	71.3	Y	
99	20:49	70.8	Y	
100	20:50	70.3	Y	
101	20:51	70.2	Y	
102	20:52	71.6	Y	
103	20:53	70.7	Y	
104	20:54	70.9	Y	
105	20:55	70.1	Y	
106	20:56	69.8	Y	
107	20:57	69.3	Y	
108	20:58	69.5	Y	
109	20:59	69.9	Y	
110	21:00	69.9	Y	
111	21:01	69.6	Y	
112	21:02	70.0	Y	
113	21:03	70.7	Y	
114	21:04	68.7	Y	
115	21:05	72.4	Y	
116	21:06	70.7	Y	
117	21:07	70.8	Y	
118	21:08	69.9	N	Horn
119	21:09	71.1	Y	
120	21:10	70.8	Y	
121	21:11	71.3	Y	
122	21:12	69.9	Y	
123	21:13	72.0	Y	
124	21:14	71.2	Y	

125	21:15	71.1	Y
126	21:16	70.4	Y
127	21:17	71.1	Y
128	21:18	71.2	Y
129	21:19	70.7	Y
130	21:20	71.0	Y
131	21:21	70.6	Y
132	21:22	70.1	Y
133	21:23	71.9	Y
134	21:24	70.7	Y
135	21:25	71.9	Y
136	21:26	70.6	Y
137	21:27	71.2	Y
138	21:28	69.7	Y
139	21:29	71.1	Y
140	21:30	71.8	Y
141	21:31	70.7	Y
142	21:32	69.9	Y
143	21:33	72.9	Y
144	21:34	71.9	Y
145	21:35	71.0	Y
146	21:36	69.2	Y
147	21:37	69.1	Y
148	21:38	70.4	Y
149	21:39	70.3	Y
150	21:40	70.5	Y
151	21:41	69.2	Y
152	21:42	69.9	Y
153	21:43	70.5	Y
154	21:44	69.9	Y
155	21:45	70.5	Y
156	21:46	70.9	Y
157	21:47	69.9	Y
158	21:48	69.3	Y
159	21:49	70.9	Y
160	21:50	69.9	Y
161	21:51	70.4	Y
162	21:52	70.6	Y
163	21:53	69.3	Y
164	21:54	69.5	Y
165	21:55	70.7	Y
166	21:56	70.3	Y
167	21:57	70.4	Y
168	21:58	69.1	Y

169	21:59	69.2	Y	
170	22:00	69.5	Y	
171	22:01	70.4	Y	
172	22:02	68.9	Y	
173	22:03	69.0	Y	
174	22:04	68.8	N	Helicopter
175	22:05	69.2	Y	
176	22:06	72.1	Y	
177	22:07	70.5	Y	
178	22:08	69.4	Y	
179	22:09	70.2	Y	
180	22:10	68.6	N	Siren
181	22:11	69.5	Y	
182	22:12	68.9	Y	
183	22:13	70.1	Y	
184	22:14	69.6	Y	
185	22:15	69.1	Y	
186	22:16	71.1	Y	
187	22:17	70.3	Y	
188	22:18	69.9	Y	
189	22:19	70.0	Y	
190	22:20	70.7	Y	
191	22:21	70.4	Y	
192	22:22	71.9	Y	
193	22:23	69.3	Y	
194	22:24	70.4	Y	
195	22:25	69.8	Y	
196	22:26	69.6	Y	
197	22:27	69.7	Y	
198	22:28	70.9	Y	
199	22:29	69.9	Y	
200	22:30	69.9	Y	
201	22:31	70.4	Y	
202	22:32	70.4	Y	
203	22:33	70.8	Y	
204	22:34	70.2	Y	
205	22:35	69.8	Y	
206	22:36	69.6	Y	
207	22:37	71.0	Y	
208	22:38	71.0	Y	
209	22:39	71.6	Y	
210	22:40	71.3	Y	
211	22:41	69.8	Y	
212	22:42	70.2	Y	

213	22:43	70.2	Y	
214	22:44	71.0	Y	
215	22:45	69.7	Y	
216	22:46	71.2	Y	
217	22:47	70.3	Y	
218	22:48	69.7	Y	
219	22:49	71.6	Y	
220	22:50	70.1	Y	
221	22:51	69.1	Y	
222	22:52	70.1	Y	
223	22:53	69.7	Y	
224	22:54	70.3	Y	
225	22:55	69.7	Y	
226	22:56	70.2	Y	
227	22:57	69.3	N	Train horn
228	22:58	70.5	Y	
229	22:59	70.5	Y	
230	23:00	70.1	Y	
231	23:01	69.4	Y	
232	23:02	69.4	Y	
233	23:03	69.1	Y	
234	23:04	70.5	Y	
235	23:05	70.1	Y	
236	23:06	69.2	Y	
237	23:07	69.9	Y	
238	23:08	69.4	Y	
239	23:09	69.1	Y	
240	23:10	70.3	Y	
241	23:11	69.9	Y	
242	23:12	70.0	Y	
243	23:13	70.3	Y	
244	23:14	70.7	Y	
245	23:15	71.5	Y	
246	23:16	70.0	Y	
247	23:17	69.4	Y	
248	23:18	69.7	Y	
249	23:19	70.0	Y	
250	23:20	72.2	Y	
251	23:21	69.2	Y	
252	23:22	69.3	Y	
253	23:23	70.3	Y	
254	23:24	69.8	Y	
255	23:25	69.2	Y	
256	23:26	69.6	Y	

257	23:27	68.2	Y	
258	23:28	68.9	Y	
259	23:29	69.9	Y	
260	23:30	71.3	Y	
261	23:31	69.7	Y	
262	23:32	69.6	Y	
263	23:33	69.4	Y	
264	23:34	69.1	Y	
265	23:35	69.8	Y	
266	23:36	69.8	Y	
267	23:37	69.1	Y	
268	23:38	68.7	Y	
269	23:39	68.2	Y	
270	23:40	68.9	Y	
271	23:41	71.1	Y	
272	23:42	70.6	Y	
273	23:43	70.8	Y	
274	23:44	70.8	Y	
275	23:45	70.1	Y	
276	23:46	69.1	Y	
277	23:47	69.3	Y	
278	23:48	70.9	Y	
279	23:49	68.7	Y	
280	23:50	69.4	Y	
281	23:51	68.7	Y	
282	23:52	69.6	Y	
283	23:53	71.0	Y	
284	23:54	69.7	Y	
285	23:55	68.8	Y	
286	23:56	69.3	Y	
287	23:57	69.6	Y	
288	23:58	69.3	Y	
289	23:59	68.8	Y	
290	0:00	70.3	N	Siren
291	0:01	69.4	Y	
292	0:02	68.8	Y	
293	0:03	68.7	Y	
294	0:04	67.7	Y	
295	0:05	68.5	Y	
296	0:06	67.6	Y	
297	0:07	67.7	Y	
298	0:08	68.6	Y	
299	0:09	68.7	Y	
300	0:10	68.5	Y	

301	0:11	68.9	Y	
302	0:12	67.3	Y	
303	0:13	69.9	Y	
304	0:14	68.9	Y	
305	0:15	66.7	Y	
306	0:16	69.0	Y	
307	0:17	66.7	Y	
308	0:18	66.3	Y	
309	0:19	70.2	Y	
310	0:20	68.2	Y	
311	0:21	68.7	Y	
312	0:22	68.3	Y	
313	0:23	66.6	Y	
314	0:24	67.8	Y	
315	0:25	69.7	Y	
316	0:26	67.2	Y	
317	0:27	66.1	Y	
318	0:28	68.0	Y	
319	0:29	66.8	Y	
320	0:30	67.3	Y	
321	0:31	65.5	Y	
322	0:32	72.8	Y	
323	0:33	68.8	Y	
324	0:34	64.8	Y	
325	0:35	65.7	Y	
326	0:36	68.2	Y	
327	0:37	65.3	Y	
328	0:38	66.8	Y	
329	0:39	65.1	Y	
330	0:40	66.0	Y	
331	0:41	64.7	Y	
332	0:42	64.5	Y	
333	0:43	66.3	Y	
334	0:44	65.7	Y	
335	0:45	66.7	Y	
336	0:46	67.6	Y	
337	0:47	63.8	Y	
338	0:48	66.8	Y	
339	0:49	65.9	Y	
340	0:50	65.9	N	Car horn
341	0:51	67.0	Y	
342	0:52	65.4	Y	
343	0:53	67.1	Y	
344	0:54	69.0	Y	

345	0:55	67.5	Y
346	0:56	68.3	Y
347	0:57	66.8	Y
348	0:58	66.9	Y
349	0:59	67.4	Y
350	1:00	65.5	Y
351	1:01	69.2	Y
352	1:02	66.7	Y
353	1:03	65.5	Y
354	1:04	66.9	Y
355	1:05	67.6	Y
356	1:06	66.8	Y
357	1:07	67.5	Y
358	1:08	67.6	Y
359	1:09	65.6	Y
360	1:10	65.7	Y
361	1:11	65.3	Y
362	1:12	66.3	Y
363	1:13	67.5	Y
364	1:14	65.9	Y
365	1:15	65.6	Y
366	1:16	66.6	Y
367	1:17	65.3	Y
368	1:18	64.9	Y
369	1:19	65.7	Y
370	1:20	71.8	Y
371	1:21	68.4	Y
372	1:22	65.6	Y
373	1:23	65.6	Y
374	1:24	67.8	Y
375	1:25	68.3	Y
376	1:26	65.0	Y
377	1:27	67.9	Y
378	1:28	67.1	Y
379	1:29	67.1	Y
380	1:30	68.2	Y
381	1:31	66.5	Y
382	1:32	67.2	Y
383	1:33	67.7	Y
384	1:34	67.8	Y
385	1:35	66.8	Y
386	1:36	67.1	Y
387	1:37	67.7	Y
388	1:38	66.7	Y

389	1:39	69.0	Y
390	1:40	65.6	Y
391	1:41	69.6	Y
392	1:42	67.2	Y
393	1:43	68.5	Y
394	1:44	67.0	Y
395	1:45	66.2	Y
396	1:46	66.5	Y
397	1:47	67.2	Y
398	1:48	66.7	Y
399	1:49	69.3	Y
400	1:50	67.4	Y
401	1:51	68.2	Y
402	1:52	66.7	Y
403	1:53	67.0	Y
404	1:54	67.0	Y
405	1:55	68.7	Y
406	1:56	68.2	Y
407	1:57	67.3	Y
408	1:58	67.9	Y
409	1:59	67.9	Y
410	2:00	67.7	Y
411	2:01	65.4	Y
412	2:02	64.1	Y
413	2:03	64.9	Y
414	2:04	66.0	Y
415	2:05	65.1	Y
416	2:06	65.6	Y
417	2:07	67.9	Y
418	2:08	64.6	Y
419	2:09	66.3	Y
420	2:10	66.1	Y
421	2:11	65.9	Y
422	2:12	66.4	Y
423	2:13	65.4	Y
424	2:14	66.6	Y
425	2:15	67.7	Y
426	2:16	69.3	Y
427	2:17	67.4	Y
428	2:18	67.7	Y
429	2:19	65.4	Y
430	2:20	66.7	Y
431	2:21	66.4	Y
432	2:22	64.9	Y

433	2:23	68.5	Y	
434	2:24	68.5	Y	
435	2:25	66.1	Y	
436	2:26	67.6	Y	
437	2:27	66.6	Y	
438	2:28	68.0	Y	
439	2:29	66.2	Y	
440	2:30	68.0	Y	
441	2:31	66.9	Y	
442	2:32	66.1	Y	
443	2:33	66.2	Y	
444	2:34	66.3	Y	
445	2:35	68.7	Y	
446	2:36	69.3	Y	
447	2:37	71.4	Y	
448	2:38	68.8	Y	
449	2:39	67.9	Y	
450	2:40	68.9	Y	
451	2:41	67.6	N	Siren
452	2:42	73.3	Y	
453	2:43	66.8	Y	
454	2:44	66.8	Y	
455	2:45	66.4	Y	
456	2:46	67.6	Y	
457	2:47	65.0	Y	
458	2:48	68.1	Y	
459	2:49	68.3	Y	
460	2:50	66.8	Y	
461	2:51	66.9	Y	
462	2:52	66.1	Y	
463	2:53	66.0	Y	
464	2:54	65.2	Y	
465	2:55	66.1	Y	
466	2:56	65.4	Y	
467	2:57	65.9	Y	
468	2:58	65.7	Y	
469	2:59	68.5	N	Siren
470	3:00	66.1	Y	
471	3:01	65.2	Y	
472	3:02	63.4	N	Siren
473	3:03	66.7	Y	
474	3:04	66.3	Y	
475	3:05	66.7	Y	
476	3:06	64.7	Y	

477	3:07	66.4	Y
478	3:08	67.8	Y
479	3:09	66.3	Y
480	3:10	67.3	Y
481	3:11	67.8	Y
482	3:12	65.5	Y
483	3:13	66.7	Y
484	3:14	66.0	Y
485	3:15	65.1	Y
486	3:16	67.4	Y
487	3:17	68.5	Y
488	3:18	68.9	Y
489	3:19	69.5	Y
490	3:20	66.8	Y
491	3:21	68.7	Y
492	3:22	66.9	Y
493	3:23	66.8	Y
494	3:24	67.8	Y
495	3:25	67.4	Y
496	3:26	67.8	Y
497	3:27	68.5	Y
498	3:28	68.0	Y
499	3:29	67.9	Y
500	3:30	68.4	Y
501	3:31	68.3	Y
502	3:32	71.5	Y
503	3:33	67.8	Y
504	3:34	66.0	Y
505	3:35	68.2	Y
506	3:36	66.8	Y
507	3:37	68.5	Y
508	3:38	65.9	Y
509	3:39	66.6	Y
510	3:40	67.8	Y
511	3:41	66.9	Y
512	3:42	66.6	Y
513	3:43	68.6	Y
514	3:44	67.7	Y
515	3:45	69.7	Y
516	3:46	68.0	Y
517	3:47	70.0	Y
518	3:48	67.3	Y
519	3:49	66.4	Y
520	3:50	68.4	Y

521	3:51	68.5	Y
522	3:52	68.0	Y
523	3:53	68.7	Y
524	3:54	68.1	Y
525	3:55	70.2	Y
526	3:56	68.4	Y
527	3:57	69.1	Y
528	3:58	67.9	Y
529	3:59	69.1	Y
530	4:00	67.9	Y
531	4:01	68.5	Y
532	4:02	68.1	Y
533	4:03	69.2	Y
534	4:04	70.4	Y
535	4:05	69.8	Y
536	4:06	68.5	Y
537	4:07	69.8	Y
538	4:08	70.1	Y
539	4:09	70.0	Y
540	4:10	70.2	Y
541	4:11	69.3	Y
542	4:12	68.6	Y
543	4:13	68.7	Y
544	4:14	70.7	Y
545	4:15	69.8	Y
546	4:16	68.9	Y
547	4:17	69.7	Y
548	4:18	69.9	Y
549	4:19	68.7	Y
550	4:20	68.1	Y
551	4:21	69.6	Y
552	4:22	69.6	Y
553	4:23	70.0	Y
554	4:24	70.3	Y
555	4:25	69.9	Y
556	4:26	68.9	Y
557	4:27	70.9	Y
558	4:28	70.2	Y
559	4:29	69.4	Y
560	4:30	70.1	Y
561	4:31	69.2	Y
562	4:32	69.2	Y
563	4:33	70.1	Y
564	4:34	69.4	Y

565	4:35	70.3	Y	
566	4:36	69.5	Y	
567	4:37	69.1	Y	
568	4:38	70.0	Y	
569	4:39	70.2	Y	
570	4:40	70.6	Y	
571	4:41	69.7	Y	
572	4:42	70.6	Y	
573	4:43	69.3	Y	
574	4:44	70.0	N	Car horn
575	4:45	70.1	Y	
576	4:46	69.7	Y	
577	4:47	69.6	Y	
578	4:48	68.4	Y	
579	4:49	69.1	Y	
580	4:50	70.3	Y	
581	4:51	69.1	Y	
582	4:52	68.1	Y	
583	4:53	69.4	Y	
584	4:54	68.8	Y	
585	4:55	70.7	Y	
586	4:56	70.8	Y	
587	4:57	68.3	Y	
588	4:58	69.8	Y	
589	4:59	69.6	Y	
590	5:00	68.8	Y	
591	5:01	68.6	Y	
592	5:02	68.3	Y	
593	5:03	67.1	Y	
594	5:04	68.4	Y	
595	5:05	69.4	Y	
596	5:06	69.0	Y	
597	5:07	68.2	Y	
598	5:08	69.3	Y	
599	5:09	69.5	Y	
600	5:10	68.5	Y	
601	5:11	68.8	Y	
602	5:12	69.7	Y	
603	5:13	72.2	Y	
604	5:14	69.4	Y	
605	5:15	69.4	Y	
606	5:16	69.4	Y	
607	5:17	69.0	Y	
608	5:18	70.1	Y	

609	5:19	69.9	Y
610	5:20	69.3	Y
611	5:21	70.2	Y
612	5:22	72.2	Y
613	5:23	70.8	Y
614	5:24	69.9	Y
615	5:25	70.6	Y
616	5:26	71.3	Y
617	5:27	71.6	Y
618	5:28	71.4	Y
619	5:29	70.6	Y
620	5:30	70.4	Y
621	5:31	69.8	Y
622	5:32	70.8	Y
623	5:33	71.2	Y
624	5:34	70.2	Y
625	5:35	72.0	Y
626	5:36	70.9	Y
627	5:37	71.8	Y
628	5:38	71.6	Y
629	5:39	71.6	Y
630	5:40	71.2	Y
631	5:41	71.4	Y
632	5:42	71.5	Y
633	5:43	70.5	Y
634	5:44	71.1	Y
635	5:45	70.8	Y
636	5:46	71.3	Y
637	5:47	71.1	Y
638	5:48	71.4	Y
639	5:49	70.6	Y
640	5:50	70.4	Y
641	5:51	70.6	Y
642	5:52	73.6	Y
643	5:53	72.6	Y
644	5:54	71.3	Y
645	5:55	72.0	Y
646	5:56	70.0	Y
647	5:57	72.1	Y
648	5:58	71.3	Y
649	5:59	71.4	Y
650	6:00	71.9	Y
651	6:01	69.4	Y
652	6:02	70.2	Y

653	6:03	70.7	N	Train horn
654	6:04	70.8	Y	
655	6:05	71.3	Y	
656	6:06	71.6	Y	
657	6:07	71.2	Y	
658	6:08	71.7	Y	
659	6:09	70.7	Y	
660	6:10	70.6	Y	
661	6:11	69.8	Y	
662	6:12	69.0	Y	
663	6:13	72.0	N	Car horn
664	6:14	70.8	Y	
665	6:15	70.7	Y	
666	6:16	71.5	Y	
667	6:17	70.5	Y	
668	6:18	70.1	Y	
669	6:19	70.3	Y	
670	6:20	70.4	Y	
671	6:21	69.5	Y	
672	6:22	70.3	Y	
673	6:23	70.6	Y	
674	6:24	70.4	Y	
675	6:25	70.6	N	Train horn
676	6:26	70.9	Y	
677	6:27	70.7	Y	
678	6:28	70.6	Y	
679	6:29	70.2	Y	
680	6:30	71.1	Y	
681	6:31	71.0	Y	
682	6:32	70.9	Y	
683	6:33	70.7	Y	
684	6:34	71.1	Y	
685	6:35	70.2	Y	
686	6:36	70.0	Y	
687	6:37	71.1	Y	
688	6:38	76.5	Y	
689	6:39	70.0	Y	
690	6:40	71.8	Y	
691	6:41	71.1	Y	
692	6:42	71.4	Y	
693	6:43	70.7	Y	
694	6:44	69.8	Y	
695	6:45	70.0	Y	
696	6:46	70.4	Y	

697	6:47	70.6	Y
698	6:48	70.3	Y
699	6:49	70.4	Y
700	6:50	70.9	Y
701	6:51	70.6	Y
702	6:52	71.8	Y
703	6:53	70.3	Y
704	6:54	71.6	Y
705	6:55	69.3	Y
706	6:56	71.4	Y
707	6:57	70.2	Y
708	6:58	72.2	Y
709	6:59	69.9	Y
710	7:00	70.4	Y
711	7:01	69.4	Y
712	7:02	70.1	Y
713	7:03	70.7	Y
714	7:04	70.8	Y
715	7:05	70.4	Y
716	7:06	69.4	Y
717	7:07	69.9	Y
718	7:08	69.7	Y
719	7:09	69.0	Y
720	7:10	70.5	Y
721	7:11	70.5	Y
722	7:12	70.8	Y
723	7:13	70.2	Y
724	7:14	70.1	Y
725	7:15	70.3	Y
726	7:16	72.8	Y
727	7:17	69.5	Y
728	7:18	68.9	Y
729	7:19	69.8	Y
730	7:20	70.6	Y
731	7:21	70.3	Y
732	7:22	70.2	Y
733	7:23	70.5	Y
734	7:24	70.9	Y
735	7:25	69.6	Y
736	7:26	70.2	Y
737	7:27	71.0	Y
738	7:28	70.6	Y
739	7:29	69.4	Y
740	7:30	69.9	Y

741	7:31	69.3	Y	
742	7:32	69.9	Y	
743	7:33	69.4	Y	
744	7:34	70.3	Y	
745	7:35	71.0	Y	
746	7:36	69.8	Y	
747	7:37	69.1	Y	
748	7:38	70.8	Y	
749	7:39	70.6	Y	
750	7:40	70.1	Y	
751	7:41	70.2	N	Car horn
752	7:42	69.5	N	Car horn
753	7:43	70.8	Y	
754	7:44	70.2	Y	
755	7:45	69.0	N	Car horn
756	7:46	71.9	Y	
757	7:47	67.9	Y	
758	7:48	70.3	N	Train horn
759	7:49	71.0	Y	
760	7:50	70.6	Y	
761	7:51	72.1	N	Car horn
762	7:52	72.0	N	Airplane
763	7:53	69.1	N	Train horn
764	7:54	72.6	Y	
765	7:55	68.9	Y	
766	7:56	71.4	Y	
767	7:57	69.9	Y	
768	7:58	69.6	Y	
769	7:59	68.3	Y	
770	8:00	68.9	N	Airplane
771	8:01	73.1	Y	
772	8:02	70.4	Y	
773	8:03	69.5	Y	
774	8:04	69.9	Y	
775	8:05	69.1	Y	
776	8:06	69.9	Y	
777	8:07	68.4	Y	
778	8:08	69.7	Y	
779	8:09	68.9	Y	
780	8:10	68.3	Y	
781	8:11	68.7	Y	
782	8:12	69.0	Y	
783	8:13	71.5	N	Siren
784	8:14	72.5	Y	

785	8:15	70.0	Y	
786	8:16	69.5	Y	
787	8:17	70.0	Y	
788	8:18	69.4	Y	
789	8:19	68.9	Y	
790	8:20	68.2	Y	
791	8:21	68.7	Y	
792	8:22	70.3	Y	
793	8:23	71.0	Y	
794	8:24	69.9	Y	
795	8:25	76.3	Y	
796	8:26	70.0	Y	
797	8:27	70.0	N	Train horn
798	8:28	70.0	Y	
799	8:29	70.4	Y	
800	8:30	70.7	Y	
801	8:31	70.1	Y	
802	8:32	72.9	Y	
803	8:33	70.6	Y	
804	8:34	70.1	Y	
805	8:35	72.9	Y	
806	8:36	69.1	Y	
807	8:37	71.5	Y	
808	8:38	71.2	Y	
809	8:39	70.8	Y	
810	8:40	70.8	Y	
811	8:41	71.1	Y	
812	8:42	71.9	Y	
813	8:43	70.8	Y	
814	8:44	71.4	Y	
815	8:45	72.2	Y	
816	8:46	71.2	Y	
817	8:47	71.4	Y	
818	8:48	70.8	Y	
819	8:49	69.8	Y	
820	8:50	70.9	Y	
821	8:51	69.9	Y	
822	8:52	70.8	Y	
823	8:53	69.4	Y	
824	8:54	70.8	Y	
825	8:55	71.8	Y	
826	8:56	71.0	Y	
827	8:57	69.8	Y	
828	8:58	68.9	Y	

829	8:59	70.3	Y	
830	9:00	71.1	Y	
831	9:01	70.4	N	Car horn
832	9:02	71.2	Y	
833	9:03	70.5	Y	
834	9:04	70.0	Y	
835	9:05	70.5	Y	
836	9:06	69.7	Y	
837	9:07	70.7	Y	
838	9:08	71.0	Y	
839	9:09	70.3	Y	
840	9:10	69.7	Y	
841	9:11	73.0	Y	
842	9:12	69.9	Y	
843	9:13	69.6	Y	
844	9:14	69.9	Y	
845	9:15	70.0	Y	
846	9:16	70.0	Y	
847	9:17	70.7	Y	
848	9:18	68.7	Y	
849	9:19	68.9	Y	
850	9:20	69.6	Y	
851	9:21	71.1	Y	
852	9:22	70.1	Y	
853	9:23	70.4	Y	
854	9:24	69.3	N	Car horn
855	9:25	70.2	Y	
856	9:26	71.1	Y	
857	9:27	71.0	Y	
858	9:28	70.8	N	Train horn
859	9:29	72.0	Y	
860	9:30	69.4	Y	
861	9:31	68.7	Y	
862	9:32	68.2	Y	
863	9:33	69.6	Y	
864	9:34	69.8	Y	
865	9:35	69.8	Y	
866	9:36	70.7	Y	
867	9:37	69.0	Y	
868	9:38	75.5	Y	
869	9:39	72.5	Y	
870	9:40	69.4	Y	
871	9:41	70.1	Y	
872	9:42	70.7	Y	

873	9:43	70.5	Y	
874	9:44	69.1	Y	
875	9:45	69.2	Y	
876	9:46	70.0	Y	
877	9:47	68.7	Y	
878	9:48	68.6	Y	
879	9:49	69.4	Y	
880	9:50	69.8	Y	
881	9:51	68.3	N	Car horn
882	9:52	67.5	Y	
883	9:53	67.8	Y	
884	9:54	67.7	Y	
885	9:55	68.4	Y	
886	9:56	68.8	Y	
887	9:57	68.7	Y	
888	9:58	67.8	Y	
889	9:59	68.3	Y	
890	10:00	68.9	N	Car horn
891	10:01	70.8	Y	
892	10:02	68.7	Y	
893	10:03	68.6	Y	
894	10:04	69.8	Y	
895	10:05	70.3	Y	
896	10:06	76.2	Y	
897	10:07	69.3	Y	
898	10:08	69.3	Y	
899	10:09	71.8	Y	
900	10:10	69.7	Y	
901	10:11	73.9	Y	
902	10:12	69.7	Y	
903	10:13	71.3	Y	
904	10:14	69.6	Y	
905	10:15	70.4	Y	
906	10:16	70.3	Y	
907	10:17	70.7	Y	
908	10:18	71.3	Y	
909	10:19	71.6	Y	
910	10:20	70.6	Y	
911	10:21	70.3	Y	
912	10:22	69.6	Y	
913	10:23	69.6	Y	
914	10:24	70.2	Y	
915	10:25	70.5	Y	
916	10:26	70.8	Y	

917	10:27	71.6	Y	
918	10:28	70.3	Y	
919	10:29	70.6	Y	
920	10:30	70.6	Y	
921	10:31	69.4	Y	
922	10:32	69.7	N	Train horn
923	10:33	69.5	Y	
924	10:34	69.6	Y	
925	10:35	71.0	Y	
926	10:36	74.6	Y	
927	10:37	71.3	Y	
928	10:38	70.5	Y	
929	10:39	69.8	Y	
930	10:40	70.3	Y	
931	10:41	70.6	Y	
932	10:42	72.6	Y	
933	10:43	69.6	Y	
934	10:44	71.9	Y	
935	10:45	70.8	Y	
936	10:46	69.8	Y	
937	10:47	70.7	Y	
938	10:48	69.6	Y	
939	10:49	68.4	Y	
940	10:50	69.5	Y	
941	10:51	70.8	Y	
942	10:52	72.1	Y	
943	10:53	70.6	Y	
944	10:54	68.5	Y	
945	10:55	69.5	Y	
946	10:56	69.9	Y	
947	10:57	73.5	Y	
948	10:58	70.4	Y	
949	10:59	70.5	Y	
950	11:00	69.9	Y	
951	11:01	71.3	Y	
952	11:02	72.4	Y	
953	11:03	71.6	Y	
954	11:04	70.4	Y	
955	11:05	71.6	Y	
956	11:06	71.5	Y	
957	11:07	70.5	Y	
958	11:08	70.4	Y	
959	11:09	71.2	Y	
960	11:10	69.4	Y	

961	11:11	70.9	Y	
962	11:12	71.2	Y	
963	11:13	71.0	Y	
964	11:14	70.4	Y	
965	11:15	74.1	Y	
966	11:16	72.3	Y	
967	11:17	71.6	Y	
968	11:18	71.6	Y	
969	11:19	70.9	Y	
970	11:20	70.8	Y	
971	11:21	70.6	Y	
972	11:22	70.1	Y	
973	11:23	71.3	Y	
974	11:24	71.2	Y	
975	11:25	70.2	N	Train horn
976	11:26	69.7	Y	
977	11:27	69.5	Y	
978	11:28	70.7	Y	
979	11:29	70.5	Y	
980	11:30	70.9	Y	
981	11:31	69.9	Y	
982	11:32	69.9	Y	
983	11:33	70.0	Y	
984	11:34	69.7	Y	
985	11:35	70.8	Y	
986	11:36	69.8	Y	
987	11:37	71.0	Y	
988	11:38	69.6	Y	
989	11:39	70.6	Y	
990	11:40	72.0	Y	
991	11:41	70.6	Y	
992	11:42	69.1	Y	
993	11:43	68.8	Y	
994	11:44	69.7	Y	
995	11:45	70.7	Y	
996	11:46	69.8	Y	
997	11:47	71.8	Y	
998	11:48	70.9	Y	
999	11:49	70.3	Y	
1000	11:50	69.5	Y	
1001	11:51	68.7	Y	
1002	11:52	69.4	Y	
1003	11:53	69.9	Y	
1004	11:54	70.5	Y	

1005	11:55		68.5	Y	
1006	11:56		69.2	Y	
1007	11:57		69.1	Y	
1008	11:58	--		N	Meter failure
1009	11:59	--		N	Meter failure
1010	12:00	--		N	Meter failure
1011	12:01	--		N	Meter failure
1012	12:02	--		N	Meter failure
1013	12:03	--		N	Meter failure
1014	12:04	--		N	Meter failure
1015	12:05	--		N	Meter failure
1016	12:06	--		N	Meter failure
1017	12:07	--		N	Meter failure
1018	12:08	--		N	Meter failure
1019	12:09	--		N	Meter failure
1020	12:10	--		N	Meter failure
1021	12:11	--		N	Meter failure
1022	12:12	--		N	Meter failure
1023	12:13	--		N	Meter failure
1024	12:14	--		N	Meter failure
1025	12:15	--		N	Meter failure
1026	12:16	--		N	Meter failure
1027	12:17	--		N	Meter failure
1028	12:18	--		N	Meter failure
1029	12:19	--		N	Meter failure
1030	12:20	--		N	Meter failure
1031	12:21	--		N	Meter failure
1032	12:22	--		N	Meter failure
1033	12:23	--		N	Meter failure
1034	12:24	--		N	Meter failure
1035	12:25	--		N	Meter failure
1036	12:26	--		N	Meter failure
1037	12:27	--		N	Meter failure
1038	12:28	--		N	Meter failure
1039	12:29	--		N	Meter failure
1040	12:30	--		N	Meter failure
1041	12:31	--		N	Meter failure
1042	12:32	--		N	Meter failure
1043	12:33	--		N	Meter failure
1044	12:34	--		N	Meter failure
1045	12:35	--		N	Meter failure
1046	12:36	--		N	Meter failure
1047	12:37	--		N	Meter failure
1048	12:38	--		N	Meter failure

1049	12:39	--	N	Meter failure
1050	12:40	--	N	Meter failure
1051	12:41	--	N	Meter failure
1052	12:42	--	N	Meter failure
1053	12:43	--	N	Meter failure
1054	12:44	--	N	Meter failure
1055	12:45	--	N	Meter failure
1056	12:46	--	N	Meter failure
1057	12:47	--	N	Meter failure
1058	12:48	--	N	Meter failure
1059	12:49	--	N	Meter failure
1060	12:50	--	N	Meter failure
1061	12:51	--	N	Meter failure
1062	12:52	--	N	Meter failure
1063	12:53	--	N	Meter failure
1064	12:54	--	N	Meter failure
1065	12:55	--	N	Meter failure
1066	12:56	--	N	Meter failure
1067	12:57	--	N	Meter failure
1068	12:58	--	N	Meter failure
1069	12:59	--	N	Meter failure
1070	13:00	--	N	Meter failure
1071	13:01	--	N	Meter failure
1072	13:02	--	N	Meter failure
1073	13:03	--	N	Meter failure
1074	13:04	--	N	Meter failure
1075	13:05	--	N	Meter failure
1076	13:06	--	N	Meter failure
1077	13:07	--	N	Meter failure
1078	13:08	--	N	Meter failure
1079	13:09	--	N	Meter failure
1080	13:10	--	N	Meter failure
1081	13:11	--	N	Meter failure
1082	13:12	--	N	Meter failure
1083	13:13	--	N	Meter failure
1084	13:14	--	N	Meter failure
1085	13:15	--	N	Meter failure
1086	13:16	--	N	Meter failure
1087	13:17	--	N	Meter failure
1088	13:18	--	N	Meter failure
1089	13:19	--	N	Meter failure
1090	13:20	--	N	Meter failure
1091	13:21	--	N	Meter failure
1092	13:22	--	N	Meter failure

1093	13:23	--		N	Meter failure
1094	13:24	--		N	Meter failure
1095	13:25	--		N	Meter failure
1096	13:26	--		N	Meter failure
1097	13:27	--		N	Meter failure
1098	13:28	--		N	Meter failure
1099	13:29	--		N	Meter failure
1100	13:30	--		N	Meter failure
1101	13:31	--		N	Meter failure
1102	13:32	--		N	Meter failure
1103	13:33	--		N	Meter failure
1104	13:34	--		N	Meter failure
1105	13:35	--		N	Meter failure
1106	13:36	--		N	Meter failure
1107	13:37	--		N	Meter failure
1108	13:38	--		N	Meter failure
1109	13:39	--		N	Meter failure
1110	13:40	--		N	Meter failure
1111	13:41	--		N	Meter failure
1112	13:42	--		N	Meter failure
1113	13:43	--		N	Meter failure
1114	13:44	--		N	Meter failure
1115	13:45	--		N	Meter failure
1116	13:46	--		N	Meter failure
1117	13:47	--		N	Meter failure
1118	13:48	--		N	Meter failure
1119	13:49	--		N	Meter failure
1120	13:50	--		N	Meter failure
1121	13:51	--		N	Meter failure
1122	13:52		68.6	Y	
1123	13:53		70.4	Y	
1124	13:54		72.3	Y	
1125	13:55		69.5	Y	
1126	13:56		71.1	N	Car horn
1127	13:57		69.3	Y	
1128	13:58		69.2	Y	
1129	13:59		70.1	Y	
1130	14:00		69.5	Y	
1131	14:01		69.9	Y	
1132	14:02		70.9	Y	
1133	14:03		71.8	Y	
1134	14:04		69.9	Y	
1135	14:05		70.6	Y	
1136	14:06		72.9	Y	

1137	14:07	71.5	Y	
1138	14:08	72.9	N	Leaf blower
1139	14:09	70.8	Y	
1140	14:10	71.2	Y	
1141	14:11	71.5	Y	
1142	14:12	71.5	Y	
1143	14:13	71.8	Y	
1144	14:14	70.3	Y	
1145	14:15	73.8	Y	
1146	14:16	73.3	Y	
1147	14:17	71.3	Y	
1148	14:18	70.2	Y	
1149	14:19	70.5	Y	
1150	14:20	70.4	Y	
1151	14:21	72.1	Y	
1152	14:22	73.3	Y	
1153	14:23	72.8	N	Leaf blower
1154	14:24	77.7	Y	
1155	14:25	71.4	Y	
1156	14:26	69.8	Y	
1157	14:27	70.3	Y	
1158	14:28	69.9	Y	
1159	14:29	75.3	N	Engine brake
1160	14:30	70.7	Y	
1161	14:31	70.1	Y	
1162	14:32	70.7	Y	
1163	14:33	71.0	Y	
1164	14:34	70.5	Y	
1165	14:35	69.9	Y	
1166	14:36	71.4	Y	
1167	14:37	69.5	Y	
1168	14:38	69.1	Y	
1169	14:39	71.6	Y	
1170	14:40	73.6	N	Leaf blower
1171	14:41	72.1	Y	
1172	14:42	73.3	Y	
1173	14:43	72.9	Y	
1174	14:44	75.0	N	Leaf blower
1175	14:45	73.0	Y	
1176	14:46	70.7	N	Leaf blower
1177	14:47	70.5	Y	
1178	14:48	69.4	Y	
1179	14:49	68.0	Y	
1180	14:50	71.1	Y	

1181	14:51	69.4	Y	
1182	14:52	69.8	Y	
1183	14:53	68.9	Y	
1184	14:54	70.2	Y	
1185	14:55	70.8	Y	
1186	14:56	68.5	Y	
1187	14:57	69.5	Y	
1188	14:58	70.5	Y	
1189	14:59	70.2	Y	
1190	15:00	68.1	Y	
1191	15:01	69.7	Y	
1192	15:02	68.6	Y	
1193	15:03	71.2	N	Train horn
1194	15:04	70.0	Y	
1195	15:05	68.6	Y	
1196	15:06	69.1	Y	
1197	15:07	68.5	Y	
1198	15:08	71.1	Y	
1199	15:09	68.7	Y	
1200	15:10	69.8	Y	
1201	15:11	69.2	Y	
1202	15:12	66.4	Y	
1203	15:13	66.9	N	Siren
1204	15:14	68.0	Y	
1205	15:15	66.9	Y	
1206	15:16	67.4	Y	
1207	15:17	66.1	Y	
1208	15:18	66.4	Y	
1209	15:19	66.5	Y	
1210	15:20	65.7	Y	
1211	15:21	66.5	Y	
1212	15:22	66.9	Y	
1213	15:23	66.1	Y	
1214	15:24	66.4	Y	
1215	15:25	66.4	Y	
1216	15:26	66.0	Y	
1217	15:27	65.6	Y	
1218	15:28	67.1	Y	
1219	15:29	66.5	Y	
1220	15:30	67.0	Y	
1221	15:31	68.9	Y	
1222	15:32	66.4	Y	
1223	15:33	71.4	Y	
1224	15:34	67.8	Y	

1225	15:35	65.8	Y	
1226	15:36	66.1	Y	
1227	15:37	68.7	N	Engine brake
1228	15:38	66.6	Y	
1229	15:39	69.3	Y	
1230	15:40	67.5	Y	
1231	15:41	66.9	Y	
1232	15:42	66.1	Y	
1233	15:43	66.8	Y	
1234	15:44	69.5	N	Train horn
1235	15:45	65.0	Y	
1236	15:46	66.0	Y	
1237	15:47	70.6	N	Car horn
1238	15:48	65.5	Y	
1239	15:49	66.0	Y	
1240	15:50	65.8	Y	
1241	15:51	65.9	Y	
1242	15:52	67.9	Y	
1243	15:53	65.9	Y	
1244	15:54	66.2	Y	
1245	15:55	64.9	Y	
1246	15:56	64.8	Y	
1247	15:57	65.2	Y	
1248	15:58	66.0	Y	
1249	15:59	65.5	Y	
1250	16:00	66.9	Y	
1251	16:01	67.7	Y	
1252	16:02	67.4	Y	
1253	16:03	65.7	Y	
1254	16:04	66.9	Y	
1255	16:05	67.3	Y	
1256	16:06	66.6	Y	
1257	16:07	68.5	N	Train horn
1258	16:08	68.7	Y	
1259	16:09	68.9	Y	
1260	16:10	66.9	Y	
1261	16:11	68.5	Y	
1262	16:12	68.0	Y	
1263	16:13	68.5	Y	
1264	16:14	68.2	Y	
1265	16:15	67.3	Y	
1266	16:16	68.4	Y	
1267	16:17	68.1	Y	
1268	16:18	68.4	Y	

1269	16:19	68.8	Y	
1270	16:20	67.1	Y	
1271	16:21	67.4	Y	
1272	16:22	68.0	Y	
1273	16:23	68.7	Y	
1274	16:24	67.5	N	Train horn
1275	16:25	67.6	Y	
1276	16:26	70.4	Y	
1277	16:27	67.5	Y	
1278	16:28	67.9	Y	
1279	16:29	67.6	Y	
1280	16:30	67.7	Y	
1281	16:31	71.2	Y	
1282	16:32	68.5	Y	
1283	16:33	69.5	Y	
1284	16:34	68.5	Y	
1285	16:35	68.0	Y	
1286	16:36	69.2	Y	
1287	16:37	68.0	Y	
1288	16:38	67.9	Y	
1289	16:39	67.0	Y	
1290	16:40	69.0	Y	
1291	16:41	67.5	Y	
1292	16:42	69.8	Y	
1293	16:43	68.7	Y	
1294	16:44	67.8	Y	
1295	16:45	68.4	Y	
1296	16:46	68.6	Y	
1297	16:47	68.1	Y	
1298	16:48	68.0	Y	
1299	16:49	68.0	Y	
1300	16:50	67.3	Y	
1301	16:51	66.8	Y	
1302	16:52	68.2	Y	
1303	16:53	67.8	Y	
1304	16:54	67.4	Y	
1305	16:55	66.9	Y	
1306	16:56	66.2	Y	
1307	16:57	67.1	Y	
1308	16:58	66.4	Y	
1309	16:59	68.3	Y	
1310	17:00	68.5	Y	
1311	17:01	65.7	Y	
1312	17:02	67.8	Y	

1313	17:03	68.1	Y	
1314	17:04	67.2	Y	
1315	17:05	69.5	Y	
1316	17:06	67.2	Y	
1317	17:07	66.8	Y	
1318	17:08	66.5	Y	
1319	17:09	66.6	Y	
1320	17:10	68.7	Y	
1321	17:11	65.7	Y	
1322	17:12	65.1	Y	
1323	17:13	70.9	N	Siren
1324	17:14	67.0	N	Train horn
1325	17:15	66.0	Y	
1326	17:16	66.9	Y	
1327	17:17	65.3	Y	
1328	17:18	66.3	Y	
1329	17:19	65.9	Y	
1330	17:20	67.9	Y	
1331	17:21	66.5	Y	
1332	17:22	67.1	Y	
1333	17:23	67.6	Y	
1334	17:24	68.2	Y	
1335	17:25	65.4	Y	
1336	17:26	67.1	Y	
1337	17:27	66.2	Y	
1338	17:28	67.0	Y	
1339	17:29	67.6	Y	
1340	17:30	65.5	Y	
1341	17:31	64.8	Y	
1342	17:32	65.5	Y	
1343	17:33	66.3	Y	
1344	17:34	64.1	Y	
1345	17:35	63.7	Y	
1346	17:36	66.5	N	Engine brake
1347	17:37	65.7	Y	
1348	17:38	66.1	Y	
1349	17:39	65.5	Y	
1350	17:40	66.1	Y	
1351	17:41	65.2	Y	
1352	17:42	67.2	Y	
1353	17:43	68.1	Y	
1354	17:44	67.4	Y	
1355	17:45	64.1	Y	
1356	17:46	68.4	Y	

1357	17:47	67.4	Y	
1358	17:48	64.4	Y	
1359	17:49	62.6	Y	
1360	17:50	65.7	Y	
1361	17:51	66.1	Y	
1362	17:52	64.7	Y	
1363	17:53	62.9	Y	
1364	17:54	69.2	Y	
1365	17:55	69.7	Y	
1366	17:56	64.7	Y	
1367	17:57	64.4	Y	
1368	17:58	66.1	N	Train horn
1369	17:59	64.3	Y	
1370	18:00	65.7	Y	
1371	18:01	65.8	Y	
1372	18:02	67.7	Y	
1373	18:03	66.3	Y	
1374	18:04	65.6	Y	
1375	18:05	64.8	Y	
1376	18:06	66.0	Y	
1377	18:07	64.8	Y	
1378	18:08	63.9	Y	
1379	18:09	66.0	Y	
1380	18:10	64.8	Y	
1381	18:11	65.7	Y	
1382	18:12	63.8	Y	
1383	18:13	65.9	Y	
1384	18:14	65.7	Y	
1385	18:15	66.4	Y	
1386	18:16	64.7	Y	
1387	18:17	66.7	Y	
1388	18:18	65.7	Y	
1389	18:19	65.2	Y	
1390	18:20	64.6	Y	
1391	18:21	65.4	Y	
1392	18:22	66.7	Y	
1393	18:23	65.7	Y	
1394	18:24	68.3	Y	
1395	18:25	68.4	Y	
1396	18:26	67.2	Y	
1397	18:27	66.9	Y	
1398	18:28	67.0	Y	
1399	18:29	66.2	Y	
1400	18:30	67.6	Y	

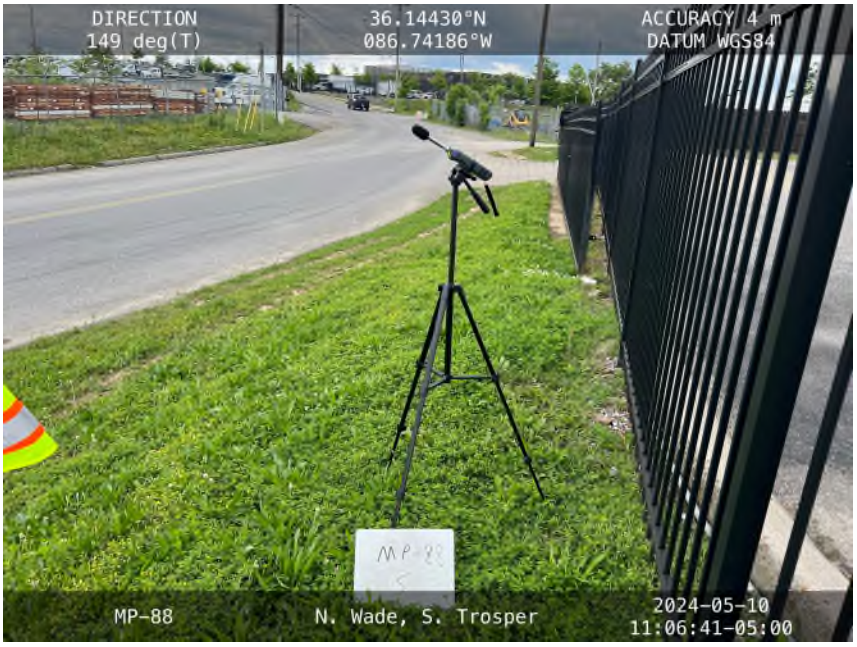
	1401	18:31	66.7	Y	
	1402	18:32	67.3	Y	
	1403	18:33	65.3	Y	
	1404	18:34	65.5	Y	
	1405	18:35	66.9	Y	
	1406	18:36	67.7	Y	
	1407	18:37	67.8	Y	
	1408	18:38	68.9	Y	
	1409	18:39	69.5	Y	
	1410	18:40	70.5	Y	
	1411	18:41	69.3	Y	
	1412	18:42	69.3	Y	
	1413	18:43	70.3	Y	
	1414	18:44	70.0	Y	
	1415	18:45	70.7	Y	
	1416	18:46	70.6	Y	
	1417	18:47	70.8	Y	
	1418	18:48	69.8	Y	
	1419	18:49	70.3	Y	
	1420	18:50	69.2	N	Siren
	1421	18:51	69.3	Y	
	1422	18:52	70.5	Y	
	1423	18:53	71.2	Y	
	1424	18:54	71.1	N	Siren
	1425	18:55	70.5	Y	
	1426	18:56	70.2	Y	
	1427	18:57	71.0	Y	
	1428	18:58	71.1	Y	
	1429	18:59	70.9	N	Car horn
	1430	19:00	72.4	Y	
	1431	19:01	71.2	Y	
	1432	19:02	70.3	N	Siren
	1433	19:03	70.6	Y	
	1434	19:04	70.8	Y	
	1435	19:05	69.9	Y	
	1436	19:06	71.9	Y	
	1437	19:07	70.2	Y	
	1438	19:08	70.0	Y	
	1439	19:09	70.4	Y	
	1440	19:10	70.1	Y	
	1441	19:11	74.6	Y	
Peak		13:45-2:45	71.5		



Date: 5/10/24.

Photographer: NW/ST.

1	**Location / Orientation**	895 Elm Hill Pike (36.14428°, -86.74184°) facing west
	Remarks	MP-88



Date: 5/10/24.

Photographer: NW/ST.

2	**Location / Orientation**	895 Elm Hill Pike (36.14428°, -86.74184°) facing south
	Remarks	MP-88

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: ~~[illegible]~~88 Meter Serial Number: 0165975

Date: 05/10/24 Personnel: N wade STrosper

Run Number: 002

Timer Start: 1108 Timer End: ~~1125~~ 1123

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 78.1°F Time Assessed: 1106

Wind Speed 10.2 mph Time Assessed: 1106

Wind Direction SE Time Assessed: 1106

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 78.6°F Time Assessed: 1125

Wind Speed 8.9 mph Time Assessed: 1125

Wind Direction SE Time Assessed: 1125

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1104	1125
Calibration Level	114	~~114~~ 114

RESULTS FROM METER

LAeq: 69.1 Time: 1124

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/10/24	
Address/Location	897 Elm Hill Pike (MP-88)	
Land Use	C	
Analyst Name	N Wade S Trosper	
Meteorological Conditions		
Temperature(s)	79.3°F	
Wind Speed(s)	10.2 mph	
Wind Direction(s)	SE	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1104	~~1125~~ 1123
Calibration Level	114	114

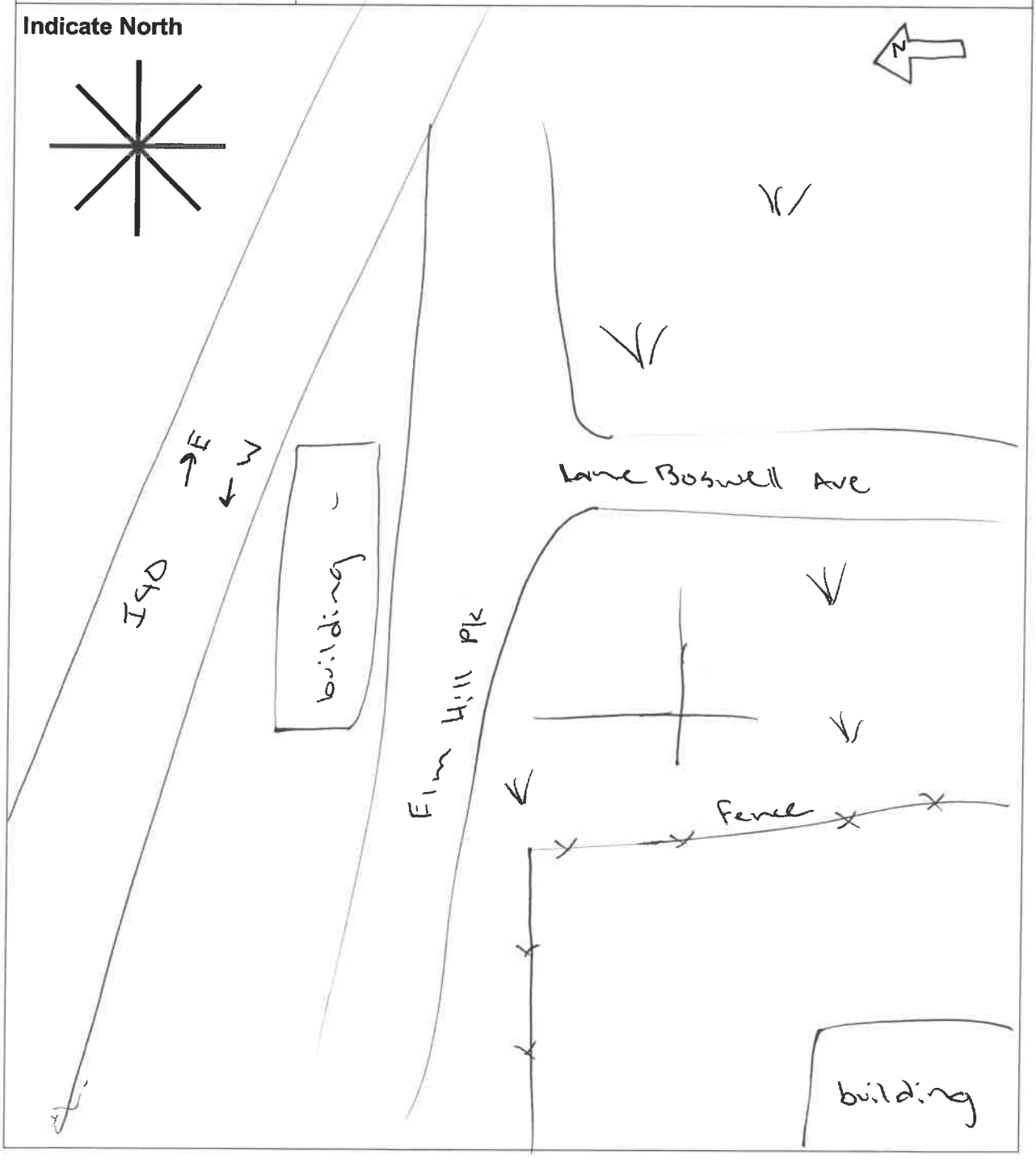
Period #	Start Time	Event Description(s)
1	1104	meter start
2	1110	car door slam
3	1111	car door slam
4	1114	brake squeal
5	1125	meter end
6		
7		
8		
9		
10		
11		
12		
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30		

Elm Hill Pike is predominant noise source

Noise Measurement Site Sketch
I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/10/24
Address	897 Elm Hill Pike (MP-88)
Land Use	C

Indicate North



I-24, Davidson and Rutherford County
MP-88

Date: 5/10/2024
Site: 895 Elm Hill Pike
Description: Commercial

Period #	Time Start	Leq (dBA)	Included?	Note
1	11:08	67.9	Y	
2	11:09	67.9	Y	
3	11:10	67.7	Y	
4	11:11	69.5	Y	
5	11:12	68.5	Y	
6	11:13	67.3	Y	
7	11:14	68.8	Y	
8	11:15	68.2	Y	
9	11:16	68.9	Y	
10	11:17	75.2	Y	
11	11:18	66.7	Y	
12	11:19	67.9	Y	
13	11:20	64.4	Y	
14	11:21	69.2	Y	
15	11:22	67.2	Y	
16	11:23	66.2	Y	
17	11:24	73.8	Y	
Total		69.8		



Date: 5/10/24.

Photographer: NW/ST.

1	**Location / Orientation**	1000 Elm Hill Pike (36.14451°, -86.73782°) facing north
	Remarks	MP-89



Date: 5/10/24.

Photographer: NW/ST.

2	**Location / Orientation**	1000 Elm Hill Pike (36.14451°, -86.73782°) facing west
	Remarks	MP-89

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: 89 Meter Serial Number: 0165795

Date: 05/10/24 Personnel: S Trosper N Wade

Run Number: 003

Timer Start: 1139 Timer End: 1159

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 77.8°F Time Assessed: 1135

Wind Speed 2.5 mph Time Assessed: 1135

Wind Direction E Time Assessed: 1135

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 80°F Time Assessed: 1200

Wind Speed 5.1 mph Time Assessed: 1200

Wind Direction E Time Assessed: 1200

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1134	1200
Calibration Level	114	114

RESULTS FROM METER

LAeq: 69.8 Time: 11:59

TDOT Go.

*meter moved forward to avoid parked cars

*Elm Hill Pike is dominant noise

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/10/2024	
Address/Location	1000 Elm Hill Pike (MP-89)	
Land Use	E	
Analyst Name	N Wade S Trooper	
Meteorological Conditions		
Temperature(s)	77.8F	
Wind Speed(s)	25 mph	
Wind Direction(s)	E	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1134	1200
Calibration Level	114	114

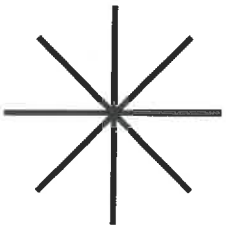
Period #	Start Time	Event Description(s)
1	1139	meter start
2	1144	back up alarm
3	1145	trailer racket
4	1146	car door slam
5	1147	car door slam
6	1159	meter end
7		
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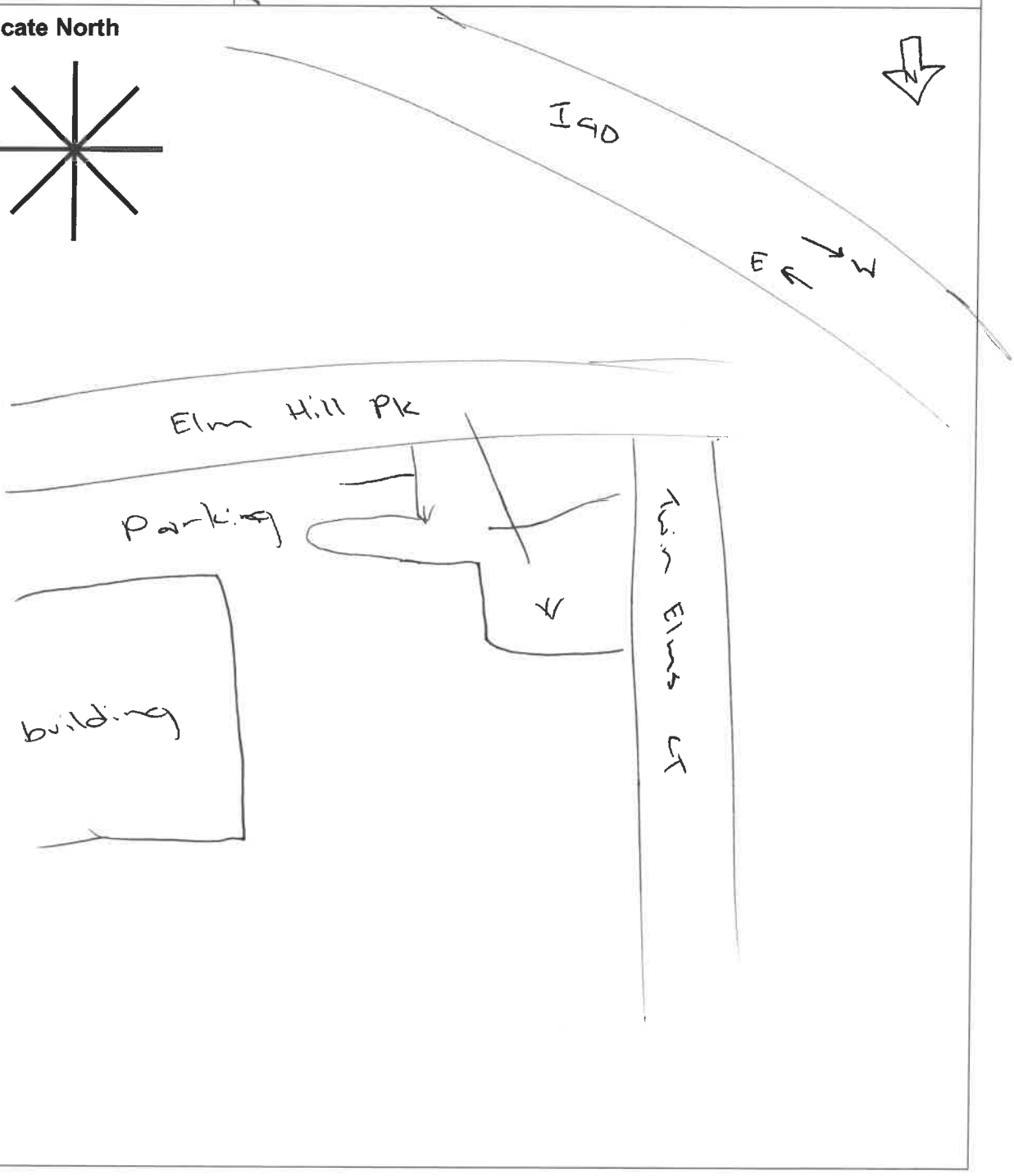
Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/10/2024
Address	1000 Elm Hill Pike (MP-89)
Land Use	E

Indicate North





I-24, Davidson and Rutherford County
MP-89

Date: 5/10/2024
Site: 1000 Elm Hill Pike
Description: Commercial

Period #	Time Start	Leq (dBA)	Included?	Note
1	11:39	66.0	Y	
2	11:40	64.8	Y	
3	11:41	64.5	Y	
4	11:42	65.0	Y	
5	11:43	64.2	Y	
6	11:44	65.1	N	Car backup alarm
7	11:45	65.9	Y	
8	11:46	65.5	Y	
9	11:47	66.5	Y	
10	11:48	67.3	Y	
11	11:49	67.7	Y	
12	11:50	81.0	Y	
13	11:51	64.8	Y	
14	11:52	63.7	Y	
15	11:53	64.4	Y	
16	11:54	63.9	Y	
17	11:55	65.5	Y	
18	11:56	63.6	Y	
19	11:57	65.5	Y	
20	11:58	65.0	Y	
21	11:59	65.5	Y	
Total		70.4		



Date: 5/10/24.

Photographer: NW/ST.

1	**Location / Orientation**	347 Wilhagan Road (36.14140°, -86.71281°) facing west
	Remarks	MP-90



Date: 5/10/24.

Photographer: NW/ST.

2	**Location / Orientation**	347 Wilhagan Road (36.14140°, -86.71281°) facing south
	Remarks	MP-90

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: 90 Meter Serial Number: 0165975

Date: 05/10/2024 Personnel: N Wade S Trosper

Run Number: 004

Timer Start: 1246 Timer End: 1303

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 80°F Time Assessed: 1201

Wind Speed 2-2 mph Time Assessed: 1201

Wind Direction SE Time Assessed: 1201

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 79.8°F Time Assessed: 1304

Wind Speed 3.1 mph Time Assessed: 1304

Wind Direction SE Time Assessed: 1304

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1260	1303
Calibration Level	114	114

RESULTS FROM METER

LAeq: ~~73.5~~ Time: 1303

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/10/2026	
Address/Location	347 Wilhagen Rd (MP-90)	
Land Use	B	
Analyst Name	N Wade S Trosper	
Meteorological Conditions		
Temperature(s)	80°F	
Wind Speed(s)	2.0 mph	
Wind Direction(s)	SE	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1240	1303
Calibration Level	114	114

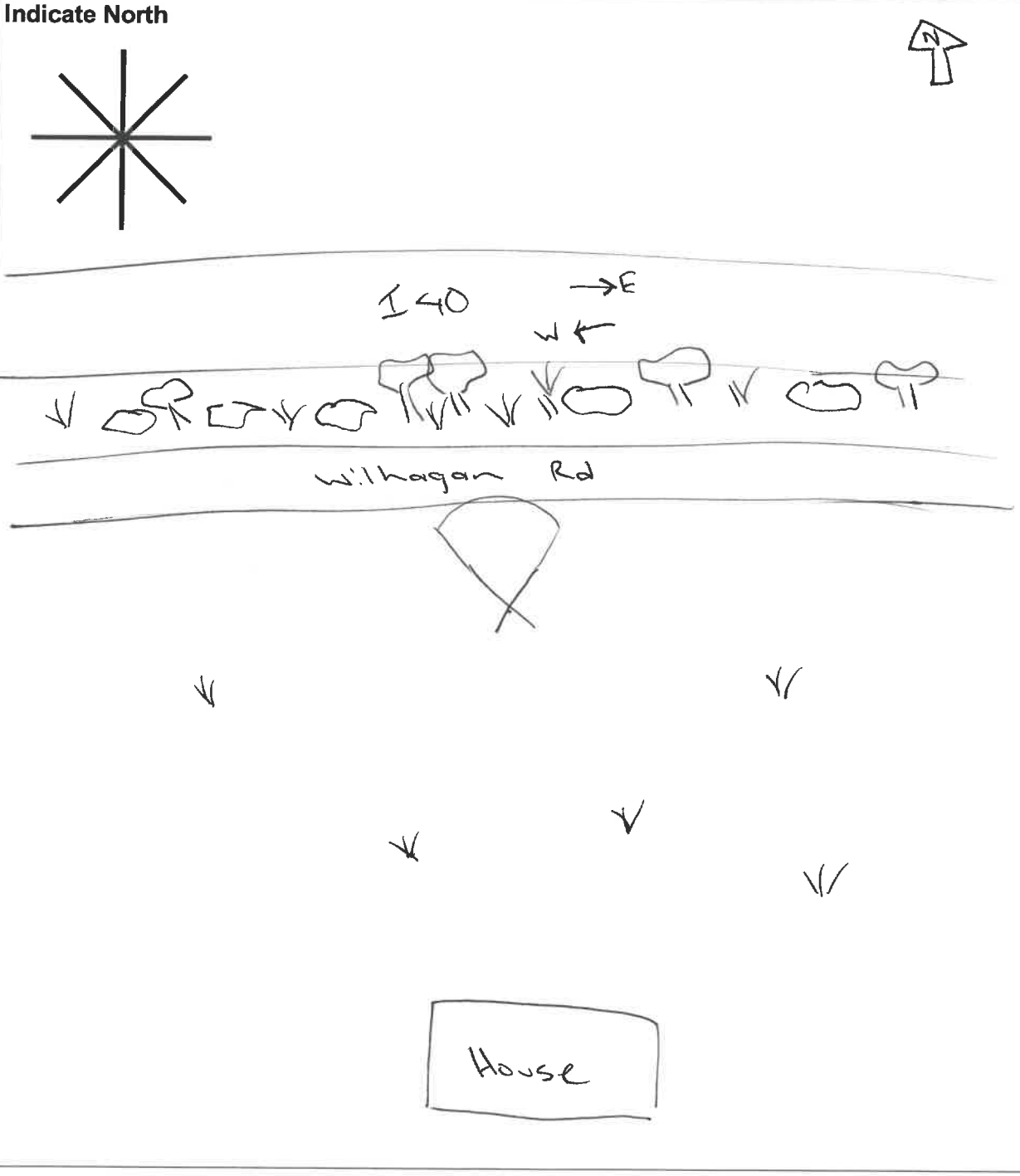
Period #	Start Time	Event Description(s)
1	1246	meter start
2	1247	sirens
3	1303	meter end
4		
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Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/10/24
Address	347 Wilhagan Rd (MP-90)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-90

Date: 5/10/2024
Site: 347 Wilhagan Road
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	12:46	74.0	Y	
2	12:47	72.2	N	Siren
3	12:48	73.8	Y	
4	12:49	73.3	Y	
5	12:50	73.1	Y	
6	12:51	73.9	Y	
7	12:52	72.6	Y	
8	12:53	73.7	Y	
9	12:54	74.2	Y	
10	12:55	72.7	Y	
11	12:56	73.4	Y	
12	12:57	72.7	Y	
13	12:58	72.9	Y	
14	12:59	73.3	Y	
15	13:00	74.5	Y	
16	13:01	73.6	Y	
17	13:02	75.0	Y	
Total		73.6		



Date: 5/10/24.

Photographer: NW/ST.

1	**Location / Orientation**	1912 Dabbs Avenue (36.14239°, -86.70681°) facing west
	Remarks	MP-91



Date: 5/10/24.

Photographer: NW/ST.

2	**Location / Orientation**	1912 Dabbs Avenue (36.14239°, -86.70681°) facing south
	Remarks	MP-91

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: 91 Meter Serial Number: 0165975

Date: 05/10/2024 Personnel: N Wade S Trosper

Run Number: 005

Timer Start: 1321 Timer End: 1336

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 80 °F Time Assessed: 1317

Wind Speed .9 mph Time Assessed: 1317

Wind Direction SE Time Assessed: 1317

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 80.2°F Time Assessed: 1331

Wind Speed .5 mph Time Assessed: 1337

Wind Direction SE Time Assessed: 1337

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1317	1337
Calibration Level	114	114

RESULTS FROM METER

LAeq: Calc.6 Time: 1336

TDOT Go.

* Loud Cicadas!

Noise Measurement Data Sheet
I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/10/2024	
Address/Location	1912 Dabbs Dr (MP-91)	
Land Use	B	
Analyst Name	N Wade S Trosper	
Meteorological Conditions		
Temperature(s)	80°F	
Wind Speed(s)	.9 mph	
Wind Direction(s)	SE	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1317	1337
Calibration Level	114	114

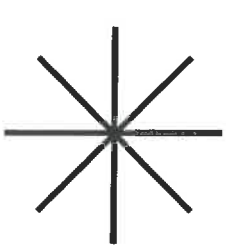
Period #	Start Time	Event Description(s)
1	1321	meter start
2	1335	power tool
3	1335	car start
4	1336	meter end
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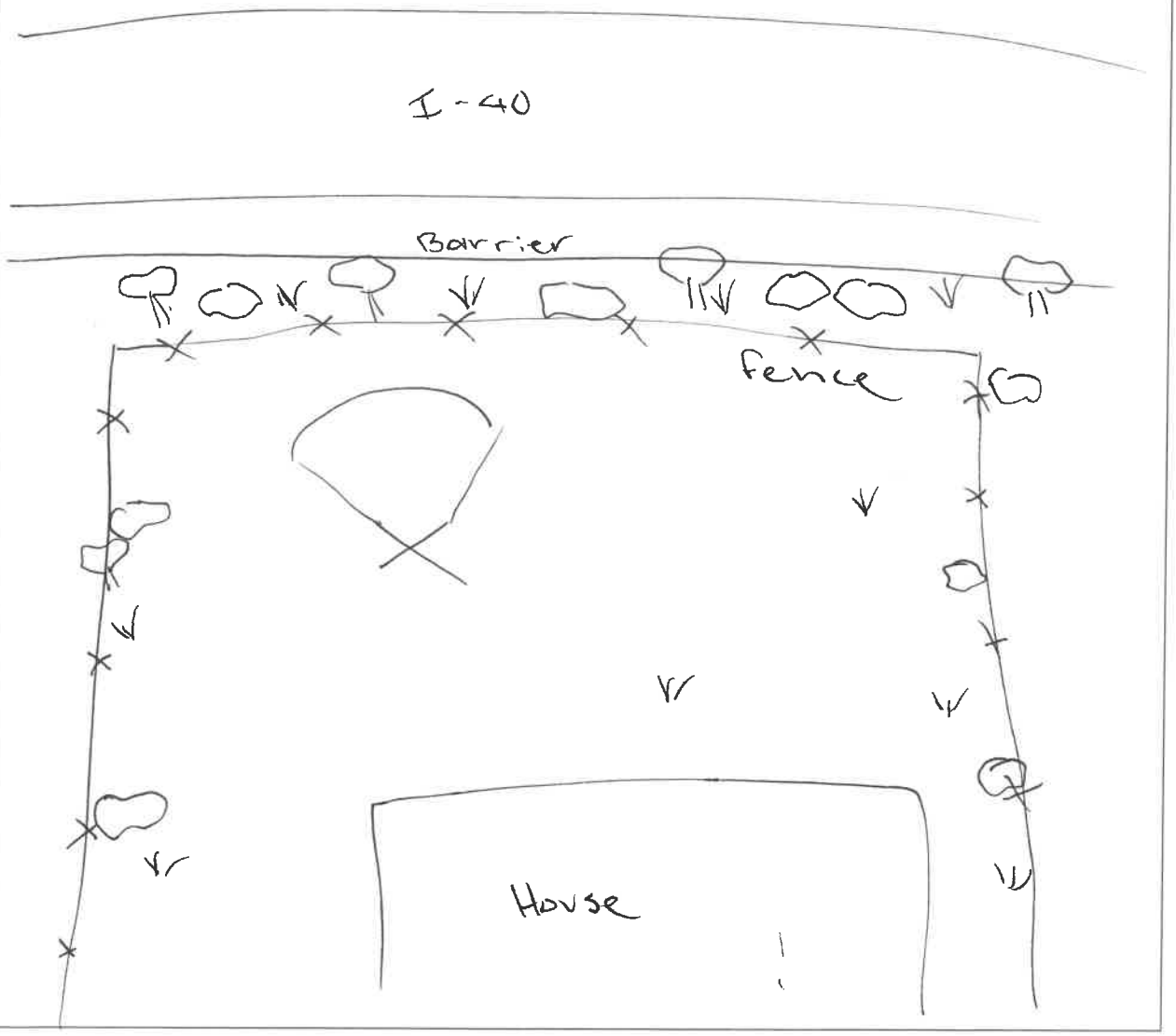
Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/10/2024
Address	1912 Dabbs Dr (MP-91)
Land Use	B

Indicate North





I-24, Davidson and Rutherford County
MP-91

Date: 5/10/2024
Site: 1912 Dabbs Avenue
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:21	68.2	Y	
2	13:22	68.3	Y	
3	13:23	68.4	Y	
4	13:24	66.2	Y	
5	13:25	62.9	Y	
6	13:26	61.1	Y	
7	13:27	61.8	Y	
8	13:28	62.9	Y	
9	13:29	65.4	Y	
10	13:30	62.3	Y	
11	13:31	60.7	Y	
12	13:32	60.9	Y	
13	13:33	60.6	Y	
14	13:34	61.3	Y	
15	13:35	66.4	N	Power tool
16	13:36	61.1	Y	
Total		64.6		



Date: 5/10/24.

Photographer: NW/ST.

1	**Location / Orientation**	1809 Dabbs Avenue (36.14364°, -86.70500°) facing north
	Remarks	MP-92



Date: 5/10/24.

Photographer: NW/ST.

2	**Location / Orientation**	1809 Dabbs Avenue (36.14364°, -86.70500°) facing south
	Remarks	MP-92

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: 92 Meter Serial Number: 0165975

Date: 05/10/2024 Personnel: N Wade S Trosper

Run Number: 007

Timer Start: 1516 Timer End: 1535

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 79.8°F Time Assessed: 1514

Wind Speed 8 mph Time Assessed: 1514

Wind Direction SE Time Assessed: 1514

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 78.6°F Time Assessed: 1536

Wind Speed 9.5 mph Time Assessed: 1536

Wind Direction SE Time Assessed: 1536

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1513	1536
Calibration Level	114	114

RESULTS FROM METER

LAeq: 73.8 Time: 1535

TDOT Go.

☆ moved closer to building

Noise Measurement Data Sheet
I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/10/2024	
Address/Location	1809 Dabbs Ave (MP-92)	
Land Use	C	
Analyst Name	N Wade & Trooper	
Meteorological Conditions		
Temperature(s)	79.8°F	
Wind Speed(s)	0.8 mph	
Wind Direction(s)	SE	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1513	1536
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	1516	meter start
2	1518	loud exhaust
3	1525	conversation
4	1526	loud exhaust
5	1529	plane
6	1535	meter end
7		
8		
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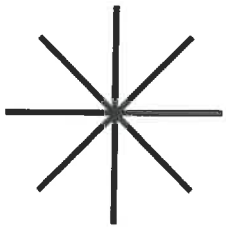
TDOT Go.

Noise Measurement Site Sketch

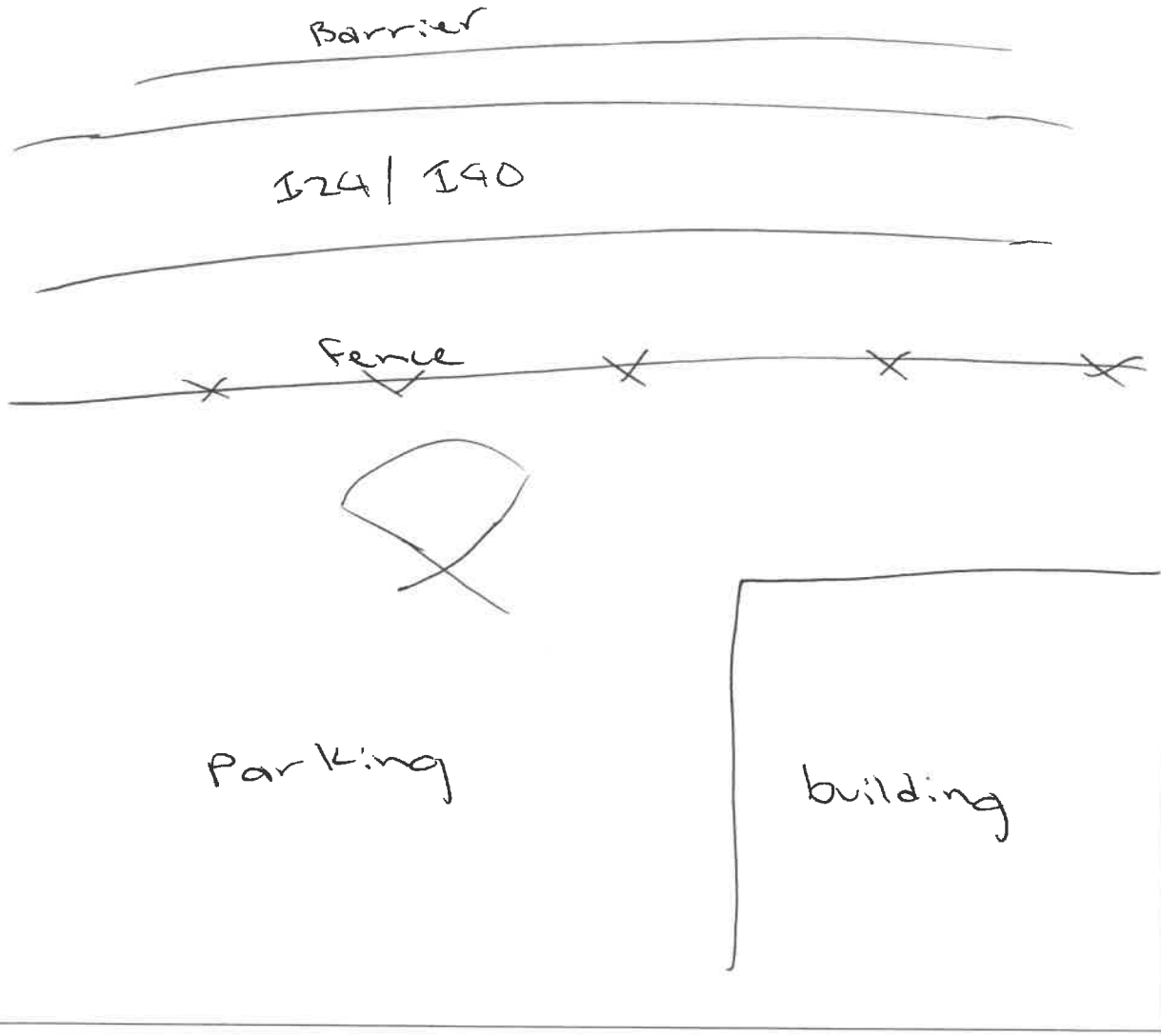
I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	
Address	1809 Dabbs Ave (MP-92)
Land Use	C

Indicate North







I-24, Davidson and Rutherford County
MP-92

Date: 5/10/2024
Site: 1809 Dabbs Avenue
Description: Commercial

Period #	Time Start	Leq (dBA)	Included?	Note
1	15:16	74.5	Y	
2	15:17	74.2	Y	
3	15:18	73.7	Y	
4	15:19	73.9	Y	
5	15:20	74.8	Y	
6	15:21	73.9	Y	
7	15:22	74.0	Y	
8	15:23	74.0	Y	
9	15:24	72.9	Y	
10	15:25	72.6	Y	
11	15:26	74.5	Y	
12	15:27	73.5	Y	
13	15:28	73.6	Y	
14	15:29	74.8	N	Airplane
15	15:30	73.2	Y	
16	15:31	72.9	Y	
17	15:32	73.4	Y	
18	15:33	73.0	Y	
19	15:34	74.3	Y	
20	15:35	73.6	Y	
Total		73.8		



Date: 5/10/24.

Photographer: NW/ST

1	**Location / Orientation**	1934 Dabbs Avenue (36.14273°, -86.70433°) facing south
	Remarks	MP-93



Date: 5/10/24.

Photographer: NW/ST.

2	**Location / Orientation**	1934 Dabbs Avenue (36.14273°, -86.70433°) facing east
	Remarks	MP-93

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: 93 Meter Serial Number: 0165975

Date: 05/10/24 Personnel: N Wade S Trosper

Run Number: 006

Timer Start: 1443 1420 Timer End: 1459

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 78.6°F Time Assessed: 1417

Wind Speed 2.5 mph Time Assessed: 1417

Wind Direction SE Time Assessed: 1417

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 78.2°F Time Assessed: 1500

Wind Speed .9 mph Time Assessed: 1500

Wind Direction SE Time Assessed: 1500

CALIBRATION	Pre-Measurement	Post-Measurement
Calibration Time	1417	1459
Calibration Level	114	114

RESULTS FROM METER

LAeq: 64.3 Time: 1459

TDOT Go.

* Loud cicadas! but not as bad

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/10/24	
Address/Location	1934 Dabbs Dr (MP-93)	
Land Use	B	
Analyst Name	N Wade S Trosper	
Meteorological Conditions		
Temperature(s)	78.6°F	
Wind Speed(s)	2.5 mph	
Wind Direction(s)	SE	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	1417	1459
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	~~1422~~	meter start
2	1424	horn
3	1425	horn
4	1434	conversation
5	1435	conversation
6	1437	horn
7		
8	1443	meter start
9	1451	horn
10	1459	meter end
11		
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Did not record

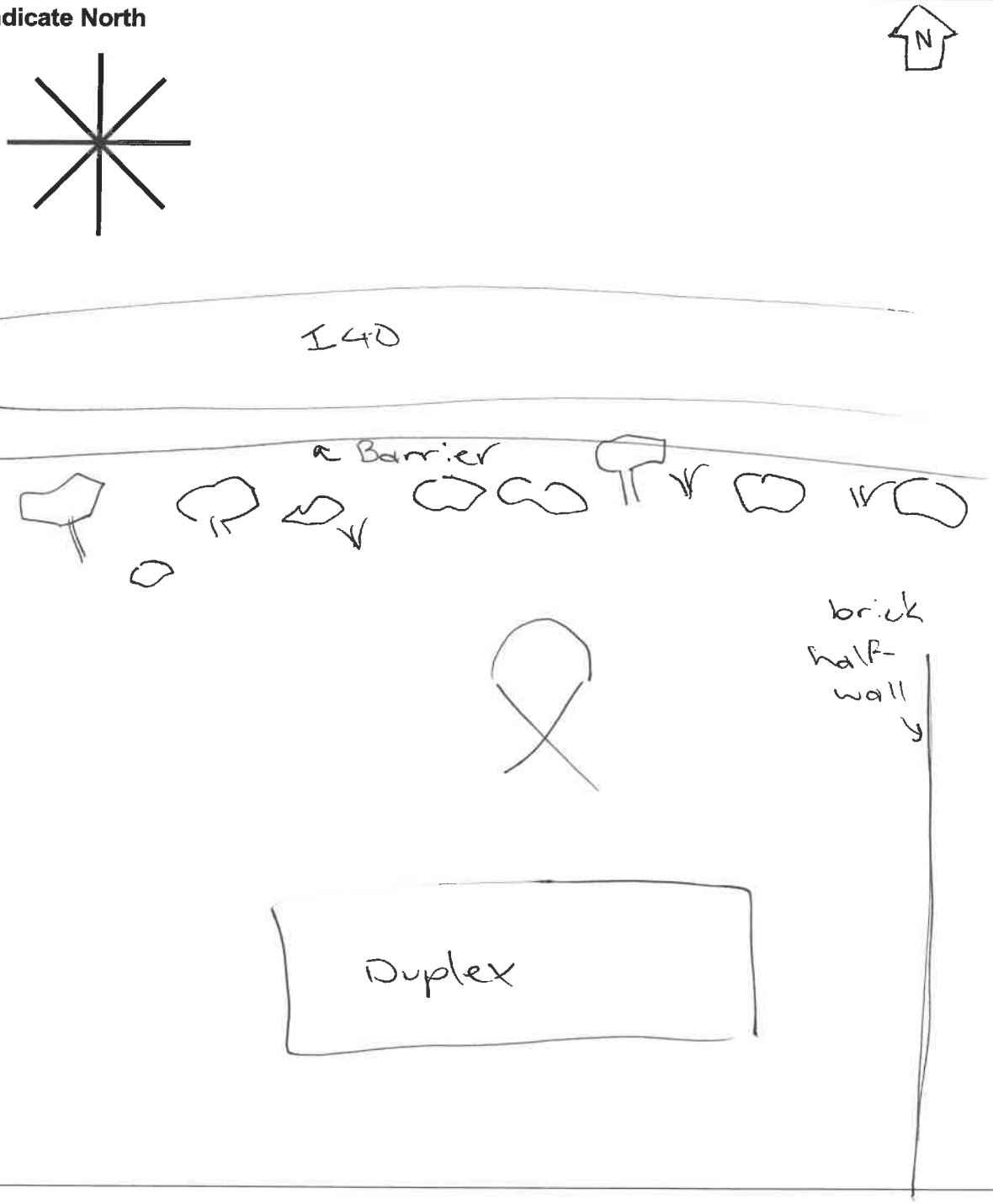
TDOT Go.

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/10/2024
Address	1934 Dabbs Dr (MP-93)
Land Use	B

Indicate North



I-24, Davidson and Rutherford County
MP-93

Date: 5/10/2024
Site: 1934 Dabbs Avenue
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	14:43	65.0	Y	
2	14:44	65.0	Y	
3	14:45	64.7	Y	
4	14:46	64.3	Y	
5	14:47	63.3	Y	
6	14:48	64.3	Y	
7	14:49	65.0	Y	
8	14:50	64.4	Y	
9	14:51	63.2	N	Car Horn
10	14:52	63.7	Y	
11	14:53	64.9	Y	
12	14:54	63.3	Y	
13	14:55	64.8	Y	
14	14:56	64.4	Y	
15	14:57	64.6	Y	
16	14:58	64.0	Y	
17	14:59	64.0	Y	
Total		64.4		

			Date: 5/9/2024 Photographer: NW/ST
1	**Location / Orientation**	750 Envious Drive (36.14312°, -86.70206°) facing north	
	Remarks	MP-94	

			Date: 5/9/2024 Photographer: NW/ST
2	**Location / Orientation**	750 Envious Drive (36.14312°, -86.70206°) facing south	
	Remarks	MP-94	

NOISE MEASUREMENT DATA SHEET
I-24, DAVIDSON and RUTHERFORD COUNTY, TENNESSEE
S&ME PROJECT NO. 23470025A

Monitoring Point ID: 94 Meter Serial Number: 4637987

Date: 05/09/24 Personnel: S. Trosper, N. Wade, C. Murray, K. Weaver

Run Number: 001

Timer Start: 2030 Timer End: 2030

METEOROLOGICAL CONDITIONS AT START OF TEST

Temperature 78.4°F Time Assessed: 2020

Wind Speed .5 mph Time Assessed: 2020

Wind Direction SW Time Assessed: 2020

METEOROLOGICAL CONDITIONS AT END OF TEST

Temperature 76.8°F Time Assessed: 2030

Wind Speed .1 mph Time Assessed: 2030

Wind Direction SW Time Assessed: 2030

CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	2027	2031
Calibration Level	114	114

RESULTS FROM METER

LAeq: 69.0 Time: 2030

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/09/24	
Address/Location	750 Envious Dr (MP-94)	
Land Use	D	
Analyst Name	N. Wade S. Trosper C. Murray K. Weaver	
Meteorological Conditions		
Temperature(s)	78.4°F	
Wind Speed(s)	.6 MPH	
Wind Direction(s)	SW	
Calibration		
Meter/Analyzer		
	Pre-Measurement	Post-Measurement
Calibration Time	2022	2031
Calibration Level	114	114

Period #	Start Time	Event Description(s)
1	2030	timer start
2	01:05	helicopter flew over
3	01:27	Police Siren
4	1:57	helicopter
5	07:51	plane flyover
6	07:59	JEME Vehicles + Plane flyover
7	08:24	Voices / JEME Vehicle
8	09:37	Vehicle passed meter
9	09:49	Vehicle passed meter
10	09:52	Vehicle passed meter
11	09:55	Vehicle passed meter
12	10:22	Vehicle passed meter
13	10:37	Vehicle Honking
14	11:11	Vehicle passed meter
15	12:00	Vehicle alarm (twice)
16	12:16	Vehicle passed meter
17	14:06	Vehicle passed meter
18	14:14	JEME Vehicle
19	14:21	JEME Vehicle
20	14:34	Vehicle passed meter
21	16:55	Vehicle passed meter
22	18:05	Police Siren
23	19:01	Vehicle Honking
24	19:04	Ambulance Siren
25	19:32	Voices and Ambulance Siren
26	2011	Sirens
27	2024	horn
28		
29		
30		

TDOT Go.

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	05/09/24
Address	750 Envious Dr (MP-94)
Land Use	D

Indicate North



I-24, Davidson and Rutherford County
MP-94 Reference

Date: 5/9/2024-5/10/2024
Site: 750 Envious Drive
Description: School (Intreior)

Period #	Time Start	Leq (dBA)	Included?	Note
1	20:30	69.8	Y	
2	20:31	68.8	Y	
3	20:32	68.9	Y	
4	20:33	68.7	Y	
5	20:34	68.9	Y	
6	20:35	69.4	Y	
7	20:36	69.1	Y	
8	20:37	70.8	Y	
9	20:38	70.5	Y	
10	20:39	69.3	Y	
11	20:40	68.0	Y	
12	20:41	69.6	Y	
13	20:42	68.3	Y	
14	20:43	68.6	Y	
15	20:44	67.8	Y	
16	20:45	69.0	Y	
17	20:46	70.0	Y	
18	20:47	69.0	Y	
19	20:48	67.5	Y	
20	20:49	67.4	Y	
21	20:50	69.0	Y	
22	20:51	69.8	Y	
23	20:52	69.3	Y	
24	20:53	69.3	Y	
25	20:54	69.6	Y	
26	20:55	68.3	Y	
27	20:56	69.0	Y	
28	20:57	68.7	Y	
29	20:58	69.4	Y	
30	20:59	67.9	Y	
31	21:00	69.9	Y	
32	21:01	69.7	Y	
33	21:02	68.3	Y	
34	21:03	68.6	Y	
35	21:04	69.1	Y	
36	21:05	68.5	Y	

37	21:06	68.3	Y
38	21:07	69.5	Y
39	21:08	70.9	Y
40	21:09	67.8	Y
41	21:10	67.7	Y
42	21:11	69.1	Y
43	21:12	70.9	Y
44	21:13	68.5	Y
45	21:14	68.7	Y
46	21:15	68.8	Y
47	21:16	68.3	Y
48	21:17	67.5	Y
49	21:18	68.2	Y
50	21:19	70.3	Y
51	21:20	69.1	Y
52	21:21	69.4	Y
53	21:22	70.9	Y
54	21:23	70.6	Y
55	21:24	70.3	Y
56	21:25	70.4	Y
57	21:26	70.1	Y
58	21:27	70.2	Y
59	21:28	68.4	Y
60	21:29	71.1	Y
61	21:30	69.5	Y
62	21:31	69.7	Y
63	21:32	68.0	Y
64	21:33	68.0	Y
65	21:34	68.4	Y
66	21:35	67.6	Y
67	21:36	70.1	Y
68	21:37	68.5	Y
69	21:38	74.2	Y
70	21:39	69.7	Y
71	21:40	69.3	Y
72	21:41	69.4	Y
73	21:42	67.2	Y
74	21:43	67.9	Y
75	21:44	68.3	Y
76	21:45	68.5	Y
77	21:46	67.7	Y
78	21:47	70.0	Y
79	21:48	67.1	Y
80	21:49	66.4	Y

81	21:50	70.0	Y
82	21:51	68.9	Y
83	21:52	67.2	Y
84	21:53	68.8	Y
85	21:54	69.3	Y
86	21:55	67.7	Y
87	21:56	69.1	Y
88	21:57	67.6	Y
89	21:58	70.6	Y
90	21:59	69.2	Y
91	22:00	72.7	Y
92	22:01	66.1	Y
93	22:02	69.0	Y
94	22:03	68.9	Y
95	22:04	67.4	Y
96	22:05	68.1	Y
97	22:06	67.4	Y
98	22:07	69.3	Y
99	22:08	68.7	Y
100	22:09	68.7	Y
101	22:10	69.8	Y
102	22:11	69.6	Y
103	22:12	68.4	Y
104	22:13	68.3	Y
105	22:14	67.9	Y
106	22:15	67.7	Y
107	22:16	68.8	Y
108	22:17	68.4	Y
109	22:18	68.9	Y
110	22:19	68.8	Y
111	22:20	68.3	Y
112	22:21	68.2	Y
113	22:22	68.7	Y
114	22:23	69.2	Y
115	22:24	68.4	Y
116	22:25	69.9	Y
117	22:26	69.6	Y
118	22:27	70.0	Y
119	22:28	68.7	Y
120	22:29	68.5	Y
121	22:30	68.6	Y
122	22:31	68.9	Y
123	22:32	69.3	Y
124	22:33	69.2	Y

125	22:34	69.4	Y
126	22:35	68.1	Y
127	22:36	68.7	Y
128	22:37	67.1	Y
129	22:38	69.0	Y
130	22:39	69.5	Y
131	22:40	71.5	Y
132	22:41	69.4	Y
133	22:42	67.1	Y
134	22:43	67.8	Y
135	22:44	67.0	Y
136	22:45	68.4	Y
137	22:46	68.9	Y
138	22:47	68.7	Y
139	22:48	69.3	Y
140	22:49	67.3	Y
141	22:50	66.9	Y
142	22:51	67.7	Y
143	22:52	67.6	Y
144	22:53	68.0	Y
145	22:54	70.5	Y
146	22:55	66.9	Y
147	22:56	66.5	Y
148	22:57	68.1	Y
149	22:58	72.6	Y
150	22:59	67.6	Y
151	23:00	70.0	Y
152	23:01	67.4	Y
153	23:02	66.9	Y
154	23:03	66.8	Y
155	23:04	68.1	Y
156	23:05	66.5	Y
157	23:06	68.9	Y
158	23:07	67.1	Y
159	23:08	66.6	Y
160	23:09	68.6	Y
161	23:10	67.9	Y
162	23:11	68.8	Y
163	23:12	70.2	Y
164	23:13	67.2	Y
165	23:14	67.1	Y
166	23:15	71.0	Y
167	23:16	70.1	Y
168	23:17	68.2	Y

169	23:18	65.6	Y
170	23:19	68.0	Y
171	23:20	67.7	Y
172	23:21	68.5	Y
173	23:22	70.2	Y
174	23:23	67.8	Y
175	23:24	66.9	Y
176	23:25	66.9	Y
177	23:26	67.5	Y
178	23:27	67.9	Y
179	23:28	64.9	Y
180	23:29	67.5	Y
181	23:30	66.4	Y
182	23:31	67.7	Y
183	23:32	68.5	Y
184	23:33	66.8	Y
185	23:34	66.9	Y
186	23:35	66.6	Y
187	23:36	68.3	Y
188	23:37	66.8	Y
189	23:38	66.4	Y
190	23:39	68.8	Y
191	23:40	68.6	Y
192	23:41	67.0	Y
193	23:42	72.9	Y
194	23:43	67.6	Y
195	23:44	68.1	Y
196	23:45	69.1	Y
197	23:46	67.0	Y
198	23:47	66.6	Y
199	23:48	67.3	Y
200	23:49	68.5	Y
201	23:50	67.4	Y
202	23:51	67.1	Y
203	23:52	67.4	Y
204	23:53	67.5	Y
205	23:54	65.7	Y
206	23:55	69.5	Y
207	23:56	66.4	Y
208	23:57	66.4	Y
209	23:58	67.9	Y
210	23:59	66.4	Y
211	0:00	67.0	Y
212	0:01	65.5	Y

213	0:02	68.0	Y
214	0:03	67.7	Y
215	0:04	67.8	Y
216	0:05	67.9	Y
217	0:06	66.9	Y
218	0:07	69.3	Y
219	0:08	65.2	Y
220	0:09	66.8	Y
221	0:10	68.7	Y
222	0:11	65.2	Y
223	0:12	69.0	Y
224	0:13	65.4	Y
225	0:14	66.1	Y
226	0:15	66.7	Y
227	0:16	66.7	Y
228	0:17	68.4	Y
229	0:18	64.7	Y
230	0:19	65.7	Y
231	0:20	67.6	Y
232	0:21	66.5	Y
233	0:22	67.5	Y
234	0:23	67.3	Y
235	0:24	68.2	Y
236	0:25	65.7	Y
237	0:26	64.8	Y
238	0:27	66.9	Y
239	0:28	66.9	Y
240	0:29	65.4	Y
241	0:30	67.3	Y
242	0:31	62.5	Y
243	0:32	66.3	Y
244	0:33	66.1	Y
245	0:34	65.9	Y
246	0:35	62.1	Y
247	0:36	63.2	Y
248	0:37	65.7	Y
249	0:38	66.1	Y
250	0:39	66.1	Y
251	0:40	64.5	Y
252	0:41	64.3	Y
253	0:42	66.7	Y
254	0:43	64.6	Y
255	0:44	64.6	Y
256	0:45	65.0	Y

257	0:46	65.3	Y	
258	0:47	64.4	Y	
259	0:48	63.1	Y	
260	0:49	63.9	Y	
261	0:50	63.3	Y	
262	0:51	64.6	Y	
263	0:52	66.8	Y	
264	0:53	63.9	Y	
265	0:54	66.9	Y	
266	0:55	64.9	Y	
267	0:56	68.0	Y	
268	0:57	66.0	Y	
269	0:58	64.6	Y	
270	0:59	64.0	Y	
271	1:00	63.3	Y	
272	1:01	65.1	Y	
273	1:02	68.0	Y	
274	1:03	68.5	Y	
275	1:04	66.5	Y	
276	1:05	66.7	N	Helicopter
277	1:06	66.7	Y	
278	1:07	63.6	Y	
279	1:08	65.4	Y	
280	1:09	68.0	Y	
281	1:10	64.0	Y	
282	1:11	63.6	Y	
283	1:12	65.9	Y	
284	1:13	65.4	Y	
285	1:14	66.6	Y	
286	1:15	65.8	Y	
287	1:16	67.2	Y	
288	1:17	63.3	Y	
289	1:18	65.1	Y	
290	1:19	64.2	Y	
291	1:20	63.1	Y	
292	1:21	64.1	Y	
293	1:22	66.5	Y	
294	1:23	62.2	Y	
295	1:24	63.6	Y	
296	1:25	63.9	Y	
297	1:26	67.2	Y	
298	1:27	64.1	N	Siren
299	1:28	66.7	Y	
300	1:29	65.6	Y	

301	1:30	65.2	Y	
302	1:31	65.9	Y	
303	1:32	64.7	Y	
304	1:33	62.2	Y	
305	1:34	61.8	Y	
306	1:35	65.8	Y	
307	1:36	62.2	Y	
308	1:37	64.9	Y	
309	1:38	61.4	Y	
310	1:39	63.6	Y	
311	1:40	62.6	Y	
312	1:41	62.0	Y	
313	1:42	65.7	Y	
314	1:43	63.0	Y	
315	1:44	62.4	Y	
316	1:45	64.5	Y	
317	1:46	60.8	Y	
318	1:47	61.2	Y	
319	1:48	61.6	Y	
320	1:49	65.1	Y	
321	1:50	64.8	Y	
322	1:51	65.6	Y	
323	1:52	63.5	Y	
324	1:53	64.4	Y	
325	1:54	69.0	Y	
326	1:55	63.6	Y	
327	1:56	66.4	Y	
328	1:57	66.0	N	Helicopter
329	1:58	66.4	Y	
330	1:59	64.4	Y	
331	2:00	65.5	Y	
332	2:01	67.1	Y	
333	2:02	63.9	Y	
334	2:03	66.5	Y	
335	2:04	64.0	Y	
336	2:05	62.6	Y	
337	2:06	66.1	Y	
338	2:07	63.3	Y	
339	2:08	67.3	Y	
340	2:09	61.8	Y	
341	2:10	61.4	Y	
342	2:11	64.6	Y	
343	2:12	62.1	Y	
344	2:13	62.6	Y	

345	2:14	64.5	Y
346	2:15	59.9	Y
347	2:16	64.1	Y
348	2:17	66.7	Y
349	2:18	63.3	Y
350	2:19	63.5	Y
351	2:20	62.3	Y
352	2:21	64.0	Y
353	2:22	63.5	Y
354	2:23	59.0	Y
355	2:24	66.8	Y
356	2:25	67.9	Y
357	2:26	65.0	Y
358	2:27	64.9	Y
359	2:28	60.8	Y
360	2:29	64.8	Y
361	2:30	58.9	Y
362	2:31	63.9	Y
363	2:32	64.1	Y
364	2:33	62.6	Y
365	2:34	64.4	Y
366	2:35	64.0	Y
367	2:36	63.6	Y
368	2:37	63.8	Y
369	2:38	61.3	Y
370	2:39	69.0	Y
371	2:40	65.3	Y
372	2:41	67.1	Y
373	2:42	66.8	Y
374	2:43	65.9	Y
375	2:44	64.1	Y
376	2:45	64.5	Y
377	2:46	63.9	Y
378	2:47	63.3	Y
379	2:48	63.3	Y
380	2:49	63.9	Y
381	2:50	65.7	Y
382	2:51	63.0	Y
383	2:52	63.3	Y
384	2:53	64.6	Y
385	2:54	62.3	Y
386	2:55	63.9	Y
387	2:56	65.3	Y
388	2:57	64.0	Y

389	2:58	62.6	Y
390	2:59	66.4	Y
391	3:00	61.9	Y
392	3:01	63.6	Y
393	3:02	62.7	Y
394	3:03	62.3	Y
395	3:04	64.9	Y
396	3:05	65.3	Y
397	3:06	63.4	Y
398	3:07	64.5	Y
399	3:08	63.4	Y
400	3:09	64.8	Y
401	3:10	66.8	Y
402	3:11	63.7	Y
403	3:12	66.3	Y
404	3:13	64.7	Y
405	3:14	67.2	Y
406	3:15	63.3	Y
407	3:16	64.6	Y
408	3:17	65.0	Y
409	3:18	61.6	Y
410	3:19	68.2	Y
411	3:20	65.1	Y
412	3:21	64.9	Y
413	3:22	66.6	Y
414	3:23	61.9	Y
415	3:24	65.3	Y
416	3:25	66.9	Y
417	3:26	64.7	Y
418	3:27	64.5	Y
419	3:28	62.9	Y
420	3:29	63.3	Y
421	3:30	65.3	Y
422	3:31	65.1	Y
423	3:32	65.6	Y
424	3:33	66.8	Y
425	3:34	65.3	Y
426	3:35	62.8	Y
427	3:36	65.4	Y
428	3:37	64.9	Y
429	3:38	65.6	Y
430	3:39	66.7	Y
431	3:40	62.5	Y
432	3:41	65.1	Y

433	3:42	63.9	Y
434	3:43	64.3	Y
435	3:44	66.6	Y
436	3:45	64.2	Y
437	3:46	67.0	Y
438	3:47	66.5	Y
439	3:48	67.3	Y
440	3:49	63.7	Y
441	3:50	63.1	Y
442	3:51	67.1	Y
443	3:52	66.7	Y
444	3:53	64.0	Y
445	3:54	62.9	Y
446	3:55	65.3	Y
447	3:56	65.5	Y
448	3:57	65.3	Y
449	3:58	65.4	Y
450	3:59	65.5	Y
451	4:00	67.0	Y
452	4:01	64.5	Y
453	4:02	66.8	Y
454	4:03	68.6	Y
455	4:04	67.8	Y
456	4:05	67.0	Y
457	4:06	68.4	Y
458	4:07	64.3	Y
459	4:08	65.7	Y
460	4:09	66.2	Y
461	4:10	66.5	Y
462	4:11	65.0	Y
463	4:12	66.9	Y
464	4:13	63.4	Y
465	4:14	65.8	Y
466	4:15	63.8	Y
467	4:16	67.7	Y
468	4:17	66.2	Y
469	4:18	63.8	Y
470	4:19	66.1	Y
471	4:20	66.0	Y
472	4:21	65.4	Y
473	4:22	66.2	Y
474	4:23	67.3	Y
475	4:24	62.7	Y
476	4:25	69.7	Y

477	4:26	68.4	Y
478	4:27	66.0	Y
479	4:28	67.3	Y
480	4:29	68.2	Y
481	4:30	65.7	Y
482	4:31	67.7	Y
483	4:32	68.7	Y
484	4:33	67.3	Y
485	4:34	67.1	Y
486	4:35	67.8	Y
487	4:36	68.2	Y
488	4:37	67.4	Y
489	4:38	66.4	Y
490	4:39	69.6	Y
491	4:40	67.4	Y
492	4:41	65.7	Y
493	4:42	68.7	Y
494	4:43	68.2	Y
495	4:44	66.3	Y
496	4:45	66.9	Y
497	4:46	67.9	Y
498	4:47	68.1	Y
499	4:48	66.5	Y
500	4:49	67.6	Y
501	4:50	68.3	Y
502	4:51	67.4	Y
503	4:52	66.1	Y
504	4:53	67.0	Y
505	4:54	67.0	Y
506	4:55	68.0	Y
507	4:56	66.9	Y
508	4:57	66.9	Y
509	4:58	65.0	Y
510	4:59	68.1	Y
511	5:00	67.3	Y
512	5:01	66.1	Y
513	5:02	67.1	Y
514	5:03	65.8	Y
515	5:04	67.3	Y
516	5:05	70.6	Y
517	5:06	68.3	Y
518	5:07	67.2	Y
519	5:08	66.3	Y
520	5:09	67.7	Y

521	5:10	68.8	Y
522	5:11	68.4	Y
523	5:12	66.4	Y
524	5:13	67.2	Y
525	5:14	67.4	Y
526	5:15	68.1	Y
527	5:16	68.6	Y
528	5:17	66.4	Y
529	5:18	66.9	Y
530	5:19	68.7	Y
531	5:20	69.0	Y
532	5:21	68.5	Y
533	5:22	67.9	Y
534	5:23	69.3	Y
535	5:24	68.5	Y
536	5:25	69.8	Y
537	5:26	68.0	Y
538	5:27	68.9	Y
539	5:28	70.2	Y
540	5:29	68.0	Y
541	5:30	67.1	Y
542	5:31	67.4	Y
543	5:32	69.5	Y
544	5:33	68.4	Y
545	5:34	69.0	Y
546	5:35	67.3	Y
547	5:36	69.4	Y
548	5:37	69.2	Y
549	5:38	67.9	Y
550	5:39	67.8	Y
551	5:40	69.3	Y
552	5:41	68.6	Y
553	5:42	68.4	Y
554	5:43	69.4	Y
555	5:44	68.8	Y
556	5:45	70.2	Y
557	5:46	69.1	Y
558	5:47	69.2	Y
559	5:48	69.0	Y
560	5:49	69.8	Y
561	5:50	69.1	Y
562	5:51	69.6	Y
563	5:52	67.7	Y
564	5:53	71.7	Y

565	5:54	69.3	Y
566	5:55	68.0	Y
567	5:56	68.6	Y
568	5:57	69.9	Y
569	5:58	69.3	Y
570	5:59	69.4	Y
571	6:00	69.1	Y
572	6:01	69.8	Y
573	6:02	67.9	Y
574	6:03	69.1	Y
575	6:04	69.6	Y
576	6:05	70.3	Y
577	6:06	68.4	Y
578	6:07	70.6	Y
579	6:08	69.7	Y
580	6:09	70.1	Y
581	6:10	70.6	Y
582	6:11	68.5	Y
583	6:12	68.8	Y
584	6:13	68.2	Y
585	6:14	69.6	Y
586	6:15	68.6	Y
587	6:16	69.5	Y
588	6:17	69.2	Y
589	6:18	69.4	Y
590	6:19	69.8	Y
591	6:20	69.6	Y
592	6:21	69.3	Y
593	6:22	69.2	Y
594	6:23	68.4	Y
595	6:24	69.4	Y
596	6:25	70.4	Y
597	6:26	71.1	Y
598	6:27	68.5	Y
599	6:28	69.2	Y
600	6:29	69.6	Y
601	6:30	68.3	Y
602	6:31	68.6	Y
603	6:32	69.6	Y
604	6:33	69.1	Y
605	6:34	69.0	Y
606	6:35	69.7	Y
607	6:36	69.2	Y
608	6:37	69.2	Y

609	6:38	68.7	Y
610	6:39	69.7	Y
611	6:40	69.3	Y
612	6:41	69.4	Y
613	6:42	68.9	Y
614	6:43	68.9	Y
615	6:44	68.9	Y
616	6:45	68.7	Y
617	6:46	69.2	Y
618	6:47	69.6	Y
619	6:48	68.8	Y
620	6:49	68.9	Y
621	6:50	69.0	Y
622	6:51	70.1	Y
623	6:52	68.3	Y
624	6:53	68.5	Y
625	6:54	70.6	Y
626	6:55	69.0	Y
627	6:56	68.5	Y
628	6:57	70.3	Y
629	6:58	68.9	Y
630	6:59	69.1	Y
631	7:00	69.8	Y
632	7:01	70.6	Y
633	7:02	67.7	Y
634	7:03	68.8	Y
635	7:04	69.4	Y
636	7:05	69.4	Y
637	7:06	67.5	Y
638	7:07	68.5	Y
639	7:08	70.2	Y
640	7:09	70.1	Y
641	7:10	69.7	Y
642	7:11	69.1	Y
643	7:12	69.4	Y
644	7:13	71.1	Y
645	7:14	69.5	Y
646	7:15	70.3	Y
647	7:16	68.9	Y
648	7:17	69.8	Y
649	7:18	69.9	Y
650	7:19	68.8	Y
651	7:20	69.2	Y
652	7:21	70.3	Y

653	7:22	70.2	Y	
654	7:23	70.0	Y	
655	7:24	70.3	Y	
656	7:25	69.4	Y	
657	7:26	68.4	Y	
658	7:27	69.4	Y	
659	7:28	70.2	Y	
660	7:29	69.6	Y	
661	7:30	69.7	Y	
662	7:31	70.4	Y	
663	7:32	69.4	Y	
664	7:33	68.5	Y	
665	7:34	69.6	Y	
666	7:35	69.3	Y	
667	7:36	70.0	Y	
668	7:37	68.6	Y	
669	7:38	68.6	Y	
670	7:39	69.9	Y	
671	7:40	69.0	Y	
672	7:41	69.1	Y	
673	7:42	68.2	Y	
674	7:43	68.5	Y	
675	7:44	69.5	Y	
676	7:45	67.8	Y	
677	7:46	68.2	Y	
678	7:47	68.4	Y	
679	7:48	67.8	Y	
680	7:49	69.1	Y	
681	7:50	67.9	Y	
682	7:51	78.8	N	Airplane
683	7:52	68.8	Y	
684	7:53	68.3	Y	
685	7:54	71.5	Y	
686	7:55	68.2	Y	
687	7:56	69.8	Y	
688	7:57	69.3	Y	
689	7:58	70.3	Y	
690	7:59	79.3	N	Airplane
691	8:00	69.7	Y	
692	8:01	69.9	Y	
693	8:02	69.5	Y	
694	8:03	70.1	Y	
695	8:04	70.9	Y	
696	8:05	69.1	Y	

697	8:06	71.0	Y
698	8:07	70.8	Y
699	8:08	68.8	Y
700	8:09	69.9	Y
701	8:10	69.5	Y
702	8:11	69.0	Y
703	8:12	74.7	Y
704	8:13	70.6	Y
705	8:14	69.4	Y
706	8:15	68.5	Y
707	8:16	69.1	Y
708	8:17	69.1	Y
709	8:18	68.5	Y
710	8:19	68.2	Y
711	8:20	69.5	Y
712	8:21	68.5	Y
713	8:22	68.5	Y
714	8:23	70.3	Y
715	8:24	70.8	Y
716	8:25	71.4	Y
717	8:26	70.1	Y
718	8:27	69.1	Y
719	8:28	69.5	Y
720	8:29	69.2	Y
721	8:30	68.9	Y
722	8:31	69.9	Y
723	8:32	70.3	Y
724	8:33	69.5	Y
725	8:34	69.5	Y
726	8:35	69.6	Y
727	8:36	69.7	Y
728	8:37	69.8	Y
729	8:38	68.9	Y
730	8:39	70.0	Y
731	8:40	69.0	Y
732	8:41	69.9	Y
733	8:42	68.7	Y
734	8:43	69.5	Y
735	8:44	68.4	Y
736	8:45	69.3	Y
737	8:46	70.0	Y
738	8:47	73.0	Y
739	8:48	70.0	Y
740	8:49	69.6	Y

741	8:50	68.4	Y
742	8:51	71.1	Y
743	8:52	70.2	Y
744	8:53	70.2	Y
745	8:54	69.4	Y
746	8:55	69.9	Y
747	8:56	68.9	Y
748	8:57	69.4	Y
749	8:58	70.1	Y
750	8:59	69.6	Y
751	9:00	68.9	Y
752	9:01	70.2	Y
753	9:02	73.2	Y
754	9:03	68.8	Y
755	9:04	68.7	Y
756	9:05	68.8	Y
757	9:06	69.7	Y
758	9:07	69.0	Y
759	9:08	69.0	Y
760	9:09	69.0	Y
761	9:10	70.2	Y
762	9:11	69.9	Y
763	9:12	70.3	Y
764	9:13	69.1	Y
765	9:14	69.9	Y
766	9:15	70.3	Y
767	9:16	68.6	Y
768	9:17	69.1	Y
769	9:18	70.3	Y
770	9:19	70.0	Y
771	9:20	68.7	Y
772	9:21	69.2	Y
773	9:22	68.2	Y
774	9:23	68.6	Y
775	9:24	69.6	Y
776	9:25	71.1	Y
777	9:26	70.3	Y
778	9:27	69.5	Y
779	9:28	70.6	Y
780	9:29	69.4	Y
781	9:30	69.9	Y
782	9:31	71.0	Y
783	9:32	70.6	Y
784	9:33	69.6	Y

785	9:34	69.6	Y	
786	9:35	70.9	Y	
787	9:36	70.5	Y	
788	9:37	70.3	Y	
789	9:38	69.7	Y	
790	9:39	69.0	Y	
791	9:40	69.0	Y	
792	9:41	69.7	Y	
793	9:42	67.7	Y	
794	9:43	68.4	Y	
795	9:44	68.8	Y	
796	9:45	70.7	Y	
797	9:46	70.8	Y	
798	9:47	69.3	Y	
799	9:48	69.1	Y	
800	9:49	70.3	N	Vehicle along meter
801	9:50	69.1	Y	
802	9:51	69.6	Y	
803	9:52	69.8	Y	
804	9:53	70.1	Y	
805	9:54	70.3	Y	
806	9:55	69.5	Y	
807	9:56	70.5	Y	
808	9:57	69.2	Y	
809	9:58	69.2	Y	
810	9:59	70.3	Y	
811	10:00	70.6	Y	
812	10:01	70.2	Y	
813	10:02	69.2	Y	
814	10:03	70.1	Y	
815	10:04	70.3	Y	
816	10:05	69.3	Y	
817	10:06	69.2	Y	
818	10:07	68.2	Y	
819	10:08	68.8	Y	
820	10:09	68.4	Y	
821	10:10	68.9	Y	
822	10:11	70.0	Y	
823	10:12	69.8	Y	
824	10:13	70.4	Y	
825	10:14	70.3	Y	
826	10:15	70.0	Y	
827	10:16	71.5	Y	
828	10:17	70.9	Y	

829	10:18	70.6	Y	
830	10:19	67.8	Y	
831	10:20	70.2	Y	
832	10:21	68.9	Y	
833	10:22	69.7	Y	
834	10:23	69.7	Y	
835	10:24	70.3	Y	
836	10:25	71.1	Y	
837	10:26	71.1	Y	
838	10:27	71.4	Y	
839	10:28	69.9	Y	
840	10:29	71.1	Y	
841	10:30	68.7	Y	
842	10:31	70.6	Y	
843	10:32	70.8	Y	
844	10:33	69.4	Y	
845	10:34	71.2	Y	
846	10:35	70.6	Y	
847	10:36	68.9	Y	
848	10:37	71.0	N	Car horn
849	10:38	70.1	Y	
850	10:39	69.4	Y	
851	10:40	70.2	Y	
852	10:41	70.2	Y	
853	10:42	70.5	Y	
854	10:43	70.8	Y	
855	10:44	69.9	Y	
856	10:45	70.5	Y	
857	10:46	70.3	Y	
858	10:47	69.7	Y	
859	10:48	70.4	Y	
860	10:49	71.1	Y	
861	10:50	68.9	Y	
862	10:51	70.9	Y	
863	10:52	70.1	Y	
864	10:53	70.5	Y	
865	10:54	68.9	Y	
866	10:55	69.5	Y	
867	10:56	69.2	Y	
868	10:57	69.7	Y	
869	10:58	68.7	Y	
870	10:59	70.1	Y	
871	11:00	71.0	Y	
872	11:01	71.3	Y	

873	11:02	70.6	Y
874	11:03	69.9	Y
875	11:04	70.1	Y
876	11:05	70.9	Y
877	11:06	69.9	Y
878	11:07	70.4	Y
879	11:08	70.6	Y
880	11:09	69.4	Y
881	11:10	71.1	Y
882	11:11	71.1	Y
883	11:12	71.1	Y
884	11:13	71.2	Y
885	11:14	71.0	Y
886	11:15	73.1	Y
887	11:16	69.4	Y
888	11:17	70.0	Y
889	11:18	70.6	Y
890	11:19	69.4	Y
891	11:20	70.3	Y
892	11:21	69.9	Y
893	11:22	70.7	Y
894	11:23	70.3	Y
895	11:24	70.3	Y
896	11:25	70.6	Y
897	11:26	68.7	Y
898	11:27	68.6	Y
899	11:28	68.9	Y
900	11:29	69.7	Y
901	11:30	71.1	Y
902	11:31	71.3	Y
903	11:32	70.6	Y
904	11:33	70.5	Y
905	11:34	70.6	Y
906	11:35	70.3	Y
907	11:36	70.1	Y
908	11:37	70.6	Y
909	11:38	69.6	Y
910	11:39	72.0	Y
911	11:40	70.7	Y
912	11:41	70.5	Y
913	11:42	70.4	Y
914	11:43	70.5	Y
915	11:44	70.4	Y
916	11:45	69.1	Y

917	11:46	69.3	Y	
918	11:47	67.7	Y	
919	11:48	69.5	Y	
920	11:49	70.8	Y	
921	11:50	69.9	Y	
922	11:51	70.0	Y	
923	11:52	70.1	Y	
924	11:53	69.6	Y	
925	11:54	69.6	Y	
926	11:55	72.0	Y	
927	11:56	68.8	Y	
928	11:57	70.2	Y	
929	11:58	70.0	Y	
930	11:59	69.8	Y	
931	12:00	69.2	N	Car alarm
932	12:01	70.5	Y	
933	12:02	69.6	Y	
934	12:03	70.1	Y	
935	12:04	70.5	Y	
936	12:05	71.8	Y	
937	12:06	69.8	Y	
938	12:07	71.3	Y	
939	12:08	70.4	Y	
940	12:09	70.8	Y	
941	12:10	75.9	Y	
942	12:11	69.2	Y	
943	12:12	70.1	Y	
944	12:13	71.9	Y	
945	12:14	69.8	Y	
946	12:15	70.7	Y	
947	12:16	71.7	N	Vehicle along meter
948	12:17	70.9	Y	
949	12:18	71.3	Y	
950	12:19	70.7	Y	
951	12:20	70.6	Y	
952	12:21	71.2	Y	
953	12:22	70.3	Y	
954	12:23	71.7	Y	
955	12:24	71.3	Y	
956	12:25	71.5	Y	
957	12:26	71.9	Y	
958	12:27	70.1	Y	
959	12:28	70.5	Y	
960	12:29	70.1	Y	

961	12:30	71.8	Y
962	12:31	71.2	Y
963	12:32	70.2	Y
964	12:33	71.3	Y
965	12:34	70.4	Y
966	12:35	71.1	Y
967	12:36	70.9	Y
968	12:37	70.9	Y
969	12:38	71.7	Y
970	12:39	71.0	Y
971	12:40	71.6	Y
972	12:41	70.4	Y
973	12:42	71.2	Y
974	12:43	70.0	Y
975	12:44	69.9	Y
976	12:45	73.0	Y
977	12:46	70.3	Y
978	12:47	70.5	Y
979	12:48	70.7	Y
980	12:49	71.1	Y
981	12:50	71.2	Y
982	12:51	70.9	Y
983	12:52	71.8	Y
984	12:53	70.4	Y
985	12:54	71.4	Y
986	12:55	71.5	Y
987	12:56	71.3	Y
988	12:57	70.7	Y
989	12:58	70.2	Y
990	12:59	70.5	Y
991	13:00	71.2	Y
992	13:01	72.2	Y
993	13:02	72.4	Y
994	13:03	70.9	Y
995	13:04	70.9	Y
996	13:05	71.2	Y
997	13:06	71.8	Y
998	13:07	70.5	Y
999	13:08	70.1	Y
1000	13:09	71.6	Y
1001	13:10	70.1	Y
1002	13:11	69.3	Y
1003	13:12	72.0	Y
1004	13:13	70.4	Y

1005	13:14	69.5	Y
1006	13:15	70.4	Y
1007	13:16	70.1	Y
1008	13:17	69.7	Y
1009	13:18	70.7	Y
1010	13:19	70.3	Y
1011	13:20	70.6	Y
1012	13:21	72.3	Y
1013	13:22	69.7	Y
1014	13:23	70.1	Y
1015	13:24	70.7	Y
1016	13:25	69.5	Y
1017	13:26	70.1	Y
1018	13:27	70.1	Y
1019	13:28	70.5	Y
1020	13:29	70.1	Y
1021	13:30	69.6	Y
1022	13:31	70.2	Y
1023	13:32	70.9	Y
1024	13:33	70.8	Y
1025	13:34	71.1	Y
1026	13:35	70.3	Y
1027	13:36	69.2	Y
1028	13:37	71.4	Y
1029	13:38	68.8	Y
1030	13:39	69.6	Y
1031	13:40	70.6	Y
1032	13:41	70.6	Y
1033	13:42	70.9	Y
1034	13:43	70.6	Y
1035	13:44	70.8	Y
1036	13:45	70.9	Y
1037	13:46	70.9	Y
1038	13:47	71.0	Y
1039	13:48	70.8	Y
1040	13:49	71.7	Y
1041	13:50	70.6	Y
1042	13:51	70.5	Y
1043	13:52	69.9	Y
1044	13:53	71.1	Y
1045	13:54	68.8	Y
1046	13:55	70.0	Y
1047	13:56	70.0	Y
1048	13:57	71.0	Y

1049	13:58	70.8	Y	
1050	13:59	70.0	Y	
1051	14:00	71.3	Y	
1052	14:01	73.7	Y	
1053	14:02	70.1	Y	
1054	14:03	69.2	Y	
1055	14:04	73.3	Y	
1056	14:05	71.1	Y	
1057	14:06	71.1	Y	
1058	14:07	70.1	Y	
1059	14:08	70.9	Y	
1060	14:09	70.6	Y	
1061	14:10	70.2	Y	
1062	14:11	70.2	Y	
1063	14:12	69.1	Y	
1064	14:13	70.0	Y	
1065	14:14	68.8	Y	
1066	14:15	70.7	Y	
1067	14:16	70.5	Y	
1068	14:17	70.5	Y	
1069	14:18	70.8	Y	
1070	14:19	70.5	Y	
1071	14:20	70.1	Y	
1072	14:21	72.8	N	Vehicle along meter
1073	14:22	70.6	Y	
1074	14:23	69.3	Y	
1075	14:24	69.9	Y	
1076	14:25	70.2	Y	
1077	14:26	69.3	Y	
1078	14:27	69.6	Y	
1079	14:28	70.0	Y	
1080	14:29	70.7	Y	
1081	14:30	70.9	Y	
1082	14:31	69.5	Y	
1083	14:32	70.7	Y	
1084	14:33	71.0	Y	
1085	14:34	71.1	Y	
1086	14:35	73.6	Y	
1087	14:36	70.5	Y	
1088	14:37	69.5	Y	
1089	14:38	69.5	Y	
1090	14:39	70.0	Y	
1091	14:40	70.5	Y	
1092	14:41	71.3	Y	

1093	14:42	70.9	Y
1094	14:43	71.0	Y
1095	14:44	70.0	Y
1096	14:45	68.1	Y
1097	14:46	67.7	Y
1098	14:47	67.9	Y
1099	14:48	67.4	Y
1100	14:49	68.0	Y
1101	14:50	68.1	Y
1102	14:51	67.5	Y
1103	14:52	69.6	Y
1104	14:53	71.6	Y
1105	14:54	69.0	Y
1106	14:55	70.2	Y
1107	14:56	69.7	Y
1108	14:57	70.7	Y
1109	14:58	70.0	Y
1110	14:59	69.7	Y
1111	15:00	71.7	Y
1112	15:01	69.8	Y
1113	15:02	70.3	Y
1114	15:03	70.5	Y
1115	15:04	70.3	Y
1116	15:05	69.8	Y
1117	15:06	67.7	Y
1118	15:07	68.2	Y
1119	15:08	68.7	Y
1120	15:09	68.3	Y
1121	15:10	69.1	Y
1122	15:11	69.8	Y
1123	15:12	68.7	Y
1124	15:13	67.4	Y
1125	15:14	66.6	Y
1126	15:15	67.5	Y
1127	15:16	67.1	Y
1128	15:17	67.1	Y
1129	15:18	68.0	Y
1130	15:19	68.2	Y
1131	15:20	68.5	Y
1132	15:21	70.9	Y
1133	15:22	68.7	Y
1134	15:23	69.7	Y
1135	15:24	69.0	Y
1136	15:25	66.2	Y

1137	15:26	69.9	Y
1138	15:27	69.9	Y
1139	15:28	70.9	Y
1140	15:29	68.6	Y
1141	15:30	67.4	Y
1142	15:31	67.6	Y
1143	15:32	67.5	Y
1144	15:33	66.9	Y
1145	15:34	69.6	Y
1146	15:35	69.2	Y
1147	15:36	68.4	Y
1148	15:37	67.7	Y
1149	15:38	67.8	Y
1150	15:39	66.5	Y
1151	15:40	67.0	Y
1152	15:41	66.9	Y
1153	15:42	67.1	Y
1154	15:43	67.6	Y
1155	15:44	70.1	Y
1156	15:45	65.2	Y
1157	15:46	66.9	Y
1158	15:47	67.8	Y
1159	15:48	66.5	Y
1160	15:49	68.2	Y
1161	15:50	67.1	Y
1162	15:51	66.5	Y
1163	15:52	66.9	Y
1164	15:53	67.7	Y
1165	15:54	69.6	Y
1166	15:55	69.4	Y
1167	15:56	68.7	Y
1168	15:57	67.7	Y
1169	15:58	68.0	Y
1170	15:59	67.1	Y
1171	16:00	68.3	Y
1172	16:01	67.1	Y
1173	16:02	68.3	Y
1174	16:03	68.3	Y
1175	16:04	69.1	Y
1176	16:05	67.3	Y
1177	16:06	69.7	Y
1178	16:07	70.1	Y
1179	16:08	68.8	Y
1180	16:09	67.4	Y

1181	16:10	66.7	Y
1182	16:11	67.1	Y
1183	16:12	65.0	Y
1184	16:13	66.2	Y
1185	16:14	66.9	Y
1186	16:15	67.4	Y
1187	16:16	68.4	Y
1188	16:17	66.7	Y
1189	16:18	67.2	Y
1190	16:19	66.1	Y
1191	16:20	68.8	Y
1192	16:21	65.0	Y
1193	16:22	68.2	Y
1194	16:23	67.7	Y
1195	16:24	66.6	Y
1196	16:25	68.6	Y
1197	16:26	64.7	Y
1198	16:27	68.2	Y
1199	16:28	67.8	Y
1200	16:29	66.0	Y
1201	16:30	66.7	Y
1202	16:31	68.1	Y
1203	16:32	68.2	Y
1204	16:33	68.2	Y
1205	16:34	67.7	Y
1206	16:35	66.8	Y
1207	16:36	65.7	Y
1208	16:37	64.8	Y
1209	16:38	66.8	Y
1210	16:39	67.1	Y
1211	16:40	70.0	Y
1212	16:41	67.0	Y
1213	16:42	65.9	Y
1214	16:43	66.0	Y
1215	16:44	63.1	Y
1216	16:45	63.9	Y
1217	16:46	66.6	Y
1218	16:47	65.7	Y
1219	16:48	66.4	Y
1220	16:49	66.6	Y
1221	16:50	66.8	Y
1222	16:51	70.2	Y
1223	16:52	67.8	Y
1224	16:53	69.0	Y

1225	16:54	65.0	Y
1226	16:55	66.5	Y
1227	16:56	68.2	Y
1228	16:57	66.8	Y
1229	16:58	66.2	Y
1230	16:59	67.1	Y
1231	17:00	66.1	Y
1232	17:01	66.8	Y
1233	17:02	66.4	Y
1234	17:03	66.5	Y
1235	17:04	68.1	Y
1236	17:05	66.5	Y
1237	17:06	67.5	Y
1238	17:07	69.1	Y
1239	17:08	69.1	Y
1240	17:09	66.9	Y
1241	17:10	67.3	Y
1242	17:11	67.8	Y
1243	17:12	66.7	Y
1244	17:13	65.8	Y
1245	17:14	66.6	Y
1246	17:15	66.1	Y
1247	17:16	66.7	Y
1248	17:17	67.9	Y
1249	17:18	69.0	Y
1250	17:19	66.7	Y
1251	17:20	66.7	Y
1252	17:21	64.8	Y
1253	17:22	65.0	Y
1254	17:23	65.8	Y
1255	17:24	64.0	Y
1256	17:25	65.4	Y
1257	17:26	63.1	Y
1258	17:27	65.7	Y
1259	17:28	67.1	Y
1260	17:29	70.3	Y
1261	17:30	68.1	Y
1262	17:31	67.7	Y
1263	17:32	67.3	Y
1264	17:33	69.6	Y
1265	17:34	66.1	Y
1266	17:35	65.1	Y
1267	17:36	66.5	Y
1268	17:37	72.2	Y

1269	17:38	66.9	Y	
1270	17:39	66.0	Y	
1271	17:40	66.7	Y	
1272	17:41	67.3	Y	
1273	17:42	67.7	Y	
1274	17:43	69.3	Y	
1275	17:44	68.4	Y	
1276	17:45	67.8	Y	
1277	17:46	68.7	Y	
1278	17:47	68.6	Y	
1279	17:48	68.6	Y	
1280	17:49	70.4	Y	
1281	17:50	69.3	Y	
1282	17:51	69.3	Y	
1283	17:52	70.1	Y	
1284	17:53	69.4	Y	
1285	17:54	69.1	Y	
1286	17:55	69.6	Y	
1287	17:56	69.0	Y	
1288	17:57	69.3	Y	
1289	17:58	69.9	Y	
1290	17:59	69.7	Y	
1291	18:00	68.2	Y	
1292	18:01	69.6	Y	
1293	18:02	70.5	Y	
1294	18:03	70.7	Y	
1295	18:04	69.8	Y	
1296	18:05	70.4	N	Siren
1297	18:06	69.3	Y	
1298	18:07	69.5	Y	
1299	18:08	68.9	Y	
1300	18:09	70.3	Y	
1301	18:10	70.7	Y	
1302	18:11	71.5	Y	
1303	18:12	70.3	Y	
1304	18:13	69.8	Y	
1305	18:14	70.0	Y	
1306	18:15	70.7	Y	
1307	18:16	68.8	Y	
1308	18:17	70.1	Y	
1309	18:18	69.6	Y	
1310	18:19	69.7	Y	
1311	18:20	70.1	Y	
1312	18:21	69.8	Y	

1313	18:22	71.7	Y	
1314	18:23	70.4	Y	
1315	18:24	69.1	Y	
1316	18:25	70.5	Y	
1317	18:26	70.3	Y	
1318	18:27	69.7	Y	
1319	18:28	68.8	Y	
1320	18:29	68.8	Y	
1321	18:30	68.8	Y	
1322	18:31	69.5	Y	
1323	18:32	69.2	Y	
1324	18:33	68.4	Y	
1325	18:34	70.0	Y	
1326	18:35	69.7	Y	
1327	18:36	70.0	Y	
1328	18:37	69.4	Y	
1329	18:38	69.9	Y	
1330	18:39	69.5	Y	
1331	18:40	69.4	Y	
1332	18:41	70.1	Y	
1333	18:42	69.4	Y	
1334	18:43	71.5	Y	
1335	18:44	70.6	Y	
1336	18:45	71.7	Y	
1337	18:46	71.0	Y	
1338	18:47	69.4	Y	
1339	18:48	71.0	Y	
1340	18:49	70.9	Y	
1341	18:50	69.9	Y	
1342	18:51	69.7	Y	
1343	18:52	68.8	Y	
1344	18:53	70.5	Y	
1345	18:54	70.5	Y	
1346	18:55	69.2	Y	
1347	18:56	71.6	Y	
1348	18:57	72.0	Y	
1349	18:58	69.4	Y	
1350	18:59	70.3	Y	
1351	19:00	69.4	Y	
1352	19:01	69.6	N	Car horn
1353	19:02	69.3	Y	
1354	19:03	70.5	Y	
1355	19:04	70.4	N	Siren
1356	19:05	68.5	Y	

1357	19:06	70.1	Y	
1358	19:07	69.6	Y	
1359	19:08	71.3	Y	
1360	19:09	69.3	Y	
1361	19:10	69.9	Y	
1362	19:11	69.1	Y	
1363	19:12	71.6	Y	
1364	19:13	69.2	Y	
1365	19:14	70.1	Y	
1366	19:15	70.8	Y	
1367	19:16	69.6	Y	
1368	19:17	73.5	Y	
1369	19:18	69.6	Y	
1370	19:19	69.3	Y	
1371	19:20	69.9	Y	
1372	19:21	70.1	Y	
1373	19:22	70.3	Y	
1374	19:23	69.9	Y	
1375	19:24	70.1	Y	
1376	19:25	71.7	Y	
1377	19:26	69.2	Y	
1378	19:27	70.2	Y	
1379	19:28	69.8	Y	
1380	19:29	69.2	Y	
1381	19:30	68.4	Y	
1382	19:31	69.0	Y	
1383	19:32	69.1	N	Siren
1384	19:33	71.4	Y	
1385	19:34	69.0	Y	
1386	19:35	70.1	Y	
1387	19:36	69.6	Y	
1388	19:37	69.7	Y	
1389	19:38	68.9	Y	
1390	19:39	69.5	Y	
1391	19:40	70.4	Y	
1392	19:41	70.3	Y	
1393	19:42	71.2	Y	
1394	19:43	71.1	Y	
1395	19:44	70.0	Y	
1396	19:45	70.1	Y	
1397	19:46	68.9	Y	
1398	19:47	68.2	Y	
1399	19:48	69.8	Y	
1400	19:49	69.5	Y	

	1401	19:50	70.1	Y	
	1402	19:51	69.3	Y	
	1403	19:52	69.8	Y	
	1404	19:53	70.2	Y	
	1405	19:54	69.4	Y	
	1406	19:55	69.1	Y	
	1407	19:56	69.4	Y	
	1408	19:57	70.8	Y	
	1409	19:58	68.6	Y	
	1410	19:59	73.8	Y	
	1411	20:00	67.7	Y	
	1412	20:01	68.7	Y	
	1413	20:02	70.3	Y	
	1414	20:03	70.0	Y	
	1415	20:04	68.6	Y	
	1416	20:05	69.3	Y	
	1417	20:06	69.6	Y	
	1418	20:07	68.3	Y	
	1419	20:08	68.1	Y	
	1420	20:09	67.5	Y	
	1421	20:10	67.8	Y	
	1422	20:11	71.7	N	Siren
	1423	20:12	68.9	Y	
	1424	20:13	68.1	Y	
	1425	20:14	67.6	Y	
	1426	20:15	68.7	Y	
	1427	20:16	67.2	Y	
	1428	20:17	70.7	Y	
	1429	20:18	69.2	Y	
	1430	20:19	67.8	Y	
	1431	20:20	67.3	Y	
	1432	20:21	69.3	Y	
	1433	20:22	67.6	Y	
	1434	20:23	68.4	Y	
	1435	20:24	67.2	N	Car horn
	1436	20:25	67.9	Y	
	1437	20:26	67.7	Y	
	1438	20:27	67.5	Y	
	1439	20:28	68.3	Y	
	1440	20:29	66.1	Y	
	1441	20:30	64.2	Y	
Peak		12:00-13:00	71.1		



Date: 10/6/2025

Photographer: Nathanael Wade

1	**Location / Orientation**	MP-1V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

2	**Location / Orientation**	MP-1V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

3	**Location / Orientation**	MP-1V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

4	**Location / Orientation**	MP-1V
	Remarks	Meter

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/22	
Address/Location	MP-1V	
Land Use	B	
Analyst Name	MW	
Meteorological Conditions		
Temperature(s)	73 F	
Wind Speed(s)	0.2 - 4.1	
Wind Direction(s)	NW	
Calibration		
Meter/Analyzer	4222267	
	Pre-Measurement	Post-Measurement
Calibration Time	1126	1153
Calibration Level	114.0	114.0

Period #	Start Time	Event Description(s)
1	1138	start
2	1139	
3	1140	
4	1141	
5	1142	
6	1143	
7	1144	
8	1145	
9	1146	
10	1147	
11	1148	
12	1149	
13	1150	
14	1151	
15	1152	
16	1153	stop
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

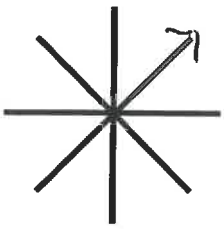
TDOT Go.

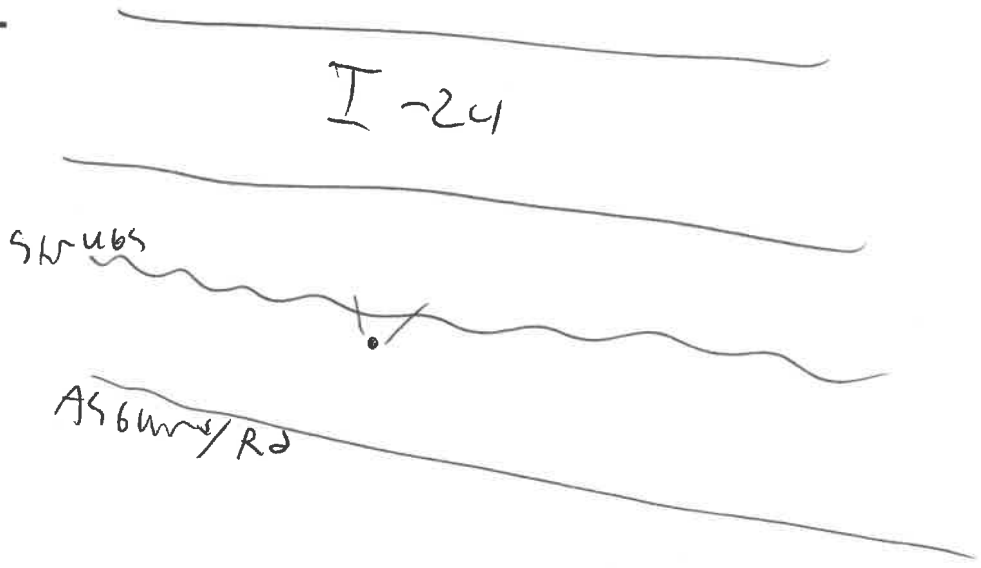
Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	MP-1V
Land Use	B

Indicate North





NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-1V Meter Serial Number: 4222407

Date: 10/6/25 Personnel: _____

Run Number: 002

Timer Start: 1138 Timer End: 1157

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 75.7 Time Assessed: 1126

Wind Speed 4.1 Time Assessed: 1126

Wind Direction NW Time Assessed: 1126

TRAFFIC SPEEDS

Direction: W Speed: 79 Time: 1143

Direction: E Speed: 70-78 Time: 1139, 1152

METER CALIBRATION **Pre-Measurement** **Post-Measurement**

Calibration Time 1126 1157

Calibration Level 114.0 114.0

PAVEMENT TYPE

(Asphalt) Concrete Other: _____

TRAFFIC COUNTS

Manual (Video) SMARTWAY Camera MM _____

RESULTS FROM METER

LAeq: 69.6 Time: 1157

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: 01V Date: _____

Personnel: _____

Count Start: _____ Count End: _____

DIRECTION:	East			
VEHICLE TYPE	COUNT			
LANE	Far left	Middle left	Middle right	Far right
Cars	172	222	197	217
Motorcycles	0	0	0	0
Buses	0	0	0	2
Medium Trucks	0	2	12	13
Heavy Trucks	1	15	41	29

Video 1 - 8:41

Video 2 - 6:19

DIRECTION:	West			
VEHICLE TYPE	COUNT			
LANE	Far left	Middle left	Middle right	Far right
Cars	149	235	177	195
Motorcycles	0	0	0	0
Buses	0	0	0	0
Medium Trucks	0	7	10	11
Heavy Trucks	0	9	45	38

Video 1 - 8:41

Video 2 - 6:22

I-24, Davidson and Rutherford County
MP-01V

Date: 10/6/2025
Site: 2829 Lightning Bug Ln
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	11:38	69.9	Y	
2	11:39	69.8	Y	
3	11:40	69.1	Y	
4	11:41	70.6	Y	
5	11:42	68.7	Y	
6	11:43	70.5	Y	
7	11:44	70.0	Y	
8	11:45	68.6	Y	
9	11:46	68.1	Y	
10	11:47	69.7	Y	
11	11:48	68.5	Y	
12	11:49	70.3	Y	
13	11:50	69.4	Y	
14	11:51	68.5	Y	
15	11:52	70.9	Y	
Total		69.6		



Date: 10/6/2025

Photographer: Gaby Khong

1	**Location / Orientation**	MP-2V/North
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

2	**Location / Orientation**	MP-2V/East
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

3	**Location / Orientation**	MP-2V/South
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

4	**Location / Orientation**	MP-2V/West
	Remarks	

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25	
Address/Location	MP-2V	
Land Use	B	
Analyst Name	GL & GK	
Meteorological Conditions		
Temperature(s)	72°F	
Wind Speed(s)	9 mph	
Wind Direction(s)	148° SSE	
Calibration		
Meter/Analyzer	U1215157X / GK	
	Pre-Measurement	Post-Measurement
Calibration Time	1100	1120
Calibration Level	114db	114db

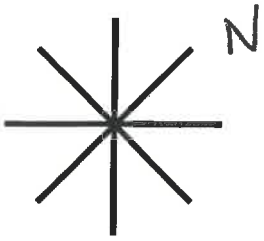
Period #	Start Time	Event Description(s)
1	1105	
2	1106	
3	1107	
4	1108	
5	1109	
6	1110	
7	1111	birds chirping
8	1112	
9	1113	[redacted] birds chirping
10	1114	
11	1115	
12	1116	
13	1117	
14	1118	
15	1119	
16	1120	
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

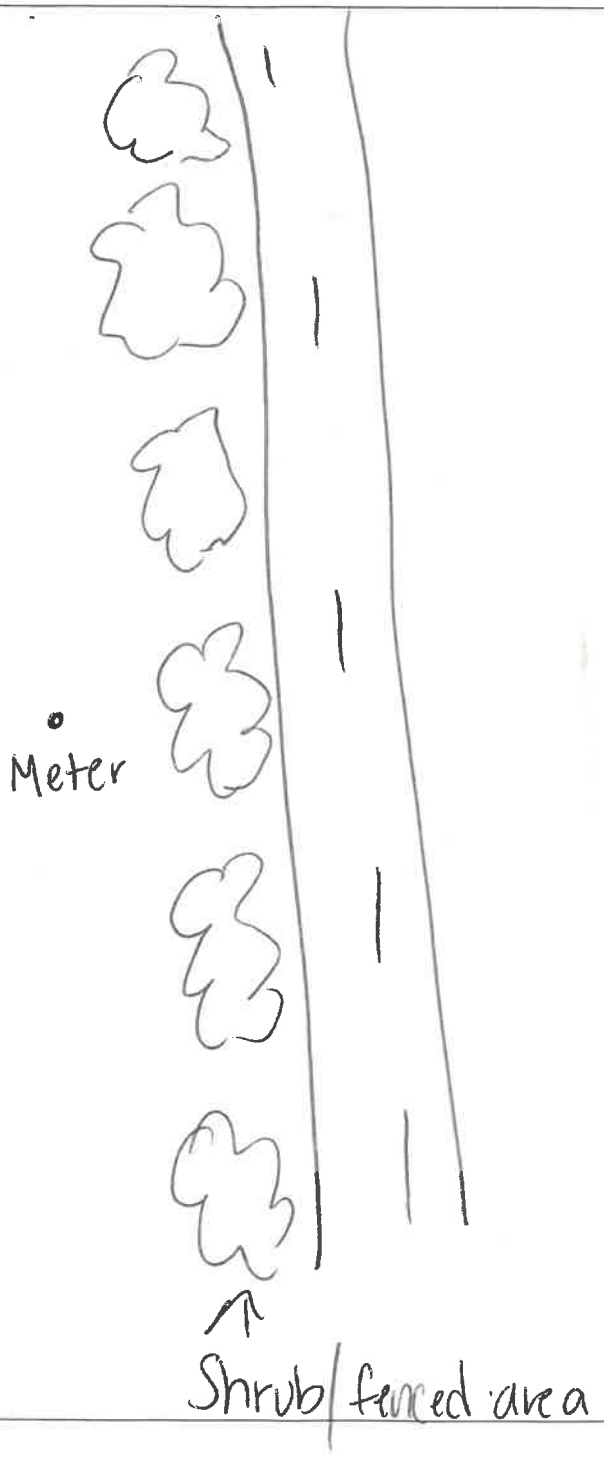
Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	MP-2V
Land Use	B

Indicate North





NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-2V Meter Serial Number: U121515X

Date: ~~MP-2V~~ 10/9/25 Personnel: GL & GK

Run Number: 002

Timer Start: 1105 Timer End: 1120

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 72°F Time Assessed: 1103

Wind Speed 9mph Time Assessed: 1103

Wind Direction 148°SSE Time Assessed: 1103

TRAFFIC SPEEDS

Direction: NW Speed: 68-73 Time: _____

Direction: NW Speed: _____ Time: _____

METER CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1100	1120
Calibration Level	114 db 0 db	114db 0db

PAVEMENT TYPE

Asphalt Concrete Other: _____

TRAFFIC COUNTS

Manual Video SMARTWAY Camera MM _____

RESULTS FROM METER

LAeq: 70.7 Time: 1120

* Camera started @ 1108.

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: 02V Date: _____

Personnel: _____

Count Start: _____ Count End: _____

DIRECTION:	East			
VEHICLE TYPE	COUNT			
LANE	Far left	Middle left	Middle right	Far right
Cars	208	246	181	119
Motorcycles	0	0	0	0
Buses	1	0	0	0
Medium Trucks	0	5	10	8
Heavy Trucks	1	18	47	26

Video - 16:32

DIRECTION:	West			
VEHICLE TYPE	COUNT			
LANE	Far left	Middle left	Middle right	Far right
Cars	161	220	131	130
Motorcycles	0	0	0	0
Buses	0	2	0	0
Medium Trucks	1	0	12	13
Heavy Trucks	0	6	47	31

Video 1: 2:17 - Camera falls at 47 sec

Video 2- 10:24

Video 3- 2:43

I-24, Davidson and Rutherford County
MP-02V

Date: 10/6/2025
Site: 155 Neecee Dr
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	11:05	69.8	Y	
2	11:06	70.6	Y	
3	11:07	71.2	Y	
4	11:08	72.3	Y	
5	11:09	72.1	Y	
6	11:10	70.4	Y	
7	11:11	71.5	Y	
8	11:12	67.8	Y	
9	11:13	71.2	Y	
10	11:14	70.6	Y	
11	11:15	70.9	Y	
12	11:16	70.2	Y	
13	11:17	69.5	Y	
14	11:18	70.2	Y	
15	11:19	70.4	Y	
Total		70.7		



Date: 10/6/2025

Photographer: Nathanael Wade

1	**Location / Orientation**	MP-3V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

2	**Location / Orientation**	MP-3V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

3	**Location / Orientation**	MP-3V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

4	**Location / Orientation**	MP-3V
	Remarks	Meter

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25	
Address/Location	MP-3V	
Land Use	B	
Analyst Name	NW	
Meteorological Conditions		
Temperature(s)	74.9	
Wind Speed(s)	0.9	
Wind Direction(s)	E	
Calibration		
Meter/Analyzer	4222207	
	Pre-Measurement	Post-Measurement
Calibration Time	0948	1040
Calibration Level	114.1.6	114.0

Period #	Start Time	Event Description(s)
1	1023	start
2	1024	
3	1025	
4	1026	
5	1027	
6	1028	
7	1029	
8	1030	light sprinkle
9	1031	
10	1032	
11	1033	
12	1034	
13	1035	
14	1036	sprinkle stop
15	1037	
16	1038	stop
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

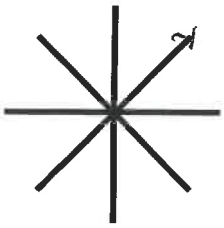
TDOT Go.

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	MP-3V
Land Use	B

Indicate North





NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-3V Meter Serial Number: 4222207

Date: 10/6/25 Personnel: NW, WS, RG, SC

Run Number: 001

Timer Start: 1027 Timer End: 1038

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 74.9 Time Assessed: 0940

Wind Speed 0.9 Time Assessed: 0940

Wind Direction E Time Assessed: 0940

TRAFFIC SPEEDS

Direction: EB Speed: 64-74 Time:

Direction: WB Speed: 68-74 Time:

METER CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	~~114.0~~ 0942	1040
Calibration Level	114.0	114.0

PAVEMENT TYPE

(Asphalt) Concrete Other:

TRAFFIC COUNTS

Manual (Video) SMARTWAY Camera MM

RESULTS FROM METER

LAeq: 74.4 Time: 1038

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: 03V Date: _____

Personnel: _____

Count Start: _____ Count End: _____

DIRECTION:	East			
VEHICLE TYPE	COUNT			
LANE	Far left	Middle left	Middle right	Far right
Cars	188	237	144	140
Motorcycles	0	0	0	0
Buses	1	0	0	0
Medium Trucks	1	7	11	12
Heavy Trucks	0	22	65	29

video 1 - 1:56
video 2 - 10:24
video 3 - 10:24
video 4 - 1:19

DIRECTION:	West			
VEHICLE TYPE	COUNT			
LANE	far left	Middle left	Middle right	Far right
Cars	275	309	210	167
Motorcycles	0	0	0	0
Buses	1	0	1	0
Medium Trucks	0	7	11	10
Heavy Trucks	0	10	43	30

Video 1 - 8:41
Video 2 - 6:21

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-3W Date: 10/6/25

Personnel: NW, WS

Count Start: 1023 Count End: 1038

Green

DIRECTION:	EB	Seven		
VEHICLE TYPE	COUNT			
LANE				
Cars	6			
Motorcycles				
Buses				
Medium Trucks				
Heavy Trucks				

DIRECTION:	WB	Seven		
VEHICLE TYPE	COUNT			
LANE				
Cars	7			
Motorcycles				
Buses				
Medium Trucks				
Heavy Trucks				

Yell.

25 mph

I-24, Davidson and Rutherford County
MP-03V

Date: 10/6/2025
Site: Seven Oaks Blvd
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	10:23	73.6	Y	
2	10:24	73.5	Y	
3	10:25	74.1	Y	
4	10:26	73.0	Y	
5	10:27	74.1	Y	
6	10:28	74.1	Y	
7	10:29	73.9	Y	
8	10:30	74.6	Y	
9	10:31	74.0	Y	
10	10:32	75.8	Y	
11	10:33	74.4	Y	
12	10:34	75.4	Y	
13	10:35	74.9	Y	
14	10:36	75.0	Y	
15	10:37	74.7	Y	
Total		74.4		



Date: 10/6/2025

Photographer: Gaby Khong

1	**Location / Orientation**	MP-4V/North
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

2	**Location / Orientation**	MP-4V/West
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

3	**Location / Orientation**	MP-4V/East
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

4	**Location / Orientation**	MP-4V
	Remarks	Meter

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25	
Address/Location	MP-4V	
Land Use	B	
Analyst Name	GL & GK	
Meteorological Conditions		
Temperature(s)	73°F	
Wind Speed(s)	9 MPH	
Wind Direction(s)	151° SSE	
Calibration		
Meter/Analyzer	4121515X / GK	
	Pre-Measurement	Post-Measurement
Calibration Time	0951	1024
Calibration Level	114db	114db

Period #	Start Time	Event Description(s)
1	1005	
2	1006	
3	1007	
4	1008	
5	1009	
6	1010	
7	1011	
8	1012	
9	1013	
10	1014	
11	1015	
12	1016	tarp flapping on towed car.
13	1017	
14	1018	
15	1019	tarp flapping on truck (semi).
16	1020	
17	1021	
18	1022	Honk from car.
19		
20		
21		
22		
23		
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25		
26		
27		
28		
29		
30		

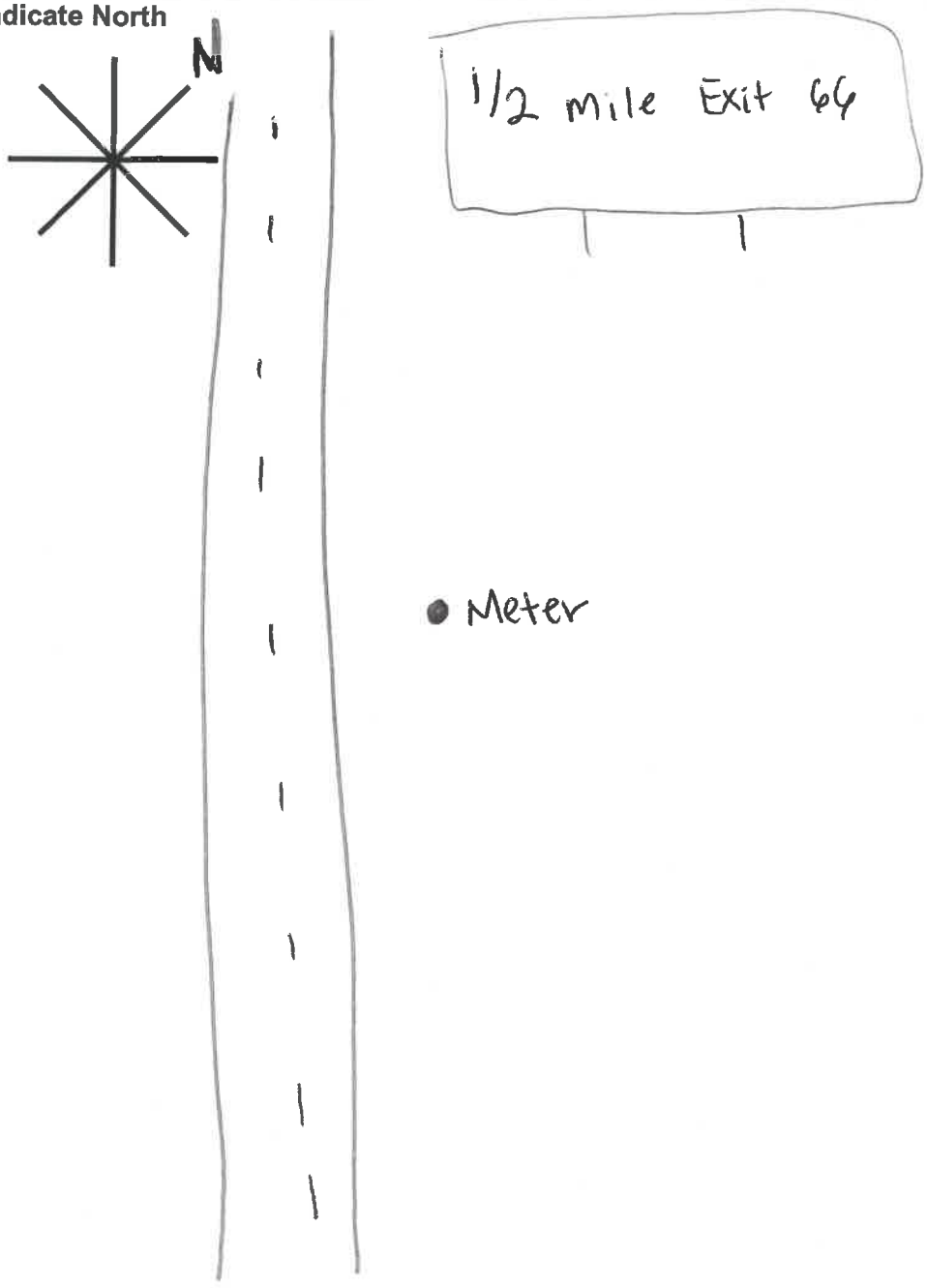
TDOT Go.

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	MP-4V
Land Use	B

Indicate North



NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP -4V Meter Serial Number: U1215151X

Date: 10/6/25 Personnel: GL & GK

Run Number: 001

Timer Start: 1005 Timer End: 1022

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 73°F Time Assessed: 0950

Wind Speed 9 mph Time Assessed: 0950

Wind Direction 151° SSE Time Assessed: 0950

TRAFFIC SPEEDS

Direction: SW Speed: 68-74mph Time: 0945

Direction: SW Speed: 62-67mph Time: 1022

METER CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	0951	1024
Calibration Level	114 db 0 db	114 db -0.1 db

PAVEMENT TYPE

(Asphalt) Concrete Other: _____

TRAFFIC COUNTS

Manual Video SMARTWAY Camera MM _____

RESULTS FROM METER

LAeq: 78.2 Time: 1022

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: 04V Date: _____

Personnel: _____

Count Start: _____ Count End: _____

DIRECTION:	East			
VEHICLE TYPE	COUNT			
LANE	Far left	Middle left	Middle right	Far right
Cars	108	162	109	69
Motorcycles	0	0	0	0
Buses	0	0	0	0
Medium Trucks	0	3	5	5
Heavy Trucks	0	14	33	23

Video – 16:11

Video stops at 9:07

DIRECTION:	West			
VEHICLE TYPE	COUNT			
LANE	All			
Cars	771			
Motorcycles	0			
Buses	0			
Medium Trucks	29			
Heavy Trucks	70			

Video 1 - 10:24

Video 2 - 4:29

I-24, Davidson and Rutherford County
MP-04V

Date: 10/6/2025
Site: 4003 Wisdom Way
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	10:05	79.9	Y	
2	10:06	76.6	Y	
3	10:07	78.1	Y	
4	10:08	78.2	Y	
5	10:09	78.4	Y	
6	10:10	79.0	Y	
7	10:11	78.9	Y	
8	10:12	77.7	Y	
9	10:13	78.9	Y	
10	10:14	77.1	Y	
11	10:15	77.3	Y	
12	10:16	78.5	Y	
13	10:17	77.3	Y	
14	10:18	79.3	Y	
15	10:19	77.4	Y	
Total		78.2		



Date: 10/6/2025

Photographer: Gaby Khong

1	**Location / Orientation**	MP-5V/East
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

2	**Location / Orientation**	MP-5V/South
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

3	**Location / Orientation**	MP-5V/West
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

4	**Location / Orientation**	MP-5V/North
	Remarks	

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25	
Address/Location	~~MP-12V~~ MP-5V	
Land Use	B	
Analyst Name	GL & GK	
Meteorological Conditions		
Temperature(s)	77°F	
Wind Speed(s)	10 mph	
Wind Direction(s)	143° SE	
Calibration		
Meter/Analyzer	U12151x / GK	
	Pre-Measurement	Post-Measurement
Calibration Time	1236	1253
Calibration Level	114db	114db

Period #	Start Time	Event Description(s)
1	1238	
2	1239	
3	1240	
4	1241	
5	1242	
6	1243	
7	1244	
8	1245	
9	1246	
10	1247	
11	1248	
12	1249	
13	1250	
14	1251	
15	1252	
16	1253	
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

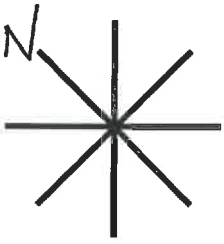
TDOT Go.

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	~~MP-12V~~ MP-5V
Land Use	B

Indicate North



I-24

grassy area

Meter

New Paul Rd.

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-5V Meter Serial Number: U121515X

Date: 10/6/25 Personnel: GL & GK

Run Number: 003

Timer Start: 1238 Timer End: 1253

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 77°F Time Assessed: 1135

Wind Speed 10 mph Time Assessed: 1135

Wind Direction 143° SE Time Assessed: 1135

TRAFFIC SPEEDS

Direction: NW Speed: 66-78 Time: 1238

Direction: _____ Speed: _____ Time: _____

METER CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1236	1253
Calibration Level	114db	114db

PAVEMENT TYPE

(Asphalt) Concrete Other: _____

TRAFFIC COUNTS

(Manual) Video SMARTWAY Camera MM _____

RESULTS FROM METER

LAeq: 71.2 Time: 1253

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: 05V Date: _____

Personnel: _____

Count Start: _____ Count End: _____

DIRECTION:	East			
VEHICLE TYPE	COUNT			
LANE	All			
Cars	938			
Motorcycles	0			
Buses	1			
Medium Trucks	34			
Heavy Trucks	112			

Video 1 - 10:24

Video 2- 4:42

DIRECTION:	West				
VEHICLE TYPE	COUNT				
LANE	Far left	Middle left	Middle right	Far right	On ramp
Cars	239	260	216	107	175
Motorcycles	1	0	0	0	0
Buses	0	4	0	0	0
Medium Trucks	0	2	11	7	8
Heavy Trucks	0	20	35	20	19

Video - 15:04

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-5V Date: 10/6/25

Personnel: GL & GK

Count Start: 1238 Count End: 1253

DIRECTION:	NW			
VEHICLE TYPE	COUNT			
LANE	1			
Cars	10			
Motorcycles				
Buses				
Medium Trucks	3			
Heavy Trucks	2			

DIRECTION:	E			
VEHICLE TYPE	COUNT			
LANE	1			
Cars	6			
Motorcycles				
Buses				
Medium Trucks	5			
Heavy Trucks	1			

New Paul Rd.

I-24, Davidson and Rutherford County
MP-05V

Date: 10/6/2025
Site: 1705 Madison Dr
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	12:38	70.6	Y	
2	12:39	70.5	Y	
3	12:40	70.2	Y	
4	12:41	70.0	Y	
5	12:42	71.3	Y	
6	12:43	70.6	Y	
7	12:44	74.2	Y	
8	12:45	71.2	Y	
9	12:46	70.7	Y	
10	12:47	72.0	Y	
11	12:48	70.5	Y	
12	12:49	70.4	Y	
13	12:50	72.6	Y	
14	12:51	71.6	Y	
15	12:52	70.2	Y	
Total		71.2		



Date: 10/6/2025

Photographer: Gaby Khong

1	**Location / Orientation**	MP-6V/North
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

2	**Location / Orientation**	MP-6V/East
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

3	**Location / Orientation**	MP-6V/South
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

4	**Location / Orientation**	MP-6V/West
	Remarks	

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25	
Address/Location	MP-6V	
Land Use	B	
Analyst Name	GL & GK	
Meteorological Conditions		
Temperature(s)	77°F	
Wind Speed(s)	5.1 mph	
Wind Direction(s)	147 SSE	
Calibration		
Meter/Analyzer	1121515X / GK	
	Pre-Measurement	Post-Measurement
Calibration Time	1317	1337
Calibration Level	114db	114db

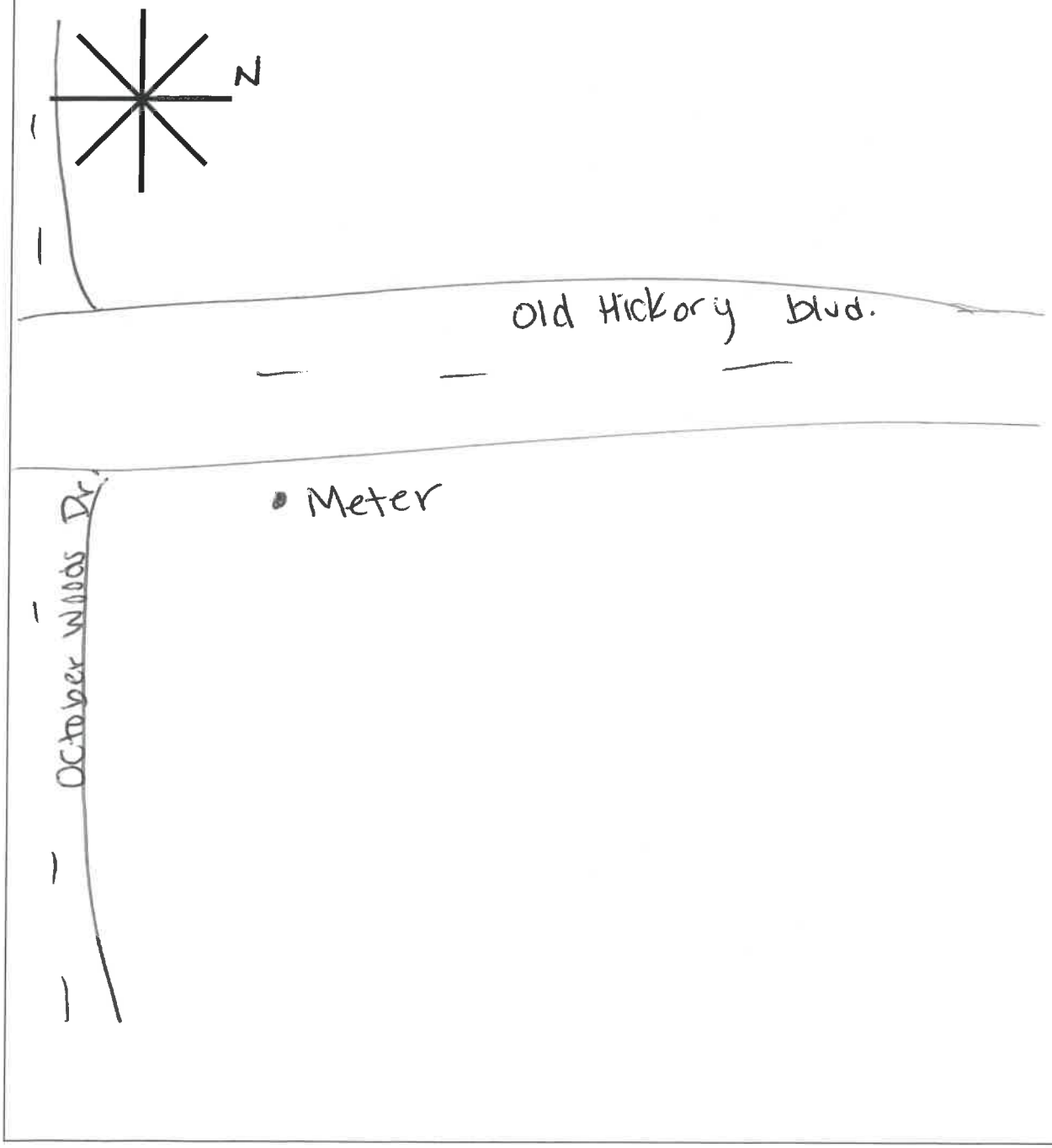
Period #	Start Time	Event Description(s)
1	1322	
2	1323	
3	1324	
4	1325	Honking from cars.
5	1326	
6	1327	
7	1328	
8	1329	Honking from Semi-truck.
9	1330	
10	1331	
11	1332	
12	1333	Semi truck loud engine.
13	1334	
14	1335	
15	1336	
16	1337	
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27		
28		
29		
30		

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	MP-6V
Land Use	B

Indicate North



NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-6V Meter Serial Number: U121515X

Date: 10/6/25 Personnel: GL & GK

Run Number: 004

Timer Start: 1322 Timer End: 1337

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 77°F Time Assessed: 1318

Wind Speed 5.1 mph Time Assessed: 1318

Wind Direction 147° SSE Time Assessed: 1318

TRAFFIC SPEEDS

Direction: ~~SE~~ SE Speed: ~~21-28~~ 17-30 Time: ~~1323~~ 1326

Direction: S Speed: 21-28 Time: 1323

15-17 mph @ 1329 SE further down Octoberwoods Dr.

METER CALIBRATION **Pre-Measurement** **Post-Measurement**

Calibration Time 1317 1337

Calibration Level 114 db 114db

PAVEMENT TYPE

(Asphalt) Concrete Other: _____

TRAFFIC COUNTS

Manual Video (SMARTWAY Camera MM _____

RESULTS FROM METER

LAeq: 71.3 Time: 1337

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: 06V Date: _____

Personnel: _____

Count Start: _____ Count End: _____

DIRECTION:	North			
VEHICLE TYPE	COUNT			
LANE	Left turn	Straight	right turn	
Cars	5	105	2	
Motorcycles	0	0	0	
Buses	0	2	0	
Medium Trucks	0	3	0	
Heavy Trucks	0	3	0	

DIRECTION:	South			
VEHICLE TYPE	COUNT			
LANE	Left turn	Straight	right turn	
Cars	_	137	_	
Motorcycles	0	0	0	
Buses	0	0	0	
Medium Trucks	0	2	0	
Heavy Trucks	0	5	0	

Video 1 : 10:24

Video 2: 4:32

East

Lane	Left	Straight	right
Cars	21	0	7
motorcycles	0	0	0
Buses	0	0	0
Medium Trucks	3	0	0
Heavy Trucks	0	0	0

West

Lane	Left	Straight	right
Cars	0	1	6
motorcycles	0	0	0
Buses	0	0	0
Medium Trucks	0	0	0
Heavy Trucks	0	0	0

I-24, Davidson and Rutherford County
MP-06V

Date: 10/6/2025
Site: 13153 Old Hickory Blvd
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:22	72.9	Y	
2	13:23	68.5	Y	
3	13:24	69.9	Y	
4	13:25	68.3	Y	
5	13:26	69.1	Y	
6	13:27	70.9	Y	
7	13:28	71.9	Y	
8	13:29	73.7	N	Honking Semi
9	13:30	66.7	Y	
10	13:31	72.3	Y	
11	13:32	65.3	Y	
12	13:33	75.6	N	Unusually Loud Semi
13	13:34	73.5	Y	
14	13:35	68.2	Y	
15	13:36	70.5	Y	
Total		70.0		



Date: 10/6/2025

Photographer: Gaby Khong

1	**Location / Orientation**	MP-7V/North
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

2	**Location / Orientation**	MP-7V/East
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

3	**Location / Orientation**	MP-7V/West
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

4	**Location / Orientation**	MP-7V/South
	Remarks	

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25	
Address/Location	~~MP-14V~~ MP-7V	
Land Use	B	
Analyst Name	GL / GK	
Meteorological Conditions		
Temperature(s)	78°F	
Wind Speed(s)	9mph	
Wind Direction(s)	152° SSE	
Calibration		
Meter/Analyzer	U1215157X / GK	
	Pre-Measurement	Post-Measurement
Calibration Time	1405	1423
Calibration Level	114dB	114dB

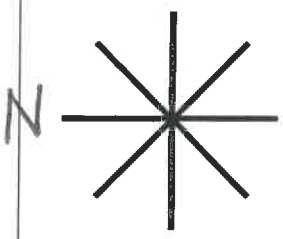
Period #	Start Time	Event Description(s)
1	1408	
2	1409	
3	1410	
4	1411	
5	1412	
6	1413	
7	1414	
8	1415	
9	1416	Highway incident patrol Siren
10	1417	Birds
11	1418	
12	1419	Police Siren
13	1420	
14	1421	
15	1422	
16	1423	
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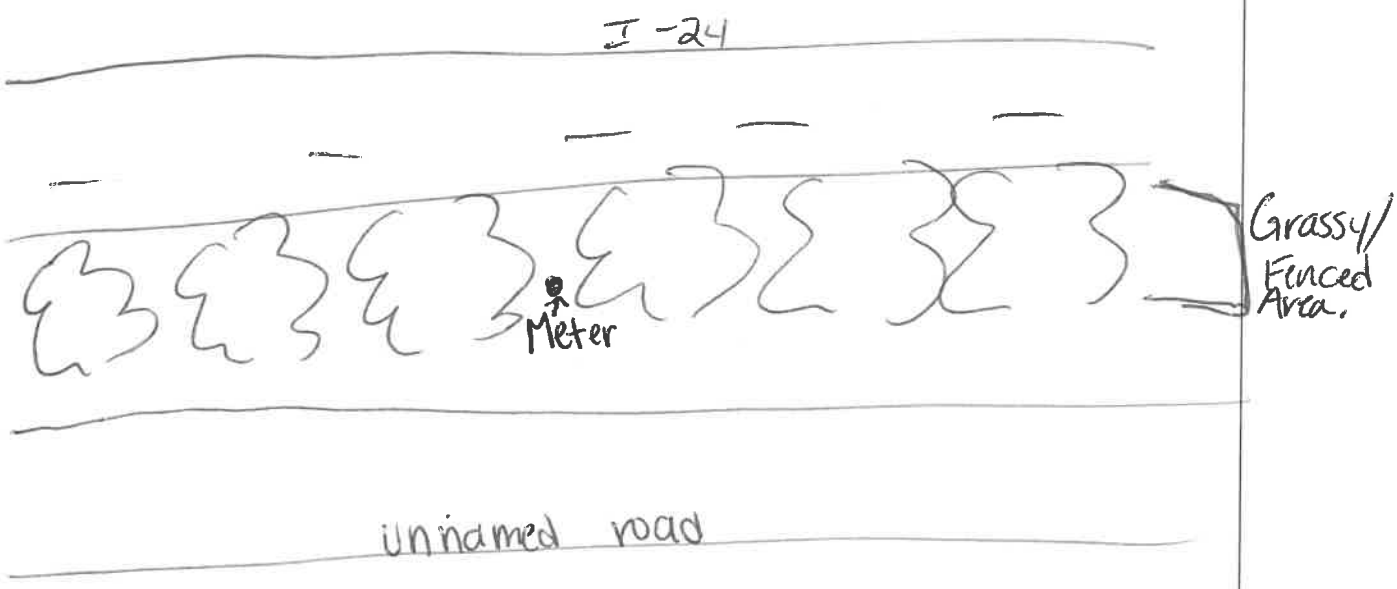
Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	~~MP-14V~~ MP-7V
Land Use	B

Indicate North





NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-7V Meter Serial Number: U121515X

Date: 10/6/25 Personnel: GLQ GLK

Run Number: 005

Timer Start: 1408 Timer End: 1423

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 78°F Time Assessed: 1404

Wind Speed 9mph Time Assessed: 1404

Wind Direction 152° SSE Time Assessed: 1404

TRAFFIC SPEEDS

Direction: E/W Speed: 62-71 Time: 1408

Direction: E/W Speed: 64-70/13-21 Time: 1423

METER CALIBRATION **Pre-Measurement** **Post-Measurement**

Calibration Time 1405 1423

Calibration Level 114db 114 db

PAVEMENT TYPE

(Asphalt) Concrete Other: _____

TRAFFIC COUNTS

Manual Video SMARTWAY Camera MM _____

RESULTS FROM METER

LAeq: 77.5 Time: 1423

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: 07V Date: _____

Personnel: _____

Count Start: _____ Count End: _____

DIRECTION:	East			
VEHICLE TYPE	COUNT			
LANE	Far left	Middle left	Middle right	Far right
Cars	335	286	226	266
Motorcycles	2	0	0	0
Buses	0	1	1	0
Medium Trucks	1	6	13	13
Heavy Trucks	2	20	38	28

Video 1- 10:24
Video 2- 3:39

DIRECTION:	West			
VEHICLE TYPE	COUNT			
LANE	Far left	Middle left	Middle right	Far right
Cars	328	258	197	281
Motorcycles	0	0	0	0
Buses	1	0	0	5
Medium Trucks	1	11	7	6
Heavy Trucks	1	48	59	23

Video- 15:03

I-24, Davidson and Rutherford County
MP-07V

Date: 10/6/2025
Site: 13153 Old Hickory Blvd
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:22	72.9	Y	
2	13:23	68.5	Y	
3	13:24	69.9	Y	
4	13:25	68.3	Y	
5	13:26	69.1	Y	
6	13:27	70.9	Y	
7	13:28	71.9	Y	
8	13:29	73.7	N	Honking Semi
9	13:30	66.7	Y	
10	13:31	72.3	Y	
11	13:32	65.3	Y	
12	13:33	75.6	N	Unusually Loud Semi
13	13:34	73.5	Y	
14	13:35	68.2	Y	
15	13:36	70.5	Y	
Total		70.0		



Date: 10/6/2025

Photographer: Gaby Khong

1	**Location / Orientation**	MP-8V/North
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

2	**Location / Orientation**	MP-8V/West
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

3	**Location / Orientation**	MP-8V/South
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

4	**Location / Orientation**	MP-8V/East
	Remarks	

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

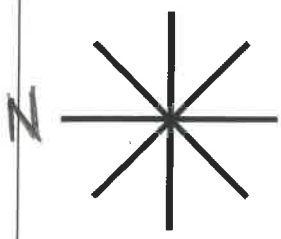
Date	10/6/25	
Address/Location	MP-8V	
Land Use	B	
Analyst Name	GL & GK	
Meteorological Conditions		
Temperature(s)	78°F	
Wind Speed(s)	10 mph	
Wind Direction(s)	156° SSE	
Calibration		
Meter/Analyzer	U121515X / GK	
	Pre-Measurement	Post-Measurement
Calibration Time	1442	1516
Calibration Level	114 db	114 db

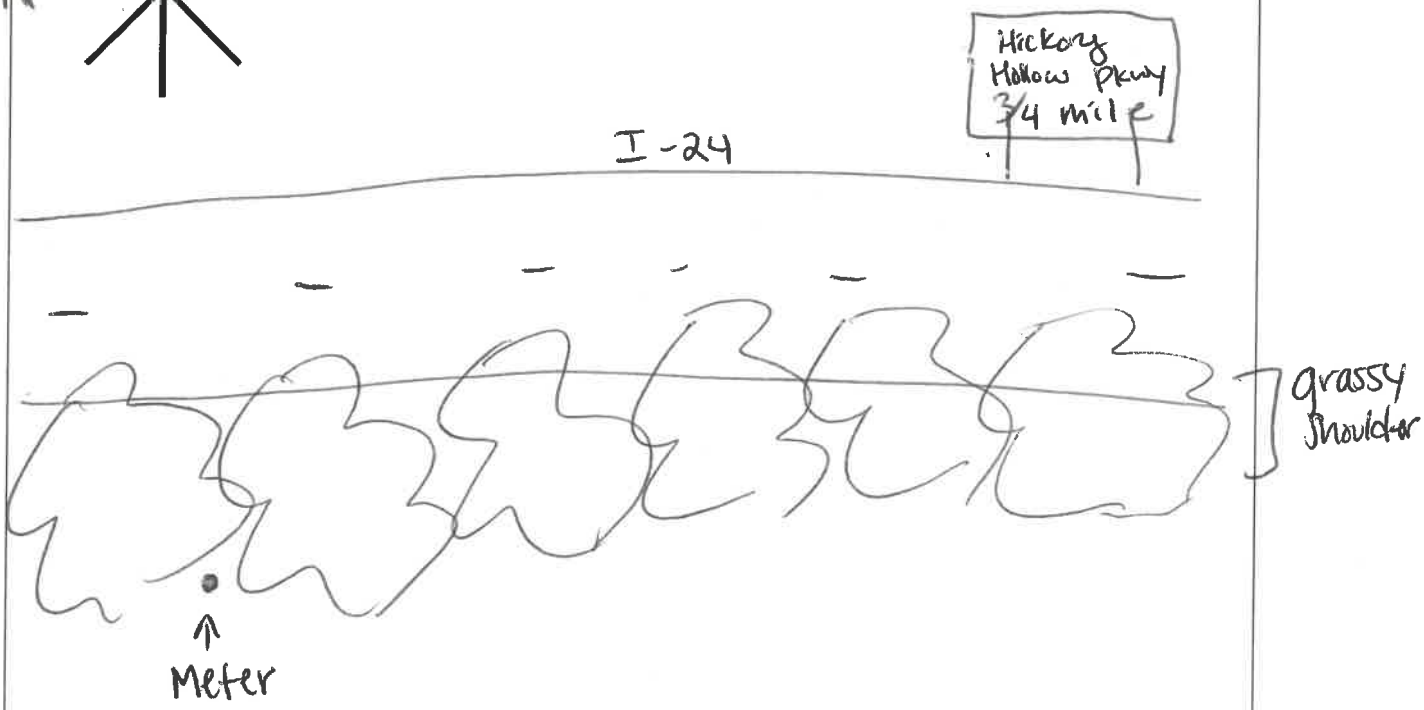
Period #	Start Time	Event Description(s)
1	~~1501~~ 1501	
2	~~F~~ 1502	
3	1503	
4	1504	
5	1505	
6	1506	
7	1507	
8	1508	
9	1509	
10	1510	
11	1511	
12	1512	
13	1513	
14	1514	
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Noise Measurement Site Sketch
I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	MP-8V
Land Use	B

Indicate North





NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-8V Meter Serial Number: U1215515X

Date: 10/6/25 Personnel: GLq GK

Run Number: 006

Timer Start: 1501 Timer End: 1516

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 78°F Time Assessed: 1443

Wind Speed 10 mph Time Assessed: 1443

Wind Direction 156°SSE Time Assessed: 1443

TRAFFIC SPEEDS

Direction: SE Speed: 49-53mph Time: 1503 42-59 mph @ 1521

Direction: NW Speed: ~~25~~ 25-31 Time: 1504 27-34 mph @ 1521

METER CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1442	1516
Calibration Level	114db	114db

PAVEMENT TYPE

(Asphalt) Concrete Other: _____

TRAFFIC COUNTS

Manual Video SMARTWAY Camera MM _____

RESULTS FROM METER

LAeq: 70.8 Time: 1516

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: 08V Date: _____

Personnel: _____

Count Start: _____ Count End: _____

DIRECTION:	East			
VEHICLE TYPE	COUNT			
LANE	Far left	Middle left	Middle right	Far right
Cars		590		
Motorcycles		0		
Buses		3		
Medium Trucks		12		
Heavy Trucks		49		

Video 1 - 7:09

DIRECTION:	West			
VEHICLE TYPE	COUNT			
LANE	Far left	Middle left	Middle right	Far right
Cars		1004		
Motorcycles		1		
Buses		3		
Medium Trucks		24		
Heavy Trucks		118		

Video - 15:02

I-24, Davidson and Rutherford County
MP-08V

Date: 10/6/2025
Site: 5200 Cane Ridge Rd
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	15:01	72.2	Y	
2	15:02	72.0	Y	
3	15:03	72.4	Y	
4	15:04	72.7	Y	
5	15:05	71.7	Y	
6	15:06	71.8	Y	
7	15:07	71.1	Y	
8	15:08	70.0	Y	
9	15:09	67.2	Y	
10	15:10	65.7	Y	
11	15:11	66.9	Y	
12	15:12	68.4	Y	
13	15:13	69.5	Y	
14	15:14	72.3	Y	
15	15:15	71.0	Y	
Total		70.7		



Date: 10/6/2025

Photographer: Gaby Khong

1	**Location / Orientation**	MP-9V/North
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

2	**Location / Orientation**	MP-9V/West
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

3	**Location / Orientation**	MP-9V/South
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

4	**Location / Orientation**	MP-9V/East
	Remarks	

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25	
Address/Location	~~MP-18V~~ MP-9V	
Land Use	B	
Analyst Name	GL & GK	
Meteorological Conditions		
Temperature(s)	78°F	
Wind Speed(s)	9 mph	
Wind Direction(s)	150° SSE	
Calibration		
Meter/Analyzer	U121515X / GK	
	Pre-Measurement	Post-Measurement
Calibration Time	1656	1720
Calibration Level	114 db	114db

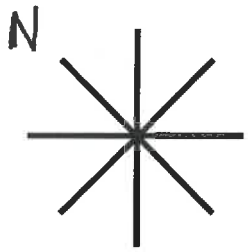
Period #	Start Time	Event Description(s)
1	1705	
2	1706	
3	1707	Siren
4	1708	
5	1709	
6	1710	Car breaks
7	1711	
8	1712	
9	1713	
10	1714	
11	1715	A man whistles
12	1716	
13	1717	
14	1718	Plane takes off, flying above MP.
15	1719	Brakes squeak from car.
16	1720	
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	~~MP-10V~~ MP-9V
Land Use	B

Indicate North



Appache Trl.

grassy area.

Tennis Court

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-9V Meter Serial Number: U121515X

Date: 10/6/25 Personnel: GL, GK

Run Number: 007

Timer Start: 1705 Timer End: 1720

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 78°F Time Assessed: 1702

Wind Speed 9 mph Time Assessed: 1702

Wind Direction 150° SSE Time Assessed: 1702

TRAFFIC SPEEDS

Direction: _____ Speed: _____ Time: _____

Direction: _____ Speed: _____ Time: _____

METER CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1656	1720
Calibration Level	114db	114db

PAVEMENT TYPE

(Asphalt) Concrete Other: _____

TRAFFIC COUNTS

(Manual) Video SMARTWAY Camera MM _____

RESULTS FROM METER

LAeq: 63.0 Time: 1720

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: 09V Date: _____

Personnel: _____

Count Start: _____ Count End: _____

DIRECTION:	East			
VEHICLE TYPE	COUNT			
LANE	Far left	Middle left	Middle right	Far right
Cars	374	319	288	345
Motorcycles	0	0	1	0
Buses	1	0	2	1
Medium Trucks	2	8	8	6
Heavy Trucks	0	24	24	12

DIRECTION:	West			
VEHICLE TYPE	COUNT			
LANE	Far left	Middle left	Middle right	Far right
Cars	373	340	212	293
Motorcycles	0	0	0	0
Buses	0	0	3	1
Medium Trucks	0	5	4	2
Heavy Trucks	0	16	45	19

Video 1 - 2:49

Video 2 - 12:34

Camera: 216W

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: 9 Date: 10/6/2025

Personnel: C. Howard & Carley

Count Start: 5:05 Count End: ~~1710~~ 1720

DIRECTION:	South bound			
VEHICLE TYPE	COUNT			
LANE				
Cars	102			
Motorcycles				
Buses				
Medium Trucks				
Heavy Trucks				

DIRECTION:	North bound			
VEHICLE TYPE	COUNT			
LANE				
Cars	73			
Motorcycles				
Buses	1			
Medium Trucks				
Heavy Trucks				

Apache Trail

I-24, Davidson and Rutherford County
MP-09V

Date: 10/6/2025
Site: 4501 Packard Dr
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	17:05	61.0	Y	
2	17:06	62.1	Y	
3	17:07	62.9	Y	
4	17:08	60.6	Y	
5	17:09	61.0	Y	
6	17:10	61.4	Y	
7	17:11	63.3	Y	
8	17:12	61.9	Y	
9	17:13	61.2	Y	
10	17:14	61.8	Y	
11	17:15	61.4	Y	
12	17:16	63.8	Y	
13	17:17	61.8	Y	
14	17:18	68.3	N	Plane overhead
15	17:19	63.7	Y	
Total		62.0		



Date: 10/6/2025

Photographer: Gaby Khong

1	**Location / Orientation**	MP-10V/North
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

2	**Location / Orientation**	MP-10V/East
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

3	**Location / Orientation**	MP-10V/South
	Remarks	



Date: 10/6/2025

Photographer: Gaby Khong

4	**Location / Orientation**	MP-10V/West
	Remarks	

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25	
Address/Location	MP-10V	
Land Use	B	
Analyst Name	GL & GK	
Meteorological Conditions		
Temperature(s)	76°F	
Wind Speed(s)	7mph	
Wind Direction(s)	142° SE	
Calibration		
Meter/Analyzer	U1215151X/GK	
	Pre-Measurement	Post-Measurement
Calibration Time	1737	1805
Calibration Level	114db	114db

Period #	Start Time	Event Description(s)
1	1750	Airplane take off
2	1751	
3	1752	
4	1753	
5	1754	
6	1755	
7	1756	
8	1757	
9	1758	
10	1759	
11	1800	
12	1801	Airplane take off.
13	1802	
14	1803	Airplane take off.
15	1804	
16	1805	
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

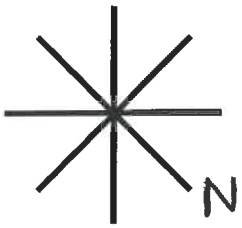
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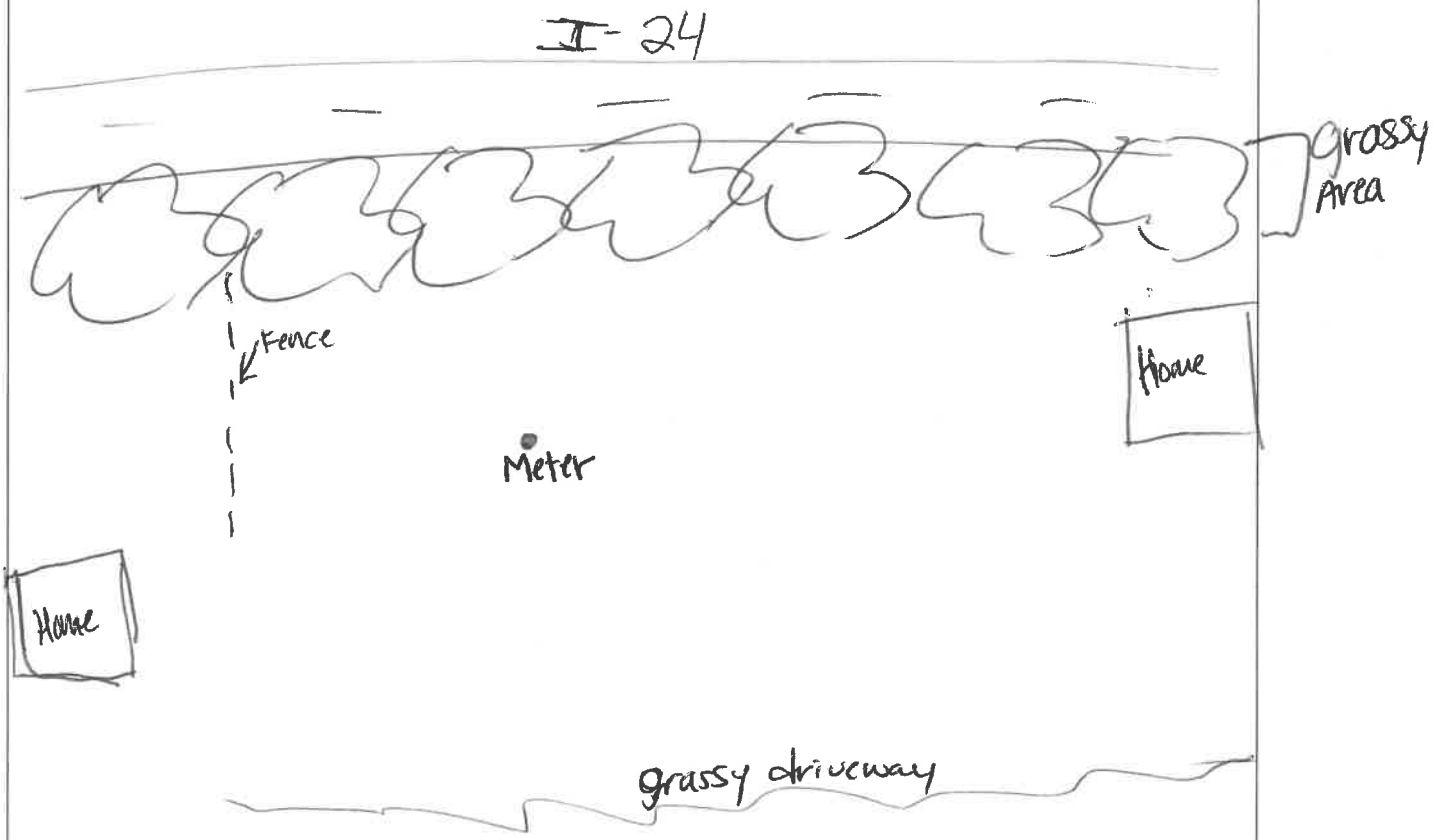
Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	MP-10V
Land Use	B

Indicate North





NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-10V Meter Serial Number: U1215151X

Date: 10/6/25 Personnel: GL GK

Run Number: 008

Timer Start: 1750 Timer End: 1805

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 76° Time Assessed: 1739

Wind Speed 7mph Time Assessed: 1739

Wind Direction 142° SE Time Assessed: 1739

TRAFFIC SPEEDS

Direction: _____ Speed: _____ Time: _____

Direction: _____ Speed: _____ Time: _____

METER CALIBRATION	**Pre-Measurement**	**Post-Measurement**
Calibration Time	1737	1805
Calibration Level	114db	114db

PAVEMENT TYPE

(Asphalt) Concrete Other: _____

TRAFFIC COUNTS

Manual Video (SMARTWAY Camera MM _____)

RESULTS FROM METER

LAeq: 64.1 Time: 1805

NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: 10V Date: _____

Personnel: _____

Count Start: _____ Count End: _____

DIRECTION:	East				
VEHICLE TYPE	COUNT				
LANE	Far left	Middle left	Middle right	Far right	exit lane
Cars	363	278	298	339	141
Motorcycles	0	0	0	0	0
Buses	2	4	2	0	0
Medium Trucks	0	9	6	7	2
Heavy Trucks	6	36	36	11	1

DIRECTION:	West			
VEHICLE TYPE	COUNT			
LANE	Far left	Middle left	Middle right	Far right
Cars	305	237	532	
Motorcycles	0	0	0	
Buses	1	0	0	
Medium Trucks	2	3	1	3
Heavy Trucks	0	32	6	1

Video - 15:12

Camera - 215E

I-24, Davidson and Rutherford County
MP-10V

Date: 10/6/2025
Site: 3719 Bakertown Rd
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	17:50	65.3	Y	
2	17:51	63.5	Y	
3	17:52	62.5	Y	
4	17:53	63.0	Y	
5	17:54	62.3	Y	
6	17:55	63.9	Y	
7	17:56	62.6	Y	
8	17:57	61.5	Y	
9	17:58	66.1	Y	
10	17:59	65.2	Y	
11	18:00	62.0	Y	
12	18:01	64.3	Y	
13	18:02	63.5	Y	
14	18:03	67.9	N	Plane Overhead
15	18:04	62.8	Y	
Total		64.3		



Date: 10/6/2025

Photographer: Nathanael Wade

1	**Location / Orientation**	MP-11V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

2	**Location / Orientation**	MP-11V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

3	**Location / Orientation**	MP-11V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

4	**Location / Orientation**	MP-11V
	Remarks	Meter

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25	
Address/Location	MP-11V	
Land Use	B	
Analyst Name	NV	
Meteorological Conditions		
Temperature(s)	75.5	
Wind Speed(s)	6.8	
Wind Direction(s)	E	
Calibration		
Meter/Analyzer	4222207	
	Pre-Measurement	Post-Measurement
Calibration Time	1302	1329
Calibration Level	114.0	114.0

Period #	Start Time	Event Description(s)
1	1311	start, plane
2	1312	
3	1313	
4	1314	
5	1315	
6	1316	
7	1317	
8	1318	
9	1319	
10	1320	
11	1321	
12	1322	
13	1323	
14	1324	
15	1325	
16	1326	stop
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

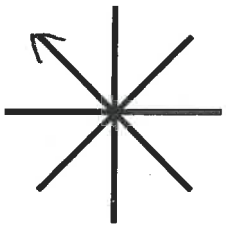
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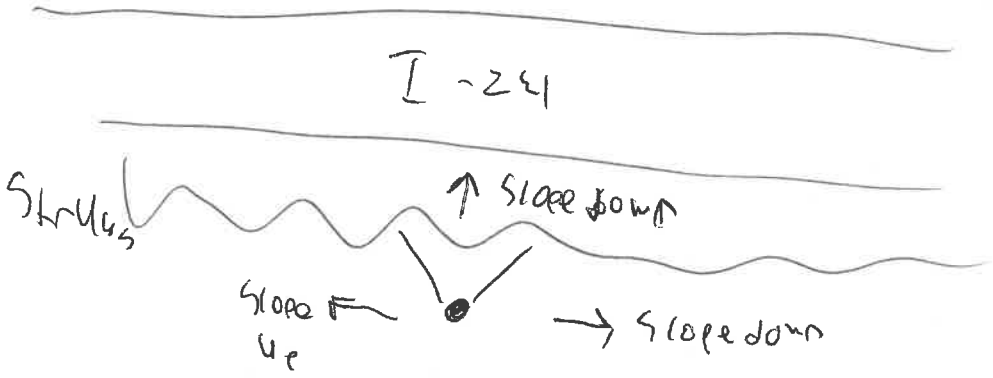
Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	MP-11V
Land Use	B

Indicate North





NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-11V Meter Serial Number: 4222207

Date: 10/6/25 Personnel: _____

Run Number: 003

Timer Start: 1311 Timer End: 1326

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 75.5 Time Assessed: 1303

Wind Speed 6.9 Time Assessed: 1303

Wind Direction G Time Assessed: 1307

TRAFFIC SPEEDS

Direction: EB Speed: 70 Time: _____

Direction: WB Speed: 70 Time: _____

METER CALIBRATION

	Pre-Measurement	Post-Measurement
Calibration Time	1302	1329
Calibration Level	114.0	114.0

PAVEMENT TYPE

(Asphalt) Concrete Other: _____

TRAFFIC COUNTS

Manual Video SMARTWAY Camera MM 212.2

RESULTS FROM METER

LAeq: 68.7 Time: 1326

I-24, Davidson and Rutherford County
MP-11V

Date: 10/6/2025
Site: 4224 Generosity Way
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:11	69.0	Y	
2	13:12	67.1	Y	
3	13:13	68.6	Y	
4	13:14	69.1	Y	
5	13:15	67.7	Y	
6	13:16	68.4	Y	
7	13:17	69.5	Y	
8	13:18	68.5	Y	
9	13:19	68.4	Y	
10	13:20	68.2	Y	
11	13:21	70.0	Y	
12	13:22	67.9	Y	
13	13:23	69.4	Y	
14	13:24	68.4	Y	
15	13:25	69.5	Y	
Total		68.7		



Date: 10/6/2025

Photographer: Nathanael Wade

1	**Location / Orientation**	MP-12V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

2	**Location / Orientation**	MP-12V
	Remarks	Meter

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

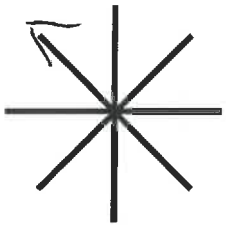
Date	10/6/25	
Address/Location	~~MP-5V~~ MP-12V	
Land Use	B	
Analyst Name	NW	
Meteorological Conditions		
Temperature(s)	78.1	
Wind Speed(s)	2.8 - 7.8	
Wind Direction(s)	NW	
Calibration		
Meter/Analyzer	LxT 220807	
	Pre-Measurement	Post-Measurement
Calibration Time	1350	1410
Calibration Level	114.0	114.0

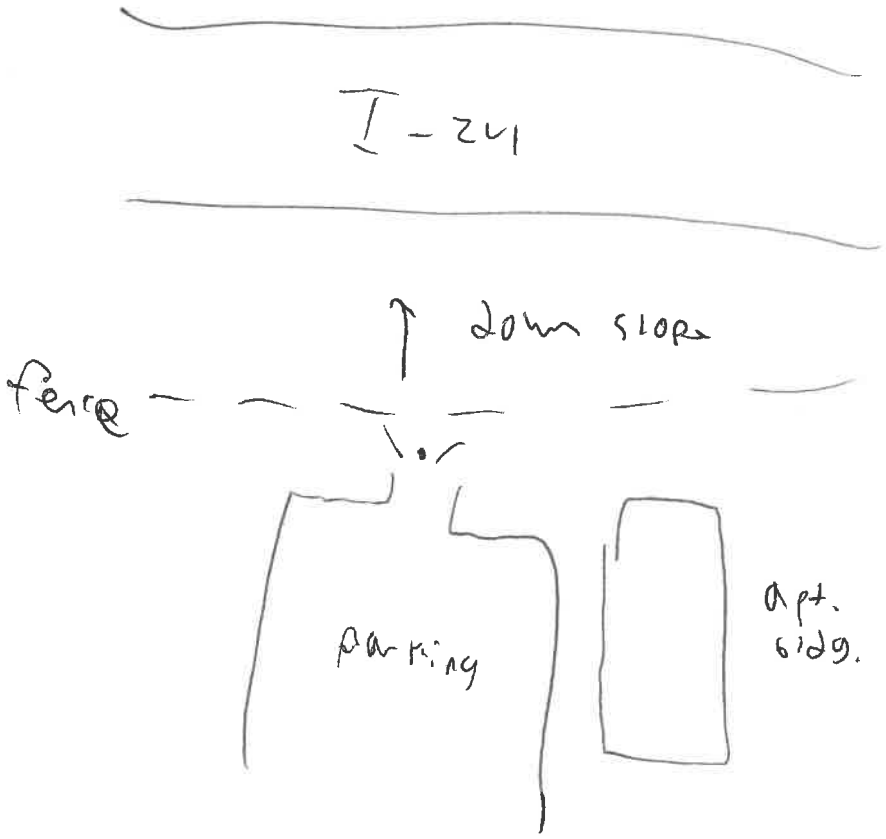
Period #	Start Time	Event Description(s)
1	1354	start
2	1355	
3	1356	
4	1357	
5	1358	light rain ~~[illegible]~~ start
6	1359	
7	1400	
8	1401	
9	1402	truck nox + 40 mete
10	1403	
11	1404	
12	1405	unusual truck noise
13	1406	
14	1407	horn
15	1408	
16	1409	stop
17	~~[illegible]~~	
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

Noise Measurement Site Sketch
I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	~~MP 5V~~ MP 1-12V
Land Use	B

Indicate North





NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: NP-12C Meter Serial Number: 4/222207

Date: 10/6/25 Personnel: NM

Run Number: 004

Timer Start: 1351 Timer End: 1410

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 78.1 Time Assessed: 1350

Wind Speed 7.8 Time Assessed: 1350

Wind Direction NW Time Assessed: 1350

TRAFFIC SPEEDS

Direction: EB Speed: 65-70, 341 Time:

Direction: WB Speed: 65-70, 412 Time:

METER CALIBRATION **Pre-Measurement** **Post-Measurement**

Calibration Time 1350 1410

Calibration Level 111.0 111.0

PAVEMENT TYPE

(Asphalt) Concrete Other:

TRAFFIC COUNTS

Manual Video SMARTWAY Camera MM 210W

RESULTS FROM METER

LAeq: 73.8 Time: 1409

Ignore Trailers

Normal 3 or more 2axle, 6wheel

Auto, Motorcycle, Heavy Duty Truck, Medium Duty, Bus

Left most = 1 Right = 8

Lanes Labeled 1-8 with respect to camera

MP11V File 13-11-02 (44 seconds)

	Lane 1	Lane 2	Lane 3	4	5	6	7	8
Auto	12	10	16	22	14	15	8	11
Heavy Duty	3	6	2	0	0	4	1	5
Medium Duty	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0
Moto.	0	0	0	0	0	0	0	0

MF11V File 15-03-35 (11 min. 49 sec.)

	Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Lane 8
Auto	230	189	233	261	350	253	231	265
Heavy	25	46	27	2	3	23	26	14
Medium	6	5	7	3	13	10	6	8
Bus	2	5	1	0	0	2	2	1
Moto	1	0	0	0	0	0	0	0

MP12V File 13-54-02 (16min 5sec)

	Exit	Lane 1	L2	L3	L4	L5	L6	L7	L8
Auto	102	154	211	227	239	349	248	208	227
Heavy	17	22	45	45	4	4	43	53	24
Medium	5	10	12	5	5	6	10	10	10
Bus	3	2	2	4	0	1	1	3	7
Cycle	0	0	0	0	0	0	1	0	0

I-24, Davidson and Rutherford County
MP-12V

Date: 10/6/2025
Site: 4224 Generosity Way
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	13:54	72.7	Y	
2	13:55	75.1	Y	
3	13:56	73.7	Y	
4	13:57	72.1	Y	
5	13:58	71.0	Y	
6	13:59	70.9	Y	
7	14:00	71.9	Y	
8	14:01	70.3	Y	
9	14:02	71.7	Y	
10	14:03	72.7	Y	
11	14:04	72.4	Y	
12	14:05	81.3	N	Unusual Truck Noise
13	14:06	68.8	Y	
14	14:07	67.9	Y	
15	14:08	66.3	Y	
Total		72.0		



Date: 10/6/2025

Photographer: Nathanael Wade

1	**Location / Orientation**	MP-13V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

2	**Location / Orientation**	MP-13V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

3	**Location / Orientation**	MP-13V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

4	**Location / Orientation**	MP-13V
	Remarks	Meter

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25	
Address/Location	MP-13V	
Land Use	B	
Analyst Name	NW	
Meteorological Conditions		
Temperature(s)	74.3	
Wind Speed(s)	2.8	
Wind Direction(s)	NW	
Calibration		
Meter/Analyzer	L/22207	
	Pre-Measurement	Post-Measurement
Calibration Time	1456	1518
Calibration Level	114.0	114.0

Period #	Start Time	Event Description(s)
1	1501	start
2	1502	horn
3	1503	
4	1504	
5	1505	
6	1506	
7	1507	
8	1508	
9	1509	
10	1510	
11	15 11	
12	15 12	
13	15 13	
14	15 14	
15	15 15	
16	15 16	stop
17		
18		
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29		
30		

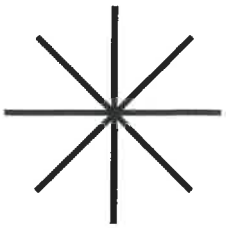
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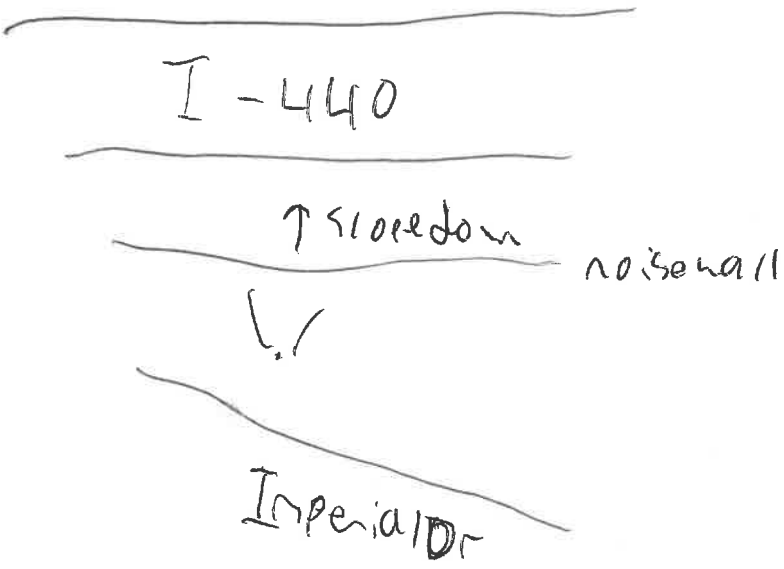
Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	MP-13V
Land Use	B

Indicate North





NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-13V Meter Serial Number: 4222207

Date: 10/6/22 Personnel: NV

Run Number: 005

Timer Start: 1501 Timer End: 1516

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 74.3 Time Assessed: 1456

Wind Speed 2.8 Time Assessed: 1456

Wind Direction NV Time Assessed: 1456

TRAFFIC SPEEDS

Direction: EB Speed: 48 Time: _____

Direction: WB Speed: 62 Time: _____

METER CALIBRATION **Pre-Measurement** **Post-Measurement**

Calibration Time 1456 1518

Calibration Level 114.0 114.0

PAVEMENT TYPE

(Asphalt) Concrete Other: _____

TRAFFIC COUNTS

Manual (Video) SMARTWAY Camera MM _____

RESULTS FROM METER

LAeq: 62.9 Time: 1516

I-24, Davidson and Rutherford County
MP-13V

Date: 10/6/2025
Site: 219 Imperial Dr
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	15:01	63.8	Y	
2	15:02	63.8	Y	
3	15:03	64.9	Y	
4	15:04	64.6	Y	
5	15:05	66.1	Y	
6	15:06	65.3	Y	
7	15:07	64.7	Y	
8	15:08	64.9	Y	
9	15:09	65.2	Y	
10	15:10	65.1	Y	
11	15:11	65.1	Y	
12	15:12	64.9	Y	
13	15:13	65.1	Y	
14	15:14	64.9	Y	
15	15:15	64.4	Y	
Total		64.9		



Date: 10/6/2025

Photographer: Nathanael Wade

1	**Location / Orientation**	MP-14V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

2	**Location / Orientation**	MP-14V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

3	**Location / Orientation**	MP-14V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

4	**Location / Orientation**	MP-14V
	Remarks	Meter

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25	
Address/Location	MP ~~74 to 69~~ 14V	
Land Use	B	
Analyst Name	NR	
Meteorological Conditions		
Temperature(s)	76.8	
Wind Speed(s)	0.8 - 3.9	
Wind Direction(s)	NW	
Calibration		
Meter/Analyzer	1222207	
	Pre-Measurement	Post-Measurement
Calibration Time	1536	1551
Calibration Level	114.0	~~113.7~~ 114.0

Period #	Start Time	Event Description(s)
1	1543	start
2	1544	
3	1545	car speed
4	1546	
5	1547	engine backfire
6	1548	
7	1549	
8	1550	
9	1551	
10	1552	
11	1553	
12	1554	
13	1555	
14	1556	
15	1557	~~start~~ : car shirt
16	1558	stop
17		
18		
19		
20		
21		
22		
23		
24		
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26		
27		
28		
29		
30		

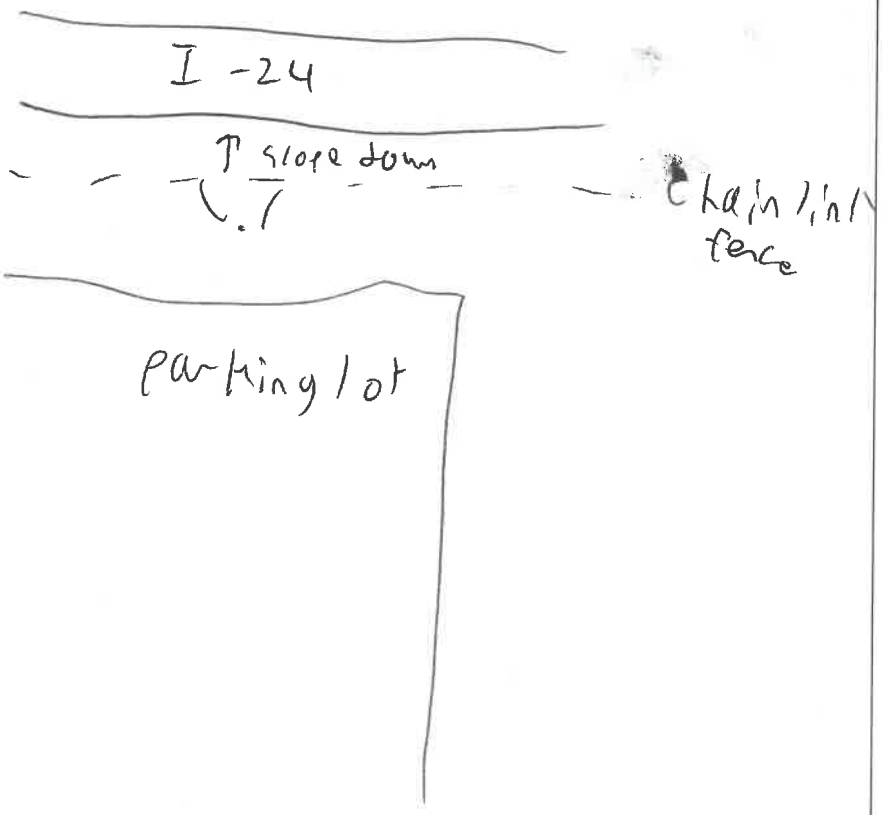
Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	~~MP 7V~~ MP-14V
Land Use	B

Indicate North





NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-114 Meter Serial Number: L1222207

Date: 10/6/25 Personnel: NW

Run Number: 006

Timer Start: 1543 Timer End: 1558

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature	76.8	Time Assessed:	1536
Wind Speed	3.9	Time Assessed:	1536
Wind Direction	NW	Time Assessed:	1536

TRAFFIC SPEEDS

Direction:	EB	Speed:	35	Time:	
Direction:	WB	Speed:	35	Time:	

METER CALIBRATION

	Pre-Measurement	Post-Measurement
Calibration Time	1536	1559
Calibration Level	114.0	114.0

PAVEMENT TYPE

(Asphalt) Concrete Other: _____

TRAFFIC COUNTS

Manual (Video) SMARTWAY Camera MM _____

RESULTS FROM METER

LAeq: 66.0 Time: 1558

Trucks + Trailer = Heavy
Buses
Medium

Cars
Motorcycles

RL

LL

		Lane 1	Lane 2	Lane 3	Lane 4	Total
MP-14EB (1)	Heavy	23	18	11	2	
10:24	Buses	2	0	1	0	
	Medium	6	5	3	1	
	Cars	141	116	211	253	
	Motorcycles	0	0	0	1	
MP-14EB (2)	Heavy	15	8	11	4	
5:01	Buses	0	1	0	0	
	Medium	2	0	2	0	
	Cars	41	43	102	129	
	Motorcycles	0	1	0	1	
MP-14 WB (1)	Heavy	11	11	32	6	
8:41	Buses	0	0	0	1	
	Medium	2	3	3	1	
	Cars	109	166	104	126	
	Motorcycles	0	0	0	0	
MP-14 WB (2)	Heavy	3	7	20	4	
6:25	Buses	0	0	0	0	
	Medium	1	0	8	1	
	Cars	89	100	47	109	
	Motorcycles	0	0	0	0	

I-24, Davidson and Rutherford County
MP-14V

Date: 10/6/2025
Site: 702 Murfreesboro Pk
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	15:43	66.6	Y	
2	15:44	67.3	Y	
3	15:45	66.5	Y	
4	15:46	65.1	Y	
5	15:47	69.3	Y	
6	15:48	63.0	Y	
7	15:49	63.9	Y	
8	15:50	67.0	Y	
9	15:51	63.8	Y	
10	15:52	63.9	Y	
11	15:53	64.4	Y	
12	15:54	66.7	Y	
13	15:55	67.6	Y	
14	15:56	65.2	Y	
15	15:57	64.3	Y	
Total		66.0		



Date: 10/6/2025

Photographer: Nathanael Wade

1	**Location / Orientation**	MP-15V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

2	**Location / Orientation**	MP-15V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

3	**Location / Orientation**	MP-15V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

4	**Location / Orientation**	MP-15V
	Remarks	Meter

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25	
Address/Location	MP-15V	
Land Use	B	
Analyst Name	AH	
Meteorological Conditions		
Temperature(s)	74.6	
Wind Speed(s)	0.6 - 2.8	
Wind Direction(s)	NW	
Calibration		
Meter/Analyzer	LI 222207	
	Pre-Measurement	Post-Measurement
Calibration Time	1716	1735
Calibration Level	114.0	114.0

Period #	Start Time	Event Description(s)
1	1719	Start
2	1720	horn
3	1721	
4	1722	
5	1723	
6	1724	
7	1725	
8	1726	
9	1727	
10	1728	
11	1729	
12	1730	
13	1731	
14	1732	
15	1733	
16	1734	
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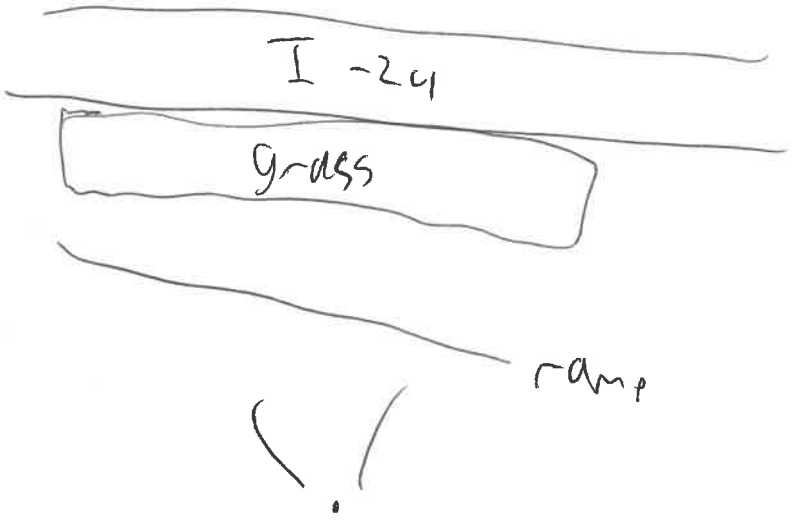
Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	MP-15V
Land Use	B

Indicate North





NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-15V Meter Serial Number: 4222201

Date: 10/6/25 Personnel: NW

Run Number: 007

Timer Start: 1719 Timer End: 1734

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 74.6 Time Assessed: 1716

Wind Speed 2.9 Time Assessed: 1716

Wind Direction NW Time Assessed: 1716

TRAFFIC SPEEDS

Direction: EB Speed: 29-30 Time: _____

Direction: WB Speed: 36 Time: _____

METER CALIBRATION **Pre-Measurement** **Post-Measurement**

Calibration Time 1716 1735

Calibration Level 114.0 114.0

PAVEMENT TYPE

(Asphalt) Concrete Other: _____

TRAFFIC COUNTS

Manual (Video) SMARTWAY Camera MM _____

RESULTS FROM METER

LAeq: 72.4 Time: 1734

I-24, Davidson and Rutherford County
MP-15V

Date: 10/6/2025
Site: 153 Green St
Description: Residential

Period #	Time Start	Leq (dBA)	Included?	Note
1	17:19	69.2	Y	
2	17:20	70.6	Y	
3	17:21	71.4	Y	
4	17:22	71.4	Y	
5	17:23	72.5	Y	
6	17:24	72.1	Y	
7	17:25	71.8	Y	
8	17:26	72.5	Y	
9	17:27	72.0	Y	
10	17:28	69.2	Y	
11	17:29	70.0	Y	
12	17:30	71.1	Y	
13	17:31	74.4	Y	
14	17:32	75.3	Y	
15	17:33	75.9	Y	
Total		72.4		



Date: 10/6/2025

Photographer: Nathanael Wade

1	**Location / Orientation**	MP-16V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

2	**Location / Orientation**	MP-16V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

3	**Location / Orientation**	MP-16V
	Remarks	



Date: 10/6/2025

Photographer: Nathanael Wade

4	**Location / Orientation**	MP-16V
	Remarks	Meter

TDOT Go.

Noise Measurement Data Sheet

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25	
Address/Location	~~MP-9V~~ MP-16V	
Land Use	B	
Analyst Name	NW	
Meteorological Conditions		
Temperature(s)	74.3	
Wind Speed(s)	0.0 - 0.2	
Wind Direction(s)	SW	
Calibration		
Meter/Analyzer	4222209	
	Pre-Measurement	Post-Measurement
Calibration Time	1750	1810
Calibration Level	114.0	114.6

Period #	Start Time	Event Description(s)
1	1753	Start
2	1754	
3	1755	
4	1756	
5	1757	
6	1758	
7	1759	
8	1800	
9	1801	
10	1802	
11	1803	
12	1804	
13	1805	
14	1806	
15	1807	
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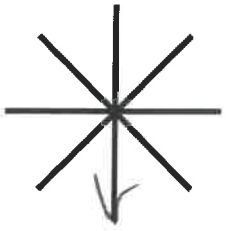
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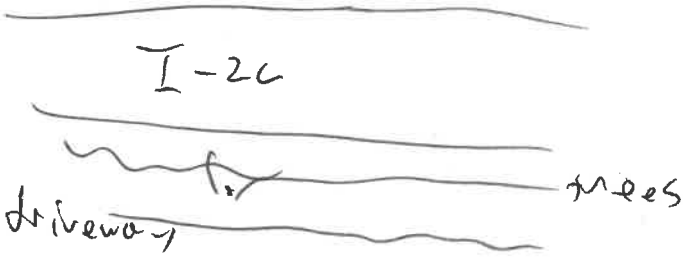
Noise Measurement Site Sketch

I-24 Choice Lanes, Davidson and Rutherford Counties, Tennessee

Date	10/6/25
Address	~~MP 0V~~ MP-16U
Land Use	B

Indicate North





NOISE MEASUREMENT DATA SHEET
I-24 SOUTHEAST CHOICE LANES
S&ME PROJECT NO. 24430273B

Monitoring Point ID: MP-16V Meter Serial Number: 4222207

Date: 10/6/25 Personnel: NW

Run Number: 008

Timer Start: 1753 Timer End: 1808

METEOROLOGICAL CONDITIONS AT START OF MEASUREMENT

Temperature 74.3 Time Assessed: 1750

Wind Speed 0.2 Time Assessed: 1750

Wind Direction SW Time Assessed: 1750

TRAFFIC SPEEDS

Direction: N Speed: 65 Time: _____

Direction: S Speed: 67 Time: _____

METER CALIBRATION **Pre-Measurement** **Post-Measurement**

Calibration Time 1750 1810

Calibration Level 114.0 114.6

PAVEMENT TYPE

(Asphalt) Concrete Other: _____

TRAFFIC COUNTS

Manual (Video) SMARTWAY Camera MM _____

RESULTS FROM METER

LAeq: 76.0 Time: 1808

MP-16V

Location	East				
Lane	Far left	left	middle	right	Far right
Cars	383	319	340	423	121
Buses	0	3	0	0	0
Medium	3	6	5	3	1
Heavy	1	34	11	8	1
motorcycles	3	0	0	0	0

Location	West			
Lane	Far left	left	Middle	Right / Far Right
Cars	208	320	347	362
Buses	0	0	0	0
Medium	0	1	0	3
Heavy	0	5	19	15
motorcycles	0	0	0	0

I-24, Davidson and Rutherford County
MP-16V

Date: 10/6/2025
Site: 907 Massman Dr
Description: Residential

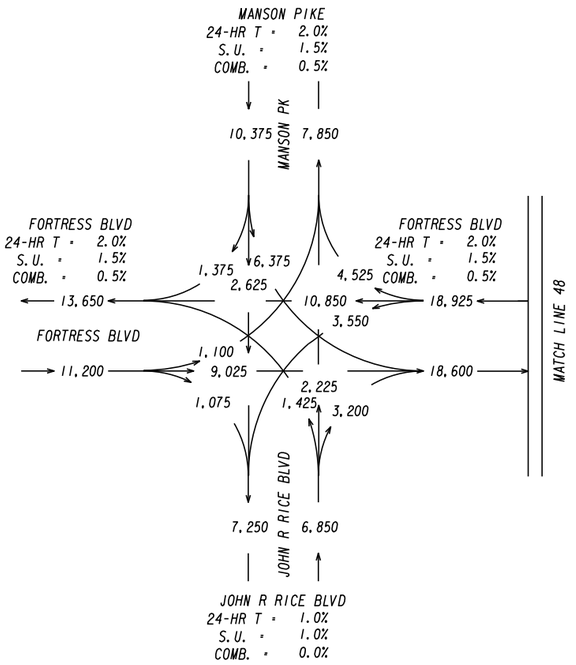
Period #	Time Start	Leq (dBA)	Included?	Note
1	17:53	75.8	Y	
2	17:54	75.5	Y	
3	17:55	75.3	Y	
4	17:56	75.5	Y	
5	17:57	76.0	Y	
6	17:58	77.0	Y	
7	17:59	75.3	Y	
8	18:00	75.9	Y	
9	18:01	76.7	Y	
10	18:02	76.2	Y	
11	18:03	76.1	Y	
12	18:04	76.0	Y	
13	18:05	76.0	Y	
14	18:06	75.7	Y	
15	18:07	76.6	Y	
Total		76.0		

APPENDIX C.
EXISTING AND DESIGN YEAR TRAFFIC DATA

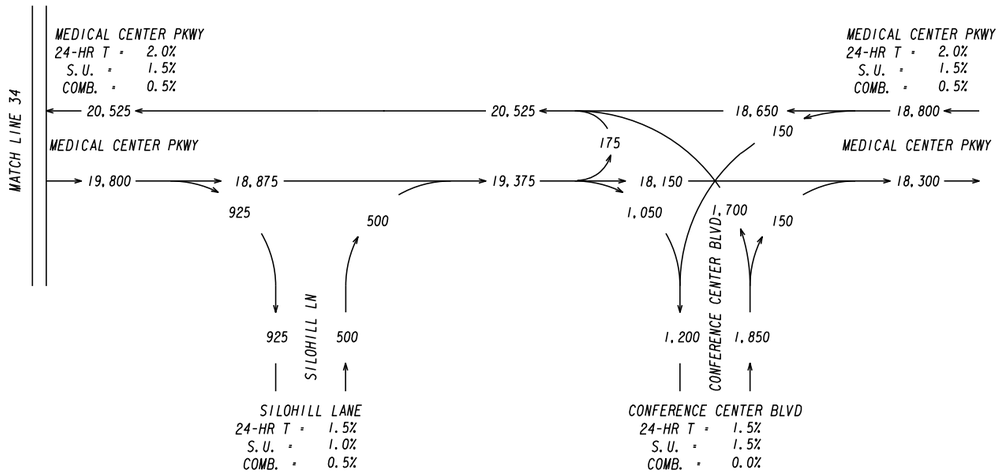
DRAFT - DELIBERATIVE

INTENTIONALLY LEFT BLANK

DRAFT - DELIBERATIVE



SEE SHEET 0043



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
AADT = 000

TDOT Department of Transportation

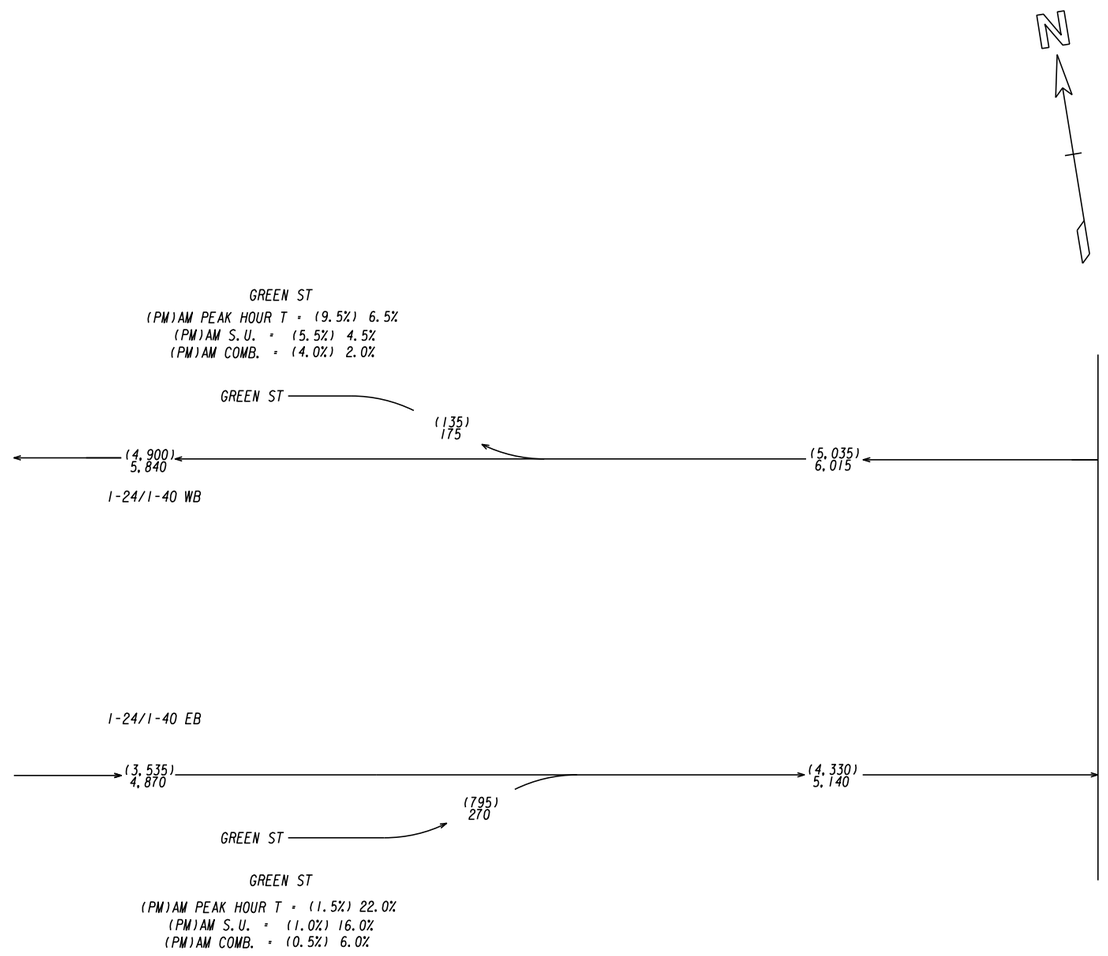
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0044
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

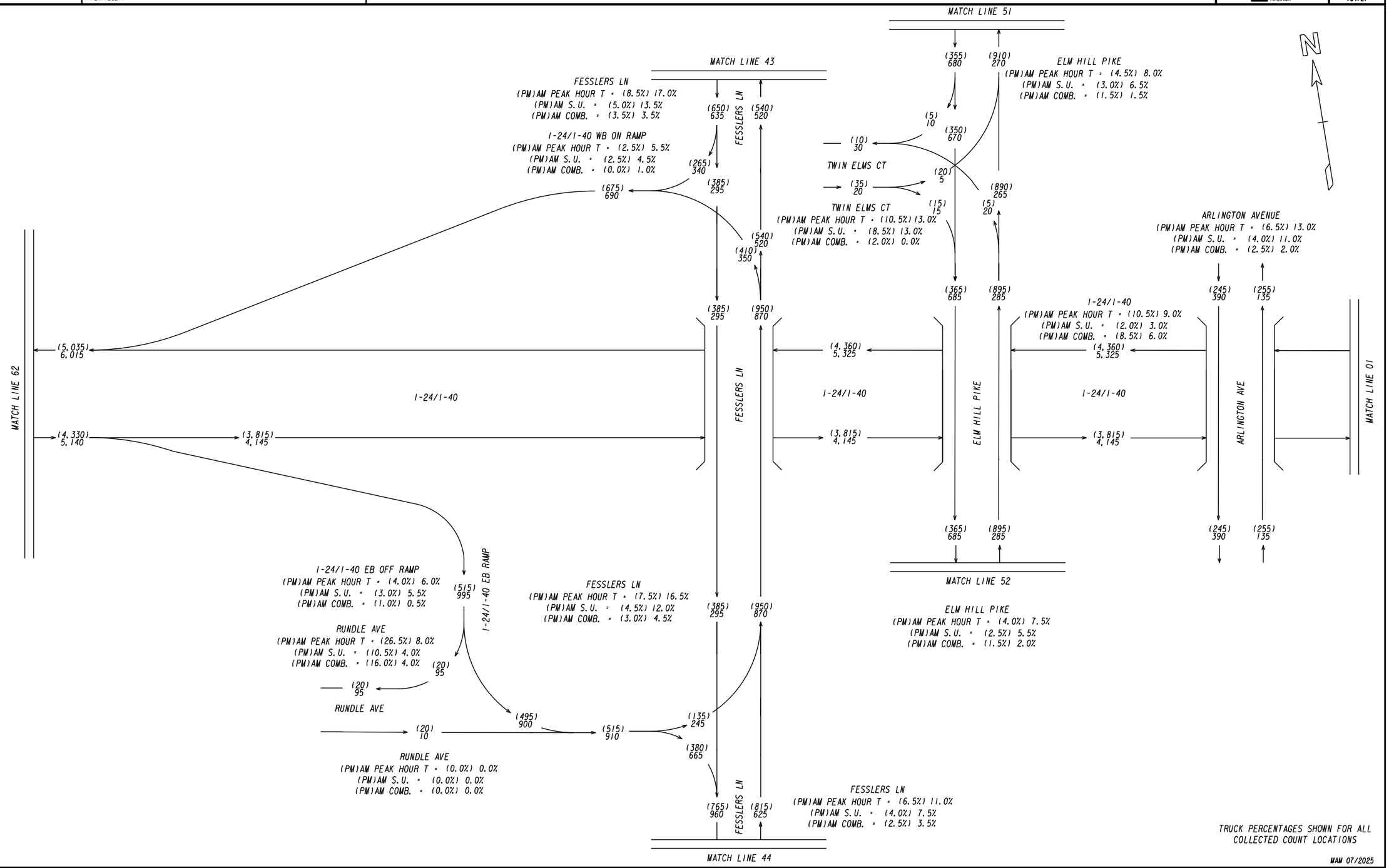
TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		0045
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRFB$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

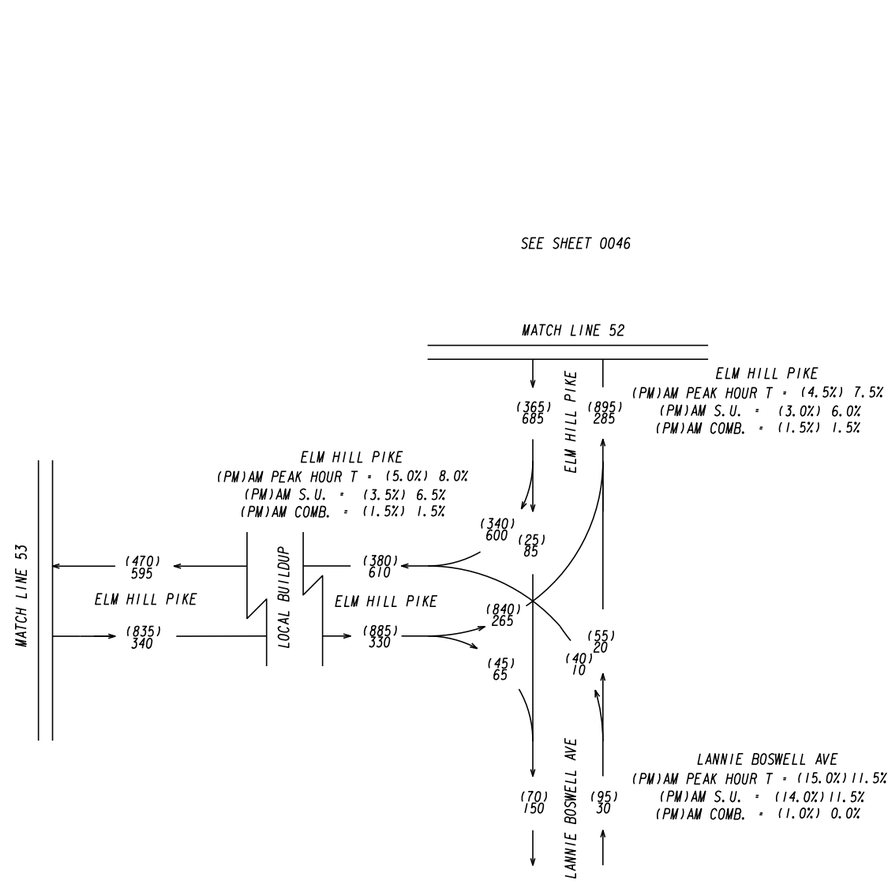
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1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

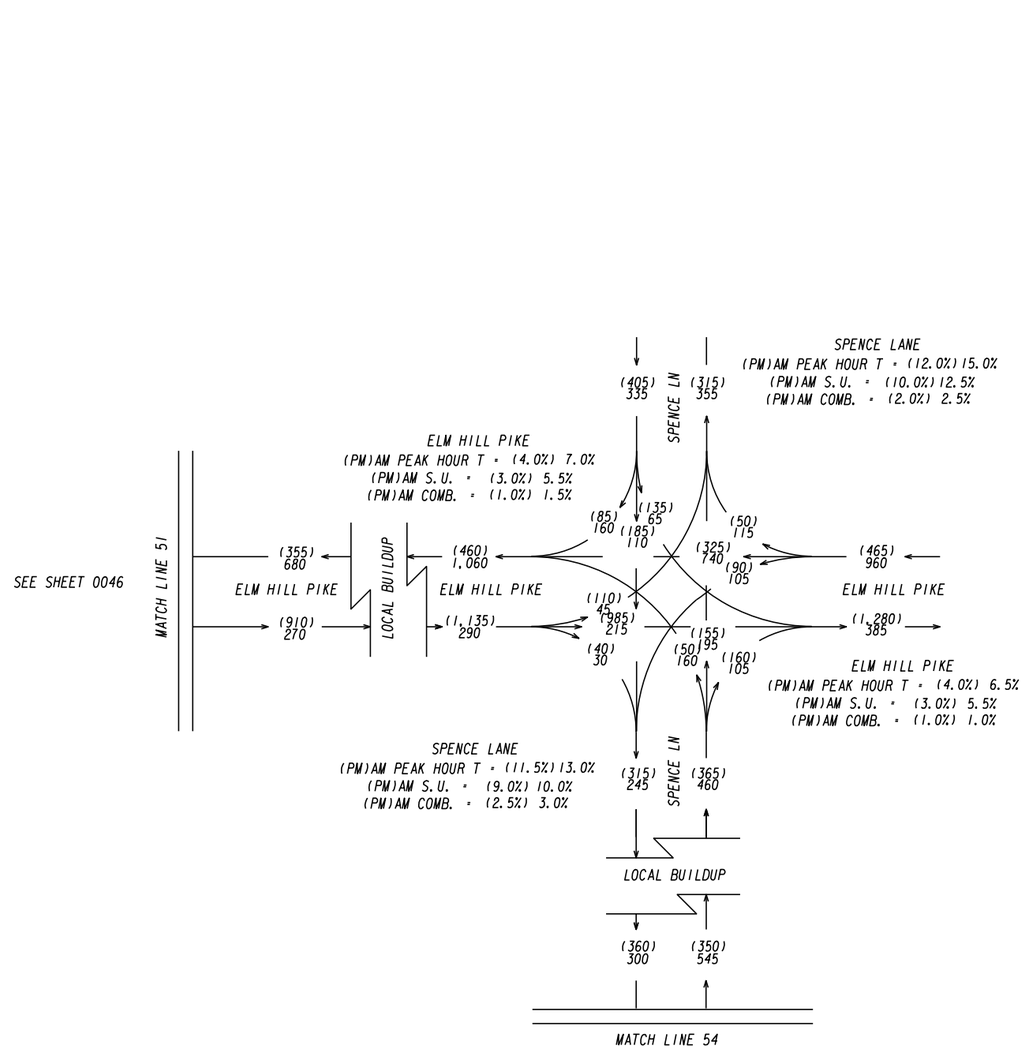
REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0046
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/205 GPLN





TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0047
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRFB$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$

MATCH LINE 54

SPENCE LANE
(PM)AM PEAK HOUR T = (10.5%) 11.5%
(PM)AM S.U. = (8.5%) 9.5%
(PM)AM COMB. = (2.0%) 2.0%

(360) 300 | SPENCE LN | (350) 545

(55) 245

(275) 495

I-40 WB OFF RAMP
(PM)AM PEAK HOUR T = (12.0%) 4.5%
(PM)AM S.U. = (7.5%) 3.5%
(PM)AM COMB. = (4.5%) 1.0%

(330) 140

N

MASSMAN DRIVE
(PM)AM PEAK HOUR T = (2.5%) 5.5%
(PM)AM S.U. = (2.5%) 4.5%
(PM)AM COMB. = (0.0%) 1.0%

(355) 110 | (110) 275

SPENCE LANE
(PM)AM PEAK HOUR T = (9.5%) 10.0%
(PM)AM S.U. = (7.5%) 8.0%
(PM)AM COMB. = (2.0%) 2.0%

(635) 795 | (295) 300

I-24/I-40 WB
(PM)AM PEAK HOUR T = (9.5%) 6.0%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (8.0%) 4.0%

(4,360) 5,325 | (2,090) 2,650 | (3,920) 4,840 | (3,920) 4,840 | (4,250) 5,580

(2,270) 2,675

MATCH LINE 01 | I-24/I-40 | I-40 | SPENCE LN | MASSMAN DR | MATCH LINE 41

(3,815) 4,145 | (2,365) 2,075 | (6,285) 4,205

(3,920) 2,130

I-24/I-40 EB
(PM)AM PEAK HOUR T = (6.5%) 12.5%
(PM)AM S.U. = (1.0%) 4.5%
(PM)AM COMB. = (5.5%) 8.0%

MURFREESBORO PK TO I-24/I-40 WB RAMP
(PM)AM PEAK HOUR T = (3.0%) 5.5%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (1.0%) 2.0%

MATCH LINE 03

(265) 255

MURFREESBORO PK TO I-40 EB RAMP
(295) 120 (PM)AM PEAK HOUR T = (2.5%) 8.0%
(PM)AM S.U. = (2.0%) 8.0%
(PM)AM COMB. = (0.5%) 0.0%

I-24 WB TO I-24/I-40 WB RAMP
(PM)AM PEAK HOUR T = (18.5%) 8.5%
(PM)AM S.U. = (2.5%) 3.0%
(PM)AM COMB. = (16.0%) 5.5%

I-24 WB TO I-40 EB RAMP
(PM)AM PEAK HOUR T = (3.5%) 4.0%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (2.0%) 2.0%

I-24/I-40 WB TO I-24 EB RAMP
(PM)AM PEAK HOUR T = (4.0%) 3.0%
(PM)AM S.U. = (2.0%) 2.0%
(PM)AM COMB. = (2.0%) 1.0%

I-24 EB | I-24 WB

I-24/I-40 SB
(PM)AM PEAK HOUR T = (15.5%) 12.5%
(PM)AM S.U. = (2.0%) 4.0%
(PM)AM COMB. = (13.5%) 8.5%

(1,450) 2,070 | (1,830) 2,190 | (2,005) 2,420 | (3,625) 2,010 | (560) 375

MATCH LINE 02

TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

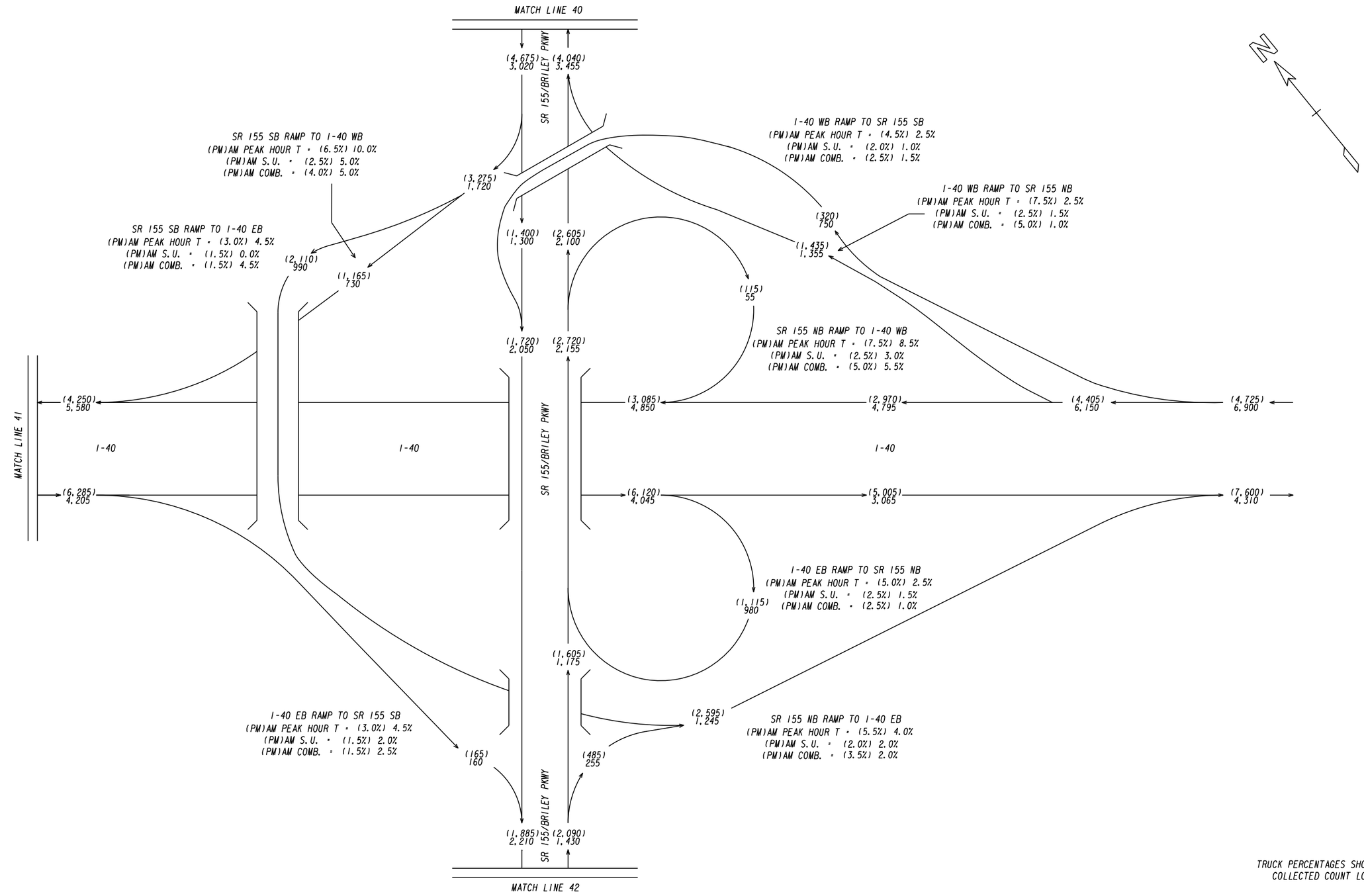
REVISION DATES

TRAFFIC DIAGRAM

		DATE:	
CHECKED:			
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 0048

10/23/2015 GPLN



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

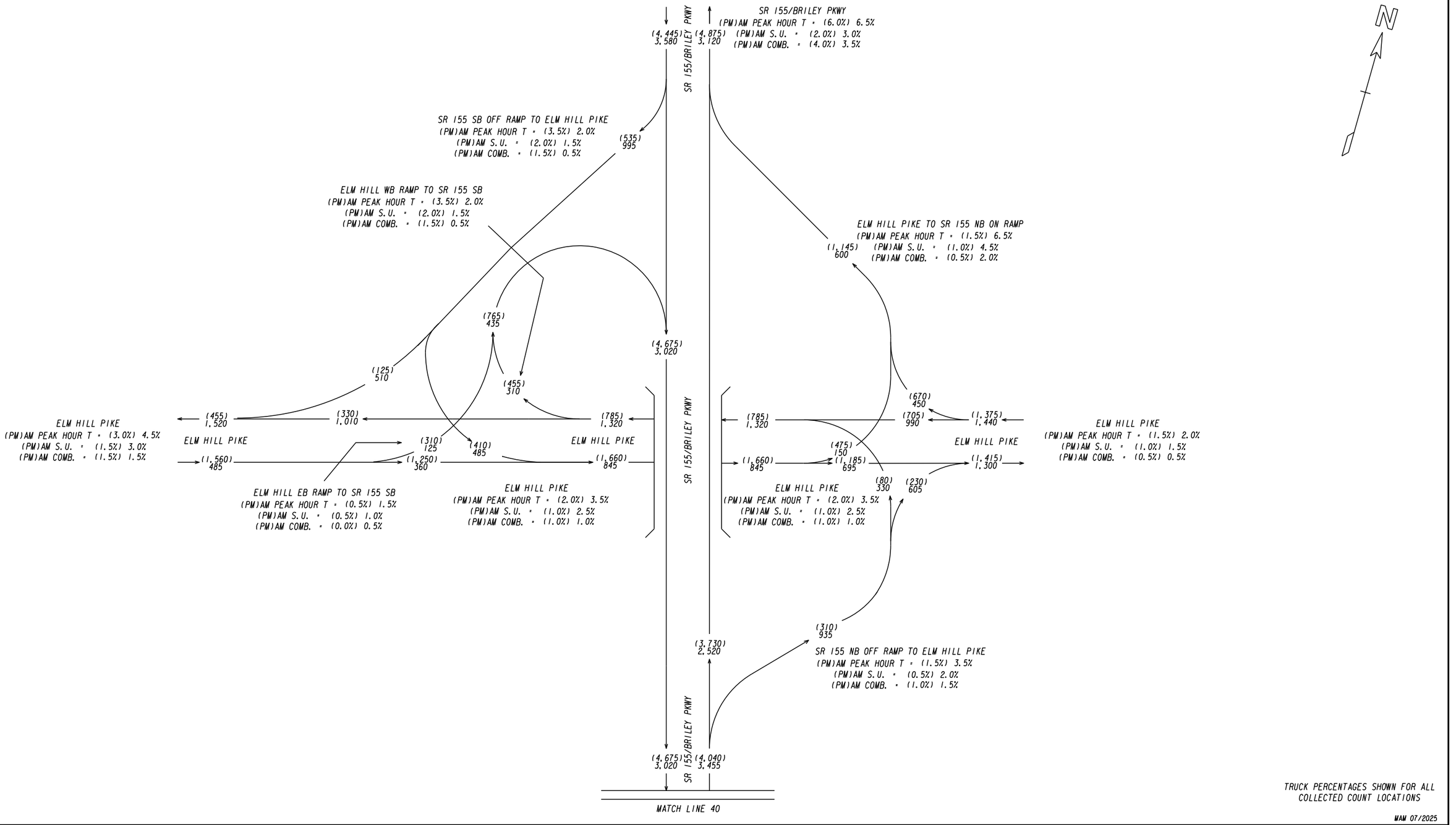
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1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0049
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

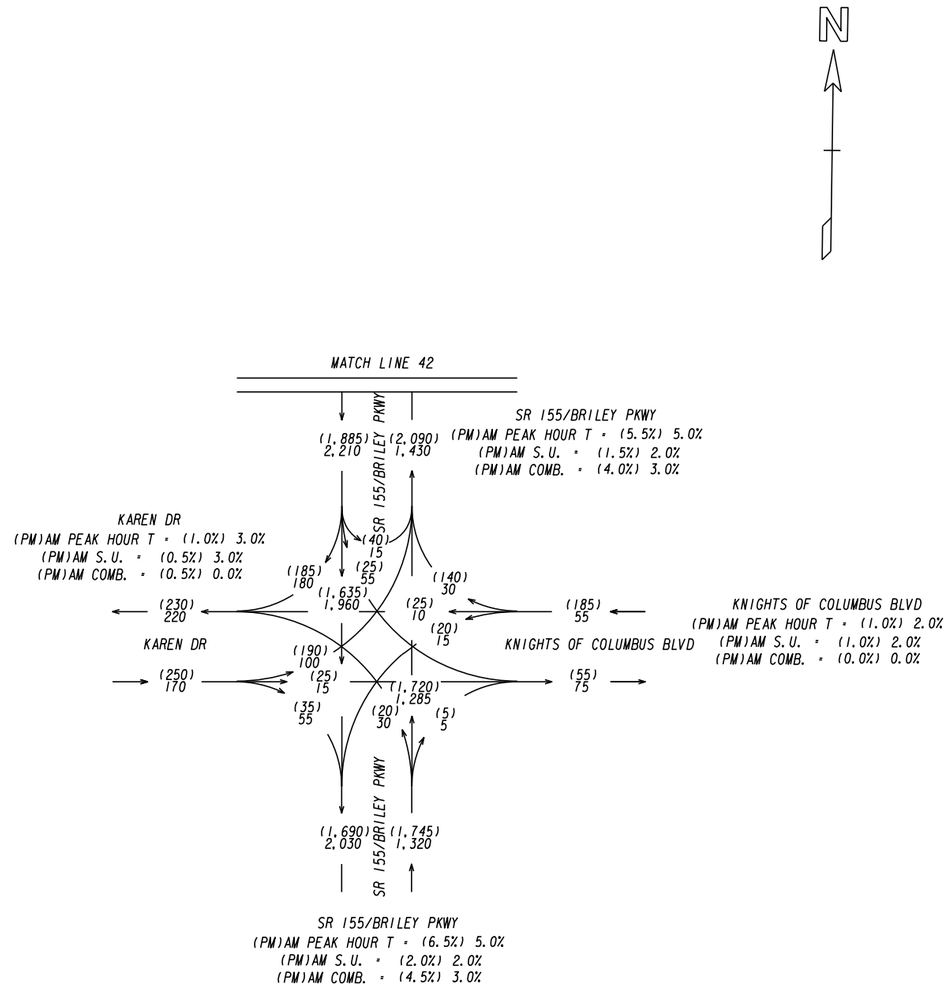
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SUITE 1100
ATLANTA, GEORGIA 30309

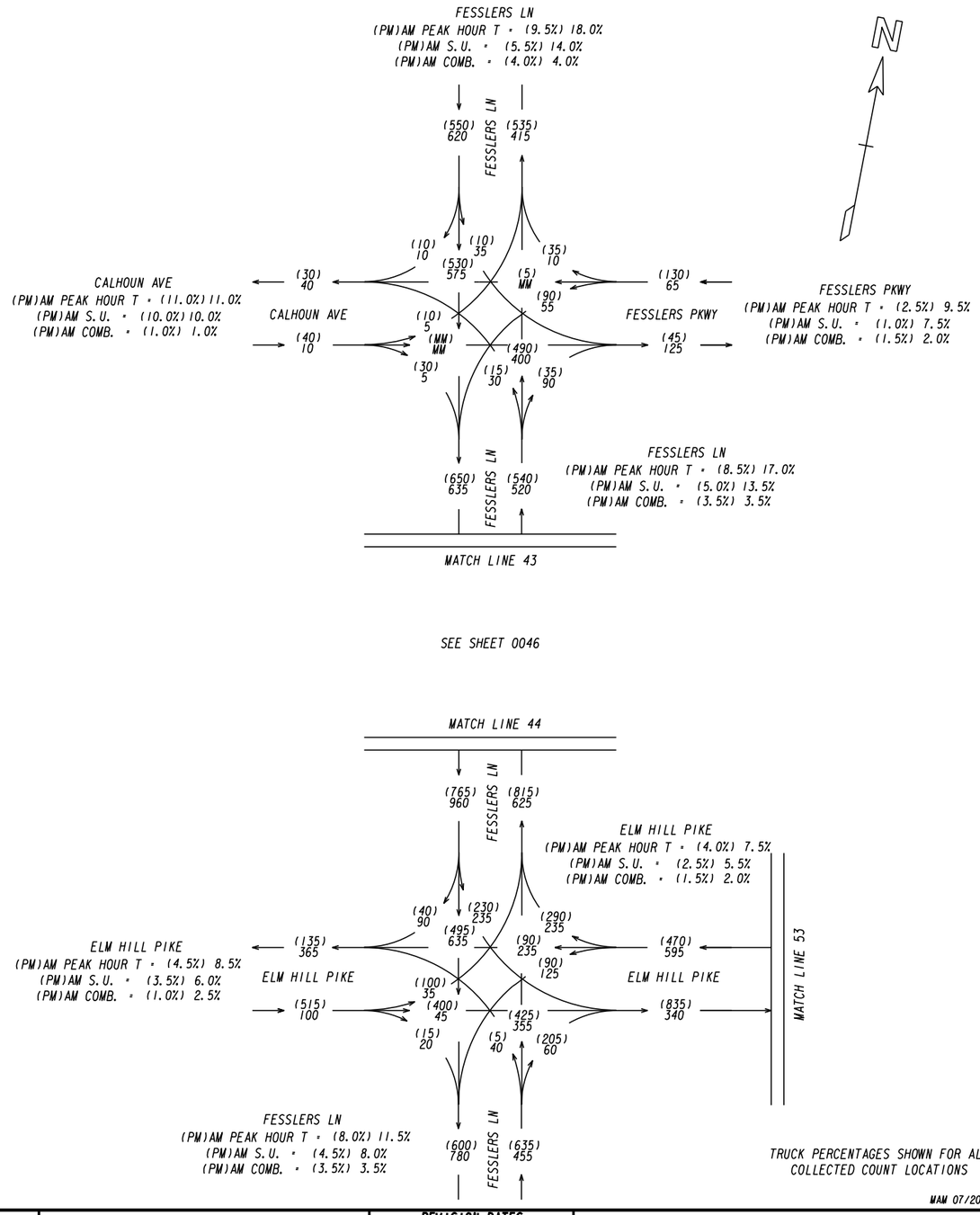
REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0050
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2025 GPLN





SEE SHEET 0046

TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	0051
CORRECTED:		DATE:	
VERIFIED:		DATE:	

10/23/2015 GPLN

MATCH LINE 02

MATCH LINE 03

(1,450) 2,070 | (1,830) 2,190 | (2,005) 2,420 | (3,625) 2,010 | (560) 375

I-24 EB | I-24 WB | SPENCE LN

I-24 EB ON RAMP
(PM)AM PEAK HOUR T = (1.5%) 6.5%
(PM)AM S.U. = (1.0%) 6.0%
(PM)AM COMB. = (0.5%) 0.5%

(230) 485

(1,680) 2,555

(3,135) 1,865

MURFREESBORO PK
(PM)AM PEAK HOUR T = (5.0%) 7.0%
(PM)AM S.U. = (3.0%) 5.5%
(PM)AM COMB. = (2.0%) 1.5%

(690) 775 | (335) 330

SPENCE LN
(PM)AM PEAK HOUR T = (8.5%) 10.0%
(PM)AM S.U. = (6.5%) 8.0%
(PM)AM COMB. = (2.0%) 2.0%

MURFREESBORO PK
(PM)AM PEAK HOUR T = (5.0%) 10.0%
(PM)AM S.U. = (3.0%) 7.5%
(PM)AM COMB. = (2.0%) 2.5%

(650) 1,280

(880) 1,765 | (1,440) 2,140 | (430) 620 | (260) 155 | (90) 65 | (815) 1,135 | (905) 1,200

MURFREESBORO PK
(PM)AM PEAK HOUR T = (3.5%) 6.0%
(PM)AM S.U. = (3.0%) 5.5%
(PM)AM COMB. = (0.5%) 0.5%

MURFREESBORO PK

(1,940) 705 | (1,410) 395 | (5,140) 4,285 | (1,555) 575 | (1,065) 430 | (10) MM | (60) 35 | (995) 395 | (185) 230 | (185) 385 | (1,255) 550 | (1435) 700

MATCH LINE 04

MATCH LINE 05

(145) 180

I-24 EB OFF RAMP
(PM)AM PEAK HOUR T = (1.5%) 3.0%
(PM)AM S.U. = (1.0%) 2.5%
(PM)AM COMB. = (0.5%) 0.5%

(490) 145

I-24 WB ON RAMP
(PM)AM PEAK HOUR T = (4.0%) 21.0%
(PM)AM S.U. = (2.0%) 14.5%
(PM)AM COMB. = (2.0%) 6.5%

(180) 150

I-24 WB OFF RAMP TO MURFREESBORO PK
(PM)AM PEAK HOUR T = (2.0%) 5.0%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (0.0%) 1.5%

(1,535) 2,375

(530) 310

I-24 EB ON RAMP
(PM)AM PEAK HOUR T = (3.5%) 22.5%
(PM)AM S.U. = (1.0%) 15.5%
(PM)AM COMB. = (2.5%) 7.0%

(550) 765

I-24 WB OFF RAMP
(PM)AM PEAK HOUR T = (10.0%) 7.5%
(PM)AM S.U. = (6.5%) 5.5%
(PM)AM COMB. = (3.5%) 2.0%

I-24 EB | I-24 WB

(2,065) 2,685 | (1,830) 2,190 | (5,140) 4,285 | (550) 765

MATCH LINE 06

TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

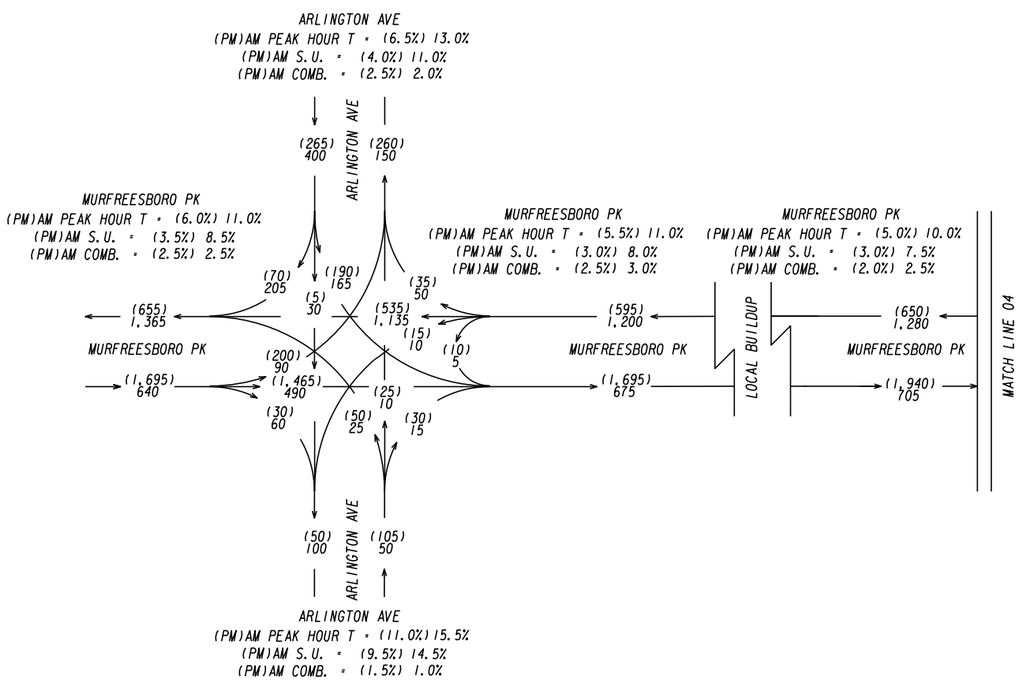
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

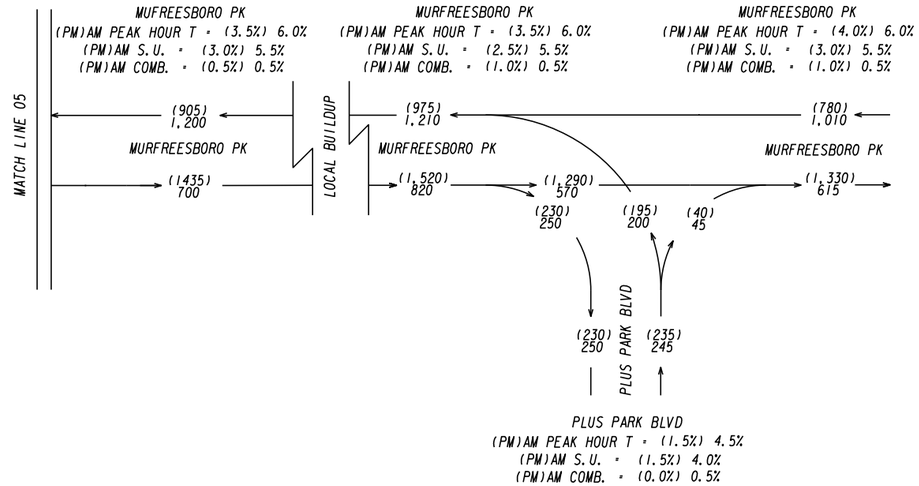
TRAFFIC DIAGRAM

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BACKCHECKED:		DATE:		0052
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



SEE SHEET 0052



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

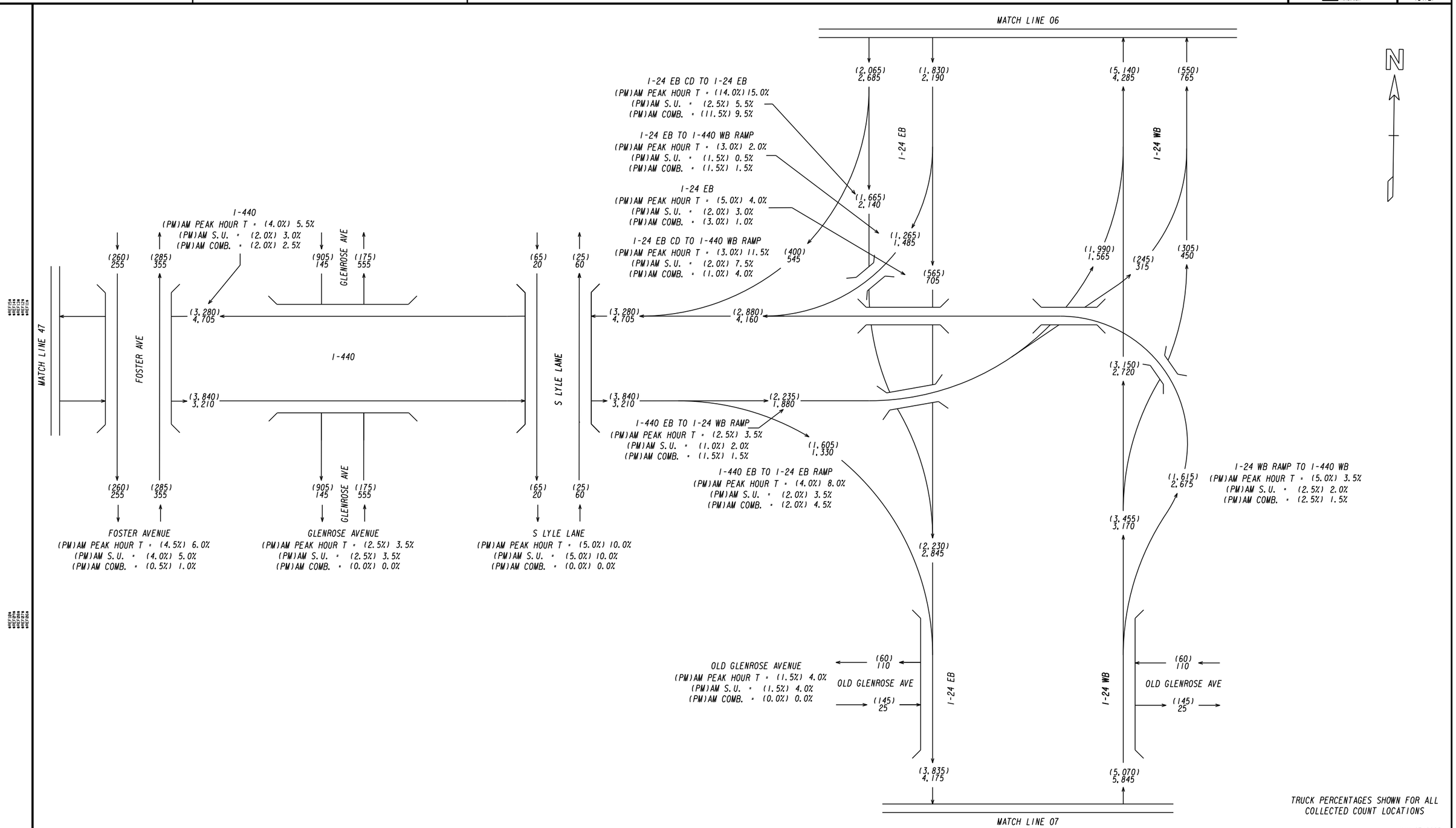
TRAFFIC DIAGRAM

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BACKCHECKED:		DATE:		0053
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRFB$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

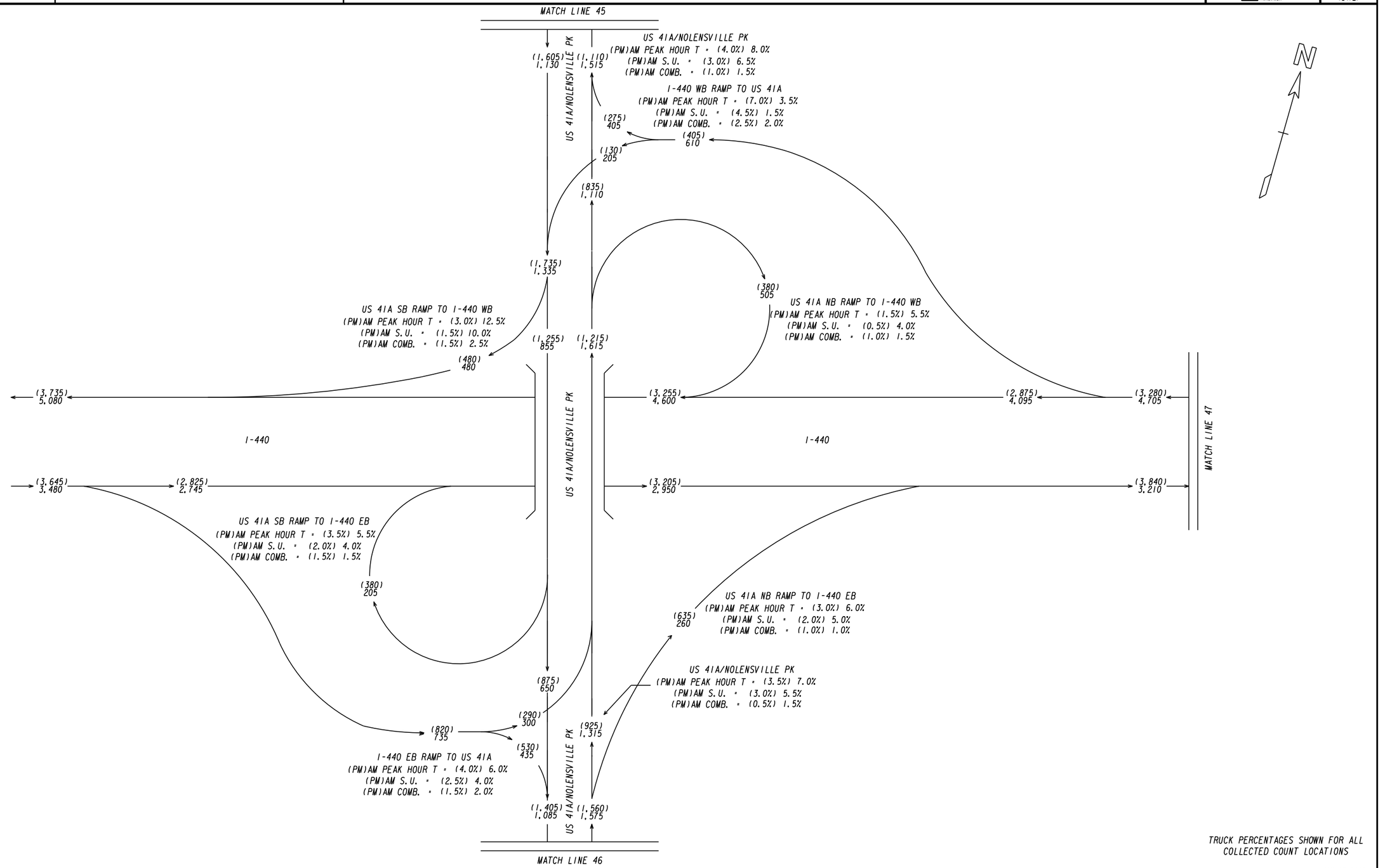
TRAFFIC DIAGRAM

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BACKCHECKED:		DATE:		0054
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRFB$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

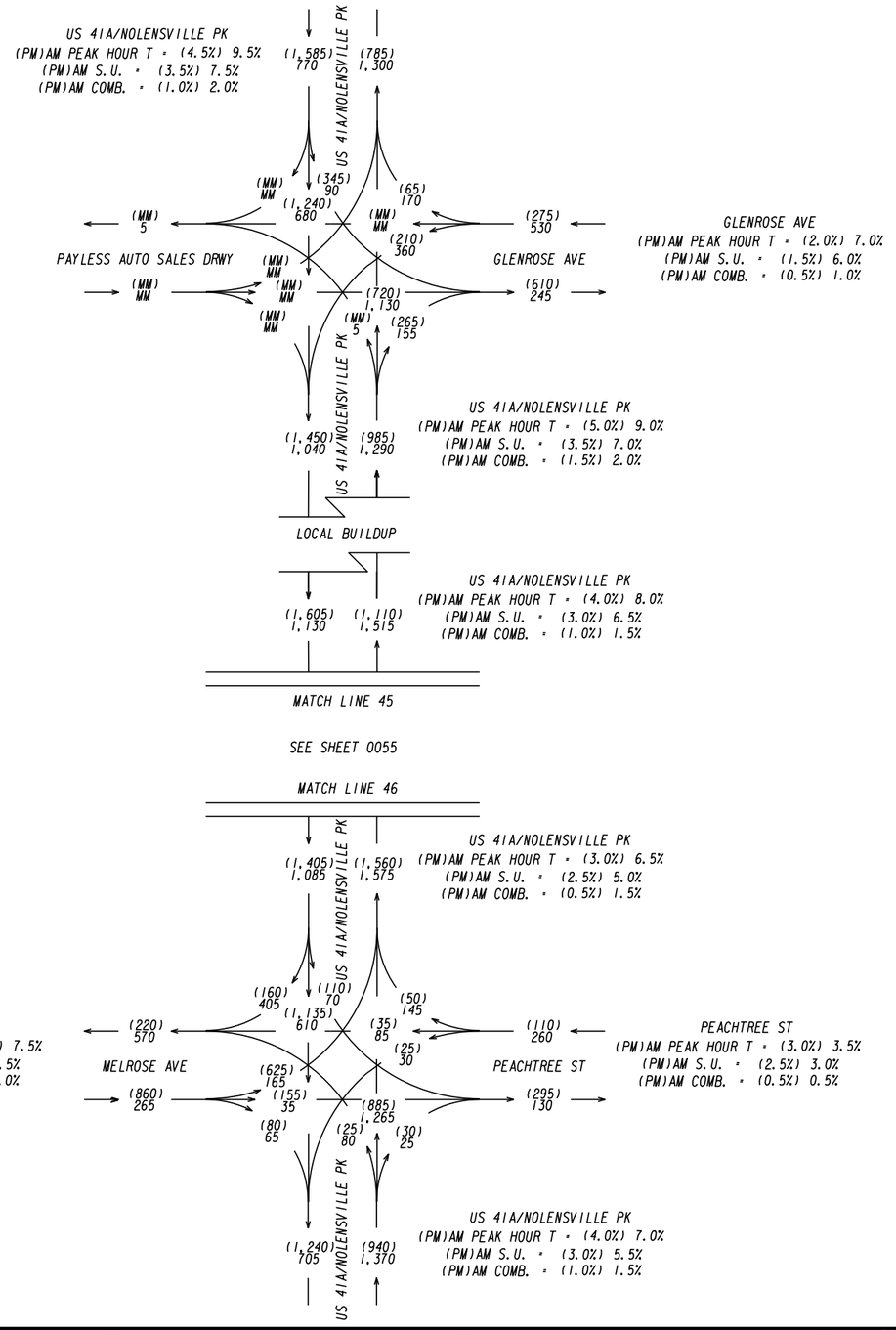
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES		

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0055
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0056
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ $USER$ | $PRFB$ $$PENTABLE$$ | DGN | TDOT Department of Transportation | PIN 134727

MATCH LINE 07

(3,835) 4,175 — (5,070) 5,845

SR 155/THOMPSON LANE
(PM)AM PEAK HOUR T = (2.5%) 3.0%
(PM)AM S.U. = (2.0%) 2.0%
(PM)AM COMB. = (0.5%) 1.0%

(840) 465 ← E THOMPSON LN → (840) 465

(530) 350 → → (530) 350

MATCH LINE 55

E THOMPSON LN

I-24 EB RAMP TO SR 155
(PM)AM PEAK HOUR T = (5.0%) 4.5%
(PM)AM S.U. = (1.0%) 2.0%
(PM)AM COMB. = (4.0%) 2.5%

I-24 EB

I-24 WB

E THOMPSON LN
(PM)AM PEAK HOUR T = (2.5%) 4.0%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (0.5%) 0.5%

(460) 550

(3,375) 3,625

LOCAL BUILDUP

SR 155 SB RAMP TO I-24 EB
(PM)AM PEAK HOUR T = (11.0%) 8.0%
(PM)AM S.U. = (3.5%) 3.5%
(PM)AM COMB. = (7.5%) 4.5%

(785) 475 — (550) 355

I-24 EB RAMP TO SR 155 SB
(PM)AM PEAK HOUR T = (1.5%) 4.0%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (0.0%) 1.0%

(805) 745

(4,635) 5,035

SR 155/BRILEY PKWY
(PM)AM PEAK HOUR T = (14.5%) 29.0%
(PM)AM S.U. = (4.0%) 3.5%
(PM)AM COMB. = (10.5%) 25.5%

SR 155 SB RAMP TO I-24 WB
(PM)AM PEAK HOUR T = (2.5%) 3.0%
(PM)AM S.U. = (1.0%) 1.5%
(PM)AM COMB. = (1.5%) 1.5%

(435) 810 — (600) 885

SR 155/BRILEY PKWY
(PM)AM PEAK HOUR T = (1.5%) 3.5%
(PM)AM S.U. = (1.5%) 2.5%
(PM)AM COMB. = (0.0%) 1.0%

(585) 860 — (610) 885

SR 155/BRILEY PKWY
(PM)AM PEAK HOUR T = (5.5%) 5.0%
(PM)AM S.U. = (2.0%) 2.5%
(PM)AM COMB. = (3.5%) 2.5%

(1,215) 1,575 — (1,825) 2,460

MATCH LINE 08

(165) 75

(220) 195 — (335) 150 — (190) 155 — (140) 260

(935) 1,615 — (230) 130 — (670) 1,335 — (1,065) 1,685 — (925) 1,425 — (1,730) 2,170 — (1,380) 1,650

(185) 195 — (20) MM

(320) 290

SR 155/THOMPSON LN

(1,780) 640 — (185) 60 — (1,535) 530 — (175) 140 — (2,320) 1,010 — (1,225) 575 — SR 155/BRILEY PKWY — (1,545) 865 — (1,215) 720 — (1,980) 1,400

(350) 520

(765) 680

SR 155/BRILEY PKWY
(PM)AM PEAK HOUR T = (6.0%) 5.0%
(PM)AM S.U. = (2.5%) 2.5%
(PM)AM COMB. = (3.5%) 2.5%

(1,955) 1,385 — (1,980) 1,400

SR 155/BRILEY PKWY

(60) 50 — (45) 85 — (430) 330

SR 155/THOMPSON LANE
(PM)AM PEAK HOUR T = (2.5%) 3.0%
(PM)AM S.U. = (2.0%) 2.0%
(PM)AM COMB. = (0.5%) 1.0%

(1,095) 435 — (4,180) 4,370

SR 155/BRILEY PKWY
(PM)AM PEAK HOUR T = (3.5%) 3.0%
(PM)AM S.U. = (2.5%) 2.0%
(PM)AM COMB. = (1.0%) 1.0%

(330) 145

I-24 WB RAMP TO SR 155 NB
(PM)AM PEAK HOUR T = (9.5%) 7.0%
(PM)AM S.U. = (2.5%) 2.5%
(PM)AM COMB. = (7.0%) 4.5%

(15) 25 — (25) 25 — (25) 15 — (25) 15

AVERITT EXPRESS WB RAMPS

AVERITT EXPRESS EB RAMPS

AVERITT EXPRESS EB RAMPS NB
(PM)AM PEAK HOUR T = (16.5%) 50.0%
(PM)AM S.U. = (4.0%) 12.5%
(PM)AM COMB. = (12.5%) 37.5%

(475) 375 — SOUTHLAKE DR — (650) 555

SOUTHLAKE DRIVE
(PM)AM PEAK HOUR T = (2.0%) 3.5%
(PM)AM S.U. = (2.0%) 3.0%
(PM)AM COMB. = (0.0%) 0.5%

SR 155 NB RAMP TO I-24 EB
(PM)AM PEAK HOUR T = (2.0%) 4.0%
(PM)AM S.U. = (1.5%) 2.5%
(PM)AM COMB. = (0.5%) 1.5%

SR 155 NB RAMP TO I-24 WB
(PM)AM PEAK HOUR T = (2.0%) 1.0%
(PM)AM S.U. = (2.0%) 1.0%
(PM)AM COMB. = (0.0%) 0.0%

AVERITT EXPRESS WB RAMPS NB
(PM)AM PEAK HOUR T = (24.0%) 68.0%
(PM)AM S.U. = (9.5%) 9.0%
(PM)AM COMB. = (14.5%) 59.0%

(4,305) 4,890 — (1,115) 1,200

I-24 WB RAMP TO SR 155
(PM)AM PEAK HOUR T = (8.0%) 5.0%
(PM)AM S.U. = (2.5%) 2.0%
(PM)AM COMB. = (5.5%) 3.0%

I-24

(PM)AM PEAK HOUR T = (9.5%) 9.5%
(PM)AM S.U. = (3.0%) 4.0%
(PM)AM COMB. = (6.5%) 5.5%

(5,275) 4,805 — (5,420) 6,090

AVERITT EXPRESS WB RAMPS SB
(PM)AM PEAK HOUR T = (50.0%) 26.0%
(PM)AM S.U. = (3.5%) 8.5%
(PM)AM COMB. = (46.5%) 17.5%

AVERITT EXPRESS EB RAMPS SB
(PM)AM PEAK HOUR T = (72.0%) 35.5%
(PM)AM S.U. = (0.0%) 6.0%
(PM)AM COMB. = (72.0%) 29.5%

MATCH LINE 09

TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

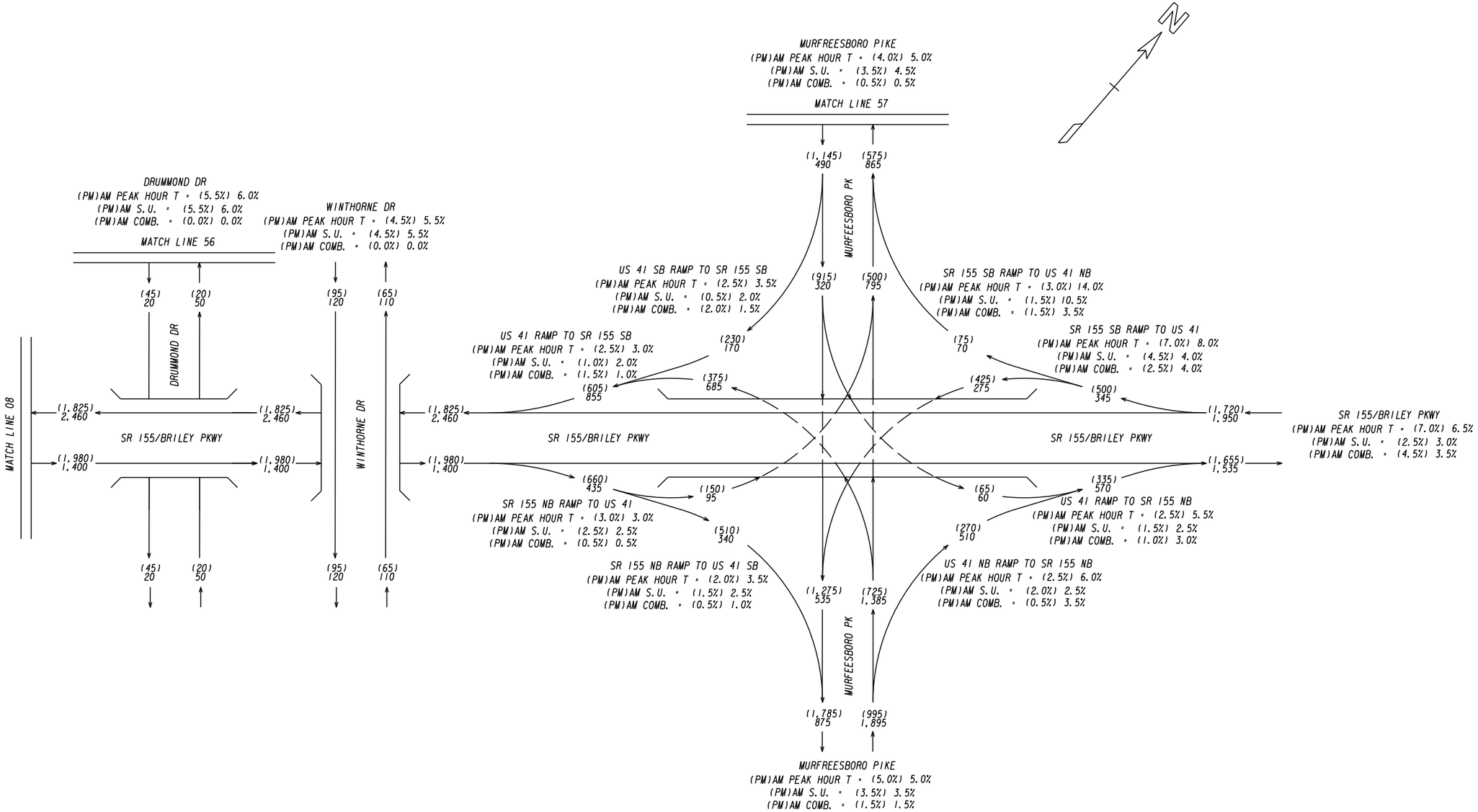
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0057
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		0058
VERIFIED:		DATE:		

10/23/205 GPLN

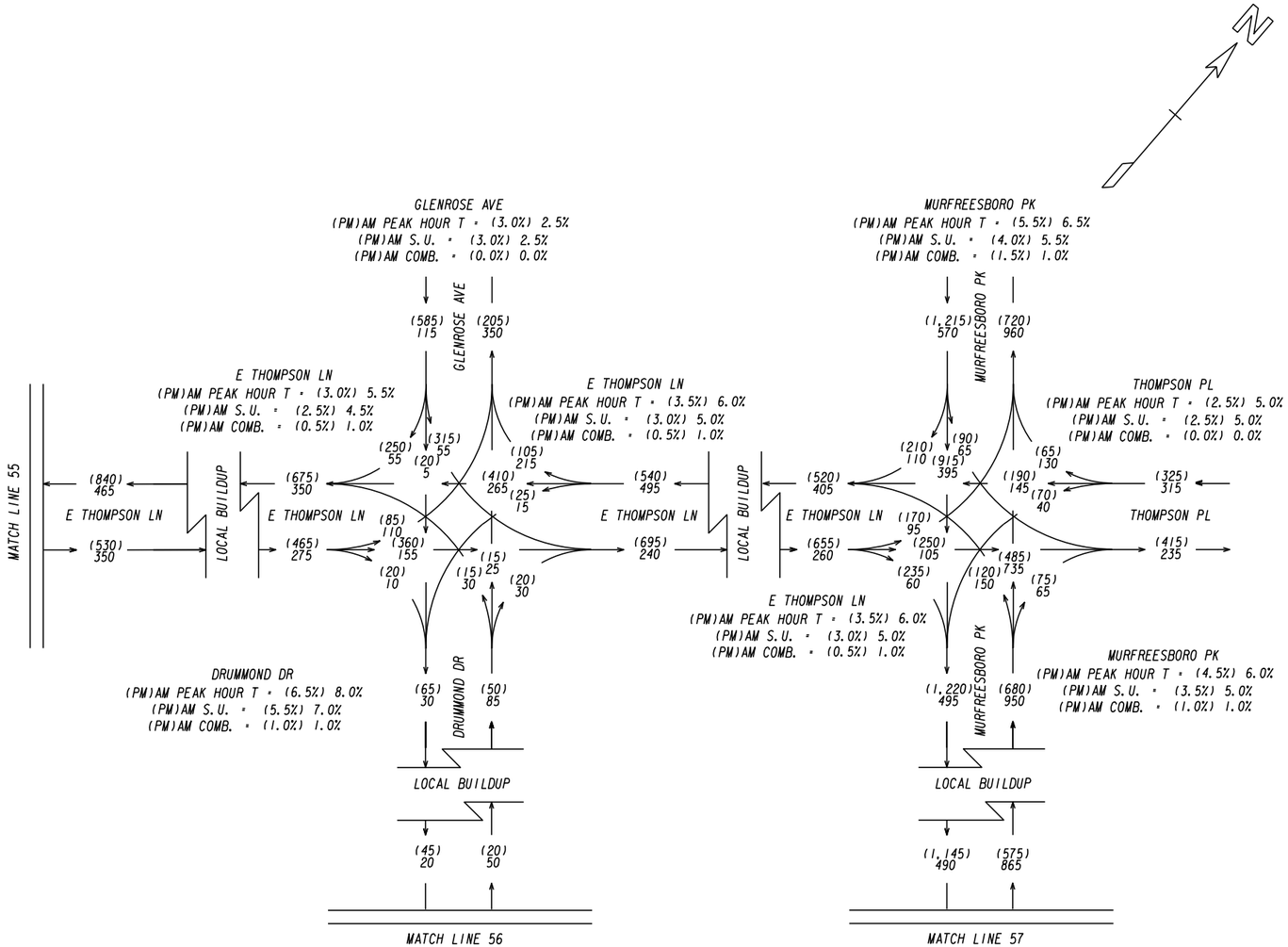
DATE$$$ TIME$$$
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DGN

TDOT Department of Transportation

PIN 134727



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

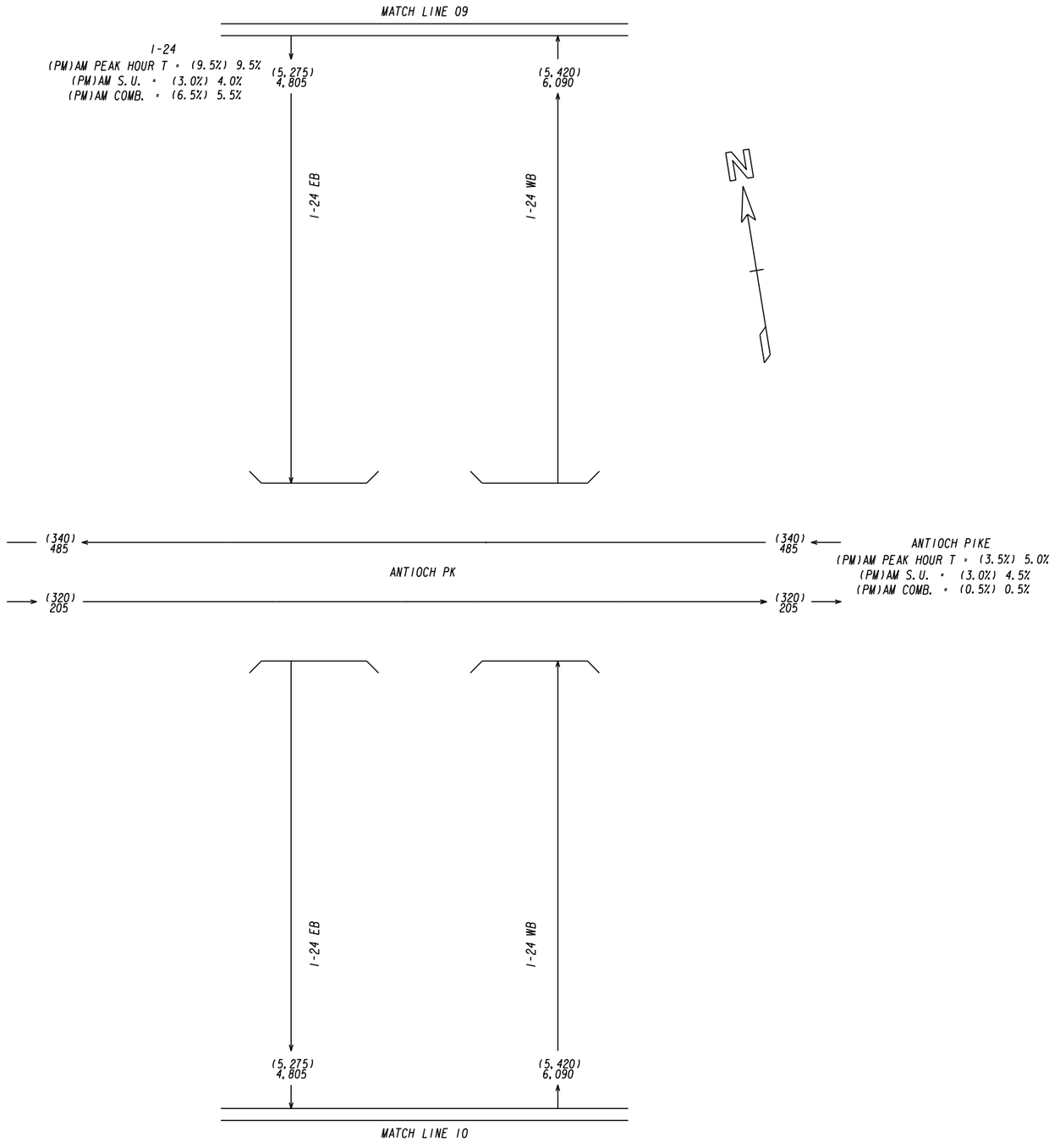
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0059
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

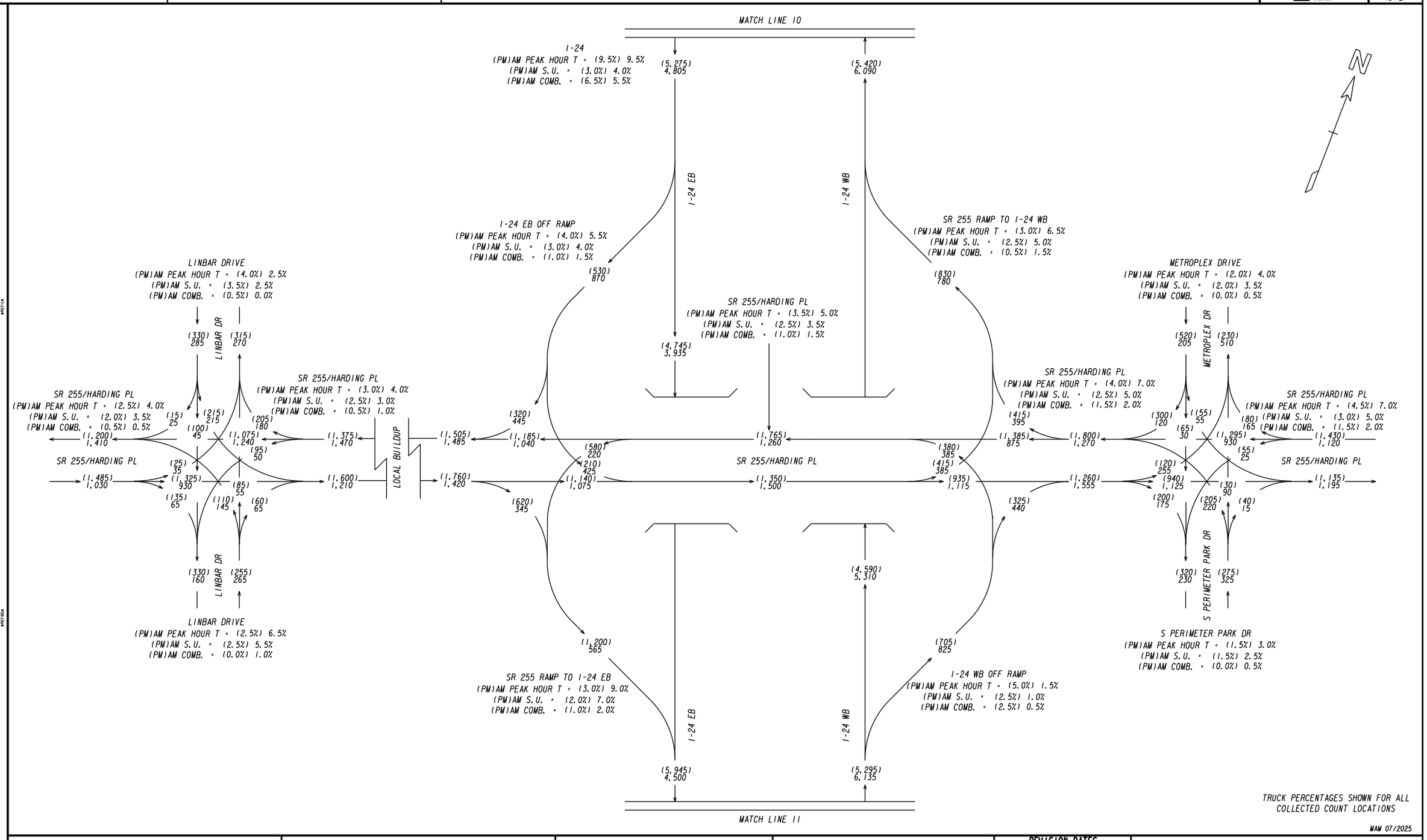
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		0060
VERIFIED:		DATE:		

10/23/2015 GPLN



PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0061
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

MATCH LINE 11

(5,945) 4,500 — I-24 EB

(5,295) 6,135 — I-24 WB

EZELL ROAD
(PM)AM PEAK HOUR T = (1.5%) 3.0%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (0.0%) 0.0%

EZELL RD

(680) 240 — (290) 410

HAYWOOD LN
(PM)AM PEAK HOUR T = (1.5%) 2.5%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (0.0%) 0.5%

(55) 45 — (440) 145 — (195) 250

(740) 725 — (185) 50 — (645) 620 — (235) 120 — (1,075) 990

HAYWOOD LN

(30) 50 — (895) 800 — (805) 715 — (65) 110 — (1,525) 1,250

LOCAL BUILDUP

(60) 35 — (40) 60 — (280) 390

HAYWOOD LN
(PM)AM PEAK HOUR T = (1.5%) 2.5%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (0.0%) 0.5%

HAYWOOD LN
(PM)AM PEAK HOUR T = (1.5%) 2.5%
(PM)AM S.U. = (1.5%) 2.5%
(PM)AM COMB. = (0.0%) 0.0%

I-24 EB OFF RAMP WB
(PM)AM PEAK HOUR T = (2.0%) 3.5%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (0.5%) 0.5%

(390) 350

HAYWOOD LN
(PM)AM PEAK HOUR T = (2.0%) 4.0%
(PM)AM S.U. = (1.5%) 3.5%
(PM)AM COMB. = (0.5%) 0.5%

(1,235) 1,105 — (845) 755 — (1,140) 920

HAYWOOD LN — HAYWOOD LN

(1,565) 1,265 — (1,095) 970 — (1,095) 970 — (1,325) 1,130

(470) 295 — (295) 165

I-24 EB ON RAMP EB
(PM)AM PEAK HOUR T = (1.0%) 2.5%
(PM)AM S.U. = (1.0%) 2.5%
(PM)AM COMB. = (0.0%) 0.0%

(230) 160

I-24 EB OFF RAMP
(PM)AM PEAK HOUR T = (4.0%) 6.0%
(PM)AM S.U. = (3.5%) 5.0%
(PM)AM COMB. = (0.5%) 1.0%

(5,555) 4,150

(5,325) 3,990

(765) 460

I-24 EB ON RAMP
(PM)AM PEAK HOUR T = (1.5%) 14.0%
(PM)AM S.U. = (0.5%) 12.5%
(PM)AM COMB. = (1.0%) 1.5%

(6,090) 4,450 — I-24 EB

APACHE TRAIL

(480) 205 — (385) 560

APACHE TRAIL
(PM)AM PEAK HOUR T = (1.5%) 2.0%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (0.0%) 0.0%

I-24 WB ON RAMP WB
(PM)AM PEAK HOUR T = (3.5%) 1.5%
(PM)AM S.U. = (2.5%) 1.5%
(PM)AM COMB. = (1.0%) 0.0%

(265) 615

HAYWOOD LN
(PM)AM PEAK HOUR T = (2.0%) 4.0%
(PM)AM S.U. = (1.5%) 3.5%
(PM)AM COMB. = (0.5%) 0.5%

(5,030) 5,520

HAYWOOD LN
(PM)AM PEAK HOUR T = (2.0%) 4.0%
(PM)AM S.U. = (1.5%) 3.5%
(PM)AM COMB. = (0.5%) 0.5%

(1,140) 920 — (835) 690 — (1,100) 1,305 — (900) 1,090

HAYWOOD LN — HAYWOOD LN

(1,325) 1,130 — (865) 585 — (1,065) 705 — (900) 610

LOCAL BUILDUP

(305) 230 — (200) 120

I-24 WB OFF RAMP EB
(PM)AM PEAK HOUR T = (5.5%) 13.5%
(PM)AM S.U. = (1.5%) 8.5%
(PM)AM COMB. = (4.0%) 5.0%

(460) 545

I-24 WB ON RAMP
(PM)AM PEAK HOUR T = (1.5%) 2.0%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (0.0%) 0.0%

(4,570) 4,975

(505) 350

I-24 WB OFF RAMP
(PM)AM PEAK HOUR T = (2.5%) 2.0%
(PM)AM S.U. = (2.0%) 1.0%
(PM)AM COMB. = (0.5%) 1.0%

(5,075) 5,325 — I-24 WB

MATCH LINE 39

MATCH LINE 12

TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

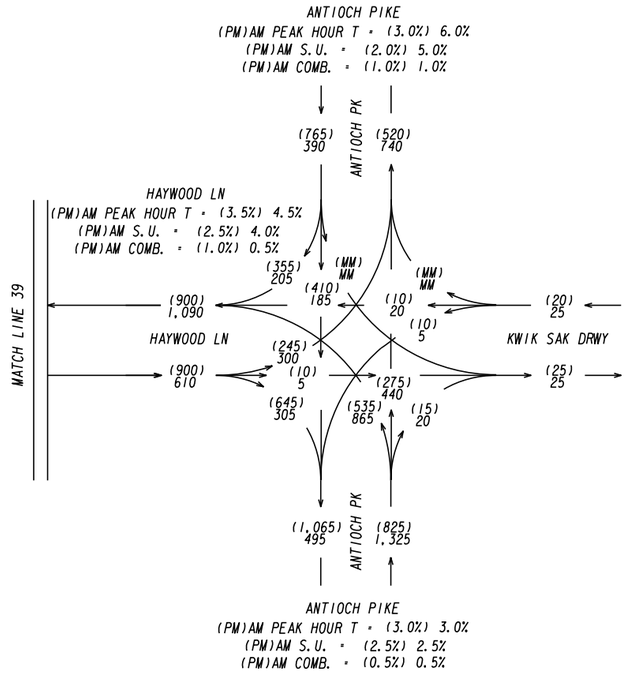
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

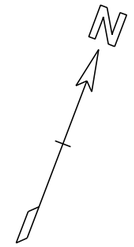
REVISION DATES

TRAFFIC DIAGRAM

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BACKCHECKED:		DATE:		0062
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN





TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
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VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$
$USER$

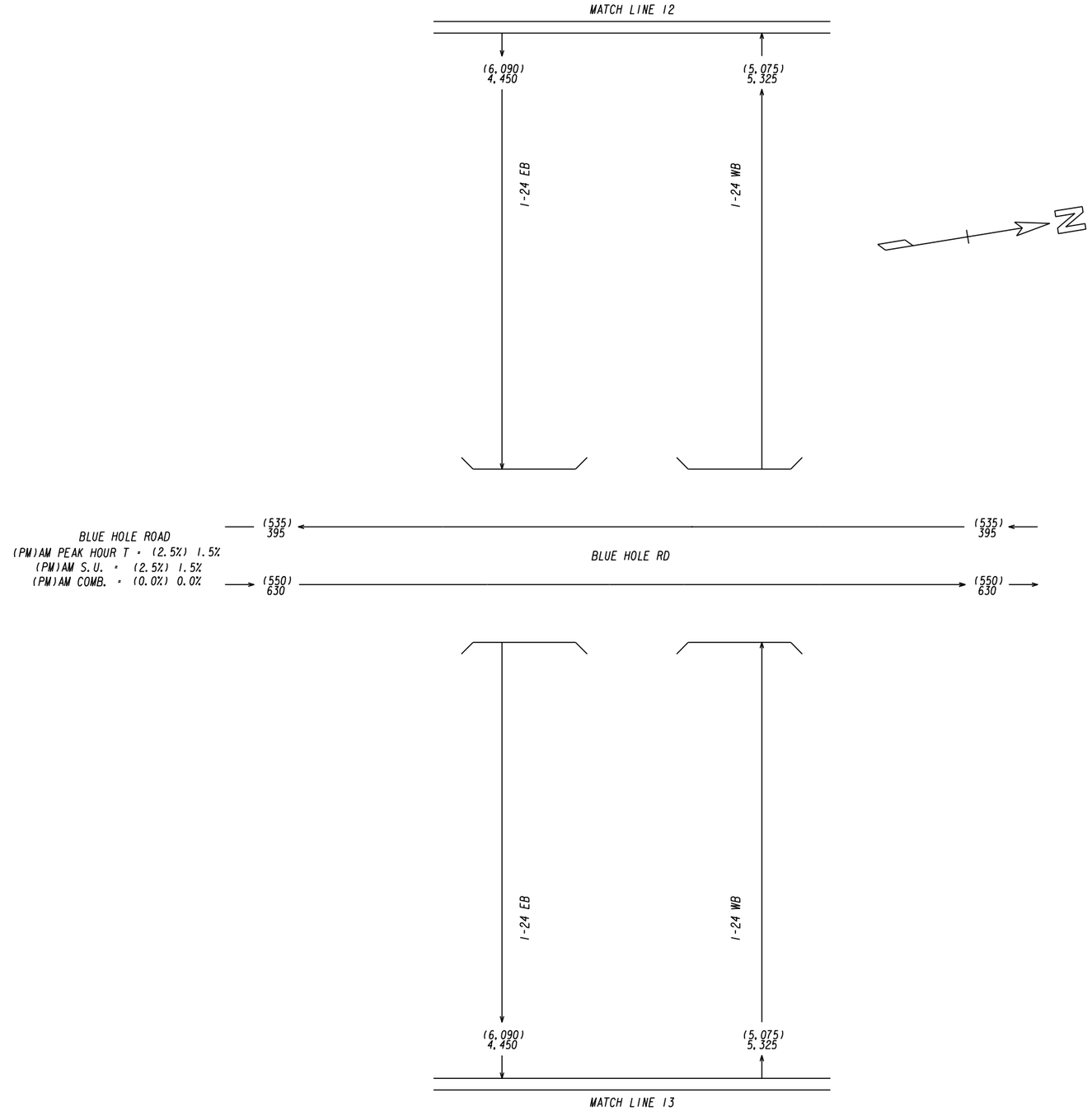
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$$PENTABLE$$

DGN

TN TDOT Department of Transportation

PIN
134727

$REF15A
$REF15B
$REF15C
$REF23A
$REF23B
$REF15A



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

$REF10A
$REF20A
$REF30A
$REF40A
$REF50A

10/23/2015 GPLN

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

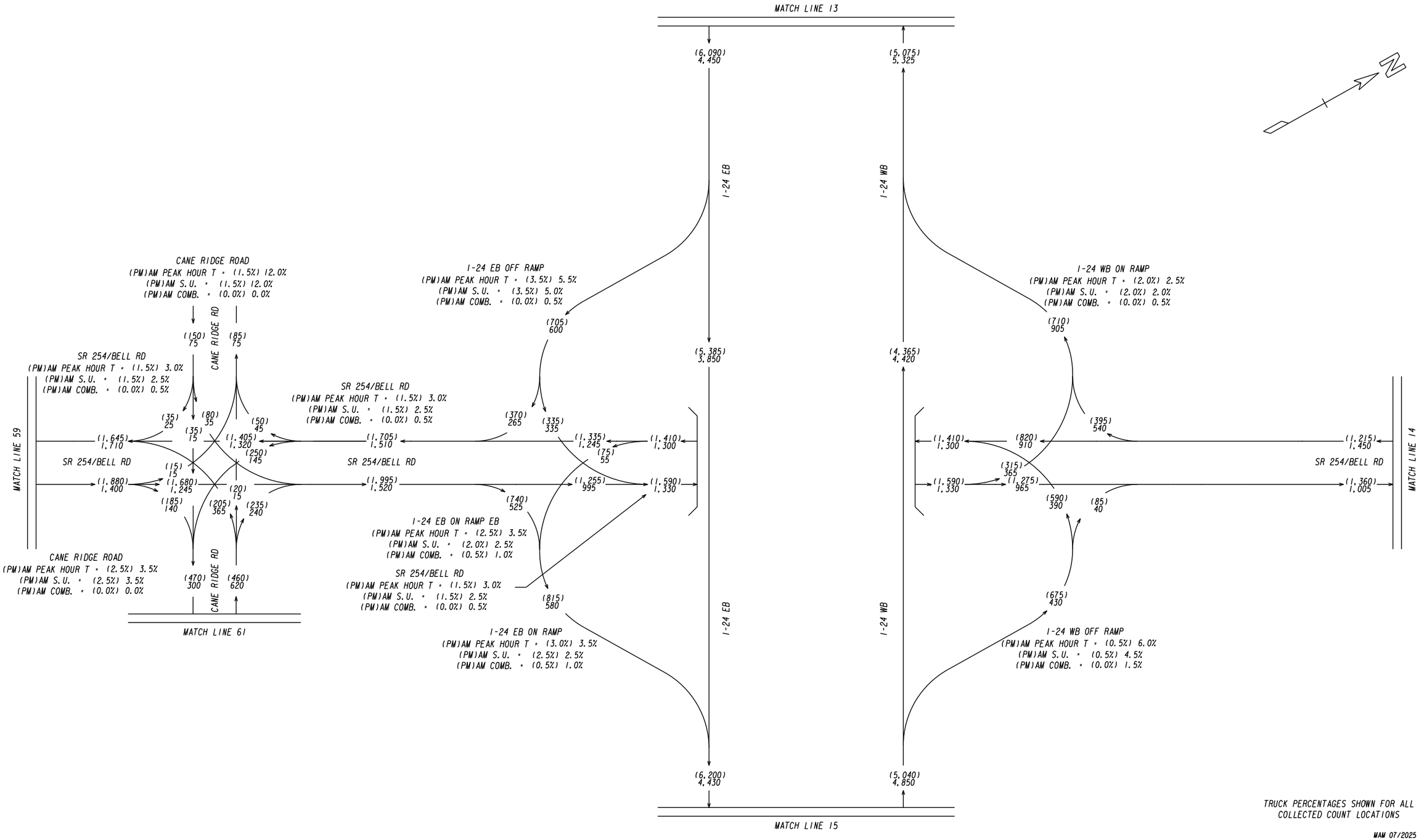
TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES		

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0064
CORRECTED:		DATE:		
VERIFIED:		DATE:		



PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

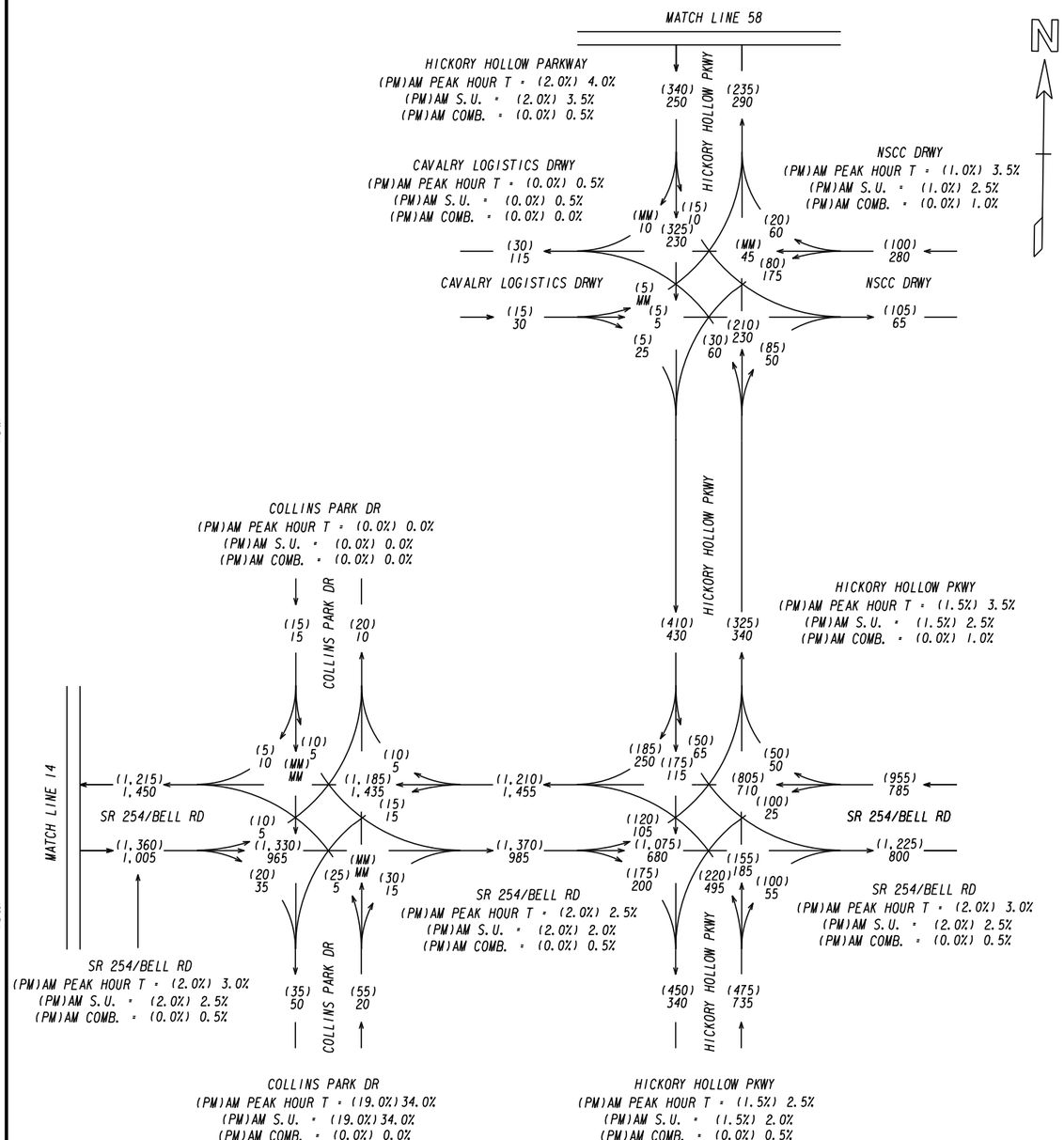
TRAFFIC DIAGRAM

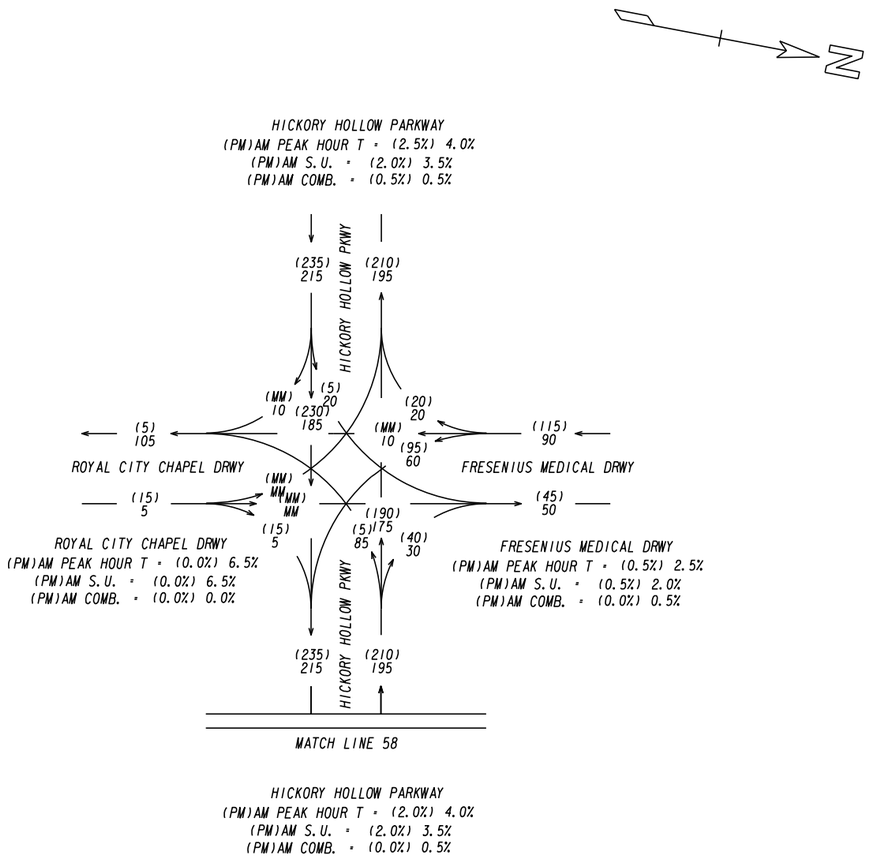
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CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ $PRFB$ DGN TDOT Department of Transportation PIN 134727

$USER$ $$PENTABLE$$





TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

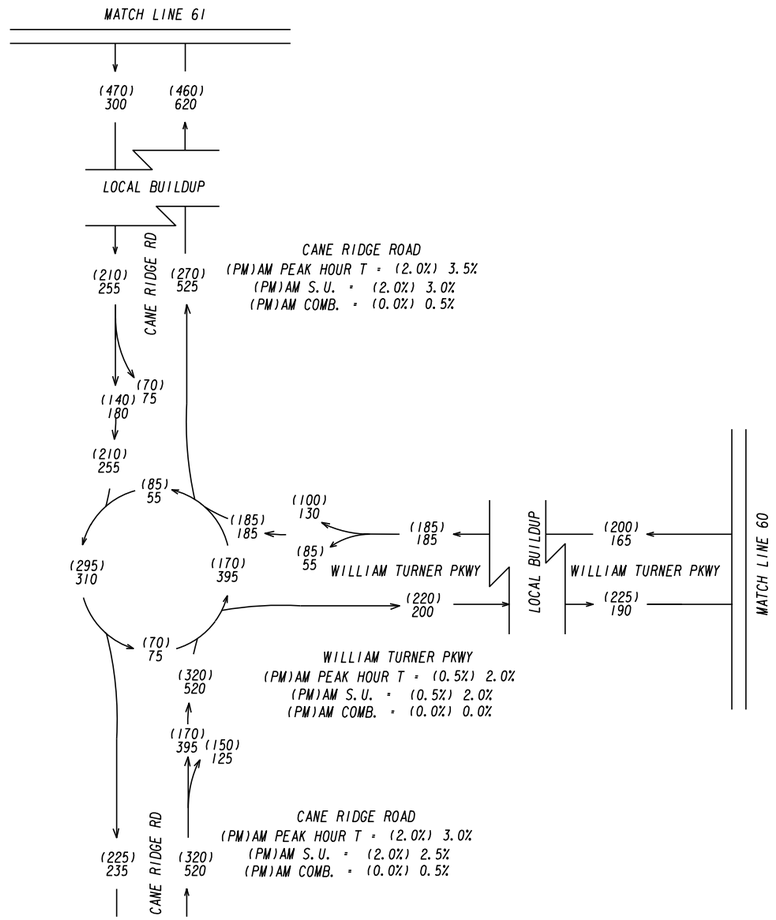
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

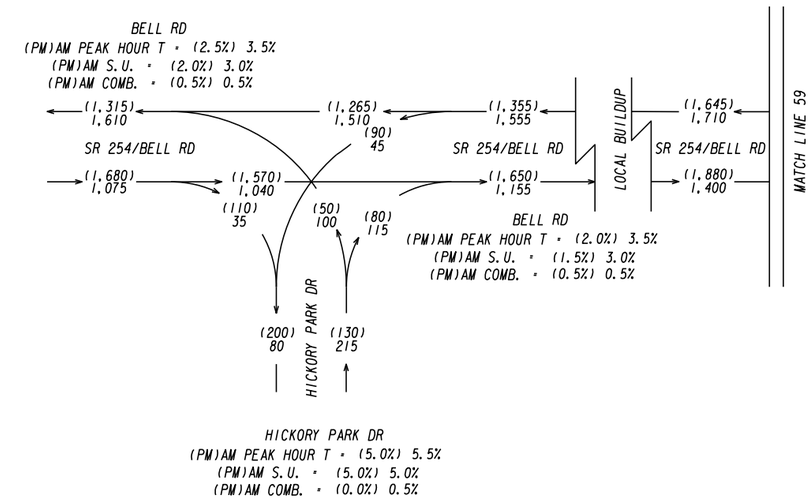
REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
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CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN





TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0067
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

MATCH LINE 15

(6,200) 4,430
I-24 EB
(5,040) 4,850
I-24 WB

MATCH LINE 60

WILLIAM TURNER PKWY

(225) 190
(200) 165

WILLIAM TURNER PKWY
(PM)AM PEAK HOUR T = (0.5%) 1.5%
(PM)AM S.U. = (0.5%) 1.5%
(PM)AM COMB. = (0.0%) 0.0%

WILLIAM TURNER PKWY
(PM)AM PEAK HOUR T = (2.0%) 6.0%
(PM)AM S.U. = (2.0%) 6.0%
(PM)AM COMB. = (0.0%) 0.0%

I-24 EB OFF RAMP
(PM)AM PEAK HOUR T = (3.0%) 3.5%
(PM)AM S.U. = (2.0%) 2.5%
(PM)AM COMB. = (1.0%) 1.0%

(680) 515
(590) 975

I-24 WB ON RAMP EB
(PM)AM PEAK HOUR T = (2.5%) 0.5%
(PM)AM S.U. = (2.5%) 0.5%
(PM)AM COMB. = (0.0%) 0.0%

(150) 135
(160) 140

HICKORY HOLLOW PKWY
(PM)AM PEAK HOUR T = (1.5%) 2.5%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (0.0%) 0.5%

I-24 EB OFF RAMP WB
(PM)AM PEAK HOUR T = (1.0%) 6.0%
(PM)AM S.U. = (1.0%) 5.0%
(PM)AM COMB. = (0.0%) 1.0%

(465) 385
(215) 130
(205) 410
(385) 565

I-24 WB ON RAMP WB
(PM)AM PEAK HOUR T = (4.5%) 3.5%
(PM)AM S.U. = (3.5%) 3.0%
(PM)AM COMB. = (1.0%) 0.5%

HICKORY HOLLOW PKWY
(PM)AM PEAK HOUR T = (2.0%) 3.5%
(PM)AM S.U. = (1.5%) 2.5%
(PM)AM COMB. = (0.5%) 1.0%

(25) 5
(125) 130
(35) 20
(125) 120
(480) 250
(455) 245
(580) 365
(580) 365
(460) 595
(925) 980
(720) 570
(1,005) 1,085
(1,005) 1,085

MATCH LINE 16

HICKORY HOLLOW PKWY

HICKORY HOLLOW PKWY

HICKORY HOLLOW PKWY

(560) 590
(525) 570
(650) 700
(650) 700
(365) 235
(790) 610
(620) 520
(1,225) 975
(1,050) 745

MATCH LINE 17

(190) 105
(425) 375
(5,520) 3,915
(4,450) 3,875
(170) 90
(505) 405
(175) 230

I-24 EB ON RAMP EB
(PM)AM PEAK HOUR T = (1.5%) 1.5%
(PM)AM S.U. = (1.5%) 1.5%
(PM)AM COMB. = (0.0%) 0.0%

I-24 WB OFF RAMP EB
(PM)AM PEAK HOUR T = (1.5%) 3.0%
(PM)AM S.U. = (1.0%) 2.0%
(PM)AM COMB. = (0.5%) 1.0%

CENTURY FARMS PKWY
(PM)AM PEAK HOUR T = (1.0%) 2.0%
(PM)AM S.U. = (1.0%) 1.5%
(PM)AM COMB. = (0.0%) 0.5%

I-24 EB OFF RAMP TO
WILLIAM TURNER PKWY
(PM)AM PEAK HOUR T = (0.0%) 0.0%
(PM)AM S.U. = (0.0%) 0.0%
(PM)AM COMB. = (0.0%) 0.0%

(40) 25

(175) 230

CROSSINGS PL

(675) 495

I-24 WB OFF RAMP
(PM)AM PEAK HOUR T = (0.5%) 6.5%
(PM)AM S.U. = (0.5%) 6.0%
(PM)AM COMB. = (0.0%) 0.5%

CROSSINGS PL
(PM)AM PEAK HOUR T = (3.0%) 5.0%
(PM)AM S.U. = (2.5%) 5.0%
(PM)AM COMB. = (0.5%) 0.0%

(615) 480
(5,480) 3,890

(75) 55

I-24 EB ON RAMP FROM
WILLIAM TURNER PKWY
(PM)AM PEAK HOUR T = (4.5%) 2.0%
(PM)AM S.U. = (3.5%) 2.0%
(PM)AM COMB. = (1.0%) 0.0%

(690) 535

I-24 EB ON RAMP WB
(PM)AM PEAK HOUR T = (2.0%) 3.0%
(PM)AM S.U. = (1.5%) 1.5%
(PM)AM COMB. = (0.5%) 1.5%

I-24 EB

I-24 WB

(6,170) 4,425
(5,125) 4,370

MATCH LINE 18

TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

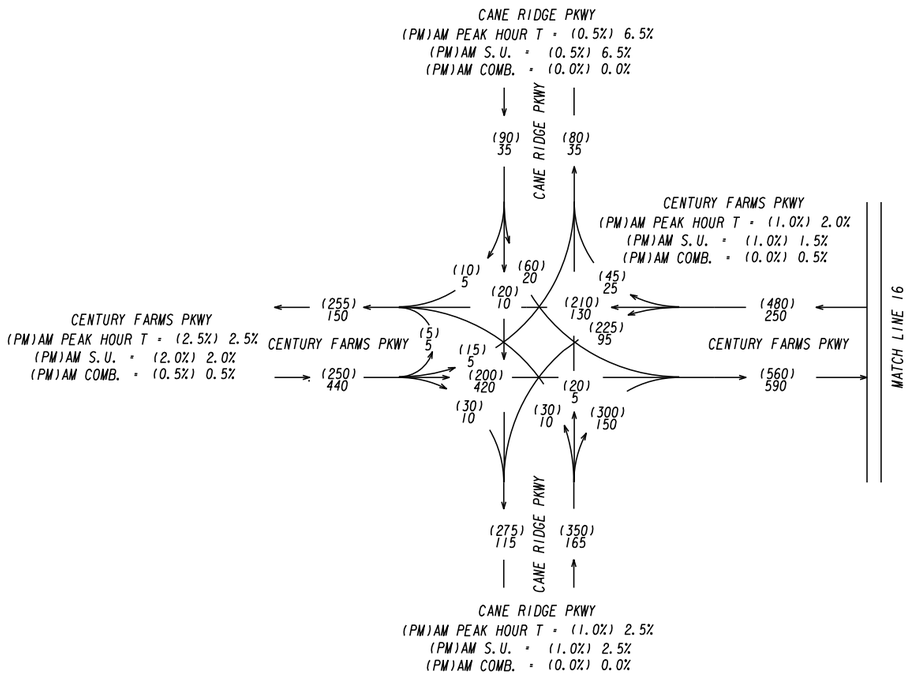
REVISION DATES

TRAFFIC DIAGRAM

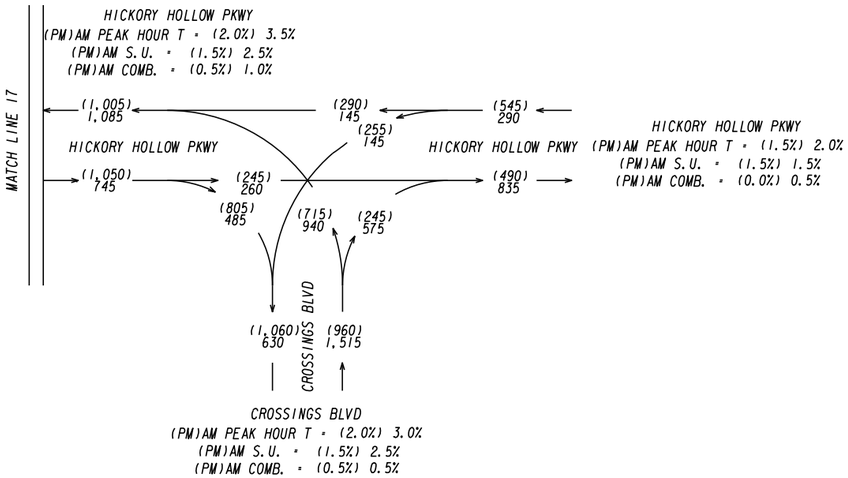
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BACKCHECKED:		DATE:		0068
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

N



SEE SHEET 0068



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

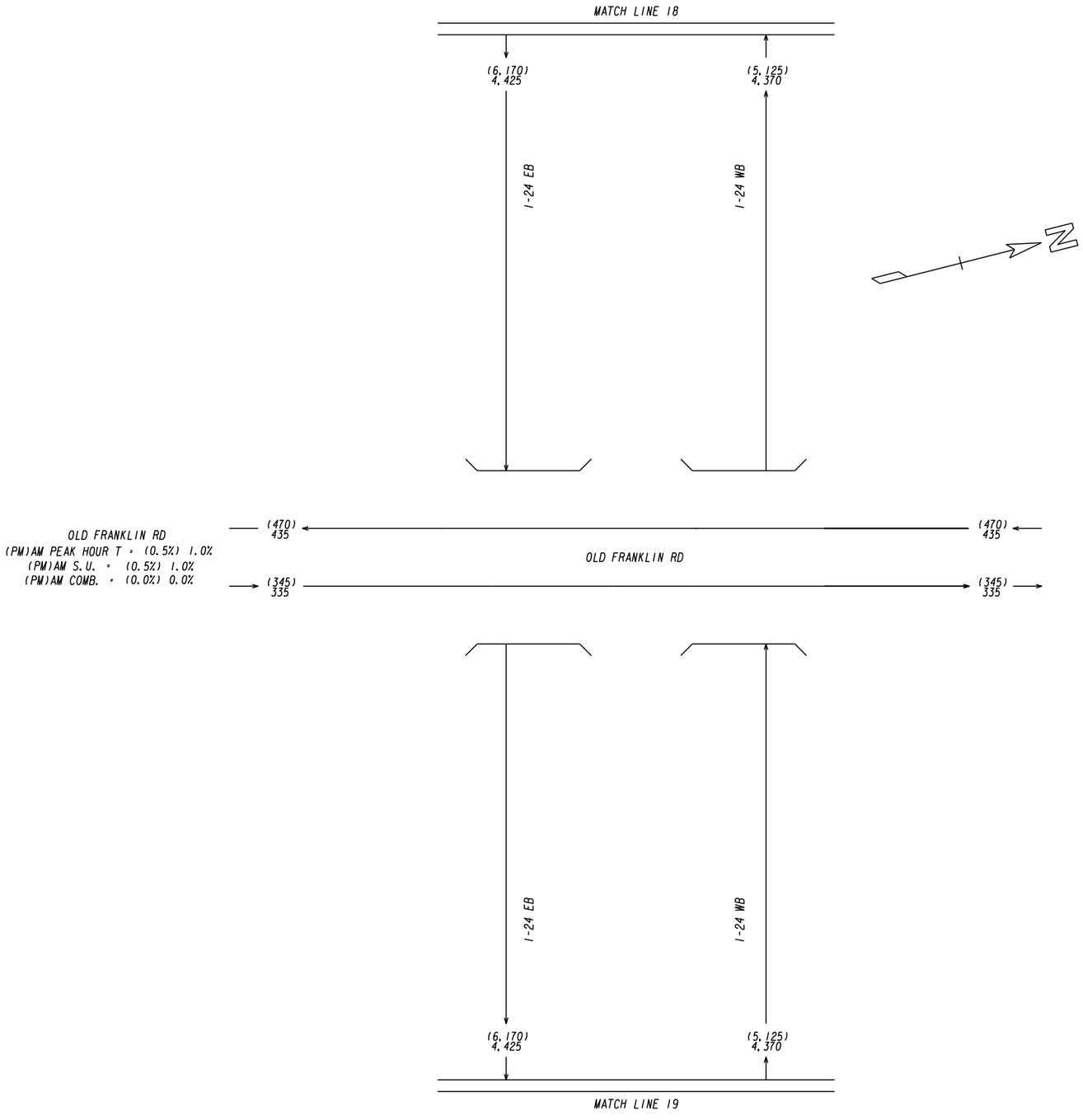
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0069
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

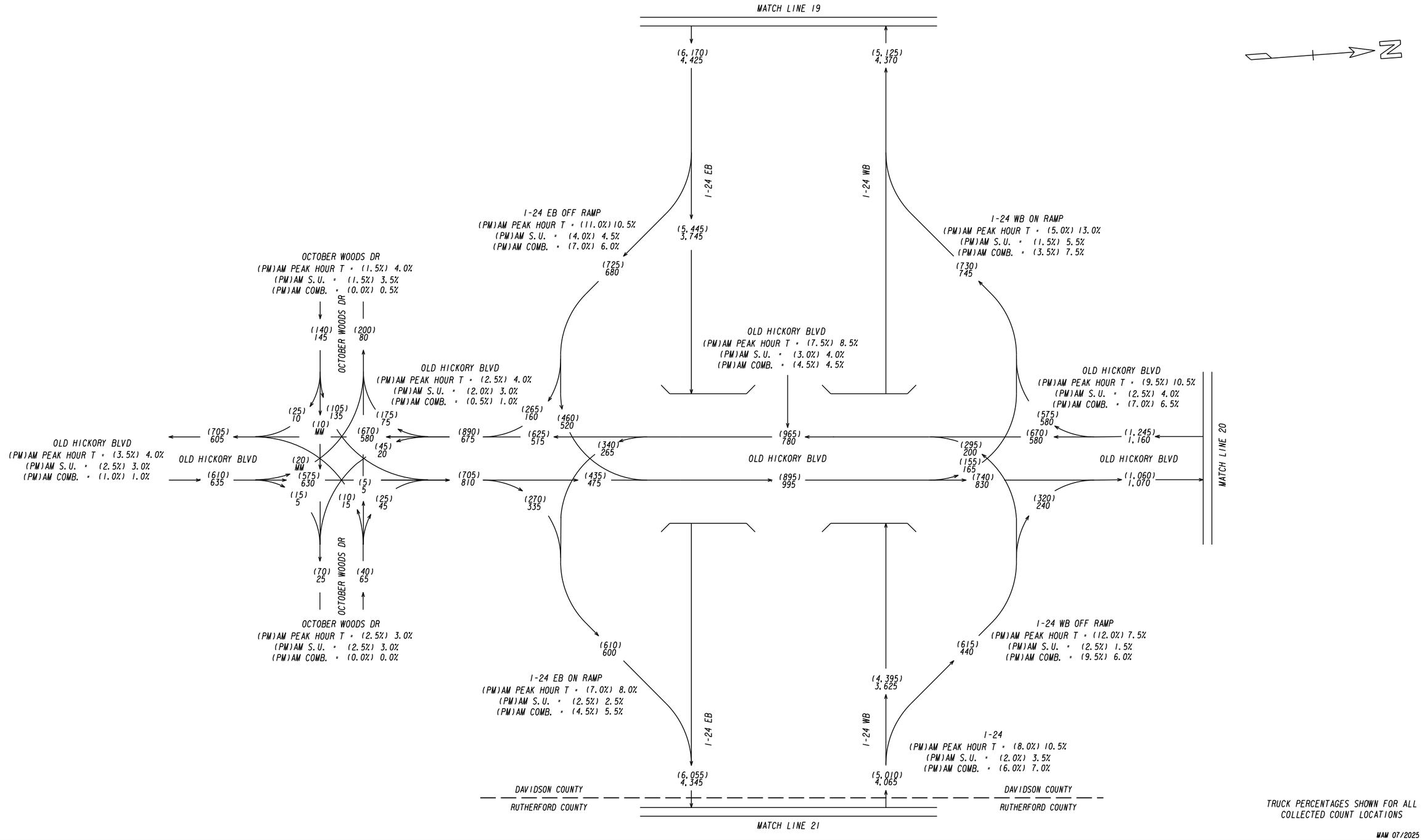
REVISION DATES

TRAFFIC DIAGRAM

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BACKCHECKED:		DATE:		0070
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$S $$USER$ TIME$$S | $PRFB$ $$PENTABLE$$ | DGN | TDOT Department of Transportation | PIN 134727



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

$REF1$ $REF2$ $REF3$ $REF4$ $REF5$ $REF6$

10/23/205 GPLN

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

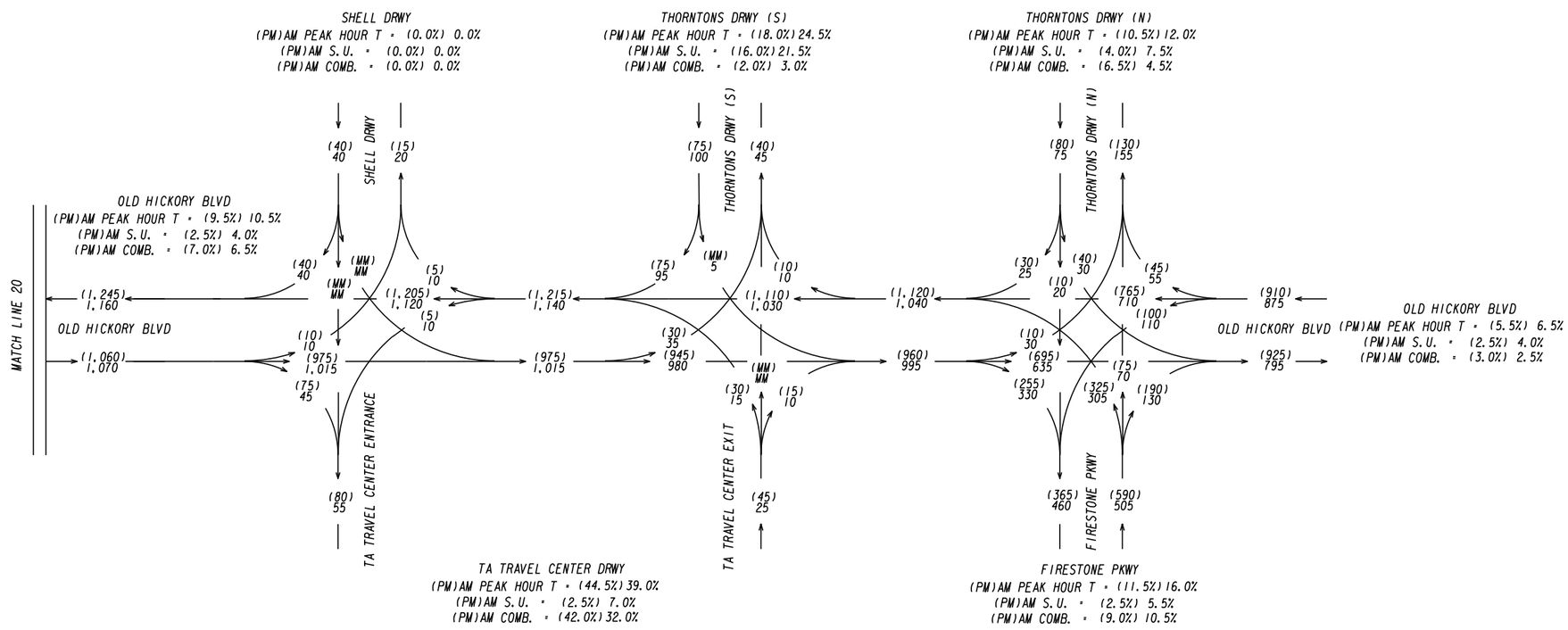
TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0071
CORRECTED:		DATE:		
VERIFIED:		DATE:		



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0072
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRFB$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$

MATCH LINE 21

DAVIDSON COUNTY / RUTHERFORD COUNTY

I-24
(PM)AM PEAK HOUR T = (8.0%) 10.5%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (6.0%) 7.0%

(6,055) 4,345 — I-24 EB
(5,010) 4,065 — I-24 WB

N

I-24 WB ON RAMP
(PM)AM PEAK HOUR T = (8.0%) 15.0%
(PM)AM S.U. = (2.0%) 5.5%
(PM)AM COMB. = (6.0%) 9.5%
(920) 630

CENTREPOINTE DR
(PM)AM PEAK HOUR T = (12.5%) 17.0%
(PM)AM S.U. = (5.5%) 9.5%
(PM)AM COMB. = (7.0%) 7.5%
(295) 160 | (185) 365

WALDRON ROAD
(PM)AM PEAK HOUR T = (2.5%) 5.5%
(PM)AM S.U. = (2.0%) 5.0%
(PM)AM COMB. = (0.5%) 0.5%
(30) 30 | (595) 370

WALDRON ROAD
(PM)AM PEAK HOUR T = (6.5%) 11.5%
(PM)AM S.U. = (3.0%) 7.0%
(PM)AM COMB. = (3.5%) 4.5%
(150) 290 | (775) 740 | (590) 575

WALDRON ROAD
(PM)AM PEAK HOUR T = (6.5%) 12.5%
(PM)AM S.U. = (3.0%) 7.0%
(PM)AM COMB. = (3.5%) 5.5%
(1,440) 925

WALDRON ROAD
(PM)AM PEAK HOUR T = (8.0%) 13.5%
(PM)AM S.U. = (3.0%) 7.0%
(PM)AM COMB. = (5.0%) 6.5%
(775) 535 | (1,280) 705 | (2,055) 1,240

ENTERPRISE BLVD
(PM)AM PEAK HOUR T = (8.0%) 11.0%
(PM)AM S.U. = (8.0%) 10.5%
(PM)AM COMB. = (0.0%) 0.5%
(65) 95 | (50) 55

WALDRON ROAD
(PM)AM PEAK HOUR T = (7.0%) 13.0%
(PM)AM S.U. = (3.0%) 7.0%
(PM)AM COMB. = (4.0%) 6.0%
(25) 30 | (1,820) 1,185

(245) 110 | (30) 30 | (20) 20 | (525) 320 | (100) 130

(40) 50 | (15) 35 | (10) 10 | (1,650) 1,075 | (145) 80

WALDRON RD
(420) 635 | (20) 55 | (370) 535 | (15) 20 | (780) 725 | (185) 165 | (850) 350 | (490) 495 | (1,320) 1,095 | (145) 95 | (1,175) 1,000 | (1,505) 1,550 | (15) 20 | (1,210) 1,315 | (1,385) 1,470

(30) 45 | (40) 20 | (165) 80 | (290) 230 | (830) 600 | (160) 220 | (330) 550 | (280) 215 | (365) 115 | (10) 5 | (160) 120

CHARTER PL
(150) 195 | (220) 120

CHARTER PLACE
(PM)AM PEAK HOUR T = (9.0%) 21.5%
(PM)AM S.U. = (3.0%) 14.0%
(PM)AM COMB. = (6.0%) 7.5%

I-24 EB ON RAMP
(PM)AM PEAK HOUR T = (6.5%) 20.5%
(PM)AM S.U. = (3.0%) 9.5%
(PM)AM COMB. = (3.5%) 11.0%
(1,140) 580 | (1,015) 765

I-24 EB OFF RAMP
(PM)AM PEAK HOUR T = (8.0%) 10.0%
(PM)AM S.U. = (4.0%) 5.0%
(PM)AM COMB. = (4.0%) 5.0%

(5,040) 3,580 — I-24 EB
(4,090) 3,435 — I-24 WB

(490) 770
I-24 WB OFF RAMP
(PM)AM PEAK HOUR T = (16.0%) 10.5%
(PM)AM S.U. = (5.0%) 5.5%
(PM)AM COMB. = (11.0%) 5.0%

INDUSTRIAL BLVD
(PM)AM PEAK HOUR T = (11.0%) 20.0%
(PM)AM S.U. = (4.0%) 9.0%
(PM)AM COMB. = (7.0%) 11.0%
(435) 305 | (535) 240

(6,180) 4,160 — I-24 EB
(4,580) 4,205 — I-24 WB

MATCH LINE 22

TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

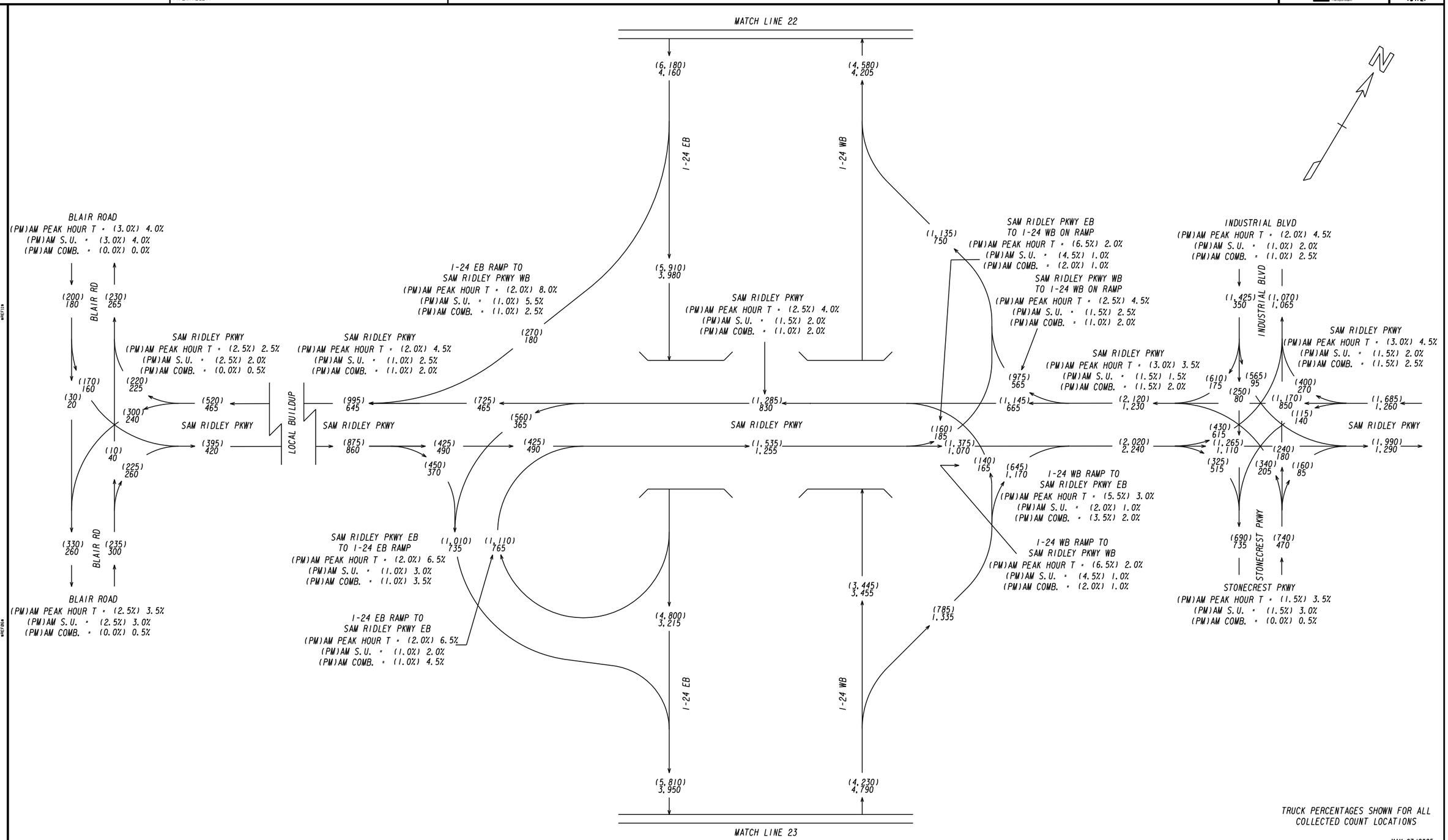
TRAFFIC DIAGRAM

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BACKCHECKED:		DATE:		0073
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VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$



PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0074
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

MATCH LINE 23

(5,810)
3,950

(4,230)
4,790

N

ROCK SPRINGS RD
(PM)AM PEAK HOUR T = (1.0%) 1.5%
(PM)AM S.U. = (0.5%) 1.5%
(PM)AM COMB. = (0.5%) 0.0%

(375)
270

ROCK SPRINGS RD

(315)
330

I-24 EB

I-24 WB

(375)
270

ROCK SPRINGS RD

(315)
330

(5,810)
3,950

(4,230)
4,790

MATCH LINE 24

TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

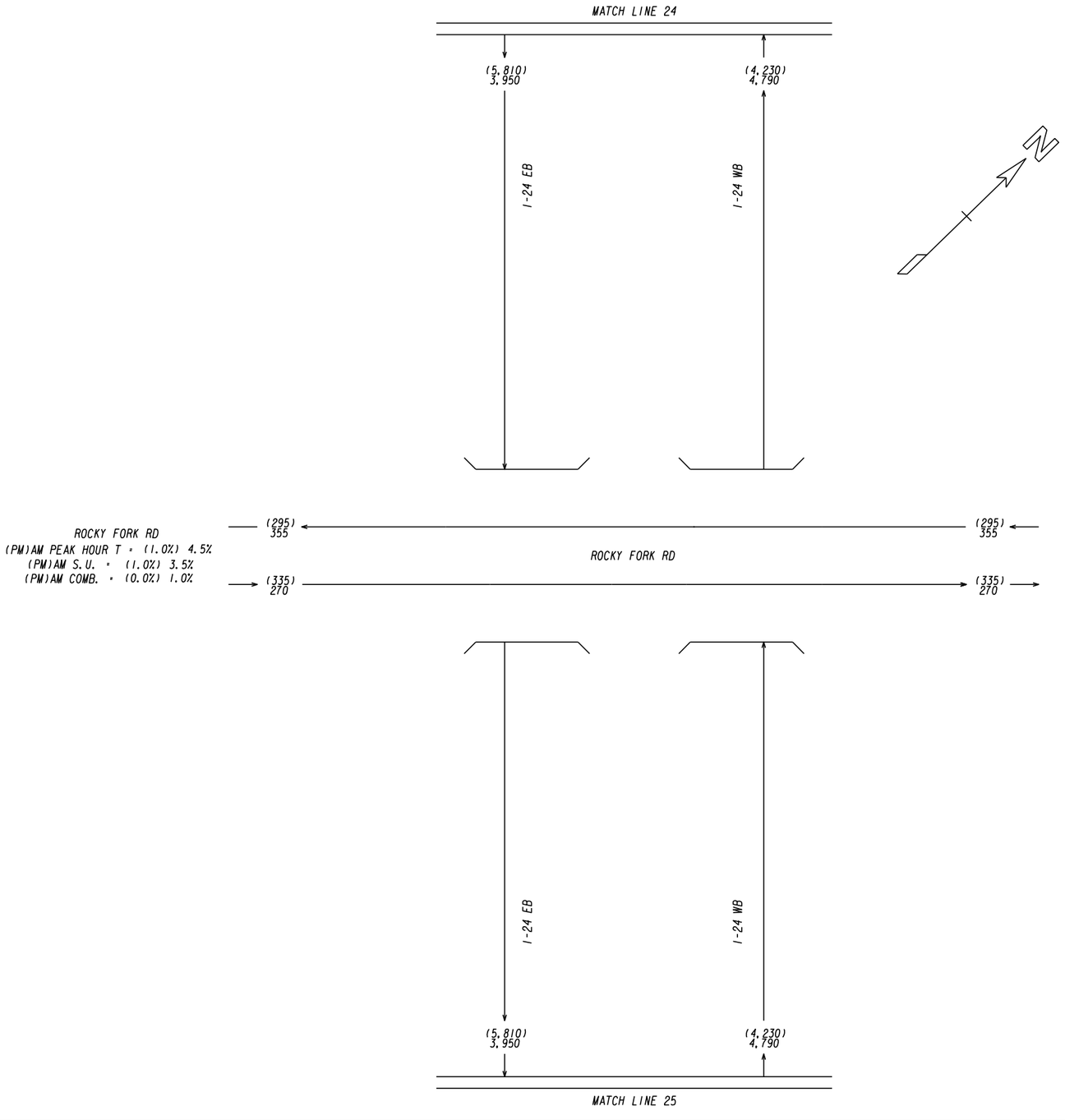
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		0075
VERIFIED:		DATE:		

10/23/2015 GPLN



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		0076
VERIFIED:		DATE:		

DATE$$$ TIME$$$ | $PRFB$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$

MATCH LINE 25

(5,810) 3,950

(4,230) 4,790

I-24 EB

I-24 WB

I-24 EB OFF RAMP
(PM)AM PEAK HOUR T = (2.5%) 8.0%
(PM)AM S.U. = (1.0%) 5.0%
(PM)AM COMB. = (1.5%) 3.0%

(1,065) 625

I-24 WB ON RAMP
(PM)AM PEAK HOUR T = (3.0%) 6.0%
(PM)AM S.U. = (1.5%) 3.5%
(PM)AM COMB. = (1.5%) 2.5%

(950) 945

PETS R US VET DRWY
(PM)AM PEAK HOUR T = (0.0%) 0.0%
(PM)AM S.U. = (0.0%) 0.0%
(PM)AM COMB. = (0.0%) 0.0%

(5) 10

(5) 5

PETS R US VET DRWY

ALMAVILLE RD
(PM)AM PEAK HOUR T = (2.5%) 4.5%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (1.0%) 1.5%

(MM) 5

(5) 5

(5) 5

(520) 315

(3,280) 3,845

ALMAVILLE RD
(PM)AM PEAK HOUR T = (2.5%) 4.5%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (1.0%) 2.5%

(570) 515

(1,370) 990

(1,370) 985

(1,375) 990

(855) 675

(1,250) 970

(395) 295

(1,250) 970

(940) 705

(1,510) 1,220

(1,510) 1,220

(310) 265

(380) 430

MATCH LINE 26

MATCH LINE 27

ALMAVILLE RD

(MM) MM

(1,230) 1,195

(1,230) 1,195

(1,235) 1,200

(865) 845

(545) 310

(1,410) 1,155

(1,410) 1,155

(1,410) 1,155

(1,030) 725

(1,360) 1,190

(1,280) 1,110

(1,285) 1,115

ALMAVILLE RD

(370) 355

(330) 465

(80) 80

(5) 5

ALMAVILLE RD
(PM)AM PEAK HOUR T = (2.5%) 5.0%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (1.0%) 2.0%

(80) 80

(5) 5

TRIDON DR

TRIDON DR
(PM)AM PEAK HOUR T = (2.5%) 2.0%
(PM)AM S.U. = (2.5%) 2.0%
(PM)AM COMB. = (0.0%) 0.0%

(4,745) 3,325

(765) 650

(640) 730

I-24 EB ON RAMP
(PM)AM PEAK HOUR T = (2.5%) 4.5%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (1.0%) 2.5%

I-24 WB OFF RAMP
(PM)AM PEAK HOUR T = (3.5%) 4.5%
(PM)AM S.U. = (2.0%) 2.0%
(PM)AM COMB. = (1.5%) 2.5%

I-24 EB

I-24 WB

(5,510) 3,975

(3,920) 4,575

MATCH LINE 28

TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

$REF04 $REF04 $REF04 $REF04 $REF04 $REF04

$REF04 $REF04 $REF04 $REF04 $REF04 $REF04

10/23/205 GPLN

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

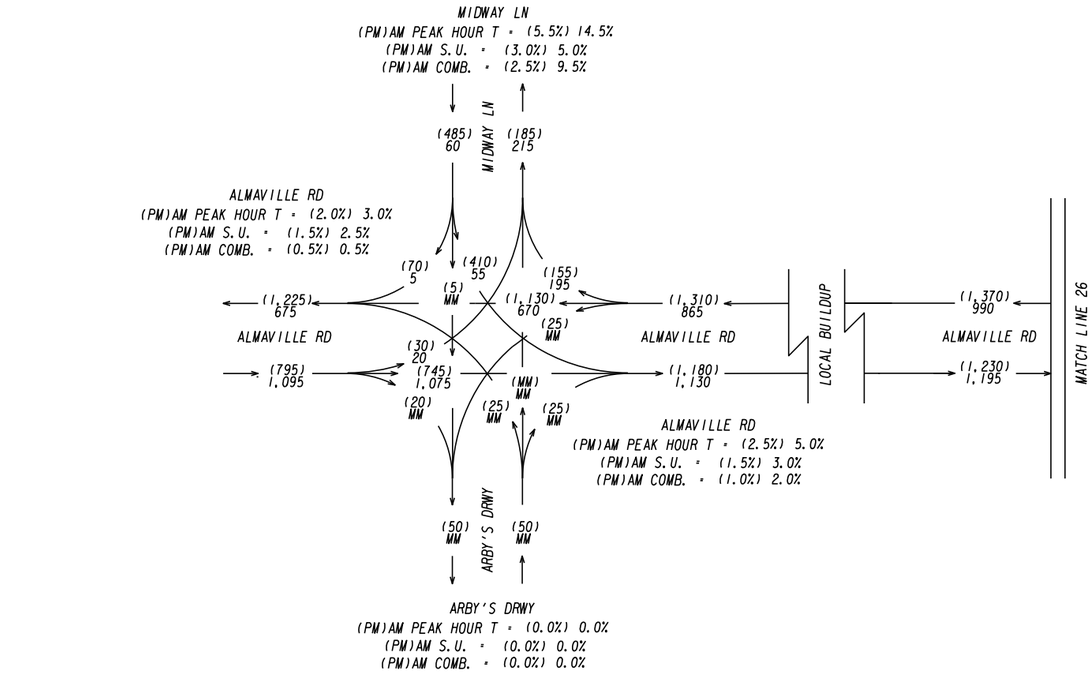
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

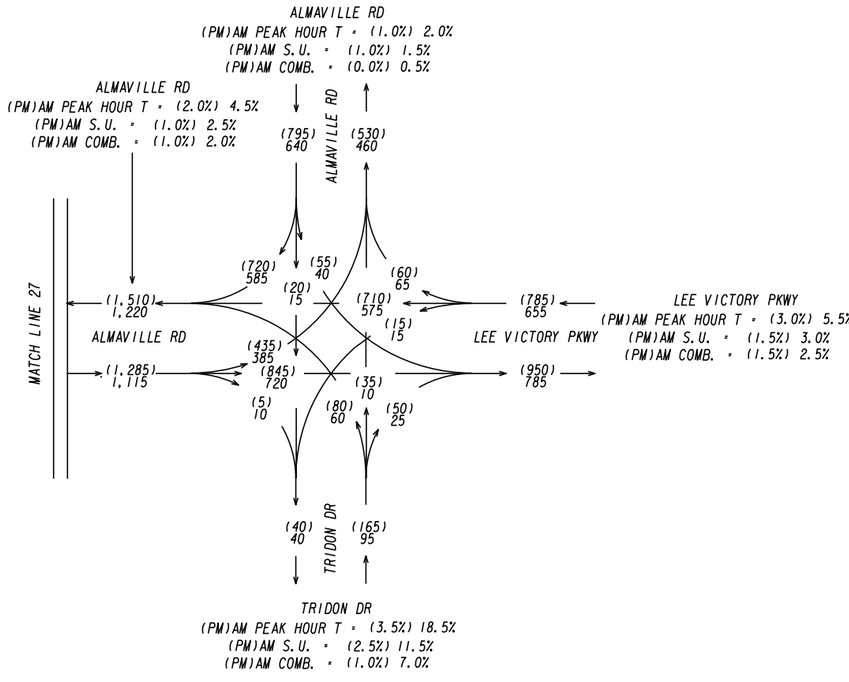
TRAFFIC DIAGRAM

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 0077



SEE SHEET 0077



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0078
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2025 GPLN

DATE$$$ TIME$$$
$USER$

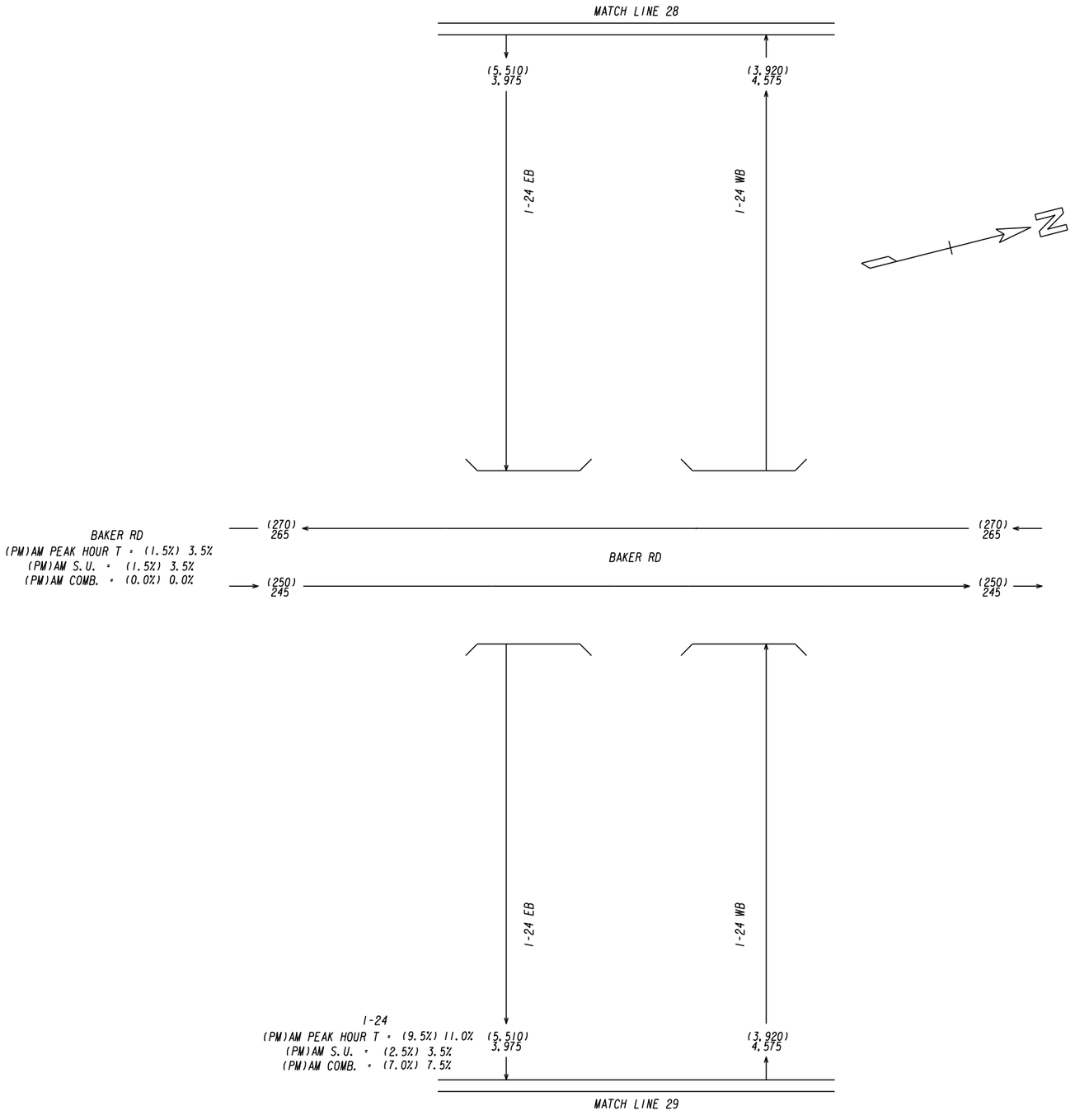
$PRFB$
$$PENTABLE$$

DGN

TN TDOT Department of Transportation

PIN
134727

$$REF15$
$$REF14$
$$REF13$
$$REF12$
$$REF11$
$$REF10$



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

$$REF16$
$$REF15$
$$REF14$
$$REF13$
$$REF12$
$$REF11$
$$REF10$

10/23/2015 GPLN

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

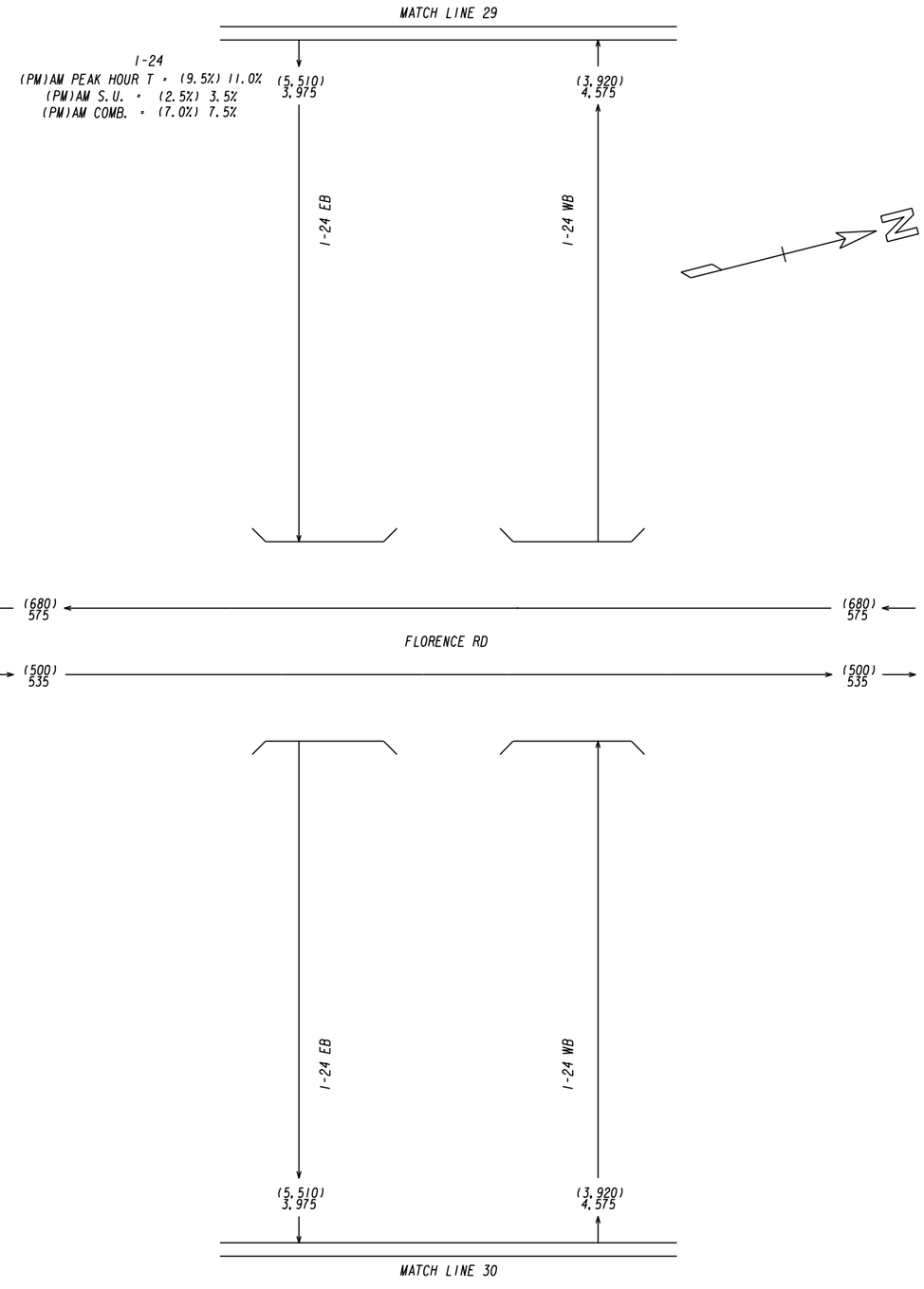
TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		0079
VERIFIED:		DATE:		



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0080
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$
$USER$

$PRFB$
$$PENTABLE$$

DGN

TN TDOT Department of Transportation

PIN
134727

MATCH LINE 30

(5,510)
3,975

I-24 EB

(3,920)
4,575

I-24 WB

I-24 EB OFF RAMP TO I-840 WB
(PM)AM PEAK HOUR T = (5.0%) 17.0%
(PM)AM S.U. = (1.5%) 8.5%
(PM)AM COMB. = (3.5%) 8.5%

(430)
410

I-840 WB OFF RAMP TO I-24 WB
(PM)AM PEAK HOUR T = (8.0%) 5.0%
(PM)AM S.U. = (3.0%) 1.5%
(PM)AM COMB. = (5.0%) 3.5%

(705)
715

(5,080)
3,565

(3,215)
3,860

I-24 WB OFF RAMP TO I-840 WB
(PM)AM PEAK HOUR T = (8.5%) 8.0%
(PM)AM S.U. = (1.0%) 3.0%
(PM)AM COMB. = (7.5%) 5.0%

(635)
940

I-840
(PM)AM PEAK HOUR T = (11.0%) 11.0%
(PM)AM S.U. = (4.0%) 4.5%
(PM)AM COMB. = (7.0%) 6.5%

(1,065)
1,350

(3,850)
4,800

(2,075)
1,595

(2,325)
2,530

(1,260)
1,180

(3,335)
2,775

MATCH LINE 31

I-840

I-840

I-840

MATCH LINE 32

(2,590)
2,380

(1,740)
1,655

(2,605)
2,215

(2,170)
1,645

(3,045)
2,760

I-840 EB OFF RAMP
TO I-24 EB
(PM)AM PEAK HOUR T = (7.5%) 7.0%
(PM)AM S.U. = (3.5%) 1.5%
(PM)AM COMB. = (4.0%) 5.5%

(850)
725

(1,370)
880

I-840 WB OFF RAMP
TO I-24 EB
(PM)AM PEAK HOUR T = (7.5%) 10.5%
(PM)AM S.U. = (2.0%) 4.0%
(PM)AM COMB. = (5.5%) 6.5%

(865)
560

I-24 EB OFF RAMP TO I-840 EB
(PM)AM PEAK HOUR T = (5.0%) 10.0%
(PM)AM S.U. = (2.0%) 5.0%
(PM)AM COMB. = (3.0%) 5.0%

(435)
570

I-840 EB OFF RAMP TO I-24 WB
(PM)AM PEAK HOUR T = (11.5%) 5.5%
(PM)AM S.U. = (3.5%) 2.0%
(PM)AM COMB. = (8.0%) 3.5%

(4,215)
3,005

(3,415)
4,230

(2,220)
1,605

(875)
1,115

I-24 WB OFF RAMP TO I-840 EB
(PM)AM PEAK HOUR T = (13.5%) 10.5%
(PM)AM S.U. = (3.5%) 2.5%
(PM)AM COMB. = (10.0%) 8.0%

I-24 EB

I-24 WB

(6,435)
4,610

(4,290)
5,345

MATCH LINE 33

TRUCK PERCENTAGES SHOWN FOR ALL
COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

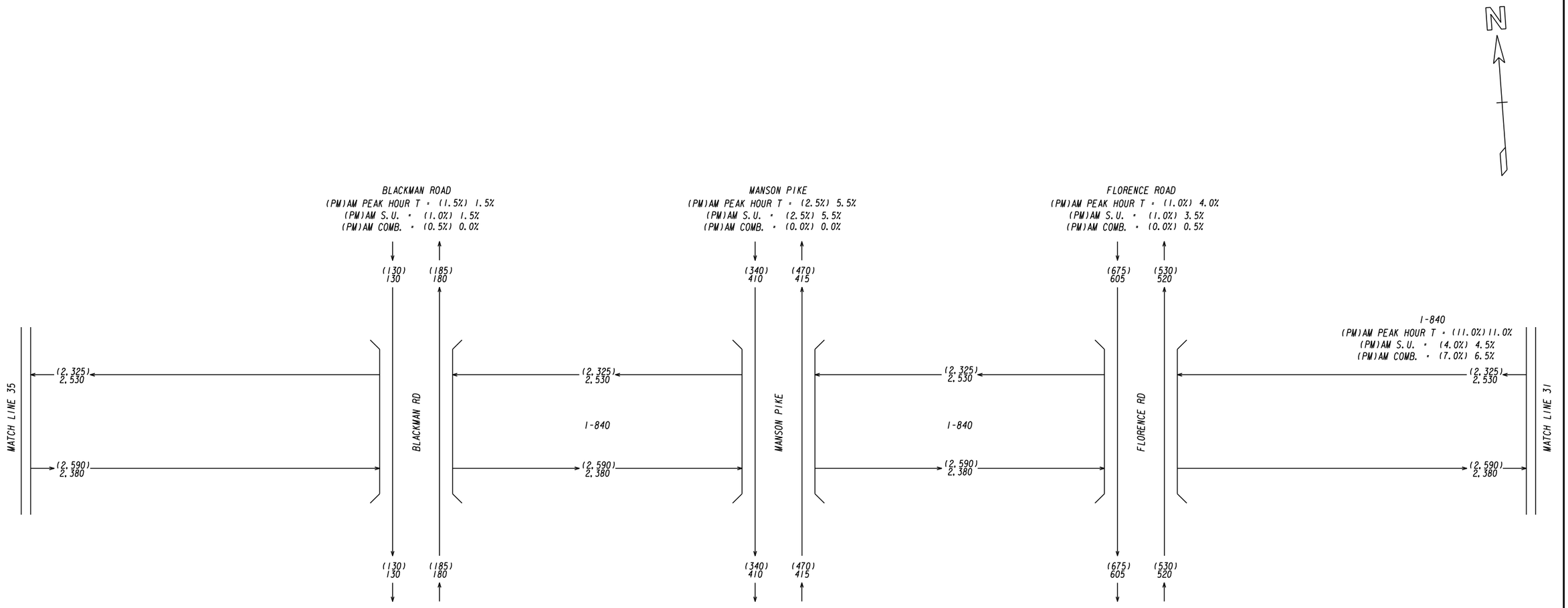
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0081
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

WAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES		

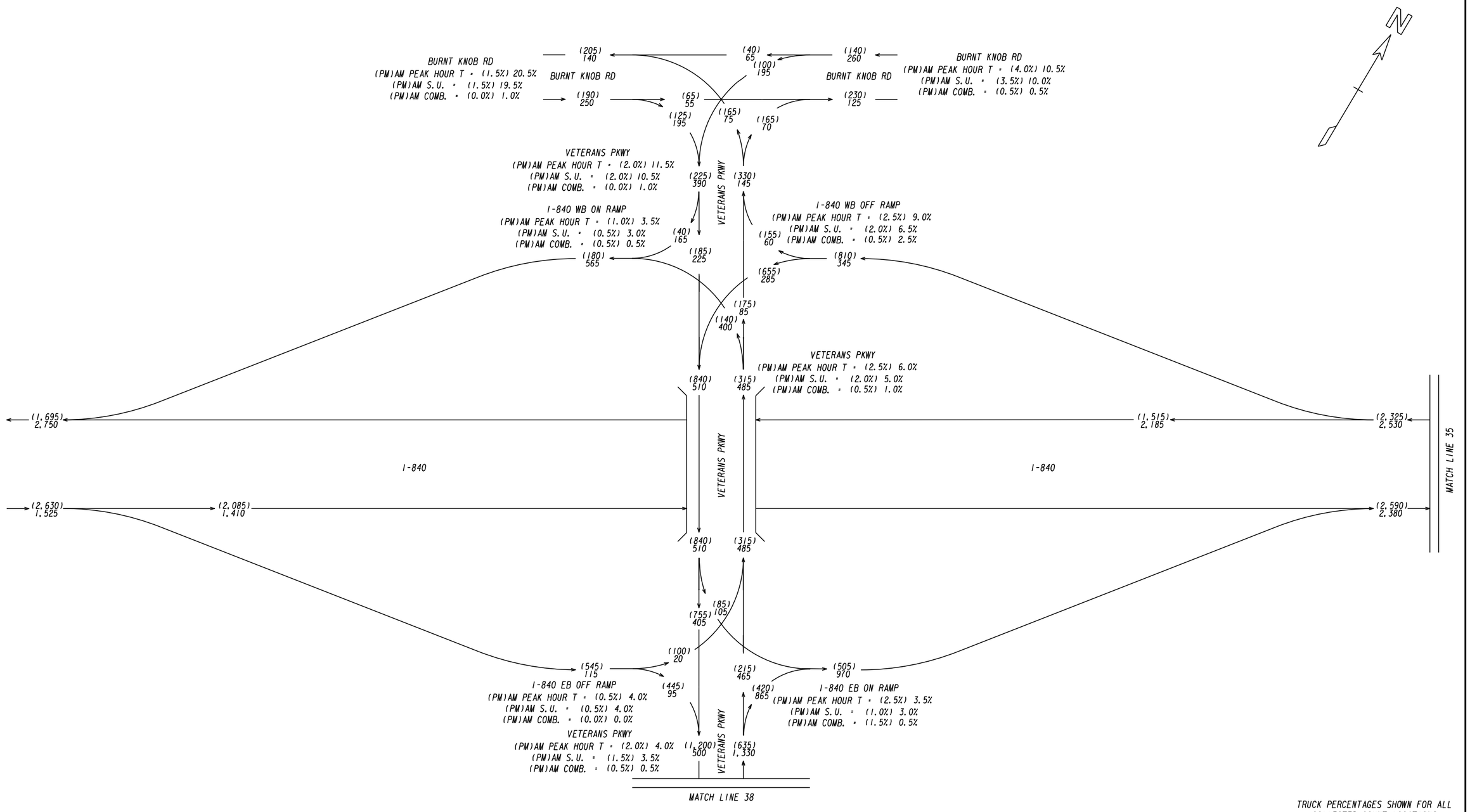
TRAFFIC DIAGRAM

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BACKCHECKED:		DATE:		0082
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRFB$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

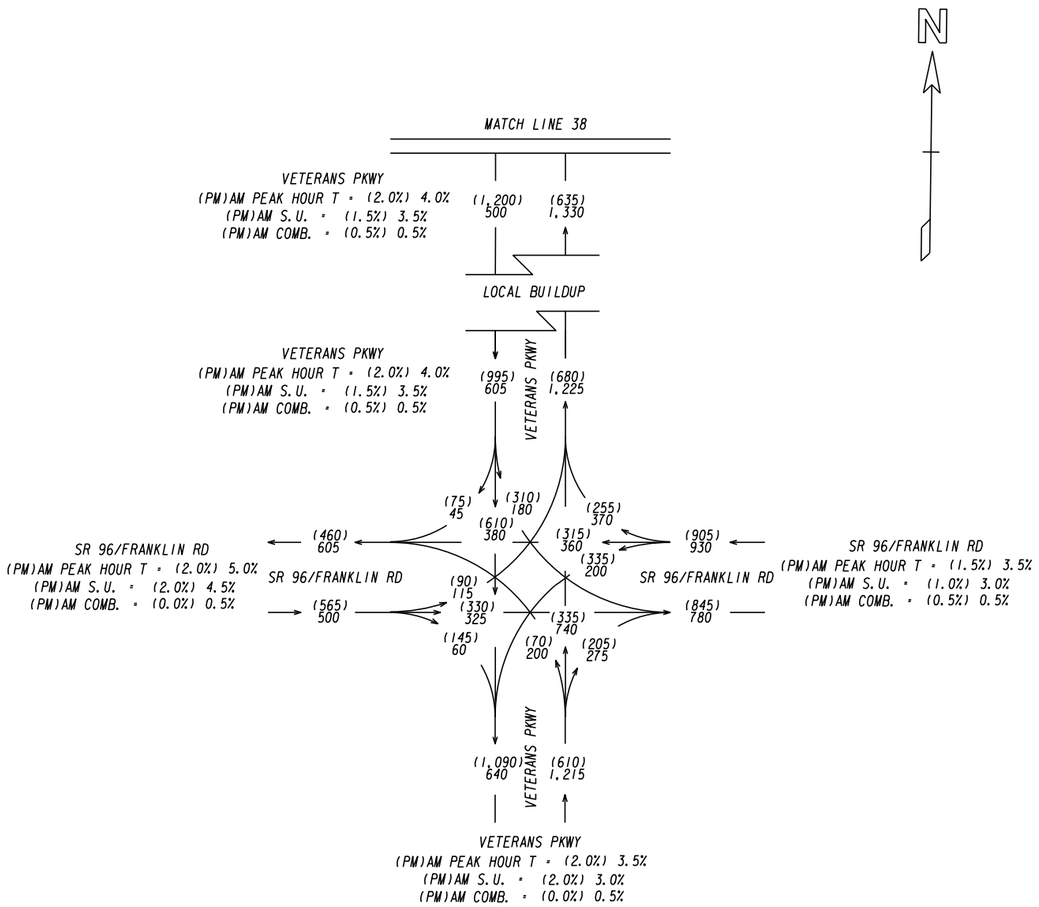
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

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BACKCHECKED:		DATE:		0083
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

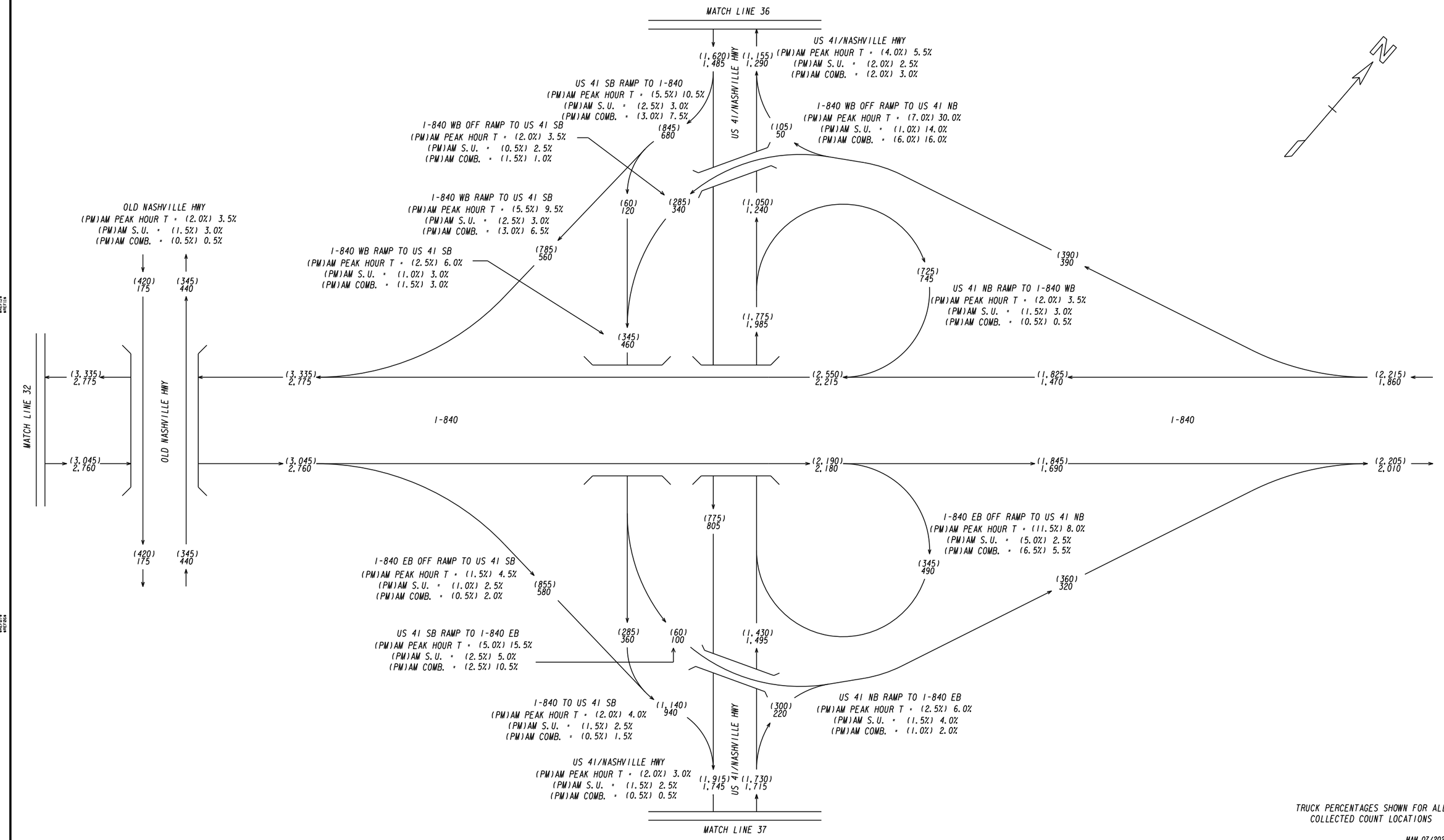
TRAFFIC DIAGRAM

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BACKCHECKED:		DATE:		0084
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRFB$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

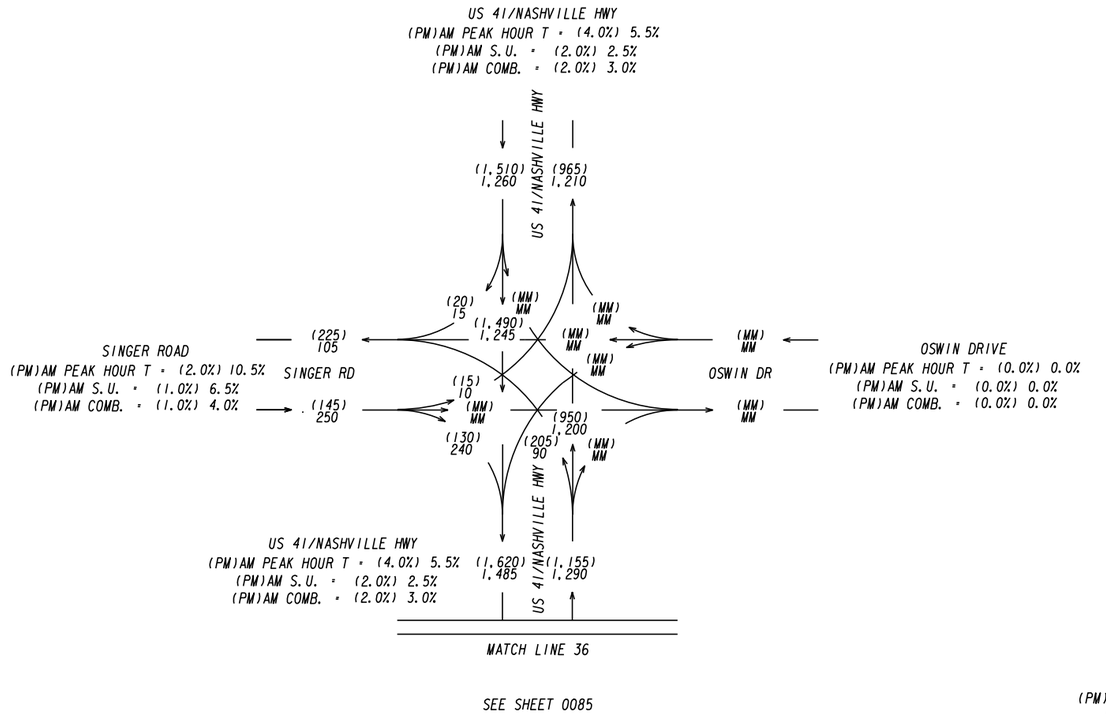
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

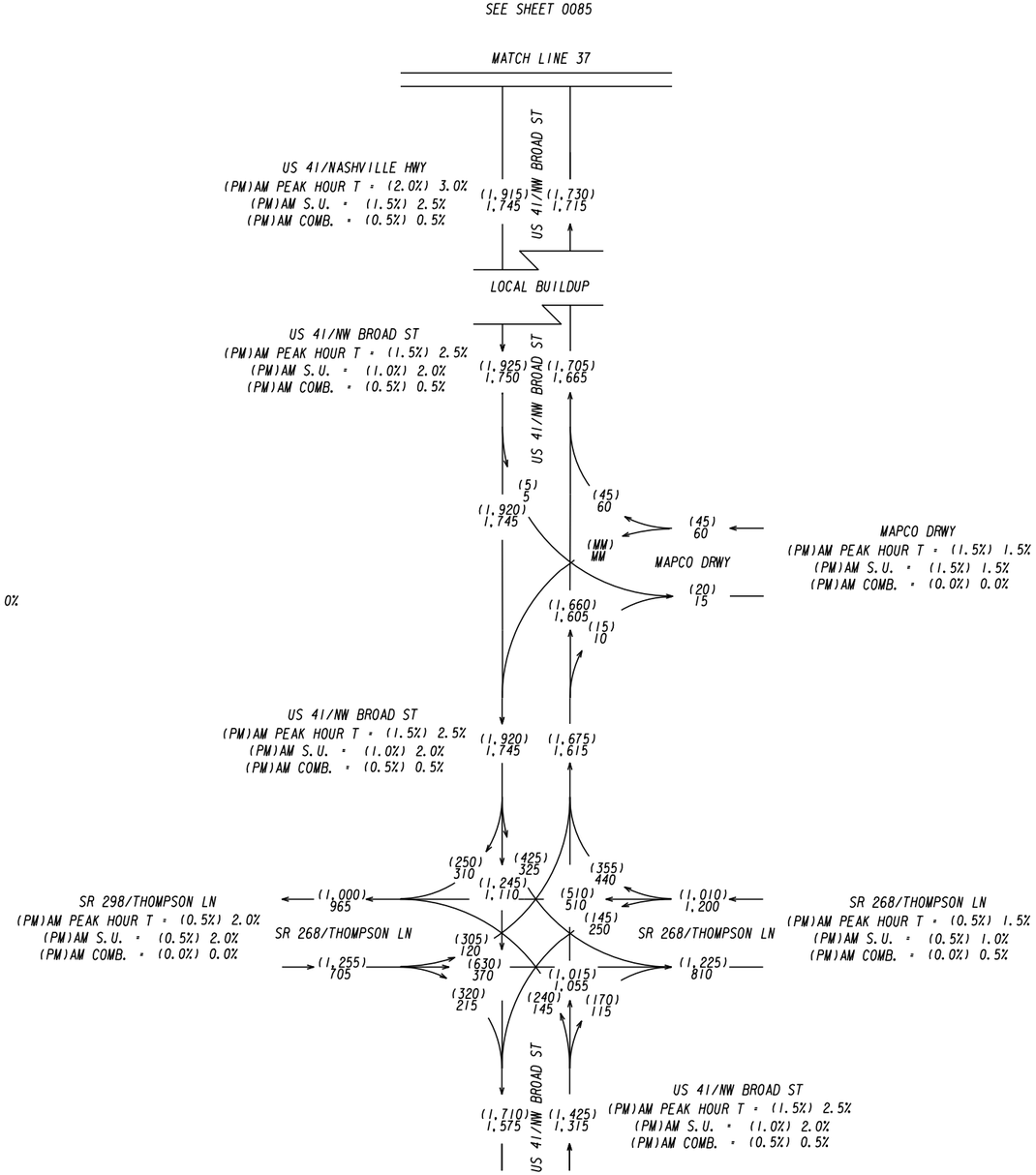
REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		0085
VERIFIED:		DATE:		

10/23/2015 GPLN





TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0086
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

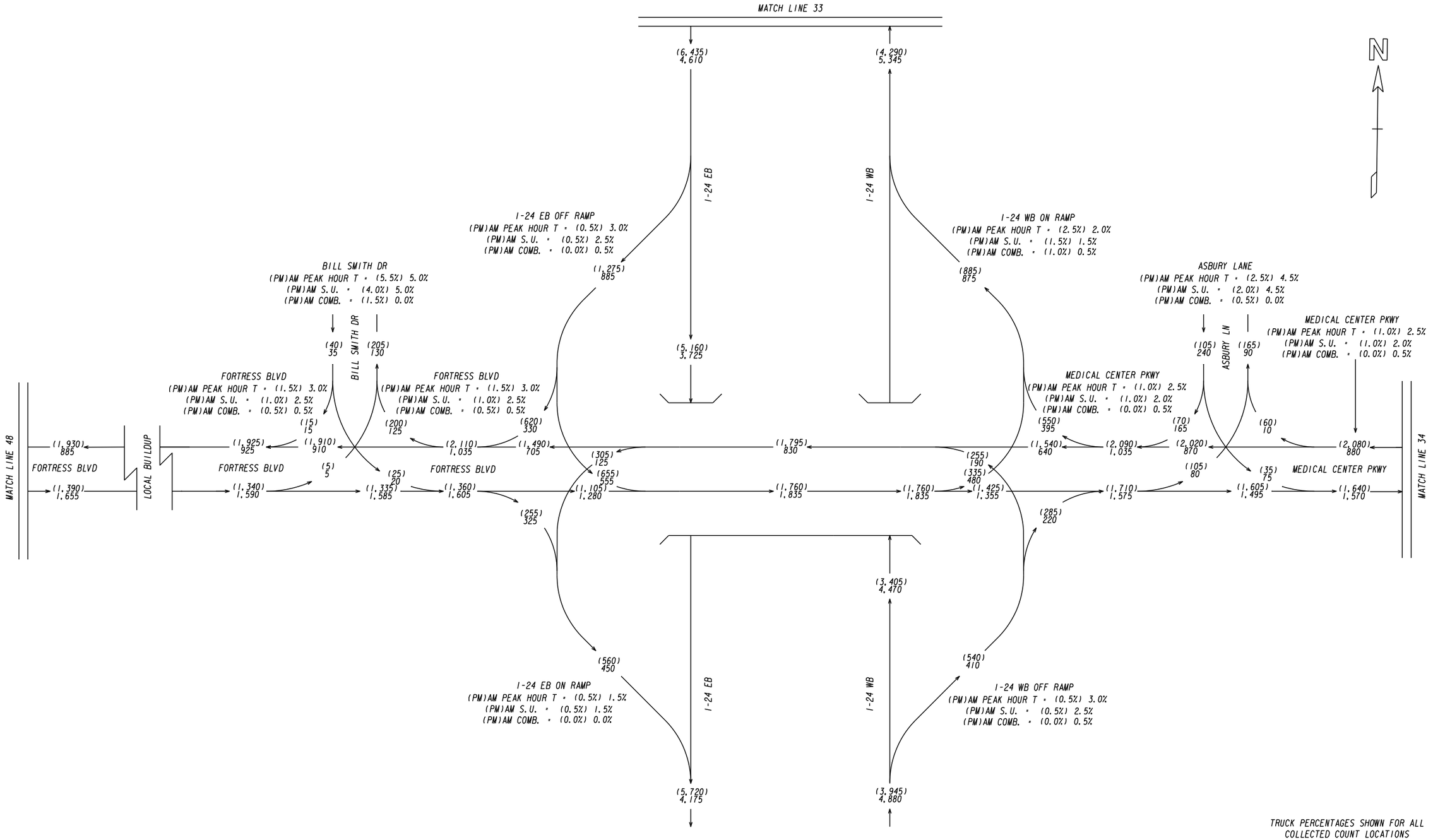
DATE$$$ TIME$$$
$USER$

$PRFB$
$$PENTABLE$$

DGN

TDOT Department of Transportation

PIN 134727



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

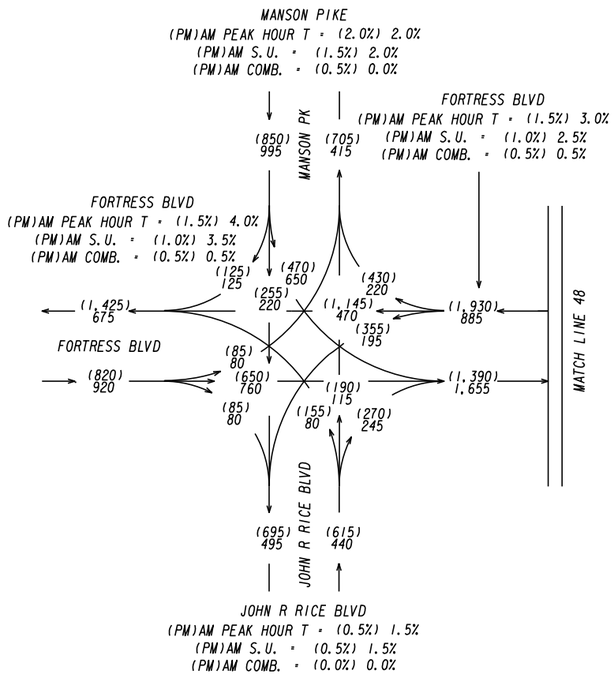
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

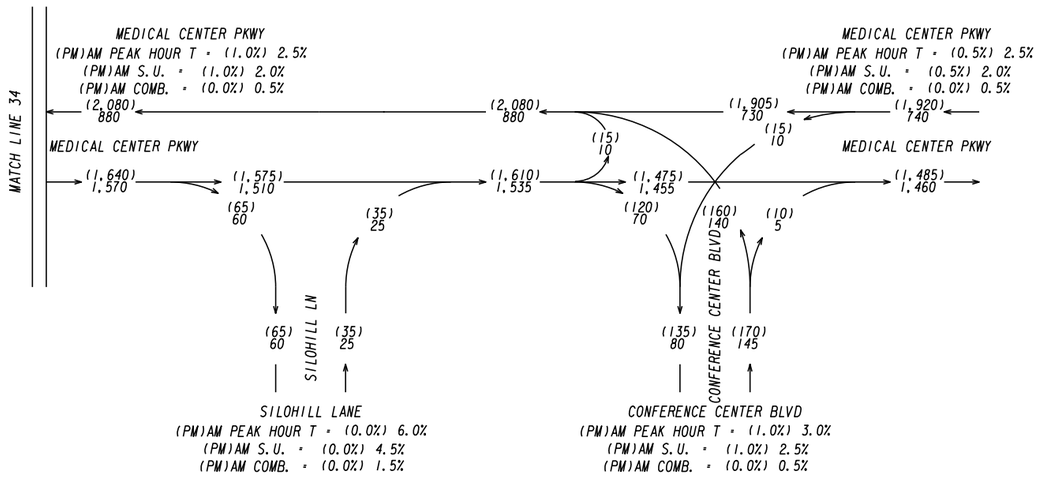
TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0087
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/205 GPLN



SEE SHEET 0087



TRUCK PERCENTAGES SHOWN FOR ALL COLLECTED COUNT LOCATIONS

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2024 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		0088
VERIFIED:		DATE:		

10/23/2015 GPLN

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 WB (3) 1	858	9.50%	775	16	66	1	0
Almaville / Lee Victory EB (11) 1	475	2.50%	462	3	9	1	0
Almaville / Lee Victory EB (11) 2	475	2.50%	462	3	9	1	0
Almaville / Lee Victory WB (1) 1	392	3.00%	380	3	9	0	0
Almaville / Lee Victory WB (1) 2	392	3.00%	380	3	9	0	0
Almaville / Lee Victory WB (2) 1	354	2.00%	347	2	5	0	0
Almaville / Lee Victory WB (2) 2	354	2.00%	347	2	5	0	0
Almaville / Lee Victory WB LT to E Tridon	15	3.00%	15	0	0	0	0
Almaville EB to I-24 WB	379	2.50%	370	2	7	0	0
Almaville EB (10) 1	422	2.50%	411	3	8	0	0
Almaville EB (10) 2	422	2.50%	411	3	8	0	0
Almaville EB (3) 1	618	2.50%	601	4	12	1	0
Almaville EB (3) 2	618	2.50%	601	4	12	1	0
Almaville EB (4) 1	432	2.50%	421	3	8	0	0
Almaville EB (4) 2	432	2.50%	421	3	8	0	0
Almaville EB (5) 1	705	2.50%	686	4	13	1	1
Almaville EB (5) 2	705	2.50%	686	4	13	1	1
Almaville EB (6) 1	515	2.50%	501	3	10	1	0
Almaville EB (6) 2	515	2.50%	501	3	10	1	0
Almaville EB (7) 1	680	2.50%	662	4	13	1	0
Almaville EB (7) 2	796	2.50%	774	5	15	1	1
Almaville EB (8) 1	640	2.50%	623	4	12	1	0
Almaville EB (8) 2	640	2.50%	623	4	12	1	0
Almaville EB (9) 1	642	2.50%	625	4	12	1	0
Almaville EB (9) 2	642	2.50%	625	4	12	1	0
Almaville EB LT to I-24 WB	379	2.50%	370	2	7	0	0
Almaville EB LT to OG Almaville WB	434	3.00%	421	3	10	0	0
Almaville to I-24 EB	765	2.50%	744	5	14	1	1
Almaville to I-24 WB	950	3.00%	920	7	21	1	1
Almaville WB (10) 1	612	2.50%	597	3	12	0	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Almaville WB (10) 2	612	2.50%	597	3	12	0	0
Almaville WB (3) 1	755	2.00%	739	4	11	1	0
Almaville WB (3) 2	755	2.00%	739	4	11	1	0
Almaville WB (4) 1	470	2.00%	460	2	7	1	0
Almaville WB (4) 2	470	2.00%	460	2	7	1	0
Almaville WB (5) 1	624	2.00%	611	3	9	1	0
Almaville WB (5) 2	624	2.00%	611	3	9	1	0
Almaville WB (6) 1	426	2.50%	416	2	8	0	0
Almaville WB (6) 2	426	2.50%	416	2	8	0	0
Almaville WB (7) 1	687	2.50%	670	4	13	0	0
Almaville WB (7) 2	687	2.50%	670	4	13	0	0
Almaville WB (8) 1	684	2.50%	667	4	13	0	0
Almaville WB (8) 2	684	2.50%	667	4	13	0	0
Almaville WB (9) 1	655	2.50%	638	4	13	0	0
Almaville WB (9) 2	655	2.50%	638	4	13	0	0
Almaville WB LT to I-24 EB	394	2.00%	386	2	6	0	0
Almaville WB RT to I-24 WB	571	2.50%	555	4	11	1	0
Almaville WB RT to Midway WB	155	2.50%	151	1	3	0	0
Antioch EB	319	3.50%	308	2	9	0	0
Antioch EB (2) 1	532	3.00%	515	3	13	1	0
Antioch EB (2) 2	532	3.00%	515	3	13	1	0
Antioch EB 1	532	3.00%	515	3	13	1	0
Antioch EB 2	532	3.00%	515	3	13	1	0
Antioch EB-2	319	3.50%	308	2	9	0	0
Antioch WB	339	3.50%	327	2	9	1	0
Antioch WB (2) 1	261	3.00%	252	2	6	1	0
Antioch WB (2) 2	261	3.00%	252	2	6	1	0
Antioch WB 1	261	3.00%	252	2	6	1	0
Antioch WB 2	261	3.00%	252	2	6	1	0
Apache EB	481	1.50%	470	2	6	3	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Apache WB	385	1.50%	377	1	5	2	0
Apache WB LT to Haywood WB	39	1.50%	39	0	0	0	0
Apache WB RT to Haywood EB	280	1.50%	274	1	3	2	0
Arlington NB (1)	106	11.00%	93	3	9	1	0
Arlington NB (2)	260	6.50%	242	4	13	1	0
Arlington NB (3)	255	6.50%	237	3	14	1	0
Arlington SB (1)	245	6.50%	228	5	11	1	0
Arlington SB (2)	49	11.00%	44	1	4	0	0
Arlington SB (3)	265	6.50%	246	4	13	2	0
Averitt RT to Briley EB	25	16.50%	21	1	3	0	0
Averitt to I-24 (1)	15	24.00%	11	1	3	0	0
Averitt to I-24 (2)	15	24.00%	11	1	3	0	0
Baker EB	250	1.50%	246	1	3	0	0
Baker WB	270	1.50%	265	1	3	1	0
Bell EB (1) 1	550	2.00%	536	2	9	3	0
Bell EB (1) 2	550	2.00%	536	2	9	3	0
Bell EB (1) 3	550	2.00%	536	2	9	3	0
Bell EB (10) 1	686	2.00%	670	3	11	2	0
Bell EB (10) 2	686	2.00%	670	3	11	2	0
Bell EB (11) 1	537	2.00%	525	2	9	1	0
Bell EB (11) 2	537	2.00%	525	2	9	1	0
Bell EB (12) 1	612	2.00%	599	2	10	1	0
Bell EB (12) 2	612	2.00%	599	2	10	1	0
Bell EB (2) 1	626	1.50%	613	2	7	4	0
Bell EB (2) 2	626	1.50%	613	2	7	4	0
Bell EB (2) 3	626	1.50%	613	2	7	4	0
Bell EB (3) 1	840	1.50%	822	3	10	5	0
Bell EB (3) 2	840	1.50%	822	3	10	5	0
Bell EB (4) 1	997	1.50%	976	3	12	6	0
Bell EB (4) 2	997	1.50%	976	3	12	6	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

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Bell EB (5) 1	627	1.50%	614	2	7	4	0
Bell EB (5) 2	627	1.50%	614	2	7	4	0
Bell EB (6) LL	627	1.50%	614	2	7	4	0
Bell EB (6) RL	627	1.50%	614	2	7	4	0
Bell EB (7) LL	637	1.50%	626	2	8	1	0
Bell EB (7) RL	637	1.50%	626	2	8	1	0
Bell EB (8) 1	680	1.50%	668	2	8	2	0
Bell EB (8) 2	680	1.50%	668	2	8	2	0
Bell EB (9) 1	666	2.00%	650	3	11	2	0
Bell EB (9) 2	666	2.00%	650	3	11	2	0
Bell EB LT to Cane Ridge WB	15	1.50%	15	0	0	0	0
Bell EB LT to HH EB 1	60	2.00%	59	0	1	0	0
Bell EB LT to HH EB 2	60	2.00%	59	0	1	0	0
Bell EB RT to I-24 EB	739	2.50%	717	4	14	4	0
Bell EB to I-24 WB	315	1.50%	308	1	4	2	0
Bell to I-24 WB	710	2.00%	694	3	11	2	0
Bell WB (1) 1	478	2.00%	467	2	8	1	0
Bell WB (1) 2	478	2.00%	467	2	8	1	0
Bell WB (10) 1	468	1.50%	458	2	5	3	0
Bell WB (10) 2	468	1.50%	458	2	5	3	0
Bell WB (10) 3	468	1.50%	458	2	5	3	0
Bell WB (11) 1	548	1.50%	537	2	6	3	0
Bell WB (11) 2	548	1.50%	537	2	6	3	0
Bell WB (11) 3	548	1.50%	537	2	6	3	0
Bell WB (12) 1	548	1.50%	537	2	6	3	0
Bell WB (12) 2	548	1.50%	537	2	6	3	0
Bell WB (12) 3	548	1.50%	537	2	6	3	0
Bell WB (2) 1	402	2.00%	393	2	6	1	0
Bell WB (2) 2	402	2.00%	393	2	6	1	0
Bell WB (3) 1	604	2.00%	591	2	10	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

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Bell WB (3) 2	604	2.00%	591	2	10	1	0
Bell WB (4) LL	591	2.00%	579	2	9	1	0
Bell WB (4) RL	591	2.00%	579	2	9	1	0
Bell WB (5) 1	607	2.00%	594	2	10	1	0
Bell WB (5) 2	607	2.00%	594	2	10	1	0
Bell WB (6) 1	411	2.00%	401	2	7	1	0
Bell WB (6) 2	411	2.00%	401	2	7	1	0
Bell WB (7) 1	705	2.00%	689	3	11	2	0
Bell WB (7) 2	705	2.00%	689	3	11	2	0
Bell WB (9) 1	852	1.50%	834	3	10	5	0
Bell WB (9) 2	852	1.50%	834	3	10	5	0
Bell WB LT to Cane Ridge 1	124	1.50%	122	0	1	1	0
Bell WB LT to Cane Ridge 2	124	1.50%	122	0	1	1	0
Bell WB LT to HH WB 1	50	2.00%	49	0	1	0	0
Bell WB LT to HH WB 2	50	2.00%	49	0	1	0	0
Bell WB RT to HH EB	50	2.00%	49	0	1	0	0
Bell WB RT to I-24 WB	395	2.00%	386	2	6	1	0
Bell WB to I-24 EB	74	2.50%	73	0	1	0	0
Blue Hole EB	550	2.50%	533	3	11	3	0
Blue Hole WB	535	2.50%	520	3	11	1	0
Briley EB (10) 1	660	6.00%	616	9	31	4	0
Briley EB (10) 2	660	6.00%	616	9	31	4	0
Briley EB (10) 3	660	6.00%	616	9	31	4	0
Briley EB (11) 1	978	6.00%	913	13	46	6	0
Briley EB (11) 2	978	6.00%	913	13	46	6	0
Briley EB (12) 1	989	6.00%	924	13	46	6	0
Briley EB (12) 2	989	6.00%	924	13	46	6	0
Briley EB (3) 1	768	2.50%	744	4	15	5	0
Briley EB (3) 2	768	2.50%	744	4	15	5	0
Briley EB (4) 1	1160	2.50%	1124	6	23	7	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

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Briley EB (4) 2	1160	2.50%	1124	6	23	7	0
Briley EB (5) 1	612	2.50%	593	3	12	4	0
Briley EB (5) 2	612	2.50%	593	3	12	4	0
Briley EB (6) 1	772	2.50%	748	4	15	5	0
Briley EB (6) 2	772	2.50%	748	4	15	5	0
Briley EB (7) 1	772	2.50%	748	4	15	5	0
Briley EB (7) 2	772	2.50%	748	4	15	5	0
Briley EB (9) 1	608	2.50%	589	3	12	4	0
Briley EB (9) 2	608	2.50%	589	3	12	4	0
Briley EB (9A) 1	608	2.50%	589	3	12	4	0
Briley EB (9A) 2	608	2.50%	589	3	12	4	0
Briley EB RT to Averitt	25	72.00%	7	4	14	0	0
Briley EB to I-24 EB	1094	2.00%	1066	5	17	6	0
Briley EB to I-24 WB	329	2.00%	321	1	5	2	0
Briley WB (1) 1	912	5.50%	859	12	38	3	0
Briley WB (1) 2	912	5.50%	859	12	38	3	0
Briley WB (2) 1	607	1.50%	596	2	7	2	0
Briley WB (2) 2	607	1.50%	596	2	7	2	0
Briley WB (3) 1	689	6.00%	646	10	31	2	0
Briley WB (3) 2	689	6.00%	646	10	31	2	0
Briley WB (4) 1	865	6.00%	810	13	39	3	0
Briley WB (4) 2	865	6.00%	810	13	39	3	0
Briley WB (5) 1	463	3.50%	445	4	12	2	0
Briley WB (5) 2	463	3.50%	445	4	12	2	0
Briley WB (5A) 1	463	3.50%	445	4	12	2	0
Briley WB (5A) 2	463	3.50%	445	4	12	2	0
Briley WB (6) 1	355	2.50%	345	2	7	1	0
Briley WB (6) 2	355	2.50%	345	2	7	1	0
Briley WB (6) 3	355	2.50%	345	2	7	1	0
Briley WB (7) 1	344	2.50%	335	2	6	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Briley WB (7) 2	344	2.50%	335	2	6	1	0
Briley WB (8) 1	367	2.50%	357	2	7	1	0
Briley WB (8) 2	367	2.50%	357	2	7	1	0
Briley WB (9) 1	468	2.50%	454	3	9	2	0
Briley WB (9) 2	468	2.50%	454	3	9	2	0
Briley WB LT to Southlake WB	185	2.50%	180	1	3	1	0
Briley WB RT to E Thompson EB	191	2.50%	185	1	4	1	0
Briley WB to Averitt	24	50.00%	12	3	9	0	0
Briley WB to Averitt-2	24	50.00%	12	3	9	0	0
Briley WB to Briley WB	165	14.50%	140	6	18	1	0
Briley WB to I-24 (1)	609	1.50%	598	2	7	2	0
Briley WB to I-24 (2A)	585	1.50%	574	2	7	2	0
Briley WB to I-24 (2B) 1	299	1.50%	294	1	3	1	0
Briley WB to I-24 (2B) 2	299	1.50%	294	1	3	1	0
Briley WB to I-24 EB	805	11.00%	713	22	67	3	0
Briley WB to I-24 WB	434	2.50%	422	3	8	1	0
Cane Ridge EB (1)	150	1.50%	147	0	2	1	0
Cane Ridge EB 1	235	1.50%	230	1	3	1	0
Cane Ridge EB 2	235	1.50%	230	1	3	1	0
Cane Ridge WB (1)	85	1.50%	83	0	1	1	0
Cane Ridge WB 1	230	1.50%	225	1	3	1	0
Cane Ridge WB 2	230	1.50%	225	1	3	1	0
Cane Ridge WB RT LL	117	1.50%	115	0	1	1	0
Cane Ridge WB RT RL	117	1.50%	115	0	1	1	0
Centerpointe EB (1)	295	12.50%	258	8	29	0	0
Centerpointe EB (2)	20	12.50%	17	1	2	0	0
Centerpointe EB LT to Waldron EB	245	12.50%	214	7	24	0	0
Centerpointe EB RT to Waldron WB	30	12.50%	26	1	3	0	0
Centerpointe WB (1)	14	12.50%	13	0	1	0	0
Centerpointe WB (2)	185	12.50%	162	5	18	0	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

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Charter EB	150	9.00%	136	3	11	0	0
Charter WB (1)	221	9.00%	200	4	16	1	0
Charter WB (2)	179	9.00%	163	3	13	0	0
Charter WB LT to Waldron WB	40	9.00%	36	1	3	0	0
Collins EB (1)	15	19.00%	15	0	0	0	0
Collins EB (2)	34	19.00%	28	1	5	0	0
Collins WB (1)	54	19.00%	44	2	8	0	0
Collins WB (2)	20	19.00%	20	0	0	0	0
CR EB (1)	90	0.50%	89	0	0	1	0
CR EB (2)	20	0.50%	20	0	0	0	0
CR EB (3) 1	137	1.00%	135	0	1	1	0
CR EB (3) 2	137	1.00%	135	0	1	1	0
CR EB LT to HH EB	59	0.50%	59	0	0	0	0
CR EB RT to HH WB	10	0.50%	10	0	0	0	0
CR WB (1) 1	175	1.00%	173	0	1	1	0
CR WB (1) 2	175	1.00%	173	0	1	1	0
CR WB (2)	20	1.00%	20	0	0	0	0
CR WB (3)	64	0.50%	64	0	0	0	0
CR WB (4)	79	0.50%	79	0	0	0	0
CR WB LT to HH WB	30	0.50%	30	0	0	0	0
CR WB RT to HH EB	300	0.50%	296	1	2	1	0
Crossings Blvd EB 1	354	2.00%	346	2	6	0	0
Crossings Blvd EB 2	354	2.00%	346	2	6	0	0
Crossings Blvd EB 3	354	2.00%	346	2	6	0	0
Crossings Blvd WB 1	480	2.00%	469	2	8	1	0
Crossings Blvd WB 2	480	2.00%	469	2	8	1	0
Crossings Blvd WB LT to HH WB 1	357	2.00%	349	1	6	1	0
Crossings Blvd WB LT to HH WB 2	357	2.00%	349	1	6	1	0
Crossings Blvd WB RT to HH EB	245	2.00%	239	1	4	1	0
Crossings Pl	175	3.00%	170	1	4	0	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
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Scenario: EXISTING

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Drummond EB	45	5.50%	42	1	2	0	0
Drummond EB-2	45	5.50%	42	1	2	0	0
Drummond WB	20	5.50%	19	0	1	0	0
Drummond WB-2	20	5.50%	19	0	1	0	0
E Thompson EB (4) 1	180	2.50%	174	1	4	1	0
E Thompson EB (4) 2	180	2.50%	174	1	4	1	0
E Thompson EB (5) 1	275	2.50%	266	2	5	2	0
E Thompson EB (5) 2	275	2.50%	266	2	5	2	0
E Thompson EB (6) 1	265	3.00%	255	2	6	2	0
E Thompson EB (6) 1-2	265	3.00%	255	2	6	2	0
E Thompson EB (6) 2	265	3.00%	255	2	6	2	0
E Thompson EB (6) 2-2	265	3.00%	255	2	6	2	0
E Thompson WB (1) 1	419	3.00%	406	3	9	1	0
E Thompson WB (1) 1-2	419	3.00%	406	3	9	1	0
E Thompson WB (1) 2	419	3.00%	406	3	9	1	0
E Thompson WB (1) 2-2	419	3.00%	406	3	9	1	0
E Thompson WB (2) 1	392	3.00%	379	3	9	1	0
E Thompson WB (2) 2	392	3.00%	379	3	9	1	0
E Thompson WB (3) 1	225	2.50%	219	1	4	1	0
E Thompson WB (3) 2	225	2.50%	219	1	4	1	0
E Thompson WB (4) 1	115	2.50%	112	1	2	0	0
E Thompson WB (4) 2	115	2.50%	112	1	2	0	0
E Thompson WB LT to Briley EB	334	2.50%	325	2	6	1	0
E Thompson WB RT to Thompson WB	220	2.50%	214	1	4	1	0
EH EB (1)	515	4.50%	488	3	20	3	1
EH EB (10) 1	639	4.00%	612	8	17	1	1
EH EB (10) 2	639	4.00%	612	8	17	1	1
EH EB (2)	400	4.50%	379	3	15	2	1
EH EB (3) 1	417	4.00%	398	2	14	2	1
EH EB (3) 2	417	4.00%	398	2	14	2	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

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EH EB (4) 1	447	4.50%	424	3	17	2	1
EH EB (4) 2	447	4.50%	424	3	17	2	1
EH EB (5) 1	447	4.50%	424	3	17	2	1
EH EB (5) 2	447	4.50%	424	3	17	2	1
EH EB (6) 1	447	4.50%	424	3	17	2	1
EH EB (6) 2	447	4.50%	424	3	17	2	1
EH EB (7) 1	445	4.50%	424	6	14	1	0
EH EB (7) 2	445	4.50%	424	6	14	1	0
EH EB (8) 1	567	4.00%	543	7	15	1	1
EH EB (8) 2	567	4.00%	543	7	15	1	1
EH EB (9) 1	491	4.00%	471	6	13	1	0
EH EB (9) 2	491	4.00%	471	6	13	1	0
EH EB LT to Fesslers	100	4.50%	95	1	4	0	0
EH EB LT to Fesslers NB	100	4.50%	95	1	4	0	0
EH EB LT to Spence NB	109	4.00%	105	1	3	0	0
EH WB (1) 1	231	4.00%	222	3	6	0	0
EH WB (1) 2	231	4.00%	222	3	6	0	0
EH WB (10)	134	4.50%	128	1	5	0	0
EH WB (2) 1	161	4.00%	155	2	4	0	0
EH WB (2) 2	161	4.00%	155	2	4	0	0
EH WB (3) 1	176	4.50%	168	3	5	0	0
EH WB (3) 2	176	4.50%	168	3	5	0	0
EH WB (4) 1	182	4.50%	174	1	7	0	0
EH WB (4) 2	182	4.50%	174	1	7	0	0
EH WB (5) 1	182	4.50%	174	1	7	0	0
EH WB (5) 2	182	4.50%	174	1	7	0	0
EH WB (7) 1	182	4.50%	174	1	7	0	0
EH WB (7) 2	182	4.50%	174	1	7	0	0
EH WB (8) 1	182	4.50%	174	1	7	0	0
EH WB (8) 2	182	4.50%	174	1	7	0	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
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EH WB (9)	470	4.00%	449	3	16	1	1
EH WB LT to Spence SB	89	4.00%	86	1	2	0	0
EH WB RT to Fesslers NB	290	4.00%	277	2	10	1	0
Enterprise EB	65	8.00%	60	1	4	0	0
Enterprise WB	50	8.00%	46	1	3	0	0
Ezell EB	290	1.50%	284	1	3	2	0
Ezell WB	680	1.50%	666	2	8	4	0
Ezell WB (1)	680	1.50%	666	2	8	4	0
Ezell WB (2) 1	680	1.50%	666	2	8	4	0
Ezell WB (2) 2	680	1.50%	666	2	8	4	0
Ezell WB LT to Haywood EB 1	220	1.50%	215	1	3	1	0
Ezell WB LT to Haywood EB 2	220	1.50%	215	1	3	1	0
Ezell WB RT to Haywood WB	55	1.50%	54	0	1	0	0
Fesslers NB (3) 1	158	6.50%	147	2	9	0	0
Fesslers NB (3) 2	158	6.50%	147	2	9	0	0
Fesslers NB (4) 1	475	7.50%	438	5	30	1	1
Fesslers NB (4) 1-2	475	7.50%	438	5	30	1	1
Fesslers NB (4) 2	475	7.50%	438	5	30	1	1
Fesslers NB (4) 2-2	475	7.50%	438	5	30	1	1
Fesslers NB (5) 1	270	8.50%	246	4	19	1	0
Fesslers NB (5) 2	270	8.50%	246	4	19	1	0
Fesslers NB (6) 1	267	9.50%	241	4	21	1	0
Fesslers NB (6) 2	267	9.50%	241	4	21	1	0
Fesslers NB LT to I-40 WB	265	2.50%	257	1	6	1	0
Fesslers SB (1) 1	275	9.50%	247	4	22	1	1
Fesslers SB (1) 2	275	9.50%	247	4	22	1	1
Fesslers SB (2) 1	265	9.50%	238	4	22	1	0
Fesslers SB (2) 2	265	9.50%	238	4	22	1	0
Fesslers SB (3) 1	326	8.50%	295	4	24	2	1
Fesslers SB (3) 2	326	8.50%	295	4	24	2	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

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Fesslers SB (4) 1	192	7.50%	177	2	12	1	0
Fesslers SB (4) 2	192	7.50%	177	2	12	1	0
Fesslers to I-40 WB	674	2.50%	654	2	14	3	1
Firestone EB 1	182	11.50%	161	5	16	0	0
Firestone EB 2	182	11.50%	161	5	16	0	0
Firestone WB 1	295	11.50%	260	7	27	1	0
Firestone WB 2	295	11.50%	260	7	27	1	0
Florence EB (1)	530	1.00%	523	1	4	2	0
Florence EB (2)-2	500	1.00%	493	1	4	2	0
Florence WB (1)	680	1.00%	672	1	6	1	0
Florence WB (2)	674	1.00%	667	1	5	1	0
Foster NB (1)	285	4.50%	271	5	8	1	0
Foster NB (1)-2	285	4.50%	271	5	8	1	0
Foster NB (2)	285	4.50%	271	5	8	1	0
Foster SB (1)	260	4.50%	247	5	7	1	0
Foster SB (2)	260	4.50%	247	5	7	1	0
Foster SB (2)-2	260	4.50%	247	5	7	1	0
Glenrose EB (1)	609	2.00%	595	5	7	2	0
Glenrose EB (2)	905	2.50%	879	9	14	3	0
Glenrose EB (2)-2	905	2.50%	879	9	14	3	0
Glenrose WB (1)	176	2.50%	170	2	3	1	0
Glenrose WB (1)-2	176	2.50%	170	2	3	1	0
Glenrose WB (2)	274	2.00%	268	2	3	1	0
Glenrose WB LT to NV EB	211	2.00%	205	2	3	1	0
Glenrose WB RT and LT to NV	65	2.00%	63	1	1	0	0
Green to I-40 EB	795	1.50%	778	2	10	4	1
Harding EB (1) 1	741	2.50%	719	4	14	4	0
Harding EB (1) 2	741	2.50%	719	4	14	4	0
Harding EB (10) 1	568	4.50%	541	6	20	1	0
Harding EB (10) 2	568	4.50%	541	6	20	1	0

Project: I-24 Southeast Choice Lanes
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PIN: 134727.01
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Existing Year: 2024
Scenario: EXISTING

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Harding EB (2) 1	663	2.50%	642	4	13	4	0
Harding EB (2) 2	663	2.50%	642	4	13	4	0
Harding EB (3) 1	800	3.00%	771	5	19	5	0
Harding EB (3) 2	800	3.00%	771	5	19	5	0
Harding EB (4) 1	880	3.00%	848	6	21	5	0
Harding EB (4) 2	880	3.00%	848	6	21	5	0
Harding EB (5) 1	569	3.00%	549	4	13	3	0
Harding EB (5) 2	569	3.00%	549	4	13	3	0
Harding EB (6) 1	674	3.50%	647	5	18	4	0
Harding EB (6) 2	674	3.50%	647	5	18	4	0
Harding EB (7) 1	468	3.50%	451	4	13	0	0
Harding EB (7) 2	468	3.50%	451	4	13	0	0
Harding EB (7A) 1	631	4.00%	604	6	20	1	0
Harding EB (7A) 2	631	4.00%	604	6	20	1	0
Harding EB (8) 1	379	4.00%	364	3	12	0	0
Harding EB (8) 2	379	4.00%	364	3	12	0	0
Harding EB (8) 3	379	4.00%	364	3	12	0	0
Harding EB (9) 1	470	4.00%	451	4	15	0	0
Harding EB (9) 2	470	4.00%	451	4	15	0	0
Harding EB LT to I-24 WB 1	207	4.00%	199	2	6	0	0
Harding EB LT to I-24 WB 2	207	4.00%	199	2	6	0	0
Harding EB LT to Linbar WB	12	2.50%	12	0	0	0	0
Harding EB LT to Metroplex WB	120	4.00%	115	1	4	0	0
Harding EB RT to I-24 EB	620	3.00%	598	4	14	4	0
Harding EB RT to Perimeter EB	200	3.00%	193	1	5	1	0
Harding EB to I-24 WB	415	4.00%	398	4	13	0	0
Harding to I-24 EB (1)	1200	3.00%	1157	8	28	7	0
Harding to I-24 EB (2)	1200	3.00%	1157	8	28	7	0
Harding to I-24 WB	830	3.00%	803	5	20	2	0
Harding to I-24 WB (2)	830	3.00%	803	5	20	2	0

Project: I-24 Southeast Choice Lanes
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Existing Year: 2024
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Harding WB (1) 1	716	4.50%	681	7	26	2	0
Harding WB (1) 2	716	4.50%	681	7	26	2	0
Harding WB (2) 1	647	4.50%	617	6	23	1	0
Harding WB (2) 2	647	4.50%	617	6	23	1	0
Harding WB (3) 1	900	4.00%	862	7	29	2	0
Harding WB (3) 2	900	4.00%	862	7	29	2	0
Harding WB (4) 1	693	4.00%	663	6	22	2	0
Harding WB (4) 2	693	4.00%	663	6	22	2	0
Harding WB (4A) 1	882	3.50%	849	6	25	2	0
Harding WB (4A) 2	882	3.50%	849	6	25	2	0
Harding WB (5) + (5A) 1	592	3.50%	569	5	16	2	0
Harding WB (5) + (5A) 2	592	3.50%	569	5	16	2	0
Harding WB (5) 1	592	3.50%	569	5	16	2	0
Harding WB (5) 2	592	3.50%	569	5	16	2	0
Harding WB (5A) 1	592	3.50%	569	5	16	2	0
Harding WB (5A) 2	592	3.50%	569	5	16	2	0
Harding WB (6) 1	753	3.00%	727	6	17	3	0
Harding WB (6) 2	753	3.00%	727	6	17	3	0
Harding WB (7) 1	687	3.00%	664	5	16	2	0
Harding WB (7) 2	687	3.00%	664	5	16	2	0
Harding WB (8) 1	537	3.00%	519	4	12	2	0
Harding WB (8) 2	537	3.00%	519	4	12	2	0
Harding WB (9) 1	600	2.50%	583	4	11	2	0
Harding WB (9) 2	600	2.50%	583	4	11	2	0
Harding WB LT to I-24 EB 1	290	3.00%	280	2	7	1	0
Harding WB LT to I-24 EB 2	290	3.00%	280	2	7	1	0
Harding WB LT to Linbar EB	290	3.00%	280	2	7	1	0
Harding WB LT to Perimeter EB	55	4.50%	52	1	2	0	0
Harding WB RT to I-24 WB	414	4.00%	397	3	13	1	0
Harding WB to I-24 EB 1	579	3.00%	560	4	13	2	0

Project: I-24 Southeast Choice Lanes
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Harding WB to I-24 WB	414	4.00%	397	3	13	1	0
Haywood EB (1)	894	1.50%	876	3	10	5	0
Haywood EB (10) 1	450	2.00%	440	2	7	1	0
Haywood EB (10) 2	450	2.00%	440	2	7	1	0
Haywood EB (1A) 1	447	1.50%	438	1	5	3	0
Haywood EB (1A) 2	447	1.50%	438	1	5	3	0
Haywood EB (2) 1	402	1.50%	394	1	5	2	0
Haywood EB (2) 2	402	1.50%	394	1	5	2	0
Haywood EB (3) 1	762	1.50%	746	3	9	4	0
Haywood EB (3) 2	762	1.50%	746	3	9	4	0
Haywood EB (4) 1	783	1.50%	766	3	9	5	0
Haywood EB (4) 2	783	1.50%	766	3	9	5	0
Haywood EB (5) 1	547	2.00%	533	2	9	3	0
Haywood EB (5) 2	547	2.00%	533	2	9	3	0
Haywood EB (6) 1	662	2.00%	645	3	10	4	0
Haywood EB (6) 2	662	2.00%	645	3	10	4	0
Haywood EB (7) 1	433	2.00%	423	2	7	1	0
Haywood EB (7) 2	433	2.00%	423	2	7	1	0
Haywood EB (8) 1	531	2.00%	520	2	8	1	0
Haywood EB (8) 2	531	2.00%	520	2	8	1	0
Haywood EB (9) 1	531	2.00%	520	2	8	1	0
Haywood EB (9) 2	531	2.00%	520	2	8	1	0
Haywood EB LT to Antioch WB	255	3.50%	245	2	7	1	0
Haywood EB LT to Ezell EB	29	1.50%	29	0	0	0	0
Haywood EB RT to Antioch EB	645	3.50%	621	5	18	1	0
Haywood EB RT to I-24 EB	470	1.00%	462	1	4	3	0
Haywood EB to I-24 EB	470	1.00%	462	1	4	3	0
Haywood EB to I-24 WB	459	1.50%	452	1	5	1	0
Haywood to I-24 EB	766	1.50%	749	3	9	5	0
Haywood WB (1) 1	450	2.00%	440	2	7	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
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Scenario: EXISTING

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Haywood WB (1) 2	450	2.00%	440	2	7	1	0
Haywood WB (10) 1	323	1.50%	316	1	4	2	0
Haywood WB (10) 2	323	1.50%	316	1	4	2	0
Haywood WB (11)	739	1.50%	724	2	9	4	0
Haywood WB (2) 1	550	2.00%	538	2	9	1	0
Haywood WB (2) 2	550	2.00%	538	2	9	1	0
Haywood WB (3) 1	418	2.00%	408	2	7	1	0
Haywood WB (3) 2	418	2.00%	408	2	7	1	0
Haywood WB (4) + (5) 1	569	2.00%	557	2	9	1	0
Haywood WB (4) + (5) 2	569	2.00%	557	2	9	1	0
Haywood WB (6) 1	570	2.00%	555	3	9	3	0
Haywood WB (6) 2	570	2.00%	555	3	9	3	0
Haywood WB (7) 1	422	1.50%	414	1	5	2	0
Haywood WB (7) 2	422	1.50%	414	1	5	2	0
Haywood WB (8) 1	617	1.50%	604	2	7	4	0
Haywood WB (8) 2	617	1.50%	604	2	7	4	0
Haywood WB (9) 1	537	1.50%	526	2	6	3	0
Haywood WB (9) 2	537	1.50%	526	2	6	3	0
Haywood WB LT to Apache EB	235	1.50%	230	1	3	1	0
Haywood WB LT to I-24 EB	374	1.50%	367	1	4	2	0
Haywood WB RT to Ezell WB	195	1.50%	191	1	2	1	0
Haywood WB to I-24 EB	295	1.50%	289	1	3	2	0
Haywood WB to I-24 WB	265	3.50%	255	2	7	1	0
HH EB (1) 1	125	2.50%	121	1	2	1	0
HH EB (1) 2	125	2.50%	121	1	2	1	0
HH EB (10) 1	240	1.50%	236	1	3	0	0
HH EB (10) 2	240	1.50%	236	1	3	0	0
HH EB (10) 3	240	1.50%	236	1	3	0	0
HH EB (10A) 1	240	1.50%	236	1	3	0	0
HH EB (10A) 2	240	1.50%	236	1	3	0	0

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HH EB (10A) 3	240	1.50%	236	1	3	0	0
HH EB (11) 1	408	1.50%	402	1	5	0	0
HH EB (11) 2	408	1.50%	402	1	5	0	0
HH EB (11) 3	408	1.50%	402	1	5	0	0
HH EB (11A) 1	613	1.50%	603	2	7	1	0
HH EB (11A) 2	613	1.50%	603	2	7	1	0
HH EB (12) 1	524	2.00%	514	2	8	0	0
HH EB (12) 2	524	2.00%	514	2	8	0	0
HH EB (13) 1	123	2.00%	120	1	2	0	0
HH EB (13) 2	123	2.00%	120	1	2	0	0
HH EB (14) 1	245	2.00%	240	1	4	0	0
HH EB (14) 2	245	2.00%	240	1	4	0	0
HH EB (15) 1	238	1.50%	233	1	3	1	0
HH EB (15) 2	238	1.50%	233	1	3	1	0
HH EB (16)	154	1.50%	152	0	2	0	0
HH EB (17) 1	162	1.50%	160	0	2	0	0
HH EB (17) 2	162	1.50%	160	0	2	0	0
HH EB (18) 1	116	1.50%	115	0	1	0	0
HH EB (18) 2	116	1.50%	115	0	1	0	0
HH EB (19)	209	2.50%	204	1	4	0	0
HH EB (2) 1	115	2.50%	111	1	2	1	0
HH EB (2) 2	115	2.50%	111	1	2	1	0
HH EB (3) 1	101	2.50%	97	1	2	1	0
HH EB (3) 2	101	2.50%	97	1	2	1	0
HH EB (4) 1	130	1.00%	128	0	1	1	0
HH EB (4) 2	130	1.00%	128	0	1	1	0
HH EB (5) 1	186	1.00%	184	0	1	1	0
HH EB (5) 2	186	1.00%	184	0	1	1	0
HH EB (5) 3	186	1.00%	184	0	1	1	0
HH EB (6) 1	174	1.00%	172	0	1	1	0

Project: I-24 Southeast Choice Lanes
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HH EB (6) 2	174	1.00%	172	0	1	1	0
HH EB (6) 3	174	1.00%	172	0	1	1	0
HH EB (7) 1	217	1.50%	212	1	3	1	0
HH EB (7) 2	217	1.50%	212	1	3	1	0
HH EB (7) 3	217	1.50%	212	1	3	1	0
HH EB (8) 1	154	1.50%	150	1	2	1	0
HH EB (8) 2	154	1.50%	150	1	2	1	0
HH EB (8) 3	154	1.50%	150	1	2	1	0
HH EB (8A) 1	154	1.50%	150	1	2	1	0
HH EB (8A) 2	154	1.50%	150	1	2	1	0
HH EB (8A) 3	154	1.50%	150	1	2	1	0
HH EB (9) 1	309	1.50%	302	1	4	2	0
HH EB (9) 2	309	1.50%	302	1	4	2	0
HH EB (9) 3	309	1.50%	302	1	4	2	0
HH EB LT to Bell WB 1	87	1.50%	86	0	1	0	0
HH EB LT to Bell WB 2	87	1.50%	86	0	1	0	0
HH EB LT to Cane Ridge WB	15	2.50%	15	0	0	0	0
HH EB LT to I-24 WB	205	1.50%	200	1	4	0	0
HH EB RT to Bell EB	99	1.50%	98	0	1	0	0
HH EB RT to Cane Ridge EB	30	2.50%	29	0	1	0	0
HH EB RT to Crossings Blvd	806	2.00%	788	4	13	1	0
HH EB RT to I-24 EB	190	1.50%	187	1	2	0	0
HH EB to WT 1	17	1.00%	17	0	0	0	0
HH EB to WT 2	17	1.00%	17	0	0	0	0
HH EB to WT WB 1	17	1.00%	17	0	0	0	0
HH EB to WT WB 2	17	1.00%	17	0	0	0	0
HH to I-24 EB (1)	614	1.50%	603	2	7	2	0
HH WB (1)	236	2.50%	229	1	5	1	0
HH WB (10) 1	206	2.00%	202	1	3	0	0
HH WB (10) 2	206	2.00%	202	1	3	0	0

Project: I-24 Southeast Choice Lanes
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HH WB (10) 3	206	2.00%	202	1	3	0	0
HH WB (11) 1	206	2.00%	202	1	3	0	0
HH WB (11) 2	206	2.00%	202	1	3	0	0
HH WB (11) 3	206	2.00%	202	1	3	0	0
HH WB (11A) 1	206	2.00%	202	1	3	0	0
HH WB (11A) 2	206	2.00%	202	1	3	0	0
HH WB (11A) 3	206	2.00%	202	1	3	0	0
HH WB (12) 1	263	2.00%	257	1	4	1	0
HH WB (12) 2	263	2.00%	257	1	4	1	0
HH WB (12) 3	263	2.00%	257	1	4	1	0
HH WB (13) 1	120	1.50%	119	0	1	0	0
HH WB (13) 2	120	1.50%	119	0	1	0	0
HH WB (13) 3	120	1.50%	119	0	1	0	0
HH WB (13A) 1	120	1.50%	119	0	1	0	0
HH WB (13A) 2	120	1.50%	119	0	1	0	0
HH WB (13A) 3	120	1.50%	119	0	1	0	0
HH WB (14) 1	194	1.50%	190	1	2	1	0
HH WB (14) 2	194	1.50%	190	1	2	1	0
HH WB (14) 3	194	1.50%	190	1	2	1	0
HH WB (15) 1	153	1.50%	149	1	2	1	0
HH WB (15) 2	153	1.50%	149	1	2	1	0
HH WB (15) 3	153	1.50%	149	1	2	1	0
HH WB (15A) 1	153	1.50%	149	1	2	1	0
HH WB (15A) 2	153	1.50%	149	1	2	1	0
HH WB (15A) 3	153	1.50%	149	1	2	1	0
HH WB (16) 1	161	1.50%	157	1	2	1	0
HH WB (16) 2	161	1.50%	157	1	2	1	0
HH WB (16) 3	161	1.50%	157	1	2	1	0
HH WB (17) 1	104	1.50%	103	0	1	0	0
HH WB (17) 2	104	1.50%	103	0	1	0	0

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HH WB (18) 1	127	2.50%	124	1	2	0	0
HH WB (18) 2	127	2.50%	124	1	2	0	0
HH WB (1A) 1	115	2.50%	112	1	2	0	0
HH WB (1A) 2	115	2.50%	112	1	2	0	0
HH WB (2) 1	170	2.00%	166	1	3	0	0
HH WB (2) 2	170	2.00%	166	1	3	0	0
HH WB (3) 1	108	2.00%	106	0	2	0	0
HH WB (3) 2	108	2.00%	106	0	2	0	0
HH WB (3) 3	108	2.00%	106	0	2	0	0
HH WB (4) 1	102	2.00%	100	0	2	0	0
HH WB (4) 2	102	2.00%	100	0	2	0	0
HH WB (4) 3	102	2.00%	100	0	2	0	0
HH WB (4) 4	102	2.00%	100	0	2	0	0
HH WB (5) 1	87	2.00%	86	0	1	0	0
HH WB (5) 2	87	2.00%	86	0	1	0	0
HH WB (6) 1	226	1.50%	221	1	3	1	0
HH WB (6) 2	226	1.50%	221	1	3	1	0
HH WB (7) 1	273	1.50%	268	1	3	1	0
HH WB (7) 2	273	1.50%	268	1	3	1	0
HH WB (8) 1	144	1.50%	142	0	2	0	0
HH WB (8) 2	144	1.50%	142	0	2	0	0
HH WB (9) 1	502	2.00%	491	2	8	1	0
HH WB (9) 2	502	2.00%	491	2	8	1	0
HH WB LT (1) to Crossings Blvd EB	256	1.50%	251	1	3	1	0
HH WB LT (2) to Crossings Blvd EB 1	127	1.50%	125	0	2	0	0
HH WB LT (2) to Crossings Blvd EB 2	127	1.50%	125	0	2	0	0
HH WB LT to Bell EB	50	2.00%	49	0	1	0	0
HH WB LT to CR EB 1	22	1.00%	22	0	0	0	0
HH WB LT to CR EB 2	22	1.00%	22	0	0	0	0
HH WB RT to Bell WB	185	2.00%	181	1	3	0	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
HH WB RT to CR WB	45	0.50%	45	0	0	0	0
HH WB RT to I-24 WB	386	4.50%	367	4	14	1	0
HH WB RT to WT 1	62	1.50%	61	0	1	0	0
HH WB RT to WT 2	62	1.50%	61	0	1	0	0
HH WB to Crossings Blvd EB 1	127	1.50%	125	0	2	0	0
HH WB to Crossings Blvd EB 2	127	1.50%	125	0	2	0	0
HH WB to I-24 EB	424	2.00%	415	2	6	1	0
I-24 EB (1) 1	560	15.50%	471	28	59	1	1
I-24 EB (1) 2	560	15.50%	471	28	59	1	1
I-24 EB (1) 3	560	15.50%	471	28	59	1	1
I-24 EB (10) 1	1186	9.50%	1066	25	88	7	0
I-24 EB (10) 2	1186	9.50%	1066	25	88	7	0
I-24 EB (10) 3	1186	9.50%	1066	25	88	7	0
I-24 EB (10) 4	1186	9.50%	1066	25	88	7	0
I-24 EB (11) 1	1189	9.50%	1069	25	88	7	0
I-24 EB (11) 2	1189	9.50%	1069	25	88	7	0
I-24 EB (11) 3	1189	9.50%	1069	25	88	7	0
I-24 EB (11) 4	1189	9.50%	1069	25	88	7	0
I-24 EB (11) 5	1189	9.50%	1069	25	88	7	0
I-24 EB (12A) 1	1388	9.50%	1248	29	103	8	0
I-24 EB (12A) 2	1388	9.50%	1248	29	103	8	0
I-24 EB (12A) 3	1388	9.50%	1248	29	103	8	0
I-24 EB (12A) 4	1388	9.50%	1248	29	103	8	0
I-24 EB (12B) 1	1331	9.50%	1196	28	99	8	0
I-24 EB (12B) 2	1331	9.50%	1196	28	99	8	0
I-24 EB (12B) 3	1331	9.50%	1196	28	99	8	0
I-24 EB (12B) 4	1331	9.50%	1196	28	99	8	0
I-24 EB (13) 1	1,523	9.50%	1368	32	113	9	1
I-24 EB (13) 2	1,523	9.50%	1368	32	113	9	1
I-24 EB (13) 3	1,523	9.50%	1368	32	113	9	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 EB (13) 4	1,523	9.50%	1368	32	113	9	1
I-24 EB (14) 1	1,346	9.50%	1210	28	100	8	0
I-24 EB (14) 2	1,346	9.50%	1210	28	100	8	0
I-24 EB (14) 3	1,346	9.50%	1210	28	100	8	0
I-24 EB (14) 4	1,346	9.50%	1210	28	100	8	0
I-24 EB (15) 1	1,239	9.50%	1114	26	92	7	0
I-24 EB (15) 2	1,239	9.50%	1114	26	92	7	0
I-24 EB (15) 3	1,239	9.50%	1114	26	92	7	0
I-24 EB (15) 4	1,239	9.50%	1114	26	92	7	0
I-24 EB (15) 5	1,239	9.50%	1114	26	92	7	0
I-24 EB (16) 1	1,103	9.50%	992	23	82	6	0
I-24 EB (16) 2	1,103	9.50%	992	23	82	6	0
I-24 EB (16) 3	1,103	9.50%	992	23	82	6	0
I-24 EB (16) 4	1,103	9.50%	992	23	82	6	0
I-24 EB (16) 5	1,103	9.50%	992	23	82	6	0
I-24 EB (17) 1	1,369	9.50%	1231	29	101	8	0
I-24 EB (17) 2	1,369	9.50%	1231	29	101	8	0
I-24 EB (17) 3	1,369	9.50%	1231	29	101	8	0
I-24 EB (17) 4	1,369	9.50%	1231	29	101	8	0
I-24 EB (19) 1	1,542	9.50%	1386	32	114	9	1
I-24 EB (19) 2	1,542	9.50%	1386	32	114	9	1
I-24 EB (19) 3	1,542	9.50%	1386	32	114	9	1
I-24 EB (19) 4	1,542	9.50%	1386	32	114	9	1
I-24 EB (2) 1	768	15.50%	646	38	81	2	1
I-24 EB (2) 2	768	15.50%	646	38	81	2	1
I-24 EB (20) 1	1,361	9.50%	1223	29	101	8	0
I-24 EB (20) 2	1,361	9.50%	1223	29	101	8	0
I-24 EB (20) 3	1,361	9.50%	1223	29	101	8	0
I-24 EB (20) 4	1,361	9.50%	1223	29	101	8	0
I-24 EB (21) 1	1,513	8.00%	1391	27	94	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 EB (21) 1	1,514	8.00%	1383	27	94	9	1
I-24 EB (21) 2	1,513	8.00%	1391	27	94	1	0
I-24 EB (21) 2	1,514	8.00%	1383	27	94	9	1
I-24 EB (21) 3	1,513	8.00%	1391	27	94	1	0
I-24 EB (21) 3	1,514	8.00%	1383	27	94	9	1
I-24 EB (21) 4	1,513	8.00%	1391	27	94	1	0
I-24 EB (21) 4	1,514	8.00%	1383	27	94	9	1
I-24 EB (22) 1	1,260	8.00%	1158	22	79	1	0
I-24 EB (22) 2	1,260	8.00%	1158	22	79	1	0
I-24 EB (22) 3	1,260	8.00%	1158	22	79	1	0
I-24 EB (22) 4	1,260	8.00%	1158	22	79	1	0
I-24 EB (23) 1	1,544	8.00%	1420	27	96	1	0
I-24 EB (23) 2	1,544	8.00%	1420	27	96	1	0
I-24 EB (23) 3	1,544	8.00%	1420	27	96	1	0
I-24 EB (23) 4	1,544	8.00%	1420	27	96	1	0
I-24 EB (24) 1	1,200	8.00%	1103	21	75	1	0
I-24 EB (24) 2	1,200	8.00%	1103	21	75	1	0
I-24 EB (24) 3	1,200	8.00%	1103	21	75	1	0
I-24 EB (24) 4	1,200	8.00%	1103	21	75	1	0
I-24 EB (24A) 1	1,477	8.00%	1358	26	92	1	0
I-24 EB (24A) 2	1,477	8.00%	1358	26	92	1	0
I-24 EB (24A) 3	1,477	8.00%	1358	26	92	1	0
I-24 EB (24A) 4	1,477	8.00%	1358	26	92	1	0
I-24 EB (25) 1	1,453	8.00%	1334	29	87	2	1
I-24 EB (25) 1	1,452	9.50%	1313	30	108	1	0
I-24 EB (25) 2	1,453	8.00%	1334	29	87	2	1
I-24 EB (25) 2	1,452	9.50%	1313	30	108	1	0
I-24 EB (25) 3	1,453	8.00%	1334	29	87	2	1
I-24 EB (25) 3	1,452	9.50%	1313	30	108	1	0
I-24 EB (25) 4	1,453	8.00%	1334	29	87	2	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 EB (25) 4	1,452	9.50%	1313	30	108	1	0
I-24 EB (25A) 1	1,452	9.50%	1313	30	108	1	0
I-24 EB (25A) 2	1,452	9.50%	1313	30	108	1	0
I-24 EB (25A) 3	1,452	9.50%	1313	30	108	1	0
I-24 EB (25A) 4	1,452	9.50%	1313	30	108	1	0
I-24 EB (26) 1	1,453	8.00%	1334	29	87	2	1
I-24 EB (26) 2	1,453	8.00%	1334	29	87	2	1
I-24 EB (26) 3	1,453	8.00%	1334	29	87	2	1
I-24 EB (26) 4	1,453	8.00%	1334	29	87	2	1
I-24 EB (27) 1	1,185	8.00%	1089	23	71	1	1
I-24 EB (27) 2	1,185	8.00%	1089	23	71	1	1
I-24 EB (27) 3	1,185	8.00%	1089	23	71	1	1
I-24 EB (27) 4	1,185	8.00%	1089	23	71	1	1
I-24 EB (28) 1	1,377	8.00%	1265	27	83	1	1
I-24 EB (28) 2	1,377	8.00%	1265	27	83	1	1
I-24 EB (28) 3	1,377	8.00%	1265	27	83	1	1
I-24 EB (28) 4	1,377	8.00%	1265	27	83	1	1
I-24 EB (29) 1	1,377	9.50%	1241	28	103	4	1
I-24 EB (29) 2	1,377	9.50%	1241	28	103	4	1
I-24 EB (29) 3	1,377	9.50%	1241	28	103	4	1
I-24 EB (29) 4	1,377	9.50%	1241	28	103	4	1
I-24 EB (3) 1	689	15.50%	579	34	73	2	1
I-24 EB (3) 2	689	15.50%	579	34	73	2	1
I-24 EB (3) 3	689	15.50%	579	34	73	2	1
I-24 EB (30) 1	1,270	9.50%	1,144	26	95	4	1
I-24 EB (30) 2	1,270	9.50%	1,144	26	95	4	1
I-24 EB (30) 3	1,270	9.50%	1,144	26	95	4	1
I-24 EB (30) 4	1,270	9.50%	1,144	26	95	4	1
I-24 EB (31) 1	1,053	9.50%	949	21	79	3	1
I-24 EB (31) 2	1,053	9.50%	949	21	79	3	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

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I-24 EB (31) 3	1,053	9.50%	949	21	79	3	1
I-24 EB (31) 4	1,053	9.50%	949	21	79	3	1
I-24 EB (32) 1	1,287	9.50%	1,160	26	96	4	1
I-24 EB (32) 2	1,287	9.50%	1,160	26	96	4	1
I-24 EB (32) 3	1,287	9.50%	1,160	26	96	4	1
I-24 EB (32) 4	1,287	9.50%	1,160	26	96	4	1
I-24 EB (32) 5	1,287	9.50%	1,160	26	96	4	1
I-24 EB (3A) 1	1032	15.50%	869	51	109	2	1
I-24 EB (3A) 2	1032	15.50%	869	51	109	2	1
I-24 EB (4) 1	833	14.00%	711	26	91	5	0
I-24 EB (4) 2	833	14.00%	711	26	91	5	0
I-24 EB (5) 1	743	9.50%	668	16	55	4	0
I-24 EB (5) 2	743	9.50%	668	16	55	4	0
I-24 EB (5) 3	743	9.50%	668	16	55	4	0
I-24 EB (6) 1	767	9.50%	689	16	57	5	0
I-24 EB (6) 2	767	9.50%	689	16	57	5	0
I-24 EB (6) 3	767	9.50%	689	16	57	5	0
I-24 EB (6) 4	767	9.50%	689	16	57	5	0
I-24 EB (6) 5	767	9.50%	689	16	57	5	0
I-24 EB (7) 1	843	9.50%	758	18	62	5	0
I-24 EB (7) 2	843	9.50%	758	18	62	5	0
I-24 EB (7) 3	843	9.50%	758	18	62	5	0
I-24 EB (7) 4	843	9.50%	758	18	62	5	0
I-24 EB (7A) 1	1044	9.50%	939	22	77	6	0
I-24 EB (7A) 2	1044	9.50%	939	22	77	6	0
I-24 EB (7A) 3	1044	9.50%	939	22	77	6	0
I-24 EB (7A) 4	1044	9.50%	939	22	77	6	0
I-24 EB (9) 1	1054	9.50%	948	22	78	6	0
I-24 EB (9) 2	1054	9.50%	948	22	78	6	0
I-24 EB (9) 3	1054	9.50%	948	22	78	6	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 EB (9) 4	1054	9.50%	948	22	78	6	0
I-24 EB (9A) 1	1319	9.50%	1185	28	98	8	0
I-24 EB (9A) 2	1319	9.50%	1185	28	98	8	0
I-24 EB (9A) 3	1319	9.50%	1185	28	98	8	0
I-24 EB (9A) 4	1319	9.50%	1185	28	98	8	0
I-24 EB Ramp to Sam Ridley EB	1,110	2.00%	1087	5	17	1	0
I-24 EB to Almaville	1,065	2.50%	1036	7	20	1	1
I-24 EB to Almaville LT 1	272	2.50%	265	2	5	0	0
I-24 EB to Almaville LT 2	272	2.50%	265	2	5	0	0
I-24 EB to Almaville RT	520	2.50%	506	3	10	1	0
I-24 EB to Bell (1)	704	3.50%	676	5	19	4	0
I-24 EB to Bell 1	353	3.50%	338	3	10	2	0
I-24 EB to Bell 2	353	3.50%	338	3	10	2	0
I-24 EB to Briley 1	230	5.00%	217	3	9	1	0
I-24 EB to Briley 2	230	5.00%	217	3	9	1	0
I-24 EB to Briley LT 1	160	5.00%	151	2	6	1	0
I-24 EB to Briley LT 2	160	5.00%	151	2	6	1	0
I-24 EB to Briley RT	140	1.50%	137	0	2	1	0
I-24 EB to Harding	530	4.00%	505	5	17	3	0
I-24 EB to Harding LT	105	3.00%	101	1	2	1	0
I-24 EB to Harding LT	105	3.00%	101	1	2	1	0
I-24 EB to Harding LT 1	105	3.00%	101	1	2	1	0
I-24 EB to Harding LT 2	105	3.00%	101	1	2	1	0
I-24 EB to Harding RT	319	3.00%	308	2	7	2	0
I-24 EB to Haywood EB	229	4.00%	219	2	7	1	0
I-24 EB to Haywood WB (1)	390	2.00%	380	2	6	2	0
I-24 EB to Haywood WB (2) 1	195	3.50%	190	1	3	1	0
I-24 EB to Haywood WB (2) 2	195	3.50%	190	1	3	1	0
I-24 EB to HH	679	3.00%	655	4	16	4	0
I-24 EB to HH LT 1	233	1.00%	229	1	2	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 EB to HH LT 2	233	1.00%	229	1	2	1	0
I-24 EB to HH RT (1)	215	1.00%	212	0	2	1	0
I-24 EB to HH RT (2) 1	108	1.00%	106	0	1	1	0
I-24 EB to HH RT (2) 2	108	1.00%	106	0	1	1	0
I-24 EB to I-440 WB	399	3.00%	386	5	7	1	0
I-24 EB to I-840 EB	865	5.00%	818	9	34	3	1
I-24 EB to I-840 WB	430	5.00%	407	5	17	1	0
I-24 EB to Murf EB	145	1.50%	142	0	2	1	0
I-24 EB to OH	725	11.00%	641	18	62	4	0
I-24 EB to OH LT (1)	230	11.00%	203	6	20	1	0
I-24 EB to OH LT (2)	230	11.00%	203	6	20	1	0
I-24 EB to OH RT	265	11.00%	234	6	23	2	0
I-24 EB to Sam Ridley	269	2.00%	264	1	4	0	0
I-24 EB to Waldron	1,015	8.00%	933	18	63	1	0
I-24 EB to Waldron LT	185	8.00%	170	3	12	0	0
I-24 EB to Waldron RT	831	8.00%	763	15	52	1	0
I-24 EB to WT	40	0.00%	40	0	0	0	0
I-24 EB to WT-2	40	0.00%	40	0	0	0	0
I-24 to I-840 WB	1,065	7.00%	986	16	59	3	1
I-24 WB (10) 1	1,057	9.50%	955	25	75	1	1
I-24 WB (10) 2	1,057	9.50%	955	25	75	1	1
I-24 WB (10) 3	1,057	9.50%	955	25	75	1	1
I-24 WB (10) 4	1,057	9.50%	955	25	75	1	1
I-24 WB (11) 1	1,059	9.50%	956	23	78	1	1
I-24 WB (11) 2	1,059	9.50%	956	23	78	1	1
I-24 WB (11) 3	1,059	9.50%	956	23	78	1	1
I-24 WB (11) 4	1,059	9.50%	956	23	78	1	1
I-24 WB (12) 1	860	8.00%	791	16	53	0	0
I-24 WB (12) 2	860	8.00%	791	16	53	0	0
I-24 WB (12) 3	860	8.00%	791	16	53	0	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

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I-24 WB (12) 4	860	8.00%	791	16	53	0	0
I-24 WB (13) 1	1,146	8.00%	1052	21	71	1	1
I-24 WB (13) 2	1,146	8.00%	1052	21	71	1	1
I-24 WB (13) 3	1,146	8.00%	1052	21	71	1	1
I-24 WB (13) 4	1,146	8.00%	1052	21	71	1	1
I-24 WB (14) 1	1,024	8.00%	940	19	63	1	1
I-24 WB (14) 2	1,024	8.00%	940	19	63	1	1
I-24 WB (14) 3	1,024	8.00%	940	19	63	1	1
I-24 WB (14) 4	1,024	8.00%	940	19	63	1	1
I-24 WB (15) 1	1,253	8.00%	1151	23	77	1	1
I-24 WB (15) 1	1,252	8.00%	1149	20	80	3	0
I-24 WB (15) 2	1,253	8.00%	1151	23	77	1	1
I-24 WB (15) 2	1,252	8.00%	1149	20	80	3	0
I-24 WB (15) 3	1,253	8.00%	1151	23	77	1	1
I-24 WB (15) 3	1,252	8.00%	1149	20	80	3	0
I-24 WB (15) 4	1,253	8.00%	1151	23	77	1	1
I-24 WB (15) 4	1,252	8.00%	1149	20	80	3	0
I-24 WB (16) 1	1,099	8.00%	1008	18	70	3	0
I-24 WB (16) 2	1,099	8.00%	1008	18	70	3	0
I-24 WB (16) 3	1,099	8.00%	1008	18	70	3	0
I-24 WB (16) 4	1,099	8.00%	1008	18	70	3	0
I-24 WB (17) 1	1,281	8.00%	1175	21	82	3	0
I-24 WB (17) 2	1,281	8.00%	1175	21	82	3	0
I-24 WB (17) 3	1,281	8.00%	1175	21	82	3	0
I-24 WB (17) 4	1,281	8.00%	1175	21	82	3	0
I-24 WB (19) 1	1,113	8.00%	1021	18	71	3	0
I-24 WB (19) 2	1,113	8.00%	1021	18	71	3	0
I-24 WB (19) 3	1,113	8.00%	1021	18	71	3	0
I-24 WB (19) 4	1,113	8.00%	1021	18	71	3	0
I-24 WB (20) 1	1,259	9.50%	1137	24	95	3	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 WB (20) 2	1,259	9.50%	1137	24	95	3	0
I-24 WB (20) 3	1,259	9.50%	1137	24	95	3	0
I-24 WB (20) 4	1,259	9.50%	1137	24	95	3	0
I-24 WB (22) 1	1,269	9.50%	1145	25	96	3	0
I-24 WB (22) 2	1,269	9.50%	1145	25	96	3	0
I-24 WB (22) 3	1,269	9.50%	1145	25	96	3	0
I-24 WB (22) 4	1,269	9.50%	1145	25	96	3	0
I-24 WB (23A) 1	1,257	9.50%	1135	24	95	3	0
I-24 WB (23A) 2	1,257	9.50%	1135	24	95	3	0
I-24 WB (23A) 3	1,257	9.50%	1135	24	95	3	0
I-24 WB (23A) 4	1,257	9.50%	1135	24	95	3	0
I-24 WB (23B) 1	1,005	9.50%	908	19	76	2	0
I-24 WB (23B) 2	1,005	9.50%	908	19	76	2	0
I-24 WB (23B) 3	1,005	9.50%	908	19	76	2	0
I-24 WB (23B) 4	1,005	9.50%	908	19	76	2	0
I-24 WB (23B) 5	1,005	9.50%	908	19	76	2	0
I-24 WB (24) 1	1058	8.00%	972	17	67	2	0
I-24 WB (24) 2	1058	8.00%	972	17	67	2	0
I-24 WB (24) 3	1058	8.00%	972	17	67	2	0
I-24 WB (24) 4	1058	8.00%	972	17	67	2	0
I-24 WB (24) 5	1058	8.00%	972	17	67	2	0
I-24 WB (25) 1	1148	8.00%	1053	19	73	3	0
I-24 WB (25) 2	1148	8.00%	1053	19	73	3	0
I-24 WB (25) 3	1148	8.00%	1053	19	73	3	0
I-24 WB (25) 4	1148	8.00%	1053	19	73	3	0
I-24 WB (26) 1	1354	8.00%	1243	22	86	3	0
I-24 WB (26) 2	1354	8.00%	1243	22	86	3	0
I-24 WB (26) 3	1354	8.00%	1243	22	86	3	0
I-24 WB (26) 4	1354	8.00%	1243	22	86	3	0
I-24 WB (27) 1	1077	9.50%	970	25	77	4	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 WB (27) 2	1077	9.50%	970	25	77	4	1
I-24 WB (27) 3	1077	9.50%	970	25	77	4	1
I-24 WB (27) 4	1077	9.50%	970	25	77	4	1
I-24 WB (27A) 1	1159	9.50%	1044	27	83	4	1
I-24 WB (27A) 2	1159	9.50%	1044	27	83	4	1
I-24 WB (27A) 3	1159	9.50%	1044	27	83	4	1
I-24 WB (27A) 4	1159	9.50%	1044	27	83	4	1
I-24 WB (28) 1	1013	9.50%	914	24	72	3	0
I-24 WB (28) 2	1013	9.50%	914	24	72	3	0
I-24 WB (28) 3	1013	9.50%	914	24	72	3	0
I-24 WB (28) 4	1013	9.50%	914	24	72	3	0
I-24 WB (28) 5	1013	9.50%	914	24	72	3	0
I-24 WB (29) 1	1152	9.50%	1038	27	82	4	1
I-24 WB (29) 2	1152	9.50%	1038	27	82	4	1
I-24 WB (29) 3	1152	9.50%	1038	27	82	4	1
I-24 WB (3) 2	858	9.50%	775	16	66	1	0
I-24 WB (3) 3	858	9.50%	775	16	66	1	0
I-24 WB (3) 4	858	9.50%	775	16	66	1	0
I-24 WB (3) 5	858	9.50%	775	16	66	1	0
I-24 WB (30) 1	1050	9.50%	946	25	75	4	0
I-24 WB (30) 2	1050	9.50%	946	25	75	4	0
I-24 WB (30) 3	1050	9.50%	946	25	75	4	0
I-24 WB (31) 1	1285	9.50%	1158	30	92	4	1
I-24 WB (31) 2	1285	9.50%	1158	30	92	4	1
I-24 WB (31) 3	1285	9.50%	1158	30	92	4	1
I-24 WB (31) 4	1285	9.50%	1158	30	92	4	1
I-24 WB (4) 1	853	9.50%	771	15	66	1	0
I-24 WB (4) 2	853	9.50%	771	15	66	1	0
I-24 WB (4) 3	853	9.50%	771	15	66	1	0
I-24 WB (4) 4	853	9.50%	771	15	66	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 WB (5) 1	962	9.50%	870	17	74	1	0
I-24 WB (5) 2	962	9.50%	870	17	74	1	0
I-24 WB (5) 3	962	9.50%	870	17	74	1	0
I-24 WB (5) 4	962	9.50%	870	17	74	1	0
I-24 WB (6) 1	804	9.50%	726	15	62	1	0
I-24 WB (6) 2	804	9.50%	726	15	62	1	0
I-24 WB (6) 3	804	9.50%	726	15	62	1	0
I-24 WB (6) 4	804	9.50%	726	15	62	1	0
I-24 WB (7) 1	979	9.50%	885	18	75	1	0
I-24 WB (7) 2	979	9.50%	885	18	75	1	0
I-24 WB (7) 3	979	9.50%	885	18	75	1	0
I-24 WB (7) 4	979	9.50%	885	18	75	1	0
I-24 WB (8) 1	980	9.50%	885	23	70	1	1
I-24 WB (8) 2	980	9.50%	885	23	70	1	1
I-24 WB (8) 3	980	9.50%	885	23	70	1	1
I-24 WB (8) 4	980	9.50%	885	23	70	1	1
I-24 WB (9) 1	819	9.50%	741	19	58	1	0
I-24 WB (9) 2	819	9.50%	741	19	58	1	0
I-24 WB (9) 3	819	9.50%	741	19	58	1	0
I-24 WB (9) 4	819	9.50%	741	19	58	1	0
I-24 WB from HH	589	4.50%	562	5	21	1	0
I-24 WB from OH	730	5.00%	692	7	29	2	0
I-24 WB from Waldron	919	8.00%	845	17	57	0	0
I-24 WB LT to Murf WB 1	92	10.00%	83	2	7	0	0
I-24 WB LT to Murf WB 2	92	10.00%	83	2	7	0	0
I-24 WB LT to Waldron WB	160	16.00%	134	6	20	0	0
I-24 WB RT to Murf EB	180	10.00%	161	4	14	1	0
I-24 WB RT to Waldron EB	330	16.00%	277	12	41	0	0
I-24 WB to Almaville	340	3.50%	328	3	9	0	0
I-24 WB to Almaville LT	310	3.50%	299	3	8	0	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 WB to Almaville RT	580	3.50%	559	5	15	1	0
I-24 WB to Bell	676	0.50%	670	1	3	2	0
I-24 WB to Bell LT	590	0.50%	586	1	2	1	0
I-24 WB to Briley (1)	1115	8.00%	1021	22	67	4	1
I-24 WB to Briley (2) 1	558	8.00%	511	11	34	2	0
I-24 WB to Briley (2) 2	558	8.00%	511	11	34	2	0
I-24 WB to Briley LT 1	175	8.00%	160	3	11	1	0
I-24 WB to Briley LT 2	175	8.00%	160	3	11	1	0
I-24 WB to Briley RT	765	9.50%	689	18	55	3	0
I-24 WB to Harding 1	353	5.00%	334	4	14	1	0
I-24 WB to Harding 2	353	5.00%	334	4	14	1	0
I-24 WB to Harding LT 1	190	4.00%	182	2	6	0	0
I-24 WB to Harding LT 2	190	4.00%	182	2	6	0	0
I-24 WB to Harding RT	325	4.00%	311	3	10	1	0
I-24 WB to Haywood	505	2.50%	491	3	10	1	0
I-24 WB to Haywood LT	306	2.50%	297	2	6	1	0
I-24 WB to Haywood RT	199	5.50%	188	2	9	0	0
I-24 WB to HH	676	0.50%	670	1	3	2	0
I-24 WB to HH LT 1	84	0.50%	84	0	0	0	0
I-24 WB to HH LT 2	84	0.50%	84	0	0	0	0
I-24 WB to HH RT (1)	505	1.50%	496	2	6	1	0
I-24 WB to HH RT (2) 1	253	1.50%	248	1	3	1	0
I-24 WB to HH RT (2) 2	253	1.50%	248	1	3	1	0
I-24 WB to I-24/I-40 WB (1) 1	1001	18.50%	813	46	139	3	0
I-24 WB to I-24/I-40 WB (1) 2	1001	18.50%	813	46	139	3	0
I-24 WB to I-24/I-40 WB (2) 1	1136	18.50%	921	52	158	4	1
I-24 WB to I-24/I-40 WB (2) 2	1136	18.50%	921	52	158	4	1
I-24 WB to I-40 EB (1) 1	1568	3.50%	1507	14	41	5	1
I-24 WB to I-40 EB (1) 2	1568	3.50%	1507	14	41	5	1
I-24 WB to I-40 EB (2) 1	1813	3.50%	1742	16	48	6	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 WB to I-40 EB (2) 2	1813	3.50%	1742	16	48	6	1
I-24 WB to I-40 EB (3) 1	1306	3.50%	1256	11	34	4	1
I-24 WB to I-40 EB (3) 2	1306	3.50%	1256	11	34	4	1
I-24 WB to I-40 EB (3) 3	1306	3.50%	1256	11	34	4	1
I-24 WB to I-440 1	807	5.00%	764	10	30	3	0
I-24 WB to I-440 2	807	5.00%	764	10	30	3	0
I-24 WB to I-440 WB 1	807	5.00%	764	10	30	3	0
I-24 WB to I-440 WB 2	807	5.00%	764	10	30	3	0
I-24 WB to I-840 EB LL	437	13.50%	378	11	48	0	0
I-24 WB to I-840 EB RL	437	13.50%	378	11	48	0	0
I-24 WB to I-840 WB	635	11.50%	574	11	49	1	0
I-24 WB to Murf	305	9.50%	275	7	22	1	0
I-24 WB to Murf (1) 2	275	100.00%	248	6	20	1	0
I-24 WB to Murf (2) 1	275	10.00%	246	7	21	1	0
I-24 WB to Murf (2) 2	275	10.00%	246	7	21	1	0
I-24 WB to Murff (1) 1	275	9.50%	248	6	20	1	0
I-24 WB to Old Hickory	615	12.00%	540	15	59	1	0
I-24 WB to Old Hickory LT	295	12.00%	259	7	28	1	0
I-24 WB to Old Hickory RT	321	12.00%	281	8	31	1	0
I-24 WB to Sam Ridley	784	5.50%	741	10	33	0	0
I-24 WB to Sam Ridley EB RT-2	644	2.00%	609	8	27	0	0
I-24 WB to Sam Ridley WB LT	140	6.50%	131	2	7	0	0
I-24 WB to Waldron	490	16.00%	411	18	61	0	0
I-24/I-40 EB to I-24 EB 1	724	4.00%	691	6	23	4	0
I-24/I-40 EB to I-24 EB 2	724	4.00%	691	6	23	4	0
I-24WB (28) 1	1013	9.50%	914	24	72	3	0
I-24WB (28) 2	1013	9.50%	914	24	72	3	0
I-24WB (28) 3	1013	9.50%	914	24	72	3	0
I-24WB (28) 4	1013	9.50%	914	24	72	3	0
I-24WB (28) 5	1013	9.50%	914	24	72	3	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-40 EB (1) 1	1767	10.50%	1570	26	159	9	3
I-40 EB (1) 2	1767	10.50%	1570	26	159	9	3
I-40 EB (10) 1	1530	9.50%	1380	46	99	3	2
I-40 EB (10) 2	1530	9.50%	1380	46	99	3	2
I-40 EB (10) 3	1530	9.50%	1380	46	99	3	2
I-40 EB (10) 4	1530	9.50%	1380	46	99	3	2
I-40 EB (10A) 1	1251	9.50%	1128	38	81	3	1
I-40 EB (10A) 2	1251	9.50%	1128	38	81	3	1
I-40 EB (10A) 3	1251	9.50%	1128	38	81	3	1
I-40 EB (10A) 4	1251	9.50%	1128	38	81	3	1
I-40 EB (11) 1	1266	9.50%	1142	38	82	3	1
I-40 EB (11) 2	1266	9.50%	1142	38	82	3	1
I-40 EB (11) 3	1266	9.50%	1142	38	82	3	1
I-40 EB (11) 4	1266	9.50%	1142	38	82	3	1
I-40 EB (11) 5	1266	9.50%	1142	38	82	3	1
I-40 EB (11) 6	1266	9.50%	1142	38	82	3	1
I-40 EB (2) 1	884	10.50%	785	13	80	4	2
I-40 EB (2) 2	884	10.50%	785	13	80	4	2
I-40 EB (2) 3	884	10.50%	785	13	80	4	2
I-40 EB (2) 4	884	10.50%	785	13	80	4	2
I-40 EB (3) 1	866	10.50%	769	13	78	4	2
I-40 EB (3) 2	866	10.50%	769	13	78	4	2
I-40 EB (3) 3	866	10.50%	769	13	78	4	2
I-40 EB (3) 4	866	10.50%	769	13	78	4	2
I-40 EB (3) 5	866	10.50%	769	13	78	4	2
I-40 EB (4) 1	954	10.50%	847	14	86	5	2
I-40 EB (4) 2	954	10.50%	847	14	86	5	2
I-40 EB (4) 3	954	10.50%	847	14	86	5	2
I-40 EB (4) 4	954	10.50%	847	14	86	5	2
I-40 EB (5) 1	954	10.50%	847	14	86	5	2

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

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I-40 EB (5) 2	954	10.50%	847	14	86	5	2
I-40 EB (5) 3	954	10.50%	847	14	86	5	2
I-40 EB (5) 4	954	10.50%	847	14	86	5	2
I-40 EB (6) 1	1183	6.50%	1098	11	66	6	2
I-40 EB (6) 2	1183	6.50%	1098	11	66	6	2
I-40 EB (7) 1	1257	6.50%	1172	19	63	2	1
I-40 EB (7) 2	1257	6.50%	1172	19	63	2	1
I-40 EB (7) 3	1257	6.50%	1172	19	63	2	1
I-40 EB (7) 4	1257	6.50%	1172	19	63	2	1
I-40 EB (7) 5	1257	6.50%	1172	19	63	2	1
I-40 EB (8) 1	1520	9.50%	1371	46	98	3	2
I-40 EB (8) 2	1520	9.50%	1371	46	98	3	2
I-40 EB (8) 3	1520	9.50%	1371	46	98	3	2
I-40 EB (8) 4	1520	9.50%	1371	46	98	3	2
I-40 EB (8) 5	1520	9.50%	1371	46	98	3	2
I-40 EB (9) 1	1900	9.50%	1713	58	123	4	2
I-40 EB (9) 2	1900	9.50%	1713	58	123	4	2
I-40 EB (9) 3	1900	9.50%	1713	58	123	4	2
I-40 EB (9) 4	1900	9.50%	1713	58	123	4	2
I-40 EB to Rundle (1) 1	258	26.50%	188	10	59	1	0
I-40 EB to Rundle (1) 2	258	26.50%	188	10	59	1	0
I-40 EB to Rundle (2) 1	246	26.50%	180	9	56	1	0
I-40 EB to Rundle (2) 2	246	26.50%	180	9	56	1	0
I-40 EB to Rundle RT	21	26.50%	15	1	5	0	0
I-40 EB to SR 155 NB	1115	5.00%	1056	18	38	2	1
I-40 EB to SR 155 NB-2	1115	5.00%	1056	18	38	2	1
I-40 EB to SR 155 SB	165	3.00%	160	1	4	0	0
I-40 WB (10) 1	1226	10.50%	1092	20	109	3	2
I-40 WB (10) 2	1226	10.50%	1092	20	109	3	2
I-40 WB (10) 3	1226	10.50%	1092	20	109	3	2

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

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I-40 WB (10) 4	1226	10.50%	1092	20	109	3	2
I-40 WB (12) 1	1226	10.50%	1092	20	109	3	2
I-40 WB (12) 2	1226	10.50%	1092	20	109	3	2
I-40 WB (12) 3	1226	10.50%	1092	20	109	3	2
I-40 WB (12) 4	1226	10.50%	1092	20	109	3	2
I-40 WB (13) 1	2450	10.50%	2184	40	218	5	3
I-40 WB (13) 2	2450	10.50%	2184	40	218	5	3
I-40 WB (2) 1	1181	9.50%	1065	36	76	2	2
I-40 WB (2) 2	1181	9.50%	1065	36	76	2	2
I-40 WB (2) 3	1181	9.50%	1065	36	76	2	2
I-40 WB (2) 4	1181	9.50%	1065	36	76	2	2
I-40 WB (3) 1	742	9.50%	669	23	48	1	1
I-40 WB (3) 2	742	9.50%	669	23	48	1	1
I-40 WB (3) 3	742	9.50%	669	23	48	1	1
I-40 WB (3) 4	742	9.50%	669	23	48	1	1
I-40 WB (4) 1	771	9.50%	695	24	50	1	1
I-40 WB (4) 2	771	9.50%	695	24	50	1	1
I-40 WB (4) 3	771	9.50%	695	24	50	1	1
I-40 WB (4) 4	771	9.50%	695	24	50	1	1
I-40 WB (5) 1	850	9.50%	766	26	55	1	2
I-40 WB (5) 2	850	9.50%	766	26	55	1	2
I-40 WB (5) 3	850	9.50%	766	26	55	1	2
I-40 WB (5) 4	850	9.50%	766	26	55	1	2
I-40 WB (5) 5	850	9.50%	766	26	55	1	2
I-40 WB (6) 1	784	9.50%	707	24	51	1	1
I-40 WB (6) 2	784	9.50%	707	24	51	1	1
I-40 WB (6) 3	784	9.50%	707	24	51	1	1
I-40 WB (6) 4	784	9.50%	707	24	51	1	1
I-40 WB (6) 5	784	9.50%	707	24	51	1	1
I-40 WB (7) 1	696	9.50%	628	21	45	1	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-40 WB (7) 2	696	9.50%	628	21	45	1	1
I-40 WB (7) 3	696	9.50%	628	21	45	1	1
I-40 WB (7A) 1	2181	9.50%	1966	67	141	3	4
I-40 WB (7A) 2	2181	9.50%	1966	67	141	3	4
I-40 WB (8) 1	1091	10.50%	972	18	97	2	2
I-40 WB (8) 2	1091	10.50%	972	18	97	2	2
I-40 WB (8) 3	1091	10.50%	972	18	97	2	2
I-40 WB (8) 4	1091	10.50%	972	18	97	2	2
I-40 WB (9) 1	1259	10.50%	1122	20	112	3	2
I-40 WB (9) 2	1259	10.50%	1122	20	112	3	2
I-40 WB (9) 3	1259	10.50%	1122	20	112	3	2
I-40 WB (9) 4	1259	10.50%	1122	20	112	3	2
I-40 WB RT to Spence	54	12.00%	48	2	4	0	0
I-40 WB to Green	135	9.50%	122	2	11	0	0
I-40 WB to I-24 EB (1) 1	611	4.00%	584	8	17	1	1
I-40 WB to I-24 EB (1) 2	611	4.00%	584	8	17	1	1
I-40 WB to I-24 EB (1) 3	611	4.00%	584	8	17	1	1
I-40 WB to I-24 EB (1A) 1	915	5.00%	866	15	31	1	2
I-40 WB to I-24 EB (1A) 2	915	5.00%	866	15	31	1	2
I-40 WB to I-24 EB (2)	565	5.00%	535	9	19	1	1
I-40 WB to I-24 EB (2) 1	915	4.00%	875	12	25	1	2
I-40 WB to I-24 EB (2) 2	915	4.00%	875	12	25	1	2
I-40 WB to I-440 WB	1264	4.00%	1209	14	36	4	1
I-40 WB to Spence	331	12.00%	289	13	27	1	1
I-40 WB to Spence LT	274	12.00%	241	11	22	0	0
I-40 WB to SR 155 NB	1436	7.50%	1323	35	73	2	3
I-40 WB to SR 155 SB	322	4.50%	305	5	10	1	1
I-40 WB to SR 155 SB(B)	322	4.50%	305	5	10	1	1
I-40 WB to SR 155 SB-2	322	4.50%	305	5	10	1	1
I-40 WB to SR 155 SBA	322	4.50%	305	5	10	1	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-440 EB (2) 1	941	4.00%	900	15	23	3	0
I-440 EB (2) 2	941	4.00%	900	15	23	3	0
I-440 EB (2) 3	941	4.00%	900	15	23	3	0
I-440 EB (3) 1	941	4.00%	900	15	23	3	0
I-440 EB (3) 2	941	4.00%	900	15	23	3	0
I-440 EB (3) 3	1069	4.00%	1022	17	26	4	0
I-440 EB (3) 4	380	4.00%	365	4	10	1	0
I-440 EB (3A) 1	1069	4.00%	1022	17	26	4	0
I-440 EB (3A) 2	1069	4.00%	1022	17	26	4	0
I-440 EB (3A) 3	1069	4.00%	1022	17	26	4	0
I-440 EB (4) 1	1069	4.00%	1022	17	26	4	0
I-440 EB (4) 2	1069	4.00%	1022	17	26	4	0
I-440 EB (4) 3	1069	4.00%	1022	17	26	4	0
I-440 EB (5) 1	1280	4.00%	1224	20	31	4	1
I-440 EB (5) 2	1280	4.00%	1224	20	31	4	1
I-440 EB (5) 3	1280	4.00%	1224	20	31	4	1
I-440 EB ramp to NV	820	4.00%	784	13	20	3	0
I-440 EB to I-24 EB 1	802	4.00%	767	12	20	3	0
I-440 EB to I-24 EB 2	802	4.00%	767	12	20	3	0
I-440 EB to I-24 WB (1) 1	1117	2.50%	1085	11	17	4	0
I-440 EB to I-24 WB (1) 2	1117	2.50%	1085	11	17	4	0
I-440 EB to I-24 WB (2) 1	994	2.50%	966	10	15	3	0
I-440 EB to I-24 WB (2) 2	994	2.50%	966	10	15	3	0
I-440 EB to I-24 WB (2) 2-2	994	2.50%	966	10	15	3	0
I-440 EB to Murf	245	2.50%	238	2	4	1	0
I-440 EB to NV LT	290	4.00%	277	5	7	1	0
I-440 EB to NV RT	530	4.00%	507	8	13	2	0
I-440 WB (1) 1	961	4.00%	918	11	28	3	1
I-440 WB (1) 2	961	4.00%	918	11	28	3	1
I-440 WB (1) 3	961	4.00%	918	11	28	3	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
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Scenario: EXISTING

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I-440 WB (2) 1	1093	4.00%	1045	12	31	4	1
I-440 WB (2) 2	1093	4.00%	1045	12	31	4	1
I-440 WB (2) 3	1093	4.00%	1045	12	31	4	1
I-440 WB (3) 1	959	4.00%	916	11	28	3	1
I-440 WB (3) 2	959	4.00%	916	11	28	3	1
I-440 WB (3) 3	959	4.00%	916	11	28	3	1
I-440 WB (4) 1	959	4.00%	916	11	28	3	1
I-440 WB (4) 2	959	4.00%	916	11	28	3	1
I-440 WB (4) 3	959	4.00%	916	11	28	3	1
I-440 WB (5) 1	1085	4.00%	1037	12	31	4	1
I-440 WB (5) 2	1085	4.00%	1037	12	31	4	1
I-440 WB (5) 3	1085	4.00%	1037	12	31	4	1
I-440 WB (6) 1	935	4.00%	893	11	27	3	1
I-440 WB (6) 2	935	4.00%	893	11	27	3	1
I-440 WB (6) 3	935	4.00%	893	11	27	3	1
I-440 WB (6) 4	935	4.00%	893	11	27	3	1
I-440 WB (6A) 1	935	4.00%	893	11	27	3	1
I-440 WB (6A) 2	935	4.00%	893	11	27	3	1
I-440 WB (6A) 3	935	4.00%	893	11	27	3	1
I-440 WB (6A) 4	935	4.00%	893	11	27	3	1
I-440 WB LT to NV EB	65	7.00%	60	2	3	0	0
I-440 WB to NV	404	7.00%	375	11	17	1	0
I-440 WB to NV RT	137	7.00%	127	4	6	0	0
I-440 WB to NV RT and LT	203	7.00%	187	6	9	1	0
I-840 EB (1) 1	1,294	11.00%	1,150	30	112	2	0
I-840 EB (1) 2	1,294	11.00%	1,150	30	112	2	0
I-840 EB (2) 1	870	11.00%	773	20	75	2	0
I-840 EB (2) 2	870	11.00%	773	20	75	2	0
I-840 EB (3) 1	868	11.00%	771	20	75	2	0
I-840 EB (3) 2	868	11.00%	771	20	75	2	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
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Scenario: EXISTING

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I-840 EB (3) 3	868	11.00%	771	20	75	2	0
I-840 EB (4) 1	1,085	11.00%	964	25	94	2	0
I-840 EB (4) 2	1,085	11.00%	964	25	94	2	0
I-840 EB (5) 1	1,016	11.00%	902	24	88	2	0
I-840 EB (5) 2	1,016	11.00%	902	24	88	2	0
I-840 EB (5) 3	1,016	11.00%	902	24	88	2	0
I-840 EB to I-24 EB	850	7.50%	785	14	50	1	0
I-840 EB to I-24 WB	435	11.50%	384	11	39	1	0
I-840 to I-24 EB LL	1,110	7.50%	1,022	18	65	4	1
I-840 to I-24 EB RL	1,110	7.50%	1,022	18	65	4	1
I-840 WB (1) 1	1,112	11.00%	985	26	97	3	1
I-840 WB (1) 2	1,112	11.00%	985	26	97	3	1
I-840 WB (1) 3	1,112	11.00%	985	26	97	3	1
I-840 WB (2) 1	631	11.00%	558	15	55	2	1
I-840 WB (2) 2	631	11.00%	558	15	55	2	1
I-840 WB (3) 1	1,162	11.00%	1,030	27	101	3	1
I-840 WB (3) 2	1,162	11.00%	1,030	27	101	3	1
I-840 WB to I-24 EB LL	686	7.50%	631	11	41	2	1
I-840 WB to I-24 EB LL-1	686	7.50%	631	11	41	2	1
I-840 WB to I-24 EB RL	686	7.50%	631	11	41	2	1
I-840 WB to I-24 WB	2,075	8.00%	1,901	35	131	6	2
I-840 WB to I-24 WB RL	2,075	8.00%	1,901	35	131	6	2
Industrial EB (0)	155	11.00%	138	4	13	0	0
Industrial EB (1)	434	11.00%	386	12	36	0	0
Industrial EB (2) 1	714	2.00%	697	4	11	1	1
Industrial EB (2) 2	714	2.00%	697	4	11	1	1
Industrial WB (1) 1	534	2.00%	524	2	8	0	0
Industrial WB (1) 2	534	2.00%	524	2	8	0	0
Industrial WB (2)	535	11.00%	475	15	44	1	0
Industrial WB (3)	170	11.00%	151	5	14	0	0

Project: I-24 Southeast Choice Lanes
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PIN: 134727.01
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Scenario: EXISTING

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Industrial WB (4)	10	11.00%	9	0	1	0	0
Industrial WB LT to Waldron (1)	364	11.00%	324	9	31	0	0
Industrial WB LT to Waldron (2) 1	182	11.00%	162	5	15	0	0
Industrial WB LT to Waldron (2) 2	182	11.00%	162	5	15	0	0
Industrial WB RT to Waldron EB	160	11.00%	142	4	14	0	0
Massman NB	110	2.50%	107	1	2	0	0
Massman NB-2	110	2.50%	107	1	2	0	0
Massman SB	355	2.50%	345	3	6	1	0
Massman SB-2	355	2.50%	345	3	6	1	0
Melrose EB	860	3.50%	827	12	18	3	0
Melrose EB LT to NV WB 1	312	3.50%	300	4	7	1	0
Melrose EB LT to NV WB 2	312	3.50%	300	4	7	1	0
Melrose EB RT and Straight	235	3.50%	226	3	5	1	0
Melrose WB	220	3.50%	211	3	5	1	0
Metroplex EB (1)	319	2.00%	313	1	5	0	0
Metroplex EB (2) 1	183	2.00%	179	1	3	0	0
Metroplex EB (2) 2	183	2.00%	179	1	3	0	0
Metroplex EB LT	155	2.00%	152	1	2	0	0
Metroplex EB pt 2	319	2.00%	313	1	5	0	0
Metroplex LT	155	2.00%	152	1	2	0	0
Metroplex WB	231	2.00%	225	1	4	1	0
Metroplex WB pt 2	231	2.00%	225	1	4	1	0
Murf EB (10) 1	628	3.50%	602	5	17	4	0
Murf EB (10) 2	628	3.50%	602	5	17	4	0
Murf EB (11) 1	718	3.50%	688	6	20	4	0
Murf EB (11) 2	718	3.50%	688	6	20	4	0
Murf EB (12) 1	665	4.00%	634	6	21	4	0
Murf EB (12) 2	665	4.00%	634	6	21	4	0
Murf EB (2) 1	847	6.00%	791	11	40	5	0
Murf EB (2) 2	847	6.00%	791	11	40	5	0

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Existing Year: 2024
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Murf EB (3) 1	732	6.00%	684	10	34	4	0
Murf EB (3) 2	732	6.00%	684	10	34	4	0
Murf EB (4) 1	847	5.50%	796	10	36	5	0
Murf EB (4) 2	847	5.50%	796	10	36	5	0
Murf EB (5) 1	970	5.00%	915	11	38	6	0
Murf EB (5) 2	970	5.00%	915	11	38	6	0
Murf EB (6) 1	704	5.00%	665	8	27	4	0
Murf EB (6) 2	704	5.00%	665	8	27	4	0
Murf EB (7) 1	778	5.00%	734	9	30	5	0
Murf EB (7) 2	778	5.00%	734	9	30	5	0
Murf EB (9) 1	533	5.00%	503	6	21	3	0
Murf EB (9) 2	533	5.00%	503	6	21	3	0
Murf EB LT to Arlington NB	200	6.00%	187	3	9	1	0
Murf EB LT to Spence NB	60	5.00%	57	1	2	0	0
Murf EB RT to Arlington SB	29	6.00%	28	0	1	0	0
Murf EB RT to Plus Park SB	230	3.50%	221	2	6	1	0
Murf EB to I-40 EB	489	4.00%	467	4	15	3	0
Murf WB (1) 1	390	4.00%	373	4	12	1	0
Murf WB (1) 2	390	4.00%	373	4	12	1	0
Murf WB (10) 1	328	6.00%	307	5	15	1	0
Murf WB (10) 2	328	6.00%	307	5	15	1	0
Murf WB (2) 1	488	3.50%	469	4	13	2	0
Murf WB (2) 2	488	3.50%	469	4	13	2	0
Murf WB (3) 1	453	3.50%	435	4	12	2	0
Murf WB (3) 2	453	3.50%	435	4	12	2	0
Murf WB (4) 1	408	3.50%	392	4	11	1	0
Murf WB (4) 2	408	3.50%	392	4	11	1	0
Murf WB (5) 1	719	3.50%	692	6	19	2	0
Murf WB (5) 2	719	3.50%	692	6	19	2	0
Murf WB (6) 1	440	5.00%	416	5	17	2	0

Project: I-24 Southeast Choice Lanes
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Murf WB (6) 2	440	5.00%	416	5	17	2	0
Murf WB (7) 1	324	5.00%	307	4	12	1	0
Murf WB (7) 2	324	5.00%	307	4	12	1	0
Murf WB (8) 1	297	5.50%	280	4	12	1	0
Murf WB (8) 2	297	5.50%	280	4	12	1	0
Murf WB (9) 1	268	5.50%	252	4	11	1	0
Murf WB (9) 2	268	5.50%	252	4	11	1	0
Murf WB LT to Arlington SB	15	5.50%	14	0	1	0	0
Murf WB RT to Arlington NB	34	5.50%	33	0	1	0	0
Murf WB RT to Spence NB	90	3.50%	87	1	2	0	0
Murf WB to I-24 EB	230	1.50%	225	1	3	1	0
Murf WB to I-40 EB	295	2.50%	286	2	6	1	0
Murf WB to I40 WB	265	3.00%	256	2	6	1	0
NV EB (1) 1	794	4.50%	754	10	26	3	1
NV EB (1) 2	794	4.50%	754	10	26	3	1
NV EB (10) 1	620	4.00%	593	7	18	2	0
NV EB (10) 2	620	4.00%	593	7	18	2	0
NV EB (2) 1	620	4.50%	590	8	20	2	0
NV EB (2) 2	620	4.50%	590	8	20	2	0
NV EB (3) 1	723	4.50%	689	9	23	2	0
NV EB (3) 2	723	4.50%	689	9	23	2	0
NV EB (4) 1	803	4.00%	767	9	23	3	1
NV EB (4) 2	803	4.00%	767	9	23	3	1
NV EB (5) 1	868	4.00%	829	10	25	3	1
NV EB (5) 2	868	4.00%	829	10	25	3	1
NV EB (6) 1	627	4.00%	600	7	18	2	0
NV EB (6) 2	627	4.00%	600	7	18	2	0
NV EB (7) 1	437	4.00%	418	5	13	1	0
NV EB (7) 2	437	4.00%	418	5	13	1	0
NV EB (7A) 1	437	4.00%	418	5	13	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
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NV EB (7A) 2	437	4.00%	418	5	13	1	0
NV EB (8) 1	702	4.00%	672	8	20	2	0
NV EB (8) 2	702	4.00%	672	8	20	2	0
NV EB (9) 1	567	4.00%	543	6	16	2	0
NV EB (9) 2	567	4.00%	543	6	16	2	0
NV EB LT to Glenrose EB	344	4.50%	328	4	11	1	0
NV EB LT to Peachtree EB	109	4.00%	105	1	3	0	0
NV EB RT to I-440 EB	380	3.50%	365	4	10	1	0
NV EB RT to I-440 WB	480	3.00%	464	4	10	2	0
NV EB RT to Melrose WB	161	4.00%	153	2	5	1	0
NV WB (1) 1	470	4.00%	449	5	14	2	0
NV WB (1) 2	470	4.00%	449	5	14	2	0
NV WB (2) 1	442	4.00%	423	5	13	1	0
NV WB (2) 2	442	4.00%	423	5	13	1	0
NV WB (3) 1	442	4.00%	423	5	13	1	0
NV WB (3) 2	442	4.00%	423	5	13	1	0
NV WB (4) 1	781	4.00%	746	9	22	3	1
NV WB (4) 2	781	4.00%	746	9	22	3	1
NV WB (5) 1	463	3.50%	444	5	12	2	0
NV WB (5) 2	463	3.50%	444	5	12	2	0
NV WB (6) 1	607	3.50%	584	6	15	2	0
NV WB (6) 2	607	3.50%	584	6	15	2	0
NV WB (7) 1	417	3.50%	401	4	11	1	0
NV WB (7) 2	417	3.50%	401	4	11	1	0
NV WB (8) 1	555	4.00%	531	6	16	2	0
NV WB (8) 2	555	4.00%	531	6	16	2	0
NV WB (9) 1	493	4.00%	471	6	14	2	0
NV WB (9) 2	493	4.00%	471	6	14	2	0
NV WB LT to Melrose WB	25	4.00%	24	0	1	0	0
NV WB RT to I-440 WB	380	1.50%	373	2	4	1	0

Project: I-24 Southeast Choice Lanes
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NV WB RT to I-440 WB-2	380	1.50%	373	2	4	1	0
NV WB to I-440 EB	634	3.00%	613	5	14	2	0
OG Almaville EB (1)	795	1.00%	786	2	6	1	0
OG Almaville EB RT 1	360	1.00%	356	1	3	0	0
OG Almaville EB RT 2	360	1.00%	356	1	3	0	0
OG Almaville WB	530	1.00%	524	1	4	1	0
OH EB (2)	574	3.50%	551	4	16	3	0
OH EB (3)	705	2.50%	683	4	14	4	0
OH EB (4) 1	217	2.50%	211	1	4	1	0
OH EB (4) 2	217	2.50%	211	1	4	1	0
OH EB (5) 1	447	7.50%	411	7	26	3	0
OH EB (5) 2	447	7.50%	411	7	26	3	0
OH EB (6) 1	370	7.50%	342	6	22	0	0
OH EB (6) 2	370	7.50%	342	6	22	0	0
OH EB (6A) 1	370	7.50%	342	6	22	0	0
OH EB (6A) 2	370	7.50%	342	6	22	0	0
OH EB (7) 1	315	9.50%	285	7	23	0	0
OH EB (7) 2	315	9.50%	285	7	23	0	0
OH EB (7) 3	315	9.50%	285	7	23	0	0
OH EB (9) 1	308	5.50%	291	4	13	0	0
OH EB (9) 2	308	5.50%	291	4	13	0	0
OH EB (9) 3	308	5.50%	291	4	13	0	0
OH EB (9A) 1	463	5.50%	437	6	20	0	0
OH EB (9A) 2	463	5.50%	437	6	20	0	0
OH EB (9B)	925	5.50%	873	11	40	1	0
OH EB LT to OW WB	20	3.50%	19	0	1	0	0
OH EB RT to I-24 EB	270	7.00%	249	4	15	2	0
OH EB RT to OW EB	14	3.50%	14	0	0	0	0
OH EB to I-24 WB	155	7.50%	143	3	9	0	0
OH WB (1)	910	5.50%	858	10	40	2	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
OH WB (10)	705	3.50%	678	6	19	2	0
OH WB (2) 1	406	5.50%	382	5	18	1	0
OH WB (2) 2	406	5.50%	382	5	18	1	0
OH WB (4) 1	622	5.50%	562	12	47	1	0
OH WB (4) 2	622	5.50%	562	12	47	1	0
OH WB (5) 1	335	5.50%	309	5	20	1	0
OH WB (5) 2	335	5.50%	309	5	20	1	0
OH WB (6) 1	482	7.50%	445	7	29	1	0
OH WB (6) 2	482	7.50%	445	7	29	1	0
OH WB (7) 1	312	2.50%	303	2	6	1	0
OH WB (7) 2	312	2.50%	303	2	6	1	0
OH WB (7A) 1	312	2.50%	303	2	6	1	0
OH WB (7A) 2	312	2.50%	303	2	6	1	0
OH WB (8)	890	2.50%	864	6	17	3	0
OH WB (8A)	890	2.50%	864	6	17	3	0
OH WB (9)	670	2.50%	651	4	13	2	0
OH WB LT to Firestone EB	99	5.50%	94	1	4	0	0
OH WB LT to OW EB	45	2.50%	44	0	1	0	0
OH WB RT to I-24 WB	575	9.50%	519	11	44	1	0
OH WB RT to OW WB	175	2.50%	170	1	3	1	0
Old Frankin EB	344	0.50%	342	0	1	1	0
Old Frankin EB-2	344	0.50%	342	0	1	1	0
Old Frankin WB	471	0.50%	466	1	2	2	0
Old Frankin WB-2	471	0.50%	466	1	2	2	0
Old Hickory to I-24 EB	609	7.00%	563	9	33	4	0
OW EB (1)	140	1.50%	137	0	2	1	0
OW EB (2)	115	3.50%	113	0	1	1	0
OW EB (3)	170	2.50%	166	1	2	1	0
OW EB RT to OH WB	14	3.50%	14	0	0	0	0
OW WB (1)	39	5.50%	39	0	0	0	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
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Existing Year: 2024
Scenario: EXISTING

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OW WB (2)	30	5.50%	29	0	1	0	0
OW WB (3)	200	1.50%	196	1	2	1	0
OW WB LT to OH WB	10	2.50%	10	0	0	0	0
Peachtree EB	294	3.00%	285	3	5	1	0
Peachtree WB	109	3.00%	106	1	2	0	0
Peachtree WB LT to NV EB	24	3.00%	24	0	0	0	0
Peachtree WB RT to NV WB	50	3.00%	48	1	1	0	0
Perimeter EB	320	1.50%	315	1	4	0	0
Perimeter WB	275	1.50%	270	1	3	1	0
Perimeter WB LT	204	1.50%	201	1	2	0	0
Perimeter WB RT and Straight	236	1.50%	231	1	3	1	0
Plus Park LT to Murf WB	195	1.50%	191	1	2	1	0
Plus Park NB	236	1.50%	231	1	3	1	0
Plus Park RT to Murf EB	39	1.50%	39	0	0	0	0
Plus Park SB	230	1.50%	225	1	3	1	0
Rock Springs EB	314	1.00%	311	1	2	0	0
Rock Springs EB-2	314	1.00%	311	1	2	0	0
Rock Springs WB	375	1.00%	371	1	3	0	0
Rock Springs WB-2	375	1.00%	371	1	3	0	0
Rocky Fork EB	335	1.00%	331	1	3	0	0
Rocky Fork WB	295	1.00%	292	1	2	0	0
Rundle EB (1)	20	0.00%	20	0	0	0	0
Rundle EB (2)	515	0.00%	511	0	0	3	1
Rundle LT to Fesslers	135	0.00%	134	0	0	1	0
Rundle RT to Fesslers	380	0.00%	377	0	0	2	1
Rundle to Fesslers LT	135	0.00%	134	0	0	1	0
Rundle to Fesslers RT	380	0.00%	377	0	0	2	1
S Lyle NB (1)	25	5.00%	24	0	1	0	0
S Lyle SB (1)	65	5.00%	62	1	2	0	0
Sam Ridley (9) 1	674	3.00%	652	5	15	1	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

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Sam Ridley (9) 2	674	3.00%	652	5	15	1	1
Sam Ridley (9) 3	674	3.00%	652	5	15	1	1
Sam Ridley EB (1)	395	2.50%	385	2	8	0	0
Sam Ridley EB (2) 1	437	2.00%	428	2	7	0	0
Sam Ridley EB (2) 2	437	2.00%	428	2	7	0	0
Sam Ridley EB (3) 1	425	2.00%	416	2	7	0	0
Sam Ridley EB (5) 1	212	2.00%	208	1	3	0	0
Sam Ridley EB (5) 2	212	2.00%	208	1	3	0	0
Sam Ridley EB (5A)	425	2.00%	416	2	7	0	0
Sam Ridley EB (7) 1	767	2.50%	747	4	15	1	0
Sam Ridley EB (7) 2	767	2.50%	747	4	15	1	0
Sam Ridley EB (8) 1	767	2.50%	747	4	15	1	0
Sam Ridley EB (8) 2	767	2.50%	747	4	15	1	0
Sam Ridley EB (8A) 1	689	3.00%	666	5	16	1	1
Sam Ridley EB (8A) 2	689	3.00%	666	5	16	1	1
Sam Ridley EB LT to I-24 WB	160	6.50%	149	3	8	0	0
Sam Ridley EB to I-24 EB	449	2.00%	440	2	7	0	0
Sam Ridley EB to I-24 WB	160	6.50%	149	3	8	0	0
Sam Ridley to I-24 WB	1,136	3.50%	1094	9	31	1	1
Sam Ridley WB (1) 1	706	3.00%	685	5	16	0	0
Sam Ridley WB (1) 2	706	3.00%	685	5	16	0	0
Sam Ridley WB (1) 3	706	3.00%	685	5	16	0	0
Sam Ridley WB (2) 1	572	3.00%	555	4	13	0	0
Sam Ridley WB (2) 2	572	3.00%	555	4	13	0	0
Sam Ridley WB (4) 1	572	3.00%	555	4	13	0	0
Sam Ridley WB (4) 2	572	3.00%	555	4	13	0	0
Sam Ridley WB (5) 2	643	2.50%	624	3	13	2	1
Sam Ridley WB (5) 3	643	2.50%	624	3	13	2	1
Sam Ridley WB (6) 1	362	2.00%	354	1	6	1	0
Sam Ridley WB (6) 2	362	2.00%	354	1	6	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

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Sam Ridley WB (7) 1	497	2.00%	486	2	8	1	0
Sam Ridley WB (7) 2	497	2.00%	486	2	8	1	0
Sam Ridley WB (8)	520	2.50%	506	3	10	1	0
Sam Ridley WB LT to I-24 EB	560	2.00%	548	3	9	0	0
Sam Ridley WB to I-24 EB	1,010	2.00%	989	4	16	1	0
Sam Ridley WB to I-24 WB	977	2.00%	950	6	19	1	1
Southlake EB (1)	651	2.50%	630	4	13	4	0
Southlake EB (1A) 1	400	2.50%	388	2	8	2	0
Southlake EB (1A) 2	325	2.50%	315	2	6	2	0
Southlake EB (2) 1	303	2.50%	293	2	6	2	0
Southlake EB (2) 2	303	2.50%	293	2	6	2	0
Southlake EB (3) 1	88	2.50%	85	0	2	1	0
Southlake EB (3) 2	88	2.50%	85	0	2	1	0
Southlake EB LT to Thompson WB	45	2.50%	44	0	1	0	0
Southlake EB RT to Thompson EB	430	2.50%	417	2	8	3	0
Southlake WB (5) 1	208	2.50%	202	1	4	1	0
Southlake WB (5) 2	208	2.50%	202	1	4	1	0
Southlake WB (6)	475	2.50%	461	3	9	2	0
Spence NB (1)	334	8.50%	305	7	21	1	0
Spence NB (2)	334	8.50%	305	7	21	1	0
Spence NB (3)	295	9.50%	266	6	22	1	0
Spence NB (4)	350	11.50%	309	8	32	1	0
Spence NB (5)	365	11.50%	322	13	28	1	1
Spence NB LT to EH WB	50	11.50%	44	2	4	0	0
Spence SB (3)	316	11.50%	278	12	25	1	0
Spence SB (4)	359	11.50%	317	13	28	1	0
Spence SB (5)	359	11.50%	317	13	28	1	0
Spence SB (5A)	635	9.50%	573	19	41	1	1
Spence SB (6)	635	9.50%	573	19	41	1	1
SR 155 NB (1) 1	873	5.50%	822	15	33	2	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
SR 155 NB (1) 2	873	5.50%	822	15	33	2	1
SR 155 NB (1A) 1	1044	5.50%	984	18	39	2	1
SR 155 NB (1A) 2	1044	5.50%	984	18	39	2	1
SR 155 NB (1B) 1	697	5.50%	656	12	26	2	1
SR 155 NB (1B) 2	697	5.50%	656	12	26	2	1
SR 155 NB (1B) 3	697	5.50%	656	12	26	2	1
SR 155 NB (2) 1	536	6.50%	499	11	24	1	1
SR 155 NB (2) 2	536	6.50%	499	11	24	1	1
SR 155 NB (2) 3	536	6.50%	499	11	24	1	1
SR 155 NB (3) 1	906	6.00%	849	17	37	2	1
SR 155 NB (3) 2	906	6.00%	849	17	37	2	1
SR 155 NB (3) 3	906	6.00%	849	17	37	2	1
SR 155 NB (3A) 1	651	6.00%	610	12	27	1	1
SR 155 NB (3A) 2	651	6.00%	610	12	27	1	1
SR 155 NB (3A) 3	651	6.00%	610	12	27	1	1
SR 155 NB (3A) 4	651	6.00%	610	12	27	1	1
SR 155 NB (4) 1	808	6.00%	757	15	33	2	1
SR 155 NB (4) 2	808	6.00%	757	15	33	2	1
SR 155 NB (4) 3	808	6.00%	757	15	33	2	1
SR 155 NB (4) 4	808	6.00%	757	15	33	2	1
SR 155 NB (4) 5	808	6.00%	757	15	33	2	1
SR 155 NB (5) 1	933	6.00%	874	18	38	2	1
SR 155 NB (5) 2	933	6.00%	874	18	38	2	1
SR 155 NB (5) 3	933	6.00%	874	18	38	2	1
SR 155 NB (5) 4	933	6.00%	874	18	38	2	1
SR 155 NB to Elm Hill (1)	309	1.50%	304	1	3	1	0
SR 155 NB to Elm Hill (1A) 1	155	1.50%	152	1	2	0	0
SR 155 NB to Elm Hill (1A) 2	155	1.50%	152	1	2	0	0
SR 155 NB to I-40 EB	484	5.50%	457	8	18	1	0
SR 155 NB to I-40 WB	115	7.50%	106	3	6	0	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
SR 155 SB (1) 1	935	6.00%	876	18	38	1	2
SR 155 SB (1) 2	935	6.00%	876	18	38	1	2
SR 155 SB (1) 3	935	6.00%	876	18	38	1	2
SR 155 SB (1) 4	935	6.00%	876	18	38	1	2
SR 155 SB (1) 5	935	6.00%	876	18	38	1	2
SR 155 SB (2) 1	467	6.00%	437	9	19	1	1
SR 155 SB (2) 2	467	6.00%	437	9	19	1	1
SR 155 SB (2) 3	467	6.00%	437	9	19	1	1
SR 155 SB (2A) 1	860	6.00%	805	17	35	1	2
SR 155 SB (2A) 2	860	6.00%	805	17	35	1	2
SR 155 SB (2B)	860	6.00%	805	17	35	1	2
SR 155 SB (2B) 2	860	6.00%	805	17	35	1	2
SR 155 SB (3) 1	573	6.00%	537	11	23	1	1
SR 155 SB (3) 2	573	6.00%	537	11	23	1	1
SR 155 SB (3) 3	573	6.00%	537	11	23	1	1
SR 155 SB (4) 1	629	6.00%	589	12	26	1	1
SR 155 SB (4) 2	629	6.00%	589	12	26	1	1
SR 155 SB (4) 3	629	6.00%	589	12	26	1	1
SR 155 SB (4A) 1	564	6.50%	525	12	25	1	1
SR 155 SB (4A) 2	564	6.50%	525	12	25	1	1
SR 155 SB (4A) 3	564	6.50%	525	12	25	1	1
SR 155 SB to I-40 (1) 1	1639	6.00%	1534	32	67	3	3
SR 155 SB to I-40 (1) 2	1639	6.00%	1534	32	67	3	3
SR 155 SB to I-40 (1A) 1	1091	6.00%	1022	21	44	2	2
SR 155 SB to I-40 (1A) 2	1091	6.00%	1022	21	44	2	2
SR 155 SB to I-40 (1A) 3	1091	6.00%	1022	21	44	2	2
SR 155 SB to I-40 EB (1) 1	1055	3.00%	1020	10	21	2	2
SR 155 SB to I-40 EB (1) 2	1055	3.00%	1020	10	21	2	2
SR 155 SB to I-40 EB (2) 1	1055	3.00%	1020	10	21	2	2
SR 155 SB to I-40 EB (2) 2	1055	3.00%	1020	10	21	2	2

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
SR 155 SB to I-40 EB (3) 1	1055	3.00%	1020	10	21	2	2
SR 155 SB to I-40 EB (3) 2	1055	3.00%	1020	10	21	2	2
SR 155 SB to I-40 WB (1) 1	583	6.50%	543	12	26	1	1
SR 155 SB to I-40 WB (1) 2	583	6.50%	543	12	26	1	1
SR 155 SB to I-40 WB (2)	1164	6.50%	1085	24	51	2	2
SR 155 to I-40 EB 1	1298	5.50%	1222	23	49	3	1
SR 155 to I-40 EB 2	1298	5.50%	1222	23	49	3	1
Thompson EB (1) 1	889	2.50%	862	5	17	5	0
Thompson EB (1) 2	889	2.50%	862	5	17	5	0
Thompson EB LT to E Thompson EB	185	2.50%	179	1	4	1	0
Thompson EB RT to Southlake WB	59	2.50%	58	0	1	0	0
Tridon 1	80	2.50%	78	0	2	0	0
Tridon 2	164	3.50%	159	1	4	0	0
Waldron (1A) 1	210	2.50%	205	1	4	0	0
Waldron (1A) 2	210	2.50%	205	1	4	0	0
Waldron (2) 1	244	6.50%	229	3	12	0	0
Waldron (2) 2	244	6.50%	229	3	12	0	0
Waldron (3) 1	244	6.50%	229	3	12	0	0
Waldron (3) 2	244	6.50%	229	3	12	0	0
Waldron EB (1)	419	2.50%	409	2	8	0	0
Waldron EB (4) and (5) 1	659	6.50%	616	9	33	1	0
Waldron EB (4) and (5) 2	659	6.50%	616	9	33	1	0
Waldron EB (6) and (6A) 1-2	588	8.00%	540	10	37	1	0
Waldron EB (6) and (6A) 2-2	588	8.00%	540	10	37	1	0
Waldron EB (8) 1	612	7.00%	568	11	32	1	0
Waldron EB (8) 2	612	7.00%	568	11	32	1	0
Waldron EB (9) 1	693	2.50%	643	12	36	1	1
Waldron EB (9) 2	693	2.50%	643	12	36	1	1
Waldron EB LT to I-24 WB 1	72	8.00%	67	1	4	0	0
Waldron EB LT to I-24 WB 2	72	8.00%	67	1	4	0	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Waldron EB RT to I-24 EB	290	2.50%	282	2	6	0	0
Waldron EB RT to Industrial EB	280	8.00%	257	6	17	0	0
Waldron EB to I-24 WB 1	72	8.00%	67	1	4	0	0
Waldron EB to I-24 WB 2	72	8.00%	67	1	4	0	0
Waldron to I-24 EB (1) 1	570	6.50%	531	8	30	1	0
Waldron to I-24 EB (1) 2	570	6.50%	531	8	30	1	0
Waldron to I-24 EB (2)	1,140	6.50%	1065	16	58	1	0
Waldron WB (1) 1	607	7.00%	564	10	33	0	0
Waldron WB (1) 2	607	7.00%	564	10	33	0	0
Waldron WB (1) 3	607	7.00%	564	10	33	0	0
Waldron WB (2) 1	558	7.00%	519	9	30	0	0
Waldron WB (2) 2	558	7.00%	519	9	30	0	0
Waldron WB (2) 3	558	7.00%	519	9	30	0	0
Waldron WB (3) 1	640	7.00%	595	10	35	0	0
Waldron WB (3) 2	640	7.00%	595	10	35	0	0
Waldron WB (4) (5) (6) 1	522	6.50%	488	8	26	0	0
Waldron WB (4) (5) (6) 2	522	6.50%	488	8	26	0	0
Waldron WB (7) 1	295	6.50%	275	4	15	1	0
Waldron WB (7) 2	295	6.50%	275	4	15	1	0
Waldron WB (8)	624	6.50%	583	8	32	1	0
Waldron WB (9)	525	2.50%	511	3	10	1	0
Waldron WB (9A)	595	7.00%	579	3	12	1	0
Waldron WB LT to I-24 EB 1	425	6.50%	396	6	22	1	0
Waldron WB LT to I-24 EB 2	425	6.50%	396	6	22	1	0
Waldron WB LT to Industrial EB	145	7.00%	135	2	8	0	0
Waldron WB RT to Centerpointe WB	150	6.50%	140	2	8	0	0
Waldron WB RT to I-24 WB	774	8.00%	712	14	48	0	0
Waldron WB to I-24 EB (1)	425	6.50%	396	6	22	1	0
Waldron WB to I-24 EB (2)	425	6.50%	396	6	22	1	0
WT EB (1) 1	112	0.50%	111	0	0	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
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WT EB (1) 2	112	0.50%	111	0	0	1	0
WT EB (2)	150	0.50%	148	0	1	1	0
WT EB (2A) 1	74	0.50%	74	0	0	0	0
WT EB (2A) 2	74	0.50%	74	0	0	0	0
WT EB LT to HH EB 1	62	0.50%	62	0	0	0	0
WT EB LT to HH EB 2	62	0.50%	62	0	0	0	0
WT EB RT to HH WB	25	0.50%	25	0	0	0	0
WT to I-24 EB (1)	75	4.50%	71	1	3	0	0
WT to I-24 EB (1A)	75	4.50%	71	1	3	0	0
WT to I-24 EB (2)	690	4.50%	655	7	24	4	0
WT WB (1) 1	79	2.00%	78	0	1	0	0
WT WB (1) 2	79	2.00%	78	0	1	0	0
WT WB (2) 1	100	2.00%	98	0	2	0	0
WT WB (2) 2	100	2.00%	98	0	2	0	0
EH EB (2)	400	4.50%	379	3	15	2	1
EH EB LT to Fesslers	100	4.50%	95	1	4	0	0
EH EB (3) 1	417	4.00%	398	2	14	2	1
EH EB (3) 2	417	4.00%	398	2	14	2	1
EH EB (4) 1	447	4.50%	424	3	17	2	1
EH EB (4) 2	447	4.50%	424	3	17	2	1
EH EB (5) 1	447	4.50%	424	3	17	2	1
EH EB (5) 2	447	4.50%	424	3	17	2	1
EH EB (6) 1	447	4.50%	424	3	17	2	1
EH EB (6) 2	447	4.50%	424	3	17	2	1
EH EB (7) 1	445	4.50%	424	6	14	1	0
EH EB (7) 2	445	4.50%	424	6	14	1	0
EH EB (8) 1	567	4.00%	543	7	15	1	1
EH EB (9) 1	491	4.00%	471	6	13	1	0
EH EB (9) 2	491	4.00%	471	6	13	1	0
EH EB LT to Spence NB	109	4.00%	105	1	3	0	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
EH EB (10) 1	639	4.00%	612	8	17	1	1
EH EB (10) 2	639	4.00%	612	8	17	1	1
EH WB (1) 1	231	4.00%	222	3	6	0	0
EH WB (1) 2	231	4.00%	222	3	6	0	0
EH WB (2) 1	161	4.00%	155	2	4	0	0
EH WB (2) 2	161	4.00%	155	2	4	0	0
EH WB LT to Spence SB	89	4.00%	86	1	2	0	0
EH EB (8) 2	567	4.00%	543	7	15	1	1
EH WB (3) 1	176	4.50%	168	3	5	0	0
EH WB (3) 2	176	4.50%	168	3	5	0	0
EH WB (4) 1	182	4.50%	174	1	7	0	0
EH WB (4) 2	182	4.50%	174	1	7	0	0
EH WB (5) 1	182	4.50%	174	1	7	0	0
EH WB (5) 2	182	4.50%	174	1	7	0	0
EH WB (7) 1	182	4.50%	174	1	7	0	0
EH WB (7) 2	182	4.50%	174	1	7	0	0
EH WB (8) 1	182	4.50%	174	1	7	0	0
EH WB (8) 2	182	4.50%	174	1	7	0	0
EH WB (9)	470	4.00%	449	3	16	1	1
EH WB RT to Fesslers NB	290	4.00%	277	2	10	1	0
EH WB (10)	134	4.50%	128	1	5	0	0
Fesslers NB (3) 1	158	6.50%	147	2	9	0	0
Fesslers NB (3) 2	158	6.50%	147	2	9	0	0
Fesslers NB (4) 1	475	7.50%	438	5	30	1	1
Fesslers NB (4) 2	475	7.50%	438	5	30	1	1
Fesslers NB LT to I-40 WB	265	2.50%	257	1	6	1	0
Fesslers NB (5) 1	270	8.50%	246	4	19	1	0
Fesslers NB (5) 2	270	8.50%	246	4	19	1	0
Fesslers NB (6) 1	267	9.50%	241	4	21	1	0
Fesslers NB (6) 2	267	9.50%	241	4	21	1	0

Project: I-24 Southeast Choice Lanes
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PIN: 134727.01
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Fesslers SB (1) 1	275	9.50%	247	4	22	1	1
Fesslers SB (1) 2	275	9.50%	247	4	22	1	1
Fesslers SB (2) 1	265	9.50%	238	4	22	1	0
Fesslers SB (2) 2	265	9.50%	238	4	22	1	0
Fesslers SB (3) 1	326	8.50%	295	4	24	2	1
Fesslers SB (3) 2	326	8.50%	295	4	24	2	1
Fesslers SB (4) 1	192	7.50%	177	2	12	1	0
Fesslers SB (4) 2	192	7.50%	177	2	12	1	0
Arlington NB (1)	106	11.00%	93	3	9	1	0
Arlington NB (2)	260	6.50%	242	4	13	1	0
Arlington SB (1)	245	6.50%	228	5	11	1	0
Arlington SB (2)	49	11.00%	44	1	4	0	0
Plus Park LT to Murf WB	195	1.50%	191	1	2	1	0
Plus Park RT to Murf EB	39	1.50%	39	0	0	0	0
Spence NB (1)	334	8.50%	305	7	21	1	0
Spence NB (2)	334	8.50%	305	7	21	1	0
Spence NB (3)	295	9.50%	266	6	22	1	0
Spence NB (4)	350	11.50%	309	8	32	1	0
Spence NB (5)	365	11.50%	322	13	28	1	1
Spence NB LT to EH WB	50	11.50%	44	2	4	0	0
Spence SB (3)	316	11.50%	278	12	25	1	0
Spence SB (4)	359	11.50%	317	13	28	1	0
Spence SB (5)	359	11.50%	317	13	28	1	0
Spence SB (6)	635	9.50%	573	19	41	1	1
Fesslers NB (4) 1-2	475	7.50%	438	5	30	1	1
Fesslers NB (4) 2-2	475	7.50%	438	5	30	1	1
Arlington NB (3)	255	6.50%	237	3	14	1	0
Arlington SB (3)	265	6.50%	246	4	13	2	0
Spence SB (5A)	635	9.50%	573	19	41	1	1
Plus Park NB	236	1.50%	231	1	3	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

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Plus Park SB	230	1.50%	225	1	3	1	0
I-40 WB (7) 1	696	9.50%	628	21	45	1	1
I-40 WB (7) 2	696	9.50%	628	21	45	1	1
I-40 WB (7) 3	696	9.50%	628	21	45	1	1
I-40 WB to I-24 EB (2) 2	915	4.00%	875	12	25	1	2
I-40 WB to I-24 EB (2) 1	915	4.00%	875	12	25	1	2
I-24 EB to Murf EB	145	1.50%	142	0	2	1	0
Murf EB to I-40 EB	489	4.00%	467	4	15	3	0
Murf EB (6) 2	704	5.00%	665	8	27	4	0
Murf EB (7) 2	778	5.00%	734	9	30	5	0
Murf EB (6) 1	704	5.00%	665	8	27	4	0
I-24 WB to I-40 EB (2) 1	1813	3.50%	1742	16	48	6	1
I-24 WB to I-40 EB (2) 2	1813	3.50%	1742	16	48	6	1
Murf WB to I-40 EB	295	2.50%	286	2	6	1	0
I-24 WB to I-40 EB (3) 3	1306	3.50%	1256	11	34	4	1
I-24 WB to I-24/I-40 WB (1) 1	1001	18.50%	813	46	139	3	0
I-24 WB to I-24/I-40 WB (1) 2	1001	18.50%	813	46	139	3	0
Murf WB to I40 WB	265	3.00%	256	2	6	1	0
I-40 WB to Spence	331	12.00%	289	13	27	1	1
I-40 WB to Spence LT	274	12.00%	241	11	22	0	0
I-40 WB RT to Spence	54	12.00%	48	2	4	0	0
I-40 WB (5) 5	850	9.50%	766	26	55	1	2
I-40 WB (5) 4	850	9.50%	766	26	55	1	2
I-40 WB (5) 3	850	9.50%	766	26	55	1	2
I-40 WB (5) 2	850	9.50%	766	26	55	1	2
I-40 WB (5) 1	850	9.50%	766	26	55	1	2
Murf EB (7) 1	778	5.00%	734	9	30	5	0
I-40 WB (6) 5	784	9.50%	707	24	51	1	1
I-40 WB (6) 4	784	9.50%	707	24	51	1	1
I-40 WB (6) 3	784	9.50%	707	24	51	1	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

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I-40 WB (6) 2	784	9.50%	707	24	51	1	1
I-40 WB (6) 1	784	9.50%	707	24	51	1	1
Murf WB (7) 2	324	5.00%	307	4	12	1	0
Murf WB (7) 1	324	5.00%	307	4	12	1	0
I-40 WB to I-24 EB (1) 3	611	4.00%	584	8	17	1	1
I-24 EB (3A) 2	1032	15.50%	869	51	109	2	1
I-24 EB (3A) 1	1032	15.50%	869	51	109	2	1
I-24 EB (3) 2	689	15.50%	579	34	73	2	1
I-24 EB (3) 1	689	15.50%	579	34	73	2	1
I-40 WB to I-24 EB (1) 2	611	4.00%	584	8	17	1	1
I-40 WB to I-24 EB (1) 1	611	4.00%	584	8	17	1	1
I-40 WB (12) 1	1226	10.50%	1092	20	109	3	2
I-40 WB (12) 2	1226	10.50%	1092	20	109	3	2
I-40 WB (12) 3	1226	10.50%	1092	20	109	3	2
I-40 WB (12) 4	1226	10.50%	1092	20	109	3	2
I-40 WB (13) 1	2450	10.50%	2184	40	218	5	3
I-40 WB (13) 2	2450	10.50%	2184	40	218	5	3
I-40 EB (1) 1	1767	10.50%	1570	26	159	9	3
I-40 EB (1) 2	1767	10.50%	1570	26	159	9	3
I-40 EB (2) 1	884	10.50%	785	13	80	4	2
I-40 EB (2) 2	884	10.50%	785	13	80	4	2
I-40 EB (2) 3	884	10.50%	785	13	80	4	2
I-40 EB (2) 4	884	10.50%	785	13	80	4	2
I-40 EB (3) 1	866	10.50%	769	13	78	4	2
I-40 EB (3) 2	866	10.50%	769	13	78	4	2
I-40 EB (3) 3	866	10.50%	769	13	78	4	2
I-40 EB (3) 4	866	10.50%	769	13	78	4	2
I-40 EB (3) 5	866	10.50%	769	13	78	4	2
I-40 EB (4) 1	954	10.50%	847	14	86	5	2
I-40 EB (4) 2	954	10.50%	847	14	86	5	2

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
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Scenario: EXISTING

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I-40 EB (4) 3	954	10.50%	847	14	86	5	2
I-40 EB (4) 4	954	10.50%	847	14	86	5	2
I-40 EB (5) 1	954	10.50%	847	14	86	5	2
I-40 EB (5) 2	954	10.50%	847	14	86	5	2
I-40 EB (5) 3	954	10.50%	847	14	86	5	2
I-40 EB (5) 4	954	10.50%	847	14	86	5	2
Green to I-40 EB	795	1.50%	778	2	10	4	1
I-40 EB to Rundle (1) 1	258	26.50%	188	10	59	1	0
I-40 EB to Rundle (1) 2	258	26.50%	188	10	59	1	0
I-40 EB to Rundle (2) 1	246	26.50%	180	9	56	1	0
I-40 EB to Rundle (2) 2	246	26.50%	180	9	56	1	0
I-40 EB to Rundle RT	21	26.50%	15	1	5	0	0
Rundle to Fesslers LT	135	0.00%	134	0	0	1	0
Rundle to Fesslers RT	380	0.00%	377	0	0	2	1
Rundle EB (1)	20	0.00%	20	0	0	0	0
Rundle EB (2)	515	0.00%	511	0	0	3	1
EH EB (1)	515	4.50%	488	3	20	3	1
EH EB (2)	400	4.50%	379	3	15	2	1
EH EB LT to Fesslers NB	100	4.50%	95	1	4	0	0
EH EB (3) 1	417	4.00%	398	2	14	2	1
EH EB (3) 2	417	4.00%	398	2	14	2	1
EH WB (8) 1	182	4.50%	174	1	7	0	0
EH WB (8) 2	182	4.50%	174	1	7	0	0
EH WB (9)	470	4.00%	449	3	16	1	1
EH WB RT to Fesslers NB	290	4.00%	277	2	10	1	0
EH WB (10)	134	4.50%	128	1	5	0	0
Fesslers NB (3) 1	158	6.50%	147	2	9	0	0
Fesslers NB (3) 2	158	6.50%	147	2	9	0	0
Fesslers NB (4) 1	475	7.50%	438	5	30	1	1
Fesslers NB (4) 2	475	7.50%	438	5	30	1	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
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Fesslers NB LT to I-40 WB	265	2.50%	257	1	6	1	0
Fesslers NB (5) 1	270	8.50%	246	4	19	1	0
Fesslers NB (5) 2	270	8.50%	246	4	19	1	0
Fesslers NB (6) 1	267	9.50%	241	4	21	1	0
Fesslers NB (6) 2	267	9.50%	241	4	21	1	0
Fesslers SB (1) 1	275	9.50%	247	4	22	1	1
Fesslers SB (1) 2	275	9.50%	247	4	22	1	1
Fesslers SB (2) 1	265	9.50%	238	4	22	1	0
Fesslers SB (2) 2	265	9.50%	238	4	22	1	0
Fesslers SB (3) 1	326	8.50%	295	4	24	2	1
Fesslers SB (3) 2	326	8.50%	295	4	24	2	1
Fesslers SB (4) 1	192	7.50%	177	2	12	1	0
Fesslers SB (4) 2	192	7.50%	177	2	12	1	0
Fesslers to I-40 WB	674	2.50%	654	2	14	3	1
I-40 WB to Green	135	9.50%	122	2	11	0	0
I-40 WB (10) 4	1226	10.50%	1092	20	109	3	2
I-40 WB (10) 3	1226	10.50%	1092	20	109	3	2
I-40 WB (10) 2	1226	10.50%	1092	20	109	3	2
I-40 WB (10) 1	1226	10.50%	1092	20	109	3	2
I-40 WB (9) 4	1259	10.50%	1122	20	112	3	2
I-40 WB (9) 3	1259	10.50%	1122	20	112	3	2
I-40 WB (9) 2	1259	10.50%	1122	20	112	3	2
I-40 WB (9) 1	1259	10.50%	1122	20	112	3	2
I-40 WB (8) 4	1091	10.50%	972	18	97	2	2
I-40 WB (8) 3	1091	10.50%	972	18	97	2	2
I-40 WB (8) 2	1091	10.50%	972	18	97	2	2
I-40 WB (8) 1	1091	10.50%	972	18	97	2	2
I-40 EB (7) 1	1257	6.50%	1172	19	63	2	1
I-40 EB (7) 2	1257	6.50%	1172	19	63	2	1
I-40 EB (7) 3	1257	6.50%	1172	19	63	2	1

Project: I-24 Southeast Choice Lanes
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I-40 EB (7) 4	1257	6.50%	1172	19	63	2	1
I-40 EB (7) 5	1257	6.50%	1172	19	63	2	1
I-40 EB (8) 1	1520	9.50%	1371	46	98	3	2
I-40 EB (8) 2	1520	9.50%	1371	46	98	3	2
I-40 EB (8) 3	1520	9.50%	1371	46	98	3	2
I-40 EB (8) 4	1520	9.50%	1371	46	98	3	2
I-40 EB (8) 5	1520	9.50%	1371	46	98	3	2
I-40 EB (9) 1	1900	9.50%	1713	58	123	4	2
I-40 EB (9) 2	1900	9.50%	1713	58	123	4	2
I-40 EB (9) 3	1900	9.50%	1713	58	123	4	2
I-40 EB (9) 4	1900	9.50%	1713	58	123	4	2
I-40 EB (10) 1	1530	9.50%	1380	46	99	3	2
I-40 EB (10) 2	1530	9.50%	1380	46	99	3	2
I-40 EB (10) 3	1530	9.50%	1380	46	99	3	2
I-40 EB (10) 4	1530	9.50%	1380	46	99	3	2
I-40 EB (11) 1	1266	9.50%	1142	38	82	3	1
I-40 EB (11) 3	1266	9.50%	1142	38	82	3	1
I-40 EB (11) 4	1266	9.50%	1142	38	82	3	1
I-40 EB (11) 5	1266	9.50%	1142	38	82	3	1
I-40 EB (11) 6	1266	9.50%	1142	38	82	3	1
I-40 WB (2) 1	1181	9.50%	1065	36	76	2	2
I-40 WB (2) 2	1181	9.50%	1065	36	76	2	2
I-40 WB (2) 3	1181	9.50%	1065	36	76	2	2
I-40 WB (2) 4	1181	9.50%	1065	36	76	2	2
I-40 WB (3) 1	742	9.50%	669	23	48	1	1
I-40 WB (3) 2	742	9.50%	669	23	48	1	1
I-40 WB (3) 3	742	9.50%	669	23	48	1	1
I-40 WB (3) 4	742	9.50%	669	23	48	1	1
I-40 EB to SR 155 SB	165	3.00%	160	1	4	0	0
I-40 EB to SR 155 NB	1115	5.00%	1056	18	38	2	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
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Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
SR 155 NB to I-40 EB	484	5.50%	457	8	18	1	0
I-40 WB to SR 155 SB	322	4.50%	305	5	10	1	1
I-40 WB to SR 155 NB	1436	7.50%	1323	35	73	2	3
SR 155 SB to I-40 (1) 1	1639	6.00%	1534	32	67	3	3
SR 155 SB to I-40 (1) 2	1639	6.00%	1534	32	67	3	3
SR 155 SB to I-40 (1A) 1	1091	6.00%	1022	21	44	2	2
SR 155 SB to I-40 (1A) 2	1091	6.00%	1022	21	44	2	2
SR 155 SB to I-40 (1A) 3	1091	6.00%	1022	21	44	2	2
SR 155 SB to I-40 EB (1) 1	1055	3.00%	1020	10	21	2	2
SR 155 SB to I-40 EB (1) 2	1055	3.00%	1020	10	21	2	2
SR 155 to I-40 EB 1	1298	5.50%	1222	23	49	3	1
SR 155 to I-40 EB 2	1298	5.50%	1222	23	49	3	1
SR 155 SB to I-40 WB (1) 1	583	6.50%	543	12	26	1	1
SR 155 SB to I-40 WB (1) 2	583	6.50%	543	12	26	1	1
SR 155 NB (1) 1	873	5.50%	822	15	33	2	1
SR 155 NB (1) 2	873	5.50%	822	15	33	2	1
SR 155 NB (1B) 3	697	5.50%	656	12	26	2	1
SR 155 NB (2) 1	536	6.50%	499	11	24	1	1
SR 155 NB (2) 2	536	6.50%	499	11	24	1	1
SR 155 NB (2) 3	536	6.50%	499	11	24	1	1
SR 155 NB (3) 1	906	6.00%	849	17	37	2	1
SR 155 NB (3) 2	906	6.00%	849	17	37	2	1
SR 155 NB (3) 3	906	6.00%	849	17	37	2	1
SR 155 NB (3A) 1	651	6.00%	610	12	27	1	1
SR 155 NB (3A) 2	651	6.00%	610	12	27	1	1
SR 155 NB (3A) 3	651	6.00%	610	12	27	1	1
SR 155 NB (3A) 4	651	6.00%	610	12	27	1	1
SR 155 NB (4) 1	808	6.00%	757	15	33	2	1
SR 155 NB (4) 2	808	6.00%	757	15	33	2	1
SR 155 NB (4) 3	808	6.00%	757	15	33	2	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
SR 155 NB (4) 4	808	6.00%	757	15	33	2	1
SR 155 NB (4) 5	808	6.00%	757	15	33	2	1
SR 155 NB (5) 1	933	6.00%	874	18	38	2	1
SR 155 NB (5) 2	933	6.00%	874	18	38	2	1
SR 155 NB (5) 3	933	6.00%	874	18	38	2	1
SR 155 NB (5) 4	933	6.00%	874	18	38	2	1
SR 155 NB to Elm Hill (1)	309	1.50%	304	1	3	1	0
SR 155 NB to Elm Hill (1A) 1	155	1.50%	152	1	2	0	0
SR 155 NB to Elm Hill (1A) 2	155	1.50%	152	1	2	0	0
SR 155 SB (1) 1	935	6.00%	876	18	38	1	2
SR 155 SB (1) 2	935	6.00%	876	18	38	1	2
SR 155 SB (1) 3	935	6.00%	876	18	38	1	2
SR 155 SB (1) 4	935	6.00%	876	18	38	1	2
SR 155 SB (1) 5	935	6.00%	876	18	38	1	2
SR 155 SB (2) 1	467	6.00%	437	9	19	1	1
SR 155 SB (2) 2	467	6.00%	437	9	19	1	1
SR 155 SB (2) 3	467	6.00%	437	9	19	1	1
SR 155 SB (2A) 1	860	6.00%	805	17	35	1	2
SR 155 SB (2A) 2	860	6.00%	805	17	35	1	2
SR 155 SB (3) 1	573	6.00%	537	11	23	1	1
SR 155 SB (3) 2	573	6.00%	537	11	23	1	1
SR 155 SB (3) 3	573	6.00%	537	11	23	1	1
SR 155 SB (4) 1	629	6.00%	589	12	26	1	1
SR 155 SB (4) 2	629	6.00%	589	12	26	1	1
SR 155 SB (4) 3	629	6.00%	589	12	26	1	1
SR 155 SB (4A) 1	564	6.50%	525	12	25	1	1
SR 155 SB (4A) 2	564	6.50%	525	12	25	1	1
SR 155 SB (4A) 3	564	6.50%	525	12	25	1	1
Massman NB	110	2.50%	107	1	2	0	0
Massman SB	355	2.50%	345	3	6	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
EH EB (10) 1	639	4.00%	612	8	17	1	1
EH EB (10) 2	639	4.00%	612	8	17	1	1
EH WB (1) 1	231	4.00%	222	3	6	0	0
EH WB (1) 2	231	4.00%	222	3	6	0	0
Massman NB-2	110	2.50%	107	1	2	0	0
Massman SB-2	355	2.50%	345	3	6	1	0
SR 155 SB to I-40 EB (3) 1	1055	3.00%	1020	10	21	2	2
SR 155 SB to I-40 EB (3) 2	1055	3.00%	1020	10	21	2	2
SR 155 SB (2B) 2	860	6.00%	805	17	35	1	2
SR 155 SB (2B)	860	6.00%	805	17	35	1	2
I-40 WB to SR 155 SB-2	322	4.50%	305	5	10	1	1
SR 155 SB to I-40 EB (2) 2	1055	3.00%	1020	10	21	2	2
SR 155 SB to I-40 EB (2) 1	1055	3.00%	1020	10	21	2	2
I-40 WB to SR 155 SBA	322	4.50%	305	5	10	1	1
I-40 WB to SR 155 SB(B)	322	4.50%	305	5	10	1	1
SR 155 NB (1A) 1	1044	5.50%	984	18	39	2	1
SR 155 NB (1A) 2	1044	5.50%	984	18	39	2	1
SR 155 SB to I-40 WB (2)	1164	6.50%	1085	24	51	2	2
I-40 WB (6) 5	784	9.50%	707	24	51	1	1
I-40 WB (6) 4	784	9.50%	707	24	51	1	1
I-40 WB (6) 3	784	9.50%	707	24	51	1	1
I-40 WB (6) 1	784	9.50%	707	24	51	1	1
I-40 WB (6) 2	784	9.50%	707	24	51	1	1
I-40 WB (4) 1	771	9.50%	695	24	50	1	1
I-40 WB (4) 2	771	9.50%	695	24	50	1	1
I-40 WB (4) 3	771	9.50%	695	24	50	1	1
I-40 WB (4) 4	771	9.50%	695	24	50	1	1
I-40 EB to SR 155 NB-2	1115	5.00%	1056	18	38	2	1
I-40 EB (11) 2	1266	9.50%	1142	38	82	3	1
I-40 EB (10A) 1	1251	9.50%	1128	38	81	3	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-40 EB (10A) 3	1251	9.50%	1128	38	81	3	1
I-40 EB (10A) 2	1251	9.50%	1128	38	81	3	1
I-40 EB (10A) 4	1251	9.50%	1128	38	81	3	1
SR 155 NB (1B) 2	697	5.50%	656	12	26	2	1
SR 155 NB (1B) 1	697	5.50%	656	12	26	2	1
SR 155 NB to I-40 WB	115	7.50%	106	3	6	0	0
I-40 WB (5) 5	850	9.50%	766	26	55	1	2
I-40 WB (5) 4	850	9.50%	766	26	55	1	2
I-40 WB (5) 3	850	9.50%	766	26	55	1	2
I-40 WB (5) 1	850	9.50%	766	26	55	1	2
I-40 WB (5) 2	850	9.50%	766	26	55	1	2
I-40 EB (7) 1	1257	6.50%	1172	19	63	2	1
I-40 EB (7) 2	1257	6.50%	1172	19	63	2	1
I-40 EB (7) 3	1257	6.50%	1172	19	63	2	1
I-40 EB (7) 4	1257	6.50%	1172	19	63	2	1
I-40 EB (7) 5	1257	6.50%	1172	19	63	2	1
I-40 EB (8) 1	1520	9.50%	1371	46	98	3	2
I-40 EB (8) 2	1520	9.50%	1371	46	98	3	2
I-40 EB (8) 3	1520	9.50%	1371	46	98	3	2
I-40 EB (8) 4	1520	9.50%	1371	46	98	3	2
I-40 EB (8) 5	1520	9.50%	1371	46	98	3	2
I-40 EB (9) 1	1900	9.50%	1713	58	123	4	2
I-40 EB (9) 2	1900	9.50%	1713	58	123	4	2
I-40 EB (9) 3	1900	9.50%	1713	58	123	4	2
I-40 EB (9) 4	1900	9.50%	1713	58	123	4	2
I-40 EB (10) 1	1530	9.50%	1380	46	99	3	2
I-40 EB (10) 2	1530	9.50%	1380	46	99	3	2
I-40 EB (10) 3	1530	9.50%	1380	46	99	3	2
I-40 EB (10) 4	1530	9.50%	1380	46	99	3	2
I-40 EB (11) 1	1266	9.50%	1142	38	82	3	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-40 EB (11) 3	1266	9.50%	1142	38	82	3	1
I-40 EB (11) 4	1266	9.50%	1142	38	82	3	1
I-40 EB (11) 5	1266	9.50%	1142	38	82	3	1
I-40 EB (11) 6	1266	9.50%	1142	38	82	3	1
I-40 WB (2) 1	1181	9.50%	1065	36	76	2	2
I-40 WB (2) 2	1181	9.50%	1065	36	76	2	2
I-40 WB (2) 3	1181	9.50%	1065	36	76	2	2
I-40 WB (2) 4	1181	9.50%	1065	36	76	2	2
I-40 WB (3) 1	742	9.50%	669	23	48	1	1
I-40 WB (3) 2	742	9.50%	669	23	48	1	1
I-40 WB (3) 3	742	9.50%	669	23	48	1	1
I-40 WB (3) 4	742	9.50%	669	23	48	1	1
I-40 EB to SR 155 SB	165	3.00%	160	1	4	0	0
I-40 EB to SR 155 NB	1115	5.00%	1056	18	38	2	1
SR 155 NB to I-40 EB	484	5.50%	457	8	18	1	0
I-40 WB to SR 155 SB	322	4.50%	305	5	10	1	1
I-40 WB to SR 155 NB	1436	7.50%	1323	35	73	2	3
SR 155 SB to I-40 (1) 1	1639	6.00%	1534	32	67	3	3
SR 155 SB to I-40 (1) 2	1639	6.00%	1534	32	67	3	3
SR 155 SB to I-40 (1A) 1	1091	6.00%	1022	21	44	2	2
SR 155 SB to I-40 (1A) 2	1091	6.00%	1022	21	44	2	2
SR 155 SB to I-40 (1A) 3	1091	6.00%	1022	21	44	2	2
SR 155 SB to I-40 EB (1) 1	1055	3.00%	1020	10	21	2	2
SR 155 SB to I-40 EB (1) 2	1055	3.00%	1020	10	21	2	2
SR 155 to I-40 EB 1	1298	5.50%	1222	23	49	3	1
SR 155 to I-40 EB 2	1298	5.50%	1222	23	49	3	1
SR 155 SB to I-40 WB (1) 1	583	6.50%	543	12	26	1	1
SR 155 SB to I-40 WB (1) 2	583	6.50%	543	12	26	1	1
SR 155 NB (1) 1	873	5.50%	822	15	33	2	1
SR 155 NB (1) 2	873	5.50%	822	15	33	2	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
Scenario: EXISTING

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
SR 155 NB (1B) 3	697	5.50%	656	12	26	2	1
SR 155 NB (2) 1	536	6.50%	499	11	24	1	1
SR 155 NB (2) 2	536	6.50%	499	11	24	1	1
SR 155 NB (2) 3	536	6.50%	499	11	24	1	1
SR 155 NB (3) 1	906	6.00%	849	17	37	2	1
SR 155 NB (3) 2	906	6.00%	849	17	37	2	1
SR 155 NB (3) 3	906	6.00%	849	17	37	2	1
SR 155 NB (3A) 1	651	6.00%	610	12	27	1	1
SR 155 NB (3A) 2	651	6.00%	610	12	27	1	1
SR 155 NB (3A) 3	651	6.00%	610	12	27	1	1
SR 155 NB (3A) 4	651	6.00%	610	12	27	1	1
SR 155 NB (4) 1	808	6.00%	757	15	33	2	1
SR 155 NB (4) 2	808	6.00%	757	15	33	2	1
SR 155 NB (4) 3	808	6.00%	757	15	33	2	1
SR 155 NB (4) 4	808	6.00%	757	15	33	2	1
SR 155 NB (4) 5	808	6.00%	757	15	33	2	1
SR 155 NB (5) 1	933	6.00%	874	18	38	2	1
SR 155 NB (5) 2	933	6.00%	874	18	38	2	1
SR 155 NB (5) 3	933	6.00%	874	18	38	2	1
SR 155 NB (5) 4	933	6.00%	874	18	38	2	1
SR 155 NB to Elm Hill (1)	309	1.50%	304	1	3	1	0
SR 155 NB to Elm Hill (1A) 1	155	1.50%	152	1	2	0	0
SR 155 NB to Elm Hill (1A) 2	155	1.50%	152	1	2	0	0
SR 155 SB (1) 1	935	6.00%	876	18	38	1	2
SR 155 SB (1) 2	935	6.00%	876	18	38	1	2
SR 155 SB (1) 3	935	6.00%	876	18	38	1	2
SR 155 SB (1) 4	935	6.00%	876	18	38	1	2
SR 155 SB (1) 5	935	6.00%	876	18	38	1	2
SR 155 SB (2) 1	467	6.00%	437	9	19	1	1
SR 155 SB (2) 2	467	6.00%	437	9	19	1	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
SR 155 SB (2) 3	467	6.00%	437	9	19	1	1
SR 155 SB (2A) 1	860	6.00%	805	17	35	1	2
SR 155 SB (2A) 2	860	6.00%	805	17	35	1	2
SR 155 SB (3) 1	573	6.00%	537	11	23	1	1
SR 155 SB (3) 2	573	6.00%	537	11	23	1	1
SR 155 SB (3) 3	573	6.00%	537	11	23	1	1
SR 155 SB (4) 1	629	6.00%	589	12	26	1	1
SR 155 SB (4) 2	629	6.00%	589	12	26	1	1
SR 155 SB (4) 3	629	6.00%	589	12	26	1	1
SR 155 SB (4A) 1	564	6.50%	525	12	25	1	1
SR 155 SB (4A) 2	564	6.50%	525	12	25	1	1
SR 155 SB (4A) 3	564	6.50%	525	12	25	1	1
Massman NB	110	2.50%	107	1	2	0	0
Massman SB	355	2.50%	345	3	6	1	0
EH EB (10) 1	639	4.00%	612	8	17	1	1
EH EB (10) 2	639	4.00%	612	8	17	1	1
EH WB (1) 1	231	4.00%	222	3	6	0	0
EH WB (1) 2	231	4.00%	222	3	6	0	0
Massman NB-2	110	2.50%	107	1	2	0	0
Massman SB-2	355	2.50%	345	3	6	1	0
SR 155 SB to I-40 EB (3) 1	1055	3.00%	1020	10	21	2	2
SR 155 SB to I-40 EB (3) 2	1055	3.00%	1020	10	21	2	2
SR 155 SB (2B) 2	860	6.00%	805	17	35	1	2
SR 155 SB (2B)	860	6.00%	805	17	35	1	2
I-40 WB to SR 155 SB-2	322	4.50%	305	5	10	1	1
SR 155 SB to I-40 EB (2) 2	1055	3.00%	1020	10	21	2	2
SR 155 SB to I-40 EB (2) 1	1055	3.00%	1020	10	21	2	2
I-40 WB to SR 155 SBA	322	4.50%	305	5	10	1	1
I-40 WB to SR 155 SB(B)	322	4.50%	305	5	10	1	1
SR 155 NB (1A) 1	1044	5.50%	984	18	39	2	1

Project: I-24 Southeast Choice Lanes
County: Davidson/Rutherford
PIN: 134727.01
Decription: Addition of Choice Lanes and associated interchanges
Existing Year: 2024
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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
SR 155 NB (1A) 2	1044	5.50%	984	18	39	2	1
SR 155 SB to I-40 WB (2)	1164	6.50%	1085	24	51	2	2
I-40 WB (6) 5	784	9.50%	707	24	51	1	1
I-40 WB (6) 4	784	9.50%	707	24	51	1	1
I-40 WB (6) 3	784	9.50%	707	24	51	1	1
I-40 WB (6) 1	784	9.50%	707	24	51	1	1
I-40 WB (6) 2	784	9.50%	707	24	51	1	1
I-40 WB (4) 1	771	9.50%	695	24	50	1	1
I-40 WB (4) 2	771	9.50%	695	24	50	1	1
I-40 WB (4) 3	771	9.50%	695	24	50	1	1
I-40 WB (4) 4	771	9.50%	695	24	50	1	1
I-40 EB to SR 155 NB-2	1115	5.00%	1056	18	38	2	1
I-40 EB (11) 2	1266	9.50%	1142	38	82	3	1
I-40 EB (10A) 1	1251	9.50%	1128	38	81	3	1
I-40 EB (10A) 3	1251	9.50%	1128	38	81	3	1
I-40 EB (10A) 2	1251	9.50%	1128	38	81	3	1
I-40 EB (10A) 4	1251	9.50%	1128	38	81	3	1
SR 155 NB (1B) 2	697	5.50%	656	12	26	2	1
SR 155 NB (1B) 1	697	5.50%	656	12	26	2	1
SR 155 NB to I-40 WB	115	7.50%	106	3	6	0	0
I-40 WB (5) 5	850	9.50%	766	26	55	1	2
I-40 WB (5) 4	850	9.50%	766	26	55	1	2
I-40 WB (5) 3	850	9.50%	766	26	55	1	2
I-40 WB (5) 1	850	9.50%	766	26	55	1	2
I-40 WB (5) 2	850	9.50%	766	26	55	1	2

DATE$$$ TIME$$$
$USER$

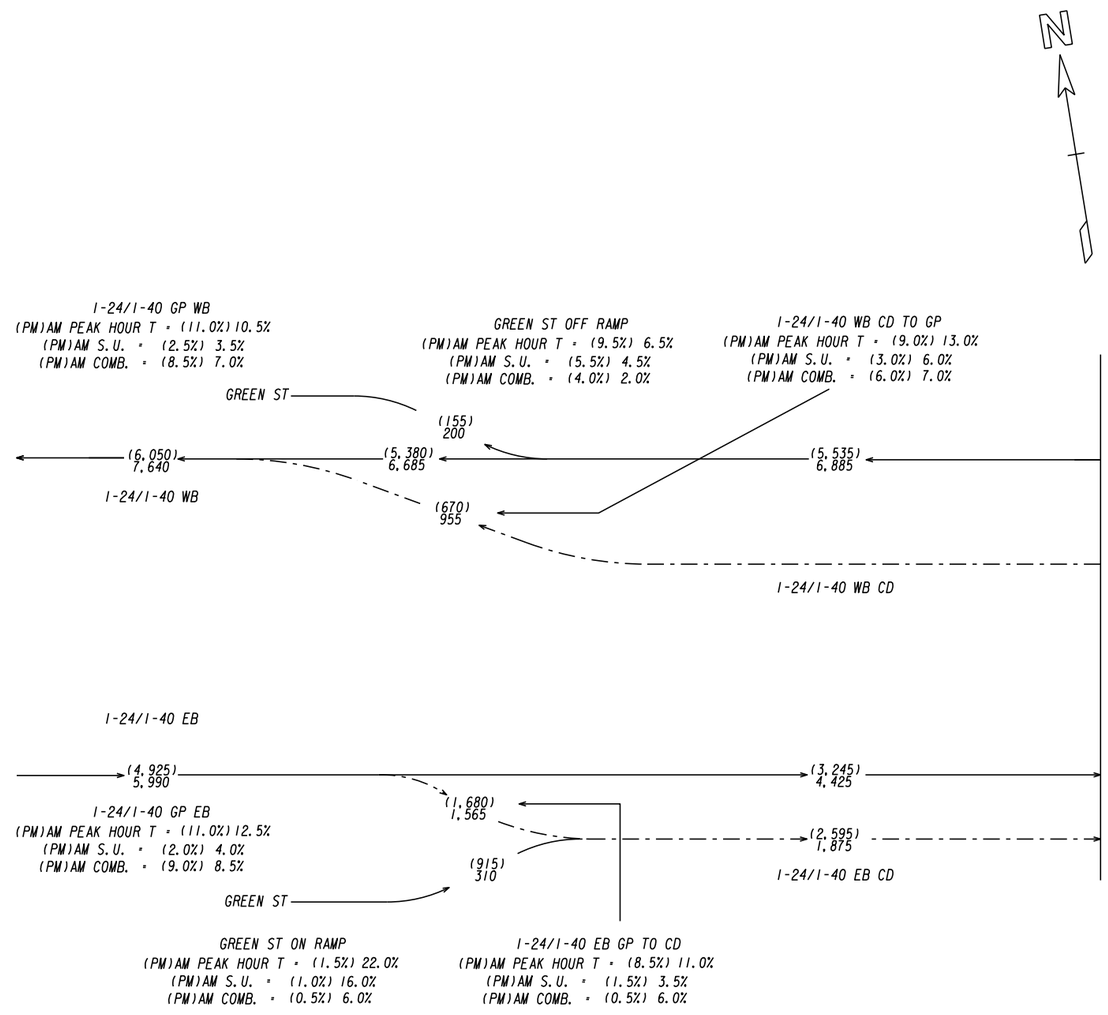
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$$PENTABLE$$

DGN

TDOT Department of Transportation

PIN
134727

$REF1$
$REF2$
$REF3$
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$REF7$
$REF8$
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$REF10$
$REF11$
$REF12$
$REF13$
$REF14$
$REF15$
$REF16$



LEGEND

- - - - - - I-24 CHOICE LANES

—·—·— I-24 CD LANES

MAM 07/2025

$MED1$
$MED2$
$MED3$
$MED4$
$MED5$
$MED6$
$MED7$
$MED8$
$MED9$
$MED10$

10/23/2015 GPLN

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		0134
VERIFIED:		DATE:		

DATE$$$ TIME$$$ | $PRF8$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$

MATCH LINE 43

FESSLERS LN

(820) 795 | (680) 650 | (315) 415 | (505) 380 | (790) 840 | (680) 650 | (475) 425 | (505) 380 | (1,155) 1,075

FESSLERS LN
(PM)AM PEAK HOUR T = (8.5%) 17.0%
(PM)AM S.U. = (5.0%) 13.5%
(PM)AM COMB. = (3.5%) 3.5%

TWIN ELMS CT
(PM)AM PEAK HOUR T = (10.5%) 13.0%
(PM)AM S.U. = (8.5%) 13.0%
(PM)AM COMB. = (2.0%) 0.0%

(5) 15 | (10) 40 | (475) 865

TWIN ELMS CT

(45) 25 | (25) 5 | (20) 20

(5) 25 | (985) 295

I-24/I-40 WB ON RAMP
(PM)AM PEAK HOUR T = (2.5%) 5.5%
(PM)AM S.U. = (2.5%) 4.5%
(PM)AM COMB. = (0.0%) 1.0%

(545) 515

I-24/I-40 WB ON RAMP
TO I-40 WB CD
(PM)AM PEAK HOUR T = (5.5%) 17.5%
(PM)AM S.U. = (2.5%) 10.0%
(PM)AM COMB. = (3.0%) 7.5%

(245) 325

I-24/I-40 WB CL TO GP
(PM)AM PEAK HOUR T = (15.5%) 15.5%
(PM)AM S.U. = (3.5%) 5.0%
(PM)AM COMB. = (12.0%) 10.5%

(480) 880 | (390) 735

ELM HILL PIKE

(1,010) 300 | (1,035) 335

MATCH LINE 51

ELM HILL PIKE
(PM)AM PEAK HOUR T = (4.5%) 8.0%
(PM)AM S.U. = (3.0%) 6.5%
(PM)AM COMB. = (1.5%) 1.5%

(90) 145 | (25) 35

ELM HILL PIKE
(PM)AM PEAK HOUR T = (4.0%) 7.5%
(PM)AM S.U. = (2.5%) 5.5%
(PM)AM COMB. = (1.5%) 2.0%

I-40 CL WB OFF RAMP
(PM)AM PEAK HOUR T = (4.5%) 5.5%
(PM)AM S.U. = (2.5%) 3.5%
(PM)AM COMB. = (2.0%) 2.0%

(115) 180

(280) 450 | (295) 155

I-24/I-40 GP WB
(PM)AM PEAK HOUR T = (10.5%) 6.0%
(PM)AM S.U. = (2.5%) 2.0%
(PM)AM COMB. = (8.0%) 4.0%

(5,535) 6,885 | (4,990) 6,370 | (4,990) 6,370 | (4,420) 5,510 | (4,420) 5,510 | (4,420) 5,510

I-24/I-40 WB

(570) 860

(670) 955 | (425) 630 | (995) 1,490 | (1,110) 1,670

BEGIN WB CD

I-24/I-40 CL WB
(PM)AM PEAK HOUR T = (14.0%) 13.0%
(PM)AM S.U. = (3.0%) 4.0%
(PM)AM COMB. = (11.0%) 9.0%

MATCH LINE 62 | FESSLERS LN | ELM HILL PIKE | ARLINGTON AVE | MATCH LINE 01

(495) 885 | (990) 320

(1,330) 475

I-24/I-40 EB

(3,245) 4,425 | (4,110) 4,720 | (4,110) 4,720 | (4,110) 4,720 | (4,110) 4,720

(865) 295

(2,595) 1,875 | (1,730) 1,580 | END EB CD | (1,145) 425 | (1,145) 425

I-24/I-40 EB CD
(PM)AM PEAK HOUR T = (13.5%) 12.0%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (11.5%) 8.5%

I-24/I-40 EB CD OFF RAMP
(PM)AM PEAK HOUR T = (9.0%) 8.0%
(PM)AM S.U. = (4.0%) 5.0%
(PM)AM COMB. = (5.0%) 3.0%

(585) 1,155

I-24/I-40 EB RAMP

RUNDLE AVE
(PM)AM PEAK HOUR T = (26.5%) 8.0%
(PM)AM S.U. = (10.5%) 4.0%
(PM)AM COMB. = (16.0%) 4.0%

(25) 110 | (25) 110

(560) 1,045

RUNDLE AVE

(25) 10

(585) 1,055

RUNDLE AVE
(PM)AM PEAK HOUR T = (0.0%) 0.0%
(PM)AM S.U. = (0.0%) 0.0%
(PM)AM COMB. = (0.0%) 0.0%

(150) 280 | (435) 775

FESSLERS LN
(PM)AM PEAK HOUR T = (7.5%) 16.5%
(PM)AM S.U. = (4.5%) 12.0%
(PM)AM COMB. = (3.0%) 4.5%

FESSLERS LN
(PM)AM PEAK HOUR T = (6.5%) 11.0%
(PM)AM S.U. = (4.0%) 7.5%
(PM)AM COMB. = (2.5%) 3.5%

(940) 1,155 | (1,005) 795

I-24/I-40 CL EB
(PM)AM PEAK HOUR T = (13.5%) 12.0%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (11.5%) 8.5%

I-24/I-40 GP EB
(PM)AM PEAK HOUR T = (10.0%) 13.0%
(PM)AM S.U. = (1.5%) 4.0%
(PM)AM COMB. = (8.5%) 9.0%

(25) 5

(185) 50

(160) 45

I-40 CL EB ON RAMP
(PM)AM PEAK HOUR T = (5.5%) 10.0%
(PM)AM S.U. = (3.5%) 6.5%
(PM)AM COMB. = (2.0%) 3.5%

(470) 880 | (1,150) 365

MATCH LINE 52

ARLINGTON AVENUE
(PM)AM PEAK HOUR T = (6.5%) 13.0%
(PM)AM S.U. = (4.0%) 11.0%
(PM)AM COMB. = (2.5%) 2.0%

MATCH LINE 44

LEGEND
- - - - - I-24 CHOICE LANES
— · — · — I-24 CD LANES

MAM 07/2025

$REF1$ $REF2$ $REF3$ $REF4$ $REF5$ $REF6$ $REF7$ $REF8$ $REF9$ $REF10$ $REF11$ $REF12$ $REF13$ $REF14$ $REF15$ $REF16$

10/23/2015 GPLN

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

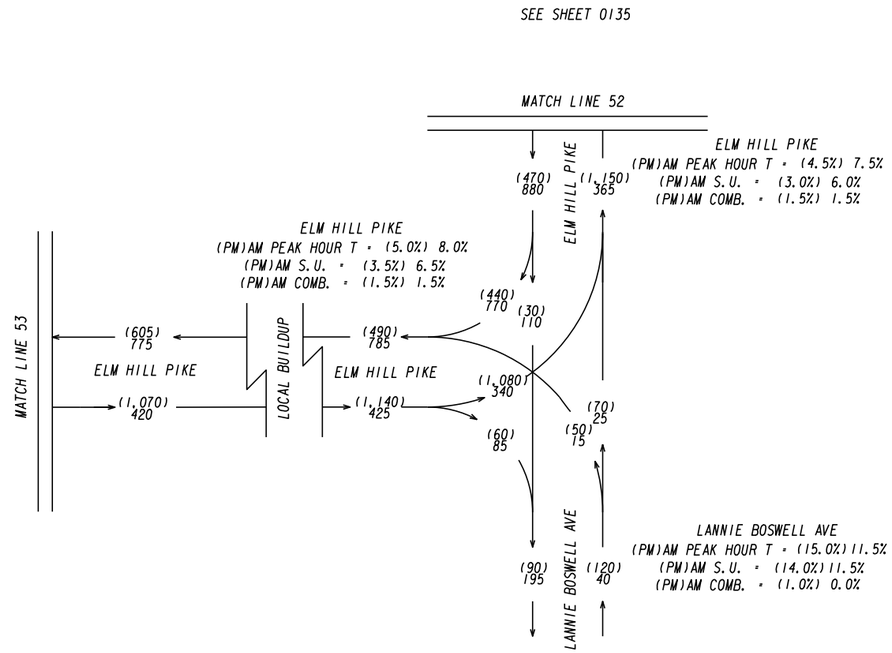
TN TDOT Department of Transportation

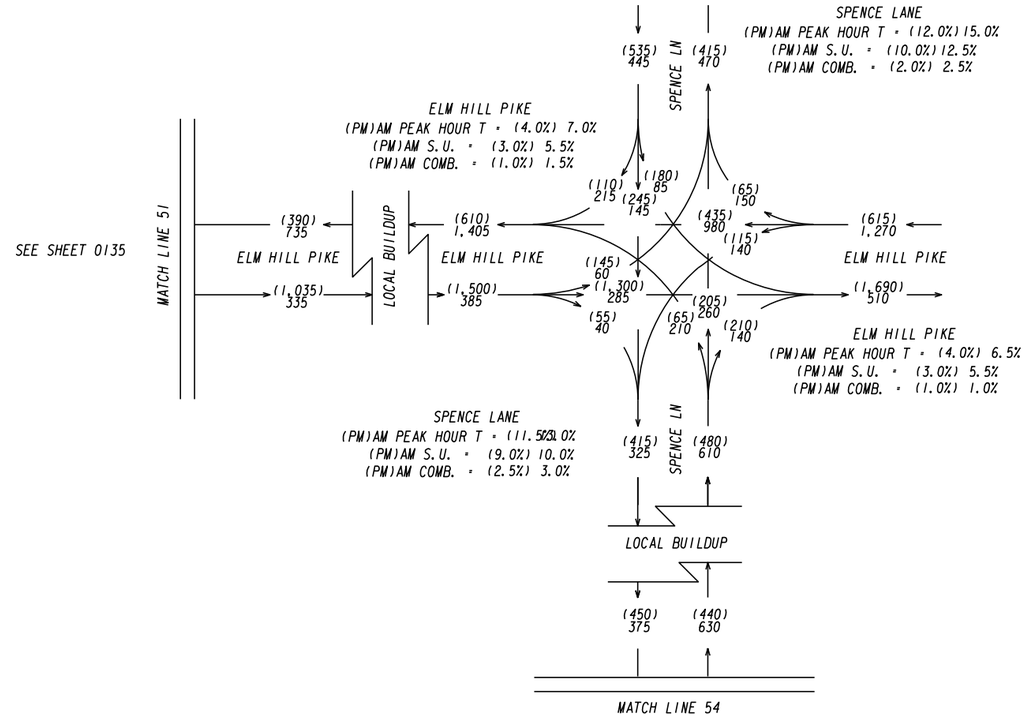
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0135
CORRECTED:		DATE:		
VERIFIED:		DATE:		





MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES		

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0136
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$

MATCH LINE 54

SPENCE LANE
(PM)AM PEAK HOUR T = (10.5%) 11.5%
(PM)AM S.U. = (8.5%) 9.5%
(PM)AM COMB. = (2.0%) 2.0%

(450) 375 | SPENCE LN | (440) 630

(55) 240

(345) 645

SPENCE LANE
(PM)AM PEAK HOUR T = (9.5%) 10.0%
(PM)AM S.U. = (7.5%) 8.0%
(PM)AM COMB. = (2.0%) 2.0%

(795) 1,020 | (385) 390

(400) 885

I-40 WB OFF RAMP
(PM)AM PEAK HOUR T = (12.5%) 4.5%
(PM)AM S.U. = (8.0%) 3.5%
(PM)AM COMB. = (4.5%) 1.0%

N

I-24 CL WB TO I-40 CL EB
(PM)AM PEAK HOUR T = (3.0%) 6.0%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (1.5%) 3.0%

I-24 CL WB TO I-40 CL WB
(PM)AM PEAK HOUR T = (16.0%) 14.0%
(PM)AM S.U. = (2.0%) 5.0%
(PM)AM COMB. = (14.0%) 9.0%

I-40 CL WB TO I-24 CL EB
(PM)AM PEAK HOUR T = (2.5%) 4.5%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (1.5%) 1.5%

I-24/I-40 WB
(PM)AM PEAK HOUR T = (9.5%) 6.0%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (8.0%) 4.0%

I-40 CL WB
(PM)AM PEAK HOUR T = (5.5%) 8.0%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (4.0%) 5.0%

(1,040) 1,190

(440) 135 | (135) 340

(285) 145

(4,420) 5,510 | (2,125) 2,960 | (3,785) 5,005 | (3,785) 5,005 | (4,185) 5,890

(2,295) 2,550

(755) 1,045

I-24/I-40 WB

I-40 WB

(1,110) 1,670 | (450) 640

(660) 1,030 | (590) 550

MATCH LINE 01

SPENCE LN

MASSMAN DR

MATCH LINE 41

(1,330) 475 | (635) 80

(695) 395

(1,170) 420

I-24/I-40 EB

I-40 EB

(4,110) 4,720 | (2,675) 2,545 | (6,565) 4,845 | (8,370) 5,345

I-24/I-40 CL EB
TO I-24 CL EB
(PM)AM PEAK HOUR T = (12.5%) 10.0%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (11.0%) 6.5%

I-40 EB
(PM)AM PEAK HOUR T = (6.5%) 12.5%
(PM)AM S.U. = (1.0%) 4.5%
(PM)AM COMB. = (5.5%) 8.0%

(3,890) 2,300 | (1,805) 500

I-40 CL EB
(PM)AM PEAK HOUR T = (5.5%) 7.0%
(PM)AM S.U. = (1.5%) 2.5%
(PM)AM COMB. = (4.0%) 4.5%

MURFREESBORO PK TO I-24/I-40 WB RAMP
(PM)AM PEAK HOUR T = (4.0%) 8.5%
(PM)AM S.U. = (2.5%) 5.5%
(PM)AM COMB. = (1.5%) 3.0%

(215) 210

(795) 1,020 | (385) 390

MATCH LINE 03

I-24/I-40 WB TO I-24 EB RAMP
(PM)AM PEAK HOUR T = (4.0%) 3.0%
(PM)AM S.U. = (2.0%) 2.0%
(PM)AM COMB. = (2.0%) 1.0%

I-24 CL WB
(PM)AM PEAK HOUR T = (7.5%) 10.5%
(PM)AM S.U. = (2.5%) 4.5%
(PM)AM COMB. = (5.0%) 6.0%

I-24 CL EB
(PM)AM PEAK HOUR T = (8.0%) 7.0%
(PM)AM S.U. = (2.5%) 3.0%
(PM)AM COMB. = (5.5%) 4.0%

I-24/I-40 EB RAMP TO I-24 EB CD
(PM)AM PEAK HOUR T = (15.5%) 12.5%
(PM)AM S.U. = (2.0%) 4.0%
(PM)AM COMB. = (13.5%) 8.5%

(1,285) 945 | (1,830) 1,450

I-24 EB

I-24 WB

MURFREESBORO PK TO I-24/I-40 EB RAMP
(PM)AM PEAK HOUR T = (2.5%) 8.0%
(PM)AM S.U. = (2.0%) 8.0%
(PM)AM COMB. = (0.5%) 0.0%

(350) 150

I-24 WB TO I-24/I-40 WB RAMP
(PM)AM PEAK HOUR T = (14.0%) 12.5%
(PM)AM S.U. = (2.0%) 4.5%
(PM)AM COMB. = (12.5%) 8.0%

I-24 WB TO I-24/I-40 EB RAMP
(PM)AM PEAK HOUR T = (3.5%) 7.5%
(PM)AM S.U. = (1.5%) 3.5%
(PM)AM COMB. = (2.0%) 3.5%

(1,435) 2,175 | (1,660) 2,045 | (2,080) 2,340 | (3,540) 2,150 | (565) 360

MATCH LINE 02

(440) 135 | (135) 340

MASSMAN DRIVE
(PM)AM PEAK HOUR T = (2.5%) 5.5%
(PM)AM S.U. = (2.5%) 4.5%
(PM)AM COMB. = (0.0%) 1.0%

LEGEND

– – I-24 CHOICE LANES

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED: | DATE: | DRAWING No.
BACKCHECKED: | DATE: | 0137
CORRECTED: | DATE:
VERIFIED: | DATE:

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$

MATCH LINE 40

(5,700) 3,675 | (4,910) 4,075

SR 155 SB RAMP TO I-40 WB
(PM)AM PEAK HOUR T = (6.5%) 10.0%
(PM)AM S.U. = (2.5%) 5.0%
(PM)AM COMB. = (4.0%) 5.0%

I-40 WB RAMP TO SR 155 SB
(PM)AM PEAK HOUR T = (4.5%) 2.5%
(PM)AM S.U. = (2.0%) 1.0%
(PM)AM COMB. = (2.5%) 1.5%

(3,880) 1,990

I-40 WB RAMP TO SR 155 NB
(PM)AM PEAK HOUR T = (7.5%) 2.5%
(PM)AM S.U. = (2.5%) 1.5%
(PM)AM COMB. = (5.0%) 1.0%

(390) 905

SR 155 SB RAMP TO I-40 EB
(PM)AM PEAK HOUR T = (3.0%) 4.5%
(PM)AM S.U. = (1.5%) 0.0%
(PM)AM COMB. = (1.5%) 4.5%

(1,820) 1,685 | (3,300) 2,555

(2,445) 1,140 | (1,435) 850

(1,610) 1,520

SR 155 SB ON RAMP TO I-40 WB CL
(PM)AM PEAK HOUR T = (5.0%) 2.5%
(PM)AM S.U. = (2.5%) 1.5%
(PM)AM COMB. = (2.5%) 1.0%

(140) 65

SR 155 NB RAMP TO I-40 WB
(PM)AM PEAK HOUR T = (7.5%) 8.5%
(PM)AM S.U. = (2.5%) 3.0%
(PM)AM COMB. = (5.0%) 5.5%

(2,210) 2,590 | (3,440) 2,620

(285) 145

(1,150) 705

(4,185) 5,890 | (4,940) 6,935 | (3,790) 6,230 | (3,650) 6,165 | (5,260) 7,685 | (5,650) 8,590

(755) 1,045

MATCH LINE 41

I-40 | I-40 | I-40

SR 155/BRILEY PKWY

(8,370) 5,345 | (8,170) 5,150 | (6,810) 4,010 | (9,825) 5,450

I-40 WB CL FROM I-40 WB GP
(PM)AM PEAK HOUR T = (13.5%) 12.0%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (11.5%) 8.5%

I-40 EB RAMP TO SR 155 NB
(PM)AM PEAK HOUR T = (5.0%) 2.5%
(PM)AM S.U. = (2.5%) 1.5%
(PM)AM COMB. = (2.5%) 1.0%

(1,360) 1,140

(2,080) 1,480

(3,015) 1,440

SR 155 NB RAMP TO I-40 EB
(PM)AM PEAK HOUR T = (5.5%) 4.0%
(PM)AM S.U. = (2.0%) 2.0%
(PM)AM COMB. = (3.5%) 2.0%

I-40 EB RAMP TO SR 155 SB
(PM)AM PEAK HOUR T = (3.0%) 4.5%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (1.5%) 2.5%

(200) 195 | (570) 300

(2,410) 2,785 | (2,650) 1,780

MATCH LINE 42

LEGEND
– – I-24 CHOICE LANES

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

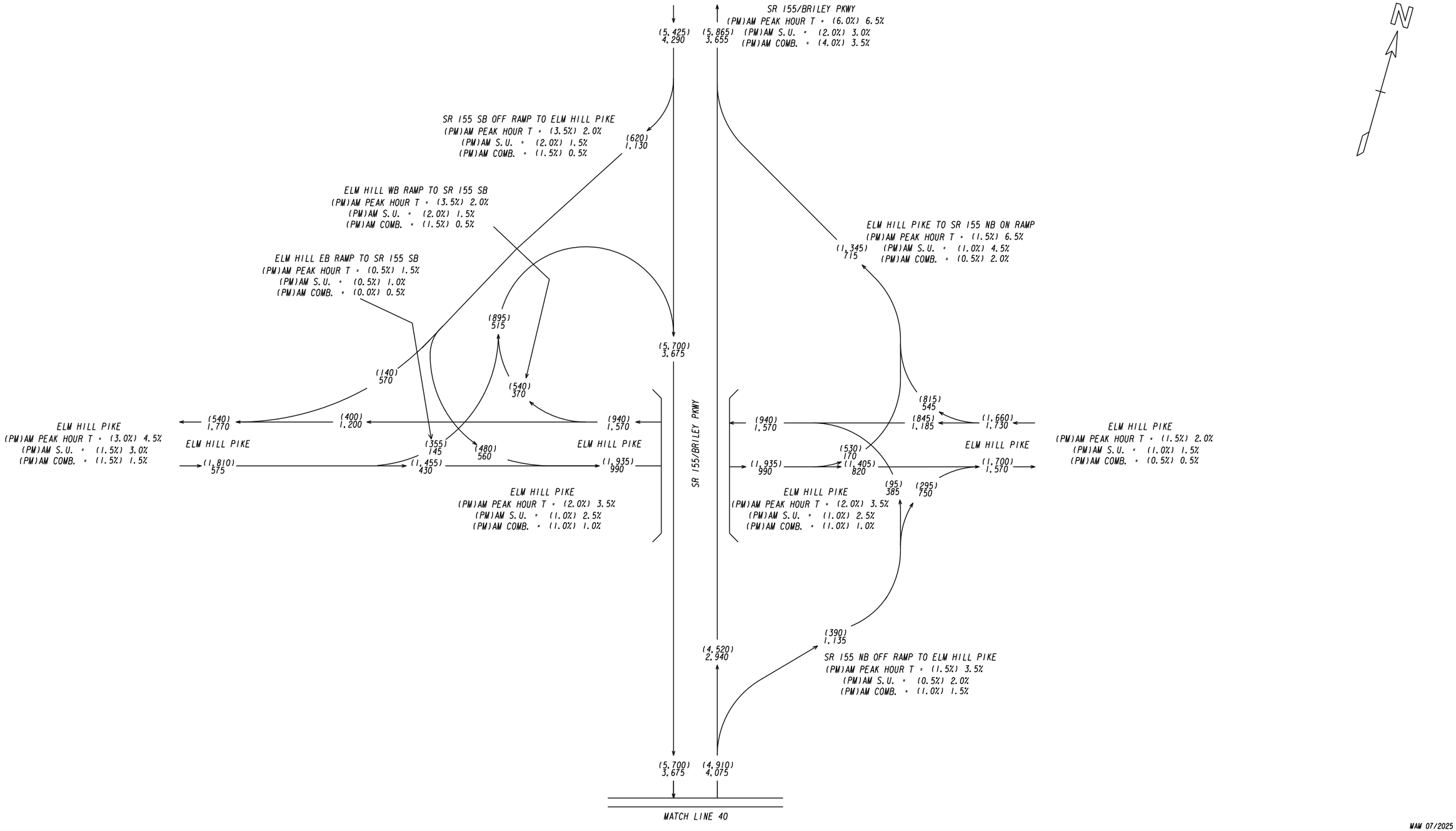
REVISION DATES

TRAFFIC DIAGRAM

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BACKCHECKED:		DATE:		0138
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

$REF15$
$REF14$
$REF13$
$REF12$
$REF11$



$REF10$
$REF09$
$REF08$
$REF07$
$REF06$

MAM 07/2025

10/23/2025 GPLN $REF05$ $REF04$ $REF03$ $REF02$ $REF01$

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

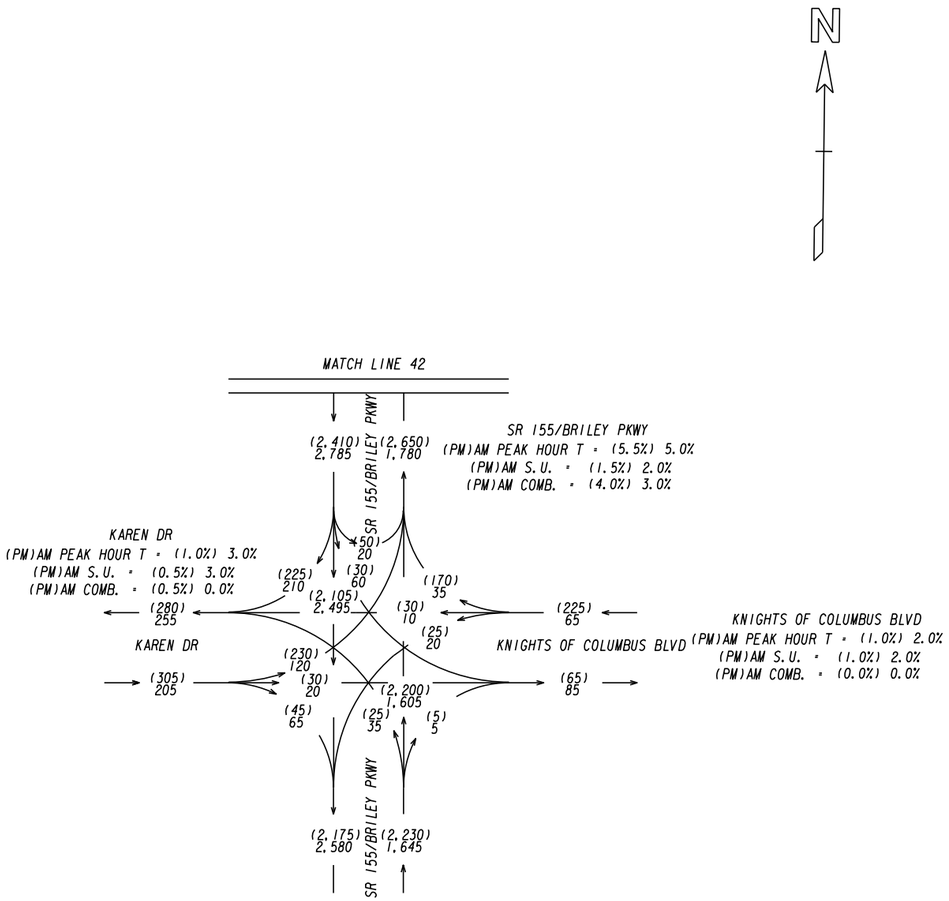
TN TDOT Department of Transportation

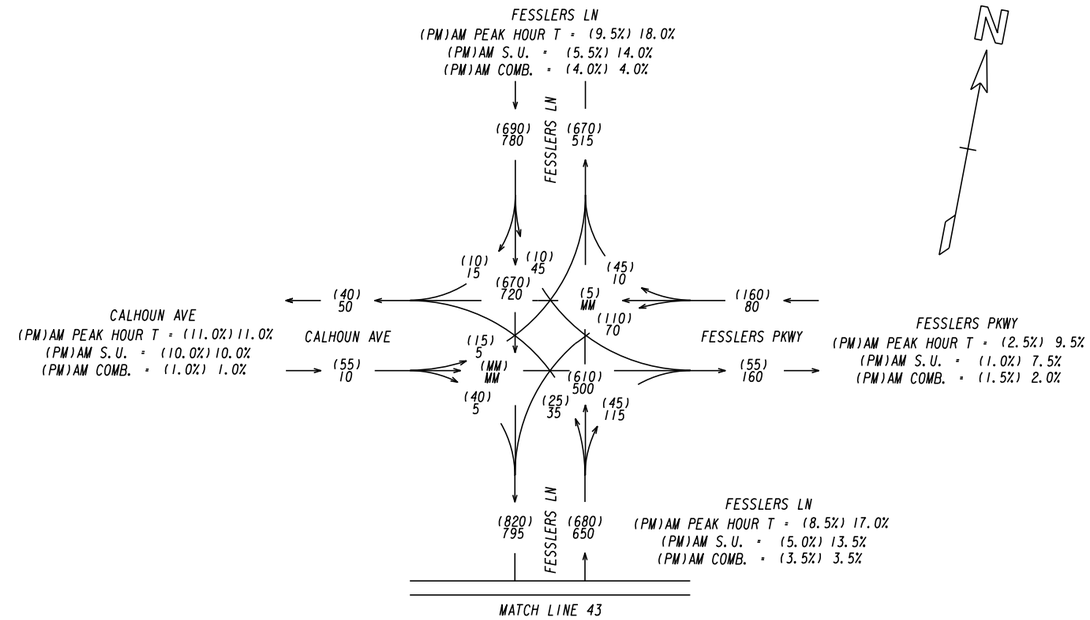
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

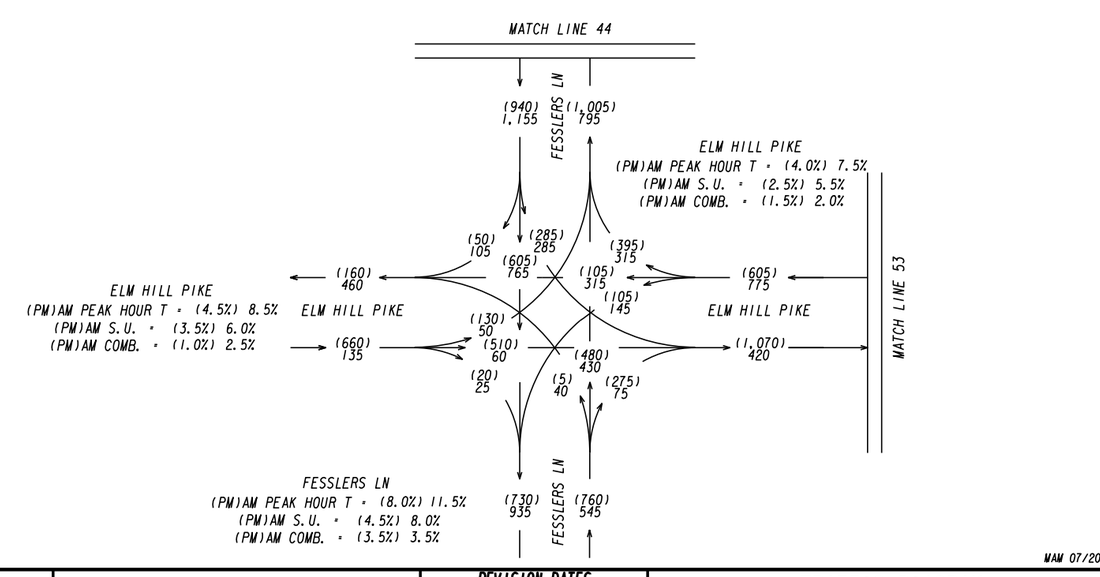
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0139
CORRECTED:		DATE:		
VERIFIED:		DATE:		

TRAFFIC DIAGRAM





SEE SHEET 0135



MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0140
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2025 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$

MATCH LINE 02

MATCH LINE 03

MATCH LINE 04

MATCH LINE 05

MATCH LINE 06

N

I-24 EB

I-24 WB

SPENCE LN

LOCAL BUILDUP

(1,435) 2,175

(1,660) 2,045

(2,080) 2,340

(3,540) 2,150

(565) 360

(795) 1,020

(385) 390

(870) 945

(425) 435

(1,815) 2,845

(3,015) 1,990

(380) 670

I-24 EB ON RAMP
(PM)AM PEAK HOUR T = (1.5%) 6.5%
(PM)AM S.U. = (1.0%) 6.0%
(PM)AM COMB. = (0.5%) 0.5%

MURFREESBORO PK
(PM)AM PEAK HOUR T = (5.0%) 10.0%
(PM)AM S.U. = (3.0%) 7.5%
(PM)AM COMB. = (2.0%) 2.5%

(775) 1,425

MURFREESBORO PK
(PM)AM PEAK HOUR T = (5.0%) 7.0%
(PM)AM S.U. = (3.0%) 5.5%
(PM)AM COMB. = (2.0%) 1.5%

SPENCE LN
(PM)AM PEAK HOUR T = (8.5%) 10.0%
(PM)AM S.U. = (6.5%) 8.0%
(PM)AM COMB. = (2.0%) 2.0%

(575) 765

(295) 180

(100) 80

(1,155) 2,095

(1,720) 2,455

(965) 1,295

(1,065) 1,375

(2,365) 875

(1,680) 495

(1,285) 945

(1,830) 1,450

(5,095) 4,330

(1,845) 715

(1,320) 555

(10) MM

(80) 55

(1,230) 500

(245) 300

(1,525) 680

(1,740) 850

MURFREESBORO PK

MURFREESBORO PK

(170) 395

(215) 170

I-24 WB OFF RAMP TO MURFREESBORO PK
(PM)AM PEAK HOUR T = (2.0%) 5.0%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (0.0%) 1.5%

I-24 WB ON RAMP
(PM)AM PEAK HOUR T = (5.0%) 23.0%
(PM)AM S.U. = (2.5%) 16.0%
(PM)AM COMB. = (2.5%) 7.0%

(525) 160

(165) 220

I-24 EB OFF RAMP
(PM)AM PEAK HOUR T = (1.5%) 3.0%
(PM)AM S.U. = (1.0%) 2.5%
(PM)AM COMB. = (0.5%) 0.5%

(685) 380

I-24 EB ON RAMP
(PM)AM PEAK HOUR T = (3.5%) 22.5%
(PM)AM S.U. = (1.0%) 15.5%
(PM)AM COMB. = (2.5%) 7.0%

(630) 865

I-24 WB OFF RAMP
(PM)AM PEAK HOUR T = (8.0%) 5.0%
(PM)AM S.U. = (5.0%) 3.5%
(PM)AM COMB. = (2.5%) 1.5%

(1,650) 2,625

(1,285) 945

(1,830) 1,450

(2,335) 3,005

(1,660) 2,045

(5,095) 4,330

(630) 865

LEGEND

— — I-24 CHOICE LANES

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

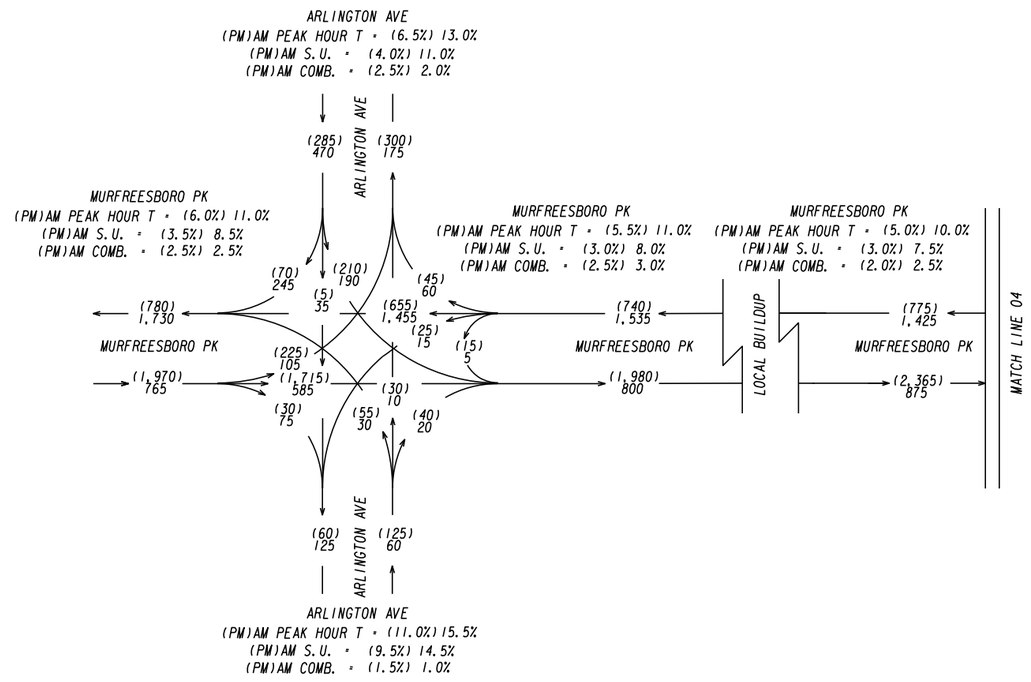
REVISION DATES

CHECKED:		DATE:	
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CORRECTED:		DATE:	
VERIFIED:		DATE:	

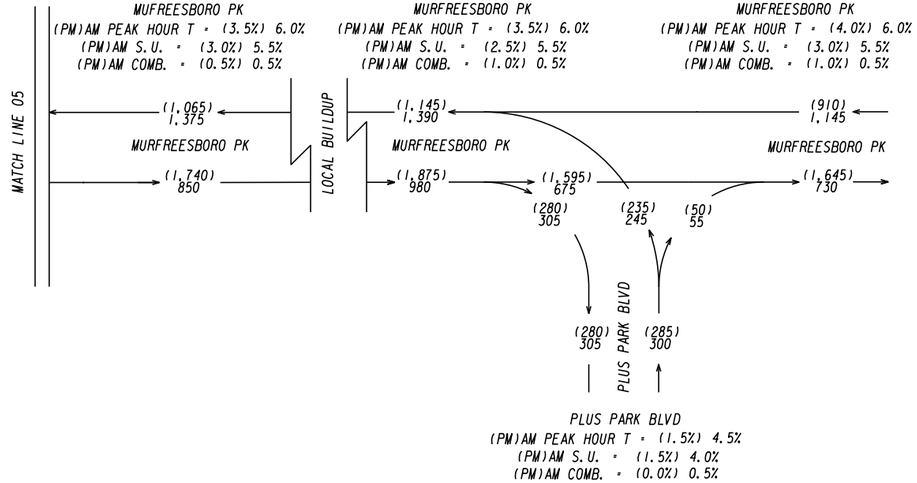
TRAFFIC DIAGRAM

DRAWING No. 0141

10/23/2015 GPLN



SEE SHEET 0141



MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0142
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRFB$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$

MATCH LINE 06

I-24 EB CD TO I-24 EB
(PM)AM PEAK HOUR T = (20.0%) 17.5%
(PM)AM S.U. = (3.5%) 6.5%
(PM)AM COMB. = (16.5%) 11.0%

I-24 EB TO I-440 WB RAMP
(PM)AM PEAK HOUR T = (3.0%) 2.0%
(PM)AM S.U. = (1.5%) 0.5%
(PM)AM COMB. = (1.5%) 1.5%

I-24 EB CD TO I-440 WB RAMP
(PM)AM PEAK HOUR T = (3.0%) 11.5%
(PM)AM S.U. = (2.0%) 7.5%
(PM)AM COMB. = (1.0%) 4.0%

I-24 CL EB TO I-440 CL WB
(PM)AM PEAK HOUR T = (3.5%) 4.5%
(PM)AM S.U. = (2.0%) 1.0%
(PM)AM COMB. = (2.0%) 3.5%

I-24 EB
(PM)AM PEAK HOUR T = (6.5%) 4.5%
(PM)AM S.U. = (2.5%) 3.5%
(PM)AM COMB. = (4.0%) 1.0%

I-440
(PM)AM PEAK HOUR T = (3.5%) 5.5%
(PM)AM S.U. = (2.0%) 3.0%
(PM)AM COMB. = (1.5%) 2.5%

I-440 CL WB
(PM)AM PEAK HOUR T = (5.5%) 3.5%
(PM)AM S.U. = (2.5%) 2.0%
(PM)AM COMB. = (3.0%) 1.5%

I-440 CL EB
(PM)AM PEAK HOUR T = (5.5%) 6.5%
(PM)AM S.U. = (3.0%) 3.0%
(PM)AM COMB. = (2.5%) 3.5%

I-440 CL EB TO I-24 CL WB
(PM)AM PEAK HOUR T = (4.0%) 4.5%
(PM)AM S.U. = (1.5%) 2.5%
(PM)AM COMB. = (2.5%) 2.0%

I-440 CL EB TO I-24 CL EB
(PM)AM PEAK HOUR T = (7.0%) 8.5%
(PM)AM S.U. = (3.5%) 3.5%
(PM)AM COMB. = (3.5%) 4.5%

I-440 EB TO I-24 WB RAMP
(PM)AM PEAK HOUR T = (2.5%) 3.5%
(PM)AM S.U. = (1.0%) 2.0%
(PM)AM COMB. = (1.5%) 1.5%

I-24 CL WB TO I-440 CL WB
(PM)AM PEAK HOUR T = (6.5%) 3.5%
(PM)AM S.U. = (3.0%) 2.0%
(PM)AM COMB. = (3.0%) 1.5%

I-440 EB TO I-24 EB RAMP
(PM)AM PEAK HOUR T = (4.0%) 8.0%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (2.0%) 4.5%

I-24 WB RAMP TO I-440 WB
(PM)AM PEAK HOUR T = (5.0%) 3.5%
(PM)AM S.U. = (2.5%) 2.0%
(PM)AM COMB. = (2.5%) 1.5%

FOSTER AVENUE
(PM)AM PEAK HOUR T = (4.5%) 6.0%
(PM)AM S.U. = (4.0%) 5.0%
(PM)AM COMB. = (0.5%) 1.0%

GLENROSE AVENUE
(PM)AM PEAK HOUR T = (2.5%) 3.5%
(PM)AM S.U. = (2.5%) 3.5%
(PM)AM COMB. = (0.0%) 0.0%

S LYLE LANE
(PM)AM PEAK HOUR T = (5.0%) 10.0%
(PM)AM S.U. = (5.0%) 10.0%
(PM)AM COMB. = (0.0%) 0.0%

OLD GLENROSE AVENUE
(PM)AM PEAK HOUR T = (1.5%) 4.0%
(PM)AM S.U. = (1.5%) 4.0%
(PM)AM COMB. = (0.0%) 0.0%

LEGEND
-- I-24 CHOICE LANES

MATCH LINE 47

MATCH LINE 07

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 0143

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$

MATCH LINE 45

US 41A/NOLENSVILLE PK

(PM)AM PEAK HOUR T = (4.0%) 8.0%
(PM)AM S.U. = (3.0%) 6.5%
(PM)AM COMB. = (1.0%) 1.5%

(1,970) 1,385 | (1,360) 1,865

I-440 WB RAMP TO US 41A
(PM)AM PEAK HOUR T = (7.0%) 3.5%
(PM)AM S.U. = (4.5%) 1.5%
(PM)AM COMB. = (2.5%) 2.0%

(335) 500
(495) 750
(160) 250
(1,025) 1,365
(2,130) 1,635

US 41A SB RAMP TO I-440 WB
(PM)AM PEAK HOUR T = (3.0%) 12.5%
(PM)AM S.U. = (1.5%) 10.0%
(PM)AM COMB. = (1.5%) 2.5%

(550) 550

(435) 580

US 41A NB RAMP TO I-440 WB
(PM)AM PEAK HOUR T = (1.5%) 5.5%
(PM)AM S.U. = (0.5%) 4.0%
(PM)AM COMB. = (1.0%) 1.5%

(1,580) 1,085 | (1,460) 1,945

(4,730) 6,110 | (4,180) 5,560 | (3,745) 4,980 | (4,240) 5,730

I-440 | I-440

(4,420) 4,135 | (3,475) 3,290 | (3,930) 3,535 | (4,705) 3,860

MATCH LINE 47

US 41A SB RAMP TO I-440 EB
(PM)AM PEAK HOUR T = (3.5%) 5.5%
(PM)AM S.U. = (2.0%) 4.0%
(PM)AM COMB. = (1.5%) 1.5%

(455) 245

US 41A NB RAMP TO I-440 EB
(PM)AM PEAK HOUR T = (3.0%) 6.0%
(PM)AM S.U. = (2.0%) 5.0%
(PM)AM COMB. = (1.0%) 1.0%

(775) 325

US 41A/NOLENSVILLE PK
(PM)AM PEAK HOUR T = (3.5%) 7.0%
(PM)AM S.U. = (3.0%) 5.5%
(PM)AM COMB. = (0.5%) 1.5%

(1,125) 840
(335) 345
(945) 845
(610) 500
(1,125) 1,600

I-440 EB RAMP TO US 41A
(PM)AM PEAK HOUR T = (4.0%) 6.0%
(PM)AM S.U. = (2.5%) 4.0%
(PM)AM COMB. = (1.5%) 2.0%

(1,735) 1,340 | (1,900) 1,925

US 41A/NOLENSVILLE PK

MATCH LINE 46

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

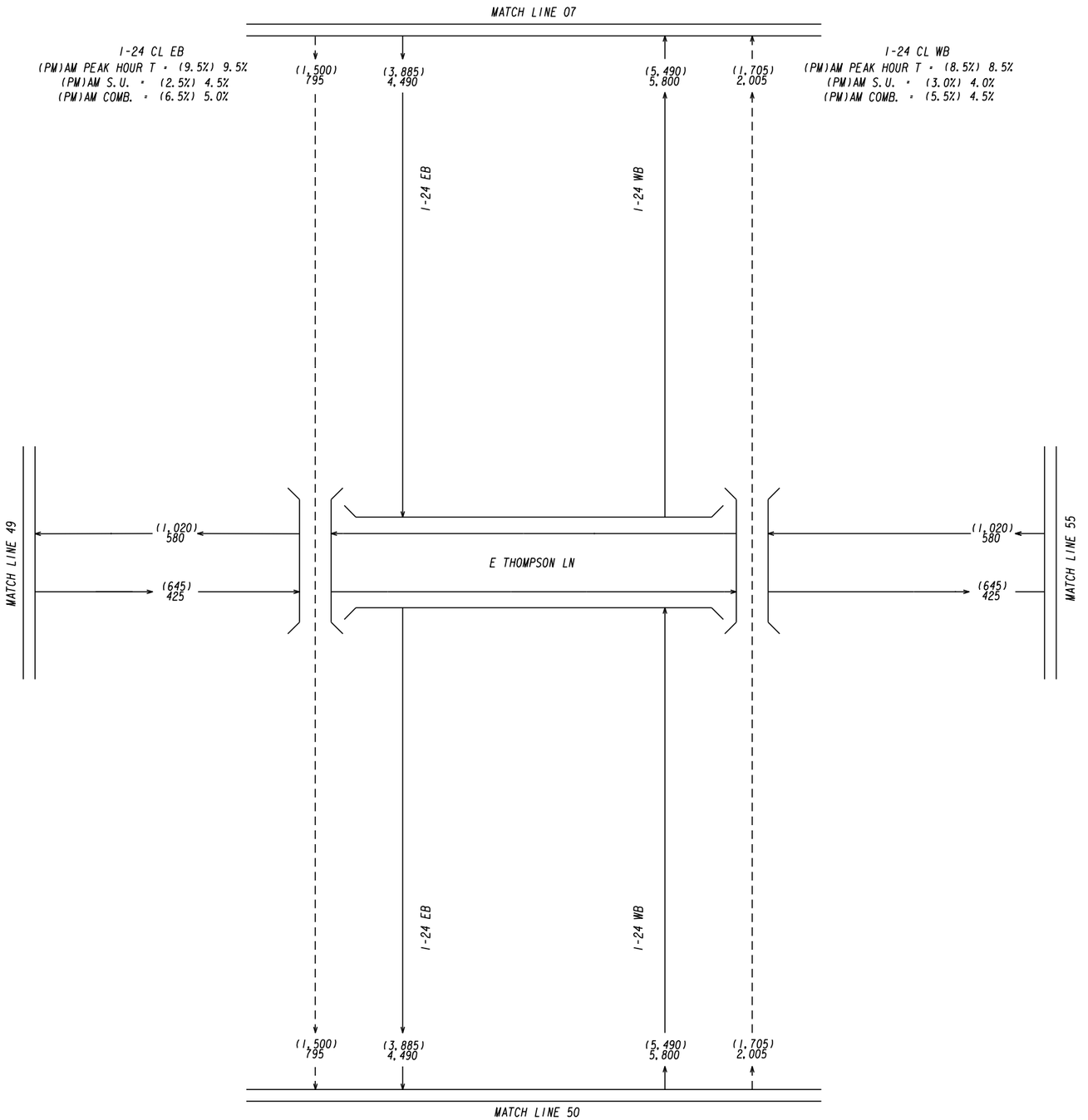
REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0144
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

$REF1$
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$REF3$
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$REF5$
$REF6$



$REF7$
$REF8$
$REF9$
$REF10$
$REF11$
$REF12$

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0145
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ $PRF8$ DGN TDOT Department of Transportation PIN 134727

$USER$ $$PENTABLE$$

MATCH LINE 50

MATCH LINE 49

MATCH LINE 09

MATCH LINE 08

I-24 CL EB OFF RAMP
(PM)AM PEAK HOUR T = (9.5%) 9.0%
(PM)AM S.U. = (2.0%) 4.0%
(PM)AM COMB. = (7.5%) 5.0%

I-24 CL WB ON RAMP
(PM)AM PEAK HOUR T = (5.5%) 6.0%
(PM)AM S.U. = (2.0%) 3.0%
(PM)AM COMB. = (3.5%) 3.0%

I-24 EB RAMP TO SR 155
(PM)AM PEAK HOUR T = (5.0%) 4.5%
(PM)AM S.U. = (1.0%) 2.0%
(PM)AM COMB. = (4.0%) 2.5%

SR 155 SB RAMP TO I-24 EB
(PM)AM PEAK HOUR T = (11.0%) 8.0%
(PM)AM S.U. = (3.5%) 3.5%
(PM)AM COMB. = (7.5%) 4.5%

SR 155/BRILEY PKWY
(PM)AM PEAK HOUR T = (14.5%) 29.0%
(PM)AM S.U. = (4.0%) 3.5%
(PM)AM COMB. = (10.5%) 25.5%

SR 155 SB RAMP TO I-24 WB
(PM)AM PEAK HOUR T = (2.5%) 2.5%
(PM)AM S.U. = (1.0%) 1.0%
(PM)AM COMB. = (1.5%) 1.0%

I-24 EB RAMP TO SR 155 SB
(PM)AM PEAK HOUR T = (1.5%) 4.0%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (0.0%) 1.0%

SR 155/THOMPSON LN

SR 155/THOMPSON LANE
(PM)AM PEAK HOUR T = (2.5%) 3.0%
(PM)AM S.U. = (2.0%) 2.0%
(PM)AM COMB. = (0.5%) 1.0%

SR 155 NB RAMP TO I-24 EB
(PM)AM PEAK HOUR T = (5.5%) 6.5%
(PM)AM S.U. = (4.0%) 4.0%
(PM)AM COMB. = (1.5%) 2.5%

SR 155/BRILEY PKWY
(PM)AM PEAK HOUR T = (3.5%) 3.0%
(PM)AM S.U. = (2.5%) 2.0%
(PM)AM COMB. = (1.0%) 1.0%

I-24 CL EB ON RAMP
(PM)AM PEAK HOUR T = (6.5%) 10.0%
(PM)AM S.U. = (5.0%) 6.5%
(PM)AM COMB. = (1.5%) 4.0%

I-24 WB RAMP TO SR 155
(PM)AM PEAK HOUR T = (8.0%) 5.0%
(PM)AM S.U. = (2.5%) 2.0%
(PM)AM COMB. = (5.5%) 3.0%

I-24 CL WB OFF RAMP
(PM)AM PEAK HOUR T = (7.5%) 7.5%
(PM)AM S.U. = (2.5%) 3.0%
(PM)AM COMB. = (5.0%) 4.5%

I-24 CL WB
(PM)AM PEAK HOUR T = (9.0%) 9.0%
(PM)AM S.U. = (3.0%) 4.0%
(PM)AM COMB. = (6.0%) 5.0%

SR 155/BRILEY PKWY
(PM)AM PEAK HOUR T = (6.0%) 5.0%
(PM)AM S.U. = (2.5%) 2.5%
(PM)AM COMB. = (3.5%) 2.5%

I-24 WB RAMP TO SR 155 NB
(PM)AM PEAK HOUR T = (9.5%) 7.0%
(PM)AM S.U. = (2.5%) 2.5%
(PM)AM COMB. = (7.0%) 4.5%

AVERITT EXPRESS WB RAMPS NB
(PM)AM PEAK HOUR T = (24.0%) 68.0%
(PM)AM S.U. = (9.5%) 9.0%
(PM)AM COMB. = (14.5%) 59.0%

AVERITT EXPRESS WB RAMPS SB
(PM)AM PEAK HOUR T = (50.0%) 26.0%
(PM)AM S.U. = (3.5%) 8.5%
(PM)AM COMB. = (46.5%) 17.5%

AVERITT EXPRESS EB RAMPS SB
(PM)AM PEAK HOUR T = (72.0%) 35.5%
(PM)AM S.U. = (0.0%) 6.0%
(PM)AM COMB. = (72.0%) 29.5%

AVERITT EXPRESS EB RAMPS NB
(PM)AM PEAK HOUR T = (16.5%) 50.0%
(PM)AM S.U. = (4.0%) 12.5%
(PM)AM COMB. = (12.5%) 37.5%

I-24 CL EB
(PM)AM PEAK HOUR T = (9.0%) 9.5%
(PM)AM S.U. = (2.5%) 4.5%
(PM)AM COMB. = (6.5%) 5.0%

I-24 GP
(PM)AM PEAK HOUR T = (8.5%) 9.5%
(PM)AM S.U. = (2.5%) 4.0%
(PM)AM COMB. = (6.0%) 5.5%

LEGEND
— — I-24 CHOICE LANES

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

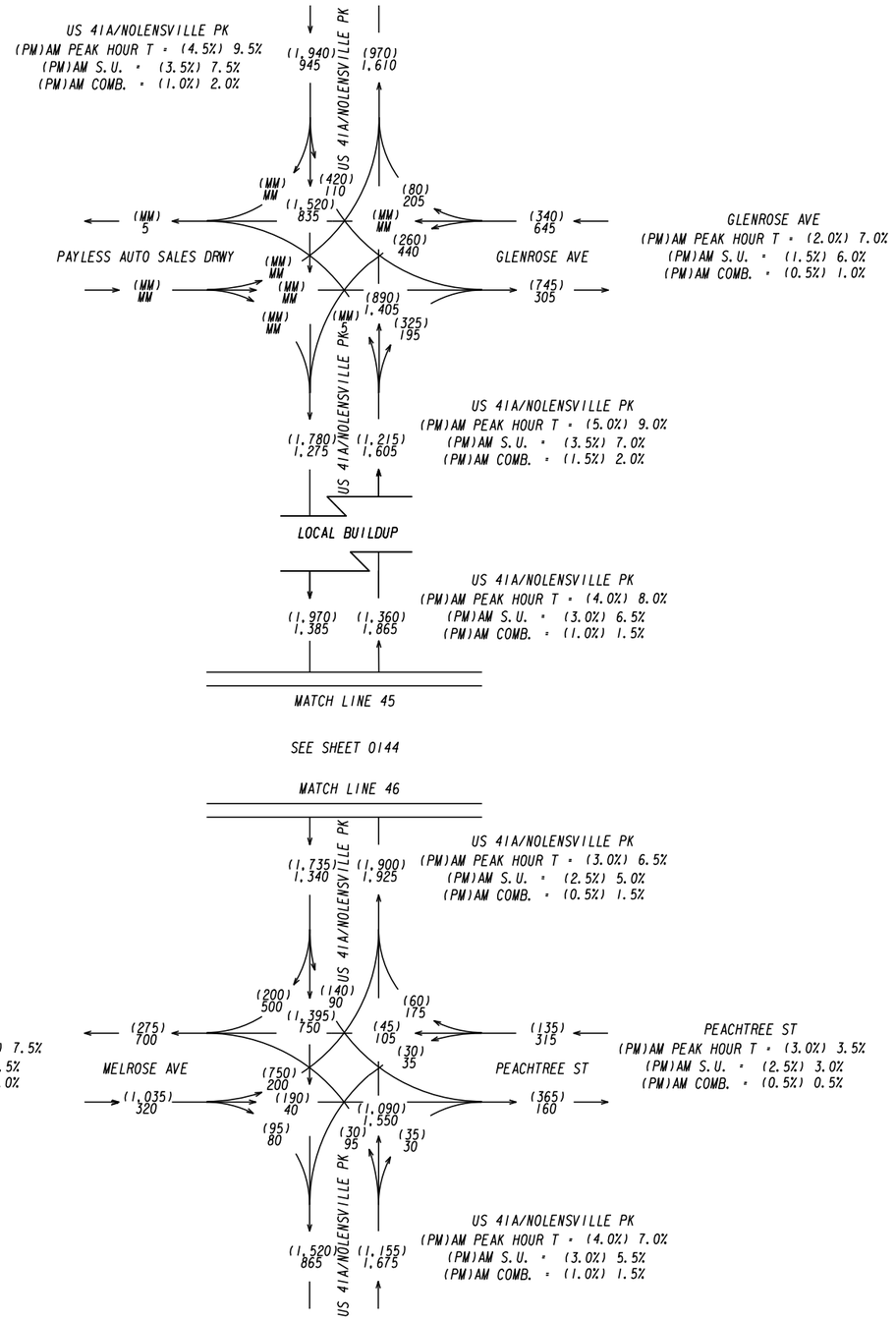
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0146
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

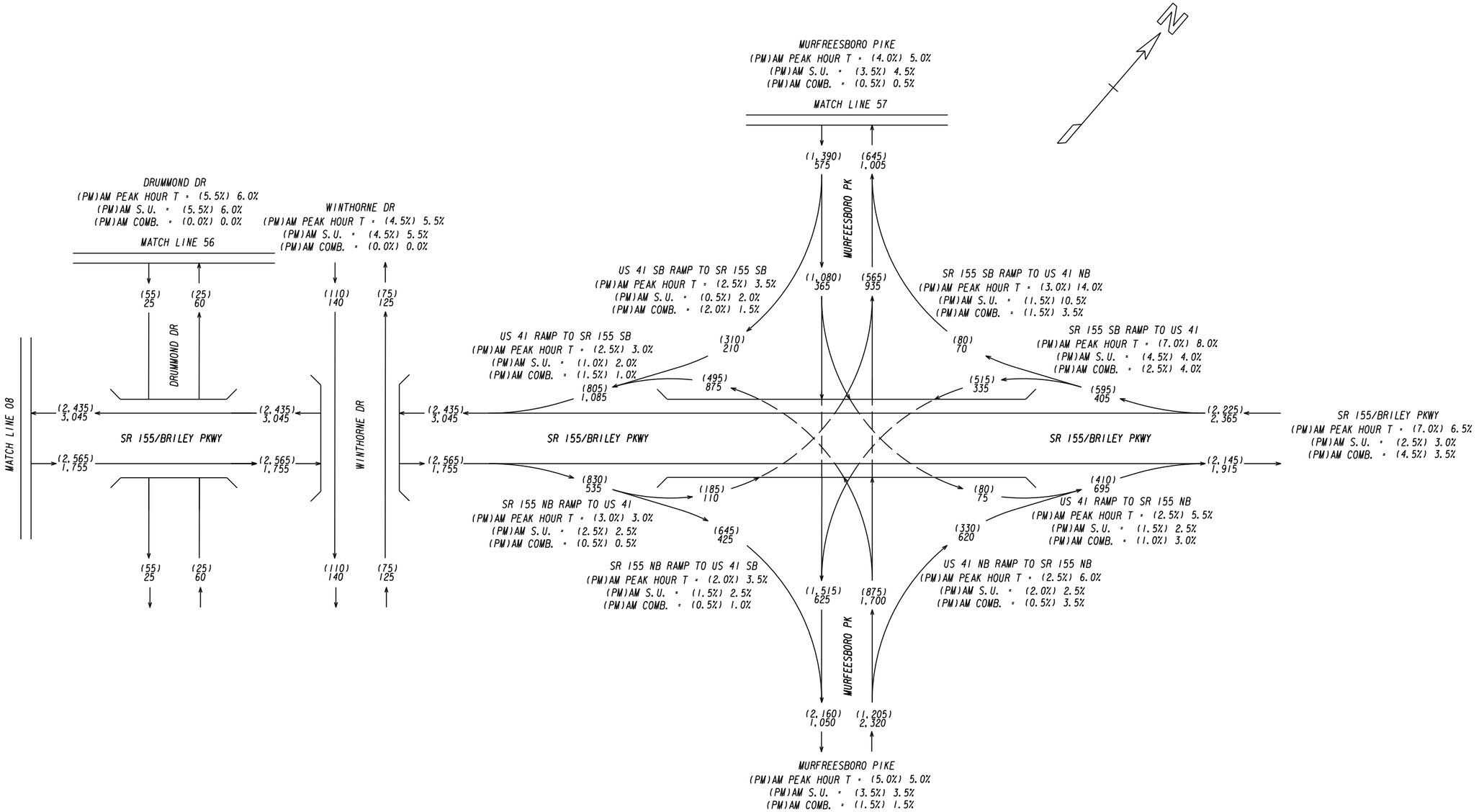
TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0147
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$



MAM 07/2025

PIN 134727 I-24 SE CORRIDOR	2052 BUILD PEAK HOUR PM = (000) PEAK HOUR AM = 000	TDOT Department of Transportation	HNTB 1150 SPRING ST NW SUITE 1100 ATLANTA, GEORGIA 30309	REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0148
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/205 GPLN

DATE$$$ TIME$$$
$USER$

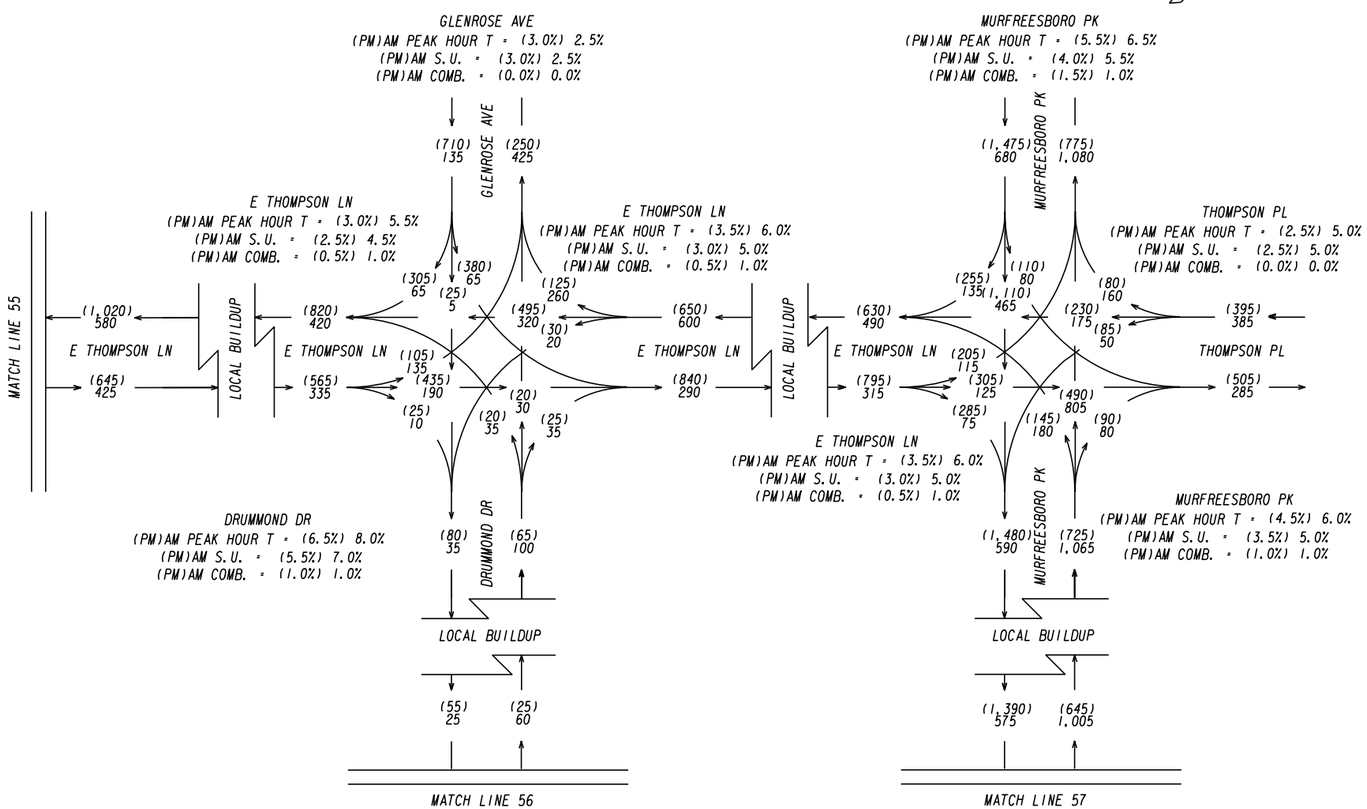
$PRFB$
$$PENTABLE$$

DGN

TN TDOT Department of Transportation

PIN
134727

$REF54
$REF55
$REF56
$REF57
$REF58



MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES		

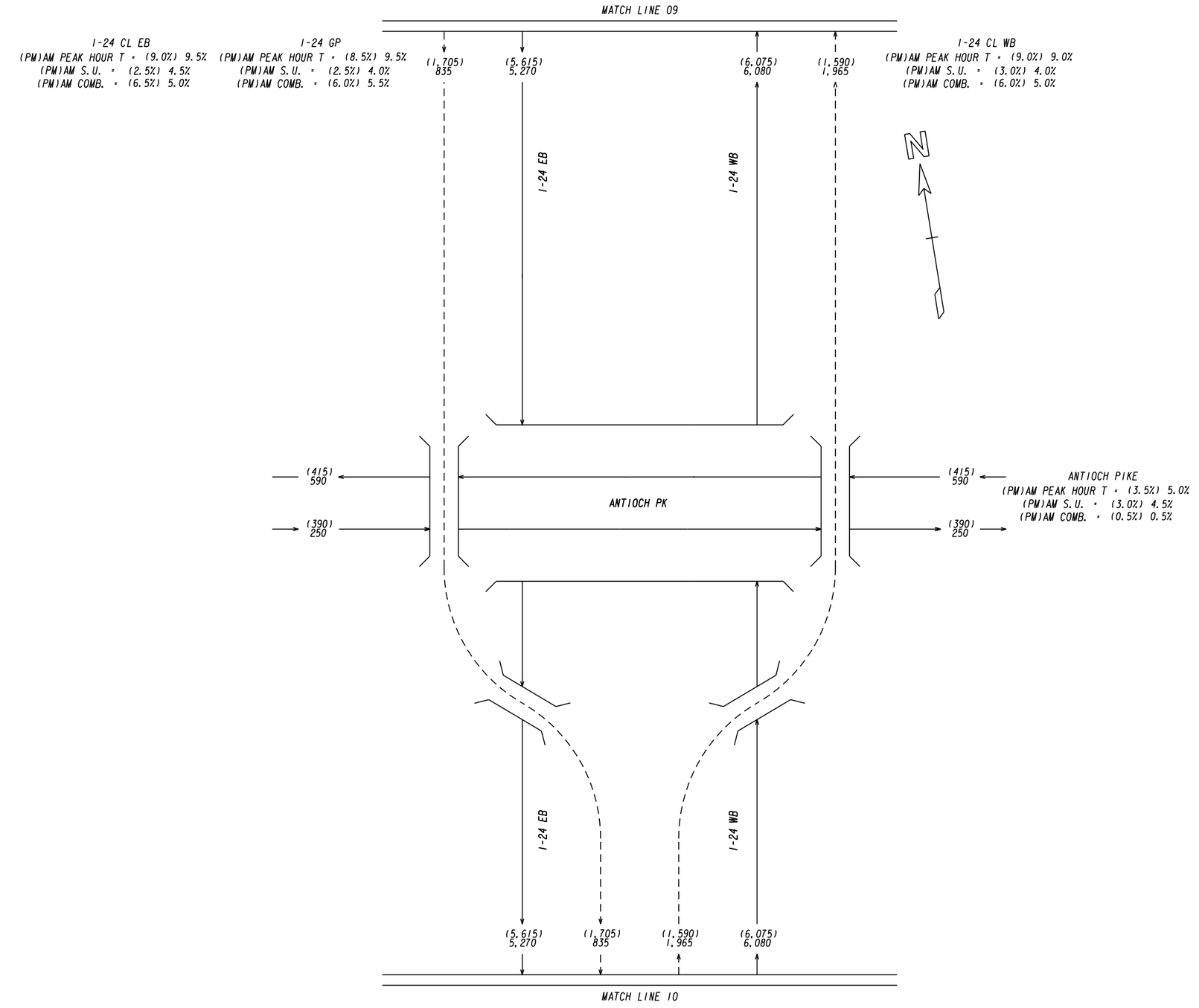
TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0149
CORRECTED:		DATE:		
VERIFIED:		DATE:		

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$REF28
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$REF30

10/23/2015 GPLN



MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES		

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0150
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

$REF15A $REF15B $REF15C $REF15D $REF15E

MATCH LINE 10

I-24 CL EB
(PM)AM PEAK HOUR T = (9.0%) 9.5%
(PM)AM S.U. = (2.5%) 4.5%
(PM)AM COMB. = (6.5%) 5.0%

I-24 GP
(PM)AM PEAK HOUR T = (8.5%) 9.5%
(PM)AM S.U. = (2.5%) 4.0%
(PM)AM COMB. = (6.0%) 5.5%

I-24 CL WB
(PM)AM PEAK HOUR T = (9.0%) 9.0%
(PM)AM S.U. = (3.0%) 4.0%
(PM)AM COMB. = (6.0%) 5.0%

(5,615) 5,270 | (1,705) 835 | (1,590) 1,965 | (6,075) 6,080

I-24 EB | I-24 WB

(4,955) 4,225

I-24 EB OFF RAMP
(PM)AM PEAK HOUR T = (4.0%) 5.5%
(PM)AM S.U. = (3.0%) 4.0%
(PM)AM COMB. = (1.0%) 1.5%

(660) 1,045

SR 255 RAMP TO I-24 WB
(PM)AM PEAK HOUR T = (3.0%) 6.5%
(PM)AM S.U. = (2.5%) 5.0%
(PM)AM COMB. = (0.5%) 1.5%

(1,020) 925

LINBAR DRIVE
(PM)AM PEAK HOUR T = (4.0%) 2.5%
(PM)AM S.U. = (3.5%) 2.5%
(PM)AM COMB. = (0.5%) 0.0%

(410) 355 LINBAR DR (395) 345

SR 255/HARDING PL
(PM)AM PEAK HOUR T = (2.5%) 4.0%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (0.5%) 0.5%

(15) 30 | (270) 270 | (125) 55 | (255) 230 | (120) 65

(1,535) 1,800 | (1,375) 1,585 | (1,750) 1,880

SR 255/HARDING PL
(PM)AM PEAK HOUR T = (3.0%) 4.0%
(PM)AM S.U. = (2.5%) 3.0%
(PM)AM COMB. = (0.5%) 1.0%

(1,875) 1,825 | (1,475) 1,295 | (400) 530

(735) 300 | (260) 515

(2,210) 1,595

SR 255/HARDING PL
(PM)AM PEAK HOUR T = (3.5%) 5.0%
(PM)AM S.U. = (2.5%) 3.5%
(PM)AM COMB. = (1.0%) 1.5%

(655) 245 | (285) 640

METROPLEX DR

METROPLEX DRIVE
(PM)AM PEAK HOUR T = (2.0%) 4.0%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (0.0%) 0.5%

SR 255/HARDING PL
(PM)AM PEAK HOUR T = (4.0%) 7.0%
(PM)AM S.U. = (2.5%) 5.0%
(PM)AM COMB. = (1.5%) 2.0%

(520) 455 | (380) 135 | (195) 70 | (95) 205

(1,740) 1,110 | (2,260) 1,565 | (1,620) 1,165 | (1,785) 1,400

SR 255/HARDING PL
(PM)AM PEAK HOUR T = (4.5%) 7.0%
(PM)AM S.U. = (3.0%) 5.0%
(PM)AM COMB. = (1.5%) 2.0%

(80) 40 | (70) 30

SR 255/HARDING PL | SR 255/HARDING PL

(30) 45 | (1,960) 1,365 | (1,675) 1,190 | (110) 70 | (2,020) 1,540

(255) 130 | (145) 185 | (75) 80

LOCAL BUILDUP

(2,150) 1,780 | (1,400) 1,345 | (750) 435

(1,660) 1,860

(470) 485 | (500) 470 | (1,160) 1,390

(400) 575

(1,560) 1,965 | (150) 320 | (1,165) 1,430 | (40) 115 | (1,415) 1,520

(245) 215 | (260) 265 | (55) 20

LINBAR DR

(500) 250 | (330) 335

LINBAR DRIVE
(PM)AM PEAK HOUR T = (2.5%) 6.5%
(PM)AM S.U. = (2.5%) 5.5%
(PM)AM COMB. = (0.0%) 1.0%

S PERIMETER PARK DR

(395) 285 | (355) 400

S PERIMETER PARK DR
(PM)AM PEAK HOUR T = (1.5%) 3.0%
(PM)AM S.U. = (1.5%) 2.5%
(PM)AM COMB. = (0.0%) 0.5%

(1,485) 735

SR 255 RAMP TO I-24 EB
(PM)AM PEAK HOUR T = (3.0%) 9.0%
(PM)AM S.U. = (2.0%) 7.0%
(PM)AM COMB. = (1.0%) 2.0%

(870) 1,060

I-24 WB OFF RAMP
(PM)AM PEAK HOUR T = (5.0%) 1.5%
(PM)AM S.U. = (2.5%) 1.0%
(PM)AM COMB. = (2.5%) 0.5%

(5,055) 5,155

I-24 EB | I-24 WB

(6,440) 4,960 | (1,705) 835 | (1,590) 1,965 | (5,925) 6,215

MATCH LINE 11

LEGEND
— — I-24 CHOICE LANES

MAM 07/2025

$REF15F $REF15G $REF15H $REF15I $REF15J $REF15K $REF15L $REF15M $REF15N $REF15O $REF15P $REF15Q $REF15R $REF15S $REF15T $REF15U

10/23/2015 GPLN

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 0151

DATE$$$ TIME$$$ | $PRF8$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$

MATCH LINE 11

I-24 CL EB OFF RAMP
(PM)AM PEAK HOUR T = (8.5%) 8.5%
(PM)AM S.U. = (6.5%) 7.0%
(PM)AM COMB. = (2.0%) 1.0%

I-24 EB OFF RAMP WB
(PM)AM PEAK HOUR T = (2.0%) 4.0%
(PM)AM S.U. = (1.5%) 3.5%
(PM)AM COMB. = (0.5%) 0.5%

I-24 CL WB ON RAMP
(PM)AM PEAK HOUR T = (3.5%) 5.0%
(PM)AM S.U. = (2.5%) 5.0%
(PM)AM COMB. = (1.0%) 0.0%

I-24 WB ON RAMP WB
(PM)AM PEAK HOUR T = (2.5%) 2.0%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (0.5%) 0.0%

EZELL ROAD
(PM)AM PEAK HOUR T = (1.5%) 3.0%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (0.0%) 0.0%

HAYWOOD LN
(PM)AM PEAK HOUR T = (1.5%) 2.5%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (0.0%) 0.5%

HAYWOOD LN
(PM)AM PEAK HOUR T = (1.5%) 2.5%
(PM)AM S.U. = (1.5%) 2.5%
(PM)AM COMB. = (0.0%) 0.0%

HAYWOOD LN
(PM)AM PEAK HOUR T = (2.0%) 4.0%
(PM)AM S.U. = (1.5%) 3.5%
(PM)AM COMB. = (0.5%) 0.5%

HAYWOOD LN
(PM)AM PEAK HOUR T = (2.0%) 4.0%
(PM)AM S.U. = (1.5%) 3.5%
(PM)AM COMB. = (0.5%) 0.5%

I-24 EB ON RAMP EB
(PM)AM PEAK HOUR T = (1.0%) 2.5%
(PM)AM S.U. = (1.0%) 2.5%
(PM)AM COMB. = (0.0%) 0.0%

I-24 WB OFF RAMP EB
(PM)AM PEAK HOUR T = (2.5%) 2.5%
(PM)AM S.U. = (0.5%) 1.5%
(PM)AM COMB. = (1.5%) 1.0%

APACHE TRAIL
(PM)AM PEAK HOUR T = (1.5%) 2.0%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (0.0%) 0.0%

I-24 EB ON RAMP
(PM)AM PEAK HOUR T = (1.5%) 14.0%
(PM)AM S.U. = (0.5%) 12.5%
(PM)AM COMB. = (1.0%) 1.5%

I-24 WB OFF RAMP
(PM)AM PEAK HOUR T = (2.5%) 2.5%
(PM)AM S.U. = (2.0%) 1.0%
(PM)AM COMB. = (0.5%) 1.0%

I-24 CL EB ON RAMP
(PM)AM PEAK HOUR T = (4.5%) 8.0%
(PM)AM S.U. = (1.5%) 7.0%
(PM)AM COMB. = (3.0%) 1.0%

I-24 CL WB OFF RAMP
(PM)AM PEAK HOUR T = (7.0%) 6.5%
(PM)AM S.U. = (5.5%) 4.0%
(PM)AM COMB. = (1.5%) 2.5%

LEGEND
-- I-24 CHOICE LANES

MATCH LINE 12

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

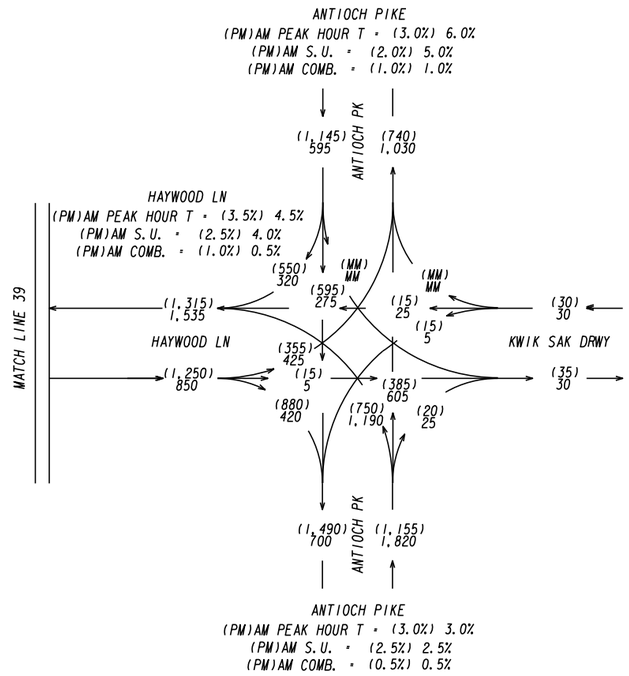
REVISION DATES

TRAFFIC DIAGRAM

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 0152

10/23/2015 GPLN



N

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

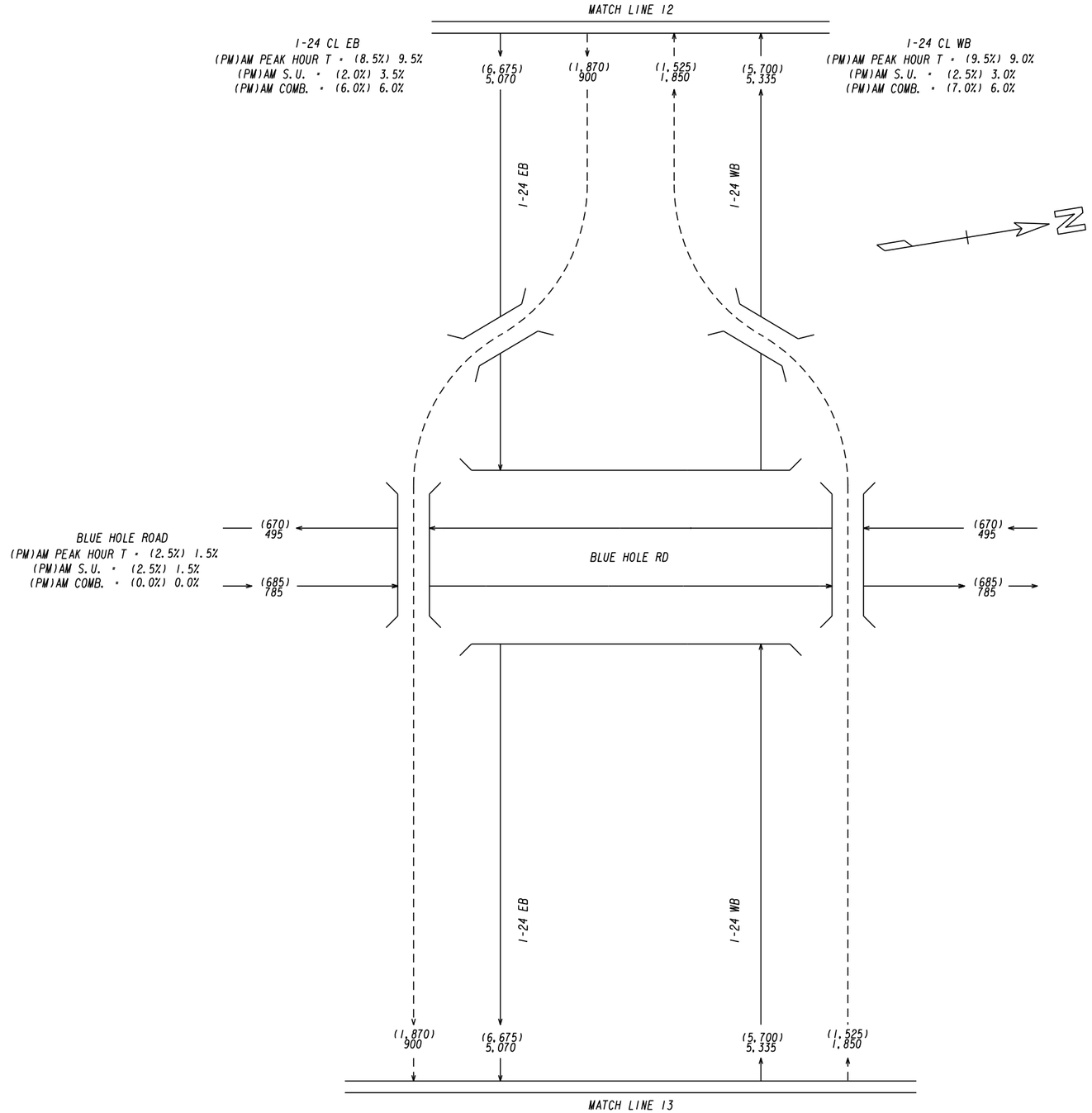
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES		

TRAFFIC DIAGRAM

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BACKCHECKED:		DATE:		
CORRECTED:		DATE:		0153
VERIFIED:		DATE:		

10/23/2015 GPLN



LEGEND

– – I-24 CHOICE LANES

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0154
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

MATCH LINE 13

(1,870) 900
(6,675) 5,070
(5,700) 5,335
(1,525) 1,850

I-24 CL EB OFF RAMP
(PM)AM PEAK HOUR T = (2.0%) 3.0%
(PM)AM S.U. = (2.0%) 3.0%
(PM)AM COMB. = (0.0%) 0.5%

I-24 EB

I-24 WB

I-24 CL WB ON RAMP
(PM)AM PEAK HOUR T = (1.5%) 2.5%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (0.0%) 0.5%

(255) 165

(295) 440

(1,615) 735

(1,230) 1,410

I-24 CHOICE LANES RAMPS - EB

I-24 CHOICE LANES RAMPS - WB

(340) 170

(265) 235

I-24 CL EB ON RAMP
(PM)AM PEAK HOUR T = (3.0%) 3.0%
(PM)AM S.U. = (2.5%) 2.0%
(PM)AM COMB. = (0.5%) 1.0%

I-24 CL WB OFF RAMP
(PM)AM PEAK HOUR T = (2.0%) 2.0%
(PM)AM S.U. = (2.0%) 1.5%
(PM)AM COMB. = (0.0%) 0.5%

I-24 EB OFF RAMP
(PM)AM PEAK HOUR T = (3.5%) 5.5%
(PM)AM S.U. = (3.5%) 5.0%
(PM)AM COMB. = (0.0%) 0.5%

I-24 WB ON RAMP
(PM)AM PEAK HOUR T = (2.0%) 2.5%
(PM)AM S.U. = (2.0%) 2.0%
(PM)AM COMB. = (0.0%) 0.5%

(730) 655

(775) 930

(255) 165
(340) 170

(1,955) 905
(5,945) 4,415
(4,925) 4,405
(1,495) 1,645

SR 254/BELL RD
(PM)AM PEAK HOUR T = (1.5%) 3.0%
(PM)AM S.U. = (1.5%) 2.5%
(PM)AM COMB. = (0.0%) 0.5%

SR 254/BELL RD
(PM)AM PEAK HOUR T = (1.5%) 3.0%
(PM)AM S.U. = (1.5%) 2.5%
(PM)AM COMB. = (0.0%) 0.5%

(75) 30
(115) 90
(100) 65
(385) 295
(345) 360
(415) 540

(2,220) 2,215
(65) 45
(1,765) 1,680
(2,185) 1,940
(1,800) 1,645
(1,925) 1,720
(320) 195
(125) 75
(1,925) 1,720
(1,275) 1,310
(1,690) 1,850

MATCH LINE 59

SR 254/BELL RD

(130) 65
(2,570) 1,825
(2,065) 1,520
(110) 40
(2,565) 2,030
(1,750) 1,430
(2,095) 1,790
(360) 390
(2,095) 1,790
(1,735) 1,400
(1,825) 1,435

(375) 240
(380) 505
(385) 420
(815) 600
(650) 410
(90) 35

I-24 EB ON RAMP EB
(PM)AM PEAK HOUR T = (3.0%) 3.5%
(PM)AM S.U. = (2.5%) 2.5%
(PM)AM COMB. = (0.5%) 1.0%

CANE RIDGE ROAD
(PM)AM PEAK HOUR T = (2.5%) 3.5%
(PM)AM S.U. = (2.5%) 3.5%
(PM)AM COMB. = (0.0%) 0.0%

CANE RIDGE RD

(760) 480
(875) 965

(740) 445

MATCH LINE 61

(940) 675

I-24 EB ON RAMP
(PM)AM PEAK HOUR T = (3.0%) 3.5%
(PM)AM S.U. = (2.5%) 2.5%
(PM)AM COMB. = (0.5%) 1.0%

I-24 WB OFF RAMP
(PM)AM PEAK HOUR T = (0.5%) 5.5%
(PM)AM S.U. = (0.5%) 4.0%
(PM)AM COMB. = (0.0%) 1.5%

SR 254/BELL RD
(PM)AM PEAK HOUR T = (1.5%) 3.0%
(PM)AM S.U. = (1.5%) 2.5%
(PM)AM COMB. = (0.0%) 0.5%

I-24 EB

I-24 WB

MATCH LINE 14

(6,885) 5,090
(1,955) 905
(1,495) 1,645
(5,665) 4,850

MATCH LINE 15

LEGEND
— — I-24 CHOICE LANES

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

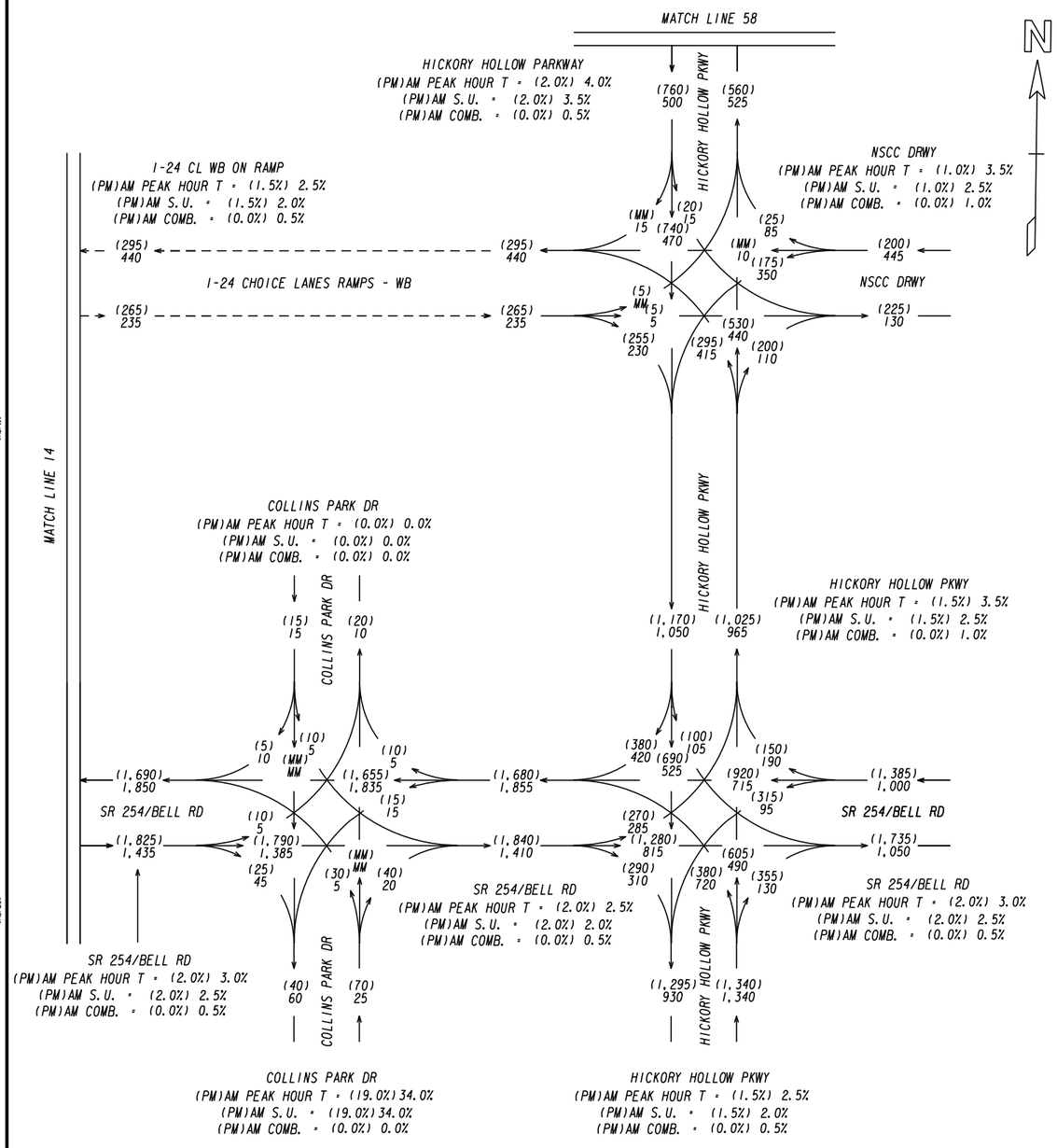
REVISION DATES

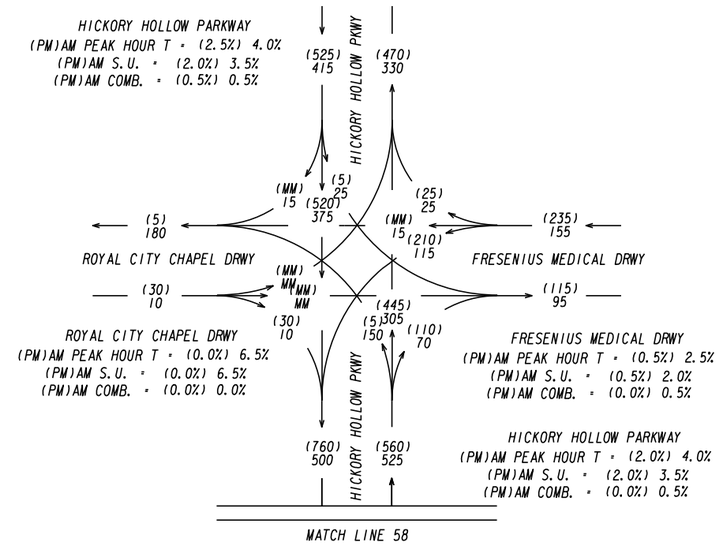
TRAFFIC DIAGRAM

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 0155

10/23/2015 GPLN





LEGEND

— — I-24 CHOICE LANES

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

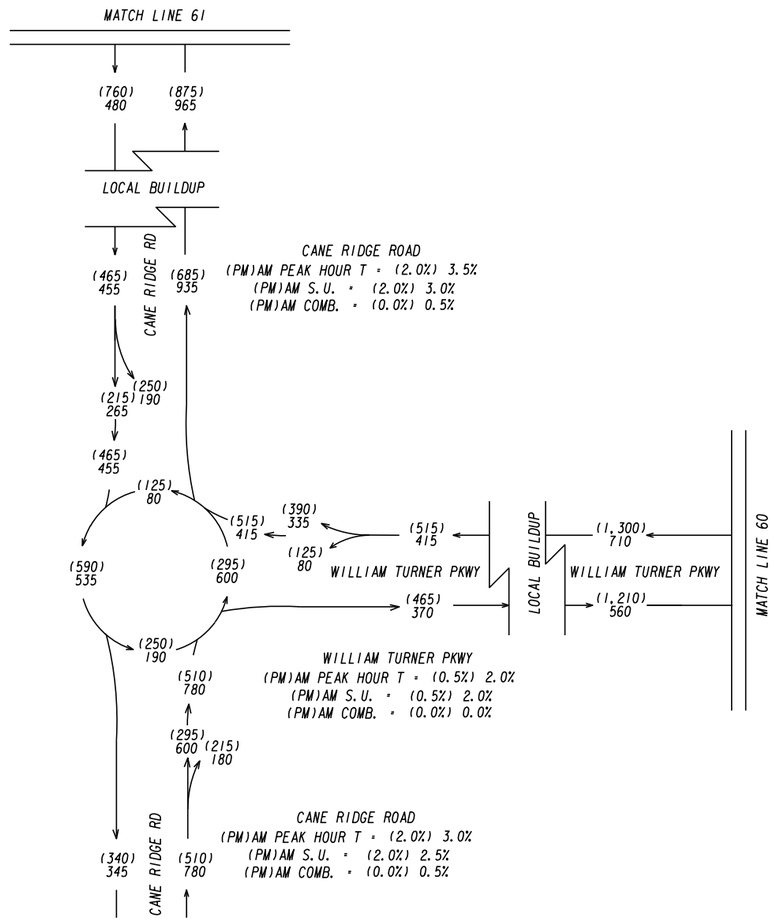
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

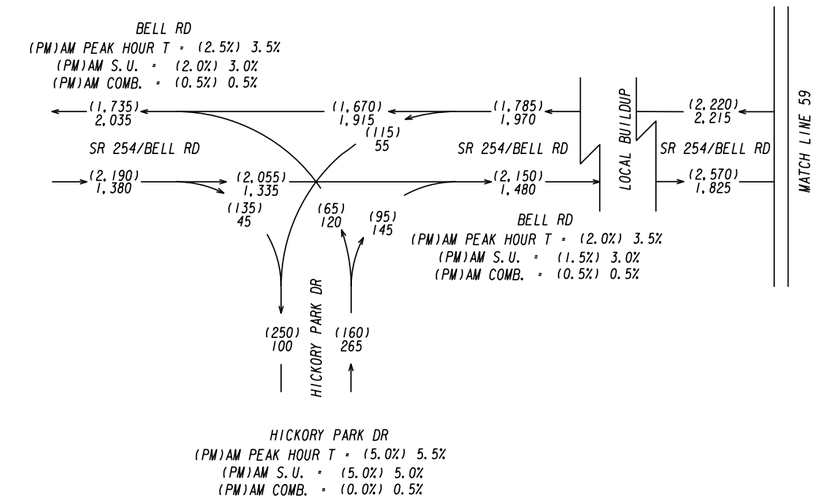
REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0156
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN





MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0157
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ $PRF8$ DGN TDOT Department of Transportation PIN 134727

$USER$ $$PENTABLE$$

MATCH LINE 60

WILLIAM TURNER PKWY

(1,210) 560 (1,300) 710

WILLIAM TURNER PKWY
(PM)AM PEAK HOUR T = (0.5%) 1.5%
(PM)AM S.U. = (0.5%) 1.5%
(PM)AM COMB. = (0.0%) 0.0%

WILLIAM TURNER PKWY
(PM)AM PEAK HOUR T = (2.0%) 6.0%
(PM)AM S.U. = (2.0%) 6.0%
(PM)AM COMB. = (0.0%) 0.0%

(840) 380 (875) 450

HICKORY HOLLOW PKWY
(PM)AM PEAK HOUR T = (1.5%) 2.5%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (0.0%) 0.5%

(60) 20 (780) 360 (160) 130 (715) 320

MATCH LINE 15

I-24 CL EB
(PM)AM PEAK HOUR T = (8.5%) 9.5%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (6.5%) 6.0%

I-24 CL WB
(PM)AM PEAK HOUR T = (9.5%) 10.0%
(PM)AM S.U. = (2.5%) 3.5%
(PM)AM COMB. = (7.0%) 6.5%

(6,885) 5,090 (1,955) 905 (1,495) 1,645 (5,665) 4,850

I-24 EB

I-24 WB

N

I-24 EB OFF RAMP
(PM)AM PEAK HOUR T = (3.0%) 3.5%
(PM)AM S.U. = (2.0%) 2.5%
(PM)AM COMB. = (1.0%) 1.0%

(995) 705

I-24 EB OFF RAMP WB
(PM)AM PEAK HOUR T = (3.0%) 3.5%
(PM)AM S.U. = (3.0%) 3.0%
(PM)AM COMB. = (0.0%) 0.5%

(380) 220 (615) 485

(1,205) 1,325

I-24 WB ON RAMP EB
(PM)AM PEAK HOUR T = (3.5%) 2.0%
(PM)AM S.U. = (3.5%) 2.0%
(PM)AM COMB. = (0.0%) 0.0%

I-24 WB ON RAMP WB
(PM)AM PEAK HOUR T = (3.5%) 2.0%
(PM)AM S.U. = (2.5%) 1.5%
(PM)AM COMB. = (0.5%) 0.5%

(735) 675 (470) 650

HICKORY HOLLOW PKWY
(PM)AM PEAK HOUR T = (2.0%) 3.5%
(PM)AM S.U. = (1.5%) 2.5%
(PM)AM COMB. = (0.5%) 1.0%

MATCH LINE 16

(1,125) 815 (1,065) 795 (1,780) 1,115 (1,780) 1,115 (1,615) 1,160 (2,230) 1,645 (1,495) 970 (1,815) 1,660 (1,815) 1,660

HICKORY HOLLOW PKWY

(1,340) 1,105 (1,180) 975 (1,960) 1,335 (1,960) 1,335 (1,400) 895 (1,945) 1,365 (1,345) 1,010 (2,170) 1,510 (1,920) 1,175

HICKORY HOLLOW PKWY

MATCH LINE 17

CENTURY FARMS PKWY
(PM)AM PEAK HOUR T = (1.0%) 2.0%
(PM)AM S.U. = (1.0%) 1.5%
(PM)AM COMB. = (0.0%) 0.5%

I-24 EB OFF RAMP TO
WILLIAM TURNER PKWY
(PM)AM PEAK HOUR T = (0.0%) 0.0%
(PM)AM S.U. = (0.0%) 0.0%
(PM)AM COMB. = (0.0%) 0.0%

(425) 260

I-24 EB ON RAMP EB
(PM)AM PEAK HOUR T = (1.5%) 3.0%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (0.0%) 0.0%

(345) 175 (545) 470 (890) 645

(5,890) 4,385 (5,465) 4,125 (6,725) 4,950

(4,460) 3,525 (5,735) 4,420

(600) 355

(675) 540

I-24 WB OFF RAMP EB
(PM)AM PEAK HOUR T = (0.5%) 6.5%
(PM)AM S.U. = (0.5%) 4.5%
(PM)AM COMB. = (0.0%) 2.0%

(250) 335

CROSSINGS PL

(250) 335

CROSSINGS PL
(PM)AM PEAK HOUR T = (3.0%) 5.0%
(PM)AM S.U. = (2.5%) 5.0%
(PM)AM COMB. = (0.5%) 0.0%

(1,275) 895

I-24 WB OFF RAMP
(PM)AM PEAK HOUR T = (0.5%) 6.5%
(PM)AM S.U. = (0.5%) 6.0%
(PM)AM COMB. = (0.0%) 0.5%

(370) 180

I-24 EB ON RAMP FROM
WILLIAM TURNER PKWY
(PM)AM PEAK HOUR T = (4.0%) 3.0%
(PM)AM S.U. = (3.0%) 3.0%
(PM)AM COMB. = (1.0%) 0.0%

(1,260) 825

I-24 EB ON RAMP WB
(PM)AM PEAK HOUR T = (1.5%) 3.0%
(PM)AM S.U. = (1.5%) 1.5%
(PM)AM COMB. = (0.5%) 1.5%

I-24 EB

I-24 WB

LEGEND

– – I-24 CHOICE LANES

MATCH LINE 18

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

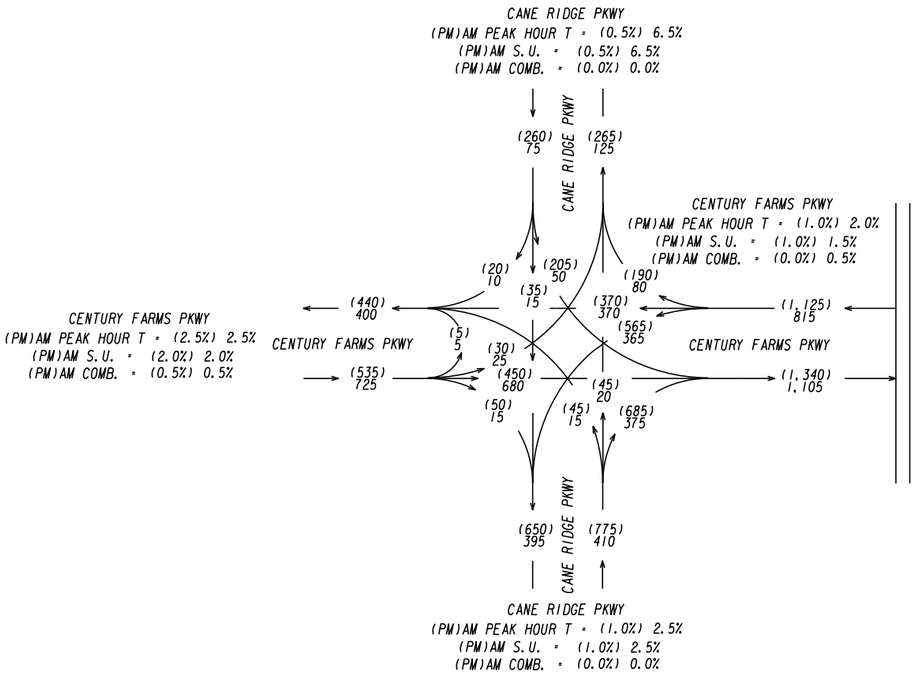
REVISION DATES

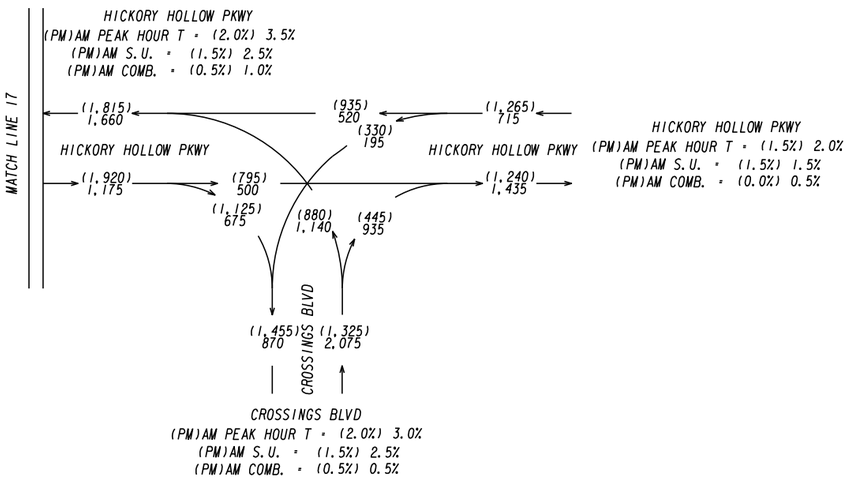
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CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 0158

10/23/2015 GPLN





N

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

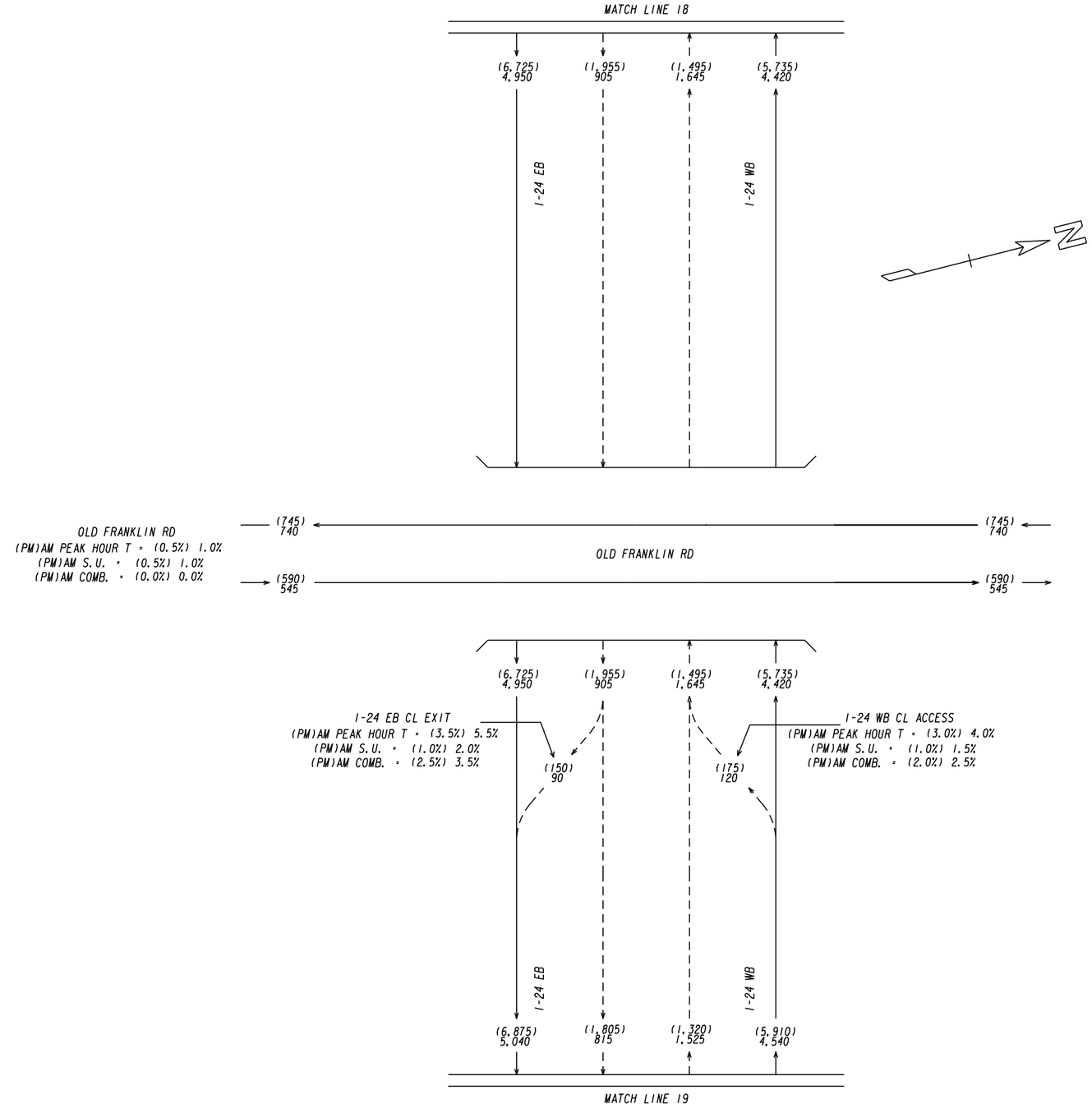
TRAFFIC DIAGRAM

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 0159

10/23/2015 GPLN

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LEGEND

– – I-24 CHOICE LANES

MAM 07/2025

$REF18$
$REF09$
$REF08$
$REF07$
$REF06$
$REF05$
$REF04$
$REF03$
$REF02$
$REF01$

10/23/2015 GPLN

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES		

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0160
CORRECTED:		DATE:		
VERIFIED:		DATE:		

MATCH LINE 19

(6,875) 5,040 | (1,805) 815 | (1,320) 1,525 | (5,910) 4,540

I-24 EB | I-24 WB

I-24 EB OFF RAMP
(PM)AM PEAK HOUR T = (11.0%) 10.5%
(PM)AM S.U. = (4.0%) 4.5%
(PM)AM COMB. = (7.0%) 6.0%

(5,800) 4,100

(1,075) 940

I-24 WB ON RAMP
(PM)AM PEAK HOUR T = (5.0%) 13.0%
(PM)AM S.U. = (1.5%) 5.5%
(PM)AM COMB. = (3.5%) 7.5%

(1,065) 1,090

OCTOBER WOODS DR
(PM)AM PEAK HOUR T = (1.5%) 4.0%
(PM)AM S.U. = (1.5%) 3.5%
(PM)AM COMB. = (0.0%) 0.5%

OCTOBER WOODS DR

(200) 210 | (280) 115

OLD HICKORY BLVD
(PM)AM PEAK HOUR T = (2.5%) 4.0%
(PM)AM S.U. = (2.0%) 3.0%
(PM)AM COMB. = (0.5%) 1.0%

OLD HICKORY BLVD
(PM)AM PEAK HOUR T = (7.5%) 8.5%
(PM)AM S.U. = (3.0%) 4.0%
(PM)AM COMB. = (4.5%) 4.5%

OLD HICKORY BLVD
(PM)AM PEAK HOUR T = (9.5%) 10.5%
(PM)AM S.U. = (2.5%) 4.0%
(PM)AM COMB. = (7.0%) 6.5%

(40) 15 | (145) 195 | (250) 105 | (1,430) 235 | (645) 705 | (800) 800

(1,075) 885 | (15) MM | (1,020) 850 | (1,330) 980 | (900) 745 | (1,440) 1,120 | (960) 795 | (1,760) 1,595

OLD HICKORY BLVD
(PM)AM PEAK HOUR T = (3.5%) 4.0%
(PM)AM S.U. = (2.5%) 3.0%
(PM)AM COMB. = (1.0%) 1.0%

(60) 25 | (540) 375 | (480) 325 | (255) 290

OLD HICKORY BLVD | OLD HICKORY BLVD | OLD HICKORY BLVD

(920) 940 | (25) MM | (875) 935 | (5) 10 | (1,050) 1,190 | (650) 700 | (1,295) 1,405 | (1,030) 1,115 | (1,530) 1,495

(20) 5 | (15) 20 | (30) 60 | (400) 490 | (500) 380

MATCH LINE 20

OCTOBER WOODS DR

(95) 30 | (50) 90

OCTOBER WOODS DR
(PM)AM PEAK HOUR T = (2.5%) 3.0%
(PM)AM S.U. = (2.5%) 3.0%
(PM)AM COMB. = (0.0%) 0.0%

(940) 865

I-24 WB OFF RAMP
(PM)AM PEAK HOUR T = (12.0%) 7.5%
(PM)AM S.U. = (2.5%) 1.5%
(PM)AM COMB. = (9.5%) 6.0%

(980) 705

I-24 EB ON RAMP
(PM)AM PEAK HOUR T = (7.0%) 8.0%
(PM)AM S.U. = (2.5%) 2.5%
(PM)AM COMB. = (4.5%) 5.5%

(4,845) 3,450

I-24 CL EB
(PM)AM PEAK HOUR T = (8.5%) 10.0%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (6.5%) 6.5%

I-24
(PM)AM PEAK HOUR T = (8.0%) 11.0%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (6.0%) 7.5%

I-24 CL WB
(PM)AM PEAK HOUR T = (11.0%) 11.0%
(PM)AM S.U. = (3.0%) 3.5%
(PM)AM COMB. = (8.0%) 7.5%

(6,740) 4,965 | (1,805) 815 | (1,320) 1,525 | (5,825) 4,155

I-24 EB | I-24 WB

DAVIDSON COUNTY
RUTHERFORD COUNTY

DAVIDSON COUNTY
RUTHERFORD COUNTY

MATCH LINE 21

LEGEND
— — I-24 CHOICE LANES

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

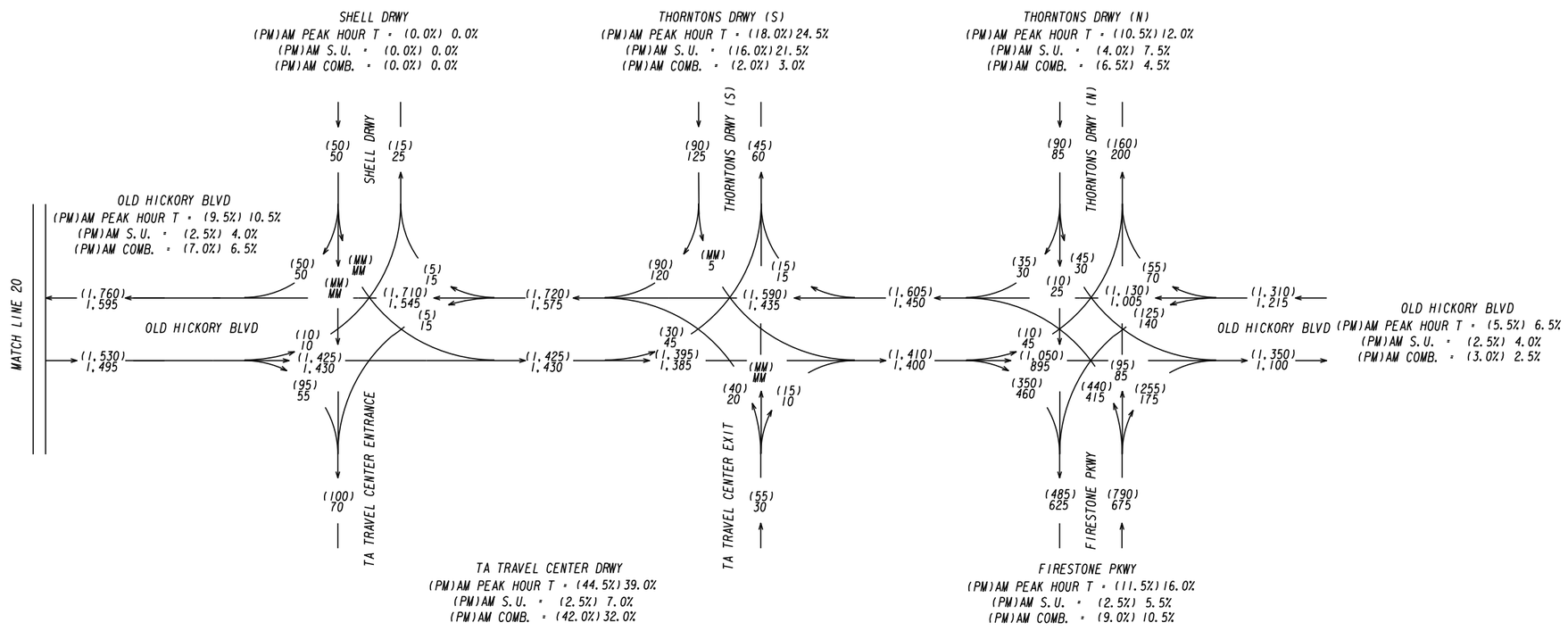
REVISION DATES

TRAFFIC DIAGRAM

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 0161

10/23/2015 GPLN



MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0162
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

MATCH LINE 21

DAVIDSON COUNTY / RUTHERFORD COUNTY

I-24 CL EB
(PM)AM PEAK HOUR T = (8.5%) 10.0%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (6.5%) 6.5%

I-24 GP
(PM)AM PEAK HOUR T = (8.0%) 11.0%
(PM)AM S.U. = (2.0%) 3.5%
(PM)AM COMB. = (6.0%) 7.5%

I-24 CL WB
(PM)AM PEAK HOUR T = (11.0%) 11.0%
(PM)AM S.U. = (3.0%) 3.5%
(PM)AM COMB. = (8.0%) 7.5%

(6,740) 4,965 | (1,805) 815 | (1,320) 1,525 | (5,825) 4,155

I-24 EB | I-24 WB

I-24 CL EB OFF RAMP
(PM)AM PEAK HOUR T = (9.5%) 12.0%
(PM)AM S.U. = (5.0%) 6.0%
(PM)AM COMB. = (5.0%) 6.0%

I-24 CL WB ON RAMP
(PM)AM PEAK HOUR T = (14.5%) 19.5%
(PM)AM S.U. = (3.5%) 7.0%
(PM)AM COMB. = (10.5%) 12.5%

I-24 WB ON RAMP
(PM)AM PEAK HOUR T = (8.0%) 14.5%
(PM)AM S.U. = (2.0%) 5.5%
(PM)AM COMB. = (6.0%) 9.5%

(920) 645

CENTREPOINTE DR
(PM)AM PEAK HOUR T = (12.5%) 17.0%
(PM)AM S.U. = (5.5%) 9.5%
(PM)AM COMB. = (7.0%) 7.5%

ENTERPRISE BLVD
(PM)AM PEAK HOUR T = (8.0%) 11.0%
(PM)AM S.U. = (8.0%) 10.5%
(PM)AM COMB. = (0.0%) 0.5%

(1,545) 690 | (1,075) 1,370 | (260) 125 | (245) 155

I-24 EB OFF RAMP
(PM)AM PEAK HOUR T = (8.0%) 10.0%
(PM)AM S.U. = (4.0%) 5.0%
(PM)AM COMB. = (4.0%) 5.0%

(1,115) 865

WALDRON ROAD
(PM)AM PEAK HOUR T = (6.5%) 11.5%
(PM)AM S.U. = (3.0%) 7.0%
(PM)AM COMB. = (3.5%) 4.5%

WALDRON ROAD
(PM)AM PEAK HOUR T = (8.0%) 13.5%
(PM)AM S.U. = (3.0%) 7.0%
(PM)AM COMB. = (5.0%) 6.5%

WALDRON ROAD
(PM)AM PEAK HOUR T = (7.0%) 13.0%
(PM)AM S.U. = (3.0%) 7.0%
(PM)AM COMB. = (4.0%) 6.0%

WALDRON ROAD
(PM)AM PEAK HOUR T = (2.5%) 5.5%
(PM)AM S.U. = (2.0%) 5.0%
(PM)AM COMB. = (0.5%) 0.5%

(465) 255 | (290) 570 | CENTREPOINTE DR | (75) 115 | (60) 70 | ENTERPRISE BLVD

(205) 195 | (910) 670 | (50) 30 | (210) 95 | (210) 130 | (775) 525 | (50) 60 | (15) 45 | (30) 40

(945) 595 | (50) 50 | (385) 175 | (30) 30 | (835) 515 | (240) 455 | (1,230) 1,175 | (1,025) 980 | (2,040) 1,390 | (1,950) 1,305 | (2,345) 1,500 | (2,135) 1,210 | (2,910) 1,735 | (10) 10 | (2,410) 1,540 | (2,605) 1,670

(155) 205 | (185) 65 | (165) 90

(1,015) 410

WALDRON RD | WALDRON RD | WALDRON RD | WALDRON RD

(685) 1,015 | (30) 85 | (605) 860 | (20) 30 | (1,245) 1,160 | (850) 850 | (1,760) 1,520 | (35) 25 | (1,630) 1,445 | (1,920) 1,675 | (145) 120 | (1,775) 1,555 | (2,180) 2,220 | (20) 25 | (1,795) 1,915 | (10) 5 | (2,010) 2,120

(50) 70 | (60) 30 | (255) 125 | (395) 310 | (95) 50 | (40) 55 | (80) 135 | (210) 290 | (405) 665 | (365) 280 | (450) 135 | (200) 160

CHARTER PL | INDUSTRIAL BLVD

(235) 305 | (335) 185 | (1,410) 720 | (280) 115 | (120) 190 | (540) 380 | (660) 300

CHARTER PLACE
(PM)AM PEAK HOUR T = (9.0%) 21.5%
(PM)AM S.U. = (3.0%) 14.0%
(PM)AM COMB. = (6.0%) 7.5%

I-24 EB ON RAMP
(PM)AM PEAK HOUR T = (6.5%) 21.0%
(PM)AM S.U. = (3.0%) 9.5%
(PM)AM COMB. = (3.5%) 11.0%

I-24 CL EB ON RAMP
(PM)AM PEAK HOUR T = (10.5%) 21.5%
(PM)AM S.U. = (5.0%) 10.0%
(PM)AM COMB. = (6.0%) 11.5%

(1,545) 690 | (1,075) 1,370 | (4,905) 3,510

(615) 955

I-24 WB OFF RAMP
(PM)AM PEAK HOUR T = (16.5%) 10.5%
(PM)AM S.U. = (5.0%) 5.5%
(PM)AM COMB. = (11.0%) 5.0%

I-24 CL WB OFF RAMP
(PM)AM PEAK HOUR T = (21.0%) 16.0%
(PM)AM S.U. = (6.5%) 8.5%
(PM)AM COMB. = (14.5%) 7.5%

INDUSTRIAL BLVD
(PM)AM PEAK HOUR T = (11.0%) 20.0%
(PM)AM S.U. = (4.0%) 9.0%
(PM)AM COMB. = (7.0%) 11.0%

(5,625) 4,100 | I-24 EB | I-24 WB

(7,035) 4,820 | (1,825) 805 | (1,195) 1,560 | (5,520) 4,465

MATCH LINE 22

LEGEND
— — I-24 CHOICE LANES

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0163
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

MATCH LINE 22

I-24 CL EB
(PM)AM PEAK HOUR T = (9.0%) 11.5%
(PM)AM S.U. = (2.5%) 4.5%
(PM)AM COMB. = (6.5%) 7.0%

I-24 CL WB
(PM)AM PEAK HOUR T = (11.5%) 11.0%
(PM)AM S.U. = (3.0%) 3.0%
(PM)AM COMB. = (8.5%) 8.0%

I-24 CL EB OFF RAMP
(PM)AM PEAK HOUR T = (4.0%) 7.0%
(PM)AM S.U. = (2.0%) 5.0%
(PM)AM COMB. = (2.0%) 2.0%

I-24 CL WB ON RAMP
(PM)AM PEAK HOUR T = (6.0%) 6.5%
(PM)AM S.U. = (3.5%) 3.5%
(PM)AM COMB. = (2.5%) 3.0%

I-24 EB RAMP TO
SAM RIDLEY PKWY WB
(PM)AM PEAK HOUR T = (2.5%) 8.5%
(PM)AM S.U. = (1.0%) 6.0%
(PM)AM COMB. = (1.0%) 2.5%

SAM RIDLEY PKWY EB
TO I-24 WB ON RAMP
(PM)AM PEAK HOUR T = (3.5%) 4.0%
(PM)AM S.U. = (2.5%) 2.0%
(PM)AM COMB. = (1.0%) 2.0%

SAM RIDLEY PKWY WB
TO I-24 WB ON RAMP
(PM)AM PEAK HOUR T = (3.5%) 4.0%
(PM)AM S.U. = (2.0%) 2.0%
(PM)AM COMB. = (1.5%) 1.5%

BLAIR ROAD
(PM)AM PEAK HOUR T = (3.0%) 4.0%
(PM)AM S.U. = (3.0%) 4.0%
(PM)AM COMB. = (0.0%) 0.0%

SAM RIDLEY PKWY
(PM)AM PEAK HOUR T = (2.5%) 2.5%
(PM)AM S.U. = (2.5%) 2.0%
(PM)AM COMB. = (0.0%) 0.5%

SAM RIDLEY PKWY
(PM)AM PEAK HOUR T = (2.0%) 4.5%
(PM)AM S.U. = (1.0%) 2.5%
(PM)AM COMB. = (1.0%) 2.0%

SAM RIDLEY PKWY
(PM)AM PEAK HOUR T = (3.0%) 3.5%
(PM)AM S.U. = (1.5%) 1.5%
(PM)AM COMB. = (1.5%) 2.0%

INDUSTRIAL BLVD
(PM)AM PEAK HOUR T = (2.0%) 4.5%
(PM)AM S.U. = (1.0%) 2.0%
(PM)AM COMB. = (1.0%) 2.5%

SAM RIDLEY PKWY
(PM)AM PEAK HOUR T = (3.0%) 4.5%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (1.5%) 2.5%

I-24 CL EB ON RAMP
(PM)AM PEAK HOUR T = (9.5%) 10.0%
(PM)AM S.U. = (4.5%) 4.5%
(PM)AM COMB. = (4.5%) 5.5%

SAM RIDLEY PKWY EB
TO I-24 EB RAMP
(PM)AM PEAK HOUR T = (2.0%) 6.5%
(PM)AM S.U. = (1.0%) 3.0%
(PM)AM COMB. = (1.0%) 3.5%

I-24 WB RAMP TO
SAM RIDLEY PKWY EB
(PM)AM PEAK HOUR T = (7.0%) 3.5%
(PM)AM S.U. = (2.5%) 1.0%
(PM)AM COMB. = (4.5%) 2.5%

I-24 WB RAMP TO
SAM RIDLEY PKWY WB
(PM)AM PEAK HOUR T = (3.5%) 4.0%
(PM)AM S.U. = (2.5%) 2.0%
(PM)AM COMB. = (1.0%) 2.0%

I-24 CL WB OFF RAMP
(PM)AM PEAK HOUR T = (5.5%) 9.0%
(PM)AM S.U. = (3.5%) 8.0%
(PM)AM COMB. = (2.0%) 1.0%

STONECREST PKWY
(PM)AM PEAK HOUR T = (1.5%) 3.5%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (0.0%) 0.5%

BLAIR ROAD
(PM)AM PEAK HOUR T = (2.5%) 3.5%
(PM)AM S.U. = (2.5%) 3.0%
(PM)AM COMB. = (0.0%) 0.5%

LEGEND
— — I-24 CHOICE LANES

MATCH LINE 23

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 0164

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$

$REF15$
$REF14$
$REF13$
$REF12$
$REF11$

MATCH LINE 23

I-24 CL EB
(PM)AM PEAK HOUR T = (9.5%) 12.0%
(PM)AM S.U. = (2.5%) 4.5%
(PM)AM COMB. = (7.0%) 7.0%

I-24 CL WB
(PM)AM PEAK HOUR T = (12.0%) 11.5%
(PM)AM S.U. = (3.0%) 3.0%
(PM)AM COMB. = (9.0%) 8.5%

(6,565) 4,765 | (1,740) 765 | (1,030) 1,435 | (5,110) 5,380

N

ROCK SPRINGS RD
(PM)AM PEAK HOUR T = (1.0%) 1.5%
(PM)AM S.U. = (0.5%) 1.5%
(PM)AM COMB. = (0.5%) 0.0%

(600) 435 ←
ROCK SPRINGS RD
(505) 530 →

I-24 EB

I-24 WB

(600) 435 ←
ROCK SPRINGS RD
(505) 530 →

(6,565) 4,765 | (1,740) 765 | (1,030) 1,435 | (5,110) 5,380

MATCH LINE 24

LEGEND
– – I-24 CHOICE LANES

MAM 07/2025

$REF10$
$REF9$
$REF8$
$REF7$
$REF6$

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

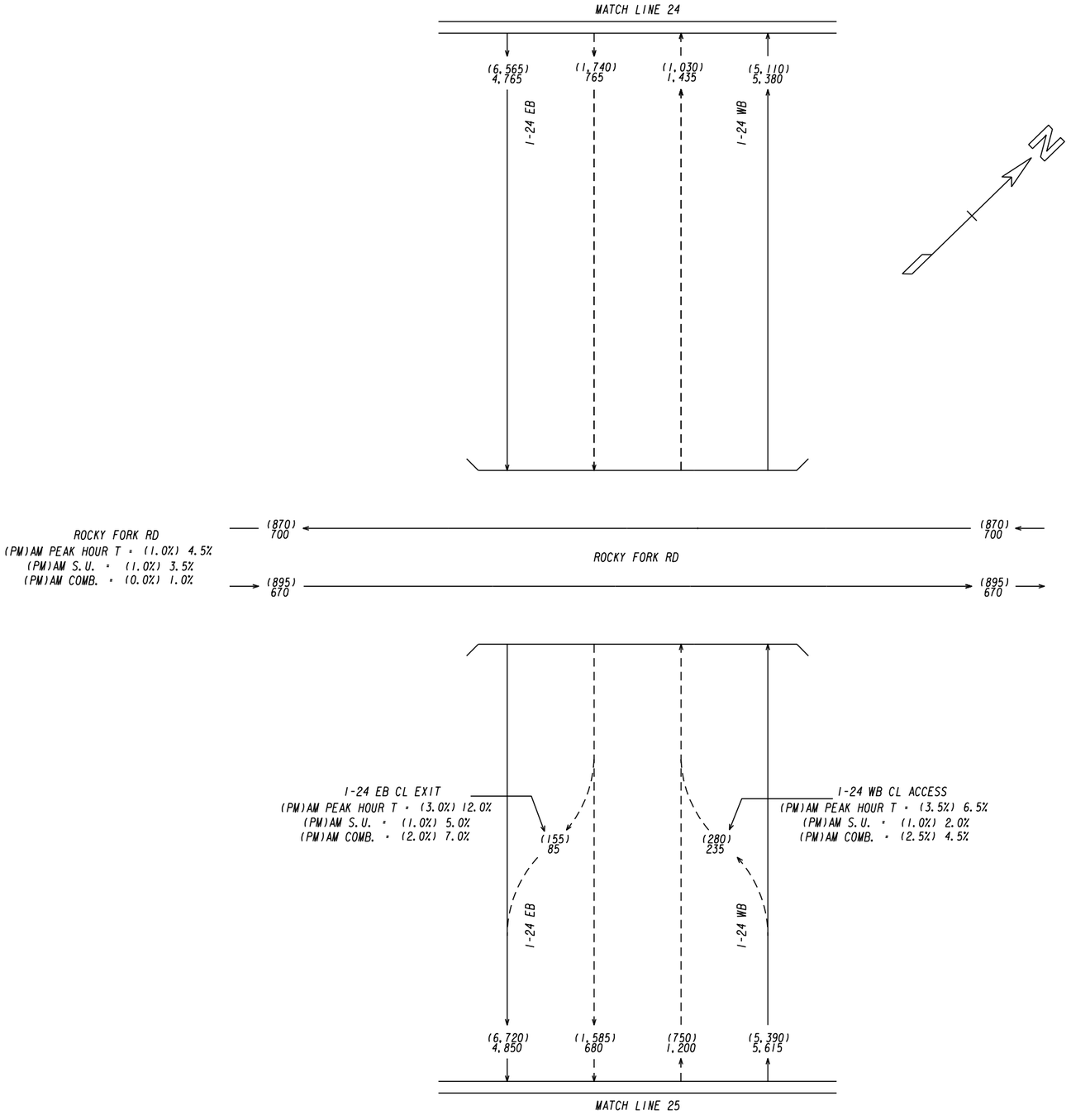
REVISION DATES

TRAFFIC DIAGRAM

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CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

$REF154
$REF144
$REF134
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$REF044
$REF034
$REF024
$REF014



LEGEND

– – I-24 CHOICE LANES

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0166
CORRECTED:		DATE:		
VERIFIED:		DATE:		

$REF184
$REF174
$REF164
$REF154
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$REF134
$REF124
$REF114

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$

MATCH LINE 25

(6,720) 4,850 | (1,585) 680 | (750) 1,200 | (5,390) 5,615

I-24 EB | I-24 WB

I-24 EB OFF RAMP
(PM)AM PEAK HOUR T = (2.5%) 7.5%
(PM)AM S.U. = (1.0%) 5.0%
(PM)AM COMB. = (1.5%) 3.0%

(1,455) 905

I-24 WB ON RAMP
(PM)AM PEAK HOUR T = (3.0%) 6.0%
(PM)AM S.U. = (1.5%) 3.5%
(PM)AM COMB. = (1.5%) 2.5%

(1,375) 1,430

PETS R US VET DRWY
(PM)AM PEAK HOUR T = (0.0%) 0.0%
(PM)AM S.U. = (0.0%) 0.0%
(PM)AM COMB. = (0.0%) 0.0%

(5) 10 | (5) 5 | PETS R US VET DRWY

ALMAVILLE RD
(PM)AM PEAK HOUR T = (2.5%) 4.5%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (1.0%) 1.5%

(705) 515 | (750) 390

(4,015) 4,185

(MM) 5 | (5) 5 | (5) 5

(600) 690 | (775) 740

(2,370) 1,725 | (2,370) 1,720 | (2,375) 1,725 | (2,190) 1,770 | (2,190) 1,770 | (2,315) 1,910 | (2,315) 1,910

MATCH LINE 26 | MATCH LINE 27

ALMAVILLE RD | ALMAVILLE RD

(MM) MM | (2,340) 2,100 | (2,340) 2,100 | (2,345) 2,105 | (2,355) 1,720 | (2,355) 1,720 | (2,170) 1,885 | (2,040) 1,755 | (2,045) 1,760

(905) 725 | (685) 510 | (580) 805 | (815) 550 | (130) 130 | (5) 5

ALMAVILLE RD
(PM)AM PEAK HOUR T = (2.5%) 5.0%
(PM)AM S.U. = (1.5%) 3.0%
(PM)AM COMB. = (1.0%) 2.0%

(5,265) 3,945

(130) 130 | TRIDON DR | (5) 5

TRIDON DR
(PM)AM PEAK HOUR T = (2.5%) 2.0%
(PM)AM S.U. = (2.5%) 2.0%
(PM)AM COMB. = (0.0%) 0.0%

(1,590) 1,235 | (1,395) 1,355

I-24 EB ON RAMP
(PM)AM PEAK HOUR T = (2.5%) 4.5%
(PM)AM S.U. = (1.5%) 2.0%
(PM)AM COMB. = (1.0%) 2.5%

I-24 WB OFF RAMP
(PM)AM PEAK HOUR T = (3.5%) 4.5%
(PM)AM S.U. = (2.0%) 2.0%
(PM)AM COMB. = (1.5%) 2.5%

I-24 EB | I-24 WB

I-24 CL EB
(PM)AM PEAK HOUR T = (10.5%) 12.0%
(PM)AM S.U. = (2.5%) 4.5%
(PM)AM COMB. = (8.0%) 7.5%

I-24 GP
(PM)AM PEAK HOUR T = (8.0%) 10.0%
(PM)AM S.U. = (2.0%) 3.0%
(PM)AM COMB. = (6.0%) 7.0%

(6,855) 5,180 | (1,585) 680 | (750) 1,200 | (5,410) 5,540

I-24 CL WB
(PM)AM PEAK HOUR T = (15.5%) 12.5%
(PM)AM S.U. = (4.0%) 3.5%
(PM)AM COMB. = (11.5%) 9.0%

LEGEND
— — I-24 CHOICE LANES

MATCH LINE 28

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

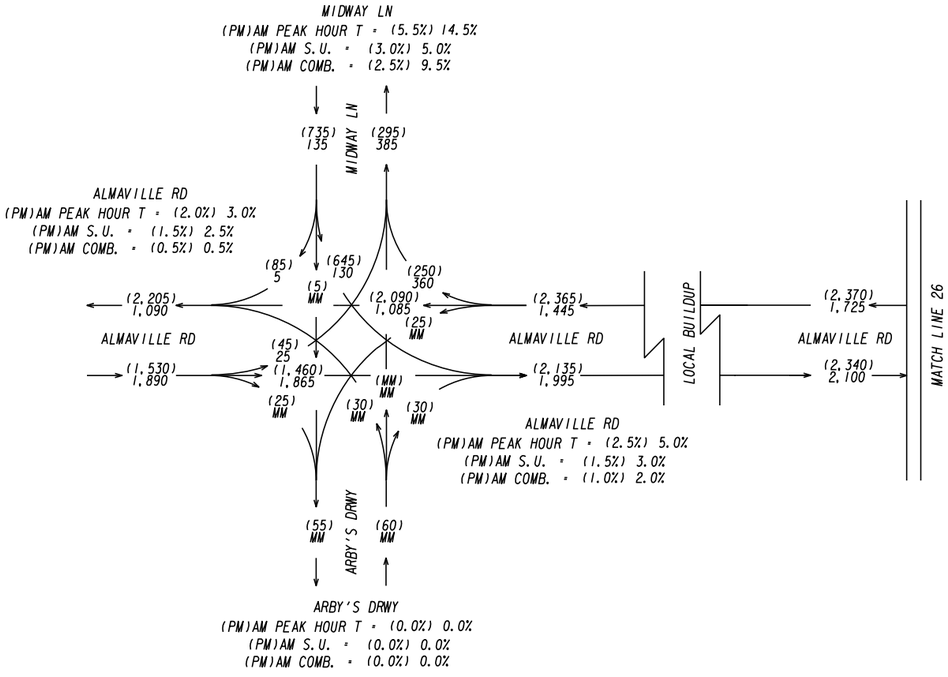
REVISION DATES

TRAFFIC DIAGRAM

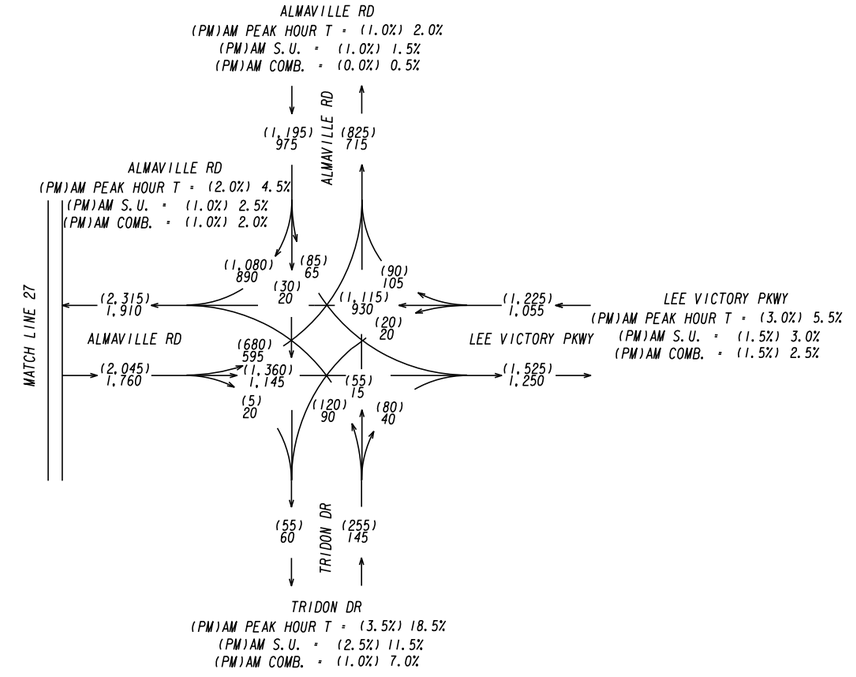
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 0167

10/23/2015 GPLN



SEE SHEET 0167



MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0168
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$
$USER$

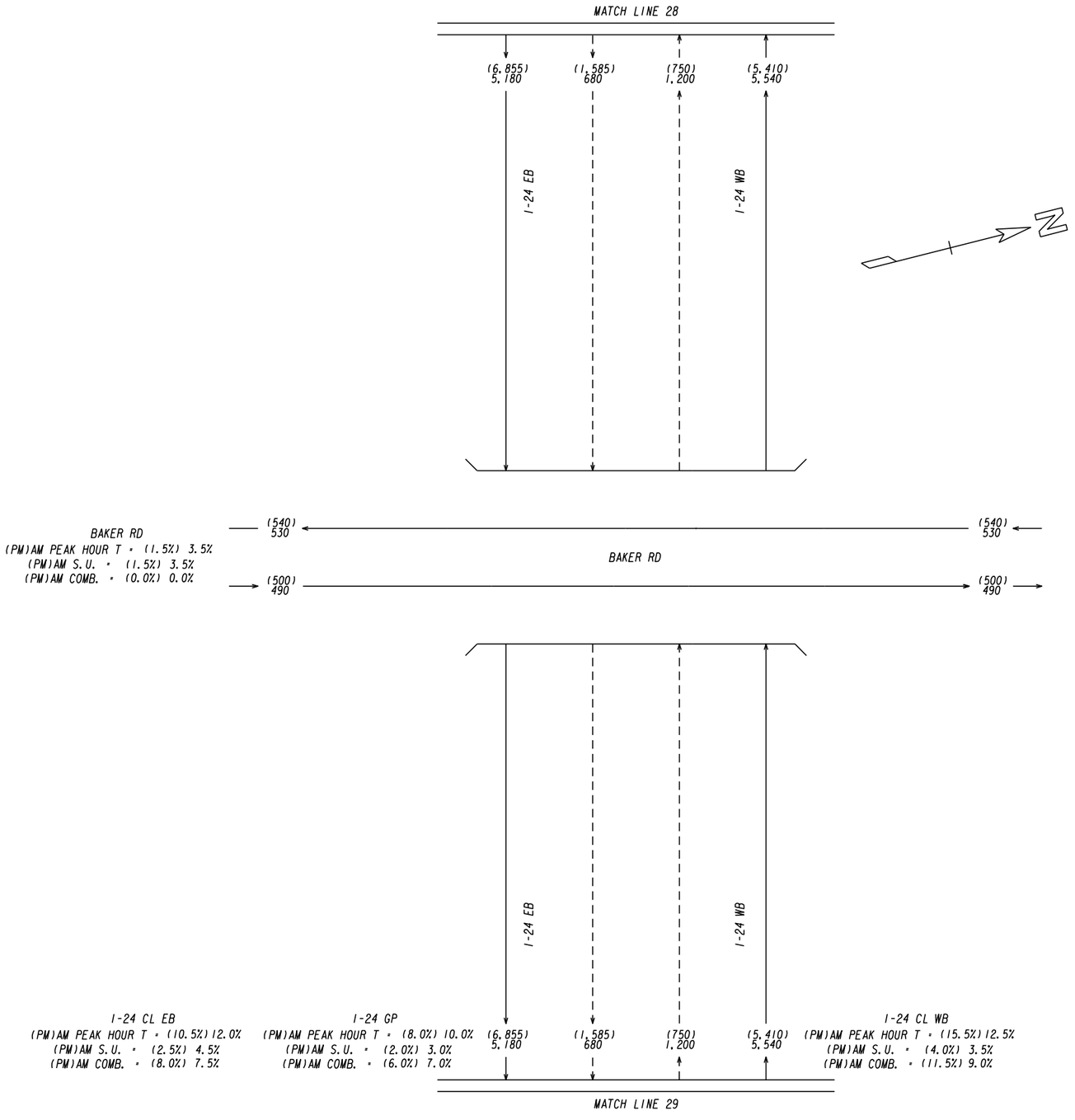
$PRFB$
$$PENTABLE$$

DGN

TN TDOT Department of Transportation

PIN
134727

$$REF154
$$REF144
$$REF134
$$REF124
$$REF114



MAM 07/2025

$$REF194
$$REF184
$$REF174
$$REF164
$$REF154

10/23/2015 GPLN

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

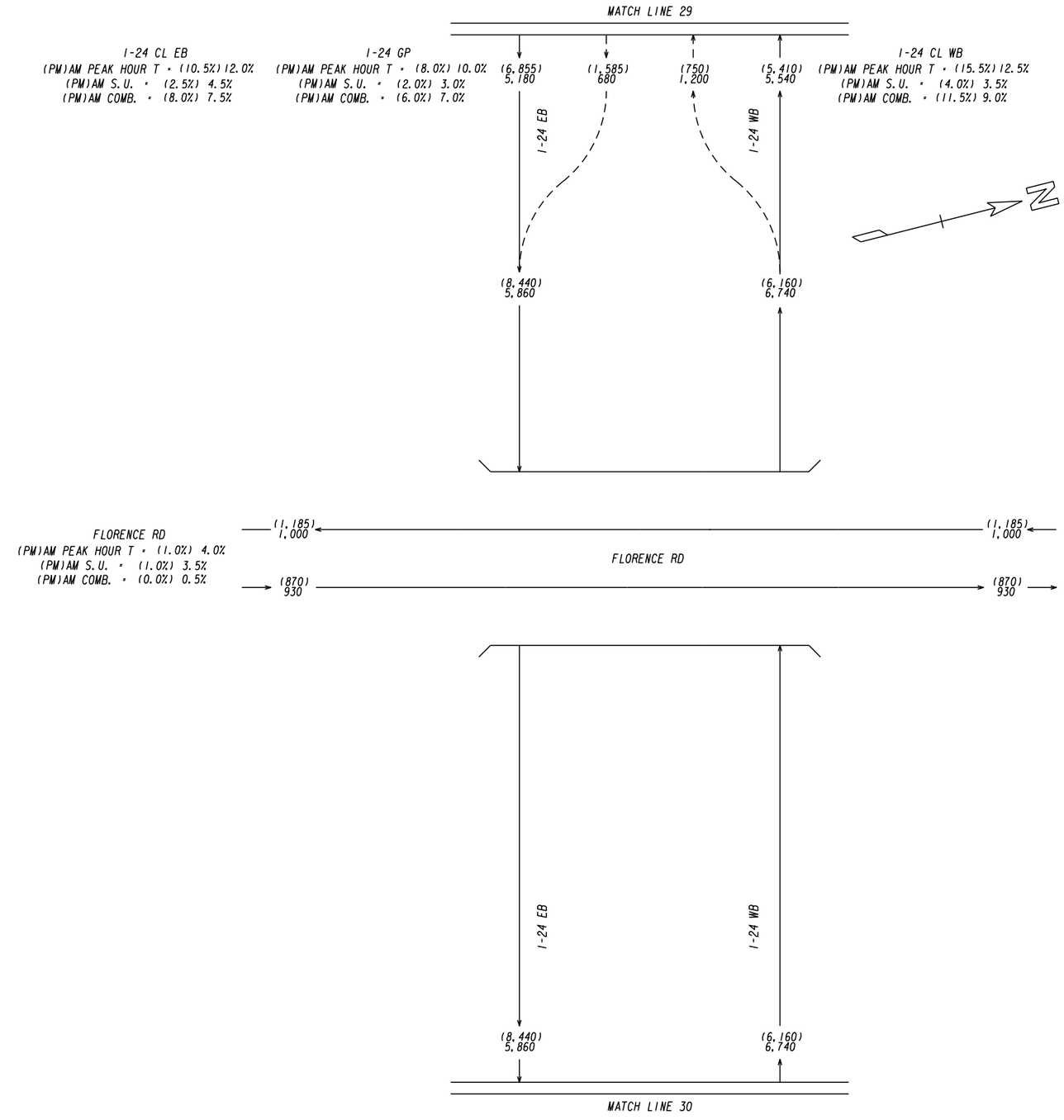
TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES		

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		0169
VERIFIED:		DATE:		



LEGEND

– – I-24 CHOICE LANES

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		0170
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$
$USER$

$PRFB$
$$PENTABLE$$

DGN

TDOT Department of Transportation

PIN
134727

MATCH LINE 30

(8,440)
5,860

I-24 EB

(6,160)
6,740

I-24 WB

I-24 EB OFF RAMP TO I-840 WB
(PM)AM PEAK HOUR T = (5.0%) 17.0%
(PM)AM S.U. = (1.5%) 8.5%
(PM)AM COMB. = (3.5%) 8.5%

(760)
700

I-840 WB OFF RAMP TO I-24 WB
(PM)AM PEAK HOUR T = (8.0%) 5.0%
(PM)AM S.U. = (3.0%) 1.5%
(PM)AM COMB. = (5.0%) 3.5%

(1,220)
1,185

(7,680)
5,160

(4,940)
5,555

I-24 WB OFF RAMP TO I-840 WB
(PM)AM PEAK HOUR T = (8.5%) 8.0%
(PM)AM S.U. = (1.0%) 3.0%
(PM)AM COMB. = (7.5%) 5.0%

(825)
1,230

I-840
(PM)AM PEAK HOUR T = (11.0%) 11.0%
(PM)AM S.U. = (4.0%) 4.5%
(PM)AM COMB. = (7.0%) 6.5%

(1,585)
1,930

(5,765)
6,785

(3,165)
2,560

(3,180)
3,370

(1,595)
1,440

(4,760)
4,000

MATCH LINE 31

I-840

I-840

I-840

MATCH LINE 32

(3,575)
3,195

(2,365)
2,065

(3,720)
2,905

(2,950)
2,010

(4,290)
3,740

I-840 EB OFF RAMP
TO I-24 EB
(PM)AM PEAK HOUR T = (7.5%) 7.0%
(PM)AM S.U. = (3.5%) 1.5%
(PM)AM COMB. = (4.0%) 5.5%

(1,210)
1,130

(1,945)
1,375

I-840 WB OFF RAMP
TO I-24 EB
(PM)AM PEAK HOUR T = (7.5%) 10.5%
(PM)AM S.U. = (2.0%) 4.0%
(PM)AM COMB. = (5.5%) 6.5%

(1,355)
840

I-24 EB OFF RAMP TO I-840 EB
(PM)AM PEAK HOUR T = (5.0%) 10.0%
(PM)AM S.U. = (2.0%) 5.0%
(PM)AM COMB. = (3.0%) 5.0%

(770)
895

I-840 EB OFF RAMP TO I-24 WB
(PM)AM PEAK HOUR T = (11.5%) 5.5%
(PM)AM S.U. = (3.5%) 2.0%
(PM)AM COMB. = (8.0%) 3.5%

(6,325)
4,320

(4,995)
5,890

(3,155)
2,505

(1,340)
1,730

I-24 WB OFF RAMP TO I-840 EB
(PM)AM PEAK HOUR T = (13.5%) 10.5%
(PM)AM S.U. = (3.5%) 2.5%
(PM)AM COMB. = (10.0%) 8.0%

I-24 EB

I-24 WB

(9,480)
6,825

(6,335)
7,620

MATCH LINE 33

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

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10/23/2015 GPLN

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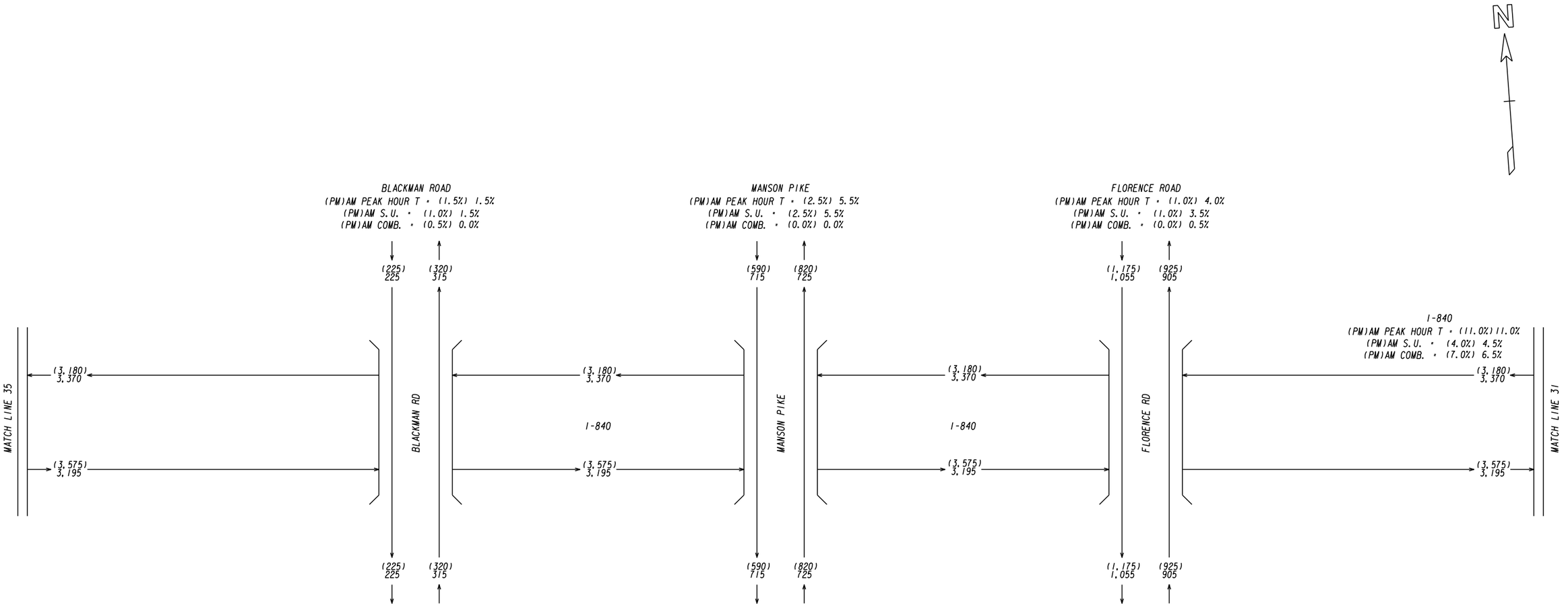
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TN TDOT Department of Transportation

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10/23/2015 GPLN

MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

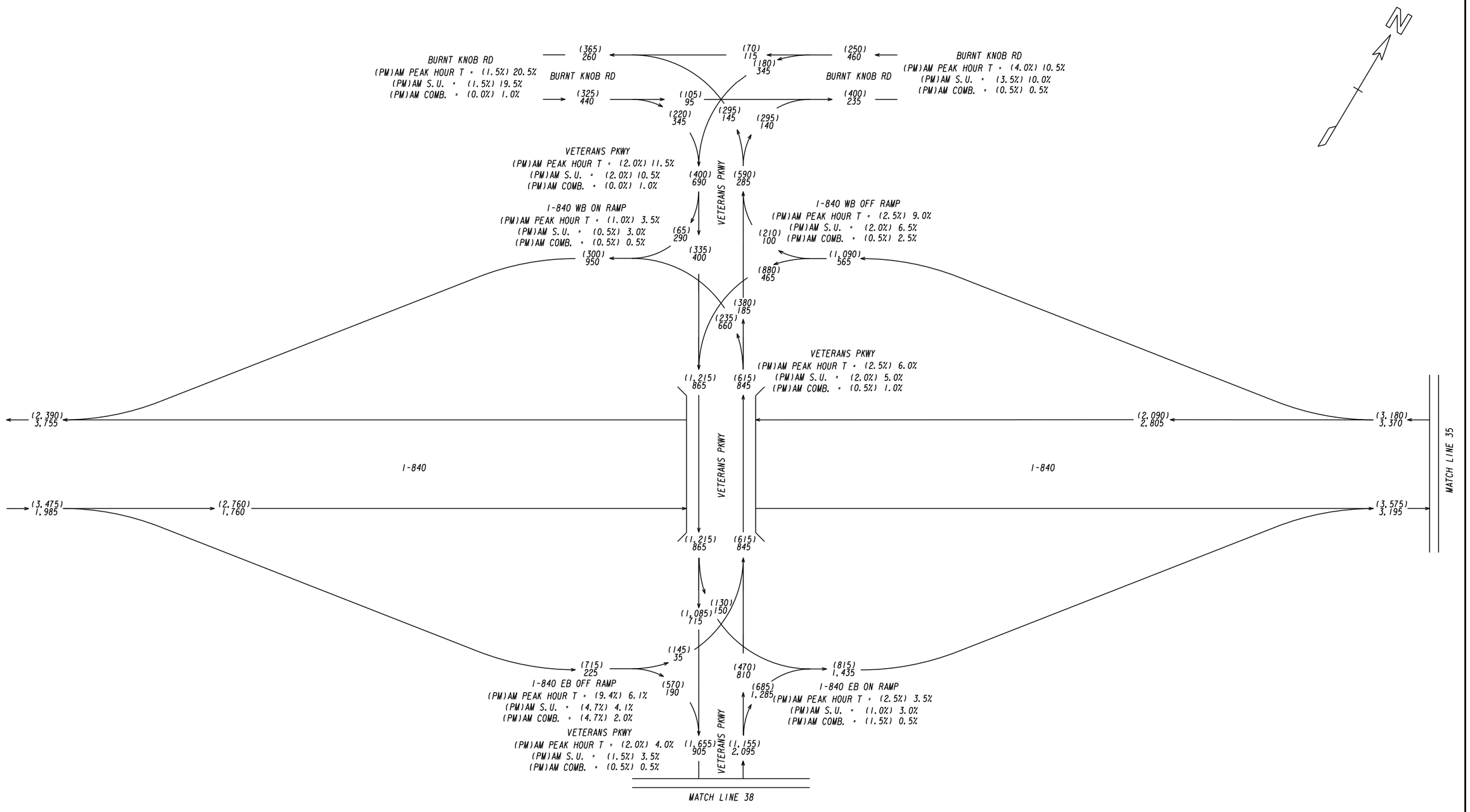
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VERIFIED:		DATE:		

DATE$$$ TIME$$$ | $PRF8$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$



MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

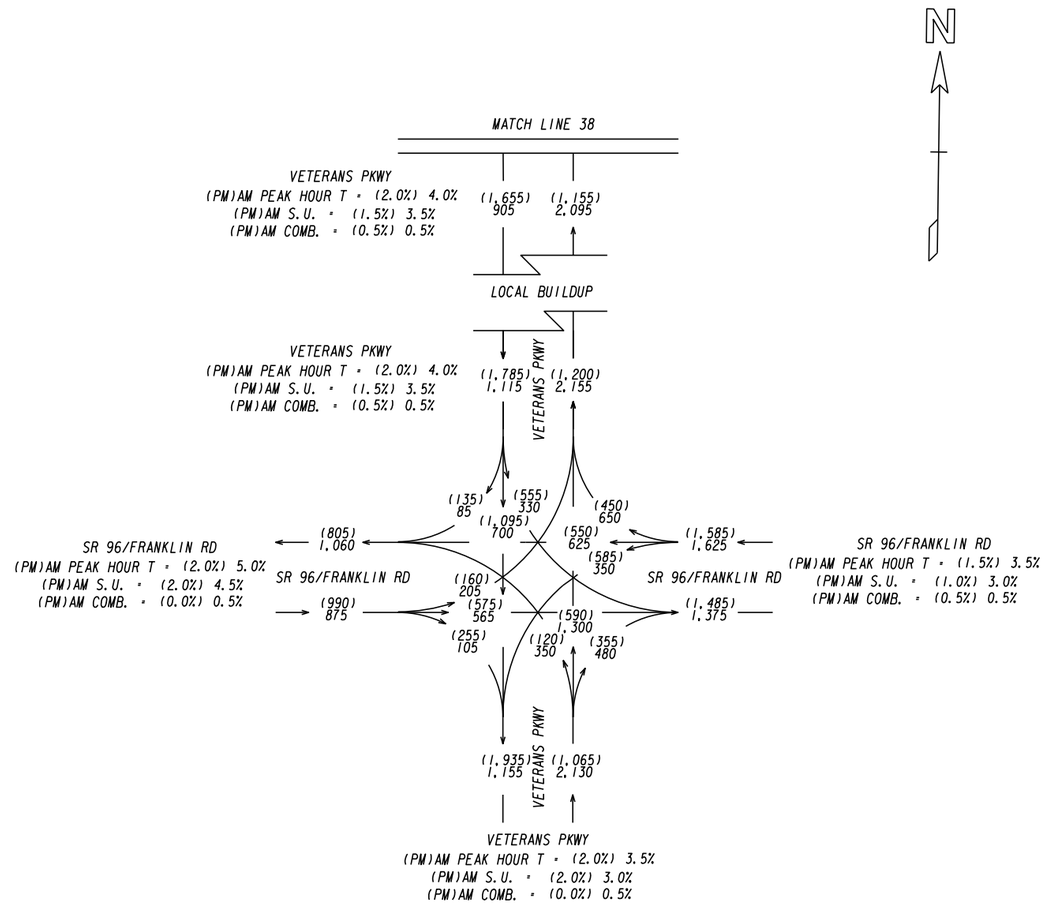
HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

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CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES		

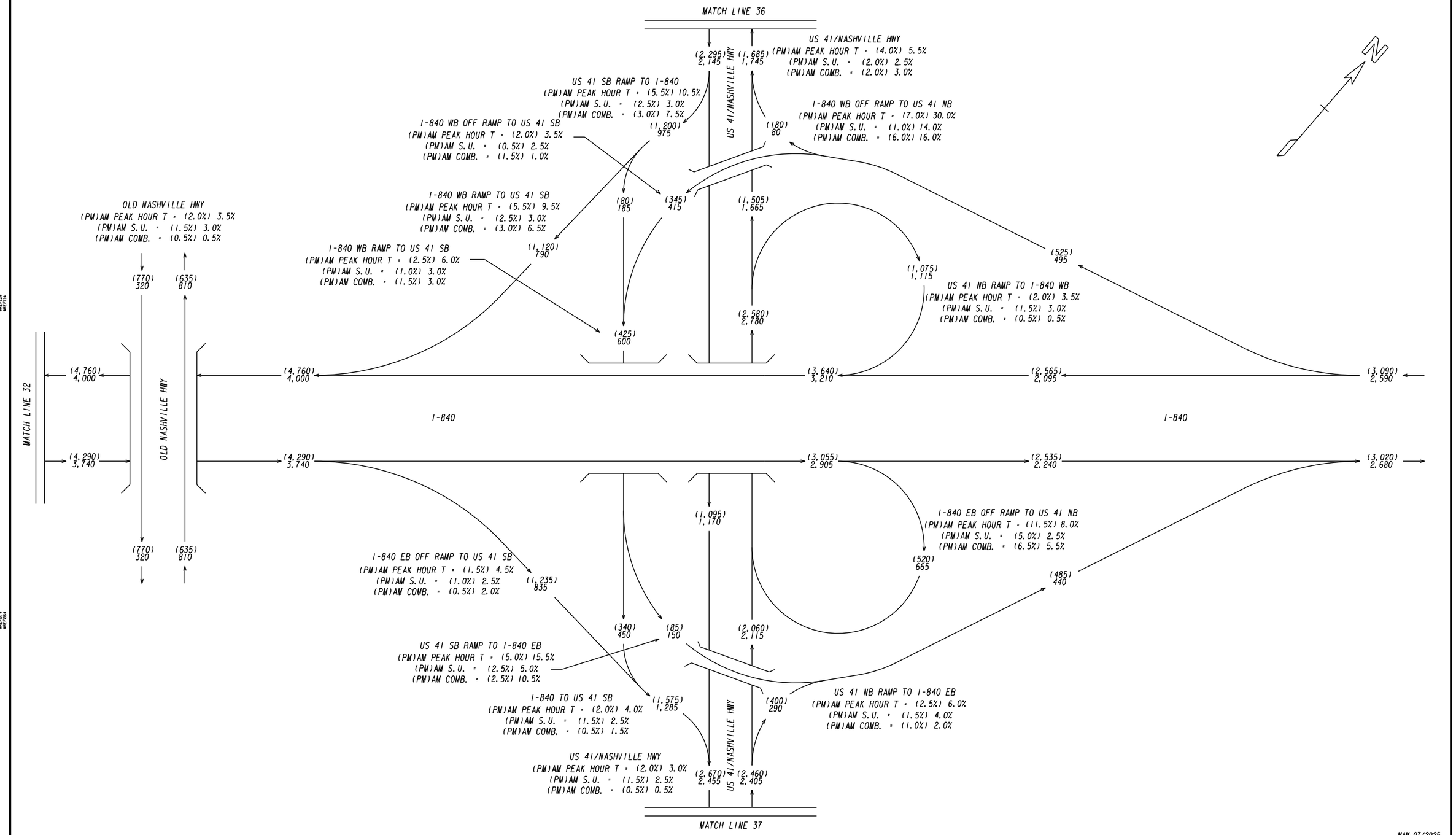
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VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRFB$ | DGN | TDOT Department of Transportation | PIN 134727

$USER$ | $$PENTABLE$$



MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

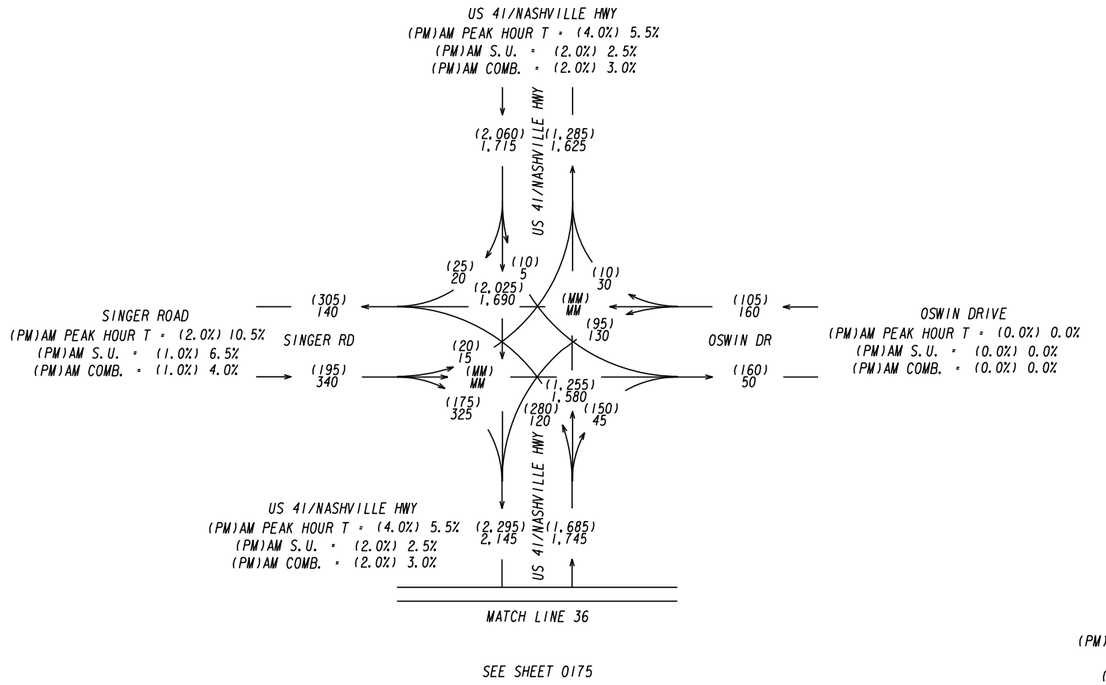
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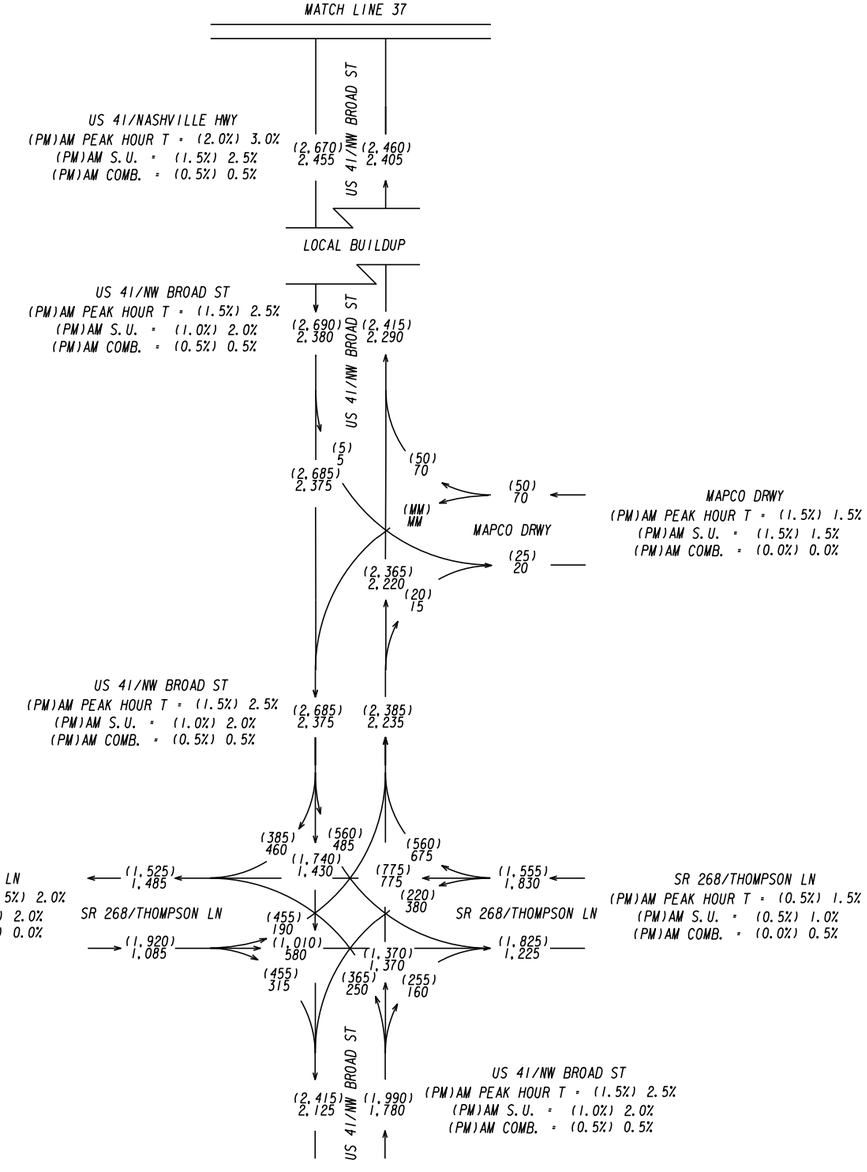
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CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

SEE SHEET 0175





MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

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VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$
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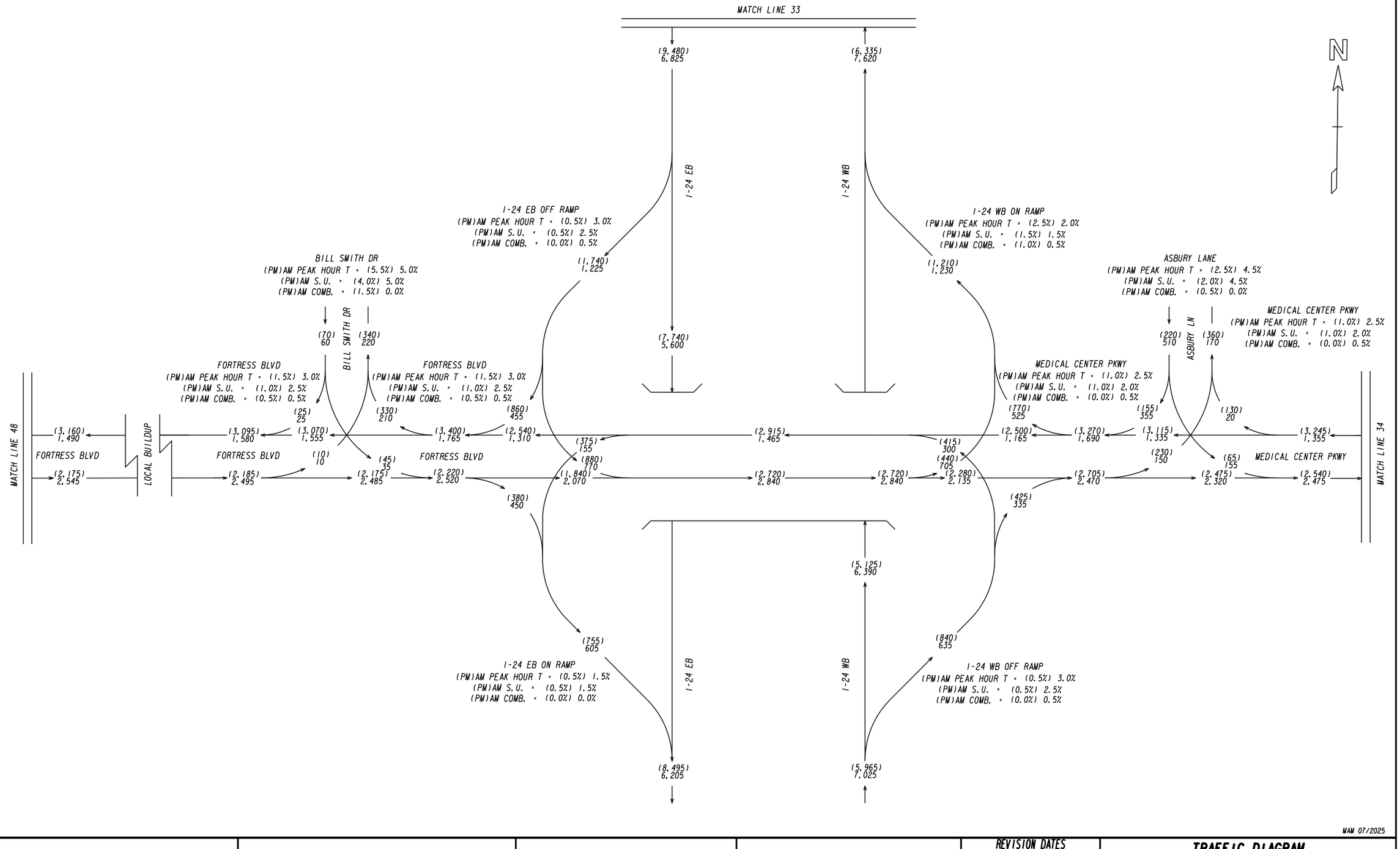
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DGN

TN TDOT Department of Transportation

PIN 134727

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WAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

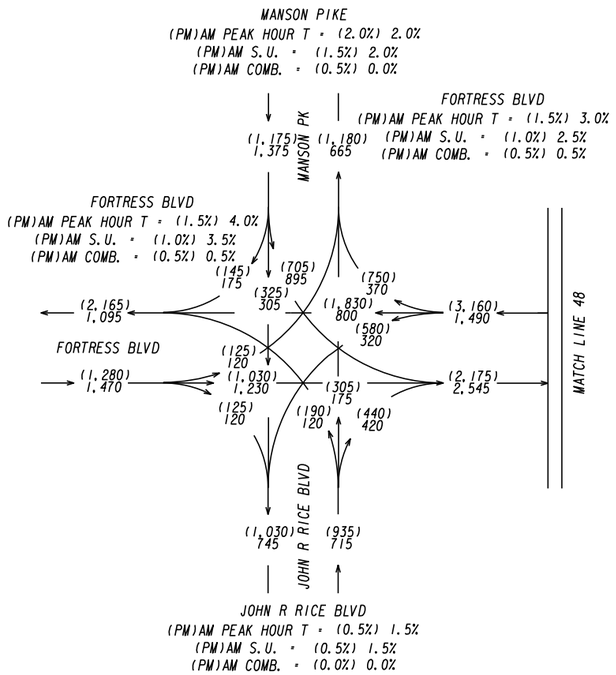
REVISION DATES

TRAFFIC DIAGRAM

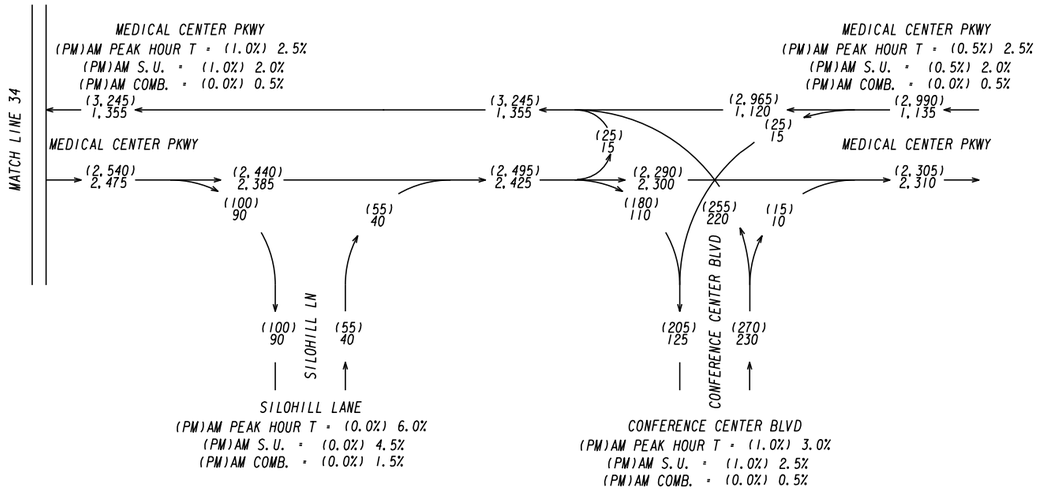
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10/23/2015 GPLN



SEE SHEET 0177



MAM 07/2025

PIN 134727

I-24 SE CORRIDOR

2052 BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

TN TDOT Department of Transportation

HNTB
1150 SPRING ST NW
SUITE 1100
ATLANTA, GEORGIA 30309

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		0178
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Almaville / Lee Victory EB (11) 1	763	3.0%	738	6	17	1	1
Almaville / Lee Victory EB (11) 2	763	3.0%	738	6	17	1	1
Almaville / Lee Victory WB (1) 1	613	3.1%	593	5	14	1	0
Almaville / Lee Victory WB (1) 2	613	3.1%	593	5	14	1	0
Almaville / Lee Victory WB (2) 1	603	3.2%	583	5	14	1	0
Almaville / Lee Victory WB (2) 2	603	3.2%	583	5	14	1	0
Almaville / Lee Victory WB LT to E Tridor	19	0.0%	19	0	0	0	0
Almaville EB to I-24 WB	601	2.5%	584	4	11	1	1
Almaville EB (10) 1	1023	2.1%	1000	5	16	1	1
Almaville EB (10) 2	1023	2.1%	1000	5	16	1	1
Almaville EB (3) 1	1068	2.5%	1039	7	20	1	1
Almaville EB (3) 2	1068	2.5%	1039	7	20	1	1
Almaville EB (4) 1	1170	2.5%	1139	7	22	1	1
Almaville EB (4) 2	1170	2.5%	1139	7	22	1	1
Almaville EB (5) 1	1172	2.5%	1141	7	22	1	1
Almaville EB (5) 2	1172	2.5%	1141	7	22	1	1
Almaville EB (6) 1	1096	2.6%	1066	7	21	1	1
Almaville EB (6) 2	1096	2.6%	1066	7	21	1	1
Almaville EB (7) 1	796	2.5%	774	5	15	1	1
Almaville EB (7) 2	796	2.5%	774	5	15	1	1
Almaville EB (8) 1	1086	2.6%	1056	7	21	1	1
Almaville EB (8) 2	1086	2.6%	1056	7	21	1	1
Almaville EB (9) 1	1022	2.4%	995	6	19	1	1
Almaville EB (9) 2	1022	2.4%	995	6	19	1	1

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Almaville EB LT to I-24 WB	601	2.5%	584	4	11	1	1
Almaville EB LT to OG Almaville WB	680	1.9%	665	3	10	1	1
Almaville to I-24 EB	1590	2.5%	1547	10	30	2	1
Almaville to I-24 WB	1374	3.0%	1331	10	31	1	1
Almaville WB (10) 1	1058	2.5%	1030	6	20	1	1
Almaville WB (10) 2	1058	2.5%	1030	6	20	1	1
Almaville WB (3) 1	1158	3.0%	1121	9	26	1	1
Almaville WB (3) 2	1158	3.0%	1121	9	26	1	1
Almaville WB (4) 1	770	3.0%	746	6	17	1	0
Almaville WB (4) 2	770	3.0%	746	6	17	1	0
Almaville WB (5) 1	1178	3.1%	1140	9	27	1	1
Almaville WB (5) 2	1178	3.1%	1140	9	27	1	1
Almaville WB (6) 1	834	3.0%	809	6	19	0	0
Almaville WB (6) 2	834	3.0%	809	6	19	0	0
Almaville WB (7) 1	1189	2.5%	1157	7	23	1	1
Almaville WB (7) 2	1189	2.5%	1157	7	23	1	1
Almaville WB (8) 1	1186	2.5%	1154	7	23	1	1
Almaville WB (8) 2	1186	2.5%	1154	7	23	1	1
Almaville WB (9) 1	1184	2.5%	1152	7	23	1	1
Almaville WB (9) 2	1184	2.5%	1152	7	23	1	1
Almaville WB LT to I-24 EB	684	2.5%	667	4	13	0	0
Almaville WB RT to I-24 WB	774	3.0%	750	6	17	1	0
Almaville WB RT to Midway WB	249	2.4%	243	1	5	0	0
Antioch EB	390	3.6%	374	3	11	2	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Antioch EB (2) 1	745	4.5%	722	5	17	1	0
Antioch EB (2) 2	745	4.5%	722	5	17	1	0
Antioch EB 1	745	4.5%	722	5	17	1	0
Antioch EB 2	745	4.5%	722	5	17	1	0
Antioch EB-2	390	3.6%	374	3	11	2	0
Antioch WB	415	3.6%	399	3	12	1	0
Antioch WB (2) 1	369	3.0%	358	2	9	0	0
Antioch WB (2) 2	369	3.0%	358	2	9	0	0
Antioch WB 1	369	3.0%	358	2	9	0	0
Antioch WB 2	369	3.0%	358	2	9	0	0
Antioch WB-2	415	3.6%	399	3	12	1	0
Apache EB	615	1.5%	602	2	7	4	0
Apache WB	501	1.6%	491	2	6	2	0
Apache WB LT to Haywood WB	124	0.8%	123	0	1	0	0
Apache WB RT to Haywood EB	374	1.3%	368	1	4	1	0
Arlington NB (1)	125	11.2%	110	3	11	1	0
Arlington NB (2)	300	6.7%	278	3	17	1	1
Arlington SB (1)	285	6.7%	265	5	14	1	0
Arlington SB (2)	60	11.7%	53	1	6	0	0
Averitt RT to Briley EB	30	16.7%	25	1	4	0	0
Averitt to I-24	25	24.0%	19	1	5	0	0
Baker EB	501	1.6%	492	2	6	1	0
Baker WB	540	1.5%	531	2	6	1	0
Bell EB (1) 1	856	1.5%	838	3	10	5	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Bell EB (1) 2	856	1.5%	838	3	10	5	0
Bell EB (1) 3	856	1.5%	838	3	10	5	0
Bell EB (10) 1	868	2.1%	849	4	14	1	0
Bell EB (10) 2	868	2.1%	849	4	14	1	0
Bell EB (2) 1	814	16.5%	796	3	10	5	0
Bell EB (2) 2	814	16.5%	796	3	10	5	0
Bell EB (2) 3	814	16.5%	796	3	10	5	0
Bell EB (3) 1	874	16.5%	856	3	10	5	0
Bell EB (3) 2	874	1.5%	856	3	10	5	0
Bell EB (4) 1	1046	1.4%	1025	3	12	6	0
Bell EB (4) 2	1046	1.4%	1025	3	12	6	0
Bell EB (6) LL	869	2.1%	850	4	14	1	0
Bell EB (6) RL	957	2.0%	937	4	15	1	0
Bell EB (7) LL	869	2.1%	850	4	14	1	0
Bell EB (7) RL	971	2.0%	951	4	15	1	0
Bell EB (8) 1	1570	2.0%	1537	7	25	1	0
Bell EB (8) 2	1570	16.5%	1537	7	25	1	0
Bell EB (9) 1	690	16.5%	675	3	11	1	0
Bell EB (9) 2	690	16.5%	675	3	11	1	0
Bell EB LT to HH EB 1	135	16.5%	132	1	2	0	0
Bell EB LT to HH EB 2	135	16.5%	132	1	2	0	0
Bell EB LT to I-24 CL EB	130	1.5%	127	0	2	1	0
Bell EB to I-24 WB	359	6.5%	352	1	4	2	0
Bell RT to I-24 EB	816	6.5%	798	3	10	5	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Bell to I-24 CL EB	340	6.5%	328	2	8	2	0
Bell to I-24 CL EB (Ramp)	340	6.5%	328	2	8	2	0
Bell to I-24 EB	940	4.0%	906	6	22	6	0
Bell to I-24 WB	775	4.0%	759	3	12	1	0
Bell WB (1) 1	693	4.0%	677	3	11	2	0
Bell WB (1) 2	693	4.0%	677	3	11	2	0
Bell WB (2) 1	460	4.0%	450	2	7	1	0
Bell WB (2) 2	460	2.0%	450	2	7	1	0
Bell WB (3) 1	839	2.0%	821	3	13	2	0
Bell WB (3) 2	839	2.0%	821	3	13	2	0
Bell WB (4) LL	844	2.0%	826	3	13	2	0
Bell WB (4) RL	844	1.9%	826	3	13	2	0
Bell WB (5) 1	962	2.0%	941	4	15	2	0
Bell WB (5) 2	962	2.0%	941	4	15	2	0
Bell WB (6A) 1	899	4.0%	883	3	10	3	0
Bell WB (6A) 2	899	4.0%	883	3	10	3	0
Bell WB (7) 1	740	1.5%	726	3	8	3	0
Bell WB (7) 2	740	1.0%	726	3	8	3	0
Bell WB (8) 1	621	1.4%	610	2	7	2	0
Bell WB (8) 2	621	1.4%	610	2	7	2	0
Bell WB (8) 3	621	1.4%	610	2	7	2	0
Bell WB (9) 1	740	1.0%	726	3	8	3	0
Bell WB (9) 2	740	1.0%	726	3	8	3	0
Bell WB (9) 3	740	1.0%	726	3	8	3	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Bell WB LT to Cane Ridge 1	161	11.0%	157	1	2	1	0
Bell WB LT to Cane Ridge 2	161	11.0%	157	1	2	1	0
Bell WB LT to HH WB 1	158	11.0%	154	1	3	0	0
Bell WB LT to HH WB 2	158	11.0%	154	1	3	0	0
Bell WB LT to I-24 EB	125	2.4%	122	1	2	0	0
Bell WB RT to HH EB	150	2.0%	147	1	2	0	0
Bell WB RT to I-24 WB	207	2.0%	203	1	3	0	0
Bell WB to I-24 EB	125	2.4%	122	1	2	0	0
Blue Hole EB	685	2.0%	664	4	13	4	0
Blue Hole WB	670	2.4%	652	3	13	2	0
Briley EB (10) 1	856	6.0%	800	11	40	5	0
Briley EB (10) 2	856	6.0%	800	11	40	5	0
Briley EB (10) 3	856	2.5%	800	11	40	5	0
Briley EB (11) 1	1267	6.0%	1184	17	59	7	0
Briley EB (11) 2	1267	6.0%	1184	17	59	7	0
Briley EB (12) 1	1283	6.0%	1198	17	60	8	0
Briley EB (12) 2	1283	6.0%	1198	17	60	8	0
Briley EB (3) 1	1225	2.5%	1187	7	24	7	0
Briley EB (3) 2	1225	2.5%	1187	7	24	7	0
Briley EB (4) 1	1486	2.5%	1439	8	29	9	1
Briley EB (4) 2	1486	2.5%	1439	8	29	9	1
Briley EB (5) 1	858	2.6%	831	5	17	5	0
Briley EB (5) 2	858	2.6%	831	5	17	5	0
Briley EB (6) 1	1013	2.6%	981	6	20	6	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Briley EB (6) 2	1013	2.6%	981	6	20	6	0
Briley EB (7) 1	940	2.4%	911	5	18	6	0
Briley EB (7) 2	940	2.4%	911	5	18	6	0
Briley EB (9) 1	872	2.5%	845	5	17	5	0
Briley EB (9) 2	872	2.5%	845	5	17	5	0
Briley EB (9A) 1	872	2.5%	845	5	17	5	0
Briley EB (9A) 2	872	2.5%	845	5	17	5	0
Briley EB LT to I-24 CL WB	145	2.8%	140	1	3	1	0
Briley EB LT to I-24 WB	240	2.5%	233	1	5	1	0
Briley EB RT to Averitt	36	72.2%	10	6	20	0	0
Briley EB to I-24 EB	1254	5.5%	1178	15	54	7	0
Briley EB to I-24 WB	240	2.5%	233	1	5	1	0
Briley to I-24 CL EB	310	6.5%	288	4	16	2	0
Briley to I-24 CL WB	445	5.4%	419	6	18	2	0
Briley to I-24 WB	584	2.4%	567	3	11	3	0
Briley WB (1) 1	1218	14.5%	1036	44	133	4	1
Briley WB (1) 2	1218	14.5%	1036	44	133	4	1
Briley WB (2) 1	565	14.5%	481	20	62	2	0
Briley WB (2) 2	565	14.5%	481	20	62	2	0
Briley WB (3) 1	738	14.5%	628	27	80	3	0
Briley WB (3) 2	738	14.5%	628	27	80	3	0
Briley WB (4) 1	671	14.5%	572	24	73	2	0
Briley WB (4) 2	671	14.5%	572	24	73	2	0
Briley WB (5) 1	597	3.5%	574	5	16	2	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Briley WB (5) 2	597	3.5%	574	5	16	2	0
Briley WB (5A) 1	597	3.5%	574	5	16	2	0
Briley WB (5A) 2	597	3.5%	574	5	16	2	0
Briley WB (6) 1	456	2.6%	442	3	9	2	0
Briley WB (6) 2	456	2.6%	442	3	9	2	0
Briley WB (6) 3	456	2.6%	442	3	9	2	0
Briley WB (7) 1	448	2.5%	435	3	8	2	0
Briley WB (7) 2	448	2.5%	435	3	8	2	0
Briley WB (8) 1	480	2.5%	466	3	9	2	0
Briley WB (8) 2	480	2.5%	466	3	9	2	0
Briley WB (9) 1	602	2.5%	585	4	11	2	0
Briley WB (9) 2	602	2.5%	585	4	11	2	0
Briley WB LT to I-24 CL EB	130	14.6%	111	5	14	0	0
Briley WB LT to Southlake WB	225	2.2%	219	1	4	1	0
Briley WB RT to E Thompson EB	246	2.8%	238	2	5	1	0
Briley WB to Averitt	30	50.0%	15	4	11	0	0
Briley WB to I-24 (1)	1305	14.5%	1111	47	142	4	1
Briley WB to I-24 (2)	1275	14.5%	1085	46	139	4	1
Briley WB to I-24 EB	954	11.0%	846	26	79	3	0
Briley WB to I-24 WB	344	2.3%	335	2	6	1	0
Cane Ridge EB 1	379	2.4%	368	2	7	2	0
Cane Ridge EB 2	379	2.4%	368	2	7	2	0
Cane Ridge WB 1	437	19.0%	353	17	66	1	0
Cane Ridge WB 2	437	19.0%	353	17	66	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Cane Ridge WB LT 1	189	19.0%	153	7	29	0	0
Cane Ridge WB LT 2	189	19.0%	153	7	29	0	0
Cane Ridge WB RT LL	303	2.6%	294	2	6	1	0
Cane Ridge WB RT RL	193	2.6%	187	1	4	1	0
Centerpointe EB (1)	464	12.5%	406	13	45	0	0
Centerpointe EB (2)	30	13.3%	26	1	3	0	0
Centerpointe EB LT to Waldron EB	385	12.7%	336	11	38	0	0
Centerpointe EB RT to Waldron WB	50	4.5%	44	1	5	0	0
Centerpointe WB (1)	50	4.5%	44	1	5	0	0
Centerpointe WB (2)	289	4.5%	253	8	28	0	0
Charter EB	236	4.5%	214	5	17	0	0
Charter WB (1)	335	9.0%	304	6	24	1	0
Charter WB (2)	276	9.1%	250	5	20	1	0
Charter WB LT to Waldron WB	59	8.5%	54	1	4	0	0
Collins EB (1)	15	0.0%	15	0	0	0	0
Collins EB (2)	40	20.0%	32	2	6	0	0
Collins WB (1)	71	19.7%	57	3	11	0	0
Collins WB (2)	20	0.0%	20	0	0	0	0
CR EB (1)	260	0.4%	257	0	1	2	0
CR EB (2)	35	0.0%	35	0	0	0	0
CR EB (3) 1	326	1.2%	320	1	3	2	0
CR EB (3) 2	326	1.2%	320	1	3	2	0
CR EB LT to HH EB	205	0.5%	203	0	1	1	0
CR EB RT to HH WB	20	0.0%	20	0	0	0	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
CR WB (1) 1	387	1.0%	382	1	3	1	0
CR WB (1) 2	387	1.0%	382	1	3	1	0
CR WB (2)	44	0.0%	44	0	0	0	0
CR WB (3)	74	0.0%	74	0	0	0	0
CR WB (4)	265	0.4%	263	0	1	1	0
CR WB LT to HH WB	44	0.0%	44	0	0	0	0
CR WB RT to HH EB	684	1.0%	675	2	5	2	0
Crossings Blvd EB (1)	485	2.1%	475	2	8	0	0
Crossings Blvd EB (2)	485	2.1%	475	2	8	0	0
Crossings Blvd EB (3)	485	2.1%	475	2	8	0	0
Crossings Blvd WB 1	663	2.0%	649	3	10	1	0
Crossings Blvd WB 2	663	2.0%	649	3	10	1	0
Crossings Blvd WB LT to HH WB 1	440	2.0%	431	2	7	0	0
Crossings Blvd WB LT to HH WB 2	440	2.0%	431	2	7	0	0
Crossings Blvd WB RT to HH EB	223	2.2%	217	1	4	1	0
Crossings Pl	250	3.2%	242	2	6	0	0
DM to I-24 CL at Old Frankiln	175	2.9%	170	1	4	0	0
DM to I-24 CL at Rocky Fork	280	3.6%	270	2	8	0	0
DM to I-24 EB at Old Franklin	150	3.3%	144	1	4	1	0
DM to I-24 EB at Rocky Fork	154	2.6%	150	1	3	0	0
Drummond EB	55	5.5%	52	1	2	0	0
Drummond WB	25	4.0%	24	0	1	0	0
Drummond WB-2	25	4.0%	24	0	1	0	0
E Thompson EB (4) 1	219	2.3%	213	1	4	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

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E Thompson EB (4) 2	219	2.3%	213	1	4	1	0
E Thompson EB (5) 1	343	2.6%	332	2	7	2	0
E Thompson EB (5) 2	343	2.6%	332	2	7	2	0
E Thompson EB (6) 1	322	2.5%	312	2	6	2	0
E Thompson EB (6) 2	322	2.5%	312	2	6	2	0
E Thompson WB (1) 1	510	2.5%	495	3	10	2	0
E Thompson WB (1) 2	510	27.0%	495	3	10	2	0
E Thompson WB (2) 1	485	27.0%	471	3	9	2	0
E Thompson WB (2) 2	485	11.0%	471	3	9	2	0
E Thompson WB (3) 1	379	11.0%	369	2	7	1	0
E Thompson WB (3) 2	379	11.0%	369	2	7	1	0
E Thompson WB (4) 1	350	11.0%	340	2	7	1	0
E Thompson WB (4) 2	140	11.0%	136	1	3	0	0
E Thompson WB LT to Briley EB	210	2.0%	204	1	4	1	0
E Thompson WB RT to Thompson WB	270	2.6%	262	2	5	1	0
EH EB (1)	659	4.4%	626	4	25	3	1
EH EB (10) 1	845	4.0%	808	11	23	2	1
EH EB (10) 2	845	4.0%	808	11	23	2	1
EH EB (2)	530	4.3%	503	3	20	3	1
EH EB (3) 1	535	3.9%	510	3	18	3	1
EH EB (3) 2	535	3.9%	510	3	18	3	1
EH EB (4) 1	575	5.0%	542	4	25	3	1
EH EB (4) 2	575	5.0%	542	4	25	3	1
EH EB (5) 1	495	5.0%	469	8	17	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
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Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
EH EB (5) 2	495	5.0%	469	8	17	1	0
EH EB (6) 1	505	5.0%	481	7	15	1	1
EH EB (6) 2	505	5.0%	481	7	15	1	1
EH EB (7) 1	518	4.1%	495	7	14	1	1
EH EB (7) 2	518	2.5%	495	7	14	1	1
EH EB (8) 1	751	4.0%	718	10	20	2	1
EH EB (8) 2	751	4.0%	718	10	20	2	1
EH EB (9) 1	677	4.0%	648	9	18	1	1
EH EB (9) 2	677	0.5%	648	9	18	1	1
EH EB LT to Fesslers	130	0.5%	123	1	5	1	0
EH EB LT to Fesslers NB	130	4.6%	123	1	5	1	0
EH EB LT to Spence NB	145	1.5%	139	2	4	0	0
EH WB (1) 1	307	1.5%	294	4	8	0	1
EH WB (1) 2	307	1.5%	294	4	8	0	1
EH WB (10)	159	0.5%	153	1	5	0	0
EH WB (2) 1	249	0.5%	239	3	7	0	0
EH WB (2) 2	249	4.0%	239	3	7	0	0
EH WB (3) 1	305	3.9%	292	4	8	0	1
EH WB (3) 2	305	3.9%	292	4	8	0	1
EH WB (4) 1	195	16.0%	187	3	5	0	0
EH WB (4) 2	440	16.0%	187	3	5	0	0
EH WB (5) 1	238	16.0%	228	3	7	0	0
EH WB (5) 2	238	4.2%	228	3	7	0	0
EH WB (7) 1	236	4.7%	224	2	9	1	0

Project: I-24 Southeast Choice Lanes
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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
EH WB (7) 2	236	4.7%	224	2	9	1	0
EH WB (8) 1	302	3.5%	289	2	10	1	0
EH WB (8) 2	302	3.5%	289	2	10	1	0
EH WB (9)	209	3.5%	201	1	7	0	0
EH WB LT to Spence SB	114	3.5%	110	1	3	0	0
EH WB RT to Fesslers NB	395	3.8%	378	2	13	1	1
Elm Hill to I-40 CL EB	185	5.4%	174	1	9	1	0
Enterprise EB	75	0.5%	69	1	5	0	0
Enterprise WB	60	0.5%	55	1	4	0	0
Ezell EB	192	0.5%	191	0	0	1	0
Ezell EB (1A)	192	0.5%	191	0	0	1	0
Ezell WB	950	1.5%	930	3	11	6	0
Ezell WB (1)	950	1.5%	930	3	11	6	0
Ezell WB (1A)	950	1.5%	930	3	11	6	0
Ezell WB (2) 1	476	0.5%	465	2	6	3	0
Ezell WB (2) 2	476	0.5%	465	2	6	3	0
Ezell WB LT to Haywood EB 1	337	1.5%	330	1	4	2	0
Ezell WB LT to Haywood EB 2	337	1.5%	330	1	4	2	0
Ezell WB RT to Haywood WB	275	1.5%	269	1	3	2	0
Fesslers NB (3) 1	502	6.6%	466	5	28	2	1
Fesslers NB (3) 2	502	6.6%	466	5	28	2	1
Fesslers NB (4) 1	577	7.5%	530	6	37	3	1
Fesslers NB (4) 2	577	7.5%	530	6	37	3	1
Fesslers NB (5) 1	341	13.0%	312	4	22	2	1

Project: I-24 Southeast Choice Lanes
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Fesslers NB (5) 2	341	13.0%	312	4	22	2	1
Fesslers NB (6) 1	335	13.0%	304	4	24	2	1
Fesslers NB (6) 2	335	13.0%	304	4	24	2	1
Fesslers NB LT to I-40 WB	475	13.0%	436	5	31	2	1
Fesslers SB (1) 1	345	8.7%	314	5	25	1	0
Fesslers SB (1) 2	345	8.7%	314	5	25	1	0
Fesslers SB (2) 1	411	7.5%	378	5	26	1	1
Fesslers SB (2) 2	411	7.5%	378	5	26	1	1
Fesslers SB (3) 1	253	7.5%	233	3	16	1	0
Fesslers SB (3) 2	253	7.5%	233	3	16	1	0
Fesslers SB (4) 1	470	7.4%	433	5	30	1	1
Fesslers SB (4) 2	470	7.4%	433	5	30	1	1
Fesslers to I-40 CL WB	245	5.3%	231	3	10	1	0
Fesslers to I-40 WB	790	2.5%	767	5	15	3	0
Fesslers to I-40 WB CL	245	5.3%	231	3	10	1	0
Firestone EB 1	242	11.6%	214	6	22	0	0
Firestone EB 2	242	11.6%	214	6	22	0	0
Firestone WB 1	395	11.4%	349	9	36	1	0
Firestone WB 2	395	11.4%	349	9	36	1	0
Florence EB (1)	925	1.0%	914	2	7	2	0
Florence WB (1)	1184	3.0%	1169	2	9	3	1
Florence WB (2)	1174	0.9%	1159	2	9	3	1
Foster NB (1)	344	20.0%	328	6	9	1	0
Foster NB (2)	344	20.0%	328	6	9	1	0

Project: I-24 Southeast Choice Lanes
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Foster SB (1)	315	20.0%	300	4	10	1	0
Foster SB (2)	315	20.0%	300	4	10	1	0
Glenrose EB (1)	745	20.0%	727	6	9	3	0
Glenrose EB (2)	220	20.0%	214	2	3	1	0
Glenrose WB (1)	1130	3.0%	1097	8	20	4	1
Glenrose WB (2)	340	1.5%	332	2	5	1	0
Glenrose WB LT to NV EB	130	4.0%	127	1	2	0	0
Glenrose WB RT and LT to NV	210	4.0%	205	1	3	1	0
Green to I-40 EB	916	4.0%	895	2	12	5	2
H EB to WT 1	80	4.0%	79	0	1	0	0
H EB to WT 2	80	4.0%	79	0	1	0	0
Harding EB (10) 1	708	4.5%	675	7	25	1	0
Harding EB (10) 2	708	4.5%	675	7	25	1	0
Harding EB (2) 1	965	2.5%	935	5	19	6	0
Harding EB (2) 2	965	2.5%	935	5	19	6	0
Harding EB (3) 1	1010	3.1%	973	7	24	6	0
Harding EB (3) 2	1010	3.1%	973	7	24	6	0
Harding EB (4) 1	1074	3.0%	1036	7	25	6	0
Harding EB (4) 2	1074	3.0%	1036	7	25	6	0
Harding EB (5) 1	700	3.0%	675	5	16	4	0
Harding EB (5) 2	700	3.0%	675	5	16	4	0
Harding EB (6) 1	830	3.5%	796	6	23	5	0
Harding EB (6) 2	830	3.5%	796	6	23	5	0
Harding EB (7) 1	580	3.4%	559	4	16	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Harding EB (7) 2	580	3.4%	559	4	16	1	0
Harding EB (7A) 1	580	11.5%	559	4	16	1	0
Harding EB (7A) 2	580	11.5%	559	4	16	1	0
Harding EB (8) 1	470	11.5%	453	4	13	0	0
Harding EB (8) 2	470	3.6%	453	4	13	0	0
Harding EB (8) 3	470	3.6%	453	4	13	0	0
Harding EB (9) 1	582	3.4%	561	4	16	1	0
Harding EB (9) 2	582	3.4%	561	4	16	1	0
Harding EB LT to I-24 WB 1	250	3.6%	241	2	7	0	0
Harding EB LT to I-24 WB 2	250	3.6%	241	2	7	0	0
Harding EB LT to Linbar WB	30	3.3%	29	0	1	0	0
Harding EB LT to Metroplex WB	75	4.0%	72	1	2	0	0
Harding EB RT to I-24 EB	750	3.1%	723	5	18	4	0
Harding EB RT to Perimeter EB	245	11.5%	235	2	8	0	0
Harding EB to I-24 WB 1	250	11.5%	241	2	7	0	0
Harding EB to I-24 WB 2	250	11.5%	241	2	7	0	0
Harding to I-24 EB (1) 1	742	11.5%	716	5	17	4	0
Harding to I-24 EB (1) 2	742	11.5%	716	5	17	4	0
Harding to I-24 EB (2)	1486	11.5%	1431	10	35	9	1
Harding to I-24 WB (1) 1	509	11.5%	493	3	12	1	0
Harding to I-24 WB (1) 2	509	11.5%	493	3	12	1	0
Harding to I-24 WB (2)	1019	2.9%	987	6	24	2	0
Harding WB (1) 1	892	4.5%	850	8	32	2	0
Harding WB (1) 2	892	0.5%	850	8	32	2	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
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Alternative: 2052 BUILD

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Harding WB (2) 1	858	6.5%	817	8	31	2	0
Harding WB (2) 2	858	4.5%	817	8	31	2	0
Harding WB (3) 1	869	3.5%	837	6	24	2	0
Harding WB (3) 2	869	11.5%	837	6	24	2	0
Harding WB (4) 1	1106	11.5%	1064	8	31	3	0
Harding WB (4) 2	1106	11.5%	1064	8	31	3	0
Harding WB (5) 1	737	3.4%	709	6	19	3	0
Harding WB (5) 2	737	12.5%	709	6	19	3	0
Harding WB (5A) 1	737	12.5%	709	6	19	3	0
Harding WB (5A) 2	737	12.5%	709	6	19	3	0
Harding WB (6) 1	937	12.5%	906	7	21	3	0
Harding WB (6) 2	937	3.0%	906	7	21	3	0
Harding WB (7) 1	875	3.1%	845	7	20	3	0
Harding WB (7) 2	875	3.1%	845	7	20	3	0
Harding WB (8) 1	814	2.9%	787	6	18	3	0
Harding WB (8) 2	814	2.9%	787	6	18	3	0
Harding WB (9) 1	767	3.0%	741	6	17	3	0
Harding WB (9) 2	767	3.0%	741	6	17	3	0
Harding WB LT to I-24 EB 1	367	0.5%	353	3	10	1	0
Harding WB LT to I-24 EB 2	367	0.5%	353	3	10	1	0
Harding WB LT to Linbar EB	59	0.5%	58	0	1	0	0
Harding WB LT to Perimeter EB	71	5.6%	67	1	3	0	0
Harding WB RT to I-24 WB	520	4.0%	498	4	17	1	0
Harding WB to I-24 EB 1	367	3.5%	353	3	10	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Harding WB to I-24 WB	520	4.0%	498	4	17	1	0
Haywood (1)	1280	1.5%	1253	4	15	8	0
Haywood (10) 1	625	3.5%	602	5	17	1	0
Haywood (10) 2	305	4.5%	602	5	17	1	0
Haywood (1A) 1	639	1.4%	626	2	7	4	0
Haywood (1A) 2	639	1.4%	626	2	7	4	0
Haywood (2) 1	620	1.5%	607	2	7	4	0
Haywood (2) 2	620	1.5%	607	2	7	4	0
Haywood (3) 1	1108	1.5%	1084	4	13	7	0
Haywood (3) 2	1108	1.5%	1084	4	13	7	0
Haywood (4) 1	860	0.5%	842	3	10	5	0
Haywood (4) 2	860	0.5%	842	3	10	5	0
Haywood (5) 1	995	0.5%	969	4	16	6	0
Haywood (5) 2	995	0.5%	969	4	16	6	0
Haywood (7) 1	917	0.5%	898	4	14	1	0
Haywood (7) 2	917	0.5%	898	4	14	1	0
Haywood (8) 1	643	0.5%	629	3	10	1	0
Haywood (8) 2	643	0.5%	629	3	10	1	0
Haywood (9) 1	765	0.5%	749	3	12	1	0
Haywood (9) 2	765	0.5%	749	3	12	1	0
Haywood EB (1)	1280	0.5%	1253	4	15	8	0
Haywood EB (1A) 1	639	0.5%	626	2	7	4	0
Haywood EB (1A) 2	639	0.5%	626	2	7	4	0
Haywood EB (2) 1	620	0.5%	607	2	7	4	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Haywood EB (2) 2	620	0.5%	607	2	7	4	0
Haywood EB (3) 1	1108	0.5%	1084	4	13	7	0
Haywood EB (3) 2	1108	0.5%	1084	4	13	7	0
Haywood EB (4) 1	860	0.5%	842	3	10	5	0
Haywood EB (4) 2	860	0.5%	842	3	10	5	0
Haywood EB (5) 1	995	0.5%	969	4	16	6	0
Haywood EB (5) 2	995	0.5%	969	4	16	6	0
Haywood EB (7) 1	917	0.5%	898	4	14	1	0
Haywood EB (7) 2	917	0.5%	898	4	14	1	0
Haywood EB (8) 1	643	0.5%	629	3	10	1	0
Haywood EB (8) 2	643	0.5%	629	3	10	1	0
Haywood EB (9) 1	765	0.5%	749	3	12	1	0
Haywood EB (9) 2	765	0.5%	749	3	12	1	0
Haywood EB LT to Antioch WB	370	0.5%	357	3	10	0	0
Haywood EB LT to Ezell EB	39	0.5%	39	0	0	0	0
Haywood EB LT to I-24 WB	274	0.5%	269	1	4	0	0
Haywood EB LT to I-24 WB 1	274	0.5%	269	1	4	0	0
Haywood EB LT to I-24 WB 2	274	0.5%	269	1	4	0	0
Haywood EB RT to Antioch EB	880	0.5%	848	7	24	1	0
Haywood EB RT to I-24 EB	605	0.5%	592	2	7	4	0
Haywood EB to I-24 EB	605	0.5%	592	2	7	4	0
Haywood EB to I-24 WB	274	0.5%	269	1	4	0	0
Haywood LT to Antioch	370	0.5%	357	3	10	0	0
Haywood RT to Antioch	880	0.5%	848	7	24	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Haywood to I-24 CL EB	224	0.5%	213	2	8	1	0
Haywood to I-24 CL WB	140	0.5%	135	1	4	0	0
Haywood to I-24 EB	979	0.5%	959	3	11	6	0
Haywood to I-24 WB	856	0.5%	833	5	17	1	0
Haywood to I-24 WB (1) 1	426	0.5%	416	2	8	0	0
Haywood to I-24 WB (1) 2	426	0.5%	416	2	8	0	0
Haywood to I-24 WB (2)	856	0.5%	833	5	17	1	0
Haywood WB (1) 1	658	0.5%	633	5	18	2	0
Haywood WB (1) 2	658	0.5%	633	5	18	2	0
Haywood WB (10) 1	475	0.5%	466	2	5	2	0
Haywood WB (10) 2	475	0.5%	466	2	5	2	0
Haywood WB (11) 1	535	0.5%	525	2	6	2	0
Haywood WB (11) 2	535	0.5%	525	2	6	2	0
Haywood WB (11A)	1070	0.5%	1050	4	12	4	0
Haywood WB (2) 1	777	0.5%	760	3	12	2	0
Haywood WB (2) 2	777	0.5%	760	3	12	2	0
Haywood WB (3) 1	625	0.5%	611	3	10	1	0
Haywood WB (3) 2	625	0.5%	611	3	10	1	0
Haywood WB (4) 1	817	0.5%	799	3	13	2	0
Haywood WB (4) 2	817	0.5%	799	3	13	2	0
Haywood WB (6) 1	812	0.5%	793	4	12	3	0
Haywood WB (6) 2	812	0.5%	793	4	12	3	0
Haywood WB (7) 1	624	0.5%	610	3	9	2	0
Haywood WB (7) 2	624	0.5%	610	3	9	2	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
Haywood WB (8) 1	862	0.5%	842	4	13	3	0
Haywood WB (8) 2	862	0.5%	842	4	13	3	0
Haywood WB (9) 1	609	0.5%	598	2	7	2	0
Haywood WB (9) 2	609	0.5%	598	2	7	2	0
Haywood WB LT to Apache EB	335	0.5%	329	1	4	1	0
Haywood WB LT to I-24 EB	375	0.5%	366	2	6	1	0
Haywood WB RT to Ezell WB	270	0.5%	265	1	3	1	0
Haywood WB RT to I-24 WB	305	0.5%	298	1	5	1	0
Haywood WB to I-24 EB	375	0.5%	366	2	6	1	0
Haywood WB to I-24 WB	305	0.5%	298	1	5	1	0
HH EB (1) 2	267	0.5%	259	1	5	2	0
HH EB (10) 1	498	0.5%	490	2	6	0	0
HH EB (10) 2	498	0.5%	490	2	6	0	0
HH EB (10) 3	498	0.5%	490	2	6	0	0
HH EB (10A) 1	498	0.5%	490	2	6	0	0
HH EB (10A) 2	498	0.5%	490	2	6	0	0
HH EB (10A) 3	498	0.5%	490	2	6	0	0
HH EB (11) 1	723	0.5%	712	2	8	1	0
HH EB (11) 2	723	0.5%	712	2	8	1	0
HH EB (11) 3	723	0.5%	712	2	8	1	0
HH EB (11A) 1	1086	0.5%	1068	4	13	1	0
HH EB (11A) 2	1086	0.5%	1068	4	13	1	0
HH EB (12) 1	960	0.5%	940	4	15	1	0
HH EB (12) 2	960	0.5%	940	4	15	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
HH EB (13) 1	397	0.5%	389	2	6	0	0
HH EB (13) 2	397	0.5%	389	2	6	0	0
HH EB (14) 1	621	0.5%	607	3	10	1	0
HH EB (14) 2	621	0.5%	607	3	10	1	0
HH EB (15) 1	670	0.5%	659	2	8	1	0
HH EB (15) 2	670	0.5%	659	2	8	1	0
HH EB (16)	605	0.5%	595	2	7	1	0
HH EB (17) 1	512	0.5%	504	2	6	0	0
HH EB (17) 2	512	0.5%	504	2	6	0	0
HH EB (18) 1	279	0.5%	275	1	3	0	0
HH EB (18) 2	279	0.5%	275	1	3	0	0
HH EB (19)	470	0.5%	462	2	6	0	0
HH EB (2) 1	249	0.5%	242	1	5	1	0
HH EB (2) 2	249	0.5%	242	1	5	1	0
HH EB (3) 1	224	0.5%	218	1	4	1	0
HH EB (3) 2	224	0.5%	218	1	4	1	0
HH EB (4) 1	328	0.5%	322	1	3	2	0
HH EB (4) 2	328	0.5%	322	1	3	2	0
HH EB (5) 1	446	0.5%	439	1	3	3	0
HH EB (5) 2	446	0.5%	439	1	3	3	0
HH EB (5) 3	446	0.5%	439	1	3	3	0
HH EB (6) 1	393	0.5%	387	1	3	2	0
HH EB (6) 2	393	2.5%	387	1	3	2	0
HH EB (6) 3	393	2.5%	387	1	3	2	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
HH EB (7) 1	653	2.5%	639	2	8	4	0
HH EB (7) 2	653	2.5%	639	2	8	4	0
HH EB (7) 3	653	2.5%	639	2	8	4	0
HH EB (8) 1	538	2.5%	527	2	6	3	0
HH EB (8) 2	538	2.5%	527	2	6	3	0
HH EB (8) 3	538	2.5%	527	2	6	3	0
HH EB (8A) 1	538	2.5%	527	2	6	3	0
HH EB (8A) 2	538	2.5%	527	2	6	3	0
HH EB (8A) 3	538	3.0%	527	2	6	3	0
HH EB (9) 1	743	3.0%	728	2	9	4	0
HH EB (9) 2	743	3.0%	728	2	9	4	0
HH EB (9) 3	743	1.5%	728	2	9	4	0
HH EB LT to Bell WB 1	190	2.5%	187	1	2	0	0
HH EB LT to Bell WB 2	190	2.5%	187	1	2	0	0
HH EB LT to Cane Ridge WB	35	2.5%	34	0	1	0	0
HH EB LT to I-24 WB	735	2.5%	708	6	20	1	0
HH EB RT to Bell EB	354	2.5%	349	1	4	0	0
HH EB RT to Cane Ridge EB	49	2.5%	48	0	1	0	0
HH EB RT to Crossings Blvd	1125	2.5%	1101	5	18	1	0
HH EB RT to I-24 EB	345	2.5%	339	1	3	2	0
HH EB to WT WB 1	80	3.5%	79	0	1	0	0
HH EB to WT WB 2	80	3.5%	79	0	1	0	0
HH to I-24 CL WB (1)	294	1.4%	290	1	3	0	0
HH to I-24 CL WB (2)	294	6.5%	290	1	3	0	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
HH to I-24 EB (1)	889	16.5%	871	3	10	5	0
HH to I-24 EB (2)	1259	24.0%	1233	4	15	7	0
HH WB (1)	525	1.5%	511	3	10	1	0
HH WB (10) 1	448	1.5%	438	2	7	1	0
HH WB (10) 2	448	2.0%	438	2	7	1	0
HH WB (10) 3	918	2.1%	897	4	15	2	0
HH WB (11) 1	448	2.0%	438	2	7	1	0
HH WB (11) 2	448	2.0%	438	2	7	1	0
HH WB (11) 3	448	2.0%	438	2	7	1	0
HH WB (11A) 1	448	2.0%	438	2	7	1	0
HH WB (11A) 2	448	2.0%	438	2	7	1	0
HH WB (11A) 3	448	2.0%	438	2	7	1	0
HH WB (13A) 1	467	1.5%	458	2	5	2	0
HH WB (13A) 2	467	1.5%	458	2	5	2	0
HH WB (13A) 3	467	1.5%	458	2	5	2	0
HH WB (14) 1	237	1.7%	232	1	3	1	0
HH WB (14) 2	237	1.7%	232	1	3	1	0
HH WB (14) 3	713	1.5%	700	3	8	2	0
HH WB (15) 1	354	1.4%	348	1	4	1	0
HH WB (15) 2	354	1.4%	348	1	4	1	0
HH WB (15) 3	354	1.4%	348	1	4	1	0
HH WB (15A) 1	354	1.4%	348	1	4	1	0
HH WB (15A) 2	354	2.0%	348	1	4	1	0
HH WB (15A) 3	354	2.0%	348	1	4	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
HH WB (16) 1	374	2.0%	368	1	4	1	0
HH WB (16) 2	374	2.0%	368	1	4	1	0
HH WB (16) 3	374	0.0%	368	1	4	1	0
HH WB (17) 1	186	2.0%	182	1	2	1	0
HH WB (17) 2	186	2.0%	182	1	2	1	0
HH WB (18) 1	220	1.5%	214	1	4	1	0
HH WB (18) 2	220	1.5%	214	1	4	1	0
HH WB (1A) 1	262	1.5%	255	1	5	1	0
HH WB (1A) 2	262	1.5%	255	1	5	1	0
HH WB (2) 1	380	2.1%	371	2	6	1	0
HH WB (2) 2	380	2.1%	371	2	6	1	0
HH WB (3) 1	247	2.0%	241	1	4	1	0
HH WB (3) 2	247	2.0%	241	1	4	1	0
HH WB (3) 3	247	2.0%	241	1	4	1	0
HH WB (4) 1	292	1.4%	287	1	3	1	0
HH WB (4) 2	292	1.5%	287	1	3	1	0
HH WB (4) 3	292	1.5%	287	1	3	1	0
HH WB (4) 4	292	1.5%	287	1	3	1	0
HH WB (5) 1	345	1.5%	339	1	4	1	0
HH WB (5) 2	345	1.5%	339	1	4	1	0
HH WB (6) 1	647	1.5%	636	2	8	1	0
HH WB (6) 2	647	1.5%	636	2	8	1	0
HH WB (7) 1	632	1.5%	621	2	8	1	0
HH WB (7) 2	632	1.5%	621	2	8	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
HH WB (8) 1	467	1.5%	459	1	6	1	0
HH WB (8) 2	467	1.5%	459	1	6	1	0
HH WB LT (1) to Crossings Blvd EB	330	1.5%	324	1	4	1	0
HH WB LT (2) to Crossings Blvd EB 1	165	1.5%	162	1	2	0	0
HH WB LT (2) to Crossings Blvd EB 2	165	1.5%	162	1	2	0	0
HH WB LT to Bell EB	99	1.5%	98	0	1	0	0
HH WB LT to CR EB 1	283	1.5%	279	1	2	1	0
HH WB LT to CR EB 2	283	1.5%	279	1	2	1	0
HH WB RT to Bell WB	380	1.5%	373	1	5	1	0
HH WB RT to CR WB	190	1.5%	188	0	2	0	0
HH WB RT to I-24 WB	469	1.9%	459	2	7	1	0
HH WB RT to WT 1	356	2.5%	350	1	4	1	0
HH WB RT to WT 2	357	1.4%	351	1	4	1	0
HH WB to Crossings Blvd EB 1	165	1.8%	162	1	2	0	0
HH WB to Crossings Blvd EB 2	165	1.8%	162	1	2	0	0
HH WB to I-24 EB	545	2.0%	532	3	8	2	0
I-24 CL EB (1) 1	322	8.1%	294	6	20	2	0
I-24 CL EB (1) 2	322	8.1%	294	6	20	2	0
I-24 CL EB (1) 3	322	8.1%	294	6	20	2	0
I-24 CL EB (1) 4	322	8.1%	294	6	20	2	0
I-24 CL EB (10) 1	902	8.5%	820	17	60	5	0
I-24 CL EB (10) 2	902	8.5%	820	17	60	5	0
I-24 CL EB (11) 1	772	8.4%	706	14	51	1	0
I-24 CL EB (11) 2	772	8.4%	706	14	51	1	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 CL EB (12) 1	912	3.5%	829	18	64	1	0
I-24 CL EB (12) 2	912	3.5%	829	18	64	1	0
I-24 CL EB (13) 1	790	9.0%	718	16	55	1	0
I-24 CL EB (13) 2	790	9.0%	718	16	55	1	0
I-24 CL EB (14) 1	869	9.4%	786	18	64	1	0
I-24 CL EB (14) 2	869	9.4%	786	18	64	1	0
I-24 CL EB (15) 1	794	9.6%	716	19	57	1	1
I-24 CL EB (15) 2	794	72.0%	716	19	57	1	1
I-24 CL EB (15A)	1585	3.5%	1416	41	125	2	1
I-24 CL EB (2) 1	502	8.0%	459	9	31	3	0
I-24 CL EB (2) 2	502	3.5%	459	9	31	3	0
I-24 CL EB (3) 1	750	9.6%	674	16	56	4	0
I-24 CL EB (3) 2	750	9.6%	674	16	56	4	0
I-24 CL EB (4) 1	698	9.6%	627	15	52	4	0
I-24 CL EB (4) 2	698	9.6%	627	15	52	4	0
I-24 CL EB (5) 1	852	9.0%	770	17	60	5	0
I-24 CL EB (5) 2	852	9.0%	770	17	60	5	0
I-24 CL EB (6) 1	822	9.0%	743	16	58	5	0
I-24 CL EB (6) 2	822	9.0%	743	16	58	5	0
I-24 CL EB (7) 1	936	8.5%	850	18	62	6	0
I-24 CL EB (7) 2	936	8.5%	850	18	62	6	0
I-24 CL EB (8) 1	808	8.5%	734	15	54	5	0
I-24 CL EB (8) 2	808	8.5%	734	15	54	5	0
I-24 CL EB (9) 1	977	5.5%	888	18	65	6	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 CL EB (9) 2	977	7.5%	888	18	65	6	0
I-24 CL EB LT to Briley EB	75	5.5%	67	2	6	0	0
I-24 CL EB LT to Haywood EB 1	10	5.5%	9	0	1	0	0
I-24 CL EB LT to Haywood EB 2	10	5.5%	9	0	1	0	0
I-24 CL EB LT to Waldron EB	210	5.5%	190	4	16	0	0
I-24 CL EB RT to Briley WB	30	5.5%	27	1	2	0	0
I-24 CL EB RT to Haywood WB	40	5.5%	36	1	3	0	0
I-24 CL EB RT to Sam Ridley WB	55	5.5%	50	1	4	0	0
I-24 CL EB RT to Waldron WB	50	5.5%	45	1	4	0	0
I-24 CL EB to Bell	255	5.5%	248	1	4	2	0
I-24 CL EB to Bell LT	116	5.5%	112	1	2	1	0
I-24 CL EB to Bell RT	140	5.5%	140	0	0	0	0
I-24 CL EB to Briley	105	0.5%	94	2	8	1	0
I-24 CL EB to Haywood	60	8.3%	55	1	4	0	0
I-24 CL EB to I-440 CL WB (1) 1	140	3.6%	134	1	4	1	0
I-24 CL EB to I-440 CL WB (1) 2	140	3.6%	134	1	4	1	0
I-24 CL EB to I-440 CL WB (2)	280	3.6%	268	2	8	2	0
I-24 CL EB to Sam Ridley	244	9.4%	221	5	18	0	0
I-24 CL to Waldron	259	6.5%	235	5	19	0	0
I-24 CL WB (1)	750	6.5%	633	29	87	1	0
I-24 CL WB (10) 1	725	9.5%	654	14	55	2	0
I-24 CL WB (10) 2	725	9.5%	654	14	55	2	0
I-24 CL WB (11) 1	794	0.5%	717	15	60	2	0
I-24 CL WB (11) 2	794	9.4%	717	15	60	2	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 CL WB (12) 1	630	9.0%	571	14	43	2	0
I-24 CL WB (12) 2	630	9.0%	571	14	43	2	0
I-24 CL WB (13) 1	852	8.5%	777	18	54	3	0
I-24 CL WB (13) 2	852	3.5%	777	18	54	3	0
I-24 CL WB (13A) 1	568	3.5%	518	12	36	2	0
I-24 CL WB (13A) 2	568	3.5%	518	12	36	2	0
I-24 CL WB (13A) 3	568	3.5%	518	12	36	2	0
I-24 CL WB (14) 1	659	3.5%	601	14	42	2	0
I-24 CL WB (14) 2	659	3.5%	601	14	42	2	0
I-24 CL WB (15) 1	457	3.5%	422	7	27	1	0
I-24 CL WB (15) 2	457	3.5%	422	7	27	1	0
I-24 CL WB (15) 3	457	3.5%	422	7	27	1	0
I-24 CL WB (15) 4	457	3.5%	422	7	27	1	0
I-24 CL WB (1A) 1	375	14.5%	316	15	44	0	0
I-24 CL WB (1A) 2	375	14.5%	316	15	44	0	0
I-24 CL WB (2) 1	515	15.5%	435	18	62	0	0
I-24 CL WB (2) 2	515	15.5%	435	18	62	0	0
I-24 CL WB (3) 1	470	50.0%	413	13	44	0	0
I-24 CL WB (3) 2	470	0.5%	413	13	44	0	0
I-24 CL WB (4) 1	597	11.6%	528	16	53	0	0
I-24 CL WB (4) 2	597	11.6%	528	16	53	0	0
I-24 CL WB (5) 1	537	3.5%	475	14	48	0	0
I-24 CL WB (5) 2	537	2.5%	475	14	48	0	0
I-24 CL WB (6) 1	661	12.5%	586	15	58	2	0

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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 CL WB (6) 2	661	12.5%	586	15	58	2	0
I-24 CL WB (7) 1	747	9.0%	663	17	65	2	0
I-24 CL WB (7) 2	747	9.0%	663	17	65	2	0
I-24 CL WB (8) 1	615	9.6%	555	12	47	1	0
I-24 CL WB (8) 2	615	19.0%	555	12	47	1	0
I-24 CL WB (9) 1	763	9.6%	688	15	58	2	0
I-24 CL WB (9) 2	763	19.0%	688	15	58	2	0
I-24 CL WB LT to Briley WB	120	3.0%	111	2	7	0	0
I-24 CL WB LT to Haywood WB	46	8.7%	42	1	3	0	0
I-24 CL WB LT to HH EB	5	0.0%	5	0	0	0	0
I-24 CL WB LT to Waldron WB	40	17.5%	33	2	5	0	0
I-24 CL WB RT to Briley EB	209	7.2%	193	3	12	1	0
I-24 CL WB RT to Haywood EB	30	3.3%	29	0	1	0	0
I-24 CL WB RT to HH WB	256	1.6%	251	1	3	1	0
I-24 CL WB RT to Waldron EB	80	21.3%	63	4	13	0	0
I-24 CL WB to Briley	330	7.6%	304	6	19	1	0
I-24 CL WB to Haywood	75	4.5%	70	1	4	0	0
I-24 CL WB to Haywood LT	46	4.5%	42	1	3	0	0
I-24 CL WB to Haywood RT	30	4.5%	29	0	1	0	0
I-24 CL WB to HH	264	4.5%	259	1	4	0	0
I-24 CL WB to I-40 CL EB (1) 1	584	4.5%	565	4	13	2	0
I-24 CL WB to I-40 CL EB (1) 2	584	4.5%	565	4	13	2	0
I-24 CL WB to I-40 CL EB (2)	1170	4.5%	1130	9	26	4	1
I-24 CL WB to I-40 CL WB 1	330	16.1%	276	13	40	1	0

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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 CL WB to I-40 CL WB 2	330	4.5%	276	13	40	1	0
I-24 CL WB to I-440 CL WB 1	192	4.5%	179	3	9	1	0
I-24 CL WB to I-440 CL WB 2	192	4.5%	179	3	9	1	0
I-24 CL WB to Sam Ridley	90	4.5%	85	1	4	0	0
I-24 CL WB to Waldron	120	4.5%	95	6	19	0	0
I-24 EB (1) 1	605	4.5%	507	21	73	4	0
I-24 EB (1) 2	605	15.5%	507	21	73	4	0
I-24 EB (1) 3	605	8.0%	507	21	73	4	0
I-24 EB (10) 1	1238	8.5%	1126	23	82	7	0
I-24 EB (10) 2	1238	8.5%	1126	23	82	7	0
I-24 EB (10) 3	1238	6.5%	1126	23	82	7	0
I-24 EB (10) 4	1238	6.5%	1126	23	82	7	0
I-24 EB (11) 1	1287	6.5%	1170	24	85	8	0
I-24 EB (11) 2	1287	6.5%	1170	24	85	8	0
I-24 EB (11) 3	1287	8.5%	1170	24	85	8	0
I-24 EB (11) 4	1287	8.5%	1170	24	85	8	0
I-24 EB (11) 5	1287	8.5%	1170	24	85	8	0
I-24 EB (12) 1	1424	8.5%	1294	27	94	8	1
I-24 EB (12) 2	1424	2.5%	1294	27	94	8	1
I-24 EB (12) 3	1424	6.5%	1294	27	94	8	1
I-24 EB (12) 4	1424	6.5%	1294	27	94	8	1
I-24 EB (13) 1	1669	6.5%	1516	31	111	10	1
I-24 EB (13) 2	1669	6.5%	1516	31	111	10	1
I-24 EB (13) 3	1669	8.5%	1516	31	111	10	1

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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 EB (13) 4	1669	8.5%	1516	31	111	10	1
I-24 EB (14) 1	1487	8.5%	1351	28	98	9	1
I-24 EB (14) 2	1487	8.5%	1351	28	98	9	1
I-24 EB (14) 3	1487	8.5%	1351	28	98	9	1
I-24 EB (14) 4	1487	8.5%	1351	28	98	9	1
I-24 EB (15) 1	1376	2.5%	1251	26	91	8	0
I-24 EB (15) 2	1376	8.5%	1251	26	91	8	0
I-24 EB (15) 3	1376	8.5%	1251	26	91	8	0
I-24 EB (15) 4	1376	8.5%	1251	26	91	8	0
I-24 EB (15) 5	1376	8.5%	1251	26	91	8	0
I-24 EB (16) 1	1178	8.5%	1071	22	78	7	0
I-24 EB (16) 2	1178	8.5%	1071	22	78	7	0
I-24 EB (16) 3	1178	3.5%	1071	22	78	7	0
I-24 EB (16) 4	1178	3.5%	1071	22	78	7	0
I-24 EB (16) 5	1178	8.5%	1071	22	78	7	0
I-24 EB (17) 1	1367	8.6%	1242	26	91	8	0
I-24 EB (17) 2	1367	4.0%	1242	26	91	8	0
I-24 EB (17) 3	1367	4.0%	1242	26	91	8	0
I-24 EB (17) 4	1367	8.6%	1242	26	91	8	0
I-24 EB (18) 1	1682	8.5%	1528	32	111	10	1
I-24 EB (18) 2	1682	4.0%	1528	32	111	10	1
I-24 EB (18) 3	1682	4.0%	1528	32	111	10	1
I-24 EB (18) 4	1682	3.0%	1528	32	111	10	1
I-24 EB (19) 1	1719	4.0%	1562	32	114	10	1

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 EB (19) 2	1719	4.0%	1562	32	114	10	1
I-24 EB (19) 3	1719	8.5%	1562	32	114	10	1
I-24 EB (19) 4	1719	8.5%	1562	32	114	10	1
I-24 EB (1N)	1230	4.0%	1087	19	116	6	2
I-24 EB (2) 1	825	4.0%	692	28	100	5	0
I-24 EB (2) 2	825	4.0%	692	28	100	5	0
I-24 EB (20) 1	1451	8.5%	1318	27	96	9	1
I-24 EB (20) 2	1451	8.5%	1318	27	96	9	1
I-24 EB (20) 3	1451	8.5%	1318	27	96	9	1
I-24 EB (20) 4	1451	8.5%	1318	27	96	9	1
I-24 EB (21) 1	1685	8.0%	1548	30	105	2	0
I-24 EB (21) 2	1685	8.0%	1548	30	105	2	0
I-24 EB (21) 3	1685	8.0%	1548	30	105	2	0
I-24 EB (21) 4	1685	8.0%	1548	30	105	2	0
I-24 EB (22) 1	1406	8.0%	1292	25	88	1	0
I-24 EB (22) 2	1406	8.0%	1292	25	88	1	0
I-24 EB (22) 3	1406	8.0%	1292	25	88	1	0
I-24 EB (22) 4	1406	8.0%	1292	25	88	1	0
I-24 EB (23) 1	1759	1.5%	1616	31	110	2	0
I-24 EB (23) 2	1759	3.0%	1616	31	110	2	0
I-24 EB (23) 3	1759	3.0%	1616	31	110	2	0
I-24 EB (23) 4	1759	3.0%	1616	31	110	2	0
I-24 EB (24) 1	1264	3.0%	1162	22	79	1	0
I-24 EB (24) 2	1264	8.0%	1162	22	79	1	0

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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 EB (24) 3	1264	8.0%	1162	22	79	1	0
I-24 EB (24) 4	1264	8.0%	1162	22	79	1	0
I-24 EB (25) 1	1312	8.0%	1206	23	82	1	0
I-24 EB (25) 2	1312	8.0%	1206	23	82	1	0
I-24 EB (25) 3	1312	2.0%	1206	23	82	1	0
I-24 EB (25) 4	1312	2.0%	1206	23	82	1	0
I-24 EB (25) 5	1312	2.0%	1206	23	82	1	0
I-24 EB (25A) 1	1312	2.0%	1206	23	82	1	0
I-24 EB (25A) 2	1312	8.0%	1206	23	82	1	0
I-24 EB (25A) 3	1312	8.0%	1206	23	82	1	0
I-24 EB (25A) 4	1312	2.0%	1206	23	82	1	0
I-24 EB (26) 1	1679	2.0%	1542	33	101	2	1
I-24 EB (26) 2	1679	2.0%	1542	33	101	2	1
I-24 EB (26) 3	1679	2.0%	1542	33	101	2	1
I-24 EB (26) 4	1679	0.5%	1542	33	101	2	1
I-24 EB (27) 1	1316	8.0%	1209	26	79	1	1
I-24 EB (27) 2	1316	0.5%	1209	26	79	1	1
I-24 EB (27) 3	1316	8.0%	1209	26	79	1	1
I-24 EB (27) 4	1316	2.0%	1209	26	79	1	1
I-24 EB (28) 1	1713	0.5%	1573	34	103	2	1
I-24 EB (28) 2	1713	0.5%	1573	34	103	2	1
I-24 EB (28) 3	1713	8.0%	1573	34	103	2	1
I-24 EB (28) 4	1713	8.0%	1573	34	103	2	1
I-24 EB (29) 1	2111	2.0%	1933	36	133	7	2

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I-24 EB (29) 2	2111	2.0%	1933	36	133	7	2
I-24 EB (29) 3	2111	8.0%	1933	36	133	7	2
I-24 EB (29) 4	2111	1.5%	1933	36	133	7	2
I-24 EB (2N)	1230	1.5%	1087	19	116	6	2
I-24 EB (3) 1	779	1.5%	680	21	73	5	0
I-24 EB (3) 2	779	2.0%	680	21	73	5	0
I-24 EB (3) 3	779	2.0%	680	21	73	5	0
I-24 EB (30) 1	1921	8.0%	1759	33	121	6	2
I-24 EB (30) 2	1921	8.0%	1759	33	121	6	2
I-24 EB (30) 3	1921	8.0%	1759	33	121	6	2
I-24 EB (30) 4	1921	8.0%	1759	33	121	6	2
I-24 EB (31) 1	1580	8.0%	1448	27	99	5	1
I-24 EB (31) 2	1580	8.0%	1448	27	99	5	1
I-24 EB (31) 3	1580	8.0%	1448	27	99	5	1
I-24 EB (31) 4	1580	8.0%	1448	27	99	5	1
I-24 EB (32) 1	1896	8.0%	1737	32	119	6	2
I-24 EB (32) 2	1896	2.5%	1737	32	119	6	2
I-24 EB (32) 3	1896	8.0%	1737	32	119	6	2
I-24 EB (32) 4	1896	2.5%	1737	32	119	6	2
I-24 EB (32) 5	1460	10.3%	1737	32	119	6	2
I-24 EB (4) 1	891	20.0%	708	39	139	5	0
I-24 EB (4) 2	891	20.0%	708	39	139	5	0
I-24 EB (5) 1	748	20.1%	594	33	117	4	0
I-24 EB (5) 2	748	20.1%	594	33	117	4	0

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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 EB (5) 3	748	20.1%	594	33	117	4	0
I-24 EB (6) 1	778	15.0%	656	26	91	5	0
I-24 EB (6) 2	778	15.0%	656	26	91	5	0
I-24 EB (6) 3	778	15.0%	656	26	91	5	0
I-24 EB (6) 4	778	15.0%	656	26	91	5	0
I-24 EB (6) 5	778	15.0%	656	26	91	5	0
I-24 EB (7) 1	851	14.9%	719	28	99	5	0
I-24 EB (7) 2	851	14.9%	719	28	99	5	0
I-24 EB (7) 3	851	14.9%	719	28	99	5	0
I-24 EB (7) 4	851	14.9%	719	28	99	5	0
I-24 EB (8) 1	932	15.0%	787	31	109	5	0
I-24 EB (8) 2	932	1.5%	787	31	109	5	0
I-24 EB (8) 3	932	1.5%	787	31	109	5	0
I-24 EB (8) 4	932	1.5%	787	31	109	5	0
I-24 EB (8) 5	932	2.0%	787	31	109	5	0
I-24 EB (9) 1	1123	2.0%	1021	21	74	7	0
I-24 EB (9) 2	1123	2.0%	1021	21	74	7	0
I-24 EB (9) 3	1123	2.0%	1021	21	74	7	0
I-24 EB (9) 4	1123	2.0%	1021	21	74	7	0
I-24 EB (9) 5	1123	2.0%	1021	21	74	7	0
I-24 EB (9.5) 1	1238	8.5%	1126	23	82	7	0
I-24 EB (9.5) 2	1238	8.5%	1126	23	82	7	0
I-24 EB (9.5) 3	1238	8.5%	1126	23	82	7	0
I-24 EB (9.5) 4	1238	8.5%	1126	23	82	7	0

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
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Design Year: 2052
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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 EB (9A) 1	1404	8.5%	1276	26	93	8	1
I-24 EB (9A) 2	1404	8.5%	1276	26	93	8	1
I-24 EB (9A) 3	1404	8.5%	1276	26	93	8	1
I-24 EB (9A) 4	1404	2.0%	1276	26	93	8	1
I-24 EB to Almaville	1455	2.0%	1416	9	27	2	1
I-24 EB to Almaville LT 1	374	1.5%	365	2	7	0	0
I-24 EB to Almaville LT 2	374	1.5%	365	2	7	0	0
I-24 EB to Almaville RT	705	2.4%	686	4	13	1	1
I-24 EB to Bell (1)	730	3.6%	700	6	20	4	0
I-24 EB to Bell 1	365	3.6%	350	3	10	2	0
I-24 EB to Bell 2	365	2.5%	350	3	10	2	0
I-24 EB to Briley 1	240	1.0%	227	3	9	1	0
I-24 EB to Briley 2	240	1.0%	227	3	9	1	0
I-24 EB to Briley LT 1	155	0.5%	146	2	6	1	0
I-24 EB to Briley LT 2	155	1.5%	146	2	6	1	0
I-24 EB to Briley RT	170	1.5%	166	1	2	1	0
I-24 EB to Harding (1)	660	1.5%	629	6	21	4	0
I-24 EB to Harding 1	330	1.5%	315	3	10	2	0
I-24 EB to Harding 2	330	1.5%	315	3	10	2	0
I-24 EB to Harding LT 1	130	1.5%	124	1	4	1	0
I-24 EB to Harding LT 2	130	3.8%	124	1	4	1	0
I-24 EB to Harding RT	400	4.0%	382	4	12	2	0
I-24 EB to Haywood	744	2.0%	725	3	12	4	0
I-24 EB to Haywood LT	270	1.9%	263	1	4	2	0

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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 EB to Haywood RT	475	1.9%	463	2	7	3	0
I-24 EB to HH	995	3.0%	959	7	23	6	0
I-24 EB to HH LT 1	307	2.9%	296	2	7	2	0
I-24 EB to HH LT 2	307	2.9%	296	2	7	2	0
I-24 EB to HH RT (1)	380	3.2%	366	3	9	2	0
I-24 EB to HH RT (2) 1	189	2.6%	183	1	4	1	0
I-24 EB to HH RT (2) 2	189	2.6%	183	1	4	1	0
I-24 EB to I-440 WB	550	3.1%	530	4	13	3	0
I-24 EB to I-840 EB	1355	5.0%	1282	15	53	4	1
I-24 EB to I-840 WB	760	5.0%	719	8	30	2	1
I-24 EB to Murf EB	165	1.8%	161	1	2	1	0
I-24 EB to OH	1074	11.0%	950	26	92	6	0
I-24 EB to OH LT (1)	323	11.1%	285	8	28	2	0
I-24 EB to OH LT (2)	323	11.1%	285	8	28	2	0
I-24 EB to OH RT	430	10.9%	380	10	37	3	0
I-24 EB to Sam Ridley	1975	2.5%	1923	11	39	2	0
I-24 EB to Sam Ridley LT (1)	775	2.5%	755	4	15	1	0
I-24 EB to Sam Ridley LT (2)	775	2.5%	755	4	15	1	0
I-24 EB to Sam Ridley RT	424	2.4%	414	2	8	0	0
I-24 EB to Waldron	1116	8.1%	1025	20	70	1	0
I-24 EB to Waldron LT	910	2.0%	836	16	57	1	0
I-24 EB to Waldron RT	205	2.0%	188	4	13	0	0
I-24 EB to WT	425	2.0%	422	0	0	3	0
I-24 to I-840 WB	1585	2.0%	1468	24	87	5	1

Project: I-24 Southeast Choice Lanes
County: Davidson / Rutherford
PIN: 134727.00
Description: Addition of Choice Lanes and associated interchanges
Design Year: 2052
Alternative: 2052 BUILD

Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 WB (10) 1	1347	8.0%	1237	27	81	1	1
I-24 WB (10) 2	1347	8.0%	1237	27	81	1	1
I-24 WB (10) 3	1347	1.5%	1237	27	81	1	1
I-24 WB (10) 4	1347	1.5%	1237	27	81	1	1
I-24 WB (11) 1	1278	1.5%	1174	23	79	1	1
I-24 WB (11) 2	1278	8.0%	1174	23	79	1	1
I-24 WB (11) 3	1278	2.0%	1174	23	79	1	1
I-24 WB (11) 4	1278	8.0%	1174	23	79	1	1
I-24 WB (12) 1	1010	7.9%	928	18	62	1	1
I-24 WB (12) 2	1010	7.9%	928	18	62	1	1
I-24 WB (12) 3	1010	7.9%	928	18	62	1	1
I-24 WB (12) 4	1010	7.9%	928	18	62	1	1
I-24 WB (13) 1	1380	8.0%	1268	25	85	1	1
I-24 WB (13) 2	1380	11.0%	1268	25	85	1	1
I-24 WB (13) 3	1380	2.5%	1268	25	85	1	1
I-24 WB (13) 4	1380	8.0%	1268	25	85	1	1
I-24 WB (14) 1	1227	5.0%	1127	22	76	1	1
I-24 WB (14) 2	1227	5.0%	1127	22	76	1	1
I-24 WB (14) 3	1227	2.5%	1127	22	76	1	1
I-24 WB (14) 4	1227	8.0%	1127	22	76	1	1
I-24 WB (15) 1	1457	8.0%	1338	27	90	1	1
I-24 WB (15) 2	1457	8.0%	1338	27	90	1	1
I-24 WB (15) 3	345	1.5%	1338	27	90	1	1
I-24 WB (15) 4	1385	2.0%	1338	27	90	1	1

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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 WB (16) 1	1211	8.0%	1111	20	77	3	0
I-24 WB (16) 2	1211	8.0%	1111	20	77	3	0
I-24 WB (16) 3	1211	5.0%	1111	20	77	3	0
I-24 WB (16) 4	1211	5.0%	1111	20	77	3	0
I-24 WB (17) 1	1477	5.0%	1356	24	94	3	0
I-24 WB (17) 2	1477	5.0%	1356	24	94	3	0
I-24 WB (17) 3	1477	5.0%	1356	24	94	3	0
I-24 WB (17) 4	1477	8.0%	1356	24	94	3	0
I-24 WB (18) 1	1432	8.0%	1315	23	91	3	0
I-24 WB (18) 2	1432	8.0%	1315	23	91	3	0
I-24 WB (18) 3	1432	8.0%	1315	23	91	3	0
I-24 WB (18) 4	1432	8.0%	1315	23	91	3	0
I-24 WB (19) 1	1115	8.0%	1023	18	71	3	0
I-24 WB (19) 2	1115	8.0%	1023	18	71	3	0
I-24 WB (19) 3	1115	5.0%	1023	18	71	3	0
I-24 WB (19) 4	1115	8.0%	1023	18	71	3	0
I-24 WB (1N)	1512	11.0%	1341	53	113	2	3
I-24 WB (20) 1	1132	8.0%	1039	18	72	3	0
I-24 WB (20) 2	1132	8.0%	1039	18	72	3	0
I-24 WB (20) 3	1132	8.0%	1039	18	72	3	0
I-24 WB (20) 4	1132	8.0%	1039	18	72	3	0
I-24 WB (20) 5	1132	5.0%	1039	18	72	3	0
I-24 WB (21) 1	1231	5.0%	1130	20	78	3	0
I-24 WB (21) 2	1231	1.5%	1130	20	78	3	0

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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 WB (21) 3	1231	2.5%	1130	20	78	3	0
I-24 WB (21) 4	1231	4.0%	1130	20	78	3	0
I-24 WB (22) 1	1424	8.0%	1307	23	91	3	0
I-24 WB (22) 2	1424	8.0%	1307	23	91	3	0
I-24 WB (22) 3	1424	8.0%	1307	23	91	3	0
I-24 WB (22) 4	1424	8.0%	1307	23	91	3	0
I-24 WB (23) 1	1268	8.0%	1163	21	81	3	0
I-24 WB (23) 2	1268	2.5%	1163	21	81	3	0
I-24 WB (23) 3	1268	2.5%	1163	21	81	3	0
I-24 WB (23) 4	1268	7.5%	1163	21	81	3	0
I-24 WB (24) 1	1184	7.5%	1087	19	75	3	0
I-24 WB (24) 2	1184	7.9%	1087	19	75	3	0
I-24 WB (24) 3	1184	7.9%	1087	19	75	3	0
I-24 WB (24) 4	1184	7.9%	1087	19	75	3	0
I-24 WB (24) 5	1184	7.9%	1087	19	75	3	0
I-24 WB (25) 1	1264	8.1%	1159	21	81	3	0
I-24 WB (25) 2	1264	8.1%	1159	21	81	3	0
I-24 WB (25) 3	1264	8.1%	1159	21	81	3	0
I-24 WB (25) 4	1264	8.1%	1159	21	81	3	0
I-24 WB (26) 1	1518	7.0%	1386	26	103	3	0
I-24 WB (26) 2	1518	5.0%	1386	26	103	3	0
I-24 WB (26) 3	1518	2.5%	1386	26	103	3	0
I-24 WB (26) 4	1518	2.5%	1386	26	103	3	0
I-24 WB (26A) 1	1518	2.5%	1386	26	103	3	0

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I-24 WB (26A) 2	1518	2.5%	1386	26	103	3	0
I-24 WB (26A) 3	1518	8.5%	1386	26	103	3	0
I-24 WB (26A) 4	1518	8.5%	1386	26	103	3	0
I-24 WB (27) 1	1226	7.5%	1117	26	78	4	1
I-24 WB (27) 2	1226	7.5%	1117	26	78	4	1
I-24 WB (27) 3	1226	9.5%	1117	26	78	4	1
I-24 WB (27) 4	1226	9.5%	1117	26	78	4	1
I-24 WB (28) 1	1098	9.5%	1000	23	70	4	1
I-24 WB (28) 2	1098	9.5%	1000	23	70	4	1
I-24 WB (28) 3	1098	8.5%	1000	23	70	4	1
I-24 WB (28) 4	1098	8.5%	1000	23	70	4	1
I-24 WB (28) 5	1098	8.5%	1000	23	70	4	1
I-24 WB (29) 1	1222	8.5%	1113	26	78	4	1
I-24 WB (29) 2	1222	8.5%	1113	26	78	4	1
I-24 WB (29) 3	1222	8.5%	1113	26	78	4	1
I-24 WB (2N)	1512	11.0%	1341	53	113	2	3
I-24 WB (3) 1	1267	1.5%	1164	19	82	1	1
I-24 WB (3) 2	1267	1.5%	1164	19	82	1	1
I-24 WB (3) 3	1267	8.0%	1164	19	82	1	1
I-24 WB (3) 4	1267	8.0%	1164	19	82	1	1
I-24 WB (3) 5	1267	8.0%	1164	19	82	1	1
I-24 WB (30) 1	1102	8.4%	1004	23	70	4	1
I-24 WB (30) 2	1102	8.4%	1004	23	70	4	1
I-24 WB (30) 3	1102	4.0%	1004	23	70	4	1

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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 WB (31) 1	1274	8.5%	1161	27	81	4	1
I-24 WB (31) 2	1274	8.5%	1161	27	81	4	1
I-24 WB (31) 3	1274	8.5%	1161	27	81	4	1
I-24 WB (31) 4	1274	8.5%	1161	27	81	4	1
I-24 WB (4) 1	1249	2.0%	1147	19	81	1	1
I-24 WB (4) 2	1249	2.0%	1147	19	81	1	1
I-24 WB (4) 3	1249	8.0%	1147	19	81	1	1
I-24 WB (4) 4	1249	8.0%	1147	19	81	1	1
I-24 WB (5) 1	1441	8.0%	1324	22	93	1	1
I-24 WB (5) 2	1441	8.0%	1324	22	93	1	1
I-24 WB (5) 3	1441	8.0%	1324	22	93	1	1
I-24 WB (5) 4	1441	8.0%	1324	22	93	1	1
I-24 WB (6) 1	1235	8.0%	1134	19	80	1	1
I-24 WB (6) 2	1235	8.0%	1134	19	80	1	1
I-24 WB (6) 3	1235	8.0%	1134	19	80	1	1
I-24 WB (6) 4	1235	8.0%	1134	19	80	1	1
I-24 WB (7) 1	1541	2.0%	1415	23	100	2	1
I-24 WB (7) 2	1541	7.0%	1415	23	100	2	1
I-24 WB (7) 3	1541	8.0%	1415	23	100	2	1
I-24 WB (7) 4	1541	8.0%	1415	23	100	2	1
I-24 WB (8) 1	1352	8.0%	1242	27	81	1	1
I-24 WB (8) 2	1352	8.0%	1242	27	81	1	1
I-24 WB (8) 3	1352	8.0%	1242	27	81	1	1
I-24 WB (8) 4	1352	8.0%	1242	27	81	1	1

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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 WB (9) 1	1004	8.0%	922	20	60	1	1
I-24 WB (9) 2	1004	8.0%	922	20	60	1	1
I-24 WB (9) 3	1004	8.0%	922	20	60	1	1
I-24 WB (9) 4	1004	2.0%	922	20	60	1	1
I-24 WB CL LT to Sam Ridley WB	15	2.0%	14	0	1	0	0
I-24 WB CL RT to Sam Ridley EB	75	5.3%	71	1	3	0	0
I-24 WB from HH	1204	3.5%	1161	9	33	1	0
I-24 WB from OH	1064	5.0%	1009	11	42	2	0
I-24 WB from Waldron	920	7.9%	845	18	55	1	1
I-24 WB LT to Murf WB 1	207	7.7%	190	4	12	1	0
I-24 WB LT to Murf WB 2	207	7.7%	190	4	12	1	0
I-24 WB LT to Waldron WB	210	16.7%	175	8	27	0	0
I-24 WB RT to Murf EB	214	1.9%	209	1	3	1	0
I-24 WB RT to Waldron EB	405	16.5%	338	15	52	0	0
I-24 WB to Almaville	1396	3.5%	1344	12	37	2	1
I-24 WB to Almaville LT	814	3.5%	785	7	21	1	0
I-24 WB to Almaville RT	580	3.5%	559	5	15	1	0
I-24 WB to Bell	740	0.5%	734	1	3	2	0
I-24 WB to Bell LT	650	0.6%	645	1	3	1	0
I-24 WB to Bell RT	89	8.5%	89	0	0	0	0
I-24 WB to Briley (1)	1170	7.9%	1072	23	70	4	1
I-24 WB to Briley (2) 1	585	8.5%	536	12	35	2	0
I-24 WB to Briley (2) 2	585	8.5%	536	12	35	2	0
I-24 WB to Briley LT (1)	345	6.5%	316	7	21	1	0

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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 WB to Briley LT (2) 1	172	7.6%	158	3	10	1	0
I-24 WB to Briley LT (2) 2	172	7.6%	158	3	10	1	0
I-24 WB to Briley RT	825	8.0%	756	16	50	3	0
I-24 WB to Harding 1	434	4.8%	412	4	17	1	0
I-24 WB to Harding 2	434	4.8%	412	4	17	1	0
I-24 WB to Harding LT 1	235	4.7%	223	2	9	1	0
I-24 WB to Harding LT 2	235	6.5%	223	2	9	1	0
I-24 WB to Harding RT	400	6.5%	379	4	16	1	0
I-24 WB to Haywood	630	2.5%	613	3	13	1	0
I-24 WB to Haywood LT 1	192	2.6%	187	1	4	0	0
I-24 WB to Haywood LT 2	192	2.6%	187	1	4	0	0
I-24 WB to Haywood RT	245	2.4%	238	1	5	1	0
I-24 WB to HH	1274	0.5%	1265	1	5	3	0
I-24 WB to HH LT 1	300	0.3%	298	0	1	1	0
I-24 WB to HH LT 2	300	0.3%	298	0	1	1	0
I-24 WB to HH RT (1)	676	0.6%	670	1	3	2	0
I-24 WB to HH RT (2) 1	337	7.0%	335	0	1	1	0
I-24 WB to HH RT (2) 2	337	7.0%	335	0	1	1	0
I-24 WB to I-24/I-40 WB (1) 1	1039	2.5%	890	36	109	4	0
I-24 WB to I-24/I-40 WB (1) 2	1039	14.0%	890	36	109	4	0
I-24 WB to I-24/I-40 WB (2) 1	1148	14.0%	982	40	121	4	1
I-24 WB to I-24/I-40 WB (2) 2	1148	14.0%	982	40	121	4	1
I-24 WB to I-40 EB (1) 1	1508	8.0%	1449	13	40	5	1
I-24 WB to I-40 EB (1) 2	1508	8.0%	1449	13	40	5	1

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Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-24 WB to I-40 EB (2) 1	1770	8.0%	1701	15	47	6	1
I-24 WB to I-40 EB (2) 2	1770	8.0%	1701	15	47	6	1
I-24 WB to I-40 EB (3) 1	1296	8.0%	1246	11	34	4	1
I-24 WB to I-40 EB (3) 2	1296	3.5%	1246	11	34	4	1
I-24 WB to I-40 EB (3) 3	1296	6.5%	1246	11	34	4	1
I-24 WB to I-440 WB 1	911	6.5%	863	11	34	3	0
I-24 WB to I-440 WB 2	911	4.9%	863	11	34	3	0
I-24 WB to I-840 EB LL	670	13.4%	579	17	73	1	0
I-24 WB to I-840 EB RL	670	13.4%	579	17	73	1	0
I-24 WB to I-840 WB	825	0.5%	754	13	57	1	0
I-24 WB to Murf	360	8.1%	330	7	22	1	0
I-24 WB to Murf (2) 1	315	2.5%	289	6	19	1	0
I-24 WB to Murf (2) 2	315	6.5%	289	6	19	1	0
I-24 WB to Murf-2	360	8.1%	330	7	22	1	0
I-24 WB to Old Hickory	980	12.0%	860	24	94	2	0
I-24 WB to Old Hickory LT	480	6.5%	421	12	46	1	0
I-24 WB to Old Hickory RT	500	6.5%	439	12	48	1	0
I-24 WB to Sam Ridley	1071	7.0%	994	17	58	1	1
I-24 WB to Sam Ridley EB RT	874	7.0%	813	14	47	0	0
I-24 WB to Sam Ridley WB LT	195	3.6%	188	2	5	0	0
I-24 WB to Waldron	614	16.4%	513	23	78	0	0
I-24/I-40 EB to I-24 EB 1	717	15.5%	604	26	85	1	1
I-24/I-40 EB to I-24 EB 2	717	15.5%	604	26	85	1	1
I-40 CL EB (1)	1146	13.5%	983	22	133	6	2

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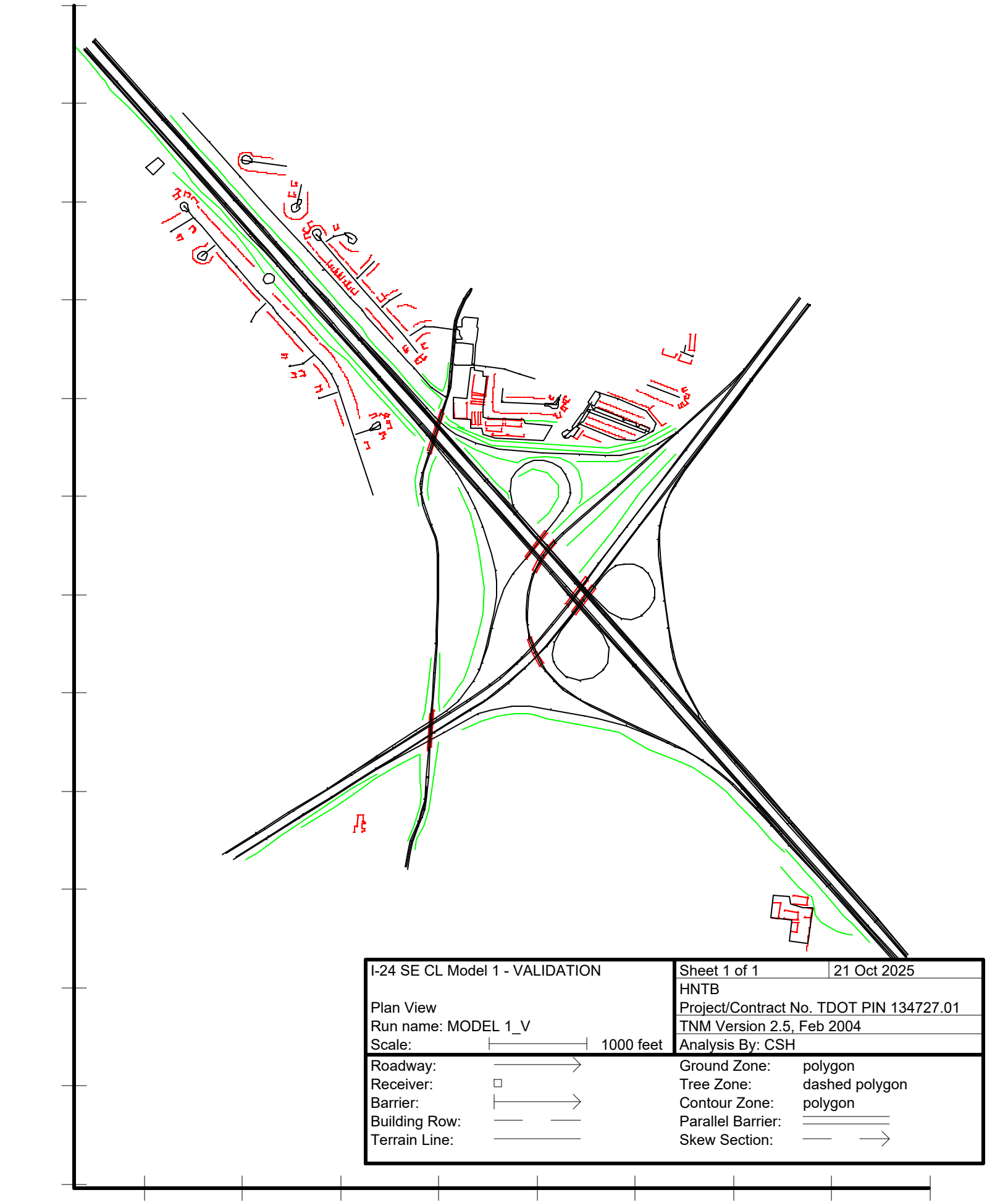
Road Segment	Total Vehicles	PM Peak Hour Trucks	Autos (vehicles/hr)	MTrucks (vehicles/hr)	HTrucks (vehicles/hr)	Buses (vehicles/hr)	Motorcycles (vehicles/hr)
I-40 CL EB (1A) 1	572	13.5%	491	11	66	3	1
I-40 CL EB (1A) 2	572	13.5%	491	11	66	3	1
I-40 CL EB (2) 1	443	13.5%	380	9	51	2	1
I-40 CL EB (2) 2	443	6.5%	380	9	51	2	1
I-40 CL EB (2) 3	443	6.5%	380	9	51	2	1
I-40 CL EB (3) 1	318	0.5%	274	10	33	1	0
I-40 CL EB (3) 2	318	13.5%	274	10	33	1	0
I-40 CL EB (3A)	636	13.5%	548	20	66	1	1
I-40 CL EB (4) 1	902	6.5%	850	12	38	1	1
I-40 CL EB (4) 2	902	6.5%	850	12	38	1	1
I-40 CL EB (4A)	1805	8.0%	1701	23	76	3	2
I-40 CL EB to I-24 CL EB 1	347	12.4%	303	10	33	1	0
I-40 CL EB to I-24 CL EB 2	347	12.4%	303	10	33	1	0
I-40 CL WB (1)	755	13.5%	651	33	69	1	1
I-40 CL WB (2) 1	348	13.5%	299	15	32	1	1
I-40 CL WB (2) 2	348	13.5%	299	15	32	1	1
I-40 CL WB (2) 3	348	13.5%	299	15	32	1	1
I-40 CL WB (3) 1	225	5.0%	194	10	21	0	0
I-40 CL WB (3) 2	225	13.8%	194	10	21	0	0
I-40 CL WB (3A)	451	13.5%	388	20	41	1	1

APPENDIX D.
TNM CHECKLIST AND PLAN VIEWS

DRAFT - DELIBERATIVE

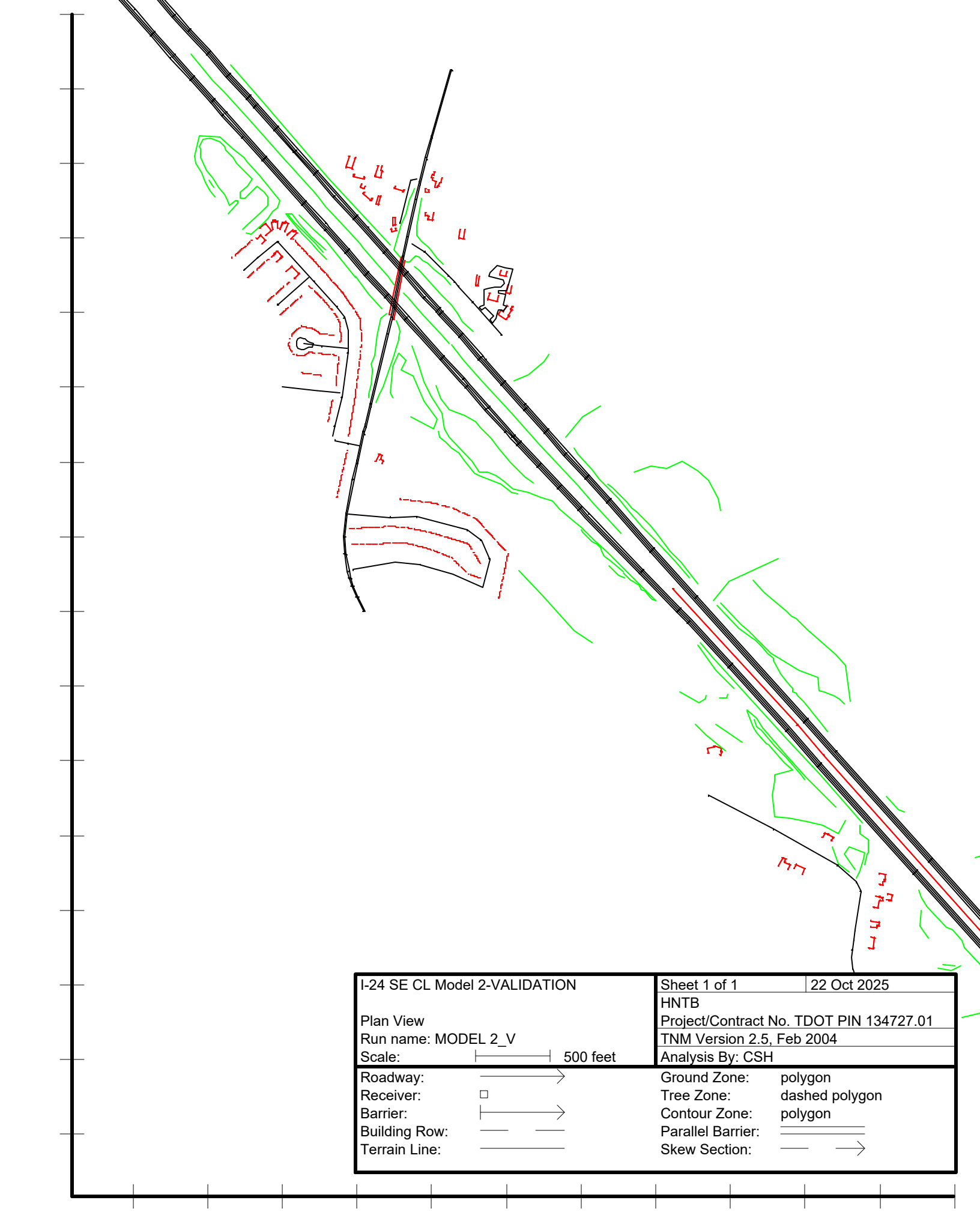
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DRAFT - DELIBERATIVE

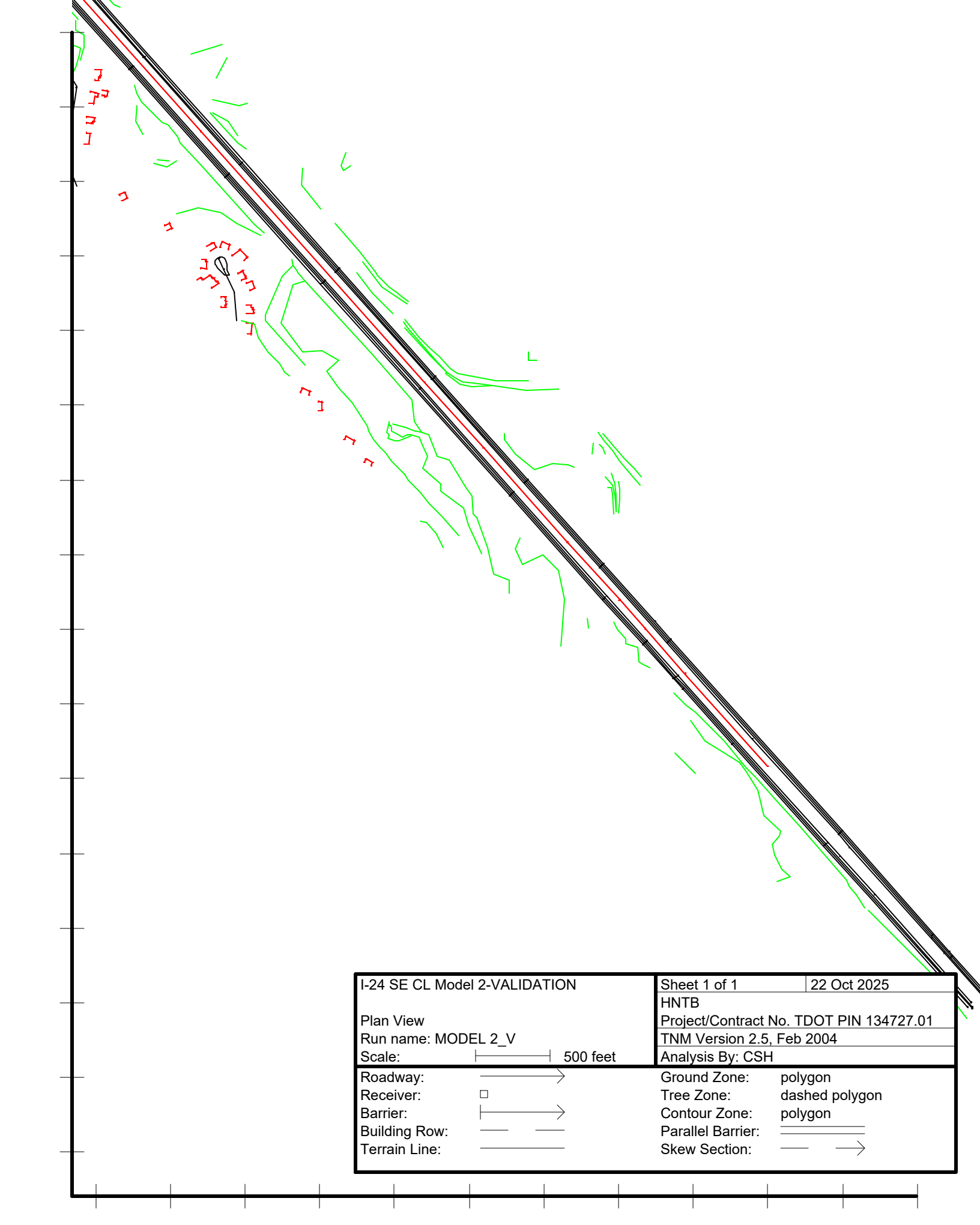


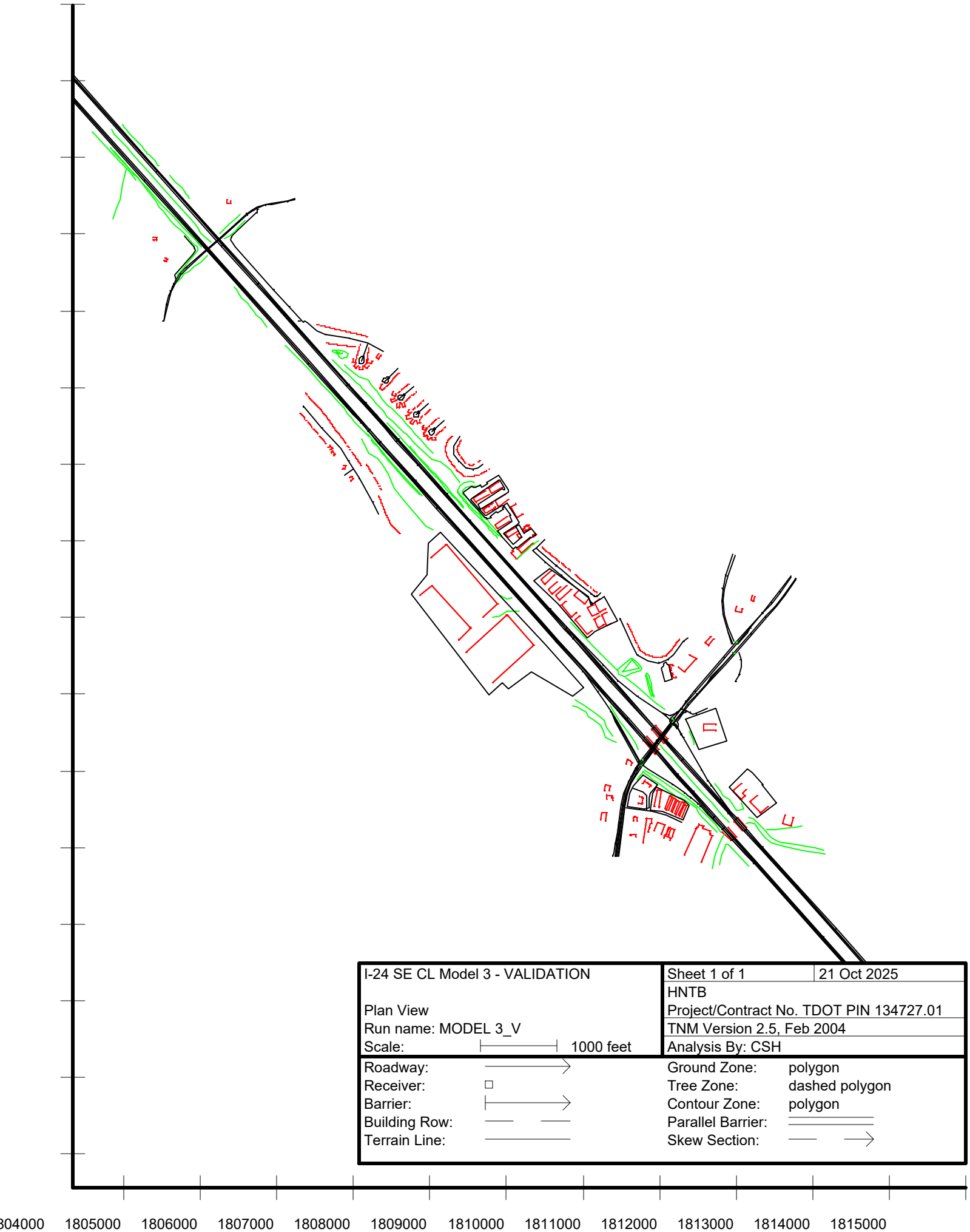
I-24 SE CL Model 1 - VALIDATION	Sheet 1 of 1 | 21 Oct 2025
	HNTB
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: MODEL 1_V	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: CSH

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



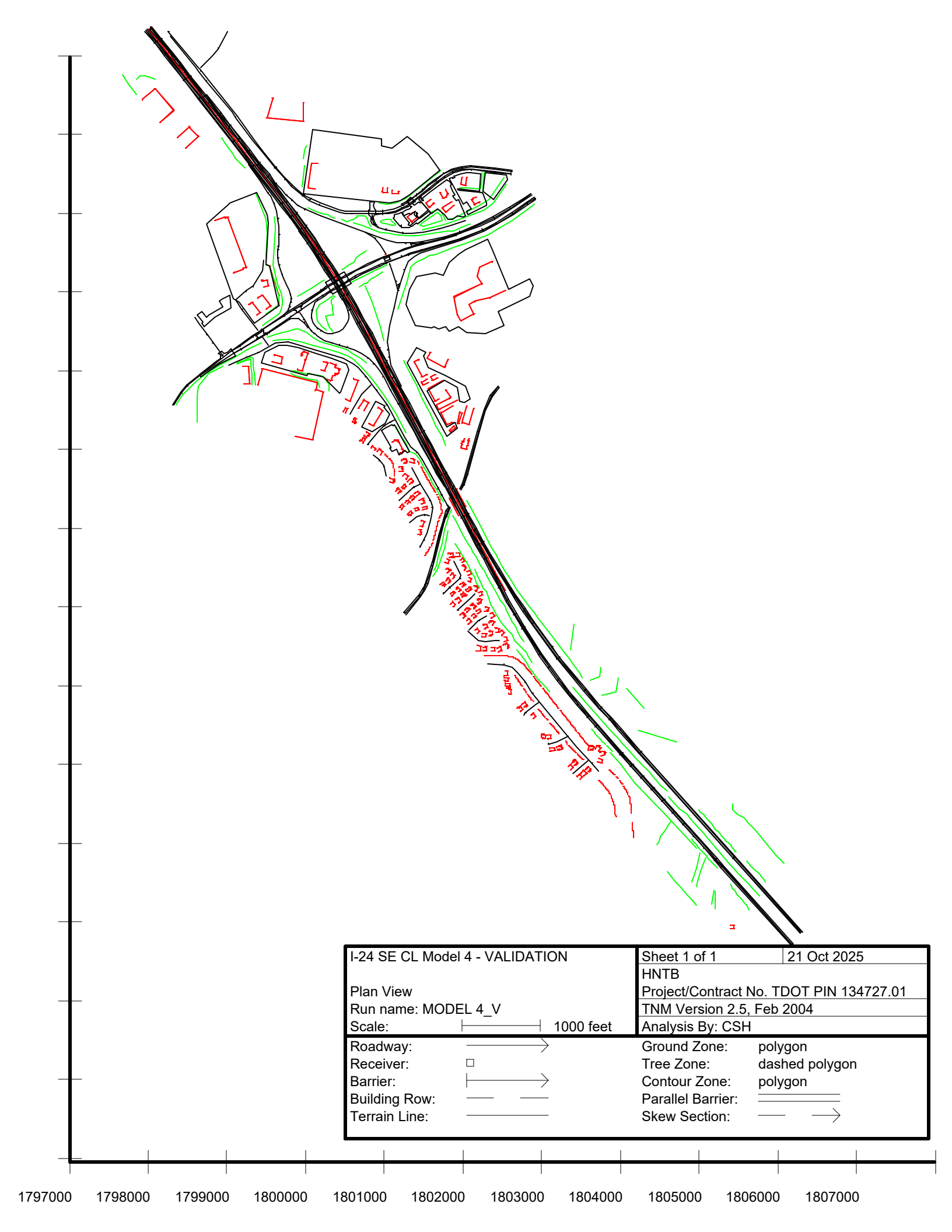
I-24 SE CL Model 2-VALIDATION		Sheet 1 of 1	22 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 2_V		TNM Version 2.5, Feb 2004	
Scale:	500 feet	Analysis By: CSH	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

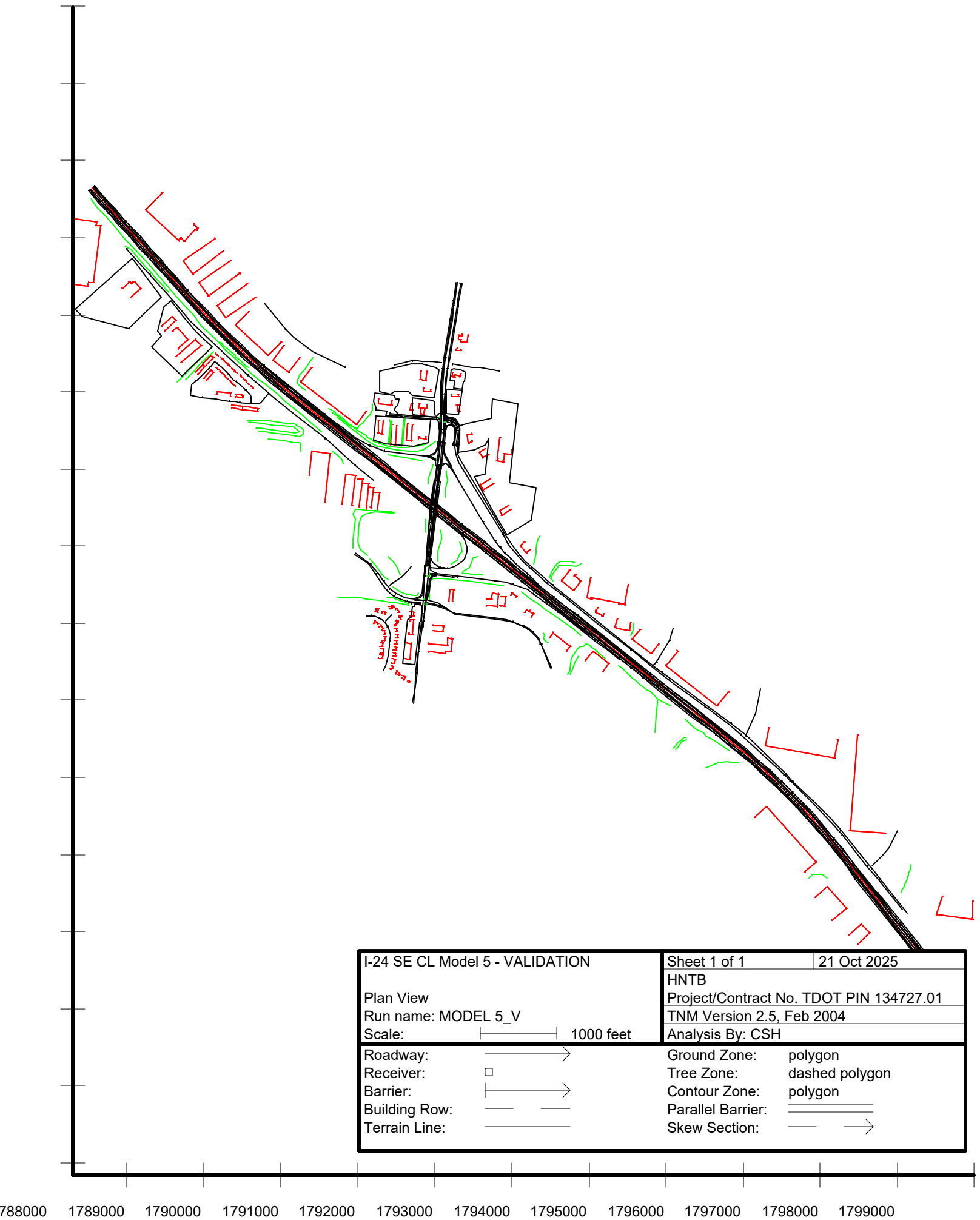

I-24 SE CL Model 2-VALIDATION
Plan View
Run name: MODEL 2_V
Scale: 500 feet
Sheet 1 of 1
22 Oct 2025
HNTB
Project/Contract No. TDOT PIN 134727.01
TNM Version 2.5, Feb 2004
Analysis By: CSH
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
500
1818000
1818500
1819000
1819500
1820000
1820500
1821000
1821500
1822000
1822500
1823000



I-24 SE CL Model 3 - VALIDATION	Sheet 1 of 1 | 21 Oct 2025
	HNTB
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: MODEL 3_V	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: CSH

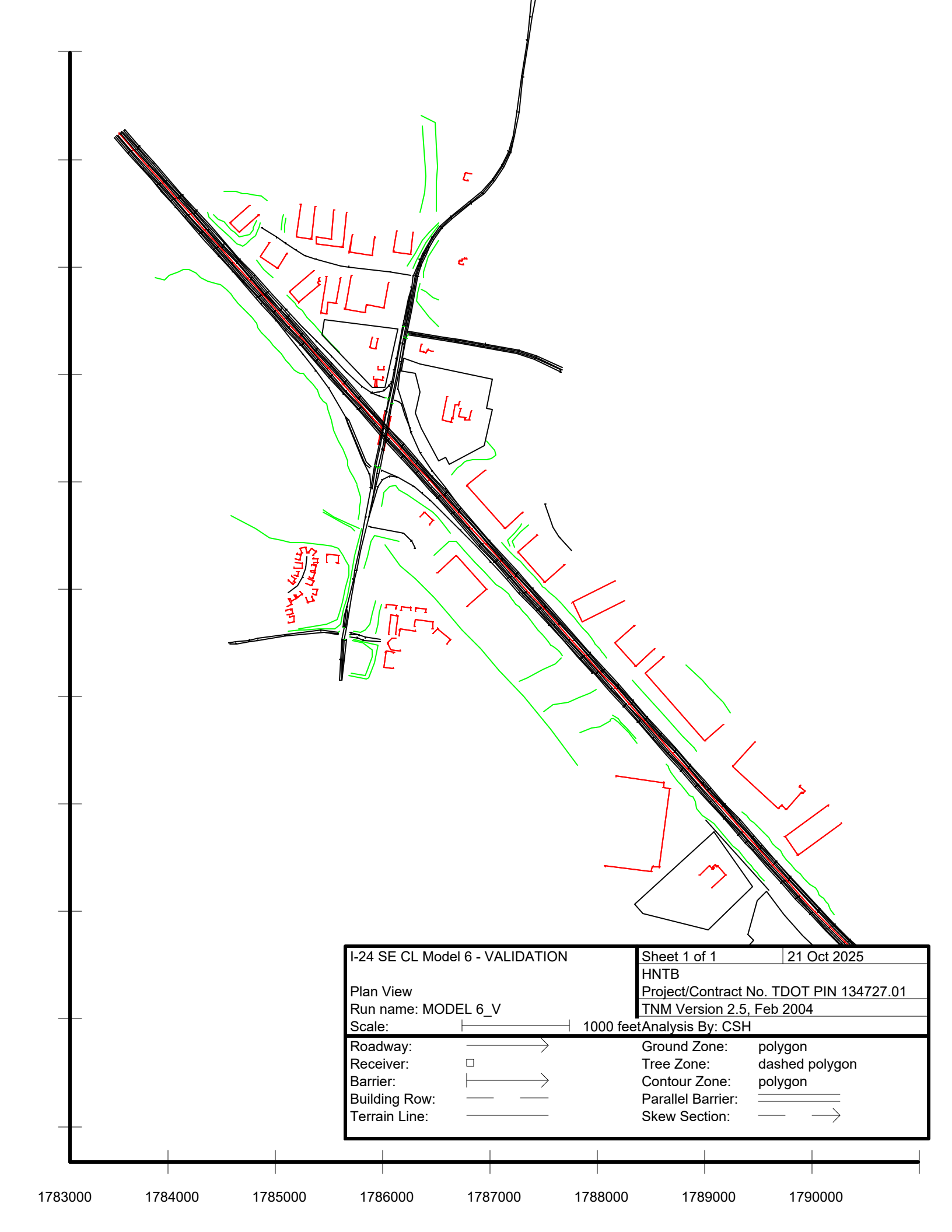
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

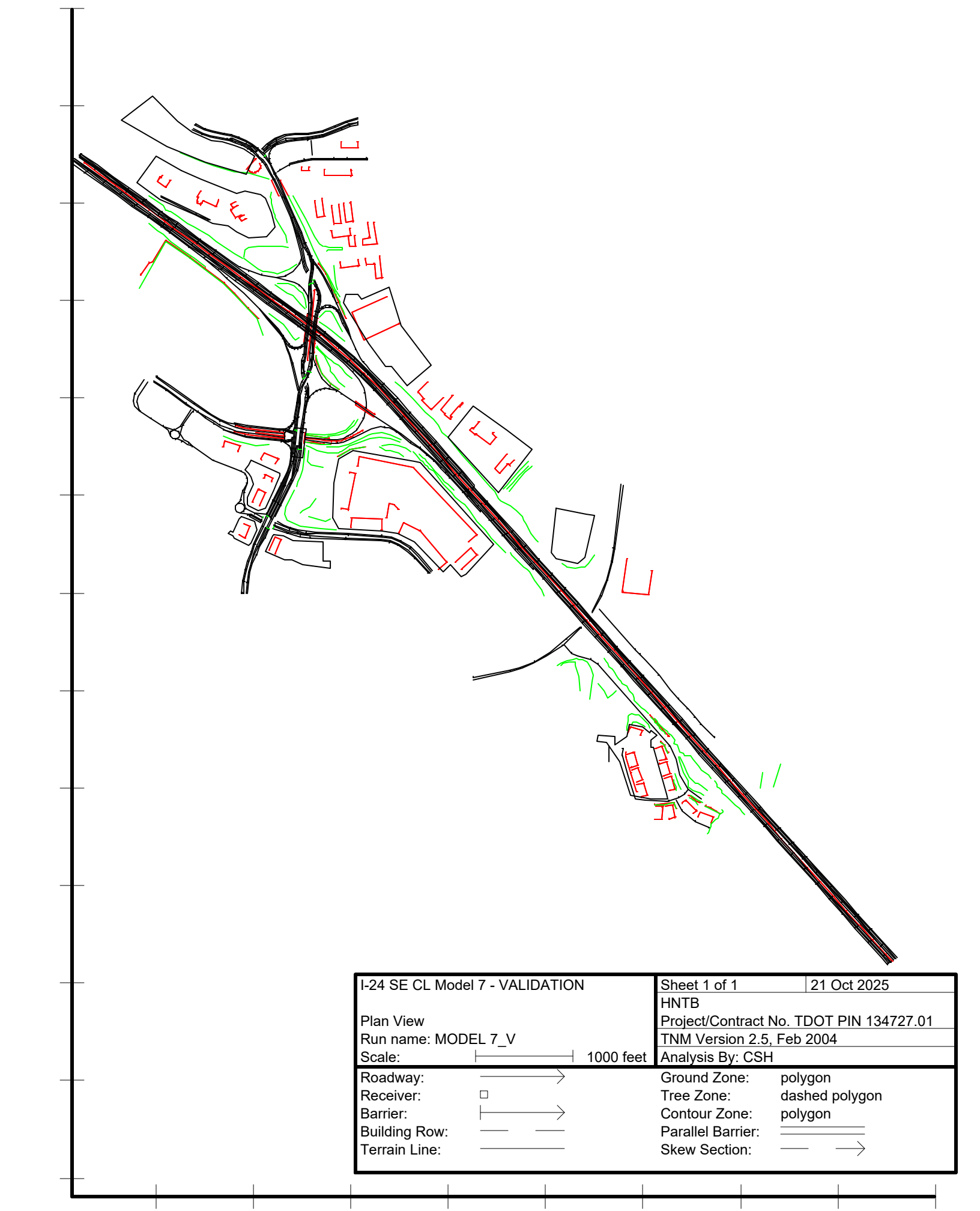

I-24 SE CL Model 4 - VALIDATION
Plan View
Run name: MODEL 4_V
Scale: 1000 feet
Sheet 1 of 1
21 Oct 2025
HNTB
Project/Contract No. TDOT PIN 134727.01
TNM Version 2.5, Feb 2004
Analysis By: CSH
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1797000
1798000
1799000
1800000
1801000
1802000
1803000
1804000
1805000
1806000
1807000



I-24 SE CL Model 5 - VALIDATION	Sheet 1 of 1 | 21 Oct 2025
	HNTB
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: MODEL 5_V	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: CSH

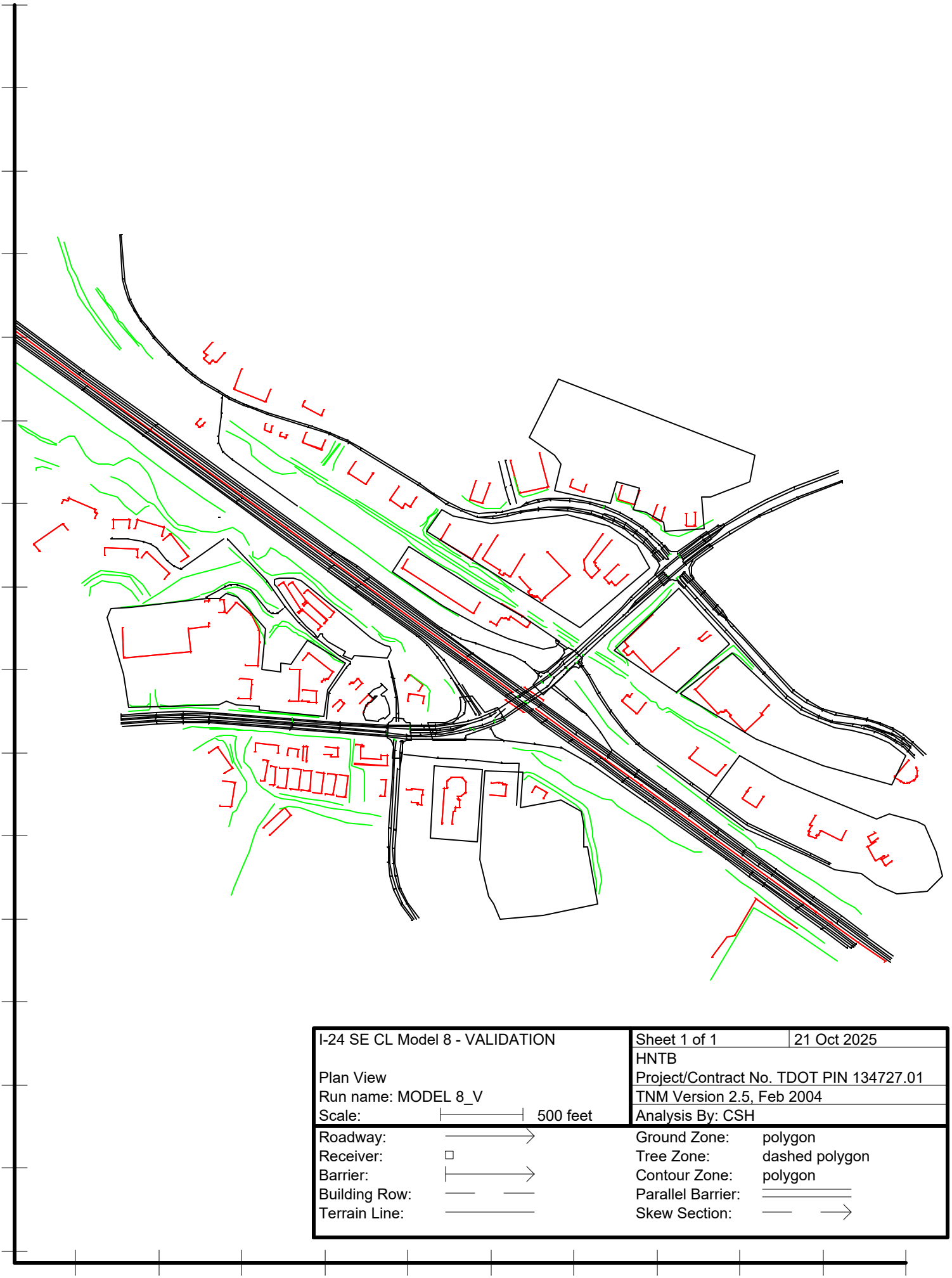
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


I-24 SE CL Model 6 - VALIDATION
Plan View
Run name: MODEL 6_V
Scale: 1000 feet
Sheet 1 of 1
21 Oct 2025
HNTB
Project/Contract No. TDOT PIN 134727.01
TNM Version 2.5, Feb 2004
Analysis By: CSH
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1783000
1784000
1785000
1786000
1787000
1788000
1789000
1790000

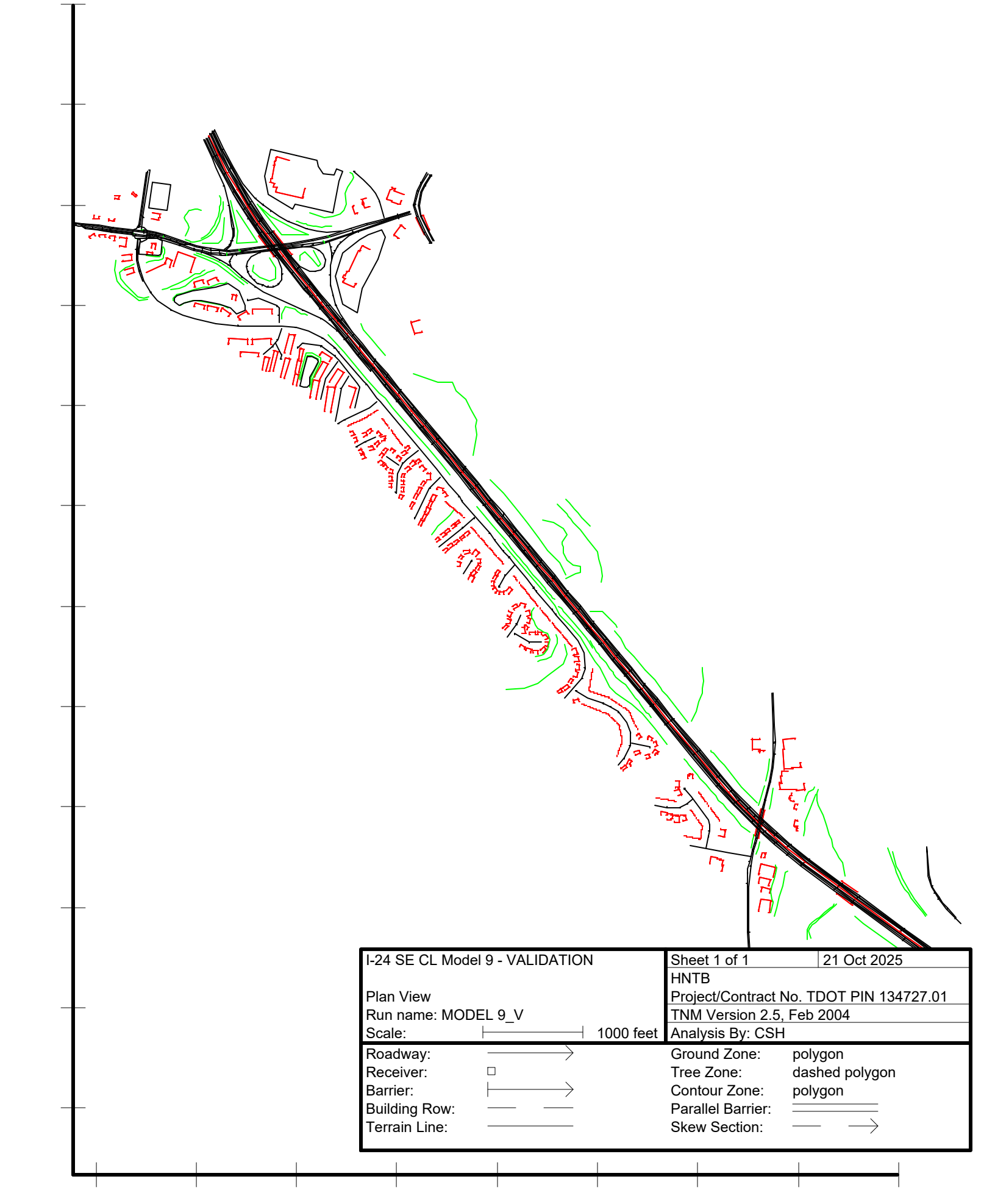


I-24 SE CL Model 7 - VALIDATION	Sheet 1 of 1 | 21 Oct 2025
	HNTB
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: MODEL 7_V	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: CSH

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

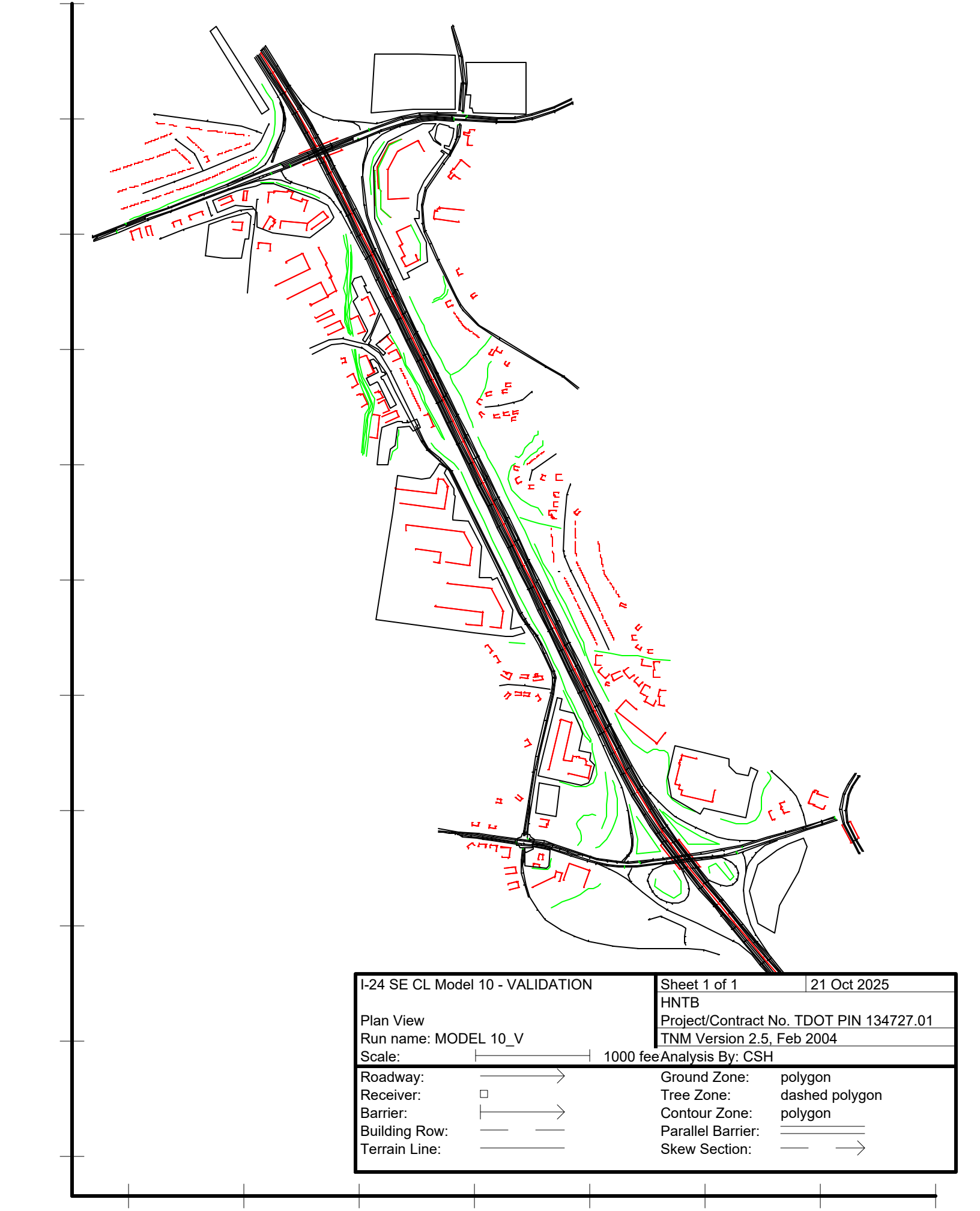


I-24 SE CL Model 8 - VALIDATION		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 8_V		TNM Version 2.5, Feb 2004	
Scale:	500 feet	Analysis By: CSH	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



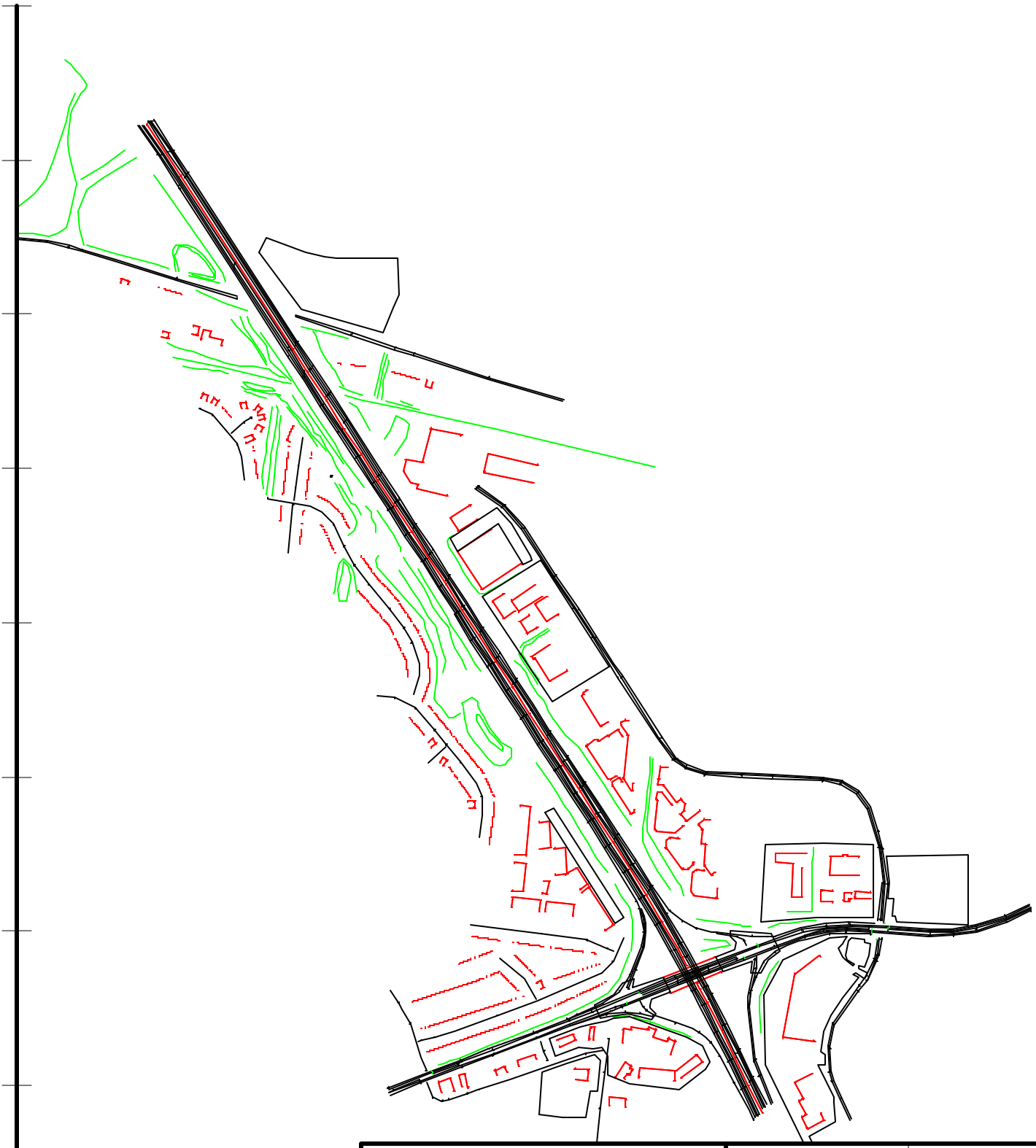
I-24 SE CL Model 9 - VALIDATION	Sheet 1 of 1 | 21 Oct 2025
	HNTB
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: MODEL 9_V	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: CSH

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



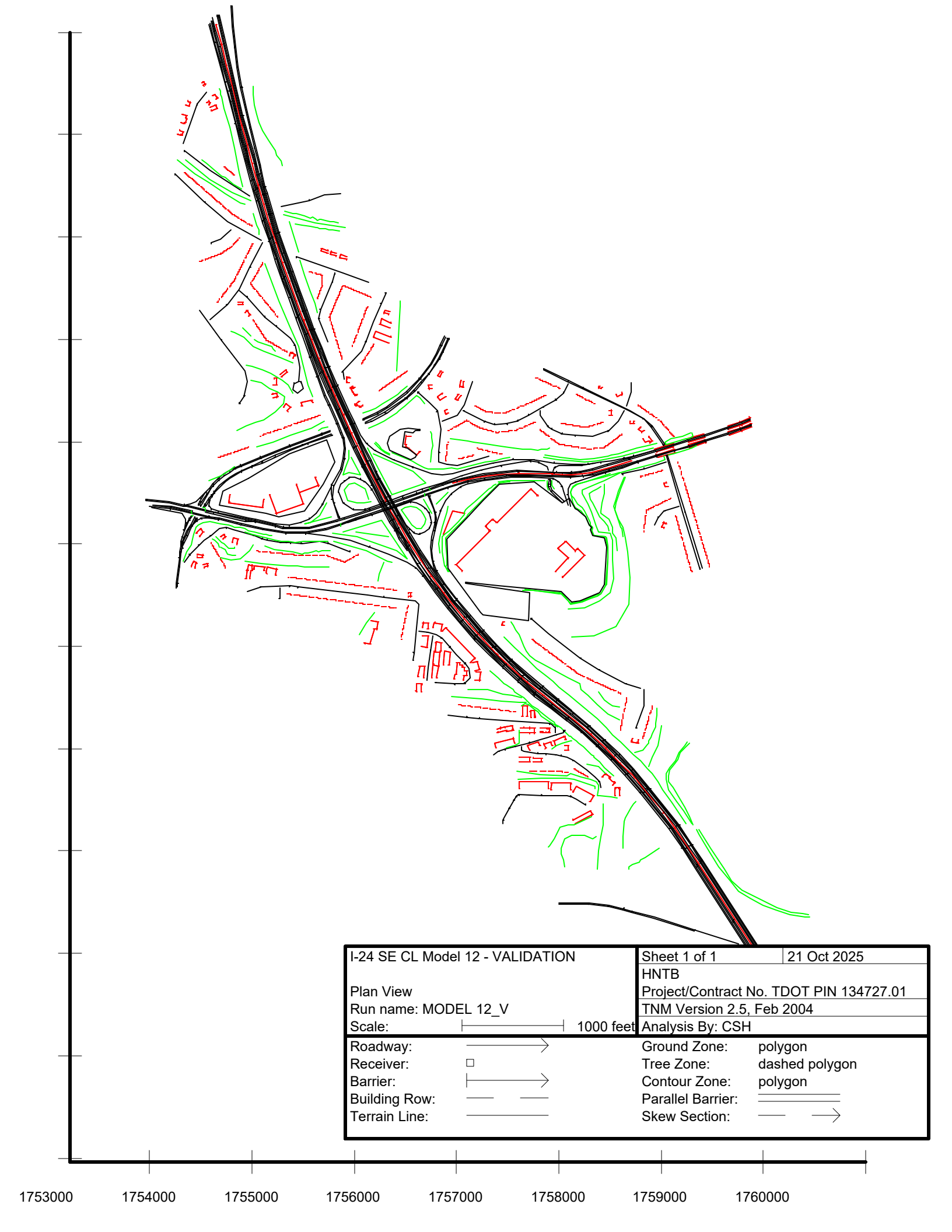
I-24 SE CL Model 10 - VALIDATION		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 10_V		TNM Version 2.5, Feb 2004	
Scale:	1000 fee	Analysis By: CSH	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



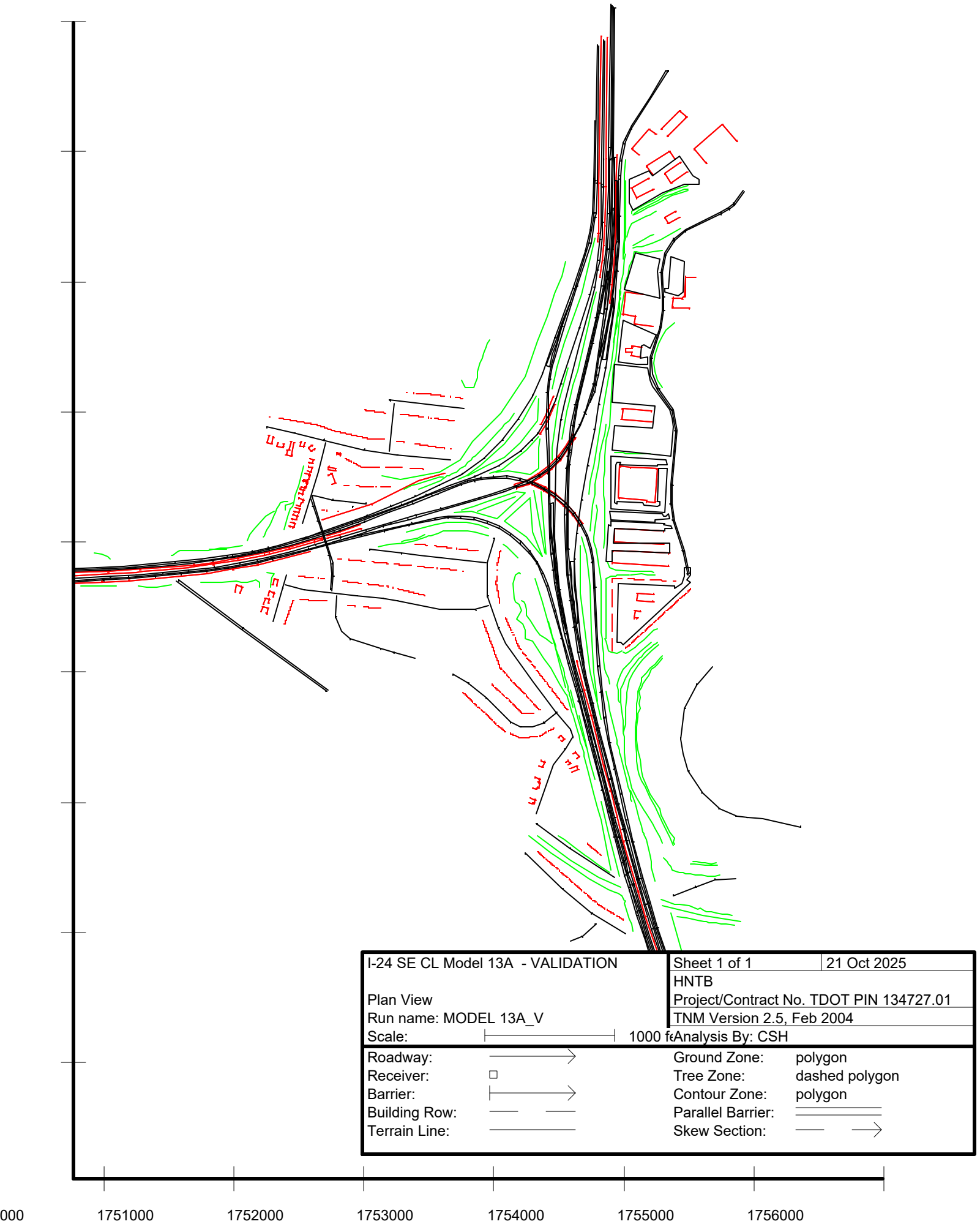
I-24 SE CL Model 11 - VALIDATION		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 11_V		TNM Version 2.5, Feb 2004	
Scale:	1000 fe	Analysis By: CSH	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



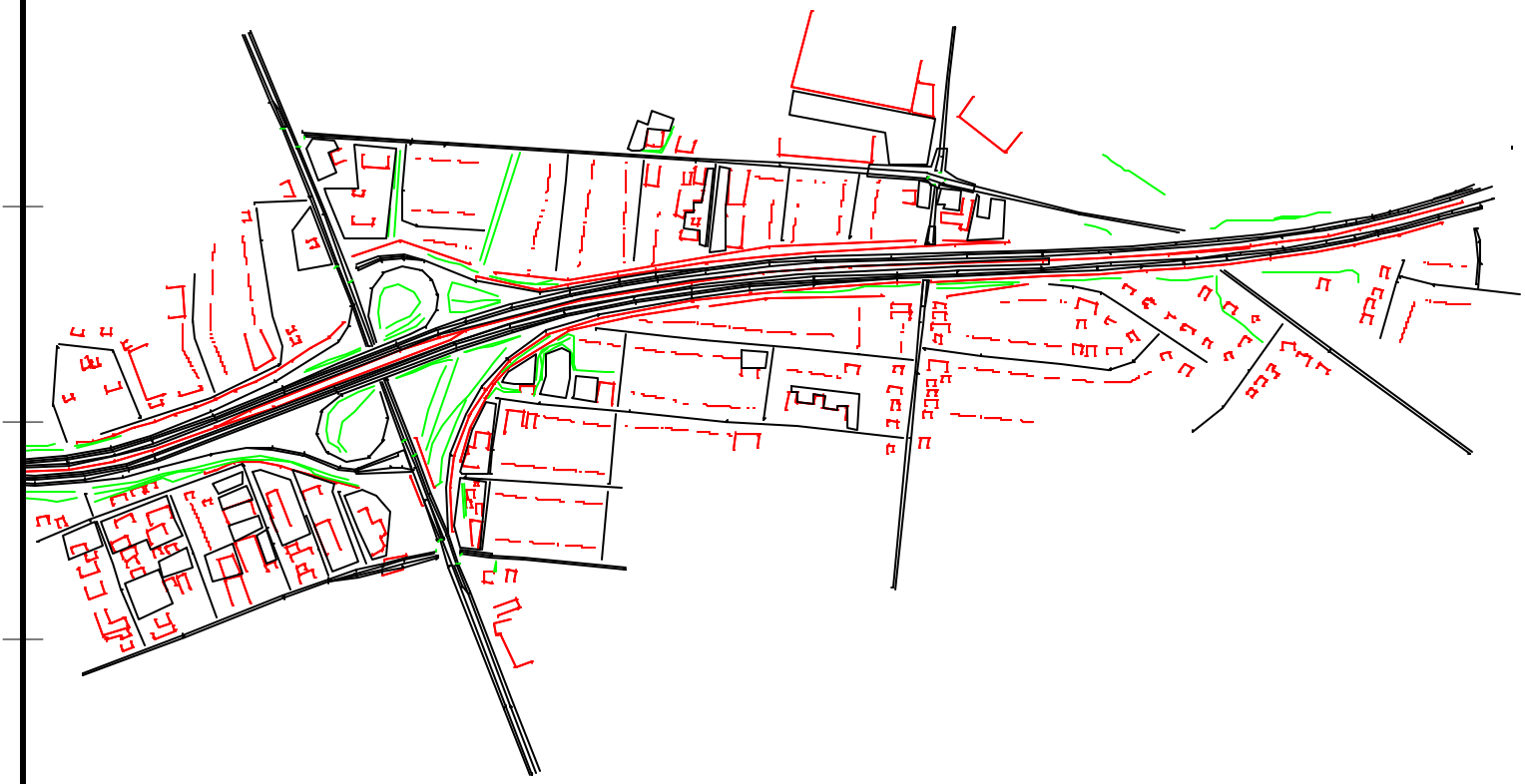
I-24 SE CL Model 12 - VALIDATION	Sheet 1 of 1 | 21 Oct 2025
	HNTB
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: MODEL 12_V	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: CSH

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



I-24 SE CL Model 13A - VALIDATION	Sheet 1 of 1	21 Oct 2025
	HNTB	
Plan View	Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 13A_V	TNM Version 2.5, Feb 2004	
Scale: 1000 f	Analysis By: CSH	

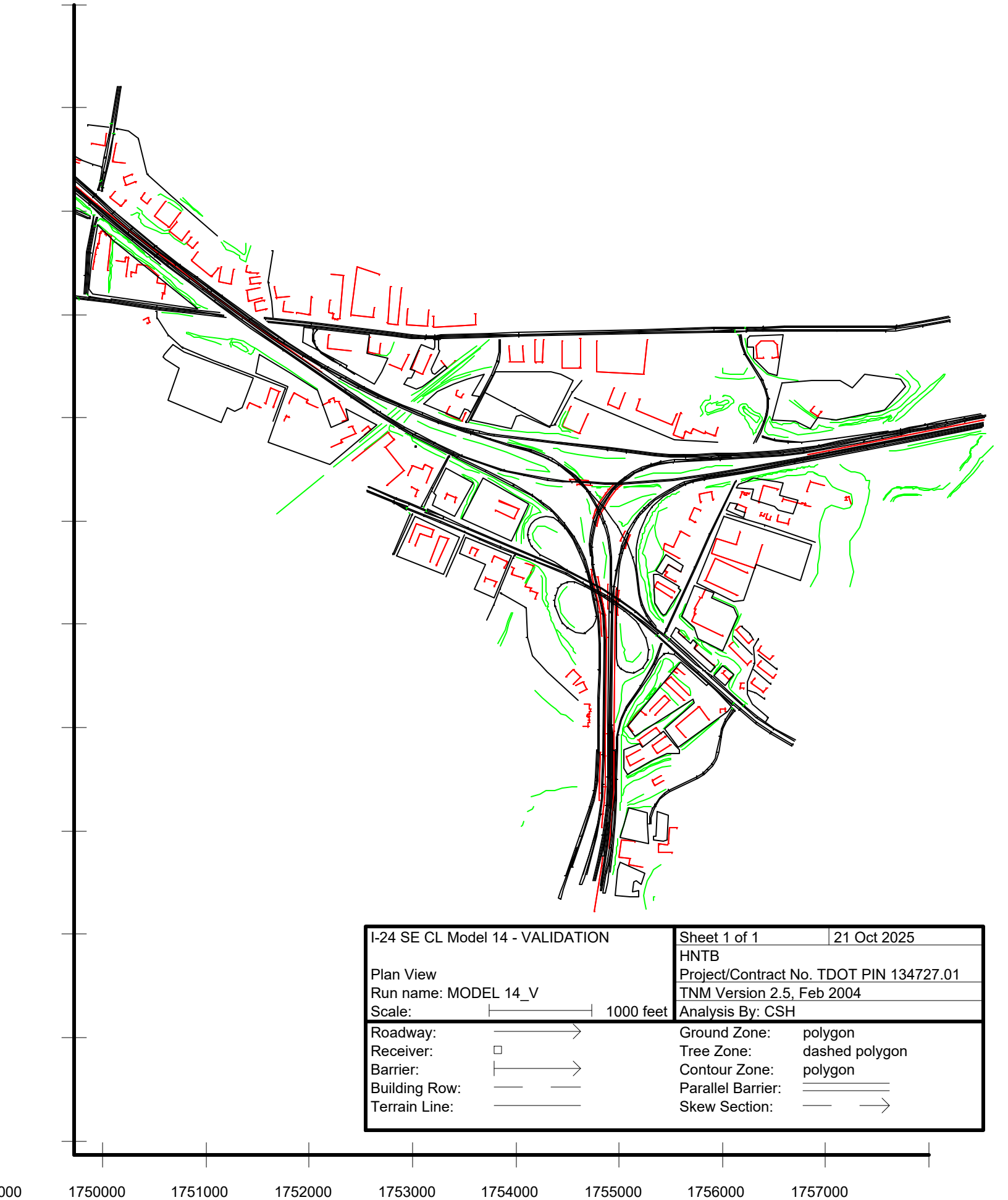
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



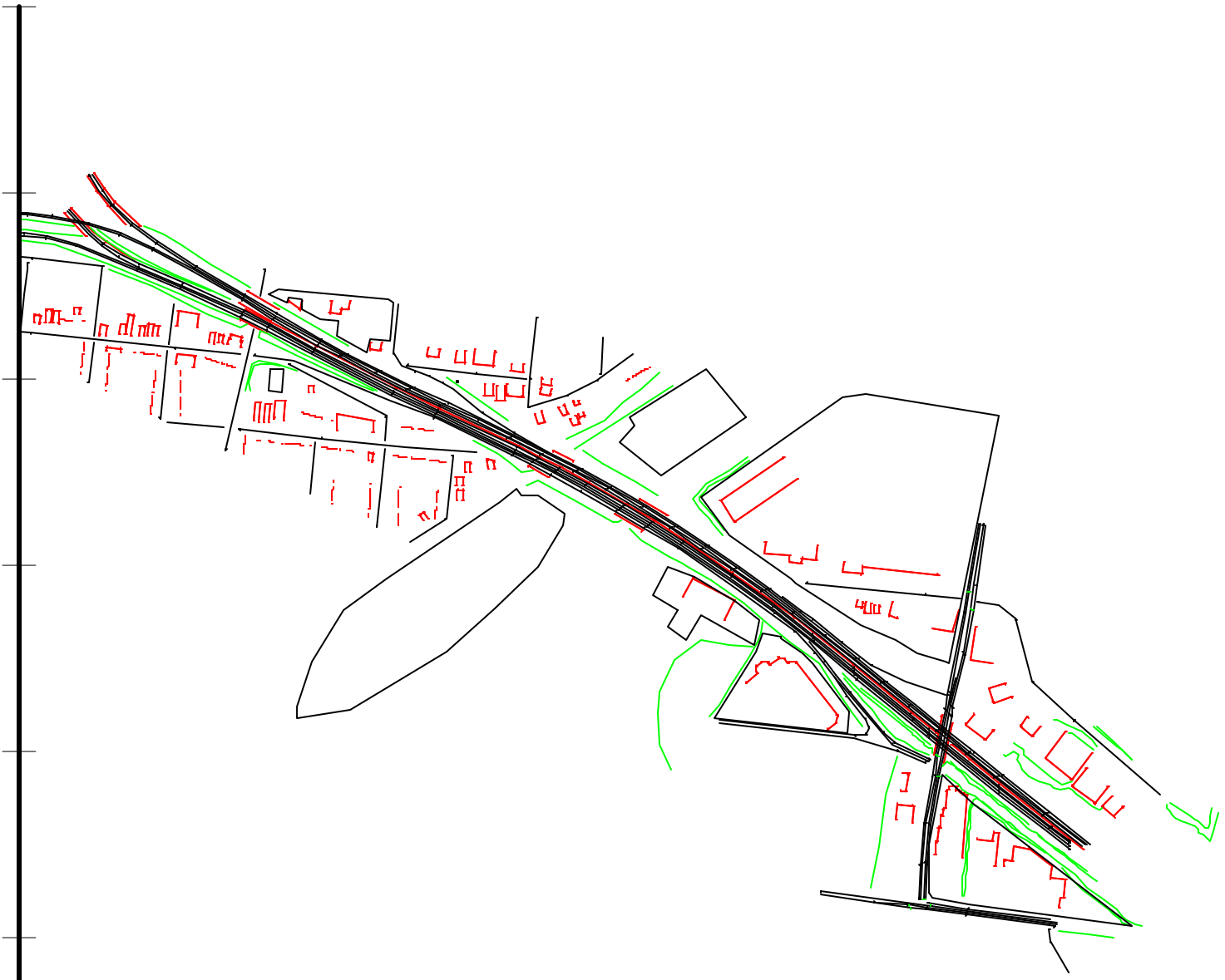
I-24 SE CL Model 13B - VALIDATION	Sheet 1 of 1	21 Oct 2025
	HNTB	
Plan View	Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 13B_V_NOT USED	TNM Version 2.5, Feb 2004	
Scale: 1000 f	Analysis By: CSH	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

1746000 1747000 1748000 1749000 1750000 1751000 1752000

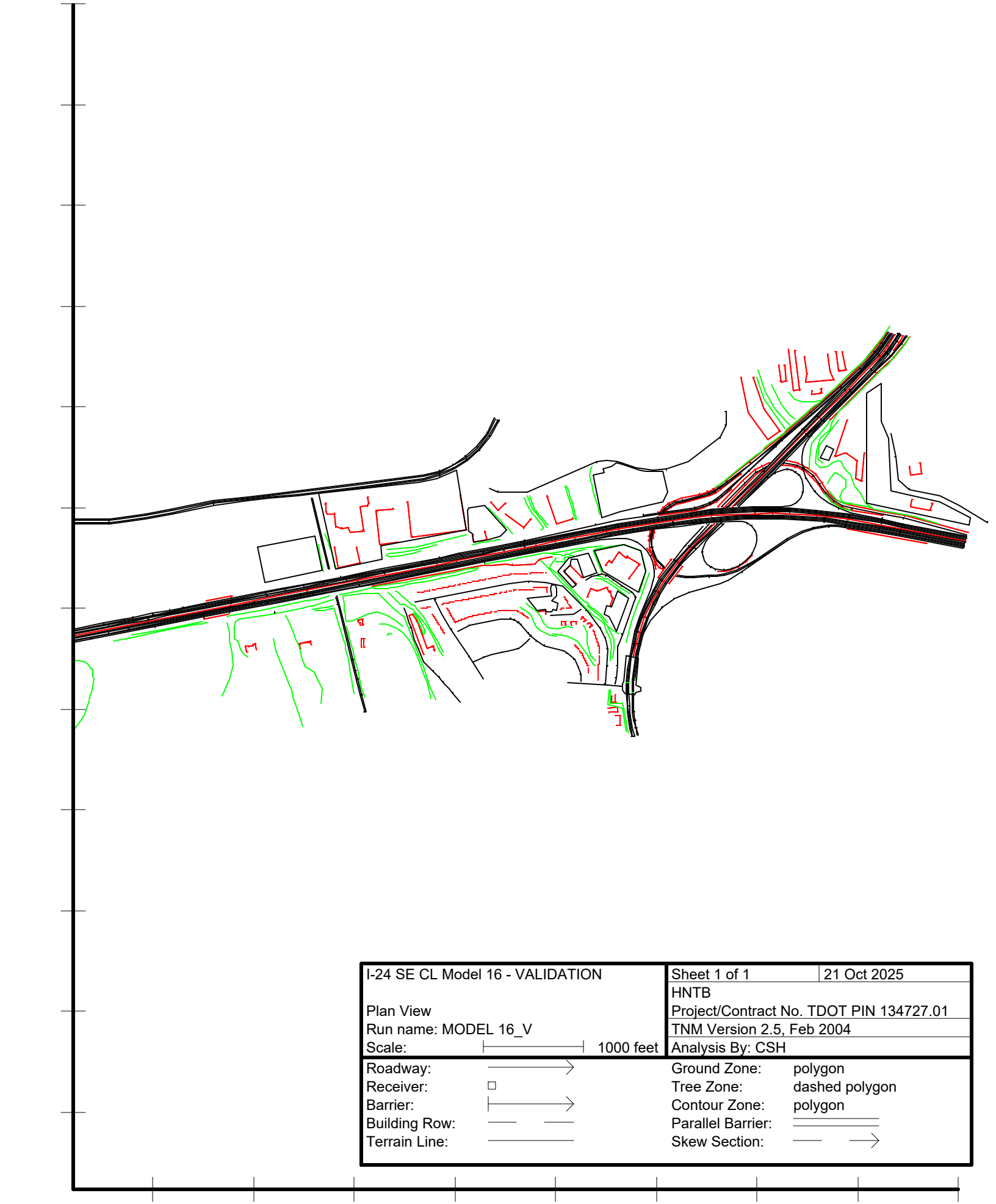


I-24 SE CL Model 14 - VALIDATION		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 14_V		TNM Version 2.5, Feb 2004	
Scale:	1000 feet	Analysis By: CSH	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



I-24 SE CL Model 15 - VALIDATION		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 15_V		TNM Version 2.5, Feb 2004	
Scale:	1000	Analysis By: CSH	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

1745000 1746000 1747000 1748000 1749000 1750000



I-24 SE CL Model 16 - VALIDATION	Sheet 1 of 1 | 21 Oct 2025
	HNTB
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: MODEL 16_V	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: CSH

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**Hallmark Dr. to I-24/I-840 interchange and I-24/I-840 interchange to Asbury Ln. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 1_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 1_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	(Traffic, Signals, Stop Signs, and On-Ramps.)			
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 1_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Increment and #up/down assigned	☐	**Not Applicable**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Asbury Ln. to Baker Rd. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 2_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 2_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 2_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Baker Rd to Big Son Ln. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 3_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 3_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 3_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Big Son Ln. to New Sanford Rd. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 4_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 4_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 4_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: New Sanford Rd. to Bridgestone Pkwy. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 5_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 5_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 5_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Bridgestone Pkwy. To Owen Dr. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 6_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 6_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 6_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Owen Dr. to Crossings Blvd. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 7_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 7_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 7_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Crossings Blvd. to Beechwood Terrace 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 8_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 8_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 8_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Beechwood Terrace to Haywood Ln. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 9_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 9_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 9_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Haywood Ln. to Harding Pl. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 10_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 10_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 10_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Harding Pl to Antioch Pike 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 11_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 11_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 11_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Antioch Pike to Old Glenrose Ave. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 12_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 12_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 12_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Old Glenrose Ave. to Plus Park Blvd. I-440: I-440/I-24 interchange to Foster Ave. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 13A_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 13A_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	(Traffic, Signals, Stop Signs, and On-Ramps.)			
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 13A_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Increment and #up/down assigned	☐	**Not Applicable**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Plus Park Blvd. I-24/I-40 interchange I-40: I-24/I-40 interchange to Spence Ln. I-40: I-24/I-40 interchange to Fesslers Ln 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 14_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 14_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	(Traffic, Signals, Stop Signs, and On-Ramps.)			
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 14_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Increment and #up/down assigned	☐	**Not Applicable**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-40: Fesslers Pkwy. to I-24/I-40 interchange 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 15_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 15_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐		
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 15_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-40: Spence Ln. to Emac Dr. SR 155: Karen Dr. to Elm Hill Pike 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 16_V**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled	☒		

TN TDOT Department of Transportation

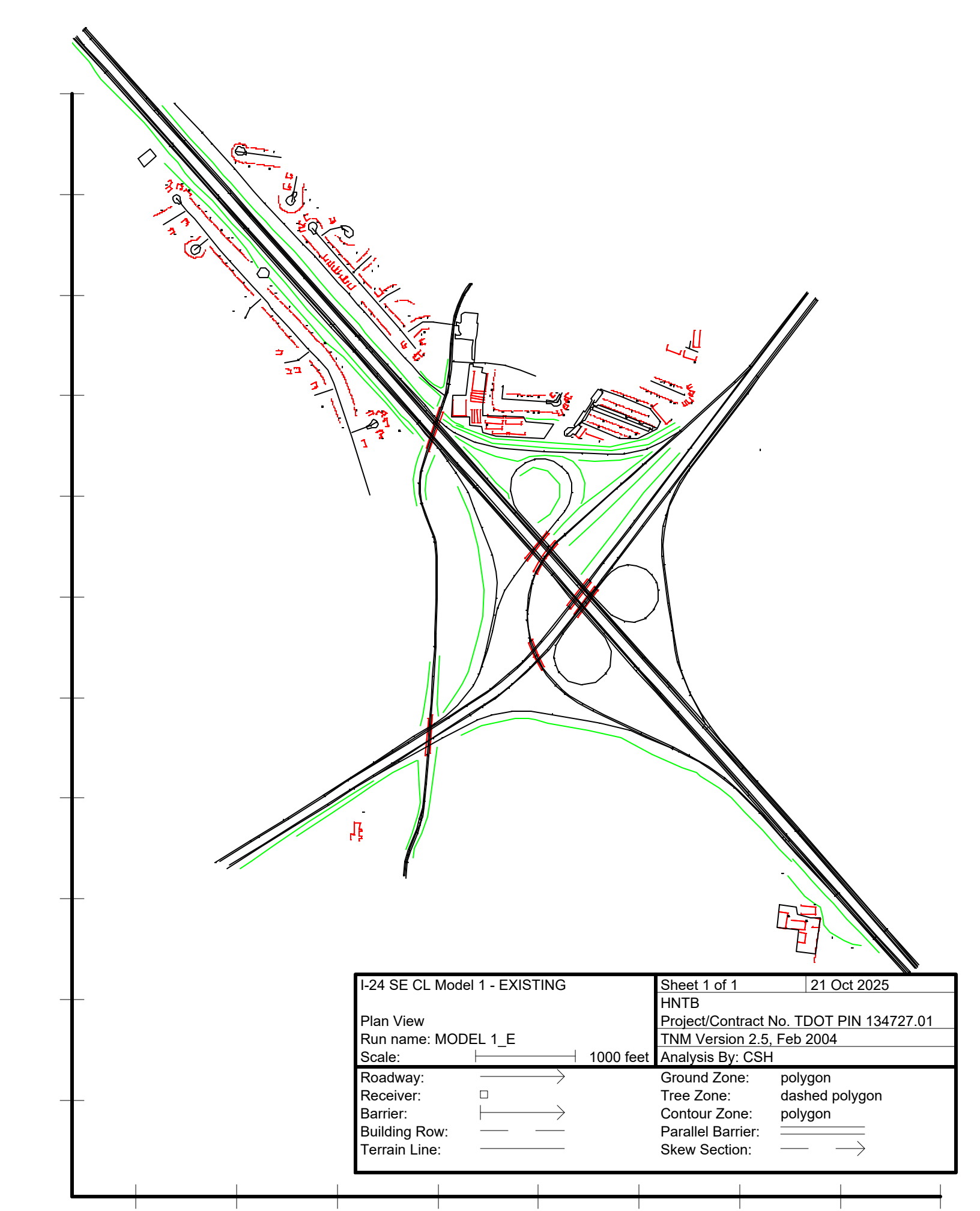
TNM Modeling Checklist

TNM Run	Model 16_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	(Traffic, Signals, Stop Signs, and On-Ramps.)			
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐		
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		

TN TDOT Department of Transportation

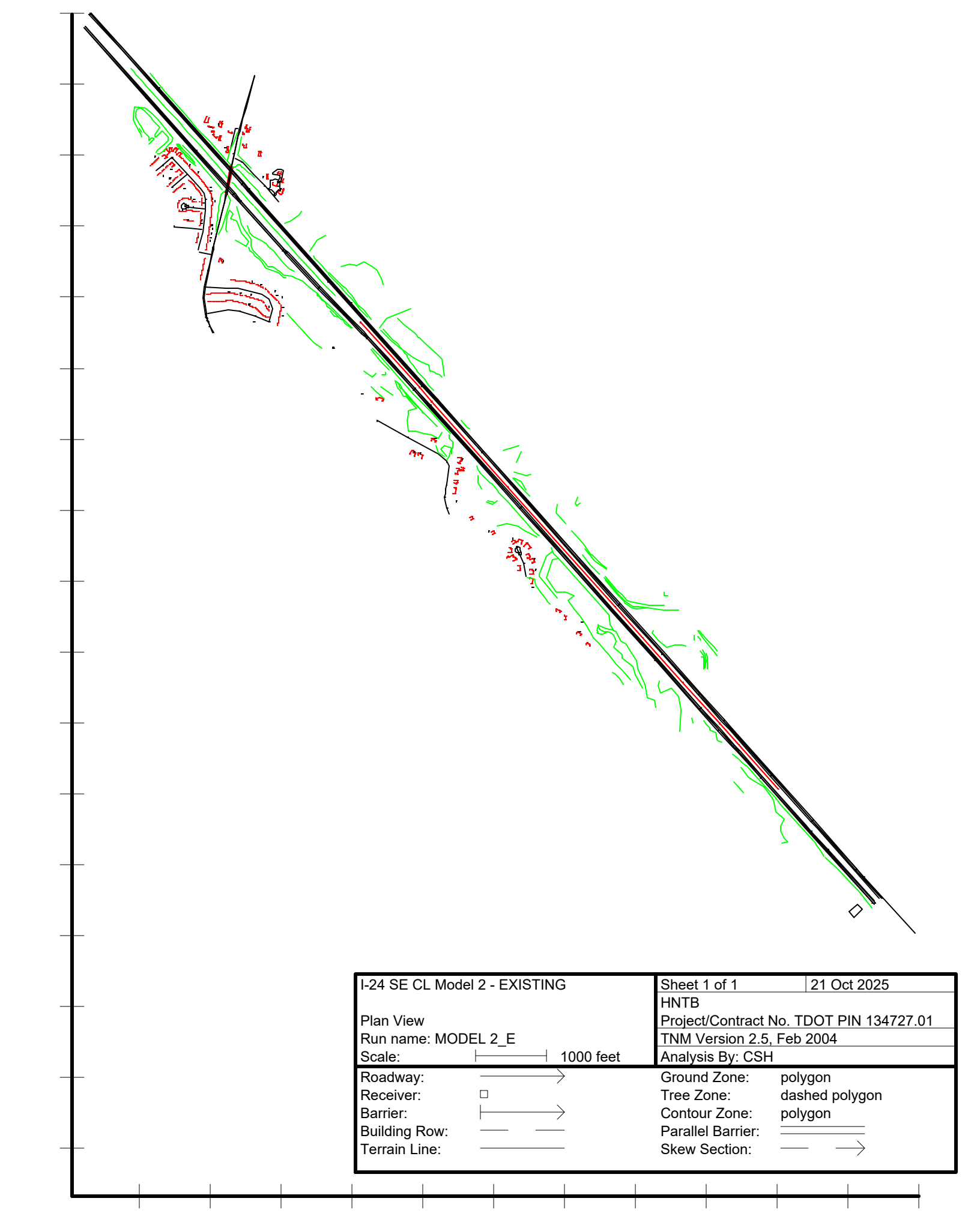
TNM Modeling Checklist

TNM Run	Model 16_V		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Increment and #up/down assigned	☐	**Not Applicable**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

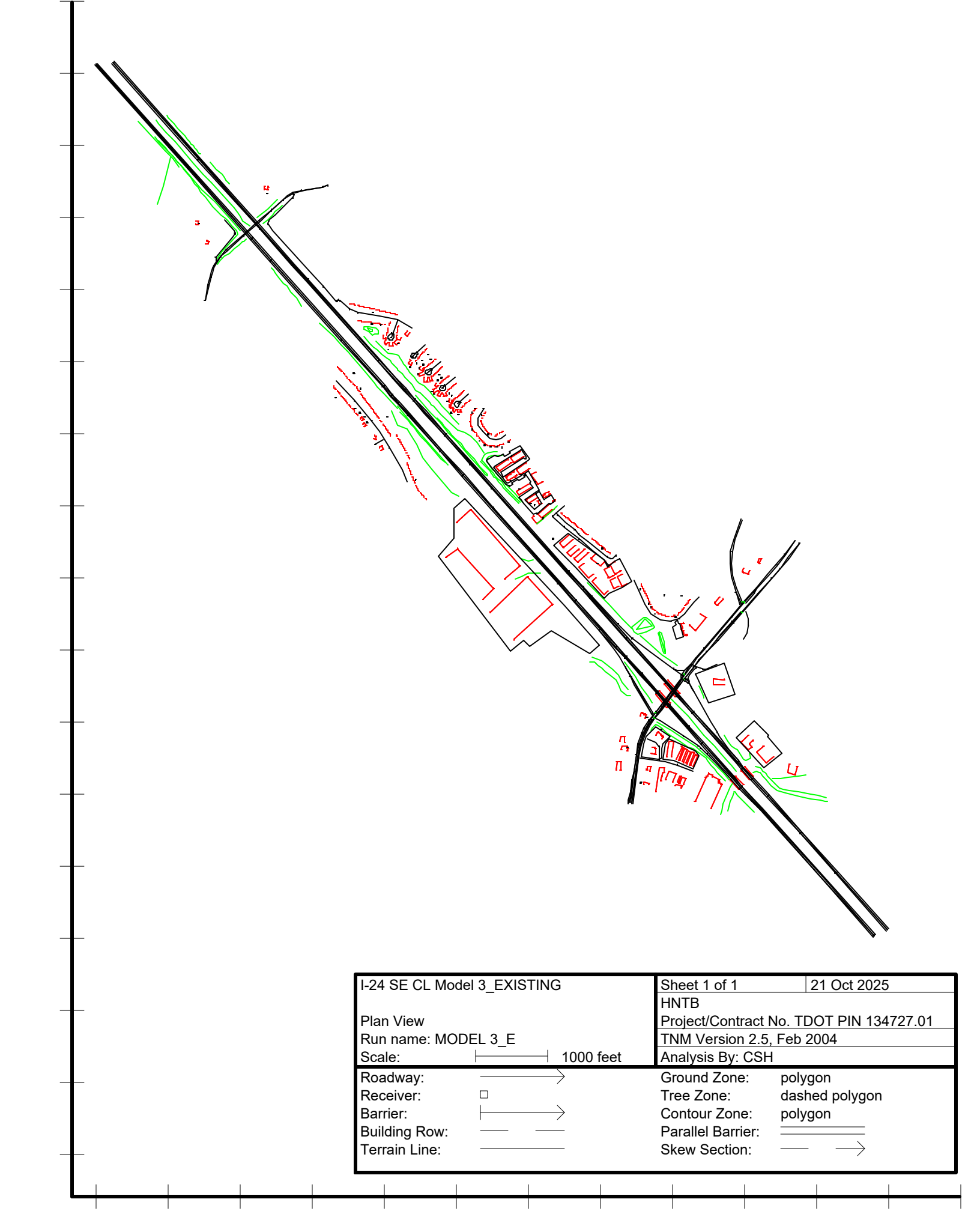


I-24 SE CL Model 1 - EXISTING	Sheet 1 of 1 | 21 Oct 2025
	HNTB
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: MODEL 1_E	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: CSH

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

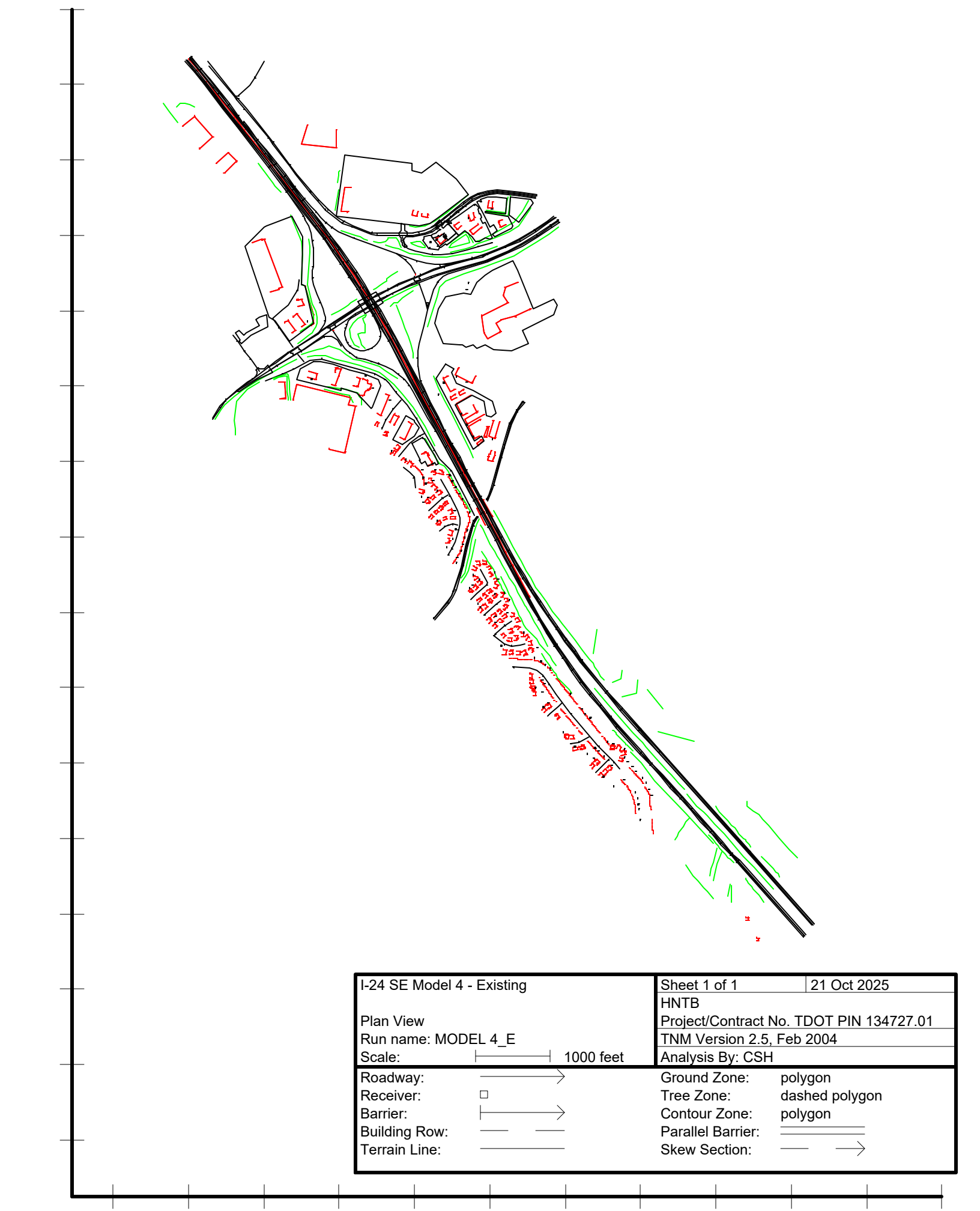


I-24 SE CL Model 2 - EXISTING		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 2_E		TNM Version 2.5, Feb 2004	
Scale:	1000 feet	Analysis By: CSH	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



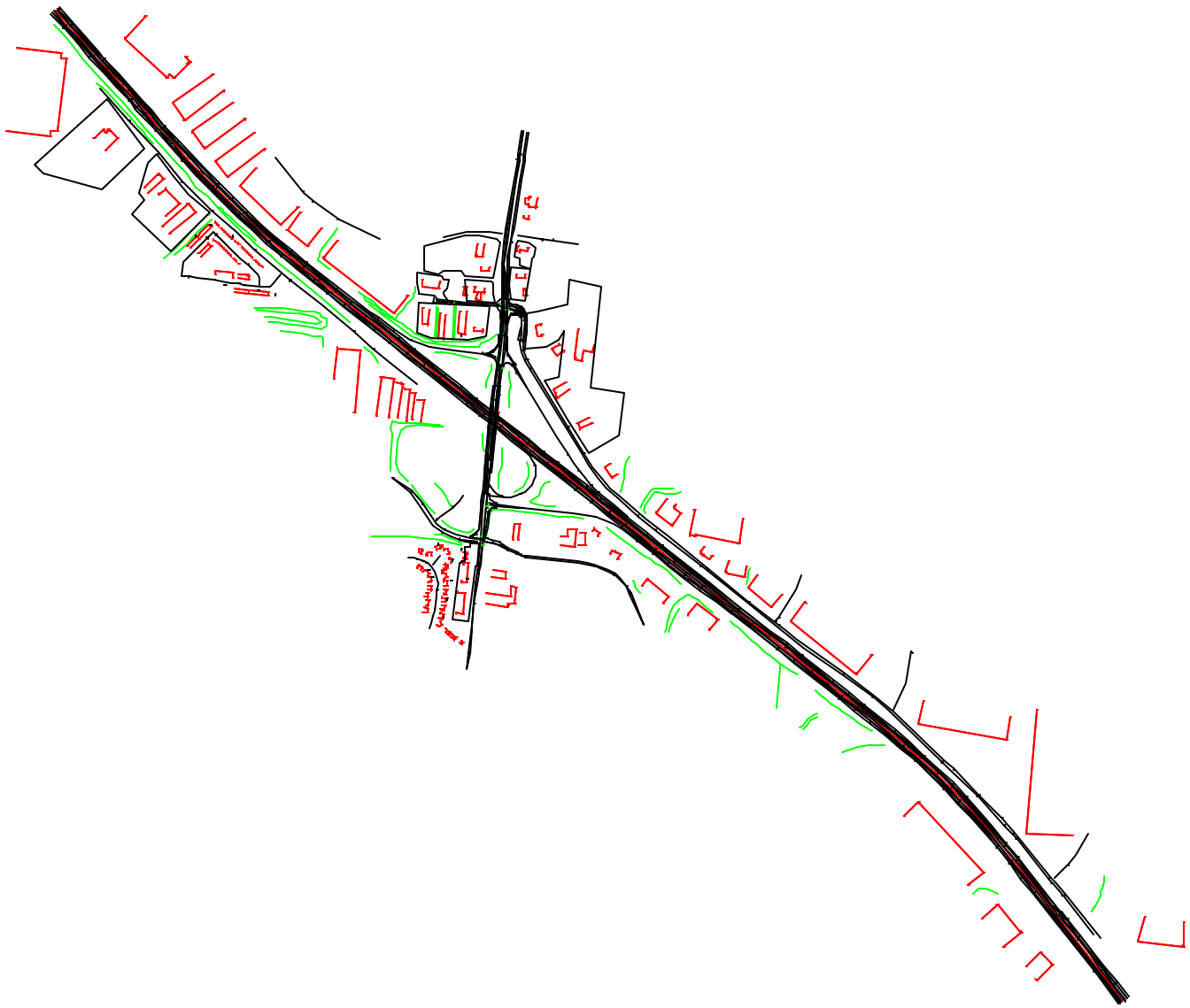
I-24 SE CL Model 3_EXISTING	Sheet 1 of 1 | 21 Oct 2025
	HNTB
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: MODEL 3_E	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: CSH

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



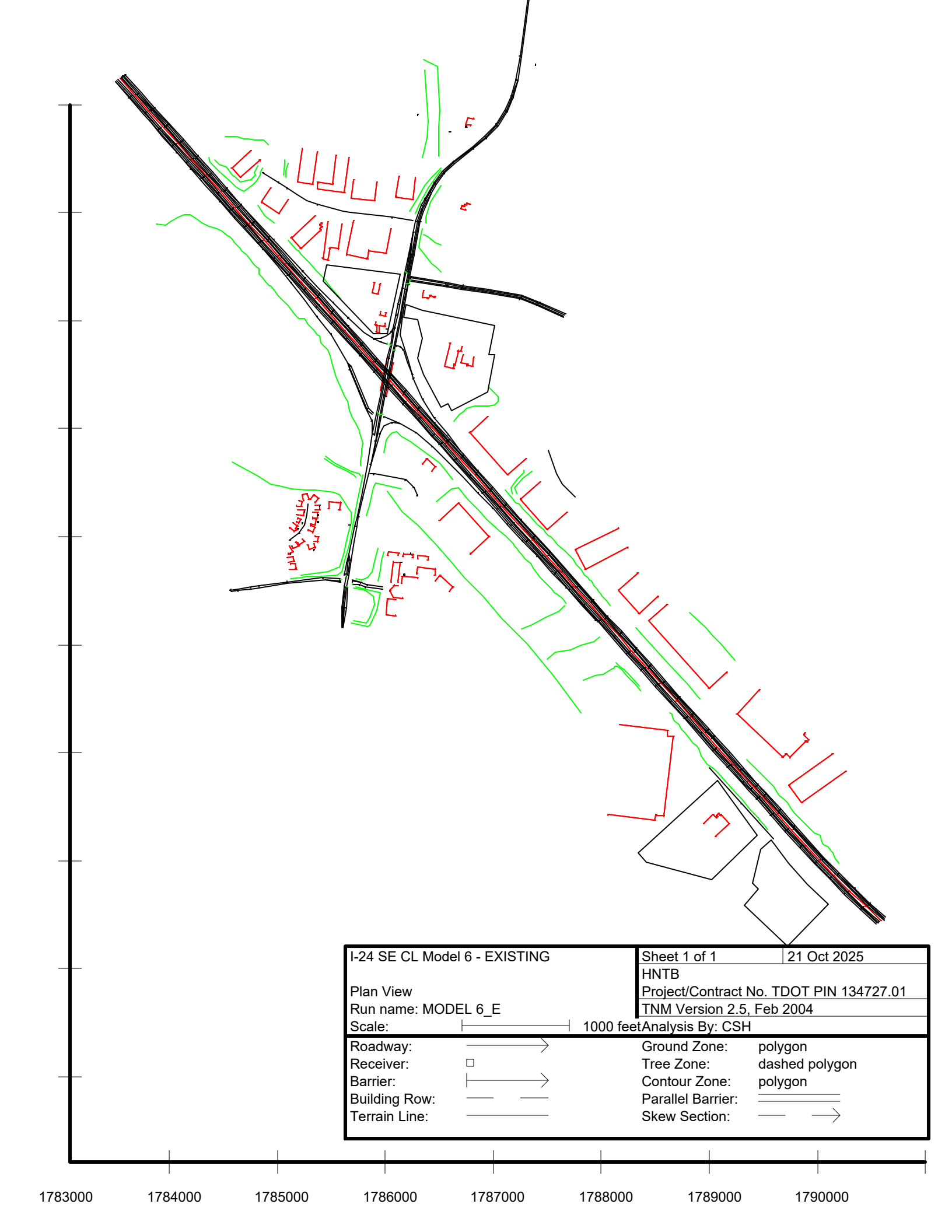
I-24 SE Model 4 - Existing		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 4_E		TNM Version 2.5, Feb 2004	
Scale:	1000 feet	Analysis By: CSH	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

96000 1797000 1798000 1799000 1800000 1801000 1802000 1803000 1804000 1805000 1806000 1807000



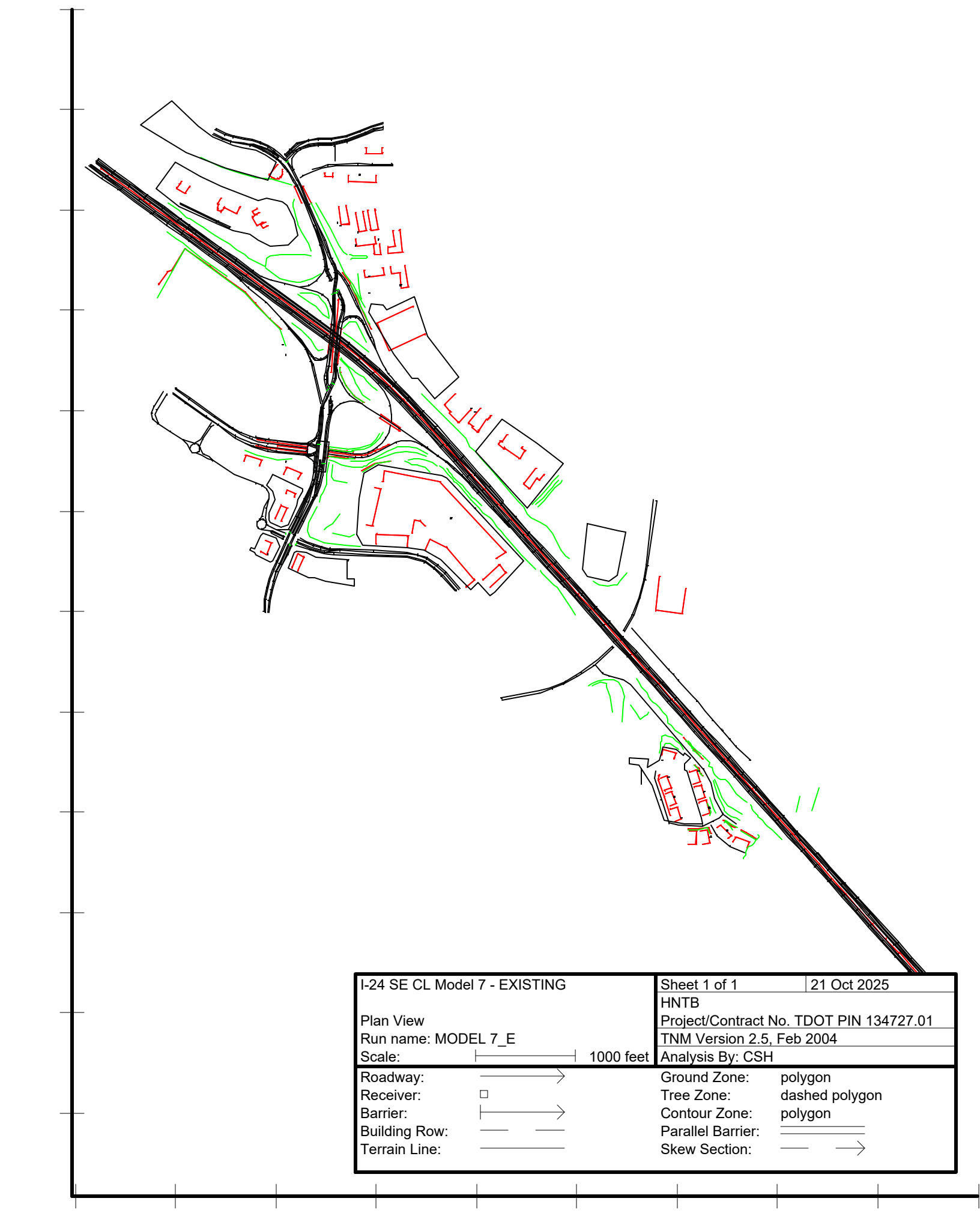
I-24 SE CL Model 5 - EXISTING		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 5_E		TNM Version 2.5, Feb 2004	
Scale:	1000 feet	Analysis By: CSH	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

00 1788000 1789000 1790000 1791000 1792000 1793000 1794000 1795000 1796000 1797000 1798000 1799000 1800000



I-24 SE CL Model 6 - EXISTING	Sheet 1 of 1	21 Oct 2025
	HNTB	
Plan View	Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 6_E	TNM Version 2.5, Feb 2004	
Scale: 1000 feet	Analysis By: CSH	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



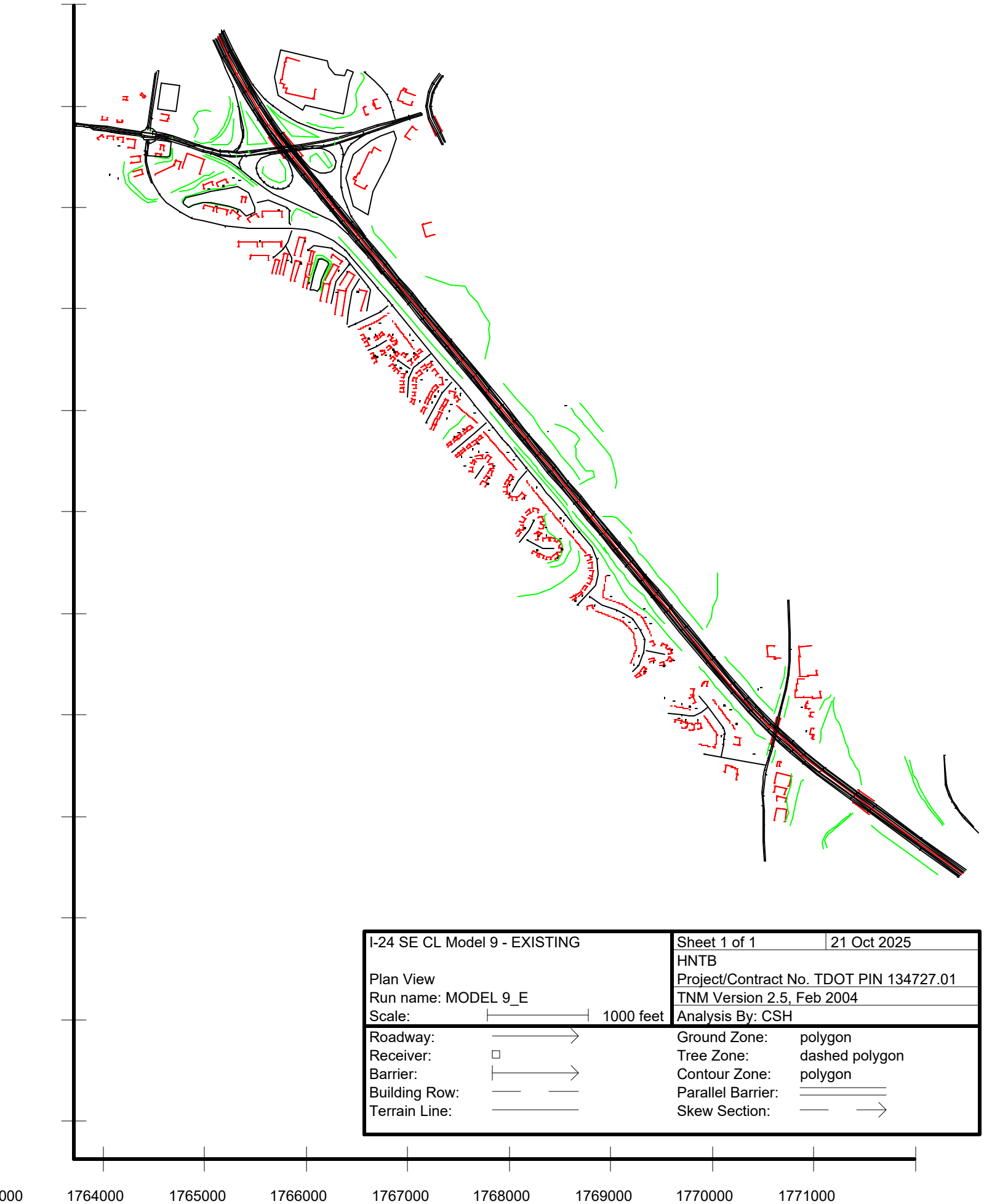
I-24 SE CL Model 7 - EXISTING	Sheet 1 of 1 | 21 Oct 2025
	HNTB
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: MODEL 7_E	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: CSH

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

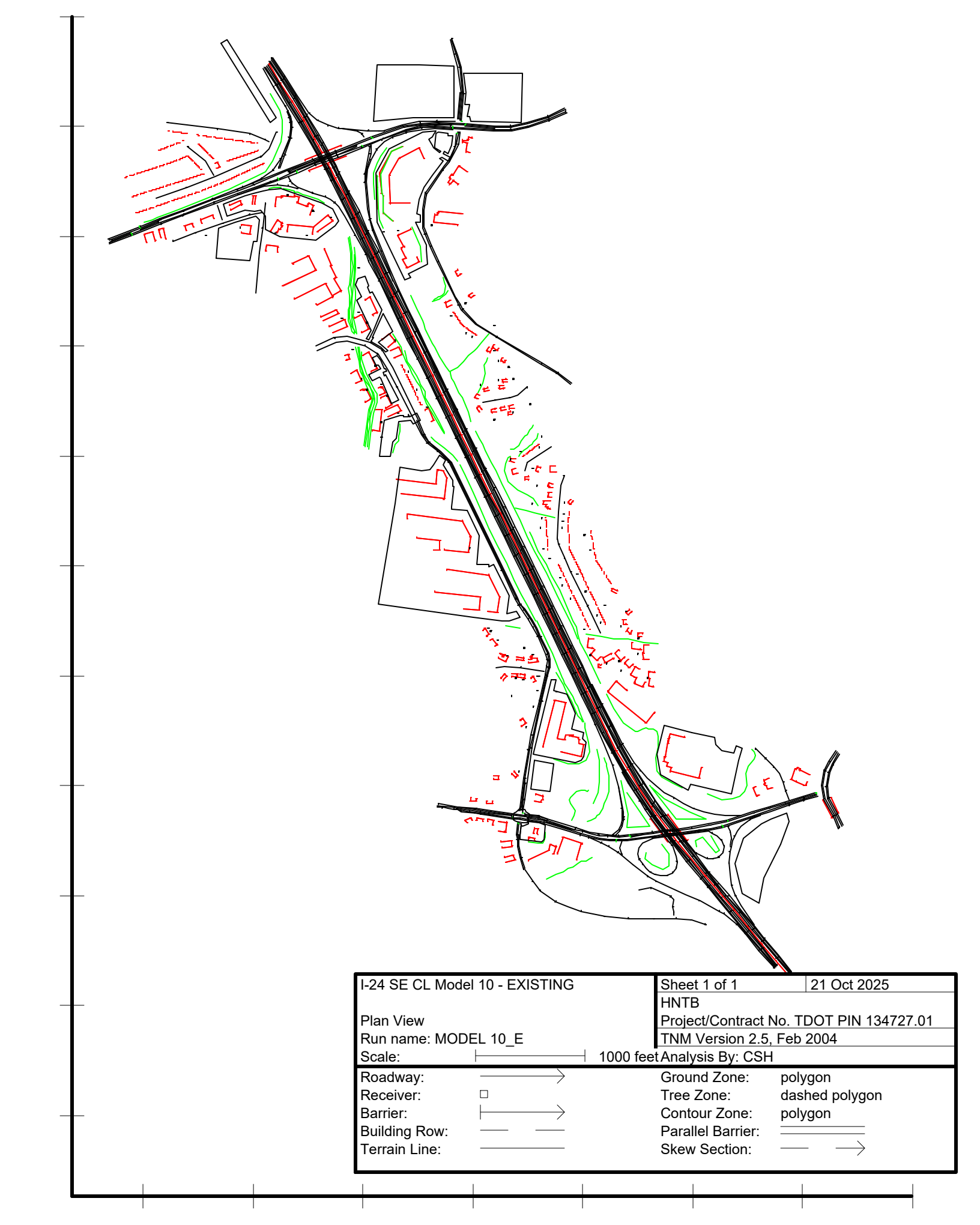


I-24 SE CL Model 8 - EXISTING		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 8_E		TNM Version 2.5, Feb 2004	
Scale:	500 feet	Analysis By: CSH	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

00 1771000 1771500 1772000 1772500 1773000 1773500 1774000 1774500 1775000 1775500 1776000 1776500



I-24 SE CL Model 9 - EXISTING		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 9_E		TNM Version 2.5, Feb 2004	
Scale:	1000 feet	Analysis By: CSH	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



I-24 SE CL Model 10 - EXISTING		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 10_E		TNM Version 2.5, Feb 2004	
Scale:	1000 feet	Analysis By: CSH	

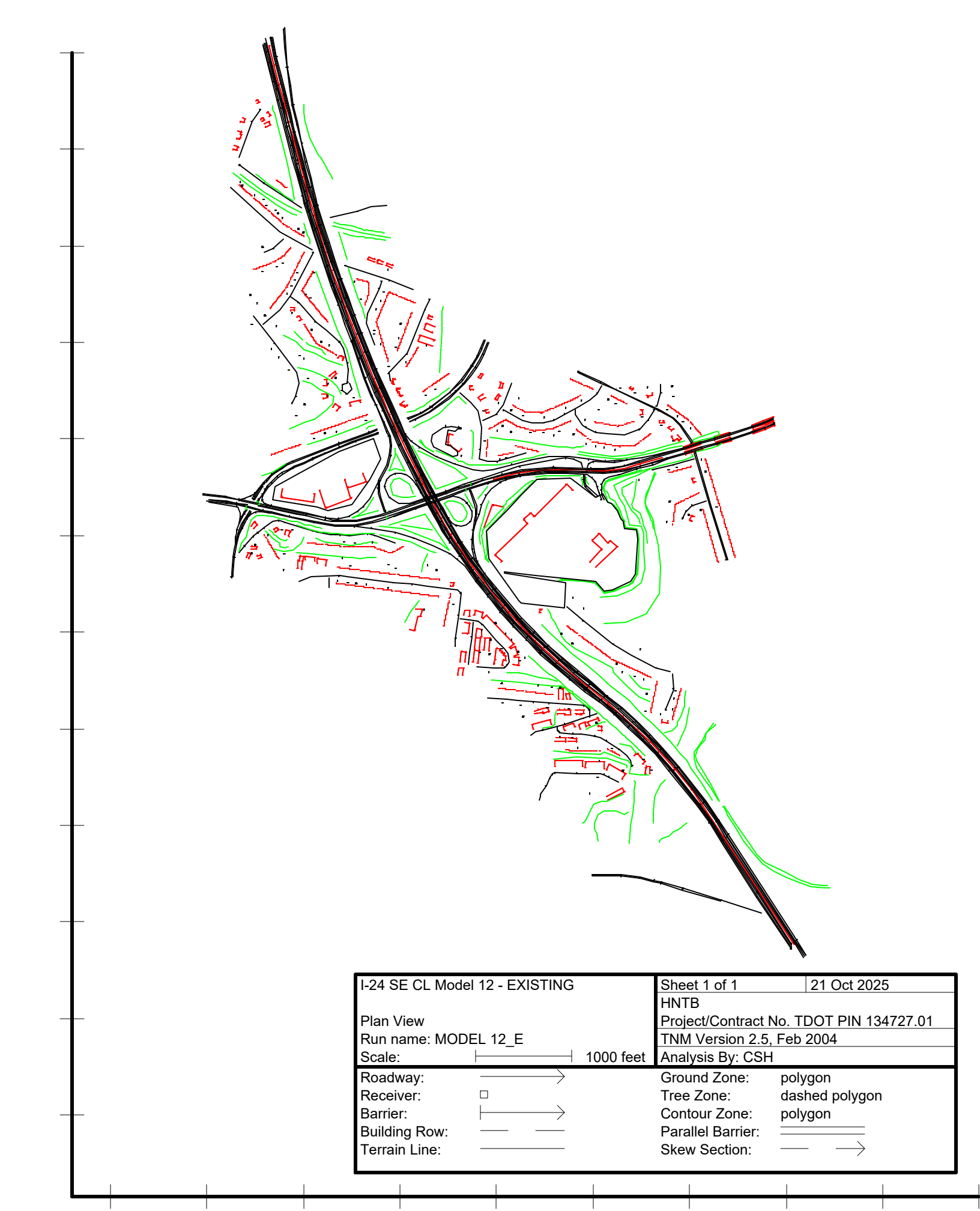
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



I-24 SE CL Model 11 - EXISTING		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 11_E		TNM Version 2.5, Feb 2004	
Scale:	1000 feet	Analysis By: CSH	

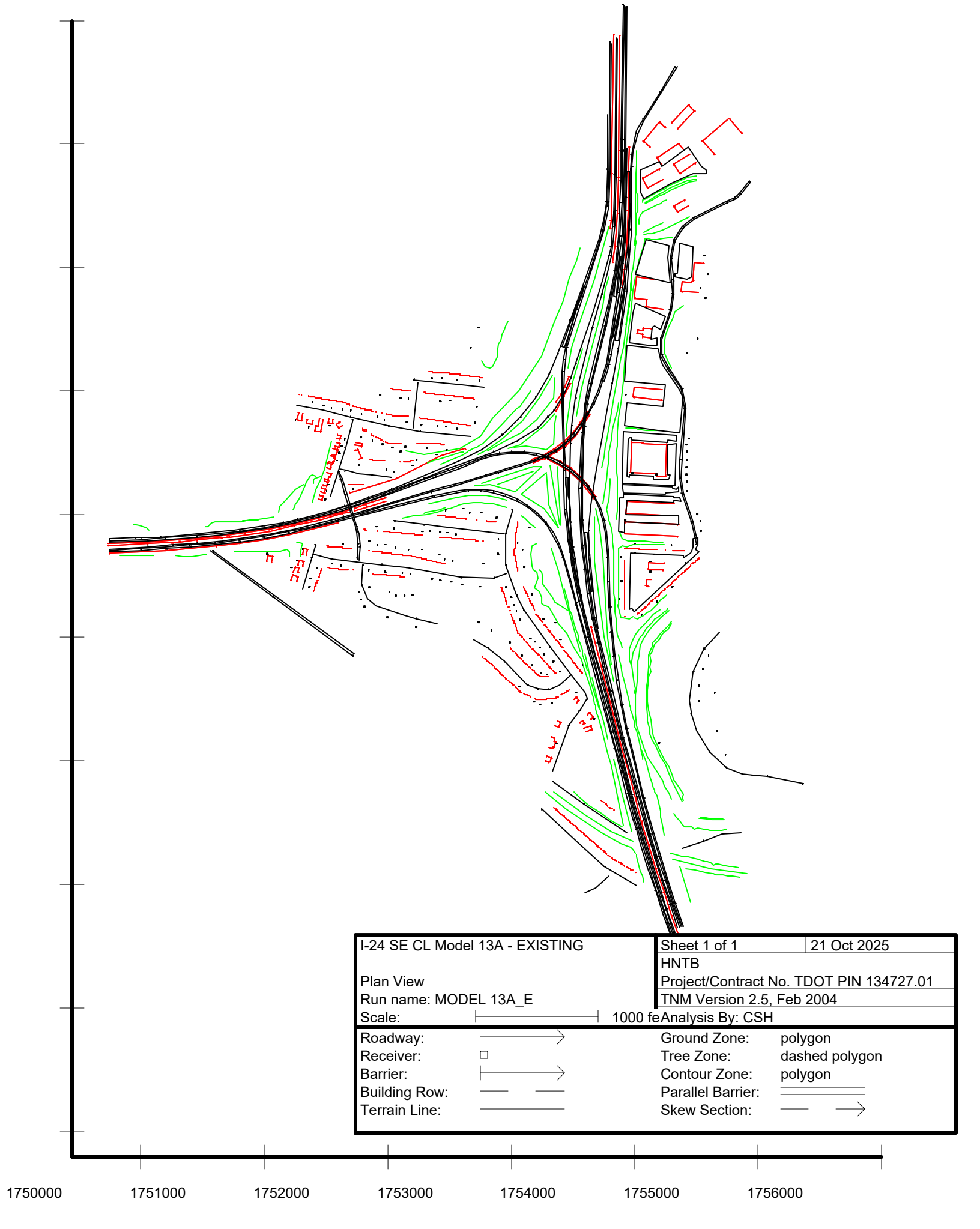
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

000 1758000 1759000 1760000 1761000 1762000 1763000 1764000



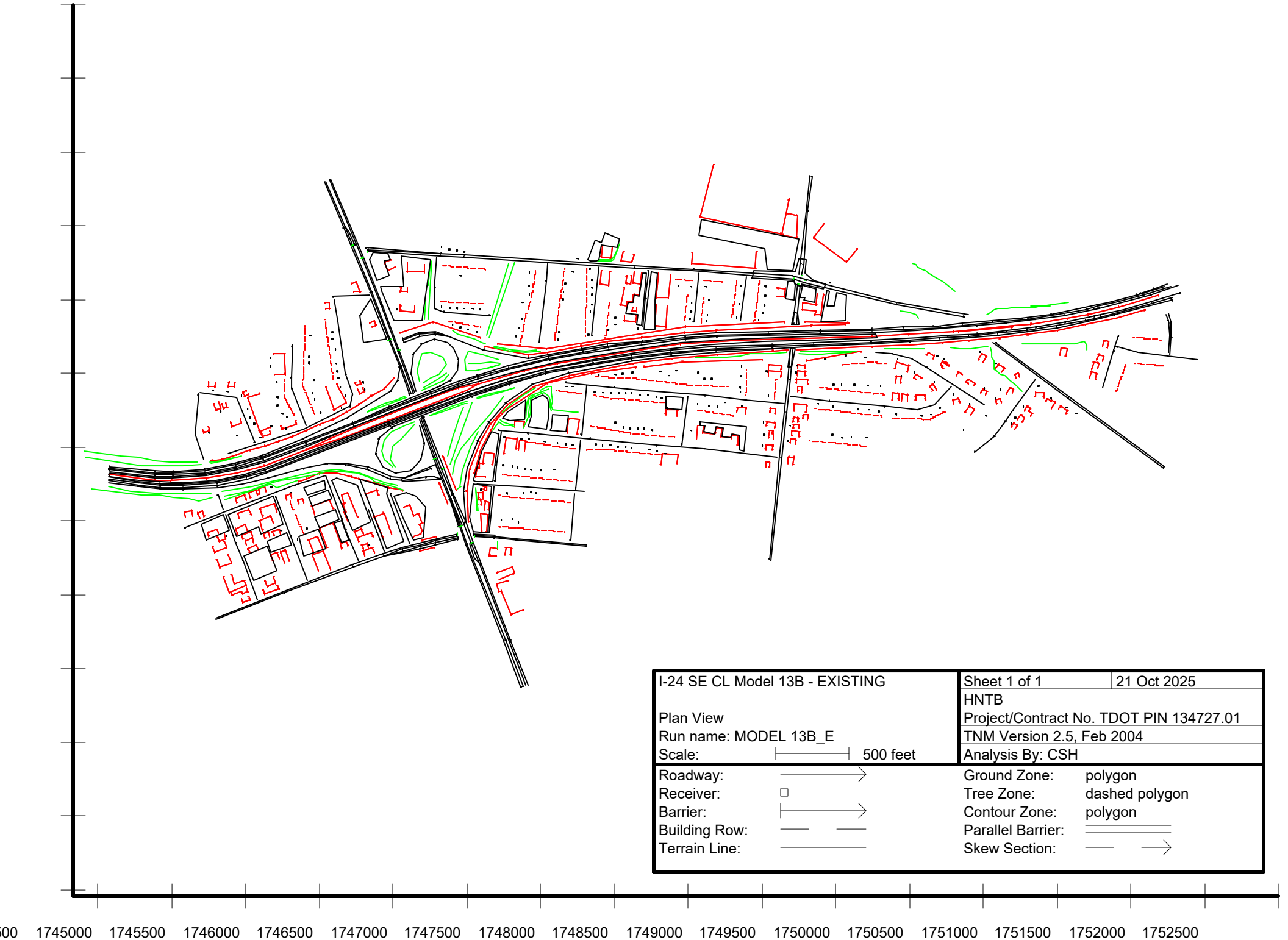
I-24 SE CL Model 12 - EXISTING	Sheet 1 of 1 | 21 Oct 2025
	HNTB
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: MODEL 12_E	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: CSH

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

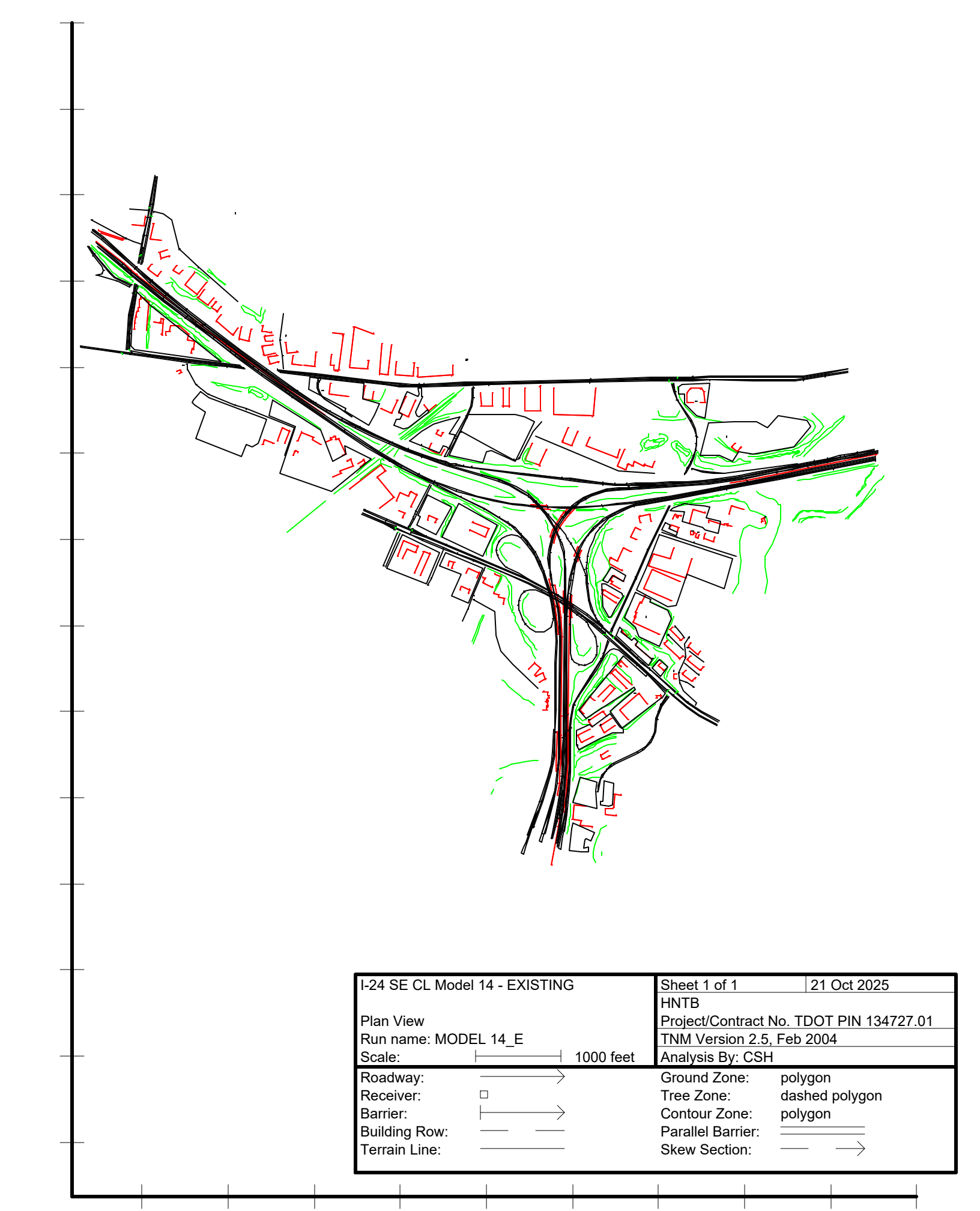


I-24 SE CL Model 13A - EXISTING		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 13A_E		TNM Version 2.5, Feb 2004	
Scale:	1000 fe	Analysis By: CSH	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

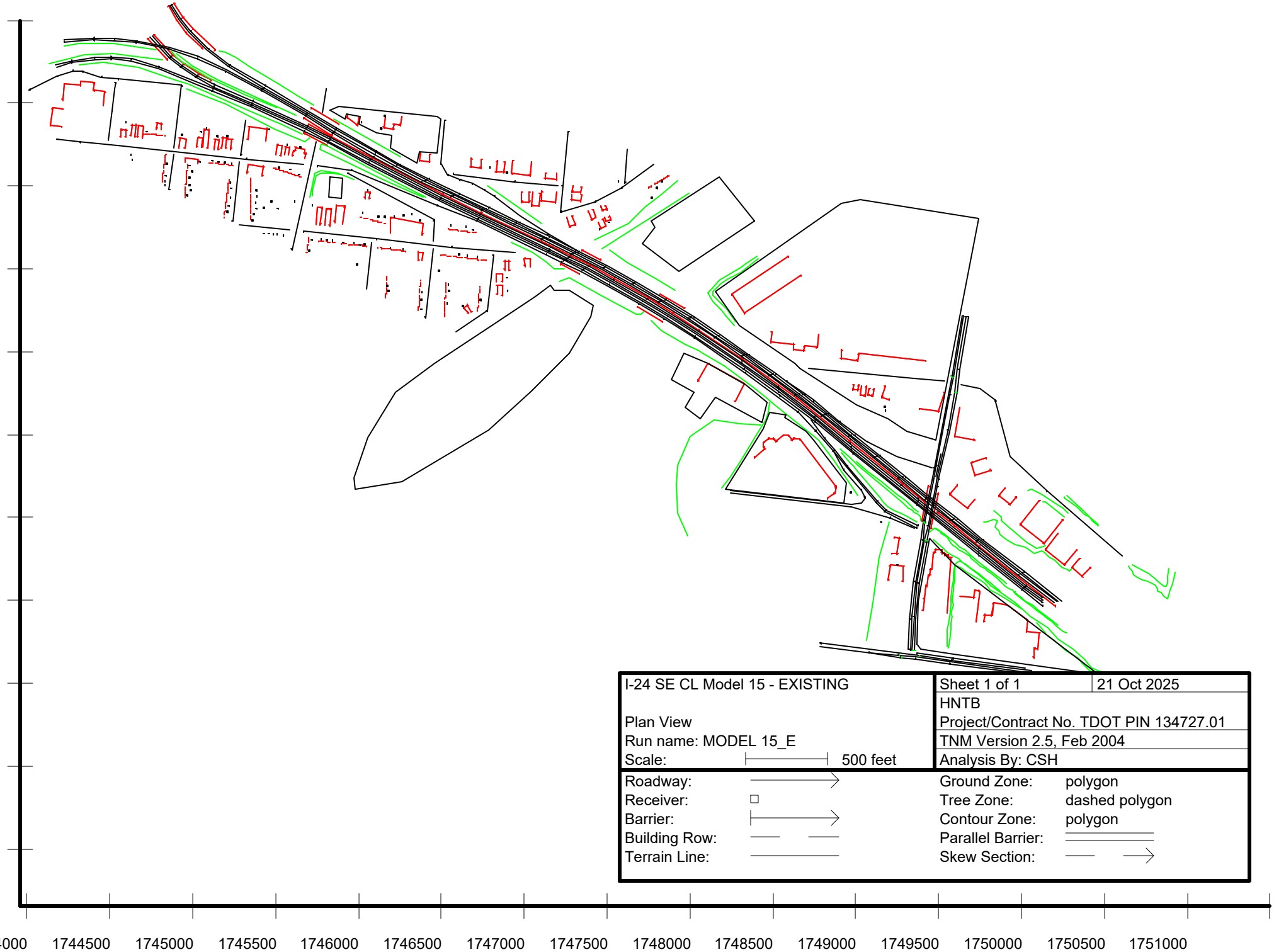


I-24 SE CL Model 13B - EXISTING		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 13B_E		TNM Version 2.5, Feb 2004	
Scale:	500 feet	Analysis By: CSH	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



I-24 SE CL Model 14 - EXISTING	Sheet 1 of 1 | 21 Oct 2025
	HNTB
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: MODEL 14_E	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: CSH

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

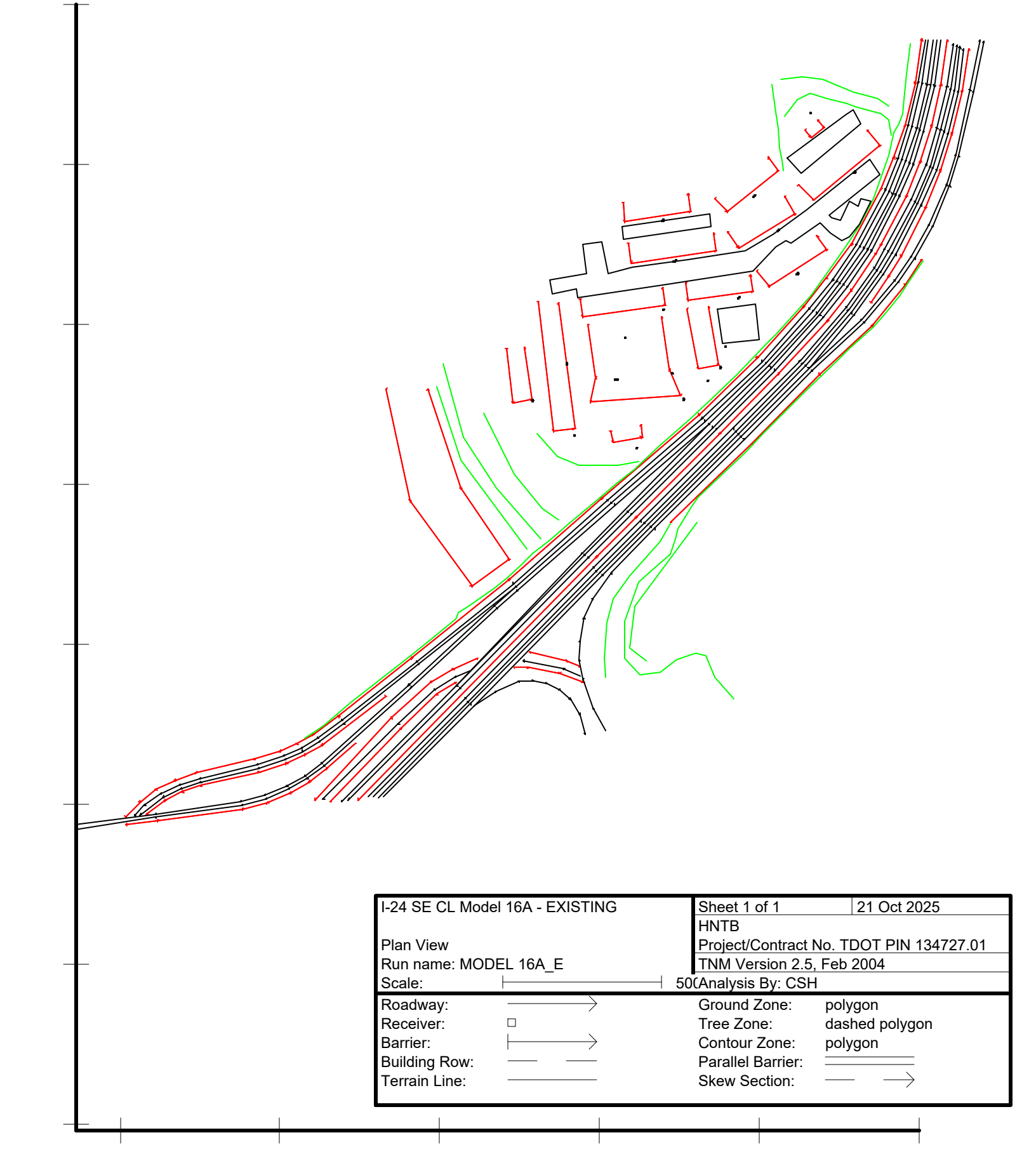


I-24 SE CL Model 15 - EXISTING		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 15_E		TNM Version 2.5, Feb 2004	
Scale:	500 feet	Analysis By: CSH	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



I-24 SE CL Model 16 - EXISTING		Sheet 1 of 1	21 Oct 2025
		HNTB	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 16_E		TNM Version 2.5, Feb 2004	
Scale:	1000 feet	Analysis By: CSH	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

1756000 1757000 1758000 1759000 1760000 1761000 1762000 1763000 1764000 1765000



I-24 SE CL Model 16A - EXISTING	Sheet 1 of 1	21 Oct 2025
	HNTB	
Plan View	Project/Contract No. TDOT PIN 134727.01	
Run name: MODEL 16A_E	TNM Version 2.5, Feb 2004	
Scale: 50(	Analysis By: CSH	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**Hallmark Dr. to I-24/I-840 interchange and I-24/I-840 interchange to Asbury Ln. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 1_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 1_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	(Traffic, Signals, Stop Signs, and On-Ramps.)			
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 1_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Increment and #up/down assigned	☐	**Not Applicable**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Asbury Ln. to Baker Rd. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 2_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 2_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 2_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Baker Rd to Big Son Ln. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 3_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 3_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 3_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Big Son Ln. to New Sanford Rd. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 4_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 4_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 4_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: New Sanford Rd. to Bridgestone Pkwy. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 5_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 5_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 5_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Bridgestone Pkwy. To Owen Dr. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 6_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 6_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 6_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Owen Dr. to Crossings Blvd. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 7_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 7_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 7_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Crossings Blvd. to Beechwood Terrace 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 8_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 8_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 8_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Beechwood Terrace to Haywood Ln. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 9_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 9_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 9_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Haywood Ln. to Harding Pl. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 10_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 10_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 10_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Harding Pl to Antioch Pike 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 11_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 11_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 11_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Antioch Pike to Old Glenrose Ave. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 12_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 12_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 12_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Old Glenrose Ave. to Plus Park Blvd. I-440: I-440/I-24 interchange to Foster Ave. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 13A_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 13A_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	(Traffic, Signals, Stop Signs, and On-Ramps.)			
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 13A_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Increment and #up/down assigned	☐	**Not Applicable**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-440: Foster Ave. to Windrose Ave. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 13B_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 13B_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 13B_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-24: Plus Park Blvd. I-24/I-40 interchange I-40: I-24/I-40 interchange to Spence Ln. I-40: I-24/I-40 interchange to Fesslers Ln 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 14_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 14_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	(Traffic, Signals, Stop Signs, and On-Ramps.)			
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 14_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Increment and #up/down assigned	☐	**Not Applicable**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-40: Fesslers Pkwy. to I-24/I-40 interchange 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 15_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 15_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 15_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**I-40: Spence Ln. to Emac Dr. SR 155: Karen Dr. to Elm Hill Pike 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 16_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 16_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	(Traffic, Signals, Stop Signs, and On-Ramps.)			
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 16_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Increment and #up/down assigned	☐	**Not Applicable**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutheford, Davidson**
PIN	**134727.01**
Project Number	**R3BVAR**
Project Plans Description and Date	**SR 155: I/40/SR 155 interchange to Elm Hill Pkwy. 07/2025**
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**Connor Horn**
Date Checklist Completed	**10/21/2025**
TNM Reviewer	**Lupe Pettit**
Date Checklist Completed	**10/21/2025**

TNM Run	**Model 16A_E**		**Modeling Year**	**2024**
Input	**Task**	**Complete?**	**Notes**	
Setup	Run Information	☒		
	General	☒		
Roadways	Roadway names assigned	☒		
	Widths and Lengths of All Roadways per Guidance			
	Points tied to stationing if available	☐	**Stationing not provided**	
	Roadways modeled on structure as appropriate	☒		
	Elevations appear to be correct	☒		
	Traffic Volumes and Speeds on all Roadways	☒		
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒		

TN TDOT Department of Transportation

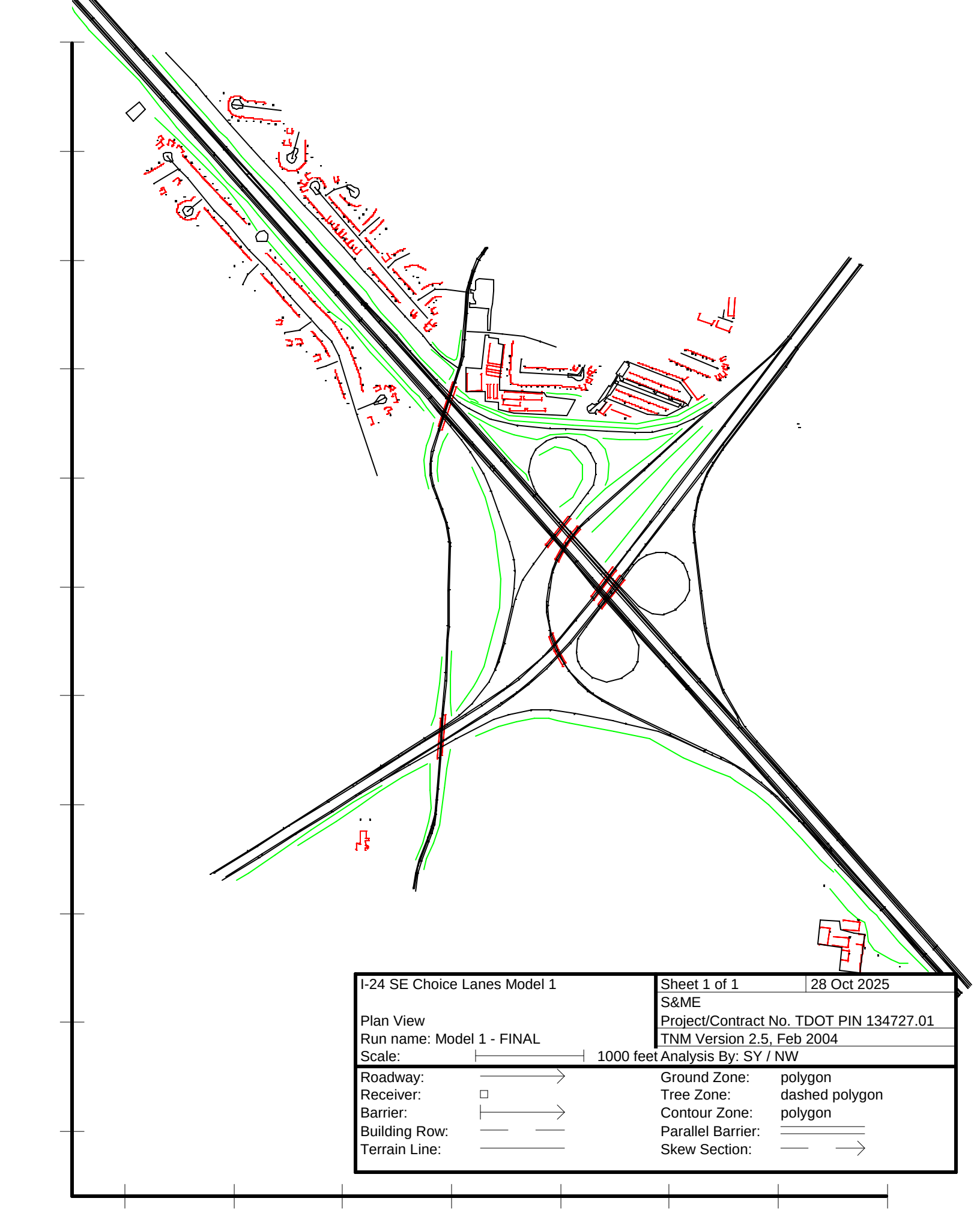
TNM Modeling Checklist

TNM Run	Model 16A_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Addresses**	
	Number of dwelling units set for each receiver (if applicable)	☐	**Numbers set in tables but not in model**	
	Receivers in order of adjacent traffic flow	☐		
	Elevations appear to be correct	☒		
	Elevations at second-story locations at appropriate heights (if applicable)	☒		
	Enough receivers modeled (for impacts and benefits)	☒		
	NAC set per State's Policy for each receiver/ land use	☒		
	Noise Reduction set per State's Policy	☐	**Numbers set in tables but not in model**	
	Substantial Increase set per State's Policy	☒		
Barriers	Significant buildings modeled	☒		
	Parapets, etc. modeled	☒		
	Perturbable barriers modeled as applicable	☐	**Not Applicable**	
	Barrier names assigned	☒		
	Barrier points named by stationing or length	☐		
	Barrier heights assigned	☒		
	Elevations appear to be correct	☒		
	Increment and #up/down assigned	☐	**Not Applicable**	

TN TDOT Department of Transportation

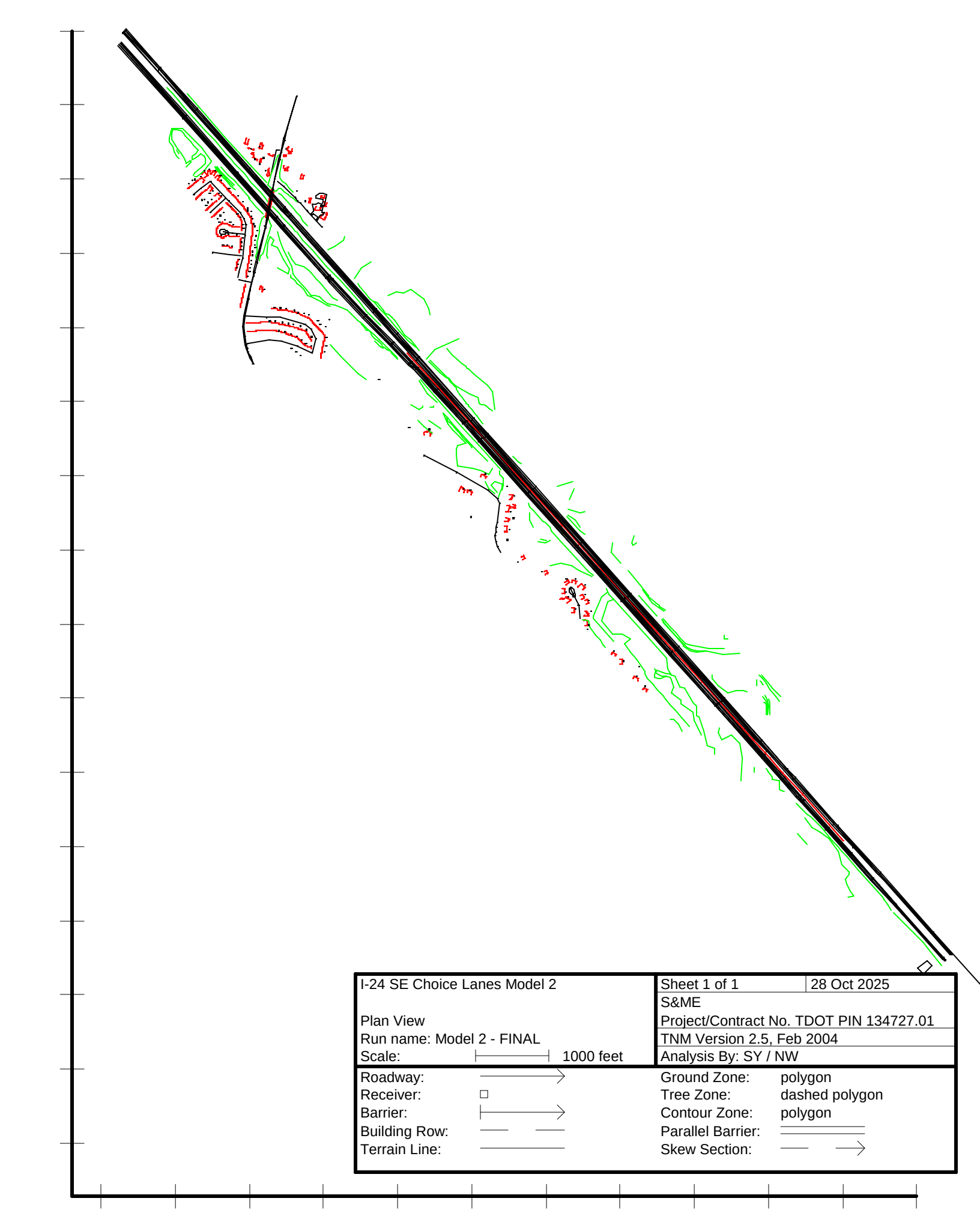
TNM Modeling Checklist

TNM Run	Model 16A_E		Modeling Year	2024
Input	**Task**	**Complete?**	**Notes**	
	Barriers modeled on structure as appropriate and shielded lists are correct	☒		
Building Rows	Building rows modeled per FHWA Guidance	☒		
	Elevations appear to be correct	☒		
	Height and percentage assigned	☒		
Terrain Lines	Terrain features modeled	☒		
	Terrain line names assigned	☒		
	Elevations appear to be correct	☒		
Ground Zones	Ground Zones modeled per FHWA Guidance	☒		
	Ground zone names assigned	☒		
	Ground zone types assigned	☒		
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not Applicable**	
	Tree zone names assigned	☐	**Not Applicable**	
	Elevations appear to be correct	☐	**Not Applicable**	
Perspective Views	Perspective views checked for accuracy	☒		
Skew Views	Numerous skew views cut and checked for accuracy	☒		
Input Check	Input Check completed and errors fixed/documented	☒		



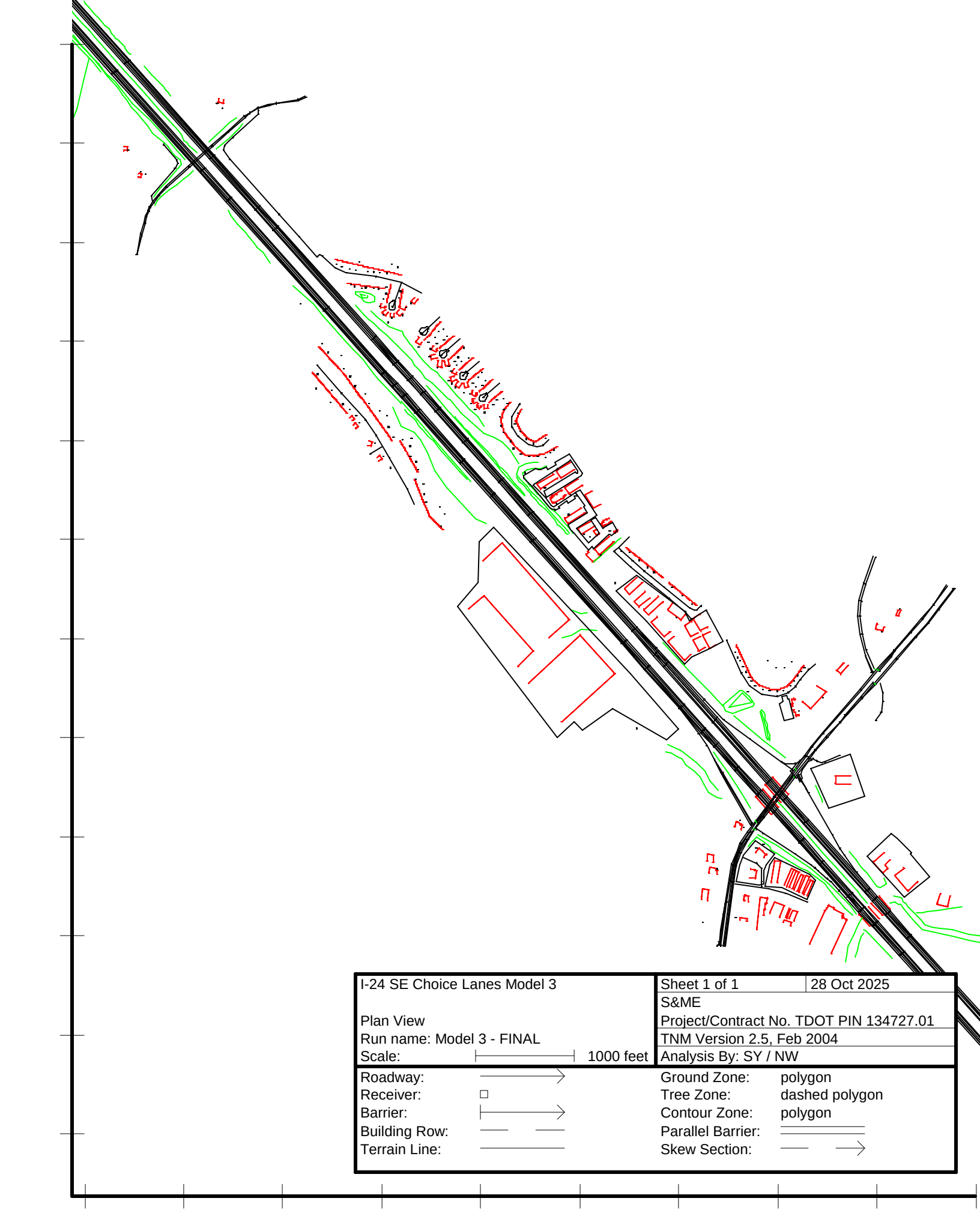
I-24 SE Choice Lanes Model 1	Sheet 1 of 1	28 Oct 2025
	S&ME	
Plan View	Project/Contract No. TDOT PIN 134727.01	
Run name: Model 1 - FINAL	TNM Version 2.5, Feb 2004	
Scale: 1000 feet	Analysis By: SY / NW	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



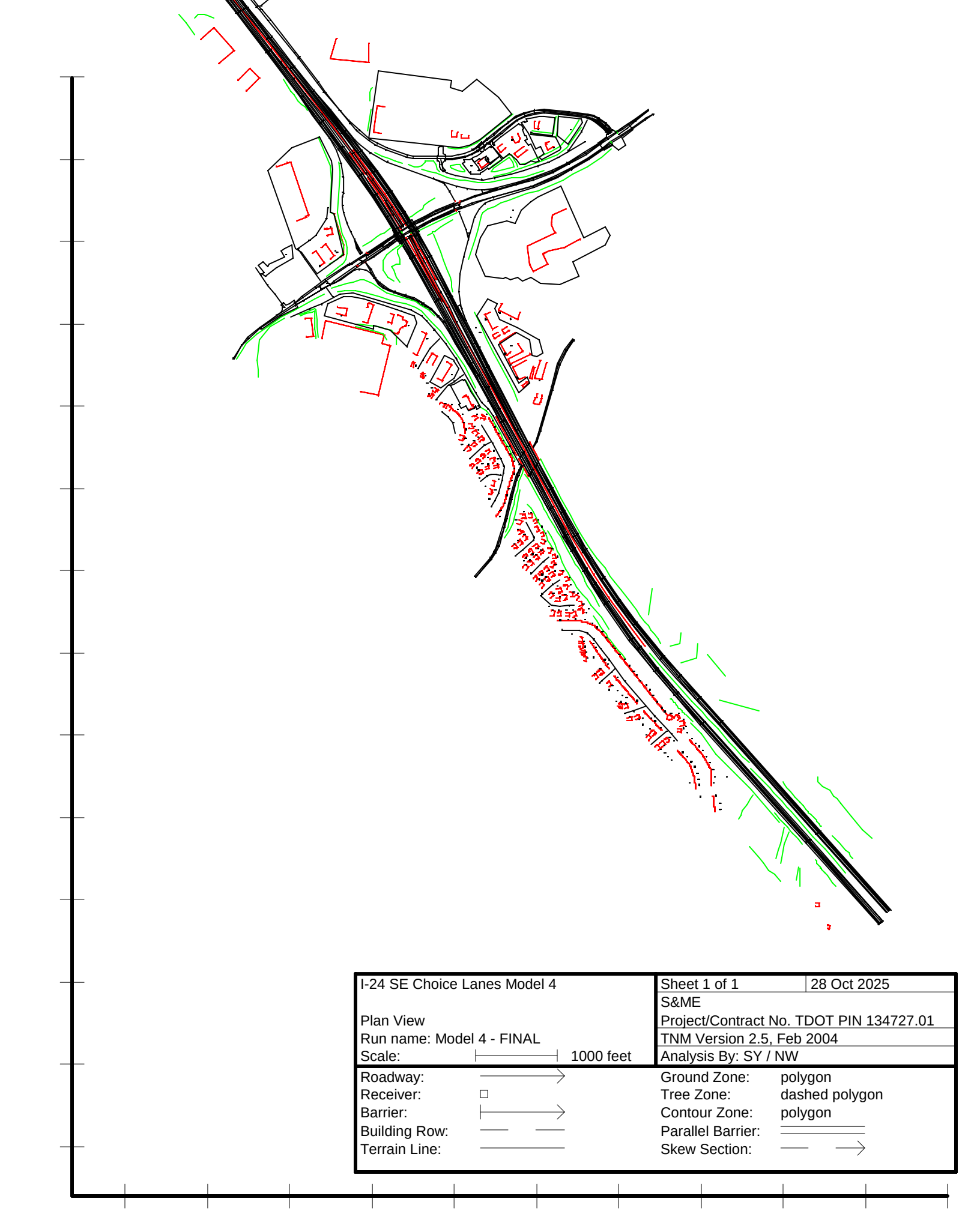
I-24 SE Choice Lanes Model 2		Sheet 1 of 1	28 Oct 2025
		S&ME	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: Model 2 - FINAL		TNM Version 2.5, Feb 2004	
Scale:	1000 feet	Analysis By: SY / NW	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

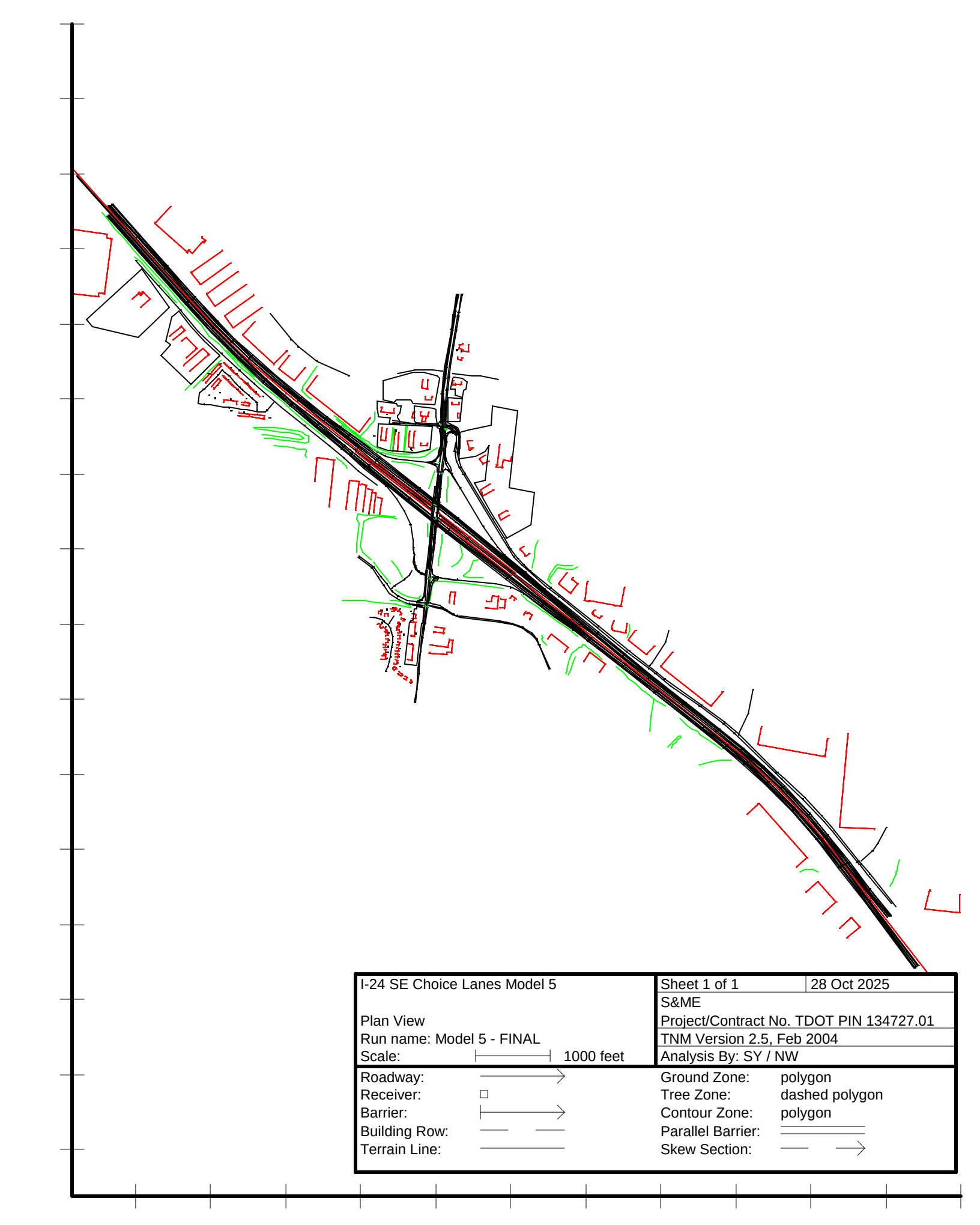


I-24 SE Choice Lanes Model 3	Sheet 1 of 1 | 28 Oct 2025
	S&ME
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: Model 3 - FINAL	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: SY / NW

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

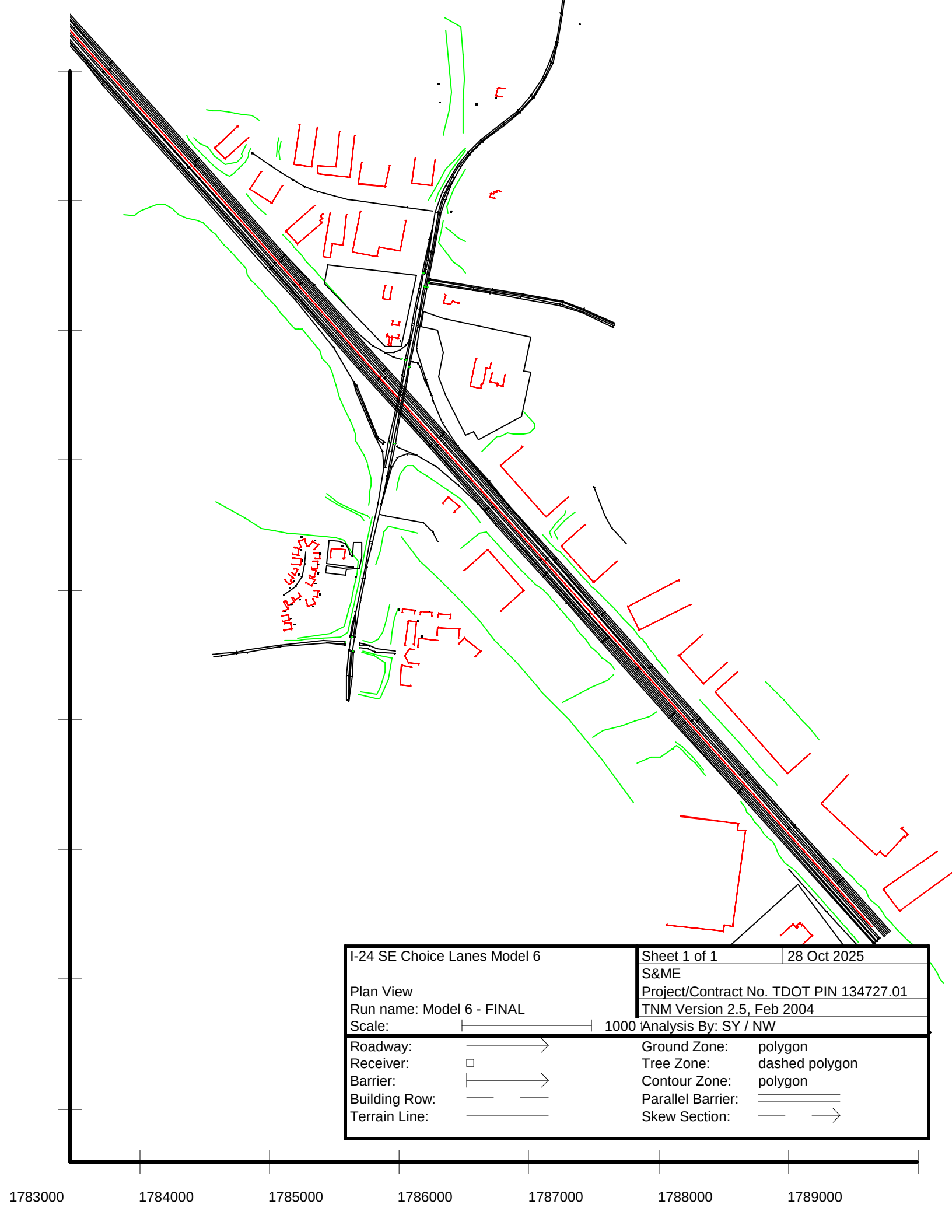


I-24 SE Choice Lanes Model 4		Sheet 1 of 1	28 Oct 2025
		S&ME	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: Model 4 - FINAL		TNM Version 2.5, Feb 2004	
Scale:	1000 feet	Analysis By: SY / NW	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



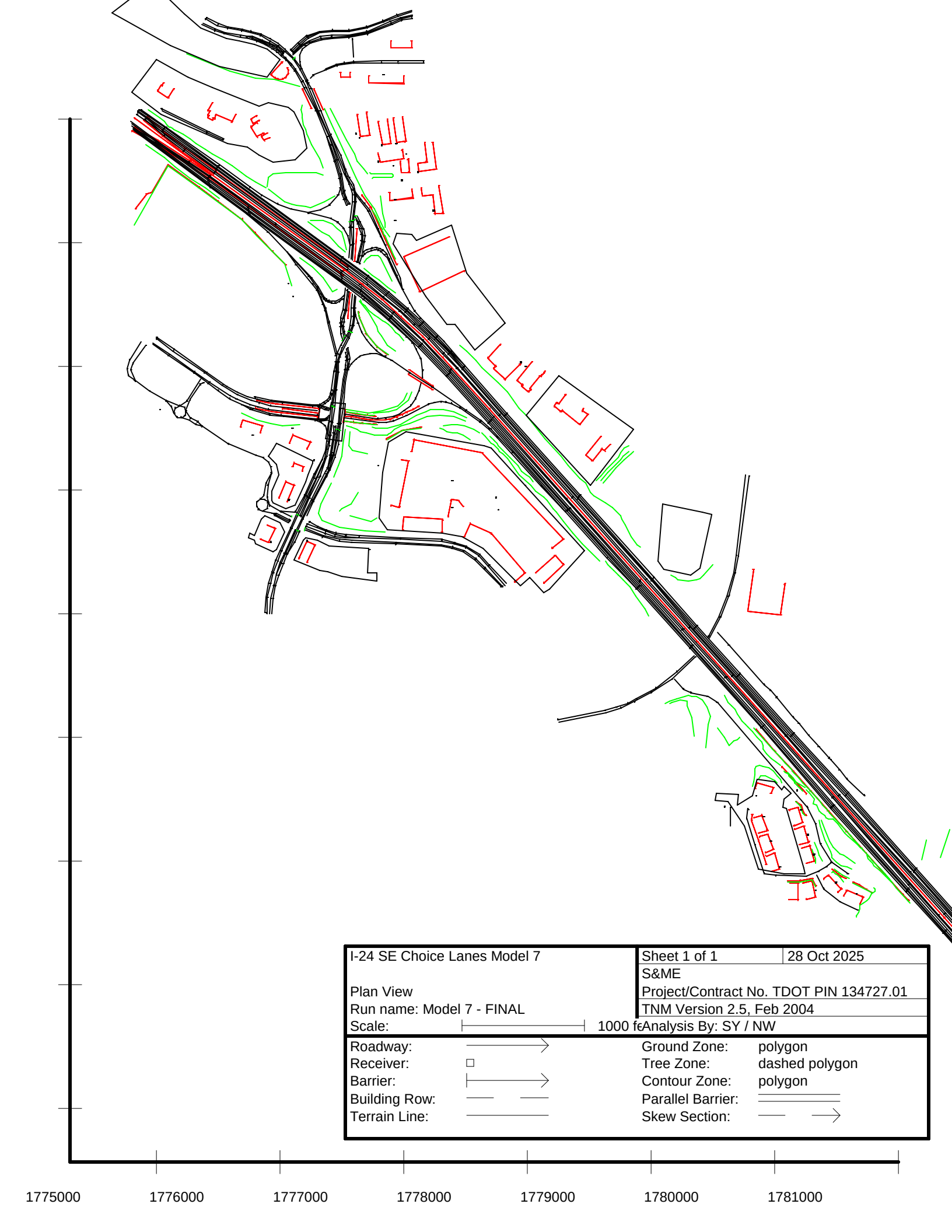
I-24 SE Choice Lanes Model 5	Sheet 1 of 1 | 28 Oct 2025
	S&ME
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: Model 5 - FINAL	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: SY / NW

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



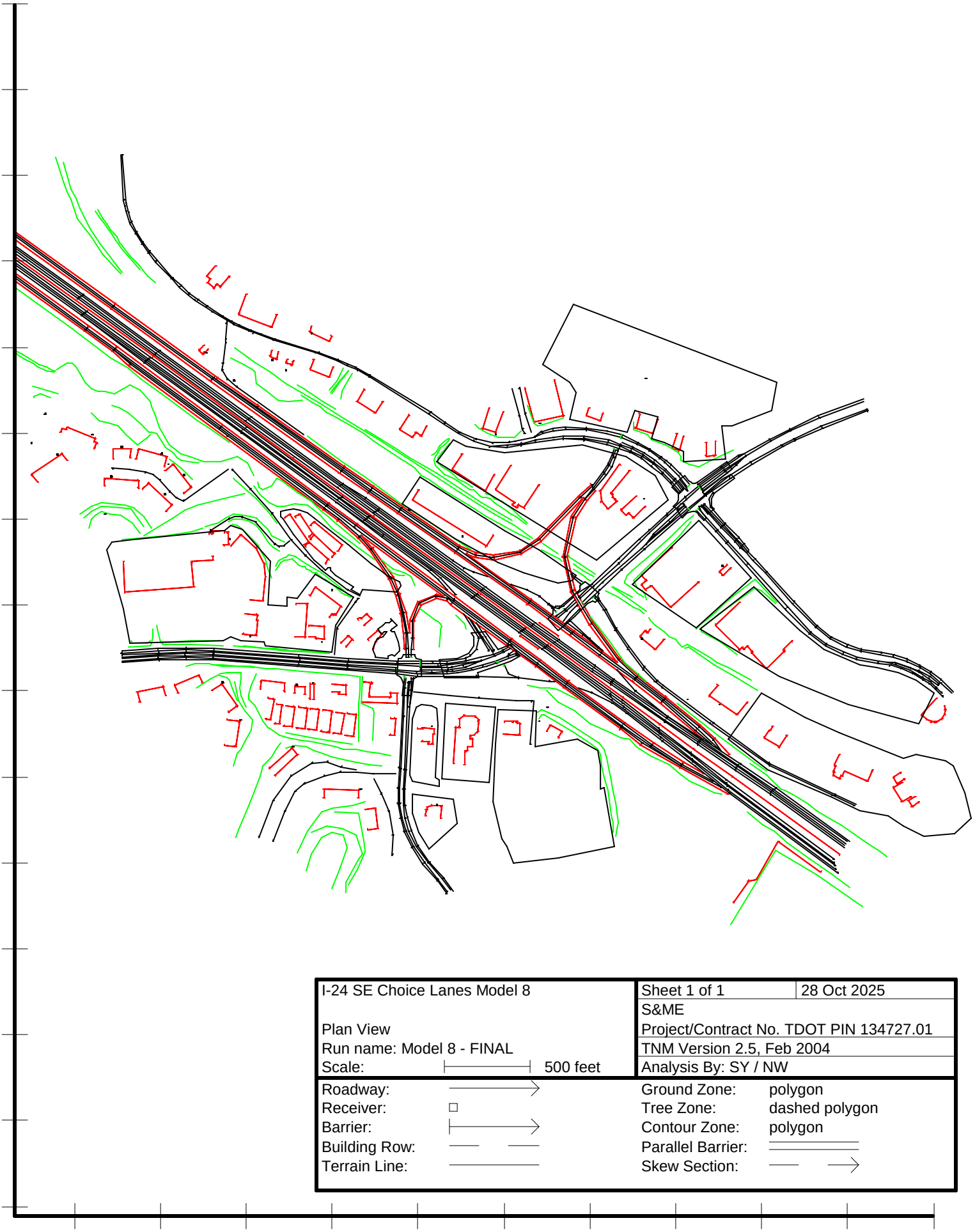
I-24 SE Choice Lanes Model 6	Sheet 1 of 1	28 Oct 2025
	S&ME	
Plan View	Project/Contract No. TDOT PIN 134727.01	
Run name: Model 6 - FINAL	TNM Version 2.5, Feb 2004	
Scale: 1000 ft	Analysis By: SY / NW	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

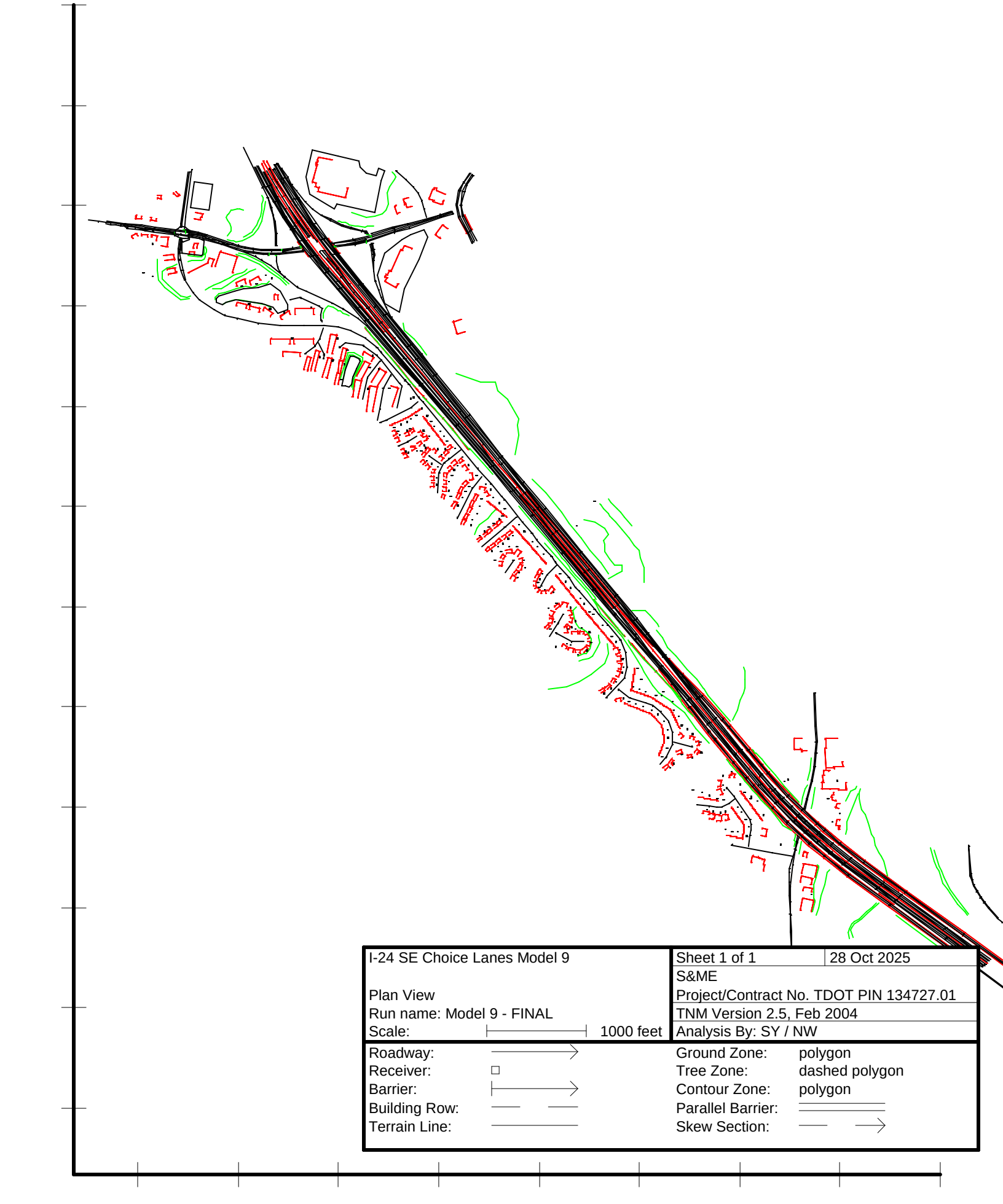


I-24 SE Choice Lanes Model 7		Sheet 1 of 1	28 Oct 2025
		S&ME	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: Model 7 - FINAL		TNM Version 2.5, Feb 2004	
Scale:	1000 fe	Analysis By: SY / NW	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

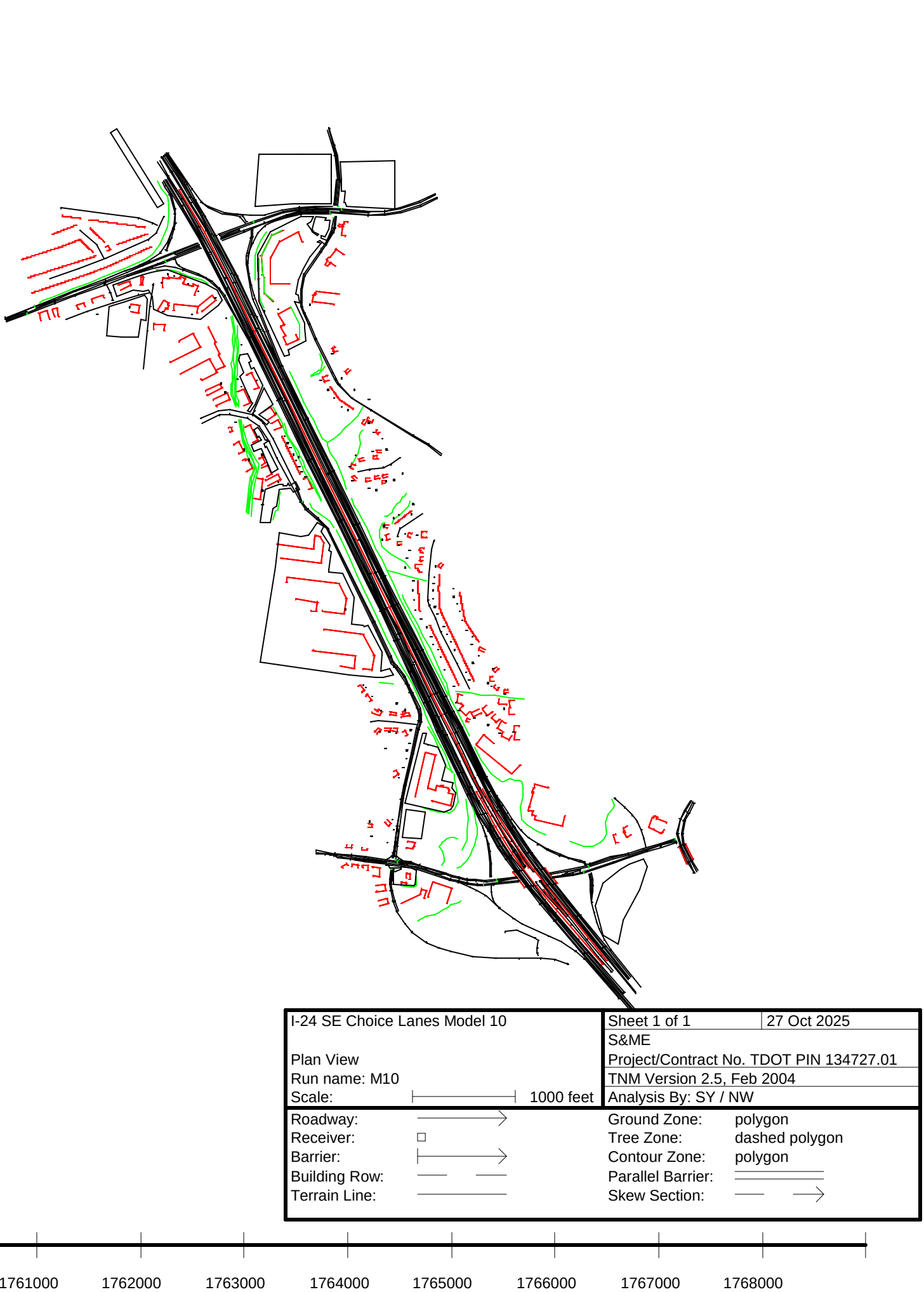


I-24 SE Choice Lanes Model 8		Sheet 1 of 1	28 Oct 2025
		S&ME	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: Model 8 - FINAL		TNM Version 2.5, Feb 2004	
Scale:	500 feet	Analysis By: SY / NW	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



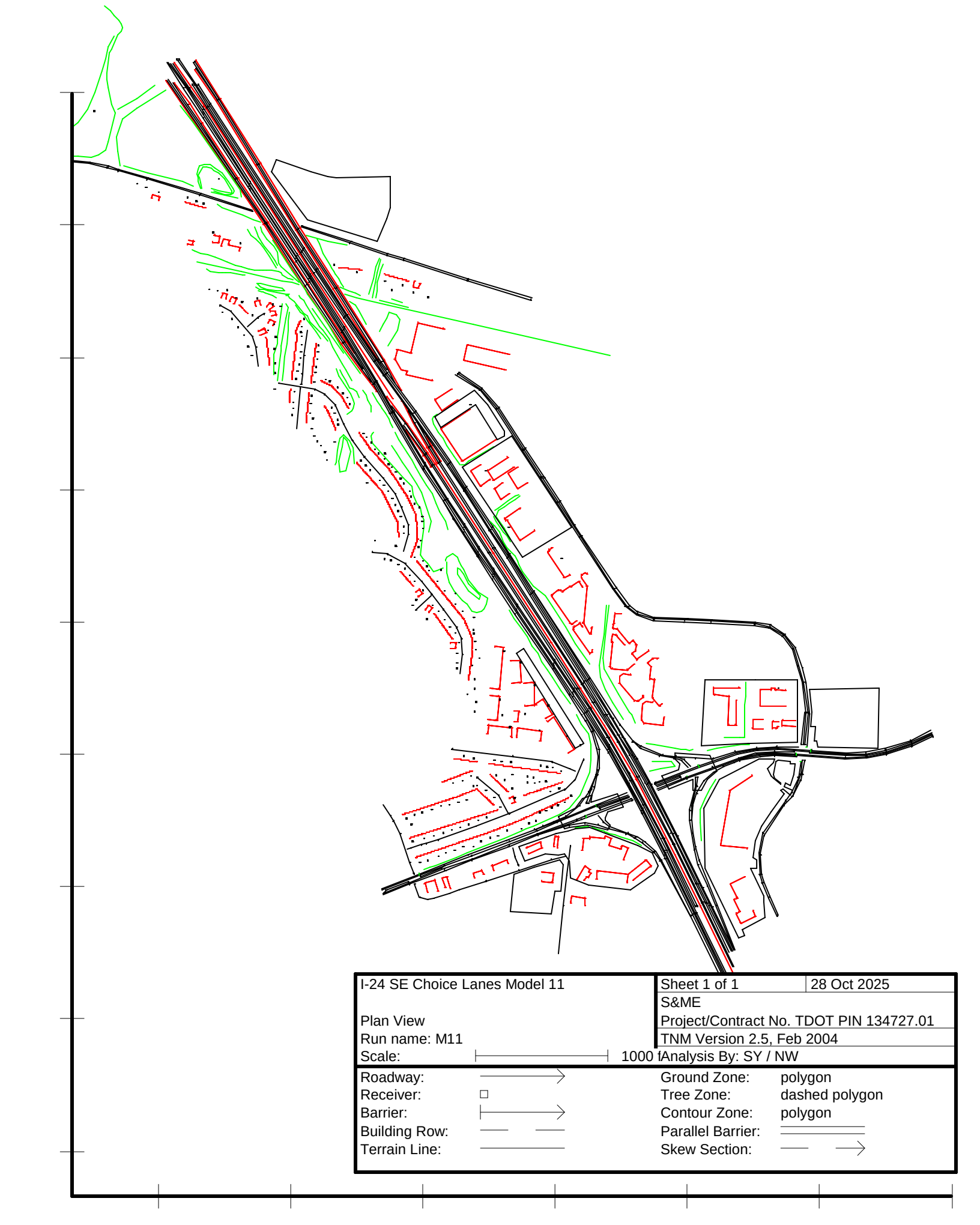
I-24 SE Choice Lanes Model 9	Sheet 1 of 1 | 28 Oct 2025
	S&ME
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: Model 9 - FINAL	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: SY / NW

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



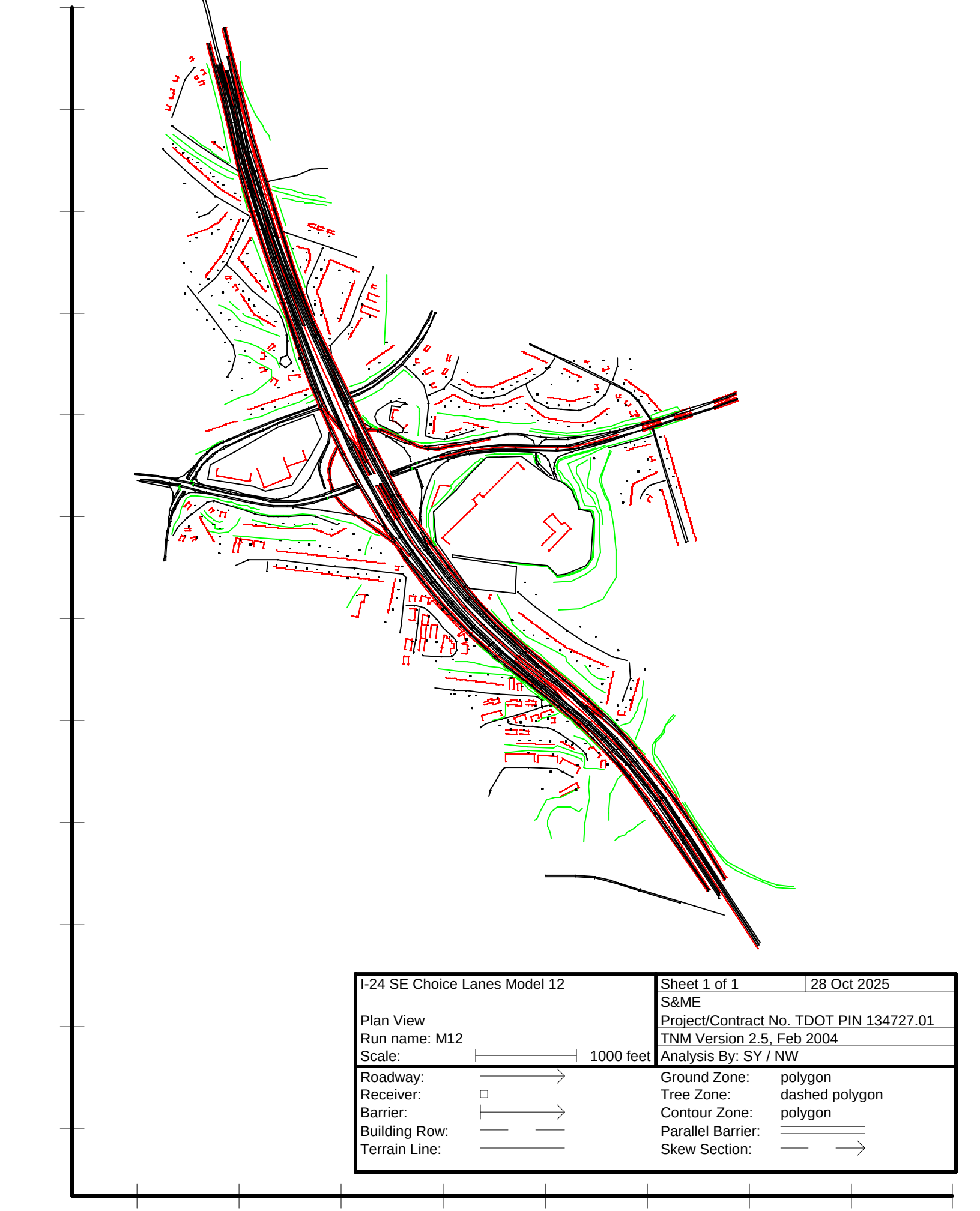
I-24 SE Choice Lanes Model 10	Sheet 1 of 1 | 27 Oct 2025
	S&ME
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: M10	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: SY / NW

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



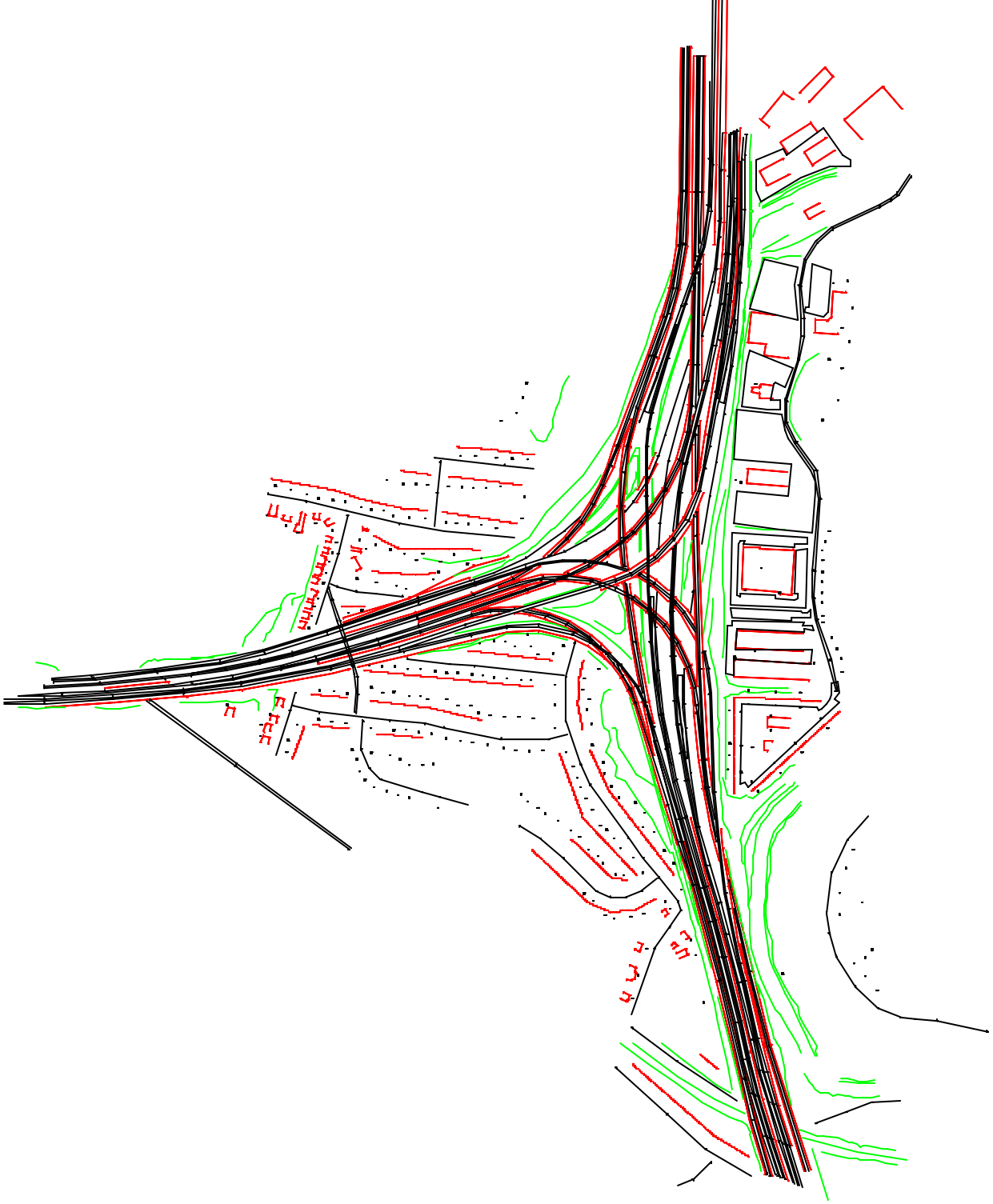
I-24 SE Choice Lanes Model 11	Sheet 1 of 1	28 Oct 2025
	S&ME	
Plan View	Project/Contract No. TDOT PIN 134727.01	
Run name: M11	TNM Version 2.5, Feb 2004	
Scale: 1000 f	Analysis By: SY / NW	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



I-24 SE Choice Lanes Model 12	Sheet 1 of 1 | 28 Oct 2025
	S&ME
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: M12	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: SY / NW

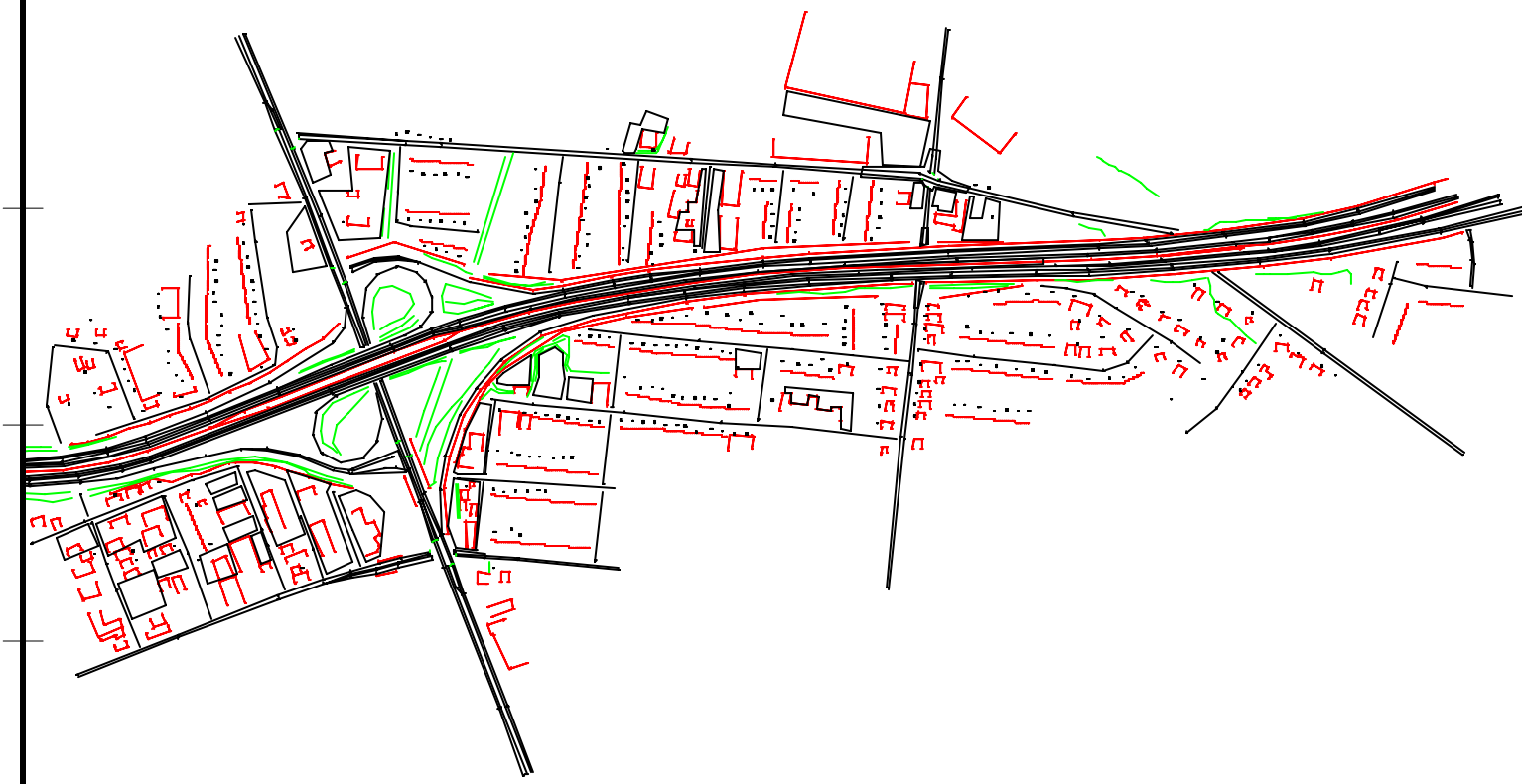
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



I-24 SE Choice Lanes Model 13		Sheet 1 of 1	28 Oct 2025
		S&ME	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: M13A		TNM Version 2.5, Feb 2004	
Scale:	1000 f	Analysis By: SY / NW	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

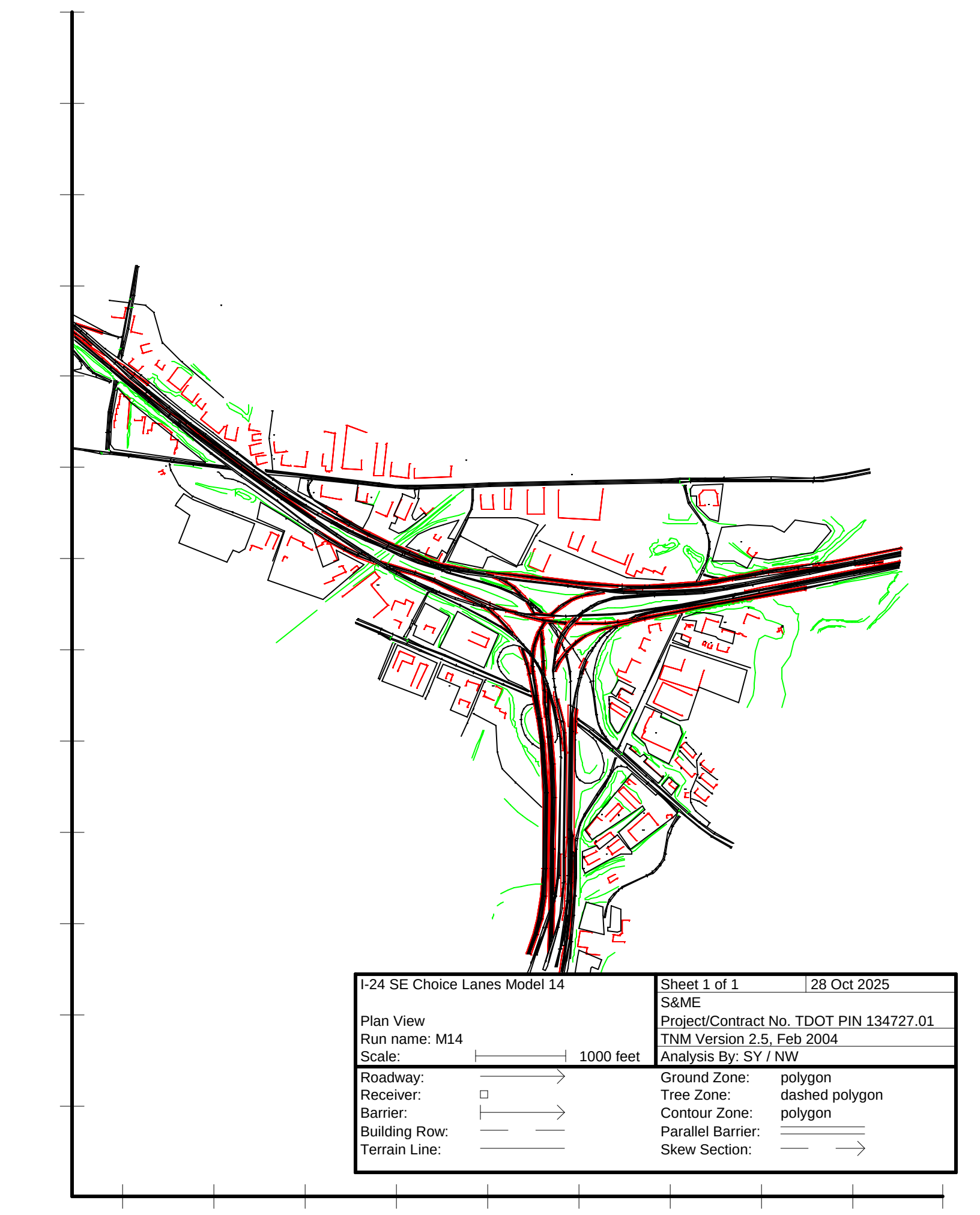
1750000 1751000 1752000 1753000 1754000 1755000 1756000



I-24 SE Choice Lanes Model 13		Sheet 1 of 1	28 Oct 2025
		S&ME	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: M13B		TNM Version 2.5, Feb 2004	
Scale:	1000 f	Analysis By: SY / NW	

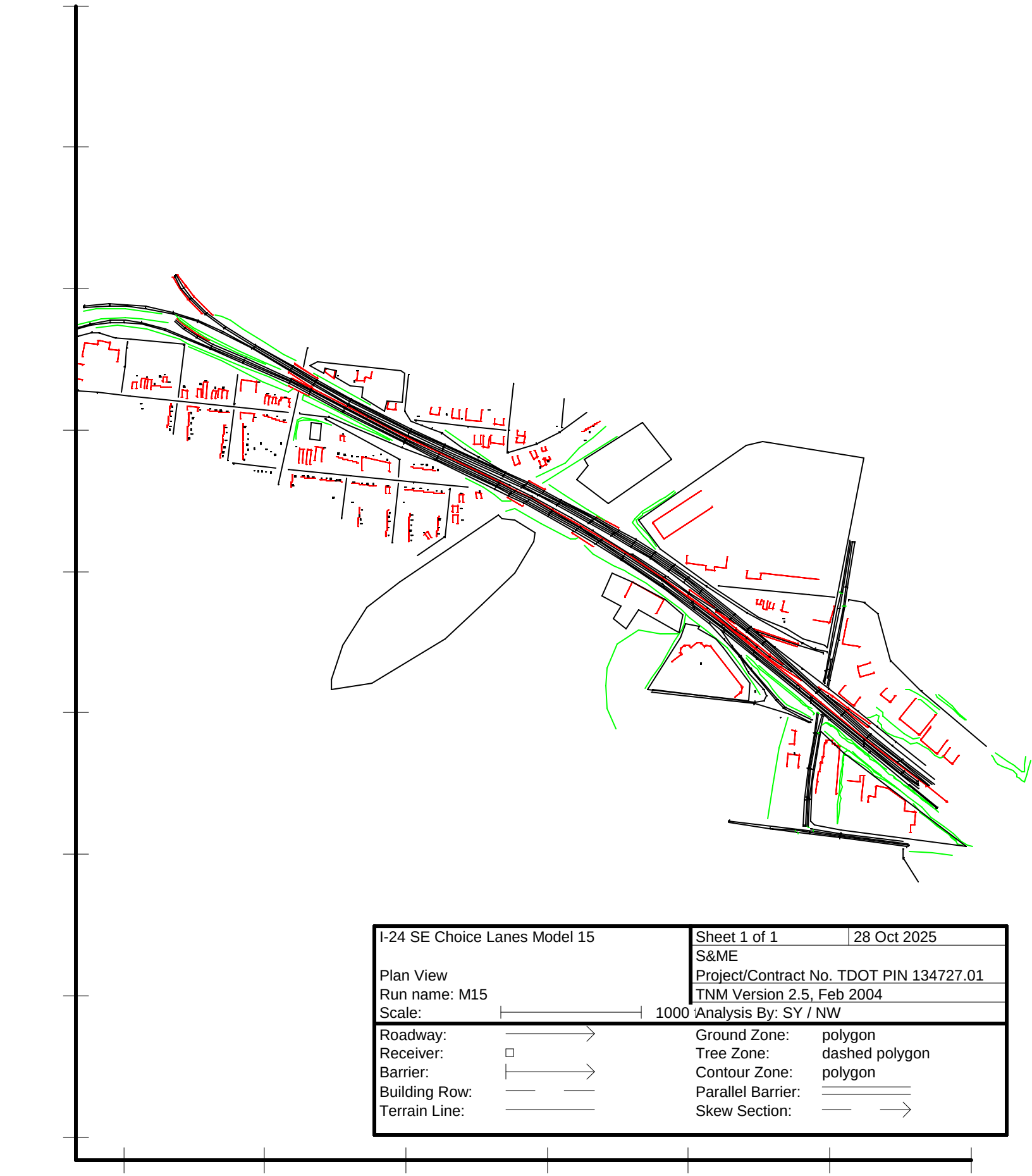
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

1746000 1747000 1748000 1749000 1750000 1751000

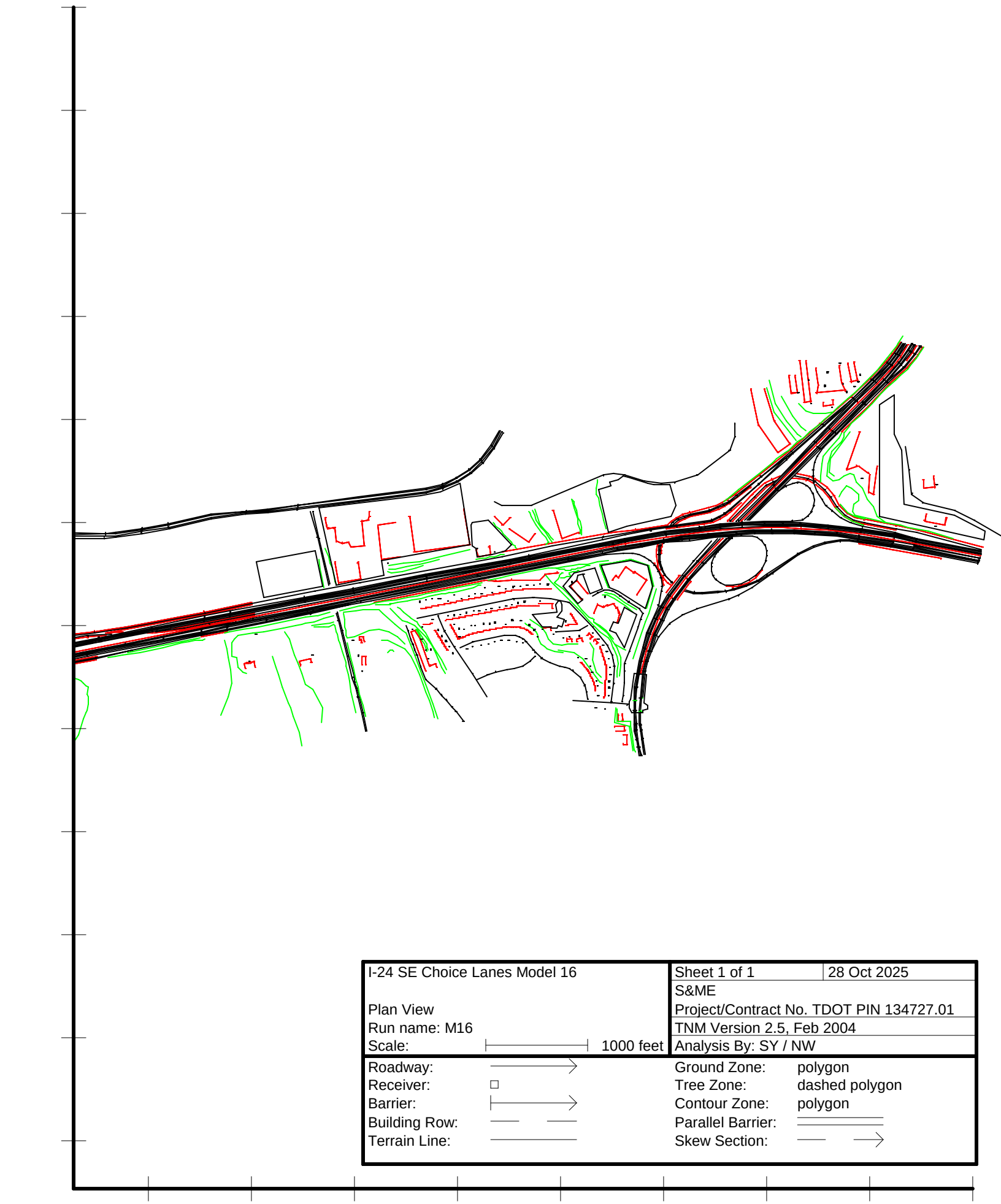


I-24 SE Choice Lanes Model 14	Sheet 1 of 1 | 28 Oct 2025
	S&ME
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: M14	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: SY / NW

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

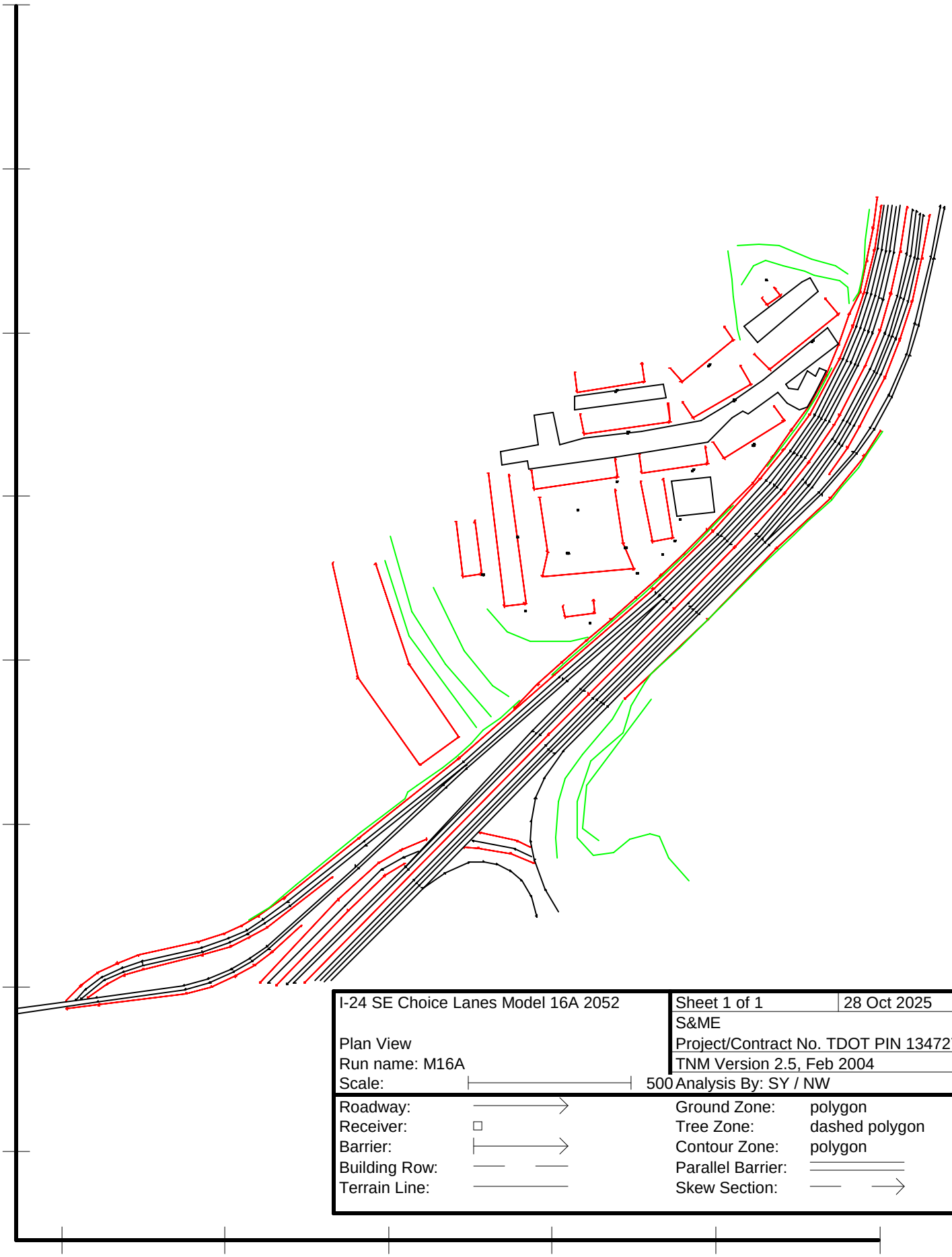


I-24 SE Choice Lanes Model 15		Sheet 1 of 1	28 Oct 2025
		S&ME	
Plan View		Project/Contract No. TDOT PIN 134727.01	
Run name: M15		TNM Version 2.5, Feb 2004	
Scale:	1000 ft	Analysis By: SY / NW	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



I-24 SE Choice Lanes Model 16	Sheet 1 of 1 | 28 Oct 2025
	S&ME
Plan View	Project/Contract No. TDOT PIN 134727.01
Run name: M16	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: SY / NW

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



I-24 SE Choice Lanes Model 16A 2052	Sheet 1 of 1	28 Oct 2025
	S&ME	
Plan View	Project/Contract No. TDOT PIN 134727.01	
Run name: M16A	TNM Version 2.5, Feb 2004	
Scale: 500	Analysis By: SY / NW	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Davidson and Rutherford**
PIN	**134727.00**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Dana Ragusa**
Date Checklist Completed	**9/30/25**

TNM Run	**Model 1**		**Build 2052 w/o barriers**
Input	**Task**	**Complete?**	**Notes**
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	
	Points tied to stationing if available	☐	**Stationing not provided**
	Roadways modeled on structure as appropriate	☒	
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist**
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; spot checked mainlines and those seem to be correct**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 1		Build 2052 w/o barriers
Input	**Task**	**Complete?**	**Notes**
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☒	**Elevations not confirmed, but second story heights are modeled correctly**
	Enough receivers modeled (for impacts and benefits)	☐	**Will confirm in noise report**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**Will confirm in barrier models**
	Barrier names assigned	☐	**Will confirm in barrier models**
	Barrier points named by stationing or length	☐	**Will confirm in barrier models**
	Barrier heights assigned	☐	**Will confirm in barrier models**
	Elevations appear to be correct	☐	**Will confirm in barrier models**
	Increment and #up/down assigned	☐	**Will confirm in barrier models**

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 1		Build 2052 w/o barriers
Input	**Task**	**Complete?**	**Notes**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in barrier models**
Building Rows	Building rows modeled per FHWA Guidance	☒	
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Height and percentage assigned	☒	
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☒	**Labeled by number line**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☒	**Labeled by number line**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Davidson and Rutherford**
PIN	**134727.00**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Dana Ragusa**
Date Checklist Completed	**9/30/25**

TNM Run	**Model 2**		**Build 2052 w/o barriers**
Input	**Task**	**Complete?**	**Notes**
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	
	Points tied to stationing if available	☐	**Stationing not provided**
	Roadways modeled on structure as appropriate	☒	
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist**
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; spot checked mainlines and those seem to be correct**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☐	**Not applicable**

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 2		Build 2052 w/o barriers
Input	**Task**	**Complete?**	**Notes**
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☐	**Not applicable**
	Enough receivers modeled (for impacts and benefits)	☐	**Will confirm in noise report**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**Will confirm in barrier models**
	Barrier names assigned	☐	**Will confirm in barrier models**
	Barrier points named by stationing or length	☐	**Will confirm in barrier models**
	Barrier heights assigned	☐	**Will confirm in barrier models**
	Elevations appear to be correct	☐	**Will confirm in barrier models**
	Increment and #up/down assigned	☐	**Will confirm in barrier models**

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 2		Build 2052 w/o barriers
Input	**Task**	**Complete?**	**Notes**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in barrier models**
Building Rows	Building rows modeled per FHWA Guidance	☒	
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Height and percentage assigned	☒	
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☒	**Labeled by number line**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☒	**Labeled by number line**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutherford**
PIN	**134727**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Will Packard, Jacobs**
Date Checklist Completed	**10/10/2025**

Input	Task	Complete?	Notes
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	
	Points tied to stationing if available	☐	**May be tied to stationing but not provided in model**
	Roadways modeled on structure as appropriate	☒	
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist, elevation of TNM roadways relative to other TNM objects seem correct based on perspective view**
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; spot checked roadways and those**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
			seem to be correct. Some roadways do not have traffic. Assumed lack of traffic data but modeled to represent pavement. However, seems like OG Almaville EB RT 1 and Almaville EB RT 2 should have traffic volumes but won't make much difference on noise levels
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☒	
	Enough receivers modeled (for impacts and benefits)	☐	**Appears so but will confirm in noise report**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**This model does not include noise abatement. Will confirm in noise report**
	Barrier names assigned	☐	**Will confirm in noise report**
	Barrier points named by stationing or length	☐	**Will confirm in noise report**
	Barrier heights assigned	☐	**Will confirm in noise report**
	Elevations appear to be correct	☐	**Will confirm in noise report**
	Increment and #up/down assigned	☐	**Will confirm in noise report**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in noise report**
Building Rows	Building rows modeled per FHWA Guidance	☒	
	Elevations appear to be correct	☐	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Height and percentage assigned	☒	
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☐	**Labeled terrain lines by number**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate.**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☐	**Labeled Ground Zones by number**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	**no errors in model received**

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Davidson and Rutherford**
PIN	**134727**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Will Packard, Jacobs; Sarah Yeldell, S&ME**
Date Checklist Completed	**10/2/2025**

Input	Task	Complete?	Notes
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	**Northeast of model: Sam Ridley and Industrial may not be extended far enough to encompass all traffic noise at receivers Industrial 991and 999. Consider extending roadways ROADWAYS EXTENDED**
	Points tied to stationing if available	☐	**May be tied to stationing but not provided in model**
	Roadways modeled on structure as appropriate	☒	
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist. Elevation of**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
			TNM roadways relative to other TNM objects seem correct based on perspective view
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; spot checked roadways and those seem to be correct. Some roadways do not have traffic. Assumed lack of traffic data but modeled to represent pavement**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☒	
	Enough receivers modeled (for impacts and benefits)	☒	**Appears to be. Will confirm in noise report**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
Barriers	Significant buildings modeled	☐	**The Stonecrest building has a 0 elevation point that needs correcting. There are some building barriers modeled that are not likely shielding or affecting noise propagation to any receivers. Consider removing as model run speed will improve. BUILDING ELEVATION CORRECTED**
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**This model does not include noise abatement. Will confirm in noise report**
	Barrier names assigned	☐	**Will confirm in noise report**
	Barrier points named by stationing or length	☐	**Will confirm in noise report**
	Barrier heights assigned	☐	**Will confirm in noise report**
	Elevations appear to be correct	☐	**Will confirm in noise report**
	Increment and #up/down assigned	☐	**Will confirm in noise report**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in noise report**
Building Rows	Building rows modeled per FHWA Guidance	☒	
	Elevations appear to be correct	☐	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Height and percentage assigned	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☐	**Labeled terrain lines by number**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate.**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☐	**Labeled Ground Zones by number**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	**no errors in model received**

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Davidson and Rutherford**
PIN	**134727**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Will Packard, Jacobs; Sarah Yeldell, S&ME**
Date Checklist Completed	**9/30/25; EDITED 10/5/2025**

Input	Task	Complete?	Notes
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	
	Points tied to stationing if available	☐	**May be tied to stationing but not provided in model**
	Roadways modeled on structure as appropriate	☐	
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist, elevation of TNM roadways relative to other TNM objects seem correct based on perspective view**
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; spot checked roadways and those**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
			seem to be correct. Some roadways do not have traffic. Assumed lack of traffic data but modeled to represent pavement
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☐	**Some flow control may be missing at the intersection of Waldron and Enterprise/Industrial.** **ADDED FLOW CONTROL TO:** Waldron WB RT to Centerpointe WB Waldron WB (3) 1 Waldron WB (3) 2 Waldron EB (9) 2
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☐	**Does not appear to be any second story units**
	Enough receivers modeled (for impacts and benefits)	☐	**Will confirm in noise report**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
Barriers	Significant buildings modeled	☒	**There are many building barriers modeled that are not likely shielding or affecting noise propagation to any receivers, especially the very southern portion of the model. Consider removing as model run speed will improve. Left buildings in, just in case additional receivers are identified later.**
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**This model does not include noise abatement. Will confirm in noise report**
	Barrier names assigned	☐	**Will confirm in noise report**
	Barrier points named by stationing or length	☐	**Will confirm in noise report**
	Barrier heights assigned	☐	**Will confirm in noise report**
	Elevations appear to be correct	☐	**Will confirm in noise report**
	Increment and #up/down assigned	☐	**Will confirm in noise report**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in noise report**
Building Rows	Building rows modeled per FHWA Guidance	☒	
	Elevations appear to be correct	☐	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Height and percentage assigned	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☐	**Labeled terrain lines by number**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate.**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☒	**Labeled Ground Zones by number**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	**no errors in model received**

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Davidson and Rutherford**
PIN	**134727**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Will Packard, Jacobs; Sarah Yeldell, S&ME**
Date Checklist Completed	**10/1/25; EDITED 10/5/2025**

Input	Task	Complete?	Notes
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	**Likely won't make a significant difference in noise levels, but the Old Hickory to I-24 EB width is 12 feet. Seems like it should be wider** **WIDENED:** OH EB RT to I-24 EB (24 FT) Old Hickory to I-24 EB (30 FT) OH EB (2) (14 FT)
	Points tied to stationing if available	☐	**May be tied to stationing but not provided in model**
	Roadways modeled on structure as appropriate	☐	**Old Hickory Road is not modeled on structure over I-24, but no receptors are modeled within 1000 feet so**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
			may not make a difference **ADDED ROADWAYS OVER I-24:** OH EB (5) 2 Oh EB (5) 1 OH WB (7) 1 OH WB (7) 2
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist, elevation of TNM roadways relative to other TNM objects seem correct based on perspective view**
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; spot checked roadways and those seem to be correct. Some roadways do not have traffic. Assumed lack of traffic data but modeled to represent pavement**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Enough receivers modeled (for impacts and benefits)	☐	**Appears so but will confirm in noise report**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	**There are many building barriers modeled that are not likely shielding or affecting noise propagation to any receivers, especially the very southern portion of the model. Consider removing as model run speed will improve. Similar thought for some terrain and ground zones**
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**This model does not include noise abatement. Will confirm in noise report**
	Barrier names assigned	☐	**Will confirm in noise report**
	Barrier points named by stationing or length	☐	**Will confirm in noise report**
	Barrier heights assigned	☐	**Will confirm in noise report**
	Elevations appear to be correct	☐	**Will confirm in noise report**
	Increment and #up/down assigned	☐	**Will confirm in noise report**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in noise report**
Building Rows	Building rows modeled per FHWA Guidance	☐	**Not applicable, no building rows modeled**
	Elevations appear to be correct	☐	**Not applicable**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Height and percentage assigned	☐	**Not applicable**
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☐	**Labeled terrain lines by number**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate.**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	**Consider GZ at Old Hickory 13126 (Church). May make a difference if abatement is modeled here** **ADDED GROUND ZONE 5**
	Ground zone names assigned	☒	**Labeled Ground Zones by number**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	**no errors in model received**

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Davidson and Rutherford**
PIN	**134727.00**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Steven Margherita**
Date Checklist Completed	**10/01/25**

Input	Task	Complete?	Notes
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	
	Points tied to stationing if available	☐	**Stationing not provided**
	Roadways modeled on structure as appropriate	☒	
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist**
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; spot checked mainlines and those seem to be correct**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs,	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	and On-Ramps.)		
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Crossings 5700 receivers not placed in order of traffic flow**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☒	**Elevations not confirmed, but second story heights are modeled correctly**
	Enough receivers modeled (for impacts and benefits)	☐	**Will confirm in noise report**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**Will confirm in barrier models**
	Barrier names assigned	☐	**Will confirm in barrier models**
	Barrier points named by stationing or length	☐	**Will confirm in barrier models**
	Barrier heights assigned	☐	**Will confirm in barrier models**
	Elevations appear to be correct	☐	**Will confirm in barrier models**
	Increment and #up/down assigned	☐	**Will confirm in barrier models**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in barrier models**
Building Rows	Building rows modeled per FHWA Guidance	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
	Height and percentage assigned	☐	**Not applicable**
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☐	**Terrain lines have default names**
	Elevations appear to be correct	☒	
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☐	**Ground zones have default names**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Davidson and Rutherford**
PIN	**134727.00**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Steven Margherita, Jacobs; Sarah Yeldell, S&ME**
Date Checklist Completed	**10/01/25; EDITED 10/7/25**

Input	Task	Complete?	Notes
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	
	Points tied to stationing if available	☐	**Stationing not provided**
	Roadways modeled on structure as appropriate	☒	
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist**
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; spot checked mainlines and those seem to be correct**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs,	☐	**Bell RT to I-24 EB is set to on ramp, while those around it are set to signal.**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	and On-Ramps.)		Cane Ridge EB 1, Cane Ridge EB 2, Bell to I-24 CL EB are set to signal with a speed constraint set to 20, which seems wrong for a traffic signal. Bell WB (3) 1 and Bell WB (3) 2 seem odd as well, with 100% of vehicles affected. Signal speed constraint of 20 also from this intersection. A 20 mph speed constraint is standard FHWA practice for cross streets where the roadway is modeled as starting on the far side of the intersection. **CHANGED:** Bell EB to I-24 WB to Signal (20 mph) Bell RT to I-24 EB to Signal (0 mph) Bell WB to I-24 EB to Signal (20 mph) Bell to I-24 CL EB to 50% affected Bell WB (3) 1 to 50% affected Bell WB (3) 2 to 50% affected HH to I-24 CL WB (1) and (2) split HH to I-24 CL WB (1) to Signal (20 mph) HH to I-24 CL WB (2) to Onramp (45 mph)

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☒	
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☒	**Elevations not confirmed, but second story heights are modeled correctly**
	Enough receivers modeled (for impacts and benefits)	☐	**Will confirm in noise report**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	
	Parapets, etc. modeled	☒	**Does not include retaining wall below I-24 grade, between I-24 EB and I-24 CL EB** **Does not include retaining wall at CL ramps from HH**
	Perturbable barriers modeled as applicable	☐	**Will confirm in barrier models**
	Barrier names assigned	☐	**Will confirm in barrier models**
	Barrier points named by stationing or length	☐	**Will confirm in barrier models**
	Barrier heights assigned	☐	**Will confirm in barrier models**
	Elevations appear to be correct	☐	**Will confirm in barrier models**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Increment and #up/down assigned	☐	**Will confirm in barrier models**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in barrier models**
Building Rows	Building rows modeled per FHWA Guidance	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
	Height and percentage assigned	☐	**Not applicable**
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☐	**Terrain lines have default names**
	Elevations appear to be correct	☒	
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☐	**Ground zones have default names**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Davidson and Rutherford**
PIN	**134727.00**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Dana Ragusa, Jacobs; Sarah Yeldell, S&ME**
Date Checklist Completed	**10/02/25**

TNM Run	**Model**		**Build 2052 w/o barriers**
Input	**Task**	**Complete?**	**Notes**
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☐	**See notes below**
	Points tied to stationing if available	☐	**Stationing not provided**
	Roadways modeled on structure as appropriate	☒	
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist**
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; spot checked mainlines and those seem to be correct; However, see notes below**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs,	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model		Build 2052 w/o barriers
Input	**Task**	**Complete?**	**Notes**
	and On-Ramps.)		
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☐	**Elevations not confirmed, but second story heights are modeled correctly for most except as noted below**
	Enough receivers modeled (for impacts and benefits)	☐	**Will confirm in noise report**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**Will confirm in barrier models**
	Barrier names assigned	☐	**Will confirm in barrier models**
	Barrier points named by stationing or length	☐	**Will confirm in barrier models**
	Barrier heights assigned	☐	**Will confirm in barrier models**
	Elevations appear to be	☐	**Will confirm in barrier models**

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model		Build 2052 w/o barriers
Input	**Task**	**Complete?**	**Notes**
	correct		
	Increment and #up/down assigned	☐	**Will confirm in barrier models**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in barrier models**
Building Rows	Building rows modeled per FHWA Guidance	☒	
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Height and percentage assigned	☒	
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☒	**Labeled by number line**
	Elevations appear to be correct	☐	**Elevations not confirmed, but spot checked using skew view and seems appropriate; see notes about some overlapping with barriers**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☒	**Labeled by number line**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model		Build 2052 w/o barriers
Input	**Task**	**Complete?**	**Notes**
	and checked for accuracy		
Input Check	Input Check completed and errors fixed/documented	☒	

Model notes:

- If there is traffic on roadways, suggest using the same coordinates where number of lanes or traffic changes occur to make sure the model knows this is continuous. Example: Apache WB point 761 and Apache / Bart point 880
- Haywood has speed of 20 mph in several locations, is that correct? **Yes, using 20 mph as slowing to intersection.**
- Speeds differ on Haywood to I-24 CL EB and WB **Corrected to 70 mph with on ramp speed constraint of 0**
- Traffic distribution on I-24 EB on-ramp from Haywood is not correct. I think total is 979, but small segment should be 374? **Corrected traffic on Haywood WB to I-24 EB**
- Traffic provided on portions of Apache, but not for other portions. **Traffic not provided for Apache/Bart**
- Traffic is not provided on I-24 CL WB (10) **Added traffic for I-24 CL WB (10) 1 and 2**
- There is a terrain line 69 and barrier I-24 EB at Apache on top of each other. This could cause run issues with the model. Double check other areas along this stretch as needed. **The terrain line and barrier are close but do not intersect. The terrain line is marking the top of the retaining wall.**
- Noise levels for receivers Haywood 207, Creekside 3835 and 3833 may be lower since roadways do not extend at least 500 feet past the receivers. However, only local roads so may be fine. **Double-checked, and roads do extend outside the 500-ft radius from the receivers.**
- I-24 EB (13) has road width of 12 feet while I-24 WB (22) has road width of 14 feet. If making changes to model, I would update for consistency. If not, there is overlap so not a big deal. **Changed width on I-24 EB (13) 3 to 12 feet.**
- Double check receiver heights for Apache 3939 Levels 1 – 3 **Fixed heights for Apache 3939 (3) Levels 1 and 2.**
- Confirming receiver heights are second story for Barella 4979, 4991, and 4995 since not labeled as level 2 **All are elevated balconies.**

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Rutherford**
PIN	**134727**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Will Packard, Jacobs; Sarah Yeldell, S&ME**
Date Checklist Completed	**10/13/2025**

Input	Task	Complete?	Notes
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	**There are some areas where 12-foot roadway widths may not be covering the extent of pavement such as Harding and the north part of Ezell. Double check widths.** **Divided portion of Linbar set to 24 ft width.** **Suggestion: some ramps, choice lanes and local roadways could tie in more closely to intersecting roadways**
	Points tied to stationing if available	☐	**May be tied to stationing but not provided in model**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Roadways modeled on structure as appropriate	☒	
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist, elevation of TNM roadways relative to other TNM objects seem correct based on perspective view**
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; most roadways have traffic. However, I-24 CL EB lanes do not have traffic.** **I-24 CL EB traffic added.** **Apache does not have traffic and seems like it should.** **No traffic data provided for Apache aside from intersection with Harding.** **Harding EB, WB and turn lanes have no traffic at the I-24 overpass** **Traffic removed to address invalid results. Traffic added under bridge.**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be	☒	**Elevations not confirmed, but**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	correct		**spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☒	
	Enough receivers modeled (for impacts and benefits)	☐	**Appears so but will confirm in noise report. Assuming that this model does not include receptors north and south of the interchanges.**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**This model does not include noise abatement. Will confirm in noise report**
	Barrier names assigned	☐	**Will confirm in noise report**
	Barrier points named by stationing or length	☐	**Will confirm in noise report**
	Barrier heights assigned	☐	**Will confirm in noise report**
	Elevations appear to be correct	☐	**Will confirm in noise report**
	Increment and #up/down assigned	☐	**Will confirm in noise report**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in noise report**
Building Rows	Building rows modeled per FHWA Guidance	☒	**If there are no receptors being analyzed north of the Harding Interchange, seems like many of these building rows could**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
			be removed.
	Elevations appear to be correct	☐	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Height and percentage assigned	☒	
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☐	**Labeled terrain lines by number**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate.**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☐	**Labeled Ground Zones by number**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	**no errors in model received**

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Davidson**
PIN	**134727**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Will Packard, Jacobs**
Date Checklist Completed	**10/14/2025**

Input	Task	Complete?	Notes
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	**Some I-24 ramps have a large gap as they tie into Harding, such as the ramps at the Harding interchange. Recommend tying in closer to roadways where receivers are close by.**
	Points tied to stationing if available	☐	**May be tied to stationing but not provided in model**
	Roadways modeled on structure as appropriate	☐	**Harding underpass is not continuous. I-24 would typically be modeled on structure over Harding. Antioch is not continuous where it would typically be**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
			modeled on structure over I-24.
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist, elevation of TNM roadways relative to other TNM objects seem correct based on perspective view**
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; appears traffic is included in all relevant roadways. Local roads without traffic assumed to lack data and modeled as pavement. Speeds fluctuate on some roadways, but it looks like the purpose is to model changes in speed limit or deceleration**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☒	
	Enough receivers modeled	☐	**Appears so but will confirm in**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	(for impacts and benefits)		**noise report. Assuming that this model does not include receptors north and south of the interchanges.**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**This model does not include noise abatement. Will confirm in noise report**
	Barrier names assigned	☐	**Will confirm in noise report**
	Barrier points named by stationing or length	☐	**Will confirm in noise report**
	Barrier heights assigned	☐	**Will confirm in noise report**
	Elevations appear to be correct	☐	**Will confirm in noise report**
	Increment and #up/down assigned	☐	**Will confirm in noise report**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in noise report**
Building Rows	Building rows modeled per FHWA Guidance	☒	
	Elevations appear to be correct	☐	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Height and percentage assigned	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☐	**Labeled terrain lines by number**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate.**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☐	**Labeled Ground Zones by number**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	**no errors in model received**

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Davidson and Rutherford**
PIN	**134727.00**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Dana Ragusa, Jacobs; Sarah Yeldell, S&ME**
Date Checklist Completed	**10/14/25**

TNM Run	**Model 1**		**Build 2052 w/o barriers**
Input	**Task**	**Complete?**	**Notes**
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	**See notes below**
	Points tied to stationing if available	☐	**Stationing not provided**
	Roadways modeled on structure as appropriate	☒	
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist**
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; spot checked mainlines and those seem to be correct**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 1		Build 2052 w/o barriers
Input	**Task**	**Complete?**	**Notes**
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☒	**Elevations not confirmed, but second story heights are modeled correctly; see also notes below**
	Enough receivers modeled (for impacts and benefits)	☐	**Will confirm in noise report**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**Will confirm in barrier models**
	Barrier names assigned	☐	**Will confirm in barrier models**
	Barrier points named by stationing or length	☐	**Will confirm in barrier models**
	Barrier heights assigned	☐	**Will confirm in barrier models**
	Elevations appear to be correct	☐	**Will confirm in barrier models**

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 1		Build 2052 w/o barriers
Input	**Task**	**Complete?**	**Notes**
	Increment and #up/down assigned	☐	**Will confirm in barrier models**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in barrier models**
Building Rows	Building rows modeled per FHWA Guidance	☒	
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Height and percentage assigned	☒	
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☒	**Labeled by number line**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☒	**Labeled by number line**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Model Notes:

- I-24 CL WB (11) 1 and 2 – does speed change from 70 to 55 mph? **Corrected to 65 mph**
- I-24 WB (26) and I-24 EB (9) – does speed change from 65 mph to 55mph? **Yes**
- I-24 WB to Briley (1) and Briley EB to I-24 EB – speed is 70 mph? **Corrected to 55 mph, then tapered down**
- Double check roadway widths where lanes merge or split:
    - I-24 EB (6) 1 – 18 feet inside lane vs 24 feet inside lane?
    - I-24 WB (28) 5 – 24 feet outside lane vs 36 feet outside lane?
    - I-24 EB (6) 4 (14 feet) and I-24 EB (7) 4 (36 feet) and I-24 EB to Briley 1 (36 feet)
    - I-24 EB (8) 4 (14 feet) and I-24 EB (7) 4 (36 feet)
    - Briley EB to I-24 EB (12 feet) and I-24 EB (8) 5 (14 feet)
    - I-24 WB (26A) 4 (36 feet) and I-24 WB (27) 4 (36 feet) and I-24 WB to Briley (1) (36 feet)
- General roadway connections. Typically, we model all roadways connecting and continuous and cut/split barriers on structure as needed. I think these were areas where the model was giving you errors and why you had to split roads and barriers?
- Glencliff common area and garden have zero dwelling units. **Equivalent residences from TDOT-approved sheet**
- Glenmont 104 has zero dwelling units. **Equivalent residences from TDOT-approved sheet**
- Are all the measurement points updated based on recent field work? **No**
- Twin oaks 244 bldg A level 2 with height of 5 feet. Which is correct? **15 ft**
- Twin oaks 244 bldg C level 3 with height of 15 feet. Which is correct? **15 ft – Building is on a slope; front of building is offset 1 story from the back**
- Twin Oaks 244 Bldg C Levels 2 and 1 with height of 5 feet. Should there be two receivers? **Represents both because of building slope**
- Twin Oaks 244 Bldg D Level 2 with height of 5 feet. Which is correct? **15 ft**
- Twin Oaks 244 Bldg D Level 3 with height of 5 feet. Which is correct? **25 ft**
- Twin Oaks 244 Bldg T Level 2 with height of 5 feet. Which is correct? **15 ft**
- Twin Oaks 244 Bldg U Level 2 with height of 5 feet. Which is correct? **15 ft**
- Twin Oaks 244 Bldg V Level 2 with height of 5 feet. Which is correct? **15 ft**

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes Model 13A**
County	**Davidson**
PIN	**134727**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Will Packard, Jacobs**
Date Checklist Completed	**10/16/2025**

Input	Task	Complete?	Notes
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	**Double check that Plus Park 14 feet width per lane is wide enough**
	Points tied to stationing if available	☐	**May be tied to stationing but not provided in model**
	Roadways modeled on structure as appropriate	☒	**Some roadways at intersection not on structure, but it's understood roadways on structure could have been causing invalidated receptor results**
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist, elevation of TNM roadways relative to**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
			other TNM objects seem correct based on perspective view
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; See notes for missing traffic on roadways/segments. Local roads without traffic are assumed to lack data and modeled as pavement.**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☐	**NA, none required in model**
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☒	
	Enough receivers modeled (for impacts and benefits)	☐	**Appears so but will confirm in noise report.**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☒	**See notes: This model does not include noise new abatement. Will confirm in noise report. Existing noise barrier north of I-440 modeled. Assumed existing barrier south of I-440 needs to be removed to construct the project. Please confirm**
	Barrier names assigned	☐	**Will confirm in noise report**
	Barrier points named by stationing or length	☐	**Will confirm in noise report**
	Barrier heights assigned	☐	**Will confirm in noise report**
	Elevations appear to be correct	☐	**Will confirm in noise report**
	Increment and #up/down assigned	☐	**Will confirm in noise report**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in noise report**
Building Rows	Building rows modeled per FHWA Guidance	☒	
	Elevations appear to be correct	☐	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Height and percentage assigned	☒	
Terrain Lines	Terrain features modeled	☒	**See notes**
	Terrain line names assigned	☐	**Labeled terrain lines by number**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate.**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Ground zone names assigned	☐	**Labeled Ground Zones by number**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	**no errors in model received**

Notes:
Missing traffic: ***I-24 EB to I-440 WB (segments 687 and 688)***
I-24 CL EB (3) 1
I-24 CL EB (3) 2
I-24 CL EB to I-440 CL WB (1) 1 (segment 768 and 769)
I-24 CL EB to I-440 CL WB (1) 2 (segment 777 778)
I-24 CL EB to I-24 CL WB (2) (segment 783)
Terrain: There is a very sharp cliff adjacent to the Park Place 221 apartments. This area terrain is modeled as more of a gradual change. There may be additional shielding to first and possibly second floor receivers if this cliff was modeled. If this terrain is not modified due to the project design, consider updating the terrain here. Unsure to what the extent this would change noise levels

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes Model 13B**
County	**Davidson**
PIN	**134727**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Will Packard, Jacobs**
Date Checklist Completed	**10/17/2025**

Input	Task	Complete?	Notes
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	
	Points tied to stationing if available	☐	**May be tied to stationing but not provided in model**
	Roadways modeled on structure as appropriate	☒	**Some overpasses not modeled on structure. Understood this may be to avoid invalidated receivers**
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist, elevation of TNM roadways relative to other TNM objects seem correct based on perspective view**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; Local roads without traffic are assumed to lack data and modeled as pavement.**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☐	**Flow control may be missing on Foster SB (2)**
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☒	
	Enough receivers modeled (for impacts and benefits)	☐	**Appears so but will confirm in noise report.**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	**Barrier 275 does not have a height**
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**No proposed noise barriers in model. Existing noise barriers modeled with height**
	Barrier names assigned	☐	**Will confirm in noise report**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Barrier points named by stationing or length	☐	**Will confirm in noise report**
	Barrier heights assigned	☐	**Will confirm in noise report**
	Elevations appear to be correct	☐	**Will confirm in noise report**
	Increment and #up/down assigned	☐	**Will confirm in noise report**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in noise report**
Building Rows	Building rows modeled per FHWA Guidance	☒	
	Elevations appear to be correct	☐	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Height and percentage assigned	☒	
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☐	**Labeled terrain lines by number**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate.**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☐	**Labeled Ground Zones by number**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	**no errors in model received**

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Davidson**
PIN	**134727**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Will Packard, Jacobs**
Date Checklist Completed	**10/15/2025**

Input	Task	Complete?	Notes
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☐	**Murf loop ramps are model at 12 feet wide. Should these be wider?**
	Points tied to stationing if available	☐	**May be tied to stationing but not provided in model**
	Roadways modeled on structure as appropriate	☐	**Not all roadways are modeled on structure through the interchange.**
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist, elevation of TNM roadways relative to other TNM objects seem correct based on perspective view**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; appears traffic is included in all relevant roadways. Local roads without traffic assumed to lack data and modeled as pavement. Speeds fluctuate on some roadways, but it looks like the purpose is to model changes in speed limit or deceleration**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☒	
	Enough receivers modeled (for impacts and benefits)	☐	**Appears so but will confirm in noise report.**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**This model does not include noise abatement. Will confirm in noise report**
	Barrier names assigned	☐	**Will confirm in noise report**
	Barrier points named by stationing or length	☐	**Will confirm in noise report**
	Barrier heights assigned	☐	**Will confirm in noise report**
	Elevations appear to be correct	☐	**Will confirm in noise report**
	Increment and #up/down assigned	☐	**Will confirm in noise report**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in noise report**
Building Rows	Building rows modeled per FHWA Guidance	☐	**NA, no building rows included in model**
	Elevations appear to be correct	☐	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Height and percentage assigned	☒	
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☐	**Labeled terrain lines by number**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate.**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☐	**Labeled Ground Zones by number**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	**no errors in model received**

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes**
County	**Davidson and Rutherford**
PIN	**134727.00**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Dana Ragusa**
Date Checklist Completed	**10/15/25**

TNM Run	**Model 15**		**Build 2052 w/o barriers**
Input	**Task**	**Complete?**	**Notes**
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	
	Points tied to stationing if available	☐	**Stationing not provided**
	Roadways modeled on structure as appropriate	☒	
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist**
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; spot checked mainlines and those seem to be correct**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 15		Build 2052 w/o barriers
Input	**Task**	**Complete?**	**Notes**
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report; see also notes below**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☒	**Elevations not confirmed, but second story heights are modeled correctly; see also notes below**
	Enough receivers modeled (for impacts and benefits)	☐	**Will confirm in noise report**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**Will confirm in barrier models**
	Barrier names assigned	☐	**Will confirm in barrier models**
	Barrier points named by stationing or length	☐	**Will confirm in barrier models**
	Barrier heights assigned	☐	**Will confirm in barrier models**
	Elevations appear to be correct	☐	**Will confirm in barrier models**

TN TDOT Department of Transportation

TNM Modeling Checklist

TNM Run	Model 15		Build 2052 w/o barriers
Input	**Task**	**Complete?**	**Notes**
	Increment and #up/down assigned	☐	**Will confirm in barrier models**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in barrier models**
Building Rows	Building rows modeled per FHWA Guidance	☒	
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Height and percentage assigned	☒	**See also notes below**
Terrain Lines	Terrain features modeled	☒	**See also notes below**
	Terrain line names assigned	☒	**Labeled by number line**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☒	**Labeled by number line**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Model Notes:

- Zero dwelling units at:
  - Elm Hill 820
  - Fesslers 505
  - Green 146
  - Hermitage 237
  - Hermitage 245 rooftop
  - Rundle 680
- Fain 132 has height of 15 feet, but not labeled as level 2?
- Keith 19 has height of 25 feet, but not labeled as level 3?
- Little Green 177 has height of 25 feet, but not labeled as level 3?
- Maury 99 has height of 15 feet, but not labeled as level 2?
- Some building rows modeled at 80% building coverage. Per policy, if 80% or more, than model as barriers. Ok for now since the receivers behind these may or may not be impacted or benefited.
- Double check road widths where there are breaks. For example, I-40 WB (13) 1 and 2, should both be 36 feet?
- If you get invalid results for some receivers, it could be from:
  - the intersection of ground zone 5 with terrain lines 21, 19, and 18;
  - the intersection of ground zone 3 with Calhoun Road; or
  - the on structure and overlap of roadways and barriers
-

TN TDOT Department of Transportation

TNM Modeling Checklist

Project	**I-24 Southeast Choice Lanes Model 16**
County	**Davidson**
PIN	**134727**
Project Number	**R3BVAR**
Project Plans Description and Date	
Traffic Data Source and Date	**HNTB 07/2025**
TNM Modeler	**S&ME**
Date Checklist Completed	
TNM Reviewer	**Will Packard, Jacobs**
Date Checklist Completed	**10/15/2025**

Input	Task	Complete?	Notes
Setup	Run Information	☒	
	General	☒	
Roadways	Roadway names assigned	☒	
	Widths and Lengths of All Roadways per Guidance	☒	**See notes**
	Points tied to stationing if available	☐	**May be tied to stationing but not provided in model**
	Roadways modeled on structure as appropriate	☐	**Some roadways at intersection not on structure and west portion of I-40 not modeled on structure.**
	Elevations appear to be correct	☐	**Elevations provided by designers; not confirmed by noise specialist, elevation of TNM roadways relative to other TNM objects seem correct based on perspective view**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Traffic Volumes and Speeds on all Roadways	☐	**Traffic already approved; appears traffic is included in all relevant roadways. Local roads without traffic assumed to lack data and modeled as pavement. Speeds fluctuate on some roadways, but it looks like the purpose is to model changes in speed limit or deceleration**
	Traffic Flow Control Devices Modeled (Traffic, Signals, Stop Signs, and On-Ramps.)	☒	
Receivers	Receivers named by address or stationing; "M" identifies measurement receivers	☒	**Receivers labeled by addresses and measurement receivers labeled as "MP"**
	Number of dwelling units set for each receiver (if applicable)	☐	**Will confirm correct number in noise report**
	Receivers in order of adjacent traffic flow	☐	**Labeled by addresses, not receiver numbers**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Elevations at second-story locations at appropriate heights (if applicable)	☒	
	Enough receivers modeled (for impacts and benefits)	☐	**Appears so but will confirm in noise report.**
	NAC set per State's Policy for each receiver/ land use	☐	**Will confirm in noise report**
	Noise Reduction set per State's Policy	☐	**Will confirm in noise report**
	Substantial Increase set per State's Policy	☐	**Will confirm in noise report**
Barriers	Significant buildings modeled	☒	

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Parapets, etc. modeled	☒	
	Perturbable barriers modeled as applicable	☐	**This model does not include noise abatement. Will confirm in noise report**
	Barrier names assigned	☐	**Will confirm in noise report**
	Barrier points named by stationing or length	☐	**Will confirm in noise report**
	Barrier heights assigned	☐	**Will confirm in noise report**
	Elevations appear to be correct	☐	**Will confirm in noise report**
	Increment and #up/down assigned	☐	**Will confirm in noise report**
	Barriers modeled on structure as appropriate and shielded lists are correct	☐	**Will confirm in noise report**
Building Rows	Building rows modeled per FHWA Guidance	☒	
	Elevations appear to be correct	☐	**Elevations not confirmed, but spot checked using skew view and seems appropriate**
	Height and percentage assigned	☒	
Terrain Lines	Terrain features modeled	☒	
	Terrain line names assigned	☐	**Labeled terrain lines by number**
	Elevations appear to be correct	☒	**Elevations not confirmed, but spot checked using skew view and seems appropriate.**
Ground Zones	Ground Zones modeled per FHWA Guidance	☒	
	Ground zone names assigned	☐	**Labeled Ground Zones by number**
	Ground zone types assigned	☒	
Tree Zones	Tree zones modeled per FHWA Guidance	☐	**Not applicable**

TN TDOT Department of Transportation

TNM Modeling Checklist

Input	Task	Complete?	Notes
	Tree zone names assigned	☐	**Not applicable**
	Elevations appear to be correct	☐	**Not applicable**
Perspective Views	Perspective views checked for accuracy	☒	
Skew Views	Numerous skew views cut and checked for accuracy	☒	
Input Check	Input Check completed and errors fixed/documented	☒	**no errors in model received**

Notes:
Roadway widths and lengths: SR 155 NB (2) 1 and SR 155 SB to I-40 (1A) 1 are 12 feet wide. Should these be wider with what appears to be a shoulder? May not make a difference in model.
Where SR 155 overpasses I-40, if not going to be modeled on structure, would pull those roadway points closer to I-40 as there is a pretty large gap. This seems like it would be an easy area to add a gap in the safety barriers but add the roadway on structure

APPENDIX E.
DESIGN YEAR NOISE LEVELS AND IMPACTS

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Impact Determination Analysis for NAA 1, Build Alternative

NAA:	1
Description:	South of I-40, east of Charles Davis Boulevard and west of the railroad
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	51
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	51

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Claiborne 113	B	No	59	60	-	-
Claiborne 115	B	No	59	60	-	-
Decatur 10	B	No	57	58	-	-
Decatur 11	B	No	58	59	-	-
Decatur 12	B	No	57	58	-	-
Decatur 13	B	No	59	60	-	-
Decatur 14	B	No	57	58	-	-
Decatur 15	B	No	59	60	-	-
Decatur 16	B	No	57	59	-	-
Decatur 17	B	No	60	61	-	-
Decatur 18	B	No	59	60	-	-
Decatur 21	B	No	62	63	-	-
Decatur 7	B	No	58	59	-	-
Decatur 9	B	No	57	58	-	-
Donelson 81	B	No	57	58	-	-
Donelson 83	B	No	57	59	-	-
Donelson 85	B	No	57	58	-	-
Donelson 87	B	No	58	60	-	-
Donelson 91	B	No	59	60	-	-
Duncan 1	B	No	61	62	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Duncan 10	B	No	66	67	Y	-
Duncan 3	B	No	61	62	-	-
Duncan 4	B	Yes	65	66	Y	-
Duncan 5	B	No	61	62	-	-
Fain 111	B	No	59	60	-	-
Fain 113	B	No	59	60	-	-
Fain 115	B	No	59	60	-	-
Fain 116	B	Yes	63	65	-	-
Fain 119	B	Yes	60	62	-	-
Fain 120	D*	Yes	41	42	-	-
Fain 121	B	Yes	61	62	-	-
Fain 123	B	Yes	61	62	-	-
Fain 124	B	Yes	65	67	Y	-
Fain 125	B	No	62	63	-	-
Fain 126	B	Yes	66	67	Y	-
Fain 127	B	No	62	63	-	-
Fain 128	B	Yes	66	67	Y	-
Fain 130	B	Yes	66	68	Y	-
Fain 131	B	No	62	63	-	-
Fain 132	B	Yes	71	72	Y	-
Fain 133	B	No	63	64	-	-
Fain 134	B	Yes	69	70	Y	-
Fain 135	B	No	63	64	-	-
Fain 137	B	No	63	65	-	-
Fain 138	B	Yes	70	72	Y	-
Fain 141	B	Yes	65	66	Y	-
Fain 143	B	Yes	66	68	Y	-
Fain 144	B	Yes	74	76	Y	-
Fain 145	B	No	67	68	Y	-
Fain 146	B	Yes	76	77	Y	-
Fain 148	B	Yes	76	78	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Fain 149	B	No	67	69	Y	-
Fain 150	B	Yes	76	78	Y	-
Fain 151	B	No	68	69	Y	-
Fain 152	B	Yes	76	78	Y	-
Fain 153	B	Yes	69	70	Y	-
Fain 155	B	Yes	69	71	Y	-
Fain 159	B	Yes	70	71	Y	-
Fain 165	B	Yes	72	73	Y	-
Fain 84	B	No	61	63	-	-
Fain 85	B	No	60	61	-	-
Fain 86	B	No	62	63	-	-
Fain 87	B	No	60	61	-	-
Fain 89	B	No	60	61	-	-
Fain 91	B	No	60	61	-	-
Fain 92	B	No	62	63	-	-
Fain 94	B	No	62	63	-	-
Fain 95	B	No	60	61	-	-
Fain 96	B	No	62	63	-	-
Fairfield 116	B	No	63	64	-	-
Fairfield 120	B	No	66	67	Y	-
Fairfield 124	B	Yes	67	69	Y	-
Fairfield 85	B	No	59	60	-	-
Fairfield 87	B	No	61	62	-	-
Fairfield 89	B	No	59	60	-	-
Green 115	B	Yes	71	72	Y	-
Green 129	B	Yes	71	73	Y	-
Green 22	B	Yes	64	65	-	-
Green 26	B	Yes	65	65	-	-
Green 32	B	Yes	62	63	-	-
Green 34	B	Yes	66	66	Y	-
Green 36	B	Yes	66	67	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Green 38	B	Yes	65	66	Y	-
Green 42	B	Yes	64	65	-	-
Green 48	B	Yes	65	66	Y	-
Green 50	B	Yes	67	68	Y	-
Green 51	B	No	60	61	-	-
Green 54	B	Yes	66	67	Y	-
Green 55	B	No	60	61	-	-
Green 56	B	Yes	66	68	Y	-
Green 57	B	No	61	62	-	-
Green 63	B	No	61	63	-	-
Green 81	B	No	64	65	-	-
Green 82	B	Yes	67	68	Y	-
Green 84	B	Yes	67	69	Y	-
Green 85	B	No	65	66	Y	-
Jc Napier 126	B	No	59	60	-	-
Lewis 101	B	No	60	61	-	-
Lewis 103	B	No	61	62	-	-
Lewis 105	B	No	61	62	-	-
Lewis 106	B	No	59	60	-	-
Lewis 107	B	No	61	62	-	-
Lewis 108	B	No	59	60	-	-
Lewis 109	B	No	61	62	-	-
Lewis 110	B	No	59	60	-	-
Lewis 111	B	No	61	62	-	-
Lewis 113	B	No	59	61	-	-
Lewis 114	B	No	59	60	-	-
Lewis 116	B	No	59	60	-	-
Lewis 118	B	No	59	61	-	-
Lewis 125	B	No	63	64	-	-
Lewis 135	D*	Yes	43	44	-	-
Maury 100	B	No	57	59	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Maury 102	B	No	58	59	-	-
Maury 85	B	No	58	60	-	-
Maury 87	B	No	59	60	-	-
Maury 89	B	No	58	59	-	-
Maury 92	B	No	58	59	-	-
Maury 93	B	No	58	59	-	-
Maury 94	B	No	57	59	-	-
Maury 95	B	No	58	59	-	-
Maury 96	B	No	58	59	-	-
Maury 97	B	No	55	57	-	-
Maury 98	B	No	57	59	-	-
Maury 99	B	No	63	65	-	-
Meredith 128	B	No	58	59	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 2, Build Alternative

NAA:	2
Description:	North of I-40, south of Hermitage Avenue
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	29
Category C Impacts	0.39
Category D Impacts	0
Category E Impacts	16.25
Total Impacts	45.64

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Edgar 9	B	No	64	65	-	-
Green 134	B	Yes	73	75	Y	-
Green 144	B	Yes	67	68	Y	-
Green 146	C	Yes	66	67	Y	-
Hermitage 237	E	Yes	69	70	-	-
Hermitage 245 Level 1	E	Yes	70	70	-	-
Hermitage 245 Level 2	E	Yes	72	73	Y	-
Hermitage 245 Level 3	E	Yes	74	76	Y	-
Hermitage 245 Level 4	E	Yes	74	76	Y	-
Hermitage 245 Rooftop	E	Yes	71	72	Y	-
Keith 19	B	No	59	61	-	-
Little Green 169	B	Yes	71	71	Y	-
Little Green 177	B	Yes	72	73	Y	-
Little Green 191	B	No	66	68	Y	-
Little Green 193	B	No	64	66	Y	-
Little Green 195	B	No	64	66	Y	-

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Impact Determination Analysis for NAA 3, Build Alternative

NAA:	3
Description:	South of I-40, north of Rundle Avenue
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Rundle 680	E	Yes	60	61	-	-

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Impact Determination Analysis for NAA 4, Build Alternative

NAA:	4
Description:	North of I-40, west of Fesslers Lane
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	1
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	1

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Calhoun 743	B	No	68	72	Y	-

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Impact Determination Analysis for NAA 5, Build Alternative

NAA:	5
Description:	North of I-40, north of Elm Hill Pike
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Twin Elms 915	C	No	55	57	-	-

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Impact Determination Analysis for NAA 6, Build Alternative

NAA:	6
Description:	North of I-40, south of Elm Hill Pike
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Elm Hill 1109	D*	No	37	38	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 7, Build Alternative

NAA:	7
Description:	North of I-40, north of Elm Hill Pike and west of Spencer Lane
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
NONE (NRHP ONLY)						

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Impact Determination Analysis for NAA 8, Build Alternative

NAA:	8
Description:	North of I-40, south of Elm Hill Pike and east of Spencer Lane
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Elm Hill 1451	E	No	62	63	-	-

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Impact Determination Analysis for NAA 9, Build Alternative

NAA:	9
Description:	South of I-40, east of Spence Lane
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	1
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	1

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Cornelia 1010	B	No	57	60	-	-
Cornelia 1014	B	No	55	59	-	-
Cornelia Ct 630	B	Yes	60	65	-	-
Wilhagan 347	B	Yes	67	68	Y	-

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Impact Determination Analysis for NAA 10, Build Alternative

NAA:	10
Description:	South of I-40, west of Massman Drive
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	1
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	1

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Massman 903	B	Yes	64	65	-	-
Massman 907	B	Yes	67	69	Y	-

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Impact Determination Analysis for NAA 11, Build Alternative

NAA:	11
Description:	North of I-40, South of Elm Hill Pike
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Dabbs 1809	D*	Yes	32	34	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 12, Build Alternative

NAA:	12
Description:	South of I-40, east of Massman Drive
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	9
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	9

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Dabbs 1906	B	Yes	61	62	-	-
Dabbs 1907	B	No	57	58	-	-
Dabbs 1908	B	Yes	61	62	-	-
Dabbs 1910	B	Yes	61	62	-	-
Dabbs 1912	B	Yes	61	62	-	-
Dabbs 1913	B	No	54	55	-	-
Dabbs 1914	B	Yes	61	61	-	-
Dabbs 1915	B	No	55	55	-	-
Dabbs 1916	B	Yes	61	62	-	-
Dabbs 1917	B	No	54	55	-	-
Dabbs 1918	B	Yes	61	61	-	-
Dabbs 1919	B	No	54	55	-	-
Dabbs 1920	B	Yes	61	61	-	-
Dabbs 1921	B	No	54	55	-	-
Dabbs 1922	B	Yes	61	61	-	-
Dabbs 1923	B	No	55	56	-	-
Dabbs 1924	B	Yes	61	61	-	-
Dabbs 1925	B	No	57	57	-	-
Dabbs 1926	B	Yes	62	62	-	-
Dabbs 1927	B	No	57	58	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Dabbs 1928	B	Yes	61	62	-	-
Dabbs 1929	B	No	59	59	-	-
Dabbs 1930	B	Yes	62	62	-	-
Dabbs 1931	B	No	59	60	-	-
Dabbs 1932	B	Yes	62	63	-	-
Dabbs 1933	B	No	60	60	-	-
Dabbs 1934	B	Yes	63	63	-	-
Dabbs 1935	B	No	61	61	-	-
Dabbs 1936	B	Yes	64	64	-	-
Dabbs 1937	B	No	62	62	-	-
Dabbs 1938	B	Yes	65	65	-	-
Dabbs 1940	B	Yes	66	66	Y	-
Dabbs 1942	B	Yes	67	67	Y	-
Dabbs 1943	D*	No	30	30	-	-
Dabbs 1943 South Bldg	C	No	58	59	-	-
Dabbs 1944	B	Yes	68	68	Y	-
Dabbs 1955	B	Yes	63	63	-	-
Dabbs 1957	B	Yes	63	63	-	-
Dabbs 1959	B	Yes	63	63	-	-
Dabbs 1961	B	Yes	63	64	-	-
Dabbs 1963	B	Yes	64	65	-	-
Dabbs 1965	B	Yes	66	66	Y	-
Dabbs 1967	B	Yes	66	66	Y	-
Dabbs 1969	B	Yes	65	65	-	-
Dabbs 1971	B	Yes	65	65	-	-
Dabbs 1973	B	Yes	64	64	-	-
Dabbs Ct 1901	B	No	61	62	-	-
Dabbs Ct 1904	B	No	64	64	-	-
Dabbs Ct 1905	B	No	59	59	-	-
Dabbs Ct 1907	B	No	58	58	-	-
Dabbs Ct 1909	B	No	61	61	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Elissa 701	B	No	57	58	-	-
Elissa 703	B	No	55	55	-	-
Elissa 704	B	No	56	57	-	-
Elissa 705	B	No	52	52	-	-
Elissa 706	B	No	56	56	-	-
Elissa 707	B	No	51	51	-	-
Elissa 708	B	No	52	53	-	-
Elissa 709	B	No	50	51	-	-
Elissa 711	B	No	50	50	-	-
Envious 733	E	No	65	65	-	-
Envious 750	D*	Yes	37	37	-	-
Karen 1937	B	No	59	59	-	-
Karen 1939	B	No	60	61	-	-
Laurinda 1901	B	No	50	50	-	-
Laurinda 1902	B	No	55	56	-	-
Laurinda 1903	B	No	51	51	-	-
Laurinda 1904	B	No	56	57	-	-
Laurinda 1905	B	No	52	52	-	-
Laurinda 1906	B	No	56	57	-	-
Laurinda 1907	B	No	52	53	-	-
Laurinda 1908	B	No	56	57	-	-
Laurinda 1909	B	No	53	54	-	-
Laurinda 1910	B	No	56	57	-	-
Laurinda 1911	B	No	53	54	-	-
Laurinda 1912	B	No	56	57	-	-
Laurinda 1913	B	No	53	54	-	-
Laurinda 1914	B	No	56	57	-	-
Laurinda 1915	B	No	54	55	-	-
Laurinda 1916	B	No	57	57	-	-
Laurinda 1917	B	No	54	55	-	-
Laurinda 1918	B	No	57	58	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Laurinda 1920	B	No	55	56	-	-
Laurinda 1922	B	No	54	55	-	-
Laurinda 1924	B	No	54	55	-	-
Laurinda 1938	B	No	53	54	-	-
Laurinda 1940	B	No	54	55	-	-
Laurinda 1942	B	No	54	55	-	-
Laurinda 1944	B	No	55	56	-	-
Laurinda 1946	B	No	58	59	-	-
Laurinda 1948	B	No	59	60	-	-
Laurinda 1950	B	No	61	61	-	-
Massman 910	B	Yes	66	67	Y	-
Massman 914	B	No	63	64	-	-
Massman 916	B	No	61	62	-	-
Patricia 700 Bldg B Level 1	B	No	49	49.4	-	-
Patricia 700 Bldg B Level 2	B	No	51	51.2	-	-
Patricia 700 Bldg C Level 1	B	No	50	50.9	-	-
Patricia 700 Bldg C Level 2	B	No	52	53	-	-
Patricia 700 Bldg D Level 1	B	No	53	54	-	-
Patricia 700 Bldg D Level 2	B	No	54	55	-	-
Patricia 700 Bldg E Level 1	B	Yes	63	63	-	-
Patricia 700 Bldg E Level 2	B	Yes	64	64	-	-
Patricia 700 Pool	C	No	50	50	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 13, Build Alternative

NAA:	13
Description:	North of I-40, west of State Route 155
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	116
Category C Impacts	0.97
Category D Impacts	0
Category E Impacts	0
Total Impacts	116.97

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Elm Hill 2131 Bldg A Level 1	B	Yes	65	67	Y	-
Elm Hill 2131 Bldg A Level 2	B	Yes	72	73	Y	-
Elm Hill 2131 Bldg A Level 3	B	Yes	73	74	Y	-
Elm Hill 2131 Bldg B Level 1	B	Yes	67	68	Y	-
Elm Hill 2131 Bldg B Level 2	B	Yes	72	73	Y	-
Elm Hill 2131 Bldg B Level 3	B	Yes	73	74	Y	-
Elm Hill 2131 Bldg C Level 1	B	Yes	66	68	Y	-
Elm Hill 2131 Bldg C Level 2	B	Yes	68	69	Y	-
Elm Hill 2131 Bldg C Level 3	B	Yes	69	70	Y	-
Elm Hill 2131 Bldg D Level 1	B	No	59	61	-	-
Elm Hill 2131 Bldg D Level 2	B	No	61	63	-	-
Elm Hill 2131 Bldg D Level 3	B	No	62	64	-	-
Elm Hill 2131 Bldg E Level 1	B	No	51	55	-	-
Elm Hill 2131 Bldg E Level 2	B	No	55	58	-	-
Elm Hill 2131 Bldg E Level 3	B	No	57	59	-	-
Elm Hill 2131 Bldg F Level 1	B	No	48	50	-	-
Elm Hill 2131 Bldg F Level 2	B	No	48	50	-	-
Elm Hill 2131 Bldg F Level 3	B	No	51	54	-	-
Elm Hill 2131 Bldg G Level 1	B	No	52	54	-	-
Elm Hill 2131 Bldg G Level 2	B	No	56	57	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Elm Hill 2131 Bldg G Level 3	B	No	62	63	-	-
Elm Hill 2131 Bldg H Level 1	B	No	47	50	-	-
Elm Hill 2131 Bldg H Level 2	B	No	47	50	-	-
Elm Hill 2131 Bldg H Level 3	B	No	49	52	-	-
Elm Hill 2131 Bldg J Level 1	B	Yes	53	53	-	-
Elm Hill 2131 Bldg J Level 2	B	Yes	56	56	-	-
Elm Hill 2131 Bldg J Level 3	B	Yes	59	59	-	-
Elm Hill 2131 Bldg K Level 1	B	Yes	59	59	-	-
Elm Hill 2131 Bldg K Level 2	B	Yes	65	65	-	-
Elm Hill 2131 Bldg K Level 3	B	Yes	70	71	Y	-
Elm Hill 2131 Bldg M Level 1	B	No	45	45	-	-
Elm Hill 2131 Bldg M Level 2	B	No	45	45	-	-
Elm Hill 2131 Bldg M Level 3	B	No	45	46	-	-
Elm Hill 2131 Bldg N Level 1	B	No	54	54	-	-
Elm Hill 2131 Bldg N Level 2	B	No	56	56	-	-
Elm Hill 2131 Bldg N Level 3	B	No	58	59	-	-
Elm Hill 2131 Bldg O Level 1	B	Yes	64	65	-	-
Elm Hill 2131 Bldg O Level 2	B	Yes	69	70	Y	-
Elm Hill 2131 Bldg O Level 3	B	Yes	71	72	Y	-
Elm Hill 2131 Bldg P Level 1	B	No	41	41	-	-
Elm Hill 2131 Bldg P Level 2	B	No	40	41	-	-
Elm Hill 2131 Bldg P Level 3	B	No	40	41	-	-
Elm Hill 2131 Bldg Q Level 1	B	No	47	48	-	-
Elm Hill 2131 Bldg Q Level 2	B	No	50	51	-	-
Elm Hill 2131 Bldg Q Level 3	B	No	52	53	-	-
Elm Hill 2131 Court	C	Yes	58	59	-	-
Elm Hill 2131 Playground	C	Yes	68	69	Y	-
Elm Hill 2131 Pool	C	Yes	73	74	Y	-
Elm Hill 2131 Pool 2	C	Yes	52	53	-	-
Elm Hill 2131 Tables	C	No	47	49	-	-

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Impact Determination Analysis for NAA 14, Build Alternative

NAA:	14
Description:	North of I-40, east of State Route 155
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0.59
Category D Impacts	0
Category E Impacts	0
Total Impacts	0.59

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Marriott 600	E	Yes	62	62	-	-
Marriott 601	C	No	53	53	-	-
Marriott 616	C	Yes	70	70	Y	-

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Impact Determination Analysis for NAA 15, Build Alternative

NAA:	15
Description:	East of I-24, south of Murfreesboro Pike
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Hill 710	B	No	61	63	-	-

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Impact Determination Analysis for NAA 16, Build Alternative

NAA:	16
Description:	East of I-24, north of Murfreesboro Pike
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Murfreesboro 818	E	Yes	62	62	-	-
Murfreesboro 860 Bldg A Level 1	B	No	61	62	-	-
Murfreesboro 860 Bldg A Level 2	B	No	62	63	-	-
Murfreesboro 860 Bldg A Level 3	B	No	62	63	-	-
Murfreesboro 860 Bldg C Level 1	B	No	54	56	-	-
Murfreesboro 860 Bldg C Level 2	B	No	55	57	-	-
Murfreesboro 860 Bldg C Level 3	B	No	57	58	-	-
Murfreesboro 860 Bldg D Level 1	B	No	53	55	-	-
Murfreesboro 860 Bldg D Level 2	B	No	55	57	-	-
Murfreesboro 860 Bldg D Level 3	B	No	56	58	-	-
Murfreesboro 860 Bldg P Level 1	B	Yes	60	61	-	-
Murfreesboro 860 Bldg P Level 2	B	Yes	62	63	-	-
Murfreesboro 860 Bldg P Level 3	B	Yes	64	64	-	-
Murfreesboro 860 Bldg Q Level 1	B	No	55	57	-	-
Murfreesboro 860 Bldg Q Level 2	B	No	57	58	-	-
Murfreesboro 860 Bldg Q Level 3	B	No	58	59	-	-
Murfreesboro 860 Bldg S Level 1	B	No	51	51	-	-
Murfreesboro 860 Bldg S Level 2	B	No	52	53	-	-
Murfreesboro 860 Bldg S Level 3	B	No	54	56	-	-
Murfreesboro 860 Pool	C	Yes	63	64	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Spence 710	E	Yes	65	65	-	-
Spence 714	E	Yes	67	67	-	-
Spence 717	E	No	48	49	-	-

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Impact Determination Analysis for NAA 17, Build Alternative

NAA:	17
Description:	East of I-24, south of Murfreesboro Pike
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	34
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	34

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Murfreesboro 821	E	Yes	57	58	-	-
Murfreesboro 825 Benches	E	No	60	61	-	-
Murfreesboro 825 Pool	E	No	52	54	-	-
Plus Park 331 Bldg 100 Level 1	B	Yes	57	57.7	-	-
Plus Park 331 Bldg 100 Level 2	B	Yes	57	58.3	-	-
Plus Park 331 Bldg 100 Level 3	B	Yes	59	59.5	-	-
Plus Park 331 Bldg 200 Level 1	B	Yes	59	59.6	-	-
Plus Park 331 Bldg 200 Level 2	B	Yes	61	61.7	-	-
Plus Park 331 Bldg 200 Level 3	B	Yes	64	64.2	-	-
Plus Park 331 Bldg 200 Level 4	B	Yes	67	67.3	Y	-
Plus Park 331 Bldg 300 Level 1	B	Yes	62	61.9	-	-
Plus Park 331 Bldg 300 Level 2	B	Yes	64	65.2	-	-
Plus Park 331 Bldg 300 Level 3	B	Yes	69	69.5	Y	-
Plus Park 331 Garden	C	No	58	58.8	-	-
Plus Park 331 Playground	C	Yes	60	60.2	-	-

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Impact Determination Analysis for NAA 18, Build Alternative

NAA:	18
Description:	North of I-440, west of Nolensville Pike
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Cruzen 2218	B	No	51	52	-	-
Cruzen 2222	B	No	50	51	-	-
Cruzen 2225	B	No	54	54	-	-
Cruzen 2226	B	No	51	51	-	-
Cruzen 2228	B	No	49	50	-	-
Cruzen 2231	B	No	57	58	-	-
Cruzen 2232	B	No	50	51	-	-
Cruzen 2234	B	No	53	53	-	-
Cruzen 2235	B	Yes	59	59	-	-
Cruzen 2236	B	No	54	55	-	-
Cruzen 2238	B	No	56	57	-	-
Cruzen 2240	B	Yes	59	60	-	-
Grandview 2201	B	No	54	55	-	-
Grandview 2205	B	No	56	57	-	-
Grandview 2207	B	No	57	58	-	-
Grandview 2209	B	No	57	58	-	-
Grandview 2229	B	Yes	57	58	-	-
Grandview 2231	B	Yes	57	58	-	-
Grandview 2233	B	Yes	57	58	-	-
Grandview 2235	B	Yes	57	58	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Grandview 2237	B	No	56	57	-	-
Grandview 2238	B	Yes	59	60	-	-
Grandview 2239	B	No	56	57	-	-
Grandview 2241	B	Yes	56	57	-	-
Grandview 2243	B	Yes	62	62	-	-
Grandview 2248	B	Yes	60	60	-	-
Kline 2208	B	No	56	57	-	-
Kline 2210	B	No	56	57	-	-
Kline 2212	B	No	56	57	-	-
Kline 2213	B	No	49	50	-	-
Kline 2215	B	No	49	49	-	-
Kline 2216	B	No	56	57	-	-
Kline 2217	B	No	50	51	-	-
Kline 2218	B	No	56	57	-	-
Kline 2220	B	No	58	59	-	-
Kline 2222	B	No	56	57	-	-
Kline 2235	B	No	50	50	-	-
Kline 2236	B	No	57	57	-	-
Kline 2237	B	No	50	50	-	-
Kline 2238	B	No	57	57	-	-
Kline 2239	B	No	51	51	-	-
Kline 2240	B	No	58	58	-	-
Kline 2241	B	No	51	51	-	-
Kline 2242	B	Yes	61	62	-	-
Kline 2243	B	No	49	50	-	-
Kline 2247	B	Yes	58	59	-	-
Winford 2200	B	No	50	51	-	-
Winford 2234	B	Yes	59	60	-	-

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Impact Determination Analysis for NAA 19, Build Alternative

NAA:	19
Description:	South of I-440, west of Nolensville Pike
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Cruzen 2300	B	Yes	62	62	-	-
Cruzen 2304	B	No	57	57	-	-
Cruzen 2309	B	No	51	52	-	-
Cruzen 2312	B	No	53	53	-	-
Cruzen 2314	E	No	52	53	-	-
Kline 2322	B	No	57	58	-	-
Longview 2251	B	Yes	63	64	-	-
Winford 2254	E	Yes	64	65	-	-
Winford 2305	B	No	52	53	-	-
Winford 2308	B	No	49	50	-	-
Winford 2310	B	No	49	49	-	-

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Impact Determination Analysis for NAA 20, Build Alternative

NAA:	20
Description:	North of I-440, east of Nolensville Pike
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	4
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	4

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Glenrose 357	B	No	55	56	-	-
Glenrose 359	B	No	55	56	-	-
Glenrose 360	B	No	65	66	Y	-
Glenrose 361	B	No	56	57	-	-
Glenrose 362	B	No	65	66	Y	-
Glenrose 363	B	No	56	57	-	-
Glenrose 364	B	No	65	66	Y	-
Glenrose 365	B	No	57	58	-	-
Glenrose 366	B	No	64	65	-	-
Glenrose 367	B	No	58	59	-	-
Glenrose 368	B	No	63	64	-	-
Glenrose 370	B	No	65	66	Y	-
Hester 356	B	No	55	55	-	-
Hester 357	B	Yes	61	62	-	-
Hester 358	B	No	55	56	-	-
Hester 359	B	Yes	57	58	-	-
Hester 360	B	No	56	57	-	-
Hester 361	B	Yes	57	58	-	-
Hester 362	B	No	56	57	-	-
Hester 363	B	Yes	58	59	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Hester 364	B	No	57	58	-	-
Hester 366	B	Yes	58	59	-	-
Nolensville 2212	E	Yes	67	68	-	-

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Impact Determination Analysis for NAA 21, Build Alternative

NAA:	21
Description:	South of I-440, east of Nolensville Pike
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	4
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	4

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Burbank 2245	B	No	51	52	-	-
Burbank 2247	B	No	50	51	-	-
Foster 2221	B	Yes	70	71	Y	-
Foster 2223	B	No	64	65	-	-
Foster 2227	B	No	59	61	-	-
Foster 2229	B	No	58	60	-	-
Foster 2231	B	No	57	58	-	-
Foster 2233	B	No	54	55	-	-
Foster 2237	B	No	52	53	-	-
Foster 2241	B	No	50	51	-	-
Foster 2243	B	No	52	53	-	-
Fox 2224	B	Yes	59	60	-	-
Fox 2226A	B	No	57	58	-	-
Fox 2226B	B	No	56	57	-	-
Fox 2228	B	No	55	57	-	-
Fox 2230	B	No	55	56	-	-
Oriel 226	C	No	50	51	-	-
Oriel 297	B	No	48	49	-	-
Oriel 301	B	No	49	49	-	-
Oriel 303	B	No	49	50	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Oriel 305	B	No	51	51.9	-	-
Oriel 306	B	No	51	51.5	-	-
Oriel 307	B	No	49	49.8	-	-
Oriel 308	B	No	51	52.2	-	-
Oriel 309	B	No	50	51	-	-
Oriel 310	B	No	51	52	-	-
Oriel 311	B	No	50	51	-	-
Oriel 312	B	No	52	53	-	-
Oriel 313	B	No	50	51	-	-
Oriel 314	B	No	53	54	-	-
Oriel 315	B	No	50	51	-	-
Oriel 316	B	No	53	54	-	-
Oriel 318	B	No	54	54.7	-	-
Oriel 319	B	No	51	51.4	-	-
Oriel 320	B	No	54	54.6	-	-
Oriel 321	B	No	51	51.5	-	-
Oriel 322	B	No	54	55.1	-	-
Oriel 323	B	No	51	51.7	-	-
Oriel 325	B	No	50	50.8	-	-
Oriel 327	B	No	51	51.3	-	-
Oriel 329	B	No	51	51.9	-	-
Oriel 331	B	No	52	53.2	-	-
Oriel 333	B	No	52	53.2	-	-
Oriel 335	B	No	54	54.6	-	-
Oriel 337	B	No	55	56.2	-	-
Oriel 339	B	No	56	57	-	-
Oriel 341	B	Yes	61	61.8	-	-
Peachtree 329	E	No	64	66	-	-
Peachtree 338	B	No	56	57	-	-
Peachtree 340	B	No	56	57	-	-
Peachtree 344	B	No	56	57	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Rose 211	B	No	53	54	-	-
Rose 217	B	No	52	53	-	-
Rose 218	B	Yes	57	58	-	-
Rose 219	B	No	53	54	-	-
Rose 221	B	No	53	54	-	-
Rose 222	B	Yes	57	58	-	-
Rose 223	B	No	53	54	-	-
Rose 224	B	Yes	58	59	-	-
Rose 225	B	No	54	55	-	-
Rose 226	B	Yes	59	60	-	-
Rose 301	D*	No	44	45	-	-
Rose 302	B	Yes	59	60	-	-
Rose 304	B	Yes	61	62	-	-
Rose 305	B	No	56	58	-	-
Rose 306	B	Yes	61	62	-	-
Rose 307	B	No	56	57	-	-
Rose 308	B	Yes	63	64	-	-
Rose 309	B	No	56	58	-	-
Rose 310	B	Yes	70	71	Y	-
Rose 311	B	No	56	57	-	-
Rose 313	B	No	57	58	-	-
Rose 314	B	Yes	67	68	Y	-
Rose 315	B	No	56	57	-	-
Rose 316	B	Yes	63	63	-	-
Rose 317	B	No	56	58	-	-
Rose 318	B	Yes	61	62	-	-
Rose 319	B	No	57	58	-	-
Rose 320	B	Yes	61	62	-	-
Rose 321	B	No	57	58	-	-
Rose 323	B	No	58	59	-	-
Rose 324	B	Yes	60	61	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Rose 327	B	Yes	60	61	-	-
Rose 329	B	Yes	62	62	-	-
Rose 331	B	Yes	63	63	-	-
Rose 333	B	Yes	64	64	-	-
Valeria 330	B	No	50	51	-	-
Valeria 332	B	No	51	52	-	-
Valeria 333	B	No	53	53	-	-
Valeria 334	B	No	51	52	-	-
Valeria 335	B	No	53	53	-	-
Valeria 336	B	No	52	53	-	-
Valeria 337	B	No	53	54	-	-
Valeria 338	B	No	53	53	-	-
Valeria 339	B	No	53	54	-	-
Valeria 340	B	No	54	54	-	-
Valeria 341	B	No	54	54	-	-
Valeria 342	B	No	54	55	-	-
Valeria 343	B	No	55	56	-	-
Valeria 344	B	No	56	57	-	-
Valeria 347	B	Yes	58	59	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 22, Build Alternative

NAA:	22
Description:	North of I-440, from railroad to Foster Avenue
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	2
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	2

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Burbank 2201	B	No	54	55	-	-
Burbank 2202	B	No	56	57	-	-
Burbank 2203	B	No	55	56	-	-
Burbank 2204	B	No	57	58	-	-
Burbank 2205	B	No	57	58	-	-
Burbank 2206	B	No	59	60	-	-
Burbank 2207	B	Yes	59	60	-	-
Burbank 2208	B	Yes	62	64	-	-
Dortch 2217	B	Yes	59	60	-	-
Fox 2200	B	No	63	63	-	-
Fox 2201	B	No	61	61	-	-
Fox 2203	B	No	59	59	-	-
Fox 2204	B	No	60	60	-	-
Fox 2206	B	No	60	61	-	-
Fox 2207	B	No	58	59	-	-
Fox 2208	B	No	60	61	-	-
Fox 2209	B	No	59	60	-	-
Fox 2210	B	Yes	61	62	-	-
Fox 2213	B	Yes	60	61	-	-
Glenrose 225	B	No	57	58	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Glenrose 227	B	No	57	58	-	-
Glenrose 229	B	No	56	57	-	-
Glenrose 231	B	No	55	56	-	-
Glenrose 233	B	No	55	56	-	-
Glenrose 324	D*	No	39	40	-	-
Sadler 2158	B	No	65	66	Y	-
Sadler 2200	B	No	61	62	-	-
Sadler 2202	B	No	56	57	-	-
Sadler 2203	B	No	59	60	-	-
Sadler 2204	B	No	55	56	-	-
Sadler 2205	B	No	54	55	-	-
Sadler 2206	B	No	54	55	-	-
Sadler 2207	B	No	54	55	-	-
Sadler 2208	B	No	54	55	-	-
Sadler 2210	B	No	54	55	-	-
Sadler 2211	B	No	54	55	-	-
Sadler 2212	B	No	55	56	-	-
Sadler 2213	B	No	56	57	-	-
Sadler 2214	B	No	56	57	-	-
Sadler 2215	B	No	56	57	-	-
Sadler 2217	B	No	58	59	-	-
Sadler 2218	B	No	58	58	-	-
Sadler 2219	B	No	58	59	-	-
Sadler 2220	B	Yes	61	61	-	-
Sadler 2221	B	Yes	61	62	-	-
Wickson 2201	B	No	65	66	Y	-
Wickson 2203	B	No	56	57	-	-
Wickson 2205	B	No	54	55	-	-
Wickson 2207	B	No	53	54	-	-
Wickson 2209	B	No	53	54	-	-
Wickson 2211	B	No	54	55	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Wickson 2214	B	No	53	54	-	-
Wickson 2215	B	No	56	57	-	-
Wickson 2216	B	No	55	56	-	-
Wickson 2218	B	No	57	58	-	-
Wickson 2220	B	No	57	58	-	-
Wickson 2221	B	Yes	58	59	-	-
Wickson 2222	B	Yes	58	59	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 23, Build Alternative

NAA:	23
Description:	North of I-440, east of Foster Avenue
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	2
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	2

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Glenrose 104	B	No	70	68	Y	-
Glenrose 105	C	Yes	66	65	-	-
Glenrose 106	B	No	70	68	Y	-

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Impact Determination Analysis for NAA 24, Build Alternative

NAA:	24
Description:	South of I-440, between Foster Avenue and Glenrose Ave
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	21
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	21

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Evelyn 101	B	Yes	71	73	Y	-
Evelyn 105	B	Yes	71	72	Y	-
Evelyn 107	B	Yes	63	65	-	-
Evelyn 109	B	Yes	63	64	-	-
Evelyn 113	B	Yes	64	65	-	-
Evelyn 84	B	No	61	62	-	-
Evelyn 85	B	No	58	58	-	-
Evelyn 86	B	No	62	63	-	-
Evelyn 87	B	No	59	60	-	-
Evelyn 88	B	No	63	64	-	-
Evelyn 89	B	No	59	61	-	-
Evelyn 90	B	Yes	65	66	Y	-
Evelyn 92	B	Yes	67	69	Y	-
Evelyn 94	B	Yes	68	72	Y	-
Evelyn 95	B	No	62	64	-	-
Evelyn 97	B	No	64	66	Y	-
Evelyn 99	B	Yes	70	72	Y	-
Foster 2218	B	Yes	69	70	Y	-
Foster 2222	B	No	67	68	Y	-
Foster 2226	B	No	66	67	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Foster 2228	B	No	65	66	Y	-
Foster 2232	B	No	64	65	-	-
Foster 2234	B	No	63	64	-	-
Foster 2238	B	No	64	65	-	-
Foster 2240	B	No	65	66	Y	-
Foster 2242	B	No	64	65	-	-
Glenrose 69	B	No	66	66	Y	-
Glenrose 71	B	No	66	65	-	-
Glenrose 73	B	No	64	64	-	-
Glenrose 75	B	No	66	66	Y	-
Glenrose 77	B	Yes	67	67	Y	-
Glenrose 79	B	Yes	63	63	-	-
Glenrose 83	B	Yes	64	64	-	-
Miller 2205	B	No	59	61	-	-
Oriel 104	B	No	52	53	-	-
Oriel 106	B	No	52	53	-	-
Oriel 108	B	No	51	52	-	-
Oriel 110	B	No	51	52	-	-
Oriel 114	B	No	49	51	-	-
Oriel 116	B	No	49	50	-	-
Oriel 118	B	No	50	51	-	-
Oriel 75	B	No	60	60.2	-	-
Oriel 76	B	No	62	62.7	-	-
Oriel 77	B	No	58	58.4	-	-
Oriel 79	B	No	57	57	-	-
Oriel 86	B	No	54	54	-	-
Rose 100	B	No	58	59	-	-
Rose 101	B	No	52	53	-	-
Rose 102	B	No	59	60	-	-
Rose 103	B	No	53	54	-	-
Rose 105	B	No	55	58	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Rose 108	B	No	60	62	-	-
Rose 109	B	No	57	58	-	-
Rose 110	B	No	62	63	-	-
Rose 112	B	No	62	63	-	-
Rose 113	B	No	56	58	-	-
Rose 115	B	No	56	57	-	-
Rose 117	B	No	56	57	-	-
Rose 118	B	No	63	64	-	-
Rose 91	B	No	58	59	-	-
Rose 93	B	No	57	58	-	-
Rose 95	B	No	56	57	-	-
Rose 96	B	No	61	63	-	-
Rose 97	B	No	55	56	-	-
Rose 98	B	No	59	60	-	-
Rose 99	B	No	53	54	-	-

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Impact Determination Analysis for NAA 25, Build Alternative

NAA:	25
Description:	North of I-440, west I-24
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	7
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	7

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Imperial 212	B	Yes	57	60	-	-
Imperial 214	B	Yes	60	61	-	-
Imperial 216	B	Yes	59	61	-	-
Imperial 218	B	Yes	58	60	-	-
Imperial 223	B	Yes	61	63	-	-
Imperial 225	B	Yes	63	66	Y	-
Lavergne 1980	B	Yes	51	57	-	-
Lavergne 1982	B	Yes	51	57	-	-
Lavergne 1984	B	Yes	51	57	-	-
Lavergne 1986	B	No	52	57	-	-
Lyle 60	B	Yes	63	64	-	-
Lyle 61	B	Yes	61	63	-	-
Lyle 62	B	Yes	60	62	-	-
Lyle 63	B	Yes	59	61	-	-
Lyle 64	B	Yes	59	61	-	-
Lyle 65	B	Yes	58	61	-	-
Lyle 66	B	No	58	61	-	-
Lyle 67	B	No	56	59	-	-
Lyle 68	B	No	56	59	-	-
Lyle 69	B	No	54	58	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Lyle 70	B	No	55	59	-	-
Lyle 71	B	No	54	57	-	-
Lyle 72	B	No	53	57	-	-
Lyle 73	B	No	54	57	-	-
Lyle 74	B	No	52	56	-	-
Lyle 75	B	No	54	57	-	-
Lyle 76	B	No	52	55	-	-
Lyle 77	B	No	53	56	-	-
Lyle 78	B	No	51	54	-	-
Lyle 79	B	No	51	55	-	-
Lyle 80	B	No	51	54	-	-
Lyle 82	B	No	51	54	-	-
Lyle 84	B	No	51	54	-	-
Lyle 86	B	No	51	54	-	-
Lyle 87	B	No	53	56	-	-
Lyle 88	B	No	50	54	-	-
Lyle 89	B	No	54	57	-	-
Lyle 90	B	No	50	53	-	-
Lyle 91	B	No	54	57	-	-
Lyle 92	B	No	48	52	-	-
Lyle 93	B	No	54	57	-	-
Lyle 94	B	No	50	53	-	-
S Lyle 1091	B	No	51	54	-	-
S Lyle 1906	B	No	53	56	-	-
S Lyle 1907	B	No	53	56	-	-
S Lyle 1909	B	No	54	56	-	-
S Lyle 1910	B	No	58	60	-	-
S Lyle 1913	B	No	56	57	-	-
S Lyle 1917	B	No	57	60	-	-
S Lyle 1921	B	No	59	62	-	-
S Lyle 2001	B	Yes	62	64	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
S Lyle 2005	B	Yes	64	67	Y	-
S Lyle 2009	B	Yes	67	71	Y	-
S Lyle 2013	B	Yes	72	77	Y	-
Scobey 61	B	Yes	57	60	-	-
Scobey 63	B	No	54	58	-	-
Scobey 65	B	No	54	58	-	-
Scobey 67	B	No	53	57	-	-
Scobey 69	B	No	53	57	-	-
Scobey 70	B	Yes	54	58	-	-
Scobey 71	B	No	52	56	-	-
Scobey 72	B	No	54	58	-	-
Scobey 73	B	No	50	55	-	-
Scobey 74	B	No	53	57	-	-
Scobey 75	B	No	49	54	-	-
Scobey 76	B	No	51	56	-	-
Scobey 77	B	No	48	53	-	-
Scobey 78	B	No	50	55	-	-
Scobey 79	B	No	48	53	-	-

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Impact Determination Analysis for NAA 26, Build Alternative

NAA:	26
Description:	South of I-440, west of I-24 and north of Glenrose Avenue
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	39
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	39

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Desoto 100	B	Yes	63	65	-	-
Desoto 101	B	No	61	63	-	-
Desoto 102	B	Yes	62	64	-	-
Desoto 103	B	No	59	62	-	-
Desoto 104	B	Yes	64	65	-	-
Desoto 105	B	No	58	61	-	-
Desoto 106	B	Yes	63	65	-	-
Desoto 107	B	No	58	61	-	-
Desoto 108	B	Yes	65	67	Y	-
Desoto 109	B	No	58	61	-	-
Desoto 200	B	Yes	66	70	Y	-
Desoto 201	B	No	59	62	-	-
Desoto 202	B	Yes	64	69	Y	-
Desoto 203	B	No	59	62	-	-
Desoto 205	B	Yes	58	62	-	-
Desoto 207	B	Yes	58	63	-	-
Desoto 209	B	Yes	59	64	-	-
Desoto 211	B	Yes	63	68	Y	-
Desoto 213	B	Yes	67	71	Y	-
Desoto 215	B	Yes	68	74	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Desoto 217	B	Yes	70	76	Y	-
Dodge 110	B	Yes	72	73	Y	-
Dodge 111	B	Yes	61	64	-	-
Dodge 114	B	Yes	72	73	Y	-
Dodge 117	B	No	62	64	-	-
Dodge 119	B	Yes	66	69	Y	-
Dodge 122	B	Yes	75	76	Y	-
Dodge 123	B	No	64	67	Y	-
Dodge 124	B	Yes	72	73	Y	-
Dodge 125	B	No	64	66	Y	-
Dodge 126	B	Yes	72	73	Y	-
Dodge 127	B	No	62	65	-	-
Dodge 128	B	Yes	69	71	Y	-
Dodge 129	B	No	62	65	-	-
Dodge 130	B	Yes	71	72	Y	-
Dodge 131	B	No	62	64	-	-
Dodge 132	B	Yes	71	72	Y	-
Dodge 133	B	No	61	64	-	-
Dodge 134	B	Yes	68	69	Y	-
Dodge 135	B	No	62	64	-	-
Dodge 136	B	Yes	67	68	Y	-
Dodge 137	B	No	61	63	-	-
Dodge 138	B	Yes	67	68	Y	-
Dodge 139	B	No	61	63	-	-
Dodge 140	B	Yes	68	70	Y	-
Dodge 141	B	No	61	63	-	-
Dodge 142	B	Yes	66	67	Y	-
Dodge 143	B	No	60	63	-	-
Dodge 200	B	Yes	65	66	Y	-
Dodge 203	B	No	61	63	-	-
Dodge 204	B	Yes	64	66	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Dodge 208	B	Yes	65	67	Y	-
Dodge 212	B	Yes	63	65	-	-
Dodge 216	B	Yes	62	65	-	-
Dodge 217	B	Yes	65	67	Y	-
Dodge 220	B	Yes	64	66	Y	-
Garwood 100	B	No	60	63	-	-
Garwood 101	B	No	60	62	-	-
Garwood 102	B	No	57	60	-	-
Garwood 103	B	No	57	60	-	-
Garwood 104	B	No	55	59	-	-
Garwood 105	B	No	55	59	-	-
Garwood 106	B	No	53	58	-	-
Garwood 107	B	No	55	59	-	-
Garwood 108	B	No	53	57	-	-
Garwood 109	B	No	55	59	-	-
Garwood 111	B	No	54	58	-	-
Garwood 200	B	No	52	58	-	-
Garwood 201	B	No	53	57	-	-
Garwood 202	B	No	52	57	-	-
Garwood 203	B	No	52	56	-	-
Garwood 204	B	No	52	57	-	-
Garwood 205	B	No	52	56	-	-
Garwood 206	B	No	52	57	-	-
Garwood 207	B	No	54	57	-	-
Garwood 208	B	No	55	59	-	-
Garwood 209	B	No	55	58	-	-
Garwood 210	B	No	56	60	-	-
Garwood 211	B	No	55	59	-	-
Garwood 212	B	No	58	62	-	-
Garwood 213	B	No	56	59	-	-
Garwood 214	B	No	59	64	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Garwood 215	B	No	57	61	-	-
Garwood 216	B	No	59	64	-	-
Garwood 218	B	No	61	66	Y	-
Garwood 219	B	No	57	61	-	-
Garwood 222	B	Yes	64	69	Y	-
Garwood 223	B	No	57	61	-	-
Garwood 224	B	Yes	65	70	Y	-
Garwood 225	B	No	58	62	-	-
Garwood 226	B	Yes	65	70	Y	-
Lyle 2020	B	Yes	71	77	Y	-
Lyle Ct 2101	B	Yes	64	69	Y	-
Lyle Ct 2104	B	Yes	59	63	-	-
Lyle Ct 2105	B	Yes	59	61	-	-
Lyle Ct 2106	B	No	58	60	-	-
Lyle Ct 2108	B	No	58	59	-	-
Lyle Ct 2109	B	Yes	59	60	-	-
Lyle Ct 2113	B	Yes	61	62	-	-
Lyle Ct 2115	B	No	59	60	-	-
Old Glenrose 710	B	Yes	60	62	-	-
Old Glenrose 720	B	Yes	66	68	Y	-
Old Glenrose 724	B	Yes	66	68	Y	-
Stirton 101	B	Yes	66	68	Y	-
Stirton 103	B	No	64	66	Y	-
Stirton 104	B	No	58	62	-	-
Stirton 105	B	No	62	65	-	-
Stirton 106	B	No	55	60	-	-
Stirton 107	B	No	61	64	-	-
Stirton 108	B	No	55	60	-	-
Stirton 109	B	No	61	63	-	-
Stirton 110	B	No	55	60	-	-
Stirton 111	B	No	57	61	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Stirton 112	B	No	56	60	-	-
Stirton 113	B	No	57	60	-	-
Stirton 114	B	No	56	60	-	-
Stirton 116	B	No	56	60	-	-
Stirton 118	B	No	55	59.4	-	-
Stirton 120	B	No	54	59	-	-
Stirton 122	B	No	53	58	-	-
Stirton 124	B	No	54	58	-	-
Stirton 126	B	No	53	58	-	-
Stirton 206	B	No	50	54	-	-
Stirton 207	B	No	52	56	-	-
Stirton 209	B	No	52	55	-	-
Stirton 210	B	No	52	56	-	-
Stirton 212	B	No	53	56	-	-
Stirton 214	B	No	53	57	-	-
Stirton 215	B	No	53	56	-	-
Stirton 216	B	No	54	58	-	-
Stirton 217	B	No	54	57	-	-
Stirton 218	B	No	55	58	-	-
Stirton 219	B	No	55	58	-	-
Stirton 221	B	No	55	58	-	-
Stirton 223	B	No	55	58	-	-
Stirton 225	B	No	55	59	-	-
Stirton 227	B	No	56	59	-	-

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Impact Determination Analysis for NAA 27, Build Alternative

NAA:	27
Description:	East of I-24 at the I-24/I-440 junction
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	80
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	80

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Plus Park 221 Bldg A Level 1	B	No	58	60	-	-
Plus Park 221 Bldg A Level 1.5	B	No	52	56	-	-
Plus Park 221 Bldg A Level 2	B	No	60	62	-	-
Plus Park 221 Bldg A Level 2.5	B	No	56	58	-	-
Plus Park 221 Bldg A Level 3	B	No	62	63	-	-
Plus Park 221 Bldg B Level 1	B	No	61	63	-	-
Plus Park 221 Bldg B Level 1.5	B	No	55	58	-	-
Plus Park 221 Bldg B Level 2	B	No	63	64	-	-
Plus Park 221 Bldg B Level 2.5	B	No	58	60	-	-
Plus Park 221 Bldg B Level 3	B	No	64	65	-	-
Plus Park 221 Bldg C Level 1	B	No	64	65	-	-
Plus Park 221 Bldg C Level 1.5	B	No	58	61	-	-
Plus Park 221 Bldg C Level 2	B	No	67	68	Y	-
Plus Park 221 Bldg C Level 2.5	B	No	62	64	-	-
Plus Park 221 Bldg C Level 3	B	No	68	69	Y	-
Plus Park 221 Bldg D Level 1	B	No	55	58	-	-
Plus Park 221 Bldg D Level 1.5	B	No	56	60	-	-
Plus Park 221 Bldg D Level 2	B	No	58	60	-	-
Plus Park 221 Bldg D Level 2.5	B	No	58	62	-	-
Plus Park 221 Bldg D Level 3	B	No	60	62	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Plus Park 221 Bldg E Level 1	B	Yes	70	72	Y	-
Plus Park 221 Bldg E Level 1.5	B	Yes	62	64	-	-
Plus Park 221 Bldg E Level 2	B	Yes	73	73	Y	-
Plus Park 221 Bldg E Level 2.5	B	Yes	64	65	-	-
Plus Park 221 Bldg E Level 3	B	Yes	73	74	Y	-
Plus Park 221 Bldg F Level 1	B	Yes	70	71	Y	-
Plus Park 221 Bldg F Level 1.5	B	Yes	63	65	-	-
Plus Park 221 Bldg F Level 2	B	Yes	73	74	Y	-
Plus Park 221 Bldg F Level 2.5	B	Yes	65	67	Y	-
Plus Park 221 Bldg F Level 3	B	Yes	74	75	Y	-
Plus Park 221 Bldg G Level 1	B	Yes	73	74	Y	-
Plus Park 221 Bldg G Level 1.5	B	Yes	64	66	Y	-
Plus Park 221 Bldg G Level 2	B	Yes	74	75	Y	-
Plus Park 221 Bldg G Level 2.5	B	Yes	66	67	Y	-
Plus Park 221 Bldg G Level 3	B	Yes	74	75	Y	-
Plus Park 221 Bldg H Level 1	B	Yes	65	67	Y	-
Plus Park 221 Bldg H Level 1.5	B	Yes	64	67	Y	-
Plus Park 221 Bldg H Level 2	B	Yes	67	69	Y	-
Plus Park 221 Bldg H Level 2.5	B	No	67	69	Y	-
Plus Park 221 Bldg H Level 3	B	No	68	70	Y	-
Plus Park 221 Bldg I Level 1	B	No	62	64	-	-
Plus Park 221 Bldg I Level 1.5	B	No	59	62	-	-
Plus Park 221 Bldg I Level 2	B	No	63	65	-	-
Plus Park 221 Bldg I Level 2.5	B	No	61	64	-	-
Plus Park 221 Bldg I Level 3	B	No	64	66	Y	-
Plus Park 221 Bldg J Level 1	B	No	60	62	-	-
Plus Park 221 Bldg J Level 1.5	B	No	55	59	-	-
Plus Park 221 Bldg J Level 2	B	No	61	62	-	-
Plus Park 221 Bldg J Level 2.5	B	No	56	60	-	-
Plus Park 221 Bldg J Level 3	B	No	62	63	-	-
Plus Park 221 Bldg K Level 1	B	No	58	60	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Plus Park 221 Bldg K Level 1.5	B	No	52	57	-	-
Plus Park 221 Bldg K Level 2	B	No	59	61	-	-
Plus Park 221 Bldg K Level 2.5	B	No	56	59	-	-
Plus Park 221 Bldg K Level 3	B	No	59	61	-	-
Plus Park 221 Pool	C	No	61	63	-	-
Plus Park 250	B	No	60	62	-	-
Plus Park 254	B	No	59	61	-	-
Plus Park 258	B	No	59	61	-	-
Plus Park 262	B	No	58	60	-	-
Plus Park 266	B	No	62	64	-	-
Plus Park 270	B	No	61	63	-	-
Plus Park 274	B	No	61	62	-	-
Plus Park 278	B	No	60	62	-	-
Plus Park 282	B	No	61	62	-	-
Plus Park 283	C	No	57	60	-	-
Plus Park 285	D*	Yes	24	28	-	-
Plus Park 286	B	No	60	62	-	-
Plus Park 287	D*	Yes	22	25	-	-
Plus Park 290	B	No	61	63	-	-
Plus Park 293	C	No	51	52.5	-	-
Plus Park 293 Level 1	B	Yes	57	61	-	-
Plus Park 293 Level 2	B	Yes	60	62.7	-	-
Plus Park 294	B	No	62	64	-	-
Plus Park 295 Level 1	B	No	55	59	-	-
Plus Park 295 Level 2	B	No	58	60.4	-	-
Plus Park 298	B	No	61	62.7	-	-
Plus Park 301	E	Yes	62	65.4	-	-
Plus Park 308 Bldg A	B	No	60	62.1	-	-
Plus Park 308 Bldg D Level 1	B	No	54	56.7	-	-
Plus Park 308 Bldg D Level 2	B	No	56	58.5	-	-
Plus Park 308 Bldg E Level 1	B	No	50	54.1	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Plus Park 308 Bldg E Level 2	B	No	53	56.3	-	-
Plus Park 308 Bldg G Level 1	B	No	49	51.5	-	-
Plus Park 308 Bldg G Level 2	B	No	51	53.1	-	-
Plus Park 308 Bldg H	B	No	54	56.3	-	-
Plus Park 308 Bldg J	B	No	49	50.8	-	-
Plus Park 308 Pool	C	No	54	57.6	-	-
Plus Park 320 Court	C	No	62	63.1	-	-
Plus Park 320 Playground 1	C	No	61	61.4	-	-
Plus Park 320 Playground 2	C	No	48	50.4	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 28, Build Alternative

NAA:	28
Description:	East of I-24, north of Old Glenrose Avenue and south of Shadow Bluff Apartments
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	4.75
Category D Impacts	0
Category E Impacts	0
Total Impacts	4.75

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Flushing 364	B	No	62	64	-	-
Flushing 365	B	No	62	63	-	-
Flushing 366	B	No	63	65	-	-
Flushing 366A	B	No	63	64	-	-
Flushing 367	B	No	63	65	-	-
Wimpole 364	B	No	61	62	-	-
Wimpole 366	B	No	61	63	-	-
Wimpole 368	B	No	62	64	-	-
Wimpole 375	C	Yes	66	67	Y	-
Wimpole 378	B	No	63	64	-	-
Wimpole 380	B	No	62	64	-	-

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Impact Determination Analysis for NAA 29, Build Alternative

NAA:	29
Description:	West of I-24, south of the railroad and north of East Thompson Lane
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	71
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	71

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
E Thompson 40	B	Yes	72	73	Y	-
E Thompson 42	B	No	66	67	Y	-
E Thompson 44	B	No	64	66	Y	-
E Thompson 50	B	No	63	65	-	-
E Thompson 52	B	No	62	64	-	-
Ennis 2608	B	No	62	63	-	-
Ennis 2610	B	No	62	64	-	-
Ennis 2612	B	No	63	64	-	-
Ennis 2613	B	No	60	62	-	-
Ennis 2615	B	No	61	63	-	-
Ennis 2618	B	No	64	65	-	-
Ennis 2619	B	No	60	62	-	-
Ennis 2620	B	No	64	66	Y	-
Ennis 2623	B	No	61	62	-	-
Ennis 2624	B	No	65	67	Y	-
Ennis 2626	B	No	65	67	Y	-
Ennis 2627	B	No	63	64	-	-
Ennis 2630	B	No	66	67	Y	-
Ennis 2721	B	No	59	61	-	-
Ennis 2722	B	No	67	68	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Ennis 2724	B	No	65	66	Y	-
Ennis 2726	B	No	61	62	-	-
Glenrose 2516	B	No	61	63	-	-
Glenrose 2520	B	No	62	64	-	-
Glenrose 2522	B	No	62	64	-	-
Glenrose 2524	B	No	63	65	-	-
Glenrose 2526	B	No	63	65	-	-
Glenrose 2532	B	No	64	66	Y	-
Glenrose 2534	B	Yes	64	66	Y	-
Glenrose 2536	B	Yes	65	67	Y	-
Glenrose 2540	B	Yes	65	67	Y	-
Glenrose 2544	B	Yes	65	67	Y	-
Glenrose 2548	B	Yes	64	67	Y	-
Glenrose 2602	B	Yes	65	68	Y	-
Glenrose 2603 Level 1	B	No	63	65	-	-
Glenrose 2603 Level 2	B	No	65	66	Y	-
Glenrose 2604	B	Yes	65	67	Y	-
Joplin 204	B	Yes	72	73	Y	-
Joplin 208	B	No	67	68	Y	-
Joplin 209	B	Yes	69	70	Y	-
Joplin 210	B	Yes	69	70	Y	-
Joplin 211	B	No	69	70	Y	-
Joplin 2601	B	No	63	64	-	-
Joplin 2602	B	Yes	66	68	Y	-
Joplin 2603	B	No	65	67	Y	-
Joplin 2604	B	Yes	67	69	Y	-
Joplin 2605	B	No	66	67	Y	-
Joplin 2606	B	Yes	67	69	Y	-
Joplin 2607	B	Yes	66	67	Y	-
Joplin 2608	B	Yes	68	70	Y	-
Joplin 2609	B	Yes	67	68	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Joplin 2611	B	Yes	68	69	Y	-
Joplin 2613	B	Yes	69	71	Y	-
Joplin 2615	B	Yes	71	73	Y	-
Malden 2601	B	Yes	66	68	Y	-
Malden 2604	B	Yes	66	69	Y	-
Malden 2605	B	No	65	68	Y	-
Malden 2607	B	No	65	67	Y	-
Malden 2608	B	Yes	66	69	Y	-
Malden 2609	B	No	65	67	Y	-
Malden 2611	B	No	64	66	Y	-
Malden 2612	B	Yes	66	68	Y	-
Malden 2613	B	No	63	65	-	-
Malden 2615	B	No	64	65	-	-
Malden 2617	B	No	63	65	-	-
Malden 2620	B	No	63	65	-	-
Malden 2622	B	No	63	65	-	-
Mashburn 2500	B	No	65	67	Y	-
Mashburn 2504	B	No	64	65	-	-
Mashburn 2506	B	No	63	65	-	-
Mashburn 2508	B	No	62	64	-	-
Mashburn 2510	B	No	61	63	-	-
Mashburn 2511	B	No	62	64	-	-

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Impact Determination Analysis for NAA 30, Build Alternative

NAA:	30
Description:	East of I-24, south of the railroad and north of E Thompson Lane
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	21
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	21

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Blackstone 100	B	No	65	67	Y	-
Blackstone 104	B	No	66	68	Y	-
Blackstone 105	B	Yes	67	69	Y	-
Blackstone 107	B	Yes	67	68	Y	-
Blackstone 108	B	Yes	67	69	Y	-
Blackstone 110	B	Yes	68	70	Y	-
Blackstone 112	B	Yes	71	72	Y	-
Blackstone 116	B	Yes	72	72	Y	-
Blackstone 120	B	Yes	73	74	Y	-
E Thompson 30	B	No	60	63	-	-
E Thompson 32	B	No	62	64	-	-
E Thompson 34	B	Yes	64	67	Y	-
Glenmont 101	B	No	63	64	-	-
Glenmont 104	C	No	61	63	-	-
Glenmont 104 Pavilion	C	No	58	62	-	-
Glenmont 105	B	No	64	65	-	-
Glenmont 109	B	No	66	67	Y	-
Glenmont 113	B	No	68	69	Y	-
Glenmont 116	B	No	66	68	Y	-
Glenmont 117	B	No	70	71	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Glenmont 120	B	Yes	68	70	Y	-
Glenmont 121	B	Yes	73	75	Y	-
Glenrose 2621	B	Yes	67	67	Y	-
Glenrose 2625	B	Yes	67	68	Y	-
Glenrose 2628	B	Yes	65	67	Y	-
Glenrose 2630	B	No	64	66	Y	-
Glenrose 2632	B	No	63	65	-	-
Glenrose 2633	B	No	65	66	Y	-

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Impact Determination Analysis for NAA 31, Build Alternative

NAA:	31
Description:	East of I-24, North of Briley Parkway, between E Thompson Lane and Railroad
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	7
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	7

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Cameo 31	B	No	61	62	-	-
Cameo 32	B	No	61	62	-	-
Cameo 33	B	No	63	63	-	-
Cameo 35	B	No	62	63	-	-
Carlyle 727	B	Yes	63	65	-	-
Carlyle 729	B	Yes	63	65	-	-
Carlyle 731	B	Yes	63	66	Y	-
Carlyle 732	B	No	58	60	-	-
Carlyle 733	B	Yes	62	65	-	-
Carlyle 734	B	No	55	58	-	-
Carlyle 735	B	Yes	61	64	-	-
Carlyle 736	B	No	53	56	-	-
Carlyle 737	B	Yes	58	62	-	-
Carlyle 738	B	No	56	59	-	-
Carlyle 739	B	Yes	62	66	Y	-
Carlyle 741	B	Yes	63	67	Y	-
Carlyle 743	B	Yes	60	64	-	-
Carlyle 801	B	No	59	61	-	-
Carlyle 802	B	No	52	54	-	-
Carlyle 803	B	No	56	59	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Carlyle 805	B	No	54	58	-	-
Clencliff 2902	B	No	62	63	-	-
Dover 709	B	No	62	63	-	-
Dover 711	B	No	63	63	-	-
Dover 712	B	No	63	64	-	-
Dover 713	B	No	63	63	-	-
Dover 714	B	No	63	64	-	-
Dover 715	B	No	64	65	-	-
Dover 716	B	No	63	63	-	-
Dover 717	B	Yes	63	65	-	-
Dover 718	B	No	62	63	-	-
Dover 719	B	Yes	63	65	-	-
Dover 720	B	No	62	62	-	-
Dover 721	B	Yes	63	64	-	-
Dover 722	B	No	61	62	-	-
Dover 723	B	Yes	63	64	-	-
Dover 724	B	No	59	60	-	-
Dover 726	B	No	56	57	-	-
Dover 727	B	No	61	62	-	-
Dover 729	B	No	55	58	-	-
Drummond 721	B	No	55	58	-	-
Drummond 725	B	No	56	59	-	-
Drummond 727	B	No	56	58	-	-
Drummond 728	B	No	59	60	-	-
Drummond 729	B	No	54	57	-	-
Drummond 730	B	No	56	58	-	-
Drummond 731	B	No	56	59	-	-
Drummond 732	B	No	56	58	-	-
Drummond 801	B	No	58	62	-	-
Drummond 802	B	No	60	63	-	-
Drummond 803	B	Yes	59	63	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Drummond 804	B	No	60	64	-	-
Drummond 805	B	Yes	60	66	Y	-
Drummond 806	B	No	61	65	-	-
Drummond 808	B	Yes	62	67	Y	-
Glencliff 2900	B	No	65	66	Y	-
Glencliff 2901	D*	Yes	41	41	-	-
Glencliff 2901 Village 1	B	Yes	65	65	-	-
Glencliff 2901 Village 2	B	No	62	63	-	-
Glencliff 2904	B	No	62	63	-	-
Glencliff 2912	B	No	60	62	-	-
Glencliff 2916	B	No	61	63	-	-
Glencliff 2920	B	Yes	61	64	-	-
Glencliff Ct 708	B	Yes	64	65	-	-
Glencliff Ct 712	B	Yes	65	64	-	-
Glencliff Ct 716	B	Yes	65	64	-	-
Glencliff Ct 720	B	Yes	63	63	-	-
Glencliff Ct 724	B	Yes	63	63	-	-
Glencliff Ct 728	B	Yes	62	63	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 32, Build Alternative

NAA:	32
Description:	
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	1
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	1

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Drummond 900	B	Yes	62	64	-	-
Drummond 901	B	Yes	62	64	-	-
Drummond 902	B	No	60	63	-	-
Drummond 903	B	No	59	62	-	-
Drummond 904	B	No	59	62	-	-
Drummond 905	B	No	57	60	-	-
Drummond 906	B	No	59	61	-	-
Drummond 908	B	No	58	60	-	-
Drummond 909	B	No	56	58	-	-
Drummond 910	B	No	57	59	-	-
Drummond Ct 741	B	Yes	65	68	Y	-
Drummond Ct 743	B	Yes	62	64	-	-
Drummond Ct 745	B	Yes	62	64	-	-
Wildview 738	B	No	55	58	-	-
Wildview 739	B	No	56	58	-	-
Wildview 741	B	No	57	59	-	-
Wildview 743	B	No	58	61	-	-
Wildview 745	B	No	57	60	-	-

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Impact Determination Analysis for NAA 33, Build Alternative

NAA:	33
Description:	West of I-24, between Briley Parkway and Seven Mile Creek
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	209
Category C Impacts	5.03
Category D Impacts	0
Category E Impacts	0
Total Impacts	214.03

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Antioch 94 Bldg D	B	No	59	60	-	-
Antioch 94 Bldg E	B	No	66	67	Y	-
Antioch 94 Bldg G Level 1	B	No	68	67	Y	-
Antioch 94 Bldg G Level 2	B	No	69	68	Y	-
Antioch 94 Bldg G Level 3	B	No	69	69	Y	-
Antioch 94 Bldg I Level 1	B	No	60	60	-	-
Antioch 94 Bldg I Level 2	B	No	64	63	-	-
Antioch 94 Bldg I Level 3	B	No	65	64	-	-
Antioch Pike 94 Bldg F Level 1	B	No	70	70	Y	-
Antioch Pike 94 Bldg F Level 2	B	No	71	71	Y	-
Antioch Pike 94 Bldg F Level 3	B	No	71	71	Y	-
Antioch Pike 94 Pool	C	No	57	57	-	-
Glencliff 3127	B	Yes	71	70	Y	-
Glencliff 3129	B	Yes	69	69	Y	-
Glencliff 3131	B	Yes	66	67	Y	-
Glencliff 3135	B	Yes	64	65	-	-
Glencliff 3137	B	No	60	62	-	-
Glencliff 3139	B	No	58	60	-	-
Mavert 2900	B	No	61	63	-	-
Mavert 2901	B	No	59	60	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Mavert 2904	B	No	57	59	-	-
Mavert 2905	B	No	56	57	-	-
Mavert 2906	B	No	57	59	-	-
Mavert 2908	B	No	57	58	-	-
Mavert 2910	B	No	53	56	-	-
Mavert 2912	B	No	53	55	-	-
Neese 110	B	Yes	66	67	Y	-
Neese 111	B	No	61	63	-	-
Neese 112	B	Yes	65	67	Y	-
Neese 113	B	No	60	61	-	-
Neese 114	B	Yes	63	65	-	-
Neese 115	B	No	59	60	-	-
Neese 116	B	No	62	63	-	-
Neese 117	B	No	49	51	-	-
Neese 118	B	No	61	63	-	-
Neese 119	B	No	58	59	-	-
Neese 120	B	No	61	63	-	-
Neese 121	B	No	58	59.1	-	-
Neese 122	B	No	61	62.7	-	-
Neese 123	B	No	59	59	-	-
Neese 124	B	No	62	63.2	-	-
Neese 125	B	No	58	58.7	-	-
Neese 126	B	No	63	63.8	-	-
Neese 127	B	No	59	59	-	-
Neese 128	B	No	63	63	-	-
Neese 129	B	No	59	60	-	-
Neese 130	B	No	64	63.9	-	-
Neese 131	B	No	58	58.9	-	-
Neese 140 Bldg L Level 1	B	No	58	59.6	-	-
Neese 140 Bldg L Level 2	B	No	62	62.5	-	-
Neese 140 Bldg L Level 3	B	No	64	63.9	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Neese 140 Bldg M Townhomes	B	No	42	43	-	-
Neese 140 Bldg N Townhomes	B	No	48	50.1	-	-
Neese 141 Bldg E Level 1	B	No	52	54	-	-
Neese 141 Bldg E Level 1.5	B	No	57	59.6	-	-
Neese 141 Bldg E Level 2	B	No	57	58.3	-	-
Neese 141 Bldg E Level 2.5	B	No	62	62.8	-	-
Neese 141 Bldg E Level 3	B	No	63	63.4	-	-
Noble 1022	B	No	53	55	-	-
Noble 1042	B	No	54	57	-	-
Noble 1052	B	Yes	70	72	Y	-
Noble 1052 Sport Court	C	Yes	74	76	Y	-
Noble 1058	B	Yes	75	77	Y	-
Noble 1063	B	No	57	58	-	-
Noble 1068	B	Yes	77	80	Y	-
Noble 1076	B	Yes	77	79	Y	-
Noble 1082	B	Yes	76	78	Y	-
Noble 1088	B	Yes	76	78	Y	-
Noble 1094	B	Yes	75	77	Y	-
Noble 1104	B	Yes	74	76	Y	-
Noble 1110	B	No	69	70	Y	-
Shannon 1309	B	No	51	51	-	-
Shannon 1319	B	No	57	58	-	-
Southlake 2928	B	No	54	55	-	-
Tallwood 110	B	Yes	67	67	Y	-
Tallwood 114	B	Yes	62	64	-	-
Tallwood 120	B	Yes	66	67	Y	-
Tallwood 122	B	Yes	66	67	Y	-
Tallwood 126	B	Yes	66	67	Y	-
Tallwood 128	B	Yes	65	66	Y	-
Tallwood 132	B	Yes	65	66	Y	-
Tallwood 144	B	Yes	62	63	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Tallwood 150	B	Yes	60	61	-	-
Tallwood 155	B	Yes	65	67	Y	-
Twin Oaks 18	B	No	51	53	-	-
Twin Oaks 22	B	No	50	51.6	-	-
Twin Oaks 244 Bldg A Level 1	B	Yes	64	66.3	Y	-
Twin Oaks 244 Bldg A Level 2	B	Yes	77	74.6	Y	-
Twin Oaks 244 Bldg B	B	Yes	66	67.2	Y	-
Twin Oaks 244 Bldg C Level 3	B	Yes	62	62.8	-	-
Twin Oaks 244 Bldg C Levels 2 and 1	B	Yes	59	60.4	-	-
Twin Oaks 244 Bldg D Level 1	B	Yes	64	64.9	-	-
Twin Oaks 244 Bldg D Level 2	B	Yes	68	67.9	Y	-
Twin Oaks 244 Bldg D Level 3	B	Yes	70	69.6	Y	-
Twin Oaks 244 Bldg E Level 1	B	Yes	69	68.7	Y	-
Twin Oaks 244 Bldg E Level 2	B	Yes	71	70.8	Y	-
Twin Oaks 244 Bldg E Level 3	B	Yes	72	71.3	Y	-
Twin Oaks 244 Bldg F Level 1	B	No	66	66	Y	-
Twin Oaks 244 Bldg F Level 2	B	No	67	67	Y	-
Twin Oaks 244 Bldg F Level 3	B	No	68	67	Y	-
Twin Oaks 244 Bldg G Level 1	B	No	60	61	-	-
Twin Oaks 244 Bldg G Level 2	B	No	62	62	-	-
Twin Oaks 244 Bldg G Level 3	B	No	63	63	-	-
Twin Oaks 244 Bldg H Level 1	B	No	59	59	-	-
Twin Oaks 244 Bldg H Level 2	B	No	61	61	-	-
Twin Oaks 244 Bldg H Level 3	B	No	62	61	-	-
Twin Oaks 244 Bldg J Level 2	B	No	64	63	-	-
Twin Oaks 244 Bldg JJ Level 1	B	No	57	58	-	-
Twin Oaks 244 Bldg JJ Level 2	B	No	59	59	-	-
Twin Oaks 244 Bldg JJ Level 3	B	No	60	60	-	-
Twin Oaks 244 Bldg K	B	Yes	70	69	Y	-
Twin Oaks 244 Bldg L	B	Yes	71	71	Y	-
Twin Oaks 244 Bldg LL Level 1	B	No	55	55	-	-

DRAFT - DELIBERATIVE

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Twin Oaks 244 Bldg LL Level 2	B	No	57	57	-	-
Twin Oaks 244 Bldg LL Level 3	B	No	59	60	-	-
Twin Oaks 244 Bldg M Level 1	B	Yes	76	75	Y	-
Twin Oaks 244 Bldg M Level 2	B	Yes	77	76	Y	-
Twin Oaks 244 Bldg M Level 3	B	Yes	78	77	Y	-
Twin Oaks 244 Bldg MM	B	No	56	58	-	-
Twin Oaks 244 Bldg N Level 1	B	Yes	75	75	Y	-
Twin Oaks 244 Bldg N Level 2	B	Yes	77	77	Y	-
Twin Oaks 244 Bldg N Level 3	B	Yes	77	77	Y	-
Twin Oaks 244 Bldg P	B	Yes	68	67	Y	-
Twin Oaks 244 Bldg Q	B	Yes	65	65	-	-
Twin Oaks 244 Bldg R	B	Yes	62	62	-	-
Twin Oaks 244 Bldg S	B	No	59	59	-	-
Twin Oaks 244 Bldg T Level 1	B	Yes	70	70	Y	-
Twin Oaks 244 Bldg T Level 2	B	Yes	70	70	Y	-
Twin Oaks 244 Bldg U Level 1	B	Yes	66	68	Y	-
Twin Oaks 244 Bldg U Level 2	B	Yes	67	68	Y	-
Twin Oaks 244 Bldg V Level 1	B	Yes	60	63	-	-
Twin Oaks 244 Bldg V Level 2	B	Yes	60	63	-	-
Twin Oaks 244 Bldg W Level 1	B	Yes	55	58	-	-
Twin Oaks 244 Bldg W Level 2	B	Yes	57	59	-	-
Twin Oaks 244 Bldg W Level 3	B	Yes	60	62	-	-
Twin Oaks 244 Court	C	Yes	71	70	Y	-
Twin Oaks 244 Pool 1	C	Yes	66	66	Y	-
Twin Oaks 26	B	No	50	53	-	-
Twin Oaks 30	B	No	54	56	-	-
Twin Oaks Ct 605	B	No	49	51	-	-
Twin Oaks Dog Park	C	Yes	75	74	Y	-
Valerie 1207	B	No	54	56	-	-
Valerie 1210	B	No	49	51	-	-
Valerie 1224	B	No	52	53	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Valerie 1229	B	No	61	62	-	-
Valerie 1230	B	No	57	57	-	-

DRAFT - DELIBERATIVE

Impact Determination Analysis for NAA 34, Build Alternative

NAA:	34
Description:	East of I-24, south of Averitt Express
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	17
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	17

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Crowder 1012	B	No	62	63	-	-
Crowder 1014	B	No	65	65	-	-
Crowder 1015	B	No	61	62	-	-
Crowder 1016	B	No	67	67	Y	-
Crowder 1017	B	Yes	63	65	-	-
Crowder 1018	B	No	68	68	Y	-
Crowder 1019	B	Yes	73	73	Y	-
Crowder 1020	B	Yes	71	70	Y	-
Drummond 1005	B	No	61	62	-	-
Drummond 1007	B	No	64	63	-	-
Drummond 1009	B	No	65	64	-	-
Drummond 1010	B	No	61	62	-	-
Drummond 1022	B	Yes	61	62	-	-
Drummond 1024	B	Yes	61	63	-	-
Drummond 1026	B	Yes	64	65	-	-
Drummond 1027	B	No	67	67	Y	-
Drummond 1028	B	Yes	66	66	Y	-
Drummond 1030	B	Yes	67	67	Y	-
Drummond 1032	B	Yes	68	68	Y	-
Drummond 1034	B	Yes	69	69	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Drummond 1036	B	Yes	71	71	Y	-
Drummond 1038	B	Yes	59	64	-	-
Drummond 1039	B	No	66	67	Y	-

DRAFT - DELIBERATIVE

Impact Determination Analysis for NAA 35, Build Alternative

NAA:	35
Description:	West of I-24, north of Antioch Pike
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Antioch Pike 1022	B	Yes	62	64	-	-

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Impact Determination Analysis for NAA 36, Build Alternative

NAA:	36
Description:	West of I-24, between Seven Mile Creek and the railroad
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	9
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	9

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Antioch Pike 1033	B	Yes	64	66	Y	-
Antioch Pike 1035	B	Yes	64	67	Y	-
Antioch Pike 1037	B	Yes	65	67	Y	-
Antioch Pike 1051	B	No	67	69	Y	-
Antioch Pike 1052	B	Yes	75	76	Y	-
Antioch Pike 1053	B	No	66	68	Y	-
Antioch Pike 1055	B	Yes	66	68	Y	-
Antioch Pike 1059	B	No	65	68	Y	-
Mcillwain 1061	B	Yes	68	70	Y	-

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Impact Determination Analysis for NAA 37, Build Alternative

NAA:	37
Description:	East of I-24, between Antioch Pike and the railroad
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	2
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	2

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Antioch Pike 1129	B	Yes	75	76	Y	-
Antioch Pike 1133	B	Yes	66	68	Y	-
Antioch Pike 1139	B	Yes	59	64	-	-
Antioch Pike 1141	B	Yes	57	63	-	-
Antioch Pike 1143	B	Yes	59	64	-	-
Antioch Pike 1145	B	Yes	59	63	-	-
Antioch Pike 1147	B	No	58	62	-	-

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Impact Determination Analysis for NAA 38, Build Alternative

NAA:	38
Description:	West of I-24 between the railroad and Harding Place
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	199
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	199

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Bolster 904	B	No	51	58	-	-
Bolster 905	B	Yes	61	65	-	-
Bolster 908	B	Yes	67	70	Y	-
Bolster 909	B	Yes	61	65	-	-
Donna Kay 3420	B	Yes	51	58	-	-
Donna Kay 3424	B	Yes	53	60	-	-
Donna Kay 3425	B	No	53	59	-	-
Donna Kay 3428	B	Yes	55	62	-	-
Donna Kay 3429	B	No	57	61	-	-
Donna Kay 3432	B	Yes	58	63	-	-
Donna Kay 3433	B	No	42	45	-	-
Donna Kay 3436	B	No	60	64	-	-
Donna Kay 3437	B	No	60	63	-	-
Donna Kay 3440	B	No	61	63	-	-
Donna Kay 3441	B	No	59	62	-	-
Donna Kay 3444	B	No	60	63	-	-
Donna Kay 3445	B	No	58	61	-	-
Donna Kay 3448	B	No	55	62	-	-
Donna Kay 3452	B	No	57	61	-	-
Donna Kay 3456	B	No	57	60	-	-

DRAFT - DELIBERATIVE

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Donna Kay 3460	B	No	56	60	-	-
Donna Kay 3500	B	No	60	63	-	-
Eisenhower 200	B	Yes	66	68	Y	-
Eisenhower 201	B	Yes	69	71	Y	-
Eisenhower 203	B	Yes	69	70	Y	-
Eisenhower 204	B	Yes	64	66	Y	-
Eisenhower 205	B	Yes	68	69	Y	-
Eisenhower 207	B	Yes	67	69	Y	-
Eisenhower 208	B	No	60	62	-	-
Eisenhower 209	B	Yes	67	69	Y	-
Eisenhower 210	B	No	60	62	-	-
Eisenhower 211	B	Yes	67	68	Y	-
Eisenhower 212	B	Yes	59	61	-	-
Eisenhower 213	B	Yes	69	70	Y	-
Eisenhower 215	B	Yes	69	69	Y	-
Eisenhower 216	B	Yes	58	59	-	-
Eisenhower 219	B	Yes	70	71	Y	-
Eisenhower 221	B	Yes	68	68	Y	-
Eisenhower 223	B	Yes	69	70	Y	-
Eisenhower 224	B	No	60	62	-	-
Eisenhower 225	B	Yes	68	69	Y	-
Eisenhower 226	B	No	60	61	-	-
Eisenhower 227	B	Yes	68	69	Y	-
Eisenhower 228	B	No	59	61	-	-
Eisenhower 229	B	Yes	70	71	Y	-
Eisenhower 230	B	No	59	60	-	-
Eisenhower 231	B	Yes	67	68	Y	-
Eisenhower 232	B	No	58	60	-	-
Eisenhower 233	B	Yes	67	68	Y	-
Eisenhower 234	B	No	57	59	-	-
Eisenhower 235	B	Yes	67	68	Y	-

DRAFT - DELIBERATIVE

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Eisenhower 236	B	No	56	58	-	-
Eisenhower 237	B	Yes	66	67	Y	-
Eisenhower 238	B	No	56	58	-	-
Eisenhower 239	B	Yes	66	67	Y	-
Eisenhower 241	B	Yes	67	68	Y	-
Generosity 4200	B	Yes	66	69	Y	-
Generosity 4201	B	No	62	66	Y	-
Generosity 4204	B	Yes	68	71	Y	-
Generosity 4205	B	No	63	67	Y	-
Generosity 4208	B	Yes	69	71	Y	-
Generosity 4209	B	No	64	67	Y	-
Generosity 4212	B	Yes	69	72	Y	-
Generosity 4213	B	No	64	68	Y	-
Generosity 4216	B	Yes	71	73	Y	-
Generosity 4217	B	No	63	68	Y	-
Generosity 4220	B	Yes	73	74	Y	-
Generosity 4221	B	No	63	68	Y	-
Generosity 4225	B	Yes	64	69	Y	-
Generosity 4229	B	Yes	63	69	Y	-
Generosity 4233	B	Yes	66	70	Y	-
Hope Hill Ct 3300	B	No	58	61	-	-
Hope Hill Ct 3301	B	No	60	62	-	-
Hope Hill Ct 3304	B	No	54	58	-	-
Hope Hill Ct 3305	B	No	56	58	-	-
Hope Hill Ct 3308	B	No	54	57	-	-
Linbar 4818	B	No	53	55	-	-
Linbar 4820	B	No	58	59	-	-
Paragon 3532	B	No	53	56.2	-	-
Paragon 3536	B	No	54	56.6	-	-
Paragon 3549	B	No	52	56.2	-	-
Paragon Mills 0	C	Yes	61	64.2	-	-

DRAFT - DELIBERATIVE

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Paragon Mills 193	B	Yes	67	69.6	Y	-
Paragon Mills 197	B	No	64	67.1	Y	-
Paragon Mills 200 Bldg A Level 1	B	Yes	72	75.5	Y	-
Paragon Mills 200 Bldg A Level 2	B	Yes	74	76.8	Y	-
Paragon Mills 200 Bldg B Level 1	B	Yes	72	74.8	Y	-
Paragon Mills 200 Bldg B Level 2	B	Yes	74	76.6	Y	-
Paragon Mills 200 Bldg B Level 3	B	Yes	75	77.4	Y	-
Paragon Mills 200 Bldg C Level 1	B	Yes	71	74.2	Y	-
Paragon Mills 200 Bldg C Level 2	B	Yes	74	76	Y	-
Paragon Mills 200 Bldg C Level 3	B	Yes	75	77.1	Y	-
Paragon Mills 200 Bldg D Level 1	B	Yes	72	73.8	Y	-
Paragon Mills 200 Bldg D Level 2	B	Yes	74	75.9	Y	-
Paragon Mills 200 Bldg D Level 3	B	Yes	76	77.1	Y	-
Paragon Mills 200 Bldg E Level 1	B	Yes	71	72.2	Y	-
Paragon Mills 200 Bldg E Level 2	B	Yes	73	74	Y	-
Paragon Mills 200 Bldg E Level 3	B	Yes	74	75.1	Y	-
Paragon Mills 200 Bldg F Level 1	B	No	57	59.4	-	-
Paragon Mills 200 Bldg F Level 2	B	No	60	61.4	-	-
Paragon Mills 200 Bldg F Level 3	B	No	62	63	-	-
Paragon Mills 200 Bldg G Level 1	B	No	56	57.4	-	-
Paragon Mills 200 Bldg G Level 2	B	No	59	60.1	-	-
Paragon Mills 200 Bldg G Level 3	B	No	63	64.9	-	-
Paragon Mills 200 Bldg H Level 1	B	No	58	59.8	-	-
Paragon Mills 200 Bldg H Level 2	B	No	60	62	-	-
Paragon Mills 200 Playground	C	No	55	57.5	-	-
Paragon Mills 200 Pool	C	No	58	60.1	-	-
Paragon Mills 201	B	No	62	64.1	-	-
Paragon Mills 203	B	No	61	63.2	-	-
Paragon Mills 205	B	No	59	61.5	-	-
Paragon Mills 207	B	No	58	60.1	-	-
Paragon Mills 209	B	No	58	59.9	-	-

DRAFT - DELIBERATIVE

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Paragon Mills 213	B	No	57	59.8	-	-
Paragon Mills 217	B	No	57	59	-	-
Paragon Mills 225	B	No	56	58.7	-	-
Paragon Mills 229	B	No	56	59.7	-	-
Partner 4100	B	No	62	64.8	-	-
Partner 4101	B	No	65	67.7	Y	-
Partner 4104	B	No	60	63.8	-	-
Partner 4105	B	No	64	67.4	Y	-
Partner 4108	B	No	60	63.8	-	-
Partner 4112	B	No	60	63.1	-	-
Partner 4113	B	No	64	66.8	Y	-
Partner 4117	B	No	63	66.3	Y	-
Partner 4121	B	No	63	66.4	Y	-
Partner 4125	B	No	63	65.8	Y	-
Partner 4129	B	No	62	65.5	Y	-
Partner 4133	B	No	62	65.1	-	-
Partner 4137	B	No	61	64.3	-	-
Partner 4141	B	No	60	63	-	-
Providence Park 4017	B	Yes	70	71.9	Y	-
Providence Park 4020	B	No	64	66.8	Y	-
Providence Park 4021	B	Yes	70	72.5	Y	-
Providence Park 4024	B	No	64	66.4	Y	-
Providence Park 4025	B	Yes	69	72	Y	-
Providence Park 4028	B	Yes	64	66.6	Y	-
Providence Park 4029	B	Yes	68	70.8	Y	-
Providence Park 4032	B	Yes	64	66.4	Y	-
Providence Park 4033	B	Yes	68	70.7	Y	-
Providence Park 4037	B	Yes	68	70.4	Y	-
Providence Park 4105	B	Yes	66	69.4	Y	-
Providence Park 4109	B	Yes	66	69.1	Y	-
Providence Park 4113	B	Yes	66	69.2	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Providence Park 4117	B	Yes	65	68.7	Y	-
Providence Park 4118	B	No	61	63.8	-	-
Providence Park 4121	B	Yes	65	68.4	Y	-
Providence Park 4122	B	No	61	63.9	-	-
Providence Park 4125	B	Yes	64	68	Y	-
Providence Park 4126	B	No	60	63.8	-	-
Providence Park 4129	B	Yes	63	66.2	Y	-
Providence Park 4130	B	No	55	58.9	-	-
Providence Park 4133	B	Yes	62	65.9	Y	-
Providence Park 4134	B	No	59	63.3	-	-
Providence Park 4137	B	Yes	61	65	-	-
Providence Park 4138	B	No	59	62.9	-	-
Providence Park 4141	B	Yes	60	63.8	-	-
Providence Park 4142	B	No	58	62.5	-	-
Providence Park 4145	B	Yes	59	63.5	-	-
Providence Park 4146	B	No	57	61.6	-	-
Providence Park 4149	B	Yes	58	61.8	-	-
Providence Park 4150	B	No	57	60.8	-	-
Providence Park 4153	B	Yes	57	61.8	-	-
Providence Park 4154	B	No	56	59.9	-	-
Providence Park 4157	B	Yes	57	60.8	-	-
Providence Park 4158	B	No	56	59.2	-	-
Providence Park 4161	B	Yes	57	60	-	-
Providence Park 4162	B	No	56	58.9	-	-
Providence Park 4165	B	Yes	61	64.9	-	-
Providence Park 4166	B	No	55	58.1	-	-
Providence Park 4169	B	Yes	56	58.2	-	-
Providence Park 4170	C	No	54	57	-	-
Providence Park 4173	B	Yes	60	63.5	-	-
Providence Park 4181	B	Yes	62	66.1	Y	-
Providence Park 4185	B	Yes	61	64.4	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Providence Park 4189	B	Yes	59	61.3	-	-
Reischa 4712	B	No	57	59.3	-	-
Reischa 4716	B	No	59	60.5	-	-
Reischa 4720	B	No	60	62.5	-	-
Reischa 4724	B	No	63	65.1	-	-
Reischa 4725	B	No	62	63.5	-	-
Reischa 4728	B	No	65	66.9	Y	-
Reischa 4729	B	No	61	62.2	-	-
Reischa 4732	B	No	67	68.4	Y	-
Reischa 4733	B	No	62	64.2	-	-
Reischa 4736	B	Yes	68	69.7	Y	-
Reischa 4737	B	No	64	65.6	Y	-
Reischa 4740	B	Yes	69	70.6	Y	-
Reischa 4744	B	Yes	69	70.9	Y	-
Reischa 4748	B	Yes	71	72.7	Y	-
Reischa 4751	B	No	64	66	Y	-
Reischa 4752	B	Yes	68	70.9	Y	-
Reischa 4753	B	No	64	65.1	-	-
Reischa 4757	B	No	62	63	-	-
Reischa 4760	B	Yes	68	71	Y	-
Reischa 4764	B	Yes	70	72	Y	-
Reischa 4765	B	No	61	62	-	-
Reischa 4768	B	Yes	66	68	Y	-
Reischa 4776	B	Yes	66	68	Y	-
Reischa 4777	B	No	56	59	-	-
Reischa 4780	B	Yes	68	70	Y	-
Reischa 4781	B	No	56	59	-	-
Reischa 4784	B	Yes	62	65	-	-
Reischa 4785	B	No	55	58	-	-
Reischa 4788	B	Yes	62	65	-	-
Reischa 4789	B	No	54	57	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Reischa 4792	B	Yes	61	64	-	-
Reischa Sue 505	B	No	56	58	-	-
Reischa Sue 508	B	No	54	57	-	-
Sunlight 4800	B	No	56	57.9	-	-
Sunlight 4805	B	No	57	59.4	-	-
Sunlight 4806	B	No	57	59.4	-	-
Sunlight 4806	B	No	57	60	-	-
Sunlight 4807	B	No	57	59.1	-	-
Sunlight 4808	B	No	57	59	-	-
Sunlight 4809	B	No	55	57.6	-	-
Sunlight 4810	B	No	57	59.1	-	-
Sunlight 4812	B	No	56	58.2	-	-
Sunlight 4814	B	No	56	57.5	-	-
Sunlight 4816	B	No	54	56.2	-	-
Sunlight 4818	B	No	54	55.3	-	-
Sunlight 4820	B	No	53	54.4	-	-
Sunlight 4822	B	No	53	54.4	-	-
Towry 4800	B	No	57	59	-	-
Towry 4802	B	No	57	59	-	-
Towry 4803	B	No	58	60	-	-
Towry 4804	B	No	58	59	-	-
Towry 4805	B	No	57	59	-	-
Towry 4806	B	No	62	65	-	-
Towry 4807	B	No	59	61	-	-

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Impact Determination Analysis for NAA 39, Build Alternative

NAA:	39
Description:	East of I-24, between the railroad and Paragon Mills Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0.05
Total Impacts	0.05

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Metroplex 515	E	Yes	57	59	-	-
Metroplex 525	E	Yes	69	71	Y	-
Metroplex 531	C	Yes	62	64	-	-
Metroplex 549	E	Yes	64	66	-	-

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Impact Determination Analysis for NAA 40, Build Alternative

NAA:	40
Description:	East of I-24, north of Harding Place and west of Metroplex Drive
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0.09
Category D Impacts	0
Category E Impacts	0
Total Impacts	0.09

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Metroplex 411	C	No	65	66	Y	-

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Impact Determination Analysis for NAA 41, Build Alternative

NAA:	41
Description:	West of I-24, south of Harding Place to Linbar Business Center
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	269
Category C Impacts	0.61
Category D Impacts	0
Category E Impacts	0
Total Impacts	269.61

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Largo 201	E	No	58	59	-	-
Largo 223	D*	No	48	50	-	-
Wallace 95 Bldg 1 Level 1	B	Yes	70	73	Y	-
Wallace 95 Bldg 1 Level 2	B	Yes	72	74	Y	-
Wallace 95 Bldg 2 Level 1	B	Yes	68	71	Y	-
Wallace 95 Bldg 2 Level 2	B	Yes	71	73	Y	-
Wallace 95 Bldg 5 Level 1	B	No	63	63	-	-
Wallace 95 Bldg 5 Level 2	B	No	65	66	Y	-
Wallace 95 Bldgs 3 4 Level 1	B	Yes	67	68	Y	-
Wallace 95 Bldgs 3 4 Level 2	B	Yes	70	71	Y	-
Wallace 95 Pool	C	Yes	68	68	Y	-
Wallace 97 Bldg 1 Level 1	B	Yes	75	79	Y	-
Wallace 97 Bldg 1 Level 2	B	Yes	78	80	Y	-
Wallace 97 Bldg 2 Level 1	B	No	65	68	Y	-
Wallace 97 Bldg 2 Level 2	B	No	67	69	Y	-
Wallace 97B	E	No	59	62	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 42, Build Alternative

NAA:	42
Description:	East of I-24, south of Perimeter Hill Drive
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0.48
Total Impacts	0.48

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Perimeter Hill 3354	D*	No	31	34	-	-
Perimeter Park 301	E	Yes	72	76	Y	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 43, Build Alternative

NAA:	43
Description:	West of I-24, south of Linbar Business Center to Haywood Oaks Office Park
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	326
Category C Impacts	7.15
Category D Impacts	0
Category E Impacts	0
Total Impacts	333.15

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Linbar 5042 Bldg 100 Level 1	B	No	65	67	Y	-
Linbar 5042 Bldg 100 Level 2	B	No	66	68	Y	-
Linbar 5042 Bldg 100 Level 3	B	No	67	69	Y	-
Linbar 5042 Bldg 200 Level 1	B	No	66	69	Y	-
Linbar 5042 Bldg 200 Level 2	B	No	68	70	Y	-
Linbar 5042 Bldg 300 Level 1	B	Yes	69	72	Y	-
Linbar 5042 Bldg 300 Level 2	B	Yes	70	73	Y	-
Linbar 5042 Bldg 300 Level 3	B	Yes	72	74	Y	-
Linbar 5042 Bldg 400 Level 1	B	Yes	75	78	Y	-
Linbar 5042 Bldg 400 Level 2	B	Yes	78	80	Y	-
Linbar 5042 Dog Park	C	Yes	76	80	Y	-
Linbar 5042 Picnic	C	Yes	67	71	Y	-
Linbar 5042 Trail	C	Yes	69	72	Y	-
Linbar 5050	D*	Yes	49	50	-	-
Linbar 5101 Bldg A Level 1	B	No	62	64	-	-
Linbar 5101 Bldg A Level 2	B	No	65	68	Y	-
Linbar 5101 Bldg A Level 3	B	No	66	68	Y	-
Linbar 5101 Bldg B Level 1	B	No	60	62	-	-
Linbar 5101 Bldg B Level 2	B	No	64	66	Y	-
Linbar 5101 Bldg B Level 3	B	No	65	67	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Linbar 5101 Bldg D Level 1	B	No	67	69	Y	-
Linbar 5101 Bldg D Level 2	B	No	70	72	Y	-
Linbar 5101 Bldg D Level 3	B	No	71	73	Y	-
Linbar 5101 Bldg F Level 1	B	No	67	69	Y	-
Linbar 5101 Bldg F Level 2	B	No	70	72	Y	-
Linbar 5101 Bldg F Level 3	B	No	71	73	Y	-
Linbar 5101 Bldg G Level 1	B	No	65	67	Y	-
Linbar 5101 Bldg G Level 2	B	No	68	70	Y	-
Linbar 5101 Bldg G Level 3	B	No	70	72	Y	-
Linbar 5101 Bldg H Level 1	B	No	60	62	-	-
Linbar 5101 Bldg H Level 2	B	No	64	66	Y	-
Linbar 5101 Bldg H Level 3	B	No	66	67	Y	-
Linbar 5101 Bldg J Level 1	B	No	59	61	-	-
Linbar 5101 Bldg J Level 2	B	No	63	65	-	-
Linbar 5101 Bldg J Level 3	B	No	66	68	Y	-
Linbar 5101 Playground	C	No	67	69	Y	-
Linbar 5101 Pool	C	No	65	67	Y	-
Linbar 5104	B	Yes	77	80	Y	-
Linbar 5112	B	Yes	77	80	Y	-
Linbar 5120	B	Yes	78	80	Y	-
Linbar 5128	B	Yes	77	80	Y	-
Linbar 5136	B	Yes	77	80	Y	-
Linbar 5144	B	Yes	77	80	Y	-
Linbar 5152	B	Yes	77	80	Y	-
Linbar 5160	B	Yes	73	74	Y	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 44, Build Alternative

NAA:	44
Description:	East of I-24, North of Haywood Lane
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	77
Category C Impacts	2.50
Category D Impacts	0
Category E Impacts	0
Total Impacts	79.53

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Bakertown 3712	B	No	60	62	-	-
Bakertown 3714	B	No	61	63	-	-
Bakertown 3716	B	No	64	66	Y	-
Bakertown 3719	B	Yes	75	77	Y	-
Bakertown 3720	B	No	63	65	-	-
Bakertown 3721	B	Yes	74	77	Y	-
Bakertown 3722	B	No	62	64	-	-
Bakertown 3723	B	Yes	75	78	Y	-
Bakertown 3724	B	No	63	65	-	-
Bakertown 3725	B	Yes	74	76	Y	-
Bakertown 3726	B	No	63	64	-	-
Bakertown 3727	B	Yes	74	77	Y	-
Bakertown 3729	B	Yes	75	79	Y	-
Bakertown 3730	B	No	52	54	-	-
Bakertown 3732	B	No	61	62	-	-
Bakertown 3734	B	No	60	62	-	-
Bakertown 3735	B	Yes	74	76	Y	-
Bakertown 401 Bldg ABC Level 1	B	No	53	54	-	-
Bakertown 401 Bldg ABC Level 2	B	No	55	56	-	-
Bakertown 401 Bldg E Level 1	B	Yes	62	66	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Bakertown 401 Bldg E Level 2	B	Yes	65	68	Y	-
Bakertown 401 Bldg F Level 1	B	Yes	65	68	Y	-
Bakertown 401 Bldg F Level 2	B	Yes	69	72	Y	-
Bakertown 401 Bldg G Level 1	B	Yes	78	79	Y	-
Bakertown 401 Bldg G Level 2	B	Yes	79	82	Y	-
Bakertown 401 Bldg H Level 1	B	Yes	78	80	Y	-
Bakertown 401 Bldg H Level 2	B	Yes	79	82	Y	-
Bakertown 401 Bldg IJ Level 1	B	No	56	58	-	-
Bakertown 401 Bldg IJ Level 2	B	No	60	62	-	-
Bakertown 401 Bldg KL Level 1	B	No	52	54	-	-
Bakertown 401 Bldg KL Level 2	B	No	54	55	-	-
Bakertown 401 Pool	C	Yes	65	68	Y	-
Derrick 405	B	No	51	52	-	-
Derrick 408	B	No	50	51	-	-
Derrick 409	B	No	51	53	-	-
Derrick 412	B	No	51	53	-	-
Ezell 3505	B	Yes	69	72	Y	-
Ezell 3507	B	Yes	69	73	Y	-
Ezell 3509	B	Yes	71	74	Y	-
Ezell 3703	B	Yes	70	73	Y	-
Ezell 3704	B	No	61	64	-	-
Ezell 3706	B	No	62	65	-	-
Ezell 3707	B	Yes	75	77	Y	-
Ezell 3708	B	No	63	65	-	-
Ezell 3710	B	No	62	65	-	-
Ezell 3711	B	Yes	72	75	Y	-
Ezell 3715	B	Yes	75	77	Y	-
Johnakin 3340	B	No	68	71	Y	-
Johnakin 3341	B	No	71	74	Y	-
Lallemand 3501	B	No	65	68	Y	-
Lallemand Ct 308	B	No	64	67	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Lallemand Ct 309	B	No	67	70	Y	-
Lallemand Ct 310	B	No	62	65	-	-
Lallemand Ct 312	B	No	66	69	Y	-
Lallemand Ct 313	B	Yes	71	74	Y	-
Lallemand Ct 314	B	No	68	70	Y	-
Lallemand Ct 315	B	Yes	75	79	Y	-
Lallemand Ct 316	B	Yes	58	60	-	-
Luna 319	B	No	65	68	Y	-
Luna 321	B	No	67	70	Y	-
Luna 325	B	No	62	66	Y	-
Luna 326	B	No	64	66	Y	-
Luna 329	B	Yes	69	72	Y	-
Luna 331	B	Yes	70	74	Y	-
Luna 333	B	Yes	72	75	Y	-
Luna 335	B	Yes	72	75	Y	-
Luna 339	B	Yes	72	75	Y	-
Luna 340	B	No	68	70	Y	-
Luna Ct 3405	B	No	63	66	Y	-
Luna Ct 3406	B	No	60	63	-	-
Luna Ct 3408	B	No	62	65	-	-
Luna Ct 3409	B	No	66	69	Y	-
Luna Ct 3410	B	No	59	62	-	-
Luna Ct 3412	B	No	68	71	Y	-
Luna Ct 3413	B	No	71	74	Y	-
Luna Ct 3414	B	Yes	69	72	Y	-
Luna Ct 3416	B	Yes	75	78	Y	-
Luna Ct 3417	B	Yes	75	77	Y	-
Wharton 3721	B	No	50	52	-	-
Wharton 3723	B	No	50	52	-	-
Wharton 3707	B	No	58	60	-	-
Wharton 3709	B	No	58	60	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Wharton 3711	B	No	55	57	-	-
Wharton 3713	B	No	55	57	-	-
Wharton 3715	B	No	54	56	-	-
Wharton 3717	B	No	52	54	-	-
Wharton 3719	B	No	51	53	-	-

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Impact Determination Analysis for NAA 45, Build Alternative

NAA:	45
Description:	West of I-24, south of CityVue @5101 to South End of Haywood Oaks Office Park
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Linbar 5209	D*	Yes	35	38	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 46, Build Alternative

NAA:	46
Description:	West of I-24, south of Haywood Oaks Office Park and north of Willard Drive
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	11
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	11

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Ezell 3805	B	Yes	69	72	Y	-
Ezell 3807	B	Yes	67	69	Y	-
Ezell 3809	B	No	66	67	Y	-
Ezell 3811	B	No	66	67	Y	-
Ezell 3813	B	No	65	66	Y	-
Ezell 3815	B	No	63	64	-	-
Melmack 200	B	Yes	72	75	Y	-
Melmack 204	B	Yes	72	75	Y	-
Melmack 205	B	No	60	63	-	-
Melmack 207	B	No	54	55	-	-
Melmack 208	B	No	67	70	Y	-
Melmack 209	B	No	55	58	-	-
Syfert 3804	B	Yes	64	67	Y	-
Syfert 3806	B	Yes	65	68	Y	-
Syfert 3808	B	Yes	66	69	Y	-
Syfert 3816	B	No	57	59	-	-

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Impact Determination Analysis for NAA 47, Build Alternative

NAA:	47
Description:	West of I-24, between Haywood Lane and Willard Drive
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	1
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	1

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Haywood 204	B	No	60	62	-	-
Willard 201	B	No	66	67	Y	-
Willard 205	B	No	54	55	-	-

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Impact Determination Analysis for NAA 48, Build Alternative

NAA:	48
Description:	West of I-24, South of Haywood Lane between Keeley Drive and Apache Trail
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Creekside 3833	B	No	56	57	-	-
Creekside 3835	B	No	53	55	-	-
Haywood 207	B	Yes	56	57	-	-

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Impact Determination Analysis for NAA 49, Build Alternative

NAA:	49
Description:	West of I-24, between Haywood Lane and Apache Trail
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	64
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	64

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Apache 3940 (1) Level 1	B	Yes	69	69	Y	-
Apache 3940 (1) Level 2	B	Yes	72	73	Y	-
Apache 3940 (1) Level 3	B	Yes	73	74	Y	-
Apache 3940 (2) Level 1	B	Yes	64	65	-	-
Apache 3940 (2) Level 2	B	Yes	67	68	Y	-
Apache 3940 (2) Level 3	B	Yes	68	69	Y	-
Apache 3940 (3) Level 1	B	Yes	63	65	-	-
Apache 3940 (3) Level 2	B	Yes	66	68	Y	-
Apache 3940 (3) Level 3	B	Yes	68	69	Y	-
Apache 3940 (4 and 5) Level 1	B	Yes	61	63	-	-
Apache 3940 (4 and 5) Level 2	B	Yes	64	66	Y	-
Apache 3940 (4 and 5) Level 3	B	Yes	65	67	Y	-
Apache 3940 (6) Level 1	B	Yes	63	64	-	-
Apache 3940 (6) Level 2	B	Yes	65	67	Y	-
Apache 3940 (6) Level 3	B	Yes	66	68	Y	-
Apache 3940 (7) Level 1	B	No	58	59	-	-
Apache 3940 (7) Level 2	B	No	61	62	-	-
Apache 3940 (7) Level 3	B	No	62	63	-	-
Apache 3940 Pool	C	Yes	62	62	-	-

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Impact Determination Analysis for NAA 50, Build Alternative

NAA:	50
Description:	West of I-24, between Hickory Lake Apartments and Packard Drive
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	94
Category C Impacts	1.00
Category D Impacts	0
Category E Impacts	0
Total Impacts	95.00

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Apache 3939 (1) Level 1	B	Yes	69	71	Y	-
Apache 3939 (1) Level 2	B	Yes	72	73	Y	-
Apache 3939 (1) Level 3	B	Yes	73	73	Y	-
Apache 3939 (2) Level 1	B	No	59	62	-	-
Apache 3939 (2) Level 2	B	No	64	65	-	-
Apache 3939 (2) Level 3	B	No	67	68	Y	-
Apache 3939 (3) Level 1	B	No	64	61	-	-
Apache 3939 (3) Level 2	B	No	64	64	-	-
Apache 3939 (3) Level 3	B	No	64	65	-	-
Apache 3939 (4 and 5) Level 1	B	No	62	64	-	-
Apache 3939 (4 and 5) Level 2	B	No	65	67	Y	-
Apache 3939 (4 and 5) Level 3	B	No	67	68	Y	-
Packard 4501 Bldg A	B	Yes	64	63.2	-	-
Packard 4501 Bldg B	B	No	60	59	-	-
Packard 4501 Bldg C	B	No	57	56.9	-	-
Packard 4501 Bldg J Level 1	B	No	63	58.1	-	-
Packard 4501 Bldg J Level 2	B	No	67	61.8	-	-
Packard 4501 Bldg J Level 3	B	No	71	69.3	Y	-
Packard 4501 Bldg K	B	Yes	69	66.9	Y	-
Packard 4501 Bldg L Level 1	B	Yes	67	65.3	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Packard 4501 Bldg L Level 2	B	Yes	71	68.6	Y	-
Packard 4501 Bldg L Level 3	B	Yes	73	71.7	Y	-
Packard 4501 Bldg M Level 1	B	No	56	52.6	-	-
Packard 4501 Bldg M Level 2	B	No	60	56.6	-	-
Packard 4501 Bldg M Level 3	B	No	64	63.4	-	-
Packard 4501 Bldg P Level 1	B	Yes	64	63.2	-	-
Packard 4501 Bldg P Level 2	B	Yes	68	67.7	Y	-
Packard 4501 Bldg P Level 3	B	Yes	70	70.1	Y	-
Packard 4501 Court	C	Yes	67	68	Y	-

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Impact Determination Analysis for NAA 51, Build Alternative

NAA:	51
Description:	East of I-24, west of Antioch Pike
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Blue Hole 0	C	Yes	63	64	-	-

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Impact Determination Analysis for NAA 52, Build Alternative

NAA:	52
Description:	West of I-24, between Packard Drive and Blue Hole Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	143
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	143

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Apache 4005	B	Yes	70	72	Y	-
Apache 4009	B	Yes	67	68	Y	-
Apache 4011	B	Yes	69	71	Y	-
Apache 4015	B	Yes	70	72	Y	-
Apache 4019	B	Yes	70	72	Y	-
Apache 4021	B	Yes	72	74	Y	-
Apache 4025	B	Yes	73	76	Y	-
Apache 4031	B	Yes	74	76	Y	-
Apache 4035	B	Yes	71	73	Y	-
Apache 4039	B	Yes	71	73	Y	-
Apache 4043	B	Yes	71	73	Y	-
Apache 4047	B	Yes	70	71	Y	-
Apache 4051	B	Yes	71	72	Y	-
Apache 4055	B	Yes	74	76	Y	-
Apache 4059	B	Yes	70	71	Y	-
Apache 4101	B	Yes	76	78	Y	-
Apache 4105	B	Yes	76	77	Y	-
Apache 4113	B	Yes	75	75	Y	-
Apache 4117	B	Yes	75	75	Y	-
Apache 4125	B	Yes	70	71	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Apache 4129	B	Yes	73	72	Y	-
Apache 4133	B	Yes	66	68	Y	-
Apache 4137	B	Yes	73	74	Y	-
Apache 4145	B	Yes	75	75	Y	-
Apache 4149	B	Yes	74	75	Y	-
Apache 4153	B	Yes	72	73	Y	-
Apache 4157	B	Yes	71	72	Y	-
Apache 4169	B	Yes	71	71	Y	-
Apache 4173	B	Yes	72	73	Y	-
Apache 4177	B	Yes	72	72	Y	-
Apache 4181	B	Yes	72	74	Y	-
Apache 4185	B	Yes	70	73	Y	-
Arapaho 4700	B	Yes	74	77	Y	-
Arapaho 4704	B	No	67	69	Y	-
Arapaho 4705	B	No	64	67	Y	-
Arapaho 4708	B	No	66	68	Y	-
Arapaho 4712	B	No	66	67	Y	-
Arapaho 4716	B	No	64	66	Y	-
Arapaho 4717	B	No	62	63	-	-
Arapaho 4720	B	No	63	64	-	-
Arapaho 4721	B	No	62	64	-	-
Arapaho 4724	B	No	61	63	-	-
Arapaho Ct 4600	B	No	62	63	-	-
Arapaho Ct 4601	B	No	59	61	-	-
Arapaho Ct 4604	B	No	60	62	-	-
Arapaho Ct 4605	B	No	56	58	-	-
Arapaho Ct 4608	B	No	59	60	-	-
Arapaho Ct 4609	B	No	49	50	-	-
Arapaho Ct 4612	B	No	52	53	-	-
Barella 4978	B	No	61	62	-	-
Barella 4979	B	No	67	69	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Barella 4982	B	No	65	65	-	-
Barella 4983	B	No	67	69	Y	-
Barella 4986	B	No	69	69	Y	-
Barella 4987	B	No	69	70	Y	-
Barella 4990	B	No	71	71	Y	-
Barella 4991	B	No	71	73	Y	-
Barella 4994	B	No	74	74	Y	-
Barella 4995	B	No	74	75	Y	-
Bart 360	B	No	53	59	-	-
Bart 364	B	No	57	62	-	-
Bart 368	B	No	62	65	-	-
Bart 372	B	No	65	68	Y	-
Bart 373	B	Yes	68	72	Y	-
Bart 375	B	Yes	70	73	Y	-
Bart 376	B	Yes	68	71	Y	-
Benzing 31	B	No	67	68	Y	-
Benzing 33	B	No	66	68	Y	-
Benzing 34	B	No	65	67	Y	-
Benzing 35	B	No	65	67	Y	-
Benzing 36	B	No	64	67	Y	-
Benzing 37	B	No	64	67	Y	-
Benzing 38	B	No	64	67	Y	-
Catawba 104	B	No	56	61	-	-
Catawba 105	B	No	64	66	Y	-
Catawba 108	B	No	60	62	-	-
Catawba 109	B	No	62	64	-	-
Catawba 112	B	Yes	60	62	-	-
Catawba 113	B	No	61	63	-	-
Cimarron 4805	B	No	68	70	Y	-
Cimarron 4806	B	No	65	67	Y	-
Cimarron 4809	B	No	68	69	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Cimarron 4812	B	No	64	66	Y	-
Cimarron 4813	B	No	67	69	Y	-
Cimarron 4816	B	No	64	65	-	-
Cimarron 4817	B	No	67	68	Y	-
Cimarron 4820	B	No	63	64	-	-
Cimarron 4824	B	No	62	64	-	-
Danly 512	B	No	68	68	Y	-
Danly 516	B	No	68	68	Y	-
Danly 520	B	No	67	68	Y	-
Danly 521	B	No	65	66	Y	-
Danly 524	B	No	70	70	Y	-
Danly 525	B	No	68	69	Y	-
Danly 528	B	No	74	74	Y	-
Danly 529	B	No	72	72	Y	-
Navaho 4004	B	No	59	60	-	-
Navaho 4008	B	No	60	61	-	-
Navaho 4016	B	No	62	63	-	-
Navaho 4020	B	No	62	62	-	-
Navaho Cir 4504	B	No	60	61	-	-
Navaho Cir 4505	B	No	55	57	-	-
Navaho Cir 4508	B	No	48	49	-	-
Navaho Cir 4509	B	No	55	56	-	-
Navaho Cir 4512	B	No	63	65	-	-
Navaho Cir 4513	B	No	60	61	-	-
Packard 4500	B	Yes	70	71.8	Y	-
Packard 4504	B	No	67	68.7	Y	-
Packard 4508	B	No	66	67.5	Y	-
Packard 4512	B	No	65	66.3	Y	-
Packard 4516	B	No	65	65.7	Y	-
Packard 4520	B	No	63	63.9	-	-
Shacklett Lane 101	B	No	67	69	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Shacklett Lane 105	B	No	68	70	Y	-
Shacklett Lane 108	B	Yes	75	76	Y	-
Shacklett Lane 109	B	No	69	71	Y	-
Shacklett Lane 112	B	Yes	75	76	Y	-
Shacklett Lane 113	B	No	69	70	Y	-
Shacklett Lane 117	B	No	69	70	Y	-
Shacklett Lane 120	B	Yes	73	74	Y	-
Shacklett Lane 124	B	Yes	72	73	Y	-
Shacklett Lane 125	B	No	69	70	Y	-
Shacklett Lane 129	B	No	69	71	Y	-
Shacklett Lane 132	B	Yes	71	72	Y	-
Shihmen 4864	B	No	63	67	Y	-
Shihmen 4868	B	Yes	65	68	Y	-
Shihmen 4872	B	Yes	65	68	Y	-
Shihmen 4876	B	Yes	68	72	Y	-
Shihmen 4880	B	Yes	72	76	Y	-
Shihmen 4884	B	Yes	76	78	Y	-
Shihmen 4888	B	Yes	68	73	Y	-
Shihmen 4892	B	Yes	68	72	Y	-
Shihmen 4893	B	No	62	65	-	-
Shihmen 4896	B	Yes	69	72	Y	-
Shihmen 4897	B	No	62	65	-	-
Shihmen 4900	B	Yes	70	72	Y	-
Shihmen 4901	B	No	62	65	-	-
Shihmen 4904	B	No	63	66	Y	-
Shihmen 4905	B	No	63	66	Y	-
Shihmen 4908	B	No	63	65	-	-
Shihmen 4909	B	No	65	68	Y	-
Shihmen 4912	B	No	62	65	-	-
Shihmen 4913	B	No	65	68	Y	-
Shihmen 4917	B	No	66	69	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Shihmen 4921	B	No	66	69	Y	-
Shihmen 4925	B	No	65	68	Y	-
Shihmen 4929	B	No	61	64	-	-
Shihmen 4933	B	No	58	62	-	-
Tomarand 104	B	Yes	72	75	Y	-
Tomarand 105	B	No	65	68	Y	-
Tomarand 107	B	Yes	68	71	Y	-
Tomarand 108	B	Yes	70	72	Y	-
Tuscarora 513	B	No	56	58	-	-
Tuscarora 517	B	No	61	61.9	-	-
Tuscarora 521	B	No	64	65	-	-
Tuscarora 524	B	No	65	66.9	Y	-
Tuscarora 525	B	No	67	67.3	Y	-
Tuscarora 528	B	No	69	70.1	Y	-
Tuscarora 529	B	No	72	72.9	Y	-
Tuscarora 532	B	No	71	71.8	Y	-
Tuscarora Ct 601	B	No	56	58.1	-	-
Tuscarora Ct 604	B	No	70	71	Y	-
Tuscarora Ct 605	B	No	59	62.4	-	-
Tuscarora Ct 608	B	No	69	70.6	Y	-
Tuscarora Ct 609	B	No	59	62	-	-
Tuscarora Ct 612	B	No	67	69.2	Y	-
Tuscarora Ct 613	B	No	58	61	-	-
Tuscarora Ct 616	B	No	69	70	Y	-
Tuscarora Ct 617	B	No	59	62	-	-
Tusculum 30	B	No	67	69	Y	-
Tusculum 32	B	No	67	69	Y	-
Tusculum 34	B	No	67	69	Y	-

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Impact Determination Analysis for NAA 53, Build Alternative

NAA:	53
Description:	East of I-24, north of Bluehole Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	4.75
Category D Impacts	0
Category E Impacts	0
Total Impacts	4.75

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Blue Hole 5023	C	Yes	72	73	Y	-

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Impact Determination Analysis for NAA 54, Build Alternative

NAA:	54
Description:	North of I-24, from Blue Hole Road to Mill Creek
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	3
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	3

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Blue Hole 5050	C	No	57	60	-	-
Blue Hole 5078	B	No	68	70	Y	-
Blue Hole 5086	B	No	70	72	Y	-
Blue Hole 5090	B	Yes	75	77	Y	-

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Impact Determination Analysis for NAA 55, Build Alternative

NAA:	55
Description:	South of I-24, from Blue Hole Road to Mill Creek
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	4.93
Category D Impacts	0
Category E Impacts	0
Total Impacts	4.93

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Blue Hole 5100	C	Yes	67	69	Y	-

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Impact Determination Analysis for NAA 56, Build Alternative

NAA:	56
Description:	South of I-24, from Mill Creek to Home Depot
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	129
Category C Impacts	1.00
Category D Impacts	0
Category E Impacts	0
Total Impacts	130.00

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Bell 1157 Bldg 10 Level 1	B	Yes	72	74	Y	-
Bell 1157 Bldg 10 Level 2	B	Yes	73	74	Y	-
Bell 1157 Bldg 10 Level 3	B	Yes	74	75	Y	-
Bell 1157 Bldg 11 Level 1	B	Yes	72	73	Y	-
Bell 1157 Bldg 11 Level 2	B	Yes	73	74	Y	-
Bell 1157 Bldg 11 Level 3	B	Yes	73	74	Y	-
Bell 1157 Bldg 7 Level 1	B	No	63	64	-	-
Bell 1157 Bldg 7 Level 2	B	No	64	66	Y	-
Bell 1157 Bldg 7 Level 3	B	No	69	70	Y	-
Bell 1157 Bldg 8 Level 1	B	No	62	64	-	-
Bell 1157 Bldg 8 Level 2	B	No	65	67	Y	-
Bell 1157 Bldg 8 Level 3	B	No	71	72	Y	-
Bell 1157 Bldg 9 Level 1	B	Yes	71	72	Y	-
Bell 1157 Bldg 9 Level 2	B	Yes	71	72	Y	-
Bell 1157 Bldg 9 Level 3	B	Yes	72	73	Y	-
Bell 1157 Playground	C	No	63	65	-	-
Bell 1211 Bldg E Level 1	B	No	62	63	-	-
Bell 1211 Bldg E Level 2	B	No	62	64	-	-
Bell 1211 Bldg E Level 3	B	No	64	66	Y	-
Bell 1211 Bldg F Level 1	B	Yes	70	71	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Bell 1211 Bldg F Level 2	B	Yes	71	72	Y	-
Bell 1211 Bldg F Level 3	B	Yes	71	72	Y	-
Bell 1211 Bldg G Level 1	B	Yes	69	70	Y	-
Bell 1211 Bldg G Level 2	B	Yes	70	71	Y	-
Bell 1211 Bldg G Level 3	B	Yes	70	71	Y	-
Bell 1211 Tennis Court	C	No	65	66	Y	-

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Impact Determination Analysis for NAA 57, Build Alternative

NAA:	57
Description:	North of I-24, between Mill Creek and Comfort Inn and Suites
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	9
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	9

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Hickory Hollow 5135	B	Yes	75	76	Y	-
Hickory Hollow 5159	B	Yes	73	74	Y	-
Hickory Hollow 5163	B	Yes	72	73	Y	-
Hickory Hollow 5170	B	Yes	68	70	Y	-

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Impact Determination Analysis for NAA 58, Build Alternative

NAA:	58
Description:	South of I-24, north of Bell Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0.95
Category D Impacts	0
Category E Impacts	0
Total Impacts	0.95

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Bell 1111	E	No	67	68	-	-
Bell 1131	E	No	66	66	-	-
Bell 1135	C	Yes	65	67	Y	-

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Impact Determination Analysis for NAA 59, Build Alternative

NAA:	59
Description:	North of I-24, west of Bell Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0.07
Total Impacts	0.07

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Collins Park 400	E	Yes	73	74	Y	-

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Impact Determination Analysis for NAA 60, Build Alternative

NAA:	60
Description:	North of I-24, north of Hickory Hollow Parkway
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Hickory Hollow 5214	D*	Yes	29	31	-	-
Hickory Hollow 5222	D*	Yes	27	30	-	-
Hickory Hollow 5248	D*	No	23	25	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 61, Build Alternative

NAA:	61
Description:	North of I-24, west of Bell Road and south of Hickory Hollow Parkway
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Hickory Hollow 5259	E	No	63	64	-	-

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Impact Determination Analysis for NAA 62, Build Alternative

NAA:	62
Description:	North of I-24, south of Bell Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0.07
Total Impacts	0.07

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Collins Park 504	D*	Yes	37	39	-	-
Collins Park 510	E	Yes	74	75	Y	-
Hickory Hollow 5315	E	No	61	64	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 63, Build Alternative

NAA:	63
Description:	South of I-24, south of Bell Road and west of Cane Ridge Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	16
Category C Impacts	0.05
Category D Impacts	0
Category E Impacts	0.07
Total Impacts	16.05

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Arbor Ridge Bldg 10 Level 1	B	Yes	62	63	-	-
Arbor Ridge Bldg 10 Level 2	B	Yes	67	68	Y	-
Arbor Ridge Bldg 9 Level 1	B	No	62	63	-	-
Arbor Ridge Bldg 9 Level 2	B	No	63	64	-	-
Bell 1114	E	Yes	68	68	-	-
Bell 1120	C	Yes	67	67	Y	-
Cane Ridge 5353 Bldg 1 Level 1	B	No	54	56	-	-
Cane Ridge 5353 Bldg 1 Level 2	B	No	57	59	-	-
Cane Ridge 5353 Bldg 1 Level 3	B	No	61	63	-	-
Cane Ridge 5353 Bldg 2 Level 1	B	No	60	64	-	-
Cane Ridge 5353 Bldg 2 Level 2	B	No	62	65	-	-
Cane Ridge 5353 Bldg 2 Level 3	B	No	63	66	Y	-

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Impact Determination Analysis for NAA 64, Build Alternative

NAA:	64
Description:	South of I-24, south of Bell Road and east of Cane Ridge Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0.18
Total Impacts	0.18

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Cane Ridge 5304	E	Yes	66	68	-	-
Cane Ridge 5352	E	No	61	64	-	-
Target 5426	E	Yes	71	73	Y	-

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Impact Determination Analysis for NAA 65, Build Alternative

NAA:	65
Description:	South of I-24, west of Century Farms Parkway
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Century Farms 3031	E	Yes	63	66	-	-

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Impact Determination Analysis for NAA 66, Build Alternative

NAA:	66
Description:	North of I-24, north of railroad and east of Hickory Hollow Parkway
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Crossings 201	E	No	52	53	-	-

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Impact Determination Analysis for NAA 67, Build Alternative

NAA:	67
Description:	North of I-24, south of railroad and east of Hickory Hollow Parkway
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Crossings 5700 Building 1 Level 1	B	No	50	52	-	-
Crossings 5700 Building 1 Level 2	B	No	52	54	-	-
Crossings 5700 Building 1 Level 3	B	No	55	57	-	-
Crossings 5700 Building 1 Level 4	B	No	58	60	-	-
Crossings 5700 Building 3 Level 1	B	No	49	51	-	-
Crossings 5700 Building 3 Level 2	B	No	50	53	-	-
Crossings 5700 Building 3 Level 3	B	No	55	57	-	-
Crossings 5700 Building 4 Level 1	B	Yes	52	54	-	-
Crossings 5700 Building 4 Level 2	B	Yes	53	56	-	-
Crossings 5700 Building 4 Level 3	B	Yes	56	58	-	-
Crossings 5700 Building 5 Level 1	B	Yes	55	57	-	-
Crossings 5700 Building 5 Level 2	B	Yes	57	59	-	-
Crossings 5700 Building 5 Level 3	B	Yes	59	61	-	-
Crossings 5700 Building 6 Level 1	B	Yes	53	55	-	-
Crossings 5700 Building 6 Level 2	B	Yes	55	57	-	-
Crossings 5700 Building 6 Level 3	B	Yes	56	59	-	-
Crossings 5700 Building 7 Level 1	B	Yes	48	49	-	-
Crossings 5700 Building 7 Level 2	B	Yes	47	48	-	-
Crossings 5700 Building 7 Level 3	B	Yes	49	50	-	-
Crossings 5700 Building 8 Level 1	B	Yes	51	53	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Crossings 5700 Building 8 Level 2	B	Yes	52	54	-	-
Crossings 5700 Building 8 Level 3	B	Yes	53	55	-	-
Crossings 5700 Building 8 Level 4	B	Yes	55	57	-	-
Crossings 5700 Dog Park	C	Yes	55	57	-	-
Crossings 5700 Greenway	C	Yes	51	53	-	-
Crossings 5700 Patio	C	No	51	52	-	-
Crossings 5700 Pool	C	Yes	52	55	-	-

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Impact Determination Analysis for NAA 68, Build Alternative

NAA:	68
Description:	West of I-24, south of William Turner Parkway
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Century Farms 4216	E	Yes	58	60	-	-
Century Farms 4222 101	E	Yes	58	61	-	-
Century Farms 4230	E	Yes	58	62	-	-
Century Farms 4234	E	No	50	53	-	-
Century Farms 4251	C	No	46	49	-	-

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Impact Determination Analysis for NAA 69, Build Alternative

NAA:	69
Description:	East of I-24, between end of off ramp and Crossings Circle
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Crossings 5764	E	Yes	60	62	-	-

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Impact Determination Analysis for NAA 70, Build Alternative

NAA:	70
Description:	West of I-24, Tanger Outlets
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Cane Ridge 4060	C	Yes	57	59	-	-
Cane Ridge 4060 102	E	No	58	59	-	-
Cane Ridge 4060 615	E	No	55	57	-	-
Cane Ridge 4060 701	E	No	57	59	-	-
Century Farms 2105	D*	No	24	26	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 71, Build Alternative

NAA:	71
Description:	West of I-24, south of Cane Ridge Parkway
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Cane Ridge 4071	D*	No	22	26	-	-
Century Farms 2127	C	No	61	65	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 72, Build Alternative

NAA:	72
Description:	West of I-24, between Old Franklin Road and the power line easement
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	168
Category C Impacts	3.48
Category D Impacts	0
Category E Impacts	0
Total Impacts	171.48

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Cane Hill 0 Bldg 1 Level 1	B	Yes	74	75	Y	-
Cane Hill 0 Bldg 1 Level 2	B	Yes	76	77	Y	-
Cane Hill 0 Bldg 1 Level 3	B	Yes	77	78	Y	-
Cane Hill 0 Bldg 16 Level 1	B	No	61	63	-	-
Cane Hill 0 Bldg 16 Level 2	B	No	64	65	-	-
Cane Hill 0 Bldg 16 Level 3	B	No	65	66	Y	-
Cane Hill 0 Bldg 17 Level 1	B	Yes	70	72	Y	-
Cane Hill 0 Bldg 17 Level 2	B	Yes	72	73	Y	-
Cane Hill 0 Bldg 17 Level 3	B	Yes	72	74	Y	-
Cane Hill 0 Bldg 18 Level 1	B	Yes	72	74	Y	-
Cane Hill 0 Bldg 18 Level 2	B	Yes	73	75	Y	-
Cane Hill 0 Bldg 18 Level 3	B	Yes	74	75	Y	-
Cane Hill 0 Bldg 2 Level 1	B	Yes	73	73	Y	-
Cane Hill 0 Bldg 2 Level 2	B	Yes	74	75	Y	-
Cane Hill 0 Bldg 2 Level 3	B	Yes	74	76	Y	-
Cane Hill 0 Bldg 3 Level 1	B	Yes	71	72	Y	-
Cane Hill 0 Bldg 3 Level 2	B	Yes	72	73	Y	-
Cane Hill 0 Bldg 3 Level 3	B	Yes	73	74	Y	-
Cane Hill 0 Bldg 4 Level 1	B	No	63	65	-	-
Cane Hill 0 Bldg 4 Level 2	B	No	64	66	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Cane Hill 0 Bldg 4 Level 3	B	No	67	68	Y	-
Cane Hill 0 Bldg 5 Level 1	B	No	56	58	-	-
Cane Hill 0 Bldg 5 Level 2	B	No	57	59	-	-
Cane Hill 0 Bldg 5 Level 3	B	No	59	61	-	-
Cane Hill 0 Bldg 6 Level 1	B	No	54	56	-	-
Cane Hill 0 Bldg 6 Level 2	B	No	56	58	-	-
Cane Hill 0 Bldg 6 Level 3	B	No	58	60	-	-
Cane Hill 0 Bldg 9 Level 1	B	No	65	67	Y	-
Cane Hill 0 Bldg 9 Level 2	B	No	67	69	Y	-
Cane Hill 0 Bldg 9 Level 3	B	No	68	69	Y	-
Cane Hill 0 Pool	C	Yes	65	67	Y	-

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Impact Determination Analysis for NAA 73, Build Alternative

NAA:	73
Description:	East of I-24, west of old Hickory Boulevard
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Old Hickory 12944	C	Yes	55	57	-	-

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Impact Determination Analysis for NAA 74, Build Alternative

NAA:	74
Description:	East of I-24, east of old Hickory Boulevard
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Old Hickory 12924	C	No	56	58	-	-
Old Hickory 12965 Trail	C	No	62	63	-	-

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Impact Determination Analysis for NAA 75, Build Alternative

NAA:	75
Description:	West of I-24, between Hobson Drive and October Woods Drive
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	1
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	1

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Craftwood 5504	B	Yes	57	59	-	-
Craftwood 5508	B	Yes	56	58	-	-
Craftwood Ct 5600	B	Yes	55	57	-	-
Craftwood Ct 5604	B	No	54	57	-	-
Craftwood Ct 5605	B	No	47	49	-	-
Craftwood Ct 5608	B	No	54	56	-	-
Craftwood Ct 5609	B	No	49	51	-	-
Craftwood Ct 5612	B	Yes	62	64	-	-
Craftwood Ct 5613	B	No	52	54	-	-
Craftwood Ct 5616	B	Yes	63	64	-	-
Craftwood Ct 5617	B	No	54	56	-	-
Craftwood Ct 5620	B	Yes	62	64	-	-
Craftwood Ct 5621	B	No	52	54	-	-
Craftwood Ct 5624	B	No	64	65	-	-
Craftwood Ct 5625	B	Yes	63	65	-	-
Craftwood Ct 5628	B	Yes	64	66	Y	-
Hurley 5704	B	Yes	61	63	-	-
Hurley 5705	B	Yes	62	64	-	-
Old Hickory 13126	D*	Yes	39	41	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 76, Build Alternative

NAA:	76
Description:	West of I-24, south of Muci Drive
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Old Hickory 13153 Bldg 1 Level 1	B	No	59	60	-	-
Old Hickory 13153 Bldg 1 Level 2	B	No	60	62	-	-
Old Hickory 13153 Bldg 1 Level 3	B	No	63	64	-	-
Old Hickory 13153 Bldg 2 Level 1	B	No	54	56	-	-
Old Hickory 13153 Bldg 2 Level 2	B	No	55	57	-	-
Old Hickory 13153 Bldg 2 Level 3	B	No	57	59	-	-
Old Hickory 13153 Bldg C2 Level 2	B	No	63	65	-	-
Old Hickory 13153 Bldg C3 Level 2	B	No	63	65	-	-

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Impact Determination Analysis for NAA 77, Build Alternative

NAA:	77
Description:	South of I-24, north of Centerpointe Way
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	62
Category C Impacts	2.90
Category D Impacts	0
Category E Impacts	0
Total Impacts	64.90

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Madison 100 Bldg 1	B	Yes	66	69	Y	-
Madison 100 Bldg 10	B	No	62	65	-	-
Madison 100 Bldg 11	B	Yes	69	72	Y	-
Madison 100 Bldg 12	B	No	55	57	-	-
Madison 100 Bldg 13	B	No	56	58	-	-
Madison 100 Bldg 14	B	Yes	68	71	Y	-
Madison 100 Bldg 15	B	Yes	70	73	Y	-
Madison 100 Bldg 16	B	Yes	73	76	Y	-
Madison 100 Bldg 17	B	Yes	74	76	Y	-
Madison 100 Bldg 18	B	No	65	68	Y	-
Madison 100 Bldg 19	B	No	65	68	Y	-
Madison 100 Bldg 2	B	No	62	65	-	-
Madison 100 Bldg 3	B	No	59	62	-	-
Madison 100 Bldg 7	B	No	61	64	-	-
Madison 100 Bldg 8	B	No	58	61	-	-
Madison 100 Picnic Table	C	No	60	63	-	-
Madison 100 Playground	C	Yes	68	71	Y	-
Madison 100 Pool	C	No	67	70	Y	-

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Impact Determination Analysis for NAA 78, Build Alternative

NAA:	78
Description:	North of I-24, east of Waldron and north of Ingram Boulevard
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Waldron 491	D*	No	29	31	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 79, Build Alternative

NAA:	79
Description:	North of I-24, west of Waldron
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Enterprise 107	E	Yes	67	70	-	-
Enterprise 109	E	Yes	62	64	-	-
Enterprise 110	E	No	59	61	-	-

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Impact Determination Analysis for NAA 80, Build Alternative

NAA:	80
Description:	South of I-24, south of Centre Pointe Drive
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Brookridge 103	B	No	57	58	-	-
Brookridge 104	B	No	58	60	-	-
Brookridge 105	B	No	56	57	-	-
Brookridge 106	B	No	58	60	-	-
Brookridge 107	B	No	55	57	-	-
Brookridge 108	B	No	59	61	-	-
Brookridge 109	B	No	56	58	-	-
Brookridge 110	B	No	56	59	-	-
Brookridge 112	B	No	60	62	-	-
Brookridge 113	B	No	56	58	-	-
Brookridge 114	B	No	60	62	-	-
Brookridge 115	B	No	55	57	-	-
Brookridge 116	B	No	58	61	-	-
Brookridge 119	B	No	54	56	-	-
Brookridge 122	B	Yes	56	58	-	-
Springdale 101	B	Yes	58	60	-	-
Springdale 103	B	Yes	60	62	-	-
Springdale 104	B	No	62	64	-	-
Springdale 105	B	Yes	63	65	-	-
Waldron 574	E	No	64	67	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Waldron 580	E	No	62	65	-	-

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Impact Determination Analysis for NAA 81, Build Alternative

NAA:	81
Description:	West of I-24, north of Sam Ridley Parkway
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Colonnade 930	E	No	61	63	-	-
Expo 800	E	No	63	65	-	-
Expo 810	E	Yes	66	68	-	-
Expo 820	E	Yes	67	69	-	-

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Impact Determination Analysis for NAA 82, Build Alternative

NAA:	82
Description:	East of I-24, between Industrial Boulevard and Team Boulevard
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Industrial 955	E	Yes	64	66	-	-
Industrial 975	E	No	62	64	-	-
Industrial 985	D*	No	25	27	-	-
Industrial 991	E	Yes	64	66	-	-
Industrial 999	E	Yes	63	66	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 83, Build Alternative

NAA:	83
Description:	West of I-24, from Sam Ridley Parkway to Breslin Avenue
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0.04
Total Impacts	0.04

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Breslin 545	B	No	57	61	-	-
Breslin 547	B	No	62	65	-	-
Highwood 2565	E	Yes	70	74	Y	-
Highwood 2573	E	Yes	68	72	Y	-
Highwood 2631	E	Yes	67	70	-	-
Highwood 2697	E	Yes	47	49	-	-
Woodburn 612	B	No	55	58	-	-
Woodburn 613	B	No	60	64	-	-
Woodburn 615	B	No	61	64	-	-

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Impact Determination Analysis for NAA 84, Build Alternative

NAA:	84
Description:	East of I-24, south of Sam Ridley Parkway
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Stonecrest 200	C	Yes	61	63	-	-

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Impact Determination Analysis for NAA 85, Build Alternative

NAA:	85
Description:	West of I-24, between Breslin Avenue and Rock Spring Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	37
Category C Impacts	0
Category D Impacts	0.36
Category E Impacts	0
Total Impacts	37.36

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Barlett 306	B	No	65	67	Y	-
Bartlett 300	B	No	68	70	Y	-
Bartlett 302	B	No	63	65	-	-
Bartlett 303	B	No	66	68	Y	-
Bartlett 304	B	No	57	60	-	-
Clarkston 408	B	Yes	66	68	Y	-
Clarkston 410	B	Yes	66	68	Y	-
Clarkston 411	B	No	66	68	Y	-
Clarkston 412	B	Yes	68	70	Y	-
Clarkston 413	B	No	66	68	Y	-
Clarkston 414	B	Yes	69	70	Y	-
Clarkston 415	B	No	68	70	Y	-
Clarkston 416	B	Yes	69	71	Y	-
Clarkston 420	B	Yes	71	72	Y	-
Clarkston 422	B	Yes	71	73	Y	-
Clarkston 424	B	Yes	73	75	Y	-
Clarkston 425	B	No	69	72	Y	-
Clarkston 426	B	Yes	76	80	Y	-
Clarkston 428	B	Yes	77	81	Y	-
Clarkston 430	B	Yes	76	80	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Clarkston 432	B	Yes	76	80	Y	-
Clarkston 433	B	No	69	72	Y	-
Clarkston 434	B	Yes	76	80	Y	-
Clarkston 435	B	No	69	71	Y	-
Clarkston 436	B	Yes	76	80	Y	-
Clarkston 437	B	Yes	69	72	Y	-
Clarkston 438	B	Yes	75	79	Y	-
Clarktson 418	B	Yes	70	72	Y	-
Highwood 2537	E	Yes	73	77	Y	-
Myatt 600	B	No	66	69	Y	-
Myatt 601	B	No	70	72	Y	-
Myatt 602	B	No	65	67	Y	-
Myatt 603	B	No	62	66	Y	-
Myatt 604	B	No	62	64	-	-
Myatt 605	B	No	60	64	-	-
Myatt 606	B	No	63	64	-	-
Myatt 607	B	No	64	67	Y	-
Woodhaven 612	B	No	60	62	-	-
Woodhaven 614	B	No	61	64	-	-
Woodhaven 616	B	No	63	66	Y	-
Woodhaven 618	B	No	64	67	Y	-
Woodhaven 620	B	No	65	68	Y	-
Woodhaven 622	B	No	64	68	Y	-
Woodhaven 624	B	Yes	65	69	Y	-
Woodhaven 626	B	Yes	64	68	Y	-

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Impact Determination Analysis for NAA 86, Build Alternative

NAA:	86
Description:	East of I-24, north of Rock Spring Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	302
Category C Impacts	0.95
Category D Impacts	0
Category E Impacts	0
Total Impacts	302.95

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Great 200	C	No	63	64	-	-
Great 400 Bldg 1 Level 1	B	Yes	67	69	Y	-
Great 400 Bldg 1 Level 2	B	Yes	72	73	Y	-
Great 400 Bldg 1 Level 3	B	Yes	73	76	Y	-
Great 400 Bldg 1 Level 4	B	Yes	73	76	Y	-
Great 400 Bldg 2 Level 1	B	Yes	68	70	Y	-
Great 400 Bldg 2 Level 2	B	Yes	72	75	Y	-
Great 400 Bldg 2 Level 3	B	Yes	73	75	Y	-
Great 400 Bldg 2 Level 4	B	Yes	73	76	Y	-
Great 400 Bldg 3 Level 1	B	Yes	70	71	Y	-
Great 400 Bldg 3 Level 2	B	Yes	72	75	Y	-
Great 400 Bldg 3 Level 3	B	Yes	73	75	Y	-
Great 400 Bldg 3 Level 4	B	Yes	73	76	Y	-
Great 400 Bldg 4 Level 1	B	Yes	68	70	Y	-
Great 400 Bldg 4 Level 2	B	Yes	72	75	Y	-
Great 400 Bldg 4 Level 3	B	Yes	73	75	Y	-
Great 400 Bldg 4 Level 4	B	Yes	73	76	Y	-
Great 400 Park and Trail	C	Yes	74	77	Y	-
Great 400 Pool	C	Yes	52	54	-	-
Great 700 Bldg 1 Level 1	B	No	59	61	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Great 700 Bldg 1 Level 2	B	No	62	64	-	-
Great 700 Bldg 1 Level 3	B	No	64	66	Y	-
Great 700 Bldg 1 Level 4	B	No	65	67	Y	-
Great 700 Bldg 1 Tables	C	No	58	61	-	-

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Impact Determination Analysis for NAA 87, Build Alternative

NAA:	87
Description:	West of I-24, south of Rock Springs Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	63
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	63

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Chivalry 5000	B	No	61	62	-	-
Chivalry 5003	B	No	62	63	-	-
Chivalry 5005	B	No	63	65	-	-
Chivalry 5007	B	No	64	66	Y	-
Courage 5002	B	No	62	63	-	-
Courage 5003	B	No	58	61	-	-
Courage 5004	B	Yes	70	73	Y	-
Courage 5005	B	No	67	69	Y	-
Courage 5006	B	Yes	72	74	Y	-
Courage 5007	B	Yes	71	72	Y	-
Fortitude 2545	B	No	54	56	-	-
Greentree 2925	B	No	57	58	-	-
Greentree 2927	B	No	58	59	-	-
Greentree 2929	B	No	61	62	-	-
Greentree 2931	B	Yes	66	67	Y	-
Greentree 2932	B	No	63	63	-	-
Greentree 2933	B	Yes	68	69	Y	-
Greentree 2934	B	No	62	63	-	-
Greentree 2935	B	Yes	68	69	Y	-
Greentree 2936	B	No	62	63	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Greentree 2937	B	Yes	69	70	Y	-
Greentree 2938	B	No	62	63	-	-
Greentree 2939	B	Yes	69	70	Y	-
Greentree 2940	B	No	63	65	-	-
Greentree 2941	B	Yes	69	70	Y	-
Greentree 2943	B	Yes	69	69	Y	-
Greentree 2945	B	Yes	68	69	Y	-
Greentree 2947	B	Yes	70	70	Y	-
Greentree 2948	B	No	63	65	-	-
Greentree 2949	B	Yes	69	70	Y	-
Greentree 2950	B	No	64	65	-	-
Greentree 2951	B	Yes	70	70	Y	-
Greentree 2952	B	No	64	65	-	-
Greentree 2953	B	Yes	70	71	Y	-
Greentree 2954	B	No	62	64	-	-
Greentree 2955	B	Yes	70	72	Y	-
Greentree 2956	B	No	62	63	-	-
Greentree 2957	B	Yes	73	74	Y	-
Greentree 2959	B	Yes	73	74	Y	-
Greentree 2961	B	Yes	72	73	Y	-
Greentree 2962	B	No	61	62	-	-
Greentree 2963	B	Yes	71	73	Y	-
Greentree 2964	B	No	61	63	-	-
Greentree 2965	B	Yes	70	71	Y	-
Greentree 2966	B	No	60	62	-	-
Greentree 2967	B	Yes	69	70	Y	-
Greentree 2968	B	No	60	62	-	-
Greentree 2969	B	Yes	69	70	Y	-
Greentree 2971	B	Yes	73	74	Y	-
Greentree 2973	B	Yes	76	76	Y	-
Greentree 2975	B	Yes	71	72	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Greentree 2976	B	No	65	67	Y	-
Greentree 2977	B	Yes	72	72	Y	-
Greentree 2981	B	Yes	73	74	Y	-
Greentree 2984	B	No	67	68	Y	-
Greentree 2985	B	Yes	74	75	Y	-
Greentree 2988	B	No	68	69	Y	-
Greentree 2989	B	Yes	73	74	Y	-
Greentree 2992	B	No	67	69	Y	-
Greentree 2993	B	Yes	74	75	Y	-
Greentree 2996	B	No	67	69	Y	-
Greentree 2997	B	Yes	74	75	Y	-
Greentree 3000	B	No	65	66	Y	-
Greentree 3001	B	Yes	73	74	Y	-
Greentree 3004	B	No	62	64	-	-
Greentree 3005	B	Yes	72	73	Y	-
Greentree 3008	B	No	62	63	-	-
Greentree 3009	B	Yes	70	71	Y	-
Greentree 3013	B	Yes	69	70	Y	-
Greentree 3016	B	No	61	62	-	-
Greentree 3017	B	Yes	66	68	Y	-
Greentree 3021	B	Yes	66	67	Y	-
Greentree 3025	B	Yes	64	64	-	-
Patience 5100	B	No	63	64.5	-	-
Patience 5102	B	No	67	68	Y	-
Patience 5103	B	No	64	64.3	-	-
Patience 5104	B	No	62	63.7	-	-
Patience 5105	B	No	60	61.3	-	-
Reflection 5503	B	No	56	56.9	-	-
Reflection 5603	B	No	56	57.6	-	-
Reflection 5605	B	No	57	59.3	-	-
Reflection 5607	B	No	60	61.7	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Serenity 3007	B	No	57	60	-	-
Serenity 3008	B	No	58	61	-	-
Serenity 3009	B	No	58	61	-	-
Serenity 3010	B	No	63	64	-	-
Serenity 3011	B	No	65	68	Y	-
Serenity 3012	B	No	69	71	Y	-
Serenity 3013	B	Yes	72	74	Y	-
Serenity 3014	B	Yes	72	73	Y	-
Skinner 2205	B	No	64	64	-	-
Skinner 2207	B	No	64	65	-	-
Skinner 2208	B	No	51	52	-	-
Skinner 2209	B	No	64	64.6	-	-
Skinner 2210	B	No	52	53	-	-
Tranquility 2319	B	No	48	49	-	-
Tranquility 2320	B	No	55	57	-	-
Tranquility 2321	B	No	54	55	-	-
Tranquility 2322	B	No	60	62	-	-
Tranquility 2324	B	No	63	66	Y	-
Wisdom 4000	B	Yes	69	71	Y	-
Wisdom 4001	B	Yes	71	73	Y	-
Wisdom 4002	B	No	64	66	Y	-
Wisdom 4003	B	Yes	70	72	Y	-
Wisdom 4004	B	No	63	64	-	-
Wisdom 4005	B	Yes	70	73	Y	-
Wisdom 4006	B	No	64	65	-	-
Wisdom 4007	B	Yes	70	72	Y	-
Wisdom 4008	B	No	59	61	-	-
Wisdom 4009	B	Yes	69	71	Y	-
Wisdom 4010	B	No	60	62	-	-
Wisdom 4011	B	No	62	63	-	-
Wisdom 4013	B	No	58	59	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Wisdom 4015	B	No	54	55	-	-
Wisdom 4017	B	No	56	58	-	-
Wisdom 4019	B	No	54	56	-	-
Wisdom 4021	B	No	57	59	-	-
Wisdom 4023	B	No	57	59	-	-
Wisdom 4025	B	No	59	61	-	-
Wisdom 4027	B	No	57	58	-	-
Wisdom 4029	B	No	61	62	-	-
Wisdom 4031	B	Yes	70	72	Y	-
Wisdom 4032	B	No	56	58	-	-
Wisdom 4033	B	Yes	72	74	Y	-
Wisdom 4034	B	No	57	59	-	-
Wisdom 4035	B	Yes	70	72	Y	-
Wisdom 4036	B	No	57	59	-	-
Wisdom 4038	B	No	59	60	-	-
Wisdom 4040	B	No	60	61	-	-
Wisdom 4042	B	Yes	68	69	Y	-

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Impact Determination Analysis for NAA 88, Build Alternative

NAA:	88
Description:	North of I-24, north of Rocky Ford Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	2
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	2

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Rocky Fork 3770	B	Yes	68	70	Y	-
Rocky Fork 3772	B	Yes	66	68	Y	-

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Impact Determination Analysis for NAA 89, Build Alternative

NAA:	89
Description:	South of I-24, north of Enon Springs Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	1
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	1

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Enon Springs 3530	B	Yes	65	67	Y	-

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Impact Determination Analysis for NAA 90, Build Alternative

NAA:	90
Description:	South of I-24, south of Greystone Lee Boulevard
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	34
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	34

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Olive Branch 620	B	Yes	64	67	Y	-
Olive Branch 622	B	Yes	66	67	Y	-
Olive Branch 624	B	Yes	65	67	Y	-
Olive Branch 626	B	Yes	64	66	Y	-
Olive Branch 628	B	Yes	64	66	Y	-
Olive Branch 630	B	Yes	65	67	Y	-
Olive Branch 632	B	Yes	64	66	Y	-
Olive Branch 634	B	Yes	65	67	Y	-
Olive Branch 635	B	No	64	66	Y	-
Olive Branch 636	B	Yes	66	68	Y	-
Olive Branch 637	B	No	65	68	Y	-
Olive Branch 638	B	Yes	66	68	Y	-
Olive Branch 640	B	Yes	68	70	Y	-
Olive Branch 642	B	Yes	68	70	Y	-
Olive Branch 644	B	Yes	67	69	Y	-
Olive Branch 646	B	Yes	69	71	Y	-
Olive Branch 647	B	No	65	68	Y	-
Olive Branch 648	B	Yes	72	74	Y	-
Olive Branch 649	B	No	65	68	Y	-
Olive Branch 650	B	Yes	72	74	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Olive Branch 651	B	No	64	67	Y	-
Olive Branch 652	B	Yes	71	73	Y	-
Olive Branch 653	B	No	64	68	Y	-
Olive Branch 654	B	Yes	72	74	Y	-
Olive Branch 655	B	No	62	65	-	-
Olive Branch 656	B	Yes	71	74	Y	-
Olive Branch 657	B	No	67	70	Y	-
Olive Branch 658	B	Yes	72	75	Y	-
Olive Branch 659	B	No	64	67	Y	-
Olive Branch 661	B	No	66	70	Y	-
Olive Branch 662	B	Yes	72	75	Y	-
Olive Branch 664	B	Yes	75	77	Y	-
Olive Branch 666	B	Yes	72	74	Y	-
Olive Branch 668	B	Yes	72	75	Y	-
Rosswood 135	B	No	66	69	Y	-

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Impact Determination Analysis for NAA 91, Build Alternative

NAA:	91
Description:	North of I-24, between Rocky Fork Road and General Barksdale Drive
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	41
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	41

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Bundy 1300	B	Yes	70	72	Y	-
Bundy 1301	B	Yes	71	73	Y	-
Bundy 1302	B	Yes	68	70	Y	-
Bundy 1303	B	No	67	69	Y	-
Bundy 1304	B	No	60	62	-	-
Bundy 1305	B	No	62	64	-	-
Bundy 1306	B	No	58	60	-	-
Bundy 1307	B	No	61	63	-	-
Bundy 1308	B	No	57	59	-	-
Bundy 1309	B	No	59	61	-	-
Clayton 1500	B	Yes	70	73	Y	-
Clayton 1502	B	No	63	66	Y	-
Clayton 1504	B	No	61	64	-	-
Clayton 1506	B	No	61	63	-	-
Clayton 1508	B	No	60	62	-	-
General Barksdale 902	B	No	45	47	-	-
General Barksdale 903	B	No	52	54	-	-
General Barksdale 904	B	No	56	58	-	-
General Barksdale 905	B	No	54	55	-	-
General Barksdale 906	B	No	57	59	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
General Barksdale 907	B	No	56	58	-	-
General Barksdale 908	B	No	57	59	-	-
General Barksdale 909	B	No	60	62	-	-
General Barksdale 910	B	No	55	57	-	-
General Barksdale 911	B	Yes	65	67	Y	-
General Barksdale 912	B	No	48	50	-	-
General Barksdale 913	B	Yes	68	71	Y	-
General Barksdale 915	B	Yes	70	72	Y	-
General Barksdale 917	B	Yes	68	70	Y	-
General Barksdale 919	B	Yes	66	68	Y	-
General Barksdale 921	B	Yes	64	66	Y	-
General Barksdale 923	B	No	59	62	-	-
General Barksdale 925	B	No	56	58	-	-
General Barksdale 927	B	No	53	55	-	-
Hectare 1400	B	Yes	67	69	Y	-
Hectare 1401	B	Yes	68	70	Y	-
Hectare 1402	B	No	64	66	Y	-
Hectare 1403	B	No	65	68	Y	-
Hectare 1404	B	No	61	63	-	-
Hectare 1405	B	No	61	64	-	-
Hectare 1406	B	No	59	61	-	-
Hectare 1407	B	No	59	62	-	-
Hectare 1408	B	No	56	58	-	-
Hectare 1409	B	No	59	62	-	-
Lasalle 1200	B	Yes	71	73	Y	-
Lasalle 1201	B	Yes	69	72	Y	-
Lasalle 1202	B	Yes	66	68	Y	-
Lasalle 1203	B	Yes	69	71	Y	-
Lasalle 1204	B	No	56	59	-	-
Lasalle 1205	B	No	62	64	-	-
Lasalle 1206	B	No	54	56	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Lasalle 1207	B	No	60	63	-	-
Lasalle 1209	B	No	58	60	-	-
Neville 100	B	No	64	66.6	Y	-
Neville 101	B	No	61	62.5	-	-
Neville 102	B	No	65	67.3	Y	-
Neville 103	B	No	62	63.4	-	-
Neville 104	B	No	68	69.5	Y	-
Neville 105	B	No	63	65.2	-	-
Neville 106	B	Yes	72	73.3	Y	-
Neville 107	B	No	68	69.1	Y	-
Neville 108	B	Yes	73	74.4	Y	-
Neville 109	B	Yes	71	72.6	Y	-
Seven Oaks 1115	B	No	53	55	-	-
Seven Oaks 1137	B	No	63	64.7	-	-
Seven Oaks 1142	B	No	59	61.4	-	-
Seven Oaks 1144	B	No	60	61.8	-	-
Seven Oaks 1145	B	Yes	66	69.4	Y	-
Seven Oaks 1146	B	No	62	65	-	-
Seven Oaks 1147	B	Yes	67	70	Y	-
Seven Oaks 1148	B	No	63	66	Y	-
Seven Oaks 1149	B	Yes	68	71	Y	-
Seven Oaks 1150	B	No	64	67.1	Y	-
Seven Oaks 1151	B	Yes	70	72.4	Y	-
Seven Oaks 1152	B	No	65	68.3	Y	-
Seven Oaks 1153	B	Yes	73	75.7	Y	-
Seven Oaks 1154	B	No	64	67.2	Y	-
Seven Oaks 1155	B	Yes	74	76.4	Y	-
Seven Oaks 1156	B	No	69	71.7	Y	-
Seven Oaks 1158	B	Yes	70	73.2	Y	-
Seven Oaks 1160	B	Yes	72	74.9	Y	-
Seven Oaks 1162	B	Yes	73	75.4	Y	-

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Impact Determination Analysis for NAA 92, Build Alternative

NAA:	92
Description:	North of I-24, from south of General Barksdale Drive to Hawk Cove
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	136
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	136

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Seven Oaks 881	D*	No	28	30	-	-
Seven Oaks 901-907	B	No	57	59	-	-
Seven Oaks 909-915	B	No	59	61	-	-
Seven Oaks 917-923	B	No	59	61	-	-
Seven Oaks 925-931	B	No	62	64	-	-
Seven Oaks 933-939	B	No	62	64	-	-
Seven Oaks 941-947	B	No	63	65	-	-
Seven Oaks 949-955	B	No	64	66	Y	-
Seven Oaks 961 Bldg 1 Level 1	B	Yes	72	74	Y	-
Seven Oaks 961 Bldg 1 Level 2	B	Yes	74	76	Y	-
Seven Oaks 961 Bldg 1 Level 3	B	Yes	75	76	Y	-
Seven Oaks 961 Bldg 2 Level 1	B	Yes	70	72	Y	-
Seven Oaks 961 Bldg 2 Level 2	B	Yes	73	75	Y	-
Seven Oaks 961 Bldg 2 Level 3	B	Yes	74	76	Y	-
Seven Oaks 961 Bldg 3 Level 1	B	Yes	58	60	-	-
Seven Oaks 961 Bldg 3 Level 2	B	Yes	64	66	Y	-
Seven Oaks 961 Bldg 3 Level 3	B	Yes	71	72	Y	-
Seven Oaks 961 Bldg 4 Level 1	B	No	57	59	-	-
Seven Oaks 961 Bldg 4 Level 2	B	No	60	61	-	-
Seven Oaks 961 Bldg 4 Level 3	B	No	62	64	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Seven Oaks 961 Bldg 5 Level 1	B	No	58	60	-	-
Seven Oaks 961 Bldg 5 Level 2	B	No	61	64	-	-
Seven Oaks 961 Bldg 5 Level 3	B	No	66	68	Y	-
Seven Oaks 961 Bldg 6 Level 1	B	Yes	64	66	Y	-
Seven Oaks 961 Bldg 6 Level 2	B	Yes	73	75	Y	-
Seven Oaks 961 Bldg 6 Level 3	B	Yes	74	76	Y	-
Seven Oaks 961 Bldg 7 Level 1	B	Yes	64	66	Y	-
Seven Oaks 961 Bldg 7 Level 2	B	Yes	71	73	Y	-
Seven Oaks 961 Bldg 7 Level 3	B	Yes	72	74	Y	-
Seven Oaks 961 Bldg 8 Level 1	B	No	53	55	-	-
Seven Oaks 961 Bldg 8 Level 2	B	No	54	56	-	-
Seven Oaks 961 Bldg 8 Level 3	B	No	55	57	-	-
Seven Oaks 961 Dog Park	C	Yes	62	64	-	-
Seven Oaks 961 Pool	C	No	62	64	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 93, Build Alternative

NAA:	93
Description:	South of I-24, north of Almaville Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	1
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	1

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Almaville 1852	B	Yes	68	70	Y	-

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Impact Determination Analysis for NAA 94, Build Alternative

NAA:	94
Description:	North of I-24, from Hawk Cove to Almaville Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	6
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	6

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Hawk 532	B	No	60	62	-	-
Hawk 534	B	No	61	63	-	-
Hawk 536	B	No	61	63	-	-
Hawk 537	B	No	60	62	-	-
Seven Oaks 819	E	Yes	61	63.4	-	-
Seven Oaks 822	B	No	57	58.9	-	-
Seven Oaks 824	B	No	58	59.7	-	-
Seven Oaks 826	B	No	59	61.1	-	-
Seven Oaks 828	B	No	59	61.1	-	-
Seven Oaks 830	B	No	60	62.1	-	-
Seven Oaks 831	C	Yes	58	60.1	-	-
Seven Oaks 832	B	No	62	63.6	-	-
Seven Oaks 834	B	No	62	64.2	-	-
Seven Oaks 836	B	Yes	63	64.8	-	-
Seven Oaks 838	B	Yes	63	65.3	-	-
Seven Oaks 840	B	Yes	64	65.9	Y	-
Seven Oaks 842	B	Yes	64	65.8	Y	-
Seven Oaks 844	B	Yes	64	65.7	Y	-
Seven Oaks 846	B	Yes	64	65.6	Y	-
Seven Oaks 848	B	Yes	64	65.4	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Seven Oaks 850	B	Yes	64	65.6	Y	-
Seven Oaks 852	B	Yes	64	65.5	Y	-
Seven Oaks 854	B	Yes	63	65	-	-

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Impact Determination Analysis for NAA 95, Build Alternative

NAA:	95
Description:	North of I-24, between Almaville Road and Lee Victory Parkway
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Lee Victory 1714	E	Yes	56	58	-	-
Lee Victory 1730	D*	Yes	25	28	-	-

* Interior sound levels provided for Category D receptors

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Impact Determination Analysis for NAA 96, Build Alternative

NAA:	96
Description:	South of I-24, west of Almaville Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0.13
Category D Impacts	0
Category E Impacts	0
Total Impacts	0.13

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Almaville 1850	C	Yes	69	71	Y	-
Almaville 1876	E	No	65	67	-	-
Almaville 1890	E	No	60	63	-	-

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Impact Determination Analysis for NAA 97, Build Alternative

NAA:	97
Description:	South of I-24, east of Almaville Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0.44
Total Impacts	0.44

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Almaville 1855	E	Yes	71	73	Y	-
Almaville 1889	E	No	66	68	-	-

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Impact Determination Analysis for NAA 98, Build Alternative

NAA:	98
Description:	South of I-24, west of Baker Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	36
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	36

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Begonia 602	B	No	57	59	-	-
Begonia 604	B	No	57	59	-	-
Begonia 606	B	No	57	59	-	-
Gladiolus 802	B	No	59	61	-	-
Gladiolus 803	B	No	60	62	-	-
Gladiolus 804	B	No	60	62	-	-
Gladiolus 805	B	No	57	59	-	-
Gladiolus 806	B	No	62	63	-	-
Gladiolus 807	B	No	56	58	-	-
Gladiolus 808	B	No	62	64	-	-
Gladiolus 809	B	No	57	59	-	-
Neecee 142	B	No	60	62	-	-
Neecee 144	B	No	61	63	-	-
Neecee 145	B	No	65	67	Y	-
Neecee 146	B	No	62	64	-	-
Neecee 147	B	No	68	70	Y	-
Neecee 148	B	No	63	64	-	-
Neecee 149	B	No	67	69	Y	-
Neecee 151	B	No	67	69	Y	-
Neecee 153	B	No	71	73	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Neecee 155	B	Yes	72	74	Y	-
Neecee 570	B	Yes	73	74	Y	-
Petunia 344	B	No	62	64	-	-
Petunia 345	B	No	59	61	-	-
Petunia 346	B	No	61	63	-	-
Petunia 347	B	No	59	61	-	-
Petunia 348	B	No	62	64	-	-
Petunia 349	B	No	60	62	-	-
Sunflower 512	B	Yes	63	66	Y	-
Sunflower 513	B	No	58	60	-	-
Sunflower 514	B	Yes	64	67	Y	-
Sunflower 515	B	No	59	61	-	-
Sunflower 516	B	Yes	64	67	Y	-
Sunflower 517	B	No	59	61	-	-
Sunflower 518	B	Yes	64	67	Y	-
Sunflower 520	B	Yes	63	65	-	-
Sunflower 522	B	Yes	61	64	-	-
Sunflower 523	B	No	59	61	-	-
Sunflower 524	B	Yes	60	63	-	-
Sunflower 525	B	No	60	62	-	-
Sunflower 526	B	Yes	62	64	-	-
Sunflower 527	B	No	60	62	-	-
Sunflower 528	B	Yes	62	64	-	-
Sunflower 529	B	No	61	62	-	-
Sunflower 530	B	Yes	61	63	-	-
Sunflower 532	B	Yes	62	64	-	-
Sunflower 534	B	Yes	65	66	Y	-
Sunflower 536	B	Yes	67	69	Y	-
Sunflower 538	B	Yes	68	69	Y	-
Sunflower 540	B	Yes	73	75	Y	-
Sunflower 541	B	No	62	64	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Sunflower 542	B	Yes	73	75	Y	-
Sunflower 543	B	No	62	64	-	-
Sunflower 544	B	Yes	75	77	Y	-
Sunflower 545	B	No	65	67	Y	-
Sunflower 546	B	Yes	75	77	Y	-
Sunflower 547	B	No	66	68	Y	-
Sunflower 548	B	Yes	76	77	Y	-
Sunflower 549	B	No	67	69	Y	-
Sunflower 554	B	Yes	72	74	Y	-
Sunflower 558	B	Yes	72	73	Y	-
Sunflower 561	B	No	64	66	Y	-
Sunflower 563	B	No	64	66	Y	-
Sunflower 564	B	Yes	73	75	Y	-
Sunflower 568	B	Yes	72	73	Y	-

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Impact Determination Analysis for NAA 99, Build Alternative

NAA:	99
Description:	North of I-24, west of Baker Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	7
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	7

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Baker 934-936	B	No	65	68	Y	-
Baker 938	B	Yes	72	75	Y	-
Baker 939	B	No	65	67	Y	-
Baker 940	B	Yes	75	77	Y	-
Baker 943	B	Yes	74	77	Y	-
Baker 944	B	Yes	75	77	Y	-
Baker 948	B	No	68	71	Y	-

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Impact Determination Analysis for NAA 100, Build Alternative

NAA:	100
Description:	North of I-24, west of Baker Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	3
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	3

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Alta Vista 1006	B	No	56	57	-	-
Alta Vista 1007	B	Yes	64	66	Y	-
Alta Vista 1008	B	No	60	62	-	-
Alta Vista 1009	B	Yes	65	67	Y	-
Alta Vista 1010	B	No	57	59	-	-
Alta Vista 1011	B	Yes	65	67	Y	-
Alta Vista 1012	B	No	54	56	-	-
Alta Vista 1013	B	Yes	63	65	-	-
Alta Vista 1014	B	No	54	56	-	-
Alta Vista 1015	B	Yes	63	65	-	-
Alta Vista 1016	B	No	57	59	-	-
Alta Vista 1017	B	Yes	63	65	-	-
Alta Vista 1018	B	No	58	60	-	-
Alta Vista 1019	B	Yes	63	65	-	-
Alta Vista 1020	B	No	58	59	-	-
Alta Vista 1021	B	Yes	63	64	-	-
Alta Vista 1023	B	Yes	63	65	-	-
Alta Vista 1025	B	Yes	63	65	-	-
Alta Vista 1026	B	No	56	58	-	-
Alta Vista 1027	B	Yes	63	65	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Alta Vista 1028	B	No	51	53	-	-
Alta Vista 1029	B	Yes	60	62	-	-
Alta Vista 1030	B	No	52	54	-	-
Alta Vista 1031	B	Yes	59	60	-	-
Alta Vista 1032	B	No	51	53	-	-
Alta Vista 1034	B	No	54	55	-	-
Alta Vista 1036	B	No	54	56	-	-
Alta Vista 1038	B	No	55	57	-	-
Alta Vista 1039	B	No	53	54	-	-
Alta Vista 1041	B	No	53	54	-	-
Alta Vista 1043	B	No	53	55	-	-
Baker 1007	B	Yes	57	58	-	-

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Impact Determination Analysis for NAA 101, Build Alternative

NAA:	101
Description:	North of I-24, east of Baker Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	3
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	3

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Baker Lane 153	B	Yes	67	69	Y	-
Baker Lane 197	B	Yes	70	72	Y	-
Baker Lane 243	B	Yes	66	69	Y	-

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Impact Determination Analysis for NAA 102, Build Alternative

NAA:	102
Description:	South of I-24, along Bass Road and Blackmon Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	24
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	24

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Bass 4708	B	Yes	69	71	Y	-
Bass 4735	B	No	65	67	Y	-
Bass 4745	B	No	65	67	Y	-
Bass 4776	B	Yes	69	70	Y	-
Bass 4838	B	Yes	65	67	Y	-
Bass 4920	B	Yes	65	67	Y	-
Blackman 4884	B	Yes	69	70	Y	-
Blackman 4890	B	Yes	67	69	Y	-
Blackman 5314	B	Yes	64	67	Y	-
Blackman 5324	B	Yes	61	63	-	-
Blackman 5334	B	Yes	63	65	-	-
Blackman 5344	B	Yes	65	67	Y	-
Blackman 5354	B	Yes	68	70	Y	-
Blackman 5364	B	Yes	68	70	Y	-
Blackman 5373	B	No	62	64	-	-
Blackman 5374	B	Yes	76	77	Y	-
Cannonwood 4326	B	Yes	67	69	Y	-
Cannonwood 4336	B	Yes	65	68	Y	-
Cannonwood 4346	B	Yes	69	71	Y	-
Cannonwood 4355	B	No	64	66	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Cannonwood 4356	B	Yes	70	72	Y	-
Cannonwood 4365	B	No	63	65	-	-
Cannonwood 4366	B	Yes	70	71	Y	-
Cannonwood 4375	B	No	63	65	-	-
Cannonwood 4376	B	Yes	73	75	Y	-
Cannonwood 4385	B	Yes	69	71	Y	-
Cannonwood 4386	B	Yes	72	74	Y	-
Highpointe 4327	B	Yes	68	69	Y	-
Highpointe 4328	B	Yes	68	69	Y	-

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Impact Determination Analysis for NAA 103, Build Alternative

NAA:	103
Description:	South of I-24, west of Florence Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	51
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	51

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Culpepper 4507	B	No	59	60	-	-
Culpepper 4511	B	No	56	57	-	-
Culpepper 4516	B	No	63	65	-	-
Culpepper 4552	B	No	62	64	-	-
Culpepper 4555	B	No	61	63	-	-
Culpepper 4559	B	No	63	64	-	-
Heatherwood 206	B	No	61	63	-	-
Heatherwood 217	B	No	62	64	-	-
Heatherwood 220	B	No	66	67	Y	-
Heatherwood 221	B	No	63	64	-	-
Heatherwood 224	B	Yes	68	69	Y	-
Heatherwood 225	B	No	64	65	-	-
Heatherwood 228	B	Yes	69	70	Y	-
Heatherwood 302	B	Yes	69	71	Y	-
Heatherwood 306	B	Yes	70	72	Y	-
Heatherwood 310	B	Yes	71	72	Y	-
Heatherwood 311	B	No	65	67	Y	-
Heatherwood 314	B	Yes	71	72	Y	-
Heatherwood 315	B	No	61	63	-	-
Heatherwood 318	B	Yes	71	72	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Heatherwood 326	B	Yes	70	72	Y	-
Heatherwood 327	B	No	66	67	Y	-
Heatherwood 330	B	Yes	72	73	Y	-
Heatherwood 331	B	No	66	68	Y	-
Heatherwood 334	B	Yes	75	77	Y	-
Heatherwood 335	B	No	65	67	Y	-
Heatherwood 338	B	Yes	75	77	Y	-
Heatherwood 339	B	No	66	68	Y	-
Heatherwood 342	B	Yes	75	77	Y	-
Heatherwood 343	B	No	68	70	Y	-
Heatherwood 346	B	Yes	75	77	Y	-
Heatherwood 349	B	No	67	68	Y	-
Heatherwood 350	B	Yes	75	77	Y	-
Heatherwood 402	B	Yes	75	77	Y	-
Heatherwood 405	B	No	65	66	Y	-
Heatherwood 409	B	No	68	69	Y	-
Heatherwood 412	B	Yes	76	77	Y	-
Heatherwood 413	B	No	66	68	Y	-
Heatherwood 416	B	Yes	75	77	Y	-
Heatherwood 417	B	No	68	70	Y	-
Heatherwood 420	B	Yes	75	77	Y	-
Heatherwood 421	B	No	68	70	Y	-
Heatherwood 424	B	Yes	74	76	Y	-
Heatherwood 425	B	No	67	69	Y	-
Heatherwood 428	B	Yes	72	74	Y	-
Heatherwood 429	B	No	67	69	Y	-
Heatherwood 432	B	Yes	70	72	Y	-
Heatherwood 450	B	Yes	71	73	Y	-
Heatherwood 451	B	No	65	66	Y	-
Heatherwood 454	B	Yes	71	72	Y	-
Heatherwood 456	B	Yes	71	73	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Heatherwood 457	B	No	67	69	Y	-
Heatherwood 460	B	Yes	71	73	Y	-
Heatherwood 500	B	Yes	71	72	Y	-
Heatherwood 504	B	Yes	72	74	Y	-
Heatherwood 507	B	No	65	67	Y	-
Heatherwood 508	B	Yes	72	74	Y	-
Poquita 4604	B	No	62	63.7	-	-
Poquita 4605	B	No	64	65.1	-	-
Poquita 4608	B	No	62	63.7	-	-
Poquita 4609	B	No	63	64	-	-
Shadow 106	B	No	64	65	-	-
Shadow 107	B	No	67	68	Y	-
Shadow 110	B	Yes	72	73	Y	-
Shadow 111	B	Yes	72	73	Y	-
Turquoise 4602	B	No	66	67	Y	-
Turquoise 4606	B	No	63	65	-	-
Turquoise 4607	B	No	63	64	-	-
Turquoise 4610	B	No	62	64	-	-
Wachovia 4500	B	No	61	62	-	-
Wachovia 4501	B	No	61	62	-	-
Wachovia 4504	B	No	62	63	-	-
Wachovia 4505	B	No	62	63	-	-
Wachovia 4506	B	No	62	63	-	-

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Impact Determination Analysis for NAA 104, Build Alternative

NAA:	104
Description:	North of I-24, west of Florence Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	48
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	48

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Asbury 5020	B	No	62	64	-	-
Asbury 5023	B	No	64	65	-	-
Asbury 5024	B	No	63	64	-	-
Asbury 5028	B	No	63	64	-	-
Asbury 5029	B	No	65	66	Y	-
Asbury 5033	B	No	67	68	Y	-
Butterfly 2904	B	No	65	66	Y	-
Butterfly 2908	B	No	60	62	-	-
Butterfly 2909	B	No	60	61	-	-
Butterfly 2912	B	No	61	62	-	-
Butterfly 2913	B	No	58	60	-	-
Butterfly 2916	B	No	61	63	-	-
Butterfly 2917	B	No	58	60	-	-
Firefly 5207	B	No	59	60	-	-
Firefly 5211	B	No	58	60	-	-
Firefly 5221	B	No	55	57	-	-
Firefly 5222	B	No	58	59	-	-
Firefly 5226	B	No	58	60	-	-
Honeybee 5307	B	No	63	65	-	-
Honeybee 5311	B	Yes	64	66	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Honeybee 5314	B	No	61	62	-	-
Honeybee 5315	B	Yes	71	72	Y	-
Honeybee 5318	B	No	62	63	-	-
Honeybee 5319	B	Yes	66	68	Y	-
Honeybee 5322	B	No	62	64	-	-
Honeybee 5323	B	Yes	67	69	Y	-
Honeybee 5326	B	No	66	67	Y	-
Honeybee 5327	B	Yes	68	70	Y	-
Honeybee 5330	B	No	64	66	Y	-
Honeybee 5331	B	Yes	71	72	Y	-
Honeybee 5334	B	No	68	70	Y	-
Honeybee 5335	B	Yes	72	74	Y	-
Honeybee 5338	B	Yes	70	72	Y	-
June Bug 2903	B	Yes	70	72	Y	-
June Bug 2904	B	Yes	66	68	Y	-
June Bug 2907	B	Yes	71	72	Y	-
June Bug 2908	B	No	60	61	-	-
June Bug 2912	B	No	59	61	-	-
June Bug 2915	B	Yes	66	68	Y	-
June Bug 2916	B	No	59	60	-	-
June Bug 2919	B	Yes	64	65	-	-
Lady Bug 5227	B	No	60	61	-	-
Lady Bug 5231	B	No	60	62	-	-
Lightning Bug 2702	B	No	68	69	Y	-
Lightning Bug 2705	B	Yes	73	74	Y	-
Lightning Bug 2706	B	No	67	68	Y	-
Lightning Bug 2709	B	Yes	72	73	Y	-
Lightning Bug 2804	B	No	68	69	Y	-
Lightning Bug 2805	B	Yes	73	74	Y	-
Lightning Bug 2808	B	No	67	68	Y	-
Lightning Bug 2809	B	Yes	73	74	Y	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Lightning Bug 2812	B	No	65	66	Y	-
Lightning Bug 2813	B	Yes	73	74	Y	-
Lightning Bug 2816	B	No	65	66	Y	-
Lightning Bug 2820	B	No	64	65	-	-
Lightning Bug 2821	B	Yes	73	74	Y	-
Lightning Bug 2825	B	Yes	71	72	Y	-
Lightning Bug 2828	B	No	64	65	-	-
Lightning Bug 2829	B	Yes	69	70	Y	-
Lightning Bug 2832	B	No	65	67	Y	-
Lightning Bug 2839	B	Yes	70	72	Y	-
Lightning Bug 2903	B	Yes	67	69	Y	-
Lightning Bug 2906	B	No	61	63	-	-
Lightning Bug 2907	B	Yes	70	72	Y	-
Lightning Bug 2910	B	No	60	62	-	-
Lightning Bug 2911	B	Yes	66	68	Y	-
Lightning Bug 2914	B	No	61	62	-	-
Lightning Bug 2915	B	Yes	67	68	Y	-
Lightning Bug 2919	B	Yes	67	69	Y	-
Lightning Bug 2922	B	No	61	62	-	-
Lightning Bug 2923	B	Yes	68	70	Y	-
Lightning Bug 2926	B	No	61	62	-	-
Lightning Bug 2927	B	Yes	66	68	Y	-
Lightning Bug 2931	B	Yes	69	71	Y	-
Lightning Bug 2935	B	Yes	68	69	Y	-
Lightning Bug 2936	B	No	62	63	-	-
Lightning Bug 2939	B	Yes	69	71	Y	-
Lightning Bug 2940	B	No	60	61	-	-
Lightning Bug 2943	B	Yes	69	70	Y	-
Lightning Bug 2947	B	Yes	68	70	Y	-
Lightning Bug 2948	B	No	59	61	-	-
Lightning Bug 2951	B	No	64	65	-	-

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Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Luna Moth 5111	B	No	62	63	-	-
Luna Moth 5115	B	No	62	63	-	-
Luna Moth 5122	B	No	61	63	-	-
Luna Moth 5123	B	No	62	64	-	-
Luna Moth 5126	B	No	62	63	-	-

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Impact Determination Analysis for NAA 105, Build Alternative

NAA:	105
Description:	North of I-24, west of Florence Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	47
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	47

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Nina Marie 4812	B	Yes	71	71.3	Y	-
Nina Marie 4813	B	Yes	74	73	Y	-
Nina Marie 4816	B	Yes	66	67	Y	-
Nina Marie 4817	B	Yes	73	72.3	Y	-
Nina Marie 4820	B	No	61	62.1	-	-
Nina Marie 4821	B	No	66	66.7	Y	-
Nina Marie 4824	B	No	60	60.8	-	-
Nina Marie 4825	B	No	64	65	-	-
Nina Marie 4828	B	No	60	60.7	-	-
Nina Marie 4829	B	No	62	62.8	-	-
Nina Marie 4832	B	No	58	59.4	-	-
Nina Marie 4833	B	No	60	60.5	-	-
Nina Marie 4836	B	No	58	59	-	-
Nina Marie 4837	B	No	59	60	-	-
Nina Marie 4840	B	No	57	58	-	-
Nina Marie 4841	B	No	58	59	-	-
Nina Marie 4845	B	No	57	58	-	-
Nina Marie 4849	B	No	56	57	-	-
Octavia 4808	B	Yes	69	70	Y	-
Octavia 4815	B	Yes	68	69	Y	-

DRAFT - DELIBERATIVE

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Octavia 4820	B	No	65	65	-	-
Octavia 4833	B	No	61	61	-	-
Octavia 4834	B	No	61	62	-	-
Octavia 4848	B	No	59	60	-	-
Octavia 4849	B	No	57	58	-	-

DRAFT - DELIBERATIVE

Impact Determination Analysis for NAA 106, Build Alternative

NAA:	106
Description:	South of I-840, west of Florence Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	1.00
Category D Impacts	0
Category E Impacts	0
Total Impacts	1.00

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Florence 1901	C	Yes	68	69	Y	-

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Impact Determination Analysis for NAA 107, Build Alternative

NAA:	107
Description:	South of I-840, north of Asbury Road
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	0
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	0

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Asbury 4087	B	Yes	64	65	-	-

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Impact Determination Analysis for NAA 108, Build Alternative

NAA:	108
Description:	South of I-24, north of Hallmark Drive
Design Year:	2052
Alternative:	Build

IMPACTS	
Category B Impacts	66
Category C Impacts	0
Category D Impacts	0
Category E Impacts	0
Total Impacts	66

Receptor Address	Activity Category	1st row? (Yes/No)	Existing Worst Hour Leq (dBA)	Build Worst Hour Leq (dBA)	Impacted (Approach/Exceed NAC?)	Impacted (Substantial?)
Hallmark 3946	B	Yes	74	76	Y	-
Hallmark 3958	B	Yes	72	74	Y	-
Manson 3726 Bldg 10 Level 1	B	Yes	76	77	Y	-
Manson 3726 Bldg 10 Level 2	B	Yes	76	78	Y	-
Manson 3726 Bldg 10 Level 3	B	Yes	77	78	Y	-
Manson 3726 Bldg 11 Level 2	B	Yes	75	77	Y	-
Manson 3726 Bldg 12 Level 2	B	Yes	73	74	Y	-
Manson 3726 Bldg 16 Level 2	B	No	63	65	-	-
Manson 3726 Bldg 8 Level 1	B	No	63	64	-	-
Manson 3726 Bldg 8 Level 2	B	No	64	65	-	-
Manson 3726 Bldg 8 Level 3	B	No	65	66	Y	-
Manson 3726 Bldg 9 Level 1	B	No	66	67	Y	-
Manson 3726 Bldg 9 Level 2	B	No	68	70	Y	-
Manson 3726 Bldg 9 Level 3	B	No	69	70	Y	-

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APPENDIX F.
ABATEMENT ANALYSIS

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NOISE ABATEMENT ANALYSIS RESULTS SUMMARY

NOISE ANALYSIS AREA	NUMBER OF IMPACTS[1]	ABATEMENT EVALUATION NEEDED?	PRELIMINARY BARRIER STATUS
1	51	YES	Qualifies
2	45.64	YES	Qualifies
3	-	NO	-
4	1	YES	Not analyzed due to isolated impact
5	-	NO	-
6	-	NO	-
7	-	NO	-
8	-	NO	-
9	1	YES	Not analyzed due to isolated impact
10	1	YES	Not analyzed due to isolated impact

[1] Impact totals based on the 2052 Build model results. Impact totals for individual barrier analyses may vary due to TNM model limitations.

NOISE ANALYSIS AREA	NUMBER OF IMPACTS[1]	ABATEMENT EVALUATION NEEDED?	PRELIMINARY BARRIER STATUS
11	-	NO	-
12	9	YES	Replacement of barrier qualifies, but extension of barrier does not qualify
13	116.97	YES	Qualifies
14	0.59	YES	Not analyzed due to isolated impact
15	-	NO	-
16	-	NO	-
17	34	YES	Qualifies with 3rd floor as ground level
18	-	NO	-
19	-	NO	-
20	4	YES	Not analyzed due to constructability concerns
21	4	YES	Replacement of barrier and extension toward Foster Ave qualifies, but extension toward Nolensville Pike does not qualify

[1] Impact totals based on the 2052 Build model results. Impact totals for individual barrier analyses may vary due to TNM model limitations.

NOISE ANALYSIS AREA	NUMBER OF IMPACTS[1]	ABATEMENT EVALUATION NEEDED?	PRELIMINARY BARRIER STATUS
22	2	YES	Not analyzed due to constructability concerns
23	2	YES	Not analyzed due to constructability concerns
24	21	YES	Replacement of barrier qualifies
25	7	YES	Replacement of barrier and extension of barrier across S Lyle Ln qualifies. Extension toward I-24 does not qualify.
26	39	YES	Replacement of barrier at 26A qualifies. Replacement of barrier at 26B qualifies in reduced footprint. Extension of barrier at 26C does not qualify.
27	80	YES	Qualifies
28	4.75	YES	Not analyzed due to isolated impact
29	71	YES	Does not qualify
30	21	YES	Does not qualify
31	7	YES	Qualifies
32	1	YES	Not analyzed due to isolated impact

[1] Impact totals based on the 2052 Build model results. Impact totals for individual barrier analyses may vary due to TNM model limitations.

NOISE ANALYSIS AREA	NUMBER OF IMPACTS[1]	ABATEMENT EVALUATION NEEDED?	PRELIMINARY BARRIER STATUS
33	214.03	YES	Qualifies
34	17	YES	Does not qualify
35	-	NO	-
36	9	YES	Does not qualify
37	2	YES	Does not qualify
38	199	YES	Qualifies
39	0.05	YES	Not analyzed due to isolated impact
40	0.09	YES	Not analyzed due to isolated impact
41	269.61	YES	Qualifies
42	0.48	YES	Not analyzed due to isolated impact
43	333.15	YES	Qualifies

[1] Impact totals based on the 2052 Build model results. Impact totals for individual barrier analyses may vary due to TNM model limitations.

NOISE ANALYSIS AREA	NUMBER OF IMPACTS[1]	ABATEMENT EVALUATION NEEDED?	PRELIMINARY BARRIER STATUS
44	79.53	YES	Qualifies
45	-	NO	-
46	11	YES	Does not qualify
47	1	YES	Not analyzed due to constructability concerns
48	-	NO	-
49	64	YES	Qualifies
50	95	YES	Qualifies
51	-	NO	-
52	143	YES	Qualifies
53	4.75	YES	Not analyzed due to isolated impact
54	3	YES	Does not qualify

[1] Impact totals based on the 2052 Build model results. Impact totals for individual barrier analyses may vary due to TNM model limitations.

NOISE ANALYSIS AREA	NUMBER OF IMPACTS[1]	ABATEMENT EVALUATION NEEDED?	PRELIMINARY BARRIER STATUS
55	4.93	YES	Not analyzed due to isolated impact
56	130	YES	Qualifies
57	9	YES	Does not qualify
58	0.95	YES	Not analyzed due to isolated impact
59	0.07	YES	Not analyzed due to isolated impact
60	-	NO	-
61	-	NO	-
62	0.07	YES	Not analyzed due to isolated impact
63	16.05	YES	Not analyzed due to constructability concerns
64	0.18	YES	Not analyzed due to isolated impact
65	-	NO	-

[1] Impact totals based on the 2052 Build model results. Impact totals for individual barrier analyses may vary due to TNM model limitations.

NOISE ANALYSIS AREA	NUMBER OF IMPACTS[1]	ABATEMENT EVALUATION NEEDED?	PRELIMINARY BARRIER STATUS
66	-	NO	-
67	-	NO	-
68	-	NO	-
69	-	NO	-
70	-	NO	-
71	-	NO	-
72	171.48	YES	Qualifies
73	-	NO	-
74	-	NO	-
75	1	YES	Not analyzed due to constructability concerns
76	-	NO	-

[1] Impact totals based on the 2052 Build model results. Impact totals for individual barrier analyses may vary due to TNM model limitations.

NOISE ANALYSIS AREA	NUMBER OF IMPACTS[1]	ABATEMENT EVALUATION NEEDED?	PRELIMINARY BARRIER STATUS
77	64.90	YES	Qualifies
78	-	NO	-
79	-	NO	-
80	-	NO	-
81	-	NO	-
82	-	NO	-
83	0.40	YES	Does not qualify
84	-	NO	-
85	37.36	YES	Does not qualify
86	302.95	YES	Qualifies
87	63	YES	Qualifies

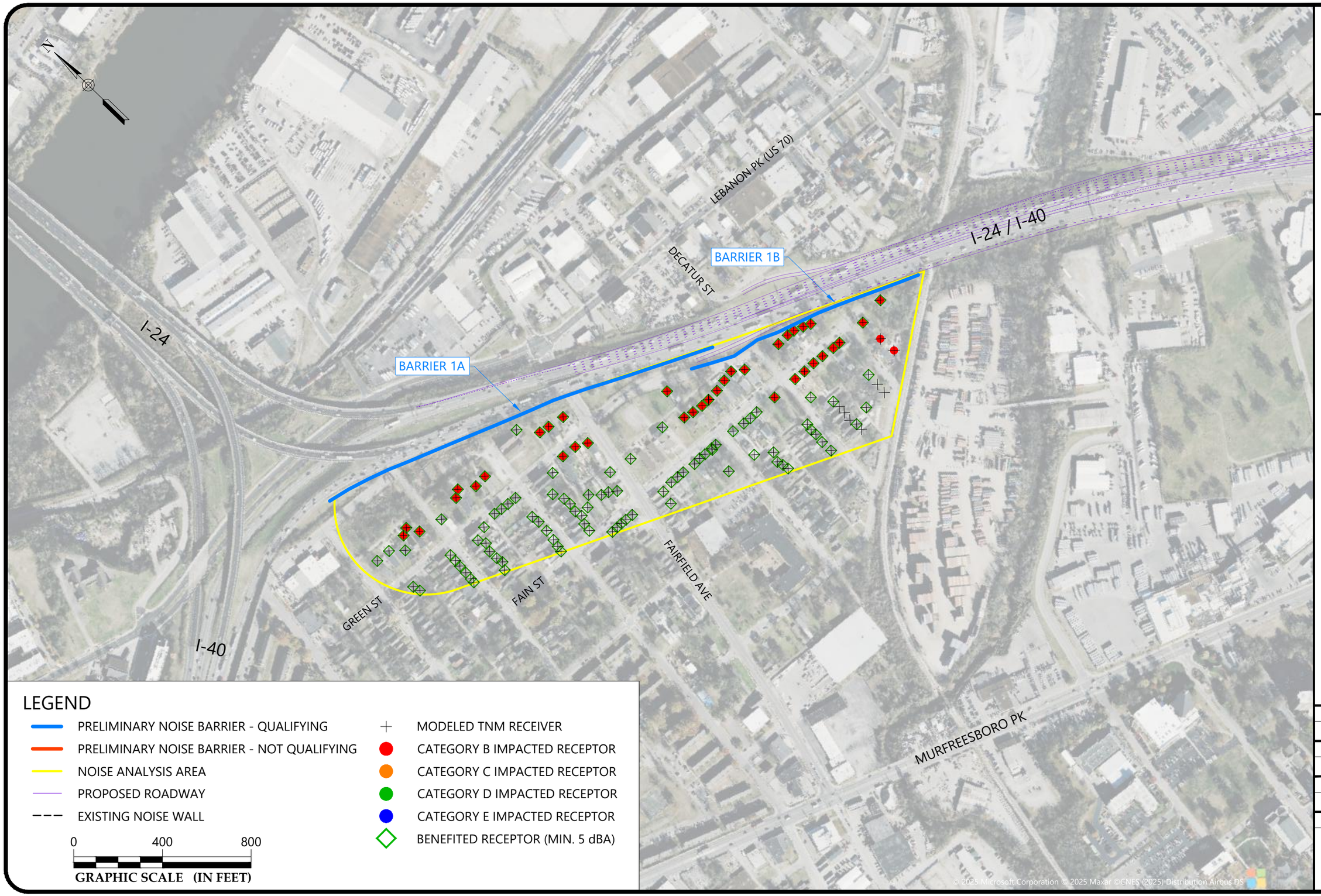
[1] Impact totals based on the 2052 Build model results. Impact totals for individual barrier analyses may vary due to TNM model limitations.

NOISE ANALYSIS AREA	NUMBER OF IMPACTS[1]	ABATEMENT EVALUATION NEEDED?	PRELIMINARY BARRIER STATUS
88	2	YES	Does not qualify
89	1	YES	Not analyzed due to isolated impact
90	34	YES	Does not qualify
91	41	YES	Qualifies
92	136	YES	Qualifies
93	1	YES	Not analyzed due to isolated impact
94	6	YES	Does not qualify
95	-	NO	-
96	0.13	YES	Not analyzed due to isolated impact
97	0.44	YES	Not analyzed due to isolated impact
98	36	YES	Does not qualify

[1] Impact totals based on the 2052 Build model results. Impact totals for individual barrier analyses may vary due to TNM model limitations.

NOISE ANALYSIS AREA	NUMBER OF IMPACTS[1]	ABATEMENT EVALUATION NEEDED?	PRELIMINARY BARRIER STATUS
99	7	YES	Does not qualify
100	3	YES	Does not qualify
101	3	YES	Does not qualify
102	24	YES	Does not qualify
103	51	YES	Does not qualify
104	48	YES	Does not qualify
105	47	YES	Qualifies
106	1	YES	Not analyzed due to isolated impact
107	-	NO	-
108	66	YES	Qualifies

[1] Impact totals based on the 2052 Build model results. Impact totals for individual barrier analyses may vary due to TNM model limitations.



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 1 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/27/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F1

FEASIBILITY ANALYSIS FOR NAA 1

Noise Analysis Area:	1
Description:	Fain St
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	53
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	53.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Claiborne 113	1	B	N	60	N	0	Y	5	Y	1
Claiborne 115	1	B	N	60	N	0	Y	5	Y	1
Decatur 10	1	B	N	57	N	0	Y	5	Y	1
Decatur 11	1	B	N	59	N	0	Y	4	N	0
Decatur 12	2	B	N	57	N	0	Y	5	Y	2
Decatur 13	1	B	N	60	N	0	Y	4	N	0
Decatur 14	1	B	N	58	N	0	Y	5	Y	1
Decatur 15	1	B	N	60	N	0	Y	4	N	0
Decatur 16	1	B	N	59	N	0	Y	5	Y	1
Decatur 17	1	B	N	61	N	0	Y	5	Y	1
Decatur 18	1	B	N	60	N	0	Y	5	Y	1
Decatur 21	1	B	N	63	N	0	Y	5	Y	1
Decatur 7	1	B	N	58	N	0	Y	4	N	0
Decatur 9	1	B	N	58	N	0	Y	5	Y	1
Donelson 81	1	B	N	58	N	0	Y	6	Y	1
Donelson 83	1	B	N	58	N	0	Y	6	Y	1
Donelson 85	1	B	N	58	N	0	Y	6	Y	1
Donelson 87	1	B	N	60	N	0	Y	6	Y	1
Donelson 91	1	B	N	61	N	0	Y	6	Y	1
Duncan 1	1	B	N	62	N	0	Y	2	N	0
Duncan 10	1	B	N	67	Y	1	Y	3	N	0
Duncan 3	1	B	N	62	N	0	Y	3	N	0
Duncan 4	1	B	Y	66	Y	1	Y	2	N	0
Duncan 5	1	B	N	62	N	0	Y	6	Y	1

FEASIBILITY ANALYSIS FOR NAA 1

Noise Analysis Area:	1
Description:	Fain St
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	53
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	53.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Fain 111	1	B	N	60	N	0	Y	5	Y	1
Fain 113	1	B	N	60	N	0	Y	5	Y	1
Fain 115	1	B	N	61	N	0	Y	6	Y	1
Fain 116	8	B	Y	65	N	0	Y	6	Y	8
Fain 119	1	B	Y	62	N	0	Y	6	Y	1
Fain 120	0.95	D	Y	67	N	0	Y	7	Y	0.95
Fain 121	1	B	Y	62	N	0	Y	7	Y	1
Fain 123	1	B	Y	62	N	0	Y	7	Y	1
Fain 124	1	B	Y	67	Y	1	Y	7	Y	1
Fain 125	1	B	N	63	N	0	Y	7	Y	1
Fain 126	1	B	Y	67	Y	1	Y	7	Y	1
Fain 127	1	B	N	63	N	0	Y	6	Y	1
Fain 128	1	B	Y	67	Y	1	Y	7	Y	1
Fain 130	1	B	Y	68	Y	1	Y	8	Y	1
Fain 131	1	B	N	64	N	0	Y	7	Y	1
Fain 132	2	B	Y	74	Y	2	N	11	Y	2
Fain 133	1	B	N	64	N	0	Y	7	Y	1
Fain 134	2	B	Y	70	Y	2	Y	9	Y	2
Fain 135	2	B	N	64	N	0	Y	7	Y	2
Fain 137	1	B	N	65	N	0	Y	7	Y	1
Fain 138	2	B	Y	72	Y	2	Y	10	Y	2
Fain 141	1	B	Y	66	Y	1	Y	7	Y	1
Fain 143	1	B	Y	67	Y	1	Y	8	Y	1
Fain 144	1	B	Y	76	Y	1	Y	13	Y	1

FEASIBILITY ANALYSIS FOR NAA 1

Noise Analysis Area:	1
Description:	Fain St
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	53
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	53.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Fain 145	2	B	N	68	Y	2	Y	8	Y	2
Fain 146	1	B	Y	78	Y	1	Y	14	Y	1
Fain 148	1	B	Y	78	Y	1	Y	14	Y	1
Fain 149	1	B	N	68	Y	1	Y	8	Y	1
Fain 150	1	B	Y	79	Y	1	Y	14	Y	1
Fain 151	2	B	N	68	Y	2	Y	8	Y	2
Fain 152	1	B	Y	79	Y	1	Y	14	Y	1
Fain 153	1	B	Y	69	Y	1	Y	9	Y	1
Fain 155	1	B	Y	69	Y	1	Y	10	Y	1
Fain 159	1	B	Y	70	Y	1	Y	10	Y	1
Fain 165	1	B	Y	73	Y	1	Y	7	Y	1
Fain 84	1	B	N	63	N	0	Y	6	Y	1
Fain 85	1	B	N	61	N	0	Y	6	Y	1
Fain 86	1	B	N	64	N	0	Y	6	Y	1
Fain 87	1	B	N	61	N	0	Y	6	Y	1
Fain 89	1	B	N	61	N	0	Y	6	Y	1
Fain 91	1	B	N	61	N	0	Y	5	Y	1
Fain 92	1	B	N	64	N	0	Y	6	Y	1
Fain 94	1	B	N	64	N	0	Y	6	Y	1
Fain 95	1	B	N	61	N	0	Y	5	Y	1
Fain 96	1	B	N	63	N	0	Y	6	Y	1
Fairfield 116	1	B	N	65	N	0	Y	6	Y	1
Fairfield 120	1	B	N	68	Y	1	Y	5	Y	1
Fairfield 124	5	B	Y	71	Y	5	Y	6	Y	5

FEASIBILITY ANALYSIS FOR NAA 1

Noise Analysis Area:	1
Description:	Fain St
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	53
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	53.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Fairfield 85	1	B	N	60	N	0	Y	5	Y	1
Fairfield 87	1	B	N	63	N	0	Y	7	Y	1
Fairfield 89	1	B	N	60	N	0	Y	5	Y	1
Green 115	1	B	Y	72	Y	1	Y	5	Y	1
Green 129	2	B	Y	73	Y	2	Y	11	Y	2
Green 22	1	B	Y	65	N	0	Y	5	Y	1
Green 26	6	B	Y	65	N	0	Y	5	Y	6
Green 32	1	B	Y	63	N	0	Y	5	Y	1
Green 34	1	B	Y	66	Y	1	Y	6	Y	1
Green 36	2	B	Y	67	Y	2	Y	7	Y	2
Green 38	1	B	Y	66	Y	1	Y	8	Y	1
Green 42	1	B	Y	65	N	0	Y	6	Y	1
Green 48	1	B	Y	66	Y	1	Y	8	Y	1
Green 50	1	B	Y	68	Y	1	Y	8	Y	1
Green 51	1	B	N	61	N	0	Y	5	Y	1
Green 54	1	B	Y	67	Y	1	Y	8	Y	1
Green 55	1	B	N	62	N	0	Y	5	Y	1
Green 56	2	B	Y	67	Y	2	Y	8	Y	2
Green 57	1	B	N	63	N	0	Y	6	Y	1
Green 63	1	B	N	63	N	0	Y	6	Y	1
Green 81	2	B	N	66	Y	2	Y	5	Y	2
Green 82	2	B	Y	70	Y	2	Y	8	Y	2
Green 84	1	B	Y	70	Y	1	Y	7	Y	1
Green 85	2	B	N	67	Y	2	Y	5	Y	2

FEASIBILITY ANALYSIS FOR NAA 1

Noise Analysis Area:	1
Description:	Fain St
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	53
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	53.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Jc Napier 126	1	B	N	60	N	0	Y	6	Y	1
Lewis 101	1	B	N	62	N	0	Y	6	Y	1
Lewis 103	1	B	N	62	N	0	Y	6	Y	1
Lewis 105	1	B	N	63	N	0	Y	6	Y	1
Lewis 106	1	B	N	60	N	0	Y	6	Y	1
Lewis 107	1	B	N	63	N	0	Y	6	Y	1
Lewis 108	2	B	N	60	N	0	Y	6	Y	2
Lewis 109	1	B	N	63	N	0	Y	6	Y	1
Lewis 110	1	B	N	61	N	0	Y	6	Y	1
Lewis 111	1	B	N	63	N	0	Y	6	Y	1
Lewis 113	1	B	N	61	N	0	Y	5	Y	1
Lewis 114	1	B	N	61	N	0	Y	6	Y	1
Lewis 116	1	B	N	61	N	0	Y	6	Y	1
Lewis 118	1	B	N	61	N	0	Y	6	Y	1
Lewis 125	2	B	N	64	N	0	Y	6	Y	2
Lewis 135	0.95	D	Y	69	N	0	Y	8	Y	0.95
Maury 100	1	B	N	59	N	0	Y	5	Y	1
Maury 102	1	B	N	59	N	0	Y	5	Y	1
Maury 85	1	B	N	60	N	0	Y	6	Y	1
Maury 87	1	B	N	60	N	0	Y	6	Y	1
Maury 89	1	B	N	59	N	0	Y	5	Y	1
Maury 92	1	B	N	59	N	0	Y	5	Y	1
Maury 93	1	B	N	59	N	0	Y	5	Y	1
Maury 94	1	B	N	59	N	0	Y	5	Y	1

FEASIBILITY ANALYSIS FOR NAA 1

Noise Analysis Area:	1
Description:	Fain St
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	53
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	53.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Maury 95	1	B	N	59	N	0	Y	5	Y	1
Maury 96	1	B	N	59	N	0	Y	5	Y	1
Maury 97	1	B	N	57	N	0	Y	5	Y	1
Maury 98	1	B	N	59	N	0	Y	5	Y	1
Maury 99	1	B	N	65	N	0	N	6	Y	1
Meredith 128	1	B	N	59	N	0	Y	5	Y	1

Benefited Ground-Level Residence	144
Equivalent Ground-Level Benefits	1.90
Total Ground-Level Benefits	145.90
1st Row Ground-Level Impacted	40.00
1st Row Ground-Level Impacted and Benefited	39.00

FEASIBILITY %	**98%**

REASONABLENESS ALLOWANCE FOR NAA 1

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1962	750
	% residences constructed after highway	71%	
	% residences constructed before 2005	62%	
	% residences constructed after 2005	38%	
Previous Type I Widening Allowance	Last Type I widening project date	1980	200
	% residences constructed after widening	50%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	70 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 1

Noise Analysis Area:	1
Description:	Fain St
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Claiborne 113	1	B	N	60	55	5	Y	1	0	N	0
Claiborne 115	1	B	N	60	55	5	Y	1	0	N	0
Decatur 10	1	B	N	57	53	5	Y	1	0	N	0
Decatur 11	1	B	N	59	55	4	N	0	0	N	0
Decatur 12	2	B	N	57	53	5	Y	2	0	N	0
Decatur 13	1	B	N	60	56	4	N	0	0	N	0
Decatur 14	1	B	N	58	53	5	Y	1	0	N	0
Decatur 15	1	B	N	60	56	4	N	0	0	N	0
Decatur 16	1	B	N	59	54	5	Y	1	0	N	0
Decatur 17	1	B	N	61	56	5	Y	1	0	N	0
Decatur 18	1	B	N	60	55	5	Y	1	0	N	0
Decatur 21	1	B	N	63	57	5	Y	1	0	N	0
Decatur 7	1	B	N	58	55	4	N	0	0	N	0
Decatur 9	1	B	N	58	53	5	Y	1	0	N	0
Donelson 81	1	B	N	58	52	6	Y	1	0	N	0
Donelson 83	1	B	N	58	53	6	Y	1	0	N	0
Donelson 85	1	B	N	58	52	6	Y	1	0	N	0
Donelson 87	1	B	N	60	54	6	Y	1	0	N	0
Donelson 91	1	B	N	61	54	6	Y	1	0	N	0
Duncan 1	1	B	N	62	60	2	N	0	0	N	0
Duncan 10	1	B	N	67	64	3	N	0	0	N	0
Duncan 3	1	B	N	62	59	3	N	0	0	N	0
Duncan 4	1	B	Y	66	63	2	N	0	0	N	0
Duncan 5	1	B	N	62	56	6	Y	1	0	N	0
Fain 111	1	B	N	60	55	5	Y	1	0	N	0
Fain 113	1	B	N	60	55	5	Y	1	0	N	0
Fain 115	1	B	N	61	55	6	Y	1	0	N	0
Fain 116	8	B	Y	65	59	6	Y	8	8	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 1

Noise Analysis Area:	1
Description:	Fain St
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Fain 119	1	B	Y	62	55	6	Y	1	1	N	0
Fain 120	0.95	D	Y	67	61	7	Y	1	1	Y	0.95
Fain 121	1	B	Y	62	55	7	Y	1	1	Y	1
Fain 123	1	B	Y	62	56	7	Y	1	1	Y	1
Fain 124	1	B	Y	67	60	7	Y	1	1	Y	1
Fain 125	1	B	N	63	56	7	Y	1	0	Y	0
Fain 126	1	B	Y	67	60	7	Y	1	1	Y	1
Fain 127	1	B	N	63	56	6	Y	1	0	N	0
Fain 128	1	B	Y	67	60	7	Y	1	1	Y	1
Fain 130	1	B	Y	68	60	8	Y	1	1	Y	1
Fain 131	1	B	N	64	57	7	Y	1	0	Y	0
Fain 132	2	B	Y	74	63	11	Y	2	2	Y	2
Fain 133	1	B	N	64	57	7	Y	1	0	Y	0
Fain 134	2	B	Y	70	61	9	Y	2	2	Y	2
Fain 135	2	B	N	64	57	7	Y	2	0	Y	0
Fain 137	1	B	N	65	58	7	Y	1	0	Y	0
Fain 138	2	B	Y	72	61	10	Y	2	2	Y	2
Fain 141	1	B	Y	66	59	7	Y	1	1	Y	1
Fain 143	1	B	Y	67	59	8	Y	1	1	Y	1
Fain 144	1	B	Y	76	63	13	Y	1	1	Y	1
Fain 145	2	B	N	68	60	8	Y	2	0	Y	0
Fain 146	1	B	Y	78	64	14	Y	1	1	Y	1
Fain 148	1	B	Y	78	65	14	Y	1	1	Y	1
Fain 149	1	B	N	68	59	8	Y	1	0	Y	0
Fain 150	1	B	Y	79	65	14	Y	1	1	Y	1
Fain 151	2	B	N	68	59	8	Y	2	0	Y	0
Fain 152	1	B	Y	79	65	14	Y	1	1	Y	1
Fain 153	1	B	Y	69	59	9	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 1

Noise Analysis Area:	1
Description:	Fain St
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Fain 155	1	B	Y	69	60	10	Y	1	1	Y	1
Fain 159	1	B	Y	70	60	10	Y	1	1	Y	1
Fain 165	1	B	Y	73	65	7	Y	1	1	Y	1
Fain 84	1	B	N	63	57	6	Y	1	0	N	0
Fain 85	1	B	N	61	56	6	Y	1	0	N	0
Fain 86	1	B	N	64	58	6	Y	1	0	N	0
Fain 87	1	B	N	61	56	6	Y	1	0	N	0
Fain 89	1	B	N	61	56	6	Y	1	0	N	0
Fain 91	1	B	N	61	56	5	Y	1	0	N	0
Fain 92	1	B	N	64	58	6	Y	1	0	N	0
Fain 94	1	B	N	64	58	6	Y	1	0	N	0
Fain 95	1	B	N	61	56	5	Y	1	0	N	0
Fain 96	1	B	N	63	58	6	Y	1	0	N	0
Fairfield 116	1	B	N	65	59	6	Y	1	0	N	0
Fairfield 120	1	B	N	68	63	5	Y	1	0	N	0
Fairfield 124	5	B	Y	71	65	6	Y	5	5	N	0
Fairfield 85	1	B	N	60	55	5	Y	1	0	N	0
Fairfield 87	1	B	N	63	56	7	Y	1	0	Y	0
Fairfield 89	1	B	N	60	56	5	Y	1	0	N	0
Green 115	1	B	Y	72	67	5	Y	1	1	N	0
Green 129	2	B	Y	73	62	11	Y	2	2	Y	2
Green 22	1	B	Y	65	60	5	Y	1	1	N	0
Green 26	6	B	Y	65	60	5	Y	6	6	N	0
Green 32	1	B	Y	63	58	5	Y	1	1	N	0
Green 34	1	B	Y	66	60	6	Y	1	1	N	0
Green 36	2	B	Y	67	60	7	Y	2	2	Y	2
Green 38	1	B	Y	66	58	8	Y	1	1	Y	1
Green 42	1	B	Y	65	59	6	Y	1	1	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 1

Noise Analysis Area:	1
Description:	Fain St
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Green 48	1	B	Y	66	59	8	Y	1	1	Y	1
Green 50	1	B	Y	68	60	8	Y	1	1	Y	1
Green 51	1	B	N	61	56	5	Y	1	0	N	0
Green 54	1	B	Y	67	59	8	Y	1	1	Y	1
Green 55	1	B	N	62	57	5	Y	1	0	N	0
Green 56	2	B	Y	67	60	8	Y	2	2	Y	2
Green 57	1	B	N	63	57	6	Y	1	0	N	0
Green 63	1	B	N	63	57	6	Y	1	0	N	0
Green 81	2	B	N	66	60	5	Y	2	0	N	0
Green 82	2	B	Y	70	62	8	Y	2	2	Y	2
Green 84	1	B	Y	70	63	7	Y	1	1	Y	1
Green 85	2	B	N	67	62	5	Y	2	0	N	0
Jc Napier 126	1	B	N	60	54	6	Y	1	0	N	0
Lewis 101	1	B	N	62	56	6	Y	1	0	N	0
Lewis 103	1	B	N	62	56	6	Y	1	0	N	0
Lewis 105	1	B	N	63	57	6	Y	1	0	N	0
Lewis 106	1	B	N	60	55	6	Y	1	0	N	0
Lewis 107	1	B	N	63	57	6	Y	1	0	N	0
Lewis 108	2	B	N	60	55	6	Y	2	0	N	0
Lewis 109	1	B	N	63	57	6	Y	1	0	N	0
Lewis 110	1	B	N	61	55	6	Y	1	0	N	0
Lewis 111	1	B	N	63	57	6	Y	1	0	N	0
Lewis 113	1	B	N	61	56	5	Y	1	0	N	0
Lewis 114	1	B	N	61	55	6	Y	1	0	N	0
Lewis 116	1	B	N	61	55	6	Y	1	0	N	0
Lewis 118	1	B	N	61	55	6	Y	1	0	N	0
Lewis 125	2	B	N	64	58	6	Y	2	0	N	0
Lewis 135	0.95	D	Y	69	61	8	Y	1	1	Y	0.95

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 1

Noise Analysis Area:	1
Description:	Fain St
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Maury 100	1	B	N	59	54	5	Y	1	0	N	0
Maury 102	1	B	N	59	54	5	Y	1	0	N	0
Maury 85	1	B	N	60	54	6	Y	1	0	N	0
Maury 87	1	B	N	60	55	6	Y	1	0	N	0
Maury 89	1	B	N	59	54	5	Y	1	0	N	0
Maury 92	1	B	N	59	54	5	Y	1	0	N	0
Maury 93	1	B	N	59	54	5	Y	1	0	N	0
Maury 94	1	B	N	59	54	5	Y	1	0	N	0
Maury 95	1	B	N	59	54	5	Y	1	0	N	0
Maury 96	1	B	N	59	54	5	Y	1	0	N	0
Maury 97	1	B	N	57	52	5	Y	1	0	N	0
Maury 98	1	B	N	59	54	5	Y	1	0	N	0
Maury 99	1	B	N	65	59	6	Y	1	0	N	0
Meredith 128	1	B	N	59	55	5	Y	1	0	N	0

First Row Benefited Residences	61
Equivalent First Row Benefits	1.90
Total First Row Benefits	62.90
Total First Row Receiving 7 dB IL	37.90

% Meeting NRDG	**60%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 1 - BARRIER A

Noise Analysis Area:	1 - BARRIER A
Description:	Fain St
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1744136.1,663735.5	1744233.1,663711.1	100	F, EOP	456	466	10	1,000
1744233.1,663711.1	1744327.8,663678.7	100	F, EOP	456	468	12	1,200
1744327.8,663678.7	1744421.4,663643.6	100	F, EOP	456	470	14	1,400
1744421.4,663643.6	1744512.6,663602.8	100	F, EOP	456	470	14	1,400
1744512.6,663602.8	1744604.3,663562.8	100	F, EOP	455	469	14	1,399
1744604.3,663562.8	1744696.3,663523.6	100	F, EOP	454	468	14	1,400
1744696.3,663523.6	1744788.1,663483.9	100	F, EOP	455	469	14	1,401
1744788.1,663483.9	1744879.6,663443.6	100	F, EOP	456	470	14	1,400
1744879.6,663443.6	1744971.3,663403.5	100	F, EOP	457	471	14	1,400
1744971.3,663403.5	1745063.4,663364.7	100	F, EOP	458	472	14	1,400
1745063.4,663364.7	1745162.5,663324.4	107	F, EOP	460	474	14	1,498
1745162.5,663324.4	1745302.5,663253.1	157	F, EOP	462	476	14	2,199
1745302.5,663253.1	1745390.4,663205.3	100	F, EOP	464	478	14	1,401
1745390.4,663205.3	1745478.5,663158	100	F, EOP	465	479	14	1,400
1745478.5,663158	1745567.4,663111.4	100	F, EOP	464	478	14	1,405
1745567.4,663111.4	1745655.8,663065.4	100	F, EOP	464	478	14	1,395
1745655.8,663065.4	1745744.5,663019.3	100	F, EOP	464	478	14	1,400
1745744.5,663019.3	1745833.3,662973.3	100	F, EOP	464	478	14	1,399
1745833.3,662973.3	BARRIER END	-	F, EOP	463	477	14	-

Barrier Length (ft)	1,864
Average Barrier Height (ft)	13.68
Barrier Area (sq ft)	25,497

Total Barrier System Area (sq ft)	42,937
Average Barrier System Height (ft)	14.53
Number of Benefited Residences	148.90
Area Per Benefited Residence (sq ft)	288
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 1 - BARRIER B

Noise Analysis Area:	1 - BARRIER B
Description:	Fain St
Design Year:	2052
Alternative:	BUILD

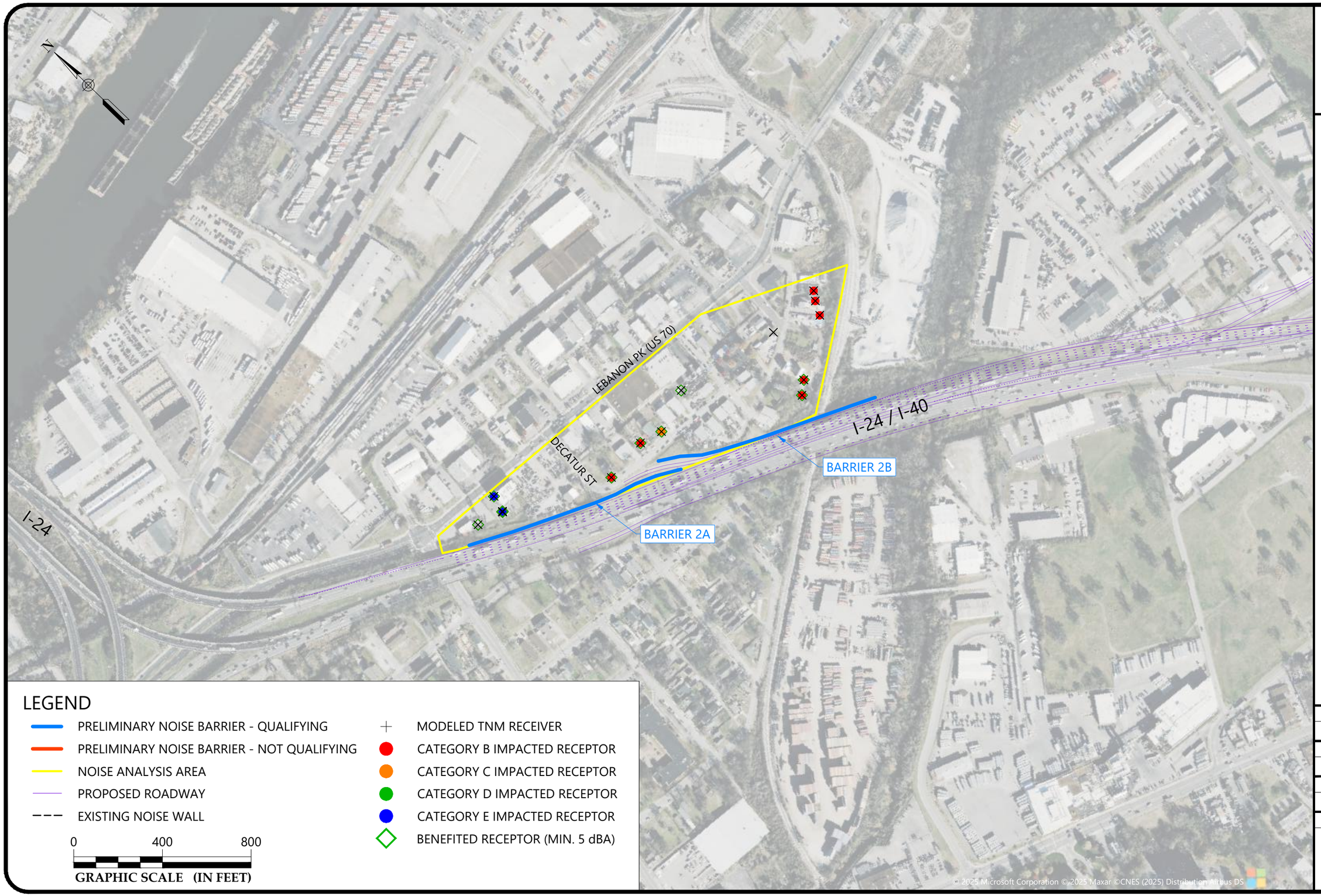
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1745697.1,662974	1745784,662924.6	100	F, ROW	456	472	16	1,599
1745784,662924.6	1745871.4,662875.8	100	F, ROW	458	474	16	1,601
1745871.4,662875.8	1745969.3,662855.4	100	F, ROW	460	476	16	1,600
1745969.3,662855.4	1745994,662851.9	25	F, ROW	462	478	16	400
1745994,662851.9	1746084.1,662808.6	100	F, ROW	464	480	16	1,600
1746084.1,662808.6	1746178,662774.1	100	F, T	467	483	16	1,600
1746178,662774.1	1746271.9,662738.6	100	F, EOP	464	480	16	1,605
1746271.9,662738.6	1746362.1,662697.7	99	F, EOP	462	478	16	1,586
1746362.1,662697.7	1746452.8,662655.3	100	F, EOP	464	480	16	1,601
1746452.8,662655.3	1746542.6,662611.6	100	F, EOP	460	476	16	1,599
1746542.6,662611.6	1746632.5,662567.7	100	F, EOP	459	475	16	1,600
1746632.5,662567.7	1746711.9,662531	87	F, EOP	456	468	12	1,049
1746711.9,662531	BARRIER END	-	F, EOP	454	466	12	-

Barrier Length (ft)	1,111
Average Barrier Height (ft)	15.38
Barrier Area (sq ft)	17,440

Total Barrier System Area (sq ft)	42,937
Average Barrier System Height (ft)	14.53
Number of Benefited Residences	148.90
Area Per Benefited Residence (sq ft)	288
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 2 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES

DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE

TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/29/2025

PROJECT NUMBER 24430273B

FIGURE NO. **F2**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 2

Noise Analysis Area:	2
Description:	Green St N
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	29
Category C Impacts	0.39
Category D Impacts	0.00
Category E Impact	16.25
Total Impacts	45.64

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Edgar 9	1	B	N	65	N	0	Y	3	N	0
Green 134	1	B	Y	75	Y	1	Y	6	Y	1
Green 144	21	B	Y	70	Y	21	Y	7	Y	21
Green 146	0.39	C	Y	69	Y	0.39	Y	8	Y	0.39
Hermitage 237	0.10	E	Y	70	N	0.00	Y	8	Y	0.10
Hermitage 245 Level 1	2.00	E	Y	70	N	0.00	Y	7	Y	2.00
Hermitage 245 Level 2	6.00	E	Y	73	Y	6.00	N	8	Y	6.00
Hermitage 245 Level 3	6.00	E	Y	77	Y	6.00	N	8	Y	6.00
Hermitage 245 Level 4	4.00	E	Y	77	Y	4.00	N	6	Y	4.00
Hermitage 245 Rooftop	0.25	E	Y	73	Y	0.25	N	5	Y	0.25
Keith 19	3	B	N	62	N	0	N	5	Y	3
Little Green 169	2	B	Y	71	Y	2	Y	5	Y	2
Little Green 177	2	B	Y	74	Y	2	N	5	Y	2
Little Green 191	1	B	N	68	Y	1	Y	2	N	0
Little Green 193	1	B	N	67	Y	1	Y	2	N	0
Little Green 195	1	B	N	66	Y	1	Y	2	N	0

Benefited Ground-Level Residence	24
Equivalent Ground-Level Benefits	2.49
Total Ground-Level Benefits	26.49
1st Row Ground-Level Impacted	24.39
1st Row Ground-Level Impacted and Benefited	24.39

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 2

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1962	750
	% residences constructed after highway	53%	
	% residences constructed before 2005	51%	
	% residences constructed after 2005	49%	
Previous Type I Widening Allowance	Last Type I widening project date	1980	200
	% residences constructed after widening	49%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	73 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
	Total Allowance		1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 2

Noise Analysis Area:	2
Description:	Green St N
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Edgar 9	1	B	N	65	63	3	N	0	0	N	0
Green 134	1	B	Y	75	69	6	Y	1	1	N	0
Green 144	21	B	Y	70	63	7	Y	21	21	Y	21
Green 146	0.39	C	Y	69	61	8	Y	0	0	Y	0.39
Hermitage 237	0	E	Y	70	61	8	Y	0	0	Y	0.1
Hermitage 245 Level 1	2	E	Y	70	63	7	Y	2	2	Y	2
Hermitage 245 Level 2	6	E	Y	73	65	8	Y	6	6	Y	6
Hermitage 245 Level 3	6	E	Y	77	68	8	Y	6	6	Y	6
Hermitage 245 Level 4	4	E	Y	77	71	6	Y	4	4	N	0
Hermitage 245 Rooftop	0.25	E	Y	73	68	5	Y	0	0	N	0
Keith 19	3	B	N	62	58	5	Y	3	0	N	0
Little Green 169	2	B	Y	71	66	5	Y	2	2	N	0
Little Green 177	2	B	Y	74	70	5	Y	2	2	N	0
Little Green 191	1	B	N	68	65	2	N	0	0	N	0
Little Green 193	1	B	N	67	64	2	N	0	0	N	0
Little Green 195	1	B	N	66	64	2	N	0	0	N	0

First Row Benefited Residences	26
Equivalent First Row Benefits	18.74
Total First Row Benefits	44.74
Total First Row Receiving 7 dB IL	35.49

% Meeting NRDG	**79%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 2 - BARRIER A

Noise Analysis Area:	2 - BARRIER A
Description:	Green St N
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1745414.9,663357.5	1745502.4,663308.9	100	F, EOP	464	478	14	1,401
1745502.4,663308.9	1745589.8,663260.4	100	F, EOP	465	479	14	1,399
1745589.8,663260.4	1745678.8,663214.9	100	F, EOP	466	480	14	1,400
1745678.8,663214.9	1745768.3,663170.3	100	F, EOP	466	478	12	1,200
1745768.3,663170.3	1745857.8,663125.6	100	F, EOP	465	475	10	1,000
1745857.8,663125.6	1745947.1,663080.9	100	F, EOP	465	475	10	999
1745947.1,663080.9	1746038.8,663040.7	100	F, T	464	474	10	1,001
1746038.8,663040.7	1746135,663009.9	101	F, T	469	479	10	1,010
1746135,663009.9	1746225.6,662967.7	100	F, T	470	480	10	1,000
1746225.6,662967.7	1746324.5,662906.8	116	F, T	468	478	10	1,161
1746324.5,662906.8	BARRIER END	-	F, T	465	475	10	-

Barrier Length (ft)	1,017
Average Barrier Height (ft)	11.27
Barrier Area (sq ft)	11,571

Total Barrier System Area (sq ft)	27,306
Average Barrier System Height (ft)	13.18
Number of Benefited Residences	47.74
Area Per Benefited Residence (sq ft)	572
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 2 - BARRIER B

Noise Analysis Area:	2 - BARRIER B
Description:	Green St N
Design Year:	2052
Alternative:	BUILD

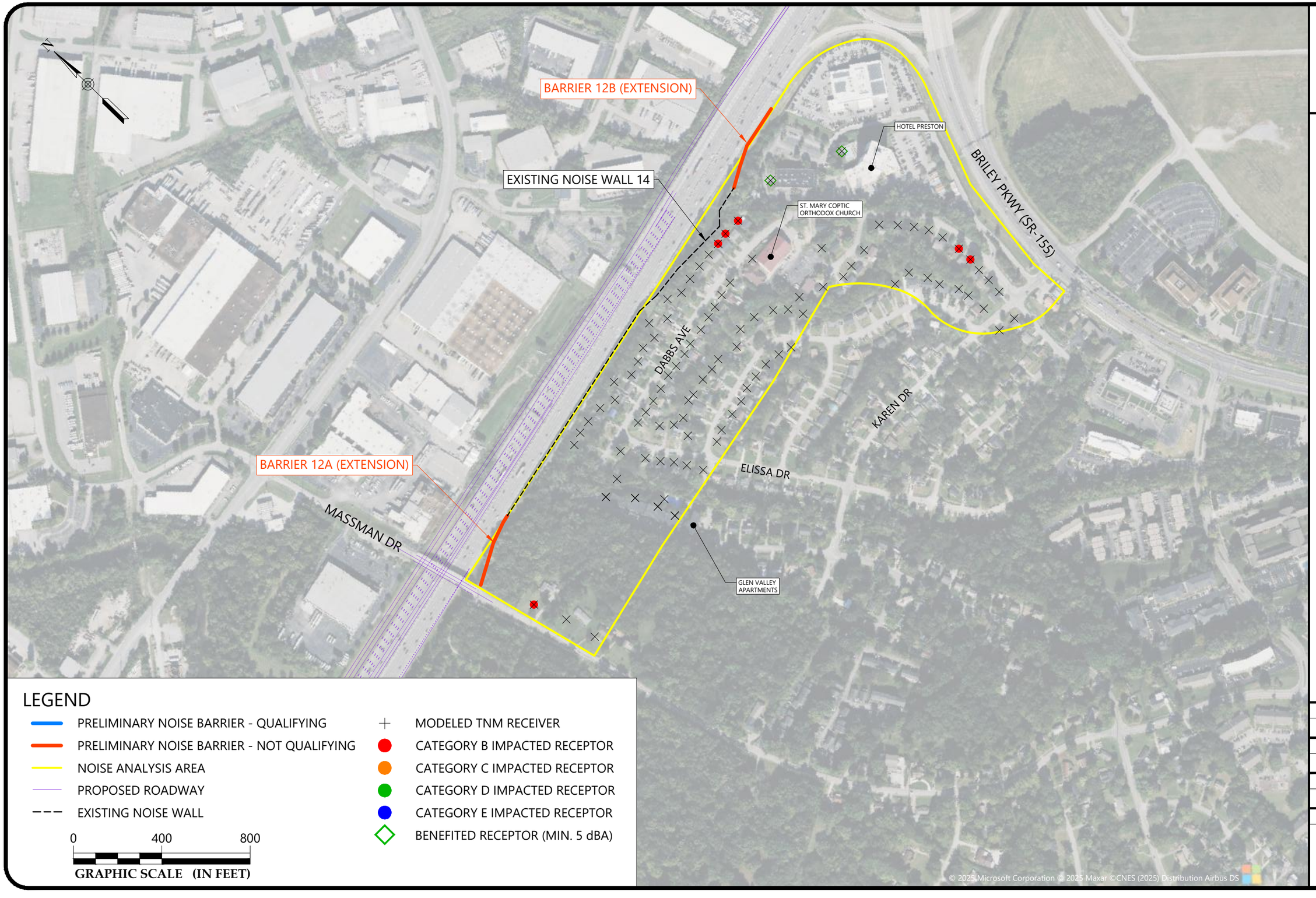
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1746280.9,663006.4	1746363.9,662950.7	100	F, EOP	476	492	16	1,600
1746363.9,662950.7	1746437.6,662883.2	100	F, EOP	476	492	16	1,600
1746437.6,662883.2	1746503.8,662841.9	78	F, EOP	462	478	16	1,248
1746503.8,662841.9	1746591.4,662793.6	100	F, EOP	460	476	16	1,600
1746591.4,662793.6	1746679.1,662745.8	100	F, EOP	459	475	16	1,599
1746679.1,662745.8	1746768.6,662701.1	100	F, EOP	458	474	16	1,601
1746768.6,662701.1	1746860,662654.9	102	F, EOP	456	472	16	1,639
1746860,662654.9	1746976.3,662596.4	130	F, EOP	454	470	16	2,082
1746976.3,662596.4	1747076.4,662546.6	112	F, EOP	452	466	14	1,566
1747076.4,662546.6	1747165.4,662501	100	F, EOP	448	460	12	1,200
1747165.4,662501	BARRIER END	-	F, EOP	445	457	12	-

Barrier Length (ft)	1,022
Average Barrier Height (ft)	15.09
Barrier Area (sq ft)	15,735

Total Barrier System Area (sq ft)	27,306
Average Barrier System Height (ft)	13.18
Number of Benefited Residences	47.74
Area Per Benefited Residence (sq ft)	572
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 12 BARRIER ANALYSIS (EXTENSION)

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/27/2025

PROJECT NUMBER 24430273B

FIGURE NO. **F3**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 12 (EXTENSION)

Noise Analysis Area:	12 - EXTEND
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	9
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	9.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Dabbs 1906	1	B	Y	61	N	0	Y	1	N	0
Dabbs 1907	1	B	N	58	N	0	Y	2	N	0
Dabbs 1908	1	B	Y	62	N	0	Y	1	N	0
Dabbs 1910	1	B	Y	62	N	0	Y	2	N	0
Dabbs 1912	1	B	Y	62	N	0	Y	2	N	0
Dabbs 1913	1	B	N	55	N	0	Y	3	N	0
Dabbs 1914	1	B	Y	61	N	0	Y	2	N	0
Dabbs 1915	1	B	N	55	N	0	Y	3	N	0
Dabbs 1916	1	B	Y	62	N	0	Y	1	N	0
Dabbs 1917	1	B	N	55	N	0	Y	3	N	0
Dabbs 1918	1	B	Y	61	N	0	Y	1	N	0
Dabbs 1919	1	B	N	54	N	0	Y	3	N	0
Dabbs 1920	1	B	Y	61	N	0	Y	1	N	0
Dabbs 1921	1	B	N	55	N	0	Y	3	N	0
Dabbs 1922	1	B	Y	61	N	0	Y	1	N	0
Dabbs 1923	1	B	N	56	N	0	Y	3	N	0
Dabbs 1924	1	B	Y	61	N	0	Y	1	N	0
Dabbs 1925	1	B	N	57	N	0	Y	2	N	0
Dabbs 1926	1	B	Y	62	N	0	Y	0	N	0
Dabbs 1927	1	B	N	58	N	0	Y	2	N	0
Dabbs 1928	1	B	Y	61	N	0	Y	1	N	0
Dabbs 1929	1	B	N	59	N	0	Y	1	N	0
Dabbs 1930	1	B	Y	62	N	0	Y	0	N	0
Dabbs 1931	1	B	N	60	N	0	Y	1	N	0

FEASIBILITY ANALYSIS FOR NAA 12 (EXTENSION)

Noise Analysis Area:	12 - EXTEND
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	9
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	9.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Dabbs 1932	1	B	Y	63	N	0	Y	0	N	0
Dabbs 1933	1	B	N	60	N	0	Y	1	N	0
Dabbs 1934	2	B	Y	63	N	0	Y	0	N	0
Dabbs 1935	1	B	N	61	N	0	Y	1	N	0
Dabbs 1936	2	B	Y	64	N	0	Y	0	N	0
Dabbs 1937	1	B	N	62	N	0	Y	1	N	0
Dabbs 1938	2	B	Y	65	N	0	Y	0	N	0
Dabbs 1940	2	B	Y	66	Y	2	Y	1	N	0
Dabbs 1942	2	B	Y	67	Y	2	Y	1	N	0
Dabbs 1943	0.47	D	N	65	N	0	Y	3	N	0
Dabbs 1943 South Bldg	0.04	C	N	59	N	0	N	1	N	0
Dabbs 1944	1	B	Y	68	Y	1	Y	4	N	0
Dabbs 1955	1	B	Y	63	N	0	Y	1	N	0
Dabbs 1957	1	B	Y	63	N	0	Y	1	N	0
Dabbs 1959	1	B	Y	63	N	0	Y	1	N	0
Dabbs 1961	1	B	Y	63	N	0	Y	0	N	0
Dabbs 1963	2	B	Y	64	N	0	Y	0	N	0
Dabbs 1965	1	B	Y	66	Y	1	Y	0	N	0
Dabbs 1967	2	B	Y	66	Y	2	Y	0	N	0
Dabbs 1969	2	B	Y	65	N	0	Y	0	N	0
Dabbs 1971	2	B	Y	65	N	0	Y	0	N	0
Dabbs 1973	2	B	Y	64	N	0	Y	0	N	0
Dabbs Ct 1901	2	B	N	61	N	0	Y	3	N	0
Dabbs Ct 1904	2	B	N	64	N	0	Y	3	N	0

FEASIBILITY ANALYSIS FOR NAA 12 (EXTENSION)

Noise Analysis Area:	12 - EXTEND
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	9
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	9.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Dabbs Ct 1905	2	B	N	59	N	0	Y	2	N	0
Dabbs Ct 1907	1	B	N	58	N	0	Y	1	N	0
Dabbs Ct 1909	2	B	N	61	N	0	Y	1	N	0
Elissa 701	1	B	N	58	N	0	Y	2	N	0
Elissa 703	1	B	N	55	N	0	Y	1	N	0
Elissa 704	1	B	N	57	N	0	Y	3	N	0
Elissa 705	1	B	N	52	N	0	Y	0	N	0
Elissa 706	1	B	N	56	N	0	Y	2	N	0
Elissa 707	1	B	N	51	N	0	Y	0	N	0
Elissa 708	1	B	N	53	N	0	Y	1	N	0
Elissa 709	1	B	N	51	N	0	Y	0	N	0
Elissa 711	1	B	N	50	N	0	Y	0	N	0
Envious 733	0.61	E	N	65	N	0	Y	5	Y	0.61
Envious 750	1.91	D	Y	72	N	0.00	Y	8	Y	1.91
Karen 1937	1	B	N	59	N	0	Y	0	N	0
Karen 1939	1	B	N	61	N	0	Y	0	N	0
Laurinda 1901	1	B	N	50	N	0	Y	0	N	0
Laurinda 1902	1	B	N	56	N	0	Y	2	N	0
Laurinda 1903	1	B	N	51	N	0	Y	0	N	0
Laurinda 1904	1	B	N	56	N	0	Y	3	N	0
Laurinda 1905	1	B	N	52	N	0	Y	1	N	0
Laurinda 1906	1	B	N	57	N	0	Y	3	N	0
Laurinda 1907	1	B	N	53	N	0	Y	1	N	0
Laurinda 1908	1	B	N	57	N	0	Y	3	N	0

FEASIBILITY ANALYSIS FOR NAA 12 (EXTENSION)

Noise Analysis Area:	12 - EXTEND
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	9
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	9.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Laurinda 1909	1	B	N	53	N	0	Y	2	N	0
Laurinda 1910	1	B	N	57	N	0	Y	3	N	0
Laurinda 1911	1	B	N	53	N	0	Y	3	N	0
Laurinda 1912	1	B	N	57	N	0	Y	3	N	0
Laurinda 1913	1	B	N	54	N	0	Y	2	N	0
Laurinda 1914	1	B	N	57	N	0	Y	2	N	0
Laurinda 1915	1	B	N	54	N	0	Y	2	N	0
Laurinda 1916	1	B	N	57	N	0	Y	2	N	0
Laurinda 1917	1	B	N	54	N	0	Y	2	N	0
Laurinda 1918	2	B	N	58	N	0	Y	1	N	0
Laurinda 1920	2	B	N	56	N	0	Y	2	N	0
Laurinda 1922	2	B	N	55	N	0	Y	2	N	0
Laurinda 1924	2	B	N	55	N	0	Y	2	N	0
Laurinda 1938	2	B	N	53	N	0	Y	1	N	0
Laurinda 1940	2	B	N	54	N	0	Y	1	N	0
Laurinda 1942	2	B	N	55	N	0	Y	1	N	0
Laurinda 1944	2	B	N	56	N	0	Y	0	N	0
Laurinda 1946	2	B	N	59	N	0	Y	0	N	0
Laurinda 1948	2	B	N	60	N	0	Y	0	N	0
Laurinda 1950	2	B	N	61	N	0	Y	0	N	0
Massman 910	1	B	Y	66	Y	1	Y	4	N	0
Massman 914	1	B	N	64	N	0	Y	1	N	0
Massman 916	1	B	N	62	N	0	Y	1	N	0
Patricia 700 Bldg B Level 1	4	B	N	49	N	0	N	0	N	0

FEASIBILITY ANALYSIS FOR NAA 12 (EXTENSION)

Noise Analysis Area:	12 - EXTEND
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	9
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	9.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Patricia 700 Bldg B Level 2	4	B	N	51	N	0	N	0	N	0
Patricia 700 Bldg C Level 1	4	B	N	51	N	0	N	0	N	0
Patricia 700 Bldg C Level 2	4	B	N	53	N	0	N	0	N	0
Patricia 700 Bldg D Level 1	4	B	N	54	N	0	N	0	N	0
Patricia 700 Bldg D Level 2	4	B	N	55	N	0	N	0	N	0
Patricia 700 Bldg E Level 1	4	B	Y	63	N	0	N	4	N	0
Patricia 700 Bldg E Level 2	4	B	Y	64	N	0	N	4	N	0
Patricia 700 Pool	4.27	C	N	50	N	0	Y	0	N	0

Benefited Ground-Level Residence	0
Equivalent Ground-Level Benefits	2.52
Total Ground-Level Benefits	2.52
1st Row Ground-Level Impacted	9.00
1st Row Ground-Level Impacted and Benefited	0.00

FEASIBILITY %	**0%**

REASONABLENESS ALLOWANCE FOR NAA 12 (EXTENSION)

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1962	750
	% residences constructed after highway	94%	
	% residences constructed before 2005	97%	
	% residences constructed after 2005	3%	
Previous Type I Widening Allowance	Last Type I widening project date	2006	200
	% residences constructed after widening	2%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	67 dB	0
Noise Level Increase Allowance	Average impacted first row receiver Increase	0 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	950

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 12 (EXTENSION)

Noise Analysis Area:	12 - EXTEND
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Dabbs 1906	1	B	Y	61	60	1	N	0	0	N	0
Dabbs 1907	1	B	N	58	56	2	N	0	0	N	0
Dabbs 1908	1	B	Y	62	60	1	N	0	0	N	0
Dabbs 1910	1	B	Y	62	60	2	N	0	0	N	0
Dabbs 1912	1	B	Y	62	60	2	N	0	0	N	0
Dabbs 1913	1	B	N	55	52	3	N	0	0	N	0
Dabbs 1914	1	B	Y	61	60	2	N	0	0	N	0
Dabbs 1915	1	B	N	55	52	3	N	0	0	N	0
Dabbs 1916	1	B	Y	62	60	1	N	0	0	N	0
Dabbs 1917	1	B	N	55	52	3	N	0	0	N	0
Dabbs 1918	1	B	Y	61	60	1	N	0	0	N	0
Dabbs 1919	1	B	N	54	52	3	N	0	0	N	0
Dabbs 1920	1	B	Y	61	60	1	N	0	0	N	0
Dabbs 1921	1	B	N	55	52	3	N	0	0	N	0
Dabbs 1922	1	B	Y	61	60	1	N	0	0	N	0
Dabbs 1923	1	B	N	56	53	3	N	0	0	N	0
Dabbs 1924	1	B	Y	61	60	1	N	0	0	N	0
Dabbs 1925	1	B	N	57	55	2	N	0	0	N	0
Dabbs 1926	1	B	Y	62	62	0	N	0	0	N	0
Dabbs 1927	1	B	N	58	56	2	N	0	0	N	0
Dabbs 1928	1	B	Y	61	61	1	N	0	0	N	0
Dabbs 1929	1	B	N	59	58	1	N	0	0	N	0
Dabbs 1930	1	B	Y	62	62	0	N	0	0	N	0
Dabbs 1931	1	B	N	60	59	1	N	0	0	N	0
Dabbs 1932	1	B	Y	63	62	0	N	0	0	N	0
Dabbs 1933	1	B	N	60	59	1	N	0	0	N	0
Dabbs 1934	2	B	Y	63	63	0	N	0	0	N	0
Dabbs 1935	1	B	N	61	60	1	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 12 (EXTENSION)

Noise Analysis Area:	12 - EXTEND
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Dabbs 1936	2	B	Y	64	64	0	N	0	0	N	0
Dabbs 1937	1	B	N	62	61	1	N	0	0	N	0
Dabbs 1938	2	B	Y	65	65	0	N	0	0	N	0
Dabbs 1940	2	B	Y	66	65	1	N	0	0	N	0
Dabbs 1942	2	B	Y	67	65	1	N	0	0	N	0
Dabbs 1943	0.47	D	N	65	63	3	N	0	0	N	0
Dabbs 1943 South Bldg	0.04	C	N	59	57	1	N	0	0	N	0
Dabbs 1944	1	B	Y	68	64	4	N	0	0	N	0
Dabbs 1955	1	B	Y	63	62	1	N	0	0	N	0
Dabbs 1957	1	B	Y	63	62	1	N	0	0	N	0
Dabbs 1959	1	B	Y	63	62	1	N	0	0	N	0
Dabbs 1961	1	B	Y	63	63	0	N	0	0	N	0
Dabbs 1963	2	B	Y	64	64	0	N	0	0	N	0
Dabbs 1965	1	B	Y	66	66	0	N	0	0	N	0
Dabbs 1967	2	B	Y	66	65	0	N	0	0	N	0
Dabbs 1969	2	B	Y	65	65	0	N	0	0	N	0
Dabbs 1971	2	B	Y	65	65	0	N	0	0	N	0
Dabbs 1973	2	B	Y	64	64	0	N	0	0	N	0
Dabbs Ct 1901	2	B	N	61	59	3	N	0	0	N	0
Dabbs Ct 1904	2	B	N	64	62	3	N	0	0	N	0
Dabbs Ct 1905	2	B	N	59	57	2	N	0	0	N	0
Dabbs Ct 1907	1	B	N	58	58	1	N	0	0	N	0
Dabbs Ct 1909	2	B	N	61	60	1	N	0	0	N	0
Elissa 701	1	B	N	58	56	2	N	0	0	N	0
Elissa 703	1	B	N	55	54	1	N	0	0	N	0
Elissa 704	1	B	N	57	54	3	N	0	0	N	0
Elissa 705	1	B	N	52	52	0	N	0	0	N	0
Elissa 706	1	B	N	56	54	2	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 12 (EXTENSION)

Noise Analysis Area:	12 - EXTEND
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Elissa 707	1	B	N	51	51	0	N	0	0	N	0
Elissa 708	1	B	N	53	52	1	N	0	0	N	0
Elissa 709	1	B	N	51	51	0	N	0	0	N	0
Elissa 711	1	B	N	50	50	0	N	0	0	N	0
Envious 733	0.61	E	N	65	60	5	Y	1	0	N	0
Envious 750	1.91	D	Y	72	64	8	Y	2	2	Y	1.91
Karen 1937	1	B	N	59	59	0	N	0	0	N	0
Karen 1939	1	B	N	61	61	0	N	0	0	N	0
Laurinda 1901	1	B	N	50	50	0	N	0	0	N	0
Laurinda 1902	1	B	N	56	54	2	N	0	0	N	0
Laurinda 1903	1	B	N	51	51	0	N	0	0	N	0
Laurinda 1904	1	B	N	56	53	3	N	0	0	N	0
Laurinda 1905	1	B	N	52	51	1	N	0	0	N	0
Laurinda 1906	1	B	N	57	54	3	N	0	0	N	0
Laurinda 1907	1	B	N	53	52	1	N	0	0	N	0
Laurinda 1908	1	B	N	57	54	3	N	0	0	N	0
Laurinda 1909	1	B	N	53	51	2	N	0	0	N	0
Laurinda 1910	1	B	N	57	54	3	N	0	0	N	0
Laurinda 1911	1	B	N	53	51	3	N	0	0	N	0
Laurinda 1912	1	B	N	57	54	3	N	0	0	N	0
Laurinda 1913	1	B	N	54	52	2	N	0	0	N	0
Laurinda 1914	1	B	N	57	55	2	N	0	0	N	0
Laurinda 1915	1	B	N	54	52	2	N	0	0	N	0
Laurinda 1916	1	B	N	57	56	2	N	0	0	N	0
Laurinda 1917	1	B	N	54	52	2	N	0	0	N	0
Laurinda 1918	2	B	N	58	56	1	N	0	0	N	0
Laurinda 1920	2	B	N	56	55	2	N	0	0	N	0
Laurinda 1922	2	B	N	55	54	2	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 12 (EXTENSION)

Noise Analysis Area:	12 - EXTEND
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Laurinda 1924	2	B	N	55	53	2	N	0	0	N	0
Laurinda 1938	2	B	N	53	52	1	N	0	0	N	0
Laurinda 1940	2	B	N	54	53	1	N	0	0	N	0
Laurinda 1942	2	B	N	55	54	1	N	0	0	N	0
Laurinda 1944	2	B	N	56	55	0	N	0	0	N	0
Laurinda 1946	2	B	N	59	59	0	N	0	0	N	0
Laurinda 1948	2	B	N	60	60	0	N	0	0	N	0
Laurinda 1950	2	B	N	61	61	0	N	0	0	N	0
Massman 910	1	B	Y	66	63	4	N	0	0	N	0
Massman 914	1	B	N	64	63	1	N	0	0	N	0
Massman 916	1	B	N	62	62	1	N	0	0	N	0
Patricia 700 Bldg B Level 1	4	B	N	49	49	0	N	0	0	N	0
Patricia 700 Bldg B Level 2	4	B	N	51	51	0	N	0	0	N	0
Patricia 700 Bldg C Level 1	4	B	N	51	51	0	N	0	0	N	0
Patricia 700 Bldg C Level 2	4	B	N	53	53	0	N	0	0	N	0
Patricia 700 Bldg D Level 1	4	B	N	54	54	0	N	0	0	N	0
Patricia 700 Bldg D Level 2	4	B	N	55	55	0	N	0	0	N	0
Patricia 700 Bldg E Level 1	4	B	Y	63	59	4	N	0	0	N	0
Patricia 700 Bldg E Level 2	4	B	Y	64	60	4	N	0	0	N	0
Patricia 700 Pool	4.27	C	N	50	50	0	N	0	0	N	0

First Row Benefited Residences	0
Equivalent First Row Benefits	1.91
Total First Row Benefits	1.91
Total First Row Receiving 7 dB IL	1.91

% Meeting NRDG	**100%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 12(E) BARRIER A

Noise Analysis Area:	12(E) BARRIER A
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1758866.6,659097.1	1758955.5,659142.9	100	F, T	451	475	24	2,399
1758955.5,659142.9	1759044.5,659188.6	100	F, T	443	467	24	2,402
1759044.5,659188.6	1759141,659221.1	102	F, T	438	462	24	2,443
1759141,659221.1	1759176.9,659228.4	37	F, EOP	443	467	24	769
1759176.9,659228.4	BARRIER END	-	F, EOP	446	470	24	-

Barrier Length (ft)	339
Average Barrier Height (ft)	24.00
Barrier Area (sq ft)	8,013

Total Barrier System Area (sq ft)	17,600
Average Barrier System Height (ft)	24.00
Number of Benefited Residences	2.52
Area Per Benefited Residence (sq ft)	6,983
Allowable Area Per Benefited Residence (sq ft)	950
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 12(E) BARRIER B

Noise Analysis Area:	12(E) BARRIER B
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

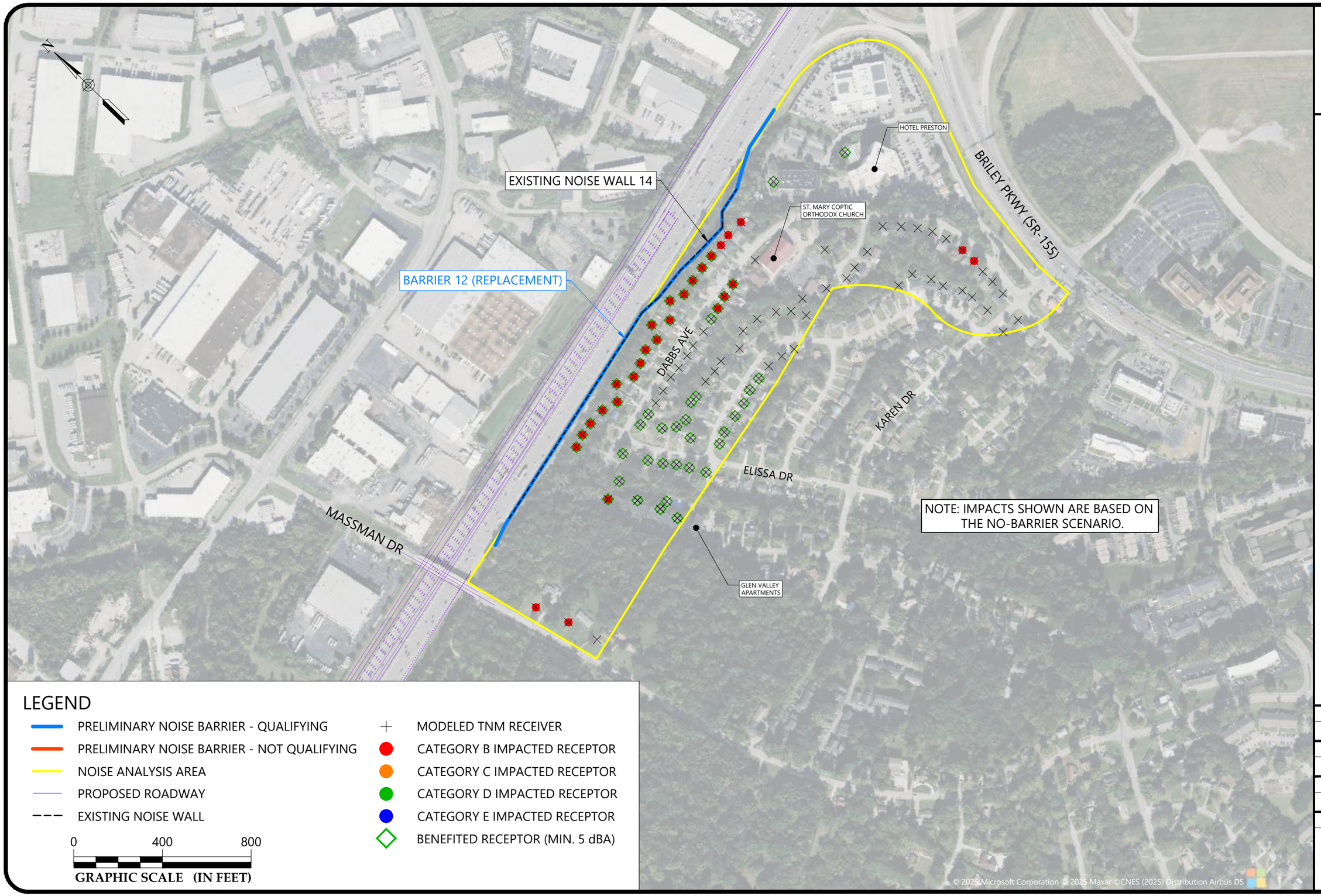
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1760955.9,659519.1	1761044.8,659566.6	101	F, T	502	526	24	2,419
1761044.8,659566.6	1761134.1,659608.5	99	F, T	496	520	24	2,369
1761134.1,659608.5	1761232.5,659626.7	100	F, EOP	502	526	24	2,401
1761232.5,659626.7	1761330.6,659645.5	100	F, EOP	504	528	24	2,398
1761330.6,659645.5	BARRIER END	-	F, EOP	506	530	24	-

Barrier Length (ft)	400
Average Barrier Height (ft)	24.00
Barrier Area (sq ft)	9,587

Total Barrier System Area (sq ft)	17,600
Average Barrier System Height (ft)	24.00
Number of Benefited Residences	2.52
Area Per Benefited Residence (sq ft)	6,983
Allowable Area Per Benefited Residence (sq ft)	950
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 12 BARRIER ANALYSIS (REPLACEMENT)

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/27/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F4

FEASIBILITY ANALYSIS FOR NAA 12 (REPLACEMENT)

Noise Analysis Area:	12 (REPLACE)
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	41
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	41.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Dabbs 1906	1	B	Y	68	Y	1	Y	6	Y	1
Dabbs 1907	1	B	N	64	N	0	Y	7	Y	1
Dabbs 1908	1	B	Y	68	Y	1	Y	6	Y	1
Dabbs 1910	1	B	Y	69	Y	1	Y	7	Y	1
Dabbs 1912	1	B	Y	70	Y	1	Y	8	Y	1
Dabbs 1913	1	B	N	59	N	0	Y	5	Y	1
Dabbs 1914	1	B	Y	69	Y	1	Y	7	Y	1
Dabbs 1915	1	B	N	60	N	0	Y	5	Y	1
Dabbs 1916	1	B	Y	71	Y	1	Y	9	Y	1
Dabbs 1917	1	B	N	59	N	0	Y	4	N	0
Dabbs 1918	1	B	Y	70	Y	1	Y	8	Y	1
Dabbs 1919	1	B	N	58	N	0	Y	3	N	0
Dabbs 1920	1	B	Y	70	Y	1	Y	8	Y	1
Dabbs 1921	1	B	N	57	N	0	Y	3	N	0
Dabbs 1922	1	B	Y	71	Y	1	Y	9	Y	1
Dabbs 1923	1	B	N	58	N	0	Y	3	N	0
Dabbs 1924	1	B	Y	72	Y	1	Y	10	Y	1
Dabbs 1925	1	B	N	60	N	0	Y	3	N	0
Dabbs 1926	1	B	Y	75	Y	1	Y	12	Y	1
Dabbs 1927	1	B	N	61	N	0	Y	4	N	0
Dabbs 1928	1	B	Y	73	Y	1	Y	11	Y	1
Dabbs 1929	1	B	N	64	N	0	Y	4	N	0
Dabbs 1930	1	B	Y	75	Y	1	Y	12	Y	1
Dabbs 1931	1	B	N	65	N	0	Y	5	Y	1

FEASIBILITY ANALYSIS FOR NAA 12 (REPLACEMENT)

Noise Analysis Area:	12 (REPLACE)
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	41
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	41.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Dabbs 1932	1	B	Y	74	Y	1	Y	9	Y	1
Dabbs 1933	1	B	N	66	Y	1	Y	5	Y	1
Dabbs 1934	2	B	Y	73	Y	2	Y	8	Y	2
Dabbs 1935	1	B	N	67	Y	1	Y	5	Y	1
Dabbs 1936	2	B	Y	71	Y	2	Y	6	Y	2
Dabbs 1937	1	B	N	67	Y	1	Y	5	Y	1
Dabbs 1938	2	B	Y	70	Y	2	Y	5	Y	2
Dabbs 1940	2	B	Y	70	Y	2	Y	4	N	0
Dabbs 1942	2	B	Y	70	Y	2	Y	4	N	0
Dabbs 1943	0.47	D	N	67	N	0.00	Y	3	N	0.00
Dabbs 1943 South Bldg	0.04	C	N	62	N	0.00	N	3	N	0.00
Dabbs 1944	1	B	Y	71	Y	1	Y	4	N	0
Dabbs 1955	1	B	Y	63	N	0	Y	1	N	0
Dabbs 1957	1	B	Y	63	N	0	Y	1	N	0
Dabbs 1959	1	B	Y	63	N	0	Y	1	N	0
Dabbs 1961	1	B	Y	63	N	0	Y	0	N	0
Dabbs 1963	2	B	Y	64	N	0	Y	0	N	0
Dabbs 1965	1	B	Y	66	Y	1	Y	0	N	0
Dabbs 1967	2	B	Y	66	Y	2	Y	0	N	0
Dabbs 1969	2	B	Y	65	N	0	Y	0	N	0
Dabbs 1971	2	B	Y	65	N	0	Y	0	N	0
Dabbs 1973	2	B	Y	64	N	0	Y	0	N	0
Dabbs Ct 1901	2	B	N	63	N	0	Y	2	N	0
Dabbs Ct 1904	2	B	N	65	N	0	Y	2	N	0

FEASIBILITY ANALYSIS FOR NAA 12 (REPLACEMENT)

Noise Analysis Area:	12 (REPLACE)
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	41
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	41.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Dabbs Ct 1905	2	B	N	60	N	0	Y	2	N	0
Dabbs Ct 1907	1	B	N	59	N	0	Y	1	N	0
Dabbs Ct 1909	2	B	N	61	N	0	Y	1	N	0
Elissa 701	1	B	N	61	N	0	Y	5	Y	1
Elissa 703	1	B	N	61	N	0	Y	5	Y	1
Elissa 704	1	B	N	61	N	0	Y	5	Y	1
Elissa 705	1	B	N	59	N	0	Y	6	Y	1
Elissa 706	1	B	N	61	N	0	Y	6	Y	1
Elissa 707	1	B	N	59	N	0	Y	7	Y	1
Elissa 708	1	B	N	59	N	0	Y	6	Y	1
Elissa 709	1	B	N	58	N	0	Y	6	Y	1
Elissa 711	1	B	N	57	N	0	Y	6	Y	1
Envious 733	0.61	E	N	65	N	0.00	Y	5	Y	0.61
Envious 750	1.91	D	Y	72	N	0.00	Y	7	Y	1.91
Karen 1937	1	B	N	59	N	0	Y	0	N	0
Karen 1939	1	B	N	61	N	0	Y	0	N	0
Laurinda 1901	1	B	N	57	N	0	Y	6	Y	1
Laurinda 1902	1	B	N	61	N	0	Y	6	Y	1
Laurinda 1903	1	B	N	58	N	0	Y	7	Y	1
Laurinda 1904	1	B	N	60	N	0	Y	5	Y	1
Laurinda 1905	1	B	N	58	N	0	Y	6	Y	1
Laurinda 1906	1	B	N	61	N	0	Y	5	Y	1
Laurinda 1907	1	B	N	58	N	0	Y	5	Y	1
Laurinda 1908	1	B	N	60	N	0	Y	4	N	0

FEASIBILITY ANALYSIS FOR NAA 12 (REPLACEMENT)

Noise Analysis Area:	12 (REPLACE)
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	41
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	41.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Laurinda 1909	1	B	N	58	N	0	Y	5	Y	1
Laurinda 1910	1	B	N	60	N	0	Y	3	N	0
Laurinda 1911	1	B	N	57	N	0	Y	5	Y	1
Laurinda 1912	1	B	N	60	N	0	Y	3	N	0
Laurinda 1913	1	B	N	58	N	0	Y	4	N	0
Laurinda 1914	1	B	N	60	N	0	Y	3	N	0
Laurinda 1915	1	B	N	58	N	0	Y	4	N	0
Laurinda 1916	1	B	N	61	N	0	Y	3	N	0
Laurinda 1917	1	B	N	58	N	0	Y	4	N	0
Laurinda 1918	2	B	N	61	N	0	Y	3	N	0
Laurinda 1920	2	B	N	59	N	0	Y	2	N	0
Laurinda 1922	2	B	N	58	N	0	Y	2	N	0
Laurinda 1924	2.00	B	N	58	N	0.00	Y	3	N	0
Laurinda 1938	2	B	N	55	N	0	Y	1	N	0
Laurinda 1940	2	B	N	55	N	0	Y	1	N	0
Laurinda 1942	2	B	N	56	N	0	Y	1	N	0
Laurinda 1944	2	B	N	56	N	0	Y	0	N	0
Laurinda 1946	2	B	N	59	N	0	Y	0	N	0
Laurinda 1948	2	B	N	60	N	0	Y	0	N	0
Laurinda 1950	2	B	N	61	N	0	Y	0	N	0
Massman 910	1	B	Y	68	Y	1	Y	2	N	0
Massman 914	1	B	N	66	Y	1	Y	2	N	0
Massman 916	1	B	N	64	N	0	Y	1	N	0
Patricia 700 Bldg B Level 1	4	B	N	59	N	0	N	8	Y	4

FEASIBILITY ANALYSIS FOR NAA 12 (REPLACEMENT)

Noise Analysis Area:	12 (REPLACE)
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	41
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	41.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Patricia 700 Bldg B Level 2	4	B	N	60	N	0	N	7	Y	4
Patricia 700 Bldg C Level 1	4	B	N	61	N	0	N	9	Y	4
Patricia 700 Bldg C Level 2	4	B	N	62	N	0	N	8	Y	4
Patricia 700 Bldg D Level 1	4	B	N	64	N	0	N	9	Y	4
Patricia 700 Bldg D Level 2	4	B	N	65	N	0	N	9	Y	4
Patricia 700 Bldg E Level 1	4	B	Y	69	Y	4	N	7	Y	4
Patricia 700 Bldg E Level 2	4	B	Y	71	Y	4	N	7	Y	4
Patricia 700 Pool	4.27	C	N	58	N	0.00	Y	7	Y	4.27

Benefited Ground-Level Residence	45
Equivalent Ground-Level Benefits	6.79
Total Ground-Level Benefits	51.79
1st Row Ground-Level Impacted	29.00
1st Row Ground-Level Impacted and Benefited	20.00

FEASIBILITY %	**69%**

REASONABLENESS ALLOWANCE FOR NAA 12 (REPLACEMENT)

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1962	750
	% residences constructed after highway	94%	
	% residences constructed before 2005	97%	
	% residences constructed after 2005	3%	
Previous Type I Widening Allowance	Last Type I widening project date	2006	200
	% residences constructed after widening	2%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	70 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 12 (REPLACEMENT)

Noise Analysis Area:	12 (REPLACE)
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Dabbs 1906	1	B	Y	68	62	6	Y	1	1	N	0
Dabbs 1907	1	B	N	64	57	7	Y	1	0	Y	0
Dabbs 1908	1	B	Y	68	63	6	Y	1	1	N	0
Dabbs 1910	1	B	Y	69	62	7	Y	1	1	Y	1
Dabbs 1912	1	B	Y	70	62	8	Y	1	1	Y	1
Dabbs 1913	1	B	N	59	55	5	Y	1	0	N	0
Dabbs 1914	1	B	Y	69	62	7	Y	1	1	Y	1
Dabbs 1915	1	B	N	60	55	5	Y	1	0	N	0
Dabbs 1916	1	B	Y	71	62	9	Y	1	1	Y	1
Dabbs 1917	1	B	N	59	55	4	N	0	0	N	0
Dabbs 1918	1	B	Y	70	62	8	Y	1	1	Y	1
Dabbs 1919	1	B	N	58	54	3	N	0	0	N	0
Dabbs 1920	1	B	Y	70	62	8	Y	1	1	Y	1
Dabbs 1921	1	B	N	57	55	3	N	0	0	N	0
Dabbs 1922	1	B	Y	71	62	9	Y	1	1	Y	1
Dabbs 1923	1	B	N	58	56	3	N	0	0	N	0
Dabbs 1924	1	B	Y	72	62	10	Y	1	1	Y	1
Dabbs 1925	1	B	N	60	57	3	N	0	0	N	0
Dabbs 1926	1	B	Y	75	63	12	Y	1	1	Y	1
Dabbs 1927	1	B	N	61	58	4	N	0	0	N	0
Dabbs 1928	1	B	Y	73	63	11	Y	1	1	Y	1
Dabbs 1929	1	B	N	64	60	4	N	0	0	N	0
Dabbs 1930	1	B	Y	75	63	12	Y	1	1	Y	1
Dabbs 1931	1	B	N	65	61	5	Y	1	0	N	0
Dabbs 1932	1	B	Y	74	64	9	Y	1	1	Y	1
Dabbs 1933	1	B	N	66	61	5	Y	1	0	N	0
Dabbs 1934	2	B	Y	73	65	8	Y	2	2	Y	2
Dabbs 1935	1	B	N	67	62	5	Y	1	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 12 (REPLACEMENT)

Noise Analysis Area:	12 (REPLACE)
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Dabbs 1936	2	B	Y	71	65	6	Y	2	2	N	0
Dabbs 1937	1	B	N	67	63	5	Y	1	0	N	0
Dabbs 1938	2	B	Y	70	66	5	Y	2	2	N	0
Dabbs 1940	2	B	Y	70	66	4	N	0	0	N	0
Dabbs 1942	2	B	Y	70	66	4	N	0	0	N	0
Dabbs 1943	0.47	D	N	67	65	3	N	0	0	N	0.00
Dabbs 1943 South Bldg	0.04	C	N	62	59	3	N	0	0	N	0.00
Dabbs 1944	1	B	Y	71	66	4	N	0	0	N	0
Dabbs 1955	1	B	Y	63	62	1	N	0	0	N	0
Dabbs 1957	1	B	Y	63	62	1	N	0	0	N	0
Dabbs 1959	1	B	Y	63	62	1	N	0	0	N	0
Dabbs 1961	1	B	Y	63	63	0	N	0	0	N	0
Dabbs 1963	2	B	Y	64	64	0	N	0	0	N	0
Dabbs 1965	1	B	Y	66	66	0	N	0	0	N	0
Dabbs 1967	2	B	Y	66	66	0	N	0	0	N	0
Dabbs 1969	2	B	Y	65	65	0	N	0	0	N	0
Dabbs 1971	2	B	Y	65	65	0	N	0	0	N	0
Dabbs 1973	2	B	Y	64	64	0	N	0	0	N	0
Dabbs Ct 1901	2	B	N	63	60	2	N	0	0	N	0
Dabbs Ct 1904	2	B	N	65	63	2	N	0	0	N	0
Dabbs Ct 1905	2	B	N	60	59	2	N	0	0	N	0
Dabbs Ct 1907	1	B	N	59	58	1	N	0	0	N	0
Dabbs Ct 1909	2	B	N	61	60	1	N	0	0	N	0
Elissa 701	1	B	N	61	57	5	Y	1	0	N	0
Elissa 703	1	B	N	61	56	5	Y	1	0	N	0
Elissa 704	1	B	N	61	56	5	Y	1	0	N	0
Elissa 705	1	B	N	59	53	6	Y	1	0	N	0
Elissa 706	1	B	N	61	55	6	Y	1	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 12 (REPLACEMENT)

Noise Analysis Area:	12 (REPLACE)
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Elissa 707	1	B	N	59	52	7	Y	1	0	Y	0
Elissa 708	1	B	N	59	53	6	Y	1	0	N	0
Elissa 709	1	B	N	58	52	6	Y	1	0	N	0
Elissa 711	1	B	N	57	51	6	Y	1	0	N	0
Envious 733	0.61	E	N	65	60	5	Y	1	0	N	0.00
Envious 750	1.91	D	Y	72	65	7	Y	2	2	Y	1.91
Karen 1937	1	B	N	59	59	0	N	0	0	N	0
Karen 1939	1	B	N	61	61	0	N	0	0	N	0
Laurinda 1901	1	B	N	57	51	6	Y	1	0	N	0
Laurinda 1902	1	B	N	61	55	6	Y	1	0	N	0
Laurinda 1903	1	B	N	58	51	7	Y	1	0	Y	0
Laurinda 1904	1	B	N	60	56	5	Y	1	0	N	0
Laurinda 1905	1	B	N	58	52	6	Y	1	0	N	0
Laurinda 1906	1	B	N	61	56	5	Y	1	0	N	0
Laurinda 1907	1	B	N	58	53	5	Y	1	0	N	0
Laurinda 1908	1	B	N	60	56	4	N	0	0	N	0
Laurinda 1909	1	B	N	58	53	5	Y	1	0	N	0
Laurinda 1910	1	B	N	60	56	3	N	0	0	N	0
Laurinda 1911	1	B	N	57	53	5	Y	1	0	N	0
Laurinda 1912	1	B	N	60	57	3	N	0	0	N	0
Laurinda 1913	1	B	N	58	54	4	N	0	0	N	0
Laurinda 1914	1	B	N	60	57	3	N	0	0	N	0
Laurinda 1915	1	B	N	58	54	4	N	0	0	N	0
Laurinda 1916	1	B	N	61	58	3	N	0	0	N	0
Laurinda 1917	1	B	N	58	55	4	N	0	0	N	0
Laurinda 1918	2	B	N	61	58	3	N	0	0	N	0
Laurinda 1920	2	B	N	59	56	2	N	0	0	N	0
Laurinda 1922	2	B	N	58	56	2	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 12 (REPLACEMENT)

Noise Analysis Area:	12 (REPLACE)
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Laurinda 1924	2.00	B	N	58	55	3	N	0	0	N	0
Laurinda 1938	2	B	N	55	53	1	N	0	0	N	0
Laurinda 1940	2	B	N	55	54	1	N	0	0	N	0
Laurinda 1942	2	B	N	56	55	1	N	0	0	N	0
Laurinda 1944	2	B	N	56	56	0	N	0	0	N	0
Laurinda 1946	2	B	N	59	59	0	N	0	0	N	0
Laurinda 1948	2	B	N	60	60	0	N	0	0	N	0
Laurinda 1950	2	B	N	61	61	0	N	0	0	N	0
Massman 910	1	B	Y	68	66	2	N	0	0	N	0
Massman 914	1	B	N	66	64	2	N	0	0	N	0
Massman 916	1	B	N	64	62	1	N	0	0	N	0
Patricia 700 Bldg B Level 1	4	B	N	59	51	8	Y	4	0	Y	0
Patricia 700 Bldg B Level 2	4	B	N	60	53	7	Y	4	0	Y	0
Patricia 700 Bldg C Level 1	4	B	N	61	52	9	Y	4	0	Y	0
Patricia 700 Bldg C Level 2	4	B	N	62	54	8	Y	4	0	Y	0
Patricia 700 Bldg D Level 1	4	B	N	64	55	9	Y	4	0	Y	0
Patricia 700 Bldg D Level 2	4	B	N	65	57	9	Y	4	0	Y	0
Patricia 700 Bldg E Level 1	4	B	Y	69	62	7	Y	4	4	Y	4
Patricia 700 Bldg E Level 2	4	B	Y	71	64	7	Y	4	4	Y	4
Patricia 700 Pool	4.27	C	N	58	51	7	Y	4	0	Y	0.00

First Row Benefited Residences	28
Equivalent First Row Benefits	1.91
Total First Row Benefits	29.91
Total First Row Receiving 7 dB IL	23.91

% Meeting NRDG	**80%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 12 (REPLACEMENT)

Noise Analysis Area:	12 (REPLACE)
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1759044.5,659188.6	1759141,659221.1	102	F, T	438	450	12	1,222
1759141,659221.1	1759176.9,659228.4	37	F, EOP	443	455	12	439
1759176.9,659228.4	1759233.5,659239.4	58	F, EOP	446	458	12	692
1759233.5,659239.4	1759335.6,659259.4	104	F, EOP	448	460	12	1,249
1759335.6,659259.4	1759435,659278.8	101	F, EOP	451	463	12	1,215
1759435,659278.8	1759533.3,659298	100	F, EOP	454	466	12	1,201
1759533.3,659298	1759630.5,659317.1	99	F, EOP	457	469	12	1,189
1759630.5,659317.1	1759728.6,659336.3	100	F, EOP	458	470	12	1,200
1759728.6,659336.3	1759826.9,659355.3	100	F, EOP	461	473	12	1,201
1759826.9,659355.3	1759925,659374.5	100	F, EOP	464	478	14	1,400
1759925,659374.5	1760023.1,659393.7	100	F, EOP	467	481	14	1,400
1760023.1,659393.7	1760121.3,659413	100	F, EOP	470	486	16	1,600
1760121.3,659413	1760219.4,659432.3	100	F, EOP	473	489	16	1,600
1760219.4,659432.3	1760258.3,659439.8	40	F, EOP	476	494	18	713
1760258.3,659439.8	1760361.4,659433.3	103	F, T	479	499	20	2,067
1760361.4,659433.3	1760416.6,659438.4	55	F, T	480	500	20	1,110
1760416.6,659438.4	1760516.3,659447.5	100	F, T	488	508	20	2,001
1760516.3,659447.5	1760616.1,659442.6	100	F, T	504	520	16	1,600
1760616.1,659442.6	1760716.1,659444.3	100	F, ROW	522	538	16	1,600
1760716.1,659444.3	1760786.5,659445.3	70	F, ROW	528	544	16	1,126
1760786.5,659445.3	1760836.8,659495.6	71	F, ROW	530	546	16	1,138
1760836.8,659495.6	1760955.9,659519.1	121	F, ROW	522	538	16	1,943
1760955.9,659519.1	1761044.8,659566.6	101	F, ROW	502	518	16	1,612
1761044.8,659566.6	1761134.1,659608.5	99	F, T	496	512	16	1,580
1761134.1,659608.5	1761232.5,659626.7	100	F, T	502	518	16	1,601

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 12 (REPLACEMENT)

Noise Analysis Area:	12 (REPLACE)
Description:	Dabbs Ave
Design Year:	2052
Alternative:	BUILD

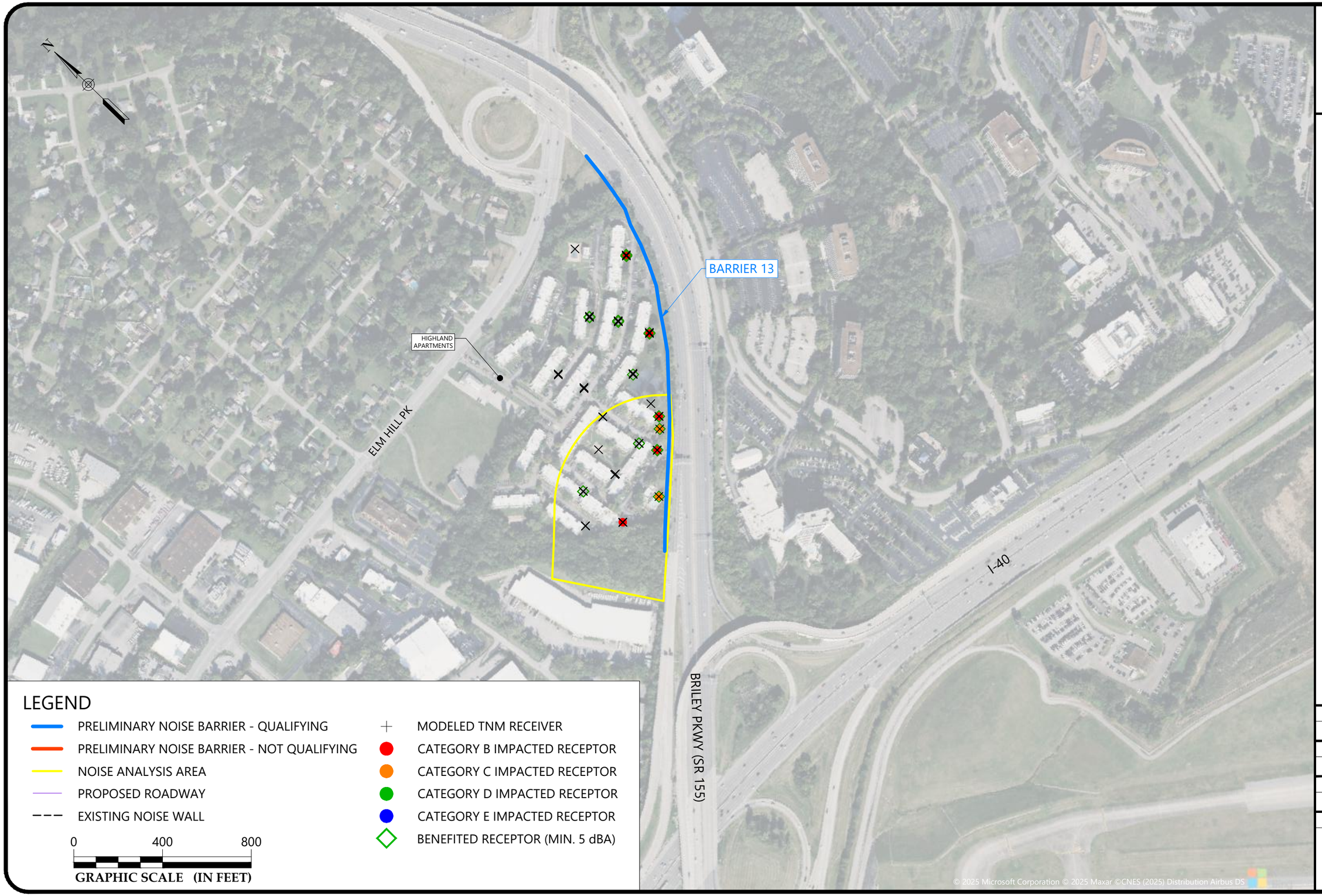
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1761232.5,659626.7	1761330.6,659645.5	100	F, EOP	504	518	14	1,399
1761330.6,659645.5	BARRIER END	-	F, EOP	506	520	14	-

Barrier Length (ft)	2,361
Average Barrier Height (ft)	14.89
Barrier Area (sq ft)	35,098

Total Barrier System Area (sq ft)	35,098
Average Barrier System Height (ft)	14.89
Number of Benefited Residences	83.79
Area Per Benefited Residence (sq ft)	419
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way; T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 13 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/27/2025

PROJECT NUMBER 24430273B

FIGURE NO. F5

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 13

Noise Analysis Area:	13
Description:	Highland Apt
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	108
Category C Impacts	0.97
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	108.97

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Elm Hill 2131 Bldg A Level 1	8	B	Y	64	N	0	Y	6	Y	8
Elm Hill 2131 Bldg A Level 2	8	B	Y	72	Y	8	N	13	Y	8
Elm Hill 2131 Bldg A Level 3	8	B	Y	74	Y	8	N	12	Y	8
Elm Hill 2131 Bldg B Level 1	12	B	Y	68	Y	12	Y	9	Y	12
Elm Hill 2131 Bldg B Level 2	12	B	Y	72	Y	12	N	11	Y	12
Elm Hill 2131 Bldg B Level 3	12	B	Y	74	Y	12	N	9	Y	12
Elm Hill 2131 Bldg C Level 1	8	B	Y	67	Y	8	Y	3	N	0
Elm Hill 2131 Bldg C Level 2	8	B	Y	69	Y	8	N	3	N	0
Elm Hill 2131 Bldg C Level 3	8	B	Y	69	Y	8	N	2	N	0
Elm Hill 2131 Bldg D Level 1	10	B	N	60	N	0	Y	0	N	0
Elm Hill 2131 Bldg D Level 2	10	B	N	62	N	0	N	0	N	0
Elm Hill 2131 Bldg D Level 3	10	B	N	63	N	0	N	0	N	0
Elm Hill 2131 Bldg E Level 1	8	B	N	52	N	0	Y	4	N	0
Elm Hill 2131 Bldg E Level 2	8	B	N	56	N	0	N	5	Y	8
Elm Hill 2131 Bldg E Level 3	8	B	N	58	N	0	N	5	Y	8
Elm Hill 2131 Bldg F Level 1	8	B	N	49	N	0	Y	3	N	0
Elm Hill 2131 Bldg F Level 2	8	B	N	49	N	0	N	4	N	0
Elm Hill 2131 Bldg F Level 3	8	B	N	52	N	0	N	3	N	0
Elm Hill 2131 Bldg G Level 1	8	B	N	52	N	0	Y	3	N	0
Elm Hill 2131 Bldg G Level 2	8	B	N	56	N	0	N	6	Y	8
Elm Hill 2131 Bldg G Level 3	8	B	N	62	N	0	N	12	Y	8
Elm Hill 2131 Bldg H Level 1	12	B	N	47	N	0	Y	1	N	0
Elm Hill 2131 Bldg H Level 2	12	B	N	48	N	0	N	2	N	0
Elm Hill 2131 Bldg H Level 3	12	B	N	49	N	0	N	3	N	0

FEASIBILITY ANALYSIS FOR NAA 13

Noise Analysis Area:	13
Description:	Highland Apt
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	108
Category C Impacts	0.97
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	108.97

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Elm Hill 2131 Bldg J Level 1	12	B	Y	53	N	0	Y	2	N	0
Elm Hill 2131 Bldg J Level 2	12	B	Y	56	N	0	N	4	N	0
Elm Hill 2131 Bldg J Level 3	12	B	Y	59	N	0	N	7	Y	12
Elm Hill 2131 Bldg K Level 1	8	B	Y	59	N	0	Y	3	N	0
Elm Hill 2131 Bldg K Level 2	8	B	Y	65	N	0	N	10	Y	8
Elm Hill 2131 Bldg K Level 3	8	B	Y	71	Y	8	N	14	Y	8
Elm Hill 2131 Bldg M Level 1	12	B	N	45	N	0	Y	4	N	0
Elm Hill 2131 Bldg M Level 2	12	B	N	45	N	0	N	4	N	0
Elm Hill 2131 Bldg M Level 3	12	B	N	46	N	0	N	4	N	0
Elm Hill 2131 Bldg N Level 1	8	B	N	54	N	0	Y	5	Y	8
Elm Hill 2131 Bldg N Level 2	8	B	N	56	N	0	N	7	Y	8
Elm Hill 2131 Bldg N Level 3	8	B	N	59	N	0	N	9	Y	8
Elm Hill 2131 Bldg O Level 1	12	B	Y	65	N	0	Y	8	Y	12
Elm Hill 2131 Bldg O Level 2	12	B	Y	70	Y	12	N	12	Y	12
Elm Hill 2131 Bldg O Level 3	12	B	Y	72	Y	12	N	13	Y	12
Elm Hill 2131 Bldg P Level 1	8	B	N	41	N	0	Y	4	N	0
Elm Hill 2131 Bldg P Level 2	8	B	N	41	N	0	N	4	N	0
Elm Hill 2131 Bldg P Level 3	8	B	N	41	N	0	N	4	N	0
Elm Hill 2131 Bldg Q Level 1	12	B	N	48	N	0	Y	4	N	0
Elm Hill 2131 Bldg Q Level 2	12	B	N	51	N	0	N	5	Y	12
Elm Hill 2131 Bldg Q Level 3	12	B	N	53	N	0	N	6	Y	12
Elm Hill 2131 Court	1.00	C	Y	58	N	0.00	Y	3	N	0.00
Elm Hill 2131 Playground	0.20	C	Y	67	Y	0.20	Y	8	Y	0.20
Elm Hill 2131 Pool	0.77	C	Y	73	Y	0.77	Y	11	Y	0.77

FEASIBILITY ANALYSIS FOR NAA 13

Noise Analysis Area:	13
Description:	Highland Apt
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	108
Category C Impacts	0.97
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	108.97

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Elm Hill 2131 Pool 2	0.77	C	Y	53	N	0.00	Y	4	N	0.00
Elm Hill 2131 Tables	0.89	C	N	48	N	0.00	Y	3	N	0.00

Benefited Ground-Level Residence	40
Equivalent Ground-Level Benefits	0.97
Total Ground-Level Benefits	40.97
1st Row Ground-Level Impacted	20.97
1st Row Ground-Level Impacted and Benefited	12.97

FEASIBILITY %	**62%**

REASONABLENESS ALLOWANCE FOR NAA 13

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	750
	% residences constructed after highway	100%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	2007	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	70 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 13

Noise Analysis Area:	13
Description:	Highland Apt
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Elm Hill 2131 Bldg A Level 1	8	B	Y	64	58	6	Y	8	8	N	0
Elm Hill 2131 Bldg A Level 2	8	B	Y	72	59	13	Y	8	8	Y	8
Elm Hill 2131 Bldg A Level 3	8	B	Y	74	62	12	Y	8	8	Y	8
Elm Hill 2131 Bldg B Level 1	12	B	Y	68	59	9	Y	12	12	Y	12
Elm Hill 2131 Bldg B Level 2	12	B	Y	72	61	11	Y	12	12	Y	12
Elm Hill 2131 Bldg B Level 3	12	B	Y	74	65	9	Y	12	12	Y	12
Elm Hill 2131 Bldg C Level 1	8	B	Y	67	65	3	N	0	0	N	0
Elm Hill 2131 Bldg C Level 2	8	B	Y	69	66	3	N	0	0	N	0
Elm Hill 2131 Bldg C Level 3	8	B	Y	69	67	2	N	0	0	N	0
Elm Hill 2131 Bldg D Level 1	10	B	N	60	60	0	N	0	0	N	0
Elm Hill 2131 Bldg D Level 2	10	B	N	62	62	0	N	0	0	N	0
Elm Hill 2131 Bldg D Level 3	10	B	N	63	63	0	N	0	0	N	0
Elm Hill 2131 Bldg E Level 1	8	B	N	52	48	4	N	0	0	N	0
Elm Hill 2131 Bldg E Level 2	8	B	N	56	51	5	Y	8	0	N	0
Elm Hill 2131 Bldg E Level 3	8	B	N	58	53	5	Y	8	0	N	0
Elm Hill 2131 Bldg F Level 1	8	B	N	49	46	3	N	0	0	N	0
Elm Hill 2131 Bldg F Level 2	8	B	N	49	45	4	N	0	0	N	0
Elm Hill 2131 Bldg F Level 3	8	B	N	52	49	3	N	0	0	N	0
Elm Hill 2131 Bldg G Level 1	8	B	N	52	49	3	N	0	0	N	0
Elm Hill 2131 Bldg G Level 2	8	B	N	56	50	6	Y	8	0	N	0
Elm Hill 2131 Bldg G Level 3	8	B	N	62	50	12	Y	8	0	Y	0
Elm Hill 2131 Bldg H Level 1	12	B	N	47	46	1	N	0	0	N	0
Elm Hill 2131 Bldg H Level 2	12	B	N	48	46	2	N	0	0	N	0
Elm Hill 2131 Bldg H Level 3	12	B	N	49	47	3	N	0	0	N	0
Elm Hill 2131 Bldg J Level 1	12	B	Y	53	51	2	N	0	0	N	0
Elm Hill 2131 Bldg J Level 2	12	B	Y	56	52	4	N	0	0	N	0
Elm Hill 2131 Bldg J Level 3	12	B	Y	59	52	7	Y	12	12	Y	12
Elm Hill 2131 Bldg K Level 1	8	B	Y	59	55	3	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 13

Noise Analysis Area:	13
Description:	Highland Apt
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Elm Hill 2131 Bldg K Level 2	8	B	Y	65	55	10	Y	8	8	Y	8
Elm Hill 2131 Bldg K Level 3	8	B	Y	71	57	14	Y	8	8	Y	8
Elm Hill 2131 Bldg M Level 1	12	B	N	45	42	4	N	0	0	N	0
Elm Hill 2131 Bldg M Level 2	12	B	N	45	42	4	N	0	0	N	0
Elm Hill 2131 Bldg M Level 3	12	B	N	46	43	4	N	0	0	N	0
Elm Hill 2131 Bldg N Level 1	8	B	N	54	49	5	Y	8	0	N	0
Elm Hill 2131 Bldg N Level 2	8	B	N	56	50	7	Y	8	0	Y	0
Elm Hill 2131 Bldg N Level 3	8	B	N	59	50	9	Y	8	0	Y	0
Elm Hill 2131 Bldg O Level 1	12	B	Y	65	57	8	Y	12	12	Y	12
Elm Hill 2131 Bldg O Level 2	12	B	Y	70	58	12	Y	12	12	Y	12
Elm Hill 2131 Bldg O Level 3	12	B	Y	72	60	13	Y	12	12	Y	12
Elm Hill 2131 Bldg P Level 1	8	B	N	41	38	4	N	0	0	N	0
Elm Hill 2131 Bldg P Level 2	8	B	N	41	37	4	N	0	0	N	0
Elm Hill 2131 Bldg P Level 3	8	B	N	41	37	4	N	0	0	N	0
Elm Hill 2131 Bldg Q Level 1	12	B	N	48	44	4	N	0	0	N	0
Elm Hill 2131 Bldg Q Level 2	12	B	N	51	46	5	Y	12	0	N	0
Elm Hill 2131 Bldg Q Level 3	12	B	N	53	47	6	Y	12	0	N	0
Elm Hill 2131 Court	1.00	C	Y	58	54	3	N	0	0.00	N	0.00
Elm Hill 2131 Playground	0.20	C	Y	67	59	8	Y	0.20	0.20	Y	0.20
Elm Hill 2131 Pool	0.77	C	Y	73	62	11	Y	0.77	0.77	Y	0.77
Elm Hill 2131 Pool 2	0.77	C	Y	53	49	4	N	0	0.00	N	0.00
Elm Hill 2131 Tables	0.89	C	N	48	45	3	N	0	0.00	N	0.00

First Row Benefited Residences	124
Equivalent First Row Benefits	0.97
Total First Row Benefits	124.97
Total First Row Receiving 7 dB IL	116.97

% Meeting NRDG	**94%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 13

Noise Analysis Area:	13
Description:	Highland Apt
Design Year:	2052
Alternative:	BUILD

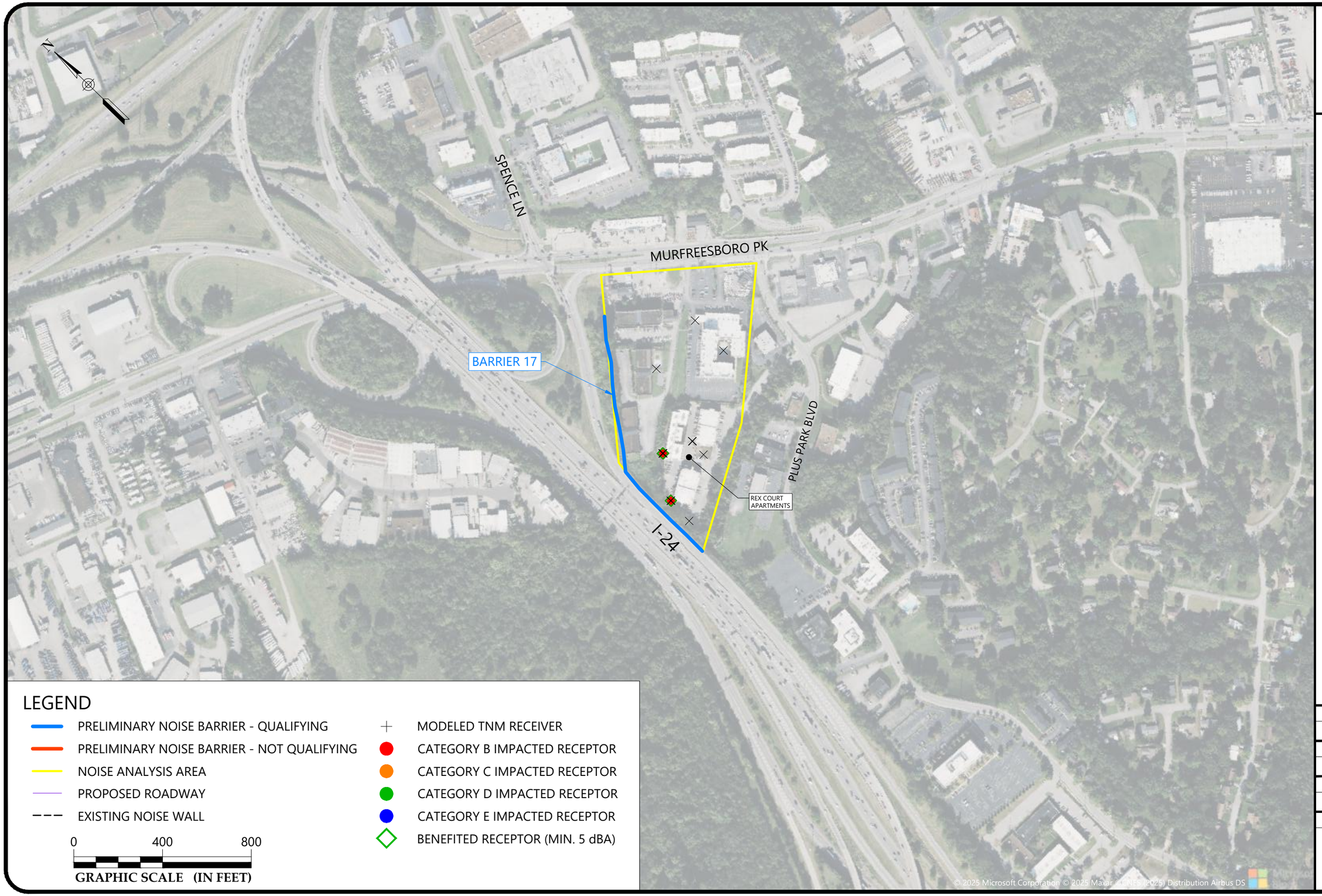
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1764489.3,662417	1764476.3,662319.9	98	F, EOP	485	501	16	1,568
1764476.3,662319.9	1764458.8,662221.1	100	F, EOP	487	507	20	2,006
1764458.8,662221.1	1764437.9,662124.3	99	F, EOP	491	511	20	1,981
1764437.9,662124.3	1764404,662058.4	74	F, T	497	517	20	1,483
1764404,662058.4	1764372.5,661963.7	100	F, ROW	514	534	20	1,996
1764372.5,661963.7	1764331.9,661872.4	100	F, ROW	521	541	20	1,999
1764331.9,661872.4	1764286.4,661783.4	100	F, ROW	524	544	20	1,998
1764286.4,661783.4	1764225.5,661704.1	100	F, ROW	527	547	20	2,000
1764225.5,661704.1	1764167.6,661622.6	100	F, ROW	531	551	20	1,999
1764167.6,661622.6	1764108.6,661542	100	F, ROW	534	554	20	1,998
1764108.6,661542	1764038.9,661470.3	100	F, ROW	538	558	20	2,000
1764038.9,661470.3	1763968.9,661398.9	100	F, ROW	540	560	20	2,000
1763968.9,661398.9	1763899.5,661326.9	100	F, ROW	542	562	20	1,999
1763899.5,661326.9	1763825.8,661259.3	100	F, ROW	542	562	20	2,001
1763825.8,661259.3	1763751,661192.9	100	F, ROW	536	556	20	2,000
1763751,661192.9	1763675.4,661127.4	100	F, ROW	531	551	20	2,000
1763675.4,661127.4	1763600.1,661061.7	100	F, ROW	524	544	20	1,999
1763600.1,661061.7	1763525.3,660995.4	100	F, ROW	520	540	20	2,000
1763525.3,660995.4	1763452.4,660926.9	100	F, ROW	504	524	20	2,000
1763452.4,660926.9	BARRIER END	-	F, ROW	498	518	20	-

Barrier Length (ft)	1,871
Average Barrier Height (ft)	19.80
Barrier Area (sq ft)	37,027

Total Barrier System Area (sq ft)	37,027
Average Barrier System Height (ft)	19.80
Number of Benefited Residences	204.97
Area Per Benefited Residence (sq ft)	181
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 13 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/27/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F6

FEASIBILITY ANALYSIS FOR NAA 17

Noise Analysis Area:	17
Description:	Rex Court
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	34
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	34.00

NOTE: This case consideres the third floor apartments as "ground level". Interstate 24 is approximately level with the third floor in this location.

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Murfreesboro 821	0.77	E	Y	58	N	0	Y	2	N	0
Murfreesboro 825 Benches	0.20	E	N	61	N	0	Y	0	N	0
Murfreesboro 825 Pool	0.51	E	N	54	N	0	Y	0	N	0
Plus Park 331 Bldg 100 Level 1	16	B	Y	58	N	0	Y	3	N	0
Plus Park 331 Bldg 100 Level 2	16	B	Y	58	N	0	Y	2	N	0
Plus Park 331 Bldg 100 Level 3	16	B	Y	59	N	0	Y	2	N	0
Plus Park 331 Bldg 200 Level 1	16	B	Y	60	N	0	Y	7	Y	16
Plus Park 331 Bldg 200 Level 2	18	B	Y	62	N	0	Y	6	Y	18
Plus Park 331 Bldg 200 Level 3	18	B	Y	64	N	0	Y	7	Y	18
Plus Park 331 Bldg 200 Level 4	18	B	Y	67	Y	18	N	8	Y	18
Plus Park 331 Bldg 300 Level 1	16	B	Y	62	N	0	Y	6	Y	16
Plus Park 331 Bldg 300 Level 2	16	B	Y	65	N	0	Y	10	Y	16
Plus Park 331 Bldg 300 Level 3	16	B	Y	69	Y	16	Y	11	Y	16
Plus Park 331 Garden	0.93	C	N	59	N	0	Y	2	N	0
Plus Park 331 Playground	0.55	C	Y	60	N	0	Y	4	N	0

Benefited Ground-Level Residence	100
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	100.00
1st Row Ground-Level Impacted	16.00
1st Row Ground-Level Impacted and Benefited	16.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 17

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1965	250
	% residences constructed after highway	100%	
	% residences constructed before 2005	1%	
	% residences constructed after 2005	99%	
Previous Type I Widening Allowance	Last Type I widening project date	1995	0
	% residences constructed after widening	99%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	69 dB	0
Noise Level Increase Allowance	Average impacted first row receiver Increase	0 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
	Total Allowance		250

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 17

Noise Analysis Area:	17
Description:	Rex Court
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Murfreesboro 821	0.77	E	Y	58	56	2	N	0	0	N	0
Murfreesboro 825 Benches	0.20	E	N	61	60	0	N	0	0	N	0
Murfreesboro 825 Pool	0.51	E	N	54	54	0	N	0	0	N	0
Plus Park 331 Bldg 100 Level 1	16	B	Y	58	55	3	N	0	0	N	0
Plus Park 331 Bldg 100 Level 2	16	B	Y	58	56	2	N	0	0	N	0
Plus Park 331 Bldg 100 Level 3	16	B	Y	59	57	2	N	0	0	N	0
Plus Park 331 Bldg 200 Level 1	16	B	Y	60	53	7	Y	16	16	Y	16
Plus Park 331 Bldg 200 Level 2	18	B	Y	62	56	6	Y	18	18	N	0
Plus Park 331 Bldg 200 Level 3	18	B	Y	64	58	7	Y	18	18	Y	18
Plus Park 331 Bldg 200 Level 4	18	B	Y	67	59	8	Y	18	18	Y	18
Plus Park 331 Bldg 300 Level 1	16	B	Y	62	56	6	Y	16	16	N	0
Plus Park 331 Bldg 300 Level 2	16	B	Y	65	56	10	Y	16	16	Y	16
Plus Park 331 Bldg 300 Level 3	16	B	Y	69	58	11	Y	16	16	Y	16
Plus Park 331 Garden	0.93	C	N	59	57	2	N	0	0	N	0
Plus Park 331 Playground	0.55	C	Y	60	56	4	N	0	0	N	0

First Row Benefited Residences	118
Equivalent First Row Benefits	0.00
Total First Row Benefits	118.00
Total First Row Receiving 7 dB IL	84.00

% Meeting NRDG	**71%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 17

Noise Analysis Area:	17
Description:	Rex Court
Design Year:	2052
Alternative:	BUILD

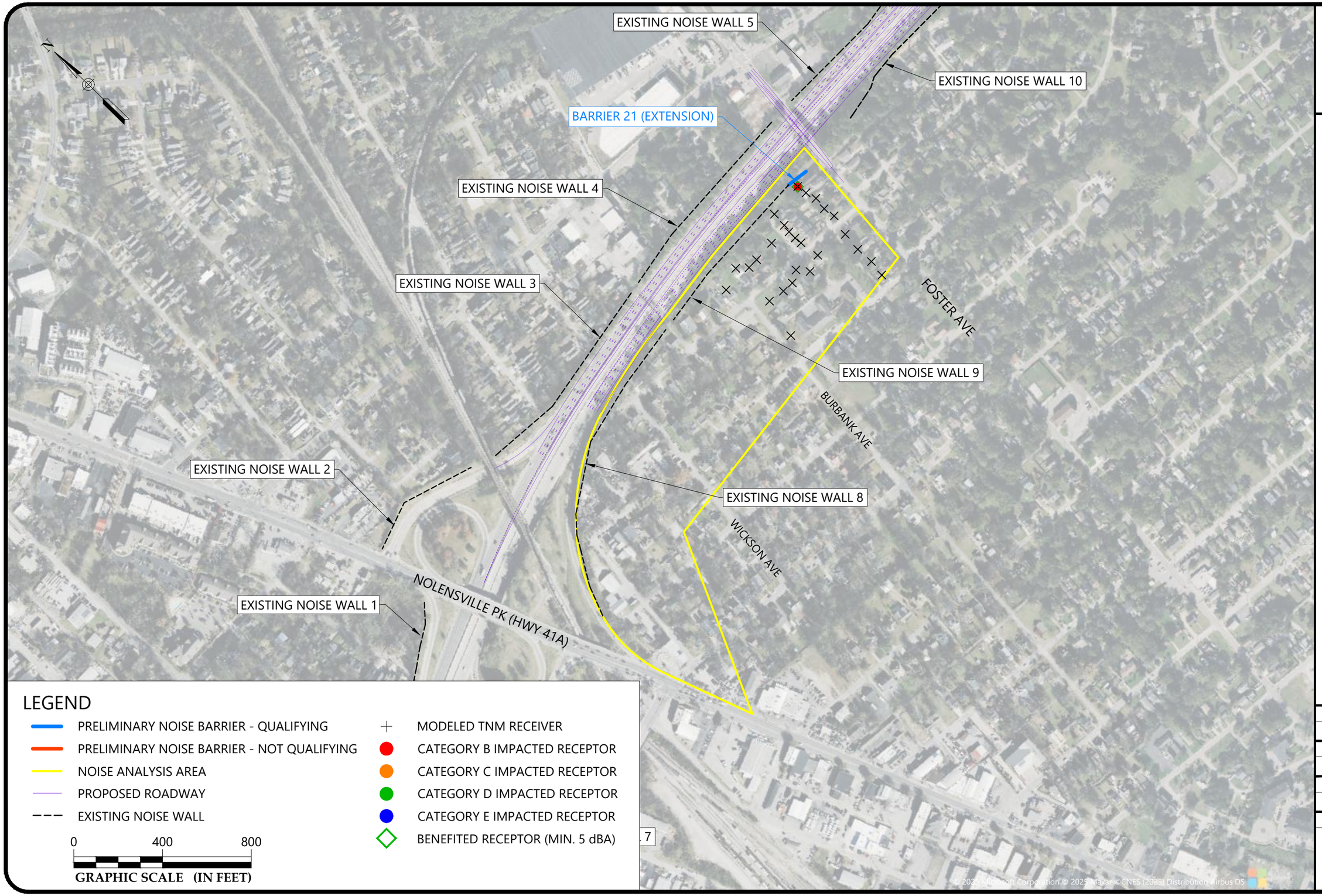
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1753983.3,655479.6	1753985.4,655579.4	100	F, EOP	496	516	20	1,997
1753985.4,655579.4	1753985.1,655680	101	F, EOP	494	514	20	2,013
1753985.1,655680	1753986.6,655780	100	F, EOP	494	514	20	2,000
1753986.6,655780	1753989.5,655879.3	99	F, EOP	494	514	20	1,986
1753989.5,655879.3	1754000.6,655975.9	97	F, EOP	496	516	20	1,945
1754000.6,655975.9	1754064.1,656051.8	99	F, ROW	498	518	20	1,979
1754064.1,656051.8	1754123.8,656133.1	101	F, ROW	511	531	20	2,017
1754123.8,656133.1	1754180.3,656215.6	100	F, ROW	520	540	20	2,000
1754180.3,656215.6	1754243.5,656292.9	100	F, ROW	522	542	20	1,999
1754243.5,656292.9	1754312,656365.8	100	F, ROW	530	550	20	1,999
1754312,656365.8	1754366,656449.9	100	F, ROW	532	552	20	2,000
1754366,656449.9	1754439.1,656530.8	109	F, ROW	519	539	20	2,180
1754439.1,656530.8	BARRIER END	-	F, ROW	477	497	20	-

Barrier Length (ft)	1,206
Average Barrier Height (ft)	20.00
Barrier Area (sq ft)	24,115

Total Barrier System Area (sq ft)	24,115
Average Barrier System Height (ft)	20.00
Number of Benefited Residences	118.00
Area Per Benefited Residence (sq ft)	204
Allowable Area Per Benefited Residence (sq ft)	250
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 21 BARRIER ANALYSIS (EXTENSION)

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/27/2025

PROJECT NUMBER 24430273B

FIGURE NO. F7

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CADv4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 21 (EXTENSION)

Noise Analysis Area:	21 EXTEND
Description:	Foster Ave
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	1
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	1.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Foster 2221	1	B	Y	70	Y	1	Y	7	Y	1
Foster 2223	1	B	N	59	N	0	Y	2	N	0
Foster 2227	1	B	N	57	N	0	Y	0	N	0
Foster 2229	1	B	N	56	N	0	Y	0	N	0
Foster 2231	1	B	N	56	N	0	Y	0	N	0
Foster 2233	1	B	N	55	N	0	Y	0	N	0
Foster 2237	1	B	N	52	N	0	Y	0	N	0
Foster 2241	1	B	N	50	N	0	Y	0	N	0
Foster 2243	1	B	N	52	N	0	Y	0	N	0
Fox 2224	1	B	Y	59	N	0	Y	0	N	0
Fox 2226A	1	B	N	57	N	0	Y	0	N	0
Fox 2226B	1	B	N	56	N	0	Y	0	N	0
Fox 2228	1	B	N	55	N	0	Y	0	N	0
Fox 2230	1	B	N	54	N	0	Y	0	N	0
Oriel 226	0.1	C	N	49	N	0	Y	0	N	0
Rose 211	2	B	N	53	N	0	Y	0	N	0
Rose 217	1	B	N	52	N	0	Y	0	N	0
Rose 218	1	B	Y	57	N	0	Y	0	N	0
Rose 219	1	B	N	53	N	0	Y	0	N	0
Rose 221	1	B	N	53	N	0	Y	0	N	0
Rose 222	1	B	Y	57	N	0	Y	0	N	0
Rose 223	1	B	N	53	N	0	Y	0	N	0
Rose 224	1	B	Y	58	N	0	Y	0	N	0
Rose 225	1	B	N	54	N	0	Y	0	N	0

FEASIBILITY ANALYSIS FOR NAA 21 (EXTENSION)

Noise Analysis Area:	21 EXTEND
Description:	Foster Ave
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	1
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	1.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Rose 226	1	B	Y	59	N	0	Y	0	N	0
Rose 302	1	B	Y	60	N	0	Y	0	N	0

Benefited Ground-Level Residence	1
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	1.00
1st Row Ground-Level Impacted	1.00
1st Row Ground-Level Impacted and Benefited	1.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 21 (EXTENSION)

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1985	1500
	% residences constructed after highway	31%	
	% residences constructed before 2005	73%	
	% residences constructed after 2005	27%	
Previous Type I Widening Allowance	Last Type I widening project date	2020	200
	% residences constructed after widening	15%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	70 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,800

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 21 EXTEND

Noise Analysis Area:	21 EXTEND
Description:	Foster Ave
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Foster 2221	1	B	Y	70	63	7	Y	1	1	Y	1
Foster 2223	1	B	N	59	57	2	N	0	0	N	0
Foster 2227	1	B	N	57	57	0	N	0	0	N	0
Foster 2229	1	B	N	56	56	0	N	0	0	N	0
Foster 2231	1	B	N	56	56	0	N	0	0	N	0
Foster 2233	1	B	N	55	55	0	N	0	0	N	0
Foster 2237	1	B	N	52	52	0	N	0	0	N	0
Foster 2241	1	B	N	50	50	0	N	0	0	N	0
Foster 2243	1	B	N	52	52	0	N	0	0	N	0
Fox 2224	1	B	Y	59	59	0	N	0	0	N	0
Fox 2226A	1	B	N	57	56	0	N	0	0	N	0
Fox 2226B	1	B	N	56	55	0	N	0	0	N	0
Fox 2228	1	B	N	55	55	0	N	0	0	N	0
Fox 2230	1	B	N	54	54	0	N	0	0	N	0
Oriel 226	0.1	C	N	49	49	0	N	0	0	N	0
Rose 211	2	B	N	53	53	0	N	0	0	N	0
Rose 217	1	B	N	52	52	0	N	0	0	N	0
Rose 218	1	B	Y	57	57	0	N	0	0	N	0
Rose 219	1	B	N	53	53	0	N	0	0	N	0
Rose 221	1	B	N	53	52	0	N	0	0	N	0
Rose 222	1	B	Y	57	57	0	N	0	0	N	0
Rose 223	1	B	N	53	53	0	N	0	0	N	0
Rose 224	1	B	Y	58	58	0	N	0	0	N	0
Rose 225	1	B	N	54	54	0	N	0	0	N	0
Rose 226	1	B	Y	59	59	0	N	0	0	N	0
Rose 302	1	B	Y	60	60	0	N	0	0	N	0
				First Row Benefited Residences			1				
				Equivalent First Row Benefits			0.00				

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 21 EXTEND

Noise Analysis Area:	21 EXTEND
Description:	Foster Ave
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
				Total First Row Benefits			1.00		% Meeting NRDG		100%
				Total First Row Receiving 7 dB IL			1.00				

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 21 EXTEND

Noise Analysis Area:	21 EXTEND
Description:	Foster Ave
Design Year:	2052
Alternative:	BUILD

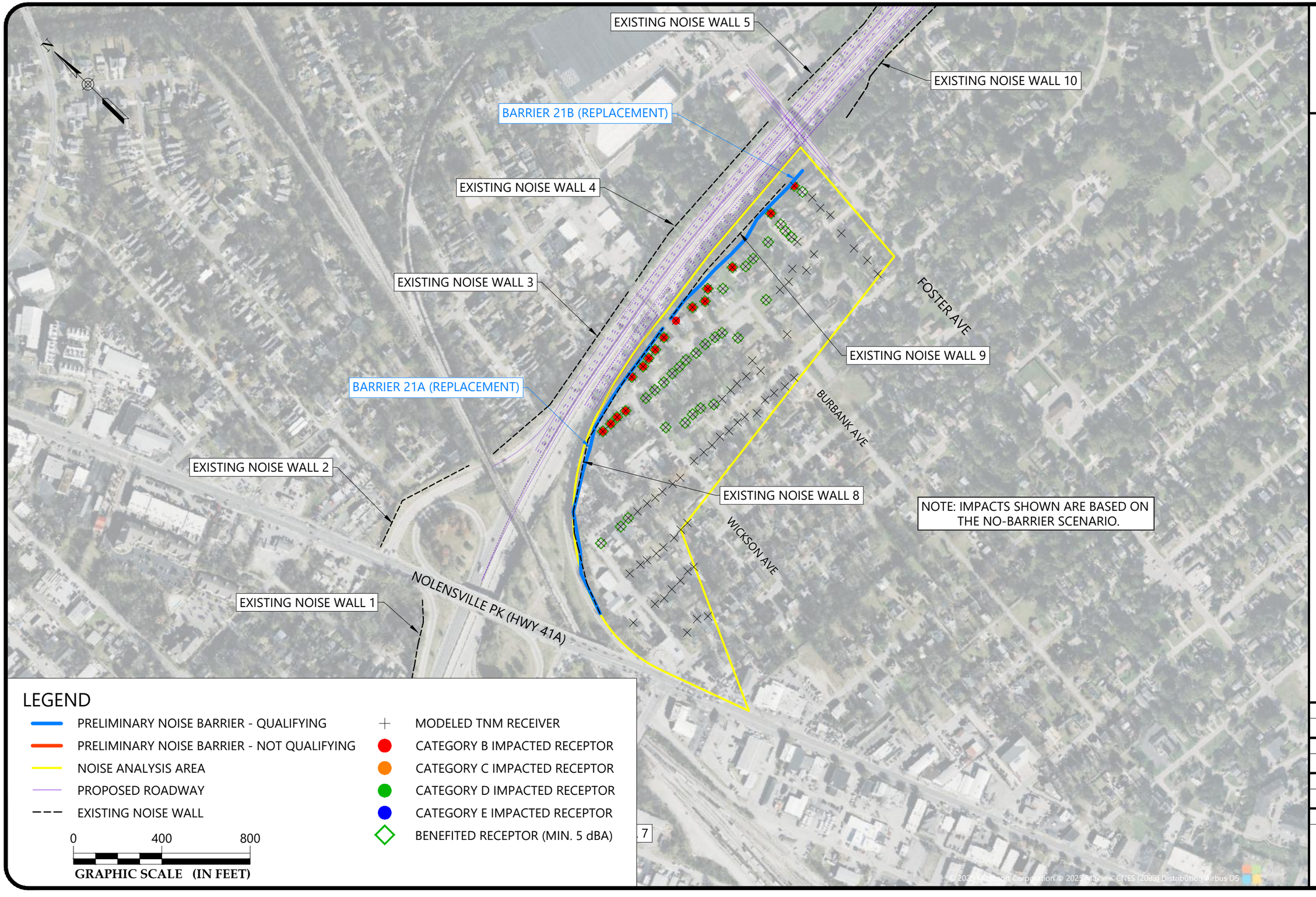
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1748993,652598.7	1749090.8,652583.9	99	F, ROW	552	560	8	791
1749090.8,652583.9	BARRIER END	-	F, ROW	556	564	8	-

Barrier Length (ft)	99
Average Barrier Height (ft)	8.00
Barrier Area (sq ft)	791

Total Barrier System Area (sq ft)	791
Average Barrier System Height (ft)	8.00
Number of Benefited Residences	1.00
Area Per Benefited Residence (sq ft)	791
Allowable Area Per Benefited Residence (sq ft)	1,800
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



NAA 21 BARRIER ANALYSIS (REPLACEMENT)

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/27/2025

PROJECT NUMBER 24430273B

FIGURE NO. **F8**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 21 (REPLACEMENT)

Noise Analysis Area:	21 - REPLACE
Description:	Rose St W
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	18
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	18.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Burbank 2245	1	B	N	55	N	0	Y	4	N	0
Burbank 2247	1	B	N	53	N	0	Y	3	N	0
Foster 2221	1	B	Y	73	Y	1	Y	15	Y	1
Foster 2223	1	B	N	65	N	0	Y	10	Y	1
Foster 2227	1	B	N	60	N	0	Y	4	N	0
Foster 2229	1	B	N	57	N	0	Y	2	N	0
Foster 2231	1	B	N	57	N	0	Y	1	N	0
Foster 2233	1	B	N	55	N	0	Y	0	N	0
Foster 2237	1	B	N	52	N	0	Y	0	N	0
Foster 2241	1	B	N	50	N	0	Y	0	N	0
Foster 2243	1	B	N	53	N	0	Y	0	N	0
Fox 2224	1	B	Y	71	Y	1	Y	15	Y	1
Fox 2226A	1	B	N	64	N	0	Y	9	Y	1
Fox 2226B	1	B	N	60	N	0	Y	6	Y	1
Fox 2228	1	B	N	58	N	0	Y	5	Y	1
Fox 2230	1	B	N	57	N	0	Y	4	N	0
Oriel 226	0.10	C	N	52	N	0.00	Y	3	N	0.00
Oriel 297	2	B	N	50	N	0	Y	3	N	0
Oriel 301	2	B	N	51	N	0	Y	3	N	0
Oriel 303	1	B	N	51	N	0	Y	2	N	0
Oriel 305	2	B	N	54	N	0	N	3	N	0
Oriel 306	1	B	N	54	N	0	Y	3	N	0
Oriel 307	1	B	N	52	N	0	Y	3	N	0
Oriel 308	1	B	N	55	N	0	Y	4	N	0

FEASIBILITY ANALYSIS FOR NAA 21 (REPLACEMENT)

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Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Oriel 309	1	B	N	52	N	0	Y	3	N	0
Oriel 310	1	B	N	55	N	0	Y	4	N	0
Oriel 311	1	B	N	53	N	0	Y	3	N	0
Oriel 312	1	B	N	56	N	0	Y	4	N	0
Oriel 313	1	B	N	52	N	0	Y	3	N	0
Oriel 314	1	B	N	58	N	0	Y	5	Y	1
Oriel 315	1	B	N	53	N	0	Y	3	N	0
Oriel 316	1	B	N	58	N	0	Y	5	Y	1
Oriel 318	1	B	N	59	N	0	Y	5	Y	1
Oriel 319	1	B	N	53	N	0	Y	3	N	0
Oriel 320	1	B	N	59	N	0	Y	5	Y	1
Oriel 321	1	B	N	53	N	0	Y	3	N	0
Oriel 322	1	B	N	59	N	0	Y	6	Y	1
Oriel 323	1	B	N	53	N	0	Y	3	N	0
Oriel 325	1	B	N	52	N	0	Y	2	N	0
Oriel 327	1	B	N	52	N	0	Y	2	N	0
Oriel 329	2	B	N	52	N	0	Y	2	N	0
Oriel 331	1	B	N	55	N	0	Y	3	N	0
Oriel 333	1	B	N	55	N	0	Y	4	N	0
Oriel 335	1	B	N	57	N	0	Y	4	N	0
Oriel 337	1	B	N	58	N	0	Y	5	Y	1
Oriel 339	2	B	N	58	N	0	Y	6	Y	2
Oriel 341	4	B	Y	63	N	0	Y	7	Y	4
Peachtree 338	1	B	N	57	N	0	Y	0	N	0

FEASIBILITY ANALYSIS FOR NAA 21 (REPLACEMENT)

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Total Impacts	18.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Peachtree 340	2	B	N	57	N	0	Y	0	N	0
Peachtree 344	1	B	N	57	N	0	Y	0	N	0
Rose 211	2	B	N	54	N	0	Y	3	N	0
Rose 217	1	B	N	54	N	0	Y	3	N	0
Rose 218	1	B	Y	62	N	0	Y	6	Y	1
Rose 219	1	B	N	56	N	0	Y	4	N	0
Rose 221	1	B	N	55	N	0	Y	3	N	0
Rose 222	1	B	Y	63	N	0	Y	7	Y	1
Rose 223	1	B	N	56	N	0	Y	4	N	0
Rose 224	1	B	Y	64	N	0	Y	7	Y	1
Rose 225	1	B	N	58	N	0	Y	5	Y	1
Rose 226	1	B	Y	68	Y	1	Y	10	Y	1
Rose 301	0.95	D	N	58	N	0.00	Y	5	Y	0.95
Rose 302	1	B	Y	65	N	0	Y	7	Y	1
Rose 304	1	B	Y	71	Y	1	Y	12	Y	1
Rose 305	1	B	N	61	N	0	Y	5	Y	1
Rose 306	1	B	Y	68	Y	1	Y	8	Y	1
Rose 307	1	B	N	61	N	0	Y	6	Y	1
Rose 308	1	B	Y	71	Y	1	Y	9	Y	1
Rose 309	1	B	N	62	N	0	Y	6	Y	1
Rose 310	2	B	Y	74	Y	2	Y	4	N	0
Rose 311	1	B	N	62	N	0	Y	6	Y	1
Rose 313	1	B	N	62	N	0	Y	6	Y	1
Rose 314	1	B	Y	74	Y	1	Y	7	Y	1

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Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Rose 315	1	B	N	62	N	0	Y	7	Y	1
Rose 316	1	B	Y	74	Y	1	Y	12	Y	1
Rose 317	1	B	N	63	N	0	Y	7	Y	1
Rose 318	1	B	Y	74	Y	1	Y	14	Y	1
Rose 319	1	B	N	63	N	0	Y	7	Y	1
Rose 320	1	B	Y	74	Y	1	Y	15	Y	1
Rose 321	1	B	N	64	N	0	Y	8	Y	1
Rose 323	1	B	N	65	N	0	Y	9	Y	1
Rose 324	1	B	Y	75	Y	1	Y	17	Y	1
Rose 327	2	B	Y	69	Y	2	Y	11	Y	2
Rose 329	1	B	Y	70	Y	1	Y	12	Y	1
Rose 331	1	B	Y	71	Y	1	Y	13	Y	1
Rose 333	1	B	Y	72	Y	1	Y	14	Y	1
Valeria 330	1	B	N	51	N	0	Y	1	N	0
Valeria 332	2	B	N	52	N	0	Y	1	N	0
Valeria 333	2	B	N	53	N	0	Y	1	N	0
Valeria 334	2	B	N	52	N	0	Y	1	N	0
Valeria 335	1	B	N	53	N	0	Y	1	N	0
Valeria 336	1	B	N	53	N	0	Y	1	N	0
Valeria 337	1	B	N	54	N	0	Y	1	N	0
Valeria 338	1	B	N	53	N	0	Y	1	N	0
Valeria 339	1	B	N	54	N	0	Y	1	N	0
Valeria 340	2	B	N	54	N	0	Y	2	N	0
Valeria 341	1	B	N	54	N	0	Y	1	N	0

FEASIBILITY ANALYSIS FOR NAA 21 (REPLACEMENT)

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Impacts	
Category B Impacts	18
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	18.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Valeria 342	1	B	N	55	N	0	Y	2	N	0
Valeria 343	1	B	N	55	N	0	Y	1	N	0
Valeria 344	2	B	N	57	N	0	Y	2	N	0
Valeria 347	2	B	Y	59	N	0	Y	1	N	0

Benefited Ground-Level Residence	47
Equivalent Ground-Level Benefits	0.95
Total Ground-Level Benefits	47.95
1st Row Ground-Level Impacted	18.00
1st Row Ground-Level Impacted and Benefited	16.00

FEASIBILITY %	**89%**

REASONABLENESS ALLOWANCE FOR NAA 21 (REPLACEMENT)

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1985	1500
	% residences constructed after highway	24%	
	% residences constructed before 2005	81%	
	% residences constructed after 2005	19%	
Previous Type I Widening Allowance	Last Type I widening project date	2020	200
	% residences constructed after widening	10%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	72 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,800

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 21 - REPLACE

Noise Analysis Area:	21 - REPLACE
Description:	Rose St W
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Burbank 2245	1	B	N	55	51	4	N	0	0	N	0
Burbank 2247	1	B	N	53	50	3	N	0	0	N	0
Foster 2221	1	B	Y	73	58	15	Y	1	1	Y	1
Foster 2223	1	B	N	65	55	10	Y	1	0	Y	0
Foster 2227	1	B	N	60	56	4	N	0	0	N	0
Foster 2229	1	B	N	57	56	2	N	0	0	N	0
Foster 2231	1	B	N	57	56	1	N	0	0	N	0
Foster 2233	1	B	N	55	54	0	N	0	0	N	0
Foster 2237	1	B	N	52	52	0	N	0	0	N	0
Foster 2241	1	B	N	50	50	0	N	0	0	N	0
Foster 2243	1	B	N	53	53	0	N	0	0	N	0
Fox 2224	1	B	Y	71	56	15	Y	1	1	Y	1
Fox 2226A	1	B	N	64	55	9	Y	1	0	Y	0
Fox 2226B	1	B	N	60	54	6	Y	1	0	N	0
Fox 2228	1	B	N	58	54	5	Y	1	0	N	0
Fox 2230	1	B	N	57	53	4	N	0	0	N	0
Oriel 226	0.1	C	N	52	49	3	N	0	0	N	0
Oriel 297	2	B	N	50	48	3	N	0	0	N	0
Oriel 301	2	B	N	51	48	3	N	0	0	N	0
Oriel 303	1	B	N	51	49	2	N	0	0	N	0
Oriel 305	2	B	N	54	51	3	N	0	0	N	0
Oriel 306	1	B	N	54	51	3	N	0	0	N	0
Oriel 307	1	B	N	52	49	3	N	0	0	N	0
Oriel 308	1	B	N	55	51	4	N	0	0	N	0
Oriel 309	1	B	N	52	50	3	N	0	0	N	0
Oriel 310	1	B	N	55	51	4	N	0	0	N	0
Oriel 311	1	B	N	53	50	3	N	0	0	N	0
Oriel 312	1	B	N	56	52	4	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 21 - REPLACE

Noise Analysis Area:	21 - REPLACE
Description:	Rose St W
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Oriel 313	1	B	N	52	50	3	N	0	0	N	0
Oriel 314	1	B	N	58	53	5	Y	1	0	N	0
Oriel 315	1	B	N	53	50	3	N	0	0	N	0
Oriel 316	1	B	N	58	53	5	Y	1	0	N	0
Oriel 318	1	B	N	59	54	5	Y	1	0	N	0
Oriel 319	1	B	N	53	50	3	N	0	0	N	0
Oriel 320	1	B	N	59	53	5	Y	1	0	N	0
Oriel 321	1	B	N	53	50	3	N	0	0	N	0
Oriel 322	1	B	N	59	53	6	Y	1	0	N	0
Oriel 323	1	B	N	53	50	3	N	0	0	N	0
Oriel 325	1	B	N	52	50	2	N	0	0	N	0
Oriel 327	1	B	N	52	50	2	N	0	0	N	0
Oriel 329	2	B	N	52	50	2	N	0	0	N	0
Oriel 331	1	B	N	55	51	3	N	0	0	N	0
Oriel 333	1	B	N	55	51	4	N	0	0	N	0
Oriel 335	1	B	N	57	52	4	N	0	0	N	0
Oriel 337	1	B	N	58	52	5	Y	1	0	N	0
Oriel 339	2	B	N	58	52	6	Y	2	0	N	0
Oriel 341	4	B	Y	63	56	7	Y	4	4	Y	4
Peachtree 338	1	B	N	57	57	0	N	0	0	N	0
Peachtree 340	2	B	N	57	57	0	N	0	0	N	0
Peachtree 344	1	B	N	57	57	0	N	0	0	N	0
Rose 211	2	B	N	54	52	3	N	0	0	N	0
Rose 217	1	B	N	54	51	3	N	0	0	N	0
Rose 218	1	B	Y	62	55	6	Y	1	1	N	0
Rose 219	1	B	N	56	52	4	N	0	0	N	0
Rose 221	1	B	N	55	52	3	N	0	0	N	0
Rose 222	1	B	Y	63	56	7	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 21 - REPLACE

Noise Analysis Area:	21 - REPLACE
Description:	Rose St W
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Rose 223	1	B	N	56	52	4	N	0	0	N	0
Rose 224	1	B	Y	64	57	7	Y	1	1	Y	1
Rose 225	1	B	N	58	53	5	Y	1	0	N	0
Rose 226	1	B	Y	68	57	10	Y	1	1	Y	1
Rose 301	0.95	D	N	58	54	5	Y	1	0	N	0
Rose 302	1	B	Y	65	58	7	Y	1	1	Y	1
Rose 304	1	B	Y	71	59	12	Y	1	1	Y	1
Rose 305	1	B	N	61	56	5	Y	1	0	N	0
Rose 306	1	B	Y	68	60	8	Y	1	1	Y	1
Rose 307	1	B	N	61	56	6	Y	1	0	N	0
Rose 308	1	B	Y	71	62	9	Y	1	1	Y	1
Rose 309	1	B	N	62	56	6	Y	1	0	N	0
Rose 310	2	B	Y	74	70	4	N	0	0	N	0
Rose 311	1	B	N	62	56	6	Y	1	0	N	0
Rose 313	1	B	N	62	56	6	Y	1	0	N	0
Rose 314	1	B	Y	74	67	7	Y	1	1	Y	1
Rose 315	1	B	N	62	56	7	Y	1	0	Y	0
Rose 316	1	B	Y	74	62	12	Y	1	1	Y	1
Rose 317	1	B	N	63	56	7	Y	1	0	Y	0
Rose 318	1	B	Y	74	60	14	Y	1	1	Y	1
Rose 319	1	B	N	63	56	7	Y	1	0	Y	0
Rose 320	1	B	Y	74	59	15	Y	1	1	Y	1
Rose 321	1	B	N	64	56	8	Y	1	0	Y	0
Rose 323	1	B	N	65	56	9	Y	1	0	Y	0
Rose 324	1	B	Y	75	58	17	Y	1	1	Y	1
Rose 327	2	B	Y	69	58	11	Y	2	2	Y	2
Rose 329	1	B	Y	70	58	12	Y	1	1	Y	1
Rose 331	1	B	Y	71	58	13	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 21 - REPLACE

Noise Analysis Area:	21 - REPLACE
Description:	Rose St W
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Rose 333	1.00	B	Y	72	58	14	Y	1	1	Y	1
Valeria 330	1	B	N	51	50	1	N	0	0	N	0
Valeria 332	2	B	N	52	50	1	N	0	0	N	0
Valeria 333	2	B	N	53	52	1	N	0	0	N	0
Valeria 334	2	B	N	52	51	1	N	0	0	N	0
Valeria 335	1	B	N	53	52	1	N	0	0	N	0
Valeria 336	1	B	N	53	51	1	N	0	0	N	0
Valeria 337	1	B	N	54	53	1	N	0	0	N	0
Valeria 338	1	B	N	53	52	1	N	0	0	N	0
Valeria 339	1	B	N	54	53	1	N	0	0	N	0
Valeria 340	2	B	N	54	53	2	N	0	0	N	0
Valeria 341	1	B	N	54	53	1	N	0	0	N	0
Valeria 342	1	B	N	55	53	2	N	0	0	N	0
Valeria 343	1	B	N	55	54	1	N	0	0	N	0
Valeria 344	2	B	N	57	55	2	N	0	0	N	0
Valeria 347	2	B	Y	59	58	1	N	0	0	N	0

First Row Benefited Residences	24
Equivalent First Row Benefits	0.00
Total First Row Benefits	24.00
Total First Row Receiving 7 dB IL	23.00

% Meeting NRDG	**96%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 21R- BARRIER A

Noise Analysis Area:	21R- BARRIER A
Description:	Rose St W
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1747013.4,651854.3	1747048.6,651947.9	100	F, EOP	584	596	12	1,200
1747048.6,651947.9	1747083.6,652041.5	100	F, EOP	578	594	16	1,599
1747083.6,652041.5	1747153.5,652113.1	100	F, T	572	590	18	1,801
1747153.5,652113.1	1747211.9,652194.3	100	F, ROW	566	586	20	1,999
1747211.9,652194.3	1747260.4,652260.5	82	F, ROW	558	578	20	1,642
1747260.4,652260.5	1747346.9,652310.8	100	F, ROW	554	574	20	2,001
1747346.9,652310.8	1747432.6,652362.2	100	F, ROW	550	570	20	2,000
1747432.6,652362.2	1747522.1,652406.8	100	F, ROW	556	576	20	2,000
1747522.1,652406.8	1747600.5,652454.4	92	F, ROW	556	576	20	1,835
1747600.5,652454.4	1747697.5,652479	100	F, ROW	544	564	20	2,001
1747697.5,652479	1747795.4,652499.6	100	F, ROW	544	564	20	2,000
1747795.4,652499.6	1747894.4,652512.8	100	F, ROW	544	564	20	1,998
1747894.4,652512.8	1747993.8,652524.6	100	F, ROW	538	558	20	2,001
1747993.8,652524.6	1748092.8,652538.3	100	F, ROW	538	558	20	1,999
1748092.8,652538.3	1748139.3,652544.3	47	F, ROW	538	556	18	844
1748139.3,652544.3	BARRIER END	-	F, ROW	540	558	18	-

Barrier Length (ft)	1,421
Average Barrier Height (ft)	18.88
Barrier Area (sq ft)	26,920

Total Barrier System Area (sq ft)	46,989
Average Barrier System Height (ft)	19.69
Number of Benefited Residences	47.00
Area Per Benefited Residence (sq ft)	1,000
Allowable Area Per Benefited Residence (sq ft)	1,800
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 21R- BARRIER B

Noise Analysis Area:	21R- BARRIER B
Description:	Rose St W
Design Year:	2052
Alternative:	BUILD

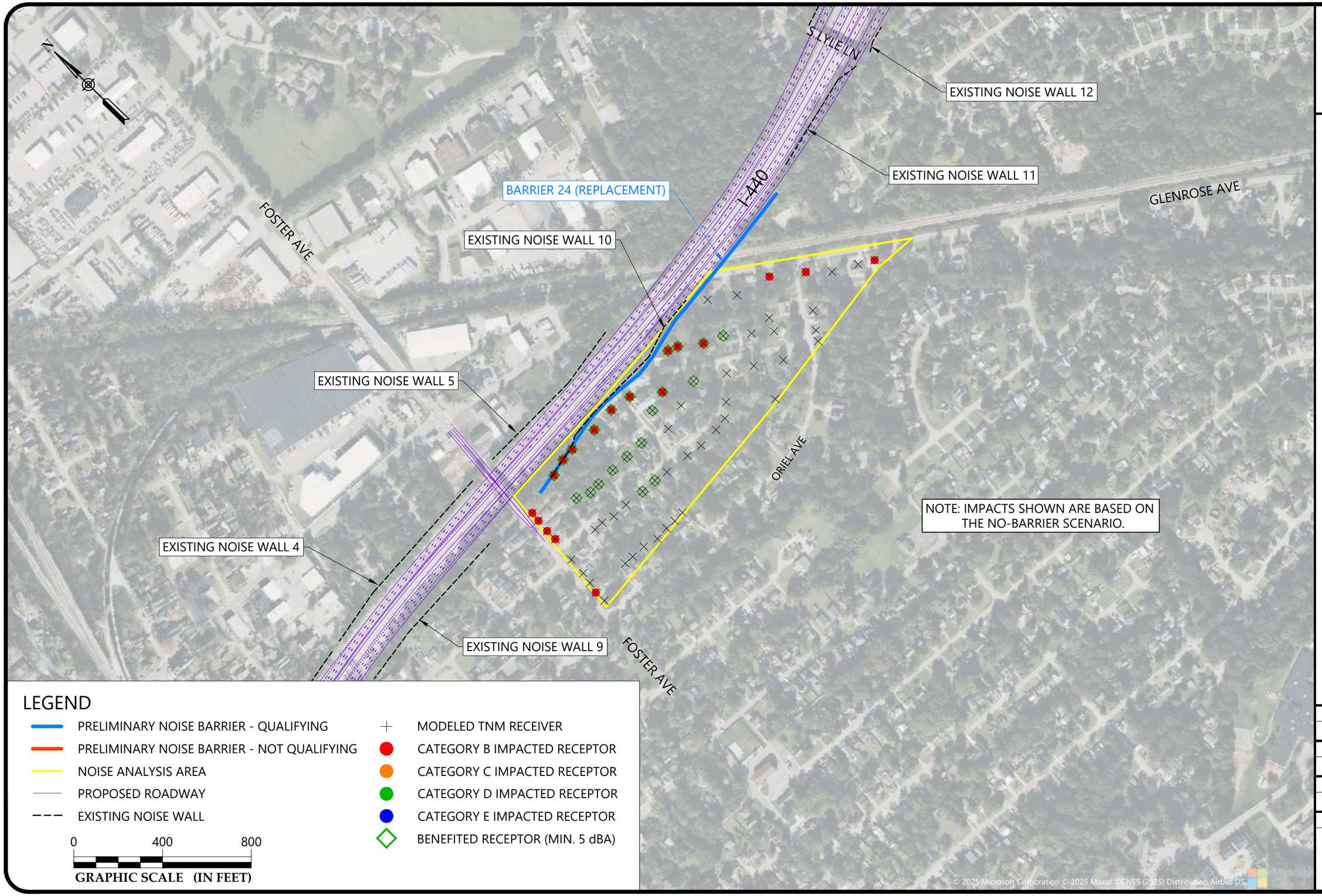
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1748195.1,652549.4	1748294.3,652562.3	100	F, ROW	542	560	18	1,799
1748294.3,652562.3	1748394.1,652557.6	100	F, ROW	544	564	20	2,000
1748394.1,652557.6	1748494.1,652559.6	100	F, ROW	549	569	20	2,000
1748494.1,652559.6	1748594,652554.4	100	F, ROW	551	571	20	2,000
1748594,652554.4	1748694,652555.3	100	F, ROW	551	573	22	2,200
1748694,652555.3	1748790.9,652580.1	100	F, ROW	550	572	22	2,200
1748790.9,652580.1	1748890.9,652580.2	100	F, ROW	548	570	22	2,200
1748890.9,652580.2	1748990.9,652578.2	100	F, ROW	551	573	22	2,200
1748990.9,652578.2	1749090.8,652583.9	100	F, ROW	554	576	22	2,201
1749090.8,652583.9	1749148.4,652586.7	58	F, ROW	556	578	22	1,269

Barrier Length (ft)	958
Average Barrier Height (ft)	21.00
Barrier Area (sq ft)	20,069

Total Barrier System Area (sq ft)	46,989
Average Barrier System Height (ft)	19.69
Number of Benefited Residences	47.00
Area Per Benefited Residence (sq ft)	1,000
Allowable Area Per Benefited Residence (sq ft)	1,800
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 24 BARRIER ANALYSIS (REPLACEMENT)

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/27/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F9

FEASIBILITY ANALYSIS FOR NAA 24 (REPLACEMENT)

Noise Analysis Area:	24 (REPLACE)
Description:	Evelyn Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	25
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	25.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Evelyn 101	2	B	Y	71	Y	2	Y	13	Y	2
Evelyn 105	3	B	Y	72	Y	3	Y	13	Y	3
Evelyn 107	1	B	Y	74	Y	1	Y	17	Y	1
Evelyn 109	1	B	Y	76	Y	1	Y	13	Y	1
Evelyn 113	2	B	Y	74	Y	2	Y	17	Y	2
Evelyn 84	1	B	N	62	N	0	Y	4	N	0
Evelyn 85	1	B	N	58	N	0	Y	3	N	0
Evelyn 86	1	B	N	63	N	0	Y	4	N	0
Evelyn 87	1	B	N	60	N	0	Y	3	N	0
Evelyn 88	1	B	N	64	N	0	Y	5	Y	1
Evelyn 89	1	B	N	61	N	0	Y	4	N	0
Evelyn 90	1	B	Y	66	Y	1	Y	6	Y	1
Evelyn 92	1	B	Y	69	Y	1	Y	9	Y	1
Evelyn 94	1	B	Y	71	Y	1	Y	12	Y	1
Evelyn 95	1	B	N	64	N	0	Y	5	Y	1
Evelyn 97	1	B	N	66	Y	1	Y	7	Y	1
Evelyn 99	2	B	Y	71	Y	2	Y	13	Y	2
Foster 2218	1	B	Y	70	Y	1	Y	0	N	0
Foster 2222	2	B	N	68	Y	2	Y	0	N	0
Foster 2226	2	B	N	67	Y	2	Y	0	N	0
Foster 2228	1	B	N	66	Y	1	Y	0	N	0
Foster 2232	1	B	N	65	N	0	Y	0	N	0
Foster 2234	1	B	N	64	N	0	Y	0	N	0
Foster 2238	1	B	N	65	N	0	Y	0	N	0

FEASIBILITY ANALYSIS FOR NAA 24 (REPLACEMENT)

Noise Analysis Area:	24 (REPLACE)
Description:	Evelyn Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	25
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	25.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Foster 2240	1	B	N	66	Y	1	Y	0	N	0
Foster 2242	1	B	N	65	N	0	Y	0	N	0
Glenrose 69	1	B	N	66	Y	1	Y	0	N	0
Glenrose 71	1	B	N	65	N	0	Y	0	N	0
Glenrose 73	1	B	N	64	N	0	Y	1	N	0
Glenrose 75	1	B	N	66	Y	1	Y	0	N	0
Glenrose 77	1	B	Y	67	Y	1	Y	1	N	0
Glenrose 79	1	B	Y	63	N	0	Y	2	N	0
Glenrose 83	1	B	Y	64	N	0	Y	4	N	0
Miller 2205	1	B	N	61	N	0	Y	5	Y	1
Oriel 104	4	B	N	52	N	0	Y	2	N	0
Oriel 106	1	B	N	52	N	0	Y	2	N	0
Oriel 108	1	B	N	52	N	0	Y	1	N	0
Oriel 110	1	B	N	51	N	0	Y	1	N	0
Oriel 114	1	B	N	50	N	0	Y	0	N	0
Oriel 116	1	B	N	50	N	0	Y	1	N	0
Oriel 118	1	B	N	50	N	0	Y	0	N	0
Oriel 75	1	B	N	60	N	0	Y	3	N	0
Oriel 76	1	B	N	63	N	0	Y	4	N	0
Oriel 77	1	B	N	58	N	0	Y	3	N	0
Oriel 79	1	B	N	57	N	0	Y	3	N	0
Oriel 86	1	B	N	54	N	0	Y	3	N	0
Rose 100	2	B	N	59	N	0	Y	7	Y	2
Rose 101	1	B	N	52	N	0	Y	4	N	0

FEASIBILITY ANALYSIS FOR NAA 24 (REPLACEMENT)

Noise Analysis Area:	24 (REPLACE)
Description:	Evelyn Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	25
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	25.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Rose 102	2	B	N	60	N	0	Y	7	Y	2
Rose 103	1	B	N	54	N	0	Y	5	Y	1
Rose 105	2	B	N	57	N	0	Y	5	Y	2
Rose 108	1	B	N	62	N	0	Y	8	Y	1
Rose 109	2	B	N	59	N	0	Y	4	N	0
Rose 110	1	B	N	64	N	0	Y	9	Y	1
Rose 112	1	B	N	64	N	0	Y	8	Y	1
Rose 113	1	B	N	58	N	0	Y	4	N	0
Rose 115	1	B	N	57	N	0	Y	3	N	0
Rose 117	1	B	N	56	N	0	Y	2	N	0
Rose 118	1	B	N	65	N	0	Y	7	Y	1
Rose 91	1	B	N	59	N	0	Y	4	N	0
Rose 93	1	B	N	58	N	0	Y	4	N	0
Rose 95	1	B	N	57	N	0	Y	4	N	0
Rose 96	1	B	N	63	N	0	Y	4	N	0
Rose 97	1	B	N	55	N	0	Y	3	N	0
Rose 98	2	B	N	60	N	0	Y	4	N	0
Rose 99	1	B	N	54	N	0	Y	3	N	0

Benefited Ground-Level Residence	29
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	29.00
1st Row Ground-Level Impacted	16.00
1st Row Ground-Level Impacted and Benefited	14.00

FEASIBILITY %	**88%**

REASONABLENESS ALLOWANCE FOR NAA 24 (REPLACEMENT)

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1985	1500
	% residences constructed after highway	20%	
	% residences constructed before 2005	83%	
	% residences constructed after 2005	17%	
Previous Type I Widening Allowance	Last Type I widening project date	2020	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	71 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,800

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 24 (REPLACEMENT)

Noise Analysis Area:	24 (REPLACE)
Description:	Evelyn Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Evelyn 101	2	B	Y	71	58	13	Y	2	2	Y	2
Evelyn 105	3	B	Y	72	58	13	Y	3	3	Y	3
Evelyn 107	1	B	Y	74	57	17	Y	1	1	Y	1
Evelyn 109	1	B	Y	76	63	13	Y	1	1	Y	1
Evelyn 113	2	B	Y	74	57	17	Y	2	2	Y	2
Evelyn 84	1	B	N	62	58	4	N	0	0	N	0
Evelyn 85	1	B	N	58	55	3	N	0	0	N	0
Evelyn 86	1	B	N	63	59	4	N	0	0	N	0
Evelyn 87	1	B	N	60	57	3	N	0	0	N	0
Evelyn 88	1	B	N	64	59	5	Y	1	0	N	0
Evelyn 89	1	B	N	61	57	4	N	0	0	N	0
Evelyn 90	1	B	Y	66	60	6	Y	1	1	N	0
Evelyn 92	1	B	Y	69	60	9	Y	1	1	Y	1
Evelyn 94	1	B	Y	71	60	12	Y	1	1	Y	1
Evelyn 95	1	B	N	64	59	5	Y	1	0	N	0
Evelyn 97	1	B	N	66	58	7	Y	1	0	Y	0
Evelyn 99	2	B	Y	71	58	13	Y	2	2	Y	2
Foster 2218	1	B	Y	70	70	0	N	0	0	N	0
Foster 2222	2	B	N	68	68	0	N	0	0	N	0
Foster 2226	2	B	N	67	67	0	N	0	0	N	0
Foster 2228	1	B	N	66	66	0	N	0	0	N	0
Foster 2232	1	B	N	65	65	0	N	0	0	N	0
Foster 2234	1	B	N	64	64	0	N	0	0	N	0
Foster 2238	1	B	N	65	65	0	N	0	0	N	0
Foster 2240	1	B	N	66	66	0	N	0	0	N	0
Foster 2242	1	B	N	65	65	0	N	0	0	N	0
Glenrose 69	1	B	N	66	66	0	N	0	0	N	0
Glenrose 71	1	B	N	65	65	0	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 24 (REPLACEMENT)

Noise Analysis Area:	24 (REPLACE)
Description:	Evelyn Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Glenrose 73	1	B	N	64	64	1	N	0	0	N	0
Glenrose 75	1	B	N	66	65	0	N	0	0	N	0
Glenrose 77	1	B	Y	67	66	1	N	0	0	N	0
Glenrose 79	1	B	Y	63	61	2	N	0	0	N	0
Glenrose 83	1	B	Y	64	60	4	N	0	0	N	0
Miller 2205	1	B	N	61	56	5	Y	1	0	N	0
Oriel 104	4	B	N	52	50	2	N	0	0	N	0
Oriel 106	1	B	N	52	50	2	N	0	0	N	0
Oriel 108	1	B	N	52	50	1	N	0	0	N	0
Oriel 110	1	B	N	51	51	1	N	0	0	N	0
Oriel 114	1	B	N	50	50	0	N	0	0	N	0
Oriel 116	1	B	N	50	49	1	N	0	0	N	0
Oriel 118	1	B	N	50	50	0	N	0	0	N	0
Oriel 75	1	B	N	60	58	3	N	0	0	N	0
Oriel 76	1	B	N	63	59	4	N	0	0	N	0
Oriel 77	1	B	N	58	55	3	N	0	0	N	0
Oriel 79	1	B	N	57	54	3	N	0	0	N	0
Oriel 86	1	B	N	54	51	3	N	0	0	N	0
Rose 100	2	B	N	59	52	7	Y	2	0	Y	0
Rose 101	1	B	N	52	48	4	N	0	0	N	0
Rose 102	2	B	N	60	53	7	Y	2	0	Y	0
Rose 103	1	B	N	54	50	5	Y	1	0	N	0
Rose 105	2	B	N	57	52	5	Y	2	0	N	0
Rose 108	1	B	N	62	54	8	Y	1	0	Y	0
Rose 109	2	B	N	59	54	4	N	0	0	N	0
Rose 110	1	B	N	64	55	9	Y	1	0	Y	0
Rose 112	1	B	N	64	56	8	Y	1	0	Y	0
Rose 113	1	B	N	58	54	4	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 24 (REPLACEMENT)

Noise Analysis Area:	24 (REPLACE)
Description:	Evelyn Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Rose 115	1	B	N	57	54	3	N	0	0	N	0
Rose 117	1	B	N	56	54	2	N	0	0	N	0
Rose 118	1	B	N	65	58	7	Y	1	0	Y	0
Rose 91	1	B	N	59	55	4	N	0	0	N	0
Rose 93	1	B	N	58	54	4	N	0	0	N	0
Rose 95	1	B	N	57	53	4	N	0	0	N	0
Rose 96	1	B	N	63	58	4	N	0	0	N	0
Rose 97	1	B	N	55	53	3	N	0	0	N	0
Rose 98	2	B	N	60	56	4	N	0	0	N	0
Rose 99	1	B	N	54	51	3	N	0	0	N	0

First Row Benefited Residences	14
Equivalent First Row Benefits	0.00
Total First Row Benefits	14.00
Total First Row Receiving 7 dB IL	13.00

% Meeting NRDG	**93%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 24 (REPLACEMENT)

Noise Analysis Area:	24 (REPLACE)
Description:	Evelyn Dr
Design Year:	2052
Alternative:	BUILD

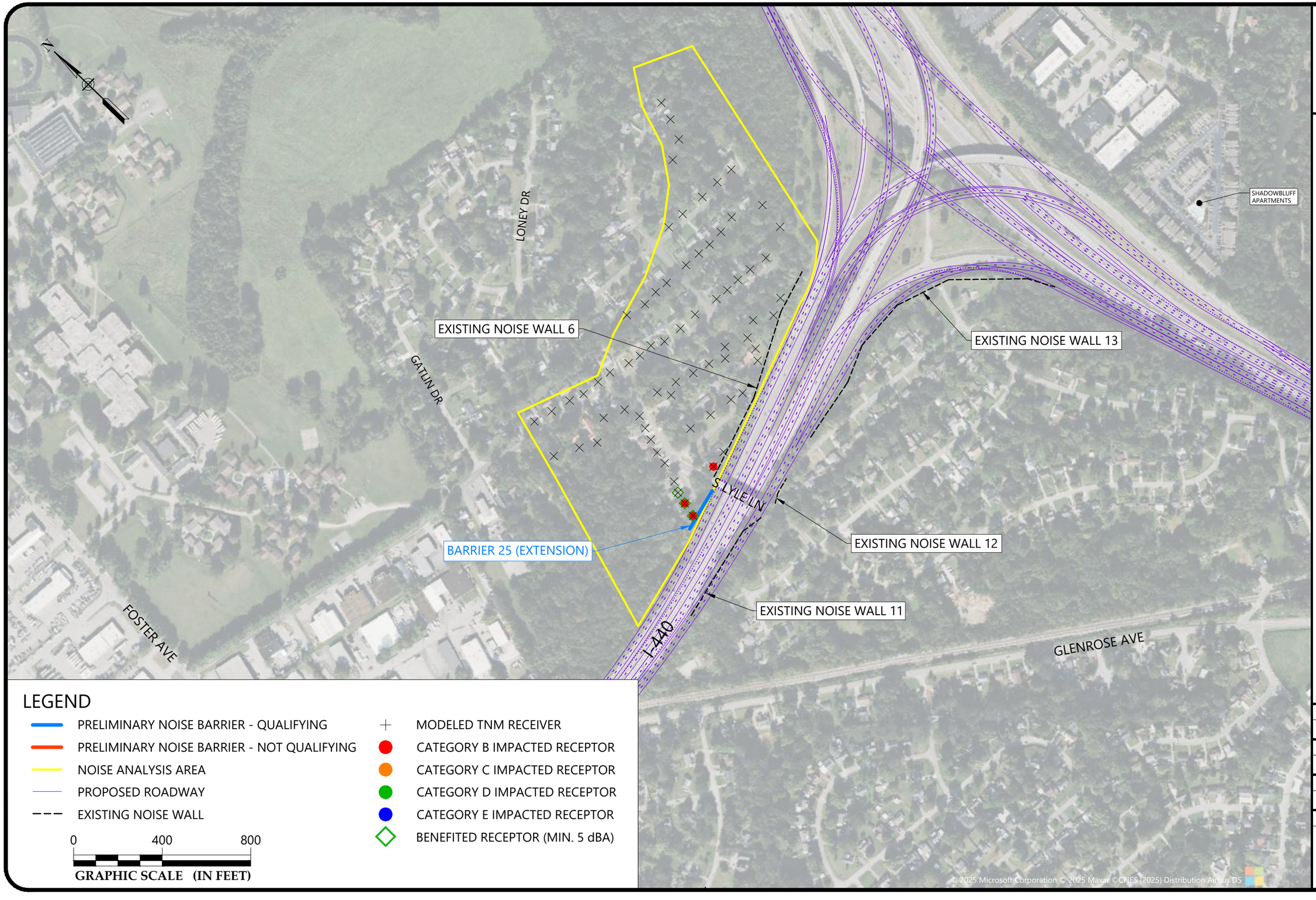
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1749321.1,652593.3	1749419.9,652609.3	100	F, T	548	568	20	2,001
1749419.9,652609.3	1749518.1,652627.8	100	F, T	544	564	20	2,000
1749518.1,652627.8	1749616.9,652643.9	100	F, T	538	558	20	2,001
1749616.9,652643.9	1749715.3,652661.4	100	F, T	528	548	20	1,998
1749715.3,652661.4	1749815.3,652663.1	100	F, EOP	524	544	20	2,000
1749815.3,652663.1	1749914.9,652654.6	100	F, T	524	544	20	2,000
1749914.9,652654.6	1750014.1,652641.8	100	F, ROW	526	546	20	2,001
1750014.1,652641.8	1750113.4,652653.3	100	F, T	528	548	20	1,998
1750113.4,652653.3	1750210.8,652676.4	100	F, T	524	544	20	2,001
1750210.8,652676.4	1750307.4,652695.5	98	F, EOP	522	542	20	1,970
1750307.4,652695.5	1750372.9,652698.9	66	F, EOP	524	544	20	1,312
1750372.9,652698.9	1750787.8,652735.4	416	F, EOP	522	542	20	8,330
1750787.8,652735.4	1750825.8,652740.2	38	F, EOP	526	546	20	766
1750825.8,652740.2	1750925.1,652750.1	100	F, EOP	526	546	20	1,997
1750925.1,652750.1	1751024.6,652761.1	100	F, EOP	528	548	20	2,002
1751024.6,652761.1	BARRIER END	-	F, EOP	529	549	20	-

Barrier Length (ft)	1,718
Average Barrier Height (ft)	20.00
Barrier Area (sq ft)	34,377

Total Barrier System Area (sq ft)	34,377
Average Barrier System Height (ft)	20.00
Number of Benefited Residences	29.00
Area Per Benefited Residence (sq ft)	1,185
Allowable Area Per Benefited Residence (sq ft)	1,800
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 25 BARRIER ANALYSIS (EXTENSION)

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/27/2025

PROJECT NUMBER 24430273B

FIGURE NO. **F10**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 25 (EXTEND)

Noise Analysis Area:	25 (EXTEND)
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	5
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	5.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Imperial 212	1	B	Y	59	N	0	Y	0	N	0
Imperial 214	1	B	Y	61	N	0	Y	0	N	0
Imperial 216	1	B	Y	61	N	0	Y	0	N	0
Imperial 218	1	B	Y	60	N	0	Y	0	N	0
Imperial 223	1	B	Y	63	N	0	Y	0	N	0
Imperial 225	1	B	Y	66	Y	1	Y	1	N	0
Lavergne 1980	1	B	Y	57	N	0	Y	0	N	0
Lavergne 1982	1	B	Y	57	N	0	Y	0	N	0
Lavergne 1984	1	B	Y	57	N	0	Y	0	N	0
Lavergne 1986	1	B	N	57	N	0	Y	0	N	0
Lyle 60	1	B	Y	64	N	0	Y	0	N	0
Lyle 61	1	B	Y	63	N	0	Y	0	N	0
Lyle 62	1	B	Y	62	N	0	Y	0	N	0
Lyle 63	1	B	Y	61	N	0	Y	0	N	0
Lyle 64	1	B	Y	61	N	0	Y	0	N	0
Lyle 65	1	B	Y	61	N	0	Y	0	N	0
Lyle 66	1	B	N	60	N	0	Y	0	N	0
Lyle 67	1	B	N	59	N	0	Y	0	N	0
Lyle 68	1	B	N	59	N	0	Y	0	N	0
Lyle 69	1	B	N	58	N	0	Y	0	N	0
Lyle 70	1	B	N	58	N	0	Y	0	N	0
Lyle 71	1	B	N	57	N	0	Y	0	N	0

FEASIBILITY ANALYSIS FOR NAA 25 (EXTEND)

Noise Analysis Area:	25 (EXTEND)
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	5
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	5.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Lyle 72	1	B	N	57	N	0	Y	0	N	0
Lyle 73	1	B	N	57	N	0	Y	0	N	0
Lyle 74	1	B	N	56	N	0	Y	0	N	0
Lyle 75	1	B	N	57	N	0	Y	0	N	0
Lyle 76	1	B	N	55	N	0	Y	0	N	0
Lyle 77	2	B	N	56	N	0	Y	0	N	0
Lyle 78	1	B	N	54	N	0	Y	0	N	0
Lyle 79	2	B	N	55	N	0	Y	0	N	0
Lyle 80	1	B	N	54	N	0	Y	0	N	0
Lyle 82	1	B	N	54	N	0	Y	0	N	0
Lyle 84	1	B	N	54	N	0	Y	0	N	0
Lyle 86	1	B	N	54	N	0	Y	0	N	0
Lyle 87	2	B	N	56	N	0	Y	0	N	0
Lyle 88	1	B	N	54	N	0	Y	0	N	0
Lyle 89	1	B	N	57	N	0	Y	0	N	0
Lyle 90	1	B	N	53	N	0	Y	0	N	0
Lyle 91	1	B	N	57	N	0	Y	0	N	0
Lyle 92	1	B	N	52	N	0	Y	0	N	0
Lyle 93	1	B	N	57	N	0	Y	0	N	0
Lyle 94	1	B	N	53	N	0	Y	0	N	0
MP-79	0	B	Y	60	N	0	Y	0	N	0
S Lyle 1091	2	B	N	54	N	0	Y	0	N	0

FEASIBILITY ANALYSIS FOR NAA 25 (EXTEND)

Noise Analysis Area:	25 (EXTEND)
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	5
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	5.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
S Lyle 1906	1	B	N	56	N	0	Y	0	N	0
S Lyle 1907	2	B	N	55	N	0	Y	2	N	0
S Lyle 1909	2	B	N	56	N	0	Y	2	N	0
S Lyle 1910	2	B	N	60	N	0	Y	1	N	0
S Lyle 1913	2	B	N	57	N	0	Y	2	N	0
S Lyle 1917	2	B	N	59	N	0	Y	2	N	0
S Lyle 1921	2	B	N	61	N	0	Y	2	N	0
S Lyle 2001	2	B	Y	63	N	0	Y	4	N	0
S Lyle 2005	2	B	Y	65	N	0	Y	5	Y	2
S Lyle 2009	2	B	Y	69	Y	2	Y	7	Y	2
S Lyle 2013	2	B	Y	76	Y	2	Y	10	Y	2
Scobey 61	1	B	Y	60	N	0	Y	0	N	0
Scobey 63	1	B	N	57	N	0	Y	0	N	0
Scobey 65	1	B	N	57	N	0	Y	0	N	0
Scobey 67	1	B	N	57	N	0	Y	0	N	0
Scobey 69	1	B	N	57	N	0	Y	0	N	0
Scobey 70	1	B	Y	58	N	0	Y	0	N	0
Scobey 71	1	B	N	56	N	0	Y	0	N	0
Scobey 72	1	B	N	58	N	0	Y	0	N	0
Scobey 73	1	B	N	55	N	0	Y	0	N	0
Scobey 74	1	B	N	57	N	0	Y	0	N	0
Scobey 75	1	B	N	54	N	0	Y	0	N	0

FEASIBILITY ANALYSIS FOR NAA 25 (EXTEND)

Noise Analysis Area:	25 (EXTEND)
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	5
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	5.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Scobey 76	1	B	N	56	N	0	Y	0	N	0
Scobey 77	1	B	N	53	N	0	Y	0	N	0
Scobey 78	1	B	N	55	N	0	Y	0	N	0
Scobey 79	1	B	N	53	N	0	Y	0	N	0

Benefited Ground-Level Residence	6
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	6.00
1st Row Ground-Level Impacted	5.00
1st Row Ground-Level Impacted and Benefited	4.00

FEASIBILITY %	**80%**

REASONABLENESS ALLOWANCE FOR NAA 25 (EXTEND)

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1985	1500
	% residences constructed after highway	6%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	2020	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	70 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	3 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,800

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 25 (EXTEND)

Noise Analysis Area:	25 (EXTEND)
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Imperial 212	1	B	Y	59	59	0	N	0	0	N	0
Imperial 214	1	B	Y	61	61	0	N	0	0	N	0
Imperial 216	1	B	Y	61	61	0	N	0	0	N	0
Imperial 218	1	B	Y	60	59	0	N	0	0	N	0
Imperial 223	1	B	Y	63	63	0	N	0	0	N	0
Imperial 225	1	B	Y	66	65	1	N	0	0	N	0
Lavergne 1980	1	B	Y	57	57	0	N	0	0	N	0
Lavergne 1982	1	B	Y	57	57	0	N	0	0	N	0
Lavergne 1984	1	B	Y	57	57	0	N	0	0	N	0
Lavergne 1986	1	B	N	57	57	0	N	0	0	N	0
Lyle 60	1	B	Y	64	64	0	N	0	0	N	0
Lyle 61	1	B	Y	63	63	0	N	0	0	N	0
Lyle 62	1	B	Y	62	62	0	N	0	0	N	0
Lyle 63	1	B	Y	61	61	0	N	0	0	N	0
Lyle 64	1	B	Y	61	61	0	N	0	0	N	0
Lyle 65	1	B	Y	61	61	0	N	0	0	N	0
Lyle 66	1	B	N	60	60	0	N	0	0	N	0
Lyle 67	1	B	N	59	59	0	N	0	0	N	0
Lyle 68	1	B	N	59	59	0	N	0	0	N	0
Lyle 69	1	B	N	58	57	0	N	0	0	N	0
Lyle 70	1	B	N	58	58	0	N	0	0	N	0
Lyle 71	1	B	N	57	57	0	N	0	0	N	0
Lyle 72	1	B	N	57	57	0	N	0	0	N	0
Lyle 73	1	B	N	57	57	0	N	0	0	N	0
Lyle 74	1	B	N	56	56	0	N	0	0	N	0
Lyle 75	1	B	N	57	57	0	N	0	0	N	0
Lyle 76	1	B	N	55	55	0	N	0	0	N	0
Lyle 77	2	B	N	56	56	0	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 25 (EXTEND)

Noise Analysis Area:	25 (EXTEND)
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Lyle 78	1	B	N	54	54	0	N	0	0	N	0
Lyle 79	2	B	N	55	55	0	N	0	0	N	0
Lyle 80	1	B	N	54	54	0	N	0	0	N	0
Lyle 82	1	B	N	54	54	0	N	0	0	N	0
Lyle 84	1	B	N	54	54	0	N	0	0	N	0
Lyle 86	1	B	N	54	54	0	N	0	0	N	0
Lyle 87	2	B	N	56	56	0	N	0	0	N	0
Lyle 88	1	B	N	54	54	0	N	0	0	N	0
Lyle 89	1	B	N	57	57	0	N	0	0	N	0
Lyle 90	1	B	N	53	53	0	N	0	0	N	0
Lyle 91	1	B	N	57	57	0	N	0	0	N	0
Lyle 92	1	B	N	52	52	0	N	0	0	N	0
Lyle 93	1	B	N	57	57	0	N	0	0	N	0
Lyle 94	1	B	N	53	53	0	N	0	0	N	0
MP-79	0	B	Y	60	60	0	N	0	0	N	0
S Lyle 1091	2	B	N	54	54	0	N	0	0	N	0
S Lyle 1906	1	B	N	56	56	0	N	0	0	N	0
S Lyle 1907	2	B	N	55	54	2	N	0	0	N	0
S Lyle 1909	2	B	N	56	54	2	N	0	0	N	0
S Lyle 1910	2	B	N	60	59	1	N	0	0	N	0
S Lyle 1913	2	B	N	57	55	2	N	0	0	N	0
S Lyle 1917	2	B	N	59	57	2	N	0	0	N	0
S Lyle 1921	2	B	N	61	59	2	N	0	0	N	0
S Lyle 2001	2	B	Y	63	59	4	N	0	0	N	0
S Lyle 2005	2	B	Y	65	60	5	Y	2	2	N	0
S Lyle 2009	2	B	Y	69	62	7	Y	2	2	Y	2
S Lyle 2013	2	B	Y	76	67	10	Y	2	2	Y	2
Scobey 61	1	B	Y	60	60	0	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 25 (EXTEND)

Noise Analysis Area:	25 (EXTEND)
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Scobey 63	1	B	N	57	57	0	N	0	0	N	0
Scobey 65	1	B	N	57	57	0	N	0	0	N	0
Scobey 67	1	B	N	57	57	0	N	0	0	N	0
Scobey 69	1	B	N	57	57	0	N	0	0	N	0
Scobey 70	1	B	Y	58	58	0	N	0	0	N	0
Scobey 71	1	B	N	56	56	0	N	0	0	N	0
Scobey 72	1	B	N	58	58	0	N	0	0	N	0
Scobey 73	1	B	N	55	55	0	N	0	0	N	0
Scobey 74	1	B	N	57	57	0	N	0	0	N	0
Scobey 75	1	B	N	54	54	0	N	0	0	N	0
Scobey 76	1	B	N	56	56	0	N	0	0	N	0
Scobey 77	1	B	N	53	53	0	N	0	0	N	0
Scobey 78	1	B	N	55	55	0	N	0	0	N	0
Scobey 79	1	B	N	53	53	0	N	0	0	N	0

First Row Benefited Residences	6
Equivalent First Row Benefits	0.00
Total First Row Benefits	6.00
Total First Row Receiving 7 dB IL	4.00

% Meeting NRDG	**67%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 25 (EXTEND)

Noise Analysis Area:	25 (EXTEND)
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

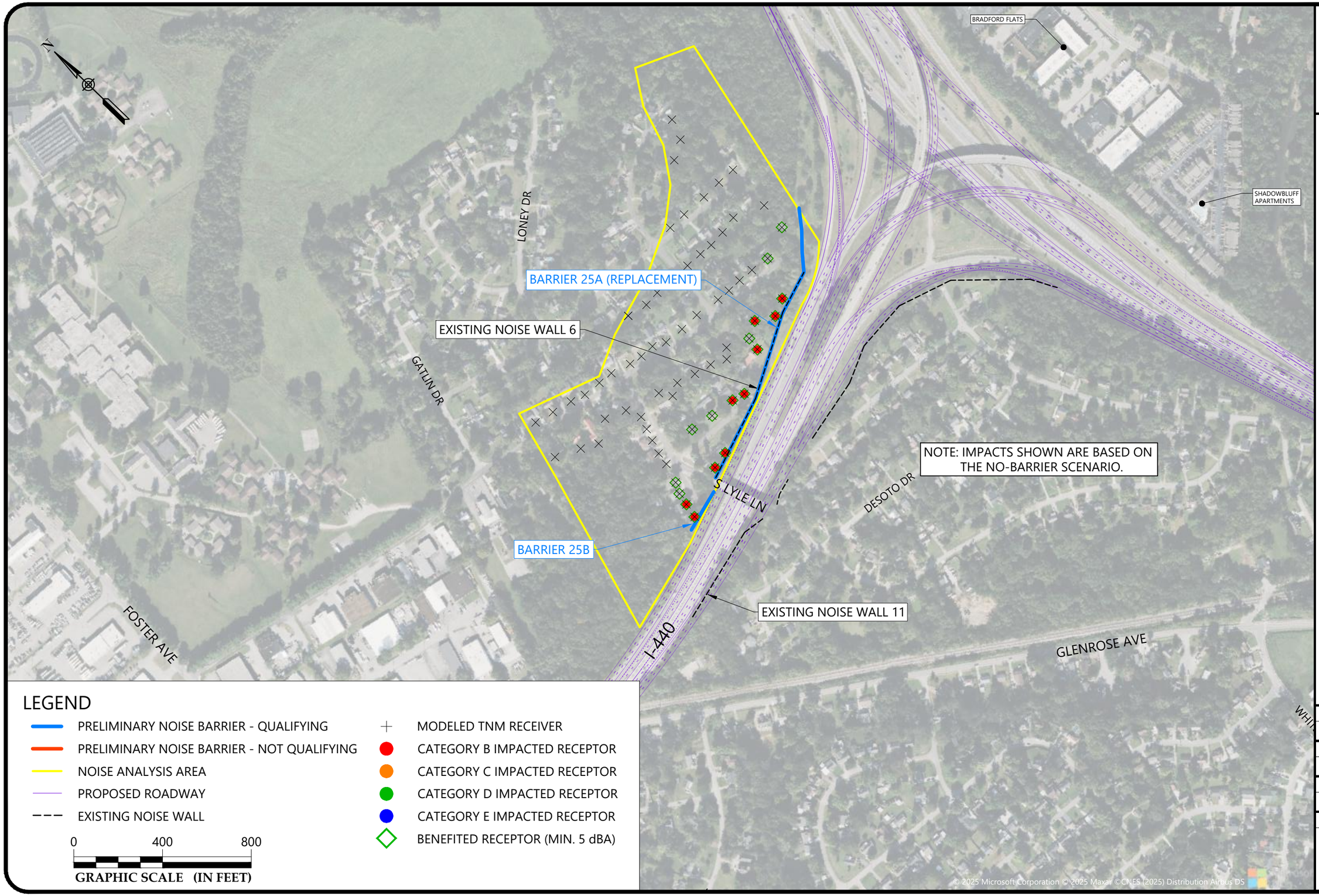
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1751622.5,653144.2	1751525.1,653121.6	100	F, ROW	550	562	12	1,199
1751525.1,653121.6	1751427.9,653098.3	100	F, ROW	539	551	12	1,200
1751427.9,653098.3	BARRIER END	-	F, ROW	538	550	12	-

Barrier Length (ft)	200
Average Barrier Height (ft)	12.00
Barrier Area (sq ft)	2,399

Total Barrier System Area (sq ft)	2,399
Average Barrier System Height (ft)	12.00
Number of Benefited Residences	6.00
Area Per Benefited Residence (sq ft)	400
Allowable Area Per Benefited Residence (sq ft)	1,800
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 25 BARRIER ANALYSIS (REPLACEMENT)

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/29/2025

PROJECT NUMBER: 24430273B

FIGURE NO.: **F11**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 25 (REPLACEMENT)

Noise Analysis Area:	25 REPLACE
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	12
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	12.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Imperial 212	1	B	Y	67	Y	1	Y	10	Y	1
Imperial 214	1	B	Y	68	Y	1	Y	10	Y	1
Imperial 216	1	B	Y	67	Y	1	Y	9	Y	1
Imperial 218	1	B	Y	64	N	0	Y	7	Y	1
Imperial 223	1	B	Y	75	Y	1	Y	16	Y	1
Imperial 225	1	B	Y	71	Y	1	Y	7	Y	1
Lavergne 1982	1	B	Y	57	N	0	Y	0	N	0
Lavergne 1984	1	B	Y	57	N	0	Y	0	N	0
Lavergne 1986	1	B	N	57	N	0	Y	0	N	0
Lyle 60	1	B	Y	64	N	0	Y	5	Y	1
Lyle 61	1	B	Y	71	Y	1	Y	13	Y	1
Lyle 62	1	B	Y	63	N	0	Y	5	Y	1
Lyle 63	1	B	Y	71	Y	1	Y	14	Y	1
Lyle 64	1	B	Y	62	N	0	Y	4	N	0
Lyle 65	1	B	Y	66	Y	1	Y	8	Y	1
Lyle 66	1	B	N	62	N	0	Y	3	N	0
Lyle 67	1	B	N	64	N	0	Y	7	Y	1
Lyle 68	1	B	N	60	N	0	Y	3	N	0
Lyle 69	1	B	N	60	N	0	Y	4	N	0
Lyle 70	1	B	N	59	N	0	Y	3	N	0
Lyle 71	1	B	N	59	N	0	Y	3	N	0

FEASIBILITY ANALYSIS FOR NAA 25 (REPLACEMENT)

Noise Analysis Area:	25 REPLACE
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	12
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	12.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Lyle 72	1	B	N	57	N	0	Y	2	N	0
Lyle 73	1	B	N	58	N	0	Y	2	N	0
Lyle 74	1	B	N	56	N	0	Y	1	N	0
Lyle 75	1	B	N	58	N	0	Y	2	N	0
Lyle 76	1	B	N	55	N	0	Y	1	N	0
Lyle 77	2	B	N	57	N	0	Y	2	N	0
Lyle 78	1	B	N	55	N	0	Y	1	N	0
Lyle 79	2	B	N	56	N	0	Y	2	N	0
Lyle 80	1	B	N	55	N	0	Y	1	N	0
Lyle 82	1	B	N	54	N	0	Y	1	N	0
Lyle 84	1	B	N	54	N	0	Y	1	N	0
Lyle 86	1	B	N	54	N	0	Y	1	N	0
Lyle 87	2	B	N	56	N	0	Y	0	N	0
Lyle 88	1	B	N	54	N	0	Y	1	N	0
Lyle 89	1	B	N	57	N	0	Y	0	N	0
Lyle 90	1	B	N	53	N	0	Y	0	N	0
Lyle 91	1	B	N	57	N	0	Y	0	N	0
Lyle 92	1	B	N	52	N	0	Y	0	N	0
Lyle 93	1	B	N	57	N	0	Y	0	N	0
Lyle 94	1	B	N	53	N	0	Y	0	N	0
MP-79	0	B	Y	70	Y	0	Y	12	Y	0

FEASIBILITY ANALYSIS FOR NAA 25 (REPLACEMENT)

Noise Analysis Area:	25 REPLACE
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	12
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	12.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
S Lyle 1091	2	B	N	55	N	0	Y	1	N	0
S Lyle 1906	1	B	N	57	N	0	Y	2	N	0
S Lyle 1907	2	B	N	56	N	0	Y	3	N	0
S Lyle 1909	2	B	N	56	N	0	Y	4	N	0
S Lyle 1910	2	B	N	62	N	0	Y	5	Y	2
S Lyle 1913	2	B	N	57	N	0	Y	3	N	0
S Lyle 1917	2	B	N	59	N	0	Y	3	N	0
S Lyle 1921	2	B	N	61	N	0	Y	3	N	0
S Lyle 2001	2	B	Y	63	N	0	Y	5	Y	2
S Lyle 2005	2	B	Y	65	N	0	Y	6	Y	2
S Lyle 2009	2	B	Y	69	Y	2	Y	7	Y	2
S Lyle 2013	2	B	Y	76	Y	2	Y	11	Y	2
Scobey 61	1	B	Y	60	N	0	Y	1	N	0
Scobey 63	1	B	N	57	N	0	Y	1	N	0
Scobey 65	1	B	N	57	N	0	Y	1	N	0
Scobey 67	1	B	N	57	N	0	Y	0	N	0
Scobey 69	1	B	N	57	N	0	Y	0	N	0
Scobey 70	1	B	Y	58	N	0	Y	0	N	0
Scobey 71	1	B	N	56	N	0	Y	0	N	0
Scobey 72	1	B	N	58	N	0	Y	0	N	0
Scobey 73	1	B	N	55	N	0	Y	0	N	0

FEASIBILITY ANALYSIS FOR NAA 25 (REPLACEMENT)

Noise Analysis Area:	25 REPLACE
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	12
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	12.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Scobey 74	1	B	N	57	N	0	Y	0	N	0
Scobey 75	1	B	N	54	N	0	Y	0	N	0
Scobey 76	1	B	N	56	N	0	Y	0	N	0
Scobey 77	1	B	N	53	N	0	Y	0	N	0
Scobey 78	1	B	N	55	N	0	Y	0	N	0
Scobey 79	1	B	N	53	N	0	Y	0	N	0
Scobey 79	1	B	N	53	N	0	Y	0	N	0

Benefited Ground-Level Residence	22
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	22.00
1st Row Ground-Level Impacted	12.00
1st Row Ground-Level Impacted and Benefited	12.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 25 (REPLACEMENT)

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1985	1500
	% residences constructed after highway	6%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	2020	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	70 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
	Total Allowance		1,800

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 25 (REPLACEMENT)

Noise Analysis Area:	25 (REPLACEMENT)
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Imperial 212	1	B	Y	67	57	10	Y	1	1	Y	1
Imperial 214	1	B	Y	68	58	10	Y	1	1	Y	1
Imperial 216	1	B	Y	67	58	9	Y	1	1	Y	1
Imperial 218	1	B	Y	64	57	7	Y	1	1	Y	1
Imperial 223	1	B	Y	75	59	16	Y	1	1	Y	1
Imperial 225	1	B	Y	71	63	7	Y	1	1	Y	1
Lavergne 1982	1	B	Y	57	57	0	N	0	0	N	0
Lavergne 1984	1	B	Y	57	57	0	N	0	0	N	0
Lavergne 1986	1	B	N	57	57	0	N	0	0	N	0
Lyle 60	1	B	Y	64	60	5	Y	1	1	N	0
Lyle 61	1	B	Y	71	58	13	Y	1	1	Y	1
Lyle 62	1	B	Y	63	58	5	Y	1	1	N	0
Lyle 63	1	B	Y	71	57	14	Y	1	1	Y	1
Lyle 64	1	B	Y	62	59	4	N	0	0	N	0
Lyle 65	1	B	Y	66	58	8	Y	1	1	Y	1
Lyle 66	1	B	N	62	58	3	N	0	0	N	0
Lyle 67	1	B	N	64	57	7	Y	1	0	Y	0
Lyle 68	1	B	N	60	58	3	N	0	0	N	0
Lyle 69	1	B	N	60	56	4	N	0	0	N	0
Lyle 70	1	B	N	59	57	3	N	0	0	N	0
Lyle 71	1	B	N	59	56	3	N	0	0	N	0
Lyle 72	1	B	N	57	56	2	N	0	0	N	0
Lyle 73	1	B	N	58	56	2	N	0	0	N	0
Lyle 74	1	B	N	56	55	1	N	0	0	N	0
Lyle 75	1	B	N	58	56	2	N	0	0	N	0
Lyle 76	1	B	N	55	54	1	N	0	0	N	0
Lyle 77	2	B	N	57	55	2	N	0	0	N	0
Lyle 78	1	B	N	55	53	1	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 25 (REPLACEMENT)

Noise Analysis Area:	25 (REPLACEMENT)
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Lyle 79	2	B	N	56	54	2	N	0	0	N	0
Lyle 80	1	B	N	55	54	1	N	0	0	N	0
Lyle 82	1	B	N	54	54	1	N	0	0	N	0
Lyle 84	1	B	N	54	53	1	N	0	0	N	0
Lyle 86	1	B	N	54	54	1	N	0	0	N	0
Lyle 87	2	B	N	56	56	0	N	0	0	N	0
Lyle 88	1	B	N	54	53	1	N	0	0	N	0
Lyle 89	1	B	N	57	57	0	N	0	0	N	0
Lyle 90	1	B	N	53	53	0	N	0	0	N	0
Lyle 91	1	B	N	57	57	0	N	0	0	N	0
Lyle 92	1	B	N	52	52	0	N	0	0	N	0
Lyle 93	1	B	N	57	57	0	N	0	0	N	0
Lyle 94	1	B	N	53	53	0	N	0	0	N	0
MP-79	0	B	Y	70	57	12	Y	0	0	Y	0
S Lyle 1091	2	B	N	55	54	1	N	0	0	N	0
S Lyle 1906	1	B	N	57	55	2	N	0	0	N	0
S Lyle 1907	2	B	N	56	53	3	N	0	0	N	0
S Lyle 1909	2	B	N	56	53	4	N	0	0	N	0
S Lyle 1910	2	B	N	62	58	5	Y	2	0	N	0
S Lyle 1913	2	B	N	57	54	3	N	0	0	N	0
S Lyle 1917	2	B	N	59	56	3	N	0	0	N	0
S Lyle 1921	2	B	N	61	59	3	N	0	0	N	0
S Lyle 2001	2	B	Y	63	58	5	Y	2	2	N	0
S Lyle 2005	2	B	Y	65	59	6	Y	2	2	N	0
S Lyle 2009	2	B	Y	69	61	7	Y	2	2	Y	2
S Lyle 2013	2	B	Y	76	66	11	Y	2	2	Y	2
Scobey 61	1	B	Y	60	59	1	N	0	0	N	0
Scobey 63	1	B	N	57	57	1	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 25 (REPLACEMENT)

Noise Analysis Area:	25 (REPLACEMENT)
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Scobey 65	1	B	N	57	57	1	N	0	0	N	0
Scobey 67	1	B	N	57	57	0	N	0	0	N	0
Scobey 69	1	B	N	57	57	0	N	0	0	N	0
Scobey 70	1	B	Y	58	58	0	N	0	0	N	0
Scobey 71	1	B	N	56	56	0	N	0	0	N	0
Scobey 72	1	B	N	58	58	0	N	0	0	N	0
Scobey 73	1	B	N	55	55	0	N	0	0	N	0
Scobey 74	1	B	N	57	57	0	N	0	0	N	0
Scobey 75	1	B	N	54	54	0	N	0	0	N	0
Scobey 76	1	B	N	56	56	0	N	0	0	N	0
Scobey 77	1	B	N	53	53	0	N	0	0	N	0
Scobey 78	1	B	N	55	55	0	N	0	0	N	0
Scobey 79	1	B	N	53	53	0	N	0	0	N	0
Scobey 79	1	B	N	53	53	0	N	0	0	N	0

First Row Benefited Residences	19
Equivalent First Row Benefits	0.00
Total First Row Benefits	19.00
Total First Row Receiving 7 dB IL	13.00

% Meeting NRDG	**68%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 25 (REPLACEMENT)

Noise Analysis Area:	25 BARRIER A
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1752809.5,653754.7	1752746.4,653677.2	100	F, EOP	558	572	14	1,399
1752746.4,653677.2	1752675.5,653606.7	100	F, EOP	560	576	16	1,599
1752675.5,653606.7	1752616.6,653538.1	90	F, EOP	559	577	18	1,627
1752616.6,653538.1	1752510,653506.8	111	F, EOP	559	577	18	2,001
1752510,653506.8	1752414,653478.8	100	F, T	555	573	18	1,800
1752414,653478.8	1752324.4,653434.4	100	F, T	554	572	18	1,800
1752324.4,653434.4	1752234.8,653389.9	100	F, T	555	573	18	1,801
1752234.8,653389.9	1752145.3,653345.5	100	F, T	559	577	18	1,799
1752145.3,653345.5	1752055.9,653300.6	100	F, T	564	582	18	1,800
1752055.9,653300.6	1751960.3,653271.2	100	F, T	566	584	18	1,801
1751960.3,653271.2	1751864.8,653241.6	100	F, T	566	584	18	1,799
1751864.8,653241.6	1751769.3,653211.9	100	F, T	565	583	18	1,800
1751769.3,653211.9	1751673.6,653182.7	100	F, T	561	579	18	1,800
1751673.6,653182.7	BARRIER END	-	F, T	557	575	18	-

Barrier Length (ft)	1,301
Average Barrier Height (ft)	17.57
Barrier Area (sq ft)	22,826

Total Barrier System Area (sq ft)	26,425
Average Barrier System Height (ft)	17.60
Number of Benefited Residences	22.00
Area Per Benefited Residence (sq ft)	1,201
Allowable Area Per Benefited Residence (sq ft)	1,800
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 25 BARRIER B

Noise Analysis Area:	25 BARRIER B
Description:	Lyle Lane
Design Year:	2052
Alternative:	BUILD

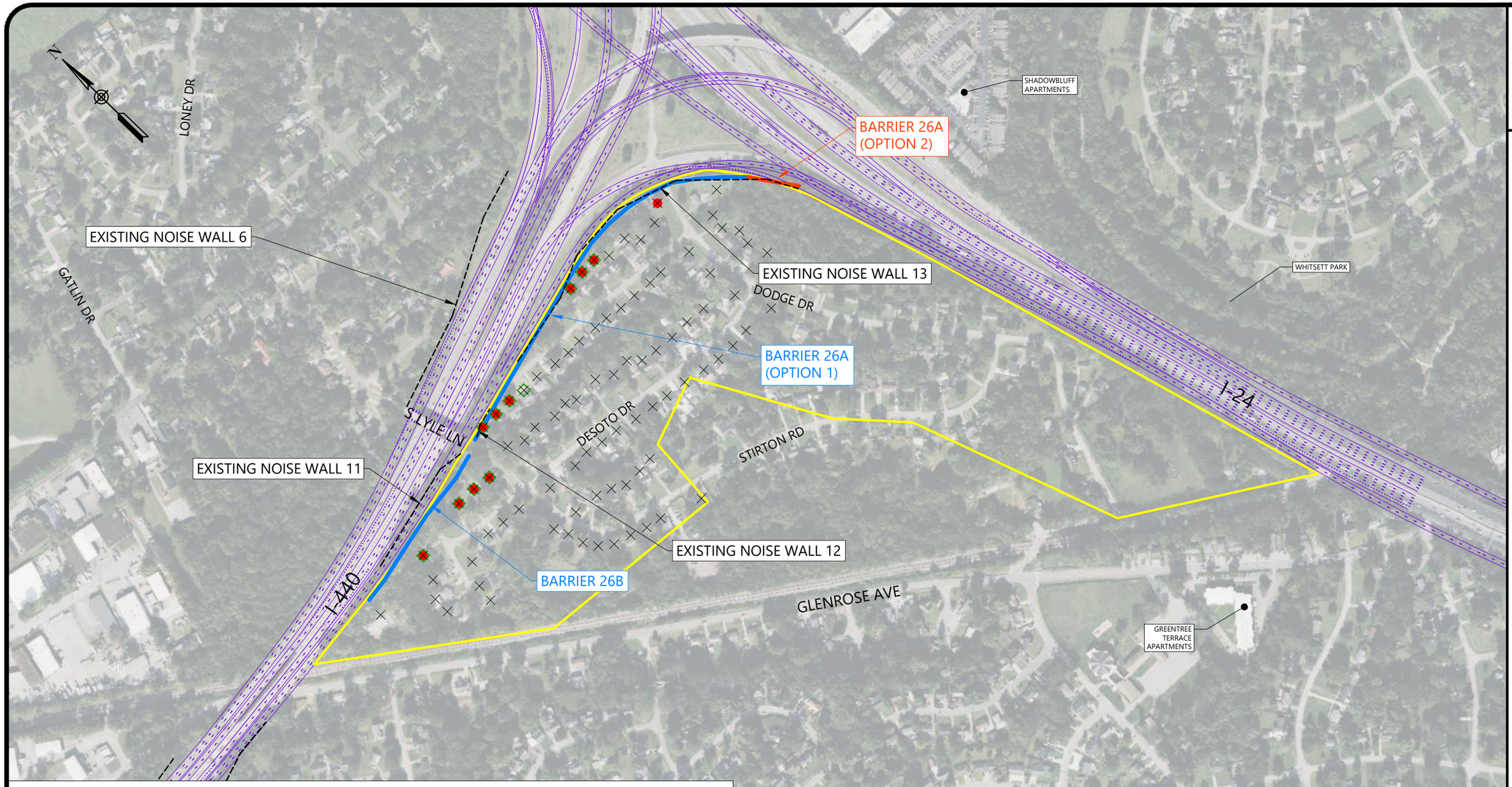
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1751622.5,653144.2	1751525.1,653121.6	100	F, EOP	550	568	18	1,799
1751525.1,653121.6	1751427.9,653098.3	100	F, EOP	539	557	18	1,800
1751427.9,653098.3	BARRIER END	-	F, EOP	538	556	18	-

Barrier Length (ft)	200
Average Barrier Height (ft)	18.00
Barrier Area (sq ft)	3,599

Total Barrier System Area (sq ft)	26,425
Average Barrier System Height (ft)	17.60
Number of Benefited Residences	22.00
Area Per Benefited Residence (sq ft)	1,201
Allowable Area Per Benefited Residence (sq ft)	1,800
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NOTE 1: IMPACTS SHOWN ARE BASED ON THE NO-BARRIER SCENARIO.

NOTE 2: OPTION 2 (FULL REPLACEMENT OF EXISTING NOISE WALL 13) EXCEEDS THE REASONABLESNESS ALLOWANCE BY 94 SQ FT PER BENEFITED RECEPTOR.

NAA 26 (PART 1) BARRIER ANALYSIS (REPLACEMENT)

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/27/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F12

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	12
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	12.00

OPTION 1

This barrier scenario qualifies, but does not replace the full length of the existing noise wall.

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Dodge 220	1	B	Y	64	N	0	Y	2	N	0
Dodge 216	1	B	Y	63	N	0	Y	1	N	0
Dodge 212	1	B	Y	64	N	0	Y	1	N	0
Dodge 208	1	B	Y	65	N	0	Y	1	N	0
Dodge 204	1	B	Y	65	N	0	Y	1	N	0
Dodge 200	1	B	Y	65	N	0	Y	1	N	0
Garwood 101	1	B	N	62	N	0	Y	1	N	0
Desoto 100	1	B	Y	64	N	0	Y	1	N	0
Desoto 101	1	B	N	63	N	0	Y	1	N	0
Desoto 102	1	B	Y	64	N	0	Y	1	N	0
Desoto 103	1	B	N	62	N	0	Y	1	N	0
Desoto 104	1	B	Y	65	N	0	Y	1	N	0
Desoto 105	1	B	N	61	N	0	Y	1	N	0
Desoto 106	1	B	Y	65	N	0	Y	2	N	0
Desoto 107	1	B	N	60	N	0	Y	1	N	0
Desoto 108	1	B	Y	67	Y	1	Y	5	Y	1
Desoto 109	1	B	N	61	N	0	Y	1	N	0
Desoto 200	1	B	Y	68	Y	1	Y	7	Y	1
Desoto 201	1	B	N	61	N	0	Y	2	N	0
Desoto 202	1	B	Y	66	Y	1	Y	5	Y	1
Desoto 203	1	B	N	61	N	0	Y	2	N	0
Desoto 205	1	B	Y	61	N	0	Y	2	N	0
Desoto 207	1	B	Y	61	N	0	Y	2	N	0
Desoto 209	1	B	Y	61	N	0	Y	3	N	0

FEASIBILITY ANALYSIS FOR NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	12
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	12.00

OPTION 1

This barrier scenario qualifies, but does not replace the full length of the existing noise wall.

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Desoto 211	1	B	Y	63	N	0	Y	4	N	0
Desoto 213	1	B	Y	65	N	0	Y	5	Y	1
Desoto 215	1	B	Y	69	Y	1	Y	7	Y	1
Desoto 217	1	B	Y	72	Y	1	Y	8	Y	1
Dodge 203	1	B	N	62	N	0	Y	1	N	0
Dodge 217	1	B	Y	66	Y	1	Y	2	N	0
Garwood 100	1	B	N	62	N	0	Y	1	N	0
Garwood 102	1	B	N	60	N	0	Y	0	N	0
Garwood 103	1	B	N	60	N	0	Y	1	N	0
Garwood 104	1	B	N	58	N	0	Y	0	N	0
Garwood 105	1	B	N	59	N	0	Y	0	N	0
Garwood 106	1	B	N	58	N	0	Y	1	N	0
Garwood 107	1	B	N	58	N	0	Y	1	N	0
Garwood 108	1	B	N	57	N	0	Y	0	N	0
Garwood 109	1	B	N	58	N	0	Y	1	N	0
Garwood 111	1	B	N	58	N	0	Y	1	N	0
Garwood 200	1	B	N	57	N	0	Y	0	N	0
Garwood 201	1	B	N	57	N	0	Y	1	N	0
Garwood 202	1	B	N	57	N	0	Y	1	N	0
Garwood 203	1	B	N	55	N	0	Y	0	N	0
Garwood 204	1	B	N	57	N	0	Y	1	N	0
Garwood 205	1	B	N	55	N	0	Y	0	N	0
Garwood 206	1	B	N	57	N	0	Y	1	N	0
Garwood 207	1	B	N	57	N	0	Y	1	N	0

FEASIBILITY ANALYSIS FOR NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	12
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	12.00

OPTION 1

This barrier scenario qualifies, but does not replace the full length of the existing noise wall.

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Garwood 208	1	B	N	59	N	0	Y	1	N	0
Garwood 209	1	B	N	58	N	0	Y	1	N	0
Garwood 210	1	B	N	60	N	0	Y	2	N	0
Garwood 211	1	B	N	59	N	0	Y	1	N	0
Garwood 212	1	B	N	62	N	0	Y	2	N	0
Garwood 213	1	B	N	59	N	0	Y	2	N	0
Garwood 214	1	B	N	63	N	0	Y	3	N	0
Garwood 215	1	B	N	60	N	0	Y	2	N	0
Garwood 216	1	B	N	64	N	0	Y	3	N	0
Garwood 218	1	B	N	65	N	0	Y	3	N	0
Garwood 219	1	B	N	60	N	0	Y	2	N	0
Garwood 222	1	B	Y	68	Y	1	Y	5	Y	1
Garwood 223	1	B	N	61	N	0	Y	2	N	0
Garwood 224	1	B	Y	70	Y	1	Y	7	Y	1
Garwood 225	1	B	N	62	N	0	Y	3	N	0
Garwood 226	1	B	Y	70	Y	1	Y	8	Y	1
Lyle 2020	1	B	Y	77	Y	1	Y	10	Y	1
Lyle Ct 2101	2	B	Y	69	Y	2	Y	7	Y	2
Lyle Ct 2104	1	B	Y	62	N	0	Y	3	N	0
Lyle Ct 2105	2	B	Y	61	N	0	Y	3	N	0
Lyle Ct 2106	1	B	N	60	N	0	Y	1	N	0
Lyle Ct 2108	1	B	N	59	N	0	Y	1	N	0
Lyle Ct 2109	2	B	Y	60	N	0	Y	2	N	0
Lyle Ct 2113	2	B	Y	62	N	0	Y	1	N	0

FEASIBILITY ANALYSIS FOR NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	12
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	12.00

OPTION 1

This barrier scenario qualifies, but does not replace the full length of the existing noise wall.

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Lyle Ct 2115	2	B	N	60	N	0	Y	1	N	0
Stirton 206	1	B	N	54	N	0	Y	0	N	0
Stirton 207	1	B	N	55	N	0	Y	0	N	0
Stirton 209	1	B	N	55	N	0	Y	0	N	0
Stirton 210	1	B	N	55	N	0	Y	1	N	0
Stirton 212	1	B	N	56	N	0	Y	1	N	0
Stirton 214	1	B	N	57	N	0	Y	1	N	0
Stirton 215	1	B	N	56	N	0	Y	0	N	0
Stirton 216	1	B	N	57	N	0	Y	1	N	0
Stirton 217	1	B	N	57	N	0	Y	0	N	0
Stirton 218	1	B	N	58	N	0	Y	1	N	0
Stirton 219	1	B	N	57	N	0	Y	1	N	0
Stirton 221	1	B	N	58	N	0	Y	1	N	0
Stirton 223	1	B	N	58	N	0	Y	1	N	0
Stirton 225	1	B	N	58	N	0	Y	1	N	0
Stirton 227	1	B	N	59	N	0	Y	1	N	0

Benefited Ground-Level Residence	12
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	12.00
1st Row Ground-Level Impacted	12.00
1st Row Ground-Level Impacted and Benefited	11.00

FEASIBILITY %	**92%**

REASONABLENESS ALLOWANCE FOR NAA 26 PART 1 (OPTION 1)

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1985	1500
	% residences constructed after highway	2%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	2020	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	69 dB	0
Noise Level Increase Allowance	Average impacted first row receiver Increase	3 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
	Total Allowance		1,700

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

OPTION 1

This barrier scenario qualifies, but does not replace the full length of the existing noise wall.

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Dodge 220	1	B	Y	64	62	2	N	0	0	N	0
Dodge 216	1	B	Y	63	62	1	N	0	0	N	0
Dodge 212	1	B	Y	64	63	1	N	0	0	N	0
Dodge 208	1	B	Y	65	64	1	N	0	0	N	0
Dodge 204	1	B	Y	65	64	1	N	0	0	N	0
Dodge 200	1	B	Y	65	64	1	N	0	0	N	0
Garwood 101	1	B	N	62	61	1	N	0	0	N	0
Desoto 100	1	B	Y	64	63	1	N	0	0	N	0
Desoto 101	1	B	N	63	62	1	N	0	0	N	0
Desoto 102	1	B	Y	64	63	1	N	0	0	N	0
Desoto 103	1	B	N	62	61	1	N	0	0	N	0
Desoto 104	1	B	Y	65	64	1	N	0	0	N	0
Desoto 105	1	B	N	61	60	1	N	0	0	N	0
Desoto 106	1	B	Y	65	63	2	N	0	0	N	0
Desoto 107	1	B	N	60	59	1	N	0	0	N	0
Desoto 108	1	B	Y	67	62	5	Y	1	1	N	0
Desoto 109	1	B	N	61	59	1	N	0	0	N	0
Desoto 200	1	B	Y	68	61	7	Y	1	1	Y	1
Desoto 201	1	B	N	61	60	2	N	0	0	N	0
Desoto 202	1	B	Y	66	61	5	Y	1	1	N	0
Desoto 203	1	B	N	61	59	2	N	0	0	N	0
Desoto 205	1	B	Y	61	59	2	N	0	0	N	0
Desoto 207	1	B	Y	61	58	2	N	0	0	N	0
Desoto 209	1	B	Y	61	58	3	N	0	0	N	0
Desoto 211	1	B	Y	63	59	4	N	0	0	N	0
Desoto 213	1	B	Y	65	60	5	Y	1	1	N	0
Desoto 215	1	B	Y	69	62	7	Y	1	1	Y	1
Desoto 217	1	B	Y	72	63	8	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

OPTION 1

This barrier scenario qualifies, but does not replace the full length of the existing noise wall.

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Dodge 203	1	B	N	62	61	1	N	0	0	N	0
Dodge 217	1	B	Y	66	64	2	N	0	0	N	0
Garwood 100	1	B	N	62	61	1	N	0	0	N	0
Garwood 102	1	B	N	60	59	0	N	0	0	N	0
Garwood 103	1	B	N	60	59	1	N	0	0	N	0
Garwood 104	1	B	N	58	58	0	N	0	0	N	0
Garwood 105	1	B	N	59	58	0	N	0	0	N	0
Garwood 106	1	B	N	58	57	1	N	0	0	N	0
Garwood 107	1	B	N	58	58	1	N	0	0	N	0
Garwood 108	1	B	N	57	57	0	N	0	0	N	0
Garwood 109	1	B	N	58	58	1	N	0	0	N	0
Garwood 111	1	B	N	58	57	1	N	0	0	N	0
Garwood 200	1	B	N	57	57	0	N	0	0	N	0
Garwood 201	1	B	N	57	56	1	N	0	0	N	0
Garwood 202	1	B	N	57	56	1	N	0	0	N	0
Garwood 203	1	B	N	55	55	0	N	0	0	N	0
Garwood 204	1	B	N	57	56	1	N	0	0	N	0
Garwood 205	1	B	N	55	55	0	N	0	0	N	0
Garwood 206	1	B	N	57	56	1	N	0	0	N	0
Garwood 207	1	B	N	57	56	1	N	0	0	N	0
Garwood 208	1	B	N	59	58	1	N	0	0	N	0
Garwood 209	1	B	N	58	57	1	N	0	0	N	0
Garwood 210	1	B	N	60	58	2	N	0	0	N	0
Garwood 211	1	B	N	59	57	1	N	0	0	N	0
Garwood 212	1	B	N	62	59	2	N	0	0	N	0
Garwood 213	1	B	N	59	58	2	N	0	0	N	0
Garwood 214	1	B	N	63	61	3	N	0	0	N	0
Garwood 215	1	B	N	60	58	2	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

OPTION 1

This barrier scenario qualifies, but does not replace the full length of the existing noise wall.

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Garwood 216	1	B	N	64	61	3	N	0	0	N	0
Garwood 218	1	B	N	65	63	3	N	0	0	N	0
Garwood 219	1	B	N	60	59	2	N	0	0	N	0
Garwood 222	1	B	Y	68	63	5	Y	1	1	N	0
Garwood 223	1	B	N	61	59	2	N	0	0	N	0
Garwood 224	1	B	Y	70	63	7	Y	1	1	Y	1
Garwood 225	1	B	N	62	60	3	N	0	0	N	0
Garwood 226	1	B	Y	70	63	8	Y	1	1	Y	1
Lyle 2020	1	B	Y	77	67	10	Y	1	1	Y	1
Lyle Ct 2101	2	B	Y	69	62	7	Y	2	2	Y	2
Lyle Ct 2104	1	B	Y	62	60	3	N	0	0	N	0
Lyle Ct 2105	2	B	Y	61	59	3	N	0	0	N	0
Lyle Ct 2106	1	B	N	60	59	1	N	0	0	N	0
Lyle Ct 2108	1	B	N	59	58	1	N	0	0	N	0
Lyle Ct 2109	2	B	Y	60	58	2	N	0	0	N	0
Lyle Ct 2113	2	B	Y	62	61	1	N	0	0	N	0
Lyle Ct 2115	2	B	N	60	59	1	N	0	0	N	0
Stirton 206	1	B	N	54	53	0	N	0	0	N	0
Stirton 207	1	B	N	55	55	0	N	0	0	N	0
Stirton 209	1	B	N	55	54	0	N	0	0	N	0
Stirton 210	1	B	N	55	55	1	N	0	0	N	0
Stirton 212	1	B	N	56	55	1	N	0	0	N	0
Stirton 214	1	B	N	57	56	1	N	0	0	N	0
Stirton 215	1	B	N	56	56	0	N	0	0	N	0
Stirton 216	1	B	N	57	56	1	N	0	0	N	0
Stirton 217	1	B	N	57	56	0	N	0	0	N	0
Stirton 218	1	B	N	58	57	1	N	0	0	N	0
Stirton 219	1	B	N	57	57	1	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

OPTION 1

This barrier scenario qualifies, but does not replace the full length of the existing noise wall.

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Stirton 221	1	B	N	58	57	1	N	0	0	N	0
Stirton 223	1	B	N	58	57	1	N	0	0	N	0
Stirton 225	1	B	N	58	57	1	N	0	0	N	0
Stirton 227	1	B	N	59	58	1	N	0	0	N	0

First Row Benefited Residences	12
Equivalent First Row Benefits	0.00
Total First Row Benefits	12.00
Total First Row Receiving 7 dB IL	8.00

% Meeting NRDG	**67%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 26 BARRIER A

Noise Analysis Area:	26 BARRIER A
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

OPTION 1

This barrier scenario qualifies, but does not replace the full length of the existing noise wall.

From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1753255.3,652841.3	1753186.1,652913.5	100	F, ROW	529	537	8	800
1753186.1,652913.5	1753111.4,652981.4	101	F, ROW	530	538	8	808
1753111.4,652981.4	1753031.5,653042.6	101	F, ROW	533	541	8	805
1753031.5,653042.6	1752937.6,653077.1	100	F, ROW	535	543	8	800
1752937.6,653077.1	1752840.3,653099.8	100	F, ROW	536	544	8	800
1752840.3,653099.8	1752740.6,653108.6	100	F, ROW	539	547	8	800
1752740.6,653108.6	1752640.8,653105.5	100	F, ROW	543	551	8	799
1752640.8,653105.5	1752542.4,653087.3	100	F, ROW	546	556	10	1,000
1752542.4,653087.3	1752445,653064.5	100	F, ROW	552	560	8	800
1752445,653064.5	1752348.3,653040.5	100	F, ROW	563	571	8	797
1752348.3,653040.5	1752250.6,653017.6	100	F, ROW	564	572	8	802
1752250.6,653017.6	1752150.8,652993.9	103	F, ROW	559	567	8	821
1752150.8,652993.9	1752055.4,652970.6	98	F, ROW	563	571	8	785
1752055.4,652970.6	1751959.3,652947.3	99	F, ROW	560	568	8	791
1751959.3,652947.3	1751862.9,652921.1	100	F, ROW	560	568	8	799
1751862.9,652921.1	1751765.4,652898.6	100	F, ROW	558	566	8	800
1751765.4,652898.6	BARRIER END	-	F, ROW	558	566	8	-

Barrier Length (ft)	1,602
Average Barrier Height (ft)	8.12
Barrier Area (sq ft)	13,007

Total Barrier System Area (sq ft)	19,907
Average Barrier System Height (ft)	8.69
Number of Benefited Residences	12.00
Area Per Benefited Residence (sq ft)	1,659
Allowable Area Per Benefited Residence (sq ft)	1,700
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way; T = Transition between EOP and ROW

(2) At beginning station

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 26 BARRIER B

Noise Analysis Area:	26 BARRIER B
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

OPTION 1

This barrier scenario qualifies, but does not replace the full length of the existing noise wall.

From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1751704.5,652872.8	1751607.5,652848.6	100	F, ROW	551	561	10	1,000
1751607.5,652848.6	1751510.8,652839	97	F, T	541	551	10	972
1751510.8,652839	1751418.6,652829.9	93	F, T	536	546	10	926
1751418.6,652829.9	1751320.4,652811.3	100	F, EOP	534	544	10	1,000
1751320.4,652811.3	1751222.1,652792.8	100	F, EOP	533	543	10	1,000
1751222.1,652792.8	1751123.9,652772.8	100	F, EOP	531	541	10	1,003
1751123.9,652772.8	1751024.6,652761.8	100	F, EOP	530	540	10	999
1751024.6,652761.8	BARRIER END	-	F, EOP	529	539	10	-

Barrier Length (ft)	690
Average Barrier Height (ft)	10.00
Barrier Area (sq ft)	6,900

Total Barrier System Area (sq ft)	19,907
Average Barrier System Height (ft)	8.69
Number of Benefited Residences	12.00
Area Per Benefited Residence (sq ft)	1,659
Allowable Area Per Benefited Residence (sq ft)	1,700
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way; T = Transition between EOP and ROW

(2) At beginning station

FEASIBILITY ANALYSIS FOR NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	12
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	12.00

OPTION 2

This barrier scenario fully replaces the existing noise wall, but exceeds the barrier allowance by 94 sq ft per benefited receptor.

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Dodge 220	1	B	Y	64	N	0	Y	2	N	0
Dodge 216	1	B	Y	63	N	0	Y	1	N	0
Dodge 212	1	B	Y	64	N	0	Y	1	N	0
Dodge 208	1	B	Y	65	N	0	Y	1	N	0
Dodge 204	1	B	Y	65	N	0	Y	1	N	0
Dodge 200	1	B	Y	65	N	0	Y	0	N	0
Garwood 101	1	B	N	62	N	0	Y	0	N	0
Desoto 100	1	B	Y	64	N	0	Y	1	N	0
Desoto 101	1	B	N	63	N	0	Y	1	N	0
Desoto 102	1	B	Y	64	N	0	Y	1	N	0
Desoto 103	1	B	N	62	N	0	Y	1	N	0
Desoto 104	1	B	Y	65	N	0	Y	1	N	0
Desoto 105	1	B	N	61	N	0	Y	1	N	0
Desoto 106	1	B	Y	65	N	0	Y	2	N	0
Desoto 107	1	B	N	60	N	0	Y	1	N	0
Desoto 108	1	B	Y	67	Y	1	Y	5	Y	1
Desoto 109	1	B	N	61	N	0	Y	1	N	0
Desoto 200	1	B	Y	68	Y	1	Y	7	Y	1
Desoto 201	1	B	N	61	N	0	Y	2	N	0
Desoto 202	1	B	Y	66	Y	1	Y	5	Y	1
Desoto 203	1	B	N	61	N	0	Y	2	N	0
Desoto 205	1	B	Y	61	N	0	Y	2	N	0
Desoto 207	1	B	Y	61	N	0	Y	2	N	0
Desoto 209	1	B	Y	61	N	0	Y	3	N	0

FEASIBILITY ANALYSIS FOR NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	12
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	12.00

OPTION 2

This barrier scenario fully replaces the existing noise wall, but exceeds the barrier allowance by 94 sq ft per benefited receptor.

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Desoto 211	1	B	Y	63	N	0	Y	4	N	0
Desoto 213	1	B	Y	65	N	0	Y	5	Y	1
Desoto 215	1	B	Y	69	Y	1	Y	7	Y	1
Desoto 217	1	B	Y	72	Y	1	Y	8	Y	1
Dodge 203	1	B	N	62	N	0	Y	1	N	0
Dodge 217	1	B	Y	66	Y	1	Y	2	N	0
Garwood 100	1	B	N	62	N	0	Y	0	N	0
Garwood 102	1	B	N	60	N	0	Y	0	N	0
Garwood 103	1	B	N	60	N	0	Y	0	N	0
Garwood 104	1	B	N	58	N	0	Y	0	N	0
Garwood 105	1	B	N	59	N	0	Y	0	N	0
Garwood 106	1	B	N	58	N	0	Y	0	N	0
Garwood 107	1	B	N	58	N	0	Y	0	N	0
Garwood 108	1	B	N	57	N	0	Y	0	N	0
Garwood 109	1	B	N	58	N	0	Y	1	N	0
Garwood 111	1	B	N	58	N	0	Y	1	N	0
Garwood 200	1	B	N	57	N	0	Y	0	N	0
Garwood 201	1	B	N	57	N	0	Y	0	N	0
Garwood 202	1	B	N	57	N	0	Y	0	N	0
Garwood 203	1	B	N	55	N	0	Y	0	N	0
Garwood 204	1	B	N	57	N	0	Y	1	N	0
Garwood 205	1	B	N	55	N	0	Y	0	N	0
Garwood 206	1	B	N	57	N	0	Y	1	N	0
Garwood 207	1	B	N	57	N	0	Y	1	N	0

FEASIBILITY ANALYSIS FOR NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	12
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	12.00

OPTION 2

This barrier scenario fully replaces the existing noise wall, but exceeds the barrier allowance by 94 sq ft per benefited receptor.

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Garwood 208	1	B	N	59	N	0	Y	1	N	0
Garwood 209	1	B	N	58	N	0	Y	1	N	0
Garwood 210	1	B	N	60	N	0	Y	2	N	0
Garwood 211	1	B	N	59	N	0	Y	1	N	0
Garwood 212	1	B	N	62	N	0	Y	2	N	0
Garwood 213	1	B	N	59	N	0	Y	2	N	0
Garwood 214	1	B	N	63	N	0	Y	3	N	0
Garwood 215	1	B	N	60	N	0	Y	2	N	0
Garwood 216	1	B	N	64	N	0	Y	3	N	0
Garwood 218	1	B	N	65	N	0	Y	3	N	0
Garwood 219	1	B	N	60	N	0	Y	2	N	0
Garwood 222	1	B	Y	68	Y	1	Y	5	Y	1
Garwood 223	1	B	N	61	N	0	Y	2	N	0
Garwood 224	1	B	Y	70	Y	1	Y	7	Y	1
Garwood 225	1	B	N	62	N	0	Y	3	N	0
Garwood 226	1	B	Y	70	Y	1	Y	8	Y	1
Lyle 2020	1	B	Y	77	Y	1	Y	10	Y	1
Lyle Ct 2101	2	B	Y	69	Y	2	Y	7	Y	2
Lyle Ct 2104	1	B	Y	62	N	0	Y	3	N	0
Lyle Ct 2105	2	B	Y	61	N	0	Y	3	N	0
Lyle Ct 2106	1	B	N	60	N	0	Y	1	N	0
Lyle Ct 2108	1	B	N	59	N	0	Y	1	N	0
Lyle Ct 2109	2	B	Y	60	N	0	Y	2	N	0
Lyle Ct 2113	2	B	Y	62	N	0	Y	1	N	0

FEASIBILITY ANALYSIS FOR NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	12
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	12.00

OPTION 2

This barrier scenario fully replaces the existing noise wall, but exceeds the barrier allowance by 94 sq ft per benefited receptor.

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Lyle Ct 2115	2	B	N	60	N	0	Y	1	N	0
Stirton 206	1	B	N	54	N	0	Y	0	N	0
Stirton 207	1	B	N	55	N	0	Y	0	N	0
Stirton 209	1	B	N	55	N	0	Y	0	N	0
Stirton 210	1	B	N	55	N	0	Y	0	N	0
Stirton 212	1	B	N	56	N	0	Y	1	N	0
Stirton 214	1	B	N	57	N	0	Y	1	N	0
Stirton 215	1	B	N	56	N	0	Y	0	N	0
Stirton 216	1	B	N	57	N	0	Y	1	N	0
Stirton 217	1	B	N	57	N	0	Y	0	N	0
Stirton 218	1	B	N	58	N	0	Y	1	N	0
Stirton 219	1	B	N	57	N	0	Y	1	N	0
Stirton 221	1	B	N	58	N	0	Y	1	N	0
Stirton 223	1	B	N	58	N	0	Y	1	N	0
Stirton 225	1	B	N	58	N	0	Y	1	N	0
Stirton 227	1	B	N	59	N	0	Y	1	N	0

Benefited Ground-Level Residence	12
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	12.00
1st Row Ground-Level Impacted	12.00
1st Row Ground-Level Impacted and Benefited	11.00

FEASIBILITY %	**92%**

REASONABLENESS ALLOWANCE FOR NAA 26 PART 1 (OPTION 2)

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1985	1500
	% residences constructed after highway	2%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	2020	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	69 dB	0
Noise Level Increase Allowance	Average impacted first row receiver Increase	3 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,700

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

OPTION 2

This barrier scenario fully replaces the existing noise wall, but exceeds the barrier allowance by 94 sq ft per benefited receptor.

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Dodge 220	1	B	Y	64	62	2	N	0	0	N	0
Dodge 216	1	B	Y	63	62	1	N	0	0	N	0
Dodge 212	1	B	Y	64	63	1	N	0	0	N	0
Dodge 208	1	B	Y	65	64	1	N	0	0	N	0
Dodge 204	1	B	Y	65	64	1	N	0	0	N	0
Dodge 200	1	B	Y	65	65	0	N	0	0	N	0
Garwood 101	1	B	N	62	61	0	N	0	0	N	0
Desoto 100	1	B	Y	64	63	1	N	0	0	N	0
Desoto 101	1	B	N	63	62	1	N	0	0	N	0
Desoto 102	1	B	Y	64	63	1	N	0	0	N	0
Desoto 103	1	B	N	62	61	1	N	0	0	N	0
Desoto 104	1	B	Y	65	64	1	N	0	0	N	0
Desoto 105	1	B	N	61	60	1	N	0	0	N	0
Desoto 106	1	B	Y	65	63	2	N	0	0	N	0
Desoto 107	1	B	N	60	59	1	N	0	0	N	0
Desoto 108	1	B	Y	67	62	5	Y	1	1	N	0
Desoto 109	1	B	N	61	59	1	N	0	0	N	0
Desoto 200	1	B	Y	68	61	7	Y	1	1	Y	1
Desoto 201	1	B	N	61	60	2	N	0	0	N	0
Desoto 202	1	B	Y	66	61	5	Y	1	1	N	0
Desoto 203	1	B	N	61	59	2	N	0	0	N	0
Desoto 205	1	B	Y	61	59	2	N	0	0	N	0
Desoto 207	1	B	Y	61	58	2	N	0	0	N	0
Desoto 209	1	B	Y	61	58	3	N	0	0	N	0
Desoto 211	1	B	Y	63	59	4	N	0	0	N	0
Desoto 213	1	B	Y	65	60	5	Y	1	1	N	0
Desoto 215	1	B	Y	69	62	7	Y	1	1	Y	1
Desoto 217	1	B	Y	72	63	8	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

OPTION 2

This barrier scenario fully replaces the existing noise wall, but exceeds the barrier allowance by 94 sq ft per benefited receptor.

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Dodge 203	1	B	N	62	61	1	N	0	0	N	0
Dodge 217	1	B	Y	66	64	2	N	0	0	N	0
Garwood 100	1	B	N	62	62	0	N	0	0	N	0
Garwood 102	1	B	N	60	59	0	N	0	0	N	0
Garwood 103	1	B	N	60	59	0	N	0	0	N	0
Garwood 104	1	B	N	58	58	0	N	0	0	N	0
Garwood 105	1	B	N	59	58	0	N	0	0	N	0
Garwood 106	1	B	N	58	57	0	N	0	0	N	0
Garwood 107	1	B	N	58	58	0	N	0	0	N	0
Garwood 108	1	B	N	57	57	0	N	0	0	N	0
Garwood 109	1	B	N	58	58	1	N	0	0	N	0
Garwood 111	1	B	N	58	57	1	N	0	0	N	0
Garwood 200	1	B	N	57	57	0	N	0	0	N	0
Garwood 201	1	B	N	57	56	0	N	0	0	N	0
Garwood 202	1	B	N	57	56	0	N	0	0	N	0
Garwood 203	1	B	N	55	55	0	N	0	0	N	0
Garwood 204	1	B	N	57	56	1	N	0	0	N	0
Garwood 205	1	B	N	55	55	0	N	0	0	N	0
Garwood 206	1	B	N	57	56	1	N	0	0	N	0
Garwood 207	1	B	N	57	56	1	N	0	0	N	0
Garwood 208	1	B	N	59	58	1	N	0	0	N	0
Garwood 209	1	B	N	58	57	1	N	0	0	N	0
Garwood 210	1	B	N	60	58	2	N	0	0	N	0
Garwood 211	1	B	N	59	57	1	N	0	0	N	0
Garwood 212	1	B	N	62	59	2	N	0	0	N	0
Garwood 213	1	B	N	59	58	2	N	0	0	N	0
Garwood 214	1	B	N	63	61	3	N	0	0	N	0
Garwood 215	1	B	N	60	58	2	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

OPTION 2

This barrier scenario fully replaces the existing noise wall, but exceeds the barrier allowance by 94 sq ft per benefited receptor.

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Garwood 216	1	B	N	64	61	3	N	0	0	N	0
Garwood 218	1	B	N	65	63	3	N	0	0	N	0
Garwood 219	1	B	N	60	59	2	N	0	0	N	0
Garwood 222	1	B	Y	68	63	5	Y	1	1	N	0
Garwood 223	1	B	N	61	59	2	N	0	0	N	0
Garwood 224	1	B	Y	70	63	7	Y	1	1	Y	1
Garwood 225	1	B	N	62	60	3	N	0	0	N	0
Garwood 226	1	B	Y	70	63	8	Y	1	1	Y	1
Lyle 2020	1	B	Y	77	67	10	Y	1	1	Y	1
Lyle Ct 2101	2	B	Y	69	62	7	Y	2	2	Y	2
Lyle Ct 2104	1	B	Y	62	60	3	N	0	0	N	0
Lyle Ct 2105	2	B	Y	61	59	3	N	0	0	N	0
Lyle Ct 2106	1	B	N	60	59	1	N	0	0	N	0
Lyle Ct 2108	1	B	N	59	58	1	N	0	0	N	0
Lyle Ct 2109	2	B	Y	60	58	2	N	0	0	N	0
Lyle Ct 2113	2	B	Y	62	61	1	N	0	0	N	0
Lyle Ct 2115	2	B	N	60	59	1	N	0	0	N	0
Stirton 206	1	B	N	54	53	0	N	0	0	N	0
Stirton 207	1	B	N	55	55	0	N	0	0	N	0
Stirton 209	1	B	N	55	54	0	N	0	0	N	0
Stirton 210	1	B	N	55	55	0	N	0	0	N	0
Stirton 212	1	B	N	56	55	1	N	0	0	N	0
Stirton 214	1	B	N	57	56	1	N	0	0	N	0
Stirton 215	1	B	N	56	56	0	N	0	0	N	0
Stirton 216	1	B	N	57	56	1	N	0	0	N	0
Stirton 217	1	B	N	57	56	0	N	0	0	N	0
Stirton 218	1	B	N	58	57	1	N	0	0	N	0
Stirton 219	1	B	N	57	57	1	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 26 PART 1

Noise Analysis Area:	26 PART 1
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

OPTION 2

This barrier scenario fully replaces the existing noise wall, but exceeds the barrier allowance by 94 sq ft per benefited receptor.

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Stirton 221	1	B	N	58	57	1	N	0	0	N	0
Stirton 223	1	B	N	58	57	1	N	0	0	N	0
Stirton 225	1	B	N	58	57	1	N	0	0	N	0
Stirton 227	1	B	N	59	58	1	N	0	0	N	0

First Row Benefited Residences	12
Equivalent First Row Benefits	0.00
Total First Row Benefits	12.00
Total First Row Receiving 7 dB IL	8.00

% Meeting NRDG	**67%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 26 BARRIER A

Noise Analysis Area:	26 BARRIER A
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

OPTION 2

This barrier scenario fully replaces the existing noise wall, but exceeds the barrier allowance by 94 sq ft per benefited receptor.

From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1753401.9,652579.8	1753368.4,652673.9	0	F, ROW	518	518	0	0
1753368.4,652673.9	1753311.6,652756.4	100	F, ROW	520	528	8	801
1753311.6,652756.4	1753255.3,652841.3	102	F, ROW	524	532	8	815
1753255.3,652841.3	1753186.1,652913.5	100	F, ROW	529	537	8	800
1753186.1,652913.5	1753111.4,652981.4	101	F, ROW	530	538	8	808
1753111.4,652981.4	1753031.5,653042.6	101	F, ROW	533	541	8	805
1753031.5,653042.6	1752937.6,653077.1	100	F, ROW	535	543	8	800
1752937.6,653077.1	1752840.3,653099.8	100	F, ROW	536	544	8	800
1752840.3,653099.8	1752740.6,653108.6	100	F, ROW	539	547	8	800
1752740.6,653108.6	1752640.8,653105.5	100	F, ROW	543	551	8	799
1752640.8,653105.5	1752542.4,653087.3	100	F, ROW	546	556	10	1,000
1752542.4,653087.3	1752445,653064.5	100	F, ROW	552	560	8	800
1752445,653064.5	1752348.3,653040.5	100	F, ROW	563	571	8	797
1752348.3,653040.5	1752250.6,653017.6	100	F, ROW	564	572	8	802
1752250.6,653017.6	1752150.8,652993.9	103	F, ROW	559	567	8	821
1752150.8,652993.9	1752055.4,652970.6	98	F, ROW	563	571	8	785
1752055.4,652970.6	1751959.3,652947.3	99	F, ROW	560	568	8	791
1751959.3,652947.3	1751862.9,652921.1	100	F, ROW	560	568	8	799
1751862.9,652921.1	1751765.4,652898.6	100	F, ROW	558	566	8	800
1751765.4,652898.6	BARRIER END	-	F, ROW	558	566	8	-

Barrier Length (ft)	1,804
Average Barrier Height (ft)	8.11
Barrier Area (sq ft)	14,623

Total Barrier System Area (sq ft)	21,523
Average Barrier System Height (ft)	8.63
Number of Benefited Residences	12.00
Area Per Benefited Residence (sq ft)	1,794
Allowable Area Per Benefited Residence (sq ft)	1,700
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 26 BARRIER B

Noise Analysis Area:	26 BARRIER B
Description:	Desoto Dr
Design Year:	2052
Alternative:	BUILD

OPTION 2

This barrier scenario fully replaces the existing noise wall, but exceeds the barrier allowance by 94 sq ft per benefited receptor.

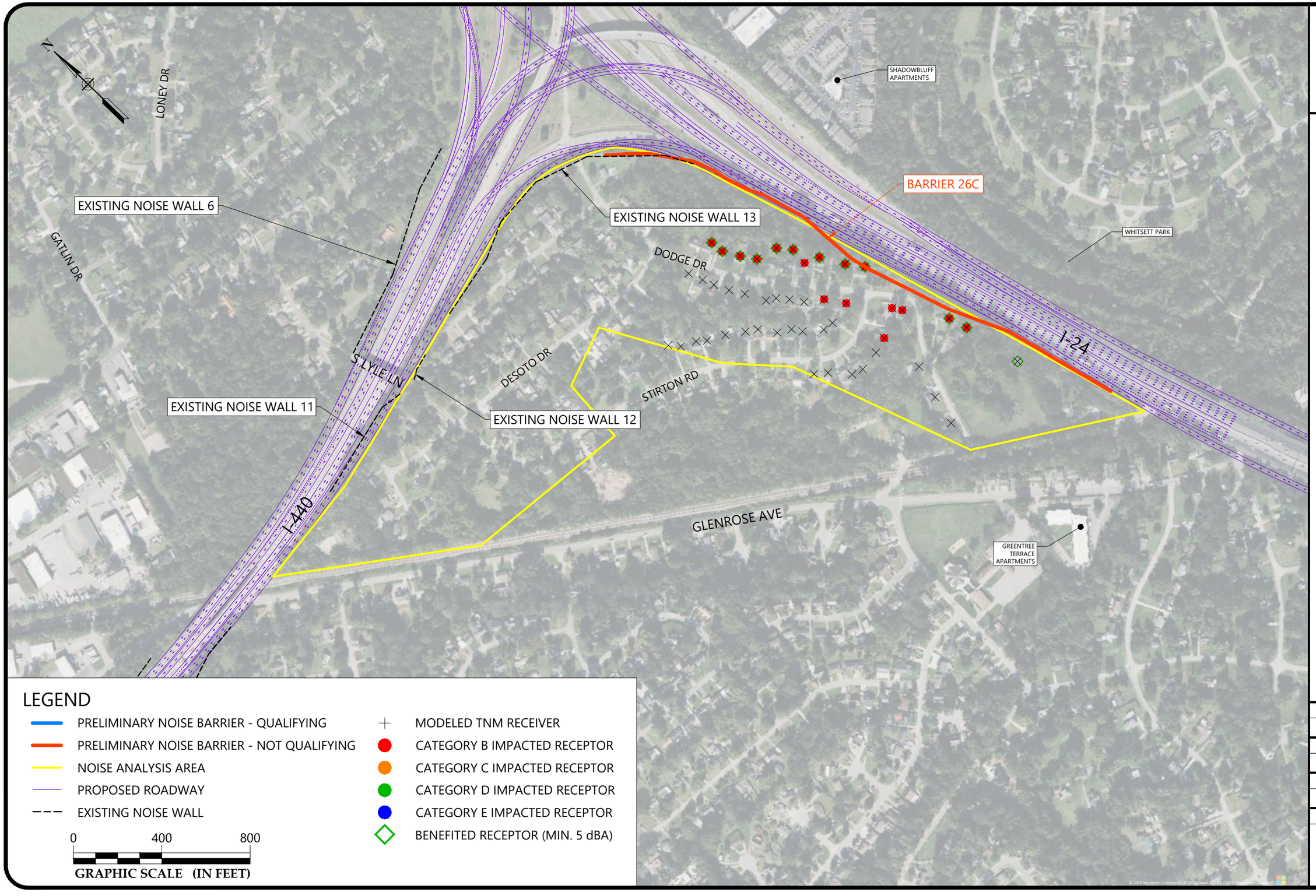
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1751704.5,652872.8	1751607.5,652848.6	100	F, ROW	551	561	10	1,000
1751607.5,652848.6	1751510.8,652839	97	F, T	541	551	10	972
1751510.8,652839	1751418.6,652829.9	93	F, T	536	546	10	926
1751418.6,652829.9	1751320.4,652811.3	100	F, EOP	534	544	10	1,000
1751320.4,652811.3	1751222.1,652792.8	100	F, EOP	533	543	10	1,000
1751222.1,652792.8	1751123.9,652772.8	100	F, EOP	531	541	10	1,003
1751123.9,652772.8	1751024.6,652761.8	100	F, EOP	530	540	10	999
1751024.6,652761.8	BARRIER END	-	F, EOP	529	539	10	-

Barrier Length (ft)	690
Average Barrier Height (ft)	10.00
Barrier Area (sq ft)	6,900

Total Barrier System Area (sq ft)	21,523
Average Barrier System Height (ft)	8.63
Number of Benefited Residences	12.00
Area Per Benefited Residence (sq ft)	1,794
Allowable Area Per Benefited Residence (sq ft)	1,700
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way; T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 26 (PART 2) BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/27/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F13

FEASIBILITY ANALYSIS FOR NAA 26 PART 2

Noise Analysis Area:	26 PART 2
Description:	Dodge Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	17
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	17.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Dodge 110	1	B	Y	73	Y	1	Y	12	Y	1
Dodge 111	1	B	Y	63	N	0	Y	3	N	0
Dodge 114	1	B	Y	74	Y	1	Y	10	Y	1
Dodge 117	1	B	N	64	N	0	Y	3	N	0
Dodge 119	1	B	Y	69	Y	1	Y	4	N	0
Dodge 122	1	B	Y	70	Y	1	Y	9	Y	1
Dodge 123	1	B	N	67	Y	1	Y	2	N	0
Dodge 124	1	B	Y	73	Y	1	Y	9	Y	1
Dodge 125	1	B	N	66	Y	1	Y	2	N	0
Dodge 126	1	B	Y	73	Y	1	Y	6	Y	1
Dodge 127	1	B	N	65	N	0	Y	2	N	0
Dodge 128	1	B	Y	71	Y	1	Y	4	N	0
Dodge 129	1	B	N	65	N	0	Y	2	N	0
Dodge 130	1	B	Y	72	Y	1	Y	5	Y	1
Dodge 131	1	B	N	64	N	0	Y	2	N	0
Dodge 132	1	B	Y	72	Y	1	Y	5	Y	1
Dodge 133	1	B	N	63	N	0	Y	2	N	0
Dodge 134	1	B	Y	69	Y	1	Y	5	Y	1
Dodge 135	1	B	N	63	N	0	Y	3	N	0
Dodge 136	1	B	Y	68	Y	1	Y	6	Y	1
Dodge 137	1	B	N	63	N	0	Y	3	N	0
Dodge 138	1	B	Y	68	Y	1	Y	6	Y	1

FEASIBILITY ANALYSIS FOR NAA 26 PART 2

Noise Analysis Area:	26 PART 2
Description:	Dodge Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	17
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	17.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Dodge 139	1	B	N	63	N	0	Y	3	N	0
Dodge 140	1	B	Y	69	Y	1	N	7	Y	1
Dodge 141	1	B	N	62	N	0	Y	3	N	0
Dodge 143	1	B	N	62	N	0	Y	3	N	0
Old Glenrose	0	0	Y	71	Y	0	Y	8	Y	0
Old Glenrose 710	1	B	Y	62	N	0	Y	3	N	0
Stirton 101	1	B	Y	68	Y	1	Y	4	N	0
Stirton 103	1	B	N	66	Y	1	Y	3	N	0
Stirton 104	1	B	N	62	N	0	Y	1	N	0
Stirton 105	1	B	N	64	N	0	Y	3	N	0
Stirton 106	1	B	N	60	N	0	Y	1	N	0
Stirton 107	1	B	N	64	N	0	Y	3	N	0
Stirton 108	1	B	N	60	N	0	Y	0	N	0
Stirton 109	1	B	N	63	N	0	Y	3	N	0
Stirton 110	1	B	N	60	N	0	Y	0	N	0
Stirton 111	1	B	N	61	N	0	Y	2	N	0
Stirton 112	1	B	N	60	N	0	Y	1	N	0
Stirton 113	1	B	N	60	N	0	Y	2	N	0
Stirton 114	1	B	N	60	N	0	Y	1	N	0
Stirton 116	1	B	N	59	N	0	Y	1	N	0
Stirton 118	1	B	N	59	N	0	Y	1	N	0
Stirton 120	1	B	N	58	N	0	Y	0	N	0

FEASIBILITY ANALYSIS FOR NAA 26 PART 2

Noise Analysis Area:	26 PART 2
Description:	Dodge Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	17
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	17.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Stirton 122	1	B	N	58	N	0	Y	0	N	0
Stirton 124	1	B	N	58	N	0	Y	0	N	0
Stirton 126	1	B	N	58	N	0	Y	0	N	0

Benefited Ground-Level Residence	10
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	10.00
1st Row Ground-Level Impacted	13.00
1st Row Ground-Level Impacted and Benefited	10.00

FEASIBILITY %	**77%**

REASONABLENESS ALLOWANCE FOR NAA 26 PART 2

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1985	1500
	% residences constructed after highway	0%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	2020	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	70 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
	Total Allowance		1,800

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 26 PART 2

Noise Analysis Area:	26 PART 2
Description:	Dodge Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Dodge 110	1	B	Y	73	61	12	Y	1	1	Y	1
Dodge 111	1	B	Y	63	60	3	N	0	0	N	0
Dodge 114	1	B	Y	74	63	10	Y	1	1	Y	1
Dodge 117	1	B	N	64	61	3	N	0	0	N	0
Dodge 119	1	B	Y	69	64	4	N	0	0	N	0
Dodge 122	1	B	Y	70	61	9	Y	1	1	Y	1
Dodge 123	1	B	N	67	65	2	N	0	0	N	0
Dodge 124	1	B	Y	73	64	9	Y	1	1	Y	1
Dodge 125	1	B	N	66	64	2	N	0	0	N	0
Dodge 126	1	B	Y	73	67	6	Y	1	1	N	0
Dodge 127	1	B	N	65	63	2	N	0	0	N	0
Dodge 128	1	B	Y	71	67	4	N	0	0	N	0
Dodge 129	1	B	N	65	62	2	N	0	0	N	0
Dodge 130	1	B	Y	72	67	5	Y	1	1	N	0
Dodge 131	1	B	N	64	62	2	N	0	0	N	0
Dodge 132	1	B	Y	72	67	5	Y	1	1	N	0
Dodge 133	1	B	N	63	61	2	N	0	0	N	0
Dodge 134	1	B	Y	69	64	5	Y	1	1	N	0
Dodge 135	1	B	N	63	61	3	N	0	0	N	0
Dodge 136	1	B	Y	68	62	6	Y	1	1	N	0
Dodge 137	1	B	N	63	60	3	N	0	0	N	0
Dodge 138	1	B	Y	68	61	6	Y	1	1	N	0
Dodge 139	1	B	N	63	60	3	N	0	0	N	0
Dodge 140	1	B	Y	69	62	7	Y	1	1	Y	1
Dodge 141	1	B	N	62	60	3	N	0	0	N	0
Dodge 143	1	B	N	62	60	3	N	0	0	N	0
Old Glenrose	0	0	Y	71	63	8	Y	0	0	Y	0
Old Glenrose 710	1	B	Y	62	59	3	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 26 PART 2

Noise Analysis Area:	26 PART 2
Description:	Dodge Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Stirton 101	1	B	Y	68	64	4	N	0	0	N	0
Stirton 103	1	B	N	66	63	3	N	0	0	N	0
Stirton 104	1	B	N	62	61	1	N	0	0	N	0
Stirton 105	1	B	N	64	61	3	N	0	0	N	0
Stirton 106	1	B	N	60	60	1	N	0	0	N	0
Stirton 107	1	B	N	64	61	3	N	0	0	N	0
Stirton 108	1	B	N	60	60	0	N	0	0	N	0
Stirton 109	1	B	N	63	60	3	N	0	0	N	0
Stirton 110	1	B	N	60	60	0	N	0	0	N	0
Stirton 111	1	B	N	61	59	2	N	0	0	N	0
Stirton 112	1	B	N	60	59	1	N	0	0	N	0
Stirton 113	1	B	N	60	59	2	N	0	0	N	0
Stirton 114	1	B	N	60	59	1	N	0	0	N	0
Stirton 116	1	B	N	59	59	1	N	0	0	N	0
Stirton 118	1	B	N	59	58	1	N	0	0	N	0
Stirton 120	1	B	N	58	58	0	N	0	0	N	0
Stirton 122	1	B	N	58	58	0	N	0	0	N	0
Stirton 124	1	B	N	58	57	0	N	0	0	N	0
Stirton 126	1	B	N	58	57	0	N	0	0	N	0

First Row Benefited Residences	11
Equivalent First Row Benefits	0.00
Total First Row Benefits	11.00
Total First Row Receiving 7 dB IL	5.00

% Meeting NRDG	**45%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 26 BARRIER C

Noise Analysis Area:	26 BARRIER C
Description:	Dodge Dr
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1753928.1,650593.1	1753904.8,650691.2	101	F, EOP	477	501	24	2,421
1753904.8,650691.2	1753880.6,650788.4	100	F, EOP	477	501	24	2,403
1753880.6,650788.4	1753853.9,650898.8	114	F, EOP	479	503	24	2,727
1753853.9,650898.8	1753835.4,650981.9	85	F, EOP	477	501	24	2,042
1753835.4,650981.9	1753803.5,651112	134	F, EOP	476	500	24	3,215
1753803.5,651112	1753765.1,651199.7	96	F, T	471	495	24	2,297
1753765.1,651199.7	1753726.6,651287.4	96	F, T	471	495	24	2,298
1753726.6,651287.4	1753688.3,651375.1	96	F, T	479	503	24	2,297
1753688.3,651375.1	1753658,651470.4	100	F, ROW	488	512	24	2,400
1753658,651470.4	1753628.4,651565.9	100	F, ROW	500	524	24	2,400
1753628.4,651565.9	1753598.6,651661.3	100	F, ROW	508	532	24	2,399
1753598.6,651661.3	1753568.8,651756.8	100	F, ROW	517	541	24	2,400
1753568.8,651756.8	1753546.3,651854.2	100	F, ROW	525	549	24	2,400
1753546.3,651854.2	1753541.6,651948.4	94	F, T	522	546	24	2,265
1753541.6,651948.4	1753537,652042.8	94	F, T	511	535	24	2,266
1753537,652042.8	1753532.4,652137	94	F, T	500	524	24	2,265
1753532.4,652137	1753505.9,652238.4	105	F, EOP	489	513	24	2,516
1753505.9,652238.4	1753477.6,652339.4	105	F, EOP	493	517	24	2,517
1753477.6,652339.4	1753443.4,652416.2	84	F, T	497	521	24	2,017
1753443.4,652416.2	1753411.8,652520.5	109	F, ROW	505	529	24	2,616
1753411.8,652520.5	1753401.9,652579.8	60	F, ROW	514	538	24	1,443
1753401.9,652579.8	1753368.4,652673.9	100	F, T	518	542	24	2,398
1753368.4,652673.9	1753311.6,652756.4	100	F, EOP	520	544	24	2,402
1753311.6,652756.4	1753255.3,652841.3	102	F, T	524	548	24	2,445
1753255.3,652841.3	1753186.1,652913.5	100	F, T	529	553	24	2,400

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 26 BARRIER C

Noise Analysis Area:	26 BARRIER C
Description:	Dodge Dr
Design Year:	2052
Alternative:	BUILD

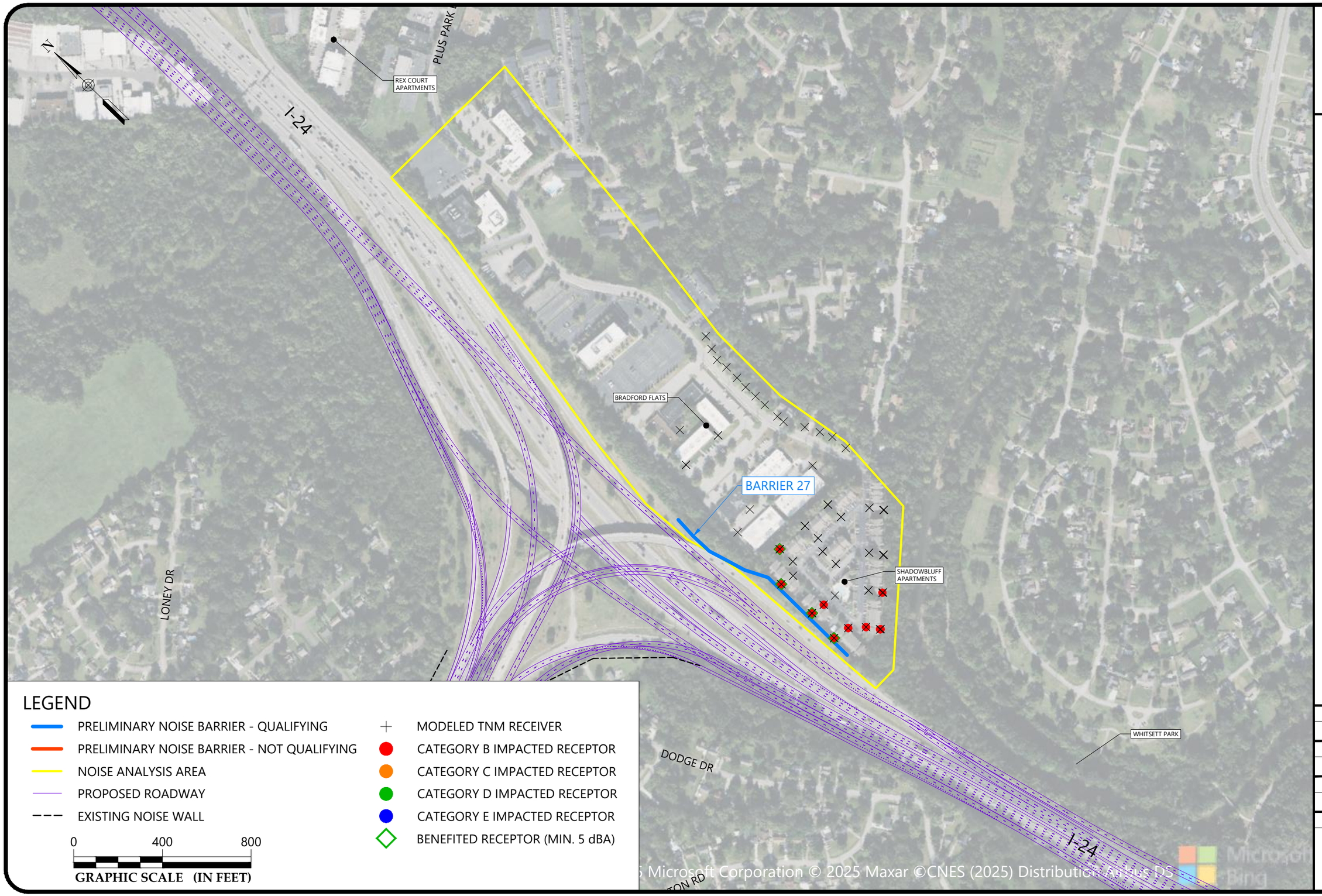
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1753186.1,652913.5	1753111.4,652981.4	101	F, ROW	530	554	24	2,423
1753111.4,652981.4	BARRIER END	-	F, ROW	533	557	24	-

Barrier Length (ft)	2,570
Average Barrier Height (ft)	24.00
Barrier Area (sq ft)	61,672

Total Barrier System Area (sq ft)	61,672
Average Barrier System Height (ft)	24.00
Number of Benefited Residences	11.00
Area Per Benefited Residence (sq ft)	5,607
Allowable Area Per Benefited Residence (sq ft)	1,800
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 27 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/27/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F14

FEASIBILITY ANALYSIS FOR NAA 27

Noise Analysis Area:	27
Description:	Shadowbluff
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	80
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	80.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Plus Park 295 Level 1	17	B	N	59	N	0	Y	1	N	0
Plus Park 221 Bldg A Level 1	4	B	N	60	N	0	Y	2	N	0
Plus Park 221 Bldg A Level 1.5	4	B	N	56	N	0	Y	0	N	0
Plus Park 221 Bldg A Level 2	4	B	N	61	N	0	N	2	N	0
Plus Park 221 Bldg A Level 2.5	4	B	N	58	N	0	N	1	N	0
Plus Park 221 Bldg A Level 3	4	B	N	62	N	0	N	2	N	0
Plus Park 221 Bldg B Level 1	4	B	N	62	N	0	Y	3	N	0
Plus Park 221 Bldg B Level 1.5	4	B	N	58	N	0	Y	1	N	0
Plus Park 221 Bldg B Level 2	4	B	N	64	N	0	N	3	N	0
Plus Park 221 Bldg B Level 2.5	4	B	N	60	N	0	N	2	N	0
Plus Park 221 Bldg B Level 3	4	B	N	65	N	0	N	3	N	0
Plus Park 221 Bldg C Level 1	4	B	N	65	N	0	Y	4	N	0
Plus Park 221 Bldg C Level 1.5	4	B	N	60	N	0	Y	2	N	0
Plus Park 221 Bldg C Level 2	4	B	N	68	Y	4	N	5	Y	4
Plus Park 221 Bldg C Level 2.5	4	B	N	64	N	0	N	3	N	0
Plus Park 221 Bldg C Level 3	4	B	N	69	Y	4	N	3	N	0
Plus Park 221 Bldg D Level 1	4	B	N	58	N	0	Y	1	N	0
Plus Park 221 Bldg D Level 1.5	4	B	N	60	N	0	Y	2	N	0
Plus Park 221 Bldg D Level 2	4	B	N	60	N	0	N	2	N	0
Plus Park 221 Bldg D Level 2.5	4	B	N	62	N	0	N	1	N	0
Plus Park 221 Bldg D Level 3	4	B	N	62	N	0	N	2	N	0
Plus Park 221 Bldg E Level 1	4	B	Y	72	Y	4	Y	12	Y	4
Plus Park 221 Bldg E Level 1.5	4	B	Y	64	N	0	Y	4	N	0
Plus Park 221 Bldg E Level 2	4	B	Y	73	Y	4	N	6	Y	4

FEASIBILITY ANALYSIS FOR NAA 27

Noise Analysis Area:	27
Description:	Shadowbluff
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	80
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	80.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Plus Park 221 Bldg E Level 2.5	4	B	Y	65	N	0	N	3	N	0
Plus Park 221 Bldg E Level 3	4	B	Y	74	Y	4	N	1	N	0
Plus Park 221 Bldg F Level 1	4	B	Y	71	Y	4	Y	10	Y	4
Plus Park 221 Bldg F Level 1.5	4	B	Y	65	N	0	Y	4	N	0
Plus Park 221 Bldg F Level 2	4	B	Y	74	Y	4	N	7	Y	4
Plus Park 221 Bldg F Level 2.5	4	B	Y	67	Y	4	N	3	N	0
Plus Park 221 Bldg F Level 3	4	B	Y	75	Y	4	N	2	N	0
Plus Park 221 Bldg G Level 1	4	B	Y	74	Y	4	Y	9	Y	4
Plus Park 221 Bldg G Level 1.5	4	B	Y	66	Y	4	Y	2	N	0
Plus Park 221 Bldg G Level 2	4	B	Y	75	Y	4	N	6	Y	4
Plus Park 221 Bldg G Level 2.5	4	B	Y	67	Y	4	N	2	N	0
Plus Park 221 Bldg G Level 3	4	B	Y	76	Y	4	N	0	N	0
Plus Park 221 Bldg H Level 1	4	B	Y	67	Y	4	Y	0	N	0
Plus Park 221 Bldg H Level 1.5	4	B	Y	66	Y	4	Y	1	N	0
Plus Park 221 Bldg H Level 2	4	B	Y	69	Y	4	N	0	N	0
Plus Park 221 Bldg H Level 2.5	4	B	N	69	Y	4	N	1	N	0
Plus Park 221 Bldg H Level 3	4	B	N	70	Y	4	N	0	N	0
Plus Park 221 Bldg I Level 1	4	B	N	64	N	0	Y	0	N	0
Plus Park 221 Bldg I Level 1.5	4	B	N	62	N	0	Y	1	N	0
Plus Park 221 Bldg I Level 2	4	B	N	65	N	0	N	0	N	0
Plus Park 221 Bldg I Level 2.5	4	B	N	64	N	0	N	1	N	0
Plus Park 221 Bldg I Level 3	4	B	N	66	Y	4	N	0	N	0
Plus Park 221 Bldg J Level 1	4	B	N	62	N	0	Y	0	N	0
Plus Park 221 Bldg J Level 1.5	4	B	N	59	N	0	Y	0	N	0

FEASIBILITY ANALYSIS FOR NAA 27

Noise Analysis Area:	27
Description:	Shadowbluff
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	80
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	80.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Plus Park 221 Bldg J Level 2	4	B	N	62	N	0	N	0	N	0
Plus Park 221 Bldg J Level 2.5	4	B	N	60	N	0	N	0	N	0
Plus Park 221 Bldg J Level 3	4	B	N	63	N	0	N	0	N	0
Plus Park 221 Bldg K Level 1	4	B	N	60	N	0	Y	0	N	0
Plus Park 221 Bldg K Level 1.5	4	B	N	57	N	0	Y	0	N	0
Plus Park 221 Bldg K Level 2	4	B	N	61	N	0	N	0	N	0
Plus Park 221 Bldg K Level 2.5	4	B	N	59	N	0	N	0	N	0
Plus Park 221 Bldg K Level 3	4	B	N	61	N	0	N	0	N	0
Plus Park 221 Pool	3.78	C	N	63	N	0	Y	2	N	0
Plus Park 250	2	B	N	62	N	0	Y	0	N	0
Plus Park 254	2	B	N	61	N	0	Y	0	N	0
Plus Park 258	2	B	N	61	N	0	Y	0	N	0
Plus Park 262	2	B	N	60	N	0	Y	0	N	0
Plus Park 266	2	B	N	64	N	0	Y	0	N	0
Plus Park 270	2	B	N	63	N	0	Y	0	N	0
Plus Park 274	2	B	N	62	N	0	Y	0	N	0
Plus Park 278	2	B	N	62	N	0	Y	0	N	0
Plus Park 282	2	B	N	62	N	0	Y	0	N	0
Plus Park 283	5.79	C	N	60	N	0	Y	0	N	0
Plus Park 285	0.47	D	Y	62	N	0	Y	2	N	0
Plus Park 286	2	B	N	62	N	0	Y	0	N	0
Plus Park 287	0.47	D	Y	60	N	0	Y	2	N	0
Plus Park 290	2	B	N	63	N	0	Y	0	N	0
Plus Park 293	0.15	C	N	52	N	0	Y	1	N	0

FEASIBILITY ANALYSIS FOR NAA 27

Noise Analysis Area:	27
Description:	Shadowbluff
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	80
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	80.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Plus Park 293 Level 1	17	B	Y	61	N	0	Y	1	N	0
Plus Park 293 Level 2	17	B	Y	63	N	0	N	1	N	0
Plus Park 294	2	B	N	64	N	0	Y	0	N	0
Plus Park 295 Level 2	17	B	N	60	N	0	N	2	N	0
Plus Park 298	2	B	N	63	N	0	Y	0	N	0
Plus Park 308 Bldg A	8	B	N	62	N	0	Y	0	N	0

Benefited Ground-Level Residence	12
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	12.00
1st Row Ground-Level Impacted	24.00
1st Row Ground-Level Impacted and Benefited	12.00

FEASIBILITY %	**50%**

REASONABLENESS ALLOWANCE FOR NAA 27

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	750
	% residences constructed after highway	100%	
	% residences constructed before 2005	78%	
	% residences constructed after 2005	22%	
Previous Type I Widening Allowance	Last Type I widening project date	2002	200
	% residences constructed after widening	22%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	71 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 27

Noise Analysis Area:	27
Description:	Shadowbluff
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Plus Park 295 Level 1	17	B	N	59	58	1	N	0	0	N	0
Plus Park 221 Bldg A Level 1	4	B	N	60	58	2	N	0	0	N	0
Plus Park 221 Bldg A Level 1.5	4	B	N	56	55	0	N	0	0	N	0
Plus Park 221 Bldg A Level 2	4	B	N	61	59	2	N	0	0	N	0
Plus Park 221 Bldg A Level 2.5	4	B	N	58	57	1	N	0	0	N	0
Plus Park 221 Bldg A Level 3	4	B	N	62	60	2	N	0	0	N	0
Plus Park 221 Bldg B Level 1	4	B	N	62	59	3	N	0	0	N	0
Plus Park 221 Bldg B Level 1.5	4	B	N	58	57	1	N	0	0	N	0
Plus Park 221 Bldg B Level 2	4	B	N	64	60	3	N	0	0	N	0
Plus Park 221 Bldg B Level 2.5	4	B	N	60	59	2	N	0	0	N	0
Plus Park 221 Bldg B Level 3	4	B	N	65	62	3	N	0	0	N	0
Plus Park 221 Bldg C Level 1	4	B	N	65	62	4	N	0	0	N	0
Plus Park 221 Bldg C Level 1.5	4	B	N	60	59	2	N	0	0	N	0
Plus Park 221 Bldg C Level 2	4	B	N	68	63	5	Y	4	0	N	0
Plus Park 221 Bldg C Level 2.5	4	B	N	64	61	3	N	0	0	N	0
Plus Park 221 Bldg C Level 3	4	B	N	69	66	3	N	0	0	N	0
Plus Park 221 Bldg D Level 1	4	B	N	58	57	1	N	0	0	N	0
Plus Park 221 Bldg D Level 1.5	4	B	N	60	58	2	N	0	0	N	0
Plus Park 221 Bldg D Level 2	4	B	N	60	58	2	N	0	0	N	0
Plus Park 221 Bldg D Level 2.5	4	B	N	62	61	1	N	0	0	N	0
Plus Park 221 Bldg D Level 3	4	B	N	62	60	2	N	0	0	N	0
Plus Park 221 Bldg E Level 1	4	B	Y	72	60	12	Y	4	4	Y	4
Plus Park 221 Bldg E Level 1.5	4	B	Y	64	60	4	N	0	0	N	0
Plus Park 221 Bldg E Level 2	4	B	Y	73	67	6	Y	4	4	N	0
Plus Park 221 Bldg E Level 2.5	4	B	Y	65	63	3	N	0	0	N	0
Plus Park 221 Bldg E Level 3	4	B	Y	74	73	1	N	0	0	N	0
Plus Park 221 Bldg F Level 1	4	B	Y	71	61	10	Y	4	4	Y	4
Plus Park 221 Bldg F Level 1.5	4	B	Y	65	61	4	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 27

Noise Analysis Area:	27
Description:	Shadowbluff
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Plus Park 221 Bldg F Level 2	4	B	Y	74	67	7	Y	4	4	Y	4
Plus Park 221 Bldg F Level 2.5	4	B	Y	67	63	3	N	0	0	N	0
Plus Park 221 Bldg F Level 3	4	B	Y	75	73	2	N	0	0	N	0
Plus Park 221 Bldg G Level 1	4	B	Y	74	64	9	Y	4	4	Y	4
Plus Park 221 Bldg G Level 1.5	4	B	Y	66	64	2	N	0	0	N	0
Plus Park 221 Bldg G Level 2	4	B	Y	75	70	6	Y	4	4	N	0
Plus Park 221 Bldg G Level 2.5	4	B	Y	67	66	2	N	0	0	N	0
Plus Park 221 Bldg G Level 3	4	B	Y	76	75	0	N	0	0	N	0
Plus Park 221 Bldg H Level 1	4	B	Y	67	67	0	N	0	0	N	0
Plus Park 221 Bldg H Level 1.5	4	B	Y	66	66	1	N	0	0	N	0
Plus Park 221 Bldg H Level 2	4	B	Y	69	68	0	N	0	0	N	0
Plus Park 221 Bldg H Level 2.5	4	B	N	69	68	1	N	0	0	N	0
Plus Park 221 Bldg H Level 3	4	B	N	70	69	0	N	0	0	N	0
Plus Park 221 Bldg I Level 1	4	B	N	64	64	0	N	0	0	N	0
Plus Park 221 Bldg I Level 1.5	4	B	N	62	61	1	N	0	0	N	0
Plus Park 221 Bldg I Level 2	4	B	N	65	65	0	N	0	0	N	0
Plus Park 221 Bldg I Level 2.5	4	B	N	64	63	1	N	0	0	N	0
Plus Park 221 Bldg I Level 3	4	B	N	66	66	0	N	0	0	N	0
Plus Park 221 Bldg J Level 1	4	B	N	62	62	0	N	0	0	N	0
Plus Park 221 Bldg J Level 1.5	4	B	N	59	59	0	N	0	0	N	0
Plus Park 221 Bldg J Level 2	4	B	N	62	62	0	N	0	0	N	0
Plus Park 221 Bldg J Level 2.5	4	B	N	60	60	0	N	0	0	N	0
Plus Park 221 Bldg J Level 3	4	B	N	63	63	0	N	0	0	N	0
Plus Park 221 Bldg K Level 1	4	B	N	60	60	0	N	0	0	N	0
Plus Park 221 Bldg K Level 1.5	4	B	N	57	57	0	N	0	0	N	0
Plus Park 221 Bldg K Level 2	4	B	N	61	60	0	N	0	0	N	0
Plus Park 221 Bldg K Level 2.5	4	B	N	59	59	0	N	0	0	N	0
Plus Park 221 Bldg K Level 3	4	B	N	61	61	0	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 27

Noise Analysis Area:	27
Description:	Shadowbluff
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Plus Park 221 Pool	3.78	C	N	63	62	2	N	0	0	N	0
Plus Park 250	2	B	N	62	62	0	N	0	0	N	0
Plus Park 254	2	B	N	61	61	0	N	0	0	N	0
Plus Park 258	2	B	N	61	61	0	N	0	0	N	0
Plus Park 262	2	B	N	60	60	0	N	0	0	N	0
Plus Park 266	2	B	N	64	64	0	N	0	0	N	0
Plus Park 270	2	B	N	63	63	0	N	0	0	N	0
Plus Park 274	2	B	N	62	62	0	N	0	0	N	0
Plus Park 278	2	B	N	62	62	0	N	0	0	N	0
Plus Park 282	2	B	N	62	62	0	N	0	0	N	0
Plus Park 283	5.79	C	N	60	60	0	N	0	0	N	0
Plus Park 285	0.47	D	Y	62	60	2	N	0	0	N	0
Plus Park 286	2	B	N	62	62	0	N	0	0	N	0
Plus Park 287	0.47	D	Y	60	58	2	N	0	0	N	0
Plus Park 290	2	B	N	63	63	0	N	0	0	N	0
Plus Park 293	0.15	C	N	52	52	1	N	0	0	N	0
Plus Park 293 Level 1	17	B	Y	61	60	1	N	0	0	N	0
Plus Park 293 Level 2	17	B	Y	63	61	1	N	0	0	N	0
Plus Park 294	2	B	N	64	64	0	N	0	0	N	0
Plus Park 295 Level 2	17	B	N	60	58	2	N	0	0	N	0
Plus Park 298	2	B	N	63	63	0	N	0	0	N	0
Plus Park 308 Bldg A	8	B	N	62	62	0	N	0	0	N	0

First Row Benefited Residences	24
Equivalent First Row Benefits	0.00
Total First Row Benefits	24.00
Total First Row Receiving 7 dB IL	16.00

% Meeting NRDG	**67%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 27

Noise Analysis Area:	27
Description:	Shadowbluff
Design Year:	2052
Alternative:	BUILD

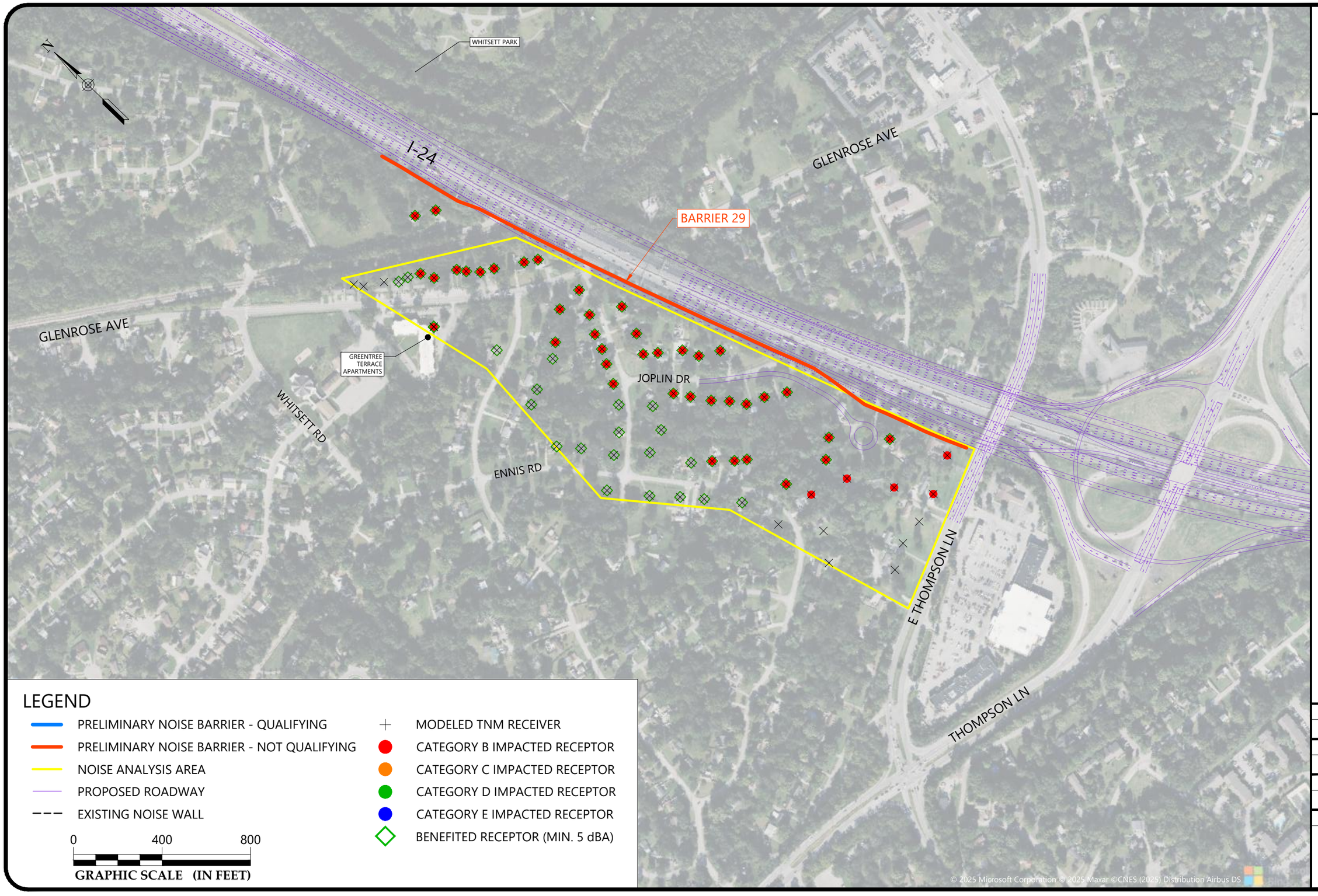
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1753854.1,652222.9	1753855,652322.9	100	F, ROW	521	535	14	1,400
1753855,652322.9	1753855.8,652422.9	100	F, ROW	531	545	14	1,400
1753855.8,652422.9	1753856.6,652522.9	100	F, ROW	534	548	14	1,400
1753856.6,652522.9	1753857.5,652622.9	100	F, ROW	533	547	14	1,400
1753857.5,652622.9	1753858.3,652722.9	100	F, ROW	527	541	14	1,400
1753858.3,652722.9	1753809.5,652822.8	111	F, T	522	536	14	1,556
1753809.5,652822.8	1753784.8,652909	90	F. EOP	511	525	14	1,256
1753784.8,652909	1753760,652995.3	90	F. EOP	518	532	14	1,256
1753760,652995.3	1753758.3,653095.2	100	F. EOP	524	538	14	1,399
1753758.3,653095.2	1753765,653195	100	F. EOP	526	540	14	1,401
1753765,653195	BARRIER END	-	F. EOP	526	540	14	-

Barrier Length (ft)	991
Average Barrier Height (ft)	14.00
Barrier Area (sq ft)	13,868

Total Barrier System Area (sq ft)	13,868
Average Barrier System Height (ft)	14.00
Number of Benefited Residences	28.00
Area Per Benefited Residence (sq ft)	495
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 29 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/31/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F15

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 29

Noise Analysis Area:	29
Description:	Joplin Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	73
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	73.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Glenrose 2603 Level 1	23	B	N	65	N	0	Y	5	Y	23
Glenrose 2603 Level 2	23	B	N	66	Y	23	N	5	Y	23
Old Glenrose 720	1	B	Y	68	Y	1	Y	6	Y	1
Old Glenrose 724	1	B	Y	66	Y	1	Y	6	Y	1
Glenrose 2516	2	B	N	63	N	0	Y	4	N	0
Glenrose 2520	2	B	N	64	N	0	Y	4	N	0
Glenrose 2522	2	B	N	64	N	0	Y	4	N	0
Glenrose 2524	2	B	N	65	N	0	Y	5	Y	2
Glenrose 2526	2	B	N	65	N	0	Y	5	Y	2
Glenrose 2532	2	B	N	66	Y	2	Y	5	Y	2
Glenrose 2534	2	B	Y	66	Y	2	Y	5	Y	2
Glenrose 2536	2	B	Y	67	Y	2	Y	6	Y	2
Glenrose 2540	2	B	Y	67	Y	2	Y	6	Y	2
Glenrose 2544	2	B	Y	67	Y	2	Y	6	Y	2
Glenrose 2548	2	B	Y	67	Y	2	Y	6	Y	2
Glenrose 2602	1	B	Y	68	Y	1	Y	6	Y	1
Glenrose 2604	1	B	Y	67	Y	1	Y	7	Y	1
Mashburn 2511	1	B	N	64	N	0	Y	6	Y	1
Mashburn 2510	1	B	N	64	N	0	Y	6	Y	1
Mashburn 2508	1	B	N	64	N	0	Y	6	Y	1
Mashburn 2506	1	B	N	65	N	0	Y	6	Y	1
Mashburn 2504	1	B	N	66	Y	1	Y	6	Y	1
Mashburn 2500	1	B	N	67	Y	1	Y	6	Y	1
Malden 2601	1	B	Y	68	Y	1	Y	6	Y	1

FEASIBILITY ANALYSIS FOR NAA 29

Noise Analysis Area:	29
Description:	Joplin Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	73
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	73.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Malden 2605	1	B	N	68	Y	1	Y	6	Y	1
Malden 2607	1	B	N	67	Y	1	Y	7	Y	1
Malden 2609	1	B	N	67	Y	1	Y	6	Y	1
Malden 2611	1	B	N	66	Y	1	Y	6	Y	1
Malden 2604	1	B	Y	69	Y	1	Y	6	Y	1
Malden 2608	1	B	Y	69	Y	1	Y	6	Y	1
Malden 2612	1	B	Y	68	Y	1	Y	7	Y	1
Joplin 2602	1	B	Y	68	Y	1	Y	6	Y	1
Joplin 2604	1	B	Y	69	Y	1	Y	6	Y	1
Joplin 2606	1	B	Y	69	Y	1	Y	6	Y	1
Joplin 2608	1	B	Y	70	Y	1	Y	7	Y	1
Malden 2613	1	B	N	66	Y	1	Y	6	Y	1
Malden 2615	1	B	N	65	N	0	Y	6	Y	1
Malden 2617	1	B	N	65	N	0	Y	6	Y	1
Ennis 2612	1	B	N	64	N	0	Y	6	Y	1
Ennis 2610	1	B	N	64	N	0	Y	6	Y	1
Ennis 2608	1	B	N	63	N	0	Y	5	Y	1
Ennis 2613	1	B	N	62	N	0	Y	5	Y	1
Ennis 2615	1	B	N	63	N	0	Y	5	Y	1
Ennis 2619	1	B	N	62	N	0	Y	5	Y	1
Ennis 2623	1	B	N	62	N	0	Y	5	Y	1
Ennis 2627	1	B	N	64	N	0	Y	6	Y	1
Ennis 2626	1	B	N	67	Y	1	Y	6	Y	1
Ennis 2624	1	B	N	67	Y	1	Y	6	Y	1

FEASIBILITY ANALYSIS FOR NAA 29

Noise Analysis Area:	29
Description:	Joplin Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	73
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	73.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Ennis 2620	1	B	N	66	Y	1	Y	6	Y	1
Ennis 2618	1	B	N	65	N	0	Y	6	Y	1
Malden 2622	1	B	N	65	N	0	Y	6	Y	1
Malden 2620	1	B	N	65	N	0	Y	6	Y	1
Joplin 2601	1	B	N	64	N	0	Y	7	Y	1
Joplin 2603	1	B	N	67	Y	1	Y	6	Y	1
Joplin 2605	1	B	N	67	Y	1	Y	6	Y	1
Joplin 2607	1	B	Y	67	Y	1	Y	6	Y	1
Joplin 2609	1	B	Y	68	Y	1	Y	6	Y	1
Joplin 2611	1	B	Y	69	Y	1	Y	7	Y	1
Joplin 2613	1	B	Y	71	Y	1	Y	8	Y	1
Joplin 2615	1	B	Y	72	Y	1	Y	8	Y	1
Joplin 209	1	B	Y	70	Y	1	Y	6	Y	1
Joplin 211	1	B	N	70	Y	1	Y	5	Y	1
Ennis 2630	1	B	N	67	Y	1	Y	5	Y	1
Ennis 2722	1	B	N	68	Y	1	Y	4	N	0
Ennis 2721	1	B	N	60	N	0	Y	4	N	0
Ennis 2726	1	B	N	61	N	0	Y	1	N	0
Ennis 2724	1	B	N	65	N	0	Y	2	N	0
Joplin 210	1	B	Y	70	Y	1	Y	4	N	0
Joplin 204	1	B	Y	72	Y	1	Y	6	Y	1
Joplin 208	1	B	N	67	Y	1	Y	2	N	0
E Thompson 52	1	B	N	63	N	0	Y	0	N	0
E Thompson 50	1	B	N	64	N	0	Y	0	N	0

FEASIBILITY ANALYSIS FOR NAA 29

Noise Analysis Area:	29
Description:	Joplin Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	73
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	73.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
E Thompson 44	1	B	N	65	N	0	Y	0	N	0
E Thompson 42	1	B	N	67	Y	1	Y	1	N	0
E Thompson 40	1	B	Y	72	Y	1	Y	4	N	0

Benefited Ground-Level Residence	90
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	90.00
1st Row Ground-Level Impacted	31.00
1st Row Ground-Level Impacted and Benefited	29.00

FEASIBILITY %	**94%**

REASONABLENESS ALLOWANCE FOR NAA 29

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	1500
	% residences constructed after highway	25%	
	% residences constructed before 2005	98%	
	% residences constructed after 2005	2%	
Previous Type I Widening Allowance	Last Type I widening project date	2002	200
	% residences constructed after widening	2%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	68 dB	0
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,700

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 29

Noise Analysis Area:	29
Description:	Joplin Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Glenrose 2603 Level 1	23	B	N	65	60	5	Y	23	0	N	0
Glenrose 2603 Level 2	23	B	N	66	60	5	Y	23	0	N	0
Old Glenrose 720	1	B	Y	68	62	6	Y	1	1	N	0
Old Glenrose 724	1	B	Y	66	60	6	Y	1	1	N	0
Glenrose 2516	2	B	N	63	59	4	N	0	0	N	0
Glenrose 2520	2	B	N	64	60	4	N	0	0	N	0
Glenrose 2522	2	B	N	64	60	4	N	0	0	N	0
Glenrose 2524	2	B	N	65	60	5	Y	2	0	N	0
Glenrose 2526	2	B	N	65	60	5	Y	2	0	N	0
Glenrose 2532	2	B	N	66	61	5	Y	2	0	N	0
Glenrose 2534	2	B	Y	66	61	5	Y	2	2	N	0
Glenrose 2536	2	B	Y	67	61	6	Y	2	2	N	0
Glenrose 2540	2	B	Y	67	61	6	Y	2	2	N	0
Glenrose 2544	2	B	Y	67	61	6	Y	2	2	N	0
Glenrose 2548	2	B	Y	67	61	6	Y	2	2	N	0
Glenrose 2602	1	B	Y	68	62	6	Y	1	1	N	0
Glenrose 2604	1	B	Y	67	60	7	Y	1	1	Y	1
Mashburn 2511	1	B	N	64	59	6	Y	1	0	N	0
Mashburn 2510	1	B	N	64	58	6	Y	1	0	N	0
Mashburn 2508	1	B	N	64	58	6	Y	1	0	N	0
Mashburn 2506	1	B	N	65	59	6	Y	1	0	N	0
Mashburn 2504	1	B	N	66	59	6	Y	1	0	N	0
Mashburn 2500	1	B	N	67	61	6	Y	1	0	N	0
Malden 2601	1	B	Y	68	62	6	Y	1	1	N	0
Malden 2605	1	B	N	68	62	6	Y	1	0	N	0
Malden 2607	1	B	N	67	61	7	Y	1	0	Y	0
Malden 2609	1	B	N	67	60	6	Y	1	0	N	0
Malden 2611	1	B	N	66	60	6	Y	1	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 29

Noise Analysis Area:	29
Description:	Joplin Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Malden 2604	1	B	Y	69	62	6	Y	1	1	N	0
Malden 2608	1	B	Y	69	62	6	Y	1	1	N	0
Malden 2612	1	B	Y	68	61	7	Y	1	1	Y	1
Joplin 2602	1	B	Y	68	62	6	Y	1	1	N	0
Joplin 2604	1	B	Y	69	63	6	Y	1	1	N	0
Joplin 2606	1	B	Y	69	63	6	Y	1	1	N	0
Joplin 2608	1	B	Y	70	63	7	Y	1	1	Y	1
Malden 2613	1	B	N	66	60	6	Y	1	0	N	0
Malden 2615	1	B	N	65	59	6	Y	1	0	N	0
Malden 2617	1	B	N	65	59	6	Y	1	0	N	0
Ennis 2612	1	B	N	64	58	6	Y	1	0	N	0
Ennis 2610	1	B	N	64	58	6	Y	1	0	N	0
Ennis 2608	1	B	N	63	58	5	Y	1	0	N	0
Ennis 2613	1	B	N	62	57	5	Y	1	0	N	0
Ennis 2615	1	B	N	63	58	5	Y	1	0	N	0
Ennis 2619	1	B	N	62	57	5	Y	1	0	N	0
Ennis 2623	1	B	N	62	58	5	Y	1	0	N	0
Ennis 2627	1	B	N	64	59	6	Y	1	0	N	0
Ennis 2626	1	B	N	67	61	6	Y	1	0	N	0
Ennis 2624	1	B	N	67	61	6	Y	1	0	N	0
Ennis 2620	1	B	N	66	60	6	Y	1	0	N	0
Ennis 2618	1	B	N	65	60	6	Y	1	0	N	0
Malden 2622	1	B	N	65	59	6	Y	1	0	N	0
Malden 2620	1	B	N	65	59	6	Y	1	0	N	0
Joplin 2601	1	B	N	64	57	7	Y	1	0	Y	0
Joplin 2603	1	B	N	67	61	6	Y	1	0	N	0
Joplin 2605	1	B	N	67	61	6	Y	1	0	N	0
Joplin 2607	1	B	Y	67	61	6	Y	1	1	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 29

Noise Analysis Area:	29
Description:	Joplin Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Joplin 2609	1	B	Y	68	62	6	Y	1	1	N	0
Joplin 2611	1	B	Y	69	62	7	Y	1	1	Y	1
Joplin 2613	1	B	Y	71	63	8	Y	1	1	Y	1
Joplin 2615	1	B	Y	72	64	8	Y	1	1	Y	1
Joplin 209	1	B	Y	70	65	6	Y	1	1	N	0
Joplin 211	1	B	N	70	65	5	Y	1	0	N	0
Ennis 2630	1	B	N	67	63	5	Y	1	0	N	0
Ennis 2722	1	B	N	68	64	4	N	0	0	N	0
Ennis 2721	1	B	N	60	56	4	N	0	0	N	0
Ennis 2726	1	B	N	61	60	1	N	0	0	N	0
Ennis 2724	1	B	N	65	63	2	N	0	0	N	0
Joplin 210	1	B	Y	70	66	4	N	0	0	N	0
Joplin 204	1	B	Y	72	66	6	Y	1	1	N	0
Joplin 208	1	B	N	67	65	2	N	0	0	N	0
E Thompson 52	1	B	N	63	63	0	N	0	0	N	0
E Thompson 50	1	B	N	64	64	0	N	0	0	N	0
E Thompson 44	1	B	N	65	65	0	N	0	0	N	0
E Thompson 42	1	B	N	67	66	1	N	0	0	N	0
E Thompson 40	1	B	Y	72	68	4	N	0	0	N	0

First Row Benefited Residences	29
Equivalent First Row Benefits	0.00
Total First Row Benefits	29.00
Total First Row Receiving 7 dB IL	6.00

% Meeting NRDG	**21%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 29

Noise Analysis Area:	29
Description:	Joplin Dr
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1754719.9,648164.4	1754681.1,648256.7	100	F, ROW	487	511	24	2,401
1754681.1,648256.7	1754644.1,648349.6	100	F, ROW	492	516	24	2,399
1754644.1,648349.6	1754612.1,648444.3	100	F, ROW	495	519	24	2,400
1754612.1,648444.3	1754579.1,648538.7	100	F, ROW	491	515	24	2,399
1754579.1,648538.7	1754542.4,648631.7	100	F, ROW	489	513	24	2,400
1754542.4,648631.7	1754527.1,648743	112	F, T	482	506	24	2,696
1754527.1,648743	1754515.9,648827.2	85	F, T	477	501	24	2,038
1754515.9,648827.2	1754500.9,648910.9	85	F, T	476	500	24	2,041
1754500.9,648910.9	1754467.9,649004.3	99	F, EOP	474	498	24	2,378
1754467.9,649004.3	1754432.9,649100.6	102	F, EOP	474	498	24	2,459
1754432.9,649100.6	1754400.5,649193.3	98	F, EOP	476	500	24	2,355
1754400.5,649193.3	1754366.9,649288.9	101	F, EOP	477	501	24	2,433
1754366.9,649288.9	1754333.8,649383.6	100	F, EOP	478	502	24	2,408
1754333.8,649383.6	1754301.3,649476.8	99	F, EOP	479	503	24	2,369
1754301.3,649476.8	1754268.8,649571.2	100	F, EOP	480	504	24	2,397
1754268.8,649571.2	1754236.9,649664.4	99	F, EOP	480	504	24	2,365
1754236.9,649664.4	1754204.4,649759.8	101	F, EOP	481	505	24	2,418
1754204.4,649759.8	1754181.3,649829.6	73	F, EOP	482	506	24	1,764
1754181.3,649829.6	1754118.5,650018.4	199	F, EOP	484	508	24	4,775
1754118.5,650018.4	1754054.5,650219.6	211	F, EOP	486	510	24	5,067
1754054.5,650219.6	1753970.5,650501.3	294	F, EOP	486	510	24	7,056
1753970.5,650501.3	1753929.6,650593.1	100	F, T	484	508	24	2,411
1753929.6,650593.1	1753905.5,650691.2	101	F, T	477	501	24	2,425
1753905.5,650691.2	1753882.9,650788	99	F, ROW	477	501	24	2,386
1753882.9,650788	1753861.1,650885.3	100	F, ROW	479	503	24	2,392

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 29

Noise Analysis Area:	29
Description:	Joplin Dr
Design Year:	2052
Alternative:	BUILD

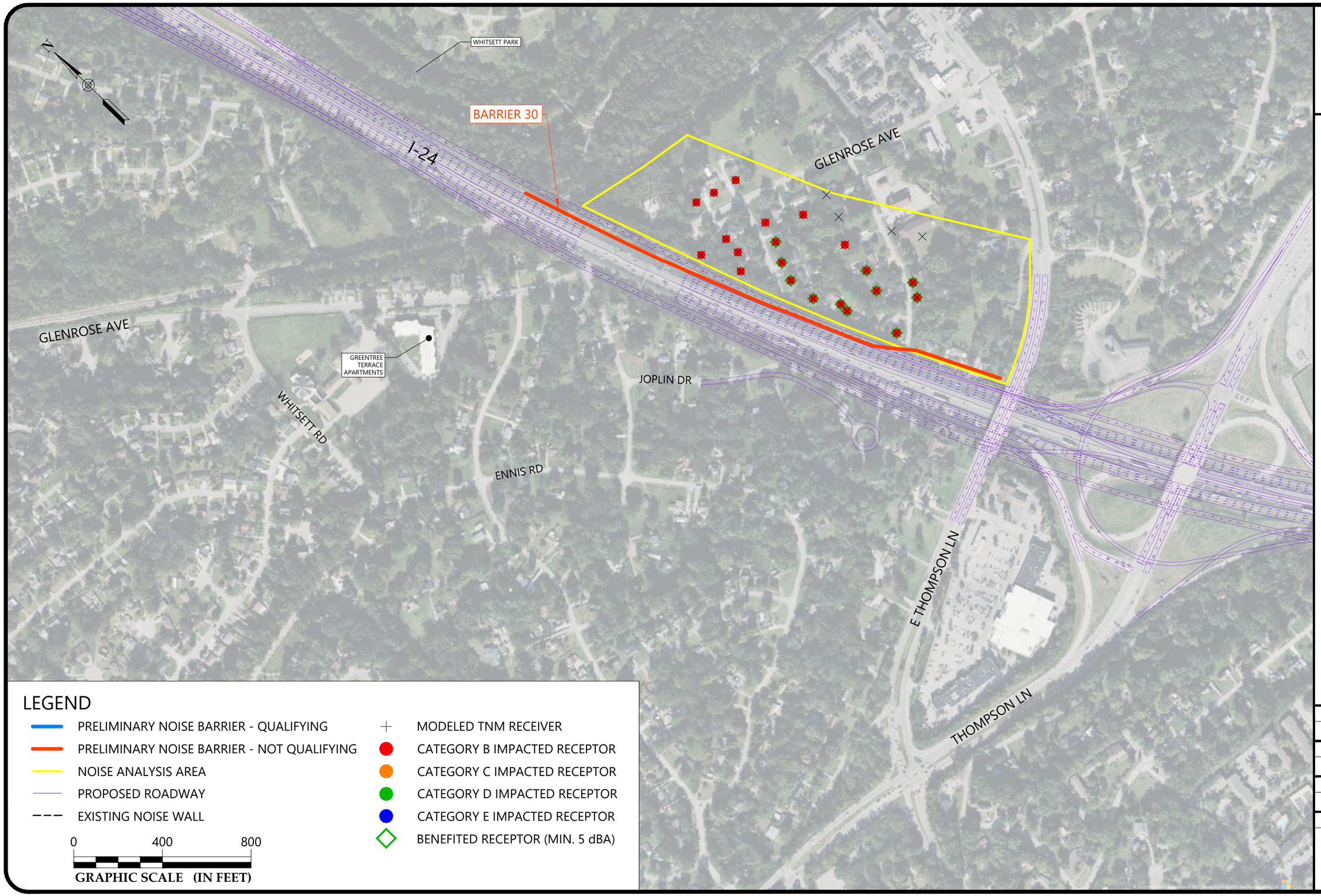
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1753861.1,650885.3	1753837.1,650981.9	100	F, ROW	477	501	24	2,389
1753837.1,650981.9	BARRIER END	-	F, ROW	476	500	24	-

Barrier Length (ft)	2,958
Average Barrier Height (ft)	24.00
Barrier Area (sq ft)	71,021

Total Barrier System Area (sq ft)	71,021
Average Barrier System Height (ft)	24.00
Number of Benefited Residences	113.00
Area Per Benefited Residence (sq ft)	629
Allowable Area Per Benefited Residence (sq ft)	1,700
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 30 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/30/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F16

FEASIBILITY ANALYSIS FOR NAA 30

Noise Analysis Area:	30
Description:	Blackstone
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	21
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	21.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Blackstone 112	1	B	Y	73	Y	1	Y	5	Y	1
Blackstone 116	1	B	Y	72	Y	1	Y	6	Y	1
Blackstone 120	1	B	Y	74	Y	1	Y	8	Y	1
Glenmont 113	1	B	N	69	Y	1	Y	6	Y	1
Glenmont 117	1	B	N	71	Y	1	Y	7	Y	1
Glenmont 121	1	B	Y	75	Y	1	Y	9	Y	1
Glenmont 120	1	B	Y	69	Y	1	Y	6	Y	1
Glenmont 116	1	B	N	68	Y	1	Y	5	Y	1
Glenmont 104 Pavilion	0.96	C	N	61	N	0.00	Y	1	N	0.00
Glenmont 104	0.05	C	N	63	N	0.00	Y	3	N	0.00
Glenmont 109	1	B	N	67	Y	1	Y	4	N	0
Blackstone 110	1	B	Y	71	Y	1	Y	5	Y	1
Blackstone 108	1	B	Y	69	Y	1	Y	5	Y	1
Blackstone 104	1	B	N	68	Y	1	Y	5	Y	1
Glenmont 105	1	B	N	65	N	0	Y	4	N	0
Glenmont 101	1	B	N	64	N	0	Y	4	N	0
Glenrose 2633	1	B	N	66	Y	1	Y	4	N	0
Blackstone 100	1	B	N	67	Y	1	Y	4	N	0
Glenrose 2632	1	B	N	66	Y	1	Y	4	N	0
Glenrose 2630	1	B	N	67	Y	1	Y	3	N	0
Glenrose 2628	1	B	Y	67	Y	1	Y	3	N	0
Blackstone 107	1	B	Y	70	Y	1	Y	4	N	0
Blackstone 105	1	B	Y	69	Y	1	Y	4	N	0

FEASIBILITY ANALYSIS FOR NAA 30

Noise Analysis Area:	30
Description:	Blackstone
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	21
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	21.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Glenrose 2625	1	B	Y	69	Y	1	Y	4	N	0
Glenrose 2621	1	B	Y	69	Y	1	Y	4	N	0

Benefited Ground-Level Residence	11
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	11.00
1st Row Ground-Level Impacted	12.00
1st Row Ground-Level Impacted and Benefited	7.00

FEASIBILITY %	**58%**

REASONABLENESS ALLOWANCE FOR NAA 30

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	750
	% residences constructed after highway	54%	
	% residences constructed before 2005	96%	
	% residences constructed after 2005	4%	
Previous Type I Widening Allowance	Last Type I widening project date	2002	200
	% residences constructed after widening	4%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	71 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 30

Noise Analysis Area:	30
Description:	Blackstone
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Blackstone 112	1	B	Y	73	67	5	Y	1	1	N	0
Blackstone 116	1	B	Y	72	66	6	Y	1	1	N	0
Blackstone 120	1	B	Y	74	67	8	Y	1	1	Y	1
Glenmont 113	1	B	N	69	64	6	Y	1	0	N	0
Glenmont 117	1	B	N	71	64	7	Y	1	0	Y	0
Glenmont 121	1	B	Y	75	66	9	Y	1	1	Y	1
Glenmont 120	1	B	Y	69	64	6	Y	1	1	N	0
Glenmont 116	1	B	N	68	63	5	Y	1	0	N	0
Glenmont 104 Pavilion	0.96	C	N	61	60	1	N	0	0.00	N	0.00
Glenmont 104	0.05	C	N	63	60	3	N	0	0.00	N	0.00
Glenmont 109	1	B	N	67	63	4	N	0	0	N	0
Blackstone 110	1	B	Y	71	66	5	Y	1	1	N	0
Blackstone 108	1	B	Y	69	65	5	Y	1	1	N	0
Blackstone 104	1	B	N	68	64	5	Y	1	0	N	0
Glenmont 105	1	B	N	65	62	4	N	0	0	N	0
Glenmont 101	1	B	N	64	61	4	N	0	0	N	0
Glenrose 2633	1	B	N	66	62	4	N	0	0	N	0
Blackstone 100	1	B	N	67	63	4	N	0	0	N	0
Glenrose 2632	1	B	N	66	62	4	N	0	0	N	0
Glenrose 2630	1	B	N	67	63	3	N	0	0	N	0
Glenrose 2628	1	B	Y	67	65	3	N	0	0	N	0
Blackstone 107	1	B	Y	70	66	4	N	0	0	N	0
Blackstone 105	1	B	Y	69	66	4	N	0	0	N	0
Glenrose 2625	1	B	Y	69	65	4	N	0	0	N	0
Glenrose 2621	1	B	Y	69	65	4	N	0	0	N	0

First Row Benefited Residences	7
Equivalent First Row Benefits	0.00
Total First Row Benefits	7.00
Total First Row Receiving 7 dB IL	2.00

% Meeting NRDG	**29%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 30

Noise Analysis Area:	30
Description:	Blackstone
Design Year:	2052
Alternative:	BUILD

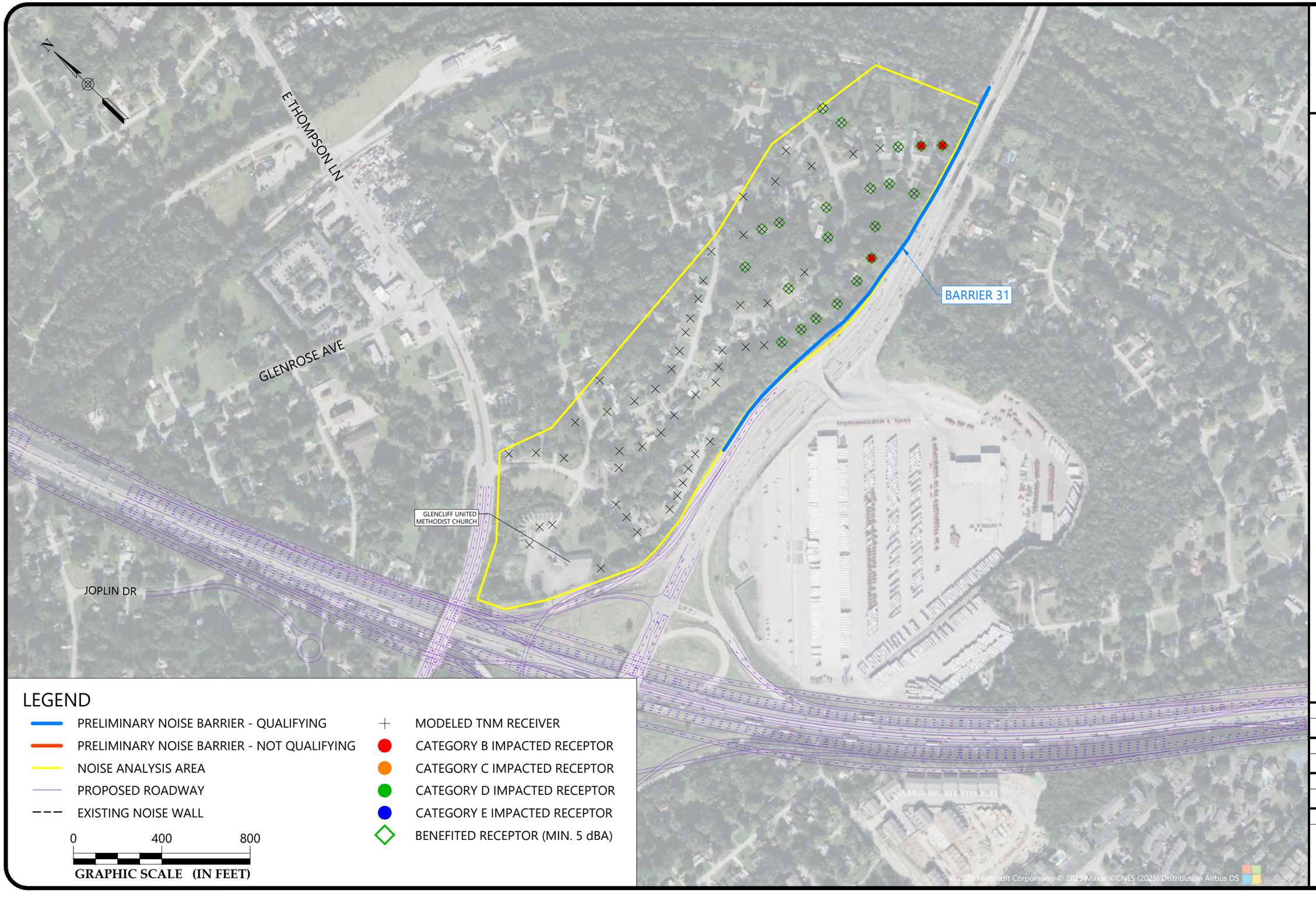
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1755048.6,648283.9	1755005.3,648374	100	F, ROW	476	492	16	1,600
1755005.3,648374	1754961.8,648464	100	F, ROW	478	494	16	1,599
1754961.8,648464	1754918.9,648554.3	100	F, ROW	477	493	16	1,600
1754918.9,648554.3	1754875.9,648644.6	100	F, ROW	475	491	16	1,600
1754875.9,648644.6	1754814.6,648720.1	97	F, T	473	489	16	1,555
1754814.6,648720.1	1754756.4,648797.7	97	F, T	472	488	16	1,553
1754756.4,648797.7	1754717,648888.5	99	F, EOP	471	487	16	1,584
1754717,648888.5	1754678,648980.9	100	F, EOP	473	489	16	1,604
1754678,648980.9	1754640.6,649073.6	100	F, EOP	474	490	16	1,599
1754640.6,649073.6	1754601.9,649167.1	101	F, EOP	475	491	16	1,620
1754601.9,649167.1	1754562.8,649257.7	99	F, EOP	476	492	16	1,578
1754562.8,649257.7	1754525.9,649350.6	100	F, EOP	477	493	16	1,599
1754525.9,649350.6	1754490.4,649444	100	F, EOP	478	494	16	1,599
1754490.4,649444	1754455.1,649537.6	100	F, EOP	478	494	16	1,601
1754455.1,649537.6	1754419.3,649630.9	100	F, EOP	479	495	16	1,600
1754419.3,649630.9	1754385,649724.9	100	F, EOP	480	496	16	1,601
1754385,649724.9	1754374.5,649748.7	26	F, EOP	482	498	16	415
1754374.5,649748.7	1754312.5,649933.1	195	F, EOP	489	505	16	3,112
1754312.5,649933.1	1754234.3,650178.3	257	F, EOP	489	505	16	4,119
1754234.3,650178.3	1754164.9,650404.3	236	F, EOP	489	505	16	3,783
1754164.9,650404.3	BARRIER END	-	F, EOP	489	505	16	-

Barrier Length (ft)	2,307
Average Barrier Height (ft)	16.00
Barrier Area (sq ft)	36,921

Total Barrier System Area (sq ft)	36,921
Average Barrier System Height (ft)	16.00
Number of Benefited Residences	11.00
Area Per Benefited Residence (sq ft)	3,356
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



NAA 31 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/27/2025

PROJECT NUMBER 24430273B

FIGURE NO. F17

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 31

Noise Analysis Area:	31
Description:	Glencliff
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	4
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	4.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Glencliff 2901 Village 1	6	B	Y	65	N	0	Y	0	N	0
Glencliff 2901 Common Area	0	C	Y	63	N	0	Y	0	N	0
Glencliff 2901 Village 2	6	B	N	63	N	0	Y	0	N	0
Glencliff 2901 Garden	0.30	D	Y	65	N	0	Y	0	N	0
Glencliff 2920	2	B	Y	64	N	0	Y	0	N	0
Glencliff 2912	2	B	N	61	N	0	Y	0	N	0
Glencliff 2916	2	B	N	62	N	0	Y	0	N	0
Glencliff Ct 708	2	B	Y	64	N	0	Y	0	N	0
Glencliff Ct 712	2	B	Y	63	N	0	Y	0	N	0
Glencliff Ct 716	2	B	Y	63	N	0	Y	0	N	0
Glencliff Ct 720	2	B	Y	62	N	0	Y	0	N	0
Glencliff Ct 724	2	B	Y	62	N	0	Y	1	N	0
Glencliff Ct 728	2	B	Y	62	N	0	Y	2	N	0
Glencliff 2904	1	B	N	61	N	0	Y	0	N	0
Clencliff 2902	1	B	N	62	N	0	Y	0	N	0
Glencliff 2900	1	B	N	65	N	0	Y	0	N	0
Cameo 32	1	B	N	60	N	0	Y	0	N	0
Cameo 31	1	B	N	59	N	0	Y	0	N	0
Cameo 33	1	B	N	61	N	0	Y	0	N	0
Dover 712	1	B	N	61	N	0	Y	1	N	0
Cameo 35	1	B	N	61	N	0	Y	0	N	0
Dover 709	1	B	N	61	N	0	Y	0	N	0

FEASIBILITY ANALYSIS FOR NAA 31

Noise Analysis Area:	31
Description:	Glencliff
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	4
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	4.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Dover 711	1	B	N	61	N	0	Y	0	N	0
Dover 713	1	B	N	62	N	0	Y	1	N	0
Dover 715	1	B	N	63	N	0	Y	1	N	0
Dover 717	1	B	Y	64	N	0	Y	2	N	0
Dover 719	1	B	Y	64	N	0	Y	3	N	0
Dover 714	1	B	N	61	N	0	Y	1	N	0
Dover 716	1	B	N	61	N	0	Y	1	N	0
Dover 718	1	B	N	61	N	0	Y	1	N	0
Dover 721	1	B	Y	63	N	0	Y	3	N	0
Dover 723	1	B	Y	62	N	0	Y	2	N	0
Dover 720	1	B	N	60	N	0	Y	1	N	0
Dover 722	1	B	N	59	N	0	Y	1	N	0
Dover 724	1	B	N	57	N	0	Y	1	N	0
Dover 726	1	B	N	55	N	0	Y	2	N	0
Drummond 721	1	B	N	55	N	0	Y	2	N	0
Dover 729	1	B	N	57	N	0	Y	5	Y	1
Drummond 725	1	B	N	58	N	0	Y	4	N	0
Drummond 727	1	B	N	58	N	0	Y	5	Y	1
Drummond 729	1	B	N	57	N	0	Y	5	Y	1
Drummond 731	1	B	N	59	N	0	Y	6	Y	1
Carlyle 738	1	B	N	59	N	0	Y	6	Y	1
Carlyle 736	1	B	N	56	N	0	Y	4	N	0
Carlyle 734	1	B	N	59	N	0	Y	5	Y	1

FEASIBILITY ANALYSIS FOR NAA 31

Noise Analysis Area:	31
Description:	Glencliff
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	4
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	4.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Carlyle 732	1	B	N	58	N	0	Y	4	N	0
Dover 727	1	B	N	60	N	0	Y	2	N	0
Carlyle 727	1	B	Y	63	N	0	Y	3	N	0
Carlyle 729	1	B	Y	63	N	0	Y	4	N	0
Carlyle 731	1	B	Y	64	N	0	Y	6	Y	1
Carlyle 733	1	B	Y	63	N	0	Y	6	Y	1
Carlyle 735	1	B	Y	62	N	0	Y	5	Y	1
Carlyle 737	1	B	Y	62	N	0	Y	5	Y	1
Carlyle 739	1	B	Y	65	N	0	Y	7	Y	1
Carlyle 741	1	B	Y	67	Y	1	Y	10	Y	1
Carlyle 743	1	B	Y	64	N	0	Y	8	Y	1
Drummond 728	1	B	N	60	N	0	Y	1	N	0
Drummond 730	1	B	N	58	N	0	Y	3	N	0
Carlyle 802	1	B	N	54	N	0	Y	3	N	0
Drummond 732	1	B	N	58	N	0	Y	4	N	0
Carlyle 805	1	B	N	58	N	0	Y	5	Y	1
Carlyle 803	1	B	N	59	N	0	Y	5	Y	1
Drummond 805	1	B	Y	64	N	0	Y	8	Y	1
Drummond 803	1	B	Y	63	N	0	Y	9	Y	1
Drummond 801	1	B	N	62	N	0	Y	7	Y	1
Carlyle 801	1	B	N	61	N	0	Y	4	N	0
Drummond 802	1	B	N	63	N	0	Y	4	N	0
Drummond 804	1	B	N	64	N	0	Y	5	Y	1

FEASIBILITY ANALYSIS FOR NAA 31

Noise Analysis Area:	31
Description:	Glencliff
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	4
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	4.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Drummond 806	1	B	N	66	Y	1	Y	6	Y	1
Drummond 808	2	B	Y	66	Y	2	Y	7	Y	2

Benefited Ground-Level Residence	22
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	22.00
1st Row Ground-Level Impacted	3
1st Row Ground-Level Impacted and Benefited	3

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 31

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	1500
	% residences constructed after highway	43%	
	% residences constructed before 2005	85%	
	% residences constructed after 2005	14%	
Previous Type I Widening Allowance	Last Type I widening project date	2002	200
	% residences constructed after widening	14%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	66 dB	0
Noise Level Increase Allowance	Average impacted first row receiver Increase	4 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,700

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 31

Noise Analysis Area:	31
Description:	Glencliff
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Glencliff 2901 Village 1	6	B	Y	65	65	0	N	0	0	N	0
Glencliff 2901 Common Area	0	C	Y	63	63	0	N	0	0	N	0
Glencliff 2901 Village 2	6	B	N	63	63	0	N	0	0	N	0
Glencliff 2901 Garden	0.30	D	Y	65	65	0	N	0	0	N	0
Glencliff 2920	2	B	Y	64	64	0	N	0	0	N	0
Glencliff 2912	2	B	N	61	61	0	N	0	0	N	0
Glencliff 2916	2	B	N	62	62	0	N	0	0	N	0
Glencliff Ct 708	2	B	Y	64	64	0	N	0	0	N	0
Glencliff Ct 712	2	B	Y	63	63	0	N	0	0	N	0
Glencliff Ct 716	2	B	Y	63	63	0	N	0	0	N	0
Glencliff Ct 720	2	B	Y	62	62	0	N	0	0	N	0
Glencliff Ct 724	2	B	Y	62	62	1	N	0	0	N	0
Glencliff Ct 728	2	B	Y	62	61	2	N	0	0	N	0
Glencliff 2904	1	B	N	61	61	0	N	0	0	N	0
Clencliff 2902	1	B	N	62	62	0	N	0	0	N	0
Glencliff 2900	1	B	N	65	65	0	N	0	0	N	0
Cameo 32	1	B	N	60	60	0	N	0	0	N	0
Cameo 31	1	B	N	59	59	0	N	0	0	N	0
Cameo 33	1	B	N	61	61	0	N	0	0	N	0
Dover 712	1	B	N	61	61	1	N	0	0	N	0
Cameo 35	1	B	N	61	61	0	N	0	0	N	0
Dover 709	1	B	N	61	61	0	N	0	0	N	0
Dover 711	1	B	N	61	61	0	N	0	0	N	0
Dover 713	1	B	N	62	61	1	N	0	0	N	0
Dover 715	1	B	N	63	62	1	N	0	0	N	0
Dover 717	1	B	Y	64	62	2	N	0	0	N	0
Dover 719	1	B	Y	64	61	3	N	0	0	N	0
Dover 714	1	B	N	61	61	1	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 31

Noise Analysis Area:	31
Description:	Glencliff
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Dover 716	1	B	N	61	60	1	N	0	0	N	0
Dover 718	1	B	N	61	60	1	N	0	0	N	0
Dover 721	1	B	Y	63	60	3	N	0	0	N	0
Dover 723	1	B	Y	62	60	2	N	0	0	N	0
Dover 720	1	B	N	60	59	1	N	0	0	N	0
Dover 722	1	B	N	59	58	1	N	0	0	N	0
Dover 724	1	B	N	57	56	1	N	0	0	N	0
Dover 726	1	B	N	55	53	2	N	0	0	N	0
Drummond 721	1	B	N	55	53	2	N	0	0	N	0
Dover 729	1	B	N	57	53	5	Y	1	0	N	0
Drummond 725	1	B	N	58	54	4	N	0	0	N	0
Drummond 727	1	B	N	58	53	5	Y	1	0	N	0
Drummond 729	1	B	N	57	53	5	Y	1	0	N	0
Drummond 731	1	B	N	59	54	6	Y	1	0	N	0
Carlyle 738	1	B	N	59	53	6	Y	1	0	N	0
Carlyle 736	1	B	N	56	52	4	N	0	0	N	0
Carlyle 734	1	B	N	59	54	5	Y	1	0	N	0
Carlyle 732	1	B	N	58	55	4	N	0	0	N	0
Dover 727	1	B	N	60	58	2	N	0	0	N	0
Carlyle 727	1	B	Y	63	60	3	N	0	0	N	0
Carlyle 729	1	B	Y	63	59	4	N	0	0	N	0
Carlyle 731	1	B	Y	64	59	6	Y	1	1	N	0
Carlyle 733	1	B	Y	63	58	6	Y	1	1	N	0
Carlyle 735	1	B	Y	62	57	5	Y	1	1	N	0
Carlyle 737	1	B	Y	62	57	5	Y	1	1	N	0
Carlyle 739	1	B	Y	65	58	7	Y	1	1	Y	1
Carlyle 741	1	B	Y	67	57	10	Y	1	1	Y	1
Carlyle 743	1	B	Y	64	56	8	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 31

Noise Analysis Area:	31
Description:	Glencliff
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Drummond 728	1	B	N	60	58	1	N	0	0	N	0
Drummond 730	1	B	N	58	55	3	N	0	0	N	0
Carlyle 802	1	B	N	54	51	3	N	0	0	N	0
Drummond 732	1	B	N	58	55	4	N	0	0	N	0
Carlyle 805	1	B	N	58	53	5	Y	1	0	N	0
Carlyle 803	1	B	N	59	54	5	Y	1	0	N	0
Drummond 805	1	B	Y	64	57	8	Y	1	1	Y	1
Drummond 803	1	B	Y	63	55	9	Y	1	1	Y	1
Drummond 801	1	B	N	62	55	7	Y	1	0	Y	0
Carlyle 801	1	B	N	61	57	4	N	0	0	N	0
Drummond 802	1	B	N	63	58	4	N	0	0	N	0
Drummond 804	1	B	N	64	59	5	Y	1	0	N	0
Drummond 806	1	B	N	66	60	6	Y	1	0	N	0
Drummond 808	2	B	Y	66	60	7	Y	2	2	Y	2

First Row Benefited Residences	11
Equivalent First Row Benefits	0.00
Total First Row Benefits	11.00
Total First Row Receiving 7 dB IL	7

% Meeting NRDG	**64%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 31

Noise Analysis Area:	31
Description:	Glencliff
Design Year:	2052
Alternative:	BUILD

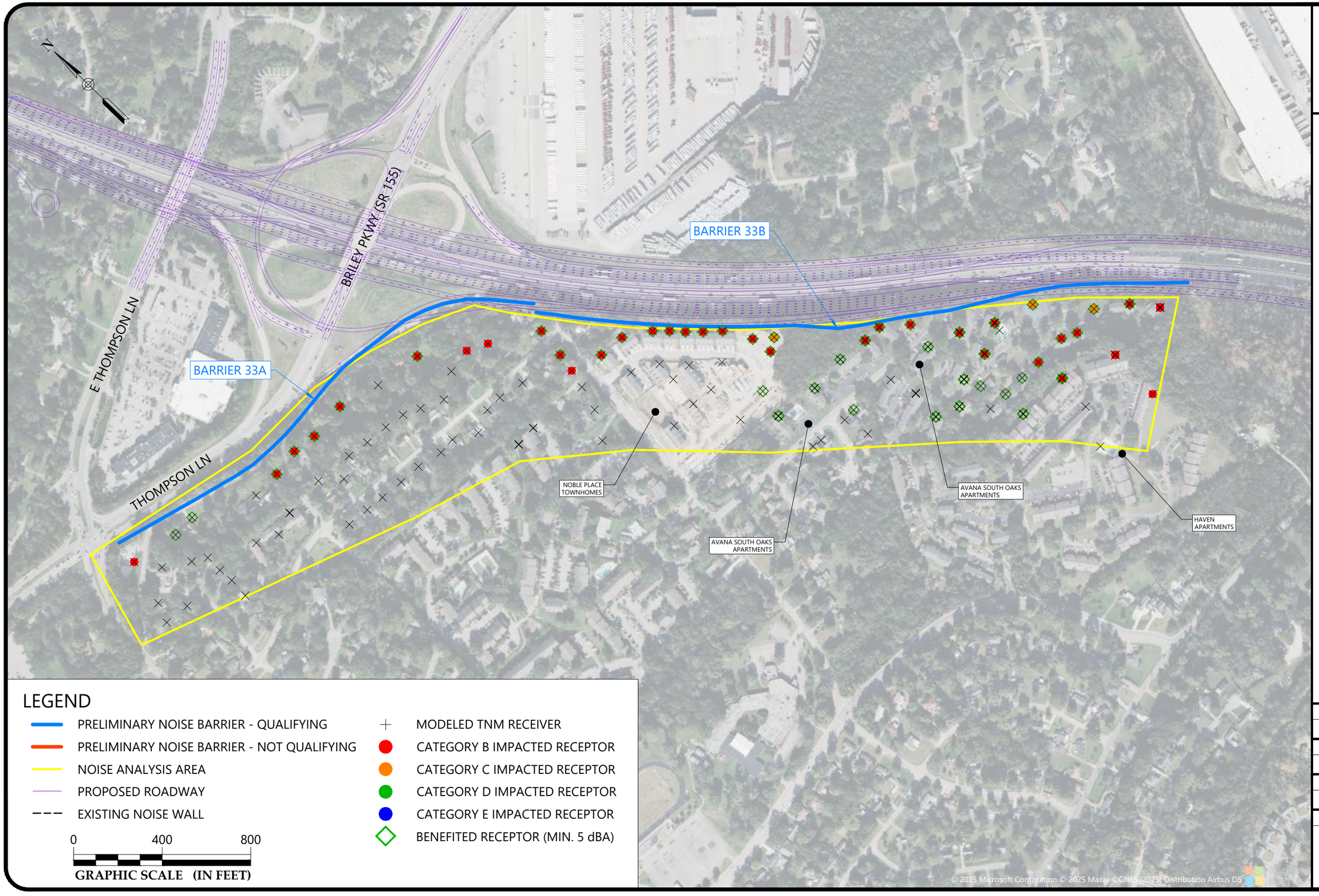
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1758397.6,648082.7	1758236,648031.8	169	F, EOP	490	504	14	2,372
1758236,648031.8	1758166.4,648009.2	73	F, EOP	496	510	14	1,025
1758166.4,648009.2	1758096.6,647986.7	73	F, EOP	498	512	14	1,026
1758096.6,647986.7	1757919.5,647936.4	184	F, EOP	500	514	14	2,578
1757919.5,647936.4	1757842.4,647917.5	79	F, EOP	504	518	14	1,112
1757842.4,647917.5	1757744.6,647896.6	100	F, EOP	504	518	14	1,400
1757744.6,647896.6	1757647.8,647871.8	100	F, EOP	506	520	14	1,400
1757647.8,647871.8	1757547.9,647856.5	101	F, T	508	526	18	1,819
1757547.9,647856.5	1757445.8,647845.1	103	F, T	508	528	20	2,055
1757445.8,647845.1	1757349.4,647827.9	98	F, T	526	546	20	1,958
1757349.4,647827.9	1757246.9,647823.9	103	F, T	537	557	20	2,052
1757246.9,647823.9	1757175.1,647821.7	72	F, T	543	563	20	1,436
1757175.1,647821.7	1757070.5,647835.9	106	F, T	544	564	20	2,112
1757070.5,647835.9	1756965.9,647844.2	105	F, T	546	566	20	2,099
1756965.9,647844.2	1756869,647850.9	97	F, T	546	566	20	1,942
1756869,647850.9	1756769.6,647853.8	99	F, T	543	563	20	1,988
1756769.6,647853.8	1756685.8,647855.6	84	F, T	531	551	20	1,678
1756685.8,647855.6	1756580.5,647847.9	106	F, T	520	540	20	2,111
1756580.5,647847.9	1756479.3,647828.8	103	F, EOP	520	540	20	2,061
1756479.3,647828.8	1756381.3,647810	100	F, EOP	512	532	20	1,996
1756381.3,647810	BARRIER END	-	F, EOP	505	525	20	-

Barrier Length (ft)	2,055
Average Barrier Height (ft)	17.90
Barrier Area (sq ft)	36,220

Total Barrier System Area (sq ft)	36,220
Average Barrier System Height (ft)	17.63
Number of Benefited Residences	22.00
Area Per Benefited Residence (sq ft)	1,646
Allowable Area Per Benefited Residence (sq ft)	1,700
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 33 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/30/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F18

FEASIBILITY ANALYSIS FOR NAA 33

Noise Analysis Area:	33
Description:	Noble Place
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	186
Category C Impacts	4.21
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	190.21

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Glencliff 3127	1	B	Y	69	Y	1	Y	5	Y	1
Glencliff 3129	1	B	Y	68	Y	1	Y	5	Y	1
Glencliff 3131	1	B	Y	66	Y	1	Y	4	N	0
Glencliff 3135	1	B	Y	65	N	0	Y	4	N	0
Glencliff 3137	1	B	N	61	N	0	Y	3	N	0
Glencliff 3139	1	B	N	59	N	0	Y	3	N	0
Mavert 2900	1	B	N	62	N	0	Y	3	N	0
Mavert 2901	1	B	N	58	N	0	Y	1	N	0
Mavert 2904	1	B	N	58	N	0	Y	4	N	0
Mavert 2905	1	B	N	55	N	0	Y	1	N	0
Mavert 2906	1	B	N	57	N	0	Y	3	N	0
Mavert 2908	1	B	N	56	N	0	Y	2	N	0
Mavert 2910	1	B	N	52	N	0	Y	1	N	0
Mavert 2912	1	B	N	52	N	0	Y	2	N	0
Neese 110	1	B	Y	67	Y	1	Y	4	N	0
Neese 111	1	B	N	63	N	0	Y	3	N	0
Neese 112	1	B	Y	67	Y	1	Y	4	N	0
Neese 113	1	B	N	61	N	0	Y	3	N	0
Neese 114	1	B	Y	65	N	0	Y	4	N	0
Neese 115	1	B	N	60	N	0	Y	3	N	0
Neese 116	1	B	N	63	N	0	Y	3	N	0
Neese 117	1	B	N	51	N	0	Y	3	N	0
Neese 118	1	B	N	63	N	0	Y	4	N	0
Neese 119	1	B	N	59	N	0	Y	3	N	0

FEASIBILITY ANALYSIS FOR NAA 33

Noise Analysis Area:	33
Description:	Noble Place
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	186
Category C Impacts	4.21
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	190.21

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Neese 120	1	B	N	63	N	0	Y	4	N	0
Neese 121	1	B	N	59	N	0	Y	3	N	0
Neese 122	1	B	N	62	N	0	Y	4	N	0
Neese 123	1	B	N	58	N	0	Y	3	N	0
Neese 124	1	B	N	63	N	0	Y	4	N	0
Neese 125	1	B	N	58	N	0	Y	3	N	0
Neese 126	1	B	N	64	N	0	Y	4	N	0
Neese 127	1	B	N	59	N	0	Y	3	N	0
Neese 128	1	B	N	63	N	0	Y	3	N	0
Neese 129	1	B	N	60	N	0	Y	3	N	0
Neese 130	1	B	N	63	N	0	Y	3	N	0
Neese 131	1	B	N	58	N	0	Y	3	N	0
Neese 140 Bldg L Level 1	4	B	N	58	N	0	Y	1	N	0
Neese 140 Bldg L Level 2	4	B	N	61	N	0	N	3	N	0
Neese 140 Bldg L Level 3	4	B	N	63	N	0	N	3	N	0
Neese 140 Bldg M Townhomes	6	B	N	40	N	0	Y	2	N	0
Neese 140 Bldg N Townhomes	8	B	N	46	N	0	Y	-1	N	0
Neese 141 Bldg E Level 1	6	B	N	54	N	0	Y	2	N	0
Neese 141 Bldg E Level 1.5	6	B	N	60	N	0	Y	3	N	0
Neese 141 Bldg E Level 2	6	B	N	58	N	0	N	3	N	0
Neese 141 Bldg E Level 2.5	6	B	N	63	N	0	N	4	N	0
Neese 141 Bldg E Level 3	6	B	N	63	N	0	N	4	N	0
Noble 1022	6	B	N	54	N	0	Y	4	N	0
Noble 1042	7	B	N	57	N	0	Y	5	Y	7

FEASIBILITY ANALYSIS FOR NAA 33

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Design Year:	2052
Alternative:	BUILD

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Category E Impact	0.00
Total Impacts	190.21

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Noble 1052	4	B	Y	66	Y	4	Y	8	Y	4
Noble 1052 Sport Court	1.00	C	Y	71	Y	1.00	Y	8	Y	1.00
Noble 1058	4	B	Y	72	Y	4	Y	9	Y	4
Noble 1063	8	B	N	58	N	0	Y	3	N	0
Noble 1068	4	B	Y	78	Y	4	Y	6	Y	4
Noble 1076	4	B	Y	76	Y	4	Y	7	Y	4
Noble 1082	3	B	Y	76	Y	3	Y	11	Y	3
Noble 1088	3	B	Y	77	Y	3	Y	13	Y	3
Noble 1094	4	B	Y	67	Y	4	Y	5	Y	4
Noble 1104	4	B	Y	75	Y	4	Y	9	Y	4
Noble 1110	2	B	N	68	Y	2	Y	5	Y	2
Shannon 1309	5	B	N	51	N	0	Y	3	N	0
Shannon 1319	5	B	N	57	N	0	Y	4	N	0
Southlake 2928	1	B	N	55	N	0	Y	0	N	0
Tallwood 110	1	B	Y	67	Y	1	Y	5	Y	1
Tallwood 114	1	B	Y	63	N	0	Y	4	N	0
Tallwood 120	1	B	Y	67	Y	1	Y	7	Y	1
Tallwood 122	1	B	Y	66	Y	1	Y	5	Y	1
Tallwood 126	1	B	Y	67	Y	1	Y	6	Y	1
Tallwood 128	1	B	Y	66	Y	1	Y	6	Y	1
Tallwood 132	1	B	Y	65	N	0	Y	4	N	0
Tallwood 144	1	B	Y	62	N	0	Y	7	Y	1
Tallwood 150	1	B	Y	60	N	0	Y	6	Y	1
Tallwood 155	1	B	Y	66	Y	1	Y	3	N	0

FEASIBILITY ANALYSIS FOR NAA 33

Noise Analysis Area:	33
Description:	Noble Place
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Alternative:	BUILD

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Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	190.21

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Valerie 1207	4	B	N	56	N	0	Y	2	N	0
Valerie 1210	6	B	N	50	N	0	Y	2	N	0
Valerie 1224	6	B	N	53	N	0	Y	3	N	0
Valerie 1229	4	B	N	62	N	0	Y	3	N	0
Valerie 1230	4	B	N	57	N	0	Y	4	N	0
Antioch 94 Bldg D	10	B	N	60	N	0	Y	1	N	0
Antioch 94 Bldg E	10	B	N	66	Y	10	Y	0	N	0
Antioch 94 Bldg G Level 1	4	B	N	66	Y	4	Y	6	Y	4
Antioch 94 Bldg G Level 2	8	B	N	68	Y	8	N	6	Y	8
Antioch 94 Bldg G Level 3	8	B	N	68	Y	8	N	6	Y	8
Antioch 94 Bldg I Level 1	6	B	N	60	N	0	Y	5	Y	6
Antioch 94 Bldg I Level 2	12	B	N	62	N	0	N	5	Y	12
Antioch 94 Bldg I Level 3	12	B	N	64	N	0	N	6	Y	12
Antioch Pike 94 Bldg F Level 1	8	B	N	69	Y	8	Y	3	N	0
Antioch Pike 94 Bldg F Level 2	16	B	N	70	Y	16	N	3	N	0
Antioch Pike 94 Bldg F Level 3	16	B	N	70	Y	16	N	3	N	0
Antioch Pike 94 Pool	6.71	C	N	52	N	0.00	Y	2	N	0.00
Twin Oaks 18	1	B	N	51	N	0	Y	3	N	0
Twin Oaks 22	1	B	N	50	N	0	Y	2	N	0
Twin Oaks 244 Bldg A Level 1	4	B	Y	66	Y	4	Y	9	Y	4
Twin Oaks 244 Bldg A Level 2	4	B	Y	75	Y	4	N	14	Y	4
Twin Oaks 244 Bldg B	3	B	Y	67	Y	3	Y	7	Y	3
Twin Oaks 244 Bldg C Level 3	4	B	Y	63	N	0	N	7	Y	4
Twin Oaks 244 Bldg C Levels 2 and 1	10	B	Y	61	N	0	Y	6	Y	10

FEASIBILITY ANALYSIS FOR NAA 33

Noise Analysis Area:	33
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Design Year:	2052
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Impacts	
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Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	190.21

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Twin Oaks 244 Bldg D Level 1	2	B	Y	64	N	0	Y	7	Y	2
Twin Oaks 244 Bldg D Level 2	4	B	Y	67	Y	4	N	8	Y	4
Twin Oaks 244 Bldg D Level 3	2	B	Y	69	Y	2	N	9	Y	2
Twin Oaks 244 Bldg E Level 1	6	B	Y	66	Y	6	Y	5	Y	6
Twin Oaks 244 Bldg E Level 2	4	B	Y	69	Y	4	N	7	Y	4
Twin Oaks 244 Bldg E Level 3	4	B	Y	70	Y	4	N	7	Y	4
Twin Oaks 244 Bldg F Level 1	3	B	N	64	N	0	Y	6	Y	3
Twin Oaks 244 Bldg F Level 2	2	B	N	66	Y	2	N	6	Y	2
Twin Oaks 244 Bldg F Level 3	2	B	N	66	Y	2	N	6	Y	2
Twin Oaks 244 Bldg G Level 1	3	B	N	60	N	0	Y	5	Y	3
Twin Oaks 244 Bldg G Level 2	2	B	N	62	N	0	N	6	Y	2
Twin Oaks 244 Bldg G Level 3	2	B	N	63	N	0	N	5	Y	2
Twin Oaks 244 Bldg H Level 1	2	B	N	59	N	0	Y	6	Y	2
Twin Oaks 244 Bldg H Level 2	5	B	N	60	N	0	N	6	Y	5
Twin Oaks 244 Bldg H Level 3	2	B	N	61	N	0	N	6	Y	2
Twin Oaks 244 Bldg J Level 2	5	B	N	62	N	0	N	7	Y	5
Twin Oaks 244 Bldg JJ Level 1	4	B	N	57	N	0	Y	5	Y	4
Twin Oaks 244 Bldg JJ Level 2	5	B	N	59	N	0	N	6	Y	5
Twin Oaks 244 Bldg JJ Level 3	4	B	N	60	N	0	N	6	Y	4
Twin Oaks 244 Bldg K	3	B	Y	68	Y	3	Y	7	Y	3
Twin Oaks 244 Bldg L	3	B	Y	70	Y	3	Y	7	Y	3
Twin Oaks 244 Bldg LL Level 1	6	B	N	54	N	0	Y	3	N	0
Twin Oaks 244 Bldg LL Level 2	7	B	N	55	N	0	N	3	N	0
Twin Oaks 244 Bldg LL Level 3	6	B	N	58	N	0	N	3	N	0

FEASIBILITY ANALYSIS FOR NAA 33

Noise Analysis Area:	33
Description:	Noble Place
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	186
Category C Impacts	4.21
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	190.21

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Twin Oaks 244 Bldg M Level 1	6	B	Y	75	Y	6	Y	7	Y	6
Twin Oaks 244 Bldg M Level 2	4	B	Y	76	Y	4	N	6	Y	4
Twin Oaks 244 Bldg M Level 3	4	B	Y	77	Y	4	N	4	N	0
Twin Oaks 244 Bldg MM	8	B	N	56	N	0	Y	4	N	0
Twin Oaks 244 Bldg N Level 1	3	B	Y	75	Y	3	Y	4	N	0
Twin Oaks 244 Bldg N Level 2	2	B	Y	76	Y	2	N	3	N	0
Twin Oaks 244 Bldg N Level 3	2	B	Y	77	Y	2	N	2	N	0
Twin Oaks 244 Bldg P	3	B	Y	66	Y	3	Y	7	Y	3
Twin Oaks 244 Bldg Q	3	B	Y	63	N	0	Y	6	Y	3
Twin Oaks 244 Bldg R	3	B	Y	61	N	0	Y	5	Y	3
Twin Oaks 244 Bldg S	3	B	N	59	N	0	Y	4	N	0
Twin Oaks 244 Bldg T Level 1	4	B	Y	70	Y	4	Y	10	Y	4
Twin Oaks 244 Bldg T Level 2	4	B	Y	70	Y	4	Y	11	Y	4
Twin Oaks 244 Bldg U Level 1	10	B	Y	65	N	0	Y	7	Y	10
Twin Oaks 244 Bldg U Level 2	9	B	Y	65	N	0	Y	7	Y	9
Twin Oaks 244 Bldg V Level 1	7	B	Y	60	N	0	Y	6	Y	7
Twin Oaks 244 Bldg V Level 2	6	B	Y	60	N	0	Y	6	Y	6
Twin Oaks 244 Bldg W Level 1	4	B	Y	56	N	0	Y	6	Y	4
Twin Oaks 244 Bldg W Level 2	5	B	Y	58	N	0	N	7	Y	5
Twin Oaks 244 Bldg W Level 3	4	B	Y	59	N	0	N	7	Y	4
Twin Oaks 244 Court	1.00	C	Y	69	Y	1.00	Y	6	Y	1.00
Twin Oaks 244 Pool 1	0.82	C	Y	64	N	0.00	Y	4	N	0.00
Twin Oaks 26	1	B	N	51	N	0	Y	2	N	0
Twin Oaks 30	1	B	N	55	N	0	Y	5	Y	1

FEASIBILITY ANALYSIS FOR NAA 33

Noise Analysis Area:	33
Description:	Noble Place
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	186
Category C Impacts	4.21
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	190.21

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Twin Oaks Ct 605	1	B	N	49	N	0	Y	1	N	0
Twin Oaks Dog Park	2.21	C	Y	74	Y	2.21	Y	9	Y	2.21
			Benefited Ground-Level Residence				161			
			Equivalent Ground-Level Benefits				4.21			
			Total Ground-Level Benefits				165.21			
			1st Row Ground-Level Impacted				84.21			
			1st Row Ground-Level Impacted and Benefited				77.21		**FEASIBILITY %**	**92%**

REASONABLENESS ALLOWANCE FOR NAA 33

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	750
	% residences constructed after highway	92%	
	% residences constructed before 2005	82%	
	% residences constructed after 2005	18%	
Previous Type I Widening Allowance	Last Type I widening project date	2002	200
	% residences constructed after widening	18%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	70 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	4 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 33

Noise Analysis Area:	33
Description:	Noble Place
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Glencliff 3127	1	B	Y	69	64	5	Y	1	1	N	0
Glencliff 3129	1	B	Y	68	63	5	Y	1	1	N	0
Glencliff 3131	1	B	Y	66	62	4	N	0	0	N	0
Glencliff 3135	1	B	Y	65	60	4	N	0	0	N	0
Glencliff 3137	1	B	N	61	59	3	N	0	0	N	0
Glencliff 3139	1	B	N	59	57	3	N	0	0	N	0
Mavert 2900	1	B	N	62	59	3	N	0	0	N	0
Mavert 2901	1	B	N	58	57	1	N	0	0	N	0
Mavert 2904	1	B	N	58	54	4	N	0	0	N	0
Mavert 2905	1	B	N	55	54	1	N	0	0	N	0
Mavert 2906	1	B	N	57	54	3	N	0	0	N	0
Mavert 2908	1	B	N	56	54	2	N	0	0	N	0
Mavert 2910	1	B	N	52	50	1	N	0	0	N	0
Mavert 2912	1	B	N	52	50	2	N	0	0	N	0
Neese 110	1	B	Y	67	64	4	N	0	0	N	0
Neese 111	1	B	N	63	60	3	N	0	0	N	0
Neese 112	1	B	Y	67	63	4	N	0	0	N	0
Neese 113	1	B	N	61	58	3	N	0	0	N	0
Neese 114	1	B	Y	65	61	4	N	0	0	N	0
Neese 115	1	B	N	60	57	3	N	0	0	N	0
Neese 116	1	B	N	63	60	3	N	0	0	N	0
Neese 117	1	B	N	51	47	3	N	0	0	N	0
Neese 118	1	B	N	63	59	4	N	0	0	N	0
Neese 119	1	B	N	59	56	3	N	0	0	N	0
Neese 120	1	B	N	63	59	4	N	0	0	N	0
Neese 121	1	B	N	59	56	3	N	0	0	N	0
Neese 122	1	B	N	62	59	4	N	0	0	N	0
Neese 123	1	B	N	58	55	3	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 33

Noise Analysis Area:	33
Description:	Noble Place
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Neese 124	1	B	N	63	59	4	N	0	0	N	0
Neese 125	1	B	N	58	55	3	N	0	0	N	0
Neese 126	1	B	N	64	60	4	N	0	0	N	0
Neese 127	1	B	N	59	56	3	N	0	0	N	0
Neese 128	1	B	N	63	60	3	N	0	0	N	0
Neese 129	1	B	N	60	57	3	N	0	0	N	0
Neese 130	1	B	N	63	60	3	N	0	0	N	0
Neese 131	1	B	N	58	56	3	N	0	0	N	0
Neese 140 Bldg L Level 1	4	B	N	58	57	1	N	0	0	N	0
Neese 140 Bldg L Level 2	4	B	N	61	59	3	N	0	0	N	0
Neese 140 Bldg L Level 3	4	B	N	63	60	3	N	0	0	N	0
Neese 140 Bldg M Townhomes	6	B	N	40	39	2	N	0	0	N	0
Neese 140 Bldg N Townhomes	8	B	N	46	46	-1	N	0	0	N	0
Neese 141 Bldg E Level 1	6	B	N	54	52	2	N	0	0	N	0
Neese 141 Bldg E Level 1.5	6	B	N	60	57	3	N	0	0	N	0
Neese 141 Bldg E Level 2	6	B	N	58	56	3	N	0	0	N	0
Neese 141 Bldg E Level 2.5	6	B	N	63	58	4	N	0	0	N	0
Neese 141 Bldg E Level 3	6	B	N	63	58	4	N	0	0	N	0
Noble 1022	6	B	N	54	50	4	N	0	0	N	0
Noble 1042	7	B	N	57	51	5	Y	7	0	N	0
Noble 1052	4	B	Y	66	58	8	Y	4	4	Y	4
Noble 1052 Sport Court	1.00	C	Y	71	62	8	Y	1.00	1.00	Y	1.00
Noble 1058	4	B	Y	72	64	9	Y	4	4	Y	4
Noble 1063	8	B	N	58	55	3	N	0	0	N	0
Noble 1068	4	B	Y	78	72	6	Y	4	4	N	0
Noble 1076	4	B	Y	76	69	7	Y	4	4	Y	4
Noble 1082	3	B	Y	76	65	11	Y	3	3	Y	3
Noble 1088	3	B	Y	77	64	13	Y	3	3	Y	3

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 33

Noise Analysis Area:	33
Description:	Noble Place
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Noble 1094	4	B	Y	67	62	5	Y	4	4	N	0
Noble 1104	4	B	Y	75	67	9	Y	4	4	Y	4
Noble 1110	2	B	N	68	63	5	Y	2	0	N	0
Shannon 1309	5	B	N	51	48	3	N	0	0	N	0
Shannon 1319	5	B	N	57	53	4	N	0	0	N	0
Southlake 2928	1	B	N	55	54	0	N	0	0	N	0
Tallwood 110	1	B	Y	67	63	5	Y	1	1	N	0
Tallwood 114	1	B	Y	63	59	4	N	0	0	N	0
Tallwood 120	1	B	Y	67	60	7	Y	1	1	Y	1
Tallwood 122	1	B	Y	66	61	5	Y	1	1	N	0
Tallwood 126	1	B	Y	67	60	6	Y	1	1	N	0
Tallwood 128	1	B	Y	66	60	6	Y	1	1	N	0
Tallwood 132	1	B	Y	65	61	4	N	0	0	N	0
Tallwood 144	1	B	Y	62	55	7	Y	1	1	Y	1
Tallwood 150	1	B	Y	60	54	6	Y	1	1	N	0
Tallwood 155	1	B	Y	66	64	3	N	0	0	N	0
Valerie 1207	4	B	N	56	54	2	N	0	0	N	0
Valerie 1210	6	B	N	50	48	2	N	0	0	N	0
Valerie 1224	6	B	N	53	50	3	N	0	0	N	0
Valerie 1229	4	B	N	62	59	3	N	0	0	N	0
Valerie 1230	4	B	N	57	53	4	N	0	0	N	0
Antioch 94 Bldg D	10	B	N	60	58	1	N	0	0	N	0
Antioch 94 Bldg E	10	B	N	66	65	0	N	0	0	N	0
Antioch 94 Bldg G Level 1	4	B	N	66	60	6	Y	4	0	N	0
Antioch 94 Bldg G Level 2	8	B	N	68	61	6	Y	8	0	N	0
Antioch 94 Bldg G Level 3	8	B	N	68	62	6	Y	8	0	N	0
Antioch 94 Bldg I Level 1	6	B	N	60	55	5	Y	6	0	N	0
Antioch 94 Bldg I Level 2	12	B	N	62	57	5	Y	12	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 33

Noise Analysis Area:	33
Description:	Noble Place
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Antioch 94 Bldg I Level 3	12	B	N	64	58	6	Y	12	0	N	0
Antioch Pike 94 Bldg F Level 1	8	B	N	69	66	3	N	0	0	N	0
Antioch Pike 94 Bldg F Level 2	16	B	N	70	67	3	N	0	0	N	0
Antioch Pike 94 Bldg F Level 3	16	B	N	70	68	3	N	0	0	N	0
Antioch Pike 94 Pool	6.71	C	N	52	50	2	N	0.00	0.00	N	0.00
Twin Oaks 18	1	B	N	51	47	3	N	0	0	N	0
Twin Oaks 22	1	B	N	50	47	2	N	0	0	N	0
Twin Oaks 244 Bldg A Level 1	4	B	Y	66	58	9	Y	4	4	Y	4
Twin Oaks 244 Bldg A Level 2	4	B	Y	75	61	14	Y	4	4	Y	4
Twin Oaks 244 Bldg B	3	B	Y	67	60	7	Y	3	3	Y	3
Twin Oaks 244 Bldg C Level 3	4	B	Y	63	56	7	Y	4	4	Y	4
Twin Oaks 244 Bldg C Levels 2 and 1	10	B	Y	61	55	6	Y	10	10	N	0
Twin Oaks 244 Bldg D Level 1	2	B	Y	64	57	7	Y	2	2	Y	2
Twin Oaks 244 Bldg D Level 2	4	B	Y	67	59	8	Y	4	4	Y	4
Twin Oaks 244 Bldg D Level 3	2	B	Y	69	60	9	Y	2	2	Y	2
Twin Oaks 244 Bldg E Level 1	6	B	Y	66	61	5	Y	6	6	N	0
Twin Oaks 244 Bldg E Level 2	4	B	Y	69	62	7	Y	4	4	Y	4
Twin Oaks 244 Bldg E Level 3	4	B	Y	70	63	7	Y	4	4	Y	4
Twin Oaks 244 Bldg F Level 1	3	B	N	64	58	6	Y	3	0	N	0
Twin Oaks 244 Bldg F Level 2	2	B	N	66	59	6	Y	2	0	N	0
Twin Oaks 244 Bldg F Level 3	2	B	N	66	60	6	Y	2	0	N	0
Twin Oaks 244 Bldg G Level 1	3	B	N	60	55	5	Y	3	0	N	0
Twin Oaks 244 Bldg G Level 2	2	B	N	62	56	6	Y	2	0	N	0
Twin Oaks 244 Bldg G Level 3	2	B	N	63	57	5	Y	2	0	N	0
Twin Oaks 244 Bldg H Level 1	2	B	N	59	53	6	Y	2	0	N	0
Twin Oaks 244 Bldg H Level 2	5	B	N	60	54	6	Y	5	0	N	0
Twin Oaks 244 Bldg H Level 3	2	B	N	61	55	6	Y	2	0	N	0
Twin Oaks 244 Bldg J Level 2	5	B	N	62	56	7	Y	5	0	Y	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 33

Noise Analysis Area:	33
Description:	Noble Place
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Twin Oaks 244 Bldg JJ Level 1	4	B	N	57	53	5	Y	4	0	N	0
Twin Oaks 244 Bldg JJ Level 2	5	B	N	59	54	6	Y	5	0	N	0
Twin Oaks 244 Bldg JJ Level 3	4	B	N	60	54	6	Y	4	0	N	0
Twin Oaks 244 Bldg K	3	B	Y	68	62	7	Y	3	3	Y	3
Twin Oaks 244 Bldg L	3	B	Y	70	63	7	Y	3	3	Y	3
Twin Oaks 244 Bldg LL Level 1	6	B	N	54	51	3	N	0	0	N	0
Twin Oaks 244 Bldg LL Level 2	7	B	N	55	52	3	N	0	0	N	0
Twin Oaks 244 Bldg LL Level 3	6	B	N	58	55	3	N	0	0	N	0
Twin Oaks 244 Bldg M Level 1	6	B	Y	75	68	7	Y	6	6	Y	6
Twin Oaks 244 Bldg M Level 2	4	B	Y	76	70	6	Y	4	4	N	0
Twin Oaks 244 Bldg M Level 3	4	B	Y	77	73	4	N	0	0	N	0
Twin Oaks 244 Bldg MM	8	B	N	56	53	4	N	0	0	N	0
Twin Oaks 244 Bldg N Level 1	3	B	Y	75	71	4	N	0	0	N	0
Twin Oaks 244 Bldg N Level 2	2	B	Y	76	73	3	N	0	0	N	0
Twin Oaks 244 Bldg N Level 3	2	B	Y	77	75	2	N	0	0	N	0
Twin Oaks 244 Bldg P	3	B	Y	66	59	7	Y	3	3	Y	3
Twin Oaks 244 Bldg Q	3	B	Y	63	58	6	Y	3	3	N	0
Twin Oaks 244 Bldg R	3	B	Y	61	56	5	Y	3	3	N	0
Twin Oaks 244 Bldg S	3	B	N	59	55	4	N	0	0	N	0
Twin Oaks 244 Bldg T Level 1	4	B	Y	70	59	10	Y	4	4	Y	4
Twin Oaks 244 Bldg T Level 2	4	B	Y	70	59	11	Y	4	4	Y	4
Twin Oaks 244 Bldg U Level 1	10	B	Y	65	57	7	Y	10	10	Y	10
Twin Oaks 244 Bldg U Level 2	9	B	Y	65	57	7	Y	9	9	Y	9
Twin Oaks 244 Bldg V Level 1	7	B	Y	60	53	6	Y	7	7	N	0
Twin Oaks 244 Bldg V Level 2	6	B	Y	60	53	6	Y	6	6	N	0
Twin Oaks 244 Bldg W Level 1	4	B	Y	56	50	6	Y	4	4	N	0
Twin Oaks 244 Bldg W Level 2	5	B	Y	58	51	7	Y	5	5	Y	5
Twin Oaks 244 Bldg W Level 3	4	B	Y	59	52	7	Y	4	4	Y	4

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 33

Noise Analysis Area:	33
Description:	Noble Place
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Twin Oaks 244 Court	1.00	C	Y	69	63	6	Y	1.00	1.00	N	0.00
Twin Oaks 244 Pool 1	0.82	C	Y	64	60	4	N	0.00	0.00	N	0.00
Twin Oaks 26	1	B	N	51	49	2	N	0	0	N	0
Twin Oaks 30	1	B	N	55	50	5	Y	1	0	N	0
Twin Oaks Ct 605	1	B	N	49	47	1	N	0	0	N	0
Twin Oaks Dog Park	2.21	C	Y	74	65	9	Y	2.21	2.21	Y	2.21

First Row Benefited Residences	164
Equivalent First Row Benefits	4.21
Total First Row Benefits	168.21
Total First Row Receiving 7 dB IL	109.21

% Meeting NRDG	**65%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 33 BARRIER A

Noise Analysis Area:	33 BARRIER A
Description:	Noble Place
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1753563.4,647233.6	1753659.3,647205.2	100	F, ROW	526	546	20	2,000
1753659.3,647205.2	1753755.1,647176.8	100	F, ROW	534	554	20	2,000
1753755.1,647176.8	1753851,647148.3	100	F, ROW	540	560	20	2,000
1753851,647148.3	1753946.9,647119.8	100	F, ROW	548	568	20	2,000
1753946.9,647119.8	1754043,647092.5	100	F, ROW	560	580	20	1,999
1754043,647092.5	1754139.1,647064.8	100	F, ROW	566	586	20	2,001
1754139.1,647064.8	1754236.6,647042.5	100	F, ROW	566	586	20	2,000
1754236.6,647042.5	1754336.4,647035.1	100	F, ROW	554	574	20	2,001
1754336.4,647035.1	1754436.3,647031.3	100	F, ROW	548	568	20	1,999
1754436.3,647031.3	1754536.1,647036	100	F, ROW	551	571	20	2,000
1754536.1,647036	1754635.8,647044.2	100	F, ROW	544	564	20	1,999
1754635.8,647044.2	1754730.9,647051.9	95	F, T	534	554	20	1,909
1754730.9,647051.9	1754830.1,647053.6	99	F, T	525	545	20	1,985
1754830.1,647053.6	1754897.5,647046.8	68	F, EOP	527	547	20	1,354
1754897.5,647046.8	1754996.4,647031.3	100	F, EOP	529	549	20	2,002
1754996.4,647031.3	1755095.1,647015.8	100	F, EOP	526	546	20	1,999
1755095.1,647015.8	1755183.1,647001.9	89	F, EOP	523	543	20	1,782
1755183.1,647001.9	1755277.3,646966.9	100	F, EOP	519	539	20	2,008
1755277.3,646966.9	1755357.1,646927.4	89	F, EOP	518	538	20	1,782
1755357.1,646927.4	1755445.8,646865.4	108	F, EOP	516	536	20	2,164
1755445.8,646865.4	1755512.6,646794.2	98	F, EOP	515	535	20	1,953

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 33 BARRIER A

Noise Analysis Area:	33 BARRIER A
Description:	Noble Place
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1755512.6,646794.2	1755641.3,646633.9	205	EOP	513	533	20	4,110
1755641.3,646633.9	BARRIER END	-	EOP	520	540	20	-

Barrier Length (ft)	2,251
Average Barrier Height (ft)	20.00
Barrier Area (sq ft)	45,047

Total Barrier System Area (sq ft)	104,387
Average Barrier System Height (ft)	20.00
Number of Benefited Residences	269.21
Area Per Benefited Residence (sq ft)	388
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 33 BARRIER B

Noise Analysis Area:	33 BARRIER B
Description:	Noble Place
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1755619.3,646599.3	1755675.3,646526	92	F, ROW	528	548	20	1,845
1755675.3,646526	1755725.1,646455.8	86	F, ROW	518	538	20	1,722
1755725.1,646455.8	1755786.4,646376.8	100	F, ROW	525	545	20	2,000
1755786.4,646376.8	1755848.8,646298.5	100	F, ROW	533	553	20	2,001
1755848.8,646298.5	1755912.1,646221.2	100	F, ROW	540	560	20	1,999
1755912.1,646221.2	1755977.3,646145.3	100	F, ROW	546	566	20	2,000
1755977.3,646145.3	1756043.4,646070.3	100	F, ROW	552	572	20	2,000
1756043.4,646070.3	1756111.3,645996.9	100	F, ROW	557	577	20	2,000
1756111.3,645996.9	1756179.9,645924.1	100	F, ROW	562	582	20	2,000
1756179.9,645924.1	1756249.5,645852.4	100	F, ROW	565	585	20	2,000
1756249.5,645852.4	1756320.1,645781.5	100	F, ROW	569	589	20	2,001
1756320.1,645781.5	1756392,645712.1	100	F, ROW	572	592	20	1,999
1756392,645712.1	1756453.6,645638.4	96	F, ROW	572	592	20	1,920
1756453.6,645638.4	1756515.3,645564.8	96	F, ROW	572	592	20	1,920
1756515.3,645564.8	1756603.8,645496.1	112	F, ROW	572	592	20	2,241
1756603.8,645496.1	1756684.6,645439.6	99	F, ROW	582	602	20	1,973
1756684.6,645439.6	1756766.1,645381.2	100	F, ROW	575	595	20	2,006
1756766.1,645381.2	1756845.9,645320	101	F, ROW	572	592	20	2,010
1756845.9,645320	1756923.9,645258.7	99	F, ROW	568	588	20	1,984
1756923.9,645258.7	1757010.3,645203.5	103	F, T	561	581	20	2,050
1757010.3,645203.5	1757096.6,645148.3	103	F, T	552	572	20	2,051
1757096.6,645148.3	1757183,645093.1	103	F, T	543	563	20	2,050
1757183,645093.1	1757267.6,645034.8	103	F, T	535	555	20	2,055
1757267.6,645034.8	1757347.9,644975.8	100	F, T	526	546	20	1,991
1757347.9,644975.8	1757422.9,644909.9	100	F, T	522	542	20	1,996
1757422.9,644909.9	1757495.3,644840.9	100	F, EOP	518	538	20	2,000

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 33 BARRIER B

Noise Analysis Area:	33 BARRIER B
Description:	Noble Place
Design Year:	2052
Alternative:	BUILD

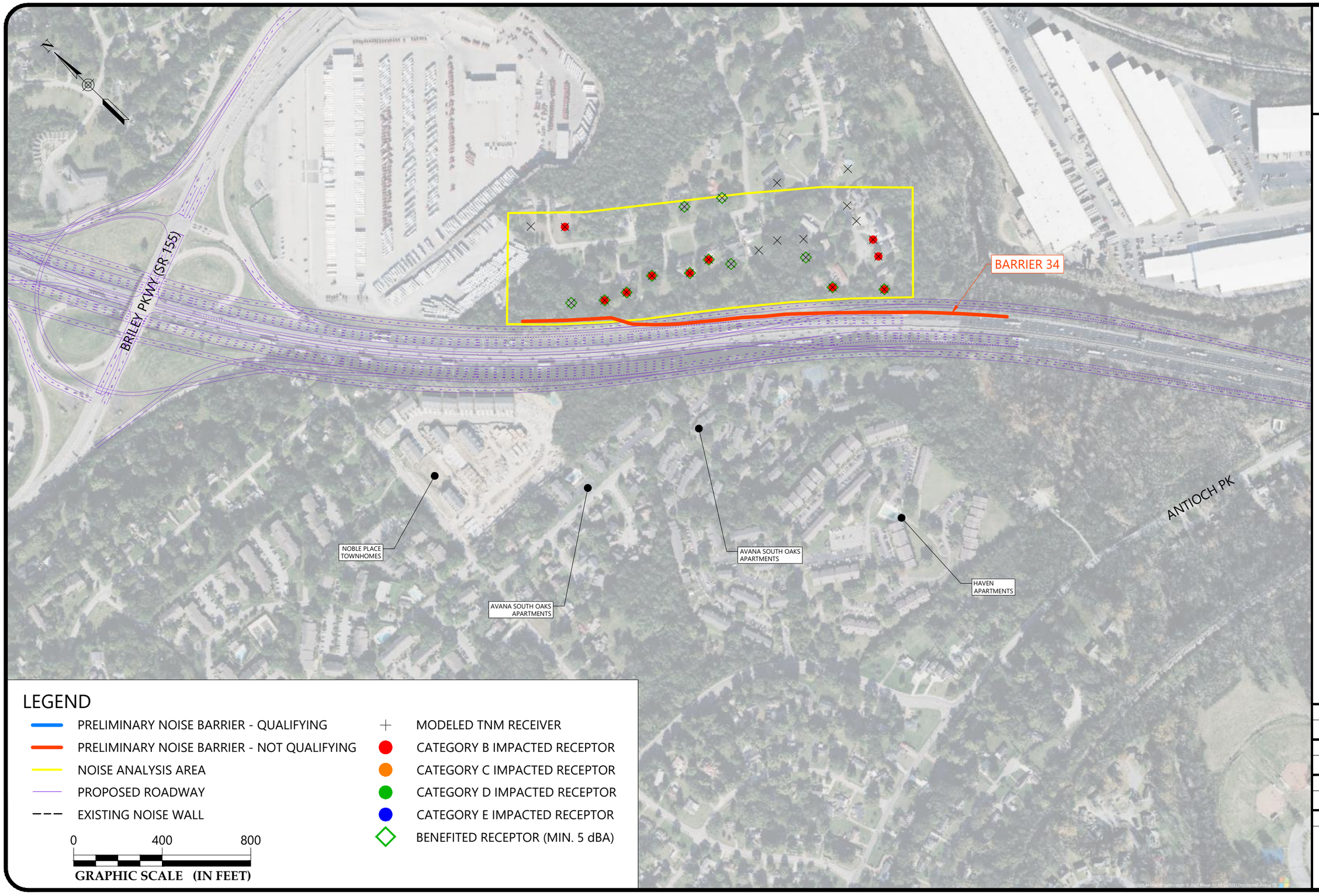
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1757495.3,644840.9	1757565.5,644769.8	100	F, EOP	514	534	20	1,999
1757565.5,644769.8	1757621.1,644711.5	81	F, EOP	510	530	20	1,612
1757621.1,644711.5	1757691.3,644640.5	100	F, EOP	504	524	20	1,996
1757691.3,644640.5	1757759.1,644572.7	96	F, EOP	501	521	20	1,919
1757759.1,644572.7	BARRIER END	-	F, EOP	497	517	20	-

Barrier Length (ft)	2,970
Average Barrier Height (ft)	20.00
Barrier Area (sq ft)	59,340

Total Barrier System Area (sq ft)	104,387
Average Barrier System Height (ft)	20.00
Number of Benefited Residences	269.21
Area Per Benefited Residence (sq ft)	388
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 34 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/30/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F19

FEASIBILITY ANALYSIS FOR NAA 34

Noise Analysis Area:	34
Description:	Drummond
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	16
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	16.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Drummond 1039	1	B	N	65	N	0	Y	3	N	0
Drummond 1027	2	B	N	66	Y	2	Y	4	N	0
Drummond 1038	1	B	Y	63	N	0	Y	5	Y	1
Drummond 1036	1	B	Y	71	Y	1	Y	8	Y	1
Drummond 1034	1	B	Y	69	Y	1	Y	7	Y	1
Drummond 1032	1	B	Y	67	Y	1	Y	6	Y	1
Drummond 1030	2	B	Y	67	Y	2	Y	6	Y	2
Drummond 1009	1	B	N	64	N	0	Y	6	Y	1
Drummond 1028	1	B	Y	66	Y	1	Y	6	Y	1
Drummond 1026	1	B	Y	65	N	0	Y	5	Y	1
Drummond 1007	1	B	N	63	N	0	Y	5	Y	1
Drummond 1024	2	B	Y	63	N	0	Y	4	N	0
Drummond 1005	2	B	N	62	N	0	Y	4	N	0
Drummond 1022	2	B	Y	62	N	0	Y	4	N	0
Crowder 1015	2	B	N	62	N	0	Y	4	N	0
Crowder 1017	1	B	Y	65	N	0	Y	5	Y	1
Crowder 1019	2	B	Y	74	Y	2	Y	9	Y	2
Drummond 1010	1	B	N	62	N	0	Y	2	N	0
Crowder 1012	1	B	N	63	N	0	Y	3	N	0
Crowder 1014	1	B	N	65	N	0	Y	3	N	0
Crowder 1016	3	B	N	67	Y	3	Y	4	N	0

FEASIBILITY ANALYSIS FOR NAA 34

Noise Analysis Area:	34
Description:	Drummond
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	16
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	16.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Crowder 1018	2	B	N	68	Y	2	Y	4	N	0
Crowder 1020	1	B	Y	70	Y	1	Y	8	Y	1

Benefited Ground-Level Residence	14
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	14.00
1st Row Ground-Level Impacted	9.00
1st Row Ground-Level Impacted and Benefited	9.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 34

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	750
	% residences constructed after highway	55%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	2002	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	69 dB	0
Noise Level Increase Allowance	Average impacted first row receiver Increase	0 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	950

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 34

Noise Analysis Area:	34
Description:	Drummond
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Drummond 1039	1	B	N	65	63	3	N	0	0	N	0
Drummond 1027	2	B	N	66	62	4	N	0	0	N	0
Drummond 1038	1	B	Y	63	58	5	Y	1	1	N	0
Drummond 1036	1	B	Y	71	63	8	Y	1	1	Y	1
Drummond 1034	1	B	Y	69	62	7	Y	1	1	Y	1
Drummond 1032	1	B	Y	67	61	6	Y	1	1	N	0
Drummond 1030	2	B	Y	67	61	6	Y	2	2	N	0
Drummond 1009	1	B	N	64	58	6	Y	1	0	N	0
Drummond 1028	1	B	Y	66	60	6	Y	1	1	N	0
Drummond 1026	1	B	Y	65	60	5	Y	1	1	N	0
Drummond 1007	1	B	N	63	58	5	Y	1	0	N	0
Drummond 1024	2	B	Y	63	59	4	N	0	0	N	0
Drummond 1005	2	B	N	62	58	4	N	0	0	N	0
Drummond 1022	2	B	Y	62	58	4	N	0	0	N	0
Crowder 1015	2	B	N	62	59	4	N	0	0	N	0
Crowder 1017	1	B	Y	65	60	5	Y	1	1	N	0
Crowder 1019	2	B	Y	74	64	9	Y	2	2	Y	2
Drummond 1010	1	B	N	62	59	2	N	0	0	N	0
Crowder 1012	1	B	N	63	59	3	N	0	0	N	0
Crowder 1014	1	B	N	65	62	3	N	0	0	N	0
Crowder 1016	3	B	N	67	63	4	N	0	0	N	0
Crowder 1018	2	B	N	68	64	4	N	0	0	N	0
Crowder 1020	1	B	Y	70	62	8	Y	1	1	Y	1

First Row Benefited Residences	12
Equivalent First Row Benefits	0.00
Total First Row Benefits	12.00
Total First Row Receiving 7 dB IL	5.00

% Meeting NRDG	**42%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 34

Noise Analysis Area:	34
Description:	Drummond
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1756448.1,646097.4	1756518.9,646026.8	100	F, ROW	558	582	24	2,398
1756518.9,646026.8	1756590.4,645956.9	100	F, ROW	555	579	24	2,400
1756590.4,645956.9	1756663.5,645888.6	100	F, ROW	552	576	24	2,401
1756663.5,645888.6	1756736.9,645820.7	100	F, ROW	553	577	24	2,400
1756736.9,645820.7	1756783.1,645732.1	100	F, T	552	576	24	2,399
1756783.1,645732.1	1756849.6,645659	99	F, EOP	545	569	24	2,371
1756849.6,645659	1756922.9,645586.9	103	F, EOP	544	568	24	2,466
1756922.9,645586.9	1756995,645525.6	95	F, EOP	543	567	24	2,272
1756995,645525.6	1757070,645460.4	99	F, EOP	542	566	24	2,385
1757070,645460.4	1757148.3,645395.9	101	F, EOP	541	565	24	2,434
1757148.3,645395.9	1757219.1,645329.4	97	F, EOP	538	562	24	2,333
1757219.1,645329.4	1757295.4,645264.6	100	F, EOP	535	559	24	2,402
1757295.4,645264.6	1757368.1,645193.3	102	F, EOP	532	556	24	2,445
1757368.1,645193.3	1757440.5,645123.1	101	F, EOP	528	552	24	2,421
1757440.5,645123.1	1757508.5,645053.4	97	F, EOP	524	548	24	2,337
1757508.5,645053.4	1757579,644982.2	100	F, EOP	520	544	24	2,405
1757579,644982.2	1757647.8,644909.5	100	F, EOP	516	540	24	2,401
1757647.8,644909.5	1757717.8,644838.9	99	F, EOP	512	536	24	2,387
1757717.8,644838.9	1757785.1,644764.1	101	F, EOP	508	532	24	2,415
1757785.1,644764.1	1757851.9,644689.7	100	F, EOP	504	528	24	2,400

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 34

Noise Analysis Area:	34
Description:	Drummond
Design Year:	2052
Alternative:	BUILD

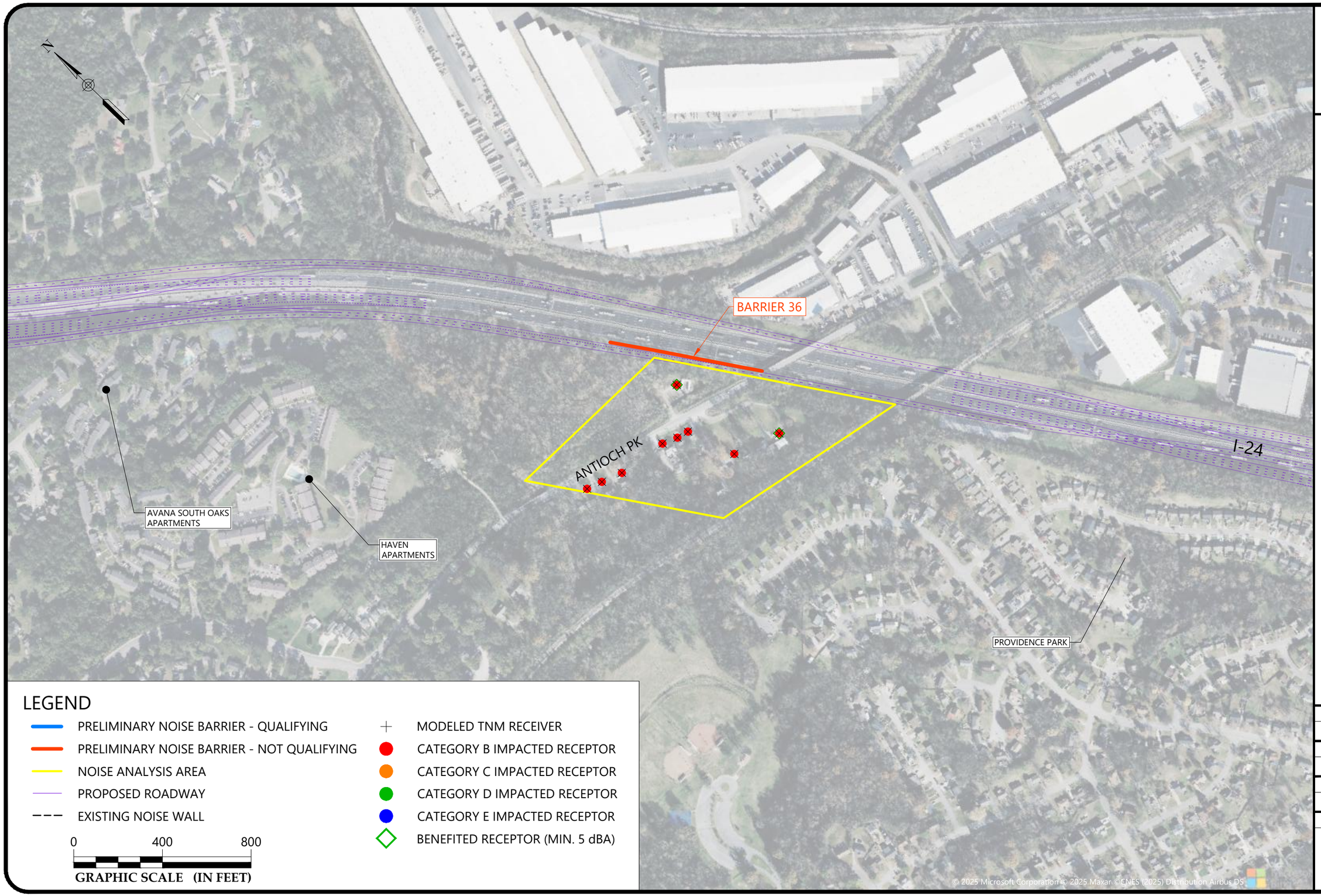
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1757851.9,644689.7	1757916.4,644613.3	100	F, EOP	500	524	24	2,399
1757916.4,644613.3	1757980.4,644536.4	100	F, EOP	496	520	24	2,401
1757980.4,644536.4	BARRIER END	-	F, EOP	492	516	24	-

Barrier Length (ft)	2,194
Average Barrier Height (ft)	24.00
Barrier Area (sq ft)	52,672

Total Barrier System Area (sq ft)	52,672
Average Barrier System Height (ft)	24.00
Number of Benefited Residences	14.00
Area Per Benefited Residence (sq ft)	3,762
Allowable Area Per Benefited Residence (sq ft)	950
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



NAA 36 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/27/2025

PROJECT NUMBER 24430273B

FIGURE NO. **F20**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 36

Noise Analysis Area:	36
Description:	Antioch Pk W
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	9
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	9.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Antioch Pike 1033	1	B	Y	66	Y	1	Y	1	N	0
Antioch Pike 1035	1	B	Y	67	Y	1	Y	1	N	0
Antioch Pike 1037	1	B	Y	67	Y	1	Y	1	N	0
Antioch Pike 1052	1	B	Y	76	Y	1	Y	7	Y	1
Antioch Pike 1051	1	B	N	69	Y	1	Y	2	N	0
Antioch Pike 1053	1	B	N	68	Y	1	Y	2	N	0
Antioch Pike 1055	1	B	Y	68	Y	1	Y	2	N	0
Antioch Pike 1059	1	B	N	68	Y	1	Y	3	N	0
Mcillwain 1061	1	B	Y	70	Y	1	Y	5	Y	1

Benefited Ground-Level Residence	2
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	2.00
1st Row Ground-Level Impacted	6.00
1st Row Ground-Level Impacted and Benefited	2.00

FEASIBILITY %	**33%**

REASONABLENESS ALLOWANCE FOR NAA 36

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	1500
	% residences constructed after highway	11%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	2002	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	69 dB	0
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
	Total Allowance		1,700

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 36

Noise Analysis Area:	36
Description:	Antioch Pk W
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Antioch Pike 1033	1	B	Y	66	66	1	N	0	0	N	0
Antioch Pike 1035	1	B	Y	67	66	1	N	0	0	N	0
Antioch Pike 1037	1	B	Y	67	66	1	N	0	0	N	0
Antioch Pike 1052	1	B	Y	76	69	7	Y	1	1	Y	1
Antioch Pike 1051	1	B	N	69	67	2	N	0	0	N	0
Antioch Pike 1053	1	B	N	68	67	2	N	0	0	N	0
Antioch Pike 1055	1	B	Y	68	67	2	N	0	0	N	0
Antioch Pike 1059	1	B	N	68	65	3	N	0	0	N	0
Mcillwain 1061	1	B	Y	70	65	5	Y	1	1	N	0

First Row Benefited Residences	2
Equivalent First Row Benefits	0.00
Total First Row Benefits	2.00
Total First Row Receiving 7 dB IL	1.00

% Meeting NRDG	**50%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 36

Noise Analysis Area:	36
Description:	Antioch Pk W
Design Year:	2052
Alternative:	BUILD

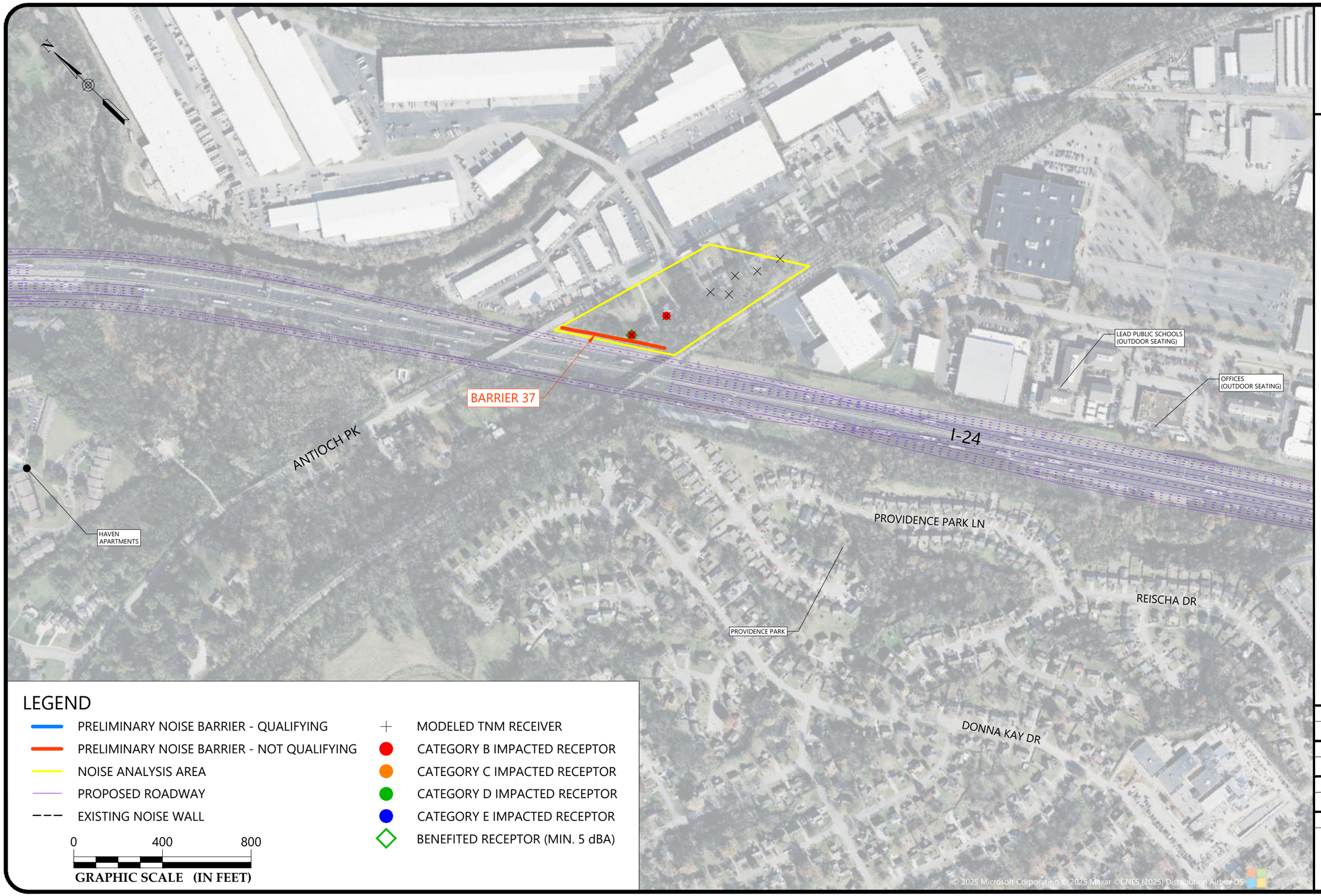
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1758381.9,643699.3	1758437.5,643616.1	100	F, EOP	465	489	24	2,400
1758437.5,643616.1	1758493.1,643533	100	F, EOP	465	489	24	2,400
1758493.1,643533	1758546.9,643449.9	99	F, EOP	465	489	24	2,376
1758546.9,643449.9	1758601.5,643366.2	100	F, EOP	465	489	24	2,398
1758601.5,643366.2	1758655.9,643282.9	99	F, EOP	465	489	24	2,386
1758655.9,643282.9	1758710.3,643198.2	101	F, EOP	465	489	24	2,417
1758710.3,643198.2	1758764,643116.3	98	F, EOP	465	489	24	2,352
1758764,643116.3	BARRIER END	-	F, EOP	468	492	24	-

Barrier Length (ft)	697
Average Barrier Height (ft)	24.00
Barrier Area (sq ft)	16,729

Total Barrier System Area (sq ft)	16,729
Average Barrier System Height (ft)	24.00
Number of Benefited Residences	2.00
Area Per Benefited Residence (sq ft)	8,365
Allowable Area Per Benefited Residence (sq ft)	1,700
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 37 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/31/2025

PROJECT NUMBER 24430273B

FIGURE NO. **F21**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 37

Noise Analysis Area:	37
Description:	Antioch Pk E
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	2
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	2.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Antioch Pike 1147	1	B	N	62	N	0	Y	0	N	0
Antioch Pike 1145	1	B	Y	63	N	0	Y	0	N	0
Antioch Pike 1143	1	B	Y	63	N	0	Y	0	N	0
Antioch Pike 1141	1	B	Y	63	N	0	Y	0	N	0
Antioch Pike 1139	1	B	Y	64	N	0	Y	0	N	0
Antioch Pike 1133	1	B	Y	68	Y	1	Y	2	N	0
Antioch Pike 1129	1	B	Y	76	Y	1	Y	13	Y	1

Benefited Ground-Level Residence	1
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	1.00
1st Row Ground-Level Impacted	2.00
1st Row Ground-Level Impacted and Benefited	1.00

FEASIBILITY %	**50%**

REASONABLENESS ALLOWANCE FOR NAA 37

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	750
	% residences constructed after highway	86%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	2002	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	72 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 37

Noise Analysis Area:	37
Description:	Antioch Pk E
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Antioch Pike 1147	1	B	N	62	62	0	N	0	0	N	0
Antioch Pike 1145	1	B	Y	63	63	0	N	0	0	N	0
Antioch Pike 1143	1	B	Y	63	63	0	N	0	0	N	0
Antioch Pike 1141	1	B	Y	63	63	0	N	0	0	N	0
Antioch Pike 1139	1	B	Y	64	64	0	N	0	0	N	0
Antioch Pike 1133	1	B	Y	68	66	2	N	0	0	N	0
Antioch Pike 1129	1	B	Y	76	63	13	Y	1	1	Y	1

First Row Benefited Residences	1
Equivalent First Row Benefits	0.00
Total First Row Benefits	1.00
Total First Row Receiving 7 dB IL	1.00

% Meeting NRDG	**100%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 37

Noise Analysis Area:	37
Description:	Antioch Pk E
Design Year:	2052
Alternative:	BUILD

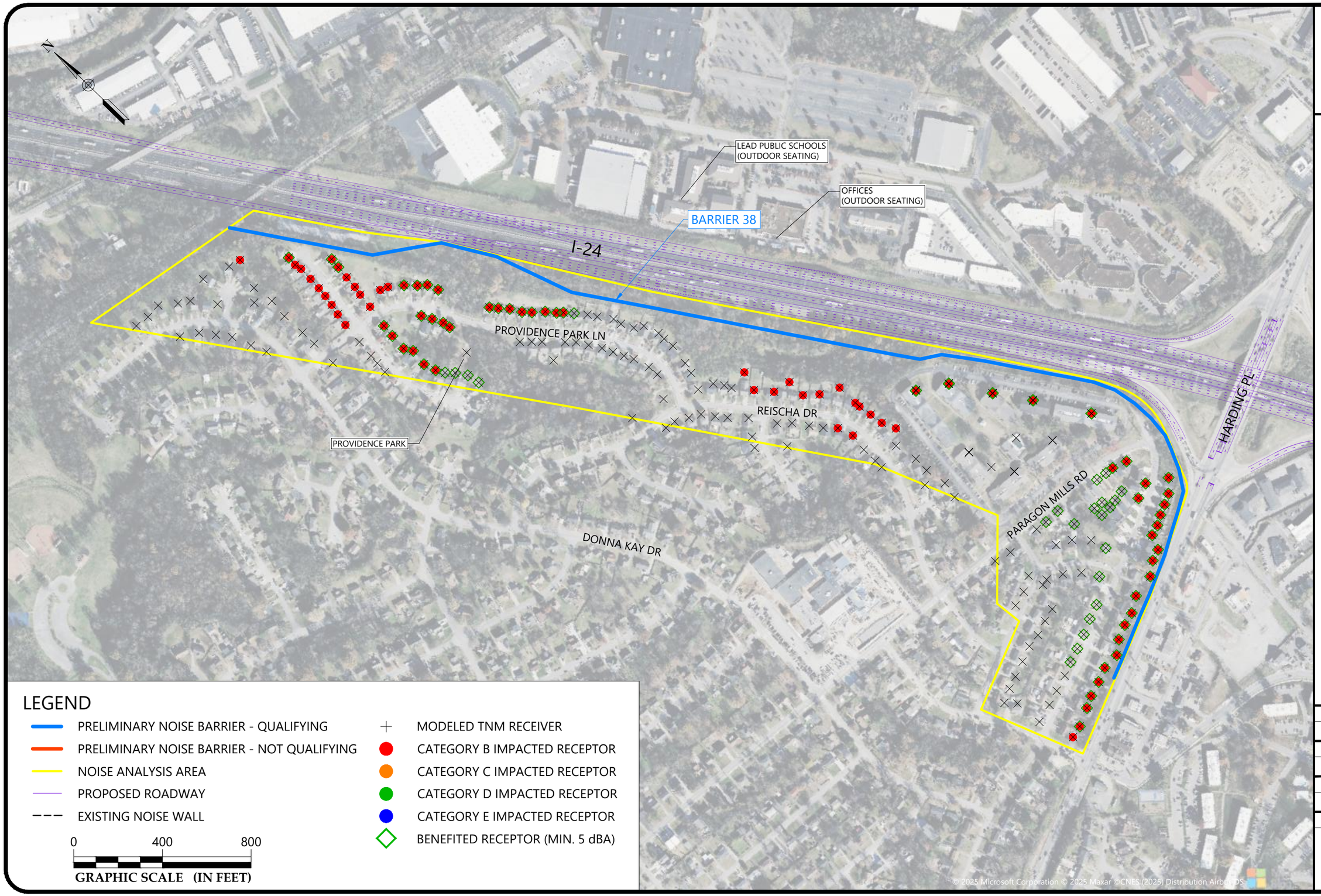
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1759127,642950.2	1759152.1,642909.1	48	F, ROW	481	505	24	1,155
1759152.1,642909.1	1759207.6,642826	100	F, ROW	467	491	24	2,399
1759207.6,642826	1759261.6,642741.8	100	F, ROW	467	491	24	2,400
1759261.6,642741.8	1759316.6,642658.3	100	F, ROW	470	494	24	2,400
1759316.6,642658.3	1759381,642554	123	F, ROW	476	500	24	2,942
1759381,642554	BARRIER END	-	F, ROW	483	507	24	-

Barrier Length (ft)	471
Average Barrier Height (ft)	24.00
Barrier Area (sq ft)	11,296

Total Barrier System Area (sq ft)	11,296
Average Barrier System Height (ft)	23.98
Number of Benefited Residences	1.00
Area Per Benefited Residence (sq ft)	11,296
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 38 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/27/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F22

FEASIBILITY ANALYSIS FOR NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	197
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	197.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Bolster 904	2	B	N	58	N	0	Y	1	N	0
Bolster 905	2	B	Y	65	N	0	Y	0	N	0
Bolster 908	2	B	Y	70	Y	2	Y	1	N	0
Bolster 909	2	B	Y	65	N	0	Y	1	N	0
Donna Kay 3420	2	B	Y	58	N	0	Y	0	N	0
Donna Kay 3424	2	B	Y	60	N	0	Y	0	N	0
Donna Kay 3425	2	B	N	59	N	0	Y	0	N	0
Donna Kay 3428	2	B	Y	62	N	0	Y	0	N	0
Donna Kay 3429	2	B	N	61	N	0	Y	0	N	0
Donna Kay 3432	2	B	Y	63	N	0	Y	0	N	0
Donna Kay 3433	2	B	N	45	N	0	Y	0	N	0
Donna Kay 3436	2	B	N	64	N	0	Y	0	N	0
Donna Kay 3437	2	B	N	63	N	0	Y	0	N	0
Donna Kay 3440	2	B	N	64	N	0	Y	0	N	0
Donna Kay 3441	1	B	N	62	N	0	Y	0	N	0
Donna Kay 3444	2	B	N	63	N	0	Y	1	N	0
Donna Kay 3445	1	B	N	61	N	0	Y	0	N	0
Donna Kay 3448	1	B	N	62	N	0	Y	1	N	0
Donna Kay 3452	1	B	N	61	N	0	Y	1	N	0
Donna Kay 3456	1	B	N	60	N	0	Y	1	N	0
Donna Kay 3460	1	B	N	60	N	0	Y	1	N	0
Donna Kay 3500	1	B	N	63	N	0	Y	3	N	0
Eisenhower 200	1	B	Y	68	Y	1	Y	10	Y	1
Eisenhower 201	1	B	Y	71	Y	1	Y	11	Y	1

FEASIBILITY ANALYSIS FOR NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	197
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	197.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Eisenhower 203	1	B	Y	70	Y	1	Y	11	Y	1
Eisenhower 204	1	B	Y	66	Y	1	Y	8	Y	1
Eisenhower 205	1	B	Y	70	Y	1	Y	10	Y	1
Eisenhower 207	1	B	Y	69	Y	1	Y	10	Y	1
Eisenhower 208	1	B	N	62	N	0	Y	7	Y	1
Eisenhower 209	1	B	Y	69	Y	1	Y	10	Y	1
Eisenhower 210	1	B	N	62	N	0	Y	6	Y	1
Eisenhower 211	1	B	Y	68	Y	1	Y	10	Y	1
Eisenhower 212	2	B	Y	60	N	0	Y	6	Y	2
Eisenhower 213	2	B	Y	71	Y	2	Y	13	Y	2
Eisenhower 215	2	B	Y	69	Y	2	Y	13	Y	2
Eisenhower 216	2	B	Y	59	N	0	Y	5	Y	2
Eisenhower 219	1	B	Y	71	Y	1	Y	14	Y	1
Eisenhower 221	1	B	Y	68	Y	1	Y	12	Y	1
Eisenhower 223	1	B	Y	70	Y	1	Y	13	Y	1
Eisenhower 224	1	B	N	62	N	0	Y	6	Y	1
Eisenhower 225	1	B	Y	69	Y	1	Y	12	Y	1
Eisenhower 226	1	B	N	61	N	0	Y	6	Y	1
Eisenhower 227	1	B	Y	69	Y	1	Y	12	Y	1
Eisenhower 228	1	B	N	61	N	0	Y	6	Y	1
Eisenhower 229	1	B	Y	71	Y	1	Y	14	Y	1
Eisenhower 230	1	B	N	60	N	0	Y	6	Y	1
Eisenhower 231	1	B	Y	68	Y	1	Y	12	Y	1
Eisenhower 232	1	B	N	60	N	0	Y	5	Y	1

FEASIBILITY ANALYSIS FOR NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	197
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	197.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Eisenhower 233	1	B	Y	68	Y	1	Y	12	Y	1
Eisenhower 234	1	B	N	59	N	0	Y	4	N	0
Eisenhower 235	1	B	Y	68	Y	1	Y	12	Y	1
Eisenhower 236	1	B	N	58	N	0	Y	3	N	0
Eisenhower 237	1	B	Y	67	Y	1	Y	11	Y	1
Eisenhower 238	1	B	N	58	N	0	Y	2	N	0
Eisenhower 239	1	B	Y	67	Y	1	Y	8	Y	1
Eisenhower 241	1	B	Y	68	Y	1	Y	3	N	0
Generosity 4200	1	B	Y	69	Y	1	Y	4	N	0
Generosity 4201	1	B	N	66	Y	1	Y	2	N	0
Generosity 4204	1	B	Y	70	Y	1	Y	3	N	0
Generosity 4205	1	B	N	67	Y	1	Y	2	N	0
Generosity 4208	1	B	Y	71	Y	1	Y	3	N	0
Generosity 4209	1	B	N	67	Y	1	Y	2	N	0
Generosity 4212	1	B	Y	72	Y	1	Y	4	N	0
Generosity 4213	1	B	N	68	Y	1	Y	3	N	0
Generosity 4216	1	B	Y	73	Y	1	Y	6	Y	1
Generosity 4217	1	B	N	68	Y	1	Y	3	N	0
Generosity 4220	1	B	Y	74	Y	1	Y	9	Y	1
Generosity 4221	1	B	N	68	Y	1	Y	3	N	0
Generosity 4225	1	B	Y	69	Y	1	Y	3	N	0
Generosity 4229	1	B	Y	68	Y	1	Y	4	N	0
Generosity 4233	1	B	Y	70	Y	1	Y	6	Y	1
Hope Hill Ct 3300	1	B	N	61	N	0	Y	1	N	0

FEASIBILITY ANALYSIS FOR NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
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Impacts	
Category B Impacts	197
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	197.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Hope Hill Ct 3301	1	B	N	62	N	0	Y	1	N	0
Hope Hill Ct 3304	1	B	N	58	N	0	Y	1	N	0
Hope Hill Ct 3305	1	B	N	58	N	0	Y	1	N	0
Hope Hill Ct 3308	1	B	N	57	N	0	Y	1	N	0
Linbar 4818	1	B	N	55	N	0	Y	1	N	0
Linbar 4820	1	B	N	59	N	0	Y	2	N	0
Paragon 3532	1	B	N	56	N	0	Y	2	N	0
Paragon 3536	1	B	N	56	N	0	Y	2	N	0
Paragon 3549	1	B	N	56	N	0	Y	1	N	0
Paragon Mills 0	3.61	C	Y	64	N	0.00	Y	4	N	0.00
Paragon Mills 193	1	B	Y	69	Y	1	Y	10	Y	1
Paragon Mills 197	1	B	N	67	Y	1	Y	9	Y	1
Paragon Mills 200 Bldg A Level 1	12	B	Y	76	Y	12	Y	10	Y	12
Paragon Mills 200 Bldg A Level 2	12	B	Y	77	Y	12	N	10	Y	12
Paragon Mills 200 Bldg B Level 1	4	B	Y	75	Y	4	Y	10	Y	4
Paragon Mills 200 Bldg B Level 2	8	B	Y	77	Y	8	N	11	Y	8
Paragon Mills 200 Bldg B Level 3	8	B	Y	78	Y	8	N	8	Y	8
Paragon Mills 200 Bldg C Level 1	4	B	Y	74	Y	4	Y	10	Y	4
Paragon Mills 200 Bldg C Level 2	8	B	Y	76	Y	8	N	10	Y	8
Paragon Mills 200 Bldg C Level 3	8	B	Y	77	Y	8	N	7	Y	8
Paragon Mills 200 Bldg D Level 1	4	B	Y	74	Y	4	Y	10	Y	4
Paragon Mills 200 Bldg D Level 2	8	B	Y	76	Y	8	N	9	Y	8
Paragon Mills 200 Bldg D Level 3	8	B	Y	77	Y	8	N	6	Y	8
Paragon Mills 200 Bldg E Level 1	6	B	Y	72	Y	6	Y	10	Y	6

FEASIBILITY ANALYSIS FOR NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	197
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	197.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Paragon Mills 200 Bldg E Level 2	12	B	Y	74	Y	12	N	8	Y	12
Paragon Mills 200 Bldg E Level 3	12	B	Y	75	Y	12	N	4	N	0
Paragon Mills 200 Bldg F Level 1	4	B	N	59	N	0	Y	4	N	0
Paragon Mills 200 Bldg F Level 2	8	B	N	61	N	0	N	4	N	0
Paragon Mills 200 Bldg F Level 3	8	B	N	63	N	0	N	3	N	0
Paragon Mills 200 Bldg G Level 1	4	B	N	57	N	0	Y	3	N	0
Paragon Mills 200 Bldg G Level 2	8	B	N	60	N	0	N	4	N	0
Paragon Mills 200 Bldg G Level 3	8	B	N	65	N	0	N	2	N	0
Paragon Mills 200 Bldg H Level 1	8	B	N	60	N	0	Y	4	N	0
Paragon Mills 200 Bldg H Level 2	8	B	N	62	N	0	N	4	N	0
Paragon Mills 200 Playground	1.44	C	N	57	N	0.00	Y	3	N	0.00
Paragon Mills 200 Pool	2.50	C	N	60	N	0.00	Y	2	N	0.00
Paragon Mills 201	1	B	N	64	N	0	Y	8	Y	1
Paragon Mills 203	1	B	N	63	N	0	Y	7	Y	1
Paragon Mills 205	1	B	N	61	N	0	Y	6	Y	1
Paragon Mills 207	1	B	N	60	N	0	Y	5	Y	1
Paragon Mills 209	1	B	N	60	N	0	Y	5	Y	1
Paragon Mills 213	1	B	N	60	N	0	Y	5	Y	1
Paragon Mills 217	1	B	N	59	N	0	Y	5	Y	1
Paragon Mills 225	1	B	N	59	N	0	Y	4	N	0
Paragon Mills 229	1	B	N	59	N	0	Y	3	N	0
Partner 4100	1	B	N	65	N	0	Y	3	N	0
Partner 4101	1	B	N	68	Y	1	Y	5	Y	1
Partner 4104	1	B	N	64	N	0	Y	4	N	0

FEASIBILITY ANALYSIS FOR NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	197
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	197.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Partner 4105	1	B	N	67	Y	1	Y	5	Y	1
Partner 4108	1	B	N	64	N	0	Y	4	N	0
Partner 4112	1	B	N	63	N	0	Y	4	N	0
Partner 4113	1	B	N	67	Y	1	Y	5	Y	1
Partner 4117	1	B	N	66	Y	1	Y	5	Y	1
Partner 4121	1	B	N	66	Y	1	Y	5	Y	1
Partner 4125	1	B	N	66	Y	1	Y	6	Y	1
Partner 4129	1	B	N	65	N	0	Y	5	Y	1
Partner 4133	1	B	N	65	N	0	Y	6	Y	1
Partner 4137	1	B	N	64	N	0	Y	6	Y	1
Partner 4141	1	B	N	63	N	0	Y	5	Y	1
Providence Park 4017	1	B	Y	72	Y	1	Y	7	Y	1
Providence Park 4020	1	B	N	67	Y	1	Y	5	Y	1
Providence Park 4021	1	B	Y	72	Y	1	Y	7	Y	1
Providence Park 4024	1	B	N	66	Y	1	Y	5	Y	1
Providence Park 4025	1	B	Y	72	Y	1	Y	7	Y	1
Providence Park 4028	1	B	Y	66	Y	1	Y	5	Y	1
Providence Park 4029	1	B	Y	71	Y	1	Y	5	Y	1
Providence Park 4032	1	B	Y	66	Y	1	Y	6	Y	1
Providence Park 4033	1	B	Y	71	Y	1	Y	4	N	0
Providence Park 4037	1	B	Y	70	Y	1	Y	4	N	0
Providence Park 4105	1	B	Y	68	Y	1	Y	6	Y	1
Providence Park 4109	1	B	Y	68	Y	1	Y	6	Y	1
Providence Park 4113	1	B	Y	68	Y	1	Y	6	Y	1

FEASIBILITY ANALYSIS FOR NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	197
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	197.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Providence Park 4117	1	B	Y	67	Y	1	Y	6	Y	1
Providence Park 4118	1	B	N	63	N	0	Y	4	N	0
Providence Park 4121	1	B	Y	67	Y	1	Y	6	Y	1
Providence Park 4122	1	B	N	63	N	0	Y	4	N	0
Providence Park 4125	1	B	Y	66	Y	1	Y	5	Y	1
Providence Park 4126	1	B	N	63	N	0	Y	4	N	0
Providence Park 4129	1	B	Y	66	Y	1	Y	5	Y	1
Providence Park 4130	1	B	N	59	N	0	Y	2	N	0
Providence Park 4133	1	B	Y	66	Y	1	Y	5	Y	1
Providence Park 4134	1	B	N	63	N	0	Y	4	N	0
Providence Park 4137	1	B	Y	65	N	0	Y	5	Y	1
Providence Park 4138	1	B	N	62	N	0	Y	4	N	0
Providence Park 4141	1	B	Y	64	N	0	Y	4	N	0
Providence Park 4142	1	B	N	62	N	0	Y	4	N	0
Providence Park 4145	1	B	Y	63	N	0	Y	4	N	0
Providence Park 4146	1	B	N	61	N	0	Y	3	N	0
Providence Park 4149	1	B	Y	62	N	0	Y	3	N	0
Providence Park 4150	1	B	N	60	N	0	Y	3	N	0
Providence Park 4153	1	B	Y	62	N	0	Y	3	N	0
Providence Park 4154	1	B	N	60	N	0	Y	2	N	0
Providence Park 4157	1	B	Y	60	N	0	Y	2	N	0
Providence Park 4158	1	B	N	59	N	0	Y	2	N	0
Providence Park 4161	1	B	Y	59	N	0	Y	2	N	0
Providence Park 4162	1	B	N	58	N	0	Y	2	N	0

FEASIBILITY ANALYSIS FOR NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	197
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	197.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Providence Park 4165	1	B	Y	64	N	0	Y	4	N	0
Providence Park 4166	1	B	N	57	N	0	Y	2	N	0
Providence Park 4169	1	B	Y	58	N	0	Y	1	N	0
Providence Park 4170	1.23	C	N	56	N	0.00	Y	2	N	0.00
Providence Park 4173	1	B	Y	63	N	0	Y	3	N	0
Providence Park 4181	1	B	Y	61	N	0	Y	4	N	0
Providence Park 4185	1	B	Y	60	N	0	Y	3	N	0
Providence Park 4189	1	B	Y	58	N	0	Y	3	N	0
Reischa 4712	1	B	N	59	N	0	Y	2	N	0
Reischa 4716	1	B	N	61	N	0	Y	1	N	0
Reischa 4720	1	B	N	63	N	0	Y	2	N	0
Reischa 4724	1	B	N	65	N	0	Y	2	N	0
Reischa 4725	1	B	N	64	N	0	Y	2	N	0
Reischa 4728	1	B	N	67	Y	1	Y	2	N	0
Reischa 4729	1	B	N	62	N	0	Y	1	N	0
Reischa 4732	1	B	N	69	Y	1	Y	3	N	0
Reischa 4733	1	B	N	64	N	0	Y	2	N	0
Reischa 4736	1	B	Y	70	Y	1	Y	3	N	0
Reischa 4737	1	B	N	66	Y	1	Y	2	N	0
Reischa 4740	1	B	Y	71	Y	1	Y	3	N	0
Reischa 4744	1	B	Y	71	Y	1	Y	3	N	0
Reischa 4748	1	B	Y	73	Y	1	Y	3	N	0
Reischa 4751	1	B	N	66	Y	1	Y	2	N	0
Reischa 4752	2	B	Y	71	Y	2	Y	2	N	0

FEASIBILITY ANALYSIS FOR NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	197
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	197.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Reischa 4753	1	B	N	65	N	0	Y	1	N	0
Reischa 4757	1	B	N	63	N	0	Y	1	N	0
Reischa 4760	1	B	Y	70	Y	1	Y	2	N	0
Reischa 4764	1	B	Y	72	Y	1	Y	2	N	0
Reischa 4765	1	B	N	62	N	0	Y	1	N	0
Reischa 4768	2	B	Y	68	Y	2	Y	2	N	0
Reischa 4776	1	B	Y	68	Y	1	Y	2	N	0
Reischa 4777	1	B	N	58	N	0	Y	2	N	0
Reischa 4780	1	B	Y	70	Y	1	Y	3	N	0
Reischa 4781	1	B	N	57	N	0	Y	2	N	0
Reischa 4784	1	B	Y	63	N	0	Y	2	N	0
Reischa 4785	1	B	N	56	N	0	Y	2	N	0
Reischa 4788	1	B	Y	62	N	0	Y	3	N	0
Reischa 4789	1	B	N	56	N	0	Y	2	N	0
Reischa 4792	1	B	Y	61	N	0	Y	3	N	0
Reischa Sue 505	1	B	N	59	N	0	Y	1	N	0
Reischa Sue 508	1	B	N	57	N	0	Y	1	N	0
Sunlight 4800	1	B	N	58	N	0	Y	4	N	0
Sunlight 4805	1	B	N	59	N	0	Y	4	N	0
Sunlight 4806	1	B	N	59	N	0	Y	3	N	0
Sunlight 4806	1	B	N	60	N	0	Y	4	N	0
Sunlight 4807	1	B	N	59	N	0	Y	3	N	0
Sunlight 4808	1	B	N	59	N	0	Y	3	N	0
Sunlight 4809	1	B	N	57	N	0	Y	3	N	0

FEASIBILITY ANALYSIS FOR NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	197
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	197.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Sunlight 4810	1	B	N	59	N	0	Y	3	N	0
Sunlight 4812	1	B	N	58	N	0	Y	3	N	0
Sunlight 4814	1	B	N	57	N	0	Y	2	N	0
Sunlight 4816	1	B	N	56	N	0	Y	2	N	0
Sunlight 4818	1	B	N	55	N	0	Y	2	N	0
Sunlight 4820	1	B	N	54	N	0	Y	2	N	0
Sunlight 4822	1	B	N	54	N	0	Y	1	N	0
Towry 4800	1	B	N	59	N	0	Y	4	N	0
Towry 4802	1	B	N	59	N	0	Y	4	N	0
Towry 4803	2	B	N	60	N	0	Y	4	N	0
Towry 4804	1	B	N	59	N	0	Y	4	N	0
Towry 4805	1	B	N	59	N	0	Y	4	N	0
Towry 4806	1	B	N	65	N	0	N	6	Y	1
Towry 4807	1	B	N	61	N	0	Y	6	Y	1

Benefited Ground-Level Residence	104
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	104.00
1st Row Ground-Level Impacted	94.00
1st Row Ground-Level Impacted and Benefited	71.00

FEASIBILITY %	**76%**

REASONABLENESS ALLOWANCE FOR NAA 38

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	750
	% residences constructed after highway	90%	
	% residences constructed before 2005	77%	
	% residences constructed after 2005	23%	
Previous Type I Widening Allowance	Last Type I widening project date	2002	200
	% residences constructed after widening	34%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	70 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
	Total Allowance		1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Bolster 904	2	B	N	58	57	1	N	0	0	N	0
Bolster 905	2	B	Y	65	65	0	N	0	0	N	0
Bolster 908	2	B	Y	70	69	1	N	0	0	N	0
Bolster 909	2	B	Y	65	64	1	N	0	0	N	0
Donna Kay 3420	2	B	Y	58	58	0	N	0	0	N	0
Donna Kay 3424	2	B	Y	60	60	0	N	0	0	N	0
Donna Kay 3425	2	B	N	59	59	0	N	0	0	N	0
Donna Kay 3428	2	B	Y	62	62	0	N	0	0	N	0
Donna Kay 3429	2	B	N	61	61	0	N	0	0	N	0
Donna Kay 3432	2	B	Y	63	63	0	N	0	0	N	0
Donna Kay 3433	2	B	N	45	45	0	N	0	0	N	0
Donna Kay 3436	2	B	N	64	64	0	N	0	0	N	0
Donna Kay 3437	2	B	N	63	63	0	N	0	0	N	0
Donna Kay 3440	2	B	N	64	63	0	N	0	0	N	0
Donna Kay 3441	1	B	N	62	61	0	N	0	0	N	0
Donna Kay 3444	2	B	N	63	63	1	N	0	0	N	0
Donna Kay 3445	1	B	N	61	61	0	N	0	0	N	0
Donna Kay 3448	1	B	N	62	61	1	N	0	0	N	0
Donna Kay 3452	1	B	N	61	61	1	N	0	0	N	0
Donna Kay 3456	1	B	N	60	60	1	N	0	0	N	0
Donna Kay 3460	1	B	N	60	59	1	N	0	0	N	0
Donna Kay 3500	1	B	N	63	61	3	N	0	0	N	0
Eisenhower 200	1	B	Y	68	58	10	Y	1	1	Y	1
Eisenhower 201	1	B	Y	71	60	11	Y	1	1	Y	1
Eisenhower 203	1	B	Y	70	60	11	Y	1	1	Y	1
Eisenhower 204	1	B	Y	66	58	8	Y	1	1	Y	1
Eisenhower 205	1	B	Y	70	59	10	Y	1	1	Y	1
Eisenhower 207	1	B	Y	69	59	10	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Eisenhower 208	1	B	N	62	55	7	Y	1	0	Y	0
Eisenhower 209	1	B	Y	69	58	10	Y	1	1	Y	1
Eisenhower 210	1	B	N	62	55	6	Y	1	0	N	0
Eisenhower 211	1	B	Y	68	58	10	Y	1	1	Y	1
Eisenhower 212	2	B	Y	60	55	6	Y	2	2	N	0
Eisenhower 213	2	B	Y	71	58	13	Y	2	2	Y	2
Eisenhower 215	2	B	Y	69	57	13	Y	2	2	Y	2
Eisenhower 216	2	B	Y	59	54	5	Y	2	2	N	0
Eisenhower 219	1	B	Y	71	57	14	Y	1	1	Y	1
Eisenhower 221	1	B	Y	68	57	12	Y	1	1	Y	1
Eisenhower 223	1	B	Y	70	57	13	Y	1	1	Y	1
Eisenhower 224	1	B	N	62	56	6	Y	1	0	N	0
Eisenhower 225	1	B	Y	69	57	12	Y	1	1	Y	1
Eisenhower 226	1	B	N	61	56	6	Y	1	0	N	0
Eisenhower 227	1	B	Y	69	57	12	Y	1	1	Y	1
Eisenhower 228	1	B	N	61	55	6	Y	1	0	N	0
Eisenhower 229	1	B	Y	71	57	14	Y	1	1	Y	1
Eisenhower 230	1	B	N	60	55	6	Y	1	0	N	0
Eisenhower 231	1	B	Y	68	56	12	Y	1	1	Y	1
Eisenhower 232	1	B	N	60	54	5	Y	1	0	N	0
Eisenhower 233	1	B	Y	68	56	12	Y	1	1	Y	1
Eisenhower 234	1	B	N	59	54	4	N	0	0	N	0
Eisenhower 235	1	B	Y	68	56	12	Y	1	1	Y	1
Eisenhower 236	1	B	N	58	54	3	N	0	0	N	0
Eisenhower 237	1	B	Y	67	56	11	Y	1	1	Y	1
Eisenhower 238	1	B	N	58	55	2	N	0	0	N	0
Eisenhower 239	1	B	Y	67	59	8	Y	1	1	Y	1
Eisenhower 241	1	B	Y	68	65	3	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Generosity 4200	1	B	Y	69	65	4	N	0	0	N	0
Generosity 4201	1	B	N	66	63	2	N	0	0	N	0
Generosity 4204	1	B	Y	70	67	3	N	0	0	N	0
Generosity 4205	1	B	N	67	64	2	N	0	0	N	0
Generosity 4208	1	B	Y	71	68	3	N	0	0	N	0
Generosity 4209	1	B	N	67	65	2	N	0	0	N	0
Generosity 4212	1	B	Y	72	67	4	N	0	0	N	0
Generosity 4213	1	B	N	68	65	3	N	0	0	N	0
Generosity 4216	1	B	Y	73	67	6	Y	1	1	N	0
Generosity 4217	1	B	N	68	65	3	N	0	0	N	0
Generosity 4220	1	B	Y	74	65	9	Y	1	1	Y	1
Generosity 4221	1	B	N	68	65	3	N	0	0	N	0
Generosity 4225	1	B	Y	69	66	3	N	0	0	N	0
Generosity 4229	1	B	Y	68	64	4	N	0	0	N	0
Generosity 4233	1	B	Y	70	64	6	Y	1	1	N	0
Hope Hill Ct 3300	1	B	N	61	59	1	N	0	0	N	0
Hope Hill Ct 3301	1	B	N	62	61	1	N	0	0	N	0
Hope Hill Ct 3304	1	B	N	58	57	1	N	0	0	N	0
Hope Hill Ct 3305	1	B	N	58	57	1	N	0	0	N	0
Hope Hill Ct 3308	1	B	N	57	56	1	N	0	0	N	0
Linbar 4818	1	B	N	55	54	1	N	0	0	N	0
Linbar 4820	1	B	N	59	57	2	N	0	0	N	0
Paragon 3532	1	B	N	56	54	2	N	0	0	N	0
Paragon 3536	1	B	N	56	54	2	N	0	0	N	0
Paragon 3549	1	B	N	56	55	1	N	0	0	N	0
Paragon Mills 0	3.61	C	Y	64	59	4	N	0	0.00	N	0.00
Paragon Mills 193	1	B	Y	69	59	10	Y	1	1	Y	1
Paragon Mills 197	1	B	N	67	58	9	Y	1	0	Y	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Paragon Mills 200 Bldg A Level 1	12	B	Y	76	66	10	Y	12	12	Y	12
Paragon Mills 200 Bldg A Level 2	12	B	Y	77	67	10	Y	12	12	Y	12
Paragon Mills 200 Bldg B Level 1	4	B	Y	75	64	10	Y	4	4	Y	4
Paragon Mills 200 Bldg B Level 2	8	B	Y	77	66	11	Y	8	8	Y	8
Paragon Mills 200 Bldg B Level 3	8	B	Y	78	70	8	Y	8	8	Y	8
Paragon Mills 200 Bldg C Level 1	4	B	Y	74	64	10	Y	4	4	Y	4
Paragon Mills 200 Bldg C Level 2	8	B	Y	76	66	10	Y	8	8	Y	8
Paragon Mills 200 Bldg C Level 3	8	B	Y	77	70	7	Y	8	8	Y	8
Paragon Mills 200 Bldg D Level 1	4	B	Y	74	64	10	Y	4	4	Y	4
Paragon Mills 200 Bldg D Level 2	8	B	Y	76	67	9	Y	8	8	Y	8
Paragon Mills 200 Bldg D Level 3	8	B	Y	77	72	6	Y	8	8	N	0
Paragon Mills 200 Bldg E Level 1	6	B	Y	72	63	10	Y	6	6	Y	6
Paragon Mills 200 Bldg E Level 2	12	B	Y	74	66	8	Y	12	12	Y	12
Paragon Mills 200 Bldg E Level 3	12	B	Y	75	71	4	N	0	0	N	0
Paragon Mills 200 Bldg F Level 1	4	B	N	59	55	4	N	0	0	N	0
Paragon Mills 200 Bldg F Level 2	8	B	N	61	57	4	N	0	0	N	0
Paragon Mills 200 Bldg F Level 3	8	B	N	63	59	3	N	0	0	N	0
Paragon Mills 200 Bldg G Level 1	4	B	N	57	54	3	N	0	0	N	0
Paragon Mills 200 Bldg G Level 2	8	B	N	60	56	4	N	0	0	N	0
Paragon Mills 200 Bldg G Level 3	8	B	N	65	63	2	N	0	0	N	0
Paragon Mills 200 Bldg H Level 1	8	B	N	60	56	4	N	0	0	N	0
Paragon Mills 200 Bldg H Level 2	8	B	N	62	58	4	N	0	0	N	0
Paragon Mills 200 Playground	1.44	C	N	57	54	3	N	0	0.00	N	0.00
Paragon Mills 200 Pool	2.50	C	N	60	58	2	N	0	0.00	N	0.00
Paragon Mills 201	1	B	N	64	56	8	Y	1	0	Y	0
Paragon Mills 203	1	B	N	63	56	7	Y	1	0	Y	0
Paragon Mills 205	1	B	N	61	56	6	Y	1	0	N	0
Paragon Mills 207	1	B	N	60	55	5	Y	1	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Paragon Mills 209	1	B	N	60	55	5	Y	1	0	N	0
Paragon Mills 213	1	B	N	60	55	5	Y	1	0	N	0
Paragon Mills 217	1	B	N	59	54	5	Y	1	0	N	0
Paragon Mills 225	1	B	N	59	55	4	N	0	0	N	0
Paragon Mills 229	1	B	N	59	56	3	N	0	0	N	0
Partner 4100	1	B	N	65	61	3	N	0	0	N	0
Partner 4101	1	B	N	68	63	5	Y	1	0	N	0
Partner 4104	1	B	N	64	60	4	N	0	0	N	0
Partner 4105	1	B	N	67	63	5	Y	1	0	N	0
Partner 4108	1	B	N	64	60	4	N	0	0	N	0
Partner 4112	1	B	N	63	59	4	N	0	0	N	0
Partner 4113	1	B	N	67	62	5	Y	1	0	N	0
Partner 4117	1	B	N	66	61	5	Y	1	0	N	0
Partner 4121	1	B	N	66	61	5	Y	1	0	N	0
Partner 4125	1	B	N	66	60	6	Y	1	0	N	0
Partner 4129	1	B	N	65	60	5	Y	1	0	N	0
Partner 4133	1	B	N	65	59	6	Y	1	0	N	0
Partner 4137	1	B	N	64	58	6	Y	1	0	N	0
Partner 4141	1	B	N	63	58	5	Y	1	0	N	0
Providence Park 4017	1	B	Y	72	64	7	Y	1	1	Y	1
Providence Park 4020	1	B	N	67	62	5	Y	1	0	N	0
Providence Park 4021	1	B	Y	72	65	7	Y	1	1	Y	1
Providence Park 4024	1	B	N	66	61	5	Y	1	0	N	0
Providence Park 4025	1	B	Y	72	65	7	Y	1	1	Y	1
Providence Park 4028	1	B	Y	66	61	5	Y	1	1	N	0
Providence Park 4029	1	B	Y	71	66	5	Y	1	1	N	0
Providence Park 4032	1	B	Y	66	61	6	Y	1	1	N	0
Providence Park 4033	1	B	Y	71	66	4	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Providence Park 4037	1	B	Y	70	67	4	N	0	0	N	0
Providence Park 4105	1	B	Y	68	62	6	Y	1	1	N	0
Providence Park 4109	1	B	Y	68	62	6	Y	1	1	N	0
Providence Park 4113	1	B	Y	68	62	6	Y	1	1	N	0
Providence Park 4117	1	B	Y	67	61	6	Y	1	1	N	0
Providence Park 4118	1	B	N	63	59	4	N	0	0	N	0
Providence Park 4121	1	B	Y	67	61	6	Y	1	1	N	0
Providence Park 4122	1	B	N	63	59	4	N	0	0	N	0
Providence Park 4125	1	B	Y	66	61	5	Y	1	1	N	0
Providence Park 4126	1	B	N	63	59	4	N	0	0	N	0
Providence Park 4129	1	B	Y	66	61	5	Y	1	1	N	0
Providence Park 4130	1	B	N	59	56	2	N	0	0	N	0
Providence Park 4133	1	B	Y	66	61	5	Y	1	1	N	0
Providence Park 4134	1	B	N	63	59	4	N	0	0	N	0
Providence Park 4137	1	B	Y	65	60	5	Y	1	1	N	0
Providence Park 4138	1	B	N	62	59	4	N	0	0	N	0
Providence Park 4141	1	B	Y	64	60	4	N	0	0	N	0
Providence Park 4142	1	B	N	62	58	4	N	0	0	N	0
Providence Park 4145	1	B	Y	63	60	4	N	0	0	N	0
Providence Park 4146	1	B	N	61	58	3	N	0	0	N	0
Providence Park 4149	1	B	Y	62	59	3	N	0	0	N	0
Providence Park 4150	1	B	N	60	58	3	N	0	0	N	0
Providence Park 4153	1	B	Y	62	59	3	N	0	0	N	0
Providence Park 4154	1	B	N	60	57	2	N	0	0	N	0
Providence Park 4157	1	B	Y	60	58	2	N	0	0	N	0
Providence Park 4158	1	B	N	59	57	2	N	0	0	N	0
Providence Park 4161	1	B	Y	59	58	2	N	0	0	N	0
Providence Park 4162	1	B	N	58	57	2	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Providence Park 4165	1	B	Y	64	60	4	N	0	0	N	0
Providence Park 4166	1	B	N	57	56	2	N	0	0	N	0
Providence Park 4169	1	B	Y	58	57	1	N	0	0	N	0
Providence Park 4170	1.23	C	N	56	54	2	N	0	0.00	N	0.00
Providence Park 4173	1	B	Y	63	60	3	N	0	0	N	0
Providence Park 4181	1	B	Y	61	57	4	N	0	0	N	0
Providence Park 4185	1	B	Y	60	57	3	N	0	0	N	0
Providence Park 4189	1	B	Y	58	55	3	N	0	0	N	0
Reischa 4712	1	B	N	59	58	2	N	0	0	N	0
Reischa 4716	1	B	N	61	60	1	N	0	0	N	0
Reischa 4720	1	B	N	63	61	2	N	0	0	N	0
Reischa 4724	1	B	N	65	63	2	N	0	0	N	0
Reischa 4725	1	B	N	64	62	2	N	0	0	N	0
Reischa 4728	1	B	N	67	65	2	N	0	0	N	0
Reischa 4729	1	B	N	62	61	1	N	0	0	N	0
Reischa 4732	1	B	N	69	66	3	N	0	0	N	0
Reischa 4733	1	B	N	64	63	2	N	0	0	N	0
Reischa 4736	1	B	Y	70	67	3	N	0	0	N	0
Reischa 4737	1	B	N	66	64	2	N	0	0	N	0
Reischa 4740	1	B	Y	71	68	3	N	0	0	N	0
Reischa 4744	1	B	Y	71	68	3	N	0	0	N	0
Reischa 4748	1	B	Y	73	70	3	N	0	0	N	0
Reischa 4751	1	B	N	66	65	2	N	0	0	N	0
Reischa 4752	2	B	Y	71	69	2	N	0	0	N	0
Reischa 4753	1	B	N	65	64	1	N	0	0	N	0
Reischa 4757	1	B	N	63	62	1	N	0	0	N	0
Reischa 4760	1	B	Y	70	68	2	N	0	0	N	0
Reischa 4764	1	B	Y	72	70	2	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Reischa 4765	1	B	N	62	61	1	N	0	0	N	0
Reischa 4768	2	B	Y	68	66	2	N	0	0	N	0
Reischa 4776	1	B	Y	68	66	2	N	0	0	N	0
Reischa 4777	1	B	N	58	56	2	N	0	0	N	0
Reischa 4780	1	B	Y	70	68	3	N	0	0	N	0
Reischa 4781	1	B	N	57	55	2	N	0	0	N	0
Reischa 4784	1	B	Y	63	62	2	N	0	0	N	0
Reischa 4785	1	B	N	56	55	2	N	0	0	N	0
Reischa 4788	1	B	Y	62	60	3	N	0	0	N	0
Reischa 4789	1	B	N	56	54	2	N	0	0	N	0
Reischa 4792	1	B	Y	61	58	3	N	0	0	N	0
Reischa Sue 505	1	B	N	59	58	1	N	0	0	N	0
Reischa Sue 508	1	B	N	57	56	1	N	0	0	N	0
Sunlight 4800	1	B	N	58	53	4	N	0	0	N	0
Sunlight 4805	1	B	N	59	56	4	N	0	0	N	0
Sunlight 4806	1	B	N	59	56	3	N	0	0	N	0
Sunlight 4806	1	B	N	60	57	4	N	0	0	N	0
Sunlight 4807	1	B	N	59	56	3	N	0	0	N	0
Sunlight 4808	1	B	N	59	56	3	N	0	0	N	0
Sunlight 4809	1	B	N	57	54	3	N	0	0	N	0
Sunlight 4810	1	B	N	59	56	3	N	0	0	N	0
Sunlight 4812	1	B	N	58	56	3	N	0	0	N	0
Sunlight 4814	1	B	N	57	55	2	N	0	0	N	0
Sunlight 4816	1	B	N	56	54	2	N	0	0	N	0
Sunlight 4818	1	B	N	55	53	2	N	0	0	N	0
Sunlight 4820	1	B	N	54	53	2	N	0	0	N	0
Sunlight 4822	1	B	N	54	53	1	N	0	0	N	0
Towry 4800	1	B	N	59	55	4	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Towry 4802	1	B	N	59	55	4	N	0	0	N	0
Towry 4803	2	B	N	60	56	4	N	0	0	N	0
Towry 4804	1	B	N	59	55	4	N	0	0	N	0
Towry 4805	1	B	N	59	55	4	N	0	0	N	0
Towry 4806	1	B	N	65	59	6	Y	1	0	N	0
Towry 4807	1	B	N	61	55	6	Y	1	0	N	0

First Row Benefited Residences	148
Equivalent First Row Benefits	0.00
Total First Row Benefits	148.00
Total First Row Receiving 7 dB IL	122.00

% Meeting NRDG	**82%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1758987.5,642523.4	1759018.5,642476.1	57	F, ROW	506	526	20	1,130
1759018.5,642476.1	1759073.1,642392.3	100	F, ROW	511	531	20	2,001
1759073.1,642392.3	1759127.6,642308.5	100	F, ROW	534	554	20	1,999
1759127.6,642308.5	1759182.4,642224.9	100	F, ROW	539	559	20	1,999
1759182.4,642224.9	1759237.1,642141.2	100	F, ROW	539	559	20	2,000
1759237.1,642141.2	1759291.9,642057.5	100	F, ROW	547	567	20	2,000
1759291.9,642057.5	1759346.5,641973.8	100	F, ROW	546	566	20	2,000
1759346.5,641973.8	1759440.8,641906.3	116	F, T	538	558	20	2,318
1759440.8,641906.3	1759521,641847.3	100	F, T	518	538	20	1,992
1759521,641847.3	1759601.4,641788.3	100	F, T	514	534	20	1,994
1759601.4,641788.3	1759629.8,641739	57	F, EOP	512	532	20	1,138
1759629.8,641739	1759679.6,641652.4	100	F, EOP	515	535	20	1,998
1759679.6,641652.4	1759729.6,641565.9	100	F, EOP	519	539	20	1,998
1759729.6,641565.9	1759761,641471.8	99	F, T	524	544	20	1,986
1759761,641471.8	1759792.5,641377.6	99	F, T	539	559	20	1,986
1759792.5,641377.6	1759824,641283.4	99	F, T	556	576	20	1,985
1759824,641283.4	1759848.6,641209.7	78	F, T	563	583	20	1,555
1759848.6,641209.7	1759903.4,641126	100	F, ROW	569	589	20	2,000
1759903.4,641126	1759958.3,641042.4	100	F, ROW	573	593	20	1,999
1759958.3,641042.4	1760012.8,640958.6	100	F, ROW	579	599	20	1,999
1760012.8,640958.6	1760067.5,640874.9	100	F, ROW	584	604	20	2,001
1760067.5,640874.9	1760121.8,640790.9	100	F, ROW	588	608	20	1,999
1760121.8,640790.9	1760176,640706.9	100	F, ROW	591	611	20	2,000
1760176,640706.9	1760230.5,640623.1	100	F, ROW	589	609	20	2,001
1760230.5,640623.1	1760284.8,640539.1	100	F, ROW	574	594	20	2,000
1760284.8,640539.1	1760339.3,640455.2	100	F, ROW	560	580	20	2,001

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1760339.3,640455.2	1760393.6,640371.3	100	F, ROW	549	569	20	2,000
1760393.6,640371.3	1760448,640287.3	100	F, ROW	532	552	20	2,000
1760448,640287.3	1760502.3,640203.4	100	F, ROW	532	552	20	1,999
1760502.3,640203.4	1760556.6,640119.4	100	F, ROW	544	564	20	2,000
1760556.6,640119.4	1760611.1,640035.6	100	F, ROW	550	570	20	2,001
1760611.1,640035.6	1760665.8,639951.8	100	F, ROW	556	576	20	2,000
1760665.8,639951.8	1760720.6,639870	99	F, ROW	556	576	20	1,970
1760720.6,639870	1760803.1,639814.3	100	F, ROW	557	577	20	1,991
1760803.1,639814.3	1760861.5,639733.2	100	F, ROW	550	570	20	1,999
1760861.5,639733.2	1760919.3,639651.5	100	F, ROW	545	565	20	2,001
1760919.3,639651.5	1760973.6,639567.6	100	F, ROW	540	560	20	1,999
1760973.6,639567.6	1761028,639483.7	100	F, ROW	536	556	20	2,000
1761028,639483.7	1761082.1,639399.6	100	F, ROW	532	552	20	2,000
1761082.1,639399.6	1761137.5,639316.3	100	F, ROW	528	548	20	2,001
1761137.5,639316.3	1761190.9,639231.8	100	F, ROW	525	545	20	1,999
1761190.9,639231.8	1761230.9,639140.1	100	F, ROW	522	542	20	2,001
1761230.9,639140.1	1761248.9,639033.9	108	F, ROW	521	541	20	2,154
1761248.9,639033.9	1761252.3,638934	100	F, ROW	523	543	20	2,000
1761252.3,638934	1761240.4,638834.7	100	F, ROW	523	543	20	2,000
1761240.4,638834.7	1761215.5,638774.5	65	F, ROW	519	539	20	1,303
1761215.5,638774.5	1761173,638684	100	F, ROW	519	539	20	2,000
1761173,638684	1761116.6,638601.4	100	F, ROW	521	541	20	2,001
1761116.6,638601.4	1761028.9,638553.4	100	F, ROW	521	541	20	2,000
1761028.9,638553.4	1760939.5,638508.6	100	F, ROW	523	543	20	2,000
1760939.5,638508.6	1760850.9,638462.3	100	F, ROW	522	542	20	2,001
1760850.9,638462.3	1760758.5,638423.8	100	F, ROW	523	543	20	2,001

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 38

Noise Analysis Area:	38
Description:	Providence
Design Year:	2052
Alternative:	BUILD

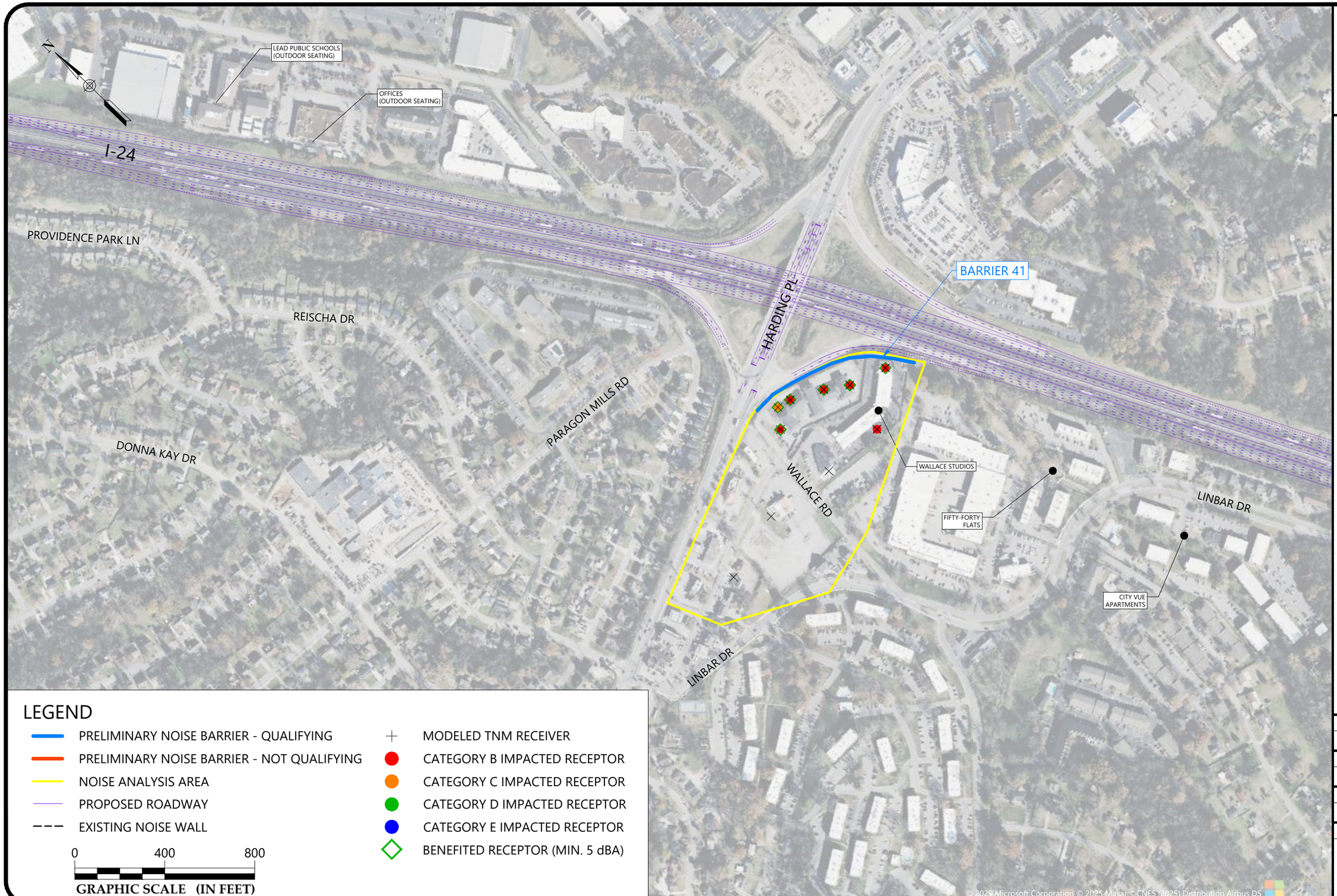
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1760758.5,638423.8	1760665.9,638386.2	100	F, ROW	527	547	20	2,000
1760665.9,638386.2	1760572.1,638351.5	100	F, ROW	530	550	20	1,999
1760572.1,638351.5	1760479.3,638314.6	100	F, ROW	535	555	20	1,999
1760479.3,638314.6	1760386.3,638277.6	100	F, ROW	538	558	20	2,001
1760386.3,638277.6	1760292.5,638242.9	100	F, ROW	538	558	20	1,999
1760292.5,638242.9	1760198.6,638208.3	100	F, ROW	536	556	20	2,001
1760198.6,638208.3	1760104.9,638173.6	100	F, ROW	535	555	20	1,999
1760104.9,638173.6	1759976.8,638126.4	137	F, ROW	542	562	20	2,731
1759976.8,638126.4	BARRIER END	-	F, ROW	552	572	20	-

Barrier Length (ft)	5,914
Average Barrier Height (ft)	20.00
Barrier Area (sq ft)	118,229

Total Barrier System Area (sq ft)	118,229
Average Barrier System Height (ft)	20.00
Number of Benefited Residences	177.00
Area Per Benefited Residence (sq ft)	668
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 41 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/30/2025

PROJECT NUMBER 24430273B

FIGURE NO. **F23**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 41

Noise Analysis Area:	41
Description:	Wallace Rd
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	269
Category C Impacts	0.61
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	269.61

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Largo 201	0.2	E	N	60	N	0	Y	0	N	0
Largo 223	2.28	D	N	59	N	0	Y	1	N	0
Wallace 95 Bldg 1 Level 1	15	B	Y	73	Y	15	Y	10	Y	15
Wallace 95 Bldg 1 Level 2	15	B	Y	74	Y	15	N	9	Y	15
Wallace 95 Bldg 2 Level 1	14	B	Y	71	Y	14	Y	10	Y	14
Wallace 95 Bldg 2 Level 2	14	B	Y	73	Y	14	N	9	Y	14
Wallace 95 Bldg 5 Level 1	6	B	N	63	N	0	Y	5	Y	6
Wallace 95 Bldg 5 Level 2	13	B	N	66	Y	13	N	5	Y	13
Wallace 95 Bldgs 3 4 Level 1	35	B	Y	68	Y	35	Y	9	Y	35
Wallace 95 Bldgs 3 4 Level 2	35	B	Y	71	Y	35	N	10	Y	35
Wallace 95 Pool	0.61	C	Y	68	Y	0.61	Y	8	Y	0.61
Wallace 97 Bldg 1 Level 1	32	B	Y	79	Y	32	Y	8	Y	32
Wallace 97 Bldg 1 Level 2	32	B	Y	80	Y	32	N	6	Y	32
Wallace 97 Bldg 2 Level 1	32	B	N	68	Y	32	Y	1	N	0
Wallace 97 Bldg 2 Level 2	32	B	N	69	Y	32	N	0	N	0
Wallace 97B	0.78	E	N	61	N	0	Y	1	N	0

Benefited Ground-Level Residence	102
Equivalent Ground-Level Benefits	0.61
Total Ground-Level Benefits	102.61
1st Row Ground-Level Impacted	96.61
1st Row Ground-Level Impacted and Benefited	96.61

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 41

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	750
	% residences constructed after highway	99%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	2002	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	73 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 41

Noise Analysis Area:	41
Description:	Wallace Rd
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Largo 201	0.2	E	N	60	59	0	N	0.00	0.00	N	0.00
Largo 223	2.28	D	N	59	59	1	N	0.00	0.00	N	0.00
Wallace 95 Bldg 1 Level 1	15	B	Y	73	63	10	Y	15	15	Y	15
Wallace 95 Bldg 1 Level 2	15	B	Y	74	65	9	Y	15	15	Y	15
Wallace 95 Bldg 2 Level 1	14	B	Y	71	61	10	Y	14	14	Y	14
Wallace 95 Bldg 2 Level 2	14	B	Y	73	63	9	Y	14	14	Y	14
Wallace 95 Bldg 5 Level 1	6	B	N	63	59	5	Y	6	0	N	0
Wallace 95 Bldg 5 Level 2	13	B	N	66	61	5	Y	13	0	N	0
Wallace 95 Bldgs 3 4 Level 1	35	B	Y	68	60	9	Y	35	35	Y	35
Wallace 95 Bldgs 3 4 Level 2	35	B	Y	71	61	10	Y	35	35	Y	35
Wallace 95 Pool	0.61	C	Y	68	60	8	Y	0.61	0.61	Y	0.61
Wallace 97 Bldg 1 Level 1	32	B	Y	79	71	8	Y	32	32	Y	32
Wallace 97 Bldg 1 Level 2	32	B	Y	80	74	6	Y	32	32	N	0
Wallace 97 Bldg 2 Level 1	32	B	N	68	67	1	N	0	0	N	0
Wallace 97 Bldg 2 Level 2	32	B	N	69	69	0	N	0	0	N	0
Wallace 97B	0.78	E	N	61	61	1	N	0.00	0.00	N	0.00

First Row Benefited Residences	192
Equivalent First Row Benefits	0.61
Total First Row Benefits	192.61
Total First Row Receiving 7 dB IL	160.61

% Meeting NRDG	**83%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 41

Noise Analysis Area:	41
Description:	Wallace Rd
Design Year:	2052
Alternative:	BUILD

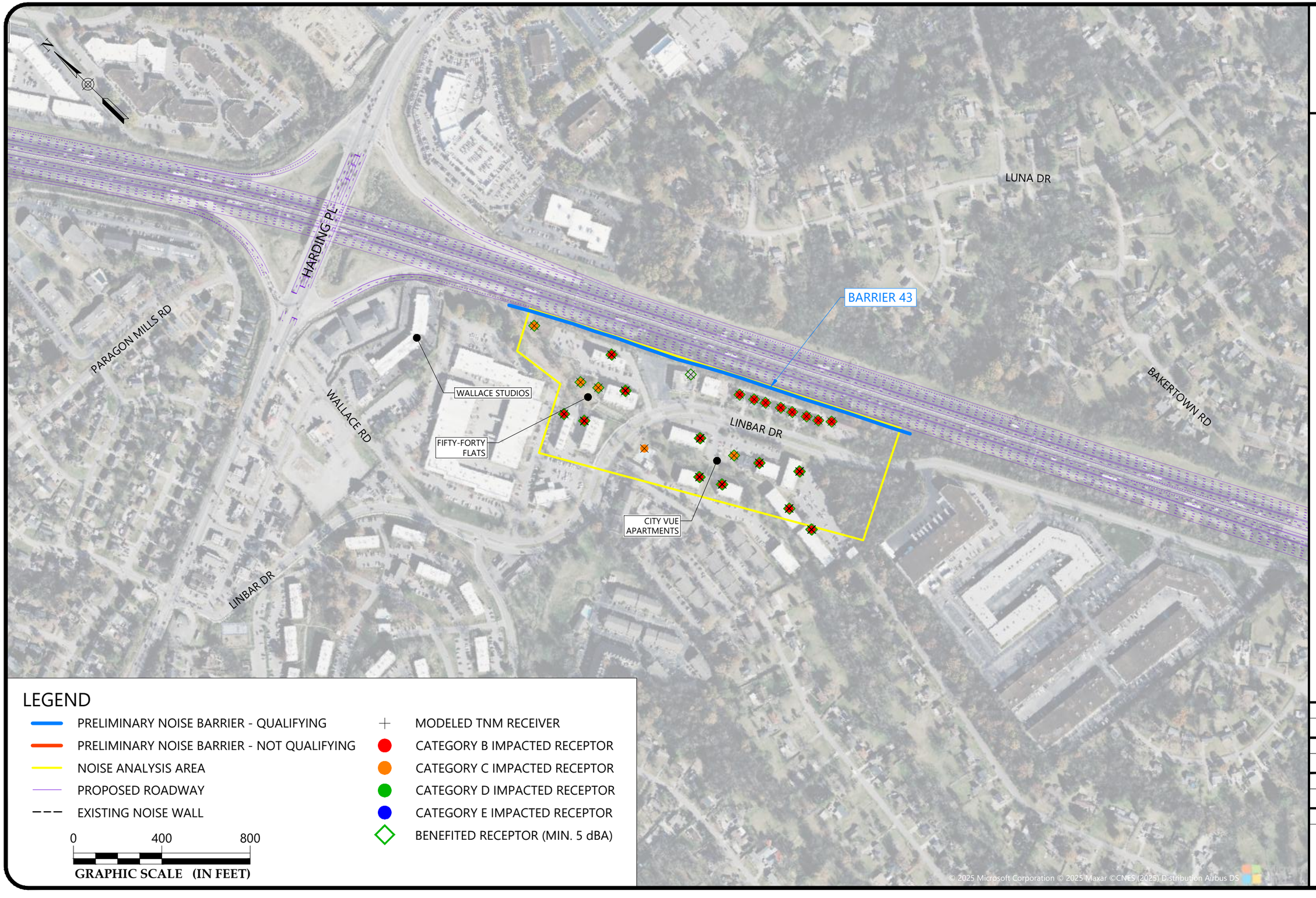
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1761943.8,637874	1761905.6,637945.6	81	F, ROW	501	509	8	649
1761905.6,637945.6	1761853.1,638040.2	108	F, ROW	501	509	8	865
1761853.1,638040.2	1761812.1,638107.9	79	F, ROW	500	508	8	634
1761812.1,638107.9	1761760.8,638187	94	F, T	500	516	16	1,509
1761760.8,638187	1761699.3,638265.8	100	F, EOP	510	526	16	1,599
1761699.3,638265.8	1761624.5,638331.3	99	F, EOP	510	526	16	1,590
1761624.5,638331.3	1761557,638368.8	77	F, EOP	506	522	16	1,236
1761557,638368.8	1761465.8,638404.3	98	F, EOP	509	525	16	1,567
1761465.8,638404.3	1761370.9,638435.8	100	F, EOP	511	527	16	1,599
1761370.9,638435.8	1761274.3,638461.7	100	F, EOP	514	530	16	1,601
1761274.3,638461.7	1761174.3,638462.8	100	F, EOP	516	532	16	1,600
1761174.3,638462.8	1761076.6,638441.4	100	F, EOP	518	530	12	1,199
1761076.6,638441.4	BARRIER END	-	F, EOP	520	520	0	-

Barrier Length (ft)	1,136
Average Barrier Height (ft)	13.77
Barrier Area (sq ft)	15,648

Total Barrier System Area (sq ft)	15,648
Average Barrier System Height (ft)	13.77
Number of Benefited Residences	211.00
Area Per Benefited Residence (sq ft)	74
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 43 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/27/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F24

FEASIBILITY ANALYSIS FOR NAA 43

Noise Analysis Area:	43
Description:	Linbar Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	326
Category C Impacts	7.15
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	333.15

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Linbar 5042 Bldg 100 Level 1	12	B	N	67	Y	12	Y	5	Y	12
Linbar 5042 Bldg 100 Level 2	14	B	N	68	Y	14	N	5	Y	14
Linbar 5042 Bldg 100 Level 3	14	B	N	69	Y	14	N	4	N	0
Linbar 5042 Bldg 200 Level 1	9	B	N	69	Y	9	Y	6	Y	9
Linbar 5042 Bldg 200 Level 2	9	B	N	70	Y	9	N	5	Y	9
Linbar 5042 Bldg 300 Level 1	12	B	Y	72	Y	12	Y	8	Y	12
Linbar 5042 Bldg 300 Level 2	14	B	Y	73	Y	14	N	7	Y	14
Linbar 5042 Bldg 300 Level 3	14	B	Y	74	Y	14	N	6	Y	14
Linbar 5042 Bldg 400 Level 1	9	B	Y	78	Y	9	Y	11	Y	9
Linbar 5042 Bldg 400 Level 2	9	B	Y	80	Y	9	N	11	Y	9
Linbar 5042 Dog Park	1.86	C	Y	80	Y	1.86	Y	9	Y	1.86
Linbar 5042 Picnic	0.04	C	Y	71	Y	0.04	Y	6	Y	0.04
Linbar 5042 Trail	0.91	C	Y	72	Y	0.91	Y	6	Y	0.91
Linbar 5050	0.47	D	Y	75	N	0.00	Y	10	Y	0.47
Linbar 5101 Bldg A Level 1	8	B	N	65	N	0	Y	7	Y	8
Linbar 5101 Bldg A Level 2	8	B	N	68	Y	8	N	8	Y	8
Linbar 5101 Bldg A Level 3	8	B	N	68	Y	8	N	7	Y	8
Linbar 5101 Bldg B Level 1	8	B	N	62	N	0	Y	5	Y	8
Linbar 5101 Bldg B Level 2	8	B	N	66	Y	8	N	7	Y	8
Linbar 5101 Bldg B Level 3	8	B	N	67	Y	8	N	8	Y	8
Linbar 5101 Bldg D Level 1	14	B	N	69	Y	14	Y	5	Y	14
Linbar 5101 Bldg D Level 2	14	B	N	72	Y	14	N	7	Y	14

FEASIBILITY ANALYSIS FOR NAA 43

Noise Analysis Area:	43
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Design Year:	2052
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Impacts	
Category B Impacts	326
Category C Impacts	7.15
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	333.15

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Linbar 5101 Bldg D Level 3	14	B	N	73	Y	14	N	7	Y	14
Linbar 5101 Bldg F Level 1	8	B	N	69	Y	8	Y	6	Y	8
Linbar 5101 Bldg F Level 2	8	B	N	72	Y	8	N	8	Y	8
Linbar 5101 Bldg F Level 3	8	B	N	73	Y	8	N	7	Y	8
Linbar 5101 Bldg G Level 1	8	B	N	67	Y	8	Y	5	Y	8
Linbar 5101 Bldg G Level 2	8	B	N	70	Y	8	N	5	Y	8
Linbar 5101 Bldg G Level 3	8	B	N	72	Y	8	N	5	Y	8
Linbar 5101 Bldg H Level 1	16	B	N	62	N	0	Y	5	Y	16
Linbar 5101 Bldg H Level 2	16	B	N	66	Y	16	N	5	Y	16
Linbar 5101 Bldg H Level 3	16	B	N	67	Y	16	N	4	N	0
Linbar 5101 Bldg J Level 1	16	B	N	62	N	0	Y	6	Y	16
Linbar 5101 Bldg J Level 2	16	B	N	65	N	0	N	6	Y	16
Linbar 5101 Bldg J Level 3	16	B	N	68	Y	16	N	5	Y	16
Linbar 5101 Playground	1.03	C	N	70	Y	1.03	Y	6	Y	1.03
Linbar 5101 Pool	3.31	C	N	67	Y	3.31	Y	3	N	0
Linbar 5104	4	B	Y	80	Y	4	N	13	Y	4
Linbar 5112	4	B	Y	80	Y	4	N	13	Y	4
Linbar 5120	4	B	Y	80	Y	4	N	13	Y	4
Linbar 5128	4	B	Y	80	Y	4	N	13	Y	4
Linbar 5136	4	B	Y	80	Y	4	N	14	Y	4
Linbar 5144	4	B	Y	80	Y	4	N	14	Y	4

FEASIBILITY ANALYSIS FOR NAA 43

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Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Linbar 5152	4	B	Y	80	Y	4	N	14	Y	4
Linbar 5160	12	B	Y	73	Y	12	Y	9	Y	12
			Benefited Ground-Level Residence				132			
			Equivalent Ground-Level Benefits				4.31			
			Total Ground-Level Benefits				136.31			
			1st Row Ground-Level Impacted				35.81			
			1st Row Ground-Level Impacted and Benefited				35.81		**FEASIBILITY %**	**100%**

REASONABLENESS ALLOWANCE FOR NAA 43

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	750
	% residences constructed after highway	100%	
	% residences constructed before 2005	90%	
	% residences constructed after 2005	10%	
Previous Type I Widening Allowance	Last Type I widening project date	2002	200
	% residences constructed after widening	10%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	77 dB	200
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,150

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 43

Noise Analysis Area:	43
Description:	Linbar Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Linbar 5042 Bldg 100 Level 1	12	B	N	67	62	5	Y	12	0	N	0
Linbar 5042 Bldg 100 Level 2	14	B	N	68	64	5	Y	14	0	N	0
Linbar 5042 Bldg 100 Level 3	14	B	N	69	65	4	N	0	0	N	0
Linbar 5042 Bldg 200 Level 1	9	B	N	69	63	6	Y	9	0	N	0
Linbar 5042 Bldg 200 Level 2	9	B	N	70	64	5	Y	9	0	N	0
Linbar 5042 Bldg 300 Level 1	12	B	Y	72	64	8	Y	12	12	Y	12
Linbar 5042 Bldg 300 Level 2	14	B	Y	73	66	7	Y	14	14	Y	14
Linbar 5042 Bldg 300 Level 3	14	B	Y	74	68	6	Y	14	14	N	0
Linbar 5042 Bldg 400 Level 1	9	B	Y	78	67	11	Y	9	9	Y	9
Linbar 5042 Bldg 400 Level 2	9	B	Y	80	69	11	Y	9	9	Y	9
Linbar 5042 Dog Park	1.86	C	Y	80	70	9	Y	2	2	Y	1.86
Linbar 5042 Picnic	0.04	C	Y	71	64	6	Y	0	0	N	0
Linbar 5042 Trail	0.91	C	Y	72	66	6	Y	1	1	N	0
Linbar 5050	0.47	D	Y	75	65	10	Y	0	0	Y	0.47
Linbar 5101 Bldg A Level 1	8	B	N	65	58	7	Y	8	0	Y	0
Linbar 5101 Bldg A Level 2	8	B	N	68	60	8	Y	8	0	Y	0
Linbar 5101 Bldg A Level 3	8	B	N	68	61	7	Y	8	0	Y	0
Linbar 5101 Bldg B Level 1	8	B	N	62	57	5	Y	8	0	N	0
Linbar 5101 Bldg B Level 2	8	B	N	66	58	7	Y	8	0	Y	0
Linbar 5101 Bldg B Level 3	8	B	N	67	60	8	Y	8	0	Y	0
Linbar 5101 Bldg D Level 1	14	B	N	69	65	5	Y	14	0	N	0
Linbar 5101 Bldg D Level 2	14	B	N	72	66	7	Y	14	0	Y	0
Linbar 5101 Bldg D Level 3	14	B	N	73	67	7	Y	14	0	Y	0
Linbar 5101 Bldg F Level 1	8	B	N	69	64	6	Y	8	0	N	0
Linbar 5101 Bldg F Level 2	8	B	N	72	65	8	Y	8	0	Y	0
Linbar 5101 Bldg F Level 3	8	B	N	73	66	7	Y	8	0	Y	0
Linbar 5101 Bldg G Level 1	8	B	N	67	63	5	Y	8	0	N	0
Linbar 5101 Bldg G Level 2	8	B	N	70	65	5	Y	8	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 43

Noise Analysis Area:	43
Description:	Linbar Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Linbar 5101 Bldg G Level 3	8	B	N	72	67	5	Y	8	0	N	0
Linbar 5101 Bldg H Level 1	16	B	N	62	57	5	Y	16	0	N	0
Linbar 5101 Bldg H Level 2	16	B	N	66	61	5	Y	16	0	N	0
Linbar 5101 Bldg H Level 3	16	B	N	67	63	4	N	0	0	N	0
Linbar 5101 Bldg J Level 1	16	B	N	62	56	6	Y	16	0	N	0
Linbar 5101 Bldg J Level 2	16	B	N	65	60	6	Y	16	0	N	0
Linbar 5101 Bldg J Level 3	16	B	N	68	63	5	Y	16	0	N	0
Linbar 5101 Playground	1.03	C	N	70	64	6	Y	1	0	N	0
Linbar 5101 Pool	3.31	C	N	67	64	3	N	0	0	N	0
Linbar 5104	4	B	Y	80	67	13	Y	4	4	Y	4
Linbar 5112	4	B	Y	80	67	13	Y	4	4	Y	4
Linbar 5120	4	B	Y	80	67	13	Y	4	4	Y	4
Linbar 5128	4	B	Y	80	67	13	Y	4	4	Y	4
Linbar 5136	4	B	Y	80	66	14	Y	4	4	Y	4
Linbar 5144	4	B	Y	80	66	14	Y	4	4	Y	4
Linbar 5152	4	B	Y	80	66	14	Y	4	4	Y	4
Linbar 5160	12	B	Y	73	64	9	Y	12	12	Y	12

First Row Benefited Residences	98
Equivalent First Row Benefits	3.28
Total First Row Benefits	101.28
Total First Row Receiving 7 dB IL	86.33

% Meeting NRDG	**85%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 43

Noise Analysis Area:	43
Description:	Linbar Dr
Design Year:	2052
Alternative:	BUILD

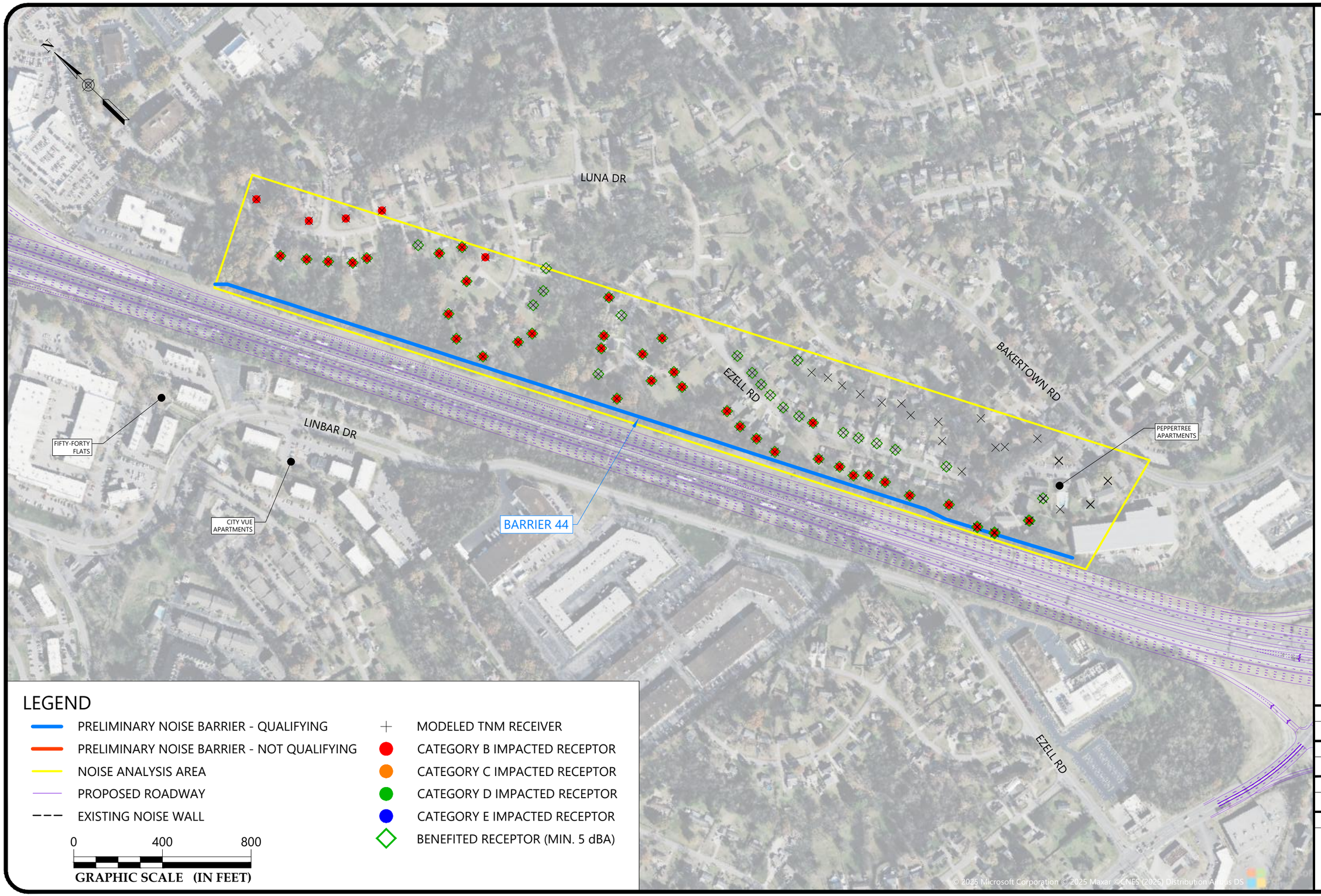
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1762784.1,636165.3	1762739.9,636255	100	F, EOP	542	558	16	1,600
1762739.9,636255	1762697.3,636345.4	100	F, EOP	540	556	16	1,600
1762697.3,636345.4	1762654.8,636436	100	F, EOP	538	554	16	1,601
1762654.8,636436	1762610.5,636525.7	100	F, EOP	536	552	16	1,600
1762610.5,636525.7	1762566,636615.2	100	F, EOP	534	550	16	1,599
1762566,636615.2	1762523,636705.6	100	F, EOP	532	548	16	1,601
1762523,636705.6	1762480.1,636795.8	100	F, EOP	530	546	16	1,599
1762480.1,636795.8	1762437,636886.1	100	F, EOP	526	542	16	1,600
1762437,636886.1	1762392.9,636975.8	100	F, EOP	524	540	16	1,600
1762392.9,636975.8	1762344.1,637068.3	105	F, EOP	524	540	16	1,673
1762344.1,637068.3	1762296.1,637156.8	101	F, EOP	520	536	16	1,610
1762296.1,637156.8	1762254.5,637245.8	98	F, EOP	518	534	16	1,573
1762254.5,637245.8	1762213.3,637335	98	F, EOP	516	532	16	1,572
1762213.3,637335	1762173.8,637422.7	96	F, EOP	514	530	16	1,539
1762173.8,637422.7	1762126.5,637517.1	106	F, EOP	512	528	16	1,690
1762126.5,637517.1	1762084.9,637607.4	99	F, EOP	510	526	16	1,591
1762084.9,637607.4	1762041.9,637691.3	94	F, EOP	508	524	16	1,508
1762041.9,637691.3	1761994,637784.3	105	F, EOP	506	522	16	1,673
1761994,637784.3	1761944.1,637875.9	104	F, EOP	504	520	16	1,669
1761944.1,637875.9	BARRIER END	-	F, EOP	501	517	16	-

Barrier Length (ft)	1,906
Average Barrier Height (ft)	16.00
Barrier Area (sq ft)	30,498

Total Barrier System Area (sq ft)	30,498
Average Barrier System Height (ft)	16.00
Number of Benefited Residences	364.31
Area Per Benefited Residence (sq ft)	84
Allowable Area Per Benefited Residence (sq ft)	1,150
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 44 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/30/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F25

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CADv4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 44

Noise Analysis Area:	44
Description:	Bakertown
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	63
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	63.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Bakertown 401 Bldg KL Level 1	8	B	N	53	N	0	Y	1	N	0
Bakertown 401 Bldg KL Level 2	8	B	N	55	N	0	N	2	N	0
Bakertown 401 Bldg IJ Level 1	8	B	N	58	N	0	Y	2	N	0
Bakertown 401 Bldg IJ Level 2	8	B	N	62	N	0	N	4	N	0
Bakertown 401 Pool	2.53	C	Y	59	N	0	Y	4	N	0
Bakertown 401 Bldg ABC Level 1	12	B	N	53	N	0	Y	2	N	0
Bakertown 401 Bldg ABC Level 2	12	B	N	56	N	0	N	3	N	0
Bakertown 401 Bldg E Level 2	4	B	Y	62	N	0	N	5	Y	4
Bakertown 401 Bldg E Level 1	4	B	Y	58	N	0	Y	3	N	0
Bakertown 401 Bldg F Level 1	4	B	Y	62	N	0	Y	5	Y	4
Bakertown 401 Bldg F Level 2	4	B	Y	70	Y	4	N	12	Y	4
Bakertown 401 Bldg G Level 1	4	B	Y	79	Y	4	Y	20	Y	4
Bakertown 401 Bldg G Level 2	4	B	Y	82	Y	4	N	17	Y	4
Bakertown 401 Bldg H Level 1	4	B	Y	80	Y	4	Y	19	Y	4
Bakertown 401 Bldg H Level 2	4	B	Y	82	Y	4	N	17	Y	4
Derrick 405	2	B	N	52	N	0	Y	1	N	0
Derrick 409	2	B	N	52	N	0	Y	-1	N	0
Derrick 412	2	B	N	53	N	0	Y	-1	N	0
Derrick 408	2	B	N	51	N	0	Y	-2	N	0
Bakertown 3734	1	B	N	61	N	0	Y	4	N	0
Bakertown 3732	1	B	N	63	N	0	Y	5	Y	1
Bakertown 3735	1	B	Y	76	Y	1	Y	14	Y	1
Bakertown 3729	3	B	Y	79	Y	3	Y	16	Y	3
Bakertown 3727	1	B	Y	77	Y	1	Y	15	Y	1

FEASIBILITY ANALYSIS FOR NAA 44

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Category E Impact	0.00
Total Impacts	63.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Bakertown 3725	1	B	Y	76	Y	1	Y	14	Y	1
Bakertown 3723	1	B	Y	77	Y	1	Y	15	Y	1
Bakertown 3721	1	B	Y	77	Y	1	Y	14	Y	1
Bakertown 3719	1	B	Y	77	Y	1	Y	14	Y	1
Bakertown 3720	2	B	N	65	N	0	Y	6	Y	2
Bakertown 3722	1	B	N	64	N	0	Y	5	Y	1
Bakertown 3724	1	B	N	65	N	0	Y	6	Y	1
Bakertown 3726	2	B	N	64	N	0	Y	5	Y	2
Bakertown 3730	1	B	N	53	N	0	Y	-2	N	0
Wharton 3723	1	B	N	52	N	0	Y	-3	N	0
Wharton 3721	1	B	N	51	N	0	Y	-3	N	0
Wharton 3719	1	B	N	52	N	0	Y	-2	N	0
Wharton 3717	1	B	N	54	N	0	Y	-2	N	0
Wharton 3715	1	B	N	56	N	0	Y	1	N	0
Wharton 3713	1	B	N	57	N	0	Y	2	N	0
Bakertown 3716	1	B	N	66	Y	1	Y	7	Y	1
Wharton 3711	1	B	N	58	N	0	Y	3	N	0
Bakertown 3714	1	B	N	64	N	0	Y	6	Y	1
Ezell 3715	1	B	Y	77	Y	1	Y	15	Y	1
Ezell 3711	1	B	Y	75	Y	1	Y	12	Y	1
Bakertown 3712	1	B	N	63	N	0	Y	5	Y	1
Wharton 3709	1	B	N	60	N	0	Y	4	N	0
Wharton 3707	2	B	N	60	N	0	Y	5	Y	2
Ezell 3710	1	B	N	64	N	0	Y	7	Y	1

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								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Ezell 3708	1	B	N	65	N	0	Y	8	Y	1
Ezell 3707	1	B	Y	77	Y	1	N	13	Y	1
Ezell 3703	1	B	Y	71	Y	1	Y	10	Y	1
Ezell 3706	1	B	N	65	N	0	Y	8	Y	1
Ezell 3704	1	B	N	63	N	0	Y	7	Y	1
Ezell 3507	1	B	Y	72	Y	1	Y	11	Y	1
Ezell 3505	1	B	Y	72	Y	1	Y	11	Y	1
Lallemand 3501	1	B	N	68	Y	1	Y	8	Y	1
Lallemand Ct 309	1	B	N	70	Y	1	Y	8	Y	1
Lallemand Ct 313	1	B	Y	74	Y	1	Y	12	Y	1
Lallemand Ct 315	1	B	Y	79	Y	1	Y	14	Y	1
Lallemand Ct 310	1	B	N	65	N	0	Y	7	Y	1
Lallemand Ct 316	1	B	Y	60	N	0	Y	6	Y	1
Lallemand Ct 314	1	B	N	70	Y	1	Y	10	Y	1
Lallemand Ct 312	1	B	N	69	Y	1	Y	10	Y	1
Lallemand Ct 308	1	B	N	67	Y	1	Y	9	Y	1
Luna Ct 3406	1	B	N	63	N	0	Y	7	Y	1
Luna Ct 3408	1	B	N	65	N	0	Y	8	Y	1
Luna Ct 3410	1	B	N	62	N	0	Y	6	Y	1
Luna Ct 3412	1	B	N	71	Y	1	Y	11	Y	1
Luna Ct 3414	1	B	Y	72	Y	1	Y	12	Y	1
Luna Ct 3416	1	B	Y	77	Y	1	Y	9	Y	1
Luna Ct 3417	1	B	Y	77	Y	1	Y	9	Y	1
Luna Ct 3413	1	B	N	74	Y	1	Y	8	Y	1

FEASIBILITY ANALYSIS FOR NAA 44

Noise Analysis Area:	44
Description:	Bakertown
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	63
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	63.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Luna Ct 3409	1	B	N	69	Y	1	Y	5	Y	1
Luna Ct 3405	1	B	N	66	Y	1	Y	4	N	0
Luna 319	3	B	N	68	Y	3	Y	7	Y	3
Luna 321	1	B	N	70	Y	1	Y	6	Y	1
Luna 325	1	B	N	65	N	0	Y	5	Y	1
Luna 326	1	B	N	66	Y	1	Y	2	N	0
Johnakin 3340	1	B	N	70	Y	1	Y	4	N	0
Luna 329	1	B	Y	72	Y	1	Y	7	Y	1
Luna 331	1	B	Y	73	Y	1	Y	7	Y	1
Luna 333	1	B	Y	74	Y	1	Y	7	Y	1
Luna 335	1	B	Y	75	Y	1	Y	6	Y	1
Luna 339	1	B	Y	75	Y	1	Y	6	Y	1
Johnakin 3341	1	B	N	74	Y	1	Y	3	N	0
Luna 340	1	B	N	70	Y	1	Y	2	N	0

Benefited Ground-Level Residence	70
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	70.00
1st Row Ground-Level Impacted	32.00
1st Row Ground-Level Impacted and Benefited	32.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 44

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	750
	% residences constructed after highway	50%	
	% residences constructed before 2005	96%	
	% residences constructed after 2005	4%	
Previous Type I Widening Allowance	Last Type I widening project date	2002	200
	% residences constructed after widening	4%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	76 dB	200
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
	Total Allowance		1,150

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 44

Noise Analysis Area:	44
Description:	Bakertown
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Bakertown 401 Bldg KL Level 1	8	B	N	53	52	1	N	0	0	N	0
Bakertown 401 Bldg KL Level 2	8	B	N	55	54	2	N	0	0	N	0
Bakertown 401 Bldg IJ Level 1	8	B	N	58	56	2	N	0	0	N	0
Bakertown 401 Bldg IJ Level 2	8	B	N	62	58	4	N	0	0	N	0
Bakertown 401 Pool	2.53	C	Y	59	56	4	N	0	0	N	0
Bakertown 401 Bldg ABC Level 1	12	B	N	53	51	2	N	0	0	N	0
Bakertown 401 Bldg ABC Level 2	12	B	N	56	53	3	N	0	0	N	0
Bakertown 401 Bldg E Level 2	4	B	Y	62	56	5	Y	4	4	N	0
Bakertown 401 Bldg E Level 1	4	B	Y	58	55	3	N	0	0	N	0
Bakertown 401 Bldg F Level 1	4	B	Y	62	57	5	Y	4	4	N	0
Bakertown 401 Bldg F Level 2	4	B	Y	70	58	12	Y	4	4	Y	4
Bakertown 401 Bldg G Level 1	4	B	Y	79	60	20	Y	4	4	Y	4
Bakertown 401 Bldg G Level 2	4	B	Y	82	64	17	Y	4	4	Y	4
Bakertown 401 Bldg H Level 1	4	B	Y	80	61	19	Y	4	4	Y	4
Bakertown 401 Bldg H Level 2	4	B	Y	82	65	17	Y	4	4	Y	4
Derrick 405	2	B	N	52	51	1	N	0	0	N	0
Derrick 409	2	B	N	52	53	-1	N	0	0	N	0
Derrick 412	2	B	N	53	53	-1	N	0	0	N	0
Derrick 408	2	B	N	51	53	-2	N	0	0	N	0
Bakertown 3734	1	B	N	61	57	4	N	0	0	N	0
Bakertown 3732	1	B	N	63	57	5	Y	1	0	N	0
Bakertown 3735	1	B	Y	76	62	14	Y	1	1	Y	1
Bakertown 3729	3	B	Y	79	62	16	Y	3	3	Y	3
Bakertown 3727	1	B	Y	77	62	15	Y	1	1	Y	1
Bakertown 3725	1	B	Y	76	62	14	Y	1	1	Y	1
Bakertown 3723	1	B	Y	77	62	15	Y	1	1	Y	1
Bakertown 3721	1	B	Y	77	63	14	Y	1	1	Y	1
Bakertown 3719	1	B	Y	77	63	14	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 44

Noise Analysis Area:	44
Description:	Bakertown
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Bakertown 3720	2	B	N	65	59	6	Y	2	0	N	0
Bakertown 3722	1	B	N	64	59	5	Y	1	0	N	0
Bakertown 3724	1	B	N	65	59	6	Y	1	0	N	0
Bakertown 3726	2	B	N	64	58	5	Y	2	0	N	0
Bakertown 3730	1	B	N	53	55	-2	N	0	0	N	0
Wharton 3723	1	B	N	52	54	-3	N	0	0	N	0
Wharton 3721	1	B	N	51	55	-3	N	0	0	N	0
Wharton 3719	1	B	N	52	55	-2	N	0	0	N	0
Wharton 3717	1	B	N	54	55	-2	N	0	0	N	0
Wharton 3715	1	B	N	56	55	1	N	0	0	N	0
Wharton 3713	1	B	N	57	55	2	N	0	0	N	0
Bakertown 3716	1	B	N	66	59	7	Y	1	0	Y	0
Wharton 3711	1	B	N	58	55	3	N	0	0	N	0
Bakertown 3714	1	B	N	64	58	6	Y	1	0	N	0
Ezell 3715	1	B	Y	77	62	15	Y	1	1	Y	1
Ezell 3711	1	B	Y	75	63	12	Y	1	1	Y	1
Bakertown 3712	1	B	N	63	58	5	Y	1	0	N	0
Wharton 3709	1	B	N	60	55	4	N	0	0	N	0
Wharton 3707	2	B	N	60	55	5	Y	2	0	N	0
Ezell 3710	1	B	N	64	58	7	Y	1	0	Y	0
Ezell 3708	1	B	N	65	58	8	Y	1	0	Y	0
Ezell 3707	1	B	Y	77	64	13	Y	1	1	Y	1
Ezell 3703	1	B	Y	71	61	10	Y	1	1	Y	1
Ezell 3706	1	B	N	65	57	8	Y	1	0	Y	0
Ezell 3704	1	B	N	63	56	7	Y	1	0	Y	0
Ezell 3507	1	B	Y	72	61	11	Y	1	1	Y	1
Ezell 3505	1	B	Y	72	61	11	Y	1	1	Y	1
Lallemand 3501	1	B	N	68	60	8	Y	1	0	Y	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 44

Noise Analysis Area:	44
Description:	Bakertown
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Lallemand Ct 309	1	B	N	70	62	8	Y	1	0	Y	0
Lallemand Ct 313	1	B	Y	74	62	12	Y	1	1	Y	1
Lallemand Ct 315	1	B	Y	79	65	14	Y	1	1	Y	1
Lallemand Ct 310	1	B	N	65	58	7	Y	1	0	Y	0
Lallemand Ct 316	1	B	Y	60	55	6	Y	1	1	N	0
Lallemand Ct 314	1	B	N	70	61	10	Y	1	0	Y	0
Lallemand Ct 312	1	B	N	69	59	10	Y	1	0	Y	0
Lallemand Ct 308	1	B	N	67	58	9	Y	1	0	Y	0
Luna Ct 3406	1	B	N	63	55	7	Y	1	0	Y	0
Luna Ct 3408	1	B	N	65	57	8	Y	1	0	Y	0
Luna Ct 3410	1	B	N	62	55	6	Y	1	0	N	0
Luna Ct 3412	1	B	N	71	60	11	Y	1	0	Y	0
Luna Ct 3414	1	B	Y	72	60	12	Y	1	1	Y	1
Luna Ct 3416	1	B	Y	77	68	9	Y	1	1	Y	1
Luna Ct 3417	1	B	Y	77	67	9	Y	1	1	Y	1
Luna Ct 3413	1	B	N	74	66	8	Y	1	0	Y	0
Luna Ct 3409	1	B	N	69	65	5	Y	1	0	N	0
Luna Ct 3405	1	B	N	66	62	4	N	0	0	N	0
Luna 319	3	B	N	68	61	7	Y	3	0	Y	0
Luna 321	1	B	N	70	64	6	Y	1	0	N	0
Luna 325	1	B	N	65	60	5	Y	1	0	N	0
Luna 326	1	B	N	66	64	2	N	0	0	N	0
Johnakin 3340	1	B	N	70	67	4	N	0	0	N	0
Luna 329	1	B	Y	72	64	7	Y	1	1	Y	1
Luna 331	1	B	Y	73	66	7	Y	1	1	Y	1
Luna 333	1	B	Y	74	68	7	Y	1	1	Y	1
Luna 335	1	B	Y	75	69	6	Y	1	1	N	0
Luna 339	1	B	Y	75	69	6	Y	1	1	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 44

Noise Analysis Area:	44
Description:	Bakertown
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Johnakin 3341	1	B	N	74	71	3	N	0	0	N	0
Luna 340	1	B	N	70	69	2	N	0	0	N	0
				First Row Benefited Residences			54				
				Equivalent First Row Benefits			0.00				
				Total First Row Benefits			54.00		**% Meeting NRDG**		**80%**
				Total First Row Receiving 7 dB IL			43.00				

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 44

Noise Analysis Area:	44
Description:	Bakertown
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1764222.1,633870.4	1764176.8,633959.6	100	F, ROW	610	634	24	2,402
1764176.8,633959.6	1764131.5,634048.7	100	F, ROW	614	638	24	2,399
1764131.5,634048.7	1764086.3,634137.9	100	F, ROW	612	636	24	2,400
1764086.3,634137.9	1764040.9,634227	100	F, ROW	612	636	24	2,400
1764040.9,634227	1763995.6,634316.2	100	F, ROW	612	636	24	2,400
1763995.6,634316.2	1763950.4,634405.3	100	F, ROW	609	633	24	2,399
1763950.4,634405.3	1763920.6,634500.8	100	F, ROW	605	629	24	2,401
1763920.6,634500.8	1763876.5,634590.6	100	F, ROW	601	625	24	2,400
1763876.5,634590.6	1763832.6,634680.4	100	F, ROW	599	623	24	2,400
1763832.6,634680.4	1763788.6,634770.3	100	F, ROW	596	620	24	2,400
1763788.6,634770.3	1763744.9,634860.1	100	F, ROW	594	618	24	2,399
1763744.9,634860.1	1763700.9,634949.9	100	F, ROW	593	617	24	2,400
1763700.9,634949.9	1763656.9,635039.8	100	F, ROW	593	617	24	2,400
1763656.9,635039.8	1763613,635129.6	100	F, ROW	592	616	24	2,399
1763613,635129.6	1763569.1,635219.4	100	F, ROW	591	615	24	2,400
1763569.1,635219.4	1763525.3,635309.3	100	F, ROW	588	612	24	2,400
1763525.3,635309.3	1763481.5,635399.3	100	F, ROW	582	606	24	2,400
1763481.5,635399.3	1763437.4,635488.9	100	F, ROW	572	596	24	2,399
1763437.4,635488.9	1763390.3,635585.3	107	F, ROW	565	589	24	2,575
1763390.3,635585.3	1763346.3,635675.1	100	F, ROW	560	584	24	2,400
1763346.3,635675.1	1763302.3,635764.9	100	F, ROW	563	587	24	2,400
1763302.3,635764.9	1763258.3,635854.8	100	F, ROW	566	590	24	2,400
1763258.3,635854.8	1763214.8,635944.8	100	F, ROW	564	588	24	2,399
1763214.8,635944.8	1763170.5,636034.4	100	F, ROW	559	583	24	2,400
1763170.5,636034.4	1763126.5,636124.3	100	F, ROW	549	573	24	2,400
1763126.5,636124.3	1763082.5,636214.1	100	F, ROW	540	564	24	2,400

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 44

Noise Analysis Area:	44
Description:	Bakertown
Design Year:	2052
Alternative:	BUILD

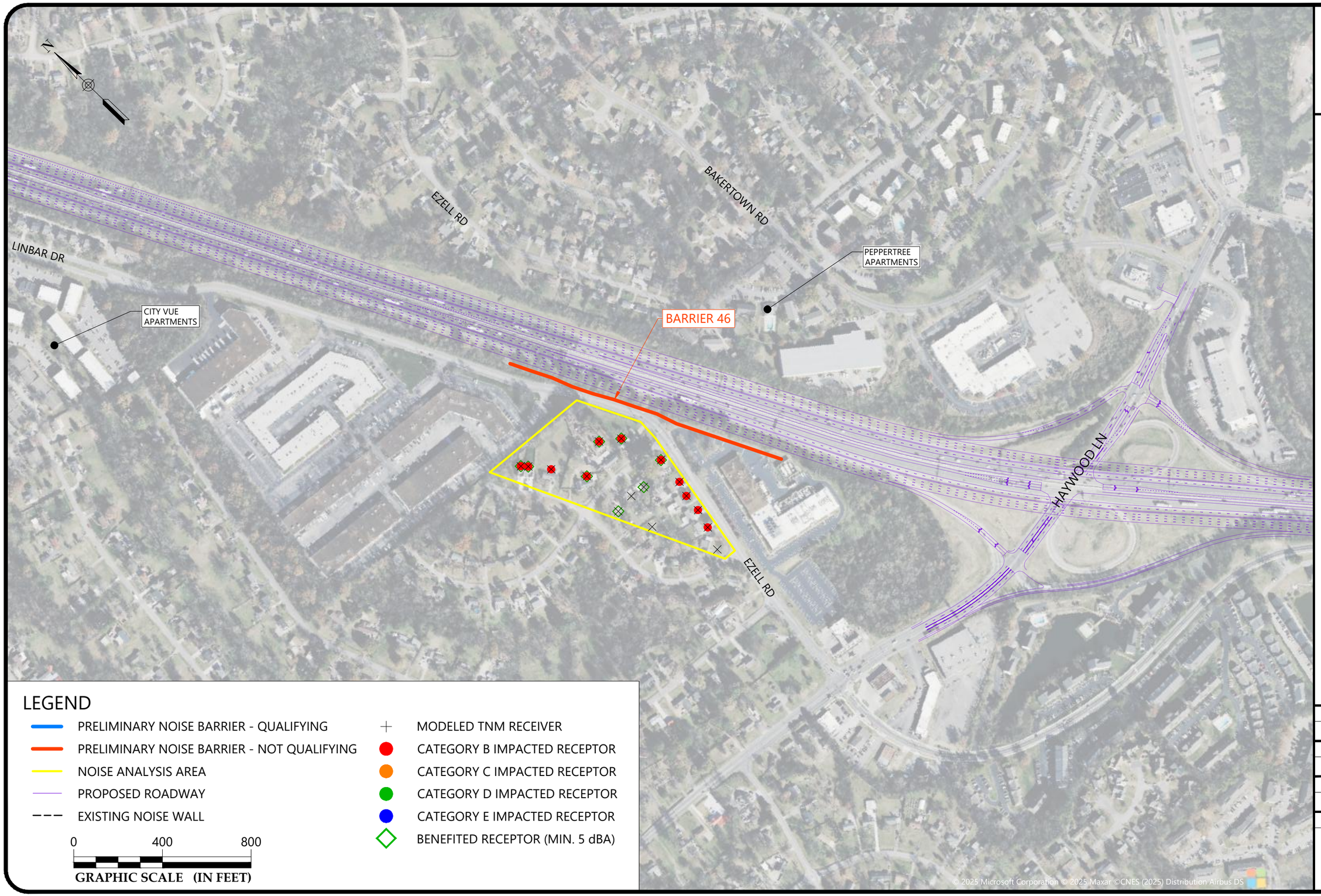
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1763082.5,636214.1	1763038.5,636303.9	100	F, ROW	540	564	24	2,400
1763038.5,636303.9	1762994.8,636393.8	100	F, ROW	540	564	24	2,399
1762994.8,636393.8	1762950.6,636483.6	100	F, ROW	562	586	24	2,402
1762950.6,636483.6	1762906.8,636573.4	100	F, ROW	560	584	24	2,399
1762906.8,636573.4	1762862.8,636663.2	100	F, ROW	557	581	24	2,400
1762862.8,636663.2	1762818.9,636753	100	F, ROW	545	569	24	2,399
1762818.9,636753	1762774.9,636842.8	100	F, ROW	534	558	24	2,400
1762774.9,636842.8	1762730.9,636932.6	100	F, ROW	537	561	24	2,400
1762730.9,636932.6	1762686.9,637022.4	100	F, ROW	544	568	24	2,400
1762686.9,637022.4	1762643,637112.3	100	F, ROW	538	562	24	2,399
1762643,637112.3	1762599.1,637202.2	100	F, ROW	538	562	24	2,402
1762599.1,637202.2	1762555.1,637291.9	100	F, ROW	536	560	24	2,399
1762555.1,637291.9	1762511.1,637381.8	100	F, ROW	531	555	24	2,400
1762511.1,637381.8	1762467.1,637471.6	100	F, ROW	528	552	24	2,400
1762467.1,637471.6	1762428.9,637511.3	55	F, ROW	520	544	24	1,323
1762428.9,637511.3	BARRIER END	-	F, ROW	518	542	24	-

Barrier Length (ft)	4,062
Average Barrier Height (ft)	24.00
Barrier Area (sq ft)	97,494

Total Barrier System Area (sq ft)	97,494
Average Barrier System Height (ft)	24.00
Number of Benefited Residences	87.00
Area Per Benefited Residence (sq ft)	1,121
Allowable Area Per Benefited Residence (sq ft)	1,150
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 46 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/27/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F26

FEASIBILITY ANALYSIS FOR NAA 46

Noise Analysis Area:	46
Description:	Melmack Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	11
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	11.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Syfert 3804	1	B	Y	67	Y	1	Y	5	Y	1
Syfert 3806	1	B	Y	68	Y	1	Y	5	Y	1
Syfert 3808	1	B	Y	69	Y	1	Y	4	N	0
Melmack 208	1	B	N	70	Y	1	Y	6	Y	1
Melmack 204	1	B	Y	75	Y	1	Y	8	Y	1
Melmack 200	1	B	Y	75	Y	1	Y	9	Y	1
Melmack 209	1	B	N	58	N	0	Y	5	Y	1
Melmack 207	1	B	N	55	N	0	Y	3	N	0
Melmack 205	1	B	N	63	N	0	Y	7	Y	1
Ezell 3805	1	B	Y	72	Y	1	Y	6	Y	1
Ezell 3807	1	B	Y	69	Y	1	Y	2	N	0
Ezell 3809	1	B	N	67	Y	1	Y	1	N	0
Ezell 3811	1	B	N	67	Y	1	Y	1	N	0
Ezell 3813	1	B	N	66	Y	1	Y	1	N	0
Syfert 3816	2	B	N	59	N	0	Y	3	N	0
Ezell 3815	1	B	N	64	N	0	Y	1	N	0

Benefited Ground-Level Residence	8
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	8.00
1st Row Ground-Level Impacted	7.00
1st Row Ground-Level Impacted and Benefited	5.00

FEASIBILITY %	**71%**

REASONABLENESS ALLOWANCE FOR NAA 46

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	1500
	% residences constructed after highway	0%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	2002	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	71 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	3 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,800

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 46

Noise Analysis Area:	46
Description:	Melmack Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Syfert 3804	1	B	Y	67	62	5	Y	1	1	N	0
Syfert 3806	1	B	Y	68	63	5	Y	1	1	N	0
Syfert 3808	1	B	Y	69	65	4	N	0	0	N	0
Melmack 208	1	B	N	70	64	6	Y	1	0	N	0
Melmack 204	1	B	Y	75	67	8	Y	1	1	Y	1
Melmack 200	1	B	Y	75	66	9	Y	1	1	Y	1
Melmack 209	1	B	N	58	53	5	Y	1	0	N	0
Melmack 207	1	B	N	55	53	3	N	0	0	N	0
Melmack 205	1	B	N	63	56	7	Y	1	0	Y	0
Ezell 3805	1	B	Y	72	65	6	Y	1	1	N	0
Ezell 3807	1	B	Y	69	67	2	N	0	0	N	0
Ezell 3809	1	B	N	67	66	1	N	0	0	N	0
Ezell 3811	1	B	N	67	67	1	N	0	0	N	0
Ezell 3813	1	B	N	66	66	1	N	0	0	N	0
Syfert 3816	2	B	N	59	56	3	N	0	0	N	0
Ezell 3815	1	B	N	64	64	1	N	0	0	N	0

First Row Benefited Residences	5
Equivalent First Row Benefits	0.00
Total First Row Benefits	5.00
Total First Row Receiving 7 dB IL	2.00

% Meeting NRDG	**40%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 46

Noise Analysis Area:	46
Description:	Melmack Dr
Design Year:	2052
Alternative:	BUILD

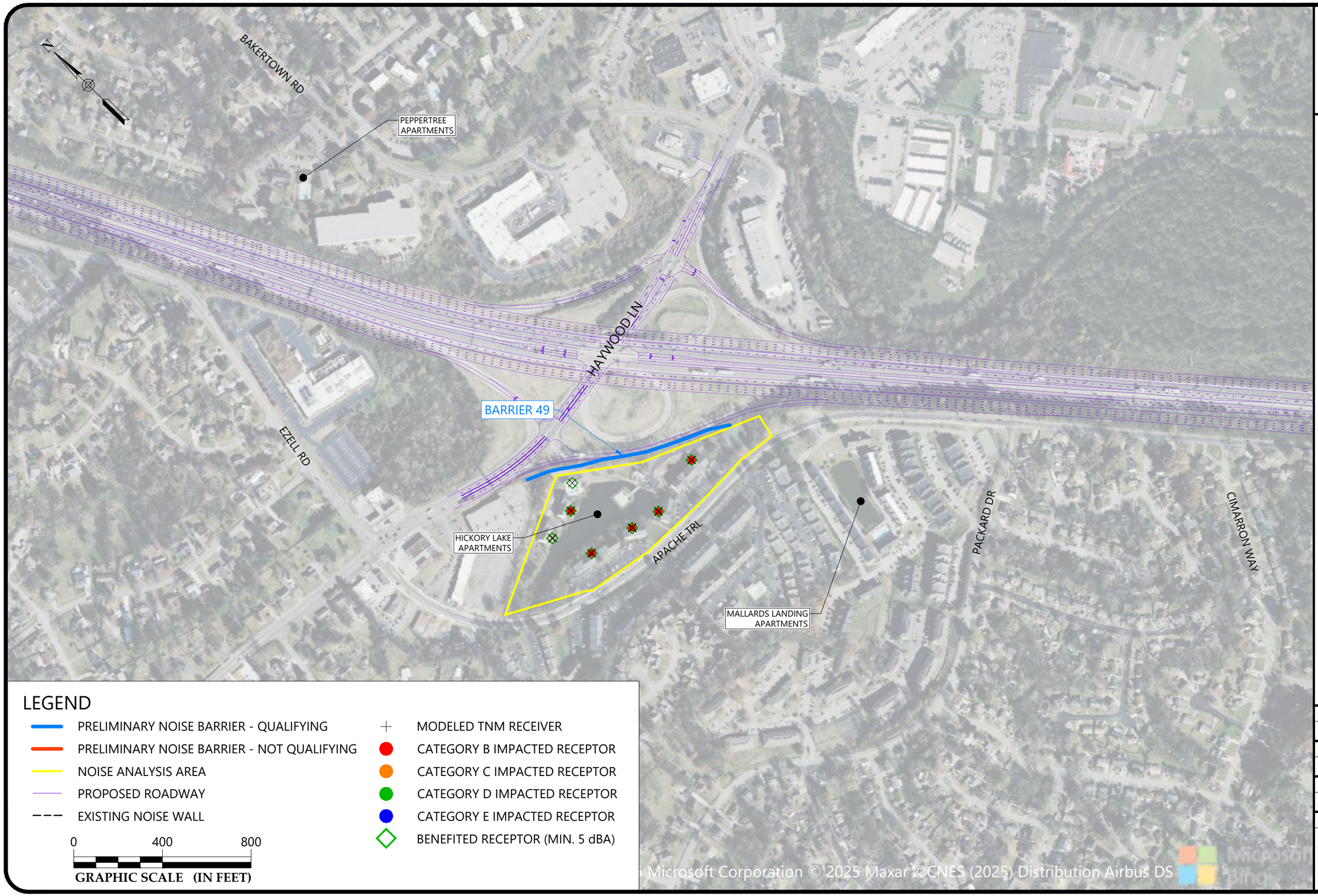
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1763973.3,633624.6	1763930.5,633715	100	F, ROW	606	630	24	2,401
1763930.5,633715	1763887.9,633805.4	100	F, ROW	610	634	24	2,399
1763887.9,633805.4	1763845.1,633895.9	100	F, ROW	611	635	24	2,401
1763845.1,633895.9	1763802.6,633986.4	100	F, ROW	613	637	24	2,400
1763802.6,633986.4	1763759.9,634076.8	100	F, ROW	609	633	24	2,399
1763759.9,634076.8	1763731.1,634170.5	98	F, ROW	602	626	24	2,353
1763731.1,634170.5	1763687,634261.4	101	F, ROW	596	620	24	2,426
1763687,634261.4	1763643.4,634353.1	101	F, ROW	590	614	24	2,436
1763643.4,634353.1	1763594.9,634443.9	103	F, ROW	587	611	24	2,472
1763594.9,634443.9	1763554.3,634530.2	95	F, ROW	586	610	24	2,288
1763554.3,634530.2	1763520.1,634623.2	99	F, ROW	579	603	24	2,378
1763520.1,634623.2	1763477,634713.4	100	F, ROW	578	602	24	2,399
1763477,634713.4	1763434.8,634804.1	100	F, ROW	567	591	24	2,401
1763434.8,634804.1	BARRIER END	-	F, ROW	565	589	24	-

Barrier Length (ft)	1,297
Average Barrier Height (ft)	24.00
Barrier Area (sq ft)	31,153

Total Barrier System Area (sq ft)	31,153
Average Barrier System Height (ft)	24.00
Number of Benefited Residences	8.00
Area Per Benefited Residence (sq ft)	3,894
Allowable Area Per Benefited Residence (sq ft)	1,800
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 49 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/27/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F27

FEASIBILITY ANALYSIS FOR NAA 49

Noise Analysis Area:	49
Description:	Hickory Lake
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	56
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	56.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Apache 3940 Pool	2.60	C	Y	62	N	0.00	Y	6	Y	2.60
Apache 3940 (6) Level 3	4	B	Y	68	Y	4	N	2	N	0
Apache 3940 (6) Level 2	4	B	Y	67	Y	4	N	8	Y	4
Apache 3940 (6) Level 1	4	B	Y	64	N	0	Y	7	Y	4
Apache 3940 (7) Level 3	4	B	N	63	N	0	N	4	N	0
Apache 3940 (7) Level 2	4	B	N	62	N	0	N	7	Y	4
Apache 3940 (7) Level 1	4	B	N	59	N	0	Y	5	Y	4
Apache 3940 (4 and 5) Level 1	8	B	Y	63	N	0	Y	6	Y	8
Apache 3940 (4 and 5) Level 2	8	B	Y	65	N	0	N	7	Y	8
Apache 3940 (4 and 5) Level 3	8	B	Y	67	Y	8	N	4	N	0
Apache 3940 (3) Level 2	4	B	Y	68	Y	4	N	6	Y	4
Apache 3940 (3) Level 1	4	B	Y	65	N	0	Y	6	Y	4
Apache 3940 (3) Level 3	4	B	Y	69	Y	4	N	3	N	0
Apache 3940 (2) Level 3	4	B	Y	69	Y	4	N	3	N	0
Apache 3940 (2) Level 1	4	B	Y	65	N	0	Y	7	Y	4
Apache 3940 (2) Level 2	4	B	Y	68	Y	4	N	7	Y	4
Apache 3940 (1) Level 3	8	B	Y	74	Y	8	N	8	Y	8
Apache 3940 (1) Level 2	8	B	Y	73	Y	8	N	12	Y	8
Apache 3940 (1) Level 1	8	B	Y	69	Y	8	Y	10	Y	8

Benefited Ground-Level Residence	32
Equivalent Ground-Level Benefits	2.60
Total Ground-Level Benefits	34.60
1st Row Ground-Level Impacted	8.00
1st Row Ground-Level Impacted and Benefited	8.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 49

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	750
	% residences constructed after highway	100%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	1998	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	69 dB	0
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	950

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 49

Noise Analysis Area:	49
Description:	Hickory Lake
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Apache 3940 Pool	2.60	C	Y	62	56	6	Y	3	2.60	N	0.00
Apache 3940 (6) Level 3	4	B	Y	68	65	2	N	0	0	N	0
Apache 3940 (6) Level 2	4	B	Y	67	59	8	Y	4	4	Y	4
Apache 3940 (6) Level 1	4	B	Y	64	56	7	Y	4	4	Y	4
Apache 3940 (7) Level 3	4	B	N	63	59	4	N	0	0	N	0
Apache 3940 (7) Level 2	4	B	N	62	55	7	Y	4	0	Y	0
Apache 3940 (7) Level 1	4	B	N	59	53	5	Y	4	0	N	0
Apache 3940 (4 and 5) Level 1	8	B	Y	63	57	6	Y	8	8	N	0
Apache 3940 (4 and 5) Level 2	8	B	Y	65	59	7	Y	8	8	Y	8
Apache 3940 (4 and 5) Level 3	8	B	Y	67	63	4	N	0	0	N	0
Apache 3940 (3) Level 2	4	B	Y	68	62	6	Y	4	4	N	0
Apache 3940 (3) Level 1	4	B	Y	65	59	6	Y	4	4	N	0
Apache 3940 (3) Level 3	4	B	Y	69	66	3	N	0	0	N	0
Apache 3940 (2) Level 3	4	B	Y	69	66	3	N	0	0	N	0
Apache 3940 (2) Level 1	4	B	Y	65	58	7	Y	4	4	Y	4
Apache 3940 (2) Level 2	4	B	Y	68	61	7	Y	4	4	Y	4
Apache 3940 (1) Level 3	8	B	Y	74	66	8	Y	8	8	Y	8
Apache 3940 (1) Level 2	8	B	Y	73	62	12	Y	8	8	Y	8
Apache 3940 (1) Level 1	8	B	Y	69	59	10	Y	8	8	Y	8

First Row Benefited Residences	64
Equivalent First Row Benefits	2.60
Total First Row Benefits	66.60
Total First Row Receiving 7 dB IL	48.00

% Meeting NRDG	**72%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 49

Noise Analysis Area:	49
Description:	Hickory Lake
Design Year:	2052
Alternative:	BUILD

NOTE: The analyzed barrier overlaps the barrier from NAA 50.

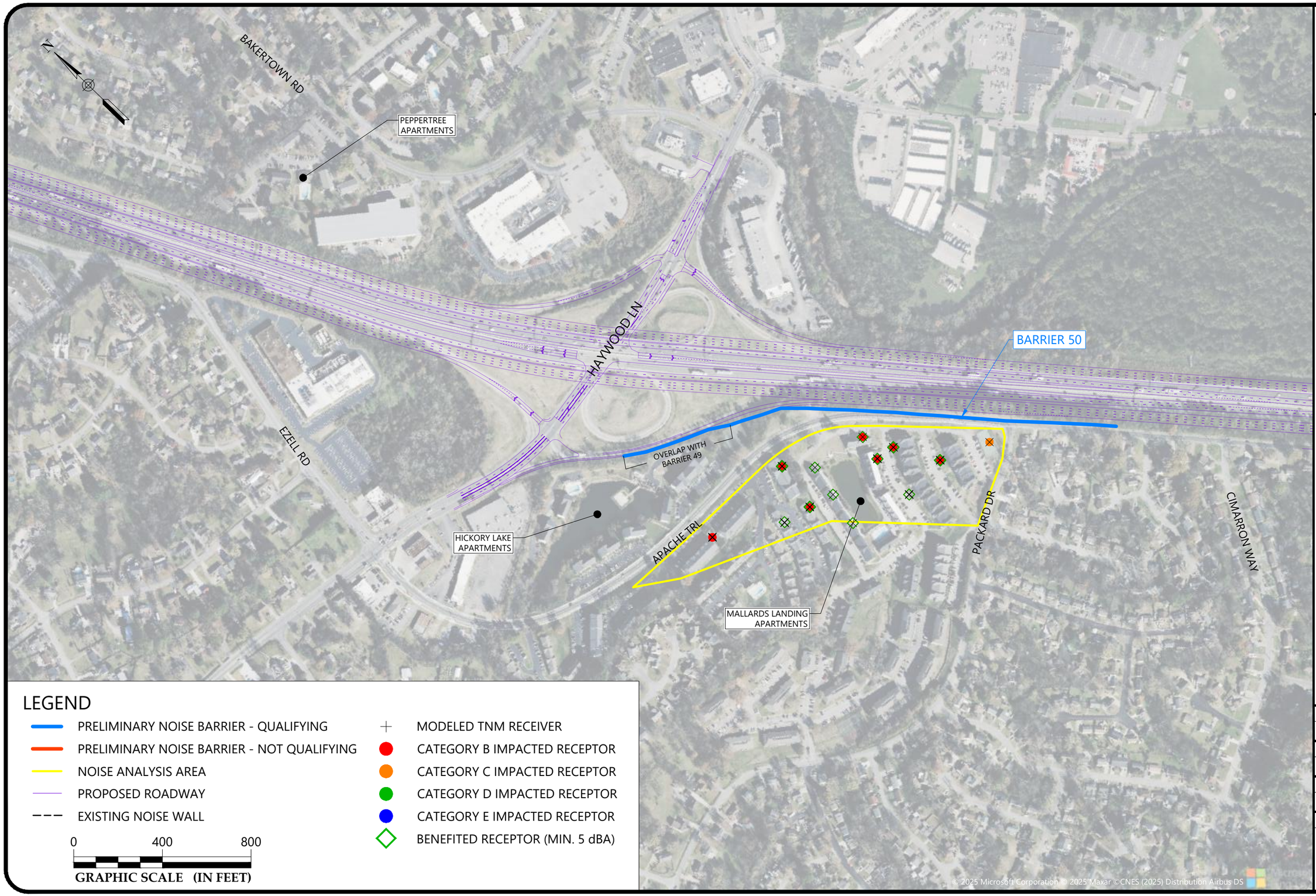
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)	
1764949.9,631977.8	*1764867,632033.8*	*100*	*F, T*	*554*	*574*	*20*	*2,001*	OVERLAP
1764867,632033.8	*1764776.1,632075.4*	*100*	*F, EOP*	*549*	*569*	*20*	*1,999*	OVERLAP
1764776.1,632075.4	*1764686.5,632119.8*	*100*	*F, EOP*	*549*	*569*	*20*	*2,000*	OVERLAP
1764686.5,632119.8	*1764598.3,632166.9*	*100*	*F, EOP*	*549*	*569*	*20*	*2,000*	OVERLAP
1764598.3,632166.9	*1764516.8,632224.8*	*100*	*F, EOP*	*547*	*567*	*20*	*2,000*	OVERLAP
1764516.8,632224.8	1764436.9,632284.9	100	F, EOP	545	565	20	2,000	
1764436.9,632284.9	1764350.6,632335.8	100	F, T	544	564	20	2,002	
1764350.6,632335.8	1764270.5,632395.4	100	F, ROW	546	566	20	1,998	
1764270.5,632395.4	1764229,632423.4	50	F, ROW	551	571	20	1,001	
1764229,632423.4	1764138,632464.9	100	F, ROW	556	576	20	2,000	
1764138,632464.9	BARRIER END	-	F, ROW	567	587	20	-	

Barrier Length (ft)	950
Average Barrier Height (ft)	20.00
Barrier Area (sq ft)	19,001

Total Barrier System Area (sq ft)	19,001
Average Barrier System Height (ft)	20.00
Number of Benefited Residences	74.60
Area Per Benefited Residence (sq ft)	255
Allowable Area Per Benefited Residence (sq ft)	950
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 50 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO. **F28**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 50

Noise Analysis Area:	50
Description:	Mallards
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	94
Category C Impacts	1.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	95.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Packard 4501 Court	1.00	C	Y	66	Y	1.00	Y	4	N	0.00
Packard 4501 Bldg P Level 2	4	B	Y	68	Y	4	N	5	Y	4
Packard 4501 Bldg P Level 1	4	B	Y	63	N	0	Y	7	Y	4
Packard 4501 Bldg P Level 3	4	B	Y	70	Y	4	N	5	Y	4
Packard 4501 Bldg M Level 2	4	B	N	57	N	0	N	5	Y	4
Packard 4501 Bldg M Level 1	4	B	N	52	N	0	Y	3	N	0
Packard 4501 Bldg M Level 3	4	B	N	63	N	0	N	4	N	0
Packard 4501 Bldg L Level 1	4	B	Y	65	N	0	Y	7	Y	4
Packard 4501 Bldg L Level 2	4	B	Y	68	Y	4	N	9	Y	4
Packard 4501 Bldg L Level 3	4	B	Y	72	Y	4	N	9	Y	4
Packard 4501 Bldg J Level 2	12	B	N	62	N	0	N	6	Y	12
Packard 4501 Bldg J Level 3	12	B	N	69	Y	12	N	7	Y	12
Packard 4501 Bldg J Level 1	6	B	N	58	N	0	Y	4	N	0
Packard 4501 Bldg K	6	B	Y	66	Y	6	Y	7	Y	6
Packard 4501 Bldg C	6	B	N	56	N	0	Y	7	Y	6
Packard 4501 Bldg A	6	B	Y	63	N	0	Y	6	Y	6
Packard 4501 Bldg B	6	B	N	58	N	0	Y	7	Y	6
Apache 3939 (2) Level 2	8	B	N	64	N	0	N	8	Y	8
Apache 3939 (2) Level 1	4	B	N	59	N	0	Y	7	Y	4
Apache 3939 (2) Level 3	8	B	N	67	Y	8	N	10	Y	8
Apache 3939 (3) Level 2	16	B	N	64	N	0	N	4	N	0
Apache 3939 (3) Level 1	16	B	N	61	N	0	Y	5	Y	16
Apache 3939 (3) Level 3	16	B	N	65	N	0	N	4	N	0
Apache 3939 (1) Level 2	8	B	Y	71	Y	8	N	10	Y	8

FEASIBILITY ANALYSIS FOR NAA 50

Noise Analysis Area:	50
Description:	Mallards
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	94
Category C Impacts	1.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	95.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Apache 3939 (1) Level 3	8	B	Y	73	Y	8	N	9	Y	8
Apache 3939 (1) Level 1	4	B	Y	70	Y	4	Y	10	Y	4
Apache 3939 (4 and 5) Level 1	8	B	N	64	N	0	Y	3	N	0
Apache 3939 (4 and 5) Level 2	16	B	N	66	Y	16	N	3	N	0
Apache 3939 (4 and 5) Level 3	16	B	N	68	Y	16	N	2	N	0

Benefited Ground-Level Residence	56
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	56.00
1st Row Ground-Level Impacted	11.00
1st Row Ground-Level Impacted and Benefited	10.00

FEASIBILITY %	**91%**

REASONABLENESS ALLOWANCE FOR NAA 50

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	750
	% residences constructed after highway	100%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	1998	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	69 dB	0
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	950

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 50

Noise Analysis Area:	50
Description:	Mallards
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Packard 4501 Court	1	C	Y	66	62	4	N	0.00	0.0	N	0.00
Packard 4501 Bldg P Level 2	4	B	Y	68	63	5	Y	4	4	N	0
Packard 4501 Bldg P Level 1	4	B	Y	63	56	7	Y	4	4	Y	4
Packard 4501 Bldg P Level 3	4	B	Y	70	65	5	Y	4	4	N	0
Packard 4501 Bldg M Level 2	4	B	N	57	52	5	Y	4	0	N	0
Packard 4501 Bldg M Level 1	4	B	N	52	50	3	N	0	0	N	0
Packard 4501 Bldg M Level 3	4	B	N	63	60	4	N	0	0	N	0
Packard 4501 Bldg L Level 1	4	B	Y	65	57	7	Y	4	4	Y	4
Packard 4501 Bldg L Level 2	4	B	Y	68	60	9	Y	4	4	Y	4
Packard 4501 Bldg L Level 3	4	B	Y	72	63	9	Y	4	4	Y	4
Packard 4501 Bldg J Level 2	12	B	N	62	56	6	Y	12	0	N	0
Packard 4501 Bldg J Level 3	12	B	N	69	62	7	Y	12	0	Y	0
Packard 4501 Bldg J Level 1	6	B	N	58	54	4	N	0	0	N	0
Packard 4501 Bldg K	6	B	Y	66	59	7	Y	6	6	Y	6
Packard 4501 Bldg C	6	B	N	56	49	7	Y	6	0	Y	0
Packard 4501 Bldg A	6	B	Y	63	57	6	Y	6	6	N	0
Packard 4501 Bldg B	6	B	N	58	52	7	Y	6	0	Y	0
Apache 3939 (2) Level 2	8	B	N	64	56	8	Y	8	0	Y	0
Apache 3939 (2) Level 1	4	B	N	59	52	7	Y	4	0	Y	0
Apache 3939 (2) Level 3	8	B	N	67	57	10	Y	8	0	Y	0
Apache 3939 (3) Level 2	16	B	N	64	59	4	N	0	0	N	0
Apache 3939 (3) Level 1	16	B	N	61	56	5	Y	16	0	N	0
Apache 3939 (3) Level 3	16	B	N	65	61	4	N	0	0	N	0
Apache 3939 (1) Level 2	8	B	Y	71	61	10	Y	8	8	Y	8
Apache 3939 (1) Level 3	8	B	Y	73	64	9	Y	8	8	Y	8
Apache 3939 (1) Level 1	4	B	Y	70	59	10	Y	4	4	Y	4
Apache 3939 (4 and 5) Level 1	8	B	N	64	61	3	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 50

Noise Analysis Area:	50
Description:	Mallards
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Apache 3939 (4 and 5) Level 2	16	B	N	66	64	3	N	0	0	N	0
Apache 3939 (4 and 5) Level 3	16	B	N	68	66	2	N	0	0	N	0

First Row Benefited Residences	56
Equivalent First Row Benefits	0.00
Total First Row Benefits	56.00
Total First Row Receiving 7 dB IL	42.00

% Meeting NRDG	**75%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 50

Noise Analysis Area:	50
Description:	Mallards
Design Year:	2052
Alternative:	BUILD

NOTE: The last 500 ft of Barrier 50 overlap Barrier 49.
Excluding overlap, barrier length is 1,755 ft.
Excluding overlap, barrier area is 42,038 sq ft.

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)	
1766153.6,630718.8	1766089.8,630795.8	100	F, ROW	553	577	24	2,401	
1766089.8,630795.8	1766024.1,630871.1	100	F, ROW	559	583	24	2,399	
1766024.1,630871.1	1765957.9,630946.1	100	F, ROW	567	591	24	2,401	
1765957.9,630946.1	1765891.6,631020.9	100	F, ROW	575	599	24	2,399	
1765891.6,631020.9	1765825.3,631095.8	100	F, ROW	585	609	24	2,400	
1765825.3,631095.8	1765762.4,631172.6	99	F, ROW	594	618	24	2,382	
1765762.4,631172.6	1765697.8,631249.5	100	F, ROW	598	622	24	2,411	
1765697.8,631249.5	1765634,631327.8	101	F, ROW	596	620	24	2,422	
1765634,631327.8	1765573.3,631399.3	94	F, ROW	588	612	24	2,253	
1765573.3,631399.3	1765508,631479.1	103	F, ROW	577	601	24	2,473	
1765508,631479.1	1765443.4,631553.8	99	F, ROW	566	590	24	2,370	
1765443.4,631553.8	1765381,631627.2	96	F, ROW	558	582	24	2,312	
1765381,631627.2	1765310.4,631704.6	105	F, ROW	552	576	24	2,514	
1765310.4,631704.6	1765243,631781.9	103	F, ROW	553	577	24	2,461	
1765243,631781.9	1765162.8,631864.4	115	F, ROW	559	583	24	2,762	
1765162.8,631864.4	1765080.1,631907.8	93	F, ROW	564	588	24	2,240	
1765080.1,631907.8	1764998.9,631952	92	F, ROW	563	587	24	2,220	
1764998.9,631952	1764949.9,631977.8	55	F, ROW	558	580	22	1,218	
1764949.9,631977.8	*1764867,632033.8*	*100*	*F, T*	*554*	*574*	*20*	*2,001*	OVERLAP
1764867,632033.8	*1764776.1,632075.4*	*100*	*F, EOP*	*549*	*569*	*20*	*1,999*	
1764776.1,632075.4	*1764686.5,632119.8*	*100*	*F, EOP*	*549*	*569*	*20*	*2,000*	
1764686.5,632119.8	*1764598.3,632166.9*	*100*	*F, EOP*	*549*	*569*	*20*	*2,000*	
1764598.3,632166.9	*1764516.8,632224.8*	*100*	*F, EOP*	*547*	*567*	*20*	*2,000*	

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 50

Noise Analysis Area:	50
Description:	Mallards
Design Year:	2052
Alternative:	BUILD

NOTE: The last 500 ft of Barrier 50 overlap Barrier 49.
Excluding overlap, barrier length is 1,755 ft.
Excluding overlap, barrier area is 42,038 sq ft.

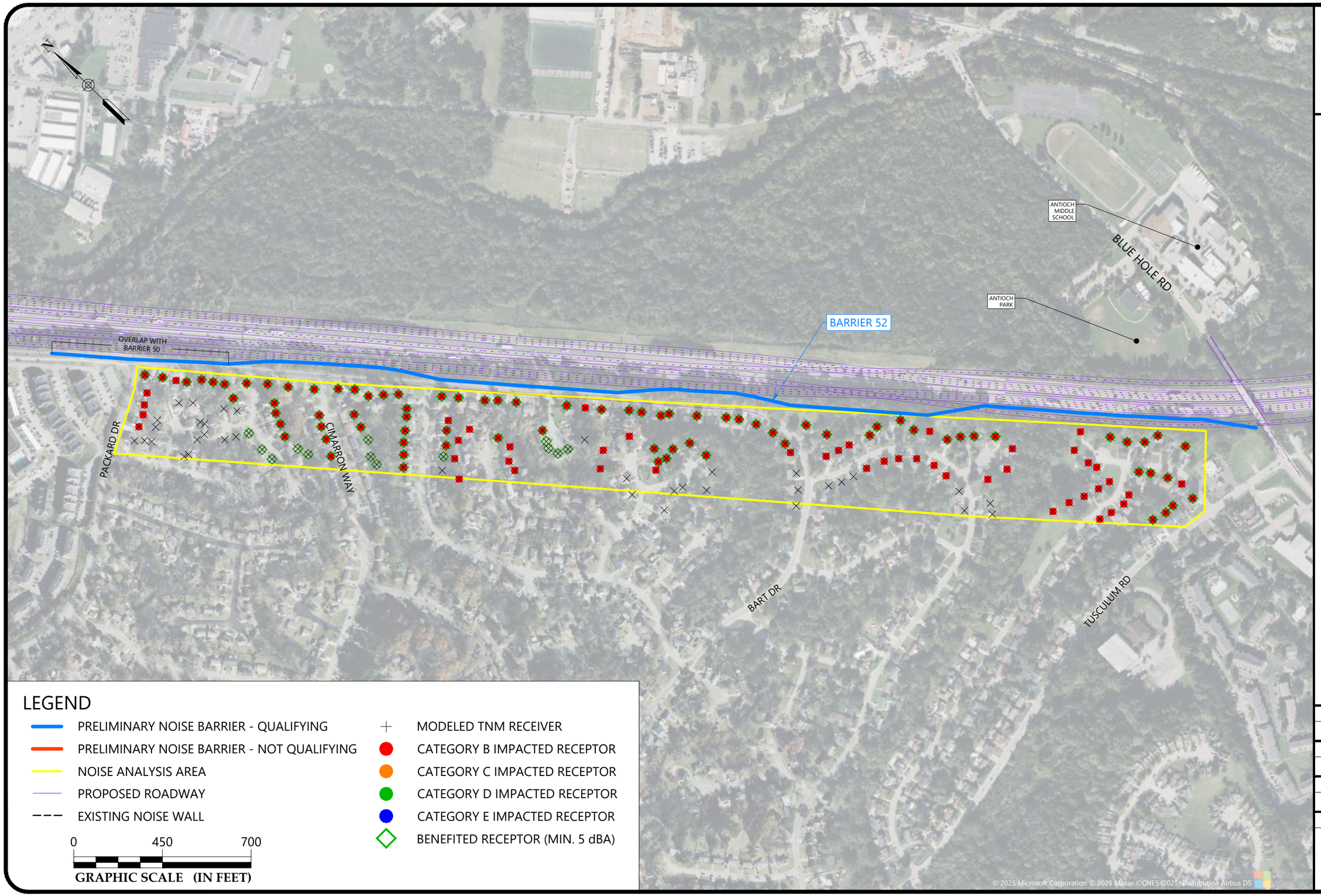
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1764516.8,632224.8	*BARRIER END*	-	*F, EOP*	*545*	*565*	*20*	-

Barrier Length (ft)	2,255
Average Barrier Height (ft)	23.08
Barrier Area (sq ft)	52,038

Total Barrier System Area (sq ft)	52,038
Average Barrier System Height (ft)	23.08
Number of Benefited Residences	132.00
Area Per Benefited Residence (sq ft)	394
Allowable Area Per Benefited Residence (sq ft)	950
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 450 700

GRAPHIC SCALE (IN FEET)

NAA 52 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:450

DATE: 10/27/2025

PROJECT NUMBER: 24430273B

FIGURE NO.: **F29**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	144
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	144.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Apache 4005	1	B	Y	72	Y	1	Y	6	Y	1
Apache 4009	1	B	Y	68	Y	1	Y	4	N	0
Apache 4011	1	B	Y	70	Y	1	Y	5	Y	1
Apache 4015	1	B	Y	71	Y	1	Y	6	Y	1
Apache 4019	1	B	Y	72	Y	1	Y	7	Y	1
Apache 4021	1	B	Y	73	Y	1	Y	8	Y	1
Apache 4025	1	B	Y	76	Y	1	Y	10	Y	1
Apache 4031	1	B	Y	76	Y	1	Y	12	Y	1
Apache 4035	1	B	Y	73	Y	1	Y	10	Y	1
Apache 4039	1	B	Y	73	Y	1	Y	9	Y	1
Apache 4043	1	B	Y	72	Y	1	Y	9	Y	1
Apache 4047	1	B	Y	71	Y	1	Y	9	Y	1
Apache 4051	1	B	Y	72	Y	1	Y	9	Y	1
Apache 4055	1	B	Y	76	Y	1	Y	11	Y	1
Apache 4059	1	B	Y	71	Y	1	Y	9	Y	1
Apache 4101	1	B	Y	78	Y	1	Y	7	Y	1
Apache 4105	1	B	Y	77	Y	1	Y	8	Y	1
Apache 4113	2	B	Y	75	Y	2	Y	8	Y	2
Apache 4117	1	B	Y	76	Y	1	Y	8	Y	1
Apache 4125	4	B	Y	75	Y	4	Y	9	Y	4
Apache 4129	2	B	Y	74	Y	2	Y	7	Y	2
Apache 4133	1	B	Y	68	Y	1	Y	4	N	0
Apache 4137	1	B	Y	73	Y	1	Y	5	Y	1
Apache 4145	3	B	Y	75	Y	3	Y	6	Y	3

FEASIBILITY ANALYSIS FOR NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	144
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	144.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Apache 4149	1	B	Y	75	Y	1	Y	8	Y	1
Apache 4153	1	B	Y	72	Y	1	Y	6	Y	1
Apache 4157	2	B	Y	71	Y	2	Y	7	Y	2
Apache 4169	6	B	Y	70	Y	6	Y	7	Y	6
Apache 4173	2	B	Y	72	Y	2	Y	6	Y	2
Apache 4177	2	B	Y	72	Y	2	Y	6	Y	2
Apache 4181	2	B	Y	73	Y	2	Y	7	Y	2
Apache 4185	2	B	Y	73	Y	2	Y	6	Y	2
Arapaho 4700	1	B	Y	76	Y	1	Y	12	Y	1
Arapaho 4704	2	B	N	69	Y	2	Y	9	Y	2
Arapaho 4705	2	B	N	66	Y	2	Y	7	Y	2
Arapaho 4708	1	B	N	68	Y	1	Y	7	Y	1
Arapaho 4712	1	B	N	67	Y	1	Y	7	Y	1
Arapaho 4716	1	B	N	66	Y	1	Y	6	Y	1
Arapaho 4717	1	B	N	63	N	0	Y	6	Y	1
Arapaho 4720	1	B	N	64	N	0	Y	6	Y	1
Arapaho 4721	1	B	N	64	N	0	Y	6	Y	1
Arapaho 4724	1	B	N	63	N	0	Y	5	Y	1
Arapaho Ct 4600	1	B	N	63	N	0	Y	5	Y	1
Arapaho Ct 4601	1	B	N	61	N	0	Y	4	N	0
Arapaho Ct 4604	1	B	N	62	N	0	Y	4	N	0
Arapaho Ct 4605	1	B	N	57	N	0	Y	2	N	0
Arapaho Ct 4608	1	B	N	60	N	0	Y	4	N	0
Arapaho Ct 4609	1	B	N	50	N	0	Y	-2	N	0

FEASIBILITY ANALYSIS FOR NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	144
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	144.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Arapaho Ct 4612	1	B	N	53	N	0	Y	1	N	0
Barella 4978	1	B	N	62	N	0	Y	4	N	0
Barella 4979	1	B	N	69	Y	1	N	8	Y	1
Barella 4982	1	B	N	65	N	0	Y	5	Y	1
Barella 4983	1	B	N	69	Y	1	Y	8	Y	1
Barella 4986	1	B	N	70	Y	1	Y	5	Y	1
Barella 4987	1	B	N	70	Y	1	Y	8	Y	1
Barella 4990	1	B	N	72	Y	1	Y	5	Y	1
Barella 4991	1	B	N	73	Y	1	N	7	Y	1
Barella 4994	1	B	N	74	Y	1	Y	4	N	0
Barella 4995	1	B	N	75	Y	1	N	7	Y	1
Bart 360	1	B	N	58	N	0	Y	2	N	0
Bart 364	1	B	N	62	N	0	Y	3	N	0
Bart 368	1	B	N	64	N	0	Y	3	N	0
Bart 372	1	B	N	68	Y	1	Y	4	N	0
Bart 373	1	B	Y	71	Y	1	Y	5	Y	1
Bart 375	1	B	Y	73	Y	1	Y	7	Y	1
Bart 376	1	B	Y	70	Y	1	Y	5	Y	1
Benzing 31	1	B	N	69	Y	1	Y	4	N	0
Benzing 33	1	B	N	68	Y	1	Y	4	N	0
Benzing 34	1	B	N	67	Y	1	Y	3	N	0
Benzing 35	1	B	N	67	Y	1	Y	4	N	0
Benzing 36	1	B	N	67	Y	1	Y	2	N	0
Benzing 37	1	B	N	67	Y	1	Y	4	N	0

FEASIBILITY ANALYSIS FOR NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	144
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	144.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Benzing 38	1	B	N	67	Y	1	Y	3	N	0
Benzing 40	0	B	N	66	Y	0	Y	3	N	0
Catawba 104	2	B	N	61	N	0	Y	2	N	0
Catawba 105	2	B	N	68	Y	2	Y	7	Y	2
Catawba 108	1	B	N	63	N	0	Y	5	Y	1
Catawba 109	1	B	N	65	N	0	Y	5	Y	1
Catawba 112	1	B	Y	63	N	0	Y	5	Y	1
Catawba 113	1	B	N	64	N	0	Y	5	Y	1
Cimarron 4805	1	B	N	70	Y	1	Y	9	Y	1
Cimarron 4806	1	B	N	67	Y	1	Y	8	Y	1
Cimarron 4809	1	B	N	69	Y	1	Y	9	Y	1
Cimarron 4812	1	B	N	66	Y	1	Y	7	Y	1
Cimarron 4813	1	B	N	69	Y	1	Y	9	Y	1
Cimarron 4816	1	B	N	65	N	0	Y	7	Y	1
Cimarron 4817	1	B	N	68	Y	1	Y	8	Y	1
Cimarron 4820	1	B	N	64	N	0	Y	7	Y	1
Cimarron 4824	1	B	N	64	N	0	Y	7	Y	1
Danly 512	1	B	N	68	Y	1	Y	4	N	0
Danly 516	1	B	N	68	Y	1	Y	4	N	0
Danly 520	1	B	N	69	Y	1	Y	4	N	0
Danly 521	1	B	N	67	Y	1	Y	4	N	0
Danly 524	1	B	N	71	Y	1	Y	5	Y	1
Danly 525	1	B	N	69	Y	1	Y	4	N	0
Danly 528	1	B	N	74	Y	1	Y	4	N	0

FEASIBILITY ANALYSIS FOR NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	144
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	144.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Danly 529	1	B	N	72	Y	1	Y	4	N	0
Navaho 4004	1	B	N	60	N	0	Y	2	N	0
Navaho 4008	1	B	N	61	N	0	Y	2	N	0
Navaho 4016	1	B	N	63	N	0	Y	4	N	0
Navaho 4020	2	B	N	62	N	0	Y	4	N	0
Navaho Cir 4504	1	B	N	61	N	0	Y	2	N	0
Navaho Cir 4505	1	B	N	57	N	0	Y	2	N	0
Navaho Cir 4508	1	B	N	49	N	0	Y	-1	N	0
Navaho Cir 4509	1	B	N	56	N	0	Y	1	N	0
Navaho Cir 4512	1	B	N	65	N	0	Y	3	N	0
Navaho Cir 4513	1	B	N	61	N	0	Y	2	N	0
Packard 4500	1	B	Y	72	Y	1	Y	6	Y	1
Packard 4504	1	B	N	69	Y	1	Y	4	N	0
Packard 4508	1	B	N	67	Y	1	Y	4	N	0
Packard 4512	1	B	N	66	Y	1	Y	3	N	0
Packard 4516	1	B	N	66	Y	1	Y	3	N	0
Packard 4520	1	B	N	64	N	0	Y	3	N	0
Shacklett Lane 101	1	B	N	69	Y	1	Y	5	Y	1
Shacklett Lane 105	1	B	N	70	Y	1	Y	4	N	0
Shacklett Lane 108	1	B	Y	76	Y	1	Y	7	Y	1
Shacklett Lane 109	1	B	N	71	Y	1	Y	5	Y	1
Shacklett Lane 112	2	B	Y	75	Y	2	Y	8	Y	2
Shacklett Lane 113	1	B	N	71	Y	1	Y	5	Y	1
Shacklett Lane 117	1	B	N	70	Y	1	Y	5	Y	1

FEASIBILITY ANALYSIS FOR NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	144
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	144.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Shacklett Lane 120	1	B	Y	74	Y	1	Y	6	Y	1
Shacklett Lane 121	0	B	N	69	Y	0	Y	4	N	0
Shacklett Lane 124	1	B	Y	74	Y	1	Y	5	Y	1
Shacklett Lane 125	1	B	N	70	Y	1	Y	4	N	0
Shacklett Lane 128	0	B	Y	73	Y	0	Y	5	Y	0
Shacklett Lane 129	1	B	N	71	Y	1	Y	4	N	0
Shacklett Lane 132	1	B	Y	73	Y	1	Y	4	N	0
Shacklett Lane 133	0	B	N	71	Y	0	Y	4	N	0
Shihmen 4864	1	B	N	66	Y	1	Y	3	N	0
Shihmen 4868	1	B	Y	68	Y	1	Y	4	N	0
Shihmen 4872	1	B	Y	68	Y	1	Y	3	N	0
Shihmen 4876	1	B	Y	71	Y	1	Y	5	Y	1
Shihmen 4880	1	B	Y	74	Y	1	Y	7	Y	1
Shihmen 4884	1	B	Y	77	Y	1	Y	9	Y	1
Shihmen 4888	1	B	Y	72	Y	1	Y	5	Y	1
Shihmen 4892	1	B	Y	72	Y	1	Y	4	N	0
Shihmen 4893	1	B	N	65	N	0	Y	2	N	0
Shihmen 4896	1	B	Y	72	Y	1	Y	5	Y	1
Shihmen 4897	1	B	N	65	N	0	Y	2	N	0
Shihmen 4900	1	B	Y	72	Y	1	Y	6	Y	1
Shihmen 4901	1	B	N	65	N	0	Y	3	N	0
Shihmen 4904	1	B	N	66	Y	1	Y	3	N	0
Shihmen 4905	1	B	N	66	Y	1	Y	3	N	0
Shihmen 4908	1	B	N	65	N	0	Y	3	N	0

FEASIBILITY ANALYSIS FOR NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	144
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	144.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Shihmen 4909	1	B	N	68	Y	1	Y	3	N	0
Shihmen 4912	1	B	N	65	N	0	Y	2	N	0
Shihmen 4913	1	B	N	68	Y	1	Y	4	N	0
Shihmen 4917	1	B	N	69	Y	1	Y	4	N	0
Shihmen 4921	1	B	N	69	Y	1	Y	4	N	0
Shihmen 4925	1	B	N	67	Y	1	Y	4	N	0
Shihmen 4929	1	B	N	63	N	0	Y	3	N	0
Shihmen 4933	1	B	N	62	N	0	Y	2	N	0
Tomarand 104	1	B	Y	74	Y	1	Y	7	Y	1
Tomarand 105	1	B	N	68	Y	1	Y	3	N	0
Tomarand 107	1	B	Y	71	Y	1	Y	4	N	0
Tomarand 108	1	B	Y	72	Y	1	Y	5	Y	1
Tuscarora 513	1	B	N	58	N	0	Y	3	N	0
Tuscarora 517	1	B	N	62	N	0	Y	3	N	0
Tuscarora 521	1	B	N	66	Y	1	Y	4	N	0
Tuscarora 524	1	B	N	67	Y	1	Y	4	N	0
Tuscarora 525	1	B	N	68	Y	1	Y	4	N	0
Tuscarora 528	1	B	N	70	Y	1	Y	5	Y	1
Tuscarora 529	1	B	N	73	Y	1	Y	4	N	0
Tuscarora 532	1	B	N	72	Y	1	Y	5	Y	1
Tuscarora Ct 601	1	B	N	58	N	0	Y	2	N	0
Tuscarora Ct 604	1	B	N	71	Y	1	Y	5	Y	1
Tuscarora Ct 605	1	B	N	62	N	0	Y	3	N	0
Tuscarora Ct 608	1	B	N	71	Y	1	Y	5	Y	1

FEASIBILITY ANALYSIS FOR NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	144
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	144.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Tuscarora Ct 609	1	B	N	62	N	0	Y	3	N	0
Tuscarora Ct 612	1	B	N	69	Y	1	Y	5	Y	1
Tuscarora Ct 613	1	B	N	60	N	0	Y	4	N	0
Tuscarora Ct 616	1	B	N	70	Y	1	Y	6	Y	1
Tuscarora Ct 617	1	B	N	62	N	0	Y	2	N	0
Tusculum 30	1	B	N	69	Y	1	Y	5	Y	1
Tusculum 32	1	B	N	69	Y	1	Y	5	Y	1
Tusculum 34	1	B	N	69	Y	1	Y	5	Y	1

Benefited Ground-Level Residence	111
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	111.00
1st Row Ground-Level Impacted	72.00
1st Row Ground-Level Impacted and Benefited	65.00

FEASIBILITY %	**90%**

REASONABLENESS ALLOWANCE FOR NAA 52

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	750
	% residences constructed after highway	98%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	1998	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	73 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Apache 4005	1	B	Y	72	65	6	Y	1	1	N	0
Apache 4009	1	B	Y	68	64	4	N	0	0	N	0
Apache 4011	1	B	Y	70	65	5	Y	1	1	N	0
Apache 4015	1	B	Y	71	65	6	Y	1	1	N	0
Apache 4019	1	B	Y	72	65	7	Y	1	1	Y	1
Apache 4021	1	B	Y	73	65	8	Y	1	1	Y	1
Apache 4025	1	B	Y	76	65	10	Y	1	1	Y	1
Apache 4031	1	B	Y	76	64	12	Y	1	1	Y	1
Apache 4035	1	B	Y	73	64	10	Y	1	1	Y	1
Apache 4039	1	B	Y	73	64	9	Y	1	1	Y	1
Apache 4043	1	B	Y	72	63	9	Y	1	1	Y	1
Apache 4047	1	B	Y	71	63	9	Y	1	1	Y	1
Apache 4051	1	B	Y	72	63	9	Y	1	1	Y	1
Apache 4055	1	B	Y	76	65	11	Y	1	1	Y	1
Apache 4059	1	B	Y	71	63	9	Y	1	1	Y	1
Apache 4101	1	B	Y	78	71	7	Y	1	1	Y	1
Apache 4105	1	B	Y	77	70	8	Y	1	1	Y	1
Apache 4113	2	B	Y	75	68	8	Y	2	2	Y	2
Apache 4117	1	B	Y	76	68	8	Y	1	1	Y	1
Apache 4125	4	B	Y	75	65	9	Y	4	4	Y	4
Apache 4129	2	B	Y	74	67	7	Y	2	2	Y	2
Apache 4133	1	B	Y	68	64	4	N	0	0	N	0
Apache 4137	1	B	Y	73	69	5	Y	1	1	N	0
Apache 4145	3	B	Y	75	69	6	Y	3	3	N	0
Apache 4149	1	B	Y	75	67	8	Y	1	1	Y	1
Apache 4153	1	B	Y	72	65	6	Y	1	1	N	0
Apache 4157	2	B	Y	71	64	7	Y	2	2	Y	2
Apache 4169	6	B	Y	70	64	7	Y	6	6	Y	6

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Apache 4173	2	B	Y	72	66	6	Y	2	2	N	0
Apache 4177	2	B	Y	72	66	6	Y	2	2	N	0
Apache 4181	2	B	Y	73	66	7	Y	2	2	Y	2
Apache 4185	2	B	Y	73	66	6	Y	2	2	N	0
Arapaho 4700	1	B	Y	76	65	12	Y	1	1	Y	1
Arapaho 4704	2	B	N	69	61	9	Y	2	0	Y	0
Arapaho 4705	2	B	N	66	59	7	Y	2	0	Y	0
Arapaho 4708	1	B	N	68	61	7	Y	1	0	Y	0
Arapaho 4712	1	B	N	67	60	7	Y	1	0	Y	0
Arapaho 4716	1	B	N	66	59	6	Y	1	0	N	0
Arapaho 4717	1	B	N	63	57	6	Y	1	0	N	0
Arapaho 4720	1	B	N	64	59	6	Y	1	0	N	0
Arapaho 4721	1	B	N	64	58	6	Y	1	0	N	0
Arapaho 4724	1	B	N	63	57	5	Y	1	0	N	0
Arapaho Ct 4600	1	B	N	63	58	5	Y	1	0	N	0
Arapaho Ct 4601	1	B	N	61	56	4	N	0	0	N	0
Arapaho Ct 4604	1	B	N	62	57	4	N	0	0	N	0
Arapaho Ct 4605	1	B	N	57	56	2	N	0	0	N	0
Arapaho Ct 4608	1	B	N	60	56	4	N	0	0	N	0
Arapaho Ct 4609	1	B	N	50	52	-2	N	0	0	N	0
Arapaho Ct 4612	1	B	N	53	51	1	N	0	0	N	0
Barella 4978	1	B	N	62	58	4	N	0	0	N	0
Barella 4979	1	B	N	69	61	8	Y	1	0	Y	0
Barella 4982	1	B	N	65	61	5	Y	1	0	N	0
Barella 4983	1	B	N	69	61	8	Y	1	0	Y	0
Barella 4986	1	B	N	70	65	5	Y	1	0	N	0
Barella 4987	1	B	N	70	62	8	Y	1	0	Y	0
Barella 4990	1	B	N	72	67	5	Y	1	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Barella 4991	1	B	N	73	66	7	Y	1	0	Y	0
Barella 4994	1	B	N	74	70	4	N	0	0	N	0
Barella 4995	1	B	N	75	68	7	Y	1	0	Y	0
Bart 360	1	B	N	58	56	2	N	0	0	N	0
Bart 364	1	B	N	62	59	3	N	0	0	N	0
Bart 368	1	B	N	64	61	3	N	0	0	N	0
Bart 372	1	B	N	68	63	4	N	0	0	N	0
Bart 373	1	B	Y	71	66	5	Y	1	1	N	0
Bart 375	1	B	Y	73	66	7	Y	1	1	Y	1
Bart 376	1	B	Y	70	65	5	Y	1	1	N	0
Benzing 31	1	B	N	69	65	4	N	0	0	N	0
Benzing 33	1	B	N	68	64	4	N	0	0	N	0
Benzing 34	1	B	N	67	64	3	N	0	0	N	0
Benzing 35	1	B	N	67	63	4	N	0	0	N	0
Benzing 36	1	B	N	67	65	2	N	0	0	N	0
Benzing 37	1	B	N	67	63	4	N	0	0	N	0
Benzing 38	1	B	N	67	64	3	N	0	0	N	0
Benzing 40	0	B	N	66	64	3	N	0	0	N	0
Catawba 104	2	B	N	61	59	2	N	0	0	N	0
Catawba 105	2	B	N	68	62	7	Y	2	0	Y	0
Catawba 108	1	B	N	63	58	5	Y	1	0	N	0
Catawba 109	1	B	N	65	61	5	Y	1	0	N	0
Catawba 112	1	B	Y	63	59	5	Y	1	1	N	0
Catawba 113	1	B	N	64	59	5	Y	1	0	N	0
Cimarron 4805	1	B	N	70	61	9	Y	1	0	Y	0
Cimarron 4806	1	B	N	67	59	8	Y	1	0	Y	0
Cimarron 4809	1	B	N	69	60	9	Y	1	0	Y	0
Cimarron 4812	1	B	N	66	59	7	Y	1	0	Y	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Cimarron 4813	1	B	N	69	60	9	Y	1	0	Y	0
Cimarron 4816	1	B	N	65	58	7	Y	1	0	Y	0
Cimarron 4817	1	B	N	68	60	8	Y	1	0	Y	0
Cimarron 4820	1	B	N	64	57	7	Y	1	0	Y	0
Cimarron 4824	1	B	N	64	57	7	Y	1	0	Y	0
Danly 512	1	B	N	68	64	4	N	0	0	N	0
Danly 516	1	B	N	68	65	4	N	0	0	N	0
Danly 520	1	B	N	69	65	4	N	0	0	N	0
Danly 521	1	B	N	67	62	4	N	0	0	N	0
Danly 524	1	B	N	71	66	5	Y	1	0	N	0
Danly 525	1	B	N	69	65	4	N	0	0	N	0
Danly 528	1	B	N	74	70	4	N	0	0	N	0
Danly 529	1	B	N	72	69	4	N	0	0	N	0
Navaho 4004	1	B	N	60	58	2	N	0	0	N	0
Navaho 4008	1	B	N	61	59	2	N	0	0	N	0
Navaho 4016	1	B	N	63	59	4	N	0	0	N	0
Navaho 4020	2	B	N	62	59	4	N	0	0	N	0
Navaho Cir 4504	1	B	N	61	59	2	N	0	0	N	0
Navaho Cir 4505	1	B	N	57	55	2	N	0	0	N	0
Navaho Cir 4508	1	B	N	49	51	-1	N	0	0	N	0
Navaho Cir 4509	1	B	N	56	55	1	N	0	0	N	0
Navaho Cir 4512	1	B	N	65	61	3	N	0	0	N	0
Navaho Cir 4513	1	B	N	61	59	2	N	0	0	N	0
Packard 4500	1	B	Y	72	66	6	Y	1	1	N	0
Packard 4504	1	B	N	69	65	4	N	0	0	N	0
Packard 4508	1	B	N	67	64	4	N	0	0	N	0
Packard 4512	1	B	N	66	63	3	N	0	0	N	0
Packard 4516	1	B	N	66	63	3	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Packard 4520	1	B	N	64	61	3	N	0	0	N	0
Shacklett Lane 101	1	B	N	69	65	5	Y	1	0	N	0
Shacklett Lane 105	1	B	N	70	66	4	N	0	0	N	0
Shacklett Lane 108	1	B	Y	76	69	7	Y	1	1	Y	1
Shacklett Lane 109	1	B	N	71	66	5	Y	1	0	N	0
Shacklett Lane 112	2	B	Y	75	67	8	Y	2	2	Y	2
Shacklett Lane 113	1	B	N	71	66	5	Y	1	0	N	0
Shacklett Lane 117	1	B	N	70	66	5	Y	1	0	N	0
Shacklett Lane 120	1	B	Y	74	68	6	Y	1	1	N	0
Shacklett Lane 121	0	B	N	69	65	4	N	0	0	N	0
Shacklett Lane 124	1	B	Y	74	68	5	Y	1	1	N	0
Shacklett Lane 125	1	B	N	70	66	4	N	0	0	N	0
Shacklett Lane 128	0	B	Y	73	68	5	Y	0	0	N	0
Shacklett Lane 129	1	B	N	71	67	4	N	0	0	N	0
Shacklett Lane 132	1	B	Y	73	69	4	N	0	0	N	0
Shacklett Lane 133	0	B	N	71	68	4	N	0	0	N	0
Shihmen 4864	1	B	N	66	63	3	N	0	0	N	0
Shihmen 4868	1	B	Y	68	64	4	N	0	0	N	0
Shihmen 4872	1	B	Y	68	65	3	N	0	0	N	0
Shihmen 4876	1	B	Y	71	67	5	Y	1	1	N	0
Shihmen 4880	1	B	Y	74	68	7	Y	1	1	Y	1
Shihmen 4884	1	B	Y	77	68	9	Y	1	1	Y	1
Shihmen 4888	1	B	Y	72	67	5	Y	1	1	N	0
Shihmen 4892	1	B	Y	72	67	4	N	0	0	N	0
Shihmen 4893	1	B	N	65	62	2	N	0	0	N	0
Shihmen 4896	1	B	Y	72	67	5	Y	1	1	N	0
Shihmen 4897	1	B	N	65	62	2	N	0	0	N	0
Shihmen 4900	1	B	Y	72	67	6	Y	1	1	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Shihmen 4901	1	B	N	65	62	3	N	0	0	N	0
Shihmen 4904	1	B	N	66	63	3	N	0	0	N	0
Shihmen 4905	1	B	N	66	64	3	N	0	0	N	0
Shihmen 4908	1	B	N	65	63	3	N	0	0	N	0
Shihmen 4909	1	B	N	68	64	3	N	0	0	N	0
Shihmen 4912	1	B	N	65	62	2	N	0	0	N	0
Shihmen 4913	1	B	N	68	65	4	N	0	0	N	0
Shihmen 4917	1	B	N	69	65	4	N	0	0	N	0
Shihmen 4921	1	B	N	69	65	4	N	0	0	N	0
Shihmen 4925	1	B	N	67	63	4	N	0	0	N	0
Shihmen 4929	1	B	N	63	61	3	N	0	0	N	0
Shihmen 4933	1	B	N	62	60	2	N	0	0	N	0
Tomarand 104	1	B	Y	74	68	7	Y	1	1	Y	1
Tomarand 105	1	B	N	68	65	3	N	0	0	N	0
Tomarand 107	1	B	Y	71	67	4	N	0	0	N	0
Tomarand 108	1	B	Y	72	67	5	Y	1	1	N	0
Tuscarora 513	1	B	N	58	55	3	N	0	0	N	0
Tuscarora 517	1	B	N	62	59	3	N	0	0	N	0
Tuscarora 521	1	B	N	66	62	4	N	0	0	N	0
Tuscarora 524	1	B	N	67	63	4	N	0	0	N	0
Tuscarora 525	1	B	N	68	64	4	N	0	0	N	0
Tuscarora 528	1	B	N	70	65	5	Y	1	0	N	0
Tuscarora 529	1	B	N	73	69	4	N	0	0	N	0
Tuscarora 532	1	B	N	72	66	5	Y	1	0	N	0
Tuscarora Ct 601	1	B	N	58	56	2	N	0	0	N	0
Tuscarora Ct 604	1	B	N	71	65	5	Y	1	0	N	0
Tuscarora Ct 605	1	B	N	62	60	3	N	0	0	N	0
Tuscarora Ct 608	1	B	N	71	65	5	Y	1	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Tuscarora Ct 609	1	B	N	62	59	3	N	0	0	N	0
Tuscarora Ct 612	1	B	N	69	64	5	Y	1	0	N	0
Tuscarora Ct 613	1	B	N	60	57	4	N	0	0	N	0
Tuscarora Ct 616	1	B	N	70	64	6	Y	1	0	N	0
Tuscarora Ct 617	1	B	N	62	60	2	N	0	0	N	0
Tusculum 30	1	B	N	69	64	5	Y	1	0	N	0
Tusculum 32	1	B	N	69	64	5	Y	1	0	N	0
Tusculum 34	1	B	N	69	64	5	Y	1	0	N	0

First Row Benefited Residences	66
Equivalent First Row Benefits	0.00
Total First Row Benefits	66.00
Total First Row Receiving 7 dB IL	41.00

% Meeting NRDG	**62%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

NOTE: The first 994 ft of Barrier 52 overlap Barrier 50.
Excluding overlap, barrier length is 5,149 ft.
Excluding overlap, barrier area is 82,945 sq ft.

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)	
1765573.3,631399.3	*1765634,631327.8*	*94*	*F, ROW*	*577*	*601*	*24*	*2,253*	OVERLAP
1765634,631327.8	*1765697.8,631249.5*	*101*	*F, ROW*	*588*	*612*	*24*	*2,422*	
1765697.8,631249.5	*1765762.4,631172.6*	*100*	*F, ROW*	*596*	*620*	*24*	*2,411*	
1765762.4,631172.6	*1765825.3,631095.8*	*99*	*F, ROW*	*598*	*622*	*24*	*2,382*	
1765825.3,631095.8	*1765891.6,631020.9*	*100*	*F, ROW*	*594*	*618*	*24*	*2,400*	
1765891.6,631020.9	*1765957.9,630946.1*	*100*	*F, ROW*	*585*	*609*	*24*	*2,399*	
1765957.9,630946.1	*1766024.1,630871.1*	*100*	*F, ROW*	*575*	*599*	*24*	*2,401*	
1766024.1,630871.1	*1766089.8,630795.8*	*100*	*F, ROW*	*567*	*591*	*24*	*2,399*	
1766089.8,630795.8	*1766153.6,630718.8*	*100*	*F, ROW*	*559*	*583*	*24*	*2,401*	
1766153.6,630718.8	*1766227.8,630651.8*	*100*	*F, ROW*	*553*	*575*	*22*	*2,197*	
1766227.8,630651.8	1766301.9,630584.8	100	F, T	547	567	20	1,998	
1766301.9,630584.8	1766363.5,630518.8	90	F, T	540	558	18	1,626	
1766363.5,630518.8	1766431.1,630442.3	102	F, EOP	538	554	16	1,633	
1766431.1,630442.3	1766498.8,630363.8	104	F, EOP	536	552	16	1,659	
1766498.8,630363.8	1766559,630291.5	94	F, EOP	534	550	16	1,505	
1766559,630291.5	1766625.5,630214.6	102	F, EOP	534	550	16	1,626	
1766625.5,630214.6	1766686.5,630138.9	97	F, EOP	534	550	16	1,555	
1766686.5,630138.9	1766744.9,630053.6	103	F, EOP	532	548	16	1,654	
1766744.9,630053.6	1766796.3,629968.1	100	F, T	530	546	16	1,596	
1766796.3,629968.1	1766844.5,629888	94	F, T	535	551	16	1,496	
1766844.5,629888	1766908.4,629811.1	100	F, T	540	556	16	1,600	
1766908.4,629811.1	1766972.4,629734.2	100	F, ROW	545	561	16	1,600	
1766972.4,629734.2	1767036,629657.1	100	F, ROW	548	564	16	1,600	
1767036,629657.1	1767100,629580.3	100	F, ROW	548	564	16	1,600	
1767100,629580.3	1767164.3,629503.6	100	F, ROW	539	555	16	1,600	
1767164.3,629503.6	1767228.1,629426.7	100	F, ROW	538	554	16	1,600	

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

NOTE: The first 994 ft of Barrier 52 overlap Barrier 50.
Excluding overlap, barrier length is 5,149 ft.
Excluding overlap, barrier area is 82,945 sq ft.

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1767228.1,629426.7	1767292.1,629349.8	100	F, ROW	547	563	16	1,601
1767292.1,629349.8	1767356,629272.9	100	F, ROW	564	580	16	1,599
1767356,629272.9	1767420,629196.1	100	F, ROW	567	583	16	1,600
1767420,629196.1	1767494.3,629129.4	100	F, ROW	565	581	16	1,597
1767494.3,629129.4	1767568.6,629062.7	100	F, T	556	572	16	1,598
1767568.6,629062.7	1767633.3,628999.4	90	F, T	552	568	16	1,448
1767633.3,628999.4	1767696.1,628921.4	100	F, T	548	564	16	1,603
1767696.1,628921.4	1767761.6,628846.3	100	F, EOP	550	566	16	1,594
1767761.6,628846.3	1767827.4,628770.7	100	F, EOP	552	568	16	1,603
1767827.4,628770.7	1767884.6,628685.6	103	F, EOP	552	568	16	1,641
1767884.6,628685.6	1767935.3,628599.8	100	F, T	557	573	16	1,595
1767935.3,628599.8	1767982.3,628519.9	93	F, T	567	583	16	1,482
1767982.3,628519.9	1768046.1,628443	100	F, T	575	591	16	1,600
1768046.1,628443	1768110.1,628366.2	100	F, ROW	582	598	16	1,600
1768110.1,628366.2	1768174,628289.3	100	F, ROW	586	602	16	1,600
1768174,628289.3	1768238,628212.4	100	F, ROW	586	602	16	1,600
1768238,628212.4	1768302,628135.5	100	F, ROW	576	592	16	1,600
1768302,628135.5	1768365.9,628058.6	100	F, ROW	571	587	16	1,600
1768365.9,628058.6	1768430,627981.9	100	F, ROW	572	588	16	1,599
1768430,627981.9	1768509.9,627922.6	99	F, ROW	573	589	16	1,592
1768509.9,627922.6	1768589.6,627863.4	99	F, T	565	581	16	1,590
1768589.6,627863.4	1768667.5,627805.6	97	F, T	550	566	16	1,552
1768667.5,627805.6	1768729.3,627729.6	98	F, T	541	557	16	1,566
1768729.3,627729.6	1768793.3,627652.8	100	F, EOP	539	555	16	1,600
1768793.3,627652.8	1768857.1,627575.8	100	F, EOP	537	553	16	1,601
1768857.1,627575.8	1768921.3,627498.2	101	F, EOP	536	552	16	1,610

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 52

Noise Analysis Area:	52
Description:	Apache Trl
Design Year:	2052
Alternative:	BUILD

NOTE: The first 994 ft of Barrier 52 overlap Barrier 50.
Excluding overlap, barrier length is 5,149 ft.
Excluding overlap, barrier area is 82,945 sq ft.

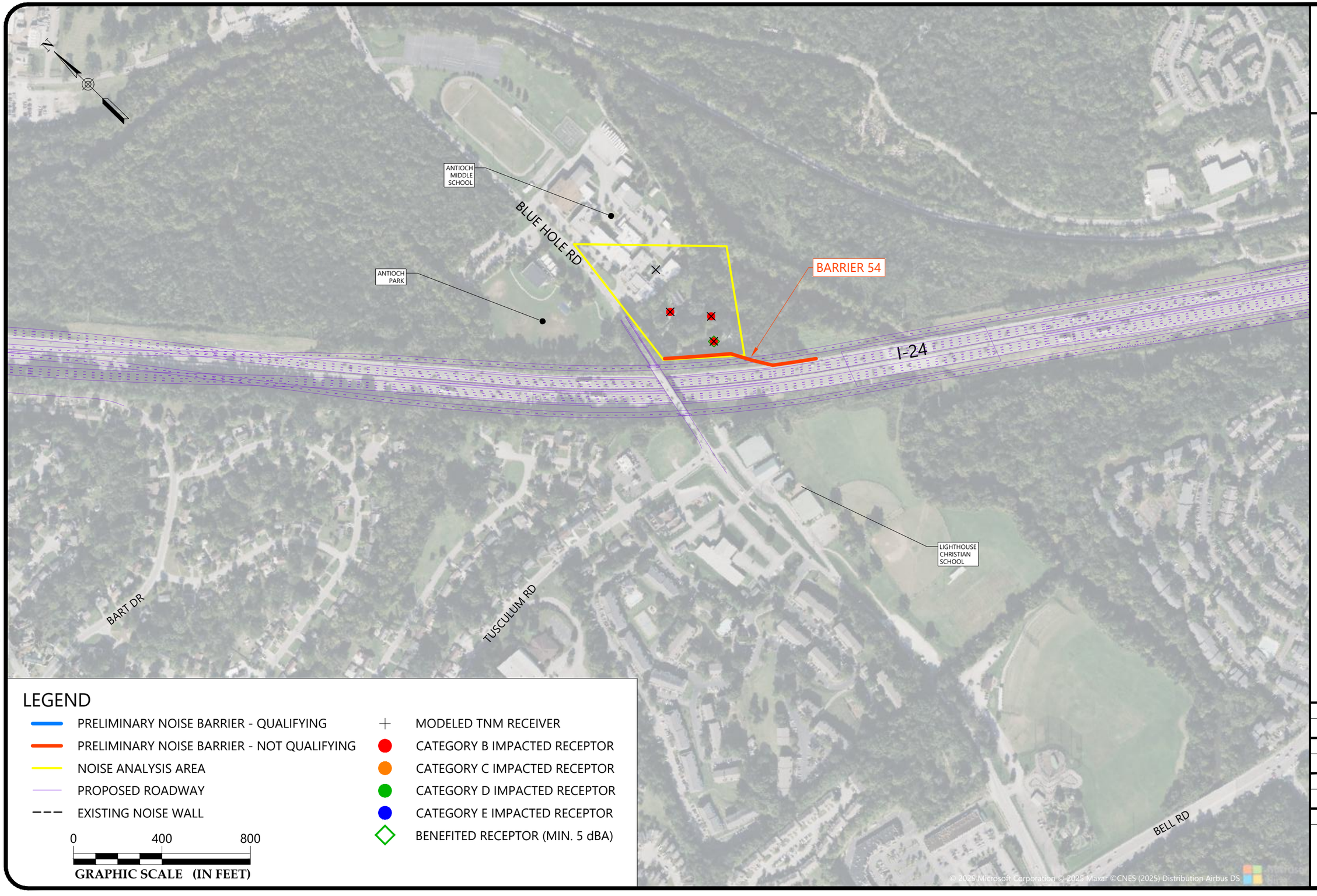
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1768921.3,627498.2	1768984.6,627421.6	99	F, EOP	534	550	16	1,591
1768984.6,627421.6	1769049.8,627345.9	100	F, EOP	532	548	16	1,598
1769049.8,627345.9	1769113.8,627267.3	101	F, EOP	530	546	16	1,622
1769113.8,627267.3	1769178.6,627194.4	98	F, EOP	528	544	16	1,560
1769178.6,627194.4	1769245.4,627115.8	103	F, EOP	527	543	16	1,651
1769245.4,627115.8	1769309.9,627040.4	99	F, EOP	525	541	16	1,587
1769309.9,627040.4	1769378.8,626966.3	101	F, EOP	522	538	16	1,620
1769378.8,626966.3	1769437.9,626880.8	104	F, T	521	537	16	1,662
1769437.9,626880.8	1769494.8,626800.3	99	F, T	519	535	16	1,578
1769494.8,626800.3	1769540.4,626736.3	79	F, T	520	536	16	1,257
1769540.4,626736.3	BARRIER END	-	F, T	528	544	16	-

Barrier Length (ft)	6,143
Average Barrier Height (ft)	17.35
Barrier Area (sq ft)	106,610

Total Barrier System Area (sq ft)	106,610
Average Barrier System Height (ft)	17.35
Number of Benefited Residences	114.00
Area Per Benefited Residence (sq ft)	935
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 54 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO.

F30

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 54

Noise Analysis Area:	54
Description:	E of Blue Hole
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	3
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	3.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Blue Hole 5050	0.05	C	N	59	N	0.00	Y	1	N	0.00
Blue Hole 5078	1	B	N	69	Y	1	Y	2	N	0
Blue Hole 5086	1	B	N	71	Y	1	Y	3	N	0
Blue Hole 5090	1	B	Y	77	Y	1	Y	7	Y	1

Benefited Ground-Level Residence	1
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	1.00
1st Row Ground-Level Impacted	1.00
1st Row Ground-Level Impacted and Benefited	1.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 54

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	1500
	% residences constructed after highway	0%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	1998	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	77 dB	200
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,900

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 54

Noise Analysis Area:	54
Description:	E of Blue Hole
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Blue Hole 5050	0.05	C	N	59	59	1	N	0.00	0.00	N	0.00
Blue Hole 5078	1	B	N	69	67	2	N	0	0	N	0
Blue Hole 5086	1	B	N	71	69	3	N	0	0	N	0
Blue Hole 5090	1	B	Y	77	70	7	Y	1	1	Y	1

First Row Benefited Residences	1
Equivalent First Row Benefits	0.00
Total First Row Benefits	1.00
Total First Row Receiving 7 dB IL	1.00

% Meeting NRDG	**100%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 54

Noise Analysis Area:	54
Description:	E of Blue Hole
Design Year:	2052
Alternative:	BUILD

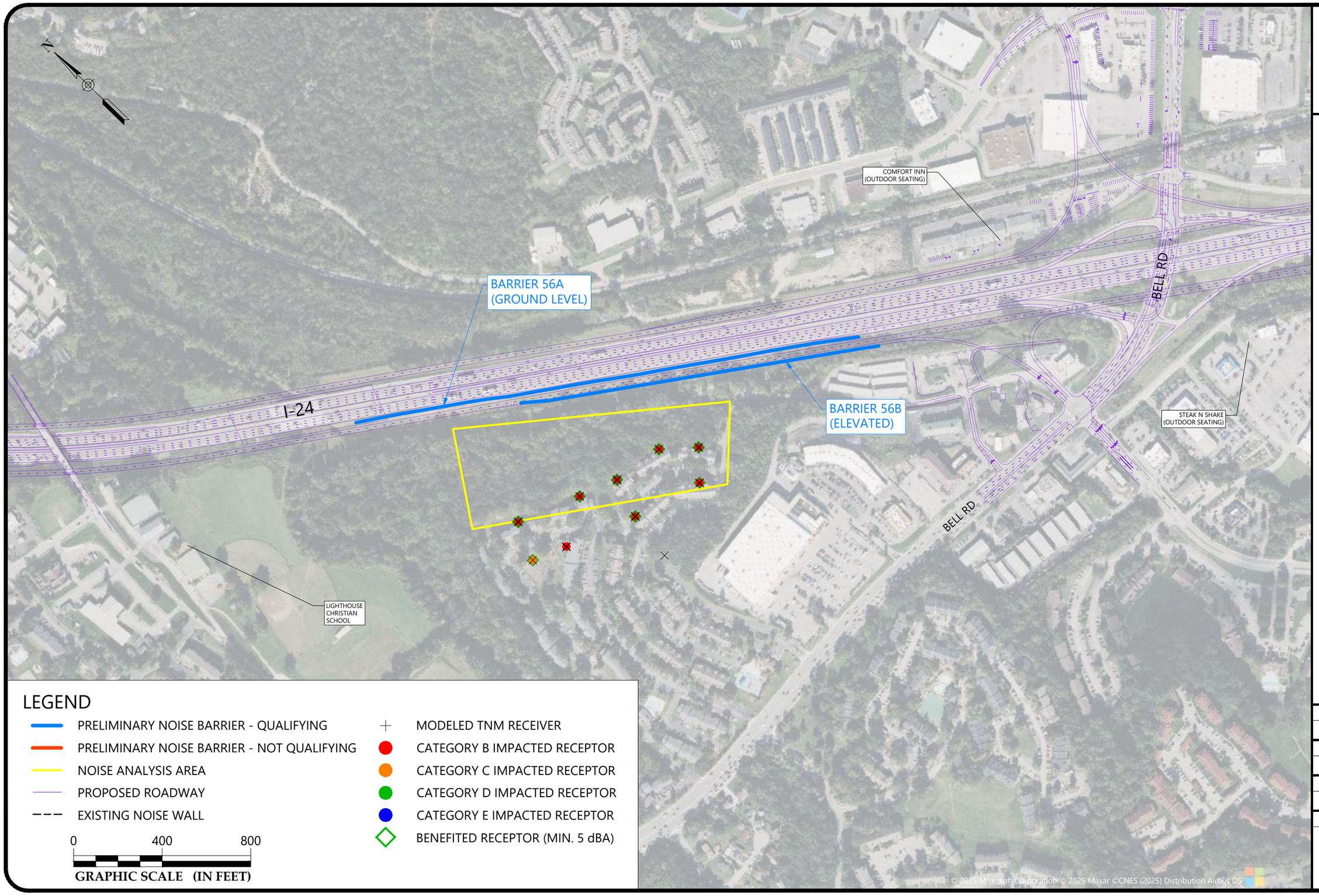
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1769697.4,626964.9	1769771.6,626897.8	100	F, ROW	516	534	18	1,802
1769771.6,626897.8	1769845.8,626830.7	100	F, ROW	519	539	20	1,999
1769845.8,626830.7	1769920.6,626764.4	100	F, ROW	520	540	20	2,000
1769920.6,626764.4	1769966.1,626675.3	100	F, T	519	537	18	1,800
1769966.1,626675.3	1770015,626592.2	96	F, T	517	535	18	1,736
1770015,626592.2	1770095,626529.8	101	F, EOP	512	526	14	1,421
1770095,626529.8	1770172.4,626471.3	97	F, EOP	512	520	8	776
1770172.4,626471.3	BARRIER END	-	F, EOP	512	520	8	-

Barrier Length (ft)	694
Average Barrier Height (ft)	16.62
Barrier Area (sq ft)	11,534

Total Barrier System Area (sq ft)	11,534
Average Barrier System Height (ft)	16.62
Number of Benefited Residences	1.00
Area Per Benefited Residence (sq ft)	11,534
Allowable Area Per Benefited Residence (sq ft)	1,900
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 56 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/28/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F31

FEASIBILITY ANALYSIS FOR NAA 56

Noise Analysis Area:	56
Description:	Avana Collins
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	129
Category C Impacts	1.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	130.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Bell 1157 Bldg 10 Level 1	4	B	Y	74	Y	4	Y	7	Y	4
Bell 1157 Bldg 10 Level 2	8	B	Y	74	Y	8	N	7	Y	8
Bell 1157 Bldg 10 Level 3	8	B	Y	75	Y	8	N	7	Y	8
Bell 1157 Bldg 11 Level 1	4	B	Y	73	Y	4	Y	7	Y	4
Bell 1157 Bldg 11 Level 2	8	B	Y	74	Y	8	N	7	Y	8
Bell 1157 Bldg 11 Level 3	8	B	Y	74	Y	8	N	6	Y	8
Bell 1157 Bldg 7 Level 1	4	B	N	64	N	0	Y	5	Y	4
Bell 1157 Bldg 7 Level 2	8	B	N	67	Y	8	N	5	Y	8
Bell 1157 Bldg 7 Level 3	8	B	N	70	Y	8	N	5	Y	8
Bell 1157 Bldg 8 Level 1	4	B	N	64	N	0	Y	3	N	0
Bell 1157 Bldg 8 Level 2	8	B	N	67	Y	8	N	3	N	0
Bell 1157 Bldg 8 Level 3	8	B	N	72	Y	8	N	5	Y	8
Bell 1157 Bldg 9 Level 1	2	B	Y	72	Y	2	Y	7	Y	2
Bell 1157 Bldg 9 Level 2	4	B	Y	72	Y	4	N	7	Y	4
Bell 1157 Bldg 9 Level 3	4	B	Y	73	Y	4	N	7	Y	4
Bell 1157 Playground	1.24	C	N	65	N	0.00	Y	3	N	0.00
Bell 1211 Bldg E Level 1	6	B	N	63	N	0	Y	4	N	0
Bell 1211 Bldg E Level 2	8	B	N	64	N	0	N	4	N	0
Bell 1211 Bldg E Level 3	6	B	N	67	Y	6	N	4	N	0
Bell 1211 Bldg F Level 1	5	B	Y	72	Y	5	Y	7	Y	5
Bell 1211 Bldg F Level 2	9	B	Y	72	Y	9	N	7	Y	9
Bell 1211 Bldg F Level 3	7	B	Y	73	Y	7	N	6	Y	7
Bell 1211 Bldg G Level 1	6	B	Y	71	Y	6	Y	6	Y	6
Bell 1211 Bldg G Level 2	8	B	Y	71	Y	8	N	6	Y	8

FEASIBILITY ANALYSIS FOR NAA 56

Noise Analysis Area:	56
Description:	Avana Collins
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	129
Category C Impacts	1.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	130.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Bell 1211 Bldg G Level 3	6	B	Y	72	Y	6	N	6	Y	6
Bell 1211 Tennis Court	1.00	C	N	66	Y	1.00	Y	5	Y	1.00
			Benefited Ground-Level Residence				25			
			Equivalent Ground-Level Benefits				1.00			
			Total Ground-Level Benefits				26.00			
			1st Row Ground-Level Impacted				21.00			
			1st Row Ground-Level Impacted and Benefited				21.00		**FEASIBILITY %**	**100%**

REASONABLENESS ALLOWANCE FOR NAA 56

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	750
	% residences constructed after highway	100%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	1998	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	73 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
	Total Allowance		1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 56

Noise Analysis Area:	56
Description:	Avana Collins
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Bell 1157 Bldg 10 Level 1	4	B	Y	74	66	7	Y	4	4	Y	4
Bell 1157 Bldg 10 Level 2	8	B	Y	74	67	7	Y	8	8	Y	8
Bell 1157 Bldg 10 Level 3	8	B	Y	75	68	7	Y	8	8	Y	8
Bell 1157 Bldg 11 Level 1	4	B	Y	73	66	7	Y	4	4	Y	4
Bell 1157 Bldg 11 Level 2	8	B	Y	74	67	7	Y	8	8	Y	8
Bell 1157 Bldg 11 Level 3	8	B	Y	74	68	6	Y	8	8	N	0
Bell 1157 Bldg 7 Level 1	4	B	N	64	59	5	Y	4	0	N	0
Bell 1157 Bldg 7 Level 2	8	B	N	67	62	5	Y	8	0	N	0
Bell 1157 Bldg 7 Level 3	8	B	N	70	65	5	Y	8	0	N	0
Bell 1157 Bldg 8 Level 1	4	B	N	64	61	3	N	0	0	N	0
Bell 1157 Bldg 8 Level 2	8	B	N	67	64	3	N	0	0	N	0
Bell 1157 Bldg 8 Level 3	8	B	N	72	67	5	Y	8	0	N	0
Bell 1157 Bldg 9 Level 1	2	B	Y	72	65	7	Y	2	2	Y	2
Bell 1157 Bldg 9 Level 2	4	B	Y	72	65	7	Y	4	4	Y	4
Bell 1157 Bldg 9 Level 3	4	B	Y	73	66	7	Y	4	4	Y	4
Bell 1157 Playground	1.24	C	N	65	61	3	N	0.00	0.00	N	0.00
Bell 1211 Bldg E Level 1	6	B	N	63	59	4	N	0	0	N	0
Bell 1211 Bldg E Level 2	8	B	N	64	60	4	N	0	0	N	0
Bell 1211 Bldg E Level 3	6	B	N	67	63	4	N	0	0	N	0
Bell 1211 Bldg F Level 1	5	B	Y	72	65	7	Y	5	5	Y	5
Bell 1211 Bldg F Level 2	9	B	Y	72	65	7	Y	9	9	Y	9
Bell 1211 Bldg F Level 3	7	B	Y	73	66	6	Y	7	7	N	0
Bell 1211 Bldg G Level 1	6	B	Y	71	65	6	Y	6	6	N	0
Bell 1211 Bldg G Level 2	8	B	Y	71	66	6	Y	8	8	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 56

Noise Analysis Area:	56
Description:	Avana Collins
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Bell 1211 Bldg G Level 3	6	B	Y	72	66	6	Y	6	6	N	0
Bell 1211 Tennis Court	1.00	C	N	66	61	5	Y	1.00	0.00	N	0.00
				First Row Benefited Residences			91				
				Equivalent First Row Benefits			0.00				
				Total First Row Benefits			91.00		**% Meeting NRDG**		**62%**
				Total First Row Receiving 7 dB IL			56.00				

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 56 - BARRIER A

Noise Analysis Area:	56 - BARRIER A
Description:	Avana Collins
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1770636.1,625954.9	1770717,625898.3	99	F, EOP	512	526	14	1,383
1770717,625898.3	1770800.9,625839	103	F, EOP	512	530	18	1,848
1770800.9,625839	1770881.3,625779.5	100	F, EOP	512	536	24	2,400
1770881.3,625779.5	1770962.3,625720.9	100	F, EOP	511	535	24	2,400
1770962.3,625720.9	1771043.6,625662.7	100	F, EOP	510	534	24	2,401
1771043.6,625662.7	1771122.1,625603	99	F, EOP	510	534	24	2,367
1771122.1,625603	1771202.5,625537.9	103	F, EOP	510	534	24	2,482
1771202.5,625537.9	1771281,625481.3	97	F, EOP	510	534	24	2,323
1771281,625481.3	1771363.6,625420.3	103	F, EOP	506	530	24	2,465
1771363.6,625420.3	1771445,625361.4	100	F, EOP	506	530	24	2,411
1771445,625361.4	1771526.1,625302.1	101	F, EOP	506	530	24	2,413
1771526.1,625302.1	1771602.9,625243.1	97	F, EOP	511	535	24	2,322
1771602.9,625243.1	1771683.3,625183.1	100	F, EOP	510	534	24	2,408
1771683.3,625183.1	1771764,625125.6	99	F, EOP	507	531	24	2,379
1771764,625125.6	1771844.9,625066.4	100	F, EOP	504	528	24	2,405
1771844.9,625066.4	1771926,625006.3	101	F, EOP	504	528	24	2,423
1771926,625006.3	1772006.3,624947.9	99	F, EOP	504	528	24	2,382
1772006.3,624947.9	1772087.1,624889.8	100	F, EOP	503	527	24	2,391
1772087.1,624889.8	1772169,624830.8	101	F, EOP	506	530	24	2,421
1772169,624830.8	1772250.9,624771.1	101	F, EOP	511	535	24	2,433
1772250.9,624771.1	1772331.8,624711.3	101	F, EOP	511	535	24	2,413
1772331.8,624711.3	1772410.3,624649.9	100	F, EOP	512	536	24	2,391

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 56 - BARRIER A

Noise Analysis Area:	56 - BARRIER A
Description:	Avana Collins
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1772410.3,624649.9	1772489.4,624587.8	101	F, EOP	512	536	24	2,415
1772489.4,624587.8	BARRIER END	-	F, EOP	512	536	24	-

Barrier Length (ft)	2,305
Average Barrier Height (ft)	23.29
Barrier Area (sq ft)	53,676

Total Barrier System Area (sq ft)	69,583
Average Barrier System Height (ft)	17.66
Number of Benefited Residences	120.00
Area Per Benefited Residence (sq ft)	580
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 56 - BARRIER B

Noise Analysis Area:	56 - BARRIER B
Description:	Avana Collins
Design Year:	2052
Alternative:	BUILD

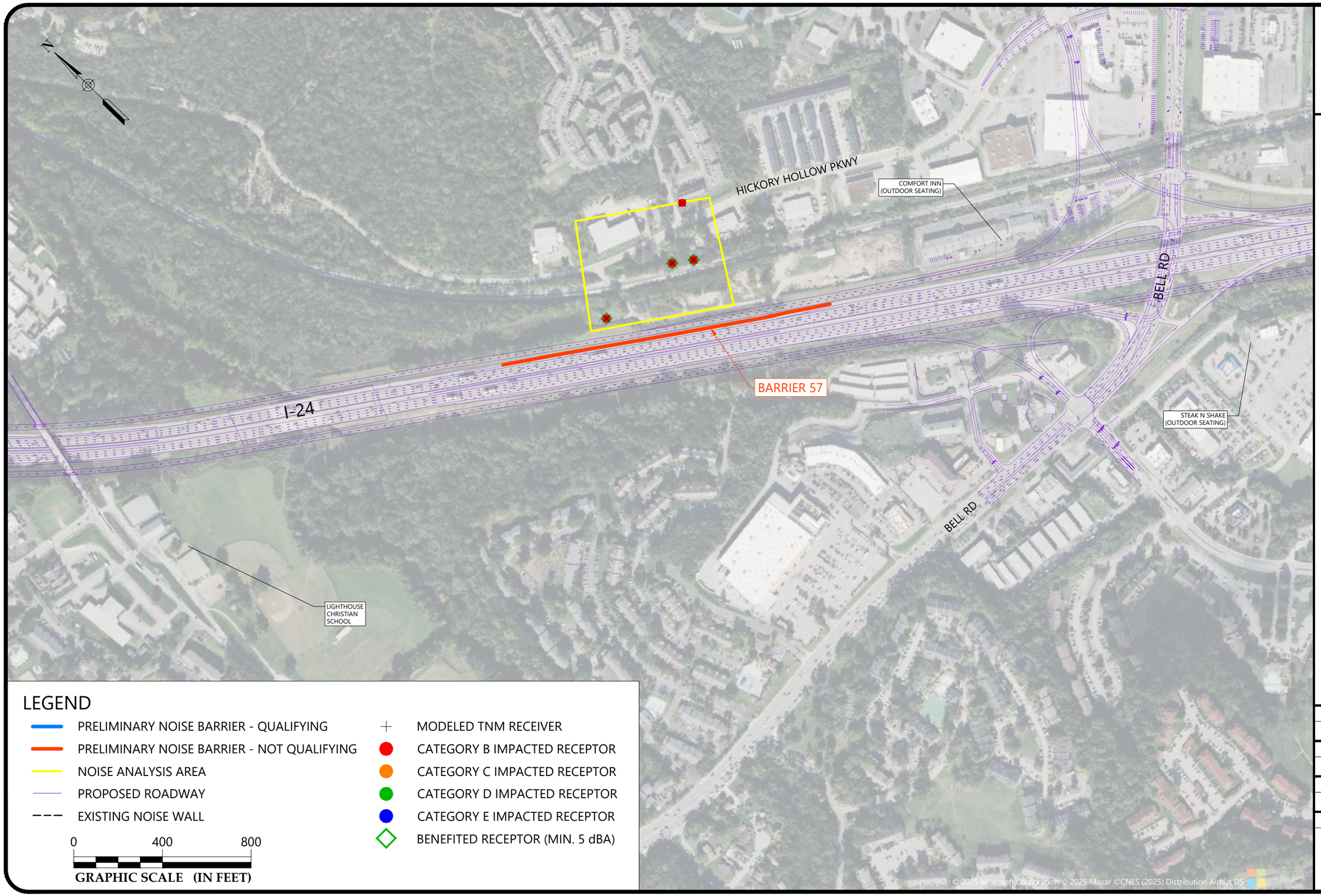
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1771218.3,625479.2	1771310.6,625397.3	123	EOP	540	548	8	988
1771310.6,625397.3	1772442.4,624557.1	1409	EOP	540	550	10	14,095
1772442.4,624557.1	1772524.1,624494.4	103	EOP	548	556	8	824
1772524.1,624494.4	BARRIER END	-	EOP	548	556	8	-

Barrier Length (ft)	1,635
Average Barrier Height (ft)	9.73
Barrier Area (sq ft)	15,907

Total Barrier System Area (sq ft)	69,583
Average Barrier System Height (ft)	17.66
Number of Benefited Residences	120.00
Area Per Benefited Residence (sq ft)	580
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way; T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CADv4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 57 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/28/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F32

FEASIBILITY ANALYSIS FOR NAA 57

Noise Analysis Area:	57
Description:	Mill Park
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	9
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	9.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Hickory Hollow 5170	6	B	Y	70	Y	6	N	3	N	0
Hickory Hollow 5163	1	B	Y	73	Y	1	Y	5	Y	1
Hickory Hollow 5159	1	B	Y	74	Y	1	N	5	Y	1
Hickory Hollow 5135	1	B	Y	76	Y	1	Y	8	Y	1

Benefited Ground-Level Residence	2
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	2.00
1st Row Ground-Level Impacted	2
1st Row Ground-Level Impacted and Benefited	2

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 57

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1967	250
	% residences constructed after highway	67%	
	% residences constructed before 2005	33%	
	% residences constructed after 2005	67%	
Previous Type I Widening Allowance	Last Type I widening project date	1998	0
	% residences constructed after widening	67%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	73 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
	Total Allowance		350

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 57

Noise Analysis Area:	57
Description:	Mill Park
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Hickory Hollow 5170	6	B	Y	70	67	3	N	0	0	N	0
Hickory Hollow 5163	1	B	Y	73	68	5	Y	1	1	N	0
Hickory Hollow 5159	1	B	Y	74	69	5	Y	1	1	N	0
Hickory Hollow 5135	1	B	Y	76	68	8	Y	1	1	Y	1

First Row Benefited Residences	3
Equivalent First Row Benefits	0.00
Total First Row Benefits	3.00
Total First Row Receiving 7 dB IL	1

% Meeting NRDG	**33%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 57

Noise Analysis Area:	57
Description:	Mill Park
Design Year:	2052
Alternative:	BUILD

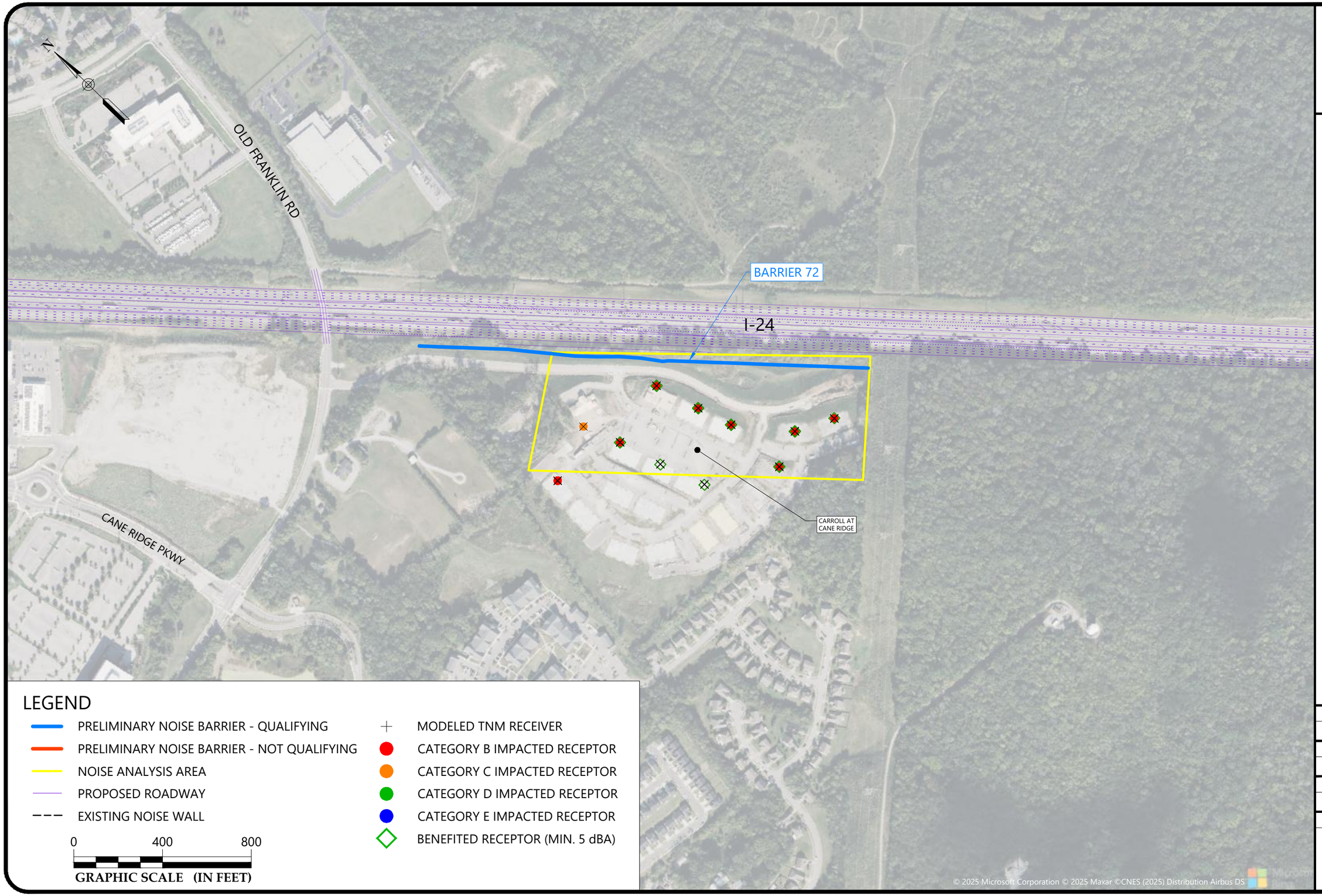
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1771284.3,625661.6	1771365.5,625603.3	100	F, EOP	510	530	20	1,999
1771365.5,625603.3	1771446.8,625545	100	F, EOP	510	530	20	2,000
1771446.8,625545	1771528,625486.8	100	F, EOP	510	530	20	1,999
1771528,625486.8	1771608.8,625427.8	100	F, EOP	510	530	20	2,000
1771608.8,625427.8	1771689.5,625368.8	100	F, EOP	510	530	20	1,999
1771689.5,625368.8	1771770.3,625309.8	100	F, EOP	510	530	20	2,000
1771770.3,625309.8	1771850.8,625250.5	100	F, EOP	510	530	20	2,000
1771850.8,625250.5	1771931.9,625192.1	100	F, EOP	510	530	20	2,000
1771931.9,625192.1	1772013.4,625134	100	F, EOP	510	530	20	2,001
1772013.4,625134	1772094.5,625075.5	100	F, EOP	510	530	20	2,000
1772094.5,625075.5	1772175.8,625017.2	100	F, EOP	510	530	20	2,000
1772175.8,625017.2	1772256.9,624958.8	100	F, EOP	510	530	20	2,000
1772256.9,624958.8	1772340.6,624904.2	100	F, EOP	510	530	20	1,999
1772340.6,624904.2	1772422.1,624846.2	100	F, EOP	510	530	20	2,001
1772422.1,624846.2	1772504.4,624789.3	100	F, EOP	512	532	20	2,000
1772504.4,624789.3	BARRIER END	-	F, EOP	512	532	20	-

Barrier Length (ft)	1,500
Average Barrier Height (ft)	20.00
Barrier Area (sq ft)	29,998

Total Barrier System Area (sq ft)	29,998
Average Barrier System Height (ft)	20.00
Number of Benefited Residences	3.00
Area Per Benefited Residence (sq ft)	9,999
Allowable Area Per Benefited Residence (sq ft)	350
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 72 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO. F33

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 72

Noise Analysis Area:	72
Description:	Carroll
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	168
Category C Impacts	3.48
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	171.48

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Cane Hill 0 Bldg 1 Level 1	8	B	Y	75	Y	8	Y	10	Y	8
Cane Hill 0 Bldg 1 Level 2	8	B	Y	77	Y	8	N	10	Y	8
Cane Hill 0 Bldg 1 Level 3	8	B	Y	78	Y	8	N	7	Y	8
Cane Hill 0 Bldg 16 Level 1	8	B	N	63	N	0	Y	8	Y	8
Cane Hill 0 Bldg 16 Level 2	8	B	N	65	N	0	N	8	Y	8
Cane Hill 0 Bldg 16 Level 3	8	B	N	66	Y	8	N	7	Y	8
Cane Hill 0 Bldg 17 Level 1	8	B	Y	72	Y	8	Y	9	Y	8
Cane Hill 0 Bldg 17 Level 2	8	B	Y	73	Y	8	N	7	Y	8
Cane Hill 0 Bldg 17 Level 3	8	B	Y	74	Y	8	N	5	Y	8
Cane Hill 0 Bldg 18 Level 1	8	B	Y	74	Y	8	Y	5	Y	8
Cane Hill 0 Bldg 18 Level 2	8	B	Y	75	Y	8	N	4	N	0
Cane Hill 0 Bldg 18 Level 3	8	B	Y	76	Y	8	N	3	N	0
Cane Hill 0 Bldg 2 Level 1	8	B	Y	74	Y	8	Y	9	Y	8
Cane Hill 0 Bldg 2 Level 2	8	B	Y	75	Y	8	N	8	Y	8
Cane Hill 0 Bldg 2 Level 3	8	B	Y	76	Y	8	N	6	Y	8
Cane Hill 0 Bldg 3 Level 1	8	B	Y	72	Y	8	Y	8	Y	8
Cane Hill 0 Bldg 3 Level 2	8	B	Y	73	Y	8	N	7	Y	8
Cane Hill 0 Bldg 3 Level 3	8	B	Y	74	Y	8	N	6	Y	8
Cane Hill 0 Bldg 4 Level 1	8	B	N	64	N	0	Y	4	N	0
Cane Hill 0 Bldg 4 Level 2	8	B	N	66	Y	8	N	5	Y	8
Cane Hill 0 Bldg 4 Level 3	8	B	N	67	Y	8	N	5	Y	8
Cane Hill 0 Bldg 5 Level 1	8	B	N	58	N	0	Y	4	N	0
Cane Hill 0 Bldg 5 Level 2	8	B	N	59	N	0	N	4	N	0
Cane Hill 0 Bldg 5 Level 3	8	B	N	61	N	0	N	5	Y	8

FEASIBILITY ANALYSIS FOR NAA 72

Noise Analysis Area:	72
Description:	Carroll
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	168
Category C Impacts	3.48
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	171.48

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Cane Hill 0 Bldg 6 Level 1	8	B	N	56	N	0	Y	3	N	0
Cane Hill 0 Bldg 6 Level 2	8	B	N	57	N	0	N	4	N	0
Cane Hill 0 Bldg 6 Level 3	8	B	N	60	N	0	N	5	Y	8
Cane Hill 0 Bldg 9 Level 1	8	B	N	67	Y	8	Y	2	N	0
Cane Hill 0 Bldg 9 Level 2	8	B	N	68	Y	8	N	3	N	0
Cane Hill 0 Bldg 9 Level 3	8	B	N	69	Y	8	N	3	N	0
Cane Hill 0 Pool	3.48	C	Y	66	Y	3.48	Y	2	N	0.00

Benefited Ground-Level Residence	48
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	48.00
1st Row Ground-Level Impacted	43.48
1st Row Ground-Level Impacted and Benefited	40.00

FEASIBILITY %	**92%**

REASONABLENESS ALLOWANCE FOR NAA 72

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	250
	% residences constructed after highway	100%	
	% residences constructed before 2005	0%	
	% residences constructed after 2005	100%	
Previous Type I Widening Allowance	Last Type I widening project date	1998	0
	% residences constructed after widening	100%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	74 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	350

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 72

Noise Analysis Area:	72
Description:	Carroll
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Cane Hill 0 Bldg 1 Level 1	8	B	Y	75	65	10	Y	8	8	Y	8
Cane Hill 0 Bldg 1 Level 2	8	B	Y	77	67	10	Y	8	8	Y	8
Cane Hill 0 Bldg 1 Level 3	8	B	Y	78	71	7	Y	8	8	Y	8
Cane Hill 0 Bldg 16 Level 1	8	B	N	63	55	8	Y	8	0	Y	0
Cane Hill 0 Bldg 16 Level 2	8	B	N	65	57	8	Y	8	0	Y	0
Cane Hill 0 Bldg 16 Level 3	8	B	N	66	60	7	Y	8	0	Y	0
Cane Hill 0 Bldg 17 Level 1	8	B	Y	72	62	9	Y	8	8	Y	8
Cane Hill 0 Bldg 17 Level 2	8	B	Y	73	66	7	Y	8	8	Y	8
Cane Hill 0 Bldg 17 Level 3	8	B	Y	74	69	5	Y	8	8	N	0
Cane Hill 0 Bldg 18 Level 1	8	B	Y	74	69	5	Y	8	8	N	0
Cane Hill 0 Bldg 18 Level 2	8	B	Y	75	71	4	N	0	0	N	0
Cane Hill 0 Bldg 18 Level 3	8	B	Y	76	72	3	N	0	0	N	0
Cane Hill 0 Bldg 2 Level 1	8	B	Y	74	64	9	Y	8	8	Y	8
Cane Hill 0 Bldg 2 Level 2	8	B	Y	75	67	8	Y	8	8	Y	8
Cane Hill 0 Bldg 2 Level 3	8	B	Y	76	70	6	Y	8	8	N	0
Cane Hill 0 Bldg 3 Level 1	8	B	Y	72	64	8	Y	8	8	Y	8
Cane Hill 0 Bldg 3 Level 2	8	B	Y	73	66	7	Y	8	8	Y	8
Cane Hill 0 Bldg 3 Level 3	8	B	Y	74	68	6	Y	8	8	N	0
Cane Hill 0 Bldg 4 Level 1	8	B	N	64	60	4	N	0	0	N	0
Cane Hill 0 Bldg 4 Level 2	8	B	N	66	61	5	Y	8	0	N	0
Cane Hill 0 Bldg 4 Level 3	8	B	N	67	62	5	Y	8	0	N	0
Cane Hill 0 Bldg 5 Level 1	8	B	N	58	55	4	N	0	0	N	0
Cane Hill 0 Bldg 5 Level 2	8	B	N	59	55	4	N	0	0	N	0
Cane Hill 0 Bldg 5 Level 3	8	B	N	61	56	5	Y	8	0	N	0
Cane Hill 0 Bldg 6 Level 1	8	B	N	56	53	3	N	0	0	N	0
Cane Hill 0 Bldg 6 Level 2	8	B	N	57	54	4	N	0	0	N	0
Cane Hill 0 Bldg 6 Level 3	8	B	N	60	55	5	Y	8	0	N	0
Cane Hill 0 Bldg 9 Level 1	8	B	N	67	64	2	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 72

Noise Analysis Area:	72
Description:	Carroll
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Cane Hill 0 Bldg 9 Level 2	8	B	N	68	66	3	N	0	0	N	0
Cane Hill 0 Bldg 9 Level 3	8	B	N	69	66	3	N	0	0	N	0
Cane Hill 0 Pool	3.48	C	Y	66	64	2	N	0.00	0.00	N	0.00
				First Row Benefited Residences			104				
				Equivalent First Row Benefits			0.00				
				Total First Row Benefits			104.00		**% Meeting NRDG**		**69%**
				Total First Row Receiving 7 dB IL			72.00				

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 72

Noise Analysis Area:	72
Description:	Carroll
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1779585.5,618320.1	1779652.1,618245.4	100	F, ROW	664	684	20	2,001
1779652.1,618245.4	1779718.8,618170.9	100	F, ROW	657	677	20	1,999
1779718.8,618170.9	1779785.5,618096.4	100	F, ROW	657	679	22	2,201
1779785.5,618096.4	1779852.3,618021.9	100	F, ROW	676	698	22	2,201
1779852.3,618021.9	1779913.4,617943.1	100	F, ROW	680	702	22	2,195
1779913.4,617943.1	1779975.5,617865.3	100	F, ROW	685	707	22	2,191
1779975.5,617865.3	1780039,617784	103	F, ROW	692	714	22	2,269
1780039,617784	1780110.8,617704.6	107	F, ROW	699	723	24	2,568
1780110.8,617704.6	1780176.8,617637.1	94	F, ROW	697	721	24	2,267
1780176.8,617637.1	1780239.3,617562.6	97	F, ROW	696	720	24	2,333
1780239.3,617562.6	1780296.6,617481.9	99	F, ROW	706	730	24	2,377
1780296.6,617481.9	1780317.3,617464.5	27	F, ROW	708	732	24	647
1780317.3,617464.5	1780383.9,617389.9	100	F, ROW	708	732	24	2,400
1780383.9,617389.9	1780450.6,617315.4	100	F, ROW	705	729	24	2,401
1780450.6,617315.4	1780517.3,617240.9	100	F, ROW	707	731	24	2,399
1780517.3,617240.9	1780583.9,617166.4	100	F, ROW	709	733	24	2,400
1780583.9,617166.4	1780650.5,617091.8	100	F, ROW	704	728	24	2,400
1780650.5,617091.8	1780717.3,617017.4	100	F, ROW	697	721	24	2,400
1780717.3,617017.4	1780783.9,616942.8	100	F, ROW	703	727	24	2,401
1780783.9,616942.8	1780850.5,616868.1	100	F, ROW	713	737	24	2,401

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 72

Noise Analysis Area:	72
Description:	Carroll
Design Year:	2052
Alternative:	BUILD

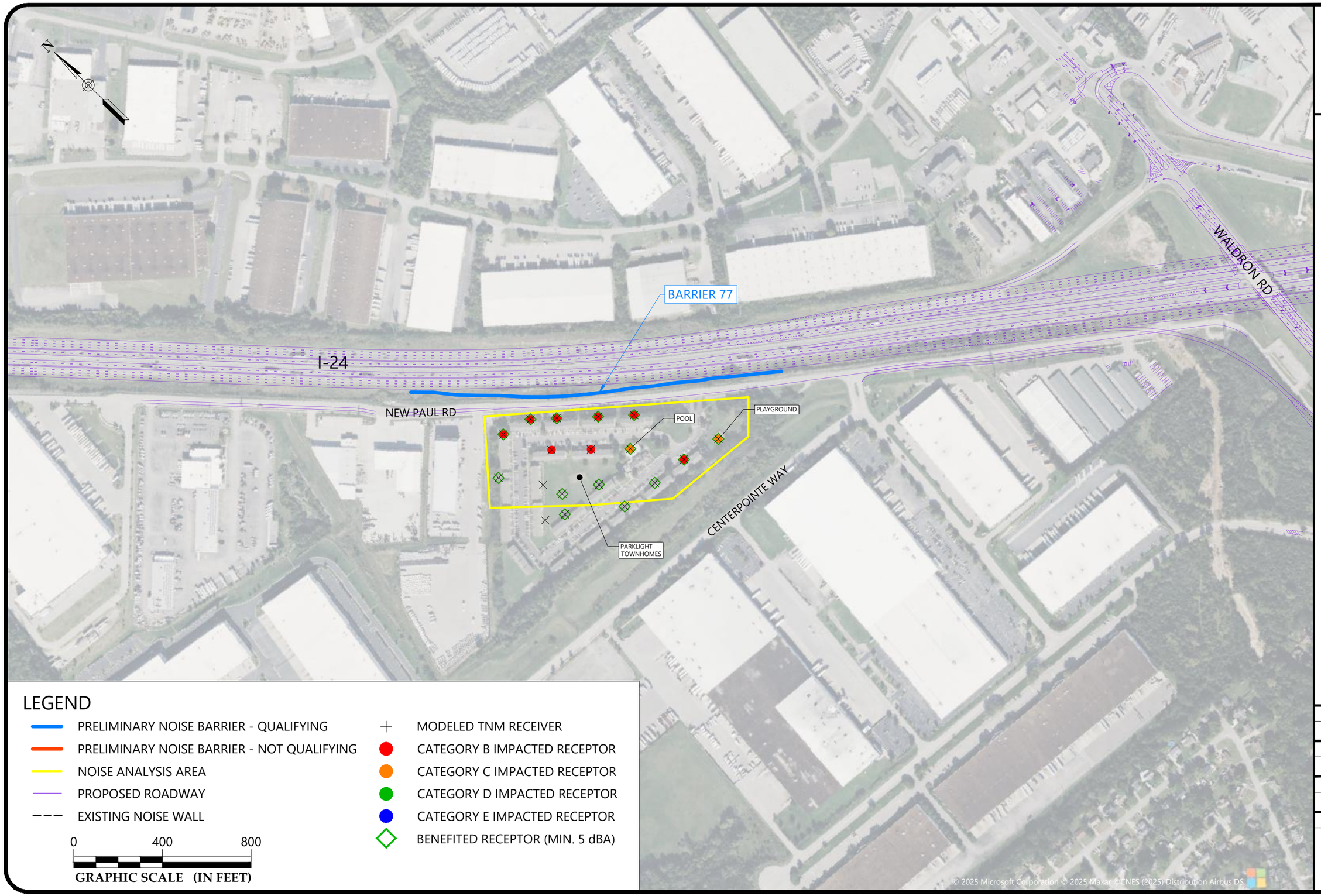
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1780850.5,616868.1	1780917.3,616793.8	100	F, ROW	718	742	24	2,398
1780917.3,616793.8	BARRIER END	-	F, ROW	718	742	24	-

Barrier Length (ft)	2,027
Average Barrier Height (ft)	23.11
Barrier Area (sq ft)	46,849

Total Barrier System Area (sq ft)	46,849
Average Barrier System Height (ft)	23.11
Number of Benefited Residences	160.00
Area Per Benefited Residence (sq ft)	293
Allowable Area Per Benefited Residence (sq ft)	350
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 77 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES

DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE

TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/28/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F34

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 77

Noise Analysis Area:	77
Description:	Parklight
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	62
Category C Impacts	2.90
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	64.90

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Madison 100 Bldg 1	8	B	Y	69	Y	8	Y	7	Y	8
Madison 100 Bldg 10	6	B	N	65	N	0	Y	8	Y	6
Madison 100 Bldg 11	8	B	Y	72	Y	8	Y	6	Y	8
Madison 100 Bldg 12	8	B	N	57	N	0	Y	4	N	0
Madison 100 Bldg 13	8	B	N	58	N	0	Y	2	N	0
Madison 100 Bldg 14	6	B	Y	71	Y	6	Y	6	Y	6
Madison 100 Bldg 15	8	B	Y	73	Y	8	Y	7	Y	8
Madison 100 Bldg 16	8	B	Y	75	Y	8	Y	9	Y	8
Madison 100 Bldg 17	6	B	Y	76	Y	6	Y	10	Y	6
Madison 100 Bldg 18	8	B	N	68	Y	8	Y	4	N	0
Madison 100 Bldg 19	10	B	N	68	Y	10	Y	3	N	0
Madison 100 Bldg 2	8	B	N	65	N	0	Y	6	Y	8
Madison 100 Bldg 3	8	B	N	62	N	0	Y	5	Y	8
Madison 100 Bldg 7	8	B	N	64	N	0	Y	6	Y	8
Madison 100 Bldg 8	10	B	N	60	N	0	Y	5	Y	10
Madison 100 Picnic Table	0.01	C	N	63	N	0	Y	5	Y	0.01
Madison 100 Playground	1.29	C	Y	71	Y	1.29	Y	7	Y	1.29
Madison 100 Pool	1.61	C	N	70	Y	1.61	Y	5	Y	1.61

Benefited Ground-Level Residence	84
Equivalent Ground-Level Benefits	2.92
Total Ground-Level Benefits	86.92
1st Row Ground-Level Impacted	45.29
1st Row Ground-Level Impacted and Benefited	45.29

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 77

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	750
	% residences constructed after highway	100%	
	% residences constructed before 2005	78%	
	% residences constructed after 2005	22%	
Previous Type I Widening Allowance	Last Type I widening project date	1998	200
	% residences constructed after widening	22%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	72 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	3 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 77

Noise Analysis Area:	77
Description:	Parklight
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Madison 100 Bldg 1	8	B	Y	69	62	7	Y	8	8	Y	8
Madison 100 Bldg 10	6	B	N	65	57	8	Y	6	0	Y	0
Madison 100 Bldg 11	8	B	Y	72	66	6	Y	8	8	N	0
Madison 100 Bldg 12	8	B	N	57	53	4	N	0	0	N	0
Madison 100 Bldg 13	8	B	N	58	56	2	N	0	0	N	0
Madison 100 Bldg 14	6	B	Y	71	66	6	Y	6	6	N	0
Madison 100 Bldg 15	8	B	Y	73	66	7	Y	8	8	Y	8
Madison 100 Bldg 16	8	B	Y	75	66	9	Y	8	8	Y	8
Madison 100 Bldg 17	6	B	Y	76	66	10	Y	6	6	Y	6
Madison 100 Bldg 18	8	B	N	68	64	4	N	0	0	N	0
Madison 100 Bldg 19	10	B	N	68	64	3	N	0	0	N	0
Madison 100 Bldg 2	8	B	N	65	59	6	Y	8	0	N	0
Madison 100 Bldg 3	8	B	N	62	57	5	Y	8	0	N	0
Madison 100 Bldg 7	8	B	N	64	58	6	Y	8	0	N	0
Madison 100 Bldg 8	10	B	N	60	55	5	Y	10	0	N	0
Madison 100 Picnic Table	0.01	C	N	63	58	5	Y	0	0	N	0
Madison 100 Playground	1.29	C	Y	71	64	7	Y	1	1	Y	1.29
Madison 100 Pool	1.61	C	N	70	65	5	Y	2	0	N	0

First Row Benefited Residences	44
Equivalent First Row Benefits	1.29
Total First Row Benefits	45.29
Total First Row Receiving 7 dB IL	31.29

% Meeting NRDG	**69%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 77

Noise Analysis Area:	77
Description:	Parklight
Design Year:	2052
Alternative:	BUILD

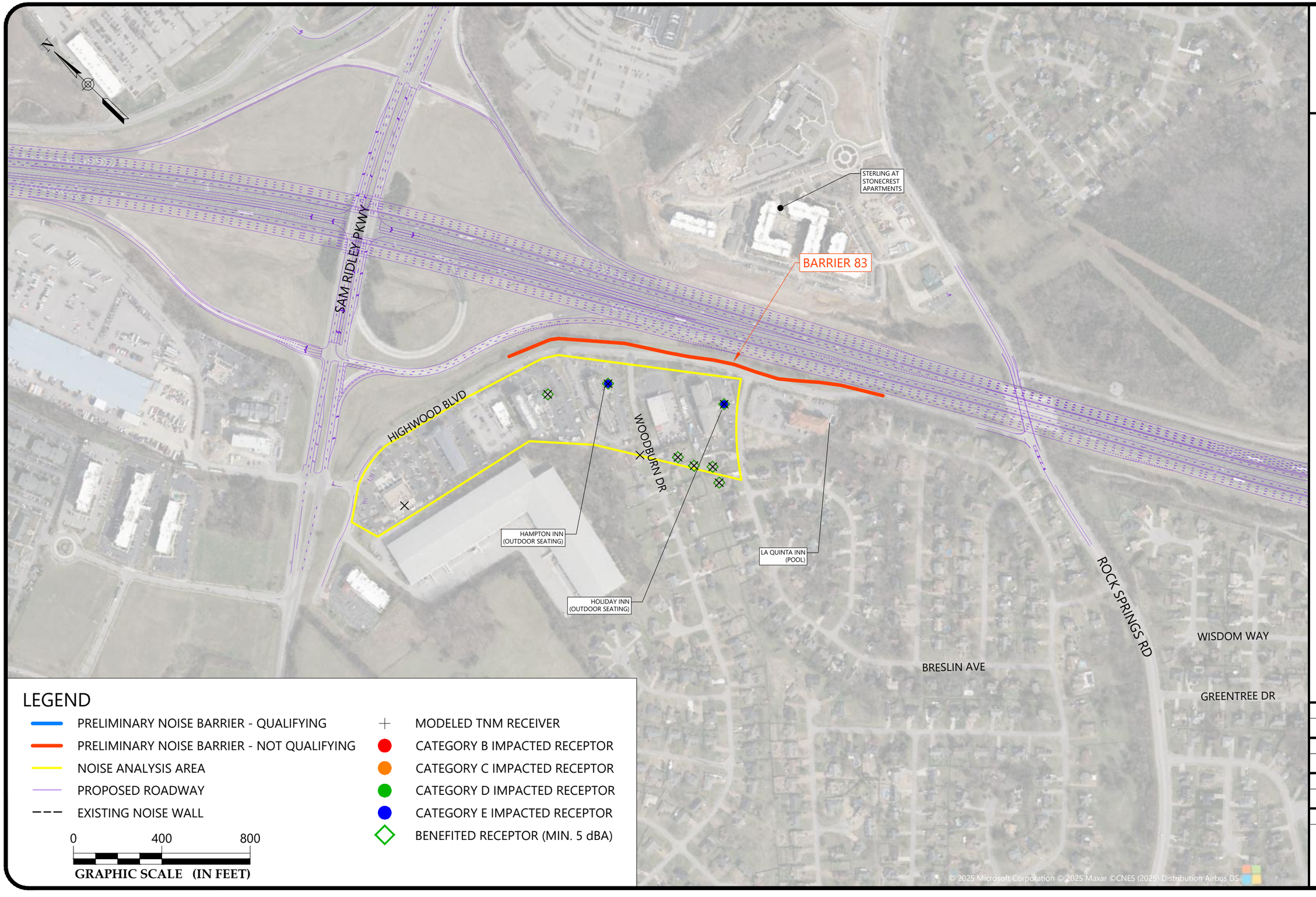
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1788959.5,607915	1789029.6,607841.3	102	F, EOP	607	623	16	1,628
1789029.6,607841.3	1789089.9,607762.1	99	F, T	608	624	16	1,591
1789089.9,607762.1	1789157,607688	100	F, T	607	623	16	1,600
1789157,607688	1789226.1,607615.8	100	F, T	611	627	16	1,600
1789226.1,607615.8	1789291.4,607540	100	F, T	615	631	16	1,600
1789291.4,607540	1789360.5,607467.8	100	F, T	619	635	16	1,600
1789360.5,607467.8	1789432.3,607398.1	100	F, ROW	625	641	16	1,600
1789432.3,607398.1	1789508,607332.8	100	F, ROW	625	641	16	1,600
1789508,607332.8	1789585.5,607269.6	100	F, T	620	636	16	1,601
1789585.5,607269.6	1789664.9,607208.8	100	F, T	615	631	16	1,600
1789664.9,607208.8	1789740.9,607143.8	100	F, T	613	629	16	1,600
1789740.9,607143.8	1789820,607082.6	100	F, T	612	628	16	1,600
1789820,607082.6	1789895.3,607016.8	100	F, T	610	626	16	1,600
1789895.3,607016.8	1789955.9,606972.8	75	F, T	608	624	16	1,199
1789955.9,606972.8	1790033,606904.6	103	F, EOP	606	622	16	1,647
1790033,606904.6	1790109.1,606841.9	99	F, EOP	606	622	16	1,578
1790109.1,606841.9	1790187.1,606775.9	102	F, EOP	606	622	16	1,635
1790187.1,606775.9	BARRIER END	-	F, EOP	606	622	16	-

Barrier Length (ft)	1,680
Average Barrier Height (ft)	16.00
Barrier Area (sq ft)	26,879

Total Barrier System Area (sq ft)	26,879
Average Barrier System Height (ft)	16.00
Number of Benefited Residences	86.92
Area Per Benefited Residence (sq ft)	309
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 83 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO. **F35**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 83

Noise Analysis Area:	83
Description:	Highwood
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	0
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.40
Total Impacts	0.40

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Breslin 545	1	B	N	61	N	0	Y	8	Y	1
Breslin 547	1	B	N	65	N	0	Y	10	Y	1
Highwood 2565	0.07	E	Y	74	Y	0.07	Y	11	Y	0.07
Highwood 2573	0.33	E	Y	72	Y	0.33	Y	12	Y	0.33
Highwood 2631	0.13	E	Y	70	N	0	Y	9	Y	0.13
Highwood 2697	2	E	Y	49	N	0	Y	0	N	0
Woodburn 612	1	B	N	58	N	0	Y	4	N	0
Woodburn 613	1	B	N	64	N	0	Y	8	Y	1
Woodburn 615	1	B	N	64	N	0	Y	9	Y	1

Benefited Ground-Level Residence	4
Equivalent Ground-Level Benefits	0.53
Total Ground-Level Benefits	4.53
1st Row Ground-Level Impacted	0.40
1st Row Ground-Level Impacted and Benefited	0.40

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 83

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	750
	% residences constructed after highway	100%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	73 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	4 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 83

Noise Analysis Area:	83
Description:	Highwood
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Breslin 545	1	B	N	61	52	8	Y	1	0	Y	0
Breslin 547	1	B	N	65	55	10	Y	1	0	Y	0
Highwood 2565	0.07	E	Y	74	64	11	Y	0	0	Y	0.07
Highwood 2573	0.33	E	Y	72	59	12	Y	0	0	Y	0.33
Highwood 2631	0.13	E	Y	70	62	9	Y	0	0	Y	0.13
Highwood 2697	2	E	Y	49	49	0	N	0	0	N	0
Woodburn 612	1	B	N	58	54	4	N	0	0	N	0
Woodburn 613	1	B	N	64	56	8	Y	1	0	Y	0
Woodburn 615	1	B	N	64	55	9	Y	1	0	Y	0

First Row Benefited Residences	0
Equivalent First Row Benefits	0.53
Total First Row Benefits	0.53
Total First Row Receiving 7 dB IL	0.53

% Meeting NRDG	**100%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 83

Noise Analysis Area:	83
Description:	Highwood
Design Year:	2052
Alternative:	BUILD

NOTE: The last 996 feet of the analyzed barrier overlap the barrier from NAA 85.

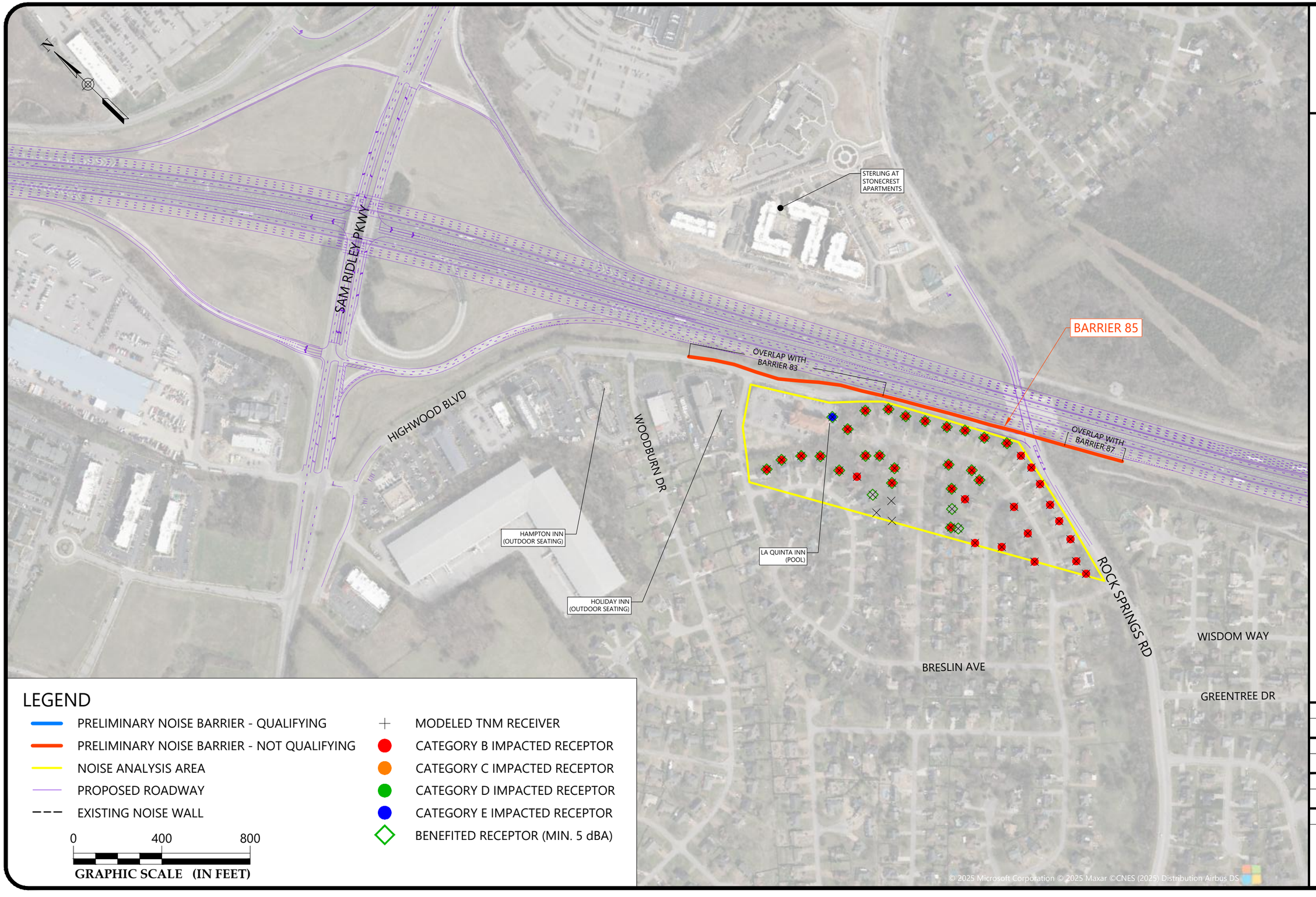
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)	
1799436.3,597237.6	1799527.8,597197.4	100	F, ROW	632	656	24	2,398	
1799527.8,597197.4	1799619.1,597156.7	100	F, ROW	629	653	24	2,401	
1799619.1,597156.7	1799650.5,597131.9	40	F, ROW	624	648	24	960	
1799650.5,597131.9	1799714.5,597055.1	100	F, ROW	624	648	24	2,400	
1799714.5,597055.1	1799778.4,596978.1	100	F, ROW	627	651	24	2,400	
1799778.4,596978.1	1799842.3,596901.2	100	F, ROW	627	651	24	2,400	
1799842.3,596901.2	1799894.5,596817.5	99	F, ROW	625	649	24	2,368	
1799894.5,596817.5	1799946.6,596732.3	100	F, ROW	623	647	24	2,397	
1799946.6,596732.3	*1799999.6,596651.6*	*97*	F, ROW	*622*	*646*	*24*	*2,317*	OVERLAP
1799999.6,596651.6	*1800066.8,596560.1*	*113*	F, ROW	*619*	*643*	*24*	*2,724*	
1800066.8,596560.1	*1800117.4,596478.4*	*96*	F, ROW	*615*	*639*	*24*	*2,306*	
1800117.4,596478.4	*1800161.8,596382.5*	*106*	F, ROW	*615*	*639*	*24*	*2,537*	
1800161.8,596382.5	*1800208.3,596289.5*	*104*	F, ROW	*617*	*641*	*24*	*2,495*	
1800208.3,596289.5	*1800266.1,596217.7*	*92*	F, ROW	*618*	*642*	*24*	*2,214*	
1800266.1,596217.7	*1800325,596146.6*	*92*	F, ROW	*618*	*642*	*24*	*2,215*	
1800325,596146.6	*1800384,596065.9*	*100*	F, ROW	*617*	*641*	*24*	*2,400*	
1800384,596065.9	*1800432.9,595981.9*	*97*	F, ROW	*616*	*640*	*24*	*2,331*	
1800432.9,595981.9	*1800482.6,595895.8*	*99*	F, ROW	*613*	*637*	*24*	*2,387*	
1800482.6,595895.8	BARRIER END	-	F, ROW	*612*	*636*	24	-	

Barrier Length (ft)	1,735
Average Barrier Height (ft)	24.00
Barrier Area (sq ft)	41,650

Total Barrier System Area (sq ft)	41,650
Average Barrier System Height (ft)	24.00
Number of Benefited Residences	4.53
Area Per Benefited Residence (sq ft)	9,186
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way; T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 85 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO.

F36

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 85

Noise Analysis Area:	85
Description:	Clarkston
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	38
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.36
Total Impacts	38.36

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Barlett 306	1	B	N	67	Y	1	Y	3	N	0
Bartlett 300	1	B	N	71	Y	1	Y	5	Y	1
Bartlett 302	1	B	N	66	Y	1	Y	3	N	0
Bartlett 303	1	B	N	68	Y	1	Y	3	N	0
Bartlett 304	1	B	N	60	N	0	Y	6	Y	1
Clarkston 408	1	B	Y	68	Y	1	Y	2	N	0
Clarkston 410	1	B	Y	68	Y	1	Y	2	N	0
Clarkston 411	1	B	N	68	Y	1	Y	4	N	0
Clarkston 412	1	B	Y	70	Y	1	Y	2	N	0
Clarkston 413	1	B	N	69	Y	1	Y	4	N	0
Clarkston 414	1	B	Y	71	Y	1	Y	3	N	0
Clarkston 415	1	B	N	70	Y	1	Y	4	N	0
Clarkston 416	1	B	Y	71	Y	1	Y	3	N	0
Clarkston 420	1	B	Y	74	Y	1	Y	4	N	0
Clarkston 422	1	B	Y	74	Y	1	Y	4	N	0
Clarkston 424	1	B	Y	75	Y	1	Y	6	Y	1
Clarkston 425	1	B	N	73	Y	1	Y	6	Y	1
Clarkston 426	1	B	Y	80	Y	1	Y	11	Y	1
Clarkston 428	1	B	Y	81	Y	1	Y	12	Y	1
Clarkston 430	1	B	Y	81	Y	1	Y	12	Y	1
Clarkston 432	1	B	Y	80	Y	1	Y	14	Y	1

FEASIBILITY ANALYSIS FOR NAA 85

Noise Analysis Area:	85
Description:	Clarkston
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	38
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.36
Total Impacts	38.36

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Clarkston 433	1	B	N	72	Y	1	Y	7	Y	1
Clarkston 434	1	B	Y	80	Y	1	Y	14	Y	1
Clarkston 435	1	B	N	72	Y	1	Y	7	Y	1
Clarkston 436	1	B	Y	81	Y	1	Y	14	Y	1
Clarkston 437	1	B	Y	73	Y	1	Y	9	Y	1
Clarkston 438	1	B	Y	78	Y	1	Y	13	Y	1
Clarktson 418	1	B	Y	73	Y	1	Y	3	N	0
Highwood 2537	0.36	E	Y	77	Y	0.36	Y	10	Y	0.36
Myatt 600	1	B	N	69	Y	1	Y	9	Y	1
Myatt 601	1	B	N	73	Y	1	Y	7	Y	1
Myatt 602	1	B	N	67	Y	1	Y	5	Y	1
Myatt 603	1	B	N	66	Y	1	Y	8	Y	1
Myatt 604	1	B	N	64	N	0	Y	3	N	0
Myatt 605	1	B	N	64	N	0	Y	5	Y	1
Myatt 606	1	B	N	65	N	0	Y	2	N	0
Myatt 607	1	B	N	67	Y	1	N	6	Y	1
Woodhaven 612	1	B	N	62	N	0	Y	3	N	0
Woodhaven 614	1	B	N	64	N	0	Y	5	Y	1
Woodhaven 616	1	B	N	66	Y	1	Y	3	N	0
Woodhaven 618	1	B	N	67	Y	1	Y	5	Y	1
Woodhaven 620	1	B	N	68	Y	1	Y	6	Y	1

FEASIBILITY ANALYSIS FOR NAA 85

Noise Analysis Area:	85
Description:	Clarkston
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	38
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.36
Total Impacts	38.36

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Woodhaven 622	1	B	N	68	Y	1	Y	5	Y	1
Woodhaven 624	1	B	Y	69	Y	1	Y	6	Y	1
Woodhaven 626	1	B	Y	68	Y	1	Y	7	Y	1

Benefited Ground-Level Residence	25
Equivalent Ground-Level Benefits	0.36
Total Ground-Level Benefits	25.36
1st Row Ground-Level Impacted	19.36
1st Row Ground-Level Impacted and Benefited	11.36

FEASIBILITY %	**59%**

REASONABLENESS ALLOWANCE FOR NAA 85

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	750
	% residences constructed after highway	100%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	200
	% residences constructed after widening	2%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	74 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	3 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 85

Noise Analysis Area:	85
Description:	Clarkston
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Barlett 306	1	B	N	67	64	3	N	0	0	N	0
Bartlett 300	1	B	N	71	66	5	Y	1	0	N	0
Bartlett 302	1	B	N	66	63	3	N	0	0	N	0
Bartlett 303	1	B	N	68	65	3	N	0	0	N	0
Bartlett 304	1	B	N	60	54	6	Y	1	0	N	0
Clarkston 408	1	B	Y	68	66	2	N	0	0	N	0
Clarkston 410	1	B	Y	68	66	2	N	0	0	N	0
Clarkston 411	1	B	N	68	65	4	N	0	0	N	0
Clarkston 412	1	B	Y	70	68	2	N	0	0	N	0
Clarkston 413	1	B	N	69	65	4	N	0	0	N	0
Clarkston 414	1	B	Y	71	68	3	N	0	0	N	0
Clarkston 415	1	B	N	70	67	4	N	0	0	N	0
Clarkston 416	1	B	Y	71	69	3	N	0	0	N	0
Clarkston 420	1	B	Y	74	70	4	N	0	0	N	0
Clarkston 422	1	B	Y	74	70	4	N	0	0	N	0
Clarkston 424	1	B	Y	75	70	6	Y	1	1	N	0
Clarkston 425	1	B	N	73	67	6	Y	1	0	N	0
Clarkston 426	1	B	Y	80	69	11	Y	1	1	Y	1
Clarkston 428	1	B	Y	81	69	12	Y	1	1	Y	1
Clarkston 430	1	B	Y	81	68	12	Y	1	1	Y	1
Clarkston 432	1	B	Y	80	67	14	Y	1	1	Y	1
Clarkston 433	1	B	N	72	65	7	Y	1	0	Y	0
Clarkston 434	1	B	Y	80	66	14	Y	1	1	Y	1
Clarkston 435	1	B	N	72	65	7	Y	1	0	Y	0
Clarkston 436	1	B	Y	81	66	14	Y	1	1	Y	1
Clarkston 437	1	B	Y	73	64	9	Y	1	1	Y	1
Clarkston 438	1	B	Y	78	66	13	Y	1	1	Y	1
Clarktson 418	1	B	Y	73	69	3	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 85

Noise Analysis Area:	85
Description:	Clarkston
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Highwood 2537	0.36	E	Y	77	66	10	Y	0	0	Y	0.36
Myatt 600	1	B	N	69	60	9	Y	1	0	Y	0
Myatt 601	1	B	N	73	66	7	Y	1	0	Y	0
Myatt 602	1	B	N	67	62	5	Y	1	0	N	0
Myatt 603	1	B	N	66	59	8	Y	1	0	Y	0
Myatt 604	1	B	N	64	61	3	N	0	0	N	0
Myatt 605	1	B	N	64	59	5	Y	1	0	N	0
Myatt 606	1	B	N	65	62	2	N	0	0	N	0
Myatt 607	1	B	N	67	60	6	Y	1	0	N	0
Woodhaven 612	1	B	N	62	59	3	N	0	0	N	0
Woodhaven 614	1	B	N	64	59	5	Y	1	0	N	0
Woodhaven 616	1	B	N	66	63	3	N	0	0	N	0
Woodhaven 618	1	B	N	67	62	5	Y	1	0	N	0
Woodhaven 620	1	B	N	68	62	6	Y	1	0	N	0
Woodhaven 622	1	B	N	68	62	5	Y	1	0	N	0
Woodhaven 624	1	B	Y	69	63	6	Y	1	1	N	0
Woodhaven 626	1	B	Y	68	61	7	Y	1	1	Y	1

First Row Benefited Residences	11
Equivalent First Row Benefits	0.36
Total First Row Benefits	11.36
Total First Row Receiving 7 dB IL	9.36

% Meeting NRDG	**82%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 85

Noise Analysis Area:	85
Description:	Clarkston
Design Year:	2052
Alternative:	BUILD

NOTE: The first 200 feet of the analyzed barrier overlap the barrier from NAA 87.
The last 996 feet of the analyzed barrier overlap the barrier from NAA 85.

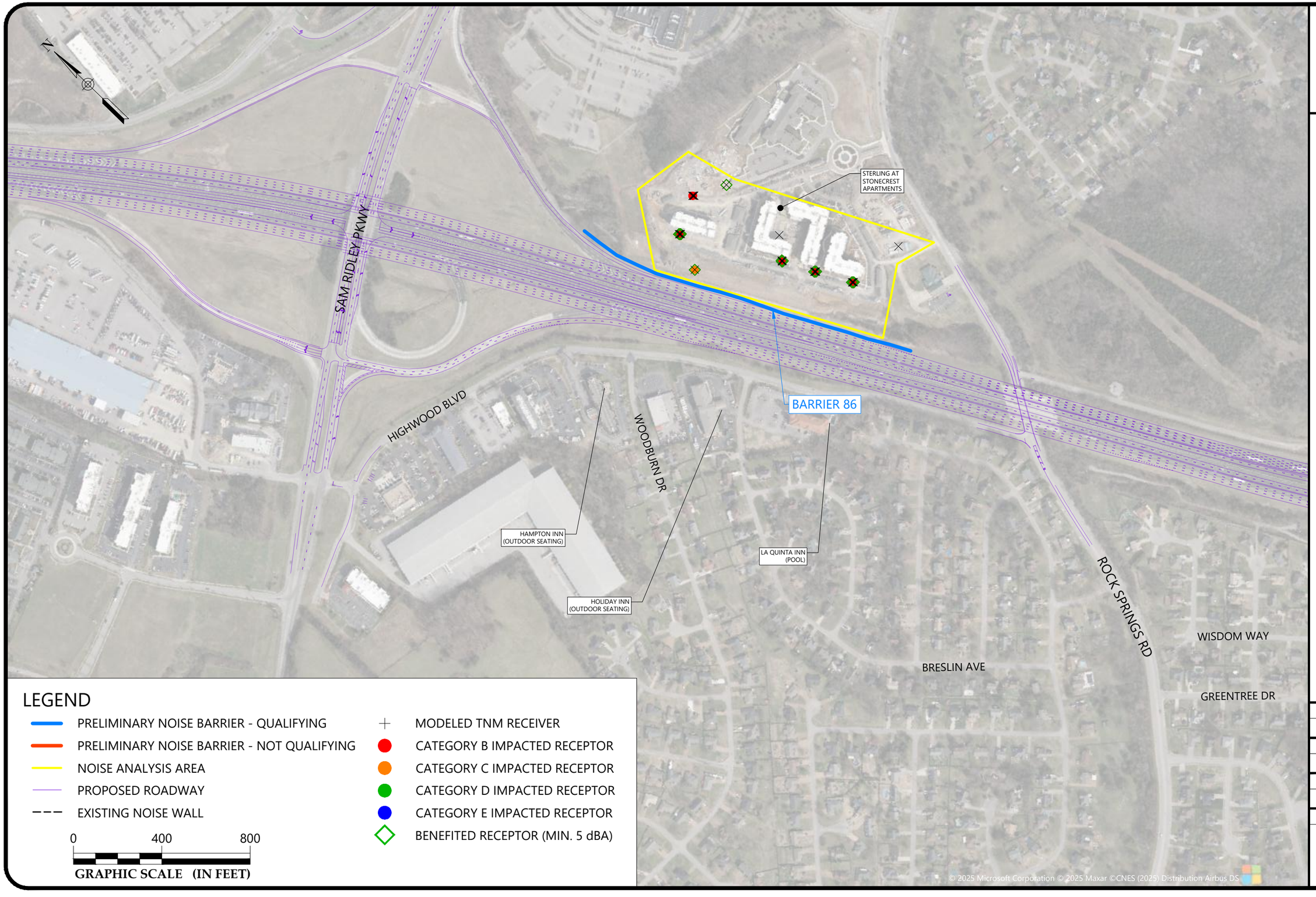
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)	
1801020.1,594909.3	*1800972.6,594995.9*	*99*	*F, EOP*	*612*	*628*	*16*	*1,580*	OLP
1800972.6,594995.9	*1800925,595084.7*	*101*	*F, EOP*	*613*	*629*	*16*	*1,612*	OLP
1800925,595084.7	1800889.6,595149.3	74	F, EOP	614	632	18	1,325	
1800889.6,595149.3	1800776.1,595363.6	243	F, EOP	616	634	18	4,366	
1800776.1,595363.6	1800723.9,595454.6	105	F, ROW	616	634	18	1,888	
1800723.9,595454.6	1800675.5,595545.8	103	F, ROW	608	628	20	2,066	
1800675.5,595545.8	1800628.8,595631.9	98	F, ROW	608	628	20	1,959	
1800628.8,595631.9	1800579.8,595719.4	100	F, ROW	609	629	20	2,006	
1800579.8,595719.4	1800532.5,595806	99	F, ROW	609	629	20	1,973	
1800532.5,595806	1800480.9,595897.4	105	F, ROW	610	630	20	2,100	
1800480.9,595897.4	*1800430.8,595981.3*	*98*	*F, ROW*	*612*	*632*	*20*	*1,954*	OVERLAP
1800430.8,595981.3	*1800384,596065.9*	*97*	*F, ROW*	*613*	*631*	*18*	*1,739*	OVERLAP
1800384,596065.9	*1800325,596146.6*	*100*	*F, ROW*	*616*	*634*	*18*	*1,800*	OVERLAP
1800325,596146.6	*1800266.1,596217.7*	*92*	*F, ROW*	*617*	*633*	*16*	*1,477*	OVERLAP
1800266.1,596217.7	*1800208.3,596289.5*	*92*	*F, ROW*	*618*	*634*	*16*	*1,476*	OVERLAP
1800208.3,596289.5	*1800161.8,596382.5*	*104*	*F, ROW*	*618*	*634*	*16*	*1,664*	OVERLAP
1800161.8,596382.5	*1800117.4,596478.4*	*106*	*F, ROW*	*617*	*633*	*16*	*1,691*	OVERLAP
1800117.4,596478.4	*1800066.8,596560.1*	*96*	*F, ROW*	*615*	*631*	*16*	*1,538*	OVERLAP
1800066.8,596560.1	*1799999.6,596651.6*	*113*	*F, ROW*	*615*	*631*	*16*	*1,816*	OVERLAP
1799999.6,596651.6	*BARRIER END*	-	*F, ROW*	*619*	*635*	*16*	-	OVERLAP

Barrier Length (ft)	2,025
Average Barrier Height (ft)	17.79
Barrier Area (sq ft)	36,030

Total Barrier System Area (sq ft)	36,030
Average Barrier System Height (ft)	17.79
Number of Benefited Residences	26.36
Area Per Benefited Residence (sq ft)	1,367
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 86 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO.

F37

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 86

Noise Analysis Area:	86
Description:	Sterling
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	302
Category C Impacts	0.95
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	302.95

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Great 200	1.83	C	N	64	N	0	Y	2	N	0
Great 400 Bldg 1 Level 1	15	B	Y	69	Y	15	Y	5	Y	15
Great 400 Bldg 1 Level 2	15	B	Y	73	Y	15	N	8	Y	15
Great 400 Bldg 1 Level 3	15	B	Y	76	Y	15	N	8	Y	15
Great 400 Bldg 1 Level 4	15	B	Y	76	Y	15	N	7	Y	15
Great 400 Bldg 2 Level 1	16	B	Y	70	Y	16	Y	7	Y	16
Great 400 Bldg 2 Level 2	16	B	Y	75	Y	16	N	9	Y	16
Great 400 Bldg 2 Level 3	20	B	Y	76	Y	20	N	8	Y	20
Great 400 Bldg 2 Level 4	24	B	Y	76	Y	24	N	7	Y	24
Great 400 Bldg 3 Level 1	18	B	Y	71	Y	18	Y	7	Y	18
Great 400 Bldg 3 Level 2	18	B	Y	75	Y	18	N	10	Y	18
Great 400 Bldg 3 Level 3	18	B	Y	75	Y	18	N	9	Y	18
Great 400 Bldg 3 Level 4	22	B	Y	76	Y	22	N	7	Y	22
Great 400 Bldg 4 Level 1	12	B	Y	70	Y	12	Y	7	Y	12
Great 400 Bldg 4 Level 2	12	B	Y	75	Y	12	N	10	Y	12
Great 400 Bldg 4 Level 3	12	B	Y	75	Y	12	N	9	Y	12
Great 400 Bldg 4 Level 4	16	B	Y	76	Y	16	N	7	Y	16
Great 400 Park and Trail	0.95	C	Y	77	Y	0.95	Y	13	Y	0.95
Great 400 Pool	1.28	C	Y	54	N	0	Y	2	N	0
Great 700 Bldg 1 Level 1	19	B	N	60	N	0	Y	3	N	0
Great 700 Bldg 1 Level 2	19	B	N	64	N	0	N	4	N	0
Great 700 Bldg 1 Level 3	19	B	N	66	Y	19	N	4	N	0

FEASIBILITY ANALYSIS FOR NAA 86

Noise Analysis Area:	86
Description:	Sterling
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	302
Category C Impacts	0.95
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	302.95

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Great 700 Bldg 1 Level 4	19	B	N	67	Y	19	N	3	N	0
Great 700 Bldg 1 Tables	0.79	C	N	61	N	0	Y	6	Y	0.79
			Benefited Ground-Level Residence				61			
			Equivalent Ground-Level Benefits				1.74			
			Total Ground-Level Benefits				62.74			
			1st Row Ground-Level Impacted				61.95			
			1st Row Ground-Level Impacted and Benefited				61.95		**FEASIBILITY %**	**100%**

REASONABLENESS ALLOWANCE FOR NAA 86

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	250
	% residences constructed after highway	100%	
	% residences constructed before 2005	0%	
	% residences constructed after 2005	100%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	0
	% residences constructed after widening	100%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	74 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	350

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 86

Noise Analysis Area:	86
Description:	Sterling
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Great 200	1.83	C	N	64	62	2	N	0	0	N	0
Great 400 Bldg 1 Level 1	15	B	Y	69	64	5	Y	15	15	N	0
Great 400 Bldg 1 Level 2	15	B	Y	73	66	8	Y	15	15	Y	15
Great 400 Bldg 1 Level 3	15	B	Y	76	68	8	Y	15	15	Y	15
Great 400 Bldg 1 Level 4	15	B	Y	76	69	7	Y	15	15	Y	15
Great 400 Bldg 2 Level 1	16	B	Y	70	63	7	Y	16	16	Y	16
Great 400 Bldg 2 Level 2	16	B	Y	75	66	9	Y	16	16	Y	16
Great 400 Bldg 2 Level 3	20	B	Y	76	67	8	Y	20	20	Y	20
Great 400 Bldg 2 Level 4	24	B	Y	76	69	7	Y	24	24	Y	24
Great 400 Bldg 3 Level 1	18	B	Y	71	63	7	Y	18	18	Y	18
Great 400 Bldg 3 Level 2	18	B	Y	75	65	10	Y	18	18	Y	18
Great 400 Bldg 3 Level 3	18	B	Y	75	67	9	Y	18	18	Y	18
Great 400 Bldg 3 Level 4	22	B	Y	76	69	7	Y	22	22	Y	22
Great 400 Bldg 4 Level 1	12	B	Y	70	63	7	Y	12	12	Y	12
Great 400 Bldg 4 Level 2	12	B	Y	75	65	10	Y	12	12	Y	12
Great 400 Bldg 4 Level 3	12	B	Y	75	66	9	Y	12	12	Y	12
Great 400 Bldg 4 Level 4	16	B	Y	76	70	7	Y	16	16	Y	16
Great 400 Park and Trail	0.95	C	Y	77	64	13	Y	1	1	Y	0.95
Great 400 Pool	1.28	C	Y	54	52	2	N	0	0	N	0
Great 700 Bldg 1 Level 1	19	B	N	60	57	3	N	0	0	N	0
Great 700 Bldg 1 Level 2	19	B	N	64	60	4	N	0	0	N	0
Great 700 Bldg 1 Level 3	19	B	N	66	62	4	N	0	0	N	0
Great 700 Bldg 1 Level 4	19	B	N	67	64	3	N	0	0	N	0
Great 700 Bldg 1 Tables	0.79	C	N	61	55	6	Y	1	0	N	0

First Row Benefited Residences	264
Equivalent First Row Benefits	0.95
Total First Row Benefits	264.95
Total First Row Receiving 7 dB IL	249.95

% Meeting NRDG	**94%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 86

Noise Analysis Area:	86
Description:	Sterling
Design Year:	2052
Alternative:	BUILD

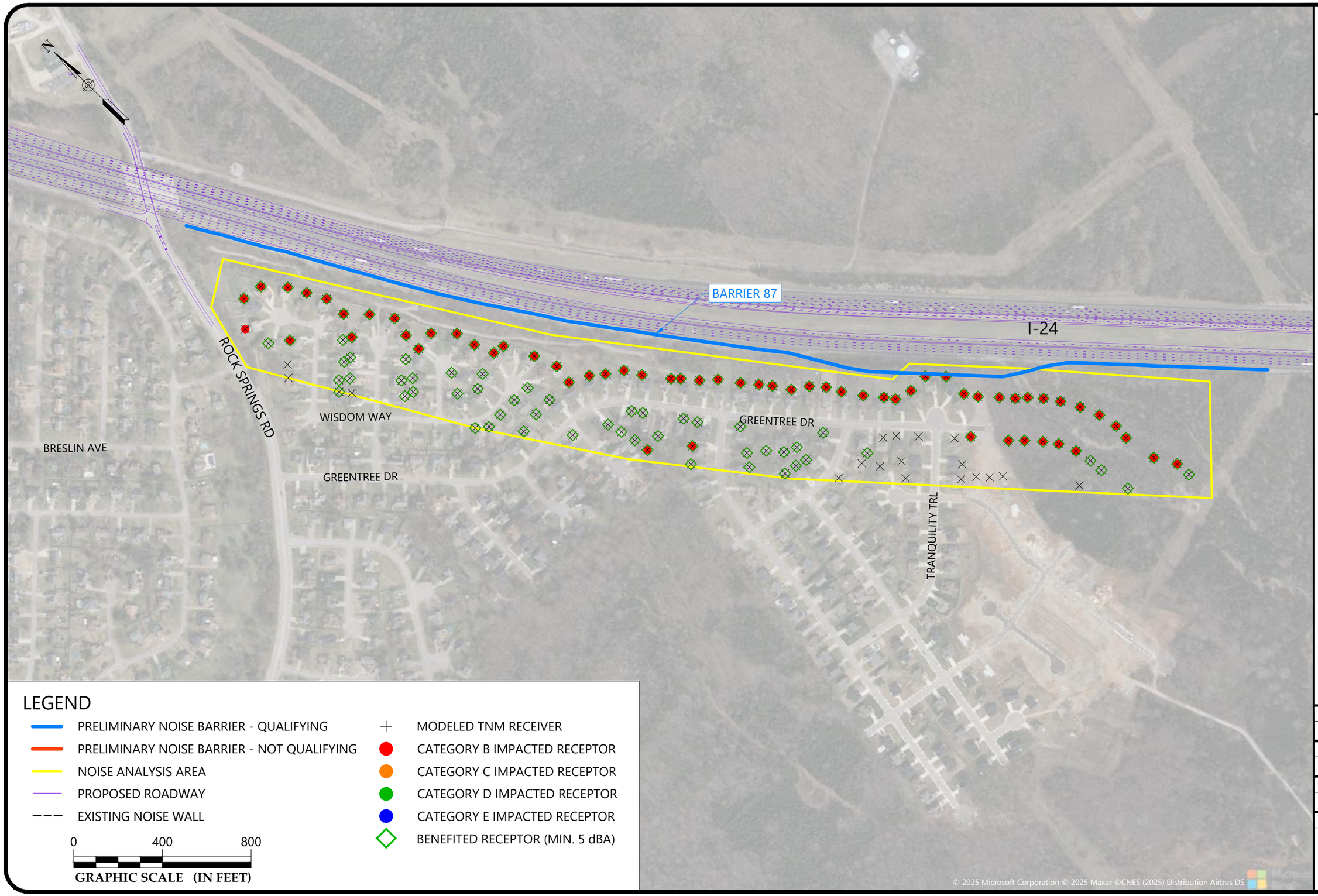
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1800715.5,595945.8	1800670.1,596034.9	100	F, EOP	612	630	18	1,799
1800670.1,596034.9	1800620.1,596122.9	101	F, EOP	612	630	18	1,822
1800620.1,596122.9	1800576.5,596212.9	100	F, EOP	611	629	18	1,800
1800576.5,596212.9	1800529.4,596301.1	100	F, EOP	611	629	18	1,800
1800529.4,596301.1	1800483.6,596390	100	F, EOP	610	628	18	1,800
1800483.6,596390	1800437,596478.5	100	F, EOP	610	628	18	1,801
1800437,596478.5	1800396.3,596569.8	100	F, EOP	611	629	18	1,799
1800396.3,596569.8	1800354.9,596660.8	100	F, EOP	611	629	18	1,800
1800354.9,596660.8	1800309.8,596750	100	F, EOP	612	630	18	1,799
1800309.8,596750	1800261.1,596837.4	100	F, EOP	613	631	18	1,801
1800261.1,596837.4	1800215,596926.2	100	F, EOP	613	631	18	1,800
1800215,596926.2	1800169.5,597015.2	100	F, EOP	614	632	18	1,799
1800169.5,597015.2	1800135.8,597109.3	100	F, EOP	614	632	18	1,800
1800135.8,597109.3	1800104.3,597204.3	100	F, EOP	613	631	18	1,800
1800104.3,597204.3	1800090.6,597303.3	100	F, EOP	612	630	18	1,800
1800090.6,597303.3	1800081.6,597385.9	83	F, EOP	614	630	16	1,330
1800081.6,597385.9	BARRIER END	-	F, EOP	616	632	16	-

Barrier Length (ft)	1,584
Average Barrier Height (ft)	17.90
Barrier Area (sq ft)	28,350

Total Barrier System Area (sq ft)	28,350
Average Barrier System Height (ft)	17.90
Number of Benefited Residences	265.74
Area Per Benefited Residence (sq ft)	107
Allowable Area Per Benefited Residence (sq ft)	350
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 87 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/28/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F38

FEASIBILITY ANALYSIS FOR NAA 87

Noise Analysis Area:	87
Description:	Greentree Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	63
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	63.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Chivalry 5000	1	B	N	63	N	0	Y	8	Y	1
Chivalry 5003	1	B	N	63	N	0	Y	8	Y	1
Chivalry 5005	1	B	N	64	N	0	Y	9	Y	1
Chivalry 5007	1	B	N	66	Y	1	Y	12	Y	1
Courage 5002	1	B	N	64	N	0	Y	9	Y	1
Courage 5003	1	B	N	61	N	0	Y	8	Y	1
Courage 5004	1	B	Y	73	Y	1	Y	11	Y	1
Courage 5005	1	B	N	70	Y	1	Y	12	Y	1
Courage 5006	1	B	Y	75	Y	1	Y	12	Y	1
Courage 5007	1	B	Y	73	Y	1	Y	10	Y	1
Fortitude 2545	1	B	N	56	N	0	Y	3	N	0
Greentree 2925	1	B	N	59	N	0	Y	7	Y	1
Greentree 2927	1	B	N	60	N	0	Y	7	Y	1
Greentree 2929	1	B	N	62	N	0	Y	7	Y	1
Greentree 2931	1	B	Y	66	Y	1	Y	7	Y	1
Greentree 2932	1	B	N	63	N	0	Y	8	Y	1
Greentree 2933	1	B	Y	69	Y	1	Y	8	Y	1
Greentree 2934	1	B	N	63	N	0	Y	6	Y	1
Greentree 2935	1	B	Y	68	Y	1	Y	8	Y	1
Greentree 2936	1	B	N	63	N	0	Y	6	Y	1
Greentree 2937	1	B	Y	69	Y	1	Y	8	Y	1
Greentree 2938	1	B	N	62	N	0	Y	8	Y	1
Greentree 2939	1	B	Y	69	Y	1	Y	8	Y	1
Greentree 2940	1	B	N	64	N	0	Y	7	Y	1

FEASIBILITY ANALYSIS FOR NAA 87

Noise Analysis Area:	87
Description:	Greentree Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	63
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	63.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Greentree 2941	1	B	Y	69	Y	1	Y	8	Y	1
Greentree 2943	1	B	Y	68	Y	1	Y	8	Y	1
Greentree 2945	1	B	Y	68	Y	1	Y	7	Y	1
Greentree 2947	1	B	Y	69	Y	1	Y	8	Y	1
Greentree 2948	1	B	N	63	N	0	Y	5	Y	1
Greentree 2949	1	B	Y	69	Y	1	Y	8	Y	1
Greentree 2950	1	B	N	65	N	0	Y	8	Y	1
Greentree 2951	1	B	Y	69	Y	1	Y	8	Y	1
Greentree 2952	1	B	N	65	N	0	Y	7	Y	1
Greentree 2953	1	B	Y	70	Y	1	Y	9	Y	1
Greentree 2954	1	B	N	63	N	0	Y	7	Y	1
Greentree 2955	1	B	Y	69	Y	1	Y	9	Y	1
Greentree 2956	1	B	N	63	N	0	Y	5	Y	1
Greentree 2957	1	B	Y	71	Y	1	Y	10	Y	1
Greentree 2959	1	B	Y	70	Y	1	Y	9	Y	1
Greentree 2961	1	B	Y	69	Y	1	Y	8	Y	1
Greentree 2962	1	B	N	62	N	0	Y	5	Y	1
Greentree 2963	1	B	Y	68	Y	1	Y	7	Y	1
Greentree 2964	1	B	N	62	N	0	Y	4	N	0
Greentree 2965	1	B	Y	67	Y	1	Y	6	Y	1
Greentree 2966	1	B	N	61	N	0	Y	3	N	0
Greentree 2967	1	B	Y	66	Y	1	Y	5	Y	1
Greentree 2968	1	B	N	61	N	0	Y	3	N	0
Greentree 2969	1	B	Y	66	Y	1	Y	5	Y	1

FEASIBILITY ANALYSIS FOR NAA 87

Noise Analysis Area:	87
Description:	Greentree Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	63
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	63.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Greentree 2971	1	B	Y	74	Y	1	Y	12	Y	1
Greentree 2973	1	B	Y	76	Y	1	Y	14	Y	1
Greentree 2975	1	B	Y	71	Y	1	Y	8	Y	1
Greentree 2976	1	B	N	67	Y	1	Y	5	Y	1
Greentree 2977	1	B	Y	72	Y	1	Y	8	Y	1
Greentree 2981	1	B	Y	74	Y	1	Y	8	Y	1
Greentree 2984	1	B	N	68	Y	1	Y	5	Y	1
Greentree 2985	1	B	Y	75	Y	1	Y	8	Y	1
Greentree 2988	1	B	N	69	Y	1	Y	6	Y	1
Greentree 2989	1	B	Y	74	Y	1	Y	10	Y	1
Greentree 2992	1	B	N	68	Y	1	Y	6	Y	1
Greentree 2993	1	B	Y	74	Y	1	Y	10	Y	1
Greentree 2996	1	B	N	69	Y	1	Y	7	Y	1
Greentree 2997	1	B	Y	74	Y	1	Y	10	Y	1
Greentree 3000	1	B	N	66	Y	1	Y	6	Y	1
Greentree 3001	1	B	Y	74	Y	1	Y	11	Y	1
Greentree 3004	1	B	N	64	N	0	Y	6	Y	1
Greentree 3005	1	B	Y	73	Y	1	Y	10	Y	1
Greentree 3008	1	B	N	63	N	0	Y	5	Y	1
Greentree 3009	1	B	Y	71	Y	1	Y	9	Y	1
Greentree 3013	1	B	Y	70	Y	1	Y	9	Y	1
Greentree 3016	1	B	N	62	N	0	Y	5	Y	1
Greentree 3017	1	B	Y	68	Y	1	Y	7	Y	1
Greentree 3021	1	B	Y	67	Y	1	Y	6	Y	1

FEASIBILITY ANALYSIS FOR NAA 87

Noise Analysis Area:	87
Description:	Greentree Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	63
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	63.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Greentree 3025	1	B	Y	65	N	0	Y	5	Y	1
Patience 5100	1	B	N	63	N	0	Y	6	Y	1
Patience 5102	1	B	N	68	Y	1	N	10	Y	1
Patience 5103	1	B	N	65	N	0	Y	10	Y	1
Patience 5104	1	B	N	64	N	0	Y	10	Y	1
Patience 5105	1	B	N	61	N	0	Y	9	Y	1
Reflection 5503	1	B	N	57	N	0	Y	3	N	0
Reflection 5603	1	B	N	58	N	0	Y	2	N	0
Reflection 5605	1	B	N	59	N	0	Y	3	N	0
Reflection 5607	1	B	N	62	N	0	Y	4	N	0
Serenity 3007	1	B	N	60	N	0	Y	7	Y	1
Serenity 3008	1	B	N	61	N	0	Y	8	Y	1
Serenity 3009	1	B	N	61	N	0	Y	8	Y	1
Serenity 3010	1	B	N	65	N	0	Y	10	Y	1
Serenity 3011	1	B	N	69	Y	1	Y	11	Y	1
Serenity 3012	1	B	N	72	Y	1	Y	11	Y	1
Serenity 3013	1	B	Y	75	Y	1	Y	11	Y	1
Serenity 3014	1	B	Y	74	Y	1	Y	11	Y	1
Skinner 2205	1	B	N	64	N	0	Y	10	Y	1
Skinner 2207	1	B	N	65	N	0	Y	8	Y	1
Skinner 2208	1	B	N	52	N	0	Y	3	N	0
Skinner 2209	1	B	N	64	N	0	Y	7	Y	1
Skinner 2210	1	B	N	52	N	0	Y	4	N	0
Tranquility 2319	1	B	N	48	N	0	Y	1	N	0

FEASIBILITY ANALYSIS FOR NAA 87

Noise Analysis Area:	87
Description:	Greentree Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	63
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	63.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Tranquility 2320	1	B	N	57	N	0	Y	2	N	0
Tranquility 2321	1	B	N	54	N	0	Y	2	N	0
Tranquility 2322	1	B	N	62	N	0	Y	4	N	0
Tranquility 2324	1	B	N	65	N	0	Y	4	N	0
Wisdom 4000	1	B	Y	72	Y	1	Y	6	Y	1
Wisdom 4001	1	B	Y	73	Y	1	Y	8	Y	1
Wisdom 4002	1	B	N	67	Y	1	Y	2	N	0
Wisdom 4003	1	B	Y	73	Y	1	Y	8	Y	1
Wisdom 4004	1	B	N	65	N	0	Y	5	Y	1
Wisdom 4005	1	B	Y	73	Y	1	Y	9	Y	1
Wisdom 4006	1	B	N	66	Y	1	Y	9	Y	1
Wisdom 4007	1	B	Y	73	Y	1	Y	9	Y	1
Wisdom 4008	1	B	N	62	N	0	Y	3	N	0
Wisdom 4009	1	B	Y	72	Y	1	Y	10	Y	1
Wisdom 4010	1	B	N	63	N	0	Y	1	N	0
Wisdom 4011	1	B	N	64	N	0	Y	9	Y	1
Wisdom 4013	1	B	N	60	N	0	Y	8	Y	1
Wisdom 4015	1	B	N	56	N	0	Y	6	Y	1
Wisdom 4017	1	B	N	59	N	0	Y	5	Y	1
Wisdom 4019	1	B	N	56	N	0	Y	4	N	0
Wisdom 4021	1	B	N	60	N	0	Y	7	Y	1
Wisdom 4023	1	B	N	60	N	0	Y	7	Y	1
Wisdom 4025	1	B	N	61	N	0	Y	8	Y	1
Wisdom 4027	1	B	N	58	N	0	Y	6	Y	1

FEASIBILITY ANALYSIS FOR NAA 87

Noise Analysis Area:	87
Description:	Greentree Dr
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	63
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	63.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Wisdom 4029	1	B	N	63	N	0	Y	8	Y	1
Wisdom 4032	1	B	N	59	N	0	Y	7	Y	1
Wisdom 4033	1	B	Y	74	Y	1	Y	11	Y	1
Wisdom 4034	1	B	N	60	N	0	Y	7	Y	1
Wisdom 4035	1	B	Y	72	Y	1	Y	10	Y	1
Wisdom 4036	1	B	N	59	N	0	Y	7	Y	1
Wisdom 4038	1	B	N	61	N	0	Y	8	Y	1
Wisdom 4040	1	B	N	61	N	0	Y	6	Y	1
Wisdom 4042	1	B	Y	69	Y	1	Y	8	Y	1
Wisdom 4031	1	B	Y	73	Y	1	Y	11	Y	1

Benefited Ground-Level Residence	110
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	110.00
1st Row Ground-Level Impacted	50.00
1st Row Ground-Level Impacted and Benefited	50.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 87

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	750
	% residences constructed after highway	100%	
	% residences constructed before 2005	53%	
	% residences constructed after 2005	47%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	0
	% residences constructed after widening	99%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	71 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	850

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 87

Noise Analysis Area:	87
Description:	Greentree Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Chivalry 5000	1	B	N	63	54	8	Y	1	0	Y	0
Chivalry 5003	1	B	N	63	55	8	Y	1	0	Y	0
Chivalry 5005	1	B	N	64	55	9	Y	1	0	Y	0
Chivalry 5007	1	B	N	66	54	12	Y	1	0	Y	0
Courage 5002	1	B	N	64	56	9	Y	1	0	Y	0
Courage 5003	1	B	N	61	53	8	Y	1	0	Y	0
Courage 5004	1	B	Y	73	62	11	Y	1	1	Y	1
Courage 5005	1	B	N	70	58	12	Y	1	0	Y	0
Courage 5006	1	B	Y	75	63	12	Y	1	1	Y	1
Courage 5007	1	B	Y	73	63	10	Y	1	1	Y	1
Fortitude 2545	1	B	N	56	53	3	N	0	0	N	0
Greentree 2925	1	B	N	59	52	7	Y	1	0	Y	0
Greentree 2927	1	B	N	60	53	7	Y	1	0	Y	0
Greentree 2929	1	B	N	62	55	7	Y	1	0	Y	0
Greentree 2931	1	B	Y	66	59	7	Y	1	1	Y	1
Greentree 2932	1	B	N	63	56	8	Y	1	0	Y	0
Greentree 2933	1	B	Y	69	61	8	Y	1	1	Y	1
Greentree 2934	1	B	N	63	57	6	Y	1	0	N	0
Greentree 2935	1	B	Y	68	61	8	Y	1	1	Y	1
Greentree 2936	1	B	N	63	57	6	Y	1	0	N	0
Greentree 2937	1	B	Y	69	61	8	Y	1	1	Y	1
Greentree 2938	1	B	N	62	54	8	Y	1	0	Y	0
Greentree 2939	1	B	Y	69	61	8	Y	1	1	Y	1
Greentree 2940	1	B	N	64	57	7	Y	1	0	Y	0
Greentree 2941	1	B	Y	69	61	8	Y	1	1	Y	1
Greentree 2943	1	B	Y	68	61	8	Y	1	1	Y	1
Greentree 2945	1	B	Y	68	61	7	Y	1	1	Y	1
Greentree 2947	1	B	Y	69	61	8	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 87

Noise Analysis Area:	87
Description:	Greentree Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Greentree 2948	1	B	N	63	58	5	Y	1	0	N	0
Greentree 2949	1	B	Y	69	61	8	Y	1	1	Y	1
Greentree 2950	1	B	N	65	57	8	Y	1	0	Y	0
Greentree 2951	1	B	Y	69	61	8	Y	1	1	Y	1
Greentree 2952	1	B	N	65	57	7	Y	1	0	Y	0
Greentree 2953	1	B	Y	70	61	9	Y	1	1	Y	1
Greentree 2954	1	B	N	63	57	7	Y	1	0	Y	0
Greentree 2955	1	B	Y	69	61	9	Y	1	1	Y	1
Greentree 2956	1	B	N	63	58	5	Y	1	0	N	0
Greentree 2957	1	B	Y	71	61	10	Y	1	1	Y	1
Greentree 2959	1	B	Y	70	61	9	Y	1	1	Y	1
Greentree 2961	1	B	Y	69	61	8	Y	1	1	Y	1
Greentree 2962	1	B	N	62	57	5	Y	1	0	N	0
Greentree 2963	1	B	Y	68	61	7	Y	1	1	Y	1
Greentree 2964	1	B	N	62	58	4	N	0	0	N	0
Greentree 2965	1	B	Y	67	62	6	Y	1	1	N	0
Greentree 2966	1	B	N	61	58	3	N	0	0	N	0
Greentree 2967	1	B	Y	66	61	5	Y	1	1	N	0
Greentree 2968	1	B	N	61	58	3	N	0	0	N	0
Greentree 2969	1	B	Y	66	62	5	Y	1	1	N	0
Greentree 2971	1	B	Y	74	62	12	Y	1	1	Y	1
Greentree 2973	1	B	Y	76	62	14	Y	1	1	Y	1
Greentree 2975	1	B	Y	71	63	8	Y	1	1	Y	1
Greentree 2976	1	B	N	67	62	5	Y	1	0	N	0
Greentree 2977	1	B	Y	72	64	8	Y	1	1	Y	1
Greentree 2981	1	B	Y	74	66	8	Y	1	1	Y	1
Greentree 2984	1	B	N	68	63	5	Y	1	0	N	0
Greentree 2985	1	B	Y	75	67	8	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 87

Noise Analysis Area:	87
Description:	Greentree Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Greentree 2988	1	B	N	69	63	6	Y	1	0	N	0
Greentree 2989	1	B	Y	74	64	10	Y	1	1	Y	1
Greentree 2992	1	B	N	68	62	6	Y	1	0	N	0
Greentree 2993	1	B	Y	74	64	10	Y	1	1	Y	1
Greentree 2996	1	B	N	69	62	7	Y	1	0	Y	0
Greentree 2997	1	B	Y	74	64	10	Y	1	1	Y	1
Greentree 3000	1	B	N	66	60	6	Y	1	0	N	0
Greentree 3001	1	B	Y	74	63	11	Y	1	1	Y	1
Greentree 3004	1	B	N	64	58	6	Y	1	0	N	0
Greentree 3005	1	B	Y	73	63	10	Y	1	1	Y	1
Greentree 3008	1	B	N	63	58	5	Y	1	0	N	0
Greentree 3009	1	B	Y	71	62	9	Y	1	1	Y	1
Greentree 3013	1	B	Y	70	62	9	Y	1	1	Y	1
Greentree 3016	1	B	N	62	57	5	Y	1	0	N	0
Greentree 3017	1	B	Y	68	61	7	Y	1	1	Y	1
Greentree 3021	1	B	Y	67	61	6	Y	1	1	N	0
Greentree 3025	1	B	Y	65	60	5	Y	1	1	N	0
Patience 5100	1	B	N	63	57	6	Y	1	0	N	0
Patience 5102	1	B	N	68	58	10	Y	1	0	Y	0
Patience 5103	1	B	N	65	54	10	Y	1	0	Y	0
Patience 5104	1	B	N	64	54	10	Y	1	0	Y	0
Patience 5105	1	B	N	61	53	9	Y	1	0	Y	0
Reflection 5503	1	B	N	57	54	3	N	0	0	N	0
Reflection 5603	1	B	N	58	56	2	N	0	0	N	0
Reflection 5605	1	B	N	59	56	3	N	0	0	N	0
Reflection 5607	1	B	N	62	58	4	N	0	0	N	0
Serenity 3007	1	B	N	60	53	7	Y	1	0	Y	0
Serenity 3008	1	B	N	61	52	8	Y	1	0	Y	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 87

Noise Analysis Area:	87
Description:	Greentree Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Serenity 3009	1	B	N	61	53	8	Y	1	0	Y	0
Serenity 3010	1	B	N	65	55	10	Y	1	0	Y	0
Serenity 3011	1	B	N	69	57	11	Y	1	0	Y	0
Serenity 3012	1	B	N	72	61	11	Y	1	0	Y	0
Serenity 3013	1	B	Y	75	64	11	Y	1	1	Y	1
Serenity 3014	1	B	Y	74	64	11	Y	1	1	Y	1
Skinner 2205	1	B	N	64	54	10	Y	1	0	Y	0
Skinner 2207	1	B	N	65	57	8	Y	1	0	Y	0
Skinner 2208	1	B	N	52	49	3	N	0	0	N	0
Skinner 2209	1	B	N	64	58	7	Y	1	0	Y	0
Skinner 2210	1	B	N	52	49	4	N	0	0	N	0
Tranquility 2319	1	B	N	48	47	1	N	0	0	N	0
Tranquility 2320	1	B	N	57	55	2	N	0	0	N	0
Tranquility 2321	1	B	N	54	53	2	N	0	0	N	0
Tranquility 2322	1	B	N	62	58	4	N	0	0	N	0
Tranquility 2324	1	B	N	65	61	4	N	0	0	N	0
Wisdom 4000	1	B	Y	72	66	6	Y	1	1	N	0
Wisdom 4001	1	B	Y	73	66	8	Y	1	1	Y	1
Wisdom 4002	1	B	N	67	65	2	N	0	0	N	0
Wisdom 4003	1	B	Y	73	64	8	Y	1	1	Y	1
Wisdom 4004	1	B	N	65	60	5	Y	1	0	N	0
Wisdom 4005	1	B	Y	73	64	9	Y	1	1	Y	1
Wisdom 4006	1	B	N	66	57	9	Y	1	0	Y	0
Wisdom 4007	1	B	Y	73	64	9	Y	1	1	Y	1
Wisdom 4008	1	B	N	62	59	3	N	0	0	N	0
Wisdom 4009	1	B	Y	72	62	10	Y	1	1	Y	1
Wisdom 4010	1	B	N	63	62	1	N	0	0	N	0
Wisdom 4011	1	B	N	64	55	9	Y	1	0	Y	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 87

Noise Analysis Area:	87
Description:	Greentree Dr
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Wisdom 4013	1	B	N	60	52	8	Y	1	0	Y	0
Wisdom 4015	1	B	N	56	50	6	Y	1	0	N	0
Wisdom 4017	1	B	N	59	53	5	Y	1	0	N	0
Wisdom 4019	1	B	N	56	52	4	N	0	0	N	0
Wisdom 4021	1	B	N	60	53	7	Y	1	0	Y	0
Wisdom 4023	1	B	N	60	53	7	Y	1	0	Y	0
Wisdom 4025	1	B	N	61	54	8	Y	1	0	Y	0
Wisdom 4027	1	B	N	58	52	6	Y	1	0	N	0
Wisdom 4029	1	B	N	63	54	8	Y	1	0	Y	0
Wisdom 4032	1	B	N	59	52	7	Y	1	0	Y	0
Wisdom 4033	1	B	Y	74	63	11	Y	1	1	Y	1
Wisdom 4034	1	B	N	60	53	7	Y	1	0	Y	0
Wisdom 4035	1	B	Y	72	62	10	Y	1	1	Y	1
Wisdom 4036	1	B	N	59	52	7	Y	1	0	Y	0
Wisdom 4038	1	B	N	61	53	8	Y	1	0	Y	0
Wisdom 4040	1	B	N	61	55	6	Y	1	0	N	0
Wisdom 4042	1	B	Y	69	61	8	Y	1	1	Y	1
Wisdom 4031	1	B	Y	73	62	11	Y	1	1	Y	1

First Row Benefited Residences	51
Equivalent First Row Benefits	0.00
Total First Row Benefits	51.00
Total First Row Receiving 7 dB IL	45.00

% Meeting NRDG	**88%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 87

Noise Analysis Area:	87
Description:	Greentree Dr
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1800925.1,595082.1	1800974.3,594997.6	98	F, EOP	614	632	18	1,760
1800974.3,594997.6	1801020.9,594907.7	101	F, EOP	613	631	18	1,822
1801020.9,594907.7	1801070.1,594819.3	101	F, EOP	612	630	18	1,821
1801070.1,594819.3	1801121.4,594734.4	99	F, EOP	612	630	18	1,785
1801121.4,594734.4	1801169.5,594642.9	103	F, EOP	612	630	18	1,862
1801169.5,594642.9	1801214.9,594558.3	96	F, EOP	612	630	18	1,728
1801214.9,594558.3	1801262.5,594470	100	F, EOP	612	630	18	1,805
1801262.5,594470	1801309,594383.6	98	F, EOP	614	632	18	1,767
1801309,594383.6	1801356.3,594294.5	101	F, EOP	615	633	18	1,815
1801356.3,594294.5	1801406.3,594207.4	100	F, EOP	617	635	18	1,808
1801406.3,594207.4	1801452.9,594122.4	97	F, EOP	620	638	18	1,745
1801452.9,594122.4	1801507.8,594031.2	106	F, EOP	623	641	18	1,916
1801507.8,594031.2	1801559,593946.5	99	F, EOP	626	644	18	1,782
1801559,593946.5	1801613.1,593862.3	100	F, EOP	629	647	18	1,802
1801613.1,593862.3	1801667.5,593779.2	99	F, EOP	632	650	18	1,787
1801667.5,593779.2	1801720.6,593695	100	F, EOP	636	654	18	1,792
1801720.6,593695	1801770.8,593612.3	97	F, EOP	638	656	18	1,740
1801770.8,593612.3	1801829.5,593530.9	100	F, EOP	641	659	18	1,808
1801829.5,593530.9	1801885.4,593449.8	98	F, EOP	644	662	18	1,772
1801885.4,593449.8	1801947.3,593365.1	105	F, EOP	647	665	18	1,888
1801947.3,593365.1	1802004.1,593282.9	100	F, EOP	650	668	18	1,800
1802004.1,593282.9	1802062,593201.4	100	F, EOP	653	671	18	1,799
1802062,593201.4	1802120.6,593120.3	100	F, EOP	656	674	18	1,801
1802120.6,593120.3	1802179.6,593039.6	100	F, EOP	659	677	18	1,799

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 87

Noise Analysis Area:	87
Description:	Greentree Dr
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1802179.6,593039.6	1802237.5,592958	100	F, EOP	662	680	18	1,801
1802237.5,592958	1802296.5,592877.3	100	F, EOP	664	682	18	1,799
1802296.5,592877.3	1802358,592798.4	100	F, EOP	666	684	18	1,800
1802358,592798.4	1802399.4,592725.7	84	F, T	667	685	18	1,506
1802399.4,592725.7	1802448.6,592639	100	F, T	670	688	18	1,795
1802448.6,592639	1802497.9,592552.3	100	F, T	680	698	18	1,795
1802497.9,592552.3	1802555.4,592469.6	101	F, ROW	689	707	18	1,813
1802555.4,592469.6	1802621.6,592394.8	100	F, ROW	700	718	18	1,800
1802621.6,592394.8	1802688.4,592320.3	100	F, ROW	708	726	18	1,800
1802688.4,592320.3	1802754.8,592245.6	100	F, ROW	708	726	18	1,799
1802754.8,592245.6	1802821.4,592171	100	F, ROW	703	721	18	1,800
1802821.4,592171	1802888.1,592096.4	100	F, ROW	695	713	18	1,801
1802888.1,592096.4	1802954.6,592021.9	100	F, ROW	683	701	18	1,798
1802954.6,592021.9	1803039,591965.6	101	F, T	673	691	18	1,825
1803039,591965.6	1803125.4,591913.8	101	F, T	665	683	18	1,813
1803125.4,591913.8	1803205.1,591853.6	100	F, T	660	678	18	1,799
1803205.1,591853.6	1803272.4,591779.6	100	F, EOP	661	679	18	1,800
1803272.4,591779.6	1803338.4,591704.4	100	F, EOP	659	677	18	1,800
1803338.4,591704.4	1803405.9,591630.6	100	F, EOP	656	674	18	1,800
1803405.9,591630.6	1803471.4,591555	100	F, EOP	654	672	18	1,801
1803471.4,591555	1803538.5,591480.9	100	F, EOP	651	669	18	1,799
1803538.5,591480.9	1803605.3,591406.5	100	F, EOP	649	667	18	1,800
1803605.3,591406.5	1803671.8,591331.8	100	F, EOP	647	665	18	1,800
1803671.8,591331.8	1803738.3,591257.1	100	F, EOP	645	663	18	1,801

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 87

Noise Analysis Area:	87
Description:	Greentree Dr
Design Year:	2052
Alternative:	BUILD

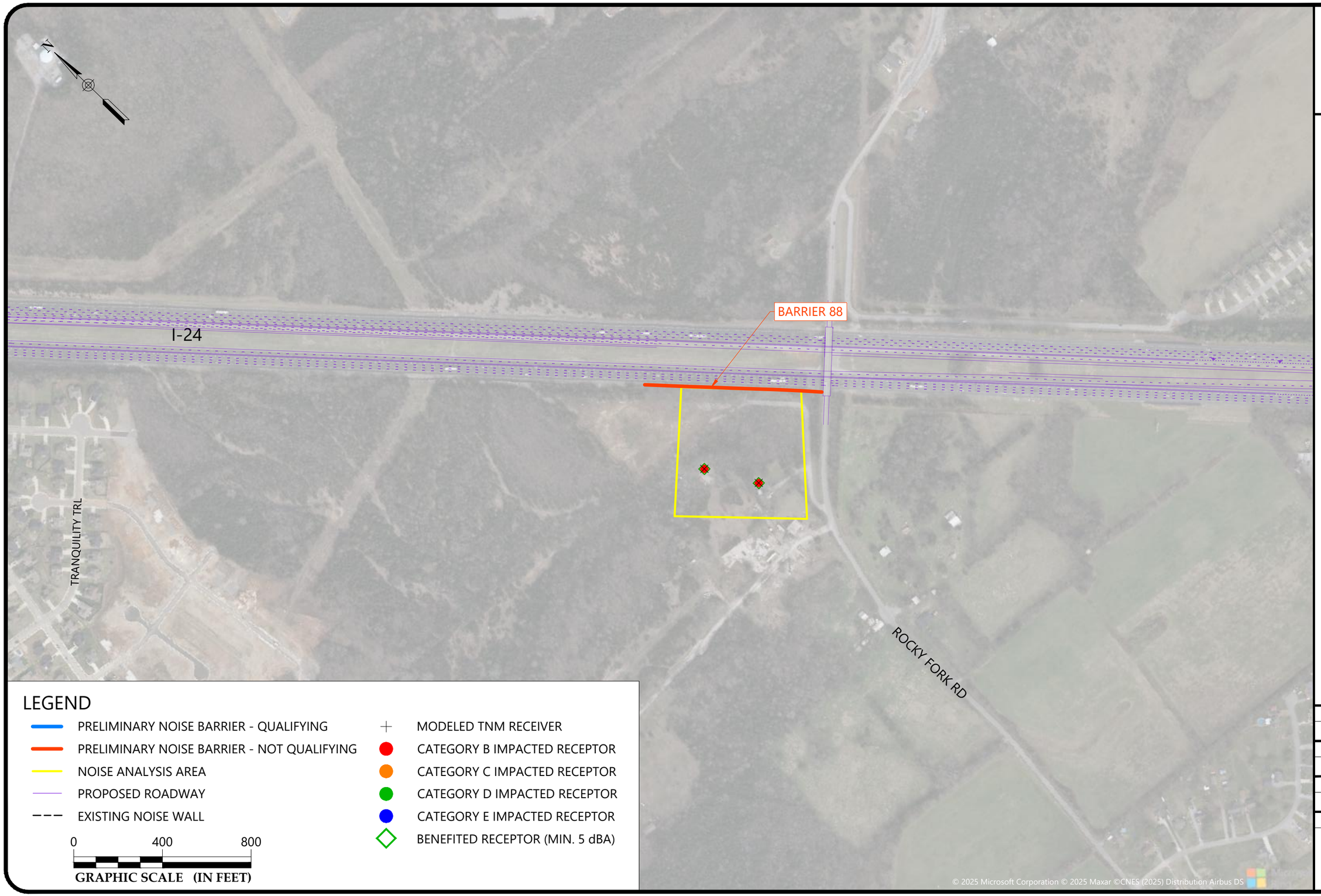
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1803738.3,591257.1	1803805.6,591183.2	100	F, EOP	643	661	18	1,800
1803805.6,591183.2	BARRIER END	-	F, EOP	641	659	18	-

Barrier Length (ft)	4,959
Average Barrier Height (ft)	18.00
Barrier Area (sq ft)	89,277

Total Barrier System Area (sq ft)	89,277
Average Barrier System Height (ft)	18.00
Number of Benefited Residences	111.00
Area Per Benefited Residence (sq ft)	804
Allowable Area Per Benefited Residence (sq ft)	850
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 88 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO. **F39**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 88

Noise Analysis Area:	88
Description:	Rocky Fork
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	2
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	2.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Rocky Fork 3770	1	B	Y	70	Y	1	Y	8	Y	1
Rocky Fork 3772	1	B	Y	68	Y	1	Y	7	Y	1

Benefited Ground-Level Residence	2
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	2.00
1st Row Ground-Level Impacted	2.00
1st Row Ground-Level Impacted and Benefited	2.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 88

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	750
	% residences constructed after highway	50%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	69 dB	0
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	950

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 88

Noise Analysis Area:	88
Description:	Rocky Fork
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Rocky Fork 3770	1	B	Y	70	62	8	Y	1	1	Y	1
Rocky Fork 3772	1	B	Y	68	61	7	Y	1	1	Y	1

First Row Benefited Residences	2
Equivalent First Row Benefits	0.00
Total First Row Benefits	2.00
Total First Row Receiving 7 dB IL	2.00

% Meeting NRDG	**100%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 88

Noise Analysis Area:	88
Description:	Rocky Fork
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1804506.8,590399.9	1804573.1,590325.3	100	F, EOP	616	640	24	2,398
1804573.1,590325.3	1804639.6,590250.5	100	F, EOP	614	638	24	2,401
1804639.6,590250.5	1804706.3,590175.9	100	F, EOP	612	636	24	2,400
1804706.3,590175.9	1804773,590101.4	100	F, EOP	609	633	24	2,401
1804773,590101.4	1804839.6,590027	100	F, EOP	607	631	24	2,398
1804839.6,590027	1804906.8,589952.9	100	F, EOP	605	629	24	2,400
1804906.8,589952.9	1804972.6,589877.7	100	F, EOP	602	626	24	2,399
1804972.6,589877.7	1805037.4,589801.5	100	F, EOP	600	624	24	2,400
1805037.4,589801.5	BARRIER END	-	F, EOP	597	621	24	-

Barrier Length (ft)	800
Average Barrier Height (ft)	24.00
Barrier Area (sq ft)	19,197

Total Barrier System Area (sq ft)	19,197
Average Barrier System Height (ft)	24.00
Number of Benefited Residences	2.00
Area Per Benefited Residence (sq ft)	9,599
Allowable Area Per Benefited Residence (sq ft)	950
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 90 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/28/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F40

FEASIBILITY ANALYSIS FOR NAA 90

Noise Analysis Area:	90
Description:	Rosswood Est
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	34
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	34.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Olive Branch 620	1	B	Y	66	Y	1	Y	3	N	0
Olive Branch 622	1	B	Y	67	Y	1	Y	4	N	0
Olive Branch 624	1	B	Y	67	Y	1	Y	5	Y	1
Olive Branch 626	1	B	Y	66	Y	1	Y	4	N	0
Olive Branch 628	1	B	Y	66	Y	1	Y	5	Y	1
Olive Branch 630	1	B	Y	66	Y	1	Y	5	Y	1
Olive Branch 632	1	B	Y	66	Y	1	Y	5	Y	1
Olive Branch 634	1	B	Y	67	Y	1	Y	6	Y	1
Olive Branch 635	1	B	N	66	Y	1	Y	5	Y	1
Olive Branch 636	1	B	Y	68	Y	1	Y	7	Y	1
Olive Branch 637	1	B	N	67	Y	1	Y	6	Y	1
Olive Branch 638	1	B	Y	68	Y	1	Y	6	Y	1
Olive Branch 640	1	B	Y	69	Y	1	Y	8	Y	1
Olive Branch 642	1	B	Y	70	Y	1	Y	7	Y	1
Olive Branch 644	1	B	Y	69	Y	1	Y	7	Y	1
Olive Branch 646	1	B	Y	71	Y	1	Y	8	Y	1
Olive Branch 647	1	B	N	68	Y	1	Y	6	Y	1
Olive Branch 648	1	B	Y	74	Y	1	Y	10	Y	1
Olive Branch 649	1	B	N	68	Y	1	Y	3	N	0
Olive Branch 650	1	B	Y	74	Y	1	Y	10	Y	1
Olive Branch 651	1	B	N	67	Y	1	Y	6	Y	1
Olive Branch 652	1	B	Y	73	Y	1	Y	9	Y	1
Olive Branch 653	1	B	N	68	Y	1	Y	6	Y	1
Olive Branch 654	1	B	Y	75	Y	1	Y	10	Y	1

FEASIBILITY ANALYSIS FOR NAA 90

Noise Analysis Area:	90
Description:	Rosswood Est
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	34
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	34.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Olive Branch 655	1	B	N	65	N	0	Y	4	N	0
Olive Branch 656	1	B	Y	74	Y	1	Y	9	Y	1
Olive Branch 657	1	B	N	70	Y	1	Y	6	Y	1
Olive Branch 658	1	B	Y	75	Y	1	Y	10	Y	1
Olive Branch 659	1	B	N	67	Y	1	Y	5	Y	1
Olive Branch 661	1	B	N	70	Y	1	Y	5	Y	1
Olive Branch 662	1	B	Y	75	Y	1	Y	9	Y	1
Olive Branch 664	1	B	Y	77	Y	1	Y	12	Y	1
Olive Branch 666	1	B	Y	74	Y	1	Y	8	Y	1
Olive Branch 668	1	B	Y	75	Y	1	Y	6	Y	1
Rosswood 135	1	B	N	69	Y	1	Y	7	Y	1

Benefited Ground-Level Residence	30
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	30.00
1st Row Ground-Level Impacted	24.00
1st Row Ground-Level Impacted and Benefited	21.00

FEASIBILITY %	**88%**

REASONABLENESS ALLOWANCE FOR NAA 90

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	750
	% residences constructed after highway	100%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	70 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 90

Noise Analysis Area:	90
Description:	Rosswood Est
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Olive Branch 620	1	B	Y	66	63	3	N	0	0	N	0
Olive Branch 622	1	B	Y	67	63	4	N	0	0	N	0
Olive Branch 624	1	B	Y	67	62	5	Y	1	1	N	0
Olive Branch 626	1	B	Y	66	62	4	N	0	0	N	0
Olive Branch 628	1	B	Y	66	61	5	Y	1	1	N	0
Olive Branch 630	1	B	Y	66	61	5	Y	1	1	N	0
Olive Branch 632	1	B	Y	66	61	5	Y	1	1	N	0
Olive Branch 634	1	B	Y	67	61	6	Y	1	1	N	0
Olive Branch 635	1	B	N	66	61	5	Y	1	0	N	0
Olive Branch 636	1	B	Y	68	61	7	Y	1	1	Y	1
Olive Branch 637	1	B	N	67	61	6	Y	1	0	N	0
Olive Branch 638	1	B	Y	68	62	6	Y	1	1	N	0
Olive Branch 640	1	B	Y	69	62	8	Y	1	1	Y	1
Olive Branch 642	1	B	Y	70	62	7	Y	1	1	Y	1
Olive Branch 644	1	B	Y	69	62	7	Y	1	1	Y	1
Olive Branch 646	1	B	Y	71	63	8	Y	1	1	Y	1
Olive Branch 647	1	B	N	68	62	6	Y	1	0	N	0
Olive Branch 648	1	B	Y	74	64	10	Y	1	1	Y	1
Olive Branch 649	1	B	N	68	65	3	N	0	0	N	0
Olive Branch 650	1	B	Y	74	64	10	Y	1	1	Y	1
Olive Branch 651	1	B	N	67	62	6	Y	1	0	N	0
Olive Branch 652	1	B	Y	73	65	9	Y	1	1	Y	1
Olive Branch 653	1	B	N	68	62	6	Y	1	0	N	0
Olive Branch 654	1	B	Y	75	65	10	Y	1	1	Y	1
Olive Branch 655	1	B	N	65	61	4	N	0	0	N	0
Olive Branch 656	1	B	Y	74	65	9	Y	1	1	Y	1
Olive Branch 657	1	B	N	70	64	6	Y	1	0	N	0
Olive Branch 658	1	B	Y	75	65	10	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 90

Noise Analysis Area:	90
Description:	Rosswood Est
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Olive Branch 659	1	B	N	67	62	5	Y	1	0	N	0
Olive Branch 661	1	B	N	70	65	5	Y	1	0	N	0
Olive Branch 662	1	B	Y	75	65	9	Y	1	1	Y	1
Olive Branch 664	1	B	Y	77	65	12	Y	1	1	Y	1
Olive Branch 666	1	B	Y	74	66	8	Y	1	1	Y	1
Olive Branch 668	1	B	Y	75	68	6	Y	1	1	N	0
Rosswood 135	1	B	N	69	62	7	Y	1	0	Y	0

First Row Benefited Residences	21
Equivalent First Row Benefits	0.00
Total First Row Benefits	21.00
Total First Row Receiving 7 dB IL	14.00

% Meeting NRDG	**67%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 90

Noise Analysis Area:	90
Description:	Rosswood Est
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1806380,588189.4	1806446.3,588114.6	100	F, ROW	564	580	16	1,600
1806446.3,588114.6	1806513.1,588040.2	100	F, ROW	562	578	16	1,600
1806513.1,588040.2	1806579.8,587965.6	100	F, ROW	561	579	18	1,800
1806579.8,587965.6	1806646.4,587891	100	F, ROW	562	580	18	1,801
1806646.4,587891	1806712.9,587816.4	100	F, ROW	561	579	18	1,799
1806712.9,587816.4	1806779.5,587741.8	100	F, ROW	559	577	18	1,801
1806779.5,587741.8	1806846.4,587667.4	100	F, ROW	557	575	18	1,800
1806846.4,587667.4	1806912.9,587592.8	100	F, ROW	554	572	18	1,799
1806912.9,587592.8	1806979.5,587518.2	100	F, ROW	552	570	18	1,800
1806979.5,587518.2	1807046.1,587443.6	100	F, ROW	553	571	18	1,800
1807046.1,587443.6	1807112.9,587369.1	100	F, ROW	553	571	18	1,801
1807112.9,587369.1	1807179.4,587294.4	100	F, ROW	555	573	18	1,800
1807179.4,587294.4	1807246.1,587220	100	F, ROW	559	577	18	1,800
1807246.1,587220	1807312.6,587145.3	100	F, ROW	563	583	20	2,000
1807312.6,587145.3	1807379.4,587070.8	100	F, ROW	564	584	20	2,001
1807379.4,587070.8	1807446,586996.3	100	F, ROW	566	586	20	2,000
1807446,586996.3	1807512.6,586921.7	100	F, ROW	566	586	20	2,000
1807512.6,586921.7	1807579.4,586847.3	100	F, ROW	568	588	20	2,000
1807579.4,586847.3	1807645.9,586772.6	100	F, ROW	569	591	22	2,200
1807645.9,586772.6	1807712.5,586698	100	F, ROW	570	592	22	2,200
1807712.5,586698	1807779.3,586623.5	100	F, ROW	572	594	22	2,201
1807779.3,586623.5	1807845.9,586548.9	100	F, ROW	571	591	20	2,001
1807845.9,586548.9	1807911.6,586473.6	100	F, ROW	568	588	20	2,000
1807911.6,586473.6	1808000.8,586428.3	100	F, T	568	588	20	1,999
1808000.8,586428.3	1808092.4,586388.1	100	F, T	570	592	22	2,201
1808092.4,586388.1	1808158.4,586313.1	100	F, EOP	570	592	22	2,199

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 90

Noise Analysis Area:	90
Description:	Rosswood Est
Design Year:	2052
Alternative:	BUILD

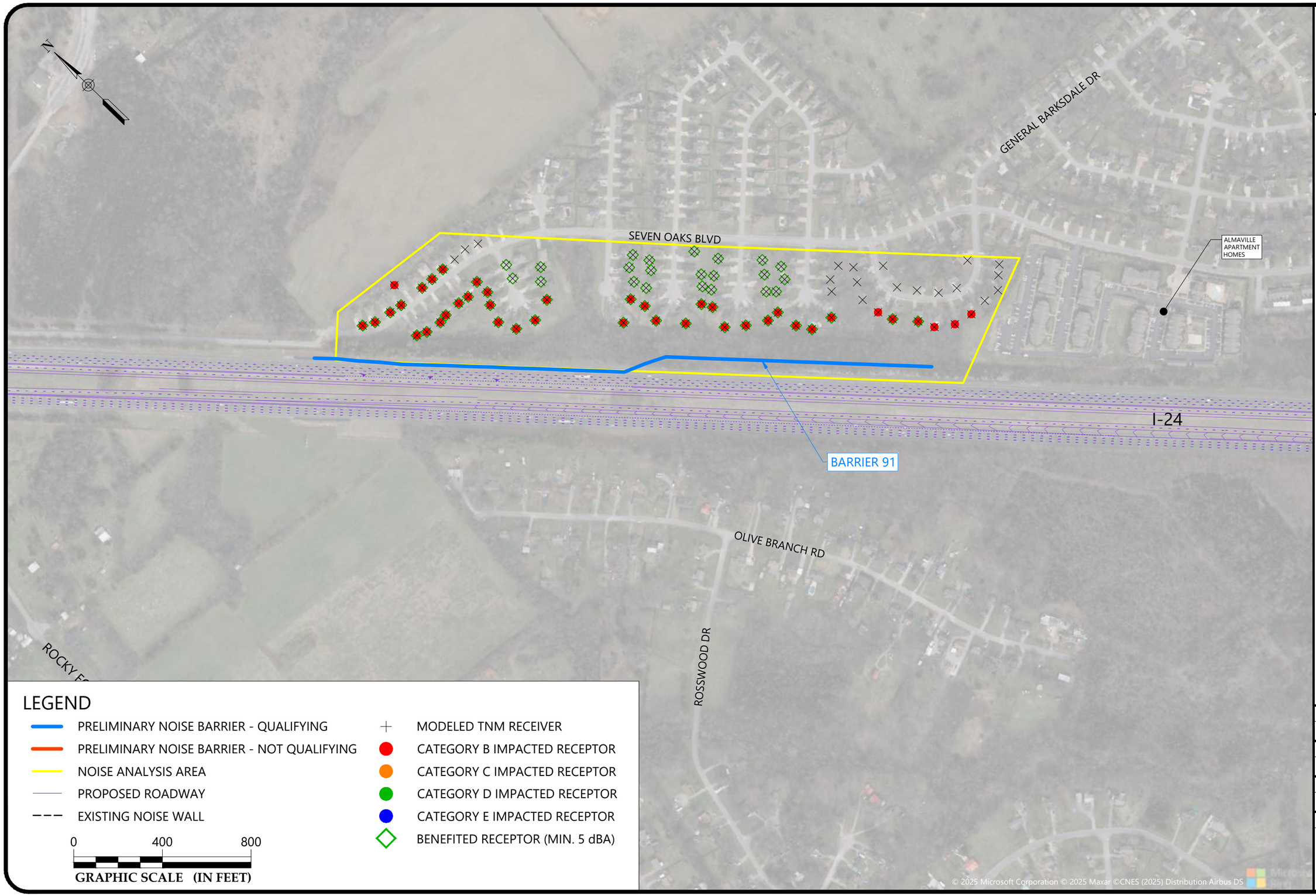
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1808158.4,586313.1	1808224,586237.6	100	F, EOP	570	592	22	2,201
1808224,586237.6	BARRIER END	-	F, EOP	569	591	22	-

Barrier Length (ft)	2,700
Average Barrier Height (ft)	19.33
Barrier Area (sq ft)	52,204

Total Barrier System Area (sq ft)	52,204
Average Barrier System Height (ft)	19.33
Number of Benefited Residences	30.00
Area Per Benefited Residence (sq ft)	1,740
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CADv4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

NAA 91 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE:	1:400
DATE:	10/28/2025
PROJECT NUMBER	24430273B
FIGURE NO.	F41

FEASIBILITY ANALYSIS FOR NAA 91

Noise Analysis Area:	91
Description:	Seven Oaks
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	41
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	41.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Bundy 1300	1	B	Y	72	Y	1	Y	9	Y	1
Bundy 1301	1	B	Y	73	Y	1	Y	10	Y	1
Bundy 1302	1	B	Y	70	Y	1	Y	8	Y	1
Bundy 1303	1	B	N	69	Y	1	Y	8	Y	1
Bundy 1304	1	B	N	62	N	0	Y	5	Y	1
Bundy 1305	1	B	N	64	N	0	Y	6	Y	1
Bundy 1306	1	B	N	60	N	0	Y	5	Y	1
Bundy 1307	1	B	N	63	N	0	Y	6	Y	1
Bundy 1308	1	B	N	59	N	0	Y	5	Y	1
Bundy 1309	1	B	N	62	N	0	Y	6	Y	1
Clayton 1500	1	B	Y	73	Y	1	Y	10	Y	1
Clayton 1502	1	B	N	66	Y	1	Y	7	Y	1
Clayton 1504	1	B	N	64	N	0	Y	7	Y	1
Clayton 1506	1	B	N	63	N	0	Y	7	Y	1
Clayton 1508	1	B	N	62	N	0	Y	7	Y	1
General Barksdale 902	1	B	N	46	N	0	Y	0	N	0
General Barksdale 903	1	B	N	53	N	0	Y	0	N	0
General Barksdale 904	1	B	N	58	N	0	Y	0	N	0
General Barksdale 905	1	B	N	55	N	0	Y	0	N	0
General Barksdale 906	1	B	N	59	N	0	Y	1	N	0
General Barksdale 907	1	B	N	58	N	0	Y	0	N	0
General Barksdale 908	1	B	N	59	N	0	Y	2	N	0
General Barksdale 909	1	B	N	62	N	0	Y	0	N	0
General Barksdale 910	1	B	N	57	N	0	Y	2	N	0

FEASIBILITY ANALYSIS FOR NAA 91

Noise Analysis Area:	91
Description:	Seven Oaks
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	41
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	41.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
General Barksdale 911	1	B	Y	66	Y	1	Y	0	N	0
General Barksdale 912	1	B	N	50	N	0	Y	0	N	0
General Barksdale 913	1	B	Y	70	Y	1	Y	1	N	0
General Barksdale 915	1	B	Y	71	Y	1	Y	3	N	0
General Barksdale 917	1	B	Y	69	Y	1	Y	5	Y	1
General Barksdale 919	1	B	Y	68	Y	1	Y	5	Y	1
General Barksdale 921	1	B	Y	66	Y	1	Y	4	N	0
General Barksdale 923	1	B	N	61	N	0	Y	3	N	0
General Barksdale 925	1	B	N	58	N	0	Y	2	N	0
General Barksdale 927	1	B	N	55	N	0	Y	2	N	0
Hectare 1400	1	B	Y	69	Y	1	Y	7	Y	1
Hectare 1401	1	B	Y	70	Y	1	Y	7	Y	1
Hectare 1402	1	B	N	66	Y	1	Y	7	Y	1
Hectare 1403	1	B	N	68	Y	1	Y	8	Y	1
Hectare 1404	1	B	N	63	N	0	Y	6	Y	1
Hectare 1405	1	B	N	64	N	0	Y	8	Y	1
Hectare 1406	1	B	N	61	N	0	Y	6	Y	1
Hectare 1407	1	B	N	62	N	0	Y	7	Y	1
Hectare 1408	1	B	N	58	N	0	Y	5	Y	1
Hectare 1409	1	B	N	62	N	0	Y	7	Y	1
Lasalle 1200	1	B	Y	73	Y	1	Y	8	Y	1
Lasalle 1201	1	B	Y	72	Y	1	Y	8	Y	1
Lasalle 1202	1	B	Y	68	Y	1	Y	6	Y	1
Lasalle 1203	1	B	Y	71	Y	1	Y	7	Y	1

FEASIBILITY ANALYSIS FOR NAA 91

Noise Analysis Area:	91
Description:	Seven Oaks
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	41
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	41.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Lasalle 1204	1	B	N	58	N	0	Y	2	N	0
Lasalle 1205	1	B	N	64	N	0	Y	6	Y	1
Lasalle 1206	1	B	N	55	N	0	Y	2	N	0
Lasalle 1207	1	B	N	63	N	0	Y	5	Y	1
Lasalle 1209	1	B	N	59	N	0	Y	5	Y	1
Neville 100	1	B	N	67	Y	1	Y	5	Y	1
Neville 101	1	B	N	62	N	0	Y	5	Y	1
Neville 102	1	B	N	67	Y	1	Y	7	Y	1
Neville 103	1	B	N	63	N	0	Y	6	Y	1
Neville 104	1	B	N	69	Y	1	Y	9	Y	1
Neville 105	1	B	N	65	N	0	Y	9	Y	1
Neville 106	1	B	Y	73	Y	1	Y	11	Y	1
Neville 107	1	B	N	69	Y	1	Y	10	Y	1
Neville 108	1	B	Y	74	Y	1	Y	11	Y	1
Neville 109	1	B	Y	73	Y	1	Y	11	Y	1
Seven Oaks 1115	1	B	N	55	N	0	Y	2	N	0
Seven Oaks 1137	1	B	N	65	N	0	Y	6	Y	1
Seven Oaks 1142	1	B	N	61	N	0	Y	2	N	0
Seven Oaks 1144	1	B	N	62	N	0	Y	2	N	0
Seven Oaks 1145	1	B	Y	70	Y	1	Y	7	Y	1
Seven Oaks 1146	1	B	N	65	N	0	Y	4	N	0
Seven Oaks 1147	1	B	Y	70	Y	1	Y	7	Y	1
Seven Oaks 1148	1	B	N	66	Y	1	Y	5	Y	1
Seven Oaks 1149	1	B	Y	71	Y	1	Y	7	Y	1

FEASIBILITY ANALYSIS FOR NAA 91

Noise Analysis Area:	91
Description:	Seven Oaks
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	41
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	41.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Seven Oaks 1150	1	B	N	67	Y	1	Y	5	Y	1
Seven Oaks 1151	1	B	Y	73	Y	1	Y	9	Y	1
Seven Oaks 1152	1	B	N	68	Y	1	Y	5	Y	1
Seven Oaks 1153	1	B	Y	76	Y	1	Y	10	Y	1
Seven Oaks 1154	1	B	N	67	Y	1	Y	3	N	0
Seven Oaks 1155	1	B	Y	77	Y	1	Y	11	Y	1
Seven Oaks 1156	1	B	N	72	Y	1	Y	6	Y	1
Seven Oaks 1158	1	B	Y	73	Y	1	Y	7	Y	1
Seven Oaks 1160	1	B	Y	75	Y	1	Y	7	Y	1
Seven Oaks 1162	1	B	Y	76	Y	1	Y	7	Y	1

Benefited Ground-Level Residence	58
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	58.00
1st Row Ground-Level Impacted	28.00
1st Row Ground-Level Impacted and Benefited	24.00

FEASIBILITY %	**86%**

REASONABLENESS ALLOWANCE FOR NAA 91

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	750
	% residences constructed after highway	100%	
	% residences constructed before 2005	98%	
	% residences constructed after 2005	2%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	0
	% residences constructed after widening	100%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	71 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	850

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 91

Noise Analysis Area:	91
Description:	Seven Oaks
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Bundy 1300	1	B	Y	72	63	9	Y	1	1	Y	1
Bundy 1301	1	B	Y	73	63	10	Y	1	1	Y	1
Bundy 1302	1	B	Y	70	62	8	Y	1	1	Y	1
Bundy 1303	1	B	N	69	61	8	Y	1	0	Y	0
Bundy 1304	1	B	N	62	57	5	Y	1	0	N	0
Bundy 1305	1	B	N	64	58	6	Y	1	0	N	0
Bundy 1306	1	B	N	60	55	5	Y	1	0	N	0
Bundy 1307	1	B	N	63	57	6	Y	1	0	N	0
Bundy 1308	1	B	N	59	54	5	Y	1	0	N	0
Bundy 1309	1	B	N	62	55	6	Y	1	0	N	0
Clayton 1500	1	B	Y	73	62	10	Y	1	1	Y	1
Clayton 1502	1	B	N	66	59	7	Y	1	0	Y	0
Clayton 1504	1	B	N	64	57	7	Y	1	0	Y	0
Clayton 1506	1	B	N	63	56	7	Y	1	0	Y	0
Clayton 1508	1	B	N	62	55	7	Y	1	0	Y	0
General Barksdale 902	1	B	N	46	46	0	N	0	0	N	0
General Barksdale 903	1	B	N	53	53	0	N	0	0	N	0
General Barksdale 904	1	B	N	58	58	0	N	0	0	N	0
General Barksdale 905	1	B	N	55	55	0	N	0	0	N	0
General Barksdale 906	1	B	N	59	58	1	N	0	0	N	0
General Barksdale 907	1	B	N	58	58	0	N	0	0	N	0
General Barksdale 908	1	B	N	59	57	2	N	0	0	N	0
General Barksdale 909	1	B	N	62	62	0	N	0	0	N	0
General Barksdale 910	1	B	N	57	55	2	N	0	0	N	0
General Barksdale 911	1	B	Y	66	66	0	N	0	0	N	0
General Barksdale 912	1	B	N	50	49	0	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 91

Noise Analysis Area:	91
Description:	Seven Oaks
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
General Barksdale 913	1	B	Y	70	69	1	N	0	0	N	0
General Barksdale 915	1	B	Y	71	69	3	N	0	0	N	0
General Barksdale 917	1	B	Y	69	64	5	Y	1	1	N	0
General Barksdale 919	1	B	Y	68	63	5	Y	1	1	N	0
General Barksdale 921	1	B	Y	66	62	4	N	0	0	N	0
General Barksdale 923	1	B	N	61	58	3	N	0	0	N	0
General Barksdale 925	1	B	N	58	56	2	N	0	0	N	0
General Barksdale 927	1	B	N	55	53	2	N	0	0	N	0
Hectare 1400	1	B	Y	69	62	7	Y	1	1	Y	1
Hectare 1401	1	B	Y	70	63	7	Y	1	1	Y	1
Hectare 1402	1	B	N	66	59	7	Y	1	0	Y	0
Hectare 1403	1	B	N	68	60	8	Y	1	0	Y	0
Hectare 1404	1	B	N	63	57	6	Y	1	0	N	0
Hectare 1405	1	B	N	64	56	8	Y	1	0	Y	0
Hectare 1406	1	B	N	61	55	6	Y	1	0	N	0
Hectare 1407	1	B	N	62	55	7	Y	1	0	Y	0
Hectare 1408	1	B	N	58	53	5	Y	1	0	N	0
Hectare 1409	1	B	N	62	55	7	Y	1	0	Y	0
Lasalle 1200	1	B	Y	73	65	8	Y	1	1	Y	1
Lasalle 1201	1	B	Y	72	64	8	Y	1	1	Y	1
Lasalle 1202	1	B	Y	68	62	6	Y	1	1	N	0
Lasalle 1203	1	B	Y	71	64	7	Y	1	1	Y	1
Lasalle 1204	1	B	N	58	56	2	N	0	0	N	0
Lasalle 1205	1	B	N	64	58	6	Y	1	0	N	0
Lasalle 1206	1	B	N	55	53	2	N	0	0	N	0
Lasalle 1207	1	B	N	63	57	5	Y	1	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 91

Noise Analysis Area:	91
Description:	Seven Oaks
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Lasalle 1209	1	B	N	59	55	5	Y	1	0	N	0
Neville 100	1	B	N	67	62	5	Y	1	0	N	0
Neville 101	1	B	N	62	58	5	Y	1	0	N	0
Neville 102	1	B	N	67	60	7	Y	1	0	Y	0
Neville 103	1	B	N	63	57	6	Y	1	0	N	0
Neville 104	1	B	N	69	61	9	Y	1	0	Y	0
Neville 105	1	B	N	65	57	9	Y	1	0	Y	0
Neville 106	1	B	Y	73	63	11	Y	1	1	Y	1
Neville 107	1	B	N	69	59	10	Y	1	0	Y	0
Neville 108	1	B	Y	74	64	11	Y	1	1	Y	1
Neville 109	1	B	Y	73	62	11	Y	1	1	Y	1
Seven Oaks 1115	1	B	N	55	53	2	N	0	0	N	0
Seven Oaks 1137	1	B	N	65	58	6	Y	1	0	N	0
Seven Oaks 1142	1	B	N	61	60	2	N	0	0	N	0
Seven Oaks 1144	1	B	N	62	60	2	N	0	0	N	0
Seven Oaks 1145	1	B	Y	70	62	7	Y	1	1	Y	1
Seven Oaks 1146	1	B	N	65	60	4	N	0	0	N	0
Seven Oaks 1147	1	B	Y	70	63	7	Y	1	1	Y	1
Seven Oaks 1148	1	B	N	66	61	5	Y	1	0	N	0
Seven Oaks 1149	1	B	Y	71	64	7	Y	1	1	Y	1
Seven Oaks 1150	1	B	N	67	62	5	Y	1	0	N	0
Seven Oaks 1151	1	B	Y	73	64	9	Y	1	1	Y	1
Seven Oaks 1152	1	B	N	68	63	5	Y	1	0	N	0
Seven Oaks 1153	1	B	Y	76	65	10	Y	1	1	Y	1
Seven Oaks 1154	1	B	N	67	64	3	N	0	0	N	0
Seven Oaks 1155	1	B	Y	77	66	11	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 91

Noise Analysis Area:	91
Description:	Seven Oaks
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Seven Oaks 1156	1	B	N	72	66	6	Y	1	0	N	0
Seven Oaks 1158	1	B	Y	73	67	7	Y	1	1	Y	1
Seven Oaks 1160	1	B	Y	75	68	7	Y	1	1	Y	1
Seven Oaks 1162	1	B	Y	76	69	7	Y	1	1	Y	1

First Row Benefited Residences	24
Equivalent First Row Benefits	0.00
Total First Row Benefits	24.00
Total First Row Receiving 7 dB IL	21.00

% Meeting NRDG	**88%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 91

Noise Analysis Area:	91
Description:	Seven Oaks
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1808174.5,586813.1	1808108,586887.7	100	F, ROW	601	617	16	1,599
1808108,586887.7	1808041.4,586962.3	100	F, ROW	599	615	16	1,600
1808041.4,586962.3	1807974.6,587036.8	100	F, ROW	595	611	16	1,600
1807974.6,587036.8	1807907.9,587111.2	100	F, ROW	591	607	16	1,600
1807907.9,587111.2	1807841.3,587185.8	100	F, ROW	586	602	16	1,601
1807841.3,587185.8	1807774.6,587260.4	100	F, ROW	582	600	18	1,800
1807774.6,587260.4	1807708,587334.9	100	F, ROW	577	597	20	2,000
1807708,587334.9	1807641.4,587409.5	100	F, ROW	573	593	20	2,000
1807641.4,587409.5	1807574.6,587484	100	F, ROW	568	588	20	2,001
1807574.6,587484	1807507.6,587558.3	100	F, ROW	564	584	20	2,000
1807507.6,587558.3	1807441.5,587633.2	100	F, ROW	561	579	18	1,799
1807441.5,587633.2	1807374.8,587707.8	100	F, ROW	562	580	18	1,801
1807374.8,587707.8	1807286.3,587754.1	100	F, T	562	580	18	1,798
1807286.3,587754.1	1807195.3,587795.6	100	F, T	559	577	18	1,800
1807195.3,587795.6	1807128.4,587869.9	100	F, EOP	559	577	18	1,800
1807128.4,587869.9	1807061.9,587944.6	100	F, EOP	560	578	18	1,800
1807061.9,587944.6	1806995.3,588019.3	100	F, EOP	561	579	18	1,801
1806995.3,588019.3	1806928.9,588094	100	F, EOP	562	578	16	1,599
1806928.9,588094	1806861.4,588167.9	100	F, EOP	563	579	16	1,601
1806861.4,588167.9	1806795.3,588242.8	100	F, EOP	565	581	16	1,599
1806795.3,588242.8	1806728,588316.8	100	F, EOP	566	582	16	1,600
1806728,588316.8	1806661.5,588391.4	100	F, EOP	568	584	16	1,599
1806661.5,588391.4	1806594,588465.3	100	F, EOP	569	585	16	1,601
1806594,588465.3	1806526.8,588539.3	100	F, EOP	571	587	16	1,600
1806526.8,588539.3	1806464.3,588617.3	100	F, EOP	572	588	16	1,599
1806464.3,588617.3	1806399.4,588693.5	100	F, EOP	573	589	16	1,601

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 91

Noise Analysis Area:	91
Description:	Seven Oaks
Design Year:	2052
Alternative:	BUILD

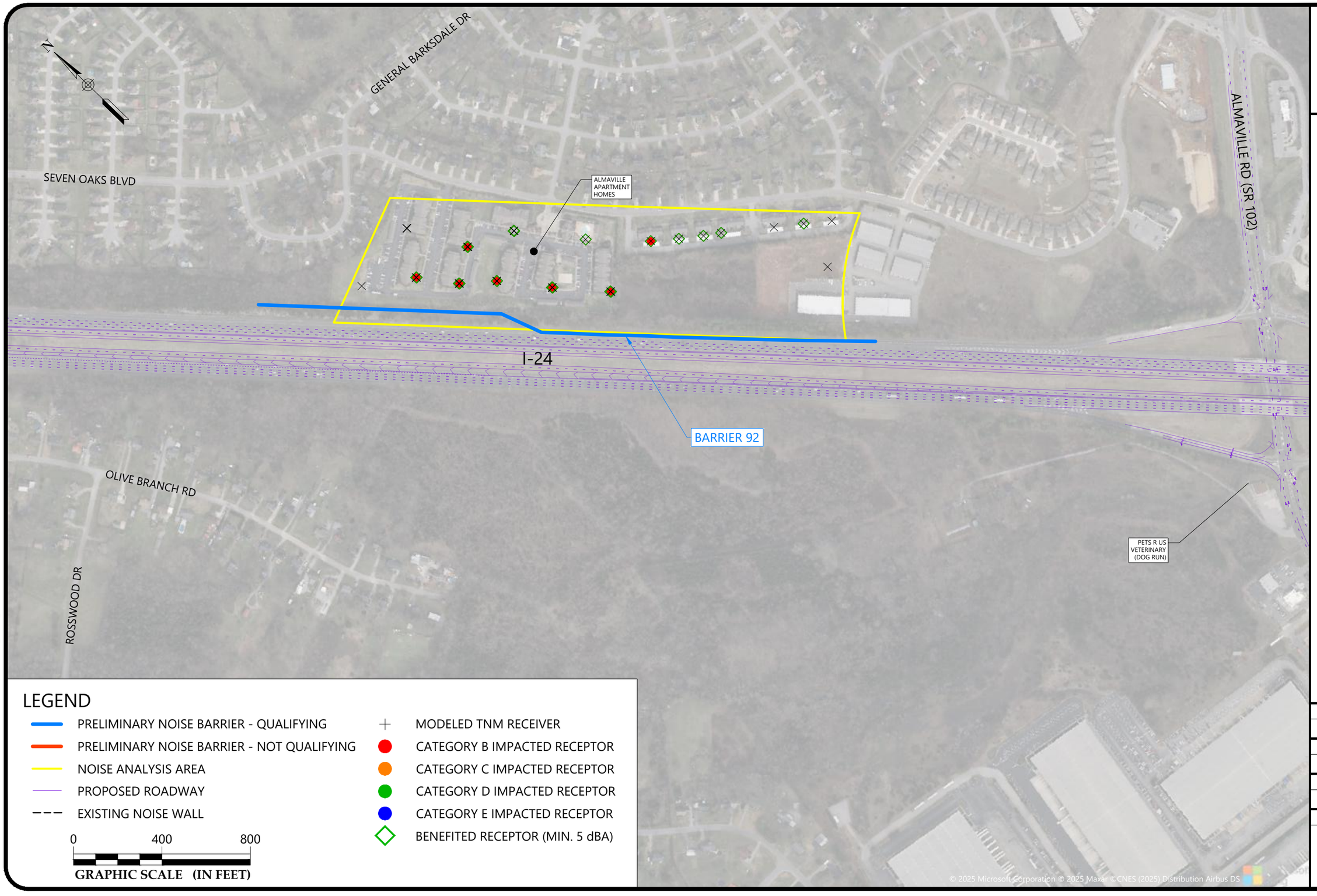
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1806399.4,588693.5	1806337.6,588772.1	100	F, EOP	574	590	16	1,600
1806337.6,588772.1	1806270.3,588846	100	F, EOP	574	590	16	1,600
1806270.3,588846	BARRIER END	-	F, EOP	575	591	16	-

Barrier Length (ft)	2,800
Average Barrier Height (ft)	17.14
Barrier Area (sq ft)	47,999

Total Barrier System Area (sq ft)	47,999
Average Barrier System Height (ft)	17.14
Number of Benefited Residences	58.00
Area Per Benefited Residence (sq ft)	828
Allowable Area Per Benefited Residence (sq ft)	850
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 92 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO. F42

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 92

Noise Analysis Area:	92
Description:	Almaville Apt
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	136
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	136.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Seven Oaks 881	1.03	D	N	65	N	0	Y	3	N	0.00
Seven Oaks 901-907	4	B	N	59	N	0	Y	2	N	0
Seven Oaks 909-915	4	B	N	61	N	0	Y	5	Y	4
Seven Oaks 917-923	4	B	N	61	N	0	Y	4	N	0
Seven Oaks 925-931	4	B	N	64	N	0	Y	7	Y	4
Seven Oaks 933-939	4	B	N	64	N	0	Y	7	Y	4
Seven Oaks 941-947	4	B	N	65	N	0	Y	8	Y	4
Seven Oaks 949-955	4	B	N	66	Y	4	Y	8	Y	4
Seven Oaks 961 Bldg 1 Level 1	12	B	Y	74	Y	12	Y	12	Y	12
Seven Oaks 961 Bldg 1 Level 2	12	B	Y	76	Y	12	N	12	Y	12
Seven Oaks 961 Bldg 1 Level 3	12	B	Y	76	Y	12	N	10	Y	12
Seven Oaks 961 Bldg 2 Level 1	8	B	Y	72	Y	8	Y	11	Y	8
Seven Oaks 961 Bldg 2 Level 2	8	B	Y	75	Y	8	N	13	Y	8
Seven Oaks 961 Bldg 2 Level 3	8	B	Y	76	Y	8	N	11	Y	8
Seven Oaks 961 Bldg 3 Level 1	8	B	Y	60	N	0	Y	3	N	0
Seven Oaks 961 Bldg 3 Level 2	8	B	Y	66	Y	8	N	6	Y	8
Seven Oaks 961 Bldg 3 Level 3	8	B	Y	72	Y	8	N	10	Y	8
Seven Oaks 961 Bldg 4 Level 1	8	B	N	59	N	0	Y	5	Y	8
Seven Oaks 961 Bldg 4 Level 2	8	B	N	61	N	0	N	6	Y	8
Seven Oaks 961 Bldg 4 Level 3	8	B	N	64	N	0	N	6	Y	8
Seven Oaks 961 Bldg 5 Level 1	8	B	N	60	N	0	Y	5	Y	8
Seven Oaks 961 Bldg 5 Level 2	8	B	N	64	N	0	N	6	Y	8
Seven Oaks 961 Bldg 5 Level 3	8	B	N	68	Y	8	N	9	Y	8
Seven Oaks 961 Bldg 6 Level 1	8	B	Y	66	Y	8	Y	5	Y	8

FEASIBILITY ANALYSIS FOR NAA 92

Noise Analysis Area:	92
Description:	Almaville Apt
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	136
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	136.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Seven Oaks 961 Bldg 6 Level 2	8	B	Y	75	Y	8	N	11	Y	8
Seven Oaks 961 Bldg 6 Level 3	8	B	Y	76	Y	8	N	7	Y	8
Seven Oaks 961 Bldg 7 Level 1	8	B	Y	66	Y	8	Y	5	Y	8
Seven Oaks 961 Bldg 7 Level 2	8	B	Y	73	Y	8	N	7	Y	8
Seven Oaks 961 Bldg 7 Level 3	8	B	Y	74	Y	8	N	3	N	0
Seven Oaks 961 Bldg 8 Level 1	8	B	N	55	N	0	Y	3	N	0
Seven Oaks 961 Bldg 8 Level 2	8	B	N	55	N	0	N	2	N	0
Seven Oaks 961 Bldg 8 Level 3	8	B	N	57	N	0	N	2	N	0
Seven Oaks 961 Dog Park	9.20	C	Y	64	N	0	Y	3	N	0.00
Seven Oaks 961 Pool	3.73	C	N	64	N	0	Y	7	Y	3.73

Benefited Ground-Level Residence	72
Equivalent Ground-Level Benefits	3.73
Total Ground-Level Benefits	75.73
1st Row Ground-Level Impacted	36.00
1st Row Ground-Level Impacted and Benefited	36.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 92

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	250
	% residences constructed after highway	100%	
	% residences constructed before 2005	9%	
	% residences constructed after 2005	91%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	0
	% residences constructed after widening	100%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	73 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	350

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 92

Noise Analysis Area:	92
Description:	Almaville Apt
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Seven Oaks 881	1.03	D	N	65	62	3	N	0	0.00	N	0.00
Seven Oaks 901-907	4	B	N	59	57	2	N	0	0	N	0
Seven Oaks 909-915	4	B	N	61	56	5	Y	4	0	N	0
Seven Oaks 917-923	4	B	N	61	57	4	N	0	0	N	0
Seven Oaks 925-931	4	B	N	64	57	7	Y	4	0	Y	0
Seven Oaks 933-939	4	B	N	64	56	7	Y	4	0	Y	0
Seven Oaks 941-947	4	B	N	65	57	8	Y	4	0	Y	0
Seven Oaks 949-955	4	B	N	66	57	8	Y	4	0	Y	0
Seven Oaks 961 Bldg 1 Level 1	12	B	Y	74	62	12	Y	12	12	Y	12
Seven Oaks 961 Bldg 1 Level 2	12	B	Y	76	64	12	Y	12	12	Y	12
Seven Oaks 961 Bldg 1 Level 3	12	B	Y	76	67	10	Y	12	12	Y	12
Seven Oaks 961 Bldg 2 Level 1	8	B	Y	72	61	11	Y	8	8	Y	8
Seven Oaks 961 Bldg 2 Level 2	8	B	Y	75	63	13	Y	8	8	Y	8
Seven Oaks 961 Bldg 2 Level 3	8	B	Y	76	65	11	Y	8	8	Y	8
Seven Oaks 961 Bldg 3 Level 1	8	B	Y	60	57	3	N	0	0	N	0
Seven Oaks 961 Bldg 3 Level 2	8	B	Y	66	59	6	Y	8	8	N	0
Seven Oaks 961 Bldg 3 Level 3	8	B	Y	72	62	10	Y	8	8	Y	8
Seven Oaks 961 Bldg 4 Level 1	8	B	N	59	54	5	Y	8	0	N	0
Seven Oaks 961 Bldg 4 Level 2	8	B	N	61	55	6	Y	8	0	N	0
Seven Oaks 961 Bldg 4 Level 3	8	B	N	64	57	6	Y	8	0	N	0
Seven Oaks 961 Bldg 5 Level 1	8	B	N	60	55	5	Y	8	0	N	0
Seven Oaks 961 Bldg 5 Level 2	8	B	N	64	57	6	Y	8	0	N	0
Seven Oaks 961 Bldg 5 Level 3	8	B	N	68	59	9	Y	8	0	Y	0
Seven Oaks 961 Bldg 6 Level 1	8	B	Y	66	61	5	Y	8	8	N	0
Seven Oaks 961 Bldg 6 Level 2	8	B	Y	75	64	11	Y	8	8	Y	8
Seven Oaks 961 Bldg 6 Level 3	8	B	Y	76	69	7	Y	8	8	Y	8
Seven Oaks 961 Bldg 7 Level 1	8	B	Y	66	61	5	Y	8	8	N	0
Seven Oaks 961 Bldg 7 Level 2	8	B	Y	73	65	7	Y	8	8	Y	8

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 92

Noise Analysis Area:	92
Description:	Almaville Apt
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Seven Oaks 961 Bldg 7 Level 3	8	B	Y	74	71	3	N	0	0	N	0
Seven Oaks 961 Bldg 8 Level 1	8	B	N	55	52	3	N	0	0	N	0
Seven Oaks 961 Bldg 8 Level 2	8	B	N	55	53	2	N	0	0	N	0
Seven Oaks 961 Bldg 8 Level 3	8	B	N	57	55	2	N	0	0	N	0
Seven Oaks 961 Dog Park	9.20	C	Y	64	61	3	N	0	0.00	N	0.00
Seven Oaks 961 Pool	3.73	C	N	64	58	7	Y	3.73	0.00	Y	0.00
				First Row Benefited Residences			116				
				Equivalent First Row Benefits			0.00				
				Total First Row Benefits			116.00		**% Meeting NRDG**		**79%**
				Total First Row Receiving 7 dB IL			92.00				

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 92

Noise Analysis Area:	92
Description:	Almaville Apt
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1809858.4,584836.8	1809790,584909.7	100	F, EOP	547	563	16	1,599
1809790,584909.7	1809721.6,584982.7	100	F, EOP	547	565	18	1,800
1809721.6,584982.7	1809645.1,585063.4	111	F, EOP	547	567	20	2,224
1809645.1,585063.4	1809577.4,585137	100	F, EOP	546	566	20	2,001
1809577.4,585137	1809510,585210.9	100	F, EOP	547	567	20	2,000
1809510,585210.9	1809442.5,585284.8	100	F, EOP	549	569	20	2,001
1809442.5,585284.8	1809375.1,585358.6	100	F, EOP	551	571	20	2,000
1809375.1,585358.6	1809307.8,585432.5	100	F, EOP	553	573	20	2,000
1809307.8,585432.5	1809240.5,585506.4	100	F, EOP	555	575	20	1,999
1809240.5,585506.4	1809174.1,585581.3	100	F, EOP	556	576	20	2,000
1809174.1,585581.3	1809107.3,585655.6	100	F, EOP	558	578	20	2,000
1809107.3,585655.6	1809039.5,585729.2	100	F, EOP	560	580	20	2,000
1809039.5,585729.2	1808973.1,585804	100	F, EOP	562	582	20	2,000
1808973.1,585804	1808907.1,585879.2	100	F, EOP	564	584	20	2,001
1808907.1,585879.2	1808839.6,585952.9	100	F, EOP	566	586	20	2,000
1808839.6,585952.9	1808806.6,586047.3	100	F, T	568	588	20	2,000
1808806.6,586047.3	1808774.1,586141.9	100	F, T	570	590	20	2,000
1808774.1,586141.9	1808707.4,586216.3	100	F, ROW	574	594	20	2,000
1808707.4,586216.3	1808640.9,586291.1	100	F, ROW	575	595	20	2,001
1808640.9,586291.1	1808574.4,586365.7	100	F, ROW	576	596	20	1,999
1808574.4,586365.7	1808507.8,586440.3	100	F, ROW	578	594	16	1,600
1808507.8,586440.3	1808441,586514.8	100	F, ROW	583	599	16	1,601
1808441,586514.8	1808374.4,586589.3	100	F, ROW	593	609	16	1,599
1808374.4,586589.3	1808307.8,586663.9	100	F, ROW	598	614	16	1,601
1808307.8,586663.9	1808241.1,586738.5	100	F, ROW	602	618	16	1,600
1808241.1,586738.5	1808174.5,586813.1	100	F, ROW	603	619	16	1,600

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 92

Noise Analysis Area:	92
Description:	Almaville Apt
Design Year:	2052
Alternative:	BUILD

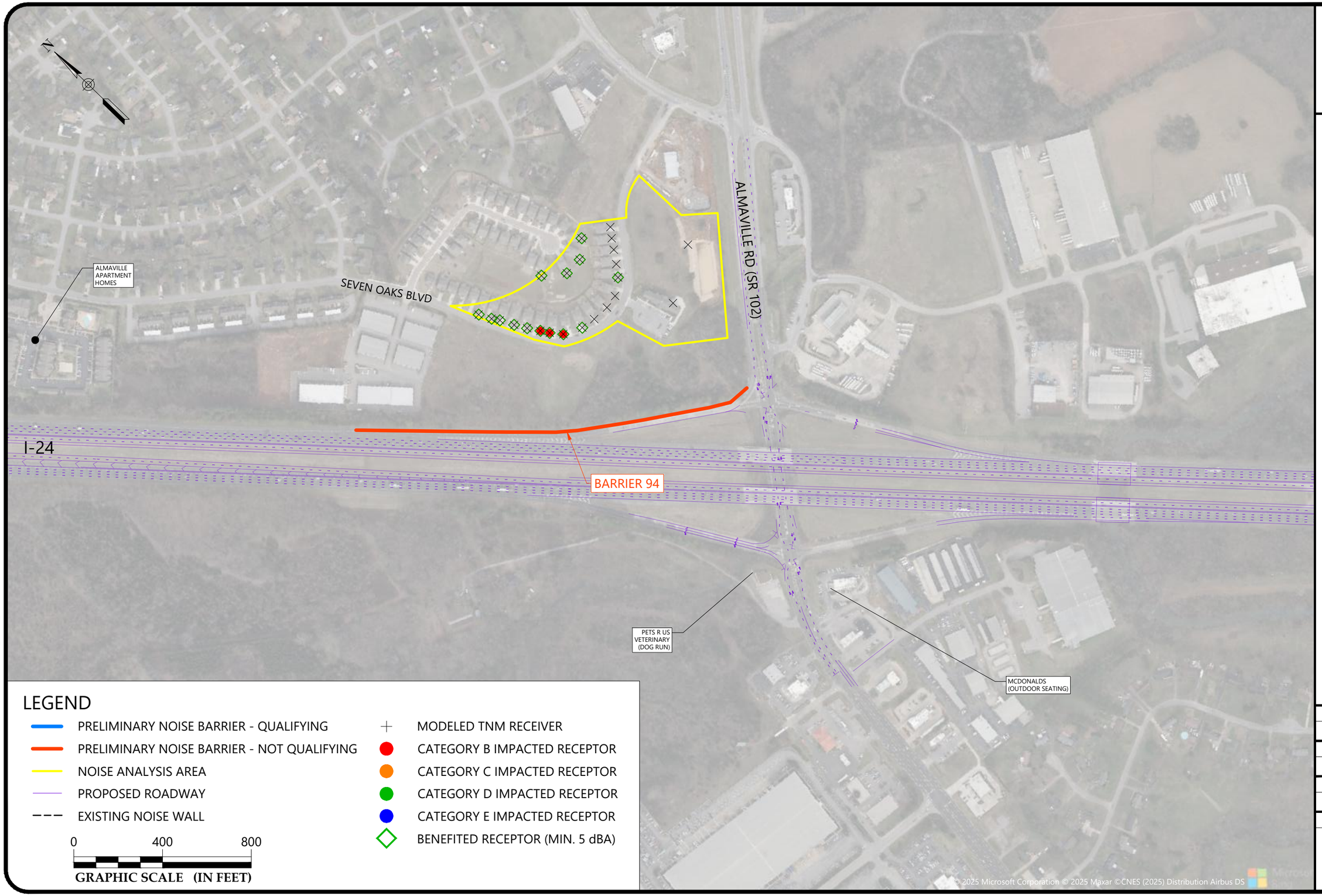
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1808174.5,586813.1	1808108,586887.7	100	F, ROW	601	617	16	1,599
1808108,586887.7	1808041.4,586962.3	100	F, ROW	599	615	16	1,600
1808041.4,586962.3	BARRIER END	-	F, ROW	595	611	16	-

Barrier Length (ft)	2,811
Average Barrier Height (ft)	18.55
Barrier Area (sq ft)	52,425

Total Barrier System Area (sq ft)	52,425
Average Barrier System Height (ft)	18.55
Number of Benefited Residences	188.00
Area Per Benefited Residence (sq ft)	279
Allowable Area Per Benefited Residence (sq ft)	350
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 94 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER: 24430273B

FIGURE NO.: **F43**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 94

Noise Analysis Area:	94
Description:	The Villages
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	3
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	3.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Hawk 532	1	B	N	62	N	0	Y	6	Y	1
Hawk 534	1	B	N	63	N	0	Y	6	Y	1
Hawk 536	1	B	N	63	N	0	Y	6	Y	1
Hawk 537	1	B	N	62	N	0	Y	6	Y	1
Seven Oaks 819	1.08	E	Y	63	N	0.00	Y	1	N	0.00
Seven Oaks 822	1	B	N	59	N	0	Y	3	N	0
Seven Oaks 824	1	B	N	60	N	0	Y	4	N	0
Seven Oaks 826	1	B	N	61	N	0	Y	4	N	0
Seven Oaks 828	1	B	N	61	N	0	Y	4	N	0
Seven Oaks 830	1	B	N	62	N	0	Y	5	Y	1
Seven Oaks 831	0.14	C	Y	60	N	0.00	Y	0	N	0.00
Seven Oaks 832	1	B	N	64	N	0	Y	4	N	0
Seven Oaks 834	1	B	N	64	N	0	Y	4	N	0
Seven Oaks 836	1	B	Y	65	N	0	Y	4	N	0
Seven Oaks 838	1	B	Y	65	N	0	Y	5	Y	1
Seven Oaks 840	1	B	Y	66	Y	1	Y	6	Y	1
Seven Oaks 842	1	B	Y	66	Y	1	Y	6	Y	1
Seven Oaks 844	1	B	Y	66	Y	1	Y	7	Y	1
Seven Oaks 846	1	B	Y	65	N	0	Y	7	Y	1
Seven Oaks 848	1	B	Y	65	N	0	Y	7	Y	1
Seven Oaks 850	1	B	Y	65	N	0	Y	7	Y	1

FEASIBILITY ANALYSIS FOR NAA 94

Noise Analysis Area:	94
Description:	The Villages
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	3
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	3.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Seven Oaks 852	1	B	Y	65	N	0	Y	7	Y	1
Seven Oaks 854	1	B	Y	65	N	0	Y	8	Y	1

Benefited Ground-Level Residence	14
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	14.00
1st Row Ground-Level Impacted	3.00
1st Row Ground-Level Impacted and Benefited	3.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 94

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	250
	% residences constructed after highway	100%	
	% residences constructed before 2005	0%	
	% residences constructed after 2005	100%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	0
	% residences constructed after widening	100%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	66 dB	0
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	250

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 94

Noise Analysis Area:	94
Description:	The Villages
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Hawk 532	1	B	N	62	57	6	Y	1	0	N	0
Hawk 534	1	B	N	63	57	6	Y	1	0	N	0
Hawk 536	1	B	N	63	57	6	Y	1	0	N	0
Hawk 537	1	B	N	62	56	6	Y	1	0	N	0
Seven Oaks 819	1.08	E	Y	63	63	1	N	0.00	0.00	N	0.00
Seven Oaks 822	1	B	N	59	56	3	N	0	0	N	0
Seven Oaks 824	1	B	N	60	56	4	N	0	0	N	0
Seven Oaks 826	1	B	N	61	57	4	N	0	0	N	0
Seven Oaks 828	1	B	N	61	57	4	N	0	0	N	0
Seven Oaks 830	1	B	N	62	57	5	Y	1	0	N	0
Seven Oaks 831	0.14	C	Y	60	60	0	N	0.00	0.00	N	0.00
Seven Oaks 832	1	B	N	64	60	4	N	0	0	N	0
Seven Oaks 834	1	B	N	64	60	4	N	0	0	N	0
Seven Oaks 836	1	B	Y	65	60	4	N	0	0	N	0
Seven Oaks 838	1	B	Y	65	61	5	Y	1	1	N	0
Seven Oaks 840	1	B	Y	66	60	6	Y	1	1	N	0
Seven Oaks 842	1	B	Y	66	60	6	Y	1	1	N	0
Seven Oaks 844	1	B	Y	66	59	7	Y	1	1	Y	1
Seven Oaks 846	1	B	Y	65	59	7	Y	1	1	Y	1
Seven Oaks 848	1	B	Y	65	59	7	Y	1	1	Y	1
Seven Oaks 850	1	B	Y	65	58	7	Y	1	1	Y	1
Seven Oaks 852	1	B	Y	65	58	7	Y	1	1	Y	1
Seven Oaks 854	1	B	Y	65	58	8	Y	1	1	Y	1

First Row Benefited Residences	9
Equivalent First Row Benefits	0.00
Total First Row Benefits	9.00
Total First Row Receiving 7 dB IL	6.00

% Meeting NRDG	**67%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 94

Noise Analysis Area:	94
Description:	The Villages
Design Year:	2052
Alternative:	BUILD

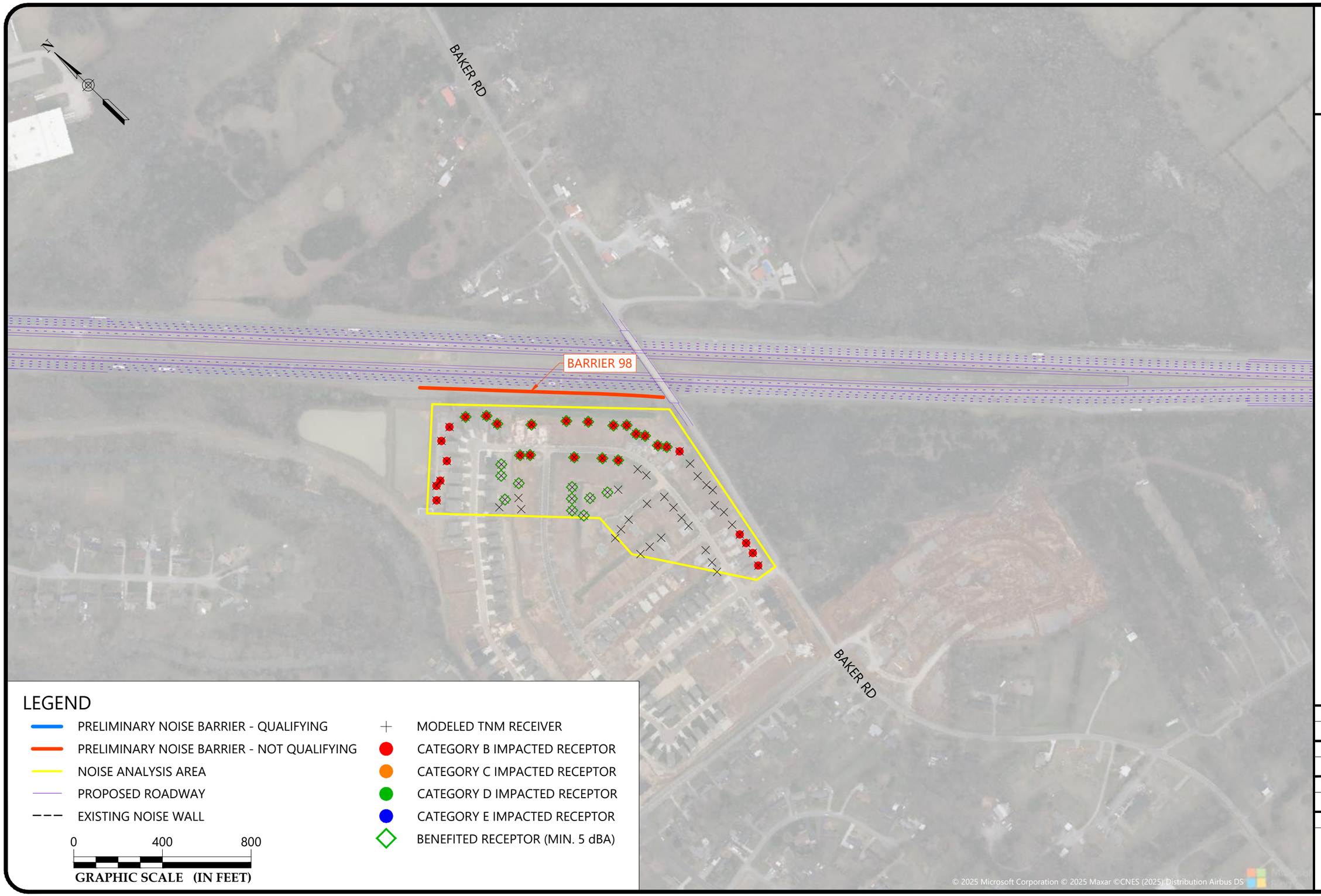
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1811148.1,583772.9	1811050.5,583781.5	98	F, EOP	533	557	24	2,352
1811050.5,583781.5	1810966.1,583834.6	100	F, EOP	536	560	24	2,393
1810966.1,583834.6	1810884.8,583892.5	100	F, EOP	538	562	24	2,397
1810884.8,583892.5	1810803.3,583950.4	100	F, EOP	540	564	24	2,399
1810803.3,583950.4	1810721.8,584008.4	100	F, EOP	542	566	24	2,401
1810721.8,584008.4	1810641.5,584068.1	100	F, EOP	543	567	24	2,401
1810641.5,584068.1	1810561.8,584128.4	100	F, EOP	545	569	24	2,399
1810561.8,584128.4	1810482.1,584188.8	100	F, EOP	546	570	24	2,399
1810482.1,584188.8	1810407.6,584255.1	100	F, EOP	547	571	24	2,394
1810407.6,584255.1	1810338.4,584327.2	100	F, EOP	547	571	24	2,399
1810338.4,584327.2	1810269,584399.3	100	F, EOP	546	570	24	2,402
1810269,584399.3	1810200.4,584472	100	F, EOP	546	570	24	2,399
1810200.4,584472	1810132,584544.9	100	F, EOP	546	570	24	2,398
1810132,584544.9	1810063.6,584617.9	100	F, EOP	546	570	24	2,400
1810063.6,584617.9	1809995.1,584690.8	100	F, EOP	546	570	24	2,401
1809995.1,584690.8	1809926.8,584763.8	100	F, EOP	546	570	24	2,400
1809926.8,584763.8	1809858.4,584836.8	100	F, EOP	546	570	24	2,400
1809858.4,584836.8	1809790,584909.7	100	F, EOP	547	571	24	2,398
1809790,584909.7	BARRIER END	-	F, EOP	547	571	24	-

Barrier Length (ft)	1,798
Average Barrier Height (ft)	24.00
Barrier Area (sq ft)	43,132

Total Barrier System Area (sq ft)	43,132
Average Barrier System Height (ft)	24.00
Number of Benefited Residences	14.00
Area Per Benefited Residence (sq ft)	3,081
Allowable Area Per Benefited Residence (sq ft)	250
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



NAA 98 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO. **F44**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 98

Noise Analysis Area:	98
Description:	The Meadows
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	36
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	36.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Begonia 602	1	B	N	59	N	0	Y	1	N	0
Begonia 604	1	B	N	59	N	0	Y	1	N	0
Begonia 606	1	B	N	59	N	0	Y	1	N	0
Gladiolus 802	1	B	N	61	N	0	Y	4	N	0
Gladiolus 803	1	B	N	62	N	0	Y	2	N	0
Gladiolus 804	1	B	N	62	N	0	Y	5	Y	1
Gladiolus 805	1	B	N	59	N	0	Y	2	N	0
Gladiolus 806	1	B	N	64	N	0	Y	5	Y	1
Gladiolus 807	1	B	N	58	N	0	Y	2	N	0
Gladiolus 808	1	B	N	64	N	0	Y	6	Y	1
Gladiolus 809	1	B	N	59	N	0	Y	2	N	0
Neecee 142	1	B	N	62	N	0	Y	4	N	0
Neecee 144	1	B	N	63	N	0	Y	5	Y	1
Neecee 145	1	B	N	67	Y	1	Y	1	N	0
Neecee 146	1	B	N	64	N	0	Y	7	Y	1
Neecee 147	1	B	N	70	Y	1	Y	1	N	0
Neecee 148	1	B	N	65	N	0	Y	7	Y	1
Neecee 149	1	B	N	69	Y	1	Y	1	N	0
Neecee 151	1	B	N	69	Y	1	Y	1	N	0
Neecee 153	1	B	N	72	Y	1	Y	2	N	0
Neecee 155	1	B	Y	73	Y	1	Y	3	N	0
Neecee 570	1	B	Y	74	Y	1	Y	5	Y	1
Petunia 344	1	B	N	64	N	0	Y	5	Y	1
Petunia 345	1	B	N	61	N	0	Y	4	N	0

FEASIBILITY ANALYSIS FOR NAA 98

Noise Analysis Area:	98
Description:	The Meadows
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	36
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	36.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Petunia 346	1	B	N	63	N	0	Y	5	Y	1
Petunia 347	1	B	N	61	N	0	Y	4	N	0
Petunia 348	1	B	N	64	N	0	Y	6	Y	1
Petunia 349	1	B	N	62	N	0	Y	5	Y	1
Sunflower 512	1	B	Y	66	Y	1	Y	0	N	0
Sunflower 513	1	B	N	60	N	0	Y	1	N	0
Sunflower 514	1	B	Y	67	Y	1	Y	0	N	0
Sunflower 515	1	B	N	61	N	0	Y	1	N	0
Sunflower 516	1	B	Y	67	Y	1	Y	0	N	0
Sunflower 517	1	B	N	61	N	0	Y	2	N	0
Sunflower 518	1	B	Y	67	Y	1	Y	1	N	0
Sunflower 520	1	B	Y	65	N	0	Y	1	N	0
Sunflower 522	1	B	Y	64	N	0	Y	1	N	0
Sunflower 523	1	B	N	61	N	0	Y	2	N	0
Sunflower 524	1	B	Y	63	N	0	Y	2	N	0
Sunflower 525	2	B	N	62	N	0	Y	3	N	0
Sunflower 526	1	B	Y	64	N	0	Y	2	N	0
Sunflower 527	2	B	N	62	N	0	Y	3	N	0
Sunflower 528	1	B	Y	65	N	0	Y	3	N	0
Sunflower 529	1	B	N	63	N	0	Y	3	N	0
Sunflower 530	1	B	Y	64	N	0	Y	3	N	0
Sunflower 532	1	B	Y	65	N	0	Y	3	N	0
Sunflower 534	1	B	Y	67	Y	1	Y	4	N	0
Sunflower 536	1	B	Y	70	Y	1	Y	6	Y	1

FEASIBILITY ANALYSIS FOR NAA 98

Noise Analysis Area:	98
Description:	The Meadows
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	36
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	36.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Sunflower 538	1	B	Y	70	Y	1	Y	6	Y	1
Sunflower 540	1	B	Y	75	Y	1	Y	6	Y	1
Sunflower 541	1	B	N	64	N	0	Y	3	N	0
Sunflower 542	1	B	Y	75	Y	1	Y	7	Y	1
Sunflower 543	1	B	N	64	N	0	Y	4	N	0
Sunflower 544	1	B	Y	77	Y	1	Y	9	Y	1
Sunflower 545	1	B	N	67	Y	1	Y	6	Y	1
Sunflower 546	1	B	Y	77	Y	1	Y	10	Y	1
Sunflower 547	1	B	N	68	Y	1	Y	6	Y	1
Sunflower 548	3	B	Y	77	Y	3	Y	11	Y	3
Sunflower 549	3	B	N	69	Y	3	Y	7	Y	3
Sunflower 554	2	B	Y	76	Y	2	Y	11	Y	2
Sunflower 558	3	B	Y	74	Y	3	Y	9	Y	3
Sunflower 561	1	B	N	66	Y	1	Y	5	Y	1
Sunflower 563	1	B	N	66	Y	1	Y	5	Y	1
Sunflower 564	2	B	Y	75	Y	2	Y	11	Y	2
Sunflower 568	1	B	Y	73	Y	1	Y	6	Y	1

Benefited Ground-Level Residence	35
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	35.00
1st Row Ground-Level Impacted	24.00
1st Row Ground-Level Impacted and Benefited	18.00

FEASIBILITY %	**75%**

REASONABLENESS ALLOWANCE FOR NAA 98

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	250
	% residences constructed after highway	100%	
	% residences constructed before 2005	0%	
	% residences constructed after 2005	100%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	0
	% residences constructed after widening	100%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	72 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	350

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 98

Noise Analysis Area:	98
Description:	The Meadows
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Begonia 602	1	B	N	59	58	1	N	0	0	N	0
Begonia 604	1	B	N	59	58	1	N	0	0	N	0
Begonia 606	1	B	N	59	58	1	N	0	0	N	0
Gladiolus 802	1	B	N	61	57	4	N	0	0	N	0
Gladiolus 803	1	B	N	62	60	2	N	0	0	N	0
Gladiolus 804	1	B	N	62	58	5	Y	1	0	N	0
Gladiolus 805	1	B	N	59	56	2	N	0	0	N	0
Gladiolus 806	1	B	N	64	58	5	Y	1	0	N	0
Gladiolus 807	1	B	N	58	56	2	N	0	0	N	0
Gladiolus 808	1	B	N	64	58	6	Y	1	0	N	0
Gladiolus 809	1	B	N	59	57	2	N	0	0	N	0
Neecee 142	1	B	N	62	58	4	N	0	0	N	0
Neecee 144	1	B	N	63	58	5	Y	1	0	N	0
Neecee 145	1	B	N	67	66	1	N	0	0	N	0
Neecee 146	1	B	N	64	57	7	Y	1	0	Y	0
Neecee 147	1	B	N	70	69	1	N	0	0	N	0
Neecee 148	1	B	N	65	58	7	Y	1	0	Y	0
Neecee 149	1	B	N	69	69	1	N	0	0	N	0
Neecee 151	1	B	N	69	69	1	N	0	0	N	0
Neecee 153	1	B	N	72	70	2	N	0	0	N	0
Neecee 155	1	B	Y	73	70	3	N	0	0	N	0
Neecee 570	1	B	Y	74	69	5	Y	1	1	N	0
Petunia 344	1	B	N	64	59	5	Y	1	0	N	0
Petunia 345	1	B	N	61	57	4	N	0	0	N	0
Petunia 346	1	B	N	63	58	5	Y	1	0	N	0
Petunia 347	1	B	N	61	57	4	N	0	0	N	0
Petunia 348	1	B	N	64	58	6	Y	1	0	N	0
Petunia 349	1	B	N	62	57	5	Y	1	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 98

Noise Analysis Area:	98
Description:	The Meadows
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Sunflower 512	1	B	Y	66	66	0	N	0	0	N	0
Sunflower 513	1	B	N	60	59	1	N	0	0	N	0
Sunflower 514	1	B	Y	67	67	0	N	0	0	N	0
Sunflower 515	1	B	N	61	60	1	N	0	0	N	0
Sunflower 516	1	B	Y	67	66	0	N	0	0	N	0
Sunflower 517	1	B	N	61	60	2	N	0	0	N	0
Sunflower 518	1	B	Y	67	66	1	N	0	0	N	0
Sunflower 520	1	B	Y	65	64	1	N	0	0	N	0
Sunflower 522	1	B	Y	64	62	1	N	0	0	N	0
Sunflower 523	1	B	N	61	59	2	N	0	0	N	0
Sunflower 524	1	B	Y	63	61	2	N	0	0	N	0
Sunflower 525	2	B	N	62	60	3	N	0	0	N	0
Sunflower 526	1	B	Y	64	62	2	N	0	0	N	0
Sunflower 527	2	B	N	62	59	3	N	0	0	N	0
Sunflower 528	1	B	Y	65	62	3	N	0	0	N	0
Sunflower 529	1	B	N	63	60	3	N	0	0	N	0
Sunflower 530	1	B	Y	64	61	3	N	0	0	N	0
Sunflower 532	1	B	Y	65	61	3	N	0	0	N	0
Sunflower 534	1	B	Y	67	63	4	N	0	0	N	0
Sunflower 536	1	B	Y	70	64	6	Y	1	1	N	0
Sunflower 538	1	B	Y	70	65	6	Y	1	1	N	0
Sunflower 540	1	B	Y	75	68	6	Y	1	1	N	0
Sunflower 541	1	B	N	64	60	3	N	0	0	N	0
Sunflower 542	1	B	Y	75	68	7	Y	1	1	Y	1
Sunflower 543	1	B	N	64	60	4	N	0	0	N	0
Sunflower 544	1	B	Y	77	68	9	Y	1	1	Y	1
Sunflower 545	1	B	N	67	61	6	Y	1	0	N	0
Sunflower 546	1	B	Y	77	67	10	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 98

Noise Analysis Area:	98
Description:	The Meadows
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Sunflower 547	1	B	N	68	62	6	Y	1	0	N	0
Sunflower 548	3	B	Y	77	67	11	Y	3	3	Y	3
Sunflower 549	3	B	N	69	62	7	Y	3	0	Y	0
Sunflower 554	2	B	Y	76	65	11	Y	2	2	Y	2
Sunflower 558	3	B	Y	74	65	9	Y	3	3	Y	3
Sunflower 561	1	B	N	66	61	5	Y	1	0	N	0
Sunflower 563	1	B	N	66	61	5	Y	1	0	N	0
Sunflower 564	2	B	Y	75	64	11	Y	2	2	Y	2
Sunflower 568	1	B	Y	73	67	6	Y	1	1	N	0

First Row Benefited Residences	18
Equivalent First Row Benefits	0.00
Total First Row Benefits	18.00
Total First Row Receiving 7 dB IL	13.00

% Meeting NRDG	**72%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 98

Noise Analysis Area:	98
Description:	The Meadows
Design Year:	2052
Alternative:	BUILD

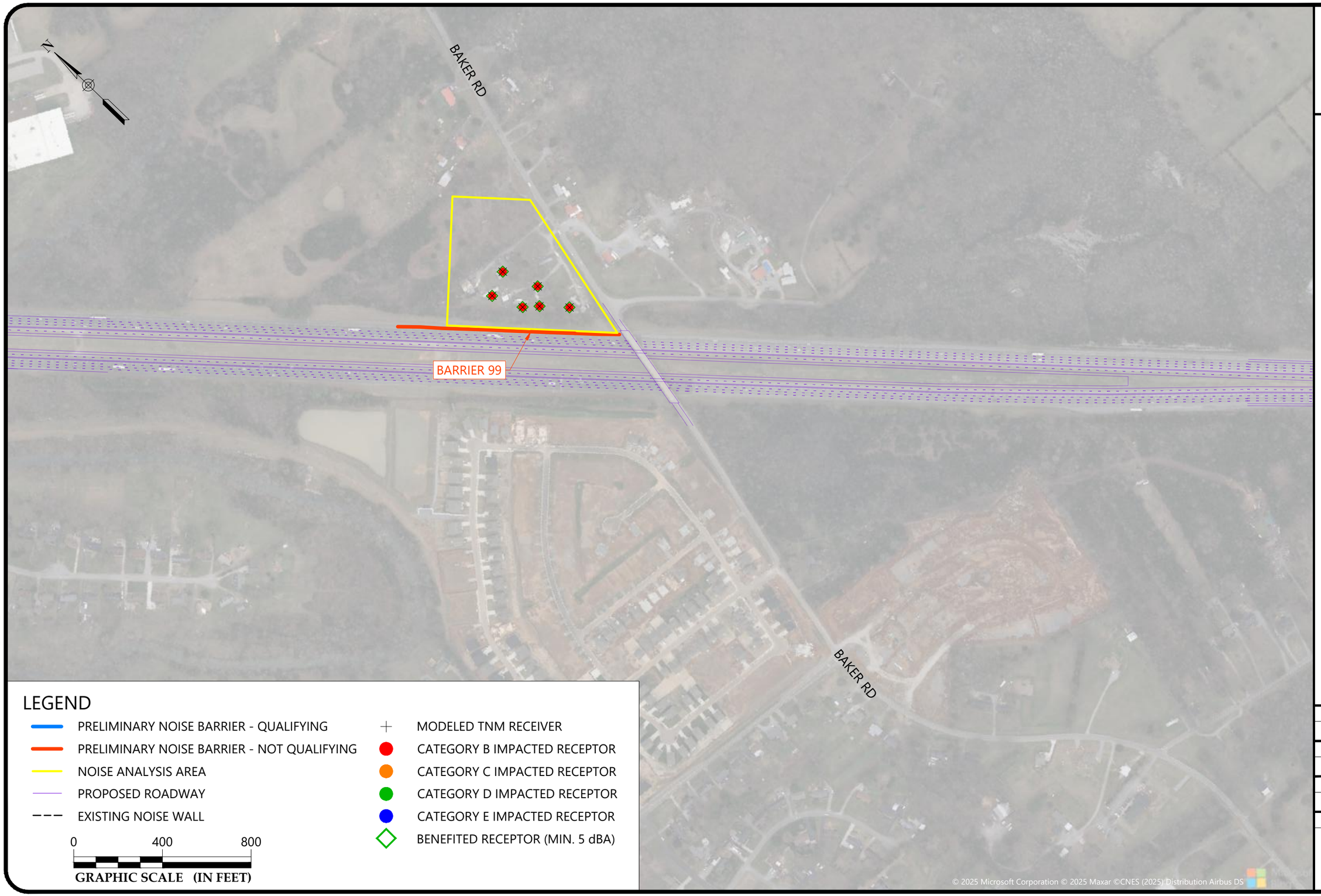
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1813475.8,580359.5	1813542.8,580285.2	100	F, EOP	552	564	12	1,201
1813542.8,580285.2	1813609.6,580210.8	100	F, EOP	553	567	14	1,400
1813609.6,580210.8	1813676.3,580136.3	100	F, EOP	554	570	16	1,600
1813676.3,580136.3	1813743,580061.8	100	F, EOP	554	570	16	1,600
1813743,580061.8	1813810.1,579987.8	100	F, EOP	555	571	16	1,599
1813810.1,579987.8	1813877.1,579913.4	100	F, EOP	555	571	16	1,601
1813877.1,579913.4	1813944,579839.1	100	F, EOP	556	572	16	1,600
1813944,579839.1	1814011.3,579765.1	100	F, EOP	556	572	16	1,599
1814011.3,579765.1	1814077.4,579690.1	100	F, EOP	557	573	16	1,601
1814077.4,579690.1	1814142.4,579614.1	100	F, EOP	558	572	14	1,400
1814142.4,579614.1	1814206.9,579537.7	100	F, EOP	558	570	12	1,200
1814206.9,579537.7	BARRIER END	-	F, EOP	558	570	12	-

Barrier Length (ft)	1,100
Average Barrier Height (ft)	14.91
Barrier Area (sq ft)	16,401

Total Barrier System Area (sq ft)	16,401
Average Barrier System Height (ft)	14.91
Number of Benefited Residences	35.00
Area Per Benefited Residence (sq ft)	469
Allowable Area Per Benefited Residence (sq ft)	350
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 99 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO. F45

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 99

Noise Analysis Area:	99
Description:	W of Baker
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	6
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	6.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Baker 934-936	1	B	N	68	Y	1	Y	6	Y	1
Baker 938	1	B	Y	75	Y	1	Y	10	Y	1
Baker 940	1	B	Y	77	Y	1	Y	10	Y	1
Baker 943	1	B	Y	77	Y	1	Y	11	Y	1
Baker 944	1	B	Y	77	Y	1	Y	10	Y	1
Baker 948	1	B	N	71	Y	1	Y	6	Y	1

Benefited Ground-Level Residence	6
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	6.00
1st Row Ground-Level Impacted	4.00
1st Row Ground-Level Impacted and Benefited	4.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 99

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	750
	% residences constructed after highway	100%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	76 dB	200
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	1,150

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 99

Noise Analysis Area:	99
Description:	W of Baker
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Baker 934-936	1	B	N	68	61	6	Y	1	0	N	0
Baker 938	1	B	Y	75	64	10	Y	1	1	Y	1
Baker 940	1	B	Y	77	67	10	Y	1	1	Y	1
Baker 943	1	B	Y	77	66	11	Y	1	1	Y	1
Baker 944	1	B	Y	77	67	10	Y	1	1	Y	1
Baker 948	1	B	N	71	65	6	Y	1	0	N	0

First Row Benefited Residences	4
Equivalent First Row Benefits	0.00
Total First Row Benefits	4.00
Total First Row Receiving 7 dB IL	4.00

% Meeting NRDG	**100%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 99

Noise Analysis Area:	99
Description:	W of Baker
Design Year:	2052
Alternative:	BUILD

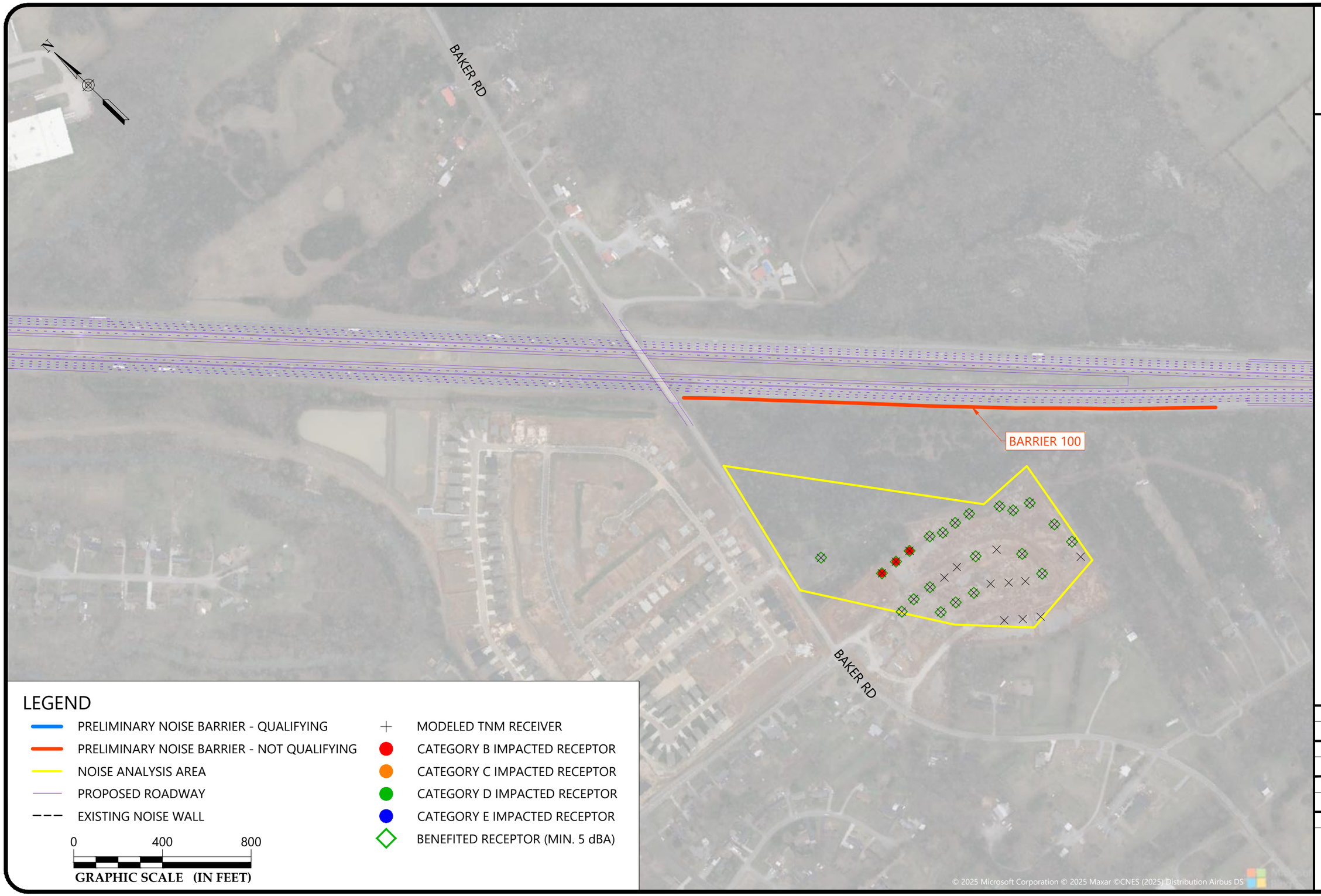
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1814273.3,579877.4	1814204.8,579950.3	100	F, EOP	557	571	14	1,400
1814204.8,579950.3	1814138.4,580025	100	F, EOP	557	571	14	1,400
1814138.4,580025	1814071.5,580099.4	100	F, EOP	557	571	14	1,400
1814071.5,580099.4	1814004.8,580173.9	100	F, EOP	556	570	14	1,400
1814004.8,580173.9	1813938.5,580248.7	100	F, EOP	556	570	14	1,399
1813938.5,580248.7	1813872.5,580323.9	100	F, EOP	555	569	14	1,401
1813872.5,580323.9	1813805.8,580398.3	100	F, EOP	555	569	14	1,400
1813805.8,580398.3	1813739,580472.8	100	F, EOP	554	568	14	1,400
1813739,580472.8	1813673.9,580548.7	100	F, EOP	554	568	14	1,401
1813673.9,580548.7	1813605.5,580621.7	100	F, EOP	553	567	14	1,400
1813605.5,580621.7	BARRIER END	-	F, EOP	553	567	14	-

Barrier Length (ft)	1,000
Average Barrier Height (ft)	14.00
Barrier Area (sq ft)	14,001

Total Barrier System Area (sq ft)	14,001
Average Barrier System Height (ft)	14.00
Number of Benefited Residences	6.00
Area Per Benefited Residence (sq ft)	2,334
Allowable Area Per Benefited Residence (sq ft)	1,150
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



NAA 100 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO. **F46**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 100

Noise Analysis Area:	100
Description:	Alta Vista
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	3
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	3.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Alta Vista 1006	1	B	N	57	N	0	Y	5	Y	1
Alta Vista 1007	1	B	Y	66	Y	1	Y	7	Y	1
Alta Vista 1008	1	B	N	62	N	0	Y	6	Y	1
Alta Vista 1009	1	B	Y	67	Y	1	Y	8	Y	1
Alta Vista 1010	1	B	N	59	N	0	Y	5	Y	1
Alta Vista 1011	1	B	Y	67	Y	1	Y	7	Y	1
Alta Vista 1012	1	B	N	56	N	0	Y	4	N	0
Alta Vista 1013	1	B	Y	65	N	0	Y	6	Y	1
Alta Vista 1014	1	B	N	56	N	0	Y	4	N	0
Alta Vista 1015	1	B	Y	65	N	0	Y	6	Y	1
Alta Vista 1016	1	B	N	58	N	0	Y	5	Y	1
Alta Vista 1017	1	B	Y	65	N	0	Y	6	Y	1
Alta Vista 1018	1	B	N	59	N	0	Y	4	N	0
Alta Vista 1019	1	B	Y	65	N	0	Y	5	Y	1
Alta Vista 1020	1	B	N	59	N	0	Y	5	Y	1
Alta Vista 1021	1	B	Y	64	N	0	Y	5	Y	1
Alta Vista 1023	1	B	Y	65	N	0	Y	5	Y	1
Alta Vista 1025	1	B	Y	64	N	0	Y	5	Y	1
Alta Vista 1026	1	B	N	58	N	0	Y	5	Y	1
Alta Vista 1027	1	B	Y	64	N	0	Y	5	Y	1
Alta Vista 1028	1	B	N	53	N	0	Y	3	N	0
Alta Vista 1029	1	B	Y	62	N	0	Y	5	Y	1
Alta Vista 1030	1	B	N	54	N	0	Y	3	N	0
Alta Vista 1031	1	B	Y	60	N	0	Y	4	N	0

FEASIBILITY ANALYSIS FOR NAA 100

Noise Analysis Area:	100
Description:	Alta Vista
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	3
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	3.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Alta Vista 1032	1	B	N	53	N	0	Y	3	N	0
Alta Vista 1034	1	B	N	55	N	0	Y	5	Y	1
Alta Vista 1036	1	B	N	56	N	0	Y	5	Y	1
Alta Vista 1038	1	B	N	56	N	0	Y	5	Y	1
Alta Vista 1039	1	B	N	54	N	0	Y	2	N	0
Alta Vista 1041	1	B	N	54	N	0	Y	3	N	0
Alta Vista 1043	1	B	N	55	N	0	Y	3	N	0
Baker 1007	1	B	Y	58	N	0	Y	5	Y	1

Benefited Ground-Level Residence	22
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	22.00
1st Row Ground-Level Impacted	3.00
1st Row Ground-Level Impacted and Benefited	3.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 100

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	250
	% residences constructed after highway	97%	
	% residences constructed before 2005	3%	
	% residences constructed after 2005	97%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	0
	% residences constructed after widening	97%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	67 dB	0
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	250

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 100

Noise Analysis Area:	100
Description:	Alta Vista
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Alta Vista 1006	1	B	N	57	53	5	Y	1	0	N	0
Alta Vista 1007	1	B	Y	66	59	7	Y	1	1	Y	1
Alta Vista 1008	1	B	N	62	57	6	Y	1	0	N	0
Alta Vista 1009	1	B	Y	67	59	8	Y	1	1	Y	1
Alta Vista 1010	1	B	N	59	53	5	Y	1	0	N	0
Alta Vista 1011	1	B	Y	67	59	7	Y	1	1	Y	1
Alta Vista 1012	1	B	N	56	51	4	N	0	0	N	0
Alta Vista 1013	1	B	Y	65	58	6	Y	1	1	N	0
Alta Vista 1014	1	B	N	56	52	4	N	0	0	N	0
Alta Vista 1015	1	B	Y	65	58	6	Y	1	1	N	0
Alta Vista 1016	1	B	N	58	53	5	Y	1	0	N	0
Alta Vista 1017	1	B	Y	65	59	6	Y	1	1	N	0
Alta Vista 1018	1	B	N	59	55	4	N	0	0	N	0
Alta Vista 1019	1	B	Y	65	59	5	Y	1	1	N	0
Alta Vista 1020	1	B	N	59	54	5	Y	1	0	N	0
Alta Vista 1021	1	B	Y	64	59	5	Y	1	1	N	0
Alta Vista 1023	1	B	Y	65	59	5	Y	1	1	N	0
Alta Vista 1025	1	B	Y	64	59	5	Y	1	1	N	0
Alta Vista 1026	1	B	N	58	53	5	Y	1	0	N	0
Alta Vista 1027	1	B	Y	64	59	5	Y	1	1	N	0
Alta Vista 1028	1	B	N	53	50	3	N	0	0	N	0
Alta Vista 1029	1	B	Y	62	57	5	Y	1	1	N	0
Alta Vista 1030	1	B	N	54	51	3	N	0	0	N	0
Alta Vista 1031	1	B	Y	60	56	4	N	0	0	N	0
Alta Vista 1032	1	B	N	53	50	3	N	0	0	N	0
Alta Vista 1034	1	B	N	55	51	5	Y	1	0	N	0
Alta Vista 1036	1	B	N	56	51	5	Y	1	0	N	0
Alta Vista 1038	1	B	N	56	52	5	Y	1	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 100

Noise Analysis Area:	100
Description:	Alta Vista
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Alta Vista 1039	1	B	N	54	53	2	N	0	0	N	0
Alta Vista 1041	1	B	N	54	52	3	N	0	0	N	0
Alta Vista 1043	1	B	N	55	52	3	N	0	0	N	0
Baker 1007	1	B	Y	58	54	5	Y	1	1	N	0

First Row Benefited Residences	13
Equivalent First Row Benefits	0.00
Total First Row Benefits	13.00
Total First Row Receiving 7 dB IL	3.00

% Meeting NRDG	**23%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 100

Noise Analysis Area:	100
Description:	Alta Vista
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1814269,579470.8	1814337.5,579397.9	100	F, EOP	559	583	24	2,401
1814337.5,579397.9	1814405.3,579324.4	100	F, EOP	560	584	24	2,399
1814405.3,579324.4	1814472.3,579250.2	100	F, EOP	562	586	24	2,399
1814472.3,579250.2	1814538.3,579175.1	100	F, EOP	564	588	24	2,400
1814538.3,579175.1	1814605.3,579100.8	100	F, EOP	566	590	24	2,401
1814605.3,579100.8	1814671.9,579026.2	100	F, EOP	569	593	24	2,400
1814671.9,579026.2	1814738.9,578951.9	100	F, EOP	571	595	24	2,400
1814738.9,578951.9	1814805.9,578877.8	100	F, EOP	574	598	24	2,399
1814805.9,578877.8	1814872.1,578802.9	100	F, EOP	577	601	24	2,399
1814872.1,578802.9	1814938.9,578728.4	100	F, EOP	580	604	24	2,401
1814938.9,578728.4	1815005.4,578653.6	100	F, EOP	583	607	24	2,401
1815005.4,578653.6	1815072.8,578579.8	100	F, EOP	587	611	24	2,400
1815072.8,578579.8	1815140.4,578506.1	100	F, EOP	590	614	24	2,399
1815140.4,578506.1	1815207.8,578432.2	100	F, EOP	593	617	24	2,401
1815207.8,578432.2	1815275.4,578358.5	100	F, EOP	597	621	24	2,400
1815275.4,578358.5	1815344.9,578286.6	100	F, EOP	600	624	24	2,400
1815344.9,578286.6	1815414,578214.4	100	F, EOP	603	627	24	2,400
1815414,578214.4	1815483,578142	100	F, EOP	605	629	24	2,400
1815483,578142	1815551.5,578069.2	100	F, EOP	607	631	24	2,399
1815551.5,578069.2	1815620.5,577996.8	100	F, EOP	608	632	24	2,400
1815620.5,577996.8	1815690.8,577925.6	100	F, EOP	609	633	24	2,400
1815690.8,577925.6	1815761.5,577854.9	100	F, EOP	610	634	24	2,400
1815761.5,577854.9	1815831.8,577783.8	100	F, EOP	610	634	24	2,399
1815831.8,577783.8	1815902.1,577712.7	100	F, EOP	610	634	24	2,401
1815902.1,577712.7	BARRIER END	-	F, EOP	610	634	24	-

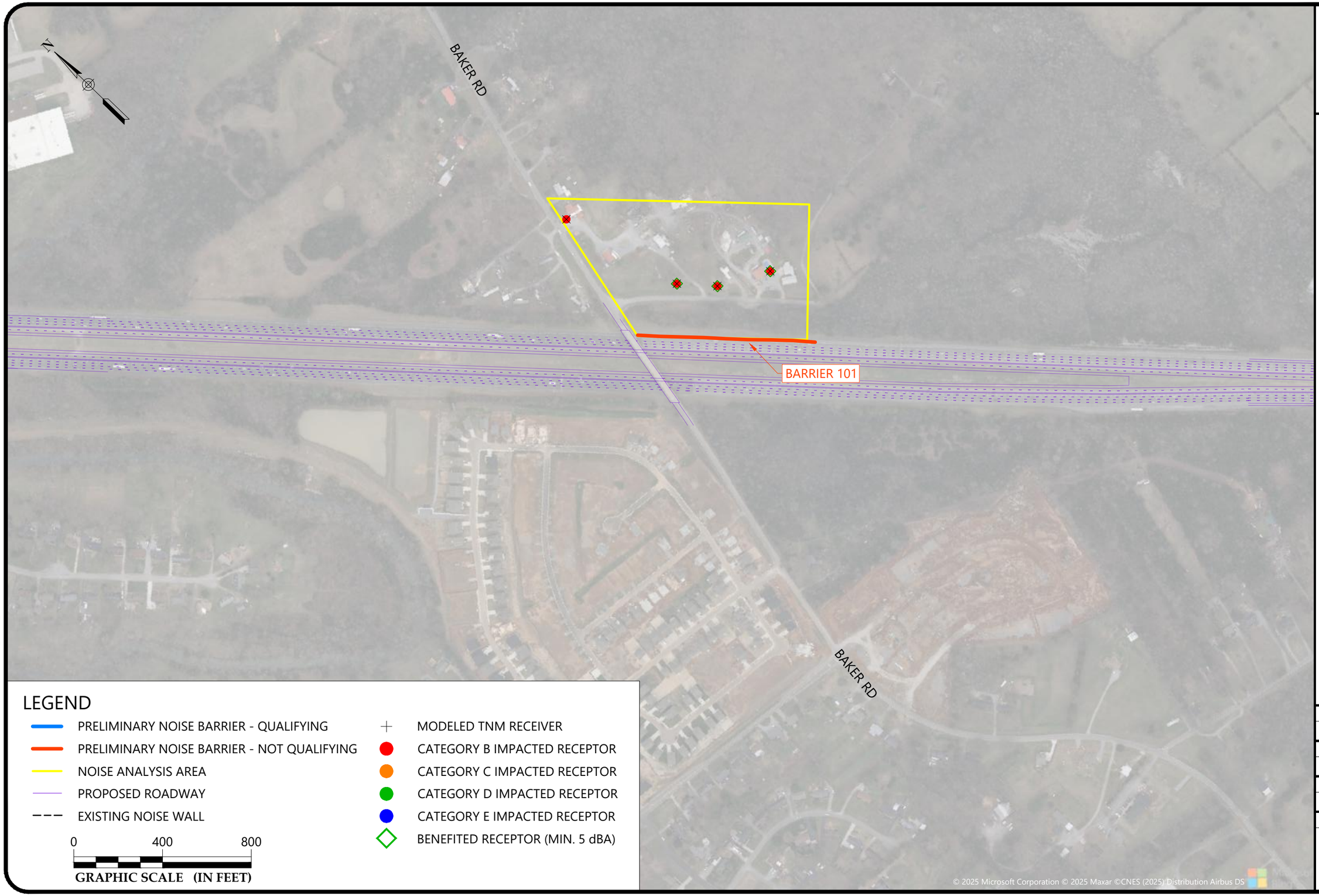
NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 100

Noise Analysis Area:	100
Description:	Alta Vista
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
	Barrier Length (ft)	2,400		**Total Barrier System Area (sq ft)**			57,599
	Average Barrier Height (ft)	24.00		**Average Barrier System Height (ft)**			24.00
	Barrier Area (sq ft)	57,599		**Number of Benefited Residences**			22.00
				Area Per Benefited Residence (sq ft)			2,618
				Allowable Area Per Benefited Residence (sq ft)			250
				Reasonable?			N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way; T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 101 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO. F47

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 101

Noise Analysis Area:	101
Description:	Baker Ln
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	4
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	4.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Baker 939	1	B	N	67	Y	1	Y	0	N	0
Baker Lane 153	1	B	Y	69	Y	1	Y	5	Y	1
Baker Lane 197	1	B	Y	72	Y	1	Y	7	Y	1
Baker Lane 243	1	B	Y	69	Y	1	Y	7	Y	1

Benefited Ground-Level Residence	3
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	3.00
1st Row Ground-Level Impacted	3.00
1st Row Ground-Level Impacted and Benefited	3.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 101

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	750
	% residences constructed after highway	75%	
	% residences constructed before 2005	100%	
	% residences constructed after 2005	0%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	70 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
	Total Allowance		1,050

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 101

Noise Analysis Area:	101
Description:	Baker Ln
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Baker 939	1	B	N	67	67	0	N	0	0	N	0
Baker Lane 153	1	B	Y	69	63	5	Y	1	1	N	0
Baker Lane 197	1	B	Y	72	65	7	Y	1	1	Y	1
Baker Lane 243	1	B	Y	69	62	7	Y	1	1	Y	1

First Row Benefited Residences	3
Equivalent First Row Benefits	0.00
Total First Row Benefits	3.00
Total First Row Receiving 7 dB IL	2.00

% Meeting NRDG	**67%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 101

Noise Analysis Area:	101
Description:	Baker Ln
Design Year:	2052
Alternative:	BUILD

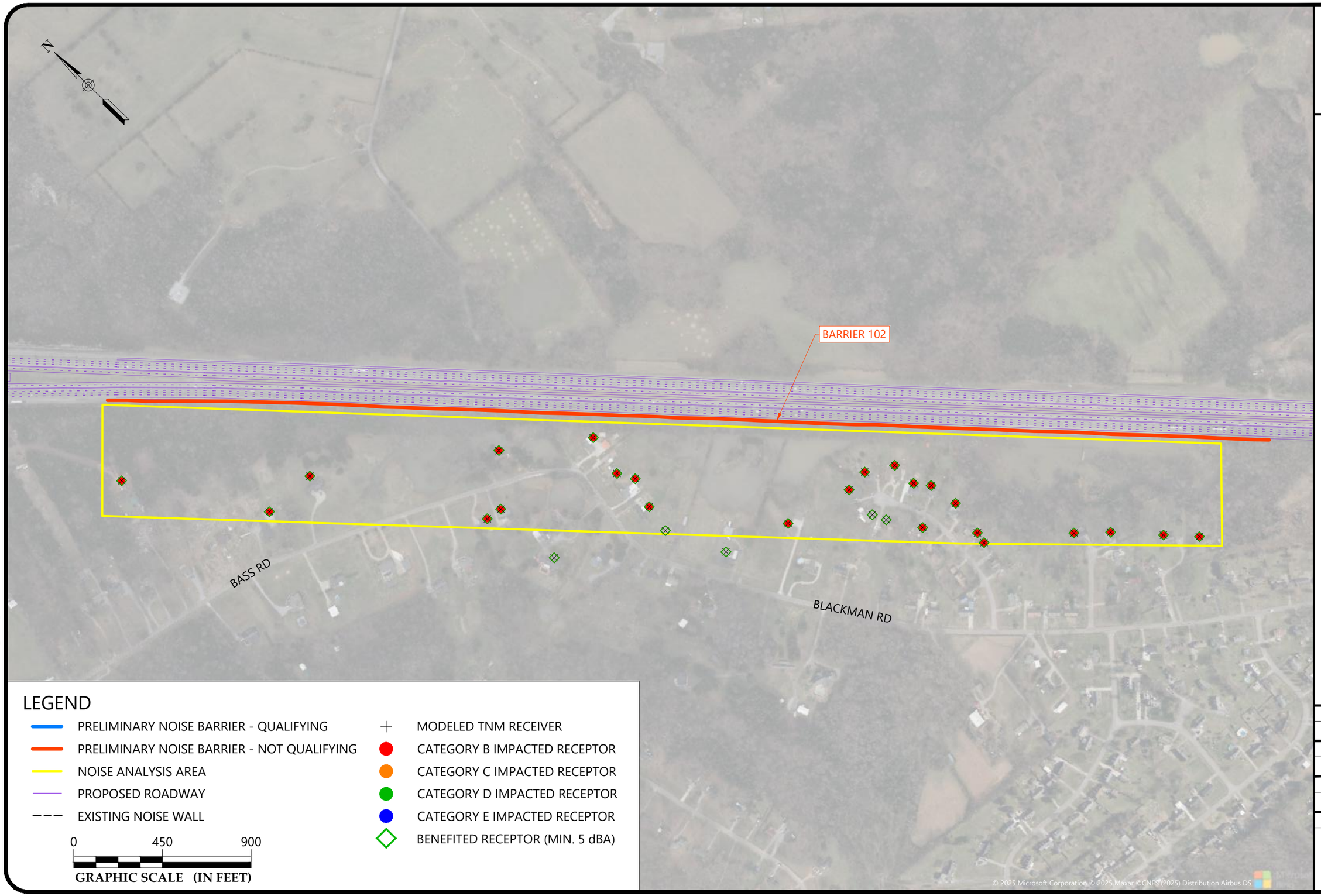
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1814325.6,579815.9	1814391.1,579740.3	100	F, EOP	558	570	12	1,200
1814391.1,579740.3	1814459,579666.5	100	F, EOP	559	571	12	1,203
1814459,579666.5	1814526.4,579592.6	100	F, EOP	559	571	12	1,200
1814526.4,579592.6	1814590.5,579517.9	98	F, EOP	561	573	12	1,181
1814590.5,579517.9	1814657.8,579442.4	101	F, EOP	563	577	14	1,416
1814657.8,579442.4	1814727.4,579368.4	102	F, EOP	565	579	14	1,422
1814727.4,579368.4	1814793.3,579295.8	98	F, EOP	567	581	14	1,373
1814793.3,579295.8	1814857.9,579218.7	101	F, EOP	570	584	14	1,408
1814857.9,579218.7	BARRIER END	-	F, EOP	573	587	14	-

Barrier Length (ft)	800
Average Barrier Height (ft)	13.00
Barrier Area (sq ft)	10,403

Total Barrier System Area (sq ft)	10,403
Average Barrier System Height (ft)	13.00
Number of Benefited Residences	3.00
Area Per Benefited Residence (sq ft)	3,468
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



NAA 102 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:450

DATE: 10/30/2025

PROJECT NUMBER 24430273B

FIGURE NO.

F48

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 102

Noise Analysis Area:	102
Description:	Blackman Rd
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	24
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	24.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Bass 4708	1	B	Y	71	Y	1	Y	8	Y	1
Bass 4735	1	B	N	67	Y	1	Y	7	Y	1
Bass 4745	1	B	N	67	Y	1	Y	7	Y	1
Bass 4776	1	B	Y	70	Y	1	Y	9	Y	1
Bass 4838	1	B	Y	67	Y	1	Y	7	Y	1
Bass 4920	1	B	Y	68	Y	1	Y	5	Y	1
Blackman 4884	1	B	Y	70	Y	1	Y	5	Y	1
Blackman 4890	1	B	Y	69	Y	1	Y	5	Y	1
Blackman 5314	1	B	Y	66	Y	1	Y	7	Y	1
Blackman 5324	1	B	Y	63	N	0	Y	5	Y	1
Blackman 5334	1	B	Y	65	N	0	Y	6	Y	1
Blackman 5344	1	B	Y	67	Y	1	Y	7	Y	1
Blackman 5354	1	B	Y	70	Y	1	Y	9	Y	1
Blackman 5364	1	B	Y	70	Y	1	Y	8	Y	1
Blackman 5373	1	B	N	64	N	0	Y	6	Y	1
Blackman 5374	1	B	Y	76	Y	1	Y	10	Y	1
Cannonwood 4326	1	B	Y	69	Y	1	Y	6	Y	1
Cannonwood 4336	1	B	Y	67	Y	1	Y	6	Y	1
Cannonwood 4346	1	B	Y	71	Y	1	Y	8	Y	1
Cannonwood 4355	1	B	N	66	Y	1	Y	7	Y	1
Cannonwood 4356	1	B	Y	72	Y	1	Y	9	Y	1
Cannonwood 4365	1	B	N	65	N	0	Y	6	Y	1
Cannonwood 4366	1	B	Y	72	Y	1	Y	9	Y	1
Cannonwood 4375	1	B	N	65	N	0	Y	6	Y	1

FEASIBILITY ANALYSIS FOR NAA 102

Noise Analysis Area:	102
Description:	Blackman Rd
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	24
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	24.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Cannonwood 4376	1	B	Y	75	Y	1	Y	10	Y	1
Cannonwood 4385	1	B	Y	71	Y	1	Y	9	Y	1
Cannonwood 4386	1	B	Y	74	Y	1	Y	10	Y	1
Highpointe 4327	1	B	Y	69	Y	1	Y	6	Y	1
Highpointe 4328	1	B	Y	70	Y	1	Y	6	Y	1

Benefited Ground-Level Residence	29
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	29.00
1st Row Ground-Level Impacted	21.00
1st Row Ground-Level Impacted and Benefited	21.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 102

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	750
	% residences constructed after highway	100%	
	% residences constructed before 2005	97%	
	% residences constructed after 2005	3%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	200
	% residences constructed after widening	7%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	70 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	**1,050**

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 102

Noise Analysis Area:	102
Description:	Blackman Rd
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Bass 4708	1	B	Y	71	63	8	Y	1	1	Y	1
Bass 4735	1	B	N	67	60	7	Y	1	0	Y	0
Bass 4745	1	B	N	67	59	7	Y	1	0	Y	0
Bass 4776	1	B	Y	70	62	9	Y	1	1	Y	1
Bass 4838	1	B	Y	67	60	7	Y	1	1	Y	1
Bass 4920	1	B	Y	68	63	5	Y	1	1	N	0
Blackman 4884	1	B	Y	70	66	5	Y	1	1	N	0
Blackman 4890	1	B	Y	69	64	5	Y	1	1	N	0
Blackman 5314	1	B	Y	66	59	7	Y	1	1	Y	1
Blackman 5324	1	B	Y	63	58	5	Y	1	1	N	0
Blackman 5334	1	B	Y	65	59	6	Y	1	1	N	0
Blackman 5344	1	B	Y	67	60	7	Y	1	1	Y	1
Blackman 5354	1	B	Y	70	62	9	Y	1	1	Y	1
Blackman 5364	1	B	Y	70	62	8	Y	1	1	Y	1
Blackman 5373	1	B	N	64	57	6	Y	1	0	N	0
Blackman 5374	1	B	Y	76	66	10	Y	1	1	Y	1
Cannonwood 4326	1	B	Y	69	62	6	Y	1	1	N	0
Cannonwood 4336	1	B	Y	67	62	6	Y	1	1	N	0
Cannonwood 4346	1	B	Y	71	63	8	Y	1	1	Y	1
Cannonwood 4355	1	B	N	66	59	7	Y	1	0	Y	0
Cannonwood 4356	1	B	Y	72	63	9	Y	1	1	Y	1
Cannonwood 4365	1	B	N	65	59	6	Y	1	0	N	0
Cannonwood 4366	1	B	Y	72	63	9	Y	1	1	Y	1
Cannonwood 4375	1	B	N	65	59	6	Y	1	0	N	0
Cannonwood 4376	1	B	Y	75	65	10	Y	1	1	Y	1
Cannonwood 4385	1	B	Y	71	62	9	Y	1	1	Y	1
Cannonwood 4386	1	B	Y	74	64	10	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 102

Noise Analysis Area:	102
Description:	Blackman Rd
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Highpointe 4327	1	B	Y	69	63	6	Y	1	1	N	0
Highpointe 4328	1	B	Y	70	64	6	Y	1	1	N	0

First Row Benefited Residences	23
Equivalent First Row Benefits	0.00
Total First Row Benefits	23.00
Total First Row Receiving 7 dB IL	14.00

% Meeting NRDG	**61%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 102

Noise Analysis Area:	102
Description:	Blackman Rd
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1815972.1,577641.3	1816041.5,577569.3	100	F, EOP	610	624	14	1,400
1816041.5,577569.3	1816108,577494.6	100	F, EOP	609	625	16	1,600
1816108,577494.6	1816177.1,577422.4	100	F, EOP	607	623	16	1,600
1816177.1,577422.4	1816247,577350.8	100	F, EOP	605	621	16	1,601
1816247,577350.8	1816315.8,577278.2	100	F, EOP	603	619	16	1,599
1816315.8,577278.2	1816385.4,577206.4	100	F, EOP	601	617	16	1,600
1816385.4,577206.4	1816453,577132.8	100	F, EOP	599	615	16	1,600
1816453,577132.8	1816520.4,577058.8	100	F, EOP	596	612	16	1,600
1816520.4,577058.8	1816588.1,576985.3	100	F, EOP	594	608	14	1,400
1816588.1,576985.3	1816654.9,576910.8	100	F, EOP	592	606	14	1,400
1816654.9,576910.8	1816722,576836.7	100	F, EOP	590	604	14	1,399
1816722,576836.7	1816788.4,576761.9	100	F, EOP	588	604	16	1,600
1816788.4,576761.9	1816854.3,576686.5	100	F, EOP	586	602	16	1,602
1816854.3,576686.5	1816919.8,576609.1	101	F, EOP	585	601	16	1,623
1816919.8,576609.1	1816985.3,576537.6	97	F, EOP	583	599	16	1,551
1816985.3,576537.6	1817051.8,576462	101	F, EOP	582	598	16	1,611
1817051.8,576462	1817118.5,576388.3	99	F, EOP	581	597	16	1,591
1817118.5,576388.3	1817186,576315.4	99	F, EOP	580	596	16	1,589
1817186,576315.4	1817252.6,576241	100	F, EOP	580	596	16	1,598
1817252.6,576241	1817320.3,576165.7	101	F, EOP	580	596	16	1,619
1817320.3,576165.7	1817386.1,576089.6	101	F, EOP	580	596	16	1,611
1817386.1,576089.6	1817452,576013.4	101	F, EOP	580	596	16	1,611
1817452,576013.4	1817520.3,575938.9	101	F, EOP	580	594	14	1,414
1817520.3,575938.9	1817587.1,575865.3	100	F, EOP	580	594	14	1,393
1817587.1,575865.3	1817652.9,575792.3	98	F, EOP	580	594	14	1,375
1817652.9,575792.3	1817717.9,575717.8	99	F, EOP	580	596	16	1,582

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 102

Noise Analysis Area:	102
Description:	Blackman Rd
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1817717.9,575717.8	1817785.4,575644.9	99	F, EOP	580	596	16	1,590
1817785.4,575644.9	1817851.3,575570.3	99	F, EOP	580	596	16	1,592
1817851.3,575570.3	1817916.3,575494.1	100	F, EOP	580	596	16	1,602
1817916.3,575494.1	1817986.1,575420.4	102	F, EOP	580	596	16	1,626
1817986.1,575420.4	1818053.5,575346.6	100	F, EOP	580	596	16	1,598
1818053.5,575346.6	1818121,575269.6	102	F, EOP	580	596	16	1,638
1818121,575269.6	1818187.8,575192.7	102	F, EOP	580	596	16	1,630
1818187.8,575192.7	1818252.8,575119.8	98	F, EOP	580	596	16	1,563
1818252.8,575119.8	1818314.5,575050.1	93	F, EOP	580	596	16	1,490
1818314.5,575050.1	1818381.1,574973.1	102	F, EOP	580	596	16	1,629
1818381.1,574973.1	1818450.3,574896.1	103	F, EOP	580	596	16	1,656
1818450.3,574896.1	1818516.9,574821.5	100	F, EOP	580	596	16	1,600
1818516.9,574821.5	1818585.3,574750.2	99	F, EOP	580	596	16	1,581
1818585.3,574750.2	1818652.6,574673.3	102	F, EOP	580	596	16	1,636
1818652.6,574673.3	1818714.4,574601.1	95	F, EOP	580	596	16	1,519
1818714.4,574601.1	1818785.1,574521.7	106	F, EOP	580	596	16	1,702
1818785.1,574521.7	1818852.5,574447.1	100	F, EOP	580	596	16	1,608
1818852.5,574447.1	1818919.1,574371.8	101	F, EOP	580	596	16	1,610
1818919.1,574371.8	1818982.6,574302.1	94	F, EOP	580	596	16	1,508
1818982.6,574302.1	1819050.1,574225.9	102	F, EOP	580	596	16	1,629
1819050.1,574225.9	1819117.6,574148.9	102	F, EOP	580	596	16	1,638
1819117.6,574148.9	1819184.1,574077.6	98	F, EOP	580	596	16	1,560
1819184.1,574077.6	1819251.8,574003.1	101	F, EOP	580	596	16	1,611
1819251.8,574003.1	1819317.5,573928.6	99	F, EOP	580	596	16	1,590
1819317.5,573928.6	1819384.1,573850.8	102	F, EOP	580	596	16	1,639
1819384.1,573850.8	1819448.4,573780.3	95	F, EOP	580	596	16	1,525

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 102

Noise Analysis Area:	102
Description:	Blackman Rd
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1819448.4,573780.3	1819517.9,573704.4	103	F, EOP	580	594	14	1,441
1819517.9,573704.4	1819584.8,573629.3	101	F, EOP	580	594	14	1,409
1819584.8,573629.3	1819651.3,573555.4	99	F, EOP	581	595	14	1,391
1819651.3,573555.4	1819717.1,573479.6	100	F, EOP	581	595	14	1,407
1819717.1,573479.6	1819782.8,573404.8	100	F, EOP	582	596	14	1,393
1819782.8,573404.8	1819848.3,573330.6	99	F, EOP	582	596	14	1,385
1819848.3,573330.6	1819915.8,573257.8	99	F, EOP	583	595	12	1,192
1819915.8,573257.8	BARRIER END	-	F, EOP	584	596	12	-

Barrier Length (ft)	5,895
Average Barrier Height (ft)	15.50
Barrier Area (sq ft)	91,357

Total Barrier System Area (sq ft)	91,357
Average Barrier System Height (ft)	15.50
Number of Benefited Residences	29.00
Area Per Benefited Residence (sq ft)	3,150
Allowable Area Per Benefited Residence (sq ft)	1,050
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 103 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO. **F49**

ORG. PAPER SIZE (11X17)

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg

FEASIBILITY ANALYSIS FOR NAA 103

Noise Analysis Area:	103
Description:	Heatherwood
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	51
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	51.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Culpepper 4507	1	B	N	60	N	0	Y	3	N	0
Culpepper 4511	1	B	N	57	N	0	Y	1	N	0
Culpepper 4516	1	B	N	65	N	0	Y	5	Y	1
Culpepper 4552	1	B	N	64	N	0	Y	6	Y	1
Culpepper 4555	1	B	N	63	N	0	Y	5	Y	1
Culpepper 4559	1	B	N	64	N	0	Y	5	Y	1
Heatherwood 206	1	B	N	62	N	0	Y	0	N	0
Heatherwood 217	1	B	N	63	N	0	Y	1	N	0
Heatherwood 220	1	B	N	67	Y	1	Y	1	N	0
Heatherwood 221	1	B	N	64	N	0	Y	1	N	0
Heatherwood 224	1	B	Y	69	Y	1	Y	1	N	0
Heatherwood 225	1	B	N	65	N	0	Y	2	N	0
Heatherwood 228	1	B	Y	71	Y	1	Y	1	N	0
Heatherwood 302	1	B	Y	72	Y	1	Y	1	N	0
Heatherwood 306	1	B	Y	73	Y	1	Y	3	N	0
Heatherwood 310	1	B	Y	73	Y	1	Y	6	Y	1
Heatherwood 311	1	B	N	67	Y	1	Y	4	N	0
Heatherwood 314	1	B	Y	73	Y	1	Y	7	Y	1
Heatherwood 315	1	B	N	63	N	0	Y	4	N	0
Heatherwood 318	2	B	Y	72	Y	2	Y	8	Y	2
Heatherwood 326	1	B	Y	73	Y	1	Y	8	Y	1
Heatherwood 327	1	B	N	67	Y	1	Y	6	Y	1
Heatherwood 330	1	B	Y	74	Y	1	Y	8	Y	1
Heatherwood 331	1	B	N	68	Y	1	Y	6	Y	1

FEASIBILITY ANALYSIS FOR NAA 103

Noise Analysis Area:	103
Description:	Heatherwood
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	51
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	51.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Heatherwood 334	1	B	Y	77	Y	1	Y	11	Y	1
Heatherwood 335	1	B	N	67	Y	1	Y	6	Y	1
Heatherwood 338	1	B	Y	77	Y	1	Y	11	Y	1
Heatherwood 339	1	B	N	68	Y	1	Y	6	Y	1
Heatherwood 342	1	B	Y	77	Y	1	Y	11	Y	1
Heatherwood 343	1	B	N	70	Y	1	Y	8	Y	1
Heatherwood 346	1	B	Y	77	Y	1	Y	11	Y	1
Heatherwood 349	1	B	N	68	Y	1	Y	7	Y	1
Heatherwood 350	1	B	Y	77	Y	1	Y	11	Y	1
Heatherwood 402	1	B	Y	77	Y	1	Y	10	Y	1
Heatherwood 405	1	B	N	66	Y	1	Y	6	Y	1
Heatherwood 409	1	B	N	69	Y	1	Y	7	Y	1
Heatherwood 412	1	B	Y	77	Y	1	Y	11	Y	1
Heatherwood 413	1	B	N	68	Y	1	Y	6	Y	1
Heatherwood 416	1	B	Y	77	Y	1	Y	10	Y	1
Heatherwood 417	1	B	N	70	Y	1	Y	7	Y	1
Heatherwood 420	1	B	Y	77	Y	1	Y	10	Y	1
Heatherwood 421	1	B	N	70	Y	1	Y	7	Y	1
Heatherwood 424	1	B	Y	76	Y	1	Y	10	Y	1
Heatherwood 425	1	B	N	69	Y	1	Y	7	Y	1
Heatherwood 428	1	B	Y	74	Y	1	Y	8	Y	1
Heatherwood 429	1	B	N	69	Y	1	Y	7	Y	1
Heatherwood 432	1	B	Y	72	Y	1	Y	7	Y	1
Heatherwood 450	1	B	Y	73	Y	1	Y	7	Y	1

FEASIBILITY ANALYSIS FOR NAA 103

Noise Analysis Area:	103
Description:	Heatherwood
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	51
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	51.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Heatherwood 451	1	B	N	66	Y	1	Y	7	Y	1
Heatherwood 454	1	B	Y	73	Y	1	Y	7	Y	1
Heatherwood 456	1	B	Y	73	Y	1	Y	7	Y	1
Heatherwood 457	1	B	N	69	Y	1	Y	7	Y	1
Heatherwood 460	1	B	Y	73	Y	1	Y	8	Y	1
Heatherwood 500	1	B	Y	72	Y	1	Y	8	Y	1
Heatherwood 504	1	B	Y	74	Y	1	Y	8	Y	1
Heatherwood 507	1	B	N	67	Y	1	Y	1	N	0
Heatherwood 508	1	B	Y	74	Y	1	Y	7	Y	1
Poquita 4604	1	B	N	64	N	0	Y	5	Y	1
Poquita 4605	1	B	N	65	N	0	Y	6	Y	1
Poquita 4608	1	B	N	64	N	0	Y	5	Y	1
Poquita 4609	1	B	N	64	N	0	Y	5	Y	1
Shadow 106	1	B	N	65	N	0	Y	0	N	0
Shadow 107	1	B	N	67	Y	1	Y	1	N	0
Shadow 110	1	B	Y	73	Y	1	Y	0	N	0
Shadow 111	1	B	Y	73	Y	1	Y	0	N	0
Turquoise 4602	1	B	N	68	Y	1	Y	5	Y	1
Turquoise 4606	1	B	N	65	N	0	Y	3	N	0
Turquoise 4607	1	B	N	64	N	0	Y	5	Y	1
Turquoise 4610	1	B	N	64	N	0	Y	3	N	0
Wachovia 4500	1	B	N	63	N	0	Y	4	N	0
Wachovia 4501	1	B	N	62	N	0	Y	2	N	0
Wachovia 4504	1	B	N	64	N	0	Y	4	N	0

FEASIBILITY ANALYSIS FOR NAA 103

Noise Analysis Area:	103
Description:	Heatherwood
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	51
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	51.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Wachovia 4505	1	B	N	63	N	0	Y	2	N	0
Wachovia 4506	1	B	N	64	N	0	Y	4	N	0

Benefited Ground-Level Residence	50
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	50.00
1st Row Ground-Level Impacted	31.00
1st Row Ground-Level Impacted and Benefited	25.00

FEASIBILITY %	**81%**

REASONABLENESS ALLOWANCE FOR NAA 103

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	250
	% residences constructed after highway	100%	
	% residences constructed before 2005	11%	
	% residences constructed after 2005	89%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	0
	% residences constructed after widening	91%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	74 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	2 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	350

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 103

Noise Analysis Area:	103
Description:	Heatherwood
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Culpepper 4507	1	B	N	60	58	3	N	0	0	N	0
Culpepper 4511	1	B	N	57	56	1	N	0	0	N	0
Culpepper 4516	1	B	N	65	60	5	Y	1	0	N	0
Culpepper 4552	1	B	N	64	58	6	Y	1	0	N	0
Culpepper 4555	1	B	N	63	58	5	Y	1	0	N	0
Culpepper 4559	1	B	N	64	59	5	Y	1	0	N	0
Heatherwood 206	1	B	N	62	62	0	N	0	0	N	0
Heatherwood 217	1	B	N	63	62	1	N	0	0	N	0
Heatherwood 220	1	B	N	67	66	1	N	0	0	N	0
Heatherwood 221	1	B	N	64	63	1	N	0	0	N	0
Heatherwood 224	1	B	Y	69	69	1	N	0	0	N	0
Heatherwood 225	1	B	N	65	64	2	N	0	0	N	0
Heatherwood 228	1	B	Y	71	70	1	N	0	0	N	0
Heatherwood 302	1	B	Y	72	70	1	N	0	0	N	0
Heatherwood 306	1	B	Y	73	70	3	N	0	0	N	0
Heatherwood 310	1	B	Y	73	68	6	Y	1	1	N	0
Heatherwood 311	1	B	N	67	63	4	N	0	0	N	0
Heatherwood 314	1	B	Y	73	66	7	Y	1	1	Y	1
Heatherwood 315	1	B	N	63	59	4	N	0	0	N	0
Heatherwood 318	2	B	Y	72	65	8	Y	2	2	Y	2
Heatherwood 326	1	B	Y	73	65	8	Y	1	1	Y	1
Heatherwood 327	1	B	N	67	61	6	Y	1	0	N	0
Heatherwood 330	1	B	Y	74	65	8	Y	1	1	Y	1
Heatherwood 331	1	B	N	68	62	6	Y	1	0	N	0
Heatherwood 334	1	B	Y	77	66	11	Y	1	1	Y	1
Heatherwood 335	1	B	N	67	61	6	Y	1	0	N	0
Heatherwood 338	1	B	Y	77	66	11	Y	1	1	Y	1
Heatherwood 339	1	B	N	68	61	6	Y	1	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 103

Noise Analysis Area:	103
Description:	Heatherwood
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Heatherwood 342	1	B	Y	77	66	11	Y	1	1	Y	1
Heatherwood 343	1	B	N	70	62	8	Y	1	0	Y	0
Heatherwood 346	1	B	Y	77	66	11	Y	1	1	Y	1
Heatherwood 349	1	B	N	68	62	7	Y	1	0	Y	0
Heatherwood 350	1	B	Y	77	67	11	Y	1	1	Y	1
Heatherwood 402	1	B	Y	77	66	10	Y	1	1	Y	1
Heatherwood 405	1	B	N	66	60	6	Y	1	0	N	0
Heatherwood 409	1	B	N	69	63	7	Y	1	0	Y	0
Heatherwood 412	1	B	Y	77	67	11	Y	1	1	Y	1
Heatherwood 413	1	B	N	68	62	6	Y	1	0	N	0
Heatherwood 416	1	B	Y	77	66	10	Y	1	1	Y	1
Heatherwood 417	1	B	N	70	63	7	Y	1	0	Y	0
Heatherwood 420	1	B	Y	77	67	10	Y	1	1	Y	1
Heatherwood 421	1	B	N	70	63	7	Y	1	0	Y	0
Heatherwood 424	1	B	Y	76	66	10	Y	1	1	Y	1
Heatherwood 425	1	B	N	69	62	7	Y	1	0	Y	0
Heatherwood 428	1	B	Y	74	66	8	Y	1	1	Y	1
Heatherwood 429	1	B	N	69	62	7	Y	1	0	Y	0
Heatherwood 432	1	B	Y	72	65	7	Y	1	1	Y	1
Heatherwood 450	1	B	Y	73	66	7	Y	1	1	Y	1
Heatherwood 451	1	B	N	66	60	7	Y	1	0	Y	0
Heatherwood 454	1	B	Y	73	66	7	Y	1	1	Y	1
Heatherwood 456	1	B	Y	73	66	7	Y	1	1	Y	1
Heatherwood 457	1	B	N	69	62	7	Y	1	0	Y	0
Heatherwood 460	1	B	Y	73	66	8	Y	1	1	Y	1
Heatherwood 500	1	B	Y	72	65	8	Y	1	1	Y	1
Heatherwood 504	1	B	Y	74	66	8	Y	1	1	Y	1
Heatherwood 507	1	B	N	67	66	1	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 103

Noise Analysis Area:	103
Description:	Heatherwood
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Heatherwood 508	1	B	Y	74	67	7	Y	1	1	Y	1
Poquita 4604	1	B	N	64	58	5	Y	1	0	N	0
Poquita 4605	1	B	N	65	59	6	Y	1	0	N	0
Poquita 4608	1	B	N	64	59	5	Y	1	0	N	0
Poquita 4609	1	B	N	64	59	5	Y	1	0	N	0
Shadow 106	1	B	N	65	65	0	N	0	0	N	0
Shadow 107	1	B	N	67	67	1	N	0	0	N	0
Shadow 110	1	B	Y	73	73	0	N	0	0	N	0
Shadow 111	1	B	Y	73	73	0	N	0	0	N	0
Turquoise 4602	1	B	N	68	63	5	Y	1	0	N	0
Turquoise 4606	1	B	N	65	62	3	N	0	0	N	0
Turquoise 4607	1	B	N	64	59	5	Y	1	0	N	0
Turquoise 4610	1	B	N	64	61	3	N	0	0	N	0
Wachovia 4500	1	B	N	63	59	4	N	0	0	N	0
Wachovia 4501	1	B	N	62	60	2	N	0	0	N	0
Wachovia 4504	1	B	N	64	60	4	N	0	0	N	0
Wachovia 4505	1	B	N	63	61	2	N	0	0	N	0
Wachovia 4506	1	B	N	64	60	4	N	0	0	N	0

First Row Benefited Residences	25
Equivalent First Row Benefits	0.00
Total First Row Benefits	25.00
Total First Row Receiving 7 dB IL	24.00

% Meeting NRDG	**96%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 103

Noise Analysis Area:	103
Description:	Heatherwood
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1823433.5,569331.3	1823500.6,569257.3	100	F, EOP	585	599	14	1,399
1823500.6,569257.3	1823567.6,569183	100	F, EOP	584	598	14	1,400
1823567.6,569183	1823634.1,569108.3	100	F, EOP	584	598	14	1,401
1823634.1,569108.3	1823700.4,569033.4	100	F, EOP	583	597	14	1,399
1823700.4,569033.4	1823767.1,568958.9	100	F, EOP	582	596	14	1,400
1823767.1,568958.9	1823834.3,568884.8	100	F, EOP	580	594	14	1,400
1823834.3,568884.8	1823899.9,568809.4	100	F, EOP	580	594	14	1,400
1823899.9,568809.4	1823966.5,568734.8	100	F, EOP	580	594	14	1,400
1823966.5,568734.8	1824030.9,568658.3	100	F, EOP	580	594	14	1,400
1824030.9,568658.3	1824094.9,568581.4	100	F, EOP	580	594	14	1,401
1824094.9,568581.4	1824159.5,568505.1	100	F, EOP	580	594	14	1,399
1824159.5,568505.1	1824223.9,568428.6	100	F, EOP	582	596	14	1,400
1824223.9,568428.6	1824291.1,568354.6	100	F, EOP	582	596	14	1,400
1824291.1,568354.6	1824359.1,568281.3	100	F, EOP	582	596	14	1,400
1824359.1,568281.3	1824426.9,568207.8	100	F, EOP	583	597	14	1,400
1824426.9,568207.8	1824494.8,568134.3	100	F, EOP	584	598	14	1,400
1824494.8,568134.3	1824562.6,568060.8	100	F, EOP	585	599	14	1,401
1824562.6,568060.8	1824630.3,567987.1	100	F, EOP	586	600	14	1,400
1824630.3,567987.1	1824698.3,567913.9	100	F, EOP	587	601	14	1,399
1824698.3,567913.9	1824765.8,567840.1	100	F, EOP	588	602	14	1,400
1824765.8,567840.1	1824830,567763.4	100	F, EOP	589	603	14	1,400
1824830,567763.4	1824896,567688.3	100	F, EOP	590	604	14	1,400
1824896,567688.3	1824965.3,567616.1	100	F, EOP	590	604	14	1,400
1824965.3,567616.1	1825031.1,567541	100	F, EOP	591	605	14	1,399

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 103

Noise Analysis Area:	103
Description:	Heatherwood
Design Year:	2052
Alternative:	BUILD

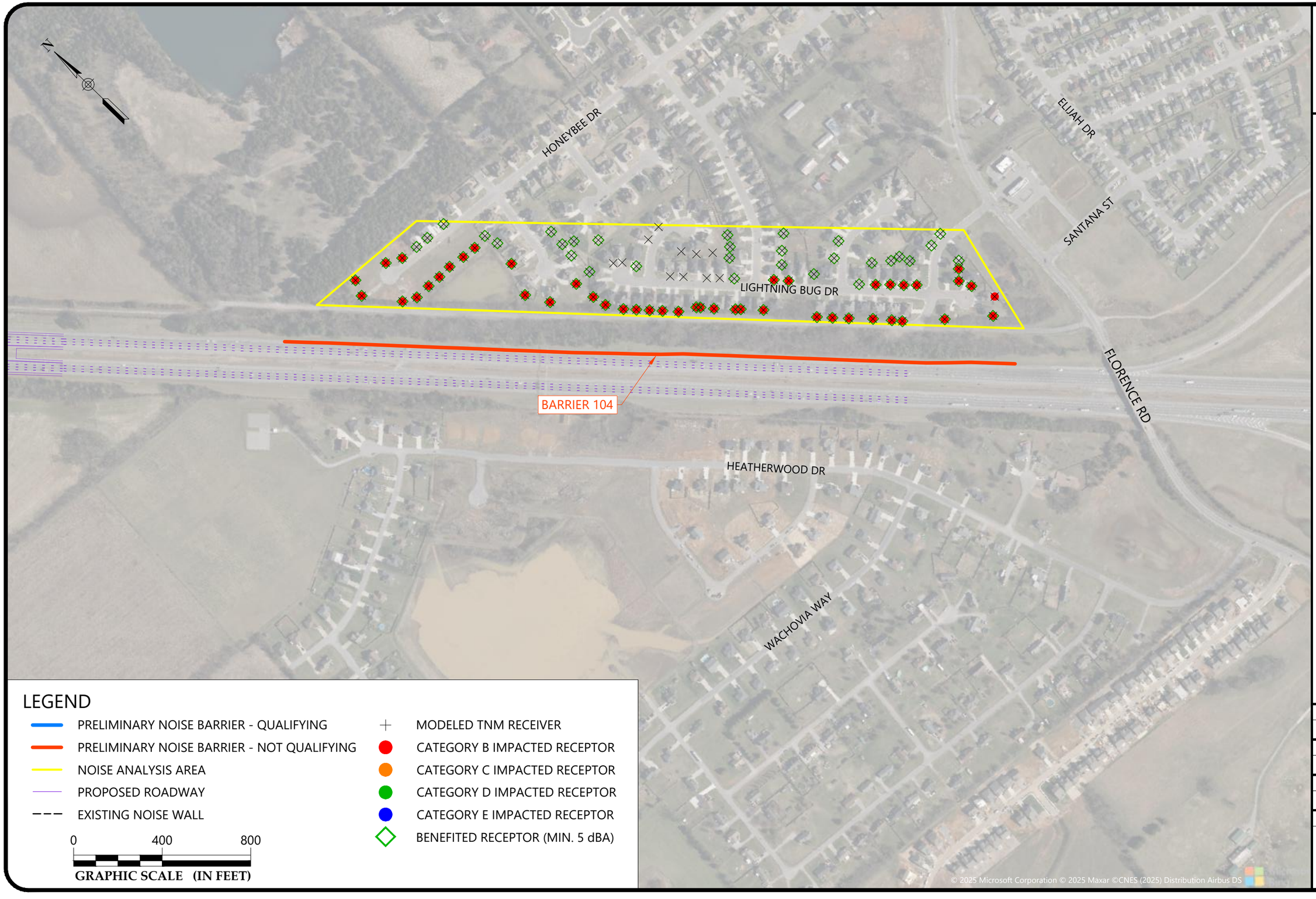
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1825031.1,567541	1825096.5,567465.3	100	F, EOP	592	606	14	1,400
1825096.5,567465.3	1825163.6,567391.1	100	F, EOP	592	606	14	1,401
1825163.6,567391.1	BARRIER END	-	F, EOP	592	606	14	-

Barrier Length (ft)	2,600
Average Barrier Height (ft)	14.00
Barrier Area (sq ft)	36,399

Total Barrier System Area (sq ft)	36,399
Average Barrier System Height (ft)	14.00
Number of Benefited Residences	50.00
Area Per Benefited Residence (sq ft)	728
Allowable Area Per Benefited Residence (sq ft)	350
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 104 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO. F50

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 104

Noise Analysis Area:	104
Description:	Thistle Downs
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	48
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	48.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Asbury 5020	1	B	N	63	N	0	Y	5	Y	1
Asbury 5023	1	B	N	65	N	0	Y	5	Y	1
Asbury 5024	1	B	N	64	N	0	Y	6	Y	1
Asbury 5028	1	B	N	64	N	0	Y	6	Y	1
Asbury 5029	1	B	N	66	Y	1	Y	7	Y	1
Asbury 5033	1	B	N	68	Y	1	Y	8	Y	1
Butterfly 2904	1	B	N	66	Y	1	Y	6	Y	1
Butterfly 2908	1	B	N	62	N	0	Y	6	Y	1
Butterfly 2909	1	B	N	61	N	0	Y	5	Y	1
Butterfly 2912	1	B	N	62	N	0	Y	7	Y	1
Butterfly 2913	1	B	N	60	N	0	Y	5	Y	1
Butterfly 2916	1	B	N	63	N	0	Y	7	Y	1
Butterfly 2917	1	B	N	60	N	0	Y	5	Y	1
Firefly 5207	1	B	N	60	N	0	Y	4	N	0
Firefly 5211	1	B	N	60	N	0	Y	3	N	0
Firefly 5221	1	B	N	57	N	0	Y	4	N	0
Firefly 5222	1	B	N	59	N	0	Y	4	N	0
Firefly 5226	1	B	N	60	N	0	Y	4	N	0
Honeybee 5307	1	B	N	65	N	0	Y	7	Y	1
Honeybee 5311	1	B	Y	66	Y	1	Y	7	Y	1
Honeybee 5314	1	B	N	62	N	0	Y	5	Y	1
Honeybee 5315	1	B	Y	72	Y	1	N	9	Y	1
Honeybee 5318	1	B	N	63	N	0	Y	6	Y	1
Honeybee 5319	1	B	Y	68	Y	1	Y	7	Y	1

FEASIBILITY ANALYSIS FOR NAA 104

Noise Analysis Area:	104
Description:	Thistle Downs
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	48
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	48.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Honeybee 5322	1	B	N	64	N	0	Y	6	Y	1
Honeybee 5323	1	B	Y	69	Y	1	Y	8	Y	1
Honeybee 5326	1	B	N	67	Y	1	Y	7	Y	1
Honeybee 5327	1	B	Y	70	Y	1	Y	8	Y	1
Honeybee 5330	1	B	N	66	Y	1	Y	6	Y	1
Honeybee 5331	1	B	Y	72	Y	1	Y	9	Y	1
Honeybee 5334	1	B	N	70	Y	1	Y	7	Y	1
Honeybee 5335	1	B	Y	74	Y	1	Y	10	Y	1
Honeybee 5338	1	B	Y	72	Y	1	Y	9	Y	1
June Bug 2903	1	B	Y	72	Y	1	Y	9	Y	1
June Bug 2904	1	B	Y	68	Y	1	Y	7	Y	1
June Bug 2907	1	B	Y	72	Y	1	Y	9	Y	1
June Bug 2908	1	B	N	61	N	0	Y	6	Y	1
June Bug 2912	1	B	N	61	N	0	Y	5	Y	1
June Bug 2915	1	B	Y	68	Y	1	Y	7	Y	1
June Bug 2916	1	B	N	60	N	0	Y	5	Y	1
June Bug 2919	1	B	Y	65	N	0	Y	7	Y	1
Lady Bug 5227	1	B	N	61	N	0	Y	5	Y	1
Lady Bug 5231	1	B	N	61	N	0	Y	5	Y	1
Lightning Bug 2702	1	B	N	69	Y	1	Y	2	N	0
Lightning Bug 2705	1	B	Y	74	Y	1	Y	5	Y	1
Lightning Bug 2706	1	B	N	68	Y	1	Y	8	Y	1
Lightning Bug 2709	1	B	Y	73	Y	1	Y	7	Y	1
Lightning Bug 2804	1	B	N	69	Y	1	Y	7	Y	1

FEASIBILITY ANALYSIS FOR NAA 104

Noise Analysis Area:	104
Description:	Thistle Downs
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	48
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	48.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Lightning Bug 2805	1	B	Y	74	Y	1	Y	9	Y	1
Lightning Bug 2808	1	B	N	68	Y	1	Y	7	Y	1
Lightning Bug 2809	1	B	Y	74	Y	1	Y	9	Y	1
Lightning Bug 2812	1	B	N	66	Y	1	Y	6	Y	1
Lightning Bug 2813	2	B	Y	74	Y	2	Y	9	Y	2
Lightning Bug 2816	1	B	N	66	Y	1	Y	6	Y	1
Lightning Bug 2820	1	B	N	65	N	0	Y	5	Y	1
Lightning Bug 2821	1	B	Y	74	Y	1	Y	9	Y	1
Lightning Bug 2825	1	B	Y	72	Y	1	Y	8	Y	1
Lightning Bug 2828	1	B	N	65	N	0	Y	7	Y	1
Lightning Bug 2829	1	B	Y	70	Y	1	Y	7	Y	1
Lightning Bug 2832	1	B	N	67	Y	1	Y	6	Y	1
Lightning Bug 2839	2	B	Y	72	Y	2	Y	10	Y	2
Lightning Bug 2903	1	B	Y	69	Y	1	Y	8	Y	1
Lightning Bug 2906	1	B	N	63	N	0	Y	5	Y	1
Lightning Bug 2907	1	B	Y	72	Y	1	Y	9	Y	1
Lightning Bug 2910	1	B	N	61	N	0	Y	4	N	0
Lightning Bug 2911	1	B	Y	68	Y	1	Y	7	Y	1
Lightning Bug 2914	2	B	N	62	N	0	Y	4	N	0
Lightning Bug 2915	1	B	Y	68	Y	1	Y	7	Y	1
Lightning Bug 2919	1	B	Y	68	Y	1	Y	8	Y	1
Lightning Bug 2922	1	B	N	62	N	0	Y	4	N	0
Lightning Bug 2923	1	B	Y	69	Y	1	Y	6	Y	1
Lightning Bug 2926	1	B	N	62	N	0	Y	4	N	0

FEASIBILITY ANALYSIS FOR NAA 104

Noise Analysis Area:	104
Description:	Thistle Downs
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	48
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	48.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Lightning Bug 2927	1	B	Y	68	Y	1	Y	7	Y	1
Lightning Bug 2931	1	B	Y	71	Y	1	Y	7	Y	1
Lightning Bug 2935	1	B	Y	69	Y	1	Y	5	Y	1
Lightning Bug 2936	1	B	N	63	N	0	Y	5	Y	1
Lightning Bug 2939	1	B	Y	71	Y	1	Y	6	Y	1
Lightning Bug 2940	1	B	N	61	N	0	Y	4	N	0
Lightning Bug 2943	1	B	Y	70	Y	1	Y	7	Y	1
Lightning Bug 2947	1	B	Y	70	Y	1	Y	7	Y	1
Lightning Bug 2948	1	B	N	61	N	0	Y	3	N	0
Lightning Bug 2951	1	B	N	65	N	0	Y	8	Y	1
Luna Moth 5111	1	B	N	63	N	0	Y	5	Y	1
Luna Moth 5115	1	B	N	63	N	0	Y	5	Y	1
Luna Moth 5122	1	B	N	63	N	0	Y	7	Y	1
Luna Moth 5123	1	B	N	63	N	0	Y	6	Y	1
Luna Moth 5126	1	B	N	63	N	0	Y	6	Y	1

Benefited Ground-Level Residence	76
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	76.00
1st Row Ground-Level Impacted	34
1st Row Ground-Level Impacted and Benefited	34

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 104

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	250
	% residences constructed after highway	100%	
	% residences constructed before 2005	0%	
	% residences constructed after 2005	100%	
Previous Type I Widening Allowance	Last Type I widening project date	1999	0
	% residences constructed after widening	100%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	71 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	350

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 104

Noise Analysis Area:	104
Description:	Thistle Downs
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Asbury 5020	1	B	N	63	59	5	Y	1	0	N	0
Asbury 5023	1	B	N	65	59	5	Y	1	0	N	0
Asbury 5024	1	B	N	64	57	6	Y	1	0	N	0
Asbury 5028	1	B	N	64	58	6	Y	1	0	N	0
Asbury 5029	1	B	N	66	59	7	Y	1	0	Y	0
Asbury 5033	1	B	N	68	60	8	Y	1	0	Y	0
Butterfly 2904	1	B	N	66	60	6	Y	1	0	N	0
Butterfly 2908	1	B	N	62	56	6	Y	1	0	N	0
Butterfly 2909	1	B	N	61	56	5	Y	1	0	N	0
Butterfly 2912	1	B	N	62	55	7	Y	1	0	Y	0
Butterfly 2913	1	B	N	60	55	5	Y	1	0	N	0
Butterfly 2916	1	B	N	63	56	7	Y	1	0	Y	0
Butterfly 2917	1	B	N	60	55	5	Y	1	0	N	0
Firefly 5207	1	B	N	60	56	4	N	0	0	N	0
Firefly 5211	1	B	N	60	56	3	N	0	0	N	0
Firefly 5221	1	B	N	57	53	4	N	0	0	N	0
Firefly 5222	1	B	N	59	55	4	N	0	0	N	0
Firefly 5226	1	B	N	60	55	4	N	0	0	N	0
Honeybee 5307	1	B	N	65	58	7	Y	1	0	Y	0
Honeybee 5311	1	B	Y	66	59	7	Y	1	1	Y	1
Honeybee 5314	1	B	N	62	57	5	Y	1	0	N	0
Honeybee 5315	1	B	Y	72	63	9	Y	1	1	Y	1
Honeybee 5318	1	B	N	63	58	6	Y	1	0	N	0
Honeybee 5319	1	B	Y	68	61	7	Y	1	1	Y	1
Honeybee 5322	1	B	N	64	58	6	Y	1	0	N	0
Honeybee 5323	1	B	Y	69	61	8	Y	1	1	Y	1
Honeybee 5326	1	B	N	67	60	7	Y	1	0	Y	0
Honeybee 5327	1	B	Y	70	62	8	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 104

Noise Analysis Area:	104
Description:	Thistle Downs
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Honeybee 5330	1	B	N	66	60	6	Y	1	0	N	0
Honeybee 5331	1	B	Y	72	64	9	Y	1	1	Y	1
Honeybee 5334	1	B	N	70	63	7	Y	1	0	Y	0
Honeybee 5335	1	B	Y	74	64	10	Y	1	1	Y	1
Honeybee 5338	1	B	Y	72	64	9	Y	1	1	Y	1
June Bug 2903	1	B	Y	72	63	9	Y	1	1	Y	1
June Bug 2904	1	B	Y	68	60	7	Y	1	1	Y	1
June Bug 2907	1	B	Y	72	63	9	Y	1	1	Y	1
June Bug 2908	1	B	N	61	55	6	Y	1	0	N	0
June Bug 2912	1	B	N	61	55	5	Y	1	0	N	0
June Bug 2915	1	B	Y	68	61	7	Y	1	1	Y	1
June Bug 2916	1	B	N	60	55	5	Y	1	0	N	0
June Bug 2919	1	B	Y	65	59	7	Y	1	1	Y	1
Lady Bug 5227	1	B	N	61	56	5	Y	1	0	N	0
Lady Bug 5231	1	B	N	61	56	5	Y	1	0	N	0
Lightning Bug 2702	1	B	N	69	66	2	N	0	0	N	0
Lightning Bug 2705	1	B	Y	74	69	5	Y	1	1	N	0
Lightning Bug 2706	1	B	N	68	60	8	Y	1	0	Y	0
Lightning Bug 2709	1	B	Y	73	66	7	Y	1	1	Y	1
Lightning Bug 2804	1	B	N	69	62	7	Y	1	0	Y	0
Lightning Bug 2805	1	B	Y	74	65	9	Y	1	1	Y	1
Lightning Bug 2808	1	B	N	68	61	7	Y	1	0	Y	0
Lightning Bug 2809	1	B	Y	74	65	9	Y	1	1	Y	1
Lightning Bug 2812	1	B	N	66	60	6	Y	1	0	N	0
Lightning Bug 2813	2	B	Y	74	65	9	Y	2	2	Y	2
Lightning Bug 2816	1	B	N	66	60	6	Y	1	0	N	0
Lightning Bug 2820	1	B	N	65	60	5	Y	1	0	N	0
Lightning Bug 2821	1	B	Y	74	65	9	Y	1	1	Y	1

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 104

Noise Analysis Area:	104
Description:	Thistle Downs
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Lightning Bug 2825	1.00	B	Y	72	64	8	Y	1	1	Y	1
Lightning Bug 2828	1	B	N	65	59	7	Y	1	0	Y	0
Lightning Bug 2829	1	B	Y	70	64	7	Y	1	1	Y	1
Lightning Bug 2832	1	B	N	67	61	6	Y	1	0	N	0
Lightning Bug 2839	2	B	Y	72	62	10	Y	2	2	Y	2
Lightning Bug 2903	1	B	Y	69	61	8	Y	1	1	Y	1
Lightning Bug 2906	1	B	N	63	58	5	Y	1	0	N	0
Lightning Bug 2907	1	B	Y	72	63	9	Y	1	1	Y	1
Lightning Bug 2910	1	B	N	61	58	4	N	0	0	N	0
Lightning Bug 2911	1	B	Y	68	61	7	Y	1	1	Y	1
Lightning Bug 2914	2.00	B	N	62	58	4	N	0	0	N	0
Lightning Bug 2915	1.00	B	Y	68	61	7	Y	1	1	Y	1
Lightning Bug 2919	1	B	Y	68	61	8	Y	1	1	Y	1
Lightning Bug 2922	1.00	B	N	62	58	4	N	0	0	N	0
Lightning Bug 2923	1	B	Y	69	64	6	Y	1	1	N	0
Lightning Bug 2926	1.00	B	N	62	58	4	N	0	0	N	0
Lightning Bug 2927	1	B	Y	68	61	7	Y	1	1	Y	1
Lightning Bug 2931	1	B	Y	71	64	7	Y	1	1	Y	1
Lightning Bug 2935	1	B	Y	69	64	5	Y	1	1	N	0
Lightning Bug 2936	1	B	N	63	58	5	Y	1	0	N	0
Lightning Bug 2939	1	B	Y	71	64	6	Y	1	1	N	0
Lightning Bug 2940	1	B	N	61	58	4	N	0	0	N	0
Lightning Bug 2943	1	B	Y	70	63	7	Y	1	1	Y	1
Lightning Bug 2947	1	B	Y	70	62	7	Y	1	1	Y	1
Lightning Bug 2948	1	B	N	61	57	3	N	0	0	N	0
Lightning Bug 2951	1	B	N	65	57	8	Y	1	0	Y	0
Luna Moth 5111	1	B	N	63	58	5	Y	1	0	N	0
Luna Moth 5115	1	B	N	63	57	5	Y	1	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 104

Noise Analysis Area:	104
Description:	Thistle Downs
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Luna Moth 5122	1.00	B	N	63	56	7	Y	1	0	Y	0
Luna Moth 5123	1	B	N	63	57	6	Y	1	0	N	0
Luna Moth 5126	1	B	N	63	57	6	Y	1	0	N	0
				First Row Benefited Residences			36				
				Equivalent First Row Benefits			0.00				
				Total First Row Benefits			36.00		**% Meeting NRDG**		**89%**
				Total First Row Receiving 7 dB IL			32				

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 104

Noise Analysis Area:	104
Description:	Thistle Downs
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1825692.1,567136.6	1825625.4,567211	100	F, ROW	587	601	14	1,400
1825625.4,567211	1825558.6,567285.4	100	F, ROW	588	602	14	1,400
1825558.6,567285.4	1825486.8,567356.7	101	F, T	588	602	14	1,417
1825486.8,567356.7	1825417,567427.8	100	F, EOP	590	604	14	1,395
1825417,567427.8	1825350.3,567502.3	100	F, EOP	591	605	14	1,400
1825350.3,567502.3	1825283.8,567577	100	F, EOP	591	605	14	1,400
1825283.8,567577	1825217,567651.6	100	F, EOP	591	605	14	1,401
1825217,567651.6	1825150.4,567726.1	100	F, EOP	591	605	14	1,399
1825150.4,567726.1	1825084,567800.8	100	F, EOP	590	604	14	1,400
1825084,567800.8	1825017,567875.1	100	F, EOP	590	604	14	1,401
1825017,567875.1	1824950.5,567949.8	100	F, EOP	589	603	14	1,399
1824950.5,567949.8	1824883.8,568024.3	100	F, EOP	587	601	14	1,401
1824883.8,568024.3	1824817.1,568098.9	100	F, EOP	587	601	14	1,400
1824817.1,568098.9	1824750.6,568173.4	100	F, EOP	587	601	14	1,399
1824750.6,568173.4	1824684,568248.1	100	F, EOP	586	600	14	1,401
1824684,568248.1	1824613.3,568318.8	100	F, EOP	586	600	14	1,400
1824613.3,568318.8	1824544.8,568391.6	100	F, EOP	585	599	14	1,400
1824544.8,568391.6	1824477.4,568465.5	100	F, EOP	585	599	14	1,400
1824477.4,568465.5	1824409.4,568538.8	100	F, EOP	585	599	14	1,400
1824409.4,568538.8	1824341.6,568612.4	100	F, EOP	584	598	14	1,400
1824341.6,568612.4	1824275.3,568687.1	100	F, EOP	583	597	14	1,400
1824275.3,568687.1	1824208.4,568761.5	100	F, EOP	582	596	14	1,400
1824208.4,568761.5	1824141.4,568835.8	100	F, EOP	581	595	14	1,401
1824141.4,568835.8	1824075.9,568911.3	100	F, EOP	581	595	14	1,399
1824075.9,568911.3	1824009.1,568985.8	100	F, EOP	580	594	14	1,400
1824009.1,568985.8	1823942.1,569060.1	100	F, EOP	580	594	14	1,401

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 104

Noise Analysis Area:	104
Description:	Thistle Downs
Design Year:	2052
Alternative:	BUILD

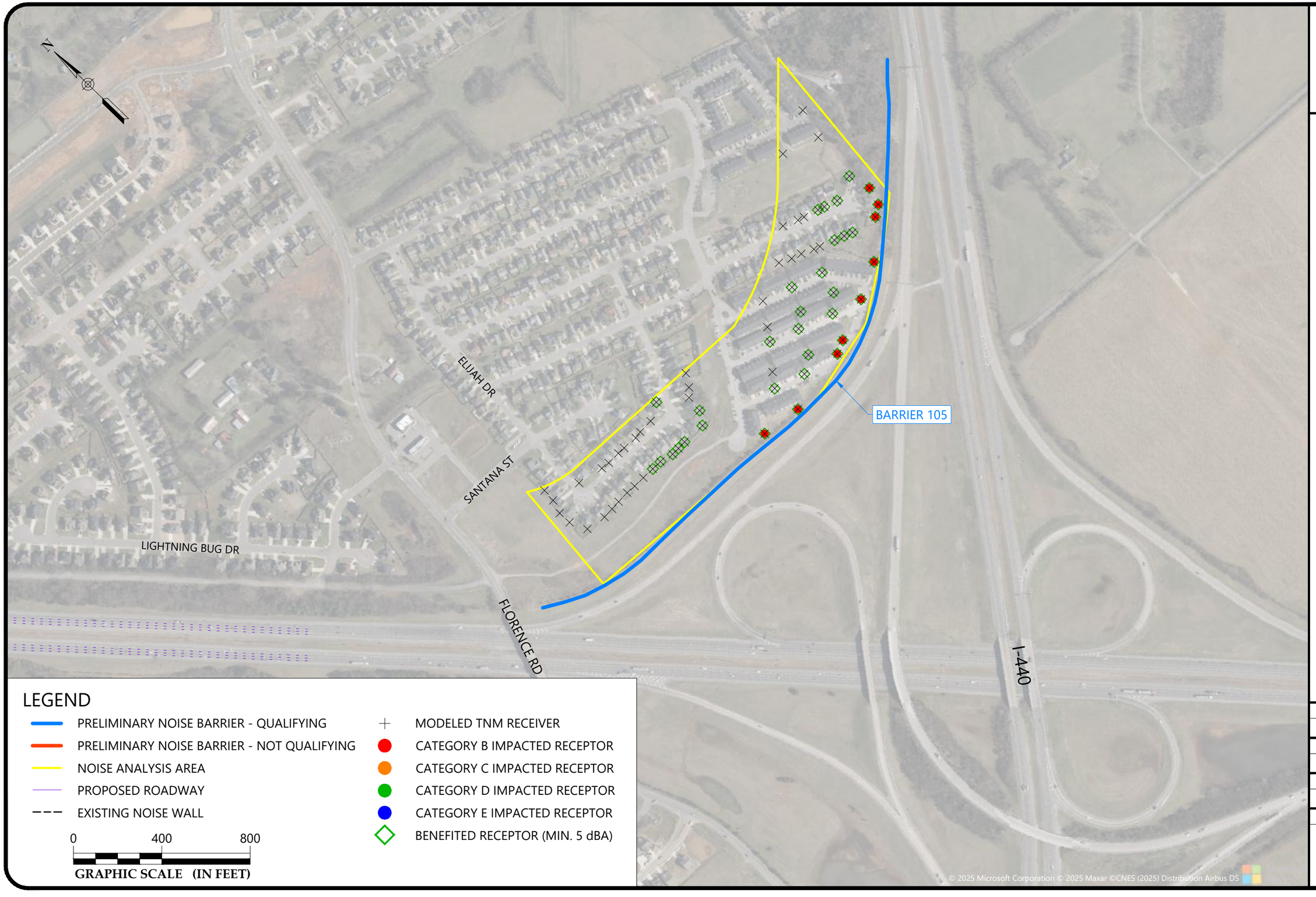
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1823942.1,569060.1	1823876,569135.1	100	F, EOP	581	595	14	1,400
1823876,569135.1	1823809.5,569209.8	100	F, EOP	582	596	14	1,400
1823809.5,569209.8	1823742.8,569284.2	100	F, EOP	583	597	14	1,400
1823742.8,569284.2	1823676.5,569359.1	100	F, EOP	584	598	14	1,400
1823676.5,569359.1	1823610.1,569433.8	100	F, EOP	584	598	14	1,399
1823610.1,569433.8	1823542.6,569507.6	100	F, EOP	585	599	14	1,400
1823542.6,569507.6	1823476,569582.2	100	F, EOP	586	600	14	1,400
1823476,569582.2	BARRIER END	-	F, EOP	587	601	14	-

Barrier Length (ft)	3,301
Average Barrier Height (ft)	14.00
Barrier Area (sq ft)	46,213

Total Barrier System Area (sq ft)	46,213
Average Barrier System Height (ft)	14.00
Number of Benefited Residences	77.00
Area Per Benefited Residence (sq ft)	600
Allowable Area Per Benefited Residence (sq ft)	350
Reasonable?	N

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 105 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO. F51

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 105

Noise Analysis Area:	105
Description:	Florence Pt
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	45
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	45.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Apostle 2604	1	B	Y	58	N	0	Y	2	N	0
Apostle 2608	1	B	Y	57	N	0	Y	2	N	0
Apostle 2612	1	B	Y	57	N	0	Y	2	N	0
Apostle 2616	1	B	Y	57	N	0	Y	2	N	0
Apostle 2619	1	B	N	57	N	0	Y	1	N	0
Apostle 2620	1	B	Y	58	N	0	Y	3	N	0
Apostle 2623	1	B	N	58	N	0	Y	1	N	0
Apostle 2624	1	B	Y	60	N	0	Y	3	N	0
Apostle 2627	1	B	N	59	N	0	Y	2	N	0
Apostle 2628	1	B	Y	61	N	0	Y	4	N	0
Apostle 2631	1	B	N	58	N	0	Y	2	N	0
Apostle 2632	1	B	Y	62	N	0	Y	5	Y	1
Apostle 2635	1	B	N	59	N	0	Y	4	N	0
Apostle 2636	1	B	Y	62	N	0	Y	5	Y	1
Apostle 2639	1	B	N	60	N	0	Y	3	N	0
Apostle 2640	1	B	Y	63	N	0	Y	5	Y	1
Apostle 2643	1	B	N	60	N	0	Y	4	N	0
Apostle 2644	1	B	Y	63	N	0	Y	5	Y	1
Apostle 2648	1	B	Y	63	N	0	Y	5	Y	1
Apostle 2652	1	B	Y	62	N	0	Y	5	Y	1
Apostle 2702	1	B	N	61	N	0	Y	5	Y	1
Apostle 2706	1	B	N	57	N	0	Y	4	N	0

FEASIBILITY ANALYSIS FOR NAA 105

Noise Analysis Area:	105
Description:	Florence Pt
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	45
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	45.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Apostle 2709	1	B	N	59	N	0	Y	5	Y	1
Apostle 2710	1	B	N	58	N	0	Y	4	N	0
Apostle 2714	1	B	N	59	N	0	Y	4	N	0
Chelanie 4703	5	B	N	60	N	0	Y	5	Y	5
Chelanie 4706	8	B	Y	70	Y	8	Y	13	Y	8
Chelanie 4715	6	B	N	64	N	0	Y	9	Y	6
Chelanie 4729	7	B	Y	68	Y	7	Y	12	Y	7
Chelanie 4804	9	B	Y	70	Y	9	Y	13	Y	9
Chelanie 4826	6	B	N	60	N	0	Y	6	Y	6
Chelanie 4827	6	B	N	61	N	0	Y	7	Y	6
Chelanie 4842	5	B	N	58	N	0	Y	5	Y	5
Chelanie 4843	6	B	N	58	N	0	Y	5	Y	6
Chelanie 4856	5	B	N	56	N	0	Y	4	N	0
Chelanie 4859	6	B	N	56	N	0	Y	4	N	0
Elijah 2609	1	B	Y	59	N	0	Y	2	N	0
Elijah 2613	1	B	Y	58	N	0	Y	1	N	0
Elijah 2616	1	B	N	57	N	0	Y	0	N	0
Elijah 2617	1	B	N	57	N	0	Y	1	N	0
Elijah 2621	1	B	N	56	N	0	Y	1	N	0
Fran 2604	5	B	Y	68	Y	5	Y	12	Y	5
Laura Jeanne 4828	6	B	N	58	N	0	Y	4	N	0
Laura Jeanne 4844	6	B	Y	62	N	0	Y	4	N	0

FEASIBILITY ANALYSIS FOR NAA 105

Noise Analysis Area:	105
Description:	Florence Pt
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	45
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	45.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Laura Jeanne 4904	7	B	Y	61	N	0	Y	2	N	0
Nina Marie 4812	1	B	Y	70	Y	1	Y	11	Y	1
Nina Marie 4813	1	B	Y	72	Y	1	Y	13	Y	1
Nina Marie 4816	1	B	Y	65	N	0	Y	7	Y	1
Nina Marie 4817	1	B	Y	71	Y	1	Y	12	Y	1
Nina Marie 4820	1	B	N	61	N	0	Y	6	Y	1
Nina Marie 4821	1	B	N	65	N	0	Y	9	Y	1
Nina Marie 4824	1	B	N	60	N	0	Y	5	Y	1
Nina Marie 4825	1	B	N	63	N	0	Y	7	Y	1
Nina Marie 4828	1	B	N	60	N	0	Y	5	Y	1
Nina Marie 4829	1	B	N	60	N	0	Y	6	Y	1
Nina Marie 4832	1	B	N	58	N	0	Y	4	N	0
Nina Marie 4833	1	B	N	58	N	0	Y	4	N	0
Nina Marie 4836	1	B	N	58	N	0	Y	4	N	0
Nina Marie 4837	1	B	N	58	N	0	Y	4	N	0
Nina Marie 4840	1	B	N	57	N	0	Y	3	N	0
Nina Marie 4841	1	B	N	57	N	0	Y	4	N	0
Nina Marie 4845	1	B	N	56	N	0	Y	4	N	0
Nina Marie 4849	1	B	N	56	N	0	Y	3	N	0
Octavia 4808	5	B	Y	69	Y	5	Y	10	Y	5
Octavia 4815	8	B	Y	68	Y	8	Y	12	Y	8
Octavia 4820	6	B	N	65	N	0	Y	9	Y	6

FEASIBILITY ANALYSIS FOR NAA 105

Noise Analysis Area:	105
Description:	Florence Pt
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	45
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	45.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Octavia 4833	7	B	N	61	N	0	Y	7	Y	7
Octavia 4834	6	B	N	61	N	0	Y	6	Y	6
Octavia 4848	6	B	N	60	N	0	Y	5	Y	6
Octavia 4849	6	B	N	57	N	0	Y	4	N	0

Benefited Ground-Level Residence	119
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	119.00
1st Row Ground-Level Impacted	45.00
1st Row Ground-Level Impacted and Benefited	45.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 105

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1997	250
	% residences constructed after highway	100%	
	% residences constructed before 2005	10%	
	% residences constructed after 2005	90%	
Previous Type I Widening Allowance	Last Type I widening project date	2019	200
	% residences constructed after widening	0%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	70 dB	100
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
	Total Allowance		550

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 105

Noise Analysis Area:	105
Description:	Florence Pt
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Apostle 2604	1	B	Y	58	56	2	N	0	0	N	0
Apostle 2608	1	B	Y	57	55	2	N	0	0	N	0
Apostle 2612	1	B	Y	57	55	2	N	0	0	N	0
Apostle 2616	1	B	Y	57	55	2	N	0	0	N	0
Apostle 2619	1	B	N	57	57	1	N	0	0	N	0
Apostle 2620	1	B	Y	58	55	3	N	0	0	N	0
Apostle 2623	1	B	N	58	57	1	N	0	0	N	0
Apostle 2624	1	B	Y	60	57	3	N	0	0	N	0
Apostle 2627	1	B	N	59	56	2	N	0	0	N	0
Apostle 2628	1	B	Y	61	57	4	N	0	0	N	0
Apostle 2631	1	B	N	58	56	2	N	0	0	N	0
Apostle 2632	1	B	Y	62	57	5	Y	1	1	N	0
Apostle 2635	1	B	N	59	56	4	N	0	0	N	0
Apostle 2636	1	B	Y	62	57	5	Y	1	1	N	0
Apostle 2639	1	B	N	60	56	3	N	0	0	N	0
Apostle 2640	1	B	Y	63	58	5	Y	1	1	N	0
Apostle 2643	1	B	N	60	56	4	N	0	0	N	0
Apostle 2644	1	B	Y	63	58	5	Y	1	1	N	0
Apostle 2648	1	B	Y	63	58	5	Y	1	1	N	0
Apostle 2652	1	B	Y	62	57	5	Y	1	1	N	0
Apostle 2702	1	B	N	61	56	5	Y	1	0	N	0
Apostle 2706	1	B	N	57	53	4	N	0	0	N	0
Apostle 2709	1	B	N	59	54	5	Y	1	0	N	0
Apostle 2710	1	B	N	58	54	4	N	0	0	N	0
Apostle 2714	1	B	N	59	55	4	N	0	0	N	0
Chelanie 4703	5	B	N	60	55	5	Y	5	0	N	0
Chelanie 4706	8	B	Y	70	57	13	Y	8	8	Y	8
Chelanie 4715	6	B	N	64	55	9	Y	6	0	Y	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 105

Noise Analysis Area:	105
Description:	Florence Pt
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Chelanie 4729	7	B	Y	68	56	12	Y	7	7	Y	7
Chelanie 4804	9	B	Y	70	57	13	Y	9	9	Y	9
Chelanie 4826	6	B	N	60	55	6	Y	6	0	N	0
Chelanie 4827	6	B	N	61	54	7	Y	6	0	Y	0
Chelanie 4842	5	B	N	58	53	5	Y	5	0	N	0
Chelanie 4843	6	B	N	58	53	5	Y	6	0	N	0
Chelanie 4856	5	B	N	56	52	4	N	0	0	N	0
Chelanie 4859	6	B	N	56	52	4	N	0	0	N	0
Elijah 2609	1	B	Y	59	57	2	N	0	0	N	0
Elijah 2613	1	B	Y	58	58	1	N	0	0	N	0
Elijah 2616	1	B	N	57	57	0	N	0	0	N	0
Elijah 2617	1	B	N	57	56	1	N	0	0	N	0
Elijah 2621	1	B	N	56	55	1	N	0	0	N	0
Fran 2604	5	B	Y	68	56	12	Y	5	5	Y	5
Laura Jeanne 4828	6	B	N	58	53	4	N	0	0	N	0
Laura Jeanne 4844	6	B	Y	62	59	4	N	0	0	N	0
Laura Jeanne 4904	7	B	Y	61	59	2	N	0	0	N	0
Nina Marie 4812	1	B	Y	70	59	11	Y	1	1	Y	1
Nina Marie 4813	1	B	Y	72	59	13	Y	1	1	Y	1
Nina Marie 4816	1	B	Y	65	58	7	Y	1	1	Y	1
Nina Marie 4817	1	B	Y	71	59	12	Y	1	1	Y	1
Nina Marie 4820	1	B	N	61	55	6	Y	1	0	N	0
Nina Marie 4821	1	B	N	65	56	9	Y	1	0	Y	0
Nina Marie 4824	1	B	N	60	55	5	Y	1	0	N	0
Nina Marie 4825	1	B	N	63	56	7	Y	1	0	Y	0
Nina Marie 4828	1	B	N	60	55	5	Y	1	0	N	0
Nina Marie 4829	1	B	N	60	55	6	Y	1	0	N	0
Nina Marie 4832	1	B	N	58	54	4	N	0	0	N	0

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 105

Noise Analysis Area:	105
Description:	Florence Pt
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Nina Marie 4833	1	B	N	58	54	4	N	0	0	N	0
Nina Marie 4836	1	B	N	58	54	4	N	0	0	N	0
Nina Marie 4837	1	B	N	58	54	4	N	0	0	N	0
Nina Marie 4840	1	B	N	57	54	3	N	0	0	N	0
Nina Marie 4841	1	B	N	57	53	4	N	0	0	N	0
Nina Marie 4845	1	B	N	56	53	4	N	0	0	N	0
Nina Marie 4849	1	B	N	56	53	3	N	0	0	N	0
Octavia 4808	5	B	Y	69	59	10	Y	5	5	Y	5
Octavia 4815	8	B	Y	68	57	12	Y	8	8	Y	8
Octavia 4820	6	B	N	65	57	9	Y	6	0	Y	0
Octavia 4833	7	B	N	61	54	7	Y	7	0	Y	0
Octavia 4834	6	B	N	61	55	6	Y	6	0	N	0
Octavia 4848	6	B	N	60	55	5	Y	6	0	N	0
Octavia 4849	6	B	N	57	53	4	N	0	0	N	0

First Row Benefited Residences	52
Equivalent First Row Benefits	0.00
Total First Row Benefits	52.00
Total First Row Receiving 7 dB IL	46.00

% Meeting NRDG	**88%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 105

Noise Analysis Area:	105
Description:	Florence Pt
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type [1]	Barrier Base Elevation [2] (ft)	Barrier Top Elevation [2] (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1826138.8,566765.8	1826224.1,566713.7	100	F, ROW	590	610	20	2,001
1826224.1,566713.7	1826312.3,566666.4	100	F, ROW	584	604	20	2,000
1826312.3,566666.4	1826406.9,566634	100	F, ROW	584	604	20	2,000
1826406.9,566634	1826503.6,566608.8	100	F, ROW	584	604	20	1,999
1826503.6,566608.8	1826602.6,566594.6	100	F, ROW	584	604	20	2,000
1826602.6,566594.6	1826702.5,566591.6	100	F, ROW	583	603	20	1,998
1826702.5,566591.6	1826802.5,566588	100	F, ROW	581	601	20	2,001
1826802.5,566588	1826902.4,566584.1	100	F, ROW	581	601	20	1,999
1826902.4,566584.1	1827002.3,566578.4	100	F, ROW	581	601	20	2,001
1827002.3,566578.4	1827102.1,566572.6	100	F, ROW	584	604	20	2,001
1827102.1,566572.6	1827201.9,566566.8	100	F, ROW	584	604	20	1,998
1827201.9,566566.8	1827301.3,566555.5	100	F, ROW	582	602	20	2,000
1827301.3,566555.5	1827400.6,566544	100	F, ROW	581	601	20	2,001
1827400.6,566544	1827499.9,566532.3	100	F, ROW	580	600	20	1,999
1827499.9,566532.3	1827599.8,566526.1	100	F, ROW	580	600	20	2,001
1827599.8,566526.1	1827699.8,566524.9	100	F, ROW	580	600	20	2,000
1827699.8,566524.9	1827799.8,566523.6	100	F, ROW	580	600	20	2,000
1827799.8,566523.6	1827899,566535.2	100	F, ROW	580	600	20	1,998
1827899,566535.2	1827995.5,566561.5	100	F, ROW	580	600	20	2,000
1827995.5,566561.5	1828088.9,566597.4	100	F, ROW	581	601	20	2,001
1828088.9,566597.4	1828178.1,566642.5	100	F, ROW	581	601	20	2,000
1828178.1,566642.5	1828262.5,566696.2	100	F, ROW	581	601	20	2,000
1828262.5,566696.2	1828341,566758.1	100	F, ROW	579	599	20	1,999
1828341,566758.1	1828419.5,566821.6	101	F, ROW	578	598	20	2,019
1828419.5,566821.6	1828497.1,566884.6	100	F, ROW	578	598	20	2,000
1828497.1,566884.6	1828572.3,566950.6	100	F, ROW	576	596	20	1,999

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 105

Noise Analysis Area:	105
Description:	Florence Pt
Design Year:	2052
Alternative:	BUILD

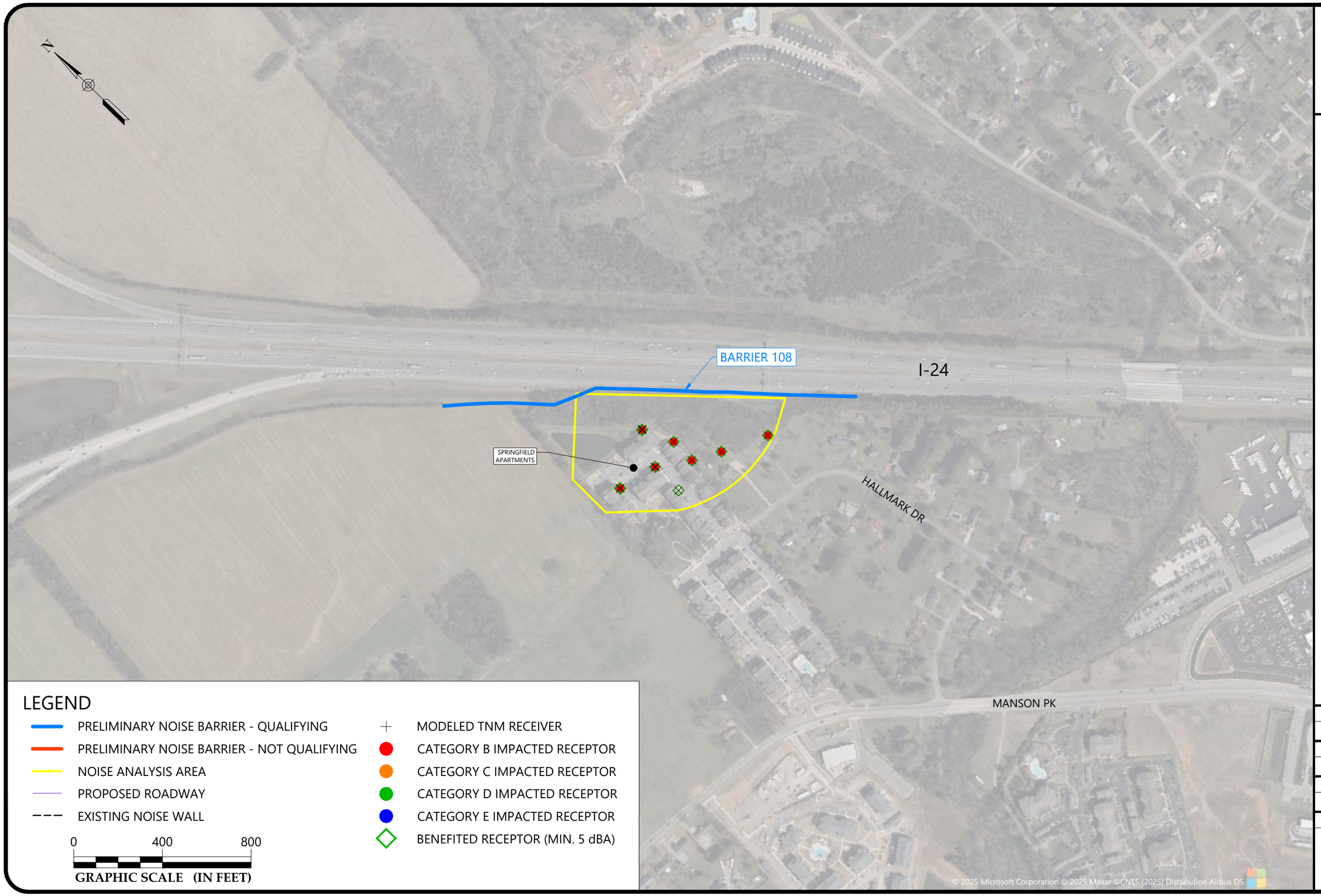
From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1828572.3,566950.6	1828647,567017	100	F, ROW	575	595	20	2,000
1828647,567017	1828721.9,567083.3	100	F, ROW	575	595	20	2,000
1828721.9,567083.3	1828795.6,567150.8	100	F, ROW	575	595	20	2,000
1828795.6,567150.8	1828868.8,567219	100	F, ROW	575	595	20	2,000
1828868.8,567219	1828935.3,567293.8	100	F, ROW	575	595	20	2,001
1828935.3,567293.8	1829007.1,567363.2	100	F, ROW	575	595	20	1,999
1829007.1,567363.2	BARRIER END	-	F, ROW	574	594	20	-

Barrier Length (ft)	3,201
Average Barrier Height (ft)	20.00
Barrier Area (sq ft)	64,015

Total Barrier System Area (sq ft)	64,015
Average Barrier System Height (ft)	20.00
Number of Benefited Residences	119.00
Area Per Benefited Residence (sq ft)	538
Allowable Area Per Benefited Residence (sq ft)	550
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station



LEGEND

- PRELIMINARY NOISE BARRIER - QUALIFYING
- PRELIMINARY NOISE BARRIER - NOT QUALIFYING
- NOISE ANALYSIS AREA
- PROPOSED ROADWAY
- EXISTING NOISE WALL
- MODELED TNM RECEIVER
- CATEGORY B IMPACTED RECEPTOR
- CATEGORY C IMPACTED RECEPTOR
- CATEGORY D IMPACTED RECEPTOR
- CATEGORY E IMPACTED RECEPTOR
- BENEFITED RECEPTOR (MIN. 5 dBA)

0 400 800

GRAPHIC SCALE (IN FEET)

NAA 108 BARRIER ANALYSIS

I-24 SOUTHEAST CHOICE LANES
DAVIDSON AND RUTHERFORD COUNTIES, TENNESSEE
TDOT PROJECT ID NO. 134727.01

SCALE: 1:400

DATE: 10/28/2025

PROJECT NUMBER 24430273B

FIGURE NO. **F52**

Drawing path: T:\Nashville-1470\Projects\2025\24430273B_Jacobs_I-24 SE Corridor Air & Noise\ENV\CAD\4 - Noise Report Figures\Appendix F Figures.dwg ORG. PAPER SIZE (11X17)

FEASIBILITY ANALYSIS FOR NAA 108

Noise Analysis Area:	108
Description:	Springfield
Design Year:	2052
Alternative:	BUILD

Impacts	
Category B Impacts	66
Category C Impacts	0.00
Category D Impacts	0.00
Category E Impact	0.00
Total Impacts	66.00

Receiver Address	Number of Receptors	Activity Category	1st Row? (Y / N)	Worst Case Build Leq (dBA)	Impacted (Y/N)	Impacted Residences	Ground Level? (Y/N)	Feasibility		
								IL (dBA)	Benefited 5 dB IL? (Y/N)	Number of Benefits
Hallmark 3946	1	B	Y	76	Y	1	Y	10	Y	1
Hallmark 3958	1	B	Y	74	Y	1	Y	9	Y	1
Manson 3726 Bldg 10 Level 1	6	B	Y	77	Y	6	Y	10	Y	6
Manson 3726 Bldg 10 Level 2	8	B	Y	78	Y	8	N	6	Y	8
Manson 3726 Bldg 10 Level 3	8	B	Y	78	Y	8	N	3	N	0
Manson 3726 Bldg 11 Level 2	6	B	Y	77	Y	6	N	7	Y	6
Manson 3726 Bldg 12 Level 2	6	B	Y	74	Y	6	N	7	Y	6
Manson 3726 Bldg 16 Level 2	6	B	N	65	N	0	N	5	Y	6
Manson 3726 Bldg 8 Level 1	6	B	N	65	N	0	Y	5	Y	6
Manson 3726 Bldg 8 Level 2	8	B	N	65	N	0	N	5	Y	8
Manson 3726 Bldg 8 Level 3	8	B	N	66	Y	8	N	3	N	0
Manson 3726 Bldg 9 Level 1	6	B	N	67	Y	6	Y	5	Y	6
Manson 3726 Bldg 9 Level 2	8	B	N	70	Y	8	N	6	Y	8
Manson 3726 Bldg 9 Level 3	8	B	N	70	Y	8	N	5	Y	8

Benefited Ground-Level Residence	20
Equivalent Ground-Level Benefits	0.00
Total Ground-Level Benefits	20.00
1st Row Ground-Level Impacted	8.00
1st Row Ground-Level Impacted and Benefited	8.00

FEASIBILITY %	**100%**

REASONABLENESS ALLOWANCE FOR NAA 108

Allowance Type	Criteria		Allowance (ft)
Base Allowance	Highway date of construction	1970	250
	% residences constructed after highway	100%	
	% residences constructed before 2005	2%	
	% residences constructed after 2005	98%	
Previous Type I Widening Allowance	Last Type I widening project date	1997	0
	% residences constructed after widening	98%	
Design Year Noise Levels Allowance	Average impacted first row receiver sound level	76 dB	200
Noise Level Increase Allowance	Average impacted first row receiver Increase	1 dB	0
Noise Compatible Planning Allowance	Local government has noise policy?	N	0
		Total Allowance	450

NOISE REDUCTION DESIGN GOAL RESULTS FOR BARRIER IN NAA 108

Noise Analysis Area:	108
Description:	Springfield
Design Year:	2052
Alternative:	BUILD

Receiver Address	Number of Residences	Activity Category	1st Row? (Y/N)	No Barrier Leq (dBA)	With Barrier Leq (dBA)	Insertion Loss (dBA)	Benefited 5 dB IL? (Y /N)	Number of Benefits	Noise Reduction Design Goal		
									First Row Benefits	Receiving 7 dB IL? (Y/N)	First Row Number Receiving 7 dB IL
Hallmark 3946	1	B	Y	76	66	10	Y	1	1	Y	1
Hallmark 3958	1	B	Y	74	65	9	Y	1	1	Y	1
Manson 3726 Bldg 10 Level 1	6	B	Y	77	68	10	Y	6	6	Y	6
Manson 3726 Bldg 10 Level 2	8	B	Y	78	72	6	Y	8	8	N	0
Manson 3726 Bldg 10 Level 3	8	B	Y	78	75	3	N	0	0	N	0
Manson 3726 Bldg 11 Level 2	6	B	Y	77	70	7	Y	6	6	Y	6
Manson 3726 Bldg 12 Level 2	6	B	Y	74	67	7	Y	6	6	Y	6
Manson 3726 Bldg 16 Level 2	6	B	N	65	60	5	Y	6	0	N	0
Manson 3726 Bldg 8 Level 1	6	B	N	65	59	5	Y	6	0	N	0
Manson 3726 Bldg 8 Level 2	8	B	N	65	60	5	Y	8	0	N	0
Manson 3726 Bldg 8 Level 3	8	B	N	66	63	3	N	0	0	N	0
Manson 3726 Bldg 9 Level 1	6	B	N	67	62	5	Y	6	0	N	0
Manson 3726 Bldg 9 Level 2	8	B	N	70	64	6	Y	8	0	N	0
Manson 3726 Bldg 9 Level 3	8	B	N	70	66	5	Y	8	0	N	0

First Row Benefited Residences	28
Equivalent First Row Benefits	0.00
Total First Row Benefits	28.00
Total First Row Receiving 7 dB IL	20.00

% Meeting NRDG	**71%**

NOISE BARRIER DESIGN RESULTS AND REASONBLENESS ANALYSIS FOR NAA 108

Noise Analysis Area:	108
Description:	Springfield
Design Year:	2052
Alternative:	BUILD

From	To	Segment Length (ft)	Wall Type (1)	Barrier Base Elevation (2) (ft)	Barrier Top Elevation (2) (ft)	Barrier Height (ft)	Barrier Area (sq ft)
1829182.8,562671	1829257.9,562605.1	100	F, ROW	578	594	16	1,599
1829257.9,562605.1	1829330.6,562536.4	100	F, ROW	578	594	16	1,600
1829330.6,562536.4	1829400.9,562465.3	100	F, ROW	578	594	16	1,600
1829400.9,562465.3	1829467,562390.3	100	F, ROW	576	592	16	1,599
1829467,562390.3	1829533.4,562315.5	100	F, ROW	572	588	16	1,600
1829533.4,562315.5	1829624.4,562273.7	100	F, T	567	583	16	1,602
1829624.4,562273.7	1829716.1,562234.1	100	F, T	567	583	16	1,599
1829716.1,562234.1	1829783.5,562160.2	100	F, EOP	567	583	16	1,600
1829783.5,562160.2	1829851,562086.4	100	F, EOP	567	583	16	1,600
1829851,562086.4	1829917.8,562011.9	100	F, EOP	567	581	14	1,400
1829917.8,562011.9	1829984.3,561937.2	100	F, EOP	567	581	14	1,401
1829984.3,561937.2	1830050,561861.9	100	F, EOP	567	581	14	1,399
1830050,561861.9	1830119.1,561789.7	100	F, EOP	567	581	14	1,400
1830119.1,561789.7	1830184.3,561713.8	100	F, EOP	567	581	14	1,400
1830184.3,561713.8	1830251.1,561639.4	100	F, EOP	567	581	14	1,401
1830251.1,561639.4	1830300,561584.8	73	F, EOP	567	581	14	1,026
1830300,561584.8	1830367.4,561510.9	100	F, EOP	567	581	14	1,400
1830367.4,561510.9	1830434.8,561437	100	F, EOP	568	582	14	1,400
1830434.8,561437	1830502,561363.1	100	F, EOP	569	583	14	1,399
1830502,561363.1	BARRIER END	-	F, EOP	570	584	14	-

Barrier Length (ft)	1,873
Average Barrier Height (ft)	14.96
Barrier Area (sq ft)	28,025

Total Barrier System Area (sq ft)	28,025
Average Barrier System Height (ft)	14.96
Number of Benefited Residences	70.00
Area Per Benefited Residence (sq ft)	400
Allowable Area Per Benefited Residence (sq ft)	450
Reasonable?	Y

(1) F = Free-standing barrier; EOP = Edge of pavement; ROW = Right-of-way;
T = Transition between EOP and ROW

(2) At beginning station

APPENDIX G.
NON-RESIDENTIAL RECEIVERS

DRAFT - DELIBERATIVE

INTENTIONALLY LEFT BLANK

DRAFT - DELIBERATIVE

EQUIVALENT RESIDENCES CALCULATIONS

RECEIVER	NUMBER OF USERS	PEOPLE PER RESIDENCE	DAILY USAGE (HR/DAY)	YEARLY USAGE (DAY/YR)	EQUIVALENT RESIDENCES	NAC CATEGORY	ROW	DESCRIPTION	OUTDOOR USE
Almaville 1850	2	2.5	4	360	0.13	E	1	Pets R Us Veterinary	fenced in yard
Almaville 1855	6	2.5	8	200	0.44	E	1	restaurant	outdoor seating
Apache 3940 Pool	50.8	2.5	8	140	2.60	C	1	apartments	pool
Bakertown 401 Pool	49.4	2.5	8	140	2.53	C	1	apartments	pool
Bell 1111	8	2.5	8	200	0.58	E	3	restaurant	outdoor seating
Bell 1131	1	2.5	2	104	0.01	E	3	restaurant	benches
Bell 1135	100	2.5	2	104	0.95	C	1	worship	patio
Bell 1157 Playground	17	2.5	8	200	1.24	C	3	apartments	playground
Bell 1211 Tennis Court	-	-	-	-	1.00	C	2	apartments	tennis court and playground
Blue Hole 0	30	2.5	6	260	2.14	C	1	trail	trail
Blue Hole 5023	50	2.5	8	260	4.75	C	1	park	trail
Blue Hole 5050	3	2.5	2	180	0.05	C	4	school	benches
Blue Hole 5100	100	2.5	6	180	4.93	C	1	school	playground
Cane Hill 0 Pool	68	2.5	8	140	3.48	C	1	apartments	pool
Cane Ridge 4060	28	2.5	8	260	2.66	C	1	event space	event space
Cane Ridge 4060 102	4	2.5	8	260	0.38	E	2	restaurant	outdoor seating
Cane Ridge 4060 615	22	2.5	8	260	2.09	E	2	Restaurant	outdoor seating
Cane Ridge 4060 701	8	2.5	8	260	0.76	E	2	restaurant	outdoor seating
Cane Ridge 5304	2	2.5	6	260	0.14	E	1	restaurant	outdoor seating
Collins Park 400	1	2.5	8	183	0.07	E	1	hotel	gazebo
Collins Park 510	1	2.5	4	365	0.07	E	1	hotel	bench
Crossings 5700 Pool	58.16	2.5	8	140	2.97	C	1	apartments	pool
Crossings 5764	4	2.5	8	140	0.20	E	1	offices	pool
Dabbs 1943 South Bldg	3	2.5	2	132	0.04	C	3	worship	benches
Elm Hill 1011	8	2.5	6	224	0.49	E	1	restaurant	outdoor seating
Enterprise 107	4	2.5	8	140	0.20	E	1	hotel	pool
Enterprise 109	6	2.5	8	140	0.31	E	1	hotel	pool
Enterprise 110	1	2.5	4	365	0.07	E	2	hotel	bench

RECEIVER	NUMBER OF USERS	PEOPLE PER RESIDENCE	DAILY USAGE (HR/DAY)	YEARLY USAGE (DAY/YR)	EQUIVALENT RESIDENCES	NAC CATEGORY	ROW	DESCRIPTION	OUTDOOR USE
Envious 733	12	2.5	8	140	0.61	E	2	hotel	pool
Expo 800	4	2.5	4	260	0.19	E	2	hotel	outdoor seating
Expo 810	2	2.5	4	365	0.13	E	1	hotel	bench
Expo 820	8	2.5	2	104	0.08	E	1	restaurant	benches
Glencliff 2901 Common Area	12	2.5	2	200	0.22	C	2	residential	common area
Glenmont 104	5	2.5	1	200	0.05	C	3	worship	playground
Glenmont 104 Pavilion	176	2.5	3	40	0.96	C	3	worship	pavilion
Great 200	25	2.5	8	200	1.83	C	2	daycare	playground
Great 500	10	2.5	8	260	0.95	C	1	apartments	dog park and trail
Highwood 2537	7	2.5	8	140	0.36	E	1	hotel	pool
Highwood 2565	1	2.5	4	365	0.07	E	1	hotel	benches
Highwood 2573	5	2.5	8	183	0.33	E	1	hotel	lounging area
Highwood 2631	1	2.5	8	365	0.13	E	1	hotel	Smoking area
Highwood 2697	20	2.5	6	365	2.00	E	1	restaurant	rocking chairs
Industrial 955	8	2.5	6	260	0.57	E	1	restaurant	outdoor seating
Linbar 5042 Dog Park	18.56	2.5	6	365	1.86	C	1	apartments	dog park
Linbar 5042 Picnic	4	2.5	1	200	0.04	C	1	apartments	picnic area
Linbar 5042 Trail	50	2.5	2	200	0.91	C	1	apartments	walking trail
Linbar 5101 Playground	14.12	2.5	8	200	1.03	C	2	apartments	playground
Linbar 5101 Pool	64.8	2.5	8	140	3.31	C	3	apartments	pool
Madison 100 Picnic Table	2	2.5	2	77.9994	0.01	C	3	townhomes	covered picnic table
Madison 100 Playground	35.4	2.5	4	200	1.29	C	1	townhomes	playground
Madison 100 Pool	31.5	2.5	8	140	1.61	C	2	townhomes	pool
Metroplex 411	2	2.5	4	260	0.09	C	3	gym	deck with seating
Metroplex 531	25	2.5	2	180	0.41	C	1	school	picnic tables
Metroplex 549	2	2.5	2	260	0.05	E	1	offices	table and benches
Mufreesboro 818	1	2.5	10	260	0.12	E	2	restaurant	outdoor seating
Murfreesboro 821	15	2.5	8	140	0.77	E	1	hotel	pool
Packard 4501 Court	-	-	-	-	1.00	C	1	apartments	sport court
Paragon Mills 0	38	2.5	6	260	2.71	C	1	park	playground

RECEIVER	NUMBER OF USERS	PEOPLE PER RESIDENCE	DAILY USAGE (HR/DAY)	YEARLY USAGE (DAY/YR)	EQUIVALENT RESIDENCES	NAC CATEGORY	ROW	DESCRIPTION	OUTDOOR USE
Paragon Mills 200 Playground	19.72	2.5	8	200	1.44	C	2	apartments	playground
Paragon Mills 200 Pool	48.88	2.5	8	140	2.50	C	2	apartments	pool
Perimeter Park 301	15	2.5	4	175	0.48	E	1	offices	bench
Plus Park 221 Pool	74	2.5	8	140	3.78	C	2	apartments	pool
Plus Park 283	61	2.5	8	260	5.79	C	2	daycare	playground
Plus Park 293	8	2.5	2	200	0.15	C	2	condo	outdoor seating
Plus Park 301	4	2.5	6	260	0.28	E	1	offices	outdoor seating
Plus Park 320	6	2.5	2	180	0.10	C	2	school	basketball court
Plus Park 331 Garden	17	2.5	6	200	0.93	C	2	apartments	common area
Plus Park 331 Playground	10	2.5	6	200	0.55	C	1	apartments	playground
Providence Park 4170	13	2.5	6	260	0.93	C	2	park	playground
Seven Oaks 831	2	2.5	6	260	0.14	C	1	healthcare	picnic tables
Seven Oaks 961 Dog Park	92	2.5	6	365	9.20	C	1	apartments	Dog Park
Seven Oaks 961 Pool	73	2.5	8	140	3.73	C	2	apartments	pool
Spence 714	7	2.5	8	140	0.36	E	1	hotel	pool
Spence 717	13	2.5	8	140	0.66	E	2	motel	pool
Stonecrest 200	5	2.5	8	260	0.47	C	1	hospital	outdoor seating
Target 5426	2	2.5	8	245	0.18	E	1	restaurant	outdoor seating
Twin Elms 915	1	2.5	2	260	0.02	C	3	recording studio	patio
Twin Oaks 244 Court	-	-	-	-	1.00	C	1	apartments	sport court
Twin Oaks 244 Pool	16	2.5	8	140	0.82	C	1	apartments	pool
Waldron 574	3	2.5	6	260	0.21	E	2	restaurant	outdoor seating
Waldron 580	15	2.5	6	260	1.07	E	3	restaurant	outdoor seating
Wallace 97B	11	2.5	6	260	0.78	E	2	restaurant	outdoor seating
Wallace 99	3	2.5	6	260	0.21	E	2	restaurant	outdoor seating
Wimpole 375	50	2.5	8	260	4.75	C	1	park	trail
Almaville 1876	10	2.5	4	270	0.49	E	3	restaurant	outdoor seating
Almaville 1889	8	2.5	4	270	0.39	E	5	restaurant	outdoor seating
Almaville 1890	2	2.5	4	270	0.10	E	5	restaurant	benches
Bell 1114	10	2.5	4	270	0.49	E	1	restaurant	outdoor seating

RECEIVER	NUMBER OF USERS	PEOPLE PER RESIDENCE	DAILY USAGE (HR/DAY)	YEARLY USAGE (DAY/YR)	EQUIVALENT RESIDENCES	NAC CATEGORY	ROW	DESCRIPTION	OUTDOOR USE
Bell 1120	1	2.5	4	270	0.05	C	1	medical facility	benches
Cane Ridge 4071	30	2.5	8	260	2.85	D	2	medical facility	NONE
Cane Ridge 5352	10	2.5	4	270	0.49	E	2	restaurant	outdoor seating
Century Farms 2127	30	2.5	24	365	12.00	C	2	medical facility	picnic table
Century Farms 4216	10	2.5	4	270	0.49	E	1	restaurant	outdoor seating
Century Farms 4222 101	11	2.5	4	270	0.54	C	1	apartments	playground
Century Farms 4230	22	2.5	4	270	1.08	C	1	restaurant	outdoor seating
Century Farms 4251	-	-	-	-	1.00	C	3	active sport area	soccer field
Collins Park 504	15	2.5	8	260	1.42	D	1	medical facility	NONE
Colonnade 930	15	2.5	8	140	0.77	E	3	hotel	pool
Crossings 201	2	2.5	8	270	0.20	E	2	hotel	benches
Crossings 5700 Dog Park	10	2.5	8	365	1.33	C	1	apartments	dog park
Crossings 5700 Greenway	-	-	-	-	1.00	C	1	apartments	trail
Crossings 5700 Patio	12	2.5	4	270	0.59	C	2	apartments	outdoor seating
Cruzen 2314	2	2.5	4	270	0.10	E	6	office	picnic table
Elm Hill 1451	1	2.5	4	270	0.05	E	2	office	benches
Elm Hill 2131 Court	-	-	-	-	1.00	C	1	apartments	tennis court
Elm Hill 2131 Playground	2	2.5	8	270	0.20	C	1	apartments	playground
Elm Hill 2131 Pool	15	2.5	8	140	0.77	C	1	apartments	pool
Elm Hill 2131 Pool 2	15	2.5	8	140	0.77	C	1	apartments	pool
Elm Hill 2131 Tables	9	2.5	8	270	0.89	C	2	apartments	outdoor seating
Fain 120	50	2.5	4	104	0.95	D	1	worship	NONE
Glenrose 105	4	2.5	8	270	0.39	C	1	worship	playground
Glenrose 324	50	2.5	4	104	0.95	D	1	worship	NONE
Great 400 Pool	25	2.5	8	140	1.28	C	1	apartments	pool
Great 700 Bldg 1 Tables	8	2.5	8	270	0.79	C	2	apartments	outdoor seating
Green 146	4	2.5	8	270	0.39	C	1	worship	playground
Hermitage 237	2	2.5	4	270	0.10	E	1	restaurant	outdoor seating
Hermitage 245 Rooftop	5	2.5	4	270	0.25	E	1	restaurant	outdoor seating
Hickory Hollow 5214	15	2.5	8	365	2.00	D	1	medical facility	NONE

RECEIVER	NUMBER OF USERS	PEOPLE PER RESIDENCE	DAILY USAGE (HR/DAY)	YEARLY USAGE (DAY/YR)	EQUIVALENT RESIDENCES	NAC CATEGORY	ROW	DESCRIPTION	OUTDOOR USE
Hickory Hollow 5222	200	2.5	8	260	19.00	D	1	school	NONE
Hickory Hollow 5248	200	2.5	8	260	19.00	D	1	school	NONE
Industrial 975	3	2.5	4	270	0.15	E	2	restaurant	benches
Industrial 985	30	2.5	11	365	5.50	D	2	medical facility	NONE
Industrial 991	10	2.5	4	270	0.49	E	1	restaurant	outdoor seating
Industrial 999	2	2.5	4	270	0.10	E	1	restaurant	benches
Largo 201	4	2.5	4	270	0.20	E	3	restaurant	outdoor seating
Largo 223	30	2.5	8	208	2.28	D	5	medical facility	NONE
Lee Victory 1714	8	2.5	4	270	0.39	E	1	restaurant	outdoor seating
Lee Victory 1730	15	2.5	8	208	1.14	D	1	medical facility	NONE
Lewis 135	50	2.5	4	104	0.95	D	1	worship	NONE
Marriott 600	8	2.5	8	140	0.41	E	1	hotel	pool
Marriott 600	41	2.5	8	270	4.04	E	1	hotel	patios
Marriott 601	75	2.5	8	180	4.93	C	2	school	playground
Marriott 616	12	2.5	4	270	0.59	E	1	office	picnic table
Murfreesboro 825 Benches	2	2.5	8	270	0.20	E	2	hotel	benches
Murfreesboro 825 Pool	10	2.5	8	140	0.51	E	2	hotel	pool
Murfreesboro 860 Pool	9	2.5	8	140	0.46	C	1	apartments	pool
Nolensville 2212	12	2.5	4	270	0.59	E	1	restaurant	outdoor seating
Old Hickory 12924	78	2.5	8	270	7.69	C	2	park	playground
Old Hickory 12944	8	2.5	8	270	0.79	C	1	park	benches
Old Hickory 12965 Trail	-	-	-	-	1.00	C	1	park	trail
Oriel 226	1	2.5	8	270	0.10	C	3	school	playground
Peachtree 329	10	2.5	4	270	0.49	E	2	restaurant	outdoor seating
Plus Park 308 Pool	20	2.5	8	140	1.02	C	2	apartments	pool
Plus Park 320 Playground 1	108	2.5	8	180	7.10	C	2	school	playground
Plus Park 320 Playground 2	49	2.5	8	180	3.22	C	2	school	playground
Rose 301	50	2.5	4	104	0.95	D	1	worship	NONE
Seven Oaks 819	22	2.5	4	270	1.08	E	1	office	outdoor seating
Spence 710	2	2.5	4	270	0.10	E	1	office	picnic table

RECEIVER	NUMBER OF USERS	PEOPLE PER RESIDENCE	DAILY USAGE (HR/DAY)	YEARLY USAGE (DAY/YR)	EQUIVALENT RESIDENCES	NAC CATEGORY	ROW	DESCRIPTION	OUTDOOR USE
Twin Oaks Dog Park	17	2.5	8	365	2.21	C	1	apartments	dog park
Waldron 491	50	2.5	4	104	0.95	D	1	worship	NONE
Wallace 95 Pool	12	2.5	8	140	0.61	E	2	apartments	pool
Winford 2254	4	2.5	4	270	0.20	E	1	office	outdoor seating

CATEGORY D RECEPTOR REDUCTIONS TABLE

CATEGORY D RECEIVER	NAA	DESCRIPTION	2052 BUILD EXTERIOR (dBA)	BUILDING TYPE	WINDOW CONDITION	REDUCTION	2052 BUILD INTERIOR NOISE LEVEL (dBA)	INTERIOR IMPACT?
Cane Ridge 4071	71	Healthcare	61	Masonry	Double glazed	35	26	No
Century Farms 2105	70	Healthcare	61	Masonry	Double glazed	35	26	No
Collins Park 504	62	Healthcare	74	Masonry	Double glazed	35	39	No
Dabbs 1809	11	University	69	Masonry	Double glazed	35	34	No
Dabbs 1943	12	Worship	65	Masonry	Double glazed	35	30	No
Elm Hill 1109	6	Worship	63	Masonry	Single glazed	25	38	No
Envious 750	12	College	72	Masonry	Double glazed	35	37	No
Fain 120	1	Worship	67	Masonry	Single glazed	25	42	No
Glencliff 2901	31	Worship	66	Masonry	Single glazed	25	41	No

CATEGORY D RECEIVER	NAA	DESCRIPTION	2052 BUILD EXTERIOR (dBA)	BUILDING TYPE	WINDOW CONDITION	REDUCTION	2052 BUILD INTERIOR NOISE LEVEL (dBA)	INTERIOR IMPACT?
Glenrose 324	22	Worship	65	Masonry	Single glazed	25	40	No
Hickory Hollow 5214	60	Healthcare	66	Masonry	Double glazed	35	31	No
Hickory Hollow 5222	60	Worship	65	Masonry	Double glazed	35	30	No
Hickory Hollow 5248	60	School	60	Masonry	Double glazed	35	25	No
Industrial 985	82	Healthcare	62	Masonry	Double glazed	35	27	No
Largo 223	41	Veterinarian	60	Light frame	Open	10	50	No
Lee Victory 1730	95	Healthcare	63	Masonry	Double glazed	35	28	No
Lewis 135	1	Worship	69	Masonry	Single glazed	25	44	No
Linbar 5050	43	Worship	75	Masonry	Single glazed	25	50	No
Linbar 5209	45	Healthcare	73	Masonry	Double glazed	35	38	No

CATEGORY D RECEIVER	NAA	DESCRIPTION	2052 BUILD EXTERIOR (dBA)	BUILDING TYPE	WINDOW CONDITION	REDUCTION	2052 BUILD INTERIOR NOISE LEVEL (dBA)	INTERIOR IMPACT?
Old Hickory 13126	75	Worship	66	Masonry	Single glazed	25	41	No
Perimeter Hill 3354	42	School	69	Masonry	Double glazed	35	34	No
Plus Park 285	27	Worship	63	Masonry	Double glazed	35	28	No
Plus Park 287	27	Worship	60	Masonry	Double glazed	35	25	No
Rose 301	21	Worship	55	Masonry	Open	10	45	No
Seven Oaks 881	92	Healthcare	65	Masonry	Double glazed	35	30	No
Waldron 491	78	Worship	66	Masonry	Double glazed	35	31	No