LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Office of Planning - Environmental
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

Jeff Landry, Governor
Glenn Ledet, Secretary

July 15, 2026

STATE PROJECT NO.: H.010116
F.A.P. NO.: H010116
PROJECT NAME: LA 1088 CORRIDOR STUDY
ROUTE: LA 1088
PARISH: ST. TAMMANY

Ms. Melinda Roberson
Division Administrator
Federal Highway Administration
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

SUBJECT: Environmental Assessment Re-evaluation

Dear Ms. Roberson:

Reference is made to the State Project No.: H.010116, processed environmentally as an Environmental Assessment (EA) and approved by your office on June 14, 2021.

The LADOTD has entered final design for the first phase of construction for this project: the Soult and Trinity Roundabouts. The scope of work or the project limits for the project have not changed since the original document was approved. However, the design for the Selected Alternative, 2A, for the first phase of the project has changed since the project's approval. The major changes in Alternative 2A compared to the original design include:

- The Soult and Trinity Roundabouts and LA 1088 between the roundabouts have shifted approximately 5 to 30 feet north when compared to the original design.
- Viola Street's alignment is closer to existing conditions rather than the gradual curve presented in the EA.
- The 5-foot sidewalks have been changed to a 14-foot multi-use path.

These changes can be viewed in the project's current plans in Appendix A. The previous plans are included in Appendix B.

There are a few reasons for the changes to the proposed project. The north shift of the first phase of the project was done to eliminate right-of-way impacts to the two residences on Olvey Drive and achieve the speed control geometry requirements of NCHRP Report 1043 roundabout design

guidance. The Viola Street alignment changed closer to the existing alignment because a residence was built on Viola Street since the project's approval, so this change was to maintain access for the new property. The sidewalks that were proposed have changed to a multi-use path at the parish's request and to accommodate 2-way bike and pedestrian traffic in compliance with Complete Streets. The environmental impacts from the design changes are discussed in the paragraphs below. A comparison of the impacts for the entire corridor from the original design to the new design is displayed in Table 1.

The changes to the proposed project affect the required right-of-way area that was shown in the previously approved EA document. The changes for the first phase require more right-of-way than the original Alternative 2A. These are changes to the additional required right-of-way in the new design of Alternative 2A when compared to the original:

- West of Viola Street and north of LA 1088: The required right-of-way is slightly more at 1.1 acres, where the original design had 0.9 acres of required right-of-way.
- East of Viola Street and north of LA 1088: The required right of way is now 2.7 acres when it was approximately 1 acre in the previous plans.
- West of Soult Street and south of LA 1088: The required right-of-way has decreased from approximately 0.4 acres in the original plans to 0.1 acres in the new plans.
- East of Soult Street and south of LA 1088: Most of the required right-of-way at this location decreased from slightly more than 0.1 acre in the original design to 0.015 acres.
- West and East of Trinty Drive and south of LA 1088: The right-of-way taking is approximately the same as in the original design.

This resulted in approximately 1.5 more acres of additional required right-of-way for the first phase of the project. The original design had no relocations and the new design will not result in relocations either.

For the first phase of the project's construction, LADOTD biologists reassessed the wetland impacts in the updated plans. On November 4, 2025, LADOTD biologists visited the project sites to walk the corridor to determine if there were any jurisdictional waters of the U.S. present that were not identified in the Wetland Report, dated July 9, 2015, completed by the consultant. The site was revisited to confirm the report's characterization of the area and to collect current photographs. The initial habitat delineation lines were updated to reflect the northward shift of the 2 proposed roundabouts and recalculate the impacted habitat acreage. Based on the initial habitat characterization and delineated boundaries initially surveyed by Volkert, Inc. and the revised project boundary lines, LADOTD biologist have determined that approximately 2.784 acres of wetlands and 1.680 acres of Non-Wetland Waters of the U.S. will be impacted by the proposed roundabouts. In comparison, this same location was estimated to have approximately 2.665 acres of wetlands and 0.885 acres of Non-Wetland Waters of the U.S. impacted in the original report. See attached Wetland findings report and the follow-up Addendum Report in Appendix C.

Table 1: Comparison of Current and Previous Plans

Resources/Criteria	Alternative 2A (2021)	Alternative 2A (2026)
Real Estate/ Additional Right of Way Required	Yes (10.3 acres)	Yes (11.8 acres)
Relocations	No	No
Cultural and Section 106 Resources		
Section 4(f) or 6(f) Properties	No	No
Historic Sites	No	No
Archeological Sites	No	No
Natural Resources		
Wetlands (Right-of-way)	Yes (12.4 acres)	Yes (12.5 acres)
Waters of the US (Streams in right-of-way)	Yes (0.02 acres)	Yes (0.02 acres)
Other Waters of the US (Ditches in right-of-way)	Yes (6.1 acres)	Yes (6.9 acres)
Endangered/Threatened Species/Habitat	Yes[1]	Yes[1]
Within 100-Year Floodplain	Yes	Yes
Within Coastal Zone	Yes	Yes
Coastal Barrier Island	No	No
Prime Farmland	No	No
Sole Source Aquifer	No	No
Natural or Scenic Stream	No	No
Navigable Waterway	No	No
Physical Impacts		
Noise	Yes	Yes
Air Quality[2]	No Long-term	No Long-term
Water Quality[2]	No Long-term	No Long-term
Hazardous sites	No	No
Water/oil/gas Well	No	No
Social Impacts		
Land Use Change	No	No
Title VI	No	No
Hospitals, Medical Facilities, Fire, Police	No	No
Transportation Pattern Changes	No	No
Community Cohesion[3]	No	No
Community Impact during Construction[4]	Yes	Yes

1. To avoid potential impacts to Tricolor Bat, LADOTD will not clear trees during the TCB pup season (May 1- July 15). The proposed project will have no effects on any of the other listed species or their habitat.
2. Minor localized short-term impact during construction
3. The original design of Alternative 2A included sidewalks and a 4-foot shoulder. The current design has changed that to a 14-foot multi-use path for the first phase.
4. Considerations to reduce impacts include phased construction, construction times, detour routes, and construction Best Management Practices.

An updated review of the US Fish & Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) system and Louisiana Department of Wildlife and Fisheries database identified species that may be in the project action area and/or may be impacted by the proposed scope of work. The Tricolored Bat (TCB) (Proposed Endangered), Red-cockaded Woodpecker

(Endangered), Alligator Snapping Turtle (Proposed Threatened), Gopher Tortoise (Threatened), Gulf Sturgeon (Threatened), and the Monarch Butterfly (Proposed Threatened). No critical habitats are currently located within or adjacent to the action area. Project information was submitted to USFWS via the IPaC. The first phase of the project is proposing to clear approximately 2.78 acres of mixed forest land. To avoid potential impacts to TCB, LADOTD will not clear trees during the TCB pup season (May 1- July 15). The proposed project will have no effects on any of the other listed species or their habitat. See attached IPaC Species List and Concurrence Letter is in Appendix D.

The modifications in the design, especially the north shift of LA 1088, required additional noise analysis. To determine the difference in noise impacts and abatement, the Noise Technical Addendum was completed in December 2025. The addendum included new receptors that were not in the original report. This noise addendum determined that the first phase of this project would impact 18 single family residences due to the noise levels approaching or exceeding the Noise Abatement Criteria. The addendum then evaluated noise abatement for the impacted receptors. Of the 18 residences impacted, eight residences could not have noise barriers because a barrier would restrict access to those properties. The rest of the impacted receivers were benefitted by the East and West Quail barriers in the original design, so those potential noise walls were adjusted for the new design. Both the East and West Quail Creek barriers were found to be feasible and reached the noise reduction goal for reasonableness, but both did not meet the cost-effectiveness goal. The reason these barrier designs were no longer reasonable was partly due to LA 1088 alignment shifting away from previously benefited receivers (which decreased the sound levels at these receivers but also decreased the effectiveness of the barrier) and also due to the increase of barrier cost since the 2018 study. Between the reduction of benefitted receivers and the increase of barrier cost, the barrier cost per benefitted receiver ratio increased to the point that neither of the barrier designs could meet the cost effectiveness goal for reasonableness. The Noise Technical Addendum is in Appendix E.

A public meeting was held on December 8, 2025, at the St. Tammany Parish Government Building in Mandeville, Louisiana. This meeting showed the new design of the Soult and Trinity Roundabouts (first phase of the project) and the Forest Brook Intersection (a future phase of the project). Members of the public were invited to view the new design without noise barriers, ask the project team questions, and provide comments on the project. The comments from the public and responses to the comments are in the Public Meeting Record, which is available in Appendix F. Of the ten comments received, six were about the Forest Brook Intersection re-design presented at the meeting and the other four were about the LA 1088 roundabouts at Soult and Trinity. The comments on the roundabouts included concerns about the utilities, access, and right-of-way requirements; a suggestion to use a traffic light at Soult Street instead of a roundabout; and a comment about the removal of the previously proposed noise barriers. The Public Meeting Record also includes the material presented at the meeting, the announcements for the meeting, and the attendance sheets.

There are no significant impacts associated with the proposed project. Therefore, we believe that the original Environmental Assessment is still valid and applicable for the proposed project.

Attached to this letter are the previous and current plans, an addendum wetland report, IPaC species list and concurrence letter, a noise analysis technical addendum, and a record of the public meeting. We respectfully request your concurrence. If you have any questions or comments, please contact Jena Milliner at 225-242-4507.

Sincerely,

Noel Ardoin
Environmental Engineer Administrator

Robert Lott, P.E.
Assistant Environmental Engineer

APPROVED

Digitally signed by MELINDA MICHELLE ROBERSON
Date: 2026.08.14 09:54:31 -05'00'

Melinda Roberson
Division Administrator
Federal Highway Administration
Louisiana Division

Enclosures
NA/jnm jmf
cc: Ms. Catherine Mastin

Appendix A

Current Plans (2026)

10:20
4/13/2026
60% FINAL PLANS
F:\2020\220303\01800\Construction Plans\0001_Title Sheet.dgn

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PLANS OF PROPOSED STATE HIGHWAY

FEDERAL PROJECT H010116
STATE PROJECT H.010116

LA 1088: SOULT AND TRINITY ROUNDABOUTS

ST. TAMMANY

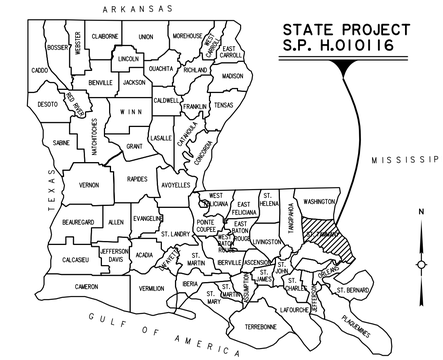
INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET AND LAYOUT MAP
2-2i	TYPICAL SECTION
3-3g	SUMMARY SHEETS
4-14	PLAN & PROFILE SHEETS
15-25	DRAINAGE PLAN & PROFILE SHEETS
26	SURVEY CONTROL
27-29	EXISTING DRAINAGE MAP
30-32	DESIGN DRAINAGE MAP
33-36	SUMMARY OF DRAINAGE STRUCTURES
37-46	GEOMETRIC DETAILS
47-51	GRAPHICAL GRADES
52-53	PAVEMENT MARKING
54-61	SUGGESTED SEQ. OF CONSTRUCTION
62-63	PERMANENT SIGNING
64-65	SIGN DETAILS
66	SIGN SUMMARY TABLE
67	SUBGRADE SOIL SURVEY

STANDARD PLANS		REV. DATE
201-202	BM-01 (2 SHEETS)	10-26-2023
203	CB-01	11-02-2000
204	CB-06	11-02-2000
205	CB-08	10-07-2010
206	CB-ADJUST	10-30-2019
207-209	DW-01 (3 SHEETS)	08-04-2022
210-211	EC-01 (2 SHEETS)	10-01-2008
212	HS-03	04-07-2014
213-214	MB-01 (2 SHEETS)	04-04-2022
215	MH-06	05-18-2011
216-220	PED-01 (5 SHEETS)	07-21-2022
218	PG-DRAIN (DOUBLE)	09-22-2020
219	PG-DRAIN (SINGLE)	09-22-2020
220	PM-01	03-06-2026
221	PM-02	03-06-2026
222	PM-06	03-06-2026
223	PM-08	03-06-2026
224	PM-09	03-06-2026
225	RM-01	02-01-2021
226-242	RS-01 (17 SHEETS)	10-14-2025
243	SW-01	10-25-2022
244-248	TTC-00 (A-E)	03-11-2026
249	TTC-02	03-11-2026
250	TTC-03	03-11-2026
251	TTC-04	03-11-2026
252	TTC-16	03-11-2026
253	WP-01	02-01-2021

401-411 CROSS SECTIONS

TOTAL SHEETS = 149



VICINITY MAP

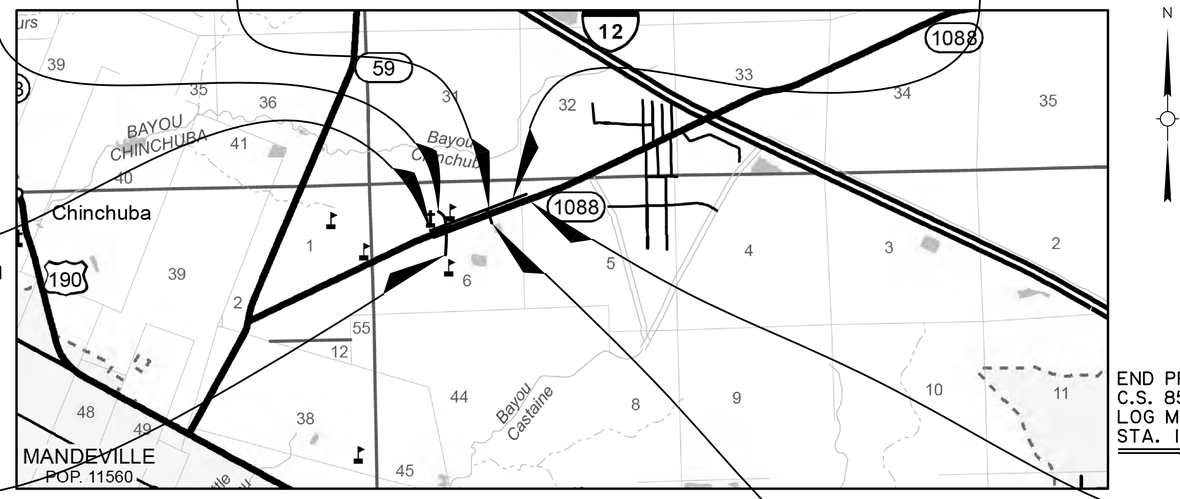
END CONSTRUCTION
C.S. 000-52
LRS LOG MILE
1.022 (VIOLA)
STA. 308+87.11

END CONSTRUCTION
C.S. 000-52
LRS LOG MILE
0.225 (TRINITY)
STA. 402+72.52

EQUATION - 47.82
STA. L.B. = 107+75.24
STA. L.A. = 107+25.42

BEGIN PROJECT
C.S. 852-11
LOG MILE 1.308
STA. 79+50.00

BEGIN CONSTRUCTION
C.S. 000-52
LRS LOG MILE
2.198 (SOULT)
STA. 207+38.19



LAYOUT MAP

SCALE: 1 INCH = 1/2 MILE

1/2 0 1/2 1 1 1/2

END PROJECT
C.S. 852-11
LOG MILE 1.898
STA. 110+63.28

BEGIN CONSTRUCTION
C.S. 000-52
LRS LOG MILE
0.179 (TRINITY)
STA. 400+29.44

SCALES
PLAN: 1" = 20'
PROFILE HORIZ: 1" = 20'
PROFILE VERT: 1" = 4'

DATE	REVISION	DATE	RECOMMENDED	DATE	APPROVED

SCHEDULE OF REVISIONS

PRELIMINARY EARTHWORK
EXCAVATION: 5,871 CU. YDS.
EMBANKMENT: 17,804 CU. YDS.

TRAFFIC DATA
2025 A.D.T. = 10,117
2045 A.D.T. = 12,344
D = 53 %
K = 11 %
T = 14.2%

TYPE OF CONSTRUCTION
EARTHWORK, CLEARING AND GRUBBING, MILLING, ASPHALT CONCRETE PAVEMENT, DRAINAGE, SINGLE LANE ROUNDABOUT, AND SINGLE LANE ROUNDABOUT WITH BYPASS LANE

DESIGN SPEED = 45 MPH (LA 1088)
15 MPH (ROUNDABOUT & TRINITY DR.)
25 MPH (SOULT ST. & VIOLA ST.)

DESIGN CLASSIFICATION = URBAN MINOR ARTERIAL (LA 1088)
URBAN LOCAL ROADS (SOULT ST, VOILA ST, TRINITY DR.)

SURVEY
HORIZONTAL CONTROL:
LOUISIANA STATE PLANE COORDINATES
ZONE 1702(NAD 83(2011) EPOCH 2010.00)

BASE STATIONS:
PID: AJ7833 , CORS ID: HAMM
DESIGNATION: HAMMOND CORS ARP
LAT.= 30 30 47.05150 (N) LON.= 090 28 03.42841 (W)
NORTHING/Y= 733155.66 EASTING/X= 3553447.23

PID: DN8737, CORS ID: MSIN
DESIGNATION: INFINITY CENTER CORS ARP
LAT.= 30 18 42.20574 (N) LON.= 089 36 15.50728 (W)
NORTHING/Y= 296021.70 EASTING/X= 740968.84

VERTICAL CONTROL:
NAVD 88 (GEOID 12A)

STANDARD SPECIFICATIONS
THE 2026 EDITION OF THE LOUISIANA DOTD STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES,AS AMENDED BY THE PROJECT SPECIFICATIONS, SHALL GOVERN.

LENGTH AND LOCATION OF WORK

	CONTROL SECTION	STATION BEGIN	STATION END	LOGMILE BEGIN	LOGMILE END	ALGEBRAIC SUM OF ALL EQUATIONS FEET	GROSS LENGTH FEET	EXCEPTION FEET	BRIDGE LENGTH FEET	BRIDGE LENGTH MILES	ROADWAY LENGTH FEET	ROADWAY LENGTH MILES
LA 1088	852-11	79+50.00	110+63.28	1.308	1.898	+47.82	3161.10				3161.10	0.598
SOULT ST.	000-52	205+15.35	210+38.87	2.198	2.297		523.52				523.52	0.099
VOILA ST.	000-52	304+18.29	308+87.10	1.022	1.111		468.81				468.81	0.089
TRINITY DR.	000-52	400+29.44	402+72.52	0.179	0.225		243.08				243.08	0.046
TOTAL LENGTH OF BRIDGES												
TOTAL LENGTH OF ROADWAY											4396.51	0.832
TOTAL MILES										0.832		

APPROVED

DOTD CHIEF ENGINEER

DATE

SHEET NUMBER	1
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	LEAR
CHECK	
DETAIL	GREMILLION
CHECK	
REVIEW	
SERIES = 1 OF 1	

60% FINAL PLANS
PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
Robert J. Lear, Jr.

LICENSE #:
29394

DATE:
4/13/2026

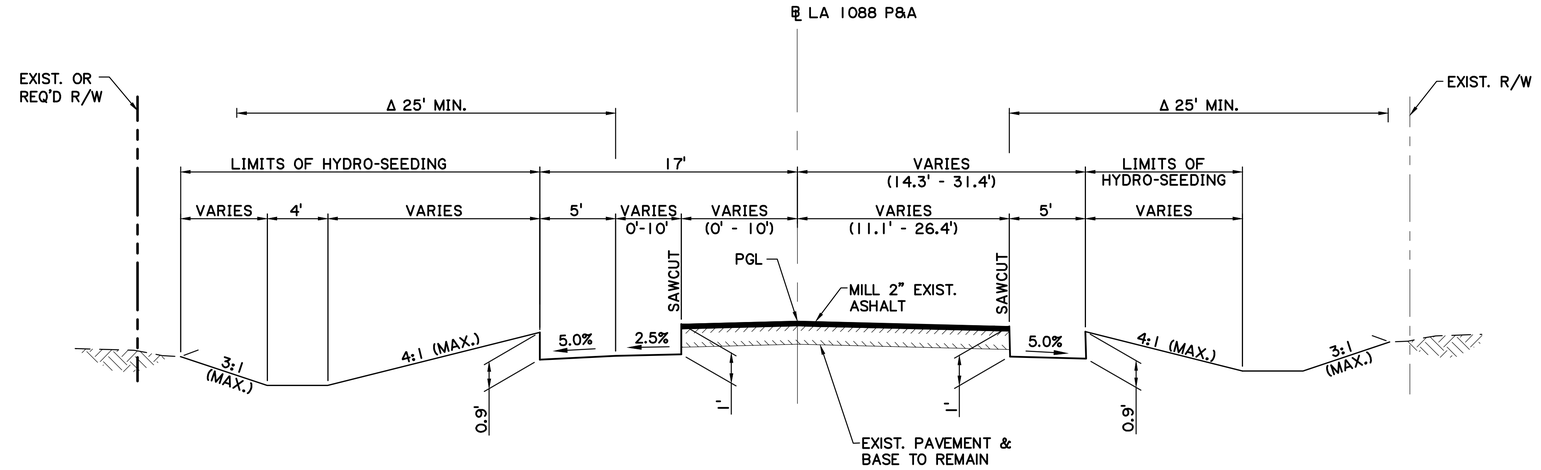
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

TITLE SHEET & LAYOUT MAP

LA 1088: SOULT AND TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

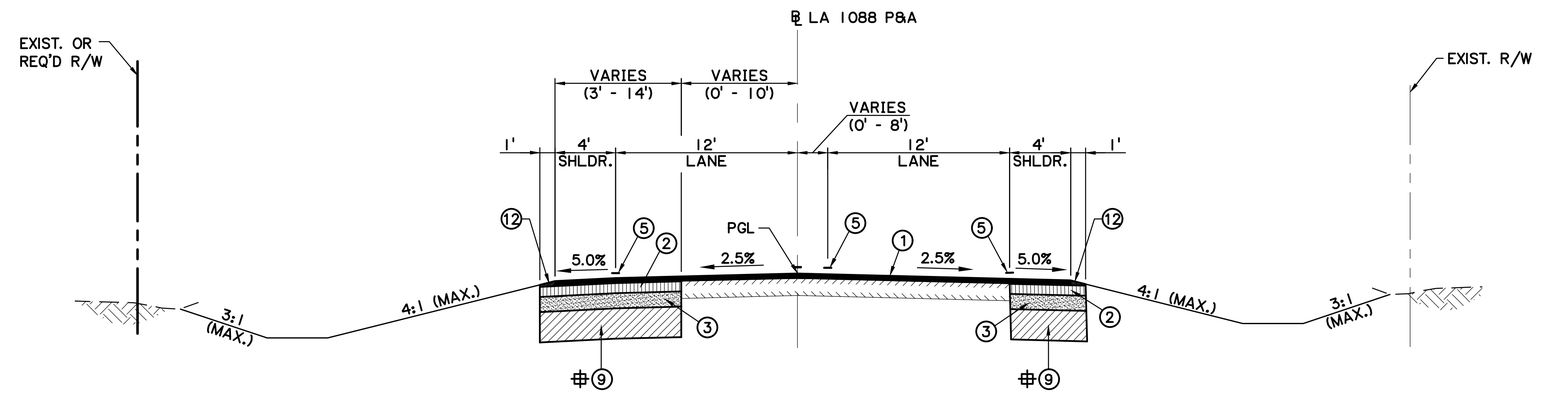
WAGGONER



TYPICAL GRADING SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'

STA. 79+50.00 TO STA. 82+29.67



TYPICAL FINISHED SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'

STA. 79+50.00 TO STA. 82+29.67

LEGEND (ALL ELEMENTS NOT REQUIRED FOR THIS TYPICAL SECTION)

1. 2" ASPHALT CONCRETE WEARING COURSE (LEVEL 2F)
2. 4" ASPHALT CONCRETE BINDER COURSE (LEVEL 2)
3. 6" CLASS II BASE COURSE (ASPHALT CONCRETE BASE)
4. *CONCRETE COMBINATION CURB & GUTTER (BARRIER TYPE) SEE SHT. 2b*
5. PAVEMENT STRIPING
6. *EMBANKMENT*
7. *4" CONCRETE SIDEWALK AND MULTIUSE PATH*
8. *9" INCIDENTAL CONCRETE PAVING (COLORED)(SPLITTER ISLAND AND TRUCK APRON)*
9. 12" LIME TREATMENT (TYPE E)(9% BY VOLUME)
10. *CONCRETE COMBINATION CURB AND GUTTER (MOUNTABLE) SEE SHT. 2b*
11. *GRASS AREA*
12. SHOULDER WEDGE

SEE PLAN AND PROFILES FOR EXACT REMOVAL LIMITS
△ AREA TO BE CONSTRUCTED FREE OF OBSTRUCTIONS
□ 1.5% - 2.0% MAX
⊗ WIDTH, LIMITS OF SIDEWALK/MULTIUSE PATH AND PAVED BUFFER VARIES, SEE GEOMETRIC DETAILS AND PAVEMENT MARKING SHEETS FOR MORE INFORMATION
✳ SEE GRAPHICAL GRADES SHEET FOR DETAILS
⋕ AS DIRECTED BY PROJECT ENGINEER

TYPICAL SECTION DESIGN DATA

2025 ADT= 10,117
2045 ADT= 12,344
PERFORMANCE PERIOD (years)= 20
18-kip ESALS = 2,967,717
SOIL RESILIENT MODULUS (psi) = 9176
STRUCTURAL NUMBER REQUIRED (inches)= XX
STRUCTURE NUMBER PROVIDED (inches per layer)
1. ASPHALT CONCRETE WEAR COURSE (LEVEL 2F)=0.88
2. ASPHALT CONCRETE BINDER COURSE (LEVEL 2)=1.76
3. CLASS II BASE COURSE = 1.98

STRUCTURE NUMBER PROVIDED (TOTAL INCHES)=4.62)

60% FINAL PLANS

04/13/2026 7:17

F:\02020\220303\01800\Construction Plans\TS01.dwg [002]

SHEET NUMBER 2

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN LEAR | DETAIL GIBBS | REVIEW | SERIES # 1 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

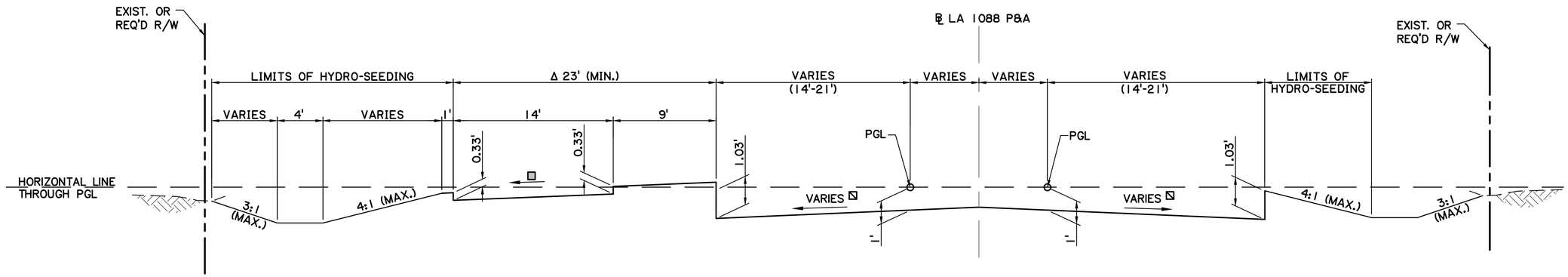
STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

TYPICAL SECTIONS & DETAILS
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

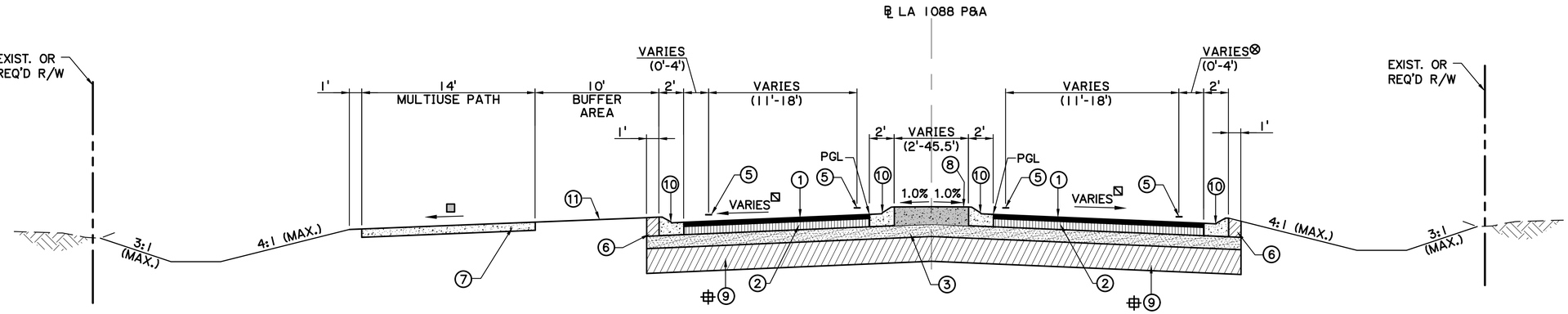
WAGGONER



TYPICAL GRADING SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'

STA. 82+29.67 TO STA. 85+96.84
STA. 102+25.26 TO STA. 105+25.14



TYPICAL FINISHED SECTION

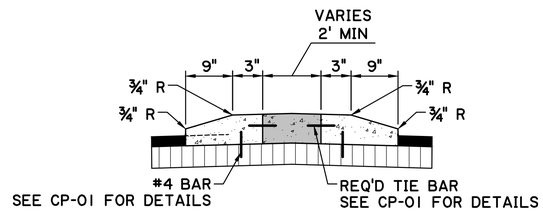
SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'

STA. 82+29.67 TO STA. 85+96.84
STA. 102+25.26 TO STA. 105+25.14

LEGEND (ALL ELEMENTS NOT REQUIRED FOR THIS TYPICAL SECTION)

1. 2" ASPHALT CONCRETE WEARING COURSE (LEVEL 2F)
2. 4" ASPHALT CONCRETE BINDER COURSE (LEVEL 2)
3. 6" CLASS II BASE COURSE (ASPHALT CONCRETE BASE)
4. *CONCRETE COMBINATION CURB & GUTTER (BARRIER TYPE) SEE SHT. 2b*
5. PAVEMENT STRIPING
6. EMBANKMENT
7. 4" CONCRETE SIDEWALK AND MULTIUSE PATH
8. 9" INCIDENTAL CONCRETE PAVING (COLORED)(SPLITTER ISLAND AND TRUCK APRON)
9. 12" LIME TREATMENT (TYPE E)(9% BY VOLUME)
10. CONCRETE COMBINATION CURB AND GUTTER (MOUNTABLE) SEE SHT. 2b
11. GRASS AREA
12. *SHOULDER WEDGE*

△ AREA TO BE CONSTRUCTED FREE OF OBSTRUCTIONS
□ 1.5% - 2.0% MAX
⊗ WIDTH, LIMITS OF SIDEWALK/MULTIUSE PATH AND PAVED BUFFER VARIES, SEE GEOMETRIC DETAILS AND PAVEMENT MARKING SHEETS FOR MORE INFORMATION
✳ SEE GRAPHICAL GRADES SHEET FOR DETAILS
AS DIRECTED BY PROJECT ENGINEER
▧ SUPER ELEVATION TRANSITION FROM 2.5% TO 1.5% STA. 85+49.07 TO STA. 85+99.07, AND FROM STA. 100+23.88 TO 100+73.88



SPLITTER ISLAND DETAIL

NTS

60% FINAL PLANS

F:\02020\220303\01800\Construction Plans\TS01.dwg [002a] 04/13/2026 7:17

SHEET NUMBER 2a

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN LEAR | CHECK | DETAIL GIBBS | CHECK | REVIEW | SERIES # 2 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

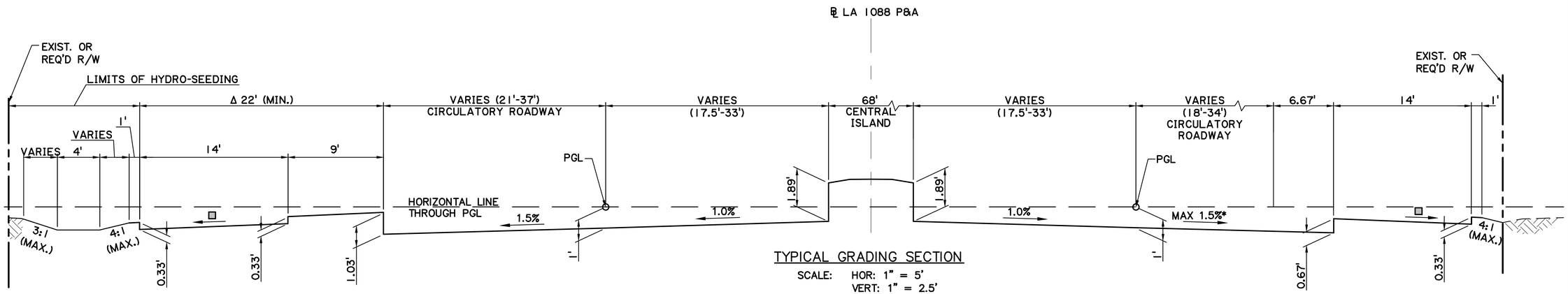
TYPICAL SECTIONS & DETAILS

LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

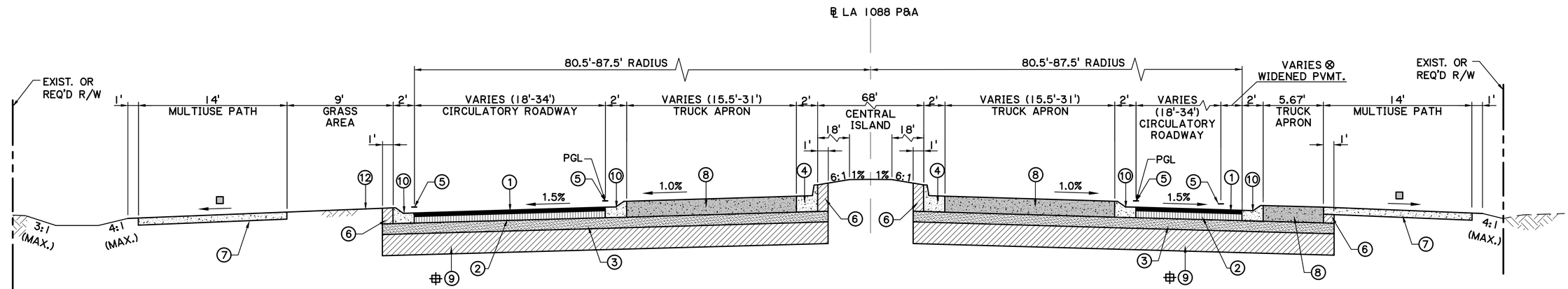
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER



TYPICAL GRADING SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'
STA. 85+96.84 TO STA. 87+63.96



HALF SECTION
W/ MULTIUSE PATH AND BUFFER

TYPICAL FINISHED SECTION

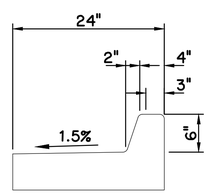
SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'
STA. 85+96.84 TO STA. 87+63.96

HALF SECTION
W/ WIDENED PAVEMENT

LEGEND (ALL ELEMENTS NOT REQUIRED FOR THIS TYPICAL SECTION)

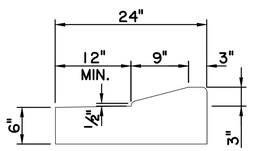
1. 2" ASPHALT CONCRETE WEARING COURSE (LEVEL 2F)
2. 4" ASPHALT CONCRETE BINDER COURSE (LEVEL 2)
3. 6" CLASS II BASE COURSE (ASPHALT CONCRETE BASE)
4. CONCRETE COMBINATION CURB & GUTTER (BARRIER TYPE) SEE THIS SHEET.
5. PAVEMENT STRIPING
6. EMBANKMENT
7. 4" CONCRETE SIDEWALK AND MULTIUSE PATH
8. 9" INCIDENTAL CONCRETE PAVING (COLORED)(SPLITTER ISLAND AND TRUCK APRON)
9. # 12" LIME TREATMENT (TYPE E)(9% BY VOLUME)
10. CONCRETE COMBINATION CURB AND GUTTER (MOUNTABLE) SEE THIS SHEET.
11. GRASS AREA
12. *SHOULDER WEDGE*

- △ AREA TO BE CONSTRUCTED FREE OF OBSTRUCTIONS
- ▫ 1.5% - 2.0% MAX
- ⊗ WIDTH, LIMITS OF SIDEWALK/MULTIUSE PATH AND PAVED BUFFER VARIES, SEE GEOMETRIC DETAILS AND PAVEMENT MARKING SHEETS FOR MORE INFORMATION
- ✳ SEE GRAPHICAL GRADES SHEET FOR DETAILS
- # AS DIRECTED BY PROJECT ENGINEER
- ◪ DITCH SECTION APPLIES WHERE DESIGNATED ON THE PLAN PROFILE SHEET



BARRIER CURB (INTEGRAL)

SCALE: 1" = 10'



MOUNTABLE CURB & GUTTER (MONOLITHIC)

SCALE: 1" = 10'

60% FINAL PLANS

F:\02020\220303\01800\Construction Plans\TS01.dwg [002b]

04/13/2026 7:17

SHEET NUMBER 2b

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES # 3 OF 11
LEAR		GIBBS			

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

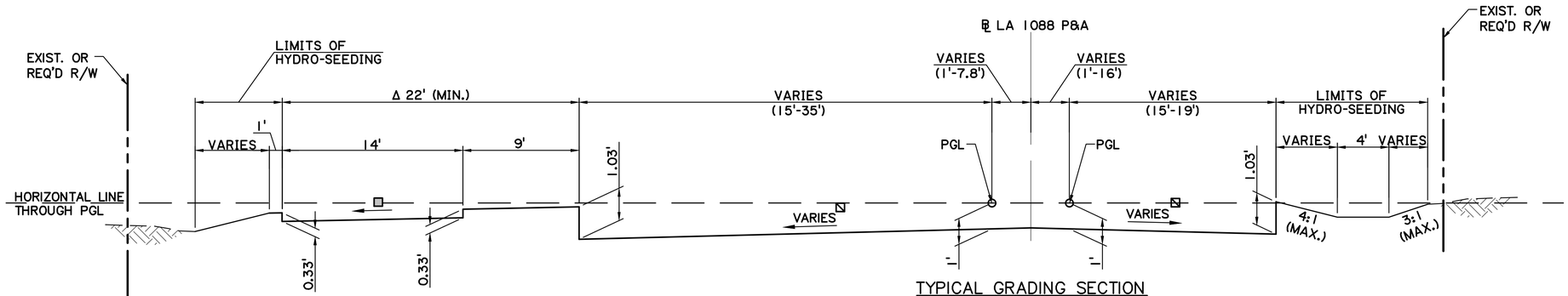
TYPICAL SECTIONS & DETAILS

LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

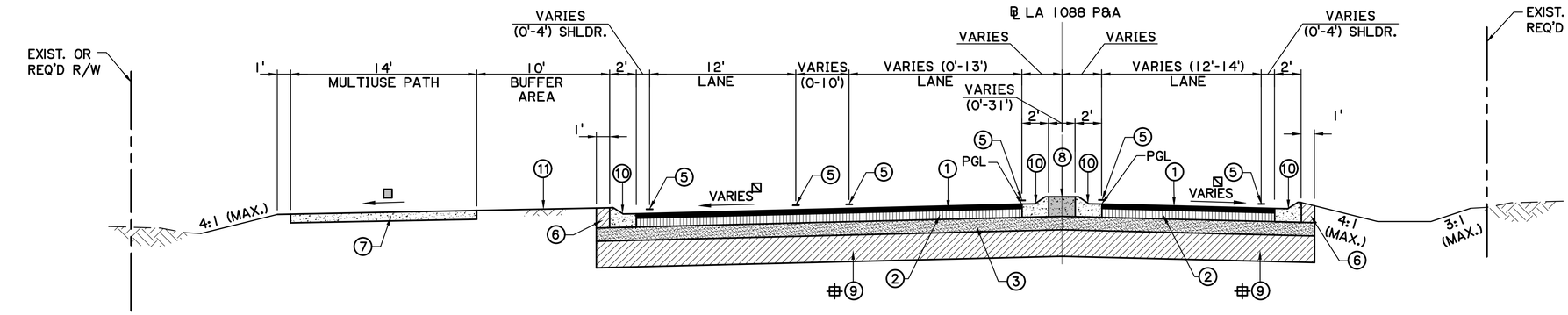
WAGGONER



TYPICAL GRADING SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'

STA. 87+63.96 TO STA. 100+83.19



TYPICAL FINISHED SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'

STA. 87+63.96 TO STA. 100+83.19

LEGEND (ALL ELEMENTS NOT REQUIRED FOR THIS TYPICAL SECTION)

1. 2" ASPHALT CONCRETE WEARING COURSE (LEVEL 2F)
2. 4" ASPHALT CONCRETE BINDER COURSE (LEVEL 2)
3. 6" CLASS II BASE COURSE (ASPHALT CONCRETE BASE)
4. *CONCRETE COMBINATION CURB & GUTTER (BARRIER TYPE) SEE SHT. 2b*
5. PAVEMENT STRIPING
6. EMBANKMENT
7. 4" CONCRETE SIDEWALK AND MULTIUSE PATH
8. 9" INCIDENTAL CONCRETE PAVING (COLORED)(SPLITTER ISLAND AND TRUCK APRON)
9. 12" LIME TREATMENT (TYPE E)(9% BY VOLUME)
10. CONCRETE COMBINATION CURB AND GUTTER (MOUNTABLE) SEE SHT. 2b
11. GRASS AREA
12. *SHOULDER WEDGE*

△ AREA TO BE CONSTRUCTED FREE OF OBSTRUCTIONS
□ 1.5% - 2.0% MAX
⊗ WIDTH, LIMITS OF SIDEWALK/MULTIUSE PATH AND PAVED BUFFER VARIES, SEE GEOMETRIC DETAILS AND PAVEMENT MARKING SHEETS FOR MORE INFORMATION
✳ SEE GRAPHICAL GRADES SHEET FOR DETAILS
⌗ AS DIRECTED BY PROJECT ENGINEER
▧ SUPER ELEVATION TRANSITION FROM 1.5% TO 2.5% FROM STA. 87+60.92 TO STA. 88+10.92

60% FINAL PLANS

F:\02020\220303\01800\Construction Plans\TS01.dwg [002c]

04/13/2026 7:17

SHEET NUMBER 2c

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
LEAR		GIBBS			4 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA

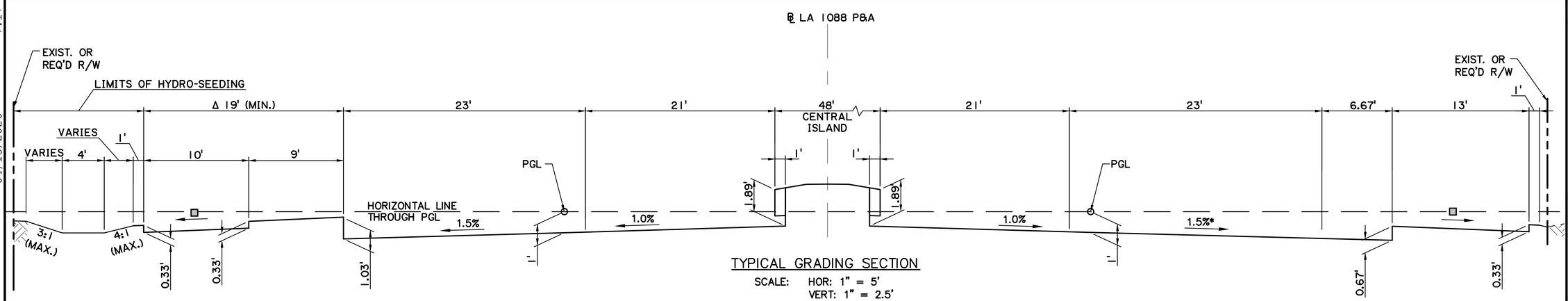
TYPICAL SECTIONS & DETAILS

LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

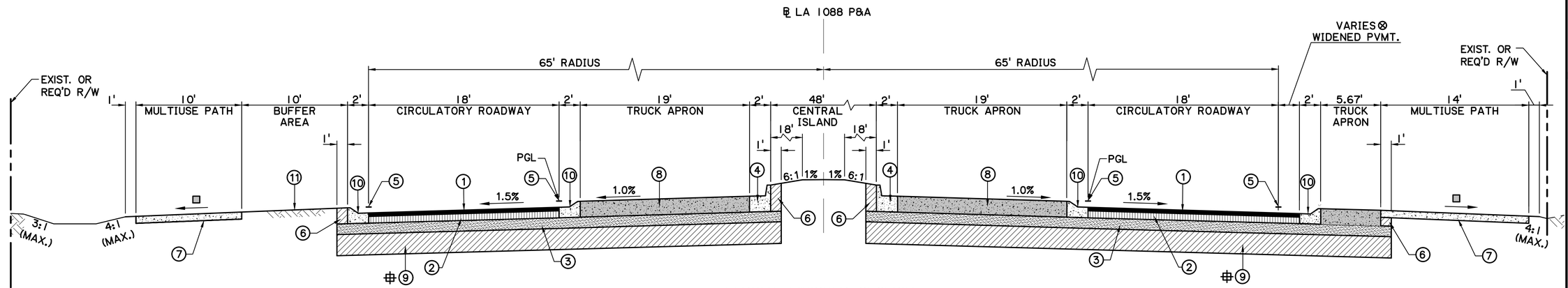
WAGGONER



TYPICAL GRADING SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'

STA. 100+83.19 TO STA. 102+25.26



TYPICAL FINISHED SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'

STA. 100+83.19 TO STA. 102+25.26

LEGEND (ALL ELEMENTS NOT REQUIRED FOR THIS TYPICAL SECTION)

1. 2" ASPHALT CONCRETE WEARING COURSE (LEVEL 2F)
2. 4" ASPHALT CONCRETE BINDER COURSE (LEVEL 2)
3. 6" CLASS II BASE COURSE (ASPHALT CONCRETE BASE)
4. CONCRETE COMBINATION CURB & GUTTER (BARRIER TYPE) SEE SHT. 2b
5. PAVEMENT STRIPING
6. EMBANKMENT
7. 4" CONCRETE SIDEWALK AND MULTIUSE PATH
8. 9" INCIDENTAL CONCRETE PAVING (COLORED)(SPLITTER ISLAND AND TRUCK APRON)
9. # 12" LIME TREATMENT (TYPE E)(9% BY VOLUME)
10. CONCRETE COMBINATION CURB AND GUTTER (MOUNTABLE) SEE SHT. 2b
11. GRASS AREA
12. *SHOULDER WEDGE*

△ AREA TO BE CONSTRUCTED FREE OF OBSTRUCTIONS
□ 1.5% - 2.0% MAX
⊗ WIDTH, LIMITS OF SIDEWALK/MULTIUSE PATH AND PAVED BUFFER VARIES, SEE GEOMETRIC DETAILS AND PAVEMENT MARKING SHEETS FOR MORE INFORMATION
✳ SEE GRAPHICAL GRADES SHEET FOR DETAILS
AS DIRECTED BY PROJECT ENGINEER
◪ DITCH SECTION APPLIES WHERE DESIGNATED ON THE PLAN PROFILE SHEET

60% FINAL PLANS

F:\02020\220303\01800\Construction Plans\TS01.dwg [002d]

04/13/2026 7:17

SHEET NUMBER 2d

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN LEAR | CHECK | DETAIL GIBBS | CHECK | REVIEW | SERIES * 5 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

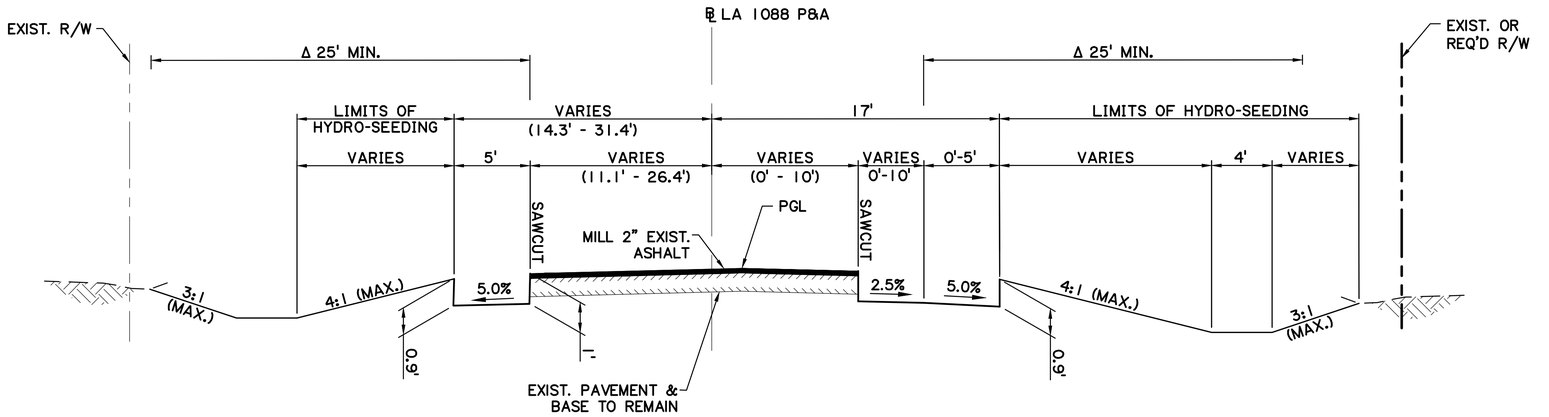
TYPICAL SECTIONS & DETAILS

LA 1088

LA A1088(800)SOUTH TAMMANY TRAIL ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

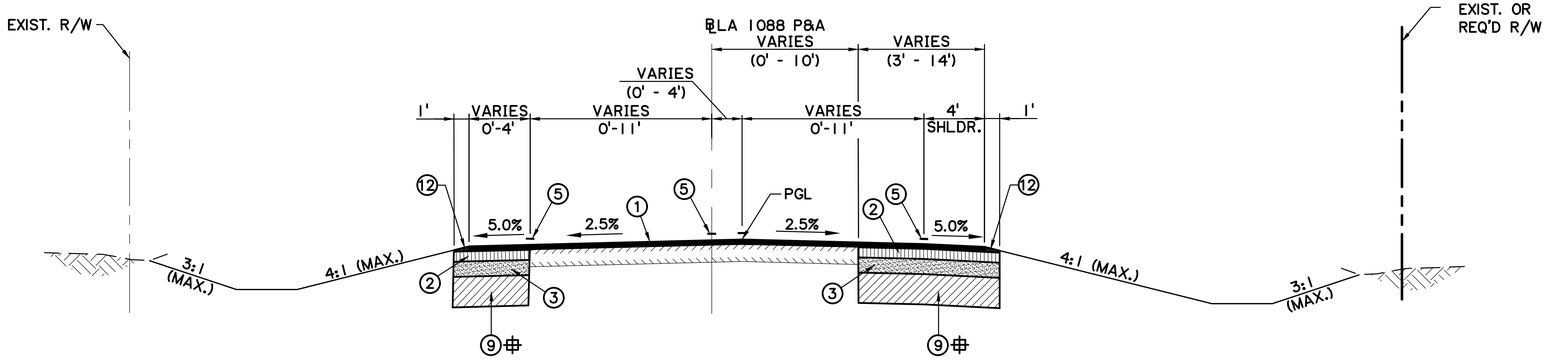
WAGGONER



TYPICAL GRADING SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'

STA. 79+50.00 TO STA. 82+29.67
STA. 105+25.14 TO STA. 107+74.99



TYPICAL FINISHED SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'

STA. 79+50.00 TO STA. 82+29.67
STA. 105+25.14 TO STA. 107+74.99

LEGEND (ALL ELEMENTS NOT REQUIRED FOR THIS TYPICAL SECTION)

1. 2" ASPHALT CONCRETE WEARING COURSE (LEVEL 2F)
2. 4" ASPHALT CONCRETE BINDER COURSE (LEVEL 2)
3. 6" CLASS II BASE COURSE (ASPHALT CONCRETE BASE)
4. *CONCRETE COMBINATION CURB & GUTTER (BARRIER TYPE) SEE SHT. 2b*
5. PAVEMENT STRIPING
6. *EMBANKMENT*
7. *4" CONCRETE SIDEWALK AND MULTIUSE PATH*
8. *9" INCIDENTAL CONCRETE PAVING (COLORED)(SPLITTER ISLAND AND TRUCK APRON)*
9. 12" LIME TREATMENT (TYPE E)(9% BY VOLUME)
10. *CONCRETE COMBINATION CURB AND GUTTER (MOUNTABLE) SEE SHT. 2b*
11. *GRASS AREA*
12. SHOULDER WEDGE

SEE PLAN AND PROFILES FOR EXACT REMOVAL LIMITS
△ AREA TO BE CONSTRUCTED FREE OF OBSTRUCTIONS
□ 1.5% - 2.0% MAX
⊗ WIDTH, LIMITS OF SIDEWALK/MULTIUSE PATH AND PAVED BUFFER VARIES, SEE GEOMETRIC DETAILS AND PAVEMENT MARKING SHEETS FOR MORE INFORMATION
✳ SEE GRAPHICAL GRADES SHEET FOR DETAILS
⧺ AS DIRECTED BY PROJECT ENGINEER

TYPICAL SECTION DESIGN DATA

2025 ADT= 10,117
2045 ADT= 12,344
PERFORMANCE PERIOD (years)= 20
18-kip ESALS = 2,967,717
SOIL RESILIENT MODULUS (psi) = 9176
STRUCTURAL NUMBER REQUIRED (inches)= XX
STRUCTURE NUMBER PROVIDED (inches per layer)
1. ASPHALT CONCRETE WEAR COURSE (LEVEL 2F)=0.88
2. ASPHALT CONCRETE BINDER COURSE (LEVEL 2)=1.76
3. CLASS II BASE COURSE = 1.98

STRUCTURE NUMBER PROVIDED (TOTAL INCHES)=4.62)

SHEET NUMBER 2e
PARISH ST. TAMMANY
CONTROL SECTION 852-11
STATE PROJECT H.010116
DESIGN LEAR CHECK
DETAIL GIBBS CHECK
REVIEW SERIES * 11 OF 11

PRELIMINARY
FOR REVIEW ONLY
ENGINEER: ROBERT J. LEAR, JR.
LICENSE #: 29394
DATE: Apr 13, 2026

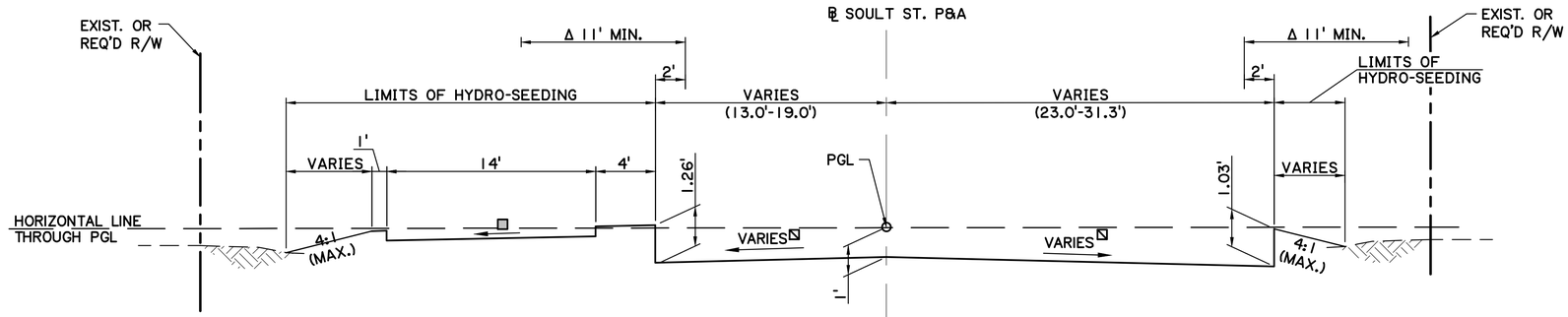
NO. DATE REVISION OR CHANGE ORDER DESCRIPTION BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

TYPICAL SECTIONS & DETAILS
LA 1088
LA 1088: SOULT & TRINITY ROUNDABOUTS

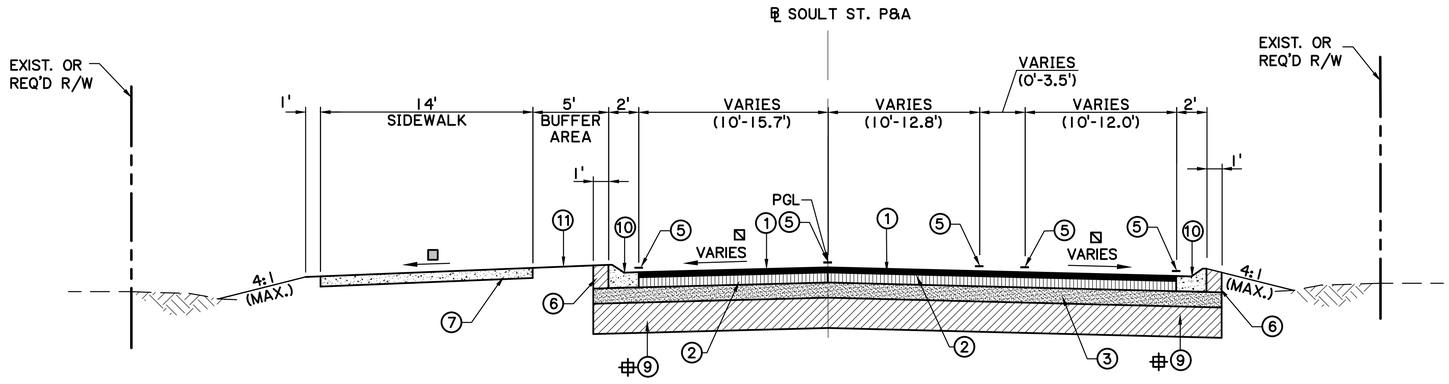
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
WAGGONER

60% FINAL PLANS
04/13/2026 7:17
F:\02020\220303\01800\Construction Plans\TS01.dwg [002e]



TYPICAL GRADING SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'
STA. 207+38.19 TO STA. 209+12.64



TYPICAL FINISHED SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'
STA. 207+38.19 TO STA. 209+12.64

LEGEND (ALL ELEMENTS NOT REQUIRED FOR THIS TYPICAL SECTION)

1. 2" ASPHALT CONCRETE WEARING COURSE (LEVEL 2F)
2. 4" ASPHALT CONCRETE BINDER COURSE (LEVEL 2)
3. 6" CLASS II BASE COURSE (ASPHALT CONCRETE BASE)
4. *CONCRETE COMBINATION CURB & GUTTER (BARRIER TYPE) SEE SHT. 2b*
5. PAVEMENT STRIPING
6. EMBANKMENT
7. 4" CONCRETE SIDEWALK AND MULTIUSE PATH
8. 9" INCIDENTAL CONCRETE PAVING (COLORED)(SPLITTER ISLAND AND TRUCK APRON)
9. 12" LIME TREATMENT (TYPE E)(9% BY VOLUME)
10. CONCRETE COMBINATION CURB AND GUTTER (MOUNTABLE) SEE SHT. 2b
11. GRASS AREA
12. *SHOULDER WEDGE*

- △ AREA TO BE CONSTRUCTED FREE OF OBSTRUCTIONS
- □ 1.5% - 2.0% MAX
- ⊗ WIDTH, LIMITS OF SIDEWALK/MULTIUSE PATH AND PAVED BUFFER VARIES, SEE GEOMETRIC DETAILS AND PAVEMENT MARKING SHEETS FOR MORE INFORMATION
- ✳ SEE GRAPHICAL GRADES SHEET FOR DETAILS
- ⌗ AS DIRECTED BY PROJECT ENGINEER
- ▧ SUPER ELEVATION TRANSITION FROM 2.5% TO 1.5% STA. 209+08.37 TO STA. 209+58.37

60% FINAL PLANS

7:17
04/13/2026

F:\02020\220303\01800\Construction Plans\TS01.dwg [002f]

SHEET NUMBER 2f

ST. TAMMANY	852-11	H.010116
PARISH	CONTROL SECTION	STATE PROJECT

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES * 7 OF 11
LEAR		GIBBS			

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

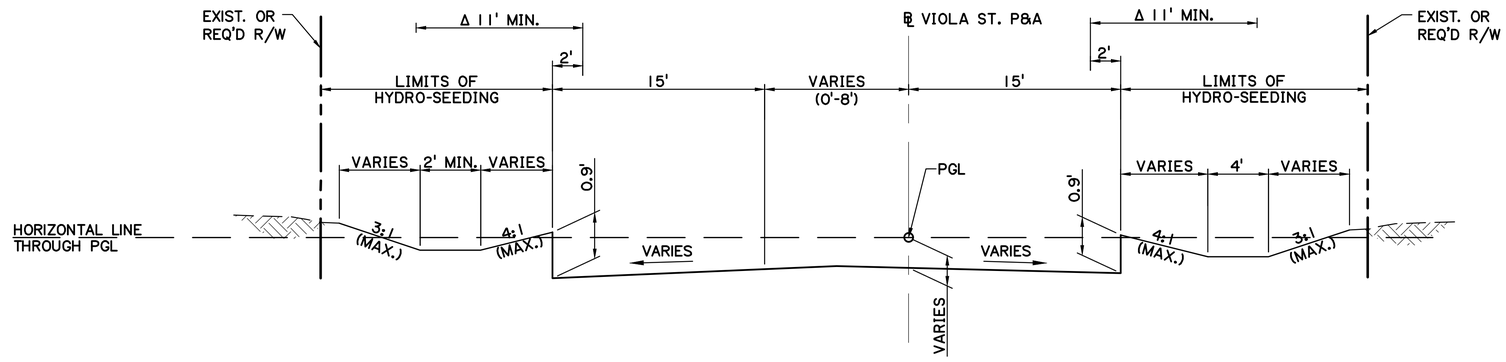
STATE OF LOUISIANA — JUSTICE · CONFIDENCE · 1812-2012

TYPICAL SECTIONS & DETAILS
SOULT ST.

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

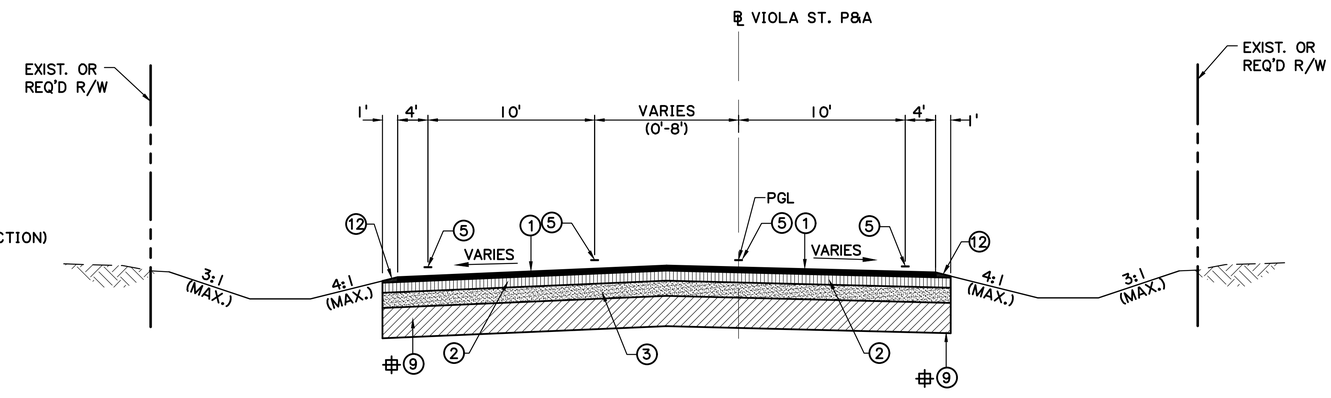
WAGGONER



TYPICAL GRADING SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'

STA. 305+73.29 TO STA. 308+87.00



TYPICAL FINISHED SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'

STA. 305+73.29 TO STA. 308+87.00

LEGEND (ALL ELEMENTS NOT REQUIRED FOR THIS TYPICAL SECTION)

1. 2" ASPHALT CONCRETE WEARING COURSE (LEVEL 2F)
2. 4" ASPHALT CONCRETE BINDER COURSE (LEVEL 2)
3. 6" CLASS II BASE COURSE (ASPHALT CONCRETE BASE)
4. CONCRETE COMBINATION CURB & GUTTER (BARRIER TYPE) SEE SHT. 2b
5. PAVEMENT STRIPING
6. EMBANKMENT
7. *4" CONCRETE SIDEWALK AND MULTIUSE PATH*
8. *9" INCIDENTAL CONCRETE PAVING (COLORED)(SPLITTER ISLAND AND TRUCK APRON)*
9. # 12" LIME TREATMENT (TYPE E)(9% BY VOLUME)
10. CONCRETE COMBINATION CURB AND GUTTER (MOUNTABLE) SEE SHT. 2b
11. *GRASS AREA*
12. SHOULDER WEDGE

△ AREA TO BE CONSTRUCTED FREE OF OBSTRUCTIONS

⊗ WIDTH, LIMITS OF SIDEWALK/MULTIUSE PATH AND PAVED BUFFER VARIES, SEE GEOMETRIC DETAILS AND PAVEMENT MARKING SHEETS FOR MORE INFORMATION

AS DIRECTED BY PROJECT ENGINEER

SHEET NUMBER	2g
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	LEAR
CHECK	
DETAIL	GIBBS
CHECK	
REVIEW	SERIES * 8 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT — CONFIDENCE

TYPICAL SECTIONS & DETAILS

VIOLA ST.

LA 1088: SOULT & TRINITY ROUNDABOUTS

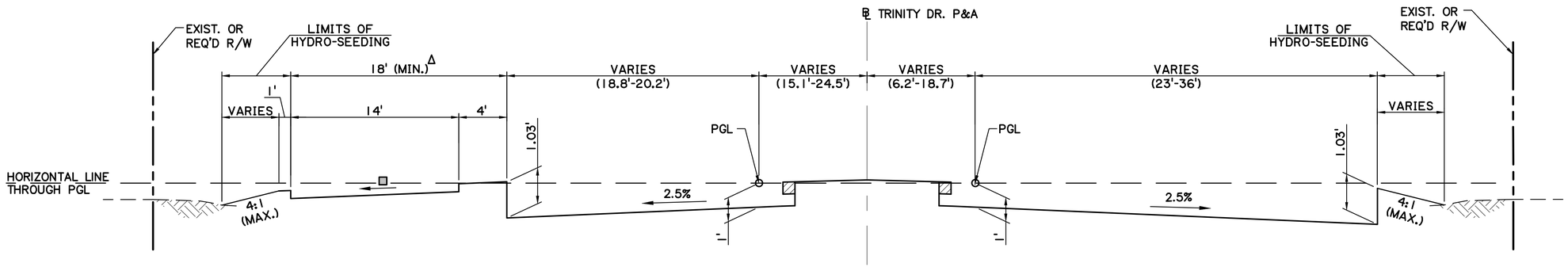
DOTD — LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS

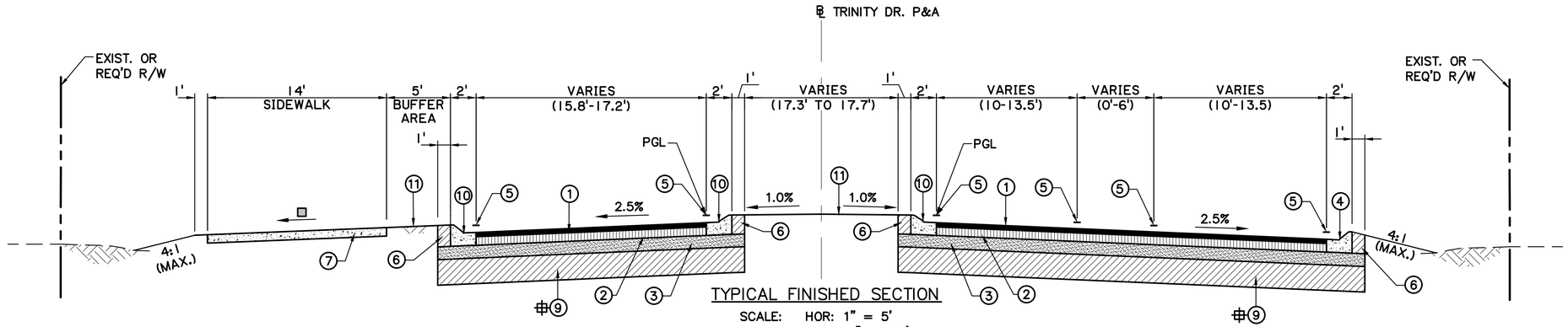
04/13/2026 7:17

F:\02020\220303\01800\Construction Plans\TS01.dwg [002g]



TYPICAL GRADING SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'
STA. 400+56.57 TO STA. 402+08.00



TYPICAL FINISHED SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'
STA. 400+86.73 TO STA. 401+56.57

LEGEND (ALL ELEMENTS NOT REQUIRED FOR THIS TYPICAL SECTION)

① 2" ASPHALT CONCRETE WEARING COURSE (LEVEL 2F)
② 4" ASPHALT CONCRETE BINDER COURSE (LEVEL 2)
③ 6" CLASS II BASE COURSE (ASPHALT CONCRETE BASE)
④ CONCRETE COMBINATION CURB & GUTTER (BARRIER TYPE) SEE SHT. 2b
⑤ PAVEMENT STRIPING
⑥ EMBANKMENT
⑦ 4" CONCRETE SIDEWALK AND MULTIUSE PATH
⑧ 9" INCIDENTAL CONCRETE PAVING (COLORED)(SPLITTER ISLAND AND TRUCK APRON)
⋕ ⑨ 12" LIME TREATMENT (TYPE E)(9% BY VOLUME)
⑩ CONCRETE COMBINATION CURB AND GUTTER (MOUNTABLE) SEE SHT. 2b
⑪ GRASS AREA
⑫ *SHOULDER WEDGE*

Δ AREA TO BE CONSTRUCTED FREE OF OBSTRUCTIONS
▫ 1.5% - 2.0% MAX
⊗ WIDTH, LIMITS OF SIDEWALK/MULTIUSE PATH AND PAVED BUFFER VARIES, SEE GEOMETRIC DETAILS AND PAVEMENT MARKING SHEETS FOR MORE INFORMATION
✳ SEE GRAPHICAL GRADES SHEET FOR DETAILS
⋕ AS DIRECTED BY PROJECT ENGINEER

60% FINAL PLANS

F:\02020\220303\01800\Construction Plans\TS01.dwg [002h]

7:17
04/13/2026

SHEET NUMBER 2h
PARISH: ST. TAMMANY
CONTROL SECTION: 852-11
STATE PROJECT: H.010116
DESIGN: LEAR
CHECK:
DETAIL: GIBBS
CHECK:
REVIEW:
SERIES # 10 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

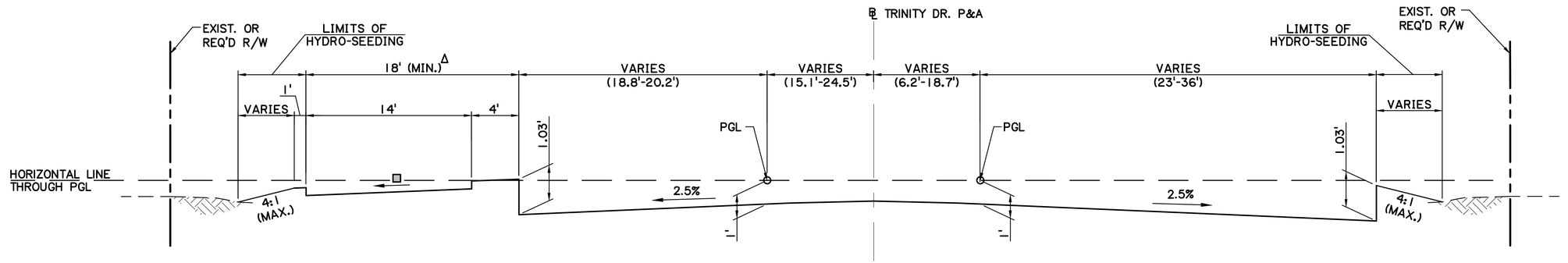
TYPICAL SECTIONS & DETAILS

TRINITY DR.

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

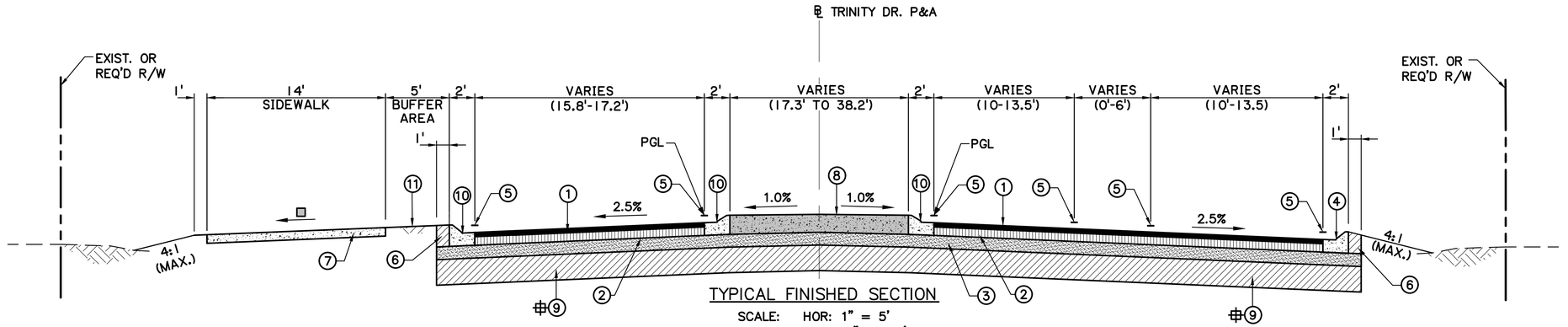
WAGGONER



TYPICAL GRADING SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'

STA. 400+56.57 TO STA. 402+08.00



TYPICAL FINISHED SECTION

SCALE: HOR: 1" = 5'
VERT: 1" = 2.5'

STA. 400+56.57 TO STA. 402+08.00

LEGEND (ALL ELEMENTS NOT REQUIRED FOR THIS TYPICAL SECTION)

1. 2" ASPHALT CONCRETE WEARING COURSE (LEVEL 2F)
2. 4" ASPHALT CONCRETE BINDER COURSE (LEVEL 2)
3. 6" CLASS II BASE COURSE (ASPHALT CONCRETE BASE)
4. CONCRETE COMBINATION CURB & GUTTER (BARRIER TYPE) SEE SHT. 2b
5. PAVEMENT STRIPING
6. EMBANKMENT
7. 4" CONCRETE SIDEWALK AND MULTIUSE PATH
8. 9" INCIDENTAL CONCRETE PAVING (COLORED)(SPLITTER ISLAND AND TRUCK APRON)
9. 12" LIME TREATMENT (TYPE E)(9% BY VOLUME)
10. CONCRETE COMBINATION CURB AND GUTTER (MOUNTABLE) SEE SHT. 2b
11. GRASS AREA
12. *SHOULDER WEDGE*

Δ AREA TO BE CONSTRUCTED FREE OF OBSTRUCTIONS

▫ 1.5% - 2.0% MAX

⊗ WIDTH, LIMITS OF SIDEWALK/MULTIUSE PATH AND PAVED BUFFER VARIES, SEE GEOMETRIC DETAILS AND PAVEMENT MARKING SHEETS FOR MORE INFORMATION

✳ SEE GRAPHICAL GRADES SHEET FOR DETAILS

AS DIRECTED BY PROJECT ENGINEER

60% FINAL PLANS

04/13/2026 7:17

F:\02020\220303\01800\Construction Plans\TS01.dwg [002i]

SHEET NUMBER 2i

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
LEAR		GIBBS			9 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

TYPICAL SECTIONS & DETAILS

TRINITY DR.

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

18:21
04/06/2026
CAD STANDARD
F:\02020\220303\01800\Construction Plans\SOEQ02.dwg [003]

EARTHWORK

STATION	STATION	GENERAL EXCAVATION	EMBANKMENT
		CUYD	CUYD
CAT 1: C.S. 852-11 (ROUNDABOUT)			
85+00.00	104+74.30	629	10,850
TOTAL - CAT 1: C.S. 852-11 (ROUNDABOUT)		**629**	**10,850**
CAT 2: C.S. 852-11 (ROADWAY)			
79+50.00	108+23.00	2,162	6,280
TOTAL - CAT 2: C.S. 852-11 (ROADWAY)		**2,162**	**6,280**
CAT 3: C.S. 852-11 (ROADWAY)			
207+38.00	402+73.00	760	1,019
TOTAL - CAT 3: C.S. 000-52 (ROADWAY)		**760**	**1,019**
TOTAL		**3,551**	**18,149**

MAILBOXES

STATION	SIDE OF C/L	MAILBOXES	MAILBOX SUPPORTS
			SINGLE
		EACH	EACH
CAT. 2 - C.S. 852-11 (ROADWAY)			
79+89	RT	1	1
80+48	RT	1	1
82+00	RT	1	1
83+20	RT	1	1
90+80	LT	1	1
90+91	LT	1	1
94+79	RT	1	1
98+10	RT	1	1
105+61	LT	1	1
107+76	RT	1	1
TOTAL - CAT. 2 C.S. 852-11 (ROADWAY)		**10**	**10**
CAT. 3 - C.S. 000-52 (ROUNDABOUT)			
207+16	LT	1	1
308+09	RT	1	1
308+87	RT	1	1
309+21	RT	1	1
400+04	RT	1	1
TOTAL - CAT. 3 C.S. 000-52 (ROUNDABOUT)		**5**	**5**
TOTAL		**15**	**15**

REMOVAL OF PAVEMENT AND BASE

STATION	STATION	SIDE OF C/L	DESCRIPTION	LENGTH	WIDTH	REMOVAL OF PAVEMENT STRUCUTRE	MILLING ASPHALT PAVEMENT	CONTRACTOR RETAINED RECLAIMED ASPHALT PAVEMENT
				FEET	FEET	SQYD	SQYD	CUYD
CAT. 1 - C.S. 852-11 (ROUNDABOUT)								
84+71	86+14	RT	LA 1088	143.5	VARIES	247.7		
87+20	88+71	LT/RT	LA 1088	150.5	VARIES	643.5		
99+51	100+72	RT	LA 1088	120.4	VARIES	252.5		
102+32	103+51	RT	LA 1088	119.6	VARIES	285.7		
TOTAL - CAT. 1 - C.S. 852-11 (ROUNDABOUT)						**1,429.4**		
CAT. 2 - C.S. 852-11 (ROADWAY)								
79+48	79+50	LT/RT	LA 1088	2.0	VARIES		5	
79+50	82+55	LT/RT	LA 1088	304.6	VARIES		924	-51
82+51	84+71	RT	LA 1088	220.0	VARIES	695.0		
88+71	99+51	LT/RT	LA 1088	1080.2	VARIES	3,312.2		
103+51	105+25	RT	LA 1088	173.8	VARIES	530.0		
105+25	107+75	LT/RT	LA 1088	250.0	VARIES		891	-50
TOTAL - CAT. 2 - C.S. 852-11 (ROADWAY)						**4,537.2**	**1,820**	**-101**
CAT. 3 - C.S. 000-52 (ROUNDABOUT)								
209+53	209+87	RT	SOULT ST.	34.3	VARIES	235.9		
207+55	210+30	RT	SOULT ST.	275.1	VARIES	1,240.2		
207+35	207+38	LT	SOULT ST.	2.7	VARIES		4	
207+41	207+55	RT	SOULT ST.	13.9	VARIES		10	-1
307+99	308+87	LT/RT	VIOLA ST.	87.8	VARIES		238	-13
304+65	307+99	RT	VIOLA ST.	334.1	VARIES	1,436.2		
400+87	401+83	RT	TRINITY DR.	96.0	VARIES	1,068.9		
TOTAL - CAT. 3 - C.S. 000-52 (ROUNDABOUT)						**3,981.2**	**252**	**-14**
TOTAL						**9,947.8**	**2,072**	**-115**

REMOVAL OF CURB

STATION	STATION	SIDE OF C/L	DESCRIPTION	LENGTH	REMOVAL OF CONCRETE COMBINATION CURB AND GUTTER	REMOVAL OF CONCRETE CURBS
				FEET	LNFT	LNFT
CAT. 1 - C.S. 852-11 (ROUNDABOUT)						
87+73	87+78	RT	LA 1088	5	8.9	
TOTAL - CAT. 1 - C.S. 852-11 (ROUNDABOUT)					**8.9**	
CAT. 3 - C.S. 000-52 (ROUNDABOUT)						
207+55	209+59	RT	SOULT ST.	204	204.3	
209+60	209+83	RT	SOULT ST.	23	33.3	
400+87	401+73	LT	TRINITY ST.	86		89.8
400+87	401+77	LT	TRINITY ST.	90		94.8
400+87	401+77	RT	TRINITY ST.	90		95.1
400+87	401+70	RT	TRINITY ST.	83		144.1
TOTAL - CAT. 3 - C.S. 000-52 (ROUNDABOUT)					**237.6**	**423.8**
TOTAL					**246.5**	**423.8**

SHEET NUMBER 3

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN LEAR | CHECK | DETAIL GIBBS | CHECK | REVIEW | SERIES * 1 OF 1

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 06, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF JUSTICE CONFIDENCE 1855-2025

SUMMARY SHEETS

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

REMOVAL OF WALKS AND DRIVES

STATION	SIDE OF C/L	DESCRIPTION	LENGTH	WIDTH	REMOVAL OF CONCRETE DRIVES	REMOVAL OF ASPHALT DRIVES
			FEET	FEET	SQYD	SQYD
CAT. 1 - C.S. 852-11 (ROUNDABOUT)						
102+45	RT	DRIVES	VARIES	VARIES		18
TOTAL - CAT. 1 - C.S. 852-11 (ROUNDABOUT)						**18**
CAT. 2 - C.S. 852-11 (ROADWAY)						
80+34	LT	DRIVES	VARIES	VARIES	77	
81+79	LT	DRIVES	VARIES	VARIES		16
82+93	RT	DRIVES	VARIES	VARIES		15
90+67	LT	DRIVES	VARIES	VARIES	83	
91+06	LT	DRIVES	VARIES	VARIES		19
94+51	LT	DRIVES	VARIES	VARIES		19
95+27	LT	DRIVES	VARIES	VARIES		22
97+84	LT	DRIVES	VARIES	VARIES		40
103+80	LT	DRIVES	VARIES	VARIES		18
105+40	LT	DRIVES	VARIES	VARIES		20
107+50	LT	DRIVES	VARIES	VARIES		14
TOTAL - CAT. 2 - C.S. 852-11 (ROADWAY)					**160**	**182**
CAT. 3 - C.S. 000-52 (ROUNDABOUT)						
100+93	LT	DRIVES	VARIES	VARIES		13
207+97	LT	DRIVES	VARIES	VARIES		62
307+06	RT	DRIVES	VARIES	VARIES		62
307+33	RT	DRIVES	VARIES	VARIES		55
307+98	RT	DRIVES	VARIES	VARIES		15
TOTAL - CAT. 3 - C.S. 000-52 (ROUNDABOUT)						**207**
TOTAL					**160**	**407**

TEMPORARY EROSION CONTROL

STATION	STATION	DESCRIPTION	SIDE OF C/L	TEMPORARY EROSION CONTROL			
				SILT FENCING	HAY OR STRAW BALES	CHECK DAMS (HAY BALE)	CHECK DAMS (STONE)
				LNFT	EACH	EACH	EACH
CAT.1 - C.S. 852-11 (ROUNDABOUT)							
84+71	85+86	NW SOULT - 1088	LT	167			
84+71	86+17	SW SOULT - 1088	RT	78			
85+22		CB-06	LT		7		
85+30		PG - DRAIN (SINGLE)	RT		7		
86+10		LA 1088 ROADSIDE DITCH	RT				1
87+56	88+71	NE SOULT - 1088	LT	70			
87+73		CB-06	RT		7		
87+98		CB-06	LT		7		
87+98	88+71	SE SOULT - 1088	RT	86			
87+80		LA 1088 ROADSIDE DITCH	RT			1	
88+39		LA 1088 ROADSIDE DITCH	LT				1
99+51	103+51	NW TRINITY - 1088	LT	439			
99+51	100+94	SW TRINITY - 1088	RT	110			
100+22		CB-06	LT		7		
100+22		PG - DRAIN (SINGLE)	RT		7		
100+85		LA 1088 ROADSIDE DITCH	RT				1
102+35		LA 1088 ROADSIDE DITCH	RT				1
102+46	103+51	SE TRINITY - 1088	RT	113			
102+51		CB-06	LT		7		
TOTAL - CAT. 1 - C.S. 852-11 (ROUNDABOUT)				**1,063**	**49**	**1**	**4**
CAT. 2 - C.S. 852-11 (ROADWAY)							
79+50	84+71	NW 1088	LT	510			
79+50	84+71	SW 1088	RT	541			
81+75		LA 1088 ROADSIDE DITCH	LT				1
82+80		LA 1088 ROADSIDE DITCH	RT				1
83+53		PG - DRAIN (SINGLE)	RT		7		
83+60		CB-06	LT		7		
83+77		LA 1088 ROADSIDE DITCH	LT				1
88+71	99+51	NW 1088	LT	1,076			
88+71	99+51	SW 1088	RT	1,098			
89+19		CB-06	LT		7		
89+22		PG - DRAIN (SINGLE)	RT		7		
90+13		CB-06	LT		7		
90+13		PG - DRAIN (DOUBLE)	RT		7		
90+93		CB-06	LT		7		
91+37		CB-06	LT		7		
91+70		CB-06	LT		7		
91+90		LA 1088 ROADSIDE DITCH	RT			1	
92+99		CB-06	LT		7		
93+67		LA 1088 ROADSIDE DITCH	RT			1	
94+00		CB-06	LT		7		
94+00		PG - DRAIN (SINGLE)	RT		7		
94+93		CB-06	LT		7		
94+94		PG - DRAIN (SINGLE)	RT		7		
96+75		LA 1088 ROADSIDE DITCH	RT				1
97+00		CB-06	LT		7		
97+88		CB-08	LT		7		
97+88		PG - DRAIN (SINGLE)	RT		7		
99+04		CB-08	LT		7		
99+04		PG - DRAIN (SINGLE)	RT		7		
103+55		CB-06	LT		7		
104+06		PG - DRAIN (SINGLE)	RT		7		

TEMPORARY EROSION CONTROL

STATION	STATION	DESCRIPTION	SIDE OF C/L	TEMPORARY EROSION CONTROL			
				SILT FENCING	HAY OR STRAW BALES	CHECK DAMS (HAY BALE)	CHECK DAMS (STONE)
				LNFT	EACH	EACH	EACH
104+27		LA 1088 ROADSIDE DITCH	LT				1
104+27		LA 1088 ROADSIDE DITCH	RT				1
106+45		LA 1088 ROADSIDE DITCH	LT				1
106+45		LA 1088 ROADSIDE DITCH	RT				1
103+51	108+23	NW 1088	LT	462			
103+51	108+23	SW 1088	RT	483			
TOTAL - CAT. 2 - C.S. 852-11 (ROADWAY)				**4,170**	**147**	**2**	**8**
CAT. 3 - C.S. 000-52 (ROUNDABOUT)							
304+18	308+87	NW VIOLA - 1088	LT	317			
305+44		LA 1088 ROADSIDE DITCH	LT				1
306+55		LA 1088 ROADSIDE DITCH	RT				1
207+38	209+12	NW SOULT - 1088	LT	188			
305+11	308+87	NE VIOLA - 1088	RT	474			
305+53		CB-06	RT		7		
305+55		CB-06	LT		7		
207+38	209+60	NE SOULT - 1088	RT	252			
208+03		CB-06	RT		7		
208+15		CB-06	LT		7		
208+96		CB-06	LT		7		
209+10		CB-06	RT		7		
400+32	401+53	SW TRINITY - 1088	LT	123			
400+31	401+52	SE TRINITY - 1088	RT	122			
TOTAL - CAT. 3 - C.S. 000-52 (ROUNDABOUT)				**1,476**	**42**	**0**	**2**
TOTAL				**6,709**	**238**	**3**	**14**

CLEANING EXISTING DITCHES

STATION	STATION	SIDE OF C/L	CLEANING EXISTING DITCHES
			LNFT
CATEGORY 1			
85+00	86+10	RT	110
100+25	100+85	RT	60
102+40	104+73	RT	233
TOTAL - CATEGORY 1			**403**
CATEGORY 2			
82+80	85+00	RT	220
93+75	100+25	RT	650
104+73	106+05	RT	132
TOTAL - CATEGORY 2			**1002**
TOTAL - CATEGORIES 1-3			**1405**

SHEET NUMBER 3a

ST. TAMMANY (PARISH) | 852-11 (CONTROL SECTION) | H.010116 (STATE PROJECT)

DESIGN LEAR | CHECK | DETAIL GIBBS | CHECK | REVIEW | SERIES * 1 OF 1

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

SUMMARY SHEETS

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

CAD STANDARD

04/14/2026 9:31

F:\02020\220303\01800\Construction Plans\SOEQ03.dwg [003a]

PAVEMENT AND BASE COURSE

STATION	STATION	DESCRIPTION	LENGTH	WIDTH	SQUARE YARDS	ASPHALT CONCRETE PAVEMENT						PORTLAND CEMENT CONCRETE PAVEMENT				BASE COURSE			
						ASPHALT CONCRETE SHOULDER WEDGE		ASPHALT CONCRETE WEARING COURSE, LEVEL 2F		ASPHALT CONCRETE BINDER COURSE, LEVEL 2		INCIDENTAL CONCRETE PAVING (GREEN COLORED)		INCIDENTAL CONCRETE PAVING (COLORED) (SPLITTER ISLAND AND TRUCK APRON)		6" CLASS II BASE COURSE (ASPHALT CONCRETE BASE)		12" LIME TREATMENT (TYPE E)(9% BY VOLUME)	LIME
			FEET	FEET		INCHES THICK	TONS	INCHES THICK	TONS	INCHES THICK	TONS	INCHES THICK	SQYD	INCHES THICK	SQYD	WIDTH	SQYD	SQYD	TON
CAT. 1 - C.S. 852-11 (ROUNDABOUT)																			
84+71.00	86+41.15	WEST LEG OF WEST ROUNDABOUT	170.2	VARIES	1292.7											VARIES	1,292.7	1,293	18.32
84+71.00	86+41.01	WEST LEG OF WEST ROUNDABOUT	170.0	VARIES	745.6			2.0	82.0	4.0	164.0								
84+71.00	86+54.11	WEST LEG OF WEST ROUNDABOUT	183.1	VARIES	310.0									9.0	310.00				
86+92.49	88+71.00	EAST LEG OF WEST ROUNDABOUT	178.5	VARIES	1269.4											VARIES	1,269.4	1,269	17.99
87+03.13	88+71.00	EAST LEG OF WEST ROUNDABOUT	167.9	VARIES	815.8			2.0	89.7	4.0	179.5								
86+93.49	88+71.00	EAST LEG OF WEST ROUNDABOUT	177.5	VARIES	287.6									9.0	287.60				
99+51.24	103+51.24	EAST AND WEST LEGS OF EAST ROUNDABOUT	400.0	VARIES	2705.6											VARIES	2,705.6	2,706	38.35
99+51.24	103+51.24	EAST AND WEST LEGS OF EAST ROUNDABOUT	400.0	VARIES	2705.6			2.0	297.6	4.0	595.2								
99+51.24	103+51.24	EAST AND WEST LEGS OF EAST ROUNDABOUT	400.0	VARIES	749.9									9.0	749.90				
TOTAL - CAT. 1 - C.S. 852-11 (ROUNDABOUT)								**469.4**		**938.7**									
						1,408.1								**1347.5**		**5,267.7**		**5,268**	**74.70**
CAT. 2 - C.S. 852-11 (ROADWAY)																			
79+50.00	83+57.17	LA 1088 LT	407.2	1.0	45.2	6.0	5.3												
79+50.00	83+50.25	LA 1088 RT	400.3	1.0	44.5	6.0	5.3												
79+50.00	84+71.00	LA 1088	521.0	VARIES	1691.1											VARIES	1,691.1	1,691	23.97
79+50.00	84+71.00	LA 1088	521.0	VARIES	1920.9			2.0	211.3										
79+50.00	84+71.00	LA 1088	521.0	VARIES	1354.8					4.0	298.1								
82+29.67	84+71.00	LA 1088	241.3	VARIES	336.2									9.0	336.20				
88+71.00	99+51.24	LA 1088	1080.2	VARIES	5748.1											VARIES	5,748.1	5,748	81.48
88+71.00	99+51.24	LA 1088	1080.2	VARIES	3850.4			2.0	423.5	4.0	847.1								
88+71.00	99+51.24	LA 1088	1080.2	VARIES	696.7									9.0	696.70				
103+57.73	107+75.00	LA 1088 LT	417.3	1.0	46.4	6.0	5.5												
104+18.31	107+75.00	LA 1088 RT	356.7	1.0	39.6	6.0	4.7												
103+51.24	107+75.00	LA 1088	423.8	VARIES	1346.6											VARIES	1,346.6	1,347	19.09
103+51.24	107+75.00	LA 1088	423.8	VARIES	1680.9			2.0	184.9										
103+51.24	107+75.00	LA 1088	423.8	VARIES	1103.6					4.0	242.8								
103+51.24	105+00.45	LA 1088	149.2	VARIES	175.6									9.0	175.60				
TOTAL - CAT. 2 - C.S. 852-11 (ROADWAY)						**20.8**		**819.7**		**1,387.9**		**0.0**		**1208.5**		**8,785.8**		**8,786**	**124.54**
						2,228.4													
CAT. 3 - C.S. 000-52 (ROUNDABOUT)																			
207+38.19	210+20.93	SOULT ST.	282.7	VARIES	1814.8											VARIES	1,814.8	1,815	25.72
207+38.19	210+03.86	SOULT ST.	265.7	VARIES	1302.0			2.0	143.2	4.0	286.4								
209+13.64	210+20.93	SOULT ST.	107.3	VARIES	278.0									9.0	278.00				
304+32.06	308+87.10	VIOLA ST.	2096.7	VARIES	1814.8											VARIES	1,814.8	1,815	25.72
304+40.33	308+87.10	VIOLA ST.	446.8	VARIES	1823.0			2.0	200.5	4.0	401.1								
304+32.06	305+45.51	VIOLA ST.	138.8	VARIES	278.0									9.0	278.00				
400+29.44	402+58.71	TRINITY ST.	1482.9	VARIES	1814.8											VARIES	1,814.8	1,815	25.72
400+29.44	402+44.30	TRINITY ST.	894.5	VARIES	1823.0			2.0	200.5	4.0	401.1								
400+86.85	402+57.51	TRINITY ST.	138.8	VARIES	365.0									9.0	365.00				
TOTAL - CAT. 3 - C.S. 000-52 (ROUNDABOUT)						**0.0**		**544.3**		**1,088.6**		**0.0**		**921.0**		**5,444.4**		**5,444**	**77.17**
						1,632.9													
TOTAL						**5,269.4**								**3,477.0**		**19,497.9**		**19,498**	**276.41**

F:\02020\220303\01800\Construction Plans\SOEQ02.dwg [003b]
04/06/2026 8:33
CAD STANDARD

SHEET NUMBER 3b

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES * 1 OF 1
LEAR		GIBBS			

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 06, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA UNION · JUSTICE · CONFIDENCE

SUMMARY SHEETS

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

04/14/2026 12:23

SAWCUTTING

STATION	STATION	SIDE C/L	DESCRIPTION	LENGTH	DEPTH	SAW CUTTING ASPHALT CONCRETE PAVEMENT	SAW CUTTING PORTLAND CEMENT CONCRETE PAVEMENT
				FEET	INCH	INLF	INLF
CAT. 1 - C.S. 852-11 (ROUNDABOUT)							
102+37	102+54	RT	LA 1088 DRIVEWAY	17	6	102	
TOTAL - CAT. 1 - C.S. 852-11 (ROUNDABOUT)						**102**	
CAT. 2 - C.S. 852-11 (ROADWAY)							
79+48		LT/RT	LA 1088 ROADWAY	21	6	126	
79+50		LT	LA 1088 ROADWAY	3	6	18	
79+50		RT	LA 1088 ROADWAY	2	6	12	
80+19	80+49	LT	LA 1088 DRIVEWAY	29	6	174	
80+22	80+47	LT	LA 1088 DRIVEWAY	25	6		150
81+66	81+91	LT	LA 1088 DRIVEWAY	25	6	150	
81+74	81+87	LT	LA 1088 DRIVEWAY	13	6	78	
82+51		RT	LA 1088 ROADWAY	24	6	144	
82+86	83+02	RT	LA 1088 DRIVEWAY	17	6	102	
90+68	90+81	LT	LA 1088 DRIVEWAY	13	6		78
90+99	91+12	LT	LA 1088 DRIVEWAY	14	6	84	
94+45	94+60	LT	LA 1088 DRIVEWAY	15	6	90	
95+19	95+37	LT	LA 1088 DRIVEWAY	17	6	102	
97+68	98+02	LT	LA 1088 DRIVEWAY	34	6	204	
103+70	103+88	RT	LA 1088 DRIVEWAY	18	6	108	
105+25		RT	LA 1088 ROADWAY	27	6	162	
105+26	105+54	LT	LA 1088 ROADWAY	28	6	168	
105+32	105+50	RT	LA 1088 DRIVEWAY	18	6	108	
107+45	107+60	LT	LA 1088 ROADWAY	15	6	90	
107+75		LT	LA 1088 ROADWAY	3	6	18	
107+75		RT	LA 1088 ROADWAY	5	6	30	
107+77		LT/RT	LA 1088 ROADWAY	22	6	132	
TOTAL - CAT. 2 - C.S. 852-11 (ROADWAY)						**2,100**	**228**
CAT. 3 - C.S. 000-52 (ROUNDABOUT)							
100+84	101+00	RT	LA 1088 DRIVEWAY	16	6	96	
207+38		LT	SOULT ROADWAY	12	6	72	
207+38	207+55	LT/RT	SOULT ROADWAY	34	6	204	
207+55		LT	SOULT ROADWAY	22	6	132	
207+87	208+07	RT	SOULT DRIVEWAY	18	6	108	
307+03	307+08	LT/RT	VIOLA DRIVEWAY	12	6	72	
307+31	307+35	RT	VIOLA DRIVEWAY	13	6		78
307+91	308+07	LT/RT	VIOLA DRIVEWAY	18	6		108
307+99		LT/RT	VIOLA ROADWAY	25	6	150	
307+99	308+09	RT	VIOLA ROADWAY	10	6	60	
308+87		RT	VIOLA ROADWAY	25	6	150	
TOTAL - CAT. 3 - C.S. 000-52 (ROUNDABOUT)						**1,044**	**186**
TOTAL						**3,246**	**414**

RIGHT-OF-WAY

STATION	OFFSET	SIDE OF C/L	RIGHT OF WAY	
			RIGHT OF WAY MONUMENT	RIGHT OF WAY WITNESS POST
			EACH	EACH
CAT. 1 - C.S. 852-11 (ROUNDABOUT)				
85+54.35	77.0	LT	1	1
88+52.86	92.7	LT	1	1
101+31.40	122.8	LT	1	1
106+16.00	160.2	LT	1	1
TOTAL - CAT. 1 - C.S. 852-11 (ROUNDABOUT)			**4**	**4**
CAT. 2 - C.S. 852-11 (ROADWAY)				
80+59.27	43.3	LT	1	1
82+11.51	51.9	LT	1	1
89+55.62	85.6	LT	1	1
89+79.27	64.4	LT	1	1
93+60.48	55.0	LT	1	1
98+15.77	62.0	LT	1	1
104+05.25	73.5	LT	1	1
106+77.71	63.1	LT	1	1
108+22.81	65.0	LT	1	1
TOTAL - CAT. 2 - C.S. 852-11 (ROADWAY)			**9**	**9**
CAT. 3 - C.S. 000-52 (ROUNDABOUT)				
306+14.86	46.4	LT	1	1
307+11.29	44.4	LT	1	1
308+06.45	30.6	LT	1	1
305+96.42	60.4	RT	1	1
305+35.78	72.7	RT	1	1
209+12.00	63.8	LT	1	1
208+35.14	49.5	LT	1	1
209+26.11	61.6	RT	1	1
TOTAL - CAT. 3 - C.S. 000-52 (ROUNDABOUT)			**8**	**8**
TOTAL			**21**	**21**

CONCRETE WALKS AND DRIVES

STATION	STATION	SIDE OF C/L	DESCRIPTION	LENGTH	WIDTH	MAINLINE TRAFFIC MAINTENANCE SURFACING (AGGREGATE) (VEHICULAR MEAS.)	CONCRETE WALKS (4" THICK)	CONCRETE DRIVE (6" THICK)	ASPHALT DRIVES (6" THICK)	AGGREGATE SURFACE COURSE (NET SECTION)
				FEET	FEET	CUYD	SQYD	SQYD	TON	CUYD
CAT. 1 - C.S. 852-11 (ROUNDABOUT)										
85+49	86+15	RT	SIDEWALK	VARIES	14		76.1			
85+58	86+10	LT	SIDEWALK	VARIES	14		147.0			
87+27	88+60	LT	SIDEWALK	VARIES	14		162.2			
99+51	102+81	LT	SIDEWALK	VARIES	14		587.9			
100+46	100+79	RT	SIDEWALK	VARIES	14		69.2			
102+32	102+63	RT	SIDEWALK	VARIES	14		41.7			
TOTAL - CAT. 1 - C.S. 852-11 (ROUNDABOUT)							**1,084.1**			
CAT. 2 - C.S. 852-11 (ROADWAY)										
80+34		LT	DRIVES	VARIES	25	10.7		97.3		
81+91		LT	DRIVES	VARIES	18	8.3			5.7	8.7
88+78		LT	DRIVES	VARIES	39	29.2			11.4	36.6
88+99	90+63	LT	SIDEWALK	VARIES	14		249.3			
90+72		LT	DRIVES	VARIES	17	7.1		64.8		
90+79	91+08	LT	SIDEWALK	VARIES	14		44.9			
91+16		LT	DRIVES	VARIES	16	7.5			16.8	
91+24	92+15	LT	SIDEWALK	VARIES	14		143.1			
92+23		LT	DRIVES	VARIES	16	7.3			16.5	
92+30	95+14	LT	SIDEWALK	VARIES	14		438.4			
95+23		LT	DRIVES	VARIES	18	10.2			22.9	
95+32	97+74	LT	SIDEWALK	VARIES	15		374.2			
97+74	99+51	LT	SIDEWALK	VARIES	16		240.2			
97+84		LT	DRIVES	VARIES	20	10.8			6.7	11.9
103+77		LT	DRIVES	VARIES	18	11.7			26.3	
105+44		LT	DRIVES	VARIES	14	9.9			5.0	11.7
TOTAL - CAT. 2 - C.S. 852-11 (ROADWAY)						**112.7**	**1,490.1**	**162.1**	**111.3**	**68.9**
CAT. 3 - C.S. 000-52 (ROUNDABOUT)										
207+97		LT	DRIVES	VARIES	18	7.7			6.1	7.6
208+07	209+63	LT	SIDEWALK	VARIES	14		271.0			
304+60	305+43	LT	SIDEWALK	VARIES	14		118.2			
304+94	305+35	RT	SIDEWALK	VARIES	14		89.9			
307+06		RT	DRIVES	VARIES	13	10.4			23.4	
307+33		RT	DRIVES	VARIES	13	11.1		101.2		
307+98		RT	DRIVES	VARIES	18	3.1		28.0		
400+37	402+16	LT	SIDEWALK	VARIES	14		337.1			
401+72	402+10	RT	SIDEWALK	VARIES	14		79.3			
TOTAL - CAT. 3 - C.S. 000-52 (ROUNDABOUT)						**32.3**	**895.5**	**129.2**	**29.5**	**7.6**
TOTAL						**145.0**	**3,469.7**	**291.3**	**140.8**	**76.5**

CONCRETE CURB

STATION	STATION	SIDE OF C/L	DESCRIPTION	COMBINATION CURB AND GUTTER	
				MOUNTABLE	BARRIER
				LNFT	LNFT
CAT. 1 - C.S. 852-11 (ROUNDABOUT)					
84+71.0	86+80.4	LT/RT	LA 1088	711.1	98.6
86+80.4	88+71.0	LT/RT	LA 1088	583.2	41.8
99+51.2	103+51.2	LT/RT	LA 1088	1478.2	142.4
TOTAL - CAT. 1 - C.S. 852-11 (ROUNDABOUT)				**2,772.4**	**282.8**
				3,055.2	
CAT. 2 - C.S. 852-11 (ROADWAY)					
82+28.7	84+71.0	LT/RT	LA 1088	731.5	
88+71.0	99+51.2	LT/RT	LA 1088	4324.7	
103+51.2	105+01.5	LT/RT	LA 1088	377.6	
TOTAL - CAT. 2 - C.S. 852-11 (ROADWAY)				**5,433.8**	**0.0**
				5,433.8	
CAT. 3 - C.S. 000-52 (ROUNDABOUT)					
304+36.6	305+46.5	LT/RT	VIOLA ST.	386.9	41.6
209+12.6	210+06.4	LT/RT	SOULT ST.	739.8	129.6
400+29.4	402+72.5	LT/RT	TRINITY DR.	709.5	92.9
TOTAL - CAT. 3 - C.S. 000-52 (ROUNDABOUT)				**1,836.2**	**264.2**
				2,100.4	
TOTAL				**10,589.4**	

CURB RAMPS

STATION	SIDE OF C/L	DESCRIPTION	TYPE 3 (8.1 SQYD)	TYPE 6 (13.7 SQYD)
			SQYD	SQYD
CAT.1 - C.S. 852-11 (ROUNDABOUT)				
85+71	LT	LA 1088		13.7
85+60	RT	LA 1088	8.1	
100+63	LT	LA 1088		13.7
100+57	RT	LA 1088	8.1	
102+58	RT	LA 1088	8.1	
102+65	LT	LA 1088		13.7
TOTAL - CAT.1 - C.S. 852-11 (ROUNDABOUT)			**24.3**	**41.1**
CAT. 3 - C.S. 000-52 (ROUNDABOUT)				
401+80	RT	TRINITY DR.	8.1	
305+38	LT	VIOLA ST.	8.1	
305+27	LT	VIOLA ST.	8.1	
401+76	LT	TRINITY DR.		13.7
400+42	LT	TRINITY DR.	8.1	
TOTAL - CAT. 3 - C.S. 000-52 (ROUNDABOUT)			**32.4**	**13.7**
TOTAL			**56.7**	**54.8**

SHEET NUMBER 3c

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN LEAR | CHECK | DETAIL GIBBS | CHECK | REVIEW | SERIES # 1 OF 1

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF CULTURE, RECREATION & TOURISM CONFEDERATE

SUMMARY SHEETS

LA. 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

CAD STANDARD

F:\02020\220303\01800\Construction Plans\SOE004.dwg [001]

PLASTIC PAVEMENT MARKINGS

STATION	STATION	SIDE OF C/L	DESCRIPTION	LENGTH	PLASTIC PAVEMENT SOLID (4" WIDTH) 90 MIL	PLASTIC PAVEMENT SOLID (8" WIDTH) 90 MIL	PLASTIC PAVEMENT STRIPING (24" WIDTH) 125 MIL	WHITE PLASTIC PAVEMENT STRIPING BROKEN LINE (4" WIDTH)	PLASTIC PAVEMENT SYMBOLS (ARROW-STRAIGHT)	PLASTIC PAVEMENT SYMBOLS (ARROW RIGHT TURN)	PLASTIC PAVEMENT SYMBOLS (DIR ARR RNDBT - FSHK) (TYPE LC)	PLASTIC PAVEMENT SYMBOLS (DIR ARR RNDBT - FSHK) (TYPE TR)	PLASTIC PAVEMENT SYMBOLS (DIR ARR RNDBT - FSHK) (TYPE LTC)	PLASTIC PAVEMENT SYMBOLS (YIELD)	REFLECTORIZED PAVEMENT MARKINGS
				LNFT	MILE	MILE	LNFT	MILE	EACH	EACH	EACH	EACH	EACH	EACH	EACH
CAT. 1 - C.S. 852-11 (ROUNDABOUT)															
84+71	86+06	RT	LA 1088	135.0	0.024										
84+71	86+17	LT	LA 1088	146.2	0.034										
84+71	86+20	RT	LA 1088	148.9	0.025										
84+71	86+21	RT	LA 1088	150.3	0.033										
85+66	85+71	RT	LA 1088	5.3			50								
85+74	85+78	LT	LA 1088	4.6			50								
86+06	86+21	LT/RT	LA 1088 - ROUNDABOUT	15.3		0.016									
86+06	86+22	RT	LA 1088	15.6			29								
86+08	86+08	LT/RT	LA 1088 - ROUNDABOUT	0.3										1	
86+21	86+28	LT	LA 1088	7.0	0.002										
86+34	86+41	LT/RT	LA 1088	6.6		0.018									
87+03	87+39	LT/RT	LA 1088	35.9		0.016									
87+21	88+71	LT	LA 1088	150.2	0.026										
87+22	87+58	LT	LA 1088	36.4			62								
87+44	88+71	LT	LA 1088	127.4	0.022										
87+52	87+54	LT	LA 1088 - ROUNDABOUT	2.4							1				
87+53	88+71	RT	LA 1088	118.2	0.021										
87+58	87+58	LT/RT	LA 1088	0.6		0.008									
87+58	88+71	LT	LA 1088	112.8	0.021										
87+58	88+71	RT	LA 1088	113.4	0.023										
87+69	87+76	RT	LA 1088	7.0			10								
87+71	88+71	RT	LA 1088	100.1	0.022										
87+81	87+90	LT	LA 1088 - ROUNDABOUT	9.4										1	
87+85	87+96	LT	LA 1088 - ROUNDABOUT	10.4										1	
88+60	88+79	LT	LA 1088 - ROUNDABOUT	18.8								1			
88+62	88+81	RT	LA 1088 - ROUNDABOUT	18.7					1						
88+71	90+75	LT	LA 1088	203.9				0.039							6
99+51	103+51	LT	LA 1088	400.0	0.081										
99+51	100+90	LT	LA 1088	139.1	0.027										
99+51	100+89	RT	LA 1088	137.6	0.026										
99+51	100+99	RT	LA 1088	147.6	0.027										
100+58	100+62	LT	LA 1088	4.0			50								
100+61	100+62	RT	LA 1088	0.4			50								
100+89	100+90	LT/RT	LA 1088 - ROUNDABOUT	1.5		0.008									
100+89	101+00	RT	LA 1088 - ROUNDABOUT	11.3			27								
100+90	101+20	LT	LA 1088 - ROUNDABOUT	29.9			47								
100+95	100+95	LT	LA 1088 - ROUNDABOUT	0.1										1	
101+15	101+98	LT	LA 1088 - ROUNDABOUT	82.7		0.040									
101+28	101+37	LT	LA 1088 - ROUNDABOUT	8.9					1						
101+73	102+32	LT	LA 1088 - ROUNDABOUT	58.7			40								
102+01	102+05	LT	LA 1088 - ROUNDABOUT	4.3					1						
102+16	102+32	LT	LA 1088 - ROUNDABOUT	15.7		0.008									
102+16	103+51	LT/RT	LA 1088	135.0	0.026										
102+22	102+46	RT	LA 1088	24.3			23								
102+27	103+51	RT	LA 1088	124.4	0.023										
102+32	103+51	LT	LA 1088	119.4	0.024										
102+58	102+59	LT	LA 1088	0.7			50								
102+63	102+66	LT	LA 1088	2.2			50								
TOTAL - CAT. 1 - C.S. 852-11 (ROUNDABOUT)					**0.487**	**0.114**	**539**		**3**		**1**	**1**	**2**	**2**	**6**
CAT. 2 - C.S. 852-11 (ROADWAY)															
79+50	84+71	RT	LA 1088	521.0	0.099										
79+50	84+71	LT	LA 1088	521.0	0.098										
79+50	84+71	RT	LA 1088	521.0	0.100										
79+71	84+71	LT	LA 1088	499.5	0.095										
88+71	99+51	LT	LA 1088	1080.2	0.204										
88+71	99+51	RT	LA 1088	1080.2	0.206										
88+71	99+51	LT	LA 1088	1080.2	0.204										
88+71	99+51	RT	LA 1088	1080.2	0.205										
103+51	106+36	LT	LA 1088	284.6	0.054										
103+51	108+23	LT	LA 1088	471.6	0.089										
103+51	108+23	RT	LA 1088	471.6	0.090										
103+51	108+23	RT	LA 1088	471.6	0.089										
TOTAL - CAT. 2 - C.S. 852-11 (ROADWAY)					**1.533**										

10:50
04/02/2026
F:\02020\220303\01800\Construction Plans\SOEQ06.dwg [003f]
CAD STANDARD

SHEET NUMBER 3d

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES * 1 OF 1
LEAR		GIBBS			

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 02, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT COMPLIANCE

SUMMARY SHEETS

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

PLASTIC PAVEMENT MARKINGS

STATION	STATION	SIDE OF C/L	DESCRIPTION	LENGTH	PLASTIC PAVEMENT SOLID (4" WIDTH) 90 MIL	PLASTIC PAVEMENT SOLID (8" WIDTH) 90 MIL	PLASTIC PAVEMENT STRIPING (24" WIDTH) 125 MIL	WHITE PLASTIC PAVEMENT STRIPING BROKEN LINE (4" WIDTH)	PLASTIC PAVEMENT SYMBOLS (ARROW-STRAIGHT)	PLASTIC PAVEMENT SYMBOLS (ARROW RIGHT TURN)	PLASTIC PAVEMENT SYMBOLS (DIR ARR RNDBT - FSHK) (TYPE LC)	PLASTIC PAVEMENT SYMBOLS (DIR ARR RNDBT - FSHK) (TYPE TR)	PLASTIC PAVEMENT SYMBOLS (DIR ARR RNDBT - FSHK) (TYPE LTC)	PLASTIC PAVEMENT SYMBOLS (YIELD)	REFLECTORIZED PAVEMENT MARKINGS
				LNFT	MILE	MILE	LNFT	MILE	EACH	EACH	EACH	EACH	EACH	EACH	EACH
CAT. 3 - C.S. 000-52 (ROUNDABOUT)															
207+38	208+69	RT	SOULT ST.	131.1				0.022							3
207+38	209+78	LT	SOULT ST.	240.2	0.048										
207+38	209+63	LT	SOULT ST.	224.4	0.044										
207+55	209+85	RT	SOULT ST.	229.9	0.046										
208+63	209+78	RT	SOULT ST.	115.8	0.021										
208+64	208+70	RT	SOULT ST.	5.6						1					
208+64	208+78	RT	SOULT ST.	13.6							1				
208+69	209+74	RT	SOULT ST.	104.7	0.023										
208+77	209+63	RT	SOULT ST.	86.6	0.017										
208+88	209+65	RT	SOULT ST.	76.8			34								
209+38	209+45	RT	SOULT ST.	7.0										1	
209+32	209+39	RT	SOULT ST.	7.0										1	
209+63	209+63	LT/RT	SOULT ST. - ROUNDABOUT	0.8		0.010									
209+63	209+86	RT	SOULT ST. - ROUNDABOUT	22.4			56								
209+66	209+66	LT/RT	SOULT ST.	0.1									1		
209+66	209+80	LT	SOULT ST.	14.9			18								
209+94	210+04	LT/RT	SOULT ST. - ROUNDABOUT	9.8		0.021									
304+40	304+61	LT/RT	VIOLA ST. - ROUNDABOUT	20.2		0.013									
304+48	304+78	LT/RT	VIOLA ST. - ROUNDABOUT	29.2	0.018										
304+55	308+87	LT	VIOLA ST.	431.8	0.076										
304+64	305+13	LT	VIOLA ST. - ROUNDABOUT	48.5			40								
304+88	308+87	RT	VIOLA ST.	399.4	0.081										
304+91	304+92	LT	VIOLA ST.	0.6					1						
304+96	305+13	LT/RT	VIOLA ST. - ROUNDABOUT	16.5		0.008									
304+96	308+87	RT	VIOLA ST.	391.0	0.074										
305+13	308+07	LT	VIOLA ST.	294.7	0.057										
305+26	305+26	RT	VIOLA ST.	0.1			38								
305+32	305+35	LT	VIOLA ST.	3.2			38								
400+87	402+14	LT	TRINITY DR.	127.3	0.024										
400+87	402+11	RT	TRINITY DR.	124.5	0.024										
400+87	402+16	RT	TRINITY DR.	128.8	0.025										
400+87	402+17	RT	TRINITY DR.	130.5	0.019										
400+87	402+14	LT	TRINITY DR.	127.0	0.026										
401+14	401+28	RT	TRINITY DR.	13.8							1				
401+15	401+23	RT	TRINITY DR.	8.2						1					
401+49	402+07	RT	TRINITY DR.	58.0			26								
401+76	401+83	RT	TRINITY DR.	6.6			88								
401+79	401+82	LT	TRINITY DR.	2.5			50								
401+89	401+96	RT	TRINITY DR. - ROUNDABOUT	7.2										1	
401+95	402+03	RT	TRINITY DR. - ROUNDABOUT	7.3										1	
402+11	402+14	LT/RT	TRINITY DR. - ROUNDABOUT	2.5		0.010									
402+11	402+23	RT	LA 1088 - TRINITY DR.	11.7			39								
402+17	402+72	LT/RT	LA 1088 - ROUNDABOUT	55.3									1		
402+25	402+32	LT	LA 1088 - TRINITY DR.	7.2			9								
402+42	402+44	LT/RT	TRINITY DR. - ROUNDABOUT	2.4		0.016									
400+87	402+31	LT	TRINITY DR.	144.7	0.028										
TOTAL - CAT. 3 - C.S. 000-52 (ROUNDABOUT)					**0.651**	**0.078**	**434**	**0.022**	**1**	**2**	**2**		**2**	**4**	**3**
TOTAL					**2.671**	**0.192**	**972**	**0.022**	**4**	**2**	**3**	**1**	**4**	**6**	**9**

SHEET NUMBER 3e

ST. TAMMANY (PARISH) | 852-11 (CONTROL SECTION) | H.010116 (STATE PROJECT)

DESIGN LEAR | CHECK | DETAIL GIBBS | CHECK | REVIEW | SERIES # 1 OF 1

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 14, 2026

NO. | DATE | REVISION OR CHANGE ORDER DESCRIPTION | BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

SUMMARY SHEETS

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

CAD STANDARD

04/14/2026 15:05

F:\02020\220303\01800\Construction Plans\SOEQ07.dwg [003e]

SUMMARY OF ESTIMATED QUANTITIES

ITEM NO.	ITEM	UNIT	CATEGORY 1 C.S. 852-11 (ROUNDABOUT)	CATEGORY 2 C.S. 852-11 (ROADWAY)	CATEGORY 3 C.S. 000-52 (ROUNDABOUT)	QUANTITY
201-01-00100	CLEARING AND GRUBBING	ACRE	3	5	1	9
202-01-00100	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP	0.33	0.33	0.33	1
202-02-02000	REMOVAL OF ASPHALT DRIVES	SQYD	18	182	207	407
202-03-03030	REMOVAL OF PAVEMENT STRUCTURE	SQYD	1,429.4	4,537.2	3,981.2	9,947.8
202-02-06080	REMOVAL OF CONCRETE COMBINATION CURB AND GUTTER	LNFT	8.9		237.6	246.5
202-02-06100	REMOVAL OF CONCRETE WALKS AND DRIVES	SQYD		160		160
202-02-06140	REMOVAL OF CURBS (CONCRETE)	LNFT			423.8	423.8
203-01-00100	GENERAL EXCAVATION	CUYD	629.00	2,162.00	760.00	3,551
203-03-00100	EMBANKMENT	CUYD	10,850.00	6,280.00	1,019.00	18,149
203-10-00100	CLEANING EXISTING DITCHES	LNFT	403	1,002		1,405
204-02-00100	TEMPORARY HAY BALES	EACH	49	147	42	238
204-05-00100	TEMPORARY SEDIMENT CHECK DAMS (HAY)	EACH	1	2		3
204-05-00200	TEMPORARY SEDIMENT CHECK DAMS (STONE)	EACH	4	8	2	14
204-06-00100	TEMPORARY SILT FENCING	LNFT	1,063	4,170	1,476	6,709
302-02-06030	CLASS II BASE COURSE (6" THICK) (ASPHALT CONCRETE BASE)	SQYD	5,267.7	8,785.8	5,444.4	19,497.9
304-01-00100	LIME	TON	74.70	124.54	77.17	276.41
304-05-00100	LIME TREATMENT (TYPE E)	SQYD	5,268	8,786	5,444	19,498
401-01-00100	AGGREGATE SURFACE COURSE (NET SECTION)	CUYD		68.9	7.6	76.5
402-01-00101	MAINLINE TRAFFIC MAINTENANCE SURFACING (AGGREGATE) (VEHICULAR MEASUREMENT)	CUYD		112.7	32.3	145.0
502-02-00100	ASPHALT CONCRETE	TON	1,408.1	2,228.4	1,632.9	5,269.4
509-01-00100	MILLING ASPHALT PAVEMENT	SQYD		1,820	252	2,072
509-02-00100	CONTRACTOR RETAINED RECLAIMED ASPHALT PAVEMENT	CUYD		-101	-14	-115
511-01-00100	SAW CUTTING ASPHALT CONCRETE PAVEMENT	INLF	102	2,100	1,044	3,246
601-05-00100	SAW CUTTING PORTLAND CEMENT CONCRETE PAVEMENT	INLF		228	186	414
701-01-01001	CROSS DRAIN PIPE (24" RCP)	LNFT			237	237
701-01-01021	CROSS DRAIN PIPE (30" RCP)	LNFT			147	147
701-02-01000	CROSS DRAIN PIPE ARCH (24" EQUIV. RCPA)	LNFT			33	33
701-02-01040	CROSS DRAIN PIPE ARCH (36" EQUIV. RCPA)	LNFT		107		107
701-03-01000	STORM DRAIN PIPE (15" RCP/PP)	LNFT	107	444	118	669
701-03-01020	STORM DRAIN PIPE (18" RCP/PP)	LNFT		88	47	135
701-03-01040	STORM DRAIN PIPE (24" RCP/PP)	LNFT		745		745
701-03-01060	STORM DRAIN PIPE (30" RCP/PP)	LNFT	427	173		600
701-04-01000	STORM DRAIN PIPE ARCH (15" EQUIV. RCPA)	LNFT	250			250
701-04-01040	STORM DRAIN PIPE ARCH (24" EQUIV. RCPA)	LNFT			126	126
701-05-01060	SIDE DRAIN PIPE (24" RCP/PP/CMP)	LNFT		95	47	142
701-12-01080	CORRUGATED METAL PIPE (EXTENSION) (30")	LNFT		14		14
701-17-00100	TRENCH EXCAVATION SAFETY PROTECTION (DEPTH > 5 FT)	LNFT			147	147
702-03-00100	CATCH BASINS (CB-01)	EACH	4	10	2	16
702-03-00500	CATCH BASINS (CB-06)	EACH	4	12	9	25
702-03-00700	CATCH BASINS (CB-08)	EACH		1		1
702-04-00100	ADJUSTING MANHOLES (MH-06)	EACH			1	1
702-10-00100	PAVED GUTTER DRAIN (SINGLE)	EACH	4	7		11
702-10-00200	PAVED GUTTER DRAIN (DOUBLE)	EACH		1		1
706-01-00100	CONCRETE WALK (4" THICK)	SQYD	1,084.1	1,490.1	895.5	3,469.7
706-02-00200	CONCRETE DRIVE (6" THICK)	SQYD		162.1	129.2	291.3
706-03-10000	INCIDENTAL CONCRETE PAVING (COLORED)(9" THICK)	SQYD	1347.5	1208.5	921.0	3477.0
706-04-00110	CURB RAMPS (TYPE 3)	SQYD	24.3		32.4	56.7
706-04-00110	CURB RAMPS (TYPE 6)	SQYD	41.1		13.7	54.8

04/14/2026 15:04
CAD STANDARD
F:\02020\220303\01800\Construction Plans\SOEQ07.dwg [003f]

SHEET NUMBER 3f

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES * 1 OF 1
LEAR		GIBBS			

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT — INTEGRITY · JUSTICE · SERVICE · PEOPLE · CONFIDENCE

SUMMARY OF ESTIMATED QUANTITIES

LA 1088: SOULT & TRINITY ROUNDABOUTS

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

SUMMARY OF ESTIMATED QUANTITIES

ITEM NO.	ITEM	UNIT	CATEGORY 1 C.S. 852-11 (ROUNDABOUT)	CATEGORY 2 C.S. 852-11 (ROADWAY)	CATEGORY 3 C.S. 000-52 (ROUNDABOUT)	QUANTITY
707-03-00100	COMBINATION CONCRETE CURB AND GUTTER	LNFT	3,055.2	5,433.8	2,100.4	10,589.4
708-01-00100	RIGHT-OF-WAY MONUMENT	EACH	4	9	8	21
708-02-00100	RIGHT-OF-WAY WITNESS POST	EACH	4	9	8	21
713-02-00100	TEMPORARY PAVEMENT MARKINGS (4" WIDTH)	LNFT	2,294	6,325	3,042	11,661
726-01-00100	BEDDING MATERIAL	CUYD	97.9	199.8	87.3	385.0
727-01-00100	MOBILIZATION	LUMP	0.33	0.33	0.33	1
729-01-00100	SIGN (TYPE A)	SQFT	31.2	45.2	57.3	133.7
729-01-00200	MOUNTING OF SIGN (TYPE A)	EACH	8	4	9	21
729-02-00100	SIGN (TYPE B)	SQFT	80.8	34.4	83.7	198.9
729-02-00200	MOUNTING OF SIGN (TYPE B)	EACH	16	16	24	56
729-04-00100	SIGN (TYPE D)	SQFT		320.0	240.0	560.0
729-04-00200	MOUNTING OF SIGN (TYPE D)	EACH		8	6	14
729-08-00700	SIGN SUPPORT (W8 X 18 SIZE POST)	EACH		8	6	14
729-22-00100	SQUARE TUBING POST WITH 2-1/4" ANCHOR	EACH	24	20	33	77
731-02-00100	REFLECTORIZED RAISED PAVEMENT MARKERS	EACH	6		3	9
732-01-02080	PLASTIC PAVEMENT STRIPING (24" WIDTH) (THERMOPLASTIC 125 MIL)	LNFT	539		434	972
732-02-02000	PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH) (THERMOPLASTIC 90 MIL)	MILE	0.487	1.533	0.651	2.671
732-02-02040	PLASTIC PAVEMENT STRIPING (SOLID LINE) (8" WIDTH) (THERMOPLASTIC 90 MIL)	MILE	0.114		0.078	0.192
732-03-02000	PLASTIC PAVEMENT STRIPING (BROKEN LINE) (4" WIDTH) (THERMOPLASTIC 90 MIL)	MILE			0.022	0.022
732-04-01020	PLASTIC PAVEMENT LEGENDS AND SYMBOLS (ARROW-STRAIGHT)	EACH	3		1	4
732-04-01100	PLASTIC PAVEMENT LEGENDS AND SYMBOLS (ARROW-RIGHT TURN)	EACH			2	2
732-04-01133	PLSTC PVMT LGNDS AND SYMB (DIR ARR RNDBT - FSHK) (TYPE LC)	EACH	1		2	3
732-04-01136	PLSTC PVMT LGNDS AND SYMB (DIR ARR RNDBT - FSHK) (TYPE TR)	EACH	1			1
732-04-01131	PLSTC PVMT LGNDS AND SYMB (DIR ARR RNDBT - FSHK) (TYPE LTC)	EACH	2		2	4
732-04-25000	PLASTIC PAVEMENT LEGENDS AND SYMBOLS (YIELD)	EACH	2		4	6
735-01-00100	MAILBOXES	EACH	10		5	15
735-02-00100	MAILBOX SUPPORTS (SINGLE)	EACH	10		5	15
739-01-00100	HYDRO-SEEDING	ACRE	1.63	3.78	1.20	6.61
740-01-00100	CONSTRUCTION LAYOUT	LUMP	0.33	0.33	0.33	1
740-02-00100	UTILITY OVERSIGHT AND COORDINATION	LUMP	0.33	0.33	0.33	1

14:39
04/02/2026
CAD STANDARD
F:\02020\220303\01800\Construction Plans\SOEQ01.dwg [003e]

SHEET NUMBER 3g

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES * 1 OF 1
LEAR		GIBBS			

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 02, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF JUSTICE CONFIDENCE

SUMMARY OF ESTIMATED QUANTITIES

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
04/09/2026 10:07
F:\02020\220303\01800\Construction Plans\H010116 PP01.dwg [4]

LEGEND - EXISTING TOPOGRAPHY

- CONTROL POINT
- TEMPORARY BENCH MARK
- PHOTO TARGET
- PAVEMENT EDGE
- SHOULDER EDGE
- SLOPE TOE
- GUARDRAIL TOP
- HIGH BANK
- WATER'S EDGE
- HIGH WATER MARK
- BOX CULVERT
- PIPE CULVERT
- CATCH BASIN TOP (ROUND)
- DROP INLET TOP (ROUND)
- DRAINAGE MANHOLE TOP
- LEVEE TOP
- DITCH CENTERLINE
- TREE
- WOODS EDGE
- MARSH LINE
- SWAMP LINE
- TREE CLUSTER
- HEDGE
- BUSH
- TREE LINE
- FENCE LINE
- GATE
- PROPERTY CORNER
- RIGHT OF WAY MONUMENT
- SECTION CORNER
- FENCE CORNER
- TELEPHONE FIBER OPTIC
- TELEVISION CABLE
- TELEVISION PEDESTAL
- POWER POLE
- DEADMAN
- POWER LINE
- POWER JUNCTION BOX
- POWER VAULT
- TRANSFORMER
- COMBINATION POLE
- POWER DROP
- PIPELINE
- PIPELINE VENT
- PIPELINE REGULATOR
- GAS WELL
- HAY BALES
- SILT FENCE
- INLET SILT TRAP

- **GAS LINE**
- GAS METER
- GAS SERVICE (NO METER)
- GAS REGULATOR
- GAS RISER
- GAS TEST BOX
- GAS VALVE
- GAS LINE/CASING
- GAS VENT
- RAILROAD MILEPOST
- RAILROAD SIGNAL
- RAILROAD SWITCH
- RAILROAD TRACK
- RR TRAFFIC SIGNAL BOX
- SEWER LINE
- SEWER MANHOLE TOP
- SEWER BLOWOUT VALVE
- SEWER CLEANOUT
- SEPTIC TANK
- SEWER PUMP (PRIVATE)
- SEWER TREATMENT (INDIVIDUAL)
- FEDERAL AID MARKER
- TRAFFIC CONTROLLER BOX
- TRAFFIC COUNTER
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL SUPPORT POLE
- LIGHT POLE
- LIGHT PEDESTAL
- LIGHT POWER VAULT
- TRAFFIC SIGN
- PARKING METER
- TELEPHONE POLE
- TELEPHONE LINE
- TELEPHONE BOOTH
- TELE CROSS CONNECT BOX
- TELEPHONE PEDESTAL
- TELEPHONE PRESSURE BOX
- WATER LINE
- WATER LINE/CASING
- WATER CLEANOUT
- WATER METER
- WATER VALVE
- WATER VALVE VAULT
- WATER WELL
- FIRE HYDRANT
- BILLBOARD
- FUEL PUMP
- POST
- STORAGE TANK (ROUND)
- GRAVE
- MAILBOX
- ORNAMENTAL LIGHT
- FLAG POLE
- DMS SIGN
- SIGN POST

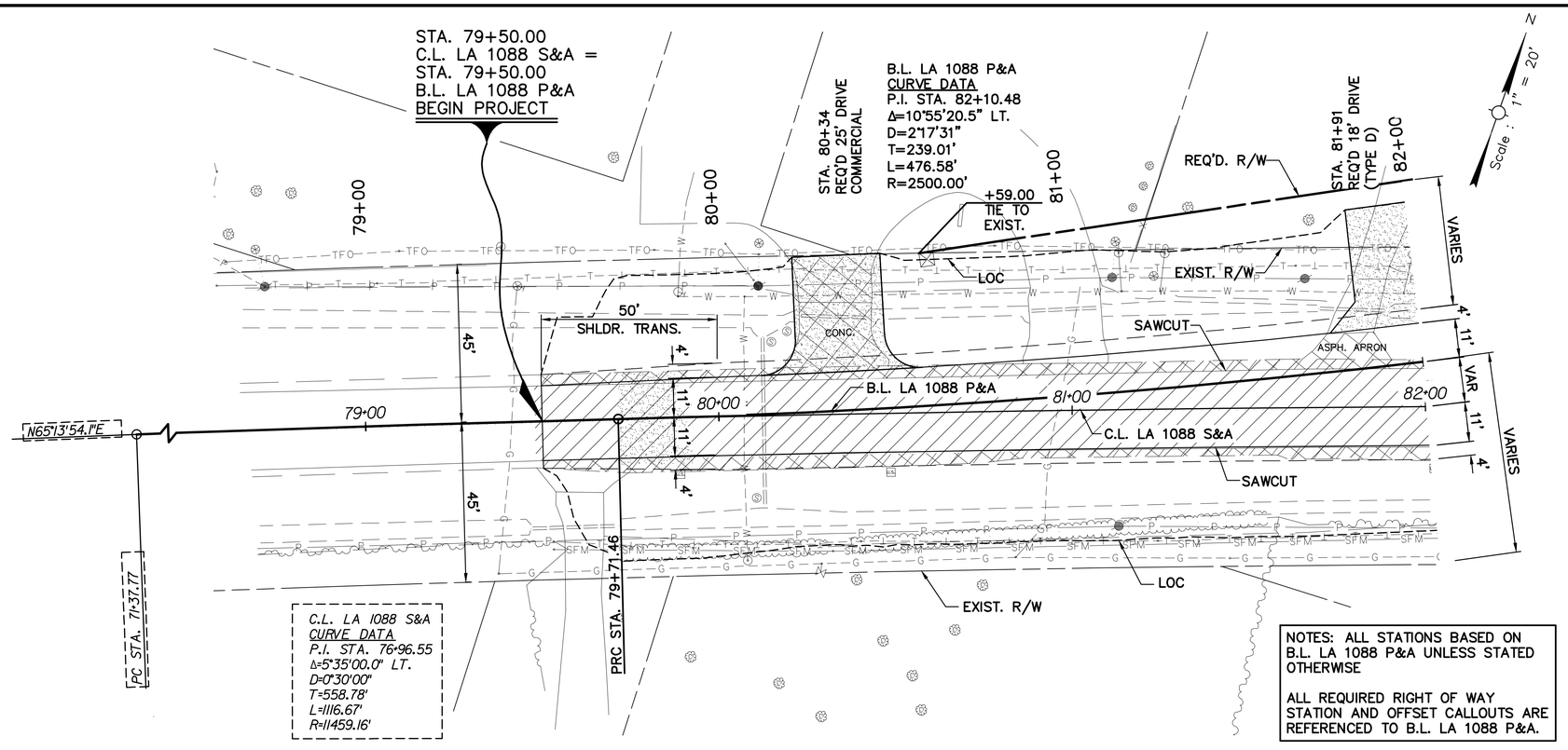
LEGEND

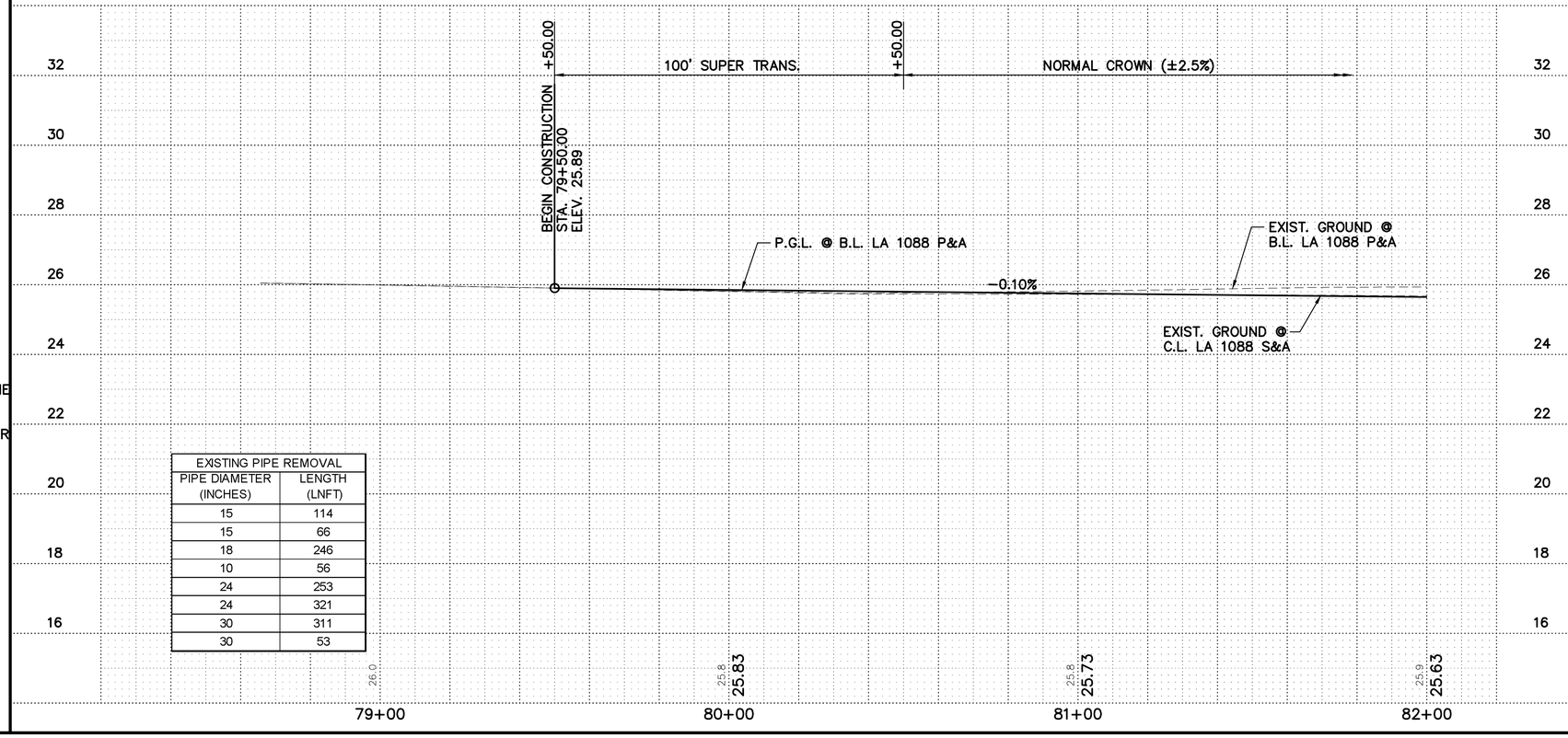
- REQUIRED ASPHALT
- REMOVE PAVEMENT & BASE
- REQ'D PCCP RED PIGMENT
- REQ'D PCCP MULTIUSE PATH
- REQ'D MILL & OVERLAY

NOTES:
1. FOR INFORMATIONAL PURPOSES ONLY. ALL KNOWN OVERHEAD POWER LINES AND OTHER UTILITIES WITHIN PROJECT LIMITS ARE LISTED BELOW. HOWEVER, ADDITIONAL UTILITIES MAY BE PRESENT.
2. ALL DRAINAGE STRUCTURES WITHIN PROJECT LIMITS ARE TO BE REMOVED UNLESS NOTED OTHERWISE AND ARE THEN TO BE PAID FOR UNDER REMOVAL OF STRUCTURES AND OBSTRUCTIONS PAY ITEM.

UTILITY CONTACTS

1. AT&T DISTRIBUTION
   USIC LOCATOR DAVID LAJOIE
   504-671-1455
2. CLECO POWER, LLC
   BRYANT SPEARS
   601-916-2096
3. ST TAMMANY UTILITIES
   KENT RICKEY
   985-996-2158
4. ATMOS ENERGY
   EDWARD DARCY
   985-373-9176
5. PEG BANDWIDTH
   USIC LOCATOR DAVID LAJOE
   504-671-1455
6. CHARTER TELECOM
   USIC LOCATOR DAVID LAJOIE
   504-671-1455
7. ST TAMMANY PARISH WATER
   CHAD PARKER
   504-654-9859
8. CHARTER COMMUNICATIONS
   USIC LOCATOR DAREN
   318-510-6437
9. UNITI FIBER
   SCOTT THEVENOT
   985 507-9893
10. SPRINT/NEXTEL
    GENE GIBSON
    (985) 605-4999
11. WASHINGTON/ST TAMMANY PARISH ELECTRIC
    BECKY
    (985)898-2557





EXISTING PIPE REMOVAL	
PIPE DIAMETER (INCHES)	LENGTH (LNFT)
15	114
15	66
18	246
10	56
24	253
24	321
30	311
30	53

SHEET NUMBER	4
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	LEAR
CHECK	
DETAIL	AMEDEE
CHECK	
REVIEW	SERIES " 1 OF 7

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 09, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
LICENSED PROFESSIONAL ENGINEER
CONFIDENCE

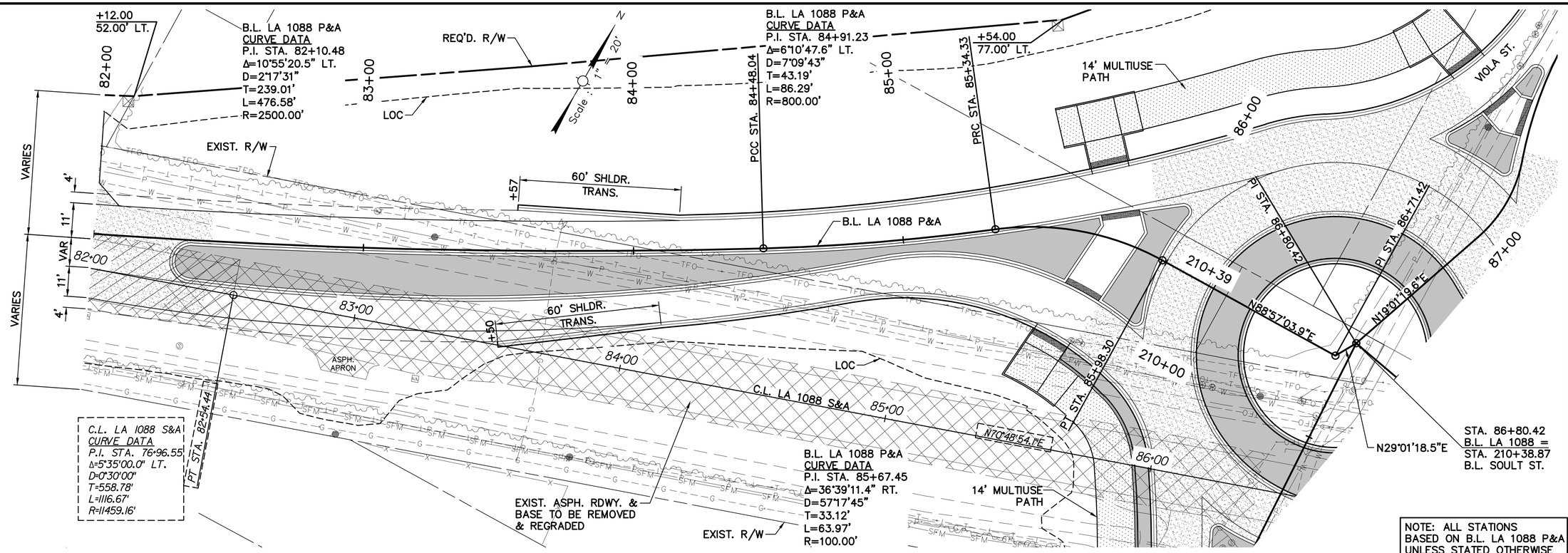
PLAN AND PROFILE
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 PP01.dwg [5]
04/09/2026 10:07
CAD LA DOTD STANDARD



SHEET NUMBER	5		
PARISH	ST. TAMMANY	CONTROL SECTION	852-11
STATE PROJECT	H.010116		
DESIGN	LEAR	DETAIL	AMEDEE
CHECK		CHECK	
REVIEW		SERIES	* 2 OF 7

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 09, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF JUSTICE CONFIDENCE 1904

PLAN AND PROFILE
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 PP01.dwg [6]
04/09/2026 10:01
CAD STANDARD

B.L. LA 1088 P&A
CURVE DATA
P.I. STA. 87+94.37
Δ=26°57'07.6" LT.
D=57°17'45"
T=23.96'
L=47.04'
R=100.00'

B.L. LA 1088 P&A
CURVE DATA
P.I. STA. 89+31.35
Δ=5°13'25.0" LT.
D=2°17'41"
T=113.90'
L=227.65'
R=2497.00'

STA. 88+78
REQ'D 36' DRIVE
(TYPE D)

STA. 90+72
REQ'D 17' DRIVE
COMMERCIAL

STA. 91+16
REQ'D 16' DRIVE
(TYPE D)

EXIST. R/W
REQ'D R/W
LOC
14' MULTIUSE PATH
GRAVEL DRIVE
DIRT DRIVE
CONC.
ASPH.
10' BUFFER AREA
SOULT ST.
B.L. LA 1088 P&A
C.L. LA 1088 S&A
N79°39'02.0"W
N68°10'25.4"E
N70°48'54.1"E
PC STA. 87+70.41
PCC STA. 88+17.45
PT STA. 90+45.10
PC STA. 91+45.10
+53.00 93.00' LT.
+56.00 86.00' LT.
+79.00 64.00' LT.
+67.00 95.00' RT.
+03.00 50.00' RT.
87+00
88+00
89+00
90+00
91+00
92+00
14'
10'
4'
12'
2'
15'
4'
2'
56'
VARIES

B.L. LA 1088 P&A
CURVE DATA
P.I. STA. 92+02.80
Δ=2°38'28.7" RT.
D=2°17'21"
T=57.70'
L=115.39'
R=2503.00'

NOTE: ALL STATIONS BASED ON B.L. LA 1088 P&A UNLESS STATED OTHERWISE

Scale : 1" = 20'

ROUNDABOUT
NORMAL CROWN (1.5%)
50' SUPER TRANS.
±2.5% TO ±1.5% NC
NORMAL CROWN (±2.5%)
+60.92
+10.92
STA. 87+60.92
ELEV. 26.98
16.67%
-1.00%
-1.50%
-0.59%
+0.40%
EXIST. GROUND @ C.L. LA 1088 S&A
EXIST. GROUND @ B.L. LA 1088 P&A
P.G.L. @ B.L. LA 1088 P&A
135' V.C.
P.V.I. STA. 90+00.00
ELEV. 25.58
P.V.I. STA. 92+00.00
ELEV. 26.38
32
30
28
26
24
22
20
18
16
25.0 30.08
25.5 26.75
25.6 26.17
25.5 25.75
25.4 25.98
25.3 26.24

SHEET NUMBER		6
PARISH	ST. TAMMANY	
CONTROL SECTION	852-11	
STATE PROJECT	H.010116	
DESIGN	LEAR	
CHECK		
DETAIL	AMEDEE	
CHECK		
REVIEW		
SERIES	3 OF 7	

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 09, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
UNION · JUSTICE · CONFIDENCE

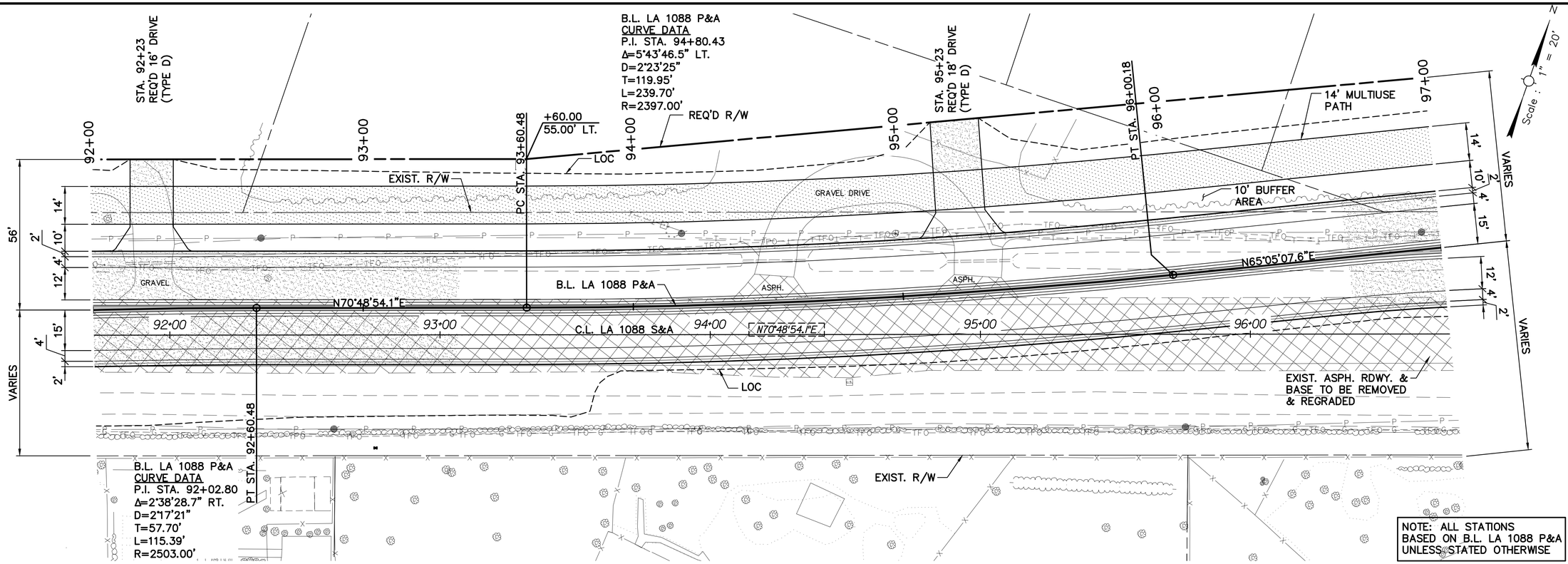
PLAN AND PROFILE
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

10:01
04/09/2026
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 PP01.dwg [7]



SHEET NUMBER 7

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
LEAR		AMEDEE			4 OF 7

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 09, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

PLAN AND PROFILE

LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 PP01.dwg [8]
04/09/2026 10:01

B.L. LA 1088 P&A
CURVE DATA
P.I. STA. 99+55.26
Δ=10°16'22.2" LT.
D=7°08'07"
T=72.18'
L=143.97'
R=803.00'

REQ'D R/W

N

Scale : 1" = 20'

STA. 97+84
REQ'D 20' DRIVE
(TYPE C)

+16.00
62.00' LT.

14' MULTIUSE PATH

97+00 98+00 99+00 100+00 101+00 102+00

PC STA. 98+83.08

PRC STA. 100+27.05

PI STA. 101+51.24

LOC

10' BUFFER AREA

B.L. LA 1088 P&A

EXIST. R/W

VARIES
14'
2'
10'
4'
15'
12'
4'
2'
VARIES

GRAVEL

ASPH.

N65°05'07.6"E

N74°12'45.8"E

S74°27'36.9"E

STA. 101+51.24
B.L. LA 1088 =
STA. 402+72.52
B.L. TRINITY ST.

PI STA. 100+60.91

LOC

97+00 98+00 99+00 100+00 101+00

N70°48'54.1"E

C.L. LA 1088 S&A

B.L. LA 1088 P&A
CURVE DATA
P.I. STA. 100+44.14
Δ=19°24'00.5" RT.
D=57°17'45"
T=17.09'
L=33.86'
R=100.00'

EXIST. ASPH. RDWY. & BASE TO BE REMOVED & REGRADED

TRINITY ST.

NOTE: ALL STATIONS BASED ON B.L. LA 1088 P&A UNLESS STATED OTHERWISE

EXIST. R/W

+23.88

+73.88

NORMAL CROWN (±2.5%)

50' SUPER TRANS.
±2.5% TO ±1.5% NC

ROUNDABOUT
NORMAL CROWN (1.5%)

STA. 100+73.88
ELEV. 27.23

+1.50% +1.00% +16.67% +1.00% -1.00% -16.67% -1.00%

135' V.C.

P.G.L. @ B.L. LA 1088 P&A

+0.58%

-0.40%

EXIST. GROUND @ C.L. LA 1088 S&A

EXIST. GROUND @ B.L. LA 1088 P&A

P.V.I. STA. 98+00.00
ELEV. 25.58

32 30 28 26 24 22 20 18 16

22.1 25.98 | 23.2 25.74 | 22.1 26.16 | 21.8 26.73 | 21.6 27.44 | 21.8 27.47

97+00 98+00 99+00 100+00 101+00 102+00

SHEET NUMBER	8		
PARISH	ST. TAMMANY	CONTROL SECTION	852-11
STATE PROJECT	H.010116		
DESIGN	LEAR	DETAIL	AMEDEE
CHECK		CHECK	
REVIEW		SERIES	5 OF 7

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 09, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

PLAN AND PROFILE
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS

F:\02020\220303\01800\Construction Plans\H010116 PP01.dwg [9]
04/09/2026 10:01

CAD LADOTD STANDARD

STA. 102+82
END MULTIUSE PATH
ADJACENT PROJECT TO
TIE IN & CONTINUE

14' MULTIUSE PATH

60' SHLDR. TRANS.

STA. 103+77
REQ'D 18' DRIVE
(TYPE D)

+05.00
73.00' LT.

REQ'D R/W

LOC

STA. 105+44
REQ'D 14' DRIVE
(TYPE C)

B.L. LA 1088 P&A
CURVE DATA
P.I. STA. 105+60.27
Δ=9°52'40.3" LT.
D=2°17'31"
T=216.04'
L=431.00'
R=2500.00'

+78.00
63.00' LT.

Scale: 1" = 20'

EXIST. R/W

B.L. LA 1088 P&A

ASPH. APRON

60' SHLDR. TRANS.

N70°48'54.1"E

C.L. LA 1088 S&A

EXIST. ASPH. RDWY. & BASE TO BE REMOVED & REGRADED

PC STA. 102+16.24

PRC STA. 103+44.23

LOC

VARIES

4'

12'

4'

VARIES

VARIES

TRINITY ST.

REQ'D R/W

EXIST. R/W

NOTE: ALL STATIONS BASED ON B.L. LA 1088 UNLESS STATED OTHERWISE

ROUNDABOUT (1.5%) +03.88

50' SUPER TRANS. +53.88

NORMAL CROWN (±2.5%)

STA. 102+03.88
ELEV. 27.23

-1.50%

-1.21%

135' V.C.

P.G.L. @ B.L. LA 1088 P&A

+0.08%

135' V.C.

EXIST. GROUND @ C.L. LA 1088 S&A

P.V.I. STA. 103+53.67
ELEV. 25.56

EXIST. GROUND @ B.L. LA 1088 P&A

P.V.I. STA. 107+00.00
ELEV. 25.66

21.8 27.47 | 22.0 26.22 | 21.3 25.62 | 25.0 25.68 | 25.6 25.75 | 25.7 25.74

102+00 103+00 104+00 105+00 106+00 107+00

SHEET NUMBER	9
PARISH: ST. TAMMANY	CONTROL SECTION: 852-11	STATE PROJECT: H.010116
DESIGN: LEAR	DETAIL: AMEDEE	REVIEW	SERIES # 6 OF 7
CHECK	CHECK	

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 09, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
LICENSED PROFESSIONAL ENGINEER
COMMISSIONED

PLAN AND PROFILE
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

10:01
04/09/2026
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 PP01.dwg [10]

EQUATION = +47.82
STA. 107+75.24 L.B.=
STA. 107+27.42 L.A.

END ROAD CONSTRUCTION
STA. 107+74.99

REQ'D R/W

+05.00
TIE TO
EXIST.

END PROJECT
STA. 110+63.28

N

Scale : 1" = 20'

107+00

PT STA. 107+75.24

108+00

LOC

EXIST. R/W

VARIES

SAWCUT

4'
12'
12'
4'

2'

107+00
B.L. LA 1088 P&A
108+00
109+00
C.L. LA 1088 S&A
110+00
N70°48'54.1"E
111+00

SAWCUT

LOC

EXIST. R/W

NOTE: ALL STATIONS
BASED ON B.L. LA 1088 P&A
UNLESS STATED OTHERWISE

NORMAL CROWN (2.5%)

+74.99

END CONSTRUCTION
STA. 107+74.99
ELEV. 25.62

135' V.C.

P.G.L. @ B.L. LA 1088 P&A

-0.10%

EXIST. GROUND @
C.L. LA 1088 S&A

EXIST. GROUND @
B.L. LA 1088 P&A

P.V.I. STA. 107+00.00
ELEV. 25.66

25.7
25.74

25.6

32
30
28
26
24
22
20
18
16

107+00
108+00

SHEET NUMBER	10
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	LEAR
CHECK	
DETAIL	AMEDEE
CHECK	
REVIEW	
SERIES	7 OF 7

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 09, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

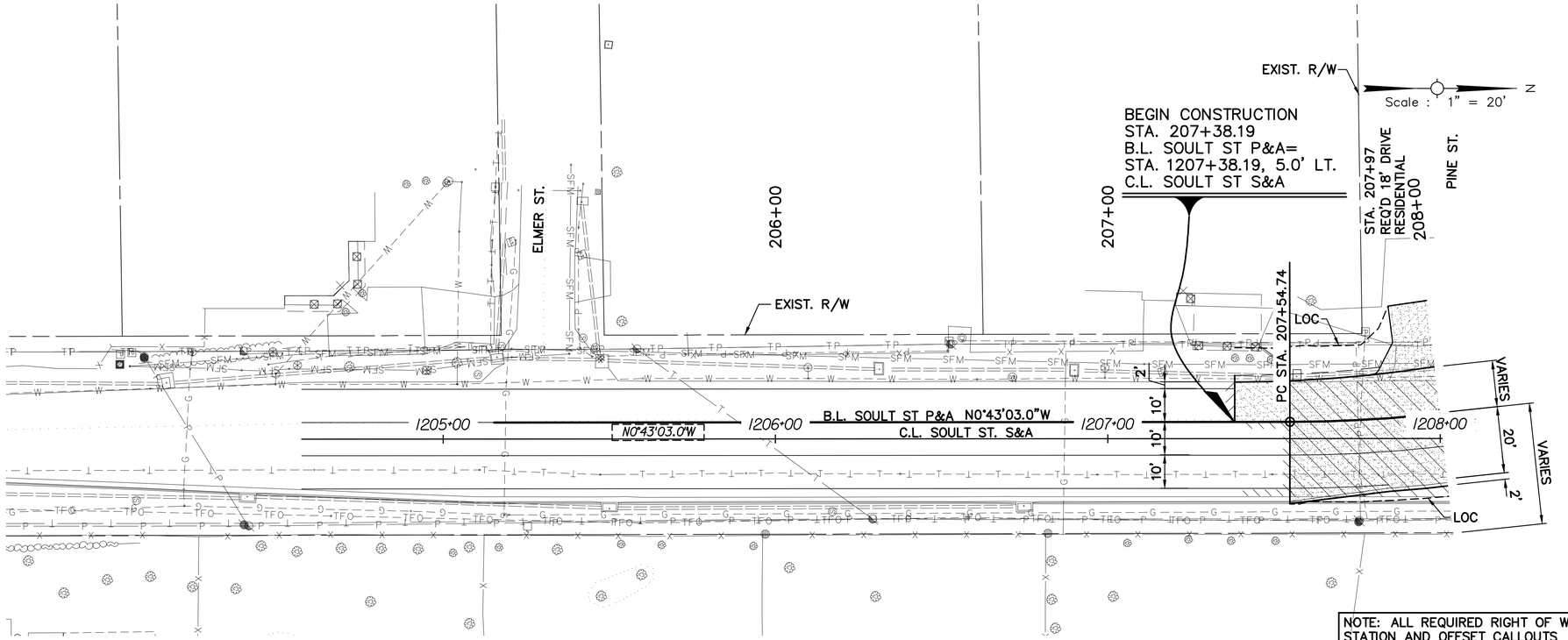
PLAN AND PROFILE
LA 1088

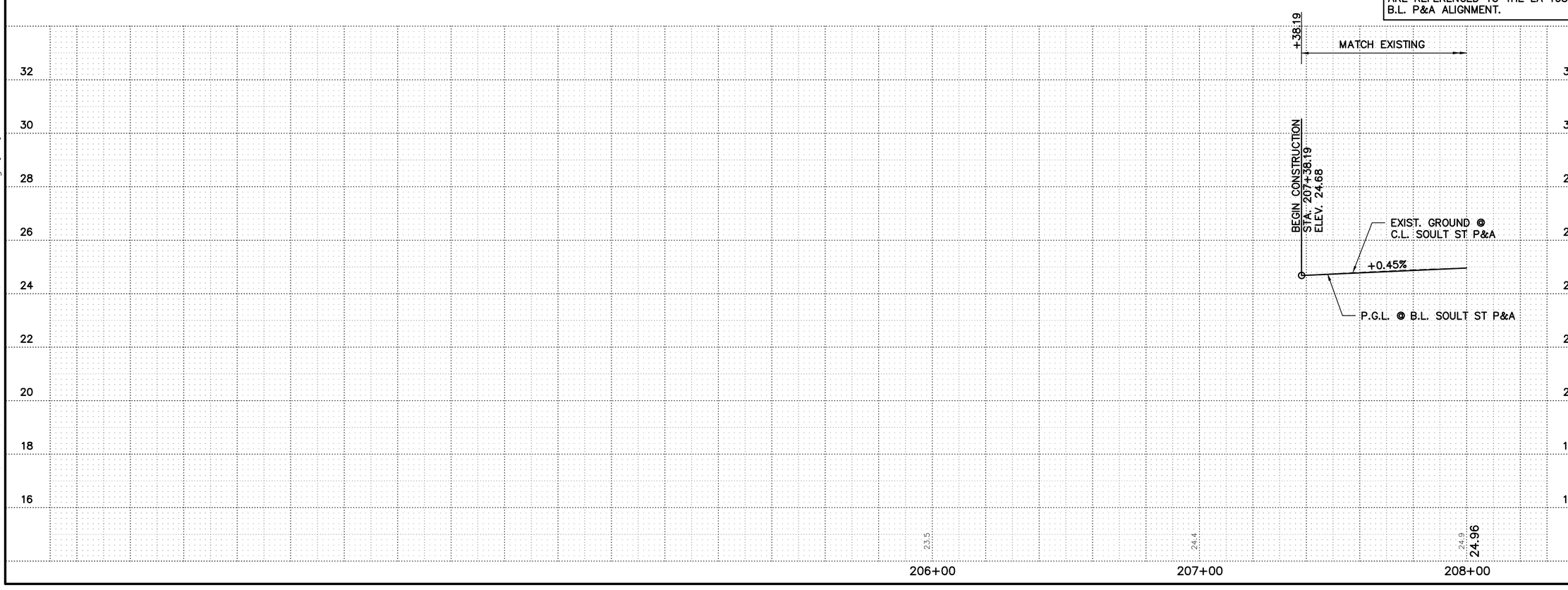
LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

10:12
04/09/2026
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 PP02.dwg [11]





SHEET NUMBER 11

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES "1 OF 3
LEAR		AMEDEE			

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 09, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
CONSULTANTS

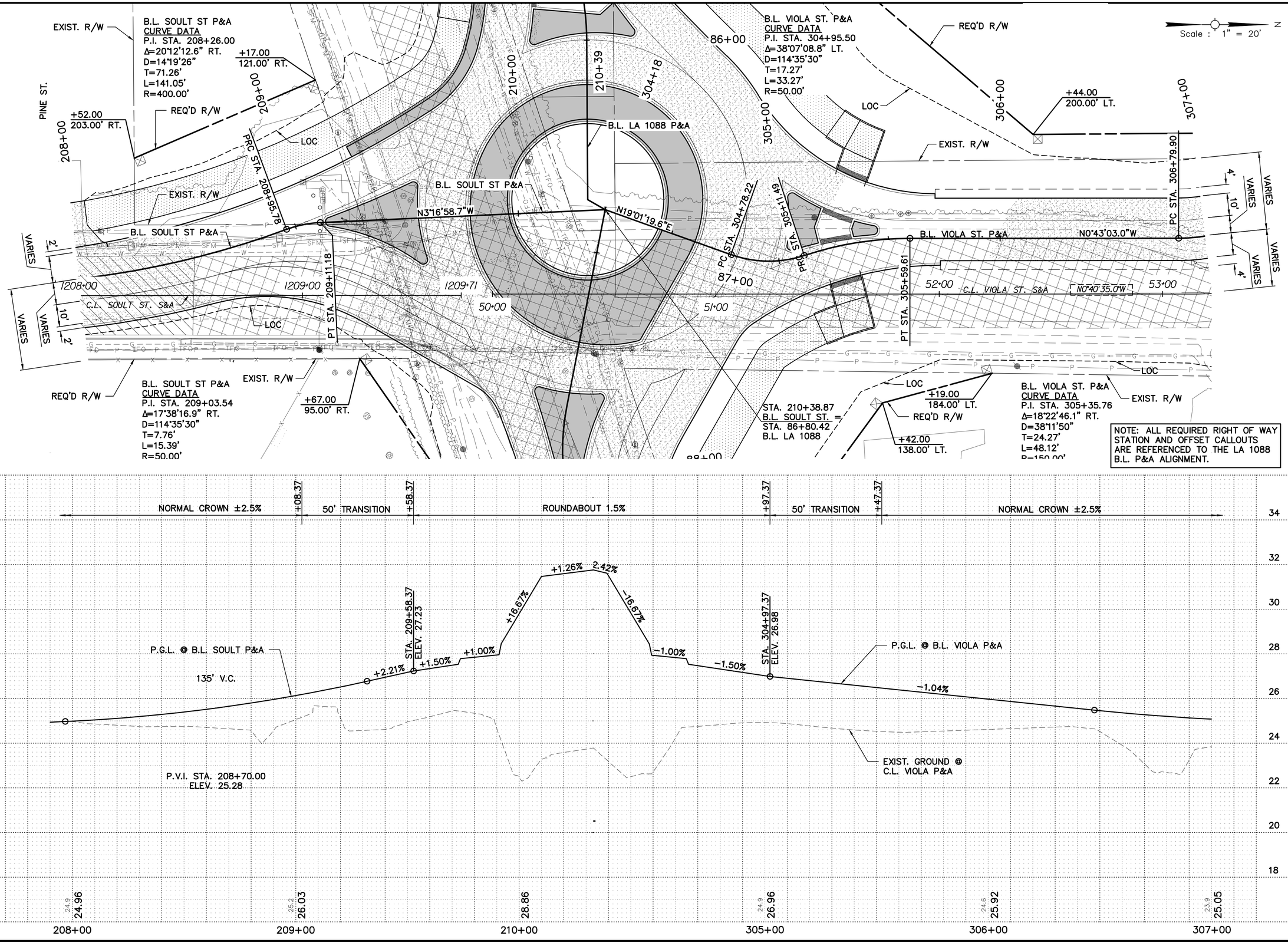
PLAN AND PROFILE
SOULT ST.

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 PP02.dwg [12]
04/09/2026 10:12



SHEET NUMBER 12

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
LEAR		AMEDEE			2 OF 3

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 09, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
ROBERT JUSTIN LEAR
29394
REGISTERED PROFESSIONAL ENGINEER

PLAN AND PROFILE
SOULT ST. & VIOLA DR.

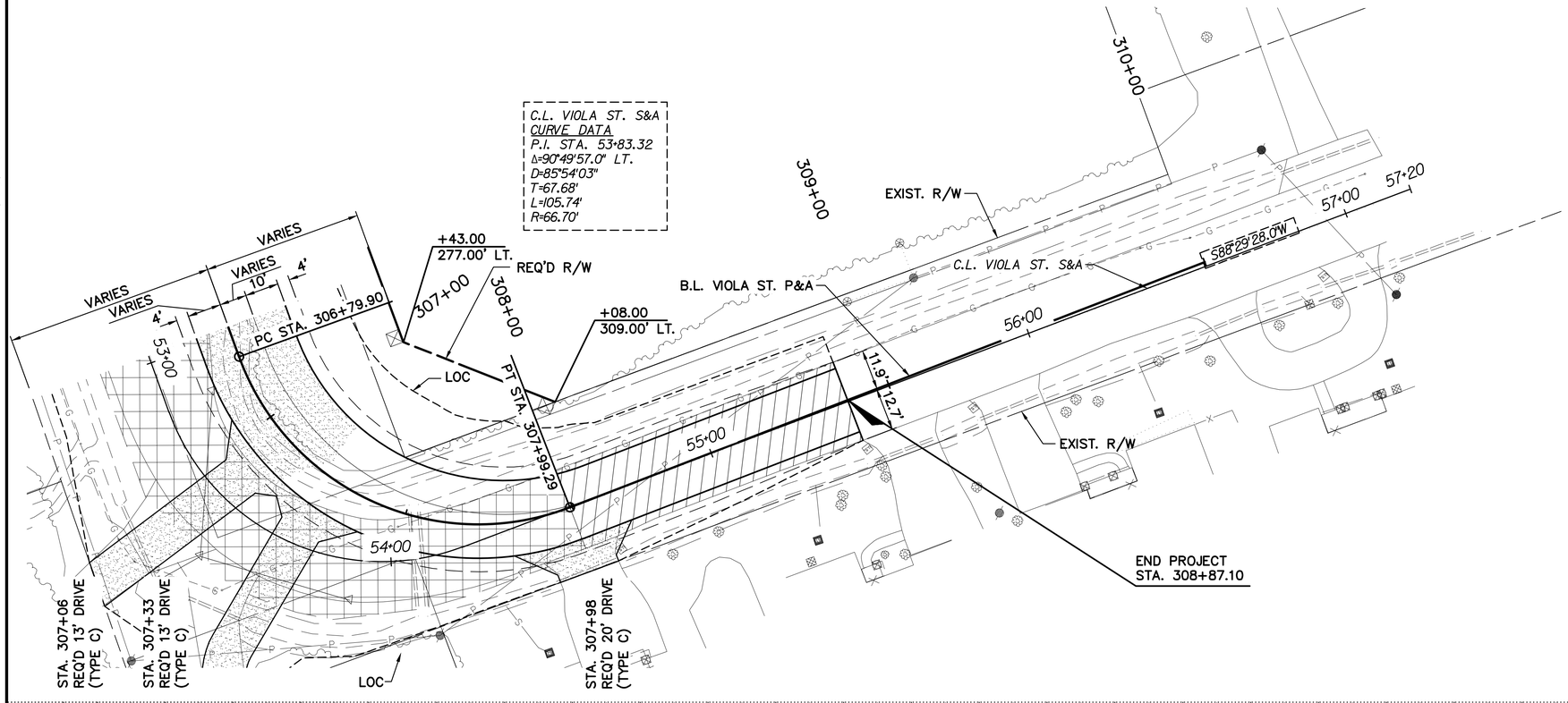
LA 1088: SOULT & TRINITY ROUNDABOUTS

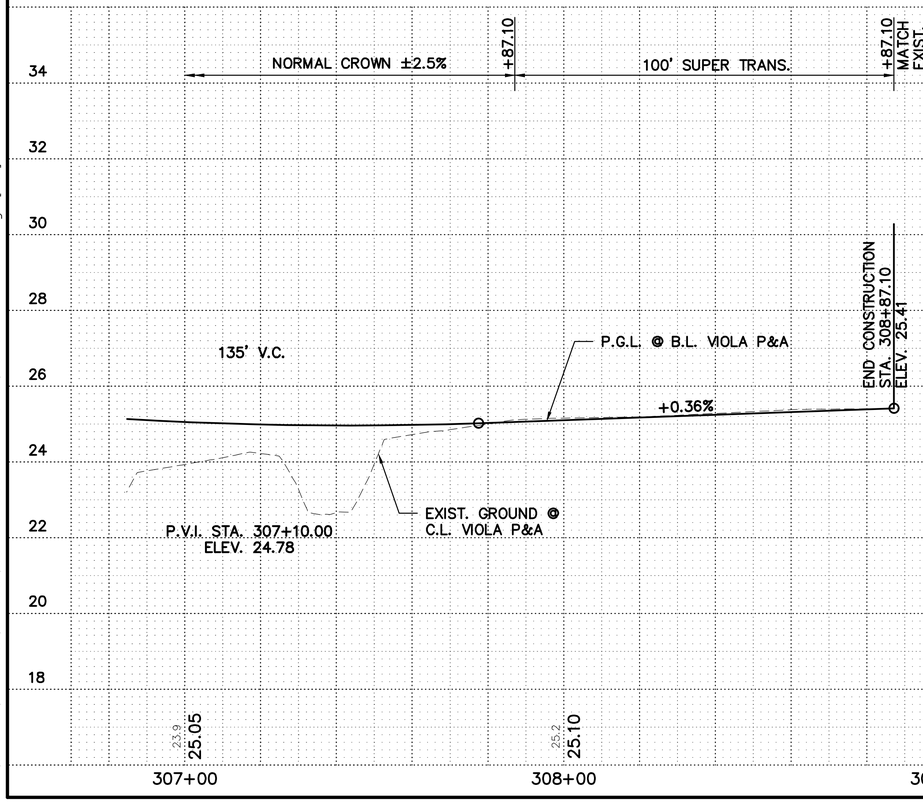
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS

F:\02020\220303\01800\Construction Plans\H010116 PP02.dwg [13]
04/09/2026 10:12





SHEET NUMBER	13
PARISH: ST. TAMMANY	CONTROL SECTION: 852-11
STATE PROJECT: H.010116	
DESIGN: LEAR	DETAIL: AMEDEE
CHECK	CHECK
REVIEW	SERIES " 3 of 3

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 09, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
REGISTERED PROFESSIONAL ENGINEER

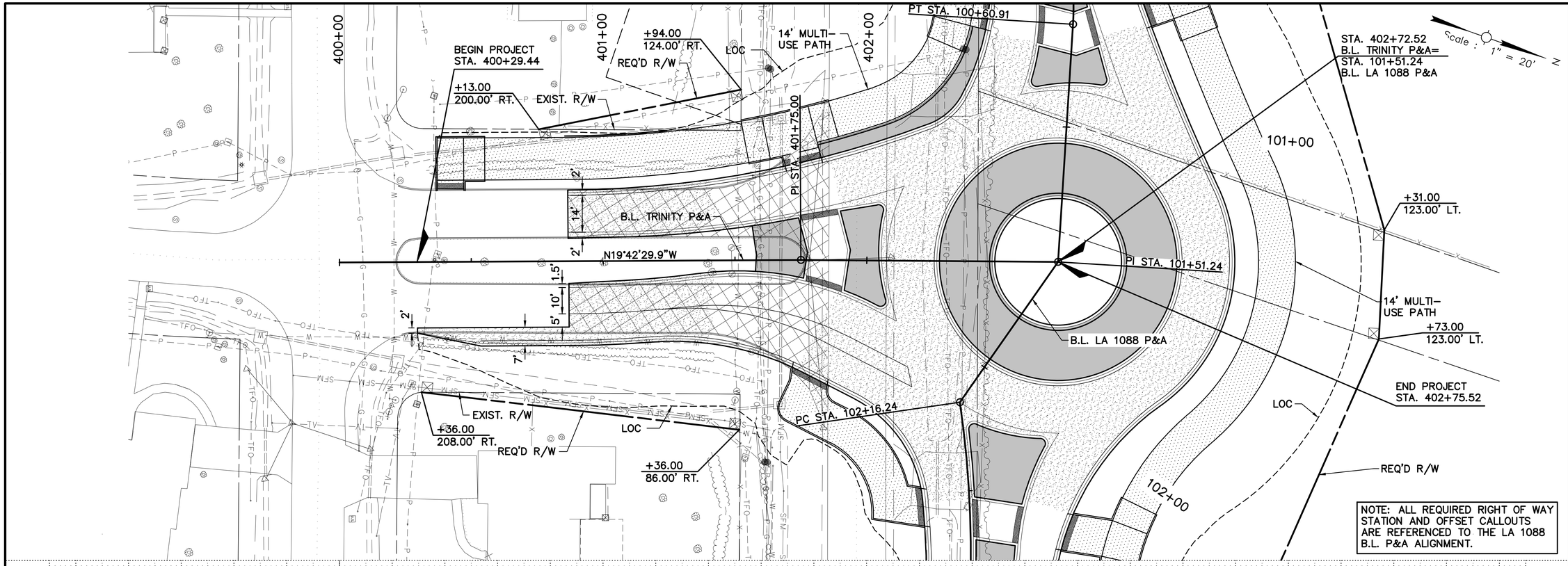
PLAN AND PROFILE
VIOLA DR.

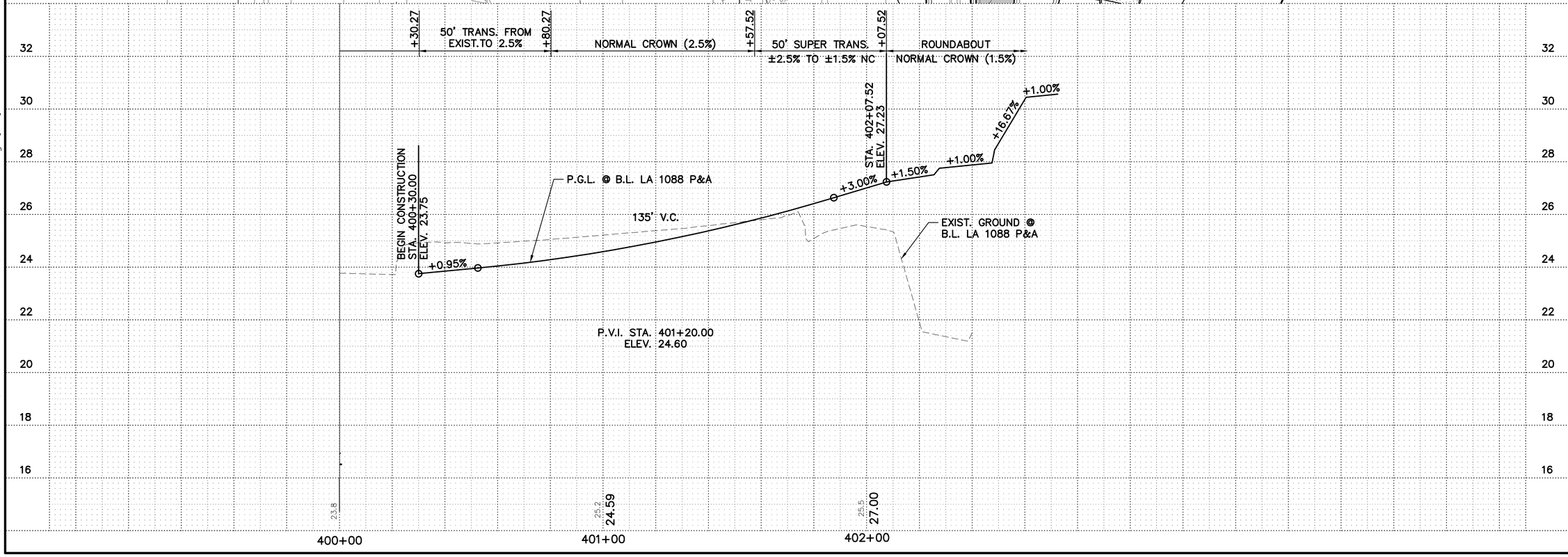
LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
04/13/2026 13:53
F:\02020\220303\01800\Construction Plans\H010116 PP03.dwg [14]





SHEET NUMBER	14
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	LEAR
CHECK	
DETAIL	AMEDEE
CHECK	
REVIEW	
SERIES " 1 OF 1	

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
UNION · JUSTICE · CONFIDENCE

PLAN AND PROFILE

TRINITY DR.

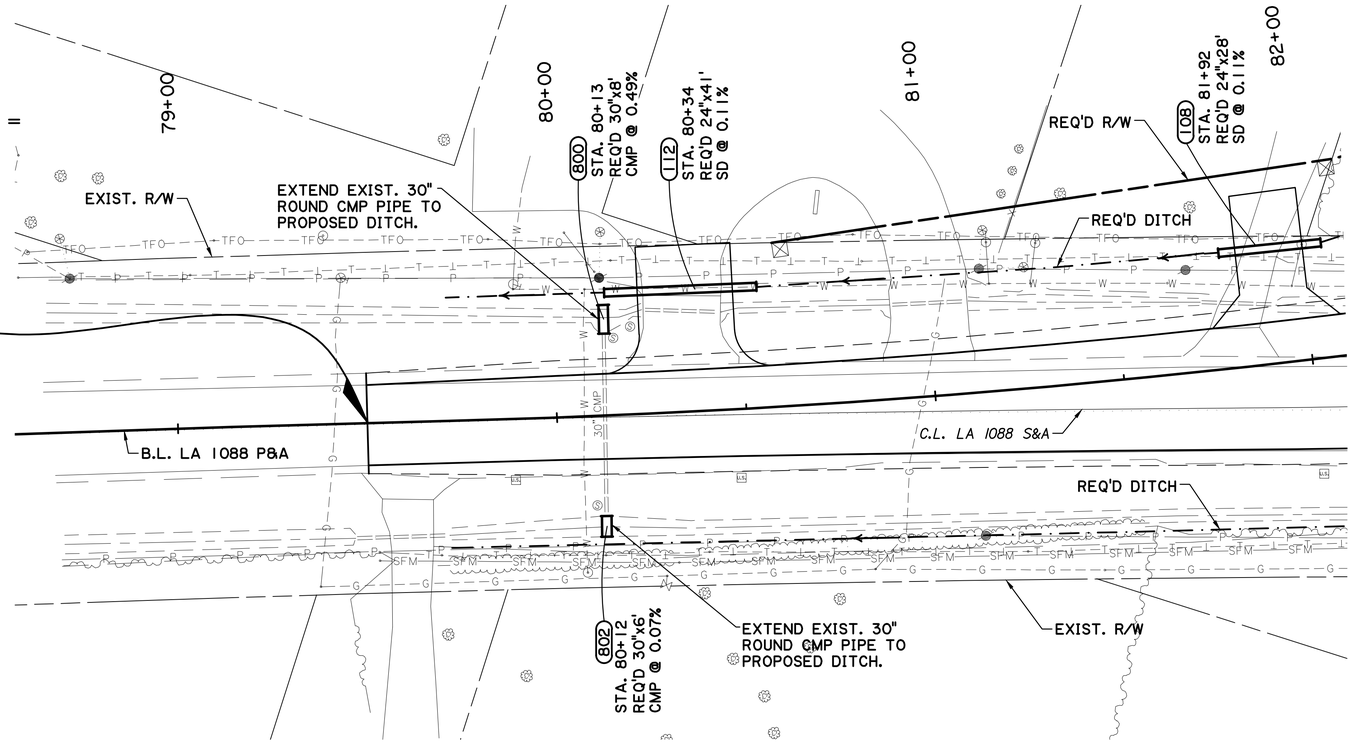
LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

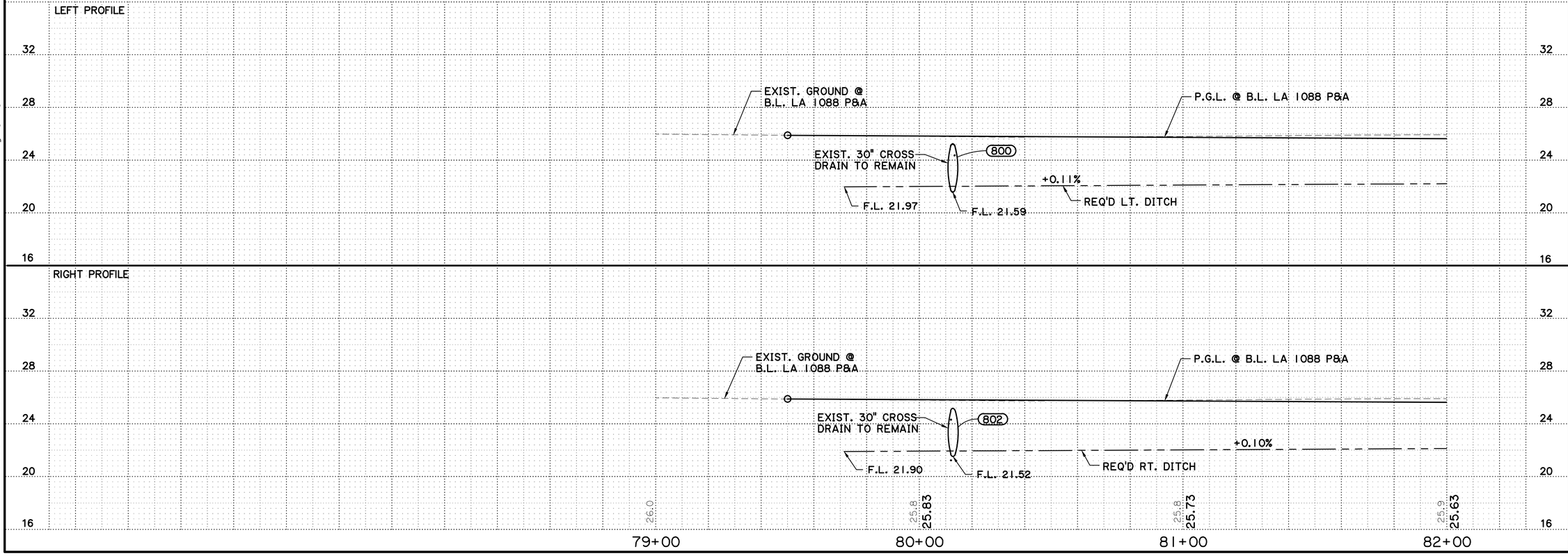
WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 DPP01.dwg [15]
04/14/2026 6:49

STA. 79+50.00
C.L. LA 1088 S&A =
STA. 79+50.00
B.L. LA 1088 P&A
BEGIN PROJECT



NOTE:
ALL EXISTING DRAINAGE STRUCTURES SHOWN SHALL BE REMOVED UNLESS OTHERWISE CALLED OUT



SHEET NUMBER	15
PARISH: ST. TAMMANY	CONTROL-SECTION: 852-11	STATE PROJECT: H.010116
DESIGN: GILLIAM	CHECK	DETAIL: CORTEZ	CHECK	REVIEW	SERIES # 1 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DRAINAGE PLAN AND PROFILE
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
04/14/2026 9:22
F:\02020\220303\01800\Construction Plans\H010116 DPP01.dwg [16]

Scale : 1" = 20'

REQ'D R/W
REQ'D DITCH
EXIST. R/W
B.L. LA 1088 P&A
REQ'D DITCH
EXIST. R/W

103 STA. 83+70 REQ'D CB-06
104 STA. 83+70 REQ'D 15"x33' SDP @ 0.10%
INV. 22.37
102 STA. 84+46 REQ'D 15"x146' SDP @ 0.10%
101 STA. 85+22 REQ'D CB-06
302 STA. 305+54 REQ'D 24" EQ.x34' CDPA @ 0.10%
303 STA. 305+55 REQ'D CB-06
304 STA. 305+58 REQ'D 24"x37' CDP @ 0.10%
B.L. VIOLA ST. P&A
B.L. LA 1088 P&A
453 STA. 83+70 REQ'D PG DRAIN (SINGLE)
EXIST. DITCH TO REMAIN
REQ'D DITCH CLEANING
STA. 82+80 TO STA. 86+10
451 STA. 85+30 REQ'D PG DRAIN (SINGLE)
408 STA. 209+38 REQ'D 24"x75' CDP @ 0.10%
B.L. SOULT ST. P&A
407 STA. 209+49, RT REQ'D MH-ADJ T.G. 27.03 F.L. 22.10

NOTE:
ALL EXISTING DRAINAGE STRUCTURES SHOWN SHALL BE REMOVED UNLESS OTHERWISE CALLED OUT

82+00 83+00 84+00 85+00 86+00 87+00

LEFT PROFILE

135' V.C.
REQ'D LT. DITCH
+0.11%
P.V.I. STA. 82+79.86
ELEV. 25.55
103
INV. 22.37
INV. 22.40
104 REQ'D 15"x33' SDP @ 0.10%
101
102 REQ'D 15"x146' SDP @ 0.10%
INV. 22.55
P.G.L. @ B.L. LA 1088 P&A
EXIST. GROUND @ B.L. LA 1088 P&A
F.L. 22.67

RIGHT PROFILE

P.G.L. @ B.L. LA 1088 P&A
407
EXIST. GROUND @ B.L. LA 1088 P&A
408 REQ'D 24"x75' CDP @ 0.10%
+0.10%
REQ'D RT. DITCH F.L. 22.21
EXIST. DITCH CENTERLINE PROFILE
INV. 22.02
INV. 22.48
INV. 22.10

25.9 25.63 | 22.4 25.71 | 23.6 26.18 | 23.4 26.71 | 23.8 27.24 | 25.0 30.08

32 28 24 20 16

82+00 83+00 84+00 85+00 86+00 87+00

SHEET NUMBER 16
PARISH ST. TAMMANY
CONTROL SECTION 852-11
STATE PROJECT H.010116
DESIGN GILLIAM
CHECK
DETAIL CORTEZ
CHECK
REVIEW
SERIES # 2 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 14, 2026

NO. DATE REVISION OR CHANGE ORDER DESCRIPTION BY

DRAINAGE PLAN AND PROFILE
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
WAGGONER

F:\02020\220303\01800\Construction Plans\H010116 DPP01.dwg [17]
04/14/2026 9:22
CAD STANDARD

. VIOLA ST. P&A

87+00

201 STA. 87+98 REQ'D CB-06

REQ'D DITCH

202 STA. 88+59 REQ'D 15"x107' SDP @ 0.10%

88+00

203 STA. 89+19 REQ'D CB-01

204 STA. 89+19 REQ'D 15"x24' SDP @ 0.10%

205 STA. 89+19 REQ'D CB-06

206 STA. 89+66 REQ'D 18"x88' SDP @ 0.10%

89+00

208 STA. 90+13 REQ'D 15"x22' SDP @ 0.10%

207 STA. 90+13 REQ'D CB-01

209 STA. 90+13 REQ'D CB-06

90+00

210 STA. 90+53 REQ'D 24"x77' SDP @ 0.10%

213 STA. 90+93 REQ'D CB-06

212 STA. 90+93 REQ'D 15"x24' SDP @ 0.10%

211 STA. 90+93 REQ'D CB-01

91+00

214 STA. 91+15 REQ'D 24"x40' SDP @ 0.10%

217 STA. 91+37 REQ'D CB-06

218 STA. 91+53 REQ'D 24"x30' SDP @ 0.10%

219 STA. 91+70 REQ'D CB-01

220 STA. 91+70 REQ'D 15"x26' SDP @ 0.10%

221 STA. 91+70 REQ'D CB-06

92+00

REQ'D R/W

EXIST. R/W

N70°48'54.1"E

407 STA. 209+49, RT REQ'D MH-ADJ T.G. 27.03 F.L. 22.10

B.L. LA 1088 P&A

411 STA. 87+74 REQ'D PG DRAIN (SINGLE)

REQ'D DITCH

413 STA. 89+22 REQ'D PG DRAIN (SINGLE)

EXIST. R/W

415 STA. 90+13 REQ'D PG DRAIN (DOUBLE)

NOTE:
ALL EXISTING DRAINAGE STRUCTURES SHOWN SHALL BE REMOVED UNLESS OTHERWISE CALLED OUT

N
Scale : 1" = 20'

LEFT PROFILE

REQ'D LT. DITCH
+0.11%
F.L. 22.69
F.L. 22.82
INV. 21.11
202 REQ'D 15"x107' SDP @ 0.10%
INV. 21.00
206 REQ'D 18"x88' SDP @ 0.10%
135' V.C.
209
INV. 20.91
P.V.I. STA. 90+00.00
ELEV. 25.58
210 REQ'D 24"x77' SDP @ 0.10%
213
INV. 20.83
214 REQ'D 24"x40' SDP @ 0.10%
217
218 REQ'D 24"x30' SDP @ 0.10%
INV. 20.79
221
INV. 20.76

RIGHT PROFILE

406 REQ'D 24"x86' CDP @ 0.10%
INV. 22.19
+1.18%
F.L. 23.59
-0.10%
REQ'D RT. DITCH

25.0 30.08
25.5 26.75
25.6 26.17
25.5 25.75
25.4 25.98
25.3 26.24

87+00 88+00 89+00 90+00 91+00 92+00

SHEET NUMBER	17
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	GILLIAM
CHECK	
DETAIL	CORTEZ
CHECK	
REVIEW	
SERIES	3 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

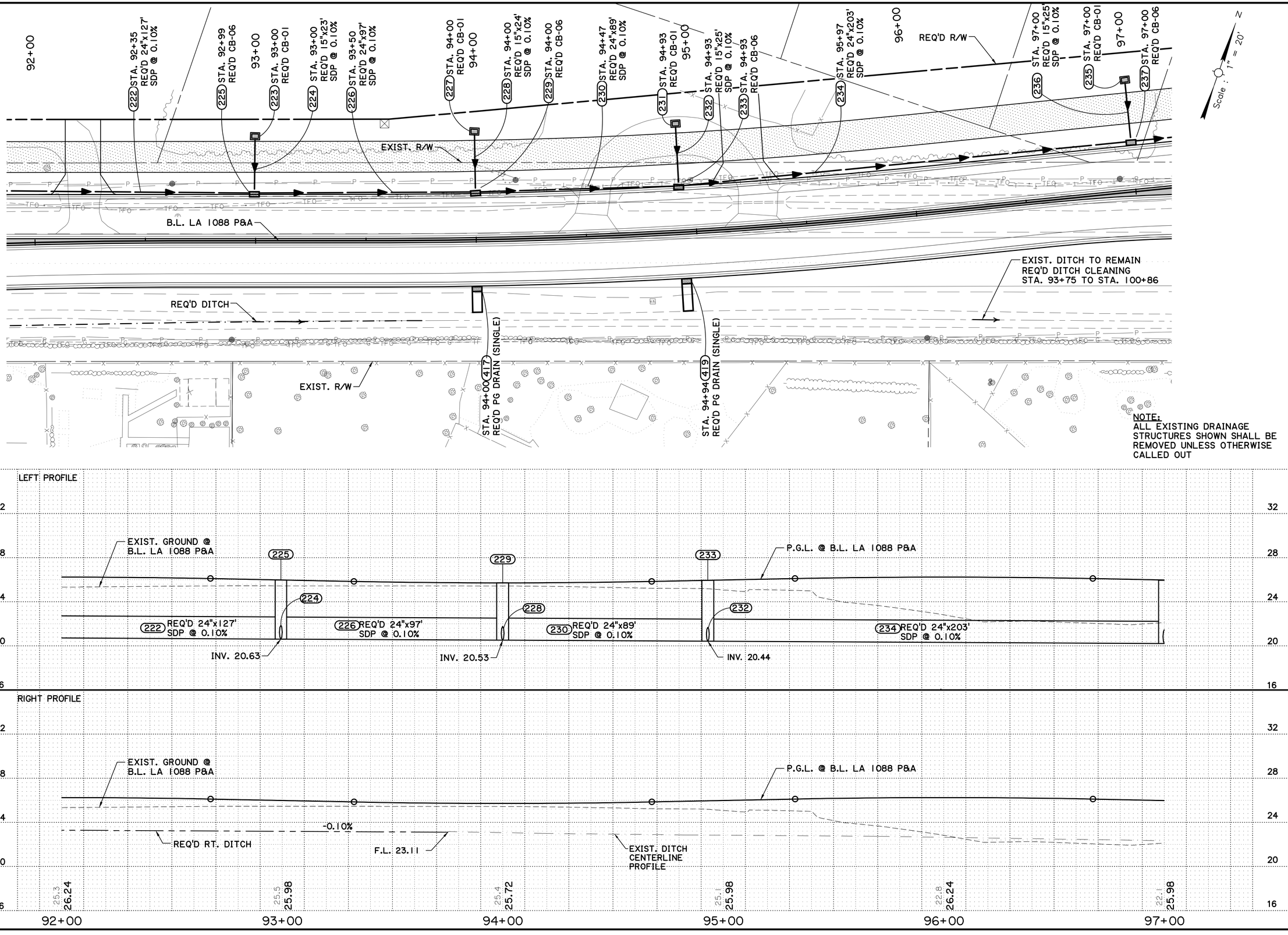
DRAINAGE PLAN AND PROFILE
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 DPP02.dwg [18]
04/14/2026 9:45
CAD STANDARD



NOTE:
ALL EXISTING DRAINAGE STRUCTURES SHOWN SHALL BE REMOVED UNLESS OTHERWISE CALLED OUT

SHEET NUMBER	18
PARISH: ST. TAMMANY	CONTROL SECTION: 852-11
STATE PROJECT: H.010116	
DESIGN: GILLIAM	DETAIL: CORTEZ
CHECK	CHECK
REVIEW	SERIES # 4 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA LICENSED PROFESSIONAL ENGINEER CERTIFICATE

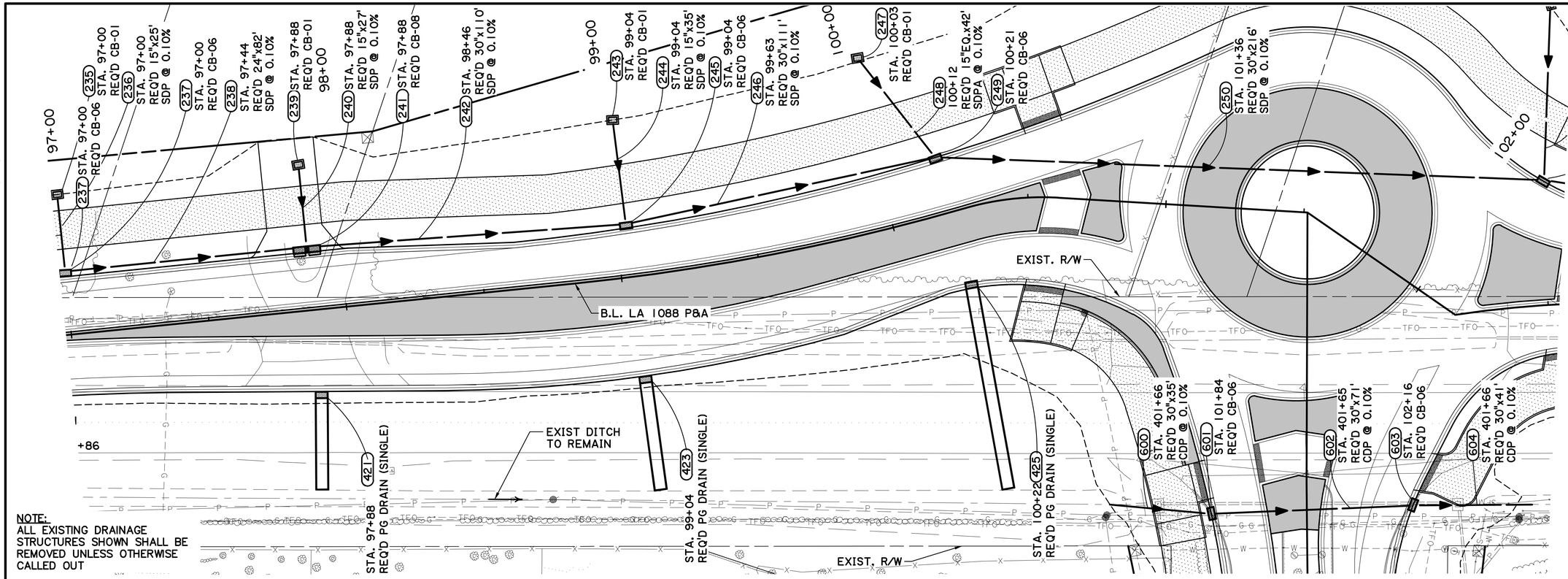
DRAINAGE PLAN AND PROFILE
LA 1088 (SHEET 4)

LA 1088: SOULT & TRINITY ROUNDABOUTS

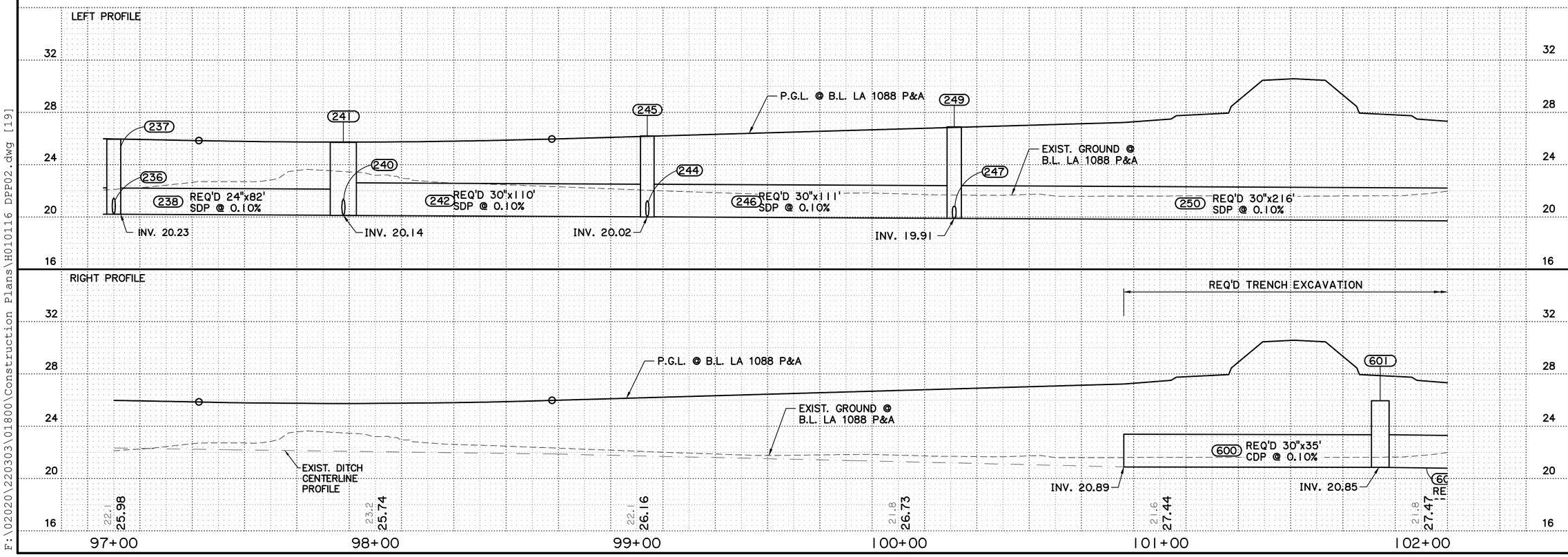
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

F:\02020\220303\01800\Construction Plans\H010116 DPP02.dwg [19]
04/14/2026 9:47
CAD STANDARD



NOTE:
ALL EXISTING DRAINAGE STRUCTURES SHOWN SHALL BE REMOVED UNLESS OTHERWISE CALLED OUT



SHEET NUMBER	19
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	GILLIAM
CHECK	
DETAIL	CORTEZ
CHECK	
REVIEW	
SERIES #	5 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA JOHN BEL EDWARDS GOVERNOR

DRAINAGE PLAN AND PROFILE

LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

10:30
04/14/2026
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 DPP02.dwg [20]

NOTE:
ALL EXISTING DRAINAGE STRUCTURES SHOWN SHALL BE REMOVED UNLESS OTHERWISE CALLED OUT

254 102+54 REQ'D 15"EQ.x61' SDPA @ 0.10%
255 STA. 102+51 REQ'D CB-06
256 STA. 102+98 REQ'D 30"x100' SDP @ 0.10%
258 103+45 REQ'D 15"EQ.x21' SDPA @ 0.10%
257 STA. 103+45 REQ'D CB-01
259 STA. 103+45 REQ'D CB-06
260 STA. 103+76 REQ'D 30"x63' SDP @ 0.10%
704 STA. 105+42 REQ'D 24"x26' SD @ 0.11%
603 STA. 102+16 REQ'D CB-06
604 STA. 401+66 REQ'D 30"x41' CDP @ 0.10%
427 STA. 102+7 REQ'D PG DRAIN (SINGLE)
429 STA. 103+45 REQ'D PG DRAIN (SINGLE)
430 STA. 104+17 REQ'D 36" EQ."x107' CDPA @ 0.13%

102+00 103+00 104+00 105+00 106+00 107+00
EXIST. OUTFALL
EXIST. R/W
B.L. LA 1088 P&A
REQ'D R/W
EXIST. DITCH TO REMAIN
REQ'D DITCH CLEANING STA. 102+40 TO STA. 106+00
EXIST. DITCH TO REMAIN
Scale : 1" = 20'

LEFT PROFILE

255 254 256 REQ'D 30"x100' SDP @ 0.10% 259 258 260 REQ'D 30"x63' SDP @ 0.10% 430
INV. 19.69
INV. 19.59
INV. 19.53
F.L. 20.00
P.G.L. @ B.L. LA 1088 P&A
EXIST. GROUND @ B.L. LA 1088 P&A
+0.39%
REQ'D LT. DITCH

RIGHT PROFILE

REQ'D TRENCH EXCAVATION
603 604 REQ'D 30"x41' CDP @ 0.10%
602 REQ'D 30"x71' CDP @ 0.10%
INV. 20.78
INV. 20.74
-0.63%
EXIST. DITCH CENTERLINE PROFILE
P.G.L. @ B.L. LA 1088 P&A
430 REQ'D 36" EQ.x107' CDPA @ 0.13%
EXIST. GROUND @ B.L. LA 1088 P&A
+0.96%
F.L. 21.62
F.L. 21.39
REQ'D RT. DITCH

2.8 27.47 22.0 26.22 21.3 25.62 25.0 25.68 25.6 25.75 25.7 25.74

32 28 24 20 16

SHEET NUMBER	20
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	GILLIAM
CHECK	
DETAIL	CORTEZ
CHECK	
REVIEW	
SERIES	6 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 14, 2026

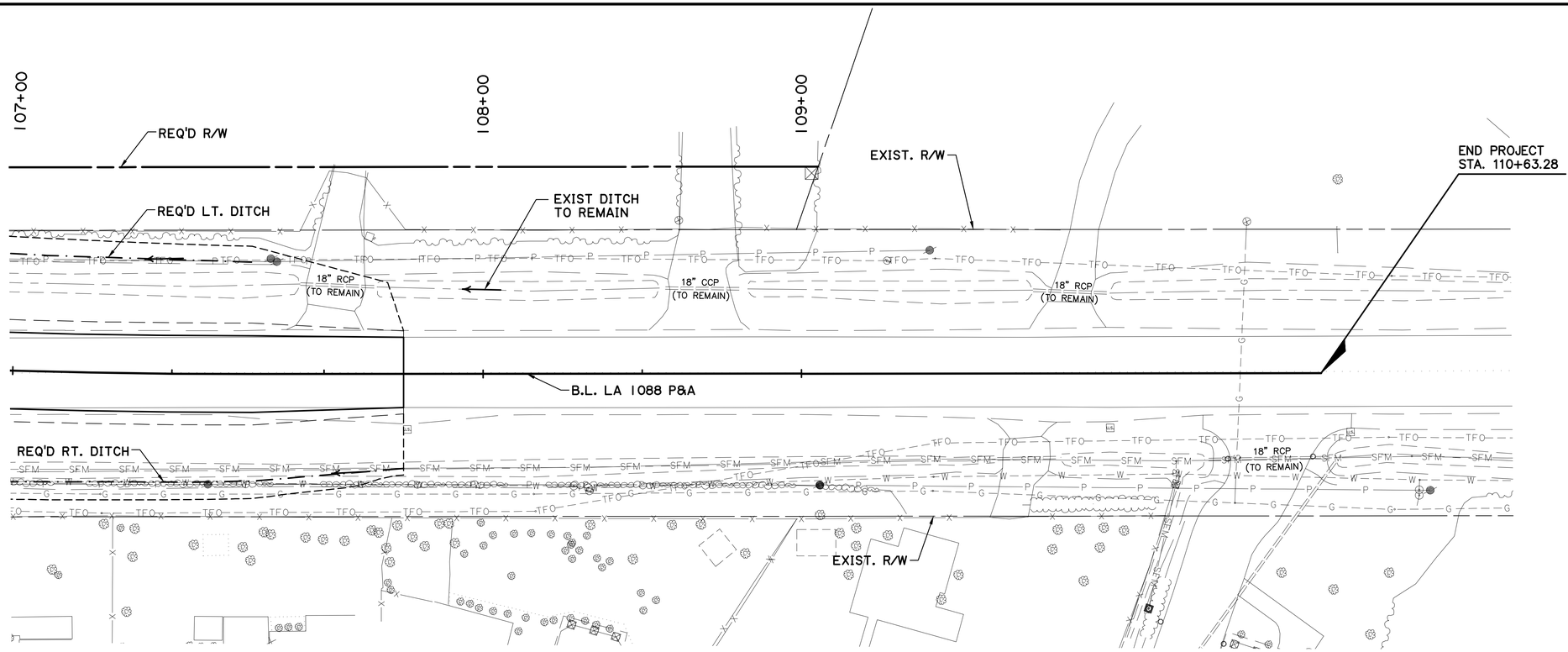
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

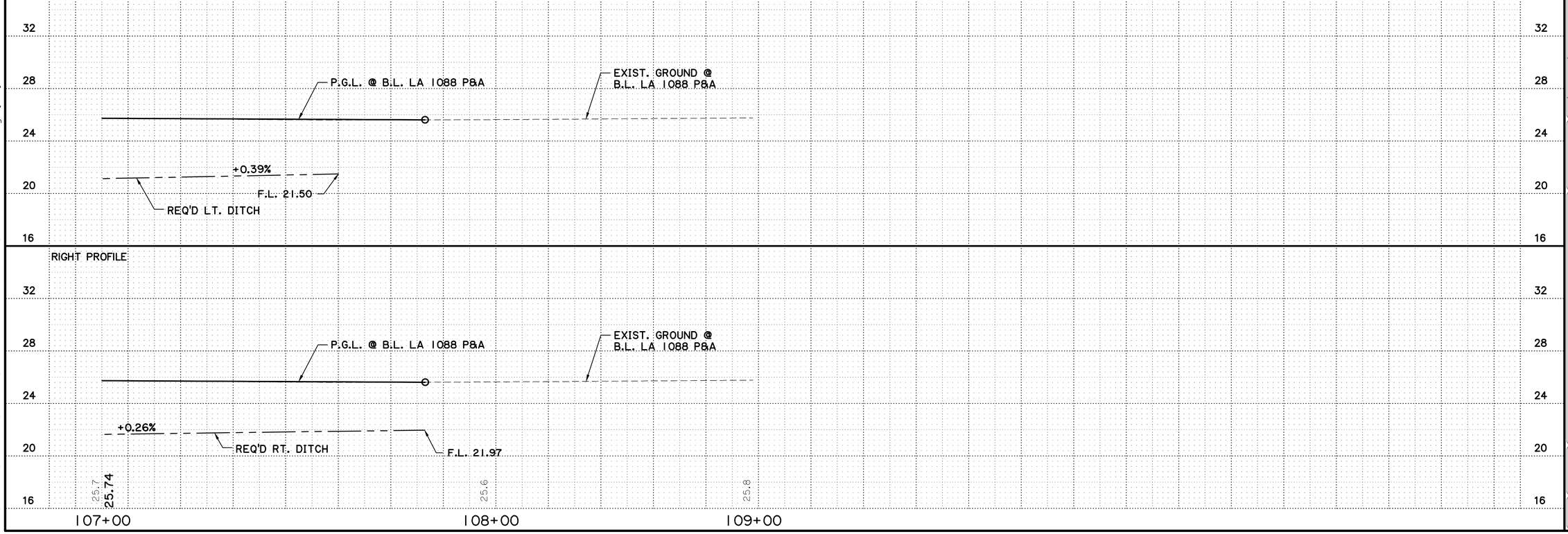
DRAINAGE PLAN AND PROFILE
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 DPP02.dwg [21]
04/14/2026 7:18
CAD STANDARD





SHEET NUMBER	21
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	GILLIAM
CHECK	
DETAIL	CORTEZ
CHECK	
REVIEW	
SERIES #	7 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — JUSTICE • CONFIDENCE

DRAINAGE PLAN AND PROFILE

LA 1088

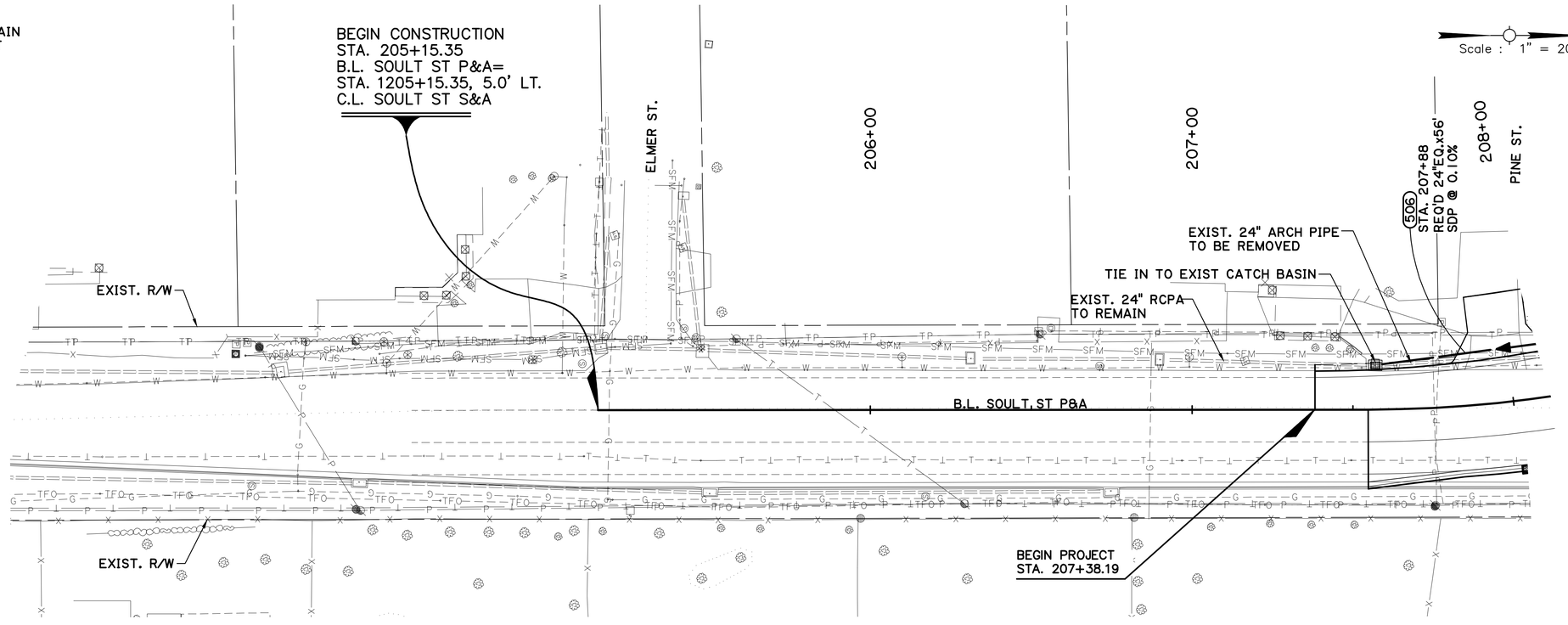
LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 DPP03.dwg [22]
04/14/2026 8:44
CAD STANDARD

NOTE:
ALL EXISTING DRAINAGE STRUCTURES SHOWN SHALL REMAIN UNLESS OTHERWISE CALLED OUT



SHEET NUMBER	22
PARISH: ST. TAMMANY	CONTROL SECTION: 852-11
STATE PROJECT: H.010116	
DESIGN: GILLIAM	DETAIL: CORTEZ
CHECK	CHECK
REVIEW	SERIES # 8 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — DEPARTMENT OF JUSTICE — CONFIDENCE — 1904

DRAINAGE PLAN AND PROFILE

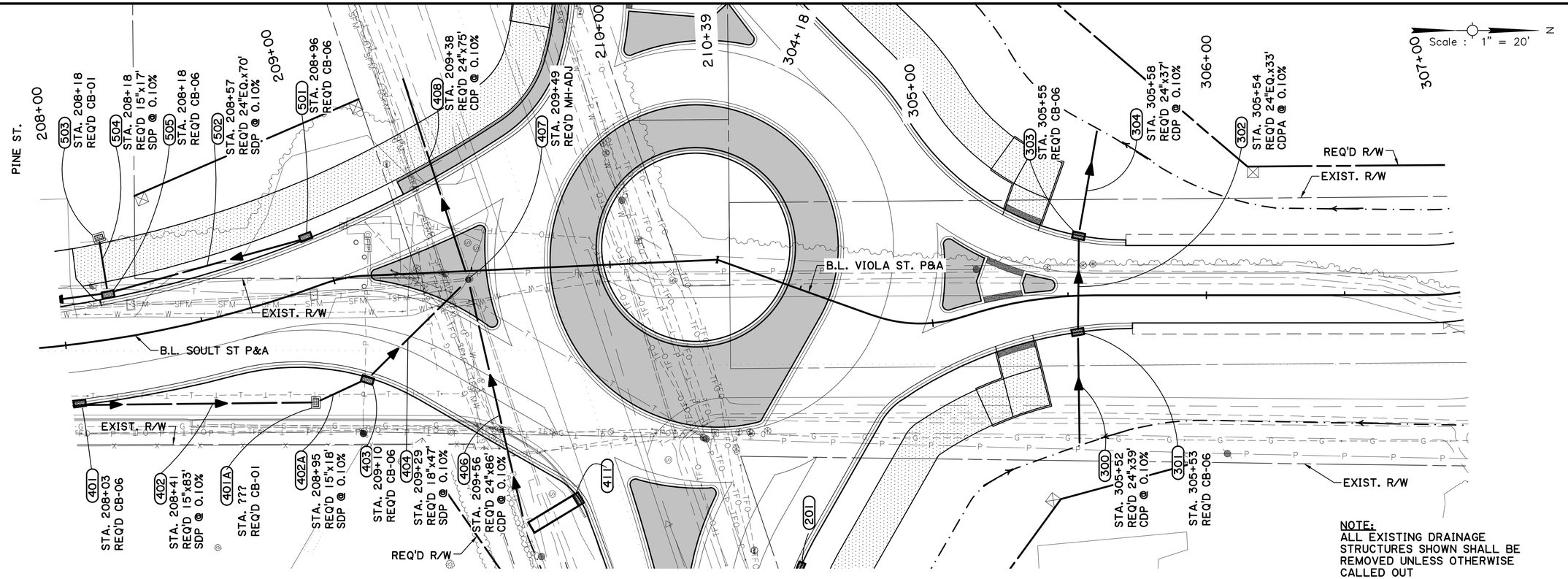
SOULT ST.

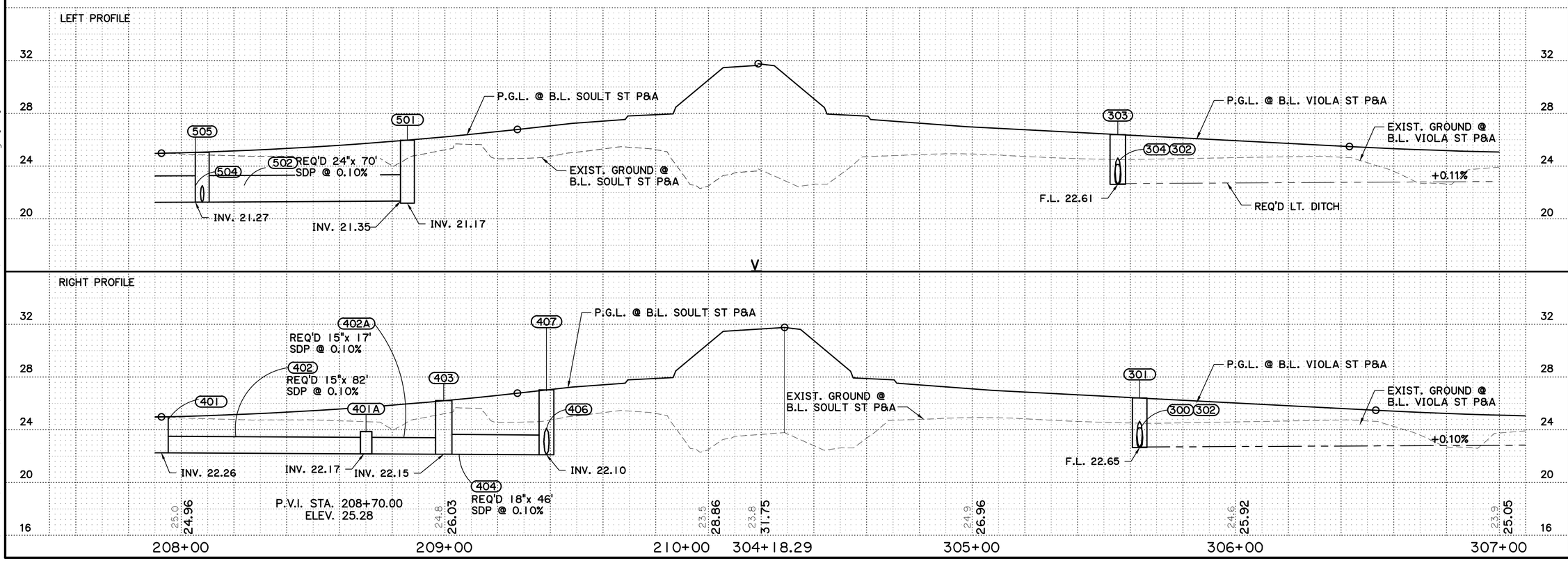
LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD — LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 DPP03.dwg [23]
04/14/2026 9:56
CAD STANDARD





SHEET NUMBER	23		
PARISH	ST. TAMMANY	CONTROL SECTION	852-11
STATE PROJECT	H.010116		
DESIGN	GILLIAM	DETAIL	CORTEZ
CHECK		CHECK	
REVIEW		SERIES	9 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — JUSTICE · JUSTICE · CONFIDENCE

DRAINAGE PLAN AND PROFILE

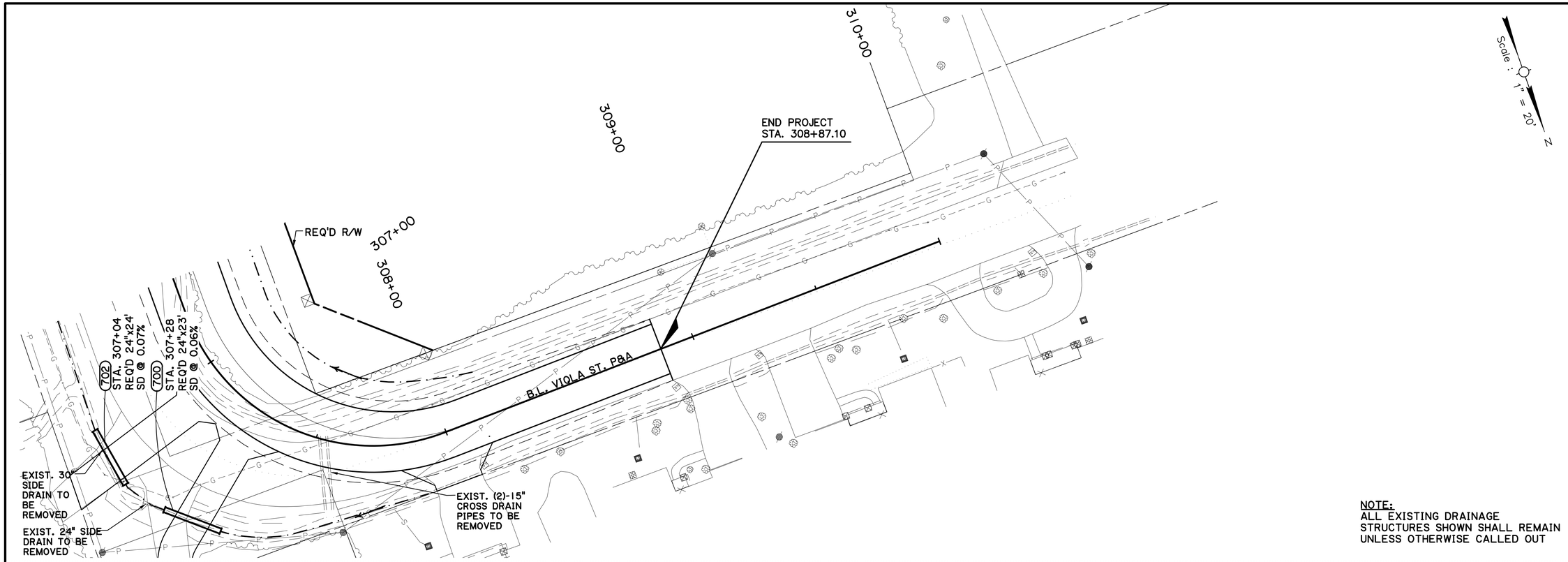
SOULT ST. & VIOLA DR.

LA 1088: SOULT & TRINITY ROUNDABOUTS

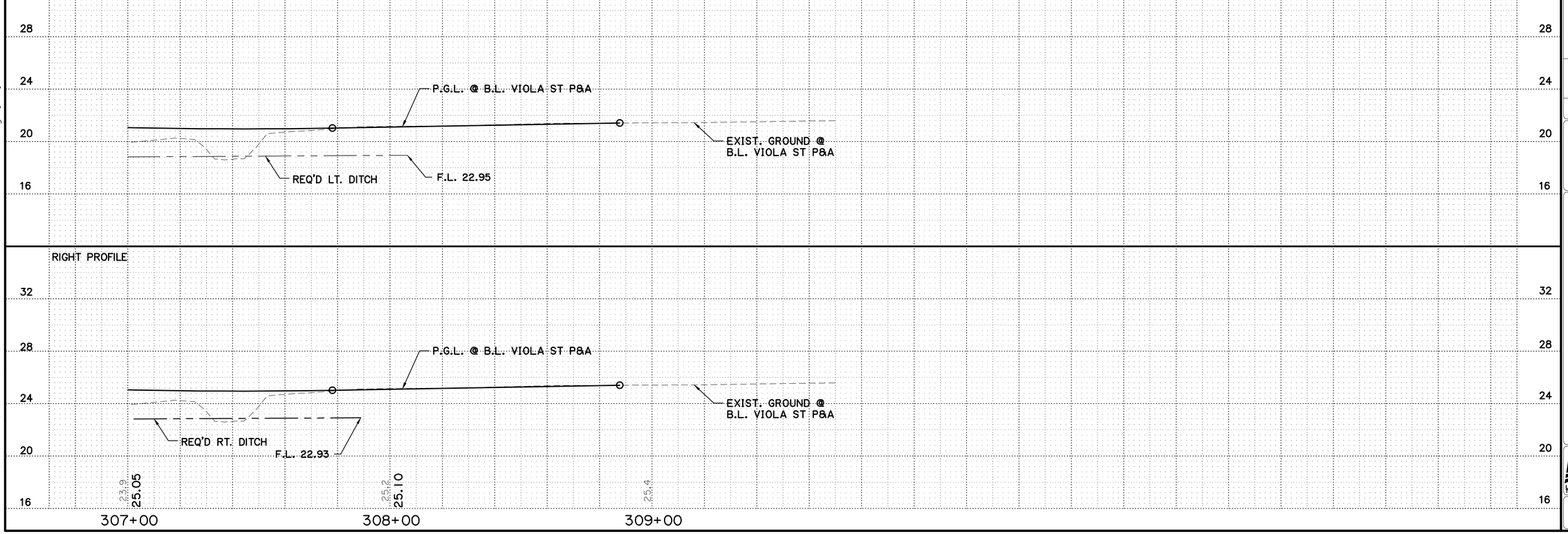
DOTD — LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 DPP03.dwg [24]
04/14/2026 8:44



NOTE:
ALL EXISTING DRAINAGE STRUCTURES SHOWN SHALL REMAIN UNLESS OTHERWISE CALLED OUT



SHEET NUMBER	24
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN / CHECK	GILLIAM
DETAIL / CHECK	CORTEZ
REVIEW / SERIES	SERIES " 10 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

DRAINAGE PLAN AND PROFILE
VIOLA DR.

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 DPP04.dwg [25]
04/12/2026 17:27
CAD LADOTD STANDARD

BEGIN PROJECT STA. 400+29.44

400+00

401+00

402+00

EXIST. 30" PIPE TO BE REMOVED

EXIST. GRATE INLET TO BE REMOVED

REQ'D R/W

600 STA. 401+66 REQ'D 30"x35' CDP @ 0.10%

601 STA. 101+84 REQ'D CB-06

602 STA. 401+65 REQ'D 30"x71' CDP @ 0.10%

EXIST. 30" PIPE TO BE REMOVED

B.L. TRINITY ST. P&A

N19°42'29.9"W

EXIST. GRATE INLET TO BE REMOVED

REQ'D R/W

604 STA. 401+66 REQ'D 30"x41' CDP @ 0.10%

603 STA. 102+16 REQ'D CB-06

427

EXIST. 30" PIPE TO BE REMOVED

EXIST. R/W

255

250

REQ'D R/W

END PROJECT STA. 402+72.52

101+00

251 STA. 101+07 REQ'D CB-01 INV. 19.88

252 STA. 101+81 REQ'D 15" EQ.x126' SDPA @ 0.10%

REQ'D R/W

EXIST. R/W

253 STA. 102+56 REQ'D CB-01 INV. 19.75

254 STA. 102+54 REQ'D 15" EQ.x61' SDPA @ 0.10%

256

102+00

Scale : 1" = 20'

N

NOTE:
ALL EXISTING DRAINAGE STRUCTURES SHOWN SHALL REMAIN UNLESS OTHERWISE CALLED OUT

LEFT PROFILE

32 / 28 / 24 / 20 / 16

P.G.L. @ B.L. VIOLA ST. P&A

601

P.G.L. @ B.L. TRINITY ST P&A

600 602

EXIST. GROUND @ B.L. TRINITY ST P&A

P.V.I. STA. 401+20.00
ELEV. 24.60

INV. 20.85

RIGHT PROFILE

32 / 28 / 24 / 20 / 16

603

P.G.L. @ B.L. VIOLA ST. P&A

602 604

EXIST. GROUND @ B.L. TRINITY ST P&A

P.V.I. STA. 401+20.00
ELEV. 24.60

INV. 20.78

23.8 | 25.2 24.59 | 25.5 27.00 | 21.6

400+00 | 401+00 | 402+00 | 402+72.52

SHEET NUMBER	25
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	GILLIAM
CHECK	
DETAIL	CORTEZ
CHECK	
REVIEW	
SERIES	" 11 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 12, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — LICENSED PROFESSIONAL ENGINEER

DRAINAGE PLAN AND PROFILE

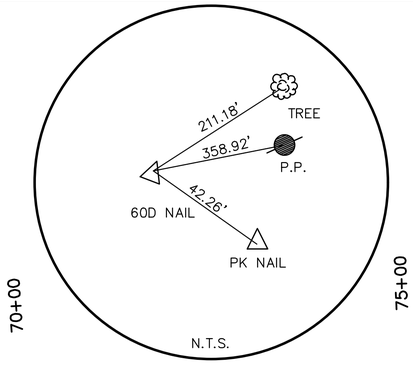
TRINITY ST.

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD — LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\Surv Control.dwg [Layout1]
03/25/2026 23:29



TBM 400

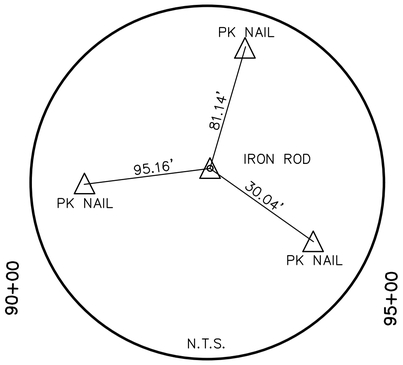
70+00

75+00

80+00

85+00

90+00



GPS 2

95+00

Scale : 1" = 100'

TBM-400
60D NAIL IN A
0.80 POWER POLE NE SIDE
ELEV: 24.663

C.L. LA 1088
(SURVEYED & ABANDONED)

VIOLA ST.

GPS 2
IRON ROD
ELEV. 24.912

N65°13'54.1"E

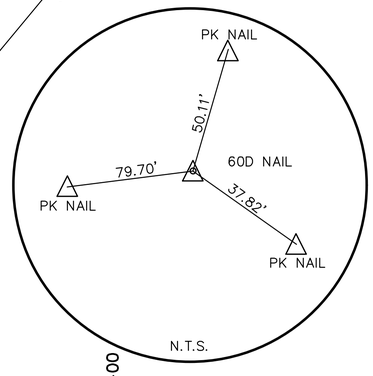
N70°48'54.1"E

LA 1088

PC: 71+37.77
N: 686,351.691
E: 3,689,599.651

C.L. LA 1088 S&A
CURVE DATA
P.I. STA. 76+96.55
Δ=5°35'00.0" RT.
D=0°30'00"
T=558.78'
L=1116.67'
R=11459.16'

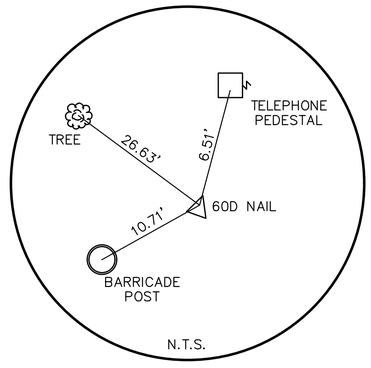
GPS 1
IRON ROD
ELEV. 25.967



GPS 1

PT: 82+54.44
N: 686,769.414
E: 3,690,634.768

SOULT ST.



TBM 401

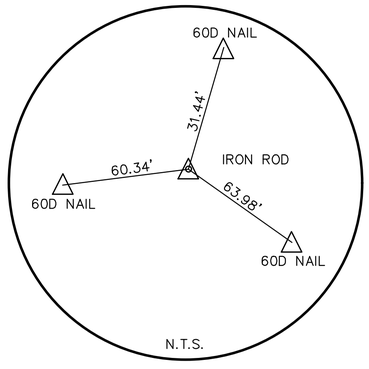
95+00

100+00

105+00

110+00

Scale : 1" = 100'



GPS 3

TBM-401
60 D NAIL IN
WEST SIDE OF POWER POLE
ELEV: 25.523

C.L. LA 1088
(SURVEYED & ABANDONED)

N70°48'54.1"E

GPS 3
IRON ROD
ELEV. 25.150

TRINITY DR.

SURVEY CONTROL POINTS						
POINT	STATION	OFFSET	NORTHING	EASTING	ELEV.	DESCRIPTION
GPS 1	77+57.73	18.59 LT.	686613.351	3690162.469	25.97	IRON ROD
GPS 2	88+27.02	17.64 LT.	686974.233	3691169.751	24.91	IRON ROD
GPS 3	101+17.37	18.61 RT.	687364.032	3692400.357	25.15	IRON ROD
TBM 400	76+54.95	36.89 LT.	686591.851	3690060.059	24.66	60D NAIL
TBM 401	101+17.37	18.61 RT.	687764.521	3693370.653	25.52	60D NAIL

NOTES:

1. ALL STATE PLANE COORDINATES SHOWN ARE REFERENCED TO LA SOUTH ZONE 1702 (NAD 83) (2011) (EPOCH: 2010.00) IN U.S. FEET.

2. BEARINGS AND DISTANCES SHOWN HEREON ARE GRID: SCALE FACTOR = 0.999933396 (AVERAGE SITE CONTROL)

3. CONTROL POINTS WERE ESTABLISHED BY GPS STATIC OBSERVATIONS FROM APRIL 26–27, BY NTB ASSOCIATES, INC. THESE MONUMENTS WERE USED AS HORIZONTAL AND VERTICAL CONTROL FOR THIS PROJECT.

4. ALL ELEVATIONS SHOWN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), (EPOCH: 2010.00), IN U.S. FEET.

SHEET NUMBER	26
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	LEAR
CHECK	
DETAIL	GIBBS
CHECK	
REVIEW	
SERIES #	1 OF 1

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J LEAR, JR

LICENSE #:
29394

DATE:
Mar 25, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
UNION · JUSTICE · CONFIDENCE

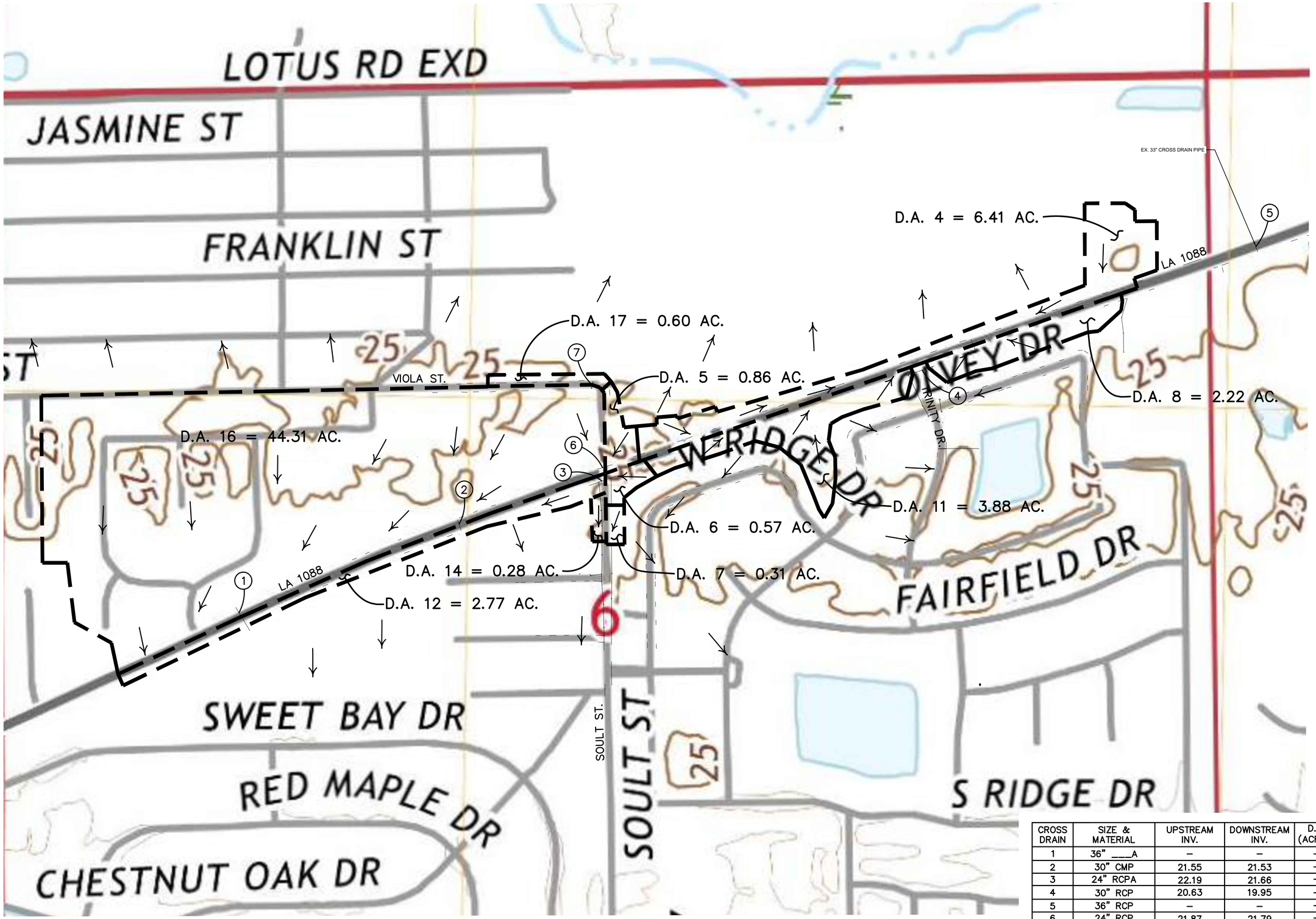
SURVEY CONTROL

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 EDM01.dwg [026]
03/19/2026 8:33
CAD LADOTD STANDARD



N
Scale : 1" = 200'

CROSS DRAIN	SIZE & MATERIAL	UPSTREAM INV.	DOWNSTREAM INV.	D.A. (ACRES)
1	36" ____A	–	–	–
2	30" CMP	21.55	21.53	–
3	24" RCPA	22.19	21.66	–
4	30" RCP	20.63	19.95	–
5	36" RCP	–	–	–
6	24" RCP	21.87	21.79	–
7	(2) 15" RCP'S	22.21	21.94	–

SHEET NUMBER 27

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES #
GILLIAM		CORTEZ			2 OF 4

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Mar 19, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

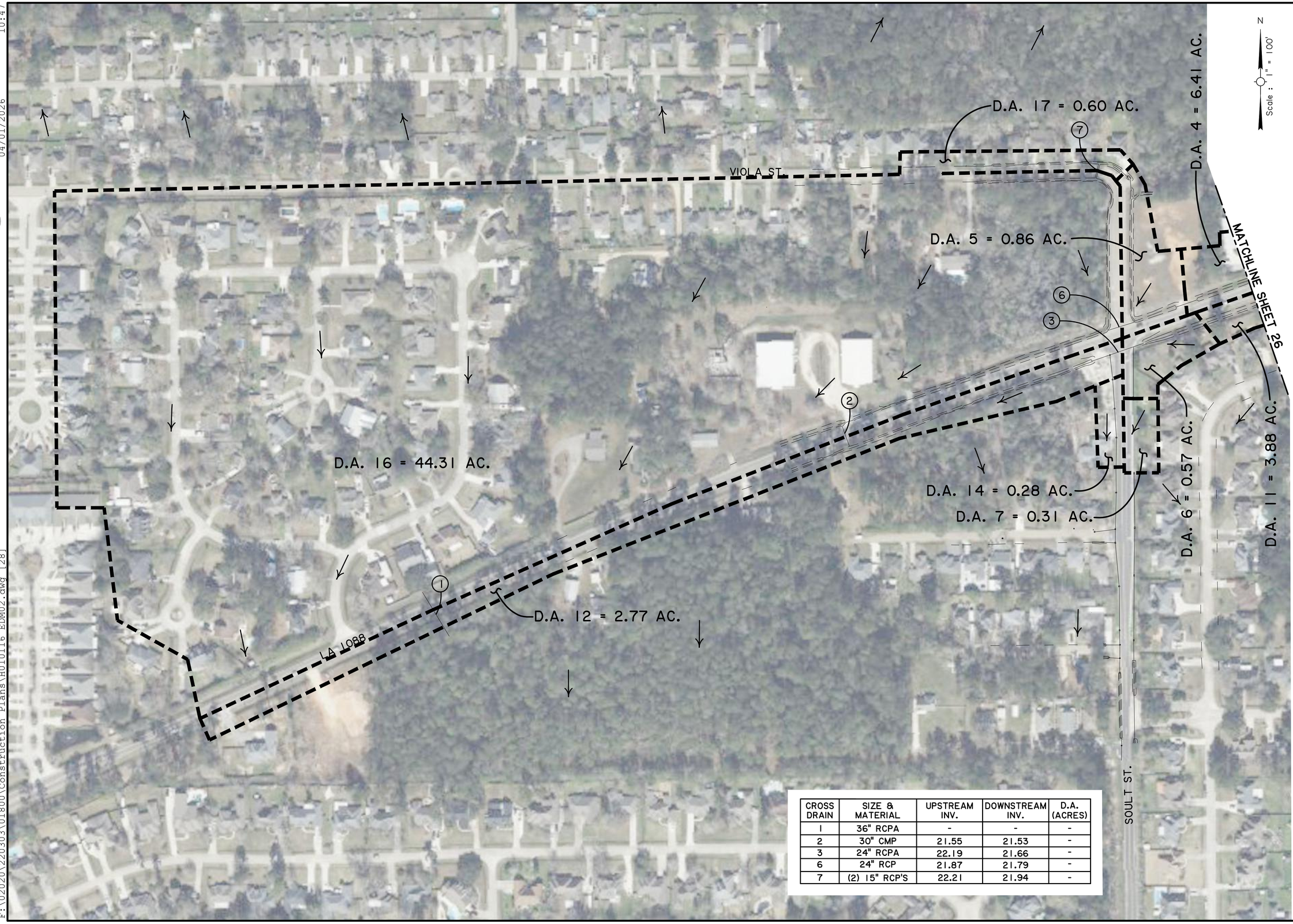
STATE OF LOUISIANA DEPARTMENT OF JUSTICE CONFIDENTIAL

EXISTING DRAINAGE MAP
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER



CROSS DRAIN	SIZE & MATERIAL	UPSTREAM INV.	DOWNSTREAM INV.	D.A. (ACRES)
1	36" RCPA	-	-	-
2	30" CMP	21.55	21.53	-
3	24" RCPA	22.19	21.66	-
6	24" RCP	21.87	21.79	-
7	(2) 15" RCP'S	22.21	21.94	-

10:47
04/01/2026
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 EDM02.dwg [28]

SHEET NUMBER 28

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES * 1 OF 4
GILLIAM		CORTEZ			

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 01, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

EXISTING DRAINAGE MAP

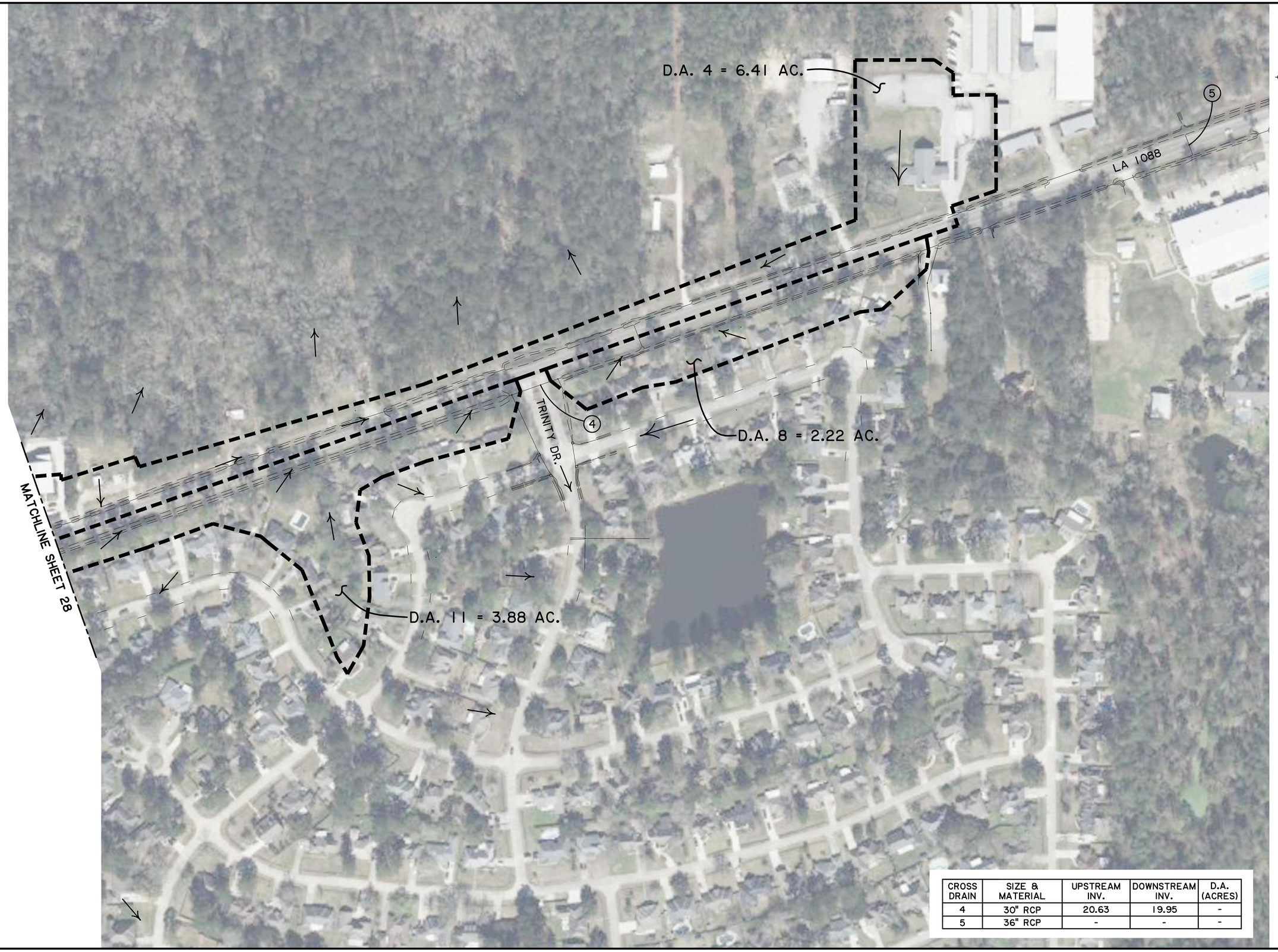
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

10:47
04/01/2026
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 EDM02.dwg [29]



N

Scale : 1" = 100'

CROSS DRAIN	SIZE & MATERIAL	UPSTREAM INV.	DOWNSTREAM INV.	D.A. (ACRES)
4	30" RCP	20.63	19.95	-
5	36" RCP	-	-	-

SHEET NUMBER 29

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES * 4 OF 4
GILLIAM		CORTEZ			

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 01, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

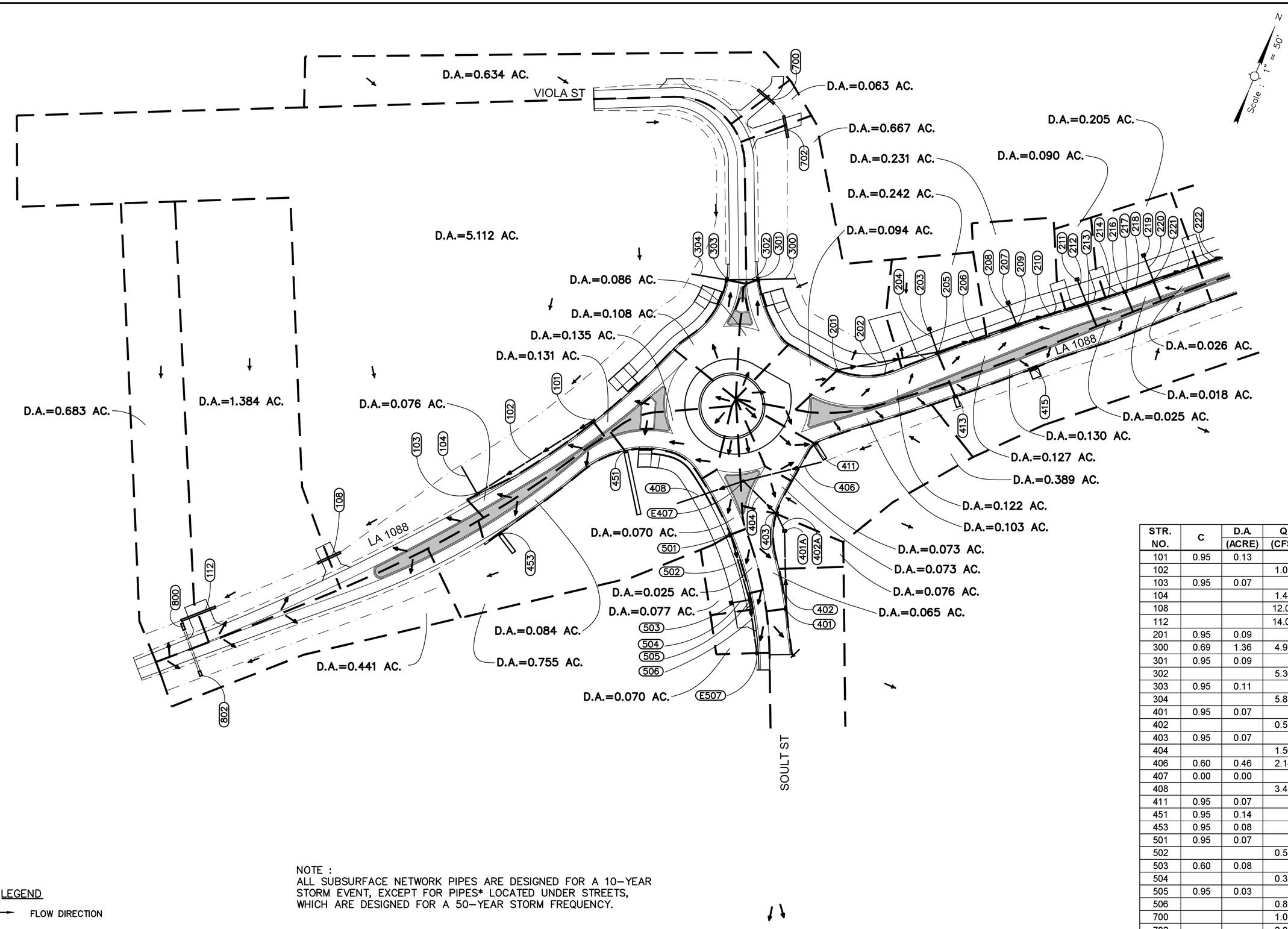
EXISTING DRAINAGE MAP

LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER



STR. NO.	C	D.A (ACRE)	Q (CFS)
101	0.95	0.13	
102			1.00
103	0.95	0.07	
104			1.44
108			12.00
112			14.00
201	0.95	0.09	
300	0.69	1.36	4.97
301	0.95	0.09	
302			5.36
303	0.95	0.11	
304			5.85
401	0.95	0.07	
402			0.50
403	0.95	0.07	
404			1.56
406	0.60	0.46	2.14
407	0.00	0.00	
408			3.43
411	0.95	0.07	
451	0.95	0.14	
453	0.95	0.08	
501	0.95	0.07	
502			0.54
503	0.60	0.08	
504			0.33
505	0.95	0.03	
506			0.89
700			1.00
702			2.00

NOTE :
ALL SUBSURFACE NETWORK PIPES ARE DESIGNED FOR A 10-YEAR STORM EVENT, EXCEPT FOR PIPES* LOCATED UNDER STREETS, WHICH ARE DESIGNED FOR A 50-YEAR STORM FREQUENCY.

LEGEND
FLOW DIRECTION
DRAINAGE BOUNDARY

SHEET NUMBER 30
PARISH ST. TAMMANY
CONTROL SECTION 852-11
STATE PROJECT H.010116
DESIGN GILLIAM
CHECK
DETAIL CORTEZ
CHECK
REVIEW
SERIES # 1 OF 3

PRELIMINARY
FOR REVIEW ONLY
ENGINEER: STEVEN D. GILLIAM
LICENSE #: 46515
DATE: Apr 09, 2026

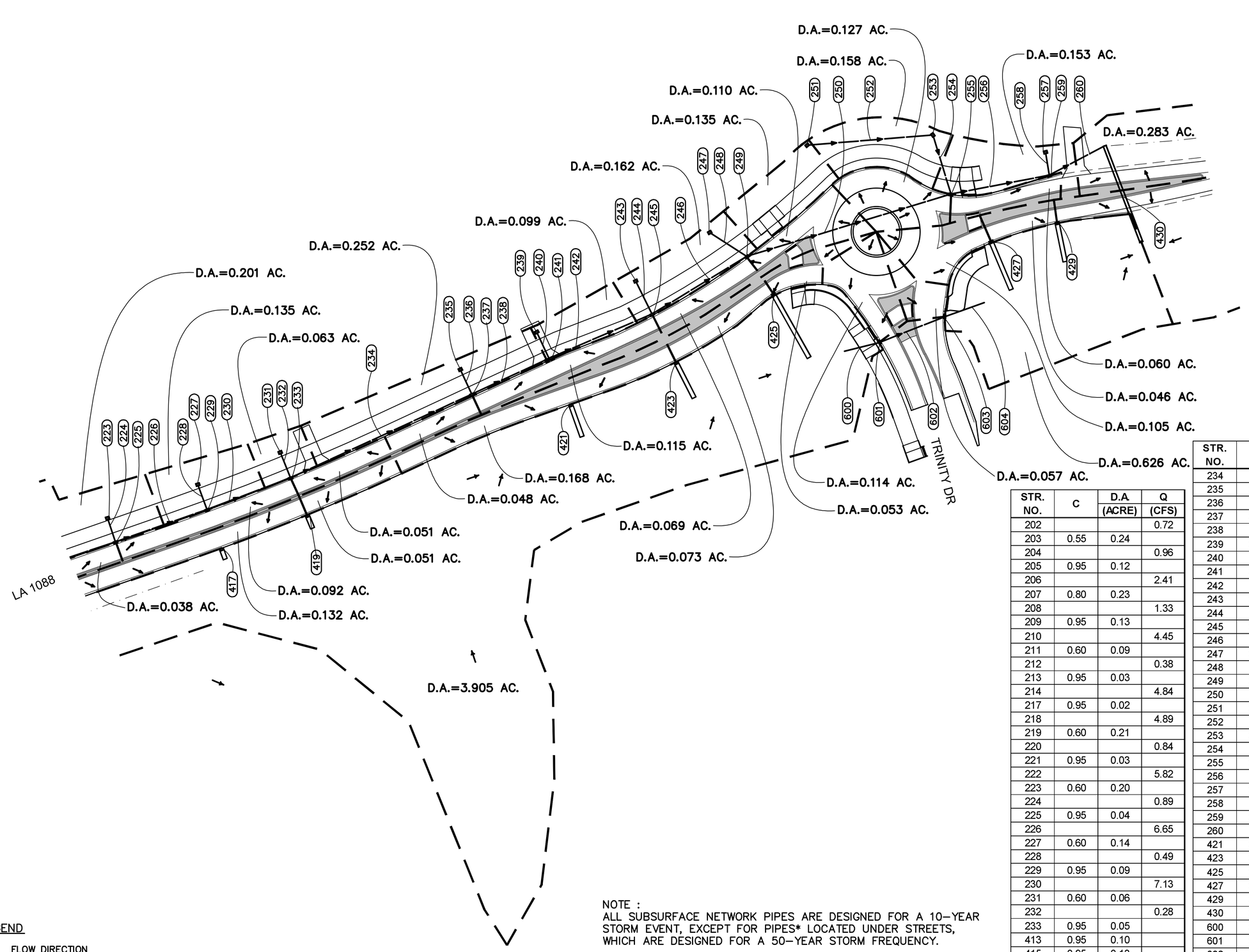
NO. DATE REVISION OR CHANGE ORDER DESCRIPTION BY

PROPOSED DRAINAGE MAP
LA 1088
LA 1088: SOULT & TRINITY ROUNDABOUTS

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
WAGGONER

60% FINAL PLANS
04/09/2026 12:32
F:\02020\220303\01800\Construction Plans\H010116 DDM.dwg [30]

60% FINAL PLANS
04/09/2026 12:32
F:\02020\220303\01800\Construction Plans\H010116 DDM.dwg [31]



STR. NO.	C	D.A. (ACRE)	Q (CFS)
202			0.72
203	0.55	0.24	
204			0.96
205	0.95	0.12	
206			2.41
207	0.80	0.23	
208			1.33
209	0.95	0.13	
210			4.45
211	0.60	0.09	
212			0.38
213	0.95	0.03	
214			4.84
217	0.95	0.02	
218			4.89
219	0.60	0.21	
220			0.84
221	0.95	0.03	
222			5.82
223	0.60	0.20	
224			0.89
225	0.95	0.04	
226			6.65
227	0.60	0.14	
228			0.49
229	0.95	0.09	
230			7.13
231	0.60	0.06	
232			0.28
233	0.95	0.05	
413	0.95	0.10	
415	0.95	0.13	
417	0.95	0.13	
419	0.95	0.05	

STR. NO.	C	D.A. (ACRE)	Q (CFS)
234			7.53
235	0.60	0.25	
236			1.12
237	0.95	0.05	
238			8.41
239	0.60	0.10	
240			0.39
241	0.95	0.12	
242			9.26
243	0.60	0.08	
244			0.37
245	0.95	0.07	
246			9.69
247	0.60	0.08	
248			0.35
249	0.95	0.11	
250			10.33
251	0.60	0.14	
252			0.56
253	0.60	0.16	
254			1.09
255	0.95	0.13	
256			11.52
257	0.60	0.15	
258			0.62
259	0.95	0.05	
260			12.11
421	0.95	0.17	
423	0.95	0.07	
425	0.95	0.05	
427	0.95	0.11	
429	0.95	0.05	
430	0.80	7.23	22.00
600	0.50	4.62	11.91
601	0.95	0.11	
602			12.42
603	0.95	0.06	
604			12.62

NOTE :
ALL SUBSURFACE NETWORK PIPES ARE DESIGNED FOR A 10–YEAR STORM EVENT, EXCEPT FOR PIPES* LOCATED UNDER STREETS, WHICH ARE DESIGNED FOR A 50–YEAR STORM FREQUENCY.

LEGEND
→ FLOW DIRECTION
– – – DRAINAGE BOUNDARY

SHEET NUMBER 31

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
GILLIAM		CORTEZ			2 OF 3

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 09, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

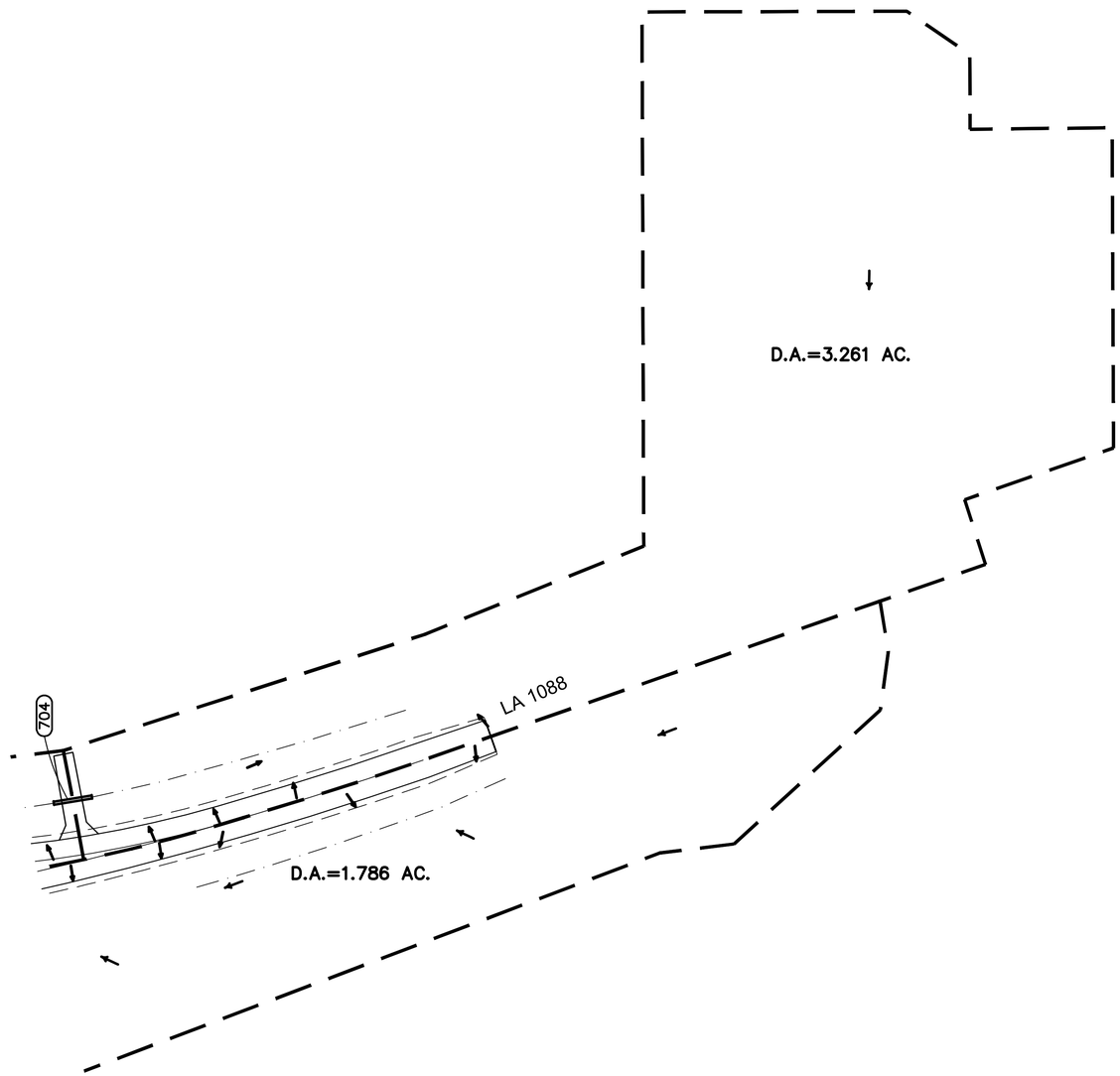
PROPOSED DRAINAGE MAP
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

12:32
04/09/2026
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 DDM.dwg [32]



N
Scale : 1" = 50'

LEGEND

FLOW DIRECTION

DRAINAGE BOUNDARY

NOTE :
ALL SUBSURFACE NETWORK PIPES ARE DESIGNED FOR A 10–YEAR STORM EVENT, EXCEPT FOR PIPES* LOCATED UNDER STREETS, WHICH ARE DESIGNED FOR A 50–YEAR STORM FREQUENCY.

STR. NO.	C	D.A. (ACRE)	Q (CFS)
704			19.00

SHEET NUMBER 32

PARISH: ST. TAMMANY
CONTROL SECTION: 852-11
STATE PROJECT: H.010116

DESIGN CHECK: GILLIAM
DETAIL CHECK: CORTEZ
REVIEW: SERIES # 3 OF 3

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
STEVEN D. GILLIAM

LICENSE #:
46515

DATE:
Apr 09, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

PROPOSED DRAINAGE MAP
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

SUMMARY OF DRAINAGE STRUCTURES

STRUCTURE NO.	STATION	SIDE OF C/L	REMARKS	PLAN	TYPE	STORM DRAIN PIPE (TYPE 3 JTS.)*				STORM DRAIN PIPE ARCH (TYPE 3 JTS.)*		CORRUGATED METAL PIPE (EXTENSION) ****	CROSS DRAIN PIPE (TYPE 3 JTS.)**		CROSS DRAIN PIPE ARCH (TYPE 3 JTS.)**		SIDE DRAIN PIPE (TYPE 1 JTS.)***	CATCH BASINS			MANHOLES	PAVED GUTTER DRAIN		BEDDING MATERIAL (6" THICK)	TRENCH EXCAVATION SAFETY PROTECTION (DEPTH > 5 FT.)
						15"	18"	24"	30"	15" EQ.	24" EQ.	30"	24"	30"	24" EQ.	36" EQ.	24"	CB-01	CB-06	CB-08	MH-ADJ	PAVED GUTTER DRAIN (SINGLE)	PAVED GUTTER DRAIN (DOUBLE)		
						LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	EACH	EACH	EACH	EACH	EACH	EACH	CUYD	LNFT
			CAT. 1 - C.S. 852-11 (ROUNDABOUT)																						
101	85+22	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
451	85+30	RT.	PAVED GUTTER DRAIN (SINGLE)	PG-DRAIN	PG																	1		1.4	
411	87+74	RT.	PAVED GUTTER DRAIN (SINGLE)	PG-DRAIN	PG																	1		1.4	
201	87+98	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
202	88+59	LT.	15" X 107' STORM DRAIN PIPE		SDP	107																		8.8	
246	99+63	LT.	30" X 111' STORM DRAIN PIPE		SDP				111															11.9	
247	100+03	LT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
248	100+12	LT.	15" X 42' STORM DRAIN PIPE (ARCH)		SDP(A)					42														3.9	
249	100+21	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
425	100+22	RT.	PAVED GUTTER DRAIN (SINGLE)	PG-DRAIN	PG																	1		1.4	
251	101+07	LT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
250	101+36	LT.	30" X 216' STORM DRAIN PIPE		SDP				216															23.2	
252	101+81	LT.	15" X 126' STORM DRAIN PIPE (ARCH)		SDP(A)					126														13.1	
255	102+51	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
254	102+54	LT.	15" X 61' STORM DRAIN PIPE (ARCH)		SDP(A)					61														7.1	
253	102+56		CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
427	102+71	RT.	PAVED GUTTER DRAIN (SINGLE)	PG-DRAIN	PG																	1		1.4	
256	102+98	LT.	30" X 100' STORM DRAIN PIPE		SDP				100															11.8	
257	103+45	LT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
258	103+45	LT.	15" X 21' STORM DRAIN PIPE (ARCH)		SDP(A)					21														3.6	
TOTAL - CAT. 1 - C.S. 852-11 (ROUNDABOUT)						**107**	**0**	**0**	**427**	**250**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**4**	**0**	**97.9**	**0**

ABBREVIATIONS

RCP(A) - REINFORCED CONCRETE PIPE (ARCH)
CAP(A) - CORRUGATED ALUMINUM PIPE (ARCH)
CSP(A) - CORRUGATED STEEL PIPE (ARCH)
BCCSP(A) - BITUMINOUS COATED CORRUGATED STEEL PIPE (ARCH)
RPVCP - RIBBED POLYVINYL CHLORIDE PIPE (ASTM F794 OR ASTM F949) (PHASE IV)
CPEPDW - CORRUGATED POLYETHYLENE PIPE DOUBLE WALL (AASHTO M294 - TYPE S) (PHASE I)
CPPPDW - CORRUGATED POLYPROPYLENE PIPE DOUBLE WALL (AASHTO M330, TYPE S) (PHASE II)
CPPPTW - CORRUGATED POLYPROPYLENE PIPE TRIPLE WALL (AASHTO M330, TYPE D) (PHASE II)

ALLOWABLE MATERIALS

: STORM DRAIN PIPE: RCP(A), RPVCP, CPPPDW, CPPPTW
:: CROSS DRAIN PIPE: RCP(A), RPVCP, CPPPDW, CPPPTW
::: SIDE DRAIN PIPE: RCP(A), CAP(A), CSP(A), BCCSP(A), RPVCP, CPEPDW, CPPPDW, CPPPTW
:::: CORRUGATED METAL PIPE EXTENSION: BCCSP(A) 8-GAGE REQUIRED FOR 70-YEAR

SHEET NUMBER 33
PARISH ST. TAMMANY
CONTROL SECTION 852-11
STATE PROJECT H.010116
DESIGN LEAR CHECK
DETAIL GIBBS CHECK
REVIEW SERIES # 1 OF 1

PRELIMINARY
FOR REVIEW ONLY
ENGINEER: ROBERT J. LEAR, JR.
LICENSE #: 29394
DATE: Apr 14, 2026

NO. DATE REVISION OR CHANGE ORDER DESCRIPTION BY

SUMMARY OF DRAINAGE STRUCTURES

LA 1088: SOULT & TRINITY ROUNDABOUTS

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

CAD STANDARD

04/14/2026 9:45

F:\02020\220303\01800\Construction Plans\SODS.dwg [33]

SUMMARY OF DRAINAGE STRUCTURES

STRUCTURE NO.	STATION	SIDE OF C/L	REMARKS	PLAN	TYPE	STORM DRAIN PIPE (TYPE 3 JTS.)*				STORM DRAIN PIPE ARCH (TYPE 3 JTS.)*		CORRUGATED METAL PIPE (EXTENSION) ****	CROSS DRAIN PIPE (TYPE 3 JTS.)**		CROSS DRAIN PIPE ARCH (TYPE 3 JTS.)**		SIDE DRAIN PIPE (TYPE 1 JTS.)***	CATCH BASINS			MANHOLES	PAVED GUTTER DRAIN		BEDDING MATERIAL (6" THICK)	TRENCH EXCAVATION SAFETY PROTECTION (DEPTH > 5 FT.)
						15"	18"	24"	30"	15" EQ.	24" EQ.	30"	24"	30"	24" EQ.	36" EQ.	24"	CB-01	CB-06	CB-08	MH-ADJ	PAVED GUTTER DRAIN (SINGLE)	PAVED GUTTER DRAIN (DOUBLE)		
						LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	EACH	EACH	EACH	EACH	EACH	EACH	CUYD	LNFT
CAT. 2 - C.S. 852-11 (ROADWAY)																									
802	80+12	RT.	30" X 6' STORM DRAIN PIPE		CMP							6												0.6	
800	80+13	LT.	30" X 8' STORM DRAIN PIPE		CMP							8												0.9	
112	80+34	LT.	24" X 41' SIDE DRAIN PIPE		SD												41							4.0	
108	81+92	LT.	24" X 28' SIDE DRAIN PIPE		SD												28							2.7	
104	83+70	LT.	15" X 33' STORM DRAIN PIPE		SDP	33																		4.0	
453	83+70	RT.	PAVED GUTTER DRAIN (SINGLE)	PG-DRAIN	PG																	1		1.4	
103	83+70	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
102	84+41	LT.	15" X 156' STORM DRAIN PIPE		SDP	156																		12.8	
203	89+19	LT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
204	89+19	LT.	15" X 24' STORM DRAIN PIPE		SDP	24																		2.0	
205	89+19	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
413	89+22	RT.	PAVED GUTTER DRAIN (SINGLE)	PG-DRAIN	PG																	1		1.4	
206	89+66	LT.	18" X 88' STORM DRAIN PIPE		SDP		88																	7.7	
207	90+13	LT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
208	90+13	LT.	15" X 22' STORM DRAIN PIPE		SDP	22																		1.8	
209	90+13	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
415	90+13	RT.	PAVED GUTTER DRAIN (DOUBLE)	PG-DRAIN	PG																		1	2.6	
210	90+53	LT.	24" X 77' STORM DRAIN PIPE		SDP			77																7.5	
213	90+93	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
212	90+93	LT.	15" X 24' STORM DRAIN PIPE		SDP	24																		2.0	
211	90+93	LT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
214	91+15	LT.	24" X 40' STORM DRAIN PIPE		SDP			40																3.9	
217	91+37	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
218	91+53	LT.	24" X 30' STORM DRAIN PIPE		SDP			30																2.9	
219	91+70	LT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
220	91+70	LT.	15" X 26' STORM DRAIN PIPE		SDP	26																		2.1	
221	91+70	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
222	92+35	LT.	24" X 127' STORM DRAIN PIPE		SDP			127																12.3	
225	92+99	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
223	93+00	LT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
TOTAL - CAT. 2 - C.S. 852-11 (ROADWAY) (THIS SHEET)						**285**	**88**	**274**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**69**	**5**	**7**	**0**	**0**	**2**	**1**	**86.5**	**0**

SHEET NUMBER 34

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
LEAR		GIBBS			1 OF 1

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — JUSTICE · CONFIDENCE · 1812-2012

SUMMARY OF DRAINAGE STRUCTURES

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD — LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

CAD STANDARD

04/14/2026 9:45

F:\02020\220303\01800\Construction Plans\SODS.dwg [34]

SUMMARY OF DRAINAGE STRUCTURES

STRUCTURE NO.	STATION	SIDE OF C/L	REMARKS	PLAN	TYPE	STORM DRAIN PIPE (TYPE 3 JTS.)*				STORM DRAIN PIPE ARCH (TYPE 3 JTS.)*		CORRUGATED METAL PIPE (EXTENSION) ****	CROSS DRAIN PIPE (TYPE 3 JTS.)**		CROSS DRAIN PIPE ARCH (TYPE 3 JTS.)**		SIDE DRAIN PIPE (TYPE 1 JTS.)***	CATCH BASINS			MANHOLES	PAVED GUTTER DRAIN		BEDDING MATERIAL (6" THICK)	TRENCH EXCAVATION SAFETY PROTECTION (DEPTH > 5 FT.)
						15"	18"	24"	30"	15" EQ.	24" EQ.	30"	24"	30"	24" EQ.	36" EQ.	24"	CB-01	CB-06	CB-08	MH-ADJ	PAVED GUTTER DRAIN (SINGLE)	PAVED GUTTER DRAIN (DOUBLE)		
						LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	EACH	EACH	EACH	EACH	EACH	EACH	CUYD	LNFT
CAT. 2 - C.S. 852-11 (ROADWAY)																									
224	93+00	LT.	15" X 23' STORM DRAIN PIPE		SDP	23																		1.9	
226	93+50	LT.	24" X 97' STORM DRAIN PIPE		SDP			97																9.4	
417	94+00	RT.	PAVED GUTTER DRAIN (SINGLE)	PG-DRAIN	PG																	1		1.4	
227	94+00	LT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
228	94+00	LT.	15" X 24' STORM DRAIN PIPE		SDP	24																		2.0	
229	94+00	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
230	94+97	LT.	24" X 89' STORM DRAIN PIPE		SDP			89																8.7	
231	94+93	LT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
232	94+93	LT.	15" X 25' STORM DRAIN PIPE		SDP	25																		2.1	
233	94+93	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
419	94+94	RT.	PAVED GUTTER DRAIN (SINGLE)	PG-DRAIN	PG																	1		1.4	
234	95+97	LT.	24" X 203' STORM DRAIN PIPE		SDP			203																19.7	
235	97+00	LT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
236	97+00	LT.	15" X 25' STORM DRAIN PIPE		SDP	25																		2.1	
237	97+00	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
238	97+44	LT.	24" X 82' STORM DRAIN PIPE		SDP			82																8.0	
239	97+88	LT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
240	97+88	LT.	15" X 27' STORM DRAIN PIPE		SDP	27																		2.2	
241	97+88	LT.	CATCH BASIN (TYPE C GRATE)	CB-08	CB															1				2.6	
421	97+88	RT.	PAVED GUTTER DRAIN (SINGLE)	PG-DRAIN	PG																	1		1.4	
242	98+46	LT.	30" X 110' STORM DRAIN PIPE		SDP				110															11.8	
243	99+04	LT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
244	99+04	LT.	15" X 35' STORM DRAIN PIPE		SDP	35																		2.9	
245	99+04	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
423	99+04	RT.	PAVED GUTTER DRAIN (SINGLE)	PG-DRAIN	PG																	1		1.4	
259	103+45	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
260	103+76	LT.	30" X 63' STORM DRAIN PIPE		SDP				63															5.7	
429	104+06	RT.	PAVED GUTTER DRAIN (SINGLE)	PG-DRAIN	PG																	1		1.4	
430	104+17	CL.	36" X 107' CROSS DRAIN PIPE		CDPA											107								13.8	
704	105+42	LT.	24" X 26' SIDE DRAIN PIPE		SD												26							2.5	
TOTAL - CAT. 2 - C.S. 852-11 (ROADWAY) (THIS SHEET)						**159**	**0**	**471**	**173**	**0**	**0**	**0**	**0**	**0**	**0**	**107**	**26**	**5**	**5**	**1**	**0**	**5**	**0**	**113.3**	**0**

SHEET NUMBER 35

ST. TAMMANY (PARISH) | 852-11 (CONTROL SECTION) | H.010116 (STATE PROJECT)

DESIGN LEAR | CHECK | DETAIL GIBBS | CHECK | REVIEW | SERIES * 1 OF 1

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DIVISION OF ADMINISTRATION COMPTROLLER

SUMMARY OF DRAINAGE STRUCTURES

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

CAD STANDARD

04/14/2026 9:45

F:\02020\220303\01800\Construction Plans\SODS.dwg [35]

SUMMARY OF DRAINAGE STRUCTURES

STRUCTURE NO.	STATION	SIDE OF C/L	REMARKS	PLAN	TYPE	STORM DRAIN PIPE (TYPE 3 JTS.)*				STORM DRAIN PIPE ARCH (TYPE 3 JTS.)*		CORRUGATED METAL PIPE (EXTENSION) ****	CROSS DRAIN PIPE (TYPE 3 JTS.)**		CROSS DRAIN PIPE ARCH (TYPE 3 JTS.)**		SIDE DRAIN PIPE (TYPE 1 JTS.)***	CATCH BASINS			MANHOLES	PAVED GUTTER DRAIN		BEDDING MATERIAL (6" THICK)	TRENCH EXCAVATION SAFETY PROTECTION (DEPTH > 5 FT.)
						15"	18"	24"	30"	15" EQ.	24" EQ.	30"	24"	30"	24" EQ.	36" EQ.	24"	CB-01	CB-06	CB-08	MH-ADJ	PAVED GUTTER DRAIN (SINGLE)	PAVED GUTTER DRAIN (DOUBLE)		
						LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	EACH	EACH	EACH	EACH	EACH	EACH	CUYD	LNFT
CAT. 3 - C.S. 000-52 (ROUNDABOUT)																									
506	207+86	LT.	24" X 56' STORM DRAIN PIPE		SDPA						56													5.6	
401	208+03	RT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
503	208+18	LT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
504	208+18	LT.	15" X 17' STORM DRAIN PIPE		SDP	17																		1.4	
505	208+18	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
502	208+56	LT.	24" X 70' STORM DRAIN PIPE		SDPA						70													7.6	
402	208+41	RT.	15" X 83' STORM DRAIN PIPE		SDP	83																		6.8	
401A	208+80	RT.	CATCH BASIN (TYPE C GRATE)	CB-01	CB													1						0.8	
402A	208+95	RT.	15" X 18' STORM DRAIN PIPE		SDP	18																		1.5	
501	208+96	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
403	209+10	RT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
404	209+29	RT.	18" X 47' STORM DRAIN PIPE		SDP		47																	4.1	
408	209+38	LT.	24" X 75' CROSS DRAIN PIPE		CDP								75											7.3	
407	209+49	RT.	ADJUST MANHOLES	MH-06																	1			0.7	
																			1						
406	209+56	RT.	24" X 86' CROSS DRAIN PIPE		CDP								86											8.4	
300	305+52	RT.	24" X 39' CROSS DRAIN PIPE		CDP								39											3.8	
301	305+53	RT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
302	305+54	CL.	24" X 33' CROSS DRAIN PIPE (ARCH)		CDP(A)										33									3.4	
303	305+55	LT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
304	305+58	LT.	24" X 37' CROSS DRAIN PIPE		CDP								37											3.6	
702	307+04	LT.	24" x 24' SIDE DRAIN PIPE		SD												24							2.3	
700	307+28	LT.	24" x 23' SIDE DRAIN PIPE		SD												23							2.2	
600	401+66	RT.	30" X 35' CROSS DRAIN PIPE		CDP									35										3.8	35
601	401+64	RT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
602	401+65	RT.	30" X 71' CROSS DRAIN PIPE		CDP									71										7.6	71
603	401+66	RT.	CATCH BASIN (TYPE C GRATE)	CB-06	CB														1					1.4	
604	401+66	RT.	30" X 41' CROSS DRAIN PIPE		CDP									41										4.4	41
TOTAL - CAT. 1 - C.S. 852-11 (ROUNDABOUT)						**107**	**0**	**0**	**427**	**250**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**4**	**0**	**97.9**	**0**
TOTAL - CAT. 2 - C.S. 852-11 (ROADWAY)						**444**	**88**	**745**	**173**	**0**	**0**	**14**	**0**	**0**	**0**	**107**	**95**	**10**	**12**	**1**	**0**	**7**	**1**	**199.8**	**0**
TOTAL - CAT. 3 - 000-52 (ROUNDABOUT)						**118**	**47**	**0**	**0**	**0**	**126**	**0**	**237**	**147**	**33**	**0**	**47**	**2**	**9**	**0**	**1**	**0**	**0**	**87.3**	**147**
TOTAL						**669**	**135**	**745**	**600**	**250**	**126**	**14**	**237**	**147**	**33**	**107**	**142**	**16**	**25**	**1**	**1**	**11**	**1**	**385.0**	**147**

SHEET NUMBER 36

ST. TAMMANY (PARISH) | 852-11 (CONTROL SECTION) | H.010116 (STATE PROJECT)

DESIGN LEAR | CHECK | DETAIL GIBBS | CHECK | REVIEW | SERIES # 1 OF 1

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — JUSTICE · WISDOM · CONFIDENCE

SUMMARY OF DRAINAGE STRUCTURES

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD — LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

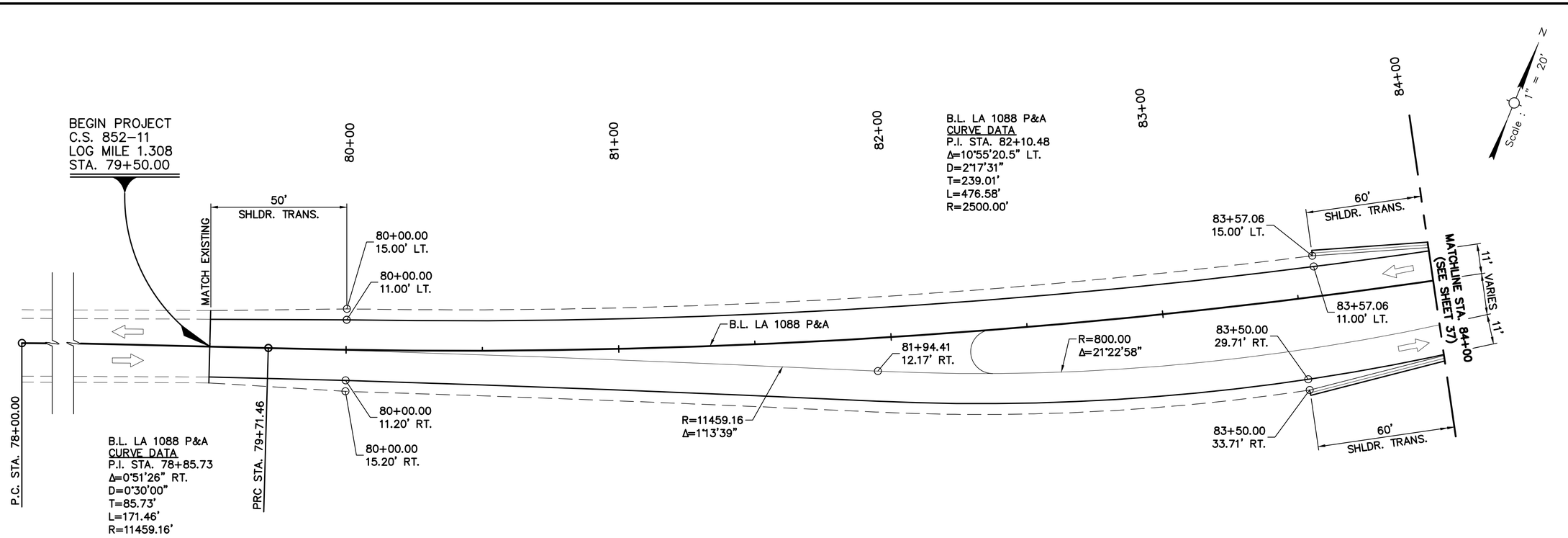
WAGGONER

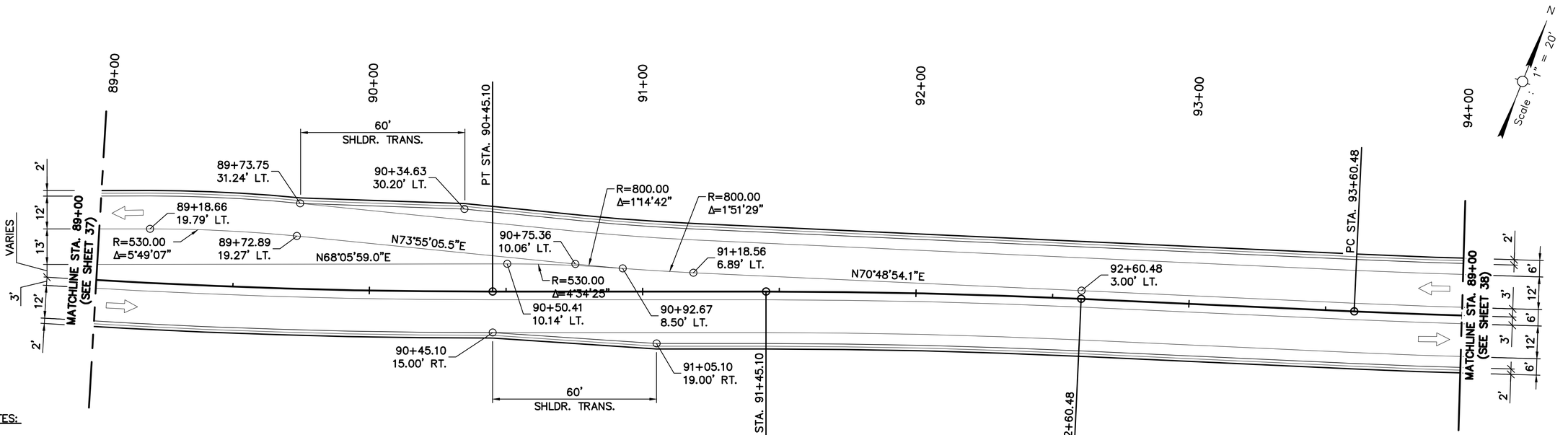
CAD STANDARD

04/14/2026 9:45

F:\02020\220303\01800\Construction Plans\SODS.dwg [36]

11:06
04/01/2026
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 GD01.dwg [37]





NOTES:

TURN ARROWS ARE SHOWN TO DEPICT LANE CONFIGURATION AND ARE NOT INTENDED FOR STRIPING.

ALL GEOMETRY & CALLOUTS ARE TO EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.

DESIGN VEHICLE = WB-67 ACCOMMODATE SU-40 WITHOUT USING TRUCK APPRONS

SHEET NUMBER	37
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116

DESIGN	LEAR
CHECK	
DETAIL	AMEDEE
CHECK	
REVIEW	
SERIES	1 OF 8

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 01, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
CONFIDENCE

GEOMETRIC DETAILS

LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

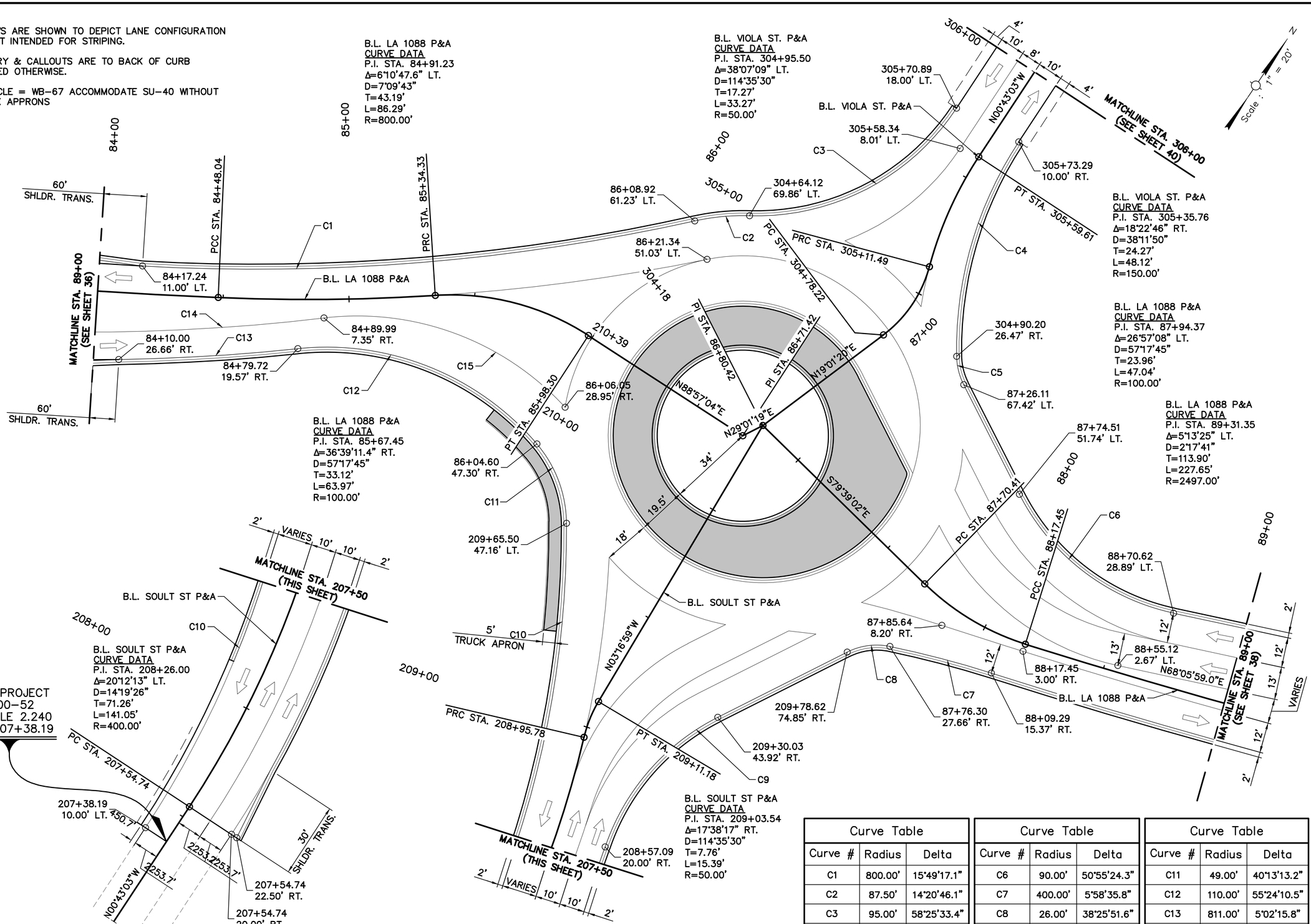
14:08
04/13/2026
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 GD02.dwg [038]

NOTES:

TURN ARROWS ARE SHOWN TO DEPICT LANE CONFIGURATION AND ARE NOT INTENDED FOR STRIPING.

ALL GEOMETRY & CALLOUTS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

DESIGN VEHICLE = WB-67 ACCOMMODATE SU-40 WITHOUT USING TRUCK APPRONS



Curve Table		
Curve #	Radius	Delta
C1	800.00'	15°49'17.1"
C2	87.50'	14°20'46.1"
C3	95.00'	58°25'33.4"
C4	150.00'	34°24'35.5"
C5	26.00'	25°50'58.1"

Curve Table		
Curve #	Radius	Delta
C6	90.00'	50°55'24.3"
C7	400.00'	5°58'35.8"
C8	26.00'	38°25'51.6"
C9	90.00'	44°34'58.9"
C10	400.00'	22°56'54.1"

Curve Table		
Curve #	Radius	Delta
C11	49.00'	40°13'13.2"
C12	110.00'	55°24'10.5"
C13	811.00'	5°02'15.8"
C14	800.00'	21°22'57.7"
C15	112.00'	54°16'13.5"

SHEET NUMBER 38

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES # 2 OF 8
LEAR		AMEDEE			

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
CONFIDENCE

GEOMETRIC DETAILS

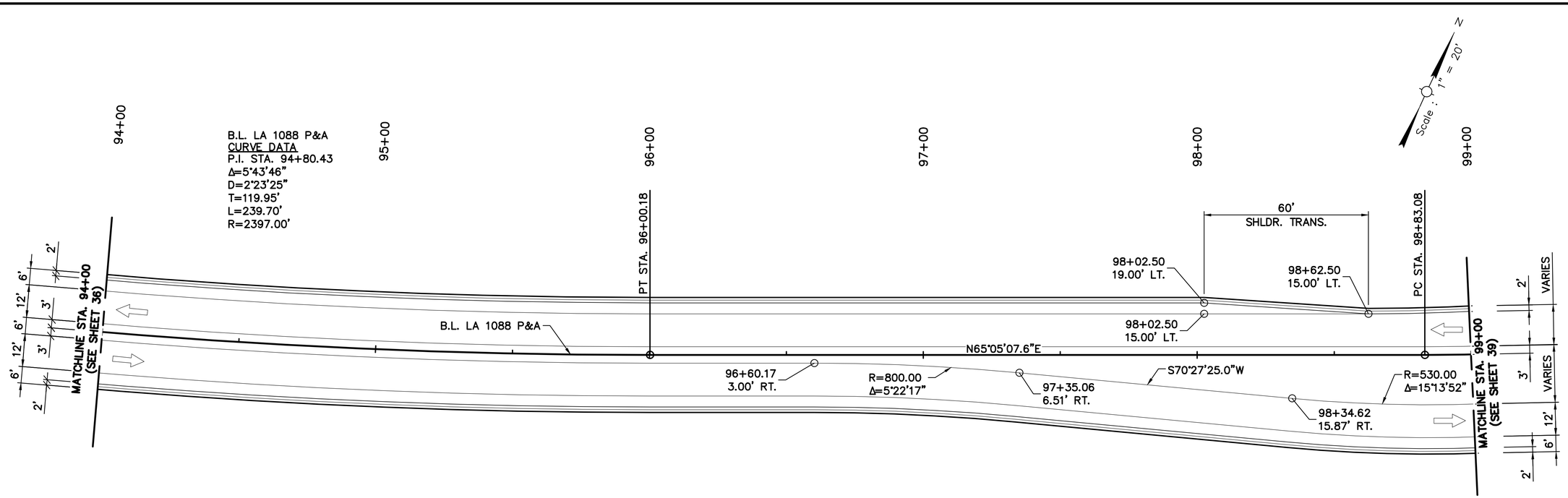
LA 1088, ROUNDABOUT & SOULT ST.

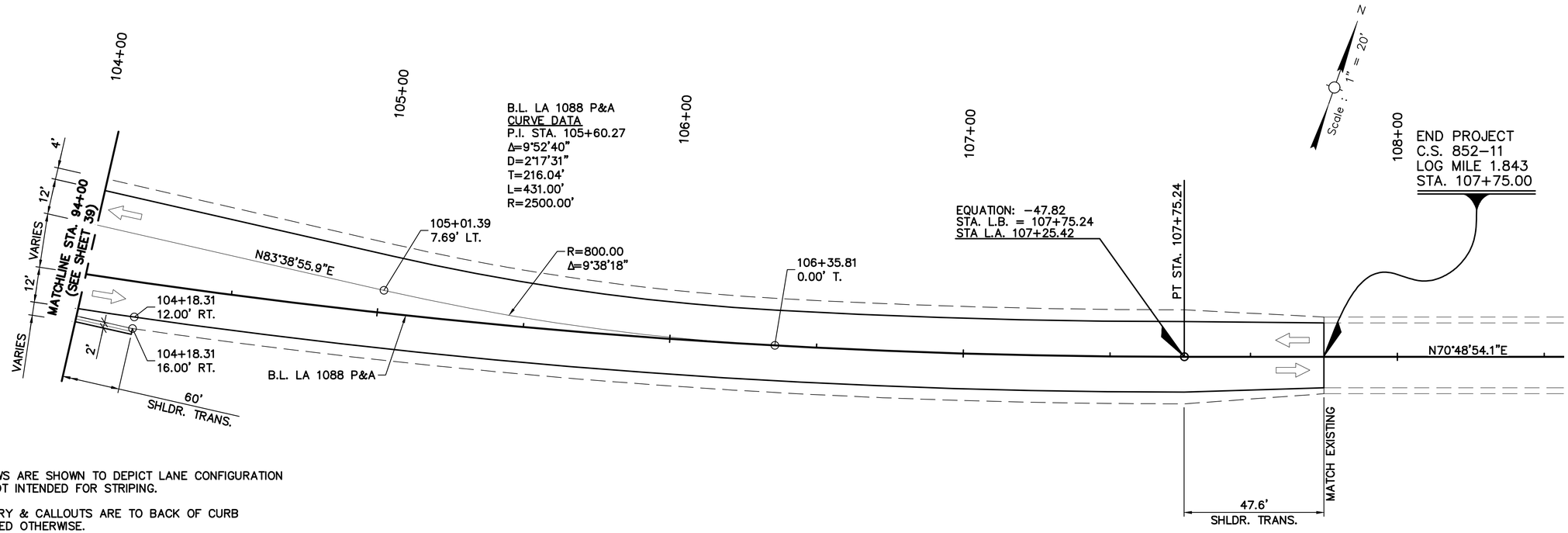
LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

11:06
04/01/2026
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 GD01.dwg [39]





NOTES:

TURN ARROWS ARE SHOWN TO DEPICT LANE CONFIGURATION AND ARE NOT INTENDED FOR STRIPING.

ALL GEOMETRY & CALLOUTS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

DESIGN VEHICLE = WB-67 ACCOMMODATE SU-40 WITHOUT USING TRUCK APPRONS

SHEET NUMBER	39
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116

DESIGN: LEAR | CHECK:
DETAIL: AMEDEE | CHECK:
REVIEW: | SERIES # 3 OF 8

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 01, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
JUSTICE · WISDOM · COURAGE · CONFIDENCE
1812-2012

GEOMETRIC DETAILS

LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

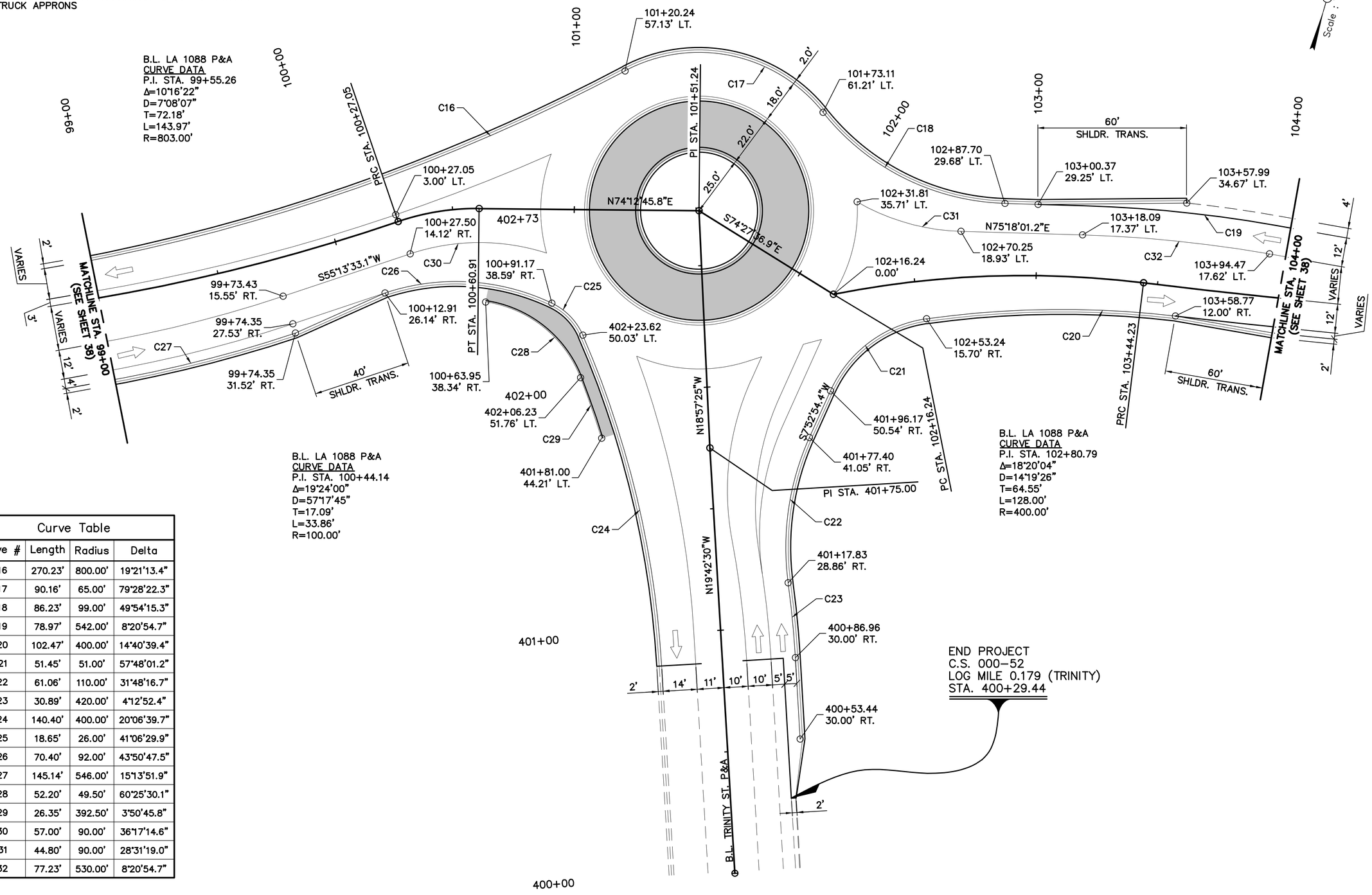
WAGGONER

NOTES:

TURN ARROWS ARE SHOWN TO DEPICT LANE CONFIGURATION AND ARE NOT INTENDED FOR STRIPING.

ALL GEOMETRY & CALLOUTS ARE TO EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.

DESIGN VEHICLE = WB-67 ACCOMMODATE SU-40 WITHOUT USING TRUCK APPRONS



Curve Table			
Curve #	Length	Radius	Delta
C16	270.23'	800.00'	19°21'13.4"
C17	90.16'	65.00'	79°28'22.3"
C18	86.23'	99.00'	49°54'15.3"
C19	78.97'	542.00'	8°20'54.7"
C20	102.47'	400.00'	14°40'39.4"
C21	51.45'	51.00'	57°48'01.2"
C22	61.06'	110.00'	31°48'16.7"
C23	30.89'	420.00'	4°12'52.4"
C24	140.40'	400.00'	20°06'39.7"
C25	18.65'	26.00'	41°06'29.9"
C26	70.40'	92.00'	43°50'47.5"
C27	145.14'	546.00'	15°13'51.9"
C28	52.20'	49.50'	60°25'30.1"
C29	26.35'	392.50'	3°50'45.8"
C30	57.00'	90.00'	36°17'14.6"
C31	44.80'	90.00'	28°31'19.0"
C32	77.23'	530.00'	8°20'54.7"

SHEET NUMBER	40
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	LEAR
CHECK	
DETAIL	AMEDEE
CHECK	
REVIEW	
SERIES #	4 OF 8

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 02, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

GEOMETRIC DETAILS
LA 1088, ROUNDABOUT & TRINITY ST.

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS

04/02/2026 10:41

F:\02020\220303\01800\Construction Plans\220303 GD06.dwg [046]

END PROJECT
C.S. 000–52
LOG MILE 1.022 (VIOLA)
STA. 308+87.11

Scale : 1" = 20'

B.L. VIOLA ST. P&A
CURVE DATA
P.I. STA. 307+56.50
Δ=91°12'24"
D=76°23'40"
T=76.60'
L=119.39'
R=75.00'

309+00
308+00
307+00
306+00

2'
2.7'
10'
10'
50' SHLDR. TRANS.
50' SHLDR. TRANS.

308+37.13
14.00' LT.
308+37.08
14.00' RT.
308+07.29
0.00'
PT STA. 307+99.29
R=75.00
Δ=91°12'24"
306+79.73
8.00' LT.
PC STA. 306+79.90
N00°43'03.0"W
4'
10'
8'
10'
4'
MATCHLINE STA. 306+00
(SEE SHEET 37)

NOTES:

ARROWS ARE SHOWN TO DEPICT LANE CONFIGURATION AND ARE NOT INTENDED FOR STRIPING.

DESIGN VEHICLE = WB–40 ACCOMMODATE SU–40 WITHOUT USING TRUCK APPRONS

60% FINAL PLANS

03/26/2026 10:43

F:\02020\220303\01800\Construction Plans\220303 GD10.dwg [041]

SHEET NUMBER 41

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852–11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
LEAR		AMEDEE			5 OF 8

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Mar 26, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

GEOMETRIC DETAILS
VIOLA ST.

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS

F:\02020\220303\01800\Construction Plans\220303 GD01a.dwg [041]

B.L. LA 1088 P&A

B.L. LA 1088 P&A
CURVE DATA
P.I. STA. 82+10.48
Δ=10°55'21"
D=2°17'31"
T=239.01'
L=476.58'
R=2500.00'

R=11459.16
Δ=1°13'39"

MATCHLINE STA. 81+50
(THIS SHEET)

B.L. LA 1088 P&A
CURVE DATA
P.I. STA. 78+85.73
Δ=0°51'26"
D=0°30'00"
T=85.73'
L=171.46'
R=11459.16'

N

Scale : 1" = 10'

B.L. LA 1088 P&A
CURVE DATA
P.I. STA. 82+10.48
Δ=10°55'21"
D=2°17'31"
T=239.01'
L=476.58'
R=2500.00'

MATCHLINE STA. 81+50
(THIS SHEET)

B.L. LA 1088 P&A

82+36.64
2.00' RT.

R=6.00
Δ=175°49'00"

81+94.41
12.17' RT.

82+36.21
13.98' RT.

MATCHLINE STA. 84+00
(THIS SHEET)

N

Scale : 1" = 10'

B.L. LA 1088 P&A
CURVE DATA
P.I. STA. 82+10.48
Δ=10°55'21"
D=2°17'31"
T=239.01'
L=476.58'
R=2500.00'

MATCHLINE STA. 84+00
(THIS SHEET)

PCC STA. 84+48.04

84+48.04
2.00' RT.

84+89.77
5.36' RT.

84+89.99
7.35' RT.

PRC STA. 85+34.33

R=112.00
Δ=54°16'14"

R=800.00
Δ=13°59'08"

85+72.31
6.57' LT.

85+73.72
3.88' LT.

85+63.82
18.86' RT.

85+80.97
22.45' RT.

24.5'

29.5'

B.L. LA 1088 P&A
CURVE DATA
P.I. STA. 85+67.45
Δ=36°39'11"
D=57°17'45"
T=33.12'
L=63.97'
R=100.00'

PT STA. 85+98.30

85+99.54
25.44' RT.

R=2.00
Δ=122°18'52"

86+06.05
28.95' RT.

86+01.77
22.74' RT.

B.L. LA 1088 P&A

N88°57'03.9"E

N52°11'06.8"E

85+84.13
12.69' LT.

85+88.16
6.36' LT.

85+95.77
21.20' LT.

86+21.34
51.03' LT.

R=2.00
Δ=138°59'08"

85+98.39
19.14' LT.

R=71.50
Δ=69°25'31"

R=72.50
Δ=33°41'20"

N

Scale : 1" = 10'

NOTES:

TURN ARROWS ARE SHOWN TO DEPICT LANE CONFIGURATION AND ARE NOT INTENDED FOR STRIPING.

ALL GEOMETRY & CALLOUTS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

DESIGN VEHICLE = WB-67 ACCOMMODATE SU-40 WITHOUT USING TRUCK APPRONS

SHEET NUMBER	42
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116

DESIGN	LEAR
CHECK	
DETAIL	AMEDEE
CHECK	
REVIEW	
SERIES #	6 OF 10

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Mar 26, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
DEPARTMENT OF JUSTICE
CONFIDENCE
1855-2855

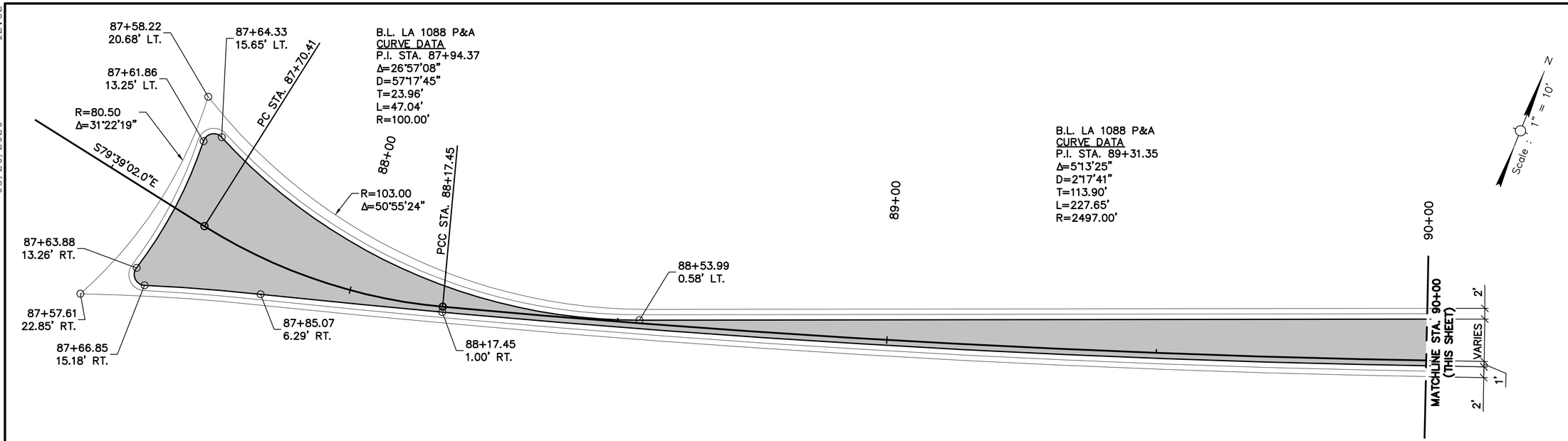
GEOMETRIC DETAILS
LA 1088

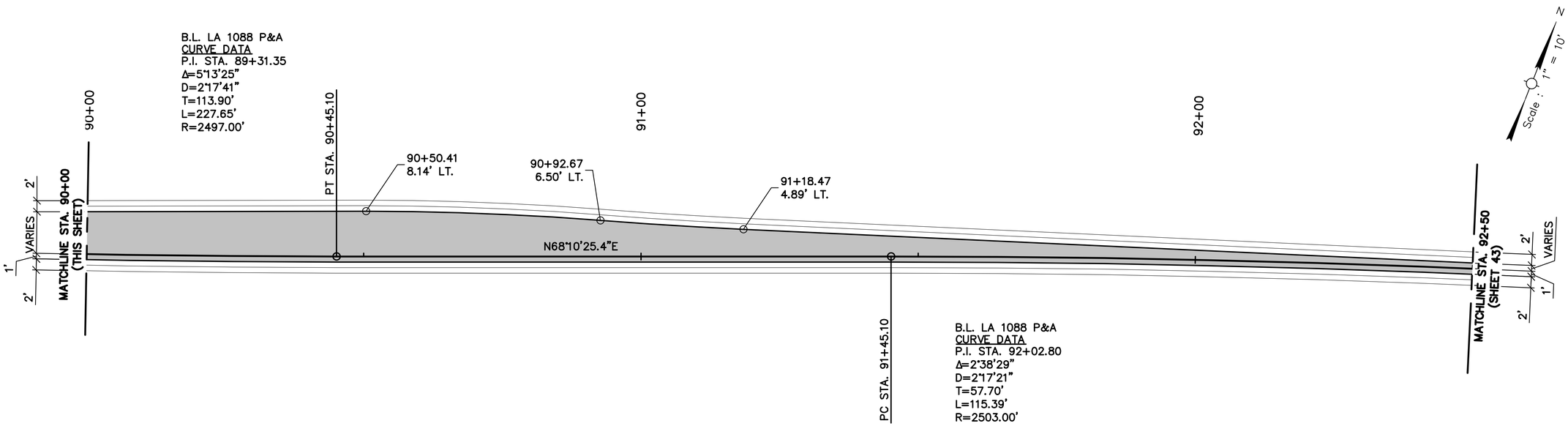
LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 GD01a.dwg [042]
03/26/2026 12:52





NOTES:

TURN ARROWS ARE SHOWN TO DEPICT LANE CONFIGURATION AND ARE NOT INTENDED FOR STRIPING.

ALL GEOMETRY & CALLOUTS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

DESIGN VEHICLE = WB-67 ACCOMMODATE SU-40 WITHOUT USING TRUCK APPRONS

SHEET NUMBER 43

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
LEAR		AMEDEE			7 OF 10

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Mar 26, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

GEOMETRIC DETAILS
LA 1088

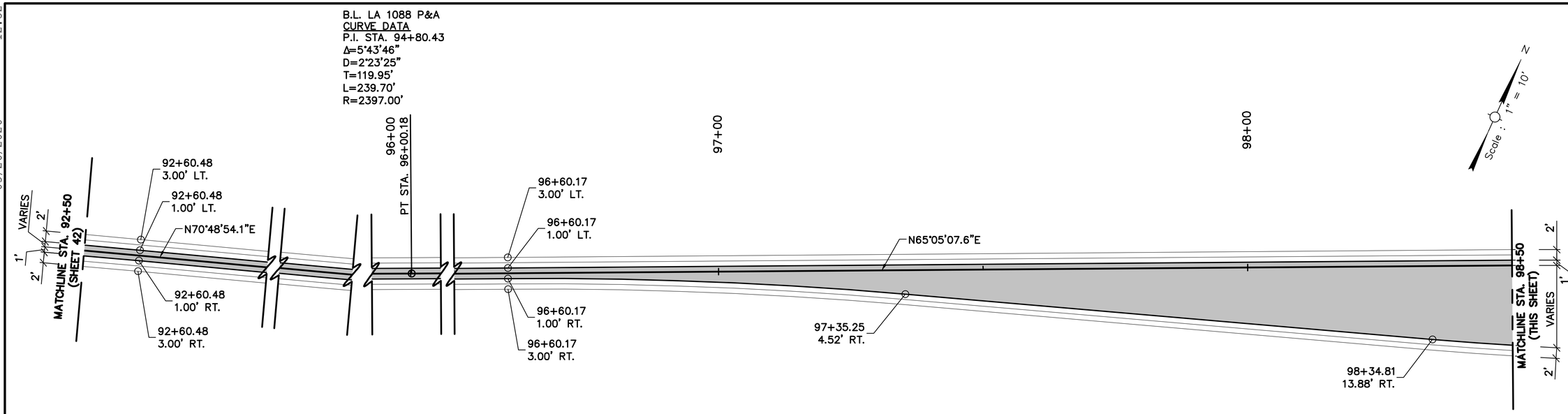
LA 1088: SOULT & TRINITY ROUNDABOUTS

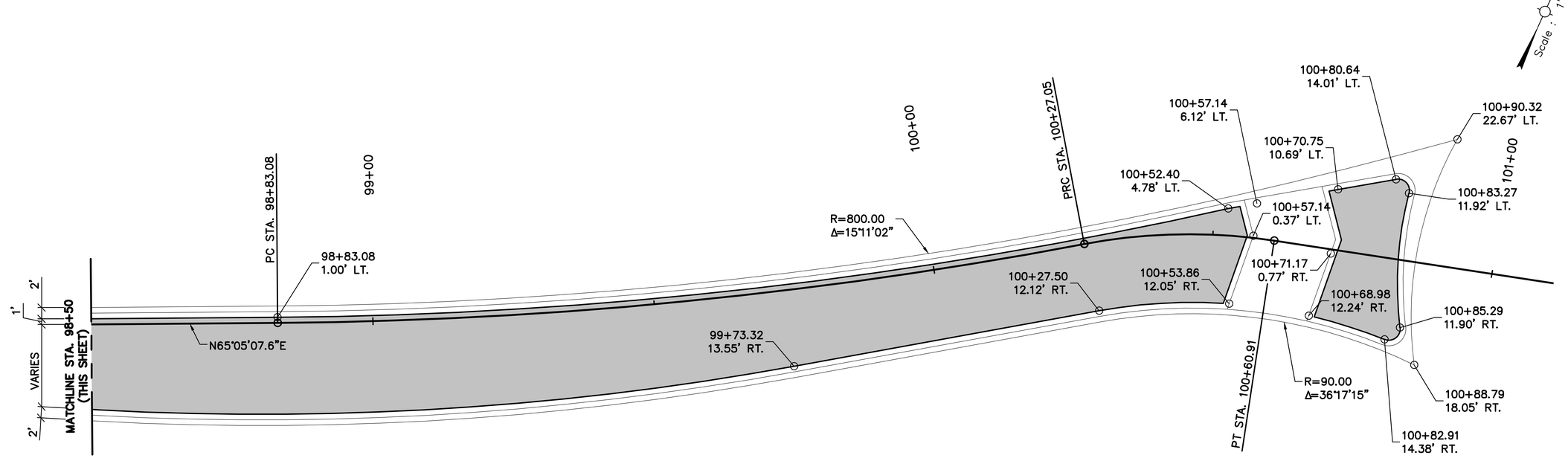
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 GD01a.dwg [043]
03/26/2026 12:52

B.L. LA 1088 P&A
CURVE DATA
P.I. STA. 94+80.43
Δ=5°43'46"
D=2°23'25"
T=119.95'
L=239.70'
R=2397.00'





NOTES:

TURN ARROWS ARE SHOWN TO DEPICT LANE CONFIGURATION AND ARE NOT INTENDED FOR STRIPING.

ALL GEOMETRY & CALLOUTS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

DESIGN VEHICLE = WB-67 ACCOMMODATE SU-40 WITHOUT USING TRUCK APPRONS

SHEET NUMBER 44

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN LEAR | CHECK
DETAIL AMEDEE | CHECK
REVIEW | SERIES * 8 OF 10

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Mar 26, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
DEPARTMENT OF JUSTICE
CONFIDENCE
1855-2015

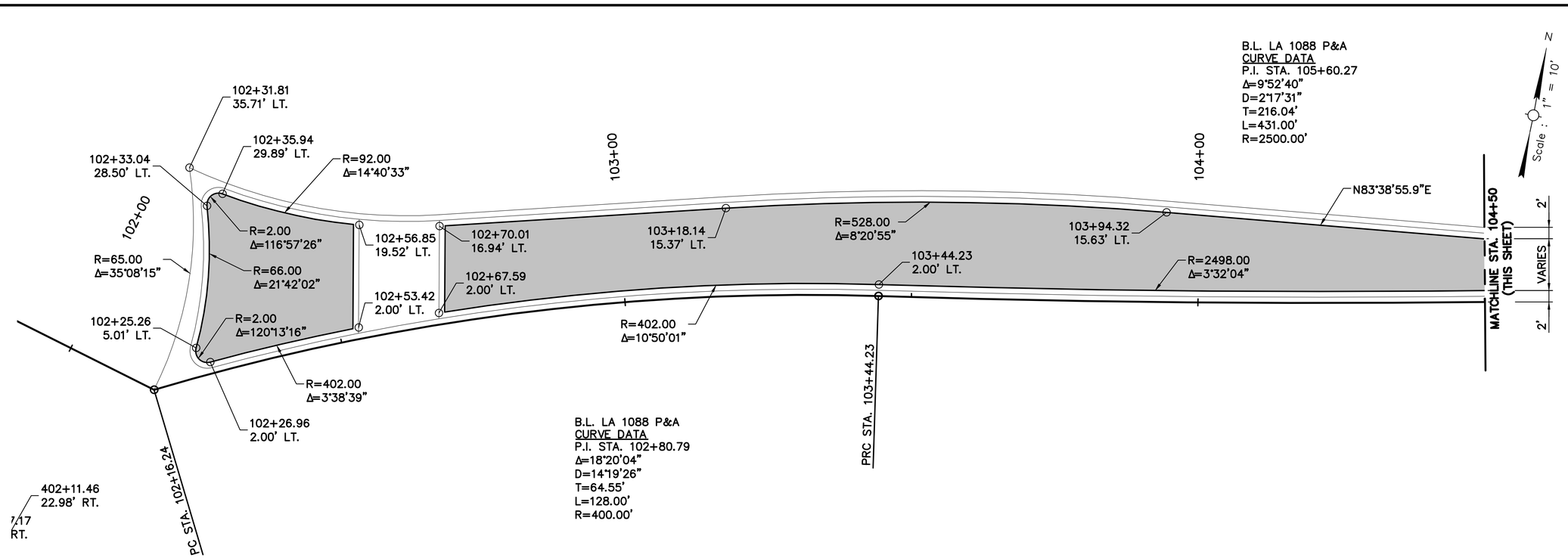
GEOMETRIC DETAILS
LA 1088

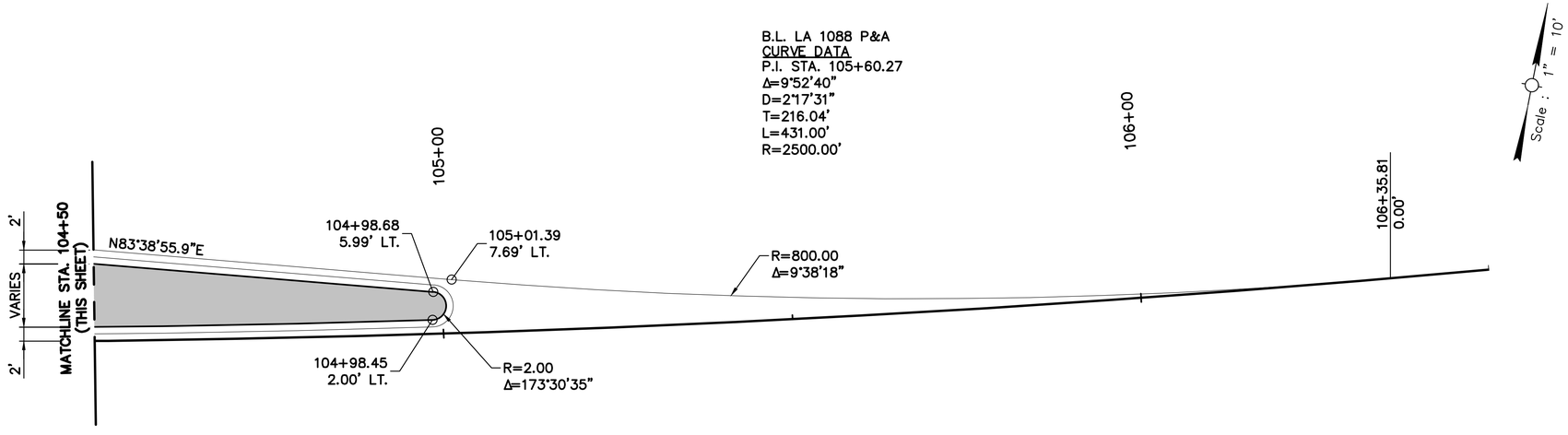
LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 GD01a.dwg [044]
03/26/2026 12:52





NOTES:

TURN ARROWS ARE SHOWN TO DEPICT LANE CONFIGURATION AND ARE NOT INTENDED FOR STRIPING.

ALL GEOMETRY & CALLOUTS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

DESIGN VEHICLE = WB-67 ACCOMMODATE SU-40 WITHOUT USING TRUCK APPRONS

SHEET NUMBER	45
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	LEAR
CHECK	
DETAIL	AMEDEE
CHECK	
REVIEW	
SERIES #	9 OF 10

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Mar 26, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

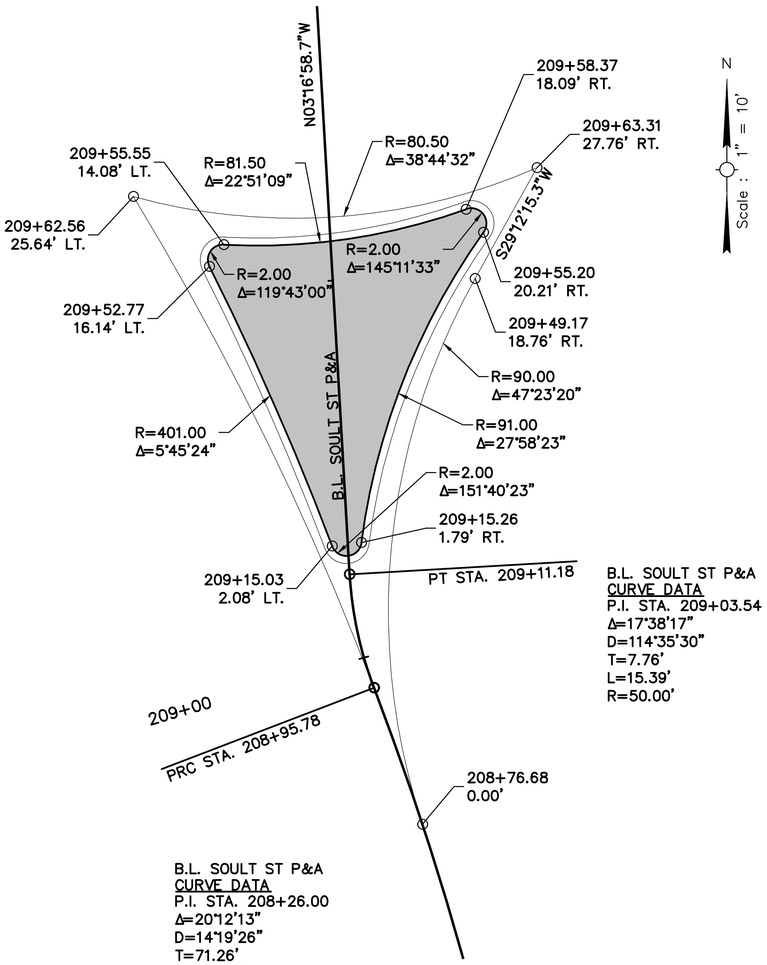
GEOMETRIC DETAILS
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

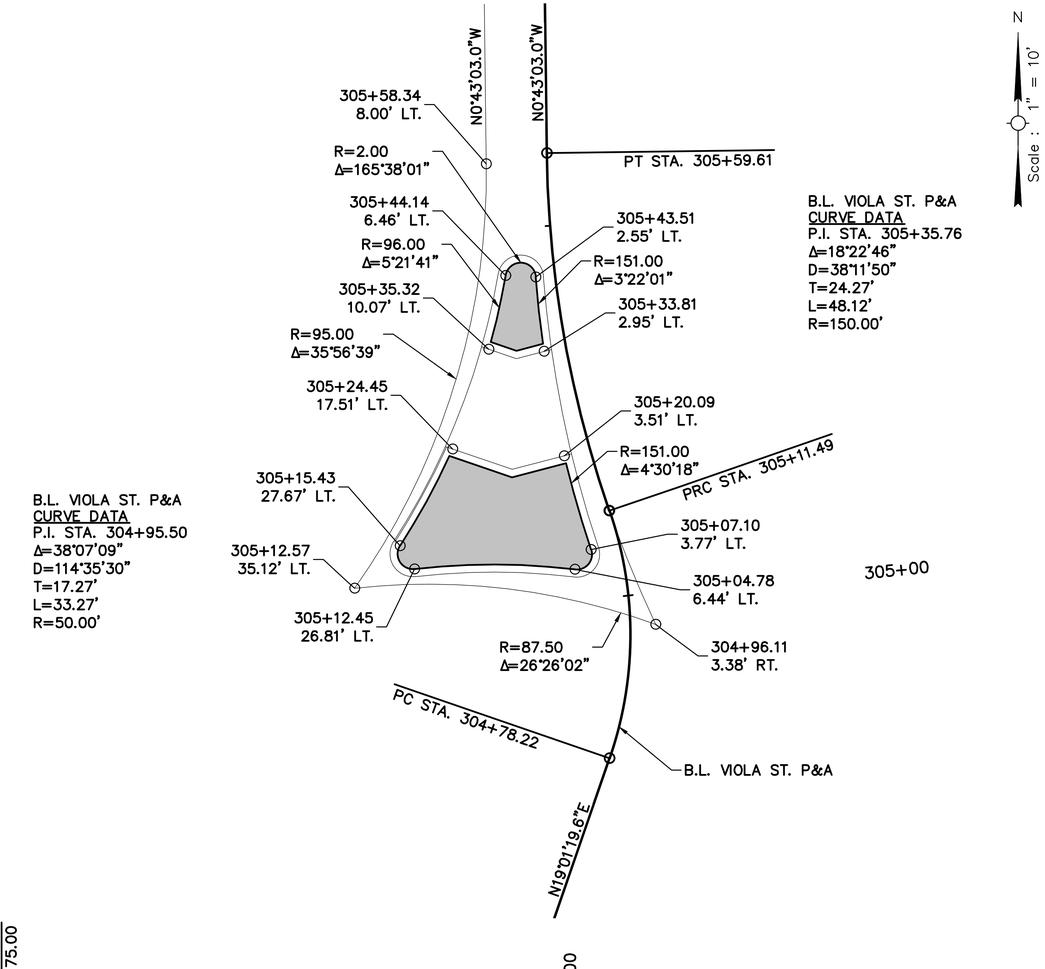
WAGGONER

60% FINAL PLANS
03/26/2026 12:52
F:\02020\220303\01800\Construction Plans\220303 GD01a.dwg [045]



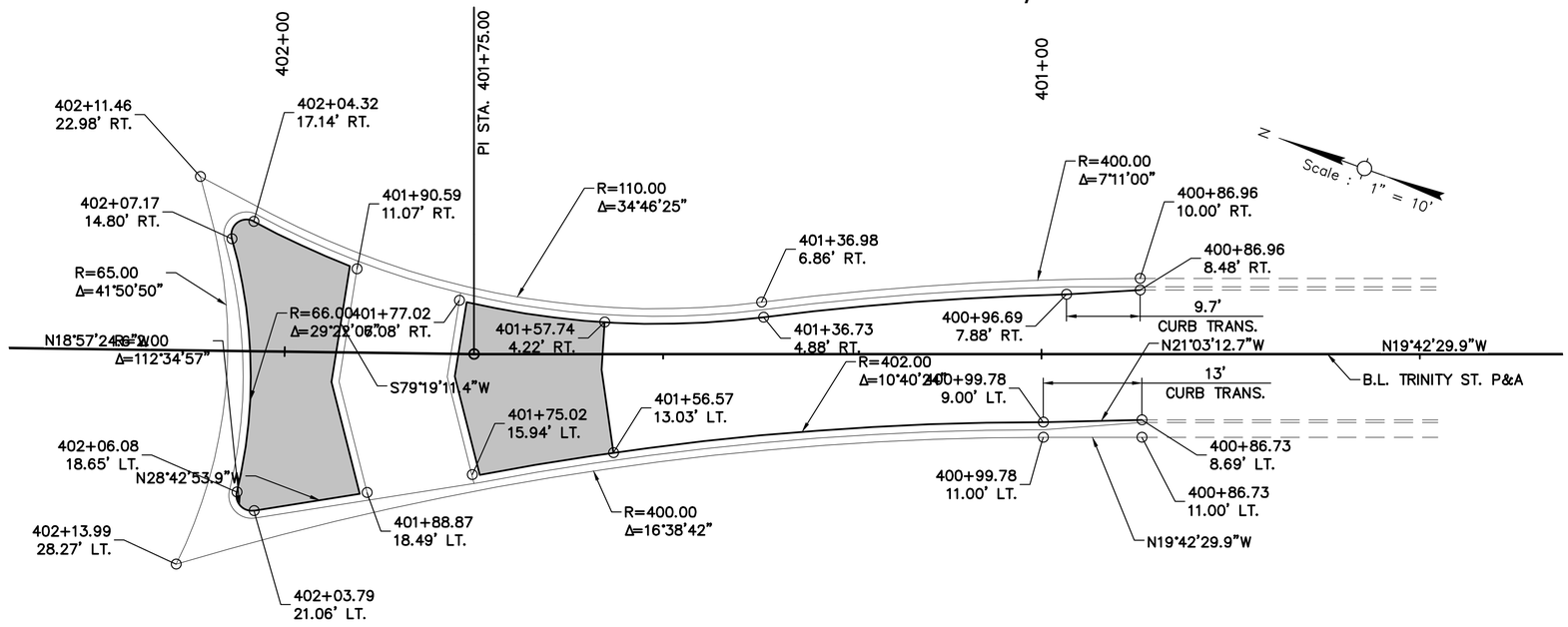
B.L. SOULT ST P&A
CURVE DATA
P.I. STA. 209+03.54
Δ=17°38'17"
D=114°35'30"
T=7.76'
L=15.39'
R=50.00'

B.L. SOULT ST P&A
CURVE DATA
P.I. STA. 208+26.00
Δ=20°12'13"
D=14°19'26"
T=71.26'
L=141.05'
R=400.00'



B.L. VIOLA ST. P&A
CURVE DATA
P.I. STA. 304+95.50
Δ=38°07'09"
D=114°35'30"
T=17.27'
L=33.27'
R=50.00'

B.L. VIOLA ST. P&A
CURVE DATA
P.I. STA. 305+35.76
Δ=18°22'46"
D=38°11'50"
T=24.27'
L=48.12'
R=150.00'



NOTES:

TURN ARROWS ARE SHOWN TO DEPICT LANE CONFIGURATION AND ARE NOT INTENDED FOR STRIPING.

ALL GEOMETRY & CALLOUTS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.

DESIGN VEHICLE = WB-67 ACCOMMODATE SU-40 WITHOUT USING TRUCK APPRONS

SHEET NUMBER	46
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	LEAR
CHECK	
DETAIL	AMEDEE
CHECK	
REVIEW	
SERIES	10 OF 10

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Mar 26, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA
DEPARTMENT OF PUBLIC WORKS
CONFIDENCE

GEOMETRIC DETAILS
SOULT ST., VIOLA ST. & TRINITY ST.

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

12:24
04/01/2026
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 GG 01.dwg [54]

* DENOTES TOP OF CURB ELEVATION

SHEET NUMBER	47
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	LEAR
CHECK	
DETAIL	AMEDEE
CHECK	
REVIEW	
SERIES	11 OF 5

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 01, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

JOINT LAYOUT AND GRAPHICAL GRADES

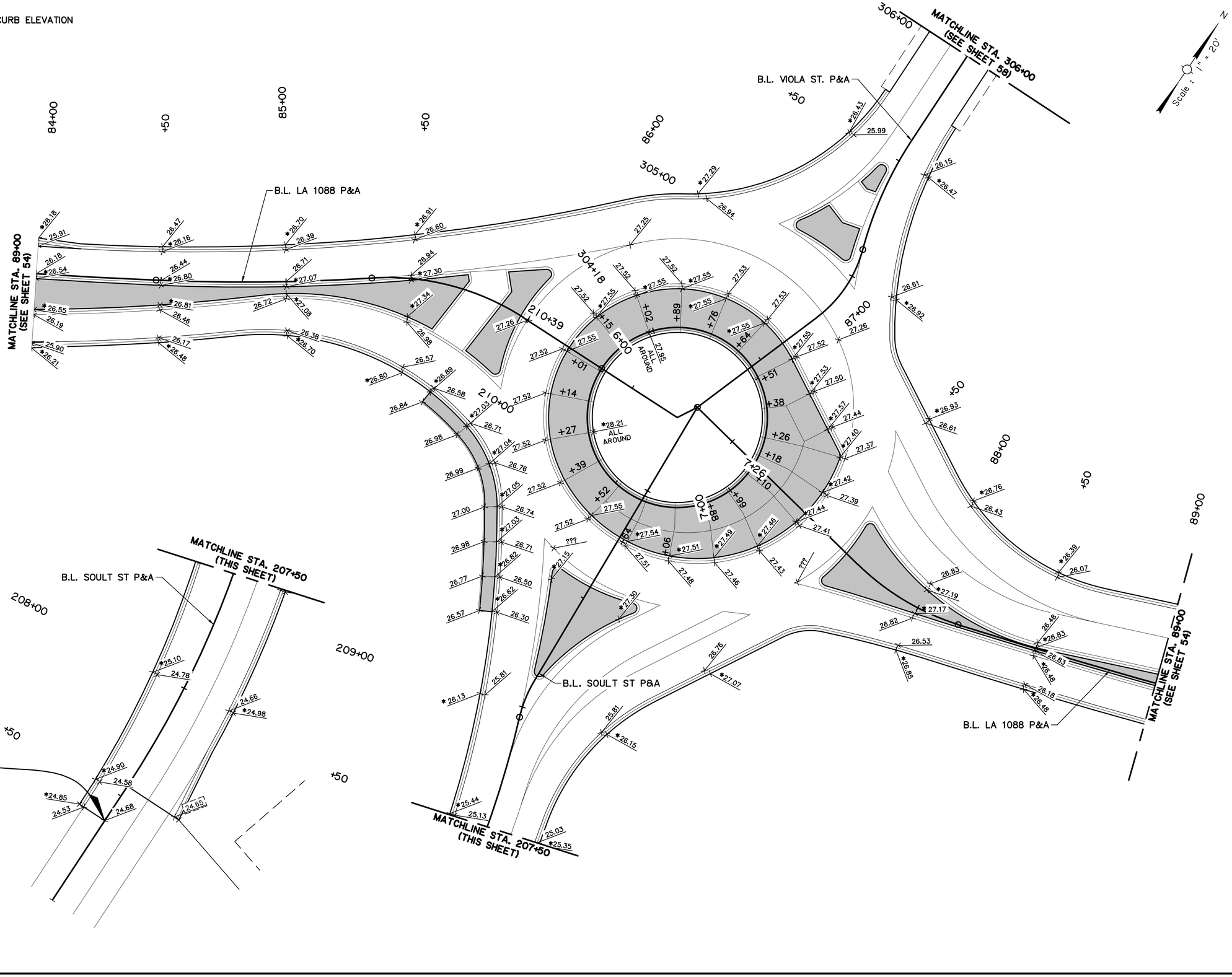
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

* DENOTES TOP OF CURB ELEVATION



60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 GG 02.dwg [056]
04/02/2026 9:03
CAD STANDARD

SHEET NUMBER	48
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	LEAR
CHECK	
DETAIL	AMEDEE
CHECK	
REVIEW	
SERIES	* 3 OF 5

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 02, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

JOINT LAYOUT AND GRAPHICAL GRADES

LA 1088, ROUNDABOUT & SOULT ST.

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

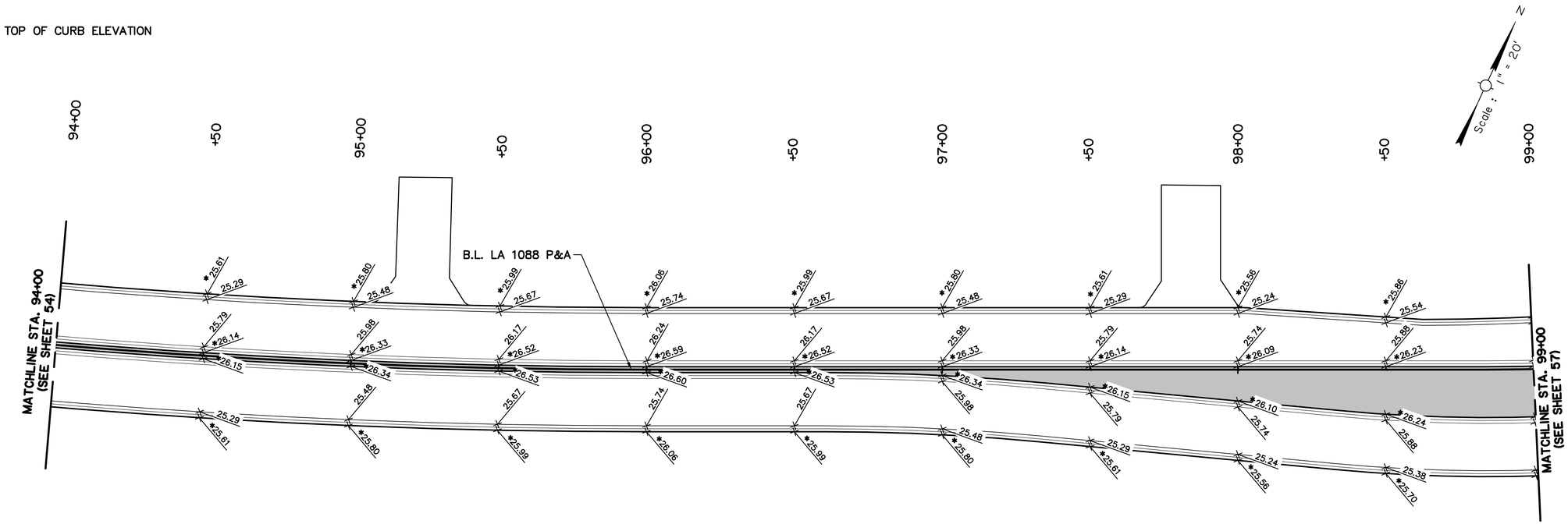
WAGGONER

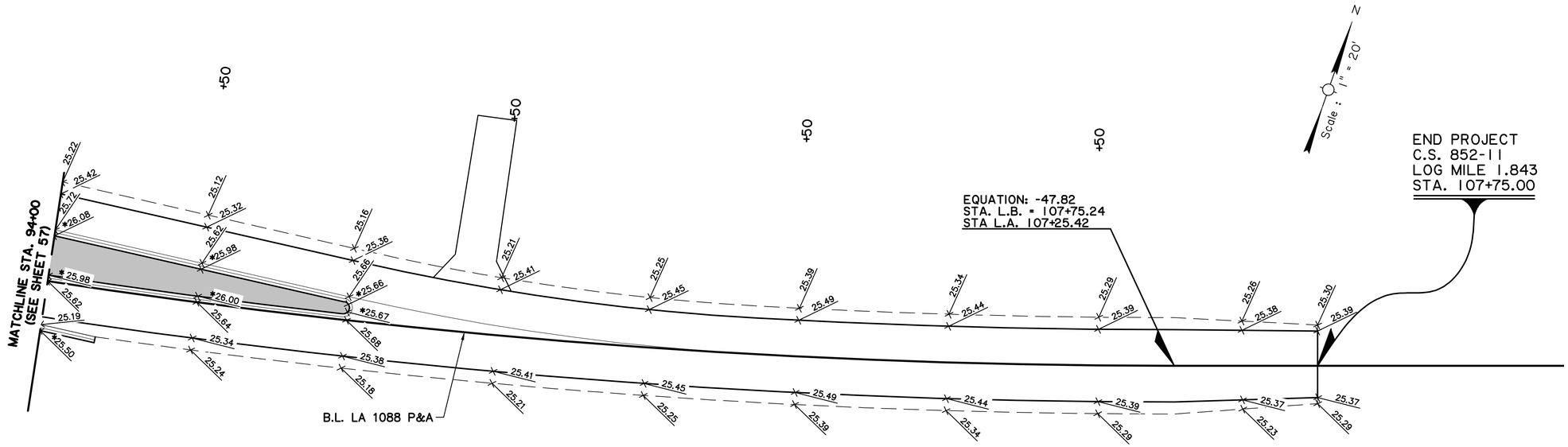
60% FINAL PLANS

F:\02020\220303\01800\Construction Plans\220303 GG 01.dwg [55]

04/02/2026 9:01

* DENOTES TOP OF CURB ELEVATION





SHEET NUMBER	49
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116

DESIGN LEAR | DETAIL AMEDEE | REVIEW | SERIES * 2 OF 5

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 02, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

JOINT LAYOUT AND GRAPHICAL GRADES

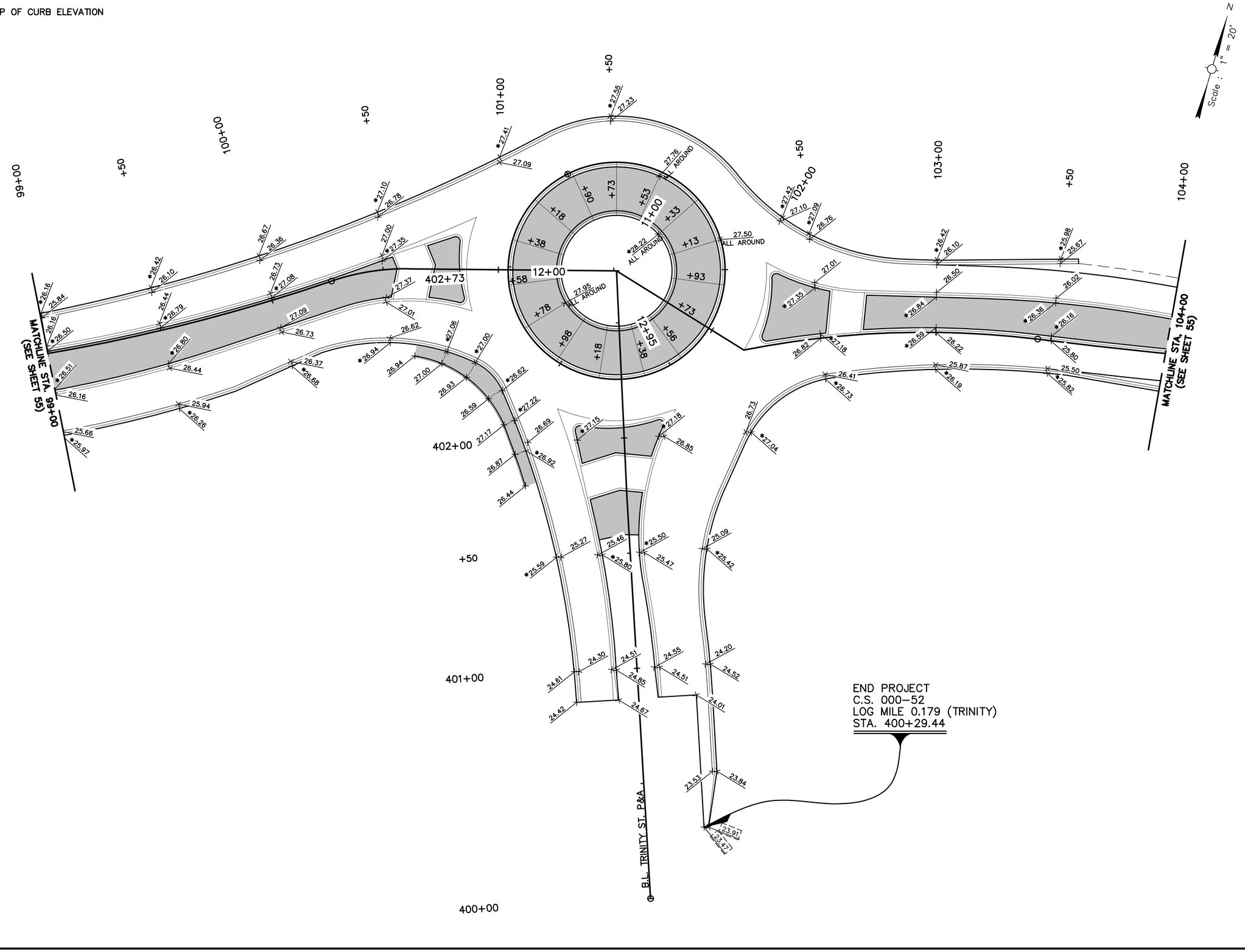
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

* DENOTES TOP OF CURB ELEVATION



60% FINAL PLANS

04/13/2026 14:17

F:\02020\220303\01800\Construction Plans\220303 GG 03.dwg [057]

SHEET NUMBER	50
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116

DESIGN	LEAR	SERIES	4 OF 5
CHECK			
DETAIL	AMEDEE		
CHECK			
REVIEW			

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

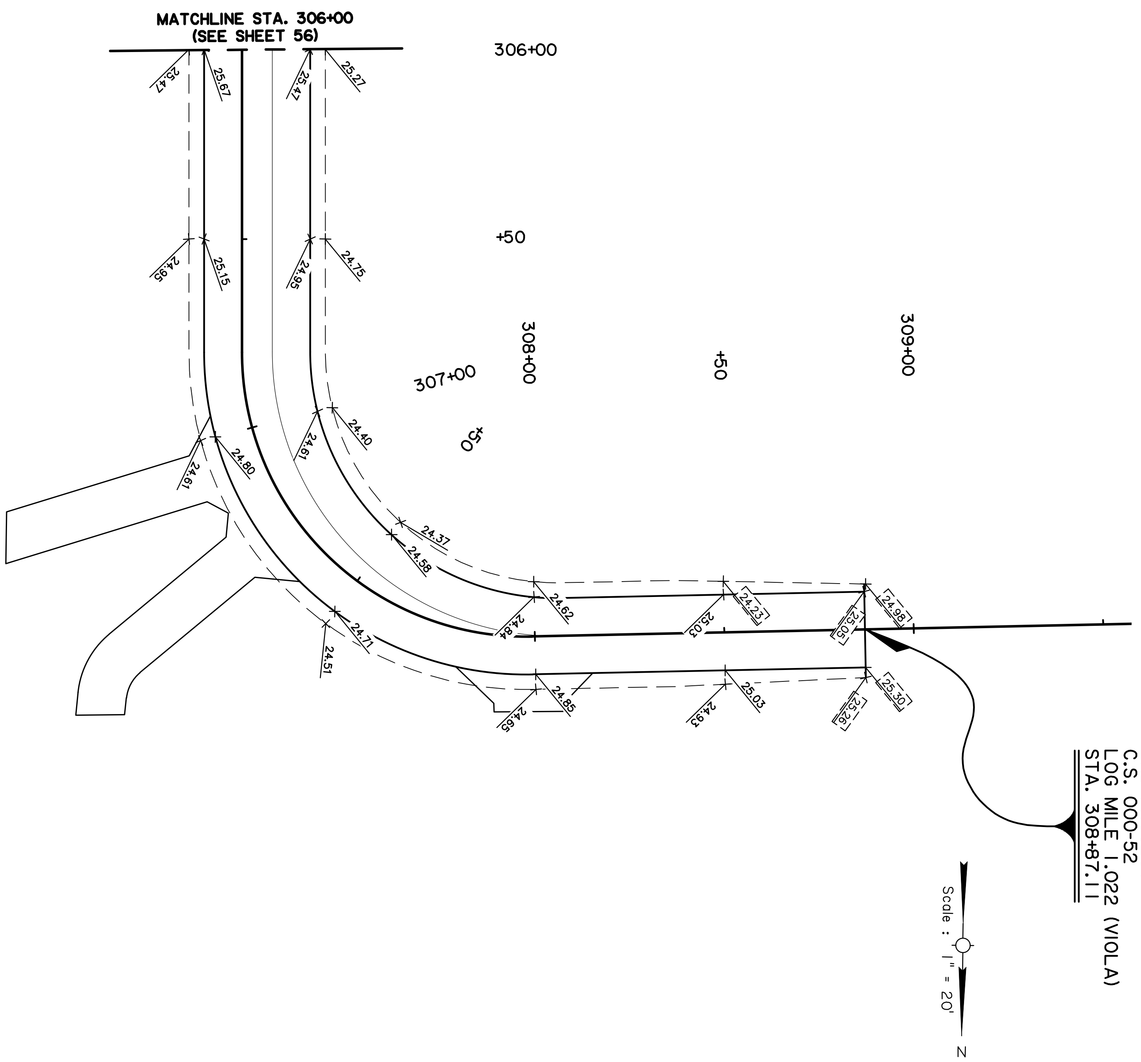
JOINT LAYOUT AND GRAPHICAL GRADES

LA 1088, ROUNDABOUT & TRINITY ST.

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER



JOINT LAYOUT AND GRAPHICAL GRADES

VIOLA ST.

LA 1088: SOULT & TRINITY ROUNDABOUTS

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

PRELIMINARY FOR REVIEW ONLY

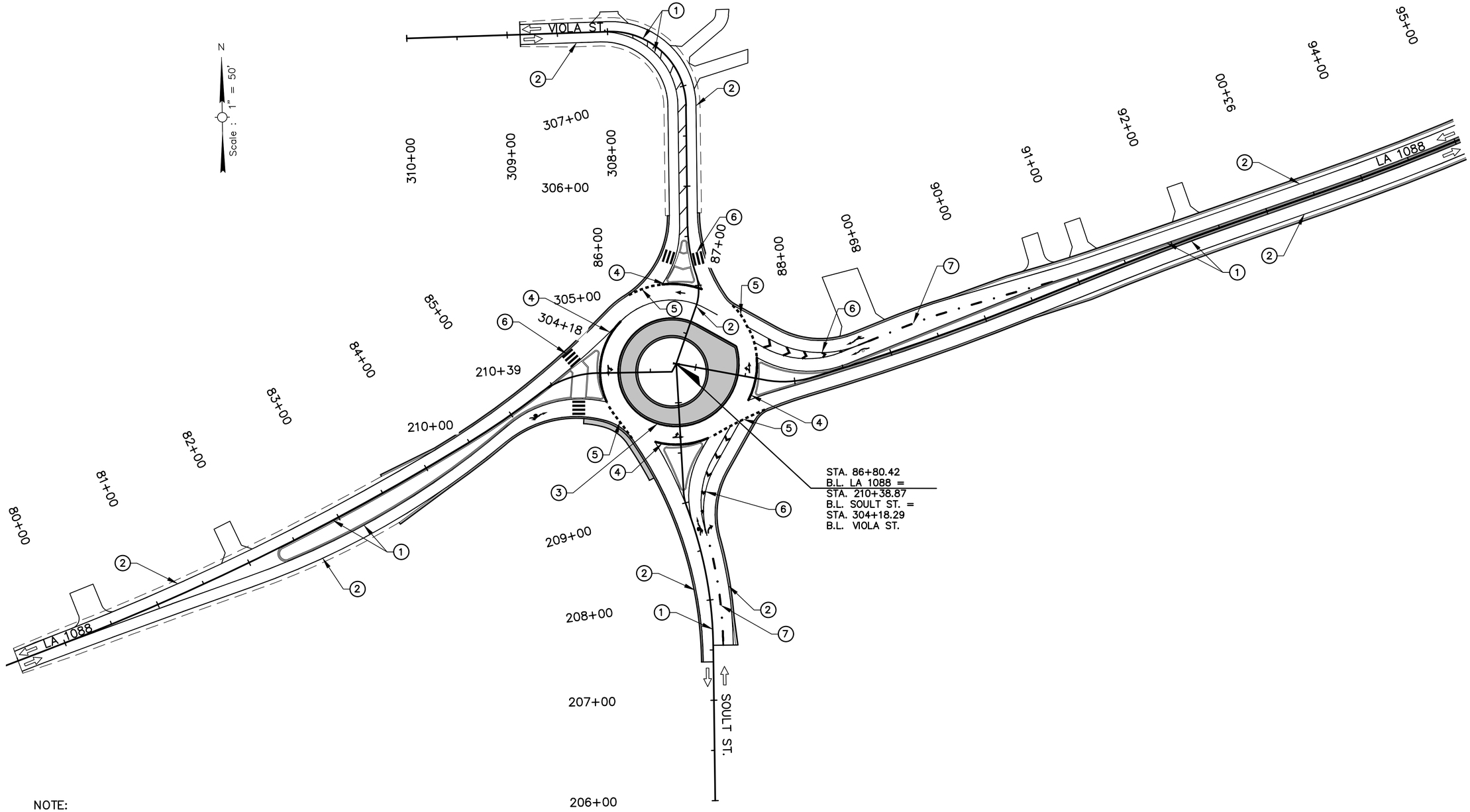
ENGINEER: ROBERT J. LEAR, JR.
LICENSE #: 25394
DATE: Apr 02, 2026

DESIGN	LEAR	PARISH	ST. TAMMANY
CHECK			
DETAIL	AMEDEE	CONTROL SECTION	852-11
CHECK			
REVIEW		STATE PROJECT	H.010116
SERIES *	5 OF 5		

SHEET NUMBER 51

60% FINAL PLANS
04/02/2026 10:11
F:\02020\220303\01800\Construction Plans\H010116 PM01.dwg [055]

REFERENCE:
PM-09



NOTE:

⇨ INDICATES DIRECTION OF TRAVEL (NOT PAVEMENT MARKING)

LEGEND

1. PERMANENT YELLOW PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH)
2. PERMANENT WHITE PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH)
3. PERMANENT YELLOW PLASTIC PAVEMENT STRIPING (SOLID LINE) (8" WIDTH)
4. PERMANENT WHITE PLASTIC PAVEMENT STRIPING (SOLID LINE) (8" WIDTH)
5. PERMANENT WHITE PLASTIC PAVEMENT STRIPING (DOTTED LINE) (24" WIDTH)
6. PERMANENT WHITE PLASTIC PAVEMENT STRIPING (SOLID LINE) (24" WIDTH)
7. PERMANENT WHITE PLASTIC PAVEMENT STRIPING (BROKEN LINE) (4" WIDTH)

SHEET NUMBER 52

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
LEAR		WASHINGTON			11 OF 2

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 02, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

PAVEMENT MARKING

LA 1088: SOULT & TRINITY ROUNDABOUTS

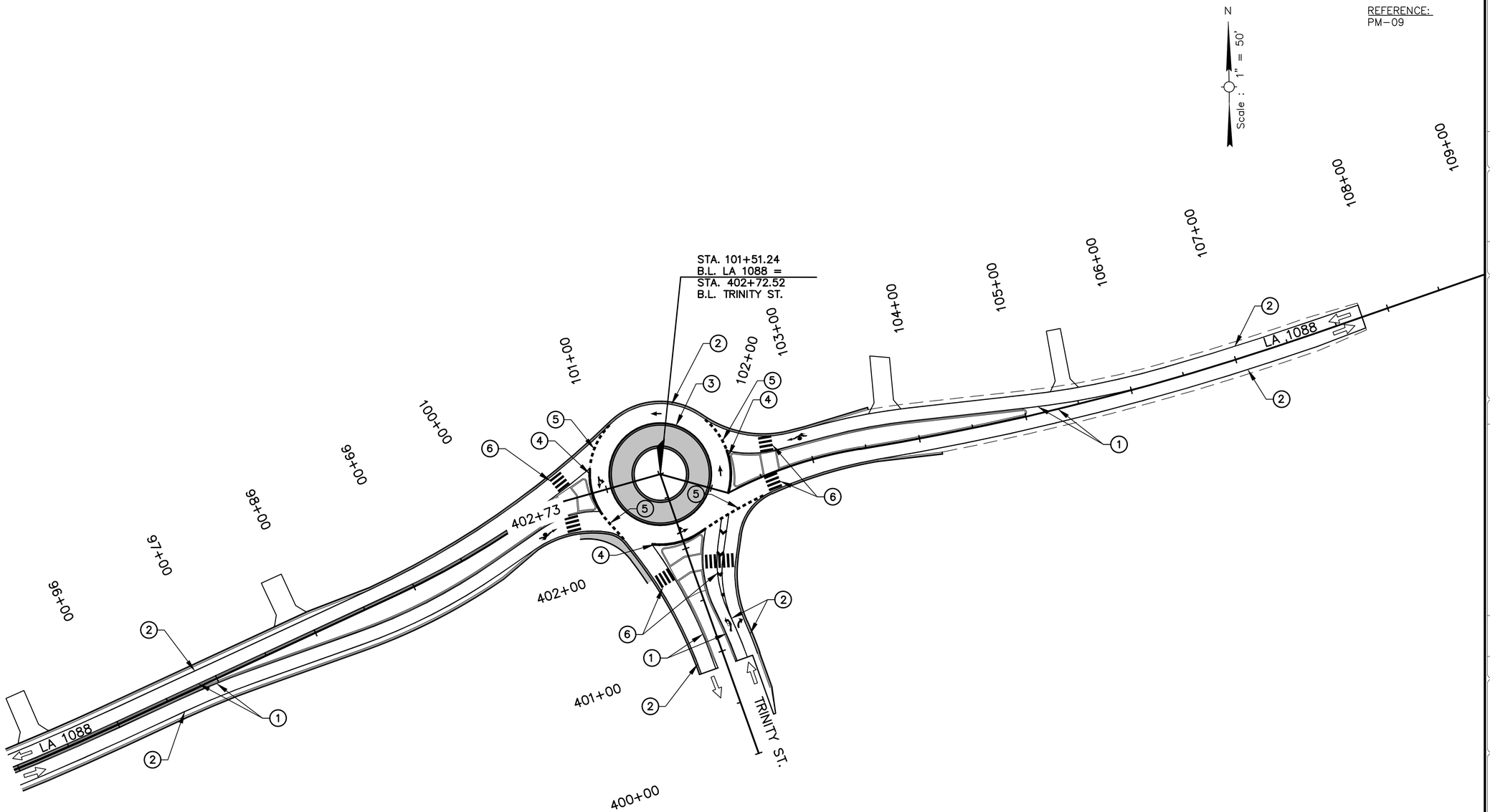
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 PM01.dwg [056]
04/02/2026 10:11
CAD STANDARD

REFERENCE:
PM-09

N
Scale : 1" = 50'



NOTE:

⇨ INDICATES DIRECTION OF TRAVEL (NOT PAVEMENT MARKING)

LEGEND

1. PERMANENT YELLOW PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH)
2. PERMANENT WHITE PLASTIC PAVEMENT STRIPING (SOLID LINE) (4" WIDTH)
3. PERMANENT YELLOW PLASTIC PAVEMENT STRIPING (SOLID LINE) (8" WIDTH)
4. PERMANENT WHITE PLASTIC PAVEMENT STRIPING (SOLID LINE) (8" WIDTH)
5. PERMANENT WHITE PLASTIC PAVEMENT STRIPING (DOTTED LINE) (24" WIDTH)
6. PERMANENT WHITE PLASTIC PAVEMENT STRIPING (SOLID LINE) (24" WIDTH)
7. PERMANENT WHITE PLASTIC PAVEMENT STRIPING (BROKEN LINE) (4" WIDTH)

SHEET NUMBER	53
PARISH: ST. TAMMANY	CONTROL SECTION: 852-11
STATE PROJECT: H.010116	
DESIGN: LEAR	DETAIL: WASHINGTON
CHECK	CHECK
REVIEW	SERIES # 2 OF 2

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 02, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PAVEMENT MARKING

LA 1088: SOULT & TRINITY ROUNDABOUTS

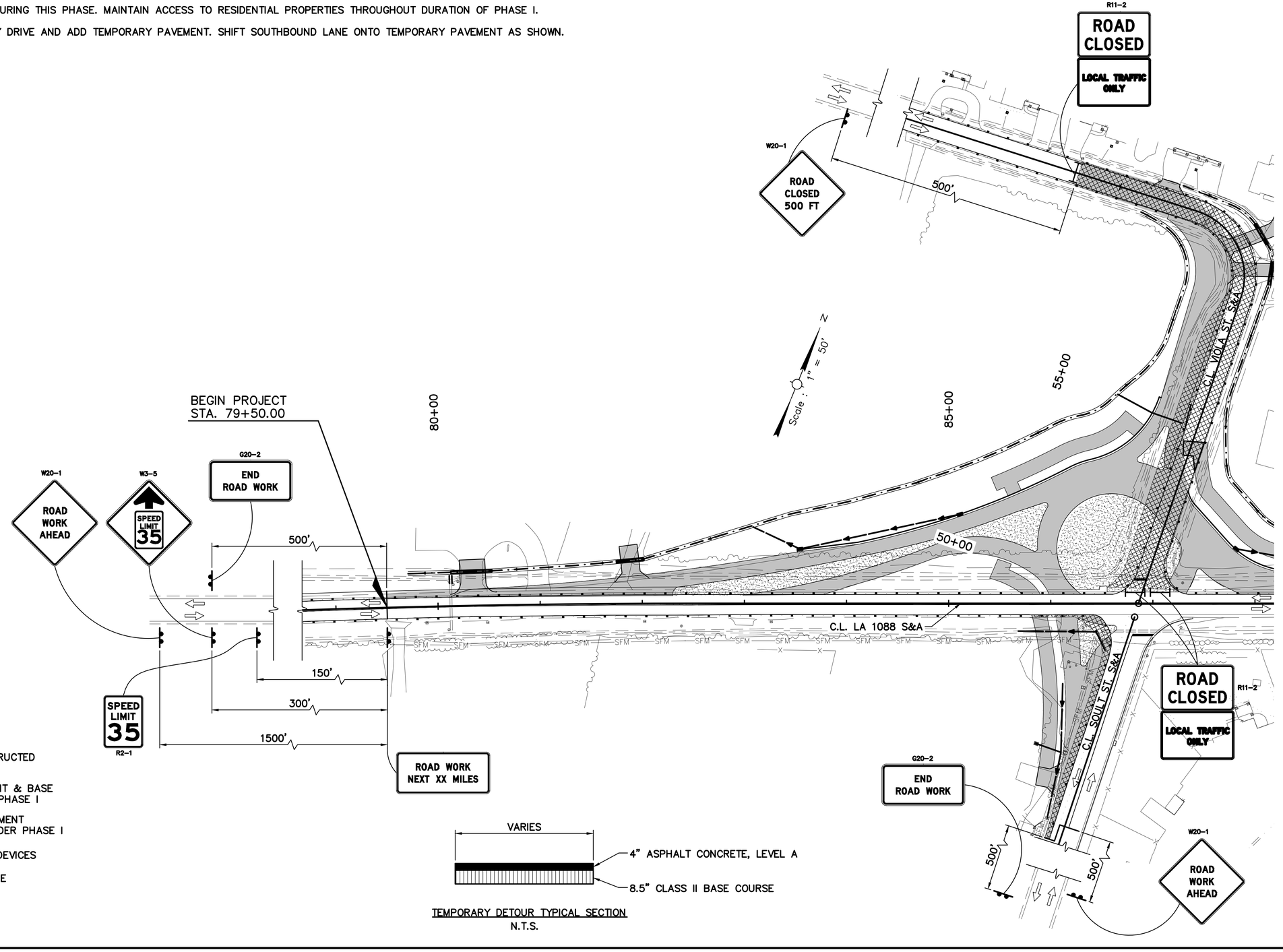
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
04/14/2026 12:22
F:\02020\220303\01800\Construction Plans\220303 SOC 01 Phase 1.dwg [54]

PHASE I CONSTRUCTION NOTES:

1. PLACE ALL ADVANCED WARNING SIGNS, BARRICADES, AND EROSION CONTROL AS SHOWN.
2. INSTALL DRAINAGE STRUCTURES AND PIPES AS SHOWN. CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE THROUGHOUT CONSTRUCTION.
3. CONSTRUCT NEW PERMANENT PAVEMENT AS SHOWN.
4. SHIFT TRAFFIC ALONG LA 1088 TO MAINTAIN A MINIMUM OF 10' TRAVEL LANES.
5. VIOLA ST. TO BE CLOSED DURING THIS PHASE. MAINTAIN ACCESS TO RESIDENTIAL PROPERTIES THROUGHOUT DURATION OF PHASE I.
6. REMOVE MEDIAN ON TRINITY DRIVE AND ADD TEMPORARY PAVEMENT. SHIFT SOUTHBOUND LANE ONTO TEMPORARY PAVEMENT AS SHOWN.



LEGEND

- PAVEMENT CONSTRUCTED UNDER PHASE I
- EXISTING PAVEMENT & BASE REMOVED UNDER PHASE I
- TEMPORARY PAVEMENT CONSTRUCTED UNDER PHASE I
- CHANNELIZATION DEVICES
- TYPE III BARRICADE
- TRAFFIC

TEMPORARY DETOUR TYPICAL SECTION
N.T.S.

SHEET NUMBER 54

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
GREMILLION		YARBROUGH			1 OF 12

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
CHARLOTTE M. GREMILLION

LICENSE #:
47930

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

SUGGESTED SEQUENCE OF CONSTRUCTION

LA 1088 – PHASE I

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

12:22

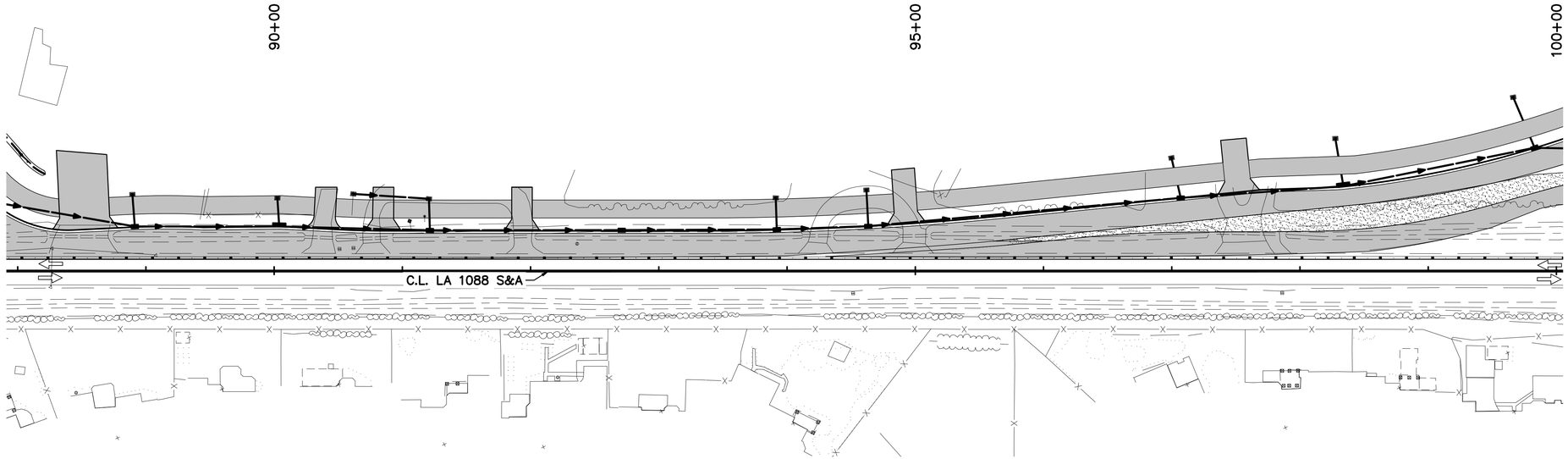
04/14/2026

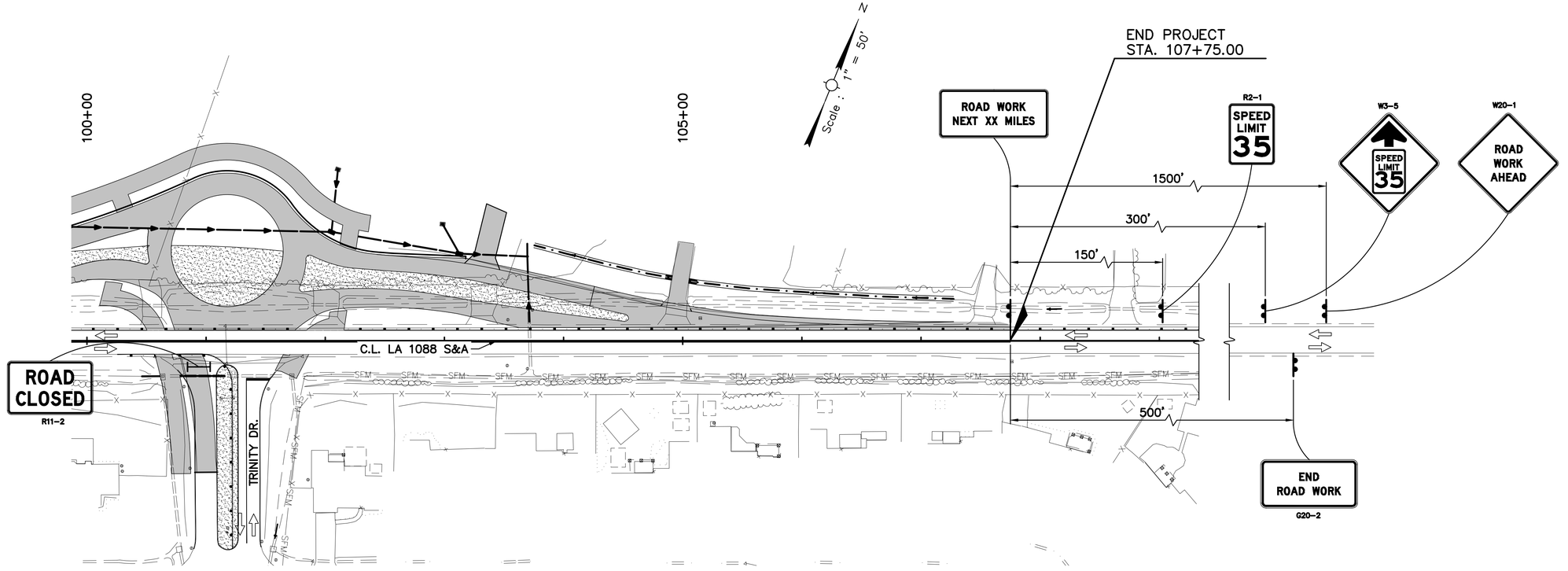
60% FINAL PLANS

F:\02020\220303\01800\Construction Plans\220303 SOC 01 Phase 1.dwg [55]

LEGEND

- PAVEMENT CONSTRUCTED UNDER PHASE I
- EXISTING PAVEMENT & BASE REMOVED UNDER PHASE I
- TEMPORARY PAVEMENT CONSTRUCTED UNDER PHASE I
- CHANNELIZATION DEVICES
- TYPE III BARRICADE
- TRAFFIC





SHEET NUMBER	55
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	GREMILLION
CHECK	
DETAIL	YARBROUGH
CHECK	
REVIEW	
SERIES #	2 OF 12

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
CHARLOTTE M. GREMILLION

LICENSE #:
47930

DATE:
Apr 14, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

SUGGESTED SEQUENCE OF CONSTRUCTION

LA 1088 – PHASE I

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

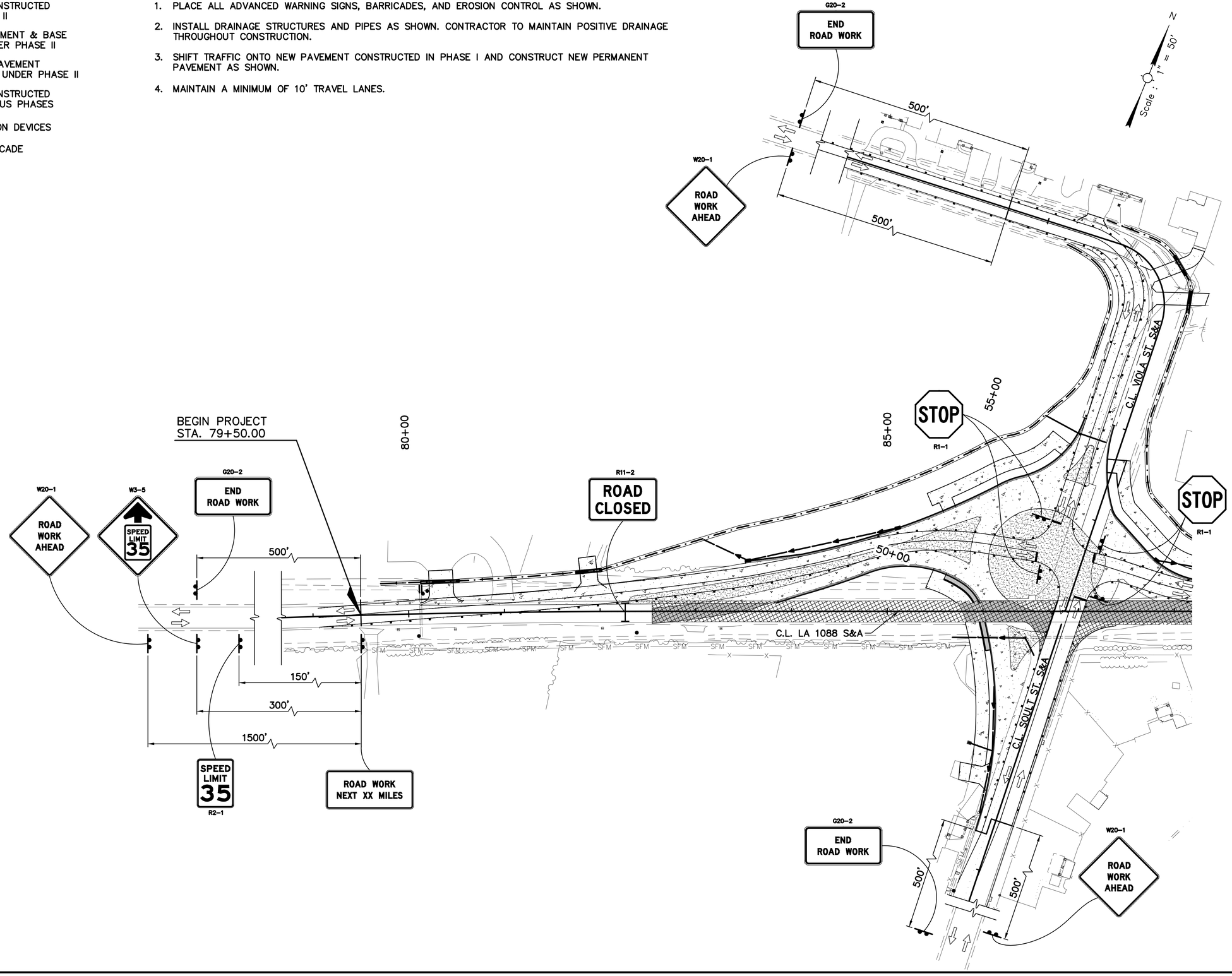
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 SOC 02 Phase 2.dwg [56]
04/13/2026 16:38
CAD STANDARD

LEGEND

- PAVEMENT CONSTRUCTED UNDER PHASE II
- EXISTING PAVEMENT & BASE REMOVED UNDER PHASE II
- TEMPORARY PAVEMENT CONSTRUCTED UNDER PHASE II
- PAVEMENT CONSTRUCTED UNDER PREVIOUS PHASES
- CHANNELIZATION DEVICES
- TYPE III BARRICADE
- TRAFFIC

PHASE II CONSTRUCTION NOTES:

1. PLACE ALL ADVANCED WARNING SIGNS, BARRICADES, AND EROSION CONTROL AS SHOWN.
2. INSTALL DRAINAGE STRUCTURES AND PIPES AS SHOWN. CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE THROUGHOUT CONSTRUCTION.
3. SHIFT TRAFFIC ONTO NEW PAVEMENT CONSTRUCTED IN PHASE I AND CONSTRUCT NEW PERMANENT PAVEMENT AS SHOWN.
4. MAINTAIN A MINIMUM OF 10' TRAVEL LANES.



SHEET NUMBER	56
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	GREMILLION
CHECK	
DETAIL	YARBROUGH
CHECK	
REVIEW	
SERIES	* 4 OF 12

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
CHARLOTTE M. GREMILLION

LICENSE #:
47930

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

SUGGESTED SEQUENCE OF CONSTRUCTION

LA 1088 – PHASE II

LA 1088: SOULT & TRINITY ROUNDABOUTS

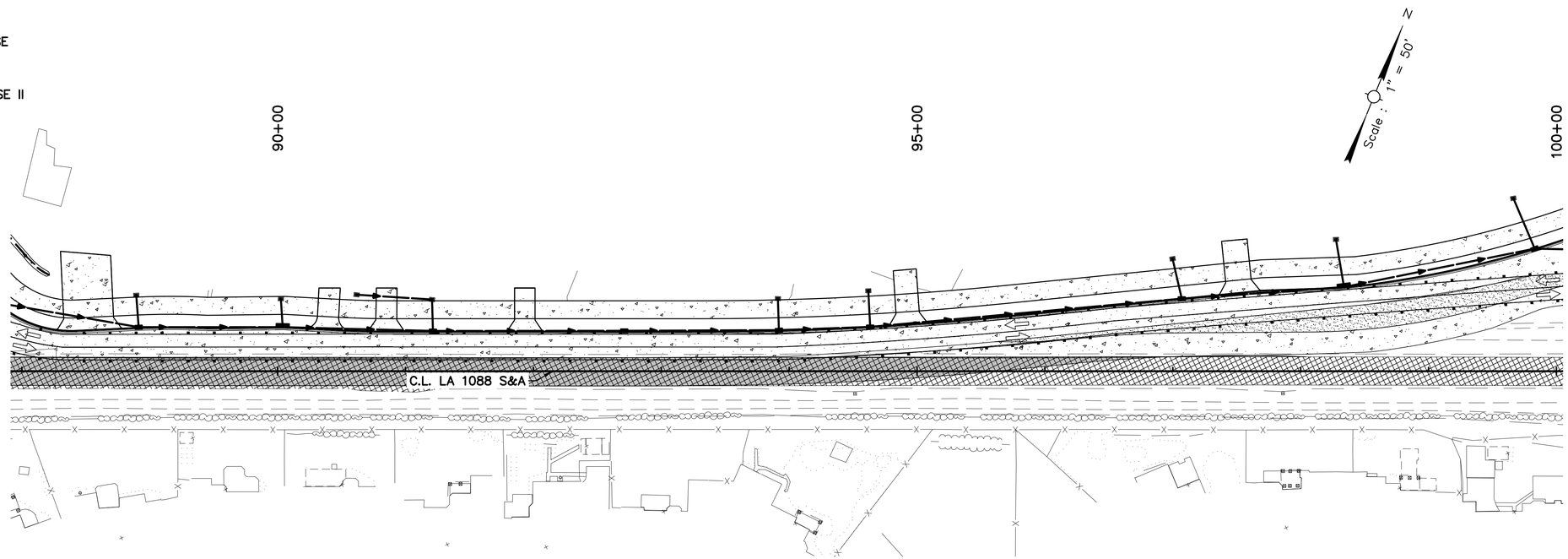
DOTD — LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

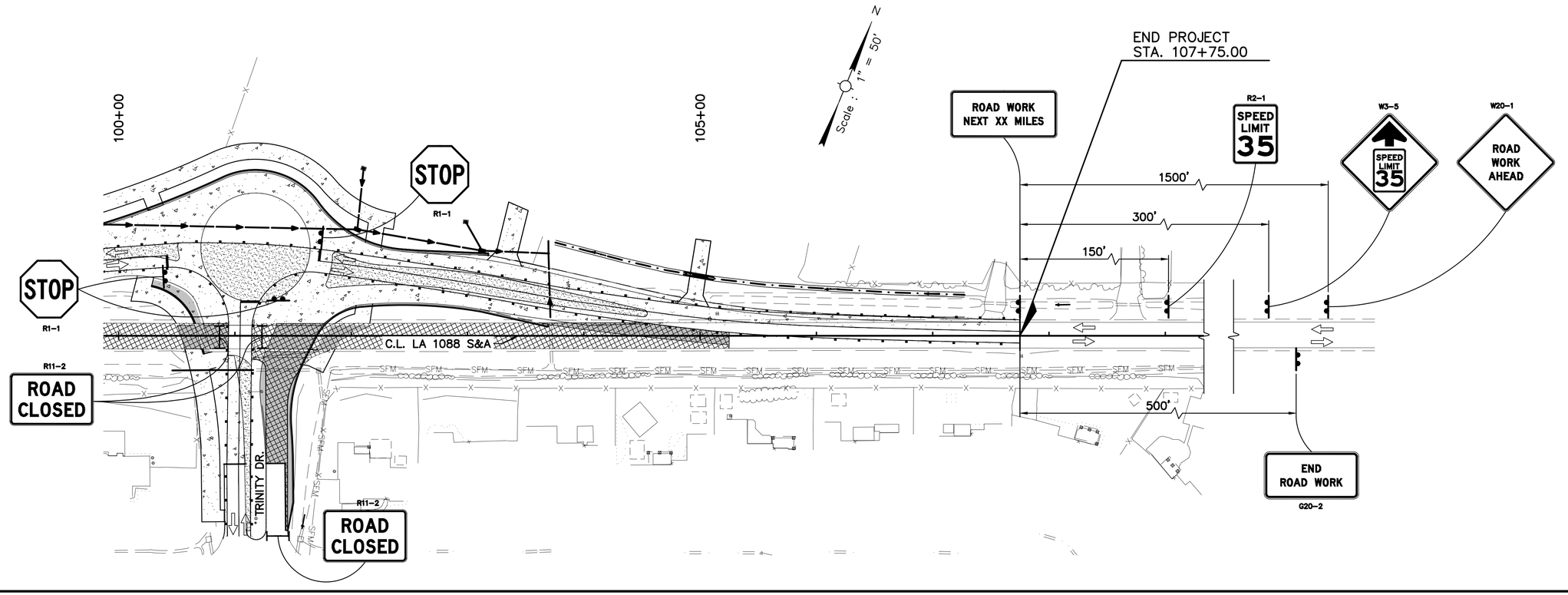
WAGGONER

16:38
04/13/2026
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 SOC 02 Phase 2.dwg [57]

LEGEND

- PAVEMENT CONSTRUCTED UNDER PHASE II
- EXISTING PAVEMENT & BASE REMOVED UNDER PHASE II
- TEMPORARY PAVEMENT CONSTRUCTED UNDER PHASE II
- PAVEMENT CONSTRUCTED UNDER PREVIOUS PHASES
- CHANNELIZATION DEVICES
- TYPE III BARRICADE
- TRAFFIC





SHEET NUMBER	57
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	GREMILLION
CHECK	
DETAIL	YARBROUGH
CHECK	
REVIEW	
SERIES #	5 OF 12

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
CHARLOTTE M. GREMILLION

LICENSE #:
47930

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF JUSTICE CONFIDENCE

SUGGESTED SEQUENCE OF CONSTRUCTION

LA 1088 – PHASE II

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

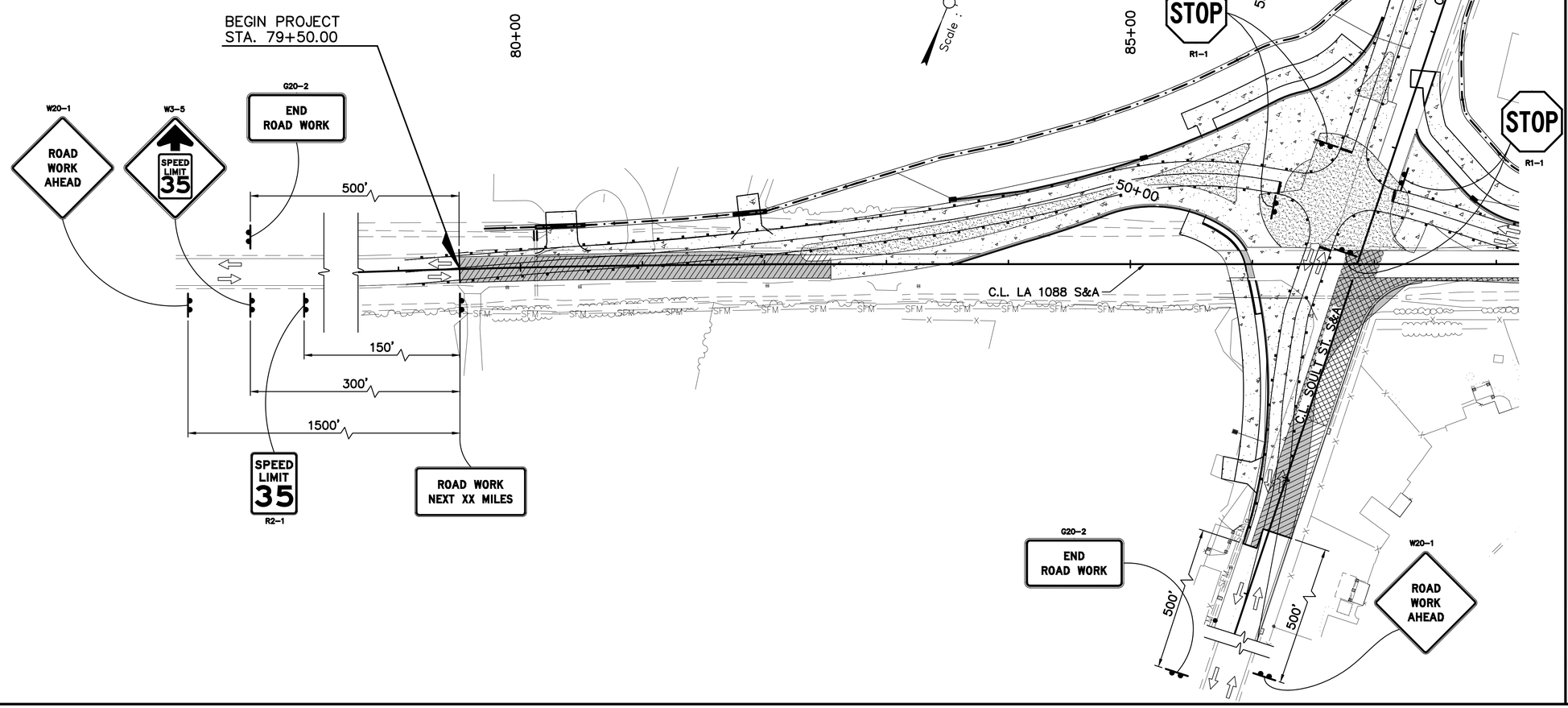
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 SOC 03 Phase 3.dwg [58]
04/13/2026 16:45

LEGEND

- PAVEMENT CONSTRUCTED UNDER PHASE III
- EXISTING PAVEMENT & BASE REMOVED UNDER PHASE III
- TEMPORARY PAVEMENT CONSTRUCTED UNDER PHASE III
- PAVEMENT CONSTRUCTED UNDER PREVIOUS PHASES
- MILL & OVERLAY UNDER TRAFFIC THIS PHASE
- CHANNELIZATION DEVICES
- TYPE III BARRICADE
- TRAFFIC

PHASE III CONSTRUCTION NOTES:

1. PLACE TEMPORARY CONSTRUCTION AND ADVANCE WARNING SIGNS.
2. USING STANDARD TTC–03 AND TTC–04, INSTALL TEMPORARY ASPHALT WEDGING ALONG LA1088 TO MAINTAIN POSITIVE DRAINAGE ALONG LA1088. PLACE LEVELING ASPHALT AT INTERSECTIONS AS REQUIRED.
3. PLACE CHANNELIZING DEVICES AND TEMPORARY PAVEMENT MARKINGS ACCORDING TO THE SUGGESTED SEQUENCE OF CONSTRUCTION PHASE 1 SHEETS 1–5 AND TTC–0C.
4. PLACE TEMPORARY PAVEMENT AT TRINITY ST. AND INSTALL CHANNELIZING DEVICES AND TEMPORARY PAVEMENT.
5. CONSTRUCT PHASE 1 IMPROVEMENTS UP TO BUT NOT INCLUDING THE FINAL LAYER OF THE SURFACE COURSE. DO NOT CONSTRUCT THE LEFT OUTSIDE CONCRETE CURB ALONG THE PAVEMENT EDGE AND ALONG SECTIONS OF THE PROPOSED ROUNDABOUT TO PROVIDE FOR TEMPORARY ROADWAY. CONSTRUCT DRAINAGE STRUCTURES ALONG THE LANES. CATCH BASIN SHOULD BE INSTALLED AFTER PHASE IIII. CONSTRUCT ROADWAY EMBANKMENT AND NECESSARY DITCHES BUT DO NOT CONSTRUCT THE LEFT SIDEWALK.
6. DURING THIS PHASE, THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AND COORDINATE WITH PROPERTY OWNERS DURING ACTIVITIES THAT WILL IMPACT ACCESS TO RESIDENCES AND PROPERTIES, INCLUDING TEMPORARY DRIVEWAY CONSTRUCTION AND TIE–INS.
7. USING STANDARD TTC–04 INSTALL REMAINING ASPHALT AND TIE INTO EXISTING PAVEMENT.



SHEET NUMBER	58
PARISH	ST. TAMMANY
CONTROL SECTION	852–11
STATE PROJECT	H.010116
DESIGN	GREMILLION
CHECK	
DETAIL	YARBROUGH
CHECK	
REVIEW	SERIES * 7 OF 12

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
CHARLOTTE M. GREMILLION

LICENSE #:
47930

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — DEPARTMENT OF TRANSPORTATION & DEVELOPMENT — CONFIDENCE

SUGGESTED SEQUENCE OF CONSTRUCTION

LA 1088 – PHASE III

LA 1088: SOULT & TRINITY ROUNDABOUTS

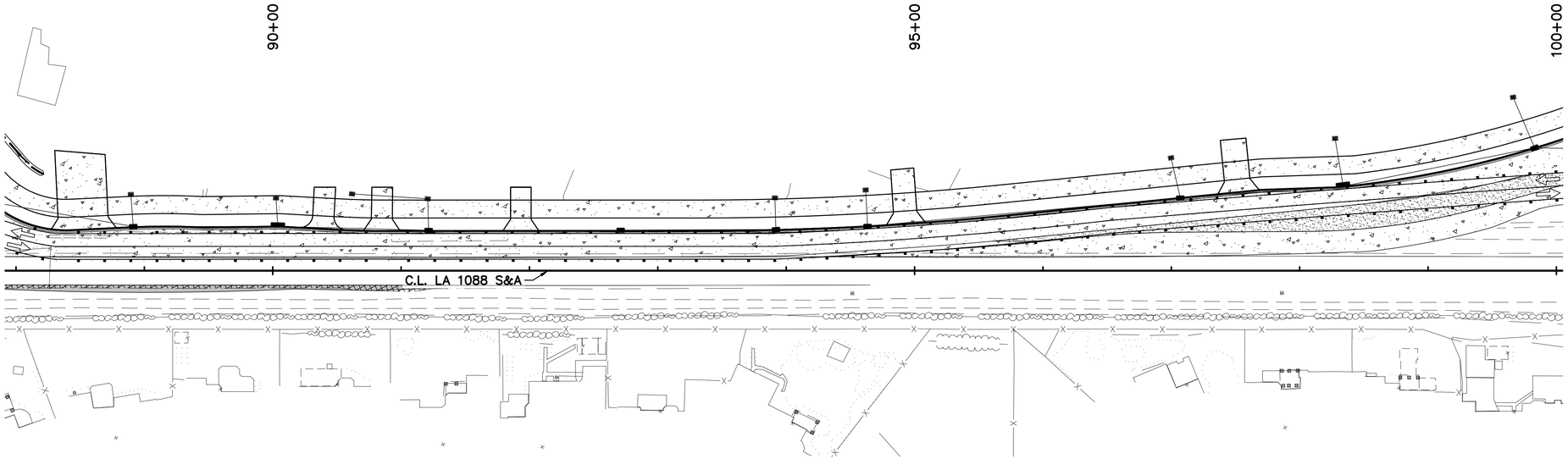
DOTD — LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

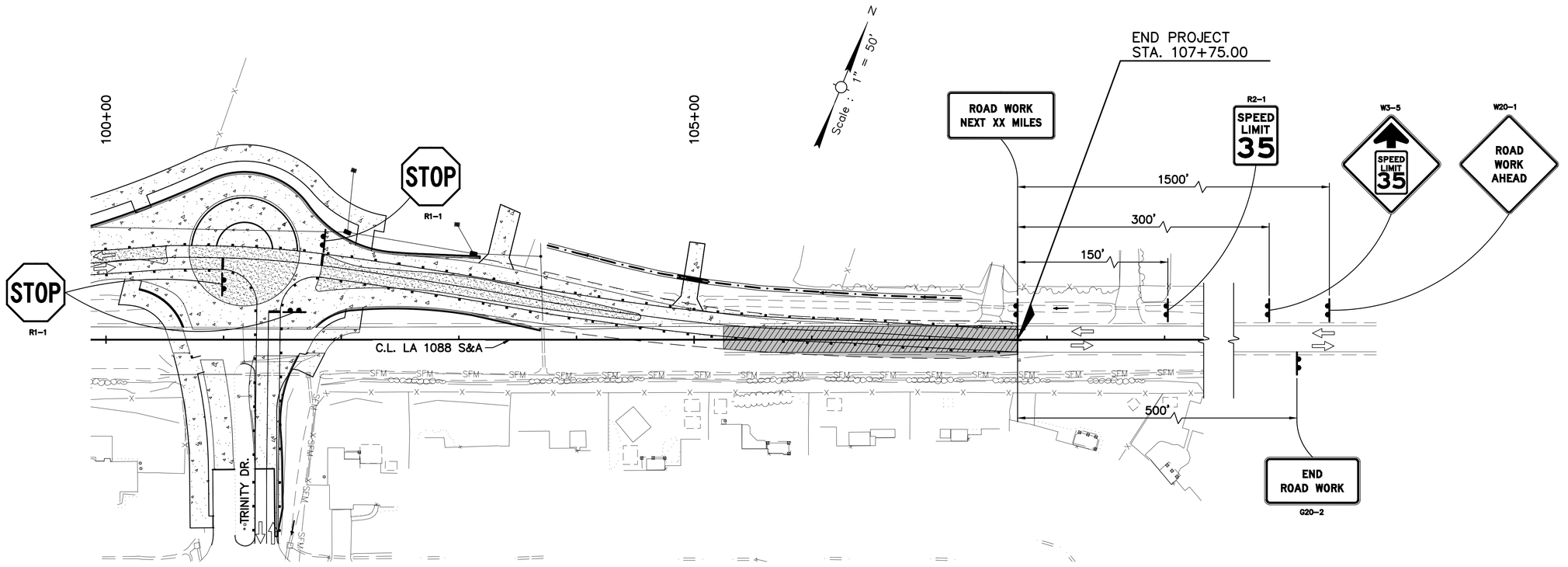
WAGGONER

04/13/2026 16:45
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 SOC 03 Phase 3.dwg [59]

LEGEND

- PAVEMENT CONSTRUCTED UNDER PHASE III
- EXISTING PAVEMENT & BASE REMOVED UNDER PHASE III
- TEMPORARY PAVEMENT CONSTRUCTED UNDER PHASE III
- PAVEMENT CONSTRUCTED UNDER PREVIOUS PHASES
- MILL & OVERLAY UNDER TRAFFIC THIS PHASE
- CHANNELIZATION DEVICES
- TYPE III BARRICADE
- TRAFFIC





SHEET NUMBER	59
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	GREMILLION
CHECK	
DETAIL	YARBROUGH
CHECK	
REVIEW	
SERIES	8 OF 12

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
CHARLOTTE M. GREMILLION

LICENSE #:
47930

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF JUSTICE CRIMINALISTICS LABORATORY CONFIDENCE 1953-2013

SUGGESTED SEQUENCE OF CONSTRUCTION

LA 1088 – PHASE III

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

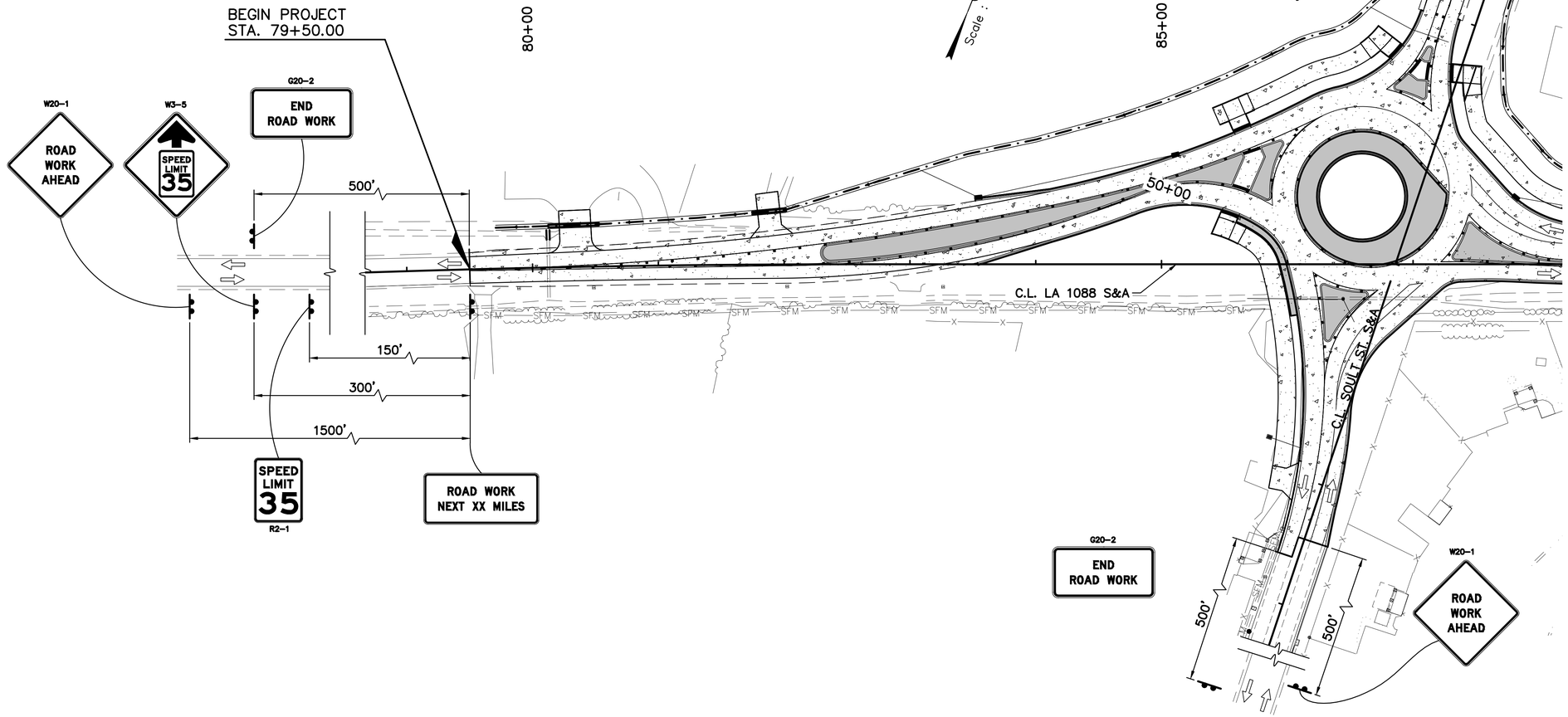
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 SOC 04 Phase 4.dwg [60]
04/13/2026 16:44

LEGEND

- PAVEMENT CONSTRUCTED UNDER PHASE IV
- EXISTING PAVEMENT & BASE REMOVED UNDER PHASE IV
- TEMPORARY PAVEMENT CONSTRUCTED UNDER PHASE IV
- PAVEMENT CONSTRUCTED UNDER PREVIOUS PHASES
- MILL & OVERLAY UNDER TRAFFIC THIS PHASE
- CHANNELIZATION DEVICES
- TYPE III BARRICADE
- TRAFFIC

PHASE IV CONSTRUCTION NOTES:

1. PLACE TEMPORARY CONSTRUCTION AND ADVANCE WARNING SIGNS.
2. USING STANDARD TTC–03 AND TTC–04, INSTALL TEMPORARY ASPHALT WEDGING ALONG LA1088 TO MAINTAIN POSITIVE DRAINAGE ALONG LA1088. PLACE LEVELING ASPHALT AT INTERSECTIONS AS REQUIRED.
3. PLACE CHANNELIZING DEVICES AND TEMPORARY PAVEMENT MARKINGS ACCORDING TO THE SUGGESTED SEQUENCE OF CONSTRUCTION PHASE 1 SHEETS 1–5 AND TTC–0C.
4. PLACE TEMPORARY PAVEMENT AT TRINITY ST. AND INSTALL CHANNELIZING DEVICES AND TEMPORARY PAVEMENT.
5. CONSTRUCT PHASE 1 IMPROVEMENTS UP TO BUT NOT INCLUDING THE FINAL LAYER OF THE SURFACE COURSE. DO NOT CONSTRUCT THE LEFT OUTSIDE CONCRETE CURB ALONG THE PAVEMENT EDGE AND ALONG SECTIONS OF THE PROPOSED ROUNDABOUT TO PROVIDE FOR TEMPORARY ROADWAY. CONSTRUCT DRAINAGE STRUCTURES ALONG THE LANES. CATCH BASIN SHOULD BE INSTALLED AFTER PHASE IVI. CONSTRUCT ROADWAY EMBANKMENT AND NECESSARY DITCHES BUT DO NOT CONSTRUCT THE LEFT SIDEWALK.
6. DURING THIS PHASE, THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AND COORDINATE WITH PROPERTY OWNERS DURING ACTIVITIES THAT WILL IMPACT ACCESS TO RESIDENCES AND PROPERTIES, INCLUDING TEMPORARY DRIVEWAY CONSTRUCTION AND TIE–INS.
7. USING STANDARD TTC–04 INSTALL REMAINING ASPHALT AND TIE INTO EXISTING PAVEMENT.



SHEET NUMBER	60
PARISH	ST. TAMMANY
CONTROL SECTION	852–11
STATE PROJECT	H.010116
DESIGN / CHECK	GREMILLION
DETAIL / CHECK	YARBROUGH
REVIEW / SERIES	10 OF 12

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
CHARLOTTE M. GREMILLION

LICENSE #:
47930

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — UNION · JUSTICE · CONFIDENCE

SUGGESTED SEQUENCE OF CONSTRUCTION

LA 1088 – PHASE IV

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD — LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS

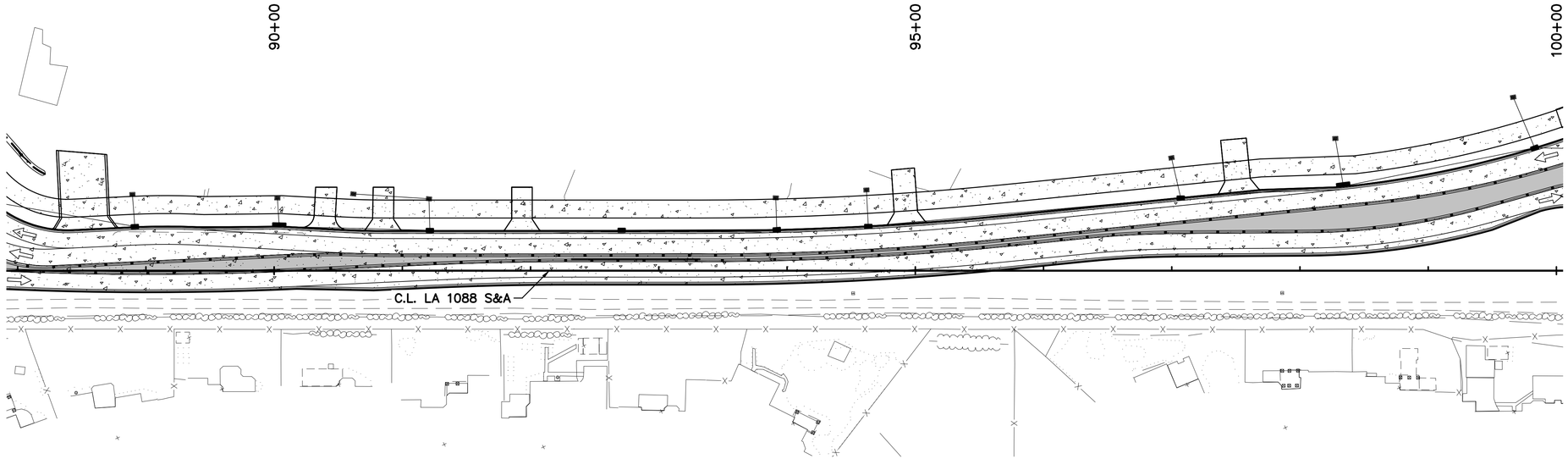
F:\02020\220303\01800\Construction Plans\220303 SOC 04 Phase 4.dwg [61]

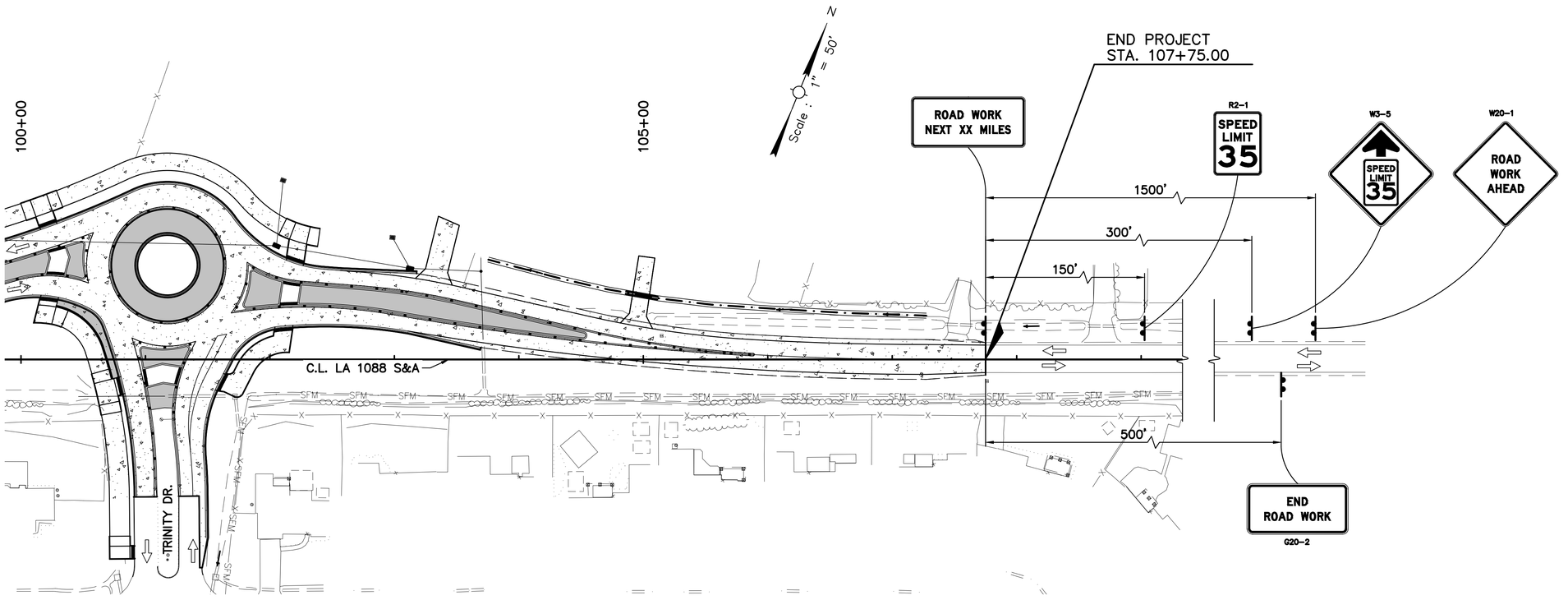
04/13/2026 16:44

LEGEND

- PAVEMENT CONSTRUCTED UNDER PHASE IV
- EXISTING PAVEMENT & BASE REMOVED UNDER PHASE IV
- TEMPORARY PAVEMENT CONSTRUCTED UNDER PHASE IV
- PAVEMENT CONSTRUCTED UNDER PREVIOUS PHASES
- MILL & OVERLAY UNDER TRAFFIC THIS PHASE
- CHANNELIZATION DEVICES
- TYPE III BARRICADE
- TRAFFIC

CAD STANDARD





SHEET NUMBER	61
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	GREMILLION
CHECK	
DETAIL	YARBROUGH
CHECK	
REVIEW	
SERIES #	11 OF 12

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
CHARLOTTE M. GREMILLION

LICENSE #:
47930

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF JUSTICE CONFIDENCE

SUGGESTED SEQUENCE OF CONSTRUCTION

LA 1088 – PHASE IV

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 PSIGN01.dwg [057]
04/07/2026 15:25

N
Scale : 1" = 50'

REFERENCE:
PM-09

W3-2 YIELD
- (B) STA. 81+00 B.L. LA 1088
- (B) STA. 93+65 B.L. LA 1088
- (B) STA. 208+30 B.L. SOULT ST.
- (B) STA. 308+00 B.L. VIOLA ST.

W2-6 / W13-1P 15 M.P.H.
- (A) STA. 80+00 B.L. LA 1088
- (A) STA. 94+65 B.L. LA 1088
- (A) STA. 207+30 B.L. SOULT ST.
- (A) STA. 309+00 B.L. VIOLA ST.

R4-7
- (C) STA. 82+38 B.L. LA 1088
- (C) STA. 91+24 B.L. LA 1088
- (C) STA. 209+20 B.L. SOULT ST.
- (C) STA. 305+40 B.L. VIOLA ST.

D1-5 SOUTH — SOULT STREET; EAST; WEST; LA 1088
- (H) STA. 306+65 B.L. VIOLA ST.

D1-5 WEST — SOUTH: SOULT STREET; NORTH: VIOLA STREET; LA 1088
- (G) STA. 91+74 B.L. LA 1088

M3-1 NORTH / VIOLA ST. / M6-2
- (K) STA. 305+10 B.L. VIOLA ST.

M3-4 WEST / M1-5 LA 1088 / M6-2
- (L) STA. 85+95 B.L. LA 1088

M3-2 EAST / M1-5 LA 1088 / M6-2
- (J) STA. 87+72 B.L. LA 1088

W11-15 / W16-7P
- (T) STA. 85+34 B.L. LA 1088
- (T) STA. 85+80 B.L. LA 1088
- (T) STA. 305+11 B.L. VIOLA ST.
- (T) STA. 305+49 B.L. VIOLA ST.

STA. 86+80.42 B.L. LA 1088 = STA. 210+38.87 B.L. SOULT ST. = STA. 304+18.29 B.L. VIOLA ST.

M3-3 SOUTH / SOULT ST. / M6-2
- (M) STA. 209+46 B.L. SOULT ST.

R6-1 ONE WAY / R6-4a
- (D) STA. 86+45 B.L. LA 1088
- (D) STA. 87+06 B.L. LA 1088
- (D) STA. 210+03 B.L. SOULT ST.
- (D) STA. 304+36 B.L. VIOLA ST.

D1-5 EAST — NORTH: VIOLA STREET; SOUTH: SOULT STREET; LA 1088
- (I) STA. 83+12 B.L. LA 1088

D1-5 NORTH — VIOLA STREET; WEST; EAST; LA 1088
- (F) STA. 208+72 B.L. SOULT ST.

R1-2 YIELD
- (E) STA. 85+54 B.L. LA 1088
- (E) STA. 85+94 B.L. LA 1088
- (E) STA. 87+45 B.L. LA 1088
- (E) STA. 87+68 B.L. LA 1088
- (E) STA. 209+49 B.L. SOULT ST.
- (E) STA. 209+52 B.L. SOULT ST.
- (E) STA. 305+15 B.L. VIOLA ST.
- (E) STA. 305+30 B.L. VIOLA ST.

NOTE:
⇨ INDICATES DIRECTION OF TRAVEL (NOT PAVEMENT MARKING)

SHEET NUMBER	62
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	LEAR
CHECK	
DETAIL	WASHINGTON
CHECK	
REVIEW	
SERIES	1 OF 4

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 07, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

PERMANENT SIGNING

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

60% FINAL PLANS
04/07/2026 15:25
F:\02020\220303\01800\Construction Plans\H010116 PSIGN01.dwg [058]

REFERENCE:
PM-09

N
Scale : 1" = 50'

W2-6
W13-1P 15 M.P.H.
(A) STA. 95+00 B.L. LA 1088
(A) STA. 107+36 B.L. LA 1088
(A) STA. 400+00 B.L. TRINITY ST.

W3-2
(B) STA. 96+00 B.L. LA 1088
(B) STA. 106+36 B.L. LA 1088
(B) STA. 401+00 B.L. TRINITY ST.

R4-7
(C) STA. 97+45 B.L. LA 1088
(C) STA. 104+81 B.L. LA 1088
(C) STA. 400+93 B.L. TRINITY ST.

R6-1 ONE WAY
R6-4a
(D) STA. 101+34 B.L. LA 1088
(D) STA. 101+67 B.L. LA 1088
(D) STA. 402+55 B.L. TRINITY ST.

R1-2 YIELD
(E) STA. 100+62 B.L. LA 1088
(E) STA. 100+79 B.L. LA 1088
(E) STA. 101+84 B.L. LA 1088
(E) STA. 102+34 B.L. LA 1088
(E) STA. 402+03 B.L. TRINITY ST.
(E) STA. 402+08 B.L. TRINITY ST.

D1-5
WEST
LA 1088
SOUTH
TRINITY STREET
(O) STA. 104+45 B.L. LA 1088

M3-4 WEST
M1-5 LA 1088
M6-2
(R) STA. 100+78 B.L. LA 1088

STA. 101+51.24
B.L. LA 1088 =
STA. 402+72.52
B.L. TRINITY ST.

M3-2 EAST
M1-5 LA 1088
M6-2
(Q) STA. 102+31 B.L. LA 1088

W11-15
W16-7P
(T) STA. 100+34 B.L. LA 1088
(T) STA. 100+65 B.L. LA 1088
(T) STA. 102+45 B.L. LA 1088
(T) STA. 102+80 B.L. LA 1088
(T) STA. 401+65 B.L. TRINITY ST.
(T) STA. 401+80 B.L. TRINITY ST.

M3-3 SOUTH TRINITY ST.
M6-2
(S) STA. 401+98 B.L. TRINITY ST.

D1-5
EAST
LA 1088
SOUTH
TRINITY STREET
(P) STA. 97+68 B.L. LA 1088

D1-5
WEST
LA 1088
EAST
LA 1088
(N) STA. 401+53 B.L. TRINITY ST.

LA 1088
TRINITY ST.

NOTE:
⇨ INDICATES DIRECTION OF TRAVEL (NOT PAVEMENT MARKING)

SHEET NUMBER	63
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	LEAR
CHECK	
DETAIL	WASHINGTON
CHECK	
REVIEW	SERIES # 2 OF 4

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 07, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

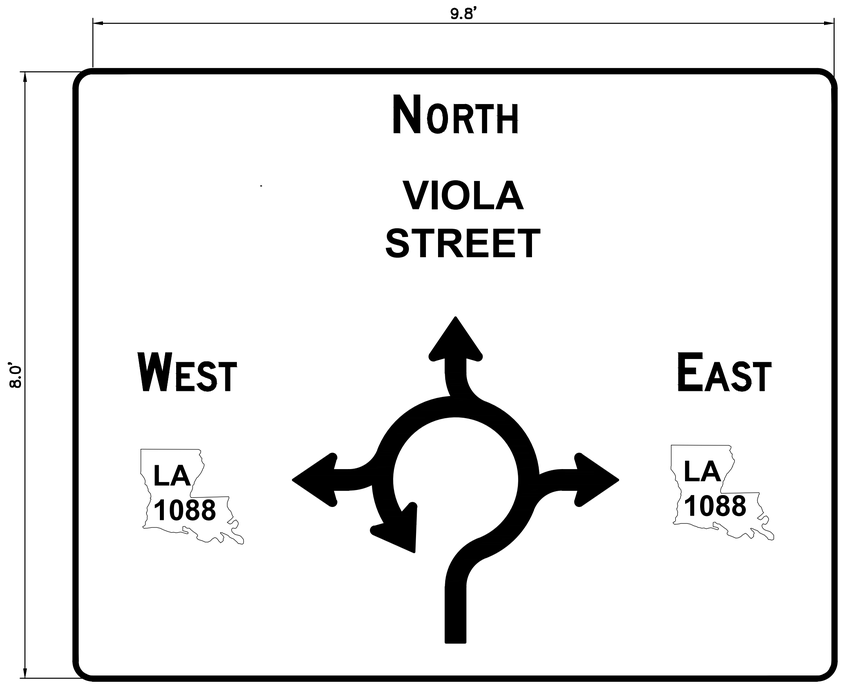
PERMANENT SIGNING

LA 1088: SOULT & TRINITY ROUNDABOUTS

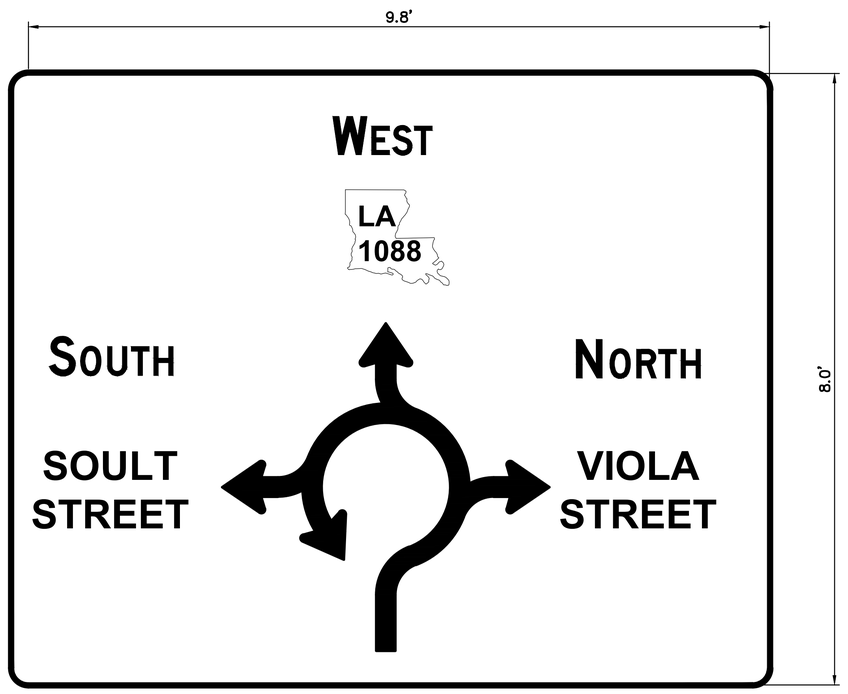
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

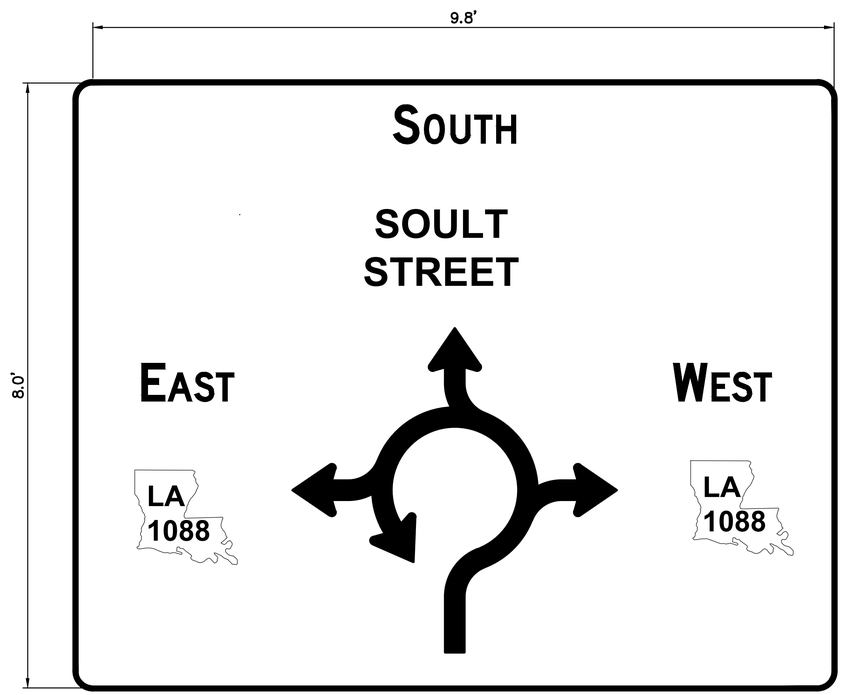
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 PSIGN01.dwg [059]
03/26/2026 14:26



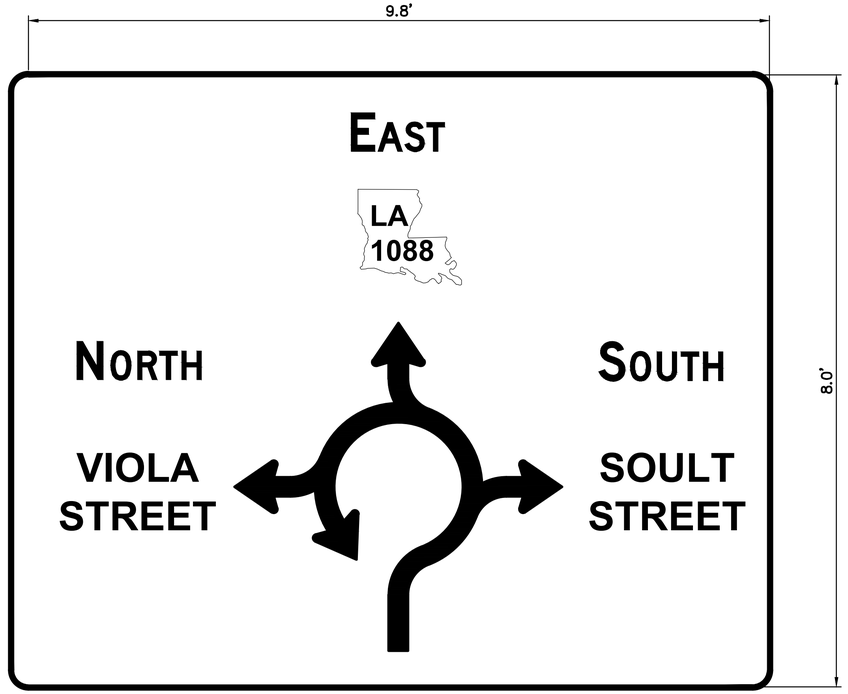
SIGN ASSEMBLY F
SCALE: 1" = 1'



SIGN ASSEMBLY G
SCALE: 1" = 1'



SIGN ASSEMBLY H
SCALE: 1" = 1'



SIGN ASSEMBLY I
SCALE: 1" = 1'

SHEET NUMBER	64
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	LEAR
CHECK	
DETAIL	WASHINGTON
CHECK	
REVIEW	
SERIES #	1 OF 2

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Mar 26, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

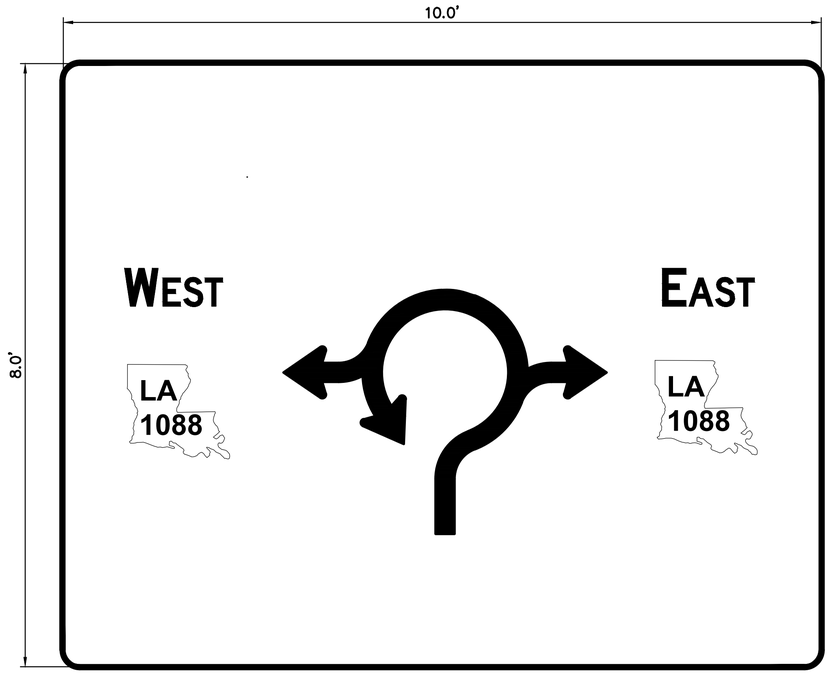
SIGN DETAILS

LA 1088: SOULT & TRINITY ROUNDABOUTS

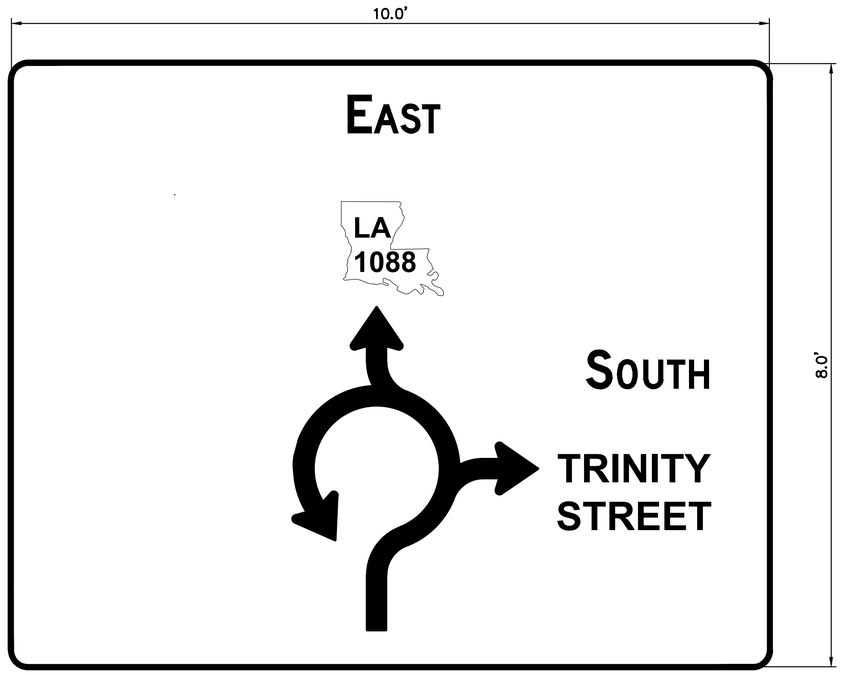
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

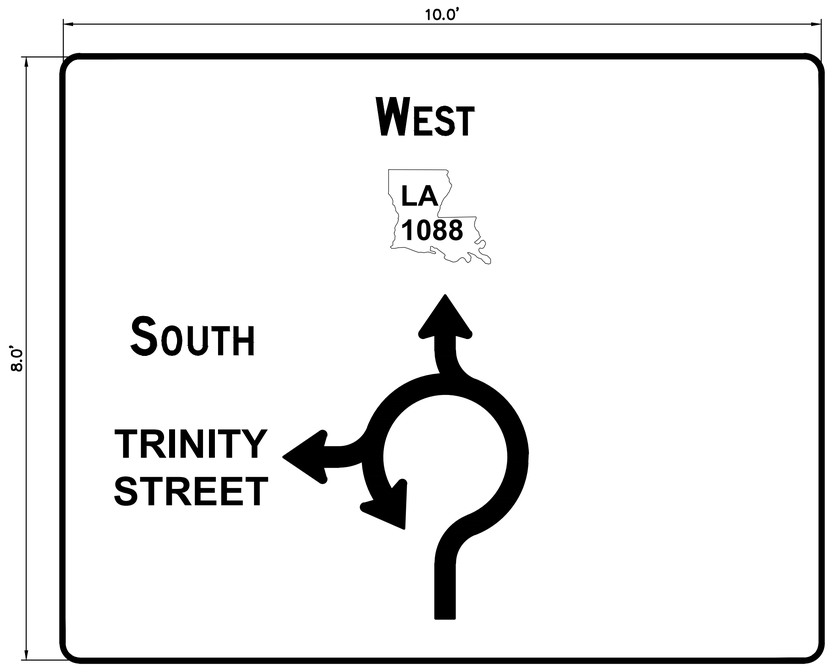
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\H010116 PSIGN01.dwg [060]
03/26/2026 14:26



SIGN ASSEMBLY N
SCALE: 1" = 1'



SIGN ASSEMBLY P
SCALE: 1" = 1'



SIGN ASSEMBLY O
SCALE: 1" = 1'

SHEET NUMBER 65

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
LEAR		WASHINGTON			2 OF 2

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Mar 26, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

SIGN DETAILS

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

SIGN SUMMARY

STATION	SIGN ID	QUANTITY	SIGN CATALOG NUMBER	SIGN SIZE		MOUNTING LOCATION	SIGN (SQUARE FOOT)			SUPPORTS		
										BREAKAWAY		ANCHOR
				LENGTH	HEIGHT							
				HORIZ.	VERT.	HEIGHT	TYPE "A"	TYPE "B"	TYPE "D"	TYPE "A" 2"X12 GA PERF.	TYPE "B" 2"X12 GA PERF.	TYPE "D" W8X18
CAT. 1 - C.S. 852-11 (ROUNDABOUT)												
85+54	E	1	R1-2	3' - 0"	2' - 7 1/4"	7' - 0"	3.9			1		
85+94	E	1	R1-2	3' - 0"	2' - 7 1/4"	7' - 0"	3.9			1		
85+95	L	1	M3-4	2 '- 0"	1' - 0"	10'-3"		2.0			2	
85+95	L	1	M1-5	2' - 6"	2' - 0"	8' - 3"		5.0				
85+95	L	1	M6-2	1' - 9"	1' - 3"	7' - 0"		2.2				
86+45	D	1	R6-1	3' - 0"	1' - 0"	9' - 0"		3.0			2	
86+45	D	1	R6-4a	4' - 0"	2' - 0"	7' - 0"		8.0				
87+06	D	1	R6-1	3' - 0"	1' - 0"	9' - 0"		3.0			2	
87+06	D	1	R6-4a	4' - 0"	2' - 0"	7' - 0"		8.0				
87+45	E	1	R1-2	3' - 0"	2' - 7 1/4"	7' - 0"	3.9			1		
87+68	E	1	R1-2	3' - 0"	2' - 7 1/4"	7' - 0"	3.9			1		
87+72	J	1	M3-2	2' - 0"	1' - 0"	10'-3"		2.0			2	
87+72	J	1	M1-5	2' - 6"	2' - 0"	8' - 3"		5.0				
87+72	J	1	M6-2	1' - 9"	1' - 3"	7' - 0"		2.2				
100+62	E	1	R1-2	3' - 0"	2' - 7 1/4"	7' - 0"	3.9			1		
100+78	R	1	M3-4	2' - 0"	1' - 0"	10' - 3"		2.0			2	
100+78	R	1	M1-5	2' - 6"	2' - 0"	8' - 3"		5.0				
100+78	R	1	M6-2	1' - 9"	1' - 3"	7' - 0"		2.2				
100+79	E	1	R1-2	3' - 0"	2' - 7 1/4"	7' - 0"	3.9			1		
101+34	D	1	R6-1	3' - 0"	1' - 0"	9' - 0"		3.0			2	
101+34	D	1	R6-4a	4' - 0"	2' - 0"	7' - 0"		8.0				
101+67	D	1	R6-1	3' - 0"	1' - 0"	9' - 0"		3.0			2	
101+67	D	1	R6-4a	4' - 0"	2' - 0"	7' - 0"		8.0				
101+84	E	1	R1-2	3' - 0"	2' - 7 1/4"	7' - 0"	3.9			1		
102+31	Q	1	M3-2	2' - 0"	1' - 0"	10' - 3"		2.0			2	
102+31	Q	1	M1-5	2' - 6"	2' - 0"	8' - 3"		5.0				
102+31	Q	1	M6-2	1' - 9"	1' - 3"	7' - 0"		2.2				
102+34	E	1	R1-2	3' - 0"	2' - 7 1/4"	7' - 0"	3.9			1		
TOTAL - CAT. 1 - C.S. 852-11 (ROUNDABOUT)							**31.2**	**80.8**		**8**	**16**	
										24		
CAT. 2 - C.S. 852-11 (ROADWAY)												
80+00	A	1	W2-6	2' - 6"	2' - 6"	8' - 6"		6.3			2	
80+00	A	1	W13-1P	1' - 6"	1' - 6"	7' - 0"		2.3				
81+00	B	1	W3-2	2' - 6"	2' - 6"	7' - 0"	6.3				2	
82+38	C	1	R4-7	2' - 0"	2' - 6"	7' - 0"	5.0			1		
83+12	I	1	D1-5	10' - 0"	8' - 0"	7' - 0"			80.0			2
91+24	C	1	R4-7	2' - 0"	2' - 6"	7' - 0"	5.0			1		
91+74	G	1	D1-5	10' - 0"	8' - 0"	7' - 0"			80.0			2
93+65	B	1	W3-2	2' - 6"	2' - 6"	7' - 0"	6.3				2	
94+65	A	1	W2-6	2' - 6"	2' - 6"	8' - 6"		6.3			2	
94+65	A	1	W13-1P	1' - 6"	1' - 6"	7' - 0"		2.3				
95+00	A	1	W2-6	2' - 6"	2' - 6"	8' - 6"		6.3			2	
95+00	A	1	W13-1P	1' - 6"	1' - 6"	7' - 0"		2.3				
96+00	B	1	W3-2	2' - 6"	2' - 6"	7' - 0"	6.3				2	
97+45	C	1	R4-7	2' - 0"	2' - 6"	7' - 0"	5.0			1		
97+68	P	1	D1-5	10' - 0"	8' - 0"	7' - 0"			80.0			2
104+45	O	1	D1-5	10' - 0"	8' - 0"	7' - 0"			80.0			2
104+81	C	1	R4-7	2' - 0"	2' - 6"	7' - 0"	5.0			1		
106+36	B	1	W3-2	2' - 6"	2' - 6"	7' - 0"	6.3				2	
107+36	A	1	W2-6	2' - 6"	2' - 6"	8' - 6"		6.3			2	
107+36	A	1	W13-1P	1' - 6"	1' - 6"	7' - 0"		2.3				
TOTAL - CAT. 2 - C.S. 852-11 (ROADWAY)							**45.2**	**34.4**	**320.0**	**4**	**16**	**8**
										20		

SIGN SUMMARY

STATION	SIGN ID	QUANTITY	SIGN CATALOG NUMBER	SIGN SIZE		MOUNTING LOCATION	SIGN (SQUARE FOOT)			SUPPORTS		
										BREAKAWAY		ANCHOR
				LENGTH	HEIGHT							
				HORIZ.	VERT.	HEIGHT	TYPE "A"	TYPE "B"	TYPE "D"	TYPE "A" 2"X12 GA PERF.	TYPE "B" 2"X12 GA PERF.	TYPE "D" W8X18
CAT. 3 - C.S. 000-52 (ROUNDABOUT)												
207+30	A	1	W2-6	2' - 6"	2' - 6"	8' - 6"		6.3			2	
207+30	A	1	W13-1P	1' - 6"	1' - 6"	7' - 0"		2.3				
208+33	B	1	W3-2	2' - 6"	2' - 6"	7' - 0"	6.3				2	
208+72	F	1	D1-5	10' - 0"	8' - 0"	7' - 0"			80.0			2
209+20	C	1	R4-7	2' - 0"	2' - 6"	7' - 0"	5.0			1		
209+46	M	1	M3-3	2' - 0"	1' - 0"	9' - 3"		2.0			2	
209+46	M	1	D3-1	4' - 1"	1' - 0"	8' - 3"		4.1				
209+46	M	1	M6-2	1' - 9"	1' - 3"	7' - 0"		2.2				
209+49	E	1	R1-2	3' - 0"	2' - 7 1/4"	7' - 0"	3.9			1		
209+52	E	1	R1-2	3' - 0"	2' - 7 1/4"	7' - 0"	3.9			1		
210+05	D	1	R6-1	3' - 0"	1' - 0"	9' - 0"		3.0			2	
210+05	D	1	R6-4a	4' - 0"	2' - 0"	7' - 0"		8.0				
304+36	D	1	R6-1	3' - 0"	1' - 0"	9' - 0"		3.0			2	
304+36	D	1	R6-4a	4' - 0"	2' - 0"	7' - 0"		8.0				
305+10	K	1	M3-1	2' - 0"	1' - 0"	9' - 3"		2.0			2	
305+10	K	1	D3-1	3' - 11"	1' - 0"	8' - 3"		4.1				
305+10	K	1	M6-2	1' - 9"	1' - 3"	7' - 0"		2.2				
305+15	E	1	R1-2	3' - 0"	2' - 7 1/4"	7' - 0"	3.9			1		
305+30	E	1	R1-2	3' - 0"	2' - 7 1/4"	7' - 0"	3.9			1		
305+40	C	1	R4-7	2' - 0"	2' - 6"	7' - 0"	5.0			1		
306+65	H	1	D1-5	10' - 0"	8' - 0"	7' - 0"			80.0			2
308+00	B	1	W3-2	2' - 6"	2' - 6"	7' - 0"	6.3				2	
309+00	A	1	W2-6	2' - 6"	2' - 6"	8' - 6"		6.3			2	
309+00	A	1	W13-1P	1' - 6"	1' - 6"	7' - 0"		2.3				
400+00	A	1	W2-6	2' - 6"	2' - 6"	8' - 6"		6.3			2	
400+00	A	1	W13-1P	1' - 6"	1' - 6"	7' - 0"		2.3				
400+93	C	1	R4-7	2' - 0"	2' - 6"	7' - 0"	5.0			1		
401+00	B	1	W3-2	2' - 6"	2' - 6"	7' - 0"	6.3				2	
401+53	N	1	D1-5	10' - 0"	8' - 0"	7' - 0"			80.0			2
401+98	S	1	M3-3	2' - 0"	1' - 0"	10' - 3"		2.0			2	
401+98	S	1	D3-1	4' - 1"	2' - 0"	8' - 3"		4.1				
401+98	S	1	M6-2	1' - 9"	1' - 3"	7' - 0"		2.2				
402+03	E	1	R1-2	3' - 0"	2' - 7 1/4"	7' - 0"	3.9			1		
402+08	E	1	R1-2	3' - 0"	2' - 7 1/4"	7' - 0"	3.9			1		
402+55	D	1	R6-1	3' - 0"	1' - 0"	9' - 0"		3.0			2	
402+55	D	1	R6-4a	4' - 0"	2' - 0"	7' - 0"		8.0				
TOTAL - CAT. 3 - C.S. 000-52 (ROUNDABOUT)							**57.3**	**83.7**	**240.0**	**9**	**24**	**6**
										33		
TOTAL							**133.7**	**198.9**	**560.0**	**21**	**56**	**14**
										77		

SHEET NUMBER 66

ST. TAMMANY (PARISH) | 852-11 (CONTROL SECTION) | H.010116 (STATE PROJECT)

DESIGN LEAR | CHECK | DETAIL GIBBS | CHECK | REVIEW | SERIES * 1 OF 1

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 03, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

SIGN SUMMARY SHEET

LA 1088: SOULT & TRINITY ROUNDABOUTS

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

CAD STANDARD

04/03/2026 10:01

F:\02020\220303\01800\Construction Plans\SIGN SUMMARY.dwg [066]

CHECK PRINTS

7/21/2021 15:36

R:\Users\d6281 - Charlie\Subgrade Soil Survey.dgn

PH & RESISTIVITY PROJECT NO.: H.010116								
SAMPLE	STATION	LOCATION	CLASS	LL	PI	%SILT	PH	RESTIST.
SPRD-1	108+00	25' RT.	A-4(0)	0	NP	40	6.2	9757
SPRD-2	122+25	25' RT.	A-4(0)	0	NP	29	6.5	8957

ROADWAY DESIGN INFORMATION

Project No. H.010116 Total Length: .814 Miles Route: LA 1088

STA..	DIST/SIDE		PAVEMENT		BASE		SUB-BASE (1)		SUB-BASE (2)		SHOULDER (1)			SHOULDER (2)		SHOULDER (3)		SHOULDER (4)	
	CL	TYPE	DEPTH	WIDTH	TYPE	DEPTH	TYPE	DEPTH	TYPE	DEPTH	TYPE	DEPTH	WIDTH	TYPE	DEPTH	TYPE	DEPTH	TYPE	DEPTH
108+00	5.5' RT.	HMAC	0"-	26'	STAB.	3.5"-	S-1	13.5"-			S-1	0"-	3'						
			3.5"			13.5"		24.0"				24.0"							
SOULT	6' LT.	HMAC	0"-	20'	STAB.	3.0"-	S-1	10.0"-			S-1	0"-	2'						
ST.			3.0"			10.0"		24.0"				24.0"-							
VIOLA	5' RT.	HMAC	0"-	36'	STAB.	6.0"-	S-1	16.5"-			S-2	0"-	2'	S-1	4.0"-				
ST.			6.0"			16.5"		24.0"				4.0"			24.0"				
110+00	5.5' LT.	HMAC	0"-	26'	STAB.	3.5"-	S-1	13.5"-			S-1	0"	3'						
			3.5"			13.5"		24.0"				24.0"							
122+25	6' RT.	HMAC	0"-	26'	STAB.	3.5"-	S-1	13.5"-			S-2	0"-	3'	S-1	3.0"-				
			3.5"			13.5"		24.0"				3.0"			24.0"				
TRINITY	RT.	CONC.	0"- ?	17'							CONC.	CURB							
TRINITY	LT.	CONC.	0"- ?	17.5'							CONC.	CURB							

S-1 SLTY LM
S-2 SNDY CLY

DISTRICT LABORATORY ENGINEER — DATE 7/22/2021

SHEET NUMBER

PARISH	CONTRO. SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES #
M. BEGNAUD	M. LEBAS	M. BEGNAUD	M. LEBAS		

STATE OF LOUISIANA
CLAY GOTTSCHALCK
License No. 32481
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
22nd July 2021

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

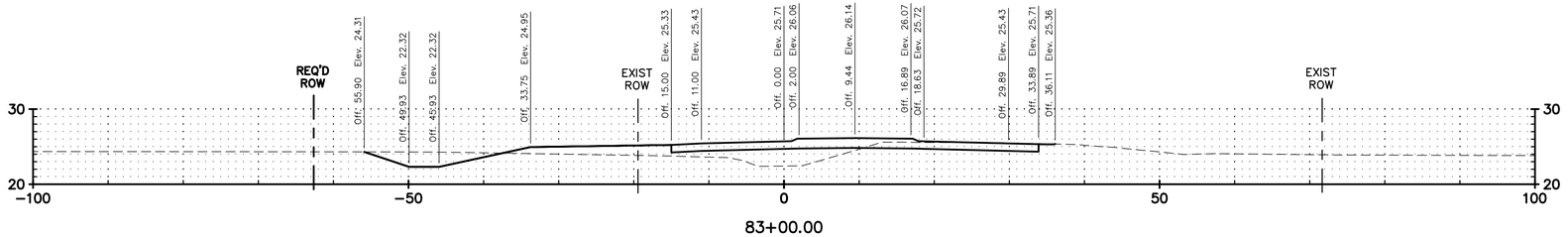
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

SUBGRADE SOIL SURVEY
AND pH & RESISTIVITY

LA 1088: SOULT AND TRINITY ROUNDABOUTS

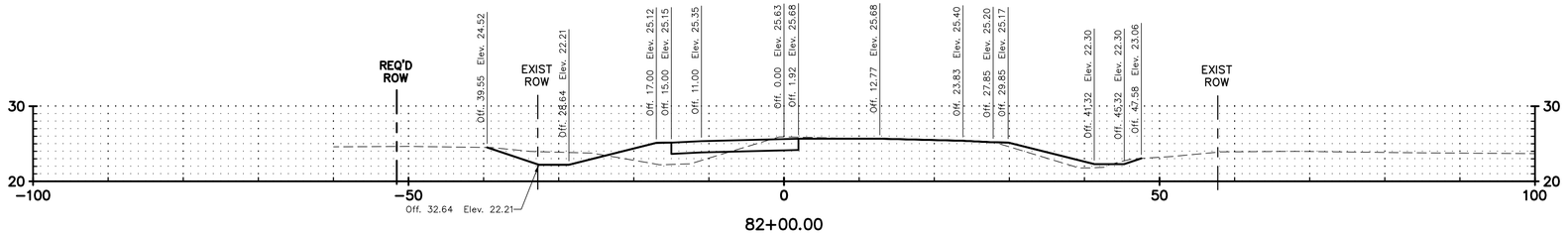
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

ROAD DESIGN



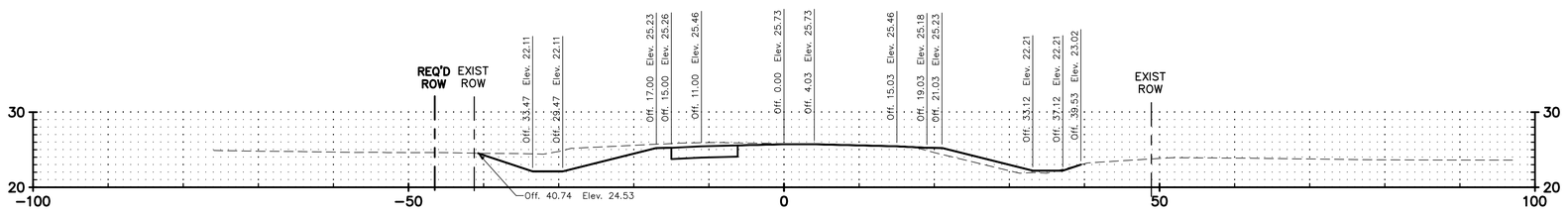
83+00.00

EXC: 95 CU. YDS.
EMB: 169 CU. YDS.



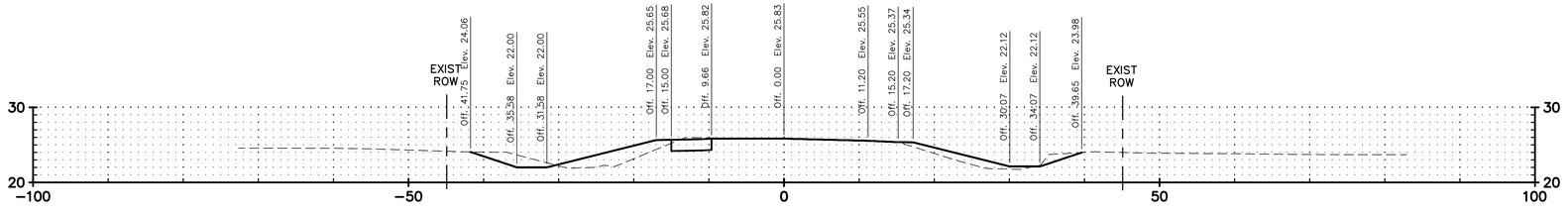
82+00.00

EXC: 167 CU. YDS.
EMB: 83 CU. YDS.



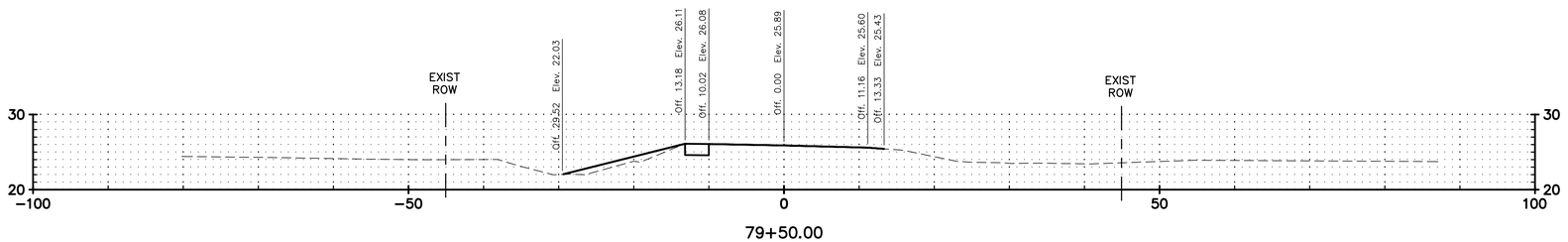
81+00.00

EXC: 155 CU. YDS.
EMB: 84 CU. YDS.



80+00.00

EXC: 26 CU. YDS.
EMB: 40 CU. YDS.



79+50.00

EXC: 0 CU. YDS.
EMB: 0 CU. YDS.

F:\02020\220303\01800\Construction Plans\220303 XS 01.dwg [401]
04/13/2026 15:40
60% FINAL PLANS

CAD STANDARD

SHEET NUMBER	401
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	CORTEZ
CHECK	
DETAIL	CORTEZ
CHECK	
REVIEW	
SERIES #	1 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT — CONFIDENCE — 1956

CROSS SECTIONS

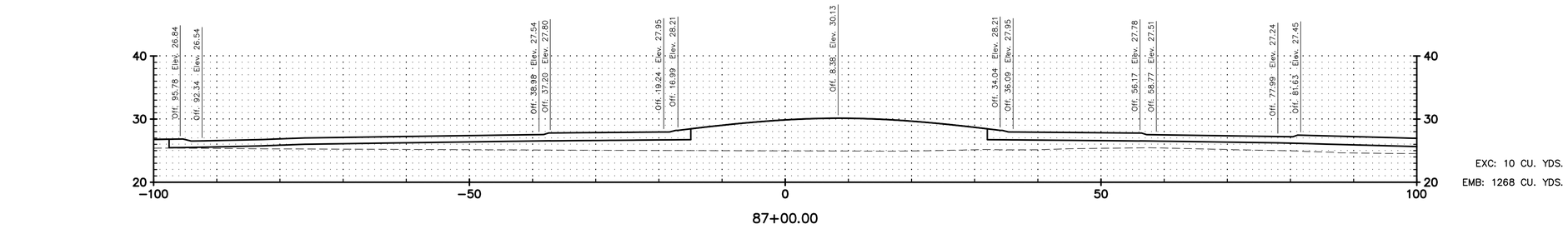
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD — LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

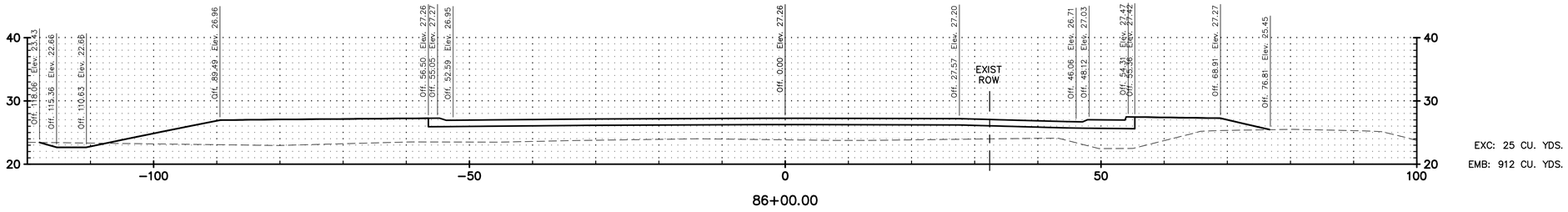
15:40
04/13/2026
60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 XS 01.dwg [402]



87+00.00

EXC: 10 CU. YDS.
EMB: 1268 CU. YDS.

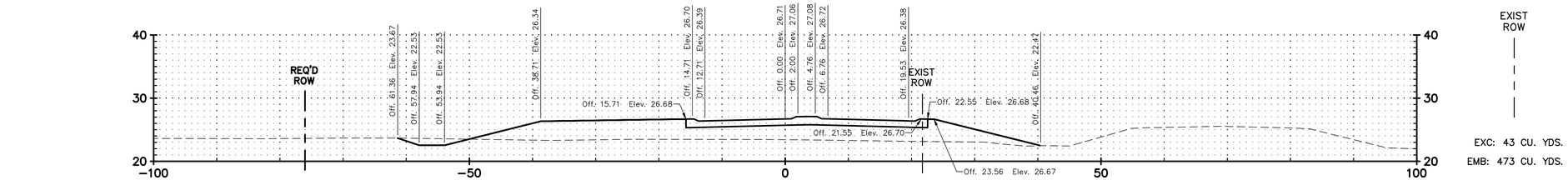
REQ'D ROW



86+00.00

EXC: 25 CU. YDS.
EMB: 912 CU. YDS.

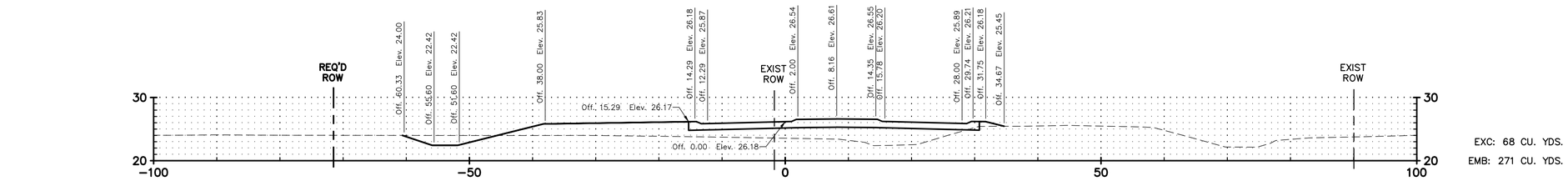
EXIST ROW



85+00.00

EXC: 43 CU. YDS.
EMB: 473 CU. YDS.

EXIST ROW



84+00.00

EXC: 68 CU. YDS.
EMB: 271 CU. YDS.

SHEET NUMBER	402
PARISH	ST. TAMMANY
CONTROL SECTION	852–11
STATE PROJECT	H.010116
DESIGN	CORTEZ
CHECK	
DETAIL	CORTEZ
CHECK	
REVIEW	
SERIES #	2 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

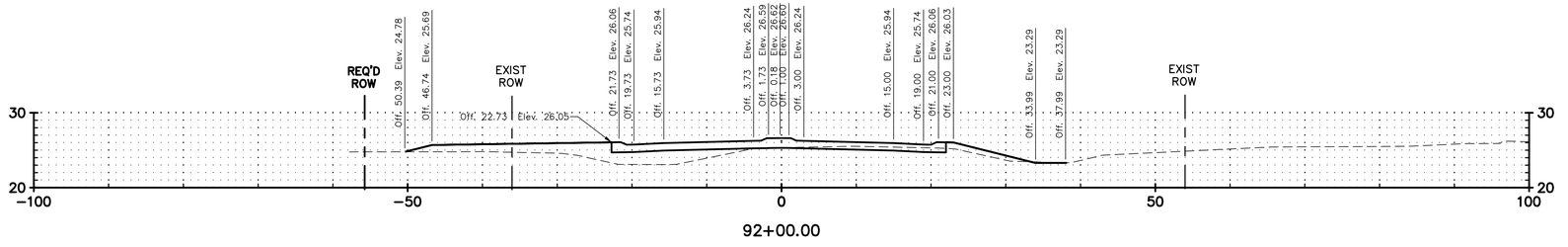
CROSS SECTIONS

LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

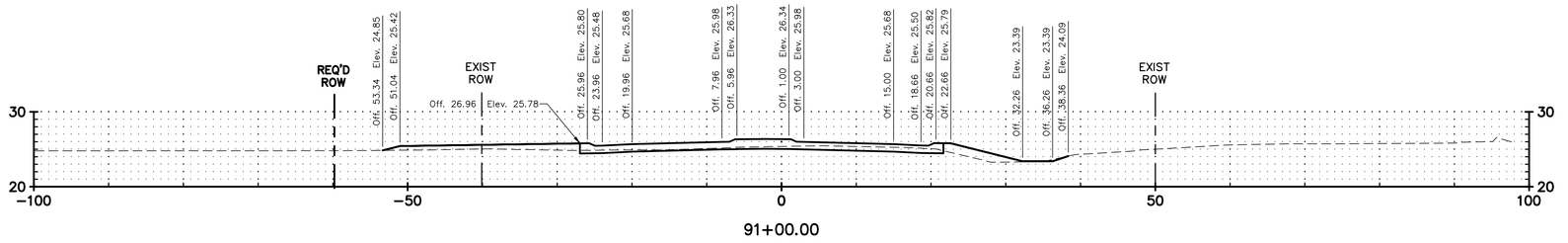
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER



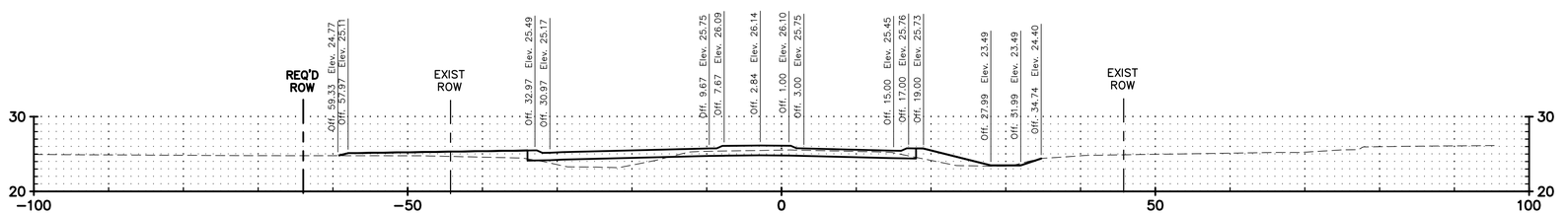
92+00.00

EXC: 51 CU. YDS.
EMB: 172 CU. YDS.



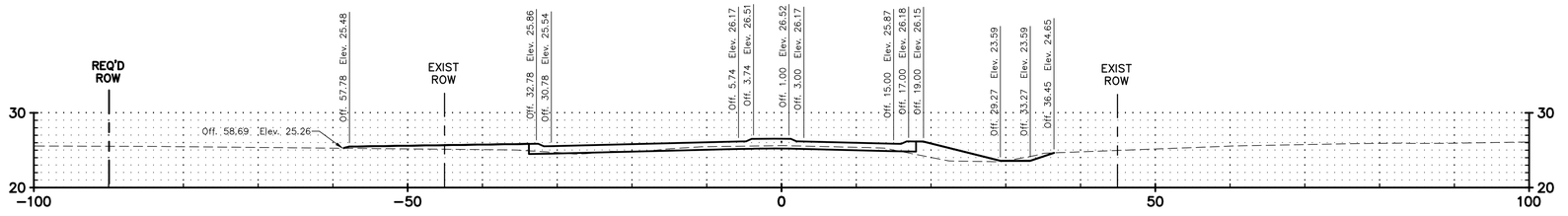
91+00.00

EXC: 75 CU. YDS.
EMB: 123 CU. YDS.



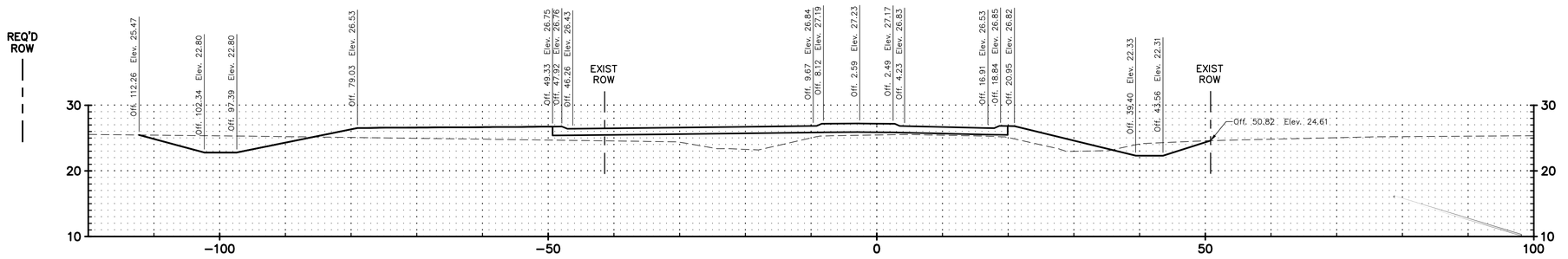
90+00.00

EXC: 69 CU. YDS.
EMB: 125 CU. YDS.



89+00.00

EXC: 569 CU. YDS.
EMB: 435 CU. YDS.



88+00.00

EXC: 541 CU. YDS.
EMB: 1048 CU. YDS.

60% FINAL PLANS

F:\02020\220303\01800\Construction Plans\220303 XS 01.dwg [403]

04/13/2026 15:40

SHEET NUMBER 403

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN CORTEZ | DETAIL CORTEZ | REVIEW | SERIES # 3 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT — CONFIDENCE

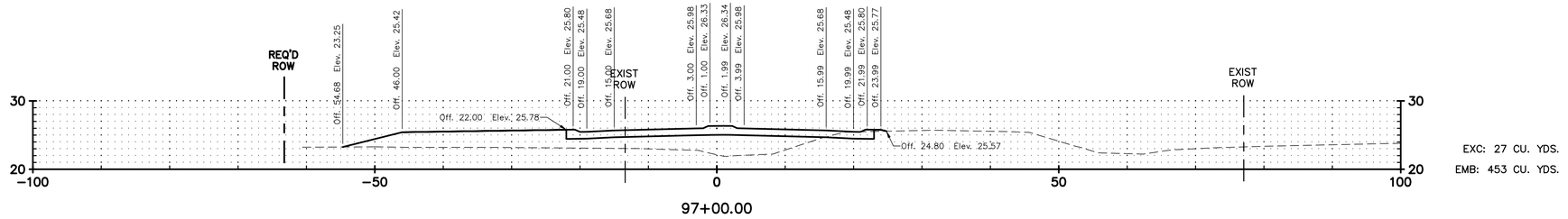
CROSS SECTIONS

LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

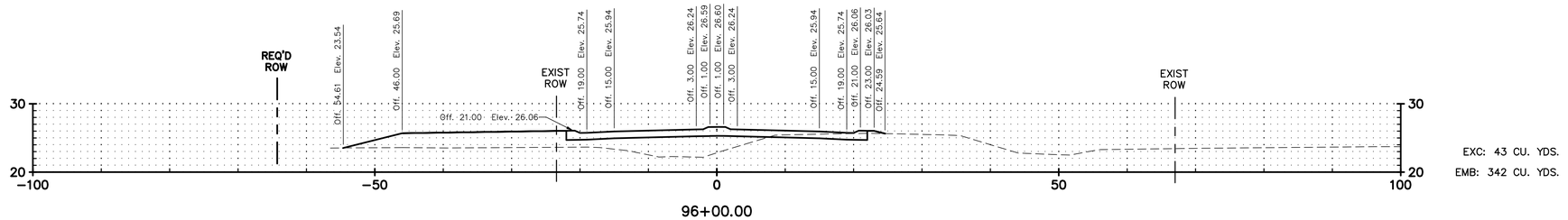
DOTD — LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER



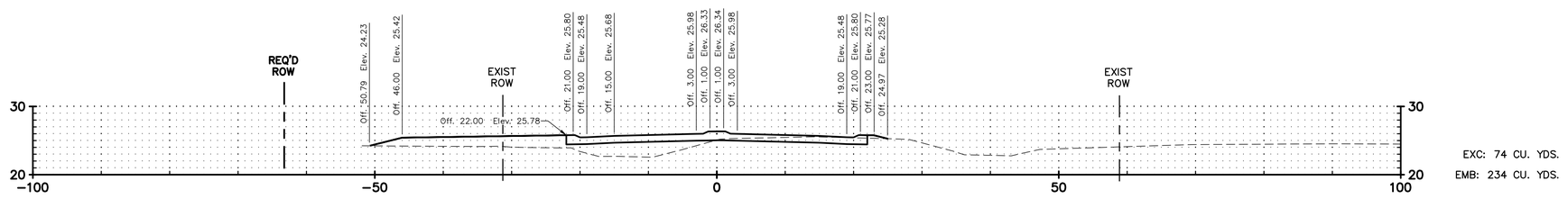
97+00.00

EXC: 27 CU. YDS.
EMB: 453 CU. YDS.



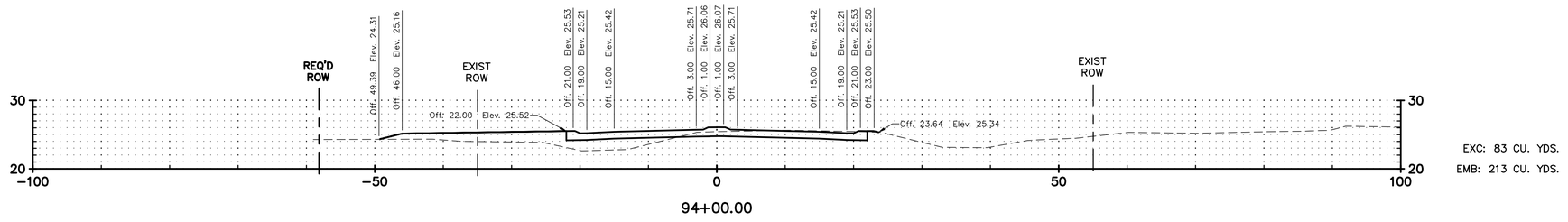
96+00.00

EXC: 43 CU. YDS.
EMB: 342 CU. YDS.



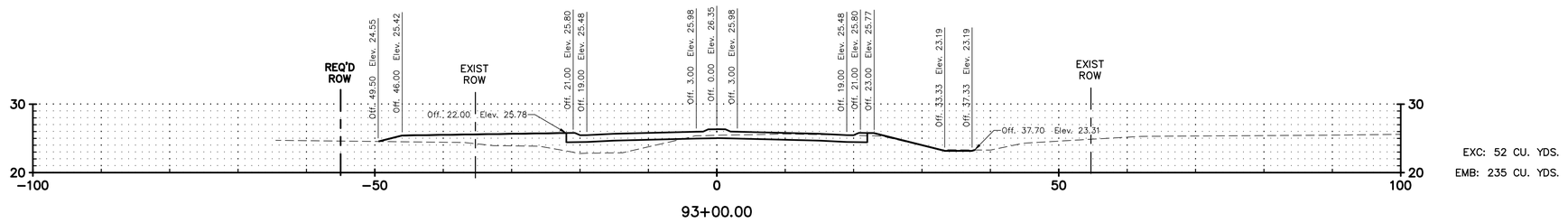
95+00.00

EXC: 74 CU. YDS.
EMB: 234 CU. YDS.



94+00.00

EXC: 83 CU. YDS.
EMB: 213 CU. YDS.



93+00.00

EXC: 52 CU. YDS.
EMB: 235 CU. YDS.

60% FINAL PLANS

F:\02020\220303\01800\Construction Plans\220303 XS 01.dwg [404] 04/13/2026 15:40

SHEET NUMBER 404

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
CORTEZ		CORTEZ			4 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

CROSS SECTIONS
LA 1088

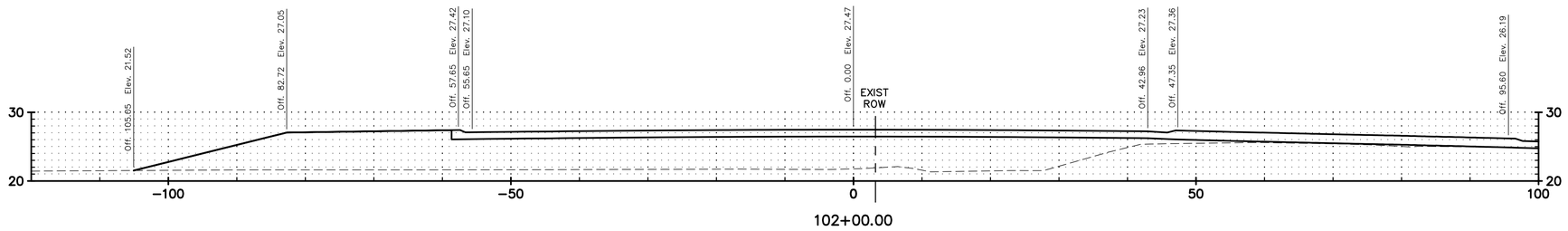
LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

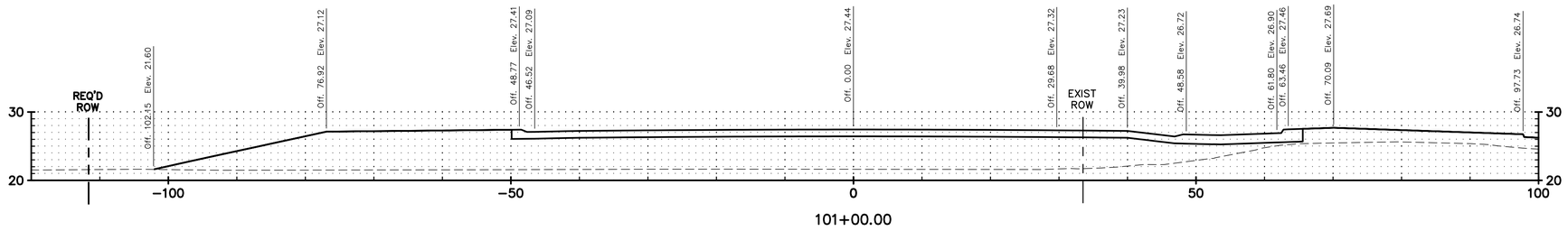
60% FINAL PLANS
04/13/2026 15:40
F:\02020\220303\01800\Construction Plans\220303 XS 01.dwg [405]

REQ'D ROW



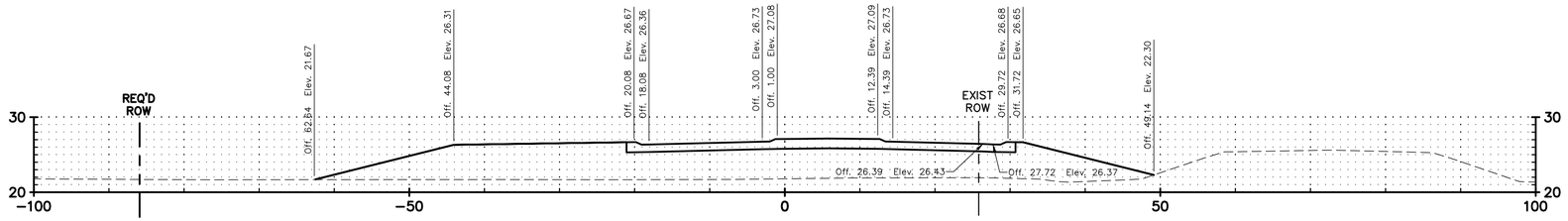
EXC: 0 CU. YDS.
EMB: 2607 CU. YDS.

102+00.00



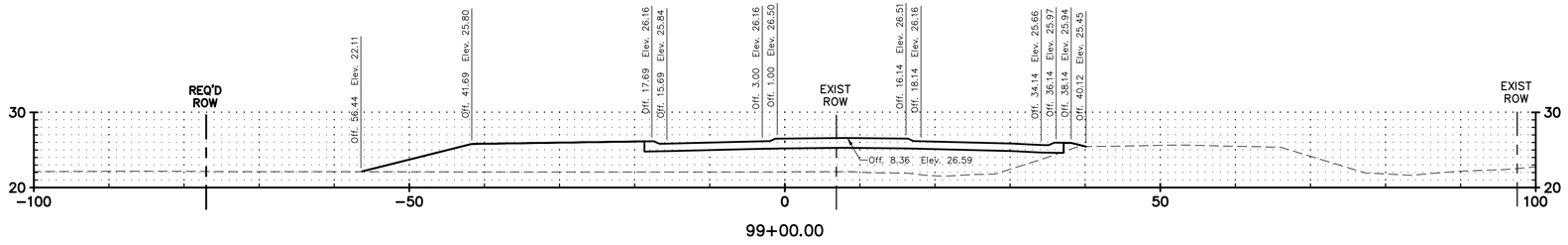
EXC: 0 CU. YDS.
EMB: 2167 CU. YDS.

101+00.00



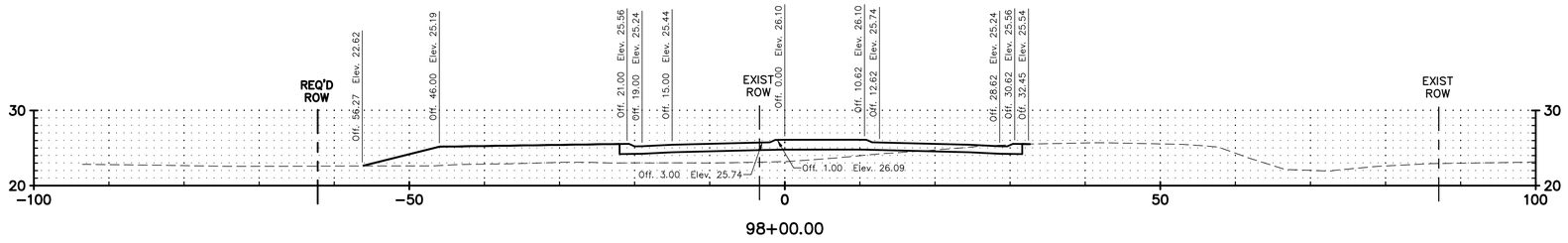
EXC: 0 CU. YDS.
EMB: 1266 CU. YDS.

100+00.00



EXC: 19 CU. YDS.
EMB: 736 CU. YDS.

99+00.00



EXC: 29 CU. YDS.
EMB: 465 CU. YDS.

98+00.00

SHEET NUMBER	405
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
DESIGN	CORTEZ
CHECK	
DETAIL	CORTEZ
CHECK	
REVIEW	
SERIES #	5 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

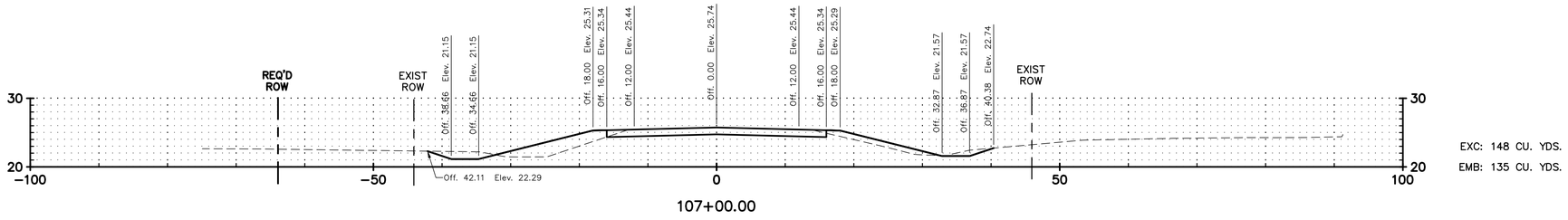
CROSS SECTIONS
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

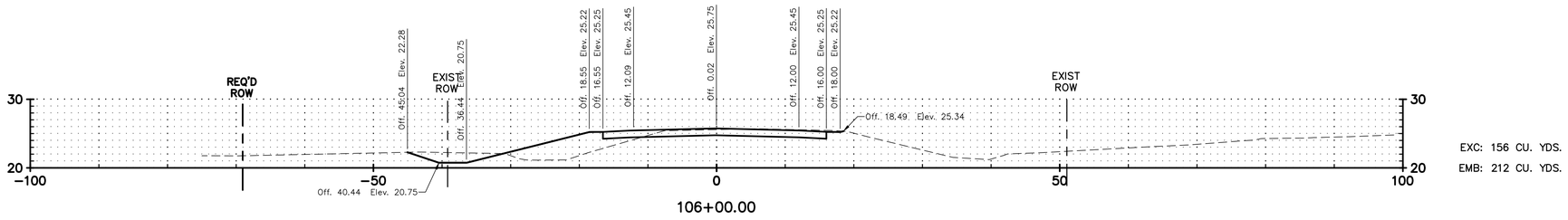
WAGGONER

60% FINAL PLANS
04/13/2026 15:40
F:\02020\220303\01800\Construction Plans\220303 XS 01.dwg [406]



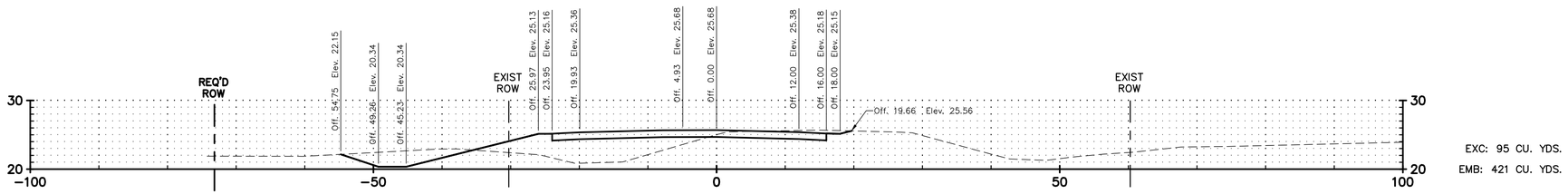
107+00.00

EXC: 148 CU. YDS.
EMB: 135 CU. YDS.



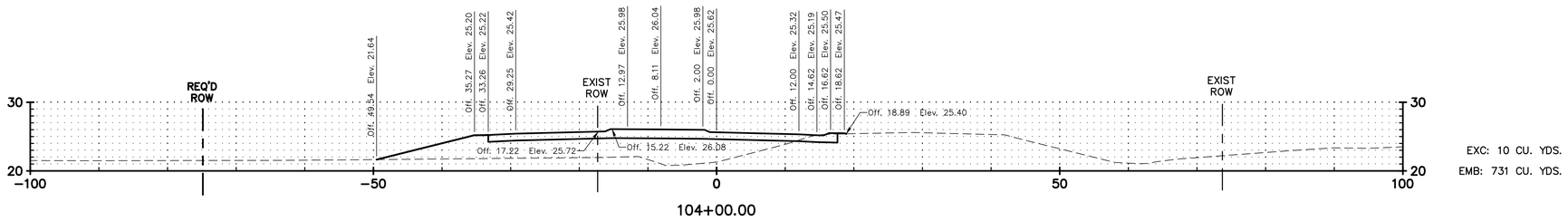
106+00.00

EXC: 156 CU. YDS.
EMB: 212 CU. YDS.



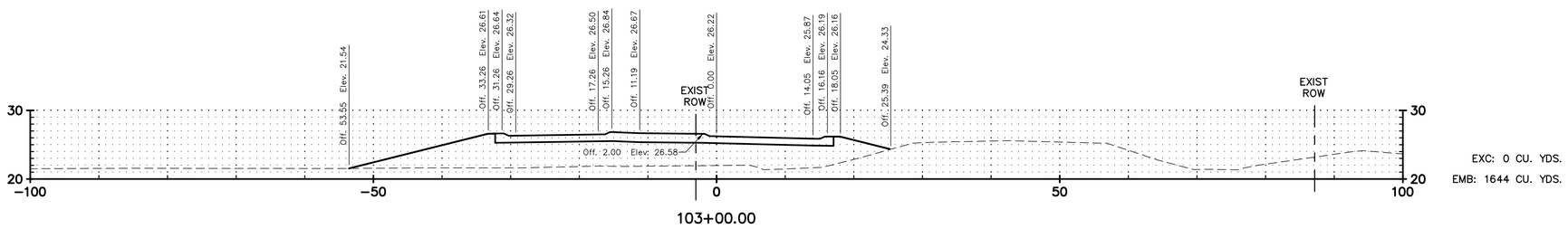
105+00.00

EXC: 95 CU. YDS.
EMB: 421 CU. YDS.



104+00.00

EXC: 10 CU. YDS.
EMB: 731 CU. YDS.



103+00.00

EXC: 0 CU. YDS.
EMB: 1644 CU. YDS.

SHEET NUMBER	406
PARISH: ST. TAMMANY	CONTROL SECTION: 852-11	STATE PROJECT: H.010116
DESIGN: CORTEZ	DETAIL: CORTEZ	REVIEW	SERIES # 6 OF 11
CHECK	CHECK	

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

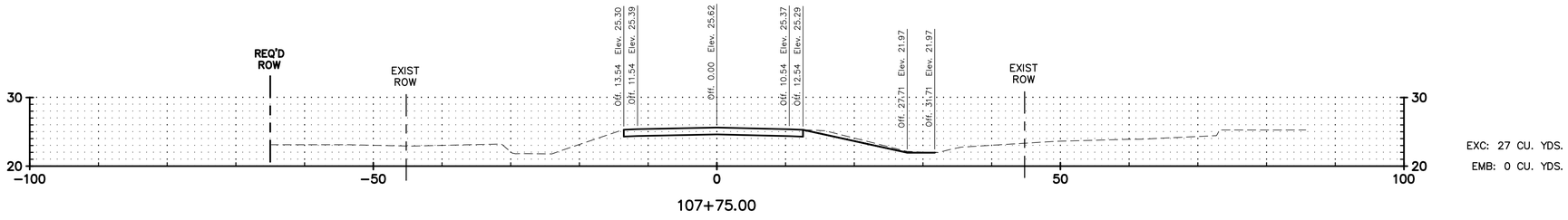
CROSS SECTIONS
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

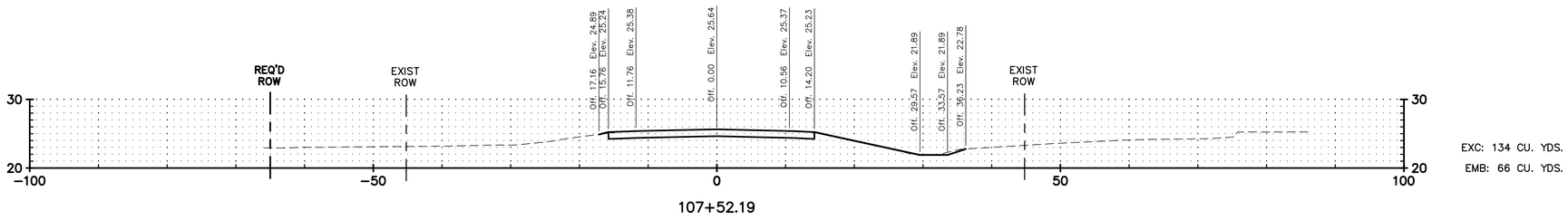
WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 XS 01.dwg [407]
04/13/2026 15:40



107+75.00

EXC: 27 CU. YDS.
EMB: 0 CU. YDS.



107+52.19

EXC: 134 CU. YDS.
EMB: 66 CU. YDS.

SHEET NUMBER	407
PARISH	ST. TAMMANY
CONTROL SECTION	852–11
STATE PROJECT	H.010116

DESIGN	CORTEZ	DETAIL	CORTEZ	REVIEW	SERIES * 7 OF 11
CHECK		CHECK			

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

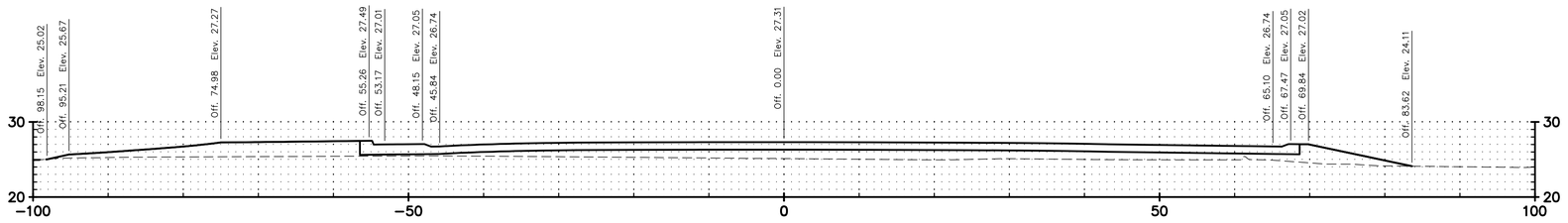
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

CROSS SECTIONS
LA 1088

LA 1088: SOULT & TRINITY ROUNDABOUTS

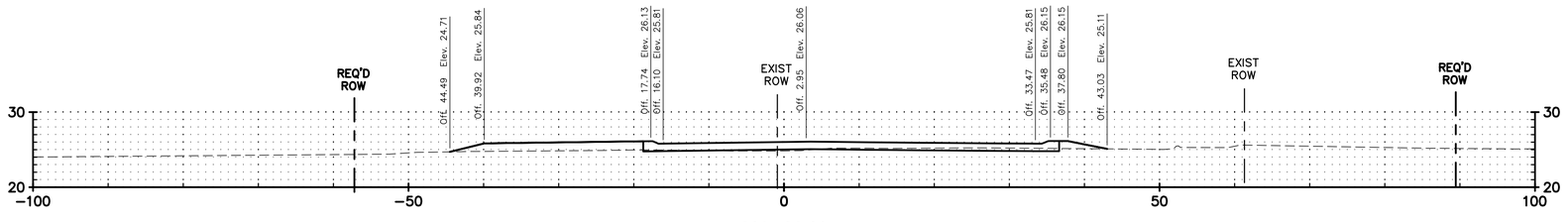
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER



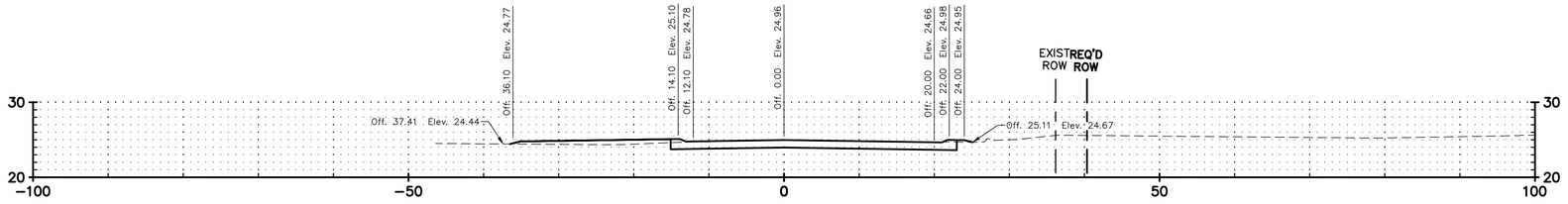
209+63.31

EXC: 12 CU. YDS.
EMB: 192 CU. YDS.



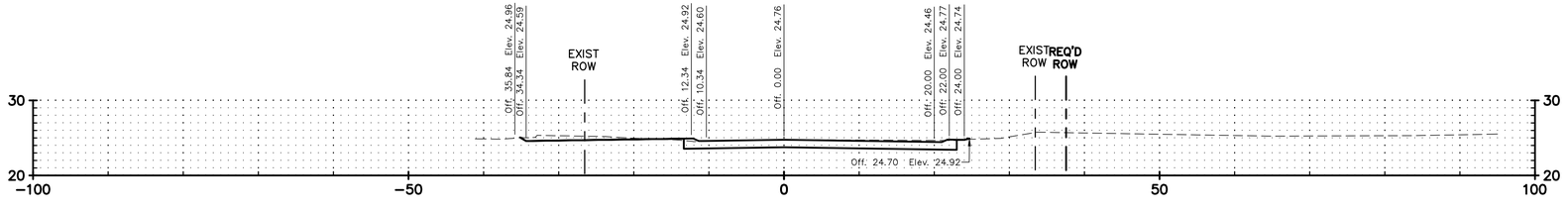
209+00.00

EXC: 91 CU. YDS.
EMB: 79 CU. YDS.



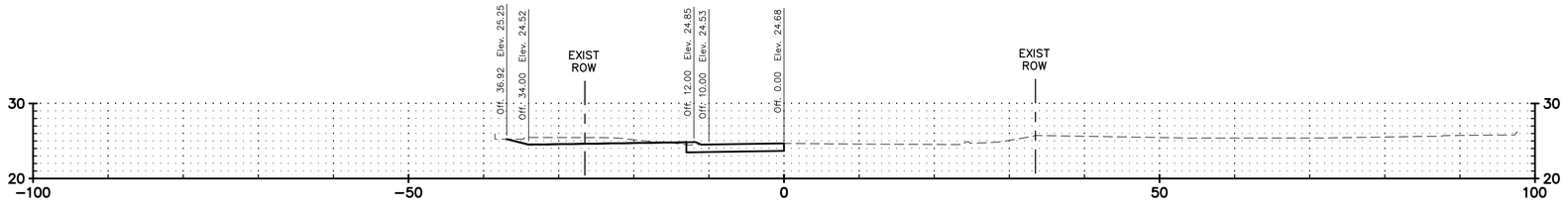
208+00.00

EXC: 72 CU. YDS.
EMB: 10 CU. YDS.



207+54.75

EXC: 22 CU. YDS.
EMB: 0 CU. YDS.



207+38.19

EXC: 0 CU. YDS.
EMB: 0 CU. YDS.

60% FINAL PLANS

04/13/2026 15:40

F:\02020\220303\01800\Construction Plans\220303 XS 01.dwg [408]

SHEET NUMBER 408

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES * 8 OF 11
CORTEZ		CORTEZ			

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA — DEPARTMENT OF JUSTICE — CONFIDENCE — 1904

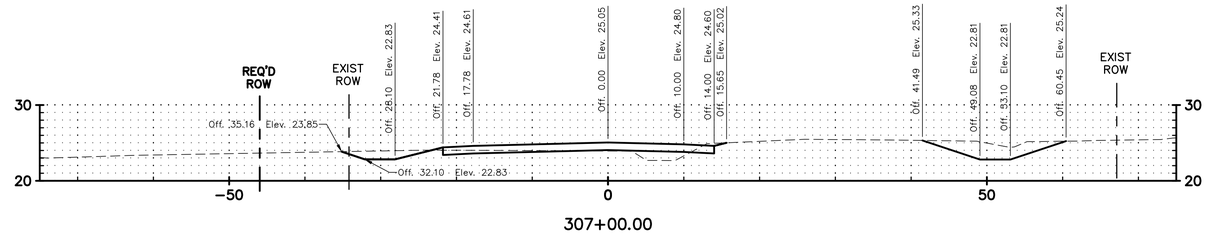
CROSS SECTIONS

SOULT ST. & VIOLA ST.

LA 1088: SOULT & TRINITY ROUNDABOUTS

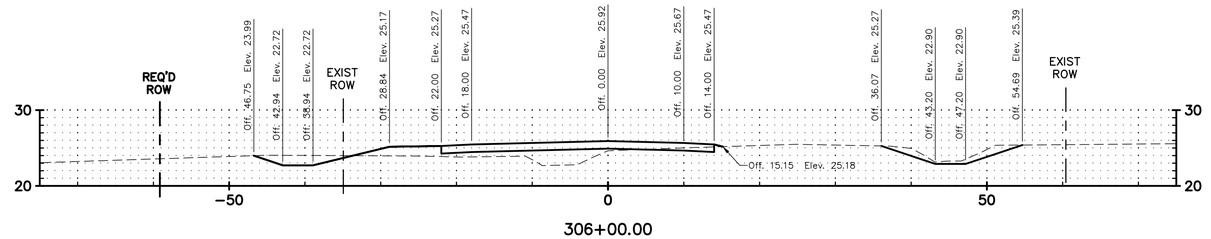
DOTD — LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER



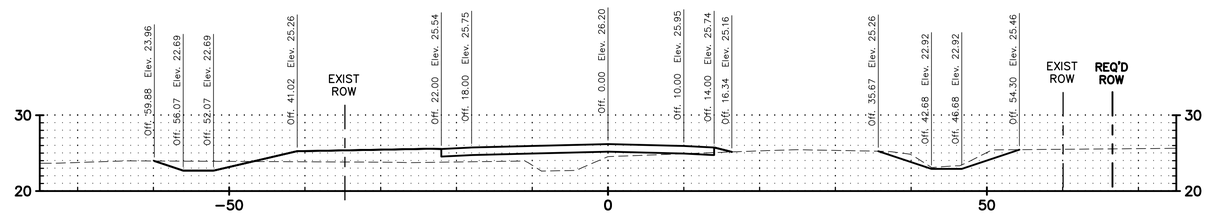
307+00.00

EXC: 57 CU. YDS.
EMB: 82 CU. YDS.



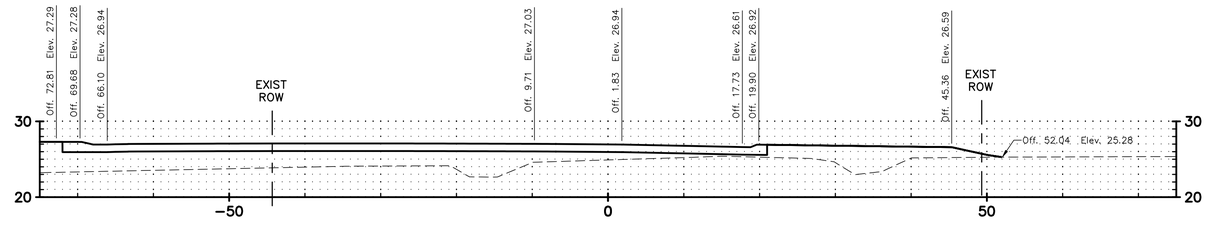
306+00.00

EXC: 12 CU. YDS.
EMB: 52 CU. YDS.



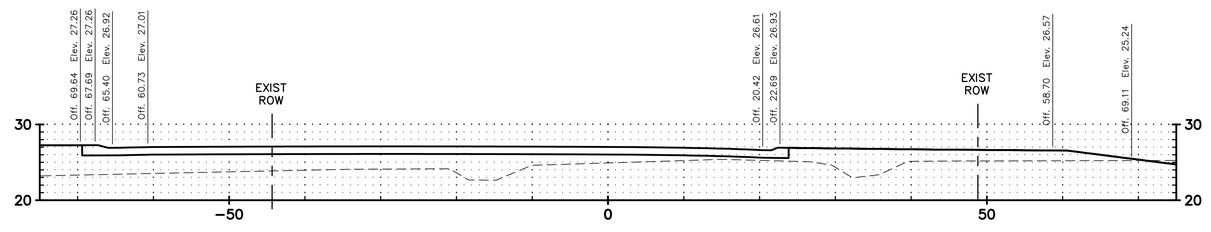
305+73.48

EXC: 15 CU. YDS.
EMB: 233 CU. YDS.



305+00.00

EXC: 0 CU. YDS.
EMB: 17 CU. YDS.



304+96.11

EXC: 0 CU. YDS.
EMB: 0 CU. YDS.

SHEET NUMBER 409

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES * 9 OF 11
CORTEZ		CORTEZ			

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

CROSS SECTIONS
SOULT ST. & VIOLA ST.

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

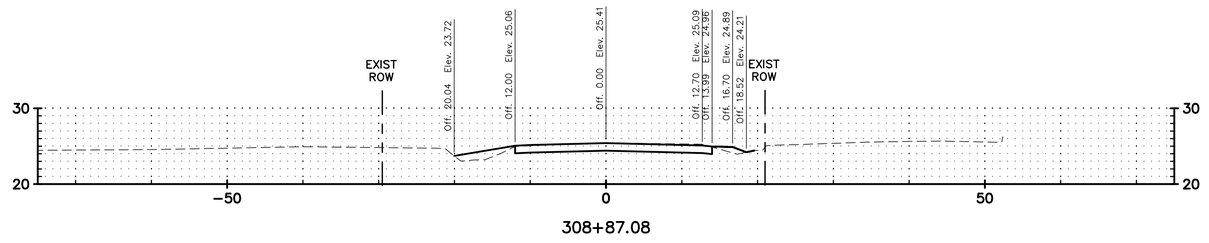
WAGGONER

60% FINAL PLANS

04/13/2026 15:40

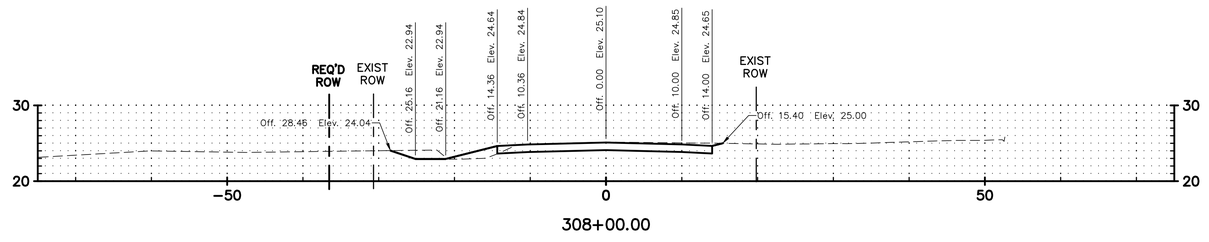
F:\02020\220303\01800\Construction Plans\220303 XS 01.dwg [409]

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 XS 01.dwg [410]
04/13/2026
15:40



308+87.08

EXC: 102 CU. YDS.
EMB: 22 CU. YDS.



308+00.00

EXC: 98 CU. YDS.
EMB: 24 CU. YDS.

SHEET NUMBER	410
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116

DESIGN	CORTEZ
CHECK	
DETAIL	CORTEZ
CHECK	
REVIEW	
SERIES #	10 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

CROSS SECTIONS

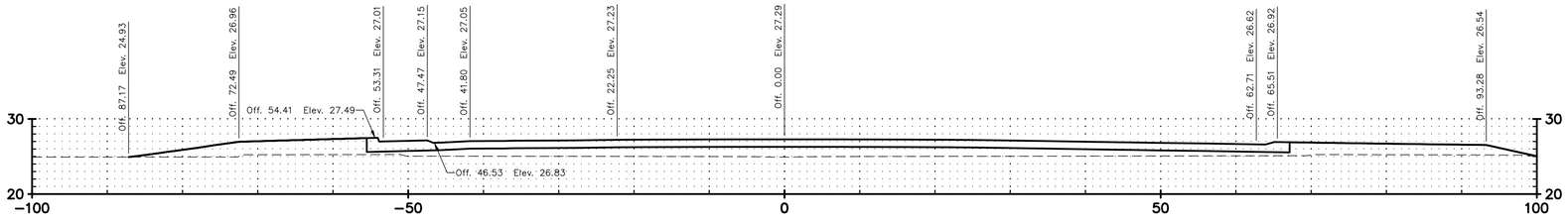
SOULT ST. & VIOLA ST.

LA 1088: SOULT & TRINITY ROUNDABOUTS

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

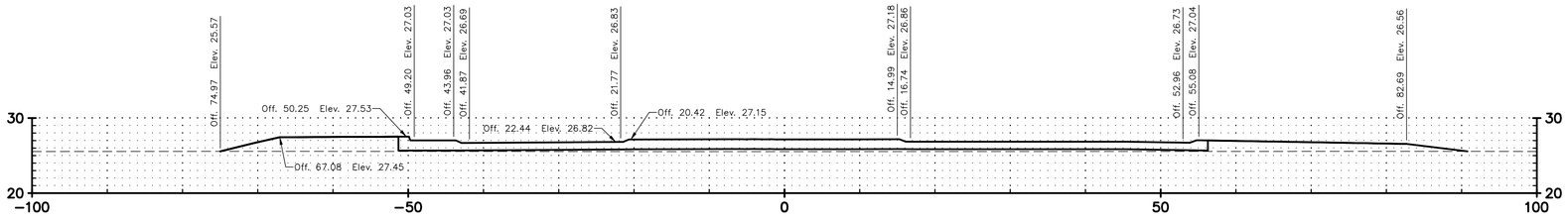
WAGGONER

60% FINAL PLANS
F:\02020\220303\01800\Construction Plans\220303 XS 01.dwg [411]
04/13/2026 15:40
CAD STANDARD



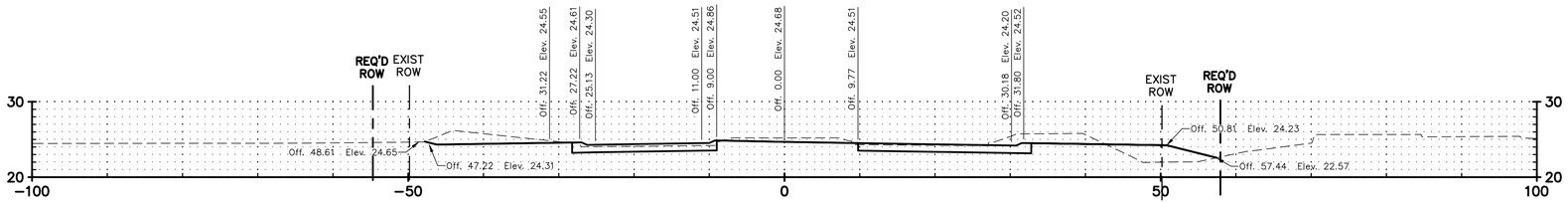
402+11.46

EXC: 0 CU. YDS.
EMB: 53 CU. YDS.



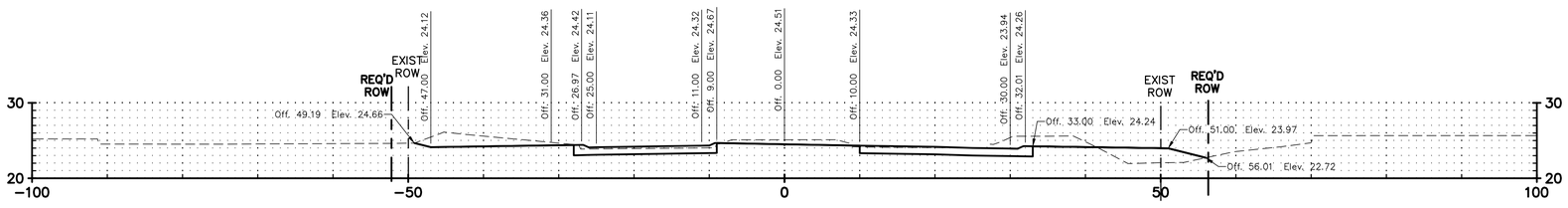
402+00.00

EXC: 145 CU. YDS.
EMB: 223 CU. YDS.



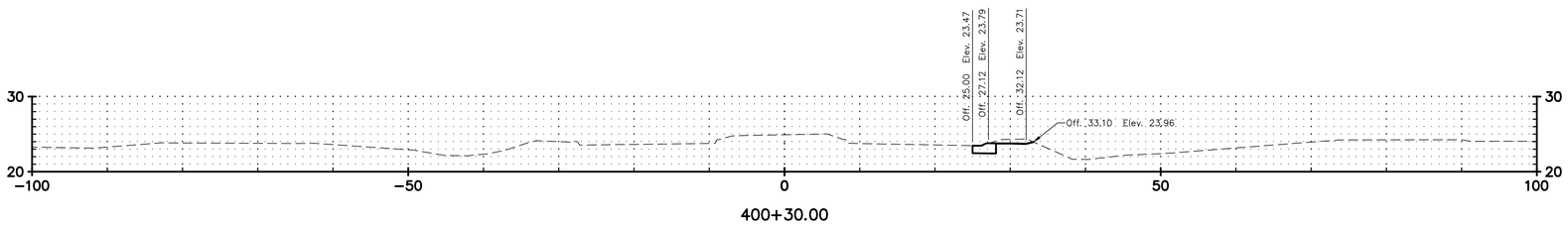
401+00.00

EXC: 39 CU. YDS.
EMB: 10 CU. YDS.



400+86.97

EXC: 95 CU. YDS.
EMB: 22 CU. YDS.



400+30.00

EXC: 0 CU. YDS.
EMB: 0 CU. YDS.

SHEET NUMBER 411

PARISH	CONTROL SECTION	STATE PROJECT
ST. TAMMANY	852-11	H.010116

DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES
CORTEZ		CORTEZ			11 OF 11

PRELIMINARY
FOR REVIEW ONLY

ENGINEER:
ROBERT J. LEAR, JR.

LICENSE #:
29394

DATE:
Apr 13, 2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CROSS SECTIONS
TRINITY ST.

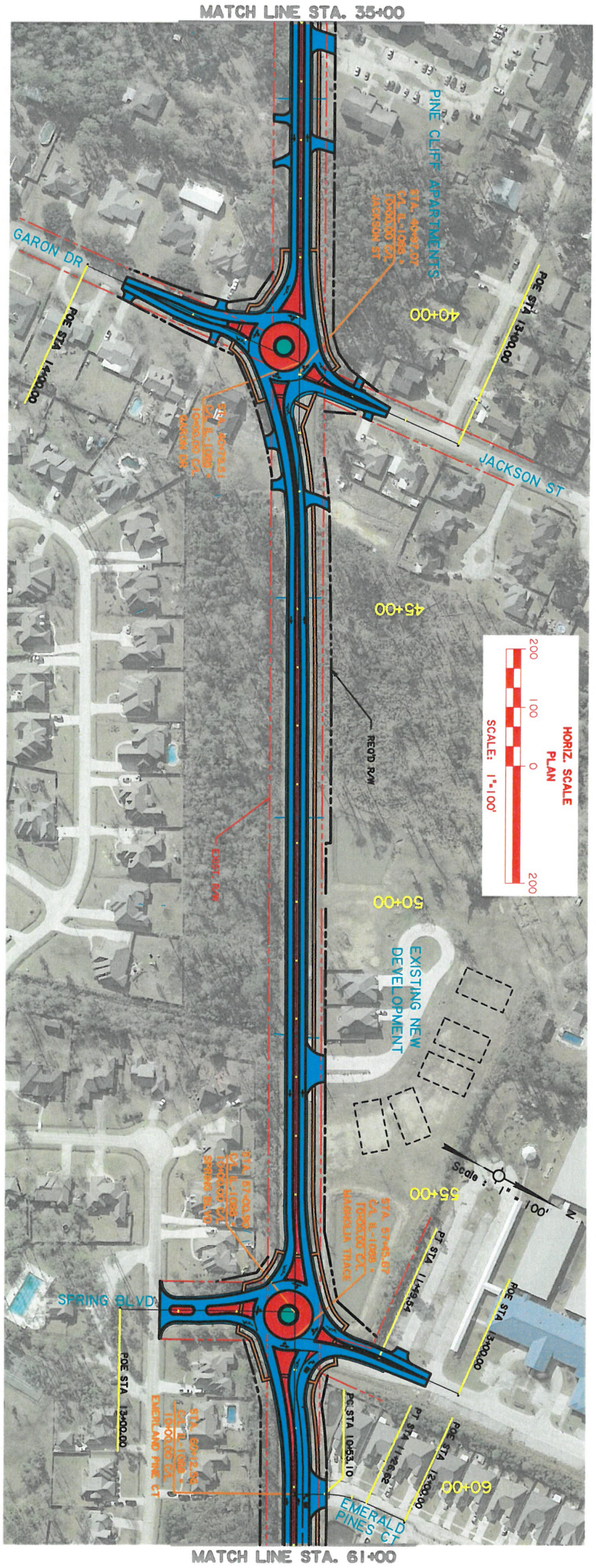
LA 1088: SOULT & TRINITY ROUNDABOUTS

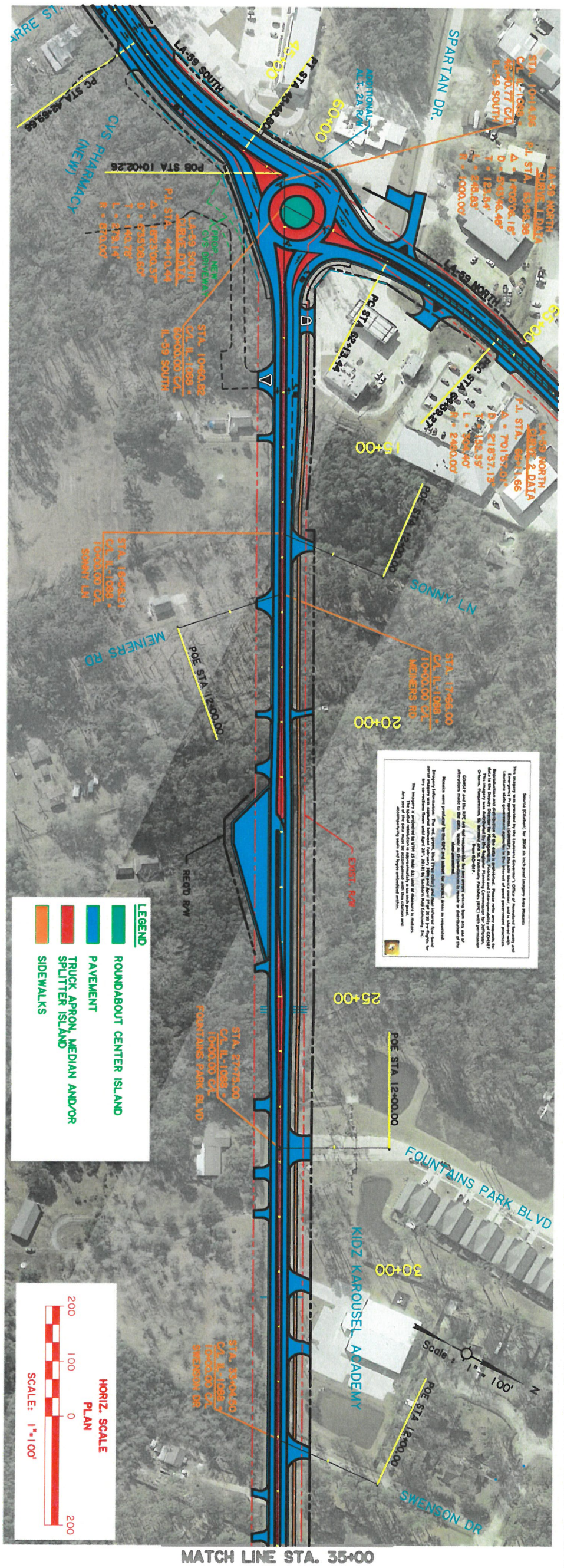
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

WAGGONER

Appendix B

Plans From FONSI (2021)





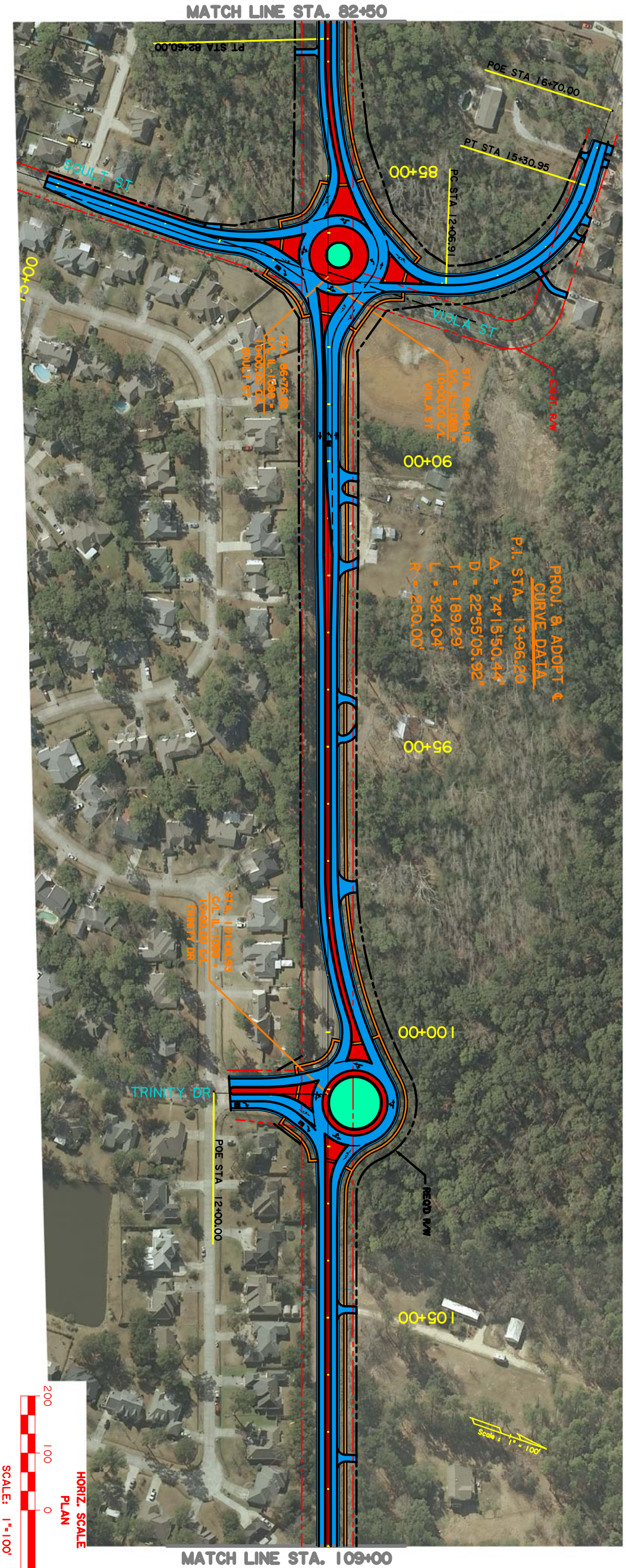
VOLKERT	DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	BUILD ALTERNATIVE 2A CONCEPT PLAN	STATE OF LOUISIANA	NO.	DATE	REVISION DESCRIPTION	BY
		LA 1088 CORRIDOR STUDY					

DESIGNED	A. EVETT	PARISH	ST. TAMMANY
CHECKED	K. ROTHERMEL		
DETAILED	J. DAVIS	CONTROL SECTION	852-11
CHECKED	A. EVETT		
REVIEWED		STATE PROJECT	H.010116
SERIES #			

SHEET NUMBER 2-1

LEGEND
- ROUNDABOUT CENTER ISLAND
- PAVEMENT
- TRUCK APRON, MEDIAN AND/OR SPLITTER ISLAND
- SIDEWALKS

MATCH LINE STA. 82+50



MATCH LINE STA. 61+00

MATCH LINE STA. 109+00

HORIZ. SCALE PLAN
SCALE: 1"=100'
200 100 0 200

HORIZ. SCALE PLAN
SCALE: 1"=100'
200 100 0 200

VOLKERT	DOTD	BUILD ALTERNATIVE 2A CONCEPT PLAN	STATE OF LOUISIANA
		LA 1088 CORRIDOR STUDY	

NO.	DATE	REVISION DESCRIPTION	BY

DESIGNED	A. EVETT	PARISH	ST. TAMMANY
CHECKED	K. ROTHERMEL		
DETAILED	J. DAVIS	CONTROL SECTION	852-11
CHECKED	A. EVETT		
REVIEWED		STATE PROJECT	H.010116
SERIES #			

SHEET NUMBER 2-2

B:\534100.80 LA 1088 Corridor Study\DESIGN\DRAWINGS\PLANS\DGN\Alt_2_Complete Streets\Alt_2_Layout_3.dgn 5/22/2018 09:13

MATCH LINE STA. 136+00

MATCH LINE STA. 109+00

MATCH LINE STA. 162+00

LEGEND
ROUNDABOUT CENTER ISLAND
PAVEMENT
TRUCK APRON, MEDIAN AND/OR SPLITTER ISLAND
SIDEWALKS

HORIZ. SCALE PLAN
SCALE: 1"=100'

PROJ. & ADOPT ℄ CURVE DATA
P.I. STA. 13+75.09
Δ = 32°20'34.50"
D = 11°37'32.96"
T = 14.59'
L = 29.17'
R = 500.00'

PROJ. & ADOPT ℄ CURVE DATA
P.I. STA. 12+67.14
Δ = 52°55'56"
D = 102°30'27"
T = 257.71'
L = 515.05'
R = 5,500.00'

EXIST. R/W
REQD R/W
ELM ST.
LENNY LN
FOREST BROOK BLVD
MULBERRY ST
HICKORY ST

STA. 145+12.29 ℄ L-1088 TOWARD ℄ ELM ST
STA. 148+61.05 ℄ L-1088 TOWARD ℄ LENNY LN
STA. 132+00.53 ℄ L-1088 TOWARD ℄ FOREST BROOK BLVD
STA. 159+84.01 ℄ L-1088 TOWARD ℄ HICKORY ST

POE STA 12+00.00
POE STA 11+40.23
PT STA 10+69.54
PC STA 10+69.54
PI STA 150+00.00
PI STA 151+00.27
PI STA 151+37.73
PI STA 152+00.00
PI STA 153+38.81
PI STA 155+00.02
PI STA 159+70.59
POE STA 12+00.00
POE STA 15+00.00
PT STA 13+89.67
PC STA 13+60.50
PC STA 127+09.43
PT STA 132+24.48

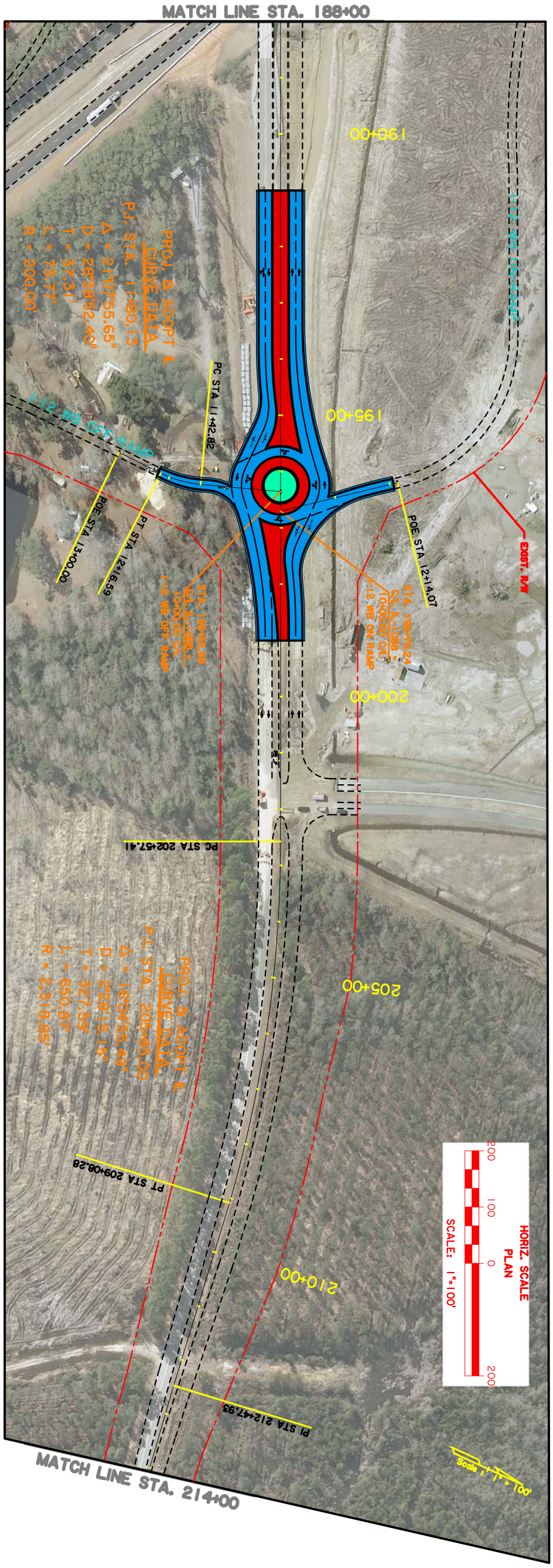
VOLKERT	DOTD	BUILD ALTERNATIVE 2A CONCEPT PLAN	STATE OF LOUISIANA
		LA 1088 CORRIDOR STUDY	

NO.	DATE	REVISION DESCRIPTION	BY

DESIGNED	A. EVETT
CHECKED	K. ROTHERMEL
DETAILED	J. DAVIS
CHECKED	A. EVETT
REVIEWED	
SERIES #	

PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116

SHEET NUMBER 2-3



VOLKERT

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT — DOTD

BUILD ALTERNATIVE 2A
CONCEPT PLAN

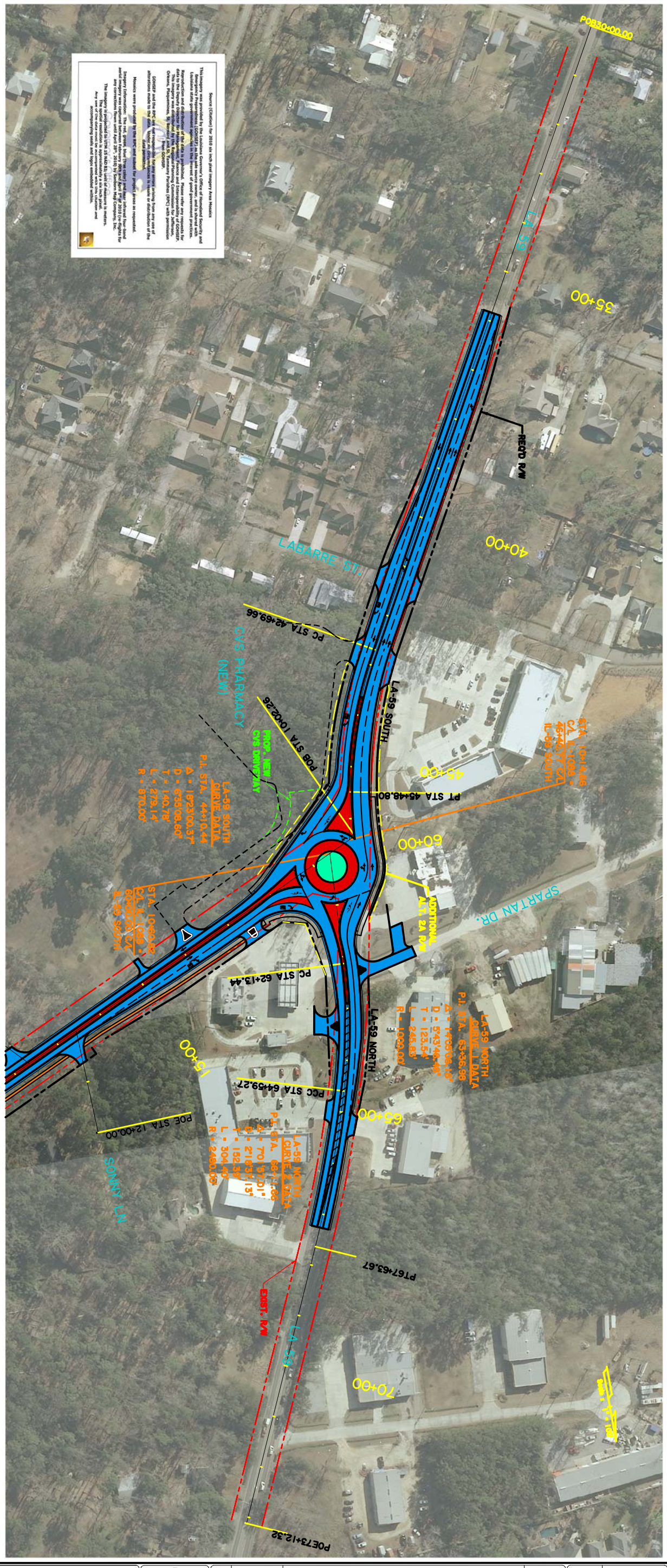
LA 1088 CORRIDOR STUDY

STATE OF LOUISIANA — UNION, JUSTICE, CONFIDENCE

NO.	DATE	REVISION DESCRIPTION	BY

DESIGNED	A. EVETT	PARISH	ST. TAMMANY
CHECKED	K. ROTHERMEL		
DETAILED	J. DAVIS	CONTROL SECTION	852-11
CHECKED	A. EVETT		
REVIEWED		STATE PROJECT	H.Ø10116
SERIES #			

SHEET NUMBER 2-4



LEGEND

- ROUNDABOUT CENTER ISLAND
- PAVEMENT
- TRUCK APRON, MEDIAN AND/OR SPLITTER ISLAND
- SIDEWALKS

HORIZ. SCALE PLAN

SCALE: 1"=100'

200 100 0 200

VOLKERT

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT DOTD

BUILD ALTERNATIVE 2A
CONCEPT PLAN

LA 1088 CORRIDOR STUDY

STATE OF LOUISIANA

NO.	DATE	REVISION DESCRIPTION	BY

DESIGNED	A. EVETT
CHECKED	K. ROTHERMEL
DETAILED	J. DAVIS
CHECKED	A. EVETT
REVIEWED	
SERIES #	

PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.Ø10116

SHEET NUMBER 2-5

Appendix C

Wetland Addendum

Louisiana Department of Transportation and Development

WETLANDS and/or WATERS OF THE U.S. (WOTUS) Addendum REPORT

LA 1088: SOULT AND TRINITY ROUNDABOUTS
State & Federal Aid Project #s: H.010116 & H010116
St. Tammany Parish

INTRODUCTION

The Louisiana Department of Transportation and Development (LADOTD) is proposing to construct two (2) roundabouts in St. Tammany Parish. The roundabouts are proposed at the intersections of LA 1088 and Soult Street and the intersection of LA 1088 and Trinity Drive. This project was initially reviewed under the LA 1088 Corridor Study (State & Federal Aid Project #s: H.010116 & H010116) which reviewed roadway improvement to LA 1088 from LA 59 to the I-12 interchange. The study area was initially surveyed by Volkert, Inc. in 2015, with the results presented in the Wetlands Finding Report dated July 9, 2015 (**Appendix D**).

Due to the size of the corridor study, the project it was broken into phases, with this phase including only the intersections at LA 1088 and Soult St. and LA 1088 and Trinity Drive. The project study area is 11.595 acres (**Appendix A**), and is located in a residential developed area to the north of the city of Mandeville. All potential jurisdictional features should be considered preliminary prior to confirmation of the U.S. Army Corps of Engineers (USACE).

METHODS

To conduct this study, the original delineation boundaries were imported into ArcPro. On November 4, 2025, LADOTD biologists visited the project sites to walk the corridor to determine if there were any jurisdictional waters of the U.S. present that were not identified in the Wetland Report, dated July 9, 2015, completed by Volkert, Inc. The site was revisited to confirm the report's characterization of the area and to collect current photographs (**Appendix C**). The initial habitat delineation lines were updated to reflect the northward shift of the 2 proposed roundabouts and recalculate the impacted habitat acreage (**Appendix B**).

RESULTS

Based on the initial habitat characterization and delineated boundaries initially surveyed by Volkert, Inc. and the revised project boundary lines, LADOTD biologist have determined that approximately **2.784 acres of wetlands and 1.680 acres of Non-Wetland Waters of the U.S.** will be potentially impacted by the proposed project. Non-Wetland Waters of the U.S. are summarized by feature type in **Table 1** below.

Feature ID	NWI	Area (acre)	Feature Type
W01	R5UBFx	0.228	Roadside ditch
W02	R5UBFx	0.668	Roadside ditch
W03	R5UBFx	0.221	Roadside ditch
W04	R5UBFx	0.383	Roadside ditch
W05	R5UBFx	0.180	Roadside ditch

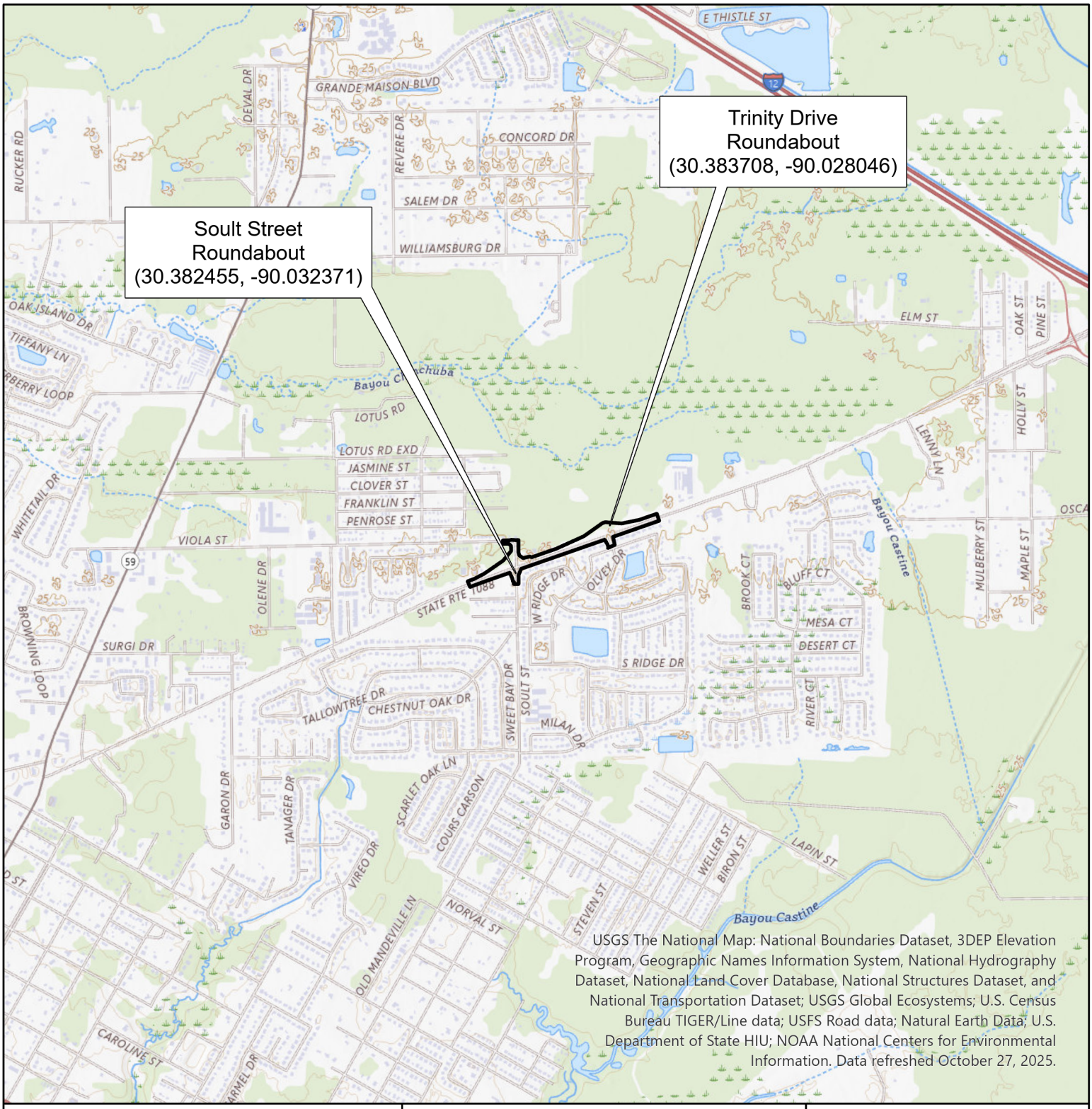
Table 1

CONCLUSION

Based on the results of the follow-up site visit and an examination of the available project information of the proposed project site, it is the professional opinion of LADOTD biologists that habitat conditions characterized in the July 9, 2015. Wetland Findings Report remain at the site. Therefore, LADOTD biologist have determined that **2.784 acres of wetlands and 1.680 acres of Non-Wetland Waters of the U.S.** will be impacted by the proposed project.

Craig LeBlanc
Environmental Impact Specialist-DCL
LADOTD, Environmental
December 2025

Appendix A- Project Vicinity Map



USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road data; Natural Earth Data; U.S. Department of State HIU; NOAA National Centers for Environmental Information. Data refreshed October 27, 2025.

Vicinity Map

0 0.17 0.35 0.7 Miles

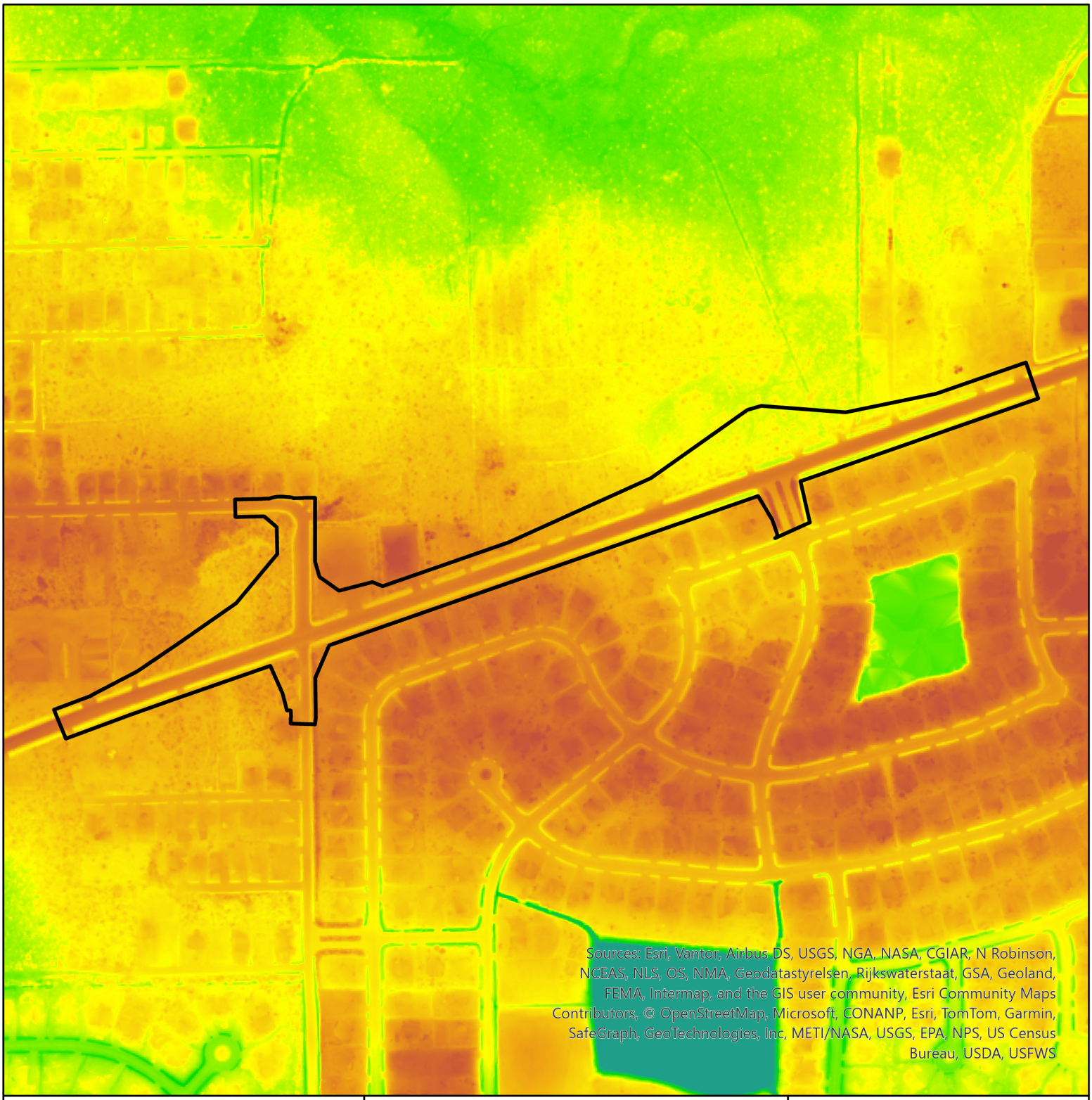
Legend

Project Boundary (11.595 acres)

State Project No.: H.010116
Federal Aid Project No.: H010116
LA 1088: SOULT AND TRINITY ROUNDABOUTS
St. Tammany Parish, LA

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Appendix B – Impact/LIDAR Maps



LIDAR Map

0 0.04 0.07 0.14 Miles

Elevation (feet)

Value

33.4052

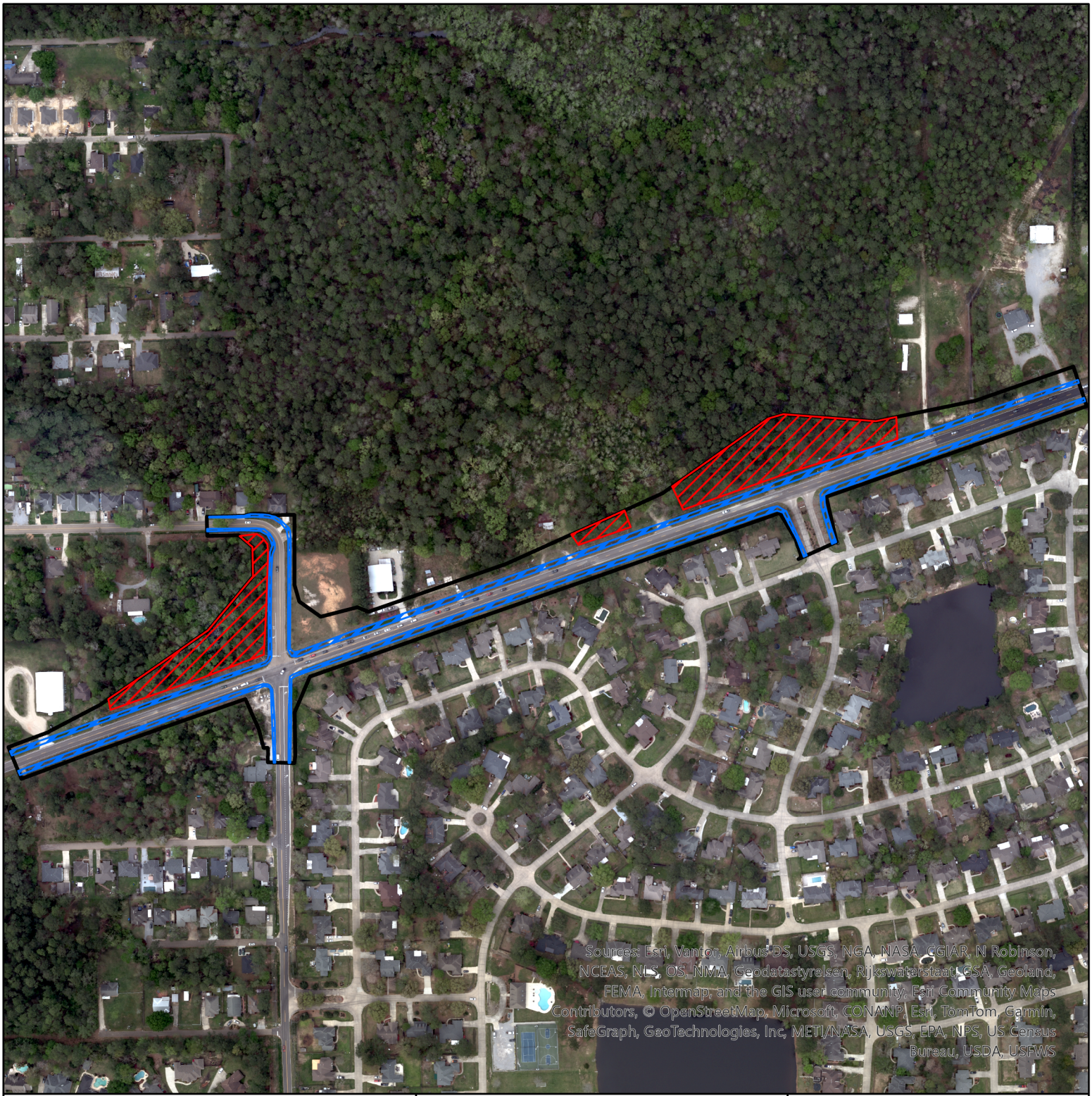
9.76049

Project Boundary

State Project No.: H.010116
Federal Aid Project No.: H010116
LA 1088: SOULT AND TRINITY ROUNDABOUTS
St. Tammany Parish, LA

DOTD

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Impact Map

0 0.03 0.06 0.12 Miles

- Wetlands (2.784 acres)
- Non-Wetlands Waters of the US (1.680 acres)
- Project Boundary

State Project No.: H.010116
Federal Aid Project No.: H010116
LA 1088: SOULT AND TRINITY ROUNDABOUTS
St. Tammany Parish, LA

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Appendix C – Photos

Photo 1: Looking SW down LA 1088 down a drainage feature on the south side of LA 1088

Photo 2: Looking SW down LA 1088 down a drainage feature on the north side of LA 1088

Photo 3: Looking north up Viola Street at the drainage feature

Photo 4: Looking west at the habitat of the wetlands habitat west of Viola St.

Photo 5: Looking west at the habitat of the wetlands habitat west of Viola St.

Photo 6: Looking north on the eastern side of Viola Street

Photo 7: Looking ENE at the drainage feature north of LA 1088 at the site

Photo 8: Looking at SE corner of the intersection of the proposed roundabout

Photo 9: Looking north at the location of the proposed Trinity Drive roundabout

Photo 10: Looking south towards the location of the proposed Trinity Drive roundabout

Photo 11: Looking WSW down the drainage feature

Photo 12: Looking ENE towards the existing drainage feature

Photo 13: Looking north towards the proposed habitat proposed to be impacted

Photo 14: Looking north towards the proposed habitat proposed to be impacted

Photo 15: Looking ENE towards drainage feature adjacent to the proposed roundabout location

Appendix D - Wetland Finding Report (Volkert, Inc.)

WETLAND FINDINGS REPORT
LA-1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA

The Louisiana Department of Transportation and Development

State Project No. H.010116

Federal Aid Project No. H.010116

Prepared for:

State of Louisiana
Department of Transportation and Development
1201 Capitol Access Road
Baton Rouge, Louisiana 70802

July 9, 2015

Prepared By:

Volkert, Inc.
316 South McKenzie Street
Foley, Alabama 36535
(251) 968-7551

WETLAND FINDINGS REPORT
LA-1088 CORRIDOR STUDY
ST. TAMMANY PARISH, LOUISIANA

The Louisiana Department of Transportation and Development

State Project No. H.010116

Volkert Contract No. 534100

Prepared by:

Bryan Long
Environmental Project Manager

Reviewed by:

Paul Bradley, P.E.
Environmental Project Manager

Volkert, Inc.
316 South McKenzie Street
Foley, Alabama 36535
(251) 968-7551

TABLE OF CONTENTS

1.0 Introduction 1
2.0 Methodology 2
3.0 Results 6
4.0 Conclusions 7

Tables

Table 1: Potential Impacts for Each Alternative 6

Figures

Figure 1: Site Location / Project Limits Map 9
Figure 2: Land Use/Zoning Map 11
Figure 3: USGS 7.5 Minute Topographical Quadrangle Map 13
Figure 4: USFWS National Wetlands Inventory Map 15
Figure 5: NRCS Soils Map 17
Figure 6: Project Alternatives Map 19

Exhibits

Exhibit A: Site Photographs 25
Exhibit B: Wetland Determination Forms 49

1.0 Introduction

On behalf of the Louisiana Department of Transportation and Development (DOTD), Volkert, Inc. conducted a wetland study for proposed roadway improvements to LA-1088 from LA-59 to the I-12 interchange in St. Tammany Parish, Louisiana (**Figure 1**). The DOTD in cooperation with the Federal Highway Administration (FHWA) is studying proposed improvements to the accessibility, safety, and mobility of vehicle, pedestrian and bicycle traffic through the LA-1088 corridor. Proposed improvements include constructing roundabouts, highway widening, and the possibility of sidewalks and bike paths. The total length of the proposed project is approximately 3.5 miles.

The proposed project is located near the City of Mandeville, St. Tammany Parish, Louisiana. Project study area limits were established to encompass the maximum possible extent of construction. The project study area limits begin approximately 0.5 mile (~2,600 feet) north of I-12 at Latitude 30.394994°N and Longitude -89.995446°W and encompasses LA-1088. LA-1088 continues south west to the intersection of LA-59 (Girod Street) at Latitude 30.374109°N and Longitude -90.054623°W. From the intersection of LA-1088 and LA-59, the project study area limits extend north-north east along LA-59 for approximately 670 linear feet ending at Latitude 30.376075°N and Longitude -90.054003°W. The proposed project study area limits also extend south-south west from the intersection of LA-1088 and LA-59 for approximately 1,140 linear feet along LA-59 ending at Latitude 30.371283°N and Longitude -90.056268°W.

Adjacent properties/land uses are zoned for suburban/single-family residential, highway commercial, retail and service, and primary education (schools) (**Figure 2**). The percentage of the project study area limits occupied by each of the zoned areas is as follows: Suburban/single-family residential (54 percent, 49.6 acres), retail and service (23 percent, 21.7 acres), highway commercial (21 percent, 20.2 acres), and primary education (2 percent, 0.8 acres). Various underground and above ground utilities that are located near the highway within the study area limits include electricity, potable water, sanitary sewer, and gas.

2.0 Methodology

Preparation of the Wetlands Findings Report was conducted in two parts. Part one included a desk top review of aerial photography (**Figure 1**), St. Tammany Parish Zoning Map (**Figure 2)**, U.S. Geological Survey (USGS) topographic quadrangle maps (**Figure 3**), U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) GIS data (**Figure 4**), and Natural Resources Conservation Service (NRCS) GIS data (**Figure 5**) and Hydric Soils List (2014).

The following summarizes the findings from the desk top review:

1) One (1) un-named tributary to Bayou Castine was identified on the USGS topographical quadrangle map.

2) Four (4) types of wetland systems were identified using the USFWS NWI maps. The wetland system descriptions are as follows:

    a. **R1UBV** - Riverine (**R**) system that is tidally influenced (**1**) with an unconsolidated bottom (**UB**) and is flooded by fresh water tides throughout the year (**V**).

    b. **PUBHx** - Palustrine system (**P**) that includes all non-tidal wetlands dominated by trees, shrubs, emergent vegetation, and mosses or lichens. This wetland system has an unconsolidated bottom (**UB**) and is permanently flooded (**H**) throughout the entire year. This type of wetland has also been excavated (**x**).

    c. **PFO4A** - Palustrine system (**P**) that includes all non-tidal wetlands dominated by trees, shrubs, emergent vegetation, and mosses or lichens. These wetlands are forested (**FO**) and characterized by woody vegetation that is six meters (~20 ft.) tall or taller. This system has been classified as being a needle-leaved evergreen (**4**) forest that is temporarily flooded during the growing season (**A**).

d. **PEM1C** - Palustrine system (**P**) that includes all non-tidal wetlands dominated by trees, shrubs, emergent vegetation, and mosses or lichens. This is an emergent (**EM**) wetland characterized by erect, rooted, herbaceous hydrophytes that are present for most of the growing season. This type of emergent system is persistent (**1**) where most of the vegetation will remain standing at least until the beginning of the next growing season. Lastly, this system is seasonally flooded (**C**) where surface water is present for extended periods of the year, especially early in the growing season, but can be absent by the end of the growing season in most years.

3) Five (5) soil series categorized as hydric were found within the project study area limits. Hydric soil series are listed alphabetically and described as follows:

a. **Abita Silt Loam**, 0-2% slopes (Aa) - Parent materials consist of silty marine deposits, landform is described as flats, coverage of ~18.2% (24.0 acres) of the project area study area limits.

b. **Guyton Silt Loam**, 0-1% slopes (Gt) - Parent materials consist of loamy alluvium of the Holocene age, landform described as terraces, coverage of ~28.4% (37.4 acres) of the project study area limits.

c. **Myatt Fine Sandy Loam**, Frequently Flooded, 0-1% slopes (My) - Parent materials consist of Pleistocene fluviomarine deposits, landform described as stream terraces, coverage of ~6.7% (8.8 acres) of the project study area limits.

d. **Prentiss Fine Sandy Loam**, 0-1% slopes (Pr) - Parent materials consist of Pleistocene fluviomarine deposits, landform described as interfluves, coverage of ~13.5% (17.8 acres) of the project study area limits.

e. **Stough Fine Sandy Loam**, 0-1% slopes (St) - Parent material consist of loamy alluvium derived from sedimentary rock, landform described as

flatwoods and terraces, coverage of ~33.1% (43.6 acres) of the project study area limits.

Part two included conducting on foot field surveys during the weeks of May 11th – 15th, 2015 and May 18th – 22nd, 2015. Volkert, Inc. personnel surveyed the project study area limits for the presence of wetlands, waters of the U.S., other waters of the U.S., and uplands. During the surveys, locations of wetlands, waters of the U.S., or other waters of the U.S. were recorded using a sub-meter accurate GPS instrument (Trimble® Geo XH). Recorded features were mapped using ArcMap 10.2.1 GIS software systems. Aerial photographs were used to display the wetlands, waters of the U.S., and other waters of the U.S. (**Figure 6**). Any areas not identified as a wetland, water of the U.S., or other water of the U.S. in **Figure 6** was identified as uplands.

Wetlands were identified within the project study area limits in accordance with the *1987 United States Army Corps of Engineers* (USACE) *Wetland Delineation Manual* and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region* (U.S. Army Corps of Engineers, Wetland Regulatory Assistance Program 2010). The USACE and the U.S. Environmental Protection Agency (USEPA) jointly define wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands have the following characteristics: (1) vegetation consisting of macrophytes that are typically adapted to soil conditions found in wetland environments; (2) soils that have been classified as hydric or possess characteristics that are associated with reducing soil conditions; and (3) hydrology, meaning that the area is inundated either permanently or periodically at mean water depths less than or equal to 6.6 feet, or the soil is saturated to the surface at some time during the growing season of the prevalent vegetation. The project study area limits were surveyed and field data was collected on the three diagnostic wetland parameters. Pictures and USACE Wetland Determination Data Forms were completed at eight locations within the project study

area limits (**Exhibit A** and **Exhibit B**). Four (4) types of wetland systems were identified using the USFWS NWI maps and verified during field surveys. Overall, wetland systems were found at thirty-two (32) sites within the project study area limits covering approximately 24.48 acres. **Figure 6** illustrates the wetlands within the required right-of-way for each of the proposed project Build Alternatives.

By definition, a "Water of the U.S." is any and all waters which are used in interstate or foreign commerce, including interstate wetlands, interstate lakes, rivers, streams, mudflats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds the use, degradation, or destruction of which would affect or could affect interstate or foreign commerce. Tributaries of waters identified prior in the paragraph also fall under the Clean Water Act (40 CFR 122.2). One (1) potential water of the U.S. was identified during the desktop review and verified during field surveys. This water was described as an un-named tributary to Bayou Castine on the USGS topographic quadrangle map. This un-named tributary had a soft bottom, silt laden water, slow flow, defined vegetated bank, water depths averaging 1.5 feet, and connected to roadside ditches (**Figure 6**). The un-named tributary has a very straight, non-meandering course which is typical of waters of the U.S. that have been altered by mechanical means for the purposes of conveying storm water. Overall, approximately 76.2 linear feet (~0.028 acre) of the un-named tributary was found within the project study area limits. Using aerial photography and ArcMap GIS 10.2.1 software, an impoundment to this un-named tributary was found approximately 1,200 feet downstream from the eastern-most extent of the project study area limits (Latitude 30.384278°N, Longitude -90.014578°W). This impoundment was a neighborhood roadway (Oscar Street) with a culvert structure to help with water conveyance.

"Other waters of the U.S.", for the purpose of this report, will be defined as swale ditches that parallel the highway and were constructed to capture and convey storm water drainage. The other waters of the U.S. found throughout the project study area limits contained all three criteria (hydrology, hydrophytic vegetation, and hydric soils) associated with a wetland system. Vegetation associations included facultative,

facultative wet, and/or obligate emergent plant species such as rushes (*Juncus spp*.), cat-tails (*Typha domingensis*), alligator weeds (*Alternanthera spp.*), and sedges (*Cyperus spp.*). This wetland system lacked large tree species, primarily due to regular maintenance activities that include removal of problematic sedimentation and vegetation. During the survey period, the majority of these systems contained above-ground water, either flowing slowly or stagnant. Soils found in these systems contained hydric indicators associated with wetlands. Overall, these systems cover approximately 6.43 acres (115 locations) of the total project study area limits. **Figure 6** illustrates the other waters of the U.S. within the required right-of-way for each of the proposed project Build Alternatives.

Lastly, "Uplands" describes any area that did not have one or more of the three criteria needed for a wetland (hydrology, hydric soils, and hydrophytic vegetation) and was not a water or other water of the U.S. These areas were comprised of facultative, facultative upland, and/or upland plant species and exhibited no hydrological indicators typical of extended periods of inundation. This habitat type also included roadways and impervious, man-made surfaces found throughout the project study area limits. In total, approximately 100.6 acres of uplands were observed throughout the entire project study area limits.

3.0 Results

Potential impacts to wetlands, waters of the U.S. and other waters of the U.S. were determined by calculating the acreages within the required right-of-way for each of the three (3) proposed Build Alternatives. Below is a chart that summarizes the potential impact for each alternative.

Table 1: Potential Impacts for Each Alternative

	Wetland (Acres)	**Waters of the US (Acres)**	**Other Waters of the US (Acres)**
Alternative 1A	12.0	0.02	6.1
Alternative 1B	12.0	0.02	6.1
Alternative 2	12.4	0.02	6.1

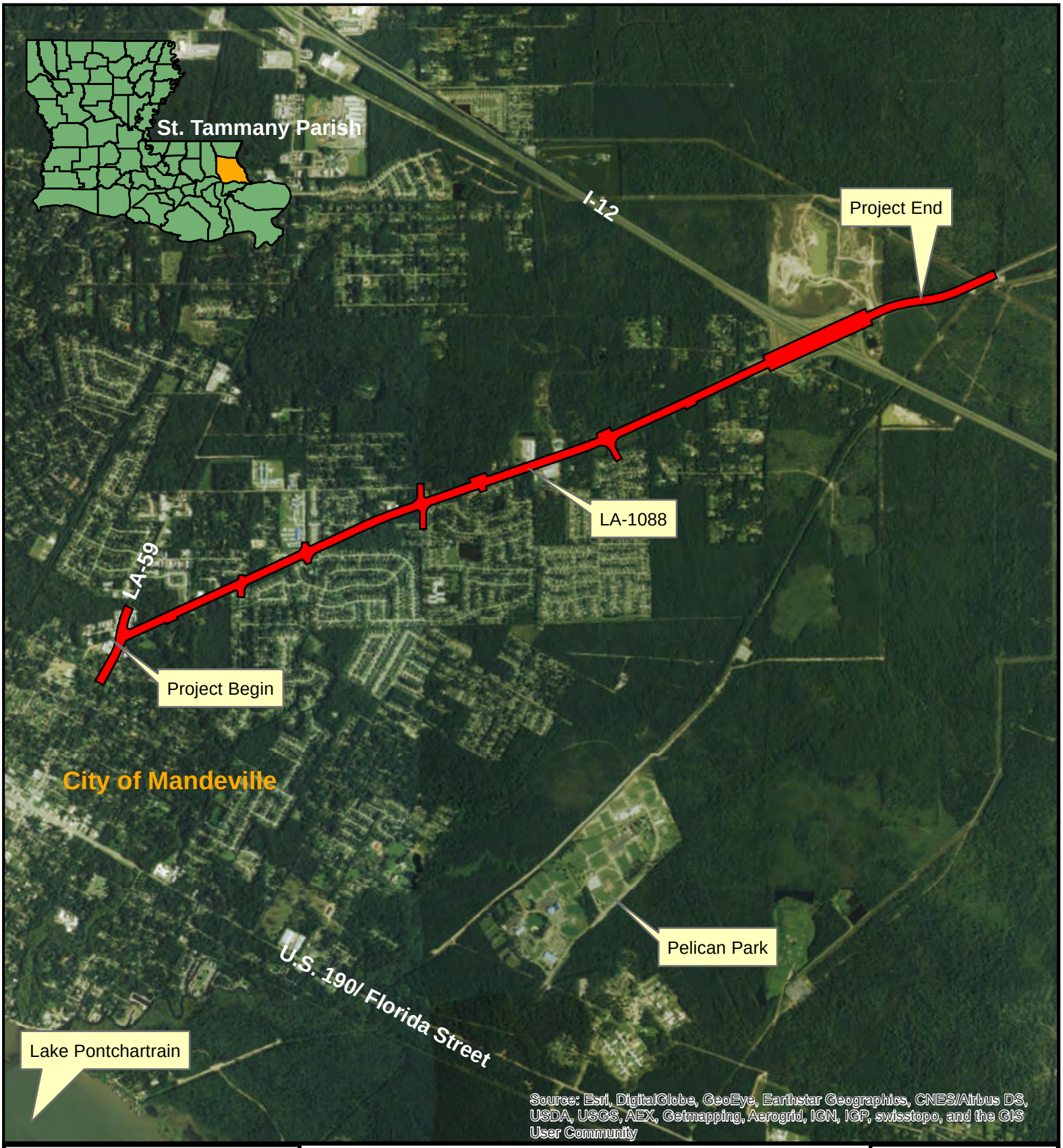
Formal determinations for waters of the U.S. and jurisdictional determinations for wetlands will be made by the USACE during the permitting process.

4.0 Conclusions

Volkert, Inc. conducted a wetland study for proposed roadway improvements to LA-1088 from LA-59 to the I-12 interchange in St. Tammany Parish, Louisiana. Areas of wetlands, waters of the U.S. and other waters of the U.S. were identified within the project study area limits. All three build alternatives have potential impacts to these resources. As the proposed project progresses, potential impacts to wetlands, waters of the U.S. and other waters of the U.S. will be further evaluated through the permitting process, including the USACE jurisdictional determinations.

Figures

Figure 1: Site Location / Project Limits Map



Legend

Project Study Area

Figure 1: Site Location/ Project Limits Map

LA-1088 Corridor Study
St. Tammany Parish
Louisiana

0 1,500 3,000 6,000 9,000 12,000

Feet

N
W E
S

1 inch = 3,000 feet

Figure 2:St. Tammany Parish Land Use/Zoning Map

Project End

Project Start

St. Tammany Parish Government
P.O. Box 628
Covington, LA 70434

Pat Brister
Parish President

Ward 4 Zoning - April 2015

Legend

- Urban Growth Boundary
- Ward Boundary
- Streams
- Municipalities
- E-1 Estate
- E-2 Estate
- E-3 Estate
- E-4 Estate
- A-1 Suburban
- A-1A Suburban
- A-2 Suburban
- A-3 Suburban
- A-4 Single Family Residential
- A-4A Single Family Residential
- A-5 Two Family Residential
- A-6 Multiple Family Residential
- A-7 Multiple Family Residential
- A-8 Multiple Family Residential
- NC-1 Professional Office
- NC-2 Indoor Retail Service
- NC-3 Lodging
- NC-4 Neighborhood Institutional
- NC-5 Retail and Service
- NC-6 Public, Cultural and Recreational
- PBC-1 Planned Business Campus
- PBC-2 Planned Business Campus
- HC-1 Highway Commercial
- HC-2 Highway Commercial
- HC-2A Highway Commercial
- HC-3 Highway Commercial
- HC-4 Highway Commercial
- HC-5 Highway Commercial
- I-1 Industrial
- I-2 Industrial
- I-3 Heavy Industrial
- I-4 Heavy Industrial
- Advanced Manufacturing & Logistics
- SWM-1 Solid Waste Management
- SWM-2 Solid Waste Management
- MD-1 Medical Residential
- MD-2 Medical Clinical
- MD-3 Medical Facility
- MD-4 Medical Facility
- PF-1 Public Facilities
- PF-2 Public Facilities
- CB-1 Community Based Facilities
- ED-1 Primary Education
- ED-2 Secondary Education
- AT-1 Animal Training Housing
- RBG Riverboat Gaming District
- PUD Planned Unit Development
- AAO Abita Airport Overlay
- MHO Manufactured Housing Overlay
- RO Rural Overlay
- TND-1 Traditional Neighborhood Development
- TND-2 Traditional Neighborhood Development
- RBCO Regional Business Center Overlay

Legend

Study Area Limits

1 inch = 2,000 feet

N W E S

Figure 2: Land Use/Zoning Map

LA-1088 Threatened and Endangered Survey
St. Tammany Pairsh
Louisiana

0 1,000 2,000 4,000 6,000 8,000 Feet

This map was produced by the St. Tammany Parish Department of Development. Note: This map is for planning purposes only. It is not a legally recorded plan, survey, official tax map or engineering schematic, and it is not intended to be used as such. Map layers were created from different sources at different scales, and the actual or relative geographic position of any feature is only as accurate as the source information.
Copyright (c) April 2015, St. Tammany Parish, Louisiana. All rights reserved.

0 0.225 0.45 0.9
Miles

revised 4/27/2015

Figure 3: USGS 7.5 Minute Topographical Quadrangle Map

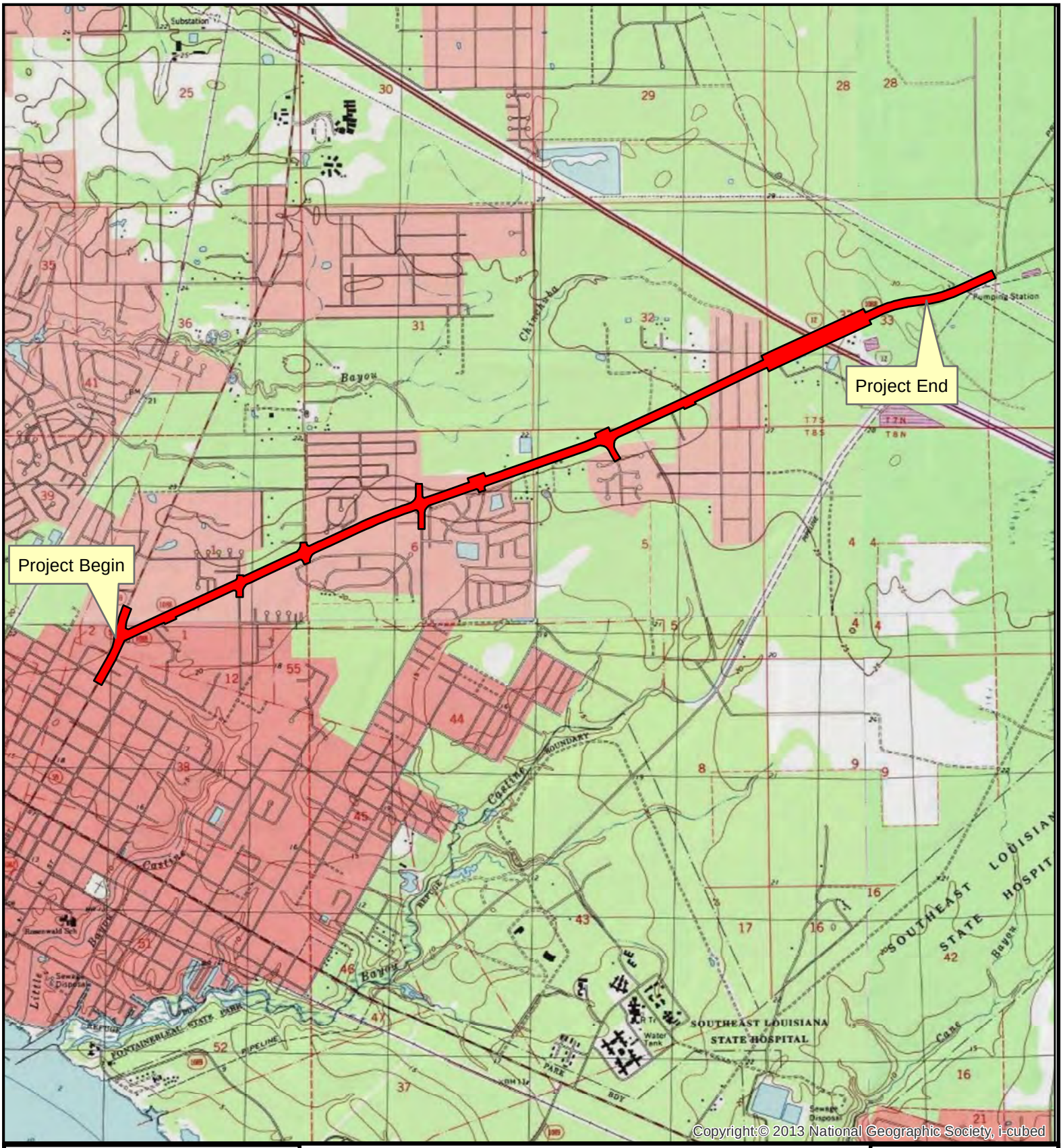


Figure 3: U.S.G.S. Topographical Map

LA-1088 Corridor Study
St. Tammany Parish
Louisiana

Legend

Project Study Area

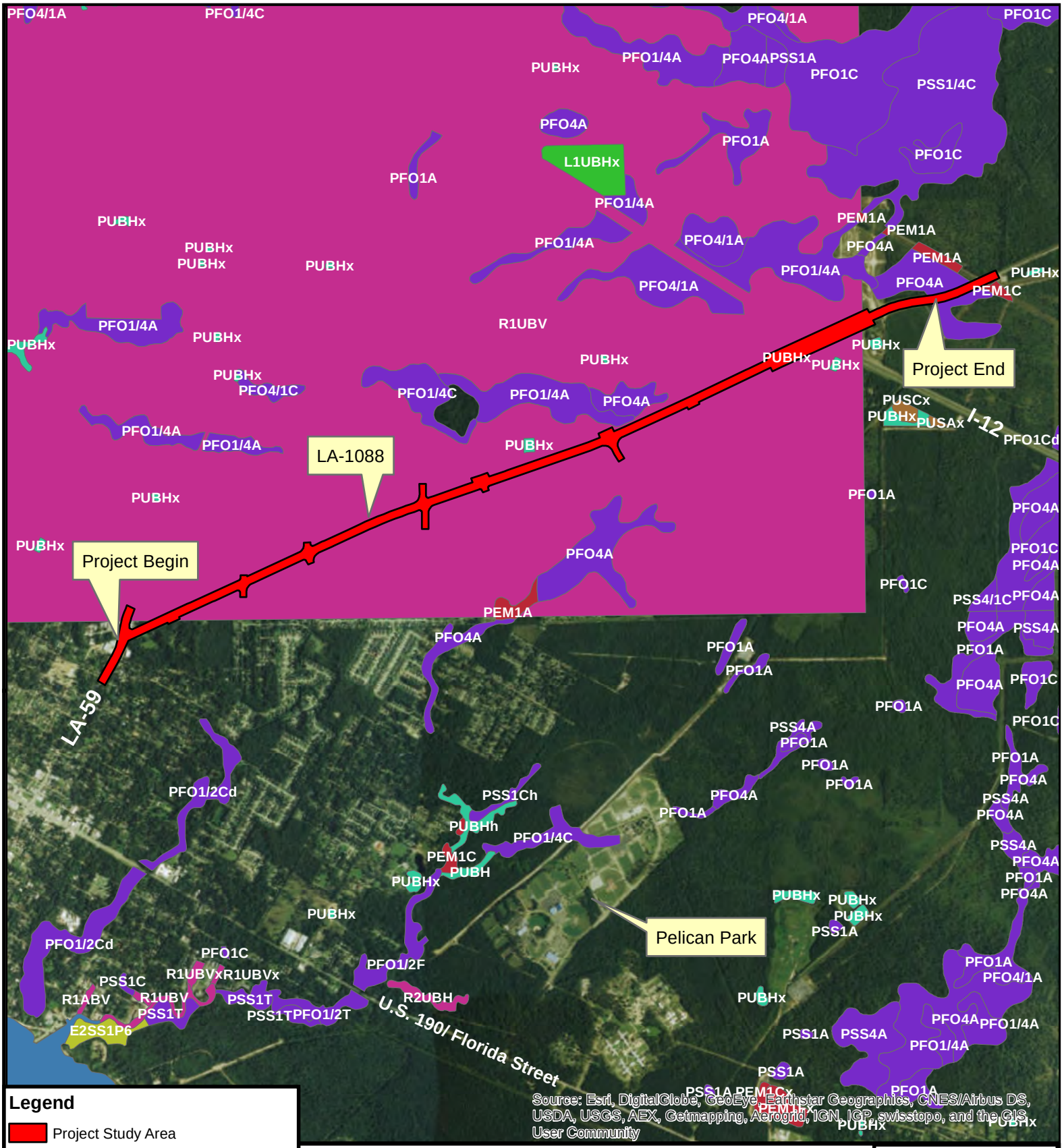
0 1,500 3,000 6,000 9,000 12,000

Feet

N
W E
S

1 inch = 3,000 feet

Figure 4: USFWS National Wetlands Inventory Map



Legend

- Project Study Area

WETLAND_TY

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

Figure 4: National Wetlands Inventory Map

LA-1088 Corridor Study
St. Tammany Parish
Louisiana

0 1,500 3,000 6,000 9,000 12,000

Feet

N
W E
S

1 inch = 3,000 feet

Figure 5: NRCS Soils Map

Legend

MUSYM

- Aa
- Gt
- My
- Pr
- St

Aa= Abita Silt Loam, 0-2% Slope
Gt= Guyton Silt Loam
My= Myatt Fine Sandy Loam
Pr= Prentiss Fine Sandy Loam
St= Stough Fine Sandy Loam
All catergorized as hydric according to NRCS Hydric Soils List (2014)*

Figure 5: NRCS Soils Map

LA-1088 Study Corridior
St. Tammany Parish
Louisiana

0 1,500 3,000 6,000 9,000 12,000

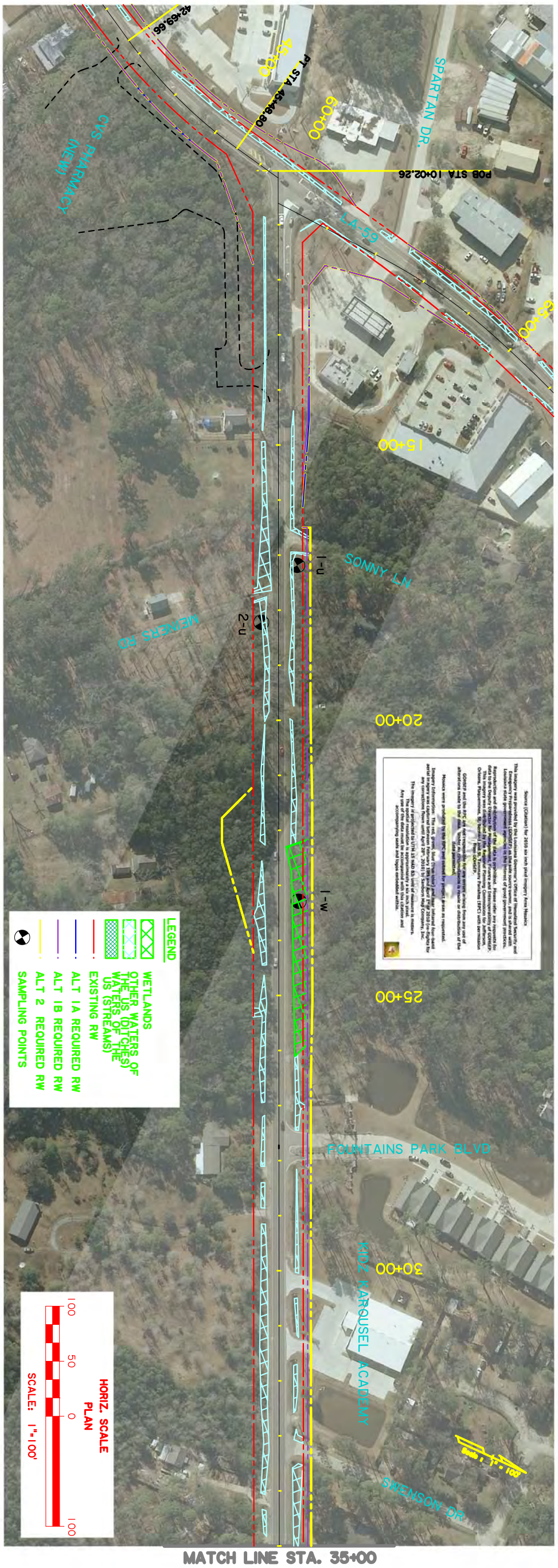
Feet

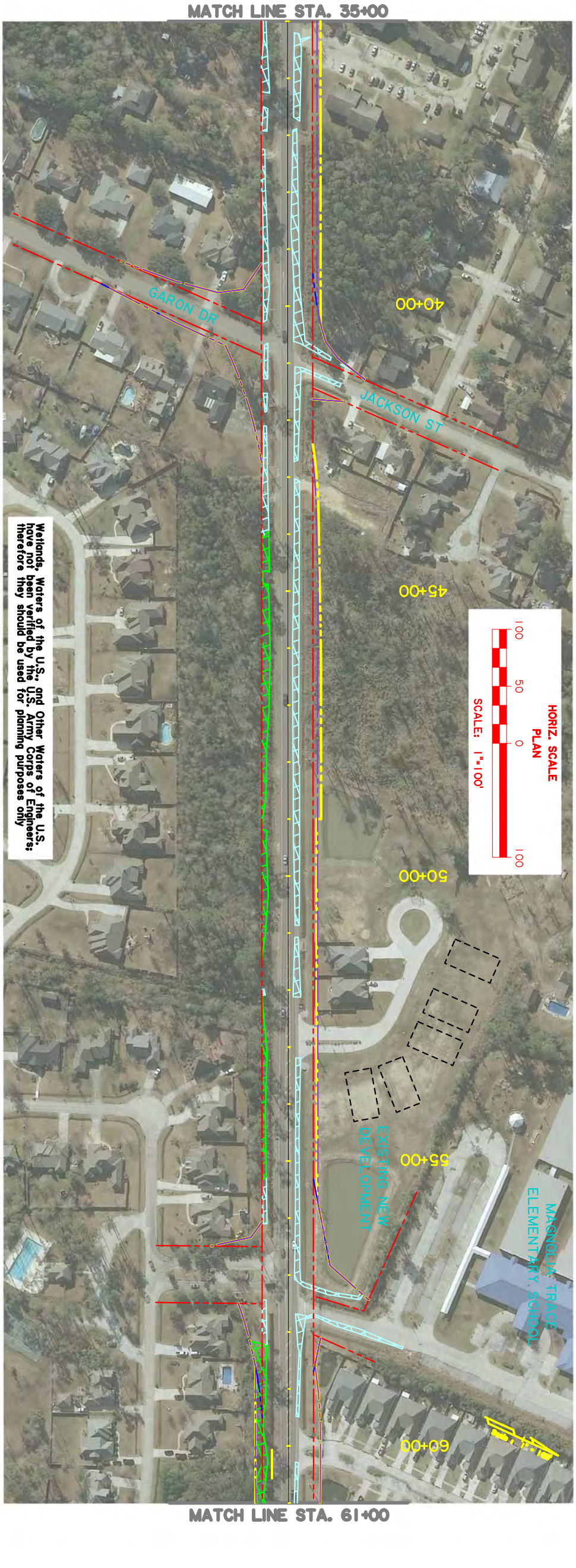
N
W E
S

1 inch = 3,000 feet

Figure 6: Project Alternatives Map

MATCH LINE STA. 35+00





MATCH LINE STA. 61+00

VOLKERT

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT DOTD

ENVIRONMENTAL STUDY

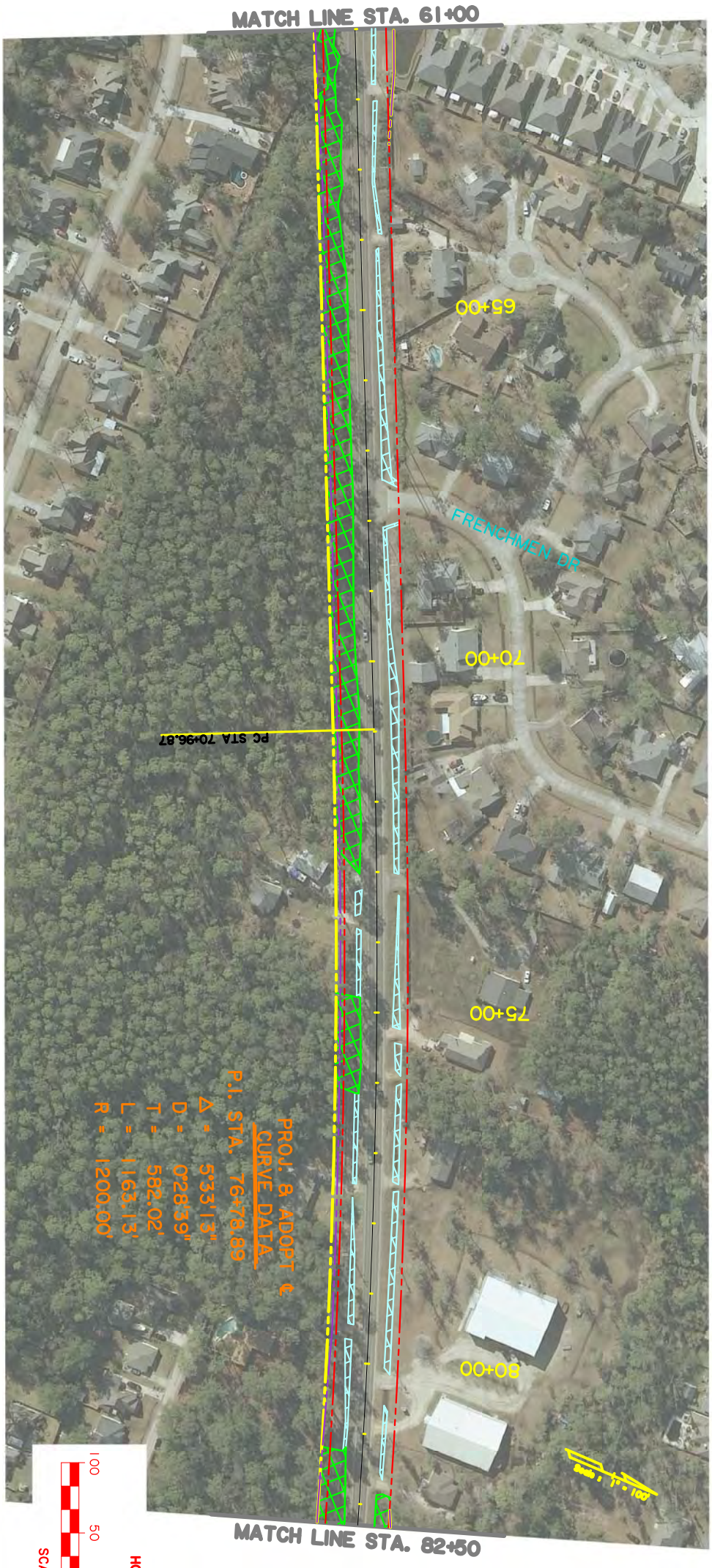
LA 1088 CORRIDOR STUDY

STATE OF LOUISIANA UNION, JUSTICE, CONFIDENCE

NO.	DATE	REVISION DESCRIPTION	BY

DESIGNED	A. EVETT	PARISH	ST. TAMMANY
CHECKED	K. ROTHERMEL		
DETAILED	J. DAVIS	CONTROL SECTION	852-11
CHECKED	A. EVETT		
REVIEWED		STATE PROJECT	H.010116
SERIES #			

SHEET NUMBER ES-1



LEGEND

- WETLANDS
- OTHER WATERS OF THE US (DITCHES) WATERS OF THE US (STREAMS)
- EXISTING RW
- ALT 1A REQUIRED RW
- ALT 1B REQUIRED RW
- ALT 2 REQUIRED RW
- SAMPLING POINTS

VOLKERT	DOTD	ENVIRONMENTAL STUDY	STATE OF LOUISIANA
		LA 1088 CORRIDOR STUDY	

NO.	DATE	REVISION DESCRIPTION	BY

DESIGNED	A. EVETT	PARISH	ST. TAMMANY	SHEET NUMBER	ES-2
CHECKED	K. ROTHERMEL				
DETAILED	J. DAVIS	CONTROL SECTION	852-11		
CHECKED	A. EVETT				
REVIEWED		STATE PROJECT	H.010116		
SERIES #					

MATCH LINE STA. 136+00

MATCH LINE STA. 109+00

Wetlands, Waters of the U.S., and Other Waters of the U.S. have not been verified by the U.S. Army Corps of Engineers; therefore they should be used for planning purposes only

LEGEND

WETLANDS

OTHER WATERS OF THE US (DITCHES)

WATERS OF THE US (STREAMS)

EXISTING RW

ALT 1A REQUIRED RW

ALT 1B REQUIRED RW

ALT 2 REQUIRED RW

SAMPLING POINTS

PROJ. & ADOPT ℄ CURVE DATA

P.I. STA. 129+67.14

Δ = 5°21'55.62"

D = 1°02'30.27"

T = 257.71'

L = 515.05'

R = 5,500.00'

PC STA 127+09.43

PT STA 132+24.48

PI STA 150+00.00

PI STA 151+00.27

PI STA 151+37.73

PI STA 152+00.00

PI STA 153+38.81

PI STA 155+00.02

PI STA 159+70.59

HORIZ. SCALE PLAN

SCALE: 1"=100'

100 50 0 100

VOLKERT	DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT DOTD	ENVIRONMENTAL STUDY LA 1088 CORRIDOR STUDY	STATE OF LOUISIANA	NO. / DATE / REVISION DESCRIPTION / BY	DESIGNED A. EVETT CHECKED K. ROTHERMEL	PARISH ST. TAMMANY
					DETAILED J. DAVIS CHECKED A. EVETT	CONTROL SECTION 852-11
					REVIEWED SERIES #	STATE PROJECT H.010116

SHEET NUMBER ES-3

MATCH LINE STA. 188+00

MATCH LINE STA. 162+00

MATCH LINE STA. 214+00

MATCH LINE STA. 188+00

Wetlands, Waters of the U.S., and Other Waters of the U.S. have not been verified by the U.S. Army Corps of Engineers; therefore they should be used for planning purposes only

PROJ. & ADOPT ℄
CURVE DATA
P.I. STA. 205+85.00
Δ = 16°04'55.49"
D = 2°28'15.15"
T = 527.59'
L = 650.87'
R = 2,318.85'

PC STA 202+57.41
PT STA 209+08.28
PI STA 212+47.93
PI STA 167+20.15

HORIZ. SCALE PLAN
SCALE: 1"=100'

LEGEND
WETLANDS
OTHER WATERS OF THE US (DITCHES)
WATERS OF THE US (STREAMS)
EXISTING RW
ALT 1A REQUIRED RW
ALT 1B REQUIRED RW
ALT 2 REQUIRED RW

VOLKERT	DOTD	ENVIRONMENTAL STUDY	LA 1088 CORRIDOR STUDY

NO.	DATE	REVISION DESCRIPTION	BY

DESIGNED	A. EVETT
CHECKED	K. ROTHERMEL
DETAILED	J. DAVIS
CHECKED	A. EVETT
REVIEWED	
SERIES #	
PARISH	ST. TAMMANY
CONTROL SECTION	852-11
STATE PROJECT	H.010116
SHEET NUMBER	ES-4

Exhibits

Exhibit A: Site Photographs

Photo 1: LA 1088 Sign near interchange of I-12.

Photo 2: Typical vegetation of road-side ditches found throughout the project area.

Photo 3: Utility work and soils found near intersection of I-12 and LA-1088.

Photo 4: Typical road-side ditch vegetation. Looking south along LA-1088.

Photo 5: Wetland Determination Data Form 1-Uplands soil sample with Munsell 10 YR card.

Photo 6: Wetland Determination Data Form 1-Uplands vegetation. Looking towards Sonny Lane.

Photo 7: Wetland Determination Data Form 1-Uplands vegetation. Looking towards LA-1088.

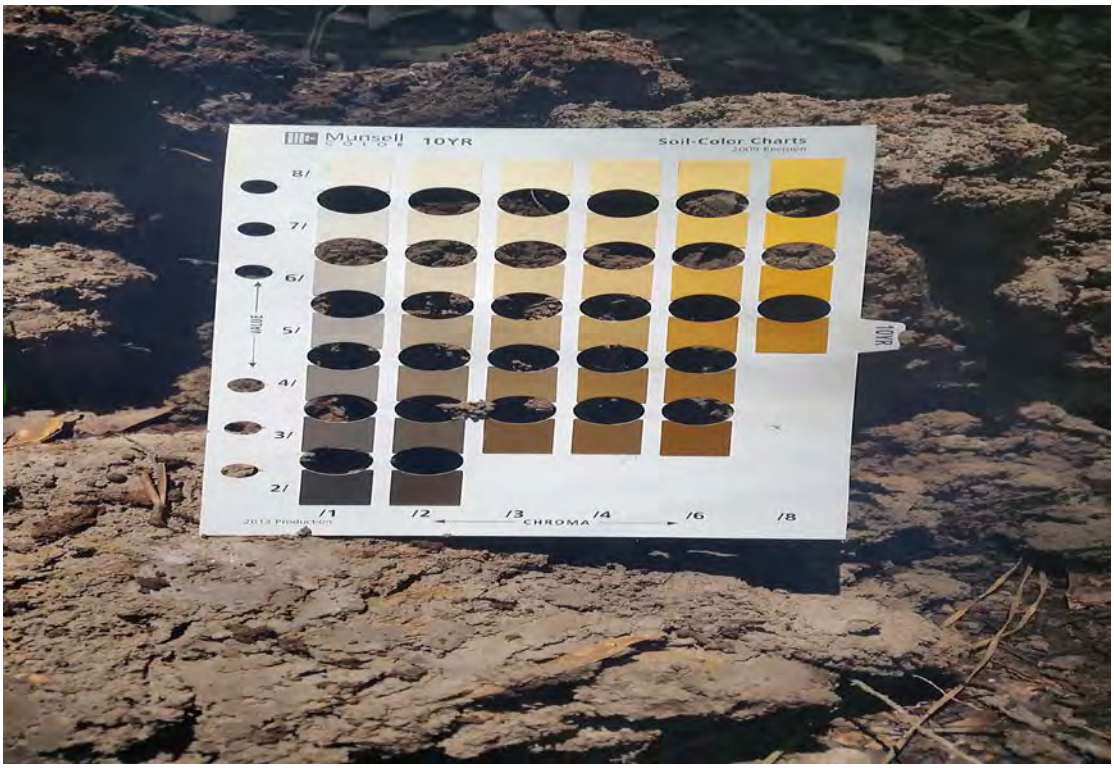


Photo 8: Wetland Determination Data Form 1-Wetlands. Soils with Munsell 10 YR card.

Photo 9: Wetland Determination Data Form 1-Wetlands, typical vegetation.

Photo 10: Wetland Determination Data Form 1-Wetlands, typical vegetation. Looking away from LA-1088.

Photo 11: Wetland Determination Data Form 1-Wetlands, typical vegetation.

Photo 12: Wetland Determination Data Form 2-Uplands; soil sample with Munsell 10 YR card.

Photo 13: Wetland Determination Data Form 2-Uplands soil sample with Munsell 10YR card.

Photo 14: Wetland Determination Data Form 2-Uplands, typical vegetation.

Photo 15: Wetland Determination Data Form 2-Uplands typical vegetation.

Photo 16: Wetland Determination Data Form 2-Uplands with typical vegetation.

Photo 17: Wetland Determination Data Form 2-Wetlands with typical vegetation.

Photo 18: Wetland Determination Data Form 2-Wetlands with typical vegetation.

Photo 19: Wetland Determination Data Form 2-Wetlands with typical vegetation.

Photo 20: Wetland Determination Data Form 2-Wetlands soil sample with Munsell 10YR card.

Photo 21: Wetland Determination Data Form 2-Wetlands; showing high water table.

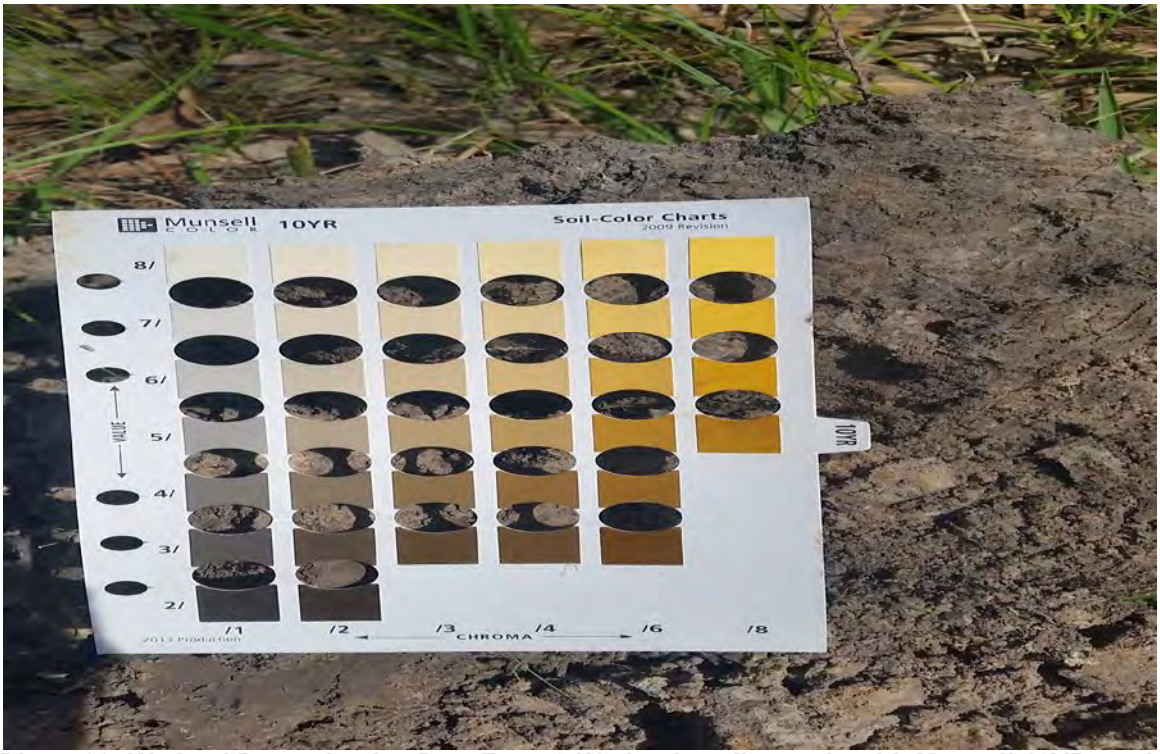


Photo 22: Wetland Determination Data Form 3-Wetlands soil sample with Munsell 10YR card.

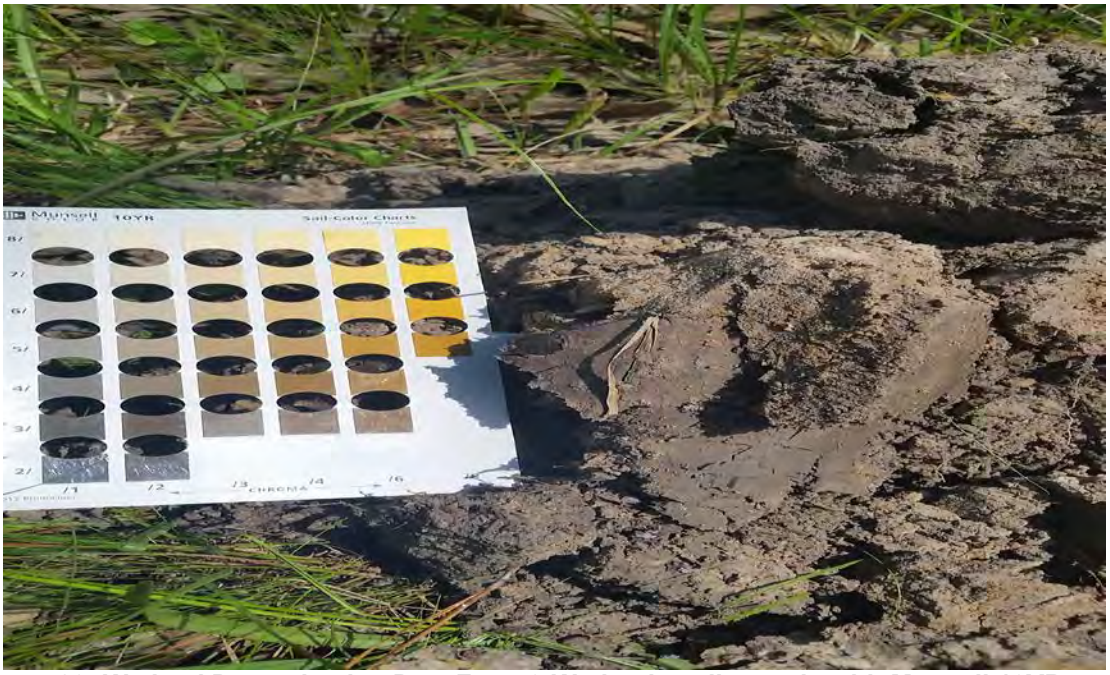


Photo 23: Wetland Determination Data Form 3-Wetlands soil sample with Munsell 10YR card.

Photo 24: Wetland Determination Data Form 3-Wetlands typical vegetation.

Photo 25: Wetland Determination Data Form 3-Wetlands, typical vegetation.

Photo 26: Wetland Determination Data Form 3-Wetlands, typical vegetation.

Photo 27: Wetland Determination Data Form 3-Uplands soil sample with Munsell 10YR card.

Photo 28: Wetland Determination Data 3-Uplands, typical vegetation. LA-1088 is pictured on the right.

Photo 29: Wetland Determination Data 3-Uplands, typical vegetation.

Photo 30: Wetland Determination Data Form 4-Wetlands soil sample and Munsell 10YR card.

Photo 31: Wetland Determination Data Form 4-Wetlands soil sample with Munsell 10YR card.

Photo 32: Wetland Determination Data Form 4-Wetlands, typical vegetation.

Photo 33: Wetland Determination Data Form 4-Uplands soil sample with Munsell 10YR card.

Photo 34: Wetland Determination Data Form 4-Uplands, typical vegetation.

Photo 35: Wetland Determination Data Form 4-Uplands with typical vegetation.

Photo 36: Wetland Determination Data Form 4-Uplands with typical vegetation.

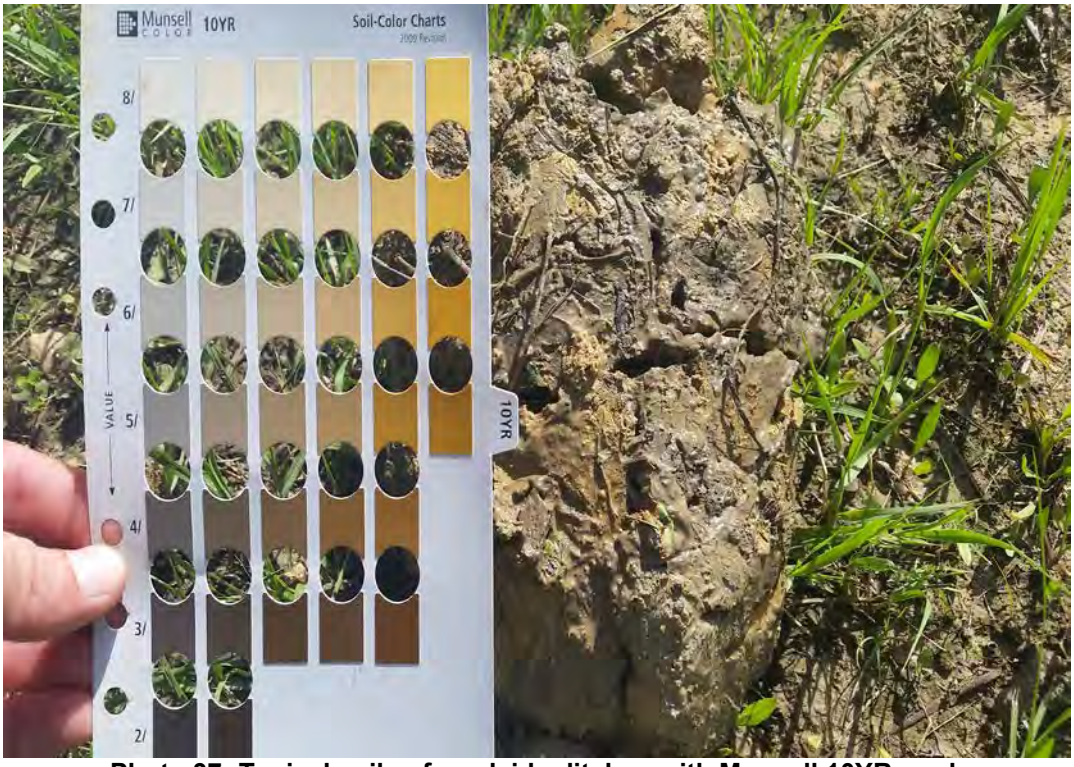


Photo 37: Typical soils of roadside ditches with Munsell 10YR card.

Photo 38: Typical vegetation of road-side ditches.

Photo 39: View along LA-59 looking towards the intersection of LA-1088.

Photo 40: View along LA-1088 looking south towards the intersection of LA-59.

Photo 41: View at intersection of LA-59 and LA-1088 looking north east.

Photo 42: View along LA-1088 at the intersection of Soult Street.

Photo 43: View looking north east along LA-1088. Note the utility installation and disturbance.

Photo 44: Gas facility on eastern side of LA-1088, north of I-12 interchange.

Photo 45: Electrical facility on eastern side of LA-1088 north of I-12 interchange.

Photo 46: Typical vegetation found around utility sites seen in Photo 44 and 45.

Exhibit B: Wetland Determination Forms

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: LA-1088 South of I-12 to LA-59 City/County: Mandeville/ St. Tammany Sampling Date: 5-20-2015

Applicant/Owner: Louisiana department of Transportaiton and Development State: LA Sampling Point: 1-Uplands

Investigator(s): Paige Felts, Bryan Long Section, Township, Range: Section 01, Township 08 South, Range 11 East

Landform (hillslope, terrace, etc.): Terraces Local relief (concave, convex, none): Linear Slope (%): 0-1

Subregion (LRR or MLRA): LRR-P Lat: 30.374843 Long: -90.051659 Datum: NAD 1983

Soil Map Unit Name: (Gt) Guyton silt loam NWI classification: Riverine (USFWS NWI Mapper)

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes X No Hydric Soil Present? Yes _____ No X Wetland Hydrology Present? Yes _____ No X	**Is the Sampled Area within a Wetland?** Yes _____ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) (LRR U)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- X Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) (LRR T, U)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____

Water Table Present? Yes _____ No X Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No X Depth (inches): _____

Wetland Hydrology Present? Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available: Aerial Photos from ArcMap GIS software, field visit, and soil plug.

Remarks:

VEGETATION (Four Strata) – Use scientific names of plants. Sampling Point: 1-Uplands

Tree Stratum (Plot size: 30 Feet)	Absolute % Cover	Dominant Species?	Indicator Status
1. Quercus virginiana	30	X	FACU
2. Pinus taeda	10	X	FAC
3. Magnolia grandiflora	05		FAC
4. Quercus alba	02		FACU
5.			
6.			
7.			
8.			

47 = Total Cover

50% of total cover: 23.5 20% of total cover: 9.4

Sapling/Shrub Stratum (Plot size: 30 Feet)			
1. Pinus taeda	05	X	FAC
2. Magnolia grandiflora	05	X	FAC
3. Ilex opaca	02		FAC
4.			
5.			
6.			
7.			
8.			

12 = Total Cover

50% of total cover: 6 20% of total cover: 2.4

Herb Stratum (Plot size: 30 Feet)			
1. Rubus argutis	03	X	FACU
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			

_____ = Total Cover

50% of total cover: _____ 20% of total cover: _____

Woody Vine Stratum (Plot size: 30 Feet)			
1. Vitis rotundifolia	02	X	FAC
2.			
3.			
4.			
5.			

02 = Total Cover

50% of total cover: 1 20% of total cover: 0.4

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 04 (A)

Total Number of Dominant Species Across All Strata: 6 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 66% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species	x 1 =
FACW species	x 2 =
FAC species	x 3 =
FACU species	x 4 =
UPL species	x 5 =
Column Totals: (A)	(B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Four Vegetation Strata:

Tree – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/Shrub – Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vine – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes X No _____

Remarks: (If observed, list morphological adaptations below).

SOIL

Sampling Point: 1-Uplands

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12"+	6/1 Munsell 10YR	80	5/2 Munsell 10YR	20				

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: LA-1088 South of I-12 to LA-59 City/County: Mandeville/ St. Tammany Parish Sampling Date: 5-20-2015

Applicant/Owner: Louisiana Department of Transportation and Development State: LA Sampling Point: 1-Wetlands

Investigator(s): Paige Felts, Bryan Long Section, Township, Range: Section 01, Township 08 South, Range 11 East

Landform (hillslope, terrace, etc.): Terraces Local relief (concave, convex, none): Linear Slope (%): 0-1%

Subregion (LRR or MLRA): LRR-P Lat: 30.375686 Long: -90.051086 Datum: NAD 1983

Soil Map Unit Name: (Gt) Guyton Silt Loam NWI classification: Riverine (USFWS NWI Mapper)

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No	**Is the Sampled Area within a Wetland?** Yes X No
Hydric Soil Present?	Yes X No	
Wetland Hydrology Present?	Yes X No	

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- X Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) (LRR U)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) (LRR T, U)

Field Observations:

Surface Water Present?	Yes ___	No X	Depth (inches): ___
Water Table Present?	Yes ___	No X	Depth (inches): ___
Saturation Present? (includes capillary fringe)	Yes ___	No X	Depth (inches): ___

Wetland Hydrology Present? Yes X No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:
Pre-field analysis using ArcMap GIS software, aerial imagery, soil plug, in the field visit.

Remarks:

VEGETATION (Four Strata) – Use scientific names of plants. Sampling Point: 1-Wetlands

Tree Stratum (Plot size: 30 Feet)	Absolute % Cover	Dominant Species?	Indicator Status
1. Quercus phellos	60	X	FACW
2. Pinus taeda	20	X	FAC
3. Magnolia grandiflora	05		FAC
4.			
5.			
6.			
7.			
8.			
	85 = Total Cover		
50% of total cover: 42.5	20% of total cover: 17		
Sapling/Shrub Stratum (Plot size: 30 Feet)			
1. Quercus phellos	05	X	FACW
2.			
3.			
4.			
5.			
6.			
7.			
8.			
	05 = Total Cover		
50% of total cover: 2.5	20% of total cover: 1		
Herb Stratum (Plot size: 30 Feet)			
1. Toxicodendron radicans	50	X	FAC
2. Nekemias arborea	10		FAC
3. Smilax rotundifolia	05		FAC
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	65 = Total Cover		
50% of total cover: 32.5	20% of total cover: 13		
Woody Vine Stratum (Plot size: 30 Feet)			
1. Vitis rotundifolia	03	X	FAC
2.			
3.			
4.			
5.			
	03 = Total Cover		
50% of total cover: 1.5	20% of total cover: .06		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 5 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species	x 1 =
FACW species	x 2 =
FAC species	x 3 =
FACU species	x 4 =
UPL species	x 5 =
Column Totals: (A)	(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

_X_ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Four Vegetation Strata:

Tree – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/Shrub – Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vine – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes X No ___

Remarks: (If observed, list morphological adaptations below).

SOIL

Sampling Point: 1-Wetlands

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12"+	4/1 Munsell 10YR	90	5/6 Munsell 10YR	10				

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- X Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No _____

Remarks:

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: LA-1088 South of I-12 to LA-59 City/County: Mandeville/ St. Tammany Sampling Date: 5/20/2015

Applicant/Owner: Louisiana Department of Transportation and Development State: LA Sampling Point: 2-Uplands

Investigator(s): Paige Felts, Bryan Long Section, Township, Range: Section 01, Township 08 South, Range 11 East

Landform (hillslope, terrace, etc.): Terraces Local relief (concave, convex, none): Linear Slope (%): 0-1%

Subregion (LRR or MLRA): LRR-P Lat: 30.374850 Long: -90.052150 Datum: NAD 1983

Soil Map Unit Name: (Gt) Guyton Silt Loam NWI classification: Riverine (USFWS NWI Mapper)

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No	**Is the Sampled Area within a Wetland?** Yes No X
Hydric Soil Present?	Yes No X	
Wetland Hydrology Present?	Yes No X	

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ Marl Deposits (B15) (LRR U)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Sphagnum moss (D8) (LRR T, U)

Field Observations:

Surface Water Present?	Yes	No	Depth (inches):
Water Table Present?	Yes	No	Depth (inches):
Saturation Present? (includes capillary fringe)	Yes	No	Depth (inches):

Wetland Hydrology Present? Yes No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Aerial imagery, USFWS NWI Mapper, soil sample, in field visit

Remarks:

VEGETATION (Four Strata) – Use scientific names of plants. Sampling Point: 2-Uplands

Tree Stratum (Plot size: 30 Feet)	Absolute % Cover	Dominant Species?	Indicator Status
1. Quercus alba	40	X	FACU
2. Quercus nigra	10		FAC
3. Quercus virginiana	05		FACU
4.			
5.			
6.			
7.			
8.			
	55	= Total Cover	

50% of total cover: 27.5 20% of total cover: 11

Sapling/Shrub Stratum (Plot size: 30 Feet)			
1. Pinus taeda	40	X	FAC
2. Quercus nigra	15	X	FAC
3. Magnolia grandiflora	02		FAC
4. Vaccinium arboreum	02		FACU
5.			
6.			
7.			
8.			
	59	= Total Cover	

50% of total cover: 29.5 20% of total cover: 11.8

Herb Stratum (Plot size: 30 Feet)			
1. Nekemias arborea	10	X	FAC
2. Vitis rotundifolia	02		FAC
3. Smilax rotundifolia	02		FAC
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	14	= Total Cover	

50% of total cover: 07 20% of total cover: 2.8

Woody Vine Stratum (Plot size: 30 Feet)			
1.			
2.			
3.			
4.			
5.			
	0	= Total Cover	

50% of total cover: _____ 20% of total cover: _____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 75% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

_X_ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Four Vegetation Strata:

Tree – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/Shrub – Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vine – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes X No _____

Remarks: (If observed, list morphological adaptations below).

SOIL

Sampling Point: 2-Uplands

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6	5/2 Munsell 10YR	100						
6-12+	6/2 Munsell 10YR	100						

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Organic Bodies (A6) **(LRR P, T, U)**
- ☐ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ☐ Muck Presence (A8) **(LRR U)**
- ☐ 1 cm Muck (A9) **(LRR P, T)**
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Coast Prairie Redox (A16) **(MLRA 150A)**
- ☐ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) **(LRR P, S, T, U)**
- ☐ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ☐ Thin Dark Surface (S9) **(LRR S, T, U)**
- ☐ Loamy Mucky Mineral (F1) **(LRR O)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Marl (F10) **(LRR U)**
- ☐ Depleted Ochric (F11) **(MLRA 151)**
- ☐ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ☐ Umbric Surface (F13) **(LRR P, T, U)**
- ☐ Delta Ochric (F17) **(MLRA 151)**
- ☐ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ☐ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ☐ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) **(LRR O)**
- ☐ 2 cm Muck (A10) **(LRR S)**
- ☐ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ☐ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ☐ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: LA-1088 South of I-12 to LA-59 City/County: Mandeville/ St. Tammany Sampling Date: 05/20/2015

Applicant/Owner: Louisiana Department of Transportation and Development State: LA Sampling Point: 2-Wetlands

Investigator(s): Paige Felts, Bryan Long Section, Township, Range: Section 06, Township 08 South, Range 12 East

Landform (hillslope, terrace, etc.): Terraces Local relief (concave, convex, none): Linear Slope (%): 0-1%

Subregion (LRR or MLRA): LRR-P Lat: 30.382603 Long: -90.032752 Datum: NAD 1983

Soil Map Unit Name: (Gt) Guyton Silt Loam NWI classification: Riverine (USFWS NWI Mapper)

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes X No _____ Hydric Soil Present? Yes X No _____ Wetland Hydrology Present? Yes X No _____	**Is the Sampled Area within a Wetland?**	Yes X No _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☑ High Water Table (A2)
- ☑ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ Marl Deposits (B15) **(LRR U)**
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____

Water Table Present? Yes X No _____ Depth (inches): 12"

Saturation Present? (includes capillary fringe) Yes X No _____ Depth (inches): Surface

Wetland Hydrology Present? Yes X No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Aerial imagery analysis, ArcMap GIS analysis (soils, NWI, Topo, etc.), field visit, soil sample

Remarks:

VEGETATION (Four Strata) – Use scientific names of plants. Sampling Point: 2-Wetlands

Tree Stratum (Plot size: 30 Feet)	Absolute % Cover	Dominant Species?	Indicator Status
1. Magnolia virginiana	35	X	FACW
2. Pinus taeda	15	X	FAC
3. Liquidambar styraciflua	10		FAC
4.			
5.			
6.			
7.			
8.			
	60 = Total Cover		
50% of total cover: 30	20% of total cover: 12		
Sapling/Shrub Stratum (Plot size: 30 Feet)			
1. Cyrilla racemiflora	30	X	FACW
2. Magnolia virginiana	05		FACW
3. Ilex vomitoria	02		FAC
4.			
5.			
6.			
7.			
8.			
	37 = Total Cover		
50% of total cover: 18.5	20% of total cover: 7.4		
Herb Stratum (Plot size: 30 Feet)			
1. Osmunda cinnamomea	60	X	FACW
2. Toxicodendron radicans	05		FAC
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	65 = Total Cover		
50% of total cover: 32.5	20% of total cover: 13		
Woody Vine Stratum (Plot size: 30 Feet)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:	20% of total cover:		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 04 (A)

Total Number of Dominant Species Across All Strata: 04 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species	x 1 =
FACW species	x 2 =
FAC species	x 3 =
FACU species	x 4 =
UPL species	x 5 =
Column Totals: (A)	(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Four Vegetation Strata:

Tree – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/Shrub – Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vine – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes X No ___

Remarks: (If observed, list morphological adaptations below).

SOIL

Sampling Point: 2-Wetlands

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12+	3/1 Munsell 10YR	100						

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☑ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Organic Bodies (A6) **(LRR P, T, U)**
- ☐ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ☑ Muck Presence (A8) **(LRR U)**
- ☐ 1 cm Muck (A9) **(LRR P, T)**
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Coast Prairie Redox (A16) **(MLRA 150A)**
- ☐ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) **(LRR P, S, T, U)**
- ☐ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ☐ Thin Dark Surface (S9) **(LRR S, T, U)**
- ☐ Loamy Mucky Mineral (F1) **(LRR O)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Marl (F10) **(LRR U)**
- ☐ Depleted Ochric (F11) **(MLRA 151)**
- ☐ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ☐ Umbric Surface (F13) **(LRR P, T, U)**
- ☐ Delta Ochric (F17) **(MLRA 151)**
- ☐ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ☐ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ☐ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) **(LRR O)**
- ☐ 2 cm Muck (A10) **(LRR S)**
- ☐ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ☐ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ☐ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (If observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No _____

Remarks:

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: LA-1088 South of I-12 to LA-59 City/County: Mandeville/ St. Tammany Sampling Date: 05/20/2015

Applicant/Owner: Louisiana Department of Transportation and Development State: LA Sampling Point: 3-Uplands

Investigator(s): Paige Felts, Bryan Long Section, Township, Range: Section 06, Township 08 South, Range 12 East

Landform (hillslope, terrace, etc.): Flats Local relief (concave, convex, none): Linear Slope (%): 0-2%

Subregion (LRR or MLRA): LRR-P Lat: 30.385099 Long: -90.024102 Datum: NAD 1983

Soil Map Unit Name: (Aa) Abita silt loam NWI classification: Riverine (USFWS NWI Mapper)

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes _____	No X	**Is the Sampled Area within a Wetland?** **Yes _____ No X**
Hydric Soil Present?	Yes _____	No X	
Wetland Hydrology Present?	Yes _____	No X	

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ Marl Deposits (B15) **(LRR U)**
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes _____	No _____	Depth (inches): _____	
Water Table Present?	Yes _____	No _____	Depth (inches): _____	
Saturation Present? (includes capillary fringe)	Yes _____	No _____	Depth (inches): _____	**Wetland Hydrology Present? Yes _____ No X**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION (Four Strata) – Use scientific names of plants. Sampling Point: 3-Uplands

Tree Stratum (Plot size: 30 Feet)	Absolute % Cover	Dominant Species?	Indicator Status
1. Quercus virginiana	20	X	FACU
2.			
3.			
4.			
5.			
6.			
7.			
8.			
	20 = Total Cover		
50% of total cover: 10	20% of total cover: 04		
Sapling/Shrub Stratum (Plot size: 30 Feet)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
	= Total Cover		
50% of total cover:	20% of total cover:		
Herb Stratum (Plot size: 30 Feet)			
1. Paspalum notatum	100	X	FACU
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	100 = Total Cover		
50% of total cover: 50	20% of total cover: 20		
Woody Vine Stratum (Plot size: 30 Feet)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
50% of total cover:	20% of total cover:		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species 0	x 1 = 0
FACW species 0	x 2 = 0
FAC species 0	x 3 = 0
FACU species 2	x 4 = 8
UPL species 0	x 5 = 0
Column Totals: 2 (A)	8 (B)

Prevalence Index = B/A = 4

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Four Vegetation Strata:

Tree – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/Shrub – Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vine – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes _____ No X

Remarks: (If observed, list morphological adaptations below).

SOIL

Sampling Point: 3-Uplands

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6	4/2 Munsell 10YR	100						
6-12+	5/8 Munsell 10YR	100						

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Organic Bodies (A6) **(LRR P, T, U)**
- ☐ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ☐ Muck Presence (A8) **(LRR U)**
- ☐ 1 cm Muck (A9) **(LRR P, T)**
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Coast Prairie Redox (A16) **(MLRA 150A)**
- ☐ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) **(LRR P, S, T, U)**
- ☐ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ☐ Thin Dark Surface (S9) **(LRR S, T, U)**
- ☐ Loamy Mucky Mineral (F1) **(LRR O)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Marl (F10) **(LRR U)**
- ☐ Depleted Ochric (F11) **(MLRA 151)**
- ☐ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ☐ Umbric Surface (F13) **(LRR P, T, U)**
- ☐ Delta Ochric (F17) **(MLRA 151)**
- ☐ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ☐ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ☐ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) **(LRR O)**
- ☐ 2 cm Muck (A10) **(LRR S)**
- ☐ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ☐ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ☐ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** _____ **No** X

Remarks:

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: LA-1088 South of I-12 to LA-59 City/County: Mandeville/ St. Tammany Sampling Date: 05/20/2015

Applicant/Owner: Louisiana Department of Transportation and Development State: LA Sampling Point: 3-Wetlands

Investigator(s): Paige Felts, Bryan Long Section, Township, Range: Section 05, Township 08 South, Range 12 East

Landform (hillslope, terrace, etc.): Flats Local relief (concave, convex, none): Linear Slope (%): 0-1%

Subregion (LRR or MLRA): LRR-P Lat: 30.385469 Long: -90.022867 Datum: NAD 1983

Soil Map Unit Name: (Aa) Abita Silt Loam NWI classification: Riverine (USFWS NWI Mapper)

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ Marl Deposits (B15) **(LRR U)**
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☑ Surface Soil Cracks (B6)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry-Season Water Table (C2)
- ☑ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes _____	No X	Depth (inches): _____
Water Table Present?	Yes _____	No X	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes _____	No X	Depth (inches): _____

Wetland Hydrology Present? Yes X No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Aerial imagery analysis, ArcMap GIS (soils, NWI, topo, etc.), soil plug, field visit

Remarks:

VEGETATION (Four Strata) – Use scientific names of plants.

Sampling Point: 3-Wet lands

Tree Stratum (Plot size: 30 Feet)	Absolute % Cover	Dominant Species?	Indicator Status
1. Pinus taeda	20	X	FAC
2. Quercus nigra	20	X	FAC
3. Acer rubrum	05		FAC
4.			
5.			
6.			
7.			
8.			
	45	= Total Cover	
50% of total cover: 22.5	20% of total cover: 9		
Sapling/Shrub Stratum (Plot size: 30 Feet)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
		= Total Cover	
50% of total cover:	20% of total cover:		
Herb Stratum (Plot size: 30 Feet)			
1. Axonopus fissifolius	35	X	FACW
2. Juncus effusus	30	X	FACW
3. Panicum repens	30	X	FACW
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	95	= Total Cover	
50% of total cover: 47.5	20% of total cover: 19		
Woody Vine Stratum (Plot size: 30 Feet)			
1.			
2.			
3.			
4.			
5.			
		= Total Cover	
50% of total cover:	20% of total cover:		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 5 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species	x 1 =
FACW species	x 2 =
FAC species	x 3 =
FACU species	x 4 =
UPL species	x 5 =
Column Totals: (A)	(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Four Vegetation Strata:

Tree – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/Shrub – Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vine – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes X No ____

Remarks: (If observed, list morphological adaptations below).

SOIL

Sampling Point: 3-Wetlands

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12+	4/1 Munsell 10YR	95	5/6 Munsell 10YR	05				

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Organic Bodies (A6) **(LRR P, T, U)**
- ☐ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ☐ Muck Presence (A8) **(LRR U)**
- ☐ 1 cm Muck (A9) **(LRR P, T)**
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☑ Coast Prairie Redox (A16) **(MLRA 150A)**
- ☐ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) **(LRR P, S, T, U)**
- ☐ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ☐ Thin Dark Surface (S9) **(LRR S, T, U)**
- ☐ Loamy Mucky Mineral (F1) **(LRR O)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☑ Redox Depressions (F8)
- ☐ Marl (F10) **(LRR U)**
- ☐ Depleted Ochric (F11) **(MLRA 151)**
- ☐ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ☐ Umbric Surface (F13) **(LRR P, T, U)**
- ☐ Delta Ochric (F17) **(MLRA 151)**
- ☐ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ☐ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ☐ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) **(LRR O)**
- ☐ 2 cm Muck (A10) **(LRR S)**
- ☐ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ☐ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ☐ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No _____

Remarks:

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: LA-1088 south of I-12 to LA-59 City/County: Mandeville/ St. Tammany Sampling Date: 05/20/2015

Applicant/Owner: Louisiana Department of Transportation and Development State: LA Sampling Point: 4-Uplands

Investigator(s): Paige Felts, Bryan Long Section, Township, Range: Section 05, Township 08 South, Range 12 East

Landform (hillslope, terrace, etc.): Stream terraces Local relief (concave, convex, none): Linear Slope (%): 0-1%

Subregion (LRR or MLRA): LRR-P Lat: 30.386106 Long: -90.020376 Datum: NAD 1983

Soil Map Unit Name: (My) Myatt Fine Sandy Loam NWI classification: Riverine (USFWS NWI Mapper)

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** Yes _____ No X
Hydric Soil Present?	Yes _____ No X	
Wetland Hydrology Present?	Yes _____ No X	

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ Marl Deposits (B15) **(LRR U)**
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes _____	No _____	Depth (inches): _____
Water Table Present?	Yes _____	No _____	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes _____	No _____	Depth (inches): _____

Wetland Hydrology Present? Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION (Four Strata) – Use scientific names of plants.

Sampling Point: 4-Uplands

Tree Stratum (Plot size: 30 Feet)	Absolute % Cover	Dominant Species?	Indicator Status
1. Quercus virginiana	15	X	FACU
2. Pinus taeda	05	X	FAC
3.			
4.			
5.			
6.			
7.			
8.			
	20	= Total Cover	

50% of total cover: 10 20% of total cover: 04

Sapling/Shrub Stratum (Plot size: 30 Feet)			
1. Ilex vomitoria	15	X	FAC
2. Rhododendron canescens	05	X	FACW
3. Camellia japonica	02		NI
4.			
5.			
6.			
7.			
8.			
	22	= Total Cover	

50% of total cover: 11 20% of total cover: 4.4

Herb Stratum (Plot size: 30 Feet)			
1. Cynodon dactylon	70	X	FACU
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	70	= Total Cover	

50% of total cover: 35 20% of total cover: 14

Woody Vine Stratum (Plot size: 30 Feet)			
1.			
2.			
3.			
4.			
5.			
		= Total Cover	

50% of total cover: _____ 20% of total cover: _____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 03 (A)

Total Number of Dominant Species Across All Strata: 05 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 60% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Four Vegetation Strata:

Tree – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/Shrub – Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vine – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes X No _____

Remarks: (If observed, list morphological adaptations below).

SOIL

Sampling Point: 4-Uplands

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4	3/2 Munsell 10YR	100						
4-8	4/2 Munsell 10YR	100						
8-12	6/1 Munsell 10YR	100						

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Organic Bodies (A6) **(LRR P, T, U)**
- ☐ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ☐ Muck Presence (A8) **(LRR U)**
- ☐ 1 cm Muck (A9) **(LRR P, T)**
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Coast Prairie Redox (A16) **(MLRA 150A)**
- ☐ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) **(LRR P, S, T, U)**
- ☐ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ☐ Thin Dark Surface (S9) **(LRR S, T, U)**
- ☐ Loamy Mucky Mineral (F1) **(LRR O)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Marl (F10) **(LRR U)**
- ☐ Depleted Ochric (F11) **(MLRA 151)**
- ☐ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ☐ Umbric Surface (F13) **(LRR P, T, U)**
- ☐ Delta Ochric (F17) **(MLRA 151)**
- ☐ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ☐ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ☐ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) **(LRR O)**
- ☐ 2 cm Muck (A10) **(LRR S)**
- ☐ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ☐ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ☐ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: LA-1088 South of I-12 to LA-59 City/County: Mandeville/ St. Tammany Sampling Date: 5/20/2015

Applicant/Owner: Louisiana Department of Transportation and Development State: LA Sampling Point: 4-Wetlands

Investigator(s): Paige Felts, Bryan Long Section, Township, Range: Section 05, Township 08 South, Range 12 East

Landform (hillslope, terrace, etc.): Terraces Local relief (concave, convex, none): Linear Slope (%): 0-1%

Subregion (LRR or MLRA): LRR-P Lat: 30.386324 Long: -90.020013 Datum: NAD 1983

Soil Map Unit Name: (St) Stough Fine Sandy Loam NWI classification: Riverine (USFWS NWI Mapper)

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ Marl Deposits (B15) **(LRR U)**
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☑ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☑ Surface Soil Cracks (B6)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry-Season Water Table (C2)
- ☑ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Sphagnum moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes _____	No X	Depth (inches): _____
Water Table Present?	Yes _____	No X	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes _____	No X	Depth (inches): _____

Wetland Hydrology Present? Yes X No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Aerial imagery analysis, ArcMap GIS (soils, NWI, topo, etc.), field visit, soil sample.

Remarks:

VEGETATION (Four Strata) – Use scientific names of plants. Sampling Point: 4-Wetlands

Tree Stratum (Plot size: 30 Feet)	Absolute % Cover	Dominant Species?	Indicator Status
1. Acer rubrum	30	X	FAC
2. Pinus taeda	20	X	FAC
3. Sapium sebiferum	10		FAC
4.			
5.			
6.			
7.			
8.			
	60	= Total Cover	
50% of total cover: 30	20% of total cover: 12		
Sapling/Shrub Stratum (Plot size: 30 Feet)			
1. Acer ruburm	10	X	FAC
2. Sapium sebiferum	05	X	FAC
3. Myrica cerifera	05	X	FAC
4.			
5.			
6.			
7.			
8.			
	20	= Total Cover	
50% of total cover: 10	20% of total cover: 04		
Herb Stratum (Plot size: 30 Feet)			
1. Eupatorium capillifolium	05	X	FACU
2. Juncus effusus	02		FACW
3. Rubus hispidus	02		FACW
4. Aristida beyrichiana	02		FAC
5. Osmunda cinnamomea	01		FACW
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	12	= Total Cover	
50% of total cover: 06	20% of total cover: 2.4		
Woody Vine Stratum (Plot size: 30 Feet)			
1. Vitis rotundifolia	05	X	FAC
2.			
3.			
4.			
5.			
	05	= Total Cover	
50% of total cover: 2.5	20% of total cover: 01		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 6 (A)

Total Number of Dominant Species Across All Strata: 7 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: ~87% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species	x 1 =
FACW species	x 2 =
FAC species	x 3 =
FACU species	x 4 =
UPL species	x 5 =
Column Totals: (A)	(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Four Vegetation Strata:

Tree – Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/Shrub – Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vine – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes X No

Remarks: (If observed, list morphological adaptations below).

SOIL

Sampling Point: 4-Wetlands

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-2	3/1 Munsell 10YR	90	5/6 Munsell 10YR	10				
2-8	4/1 Munsell 10YR	100						
8-12+	5/1 Munsell 10YR	100						

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Organic Bodies (A6) **(LRR P, T, U)**
- ☐ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ☐ Muck Presence (A8) **(LRR U)**
- ☐ 1 cm Muck (A9) **(LRR P, T)**
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ■ Coast Prairie Redox (A16) **(MLRA 150A)**
- ☐ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) **(LRR P, S, T, U)**
- ☐ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ☐ Thin Dark Surface (S9) **(LRR S, T, U)**
- ☐ Loamy Mucky Mineral (F1) **(LRR O)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Marl (F10) **(LRR U)**
- ☐ Depleted Ochric (F11) **(MLRA 151)**
- ☐ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ☐ Umbric Surface (F13) **(LRR P, T, U)**
- ☐ Delta Ochric (F17) **(MLRA 151)**
- ☐ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ☐ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ☐ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) **(LRR O)**
- ☐ 2 cm Muck (A10) **(LRR S)**
- ☐ Reduced Vertic (F18) **(outside MLRA 150A,B)**
- ☐ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
- ☐ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No _____

Remarks:

Appendix D

USFWS IPAC Coordination

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Louisiana Ecological Services Field Office
200 Dulles Drive
Lafayette, LA 70506
Phone: (337) 291-3100 Fax: (337) 291-3139

In Reply Refer To: 12/22/2025 21:13:12 UTC
Project Code: 2026-0030047
Project Name: H.010116 LA 1088: SOULT AND TRINITY ROUNDABOUTS

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and candidate species, as well as designated and proposed critical habitat that may occur within the boundary of your proposed project and may be affected by your proposed project. The Fish and Wildlife Service (Service) is providing this list under section 7 (c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Changes in this species list may occur due to new information from updated surveys, changes in species habitat, new listed species and other factors. Because of these possible changes, feel free to contact our office (337-291-3109) for more information or assistance regarding impacts to federally listed species. The Service recommends visiting the IPaC site or the Louisiana Ecological Services Field Office website (https://www.fws.gov/southeast/lafayette) at regular intervals during project planning and implementation for updated species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the habitats upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of Federal trust resources and to determine whether projects may affect Federally listed species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)).

Bald eagles have recovered and were removed from the List of Endangered and Threatened Species as of August 8, 2007. Although no longer listed, please be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668 et seq.).

The Service developed the National Bald Eagle Management (NBEM) Guidelines to provide landowners, land managers, and others with information and recommendations to minimize potential project impacts to bald eagles, particularly where such impacts may constitute "disturbance", which is prohibited by the BGEPA. A copy of the NBEM Guidelines is available at: https://www.fws.gov/migratorybirds/pdf/management/nationalbaldeaglenanagementguidelines.pdf

Those guidelines recommend: (1) maintaining a specified distance between the activity and the nest (buffer area); (2) maintaining natural areas (preferably forested) between the activity and nest trees (landscape buffers); and (3) avoiding certain activities during the breeding season. Onsite personnel should be informed of the possible presence of nesting bald eagles within the project boundary, and should identify, avoid, and immediately report any such nests to this office. If a bald eagle nest occurs or is discovered within or adjacent to the proposed project area, then an evaluation must be performed to determine whether the project is likely to disturb nesting bald eagles. That evaluation may be conducted on-line at: https://www.fws.gov/southeast/our-services/eagle-technical-assistance/. Following completion of the evaluation, that website will provide a determination of whether additional consultation is necessary. The Division of Migratory Birds for the Southeast Region of the Service (phone: 404/679-7051, e-mail: SEmigratorybirds@fws.gov) has the lead role in conducting any necessary consultation.

Activities that involve State-designated scenic streams and/or wetlands are regulated by the Louisiana Department of Wildlife and Fisheries and the U.S. Army Corps of Engineers, respectively. We, therefore, recommend that you contact those agencies to determine their interest in proposed projects in these areas.

Activities that would be located within a National Wildlife Refuge are regulated by the refuge staff. We, therefore, recommend that you contact them to determine their interest in proposed projects in these areas.

Additional information on Federal trust species in Louisiana can be obtained from the Louisiana Ecological Services website at: https://www.fws.gov/southeast/lafayette

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Louisiana Ecological Services Field Office
200 Dulles Drive
Lafayette, LA 70506
(337) 291-3100

PROJECT SUMMARY

Project Code: 2026-0030047
Project Name: H.010116 LA 1088: SOULT AND TRINITY ROUNDABOUTS
Project Type: Road/Hwy - New Construction
Project Description: Construction of 2 roundabouts
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@30.383128149999997,-90.03018898419441,14z

Counties: St. Tammany County, Louisiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 7 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Red-cockaded Woodpecker *Dryobates borealis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7614	Threatened

REPTILES

NAME	STATUS
Alligator Snapping Turtle *Macrochelys temminckii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4658	Proposed Threatened
Gopher Tortoise *Gopherus polyphemus* Population: Western DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6994	Threatened

FISHES

NAME	STATUS
Gulf Sturgeon *Acipenser oxyrinchus (=oxyrhynchus) desotoi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/651	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

FERNS AND ALLIES

NAME	STATUS
Louisiana Quillwort *Isoetes louisianensis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7756	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

---

1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/ activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For

assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

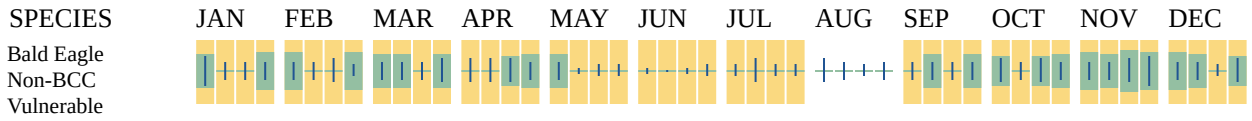
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

■ probability of presence ■ breeding season | survey effort – no data



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25

NAME	BREEDING SEASON
Eastern Whip-poor-will *Antrostomus vociferus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10678	Breeds May 1 to Aug 20
Kentucky Warbler *Geothlypis formosa* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9443	Breeds Apr 20 to Aug 20
King Rail *Rallus elegans* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8936	Breeds May 1 to Sep 5
Least Tern *Sternula antillarum antillarum* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/11919	Breeds Apr 25 to Sep 5
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Little Blue Heron *Egretta caerulea* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9477	Breeds Mar 10 to Oct 15
Prairie Warbler *Setophaga discolor* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9513	Breeds May 1 to Jul 31
Prothonotary Warbler *Protonotaria citrea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9439	Breeds Apr 1 to Jul 31
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Rusty Blackbird *Euphagus carolinus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478	Breeds elsewhere

NAME	BREEDING SEASON
Swallow-tailed Kite *Elanoides forficatus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8938	Breeds Mar 10 to Jun 30
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

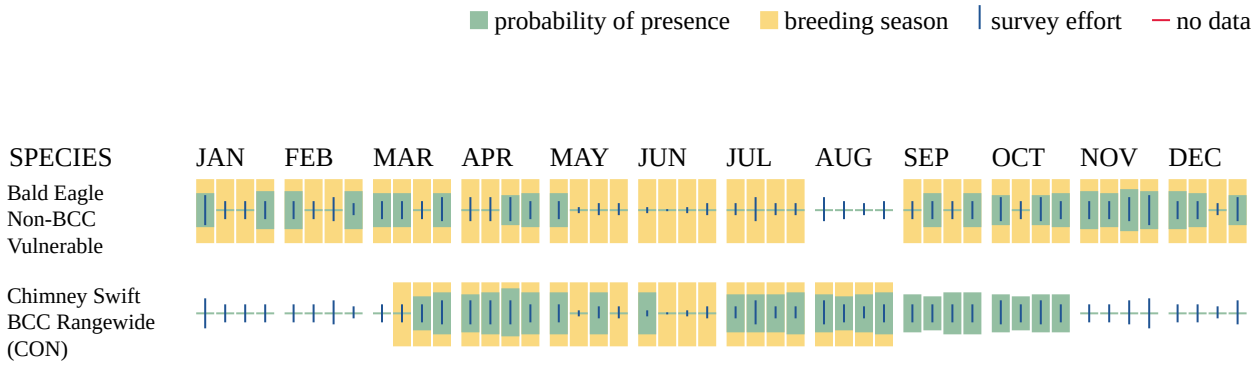
Probability of Presence (■)

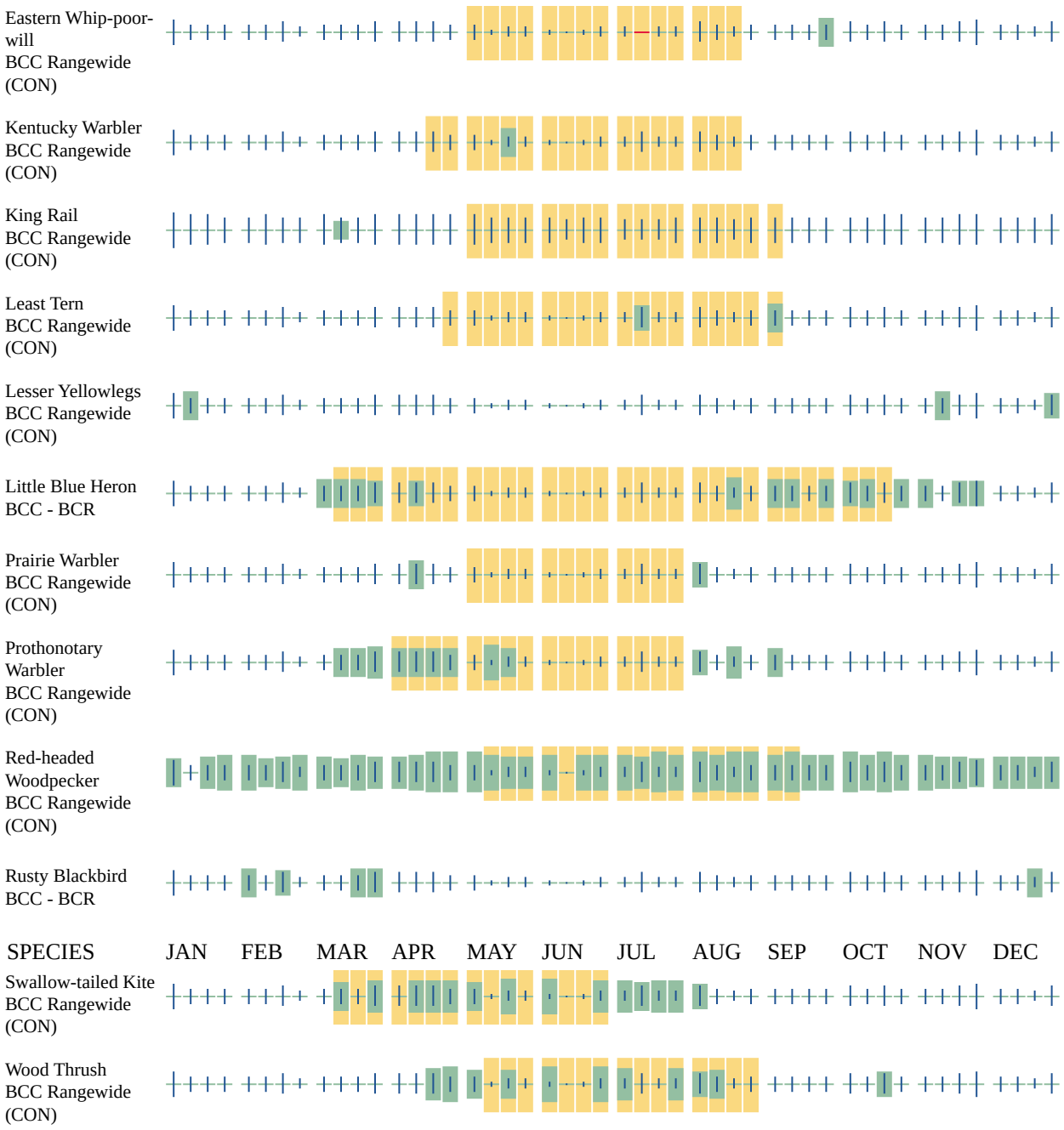
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.





Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds

- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

IPAC USER CONTACT INFORMATION

Agency: Louisiana Department of Transportation and Development
Name: Craig LeBlanc
Address: 1201 Capitol Access Road
City: Baton Rouge
State: LA
Zip: 70802
Email craig.leblanc2@la.gov
Phone: 2252424524

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Louisiana Ecological Services Field Office
200 Dulles Drive
Lafayette, LA 70506
Phone: (337) 291-3100 Fax: (337) 291-3139

In Reply Refer To: 12/22/2025 21:50:44 UTC
Project code: 2026-0030047
Project Name: H.010116 LA 1088: SOULT AND TRINITY ROUNDABOUTS

Federal Nexus: yes
Federal Action Agency (if applicable): Louisiana Department of Transportation and Development

Subject: Federal agency coordination under the Endangered Species Act, Section 7 for 'H. 010116 LA 1088: SOULT AND TRINITY ROUNDABOUTS'

Dear Craig LeBlanc:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on December 22, 2025, for 'H.010116 LA 1088: SOULT AND TRINITY ROUNDABOUTS' (here forward, Project). This project has been assigned Project Code 2026-0030047 and all future correspondence should clearly reference this number. **Please carefully review this letter. Your Endangered Species Act (Act) requirements may not be complete.**

Ensuring Accurate Determinations When Using IPaC

The Service developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in IPaC or the Northern Long-eared Bat and Tricolored Bat Range-wide Determination Key (DKey), invalidates this letter. ***Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid. Note that conservation measures for northern long-eared bat and tricolored bat may differ. If both bat species are present in the action area and the key suggests more conservative measures for one of the species for your Project, the Project may need to apply the most conservative measures in order to avoid adverse effects. If unsure which conservation measures should be applied, please contact the appropriate Ecological Services Field Office.***

Determination for the Northern Long-Eared Bat and Tricolored Bat

Based on your IPaC submission and a standing analysis completed by the Service, you determined the proposed Project will have the following effect determinations:

Species	Listing Status	Determination
Tricolored Bat (*Perimyotis subflavus*)	Proposed Endangered	NLAA

Federal agencies must consult with U.S. Fish and Wildlife Service under section 7(a)(2) of the Endangered Species Act (ESA) when an action *may affect* a listed species. Tricolored bat is proposed for listing as endangered under the ESA, but not yet listed. For actions that may affect a proposed species, agencies cannot consult, but they can *confer* under the authority of section 7(a)(4) of the ESA. Such conferences can follow the procedures for a consultation and be adopted as such if and when the proposed species is listed. Should the tricolored bat be listed, agencies must review projects that are not yet complete, or projects with ongoing effects within the tricolored bat range that previously received a NE or NLAA determination from the key to confirm that the determination is still accurate.

Unless the Service advises you within 15 days of the date of this letter that your IPaC-assisted determination was incorrect, this letter verifies that consultation on the Action is complete for northern long-eared bat and/or tricolored bat and no further action is necessary unless either of the following occurs:

- new information reveals effects of the action that may affect the northern long-eared bat or tricolored bat in a manner or to an extent not previously considered; or,
- the identified action is subsequently modified in a manner that causes an effect to the northern long-eared bat or tricolored bat that was not considered when completing the determination key.

15-Day Review Period

As indicated above, the Service will notify you within 15 calendar days if we determine that this proposed Action does not meet the criteria for a “may affect, not likely to adversely affect” (NLAA) determination for the northern long-eared bat and/or tricolored bat. If we do not notify you within that timeframe, you may proceed with the Action under the terms of the NLAA concurrence provided here. This verification period allows the identified Ecological Services Field Office to apply local knowledge to evaluation of the Action, as we may identify a small subset of actions having impacts that we did not anticipate when developing the key. In such cases, the identified Ecological Services Field Office may request additional information to verify the effects determination reached through the Northern Long-eared Bat and Tricolored Bat DKey.

Other Species and Critical Habitat that May be Present in the Action Area

The IPaC-assisted determination key for the northern long-eared bat and tricolored bat does not apply to the following ESA-protected species and/or critical habitat that also may occur in your Action area:

- Alligator Snapping Turtle *Macrochelys temminckii* Proposed Threatened
- Gopher Tortoise *Gopherus polyphemus* Threatened
- Gulf Sturgeon *Acipenser oxyrinchus (=oxyrhynchus) desotoi* Threatened
- Louisiana Quillwort *Isoetes louisianensis* Endangered
- Monarch Butterfly *Danaus plexippus* Proposed Threatened
- Red-cockaded Woodpecker *Dryobates borealis* Threatened

You may coordinate with our Office to determine whether the Action may affect the species and/or critical habitat listed above. Note that reinitiation of consultation would be necessary if a new species is listed or critical habitat designated that may be affected by the identified action before it is complete.

If you have any questions regarding this letter or need further assistance, please contact the Louisiana Ecological Services Field Office and reference Project Code 2026-0030047 associated with this Project.

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

H.010116 LA 1088: SOULT AND TRINITY ROUNDABOUTS

2. Description

The following description was provided for the project 'H.010116 LA 1088: SOULT AND TRINITY ROUNDABOUTS':

> Construction of 2 roundabouts

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@30.383128149999997,-90.03018898419441,14z

DETERMINATION KEY RESULT

Based on the answers provided, the proposed Action is consistent with a determination of “may affect, but not likely to adversely affect” for a least one species covered by this determination key.

QUALIFICATION INTERVIEW

1. Does the proposed project include, or is it reasonably certain to cause, intentional take of listed bats or any other listed species?

   Note: Intentional take is defined as take that is the intended result of a project. Intentional take could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered or proposed species?

   No

2. Is the action area wholly within Zone 2 of the year-round active area for northern long-eared bat and/or tricolored bat?

   Automatically answered
   Yes

3. Your project overlaps with Zone 2 of the area where northern long-eared bats and tricolored bats may be present and roosting in trees year-round.

   Do you understand that your project may impact bats at any time during the year?

   Yes

4. Does any component of the action involve leasing, construction or operation of wind turbines? Answer 'yes' if the activities considered are conducted with the intention of gathering survey information to inform the leasing, construction, or operation of wind turbines.

   No

5. Is the proposed action authorized, permitted, licensed, funded, or being carried out by a Federal agency in whole or in part?

   Note for projects in Pennsylvania: Projects requiring authorization under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act would be considered as having a federal nexus. Since the U.S. Army Corps of Engineers (Corps) has issued the Pennsylvania State Programmatic General Permit (PASPGP), which may be verified by the PA Department of Environmental Protection or certain Conservation Districts, the need to receive a Corps authorization to perform the work under the PASPGP serves as a federal nexus. As such, if proposing to use the PASPGP, you would answer ‘yes’ to this question.

   Yes

6. Is the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), or Federal Transit Administration (FTA) funding or authorizing the proposed action, in whole or in part?

   Yes

7. Are you an employee of the federal action agency or have you been officially designated in writing by the agency as its designated non-federal representative for the purposes of Endangered Species Act Section 7 informal consultation per 50 CFR § 402.08?

   Note: This key may be used for federal actions and for non-federal actions to facilitate section 7 consultation and to help determine whether an incidental take permit may be needed, respectively. This question is for information purposes only.

   Yes

8. Is the lead federal action agency the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC)? Is the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC) funding or authorizing the proposed action, in whole or in part?

   No

9. Is the lead federal action agency the Federal Energy Regulatory Commission (FERC)?

   No

10. [Semantic] Is the action area located within 0.5 miles of a known bat hibernaculum or winter roost? Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your state wildlife agency.

    Automatically answered

    No

11. Does the action area contain any winter roosts or caves (or associated sinkholes, fissures, or other karst features), mines, rocky outcroppings, or tunnels that could provide habitat for hibernating bats?

    No

12. Will the action cause effects to a bridge?

    Note: Covered bridges should be considered as bridges in this question.

    No

13. Will the action result in effects to a culvert or tunnel at any time of year?

    No

14. Are trees present within 1000 feet of the action area?

    Note: If there are trees within the action area that are of a sufficient size to be potential roosts for bats answer "Yes". If unsure, additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    Yes

15. Does the action include the intentional exclusion of bats from a building or building-like structure? **Note:** Exclusion is conducted to deny bats' entry or reentry into a building. To be effective and to avoid harming bats, it should be done according to established standards. If your action includes bat exclusion and you are unsure whether northern long-eared bats or tricolored bats are present, answer "Yes." Answer "No" if there are no signs of bat use in the building/structure. If unsure, contact your local Ecological Services Field Office to help assess whether northern long-eared bats or tricolored bats may be present. Contact a Nuisance Wildlife Control Operator (NWCO) for help in how to exclude bats from a structure safely without causing harm to the bats (to find a NWCO certified in bat standards, search the Internet using the search term "National Wildlife Control Operators Association bats"). Also see the White-Nose Syndrome Response Team's guide for bat control in structures.

    No

16. Does the action involve removal, modification, or maintenance of a human-made building-like structure (barn, house, or other building) **known or suspected to contain roosting bats?**

    No

17. Will the action cause construction of one or more new roads open to the public?

    For federal actions, answer 'yes' when the construction or operation of these facilities is either (1) part of the federal action or (2) would not occur but for an action taken by a federal agency (federal permit, funding, etc.).

    No

18. Will the action include or cause any construction or other activity that is reasonably certain to increase average night-time traffic permanently or temporarily on one or more existing roads? **Note:** For federal actions, answer 'yes' when the construction or operation of these facilities is either (1) part of the federal action or (2) would not occur but for an action taken by a federal agency (federal permit, funding, etc.). .

    No

19. Will the action include or cause any construction or other activity that is reasonably certain to increase the number of travel lanes on an existing thoroughfare?

    For federal actions, answer 'yes' when the construction or operation of these facilities is either (1) part of the federal action or (2) would not occur but for an action taken by a federal agency (federal permit, funding, etc.).

    No

20. Will the proposed Action involve the creation of a new water-borne contaminant source (e.g., leachate pond, pits containing chemicals that are not NSF/ANSI 60 compliant)?

    Note: For information regarding NSF/ANSI 60 please visit https://www.nsf.org/knowledge-library/nsf-ansi-standard-60-drinking-water-treatment-chemicals-health-effects

    No

21. Will the proposed action involve the creation of a new point source discharge from a facility other than a water treatment plant or storm water system?

    No

22. Will the action include drilling or blasting?

    No

23. Will the action involve military training (e.g., smoke operations, obscurant operations, exploding munitions, artillery fire, range use, helicopter or fixed wing aircraft use at night)?

    No

24. Will the proposed action involve the use of herbicides or pesticides (e.g., fungicides, insecticides, or rodenticides)?

    No

25. Will the action include or cause activities that are reasonably certain to cause chronic or intense nighttime noise (above current levels of ambient noise in the area) in suitable summer habitat for the northern long-eared bat or tricolored bat during the active season?

    Chronic noise is noise that is continuous or occurs repeatedly again and again for a long time. Sources of chronic or intense noise that could cause adverse effects to bats may include, but are not limited to: road traffic; trains; aircraft; industrial activities; gas compressor stations; loud music; crowds; oil and gas extraction; construction; and mining.

    Note: Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    No

26. Does the action include, or is it reasonably certain to cause, the use of permanent or temporary artificial lighting within 1000 feet of suitable northern long-eared bat or tricolored bat roosting habitat?

    Note: Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    No

27. Will the action include tree cutting or other means of knocking down or bringing down trees, tree topping, or tree trimming?

    Yes

28. Is the project related to the production of coal, including projects that support the mining of coal, as well as the production and/or distribution of energy produced from coal?

    No

29. Will the proposed action occur exclusively in an already established and currently maintained utility right-of-way?

    No

30. Does the action include emergency cutting or trimming of hazard trees in order to remove an imminent threat to human safety or property? See hazard tree note at the bottom of the key for text that will be added to response letters

    Note: A "hazard tree" is a tree that is an immediate threat to lives, public health and safety, or improved property.

    No

31. Does the project intersect with the 0- 9.9% forest density category?

    Automatically answered
    No

32. Does the project intersect with the 10.0- 19.9% forest density category map?

    Automatically answered
    Yes

33. Does the project intersect with the 20.0- 29.9% forest density category map?

    Automatically answered
    No

34. Does the project intersect with the 30.0- 100% forest density category map?

    Automatically answered
    Yes

35. Will the action cause trees to be cut, knocked down, or otherwise brought down across an area greater than 5 acres in total extent?

    No

36. Will the proposed action result in the use of prescribed fire?

    Note: If the prescribed fire action includes other activities than application of fire (e.g., tree cutting, fire line preparation) please consider impacts from those activities within the previous representative questions in the key. This set of questions only considers impacts from flame and smoke.

    No

37. Does the action area intersect the tricolored bat species list area?

    Automatically answered
    Yes

38. Is the action area located within 0.5-mile of radius of an entrance/opening to any known tricolored bat hibernacula or winter roost?

    Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your state wildlife agency.

    Automatically answered
    No

39. [Semantic] Is the action area located within 0.25 miles of a culvert that is known to be occupied by northern long-eared or tricolored bats? **Note:** The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your State wildlife agency.

    Automatically answered
    No

40. Your project overlaps with an area where tricolored bats may be present and roosting in trees year-round.

    Has a presence/probable absence survey for the tricolored bat following the Service's Range-wide Indiana Bat and Northern Long-Eared Bat Survey Guidelines been conducted within the project area? If unsure, answer "No."

    No

41. Your project overlaps with an area where tricolored bats may be present and roosting in trees year-round.

    Is suitable tricolored bat habitat present within 1000 feet of project activities? Note: If there are trees within the action area that may provide potential roosts for tricolored bats (e.g., clusters of leaves in live and dead deciduous trees, Spanish moss (*Tillandsia usneoides*), clusters of dead pine needles of large live pines) answer "Yes." Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    Yes

42. Do any of the trees proposed for cutting or other means of knocking down, bringing down, topping, or trimming provide potential roosts for tricolored bats (e.g., clusters of leaves in live and dead deciduous trees, Spanish moss (*Tillandsia usneoides*), clusters of dead pine needles of large live pine trees)?

    Note: Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    Yes

43. Will any tree cutting/trimming or other knocking or bringing down of trees be conducted during the Pup Season for tricolored bat? **Note:** Bat activity periods for your state can be found in Appendix 2 of the Service's Northern Long-eared Bat and Tricolored Bat Voluntary Environmental Review Process for Developmental Projects.

    No

44. Do you have any documents that you want to include with this submission?

    No

PROJECT QUESTIONNAIRE

Enter the extent of the action area (in acres) from which trees will be removed - round up to the nearest tenth of an acre. For this question, include the entire area where tree removal will take place, even if some live or dead trees will be left standing.

2.78

IPAC USER CONTACT INFORMATION

Agency: Louisiana Department of Transportation and Development
Name: Craig LeBlanc
Address: 1201 Capitol Access Road
City: Baton Rouge
State: LA
Zip: 70802
Email craig.leblanc2@la.gov
Phone: 2252424524

Appendix E

Traffic Noise Addendum

Traffic Noise Study: Soult and Trinity Roundabouts Addendum

State Project No. H.010116
Federal Project No. H010116
LA 1088 Corridor Study
St. Tammany Parish

December 2025

INTRODUCTION

The following traffic noise analysis was prepared as an addendum to the report submitted to the LADOTD by Volkert, Inc. in June of 2018 (Appendix A) for the above-captioned project. The report analyzed the noise impacts associated with the proposed roundabouts and highway-widening project captioned above. The LADOTD entered final design for the first phase of construction: the Soult and Trinity Roundabouts. In final design, the alignment for this section of the LA 1088, Viola Street, and the proposed roundabouts at Soult Street and Trinity Drive had shifted, necessitating the re-evaluation of the noise study. This traffic noise study addendum focused on the noise impacts of the new LA 1088 alignment on adjacent properties. The Federal Highway Administration Traffic Noise Model (TNM 2.5) computer program was used to calculate predicted sound levels.

The study area of this noise addendum stretched along LA 1088 from approximately 1230 feet southwest Soult Street/Viola Street intersection to approximately 1160 feet northeast of the Trinity Drive intersection (see Figure 1). The study also reached along Soult Street from the intersection with LA 1088 to 1010 feet south of that intersection and along Viola Street from LA 1088 to 780 feet northwest of that intersection. In both the original and new proposals, there were roundabouts constructed at the LA 1088 intersections with Soult Street and Trinity Drive. In the original design, LA 1088 had approximately the same alignment as in existing conditions, but Viola Street's alignment from the roundabout is west of existing conditions and had a more gradual curve. In the new proposal, the roundabouts and LA 1088 between the roundabouts have shifted approximately 20 to 40 feet north when compared to the original proposal. Also Viola Street was still west of existing alignment at the roundabout, but the curve was roughly the same as in existing conditions. These modifications to the alignment of LA 1088, Viola Street, and the roundabouts changed the sound profile of the corridor and necessitated the re-evaluation of sound levels.

For the sake of this noise study, the new proposal with LA 1088 alignment shift and Viola Street curve similar to existing conditions was called as Alternative Two. The original design from the 2018 noise study was referred to as Alternative One. The layout of Alternative Two can be viewed in Appendix B. This study focused on determining noise impacts for the new design, Alternative Two, and evaluated whether barriers were feasible and reasonable for this alternative. If barriers were not considered feasible and potentially reasonable, then they will not be constructed for this phase of the project.

Figure 1: Noise Addendum Study Area

METHODOLOGY

This addendum compared the new design, Alternative Two, with the previous design as proposed in the 2018 report, or Alternative One. Alternative One included roundabouts at Soult Street and Trinity Drive and realigned Viola Street. Alternative Two had shifted the alignment of LA 1088 and the proposed roundabouts north and Viola Street was closer to the existing alignment. There were no existing sound barriers in this corridor, but two barrier designs were previously found to be feasible and reasonable in this study area. The traffic in Alternative Two was the same as Alternative One.

This study used the same receivers presented in the original 2018 noise analysis, but 25 receivers representing 48 noise sensitive areas have been added to this analysis. This study had 88 receivers representing 145 single-family residences, two churches, and an office. While not all of the receivers from the 2018 report were in this analysis, the same receiver numbers from the 2018 report were used and the new receivers were given new numbers. The receivers in this analysis were shown in Figures 2 and 3.

Noise impacts were determined by comparing predicted sound levels to a set of Noise Abatement Criteria (NAC) for different land use categories and by comparing existing noise levels to future noise levels. For the residential and recreational properties in the area, an impact would occur if the predicted sound level reached or exceeded 66 dBA or if a substantial increase in sound level

Figure 2: Receivers West of Trinity Drive

Figure 3: Receivers East of Trinity Drive

occurred. A substantial increase in sound levels was when the future sound level was 10 decibels higher than the existing sound level. The year 2013 was used for existing conditions models and the year 2033 was used for future models.

RESULTS

The TNM simulated the sound levels for the existing conditions, future No Build conditions, Alternative One future conditions, and Alternative Two future conditions. In existing conditions, the sound levels of the receivers varied from 41.0 dBA to 68.0 dBA. The No Build model predicted a sound level range of 42.8 dBA to 69.7 dBA for the receivers. For Alternative One, the sound levels of the receivers varied from 42.2 dBA to 69.2 dBA. Similarly, the receivers' sound levels in Alternative Two varied from 42.2 dBA to 71.6 dBA. When compared to existing conditions results, the Alterative Two model predicted changes in sound levels, ranged from -3.7 dBA to 4.8 dBA, and a similar decrease or increase in noise levels, ranged from -3.7 dBA to 3.5 dBA, when compared to Alternative One results. None of the receivers was considered impacted due to a 10-dBA increase; however, 20 locations were impacted in existing conditions, 30 locations were impacted in the future No Build, 24 locations were impacted in Alternative One, and 18 locations were impacted in Alternative Two due to sound levels approaching or exceeding the NAC. A summary of the results was displayed in Table 1 and the detailed results were presented in Appendices C - G.

Table 1: Noise Results Summary

Model	Noise levels (dBA)	Increase over Existing (dBA)	Increase over Alt. 1 (dBA)	Impacts
Existing	41.0 – 68.0	N/A	N/A	20
No Build	42.8 – 69.7	1.6 – 1.8	N/A	30
Alternative 1	42.2 – 69.2	-3.1 – 4.0	N/A	24
Alternative 2	42.2 – 71.6	-3.7 – 4.8	-3.7 – 3.5	18

EVALUATION OF FEASIBLE AND POTENTIAL REASONABLE BARRIERS

In this analysis, noise impacts were found in the study area, so noise abatement measures were evaluated for impacted receivers. Like in the 2018 noise analysis, the construction of noise barriers were the only noise abatement measure considered potentially feasible and reasonable for this area. A barrier was considered feasible if 75% of the adjacent impacted first row receivers benefitted from the noise barrier. Under the LADOTD policy, benefitted receivers were those that achieve a 5-dBA reduction in noise level due to the barrier. Other feasibility factors were considered such as safety, drainage, and property access.

A barrier's reasonableness was determined by three factors: 1) the noise reduction goal, 2) the cost effectiveness, and 3) the viewpoints of the benefitted receivers. In order for a barrier to reach the noise reduction goal, at least one receiver had to achieve an 8 dBA or greater reduction in noise level because of the noise barrier. The cost effectiveness of the barrier was determined by estimating the cost of the barrier construction and dividing by the number of benefitted receivers.

The estimation of the barrier cost in this report used the LADOTD 2021 Noise Barrier Construction Cost, which was presented in Appendix H. If the cost of the barrier per benefitted receiver was less than $47,000, the barrier was determined to be cost effective. If any barrier was found to be both feasible and reasonable for the first two criteria, then a survey of the barrier's benefitted receivers will be conducted. If 50% or more of the survey responses are positive, then the barrier is considered reasonable.

The modeled TNM noise barriers, the sound results, and the feasibility and reasonableness worksheets for each barrier were given in Appendix I. The barriers evaluated and the impacted receivers were shown in Figures 4-5. Although receivers 112, 117, 141, 142, 150, 151, 152, and 230 were impacted in the Alternative Two scenario, barriers were not considered in these locations because a barrier would restrict access to the adjacent properties. Barriers along the Quail Creek subdivision were evaluated and the designs were found to be feasible, but not reasonable. Both East and West Quail Barrier designs achieved the noise reduction goal for reasonableness, but were not able to meet the cost-effectiveness goal. Therefore, none of the noise abatement along this section of the project were found to be reasonable and feasible. This was different from the original study where barrier designs for East and West Quail were feasible and potentially reasonable. The reason these barrier designs were no longer reasonable was partly due to LA 1088 alignment shifting away from previously benefitted receivers (which decreased the sound levels at these receivers, but also decreased the effectiveness of the barrier) and also due to the increase of barrier cost since the 2018 study. Between the reduction of benefitted receivers and the increase of barrier cost, the barrier cost per benefitted receiver ratio increased to the point that neither of the barrier designs could meet the cost effectiveness goal for reasonableness.

CONCLUSION

The Alternative Two design for LA 1088 Roundabouts at Soult Street and Trinity Drive had similar predicted sound level range as the Alternative One design, but there were different sound levels for some receivers due to the alignment of LA 1088 shifting north from existing conditions and Alternative One. In the areas examined in this report, Alternative Two had 18 receivers representing 18 single family residences impacted due to noise levels approaching or exceeding the NAC. Noise abatement measures were evaluated for areas were noise impacts occurred. Barriers were not feasible for some impacted receivers due to the need to maintain access adjacent properties. Neither of the barriers evaluated in this report was found to be reasonable, so neither barrier will move forward into construction for this project.

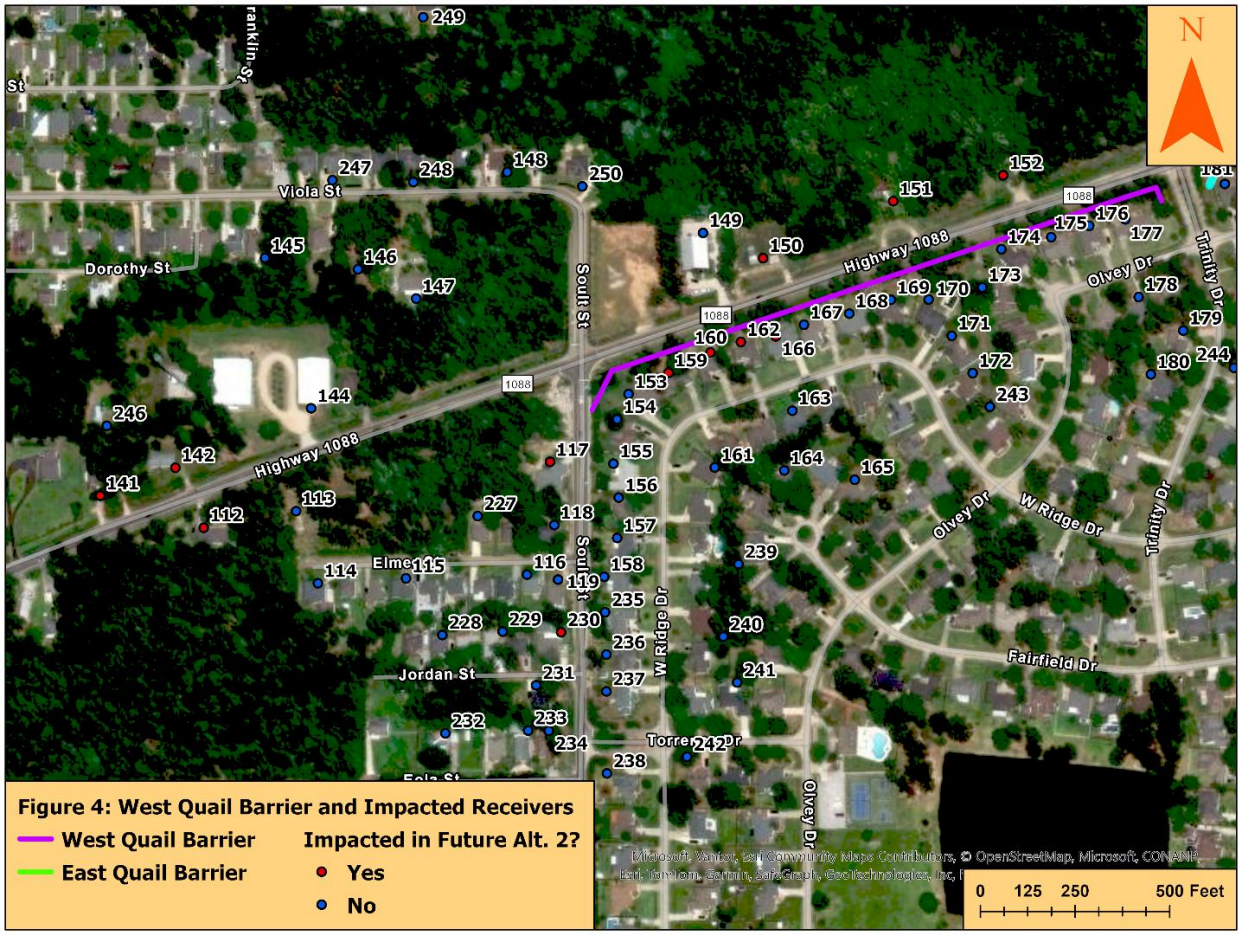


Figure 4: West Quail Barrier and Impacted Receivers

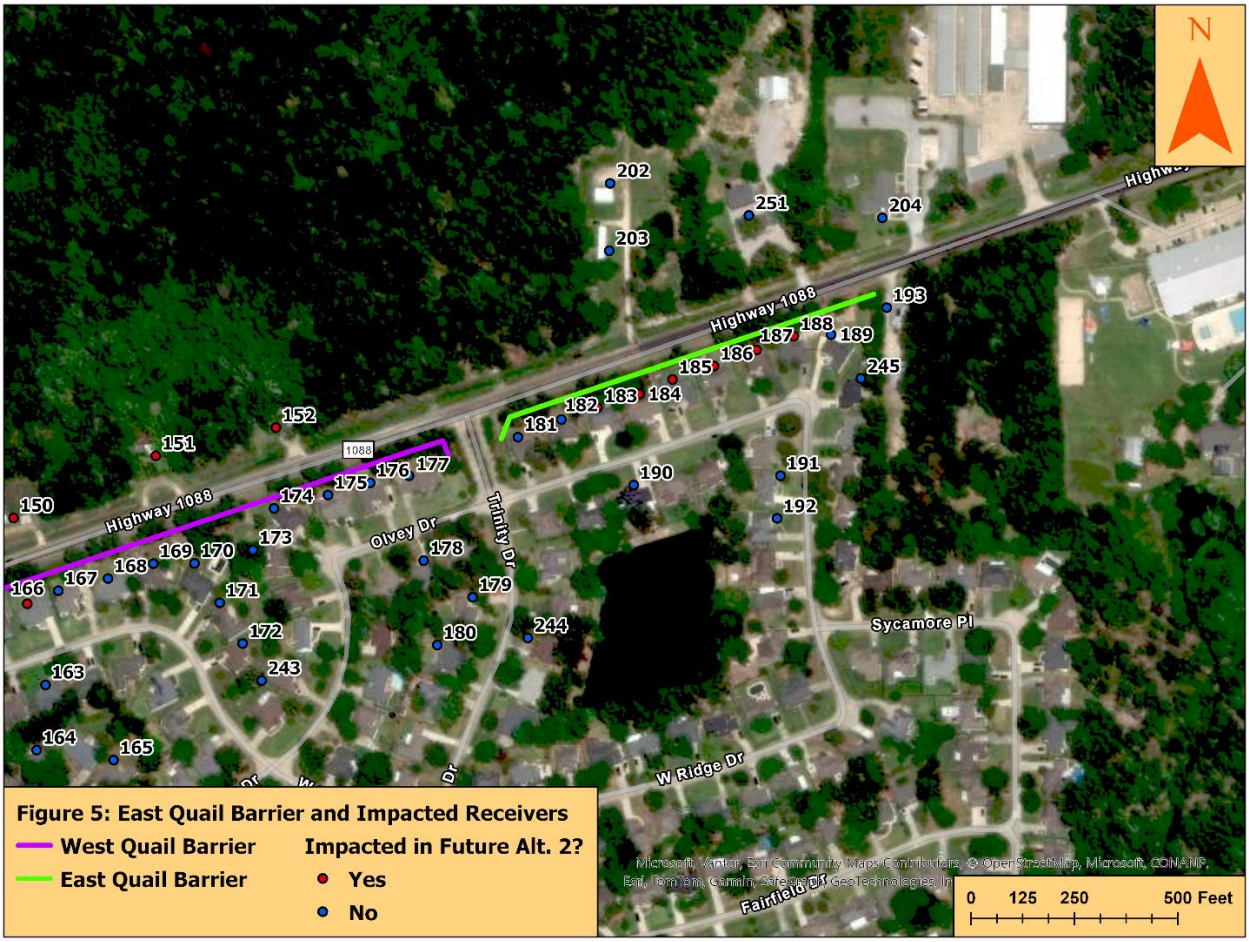


Figure 5: East Quail Barrier and Impacted Receivers

Appendix A

Original Noise Report (2018)

Noise Analysis Technical Report

For The

LA 1088 Corridor Study
LA 59 (Girod St.) to I-12 Westbound Ramps

LADOTD Project No. H.010116
St. Tammany Parish, Louisiana

Prepared For:

DOTD
LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

June 2018

TABLE OF CONTENTS

EXECUTIVE SUMMARY **1**

1 INTRODUCTION **2**

1.1 Existing Land Use and Transportation Network 2
1.2 Build Alternatives 2

2 DATA INPUT **4**

2.1 Traffic 4
2.2 Receptor Locations 4

3 METHODOLOGY AND REGULATIONS **4**

3.1 Methodology of Noise Modeling 4
3.2 Terminology and Sound Theory 4
3.3 TNM Description 5
3.4 Regulations 5
3.5 Construction Noise 7

4 MODEL VALIDATION ANALYSIS **7**

5 NOISE ANALYSIS RESULTS **8**

5.1 2013 Existing Noise Results 8
5.2 2033 No-Build Alternative Noise Results 8
5.3 2033 Build Alternatives Noise Results 8

6 NOISE MITIGATION ANALYSIS **9**

6.1 Introduction 9
6.2 Traffic Management Measures (e.g., traffic control devices and signing for prohibition of certain vehicle types, time use restrictions for certain vehicle types, modified speed limits, and exclusive lane designations) 9
6.3 Alteration of Horizontal and Vertical Alignments 9
6.4 Acquisition of Real Property or Interests therein (predominantly unimproved property) to serve as a Buffer Zone to Preempt Development. 9
6.5 Construction of Noise Barriers (including landscaping for aesthetic purposes) Whether Within or Outside the Right-of-Way 9
6.6 Noise Insulation of Activity Category D Land Use Facilities listed in Table 3-1. 13

7 UNDEVELOPED LAND ANALYSIS **13**

8 REFERENCES **15**

LIST OF TABLES

Table 3-1: FHWA Noise Abatement Criteria 6
Table 4-1: Model Validation Results 7
Table 6-1: LA 1088 Corridor Study Exterior Noise Results at Activity Category D Land Uses 13
Table 7-1: Undeveloped Land Analysis and Study Area Noise Level Contours 14

LIST OF FIGURES

Figure 1-1: Project Location 3
Figure 6-1: Noise Barriers Considered Feasible and Potentially Reasonable 12

APPENDICIES

Appendix A - LA 1088 Noise Study Results Table
Appendix B - LA 1088 Noise Study Figures B-1 through B-18
Appendix C – The LADOTD's Highway Traffic Noise Policy
Appendix D – TNM Inputs
Appendix E – TNM Output
Appendix F – TNM Model Validation Results
Appendix G – Feasibility and Reasonableness Worksheets

LADOTD Project No. H.010116

LA 1088 Corridor Study
LA Highway 59 to I-12 Westbound Ramps
St. Tammany Parish, Louisiana

Noise Analysis Technical Report

Executive Summary

The noise levels were analyzed for the 2013 Existing, and future 2033 No-Build and three (3) proposed build alternatives for the LA 1088 Corridor Study project. The Louisiana Department of Transportation and Development (LADOTD) propose improvements of Louisiana Highway (LA 1088) for a distance of approximately four miles in St. Tammany Parish, Louisiana.

A map of the study area is shown on **Figure 1-1.**

This report addresses potential noise impacts that may result from the proposed LA 1088 Corridor Study project. This noise analysis was conducted in accordance with procedures for noise studies as set forth in Title 23 CFR Part 772. The scope of this analysis was to determine and analyze the effect of traffic noise on properties near the proposed project and analyze noise abatement measures to mitigate potential impacts giving weight to the benefits and costs of abatement and to overall social, economic, and environmental effects. Included in this analysis are the modeled 2013 Existing and 2033 No-Build and build alternatives traffic noise results.

The noise analysis was performed using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) Version 2.5. The noise barrier analyses were also performed using the TNM model. TNM predicted noise impacts that approach or exceed the Noise Abatement Criteria (NAC) at 64 modeled receptor sites representing 67 individual noise sensitive receptor sites for the 2033 Build Alternative 1 (1A and 1B), 65 modeled receptor sites representing 69 individual noise sensitive receptor sites for the 2033 Build Alternative 2, and 64 modeled receptor sites representing 67 individual noise sensitive receptor sites for the 2033 Build Alternative 2A. As a result, noise mitigation measures were evaluated at several locations along the study corridor. Several mitigation and abatement measures were analyzed, and it was determined that traffic management measures, the alteration of horizontal and vertical alignments, and the acquisition of real property or interests therein to serve as a buffer zone to preempt development are not reasonable abatement techniques. Noise insulation of Activity Category D land uses was also found not to be reasonable. Construction of noise barriers was analyzed for the build alternatives and it was determined that noise barriers are feasible at several locations along the corridor. Where noise barriers were found to be feasible, a reasonableness analysis was conducted. Four (4) of the noise barriers were found to be both cost reasonable and meet the reasonableness reduction goal criteria for Alternative 1, five (5) of the noise

barriers were found to be both cost reasonable and meet the reasonableness reduction goal criteria for Alternative 2, and six (6) of the noise barriers were found to be both cost reasonable and meet the reasonableness reduction goal criteria for Alternative 2A.

1 Introduction

The purpose of the proposed improvements to LA 1088 is to reduce existing congestion and accommodate future traffic demands. The proposed improvements address the mobility of vehicle, pedestrian, and bicycle traffic along the LA 1088 corridor between LA 59 (Girod St.) and the I-12 westbound ramps.

The LADOTD Traffic Study assessed the need for improvements to the LA 1088 corridor. It included analysis of traffic volumes, traffic signals, intersections, and roadway segment operations. Detailed analysis focused on weekday A.M. (7:00 A.M.-8:00 A.M.) and P.M. (5:00 P.M.-6:00 P.M.) peak hour traffic conditions for 2013 (base year) and 2033 (design year) for 18 intersections from LA 59 (Girod St.) to the I-12 interchange.

1.1 Existing Land Use and Transportation Network

The existing land use in the LA 1088 Corridor Study project corridor consists primarily of single-family residences. There are also several schools and churches located within the project corridor. The existing transportation network in the project corridor includes LA 1088, LA 59 (Girod St.), I-12, and several residential streets.

1.2 Build Alternatives

There were three (3) proposed build alternatives evaluated in this noise assessment, Build Alternative 1 (1A and 1B), Build Alternative 2, and Build Alternative 2A (Preferred Alternative).

All build alternatives include a four-lane divided section from west of Forest Brook Blvd. to the I-12 interchange. Detailed build alternative descriptions are provided in the following paragraphs:

Build Alternative 1A – Utilizes the existing roadway section but includes roundabout improvements at eight (8) existing intersections: LA 59 (Girod St.), Garon Dr./Jackson St., Spring Blvd./Magnolia Trace School, Soult St./Viola St., Trinity Dr., Forest Brook Blvd., I-12 eastbound ramps and the I-12 westbound ramps. Entry and exit of roundabouts are designed to accommodate the future roadway section in Alternative 1A without any modifications at the roundabouts except for the Complete Streets (pedestrian and bicycle) component. A new four-lane divided section is necessary from Forest Brook Blvd. to the interstate interchange with roundabouts replacing the existing ramp intersections at the I-12 interchange.

Build Alternative 1B – Utilizes the existing roadway section but includes roundabout improvements at eight (8) existing intersections: LA 59 (Girod St.), Garon Dr./Jackson St., Spring Blvd./Magnolia Trace School, Soult St./Viola St., Trinity Dr., Forest Brook

Blvd., I-12 eastbound ramps and the I-12 westbound ramps. Alternative 1B utilizes the existing roadway width (LA 59 (Girod St.) to Forest Brook Blvd.) with addition of five-foot bike lanes on both sides of the road. A sidewalk will be added to the north to meet the Complete Streets design. A new four-lane divided section is necessary from Forest Brook Blvd. to the interstate interchange with roundabouts replacing the existing ramp intersections at the I-12 interchange.

Build Alternative 2 – A new two-lane (12-foot travel lanes) divided curb & gutter section (LA 59 to Forest Brook Blvd.) with a six-foot median (back of curb to back of curb) with five-foot bike lanes on both sides of the road adjacent to the through lanes. A sidewalk will be added to the north to meet the complete streets design. Roundabouts at the previously mentioned locations are also included in this alternative. A new four-lane divided section is necessary from Forest Brook Blvd. to the interstate interchange with Roundabouts replacing the interchange intersections and a shared use path on each side of the four lanes.

Build Alternative 2A (Preferred Alternative) - A new two-lane (11-foot travel lanes) divided curb & gutter section (LA 59 to Forest Brook Blvd.) with a six-foot median (back of curb to back of curb) with four- foot shoulders on both sides of the road adjacent to the through lanes. Roundabouts at the previously mentioned locations are also included in this alternative. A new 4-lane divided section is necessary from Forest Brook Blvd. to the I-12 interchange with roundabouts replacing the interchange intersections. A five-foot sidewalk will be added on one side of the two-lane section and both sides for the four-lane section. Sidewalks or berms will also be added through all roundabouts in accordance with LADOTD's Roundabout Sidewalk Policy

Figure 1-1: Project Location

2 Data Input

2.1 Traffic

Existing noise levels were determined using 2013 average daily traffic (ADT) volumes. For the design year 2033 noise analyses, noise levels at receptors were predicted for the No-Build and three (3) build alternative scenarios using projected ADT traffic data.

2.2 Receptor Locations

A receptor is defined as a location where noise levels are calculated using a model. Receptors are located at sites where noise sensitive activities occur within a corridor. **Table 3-1** defines noise sensitive activities typically encountered within a corridor. A total of 234 receptor sites were modeled along the LA 1088 Corridor Study project corridor. The 234 modeled sites represent 405 individual noise sensitive receptor sites in the project corridor. The locations of the receptors are illustrated on **Figures B-2** through **B-8** included in **Appendix B**.

3 Methodology and Regulations

3.1 Methodology of Noise Modeling

The traffic noise analysis conducted for this project consists of a comparison of computer modeled noise levels for existing and future conditions. The computer software used for the noise analysis was the FHWA's approved TNM Version 2.5 program. Traffic data, roadway geometry, and receptor site location information were entered into this computer model. The TNM model results yield an hourly equivalent steady-state sound level at each receptor.

3.2 Terminology and Sound Theory

The TNM program represents noise levels as $Leq_{(h)}$. Leq is defined as the equivalent steady-state sound level which, in a stated period of time, contains the same acoustic energy as the time-varying sound level during the same period. $Leq_{(h)}$ is the hourly value of Leq. $Leq_{(h)}$ is based on the more commonly known decibel (dB) and "A-weighted" decibel (dBA) units. Decibels are logarithmic units as opposed to the more common linear units. Consequently, a one (1) dB increase in sound energy results in a much larger increase in magnitude than normally expected. For instance, an increase in three (3) dB from a noise source results in a doubling of sound energy.

Noise is composed of different frequencies, each of which is perceived differently by the human ear. Human hearing is not sensitive to low and very high frequencies. To compensate for low and high-end frequency insensitivity and render noise levels readings more meaningful, an "A-weighting" scale is used to approximate the response of the human ear. The A-weighted decibel (dBA) unit measures perceptible sound energy and factors out the fringe frequencies.

Three (3) dBA is the smallest change in sound level an average person can detect under ideal conditions. Usually, an observer cannot detect an increase of sound level of three to four dBA if the increase takes place at a uniform rate over several years. Research has indicated that a difference of 10 dBA is perceived half as loud or twice as loud to an average listener. In addition, the listener typically has difficulty determining if the sound changed at all when the difference was only one dBA and the two observations were separated by an interlude of a few seconds of quiet (FHWA, 2011).

3.3 TNM Description

The TNM program predicts noise levels taking into account roadway geometry, traffic volume, traffic composition, traffic speed, and source-receiver path characteristics such as barriers, topography, and ground absorption. TNM analyzes the three-dimensional, spatial relationship between the roadway and receivers using a grid system and calculates the resulting traffic noise level that would exist at each receiver. The roadway geometry is entered as x, y, and z coordinates and reduced to a series of straight-line segments.

The TNM model also analyzes barrier designs helping the user design the most functional, cost effective noise barrier. TNM determines the noise level at the various receptors for different noise barrier designs. The model also calculates the area (in square feet) of different barrier designs and calculates the cost. Based on the effectiveness of the noise barrier (in terms of the lowering of the dBA at the receiver) and the cost of the various barrier heights, TNM calculates the cost effectiveness ratio of various barrier designs. The program allows the user to determine feasibility and reasonableness of utilizing a noise barrier for noise mitigation.

3.4 Regulations

The FHWA policies and procedures, as promulgated in the Title 23 CFR Part 772, served as the procedural guidelines for this analysis. Incorporated into Title 23 Part CFR 772 are NAC that are based on the type of land use and activities performed at receptors (**Table 3-1**). For example, at residences, churches, and schools, noise abatement measures must be examined and evaluated if an equivalent steady state sound level for an hourly period is approached (66 dBA) or exceeded (67 dBA). In accordance with the FHWA Title 23 CFR Part 772 guidelines, LADOTD defines noise impacts as occurring under the following circumstances:

- when noise levels approach one dBA below the NAC values or exceed values defined by the NAC, or
- when noise levels increase over the existing condition by 10 dBA, regardless of the NAC.

The FHWA defines seven noise activity categories based on land uses and existing sound levels. Each land use has its own NAC. If the project would result in $Leq_{(h)}$ levels higher than the NAC, abatement measures must be evaluated.

Table 3-1: FHWA Noise Abatement Criteria
Hourly "A-weighted" Sound Level - Decibels (dBA)

Activity Category	$L_{Aeq}(h)$	*Evaluation Location*	*Description of Activity Category*
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 structure, 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 structure, 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.
Source: FHWA, 23 CFR, Part 722

In addition to defining noise impacts, LADOTD's Highway Traffic Noise Policy provides guidance when determining the feasibility and reasonableness of noise abatement measures. To be considered feasible, noise abatement measures must reduce the noise level by a minimum of five dBA at 75 percent or more of the first row impacted receptors. In order for noise abatement measures to be considered reasonable, the following criteria must be achieved: A reduction in noise of eight dBA must be achieved by a least one receptor, the cost of the abatement measure must be equal to or less than $35,000 per benefited receptor, and 50 percent or more of benefitted receptor responses must be positive.

3.5 Construction Noise

Construction noise is expected to have temporary impacts upon all of the receptors in the area. Receptors located within 500 feet of the project are of particular concern. It is recommended that all construction operations be restricted to working hours whenever possible.

Measures to minimize construction noise should be employed whenever possible. All construction equipment such as pumps, compressors, generators, bulldozers, cranes, trucks, etc., should be properly muffled and all motor panels should be closed to reduce the noise impacts. Section 107.14 of the Louisiana Standard Specification for Roads and Bridges, 2006 edition, and the FHWA Highway Construction Noise Handbook (FHWA-HEP-06-015, August 2006) can be referenced for further details on the sources and abatement of construction noise.

4 Model Validation Analysis

Noise measurements were collected at three locations in the project corridor between the hours of 8 AM and 11 AM on July 16th, 2015. **Table 4-1** summarizes the average existing sound level at each measurement location.

A 15-minute noise measurement was collected at each location. The noise meter recorded the sound level each second for 15 minutes for a total of 900 measurements. The average of the 900 measurements was recorded as the noise level at the location. Unusual background noise (i.e. dog barking, sirens, airplanes, etc.) during each measurement period was noted, and when necessary, anomalies in the corresponding measurement data were removed.

Sound levels vary through the day depending on the proximity of noise-sensitive land uses to local roads and to other noise sources. Sound levels can also vary with environmental changes, including shifts in wind speed and direction and changes in the vertical temperature profile.

Table 4-1: Model Validation Results

Measurement Location	Distance from the Existing Edge-of-Pavement (*Feet*)	Measured Sound Levels | TNM Modeled Sound Levels (dBA)	Difference between Measured and Modeled Sound Levels (dBA)
Site 1	~20 feet from LA 59 (Girod St.)	69.6 | 69.4	0.2
Site 2	~25 feet from LA 1088	61.7 | 64.2	2.5
Site 3	~40 feet from LA 1088	60.3 | 63.2	2.9

The validation procedure includes the comparison of field noise measurement results with the existing conditions modeled using TNM 2.5. The validation results were found to be within the three dBA tolerance limit considered acceptable by LADOTD. Therefore, it was determined that the model is capable of accurately portraying existing and future conditions.

5 Noise Analysis Results

Noise levels were modeled at 234 individual receptor sites representing 405 noise sensitive receptors within the LA 1088 Corridor Study project corridor. The TNM results at each receptor are included in **Appendix A**. The locations where impacts were predicted to occur are illustrated on the figures included in **Appendix B.**

5.1 2013 Existing Noise Results

The 2013 existing noise model indicated 49 modeled receptor sites representing 52 individual noise sensitive receptors are currently experiencing noise levels above the NAC.

5.2 2033 No-Build Alternative Noise Results

For the 2033 No-Build Alternative scenario, noise impacts above the NAC are predicted to occur at 66 modeled receptor sites representing 69 individual noise sensitive receptors. The No-Build results also indicate no substantial increases in noise (10 dBA or greater) over the existing noise levels will occur.

5.3 2033 Build Alternatives Noise Results

For the proposed 2033 Alternative 1 (1A and 1B) scenario, noise impacts above the NAC are predicted to occur at 64 modeled receptor sites representing 67 individual noise sensitive receptor sites. The Alternative 1 (1A and 1B) results also indicate no substantial increases in noise (10 dBA or greater) over the existing noise levels will occur.

For the proposed 2033 Build Alternative 2 scenario, noise impacts above the NAC are predicted to occur at 65 modeled receptor sites representing 69 individual noise sensitive receptor sites. The Build Alternative 2 results also indicate no substantial increases in noise (10 dBA or greater) over the existing noise levels will occur.

For the proposed 2033 Build Alternative 2A (Preferred Alternative) scenario, noise impacts above the NAC are predicted to occur at 64 modeled receptor sites representing 67 individual noise sensitive receptor sites. The Build Alternative 2A (Preferred Alternative) results also indicate no substantial increases in noise (10 dBA or greater) over the existing noise levels will occur.

6 Noise Mitigation Analysis

6.1 Introduction

Noise abatement measures were evaluated at locations where impacts were predicted to occur under the 2033 build alternatives scenarios. The abatement measures were evaluated using FHWA's guidelines as promulgated by Title 23 CFR Part 772. The abatement measures evaluated included traffic management measures, the alteration of horizontal and vertical alignments, the construction of noise barriers, the acquisition of real property or interests therein, and noise insulation.

6.2 Traffic Management Measures (e.g., traffic control devices and signing for prohibition of certain vehicle types, time use restrictions for certain vehicle types, modified speed limits, and exclusive lane designations)

Traffic management measures applied for the purpose of noise abatement would be inconsistent with the purpose of this project (i.e. to improve traffic operations on the LA 1088 corridor). Use restrictions, including the restriction of vehicle types and time use restrictions, would prohibit certain traffic from using LA 1088 which would be inconsistent with the purpose of the project. The installation of traffic control devices, the modification of speed limits, or exclusive lane designations would result in an increase in congestion and decreased efficiency of the proposed facility. Therefore, the implementation of the traffic management measures for the purpose of noise abatement is not deemed reasonable or likely for this project.

6.3 Alteration of Horizontal and Vertical Alignments

Effective horizontal and/or vertical shifts of LA 1088 would require additional right-of-way, would likely require relocations, and noise impacts would likely occur to sensitive receptors currently not affected by the proposed project. As a result, alterations of horizontal and vertical alignments are not deemed reasonable or likely noise abatement measures for this project.

6.4 Acquisition of Real Property or Interests therein (predominantly unimproved property) to serve as a Buffer Zone to Preempt Development.

The acquisition of real property rights to act as a buffer zone would include the acquisition of the affected sites along the developed portion of the corridor. The purchase of these properties to serve as a buffer zone does not appear to be an economically reasonable mitigation measures for the project.

6.5 Construction of Noise Barriers (including landscaping for aesthetic purposes) Whether Within or Outside the Right-of-Way

LADOTD's Highway Traffic Noise Policy provides guidance when determining the feasibility and reasonableness of noise barriers. To be considered feasible, noise abatement measures must reduce the noise level by a minimum of five dBA for 75 percent or more of the first row impacted receptors. In order for noise abatement measures to be

considered reasonable, the following criteria must be achieved: A reduction in noise of eight dBA must be achieved by a least one receptor, the cost of the abatement measure must be equal to or less than $35,000 per benefited receptor, and 50 percent or more of benefitted receptor responses are positive.

For a noise barrier to effectively shield receptors, the barrier design must be relatively continuous. Numerous driveways and cross streets intersect LA 59 (Girod St.) and LA 1088 along the developed portions of the project corridor. Gaps incorporated into the design to accommodate access roads, subdivision entrance roads, or driveways lesson the effectiveness of a barrier. The proposed build alternatives will maintain existing accesses to the highway. Therefore, construction of noise barriers for the purpose of the noise abatement was not considered feasible at impacted receptors Res 1, Res 2, Res 3, Res 4, Res 9, Res 10, Res 11, Res 12, Res 13, Res 14, Res 15, Res 16, Res 25, Res 31, Res 35, School 43, Apartments 49, Apartments 51, Res 62, Res 80, Res 110, Res 112, Res 141, Res 142, Church 144, Res 150, Res 152, Church 204, Res 209, Res 213, and Res 216. Many driveways and cross streets intersect LA 1088 at these locations to allow for effective noise barriers.

Noise barriers were modeled at eight (8) locations where impacts were predicted to occur under the 2033 Build Alternative 1 (1A and 1B), Build Alternative 2, and Build Alternative 2A (Preferred Alternative) scenarios. At six locations, noise barriers were determined to be feasible for Build Alternative 1 (1A and 1B). Noise barriers were determined to be not feasible at two locations. At five (5) locations, noise barriers were determined to be feasible for Build Alternative 2. Noise barriers were determined not to be feasible at three (3) locations. At six locations, noise barriers were determined to be feasible for Build Alternative 2A (Preferred Alternative). Noise barriers were determined to be not feasible at two (2) locations.

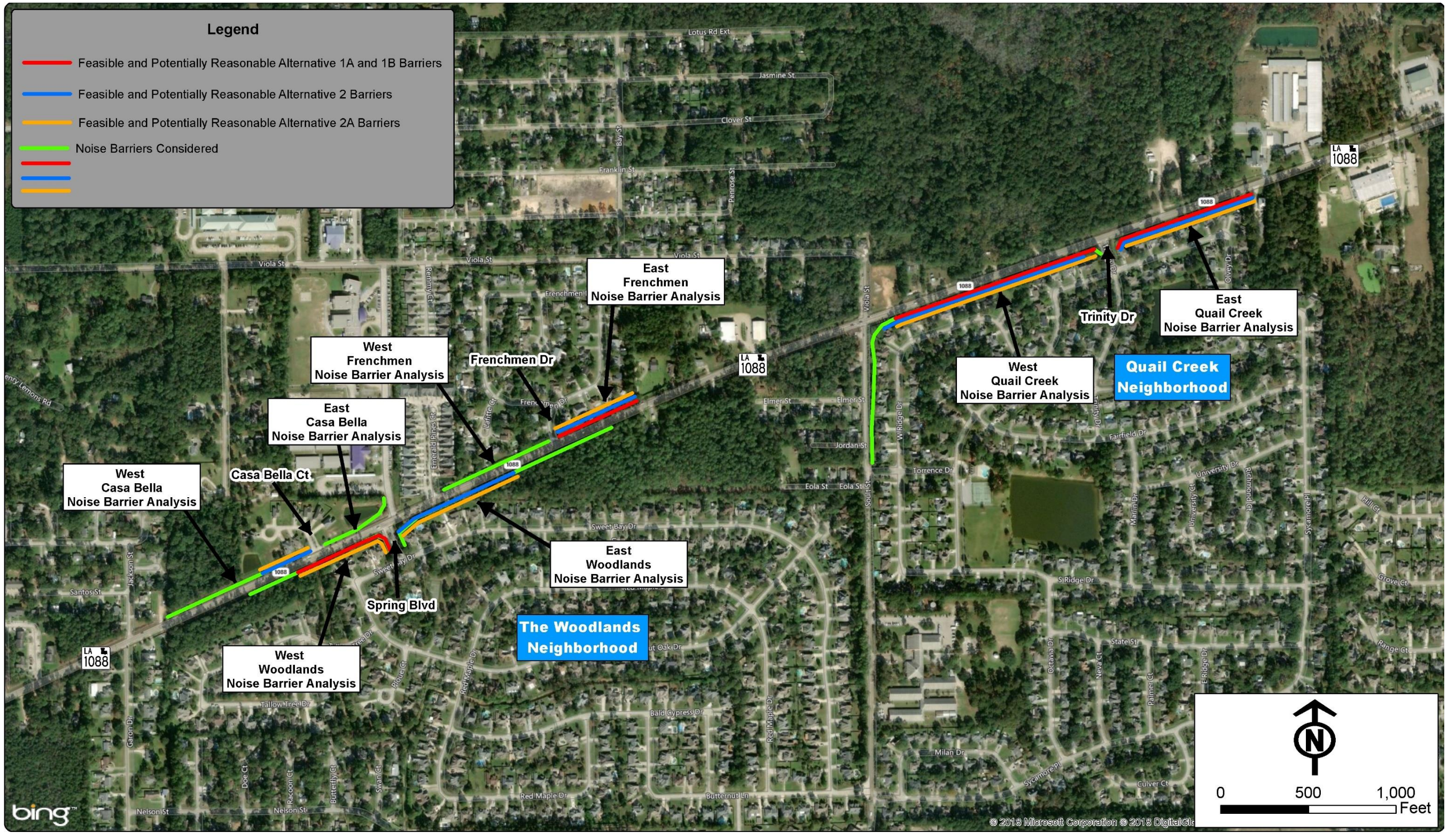
The six (6) feasible barriers for Build Alternative 1 (1A and 1B) were analyzed relative to the LADTOD's reasonableness criteria. All of the barriers were found to meet the eight (8) dBA reduction goal and four (4) were able to meet the LADOTD's $35,000 cost-per-benefitted-receptor goal. The noise barriers that were found to be potentially reasonable for Build Alternative 1 (1A and 1B) were the East Frenchmen Noise Barrier (east of Frenchmen Drive), the West Woodlands Noise Barrier (west of Spring Boulevard), the West Quail Creek Noise Barrier (west of Trinity Drive), and the East Quail Creek Noise Barrier (east of Trinity Drive). The feasibility and reasonableness worksheets for the noise barriers are included in **Appendix G**. The locations of the noise barrier analyses and the locations of the feasible and potentially reasonable noise barriers are illustrated on **Figure 6-1**.

The five feasible barriers for Build Alternative 2 were analyzed relative to the LDTOD's reasonableness criteria. All of the barriers were found to meet the eight (8) dBA reduction goal and were able to meet the LADOTD's $35,000 cost-per-benefitted-receptor goal. The noise barriers that were found to be potentially reasonable for Build Alternative 2 were the West Casa Bella Noise Barrier (west of Casa Bella Court), the East Frenchmen Noise Barrier (east of Frenchmen Drive), the East Woodlands Noise Barrier (east of

Spring Boulevard), the West Quail Creek Noise Barrier (west of Trinity Drive), and the East Quail Creek Noise Barrier (east of Trinity Drive). The feasibility and reasonableness worksheets for the noise barriers are included in **Appendix G**. The locations of the noise barrier analyses and the locations of the feasible and potentially reasonable noise barriers are illustrated on **Figure 6-1**.

The six (6) feasible barriers for Build Alternative 2A (Preferred Alternative) were analyzed relative to the LADTOD's reasonableness criteria. All of the barriers were found to meet the eight (8) dBA reduction goa1 and were able to meet the LADOTD's $35,000 cost-per-benefitted-receptor goal. The noise barriers that were found to be potentially reasonable for Build Alternative 2A (Preferred Alternative) were the West Casa Bella Noise Barrier (west of Casa Bella Court), the East Frenchmen Noise Barrier (east of Frenchmen Drive), the West Woodlands Noise Barrier (west of Spring Boulevard), the East Woodlands Noise Barrier (east of Spring Boulevard), the West Quail Creek Noise Barrier (west of Trinity Drive), and the East Quail Creek Noise Barrier (east of Trinity Drive). The feasibility and reasonableness worksheets for the noise barriers are included in **Appendix G**. The locations of the noise barrier analyses and the locations of the feasible and potentially reasonable noise barriers are illustrated on **Figure 6-1**.

Figure 6-1: Noise Barriers Considered Feasible and Potentially Reasonable



6.6 Noise Insulation of Activity Category D Land Use Facilities listed in Table 3-1.

Exterior noise impacts to Activity Category D land uses are predicted to occur at three locations for the 2033 Build Alternative 1 (1A and 1B), Build Alternative 2, and Build Alternative 2A (Preferred Alternative) scenarios. **Table 6-1** summarizes the exterior noise results at the Activity Category D land uses along the LA 1088 Corridor Study project

Table 6-1: LA 1088 Corridor Study Exterior Noise Results at Activity Category D Land Uses

Receptor	No. of Rec. Rep.	Construction Materials	2013 Existing Noise Level (Exterior dBA)	2033 No-Build Noise Level (Exterior dBA)	2033 Build Alt 1 Noise Level (Exterior dBA)	2033 Build Alt 2 Noise Level (Exterior dBA)	2033 Build Alt 2A Noise Level (Exterior dBA)	Structural Insertion Loss	Adj. 2013 Existing Noise Level (Interior dBA)	Adj. 2033 No-Build Noise Level (Interior dBA)	Adj. 2033 Build Alt 1 Noise Level (Interior dBA)	Adj. 2033 Build Alt 2 Noise Level (Interior dBA)	Adj. 2033 Build Alt 2A Noise Level (Interior dBA)
School 43	1	Masonry/ Double Glazed Windows	**64.4**	**66.1**	**67.2**	**67.1**	**66.8**	35	29.4	31.1	32.2	32.1	31.8
School 79	1	Masonry/ Double Glazed Windows	54.0	55.7	56.7	56.8	56.8	35	19.0	20.7	21.8	21.9	21.8
Church 144	2	Masonry/ Double Glazed Windows	**66.1**	**67.8**	**68.1**	**68.1**	**68.0**	35	31.1	32.8	33.1	33.1	33.0
Church 204	1	Masonry/ Double Glazed Windows	**66.0**	**67.8**	**67.9**	**68.0**	**67.6**	35	31.0	32.8	32.9	33.0	32.6
Church 205	1	Masonry/ Double Glazed Windows	58.9	60.6	61.3	61.7	61.6	35	23.9	25.6	26.3	26.7	26.6

The predicted exterior noise levels at the Activity Category D land uses are predicted to range from 56.7 dBA to 68.1 dBA. Given that the primary activities at these sites are indoor activities and the structures are of recent construction and are climate controlled, it is expected that the interior noise levels would be well below the NAC at these sites. Therefore, noise insulation at Activity Category D land uses was not considered for the project.

7 Undeveloped Land Analysis

There are four (4) areas where undeveloped land analyses for Activity Category G land uses were performed within the LA 1088 Corridor Study project corridor. Noise contours were generated at these locations for the 66 dBA and 71 dBA noise levels. Locations of the undeveloped land analyses are shown on **Figure B-1**, **Figure B-2, Figure B-6**, **Figure B-7**, and **Figure B-9** through **Figure B-18** in **Appendix B.** The results from the undeveloped land analyses are included in **Table 7-1**. This information is included for local officials to be aware of anticipated highway noise so that future development can be

compatible with traffic noise. For example if a residence is planned with an NAC criteria of 66 dBA, officials may choose to locate the development 105 to 140 feet from the proposed project. If a business is planned with an NAC criteria of 71 dBA, officials may choose to locate the development 40 to 60 feet from the proposed project.

Table 7-1: Undeveloped Land Analysis and Study Area Noise Level Contours

	2033 Build Alternatives					
Site	66 dBA Contour Distance from Edge-of-Pavement (feet)			71 dBA Contour Distance from Edge-of-Pavement (feet)		
	Build Alt 1 (1A and 1B)	Build Alt 2	Build Alt 2A	Build Alt 1 (1A and 1B)	Build Alt 2	Build Alt 2A
From LA 190 to Beginning of Project	140	140	140	50	50	140
UL 1	140	140	140	55	55	140
UL 2	135	135	135	60	60	135
End of Project Area to LA 36	105	105	105	40	40	105

8 References

Louisiana Department of Transportation and Development, Highway Traffic Noise Policy. July 2011.

U.S. National Archives and Records Administration, Office of Federal Register. Title 23, Code of Federal Regulations, Part 772. Procedures for Abatement of Highway Traffic Noise and Construction Noise. 2010.

U.S. Department of Transportation, Federal Highway Administration. Highway Traffic Noise: Analysis and Abatement Guidance. December 2011.

APPENDIX A
LA 1088 Corridor Study Noise Report
Noise Results Table

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 1 (Residential)	1	B	81	**67.7**	**69.4**	**Yes**	73	**69.4**	1.7	**Yes**	73	**69.4**	1.7	**Yes**	72	**69.4**	1.7	**Yes**
Res 2 (Residential)	1	B	58	**69.1**	**70.8**	**Yes**	51	**70.8**	1.7	**Yes**	51	**70.8**	1.7	**Yes**	50	**70.8**	1.7	**Yes**
Res 3 (Residential)	1	B	59	**69.0**	**70.8**	**Yes**	54	**70.8**	1.8	**Yes**	54	**70.8**	1.8	**Yes**	53	**70.8**	1.8	**Yes**
Res 4 (Residential)	1	B	100	**66.9**	**68.6**	**Yes**	96	**67.4**	0.5	**Yes**	96	**67.4**	0.5	**Yes**	95	**67.4**	0.5	**Yes**
Res 5 (Residential)	6	B	189	61.7	63.4	No	185	62.4	0.7	No	185	62.4	0.7	No	184	62.4	0.7	No
Res 6 (Residential)	6	B	290	57.3	59.0	No	288	58.7	1.4	No	288	58.7	1.4	No	287	58.7	1.4	No
Res 7 (Residential)	3	B	411	53.6	55.3	No	409	55.6	2.0	No	409	55.6	2.0	No	408	55.6	2.0	No
Res 8 (Residential)	1	B	140	64.7	**66.5**	**Yes**	137	65.0	0.3	No	137	65.1	0.4	No	136	65.1	0.4	No
Res 9 (Residential)	1	B	37	**70.6**	**72.3**	**Yes**	26	**73.3**	2.7	**Yes**	26	**73.3**	2.7	**Yes**	25	**73.3**	2.7	**Yes**
Res 10 (Residential)	1	B	106	**66.6**	**68.3**	**Yes**	96	**66.9**	0.3	**Yes**	96	**66.9**	0.3	**Yes**	95	**66.9**	0.3	**Yes**

			Existing Alignment				**Build Alternative 1 (1A and 1B)**				**Build Alternative 2**				**Build Alternative 2A**			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 11 (Residential)	1	B	58	**69.0**	**70.7**	**Yes**	46	**71.2**	2.2	**Yes**	46	**71.2**	2.2	**Yes**	45	**71.2**	2.2	**Yes**
Res 12 (Residential)	1	B	36	**70.6**	**72.4**	**Yes**	48	**72.4**	1.8	**Yes**	48	**72.4**	1.8	**Yes**	47	**72.4**	1.8	**Yes**
Res 13 (Residential)	1	B	25	**71.6**	**73.4**	**Yes**	34	**73.3**	1.7	**Yes**	34	**73.3**	1.7	**Yes**	33	**73.3**	1.7	**Yes**
Res 14 (Residential)	1	B	83	**67.6**	**69.3**	**Yes**	91	**69.2**	1.6	**Yes**	91	**69.2**	1.6	**Yes**	90	**69.2**	1.6	**Yes**
Res 15 (Residential)	1	B	44	**70.0**	**71.7**	**Yes**	52	**71.3**	1.3	**Yes**	52	**71.3**	1.3	**Yes**	51	**71.3**	1.3	**Yes**
Res 16 (Residential)	1	B	87	**67.4**	**69.1**	**Yes**	86	**68.3**	0.9	**Yes**	86	**68.4**	1.0	**Yes**	85	**68.4**	1.0	**Yes**
Res 17 (Residential)	3	B	214	60.1	61.8	No	212	61.4	1.3	No	212	61.5	1.4	No	211	61.5	1.4	No
Res 18 (Residential)	3	B	320	55.9	57.7	No	317	58.1	2.2	No	317	58.2	2.3	No	316	58.2	2.3	No
Res 19 (Residential)	3	B	442	52.8	54.5	No	441	54.8	2.0	No	441	55.0	2.2	No	440	54.9	2.1	No
Office 20 (Office)	1	E	77	68.0	69.7	No	71	68.9	0.9	No	71	69.0	1.0	No	70	69.0	1.0	No

			Existing Alignment				**Build Alternative 1 (1A and 1B)**				**Build Alternative 2**				**Build Alternative 2A**			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Office 21 (Office)	1	E	59	69.0	70.8	No	54	70.4	1.4	No	54	70.4	1.4	No	53	70.4	1.4	No
Restaurant 22 (Restaurant)	1	E	88	68.1	69.9	No	86	66.8	-1.3	No	86	66.8	-1.3	No	85	66.8	-1.3	No
Bank 23 (Bank)	1	E	95	67.9	69.6	No	76	65.7	-2.2	No	76	65.7	-2.2	No	75	65.7	-2.2	No
Office 24 (Office)	1	E	371	55.8	57.5	No	355	57.0	1.2	No		57.3	1.5	No	-1	57.2	1.4	No
Res 25 (Residential)	1	B	44	**69.5**	**71.2**	**Yes**	37	**70.5**	1.0	**Yes**	34	**71.3**	1.8	**Yes**	33	**71.3**	1.8	**Yes**
Res 26 (Residential)	1	B	188	59.1	60.8	No	185	61.5	2.4	No	178	62.2	3.1	No	177	62.0	2.9	No
Res 27 (Residential)	1	B	243	56.5	58.2	No	240	58.9	2.4	No	233	60.2	3.7	No	232	60.0	3.5	No
Res 28 (Residential)	1	B	343	53.4	55.1	No	340	55.6	2.2	No	332	56.7	3.3	No	331	56.5	3.1	No
Res 29 (Residential)	1	B	430	51.6	53.3	No	427	53.7	2.1	No	419	54.6	3.0	No	418	54.4	2.8	No
Res 30 (Residential)	1	B	201	58.2	59.9	No	198	60.8	2.6	No	188	61.4	3.2	No	187	61.1	2.9	No

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 31 (Residential)	1	B	79	**67.0**	**68.7**	**Yes**	76	**68.7**	1.7	**Yes**	69	**68.4**	1.4	**Yes**	68	**68.2**	1.2	**Yes**
Res 32 (Residential)	1	B	416	51.4	53.1	No	413	53.6	2.2	No	406	54.5	3.1	No	405	54.4	3.0	No
Res 33 (Residential)	1	B	145	61.4	63.1	No	141	63.4	2.0	No	135	63.6	2.2	No	134	63.6	2.2	No
Res 34 (Residential)	1	B	235	56.5	58.2	No	230	58.9	2.4	No	225	60.0	3.5	No	224	59.9	3.4	No
Res 35 (Residential)	1	B	79	**66.0**	**67.7**	**Yes**	59	**67.6**	1.6	**Yes**	59	**67.6**	1.6	**Yes**	58	**67.4**	1.4	**Yes**
Res 36 (Residential)	1	B	81	58.5	60.2	No	77	60.5	2.0	No	76	60.6	2.1	No	75	60.7	2.2	No
Res 37 (Residential)	1	B	91	55.3	57.0	No	92	57.2	1.9	No	92	57.5	2.2	No	91	57.5	2.2	No
Res 38 (Residential)	1	B	81	54.9	56.6	No	82	56.5	1.6	No	81	56.6	1.7	No	80	56.6	1.7	No
Res 39 (Residential)	1	B	94	53.3	55.0	No	95	54.9	1.6	No	95	55.1	1.8	No	94	55.1	1.8	No
Res 40 (Residential)	1	B	318	58.5	60.2	No	318	60.2	1.7	No	318	60.7	2.2	No	317	60.6	2.1	No

			Existing Alignment				**Build Alternative 1 (1A and 1B)**				**Build Alternative 2**				**Build Alternative 2A**			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 41 (Residential)	1	B	147	61.7	63.5	No	144	64.2	2.5	No	137	64.2	2.5	No	136	63.9	2.2	No
Res 42 (Residential)	1	B	234	56.7	58.4	No	231	59.1	2.4	No	224	60.4	3.7	No	223	60.2	3.5	No
School 43 (School)	1	C	107	64.4	**66.1**	**Yes**	104	**67.2**	2.8	**Yes**	97	**67.1**	2.7	**Yes**	96	**66.8**	2.4	**Yes**
Res 44 (Residential)	3	B	310	51.7	53.4	No	307	53.9	2.2	No	300	55.0	3.3	No	299	54.8	3.1	No
Res 45 (Residential)	4	B	363	50.8	52.5	No	360	53.0	2.2	No	353	53.9	3.1	No	352	53.7	2.9	No
Res 46 (Residential)	2	B	394	50.4	52.1	No	391	52.5	2.1	No	384	53.3	2.9	No	383	53.2	2.8	No
Res 47 (Residential)	4	B	465	49.5	51.3	No	462	51.5	2.0	No	455	52.2	2.7	No	454	52.1	2.6	No
Res 48 (Residential)	1	B	238	54.6	56.3	No	235	57.0	2.4	No	228	58.4	3.8	No	227	58.1	3.5	No
Apartments 49 (Apartments - 1st Floor)	2	B	72	**67.1**	**68.9**	**Yes**	69	**68.7**	1.6	**Yes**	62	**68.6**	1.5	**Yes**	61	**68.5**	1.4	**Yes**
Apartments 49 (Apartments - 2nd Floor)	2	B	72	**67.2**	**69.0**	**Yes**	69	**68.9**	1.7	**Yes**	62	**69.0**	1.8	**Yes**	61	**69.0**	1.8	**Yes**
Apartments 50 (Apartments - 1st Floor)	2	B	82	63.3	65.0	No	78	64.8	1.5	No	72	64.6	1.3	No	71	64.3	1.0	No

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Apartments 50 (Apartments - 2nd Floor)	2	B	82	63.6	65.3	No	78	65.3	1.7	No	72	65.4	1.8	No	71	65.4	1.8	No
Apartments 51 (Apartments - 1st Floor)	2	B	111	62.6	64.4	No	108	64.7	2.1	No	101	64.3	1.7	No	100	64.1	1.5	No
Apartments 51 (Apartments - 2nd Floor)	2	B	111	64.2	65.9	No	108	65.9	1.7	No	101	**66.0**	1.8	**Yes**	100	65.9	1.7	No
Apartments 52 (Apartments - 1st Floor)	2	B	119	54.8	56.5	No	115	57.7	2.9	No	109	56.7	1.9	No	108	56.4	1.6	No
Apartments 52 (Apartments - 2nd Floor)	2	B	119	57.2	58.9	No	115	58.9	1.7	No	109	59.0	1.8	No	108	59.0	1.8	No
Apartments 53 (Apartments - 1st Floor)	2	B	210	54.3	56.0	No	207	56.2	1.9	No	200	57.6	3.3	No	199	57.4	3.1	No
Apartments 53 (Apartments - 2nd Floor)	2	B	210	58.8	60.6	No	207	60.4	1.6	No	200	60.4	1.6	No	199	60.4	1.6	No
Apartments 54 (Apartments - 1st Floor)	2	B	243	53.1	54.9	No	240	55.5	2.4	No	233	56.8	3.7	No	232	56.6	3.5	No

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Apartments 54 (Apartments - 2nd Floor)	2	B	243	58.5	60.2	No	240	60.1	1.6	No	233	60.1	1.6	No	232	60.1	1.6	No
Apartments 55 (Apartments - 1st Floor)	2	B	386	50.1	51.8	No	382	52.4	2.3	No	376	52.9	2.8	No	375	52.8	2.7	No
Apartments 55 (Apartments - 2nd Floor)	2	B	386	56.7	58.4	No	382	58.1	1.4	No	376	57.6	0.9	No	375	57.4	0.7	No
Apartments 56 (Apartments - 1st Floor)	2	B	377	50.6	52.3	No	374	52.9	2.3	No	367	53.5	2.9	No	366	53.4	2.8	No
Apartments 56 (Apartments - 2nd Floor)	2	B	377	57.3	59.0	No	374	58.6	1.3	No	367	58.2	0.9	No	366	58.0	0.7	No
Res 57 (Residential)	3	B	312	53.2	54.9	No	304	55.3	2.1	No	302	55.7	2.5	No	301	55.9	2.7	No
Res 58 (Residential)	2	B	261	55.1	56.8	No	254	57.1	2.0	No	251	57.4	2.3	No	250	57.7	2.6	No
Res 59 (Residential)	3	B	296	50.3	52.0	No	299	52.2	1.9	No	299	52.6	2.3	No	298	52.5	2.2	No
Res 60 (Residential)	2	B	169	51.9	53.6	No	172	53.8	1.9	No	172	54.2	2.3	No	171	54.1	2.2	No
Res 61 (Residential)	3	B	110	58.5	60.2	No	113	59.9	1.4	No	112	60.1	1.6	No	111	60.0	1.5	No

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 62 (Residential)	1	B	53	**67.7**	**69.4**	**Yes**	38	**67.3**	-0.4	**Yes**	38	**67.3**	-0.4	**Yes**	37	**67.2**	-0.5	**Yes**
Res 63 (Residential)	1	B	51	61.6	63.3	No	51	62.3	0.7	No	51	62.3	0.7	No	50	62.3	0.7	No
Res 64 (Residential)	1	B	54	55.6	57.3	No	57	57.2	1.6	No	57	57.6	2.0	No	56	57.6	2.0	No
Res 65 (Residential)	2	B	57	53.7	55.3	No	57	55.4	1.7	No	57	55.6	1.9	No	56	55.6	1.9	No
Res 66 (Residential)	1	B	48	65.9	**67.6**	**Yes**	47	65.7	-0.2	No	46	65.6	-0.3	No	45	65.6	-0.3	No
Res 67 (Residential)	1	B	50	60.6	62.3	No	54	61.7	1.1	No	52	61.9	1.3	No	51	62.1	1.5	No
Res 68 (Residential)	1	B	43	57.7	59.4	No	45	59.1	1.4	No	46	59.5	1.8	No	45	59.7	2.0	No
Res 69 (Residential)	1	B	57	54.4	56.0	No	50	55.9	1.5	No	50	56.3	1.9	No	49	56.2	1.8	No
Res 70 (Residential)	2	B	195	58.5	60.2	No	191	60.1	1.6	No	188	61.1	2.6	No	187	61.0	2.5	No
Res 71 (Residential)	3	B	177	53.4	55.1	No	180	55.0	1.6	No	180	55.7	2.3	No	179	55.8	2.4	No
Res 72 (Residential)	1	B	146	51.2	52.9	No	150	53.2	2.0	No	150	53.8	2.6	No	149	53.7	2.5	No
Res 73 (Residential)	1	B	62	**68.0**	**69.7**	**Yes**	59	**69.8**	1.8	**Yes**	52	**69.9**	1.9	**Yes**	51	**69.8**	1.8	**Yes**

			Existing Alignment				**Build Alternative 1 (1A and 1B)**				**Build Alternative 2**				**Build Alternative 2A**			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 74 (Residential)	1	B	57	**68.3**	**70.0**	**Yes**	53	**70.2**	1.9	**Yes**	47	**70.4**	2.1	**Yes**	46	**70.3**	2.0	**Yes**
Res 75 (Residential)	1	B	84	**66.6**	**68.3**	**Yes**	76	**68.0**	1.4	**Yes**	74	**68.1**	1.5	**Yes**	73	**67.8**	1.2	**Yes**
Res 76 (Residential)	1	B	146	61.3	63.0	No	140	63.4	2.1	No	136	63.8	2.5	No	135	63.5	2.2	No
Res 77 (Residential)	3	B	198	58.2	59.9	No	194	60.7	2.5	No	188	61.6	3.4	No	187	61.4	3.2	No
Res 78 (Residential)	1	B	465	50.0	51.7	No	463	52.4	2.4	No	455	53.0	3.0	No	454	52.9	2.9	No
School 79 (School)	1	C	114	54.0	55.7	No	107	56.7	2.7	No	106	56.8	2.8	No	105	56.8	2.8	No
Res 80 (Residential)	1	B	74	**66.6**	**68.4**	**Yes**	32	**70.5**	3.9	**Yes**	32	**70.5**	3.9	**Yes**	31	**70.4**	3.8	**Yes**
Res 81 (Residential)	1	B	109	58.4	60.1	No	105	61.0	2.6	No	107	61.1	2.7	No	106	61.0	2.6	No
Res 82 (Residential)	1	B	81	56.6	58.3	No	78	58.6	2.0	No	78	58.8	2.2	No	77	58.8	2.2	No
Res 83 (Residential)	1	B	77	55.5	57.2	No	78	57.2	1.7	No	77	57.4	1.9	No	76	57.3	1.8	No
Res 84 (Residential)	1	B	82	54.5	56.2	No	83	56.3	1.8	No	83	56.4	1.9	No	82	56.4	1.9	No
Res 85 (Residential)	1	B	264	55.0	56.7	No	246	57.5	2.5	No	245	58.1	3.1	No	244	58.4	3.4	No

			Existing Alignment				**Build Alternative 1 (1A and 1B)**				**Build Alternative 2**				**Build Alternative 2A**			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 86 (Residential)	1	B	342	50.7	52.4	No	340	52.7	2.0	No	340	53.2	2.5	No	339	53.2	2.5	No
Res 87 (Residential)	9	B	212	57.5	59.2	No	208	59.6	2.1	No	202	60.9	3.4	No	201	60.9	3.4	No
Res 88 (Residential)	5	B	412	50.7	52.4	No	408	52.6	1.9	No	402	53.2	2.5	No	401	53.2	2.5	No
Res 89 (Residential)	1	B	92	65.8	**67.6**	**Yes**	86	**67.1**	1.3	**Yes**	82	**67.2**	1.4	**Yes**	81	**66.9**	1.1	**Yes**
Res 90 (Residential)	1	B	88	**66.2**	**67.9**	**Yes**	80	**67.4**	1.2	**Yes**	78	**67.5**	1.3	**Yes**	77	**67.2**	1.0	**Yes**
Res 91 (Residential)	2	B	300	53.4	55.1	No	295	55.5	2.1	No	290	56.6	3.2	No	289	56.4	3.0	No
Res 92 (Residential)	2	B	395	51.1	52.8	No	390	53.3	2.2	No	385	54.0	2.9	No	384	53.8	2.7	No
Res 93 (Residential)	1	B	213	56.3	58.0	No	208	58.5	2.2	No	203	59.7	3.4	No	202	59.5	3.2	No
Res 94 (Residential)	1	B	109	64.1	65.8	No	102	65.6	1.5	No	101	65.5	1.4	No	100	65.3	1.2	No
Res 95 (Residential)	1	B	62	65.4	**67.1**	**Yes**	68	**66.2**	0.8	**Yes**	68	**66.2**	0.8	**Yes**	67	**66.0**	0.6	**Yes**
Res 96 (Residential)	1	B	69	64.1	65.8	No	70	**66.4**	2.3	**Yes**	70	**66.4**	2.3	**Yes**	69	**66.2**	2.1	**Yes**
Recreation 97 (Recreation)	1	C	344	50.9	52.6	No	244	53.0	2.1	No	244	53.3	2.4	No	243	53.2	2.3	No

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 98 (Residential)	1	B	119	62.7	64.4	No	100	64.9	2.2	No	100	64.8	2.1	No	99	64.6	1.9	No
Res 99 (Residential)	1	B	124	62.1	63.9	No	116	64.2	2.1	No	113	64.1	2.0	No	112	63.9	1.8	No
Res 100 (Residential)	4	B	260	52.6	54.3	No	276	55.1	2.5	No	273	55.6	3.0	No	272	55.4	2.8	No
Res 101 (Residential)	1	B	131	61.6	63.3	No	124	63.7	2.1	No	124	63.7	2.1	No	123	63.5	1.9	No
Res 102 (Residential)	1	B	159	59.7	61.4	No	155	62.1	2.4	No	155	62.1	2.4	No	154	62.0	2.3	No
Res 103 (Residential)	1	B	216	56.5	58.2	No	213	59.0	2.5	No	206	59.7	3.2	No	205	59.6	3.1	No
Res 104 (Residential)	1	B	245	55.4	57.1	No	242	57.9	2.5	No	235	58.8	3.4	No	234	58.5	3.1	No
Res 105 (Residential)	1	B	278	54.1	55.9	No	275	56.6	2.5	No	268	57.6	3.5	No	267	57.3	3.2	No
Res 106 (Residential)	2	B	360	51.0	52.7	No	356	53.2	2.2	No	350	53.7	2.7	No	349	53.6	2.6	No
Res 107 (Residential)	2	B	406	50.3	52.0	No	403	52.4	2.1	No	396	52.9	2.6	No	395	52.7	2.4	No
Res 108 (Residential)	2	B	441	49.8	51.5	No	438	51.9	2.1	No	431	52.3	2.5	No	430	52.2	2.4	No
Res 109 (Residential)	2	B	474	49.4	51.1	No	471	51.4	2.0	No	464	51.8	2.4	No	463	51.7	2.3	No

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 110 (Residential)	1	B	71	**67.1**	**68.9**	**Yes**	68	**68.3**	1.2	**Yes**	61	**68.7**	1.6	**Yes**	60	**68.6**	1.5	**Yes**
Res 111 (Residential)	1	B	127	62.6	64.3	No	124	64.7	2.1	No	116	64.9	2.3	No	115	64.7	2.1	No
Res 112 (Residential)	1	B	65	**68.0**	**69.7**	**Yes**	62	**68.7**	0.7	**Yes**	55	**68.9**	0.9	**Yes**	54	**68.8**	0.8	**Yes**
Res 113 (Residential)	1	B	106	64.7	**66.4**	**Yes**	103	65.5	0.8	No	96	65.6	0.9	No	95	65.3	0.6	No
Res 114 (Residential)	3	B	277	54.8	56.5	No	274	56.9	2.1	No	267	58.0	3.2	No	266	57.8	3.0	No
Res 115 (Residential)	3	B	335	53.4	55.1	No	327	55.6	2.2	No	325	56.2	2.8	No	324	56.1	2.7	No
Res 116 (Residential)	3	B	115	58.7	60.4	No	118	59.7	1.0	No	118	59.7	1.0	No	117	59.7	1.0	No
Res 117 (Residential)	1	B	46	64.6	**66.3**	**Yes**	47	65.4	0.8	No	47	65.5	0.9	No	46	65.4	0.8	No
Res 118 (Residential)	1	B	54	63.4	65.1	No	57	64.0	0.6	No	57	64.0	0.6	No	56	64.0	0.6	No
Res 119 (Residential)	1	B	38	64.5	**66.2**	**Yes**	41	65.6	1.1	No	41	65.6	1.1	No	40	65.6	1.1	No
Res 120 (Residential)	1	B	65	**66.9**	**68.7**	**Yes**	49	**68.5**	1.6	**Yes**	48	**68.5**	1.6	**Yes**	47	**68.5**	1.6	**Yes**
Res 121 (Residential)	2	B	110	62.6	64.3	No	93	65.4	2.8	No	92	65.4	2.8	No	91	65.3	2.7	No

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 122 (Residential)	2	B	140	58.8	60.5	No	142	62.3	3.5	No	142	62.3	3.5	No	141	62.4	3.6	No
Res 123 (Residential)	2	B	145	55.5	57.2	No	152	59.0	3.5	No	152	59.1	3.6	No	151	59.3	3.8	No
Res 124 (Residential)	2	B	146	53.4	55.1	No	153	57.0	3.6	No	153	57.1	3.7	No	152	57.2	3.8	No
Res 125 (Residential)	2	B	148	51.8	53.5	No	155	55.1	3.3	No	155	55.5	3.7	No	154	55.6	3.8	No
Res 126 (Residential)	2	B	150	50.8	52.5	No	158	53.8	3.0	No	158	54.0	3.2	No	157	54.1	3.3	No
Res 127 (Residential)	2	B	146	49.7	51.4	No	156	52.5	2.8	No	153	52.6	2.9	No	152	52.7	3.0	No
Res 128 (Residential)	1	B	161	48.9	50.6	No	188	51.5	2.6	No	167	51.6	2.7	No	166	51.7	2.8	No
Res 129 (Residential)	1	B	124	62.1	63.8	No	121	64.9	2.8	No	117	64.8	2.7	No	116	64.7	2.6	No
Res 130 (Residential)	1	B	92	65.1	**66.8**	**Yes**	89	**67.1**	2.0	**Yes**	82	**67.1**	2.0	**Yes**	81	**66.5**	1.4	**Yes**
Res 131 (Residential)	1	B	106	63.8	65.5	No	103	**66.5**	2.7	**Yes**	96	**66.3**	2.5	**Yes**	95	**65.5**	1.7	**Yes**
Res 132 (Residential)	1	B	82	**66.0**	**67.7**	**Yes**	79	**67.7**	1.7	**Yes**	72	**68.0**	2.0	**Yes**	71	**67.6**	1.6	**Yes**
Res 133 (Residential)	4	B	146	59.5	61.2	No	143	62.2	2.7	No	136	61.8	2.3	No	135	62.0	2.5	No

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 134 (Residential)	1	B	65	**66.9**	**68.7**	**Yes**	62	**68.7**	1.8	**Yes**	55	**69.2**	2.3	**Yes**	54	**69.0**	2.1	**Yes**
Res 135 (Residential)	7	B	256	53.3	55.0	No	253	55.7	2.4	No	246	55.5	2.2	No	245	56.7	3.4	No
Res 136 (Residential)	8	B	422	49.8	51.5	No	419	52.0	2.2	No	412	52.1	2.3	No	411	52.6	2.8	No
Res 137 (Residential)	1	B	84	65.8	**67.5**	**Yes**	81	**67.6**	1.8	**Yes**	74	**67.9**	2.1	**Yes**	73	**67.4**	1.6	**Yes**
Res 138 (Residential)	1	B	82	**66.0**	**67.7**	**Yes**	79	**67.7**	1.7	**Yes**	72	**68.0**	2.0	**Yes**	71	**67.6**	1.6	**Yes**
Res 139 (Residential)	1	B	93	64.6	**66.3**	**Yes**	90	**67.1**	2.5	**Yes**	83	**67.2**	2.6	**Yes**	82	**66.6**	2.0	**Yes**
Res 140 (Residential)	1	B	151	59.5	61.2	No	148	62.9	3.4	No	141	62.6	3.1	No	140	62.8	3.3	No
Res 141 (Residential)	1	B	81	64.8	**66.6**	**Yes**	78	**67.7**	2.9	**Yes**	71	**68.1**	3.3	**Yes**	70	**67.7**	2.9	**Yes**
Res 142 (Residential)	1	B	65	**66.2**	**67.9**	**Yes**	62	**68.7**	2.5	**Yes**	55	**69.1**	2.9	**Yes**	54	**69.0**	2.8	**Yes**
Res 143 (Residential)	3	B	345	50.9	52.6	No	342	53.1	2.2	No	335	53.1	2.2	No	334	53.8	2.9	No
Church 144 (Church)	2	C	73	**66.1**	**67.8**	**Yes**	67	**68.1**	2.0	**Yes**	63	**68.1**	2.0	**Yes**	62	**68.0**	1.9	**Yes**
Res 145 (Residential)	3	B	265	50.9	52.6	No	258	53.2	2.3	No	258	53.6	2.7	No	257	53.4	2.5	No

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 146 (Residential)	1	B	160	53.9	55.6	No	158	56.3	2.4	No	158	56.7	2.8	No	157	56.6	2.7	No
Res 147 (Residential)	1	B	221	56.3	58.0	No	220	59.3	3.0	No	220	59.6	3.3	No	219	59.5	3.2	No
Res 148 (Residential)	3	B	29	62.5	64.2	No	30	64.3	1.8	No	30	64.3	1.8	No	29	61.4	-1.1	No
Res 149 (Residential)	1	B	158	60.1	61.8	No	146	62.5	2.4	No	143	62.4	2.3	No	142	62.3	2.2	No
Res 150 (Residential)	1	B	64	**67.0**	**68.7**	**Yes**	53	**68.7**	1.7	**Yes**	53	**68.7**	1.7	**Yes**	52	**68.6**	1.6	**Yes**
Res 151 (Residential)	1	B	100	64.3	**66.0**	**Yes**	91	65.9	1.6	No	91	65.9	1.6	No	90	65.6	1.3	No
Res 152 (Residential)	1	B	69	**66.8**	**68.6**	**Yes**	60	**68.5**	1.7	**Yes**	60	**68.5**	1.7	**Yes**	59	**68.4**	1.6	**Yes**
Res 153 (Residential)	1	B	89	**66.0**	**67.7**	**Yes**	70	**67.0**	1.0	**Yes**	70	**67.0**	1.0	**Yes**	69	**66.9**	0.9	**Yes**
Res 154 (Residential)	1	B	83	63.3	65.0	No	74	64.1	0.8	No	71	64.2	0.9	No	70	64.1	0.8	No
Res 155 (Residential)	1	B	70	62.7	64.5	No	50	64.3	1.6	No	50	64.3	1.6	No	49	64.3	1.6	No
Res 156 (Residential)	1	B	91	60.9	62.6	No	71	62.7	1.8	No	71	62.8	1.9	No	70	62.8	1.9	No
Res 157 (Residential)	1	B	78	61.7	63.4	No	62	63.3	1.6	No	62	63.3	1.6	No	61	63.3	1.6	No

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 158 (Residential)	1	B	51	63.4	65.1	No	43	65.1	1.7	No	43	65.1	1.7	No	42	65.1	1.7	No
Res 159 (Residential)	1	B	87	65.7	**67.4**	**Yes**	76	**67.1**	1.4	**Yes**	74	**67.1**	1.4	**Yes**	73	**67.0**	1.3	**Yes**
Res 160 (Residential)	1	B	75	**66.5**	**68.2**	**Yes**	63	**68.3**	1.8	**Yes**	62	**68.3**	1.8	**Yes**	61	**68.2**	1.7	**Yes**
Res 161 (Residential)	3	B	293	52.9	54.6	No	272	55.2	2.3	No	270	55.3	2.4	No	269	55.2	2.3	No
Res 162 (Residential)	1	B	80	**66.1**	**67.9**	**Yes**	68	**67.9**	1.8	**Yes**	67	**67.9**	1.8	**Yes**	66	**67.7**	1.6	**Yes**
Res 163 (Residential)	7	B	255	53.4	55.1	No	243	56.1	2.7	No	242	56.2	2.8	No	241	56.1	2.7	No
Res 164 (Residential)	5	B	379	51.1	52.8	No	367	53.4	2.3	No	366	53.5	2.4	No	365	53.4	2.3	No
Res 165 (Residential)	4	B	457	49.6	51.3	No	445	51.8	2.2	No	444	51.9	2.3	No	443	51.8	2.2	No
Res 166 (Residential)	1	B	82	**66.0**	**67.7**	**Yes**	70	**67.6**	1.6	**Yes**	69	**67.5**	1.5	**Yes**	68	**67.3**	1.3	**Yes**
Res 167 (Residential)	1	B	87	65.6	**67.3**	**Yes**	76	**66.9**	1.3	**Yes**	75	**66.9**	1.3	**Yes**	74	**66.6**	1.0	**Yes**
Res 168 (Residential)	1	B	93	65.0	**66.7**	**Yes**	83	**66.4**	1.4	**Yes**	82	**66.4**	1.4	**Yes**	81	**66.1**	1.1	**Yes**
Res 169 (Residential)	1	B	100	64.3	**66.0**	**Yes**	91	65.9	1.6	No	90	65.8	1.5	No	89	65.6	1.3	No

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 170 (Residential)	1	B	136	61.1	62.8	No	127	63.5	2.4	No	126	63.5	2.4	No	125	63.3	2.2	No
Res 171 (Residential)	2	B	215	55.6	57.3	No	206	59.0	3.4	No	205	59.1	3.5	No	204	58.9	3.3	No
Res 172 (Residential)	3	B	308	51.6	53.3	No	299	54.6	3.0	No	298	54.7	3.1	No	297	54.5	2.9	No
Res 173 (Residential)	1	B	115	62.7	64.4	No	106	64.8	2.1	No	105	64.8	2.1	No	104	64.5	1.8	No
Res 174 (Residential)	1	B	65	**67.0**	**68.7**	**Yes**	56	**68.7**	1.7	**Yes**	55	**68.7**	1.7	**Yes**	54	**68.6**	1.6	**Yes**
Res 175 (Residential)	1	B	72	**66.5**	**68.2**	**Yes**	68	**67.8**	1.3	**Yes**	64	**67.8**	1.3	**Yes**	63	**67.7**	1.2	**Yes**
Res 176 (Residential)	1	B	76	**66.3**	**68.0**	**Yes**	81	**66.6**	0.3	**Yes**	79	**66.5**	0.2	**Yes**	78	**66.3**	0.0	**Yes**
Res 177 (Residential)	1	B	78	**66.2**	**67.9**	**Yes**	102	65.1	-1.1	No	102	65.1	-1.1	No	101	64.8	-1.4	No
Res 178 (Residential)	3	B	190	53.6	55.3	No	190	55.9	2.3	No	190	56.1	2.5	No	189	55.9	2.3	No
Res 179 (Residential)	3	B	225	51.8	53.5	No	225	53.4	1.6	No	225	53.6	1.8	No	224	53.5	1.7	No
Res 180 (Residential)	4	B	332	50.0	51.7	No	332	51.7	1.7	No	332	51.9	1.9	No	331	51.8	1.8	No
Res 181 (Residential)	1	B	52	**66.7**	**68.5**	**Yes**	41	**66.8**	0.1	**Yes**	41	**66.8**	0.1	**Yes**	40	**66.6**	-0.1	**Yes**

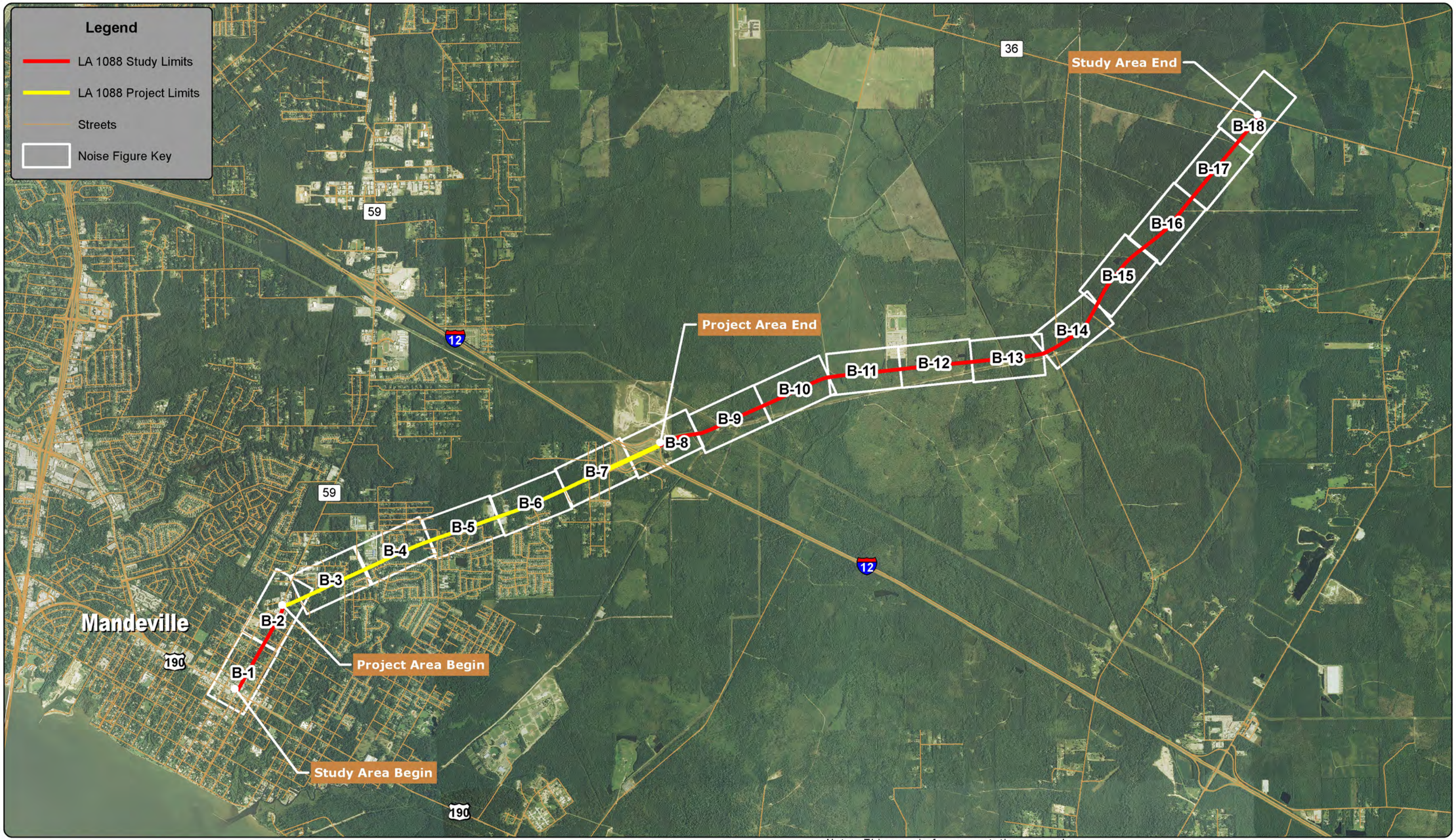
			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 182 (Residential)	1	B	75	**66.9**	**68.6**	**Yes**	68	**68.1**	1.2	**Yes**	65	**68.2**	1.3	**Yes**	64	**68.1**	1.2	**Yes**
Res 183 (Residential)	1	B	66	**67.5**	**69.2**	**Yes**	58	**69.1**	1.6	**Yes**	56	**69.2**	1.7	**Yes**	55	**69.1**	1.6	**Yes**
Res 184 (Residential)	1	B	73	**67.1**	**68.8**	**Yes**	68	**68.7**	1.6	**Yes**	63	**68.7**	1.6	**Yes**	62	**68.6**	1.5	**Yes**
Res 185 (Residential)	1	B	71	**67.2**	**69.0**	**Yes**	67	**68.9**	1.7	**Yes**	61	**68.9**	1.7	**Yes**	60	**68.8**	1.6	**Yes**
Res 186 (Residential)	1	B	67	**67.5**	**69.2**	**Yes**	64	**69.1**	1.6	**Yes**	57	**69.3**	1.8	**Yes**	56	**69.2**	1.7	**Yes**
Res 187 (Residential)	1	B	69	**67.3**	**69.0**	**Yes**	66	**68.9**	1.6	**Yes**	59	**69.1**	1.8	**Yes**	58	**69.0**	1.7	**Yes**
Office 188 (Office)	1	E	68	67.4	69.1	No	65	69.0	1.6	No	58	**69.2**	1.8	No	57	69.1	1.7	No
Res 189 (Residential)	1	B	107	64.2	65.9	No	104	**66.9**	2.7	**Yes**	97	**67.0**	2.8	**Yes**	96	**66.7**	2.5	**Yes**
Res 190 (Residential)	7	B	255	53.4	55.1	No	253	55.6	2.2	No	250	56.2	2.8	No	249	56.0	2.6	No
Res 191 (Residential)	3	B	338	51.6	53.3	No	335	53.7	2.1	No	328	54.4	2.8	No	327	54.2	2.6	No
Res 192 (Residential)	3	B	405	50.4	52.1	No	402	52.5	2.1	No	395	52.9	2.5	No	394	52.8	2.4	No
Office 193 (Office)	1	E	72	67.2	68.9	No	69	68.9	1.7	No	62	68.9	1.7	No	61	68.8	1.6	No

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Recreation 194 (Recreation)	1	E	148	61.1	62.8	No	137	63.2	2.1	No	136	63.6	2.5	No	135	63.3	2.2	No
Vet Office 195 (Vet Office)	1	C	321	53.4	55.1	No	300	57.9	4.5	No	301	58.2	4.8	No	300	57.9	4.5	No
Res 196 (Residential)	1	B	416	51.0	52.8	No	395	55.3	4.3	No	399	55.6	4.6	No	398	55.4	4.4	No
Res 197 (Residential)	1	B	322	53.6	55.3	No	302	58.0	4.4	No	306	58.4	4.8	No	305	58.1	4.5	No
Res 198 (Residential)	2	B	284	52.6	54.3	No	289	56.5	3.9	No	289	56.9	4.3	No	288	56.6	4.0	No
Res 199 (Residential)	3	B	60	57.4	59.2	No	65	59.4	2.0	No	65	59.6	2.2	No	64	59.5	2.1	No
Res 200 (Residential)	3	B	96	55.5	57.2	No	94	58.6	3.1	No	94	58.8	3.3	No	93	58.6	3.1	No
Res 201 (Residential)	2	B	452	51.0	52.7	No	457	55.5	4.5	No	453	55.8	4.8	No	452	55.4	4.4	No
Res 202 (Residential)	1	B	302	53.9	55.6	No	298	56.4	2.5	No	292	57.4	3.5	No	291	57.2	3.3	No
Res 203 (Residential)	2	B	191	58.4	60.1	No	186	60.7	2.3	No	181	61.5	3.1	No	180	61.4	3.0	No
Church 204 (Church)	1	B	127	**66.0**	**67.8**	**Yes**	124	**67.9**	1.9	No	117	**68.0**	2.0	**Yes**	116	**67.6**	1.6	**Yes**
Church 205 (Church)	1	C	182	58.9	60.6	No	179	61.3	2.4	No	172	61.7	2.8	No	171	61.6	2.7	No

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 206 (Residential)	1	B	144	61.3	63.0	No	141	62.9	1.6	No	134	63.6	2.3	No	133	63.4	2.1	No
Res 207 (Residential)	1	B	217	57.2	58.9	No	213	60.0	2.8	No	207	60.7	3.5	No	206	60.6	3.4	No
Res 208 (Residential)	1	B	179	60.5	62.3	No	156	64.2	3.7	No	156	64.4	3.9	No	155	64.0	3.5	No
Res 209 (Residential)	1	B	84	**67.5**	**69.2**	**Yes**	67	**70.1**	2.6	**Yes**	67	**70.1**	2.6	**Yes**	66	**70.0**	2.5	**Yes**
Res 210 (Residential)	3	B	179	60.5	62.2	No	165	63.8	3.3	No	165	63.8	3.3	No	164	63.4	2.9	No
Res 211 (Residential)	1	B	312	55.8	57.5	No	291	59.4	3.6	No	291	59.4	3.6	No	290	59.1	3.3	No
Res 212 (Residential)	3	B	459	52.4	54.1	No	446	56.0	3.6	No	446	56.0	3.6	No	445	55.7	3.3	No
Res 213 (Residential)	1	B	100	65.4	**67.1**	**Yes**	96	**68.2**	2.8	**Yes**	96	**68.2**	2.8	**Yes**	95	**68.1**	2.7	**Yes**
Res 214 (Residential)	1	B	152	61.5	63.2	No	158	64.1	2.6	No	158	64.1	2.6	No	157	63.8	2.3	No
Res 215 (Residential)	1	B	138	62.4	64.0	No	143	65.1	2.7	No	143	65.1	2.7	No	142	64.7	2.3	No
Res 216 (Residential)	1	B	118	63.9	65.5	No	119	**66.9**	3.0	**Yes**	119	**66.9**	3.0	**Yes**	118	**66.5**	2.6	**Yes**
Res 217 (Residential)	8	B	336	54.7	56.3	No	339	57.5	2.8	No	339	57.5	2.8	No	338	57.2	2.5	No

			Existing Alignment				Build Alternative 1 (1A and 1B)				Build Alternative 2				Build Alternative 2A			
Site	No. of Receivers Rep.	Act Cat	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2013 Noise Level (dBA)	2033 No Build Level (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?	Dist. From Nearest Modeled Edge-of-Pavement (feet)	2033 Build Level (dBA)	Diff Between Existing and Build (dBA)	Noise Impact?
Res 218 (Residential)	1	B	157	61.1	62.8	No	157	64.1	3.0	No	157	64.1	3.0	No	156	63.7	2.6	No
Res 219 (Residential)	2	B	230	57.5	59.1	No	229	60.3	2.8	No	229	60.3	2.8	No	228	60.0	2.5	No
Res 220 (Residential)	4	B	302	55.4	57.0	No	301	58.2	2.8	No	301	58.2	2.8	No	300	57.9	2.5	No
Res 221 (Residential)	1	B	174	60.2	61.8	No	173	63.1	2.9	No	173	63.0	2.8	No	172	62.7	2.5	No
Res 222 (Residential)	1	B	169	56.8	58.4	No	163	59.5	2.7	No	163	59.4	2.6	No	162	59.3	2.5	No
Res 223 (Residential)	1	B	151	55.8	57.4	No	151	58.5	2.7	No	151	58.5	2.7	No	150	58.4	2.6	No
Res 224 (Residential)	1	B	150	55.2	56.8	No	155	57.8	2.6	No	155	57.7	2.5	No	154	57.6	2.4	No
Res 225 (Residential)	1	B	207	53.6	55.5	No	207	55.6	2.0	No	207	55.6	2.0	No	206	55.5	1.9	No
Res 226 (Residential)	1	B	121	57.1	58.8	No	111	58.8	1.7	No	111	58.8	1.7	No	110	58.7	1.6	No

APPENDIX B
LA 1088 Corridor Study Noise Report
Figures B-1 – B-18



DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 4,000 8,000 Feet

1 inch = 4,000 feet

N

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure Key
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-1
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps

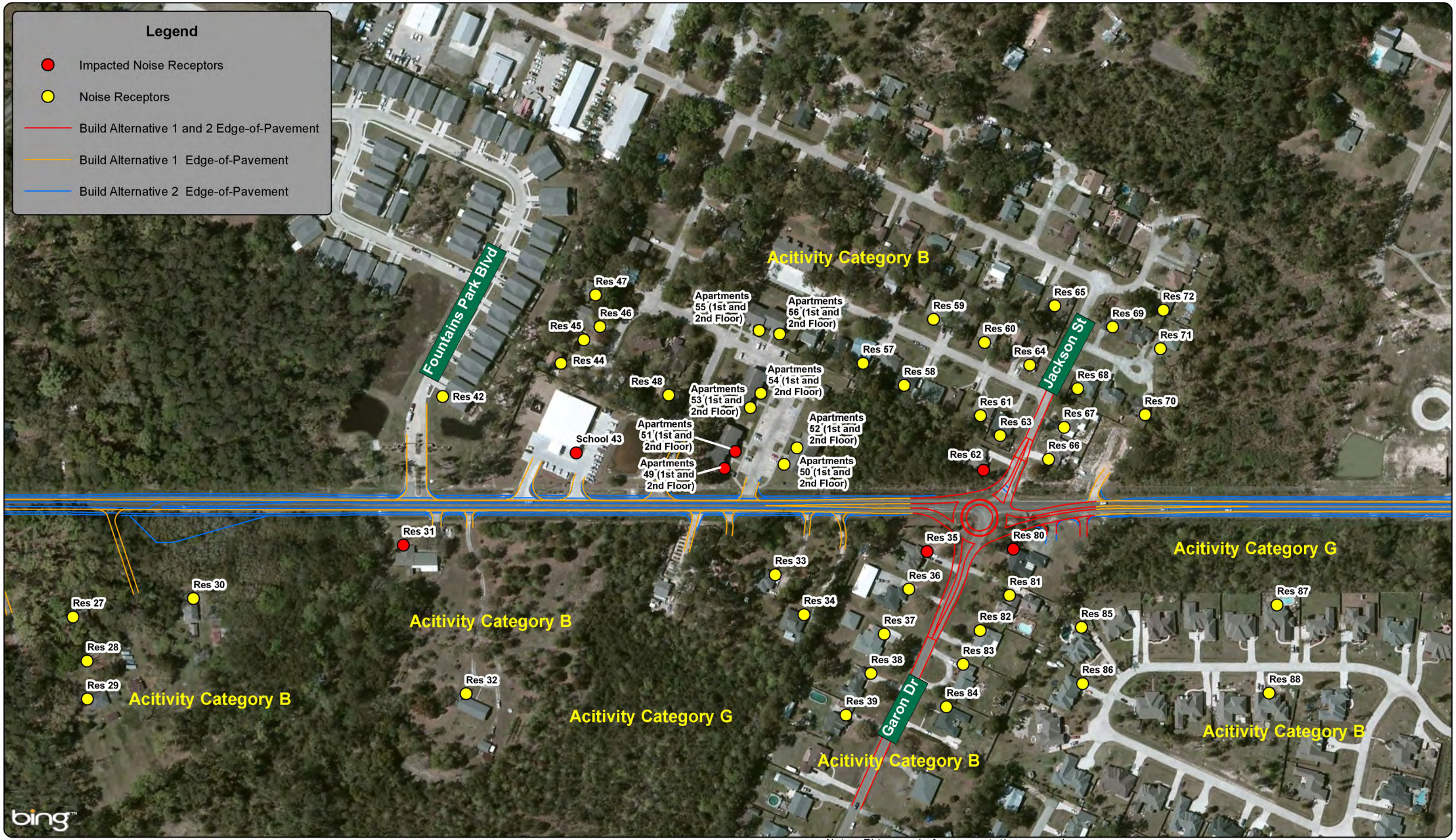
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-2
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps



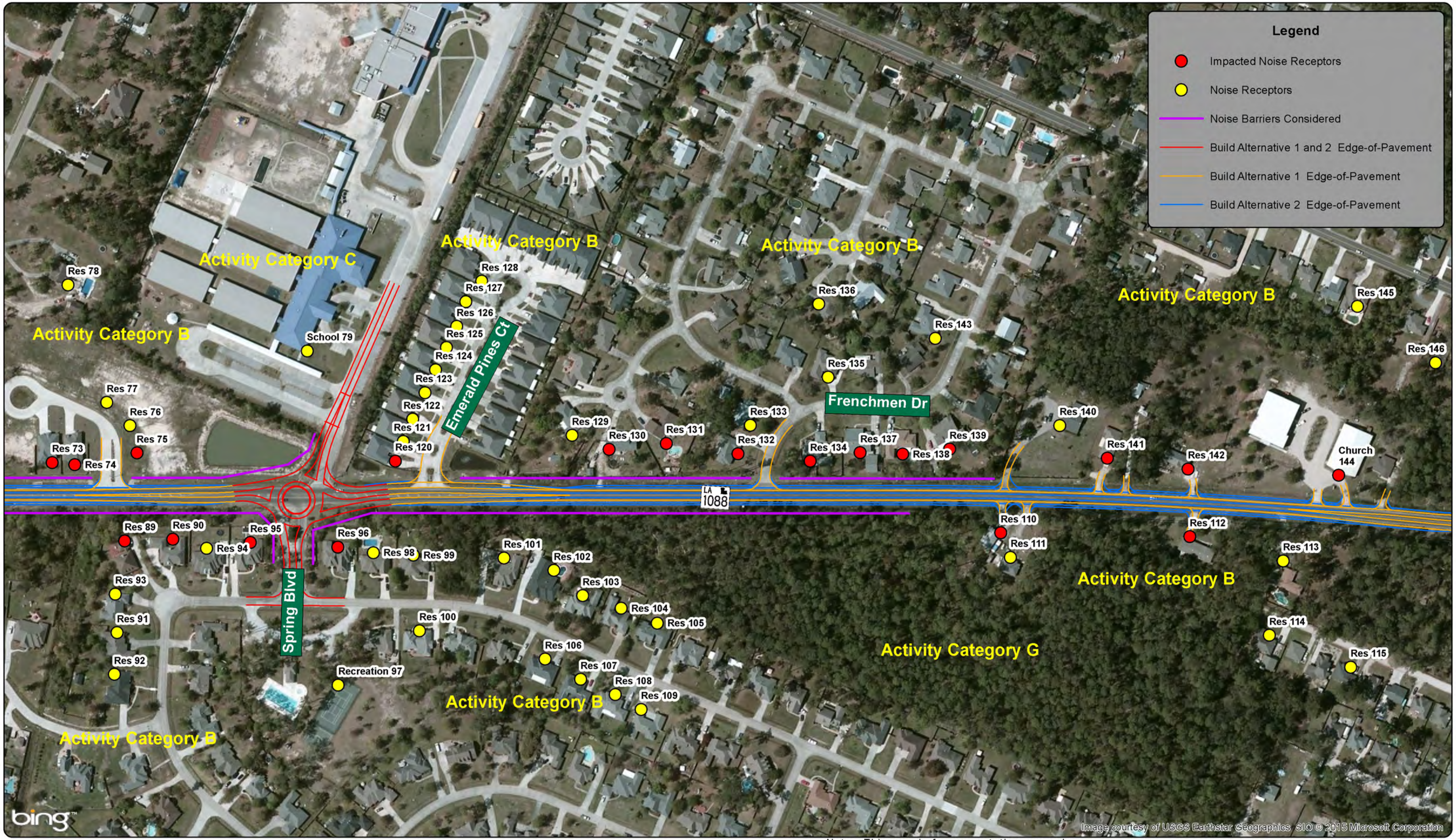
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-3
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps



DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

N

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-4
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-5
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

N

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-6
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-7
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-8
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-9
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps

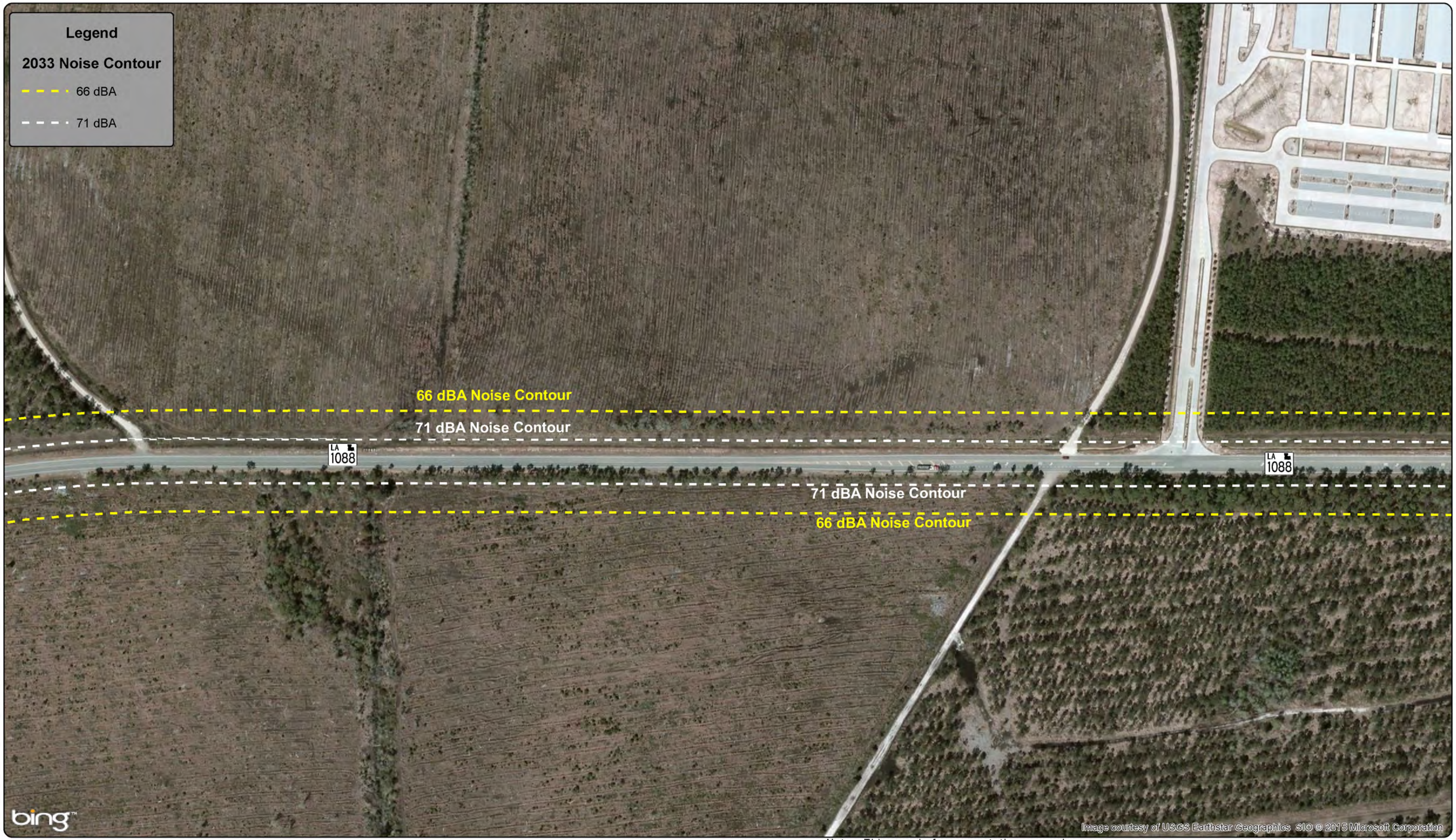
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-10
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps



DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

N

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-11
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

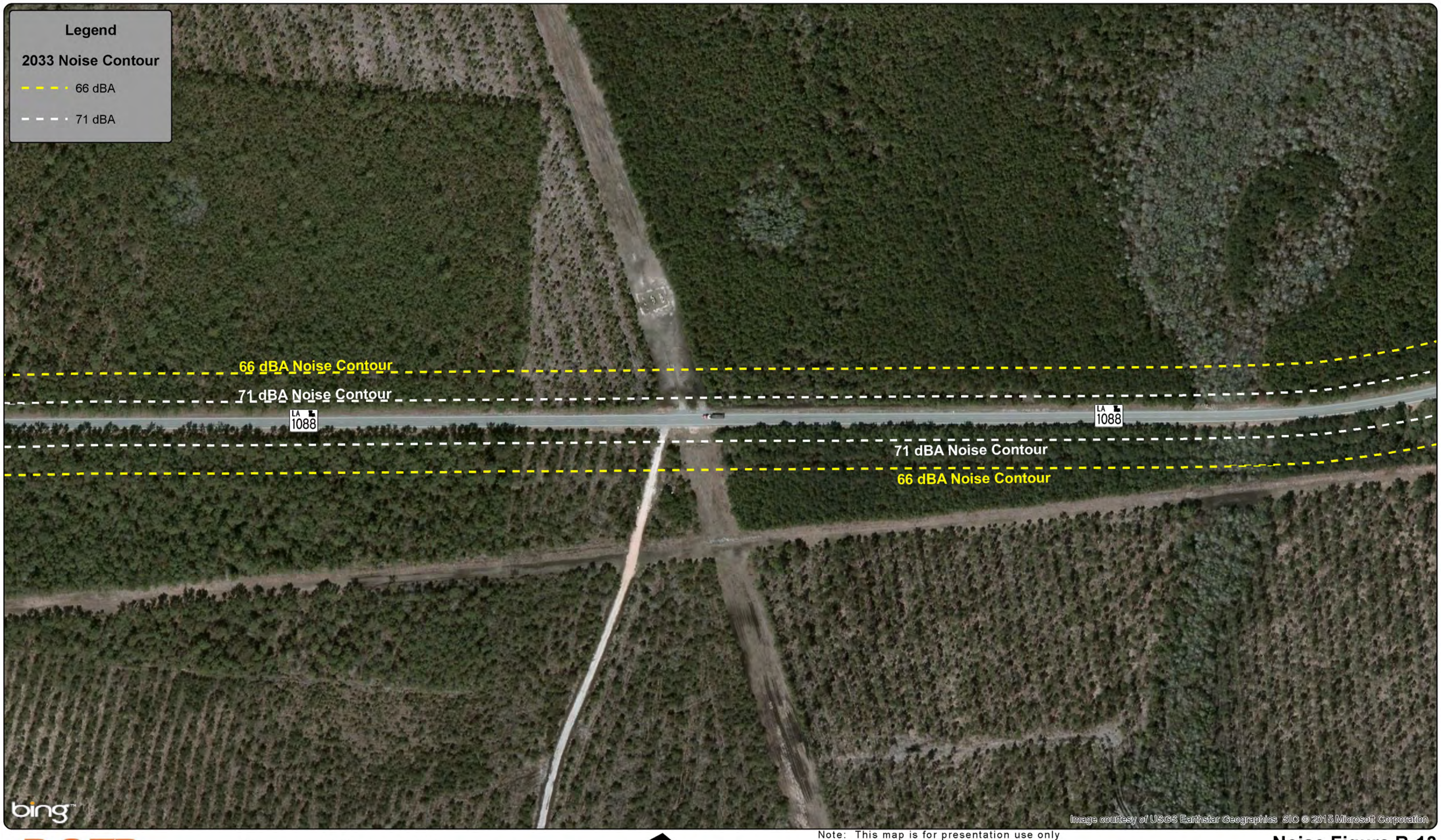
0 200 400 Feet

1 inch = 200 feet

N

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-12
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps



DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

N

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-13
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-14
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-15
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-16
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps

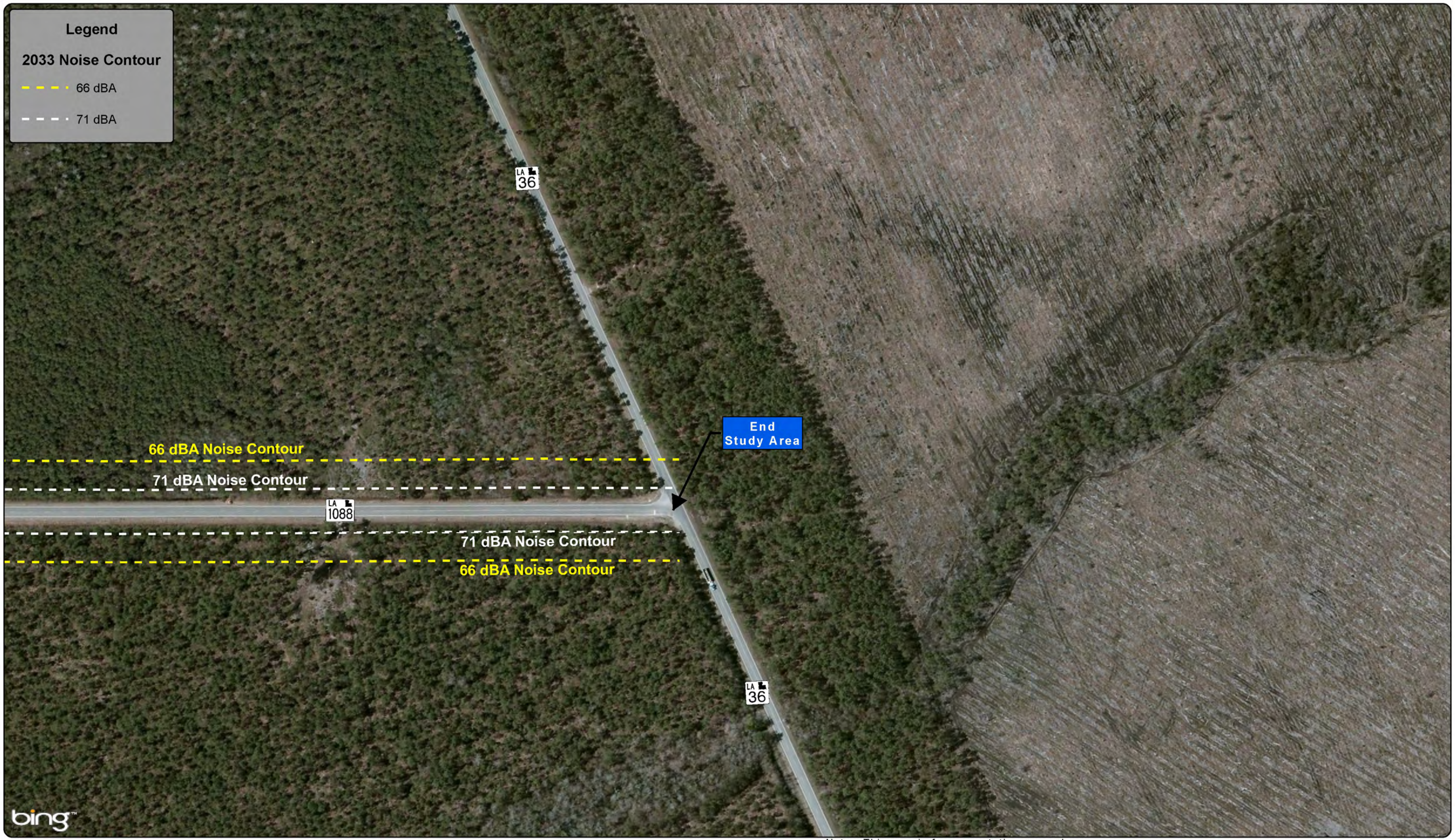
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-17
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps



DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

0 200 400 Feet

1 inch = 200 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Noise Figure B-18
Project No. H.010116
LA 1088 Corridor Study
from LA 59 to I-12 Westbound Ramps

APPENDIX C
LA 1088 Corridor Study Noise Report
LADOTD's Highway Traffic Noise Policy

STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

HIGHWAY TRAFFIC NOISE POLICY

July 2011

TABLE OF CONTENTS

Introduction	1
Purpose	1
Definition	2
Applicability	3
Traffic Noise Analysis	4
1. Identification of Existing Land Uses Affected by Noise	4
2. Determination of Existing Noise Levels	4
3. Prediction of Traffic Noise Levels	6
4. Determination of Traffic Noise Impacts	6
5. Evaluation of Noise Abatement	9
Feasibility	9
Reasonableness	10
Documentation	12
Miscellaneous Provision	13
Information for Local Officials	13
Construction Noise	14
Revision	14
Implementation Plan	14

INTRODUCTION

This document contains the Louisiana Department of Transportation and Development's (DOTD) policy on highway traffic noise. This policy describes the implementation of the requirements of the Federal Highway Administration (FHWA) noise regulations for Federal-aid projects found in 23 Code of Federal Regulations Part 772 (23 CFR Part 772).[1] DOTD developed this policy in accordance with FHWA regulations and guidance, and FHWA reviewed and approved this policy for implementation.

In the 1972 Federal-aid Highway Act, Congress required FHWA to develop a noise standard for new Federal-aid highway projects. In accordance with 23 United States Code section 109(i) (23 USC 109(i)), FHWA promulgated noise regulations which applied to Federal-aid projects. In June 1995, FHWA mandated that state transportation agencies adopt a written Highway Traffic Noise Policy consistent with the regulations and their June 1995 guidance. DOTD complied, with its first written policy approved by FHWA in August 1996. Since its initial approval, the DOTD highway traffic noise policy has been revised three times, in 1997, 2004 and 2009. Each revision required FHWA review and approval prior to implementation. On July 13, 2010, FHWA published their new noise regulations in the Federal Register[2] and mandated that state transportation agencies rewrite their noise policies to be consistent with the new regulations. The states were given until January 2011 to submit proposed policies for FHWA review. To assist states in rewriting their policies, FHWA published guidance dated June 2010 and revised January 2011 which can be found on FHWA's web site.[3] The effective date of the new regulations is July 13, 2011.

The policy herein contains information on how highway traffic noise impacts are defined, how noise abatement is evaluated, and how noise abatement decisions are made in Louisiana. **This policy as written assumes that the noise analyst is familiar with the provisions of the Federal regulation on which this policy is based.** If you need further information regarding the policy, contact the DOTD Environmental Section at (225) 242-4502.

PURPOSE

The purpose of this written policy is to outline DOTD's policy and procedures for compliance with the FHWA Noise regulations found at 23 CFR 772.

[1] Access CFR regulations from http://www.gpoaccess.gov/cfr/retrieve.html
[2] Access Federal Register, Vol. 75, page 39820 from FR Main page at http://www.gpoaccess.gov/fr/index.html
[3] Access FHWA noise guidance, regulations, and related material from http://www.fhwa.dot.gov/environment/noise/

DEFINITIONS

Reference is made to the definitions contained in the regulations (23 CFR 772.5). Defined below are some of the terms specifically referenced in the policy or which require additional refinement.

Benefited Receptor - a recipient of an abatement measure, whether impacted or not, receiving 5 dBA or more reduction in the noise level as a result of the proposed abatement.

Common Noise Environment – a group of receptors within the same Activity Category in Table 1 that are exposed to similar noise sources and levels; traffic volumes, traffic mix, and speed; and topographic features.

Date of Public Knowledge - the date of approval of the Record of Decision, Finding of No Significant Impact, or Categorical Exclusion. The date of public knowledge is the date at which the DOTD will no longer be responsible for providing noise abatement for new development which occurs adjacent to the proposed project. Provision of such abatement measures becomes the responsibility of the local communities or private developers.

Design Year – the future year used to estimate the probable traffic volume for which a highway is designed. The design year will normally be 20 years from the projected start of project construction.

Existing Noise Levels – the worst noise hour, resulting from the natural and mechanical sources and human activity, usually present in a particular area.

Leq – the equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as a time-varying sound level during the same period.

Leq(h) – the hourly value of Leq.

Multifamily Dwelling – A residential structure containing more than one residence. Each residence in a multifamily dwelling shall be counted as one receptor when determining impacted and benefited receptors.

Noise Reduction Design Goal – the optimum desired noise reduction determined from calculating the difference between future build noise levels with abatement to future build noise levels without abatement. The noise reduction design goal in Louisiana is 8 dBA.

Permitted – A definite commitment to develop land with an approved specific design of land use activities as evidenced by the issuance of a building permit.

Property Owner – an individual or group of individuals that hold a title, deed, or other legal documentation of ownership of a property or a residence.

Receptor – A discrete or representative location of a noise sensitive area(s), for any of the land uses listed in Table 1.

Residence – a dwelling unit. Either a single family residence or each dwelling unit in a multifamily dwelling.

Statement of Likelihood – A statement provided in an environmental document based on the feasibility and reasonableness analysis at the time the document is being approved.

Traffic Noise Impacts – design year build condition noise levels that *approach* or exceed the FHWA Noise Abatement Criteria for the future build condition, or design year build condition noise levels that exceed the existing noise levels by 10 dBA. (*Approach* is defined as 1 dBA less than the FHWA Noise Abatement Criteria.)

Type I Project –
(1) The construction of a highway on new location; or
(2) The physical alteration of an existing highway where there is either:
    (a) Substantial Horizontal Alteration (a project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition), or
    (b) Substantial Vertical Alteration (a project that removes shielding therefore exposing the line-of-sight between the receptor and the traffic noise source by altering the vertical alignment of the highway or by altering the topography); or
(3) The addition of a through-traffic lane. This includes the addition of a through-traffic lane that functions as a HOV, HOT, bus, or truck climbing lane; or
(4) The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; or
(5) The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or
(6) Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or
(7) The addition of a new or substantial alteration of a weight station, rest stop, ride-share lot or toll plaza.
*Note that if a project is determined to be a Type I project, then the entire project area as defined in the environmental document is a Type I project.

Type II Project – a proposed project to provide noise abatement on an existing highway. DOTD does not have a Type II program.

Type III Project – a proposed project that does not meet the classification of a Type I or Type II project. Type III projects do not require a noise analysis.

APPLICABILITY

This policy applies to all Federal highway projects in the State of Louisiana; that is, any projects that receive Federal-aid funds or are otherwise subject to FHWA approval.

This policy also applies to the construction of <u>new</u> control of access highways that are funded through DOTD with no FHWA involvement.

Type II programs to provide noise abatement along existing highways are voluntary. DOTD does not have a Type II program; therefore, DOTD will not consider Type II projects.

DOTD will consider and construct barriers when sufficient funds (Federal or State) are appropriated by either State or Federal legislature specific to the construction of a barrier. These legislative mandated barriers may or may not be part of a Type I project. These barriers will be designed in accordance with the legislation as to location, height, and other parameters. If the design parameters are not specified in the legislation, the barrier will be designed to achieve a reasonable noise reduction in accordance with this policy.

This policy shall not prohibit the application of visual screens or security fences. Visual screens and security fences are not eligible for Federal-aid funding as noise abatement.

TRAFFIC NOISE ANALYSIS

The traffic noise analysis will include the steps listed below for each alternative under detailed study. Note that if any segment or component of an alternative meets the definition of a Type I project, then the entire alternative is considered to be Type I and is subject to the noise analysis requirements below.

1. **Identification of Existing Land Uses Affected by Noise:** The following types of activities and land uses affected by noise from the highway will be identified for analysis:
    a. Category A: Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose;
    b. Category B: residential;
    c. Category C: 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 studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings;
    d. Category D: auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios;
    e. Category E: hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F;
    f. Category 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; and
    g. Category G: undeveloped lands that are not permitted.

    Justification for the designation of lands as Category A must be submitted to FHWA on a case-by-case basis for concurrence. Justifications will be submitted through the FHWA Division Office to FHWA Headquarters.

2. **Determination of Existing Noise Levels:** The determination of existing noise levels will be made utilizing field measurements of actual noise levels. A log will be kept noting the time of day, meteorological conditions, calibration results, and any unusual ambient noise sources experienced during each measurement.

Noise measurements will be taken utilizing ANSI Type 1 or Type 2 Sound Level Meters used in accordance with the manufacturer's operations manual. Meters are to be calibrated before and after each measurement. Meters should have valid factory calibration certification. Measurements should be done in accordance with the FHWA publication entitled, "Measurement of Highway – Related Noise," dated May 1996.[4]

Noise measurements will be taken in time intervals no shorter than 15 minutes and no longer than one hour unless alternate intervals are given prior approval by DOTD.

Actual traffic counts will be made during each field measurement. These traffic counts will be categorized according to the following vehicle classes:

Automobiles (A) – all vehicles with two axles and four wheels designed primarily for transportation of nine or less passengers or transportation of cargo.

Medium Trucks (MT) – all vehicles with two axles and six wheels designed for the transportation of cargo.

Heavy Trucks (HT) – all vehicles having three or more axles designed for the transportation of cargo.

Buses (B) – all vehicles designed to carry more than nine passengers.

Motorcycles (M) – all vehicles with two or three wheels and an open-air driver/passenger compartment.

Sites selected for field measurements will receive prior approval of DOTD. These sites will represent noise sensitive receptors in each Activity Category which are likely to be affected by the project. Sites outside of the immediate vicinity of the project may also be chosen to determine the ambient noise levels unaffected by the roadway. For proposed highways on new alignments where no highway currently exists, measurements must be taken at representative receptor locations. Unless specifically approved by DOTD, field measurements will be taken to represent exterior activities only.

Field measurements will be taken at approved sites at peak and off-peak times. Peak hour noise levels will be the hour with the highest noise levels, not necessarily the hour with the highest traffic volumes.

Upon the consent of the Environmental Engineer Administrator, existing noise levels may be determined by utilizing other methodology, including computer models consistent with the current FHWA highway traffic noise prediction model. Traffic characteristics, data, selection of receptor locations, and other input parameters utilized will be at the discretion of DOTD.

[4] Located on web at http://www.fhwa.dot.gov/environment/noise/measurement/measure.cfm

3. **Prediction of Traffic Noise Levels:** Any traffic noise prediction methodology is approved for use in any traffic noise analysis required by this policy if the methodology used at the time the noise study is consistent with the requirements of 23 CFR 772.9.[5]

   Report predicted noise levels in the noise report and related documents in the same format as reported by the model used.[6]

   To validate model results, it is necessary to compare the noise levels measured in the field to the noise levels predicted by the model using the roadway parameters and traffic data collected in the field. If the modeled results are within 3 dBA of the measured noise levels, no further action is required, and the model can be used to determine future noise levels. If the modeled results are not within 3 dBA of the measured noise levels, then further investigation is warranted into the reason(s) for the discrepancy prior to using the model to determine future noise levels.

   In predicting noise levels and assessing noise impacts, traffic characteristics that will yield the worst hourly traffic noise impact on a regular basis for the design year will be used. The period with the highest sound levels may not be at the peak traffic hour but instead, during some period when traffic volumes are lower but the truck mix or vehicle speeds are higher.

   Future noise levels will be based on modeling results utilizing data for the design year. This data, including traffic volumes, composition and speed, other reasonably foreseeable development, and the implementation of other transportation projects, will be based on accepted engineering practice and local planning assumptions.

4. **Determination of Traffic Noise Impacts:** Traffic noise impacts occur when the future (predicted, design year, build condition) noise levels *approach or exceed* the FHWA Noise Abatement Criteria, or when the future (predicted, design year, build condition) noise levels exceed the existing noise levels at any sensitive receptor by 10 dBA. FHWA requires that the States define *approach* as at least 1 dBA below their Noise Abatement Criteria.

[5] The approved model in effect on July 13, 2011, the effective date of the regulations, is FHWA TNM version 2.5. When running the TNM 2.5 model, average pavement type must be used for prediction of future noise levels unless FHWA approves use of another type.

[6] The current approved model, TNM, reports results in tenths, a decimal format (##.#).

FHWA Noise Abatement Criteria
Hourly A-weighted Sound Level decibels (dBA)

Activity category	Activity Leq (h)	Evaluation Location	Activity Description	In Louisiana, Impact occurs when Noise Level ***IS EQUAL TO OR GREATER THAN*** the values below*
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.	**56**
B	67	Exterior	Residential (includes undeveloped lands permitted for residential).	**66**
C	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 studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. (Includes undeveloped lands permitted for these activities).	**66**
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.	**51**
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F. (Includes undeveloped lands permitted for these activities).	**71**
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.	**n/a**
G	------	------	Undeveloped lands that are not permitted.	**n/a**

*These values are consistent with the FHWA's requirement for consideration of traffic noise impacts 1 dBA below their noise abatement criteria.

The noise analysis must include analysis for each type of receptor present in the study area. Noise contour lines shall not be used to determine noise impacts, but noise contour lines can be used for project alternative screening or for land use planning purposes.

In determining and abating traffic noise impacts, primary consideration is to be given to exterior areas of frequent human use. Examples of possible receptor locations for residential receivers are patios, courtyards, front or back yard, pool areas, etc. Generally, the receptor location which lies between the noise source and the receiver is chosen as the location to model. If the circumstances of a particular receiver are atypical, contact the DOTD Environmental Section Coordinator for guidance.

In determining the number of receptors impacted/benefited, the number will include all dwelling units (i.e., owner-occupied, rental units, mobile homes, etc.). Each unit in a multifamily building is counted as one receptor.

For hotels, motels, offices, and other developed lands, receptor locations will be sited at outdoor areas of frequent human use such as patios, courtyards, pool areas, locations of outdoor seating, etc.

For parks and recreational areas, model each designated use area as a receptor location. For example, the park may have ball fields, basketball courts, playground equipment, tennis courts, picnic area, pool, etc. Each of these specific activity areas would be modeled to determine noise impact at each of these locations.

In those situations where there are no exterior activities to be affected by the traffic noise, or where exterior activities are far from or physically shielded from the roadway in a manner that prevents an impact on exterior activities, the interior criterion, Activity Category D, shall be used as the basis of determining noise impacts. An indoor analysis shall only be done after exhausting all outdoor analysis options. Interior noise level predictions may be estimated by using the information in Table 6 of FHWA's guidance document entitled, "Highway Traffic Noise: Analysis and Abatement Guidance," dated June 2010 and revised January 2011.[7]

When applying the interior criterion, consideration is given to the impact and abatement of interior rooms facing the roadway that are occupied frequently with a use that would benefit from a reduction in noise. For example, a classroom, prayer room, or meeting room would benefit from a reduction in noise, but a storage room or boiler room would not. When determining the cost for reasonableness, one building is one receptor, although multiple rooms may be insulated or provided noise reduction windows.

For Category F, no highway noise analysis is required under 23 CFR 772.

For Category G, if the undeveloped land is not permitted for development by the date of public knowledge, the noise levels are determined in accordance with 23 CFR 772.17(a) and results are documented in the environmental document.

[7] On-line guidance available at FHWA website, http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/

5. **<u>Evaluation of Noise Abatement</u>:** When traffic noise impacts are identified, noise abatement shall be considered and evaluated for *feasibility* and *reasonableness*. Traffic noise impacts will be determined and alternative noise abatement measures analyzed by giving weight to the benefits and cost of abatement, and to the overall social, economic and environmental impacts.

   In abating traffic noise impacts, primary consideration is given to exterior areas where frequent human use occurs and a lowered noise level would be of benefit.

   The noise abatement measures listed below may be incorporated into Type I Federal or Federal-aid projects to reduce traffic noise impacts.

   (1) Construction of noise barriers, including acquisition of property rights, either within or outside the highway right-of-way. Landscaping is not a viable noise barrier;

   (2) Traffic management measures (e.g., traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits and exclusive lane designations);

   (3) Alteration of horizontal and vertical alignments;

   (4) Acquisition of property rights (predominantly unimproved property) to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise;

   (5) Noise insulation of Activity Category D land use facilities listed in Table 1. Post-installation maintenance and operational costs for noise insulation are not eligible for Federal-aid funding.

   Feasibility:

   For a noise barrier to be considered acoustically feasible, 75% of the first row of impacted receptors adjacent to the barrier must achieve at least a 5 dBA reduction in highway traffic noise.

   Other feasibility factors that will be considered are safety, barrier height, topography, drainage, utilities, maintenance of the abatement measure, and access to adjacent properties.

   DOTD will not build noise barriers that it considers unsafe to the traveling public or adjacent properties. Topography and drainage may impact the design of the barrier or make the barrier unfeasible to construct. Utilities may render a barrier unfeasible when a conflict between the utility and barrier exists and the utility cannot be moved or cannot be moved without creating other insurmountable problems. (Note that the cost to relocate a utility will be added to the cost of the barrier when the relocation is necessary for the construction of the barrier. If this relocation cost is large, the barrier, although feasible, may become unreasonable due to cost.) DOTD must be able to access the barrier for maintenance purposes. If access cannot be obtained, the barrier is unfeasible. When access to adjacent properties must be maintained, a barrier may be unfeasible if it cannot be designed to provide the needed access. Noise barriers

that block existing driveways are considered unfeasible; however, there may be situations whereby the property owners agree in writing to forfeit their access eliminating this concern. Situations may arise whereby access is needed for seasonal activities such as maintenance or management of adjacent properties. These situations will be considered on case by case basis.

Noise barriers on bridges are limited to a maximum height of 14 feet, measured from top of noise barrier to bridge slab. Costs associated with mounting the barrier to the bridge, including the cost to modify the bridge structure to support the barrier, will be added to the cost of the barrier for determining reasonableness.

Reasonableness:

For abatement measure to be considered reasonable all of the following three criteria must be met: (a) achievement of the noise reduction design goal, (b) cost effectiveness, and (c) concurrence of benefited receptors.

(a) Noise Reduction Design Goal: When noise abatement measures are being considered, every effort will be made to obtain a substantial noise reduction of at least 8 dBA. At a minimum, at least one receptor must receive an 8 dBA reduction for the noise abatement system to be reasonable. For noise barriers meeting the abovementioned criteria, the height and length of the barrier will be optimized using the cost/benefited receptor ratio.

(b) Cost Effectiveness: The cost estimate of the noise abatement measure (including but not limited to the costs of real estate acquisition, construction servitude or utility relocation) should be equal to or less than $35,000 per benefited receptor. The unit cost used to estimate the cost of likely barriers will be updated regularly (at least every five years) and published on DOTD's web site. *The final analysis regarding cost effectiveness will occur during design when more detail information is available regarding the cost of the barrier system*, and

(c) Consideration of Viewpoints: As part of the NEPA public involvement process, viewpoints from the community, including benefited receptors, will be solicited for all aspects of the project, including noise impacts and abatement. Public Involvement will be tailored to the project. If no relevant objections to the proposed noise abatement are made at this level of public involvement, this criterion is deemed met and abatement considered reasonable from the viewpoint of benefited receptors. If relevant objections are identified, a follow-up solicitation will occur with property owners and residents of the benefited receptors. The abatement measure will be considered reasonable from the viewpoint of benefitting receptors if 50% or more of the responses received are positive. *Follow-up coordination with benefited receptors may occur during the design stage when more detail information is available regarding barrier design*.

<u>Follow-up Coordination with Benefited Receptors during Final Design</u>

For noise barriers, the most common type of abatement, the Department will contact benefited receptors when the barrier design changes substantially from what was

presented in the NEPA document. The abatement measure will be considered reasonable from the viewpoint of benefitting receptors if 50% or more of the responses received are positive.

To ascertain desires, property owners and residents may be invited to attend a meeting specifically to discuss the proposed barrier, or they may be asked to complete a survey (paper, electronic, phone, etc.). Contact may be made through a variety of means such as in person, letters, flyers left at the receptor site, public notices, web sites, phone calls, emails or other reliable means or combination of means. Names and/or addresses may be obtained from the tax assessor's roll, clerk of court records, neighborhood associations, local government databases, reliable internet sources, or other reliable sources or combination of sources. Those who do not respond as requested will be deemed as not interested in the barrier. DOTD will give more weight to the desire of the property owner than to the desire of the lessee. (When conflicting responses are received, DOTD will consider the property owner's response over that of the lessee's.)

The criteria above must be met collectively for a noise abatement measure to be deemed reasonable. Failure to achieve all criteria collectively will result in the noise abatement measure being deemed not reasonable. **During stage 1 of project development (NEPA stage), the analysis will identify noise abatement measures that are likely to be incorporated into the project's design. The final determination of any proposed noise abatement measure will be made during the design stage.** During the design stage, only abatement measures identified in stage 1 as likely will be reevaluated for reasonableness. If the decision to provide an abatement measure changes during final design, the Department will inform the public.

The following optional factors are considered when determining justification for additional cost allowances to an already determined reasonable barrier:

- date of development (implementation requires public outreach),
  Favorable consideration will be given to residential developments that existed prior to the initial construction of the highway. (This factor applies to projects along existing highways and not to new alignments.)

Residential development existed prior to the original construction of the highway	Added to Reasonableness Criteria (b)
No	$0
Yes	$2,000

- changes between existing and future build-conditions,
  Favorable consideration will be given to impacted receptors that experience future build noise levels that are 30 dBA more than future no-build noise levels.

Incremental Increase in Noise Level Between the Future No-build and the Future Build Noise Levels Before Noise Abatement	Added to Reasonableness Criteria (b)
Less than 30 dBA	$0
30 dBA or greater	$2,000

- exposure to higher absolute highway traffic noise levels,
  Favorable consideration will be given to impacted receptors that have predicted future noise levels above 76 dBA

Predicted Future Build Noise Level Before Noise Abatement	Added to Reasonableness Criteria (b)
66-75 dBA	$0
76-79 dBA	$1,000
80 dBA or greater	$2,000

and

- use of noise compatible planning concepts by the local government,
  Favorable consideration will be given to areas that have noise compatible (relevant to highway noise) zoning requirements in place that include the project area.

Noise compatible zoning in place for study area	Added to Reasonableness Criteria (b)
No	$0
Yes, in place for 1 to 2 years	$1,000
Yes, in place for 2 or more years	$1,500

DOCUMENTATION

The noise study report will document the results of the noise study. This report may be a standalone document incorporated into the NEPA document by reference, or it may be included in the appendix of the NEPA document.

Before adoption of a Final Environmental Impact Statement, Finding of No Significant Impact, or Categorical Exclusion, for Federal-aid projects, the DOTD will identify noise abatement measures which

are both reasonable and feasible and likely to be incorporated in the project. The statement of likelihood included in the environmental document will give the locations and physical description of the noise abatement measures as well as explain that the final recommendation will be determined during final design with input from benefited receptors. The DOTD will also identify noise impacts for which no apparent solution is available.

MISCELLANEOUS PROVISIONS

Third party funding is not allowed if the funding is required to make the abatement measure feasible or reasonable. Third party funding is acceptable to make functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements to a noise abatement measure already determined to be both reasonable and feasible.

DOTD allows the use of either absorptive or reflective barriers. DOTD generally assumes reflective barriers in its noise analyses. This does not preclude the use of absorptive barriers or absorptive treatments. For example, a contractor may be given the option of using any barrier system on the Qualified Products List (QPL)[8] for construction. The QPL includes both reflective and absorptive systems. Therefore, the contract may choose either an absorptive or a reflective system as long as the system is on the QPL. Using an absorptive barrier when a reflective barrier was assumed for modeling purposes is not considered a substantial change in design for the purposes of soliciting viewpoints of benefited receptors. Note that decorative features often requested for visual enhancements may preclude use of absorptive treatments or some QPL barrier systems. If separate absorptive treatments are requested, the cost for the treatment will be added to the cost of the barrier system to determine reasonableness. If the additional absorptive treatment increases the cost above the maximum cost/benefited receptor value, it will not be considered for implementation unless the optional reasonableness factors apply. Use of absorptive barriers or treatments on a project is discretionary.

Cost averaging is used when a common noise environment exists. Common noise environments occur when the traffic mix and speeds are the same. For instance, a common noise environment could occur along a road segment between interchanges on a controlled access highway if the traffic speed is constant. Application requires that no single common noise environment exceeds $70,000/benefited receptor and that collectively all common noise environments being averaged do not exceed $35,000/benefited receptor.

Information for Local Officials: In an effort to prevent future traffic noise impacts on currently undeveloped lands, DOTD will inform local officials, within whose jurisdiction the highway project is located, of the best estimation of future noise levels for both developed and undeveloped lands or properties in the immediate vicinity of the project and information that may be useful to local communities to limit future land development to that which will be compatible with anticipated highway noise levels.

A copy of the environmental document (with included noise study) and/or noise study report (if one is prepared) will be provided to local officials upon approval of the environmental document. Local

[8] QPL 69, Noise Reduction Systems (Noise Barriers), can be found at http://www.dotd.la.gov/highways/construction/lab/qpl/tableofcontents.shtml

officials or agencies, which may have jurisdiction, include the Mayor's office, city/town/parish council, parish police jury, and metropolitan planning organization, as applicable.

Construction Noise: The following general steps are to be performed for all Type I projects:

a. Identify land uses or activities that may be affected by noise from the construction of the project. The identification is to be performed during the project development studies.

b. Determine the measures that are needed in the plans and specifications to minimize or eliminate adverse construction noise impacts to the community including alternate designs to keep noise levels to a minimum (e.g. the use of drilled shafts vs. driven piles in noise sensitive areas).[9] This determination will include a weighing of benefits achieved and the overall adverse social, economic, and environmental effects and costs of abatement measures.

c. Incorporate the needed abatement measures in the plans and specifications, as appropriate.

When practicable, DOTD will construct any permanent noise abatement measures as the first phase of a highway construction project to abate construction noise impacts of subsequent phases of the same project.

Revision: DOTD may revise this policy as necessary to keep current with the state-of-the-art technology, legislation, regulation, and guidance, as well as construction cost indices in the fields of highway traffic noise prediction, impact, and abatement.

The unit cost used in the noise analysis for determining reasonableness of noise abatement measures will be updated regularly at least every five years. It is the responsibility of the analyst to ensure that they are using the correct unit cost. Contact the DOTD Environmental Coordinator for more information.

Revisions to this policy affecting Federal or Federal-aid projects must be concurred with by the FHWA prior to adoption.

DOTD and FHWA are not responsible for notification of revisions to this policy. Inquiries as to the latest revision that may be applicable should be made in writing to:

Environmental Engineer Administrator
Louisiana Department of Transportation and Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

Implementation Plan: This policy will become effective July 13, 2011. It will apply to all projects started on or after the above effective date, and to all projects currently being evaluated pursuant to NEPA that do not have a completed noise study. A noise study is deemed completed if it was reviewed and commented on by DOTD and/or FHWA and considered final.

[9] The FHWA Roadway Construction Noise Model (FHWA RCNM) may be used to model construction noise at a sensitive receptor. For highly complex and controversial projects in urban areas, the "Highway Construction Noise: Measurement, Prediction and Mitigation" (HICNOM) method may be used, but requires specific input.

For noise studies performed under past policies: If, during later stages of project development, changes occur that affect only a portion of the project requiring a reevaluation of the noise study for that portion, the policy in effect at the time of the original study will be applicable. When these situations arise, DOTD will consult with FHWA Division office on the project specific issues to ensure that FHWA is in agreement.

APPENDIX D
LA 1088 Corridor Study Noise Report
TNM Inputs

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: LA 1088
RUN: Existing AM Peak 2013

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

Roadway		Points					Flow Control			Segment	
Name	Width	Name	No.	Coordinates (pavement) X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
LA 1088 Comb 2 Lane Area 1	24.0	point4	4	3,684,032.2	683,782.9	21.00				Average	
		point5	5	3,684,308.8	683,910.2	21.00				Average	
		point6	6	3,684,630.8	684,059.2	21.00				Average	
		point7	7	3,684,944.8	684,203.9	21.00				Average	
		point8	8	3,685,215.5	684,330.2	21.00				Average	
		point9	9	3,685,490.5	684,456.0	21.00				Average	
		point10	10	3,685,647.0	684,529.1	21.00				Average	
		point11	11	3,685,851.8	684,622.3	21.00				Average	
		point12	12	3,686,128.0	684,750.9	21.00				Average	
		point13	13	3,686,396.5	684,874.6	21.00				Average	
		point14	14	3,686,670.8	684,998.8	21.00				Average	
		point15	15	3,686,832.5	685,075.2	21.00				Average	
		point99	99	3,686,848.0	685,082.1	21.00				Average	
		point16	16	3,687,122.8	685,209.6	21.00				Average	
		point17	17	3,687,395.5	685,336.1	21.00				Average	
		point18	18	3,687,668.2	685,459.9	21.00				Average	
		point19	19	3,687,941.8	685,586.4	21.00				Average	
		point20	20	3,688,212.5	685,712.6	21.00				Average	
		point21	21	3,688,279.8	685,742.6	21.00				Average	
		point121	121	3,688,324.0	685,762.9	21.00					
Garon Dr 2 Lane	24.0	point100	100	3,686,849.0	684,090.2	21.00				Average	
		point101	101	3,686,836.8	684,643.1	21.00				Average	
		point102	102	3,686,833.0	684,938.3	21.00				Average	
		point103	103	3,686,832.5	685,075.2	21.00					
Jacksone St 2 Lane	24.0	point105	105	3,686,848.0	685,082.1	21.00				Average	

		point106	106	3,686,844.8	685,315.0	21.00				Average	
		point107	107	3,686,839.0	685,637.0	21.00					
Soult St 2 Lane	24.0	point113	113	3,691,050.2	686,102.2	21.00				Average	
		point114	114	3,691,045.5	686,698.9	21.00				Average	
		point115	115	3,691,043.8	686,911.4	21.00					
Spring Blvd SB 1 Lane	12.0	point122	122	3,688,279.8	685,742.6	21.00				Average	
		point123	123	3,688,316.5	685,676.2	21.00				Average	
		point124	124	3,688,346.2	685,635.1	21.00				Average	
		point125	125	3,688,393.5	685,538.7	21.00					
Spring Blvd NB 1 Lane	12.0	point126	126	3,688,420.8	685,549.4	21.00				Average	
		point127	127	3,688,373.5	685,649.0	21.00				Average	
		point128	128	3,688,352.5	685,696.2	21.00				Average	
		point129	129	3,688,324.0	685,762.9	21.00					
School Dr 2 Lane	24.0	point131	131	3,688,360.0	685,779.9	21.00				Average	
		point132	132	3,688,330.5	685,964.9	21.00				Average	
		point133	133	3,688,321.2	686,063.6	21.00				Average	
		point134	134	3,688,317.8	686,299.8	21.00				Average	
		point135	135	3,688,309.2	686,672.2	21.00					
Viola St 2 Lane	24.0	point136	136	3,691,036.0	686,909.1	21.00				Average	
		point137	137	3,691,034.0	687,095.2	21.00				Average	
		point138	138	3,691,035.0	687,192.2	21.00				Average	
		point139	139	3,691,041.5	687,232.5	21.00				Average	
		point140	140	3,691,036.5	687,256.5	21.00				Average	
		point141	141	3,691,024.8	687,271.2	21.00				Average	
		point142	142	3,690,993.2	687,290.9	21.00				Average	
		point143	143	3,690,786.5	687,290.4	21.00				Average	
		point144	144	3,690,555.0	687,283.0	21.00					
Tinity Dr SB 1 Lane	12.0	point146	146	3,692,368.2	687,373.6	21.00				Average	
		point147	147	3,692,391.5	687,336.9	21.00				Average	
		point148	148	3,692,419.2	687,275.4	21.00				Average	
		point149	149	3,692,441.5	687,215.5	21.00					
Trinity Dr NB 2 Lane	24.0	point150	150	3,692,472.2	687,227.3	21.00				Average	
		point151	151	3,692,450.2	687,286.9	21.00				Average	
		point152	152	3,692,431.8	687,349.1	21.00				Average	
		point153	153	3,692,420.8	687,391.6	21.00					
Forest Brook Blvd 2 Lane	24.0	point154	154	3,695,557.5	687,975.9	21.00				Average	
		point155	155	3,695,466.8	688,124.1	21.00				Average	
		point156	156	3,695,442.0	688,164.1	21.00				Average	

		point157	157	3,695,382.5	688,305.7	21.00				Average	
		point158	158	3,695,322.0	688,427.7	21.00					
I-12 EB OnRamp 1 Lane	24.0	point161	161	3,699,262.8	690,236.2	22.00				Average	
		point162	162	3,699,282.8	690,209.7	22.00				Average	
		point163	163	3,699,342.2	690,144.1	22.00				Average	
		point164	164	3,699,376.8	690,103.0	22.00				Average	
		point165	165	3,699,406.8	690,068.5	22.00				Average	
		point166	166	3,699,432.5	690,047.4	22.00				Average	
		point167	167	3,699,473.2	690,023.2	22.00				Average	
		point168	168	3,699,527.5	690,003.1	22.00				Average	
		point169	169	3,699,592.2	689,995.0	22.00				Average	
		point170	170	3,699,633.8	689,999.2	22.00				Average	
		point171	171	3,699,684.2	690,010.2	22.00				Average	
		point172	172	3,699,741.5	690,040.1	22.00				Average	
		point173	173	3,699,819.0	690,092.8	22.00				Average	
		point174	174	3,699,963.2	690,193.8	22.00				Average	
		point175	175	3,700,093.0	690,282.4	22.00				Average	
		point176	176	3,700,127.8	690,305.4	22.00				Average	
		point177	177	3,700,199.0	690,345.5	22.00				Average	
		point178	178	3,700,260.5	690,371.1	22.00				Average	
		point179	179	3,700,319.8	690,390.6	22.00				Average	
		point180	180	3,700,408.8	690,407.8	22.00				Average	
		point181	181	3,700,507.0	690,414.9	22.00				Average	
		point182	182	3,700,608.5	690,406.0	22.00				Average	
		point183	183	3,700,704.0	690,385.2	22.00				Average	
		point184	184	3,700,773.8	690,360.4	22.00				Average	
		point185	185	3,700,846.2	690,333.5	22.00				Average	
		point186	186	3,700,912.2	690,305.9	22.00				Average	
		point187	187	3,701,006.2	690,262.4	22.00				Average	
		point188	188	3,701,190.5	690,173.3	22.00				Average	
		point189	189	3,701,436.8	690,049.4	22.00					
I-12 EB OffRamp 1 Lane	24.0	point191	191	3,698,094.2	691,853.9	22.00				Average	
		point192	192	3,698,519.2	691,558.8	22.00				Average	
		point193	193	3,698,733.5	691,411.9	22.00				Average	
		point194	194	3,698,888.5	691,304.1	22.00				Average	
		point195	195	3,698,985.0	691,237.4	22.00				Average	
		point196	196	3,699,056.0	691,170.1	22.00				Average	
		point197	197	3,699,109.2	691,089.9	22.00				Average	

		point198	198	3,699,149.8	690,997.6	22.00				Average	
		point199	199	3,699,166.5	690,923.2	22.00				Average	
		point200	200	3,699,178.0	690,789.2	22.00				Average	
		point201	201	3,699,189.2	690,674.8	22.00				Average	
		point202	202	3,699,207.8	690,469.8	22.00				Average	
		point203	203	3,699,226.8	690,351.8	22.00				Average	
		point204	204	3,699,237.0	690,285.4	22.00					
I-12 WB OffRamp	24.0	point205	205	3,701,938.8	689,950.9	30.00				Average	
		point206	206	3,701,761.5	690,049.7	30.00				Average	
		point207	207	3,701,556.5	690,162.8	30.00				Average	
		point208	208	3,701,462.5	690,214.3	30.00				Average	
		point209	209	3,701,385.8	690,260.7	30.00				Average	
		point210	210	3,701,302.5	690,340.0	30.00				Average	
		point211	211	3,701,238.8	690,437.9	30.00				Average	
		point212	212	3,701,210.5	690,512.0	30.00				Average	
		point213	213	3,701,192.8	690,594.3	30.00				Average	
		point214	214	3,701,191.5	690,727.8	30.00				Average	
		point215	215	3,701,191.0	690,907.6	30.00				Average	
		point216	216	3,701,192.0	690,944.8	30.00				Average	
		point217	217	3,701,167.8	691,113.1	30.00					
LA 57 south of LA 1088 3 Lane	36.0	point218	218	3,682,808.5	681,467.9	21.00				Average	
		point219	219	3,683,063.0	681,915.2	21.00				Average	
		point220	220	3,683,212.5	682,178.6	21.00				Average	
		point221	221	3,683,303.5	682,338.2	21.00				Average	
		point222	222	3,683,405.8	682,511.9	21.00				Average	
		point223	223	3,683,504.8	682,684.9	21.00				Average	
		point224	224	3,683,603.8	682,858.6	21.00				Average	
		point225	225	3,683,702.8	683,032.3	21.00				Average	
		point226	226	3,683,799.8	683,206.9	21.00				Average	
		point227	227	3,683,898.5	683,381.4	21.00				Average	
		point228	228	3,683,944.2	683,471.9	21.00				Average	
		point229	229	3,683,977.2	683,561.8	21.00				Average	
		point231	231	3,684,007.8	683,662.8	21.00				Average	
		point230	230	3,684,032.2	683,782.9	21.00					
LA 57 north of LA 1088 3 Lane	36.0	point232	232	3,684,032.2	683,782.9	21.00				Average	
		point233	233	3,684,065.8	683,950.8	21.00				Average	
		point234	234	3,684,109.0	684,147.0	21.00				Average	
		point235	235	3,684,165.5	684,339.8	21.00				Average	

		point236	236	3,684,242.0	684,525.2	21.00				Average	
		point237	237	3,684,361.0	684,801.1	21.00				Average	
		point238	238	3,684,442.5	684,980.7	21.00				Average	
		point239	239	3,684,579.8	685,291.6	21.00				Average	
		point240	240	3,684,701.0	685,565.9	21.00				Average	
		point241	241	3,684,809.5	685,815.2	21.00				Average	
		point242	242	3,684,878.5	685,964.8	21.00					
LA 1088 WB 2 Lane Area 3	24.0	point254	254	3,699,237.0	690,285.4	22.00				Average	
		point253	253	3,698,918.5	690,138.4	22.00				Average	
		point252	252	3,698,627.5	690,004.1	21.00				Average	
		point251	251	3,698,368.2	689,883.7	21.00				Average	
		point250	250	3,698,195.2	689,803.6	21.00				Average	
		point249	249	3,697,937.5	689,674.5	21.00				Average	
		point248	248	3,697,749.0	689,573.8	21.00				Average	
		point247	247	3,697,484.0	689,435.2	21.00				Average	
		point246	246	3,697,252.8	689,311.8	21.00					
LA 1088 EB 2 Lane Area 3	24.0	point274	274	3,697,252.8	689,311.8	21.00				Average	
		point57	57	3,697,489.0	689,419.4	21.00				Average	
		point58	58	3,697,761.0	689,545.2	21.00				Average	
		point59	59	3,697,951.5	689,633.1	21.00				Average	
		point60	60	3,698,216.5	689,756.5	21.00				Average	
		point61	61	3,698,390.8	689,835.2	21.00				Average	
		point62	62	3,698,649.5	689,955.8	21.00				Average	
		point63	63	3,698,941.5	690,089.4	21.00				Average	
		point190	190	3,699,215.5	690,215.3	22.00				Average	
		point64	64	3,699,262.8	690,236.2	22.00					
LA 1088 EB 2 Lane bt Ramps	24.0	point275	275	3,699,262.8	690,236.2	22.00				Average	
		point284	284	3,699,375.2	690,287.8	25.00				Average	
		point65	65	3,699,487.8	690,339.4	30.00				Average	
		point66	66	3,699,760.2	690,465.8	35.00				Average	
		point280	280	3,699,896.5	690,528.4	40.00				Average	
		point67	67	3,700,033.0	690,590.9	45.00				Average	
		point68	68	3,700,305.0	690,716.1	45.00				Average	
		point283	283	3,700,441.8	690,779.0	45.00				Average	
		point69	69	3,700,578.5	690,841.9	40.00				Average	
		point70	70	3,700,851.5	690,967.8	35.00				Average	
		point71	71	3,701,167.8	691,113.1	30.00				Average	
		point72	72	3,701,395.5	691,218.8	30.00				Average	

		point73	73	3,701,668.8	691,345.2	30.00				Average	
		point74	74	3,701,946.5	691,454.9	30.00				Average	
		point75	75	3,702,233.2	691,530.1	30.00				Average	
		point76	76	3,702,532.2	691,581.5	30.00				Average	
		point77	77	3,702,731.8	691,612.4	30.00				Average	
		point78	78	3,703,020.0	691,678.9	30.00				Average	
		point79	79	3,703,303.2	691,776.2	30.00					
LA 1088 Comb 2 Lane Area 2	24.0	point277	277	3,688,324.0	685,762.9	21.00				Average	
		point130	130	3,688,360.0	685,779.9	21.00				Average	
		point22	22	3,688,576.5	685,879.8	21.00				Average	
		point23	23	3,688,848.5	686,005.4	21.00				Average	
		point24	24	3,689,121.8	686,131.2	21.00				Average	
		point25	25	3,689,392.8	686,255.4	21.00				Average	
		point26	26	3,689,572.5	686,339.0	21.00				Average	
		point27	27	3,689,853.2	686,452.5	21.00				Average	
		point28	28	3,690,132.8	686,564.9	21.00				Average	
		point29	29	3,690,409.2	686,676.8	21.00				Average	
		point30	30	3,690,648.8	686,775.1	21.00				Average	
		point31	31	3,690,876.8	686,854.2	21.00				Average	
		point32	32	3,691,036.0	686,909.1	21.00				Average	
		point112	112	3,691,043.8	686,911.4	21.00				Average	
		point33	33	3,691,350.5	687,018.0	21.00				Average	
		point34	34	3,691,632.5	687,116.4	21.00				Average	
		point35	35	3,691,915.0	687,216.2	21.00				Average	
		point36	36	3,692,197.5	687,315.0	21.00				Average	
		point37	37	3,692,368.2	687,373.6	21.00				Average	
		point145	145	3,692,420.8	687,391.6	21.00					
LA 1088 Comb 2 Lane Area 3	24.0	point278	278	3,692,420.8	687,391.6	21.00				Average	
		point38	38	3,692,670.8	687,478.1	21.00				Average	
		point39	39	3,692,955.2	687,577.9	21.00				Average	
		point40	40	3,693,236.8	687,676.4	21.00				Average	
		point41	41	3,693,522.8	687,775.4	21.00				Average	
		point42	42	3,693,805.2	687,873.9	21.00				Average	
		point43	43	3,694,088.0	687,972.0	21.00				Average	
		point44	44	3,694,371.8	688,072.5	21.00				Average	
		point45	45	3,694,652.5	688,169.9	21.00				Average	
		point46	46	3,694,850.5	688,238.8	21.00				Average	
		point47	47	3,695,124.2	688,341.9	21.00				Average	

		point48	48	3,695,322.0	688,427.7	21.00					
LA 1088 WB 2 Lane bt Ramps	24.0	point279	279	3,703,303.2	691,776.2	30.00				Average	
		point268	268	3,703,013.0	691,697.4	30.00				Average	
		point267	267	3,702,726.5	691,651.9	30.00				Average	
		point266	266	3,702,528.0	691,630.0	30.00				Average	
		point265	265	3,702,218.5	691,592.1	30.00				Average	
		point264	264	3,701,924.8	691,513.0	30.00				Average	
		point263	263	3,701,646.5	691,397.2	30.00				Average	
		point262	262	3,701,372.5	691,270.8	30.00				Average	
		point261	261	3,701,151.8	691,169.5	30.00				Average	
		point260	260	3,700,826.5	691,020.3	35.00				Average	
		point259	259	3,700,554.0	690,894.4	40.00				Average	
		point282	282	3,700,419.5	690,831.9	45.00				Average	
		point258	258	3,700,284.8	690,769.4	45.00				Average	
		point257	257	3,700,010.0	690,643.2	45.00				Average	
		point281	281	3,699,873.5	690,580.6	40.00				Average	
		point256	256	3,699,737.0	690,517.9	35.00				Average	
		point255	255	3,699,468.2	690,393.1	30.00				Average	
		point285	285	3,699,352.5	690,339.2	25.00				Average	
		point276	276	3,699,237.0	690,285.4	22.00					
LA 1088 Comb 2 Lane bt Ramps	24.0	point286	286	3,703,303.2	691,776.2	30.00				Average	
		point80	80	3,703,487.8	691,856.8	30.00				Average	
		point81	81	3,703,762.5	691,982.6	30.00				Average	
		point82	82	3,704,035.8	692,104.8	30.00				Average	
		point83	83	3,704,307.2	692,227.5	30.00					
LA 1088 Comb 2 Lane Area 3-2	24.0	point287	287	3,695,322.0	688,427.7	21.00				Average	
		point49	49	3,695,579.8	688,545.3	21.00				Average	
		point50	50	3,695,853.8	688,671.1	21.00				Average	
		point51	51	3,696,125.8	688,795.4	21.00				Average	
		point52	52	3,696,397.8	688,919.9	21.00				Average	
		point53	53	3,696,670.8	689,044.0	21.00				Average	
		point54	54	3,696,809.2	689,108.7	21.00				Average	
		point55	55	3,697,034.8	689,213.1	21.00				Average	
		point56	56	3,697,252.8	689,311.8	21.00					

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: LA 1088
RUN: Existing AM Peak 2013

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
LA 1088 Comb 2 Lane Area 1	point4	4	455	45	43	45	4	45	266	45	6	45
	point5	5	455	45	43	45	4	45	266	45	6	45
	point6	6	455	45	43	45	4	45	266	45	6	45
	point7	7	455	45	43	45	4	45	266	45	6	45
	point8	8	455	45	43	45	4	45	266	45	6	45
	point9	9	455	45	43	45	4	45	266	45	6	45
	point10	10	455	45	43	45	4	45	266	45	6	45
	point11	11	455	45	43	45	4	45	266	45	6	45
	point12	12	455	45	43	45	4	45	266	45	6	45
	point13	13	455	45	43	45	4	45	266	45	6	45
	point14	14	455	45	43	45	4	45	266	45	6	45
	point15	15	455	45	43	45	4	45	266	45	6	45
	point99	99	455	45	43	45	4	45	266	45	6	45
	point16	16	455	45	43	45	4	45	266	45	6	45
	point17	17	455	45	43	45	4	45	266	45	6	45
	point18	18	455	45	43	45	4	45	266	45	6	45
	point19	19	455	45	43	45	4	45	266	45	6	45
	point20	20	455	45	43	45	4	45	266	45	6	45
	point21	21	455	45	43	45	4	45	266	45	6	45
	point121	121										
Garon Dr 2 Lane	point100	100	70	25	4	25	0	0	19	25	1	25
	point101	101	70	25	4	25	0	0	19	25	1	25

INPUT: TRAFFIC FOR LAeq1h Volumes **LA 1088**

	point102	102	70	25	4	25	0	0	19	25	1	25
	point103	103										
Jacksone St 2 Lane	point105	105	22	25	3	25	0	0	11	25	0	0
	point106	106	22	25	3	25	0	0	11	25	0	0
	point107	107										
Soult St 2 Lane	point113	113	348	25	32	25	4	25	141	25	3	25
	point114	114	348	25	32	25	4	25	141	25	3	25
	point115	115										
Spring Blvd SB 1 Lane	point122	122	49	20	3	20	0	0	19	20	0	0
	point123	123	49	20	3	20	0	0	19	20	0	0
	point124	124	49	20	3	20	0	0	19	20	0	0
	point125	125										
Spring Blvd NB 1 Lane	point126	126	62	20	4	20	0	0	25	20	0	0
	point127	127	62	20	4	20	0	0	25	20	0	0
	point128	128	62	20	4	20	0	0	25	20	0	0
	point129	129										
School Dr 2 Lane	point131	131	32	25	2	25	0	0	10	25	0	0
	point132	132	32	25	2	25	0	0	10	25	0	0
	point133	133	32	25	2	25	0	0	10	25	0	0
	point134	134	32	25	2	25	0	0	10	25	0	0
	point135	135										
Viola St 2 Lane	point136	136	62	25	1	25	0	0	94	25	0	0
	point137	137	62	25	1	25	0	0	94	25	0	0
	point138	138	62	25	1	25	0	0	94	25	0	0
	point139	139	62	25	1	25	0	0	94	25	0	0
	point140	140	62	25	1	25	0	0	94	25	0	0
	point141	141	62	25	1	25	0	0	94	25	0	0
	point142	142	62	25	1	25	0	0	94	25	0	0
	point143	143	62	25	1	25	0	0	94	25	0	0
	point144	144										
Tinity Dr SB 1 Lane	point146	146	51	20	1	20	0	0	8	20	3	20
	point147	147	51	20	1	20	0	0	8	20	3	20
	point148	148	51	20	1	20	0	0	8	20	3	20
	point149	149										

Trinity Dr NB 2 Lane	point150	150	83	20	1	20	0	0	13	20	5	20
	point151	151	83	20	1	20	0	0	13	20	5	20
	point152	152	83	20	1	20	0	0	13	20	5	20
	point153	153										
Forest Brook Blvd 2 Lane	point154	154	269	20	6	20	2	20	44	20	1	20
	point155	155	269	20	6	20	2	20	44	20	1	20
	point156	156	269	20	6	20	2	20	44	20	1	20
	point157	157	269	20	6	20	2	20	44	20	1	20
	point158	158										
I-12 EB OnRamp 1 Lane	point161	161	157	35	3	35	1	35	30	35	1	35
	point162	162	157	35	3	35	1	35	30	35	1	35
	point163	163	157	35	3	35	1	35	30	35	1	35
	point164	164	157	35	3	35	1	35	30	35	1	35
	point165	165	157	35	3	35	1	35	30	35	1	35
	point166	166	157	35	3	35	1	35	30	35	1	35
	point167	167	157	35	3	35	1	35	30	35	1	35
	point168	168	157	35	3	35	1	35	30	35	1	35
	point169	169	157	35	3	35	1	35	30	35	1	35
	point170	170	157	35	3	35	1	35	30	35	1	35
	point171	171	157	35	3	35	1	35	30	35	1	35
	point172	172	157	35	3	35	1	35	30	35	1	35
	point173	173	157	35	3	35	1	35	30	35	1	35
	point174	174	157	35	3	35	1	35	30	35	1	35
	point175	175	157	35	3	35	1	35	30	35	1	35
	point176	176	157	35	3	35	1	35	30	35	1	35
	point177	177	157	35	3	35	1	35	30	35	1	35
	point178	178	157	35	3	35	1	35	30	35	1	35
	point179	179	157	35	3	35	1	35	30	35	1	35
	point180	180	157	35	3	35	1	35	30	35	1	35
	point181	181	157	35	3	35	1	35	30	35	1	35
	point182	182	157	35	3	35	1	35	30	35	1	35
	point183	183	157	35	3	35	1	35	30	35	1	35
	point184	184	157	35	3	35	1	35	30	35	1	35
	point185	185	157	35	3	35	1	35	30	35	1	35

	point186	186	157	35	3	35	1	35	30	35	1	35
	point187	187	157	35	3	35	1	35	30	35	1	35
	point188	188	157	35	3	35	1	35	30	35	1	35
	point189	189										
I-12 EB OffRamp 1 Lane	point191	191	219	35	4	35	2	35	42	35	1	35
	point192	192	219	35	4	35	2	35	42	35	1	35
	point193	193	219	35	4	35	2	35	42	35	1	35
	point194	194	219	35	4	35	2	35	42	35	1	35
	point195	195	219	35	4	35	2	35	42	35	1	35
	point196	196	219	35	4	35	2	35	42	35	1	35
	point197	197	219	35	4	35	2	35	42	35	1	35
	point198	198	219	35	4	35	2	35	42	35	1	35
	point199	199	219	35	4	35	2	35	42	35	1	35
	point200	200	219	35	4	35	2	35	42	35	1	35
	point201	201	219	35	4	35	2	35	42	35	1	35
	point202	202	219	35	4	35	2	35	42	35	1	35
	point203	203	219	35	4	35	2	35	42	35	1	35
	point204	204										
I-12 WB OffRamp	point205	205	119	35	37	35	2	35	21	35	1	35
	point206	206	119	35	37	35	2	35	21	35	1	35
	point207	207	119	35	37	35	2	35	21	35	1	35
	point208	208	119	35	37	35	2	35	21	35	1	35
	point209	209	119	35	37	35	2	35	21	35	1	35
	point210	210	119	35	37	35	2	35	21	35	1	35
	point211	211	119	35	37	35	2	35	21	35	1	35
	point212	212	119	35	37	35	2	35	21	35	1	35
	point213	213	119	35	37	35	2	35	21	35	1	35
	point214	214	119	35	37	35	2	35	21	35	1	35
	point215	215	119	35	37	35	2	35	21	35	1	35
	point216	216	119	35	37	35	2	35	21	35	1	35
	point217	217										
LA 57 south of LA 1088 3 Lane	point218	218	1142	45	61	45	14	45	208	45	19	45
	point219	219	1142	45	61	45	14	45	208	45	19	45
	point220	220	1142	45	61	45	14	45	208	45	19	45

	point221	221	1142	45	61	45	14	45	208	45	19	45
	point222	222	1142	45	61	45	14	45	208	45	19	45
	point223	223	1142	45	61	45	14	45	208	45	19	45
	point224	224	1142	45	61	45	14	45	208	45	19	45
	point225	225	1142	45	61	45	14	45	208	45	19	45
	point226	226	1142	45	61	45	14	45	208	45	19	45
	point227	227	1142	45	61	45	14	45	208	45	19	45
	point228	228	1142	45	61	45	14	45	208	45	19	45
	point229	229	1142	45	61	45	14	45	208	45	19	45
	point231	231	1142	45	61	45	14	45	208	45	19	45
	point230	230										
LA 57 north of LA 1088 3 Lane	point232	232	731	45	63	45	59	45	267	45	8	45
	point233	233	731	45	63	45	59	45	267	45	8	45
	point234	234	731	45	63	45	59	45	267	45	8	45
	point235	235	731	45	63	45	59	45	267	45	8	45
	point236	236	731	45	63	45	59	45	267	45	8	45
	point237	237	731	45	63	45	59	45	267	45	8	45
	point238	238	731	45	63	45	59	45	267	45	8	45
	point239	239	731	45	63	45	59	45	267	45	8	45
	point240	240	731	45	63	45	59	45	267	45	8	45
	point241	241	731	45	63	45	59	45	267	45	8	45
	point242	242										
LA 1088 WB 2 Lane Area 3	point254	254	234	55	17	55	3	55	80	55	1	55
	point253	253	234	55	17	55	3	55	80	55	1	55
	point252	252	234	55	17	55	3	55	80	55	1	55
	point251	251	234	55	17	55	3	55	80	55	1	55
	point250	250	234	55	17	55	3	55	80	55	1	55
	point249	249	234	55	17	55	3	55	80	55	1	55
	point248	248	234	55	17	55	3	55	80	55	1	55
	point247	247	234	55	17	55	3	55	80	55	1	55
	point246	246										
LA 1088 EB 2 Lane Area 3	point274	274	381	55	28	55	5	55	130	55	2	55
	point57	57	381	55	28	55	5	55	130	55	2	55
	point58	58	381	55	28	55	5	55	130	55	2	55

	point59	59	381	55	28	55	5	55	130	55	2	55
	point60	60	381	55	28	55	5	55	130	55	2	55
	point61	61	381	55	28	55	5	55	130	55	2	55
	point62	62	381	55	28	55	5	55	130	55	2	55
	point63	63	381	55	28	55	5	55	130	55	2	55
	point190	190	381	55	28	55	5	55	130	55	2	55
	point64	64										
LA 1088 EB 2 Lane bt Ramps	point275	275	254	55	14	55	3	55	86	55	3	55
	point284	284	254	55	14	55	3	55	86	55	3	55
	point65	65	254	55	14	55	3	55	86	55	3	55
	point66	66	254	55	14	55	3	55	86	55	3	55
	point280	280	254	55	14	55	3	55	86	55	3	55
	point67	67	254	55	14	55	3	55	86	55	3	55
	point68	68	254	55	14	55	3	55	86	55	3	55
	point283	283	254	55	14	55	3	55	86	55	3	55
	point69	69	254	55	14	55	3	55	86	55	3	55
	point70	70	254	55	14	55	3	55	86	55	3	55
	point71	71	254	55	14	55	3	55	86	55	3	55
	point72	72	254	55	14	55	3	55	86	55	3	55
	point73	73	254	55	14	55	3	55	86	55	3	55
	point74	74	254	55	14	55	3	55	86	55	3	55
	point75	75	254	55	14	55	3	55	86	55	3	55
	point76	76	254	55	14	55	3	55	86	55	3	55
	point77	77	254	55	14	55	3	55	86	55	3	55
	point78	78	254	55	14	55	3	55	86	55	3	55
	point79	79										
LA 1088 Comb 2 Lane Area 2	point277	277	478	45	17	45	8	45	200	45	12	45
	point130	130	478	45	17	45	8	45	200	45	12	45
	point22	22	478	45	17	45	8	45	200	45	12	45
	point23	23	478	45	17	45	8	45	200	45	12	45
	point24	24	478	45	17	45	8	45	200	45	12	45
	point25	25	478	45	17	45	8	45	200	45	12	45
	point26	26	478	45	17	45	8	45	200	45	12	45
	point27	27	478	45	17	45	8	45	200	45	12	45

	point28	28	478	45	17	45	8	45	200	45	12	45
	point29	29	478	45	17	45	2	45	200	45	12	45
	point30	30	478	45	17	45	8	45	200	45	12	45
	point31	31	478	45	17	45	8	45	200	45	12	45
	point32	32	478	45	17	45	8	45	200	45	12	45
	point112	112	478	45	17	45	8	45	200	45	12	45
	point33	33	478	45	17	45	8	45	200	45	12	45
	point34	34	478	45	17	45	8	45	200	45	12	45
	point35	35	478	45	17	45	8	45	200	45	12	45
	point36	36	478	45	17	45	8	45	200	45	12	45
	point37	37	478	45	17	45	8	45	200	45	12	45
	point145	145										
LA 1088 Comb 2 Lane Area 3	point278	278	615	45	45	45	8	45	209	45	3	45
	point38	38	615	45	45	45	8	45	209	45	3	45
	point39	39	615	45	45	45	8	45	209	45	3	45
	point40	40	615	45	45	45	8	45	209	45	3	45
	point41	41	615	45	45	45	8	45	209	45	3	45
	point42	42	615	45	45	45	8	45	209	45	3	45
	point43	43	615	45	45	45	8	45	209	45	3	45
	point44	44	615	45	45	45	8	45	209	45	3	45
	point45	45	615	45	45	45	8	45	209	45	3	45
	point46	46	615	45	45	45	8	45	209	45	3	45
	point47	47	615	45	45	45	8	45	209	45	3	45
	point48	48										
LA 1088 WB 2 Lane bt Ramps	point279	279	156	55	9	55	2	55	53	55	2	55
	point268	268	156	55	9	55	2	55	53	55	2	55
	point267	267	156	55	9	55	2	55	53	55	2	55
	point266	266	156	55	9	55	2	55	53	55	2	55
	point265	265	156	55	9	55	2	55	53	55	2	55
	point264	264	156	55	9	55	2	55	53	55	2	55
	point263	263	156	55	9	55	2	55	53	55	2	55
	point262	262	156	55	9	55	2	55	53	55	2	55
	point261	261	156	55	9	55	2	55	53	55	2	55
	point260	260	156	55	9	55	2	55	53	55	2	55

	point259	259	156	55	9	55	2	55	53	55	2	55
	point282	282	156	55	9	55	2	55	53	55	2	55
	point258	258	156	55	9	55	2	55	53	55	2	55
	point257	257	156	55	9	55	2	55	53	55	2	55
	point281	281	156	55	9	55	2	55	53	55	2	55
	point256	256	156	55	9	55	2	55	53	55	2	55
	point255	255	156	55	9	55	2	55	53	55	2	55
	point285	285	156	55	9	55	2	55	53	55	2	55
	point276	276										
LA 1088 Comb 2 Lane bt Ramps	point286	286	409	55	23	55	5	55	139	55	4	55
	point80	80	409	55	23	55	5	55	139	55	4	55
	point81	81	409	55	23	55	5	55	139	55	4	55
	point82	82	409	55	23	55	5	55	139	55	4	55
	point83	83										
LA 1088 Comb 2 Lane Area 3-2	point287	287	615	55	45	55	8	55	209	55	3	55
	point49	49	615	55	45	55	8	55	209	55	3	55
	point50	50	615	55	45	55	8	55	209	55	3	55
	point51	51	615	55	45	55	8	55	209	55	3	55
	point52	52	615	55	45	55	8	55	209	55	3	55
	point53	53	615	55	45	55	8	55	209	55	3	55
	point54	54	615	55	45	55	8	55	209	55	3	55
	point55	55	615	55	45	55	8	55	209	55	3	55
	point56	56										

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: LA 1088
RUN: Existing AM Peak 2013

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Res 1	253	1	3,683,441.2	682,376.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 2	254	1	3,683,468.2	682,470.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 3	255	1	3,683,608.2	682,712.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 4	256	1	3,683,723.2	682,831.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 5	257	6	3,683,805.8	682,796.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 6	258	6	3,683,965.2	682,871.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 7	259	3	3,684,131.2	682,918.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 8	260	1	3,683,899.0	683,059.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 9	261	1	3,683,868.8	683,216.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 10	262	1	3,683,920.8	683,168.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 11	263	1	3,683,955.5	683,326.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 25	277	1	3,684,467.8	683,922.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 26	278	1	3,684,829.8	683,931.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 27	279	1	3,685,046.0	683,969.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 28	280	1	3,685,117.0	683,892.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 29	281	1	3,685,153.5	683,813.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 30	282	1	3,685,276.5	684,122.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 31	283	1	3,685,658.0	684,432.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 32	284	1	3,685,928.8	684,186.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 33	285	1	3,686,452.2	684,726.7	21.00	4.92	0.00	66	10.0	8.0	Y
Res 34	286	1	3,686,550.0	684,672.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 35	287	1	3,686,742.5	684,919.4	21.00	4.92	0.00	66	10.0	8.0	Y

Res 36	288	1	3,686,741.2	684,824.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 37	289	1	3,686,733.5	684,708.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 38	290	1	3,686,744.0	684,614.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 39	291	1	3,686,732.2	684,505.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 80	332	1	3,686,918.5	685,006.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 81	333	1	3,686,954.8	684,907.7	21.00	4.92	0.00	66	10.0	8.0	Y
Res 82	334	1	3,686,927.5	684,807.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 83	335	1	3,686,925.0	684,721.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 84	336	1	3,686,931.0	684,618.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 85	337	1	3,687,133.2	684,910.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 86	338	1	3,687,189.2	684,795.7	21.00	4.92	0.00	66	10.0	8.0	Y
Res 87	339	9	3,687,514.8	685,143.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 88	340	5	3,687,582.5	684,954.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 89	341	1	3,687,999.0	685,498.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 90	342	1	3,688,096.8	685,548.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 91	343	2	3,688,070.8	685,302.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 92	344	2	3,688,104.5	685,213.7	21.00	4.92	0.00	66	10.0	8.0	Y
Res 93	345	1	3,688,030.2	685,380.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 94	346	1	3,688,175.0	685,561.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 95	347	1	3,688,259.5	685,614.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 96	348	1	3,688,444.5	685,688.9	21.00	4.92	0.00	66	10.0	8.0	Y
Recreation 97	349	1	3,688,576.2	685,404.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 98	350	1	3,688,522.5	685,711.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 99	351	1	3,688,607.2	685,743.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 100	352	4	3,688,691.8	685,593.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 101	353	1	3,688,797.2	685,824.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 102	354	1	3,688,911.8	685,846.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 103	355	1	3,688,995.2	685,821.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 104	356	1	3,689,086.2	685,832.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 105	357	1	3,689,175.0	685,836.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 106	358	2	3,688,978.2	685,655.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 107	359	2	3,689,070.8	685,647.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 108	360	2	3,689,156.8	685,648.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 109	361	2	3,689,223.5	685,642.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 110	362	1	3,689,797.2	686,349.1	21.00	4.92	0.00	66	10.0	8.0	Y

Res 111	363	1	3,689,840.2	686,307.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 112	364	1	3,690,190.5	686,521.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 113	365	1	3,690,406.0	686,560.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 114	366	3	3,690,448.2	686,393.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 115	367	3	3,690,646.2	686,405.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 116	368	3	3,690,921.0	686,415.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 117	369	1	3,690,988.0	686,675.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 118	370	1	3,690,981.5	686,531.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 119	371	1	3,690,997.8	686,409.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 153	405	1	3,691,173.5	686,850.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 154	406	1	3,691,139.8	686,767.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 155	407	1	3,691,128.0	686,681.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 156	408	1	3,691,148.8	686,597.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 157	409	1	3,691,137.2	686,509.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 158	410	1	3,691,110.5	686,419.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 159	411	1	3,691,247.8	686,877.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 160	412	1	3,691,336.2	686,922.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 161	413	4	3,691,350.8	686,669.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 162	414	1	3,691,415.8	686,944.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 163	415	7	3,691,530.2	686,798.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 164	416	5	3,691,509.5	686,660.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 165	417	4	3,691,673.5	686,634.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 166	418	1	3,691,490.0	686,967.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 167	419	1	3,691,569.5	686,989.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 168	420	1	3,691,652.8	687,013.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 169	421	1	3,691,757.0	687,041.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 170	422	1	3,691,856.0	687,037.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 171	423	2	3,691,898.8	686,968.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 172	424	3	3,691,930.0	686,881.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 173	425	1	3,691,977.0	687,103.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 174	426	1	3,692,027.8	687,173.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 175	427	1	3,692,117.5	687,196.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 176	428	1	3,692,202.2	687,222.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 177	429	1	3,692,284.2	687,248.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 178	430	3	3,692,313.0	687,070.4	21.00	4.92	0.00	66	10.0	8.0	Y

Res 179	431	3	3,692,404.0	686,996.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 180	432	4	3,692,363.8	686,894.7	21.00	4.92	0.00	66	10.0	8.0	Y
Res 181	433	1	3,692,499.0	687,323.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 182	434	1	3,692,595.5	687,360.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 183	435	1	3,692,673.5	687,397.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 184	436	1	3,692,770.0	687,423.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 185	437	1	3,692,833.8	687,448.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 186	438	1	3,692,914.5	687,480.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 187	439	1	3,693,005.5	687,509.2	21.00	4.92	0.00	66	10.0	8.0	Y
Office 188	440	1	3,693,077.2	687,535.3	21.00	4.92	0.00	71	10.0	8.0	Y
Res 189	441	1	3,693,171.0	687,527.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 190	442	7	3,692,741.2	687,215.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 191	443	3	3,693,051.2	687,241.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 192	444	3	3,693,038.2	687,165.5	21.00	4.92	0.00	66	10.0	8.0	Y
Office 193	445	1	3,693,288.2	687,605.6	21.00	4.92	0.00	71	10.0	8.0	Y
Recreation 194	446	1	3,693,900.2	687,738.4	21.00	4.92	0.00	66	10.0	8.0	Y
Vet Office 195	447	1	3,694,471.8	687,754.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 196	448	1	3,694,781.8	687,761.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 197	449	1	3,695,094.2	687,971.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 198	450	2	3,695,216.5	687,963.7	21.00	4.92	0.00	66	10.0	8.0	Y
Res 199	451	3	3,695,457.5	687,998.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 200	452	3	3,695,615.0	688,086.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 201	453	2	3,695,965.2	688,189.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 209	461	1	3,697,750.5	689,435.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 210	462	3	3,697,888.5	689,393.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 211	463	1	3,697,897.5	689,251.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 212	464	3	3,698,121.5	689,192.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 213	465	1	3,698,596.8	689,807.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 225	477	1	3,700,395.2	690,187.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 226	478	1	3,701,318.2	690,825.0	30.00	4.92	0.00	66	10.0	8.0	Y

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: LA 1088
RUN: Existing AM Peak 2013

Building Row			Points			
Name	Average Height	Building Percent	No.	Coordinates (ground) X	Y	Z
	ft	%		ft	ft	ft
Building1	20.00	70	1	3,686,677.2	684,918.6	21.00
			2	3,686,730.5	684,916.3	21.00
			3	3,686,726.0	684,433.4	21.00
			4	3,686,684.2	684,444.7	21.00
Building2	20.00	70	5	3,686,995.2	685,011.1	21.00
			6	3,686,935.2	685,008.7	21.00
			7	3,686,978.2	684,893.3	21.00
			8	3,686,950.0	684,744.8	21.00
			9	3,686,945.0	684,555.7	21.00
			10	3,686,994.0	684,556.9	21.00
Building3	20.00	70	11	3,687,181.0	684,824.8	21.00
			12	3,687,140.5	684,833.4	21.00
			13	3,687,163.8	684,934.1	21.00
			14	3,687,263.2	685,005.2	21.00
			15	3,687,523.5	685,129.2	21.00
			16	3,687,693.0	685,194.3	21.00
			17	3,687,923.8	685,244.6	21.00
			18	3,687,938.5	685,204.1	21.00
Building4	20.00	70	19	3,687,998.2	685,431.8	21.00
			20	3,687,977.0	685,470.6	21.00
			21	3,688,287.2	685,597.1	21.00
			22	3,688,299.8	685,570.6	21.00
Building5	20.00	70	23	3,688,428.8	685,633.3	21.00

			24	3,688,417.2	685,659.9	21.00
			25	3,688,562.8	685,710.5	21.00
			26	3,688,690.5	685,775.0	21.00
			27	3,688,812.0	685,810.4	21.00
			28	3,689,042.0	685,807.9	21.00
			29	3,689,218.0	685,819.2	21.00
			30	3,689,479.8	685,820.5	21.00
			31	3,689,484.8	685,778.8	21.00
Building6	20.00	70	32	3,691,156.8	686,276.9	21.00
			33	3,691,130.5	686,278.5	21.00
			34	3,691,156.8	686,483.8	21.00
			35	3,691,166.2	686,647.1	21.00
			36	3,691,166.2	686,741.9	21.00
			37	3,691,194.2	686,832.1	21.00
			38	3,691,298.2	686,878.8	21.00
			39	3,691,471.0	686,937.9	21.00
			40	3,691,654.5	687,000.1	21.00
			41	3,691,769.5	687,025.0	21.00
			42	3,691,849.0	687,009.4	21.00
			43	3,691,929.8	686,872.6	21.00
			44	3,692,002.8	686,715.5	21.00
			45	3,691,987.2	686,703.1	21.00
Building7	20.00	70	46	3,692,085.8	686,879.4	21.00
			47	3,692,050.0	686,888.7	21.00
			48	3,692,009.5	687,048.9	21.00
			49	3,692,022.0	687,134.4	21.00
			50	3,692,345.5	687,247.9	21.00
			51	3,692,364.0	687,218.4	21.00
Building8	20.00	70	52	3,692,500.5	687,262.2	21.00
			53	3,692,483.2	687,296.4	21.00
			54	3,692,768.0	687,400.6	21.00
			55	3,692,973.2	687,475.3	21.00
			56	3,693,124.0	687,509.5	21.00
			57	3,693,152.0	687,509.5	21.00

			58	3,693,201.8	687,425.6	21.00
			59	3,693,205.0	687,060.1	21.00
			60	3,693,167.5	687,058.5	21.00

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: LA 1088
RUN: Existing PM Peak 2013

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

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
LA 1088 Comb 2 Lane Area 1	24.0	point4	4	3,684,032.2	683,782.9	21.00				Average	
		point5	5	3,684,308.8	683,910.2	21.00				Average	
		point6	6	3,684,630.8	684,059.2	21.00				Average	
		point7	7	3,684,944.8	684,203.9	21.00				Average	
		point8	8	3,685,215.5	684,330.2	21.00				Average	
		point9	9	3,685,490.5	684,456.0	21.00				Average	
		point10	10	3,685,647.0	684,529.1	21.00				Average	
		point11	11	3,685,851.8	684,622.3	21.00				Average	
		point12	12	3,686,128.0	684,750.9	21.00				Average	
		point13	13	3,686,396.5	684,874.6	21.00				Average	
		point14	14	3,686,670.8	684,998.8	21.00				Average	
		point15	15	3,686,832.5	685,075.2	21.00				Average	
		point99	99	3,686,848.0	685,082.1	21.00				Average	
		point16	16	3,687,122.8	685,209.6	21.00				Average	
		point17	17	3,687,395.5	685,336.1	21.00				Average	
		point18	18	3,687,668.2	685,459.9	21.00				Average	
		point19	19	3,687,941.8	685,586.4	21.00				Average	
		point20	20	3,688,212.5	685,712.6	21.00				Average	
		point21	21	3,688,279.8	685,742.6	21.00				Average	
		point121	121	3,688,324.0	685,762.9	21.00					
Garon Dr 2 Lane	24.0	point100	100	3,686,849.0	684,090.2	21.00				Average	
		point101	101	3,686,836.8	684,643.1	21.00				Average	
		point102	102	3,686,833.0	684,938.3	21.00				Average	
		point103	103	3,686,832.5	685,075.2	21.00					
Jacksone St 2 Lane	24.0	point105	105	3,686,848.0	685,082.1	21.00				Average	

		point106	106	3,686,844.8	685,315.0	21.00				Average	
		point107	107	3,686,839.0	685,637.0	21.00					
Soult St 2 Lane	24.0	point113	113	3,691,050.2	686,102.2	21.00				Average	
		point114	114	3,691,045.5	686,698.9	21.00				Average	
		point115	115	3,691,043.8	686,911.4	21.00					
Spring Blvd SB 1 Lane	12.0	point122	122	3,688,279.8	685,742.6	21.00				Average	
		point123	123	3,688,316.5	685,676.2	21.00				Average	
		point124	124	3,688,346.2	685,635.1	21.00				Average	
		point125	125	3,688,393.5	685,538.7	21.00					
Spring Blvd NB 1 Lane	12.0	point126	126	3,688,420.8	685,549.4	21.00				Average	
		point127	127	3,688,373.5	685,649.0	21.00				Average	
		point128	128	3,688,352.5	685,696.2	21.00				Average	
		point129	129	3,688,324.0	685,762.9	21.00					
School Dr 2 Lane	24.0	point131	131	3,688,360.0	685,779.9	21.00				Average	
		point132	132	3,688,330.5	685,964.9	21.00				Average	
		point133	133	3,688,321.2	686,063.6	21.00				Average	
		point134	134	3,688,317.8	686,299.8	21.00				Average	
		point135	135	3,688,309.2	686,672.2	21.00					
Viola St 2 Lane	24.0	point136	136	3,691,036.0	686,909.1	21.00				Average	
		point137	137	3,691,034.0	687,095.2	21.00				Average	
		point138	138	3,691,035.0	687,192.2	21.00				Average	
		point139	139	3,691,041.5	687,232.5	21.00				Average	
		point140	140	3,691,036.5	687,256.5	21.00				Average	
		point141	141	3,691,024.8	687,271.2	21.00				Average	
		point142	142	3,690,993.2	687,290.9	21.00				Average	
		point143	143	3,690,786.5	687,290.4	21.00				Average	
		point144	144	3,690,555.0	687,283.0	21.00					
Tinity Dr SB 1 Lane	12.0	point146	146	3,692,368.2	687,373.6	21.00				Average	
		point147	147	3,692,391.5	687,336.9	21.00				Average	
		point148	148	3,692,419.2	687,275.4	21.00				Average	
		point149	149	3,692,441.5	687,215.5	21.00					
Trinity Dr NB 2 Lane	24.0	point150	150	3,692,472.2	687,227.3	21.00				Average	
		point151	151	3,692,450.2	687,286.9	21.00				Average	
		point152	152	3,692,431.8	687,349.1	21.00				Average	
		point153	153	3,692,420.8	687,391.6	21.00					
Forest Brook Blvd 2 Lane	24.0	point154	154	3,695,557.5	687,975.9	21.00				Average	
		point155	155	3,695,466.8	688,124.1	21.00				Average	
		point156	156	3,695,442.0	688,164.1	21.00				Average	

		point157	157	3,695,382.5	688,305.7	21.00				Average	
		point158	158	3,695,322.0	688,427.7	21.00					
I-12 EB OnRamp 1 Lane	24.0	point161	161	3,699,262.8	690,236.2	22.00				Average	
		point162	162	3,699,282.8	690,209.7	22.00				Average	
		point163	163	3,699,342.2	690,144.1	22.00				Average	
		point164	164	3,699,376.8	690,103.0	22.00				Average	
		point165	165	3,699,406.8	690,068.5	22.00				Average	
		point166	166	3,699,432.5	690,047.4	22.00				Average	
		point167	167	3,699,473.2	690,023.2	22.00				Average	
		point168	168	3,699,527.5	690,003.1	22.00				Average	
		point169	169	3,699,592.2	689,995.0	22.00				Average	
		point170	170	3,699,633.8	689,999.2	22.00				Average	
		point171	171	3,699,684.2	690,010.2	22.00				Average	
		point172	172	3,699,741.5	690,040.1	22.00				Average	
		point173	173	3,699,819.0	690,092.8	22.00				Average	
		point174	174	3,699,963.2	690,193.8	22.00				Average	
		point175	175	3,700,093.0	690,282.4	22.00				Average	
		point176	176	3,700,127.8	690,305.4	22.00				Average	
		point177	177	3,700,199.0	690,345.5	22.00				Average	
		point178	178	3,700,260.5	690,371.1	22.00				Average	
		point179	179	3,700,319.8	690,390.6	22.00				Average	
		point180	180	3,700,408.8	690,407.8	22.00				Average	
		point181	181	3,700,507.0	690,414.9	22.00				Average	
		point182	182	3,700,608.5	690,406.0	22.00				Average	
		point183	183	3,700,704.0	690,385.2	22.00				Average	
		point184	184	3,700,773.8	690,360.4	22.00				Average	
		point185	185	3,700,846.2	690,333.5	22.00				Average	
		point186	186	3,700,912.2	690,305.9	22.00				Average	
		point187	187	3,701,006.2	690,262.4	22.00				Average	
		point188	188	3,701,190.5	690,173.3	22.00				Average	
		point189	189	3,701,436.8	690,049.4	22.00					
I-12 EB OffRamp 1 Lane	24.0	point191	191	3,698,094.2	691,853.9	22.00				Average	
		point192	192	3,698,519.2	691,558.8	22.00				Average	
		point193	193	3,698,733.5	691,411.9	22.00				Average	
		point194	194	3,698,888.5	691,304.1	22.00				Average	
		point195	195	3,698,985.0	691,237.4	22.00				Average	
		point196	196	3,699,056.0	691,170.1	22.00				Average	
		point197	197	3,699,109.2	691,089.9	22.00				Average	

		point198	198	3,699,149.8	690,997.6	22.00				Average	
		point199	199	3,699,166.5	690,923.2	22.00				Average	
		point200	200	3,699,178.0	690,789.2	22.00				Average	
		point201	201	3,699,189.2	690,674.8	22.00				Average	
		point202	202	3,699,207.8	690,469.8	22.00				Average	
		point203	203	3,699,226.8	690,351.8	22.00				Average	
		point204	204	3,699,237.0	690,285.4	22.00					
I-12 WB OffRamp	24.0	point205	205	3,701,938.8	689,950.9	30.00				Average	
		point206	206	3,701,761.5	690,049.7	30.00				Average	
		point207	207	3,701,556.5	690,162.8	30.00				Average	
		point208	208	3,701,462.5	690,214.3	30.00				Average	
		point209	209	3,701,385.8	690,260.7	30.00				Average	
		point210	210	3,701,302.5	690,340.0	30.00				Average	
		point211	211	3,701,238.8	690,437.9	30.00				Average	
		point212	212	3,701,210.5	690,512.0	30.00				Average	
		point213	213	3,701,192.8	690,594.3	30.00				Average	
		point214	214	3,701,191.5	690,727.8	30.00				Average	
		point215	215	3,701,191.0	690,907.6	30.00				Average	
		point216	216	3,701,192.0	690,944.8	30.00				Average	
		point217	217	3,701,167.8	691,113.1	30.00					
LA 59 south of LA 1088 3 Lane	36.0	point218	218	3,682,808.5	681,467.9	21.00				Average	
		point219	219	3,683,063.0	681,915.2	21.00				Average	
		point220	220	3,683,212.5	682,178.6	21.00				Average	
		point221	221	3,683,303.5	682,338.2	21.00				Average	
		point222	222	3,683,405.8	682,511.9	21.00				Average	
		point223	223	3,683,504.8	682,684.9	21.00				Average	
		point224	224	3,683,603.8	682,858.6	21.00				Average	
		point225	225	3,683,702.8	683,032.3	21.00				Average	
		point226	226	3,683,799.8	683,206.9	21.00				Average	
		point227	227	3,683,898.5	683,381.4	21.00				Average	
		point228	228	3,683,944.2	683,471.9	21.00				Average	
		point229	229	3,683,977.2	683,561.8	21.00				Average	
		point231	231	3,684,007.8	683,662.8	21.00				Average	
		point230	230	3,684,032.2	683,782.9	21.00					
LA 59 north of LA 1088 3 Lane	36.0	point232	232	3,684,032.2	683,782.9	21.00				Average	
		point233	233	3,684,065.8	683,950.8	21.00				Average	
		point234	234	3,684,109.0	684,147.0	21.00				Average	
		point235	235	3,684,165.5	684,339.8	21.00				Average	

		point236	236	3,684,242.0	684,525.2	21.00				Average	
		point237	237	3,684,361.0	684,801.1	21.00				Average	
		point238	238	3,684,442.5	684,980.7	21.00				Average	
		point239	239	3,684,579.8	685,291.6	21.00				Average	
		point240	240	3,684,701.0	685,565.9	21.00				Average	
		point241	241	3,684,809.5	685,815.2	21.00				Average	
		point242	242	3,684,878.5	685,964.8	21.00					
LA 1088 WB 2 Lane Area 3	24.0	point254	254	3,699,237.0	690,285.4	22.00				Average	
		point253	253	3,698,918.5	690,138.4	22.00				Average	
		point252	252	3,698,627.5	690,004.1	21.00				Average	
		point251	251	3,698,368.2	689,883.7	21.00				Average	
		point250	250	3,698,195.2	689,803.6	21.00				Average	
		point249	249	3,697,937.5	689,674.5	21.00				Average	
		point248	248	3,697,749.0	689,573.8	21.00				Average	
		point247	247	3,697,484.0	689,435.2	21.00				Average	
		point246	246	3,697,252.8	689,311.8	21.00					
LA 1088 EB 2 Lane Area 3	24.0	point274	274	3,697,252.8	689,311.8	21.00				Average	
		point57	57	3,697,489.0	689,419.4	21.00				Average	
		point58	58	3,697,761.0	689,545.2	21.00				Average	
		point59	59	3,697,951.5	689,633.1	21.00				Average	
		point60	60	3,698,216.5	689,756.5	21.00				Average	
		point61	61	3,698,390.8	689,835.2	21.00				Average	
		point62	62	3,698,649.5	689,955.8	21.00				Average	
		point63	63	3,698,941.5	690,089.4	21.00				Average	
		point190	190	3,699,215.5	690,215.3	22.00				Average	
		point64	64	3,699,262.8	690,236.2	22.00					
LA 1088 EB 2 Lane bt Ramps	24.0	point275	275	3,699,262.8	690,236.2	22.00				Average	
		point284	284	3,699,375.2	690,287.8	25.00				Average	
		point65	65	3,699,487.8	690,339.4	30.00				Average	
		point66	66	3,699,760.2	690,465.8	35.00				Average	
		point280	280	3,699,896.5	690,528.4	40.00				Average	
		point67	67	3,700,033.0	690,590.9	45.00				Average	
		point68	68	3,700,305.0	690,716.1	45.00				Average	
		point283	283	3,700,441.8	690,779.0	45.00				Average	
		point69	69	3,700,578.5	690,841.9	40.00				Average	
		point70	70	3,700,851.5	690,967.8	35.00				Average	
		point71	71	3,701,167.8	691,113.1	30.00				Average	
		point72	72	3,701,395.5	691,218.8	30.00				Average	

		point73	73	3,701,668.8	691,345.2	30.00				Average	
		point74	74	3,701,946.5	691,454.9	30.00				Average	
		point75	75	3,702,233.2	691,530.1	30.00				Average	
		point76	76	3,702,532.2	691,581.5	30.00				Average	
		point77	77	3,702,731.8	691,612.4	30.00				Average	
		point78	78	3,703,020.0	691,678.9	30.00				Average	
		point79	79	3,703,303.2	691,776.2	30.00					
LA 1088 Comb 2 Lane Area 2	24.0	point277	277	3,688,324.0	685,762.9	21.00				Average	
		point130	130	3,688,360.0	685,779.9	21.00				Average	
		point22	22	3,688,576.5	685,879.8	21.00				Average	
		point23	23	3,688,848.5	686,005.4	21.00				Average	
		point24	24	3,689,121.8	686,131.2	21.00				Average	
		point25	25	3,689,392.8	686,255.4	21.00				Average	
		point26	26	3,689,572.5	686,339.0	21.00				Average	
		point27	27	3,689,853.2	686,452.5	21.00				Average	
		point28	28	3,690,132.8	686,564.9	21.00				Average	
		point29	29	3,690,409.2	686,676.8	21.00				Average	
		point30	30	3,690,648.8	686,775.1	21.00				Average	
		point31	31	3,690,876.8	686,854.2	21.00				Average	
		point32	32	3,691,036.0	686,909.1	21.00				Average	
		point112	112	3,691,043.8	686,911.4	21.00				Average	
		point33	33	3,691,350.5	687,018.0	21.00				Average	
		point34	34	3,691,632.5	687,116.4	21.00				Average	
		point35	35	3,691,915.0	687,216.2	21.00				Average	
		point36	36	3,692,197.5	687,315.0	21.00				Average	
		point37	37	3,692,368.2	687,373.6	21.00				Average	
		point145	145	3,692,420.8	687,391.6	21.00					
LA 1088 Comb 2 Lane Area 3	24.0	point278	278	3,692,420.8	687,391.6	21.00				Average	
		point38	38	3,692,670.8	687,478.1	21.00				Average	
		point39	39	3,692,955.2	687,577.9	21.00				Average	
		point40	40	3,693,236.8	687,676.4	21.00				Average	
		point41	41	3,693,522.8	687,775.4	21.00				Average	
		point42	42	3,693,805.2	687,873.9	21.00				Average	
		point43	43	3,694,088.0	687,972.0	21.00				Average	
		point44	44	3,694,371.8	688,072.5	21.00				Average	
		point45	45	3,694,652.5	688,169.9	21.00				Average	
		point46	46	3,694,850.5	688,238.8	21.00				Average	
		point47	47	3,695,124.2	688,341.9	21.00				Average	

		point48	48	3,695,322.0	688,427.7	21.00					
LA 1088 WB 2 Lane bt Ramps	24.0	point279	279	3,703,303.2	691,776.2	30.00				Average	
		point268	268	3,703,013.0	691,697.4	30.00				Average	
		point267	267	3,702,726.5	691,651.9	30.00				Average	
		point266	266	3,702,528.0	691,630.0	30.00				Average	
		point265	265	3,702,218.5	691,592.1	30.00				Average	
		point264	264	3,701,924.8	691,513.0	30.00				Average	
		point263	263	3,701,646.5	691,397.2	30.00				Average	
		point262	262	3,701,372.5	691,270.8	30.00				Average	
		point261	261	3,701,151.8	691,169.5	30.00				Average	
		point260	260	3,700,826.5	691,020.3	35.00				Average	
		point259	259	3,700,554.0	690,894.4	40.00				Average	
		point282	282	3,700,419.5	690,831.9	45.00				Average	
		point258	258	3,700,284.8	690,769.4	45.00				Average	
		point257	257	3,700,010.0	690,643.2	45.00				Average	
		point281	281	3,699,873.5	690,580.6	40.00				Average	
		point256	256	3,699,737.0	690,517.9	35.00				Average	
		point255	255	3,699,468.2	690,393.1	30.00				Average	
		point285	285	3,699,352.5	690,339.2	25.00				Average	
		point276	276	3,699,237.0	690,285.4	22.00					
LA 1088 Comb 2 Lane bt Ramps	24.0	point286	286	3,703,303.2	691,776.2	30.00				Average	
		point80	80	3,703,487.8	691,856.8	30.00				Average	
		point81	81	3,703,762.5	691,982.6	30.00				Average	
		point82	82	3,704,035.8	692,104.8	30.00				Average	
		point83	83	3,704,307.2	692,227.5	30.00					
LA 1088 Comb 2 Lane Area 3 2	24.0	point287	287	3,695,322.0	688,427.7	21.00				Average	
		point49	49	3,695,579.8	688,545.3	21.00				Average	
		point50	50	3,695,853.8	688,671.1	21.00				Average	
		point51	51	3,696,125.8	688,795.4	21.00				Average	
		point52	52	3,696,397.8	688,919.9	21.00				Average	
		point53	53	3,696,670.8	689,044.0	21.00				Average	
		point54	54	3,696,809.2	689,108.7	21.00				Average	
		point55	55	3,697,034.8	689,213.1	21.00				Average	
		point56	56	3,697,252.8	689,311.8	21.00					

Volkert 30 July 2015
Thomas Lee TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: LA 1088
RUN: Existing PM Peak 2013

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
LA 1088 Comb 2 Lane Area 1	point4	4	455	45	43	45	4	45	266	45	6	45
	point5	5	455	45	43	45	4	45	266	45	6	45
	point6	6	455	45	43	45	4	45	266	45	6	45
	point7	7	455	45	43	45	4	45	266	45	6	45
	point8	8	455	45	43	45	4	45	266	45	6	45
	point9	9	455	45	43	45	4	45	266	45	6	45
	point10	10	455	45	43	45	4	45	266	45	6	45
	point11	11	455	45	43	45	4	45	266	45	6	45
	point12	12	455	45	43	45	4	45	266	45	6	45
	point13	13	455	45	43	45	4	45	266	45	6	45
	point14	14	455	45	43	45	4	45	266	45	6	45
	point15	15	455	45	43	45	4	45	266	45	6	45
	point99	99	455	45	43	45	4	45	266	45	6	45
	point16	16	455	45	43	45	4	45	266	45	6	45
	point17	17	455	45	43	45	4	45	266	45	6	45
	point18	18	455	45	43	45	4	45	266	45	6	45
	point19	19	455	45	43	45	4	45	266	45	6	45
	point20	20	455	45	43	45	4	45	266	45	6	45
	point21	21	455	45	43	45	4	45	266	45	6	45
	point121	121										
Garon Dr 2 Lane	point100	100	70	25	4	25	0	0	19	25	1	25
	point101	101	70	25	4	25	0	0	19	25	1	25

	point102	102	70	25	4	25	0	0	19	25	1	25
	point103	103										
Jacksone St 2 Lane	point105	105	22	25	3	25	0	0	11	25	0	0
	point106	106	22	25	3	25	0	0	11	25	0	0
	point107	107										
Soult St 2 Lane	point113	113	348	25	32	25	4	25	141	25	3	25
	point114	114	348	25	32	25	4	25	141	25	3	25
	point115	115										
Spring Blvd SB 1 Lane	point122	122	62	20	4	20	0	0	25	20	0	0
	point123	123	62	20	4	20	0	0	25	20	0	0
	point124	124	62	20	4	20	0	0	25	20	0	0
	point125	125										
Spring Blvd NB 1 Lane	point126	126	49	20	3	20	0	0	19	20	0	0
	point127	127	49	20	3	20	0	0	19	20	0	0
	point128	128	49	20	3	20	0	0	19	20	0	0
	point129	129										
School Dr 2 Lane	point131	131	32	25	2	25	0	0	10	25	0	0
	point132	132	32	25	2	25	0	0	10	25	0	0
	point133	133	32	25	2	25	0	0	10	25	0	0
	point134	134	32	25	2	25	0	0	10	25	0	0
	point135	135										
Viola St 2 Lane	point136	136	62	25	1	25	0	0	94	25	0	0
	point137	137	62	25	1	25	0	0	94	25	0	0
	point138	138	62	25	1	25	0	0	94	25	0	0
	point139	139	62	25	1	25	0	0	94	25	0	0
	point140	140	62	25	1	25	0	0	94	25	0	0
	point141	141	62	25	1	25	0	0	94	25	0	0
	point142	142	62	25	1	25	0	0	94	25	0	0
	point143	143	62	25	1	25	0	0	94	25	0	0
	point144	144										
Tinity Dr SB 1 Lane	point146	146	83	20	1	20	0	0	13	20	5	20
	point147	147	83	20	1	20	0	0	13	20	5	20
	point148	148	83	20	1	20	0	0	13	20	5	20
	point149	149										

Trinity Dr NB 2 Lane	point150	150	51	20	1	20	0	0	8	20	3	20
	point151	151	51	20	1	20	0	0	8	20	3	20
	point152	152	51	20	1	20	0	0	8	20	3	20
	point153	153										
Forest Brook Blvd 2 Lane	point154	154	269	20	6	20	2	20	44	20	1	20
	point155	155	269	20	6	20	2	20	44	20	1	20
	point156	156	269	20	6	20	2	20	44	20	1	20
	point157	157	269	20	6	20	2	20	44	20	1	20
	point158	158										
I-12 EB OnRamp 1 Lane	point161	161	282	35	5	35	2	35	55	35	1	35
	point162	162	282	35	5	35	2	35	55	35	1	35
	point163	163	282	35	5	35	2	35	55	35	1	35
	point164	164	282	35	5	35	2	35	55	35	1	35
	point165	165	282	35	5	35	2	35	55	35	1	35
	point166	166	282	35	5	35	2	35	55	35	1	35
	point167	167	282	35	5	35	2	35	55	35	1	35
	point168	168	282	35	5	35	2	35	55	35	1	35
	point169	169	282	35	5	35	2	35	55	35	1	35
	point170	170	282	35	5	35	2	35	55	35	1	35
	point171	171	282	35	5	35	2	35	55	35	1	35
	point172	172	282	35	5	35	2	35	55	35	1	35
	point173	173	282	35	5	35	2	35	55	35	1	35
	point174	174	282	35	5	35	2	35	55	35	1	35
	point175	175	282	35	5	35	2	35	55	35	1	35
	point176	176	282	35	5	35	2	35	55	35	1	35
	point177	177	282	35	5	35	2	35	55	35	1	35
	point178	178	282	35	5	35	2	35	55	35	1	35
	point179	179	282	35	5	35	2	35	55	35	1	35
	point180	180	282	35	5	35	2	35	55	35	1	35
	point181	181	282	35	5	35	2	35	55	35	1	35
	point182	182	282	35	5	35	2	35	55	35	1	35
	point183	183	282	35	5	35	2	35	55	35	1	35
	point184	184	282	35	5	35	2	35	55	35	1	35
	point185	185	282	35	5	35	2	35	55	35	1	35

	point186	186	282	35	5	35	2	35	55	35	1	35
	point187	187	282	35	5	35	2	35	55	35	1	35
	point188	188	282	35	5	35	2	35	55	35	1	35
	point189	189										
I-12 EB OffRamp 1 Lane	point191	191	219	35	4	35	2	35	42	35	1	35
	point192	192	219	35	4	35	2	35	42	35	1	35
	point193	193	219	35	4	35	2	35	42	35	1	35
	point194	194	219	35	4	35	2	35	42	35	1	35
	point195	195	219	35	4	35	2	35	42	35	1	35
	point196	196	219	35	4	35	2	35	42	35	1	35
	point197	197	219	35	4	35	2	35	42	35	1	35
	point198	198	219	35	4	35	2	35	42	35	1	35
	point199	199	219	35	4	35	2	35	42	35	1	35
	point200	200	219	35	4	35	2	35	42	35	1	35
	point201	201	219	35	4	35	2	35	42	35	1	35
	point202	202	219	35	4	35	2	35	42	35	1	35
	point203	203	219	35	4	35	2	35	42	35	1	35
	point204	204										
I-12 WB OffRamp	point205	205	119	45	37	45	2	45	21	45	1	45
	point206	206	119	45	37	45	2	45	21	45	1	45
	point207	207	119	45	37	45	2	45	21	45	1	45
	point208	208	119	45	37	45	2	45	21	45	1	45
	point209	209	119	45	37	45	2	45	21	45	1	45
	point210	210	119	45	37	45	2	45	21	45	1	45
	point211	211	119	45	37	45	2	45	21	45	1	45
	point212	212	119	45	37	45	2	45	21	45	1	45
	point213	213	119	45	37	45	2	45	21	45	1	45
	point214	214	119	45	37	45	2	45	21	45	1	45
	point215	215	119	45	37	45	2	45	21	45	1	45
	point216	216	119	45	37	45	2	45	21	45	1	45
	point217	217										
LA 59 south of LA 1088 3 Lane	point218	218	1142	45	61	45	14	45	208	45	19	45
	point219	219	1142	45	61	45	14	45	208	45	19	45
	point220	220	1142	45	61	45	14	45	208	45	19	45

	point221	221	1142	45	61	45	14	45	208	45	19	45
	point222	222	1142	45	61	45	14	45	208	45	19	45
	point223	223	1142	45	61	45	14	45	208	45	19	45
	point224	224	1142	45	61	45	14	45	208	45	19	45
	point225	225	1142	45	61	45	14	45	208	45	19	45
	point226	226	1142	45	61	45	14	45	208	45	19	45
	point227	227	1142	45	61	45	14	45	208	45	19	45
	point228	228	1142	45	61	45	14	45	208	45	19	45
	point229	229	1142	45	61	45	14	45	208	45	19	45
	point231	231	1142	45	61	45	14	45	208	45	19	45
	point230	230										
LA 59 north of LA 1088 3 Lane	point232	232	731	45	63	45	59	45	267	45	8	45
	point233	233	731	45	63	45	59	45	267	45	8	45
	point234	234	731	45	63	45	59	45	267	45	8	45
	point235	235	731	45	63	45	59	45	267	45	8	45
	point236	236	731	45	63	45	59	45	267	45	8	45
	point237	237	731	45	63	45	59	45	267	45	8	45
	point238	238	731	45	63	45	59	45	267	45	8	45
	point239	239	731	45	63	45	59	45	267	45	8	45
	point240	240	731	45	63	45	59	45	267	45	8	45
	point241	241	731	45	63	45	59	45	267	45	8	45
	point242	242										
LA 1088 WB 2 Lane Area 3	point254	254	381	55	28	55	5	55	130	55	2	55
	point253	253	381	55	28	55	5	55	130	55	2	55
	point252	252	381	55	28	55	5	55	130	55	2	55
	point251	251	381	55	28	55	5	55	130	55	2	55
	point250	250	381	55	28	55	5	55	130	55	2	55
	point249	249	381	55	28	55	5	55	130	55	2	55
	point248	248	381	55	28	55	5	55	130	55	2	55
	point247	247	381	55	28	55	5	55	130	55	2	55
	point246	246										
LA 1088 EB 2 Lane Area 3	point274	274	234	55	17	55	3	55	80	55	3	55
	point57	57	234	55	17	55	3	55	80	55	3	55
	point58	58	234	55	17	55	3	55	80	55	3	55

	point59	59	234	55	17	55	3	55	80	55	3	55
	point60	60	234	55	17	55	3	55	80	55	3	55
	point61	61	234	55	17	55	3	55	80	55	3	55
	point62	62	234	55	17	55	3	55	80	55	3	55
	point63	63	234	55	17	55	3	55	80	55	3	55
	point190	190	234	55	17	55	3	55	80	55	3	55
	point64	64										
LA 1088 EB 2 Lane bt Ramps	point275	275	156	55	9	55	2	55	53	55	2	55
	point284	284	156	55	9	55	2	55	53	55	2	55
	point65	65	156	55	9	55	2	55	53	55	2	55
	point66	66	156	55	9	55	2	55	53	55	2	55
	point280	280	156	55	9	55	2	55	53	55	2	55
	point67	67	156	55	9	55	2	55	53	55	2	55
	point68	68	156	55	9	55	2	55	53	55	2	55
	point283	283	156	55	9	55	2	55	53	55	2	55
	point69	69	156	55	9	55	2	55	53	55	2	55
	point70	70	156	55	9	55	2	55	53	55	2	55
	point71	71	156	55	9	55	2	55	53	55	2	55
	point72	72	156	55	9	55	2	55	53	55	2	55
	point73	73	156	55	9	55	2	55	53	55	2	55
	point74	74	156	55	9	55	2	55	53	55	2	55
	point75	75	156	55	9	55	2	55	53	55	2	55
	point76	76	156	55	9	55	2	55	53	55	2	55
	point77	77	156	55	9	55	2	55	53	55	2	55
	point78	78	156	55	9	55	2	55	53	55	2	55
	point79	79										
LA 1088 Comb 2 Lane Area 2	point277	277	478	45	17	45	8	45	200	45	12	45
	point130	130	478	45	17	45	8	45	200	45	12	45
	point22	22	478	45	17	45	8	45	200	45	12	45
	point23	23	478	45	17	45	8	45	200	45	12	45
	point24	24	478	45	17	45	8	45	200	45	12	45
	point25	25	478	45	17	45	8	45	200	45	12	45
	point26	26	478	45	17	45	8	45	200	45	12	45
	point27	27	478	45	17	45	8	45	200	45	12	45

	point28	28	478	45	17	45	8	45	200	45	12	45
	point29	29	478	45	17	45	8	45	200	45	12	45
	point30	30	478	45	17	45	8	45	200	45	12	45
	point31	31	478	45	17	45	8	45	200	45	12	45
	point32	32	478	45	17	45	8	45	200	45	12	45
	point112	112	478	45	17	45	8	45	200	45	12	45
	point33	33	478	45	17	45	8	45	200	45	12	45
	point34	34	478	45	17	45	8	45	200	45	12	45
	point35	35	478	45	17	45	8	45	200	45	12	45
	point36	36	478	45	17	45	8	45	200	45	12	45
	point37	37	478	45	17	45	8	45	200	45	12	45
	point145	145										
LA 1088 Comb 2 Lane Area 3	point278	278	615	45	45	45	8	45	209	45	3	45
	point38	38	615	45	45	45	8	45	209	45	3	45
	point39	39	615	45	45	45	8	45	209	20	3	45
	point40	40	615	45	45	45	8	45	209	45	3	45
	point41	41	615	45	45	45	8	45	209	45	3	45
	point42	42	615	45	45	45	8	45	209	45	3	45
	point43	43	615	45	45	45	8	45	209	45	3	45
	point44	44	615	45	45	45	8	45	209	45	3	45
	point45	45	615	45	45	45	8	45	209	45	3	45
	point46	46	615	45	45	45	8	45	209	45	3	45
	point47	47	615	45	45	45	8	45	209	45	3	45
	point48	48										
LA 1088 WB 2 Lane bt Ramps	point279	279	254	55	14	55	3	55	86	55	3	55
	point268	268	254	55	14	55	3	55	86	55	3	55
	point267	267	254	55	14	55	3	55	86	55	3	55
	point266	266	254	55	14	55	3	55	86	55	3	55
	point265	265	254	55	14	55	3	55	86	55	3	55
	point264	264	254	55	14	55	3	55	86	55	3	55
	point263	263	254	55	14	55	3	55	86	55	3	55
	point262	262	254	55	14	55	3	55	86	55	3	55
	point261	261	254	55	14	55	3	55	86	55	3	55
	point260	260	254	55	14	55	3	55	86	55	3	55

	point259	259	254	55	14	55	3	55	86	55	3	55
	point282	282	254	55	14	55	3	55	86	55	3	55
	point258	258	254	55	14	55	3	55	86	55	3	55
	point257	257	254	55	14	55	3	55	86	55	3	55
	point281	281	254	55	14	55	3	55	86	55	3	55
	point256	256	254	55	14	55	3	55	86	55	3	55
	point255	255	254	55	14	55	3	55	86	55	3	55
	point285	285	254	55	14	55	3	55	86	55	3	55
	point276	276										
LA 1088 Comb 2 Lane bt Ramps	point286	286	409	55	23	55	5	55	139	55	4	55
	point80	80	409	55	23	55	5	55	139	55	4	55
	point81	81	409	55	23	55	5	55	139	55	4	55
	point82	82	409	55	23	55	5	55	139	55	4	55
	point83	83										
LA 1088 Comb 2 Lane Area 3 2	point287	287	615	55	45	55	8	55	209	55	3	55
	point49	49	615	55	45	55	8	55	209	55	3	55
	point50	50	615	55	45	55	8	55	209	55	3	55
	point51	51	615	55	45	55	8	55	209	55	3	55
	point52	52	615	55	45	55	8	55	209	55	3	55
	point53	53	615	55	45	55	8	55	209	55	3	55
	point54	54	615	55	45	55	8	55	209	55	3	55
	point55	55	615	55	45	55	8	55	209	55	3	55
	point56	56										

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: LA 1088
RUN: Existing PM Peak 2013

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Res 12	15	1	3,683,288.2	682,418.7	21.00	4.92	0.00	66	10.0	8.0	Y
Res 13	16	1	3,683,406.5	682,602.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 14	17	1	3,683,402.2	682,710.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 15	18	1	3,683,509.5	682,820.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 16	19	1	3,683,554.0	682,985.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 17	20	3	3,683,444.5	683,048.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 18	21	3	3,683,363.0	683,119.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 19	22	3	3,683,236.2	683,143.5	21.00	4.92	0.00	66	10.0	8.0	Y
Office 20	23	1	3,683,642.8	683,119.1	21.00	4.92	0.00	66	10.0	8.0	Y
Office 21	24	1	3,683,747.2	683,269.4	21.00	4.92	0.00	71	10.0	8.0	Y
Restaurant 22	25	1	3,683,907.8	683,708.8	21.00	4.92	0.00	71	10.0	8.0	Y
Bank 23	26	1	3,683,936.0	683,881.4	21.00	4.92	0.00	71	10.0	8.0	Y
Office 24	27	1	3,683,651.5	683,869.9	21.00	4.92	0.00	71	10.0	8.0	Y
Res 40	43	1	3,684,553.8	684,402.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 41	44	1	3,684,706.2	684,268.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 42	45	1	3,685,596.8	684,776.2	21.00	4.92	0.00	66	10.0	8.0	Y
School 43	46	1	3,685,926.2	684,787.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 44	47	3	3,685,809.0	684,957.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 45	48	4	3,685,833.8	685,027.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 46	49	2	3,685,854.5	685,070.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 47	50	4	3,685,815.5	685,131.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 48	51	1	3,686,061.5	684,994.9	21.00	4.92	0.00	66	10.0	8.0	Y

Apartments 49 (1st Floor)	52	2	3,686,246.5	684,897.2	21.00	4.92	0.00	66	10.0	8.0	Y
Apartments 50 (1st Floor)	53	2	3,686,365.0	684,962.4	21.00	4.92	0.00	66	10.0	8.0	Y
Apartments 51 (1st Floor)	54	2	3,686,252.2	684,942.4	21.00	4.92	0.00	66	10.0	8.0	Y
Apartments 52 (1st Floor)	55	2	3,686,376.0	685,008.9	21.00	4.92	0.00	66	10.0	8.0	Y
Apartments 53 (1st Floor)	56	2	3,686,241.2	685,047.0	21.00	4.92	0.00	66	10.0	8.0	Y
Apartments 54 (1st Floor)	57	2	3,686,249.8	685,086.9	21.00	4.92	0.00	66	10.0	8.0	Y
Apartments 55 (1st Floor)	58	2	3,686,185.8	685,214.4	21.00	4.92	0.00	66	10.0	8.0	Y
Apartments 56 (1st Floor)	59	2	3,686,231.5	685,226.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 57	60	3	3,686,431.5	685,246.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 58	61	2	3,686,536.8	685,239.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 59	62	3	3,686,534.8	685,403.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 60	63	2	3,686,661.8	685,404.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 61	64	3	3,686,723.0	685,250.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 62	65	1	3,686,781.8	685,140.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 63	66	1	3,686,783.0	685,228.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 64	67	1	3,686,776.8	685,401.7	21.00	4.92	0.00	66	10.0	8.0	Y
Res 65	68	2	3,686,771.2	685,547.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 66	69	1	3,686,905.2	685,225.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 67	70	4	3,686,906.8	685,306.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 68	71	1	3,686,897.5	685,398.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 69	72	1	3,686,910.5	685,558.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 70	73	2	3,687,061.5	685,409.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 71	74	3	3,687,030.2	685,560.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 72	75	1	3,686,999.0	685,642.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 73	76	1	3,687,775.2	685,591.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 74	77	1	3,687,823.2	685,608.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 75	78	1	3,687,940.5	685,691.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 76	79	1	3,687,900.2	685,741.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 77	80	3	3,687,830.5	685,767.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 78	81	1	3,687,638.2	685,972.4	21.00	4.92	0.00	66	10.0	8.0	Y
School 79	82	1	3,688,194.5	686,063.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 120	123	1	3,688,481.0	685,920.7	21.00	4.92	0.00	66	10.0	8.0	Y
Res 121	124	2	3,688,478.2	685,968.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 122	125	2	3,688,477.0	686,023.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 123	126	2	3,688,477.0	686,090.0	21.00	4.92	0.00	66	10.0	8.0	Y

Res 124	127	2	3,688,477.0	686,147.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 125	128	2	3,688,478.2	686,203.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 126	129	2	3,688,479.5	686,256.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 127	130	2	3,688,474.2	686,316.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 128	131	1	3,688,488.0	686,373.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 129	132	1	3,688,820.8	686,142.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 130	133	1	3,688,910.5	686,148.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 131	134	1	3,689,022.5	686,215.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 132	135	1	3,689,180.0	686,261.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 133	136	4	3,689,178.8	686,332.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 134	137	1	3,689,336.2	686,315.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 135	138	7	3,689,293.5	686,505.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 136	139	8	3,689,204.5	686,647.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 137	140	1	3,689,431.5	686,380.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 138	141	1	3,689,520.0	686,418.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 139	142	1	3,689,612.5	686,472.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 140	143	1	3,689,816.8	686,626.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 141	144	1	3,689,945.8	686,604.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 142	145	1	3,690,122.8	686,659.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 143	146	3	3,689,477.0	686,687.6	21.00	4.92	0.00	66	10.0	8.0	Y
Church 144	147	2	3,690,439.2	686,789.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 145	148	3	3,690,317.2	687,155.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 146	149	1	3,690,531.8	687,113.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 147	150	1	3,690,664.5	687,053.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 148	151	3	3,690,883.2	687,333.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 149	152	1	3,691,327.2	687,190.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 150	153	1	3,691,435.2	687,129.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 151	154	1	3,691,749.0	687,276.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 152	155	1	3,692,014.8	687,336.1	21.00	4.92	0.00	66	10.0	8.0	Y
Res 202	205	1	3,692,707.5	687,824.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 203	206	2	3,692,690.5	687,700.6	21.00	4.92	0.00	66	10.0	8.0	Y
Church 204	207	1	3,693,267.2	687,792.8	21.00	4.92	0.00	66	10.0	8.0	Y
Church 205	208	1	3,694,260.8	688,238.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 206	209	1	3,694,474.2	688,272.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 207	210	1	3,694,684.0	688,423.3	21.00	4.92	0.00	66	10.0	8.0	Y

Res 208	211	1	3,695,691.8	688,807.4	21.00	4.92	0.00	66	10.0	8.0	Y
Res 214	217	1	3,697,978.2	689,880.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 215	218	1	3,698,171.0	689,958.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 216	219	1	3,698,342.8	690,015.8	21.00	4.92	0.00	66	10.0	8.0	Y
Res 217	220	8	3,698,169.8	690,175.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 218	221	1	3,698,505.5	690,134.2	21.00	4.92	0.00	66	10.0	8.0	Y
Res 219	222	2	3,698,512.2	690,217.6	21.00	4.92	0.00	66	10.0	8.0	Y
Res 220	223	4	3,698,513.5	690,297.0	21.00	4.92	0.00	66	10.0	8.0	Y
Res 221	224	1	3,698,820.8	690,298.3	21.00	4.92	0.00	66	10.0	8.0	Y
Res 222	225	1	3,699,025.8	690,529.9	21.00	4.92	0.00	66	10.0	8.0	Y
Res 223	226	1	3,699,028.2	690,601.5	21.00	4.92	0.00	66	10.0	8.0	Y
Res 224	227	1	3,699,019.5	690,662.1	21.00	4.92	0.00	66	10.0	8.0	Y
Apartments 49 (2nd Floor)	230	2	3,686,246.5	684,897.2	21.00	20.00	0.00	66	10.0	8.0	Y
Apartments 50 (2nd Floor)	232	2	3,686,365.0	684,962.4	21.00	20.00	0.00	66	10.0	8.0	Y
Apartments 51 (2nd Floor)	234	2	3,686,252.2	684,942.4	21.00	20.00	0.00	66	10.0	8.0	Y
Apartments 52 (2nd Floor)	236	2	3,686,376.0	685,008.9	21.00	20.00	0.00	66	10.0	8.0	Y
Apartments 53 (2nd Floor)	238	2	3,686,241.2	685,047.0	21.00	20.00	0.00	66	10.0	8.0	Y
Apartments 54 (2nd Floor)	240	2	3,686,249.8	685,086.9	21.00	20.00	0.00	66	10.0	8.0	Y
Apartments 55 (2nd Floor)	242	2	3,686,185.8	685,214.4	21.00	20.00	0.00	66	10.0	8.0	Y
Apartments 56 (2nd Floor)	244	2	3,686,231.5	685,226.4	21.00	20.00	0.00	66	10.0	8.0	Y

Volkert 30 July 2015
Thomas Lee TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: LA 1088
RUN: Existing PM Peak 2013

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per Unit Area	$ per Unit Vol.	Top Width	Run:Rise	$ per Unit Length			X	Y	Z	at Point	Seg Ht Increment	Perturbs #Up	Perturbs #Dn	On Struct?	Important Reflections?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
Barrier1	W	0.00	99.99	0.00				0.00	point1	1	3,685,813.8	684,888.2	21.00	20.00	0.00	0	0		
									point2	2	3,685,813.8	684,804.9	21.00	20.00	0.00	0	0		
									point3	3	3,685,919.2	684,808.2	21.00	20.00	0.00	0	0		
									point4	4	3,685,921.0	684,888.2	21.00	20.00					
Barrier2	W	0.00	99.99	0.00				0.00	point5	5	3,686,195.2	684,980.8	21.00	30.00	0.00	0	0		
									point6	6	3,686,195.2	684,938.2	21.00	30.00	0.00	0	0		
									point7	7	3,686,183.2	684,937.3	21.00	30.00	0.00	0	0		
									point8	8	3,686,183.2	684,884.6	21.00	30.00	0.00	0	0		
									point9	9	3,686,233.2	684,884.6	21.00	30.00	0.00	0	0		
									point10	10	3,686,235.0	684,935.4	21.00	30.00	0.00	0	0		
									point11	11	3,686,245.2	684,937.3	21.00	30.00	0.00	0	0		
									point12	12	3,686,244.2	684,979.9	21.00	30.00					
Barrier3	W	0.00	99.99	0.00				0.00	point13	13	3,686,191.5	685,120.5	21.00	30.00	0.00	0	0		
									point14	14	3,686,191.5	685,080.8	21.00	30.00	0.00	0	0		
									point15	15	3,686,183.2	685,080.8	21.00	30.00	0.00	0	0		
									point16	16	3,686,184.0	685,028.9	21.00	30.00	0.00	0	0		
									point17	17	3,686,232.2	685,028.9	21.00	30.00	0.00	0	0		
									point18	18	3,686,235.0	685,072.4	21.00	30.00	0.00	0	0		
									point19	19	3,686,241.5	685,074.2	21.00	30.00	0.00	0	0		
									point20	20	3,686,243.2	685,121.4	21.00	30.00					
Barrier4	W	0.00	99.99	0.00				0.00	point21	21	3,686,369.2	684,994.7	21.00	30.00	0.00	0	0		
									point22	22	3,686,370.2	684,943.8	21.00	30.00	0.00	0	0		
									point23	23	3,686,388.8	684,945.6	21.00	30.00	0.00	0	0		
									point24	24	3,686,392.2	685,043.7	21.00	30.00	0.00	0	0		
									point25	25	3,686,374.8	685,044.6	21.00	30.00					

Volkert 30 July 2015
Thomas Lee TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: LA 1088
RUN: Existing PM Peak 2013

Building Row			Points			
Name	Average Height	Building Percent	No.	Coordinates (ground)		
				X	Y	Z
	ft	%		ft	ft	ft
Building1	20.00	70	1	3,686,135.0	685,272.2	21.00
			2	3,686,130.5	685,226.9	21.00
			3	3,686,454.2	685,264.9	21.00
			4	3,686,796.8	685,251.9	21.00
			5	3,686,795.8	685,266.8	21.00
Building2	20.00	70	6	3,688,397.0	686,418.2	21.00
			7	3,688,448.0	686,415.7	21.00
			8	3,688,459.8	685,904.3	21.00
			9	3,688,403.8	685,904.3	21.00
Building3	20.00	70	10	3,688,672.2	686,427.4	21.00
			11	3,688,607.0	686,419.1	21.00
			12	3,688,618.0	686,027.4	21.00
			13	3,688,687.5	686,021.5	21.00
Building4	20.00	70	14	3,688,776.0	686,219.0	21.00
			15	3,688,763.5	686,184.7	21.00
			16	3,688,798.8	686,166.3	21.00
			17	3,688,912.5	686,164.6	21.00
			18	3,688,994.5	686,229.1	21.00
			19	3,689,158.5	686,270.1	21.00
			20	3,689,150.2	686,379.7	21.00
			21	3,689,129.2	686,378.9	21.00
Building5	20.00	70	22	3,689,278.2	686,373.1	21.00
			23	3,689,303.5	686,317.9	21.00

			24	3,689,594.8	686,512.9	21.00
			25	3,689,630.8	686,622.6	21.00
			26	3,689,636.5	686,798.3	21.00
			27	3,689,583.8	686,811.7	21.00
Building6	20.00	70	28	3,698,941.8	690,988.4	21.00
			29	3,698,989.5	690,986.9	21.00
			30	3,699,006.0	690,501.6	21.00
			31	3,698,956.8	690,502.4	21.00

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: LA 1088
RUN: No Build AM Peak 2033

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

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
LA 1088 Comb 2 Lane Area 1	24.0	point4	4	3,684,032.2	683,782.9	21.00				Average	
		point5	5	3,684,308.8	683,910.2	21.00				Average	
		point6	6	3,684,630.8	684,059.2	21.00				Average	
		point7	7	3,684,944.8	684,203.9	21.00				Average	
		point8	8	3,685,215.5	684,330.2	21.00				Average	
		point9	9	3,685,490.5	684,456.0	21.00				Average	
		point10	10	3,685,647.0	684,529.1	21.00				Average	
		point11	11	3,685,851.8	684,622.3	21.00				Average	
		point12	12	3,686,128.0	684,750.9	21.00				Average	
		point13	13	3,686,396.5	684,874.6	21.00				Average	
		point14	14	3,686,670.8	684,998.8	21.00				Average	
		point15	15	3,686,832.5	685,075.2	21.00				Average	
		point99	99	3,686,848.0	685,082.1	21.00				Average	
		point16	16	3,687,122.8	685,209.6	21.00				Average	
		point17	17	3,687,395.5	685,336.1	21.00				Average	
		point18	18	3,687,668.2	685,459.9	21.00				Average	
		point19	19	3,687,941.8	685,586.4	21.00				Average	
		point20	20	3,688,212.5	685,712.6	21.00				Average	
		point21	21	3,688,279.8	685,742.6	21.00				Average	
		point121	121	3,688,324.0	685,762.9	21.00					
Garon Dr 2 Lane	24.0	point100	100	3,686,849.0	684,090.2	21.00				Average	
		point101	101	3,686,836.8	684,643.1	21.00				Average	
		point102	102	3,686,833.0	684,938.3	21.00				Average	
		point103	103	3,686,832.5	685,075.2	21.00					
Jacksone St 2 Lane	24.0	point105	105	3,686,848.0	685,082.1	21.00				Average	

		point106	106	3,686,844.8	685,315.0	21.00				Average	
		point107	107	3,686,839.0	685,637.0	21.00					
Soult St 2 Lane	24.0	point113	113	3,691,050.2	686,102.2	21.00				Average	
		point114	114	3,691,045.5	686,698.9	21.00				Average	
		point115	115	3,691,043.8	686,911.4	21.00					
Spring Blvd SB 1 Lane	12.0	point122	122	3,688,279.8	685,742.6	21.00				Average	
		point123	123	3,688,316.5	685,676.2	21.00				Average	
		point124	124	3,688,346.2	685,635.1	21.00				Average	
		point125	125	3,688,393.5	685,538.7	21.00					
Spring Blvd NB 1 Lane	12.0	point126	126	3,688,420.8	685,549.4	21.00				Average	
		point127	127	3,688,373.5	685,649.0	21.00				Average	
		point128	128	3,688,352.5	685,696.2	21.00				Average	
		point129	129	3,688,324.0	685,762.9	21.00					
School Dr 2 Lane	24.0	point131	131	3,688,360.0	685,779.9	21.00				Average	
		point132	132	3,688,330.5	685,964.9	21.00				Average	
		point133	133	3,688,321.2	686,063.6	21.00				Average	
		point134	134	3,688,317.8	686,299.8	21.00				Average	
		point135	135	3,688,309.2	686,672.2	21.00					
Viola St 2 Lane	24.0	point136	136	3,691,036.0	686,909.1	21.00				Average	
		point137	137	3,691,034.0	687,095.2	21.00				Average	
		point138	138	3,691,035.0	687,192.2	21.00				Average	
		point139	139	3,691,041.5	687,232.5	21.00				Average	
		point140	140	3,691,036.5	687,256.5	21.00				Average	
		point141	141	3,691,024.8	687,271.2	21.00				Average	
		point142	142	3,690,993.2	687,290.9	21.00				Average	
		point143	143	3,690,786.5	687,290.4	21.00				Average	
		point144	144	3,690,555.0	687,283.0	21.00					
Tinity Dr SB 1 Lane	12.0	point146	146	3,692,368.2	687,373.6	21.00				Average	
		point147	147	3,692,391.5	687,336.9	21.00				Average	
		point148	148	3,692,419.2	687,275.4	21.00				Average	
		point149	149	3,692,441.5	687,215.5	21.00					
Trinity Dr NB 2 Lane	24.0	point150	150	3,692,472.2	687,227.3	21.00				Average	
		point151	151	3,692,450.2	687,286.9	21.00				Average	
		point152	152	3,692,431.8	687,349.1	21.00				Average	
		point153	153	3,692,420.8	687,391.6	21.00					
Forest Brook Blvd 2 Lane	24.0	point154	154	3,695,557.5	687,975.9	21.00				Average	
		point155	155	3,695,466.8	688,124.1	21.00				Average	
		point156	156	3,695,442.0	688,164.1	21.00				Average	

		point157	157	3,695,382.5	688,305.7	21.00				Average	
		point158	158	3,695,322.0	688,427.7	21.00					
I-12 EB OnRamp 1 Lane	24.0	point161	161	3,699,262.8	690,236.2	22.00				Average	
		point162	162	3,699,282.8	690,209.7	22.00				Average	
		point163	163	3,699,342.2	690,144.1	22.00				Average	
		point164	164	3,699,376.8	690,103.0	22.00				Average	
		point165	165	3,699,406.8	690,068.5	22.00				Average	
		point166	166	3,699,432.5	690,047.4	22.00				Average	
		point167	167	3,699,473.2	690,023.2	22.00				Average	
		point168	168	3,699,527.5	690,003.1	22.00				Average	
		point169	169	3,699,592.2	689,995.0	22.00				Average	
		point170	170	3,699,633.8	689,999.2	22.00				Average	
		point171	171	3,699,684.2	690,010.2	22.00				Average	
		point172	172	3,699,741.5	690,040.1	22.00				Average	
		point173	173	3,699,819.0	690,092.8	22.00				Average	
		point174	174	3,699,963.2	690,193.8	22.00				Average	
		point175	175	3,700,093.0	690,282.4	22.00				Average	
		point176	176	3,700,127.8	690,305.4	22.00				Average	
		point177	177	3,700,199.0	690,345.5	22.00				Average	
		point178	178	3,700,260.5	690,371.1	22.00				Average	
		point179	179	3,700,319.8	690,390.6	22.00				Average	
		point180	180	3,700,408.8	690,407.8	22.00				Average	
		point181	181	3,700,507.0	690,414.9	22.00				Average	
		point182	182	3,700,608.5	690,406.0	22.00				Average	
		point183	183	3,700,704.0	690,385.2	22.00				Average	
		point184	184	3,700,773.8	690,360.4	22.00				Average	
		point185	185	3,700,846.2	690,333.5	22.00				Average	
		point186	186	3,700,912.2	690,305.9	22.00				Average	
		point187	187	3,701,006.2	690,262.4	22.00				Average	
		point188	188	3,701,190.5	690,173.3	22.00				Average	
		point189	189	3,701,436.8	690,049.4	22.00					
I-12 EB OffRamp 1 Lane	24.0	point191	191	3,698,094.2	691,853.9	22.00				Average	
		point192	192	3,698,519.2	691,558.8	22.00				Average	
		point193	193	3,698,733.5	691,411.9	22.00				Average	
		point194	194	3,698,888.5	691,304.1	22.00				Average	
		point195	195	3,698,985.0	691,237.4	22.00				Average	
		point196	196	3,699,056.0	691,170.1	22.00				Average	
		point197	197	3,699,109.2	691,089.9	22.00				Average	

		point198	198	3,699,149.8	690,997.6	22.00				Average	
		point199	199	3,699,166.5	690,923.2	22.00				Average	
		point200	200	3,699,178.0	690,789.2	22.00				Average	
		point201	201	3,699,189.2	690,674.8	22.00				Average	
		point202	202	3,699,207.8	690,469.8	22.00				Average	
		point203	203	3,699,226.8	690,351.8	22.00				Average	
		point204	204	3,699,237.0	690,285.4	22.00					
I-12 WB OffRamp	24.0	point205	205	3,701,938.8	689,950.9	30.00				Average	
		point206	206	3,701,761.5	690,049.7	30.00				Average	
		point207	207	3,701,556.5	690,162.8	30.00				Average	
		point208	208	3,701,462.5	690,214.3	30.00				Average	
		point209	209	3,701,385.8	690,260.7	30.00				Average	
		point210	210	3,701,302.5	690,340.0	30.00				Average	
		point211	211	3,701,238.8	690,437.9	30.00				Average	
		point212	212	3,701,210.5	690,512.0	30.00				Average	
		point213	213	3,701,192.8	690,594.3	30.00				Average	
		point214	214	3,701,191.5	690,727.8	30.00				Average	
		point215	215	3,701,191.0	690,907.6	30.00				Average	
		point216	216	3,701,192.0	690,944.8	30.00				Average	
		point217	217	3,701,167.8	691,113.1	30.00					
LA 57 south of LA 1088 3 Lane	36.0	point218	218	3,682,808.5	681,467.9	21.00				Average	
		point219	219	3,683,063.0	681,915.2	21.00				Average	
		point220	220	3,683,212.5	682,178.6	21.00				Average	
		point221	221	3,683,303.5	682,338.2	21.00				Average	
		point222	222	3,683,405.8	682,511.9	21.00				Average	
		point223	223	3,683,504.8	682,684.9	21.00				Average	
		point224	224	3,683,603.8	682,858.6	21.00				Average	
		point225	225	3,683,702.8	683,032.3	21.00				Average	
		point226	226	3,683,799.8	683,206.9	21.00				Average	
		point227	227	3,683,898.5	683,381.4	21.00				Average	
		point228	228	3,683,944.2	683,471.9	21.00				Average	
		point229	229	3,683,977.2	683,561.8	21.00				Average	
		point231	231	3,684,007.8	683,662.8	21.00				Average	
		point230	230	3,684,032.2	683,782.9	21.00					
LA 57 north of LA 1088 3 Lane	36.0	point232	232	3,684,032.2	683,782.9	21.00				Average	
		point233	233	3,684,065.8	683,950.8	21.00				Average	
		point234	234	3,684,109.0	684,147.0	21.00				Average	
		point235	235	3,684,165.5	684,339.8	21.00				Average	

		point236	236	3,684,242.0	684,525.2	21.00				Average	
		point237	237	3,684,361.0	684,801.1	21.00				Average	
		point238	238	3,684,442.5	684,980.7	21.00				Average	
		point239	239	3,684,579.8	685,291.6	21.00				Average	
		point240	240	3,684,701.0	685,565.9	21.00				Average	
		point241	241	3,684,809.5	685,815.2	21.00				Average	
		point242	242	3,684,878.5	685,964.8	21.00					
LA 1088 WB 2 Lane Area 3	24.0	point254	254	3,699,237.0	690,285.4	22.00				Average	
		point253	253	3,698,918.5	690,138.4	22.00				Average	
		point252	252	3,698,627.5	690,004.1	21.00				Average	
		point251	251	3,698,368.2	689,883.7	21.00				Average	
		point250	250	3,698,195.2	689,803.6	21.00				Average	
		point249	249	3,697,937.5	689,674.5	21.00				Average	
		point248	248	3,697,749.0	689,573.8	21.00				Average	
		point247	247	3,697,484.0	689,435.2	21.00				Average	
		point246	246	3,697,252.8	689,311.8	21.00					
LA 1088 EB 2 Lane Area 3	24.0	point274	274	3,697,252.8	689,311.8	21.00				Average	
		point57	57	3,697,489.0	689,419.4	21.00				Average	
		point58	58	3,697,761.0	689,545.2	21.00				Average	
		point59	59	3,697,951.5	689,633.1	21.00				Average	
		point60	60	3,698,216.5	689,756.5	21.00				Average	
		point61	61	3,698,390.8	689,835.2	21.00				Average	
		point62	62	3,698,649.5	689,955.8	21.00				Average	
		point63	63	3,698,941.5	690,089.4	21.00				Average	
		point190	190	3,699,215.5	690,215.3	22.00				Average	
		point64	64	3,699,262.8	690,236.2	22.00					
LA 1088 EB 2 Lane bt Ramps	24.0	point275	275	3,699,262.8	690,236.2	22.00				Average	
		point284	284	3,699,375.2	690,287.8	25.00				Average	
		point65	65	3,699,487.8	690,339.4	30.00				Average	
		point66	66	3,699,760.2	690,465.8	35.00				Average	
		point280	280	3,699,896.5	690,528.4	40.00				Average	
		point67	67	3,700,033.0	690,590.9	45.00				Average	
		point68	68	3,700,305.0	690,716.1	45.00				Average	
		point283	283	3,700,441.8	690,779.0	45.00				Average	
		point69	69	3,700,578.5	690,841.9	40.00				Average	
		point70	70	3,700,851.5	690,967.8	35.00				Average	
		point71	71	3,701,167.8	691,113.1	30.00				Average	
		point72	72	3,701,395.5	691,218.8	30.00				Average	

		point73	73	3,701,668.8	691,345.2	30.00				Average	
		point74	74	3,701,946.5	691,454.9	30.00				Average	
		point75	75	3,702,233.2	691,530.1	30.00				Average	
		point76	76	3,702,532.2	691,581.5	30.00				Average	
		point77	77	3,702,731.8	691,612.4	30.00				Average	
		point78	78	3,703,020.0	691,678.9	30.00				Average	
		point79	79	3,703,303.2	691,776.2	30.00					
LA 1088 Comb 2 Lane Area 2	24.0	point277	277	3,688,324.0	685,762.9	21.00				Average	
		point130	130	3,688,360.0	685,779.9	21.00				Average	
		point22	22	3,688,576.5	685,879.8	21.00				Average	
		point23	23	3,688,848.5	686,005.4	21.00				Average	
		point24	24	3,689,121.8	686,131.2	21.00				Average	
		point25	25	3,689,392.8	686,255.4	21.00				Average	
		point26	26	3,689,572.5	686,339.0	21.00				Average	
		point27	27	3,689,853.2	686,452.5	21.00				Average	
		point28	28	3,690,132.8	686,564.9	21.00				Average	
		point29	29	3,690,409.2	686,676.8	21.00				Average	
		point30	30	3,690,648.8	686,775.1	21.00				Average	
		point31	31	3,690,876.8	686,854.2	21.00				Average	
		point32	32	3,691,036.0	686,909.1	21.00				Average	
		point112	112	3,691,043.8	686,911.4	21.00				Average	
		point33	33	3,691,350.5	687,018.0	21.00				Average	
		point34	34	3,691,632.5	687,116.4	21.00				Average	
		point35	35	3,691,915.0	687,216.2	21.00				Average	
		point36	36	3,692,197.5	687,315.0	21.00				Average	
		point37	37	3,692,368.2	687,373.6	21.00				Average	
		point145	145	3,692,420.8	687,391.6	21.00					
LA 1088 Comb 2 Lane Area 3	24.0	point278	278	3,692,420.8	687,391.6	21.00				Average	
		point38	38	3,692,670.8	687,478.1	21.00				Average	
		point39	39	3,692,955.2	687,577.9	21.00				Average	
		point40	40	3,693,236.8	687,676.4	21.00				Average	
		point41	41	3,693,522.8	687,775.4	21.00				Average	
		point42	42	3,693,805.2	687,873.9	21.00				Average	
		point43	43	3,694,088.0	687,972.0	21.00				Average	
		point44	44	3,694,371.8	688,072.5	21.00				Average	
		point45	45	3,694,652.5	688,169.9	21.00				Average	
		point46	46	3,694,850.5	688,238.8	21.00				Average	
		point47	47	3,695,124.2	688,341.9	21.00				Average	

		point48	48	3,695,322.0	688,427.7	21.00					
LA 1088 WB 2 Lane bt Ramps	24.0	point279	279	3,703,303.2	691,776.2	30.00				Average	
		point268	268	3,703,013.0	691,697.4	30.00				Average	
		point267	267	3,702,726.5	691,651.9	30.00				Average	
		point266	266	3,702,528.0	691,630.0	30.00				Average	
		point265	265	3,702,218.5	691,592.1	30.00				Average	
		point264	264	3,701,924.8	691,513.0	30.00				Average	
		point263	263	3,701,646.5	691,397.2	30.00				Average	
		point262	262	3,701,372.5	691,270.8	30.00				Average	
		point261	261	3,701,151.8	691,169.5	30.00				Average	
		point260	260	3,700,826.5	691,020.3	35.00				Average	
		point259	259	3,700,554.0	690,894.4	40.00				Average	
		point282	282	3,700,419.5	690,831.9	45.00				Average	
		point258	258	3,700,284.8	690,769.4	45.00				Average	
		point257	257	3,700,010.0	690,643.2	45.00				Average	
		point281	281	3,699,873.5	690,580.6	40.00				Average	
		point256	256	3,699,737.0	690,517.9	35.00				Average	
		point255	255	3,699,468.2	690,393.1	30.00				Average	
		point285	285	3,699,352.5	690,339.2	25.00				Average	
		point276	276	3,699,237.0	690,285.4	22.00					
LA 1088 Comb 2 Lane bt Ramps	24.0	point286	286	3,703,303.2	691,776.2	30.00				Average	
		point80	80	3,703,487.8	691,856.8	30.00				Average	
		point81	81	3,703,762.5	691,982.6	30.00				Average	
		point82	82	3,704,035.8	692,104.8	30.00				Average	
		point83	83	3,704,307.2	692,227.5	30.00					
LA 1088 Comb 2 Lane Area 3-2	24.0	point287	287	3,695,322.0	688,427.7	21.00				Average	
		point49	49	3,695,579.8	688,545.3	21.00				Average	
		point50	50	3,695,853.8	688,671.1	21.00				Average	
		point51	51	3,696,125.8	688,795.4	21.00				Average	
		point52	52	3,696,397.8	688,919.9	21.00				Average	
		point53	53	3,696,670.8	689,044.0	21.00				Average	
		point54	54	3,696,809.2	689,108.7	21.00				Average	
		point55	55	3,697,034.8	689,213.1	21.00				Average	
		point56	56	3,697,252.8	689,311.8	21.00					

Volkert 30 July 2015
Thomas Lee TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: LA 1088
RUN: No Build AM Peak 2033

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
LA 1088 Comb 2 Lane Area 1	point4	4	677	45	63	45	6	45	395	45	9	45
	point5	5	677	45	63	45	6	45	395	45	9	45
	point6	6	677	45	63	45	6	45	395	45	9	45
	point7	7	677	45	63	45	6	45	395	45	9	45
	point8	8	677	45	63	45	6	45	395	45	9	45
	point9	9	677	45	63	45	6	45	395	45	9	45
	point10	10	677	45	63	45	6	45	395	45	9	45
	point11	11	677	45	63	45	6	45	395	45	9	45
	point12	12	677	45	63	45	6	45	395	45	9	45
	point13	13	677	45	63	45	6	45	395	45	9	45
	point14	14	677	45	63	45	6	45	395	45	9	45
	point15	15	677	45	63	45	6	45	395	45	9	45
	point99	99	677	45	63	45	6	45	395	45	9	45
	point16	16	677	45	63	45	6	45	395	45	9	45
	point17	17	677	45	63	45	6	45	395	45	9	45
	point18	18	677	45	63	45	6	45	395	45	9	45
	point19	19	677	45	63	45	6	45	395	45	9	45
	point20	20	677	45	63	45	6	45	395	45	9	45
	point21	21	677	45	63	45	6	45	395	45	9	45
	point121	121										
Garon Dr 2 Lane	point100	100	104	25	6	25	0	0	28	25	1	25
	point101	101	104	25	6	25	0	0	28	25	1	25

	point102	102	104	25	6	25	0	0	28	25	1	25
	point103	103										
Jacksone St 2 Lane	point105	105	32	25	4	25	0	0	16	25	0	0
	point106	106	32	25	4	25	0	0	16	25	0	0
	point107	107										
Soult St 2 Lane	point113	113	517	25	48	25	5	25	210	25	4	25
	point114	114	517	25	48	25	5	25	210	25	4	25
	point115	115										
Spring Blvd SB 1 Lane	point122	122	72	20	4	20	0	0	29	20	1	20
	point123	123	72	20	4	20	0	0	29	20	1	20
	point124	124	72	20	4	20	0	0	29	20	1	20
	point125	125										
Spring Blvd NB 1 Lane	point126	126	93	20	6	20	0	0	37	20	1	20
	point127	127	93	20	6	20	0	0	37	20	1	20
	point128	128	93	20	6	20	0	0	37	20	1	20
	point129	129										
School Dr 2 Lane	point131	131	48	25	2	25	0	0	16	25	0	0
	point132	132	48	25	2	25	0	0	16	25	0	0
	point133	133	48	25	2	25	0	0	16	25	0	0
	point134	134	48	25	2	25	0	0	16	25	0	0
	point135	135										
Viola St 2 Lane	point136	136	91	25	2	25	0	0	140	25	0	0
	point137	137	91	25	2	25	0	0	140	25	0	0
	point138	138	91	25	2	25	0	0	140	25	0	0
	point139	139	91	25	2	25	0	0	140	25	0	0
	point140	140	91	25	2	25	0	0	140	25	0	0
	point141	141	91	25	2	25	0	0	140	25	0	0
	point142	142	91	25	2	25	0	0	140	25	0	0
	point143	143	91	25	2	25	0	0	140	25	0	0
	point144	144										
Tinity Dr SB 1 Lane	point146	146	75	20	1	20	0	0	12	20	4	20
	point147	147	75	20	1	20	0	0	12	20	4	20
	point148	148	75	20	1	20	0	0	12	20	4	20
	point149	149										

Trinity Dr NB 2 Lane	point150	150	123	20	2	20	0	0	19	20	7	20
	point151	151	123	20	2	20	0	0	19	20	7	20
	point152	152	123	20	2	20	0	0	19	20	7	20
	point153	153										
Forest Brook Blvd 2 Lane	point154	154	400	20	9	20	3	20	66	20	1	20
	point155	155	400	20	9	20	3	20	66	20	1	20
	point156	156	400	20	9	20	3	20	66	20	1	20
	point157	157	400	20	9	20	3	20	66	20	1	20
	point158	158										
I-12 EB OnRamp 1 Lane	point161	161	282	35	5	35	2	35	55	35	1	35
	point162	162	282	35	5	35	2	35	55	35	1	35
	point163	163	282	35	5	35	2	35	55	35	1	35
	point164	164	282	35	5	35	2	35	55	35	1	35
	point165	165	282	35	5	35	2	35	55	35	1	35
	point166	166	282	35	5	35	2	35	55	35	1	35
	point167	167	282	35	5	35	2	35	55	35	1	35
	point168	168	282	35	5	35	2	35	55	35	1	35
	point169	169	282	35	5	35	2	35	55	35	1	35
	point170	170	282	35	5	35	2	35	55	35	1	35
	point171	171	282	35	5	35	2	35	55	35	1	35
	point172	172	282	35	5	35	2	35	55	35	1	35
	point173	173	282	35	5	35	2	35	55	35	1	35
	point174	174	282	35	5	35	2	35	55	35	1	35
	point175	175	282	35	5	35	2	35	55	35	1	35
	point176	176	282	35	5	35	2	35	55	35	1	35
	point177	177	282	35	5	35	2	35	55	35	1	35
	point178	178	282	35	5	35	2	35	55	35	1	35
	point179	179	282	35	5	35	2	35	55	35	1	35
	point180	180	282	35	5	35	2	35	55	35	1	35
	point181	181	282	35	5	35	2	35	55	35	1	35
	point182	182	282	35	5	35	2	35	55	35	1	35
	point183	183	282	35	5	35	2	35	55	35	1	35
	point184	184	282	35	5	35	2	35	55	35	1	35
	point185	185	282	35	5	35	2	35	55	35	1	35

	point186	186	282	35	5	35	2	35	55	35	1	35
	point187	187	282	35	5	35	2	35	55	35	1	35
	point188	188	282	35	5	35	2	35	55	35	1	35
	point189	189										
I-12 EB OffRamp 1 Lane	point191	191	325	35	5	35	2	35	63	35	2	35
	point192	192	325	35	5	35	2	35	63	35	2	35
	point193	193	325	35	5	35	2	35	63	35	2	35
	point194	194	325	35	5	35	2	35	63	35	2	35
	point195	195	325	35	5	35	2	35	63	35	2	35
	point196	196	325	35	5	35	2	35	63	35	2	35
	point197	197	325	35	5	35	2	35	63	35	2	35
	point198	198	325	35	5	35	2	35	63	35	2	35
	point199	199	325	35	5	35	2	35	63	35	2	35
	point200	200	325	35	5	35	2	35	63	35	2	35
	point201	201	325	35	5	35	2	35	63	35	2	35
	point202	202	325	35	5	35	2	35	63	35	2	35
	point203	203	325	35	5	35	2	35	63	35	2	35
	point204	204										
I-12 WB OffRamp	point205	205	177	35	54	35	3	35	31	35	1	35
	point206	206	177	35	54	35	3	35	31	35	1	35
	point207	207	177	35	54	35	3	35	31	35	1	35
	point208	208	177	35	54	35	3	35	31	35	1	35
	point209	209	177	35	54	35	3	35	31	35	1	35
	point210	210	177	35	54	35	3	35	31	35	1	35
	point211	211	177	35	54	35	3	35	31	35	1	35
	point212	212	177	35	54	35	3	35	31	35	1	35
	point213	213	177	35	54	35	3	35	31	35	1	35
	point214	214	177	35	54	35	3	35	31	35	1	35
	point215	215	177	35	54	35	3	35	31	35	1	35
	point216	216	177	35	54	35	3	35	31	35	1	35
	point217	217										
LA 57 south of LA 1088 3 Lane	point218	218	1697	45	90	45	21	45	309	45	28	45
	point219	219	1697	45	90	45	21	45	309	45	28	45
	point220	220	1697	45	90	45	21	45	309	45	28	45

	point221	221	1697	45	90	45	21	45	309	45	28	45
	point222	222	1697	45	90	45	21	45	309	45	28	45
	point223	223	1697	45	90	45	21	45	309	45	28	45
	point224	224	1697	45	90	45	21	45	309	45	28	45
	point225	225	1697	45	90	45	21	45	309	45	28	45
	point226	226	1697	45	90	45	21	45	309	45	28	45
	point227	227	1697	45	90	45	21	45	309	45	28	45
	point228	228	1697	45	90	45	21	45	309	45	28	45
	point229	229	1697	45	90	45	21	45	309	45	28	45
	point231	231	1697	45	90	45	21	45	309	45	28	45
	point230	230										
LA 57 north of LA 1088 3 Lane	point232	232	1087	45	94	45	87	45	397	45	12	45
	point233	233	1087	45	94	45	87	45	397	45	12	45
	point234	234	1087	45	94	45	87	45	397	45	12	45
	point235	235	1087	45	94	45	87	45	397	45	12	45
	point236	236	1087	45	94	45	87	45	397	45	12	45
	point237	237	1087	45	94	45	87	45	397	45	12	45
	point238	238	1087	45	94	45	87	45	397	45	12	45
	point239	239	1087	45	94	45	87	45	397	45	12	45
	point240	240	1087	45	94	45	87	45	397	45	12	45
	point241	241	1087	45	94	45	87	45	397	45	12	45
	point242	242										
LA 1088 WB 2 Lane Area 3	point254	254	347	55	25	55	5	55	118	55	2	55
	point253	253	347	55	25	55	5	55	118	55	2	55
	point252	252	347	55	25	55	5	55	118	55	2	55
	point251	251	347	55	25	55	5	55	118	55	2	55
	point250	250	347	55	25	55	5	55	118	55	2	55
	point249	249	347	55	25	55	5	55	118	55	2	55
	point248	248	347	55	25	55	5	55	118	55	2	55
	point247	247	347	55	25	55	5	55	118	55	2	55
	point246	246										
LA 1088 EB 2 Lane Area 3	point274	274	566	55	41	55	7	55	193	55	2	55
	point57	57	566	55	41	55	7	55	193	55	2	55
	point58	58	566	55	41	55	7	55	193	55	2	55

	point59	59	566	55	41	55	7	55	193	55	2	55
	point60	60	566	55	41	55	7	55	193	55	2	55
	point61	61	566	55	41	55	7	55	193	55	2	55
	point62	62	566	55	41	55	7	55	193	55	2	55
	point63	63	566	55	41	55	7	55	193	55	2	55
	point190	190	566	55	41	55	7	55	193	55	2	55
	point64	64										
LA 1088 EB 2 Lane bt Ramps	point275	275	377	55	21	55	4	55	128	55	4	55
	point284	284	377	55	21	55	4	55	128	55	4	55
	point65	65	377	55	21	55	4	55	128	55	4	55
	point66	66	377	55	21	55	4	55	128	55	4	55
	point280	280	377	55	21	55	4	55	128	55	4	55
	point67	67	377	55	21	55	4	55	128	55	4	55
	point68	68	377	55	21	55	4	55	128	55	4	55
	point283	283	377	55	21	55	4	55	128	55	4	55
	point69	69	377	55	21	55	4	55	128	55	4	55
	point70	70	377	55	21	55	4	55	128	55	4	55
	point71	71	377	55	21	55	4	55	128	55	4	55
	point72	72	377	55	21	55	4	55	128	55	4	55
	point73	73	377	55	21	55	4	55	128	55	4	55
	point74	74	377	55	21	55	4	55	128	55	4	55
	point75	75	377	55	21	55	4	55	128	55	4	55
	point76	76	377	55	21	55	4	55	128	55	4	55
	point77	77	377	55	21	55	4	55	128	55	4	55
	point78	78	377	55	21	55	4	55	128	55	4	55
	point79	79										
LA 1088 Comb 2 Lane Area 2	point277	277	710	45	25	45	12	45	297	45	17	45
	point130	130	710	45	25	45	12	45	297	45	17	45
	point22	22	710	45	25	45	12	45	297	45	17	45
	point23	23	710	45	25	45	12	45	297	45	17	45
	point24	24	710	45	25	45	12	45	297	45	17	45
	point25	25	710	45	25	45	12	45	297	45	17	45
	point26	26	710	45	25	45	12	45	297	45	17	45
	point27	27	710	45	25	45	12	45	297	45	17	45

	point28	28	710	45	25	45	12	45	297	45	17	45
	point29	29	710	45	25	45	12	45	297	45	17	45
	point30	30	710	45	25	45	12	45	297	45	17	45
	point31	31	710	45	25	45	12	45	297	45	17	45
	point32	32	710	45	25	45	12	45	297	45	17	45
	point112	112	710	45	25	45	12	45	297	45	17	45
	point33	33	710	45	25	45	12	45	297	45	17	45
	point34	34	710	45	25	45	12	45	297	45	17	45
	point35	35	710	45	25	45	12	45	297	45	17	45
	point36	36	710	45	25	45	12	45	297	45	17	45
	point37	37	710	45	25	45	12	45	297	45	17	45
	point145	145										
LA 1088 Comb 2 Lane Area 3	point278	278	914	45	66	45	12	45	311	45	4	45
	point38	38	914	45	66	45	12	45	311	45	4	45
	point39	39	914	45	66	45	12	45	311	45	4	45
	point40	40	914	45	66	45	12	45	311	45	4	45
	point41	41	914	45	66	45	12	45	311	45	4	45
	point42	42	914	45	66	45	12	45	311	45	4	45
	point43	43	914	45	66	45	12	45	311	45	4	45
	point44	44	914	45	66	45	12	45	311	45	4	45
	point45	45	914	45	66	45	12	45	311	45	4	45
	point46	46	914	45	66	45	12	45	311	45	4	45
	point47	47	914	45	66	45	12	45	311	45	4	45
	point48	48										
LA 1088 WB 2 Lane bt Ramps	point279	279	231	55	13	55	3	55	79	55	2	55
	point268	268	231	55	13	55	3	55	79	55	2	55
	point267	267	231	55	13	55	3	55	79	55	2	55
	point266	266	231	55	13	55	3	55	79	55	2	55
	point265	265	231	55	13	55	3	55	79	55	2	55
	point264	264	231	55	13	55	3	55	79	55	2	55
	point263	263	231	55	13	55	3	55	79	55	2	55
	point262	262	231	55	13	55	3	55	79	55	2	55
	point261	261	231	55	13	55	3	55	79	55	2	55
	point260	260	231	55	13	55	3	55	79	55	2	55

	point259	259	231	55	13	55	3	55	79	55	2	55
	point282	282	231	55	13	55	3	55	79	55	2	55
	point258	258	231	55	13	55	3	55	79	55	2	55
	point257	257	231	55	13	55	3	55	79	55	2	55
	point281	281	231	55	13	55	3	55	79	55	2	55
	point256	256	231	55	13	55	3	55	79	55	2	55
	point255	255	231	55	13	55	3	55	79	55	2	55
	point285	285	231	55	13	55	3	55	79	55	2	55
	point276	276										
LA 1088 Comb 2 Lane bt Ramps	point286	286	608	55	34	55	7	55	207	55	6	55
	point80	80	608	55	34	55	7	55	207	55	6	55
	point81	81	608	55	34	55	7	55	207	55	6	55
	point82	82	608	55	34	55	7	55	207	55	6	55
	point83	83										
LA 1088 Comb 2 Lane Area 3-2	point287	287	914	55	66	55	12	55	311	55	4	55
	point49	49	914	55	66	55	12	55	311	55	4	55
	point50	50	914	55	66	55	12	55	311	55	4	55
	point51	51	914	55	66	55	12	55	311	55	4	55
	point52	52	914	55	66	55	12	55	311	55	4	55
	point53	53	914	55	66	55	12	55	311	55	4	55
	point54	54	914	55	66	55	12	55	311	55	4	55
	point55	55	914	55	66	55	12	55	311	55	4	55
	point56	56										

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: LA 1088
RUN: No Build AM Peak 2033

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Res 1	253	1	3,683,441.2	682,376.4	21.00	4.92	67.70	66	10.0	8.0	Y
Res 2	254	1	3,683,468.2	682,470.8	21.00	4.92	69.10	66	10.0	8.0	Y
Res 3	255	1	3,683,608.2	682,712.8	21.00	4.92	69.00	66	10.0	8.0	Y
Res 4	256	1	3,683,723.2	682,831.0	21.00	4.92	66.90	66	10.0	8.0	Y
Res 5	257	6	3,683,805.8	682,796.2	21.00	4.92	61.70	66	10.0	8.0	Y
Res 6	258	6	3,683,965.2	682,871.1	21.00	4.92	57.30	66	10.0	8.0	Y
Res 7	259	3	3,684,131.2	682,918.9	21.00	4.92	53.60	66	10.0	8.0	Y
Res 8	260	1	3,683,899.0	683,059.9	21.00	4.92	64.70	66	10.0	8.0	Y
Res 9	261	1	3,683,868.8	683,216.2	21.00	4.92	70.60	66	10.0	8.0	Y
Res 10	262	1	3,683,920.8	683,168.4	21.00	4.92	66.60	66	10.0	8.0	Y
Res 11	263	1	3,683,955.5	683,326.9	21.00	4.92	69.00	66	10.0	8.0	Y
Res 25	277	1	3,684,467.8	683,922.0	21.00	4.92	69.50	66	10.0	8.0	Y
Res 26	278	1	3,684,829.8	683,931.1	21.00	4.92	59.10	66	10.0	8.0	Y
Res 27	279	1	3,685,046.0	683,969.3	21.00	4.92	56.50	66	10.0	8.0	Y
Res 28	280	1	3,685,117.0	683,892.1	21.00	4.92	53.40	66	10.0	8.0	Y
Res 29	281	1	3,685,153.5	683,813.9	21.00	4.92	51.60	66	10.0	8.0	Y
Res 30	282	1	3,685,276.5	684,122.5	21.00	4.92	58.20	66	10.0	8.0	Y
Res 31	283	1	3,685,658.0	684,432.4	21.00	4.92	67.00	66	10.0	8.0	Y
Res 32	284	1	3,685,928.8	684,186.3	21.00	4.92	51.40	66	10.0	8.0	Y
Res 33	285	1	3,686,452.2	684,726.7	21.00	4.92	61.40	66	10.0	8.0	Y
Res 34	286	1	3,686,550.0	684,672.0	21.00	4.92	56.50	66	10.0	8.0	Y
Res 35	287	1	3,686,742.5	684,919.4	21.00	4.92	66.00	66	10.0	8.0	Y

Res 36	288	1	3,686,741.2	684,824.4	21.00	4.92	58.50	66	10.0	8.0	Y
Res 37	289	1	3,686,733.5	684,708.5	21.00	4.92	55.30	66	10.0	8.0	Y
Res 38	290	1	3,686,744.0	684,614.8	21.00	4.92	54.90	66	10.0	8.0	Y
Res 39	291	1	3,686,732.2	684,505.3	21.00	4.92	53.30	66	10.0	8.0	Y
Res 80	332	1	3,686,918.5	685,006.6	21.00	4.92	66.60	66	10.0	8.0	Y
Res 81	333	1	3,686,954.8	684,907.7	21.00	4.92	58.40	66	10.0	8.0	Y
Res 82	334	1	3,686,927.5	684,807.4	21.00	4.92	56.60	66	10.0	8.0	Y
Res 83	335	1	3,686,925.0	684,721.5	21.00	4.92	55.50	66	10.0	8.0	Y
Res 84	336	1	3,686,931.0	684,618.0	21.00	4.92	54.50	66	10.0	8.0	Y
Res 85	337	1	3,687,133.2	684,910.3	21.00	4.92	55.00	66	10.0	8.0	Y
Res 86	338	1	3,687,189.2	684,795.7	21.00	4.92	50.70	66	10.0	8.0	Y
Res 87	339	9	3,687,514.8	685,143.4	21.00	4.92	57.50	66	10.0	8.0	Y
Res 88	340	5	3,687,582.5	684,954.6	21.00	4.92	50.70	66	10.0	8.0	Y
Res 89	341	1	3,687,999.0	685,498.8	21.00	4.92	65.80	66	10.0	8.0	Y
Res 90	342	1	3,688,096.8	685,548.3	21.00	4.92	66.20	66	10.0	8.0	Y
Res 91	343	2	3,688,070.8	685,302.2	21.00	4.92	53.40	66	10.0	8.0	Y
Res 92	344	2	3,688,104.5	685,213.7	21.00	4.92	51.10	66	10.0	8.0	Y
Res 93	345	1	3,688,030.2	685,380.3	21.00	4.92	56.30	66	10.0	8.0	Y
Res 94	346	1	3,688,175.0	685,561.3	21.00	4.92	64.10	66	10.0	8.0	Y
Res 95	347	1	3,688,259.5	685,614.8	21.00	4.92	65.40	66	10.0	8.0	Y
Res 96	348	1	3,688,444.5	685,688.9	21.00	4.92	64.10	66	10.0	8.0	Y
Recreation 97	349	1	3,688,576.2	685,404.6	21.00	4.92	50.90	66	10.0	8.0	Y
Res 98	350	1	3,688,522.5	685,711.1	21.00	4.92	62.70	66	10.0	8.0	Y
Res 99	351	1	3,688,607.2	685,743.6	21.00	4.92	62.10	66	10.0	8.0	Y
Res 100	352	4	3,688,691.8	685,593.9	21.00	4.92	52.60	66	10.0	8.0	Y
Res 101	353	1	3,688,797.2	685,824.4	21.00	4.92	61.60	66	10.0	8.0	Y
Res 102	354	1	3,688,911.8	685,846.5	21.00	4.92	59.70	66	10.0	8.0	Y
Res 103	355	1	3,688,995.2	685,821.8	21.00	4.92	56.50	66	10.0	8.0	Y
Res 104	356	1	3,689,086.2	685,832.2	21.00	4.92	55.40	66	10.0	8.0	Y
Res 105	357	1	3,689,175.0	685,836.1	21.00	4.92	54.10	66	10.0	8.0	Y
Res 106	358	2	3,688,978.2	685,655.1	21.00	4.92	51.00	66	10.0	8.0	Y
Res 107	359	2	3,689,070.8	685,647.2	21.00	4.92	50.30	66	10.0	8.0	Y
Res 108	360	2	3,689,156.8	685,648.6	21.00	4.92	49.80	66	10.0	8.0	Y
Res 109	361	2	3,689,223.5	685,642.6	21.00	4.92	49.40	66	10.0	8.0	Y
Res 110	362	1	3,689,797.2	686,349.1	21.00	4.92	67.10	66	10.0	8.0	Y

Res 111	363	1	3,689,840.2	686,307.4	21.00	4.92	62.60	66	10.0	8.0	Y
Res 112	364	1	3,690,190.5	686,521.0	21.00	4.92	68.00	66	10.0	8.0	Y
Res 113	365	1	3,690,406.0	686,560.0	21.00	4.92	64.70	66	10.0	8.0	Y
Res 114	366	3	3,690,448.2	686,393.4	21.00	4.92	54.80	66	10.0	8.0	Y
Res 115	367	3	3,690,646.2	686,405.1	21.00	4.92	53.40	66	10.0	8.0	Y
Res 116	368	3	3,690,921.0	686,415.5	21.00	4.92	58.70	66	10.0	8.0	Y
Res 117	369	1	3,690,988.0	686,675.6	21.00	4.92	64.60	66	10.0	8.0	Y
Res 118	370	1	3,690,981.5	686,531.2	21.00	4.92	63.40	66	10.0	8.0	Y
Res 119	371	1	3,690,997.8	686,409.0	21.00	4.92	64.50	66	10.0	8.0	Y
Res 153	405	1	3,691,173.5	686,850.4	21.00	4.92	66.00	66	10.0	8.0	Y
Res 154	406	1	3,691,139.8	686,767.1	21.00	4.92	63.30	66	10.0	8.0	Y
Res 155	407	1	3,691,128.0	686,681.1	21.00	4.92	62.70	66	10.0	8.0	Y
Res 156	408	1	3,691,148.8	686,597.8	21.00	4.92	60.90	66	10.0	8.0	Y
Res 157	409	1	3,691,137.2	686,509.2	21.00	4.92	61.70	66	10.0	8.0	Y
Res 158	410	1	3,691,110.5	686,419.5	21.00	4.92	63.40	66	10.0	8.0	Y
Res 159	411	1	3,691,247.8	686,877.8	21.00	4.92	65.70	66	10.0	8.0	Y
Res 160	412	1	3,691,336.2	686,922.0	21.00	4.92	66.50	66	10.0	8.0	Y
Res 161	413	4	3,691,350.8	686,669.4	21.00	4.92	52.90	66	10.0	8.0	Y
Res 162	414	1	3,691,415.8	686,944.1	21.00	4.92	66.10	66	10.0	8.0	Y
Res 163	415	7	3,691,530.2	686,798.3	21.00	4.92	53.40	66	10.0	8.0	Y
Res 164	416	5	3,691,509.5	686,660.3	21.00	4.92	51.10	66	10.0	8.0	Y
Res 165	417	4	3,691,673.5	686,634.9	21.00	4.92	49.60	66	10.0	8.0	Y
Res 166	418	1	3,691,490.0	686,967.6	21.00	4.92	66.00	66	10.0	8.0	Y
Res 167	419	1	3,691,569.5	686,989.8	21.00	4.92	65.60	66	10.0	8.0	Y
Res 168	420	1	3,691,652.8	687,013.1	21.00	4.92	65.00	66	10.0	8.0	Y
Res 169	421	1	3,691,757.0	687,041.8	21.00	4.92	64.20	66	10.0	8.0	Y
Res 170	422	1	3,691,856.0	687,037.9	21.00	4.92	61.10	66	10.0	8.0	Y
Res 171	423	2	3,691,898.8	686,968.9	21.00	4.92	55.50	66	10.0	8.0	Y
Res 172	424	3	3,691,930.0	686,881.6	21.00	4.92	51.60	66	10.0	8.0	Y
Res 173	425	1	3,691,977.0	687,103.0	21.00	4.92	62.70	66	10.0	8.0	Y
Res 174	426	1	3,692,027.8	687,173.3	21.00	4.92	67.00	66	10.0	8.0	Y
Res 175	427	1	3,692,117.5	687,196.8	21.00	4.92	66.50	66	10.0	8.0	Y
Res 176	428	1	3,692,202.2	687,222.8	21.00	4.92	66.30	66	10.0	8.0	Y
Res 177	429	1	3,692,284.2	687,248.8	21.00	4.92	66.20	66	10.0	8.0	Y
Res 178	430	3	3,692,313.0	687,070.4	21.00	4.92	53.60	66	10.0	8.0	Y

Res 179	431	3	3,692,404.0	686,996.2	21.00	4.92	51.80	66	10.0	8.0	Y
Res 180	432	4	3,692,363.8	686,894.7	21.00	4.92	50.00	66	10.0	8.0	Y
Res 181	433	1	3,692,499.0	687,323.1	21.00	4.92	66.70	66	10.0	8.0	Y
Res 182	434	1	3,692,595.5	687,360.8	21.00	4.92	66.90	66	10.0	8.0	Y
Res 183	435	1	3,692,673.5	687,397.2	21.00	4.92	67.50	66	10.0	8.0	Y
Res 184	436	1	3,692,770.0	687,423.3	21.00	4.92	67.10	66	10.0	8.0	Y
Res 185	437	1	3,692,833.8	687,448.1	21.00	4.92	67.20	66	10.0	8.0	Y
Res 186	438	1	3,692,914.5	687,480.6	21.00	4.92	67.50	66	10.0	8.0	Y
Res 187	439	1	3,693,005.5	687,509.2	21.00	4.92	67.30	66	10.0	8.0	Y
Office 188	440	1	3,693,077.2	687,535.3	21.00	4.92	67.40	71	10.0	8.0	Y
Res 189	441	1	3,693,171.0	687,527.5	21.00	4.92	64.20	66	10.0	8.0	Y
Res 190	442	7	3,692,741.2	687,215.0	21.00	4.92	53.30	66	10.0	8.0	Y
Res 191	443	3	3,693,051.2	687,241.0	21.00	4.92	51.60	66	10.0	8.0	Y
Res 192	444	3	3,693,038.2	687,165.5	21.00	4.92	50.40	66	10.0	8.0	Y
Office 193	445	1	3,693,288.2	687,605.6	21.00	4.92	67.20	71	10.0	8.0	Y
Recreation 194	446	1	3,693,900.2	687,738.4	21.00	4.92	61.10	66	10.0	8.0	Y
Vet Office 195	447	1	3,694,471.8	687,754.1	21.00	4.92	53.40	66	10.0	8.0	Y
Res 196	448	1	3,694,781.8	687,761.9	21.00	4.92	51.00	66	10.0	8.0	Y
Res 197	449	1	3,695,094.2	687,971.5	21.00	4.92	53.60	66	10.0	8.0	Y
Res 198	450	2	3,695,216.5	687,963.7	21.00	4.92	52.60	66	10.0	8.0	Y
Res 199	451	3	3,695,457.5	687,998.8	21.00	4.92	57.40	66	10.0	8.0	Y
Res 200	452	3	3,695,615.0	688,086.1	21.00	4.92	55.50	66	10.0	8.0	Y
Res 201	453	2	3,695,965.2	688,189.2	21.00	4.92	51.00	66	10.0	8.0	Y
Res 209	461	1	3,697,750.5	689,435.0	21.00	4.92	67.50	66	10.0	8.0	Y
Res 210	462	3	3,697,888.5	689,393.4	21.00	4.92	60.50	66	10.0	8.0	Y
Res 211	463	1	3,697,897.5	689,251.4	21.00	4.92	55.80	66	10.0	8.0	Y
Res 212	464	3	3,698,121.5	689,192.8	21.00	4.92	52.40	66	10.0	8.0	Y
Res 213	465	1	3,698,596.8	689,807.4	21.00	4.92	65.40	66	10.0	8.0	Y
Res 225	477	1	3,700,395.2	690,187.1	21.00	4.92	53.60	66	10.0	8.0	Y
Res 226	478	1	3,701,318.2	690,825.0	30.00	4.92	57.10	66	10.0	8.0	Y

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: LA 1088
RUN: No Build AM Peak 2033

Building Row Name	Average Height ft	Building Percent %	Points No.	Coordinates (ground) X ft	Y ft	Z ft
Building2	20.00	70	1	3,686,677.2	684,918.6	21.00
			2	3,686,730.5	684,916.3	21.00
			3	3,686,726.0	684,433.4	21.00
			4	3,686,684.2	684,444.7	21.00
Building3	20.00	70	5	3,686,995.2	685,011.1	21.00
			6	3,686,935.2	685,008.7	21.00
			7	3,686,978.2	684,893.3	21.00
			8	3,686,950.0	684,744.8	21.00
			9	3,686,945.0	684,555.7	21.00
			10	3,686,994.0	684,556.9	21.00
Building4	20.00	70	11	3,687,181.0	684,824.8	21.00
			12	3,687,140.5	684,833.4	21.00
			13	3,687,163.8	684,934.1	21.00
			14	3,687,263.2	685,005.3	21.00
			15	3,687,523.5	685,129.3	21.00
			16	3,687,693.0	685,194.3	21.00
			17	3,687,923.8	685,244.6	21.00
			18	3,687,938.5	685,204.1	21.00
Building5	20.00	70	19	3,687,998.2	685,431.8	21.00
			20	3,687,977.0	685,470.6	21.00
			21	3,688,287.2	685,597.1	21.00
			22	3,688,299.8	685,570.6	21.00
Building6	20.00	70	23	3,688,428.8	685,633.3	21.00

			24	3,688,417.2	685,659.9	21.00
			25	3,688,562.8	685,710.5	21.00
			26	3,688,690.5	685,775.0	21.00
			27	3,688,812.0	685,810.4	21.00
			28	3,689,042.0	685,807.9	21.00
			29	3,689,218.0	685,819.3	21.00
			30	3,689,479.8	685,820.5	21.00
			31	3,689,484.8	685,778.8	21.00
Building7	20.00	70	32	3,691,156.8	686,276.9	21.00
			34	3,691,130.5	686,278.5	21.00
			35	3,691,156.8	686,483.8	21.00
			36	3,691,166.2	686,647.1	21.00
			37	3,691,166.2	686,741.9	21.00
			38	3,691,194.2	686,832.1	21.00
			39	3,691,298.2	686,878.8	21.00
			40	3,691,471.0	686,937.9	21.00
			41	3,691,654.5	687,000.1	21.00
			42	3,691,769.5	687,025.0	21.00
			43	3,691,849.0	687,009.4	21.00
			44	3,691,929.8	686,872.6	21.00
			45	3,692,002.8	686,715.5	21.00
			46	3,691,987.2	686,703.1	21.00
Building8	20.00	70	47	3,692,085.8	686,879.4	21.00
			48	3,692,050.0	686,888.7	21.00
			49	3,692,009.5	687,048.9	21.00
			50	3,692,022.0	687,134.4	21.00
			51	3,692,345.5	687,247.9	21.00
			52	3,692,364.0	687,218.4	21.00
Building9	20.00	70	53	3,692,500.5	687,262.3	21.00
			54	3,692,483.2	687,296.4	21.00
			55	3,692,768.0	687,400.6	21.00
			56	3,692,973.2	687,475.3	21.00
			57	3,693,124.0	687,509.5	21.00
			58	3,693,152.0	687,509.5	21.00

			59	3,693,201.8	687,425.6	21.00
			60	3,693,205.0	687,060.1	21.00
			61	3,693,167.5	687,058.5	21.00

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: LA 1088
RUN: No Build PM Peak 2033

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

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
LA 1088 Comb 2 Lane Area 1	24.0	point4	4	3,684,032.2	683,782.9	21.00				Average	
		point5	5	3,684,308.8	683,910.2	21.00				Average	
		point6	6	3,684,630.8	684,059.2	21.00				Average	
		point7	7	3,684,944.8	684,203.9	21.00				Average	
		point8	8	3,685,215.5	684,330.2	21.00				Average	
		point9	9	3,685,490.5	684,456.0	21.00				Average	
		point10	10	3,685,647.0	684,529.1	21.00				Average	
		point11	11	3,685,851.8	684,622.3	21.00				Average	
		point12	12	3,686,128.0	684,750.9	21.00				Average	
		point13	13	3,686,396.5	684,874.6	21.00				Average	
		point14	14	3,686,670.8	684,998.8	21.00				Average	
		point15	15	3,686,832.5	685,075.2	21.00				Average	
		point99	99	3,686,848.0	685,082.1	21.00				Average	
		point16	16	3,687,122.8	685,209.6	21.00				Average	
		point17	17	3,687,395.5	685,336.1	21.00				Average	
		point18	18	3,687,668.2	685,459.9	21.00				Average	
		point19	19	3,687,941.8	685,586.4	21.00				Average	
		point20	20	3,688,212.5	685,712.6	21.00				Average	
		point21	21	3,688,279.8	685,742.6	21.00				Average	
		point121	121	3,688,324.0	685,762.9	21.00					
Garon Dr 2 Lane	24.0	point100	100	3,686,849.0	684,090.2	21.00				Average	
		point101	101	3,686,836.8	684,643.1	21.00				Average	
		point102	102	3,686,833.0	684,938.3	21.00				Average	
		point103	103	3,686,832.5	685,075.2	21.00					
Jacksone St 2 Lane	24.0	point105	105	3,686,848.0	685,082.1	21.00				Average	

		point106	106	3,686,844.8	685,315.0	21.00				Average	
		point107	107	3,686,839.0	685,637.0	21.00					
Soult St 2 Lane	24.0	point113	113	3,691,050.2	686,102.2	21.00				Average	
		point114	114	3,691,045.5	686,698.9	21.00				Average	
		point115	115	3,691,043.8	686,911.4	21.00					
Spring Blvd SB 1 Lane	12.0	point122	122	3,688,279.8	685,742.6	21.00				Average	
		point123	123	3,688,316.5	685,676.2	21.00				Average	
		point124	124	3,688,346.2	685,635.1	21.00				Average	
		point125	125	3,688,393.5	685,538.7	21.00					
Spring Blvd NB 1 Lane	12.0	point126	126	3,688,420.8	685,549.4	21.00				Average	
		point127	127	3,688,373.5	685,649.0	21.00				Average	
		point128	128	3,688,352.5	685,696.2	21.00				Average	
		point129	129	3,688,324.0	685,762.9	21.00					
School Dr 2 Lane	24.0	point131	131	3,688,360.0	685,779.9	21.00				Average	
		point132	132	3,688,330.5	685,964.9	21.00				Average	
		point133	133	3,688,321.2	686,063.6	21.00				Average	
		point134	134	3,688,317.8	686,299.8	21.00				Average	
		point135	135	3,688,309.2	686,672.2	21.00					
Viola St 2 Lane	24.0	point136	136	3,691,036.0	686,909.1	21.00				Average	
		point137	137	3,691,034.0	687,095.2	21.00				Average	
		point138	138	3,691,035.0	687,192.2	21.00				Average	
		point139	139	3,691,041.5	687,232.5	21.00				Average	
		point140	140	3,691,036.5	687,256.5	21.00				Average	
		point141	141	3,691,024.8	687,271.2	21.00				Average	
		point142	142	3,690,993.2	687,290.9	21.00				Average	
		point143	143	3,690,786.5	687,290.4	21.00				Average	
		point144	144	3,690,555.0	687,283.0	21.00					
Tinity Dr SB 1 Lane	12.0	point146	146	3,692,368.2	687,373.6	21.00				Average	
		point147	147	3,692,391.5	687,336.9	21.00				Average	
		point148	148	3,692,419.2	687,275.4	21.00				Average	
		point149	149	3,692,441.5	687,215.5	21.00					
Trinity Dr NB 2 Lane	24.0	point150	150	3,692,472.2	687,227.3	21.00				Average	
		point151	151	3,692,450.2	687,286.9	21.00				Average	
		point152	152	3,692,431.8	687,349.1	21.00				Average	
		point153	153	3,692,420.8	687,391.6	21.00					
Forest Brook Blvd 2 Lane	24.0	point154	154	3,695,557.5	687,975.9	21.00				Average	
		point155	155	3,695,466.8	688,124.1	21.00				Average	
		point156	156	3,695,442.0	688,164.1	21.00				Average	

		point157	157	3,695,382.5	688,305.7	21.00				Average	
		point158	158	3,695,322.0	688,427.7	21.00					
I-12 EB OnRamp 1 Lane	24.0	point161	161	3,699,262.8	690,236.2	22.00				Average	
		point162	162	3,699,282.8	690,209.7	22.00				Average	
		point163	163	3,699,342.2	690,144.1	22.00				Average	
		point164	164	3,699,376.8	690,103.0	22.00				Average	
		point165	165	3,699,406.8	690,068.5	22.00				Average	
		point166	166	3,699,432.5	690,047.4	22.00				Average	
		point167	167	3,699,473.2	690,023.2	22.00				Average	
		point168	168	3,699,527.5	690,003.1	22.00				Average	
		point169	169	3,699,592.2	689,995.0	22.00				Average	
		point170	170	3,699,633.8	689,999.2	22.00				Average	
		point171	171	3,699,684.2	690,010.2	22.00				Average	
		point172	172	3,699,741.5	690,040.1	22.00				Average	
		point173	173	3,699,819.0	690,092.8	22.00				Average	
		point174	174	3,699,963.2	690,193.8	22.00				Average	
		point175	175	3,700,093.0	690,282.4	22.00				Average	
		point176	176	3,700,127.8	690,305.4	22.00				Average	
		point177	177	3,700,199.0	690,345.5	22.00				Average	
		point178	178	3,700,260.5	690,371.1	22.00				Average	
		point179	179	3,700,319.8	690,390.6	22.00				Average	
		point180	180	3,700,408.8	690,407.8	22.00				Average	
		point181	181	3,700,507.0	690,414.9	22.00				Average	
		point182	182	3,700,608.5	690,406.0	22.00				Average	
		point183	183	3,700,704.0	690,385.2	22.00				Average	
		point184	184	3,700,773.8	690,360.4	22.00				Average	
		point185	185	3,700,846.2	690,333.5	22.00				Average	
		point186	186	3,700,912.2	690,305.9	22.00				Average	
		point187	187	3,701,006.2	690,262.4	22.00				Average	
		point188	188	3,701,190.5	690,173.3	22.00				Average	
		point189	189	3,701,436.8	690,049.4	22.00					
I-12 EB OffRamp 1 Lane	24.0	point191	191	3,698,094.2	691,853.9	22.00				Average	
		point192	192	3,698,519.2	691,558.8	22.00				Average	
		point193	193	3,698,733.5	691,411.9	22.00				Average	
		point194	194	3,698,888.5	691,304.1	22.00				Average	
		point195	195	3,698,985.0	691,237.4	22.00				Average	
		point196	196	3,699,056.0	691,170.1	22.00				Average	
		point197	197	3,699,109.2	691,089.9	22.00				Average	

		point198	198	3,699,149.8	690,997.6	22.00				Average	
		point199	199	3,699,166.5	690,923.2	22.00				Average	
		point200	200	3,699,178.0	690,789.2	22.00				Average	
		point201	201	3,699,189.2	690,674.8	22.00				Average	
		point202	202	3,699,207.8	690,469.8	22.00				Average	
		point203	203	3,699,226.8	690,351.8	22.00				Average	
		point204	204	3,699,237.0	690,285.4	22.00					
I-12 WB OffRamp	24.0	point205	205	3,701,938.8	689,950.9	30.00				Average	
		point206	206	3,701,761.5	690,049.7	30.00				Average	
		point207	207	3,701,556.5	690,162.8	30.00				Average	
		point208	208	3,701,462.5	690,214.3	30.00				Average	
		point209	209	3,701,385.8	690,260.7	30.00				Average	
		point210	210	3,701,302.5	690,340.0	30.00				Average	
		point211	211	3,701,238.8	690,437.9	30.00				Average	
		point212	212	3,701,210.5	690,512.0	30.00				Average	
		point213	213	3,701,192.8	690,594.3	30.00				Average	
		point214	214	3,701,191.5	690,727.8	30.00				Average	
		point215	215	3,701,191.0	690,907.6	30.00				Average	
		point216	216	3,701,192.0	690,944.8	30.00				Average	
		point217	217	3,701,167.8	691,113.1	30.00					
LA 59 south of LA 1088 3 Lane	36.0	point218	218	3,682,808.5	681,467.9	21.00				Average	
		point219	219	3,683,063.0	681,915.2	21.00				Average	
		point220	220	3,683,212.5	682,178.6	21.00				Average	
		point221	221	3,683,303.5	682,338.2	21.00				Average	
		point222	222	3,683,405.8	682,511.9	21.00				Average	
		point223	223	3,683,504.8	682,684.9	21.00				Average	
		point224	224	3,683,603.8	682,858.6	21.00				Average	
		point225	225	3,683,702.8	683,032.3	21.00				Average	
		point226	226	3,683,799.8	683,206.9	21.00				Average	
		point227	227	3,683,898.5	683,381.4	21.00				Average	
		point228	228	3,683,944.2	683,471.9	21.00				Average	
		point229	229	3,683,977.2	683,561.8	21.00				Average	
		point231	231	3,684,007.8	683,662.8	21.00				Average	
		point230	230	3,684,032.2	683,782.9	21.00					
LA 59 north of LA 1088 3 Lane	36.0	point232	232	3,684,032.2	683,782.9	21.00				Average	
		point233	233	3,684,065.8	683,950.8	21.00				Average	
		point234	234	3,684,109.0	684,147.0	21.00				Average	
		point235	235	3,684,165.5	684,339.8	21.00				Average	

		point236	236	3,684,242.0	684,525.2	21.00				Average	
		point237	237	3,684,361.0	684,801.1	21.00				Average	
		point238	238	3,684,442.5	684,980.7	21.00				Average	
		point239	239	3,684,579.8	685,291.6	21.00				Average	
		point240	240	3,684,701.0	685,565.9	21.00				Average	
		point241	241	3,684,809.5	685,815.2	21.00				Average	
		point242	242	3,684,878.5	685,964.8	21.00					
LA 1088 WB 2 Lane Area 3	24.0	point254	254	3,699,237.0	690,285.4	22.00				Average	
		point253	253	3,698,918.5	690,138.4	22.00				Average	
		point252	252	3,698,627.5	690,004.1	21.00				Average	
		point251	251	3,698,368.2	689,883.7	21.00				Average	
		point250	250	3,698,195.2	689,803.6	21.00				Average	
		point249	249	3,697,937.5	689,674.5	21.00				Average	
		point248	248	3,697,749.0	689,573.8	21.00				Average	
		point247	247	3,697,484.0	689,435.2	21.00				Average	
		point246	246	3,697,252.8	689,311.8	21.00					
LA 1088 EB 2 Lane Area 3	24.0	point274	274	3,697,252.8	689,311.8	21.00				Average	
		point57	57	3,697,489.0	689,419.4	21.00				Average	
		point58	58	3,697,761.0	689,545.2	21.00				Average	
		point59	59	3,697,951.5	689,633.1	21.00				Average	
		point60	60	3,698,216.5	689,756.5	21.00				Average	
		point61	61	3,698,390.8	689,835.2	21.00				Average	
		point62	62	3,698,649.5	689,955.8	21.00				Average	
		point63	63	3,698,941.5	690,089.4	21.00				Average	
		point190	190	3,699,215.5	690,215.3	22.00				Average	
		point64	64	3,699,262.8	690,236.2	22.00					
LA 1088 EB 2 Lane bt Ramps	24.0	point275	275	3,699,262.8	690,236.2	22.00				Average	
		point284	284	3,699,375.2	690,287.8	25.00				Average	
		point65	65	3,699,487.8	690,339.4	30.00				Average	
		point66	66	3,699,760.2	690,465.8	35.00				Average	
		point280	280	3,699,896.5	690,528.4	40.00				Average	
		point67	67	3,700,033.0	690,590.9	45.00				Average	
		point68	68	3,700,305.0	690,716.1	45.00				Average	
		point283	283	3,700,441.8	690,779.0	45.00				Average	
		point69	69	3,700,578.5	690,841.9	40.00				Average	
		point70	70	3,700,851.5	690,967.8	35.00				Average	
		point71	71	3,701,167.8	691,113.1	30.00				Average	
		point72	72	3,701,395.5	691,218.8	30.00				Average	

		point73	73	3,701,668.8	691,345.2	30.00				Average	
		point74	74	3,701,946.5	691,454.9	30.00				Average	
		point75	75	3,702,233.2	691,530.1	30.00				Average	
		point76	76	3,702,532.2	691,581.5	30.00				Average	
		point77	77	3,702,731.8	691,612.4	30.00				Average	
		point78	78	3,703,020.0	691,678.9	30.00				Average	
		point79	79	3,703,303.2	691,776.2	30.00					
LA 1088 Comb 2 Lane Area 2	24.0	point277	277	3,688,324.0	685,762.9	21.00				Average	
		point130	130	3,688,360.0	685,779.9	21.00				Average	
		point22	22	3,688,576.5	685,879.8	21.00				Average	
		point23	23	3,688,848.5	686,005.4	21.00				Average	
		point24	24	3,689,121.8	686,131.2	21.00				Average	
		point25	25	3,689,392.8	686,255.4	21.00				Average	
		point26	26	3,689,572.5	686,339.0	21.00				Average	
		point27	27	3,689,853.2	686,452.5	21.00				Average	
		point28	28	3,690,132.8	686,564.9	21.00				Average	
		point29	29	3,690,409.2	686,676.8	21.00				Average	
		point30	30	3,690,648.8	686,775.1	21.00				Average	
		point31	31	3,690,876.8	686,854.2	21.00				Average	
		point32	32	3,691,036.0	686,909.1	21.00				Average	
		point112	112	3,691,043.8	686,911.4	21.00				Average	
		point33	33	3,691,350.5	687,018.0	21.00				Average	
		point34	34	3,691,632.5	687,116.4	21.00				Average	
		point35	35	3,691,915.0	687,216.2	21.00				Average	
		point36	36	3,692,197.5	687,315.0	21.00				Average	
		point37	37	3,692,368.2	687,373.6	21.00				Average	
		point145	145	3,692,420.8	687,391.6	21.00					
LA 1088 Comb 2 Lane Area 3	24.0	point278	278	3,692,420.8	687,391.6	21.00				Average	
		point38	38	3,692,670.8	687,478.1	21.00				Average	
		point39	39	3,692,955.2	687,577.9	21.00				Average	
		point40	40	3,693,236.8	687,676.4	21.00				Average	
		point41	41	3,693,522.8	687,775.4	21.00				Average	
		point42	42	3,693,805.2	687,873.9	21.00				Average	
		point43	43	3,694,088.0	687,972.0	21.00				Average	
		point44	44	3,694,371.8	688,072.5	21.00				Average	
		point45	45	3,694,652.5	688,169.9	21.00				Average	
		point46	46	3,694,850.5	688,238.8	21.00				Average	
		point47	47	3,695,124.2	688,341.9	21.00				Average	

		point48	48	3,695,322.0	688,427.7	21.00					
LA 1088 WB 2 Lane bt Ramps	24.0	point279	279	3,703,303.2	691,776.2	30.00				Average	
		point268	268	3,703,013.0	691,697.4	30.00				Average	
		point267	267	3,702,726.5	691,651.9	30.00				Average	
		point266	266	3,702,528.0	691,630.0	30.00				Average	
		point265	265	3,702,218.5	691,592.1	30.00				Average	
		point264	264	3,701,924.8	691,513.0	30.00				Average	
		point263	263	3,701,646.5	691,397.2	30.00				Average	
		point262	262	3,701,372.5	691,270.8	30.00				Average	
		point261	261	3,701,151.8	691,169.5	30.00				Average	
		point260	260	3,700,826.5	691,020.3	35.00				Average	
		point259	259	3,700,554.0	690,894.4	40.00				Average	
		point282	282	3,700,419.5	690,831.9	45.00				Average	
		point258	258	3,700,284.8	690,769.4	45.00				Average	
		point257	257	3,700,010.0	690,643.2	45.00				Average	
		point281	281	3,699,873.5	690,580.6	40.00				Average	
		point256	256	3,699,737.0	690,517.9	35.00				Average	
		point255	255	3,699,468.2	690,393.1	30.00				Average	
		point285	285	3,699,352.5	690,339.2	25.00				Average	
		point276	276	3,699,237.0	690,285.4	22.00					
LA 1088 Comb 2 Lane bt Ramps	24.0	point286	286	3,703,303.2	691,776.2	30.00				Average	
		point80	80	3,703,487.8	691,856.8	30.00				Average	
		point81	81	3,703,762.5	691,982.6	30.00				Average	
		point82	82	3,704,035.8	692,104.8	30.00				Average	
		point83	83	3,704,307.2	692,227.5	30.00					
LA 1088 Comb 2 Lane Area 3 2	24.0	point287	287	3,695,322.0	688,427.7	21.00				Average	
		point49	49	3,695,579.8	688,545.3	21.00				Average	
		point50	50	3,695,853.8	688,671.1	21.00				Average	
		point51	51	3,696,125.8	688,795.4	21.00				Average	
		point52	52	3,696,397.8	688,919.9	21.00				Average	
		point53	53	3,696,670.8	689,044.0	21.00				Average	
		point54	54	3,696,809.2	689,108.7	21.00				Average	
		point55	55	3,697,034.8	689,213.1	21.00				Average	
		point56	56	3,697,252.8	689,311.8	21.00					

Volkert 30 July 2015
Thomas Lee TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: LA 1088
RUN: No Build PM Peak 2033

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
LA 1088 Comb 2 Lane Area 1	point4	4	677	45	63	45	6	45	395	45	9	45
	point5	5	677	45	63	45	6	45	395	45	9	45
	point6	6	677	45	63	45	6	45	395	45	9	45
	point7	7	677	45	63	45	6	45	395	45	9	45
	point8	8	677	45	63	45	6	45	395	45	9	45
	point9	9	677	45	63	45	6	45	395	45	9	45
	point10	10	677	45	63	45	6	45	395	45	9	45
	point11	11	677	45	63	45	6	45	395	45	9	45
	point12	12	677	45	63	45	6	45	395	45	9	45
	point13	13	677	45	63	45	6	45	395	45	9	45
	point14	14	677	45	63	45	6	45	395	45	9	45
	point15	15	677	45	63	45	6	45	395	45	9	45
	point99	99	677	45	63	45	6	45	395	45	9	45
	point16	16	677	45	63	45	6	45	395	45	9	45
	point17	17	677	45	63	45	6	45	395	45	9	45
	point18	18	677	45	63	45	6	45	395	45	9	45
	point19	19	677	45	63	45	6	45	395	45	9	45
	point20	20	677	45	63	45	6	45	395	45	9	45
	point21	21	677	45	63	45	6	45	395	45	9	45
	point121	121										
Garon Dr 2 Lane	point100	100	104	25	6	25	0	0	28	25	1	25
	point101	101	104	25	6	25	0	0	28	25	1	25

	point102	102	104	25	6	25	0	0	28	25	1	25
	point103	103										
Jacksone St 2 Lane	point105	105	32	25	4	25	0	0	16	25	0	0
	point106	106	32	25	4	25	0	0	16	25	0	0
	point107	107										
Soult St 2 Lane	point113	113	517	25	48	25	5	25	210	25	4	25
	point114	114	517	25	48	25	5	25	210	25	4	25
	point115	115										
Spring Blvd SB 1 Lane	point122	122	93	20	6	20	0	0	37	20	1	20
	point123	123	93	20	6	20	0	0	37	20	1	20
	point124	124	93	20	6	20	0	0	37	20	1	20
	point125	125										
Spring Blvd NB 1 Lane	point126	126	72	20	4	20	0	0	29	20	1	20
	point127	127	72	20	4	20	0	0	29	20	1	20
	point128	128	72	20	4	20	0	0	29	20	1	20
	point129	129										
School Dr 2 Lane	point131	131	48	25	2	25	0	0	16	25	0	0
	point132	132	48	25	2	25	0	0	16	25	0	0
	point133	133	48	25	2	25	0	0	16	25	0	0
	point134	134	48	25	2	25	0	0	16	25	0	0
	point135	135										
Viola St 2 Lane	point136	136	91	25	2	25	0	0	140	25	0	0
	point137	137	91	25	2	25	0	0	140	25	0	0
	point138	138	91	25	2	25	0	0	140	25	0	0
	point139	139	91	25	2	25	0	0	140	25	0	0
	point140	140	91	25	2	25	0	0	140	25	0	0
	point141	141	91	25	2	25	0	0	140	25	0	0
	point142	142	91	25	2	25	0	0	140	25	0	0
	point143	143	91	25	2	25	0	0	140	25	0	0
	point144	144										
Tinity Dr SB 1 Lane	point146	146	123	20	2	20	0	0	19	20	7	20
	point147	147	123	20	2	20	0	0	19	20	7	20
	point148	148	123	20	2	20	0	0	19	20	7	20
	point149	149										

Trinity Dr NB 2 Lane	point150	150	75	20	1	20	0	0	12	20	4	20
	point151	151	75	20	1	20	0	0	12	20	4	20
	point152	152	75	20	1	20	0	0	12	20	4	20
	point153	153										
Forest Brook Blvd 2 Lane	point154	154	400	20	9	20	3	20	66	20	1	20
	point155	155	400	20	9	20	3	20	66	20	1	20
	point156	156	400	20	9	20	3	20	66	20	1	20
	point157	157	400	20	9	20	3	20	66	20	1	20
	point158	158										
I-12 EB OnRamp 1 Lane	point161	161	282	35	5	35	2	35	55	35	1	35
	point162	162	282	35	5	35	2	35	55	35	1	35
	point163	163	282	35	5	35	2	35	55	35	1	35
	point164	164	282	35	5	35	2	35	55	35	1	35
	point165	165	282	35	5	35	2	35	55	35	1	35
	point166	166	282	35	5	35	2	35	55	35	1	35
	point167	167	282	35	5	35	2	35	55	35	1	35
	point168	168	282	35	5	35	2	35	55	35	1	35
	point169	169	282	35	5	35	2	35	55	35	1	35
	point170	170	282	35	5	35	2	35	55	35	1	35
	point171	171	282	35	5	35	2	35	55	35	1	35
	point172	172	282	35	5	35	2	35	55	35	1	35
	point173	173	282	35	5	35	2	35	55	35	1	35
	point174	174	282	35	5	35	2	35	55	35	1	35
	point175	175	282	35	5	35	2	35	55	35	1	35
	point176	176	282	35	5	35	2	35	55	35	1	35
	point177	177	282	35	5	35	2	35	55	35	1	35
	point178	178	282	35	5	35	2	35	55	35	1	35
	point179	179	282	35	5	35	2	35	55	35	1	35
	point180	180	282	35	5	35	2	35	55	35	1	35
	point181	181	282	35	5	35	2	35	55	35	1	35
	point182	182	282	35	5	35	2	35	55	35	1	35
	point183	183	282	35	5	35	2	35	55	35	1	35
	point184	184	282	35	5	35	2	35	55	35	1	35
	point185	185	282	35	5	35	2	35	55	35	1	35

	point186	186	282	35	5	35	2	35	55	35	1	35
	point187	187	282	35	5	35	2	35	55	35	1	35
	point188	188	282	35	5	35	2	35	55	35	1	35
	point189	189										
I-12 EB OffRamp 1 Lane	point191	191	325	35	5	35	2	35	63	35	2	35
	point192	192	325	35	5	35	2	35	63	35	2	35
	point193	193	325	35	5	35	2	35	63	35	2	35
	point194	194	325	35	5	35	2	35	63	35	2	35
	point195	195	325	35	5	35	2	35	63	35	2	35
	point196	196	325	35	5	35	2	35	63	35	2	35
	point197	197	325	35	5	35	2	35	63	35	2	35
	point198	198	325	35	5	35	2	35	63	35	2	35
	point199	199	325	35	5	35	2	35	63	35	2	35
	point200	200	325	35	5	35	2	35	63	35	2	35
	point201	201	325	35	5	35	2	35	63	35	2	35
	point202	202	325	35	5	35	2	35	63	35	2	35
	point203	203	325	35	5	35	2	35	63	35	2	35
	point204	204										
I-12 WB OffRamp	point205	205	177	35	54	35	3	35	31	35	1	35
	point206	206	177	35	54	35	3	35	31	35	1	35
	point207	207	177	35	54	35	3	35	31	35	1	35
	point208	208	177	35	54	35	3	35	31	35	1	35
	point209	209	177	35	54	35	3	35	31	35	1	35
	point210	210	177	35	54	35	3	35	31	35	1	35
	point211	211	177	35	54	35	3	35	31	35	1	35
	point212	212	177	35	54	35	3	35	31	35	1	35
	point213	213	177	35	54	35	3	35	31	35	1	35
	point214	214	177	35	54	35	3	35	31	35	1	35
	point215	215	177	35	54	35	3	35	31	35	1	35
	point216	216	177	35	54	35	3	35	31	35	1	35
	point217	217										
LA 59 south of LA 1088 3 Lane	point218	218	1697	45	90	45	21	45	309	45	28	45
	point219	219	1697	45	90	45	21	45	309	45	28	45
	point220	220	1697	45	90	45	21	45	309	45	28	45

	point221	221	1697	45	90	45	21	45	309	45	28	45
	point222	222	1697	45	90	45	21	45	309	45	28	45
	point223	223	1697	45	90	45	21	45	309	45	28	45
	point224	224	1697	45	90	45	21	45	309	45	28	45
	point225	225	1697	45	90	45	21	45	309	45	28	45
	point226	226	1697	45	90	45	21	45	309	45	28	45
	point227	227	1697	45	90	45	21	45	309	45	28	45
	point228	228	1697	45	90	45	21	45	309	45	28	45
	point229	229	1697	45	90	45	21	45	309	45	28	45
	point231	231	1697	45	90	45	21	45	309	45	28	45
	point230	230										
LA 59 north of LA 1088 3 Lane	point232	232	1087	45	94	45	87	45	397	45	12	45
	point233	233	1087	45	94	45	87	45	397	45	12	45
	point234	234	1087	45	94	45	87	45	397	45	12	45
	point235	235	1087	45	94	45	87	45	397	45	12	45
	point236	236	1087	45	94	45	87	45	397	45	12	45
	point237	237	1087	45	94	45	87	45	397	45	12	45
	point238	238	1087	45	94	45	87	45	397	45	12	45
	point239	239	1087	45	94	45	87	45	397	45	12	45
	point240	240	1087	45	94	45	87	45	397	45	12	45
	point241	241	1087	45	94	45	87	45	397	45	12	45
	point242	242										
LA 1088 WB 2 Lane Area 3	point254	254	566	55	41	55	7	55	193	55	2	55
	point253	253	566	55	41	55	7	55	193	55	2	55
	point252	252	566	55	41	55	7	55	193	55	2	55
	point251	251	566	55	41	55	7	55	193	55	2	55
	point250	250	566	55	41	55	7	55	193	55	2	55
	point249	249	566	55	41	55	7	55	193	55	2	55
	point248	248	566	55	41	55	7	55	193	55	2	55
	point247	247	566	55	41	55	7	55	193	55	2	55
	point246	246										
LA 1088 EB 2 Lane Area 3	point274	274	347	55	25	55	5	55	118	55	2	55
	point57	57	347	55	25	55	5	55	118	55	2	55
	point58	58	347	55	25	55	5	55	118	55	2	55

	point59	59	347	55	25	55	5	55	118	55	2	55
	point60	60	347	55	25	55	5	55	118	55	2	55
	point61	61	347	55	25	55	5	55	118	55	2	55
	point62	62	347	55	25	55	5	55	118	55	2	55
	point63	63	347	55	25	55	5	55	118	55	2	55
	point190	190	347	55	25	55	5	55	118	55	2	55
	point64	64										
LA 1088 EB 2 Lane bt Ramps	point275	275	231	55	13	55	3	55	79	55	2	55
	point284	284	231	55	13	55	3	55	79	55	2	55
	point65	65	231	55	13	55	3	55	79	55	2	55
	point66	66	231	55	13	55	3	55	79	55	2	55
	point280	280	231	55	13	55	3	55	79	55	2	55
	point67	67	231	55	13	55	3	55	79	55	2	55
	point68	68	231	55	13	55	3	55	79	55	2	55
	point283	283	231	55	13	55	3	55	79	55	2	55
	point69	69	231	55	13	55	3	55	79	55	2	55
	point70	70	231	55	13	55	3	55	79	55	2	55
	point71	71	231	55	13	55	3	55	79	55	2	55
	point72	72	231	55	13	55	3	55	79	55	2	55
	point73	73	231	55	13	55	3	55	79	55	2	55
	point74	74	231	55	13	55	3	55	79	55	2	55
	point75	75	231	55	13	55	3	55	79	55	2	55
	point76	76	231	55	13	55	3	55	79	55	2	55
	point77	77	231	55	13	55	3	55	79	55	2	55
	point78	78	231	55	13	55	3	55	79	55	2	55
	point79	79										
LA 1088 Comb 2 Lane Area 2	point277	277	710	45	25	45	12	45	297	45	17	45
	point130	130	710	45	25	45	12	45	297	45	17	45
	point22	22	710	45	25	45	12	45	297	45	17	45
	point23	23	710	45	25	45	12	45	297	45	17	45
	point24	24	710	45	25	45	12	45	297	45	17	45
	point25	25	710	45	25	45	12	45	297	45	17	45
	point26	26	710	45	25	45	12	45	297	45	17	45
	point27	27	710	45	25	45	12	45	297	45	17	45

	point28	28	710	45	25	45	12	45	297	45	17	45
	point29	29	710	45	25	45	12	45	297	45	17	45
	point30	30	710	45	25	45	12	45	297	45	17	45
	point31	31	710	45	25	45	12	45	297	45	17	45
	point32	32	710	45	25	45	12	45	297	45	17	45
	point112	112	710	45	25	45	12	45	297	45	17	45
	point33	33	710	45	25	45	12	45	297	45	17	45
	point34	34	710	45	25	45	12	45	297	45	17	45
	point35	35	710	45	25	45	12	45	297	45	17	45
	point36	36	710	45	25	45	12	45	297	45	17	45
	point37	37	710	45	25	45	12	45	297	45	17	45
	point145	145										
LA 1088 Comb 2 Lane Area 3	point278	278	914	45	66	45	12	45	311	45	4	45
	point38	38	914	45	66	45	12	45	311	45	4	45
	point39	39	914	45	66	45	12	45	311	45	4	45
	point40	40	914	45	66	45	12	45	311	45	4	45
	point41	41	914	45	66	45	12	45	311	45	4	45
	point42	42	914	45	66	45	12	45	311	45	4	45
	point43	43	914	45	66	45	12	45	311	45	4	45
	point44	44	914	45	66	45	12	45	311	45	4	45
	point45	45	914	45	66	45	12	45	311	45	4	45
	point46	46	914	45	66	45	12	45	311	45	4	45
	point47	47	914	45	66	45	12	45	311	45	4	45
	point48	48										
LA 1088 WB 2 Lane bt Ramps	point279	279	377	55	21	55	4	55	128	55	4	55
	point268	268	377	55	21	55	4	55	128	55	4	55
	point267	267	377	55	21	55	4	55	128	55	4	55
	point266	266	377	55	21	55	4	55	128	55	4	55
	point265	265	377	55	21	55	4	55	128	55	4	55
	point264	264	377	55	21	55	4	55	128	55	4	55
	point263	263	377	55	21	55	4	55	128	55	4	55
	point262	262	377	55	21	55	4	55	128	55	4	55
	point261	261	377	55	21	55	4	55	128	55	4	55
	point260	260	377	55	21	55	4	55	128	55	4	55

	point259	259	377	55	21	55	4	55	128	55	4	55
	point282	282	377	55	21	55	4	55	128	55	4	55
	point258	258	377	55	21	55	4	55	128	55	4	55
	point257	257	377	55	21	55	4	55	128	55	4	55
	point281	281	377	55	21	55	4	55	128	55	4	55
	point256	256	377	55	21	55	4	55	128	55	4	55
	point255	255	377	55	21	55	4	55	128	55	4	55
	point285	285	377	55	21	55	4	55	128	55	4	55
	point276	276										
LA 1088 Comb 2 Lane bt Ramps	point286	286	608	55	34	55	7	55	207	55	6	55
	point80	80	608	55	34	55	7	55	207	55	6	55
	point81	81	608	55	34	55	7	55	207	55	6	55
	point82	82	608	55	34	55	7	55	207	55	6	55
	point83	83										
LA 1088 Comb 2 Lane Area 3 2	point287	287	914	55	66	55	12	55	311	55	4	55
	point49	49	914	55	66	55	12	55	311	55	4	55
	point50	50	914	55	66	55	12	55	311	55	4	55
	point51	51	914	55	66	55	12	55	311	55	4	55
	point52	52	914	55	66	55	12	55	311	55	4	55
	point53	53	914	55	66	55	12	55	311	55	4	55
	point54	54	914	55	66	55	12	55	311	55	4	55
	point55	55	914	55	66	55	12	55	311	55	4	55
	point56	56										

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: LA 1088
RUN: No Build PM Peak 2033

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Res 12	15	1	3,683,288.2	682,418.7	21.00	4.92	70.60	66	10.0	8.0	Y
Res 13	16	1	3,683,406.5	682,602.1	21.00	4.92	71.60	66	10.0	8.0	Y
Res 14	17	1	3,683,402.2	682,710.6	21.00	4.92	67.60	66	10.0	8.0	Y
Res 15	18	1	3,683,509.5	682,820.1	21.00	4.92	70.00	66	10.0	8.0	Y
Res 16	19	1	3,683,554.0	682,985.1	21.00	4.92	67.40	66	10.0	8.0	Y
Res 17	20	3	3,683,444.5	683,048.0	21.00	4.92	60.10	66	10.0	8.0	Y
Res 18	21	3	3,683,363.0	683,119.6	21.00	4.92	55.90	66	10.0	8.0	Y
Res 19	22	3	3,683,236.2	683,143.5	21.00	4.92	52.80	66	10.0	8.0	Y
Office 20	23	1	3,683,642.8	683,119.1	21.00	4.92	68.00	66	10.0	8.0	Y
Office 21	24	1	3,683,747.2	683,269.4	21.00	4.92	69.00	71	10.0	8.0	Y
Restaurant 22	25	1	3,683,907.8	683,708.8	21.00	4.92	68.10	71	10.0	8.0	Y
Bank 23	26	1	3,683,936.0	683,881.4	21.00	4.92	67.90	71	10.0	8.0	Y
Office 24	27	1	3,683,651.5	683,869.9	21.00	4.92	55.80	71	10.0	8.0	Y
Res 40	43	1	3,684,553.8	684,402.5	21.00	4.92	58.50	66	10.0	8.0	Y
Res 41	44	1	3,684,706.2	684,268.4	21.00	4.92	61.70	66	10.0	8.0	Y
Res 42	45	1	3,685,596.8	684,776.2	21.00	4.92	56.70	66	10.0	8.0	Y
School 43	46	1	3,685,926.2	684,787.9	21.00	4.92	64.40	66	10.0	8.0	Y
Res 44	47	3	3,685,809.0	684,957.2	21.00	4.92	51.70	66	10.0	8.0	Y
Res 45	48	4	3,685,833.8	685,027.5	21.00	4.92	50.80	66	10.0	8.0	Y
Res 46	49	2	3,685,854.5	685,070.4	21.00	4.92	50.40	66	10.0	8.0	Y
Res 47	50	4	3,685,815.5	685,131.5	21.00	4.92	49.50	66	10.0	8.0	Y
Res 48	51	1	3,686,061.5	684,994.9	21.00	4.92	54.60	66	10.0	8.0	Y

Apartments 49 (1st Floor)	52	2	3,686,246.5	684,897.2	21.00	4.92	67.10	66	10.0	8.0	Y
Apartments 50 (1st Floor)	53	2	3,686,365.0	684,962.4	21.00	4.92	63.30	66	10.0	8.0	Y
Apartments 51 (1st Floor)	54	2	3,686,252.2	684,942.4	21.00	4.92	62.60	66	10.0	8.0	Y
Apartments 52 (1st Floor)	55	2	3,686,376.0	685,008.9	21.00	4.92	54.80	66	10.0	8.0	Y
Apartments 53 (1st Floor)	56	2	3,686,241.2	685,047.0	21.00	4.92	54.30	66	10.0	8.0	Y
Apartments 54 (1st Floor)	57	2	3,686,249.8	685,086.9	21.00	4.92	53.10	66	10.0	8.0	Y
Apartments 55 (1st Floor)	58	2	3,686,185.8	685,214.4	21.00	4.92	50.10	66	10.0	8.0	Y
Apartments 56 (1st Floor)	59	2	3,686,231.5	685,226.4	21.00	4.92	50.60	66	10.0	8.0	Y
Res 57	60	3	3,686,431.5	685,246.2	21.00	4.92	53.20	66	10.0	8.0	Y
Res 58	61	2	3,686,536.8	685,239.8	21.00	4.92	55.10	66	10.0	8.0	Y
Res 59	62	3	3,686,534.8	685,403.9	21.00	4.92	50.30	66	10.0	8.0	Y
Res 60	63	2	3,686,661.8	685,404.9	21.00	4.92	51.90	66	10.0	8.0	Y
Res 61	64	3	3,686,723.0	685,250.1	21.00	4.92	58.50	66	10.0	8.0	Y
Res 62	65	1	3,686,781.8	685,140.8	21.00	4.92	67.70	66	10.0	8.0	Y
Res 63	66	1	3,686,783.0	685,228.0	21.00	4.92	61.60	66	10.0	8.0	Y
Res 64	67	1	3,686,776.8	685,401.7	21.00	4.92	55.60	66	10.0	8.0	Y
Res 65	68	2	3,686,771.2	685,547.1	21.00	4.92	53.70	66	10.0	8.0	Y
Res 66	69	1	3,686,905.2	685,225.4	21.00	4.92	65.90	66	10.0	8.0	Y
Res 67	70	4	3,686,906.8	685,306.1	21.00	4.92	60.60	66	10.0	8.0	Y
Res 68	71	1	3,686,897.5	685,398.6	21.00	4.92	57.70	66	10.0	8.0	Y
Res 69	72	1	3,686,910.5	685,558.8	21.00	4.92	54.40	66	10.0	8.0	Y
Res 70	73	2	3,687,061.5	685,409.0	21.00	4.92	58.50	66	10.0	8.0	Y
Res 71	74	3	3,687,030.2	685,560.0	21.00	4.92	53.40	66	10.0	8.0	Y
Res 72	75	1	3,686,999.0	685,642.1	21.00	4.92	51.20	66	10.0	8.0	Y
Res 73	76	1	3,687,775.2	685,591.2	21.00	4.92	68.00	66	10.0	8.0	Y
Res 74	77	1	3,687,823.2	685,608.2	21.00	4.92	68.30	66	10.0	8.0	Y
Res 75	78	1	3,687,940.5	685,691.6	21.00	4.92	66.60	66	10.0	8.0	Y
Res 76	79	1	3,687,900.2	685,741.3	21.00	4.92	61.30	66	10.0	8.0	Y
Res 77	80	3	3,687,830.5	685,767.1	21.00	4.92	58.20	66	10.0	8.0	Y
Res 78	81	1	3,687,638.2	685,972.4	21.00	4.92	50.00	66	10.0	8.0	Y
School 79	82	1	3,688,194.5	686,063.9	21.00	4.92	54.00	66	10.0	8.0	Y
Res 120	123	1	3,688,481.0	685,920.7	21.00	4.92	66.90	66	10.0	8.0	Y
Res 121	124	2	3,688,478.2	685,968.9	21.00	4.92	62.60	66	10.0	8.0	Y
Res 122	125	2	3,688,477.0	686,023.6	21.00	4.92	58.80	66	10.0	8.0	Y
Res 123	126	2	3,688,477.0	686,090.0	21.00	4.92	55.50	66	10.0	8.0	Y

Res 124	127	2	3,688,477.0	686,147.2	21.00	4.92	53.40	66	10.0	8.0	Y
Res 125	128	2	3,688,478.2	686,203.2	21.00	4.92	51.80	66	10.0	8.0	Y
Res 126	129	2	3,688,479.5	686,256.6	21.00	4.92	50.80	66	10.0	8.0	Y
Res 127	130	2	3,688,474.2	686,316.6	21.00	4.92	49.70	66	10.0	8.0	Y
Res 128	131	1	3,688,488.0	686,373.9	21.00	4.92	48.90	66	10.0	8.0	Y
Res 129	132	1	3,688,820.8	686,142.1	21.00	4.92	62.10	66	10.0	8.0	Y
Res 130	133	1	3,688,910.5	686,148.6	21.00	4.92	65.10	66	10.0	8.0	Y
Res 131	134	1	3,689,022.5	686,215.0	21.00	4.92	63.80	66	10.0	8.0	Y
Res 132	135	1	3,689,180.0	686,261.9	21.00	4.92	66.00	66	10.0	8.0	Y
Res 133	136	4	3,689,178.8	686,332.2	21.00	4.92	59.50	66	10.0	8.0	Y
Res 134	137	1	3,689,336.2	686,315.2	21.00	4.92	66.90	66	10.0	8.0	Y
Res 135	138	7	3,689,293.5	686,505.3	21.00	4.92	53.30	66	10.0	8.0	Y
Res 136	139	8	3,689,204.5	686,647.2	21.00	4.92	49.80	66	10.0	8.0	Y
Res 137	140	1	3,689,431.5	686,380.3	21.00	4.92	65.80	66	10.0	8.0	Y
Res 138	141	1	3,689,520.0	686,418.1	21.00	4.92	66.00	66	10.0	8.0	Y
Res 139	142	1	3,689,612.5	686,472.8	21.00	4.92	64.60	66	10.0	8.0	Y
Res 140	143	1	3,689,816.8	686,626.4	21.00	4.92	59.50	66	10.0	8.0	Y
Res 141	144	1	3,689,945.8	686,604.3	21.00	4.92	64.80	66	10.0	8.0	Y
Res 142	145	1	3,690,122.8	686,659.0	21.00	4.92	66.20	66	10.0	8.0	Y
Res 143	146	3	3,689,477.0	686,687.6	21.00	4.92	50.90	66	10.0	8.0	Y
Church 144	147	2	3,690,439.2	686,789.2	21.00	4.92	66.10	66	10.0	8.0	Y
Res 145	148	3	3,690,317.2	687,155.2	21.00	4.92	50.90	66	10.0	8.0	Y
Res 146	149	1	3,690,531.8	687,113.4	21.00	4.92	53.90	66	10.0	8.0	Y
Res 147	150	1	3,690,664.5	687,053.5	21.00	4.92	56.30	66	10.0	8.0	Y
Res 148	151	3	3,690,883.2	687,333.5	21.00	4.92	62.50	66	10.0	8.0	Y
Res 149	152	1	3,691,327.2	687,190.2	21.00	4.92	60.10	66	10.0	8.0	Y
Res 150	153	1	3,691,435.2	687,129.1	21.00	4.92	67.00	66	10.0	8.0	Y
Res 151	154	1	3,691,749.0	687,276.2	21.00	4.92	64.30	66	10.0	8.0	Y
Res 152	155	1	3,692,014.8	687,336.1	21.00	4.92	66.80	66	10.0	8.0	Y
Res 202	205	1	3,692,707.5	687,824.4	21.00	4.92	53.90	66	10.0	8.0	Y
Res 203	206	2	3,692,690.5	687,700.6	21.00	4.92	58.40	66	10.0	8.0	Y
Church 204	207	1	3,693,267.2	687,792.8	21.00	4.92	66.00	66	10.0	8.0	Y
Church 205	208	1	3,694,260.8	688,238.4	21.00	4.92	58.90	66	10.0	8.0	Y
Res 206	209	1	3,694,474.2	688,272.2	21.00	4.92	61.30	66	10.0	8.0	Y
Res 207	210	1	3,694,684.0	688,423.3	21.00	4.92	57.20	66	10.0	8.0	Y

Res 208	211	1	3,695,691.8	688,807.4	21.00	4.92	60.50	66	10.0	8.0	Y
Res 214	217	1	3,697,978.2	689,880.3	21.00	4.92	61.50	66	10.0	8.0	Y
Res 215	218	1	3,698,171.0	689,958.5	21.00	4.92	62.40	66	10.0	8.0	Y
Res 216	219	1	3,698,342.8	690,015.8	21.00	4.92	63.90	66	10.0	8.0	Y
Res 217	220	8	3,698,169.8	690,175.9	21.00	4.92	54.70	66	10.0	8.0	Y
Res 218	221	1	3,698,505.5	690,134.2	21.00	4.92	61.10	66	10.0	8.0	Y
Res 219	222	2	3,698,512.2	690,217.6	21.00	4.92	57.50	66	10.0	8.0	Y
Res 220	223	4	3,698,513.5	690,297.0	21.00	4.92	55.40	66	10.0	8.0	Y
Res 221	224	1	3,698,820.8	690,298.3	21.00	4.92	60.20	66	10.0	8.0	Y
Res 222	225	1	3,699,025.8	690,529.9	21.00	4.92	56.80	66	10.0	8.0	Y
Res 223	226	1	3,699,028.2	690,601.5	21.00	4.92	55.80	66	10.0	8.0	Y
Res 224	227	1	3,699,019.5	690,662.1	21.00	4.92	55.20	66	10.0	8.0	Y
Apartments 49 (2nd Floor)	230	2	3,686,246.5	684,897.2	21.00	20.00	67.20	66	10.0	8.0	Y
Apartments 50 (2nd Floor)	232	2	3,686,365.0	684,962.4	21.00	20.00	63.60	66	10.0	8.0	Y
Apartments 51 (2nd Floor)	234	2	3,686,252.2	684,942.4	21.00	20.00	64.20	66	10.0	8.0	Y
Apartments 52 (2nd Floor)	236	2	3,686,376.0	685,008.9	21.00	20.00	57.20	66	10.0	8.0	Y
Apartments 53 (2nd Floor)	238	2	3,686,241.2	685,047.0	21.00	20.00	58.80	66	10.0	8.0	Y
Apartments 54 (2nd Floor)	240	2	3,686,249.8	685,086.9	21.00	20.00	58.50	66	10.0	8.0	Y
Apartments 55 (2nd Floor)	242	2	3,686,185.8	685,214.4	21.00	20.00	56.70	66	10.0	8.0	Y
Apartments 56 (2nd Floor)	244	2	3,686,231.5	685,226.4	21.00	20.00	57.30	66	10.0	8.0	Y

Volkert 30 July 2015
Thomas Lee TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: LA 1088
RUN: No Build PM Peak 2033

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height at Point	Segment				
		Min	Max	$ per Unit Area	$ per Unit Vol.	Top Width	Run:Rise	$ per Unit Length			X	Y	Z		Seg Ht Increment	#Up	#Dn	On Struct?	Important Reflections?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
Barrier2	W	0.00	99.99	0.00				0.00	point1	1	3,685,813.8	684,888.2	21.00	20.00	0.00	0	0		
									point2	2	3,685,813.8	684,804.9	21.00	20.00	0.00	0	0		
									point3	3	3,685,919.2	684,808.3	21.00	20.00	0.00	0	0		
									point4	4	3,685,921.0	684,888.2	21.00	20.00					
Barrier3	W	0.00	99.99	0.00				0.00	point5	5	3,686,195.2	684,980.8	21.00	30.00	0.00	0	0		
									point6	6	3,686,195.2	684,938.2	21.00	30.00	0.00	0	0		
									point7	7	3,686,183.2	684,937.3	21.00	30.00	0.00	0	0		
									point8	8	3,686,183.2	684,884.6	21.00	30.00	0.00	0	0		
									point9	9	3,686,233.2	684,884.6	21.00	30.00	0.00	0	0		
									point10	10	3,686,235.0	684,935.4	21.00	30.00	0.00	0	0		
									point11	11	3,686,245.2	684,937.3	21.00	30.00	0.00	0	0		
									point12	12	3,686,244.2	684,979.9	21.00	30.00					
Barrier4	W	0.00	99.99	0.00				0.00	point13	13	3,686,191.5	685,120.5	21.00	30.00	0.00	0	0		
									point14	14	3,686,191.5	685,080.8	21.00	30.00	0.00	0	0		
									point15	15	3,686,183.2	685,080.8	21.00	30.00	0.00	0	0		
									point16	16	3,686,184.0	685,028.9	21.00	30.00	0.00	0	0		
									point17	17	3,686,232.2	685,028.9	21.00	30.00	0.00	0	0		
									point18	18	3,686,235.0	685,072.4	21.00	30.00	0.00	0	0		
									point19	19	3,686,241.5	685,074.3	21.00	30.00	0.00	0	0		
									point20	20	3,686,243.2	685,121.4	21.00	30.00					
Barrier5	W	0.00	99.99	0.00				0.00	point21	21	3,686,369.2	684,994.7	21.00	30.00	0.00	0	0		
									point22	22	3,686,370.2	684,943.8	21.00	30.00	0.00	0	0		
									point23	23	3,686,388.8	684,945.6	21.00	30.00	0.00	0	0		
									point24	24	3,686,392.2	685,043.7	21.00	30.00	0.00	0	0		
									point25	25	3,686,374.8	685,044.6	21.00	30.00					

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: LA 1088
RUN: No Build PM Peak 2033

Building Row Name	Average Height ft	Building Percent %	Points No.	Coordinates (ground) X ft	Y ft	Z ft
Building2	20.00	70	1	3,686,135.0	685,272.3	21.00
			2	3,686,130.5	685,226.9	21.00
			3	3,686,454.2	685,264.9	21.00
			4	3,686,796.8	685,251.9	21.00
			5	3,686,795.8	685,266.8	21.00
Building3	20.00	70	6	3,688,397.0	686,418.2	21.00
			7	3,688,448.0	686,415.7	21.00
			8	3,688,459.8	685,904.3	21.00
			9	3,688,403.8	685,904.3	21.00
Building4	20.00	70	10	3,688,672.2	686,427.4	21.00
			11	3,688,607.0	686,419.1	21.00
			12	3,688,618.0	686,027.4	21.00
			13	3,688,687.5	686,021.5	21.00
Building5	20.00	70	14	3,688,776.0	686,219.0	21.00
			15	3,688,763.5	686,184.7	21.00
			16	3,688,798.8	686,166.3	21.00
			17	3,688,912.5	686,164.6	21.00
			18	3,688,994.5	686,229.1	21.00
			19	3,689,158.5	686,270.1	21.00
			20	3,689,150.2	686,379.7	21.00
			21	3,689,129.2	686,378.9	21.00
Building6	20.00	70	22	3,689,278.2	686,373.1	21.00
			23	3,689,303.5	686,317.9	21.00

			24	3,689,594.8	686,512.9	21.00
			25	3,689,630.8	686,622.6	21.00
			26	3,689,636.5	686,798.3	21.00
			27	3,689,583.8	686,811.7	21.00
Building7	20.00	70	28	3,698,941.8	690,988.4	21.00
			29	3,698,989.5	690,986.9	21.00
			30	3,699,006.0	690,501.6	21.00
			31	3,698,956.8	690,502.4	21.00

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 1 AM Peak 2033

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

Roadway		Points					Flow Control			Segment	
Name	Width	Name	No.	Coordinates (pavement) X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Garon Dr Comb 1 2 Lane	24.0	point100	100	3,686,849.0	684,090.2	21.00				Average	
		point101	101	3,686,836.2	684,712.6	21.00					
Jackson St Comb 2 Lane	24.0	point106	106	3,686,845.2	685,274.9	21.00				Average	
		point107	107	3,686,839.0	685,637.0	21.00					
I-12 EB OnRamp 1 Lane	24.0	point162	162	3,699,282.8	690,209.7	22.00				Average	
		point163	163	3,699,342.2	690,144.1	22.00				Average	
		point164	164	3,699,376.8	690,103.0	22.00				Average	
		point165	165	3,699,406.8	690,068.5	22.00				Average	
		point166	166	3,699,432.5	690,047.4	22.00				Average	
		point167	167	3,699,473.2	690,023.2	22.00				Average	
		point168	168	3,699,527.5	690,003.1	22.00				Average	
		point169	169	3,699,592.2	689,995.0	22.00				Average	
		point170	170	3,699,633.8	689,999.2	22.00				Average	
		point171	171	3,699,684.2	690,010.2	22.00				Average	
		point172	172	3,699,741.5	690,040.1	22.00				Average	
		point173	173	3,699,819.0	690,092.8	22.00				Average	
		point174	174	3,699,963.2	690,193.8	22.00				Average	
		point175	175	3,700,093.0	690,282.4	22.00				Average	
		point176	176	3,700,127.8	690,305.4	22.00				Average	
		point177	177	3,700,199.0	690,345.5	22.00				Average	
		point178	178	3,700,260.5	690,371.1	22.00				Average	
		point179	179	3,700,319.8	690,390.6	22.00				Average	
		point180	180	3,700,408.8	690,407.8	22.00				Average	
		point181	181	3,700,507.0	690,414.9	22.00				Average	
		point182	182	3,700,608.5	690,406.0	22.00				Average	

		point183	183	3,700,704.0	690,385.2	22.00				Average	
		point184	184	3,700,773.8	690,360.4	22.00				Average	
		point185	185	3,700,846.2	690,333.5	22.00				Average	
		point186	186	3,700,912.2	690,305.9	22.00				Average	
		point187	187	3,701,006.2	690,262.4	22.00				Average	
		point188	188	3,701,190.5	690,173.3	22.00				Average	
		point189	189	3,701,436.8	690,049.4	22.00					
LA 59 S of LA 1088 1	36.0	point218	218	3,682,808.5	681,467.9	21.00				Average	
		point219	219	3,683,063.0	681,915.2	21.00				Average	
		point220	220	3,683,212.5	682,178.6	21.00				Average	
		point221	221	3,683,303.5	682,338.2	21.00				Average	
		point222	222	3,683,405.8	682,511.9	21.00				Average	
		point223	223	3,683,504.8	682,684.9	21.00				Average	
		point224	224	3,683,597.2	682,835.0	21.00					
LA 1088 Comb 1 Area 1 2 Lane	30.0	point243	243	3,684,597.8	684,043.8	21.00				Average	
		point7	7	3,684,944.8	684,203.9	21.00				Average	
		point8	8	3,685,215.5	684,330.2	21.00				Average	
		point9	9	3,685,490.5	684,456.0	21.00				Average	
		point10	10	3,685,647.0	684,529.1	21.00				Average	
		point11	11	3,685,851.8	684,622.3	21.00				Average	
		point12	12	3,686,128.0	684,750.9	21.00				Average	
		point13	13	3,686,344.5	684,849.6	21.00					
LA 1088 Comb 2 Area 1 2 Lane	30.0	point245	245	3,687,395.5	685,336.1	21.00				Average	
		point18	18	3,687,668.2	685,459.9	21.00				Average	
		point19	19	3,687,856.5	685,547.2	21.00					
LA 1088 Comb 1 Area 3 2 Lane	30.0	point250	250	3,692,839.8	687,538.1	21.00				Average	
		point39	39	3,692,955.2	687,577.9	21.00				Average	
		point40	40	3,693,236.8	687,676.4	21.00				Average	
		point41	41	3,693,522.8	687,775.4	21.00				Average	
		point251	251	3,693,626.0	687,810.8	21.00					
LA 59 N of LA 1088 1	36.0	point255	255	3,684,142.8	684,260.9	21.00				Average	
		point235	235	3,684,165.5	684,339.8	21.00				Average	
		point236	236	3,684,242.0	684,525.2	21.00				Average	
		point237	237	3,684,361.0	684,801.1	21.00				Average	
		point238	238	3,684,442.5	684,980.7	21.00				Average	
		point239	239	3,684,579.8	685,291.6	21.00				Average	
		point240	240	3,684,701.0	685,565.9	21.00				Average	
		point241	241	3,684,809.5	685,815.2	21.00				Average	

		point242	242	3,684,878.5	685,964.8	21.00					
LA 59 NB S of LA 1088 1 1 Lane	12.0	point257	257	3,683,597.2	682,835.0	21.00				Average	
		point258	258	3,683,647.0	682,904.3	21.00				Average	
		point259	259	3,683,729.8	683,050.2	21.00				Average	
		point260	260	3,683,832.8	683,223.6	21.00					
LA 59 NB S of LA 1088 2 2 Lane	24.0	point261	261	3,683,832.8	683,223.6	21.00				Average	
		point262	262	3,683,953.5	683,445.4	21.00				Average	
		point263	263	3,683,998.8	683,538.9	21.00				Average	
		point264	264	3,684,027.5	683,616.2	21.00				Average	
		point265	265	3,684,047.8	683,690.2	21.00					
LA 59 NB N of LA 1088 1 1 Lane	12.0	point268	268	3,684,152.5	683,800.9	21.00				Average	
		point269	269	3,684,154.2	683,831.8	21.00				Average	
		point270	270	3,684,146.8	683,868.5	21.00				Average	
		point271	271	3,684,134.2	683,902.1	21.00				Average	
		point272	272	3,684,121.8	683,980.6	21.00					
LA 59 SB N of LA 1088 1 2 Lane	24.0	point277	277	3,684,142.8	684,260.9	21.00				Average	
		point278	278	3,684,118.8	684,210.4	21.00				Average	
		point279	279	3,684,101.8	684,129.4	21.00				Average	
		point280	280	3,684,096.2	684,070.9	21.00				Average	
		point281	281	3,684,096.8	683,984.9	21.00				Average	
		point282	282	3,684,092.5	683,966.2	21.00					
LA 59 SB S of LA 1088 1 2 Lane	24.0	point286	286	3,684,022.0	683,819.9	21.00				Average	
		point287	287	3,684,010.2	683,696.6	21.00					
LA 1088 EB 1 Area 1 1 Lane	20.0	point295	295	3,684,152.5	683,800.9	21.00				Average	
		point296	296	3,684,205.2	683,843.9	21.00				Average	
		point297	297	3,684,355.8	683,922.2	21.00				Average	
		point298	298	3,684,571.8	684,025.9	21.00				Average	
		point299	299	3,684,597.8	684,043.8	21.00					
LA 1088 WB 1 Area 1 2 Lane	32.0	point300	300	3,684,597.8	684,043.8	21.00				Average	
		point301	301	3,684,561.2	684,041.2	21.00				Average	
		point302	302	3,684,344.2	683,946.5	21.00				Average	
		point303	303	3,684,227.8	683,889.8	21.00				Average	
		point304	304	3,684,175.5	683,885.3	21.00				Average	
		point305	305	3,684,134.2	683,902.1	21.00					
LA 1088 EB 2 Area 1 1 Lane	20.0	point306	306	3,686,344.5	684,849.6	21.00				Average	
		point307	307	3,686,368.2	684,855.4	21.00				Average	
		point308	308	3,686,524.5	684,922.8	21.00				Average	
		point309	309	3,686,675.8	684,990.8	21.00				Average	

		point310	310	3,686,709.5	685,002.4	21.00				Average	
		point311	311	3,686,763.5	684,996.3	21.00					
LA 1088 WB 2 Area 1 1 Lane	20.0	point323	323	3,687,395.5	685,336.1	21.00				Average	
		point324	324	3,687,354.2	685,321.9	21.00				Average	
		point325	325	3,687,256.0	685,276.7	21.00				Average	
		point326	326	3,687,112.5	685,211.7	21.00				Average	
		point327	327	3,687,020.2	685,163.8	21.00				Average	
		point328	328	3,686,954.8	685,120.9	21.00				Average	
		point329	329	3,686,906.2	685,087.8	21.00				Average	
		point330	330	3,686,877.0	685,082.9	21.00					
Jackson St NB 1 Lane	12.0	point343	343	3,686,856.8	685,073.7	21.00				Average	
		point344	344	3,686,861.5	685,093.2	21.00				Average	
		point345	345	3,686,856.8	685,163.2	21.00				Average	
		point346	346	3,686,852.0	685,226.2	21.00				Average	
		point347	347	3,686,845.2	685,274.9	21.00					
Jackson St SB 1 Lane	12.0	point348	348	3,686,845.2	685,274.9	21.00				Average	
		point349	349	3,686,839.0	685,226.9	21.00				Average	
		point350	350	3,686,836.0	685,150.3	21.00				Average	
		point351	351	3,686,811.2	685,089.0	21.00					
Garon Dr NB 1 Lane	12.0	point352	352	3,686,836.2	684,712.6	21.00				Average	
		point353	353	3,686,843.5	684,783.8	21.00				Average	
		point354	354	3,686,844.8	684,844.6	21.00				Average	
		point355	355	3,686,846.0	684,876.4	21.00				Average	
		point356	356	3,686,835.2	684,943.4	21.00				Average	
		point357	357	3,686,849.8	684,997.6	21.00					
Garon Dr SB 1 Lane	12.0	point358	358	3,686,791.0	684,996.3	21.00				Average	
		point359	359	3,686,808.8	684,941.8	21.00				Average	
		point360	360	3,686,822.5	684,878.4	21.00				Average	
		point361	361	3,686,823.2	684,842.9	21.00				Average	
		point362	362	3,686,827.5	684,778.4	21.00				Average	
		point363	363	3,686,836.2	684,712.6	21.00					
LA 1088 EB 3 Area 1 1 Lane	20.0	point365	365	3,687,856.5	685,547.2	21.00				Average	
		point366	366	3,687,939.8	685,577.9	21.00				Average	
		point367	367	3,688,103.8	685,649.1	21.00				Average	
		point368	368	3,688,219.5	685,707.5	21.00					
LA 1088 EB 1 Area 2 1 Lane	20.0	point373	373	3,688,328.5	685,697.2	21.00				Average	
		point374	374	3,688,354.0	685,712.7	21.00				Average	
		point375	375	3,688,402.2	685,755.9	21.00					

LA 1088 WB 1 Area 2 2 Lane	32.0	point382	382	3,688,872.5	686,014.3	21.00				Average	
		point383	383	3,688,817.5	686,004.3	21.00				Average	
		point384	384	3,688,744.5	685,972.4	21.00				Average	
		point385	385	3,688,611.5	685,915.0	21.00				Average	
		point386	386	3,688,519.5	685,871.3	21.00				Average	
		point387	387	3,688,444.5	685,825.4	21.00				Average	
		point388	388	3,688,388.5	685,802.8	21.00					
LA 1088 WB 3 Area 2 1 Lane	20.0	point391	391	3,688,317.2	685,797.9	21.00				Average	
		point392	392	3,688,288.2	685,791.5	21.00				Average	
		point393	393	3,688,273.0	685,777.2	21.00				Average	
		point394	394	3,688,238.2	685,752.8	21.00				Average	
		point395	395	3,688,208.2	685,730.6	21.00					
Spring Blvd NB 1 Lane	12.0	point399	399	3,688,416.0	685,544.1	21.00				Average	
		point400	400	3,688,378.5	685,619.1	21.00				Average	
		point401	401	3,688,359.0	685,656.1	21.00				Average	
		point402	402	3,688,354.0	685,712.7	21.00					
Spring Blvd SB 1 Lane	12.0	point403	403	3,688,287.2	685,703.1	21.00				Average	
		point404	404	3,688,329.5	685,648.6	21.00				Average	
		point405	405	3,688,353.5	685,608.4	21.00				Average	
		point406	406	3,688,387.5	685,532.9	21.00					
School NB 1 Lane	12.0	point407	407	3,688,342.2	685,788.1	21.00				Average	
		point408	408	3,688,339.8	685,824.3	21.00				Average	
		point409	409	3,688,329.0	685,874.9	21.00				Average	
		point410	410	3,688,322.8	685,936.5	21.00				Average	
		point411	411	3,688,319.8	686,011.2	21.00				Average	
		point412	412	3,688,313.2	686,047.8	21.00					
School SB 1 Lane	12.0	point413	413	3,688,313.2	686,047.8	21.00				Average	
		point414	414	3,688,307.5	686,010.9	21.00				Average	
		point415	415	3,688,306.5	685,935.6	21.00				Average	
		point416	416	3,688,309.0	685,873.7	21.00				Average	
		point417	417	3,688,309.8	685,838.8	21.00				Average	
		point418	418	3,688,288.2	685,791.5	21.00					
LA 1088 EB 2 Area 2 1 Lane	20.0	point424	424	3,690,327.2	686,655.8	21.00				Average	
		point425	425	3,690,455.0	686,696.9	21.00				Average	
		point426	426	3,690,577.5	686,735.9	21.00				Average	
		point427	427	3,690,695.5	686,780.3	21.00				Average	
		point428	428	3,690,780.8	686,814.0	21.00				Average	
		point429	429	3,690,840.0	686,847.4	21.00				Average	

		point430	430	3,690,873.8	686,865.2	21.00				Average	
		point431	431	3,690,906.5	686,868.7	21.00					
LA 1088 EB 1 Area 3 1 Lane	20.0	point450	450	3,692,409.5	687,367.6	21.00				Average	
		point451	451	3,692,430.8	687,378.1	21.00				Average	
		point452	452	3,692,445.0	687,391.3	21.00				Average	
		point453	453	3,692,484.8	687,399.9	21.00					
LA 1088 WB 1 Area 3 1 Lane	20.0	point458	458	3,692,839.8	687,538.1	21.00				Average	
		point459	459	3,692,786.2	687,525.4	21.00				Average	
		point460	460	3,692,676.2	687,490.6	21.00				Average	
		point461	461	3,692,563.8	687,453.4	21.00				Average	
		point462	462	3,692,526.5	687,444.8	21.00				Average	
		point463	463	3,692,493.8	687,445.2	21.00					
LA 1088 WB 4 Area 2 1 Lane	20.0	point468	468	3,692,381.8	687,498.2	21.00				Average	
		point469	469	3,692,361.8	687,490.6	21.00				Average	
		point470	470	3,692,340.8	687,471.9	21.00				Average	
		point471	471	3,692,312.8	687,445.6	21.00				Average	
		point472	472	3,692,279.8	687,413.9	21.00					
LA 1088 WB 3 Area 2 2 Lane	32.0	point482	482	3,691,408.0	687,047.9	21.00				Average	
		point483	483	3,691,198.8	686,973.5	21.00					
LA 1088 WB 2 Area 2 1 Lane	20.0	point491	491	3,690,947.5	686,959.9	21.00				Average	
		point492	492	3,690,893.0	686,912.2	21.00					
Soult St Comb 2 Lane	24.0	point500	500	3,691,051.2	686,100.9	21.00				Average	
		point501	501	3,691,049.2	686,328.8	21.00					
Soult St NB 2 Lane	24.0	point502	502	3,691,049.2	686,328.8	21.00				Average	
		point503	503	3,691,060.8	686,418.9	21.00				Average	
		point504	504	3,691,064.2	686,573.1	21.00				Average	
		point505	505	3,691,066.8	686,667.2	21.00				Average	
		point506	506	3,691,060.8	686,728.1	21.00				Average	
		point507	507	3,691,047.2	686,787.8	21.00				Average	
		point508	508	3,691,050.8	686,829.4	21.00				Average	
		point509	509	3,691,066.2	686,883.8	21.00					
Soult St SB 1 Lane	12.0	point510	510	3,690,988.2	686,851.9	21.00				Average	
		point511	511	3,691,021.5	686,777.6	21.00				Average	
		point512	512	3,691,035.2	686,726.2	21.00				Average	
		point513	513	3,691,043.0	686,664.6	21.00				Average	
		point514	514	3,691,043.5	686,572.0	21.00				Average	
		point515	515	3,691,043.8	686,417.3	21.00				Average	
		point516	516	3,691,049.2	686,328.8	21.00					

Viola St NB 1 Lane	12.0	point517	517	3,691,046.0	686,963.1	21.00				Average	
		point518	518	3,691,016.0	687,063.4	21.00				Average	
		point519	519	3,691,005.0	687,207.5	21.00				Average	
		point520	520	3,690,998.0	687,226.2	21.00					
Viola St Comb 2 Lane	24.0	point521	521	3,690,998.0	687,226.2	21.00				Average	
		point522	522	3,690,992.8	687,253.0	21.00				Average	
		point523	523	3,690,973.5	687,276.9	21.00				Average	
		point524	524	3,690,935.5	687,292.1	21.00				Average	
		point525	525	3,690,785.0	687,289.2	21.00				Average	
		point526	526	3,690,547.5	687,283.9	21.00					
Viola St SB 1 Lane	12.0	point527	527	3,690,998.0	687,226.2	21.00				Average	
		point528	528	3,690,991.0	687,205.2	21.00				Average	
		point529	529	3,690,990.5	687,120.6	21.00				Average	
		point530	530	3,690,998.0	687,061.1	21.00				Average	
		point531	531	3,690,996.2	687,025.5	21.00				Average	
		point532	532	3,690,972.0	686,967.1	21.00					
Tinity Dr NB 2 Lane	24.0	point533	533	3,692,465.2	687,226.6	21.00				Average	
		point534	534	3,692,442.0	687,289.6	21.00				Average	
		point535	535	3,692,438.2	687,313.9	21.00				Average	
		point536	536	3,692,446.8	687,353.8	21.00				Average	
		point537	537	3,692,445.0	687,391.3	21.00					
Trinity Dr SB 1 Lane	12.0	point538	538	3,692,358.0	687,379.2	21.00				Average	
		point539	539	3,692,381.0	687,336.0	21.00				Average	
		point540	540	3,692,409.0	687,283.7	21.00				Average	
		point541	541	3,692,435.5	687,214.7	21.00					
LA 1088 WB 3 BT Bridges 2 Lane	32.0	point273	552	3,704,280.0	692,279.9	30.00				Average	
		point272	553	3,704,009.5	692,159.6	30.00				Average	
		point271	554	3,703,739.8	692,036.6	30.00				Average	
		point270	555	3,703,463.5	691,911.6	30.00				Average	
		point269	556	3,703,280.0	691,831.7	30.00				Average	
		point268	557	3,703,003.5	691,737.0	30.00				Average	
		point267	558	3,702,718.5	691,672.5	30.00				Average	
		point266	559	3,702,524.8	691,642.6	30.00				Average	
		point265	560	3,702,218.5	691,592.1	30.00				Average	
		point264	561	3,701,924.8	691,513.0	30.00				Average	
		point263	562	3,701,646.5	691,397.2	30.00				Average	
		point262	563	3,701,372.5	691,270.8	30.00					
LA 1088 EB 1 BT Bridges 2 Lane	32.0	point65	583	3,699,487.8	690,339.4	30.00				Average	

		point66	584	3,699,760.2	690,465.8	35.00				Average	
		point770	770	3,699,896.5	690,528.4	40.00				Average	
		point67	585	3,700,033.0	690,590.9	45.00				Average	
		point68	586	3,700,305.0	690,716.1	45.00				Average	
		point771	771	3,700,441.8	690,779.0	45.00				Average	
		point69	587	3,700,578.5	690,841.9	40.00				Average	
		point70	588	3,700,851.5	690,967.8	35.00					
LA 1088 EB 2 Area 3 1 Lane	20.0	point602	602	3,693,626.0	687,810.8	21.00				Average	
		point603	603	3,693,697.5	687,828.8	21.00				Average	
		point604	604	3,693,945.8	687,910.8	21.00				Average	
		point605	605	3,694,124.5	687,973.2	21.00				Average	
		point606	606	3,694,181.2	687,986.7	21.00					
LA 1088 EB 3 Area 3 2 Lane	32.0	point609	609	3,694,181.2	687,986.7	21.00				Average	
		point610	610	3,694,459.8	688,083.8	21.00				Average	
		point611	611	3,694,705.5	688,169.9	21.00				Average	
		point612	612	3,694,955.8	688,258.3	21.00				Average	
		point613	613	3,695,107.0	688,320.6	21.00					
LA 1088 WB 3 Area 3 2 Lane	32.0	point644	644	3,699,468.2	690,393.1	30.00				Average	
		point645	645	3,699,395.8	690,351.1	25.00					
LA 1088 WB 2 Area 3 1 Lane	12.0	point671	671	3,695,303.2	688,482.2	21.00				Average	
		point672	672	3,695,279.5	688,478.1	21.00				Average	
		point673	673	3,695,241.2	688,444.6	21.00				Average	
		point674	674	3,695,188.0	688,403.7	21.00					
Forest Brook Blvd Comb 2 Lane	24.0	point683	683	3,695,575.0	687,949.6	21.00				Average	
		point684	684	3,695,514.2	688,049.9	21.00					
Forest Brook Blvd NB 2 Lane	24.0	point685	685	3,695,514.2	688,049.9	21.00				Average	
		point686	686	3,695,505.5	688,084.2	21.00				Average	
		point687	687	3,695,470.5	688,145.6	21.00				Average	
		point688	688	3,695,426.5	688,234.8	21.00				Average	
		point689	689	3,695,392.0	688,294.1	21.00				Average	
		point690	690	3,695,385.5	688,323.2	21.00				Average	
		point691	691	3,695,389.0	688,378.8	21.00					
Forest Brook Blvd SB 1 Lane	12.0	point692	692	3,695,314.8	688,350.9	21.00				Average	
		point693	693	3,695,371.0	688,280.9	21.00				Average	
		point694	694	3,695,409.2	688,227.5	21.00				Average	
		point695	695	3,695,454.0	688,142.3	21.00				Average	
		point696	696	3,695,483.8	688,088.2	21.00				Average	
		point697	697	3,695,514.2	688,049.9	21.00					

I-12 EB OffRamp 1 1 Lane	24.0	point698	698	3,698,014.8	691,921.6	22.00				Average	
		point699	699	3,698,313.8	691,715.9	22.00				Average	
		point700	700	3,698,466.5	691,611.1	22.00				Average	
		point701	701	3,698,643.0	691,488.0	22.00				Average	
		point702	702	3,698,809.8	691,371.4	22.00				Average	
		point703	703	3,698,913.0	691,299.7	22.00				Average	
		point704	704	3,699,015.0	691,224.4	22.00				Average	
		point705	705	3,699,066.5	691,169.3	22.00				Average	
		point706	706	3,699,102.0	691,117.9	22.00				Average	
		point707	707	3,699,133.0	691,060.7	22.00				Average	
		point708	708	3,699,151.8	691,005.9	22.00				Average	
		point709	709	3,699,168.5	690,940.0	22.00				Average	
		point710	710	3,699,178.5	690,848.0	22.00				Average	
		point711	711	3,699,183.5	690,667.9	22.00					
I-12 EB OffRamp 2 2 Lane	48.0	point712	712	3,699,183.5	690,667.9	22.00				Average	
		point713	713	3,699,191.5	690,561.7	22.00				Average	
		point714	714	3,699,206.0	690,454.5	22.00					
I-12 EB OffRamp 4 1 Lane	24.0	point715	715	3,699,206.0	690,454.5	22.00				Average	
		point716	716	3,699,204.5	690,423.8	22.00				Average	
		point717	717	3,699,208.2	690,406.4	22.00				Average	
		point718	718	3,699,206.0	690,355.8	22.00				Average	
		point719	719	3,699,179.2	690,278.1	22.00					
I-12 EB OffRamp 3 1 Lane	24.0	point720	720	3,699,206.0	690,454.5	22.00				Average	
		point721	721	3,699,235.0	690,401.4	23.00				Average	
		point722	722	3,699,248.2	690,335.4	23.00					
I-12 WB OffRamp 1 Lane	24.0	point723	723	3,702,061.0	689,877.3	30.00				Average	
		point724	724	3,701,791.5	690,041.3	30.00				Average	
		point725	725	3,701,630.0	690,137.3	30.00				Average	
		point726	726	3,701,521.0	690,202.4	30.00				Average	
		point727	727	3,701,440.2	690,252.1	30.00				Average	
		point728	728	3,701,376.2	690,292.1	30.00				Average	
		point729	729	3,701,321.8	690,340.8	30.00				Average	
		point730	730	3,701,277.8	690,397.6	30.00				Average	
		point731	731	3,701,232.0	690,481.5	30.00				Average	
		point732	732	3,701,211.2	690,535.1	30.00				Average	
		point733	733	3,701,196.0	690,616.7	30.00				Average	
		point734	734	3,701,197.0	690,775.9	30.00				Average	
		point735	735	3,701,201.8	690,930.2	30.00				Average	

		point736	736	3,701,200.0	690,974.2	30.00				Average	
		point737	737	3,701,182.5	691,025.4	30.00				Average	
		point738	738	3,701,177.8	691,075.8	30.00					
LA 1088 EB 2 Lane Past I-12 OffRamp	32.0	point740	740	3,701,395.5	691,218.8	30.00				Average	
		point73	591	3,701,668.8	691,345.2	30.00				Average	
		point74	592	3,701,946.5	691,454.9	30.00				Average	
		point75	593	3,702,233.2	691,530.1	30.00				Average	
		point76	594	3,702,532.2	691,581.5	30.00				Average	
		point77	595	3,702,731.8	691,612.4	30.00				Average	
		point78	596	3,703,020.0	691,678.9	30.00				Average	
		point79	597	3,703,303.2	691,776.3	30.00				Average	
		point80	598	3,703,487.8	691,856.8	21.00				Average	
		point81	599	3,703,762.5	691,982.6	30.00				Average	
		point82	600	3,704,035.8	692,104.8	30.00				Average	
		point83	601	3,704,307.2	692,227.5	30.00					
LA 1088 WB 1 BT Bridges 2 Lane	32.0	point741	741	3,700,826.5	691,020.3	35.00				Average	
		point259	566	3,700,554.0	690,894.4	40.00				Average	
		point772	772	3,700,419.5	690,831.9	45.00				Average	
		point258	567	3,700,284.8	690,769.4	45.00				Average	
		point257	568	3,700,010.0	690,643.3	45.00				Average	
		point773	773	3,699,873.5	690,580.6	40.00				Average	
		point256	569	3,699,737.0	690,517.9	35.00				Average	
		point255	570	3,699,468.2	690,393.1	30.00					
LA 1088 EB 2 BT Bridges 2 Lane	32.0	point748	748	3,700,851.5	690,967.8	35.00				Average	
		point749	749	3,700,961.2	691,019.6	30.00				Average	
		point750	750	3,701,024.5	691,052.4	30.00				Average	
		point751	751	3,701,045.2	691,059.2	30.00				Average	
		point752	752	3,701,109.0	691,057.6	30.00				Average	
		point753	753	3,701,152.2	691,060.8	30.00				Average	
		point754	754	3,701,177.8	691,075.8	30.00				Average	
		point755	755	3,701,221.5	691,111.8	30.00				Average	
		point756	756	3,701,322.5	691,181.2	30.00				Average	
		point757	757	3,701,395.5	691,218.8	30.00					
LA 1088 WB 2 BT Bridges 2 Lane	32.0	point758	758	3,701,372.5	691,270.8	30.00				Average	
		point759	759	3,701,294.0	691,228.1	30.00				Average	
		point760	760	3,701,236.5	691,199.4	30.00				Average	
		point761	761	3,701,159.0	691,197.3	30.00				Average	
		point762	762	3,701,120.2	691,195.8	30.00				Average	

		point763	763	3,701,095.2	691,186.9	30.00				Average	
		point764	764	3,701,063.0	691,158.8	30.00				Average	
		point765	765	3,701,011.5	691,118.1	30.00				Average	
		point766	766	3,700,942.5	691,073.8	30.00				Average	
		point767	767	3,700,826.5	691,020.3	35.00					
LA 1088 Comb 1 Area 2 2 Lane	30.0	point247	247	3,688,872.5	686,014.3	21.00				Average	
		point24	24	3,689,121.8	686,131.2	21.00				Average	
		point25	25	3,689,392.8	686,255.4	21.00				Average	
		point419	419	3,689,572.5	686,339.0	21.00				Average	
		point420	420	3,689,787.8	686,436.6	21.00				Average	
		point421	421	3,689,992.8	686,523.6	21.00				Average	
		point422	422	3,690,177.2	686,598.2	21.00				Average	
		point423	423	3,690,327.2	686,655.8	21.00					
School Comb 2 Lane	24.0	point768	768	3,688,316.5	686,046.2	21.00				Average	
		point364	364	3,688,317.8	686,299.8	21.00				Average	
		point135	135	3,688,309.2	686,672.2	21.00					
LA 1088 EB 2 Area 2 1 Lane-2	20.0	point774	774	3,691,211.0	686,955.7	21.00				Average	
		point438	438	3,691,434.5	687,032.9	21.00				Average	
		point439	439	3,691,590.5	687,090.2	21.00				Average	
		point440	440	3,691,724.5	687,139.1	21.00				Average	
		point441	441	3,691,900.2	687,198.5	21.00				Average	
		point442	442	3,692,003.0	687,234.6	21.00				Average	
		point443	443	3,692,098.8	687,270.1	21.00				Average	
		point444	444	3,692,177.8	687,310.9	21.00					
LA 1088 WB 3 Area 2 2 Lane-2	32.0	point775	775	3,691,198.8	686,973.5	21.00				Average	
		point484	484	3,691,126.2	686,949.0	21.00					
LA 1088 EB 2 Area 2 1 Lane-2-2	20.0	point776	776	3,692,177.8	687,310.9	21.00				Average	
		point445	445	3,692,247.0	687,357.0	21.00				Average	
		point446	446	3,692,294.0	687,383.6	21.00					
LA 1088 WB 4 Area 2 1 Lane-2	20.0	point777	777	3,692,165.2	687,330.9	21.00				Average	
		point475	475	3,692,091.2	687,292.3	21.00				Average	
		point476	476	3,691,995.8	687,254.7	21.00				Average	
		point477	477	3,691,893.5	687,218.9	21.00				Average	
		point478	478	3,691,715.8	687,158.1	21.00				Average	
		point479	479	3,691,581.8	687,112.2	21.00				Average	
		point480	480	3,691,500.0	687,085.9	21.00				Average	
		point481	481	3,691,408.0	687,047.9	21.00					
LA 1088 EB 3 Area 3 2 Lane-2	32.0	point778	778	3,695,107.0	688,320.6	21.00				Average	

		point614	614	3,695,176.2	688,359.4	21.00				Average	
		point615	615	3,695,215.5	688,370.3	21.00					
LA 1088 WB 2 Area 3 1 Lane-2	12.0	point779	779	3,695,095.8	688,347.1	21.00				Average	
		point676	676	3,694,944.0	688,283.8	21.00				Average	
		point677	677	3,694,696.2	688,190.2	21.00				Average	
		point678	678	3,694,451.2	688,104.9	21.00				Average	
		point679	679	3,694,175.8	688,008.8	21.00				Average	
		point680	680	3,693,939.8	687,926.2	21.00				Average	
		point681	681	3,693,688.0	687,839.0	21.00				Average	
		point682	682	3,693,626.0	687,810.8	21.00					
LA 1088 EB 3 Area 3 2 Lane-2-2	32.0	point780	780	3,695,596.2	688,532.5	21.00				Average	
		point624	624	3,695,874.2	688,660.1	21.00				Average	
		point625	625	3,696,175.2	688,797.5	21.00				Average	
		point626	626	3,696,413.0	688,906.7	21.00				Average	
		point627	627	3,696,627.5	689,004.0	21.00				Average	
		point628	628	3,696,904.8	689,130.8	21.00				Average	
		point629	629	3,697,127.5	689,232.5	21.00				Average	
		point630	630	3,697,338.8	689,329.9	21.00				Average	
		point631	631	3,697,522.8	689,416.8	21.00				Average	
		point632	632	3,697,808.2	689,552.8	21.00				Average	
		point633	633	3,698,093.2	689,690.5	21.00				Average	
		point634	634	3,698,234.0	689,758.9	21.00				Average	
		point635	635	3,698,508.8	689,888.9	21.00				Average	
		point636	636	3,698,800.8	690,023.9	21.00				Average	
		point637	637	3,699,077.0	690,151.6	21.00					
LA 1088 WB 3 Area 3 2 Lane-2	32.0	point781	781	3,695,589.0	688,573.7	21.00				Average	
		point666	666	3,695,500.8	688,524.5	21.00				Average	
		point667	667	3,695,450.0	688,500.6	21.00				Average	
		point668	668	3,695,404.2	688,495.2	21.00					
LA 1088 EB 3 Area 3 2 Lane-2-2-2	32.0	point782	782	3,699,077.0	690,151.6	21.00				Average	
		point638	638	3,699,163.8	690,196.8	21.00				Average	
		point639	639	3,699,196.0	690,208.7	22.00					
LA 1088 WB 3 Area 3 2 Lane-2	32.0	point783	783	3,699,050.5	690,200.1	21.00				Average	
		point652	652	3,698,780.2	690,073.8	21.00				Average	
		point653	653	3,698,491.0	689,939.4	21.00				Average	
		point654	654	3,698,210.8	689,803.8	21.00				Average	
		point655	655	3,698,073.0	689,734.9	21.00				Average	
		point656	656	3,697,790.0	689,594.7	21.00				Average	

		point657	657	3,697,509.0	689,456.9	21.00				Average	
		point658	658	3,697,324.0	689,368.2	21.00				Average	
		point659	659	3,697,109.2	689,269.4	21.00				Average	
		point660	660	3,696,888.2	689,167.0	21.00				Average	
		point661	661	3,696,613.5	689,040.2	21.00				Average	
		point662	662	3,696,396.2	688,941.9	21.00				Average	
		point663	663	3,696,153.0	688,831.5	21.00				Average	
		point664	664	3,695,857.5	688,695.7	21.00				Average	
		point665	665	3,695,589.0	688,573.7	21.00					
LA 1088 EB 2 Area 1 1 Lane-2	20.0	point784	784	3,686,763.5	684,996.3	21.00				Average	
		point312	312	3,686,791.0	684,996.3	21.00				Average	
		point314	314	3,686,817.5	684,987.8	21.00				Average	
		point315	315	3,686,849.8	684,997.6	21.00				Average	
		point316	316	3,686,863.2	685,014.7	21.00					
LA 1088 WB 2 Area 1 1 Lane-2	20.0	point785	785	3,686,752.0	685,055.9	21.00				Average	
		point338	338	3,686,697.5	685,027.1	21.00				Average	
		point339	339	3,686,665.8	685,011.8	21.00				Average	
		point340	340	3,686,515.5	684,938.2	21.00				Average	
		point341	341	3,686,362.0	684,863.9	21.00				Average	
		point342	342	3,686,344.5	684,849.6	21.00					
LA 1088 WB 2 Area 1 1 Lane-2	20.0	point786	786	3,686,877.0	685,082.9	21.00				Average	
		point331	331	3,686,856.8	685,073.7	21.00				Average	
		point332	332	3,686,845.8	685,082.9	21.00				Average	
		point333	333	3,686,823.5	685,090.2	21.00				Average	
		point334	334	3,686,811.2	685,089.0	21.00				Average	
		point335	335	3,686,790.5	685,082.2	21.00				Average	
		point336	336	3,686,778.8	685,071.8	21.00				Average	
		point337	337	3,686,752.0	685,055.9	21.00					
LA 1088 EB 2 Area 1 1 Lane-2-2	20.0	point787	787	3,686,863.2	685,014.7	21.00				Average	
		point317	317	3,686,963.8	685,102.3	21.00				Average	
		point318	318	3,687,034.2	685,150.0	21.00				Average	
		point319	319	3,687,120.8	685,196.0	21.00				Average	
		point320	320	3,687,263.8	685,265.5	21.00				Average	
		point321	321	3,687,364.8	685,315.1	21.00				Average	
		point322	322	3,687,395.5	685,336.1	21.00					
LA 1088 EB 3 Area 1 1 Lane-2	20.0	point788	788	3,688,219.5	685,707.5	21.00				Average	
		point369	369	3,688,254.8	685,710.9	21.00				Average	
		point370	370	3,688,287.2	685,703.1	21.00				Average	

		point371	371	3,688,306.8	685,695.7	21.00				Average	
		point372	372	3,688,328.5	685,697.2	21.00					
LA 1088 WB 3 Area 2 1 Lane-2	20.0	point789	789	3,688,208.2	685,730.6	21.00				Average	
		point396	396	3,688,093.0	685,668.8	21.00				Average	
		point397	397	3,687,931.8	685,590.6	21.00				Average	
		point398	398	3,687,856.5	685,547.2	21.00					
LA 1088 EB 1 Area 2 1 Lane-2	20.0	point790	790	3,688,402.2	685,755.9	21.00				Average	
		point376	376	3,688,459.0	685,801.1	21.00				Average	
		point377	377	3,688,534.8	685,846.7	21.00				Average	
		point378	378	3,688,626.5	685,890.2	21.00				Average	
		point379	379	3,688,757.8	685,954.8	21.00				Average	
		point380	380	3,688,831.2	685,989.6	21.00				Average	
		point381	381	3,688,872.5	686,014.3	21.00					
LA 1088 WB 1 Area 2 2 Lane-2	32.0	point791	791	3,688,388.5	685,802.8	21.00				Average	
		point389	389	3,688,342.2	685,788.1	21.00				Average	
		point390	390	3,688,317.2	685,797.9	21.00					
LA 1088 EB 2 Area 2 1 Lane-2	20.0	point792	792	3,690,906.5	686,868.7	21.00				Average	
		point432	432	3,690,988.2	686,851.9	21.00				Average	
		point433	433	3,691,022.8	686,853.6	21.00				Average	
		point434	434	3,691,045.8	686,869.6	21.00				Average	
		point435	435	3,691,066.2	686,883.8	21.00				Average	
		point436	436	3,691,131.0	686,921.1	21.00					
LA 1088 WB 2 Area 2 1 Lane-2	20.0	point793	793	3,690,893.0	686,912.2	21.00				Average	
		point493	493	3,690,864.5	686,891.4	21.00				Average	
		point494	494	3,690,829.5	686,870.1	21.00				Average	
		point495	495	3,690,770.2	686,836.5	21.00				Average	
		point496	496	3,690,690.2	686,800.6	21.00				Average	
		point497	497	3,690,571.2	686,758.0	21.00				Average	
		point498	498	3,690,449.2	686,710.9	21.00				Average	
		point499	499	3,690,327.2	686,655.8	21.00					
LA 1088 EB 2 Area 2 1 Lane-2-2	20.0	point794	794	3,691,131.0	686,921.1	21.00				Average	
		point437	437	3,691,211.0	686,955.7	21.00					
LA 1088 WB 3 Area 2 2 Lane-2-2	32.0	point795	795	3,691,126.2	686,949.0	21.00				Average	
		point485	485	3,691,099.0	686,949.4	21.00				Average	
		point486	486	3,691,046.0	686,963.1	21.00				Average	
		point487	487	3,691,013.8	686,973.0	21.00				Average	
		point488	488	3,690,994.8	686,974.4	21.00				Average	
		point489	489	3,690,972.0	686,967.1	21.00				Average	

		point490	490	3,690,947.5	686,959.9	21.00					
LA 1088 EB 1 Area 3 1 Lane-2	20.0	point796	796	3,692,484.8	687,399.9	21.00				Average	
		point454	454	3,692,571.0	687,432.4	21.00				Average	
		point455	455	3,692,683.0	687,473.1	21.00				Average	
		point456	456	3,692,793.2	687,512.2	21.00				Average	
		point457	457	3,692,839.8	687,538.1	21.00					
LA 1088 WB 1 Area 3 1 Lane-2	20.0	point797	797	3,692,493.8	687,445.2	21.00				Average	
		point464	464	3,692,450.2	687,466.9	21.00				Average	
		point465	465	3,692,437.0	687,483.3	21.00				Average	
		point466	466	3,692,413.8	687,496.0	21.00				Average	
		point467	467	3,692,381.8	687,498.2	21.00					
LA 1088 EB 2 Area 2 1 Lane-2-2-2	20.0	point798	798	3,692,294.0	687,383.6	21.00				Average	
		point447	447	3,692,358.0	687,379.2	21.00				Average	
		point448	448	3,692,378.2	687,368.6	21.00				Average	
		point449	449	3,692,409.5	687,367.6	21.00					
LA 1088 WB 4 Area 2 1 Lane-2	20.0	point799	799	3,692,279.8	687,413.9	21.00				Average	
		point473	473	3,692,236.0	687,378.6	21.00				Average	
		point474	474	3,692,165.2	687,330.9	21.00					
LA 1088 EB 3 Area 3 2 Lane-2-2	32.0	point800	800	3,695,215.5	688,370.3	21.00				Average	
		point616	616	3,695,276.0	688,360.9	21.00				Average	
		point617	617	3,695,314.8	688,350.9	21.00				Average	
		point618	618	3,695,351.8	688,352.4	21.00				Average	
		point619	619	3,695,369.2	688,360.9	21.00				Average	
		point620	620	3,695,389.0	688,378.8	21.00				Average	
		point621	621	3,695,440.2	688,424.7	21.00					
LA 1088 WB 2 Area 3 1 Lane-2	12.0	point801	801	3,695,188.0	688,403.7	21.00				Average	
		point675	675	3,695,095.8	688,347.1	21.00					
LA 1088 EB 3 Area 3 2 Lane-2-2-2	32.0	point802	802	3,695,440.2	688,424.7	21.00				Average	
		point622	622	3,695,519.8	688,487.3	21.00				Average	
		point623	623	3,695,596.2	688,532.5	21.00					
LA 1088 WB 3 Area 3 2 Lane-2-2	32.0	point803	803	3,695,404.2	688,495.2	21.00				Average	
		point669	669	3,695,353.0	688,491.1	21.00				Average	
		point670	670	3,695,303.2	688,482.2	21.00					
LA 1088 EB 3 Area 3 2 Lane-2-2-2-2	32.0	point804	804	3,699,196.0	690,208.7	22.00				Average	
		point640	640	3,699,282.8	690,209.7	22.00				Average	
		point641	641	3,699,310.0	690,212.9	24.00				Average	
		point642	642	3,699,413.0	690,289.9	25.00					
LA 1088 WB 3 Area 3 2 Lane-2	32.0	point805	805	3,699,179.2	690,278.1	22.00				Average	

		point650	650	3,699,134.5	690,245.8	21.00				Average	
		point651	651	3,699,050.5	690,200.1	21.00					
LA 1088 EB 3 Area 3 2 Lane-2-2-2-2-2	32.0	point806	806	3,699,413.0	690,289.9	25.00				Average	
		point643	643	3,699,487.8	690,339.4	30.00					
LA 1088 WB 3 Area 3 2 Lane-2	32.0	point807	807	3,699,395.8	690,351.1	25.00				Average	
		point646	646	3,699,326.8	690,348.4	24.00				Average	
		point647	647	3,699,274.2	690,347.1	24.00				Average	
		point648	648	3,699,248.2	690,335.4	23.00				Average	
		point649	649	3,699,179.2	690,278.1	22.00					
LA 59 NB S of LA 1088 2 2 Lane-2	24.0	point808	808	3,684,047.8	683,690.2	21.00				Average	
		point266	266	3,684,127.0	683,774.9	21.00				Average	
		point267	267	3,684,152.5	683,800.9	21.00					
LA 59 SB S of LA 1088 1 2 Lane-2	24.0	point809	809	3,684,010.2	683,696.6	21.00				Average	
		point288	288	3,683,993.2	683,623.1	21.00				Average	
		point289	289	3,683,969.8	683,551.4	21.00				Average	
		point290	290	3,683,928.5	683,458.6	21.00				Average	
		point291	291	3,683,808.8	683,247.5	21.00				Average	
		point292	292	3,683,708.2	683,067.5	21.00				Average	
		point293	293	3,683,624.8	682,918.1	21.00				Average	
		point294	294	3,683,597.2	682,835.0	21.00					
LA 59 SB N of LA 1088 1 2 Lane-2	24.0	point810	810	3,684,092.5	683,966.2	21.00				Average	
		point283	283	3,684,052.0	683,898.4	21.00				Average	
		point284	284	3,684,024.5	683,848.6	21.00				Average	
		point285	285	3,684,022.0	683,819.9	21.00					
LA 59 NB N of LA 1088 1 1 Lane-2	12.0	point811	811	3,684,121.8	683,980.6	21.00				Average	
		point273	273	3,684,118.8	684,062.8	21.00				Average	
		point274	274	3,684,125.0	684,128.2	21.00				Average	
		point275	275	3,684,139.2	684,204.8	21.00				Average	
		point276	276	3,684,142.8	684,260.9	21.00					

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 1 AM Peak 2033

Roadway Name	Points Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Garon Dr Comb 1 2 Lane	point100	100	104	25	6	25	0	0	28	25	1	25
	point101	101										
Jackson St Comb 2 Lane	point106	106	32	25	4	25	0	0	16	25	0	0
	point107	107										
I-12 EB OnRamp 1 Lane	point162	162	282	35	5	35	2	35	55	35	1	35
	point163	163	282	35	5	35	2	35	55	35	1	35
	point164	164	282	35	5	35	2	35	55	35	1	35
	point165	165	282	35	5	35	2	35	55	35	1	35
	point166	166	282	35	5	35	2	35	55	35	1	35
	point167	167	282	35	5	35	2	35	55	35	1	35
	point168	168	282	35	5	35	2	35	55	35	1	35
	point169	169	282	35	5	35	2	35	55	35	1	35
	point170	170	282	35	5	35	2	35	55	35	1	35
	point171	171	282	35	5	35	2	35	55	35	1	35
	point172	172	282	35	5	35	2	35	55	35	1	35
	point173	173	282	35	5	35	2	35	55	35	1	35
	point174	174	282	35	5	35	2	35	55	35	1	35
	point175	175	282	35	5	35	2	35	55	35	1	35
	point176	176	282	35	5	35	2	35	55	35	1	35
	point177	177	282	35	5	35	2	35	55	35	1	35
	point178	178	282	35	5	35	2	35	55	35	1	35
	point179	179	282	35	5	35	2	35	55	35	1	35

	point180	180	282	35	5	35	2	35	55	35	1	35
	point181	181	282	35	5	35	2	35	55	35	1	35
	point182	182	282	35	5	35	2	35	55	35	1	35
	point183	183	282	35	5	35	2	35	55	35	1	35
	point184	184	282	35	5	35	2	35	55	35	1	35
	point185	185	282	35	5	35	2	35	55	35	1	35
	point186	186	282	35	5	35	2	35	55	35	1	35
	point187	187	282	35	5	35	2	35	55	35	1	35
	point188	188	282	35	5	35	2	35	55	35	1	35
	point189	189										
LA 59 S of LA 1088 1	point218	218	1697	45	90	45	21	45	309	45	28	45
	point219	219	1697	45	90	45	21	45	309	45	28	45
	point220	220	1697	45	90	45	21	45	309	45	28	45
	point221	221	1697	45	90	45	21	45	309	45	28	45
	point222	222	1697	45	90	45	21	45	309	45	28	45
	point223	223	1697	45	90	45	21	45	309	45	28	45
	point224	224										
LA 1088 Comb 1 Area 1 2 Lane	point243	243	677	45	63	45	6	45	395	45	9	45
	point7	7	677	45	63	45	6	45	395	45	9	45
	point8	8	677	45	63	45	6	45	395	45	9	45
	point9	9	677	45	63	45	6	45	395	45	9	45
	point10	10	677	45	63	45	6	45	395	45	9	45
	point11	11	677	45	63	45	6	45	395	45	9	45
	point12	12	677	45	63	45	6	45	395	45	9	45
	point13	13										
LA 1088 Comb 2 Area 1 2 Lane	point245	245	677	45	63	45	6	45	395	45	9	45
	point18	18	677	45	63	45	6	45	395	45	9	45
	point19	19										
LA 1088 Comb 1 Area 3 2 Lane	point250	250	914	45	66	45	12	45	311	45	4	45
	point39	39	914	45	66	45	12	45	311	45	4	45
	point40	40	914	45	66	45	12	45	311	45	4	45
	point41	41	914	45	66	45	12	45	311	45	4	45
	point251	251										
LA 59 N of LA 1088 1	point255	255	1087	45	94	45	87	45	397	45	12	45

	point235	235	1087	45	94	45	87	45	397	45	12	45
	point236	236	1087	45	94	45	87	45	397	45	12	45
	point237	237	1087	45	94	45	87	45	397	45	12	45
	point238	238	1087	45	94	45	87	45	397	45	12	45
	point239	239	1087	45	94	45	87	45	397	45	12	45
	point240	240	1087	45	94	45	87	45	397	45	12	45
	point241	241	1087	45	94	45	87	45	397	45	12	45
	point242	242										
LA 59 NB S of LA 1088 1 1 Lane	point257	257	925	45	49	45	12	45	168	45	15	45
	point258	258	925	45	49	45	12	45	168	45	15	45
	point259	259	925	45	49	45	12	45	168	45	15	45
	point260	260										
LA 59 NB S of LA 1088 2 2 Lane	point261	261	925	45	49	45	12	45	168	45	15	45
	point262	262	925	45	49	45	12	45	168	45	15	45
	point263	263	925	45	49	45	12	45	168	45	15	45
	point264	264	925	45	49	45	12	45	168	45	15	45
	point265	265										
LA 59 NB N of LA 1088 1 1 Lane	point268	268	494	15	43	15	40	15	181	15	5	15
	point269	269	494	15	43	15	40	15	181	15	5	15
	point270	270	494	15	43	15	40	15	181	15	5	15
	point271	271	494	15	43	15	40	15	181	15	5	15
	point272	272										
LA 59 SB N of LA 1088 1 2 Lane	point277	277	592	45	51	45	48	45	217	45	6	45
	point278	278	592	45	51	45	48	45	217	45	6	45
	point279	279	592	45	51	45	48	45	217	45	6	45
	point280	280	592	45	51	45	48	45	217	45	6	45
	point281	281	592	45	51	45	48	45	217	45	6	45
	point282	282										
LA 59 SB S of LA 1088 1 2 Lane	point286	286	772	15	41	15	10	15	141	15	13	15
	point287	287										
LA 1088 EB 1 Area 1 1 Lane	point295	295	369	45	34	45	3	45	215	45	5	45
	point296	296	369	45	34	45	3	45	215	45	5	45
	point297	297	369	45	34	45	3	45	215	45	5	45
	point298	298	369	45	34	45	3	45	215	45	5	45

	point299	299										
LA 1088 WB 1 Area 1 2 Lane	point300	300	308	45	29	45	3	45	180	45	4	45
	point301	301	308	45	29	45	3	45	180	45	4	45
	point302	302	308	45	29	45	3	45	180	45	4	45
	point303	303	308	45	29	45	3	45	180	45	4	45
	point304	304	308	45	29	45	3	45	180	45	4	45
	point305	305										
LA 1088 EB 2 Area 1 1 Lane	point306	306	369	45	34	45	3	45	215	45	5	45
	point307	307	369	45	34	45	3	45	215	45	5	45
	point308	308	369	45	34	45	3	45	215	45	5	45
	point309	309	369	45	34	45	3	45	215	45	5	45
	point310	310	369	45	34	45	3	45	215	45	5	45
	point311	311										
LA 1088 WB 2 Area 1 1 Lane	point323	323	308	45	29	45	3	45	180	45	4	45
	point324	324	308	45	29	45	3	45	180	45	4	45
	point325	325	308	45	29	45	3	45	180	45	4	45
	point326	326	308	45	29	45	3	45	180	45	4	45
	point327	327	308	45	29	45	3	45	180	45	4	45
	point328	328	308	45	29	45	3	45	180	45	4	45
	point329	329	308	45	29	45	3	45	180	45	4	45
	point330	330										
Jackson St NB 1 Lane	point343	343	15	25	2	25	0	0	7	25	0	0
	point344	344	15	25	2	25	0	0	7	25	0	0
	point345	345	15	25	2	25	0	0	7	25	0	0
	point346	346	15	25	2	25	0	0	7	25	0	0
	point347	347										
Jackson St SB 1 Lane	point348	348	18	25	2	25	0	0	9	25	0	0
	point349	349	18	25	2	25	0	0	9	25	0	0
	point350	350	18	25	2	25	0	0	9	25	0	0
	point351	351										
Garon Dr NB 1 Lane	point352	352	57	25	3	25	0	0	15	25	0	0
	point353	353	57	25	3	25	0	0	15	25	0	0
	point354	354	57	25	3	25	0	0	15	25	0	0
	point355	355	57	25	3	25	0	0	15	25	0	0

	point356	356	57	25	3	25	0	0	15	25	0	0
	point357	357										
Garon Dr SB 1 Lane	point358	358	47	25	3	25	0	0	13	25	0	0
	point359	359	47	25	3	25	0	0	13	25	0	0
	point360	360	47	25	3	25	0	0	13	25	0	0
	point361	361	47	25	3	25	0	0	13	25	0	0
	point362	362	47	25	3	25	0	0	13	25	0	0
	point363	363										
LA 1088 EB 3 Area 1 1 Lane	point365	365	369	45	34	45	3	45	215	45	5	45
	point366	366	369	45	34	45	3	45	215	45	5	45
	point367	367	369	45	34	45	3	45	215	45	5	45
	point368	368										
LA 1088 EB 1 Area 2 1 Lane	point373	373	414	15	15	15	7	15	173	15	10	15
	point374	374	414	15	15	15	7	15	173	15	10	15
	point375	375										
LA 1088 WB 1 Area 2 2 Lane	point382	382	296	45	10	45	5	45	124	45	7	45
	point383	383	296	45	10	45	5	45	124	45	7	45
	point384	384	296	45	10	45	5	45	124	45	7	45
	point385	385	296	45	10	45	5	45	124	45	7	45
	point386	386	296	45	10	45	5	45	124	45	7	45
	point387	387	296	45	10	45	5	45	124	45	7	45
	point388	388										
LA 1088 WB 3 Area 2 1 Lane	point391	391	308	15	29	15	3	15	180	15	4	15
	point392	392	308	15	29	15	3	15	180	15	4	15
	point393	393	308	15	29	15	3	15	180	15	4	15
	point394	394	308	15	29	15	3	15	180	15	4	15
	point395	395										
Spring Blvd NB 1 Lane	point399	399	93	20	6	20	0	0	37	20	1	20
	point400	400	93	20	6	20	0	0	37	20	1	20
	point401	401	93	20	6	20	0	0	37	20	1	20
	point402	402										
Spring Blvd SB 1 Lane	point403	403	72	20	4	20	0	0	29	20	1	20
	point404	404	72	20	4	20	0	0	29	20	1	20
	point405	405	72	20	4	20	0	0	29	20	1	20

	point406	406										
School NB 1 Lane	point407	407	20	25	0	0	0	0	5	25	0	0
	point408	408	20	25	0	0	0	0	5	25	0	0
	point409	409	20	25	0	0	0	0	5	25	0	0
	point410	410	20	25	0	0	0	0	5	25	0	0
	point411	411	20	25	0	0	0	0	5	25	0	0
	point412	412										
School SB 1 Lane	point413	413	26	25	1	25	0	0	8	25	0	0
	point414	414	26	25	1	25	0	0	8	25	0	0
	point415	415	26	25	1	25	0	0	8	25	0	0
	point416	416	26	25	1	25	0	0	8	25	0	0
	point417	417	26	25	1	25	0	0	8	25	0	0
	point418	418										
LA 1088 EB 2 Area 2 1 Lane	point424	424	414	45	15	45	7	45	173	45	10	45
	point425	425	414	45	15	45	7	45	173	45	10	45
	point426	426	414	45	15	45	7	45	173	45	10	45
	point427	427	414	45	15	45	7	45	173	45	10	45
	point428	428	414	45	15	45	7	45	173	45	10	45
	point429	429	414	45	15	45	7	45	173	45	10	45
	point430	430	414	45	15	45	7	45	173	45	10	45
	point431	431										
LA 1088 EB 1 Area 3 1 Lane	point450	450	566	15	41	15	7	15	193	15	2	15
	point451	451	566	15	41	15	7	15	193	15	2	15
	point452	452	566	15	41	15	7	15	193	15	2	15
	point453	453										
LA 1088 WB 1 Area 3 1 Lane	point458	458	347	45	25	45	5	45	118	45	2	45
	point459	459	347	45	25	45	5	45	118	45	2	45
	point460	460	347	45	25	45	5	45	118	45	2	45
	point461	461	347	45	25	45	5	45	118	45	2	45
	point462	462	347	45	25	45	5	45	118	45	2	45
	point463	463										
LA 1088 WB 4 Area 2 1 Lane	point468	468	296	15	10	15	5	15	124	15	7	15
	point469	469	296	15	10	15	5	15	124	15	7	15
	point470	470	296	15	10	15	5	15	124	15	7	15

	point471	471	296	15	10	15	5	15	124	15	7	15
	point472	472										
LA 1088 WB 3 Area 2 2 Lane	point482	482	296	45	10	45	5	45	124	45	7	45
	point483	483										
LA 1088 WB 2 Area 2 1 Lane	point491	491	296	15	10	15	5	15	124	15	7	15
	point492	492										
Soult St Comb 2 Lane	point500	500	517	25	48	25	5	25	210	25	4	25
	point501	501										
Soult St NB 2 Lane	point502	502	277	25	26	25	3	25	113	25	2	25
	point503	503	277	25	26	25	3	25	113	25	2	25
	point504	504	277	25	26	25	3	25	113	25	2	25
	point505	505	277	25	26	25	3	25	113	25	2	25
	point506	506	277	25	26	25	3	25	113	25	2	25
	point507	507	277	25	26	25	3	25	113	25	2	25
	point508	508	277	25	26	25	3	25	113	25	2	25
	point509	509										
Soult St SB 1 Lane	point510	510	198	25	18	25	2	25	81	25	2	25
	point511	511	198	25	18	25	2	25	81	25	2	25
	point512	512	198	25	18	25	2	25	81	25	2	25
	point513	513	198	25	18	25	2	25	81	25	2	25
	point514	514	198	25	18	25	2	25	81	25	2	25
	point515	515	198	25	18	25	2	25	81	25	2	25
	point516	516										
Viola St NB 1 Lane	point517	517	35	25	1	25	0	0	54	25	0	0
	point518	518	35	25	1	25	0	0	54	25	0	0
	point519	519	35	25	1	25	0	0	54	25	0	0
	point520	520										
Viola St Comb 2 Lane	point521	521	91	25	2	25	0	0	140	25	0	0
	point522	522	91	25	2	25	0	0	140	25	0	0
	point523	523	91	25	2	25	0	0	140	25	0	0
	point524	524	91	25	2	25	0	0	140	25	0	0
	point525	525	91	25	2	25	0	0	140	25	0	0
	point526	526										
Viola St SB 1 Lane	point527	527	49	25	1	25	0	0	75	25	0	0

	point528	528	49	25	1	25	0	0	75	25	0	0
	point529	529	49	25	1	25	0	0	75	25	0	0
	point530	530	49	25	1	25	0	0	75	25	0	0
	point531	531	49	25	1	25	0	0	75	25	0	0
	point532	532										
Tinity Dr NB 2 Lane	point533	533	123	20	2	20	0	0	19	20	7	20
	point534	534	123	20	2	20	0	0	19	20	7	20
	point535	535	123	20	2	20	0	0	19	20	7	20
	point536	536	123	20	2	20	0	0	19	20	7	20
	point537	537										
Trinity Dr SB 1 Lane	point538	538	75	20	1	20	0	0	12	20	4	20
	point539	539	75	20	1	20	0	0	12	20	4	20
	point540	540	75	20	1	20	0	0	12	20	4	20
	point541	541										
LA 1088 WB 3 BT Bridges 2 Lane	point273	552	231	55	13	55	3	55	79	55	2	55
	point272	553	231	55	13	55	3	55	79	55	2	55
	point271	554	231	55	13	55	3	55	79	55	2	55
	point270	555	231	55	13	55	3	55	79	55	2	55
	point269	556	231	55	13	55	3	55	79	55	2	55
	point268	557	231	55	13	55	3	55	79	55	2	55
	point267	558	231	55	13	55	3	55	79	55	2	55
	point266	559	231	55	13	55	3	55	79	55	2	55
	point265	560	231	55	13	55	3	55	79	55	2	55
	point264	561	231	55	13	55	3	55	79	55	2	55
	point263	562	231	55	13	55	3	55	79	55	2	55
	point262	563										
LA 1088 EB 1 BT Bridges 2 Lane	point65	583	377	55	21	55	4	55	128	55	4	55
	point66	584	377	55	21	55	4	55	128	55	4	55
	point770	770	377	55	21	55	4	55	128	55	4	55
	point67	585	377	55	21	55	4	55	128	55	4	55
	point68	586	377	55	21	55	4	55	128	55	4	55
	point771	771	377	55	21	55	4	55	128	55	4	55
	point69	587	377	55	21	55	4	55	128	55	4	55
	point70	588										

LA 1088 EB 2 Area 3 1 Lane	point602	602	566	45	41	45	7	45	193	45	2	45
	point603	603	566	45	41	45	7	45	193	45	2	45
	point604	604	566	45	41	45	7	45	193	45	2	45
	point605	605	566	45	41	45	7	45	193	45	2	45
	point606	606										
LA 1088 EB 3 Area 3 2 Lane	point609	609	566	45	41	45	7	45	193	45	2	45
	point610	610	566	45	41	45	7	45	193	45	2	45
	point611	611	566	45	41	45	7	45	193	45	2	45
	point612	612	566	45	41	45	7	45	193	45	2	45
	point613	613										
LA 1088 WB 3 Area 3 2 Lane	point644	644	347	55	25	55	5	55	118	55	2	55
	point645	645										
LA 1088 WB 2 Area 3 1 Lane	point671	671	347	15	25	15	5	15	118	15	2	15
	point672	672	347	15	25	15	5	15	118	15	2	15
	point673	673	347	15	25	15	5	15	118	15	2	15
	point674	674										
Forest Brook Blvd Comb 2 Lane	point683	683	400	20	9	20	3	20	66	20	1	20
	point684	684										
Forest Brook Blvd NB 2 Lane	point685	685	211	20	5	20	2	20	35	20	1	20
	point686	686	211	20	5	20	2	20	35	20	1	20
	point687	687	211	20	5	20	2	20	35	20	1	20
	point688	688	211	20	5	20	2	20	35	20	1	20
	point689	689	211	20	5	20	2	20	35	20	1	20
	point690	690	211	20	5	20	2	20	35	20	1	20
	point691	691										
Forest Brook Blvd SB 1 Lane	point692	692	129	20	3	20	1	20	21	20	0	0
	point693	693	129	20	3	20	1	20	21	20	0	0
	point694	694	129	20	3	20	1	20	21	20	0	0
	point695	695	129	20	3	20	1	20	21	20	0	0
	point696	696	129	20	3	20	1	20	21	20	0	0
	point697	697										
I-12 EB OffRamp 1 1 Lane	point698	698	325	35	5	35	2	35	63	35	2	35
	point699	699	325	35	5	35	2	35	63	35	2	35
	point700	700	325	35	5	35	2	35	63	35	2	35

	point701	701	325	35	5	35	2	35	63	35	2	35
	point702	702	325	35	5	35	2	35	63	35	2	35
	point703	703	325	35	5	35	2	35	63	35	2	35
	point704	704	325	35	5	35	2	35	63	35	2	35
	point705	705	325	35	5	35	2	35	63	35	2	35
	point706	706	325	35	5	35	2	35	63	35	2	35
	point707	707	325	35	5	35	2	35	63	35	2	35
	point708	708	325	35	5	35	2	35	63	35	2	35
	point709	709	325	35	5	35	2	35	63	35	2	35
	point710	710	325	35	5	35	2	35	63	35	2	35
	point711	711										
I-12 EB OffRamp 2 2 Lane	point712	712	325	35	5	35	2	35	63	35	2	35
	point713	713	325	35	5	35	2	35	63	35	2	35
	point714	714										
I-12 EB OffRamp 4 1 Lane	point715	715	174	35	3	35	1	35	34	35	1	35
	point716	716	174	35	3	35	1	35	34	35	1	35
	point717	717	174	35	3	35	1	35	34	35	1	35
	point718	718	174	35	3	35	1	35	34	35	1	35
	point719	719										
I-12 EB OffRamp 3 1 Lane	point720	720	125	35	2	35	1	35	24	35	1	35
	point721	721	125	35	2	35	1	35	24	35	1	35
	point722	722										
I-12 WB OffRamp 1 Lane	point723	723	177	35	54	35	3	35	31	35	1	35
	point724	724	177	35	54	35	3	35	31	35	1	35
	point725	725	177	35	54	35	3	35	31	35	1	35
	point726	726	177	35	54	35	3	35	31	35	1	35
	point727	727	177	35	54	35	3	35	31	35	1	35
	point728	728	177	35	54	35	3	35	31	35	1	35
	point729	729	177	35	54	35	3	35	31	35	1	35
	point730	730	177	35	54	35	3	35	31	35	1	35
	point731	731	177	35	54	35	3	35	31	35	1	35
	point732	732	177	35	54	35	3	35	31	35	1	35
	point733	733	177	35	54	35	3	35	31	35	1	35
	point734	734	177	35	54	35	3	35	31	35	1	35

	point735	735	177	35	54	35	3	35	31	35	1	35
	point736	736	177	35	54	35	3	35	31	35	1	35
	point737	737	177	35	54	35	3	35	31	35	1	35
	point738	738										
LA 1088 EB 2 Lane Past I-12 OffRamp	point740	740	377	55	21	55	4	55	128	55	4	55
	point73	591	377	55	21	55	4	55	128	55	4	55
	point74	592	377	55	21	55	4	55	128	55	4	55
	point75	593	377	55	21	55	4	55	128	55	4	55
	point76	594	377	55	21	55	4	55	128	55	4	55
	point77	595	377	55	21	55	4	55	128	55	4	55
	point78	596	377	55	21	55	4	55	128	55	4	55
	point79	597	377	55	21	55	4	55	128	55	4	55
	point80	598	377	55	21	55	4	55	128	55	4	55
	point81	599	377	55	21	55	4	55	128	55	4	55
	point82	600	377	55	21	55	4	55	128	55	4	55
	point83	601										
LA 1088 WB 1 BT Bridges 2 Lane	point741	741	231	55	13	55	3	55	79	55	2	55
	point259	566	231	55	13	55	3	55	79	55	2	55
	point772	772	231	55	13	55	3	55	79	55	2	55
	point258	567	231	55	13	55	3	55	79	55	2	55
	point257	568	231	55	13	55	3	55	79	55	2	55
	point773	773	231	55	13	55	3	55	79	55	2	55
	point256	569	231	55	13	55	3	55	79	55	2	55
	point255	570										
LA 1088 EB 2 BT Bridges 2 Lane	point748	748	377	15	21	15	4	15	128	15	4	15
	point749	749	377	15	21	15	4	15	128	15	4	15
	point750	750	377	15	21	15	4	15	128	15	4	15
	point751	751	377	15	21	15	4	15	128	15	4	15
	point752	752	377	15	21	15	4	15	128	15	4	15
	point753	753	377	15	21	15	4	15	128	15	4	15
	point754	754	377	15	21	15	4	15	128	15	4	15
	point755	755	377	15	21	15	4	15	128	15	4	15
	point756	756	377	15	21	15	4	15	128	15	4	15
	point757	757										

LA 1088 WB 2 BT Bridges 2 Lane	point758	758	231	15	13	15	3	15	79	15	2	15
	point759	759	231	15	13	15	3	15	79	15	2	15
	point760	760	231	15	13	15	3	15	79	15	2	15
	point761	761	231	15	13	15	3	15	79	15	2	15
	point762	762	231	15	13	15	3	15	79	15	2	15
	point763	763	231	15	13	15	3	15	79	15	2	15
	point764	764	231	15	13	15	3	15	79	15	2	15
	point765	765	231	15	13	15	3	15	79	15	2	15
	point766	766	231	15	13	15	3	15	79	15	2	15
	point767	767										
LA 1088 Comb 1 Area 2 2 Lane	point247	247	710	45	25	45	12	45	297	45	17	45
	point24	24	710	45	25	45	12	45	297	45	17	45
	point25	25	710	45	25	45	12	45	297	45	17	45
	point419	419	710	45	25	45	12	45	297	45	17	45
	point420	420	710	45	25	45	12	45	297	45	17	45
	point421	421	710	45	25	45	12	45	297	45	17	45
	point422	422	710	45	25	45	12	45	297	45	17	45
	point423	423										
School Comb 2 Lane	point768	768	48	25	2	25	0	0	16	25	0	0
	point364	364	48	25	2	25	0	0	16	25	0	0
	point135	135										
LA 1088 EB 2 Area 2 1 Lane-2	point774	774	414	45	15	45	7	45	173	45	10	45
	point438	438	414	45	15	45	7	45	173	45	10	45
	point439	439	414	45	15	45	7	45	173	45	10	45
	point440	440	414	45	15	45	7	45	173	45	10	45
	point441	441	414	45	15	45	7	45	173	45	10	45
	point442	442	414	45	15	45	7	45	173	45	10	45
	point443	443	414	45	15	45	7	45	173	45	10	45
	point444	444										
LA 1088 WB 3 Area 2 2 Lane-2	point775	775	296	45	10	45	5	45	124	45	7	45
	point484	484										
LA 1088 EB 2 Area 2 1 Lane-2-2	point776	776	414	45	15	45	7	45	173	45	10	45
	point445	445	414	45	15	45	7	45	173	45	10	45
	point446	446										

LA 1088 WB 4 Area 2 1 Lane-2	point777	777	296	45	10	45	5	45	124	45	7	45
	point475	475	296	45	10	45	5	45	124	45	7	45
	point476	476	296	45	10	45	5	45	124	45	7	45
	point477	477	296	45	10	45	5	45	124	45	7	45
	point478	478	296	45	10	45	5	45	124	45	7	45
	point479	479	296	45	10	45	5	45	124	45	7	45
	point480	480	296	45	10	45	5	45	124	45	7	45
	point481	481										
LA 1088 EB 3 Area 3 2 Lane-2	point778	778	566	45	41	45	7	45	193	45	2	45
	point614	614	566	45	41	45	7	45	193	45	2	45
	point615	615										
LA 1088 WB 2 Area 3 1 Lane-2	point779	779	347	45	25	45	5	45	118	45	2	45
	point676	676	347	45	25	45	5	45	118	45	2	45
	point677	677	347	45	25	45	5	45	118	45	2	45
	point678	678	347	45	25	45	5	45	118	45	2	45
	point679	679	347	45	25	45	5	45	118	45	2	45
	point680	680	347	45	25	45	5	45	118	45	2	45
	point681	681	347	45	25	45	5	45	118	45	2	45
	point682	682										
LA 1088 EB 3 Area 3 2 Lane-2-2	point780	780	566	55	41	55	7	55	193	55	2	55
	point624	624	566	55	41	55	7	55	193	55	2	55
	point625	625	566	55	41	55	7	55	193	55	2	55
	point626	626	566	55	41	55	7	55	193	55	2	55
	point627	627	566	55	41	55	7	55	193	55	2	55
	point628	628	566	55	41	55	7	55	193	55	2	55
	point629	629	566	55	41	55	7	55	193	55	2	55
	point630	630	566	55	41	55	7	55	193	55	2	55
	point631	631	566	55	41	55	7	55	193	55	2	55
	point632	632	566	55	41	55	7	55	193	55	2	55
	point633	633	566	55	41	55	7	55	193	55	2	55
	point634	634	566	55	41	55	7	55	193	55	2	55
	point635	635	566	55	41	55	7	55	193	55	2	55
	point636	636	566	55	41	55	7	55	193	55	2	55
	point637	637										

LA 1088 WB 3 Area 3 2 Lane-2	point781	781	347	45	25	45	5	45	118	45	2	45
	point666	666	347	45	25	45	5	45	118	45	2	45
	point667	667	347	45	25	45	5	45	118	45	2	45
	point668	668										
LA 1088 EB 3 Area 3 2 Lane-2-2-2	point782	782	566	55	41	55	7	55	193	55	2	55
	point638	638	566	55	41	55	7	55	193	55	2	55
	point639	639										
LA 1088 WB 3 Area 3 2 Lane-2	point783	783	347	55	25	55	5	55	118	55	2	55
	point652	652	347	55	25	55	5	55	118	55	2	55
	point653	653	347	55	25	55	5	55	118	55	2	55
	point654	654	347	55	25	55	5	55	118	55	2	55
	point655	655	347	55	25	55	5	55	118	55	2	55
	point656	656	347	55	25	55	5	55	118	55	2	55
	point657	657	347	55	25	55	5	55	118	55	2	55
	point658	658	347	55	25	55	5	55	118	55	2	55
	point659	659	347	55	25	55	5	55	118	55	2	55
	point660	660	347	55	25	55	5	55	118	55	2	55
	point661	661	347	55	25	55	5	55	118	55	2	55
	point662	662	347	55	25	55	5	55	118	55	2	55
	point663	663	347	55	25	55	5	55	118	55	2	55
	point664	664	347	55	25	55	5	55	118	55	2	55
	point665	665										
LA 1088 EB 2 Area 1 1 Lane-2	point784	784	369	15	34	15	3	15	215	15	5	15
	point312	312	369	15	34	15	3	15	215	15	5	15
	point314	314	369	15	34	15	3	15	215	15	5	15
	point315	315	369	15	34	15	3	15	215	15	5	15
	point316	316										
LA 1088 WB 2 Area 1 1 Lane-2	point785	785	308	45	29	45	3	45	180	45	4	45
	point338	338	308	45	29	45	3	45	180	45	4	45
	point339	339	308	45	29	45	3	45	180	45	4	45
	point340	340	308	45	29	45	3	45	180	45	4	45
	point341	341	308	45	29	45	3	45	180	45	4	45
	point342	342										
LA 1088 WB 2 Area 1 1 Lane-2	point786	786	308	15	29	15	3	15	180	15	4	15

	point331	331	308	15	29	15	3	15	180	15	4	15
	point332	332	308	15	29	15	3	15	180	15	4	15
	point333	333	308	15	29	15	3	15	180	15	4	15
	point334	334	308	15	29	15	3	15	180	15	4	15
	point335	335	308	15	29	15	3	15	180	15	4	15
	point336	336	308	15	29	15	3	15	180	15	4	15
	point337	337										
LA 1088 EB 2 Area 1 1 Lane-2-2	point787	787	369	45	34	45	3	45	215	45	5	45
	point317	317	369	45	34	45	3	45	215	45	5	45
	point318	318	369	45	34	45	3	45	215	45	5	45
	point319	319	369	45	34	45	3	45	215	45	5	45
	point320	320	369	45	34	45	3	45	215	45	5	45
	point321	321	369	45	34	45	3	45	215	45	5	45
	point322	322										
LA 1088 EB 3 Area 1 1 Lane-2	point788	788	369	15	34	15	3	15	215	15	5	15
	point369	369	369	15	34	15	3	15	215	15	5	15
	point370	370	369	15	34	15	3	15	215	15	5	15
	point371	371	369	15	34	15	3	15	215	15	5	15
	point372	372										
LA 1088 WB 3 Area 2 1 Lane-2	point789	789	308	45	29	45	3	45	180	45	4	45
	point396	396	308	45	29	45	3	45	180	45	4	45
	point397	397	308	45	29	45	3	45	180	45	4	45
	point398	398										
LA 1088 EB 1 Area 2 1 Lane-2	point790	790	414	45	15	45	7	45	173	45	10	45
	point376	376	414	45	15	45	7	45	173	45	10	45
	point377	377	414	45	15	45	7	45	173	45	10	45
	point378	378	414	45	15	45	7	45	173	45	10	45
	point379	379	414	45	15	45	7	45	173	45	10	45
	point380	380	414	45	15	45	7	45	173	45	10	45
	point381	381										
LA 1088 WB 1 Area 2 2 Lane-2	point791	791	296	15	10	15	5	15	124	15	7	15
	point389	389	296	15	10	15	5	15	124	15	7	15
	point390	390										
LA 1088 EB 2 Area 2 1 Lane-2	point792	792	414	15	15	15	7	15	173	15	10	15

	point432	432	414	15	15	15	7	15	173	15	10	15
	point433	433	414	15	15	15	7	15	173	15	10	15
	point434	434	414	15	15	15	7	15	173	15	10	15
	point435	435	414	15	15	15	7	15	173	15	10	15
	point436	436										
LA 1088 WB 2 Area 2 1 Lane-2	point793	793	296	45	10	45	5	45	124	45	7	45
	point493	493	296	45	10	45	5	45	124	45	7	45
	point494	494	296	45	10	45	5	45	124	45	7	45
	point495	495	296	45	10	45	5	45	124	45	7	45
	point496	496	296	45	10	45	5	45	124	45	7	45
	point497	497	296	45	10	45	5	45	124	45	7	45
	point498	498	296	45	10	45	5	45	124	45	7	45
	point499	499										
LA 1088 EB 2 Area 2 1 Lane-2-2	point794	794	414	45	15	45	7	45	173	45	10	45
	point437	437										
LA 1088 WB 3 Area 2 2 Lane-2-2	point795	795	296	15	10	15	5	15	124	15	7	15
	point485	485	296	15	10	15	5	15	124	15	7	15
	point486	486	296	15	10	15	5	15	124	15	7	15
	point487	487	296	15	10	15	5	15	124	15	7	15
	point488	488	296	15	10	15	5	15	124	15	7	15
	point489	489	296	15	10	15	5	15	124	15	7	15
	point490	490										
LA 1088 EB 1 Area 3 1 Lane-2	point796	796	566	45	41	45	7	45	193	45	2	45
	point454	454	566	45	41	45	7	45	193	45	2	45
	point455	455	566	45	41	45	7	45	193	45	2	45
	point456	456	566	45	41	45	7	45	193	45	2	45
	point457	457										
LA 1088 WB 1 Area 3 1 Lane-2	point797	797	347	15	25	15	5	15	118	15	2	15
	point464	464	347	15	25	15	5	15	118	15	2	15
	point465	465	347	15	25	15	5	15	118	15	2	15
	point466	466	347	15	25	15	5	15	118	15	2	15
	point467	467										
LA 1088 EB 2 Area 2 1 Lane-2-2-2	point798	798	414	15	15	15	7	15	173	15	10	15
	point447	447	414	15	15	15	7	15	173	15	10	15

	point448	448	414	15	15	15	7	15	173	15	10	15
	point449	449										
LA 1088 WB 4 Area 2 1 Lane-2	point799	799	296	45	10	45	5	45	124	45	7	45
	point473	473	296	45	10	45	5	45	124	45	7	45
	point474	474										
LA 1088 EB 3 Area 3 2 Lane-2-2	point800	800	566	15	41	15	7	15	193	15	2	15
	point616	616	566	15	41	15	7	15	193	15	2	15
	point617	617	566	15	41	15	7	15	193	15	2	15
	point618	618	566	15	41	15	7	15	193	15	2	15
	point619	619	566	15	41	15	7	15	193	15	2	15
	point620	620	566	15	41	15	7	15	193	15	2	15
	point621	621										
LA 1088 WB 2 Area 3 1 Lane-2	point801	801	347	45	25	45	5	45	118	45	2	45
	point675	675										
LA 1088 EB 3 Area 3 2 Lane-2-2-2	point802	802	566	45	41	45	7	45	193	45	2	45
	point622	622	566	45	41	45	7	45	193	45	2	45
	point623	623										
LA 1088 WB 3 Area 3 2 Lane-2-2	point803	803	347	15	25	15	5	15	118	15	2	15
	point669	669	347	15	25	15	5	15	118	15	2	15
	point670	670										
LA 1088 EB 3 Area 3 2 Lane-2-2-2-2	point804	804	566	15	41	15	7	15	193	15	2	15
	point640	640	566	15	41	15	7	15	193	15	2	15
	point641	641	566	15	41	15	7	15	193	15	2	15
	point642	642										
LA 1088 WB 3 Area 3 2 Lane-2	point805	805	347	55	25	55	5	55	118	55	2	55
	point650	650	347	55	25	55	5	55	118	55	2	55
	point651	651										
LA 1088 EB 3 Area 3 2 Lane-2-2-2-2-2	point806	806	566	55	41	55	7	55	193	55	2	55
	point643	643										
LA 1088 WB 3 Area 3 2 Lane-2	point807	807	347	15	25	15	5	15	118	15	2	15
	point646	646	347	15	25	15	5	15	118	15	2	15
	point647	647	347	15	25	15	5	15	118	15	2	15
	point648	648	347	15	25	15	5	15	118	15	2	15
	point649	649										

INPUT: TRAFFIC FOR LAeq1h Volumes **LA 1088**

LA 59 NB S of LA 1088 2 2 Lane-2	point808	808	925	15	49	15	12	15	168	15	15	15
	point266	266	925	15	49	15	12	15	168	15	15	15
	point267	267										
LA 59 SB S of LA 1088 1 2 Lane-2	point809	809	772	45	41	45	10	45	141	45	13	45
	point288	288	772	45	41	45	10	45	141	45	13	45
	point289	289	772	45	41	45	10	45	141	45	13	45
	point290	290	772	45	41	45	10	45	141	45	13	45
	point291	291	772	45	41	45	10	45	141	45	13	45
	point292	292	772	45	41	45	10	45	141	45	13	45
	point293	293	772	45	41	45	10	45	141	45	13	45
	point294	294										
LA 59 SB N of LA 1088 1 2 Lane-2	point810	810	592	15	51	15	48	15	217	15	6	15
	point283	283	592	15	51	15	48	15	217	15	6	15
	point284	284	592	15	51	15	48	15	217	15	6	15
	point285	285										
LA 59 NB N of LA 1088 1 1 Lane-2	point811	811	494	45	43	45	40	45	181	45	5	45
	point273	273	494	45	43	45	40	45	181	45	5	45
	point274	274	494	45	43	45	40	45	181	45	5	45
	point275	275	494	45	43	45	40	45	181	45	5	45
	point276	276										

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 1 AM Peak 2033

Receiver Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Res 1	4	1	3,683,441.2	682,376.4	21.00	4.92	67.70	66	10.0	8.0	Y
Res 2	5	1	3,683,468.2	682,470.8	21.00	4.92	69.10	66	10.0	8.0	Y
Res 3	6	1	3,683,608.2	682,712.8	21.00	4.92	69.00	66	10.0	8.0	Y
Res 4	7	1	3,683,723.2	682,831.0	21.00	4.92	66.90	66	10.0	8.0	Y
Res 5	8	6	3,683,805.8	682,796.2	21.00	4.92	61.70	66	10.0	8.0	Y
Res 6	9	6	3,683,965.2	682,871.1	21.00	4.92	57.30	66	10.0	8.0	Y
Res 7	10	3	3,684,131.2	682,918.9	21.00	4.92	53.60	66	10.0	8.0	Y
Res 8	11	1	3,683,886.5	683,064.1	21.00	4.92	64.70	66	10.0	8.0	Y
Res 9	12	1	3,683,868.8	683,216.2	21.00	4.92	70.60	66	10.0	8.0	Y
Res 10	13	1	3,683,920.8	683,168.4	21.00	4.92	66.60	66	10.0	8.0	Y
Res 11	14	1	3,683,955.5	683,326.9	21.00	4.92	69.00	66	10.0	8.0	Y
Res 25	28	1	3,684,467.8	683,922.0	21.00	4.92	69.50	66	10.0	8.0	Y
Res 26	29	1	3,684,829.8	683,931.1	21.00	4.92	59.10	66	10.0	8.0	Y
Res 27	30	1	3,685,046.0	683,969.3	21.00	4.92	56.50	66	10.0	8.0	Y
Res 28	31	1	3,685,117.0	683,892.1	21.00	4.92	53.40	66	10.0	8.0	Y
Res 29	32	1	3,685,153.5	683,813.9	21.00	4.92	51.60	66	10.0	8.0	Y
Res 30	33	1	3,685,276.5	684,122.5	21.00	4.92	58.20	66	10.0	8.0	Y
Res 31	34	1	3,685,658.0	684,432.4	21.00	4.92	67.00	66	10.0	8.0	Y
Res 32	35	1	3,685,928.8	684,186.3	21.00	4.92	51.40	66	10.0	8.0	Y
Res 33	36	1	3,686,452.2	684,726.7	21.00	4.92	61.40	66	10.0	8.0	Y
Res 34	37	1	3,686,550.0	684,672.0	21.00	4.92	56.50	66	10.0	8.0	Y
Res 35	38	1	3,686,742.5	684,919.4	21.00	4.92	66.00	66	10.0	8.0	Y

Res 36	39	1	3,686,741.2	684,824.4	21.00	4.92	58.50	66	10.0	8.0	Y
Res 37	40	1	3,686,733.5	684,708.5	21.00	4.92	55.30	66	10.0	8.0	Y
Res 38	41	1	3,686,744.0	684,614.8	21.00	4.92	54.90	66	10.0	8.0	Y
Res 39	42	1	3,686,732.2	684,505.3	21.00	4.92	53.30	66	10.0	8.0	Y
Res 80	83	1	3,686,918.5	685,006.6	21.00	4.92	66.60	66	10.0	8.0	Y
Res 81	84	1	3,686,954.8	684,907.7	21.00	4.92	58.40	66	10.0	8.0	Y
Res 82	85	1	3,686,927.5	684,807.4	21.00	4.92	56.60	66	10.0	8.0	Y
Res 83	86	1	3,686,925.0	684,721.5	21.00	4.92	55.50	66	10.0	8.0	Y
Res 84	87	1	3,686,931.0	684,618.0	21.00	4.92	54.50	66	10.0	8.0	Y
Res 85	88	1	3,687,133.2	684,910.3	21.00	4.92	55.00	66	10.0	8.0	Y
Res 86	89	1	3,687,189.2	684,795.7	21.00	4.92	50.70	66	10.0	8.0	Y
Res 87	90	9	3,687,514.8	685,143.4	21.00	4.92	57.50	66	10.0	8.0	Y
Res 88	91	5	3,687,582.5	684,954.6	21.00	4.92	50.70	66	10.0	8.0	Y
Res 89	92	1	3,687,999.0	685,498.8	21.00	4.92	65.80	66	10.0	8.0	Y
Res 90	93	1	3,688,096.8	685,548.3	21.00	4.92	66.20	66	10.0	8.0	Y
Res 91	94	2	3,688,070.8	685,302.2	21.00	4.92	53.40	66	10.0	8.0	Y
Res 92	95	2	3,688,104.5	685,213.7	21.00	4.92	51.10	66	10.0	8.0	Y
Res 93	96	1	3,688,030.2	685,380.3	21.00	4.92	56.30	66	10.0	8.0	Y
Res 94	97	1	3,688,175.0	685,561.3	21.00	4.92	64.10	66	10.0	8.0	Y
Res 95	98	1	3,688,259.5	685,614.8	21.00	4.92	65.40	66	10.0	8.0	Y
Res 96	99	1	3,688,444.5	685,688.9	21.00	4.92	64.10	66	10.0	8.0	Y
Recreation 97	100	1	3,688,576.2	685,404.6	21.00	4.92	50.90	66	10.0	8.0	Y
Res 98	101	1	3,688,522.5	685,711.1	21.00	4.92	62.70	66	10.0	8.0	Y
Res 99	102	1	3,688,607.2	685,743.6	21.00	4.92	62.10	66	10.0	8.0	Y
Res 100	103	4	3,688,691.8	685,593.9	21.00	4.92	52.60	66	10.0	8.0	Y
Res 101	104	1	3,688,797.2	685,824.4	21.00	4.92	61.60	66	10.0	8.0	Y
Res 102	105	1	3,688,911.8	685,846.5	21.00	4.92	59.70	66	10.0	8.0	Y
Res 103	106	1	3,688,995.2	685,821.8	21.00	4.92	56.50	66	10.0	8.0	Y
Res 104	107	1	3,689,086.2	685,832.2	21.00	4.92	55.40	66	10.0	8.0	Y
Res 105	108	1	3,689,175.0	685,836.1	21.00	4.92	54.10	66	10.0	8.0	Y
Res 106	109	2	3,688,978.2	685,655.1	21.00	4.92	51.00	66	10.0	8.0	Y
Res 107	110	2	3,689,070.8	685,647.2	21.00	4.92	50.30	66	10.0	8.0	Y
Res 108	111	2	3,689,156.8	685,648.6	21.00	4.92	49.80	66	10.0	8.0	Y
Res 109	112	2	3,689,223.5	685,642.6	21.00	4.92	49.40	66	10.0	8.0	Y
Res 110	113	1	3,689,797.2	686,349.1	21.00	4.92	67.10	66	10.0	8.0	Y

Res 111	114	1	3,689,840.2	686,307.4	21.00	4.92	62.60	66	10.0	8.0	Y
Res 112	115	1	3,690,190.5	686,521.0	21.00	4.92	68.00	66	10.0	8.0	Y
Res 113	116	1	3,690,406.0	686,560.0	21.00	4.92	64.70	66	10.0	8.0	Y
Res 114	117	3	3,690,448.2	686,393.4	21.00	4.92	54.80	66	10.0	8.0	Y
Res 115	118	3	3,690,646.2	686,405.1	21.00	4.92	53.40	66	10.0	8.0	Y
Res 116	119	3	3,690,921.0	686,415.5	21.00	4.92	58.70	66	10.0	8.0	Y
Res 117	120	1	3,690,988.0	686,675.6	21.00	4.92	64.60	66	10.0	8.0	Y
Res 118	121	1	3,690,981.5	686,531.2	21.00	4.92	63.40	66	10.0	8.0	Y
Res 119	122	1	3,690,997.8	686,409.0	21.00	4.92	64.50	66	10.0	8.0	Y
Res 153	156	1	3,691,173.5	686,850.4	21.00	4.92	66.00	66	10.0	8.0	Y
Res 154	157	1	3,691,139.8	686,767.1	21.00	4.92	63.30	66	10.0	8.0	Y
Res 155	158	1	3,691,128.0	686,681.1	21.00	4.92	62.70	66	10.0	8.0	Y
Res 156	159	1	3,691,148.8	686,597.8	21.00	4.92	60.90	66	10.0	8.0	Y
Res 157	160	1	3,691,137.2	686,509.2	21.00	4.92	61.70	66	10.0	8.0	Y
Res 158	161	1	3,691,110.5	686,419.5	21.00	4.92	63.40	66	10.0	8.0	Y
Res 159	162	1	3,691,247.8	686,877.8	21.00	4.92	65.70	66	10.0	8.0	Y
Res 160	163	1	3,691,336.2	686,922.0	21.00	4.92	66.50	66	10.0	8.0	Y
Res 161	164	4	3,691,350.8	686,669.4	21.00	4.92	52.90	66	10.0	8.0	Y
Res 162	165	1	3,691,415.8	686,944.1	21.00	4.92	66.10	66	10.0	8.0	Y
Res 163	166	7	3,691,530.2	686,798.3	21.00	4.92	53.40	66	10.0	8.0	Y
Res 164	167	5	3,691,509.5	686,660.3	21.00	4.92	51.10	66	10.0	8.0	Y
Res 165	168	4	3,691,673.5	686,634.9	21.00	4.92	49.60	66	10.0	8.0	Y
Res 166	169	1	3,691,490.0	686,967.6	21.00	4.92	66.00	66	10.0	8.0	Y
Res 167	170	1	3,691,569.5	686,989.8	21.00	4.92	65.60	66	10.0	8.0	Y
Res 168	171	1	3,691,652.8	687,013.1	21.00	4.92	65.00	66	10.0	8.0	Y
Res 169	172	1	3,691,757.0	687,041.8	21.00	4.92	64.20	66	10.0	8.0	Y
Res 170	173	1	3,691,856.0	687,037.9	21.00	4.92	61.10	66	10.0	8.0	Y
Res 171	174	2	3,691,898.8	686,968.9	21.00	4.92	55.50	66	10.0	8.0	Y
Res 172	175	3	3,691,930.0	686,881.6	21.00	4.92	51.60	66	10.0	8.0	Y
Res 173	176	1	3,691,977.0	687,103.0	21.00	4.92	62.70	66	10.0	8.0	Y
Res 174	177	1	3,692,027.8	687,173.3	21.00	4.92	67.00	66	10.0	8.0	Y
Res 175	178	1	3,692,117.5	687,196.8	21.00	4.92	66.50	66	10.0	8.0	Y
Res 176	179	1	3,692,202.2	687,222.8	21.00	4.92	66.30	66	10.0	8.0	Y
Res 177	180	1	3,692,284.2	687,248.8	21.00	4.92	66.20	66	10.0	8.0	Y
Res 178	181	3	3,692,313.0	687,070.4	21.00	4.92	53.60	66	10.0	8.0	Y

INPUT: RECEIVERS

Res 179	182	3	3,692,404.0	686,996.2	21.00	4.92	51.80	66	10.0	8.0	Y
Res 180	183	4	3,692,363.8	686,894.7	21.00	4.92	50.00	66	10.0	8.0	Y
Res 181	184	1	3,692,499.0	687,323.1	21.00	4.92	66.70	66	10.0	8.0	Y
Res 182	185	1	3,692,595.5	687,360.8	21.00	4.92	66.90	66	10.0	8.0	Y
Res 183	186	1	3,692,673.5	687,397.2	21.00	4.92	67.50	66	10.0	8.0	Y
Res 184	187	1	3,692,770.0	687,423.3	21.00	4.92	67.10	66	10.0	8.0	Y
Res 185	188	1	3,692,833.8	687,448.1	21.00	4.92	67.20	66	10.0	8.0	Y
Res 186	189	1	3,692,914.5	687,480.6	21.00	4.92	67.50	66	10.0	8.0	Y
Res 187	190	1	3,693,005.5	687,509.2	21.00	4.92	67.30	66	10.0	8.0	Y
Office 188	191	1	3,693,077.2	687,535.3	21.00	4.92	67.40	71	10.0	8.0	Y
Res 189	192	1	3,693,171.0	687,527.5	21.00	4.92	64.20	66	10.0	8.0	Y
Res 190	193	7	3,692,741.2	687,215.0	21.00	4.92	53.30	66	10.0	8.0	Y
Res 191	194	3	3,693,051.2	687,241.0	21.00	4.92	51.60	66	10.0	8.0	Y
Res 192	195	3	3,693,038.2	687,165.5	21.00	4.92	50.40	66	10.0	8.0	Y
Office 193	196	1	3,693,288.2	687,605.6	21.00	4.92	67.20	71	10.0	8.0	Y
Recreation 194	197	1	3,693,900.2	687,738.4	21.00	4.92	61.10	66	10.0	8.0	Y
Vet Office 195	198	1	3,694,471.8	687,754.1	21.00	4.92	53.40	66	10.0	8.0	Y
Res 196	199	1	3,694,781.8	687,761.9	21.00	4.92	51.00	66	10.0	8.0	Y
Res 197	200	1	3,695,094.2	687,971.5	21.00	4.92	53.60	66	10.0	8.0	Y
Res 198	201	2	3,695,216.5	687,963.7	21.00	4.92	52.60	66	10.0	8.0	Y
Res 199	202	3	3,695,457.5	687,998.8	21.00	4.92	57.40	66	10.0	8.0	Y
Res 200	203	3	3,695,615.0	688,086.1	21.00	4.92	55.50	66	10.0	8.0	Y
Res 201	204	2	3,695,965.2	688,189.2	21.00	4.92	51.00	66	10.0	8.0	Y
Res 209	212	1	3,697,750.5	689,435.0	21.00	4.92	67.50	66	10.0	8.0	Y
Res 210	213	3	3,697,888.5	689,393.4	21.00	4.92	60.50	66	10.0	8.0	Y
Res 211	214	1	3,697,891.5	689,266.4	21.00	4.92	55.80	66	10.0	8.0	Y
Res 212	215	3	3,698,121.5	689,192.8	21.00	4.92	52.40	66	10.0	8.0	Y
Res 213	216	1	3,698,596.8	689,807.4	21.00	4.92	65.40	66	10.0	8.0	Y
Res 225	217	1	3,700,395.2	690,187.1	21.00	4.92	53.60	66	10.0	8.0	Y
Res 226	218	1	3,701,318.2	690,825.0	30.00	4.92	57.10	66	10.0	8.0	Y

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 1 AM Peak 2033

Building Row			Points			
Name	Average Height	Building Percent	No.	Coordinates (ground)		
				X	Y	Z
	ft	%		ft	ft	ft
Building2	20.00	70	1	3,686,677.2	684,918.6	21.00
			2	3,686,730.5	684,916.3	21.00
			3	3,686,726.0	684,433.4	21.00
			4	3,686,684.2	684,444.7	21.00
Building3	20.00	70	5	3,686,995.2	685,011.1	21.00
			6	3,686,935.2	685,008.7	21.00
			7	3,686,978.2	684,893.3	21.00
			8	3,686,950.0	684,744.8	21.00
			9	3,686,945.0	684,555.7	21.00
			10	3,686,994.0	684,556.9	21.00
Building4	20.00	70	11	3,687,181.0	684,824.8	21.00
			12	3,687,140.5	684,833.4	21.00
			13	3,687,163.8	684,934.1	21.00
			14	3,687,263.2	685,005.3	21.00
			15	3,687,523.5	685,129.3	21.00
			16	3,687,693.0	685,194.3	21.00
			17	3,687,923.8	685,244.6	21.00
			18	3,687,938.5	685,204.1	21.00
Building5	20.00	70	19	3,687,998.2	685,431.8	21.00
			20	3,687,977.0	685,470.6	21.00
			21	3,688,287.2	685,597.1	21.00
			22	3,688,299.8	685,570.6	21.00
Building6	20.00	70	23	3,688,428.8	685,633.3	21.00

			24	3,688,417.2	685,659.9	21.00
			25	3,688,562.8	685,710.5	21.00
			26	3,688,690.5	685,775.0	21.00
			27	3,688,812.0	685,810.4	21.00
			28	3,689,042.0	685,807.9	21.00
			29	3,689,218.0	685,819.3	21.00
			30	3,689,479.8	685,820.5	21.00
			31	3,689,484.8	685,778.8	21.00
Building7	20.00	70	32	3,691,156.8	686,276.9	21.00
			33	3,691,130.5	686,278.5	21.00
			34	3,691,156.8	686,483.8	21.00
			35	3,691,166.2	686,647.1	21.00
			36	3,691,166.2	686,741.9	21.00
			37	3,691,194.2	686,832.1	21.00
			38	3,691,298.2	686,878.8	21.00
			39	3,691,471.0	686,937.9	21.00
			40	3,691,654.5	687,000.1	21.00
			41	3,691,769.5	687,025.0	21.00
			42	3,691,849.0	687,009.4	21.00
			43	3,691,929.8	686,872.6	21.00
			44	3,692,002.8	686,715.5	21.00
			45	3,691,987.2	686,703.1	21.00
Building8	20.00	70	46	3,692,085.8	686,879.4	21.00
			47	3,692,050.0	686,888.7	21.00
			48	3,692,009.5	687,048.9	21.00
			49	3,692,022.0	687,134.4	21.00
			50	3,692,345.5	687,247.9	21.00
			51	3,692,364.0	687,218.4	21.00
Building9	20.00	70	52	3,692,500.5	687,262.3	21.00
			53	3,692,483.2	687,296.4	21.00
			54	3,692,768.0	687,400.6	21.00
			55	3,692,973.2	687,475.3	21.00
			56	3,693,124.0	687,509.5	21.00
			57	3,693,152.0	687,509.5	21.00

			58	3,693,201.8	687,425.6	21.00
			59	3,693,205.0	687,060.1	21.00
			60	3,693,167.5	687,058.5	21.00

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 1 PM Peak 2033

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

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Garon Dr Comb 1 2 Lane	24.0	point100	100	3,686,849.0	684,090.2	21.00				Average	
		point101	101	3,686,836.2	684,712.6	21.00					
Jackson St Comb 2 Lane	24.0	point106	106	3,686,845.2	685,274.9	21.00				Average	
		point107	107	3,686,839.0	685,637.0	21.00					
I-12 EB OnRamp 1 Lane	24.0	point162	162	3,699,282.8	690,209.7	22.00				Average	
		point163	163	3,699,342.2	690,144.1	22.00				Average	
		point164	164	3,699,376.8	690,103.0	22.00				Average	
		point165	165	3,699,406.8	690,068.5	22.00				Average	
		point166	166	3,699,432.5	690,047.4	22.00				Average	
		point167	167	3,699,473.2	690,023.2	22.00				Average	
		point168	168	3,699,527.5	690,003.1	22.00				Average	
		point169	169	3,699,592.2	689,995.0	22.00				Average	
		point170	170	3,699,633.8	689,999.2	22.00				Average	
		point171	171	3,699,684.2	690,010.2	22.00				Average	
		point172	172	3,699,741.5	690,040.1	22.00				Average	
		point173	173	3,699,819.0	690,092.8	22.00				Average	
		point174	174	3,699,963.2	690,193.8	22.00				Average	
		point175	175	3,700,093.0	690,282.4	22.00				Average	
		point176	176	3,700,127.8	690,305.4	22.00				Average	
		point177	177	3,700,199.0	690,345.5	22.00				Average	
		point178	178	3,700,260.5	690,371.1	22.00				Average	
		point179	179	3,700,319.8	690,390.6	22.00				Average	
		point180	180	3,700,408.8	690,407.8	22.00				Average	
		point181	181	3,700,507.0	690,414.9	22.00				Average	
		point182	182	3,700,608.5	690,406.0	22.00				Average	

		point183	183	3,700,704.0	690,385.2	22.00				Average	
		point184	184	3,700,773.8	690,360.4	22.00				Average	
		point185	185	3,700,846.2	690,333.5	22.00				Average	
		point186	186	3,700,912.2	690,305.9	22.00				Average	
		point187	187	3,701,006.2	690,262.4	22.00				Average	
		point188	188	3,701,190.5	690,173.3	22.00				Average	
		point189	189	3,701,436.8	690,049.4	22.00					
LA 59 S of LA 1088 1	36.0	point218	218	3,682,808.5	681,467.9	21.00				Average	
		point219	219	3,683,063.0	681,915.2	21.00				Average	
		point220	220	3,683,212.5	682,178.6	21.00				Average	
		point221	221	3,683,303.5	682,338.2	21.00				Average	
		point222	222	3,683,405.8	682,511.9	21.00				Average	
		point223	223	3,683,504.8	682,684.9	21.00				Average	
		point224	224	3,683,597.2	682,835.0	21.00					
LA 1088 Comb 1 Area 1 2 Lane	30.0	point243	243	3,684,597.8	684,043.8	21.00				Average	
		point7	7	3,684,944.8	684,203.9	21.00				Average	
		point8	8	3,685,215.5	684,330.2	21.00				Average	
		point9	9	3,685,490.5	684,456.0	21.00				Average	
		point10	10	3,685,647.0	684,529.1	21.00				Average	
		point11	11	3,685,851.8	684,622.3	21.00				Average	
		point12	12	3,686,128.0	684,750.9	21.00				Average	
		point13	13	3,686,344.5	684,849.6	21.00					
LA 1088 Comb 2 Area 1 2 Lane	30.0	point245	245	3,687,395.5	685,336.1	21.00				Average	
		point18	18	3,687,668.2	685,459.9	21.00				Average	
		point19	19	3,687,856.5	685,547.2	21.00					
LA 1088 Comb 1 Area 3 2 Lane	30.0	point250	250	3,692,839.8	687,538.1	21.00				Average	
		point39	39	3,692,955.2	687,577.9	21.00				Average	
		point40	40	3,693,236.8	687,676.4	21.00				Average	
		point41	41	3,693,522.8	687,775.4	21.00				Average	
		point251	251	3,693,626.0	687,810.8	21.00					
LA 59 N of LA 1088 1	36.0	point255	255	3,684,142.8	684,260.9	21.00				Average	
		point235	235	3,684,165.5	684,339.8	21.00				Average	
		point236	236	3,684,242.0	684,525.2	21.00				Average	
		point237	237	3,684,361.0	684,801.1	21.00				Average	
		point238	238	3,684,442.5	684,980.7	21.00				Average	
		point239	239	3,684,579.8	685,291.6	21.00				Average	
		point240	240	3,684,701.0	685,565.9	21.00				Average	
		point241	241	3,684,809.5	685,815.2	21.00				Average	

		point242	242	3,684,878.5	685,964.8	21.00					
LA 59 NB S of LA 1088 1 1 Lane	12.0	point257	257	3,683,597.2	682,835.0	21.00				Average	
		point258	258	3,683,647.0	682,904.3	21.00				Average	
		point259	259	3,683,729.8	683,050.2	21.00				Average	
		point260	260	3,683,832.8	683,223.6	21.00					
LA 59 NB S of LA 1088 2 2 Lane	24.0	point261	261	3,683,832.8	683,223.6	21.00				Average	
		point262	262	3,683,953.5	683,445.4	21.00				Average	
		point263	263	3,683,998.8	683,538.9	21.00				Average	
		point264	264	3,684,027.5	683,616.2	21.00				Average	
		point265	265	3,684,047.8	683,690.2	21.00					
LA 59 NB N of LA 1088 1 1 Lane	12.0	point268	268	3,684,152.5	683,800.9	21.00				Average	
		point269	269	3,684,154.2	683,831.8	21.00				Average	
		point270	270	3,684,146.8	683,868.5	21.00				Average	
		point271	271	3,684,134.2	683,902.1	21.00				Average	
		point272	272	3,684,121.8	683,980.6	21.00					
LA 59 SB N of LA 1088 1 2 Lane	24.0	point277	277	3,684,142.8	684,260.9	21.00				Average	
		point278	278	3,684,118.8	684,210.4	21.00				Average	
		point279	279	3,684,101.8	684,129.4	21.00				Average	
		point280	280	3,684,096.2	684,070.9	21.00				Average	
		point281	281	3,684,096.8	683,984.9	21.00				Average	
		point282	282	3,684,092.5	683,966.2	21.00					
LA 59 SB S of LA 1088 1 2 Lane	24.0	point286	286	3,684,022.0	683,819.9	21.00				Average	
		point287	287	3,684,010.2	683,696.6	21.00					
LA 1088 EB 1 Area 1 1 Lane	12.0	point295	295	3,684,152.5	683,800.9	21.00				Average	
		point296	296	3,684,205.2	683,843.9	21.00				Average	
		point297	297	3,684,355.8	683,922.2	21.00				Average	
		point298	298	3,684,571.8	684,025.9	21.00				Average	
		point299	299	3,684,597.8	684,043.8	21.00					
LA 1088 WB 1 Area 1 2 Lane	12.0	point300	300	3,684,597.8	684,043.8	21.00				Average	
		point301	301	3,684,561.2	684,041.2	21.00				Average	
		point302	302	3,684,344.2	683,946.5	21.00				Average	
		point303	303	3,684,227.8	683,889.8	21.00				Average	
		point304	304	3,684,175.5	683,885.3	21.00				Average	
		point305	305	3,684,134.2	683,902.1	21.00					
LA 1088 EB 2 Area 1 1 Lane	20.0	point306	306	3,686,344.5	684,849.6	21.00				Average	
		point307	307	3,686,368.2	684,855.4	21.00				Average	
		point308	308	3,686,524.5	684,922.8	21.00				Average	
		point309	309	3,686,675.8	684,990.8	21.00				Average	

		point310	310	3,686,709.5	685,002.4	21.00				Average	
		point311	311	3,686,763.5	684,996.3	21.00					
LA 1088 WB 2 Area 1 1 Lane	20.0	point323	323	3,687,395.5	685,336.1	21.00				Average	
		point324	324	3,687,354.2	685,321.9	21.00				Average	
		point325	325	3,687,256.0	685,276.7	21.00				Average	
		point326	326	3,687,112.5	685,211.7	21.00				Average	
		point327	327	3,687,020.2	685,163.8	21.00				Average	
		point328	328	3,686,954.8	685,120.9	21.00				Average	
		point329	329	3,686,906.2	685,087.8	21.00				Average	
		point330	330	3,686,877.0	685,082.9	21.00					
Jackson St NB 1 Lane	12.0	point343	343	3,686,856.8	685,073.7	21.00				Average	
		point344	344	3,686,861.5	685,093.2	21.00				Average	
		point345	345	3,686,856.8	685,163.2	21.00				Average	
		point346	346	3,686,852.0	685,226.2	21.00				Average	
		point347	347	3,686,845.2	685,274.9	21.00					
Jackson St SB 1 Lane	12.0	point348	348	3,686,845.2	685,274.9	21.00				Average	
		point349	349	3,686,839.0	685,226.9	21.00				Average	
		point350	350	3,686,836.0	685,150.3	21.00				Average	
		point351	351	3,686,811.2	685,089.0	21.00					
Garon Dr NB 1 Lane	12.0	point352	352	3,686,836.2	684,712.6	21.00				Average	
		point353	353	3,686,843.5	684,783.8	21.00				Average	
		point354	354	3,686,844.8	684,844.6	21.00				Average	
		point355	355	3,686,846.0	684,876.4	21.00				Average	
		point356	356	3,686,835.2	684,943.4	21.00				Average	
		point357	357	3,686,849.8	684,997.6	21.00					
Garon Dr SB 1 Lane	12.0	point358	358	3,686,791.0	684,996.3	21.00				Average	
		point359	359	3,686,808.8	684,941.8	21.00				Average	
		point360	360	3,686,822.5	684,878.4	21.00				Average	
		point361	361	3,686,823.2	684,842.9	21.00				Average	
		point362	362	3,686,827.5	684,778.4	21.00				Average	
		point363	363	3,686,836.2	684,712.6	21.00					
LA 1088 EB 3 Area 1 1 Lane	20.0	point365	365	3,687,856.5	685,547.2	21.00				Average	
		point366	366	3,687,939.8	685,577.9	21.00				Average	
		point367	367	3,688,103.8	685,649.1	21.00				Average	
		point368	368	3,688,219.5	685,707.5	21.00					
LA 1088 EB 1 Area 2 1 Lane	20.0	point373	373	3,688,328.5	685,697.2	21.00				Average	
		point374	374	3,688,354.0	685,712.7	21.00				Average	
		point375	375	3,688,402.2	685,755.9	21.00					

LA 1088 WB 1 Area 2 2 Lane	32.0	point382	382	3,688,872.5	686,014.3	21.00				Average	
		point383	383	3,688,817.5	686,004.3	21.00				Average	
		point384	384	3,688,744.5	685,972.4	21.00				Average	
		point385	385	3,688,611.5	685,915.0	21.00				Average	
		point386	386	3,688,519.5	685,871.3	21.00				Average	
		point387	387	3,688,444.5	685,825.4	21.00				Average	
		point388	388	3,688,388.5	685,802.8	21.00					
LA 1088 WB 3 Area 2 1 Lane	20.0	point391	391	3,688,317.2	685,797.9	21.00				Average	
		point392	392	3,688,288.2	685,791.5	21.00				Average	
		point393	393	3,688,273.0	685,777.2	21.00				Average	
		point394	394	3,688,238.2	685,752.8	21.00				Average	
		point395	395	3,688,208.2	685,730.6	21.00					
Spring Blvd NB 1 Lane	12.0	point399	399	3,688,416.0	685,544.1	21.00				Average	
		point400	400	3,688,378.5	685,619.1	21.00				Average	
		point401	401	3,688,359.0	685,656.1	21.00				Average	
		point402	402	3,688,354.0	685,712.7	21.00					
Spring Blvd SB 1 Lane	12.0	point403	403	3,688,287.2	685,703.1	21.00				Average	
		point404	404	3,688,329.5	685,648.6	21.00				Average	
		point405	405	3,688,353.5	685,608.4	21.00				Average	
		point406	406	3,688,387.5	685,532.9	21.00					
School NB 1 Lane	12.0	point407	407	3,688,342.2	685,788.1	21.00				Average	
		point408	408	3,688,339.8	685,824.3	21.00				Average	
		point409	409	3,688,329.0	685,874.9	21.00				Average	
		point410	410	3,688,322.8	685,936.5	21.00				Average	
		point411	411	3,688,319.8	686,011.2	21.00				Average	
		point412	412	3,688,313.2	686,047.8	21.00					
School SB 1 Lane	12.0	point413	413	3,688,313.2	686,047.8	21.00				Average	
		point414	414	3,688,307.5	686,010.9	21.00				Average	
		point415	415	3,688,306.5	685,935.6	21.00				Average	
		point416	416	3,688,309.0	685,873.7	21.00				Average	
		point417	417	3,688,309.8	685,838.8	21.00				Average	
		point418	418	3,688,288.2	685,791.5	21.00					
LA 1088 EB 2 Area 2 1 Lane	20.0	point424	424	3,690,327.2	686,655.8	21.00				Average	
		point425	425	3,690,455.0	686,696.9	21.00				Average	
		point426	426	3,690,577.5	686,735.9	21.00				Average	
		point427	427	3,690,695.5	686,780.3	21.00				Average	
		point428	428	3,690,780.8	686,814.0	21.00				Average	
		point429	429	3,690,840.0	686,847.4	21.00				Average	

		point430	430	3,690,873.8	686,865.2	21.00				Average	
		point431	431	3,690,906.5	686,868.7	21.00					
LA 1088 EB 1 Area 3 1 Lane	20.0	point450	450	3,692,409.5	687,367.6	21.00				Average	
		point451	451	3,692,430.8	687,378.1	21.00				Average	
		point452	452	3,692,445.0	687,391.3	21.00				Average	
		point453	453	3,692,484.8	687,399.9	21.00					
LA 1088 WB 1 Area 3 1 Lane	20.0	point458	458	3,692,839.8	687,538.1	21.00				Average	
		point459	459	3,692,786.2	687,525.4	21.00				Average	
		point460	460	3,692,676.2	687,490.6	21.00				Average	
		point461	461	3,692,563.8	687,453.4	21.00				Average	
		point462	462	3,692,526.5	687,444.8	21.00				Average	
		point463	463	3,692,493.8	687,445.2	21.00					
LA 1088 WB 4 Area 2 1 Lane	20.0	point468	468	3,692,381.8	687,498.2	21.00				Average	
		point469	469	3,692,361.8	687,490.6	21.00				Average	
		point470	470	3,692,340.8	687,471.9	21.00				Average	
		point471	471	3,692,312.8	687,445.6	21.00				Average	
		point472	472	3,692,279.8	687,413.9	21.00					
LA 1088 WB 3 Area 2 2 Lane	32.0	point482	482	3,691,408.0	687,047.9	21.00				Average	
		point483	483	3,691,198.8	686,973.5	21.00					
LA 1088 WB 2 Area 2 1 Lane	20.0	point491	491	3,690,947.5	686,959.9	21.00				Average	
		point492	492	3,690,893.0	686,912.2	21.00					
Soult St Comb 2 Lane	24.0	point500	500	3,691,051.2	686,100.9	21.00				Average	
		point501	501	3,691,049.2	686,328.8	21.00					
Soult St NB 2 Lane	24.0	point502	502	3,691,049.2	686,328.8	21.00				Average	
		point503	503	3,691,060.8	686,418.9	21.00				Average	
		point504	504	3,691,064.2	686,573.1	21.00				Average	
		point505	505	3,691,066.8	686,667.2	21.00				Average	
		point506	506	3,691,060.8	686,728.1	21.00				Average	
		point507	507	3,691,047.2	686,787.8	21.00				Average	
		point508	508	3,691,050.8	686,829.4	21.00				Average	
		point509	509	3,691,066.2	686,883.8	21.00					
Soult St SB 1 Lane	12.0	point510	510	3,690,988.2	686,851.9	21.00				Average	
		point511	511	3,691,021.5	686,777.6	21.00				Average	
		point512	512	3,691,035.2	686,726.2	21.00				Average	
		point513	513	3,691,043.0	686,664.6	21.00				Average	
		point514	514	3,691,043.5	686,572.0	21.00				Average	
		point515	515	3,691,043.8	686,417.3	21.00				Average	
		point516	516	3,691,049.2	686,328.8	21.00					

Viola St NB 1 Lane	12.0	point517	517	3,691,046.0	686,963.1	21.00				Average	
		point518	518	3,691,016.0	687,063.4	21.00				Average	
		point519	519	3,691,005.0	687,207.5	21.00				Average	
		point520	520	3,690,998.0	687,226.2	21.00					
Viola St Comb 2 Lane	24.0	point521	521	3,690,998.0	687,226.2	21.00				Average	
		point522	522	3,690,992.8	687,253.0	21.00				Average	
		point523	523	3,690,973.5	687,276.9	21.00				Average	
		point524	524	3,690,935.5	687,292.1	21.00				Average	
		point525	525	3,690,785.0	687,289.2	21.00				Average	
		point526	526	3,690,547.5	687,283.9	21.00					
Viola St SB 1 Lane	12.0	point527	527	3,690,998.0	687,226.2	21.00				Average	
		point528	528	3,690,991.0	687,205.2	21.00				Average	
		point529	529	3,690,990.5	687,120.6	21.00				Average	
		point530	530	3,690,998.0	687,061.1	21.00				Average	
		point531	531	3,690,996.2	687,025.5	21.00				Average	
		point532	532	3,690,972.0	686,967.1	21.00					
Tinity Dr NB 2 Lane	24.0	point533	533	3,692,465.2	687,226.6	21.00				Average	
		point534	534	3,692,442.0	687,289.6	21.00				Average	
		point535	535	3,692,438.2	687,313.9	21.00				Average	
		point536	536	3,692,446.8	687,353.8	21.00				Average	
		point537	537	3,692,445.0	687,391.3	21.00					
Trinity Dr SB 1 Lane	12.0	point538	538	3,692,358.0	687,379.2	21.00				Average	
		point539	539	3,692,381.0	687,336.0	21.00				Average	
		point540	540	3,692,409.0	687,283.7	21.00				Average	
		point541	541	3,692,435.5	687,214.7	21.00					
LA 1088 WB 3 BT Bridges 2 Lane	32.0	point273	552	3,704,280.0	692,279.9	30.00				Average	
		point272	553	3,704,009.5	692,159.6	30.00				Average	
		point271	554	3,703,739.8	692,036.6	30.00				Average	
		point270	555	3,703,463.5	691,911.6	30.00				Average	
		point269	556	3,703,280.0	691,831.7	30.00				Average	
		point268	557	3,703,003.5	691,737.0	30.00				Average	
		point267	558	3,702,718.5	691,672.5	30.00				Average	
		point266	559	3,702,524.8	691,642.6	30.00				Average	
		point265	560	3,702,218.5	691,592.1	30.00				Average	
		point264	561	3,701,924.8	691,513.0	30.00				Average	
		point263	562	3,701,646.5	691,397.2	30.00				Average	
		point262	563	3,701,372.5	691,270.8	30.00					
LA 1088 EB 1 BT Bridges 2 Lane	32.0	point65	583	3,699,487.8	690,339.4	30.00				Average	

		point66	584	3,699,760.2	690,465.8	35.00				Average	
		point770	770	3,699,896.5	690,528.4	40.00				Average	
		point67	585	3,700,033.0	690,590.9	45.00				Average	
		point68	586	3,700,305.0	690,716.1	45.00				Average	
		point771	771	3,700,441.8	690,779.0	45.00				Average	
		point69	587	3,700,578.5	690,841.9	40.00				Average	
		point70	588	3,700,851.5	690,967.8	35.00					
LA 1088 EB 2 Area 3 1 Lane	20.0	point602	602	3,693,626.0	687,810.8	21.00				Average	
		point603	603	3,693,697.5	687,828.8	21.00				Average	
		point604	604	3,693,945.8	687,910.8	21.00				Average	
		point605	605	3,694,124.5	687,973.2	21.00				Average	
		point606	606	3,694,181.2	687,986.7	21.00					
LA 1088 EB 3 Area 3 2 Lane	32.0	point609	609	3,694,181.2	687,986.7	21.00				Average	
		point610	610	3,694,459.8	688,083.8	21.00				Average	
		point611	611	3,694,705.5	688,169.9	21.00				Average	
		point612	612	3,694,955.8	688,258.3	21.00				Average	
		point613	613	3,695,107.0	688,320.6	21.00					
LA 1088 WB 3 Area 3 2 Lane	32.0	point644	644	3,699,468.2	690,393.1	30.00				Average	
		point645	645	3,699,395.8	690,351.1	25.00					
LA 1088 WB 2 Area 3 1 Lane	12.0	point671	671	3,695,303.2	688,482.2	21.00				Average	
		point672	672	3,695,279.5	688,478.1	21.00				Average	
		point673	673	3,695,241.2	688,444.6	21.00				Average	
		point674	674	3,695,188.0	688,403.7	21.00					
Forest Brook Blvd Comb 2 Lane	24.0	point683	683	3,695,575.0	687,949.6	21.00				Average	
		point684	684	3,695,514.2	688,049.9	21.00					
Forest Brook Blvd NB 2 Lane	24.0	point685	685	3,695,514.2	688,049.9	21.00				Average	
		point686	686	3,695,505.5	688,084.2	21.00				Average	
		point687	687	3,695,470.5	688,145.6	21.00				Average	
		point688	688	3,695,426.5	688,234.8	21.00				Average	
		point689	689	3,695,392.0	688,294.1	21.00				Average	
		point690	690	3,695,385.5	688,323.2	21.00				Average	
		point691	691	3,695,389.0	688,378.8	21.00					
Forest Brook Blvd SB 1 Lane	12.0	point692	692	3,695,314.8	688,350.9	21.00				Average	
		point693	693	3,695,371.0	688,280.9	21.00				Average	
		point694	694	3,695,409.2	688,227.5	21.00				Average	
		point695	695	3,695,454.0	688,142.3	21.00				Average	
		point696	696	3,695,483.8	688,088.2	21.00				Average	
		point697	697	3,695,514.2	688,049.9	21.00					

I-12 EB OffRamp 1 1 Lane	24.0	point698	698	3,698,014.8	691,921.6	22.00				Average	
		point699	699	3,698,313.8	691,715.9	22.00				Average	
		point700	700	3,698,466.5	691,611.1	22.00				Average	
		point701	701	3,698,643.0	691,488.0	22.00				Average	
		point702	702	3,698,809.8	691,371.4	22.00				Average	
		point703	703	3,698,913.0	691,299.7	22.00				Average	
		point704	704	3,699,015.0	691,224.4	22.00				Average	
		point705	705	3,699,066.5	691,169.3	22.00				Average	
		point706	706	3,699,102.0	691,117.9	22.00				Average	
		point707	707	3,699,133.0	691,060.7	22.00				Average	
		point708	708	3,699,151.8	691,005.9	22.00				Average	
		point709	709	3,699,168.5	690,940.0	22.00				Average	
		point710	710	3,699,178.5	690,848.0	22.00				Average	
		point711	711	3,699,183.5	690,667.9	22.00					
I-12 EB OffRamp 2 2 Lane	48.0	point712	712	3,699,183.5	690,667.9	22.00				Average	
		point713	713	3,699,191.5	690,561.7	22.00				Average	
		point714	714	3,699,206.0	690,454.5	22.00					
I-12 EB OffRamp 4 1 Lane	24.0	point715	715	3,699,206.0	690,454.5	22.00				Average	
		point716	716	3,699,204.5	690,423.8	22.00				Average	
		point717	717	3,699,208.2	690,406.4	22.00				Average	
		point718	718	3,699,206.0	690,355.8	22.00				Average	
		point719	719	3,699,179.2	690,278.1	22.00					
I-12 EB OffRamp 3 1 Lane	24.0	point720	720	3,699,206.0	690,454.5	22.00				Average	
		point721	721	3,699,235.0	690,401.4	23.00				Average	
		point722	722	3,699,248.2	690,335.4	23.00					
I-12 WB OffRamp 1 Lane	24.0	point723	723	3,702,061.0	689,877.3	30.00				Average	
		point724	724	3,701,791.5	690,041.3	30.00				Average	
		point725	725	3,701,630.0	690,137.3	30.00				Average	
		point726	726	3,701,521.0	690,202.4	30.00				Average	
		point727	727	3,701,440.2	690,252.1	30.00				Average	
		point728	728	3,701,376.2	690,292.1	30.00				Average	
		point729	729	3,701,321.8	690,340.8	30.00				Average	
		point730	730	3,701,277.8	690,397.6	30.00				Average	
		point731	731	3,701,232.0	690,481.5	30.00				Average	
		point732	732	3,701,211.2	690,535.1	30.00				Average	
		point733	733	3,701,196.0	690,616.7	30.00				Average	
		point734	734	3,701,197.0	690,775.9	30.00				Average	
		point735	735	3,701,201.8	690,930.2	30.00				Average	

		point736	736	3,701,200.0	690,974.2	30.00				Average	
		point737	737	3,701,182.5	691,025.4	30.00				Average	
		point738	738	3,701,177.8	691,075.8	30.00					
LA 1088 EB 2 Lane Past I-12 OffRamp	32.0	point740	740	3,701,395.5	691,218.8	30.00				Average	
		point73	591	3,701,668.8	691,345.2	30.00				Average	
		point74	592	3,701,946.5	691,454.9	30.00				Average	
		point75	593	3,702,233.2	691,530.1	30.00				Average	
		point76	594	3,702,532.2	691,581.5	30.00				Average	
		point77	595	3,702,731.8	691,612.4	30.00				Average	
		point78	596	3,703,020.0	691,678.9	30.00				Average	
		point79	597	3,703,303.2	691,776.3	30.00				Average	
		point80	598	3,703,487.8	691,856.8	21.00				Average	
		point81	599	3,703,762.5	691,982.6	30.00				Average	
		point82	600	3,704,035.8	692,104.8	30.00				Average	
		point83	601	3,704,307.2	692,227.5	30.00					
LA 1088 WB 1 BT Bridges 2 Lane	32.0	point741	741	3,700,826.5	691,020.3	35.00				Average	
		point259	566	3,700,554.0	690,894.4	40.00				Average	
		point772	772	3,700,419.5	690,831.9	45.00				Average	
		point258	567	3,700,284.8	690,769.4	45.00				Average	
		point257	568	3,700,010.0	690,643.3	45.00				Average	
		point773	773	3,699,873.5	690,580.6	40.00				Average	
		point256	569	3,699,737.0	690,517.9	35.00				Average	
		point255	570	3,699,468.2	690,393.1	30.00					
LA 1088 EB 2 BT Bridges 2 Lane	32.0	point748	748	3,700,851.5	690,967.8	35.00				Average	
		point749	749	3,700,961.2	691,019.6	30.00				Average	
		point750	750	3,701,024.5	691,052.4	30.00				Average	
		point751	751	3,701,045.2	691,059.2	30.00				Average	
		point752	752	3,701,109.0	691,057.6	30.00				Average	
		point753	753	3,701,152.2	691,060.8	30.00				Average	
		point754	754	3,701,177.8	691,075.8	30.00				Average	
		point755	755	3,701,221.5	691,111.8	30.00				Average	
		point756	756	3,701,322.5	691,181.2	30.00				Average	
		point757	757	3,701,395.5	691,218.8	30.00					
LA 1088 WB 2 BT Bridges 2 Lane	32.0	point758	758	3,701,372.5	691,270.8	30.00				Average	
		point759	759	3,701,294.0	691,228.1	30.00				Average	
		point760	760	3,701,236.5	691,199.4	30.00				Average	
		point761	761	3,701,159.0	691,197.3	30.00				Average	
		point762	762	3,701,120.2	691,195.8	30.00				Average	

		point763	763	3,701,095.2	691,186.9	30.00				Average	
		point764	764	3,701,063.0	691,158.8	30.00				Average	
		point765	765	3,701,011.5	691,118.1	30.00				Average	
		point766	766	3,700,942.5	691,073.8	30.00				Average	
		point767	767	3,700,826.5	691,020.3	35.00					
LA 1088 Comb 1 Area 2 2 Lane	30.0	point247	247	3,688,872.5	686,014.3	21.00				Average	
		point24	24	3,689,121.8	686,131.2	21.00				Average	
		point25	25	3,689,392.8	686,255.4	21.00				Average	
		point419	419	3,689,572.5	686,339.0	21.00				Average	
		point420	420	3,689,787.8	686,436.6	21.00				Average	
		point421	421	3,689,992.8	686,523.6	21.00				Average	
		point422	422	3,690,177.2	686,598.2	21.00				Average	
		point423	423	3,690,327.2	686,655.8	21.00					
School Comb 2 Lane	24.0	point768	768	3,688,313.2	686,047.8	21.00				Average	
		point364	364	3,688,317.8	686,299.8	21.00				Average	
		point135	135	3,688,309.2	686,672.2	21.00					
LA 1088 EB 2 Area 2 1 Lane-2	20.0	point774	774	3,691,211.0	686,955.7	21.00				Average	
		point438	438	3,691,434.5	687,032.9	21.00				Average	
		point439	439	3,691,590.5	687,090.2	21.00				Average	
		point440	440	3,691,724.5	687,139.1	21.00				Average	
		point441	441	3,691,900.2	687,198.5	21.00				Average	
		point442	442	3,692,003.0	687,234.6	21.00				Average	
		point443	443	3,692,098.8	687,270.1	21.00				Average	
		point444	444	3,692,177.8	687,310.9	21.00					
LA 1088 WB 3 Area 2 2 Lane-2	32.0	point775	775	3,691,198.8	686,973.5	21.00				Average	
		point484	484	3,691,126.2	686,949.0	21.00					
LA 1088 EB 2 Area 2 1 Lane-2-2	20.0	point776	776	3,692,177.8	687,310.9	21.00				Average	
		point445	445	3,692,247.0	687,357.0	21.00				Average	
		point446	446	3,692,294.0	687,383.6	21.00					
LA 1088 WB 4 Area 2 1 Lane-2	20.0	point777	777	3,692,165.2	687,330.9	21.00				Average	
		point475	475	3,692,091.2	687,292.3	21.00				Average	
		point476	476	3,691,995.8	687,254.7	21.00				Average	
		point477	477	3,691,893.5	687,218.9	21.00				Average	
		point478	478	3,691,715.8	687,158.1	21.00				Average	
		point479	479	3,691,581.8	687,112.2	21.00				Average	
		point480	480	3,691,500.0	687,085.9	21.00				Average	
		point481	481	3,691,408.0	687,047.9	21.00					
LA 1088 EB 3 Area 3 2 Lane-2	32.0	point778	778	3,695,107.0	688,320.6	21.00				Average	

		point614	614	3,695,176.2	688,359.4	21.00				Average	
		point615	615	3,695,215.5	688,370.3	21.00					
LA 1088 WB 2 Area 3 1 Lane-2	12.0	point779	779	3,695,095.8	688,347.1	21.00				Average	
		point676	676	3,694,944.0	688,283.8	21.00				Average	
		point677	677	3,694,696.2	688,190.2	21.00				Average	
		point678	678	3,694,451.2	688,104.9	21.00				Average	
		point679	679	3,694,175.8	688,008.8	21.00				Average	
		point680	680	3,693,939.8	687,926.2	21.00				Average	
		point681	681	3,693,688.0	687,839.0	21.00				Average	
		point682	682	3,693,626.0	687,810.8	21.00					
LA 1088 EB 2 Area 1 1 Lane-2	20.0	point784	784	3,686,763.5	684,996.3	21.00				Average	
		point312	312	3,686,791.0	684,996.3	21.00				Average	
		point314	314	3,686,817.5	684,987.8	21.00				Average	
		point315	315	3,686,849.8	684,997.6	21.00				Average	
		point316	316	3,686,863.2	685,014.7	21.00					
LA 1088 WB 2 Area 1 1 Lane-2	20.0	point785	785	3,686,752.0	685,055.9	21.00				Average	
		point338	338	3,686,697.5	685,027.1	21.00				Average	
		point339	339	3,686,665.8	685,011.8	21.00				Average	
		point340	340	3,686,515.5	684,938.2	21.00				Average	
		point341	341	3,686,362.0	684,863.9	21.00				Average	
		point342	342	3,686,344.5	684,849.6	21.00					
LA 1088 WB 2 Area 1 1 Lane-2	20.0	point786	786	3,686,877.0	685,082.9	21.00				Average	
		point331	331	3,686,856.8	685,073.7	21.00				Average	
		point332	332	3,686,845.8	685,082.9	21.00				Average	
		point333	333	3,686,823.5	685,090.2	21.00				Average	
		point334	334	3,686,811.2	685,089.0	21.00				Average	
		point335	335	3,686,790.5	685,082.2	21.00				Average	
		point336	336	3,686,778.8	685,071.8	21.00				Average	
		point337	337	3,686,752.0	685,055.9	21.00					
LA 1088 EB 2 Area 1 1 Lane-2-2	20.0	point787	787	3,686,863.2	685,014.7	21.00				Average	
		point317	317	3,686,963.8	685,102.3	21.00				Average	
		point318	318	3,687,034.2	685,150.0	21.00				Average	
		point319	319	3,687,120.8	685,196.0	21.00				Average	
		point320	320	3,687,263.8	685,265.5	21.00				Average	
		point321	321	3,687,364.8	685,315.1	21.00				Average	
		point322	322	3,687,395.5	685,336.1	21.00					
LA 1088 EB 3 Area 1 1 Lane-2	20.0	point788	788	3,688,219.5	685,707.5	21.00				Average	
		point369	369	3,688,254.8	685,710.9	21.00				Average	

		point370	370	3,688,287.2	685,703.1	21.00				Average	
		point371	371	3,688,306.8	685,695.7	21.00				Average	
		point372	372	3,688,328.5	685,697.2	21.00					
LA 1088 WB 3 Area 2 1 Lane-2	20.0	point789	789	3,688,208.2	685,730.6	21.00				Average	
		point396	396	3,688,093.0	685,668.8	21.00				Average	
		point397	397	3,687,931.8	685,590.6	21.00				Average	
		point398	398	3,687,856.5	685,547.2	21.00					
LA 1088 EB 1 Area 2 1 Lane-2	20.0	point790	790	3,688,402.2	685,755.9	21.00				Average	
		point376	376	3,688,459.0	685,801.1	21.00				Average	
		point377	377	3,688,534.8	685,846.7	21.00				Average	
		point378	378	3,688,626.5	685,890.2	21.00				Average	
		point379	379	3,688,757.8	685,954.8	21.00				Average	
		point380	380	3,688,831.2	685,989.6	21.00				Average	
		point381	381	3,688,872.5	686,014.3	21.00					
LA 1088 WB 1 Area 2 2 Lane-2	32.0	point791	791	3,688,388.5	685,802.8	21.00				Average	
		point389	389	3,688,342.2	685,788.1	21.00				Average	
		point390	390	3,688,317.2	685,797.9	21.00					
LA 1088 EB 2 Area 2 1 Lane-2	20.0	point792	792	3,690,906.5	686,868.7	21.00				Average	
		point432	432	3,690,988.2	686,851.9	21.00				Average	
		point433	433	3,691,022.8	686,853.6	21.00				Average	
		point434	434	3,691,045.8	686,869.6	21.00				Average	
		point435	435	3,691,066.2	686,883.8	21.00				Average	
		point436	436	3,691,131.0	686,921.1	21.00					
LA 1088 WB 2 Area 2 1 Lane-2	20.0	point793	793	3,690,893.0	686,912.2	21.00				Average	
		point493	493	3,690,864.5	686,891.4	21.00				Average	
		point494	494	3,690,829.5	686,870.1	21.00				Average	
		point495	495	3,690,770.2	686,836.5	21.00				Average	
		point496	496	3,690,690.2	686,800.6	21.00				Average	
		point497	497	3,690,571.2	686,758.0	21.00				Average	
		point498	498	3,690,449.2	686,710.9	21.00				Average	
		point499	499	3,690,327.2	686,655.8	21.00					
LA 1088 EB 2 Area 2 1 Lane-2-2	20.0	point794	794	3,691,131.0	686,921.1	21.00				Average	
		point437	437	3,691,211.0	686,955.7	21.00					
LA 1088 WB 3 Area 2 2 Lane-2-2	32.0	point795	795	3,691,126.2	686,949.0	21.00				Average	
		point485	485	3,691,099.0	686,949.4	21.00				Average	
		point486	486	3,691,046.0	686,963.1	21.00				Average	
		point487	487	3,691,013.8	686,973.0	21.00				Average	
		point488	488	3,690,994.8	686,974.4	21.00				Average	

		point489	489	3,690,972.0	686,967.1	21.00				Average	
		point490	490	3,690,947.5	686,959.9	21.00					
LA 1088 EB 1 Area 3 1 Lane-2	20.0	point796	796	3,692,484.8	687,399.9	21.00				Average	
		point454	454	3,692,571.0	687,432.4	21.00				Average	
		point455	455	3,692,683.0	687,473.1	21.00				Average	
		point456	456	3,692,793.2	687,512.2	21.00				Average	
		point457	457	3,692,839.8	687,538.1	21.00					
LA 1088 WB 1 Area 3 1 Lane-2	20.0	point797	797	3,692,493.8	687,445.2	21.00				Average	
		point464	464	3,692,450.2	687,466.9	21.00				Average	
		point465	465	3,692,437.0	687,483.3	21.00				Average	
		point466	466	3,692,413.8	687,496.0	21.00				Average	
		point467	467	3,692,381.8	687,498.2	21.00					
LA 1088 EB 2 Area 2 1 Lane-2-2-2	20.0	point798	798	3,692,294.0	687,383.6	21.00				Average	
		point447	447	3,692,358.0	687,379.2	21.00				Average	
		point448	448	3,692,378.2	687,368.6	21.00				Average	
		point449	449	3,692,409.5	687,367.6	21.00					
LA 1088 WB 4 Area 2 1 Lane-2	20.0	point799	799	3,692,279.8	687,413.9	21.00				Average	
		point473	473	3,692,236.0	687,378.6	21.00				Average	
		point474	474	3,692,165.2	687,330.9	21.00					
LA 1088 EB 3 Area 3 2 Lane-2-2	32.0	point800	800	3,695,215.5	688,370.3	21.00				Average	
		point616	616	3,695,276.0	688,360.9	21.00				Average	
		point617	617	3,695,314.8	688,350.9	21.00				Average	
		point618	618	3,695,351.8	688,352.4	21.00				Average	
		point619	619	3,695,369.2	688,360.9	21.00				Average	
		point620	620	3,695,389.0	688,378.8	21.00				Average	
		point621	621	3,695,440.2	688,424.7	21.00					
LA 1088 WB 2 Area 3 1 Lane-2	12.0	point801	801	3,695,188.0	688,403.7	21.00				Average	
		point675	675	3,695,095.8	688,347.1	21.00					
LA 1088 WB 3 Area 3 2 Lane-2-2	32.0	point803	803	3,695,404.2	688,495.2	21.00				Average	
		point669	669	3,695,353.0	688,491.1	21.00				Average	
		point670	670	3,695,303.2	688,482.2	21.00					
LA 1088 EB 3 Area 3 2 Lane-2-2-2-2	32.0	point804	804	3,699,196.0	690,208.7	22.00				Average	
		point640	640	3,699,282.8	690,209.7	22.00				Average	
		point641	641	3,699,310.0	690,212.9	24.00				Average	
		point642	642	3,699,413.0	690,289.9	25.00					
LA 1088 EB 3 Area 3 2 Lane-2-2-2-2-2	32.0	point806	806	3,699,413.0	690,289.9	25.00				Average	
		point643	643	3,699,487.8	690,339.4	30.00					
LA 1088 WB 3 Area 3 2 Lane-2	32.0	point807	807	3,699,395.8	690,351.1	25.00				Average	

		point646	646	3,699,326.8	690,348.4	24.00				Average	
		point647	647	3,699,274.2	690,347.1	24.00				Average	
		point648	648	3,699,248.2	690,335.4	23.00				Average	
		point649	649	3,699,179.2	690,278.1	22.00					
LA 59 NB S of LA 1088 2 2 Lane-2	24.0	point808	808	3,684,047.8	683,690.2	21.00				Average	
		point266	266	3,684,127.0	683,774.9	21.00				Average	
		point267	267	3,684,152.5	683,800.9	21.00					
LA 59 SB S of LA 1088 1 2 Lane-2	24.0	point809	809	3,684,010.2	683,696.6	21.00				Average	
		point288	288	3,683,993.2	683,623.1	21.00				Average	
		point289	289	3,683,969.8	683,551.4	21.00				Average	
		point290	290	3,683,928.5	683,458.6	21.00				Average	
		point291	291	3,683,808.8	683,247.5	21.00				Average	
		point292	292	3,683,708.2	683,067.5	21.00				Average	
		point293	293	3,683,624.8	682,918.1	21.00				Average	
		point294	294	3,683,597.2	682,835.0	21.00					
LA 59 SB N of LA 1088 1 2 Lane-2	24.0	point810	810	3,684,092.5	683,966.2	21.00				Average	
		point283	283	3,684,052.0	683,898.4	21.00				Average	
		point284	284	3,684,024.5	683,848.6	21.00				Average	
		point285	285	3,684,022.0	683,819.9	21.00					
LA 59 NB N of LA 1088 1 1 Lane-2	12.0	point811	811	3,684,121.8	683,980.6	21.00				Average	
		point273	273	3,684,118.8	684,062.8	21.00				Average	
		point274	274	3,684,125.0	684,128.2	21.00				Average	
		point275	275	3,684,139.2	684,204.8	21.00				Average	
		point276	276	3,684,142.8	684,260.9	21.00					
Roadway146	32.0	point843	812	3,699,179.2	690,278.1	22.00				Average	
		point650	813	3,699,134.5	690,245.8	21.00				Average	
		point651	814	3,699,050.5	690,200.1	21.00				Average	
		point652	815	3,698,780.2	690,073.8	21.00				Average	
		point653	816	3,698,491.0	689,939.4	21.00				Average	
		point654	817	3,698,210.8	689,803.8	21.00				Average	
		point655	818	3,698,073.0	689,734.9	21.00				Average	
		point656	819	3,697,790.0	689,594.7	21.00				Average	
		point657	820	3,697,509.0	689,456.9	21.00				Average	
		point658	821	3,697,324.0	689,368.2	21.00				Average	
		point659	822	3,697,109.2	689,269.4	21.00				Average	
		point660	823	3,696,888.2	689,167.0	21.00				Average	
		point661	824	3,696,613.5	689,040.2	21.00				Average	
		point662	825	3,696,396.2	688,941.9	21.00				Average	

		point663	826	3,696,153.0	688,831.5	21.00				Average	
		point664	827	3,695,857.5	688,695.7	21.00				Average	
		point665	828	3,695,589.0	688,573.7	21.00				Average	
		point666	829	3,695,500.8	688,524.5	21.00				Average	
		point667	830	3,695,450.0	688,500.6	21.00				Average	
		point668	831	3,695,404.2	688,495.2	21.00					
Roadway147	32.0	point839	832	3,695,440.2	688,424.7	21.00				Average	
		point622	833	3,695,519.8	688,487.3	21.00				Average	
		point623	834	3,695,596.2	688,532.5	21.00				Average	
		point624	835	3,695,874.2	688,660.1	21.00				Average	
		point625	836	3,696,175.2	688,797.5	21.00				Average	
		point626	837	3,696,413.0	688,906.7	21.00				Average	
		point627	838	3,696,627.5	689,004.0	21.00				Average	
		point628	839	3,696,904.8	689,130.8	21.00				Average	
		point629	840	3,697,127.5	689,232.5	21.00				Average	
		point630	841	3,697,338.8	689,329.9	21.00				Average	
		point631	842	3,697,522.8	689,416.8	21.00				Average	
		point632	843	3,697,808.2	689,552.8	21.00				Average	
		point633	844	3,698,093.2	689,690.5	21.00				Average	
		point634	845	3,698,234.0	689,758.9	21.00				Average	
		point635	846	3,698,508.8	689,888.9	21.00				Average	
		point636	847	3,698,800.8	690,023.9	21.00				Average	
		point637	848	3,699,077.0	690,151.6	21.00				Average	
		point638	849	3,699,163.8	690,196.8	21.00				Average	
		point639	850	3,699,196.0	690,208.7	22.00					

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 1 PM Peak 2033

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Garon Dr Comb 1 2 Lane	point100	100	104	25	6	25	0	0	28	25	1	25
	point101	101										
Jackson St Comb 2 Lane	point106	106	32	25	4	25	0	0	16	25	0	0
	point107	107										
I-12 EB OnRamp 1 Lane	point162	162	282	35	5	35	2	35	55	35	1	35
	point163	163	282	35	5	35	2	35	55	35	1	35
	point164	164	282	35	5	35	2	35	55	35	1	35
	point165	165	282	35	5	35	2	35	55	35	1	35
	point166	166	282	35	5	35	2	35	55	35	1	35
	point167	167	282	35	5	35	2	35	55	35	1	35
	point168	168	282	35	5	35	2	35	55	35	1	35
	point169	169	282	35	5	35	2	35	55	35	1	35
	point170	170	282	35	5	35	2	35	55	35	1	35
	point171	171	282	35	5	35	2	35	55	35	1	35
	point172	172	282	35	5	35	2	35	55	35	1	35
	point173	173	282	35	5	35	2	35	55	35	1	35
	point174	174	282	35	5	35	2	35	55	35	1	35
	point175	175	282	35	5	35	2	35	55	35	1	35
	point176	176	282	35	5	35	2	35	55	35	1	35
	point177	177	282	35	5	35	2	35	55	35	1	35
	point178	178	282	35	5	35	2	35	55	35	1	35
	point179	179	282	35	5	35	2	35	55	35	1	35

	point180	180	282	35	5	35	2	35	55	35	1	35
	point181	181	282	35	5	35	2	35	55	35	1	35
	point182	182	282	35	5	35	2	35	55	35	1	35
	point183	183	282	35	5	35	2	35	55	35	1	35
	point184	184	282	35	5	35	2	35	55	35	1	35
	point185	185	282	35	5	35	2	35	55	35	1	35
	point186	186	282	35	5	35	2	35	55	35	1	35
	point187	187	282	35	5	35	2	35	55	35	1	35
	point188	188	282	35	5	35	2	35	55	35	1	35
	point189	189										
LA 59 S of LA 1088 1	point218	218	1697	45	90	45	21	45	309	45	28	45
	point219	219	1697	45	90	45	21	45	309	45	28	45
	point220	220	1697	45	90	45	21	45	309	45	28	45
	point221	221	1697	45	90	45	21	45	309	45	28	45
	point222	222	1697	45	90	45	21	45	309	45	28	45
	point223	223	1697	45	90	45	21	45	309	45	28	45
	point224	224										
LA 1088 Comb 1 Area 1 2 Lane	point243	243	677	45	63	45	6	45	395	45	9	45
	point7	7	677	45	63	45	6	45	395	45	9	45
	point8	8	677	45	63	45	6	45	395	45	9	45
	point9	9	677	45	63	45	6	45	395	45	9	45
	point10	10	677	45	63	45	6	45	395	45	9	45
	point11	11	677	45	63	45	6	45	395	45	9	45
	point12	12	677	45	63	45	6	45	395	45	9	45
	point13	13										
LA 1088 Comb 2 Area 1 2 Lane	point245	245	677	45	63	45	6	45	395	45	9	45
	point18	18	677	45	63	45	6	45	395	45	9	45
	point19	19										
LA 1088 Comb 1 Area 3 2 Lane	point250	250	914	45	66	45	12	45	311	45	4	45
	point39	39	914	45	66	45	12	45	311	45	4	45
	point40	40	914	45	66	45	12	45	311	45	4	45
	point41	41	914	45	66	45	12	45	311	45	4	45
	point251	251										
LA 59 N of LA 1088 1	point255	255	1087	45	94	45	87	45	397	45	12	45

	point235	235	1087	45	94	45	87	45	397	45	12	45
	point236	236	1087	45	94	45	87	45	397	45	12	45
	point237	237	1087	45	94	45	87	45	397	45	12	45
	point238	238	1087	45	94	45	87	45	397	45	12	45
	point239	239	1087	45	94	45	87	45	397	45	12	45
	point240	240	1087	45	94	45	87	45	397	45	12	45
	point241	241	1087	45	94	45	87	45	397	45	12	45
	point242	242										
LA 59 NB S of LA 1088 1 1 Lane	point257	257	772	45	41	45	10	45	141	45	13	45
	point258	258	772	45	41	45	10	45	141	45	13	45
	point259	259	772	45	41	45	10	45	141	45	13	45
	point260	260										
LA 59 NB S of LA 1088 2 2 Lane	point261	261	772	45	41	45	10	45	141	45	13	45
	point262	262	772	45	41	45	10	45	141	45	13	45
	point263	263	772	45	41	45	10	45	141	45	13	45
	point264	264	772	45	41	45	10	45	141	45	13	45
	point265	265										
LA 59 NB N of LA 1088 1 1 Lane	point268	268	592	15	51	15	48	15	217	15	6	15
	point269	269	592	15	51	15	48	15	217	15	6	15
	point270	270	592	15	51	15	48	15	217	15	6	15
	point271	271	592	15	51	15	48	15	217	15	6	15
	point272	272										
LA 59 SB N of LA 1088 1 2 Lane	point277	277	494	45	43	45	40	45	181	45	5	45
	point278	278	494	45	43	45	40	45	181	45	5	45
	point279	279	494	45	43	45	40	45	181	45	5	45
	point280	280	494	45	43	45	40	45	181	45	5	45
	point281	281	494	45	43	45	40	45	181	45	5	45
	point282	282										
LA 59 SB S of LA 1088 1 2 Lane	point286	286	925	15	49	15	12	15	168	15	15	15
	point287	287										
LA 1088 EB 1 Area 1 1 Lane	point295	295	308	45	29	45	3	45	180	45	4	45
	point296	296	308	45	29	45	3	45	180	45	4	45
	point297	297	308	45	29	45	3	45	180	45	4	45
	point298	298	308	45	29	45	3	45	180	45	4	45

	point299	299										
LA 1088 WB 1 Area 1 2 Lane	point300	300	369	45	34	45	3	45	215	45	5	45
	point301	301	369	45	34	45	3	45	215	45	5	45
	point302	302	369	45	34	45	3	45	215	45	5	45
	point303	303	369	45	34	45	3	45	215	45	5	45
	point304	304	369	45	34	45	3	45	215	45	5	45
	point305	305										
LA 1088 EB 2 Area 1 1 Lane	point306	306	308	45	29	45	3	45	180	45	4	45
	point307	307	308	45	29	45	3	45	180	45	4	45
	point308	308	308	45	29	45	3	45	180	45	4	45
	point309	309	308	45	29	45	3	45	180	45	4	45
	point310	310	308	45	29	45	3	45	180	45	4	45
	point311	311										
LA 1088 WB 2 Area 1 1 Lane	point323	323	369	45	34	45	3	45	215	45	5	45
	point324	324	369	45	34	45	3	45	215	45	5	45
	point325	325	369	45	34	45	3	45	215	45	5	45
	point326	326	369	45	34	45	3	45	215	45	5	45
	point327	327	369	45	34	45	3	45	215	45	5	45
	point328	328	369	45	34	45	3	45	215	45	5	45
	point329	329	369	45	34	45	3	45	215	45	5	45
	point330	330										
Jackson St NB 1 Lane	point343	343	18	25	2	25	0	0	9	25	0	0
	point344	344	18	25	2	25	0	0	9	25	0	0
	point345	345	18	25	2	25	0	0	9	25	0	0
	point346	346	18	25	2	25	0	0	9	25	0	0
	point347	347										
Jackson St SB 1 Lane	point348	348	15	25	2	25	0	0	7	25	0	0
	point349	349	15	25	2	25	0	0	7	25	0	0
	point350	350	15	25	2	25	0	0	7	25	0	0
	point351	351										
Garon Dr NB 1 Lane	point352	352	47	25	3	25	0	0	13	25	0	0
	point353	353	47	25	3	25	0	0	13	25	0	0
	point354	354	47	25	3	25	0	0	13	25	0	0
	point355	355	47	25	3	25	0	0	13	25	0	0

	point356	356	47	25	3	25	0	0	13	25	0	0
	point357	357										
Garon Dr SB 1 Lane	point358	358	57	25	3	25	0	0	15	25	0	0
	point359	359	57	25	3	25	0	0	15	25	0	0
	point360	360	57	25	3	25	0	0	15	25	0	0
	point361	361	57	25	3	25	0	0	15	25	0	0
	point362	362	57	25	3	25	0	0	15	25	0	0
	point363	363										
LA 1088 EB 3 Area 1 1 Lane	point365	365	369	45	34	45	3	45	215	45	5	45
	point366	366	369	45	34	45	3	45	215	45	5	45
	point367	367	369	45	34	45	3	45	215	45	5	45
	point368	368										
LA 1088 EB 1 Area 2 1 Lane	point373	373	296	15	10	15	5	15	124	15	7	15
	point374	374	296	15	10	15	5	15	124	15	7	15
	point375	375										
LA 1088 WB 1 Area 2 2 Lane	point382	382	414	45	15	45	7	45	173	45	10	45
	point383	383	414	45	15	45	7	45	173	45	10	45
	point384	384	414	45	15	45	7	45	173	45	10	45
	point385	385	414	45	15	45	7	45	173	45	10	45
	point386	386	414	45	15	45	7	45	173	45	10	45
	point387	387	414	45	15	45	7	45	173	45	10	45
	point388	388										
LA 1088 WB 3 Area 2 1 Lane	point391	391	369	15	34	15	3	15	215	15	5	15
	point392	392	369	15	34	15	3	15	215	15	5	15
	point393	393	369	15	34	15	3	15	215	15	5	15
	point394	394	369	15	34	15	3	15	215	15	5	15
	point395	395										
Spring Blvd NB 1 Lane	point399	399	72	20	4	20	0	0	29	20	1	20
	point400	400	72	20	4	20	0	0	29	20	1	20
	point401	401	72	20	4	20	0	0	29	20	1	20
	point402	402										
Spring Blvd SB 1 Lane	point403	403	93	20	6	20	0	0	37	20	1	20
	point404	404	93	20	6	20	0	0	37	20	1	20
	point405	405	93	20	6	20	0	0	37	20	1	20

	point406	406										
School NB 1 Lane	point407	407	26	25	1	25	0	0	8	25	0	0
	point408	408	26	25	1	25	0	0	8	25	0	0
	point409	409	26	25	1	25	0	0	8	25	0	0
	point410	410	26	25	1	25	0	0	8	25	0	0
	point411	411	26	25	1	25	0	0	8	25	0	0
	point412	412										
School SB 1 Lane	point413	413	20	25	0	0	0	0	5	25	0	0
	point414	414	20	25	0	0	0	0	5	25	0	0
	point415	415	20	25	0	0	0	0	5	25	0	0
	point416	416	20	25	0	0	0	0	5	25	0	0
	point417	417	20	25	0	0	0	0	5	25	0	0
	point418	418										
LA 1088 EB 2 Area 2 1 Lane	point424	424	296	45	10	45	5	45	124	45	7	45
	point425	425	296	45	10	45	5	45	124	45	7	45
	point426	426	296	45	10	45	5	45	124	45	7	45
	point427	427	296	45	10	45	5	45	124	45	7	45
	point428	428	296	45	10	45	5	45	124	45	7	45
	point429	429	296	45	10	45	5	45	124	45	7	45
	point430	430	296	45	10	45	5	45	124	45	7	45
	point431	431										
LA 1088 EB 1 Area 3 1 Lane	point450	450	347	15	25	15	5	15	118	15	2	15
	point451	451	347	15	25	15	5	15	118	15	2	15
	point452	452	347	15	25	15	5	15	118	15	2	15
	point453	453										
LA 1088 WB 1 Area 3 1 Lane	point458	458	566	45	41	45	7	45	193	45	2	45
	point459	459	566	45	41	45	7	45	193	45	2	45
	point460	460	566	45	41	45	7	45	193	45	2	45
	point461	461	566	45	41	45	7	45	193	45	2	45
	point462	462	566	45	41	45	7	45	193	45	2	45
	point463	463										
LA 1088 WB 4 Area 2 1 Lane	point468	468	414	15	15	15	7	15	173	15	10	15
	point469	469	414	15	15	15	7	15	173	15	10	15
	point470	470	414	15	15	15	7	15	173	15	10	15

	point471	471	414	15	15	15	7	15	173	15	10	15
	point472	472										
LA 1088 WB 3 Area 2 2 Lane	point482	482	414	45	15	45	7	45	173	45	10	45
	point483	483										
LA 1088 WB 2 Area 2 1 Lane	point491	491	414	15	15	15	7	15	173	15	10	15
	point492	492										
Soult St Comb 2 Lane	point500	500	517	25	48	25	5	25	210	25	4	25
	point501	501										
Soult St NB 2 Lane	point502	502	198	25	18	25	2	25	81	25	2	25
	point503	503	198	25	18	25	2	25	81	25	2	25
	point504	504	198	25	18	25	2	25	81	25	2	25
	point505	505	198	25	18	25	2	25	81	25	2	25
	point506	506	198	25	18	25	2	25	81	25	2	25
	point507	507	198	25	18	25	2	25	81	25	2	25
	point508	508	198	25	18	25	2	25	81	25	2	25
	point509	509										
Soult St SB 1 Lane	point510	510	277	25	26	25	3	25	113	25	2	25
	point511	511	277	25	26	25	3	25	113	25	2	25
	point512	512	277	25	26	25	3	25	113	25	2	25
	point513	513	277	25	26	25	3	25	113	25	2	25
	point514	514	277	25	26	25	3	25	113	25	2	25
	point515	515	277	25	26	25	3	25	113	25	2	25
	point516	516										
Viola St NB 1 Lane	point517	517	49	25	1	25	0	0	75	25	0	0
	point518	518	49	25	1	25	0	0	75	25	0	0
	point519	519	49	25	1	25	0	0	75	25	0	0
	point520	520										
Viola St Comb 2 Lane	point521	521	91	25	2	25	0	0	140	25	0	0
	point522	522	91	25	2	25	0	0	140	25	0	0
	point523	523	91	25	2	25	0	0	140	25	0	0
	point524	524	91	25	2	25	0	0	140	25	0	0
	point525	525	91	25	2	25	0	0	140	25	0	0
	point526	526										
Viola St SB 1 Lane	point527	527	35	25	1	25	0	0	54	25	0	0

	point528	528	35	25	1	25	0	0	54	25	0	0
	point529	529	35	25	1	25	0	0	54	25	0	0
	point530	530	35	25	1	25	0	0	54	25	0	0
	point531	531	35	25	1	25	0	0	54	25	0	0
	point532	532										
Tinity Dr NB 2 Lane	point533	533	75	20	1	20	0	0	12	20	4	20
	point534	534	75	20	1	20	0	0	12	20	4	20
	point535	535	75	20	1	20	0	0	12	20	4	20
	point536	536	75	20	1	20	0	0	12	20	4	20
	point537	537										
Trinity Dr SB 1 Lane	point538	538	123	20	2	20	0	0	19	20	7	20
	point539	539	123	20	2	20	0	0	19	20	7	20
	point540	540	123	20	2	20	0	0	19	20	7	20
	point541	541										
LA 1088 WB 3 BT Bridges 2 Lane	point273	552	377	55	21	55	4	55	128	55	4	55
	point272	553	377	55	21	55	4	55	128	55	4	55
	point271	554	377	55	21	55	4	55	128	55	4	55
	point270	555	377	55	21	55	4	55	128	55	4	55
	point269	556	377	55	21	55	4	55	128	55	4	55
	point268	557	377	55	21	55	4	55	128	55	4	55
	point267	558	377	55	21	55	4	55	128	55	4	55
	point266	559	377	55	21	55	4	55	128	55	4	55
	point265	560	377	55	21	55	4	55	128	55	4	55
	point264	561	377	55	21	55	4	55	128	55	4	55
	point263	562	377	55	21	55	4	55	128	55	4	55
	point262	563										
LA 1088 EB 1 BT Bridges 2 Lane	point65	583	231	55	13	55	3	55	79	55	2	55
	point66	584	231	55	13	55	3	55	79	55	2	55
	point770	770	231	55	13	55	3	55	79	55	2	55
	point67	585	231	55	13	55	3	55	79	55	2	55
	point68	586	231	55	13	55	3	55	79	55	2	55
	point771	771	231	55	13	55	3	55	79	55	2	55
	point69	587	231	55	13	55	3	55	79	55	2	55
	point70	588										

LA 1088 EB 2 Area 3 1 Lane	point602	602	347	45	25	45	5	45	118	45	2	45
	point603	603	347	45	25	45	5	45	118	45	2	45
	point604	604	347	45	25	45	5	45	118	45	2	45
	point605	605	347	45	25	45	5	45	118	45	2	45
	point606	606										
LA 1088 EB 3 Area 3 2 Lane	point609	609	347	45	25	45	5	45	118	45	2	45
	point610	610	347	45	25	45	5	45	118	45	2	45
	point611	611	347	45	25	45	5	45	118	45	2	45
	point612	612	347	45	25	45	5	45	118	45	2	45
	point613	613										
LA 1088 WB 3 Area 3 2 Lane	point644	644	566	55	41	55	7	55	193	55	2	55
	point645	645										
LA 1088 WB 2 Area 3 1 Lane	point671	671	566	15	41	15	7	15	193	15	2	15
	point672	672	566	15	41	15	7	15	193	15	2	15
	point673	673	566	15	41	15	7	15	193	15	2	15
	point674	674										
Forest Brook Blvd Comb 2 Lane	point683	683	400	20	9	20	3	20	66	20	1	20
	point684	684										
Forest Brook Blvd NB 2 Lane	point685	685	129	20	3	20	2	20	21	20	0	0
	point686	686	129	20	3	20	2	20	21	20	0	0
	point687	687	129	20	3	20	2	20	21	20	0	0
	point688	688	129	20	3	20	2	20	21	20	0	0
	point689	689	129	20	3	20	2	20	21	20	0	0
	point690	690	129	20	3	20	2	20	21	20	0	0
	point691	691										
Forest Brook Blvd SB 1 Lane	point692	692	211	20	5	20	2	20	35	20	1	20
	point693	693	211	20	5	20	2	20	35	20	1	20
	point694	694	211	20	5	20	2	20	35	20	1	20
	point695	695	211	20	5	20	2	20	35	20	1	20
	point696	696	211	20	5	20	2	20	35	20	1	20
	point697	697										
I-12 EB OffRamp 1 1 Lane	point698	698	325	35	5	35	2	35	63	35	2	35
	point699	699	325	35	5	35	2	35	63	35	2	35
	point700	700	325	35	5	35	2	35	63	35	2	35

	point701	701	325	35	5	35	2	35	63	35	2	35
	point702	702	325	35	5	35	2	35	63	35	2	35
	point703	703	325	35	5	35	2	35	63	35	2	35
	point704	704	325	35	5	35	2	35	63	35	2	35
	point705	705	325	35	5	35	2	35	63	35	2	35
	point706	706	325	35	5	35	2	35	63	35	2	35
	point707	707	325	35	5	35	2	35	63	35	2	35
	point708	708	325	35	5	35	2	35	63	35	2	35
	point709	709	325	35	5	35	2	35	63	35	2	35
	point710	710	325	35	5	35	2	35	63	35	2	35
	point711	711										
I-12 EB OffRamp 2 2 Lane	point712	712	325	35	5	35	2	35	63	35	2	35
	point713	713	325	35	5	35	2	35	63	35	2	35
	point714	714										
I-12 EB OffRamp 4 1 Lane	point715	715	174	35	3	35	1	35	34	35	1	35
	point716	716	174	35	3	35	1	35	34	35	1	35
	point717	717	174	35	3	35	1	35	34	35	1	35
	point718	718	174	35	3	35	1	35	34	35	1	35
	point719	719										
I-12 EB OffRamp 3 1 Lane	point720	720	125	35	2	35	1	35	24	35	1	35
	point721	721	125	35	2	35	1	35	24	35	1	35
	point722	722										
I-12 WB OffRamp 1 Lane	point723	723	177	35	54	35	3	35	31	35	1	35
	point724	724	177	35	54	35	3	35	31	35	1	35
	point725	725	177	35	54	35	3	35	31	35	1	35
	point726	726	177	35	54	35	3	35	31	35	1	35
	point727	727	177	35	54	35	3	35	31	35	1	35
	point728	728	177	35	54	35	3	35	31	35	1	35
	point729	729	177	35	54	35	3	35	31	35	1	35
	point730	730	177	35	54	35	3	35	31	35	1	35
	point731	731	177	35	54	35	3	35	31	35	1	35
	point732	732	177	35	54	35	3	35	31	35	1	35
	point733	733	177	35	54	35	3	35	31	35	1	35
	point734	734	177	35	54	35	3	35	31	35	1	35

	point735	735	177	35	54	35	3	35	31	35	1	35
	point736	736	177	35	54	35	3	35	31	35	1	35
	point737	737	177	35	54	35	3	35	31	35	1	35
	point738	738										
LA 1088 EB 2 Lane Past I-12 OffRamp	point740	740	231	55	13	55	3	55	79	55	2	55
	point73	591	231	55	13	55	3	55	79	55	2	55
	point74	592	231	55	13	55	3	55	79	55	2	55
	point75	593	231	55	13	55	3	55	79	55	2	55
	point76	594	231	55	13	55	3	55	79	55	2	55
	point77	595	231	55	13	55	3	55	79	55	2	55
	point78	596	231	55	13	55	3	55	79	55	2	55
	point79	597	231	55	13	55	3	55	79	55	2	55
	point80	598	231	55	13	55	3	55	79	55	2	55
	point81	599	231	55	13	55	3	55	79	55	2	55
	point82	600	231	55	13	55	3	55	79	55	2	55
	point83	601										
LA 1088 WB 1 BT Bridges 2 Lane	point741	741	377	55	21	55	4	55	128	55	4	55
	point259	566	377	55	21	55	4	55	128	55	4	55
	point772	772	377	55	21	55	4	55	128	55	4	55
	point258	567	377	55	21	55	4	55	128	55	4	55
	point257	568	377	55	21	55	4	55	128	55	4	55
	point773	773	377	55	21	55	4	55	128	55	4	55
	point256	569	377	55	21	55	4	55	128	55	4	55
	point255	570										
LA 1088 EB 2 BT Bridges 2 Lane	point748	748	231	15	13	15	3	15	79	15	2	15
	point749	749	231	15	13	15	3	15	79	15	2	15
	point750	750	231	15	13	15	3	15	79	15	2	15
	point751	751	231	15	13	15	3	15	79	15	2	15
	point752	752	231	15	13	15	3	15	79	15	2	15
	point753	753	231	15	13	15	3	15	79	15	2	15
	point754	754	231	15	13	15	3	15	79	15	2	15
	point755	755	231	15	13	15	3	15	79	15	2	15
	point756	756	231	15	13	15	3	15	79	15	2	15
	point757	757										

LA 1088 WB 2 BT Bridges 2 Lane	point758	758	377	15	21	15	4	15	128	15	4	15
	point759	759	377	15	21	15	4	15	128	15	4	15
	point760	760	377	15	21	15	4	15	128	15	4	15
	point761	761	377	15	21	15	4	15	128	15	4	15
	point762	762	377	15	21	15	4	15	128	15	4	15
	point763	763	377	15	21	15	4	15	128	15	4	15
	point764	764	377	15	21	15	4	15	128	15	4	15
	point765	765	377	15	21	15	4	15	128	15	4	15
	point766	766	377	15	21	15	4	15	128	15	4	15
	point767	767										
LA 1088 Comb 1 Area 2 2 Lane	point247	247	710	45	25	45	12	45	297	45	17	45
	point24	24	710	45	25	45	12	45	297	45	17	45
	point25	25	710	45	25	45	12	45	297	45	17	45
	point419	419	710	45	25	45	12	45	297	45	17	45
	point420	420	710	45	25	45	12	45	297	45	17	45
	point421	421	710	45	25	45	12	45	297	45	17	45
	point422	422	710	45	25	45	12	45	297	45	17	45
	point423	423										
School Comb 2 Lane	point768	768	48	25	2	25	0	0	16	25	0	0
	point364	364	48	25	2	25	0	0	16	25	0	0
	point135	135										
LA 1088 EB 2 Area 2 1 Lane-2	point774	774	296	45	10	45	5	45	124	45	7	45
	point438	438	296	45	10	45	5	45	124	45	7	45
	point439	439	296	45	10	45	5	45	124	45	7	45
	point440	440	296	45	10	45	5	45	124	45	7	45
	point441	441	296	45	10	45	5	45	124	45	7	45
	point442	442	296	45	10	45	5	45	124	45	7	45
	point443	443	296	45	10	45	5	45	124	45	7	45
	point444	444										
LA 1088 WB 3 Area 2 2 Lane-2	point775	775	414	45	15	45	7	45	173	45	10	45
	point484	484										
LA 1088 EB 2 Area 2 1 Lane-2-2	point776	776	296	45	10	45	5	45	124	45	7	45
	point445	445	296	45	10	45	5	45	124	45	7	45
	point446	446										

LA 1088 WB 4 Area 2 1 Lane-2	point777	777	414	45	15	45	7	45	173	45	10	45
	point475	475	414	45	15	45	7	45	173	45	10	45
	point476	476	414	45	15	45	7	45	173	45	10	45
	point477	477	414	45	15	45	7	45	173	45	10	45
	point478	478	414	45	15	45	7	45	173	45	10	45
	point479	479	414	45	15	45	7	45	173	45	10	45
	point480	480	414	45	15	45	7	45	173	45	10	45
	point481	481										
LA 1088 EB 3 Area 3 2 Lane-2	point778	778	347	45	25	45	5	45	118	45	2	45
	point614	614	347	45	25	45	5	45	118	45	2	45
	point615	615										
LA 1088 WB 2 Area 3 1 Lane-2	point779	779	566	45	41	45	7	45	193	45	2	45
	point676	676	566	45	41	45	7	45	193	45	2	45
	point677	677	566	45	41	45	7	45	193	45	2	45
	point678	678	566	45	41	45	7	45	193	45	2	45
	point679	679	566	45	41	45	7	45	193	45	2	45
	point680	680	566	45	41	45	7	45	193	45	2	45
	point681	681	566	45	41	45	7	45	193	45	2	45
	point682	682										
LA 1088 EB 2 Area 1 1 Lane-2	point784	784	308	15	29	15	3	15	180	15	4	15
	point312	312	308	15	29	15	3	15	180	15	4	15
	point314	314	308	15	29	15	3	15	180	15	4	15
	point315	315	308	15	29	15	3	15	180	15	4	15
	point316	316										
LA 1088 WB 2 Area 1 1 Lane-2	point785	785	369	45	34	45	3	45	215	45	5	45
	point338	338	369	45	34	45	3	45	215	45	5	45
	point339	339	369	45	34	45	3	45	215	45	5	45
	point340	340	369	45	34	45	3	45	215	45	5	45
	point341	341	369	45	34	45	3	45	215	45	5	45
	point342	342										
LA 1088 WB 2 Area 1 1 Lane-2	point786	786	369	15	34	15	3	15	215	15	5	15
	point331	331	369	15	34	15	3	15	215	15	5	15
	point332	332	369	15	34	15	3	15	215	15	5	15
	point333	333	369	15	34	15	3	15	215	15	5	15

	point334	334	369	15	34	15	3	15	215	15	5	15
	point335	335	369	15	34	15	3	15	215	15	5	15
	point336	336	369	15	34	15	3	15	215	15	5	15
	point337	337										
LA 1088 EB 2 Area 1 1 Lane-2-2	point787	787	308	45	29	45	3	45	180	45	4	45
	point317	317	308	45	29	45	3	45	180	45	4	45
	point318	318	308	45	29	45	3	45	180	45	4	45
	point319	319	308	45	29	45	3	45	180	45	4	45
	point320	320	308	45	29	45	3	45	180	45	4	45
	point321	321	308	45	29	45	3	45	180	45	4	45
	point322	322										
LA 1088 EB 3 Area 1 1 Lane-2	point788	788	369	15	34	15	3	15	215	15	5	15
	point369	369	369	15	34	15	3	15	215	15	5	15
	point370	370	369	15	34	15	3	15	215	15	5	15
	point371	371	369	15	34	15	3	15	215	15	5	15
	point372	372										
LA 1088 WB 3 Area 2 1 Lane-2	point789	322	369	45	34	45	3	45	215	45	5	45
	point396	396	369	45	34	45	3	45	215	45	5	45
	point397	397	369	45	34	45	3	45	215	45	5	45
	point398	398										
LA 1088 EB 1 Area 2 1 Lane-2	point790	790	296	45	10	45	5	45	124	45	7	45
	point376	376	296	45	10	45	5	45	124	45	7	45
	point377	377	296	45	10	45	5	45	124	45	7	45
	point378	378	296	45	10	45	5	45	124	45	7	45
	point379	379	296	45	10	45	5	45	124	45	7	45
	point380	380	296	45	10	45	5	45	124	45	7	45
	point381	381										
LA 1088 WB 1 Area 2 2 Lane-2	point791	791	414	15	15	15	7	15	173	15	10	15
	point389	389	414	15	15	15	7	15	173	15	10	15
	point390	390										
LA 1088 EB 2 Area 2 1 Lane-2	point792	792	296	15	10	15	5	15	124	15	7	15
	point432	432	296	15	10	15	5	15	124	15	7	15
	point433	433	296	15	10	15	5	15	124	15	7	15
	point434	434	296	15	10	15	5	15	124	15	7	15

	point435	435	296	15	10	15	5	15	124	15	7	15
	point436	436										
LA 1088 WB 2 Area 2 1 Lane-2	point793	793	414	45	15	45	7	45	173	45	10	45
	point493	493	414	45	15	45	7	45	173	45	10	45
	point494	494	414	45	15	45	7	45	173	45	10	45
	point495	495	414	45	15	45	7	45	173	45	10	45
	point496	496	414	45	15	45	7	45	173	45	10	45
	point497	497	414	45	15	45	7	45	173	45	10	45
	point498	498	414	45	15	45	7	45	173	45	10	45
	point499	499										
LA 1088 EB 2 Area 2 1 Lane-2-2	point794	794	296	45	10	45	5	45	124	45	7	45
	point437	437										
LA 1088 WB 3 Area 2 2 Lane-2-2	point795	795	414	15	15	15	7	15	173	15	10	15
	point485	485	414	15	15	15	7	15	173	15	10	15
	point486	486	414	15	15	15	7	15	173	15	10	15
	point487	487	414	15	15	15	7	15	173	15	10	15
	point488	488	414	15	15	15	7	15	173	15	10	15
	point489	489	414	15	15	15	7	15	173	15	10	15
	point490	490										
LA 1088 EB 1 Area 3 1 Lane-2	point796	796	347	45	25	45	5	45	118	45	2	45
	point454	454	347	45	25	45	5	45	118	45	2	45
	point455	455	347	45	25	45	5	45	118	45	2	45
	point456	456	347	45	25	45	5	45	118	45	2	45
	point457	457										
LA 1088 WB 1 Area 3 1 Lane-2	point797	797	566	15	41	15	7	15	193	15	2	15
	point464	464	566	15	41	15	7	15	193	15	2	15
	point465	465	566	15	41	15	7	15	193	15	2	15
	point466	466	566	15	41	15	7	15	193	15	2	15
	point467	467										
LA 1088 EB 2 Area 2 1 Lane-2-2-2	point798	798	296	15	10	15	5	15	124	15	7	15
	point447	447	296	15	10	15	5	15	124	15	7	15
	point448	448	296	15	10	15	5	15	124	15	7	15
	point449	449										
LA 1088 WB 4 Area 2 1 Lane-2	point799	799	414	45	15	45	7	45	173	45	10	45

	point473	473	414	45	15	45	7	45	173	45	10	45
	point474	474										
LA 1088 EB 3 Area 3 2 Lane-2-2	point800	800	347	15	25	15	5	15	118	15	2	15
	point616	616	347	15	25	15	5	15	118	15	2	15
	point617	617	347	15	25	15	5	15	118	15	2	15
	point618	618	347	15	25	15	5	15	118	15	2	15
	point619	619	347	15	25	15	5	15	118	15	2	15
	point620	620	347	15	25	15	5	15	118	15	2	15
	point621	621										
LA 1088 WB 2 Area 3 1 Lane-2	point801	801	566	45	41	45	7	45	193	45	2	45
	point675	675										
LA 1088 WB 3 Area 3 2 Lane-2-2	point803	803	566	15	41	15	7	15	193	15	2	15
	point669	669	566	15	41	15	7	15	193	15	2	15
	point670	670										
LA 1088 EB 3 Area 3 2 Lane-2-2-2-2	point804	804	347	15	25	15	5	15	118	15	2	15
	point640	640	347	15	25	15	5	15	118	15	2	15
	point641	641	347	15	25	15	5	15	118	15	2	15
	point642	642										
LA 1088 EB 3 Area 3 2 Lane-2-2-2-2-2	point806	806	347	55	25	55	5	55	118	55	2	55
	point643	643										
LA 1088 WB 3 Area 3 2 Lane-2	point807	807	566	15	41	15	7	15	193	15	2	15
	point646	646	566	15	41	15	7	15	193	15	2	15
	point647	647	566	15	41	15	7	15	193	15	2	15
	point648	648	566	15	41	15	7	15	193	15	2	15
	point649	649										
LA 59 NB S of LA 1088 2 2 Lane-2	point808	808	772	15	41	15	10	15	141	15	13	15
	point266	266	772	15	41	15	10	15	141	15	13	15
	point267	267										
LA 59 SB S of LA 1088 1 2 Lane-2	point809	809	925	45	49	45	12	45	168	45	15	45
	point288	288	925	45	49	45	12	45	168	45	15	45
	point289	289	925	45	49	45	12	45	168	45	15	45
	point290	290	925	45	49	45	12	45	168	45	15	45
	point291	291	925	45	49	45	12	45	168	45	15	45
	point292	292	925	45	49	45	12	45	168	45	15	45

	point293	293	925	45	49	45	12	45	168	45	15	45
	point294	294										
LA 59 SB N of LA 1088 1 2 Lane-2	point810	810	494	15	43	15	40	15	181	15	5	15
	point283	283	494	15	43	15	40	15	181	15	5	15
	point284	284	494	15	43	15	40	15	181	15	5	15
	point285	285										
LA 59 NB N of LA 1088 1 1 Lane-2	point811	811	592	45	51	45	48	45	217	45	6	45
	point273	273	592	45	51	45	48	45	217	45	6	45
	point274	274	592	45	51	45	48	45	217	45	6	45
	point275	275	592	45	51	45	48	45	217	45	6	45
	point276	276										
Roadway146	point843	812	566	55	41	55	7	55	193	55	2	55
	point650	813	566	55	41	55	7	55	193	55	2	55
	point651	814	566	55	41	55	7	55	193	55	2	55
	point652	815	566	55	41	55	7	55	193	55	2	55
	point653	816	566	55	41	55	7	55	193	55	2	55
	point654	817	566	55	41	55	7	55	193	55	2	55
	point655	818	566	55	41	55	7	55	193	55	2	55
	point656	819	566	55	41	55	7	55	193	55	2	55
	point657	820	566	55	41	55	7	55	193	55	2	55
	point658	821	566	55	41	55	7	55	193	55	2	55
	point659	822	566	55	41	55	7	55	193	55	2	55
	point660	823	566	55	41	55	7	55	193	55	2	55
	point661	824	566	55	41	55	7	55	193	55	2	55
	point662	825	566	55	41	55	7	55	193	55	2	55
	point663	826	566	55	41	55	7	55	193	55	2	55
	point664	827	566	55	41	55	7	55	193	55	2	55
	point665	828	566	55	41	55	7	55	193	55	2	55
	point666	829	566	55	41	55	7	55	193	55	2	55
	point667	830	566	55	41	55	7	55	193	55	2	55
	point668	831										
Roadway147	point839	832	347	55	25	55	5	55	118	55	2	55
	point622	833	347	55	25	55	5	55	118	55	2	55
	point623	834	347	55	25	55	5	55	118	55	2	55

	point624	835	347	55	25	55	5	55	118	55	2	55
	point625	836	347	55	25	55	5	55	118	55	2	55
	point626	837	347	55	25	55	5	55	118	55	2	55
	point627	838	347	55	25	55	5	55	118	55	2	55
	point628	839	347	55	25	55	5	55	118	55	2	55
	point629	840	347	55	25	55	5	55	118	55	2	55
	point630	841	347	55	25	55	5	55	118	55	2	55
	point631	842	347	55	25	55	5	55	118	55	2	55
	point632	843	347	55	25	55	5	55	118	55	2	55
	point633	844	347	55	25	55	5	55	118	55	2	55
	point634	845	347	55	25	55	5	55	118	55	2	55
	point635	846	347	55	25	55	5	55	118	55	2	55
	point636	847	347	55	25	55	5	55	118	55	2	55
	point637	848	347	55	25	55	5	55	118	55	2	55
	point638	849	347	55	25	55	5	55	118	55	2	55
	point639	850										

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 1 PM Peak 2033

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Res 12	15	1	3,683,288.2	682,418.7	21.00	4.92	70.60	66	10.0	8.0	Y
Res 13	16	1	3,683,406.5	682,602.1	21.00	4.92	71.60	66	10.0	8.0	Y
Res 14	17	1	3,683,402.2	682,710.6	21.00	4.92	67.60	66	10.0	8.0	Y
Res 15	18	1	3,683,509.5	682,820.1	21.00	4.92	70.00	66	10.0	8.0	Y
Res 16	19	1	3,683,554.0	682,985.1	21.00	4.92	67.40	66	10.0	8.0	Y
Res 17	20	3	3,683,444.5	683,048.0	21.00	4.92	60.10	66	10.0	8.0	Y
Res 18	21	3	3,683,363.0	683,119.6	21.00	4.92	55.90	66	10.0	8.0	Y
Res 19	22	3	3,683,236.2	683,143.5	21.00	4.92	52.80	66	10.0	8.0	Y
Office 20	23	1	3,683,642.8	683,119.1	21.00	4.92	68.00	71	10.0	8.0	Y
Office 21	24	1	3,683,747.2	683,269.4	21.00	4.92	69.00	71	10.0	8.0	Y
Restaurant 22	25	1	3,683,907.8	683,708.8	21.00	4.92	68.10	71	10.0	8.0	Y
Bank 23	26	1	3,683,936.0	683,881.4	21.00	4.92	67.90	71	10.0	8.0	Y
Office 24	27	1	3,683,651.5	683,869.9	21.00	4.92	55.80	71	10.0	8.0	Y
Res 40	43	1	3,684,553.8	684,402.5	21.00	4.92	58.50	66	10.0	8.0	Y
Res 41	44	1	3,684,706.2	684,268.4	21.00	4.92	61.70	66	10.0	8.0	Y
Res 42	45	1	3,685,596.8	684,776.2	21.00	4.92	56.70	66	10.0	8.0	Y
School 43	46	1	3,685,926.2	684,787.9	21.00	4.92	64.40	66	10.0	8.0	Y
Res 44	47	3	3,685,809.0	684,957.2	21.00	4.92	51.70	66	10.0	8.0	Y
Res 45	48	4	3,685,833.8	685,027.5	21.00	4.92	50.80	66	10.0	8.0	Y
Res 46	49	2	3,685,854.5	685,070.4	21.00	4.92	50.40	66	10.0	8.0	Y
Res 47	50	4	3,685,815.5	685,131.5	21.00	4.92	49.50	66	10.0	8.0	Y
Res 48	51	1	3,686,061.5	684,994.9	21.00	4.92	54.60	66	10.0	8.0	Y

Apartments 49 (1st Floor)	52	2	3,686,246.5	684,897.2	21.00	4.92	67.10	66	10.0	8.0	Y
Apartments 50 (1st Floor)	53	2	3,686,365.0	684,962.4	21.00	4.92	63.30	66	10.0	8.0	Y
Apartments 51 (1st Floor)	54	2	3,686,252.2	684,942.4	21.00	4.92	62.60	66	10.0	8.0	Y
Apartments 52 (1st Floor)	55	2	3,686,376.0	685,008.9	21.00	4.92	54.80	66	10.0	8.0	Y
Apartments 53 (1st Floor)	56	2	3,686,241.2	685,047.0	21.00	4.92	54.30	66	10.0	8.0	Y
Apartments 54 (1st Floor)	57	2	3,686,249.8	685,086.9	21.00	4.92	53.10	66	10.0	8.0	Y
Apartments 55 (1st Floor)	58	2	3,686,185.8	685,214.4	21.00	4.92	50.10	66	10.0	8.0	Y
Apartments 56 (1st Floor)	59	2	3,686,231.5	685,226.4	21.00	4.92	50.60	66	10.0	8.0	Y
Res 57	60	3	3,686,431.5	685,246.2	21.00	4.92	53.20	66	10.0	8.0	Y
Res 58	61	2	3,686,536.8	685,239.8	21.00	4.92	55.10	66	10.0	8.0	Y
Res 59	62	3	3,686,534.8	685,403.9	21.00	4.92	50.30	66	10.0	8.0	Y
Res 60	63	2	3,686,661.8	685,404.9	21.00	4.92	51.90	66	10.0	8.0	Y
Res 61	64	3	3,686,723.0	685,250.1	21.00	4.92	58.50	66	10.0	8.0	Y
Res 62	65	1	3,686,781.8	685,140.8	21.00	4.92	67.70	66	10.0	8.0	Y
Res 63	66	1	3,686,783.0	685,228.0	21.00	4.92	61.60	66	10.0	8.0	Y
Res 64	67	1	3,686,776.8	685,401.7	21.00	4.92	55.60	66	10.0	8.0	Y
Res 65	68	2	3,686,771.2	685,547.1	21.00	4.92	53.70	66	10.0	8.0	Y
Res 66	69	1	3,686,905.2	685,225.4	21.00	4.92	65.90	66	10.0	8.0	Y
Res 67	70	4	3,686,906.8	685,306.1	21.00	4.92	60.60	66	10.0	8.0	Y
Res 68	71	1	3,686,897.5	685,398.6	21.00	4.92	57.70	66	10.0	8.0	Y
Res 69	72	1	3,686,910.5	685,558.8	21.00	4.92	54.40	66	10.0	8.0	Y
Res 70	73	2	3,687,061.5	685,409.0	21.00	4.92	58.50	66	10.0	8.0	Y
Res 71	74	3	3,687,030.2	685,560.0	21.00	4.92	53.40	66	10.0	8.0	Y
Res 72	75	1	3,686,999.0	685,642.1	21.00	4.92	51.20	66	10.0	8.0	Y
Res 73	76	1	3,687,775.2	685,591.2	21.00	4.92	68.00	66	10.0	8.0	Y
Res 74	77	1	3,687,823.2	685,608.2	21.00	4.92	68.30	66	10.0	8.0	Y
Res 75	78	1	3,687,940.5	685,691.6	21.00	4.92	66.60	66	10.0	8.0	Y
Res 76	79	1	3,687,900.2	685,741.3	21.00	4.92	61.30	66	10.0	8.0	Y
Res 77	80	3	3,687,830.5	685,767.1	21.00	4.92	58.20	66	10.0	8.0	Y
Res 78	81	1	3,687,638.2	685,972.4	21.00	4.92	50.00	66	10.0	8.0	Y
School 79	82	1	3,688,194.5	686,063.9	21.00	4.92	54.00	66	10.0	8.0	Y
Res 120	123	1	3,688,481.0	685,920.7	21.00	4.92	66.90	66	10.0	8.0	Y
Res 121	124	2	3,688,478.2	685,968.9	21.00	4.92	62.60	66	10.0	8.0	Y
Res 122	125	2	3,688,477.0	686,023.6	21.00	4.92	58.80	66	10.0	8.0	Y
Res 123	126	2	3,688,477.0	686,090.0	21.00	4.92	55.50	66	10.0	8.0	Y

Res 124	127	2	3,688,477.0	686,147.2	21.00	4.92	53.40	66	10.0	8.0	Y
Res 125	128	2	3,688,478.2	686,203.2	21.00	4.92	51.80	66	10.0	8.0	Y
Res 126	129	2	3,688,479.5	686,256.6	21.00	4.92	50.80	66	10.0	8.0	Y
Res 127	130	2	3,688,474.2	686,316.6	21.00	4.92	49.70	66	10.0	8.0	Y
Res 128	131	1	3,688,488.0	686,373.9	21.00	4.92	48.90	66	10.0	8.0	Y
Res 129	132	1	3,688,820.8	686,142.1	21.00	4.92	62.10	66	10.0	8.0	Y
Res 130	133	1	3,688,910.5	686,148.6	21.00	4.92	65.10	66	10.0	8.0	Y
Res 131	134	1	3,689,022.5	686,215.0	21.00	4.92	63.80	66	10.0	8.0	Y
Res 132	135	1	3,689,180.0	686,261.9	21.00	4.92	66.00	66	10.0	8.0	Y
Res 133	136	4	3,689,178.8	686,332.2	21.00	4.92	59.50	66	10.0	8.0	Y
Res 134	137	1	3,689,336.2	686,315.2	21.00	4.92	66.90	66	10.0	8.0	Y
Res 135	138	7	3,689,293.5	686,505.3	21.00	4.92	53.30	66	10.0	8.0	Y
Res 136	139	8	3,689,204.5	686,647.2	21.00	4.92	49.80	66	10.0	8.0	Y
Res 137	140	1	3,689,431.5	686,380.3	21.00	4.92	65.80	66	10.0	8.0	Y
Res 138	141	1	3,689,520.0	686,418.1	21.00	4.92	66.00	66	10.0	8.0	Y
Res 139	142	1	3,689,612.5	686,472.8	21.00	4.92	64.60	66	10.0	8.0	Y
Res 140	143	1	3,689,816.8	686,626.4	21.00	4.92	59.50	66	10.0	8.0	Y
Res 141	144	1	3,689,945.8	686,604.3	21.00	4.92	64.80	66	10.0	8.0	Y
Res 142	145	1	3,690,122.8	686,659.0	21.00	4.92	66.20	66	10.0	8.0	Y
Res 143	146	3	3,689,477.0	686,687.6	21.00	4.92	50.90	66	10.0	8.0	Y
Church 144	147	2	3,690,439.2	686,789.2	21.00	4.92	66.10	66	10.0	8.0	Y
Res 145	148	3	3,690,317.2	687,155.2	21.00	4.92	50.90	66	10.0	8.0	Y
Res 146	149	1	3,690,531.8	687,113.4	21.00	4.92	53.90	66	10.0	8.0	Y
Res 147	150	1	3,690,664.5	687,053.5	21.00	4.92	56.30	66	10.0	8.0	Y
Res 148	151	3	3,690,883.2	687,333.5	21.00	4.92	62.50	66	10.0	8.0	Y
Res 149	152	1	3,691,327.2	687,190.2	21.00	4.92	60.10	66	10.0	8.0	Y
Res 150	153	1	3,691,435.2	687,129.1	21.00	4.92	67.00	66	10.0	8.0	Y
Res 151	154	1	3,691,749.0	687,276.2	21.00	4.92	64.30	66	10.0	8.0	Y
Res 152	155	1	3,692,014.8	687,336.1	21.00	4.92	66.80	66	10.0	8.0	Y
Res 202	205	1	3,692,707.5	687,824.4	21.00	4.92	53.90	66	10.0	8.0	Y
Res 203	206	2	3,692,690.5	687,700.6	21.00	4.92	58.40	66	10.0	8.0	Y
Church 204	207	1	3,693,267.2	687,792.8	21.00	4.92	66.00	66	10.0	8.0	Y
Church 205	208	1	3,694,260.8	688,238.4	21.00	4.92	58.90	66	10.0	8.0	Y
Res 206	209	1	3,694,474.2	688,272.2	21.00	4.92	61.30	66	10.0	8.0	Y
Res 207	210	1	3,694,684.0	688,423.3	21.00	4.92	57.20	66	10.0	8.0	Y

Res 208	211	1	3,695,691.8	688,807.4	21.00	4.92	60.50	66	10.0	8.0	Y
Apartments 49 (2nd Floor)	219	2	3,686,246.5	684,897.2	21.00	20.00	67.20	66	10.0	8.0	Y
Apartments 50 (2nd Floor)	220	2	3,686,365.0	684,962.4	21.00	20.00	63.60	66	10.0	8.0	Y
Apartments 51 (2nd Floor)	221	2	3,686,252.2	684,942.4	21.00	20.00	64.20	66	10.0	8.0	Y
Apartments 52 (2nd Floor)	222	2	3,686,376.0	685,008.9	21.00	20.00	57.20	66	10.0	8.0	Y
Apartments 53 (2nd Floor)	223	2	3,686,241.2	685,047.0	21.00	20.00	58.80	66	10.0	8.0	Y
Apartments 54 (2nd Floor)	224	2	3,686,249.8	685,086.9	21.00	20.00	58.50	66	10.0	8.0	Y
Apartments 55 (2nd Floor)	225	2	3,686,185.8	685,214.4	21.00	20.00	56.70	66	10.0	8.0	Y
Apartments 56 (2nd Floor)	226	2	3,686,231.5	685,226.4	21.00	20.00	57.30	66	10.0	8.0	Y
Res 214	227	1	3,697,978.2	689,880.3	21.00	4.92	61.50	66	10.0	8.0	Y
Res 215	228	1	3,698,171.0	689,958.5	21.00	4.92	62.40	66	10.0	8.0	Y
Res 216	229	1	3,698,342.8	690,015.8	21.00	4.92	63.90	66	10.0	8.0	Y
Res 217	230	8	3,698,169.8	690,175.9	21.00	4.92	54.70	66	10.0	8.0	Y
Res 218	231	1	3,698,505.5	690,134.2	21.00	4.92	61.10	66	10.0	8.0	Y
Res 219	232	2	3,698,512.2	690,217.6	21.00	4.92	57.50	66	10.0	8.0	Y
Res 220	233	4	3,698,513.5	690,297.0	21.00	4.92	55.40	66	10.0	8.0	Y
Res 221	234	1	3,698,820.8	690,298.3	21.00	4.92	60.20	66	10.0	8.0	Y
Res 222	235	1	3,699,025.8	690,529.9	21.00	4.92	56.80	66	10.0	8.0	Y
Res 223	236	1	3,699,028.2	690,601.5	21.00	4.92	55.80	66	10.0	8.0	Y
Res 224	237	1	3,699,019.5	690,662.1	21.00	4.92	55.20	66	10.0	8.0	Y

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 1 PM Peak 2033

Barrier									Points											
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per Unit Area	$ per Unit Vol.	Top Width	Run:Rise	$ per Unit Length			X	Y	Z	at Point	Seg Ht Increment	Perturbs #Up	#Dn	On Struct?	Important Reflections?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
Barrier2	W	0.00	99.99	0.00				0.00	point1	1	3,685,813.8	684,888.2	21.00	20.00	0.00	0	0		
									point2	2	3,685,813.8	684,804.9	21.00	20.00	0.00	0	0		
									point3	3	3,685,919.2	684,808.3	21.00	20.00	0.00	0	0		
									point4	4	3,685,921.0	684,888.2	21.00	20.00					
Barrier3	W	0.00	99.99	0.00				0.00	point5	5	3,686,195.2	684,980.8	21.00	30.00	0.00	0	0		
									point6	6	3,686,195.2	684,938.2	21.00	30.00	0.00	0	0		
									point7	7	3,686,183.2	684,937.3	21.00	30.00	0.00	0	0		
									point8	8	3,686,183.2	684,884.6	21.00	30.00	0.00	0	0		
									point9	9	3,686,233.2	684,884.6	21.00	30.00	0.00	0	0		
									point10	10	3,686,235.0	684,935.4	21.00	30.00	0.00	0	0		
									point11	11	3,686,245.2	684,937.3	21.00	30.00	0.00	0	0		
									point12	12	3,686,244.2	684,979.9	21.00	30.00					
Barrier4	W	0.00	99.99	0.00				0.00	point13	13	3,686,191.5	685,120.5	21.00	30.00	0.00	0	0		
									point14	14	3,686,191.5	685,080.8	21.00	30.00	0.00	0	0		
									point15	15	3,686,183.2	685,080.8	21.00	30.00	0.00	0	0		
									point16	16	3,686,184.0	685,028.9	21.00	30.00	0.00	0	0		
									point17	17	3,686,232.2	685,028.9	21.00	30.00	0.00	0	0		
									point18	18	3,686,235.0	685,072.4	21.00	30.00	0.00	0	0		
									point19	19	3,686,241.5	685,074.3	21.00	30.00	0.00	0	0		
									point20	20	3,686,243.2	685,121.4	21.00	30.00					
Barrier5	W	0.00	99.99	0.00				0.00	point21	21	3,686,369.2	684,994.7	21.00	30.00	0.00	0	0		
									point22	22	3,686,370.2	684,943.8	21.00	30.00	0.00	0	0		
									point23	23	3,686,388.8	684,945.6	21.00	30.00	0.00	0	0		
									point24	24	3,686,392.2	685,043.7	21.00	30.00	0.00	0	0		
									point25	25	3,686,374.8	685,044.6	21.00	30.00					

Volkert 30 July 2015
Thomas Lee TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 1 PM Peak 2033

Building Row			Points			
Name	Average Height	Building Percent	No.	Coordinates (ground) X	Y	Z
	ft	%		ft	ft	ft
Building2	20.00	70	1	3,686,135.0	685,272.3	21.00
			2	3,686,130.5	685,226.9	21.00
			3	3,686,454.2	685,264.9	21.00
			4	3,686,796.8	685,251.9	21.00
			5	3,686,795.8	685,266.8	21.00
Building3	20.00	70	6	3,688,397.0	686,418.2	21.00
			7	3,688,448.0	686,415.7	21.00
			8	3,688,459.8	685,904.3	21.00
			9	3,688,403.8	685,904.3	21.00
Building4	20.00	70	10	3,688,672.2	686,427.4	21.00
			11	3,688,607.0	686,419.1	21.00
			12	3,688,618.0	686,027.4	21.00
			13	3,688,687.5	686,021.5	21.00
Building5	20.00	70	14	3,688,776.0	686,219.0	21.00
			15	3,688,763.5	686,184.7	21.00
			16	3,688,798.8	686,166.3	21.00
			17	3,688,912.5	686,164.6	21.00
			18	3,688,994.5	686,229.1	21.00
			19	3,689,158.5	686,270.1	21.00
			20	3,689,150.2	686,379.7	21.00
			21	3,689,129.2	686,378.9	21.00
Building6	20.00	70	22	3,689,278.2	686,373.1	21.00
			23	3,689,303.5	686,317.9	21.00

			24	3,689,594.8	686,512.9	21.00
			25	3,689,630.8	686,622.6	21.00
			26	3,689,636.5	686,798.3	21.00
			27	3,689,583.8	686,811.7	21.00
Building7	20.00	70	28	3,698,941.8	690,988.4	21.00
			29	3,698,989.5	690,986.9	21.00
			30	3,699,006.0	690,501.6	21.00
			31	3,698,956.8	690,502.4	21.00

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 2 AM Peak 2033

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

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Garon Dr Comb 1 2 Lane	24.0	point100	100	3,686,849.0	684,090.2	21.00				Average	
		point101	101	3,686,836.2	684,712.6	21.00					
Jackson St Comb 2 Lane	24.0	point106	106	3,686,845.2	685,274.9	21.00				Average	
		point107	107	3,686,839.0	685,637.0	21.00					
I-12 EB OnRamp 1 Lane	24.0	point162	162	3,699,282.8	690,209.7	22.00				Average	
		point163	163	3,699,342.2	690,144.1	22.00				Average	
		point164	164	3,699,376.8	690,103.0	22.00				Average	
		point165	165	3,699,406.8	690,068.5	22.00				Average	
		point166	166	3,699,432.5	690,047.4	22.00				Average	
		point167	167	3,699,473.2	690,023.2	22.00				Average	
		point168	168	3,699,527.5	690,003.1	22.00				Average	
		point169	169	3,699,592.2	689,995.0	22.00				Average	
		point170	170	3,699,633.8	689,999.2	22.00				Average	
		point171	171	3,699,684.2	690,010.2	22.00				Average	
		point172	172	3,699,741.5	690,040.1	22.00				Average	
		point173	173	3,699,819.0	690,092.8	22.00				Average	
		point174	174	3,699,963.2	690,193.8	22.00				Average	
		point175	175	3,700,093.0	690,282.4	22.00				Average	
		point176	176	3,700,127.8	690,305.4	22.00				Average	
		point177	177	3,700,199.0	690,345.5	22.00				Average	
		point178	178	3,700,260.5	690,371.1	22.00				Average	
		point179	179	3,700,319.8	690,390.6	22.00				Average	
		point180	180	3,700,408.8	690,407.8	22.00				Average	
		point181	181	3,700,507.0	690,414.9	22.00				Average	
		point182	182	3,700,608.5	690,406.0	22.00				Average	

		point183	183	3,700,704.0	690,385.2	22.00				Average	
		point184	184	3,700,773.8	690,360.4	22.00				Average	
		point185	185	3,700,846.2	690,333.5	22.00				Average	
		point186	186	3,700,912.2	690,305.9	22.00				Average	
		point187	187	3,701,006.2	690,262.4	22.00				Average	
		point188	188	3,701,190.5	690,173.3	22.00				Average	
		point189	189	3,701,436.8	690,049.4	22.00					
LA 57 S of LA 1088 1	36.0	point218	218	3,682,808.5	681,467.9	21.00				Average	
		point219	219	3,683,063.0	681,915.2	21.00				Average	
		point220	220	3,683,212.5	682,178.6	21.00				Average	
		point221	221	3,683,303.5	682,338.2	21.00				Average	
		point222	222	3,683,405.8	682,511.9	21.00				Average	
		point223	223	3,683,504.8	682,684.9	21.00				Average	
		point224	224	3,683,597.2	682,835.0	21.00					
LA 57 N of LA 1088 1	36.0	point255	255	3,684,142.8	684,260.9	21.00				Average	
		point235	235	3,684,165.5	684,339.8	21.00				Average	
		point236	236	3,684,242.0	684,525.2	21.00				Average	
		point237	237	3,684,361.0	684,801.1	21.00				Average	
		point238	238	3,684,442.5	684,980.7	21.00				Average	
		point239	239	3,684,579.8	685,291.6	21.00				Average	
		point240	240	3,684,701.0	685,565.9	21.00				Average	
		point241	241	3,684,809.5	685,815.2	21.00				Average	
		point242	242	3,684,878.5	685,964.8	21.00					
LA 57 NB S of LA 1088 1 1 Lane	12.0	point257	257	3,683,597.2	682,835.0	21.00				Average	
		point258	258	3,683,647.0	682,904.3	21.00				Average	
		point259	259	3,683,729.8	683,050.2	21.00				Average	
		point260	260	3,683,832.8	683,223.6	21.00					
LA 57 NB S of LA 1088 2 2 Lane	24.0	point261	261	3,683,832.8	683,223.6	21.00				Average	
		point262	262	3,683,953.5	683,445.4	21.00				Average	
		point263	263	3,683,998.8	683,538.9	21.00				Average	
		point264	264	3,684,027.5	683,616.2	21.00				Average	
		point265	265	3,684,047.8	683,690.2	21.00					
LA 57 NB N of LA 1088 1 1 Lane	12.0	point268	268	3,684,152.5	683,800.9	21.00				Average	
		point269	269	3,684,154.2	683,831.8	21.00				Average	
		point270	270	3,684,146.8	683,868.5	21.00				Average	
		point271	271	3,684,134.2	683,902.1	21.00				Average	
		point272	272	3,684,121.8	683,980.6	21.00					
LA 57 SB N of LA 1088 1 2 Lane	24.0	point277	277	3,684,142.8	684,260.9	21.00				Average	

		point278	278	3,684,118.8	684,210.4	21.00				Average	
		point279	279	3,684,101.8	684,129.4	21.00				Average	
		point280	280	3,684,096.2	684,070.9	21.00				Average	
		point281	281	3,684,096.8	683,984.9	21.00				Average	
		point282	282	3,684,092.5	683,966.2	21.00					
LA 57 SB S of LA 1088 1 2 Lane	24.0	point286	286	3,684,022.0	683,819.9	21.00				Average	
		point287	287	3,684,010.2	683,696.6	21.00					
LA 1088 EB 2 Area 1 1 Lane	20.0	point306	306	3,686,346.0	684,837.8	21.00				Average	
		point307	307	3,686,371.2	684,849.9	21.00				Average	
		point308	308	3,686,524.5	684,922.8	21.00				Average	
		point309	309	3,686,675.8	684,990.8	21.00				Average	
		point310	310	3,686,709.5	685,002.4	21.00				Average	
		point311	311	3,686,763.5	684,996.3	21.00					
LA 1088 WB 2 Area 1 1 Lane	20.0	point323	323	3,687,389.0	685,344.4	21.00				Average	
		point324	324	3,687,351.0	685,326.2	21.00				Average	
		point325	325	3,687,252.8	685,281.0	21.00				Average	
		point326	326	3,687,112.5	685,211.7	21.00				Average	
		point327	327	3,687,020.2	685,163.8	21.00				Average	
		point328	328	3,686,954.8	685,120.9	21.00				Average	
		point329	329	3,686,906.2	685,087.8	21.00				Average	
		point330	330	3,686,877.0	685,082.9	21.00					
Jackson St NB 1 Lane	12.0	point343	343	3,686,856.8	685,073.7	21.00				Average	
		point344	344	3,686,861.5	685,093.2	21.00				Average	
		point345	345	3,686,856.8	685,163.2	21.00				Average	
		point346	346	3,686,852.0	685,226.2	21.00				Average	
		point347	347	3,686,845.2	685,274.9	21.00					
Jackson St SB 1 Lane	12.0	point348	348	3,686,845.2	685,274.9	21.00				Average	
		point349	349	3,686,839.0	685,226.9	21.00				Average	
		point350	350	3,686,836.0	685,150.3	21.00				Average	
		point351	351	3,686,811.2	685,089.0	21.00					
Garon Dr NB 1 Lane	12.0	point352	352	3,686,836.2	684,712.6	21.00				Average	
		point353	353	3,686,843.5	684,783.8	21.00				Average	
		point354	354	3,686,844.8	684,844.6	21.00				Average	
		point355	355	3,686,846.0	684,876.4	21.00				Average	
		point356	356	3,686,835.2	684,943.4	21.00				Average	
		point357	357	3,686,849.8	684,997.6	21.00					
Garon Dr SB 1 Lane	12.0	point358	358	3,686,791.0	684,996.3	21.00				Average	
		point359	359	3,686,808.8	684,941.8	21.00				Average	

		point360	360	3,686,822.5	684,878.4	21.00				Average	
		point361	361	3,686,823.2	684,842.9	21.00				Average	
		point362	362	3,686,827.5	684,778.4	21.00				Average	
		point363	363	3,686,836.2	684,712.6	21.00					
LA 1088 EB 3 Area 1 1 Lane	20.0	point365	365	3,687,862.5	685,538.6	21.00				Average	
		point366	366	3,687,942.0	685,575.1	21.00				Average	
		point367	367	3,688,103.8	685,649.1	21.00				Average	
		point368	368	3,688,219.5	685,707.5	21.00					
LA 1088 EB 1 Area 2 1 Lane	20.0	point373	373	3,688,328.5	685,697.2	21.00				Average	
		point374	374	3,688,354.0	685,712.7	21.00				Average	
		point375	375	3,688,402.2	685,755.9	21.00					
LA 1088 WB 1 Area 2 2 Lane	32.0	point382	382	3,688,865.8	686,025.3	21.00				Average	
		point383	383	3,688,819.0	686,002.8	21.00				Average	
		point384	384	3,688,746.0	685,970.9	21.00				Average	
		point385	385	3,688,611.5	685,915.0	21.00				Average	
		point386	386	3,688,519.5	685,871.3	21.00				Average	
		point387	387	3,688,444.5	685,825.4	21.00				Average	
		point388	388	3,688,388.5	685,802.8	21.00					
LA 1088 WB 3 Area 2 1 Lane	20.0	point391	391	3,688,317.2	685,797.9	21.00				Average	
		point392	392	3,688,288.2	685,791.5	21.00				Average	
		point393	393	3,688,273.0	685,777.2	21.00				Average	
		point394	394	3,688,238.2	685,752.8	21.00				Average	
		point395	395	3,688,208.2	685,730.6	21.00					
Spring Blvd NB 1 Lane	12.0	point399	399	3,688,416.0	685,544.1	21.00				Average	
		point400	400	3,688,378.5	685,619.1	21.00				Average	
		point401	401	3,688,359.0	685,656.1	21.00				Average	
		point402	402	3,688,354.0	685,712.7	21.00					
Spring Blvd SB 1 Lane	12.0	point403	403	3,688,287.2	685,703.1	21.00				Average	
		point404	404	3,688,329.5	685,648.6	21.00				Average	
		point405	405	3,688,353.5	685,608.4	21.00				Average	
		point406	406	3,688,387.5	685,532.9	21.00					
School NB 1 Lane	12.0	point407	407	3,688,342.2	685,788.1	21.00				Average	
		point408	408	3,688,339.8	685,824.3	21.00				Average	
		point409	409	3,688,329.0	685,874.9	21.00				Average	
		point410	410	3,688,322.8	685,936.5	21.00				Average	
		point411	411	3,688,319.8	686,011.2	21.00				Average	
		point412	412	3,688,313.2	686,047.8	21.00					
School SB 1 Lane	12.0	point413	413	3,688,313.2	686,047.8	21.00				Average	

		point414	414	3,688,307.5	686,010.9	21.00				Average	
		point415	415	3,688,306.5	685,935.6	21.00				Average	
		point416	416	3,688,309.0	685,873.7	21.00				Average	
		point417	417	3,688,309.8	685,838.8	21.00				Average	
		point418	418	3,688,288.2	685,791.5	21.00					
LA 1088 EB 2 Area 2 1 Lane	20.0	point424	424	3,690,330.5	686,646.1	21.00				Average	
		point425	425	3,690,456.5	686,693.2	21.00				Average	
		point426	426	3,690,577.5	686,735.9	21.00				Average	
		point427	427	3,690,695.5	686,780.3	21.00				Average	
		point428	428	3,690,780.8	686,814.0	21.00				Average	
		point429	429	3,690,840.0	686,847.4	21.00				Average	
		point430	430	3,690,873.8	686,865.2	21.00				Average	
		point431	431	3,690,906.5	686,868.7	21.00					
LA 1088 EB 1 Area 3 1 Lane	20.0	point450	450	3,692,409.5	687,367.6	21.00				Average	
		point451	451	3,692,430.8	687,378.1	21.00				Average	
		point452	452	3,692,445.0	687,391.3	21.00				Average	
		point453	453	3,692,484.8	687,399.9	21.00					
LA 1088 WB 1 Area 3 1 Lane	20.0	point458	458	3,692,834.8	687,548.1	21.00				Average	
		point459	459	3,692,785.5	687,530.5	21.00				Average	
		point460	460	3,692,676.2	687,490.6	21.00				Average	
		point461	461	3,692,563.8	687,453.4	21.00				Average	
		point462	462	3,692,526.5	687,444.8	21.00				Average	
		point463	463	3,692,493.8	687,445.2	21.00					
LA 1088 WB 4 Area 2 1 Lane	20.0	point468	468	3,692,381.8	687,498.2	21.00				Average	
		point469	469	3,692,361.8	687,490.6	21.00				Average	
		point470	470	3,692,340.8	687,471.9	21.00				Average	
		point471	471	3,692,312.8	687,445.6	21.00				Average	
		point472	472	3,692,279.8	687,413.9	21.00					
LA 1088 WB 3 Area 2 2 Lane	32.0	point482	482	3,691,408.0	687,047.9	21.00				Average	
		point483	483	3,691,198.8	686,973.5	21.00				Average	
		point484	484	3,691,126.2	686,949.0	21.00					
LA 1088 WB 2 Area 2 1 Lane	20.0	point491	491	3,690,947.5	686,959.9	21.00				Average	
		point492	492	3,690,893.0	686,912.2	21.00					
Soult St Comb 2 Lane	24.0	point500	500	3,691,051.2	686,100.9	21.00				Average	
		point501	501	3,691,049.2	686,328.8	21.00					
Soult St NB 2 Lane	24.0	point502	502	3,691,049.2	686,328.8	21.00				Average	
		point503	503	3,691,060.8	686,418.9	21.00				Average	
		point504	504	3,691,064.2	686,573.1	21.00				Average	

		point505	505	3,691,066.8	686,667.2	21.00				Average	
		point506	506	3,691,060.8	686,728.1	21.00				Average	
		point507	507	3,691,047.2	686,787.8	21.00				Average	
		point508	508	3,691,050.8	686,829.4	21.00				Average	
		point509	509	3,691,066.2	686,883.8	21.00					
Soult St SB 1 Lane	12.0	point510	510	3,690,988.2	686,851.9	21.00				Average	
		point511	511	3,691,021.5	686,777.6	21.00				Average	
		point512	512	3,691,035.2	686,726.2	21.00				Average	
		point513	513	3,691,043.0	686,664.6	21.00				Average	
		point514	514	3,691,043.5	686,572.0	21.00				Average	
		point515	515	3,691,043.8	686,417.3	21.00				Average	
		point516	516	3,691,049.2	686,328.8	21.00					
Viola St NB 1 Lane	12.0	point517	517	3,691,046.0	686,963.1	21.00				Average	
		point518	518	3,691,016.0	687,063.4	21.00				Average	
		point519	519	3,691,005.0	687,207.5	21.00				Average	
		point520	520	3,690,998.0	687,226.2	21.00					
Viola St Comb 2 Lane	24.0	point521	521	3,690,998.0	687,226.2	21.00				Average	
		point522	522	3,690,992.8	687,253.0	21.00				Average	
		point523	523	3,690,973.5	687,276.9	21.00				Average	
		point524	524	3,690,935.5	687,292.1	21.00				Average	
		point525	525	3,690,785.0	687,289.2	21.00				Average	
		point526	526	3,690,547.5	687,283.9	21.00					
Viola St SB 1 Lane	12.0	point527	527	3,690,998.0	687,226.2	21.00				Average	
		point528	528	3,690,991.0	687,205.2	21.00				Average	
		point529	529	3,690,990.5	687,120.6	21.00				Average	
		point530	530	3,690,998.0	687,061.1	21.00				Average	
		point531	531	3,690,996.2	687,025.5	21.00				Average	
		point532	532	3,690,972.0	686,967.1	21.00					
Tinity Dr NB 2 Lane	24.0	point533	533	3,692,465.2	687,226.6	21.00				Average	
		point534	534	3,692,442.0	687,289.6	21.00				Average	
		point535	535	3,692,438.2	687,313.9	21.00				Average	
		point536	536	3,692,446.8	687,353.8	21.00				Average	
		point537	537	3,692,445.0	687,391.3	21.00					
Trinity Dr SB 1 Lane	12.0	point538	538	3,692,358.0	687,379.2	21.00				Average	
		point539	539	3,692,381.0	687,336.0	21.00				Average	
		point540	540	3,692,409.0	687,283.7	21.00				Average	
		point541	541	3,692,435.5	687,214.7	21.00					
LA 1088 WB 3 BT Bridges 2 Lane	32.0	point273	552	3,704,280.0	692,279.9	30.00				Average	

		point272	553	3,704,009.5	692,159.6	30.00				Average	
		point271	554	3,703,739.8	692,036.6	30.00				Average	
		point270	555	3,703,463.5	691,911.6	30.00				Average	
		point269	556	3,703,280.0	691,831.7	30.00				Average	
		point268	557	3,703,003.5	691,737.0	30.00				Average	
		point267	558	3,702,718.5	691,672.5	30.00				Average	
		point266	559	3,702,524.8	691,642.6	30.00				Average	
		point265	560	3,702,218.5	691,592.1	30.00				Average	
		point264	561	3,701,924.8	691,513.0	30.00				Average	
		point263	562	3,701,646.5	691,397.2	30.00				Average	
		point262	563	3,701,372.5	691,270.8	30.00					
LA 1088 EB 1 BT Bridges 2 Lane	32.0	point65	583	3,699,487.8	690,339.4	30.00				Average	
		point66	584	3,699,760.2	690,465.8	35.00				Average	
		point770	770	3,699,896.5	690,528.4	40.00				Average	
		point67	585	3,700,033.0	690,590.9	45.00				Average	
		point68	586	3,700,305.0	690,716.1	45.00				Average	
		point771	771	3,700,441.8	690,779.0	45.00				Average	
		point69	587	3,700,578.5	690,841.9	40.00				Average	
		point70	588	3,700,851.5	690,967.8	35.00					
LA 1088 EB 2 Area 3 1 Lane	20.0	point602	602	3,693,632.2	687,802.2	21.00				Average	
		point603	603	3,693,698.8	687,825.6	21.00				Average	
		point604	604	3,693,945.8	687,910.8	21.00				Average	
		point605	605	3,694,125.8	687,967.6	21.00				Average	
		point606	606	3,694,181.2	687,986.7	21.00					
LA 1088 EB 3 Area 3 2 Lane	32.0	point609	609	3,694,181.2	687,986.7	21.00				Average	
		point610	610	3,694,459.8	688,083.8	21.00				Average	
		point611	611	3,694,705.5	688,169.9	21.00				Average	
		point612	612	3,694,955.8	688,258.3	21.00				Average	
		point613	613	3,695,107.0	688,320.6	21.00				Average	
		point614	614	3,695,176.2	688,359.4	21.00				Average	
		point615	615	3,695,215.5	688,370.3	21.00					
LA 1088 WB 3 Area 3 2 Lane	32.0	point644	644	3,699,468.2	690,393.1	30.00				Average	
		point645	645	3,699,395.8	690,351.1	25.00					
LA 1088 WB 2 Area 3 1 Lane	12.0	point671	671	3,695,303.2	688,482.2	21.00				Average	
		point672	672	3,695,279.5	688,478.1	21.00				Average	
		point673	673	3,695,241.2	688,444.6	21.00				Average	
		point674	674	3,695,188.0	688,403.7	21.00					
Forest Brook Blvd Comb 2 Lane	24.0	point683	683	3,695,575.0	687,949.6	21.00				Average	

		point684	684	3,695,514.2	688,049.9	21.00					
Forest Brook Blvd NB 2 Lane	24.0	point685	685	3,695,514.2	688,049.9	21.00				Average	
		point686	686	3,695,505.5	688,084.2	21.00				Average	
		point687	687	3,695,470.5	688,145.6	21.00				Average	
		point688	688	3,695,426.5	688,234.8	21.00				Average	
		point689	689	3,695,392.0	688,294.1	21.00				Average	
		point690	690	3,695,385.5	688,323.2	21.00				Average	
		point691	691	3,695,389.0	688,378.8	21.00					
Forest Brook Blvd SB 1 Lane	12.0	point692	692	3,695,314.8	688,350.9	21.00				Average	
		point693	693	3,695,371.0	688,280.9	21.00				Average	
		point694	694	3,695,409.2	688,227.5	21.00				Average	
		point695	695	3,695,454.0	688,142.3	21.00				Average	
		point696	696	3,695,483.8	688,088.2	21.00				Average	
		point697	697	3,695,514.2	688,049.9	21.00					
I-12 EB OffRamp 1 1 Lane	24.0	point698	698	3,698,014.8	691,921.6	22.00				Average	
		point699	699	3,698,313.8	691,715.9	22.00				Average	
		point700	700	3,698,466.5	691,611.1	22.00				Average	
		point701	701	3,698,643.0	691,488.0	22.00				Average	
		point702	702	3,698,809.8	691,371.4	22.00				Average	
		point703	703	3,698,913.0	691,299.7	22.00				Average	
		point704	704	3,699,015.0	691,224.4	22.00				Average	
		point705	705	3,699,066.5	691,169.3	22.00				Average	
		point706	706	3,699,102.0	691,117.9	22.00				Average	
		point707	707	3,699,133.0	691,060.7	22.00				Average	
		point708	708	3,699,151.8	691,005.9	22.00				Average	
		point709	709	3,699,168.5	690,940.0	22.00				Average	
		point710	710	3,699,178.5	690,848.0	22.00				Average	
		point711	711	3,699,183.5	690,667.9	22.00					
I-12 EB OffRamp 2 2 Lane	48.0	point712	712	3,699,183.5	690,667.9	22.00				Average	
		point713	713	3,699,191.5	690,561.7	22.00				Average	
		point714	714	3,699,206.0	690,454.5	22.00					
I-12 EB OffRamp 4 1 Lane	24.0	point715	715	3,699,206.0	690,454.5	22.00				Average	
		point716	716	3,699,204.5	690,423.8	22.00				Average	
		point717	717	3,699,208.2	690,406.4	22.00				Average	
		point718	718	3,699,206.0	690,355.8	22.00				Average	
		point719	719	3,699,179.2	690,278.1	22.00					
I-12 EB OffRamp 3 1 Lane	24.0	point720	720	3,699,206.0	690,454.5	22.00				Average	
		point721	721	3,699,235.0	690,401.4	23.00				Average	

		point722	722	3,699,248.2	690,335.4	23.00					
I-12 WB OffRamp 1 Lane	24.0	point723	723	3,702,061.0	689,877.3	30.00				Average	
		point724	724	3,701,791.5	690,041.3	30.00				Average	
		point725	725	3,701,630.0	690,137.3	30.00				Average	
		point726	726	3,701,521.0	690,202.4	30.00				Average	
		point727	727	3,701,440.2	690,252.1	30.00				Average	
		point728	728	3,701,376.2	690,292.1	30.00				Average	
		point729	729	3,701,321.8	690,340.8	30.00				Average	
		point730	730	3,701,277.8	690,397.6	30.00				Average	
		point731	731	3,701,232.0	690,481.5	30.00				Average	
		point732	732	3,701,211.2	690,535.1	30.00				Average	
		point733	733	3,701,196.0	690,616.7	30.00				Average	
		point734	734	3,701,197.0	690,775.9	30.00				Average	
		point735	735	3,701,201.8	690,930.2	30.00				Average	
		point736	736	3,701,200.0	690,974.2	30.00				Average	
		point737	737	3,701,182.5	691,025.4	30.00				Average	
		point738	738	3,701,177.8	691,075.8	30.00					
LA 1088 EB 2 Lane Past I-12 OffRamp	32.0	point740	740	3,701,395.5	691,218.8	30.00				Average	
		point73	591	3,701,668.8	691,345.2	30.00				Average	
		point74	592	3,701,946.5	691,454.9	30.00				Average	
		point75	593	3,702,233.2	691,530.1	30.00				Average	
		point76	594	3,702,532.2	691,581.5	30.00				Average	
		point77	595	3,702,731.8	691,612.4	30.00				Average	
		point78	596	3,703,020.0	691,678.9	30.00				Average	
		point79	597	3,703,303.2	691,776.3	30.00				Average	
		point80	598	3,703,487.8	691,856.8	21.00				Average	
		point81	599	3,703,762.5	691,982.6	30.00				Average	
		point82	600	3,704,035.8	692,104.8	30.00				Average	
		point83	601	3,704,307.2	692,227.5	30.00					
LA 1088 WB 1 BT Bridges 2 Lane	32.0	point741	741	3,700,826.5	691,020.3	35.00				Average	
		point259	566	3,700,554.0	690,894.4	40.00				Average	
		point772	772	3,700,419.5	690,831.9	45.00				Average	
		point258	567	3,700,284.8	690,769.4	45.00				Average	
		point257	568	3,700,010.0	690,643.3	45.00				Average	
		point773	773	3,699,873.5	690,580.6	40.00				Average	
		point256	569	3,699,737.0	690,517.9	35.00				Average	
		point255	570	3,699,468.2	690,393.1	30.00					
LA 1088 EB 2 BT Bridges 2 Lane	32.0	point748	748	3,700,851.5	690,967.8	35.00				Average	

		point749	749	3,700,961.2	691,019.6	30.00				Average	
		point750	750	3,701,024.5	691,052.4	30.00				Average	
		point751	751	3,701,045.2	691,059.2	30.00				Average	
		point752	752	3,701,109.0	691,057.6	30.00				Average	
		point753	753	3,701,152.2	691,060.8	30.00				Average	
		point754	754	3,701,177.8	691,075.8	30.00				Average	
		point755	755	3,701,221.5	691,111.8	30.00				Average	
		point756	756	3,701,322.5	691,181.2	30.00				Average	
		point757	757	3,701,395.5	691,218.8	30.00					
LA 1088 WB 2 BT Bridges 2 Lane	32.0	point758	758	3,701,372.5	691,270.8	30.00				Average	
		point759	759	3,701,294.0	691,228.1	30.00				Average	
		point760	760	3,701,236.5	691,199.4	30.00				Average	
		point761	761	3,701,159.0	691,197.3	30.00				Average	
		point762	762	3,701,120.2	691,195.8	30.00				Average	
		point763	763	3,701,095.2	691,186.9	30.00				Average	
		point764	764	3,701,063.0	691,158.8	30.00				Average	
		point765	765	3,701,011.5	691,118.1	30.00				Average	
		point766	766	3,700,942.5	691,073.8	30.00				Average	
		point767	767	3,700,826.5	691,020.3	35.00					
School Comb 2 Lane	24.0	point768	768	3,688,316.5	686,046.2	21.00				Average	
		point364	364	3,688,317.8	686,299.8	21.00				Average	
		point135	135	3,688,309.2	686,672.2	21.00					
Roadway110	20.0	point786	790	3,687,396.8	685,323.5	21.00				Average	
		point787	791	3,687,673.2	685,450.5	21.00				Average	
		point788	792	3,687,862.5	685,538.6	21.00					
Roadway111	20.0	point789	793	3,687,853.8	685,558.4	21.00				Average	
		point790	794	3,687,660.5	685,469.6	21.00				Average	
		point791	795	3,687,389.0	685,344.4	21.00					
Roadway112	20.0	point794	796	3,688,875.2	686,005.1	21.00				Average	
		point795	797	3,689,125.8	686,121.3	21.00				Average	
		point796	798	3,689,395.5	686,245.5	21.00				Average	
		point797	799	3,689,575.8	686,325.4	21.00				Average	
		point798	800	3,689,793.0	686,423.2	21.00				Average	
		point799	801	3,689,997.0	686,509.7	21.00				Average	
		point800	802	3,690,179.0	686,587.1	21.00				Average	
		point801	803	3,690,330.5	686,646.1	21.00					
Roadway113	20.0	point802	804	3,690,321.5	686,666.4	21.00				Average	
		point803	805	3,690,169.2	686,607.0	21.00				Average	

		point804	806	3,689,985.5	686,527.8	21.00				Average	
		point805	807	3,689,783.0	686,441.1	21.00				Average	
		point806	808	3,689,566.8	686,344.9	21.00				Average	
		point807	809	3,689,389.0	686,263.1	21.00				Average	
		point808	810	3,689,115.5	686,140.3	21.00				Average	
		point809	811	3,688,865.8	686,025.3	21.00					
Roadway114	20.0	point813	812	3,692,841.0	687,526.3	21.00				Average	
		point814	813	3,692,958.2	687,566.5	21.00				Average	
		point815	814	3,693,239.8	687,665.4	21.00				Average	
		point816	815	3,693,523.5	687,764.9	21.00				Average	
		point817	816	3,693,632.2	687,802.2	21.00					
Roadway115	20.0	point818	817	3,693,623.0	687,822.8	21.00				Average	
		point819	818	3,693,516.8	687,785.6	21.00				Average	
		point820	819	3,693,230.0	687,685.6	21.00				Average	
		point821	820	3,692,948.2	687,586.9	21.00				Average	
		point822	821	3,692,834.8	687,548.1	21.00					
LA 1088 EB 2 Area 1 1 Lane-2	20.0	point822	822	3,686,763.5	684,996.3	21.00				Average	
		point312	312	3,686,791.0	684,996.3	21.00				Average	
		point314	314	3,686,817.5	684,987.8	21.00				Average	
		point315	315	3,686,849.8	684,997.6	21.00				Average	
		point316	316	3,686,863.2	685,014.7	21.00					
LA 1088 EB 2 Area 1 1 Lane-2-2	20.0	point823	823	3,686,863.2	685,014.7	21.00				Average	
		point317	317	3,686,963.8	685,102.3	21.00				Average	
		point318	318	3,687,034.2	685,150.0	21.00				Average	
		point319	319	3,687,120.8	685,196.0	21.00				Average	
		point320	320	3,687,267.2	685,262.8	21.00				Average	
		point321	321	3,687,368.2	685,312.4	21.00				Average	
		point322	322	3,687,396.8	685,323.5	21.00					
LA 1088 WB 2 Area 1 1 Lane-2	20.0	point824	824	3,686,752.0	685,055.9	21.00				Average	
		point338	338	3,686,697.5	685,027.1	21.00				Average	
		point339	339	3,686,665.8	685,011.8	21.00				Average	
		point340	340	3,686,515.5	684,938.2	21.00				Average	
		point341	341	3,686,357.5	684,868.0	21.00				Average	
		point342	342	3,686,335.0	684,857.9	21.00					
LA 1088 WB 2 Area 1 1 Lane-2	20.0	point825	825	3,686,877.0	685,082.9	21.00				Average	
		point331	331	3,686,856.8	685,073.7	21.00				Average	
		point332	332	3,686,845.8	685,082.9	21.00				Average	
		point333	333	3,686,823.5	685,090.2	21.00				Average	

		point334	334	3,686,811.2	685,089.0	21.00				Average	
		point335	335	3,686,790.5	685,082.2	21.00				Average	
		point336	336	3,686,778.8	685,071.8	21.00				Average	
		point337	337	3,686,752.0	685,055.9	21.00					
LA 1088 EB 3 Area 1 1 Lane-2	20.0	point826	826	3,688,219.5	685,707.5	21.00				Average	
		point369	369	3,688,254.8	685,710.9	21.00				Average	
		point370	370	3,688,287.2	685,703.1	21.00				Average	
		point371	371	3,688,306.8	685,695.7	21.00				Average	
		point372	372	3,688,328.5	685,697.2	21.00					
LA 1088 EB 1 Area 2 1 Lane-2	20.0	point827	827	3,688,402.2	685,755.9	21.00				Average	
		point376	376	3,688,459.0	685,801.1	21.00				Average	
		point377	377	3,688,534.8	685,846.7	21.00				Average	
		point378	378	3,688,626.5	685,890.2	21.00				Average	
		point379	379	3,688,760.8	685,952.4	21.00				Average	
		point380	380	3,688,832.0	685,985.7	21.00				Average	
		point381	381	3,688,875.2	686,005.1	21.00					
LA 1088 WB 3 Area 2 1 Lane-2	20.0	point828	828	3,688,208.2	685,730.6	21.00				Average	
		point396	396	3,688,093.0	685,668.8	21.00				Average	
		point397	397	3,687,930.0	685,593.4	21.00				Average	
		point398	398	3,687,853.8	685,558.4	21.00					
LA 1088 WB 1 Area 2 2 Lane-2	32.0	point829	829	3,688,388.5	685,802.8	21.00				Average	
		point389	389	3,688,342.2	685,788.1	21.00				Average	
		point390	390	3,688,317.2	685,797.9	21.00					
LA 1088 EB 2 Area 2 1 Lane-2	20.0	point830	830	3,690,906.5	686,868.7	21.00				Average	
		point432	432	3,690,988.2	686,851.9	21.00				Average	
		point433	433	3,691,022.8	686,853.6	21.00				Average	
		point434	434	3,691,045.8	686,869.6	21.00				Average	
		point435	435	3,691,066.2	686,883.8	21.00				Average	
		point436	436	3,691,131.0	686,921.1	21.00					
LA 1088 EB 2 Area 2 1 Lane-2-2	20.0	point831	831	3,691,131.0	686,921.1	21.00				Average	
		point437	437	3,691,211.0	686,955.7	21.00				Average	
		point438	438	3,691,434.5	687,032.9	21.00				Average	
		point439	439	3,691,590.5	687,090.2	21.00				Average	
		point440	440	3,691,724.5	687,139.1	21.00				Average	
		point441	441	3,691,900.2	687,198.5	21.00				Average	
		point442	442	3,692,003.0	687,234.6	21.00				Average	
		point443	443	3,692,098.8	687,270.1	21.00				Average	
		point444	444	3,692,177.8	687,310.9	21.00				Average	

		point445	445	3,692,247.0	687,357.0	21.00				Average	
		point446	446	3,692,294.0	687,383.6	21.00					
LA 1088 WB 3 Area 2 2 Lane-2	32.0	point832	832	3,691,126.2	686,949.0	21.00				Average	
		point485	485	3,691,099.0	686,949.4	21.00				Average	
		point486	486	3,691,046.0	686,963.1	21.00				Average	
		point487	487	3,691,013.8	686,973.0	21.00				Average	
		point488	488	3,690,994.8	686,974.4	21.00				Average	
		point489	489	3,690,972.0	686,967.1	21.00				Average	
		point490	490	3,690,947.5	686,959.9	21.00					
LA 1088 WB 2 Area 2 1 Lane-2	20.0	point833	833	3,690,893.0	686,912.2	21.00				Average	
		point493	493	3,690,864.5	686,891.4	21.00				Average	
		point494	494	3,690,829.5	686,870.1	21.00				Average	
		point495	495	3,690,770.2	686,836.5	21.00				Average	
		point496	496	3,690,690.2	686,800.6	21.00				Average	
		point497	497	3,690,571.2	686,758.0	21.00				Average	
		point498	498	3,690,449.2	686,714.1	21.00				Average	
		point499	499	3,690,321.5	686,666.4	21.00					
LA 1088 WB 1 Area 3 1 Lane-2	20.0	point834	834	3,692,493.8	687,445.2	21.00				Average	
		point464	464	3,692,450.2	687,466.9	21.00				Average	
		point465	465	3,692,437.0	687,483.3	21.00				Average	
		point466	466	3,692,413.8	687,496.0	21.00				Average	
		point467	467	3,692,381.8	687,498.2	21.00					
LA 1088 WB 4 Area 2 1 Lane-2	20.0	point835	835	3,692,279.8	687,413.9	21.00				Average	
		point473	473	3,692,236.0	687,378.6	21.00				Average	
		point474	474	3,692,165.2	687,330.9	21.00				Average	
		point475	475	3,692,091.2	687,292.3	21.00				Average	
		point476	476	3,691,995.8	687,254.7	21.00				Average	
		point477	477	3,691,893.5	687,218.9	21.00				Average	
		point478	478	3,691,715.8	687,158.1	21.00				Average	
		point479	479	3,691,581.8	687,112.2	21.00				Average	
		point480	480	3,691,500.0	687,085.9	21.00				Average	
		point481	481	3,691,408.0	687,047.9	21.00					
LA 1088 EB 2 Area 2 1 Lane-2-2-2	20.0	point836	836	3,692,294.0	687,383.6	21.00				Average	
		point447	447	3,692,358.0	687,379.2	21.00				Average	
		point448	448	3,692,378.2	687,368.6	21.00				Average	
		point449	449	3,692,409.5	687,367.6	21.00					
LA 1088 EB 1 Area 3 1 Lane-2	20.0	point837	837	3,692,484.8	687,399.9	21.00				Average	
		point454	454	3,692,571.0	687,432.4	21.00				Average	

		point455	455	3,692,683.5	687,471.9	21.00				Average	
		point456	456	3,692,795.0	687,510.4	21.00				Average	
		point457	457	3,692,841.0	687,526.3	21.00					
LA 1088 EB 3 Area 3 2 Lane-2	32.0	point838	838	3,695,215.5	688,370.3	21.00				Average	
		point616	616	3,695,276.0	688,360.9	21.00				Average	
		point617	617	3,695,314.8	688,350.9	21.00				Average	
		point618	618	3,695,351.8	688,352.4	21.00				Average	
		point619	619	3,695,369.2	688,360.9	21.00				Average	
		point620	620	3,695,389.0	688,378.8	21.00				Average	
		point621	621	3,695,440.2	688,424.7	21.00					
LA 1088 EB 3 Area 3 2 Lane-2-2	32.0	point839	839	3,695,440.2	688,424.7	21.00				Average	
		point622	622	3,695,519.8	688,487.3	21.00				Average	
		point623	623	3,695,596.2	688,532.5	21.00				Average	
		point624	624	3,695,874.2	688,660.1	21.00				Average	
		point625	625	3,696,175.2	688,797.5	21.00				Average	
		point626	626	3,696,413.0	688,906.7	21.00				Average	
		point627	627	3,696,627.5	689,004.0	21.00				Average	
		point628	628	3,696,904.8	689,130.8	21.00				Average	
		point629	629	3,697,127.5	689,232.5	21.00				Average	
		point630	630	3,697,338.8	689,329.9	21.00				Average	
		point631	631	3,697,522.8	689,416.8	21.00				Average	
		point632	632	3,697,808.2	689,552.8	21.00				Average	
		point633	633	3,698,093.2	689,690.5	21.00				Average	
		point634	634	3,698,234.0	689,758.9	21.00				Average	
		point635	635	3,698,508.8	689,888.9	21.00				Average	
		point636	636	3,698,800.8	690,023.9	21.00				Average	
		point637	637	3,699,077.0	690,151.6	21.00				Average	
		point638	638	3,699,163.8	690,196.8	21.00				Average	
		point639	639	3,699,196.0	690,208.7	22.00					
LA 1088 WB 3 Area 3 2 Lane-2	32.0	point840	840	3,695,404.2	688,495.2	21.00				Average	
		point669	669	3,695,353.0	688,491.1	21.00				Average	
		point670	670	3,695,303.2	688,482.2	21.00					
LA 1088 WB 2 Area 3 1 Lane-2	20.0	point841	841	3,695,188.0	688,403.7	21.00				Average	
		point675	675	3,695,095.8	688,347.1	21.00				Average	
		point676	676	3,694,944.0	688,283.8	21.00				Average	
		point677	677	3,694,696.2	688,195.2	21.00				Average	
		point678	678	3,694,450.5	688,110.6	21.00				Average	
		point679	679	3,694,173.8	688,014.5	21.00				Average	

		point680	680	3,693,937.8	687,931.9	21.00				Average	
		point681	681	3,693,686.0	687,844.0	21.00				Average	
		point682	682	3,693,623.0	687,822.8	21.00					
LA 1088 WB 3 Area 3 2 Lane-2	32.0	point842	842	3,699,395.8	690,351.1	25.00				Average	
		point646	646	3,699,326.8	690,348.4	24.00				Average	
		point647	647	3,699,274.2	690,347.1	24.00				Average	
		point648	648	3,699,248.2	690,335.4	23.00				Average	
		point649	649	3,699,179.2	690,278.1	22.00					
LA 1088 WB 3 Area 3 2 Lane-2-2	32.0	point843	843	3,699,179.2	690,278.1	22.00				Average	
		point650	650	3,699,134.5	690,245.8	21.00				Average	
		point651	651	3,699,050.5	690,200.1	21.00				Average	
		point652	652	3,698,780.2	690,073.8	21.00				Average	
		point653	653	3,698,491.0	689,939.4	21.00				Average	
		point654	654	3,698,210.8	689,803.8	21.00				Average	
		point655	655	3,698,073.0	689,734.9	21.00				Average	
		point656	656	3,697,790.0	689,594.7	21.00				Average	
		point657	657	3,697,509.0	689,456.9	21.00				Average	
		point658	658	3,697,324.0	689,368.2	21.00				Average	
		point659	659	3,697,109.2	689,269.4	21.00				Average	
		point660	660	3,696,888.2	689,167.0	21.00				Average	
		point661	661	3,696,613.5	689,040.2	21.00				Average	
		point662	662	3,696,396.2	688,941.9	21.00				Average	
		point663	663	3,696,153.0	688,831.5	21.00				Average	
		point664	664	3,695,857.5	688,695.7	21.00				Average	
		point665	665	3,695,589.0	688,573.7	21.00				Average	
		point666	666	3,695,500.8	688,524.5	21.00				Average	
		point667	667	3,695,450.0	688,500.6	21.00				Average	
		point668	668	3,695,404.2	688,495.2	21.00					
LA 1088 EB 3 Area 3 2 Lane-2-2-2	32.0	point844	844	3,699,196.0	690,208.7	22.00				Average	
		point640	640	3,699,282.8	690,209.7	22.00				Average	
		point641	641	3,699,310.0	690,212.9	24.00				Average	
		point642	642	3,699,413.0	690,289.9	25.00					
LA 1088 EB 3 Area 3 2 Lane-2-2-2-2	32.0	point845	845	3,699,413.0	690,289.9	25.00				Average	
		point643	643	3,699,487.8	690,339.4	30.00					
LA 57 NB S of LA 1088 2 2 Lane-2	24.0	point846	846	3,684,047.8	683,690.2	21.00				Average	
		point266	266	3,684,127.0	683,774.9	21.00				Average	
		point267	267	3,684,152.5	683,800.9	21.00					
LA 57 NB N of LA 1088 1 1 Lane-2	12.0	point847	847	3,684,121.8	683,980.6	21.00				Average	

		point273	273	3,684,118.8	684,062.8	21.00				Average	
		point274	274	3,684,125.0	684,128.2	21.00				Average	
		point275	275	3,684,139.2	684,204.8	21.00				Average	
		point276	276	3,684,142.8	684,260.9	21.00					
LA 57 SB N of LA 1088 1 2 Lane-2	24.0	point848	848	3,684,092.5	683,966.2	21.00				Average	
		point283	283	3,684,052.0	683,898.4	21.00				Average	
		point284	284	3,684,024.5	683,848.6	21.00				Average	
		point285	285	3,684,022.0	683,819.9	21.00					
LA 57 SB S of LA 1088 1 2 Lane-2	24.0	point849	849	3,684,010.2	683,696.6	21.00				Average	
		point288	288	3,683,993.2	683,623.1	21.00				Average	
		point289	289	3,683,969.8	683,551.4	21.00				Average	
		point290	290	3,683,928.5	683,458.6	21.00				Average	
		point291	291	3,683,808.8	683,247.5	21.00				Average	
		point292	292	3,683,708.2	683,067.5	21.00				Average	
		point293	293	3,683,624.8	682,918.1	21.00				Average	
		point294	294	3,683,597.2	682,835.0	21.00					
LA 1088 EB 1 Area 1 1 Lane	20.0	point295	295	3,684,152.5	683,800.9	21.00				Average	
		point296	296	3,684,205.2	683,843.9	21.00				Average	
		point297	297	3,684,355.8	683,922.2	21.00				Average	
		point298	298	3,684,576.2	684,021.2	21.00				Average	
		point770	774	3,684,607.2	684,035.9	21.00				Average	
		point771	775	3,684,949.0	684,194.5	21.00				Average	
		point772	776	3,685,222.5	684,316.9	21.00				Average	
		point773	777	3,685,495.0	684,443.8	21.00				Average	
		point774	778	3,685,653.2	684,518.2	21.00				Average	
		point775	779	3,685,854.8	684,611.0	21.00				Average	
		point776	780	3,686,132.5	684,739.4	21.00				Average	
		point777	781	3,686,346.0	684,837.8	21.00					
LA 1088 WB 1 Area 1 2 Lane	20.0	point778	782	3,686,335.0	684,857.9	21.00				Average	
		point779	783	3,686,121.2	684,758.9	21.00				Average	
		point780	784	3,685,845.5	684,631.1	21.00				Average	
		point781	785	3,685,640.2	684,536.6	21.00				Average	
		point782	786	3,685,483.2	684,466.4	21.00				Average	
		point783	787	3,685,207.5	684,340.1	21.00				Average	
		point784	788	3,684,939.2	684,214.1	21.00				Average	
		point300	300	3,684,594.8	684,053.9	21.00				Average	
		point301	301	3,684,562.2	684,039.1	21.00					
LA 1088 WB 1 Area 1 2 Lane-2	32.0	point850	850	3,684,562.2	684,039.1	21.00				Average	

		point302	302	3,684,344.2	683,946.5	21.00				Average	
		point303	303	3,684,227.8	683,889.8	21.00				Average	
		point304	304	3,684,175.5	683,885.3	21.00				Average	
		point305	305	3,684,134.2	683,902.1	21.00					

Volkert 30 July 2015
Thomas Lee TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 2 AM Peak 2033

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Garon Dr Comb 1 2 Lane	point100	100	104	25	6	25	0	0	28	25	1	25
	point101	101										
Jackson St Comb 2 Lane	point106	106	32	25	4	25	0	0	16	25	0	0
	point107	107										
I-12 EB OnRamp 1 Lane	point162	162	282	35	5	35	2	35	55	35	1	35
	point163	163	282	35	5	35	2	35	55	35	1	35
	point164	164	282	35	5	35	2	35	55	35	1	35
	point165	165	282	35	5	35	2	35	55	35	1	35
	point166	166	282	35	5	35	2	35	55	35	1	35
	point167	167	282	35	5	35	2	35	55	35	1	35
	point168	168	282	35	5	35	2	35	55	35	1	35
	point169	169	282	35	5	35	2	35	55	35	1	35
	point170	170	282	35	5	35	2	35	55	35	1	35
	point171	171	282	35	5	35	2	35	55	35	1	35
	point172	172	282	35	5	35	2	35	55	35	1	35
	point173	173	282	35	5	35	2	35	55	35	1	35
	point174	174	282	35	5	35	2	35	55	35	1	35
	point175	175	282	35	5	35	2	35	55	35	1	35
	point176	176	282	35	5	35	2	35	55	35	1	35
	point177	177	282	35	5	35	2	35	55	35	1	35
	point178	178	282	35	5	35	2	35	55	35	1	35
	point179	179	282	35	5	35	2	35	55	35	1	35

	point180	180	282	35	5	35	2	35	55	35	1	35
	point181	181	282	35	5	35	2	35	55	35	1	35
	point182	182	282	35	5	35	2	35	55	35	1	35
	point183	183	282	35	5	35	2	35	55	35	1	35
	point184	184	282	35	5	35	2	35	55	35	1	35
	point185	185	282	35	5	35	2	35	55	35	1	35
	point186	186	282	35	5	35	2	35	55	35	1	35
	point187	187	282	35	5	35	2	35	55	35	1	35
	point188	188	282	35	5	35	2	35	55	35	1	35
	point189	189										
LA 57 S of LA 1088 1	point218	218	1697	45	90	45	21	45	309	45	28	45
	point219	219	1697	45	90	45	21	45	309	45	28	45
	point220	220	1697	45	90	45	21	45	309	45	28	45
	point221	221	1697	45	90	45	21	45	309	45	28	45
	point222	222	1697	45	90	45	21	45	309	45	28	45
	point223	223	1697	45	90	45	21	45	309	45	28	45
	point224	224										
LA 57 N of LA 1088 1	point255	255	1087	45	94	45	87	45	397	45	12	45
	point235	235	1087	45	94	45	87	45	397	45	12	45
	point236	236	1087	45	94	45	87	45	397	45	12	45
	point237	237	1087	45	94	45	87	45	397	45	12	45
	point238	238	1087	45	94	45	87	45	397	45	12	45
	point239	239	1087	45	94	45	87	45	397	45	12	45
	point240	240	1087	45	94	45	87	45	397	45	12	45
	point241	241	1087	45	94	45	87	45	397	45	12	45
	point242	242										
LA 57 NB S of LA 1088 1 1 Lane	point257	257	925	45	49	45	12	45	168	45	15	45
	point258	258	925	45	49	45	12	45	168	45	15	45
	point259	259	925	45	49	45	12	45	168	45	15	45
	point260	260										
LA 57 NB S of LA 1088 2 2 Lane	point261	261	925	45	49	45	12	45	168	45	15	45
	point262	262	925	45	49	45	12	45	168	45	15	45
	point263	263	925	45	49	45	12	45	168	45	15	45
	point264	264	925	45	49	45	12	45	168	45	15	45

	point265	265										
LA 57 NB N of LA 1088 1 1 Lane	point268	268	494	15	43	15	40	15	181	15	5	15
	point269	269	494	15	43	15	40	15	181	15	5	15
	point270	270	494	15	43	15	40	15	181	15	5	15
	point271	271	494	15	43	15	40	15	181	15	5	15
	point272	272										
LA 57 SB N of LA 1088 1 2 Lane	point277	277	592	45	51	45	48	45	217	45	6	45
	point278	278	592	45	51	45	48	45	217	45	6	45
	point279	279	592	45	51	45	48	45	217	45	6	45
	point280	280	592	45	51	45	48	45	217	45	6	45
	point281	281	592	45	51	45	48	45	217	45	6	45
	point282	282										
LA 57 SB S of LA 1088 1 2 Lane	point286	286	772	15	41	15	10	15	141	15	13	15
	point287	287										
LA 1088 EB 2 Area 1 1 Lane	point306	306	369	45	34	45	3	45	215	45	5	45
	point307	307	369	45	34	45	3	45	215	45	5	45
	point308	308	369	45	34	45	3	45	215	45	5	45
	point309	309	369	45	34	45	3	45	215	45	5	45
	point310	310	369	45	34	45	3	45	215	45	5	45
	point311	311										
LA 1088 WB 2 Area 1 1 Lane	point323	323	308	45	29	45	3	45	180	45	4	45
	point324	324	308	45	29	45	3	45	180	45	4	45
	point325	325	308	45	29	45	3	45	180	45	4	45
	point326	326	308	45	29	45	3	45	180	45	4	45
	point327	327	308	45	29	45	3	45	180	45	4	45
	point328	328	308	45	29	45	3	45	180	45	4	45
	point329	329	308	45	29	45	3	45	180	45	4	45
	point330	330										
Jackson St NB 1 Lane	point343	343	15	25	2	25	0	0	7	25	0	0
	point344	344	15	25	2	25	0	0	7	25	0	0
	point345	345	15	25	2	25	0	0	7	25	0	0
	point346	346	15	25	2	25	0	0	7	25	0	0
	point347	347										
Jackson St SB 1 Lane	point348	348	18	25	2	25	0	0	9	25	0	0

	point349	349	18	25	2	25	0	0	9	25	0	0
	point350	350	18	25	2	25	0	0	9	25	0	0
	point351	351										
Garon Dr NB 1 Lane	point352	352	57	25	3	25	0	0	15	25	0	0
	point353	353	57	25	3	25	0	0	15	25	0	0
	point354	354	57	25	3	25	0	0	15	25	0	0
	point355	355	57	25	3	25	0	0	15	25	0	0
	point356	356	57	25	3	25	0	0	15	25	0	0
	point357	357										
Garon Dr SB 1 Lane	point358	358	47	25	3	25	0	0	13	25	0	0
	point359	359	47	25	3	25	0	0	13	25	0	0
	point360	360	47	25	3	25	0	0	13	25	0	0
	point361	361	47	25	3	25	0	0	13	25	0	0
	point362	362	47	25	3	25	0	0	13	25	0	0
	point363	363										
LA 1088 EB 3 Area 1 1 Lane	point365	365	369	45	34	45	3	45	215	45	5	45
	point366	366	369	45	34	45	3	45	215	45	5	45
	point367	367	369	45	34	45	3	45	215	45	5	45
	point368	368										
LA 1088 EB 1 Area 2 1 Lane	point373	373	414	15	15	15	7	15	173	15	10	15
	point374	374	414	15	15	15	7	15	173	15	10	15
	point375	375										
LA 1088 WB 1 Area 2 2 Lane	point382	382	296	45	10	45	5	45	124	45	7	45
	point383	383	296	45	10	45	5	45	124	45	7	45
	point384	384	296	45	10	45	5	45	124	45	7	45
	point385	385	296	45	10	45	5	45	124	45	7	45
	point386	386	296	45	10	45	5	45	124	45	7	45
	point387	387	296	45	10	45	5	45	124	45	7	45
	point388	388										
LA 1088 WB 3 Area 2 1 Lane	point391	391	308	15	29	15	3	15	180	15	4	15
	point392	392	308	15	29	15	3	15	180	15	4	15
	point393	393	308	15	29	15	3	15	180	15	4	15
	point394	394	308	15	29	15	3	15	180	15	4	15
	point395	395										

Spring Blvd NB 1 Lane	point399	399	93	20	6	20	0	0	37	20	1	20
	point400	400	93	20	6	20	0	0	37	20	1	20
	point401	401	93	20	6	20	0	0	37	20	1	20
	point402	402										
Spring Blvd SB 1 Lane	point403	403	72	20	4	20	0	0	29	20	1	20
	point404	404	72	20	4	20	0	0	29	20	1	20
	point405	405	72	20	4	20	0	0	29	20	1	20
	point406	406										
School NB 1 Lane	point407	407	20	25	0	0	0	0	5	25	0	0
	point408	408	20	25	0	0	0	0	5	25	0	0
	point409	409	20	25	0	0	0	0	5	25	0	0
	point410	410	20	25	0	0	0	0	5	25	0	0
	point411	411	20	25	0	0	0	0	5	25	0	0
	point412	412										
School SB 1 Lane	point413	413	26	25	1	25	0	0	8	25	0	0
	point414	414	26	25	1	25	0	0	8	25	0	0
	point415	415	26	25	1	25	0	0	8	25	0	0
	point416	416	26	25	1	25	0	0	8	25	0	0
	point417	417	26	25	1	25	0	0	8	25	0	0
	point418	418										
LA 1088 EB 2 Area 2 1 Lane	point424	424	414	45	15	45	7	45	173	45	10	45
	point425	425	414	45	15	45	7	45	173	45	10	45
	point426	426	414	45	15	45	7	45	173	45	10	45
	point427	427	414	45	15	45	7	45	173	45	10	45
	point428	428	414	45	15	45	7	45	173	45	10	45
	point429	429	414	45	15	45	7	45	173	45	10	45
	point430	430	414	45	15	45	7	45	173	45	10	45
	point431	431										
LA 1088 EB 1 Area 3 1 Lane	point450	450	566	15	41	15	7	15	193	15	2	15
	point451	451	566	15	41	15	7	15	193	15	2	15
	point452	452	566	15	41	15	7	15	193	15	2	15
	point453	453										
LA 1088 WB 1 Area 3 1 Lane	point458	458	347	45	25	45	5	45	118	45	2	45
	point459	459	347	45	25	45	5	45	118	45	2	45

	point460	460	347	45	25	45	5	45	118	45	2	45
	point461	461	347	45	25	45	5	45	118	45	2	45
	point462	462	347	45	25	45	5	45	118	45	2	45
	point463	463										
LA 1088 WB 4 Area 2 1 Lane	point468	468	296	15	10	15	5	15	124	15	7	15
	point469	469	296	15	10	15	5	15	124	15	7	15
	point470	470	296	15	10	15	5	15	124	15	7	15
	point471	471	296	15	10	15	5	15	124	15	7	15
	point472	472										
LA 1088 WB 3 Area 2 2 Lane	point482	482	296	45	10	45	5	45	124	45	7	45
	point483	483	296	45	10	45	5	45	124	45	7	45
	point484	484										
LA 1088 WB 2 Area 2 1 Lane	point491	491	296	15	10	15	5	15	124	15	7	15
	point492	492										
Soult St Comb 2 Lane	point500	500	517	25	48	25	5	25	210	25	4	25
	point501	501										
Soult St NB 2 Lane	point502	502	277	25	26	25	3	25	113	25	2	25
	point503	503	277	25	26	25	3	25	113	25	2	25
	point504	504	277	25	26	25	3	25	113	25	2	25
	point505	505	277	25	26	25	3	25	113	25	2	25
	point506	506	277	25	26	25	3	25	113	25	2	25
	point507	507	277	25	26	25	3	25	113	25	2	25
	point508	508	277	25	26	25	3	25	113	25	2	25
	point509	509										
Soult St SB 1 Lane	point510	510	198	25	18	25	2	25	81	25	2	25
	point511	511	198	25	18	25	2	25	81	25	2	25
	point512	512	198	25	18	25	2	25	81	25	2	25
	point513	513	198	25	18	25	2	25	81	25	2	25
	point514	514	198	25	18	25	2	25	81	25	2	25
	point515	515	198	25	18	25	2	12	81	25	2	25
	point516	516										
Viola St NB 1 Lane	point517	517	35	25	1	25	0	0	54	25	0	0
	point518	518	35	25	1	25	0	0	54	25	0	0
	point519	519	35	25	1	25	0	0	54	25	0	0

	point520	520										
Viola St Comb 2 Lane	point521	521	91	25	2	25	0	0	140	25	0	0
	point522	522	91	25	2	25	0	0	140	25	0	0
	point523	523	91	25	2	25	0	0	140	25	0	0
	point524	524	91	25	2	25	0	0	140	25	0	0
	point525	525	91	25	2	25	0	0	140	25	0	0
	point526	526										
Viola St SB 1 Lane	point527	527	49	25	1	25	0	0	75	25	0	0
	point528	528	49	25	1	25	0	0	75	25	0	0
	point529	529	49	25	1	25	0	0	75	25	0	0
	point530	530	49	25	1	25	0	0	75	25	0	0
	point531	531	49	25	1	25	0	0	75	25	0	0
	point532	532										
Tinity Dr NB 2 Lane	point533	533	123	20	2	20	0	0	19	20	7	20
	point534	534	123	20	2	20	0	0	19	20	7	20
	point535	535	123	20	2	20	0	0	19	20	7	20
	point536	536	123	20	2	20	0	0	19	20	7	20
	point537	537										
Trinity Dr SB 1 Lane	point538	538	75	20	1	20	0	0	12	20	4	20
	point539	539	75	20	1	20	0	0	12	20	4	20
	point540	540	75	20	1	20	0	0	12	20	4	20
	point541	541										
LA 1088 WB 3 BT Bridges 2 Lane	point273	552	231	55	13	55	3	55	79	55	2	55
	point272	553	231	55	13	55	3	55	79	55	2	55
	point271	554	231	55	13	55	3	55	79	55	2	55
	point270	555	231	55	13	55	3	55	79	55	2	55
	point269	556	231	55	13	55	3	55	79	55	2	55
	point268	557	231	55	13	55	3	55	79	55	2	55
	point267	558	231	55	13	55	3	55	79	55	2	55
	point266	559	231	55	13	55	3	55	79	55	2	55
	point265	560	231	55	13	55	3	55	79	55	2	55
	point264	561	231	55	13	55	3	55	79	55	2	55
	point263	562	231	55	13	55	3	55	79	55	2	55
	point262	563										

LA 1088 EB 1 BT Bridges 2 Lane	point65	583	377	55	21	55	4	55	128	55	4	55
	point66	584	377	55	21	55	4	55	128	55	4	55
	point770	770	377	55	21	55	4	55	128	55	4	55
	point67	585	377	55	21	55	4	55	128	55	4	55
	point68	586	377	55	21	55	4	55	128	55	4	55
	point771	771	377	55	21	55	4	55	128	55	4	55
	point69	587	377	55	21	55	4	55	128	55	4	55
	point70	588										
LA 1088 EB 2 Area 3 1 Lane	point602	602	566	45	41	45	7	45	193	45	2	45
	point603	603	566	45	41	45	7	45	193	45	2	45
	point604	604	566	45	41	45	7	45	193	45	2	45
	point605	605	566	45	41	45	7	45	193	45	2	45
	point606	606										
LA 1088 EB 3 Area 3 2 Lane	point609	609	566	45	41	45	7	45	193	45	2	45
	point610	610	566	45	41	45	7	45	193	45	2	45
	point611	611	566	45	41	45	7	45	193	45	2	45
	point612	612	566	45	41	45	7	45	193	45	2	45
	point613	613	566	45	41	45	7	45	193	45	2	45
	point614	614	566	45	41	45	7	45	193	45	2	45
	point615	615										
LA 1088 WB 3 Area 3 2 Lane	point644	644	231	55	13	55	3	55	79	55	2	55
	point645	645										
LA 1088 WB 2 Area 3 1 Lane	point671	671	347	15	25	15	5	15	118	15	2	15
	point672	672	347	15	25	15	5	15	118	15	2	15
	point673	673	347	15	25	15	5	15	118	15	2	15
	point674	674										
Forest Brook Blvd Comb 2 Lane	point683	683	400	20	9	20	3	20	66	20	1	20
	point684	684										
Forest Brook Blvd NB 2 Lane	point685	685	211	20	5	20	2	20	35	20	1	20
	point686	686	211	20	5	20	2	20	35	20	1	20
	point687	687	211	20	5	20	2	20	35	20	1	20
	point688	688	211	20	5	20	2	20	35	20	1	20
	point689	689	211	20	5	20	2	20	35	20	1	20
	point690	690	211	20	5	20	2	20	35	20	1	20

	point691	691										
Forest Brook Blvd SB 1 Lane	point692	692	129	20	3	20	1	20	21	20	0	0
	point693	693	129	20	3	20	1	20	21	20	0	0
	point694	694	129	20	3	20	1	20	21	20	0	0
	point695	695	129	20	3	20	1	20	21	20	0	0
	point696	696	129	20	3	20	1	20	21	20	0	0
	point697	697										
I-12 EB OffRamp 1 1 Lane	point698	698	325	35	5	35	2	35	63	35	2	35
	point699	699	325	35	5	35	2	35	63	35	2	35
	point700	700	325	35	5	35	2	35	63	35	2	35
	point701	701	325	35	5	35	2	35	63	35	2	35
	point702	702	325	35	5	35	2	35	63	35	2	35
	point703	703	325	35	5	35	2	35	63	35	2	35
	point704	704	325	35	5	35	2	35	63	35	2	35
	point705	705	325	35	5	35	2	35	63	35	2	35
	point706	706	325	35	5	35	2	35	63	35	2	35
	point707	707	325	35	5	35	2	35	63	35	2	35
	point708	708	325	35	5	35	2	35	63	35	2	35
	point709	709	325	35	5	35	2	35	63	35	2	35
	point710	710	325	35	5	35	2	35	63	35	2	35
	point711	711										
I-12 EB OffRamp 2 2 Lane	point712	712	325	35	5	35	2	35	63	35	2	35
	point713	713	325	35	5	35	2	35	63	35	2	35
	point714	714										
I-12 EB OffRamp 4 1 Lane	point715	715	174	35	3	35	1	35	34	35	1	35
	point716	716	174	35	3	35	1	35	34	35	1	35
	point717	717	174	35	3	35	1	35	34	35	1	35
	point718	718	174	35	3	35	1	35	34	35	1	35
	point719	719										
I-12 EB OffRamp 3 1 Lane	point720	720	125	35	2	35	1	35	24	35	1	35
	point721	721	125	35	2	35	1	35	24	35	1	35
	point722	722										
I-12 WB OffRamp 1 Lane	point723	723	177	35	54	35	3	35	31	35	1	35
	point724	724	177	35	54	35	3	35	31	35	1	35

	point725	725	177	35	54	35	3	35	31	35	1	35
	point726	726	177	35	54	35	3	35	31	35	1	35
	point727	727	177	35	54	35	3	35	31	35	1	35
	point728	728	177	35	54	35	3	35	31	35	1	35
	point729	729	177	35	54	35	3	35	31	35	1	35
	point730	730	177	35	54	35	3	35	31	35	1	35
	point731	731	177	35	54	35	3	35	31	35	1	35
	point732	732	177	35	54	35	3	35	31	35	1	35
	point733	733	177	35	54	35	3	35	31	35	1	35
	point734	734	177	35	54	35	3	35	31	35	1	35
	point735	735	177	35	54	35	3	35	31	35	1	35
	point736	736	177	35	54	35	3	35	31	35	1	35
	point737	737	177	35	54	35	3	35	31	35	1	35
	point738	738										
LA 1088 EB 2 Lane Past I-12 OffRamp	point740	740	377	55	21	55	4	55	128	55	4	55
	point73	591	377	55	21	55	4	55	128	55	4	55
	point74	592	377	55	21	55	4	55	128	55	4	55
	point75	593	377	55	21	55	4	55	128	55	4	55
	point76	594	377	55	21	55	4	55	128	55	4	55
	point77	595	377	55	21	55	4	55	128	55	4	55
	point78	596	377	55	21	55	4	55	128	55	4	55
	point79	597	377	55	21	55	4	55	128	55	4	55
	point80	598	377	55	21	55	4	55	128	55	4	55
	point81	599	377	55	21	55	4	55	128	55	4	55
	point82	600	377	55	21	55	4	55	128	55	4	55
	point83	601										
LA 1088 WB 1 BT Bridges 2 Lane	point741	741	231	55	13	55	3	55	79	55	2	55
	point259	566	231	55	13	55	3	55	79	55	2	55
	point772	772	231	55	13	55	3	55	79	55	2	55
	point258	567	231	55	13	55	3	55	79	55	2	55
	point257	568	231	55	13	55	3	55	79	55	2	55
	point773	773	231	55	13	55	3	55	79	55	2	55
	point256	569	231	55	13	55	3	55	79	55	2	55
	point255	570										

LA 1088 EB 2 BT Bridges 2 Lane	point748	748	377	15	21	15	4	15	128	15	4	15
	point749	749	377	15	21	15	4	15	128	15	4	15
	point750	750	377	15	21	15	4	15	128	15	4	15
	point751	751	377	15	21	15	4	15	128	15	4	15
	point752	752	377	15	21	15	4	15	128	15	4	15
	point753	753	377	15	21	15	4	15	128	15	4	15
	point754	754	377	15	21	15	4	15	128	15	4	15
	point755	755	377	15	21	15	4	15	128	15	4	15
	point756	756	377	15	21	15	4	15	128	15	4	15
	point757	757										
LA 1088 WB 2 BT Bridges 2 Lane	point758	758	231	15	13	15	3	15	79	15	2	15
	point759	759	231	15	13	15	3	15	79	15	2	15
	point760	760	231	15	13	15	3	15	79	15	2	15
	point761	761	231	15	13	15	3	15	79	15	2	15
	point762	762	231	15	13	15	3	15	79	15	2	15
	point763	763	231	15	13	15	3	15	79	15	2	15
	point764	764	231	15	13	15	3	15	79	15	2	15
	point765	765	231	15	13	15	3	15	79	15	2	15
	point766	766	231	15	13	15	3	15	79	15	2	15
	point767	767										
School Comb 2 Lane	point768	768	48	25	2	25	0	0	16	25	0	0
	point364	364	48	25	2	25	0	0	16	25	0	0
	point135	135										
Roadway110	point786	790	369	45	34	45	3	45	215	45	5	45
	point787	791	369	45	34	45	3	45	215	45	5	45
	point788	792										
Roadway111	point789	793	308	45	29	45	3	45	180	45	4	45
	point790	794	308	45	29	45	3	45	180	45	4	45
	point791	795										
Roadway112	point794	796	414	45	15	45	7	45	173	45	10	45
	point795	797	414	45	15	45	7	45	173	45	10	45
	point796	798	414	45	15	45	7	45	173	45	10	45
	point797	799	414	45	15	45	7	45	173	45	10	45
	point798	800	414	45	15	45	7	45	173	45	10	45

	point799	801	414	45	15	45	7	45	173	45	10	45
	point800	802	414	45	15	45	7	45	173	45	10	45
	point801	803										
Roadway113	point802	804	296	45	10	45	5	45	124	45	7	45
	point803	805	296	45	10	45	5	45	124	45	7	45
	point804	806	296	45	10	45	5	45	124	45	7	45
	point805	807	296	45	10	45	5	45	124	45	7	45
	point806	808	296	45	10	45	5	45	124	45	7	45
	point807	809	296	45	10	45	5	45	124	45	7	45
	point808	810	296	45	10	45	5	45	124	45	7	45
	point809	811										
Roadway114	point813	812	566	45	41	45	7	45	193	45	2	45
	point814	813	566	45	41	45	7	45	193	45	2	45
	point815	814	566	45	41	45	7	45	193	45	2	45
	point816	815	566	45	41	45	7	45	193	45	2	45
	point817	816										
Roadway115	point818	817	347	45	25	45	5	45	118	45	2	45
	point819	818	347	45	25	45	5	45	118	45	2	45
	point820	819	347	45	25	45	5	45	118	45	2	45
	point821	820	347	45	25	45	5	45	118	45	2	45
	point822	821										
LA 1088 EB 2 Area 1 1 Lane-2	point822	822	369	15	34	15	3	15	215	15	5	15
	point312	312	369	15	34	15	3	15	215	15	5	15
	point314	314	369	15	34	15	3	15	215	15	5	15
	point315	315	369	15	34	15	3	15	215	15	5	15
	point316	316										
LA 1088 EB 2 Area 1 1 Lane-2-2	point823	823	369	45	34	45	3	45	215	45	5	45
	point317	317	369	45	34	45	3	45	215	45	5	45
	point318	318	369	45	34	45	3	45	215	45	5	45
	point319	319	369	45	34	45	3	45	215	45	5	45
	point320	320	369	45	34	45	3	45	215	45	5	45
	point321	321	369	45	34	45	3	45	215	45	5	45
	point322	322										
LA 1088 WB 2 Area 1 1 Lane-2	point824	824	308	45	29	45	3	45	180	45	4	45

	point338	338	308	45	29	45	3	45	180	45	4	45
	point339	339	308	45	29	45	3	45	180	45	4	45
	point340	340	308	45	29	45	3	45	180	45	4	45
	point341	341	308	45	29	45	3	45	180	45	4	45
	point342	342										
LA 1088 WB 2 Area 1 1 Lane-2	point825	825	308	15	29	15	3	15	180	15	4	15
	point331	331	308	15	29	15	3	15	180	15	4	15
	point332	332	308	15	29	15	3	15	180	15	4	15
	point333	333	308	15	29	15	3	15	180	15	4	15
	point334	334	180	15	29	15	3	15	180	15	4	15
	point335	335	308	15	29	15	3	15	180	15	4	15
	point336	336	308	15	29	15	3	15	180	15	4	15
	point337	337										
LA 1088 EB 3 Area 1 1 Lane-2	point826	826	369	15	34	15	3	15	215	15	5	15
	point369	369	369	15	34	15	3	15	215	15	5	15
	point370	370	369	15	34	15	3	15	215	15	5	15
	point371	371	369	15	34	15	3	15	215	15	5	15
	point372	372										
LA 1088 EB 1 Area 2 1 Lane-2	point827	827	414	45	15	45	7	45	173	45	10	45
	point376	376	414	45	15	45	7	45	173	45	10	45
	point377	377	414	45	15	45	7	45	173	45	10	45
	point378	378	414	45	15	45	7	45	173	45	10	45
	point379	379	414	45	15	45	7	45	173	45	10	45
	point380	380	414	45	15	45	7	45	173	45	10	45
	point381	381										
LA 1088 WB 3 Area 2 1 Lane-2	point828	828	308	45	29	45	3	45	180	45	4	45
	point396	396	308	45	29	45	3	45	180	45	4	45
	point397	397	308	45	29	45	3	45	180	45	4	45
	point398	398										
LA 1088 WB 1 Area 2 2 Lane-2	point829	829	296	15	10	15	5	15	124	15	7	15
	point389	389	296	15	10	15	5	15	124	15	7	15
	point390	390										
LA 1088 EB 2 Area 2 1 Lane-2	point830	830	414	15	15	15	7	15	173	15	10	15
	point432	432	414	15	15	15	7	15	173	15	10	15

	point433	433	414	15	15	15	7	15	173	15	10	15
	point434	434	414	15	15	15	7	15	173	15	10	15
	point435	435	414	15	15	15	7	15	173	15	10	15
	point436	436										
LA 1088 EB 2 Area 2 1 Lane-2-2	point831	831	414	45	15	45	7	45	173	45	10	45
	point437	437	414	45	15	45	7	45	173	45	10	45
	point438	438	414	45	15	45	7	45	173	45	10	45
	point439	439	414	45	15	45	7	45	173	45	10	45
	point440	440	414	45	15	45	7	45	173	45	10	45
	point441	441	414	45	15	45	7	45	173	45	10	45
	point442	442	414	45	15	45	7	45	173	45	10	45
	point443	443	414	45	15	45	7	45	173	45	10	45
	point444	444	414	45	15	45	7	45	173	45	10	45
	point445	445	414	45	15	45	7	45	173	45	10	45
	point446	446										
LA 1088 WB 3 Area 2 2 Lane-2	point832	832	296	15	10	15	5	15	124	15	7	15
	point485	485	296	15	10	15	5	15	124	15	7	15
	point486	486	296	15	10	15	5	15	124	15	7	15
	point487	487	296	15	10	15	5	15	124	15	7	15
	point488	488	296	15	10	15	5	15	124	15	7	15
	point489	489	296	15	10	15	5	15	124	15	7	15
	point490	490										
LA 1088 WB 2 Area 2 1 Lane-2	point833	833	296	45	10	45	5	45	124	45	7	45
	point493	493	296	45	10	45	5	45	124	45	7	45
	point494	494	296	45	10	45	5	45	124	45	7	45
	point495	495	296	45	10	45	5	45	124	45	7	45
	point496	496	296	45	10	45	5	45	124	45	7	45
	point497	497	296	45	10	45	5	45	124	45	7	45
	point498	498	296	45	10	45	5	45	124	45	7	45
	point499	499										
LA 1088 WB 1 Area 3 1 Lane-2	point834	834	347	15	25	15	5	15	118	15	2	15
	point464	464	347	15	25	15	5	15	118	15	2	15
	point465	465	347	15	25	15	5	15	118	15	2	15
	point466	466	347	15	25	15	5	15	118	15	2	15

	point467	467										
LA 1088 WB 4 Area 2 1 Lane-2	point835	835	296	45	10	45	5	45	124	45	7	45
	point473	473	296	45	10	45	5	45	124	45	7	45
	point474	474	296	45	10	45	5	45	124	45	7	45
	point475	475	296	45	10	45	5	45	124	45	7	45
	point476	476	296	45	10	45	5	45	124	45	7	45
	point477	477	296	45	10	45	5	45	124	45	7	45
	point478	478	296	45	10	45	5	45	124	45	7	45
	point479	479	296	45	10	45	5	45	124	45	7	45
	point480	480	296	45	10	45	5	45	124	45	7	45
	point481	481										
LA 1088 EB 2 Area 2 1 Lane-2-2-2	point836	836	414	15	15	15	7	15	173	15	10	15
	point447	447	414	15	15	15	7	15	173	15	10	15
	point448	448	414	15	15	15	7	15	173	15	10	15
	point449	449										
LA 1088 EB 1 Area 3 1 Lane-2	point837	837	566	45	41	45	7	45	193	45	2	45
	point454	454	566	45	41	45	7	45	193	45	2	45
	point455	455	566	45	41	45	7	45	193	45	2	45
	point456	456	566	45	41	45	7	45	193	45	2	45
	point457	457										
LA 1088 EB 3 Area 3 2 Lane-2	point838	838	566	15	41	15	7	15	193	15	2	15
	point616	616	566	15	41	15	7	15	193	15	2	15
	point617	617	566	15	41	15	7	15	193	15	2	15
	point618	618	566	15	41	15	7	15	193	15	2	15
	point619	619	566	15	41	15	7	15	193	15	2	15
	point620	620	566	15	41	15	7	15	193	15	2	15
	point621	621										
LA 1088 EB 3 Area 3 2 Lane-2-2	point839	839	566	55	41	55	7	55	193	55	2	55
	point622	622	566	55	41	55	7	55	193	55	2	55
	point623	623	566	55	41	55	7	55	193	55	2	55
	point624	624	566	55	41	55	7	55	193	55	2	55
	point625	625	566	55	41	55	7	55	193	55	2	55
	point626	626	566	55	41	55	7	55	193	55	2	55
	point627	627	566	55	41	55	7	55	193	55	2	55

	point628	628	566	55	41	55	7	55	193	55	2	55
	point629	629	566	55	41	55	7	55	193	55	2	55
	point630	630	566	55	41	55	7	55	193	55	2	55
	point631	631	566	55	41	55	7	55	193	55	2	55
	point632	632	566	55	41	55	7	55	193	55	2	55
	point633	633	566	55	41	55	7	55	193	55	2	55
	point634	634	566	55	41	55	7	55	193	55	2	55
	point635	635	566	55	41	55	7	55	193	55	2	55
	point636	636	566	55	41	55	7	55	193	55	2	55
	point637	637	566	55	41	55	7	55	193	55	2	55
	point638	638	566	55	41	55	7	55	193	55	2	55
	point639	639										
LA 1088 WB 3 Area 3 2 Lane-2	point840	840	347	15	25	15	5	15	118	15	2	15
	point669	669	347	15	25	15	5	15	118	15	2	15
	point670	670										
LA 1088 WB 2 Area 3 1 Lane-2	point841	841	347	45	25	45	5	45	118	45	2	45
	point675	675	347	45	25	45	5	45	118	45	2	45
	point676	676	347	45	25	45	5	45	118	45	2	45
	point677	677	347	45	25	45	5	45	118	45	2	45
	point678	678	347	45	25	45	5	45	118	45	2	45
	point679	679	347	45	25	45	5	45	118	45	2	45
	point680	680	347	45	25	45	5	45	118	45	2	45
	point681	681	347	45	25	45	5	45	118	45	2	45
	point682	682										
LA 1088 WB 3 Area 3 2 Lane-2	point842	842	347	15	25	15	5	15	118	15	2	15
	point646	646	347	15	25	15	5	15	118	15	2	15
	point647	647	347	15	25	15	5	15	118	15	2	15
	point648	648	347	15	25	15	5	15	118	15	2	15
	point649	649										
LA 1088 WB 3 Area 3 2 Lane-2-2	point843	843	347	55	25	55	5	55	118	55	2	55
	point650	650	347	55	25	55	5	55	118	55	2	55
	point651	651	347	55	25	55	5	55	118	55	2	55
	point652	652	347	55	25	55	5	55	118	55	2	55
	point653	653	347	55	25	55	5	55	118	55	2	55

	point654	654	347	55	25	55	5	55	118	55	2	55
	point655	655	347	55	25	55	5	55	118	55	2	55
	point656	656	347	55	25	55	5	55	118	55	2	55
	point657	657	347	55	25	55	5	55	118	55	2	55
	point658	658	347	55	25	55	5	55	118	55	2	55
	point659	659	347	55	25	55	5	55	118	55	2	55
	point660	660	347	55	25	55	5	55	118	55	2	55
	point661	661	347	55	25	55	5	55	118	55	2	55
	point662	662	347	55	25	55	5	55	118	55	2	55
	point663	663	347	55	25	55	5	55	118	55	2	55
	point664	664	347	55	25	55	5	55	118	55	2	55
	point665	665	347	55	25	55	5	55	118	55	2	55
	point666	666	347	55	25	55	5	55	118	55	2	55
	point667	667	347	55	25	55	5	55	118	55	2	55
	point668	668										
LA 1088 EB 3 Area 3 2 Lane-2-2-2	point844	844	566	15	41	15	7	15	193	15	2	15
	point640	640	566	15	41	15	7	15	193	15	2	15
	point641	641	566	15	41	15	7	15	193	15	2	15
	point642	642										
LA 1088 EB 3 Area 3 2 Lane-2-2-2-2	point845	845	377	55	21	55	4	55	128	55	4	55
	point643	643										
LA 57 NB S of LA 1088 2 2 Lane-2	point846	846	925	15	49	15	12	15	168	15	15	15
	point266	266	925	15	49	15	12	15	168	15	15	15
	point267	267										
LA 57 NB N of LA 1088 1 1 Lane-2	point847	847	494	45	43	45	40	45	181	45	5	45
	point273	273	494	45	43	45	40	45	181	45	5	45
	point274	274	494	45	43	45	40	45	181	45	5	45
	point275	275	494	45	43	45	40	45	181	45	5	45
	point276	276										
LA 57 SB N of LA 1088 1 2 Lane-2	point848	848	592	15	51	15	48	15	217	15	6	15
	point283	283	592	15	51	15	48	15	217	15	6	15
	point284	284	592	15	51	15	48	15	217	15	6	15
	point285	285										
LA 57 SB S of LA 1088 1 2 Lane-2	point849	849	772	45	41	45	10	45	141	45	13	45

	point288	288	772	45	41	45	10	45	141	45	13	45
	point289	289	772	45	41	45	10	45	141	45	13	45
	point290	290	772	45	41	45	10	45	141	45	13	45
	point291	291	772	45	41	45	10	45	141	45	13	45
	point292	292	772	45	41	45	10	45	141	45	13	45
	point293	293	772	45	41	45	10	45	141	45	13	45
	point294	294										
LA 1088 EB 1 Area 1 1 Lane	point295	295	369	45	34	45	3	45	215	45	5	45
	point296	296	369	45	34	45	3	45	215	45	5	45
	point297	297	369	45	34	45	3	45	215	45	5	45
	point298	298	369	45	34	45	3	45	215	45	5	45
	point770	774	369	45	34	45	3	45	215	45	5	45
	point771	775	369	45	34	45	3	45	215	45	5	45
	point772	776	369	45	34	45	3	45	215	45	5	45
	point773	777	369	45	34	45	3	45	215	45	5	45
	point774	778	369	45	34	45	3	45	215	45	5	45
	point775	779	369	45	34	45	3	45	215	45	5	45
	point776	780	369	45	34	45	3	45	215	45	5	45
	point777	781										
LA 1088 WB 1 Area 1 2 Lane	point778	782	308	45	29	45	3	45	180	45	4	45
	point779	783	308	45	29	45	3	45	180	45	4	45
	point780	784	308	45	29	45	3	45	180	45	4	45
	point781	785	308	45	29	45	3	45	180	45	4	45
	point782	786	308	45	29	45	3	45	180	45	4	45
	point783	787	308	45	29	45	3	45	180	45	4	45
	point784	788	308	45	29	45	3	45	180	45	4	45
	point300	300	308	45	29	45	3	45	180	45	4	45
	point301	301										
LA 1088 WB 1 Area 1 2 Lane-2	point850	850	308	45	29	45	3	45	180	45	4	45
	point302	302	308	45	29	45	3	45	180	45	4	45
	point303	303	308	45	29	45	3	45	180	45	4	45
	point304	304	308	45	29	45	3	45	180	45	4	45
	point305	305										

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 2 AM Peak 2033

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Res 1	4	1	3,683,441.2	682,376.4	21.00	4.92	67.70	66	10.0	8.0	
Res 2	5	1	3,683,468.2	682,470.8	21.00	4.92	69.10	66	10.0	8.0	
Res 3	6	1	3,683,608.2	682,712.8	21.00	4.92	69.00	66	10.0	8.0	
Res 4	7	1	3,683,723.2	682,831.0	21.00	4.92	66.90	66	10.0	8.0	
Res 5	8	6	3,683,805.8	682,796.2	21.00	4.92	61.70	66	10.0	8.0	
Res 6	9	6	3,683,965.2	682,871.1	21.00	4.92	57.30	66	10.0	8.0	
Res 7	10	3	3,684,131.2	682,918.9	21.00	4.92	53.60	66	10.0	8.0	
Res 8	11	1	3,683,886.5	683,064.1	21.00	4.92	64.70	66	10.0	8.0	
Res 9	12	1	3,683,868.8	683,216.2	21.00	4.92	70.60	66	10.0	8.0	
Res 10	13	1	3,683,920.8	683,168.4	21.00	4.92	66.60	66	10.0	8.0	
Res 11	14	1	3,683,955.5	683,326.9	21.00	4.92	69.00	66	10.0	8.0	
Res 25	15	1	3,684,467.8	683,922.0	21.00	4.92	69.50	66	10.0	8.0	
Res 26	16	1	3,684,829.8	683,931.1	21.00	4.92	59.10	66	10.0	8.0	
Res 27	17	1	3,685,046.0	683,969.3	21.00	4.92	56.50	66	10.0	8.0	
Res 28	18	1	3,685,117.0	683,892.1	21.00	4.92	53.40	66	10.0	8.0	
Res 29	19	1	3,685,153.5	683,813.9	21.00	4.92	51.60	66	10.0	8.0	
Res 30	20	1	3,685,276.5	684,122.5	21.00	4.92	58.20	66	10.0	8.0	
Res 31	21	1	3,685,658.0	684,432.4	21.00	4.92	67.00	66	10.0	8.0	
Res 32	22	1	3,685,928.8	684,186.3	21.00	4.92	51.40	66	10.0	8.0	
Res 33	23	1	3,686,452.2	684,726.7	21.00	4.92	61.40	66	10.0	8.0	
Res 34	24	1	3,686,550.0	684,672.0	21.00	4.92	56.50	66	10.0	8.0	
Res 35	25	1	3,686,742.5	684,919.4	21.00	4.92	66.00	66	10.0	8.0	

Res 36	26	1	3,686,741.2	684,824.4	21.00	4.92	58.50	66	10.0	8.0	
Res 37	27	1	3,686,733.5	684,708.5	21.00	4.92	55.30	66	10.0	8.0	
Res 38	28	1	3,686,744.0	684,614.8	21.00	4.92	54.90	66	10.0	8.0	
Res 39	29	1	3,686,732.2	684,505.3	21.00	4.92	53.30	66	10.0	8.0	
Res 80	30	1	3,686,918.5	685,006.6	21.00	4.92	66.60	66	10.0	8.0	
Res 81	31	1	3,686,954.8	684,907.7	21.00	4.92	58.40	66	10.0	8.0	
Res 82	32	1	3,686,927.5	684,807.4	21.00	4.92	56.60	66	10.0	8.0	
Res 83	33	1	3,686,925.0	684,721.5	21.00	4.92	55.50	66	10.0	8.0	
Res 84	34	1	3,686,931.0	684,618.0	21.00	4.92	54.50	66	10.0	8.0	
Res 85	35	1	3,687,133.2	684,910.3	21.00	4.92	55.00	66	10.0	8.0	
Res 86	36	1	3,687,189.2	684,795.7	21.00	4.92	50.70	66	10.0	8.0	
Res 87	37	9	3,687,514.8	685,143.4	21.00	4.92	57.50	66	10.0	8.0	
Res 88	38	5	3,687,582.5	684,954.6	21.00	4.92	50.70	66	10.0	8.0	
Res 89	39	1	3,687,999.0	685,498.8	21.00	4.92	65.80	66	10.0	8.0	
Res 90	40	1	3,688,096.8	685,548.3	21.00	4.92	66.20	66	10.0	8.0	
Res 91	41	2	3,688,070.8	685,302.2	21.00	4.92	53.40	66	10.0	8.0	
Res 92	42	2	3,688,104.5	685,213.7	21.00	4.92	51.10	66	10.0	8.0	
Res 93	43	1	3,688,030.2	685,380.3	21.00	4.92	56.30	66	10.0	8.0	
Res 94	44	1	3,688,175.0	685,561.3	21.00	4.92	64.10	66	10.0	8.0	
Res 95	45	1	3,688,259.5	685,614.8	21.00	4.92	65.40	66	10.0	8.0	
Res 96	46	1	3,688,444.5	685,688.9	21.00	4.92	64.10	66	10.0	8.0	
Recreation 97	47	1	3,688,576.2	685,404.6	21.00	4.92	50.90	66	10.0	8.0	
Res 98	48	1	3,688,522.5	685,711.1	21.00	4.92	62.70	66	10.0	8.0	
Res 99	49	1	3,688,607.2	685,743.6	21.00	4.92	62.10	66	10.0	8.0	
Res 100	50	4	3,688,691.8	685,593.9	21.00	4.92	52.60	66	10.0	8.0	
Res 101	51	1	3,688,797.2	685,824.4	21.00	4.92	61.60	66	10.0	8.0	
Res 102	52	1	3,688,911.8	685,846.5	21.00	4.92	59.70	66	10.0	8.0	
Res 103	53	1	3,688,995.2	685,821.8	21.00	4.92	56.50	66	10.0	8.0	
Res 104	54	1	3,689,086.2	685,832.2	21.00	4.92	55.40	66	10.0	8.0	
Res 105	55	1	3,689,175.0	685,836.1	21.00	4.92	54.10	66	10.0	8.0	
Res 106	56	2	3,688,978.2	685,655.1	21.00	4.92	51.00	66	10.0	8.0	
Res 107	57	2	3,689,070.8	685,647.2	21.00	4.92	50.30	66	10.0	8.0	
Res 108	58	2	3,689,156.8	685,648.6	21.00	4.92	49.80	66	10.0	8.0	
Res 109	59	2	3,689,223.5	685,642.6	21.00	4.92	49.40	66	10.0	8.0	
Res 110	60	1	3,689,795.8	686,349.9	21.00	4.92	67.10	66	10.0	8.0	

Res 111	61	1	3,689,836.2	686,314.0	21.00	4.92	62.60	66	10.0	8.0	
Res 112	62	1	3,690,190.5	686,521.0	21.00	4.92	68.00	66	10.0	8.0	
Res 113	63	1	3,690,405.0	686,561.6	21.00	4.92	64.70	66	10.0	8.0	
Res 114	64	3	3,690,448.2	686,393.4	21.00	4.92	54.80	66	10.0	8.0	
Res 115	65	3	3,690,646.2	686,405.1	21.00	4.92	53.40	66	10.0	8.0	
Res 116	66	3	3,690,921.0	686,415.5	21.00	4.92	58.70	66	10.0	8.0	
Res 117	67	1	3,690,988.0	686,675.6	21.00	4.92	64.60	66	10.0	8.0	
Res 118	68	1	3,690,981.5	686,531.2	21.00	4.92	63.40	66	10.0	8.0	
Res 119	69	1	3,690,997.8	686,409.0	21.00	4.92	64.50	66	10.0	8.0	
Res 153	70	1	3,691,173.5	686,850.4	21.00	4.92	66.00	66	10.0	8.0	
Res 154	71	1	3,691,139.8	686,767.1	21.00	4.92	63.30	66	10.0	8.0	
Res 155	72	1	3,691,128.0	686,681.1	21.00	4.92	62.70	66	10.0	8.0	
Res 156	73	1	3,691,148.8	686,597.8	21.00	4.92	60.90	66	10.0	8.0	
Res 157	74	1	3,691,137.2	686,509.2	21.00	4.92	61.70	66	10.0	8.0	
Res 158	75	1	3,691,110.5	686,419.5	21.00	4.92	63.40	66	10.0	8.0	
Res 159	76	1	3,691,247.8	686,877.8	21.00	4.92	65.70	66	10.0	8.0	
Res 160	77	1	3,691,336.2	686,922.0	21.00	4.92	66.50	66	10.0	8.0	
Res 161	78	4	3,691,350.8	686,669.4	21.00	4.92	52.90	66	10.0	8.0	
Res 162	79	1	3,691,415.8	686,944.1	21.00	4.92	66.10	66	10.0	8.0	
Res 163	80	7	3,691,530.2	686,798.3	21.00	4.92	53.40	66	10.0	8.0	
Res 164	81	5	3,691,509.5	686,660.3	21.00	4.92	51.10	66	10.0	8.0	
Res 165	82	4	3,691,673.5	686,634.9	21.00	4.92	49.60	66	10.0	8.0	
Res 166	83	1	3,691,490.0	686,967.6	21.00	4.92	66.00	66	10.0	8.0	
Res 167	84	1	3,691,569.5	686,989.8	21.00	4.92	65.60	66	10.0	8.0	
Res 168	85	1	3,691,652.8	687,013.1	21.00	4.92	65.00	66	10.0	8.0	
Res 169	86	1	3,691,757.0	687,041.8	21.00	4.92	64.20	66	10.0	8.0	
Res 170	87	1	3,691,856.0	687,037.9	21.00	4.92	61.10	66	10.0	8.0	
Res 171	88	2	3,691,898.8	686,968.9	21.00	4.92	55.50	66	10.0	8.0	
Res 172	89	3	3,691,930.0	686,881.6	21.00	4.92	51.60	66	10.0	8.0	
Res 173	90	1	3,691,977.0	687,103.0	21.00	4.92	62.70	66	10.0	8.0	
Res 174	91	1	3,692,027.8	687,173.3	21.00	4.92	67.00	66	10.0	8.0	
Res 175	92	1	3,692,117.5	687,196.8	21.00	4.92	66.50	66	10.0	8.0	
Res 176	93	1	3,692,202.2	687,222.8	21.00	4.92	66.30	66	10.0	8.0	
Res 177	94	1	3,692,284.2	687,248.8	21.00	4.92	66.20	66	10.0	8.0	
Res 178	95	3	3,692,313.0	687,070.4	21.00	4.92	53.60	66	10.0	8.0	

Res 179	96	3	3,692,404.0	686,996.2	21.00	4.92	51.80	66	10.0	8.0	
Res 180	97	4	3,692,363.8	686,894.7	21.00	4.92	50.00	66	10.0	8.0	
Res 181	98	1	3,692,499.0	687,323.1	21.00	4.92	66.70	66	10.0	8.0	
Res 182	99	1	3,692,595.5	687,360.8	21.00	4.92	66.90	66	10.0	8.0	
Res 183	100	1	3,692,673.5	687,397.2	21.00	4.92	67.50	66	10.0	8.0	
Res 184	101	1	3,692,770.0	687,423.3	21.00	4.92	67.10	66	10.0	8.0	
Res 185	102	1	3,692,833.8	687,448.1	21.00	4.92	67.20	66	10.0	8.0	
Res 186	103	1	3,692,914.5	687,480.6	21.00	4.92	67.50	66	10.0	8.0	
Res 187	104	1	3,693,005.5	687,509.2	21.00	4.92	67.30	66	10.0	8.0	
Office 188	105	1	3,693,077.2	687,535.3	21.00	4.92	67.40	71	10.0	8.0	
Res 189	106	1	3,693,166.0	687,539.9	21.00	4.92	64.20	66	10.0	8.0	Y
Res 190	107	7	3,692,741.2	687,215.0	21.00	4.92	53.30	66	10.0	8.0	
Res 191	108	3	3,693,051.2	687,241.0	21.00	4.92	51.60	66	10.0	8.0	
Res 192	109	3	3,693,038.2	687,165.5	21.00	4.92	50.40	66	10.0	8.0	
Office 193	110	1	3,693,288.2	687,605.6	21.00	4.92	67.20	71	10.0	8.0	
Recreation 194	111	1	3,693,900.2	687,738.4	21.00	4.92	61.10	66	10.0	8.0	
Vet Office 195	112	1	3,694,471.8	687,754.1	21.00	4.92	53.40	66	10.0	8.0	
Res 196	113	1	3,694,781.8	687,761.9	21.00	4.92	51.00	66	10.0	8.0	
Res 197	114	1	3,695,094.2	687,971.5	21.00	4.92	53.60	66	10.0	8.0	
Res 198	115	2	3,695,216.5	687,963.7	21.00	4.92	52.60	66	10.0	8.0	
Res 199	116	3	3,695,457.5	687,998.8	21.00	4.92	57.40	66	10.0	8.0	
Res 200	117	3	3,695,615.0	688,086.1	21.00	4.92	55.50	66	10.0	8.0	
Res 201	118	2	3,695,965.2	688,189.2	21.00	4.92	51.00	66	10.0	8.0	
Res 209	119	1	3,697,750.5	689,435.0	21.00	4.92	67.50	66	10.0	8.0	
Res 210	120	3	3,697,888.5	689,393.4	21.00	4.92	60.50	66	10.0	8.0	
Res 211	121	1	3,697,891.5	689,266.4	21.00	4.92	55.80	66	10.0	8.0	
Res 212	122	3	3,698,121.5	689,192.8	21.00	4.92	52.40	66	10.0	8.0	
Res 213	123	1	3,698,596.8	689,807.4	21.00	4.92	65.40	66	10.0	8.0	
Res 225	124	1	3,700,395.2	690,187.1	21.00	4.92	53.60	66	10.0	8.0	
Res 226	125	1	3,701,318.2	690,825.0	30.00	4.92	57.10	66	10.0	8.0	

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 2 AM Peak 2033

Building Row Name	Average Height ft	Building Percent %	Points No.	Coordinates (ground) X ft	Y ft	Z ft
Building2	20.00	70	1	3,686,677.2	684,918.6	21.00
			2	3,686,730.5	684,916.3	21.00
			3	3,686,726.0	684,433.4	21.00
			4	3,686,684.2	684,444.7	21.00
Building3	20.00	70	5	3,686,995.2	685,011.1	21.00
			6	3,686,935.2	685,008.7	21.00
			7	3,686,978.2	684,893.3	21.00
			8	3,686,950.0	684,744.8	21.00
			9	3,686,945.0	684,555.7	21.00
			10	3,686,994.0	684,556.9	21.00
Building4	20.00	70	11	3,687,181.0	684,824.8	21.00
			12	3,687,140.5	684,833.4	21.00
			13	3,687,163.8	684,934.1	21.00
			14	3,687,263.2	685,005.3	21.00
			15	3,687,523.5	685,129.3	21.00
			16	3,687,693.0	685,194.3	21.00
			17	3,687,923.8	685,244.6	21.00
			18	3,687,938.5	685,204.1	21.00
Building5	20.00	70	19	3,687,998.2	685,431.8	21.00
			20	3,687,977.0	685,470.6	21.00
			21	3,688,287.2	685,597.1	21.00
			22	3,688,299.8	685,570.6	21.00
Building6	20.00	70	23	3,688,428.8	685,633.3	21.00

			24	3,688,417.2	685,659.9	21.00
			25	3,688,562.8	685,710.5	21.00
			26	3,688,690.5	685,775.0	21.00
			27	3,688,812.0	685,810.4	21.00
			28	3,689,042.0	685,807.9	21.00
			29	3,689,218.0	685,819.3	21.00
			30	3,689,479.8	685,820.5	21.00
			31	3,689,484.8	685,778.8	21.00
Building7	20.00	70	32	3,691,156.8	686,276.9	21.00
			33	3,691,130.5	686,278.5	21.00
			34	3,691,156.8	686,483.8	21.00
			35	3,691,166.2	686,647.1	21.00
			36	3,691,166.2	686,741.9	21.00
			37	3,691,194.2	686,832.1	21.00
			38	3,691,298.2	686,878.8	21.00
			39	3,691,471.0	686,937.9	21.00
			40	3,691,654.5	687,000.1	21.00
			41	3,691,769.5	687,025.0	21.00
			42	3,691,849.0	687,009.4	21.00
			43	3,691,929.8	686,872.6	21.00
			44	3,692,002.8	686,715.5	21.00
			45	3,691,987.2	686,703.1	21.00
Building8	20.00	70	46	3,692,085.8	686,879.4	21.00
			47	3,692,050.0	686,888.7	21.00
			48	3,692,009.5	687,048.9	21.00
			49	3,692,022.0	687,134.4	21.00
			50	3,692,345.5	687,247.9	21.00
			51	3,692,364.0	687,218.4	21.00
Building9	20.00	70	52	3,692,500.5	687,262.3	21.00
			53	3,692,483.2	687,296.4	21.00
			54	3,692,768.0	687,400.6	21.00
			55	3,692,973.2	687,475.3	21.00
			56	3,693,124.0	687,509.5	21.00
			57	3,693,152.0	687,509.5	21.00

			58	3,693,201.8	687,425.6	21.00
			59	3,693,205.0	687,060.1	21.00
			60	3,693,167.5	687,058.5	21.00

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 2 PM Peak 2033

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

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Garon Dr Comb 1 2 Lane	24.0	point100	100	3,686,849.0	684,090.2	21.00				Average	
		point101	101	3,686,836.2	684,712.6	21.00					
Jackson St Comb 2 Lane	24.0	point106	106	3,686,845.2	685,274.9	21.00				Average	
		point107	107	3,686,839.0	685,637.0	21.00					
I-12 EB OnRamp 1 Lane	24.0	point162	162	3,699,282.8	690,209.7	22.00				Average	
		point163	163	3,699,342.2	690,144.1	22.00				Average	
		point164	164	3,699,376.8	690,103.0	22.00				Average	
		point165	165	3,699,406.8	690,068.5	22.00				Average	
		point166	166	3,699,432.5	690,047.4	22.00				Average	
		point167	167	3,699,473.2	690,023.2	22.00				Average	
		point168	168	3,699,527.5	690,003.1	22.00				Average	
		point169	169	3,699,592.2	689,995.0	22.00				Average	
		point170	170	3,699,633.8	689,999.2	22.00				Average	
		point171	171	3,699,684.2	690,010.2	22.00				Average	
		point172	172	3,699,741.5	690,040.1	22.00				Average	
		point173	173	3,699,819.0	690,092.8	22.00				Average	
		point174	174	3,699,963.2	690,193.8	22.00				Average	
		point175	175	3,700,093.0	690,282.4	22.00				Average	
		point176	176	3,700,127.8	690,305.4	22.00				Average	
		point177	177	3,700,199.0	690,345.5	22.00				Average	
		point178	178	3,700,260.5	690,371.1	22.00				Average	
		point179	179	3,700,319.8	690,390.6	22.00				Average	
		point180	180	3,700,408.8	690,407.8	22.00				Average	
		point181	181	3,700,507.0	690,414.9	22.00				Average	
		point182	182	3,700,608.5	690,406.0	22.00				Average	

		point183	183	3,700,704.0	690,385.2	22.00				Average	
		point184	184	3,700,773.8	690,360.4	22.00				Average	
		point185	185	3,700,846.2	690,333.5	22.00				Average	
		point186	186	3,700,912.2	690,305.9	22.00				Average	
		point187	187	3,701,006.2	690,262.4	22.00				Average	
		point188	188	3,701,190.5	690,173.3	22.00				Average	
		point189	189	3,701,436.8	690,049.4	22.00					
LA 57 S of LA 1088 1	36.0	point218	218	3,682,808.5	681,467.9	21.00				Average	
		point219	219	3,683,063.0	681,915.2	21.00				Average	
		point220	220	3,683,212.5	682,178.6	21.00				Average	
		point221	221	3,683,303.5	682,338.2	21.00				Average	
		point222	222	3,683,405.8	682,511.9	21.00				Average	
		point223	223	3,683,504.8	682,684.9	21.00				Average	
		point224	224	3,683,597.2	682,835.0	21.00					
LA 57 N of LA 1088 1	36.0	point255	255	3,684,142.8	684,260.9	21.00				Average	
		point235	235	3,684,165.5	684,339.8	21.00				Average	
		point236	236	3,684,242.0	684,525.2	21.00				Average	
		point237	237	3,684,361.0	684,801.1	21.00				Average	
		point238	238	3,684,442.5	684,980.7	21.00				Average	
		point239	239	3,684,579.8	685,291.6	21.00				Average	
		point240	240	3,684,701.0	685,565.9	21.00				Average	
		point241	241	3,684,809.5	685,815.2	21.00				Average	
		point242	242	3,684,878.5	685,964.8	21.00					
LA 57 NB S of LA 1088 1 1 Lane	12.0	point257	257	3,683,597.2	682,835.0	21.00				Average	
		point258	258	3,683,647.0	682,904.3	21.00				Average	
		point259	259	3,683,729.8	683,050.2	21.00				Average	
		point260	260	3,683,832.8	683,223.6	21.00					
LA 57 NB S of LA 1088 2 2 Lane	24.0	point261	261	3,683,832.8	683,223.6	21.00				Average	
		point262	262	3,683,953.5	683,445.4	21.00				Average	
		point263	263	3,683,998.8	683,538.9	21.00				Average	
		point264	264	3,684,027.5	683,616.2	21.00				Average	
		point265	265	3,684,047.8	683,690.2	21.00					
LA 57 NB N of LA 1088 1 1 Lane	12.0	point268	268	3,684,152.5	683,800.9	21.00				Average	
		point269	269	3,684,154.2	683,831.8	21.00				Average	
		point270	270	3,684,146.8	683,868.5	21.00				Average	
		point271	271	3,684,134.2	683,902.1	21.00				Average	
		point272	272	3,684,121.8	683,980.6	21.00					
LA 57 SB N of LA 1088 1 2 Lane	24.0	point277	277	3,684,142.8	684,260.9	21.00				Average	

		point278	278	3,684,118.8	684,210.4	21.00				Average	
		point279	279	3,684,101.8	684,129.4	21.00				Average	
		point280	280	3,684,096.2	684,070.9	21.00				Average	
		point281	281	3,684,096.8	683,984.9	21.00				Average	
		point282	282	3,684,092.5	683,966.2	21.00					
LA 57 SB S of LA 1088 1 2 Lane	24.0	point286	286	3,684,022.0	683,819.9	21.00				Average	
		point287	287	3,684,010.2	683,696.6	21.00					
LA 1088 EB 2 Area 1 1 Lane	20.0	point306	306	3,686,346.0	684,837.8	21.00				Average	
		point307	307	3,686,371.2	684,849.9	21.00				Average	
		point308	308	3,686,524.5	684,922.8	21.00				Average	
		point309	309	3,686,675.8	684,990.8	21.00				Average	
		point310	310	3,686,709.5	685,002.4	21.00				Average	
		point311	311	3,686,763.5	684,996.3	21.00					
LA 1088 WB 2 Area 1 1 Lane	20.0	point323	323	3,687,389.0	685,344.4	21.00				Average	
		point324	324	3,687,351.0	685,326.2	21.00				Average	
		point325	325	3,687,252.8	685,281.0	21.00				Average	
		point326	326	3,687,112.5	685,211.7	21.00				Average	
		point327	327	3,687,020.2	685,163.8	21.00				Average	
		point328	328	3,686,954.8	685,120.9	21.00				Average	
		point329	329	3,686,906.2	685,087.8	21.00				Average	
		point330	330	3,686,877.0	685,082.9	21.00					
Jackson St NB 1 Lane	12.0	point343	343	3,686,856.8	685,073.7	21.00				Average	
		point344	344	3,686,861.5	685,093.2	21.00				Average	
		point345	345	3,686,856.8	685,163.2	21.00				Average	
		point346	346	3,686,852.0	685,226.2	21.00				Average	
		point347	347	3,686,845.2	685,274.9	21.00					
Jackson St SB 1 Lane	12.0	point348	348	3,686,845.2	685,274.9	21.00				Average	
		point349	349	3,686,839.0	685,226.9	21.00				Average	
		point350	350	3,686,836.0	685,150.3	21.00				Average	
		point351	351	3,686,811.2	685,089.0	21.00					
Garon Dr NB 1 Lane	12.0	point352	352	3,686,836.2	684,712.6	21.00				Average	
		point353	353	3,686,843.5	684,783.8	21.00				Average	
		point354	354	3,686,844.8	684,844.6	21.00				Average	
		point355	355	3,686,846.0	684,876.4	21.00				Average	
		point356	356	3,686,835.2	684,943.4	21.00				Average	
		point357	357	3,686,849.8	684,997.6	21.00					
Garon Dr SB 1 Lane	12.0	point358	358	3,686,791.0	684,996.3	21.00				Average	
		point359	359	3,686,808.8	684,941.8	21.00				Average	

		point360	360	3,686,822.5	684,878.4	21.00				Average	
		point361	361	3,686,823.2	684,842.9	21.00				Average	
		point362	362	3,686,827.5	684,778.4	21.00				Average	
		point363	363	3,686,836.2	684,712.6	21.00					
LA 1088 EB 3 Area 1 1 Lane	20.0	point365	365	3,687,862.5	685,538.6	21.00				Average	
		point366	366	3,687,942.0	685,575.1	21.00				Average	
		point367	367	3,688,103.8	685,649.1	21.00				Average	
		point368	368	3,688,219.5	685,707.5	21.00					
LA 1088 EB 1 Area 2 1 Lane	20.0	point373	373	3,688,328.5	685,697.2	21.00				Average	
		point374	374	3,688,354.0	685,712.7	21.00				Average	
		point375	375	3,688,402.2	685,755.9	21.00					
LA 1088 WB 3 Area 2 1 Lane	20.0	point391	391	3,688,317.2	685,797.9	21.00				Average	
		point392	392	3,688,288.2	685,791.5	21.00				Average	
		point393	393	3,688,273.0	685,777.2	21.00				Average	
		point394	394	3,688,238.2	685,752.8	21.00				Average	
		point395	395	3,688,208.2	685,730.6	21.00					
Spring Blvd NB 1 Lane	12.0	point399	399	3,688,416.0	685,544.1	21.00				Average	
		point400	400	3,688,378.5	685,619.1	21.00				Average	
		point401	401	3,688,359.0	685,656.1	21.00				Average	
		point402	402	3,688,354.0	685,712.7	21.00					
Spring Blvd SB 1 Lane	12.0	point403	403	3,688,287.2	685,703.1	21.00				Average	
		point404	404	3,688,329.5	685,648.6	21.00				Average	
		point405	405	3,688,353.5	685,608.4	21.00				Average	
		point406	406	3,688,387.5	685,532.9	21.00					
School NB 1 Lane	12.0	point407	407	3,688,342.2	685,788.1	21.00				Average	
		point408	408	3,688,339.8	685,824.3	21.00				Average	
		point409	409	3,688,329.0	685,874.9	21.00				Average	
		point410	410	3,688,322.8	685,936.5	21.00				Average	
		point411	411	3,688,319.8	686,011.2	21.00				Average	
		point412	412	3,688,313.2	686,047.8	21.00					
School SB 1 Lane	12.0	point413	413	3,688,313.2	686,047.8	21.00				Average	
		point414	414	3,688,307.5	686,010.9	21.00				Average	
		point415	415	3,688,306.5	685,935.6	21.00				Average	
		point416	416	3,688,309.0	685,873.7	21.00				Average	
		point417	417	3,688,309.8	685,838.8	21.00				Average	
		point418	418	3,688,288.2	685,791.5	21.00					
LA 1088 EB 2 Area 2 1 Lane	20.0	point424	424	3,690,330.5	686,646.1	21.00				Average	
		point425	425	3,690,456.5	686,693.2	21.00				Average	

		point426	426	3,690,577.5	686,735.9	21.00				Average	
		point427	427	3,690,695.5	686,780.3	21.00				Average	
		point428	428	3,690,780.8	686,814.0	21.00				Average	
		point429	429	3,690,840.0	686,847.4	21.00				Average	
		point430	430	3,690,873.8	686,865.2	21.00				Average	
		point431	431	3,690,906.5	686,868.7	21.00					
LA 1088 EB 1 Area 3 1 Lane	20.0	point450	450	3,692,409.5	687,367.6	21.00				Average	
		point451	451	3,692,430.8	687,378.1	21.00				Average	
		point452	452	3,692,445.0	687,391.3	21.00				Average	
		point453	453	3,692,484.8	687,399.9	21.00					
LA 1088 WB 1 Area 3 1 Lane	20.0	point458	458	3,692,834.8	687,548.1	21.00				Average	
		point459	459	3,692,785.5	687,530.5	21.00				Average	
		point460	460	3,692,676.2	687,490.6	21.00				Average	
		point461	461	3,692,563.8	687,453.4	21.00				Average	
		point462	462	3,692,526.5	687,444.8	21.00				Average	
		point463	463	3,692,493.8	687,445.2	21.00					
LA 1088 WB 4 Area 2 1 Lane	20.0	point468	468	3,692,381.8	687,498.2	21.00				Average	
		point469	469	3,692,361.8	687,490.6	21.00				Average	
		point470	470	3,692,340.8	687,471.9	21.00				Average	
		point471	471	3,692,312.8	687,445.6	21.00				Average	
		point472	472	3,692,279.8	687,413.9	21.00					
LA 1088 WB 3 Area 2 2 Lane	32.0	point482	482	3,691,408.0	687,047.9	21.00				Average	
		point483	483	3,691,198.8	686,973.5	21.00				Average	
		point484	484	3,691,126.2	686,949.0	21.00					
LA 1088 WB 2 Area 2 1 Lane	20.0	point491	491	3,690,947.5	686,959.9	21.00				Average	
		point492	492	3,690,893.0	686,912.2	21.00					
Soult St Comb 2 Lane	24.0	point500	500	3,691,051.2	686,100.9	21.00				Average	
		point501	501	3,691,049.2	686,328.8	21.00					
Soult St NB 2 Lane	24.0	point502	502	3,691,049.2	686,328.8	21.00				Average	
		point503	503	3,691,060.8	686,418.9	21.00				Average	
		point504	504	3,691,064.2	686,573.1	21.00				Average	
		point505	505	3,691,066.8	686,667.2	21.00				Average	
		point506	506	3,691,060.8	686,728.1	21.00				Average	
		point507	507	3,691,047.2	686,787.8	21.00				Average	
		point508	508	3,691,050.8	686,829.4	21.00				Average	
		point509	509	3,691,066.2	686,883.8	21.00					
Soult St SB 1 Lane	12.0	point510	510	3,690,988.2	686,851.9	21.00				Average	
		point511	511	3,691,021.5	686,777.6	21.00				Average	

		point512	512	3,691,035.2	686,726.2	21.00				Average	
		point513	513	3,691,043.0	686,664.6	21.00				Average	
		point514	514	3,691,043.5	686,572.0	21.00				Average	
		point515	515	3,691,043.8	686,417.3	21.00				Average	
		point516	516	3,691,049.2	686,328.8	21.00					
Viola St NB 1 Lane	12.0	point517	517	3,691,046.0	686,963.1	21.00				Average	
		point518	518	3,691,016.0	687,063.4	21.00				Average	
		point519	519	3,691,005.0	687,207.5	21.00				Average	
		point520	520	3,690,998.0	687,226.2	21.00					
Viola St Comb 2 Lane	24.0	point521	521	3,690,998.0	687,226.2	21.00				Average	
		point522	522	3,690,992.8	687,253.0	21.00				Average	
		point523	523	3,690,973.5	687,276.9	21.00				Average	
		point524	524	3,690,935.5	687,292.1	21.00				Average	
		point525	525	3,690,785.0	687,289.2	21.00				Average	
		point526	526	3,690,547.5	687,283.9	21.00					
Viola St SB 1 Lane	12.0	point527	527	3,690,998.0	687,226.2	21.00				Average	
		point528	528	3,690,991.0	687,205.2	21.00				Average	
		point529	529	3,690,990.5	687,120.6	21.00				Average	
		point530	530	3,690,998.0	687,061.1	21.00				Average	
		point531	531	3,690,996.2	687,025.5	21.00				Average	
		point532	532	3,690,972.0	686,967.1	21.00					
Tinity Dr NB 2 Lane	24.0	point533	533	3,692,465.2	687,226.6	21.00				Average	
		point534	534	3,692,442.0	687,289.6	21.00				Average	
		point535	535	3,692,438.2	687,313.9	21.00				Average	
		point536	536	3,692,446.8	687,353.8	21.00				Average	
		point537	537	3,692,445.0	687,391.3	21.00					
Trinity Dr SB 1 Lane	12.0	point538	538	3,692,358.0	687,379.2	21.00				Average	
		point539	539	3,692,381.0	687,336.0	21.00				Average	
		point540	540	3,692,409.0	687,283.7	21.00				Average	
		point541	541	3,692,435.5	687,214.7	21.00					
LA 1088 WB 3 BT Bridges 2 Lane	32.0	point273	552	3,704,280.0	692,279.9	30.00				Average	
		point272	553	3,704,009.5	692,159.6	30.00				Average	
		point271	554	3,703,739.8	692,036.6	30.00				Average	
		point270	555	3,703,463.5	691,911.6	30.00				Average	
		point269	556	3,703,280.0	691,831.7	30.00				Average	
		point268	557	3,703,003.5	691,737.0	30.00				Average	
		point267	558	3,702,718.5	691,672.5	30.00				Average	
		point266	559	3,702,524.8	691,642.6	30.00				Average	

		point265	560	3,702,218.5	691,592.1	30.00				Average	
		point264	561	3,701,924.8	691,513.0	30.00				Average	
		point263	562	3,701,646.5	691,397.2	30.00				Average	
		point262	563	3,701,372.5	691,270.8	30.00					
LA 1088 EB 1 BT Bridges 2 Lane	32.0	point65	583	3,699,487.8	690,339.4	30.00				Average	
		point66	584	3,699,760.2	690,465.8	35.00				Average	
		point770	770	3,699,896.5	690,528.4	40.00				Average	
		point67	585	3,700,033.0	690,590.9	45.00				Average	
		point68	586	3,700,305.0	690,716.1	45.00				Average	
		point771	771	3,700,441.8	690,779.0	45.00				Average	
		point69	587	3,700,578.5	690,841.9	40.00				Average	
		point70	588	3,700,851.5	690,967.8	35.00					
LA 1088 EB 2 Area 3 1 Lane	20.0	point602	602	3,693,632.2	687,802.2	21.00				Average	
		point603	603	3,693,698.8	687,825.6	21.00				Average	
		point604	604	3,693,945.8	687,910.8	21.00				Average	
		point605	605	3,694,125.8	687,967.6	21.00				Average	
		point606	606	3,694,181.2	687,986.7	21.00					
LA 1088 EB 3 Area 3 2 Lane	32.0	point609	609	3,694,181.2	687,986.7	21.00				Average	
		point610	610	3,694,459.8	688,083.8	21.00				Average	
		point611	611	3,694,705.5	688,169.9	21.00				Average	
		point612	612	3,694,955.8	688,258.3	21.00				Average	
		point613	613	3,695,107.0	688,320.6	21.00				Average	
		point614	614	3,695,176.2	688,359.4	21.00				Average	
		point615	615	3,695,215.5	688,370.3	21.00					
LA 1088 WB 3 Area 3 2 Lane	32.0	point644	644	3,699,468.2	690,393.1	30.00				Average	
		point645	645	3,699,395.8	690,351.1	25.00					
LA 1088 WB 2 Area 3 1 Lane	12.0	point671	671	3,695,303.2	688,482.2	21.00				Average	
		point672	672	3,695,279.5	688,478.1	21.00				Average	
		point673	673	3,695,241.2	688,444.6	21.00				Average	
		point674	674	3,695,188.0	688,403.7	21.00					
Forest Brook Blvd Comb 2 Lane	24.0	point683	683	3,695,575.0	687,949.6	21.00				Average	
		point684	684	3,695,514.2	688,049.9	21.00					
Forest Brook Blvd NB 2 Lane	24.0	point685	685	3,695,514.2	688,049.9	21.00				Average	
		point686	686	3,695,505.5	688,084.2	21.00				Average	
		point687	687	3,695,470.5	688,145.6	21.00				Average	
		point688	688	3,695,426.5	688,234.8	21.00				Average	
		point689	689	3,695,392.0	688,294.1	21.00				Average	
		point690	690	3,695,385.5	688,323.2	21.00				Average	

		point691	691	3,695,389.0	688,378.8	21.00					
Forest Brook Blvd SB 1 Lane	12.0	point692	692	3,695,314.8	688,350.9	21.00				Average	
		point693	693	3,695,371.0	688,280.9	21.00				Average	
		point694	694	3,695,409.2	688,227.5	21.00				Average	
		point695	695	3,695,454.0	688,142.3	21.00				Average	
		point696	696	3,695,483.8	688,088.2	21.00				Average	
		point697	697	3,695,514.2	688,049.9	21.00					
I-12 EB OffRamp 1 1 Lane	24.0	point698	698	3,698,014.8	691,921.6	22.00				Average	
		point699	699	3,698,313.8	691,715.9	22.00				Average	
		point700	700	3,698,466.5	691,611.1	22.00				Average	
		point701	701	3,698,643.0	691,488.0	22.00				Average	
		point702	702	3,698,809.8	691,371.4	22.00				Average	
		point703	703	3,698,913.0	691,299.7	22.00				Average	
		point704	704	3,699,015.0	691,224.4	22.00				Average	
		point705	705	3,699,066.5	691,169.3	22.00				Average	
		point706	706	3,699,102.0	691,117.9	22.00				Average	
		point707	707	3,699,133.0	691,060.7	22.00				Average	
		point708	708	3,699,151.8	691,005.9	22.00				Average	
		point709	709	3,699,168.5	690,940.0	22.00				Average	
		point710	710	3,699,178.5	690,848.0	22.00				Average	
		point711	711	3,699,183.5	690,667.9	22.00					
I-12 EB OffRamp 2 2 Lane	48.0	point712	712	3,699,183.5	690,667.9	22.00				Average	
		point713	713	3,699,191.5	690,561.7	22.00				Average	
		point714	714	3,699,206.0	690,454.5	22.00					
I-12 EB OffRamp 4 1 Lane	24.0	point715	715	3,699,206.0	690,454.5	22.00				Average	
		point716	716	3,699,204.5	690,423.8	22.00				Average	
		point717	717	3,699,208.2	690,406.4	22.00				Average	
		point718	718	3,699,206.0	690,355.8	22.00				Average	
		point719	719	3,699,179.2	690,278.1	22.00					
I-12 EB OffRamp 3 1 Lane	24.0	point720	720	3,699,206.0	690,454.5	22.00				Average	
		point721	721	3,699,235.0	690,401.4	23.00				Average	
		point722	722	3,699,248.2	690,335.4	23.00					
I-12 WB OffRamp 1 Lane	24.0	point723	723	3,702,061.0	689,877.3	30.00				Average	
		point724	724	3,701,791.5	690,041.3	30.00				Average	
		point725	725	3,701,630.0	690,137.3	30.00				Average	
		point726	726	3,701,521.0	690,202.4	30.00				Average	
		point727	727	3,701,440.2	690,252.1	30.00				Average	
		point728	728	3,701,376.2	690,292.1	30.00				Average	

		point729	729	3,701,321.8	690,340.8	30.00				Average	
		point730	730	3,701,277.8	690,397.6	30.00				Average	
		point731	731	3,701,232.0	690,481.5	30.00				Average	
		point732	732	3,701,211.2	690,535.1	30.00				Average	
		point733	733	3,701,196.0	690,616.7	30.00				Average	
		point734	734	3,701,197.0	690,775.9	30.00				Average	
		point735	735	3,701,201.8	690,930.2	30.00				Average	
		point736	736	3,701,200.0	690,974.2	30.00				Average	
		point737	737	3,701,182.5	691,025.4	30.00				Average	
		point738	738	3,701,177.8	691,075.8	30.00					
LA 1088 EB 2 Lane Past I-12 OffRamp	32.0	point740	740	3,701,395.5	691,218.8	30.00				Average	
		point73	591	3,701,668.8	691,345.2	30.00				Average	
		point74	592	3,701,946.5	691,454.9	30.00				Average	
		point75	593	3,702,233.2	691,530.1	30.00				Average	
		point76	594	3,702,532.2	691,581.5	30.00				Average	
		point77	595	3,702,731.8	691,612.4	30.00				Average	
		point78	596	3,703,020.0	691,678.9	30.00				Average	
		point79	597	3,703,303.2	691,776.3	30.00				Average	
		point80	598	3,703,487.8	691,856.8	21.00				Average	
		point81	599	3,703,762.5	691,982.6	30.00				Average	
		point82	600	3,704,035.8	692,104.8	30.00				Average	
		point83	601	3,704,307.2	692,227.5	30.00					
LA 1088 WB 1 BT Bridges 2 Lane	32.0	point741	741	3,700,826.5	691,020.3	35.00				Average	
		point259	566	3,700,554.0	690,894.4	40.00				Average	
		point772	772	3,700,419.5	690,831.9	45.00				Average	
		point258	567	3,700,284.8	690,769.4	45.00				Average	
		point257	568	3,700,010.0	690,643.3	45.00				Average	
		point773	773	3,699,873.5	690,580.6	40.00				Average	
		point256	569	3,699,737.0	690,517.9	35.00				Average	
		point255	570	3,699,468.2	690,393.1	30.00					
LA 1088 EB 2 BT Bridges 2 Lane	32.0	point748	748	3,700,851.5	690,967.8	35.00				Average	
		point749	749	3,700,961.2	691,019.6	30.00				Average	
		point750	750	3,701,024.5	691,052.4	30.00				Average	
		point751	751	3,701,045.2	691,059.2	30.00				Average	
		point752	752	3,701,109.0	691,057.6	30.00				Average	
		point753	753	3,701,152.2	691,060.8	30.00				Average	
		point754	754	3,701,177.8	691,075.8	30.00				Average	
		point755	755	3,701,221.5	691,111.8	30.00				Average	

		point756	756	3,701,322.5	691,181.2	30.00				Average	
		point757	757	3,701,395.5	691,218.8	30.00					
LA 1088 WB 2 BT Bridges 2 Lane	32.0	point758	758	3,701,372.5	691,270.8	30.00				Average	
		point759	759	3,701,294.0	691,228.1	30.00				Average	
		point760	760	3,701,236.5	691,199.4	30.00				Average	
		point761	761	3,701,159.0	691,197.3	30.00				Average	
		point762	762	3,701,120.2	691,195.8	30.00				Average	
		point763	763	3,701,095.2	691,186.9	30.00				Average	
		point764	764	3,701,063.0	691,158.8	30.00				Average	
		point765	765	3,701,011.5	691,118.1	30.00				Average	
		point766	766	3,700,942.5	691,073.8	30.00				Average	
		point767	767	3,700,826.5	691,020.3	35.00					
School Comb 2 Lane	24.0	point768	768	3,688,313.2	686,047.8	21.00				Average	
		point364	364	3,688,317.8	686,299.8	21.00				Average	
		point135	135	3,688,309.2	686,672.2	21.00					
Roadway110	20.0	point786	790	3,687,396.8	685,323.5	21.00				Average	
		point787	791	3,687,673.2	685,450.5	21.00				Average	
		point788	792	3,687,862.5	685,538.6	21.00					
Roadway111	20.0	point789	793	3,687,853.8	685,558.4	21.00				Average	
		point790	794	3,687,660.5	685,469.6	21.00				Average	
		point791	795	3,687,389.0	685,344.4	21.00					
Roadway112	25.0	point794	796	3,688,875.2	686,005.1	21.00				Average	
		point795	797	3,689,125.8	686,125.1	21.00				Average	
		point796	798	3,689,395.0	686,250.2	21.00				Average	
		point797	799	3,689,573.5	686,331.8	21.00				Average	
		point798	800	3,689,791.0	686,430.2	21.00				Average	
		point799	801	3,689,994.8	686,516.9	21.00				Average	
		point800	802	3,690,178.2	686,591.2	21.00				Average	
		point801	803	3,690,330.5	686,646.1	21.00					
Roadway113	25.0	point802	804	3,690,321.5	686,666.4	21.00				Average	
		point803	805	3,690,169.8	686,609.2	21.00				Average	
		point804	806	3,689,985.0	686,536.4	21.00				Average	
		point805	807	3,689,780.2	686,448.8	21.00				Average	
		point806	808	3,689,564.2	686,350.6	21.00				Average	
		point807	809	3,689,386.8	686,269.7	21.00				Average	
		point808	810	3,689,114.5	686,143.2	21.00				Average	
		point809	811	3,688,865.8	686,025.3	21.00					
Roadway114	20.0	point813	812	3,692,841.0	687,526.3	21.00				Average	

		point814	813	3,692,958.2	687,566.5	21.00				Average	
		point815	814	3,693,239.8	687,665.4	21.00				Average	
		point816	815	3,693,523.5	687,764.9	21.00				Average	
		point817	816	3,693,632.2	687,802.2	21.00					
Roadway115	20.0	point818	817	3,693,623.0	687,822.8	21.00				Average	
		point819	818	3,693,516.8	687,785.6	21.00				Average	
		point820	819	3,693,230.0	687,685.6	21.00				Average	
		point821	820	3,692,948.2	687,586.9	21.00				Average	
		point822	821	3,692,834.8	687,548.1	21.00					
LA 1088 EB 2 Area 1 1 Lane-2	20.0	point822	822	3,686,763.5	684,996.3	21.00				Average	
		point312	312	3,686,791.0	684,996.3	21.00				Average	
		point314	314	3,686,817.5	684,987.8	21.00				Average	
		point315	315	3,686,849.8	684,997.6	21.00				Average	
		point316	316	3,686,863.2	685,014.7	21.00					
LA 1088 EB 2 Area 1 1 Lane-2-2	20.0	point823	823	3,686,863.2	685,014.7	21.00				Average	
		point317	317	3,686,963.8	685,102.3	21.00				Average	
		point318	318	3,687,034.2	685,150.0	21.00				Average	
		point319	319	3,687,120.8	685,196.0	21.00				Average	
		point320	320	3,687,267.2	685,262.8	21.00				Average	
		point321	321	3,687,368.2	685,312.4	21.00				Average	
		point322	322	3,687,396.8	685,323.5	21.00					
LA 1088 WB 2 Area 1 1 Lane-2	20.0	point824	824	3,686,752.0	685,055.9	21.00				Average	
		point338	338	3,686,697.5	685,027.1	21.00				Average	
		point339	339	3,686,665.8	685,011.8	21.00				Average	
		point340	340	3,686,515.5	684,938.2	21.00				Average	
		point341	341	3,686,357.5	684,868.0	21.00				Average	
		point342	342	3,686,335.0	684,857.9	21.00					
LA 1088 WB 2 Area 1 1 Lane-2	20.0	point825	825	3,686,877.0	685,082.9	21.00				Average	
		point331	331	3,686,856.8	685,073.7	21.00				Average	
		point332	332	3,686,845.8	685,082.9	21.00				Average	
		point333	333	3,686,823.5	685,090.2	21.00				Average	
		point334	334	3,686,811.2	685,089.0	21.00				Average	
		point335	335	3,686,790.5	685,082.2	21.00				Average	
		point336	336	3,686,778.8	685,071.8	21.00				Average	
		point337	337	3,686,752.0	685,055.9	21.00					
LA 1088 EB 3 Area 1 1 Lane-2	20.0	point826	826	3,688,219.5	685,707.5	21.00				Average	
		point369	369	3,688,254.8	685,710.9	21.00				Average	
		point370	370	3,688,287.2	685,703.1	21.00				Average	

		point371	371	3,688,306.8	685,695.7	21.00				Average	
		point372	372	3,688,328.5	685,697.2	21.00					
LA 1088 EB 1 Area 2 1 Lane-2	20.0	point827	827	3,688,402.2	685,755.9	21.00				Average	
		point376	376	3,688,459.0	685,801.1	21.00				Average	
		point377	377	3,688,534.8	685,846.7	21.00				Average	
		point378	378	3,688,626.5	685,890.2	21.00				Average	
		point379	379	3,688,760.8	685,952.4	21.00				Average	
		point380	380	3,688,832.0	685,985.7	21.00				Average	
		point381	381	3,688,875.2	686,005.1	21.00					
LA 1088 WB 3 Area 2 1 Lane-2	20.0	point828	828	3,688,208.2	685,730.6	21.00				Average	
		point396	396	3,688,093.0	685,668.8	21.00				Average	
		point397	397	3,687,930.0	685,593.4	21.00				Average	
		point398	398	3,687,853.8	685,558.4	21.00					
LA 1088 WB 1 Area 2 2 Lane-2	32.0	point829	829	3,688,388.5	685,802.8	21.00				Average	
		point389	389	3,688,342.2	685,788.1	21.00				Average	
		point390	390	3,688,317.2	685,797.9	21.00					
LA 1088 EB 2 Area 2 1 Lane-2	20.0	point830	830	3,690,906.5	686,868.7	21.00				Average	
		point432	432	3,690,988.2	686,851.9	21.00				Average	
		point433	433	3,691,022.8	686,853.6	21.00				Average	
		point434	434	3,691,045.8	686,869.6	21.00				Average	
		point435	435	3,691,066.2	686,883.8	21.00				Average	
		point436	436	3,691,131.0	686,921.1	21.00					
LA 1088 EB 2 Area 2 1 Lane-2-2	20.0	point831	831	3,691,131.0	686,921.1	21.00				Average	
		point437	437	3,691,211.0	686,955.7	21.00				Average	
		point438	438	3,691,434.5	687,032.9	21.00				Average	
		point439	439	3,691,590.5	687,090.2	21.00				Average	
		point440	440	3,691,724.5	687,139.1	21.00				Average	
		point441	441	3,691,900.2	687,198.5	21.00				Average	
		point442	442	3,692,003.0	687,234.6	21.00				Average	
		point443	443	3,692,098.8	687,270.1	21.00				Average	
		point444	444	3,692,177.8	687,310.9	21.00				Average	
		point445	445	3,692,247.0	687,357.0	21.00				Average	
		point446	446	3,692,294.0	687,383.6	21.00					
LA 1088 WB 3 Area 2 2 Lane-2	32.0	point832	832	3,691,126.2	686,949.0	21.00				Average	
		point485	485	3,691,099.0	686,949.4	21.00				Average	
		point486	486	3,691,046.0	686,963.1	21.00				Average	
		point487	487	3,691,013.8	686,973.0	21.00				Average	
		point488	488	3,690,994.8	686,974.4	21.00				Average	

		point489	489	3,690,972.0	686,967.1	21.00				Average	
		point490	490	3,690,947.5	686,959.9	21.00					
LA 1088 WB 2 Area 2 1 Lane-2	20.0	point833	833	3,690,893.0	686,912.2	21.00				Average	
		point493	493	3,690,864.5	686,891.4	21.00				Average	
		point494	494	3,690,829.5	686,870.1	21.00				Average	
		point495	495	3,690,770.2	686,836.5	21.00				Average	
		point496	496	3,690,690.2	686,800.6	21.00				Average	
		point497	497	3,690,571.2	686,758.0	21.00				Average	
		point498	498	3,690,449.2	686,714.1	21.00				Average	
		point499	499	3,690,321.5	686,666.4	21.00					
LA 1088 WB 1 Area 3 1 Lane-2	20.0	point834	834	3,692,493.8	687,445.2	21.00				Average	
		point464	464	3,692,450.2	687,466.9	21.00				Average	
		point465	465	3,692,437.0	687,483.3	21.00				Average	
		point466	466	3,692,413.8	687,496.0	21.00				Average	
		point467	467	3,692,381.8	687,498.2	21.00					
LA 1088 WB 4 Area 2 1 Lane-2	20.0	point835	835	3,692,279.8	687,413.9	21.00				Average	
		point473	473	3,692,236.0	687,378.6	21.00				Average	
		point474	474	3,692,165.2	687,330.9	21.00				Average	
		point475	475	3,692,091.2	687,292.3	21.00				Average	
		point476	476	3,691,995.8	687,254.7	21.00				Average	
		point477	477	3,691,893.5	687,218.9	21.00				Average	
		point478	478	3,691,715.8	687,158.1	21.00				Average	
		point479	479	3,691,581.8	687,112.2	21.00				Average	
		point480	480	3,691,500.0	687,085.9	21.00				Average	
		point481	481	3,691,408.0	687,047.9	21.00					
LA 1088 EB 2 Area 2 1 Lane-2-2-2	20.0	point836	836	3,692,294.0	687,383.6	21.00				Average	
		point447	447	3,692,358.0	687,379.2	21.00				Average	
		point448	448	3,692,378.2	687,368.6	21.00				Average	
		point449	449	3,692,409.5	687,367.6	21.00					
LA 1088 EB 1 Area 3 1 Lane-2	20.0	point837	837	3,692,484.8	687,399.9	21.00				Average	
		point454	454	3,692,571.0	687,432.4	21.00				Average	
		point455	455	3,692,683.5	687,471.9	21.00				Average	
		point456	456	3,692,795.0	687,510.4	21.00				Average	
		point457	457	3,692,841.0	687,526.3	21.00					
LA 1088 EB 3 Area 3 2 Lane-2	32.0	point838	838	3,695,215.5	688,370.3	21.00				Average	
		point616	616	3,695,276.0	688,360.9	21.00				Average	
		point617	617	3,695,314.8	688,350.9	21.00				Average	
		point618	618	3,695,351.8	688,352.4	21.00				Average	

		point619	619	3,695,369.2	688,360.9	21.00				Average	
		point620	620	3,695,389.0	688,378.8	21.00				Average	
		point621	621	3,695,440.2	688,424.7	21.00					
LA 1088 EB 3 Area 3 2 Lane-2-2	32.0	point839	839	3,695,440.2	688,424.7	21.00				Average	
		point622	622	3,695,519.8	688,487.3	21.00				Average	
		point623	623	3,695,596.2	688,532.5	21.00				Average	
		point624	624	3,695,874.2	688,660.1	21.00				Average	
		point625	625	3,696,175.2	688,797.5	21.00				Average	
		point626	626	3,696,413.0	688,906.7	21.00				Average	
		point627	627	3,696,627.5	689,004.0	21.00				Average	
		point628	628	3,696,904.8	689,130.8	21.00				Average	
		point629	629	3,697,127.5	689,232.5	21.00				Average	
		point630	630	3,697,338.8	689,329.9	21.00				Average	
		point631	631	3,697,522.8	689,416.8	21.00				Average	
		point632	632	3,697,808.2	689,552.8	21.00				Average	
		point633	633	3,698,093.2	689,690.5	21.00				Average	
		point634	634	3,698,234.0	689,758.9	21.00				Average	
		point635	635	3,698,508.8	689,888.9	21.00				Average	
		point636	636	3,698,800.8	690,023.9	21.00				Average	
		point637	637	3,699,077.0	690,151.6	21.00				Average	
		point638	638	3,699,163.8	690,196.8	21.00				Average	
		point639	639	3,699,196.0	690,208.7	22.00					
LA 1088 WB 3 Area 3 2 Lane-2	32.0	point840	840	3,695,404.2	688,495.2	21.00				Average	
		point669	669	3,695,353.0	688,491.1	21.00				Average	
		point670	670	3,695,303.2	688,482.2	21.00					
LA 1088 WB 2 Area 3 1 Lane-2	20.0	point841	841	3,695,188.0	688,403.7	21.00				Average	
		point675	675	3,695,095.8	688,347.1	21.00				Average	
		point676	676	3,694,944.0	688,283.8	21.00				Average	
		point677	677	3,694,696.2	688,195.2	21.00				Average	
		point678	678	3,694,450.5	688,110.6	21.00				Average	
		point679	679	3,694,173.8	688,014.5	21.00				Average	
		point680	680	3,693,937.8	687,931.9	21.00				Average	
		point681	681	3,693,686.0	687,844.0	21.00				Average	
		point682	682	3,693,623.0	687,822.8	21.00					
LA 1088 WB 3 Area 3 2 Lane-2	32.0	point842	842	3,699,395.8	690,351.1	25.00				Average	
		point646	646	3,699,326.8	690,348.4	24.00				Average	
		point647	647	3,699,274.2	690,347.1	24.00				Average	
		point648	648	3,699,248.2	690,335.4	23.00				Average	

		point649	649	3,699,179.2	690,278.1	22.00					
LA 1088 WB 3 Area 3 2 Lane-2-2	32.0	point843	843	3,699,179.2	690,278.1	22.00				Average	
		point650	650	3,699,134.5	690,245.8	21.00				Average	
		point651	651	3,699,050.5	690,200.1	21.00				Average	
		point652	652	3,698,780.2	690,073.8	21.00				Average	
		point653	653	3,698,491.0	689,939.4	21.00				Average	
		point654	654	3,698,210.8	689,803.8	21.00				Average	
		point655	655	3,698,073.0	689,734.9	21.00				Average	
		point656	656	3,697,790.0	689,594.7	21.00				Average	
		point657	657	3,697,509.0	689,456.9	21.00				Average	
		point658	658	3,697,324.0	689,368.2	21.00				Average	
		point659	659	3,697,109.2	689,269.4	21.00				Average	
		point660	660	3,696,888.2	689,167.0	21.00				Average	
		point661	661	3,696,613.5	689,040.2	21.00				Average	
		point662	662	3,696,396.2	688,941.9	21.00				Average	
		point663	663	3,696,153.0	688,831.5	21.00				Average	
		point664	664	3,695,857.5	688,695.7	21.00				Average	
		point665	665	3,695,589.0	688,573.7	21.00				Average	
		point666	666	3,695,500.8	688,524.5	21.00				Average	
		point667	667	3,695,450.0	688,500.6	21.00				Average	
		point668	668	3,695,404.2	688,495.2	21.00					
LA 1088 EB 3 Area 3 2 Lane-2-2-2	32.0	point844	844	3,699,196.0	690,208.7	22.00				Average	
		point640	640	3,699,282.8	690,209.7	22.00				Average	
		point641	641	3,699,310.0	690,212.9	24.00				Average	
		point642	642	3,699,413.0	690,289.9	25.00					
LA 1088 EB 3 Area 3 2 Lane-2-2-2-2	32.0	point845	845	3,699,413.0	690,289.9	25.00				Average	
		point643	643	3,699,487.8	690,339.4	30.00					
LA 57 NB S of LA 1088 2 2 Lane-2	24.0	point846	846	3,684,047.8	683,690.2	21.00				Average	
		point266	266	3,684,127.0	683,774.9	21.00				Average	
		point267	267	3,684,152.5	683,800.9	21.00					
LA 57 NB N of LA 1088 1 1 Lane-2	12.0	point847	847	3,684,121.8	683,980.6	21.00				Average	
		point273	273	3,684,118.8	684,062.8	21.00				Average	
		point274	274	3,684,125.0	684,128.2	21.00				Average	
		point275	275	3,684,139.2	684,204.8	21.00				Average	
		point276	276	3,684,142.8	684,260.9	21.00					
LA 57 SB N of LA 1088 1 2 Lane-2	24.0	point848	848	3,684,092.5	683,966.2	21.00				Average	
		point283	283	3,684,052.0	683,898.4	21.00				Average	
		point284	284	3,684,024.5	683,848.6	21.00				Average	

		point285	285	3,684,022.0	683,819.9	21.00					
LA 57 SB S of LA 1088 1 2 Lane-2	24.0	point849	849	3,684,010.2	683,696.6	21.00				Average	
		point288	288	3,683,993.2	683,623.1	21.00				Average	
		point289	289	3,683,969.8	683,551.4	21.00				Average	
		point290	290	3,683,928.5	683,458.6	21.00				Average	
		point291	291	3,683,808.8	683,247.5	21.00				Average	
		point292	292	3,683,708.2	683,067.5	21.00				Average	
		point293	293	3,683,624.8	682,918.1	21.00				Average	
		point294	294	3,683,597.2	682,835.0	21.00					
LA 1088 EB 1 Area 1 1 Lane	20.0	point295	295	3,684,152.5	683,800.9	21.00				Average	
		point296	296	3,684,205.2	683,843.9	21.00				Average	
		point297	297	3,684,355.8	683,922.2	21.00				Average	
		point298	298	3,684,576.2	684,021.2	21.00				Average	
		point770	774	3,684,607.2	684,035.9	21.00				Average	
		point771	775	3,684,949.0	684,194.5	21.00				Average	
		point772	776	3,685,222.5	684,316.9	21.00				Average	
		point773	777	3,685,495.0	684,443.8	21.00				Average	
		point774	778	3,685,653.2	684,518.2	21.00				Average	
		point775	779	3,685,854.8	684,611.0	21.00				Average	
		point776	780	3,686,132.5	684,739.4	21.00				Average	
		point777	781	3,686,346.0	684,837.8	21.00					
LA 1088 WB 1 Area 1 2 Lane	20.0	point778	782	3,686,335.0	684,857.9	21.00				Average	
		point779	783	3,686,121.2	684,758.9	21.00				Average	
		point780	784	3,685,845.5	684,631.1	21.00				Average	
		point781	785	3,685,640.2	684,536.6	21.00				Average	
		point782	786	3,685,483.2	684,466.4	21.00				Average	
		point783	787	3,685,207.5	684,340.1	21.00				Average	
		point784	788	3,684,939.2	684,214.1	21.00				Average	
		point300	300	3,684,594.8	684,053.9	21.00				Average	
		point301	301	3,684,562.2	684,039.1	21.00				Average	
		point302	302	3,684,344.2	683,946.5	21.00				Average	
		point303	303	3,684,227.8	683,889.8	21.00				Average	
		point304	304	3,684,175.5	683,885.3	21.00				Average	
		point305	305	3,684,134.2	683,902.1	21.00					
Roadway146	32.0	point382	850	3,688,865.8	686,025.3	21.00				Average	
		point383	851	3,688,817.2	686,006.5	21.00				Average	
		point384	852	3,688,745.0	685,976.1	21.00				Average	
		point385	853	3,688,611.8	685,914.4	21.00				Average	

		point386	854	3,688,519.8	685,872.4	21.00				Average	
		point387	855	3,688,445.2	685,823.1	21.00				Average	
		point388	856	3,688,389.2	685,800.6	21.00					

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 2 PM Peak 2033

Roadway	Points		Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
Name	Name	No.	V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Garon Dr Comb 1 2 Lane	point100	100	104	25	6	25	0	0	28	25	1	25
	point101	101										
Jackson St Comb 2 Lane	point106	106	32	25	4	25	0	0	16	25	0	0
	point107	107										
I-12 EB OnRamp 1 Lane	point162	162	282	35	5	35	2	35	55	35	1	35
	point163	163	282	35	5	35	2	35	55	35	1	35
	point164	164	282	35	5	35	2	35	55	35	1	35
	point165	165	282	35	5	35	2	35	55	35	1	35
	point166	166	282	35	5	35	2	35	55	35	1	35
	point167	167	282	35	5	35	2	35	55	35	1	35
	point168	168	282	35	5	35	2	35	55	35	1	35
	point169	169	282	35	5	35	2	35	55	35	1	35
	point170	170	282	35	5	35	2	35	55	35	1	35
	point171	171	282	35	5	35	2	35	55	35	1	35
	point172	172	282	35	5	35	2	35	55	35	1	35
	point173	173	282	35	5	35	2	35	55	35	1	35
	point174	174	282	35	5	35	2	35	55	35	1	35
	point175	175	282	35	5	35	2	35	55	35	1	35
	point176	176	282	35	5	35	2	35	55	35	1	35
	point177	177	282	35	5	35	2	35	55	35	1	35
	point178	178	282	35	5	35	2	35	55	35	1	35
	point179	179	282	35	5	35	2	35	55	35	1	35

	point180	180	282	35	5	35	2	35	55	35	1	35
	point181	181	282	35	5	35	2	35	55	35	1	35
	point182	182	282	35	5	35	2	35	55	35	1	35
	point183	183	282	35	5	35	2	35	55	35	1	35
	point184	184	282	35	5	35	2	35	55	35	1	35
	point185	185	282	35	5	35	2	35	55	35	1	35
	point186	186	282	35	5	35	2	35	55	35	1	35
	point187	187	282	35	5	35	2	35	55	35	1	35
	point188	188	282	35	5	35	2	35	55	35	1	35
	point189	189										
LA 57 S of LA 1088 1	point218	218	1697	45	90	45	21	45	309	45	28	45
	point219	219	1697	45	90	45	21	45	309	45	28	45
	point220	220	1697	45	90	45	21	45	309	45	28	45
	point221	221	1697	45	90	45	21	45	309	45	28	45
	point222	222	1697	45	90	45	21	45	309	45	28	45
	point223	223	1697	45	90	45	21	45	309	45	28	45
	point224	224										
LA 57 N of LA 1088 1	point255	255	1087	45	94	45	87	45	397	45	12	45
	point235	235	1087	45	94	45	87	45	397	45	12	45
	point236	236	1087	45	94	45	87	45	397	45	12	45
	point237	237	1087	45	94	45	87	45	397	45	12	45
	point238	238	1087	45	94	45	87	45	397	45	12	45
	point239	239	1087	45	94	45	87	45	397	45	12	45
	point240	240	1087	45	94	45	87	45	397	45	12	45
	point241	241	1087	45	94	45	87	45	397	45	12	45
	point242	242										
LA 57 NB S of LA 1088 1 1 Lane	point257	257	772	45	41	45	10	45	141	45	13	45
	point258	258	772	45	41	45	10	45	141	45	13	45
	point259	259	772	45	41	45	10	45	141	45	13	45
	point260	260										
LA 57 NB S of LA 1088 2 2 Lane	point261	261	772	45	41	45	10	45	141	45	13	45
	point262	262	772	45	41	45	10	45	141	45	13	45
	point263	263	772	45	41	45	10	45	141	45	13	45
	point264	264	772	45	41	45	10	45	141	45	13	45

	point265	265										
LA 57 NB N of LA 1088 1 1 Lane	point268	268	592	15	51	15	48	15	217	15	6	15
	point269	269	592	15	51	15	48	15	217	15	6	15
	point270	270	592	15	51	15	48	15	217	15	6	15
	point271	271	592	15	51	15	48	15	217	15	6	15
	point272	272										
LA 57 SB N of LA 1088 1 2 Lane	point277	277	494	45	43	45	40	45	181	45	5	45
	point278	278	494	45	43	45	40	45	181	45	5	45
	point279	279	494	45	43	45	40	45	181	45	5	45
	point280	280	494	45	43	45	40	45	181	45	5	45
	point281	281	494	45	43	45	40	45	181	45	5	45
	point282	282										
LA 57 SB S of LA 1088 1 2 Lane	point286	286	772	15	41	15	10	15	141	15	13	15
	point287	287										
LA 1088 EB 2 Area 1 1 Lane	point306	306	308	45	29	45	3	45	180	45	4	45
	point307	307	308	45	29	45	3	45	180	45	4	45
	point308	308	308	45	29	45	3	45	180	45	4	45
	point309	309	308	45	29	45	3	45	180	45	4	45
	point310	310	308	45	29	45	3	45	180	45	4	45
	point311	311										
LA 1088 WB 2 Area 1 1 Lane	point323	323	369	45	34	45	3	45	215	45	5	45
	point324	324	369	45	34	45	3	45	215	45	5	45
	point325	325	369	45	34	45	3	45	215	45	5	45
	point326	326	369	45	34	45	3	45	215	45	5	45
	point327	327	369	45	34	45	3	45	215	45	5	45
	point328	328	369	45	34	45	3	45	215	45	5	45
	point329	329	369	45	34	45	3	45	215	45	5	45
	point330	330										
Jackson St NB 1 Lane	point343	343	18	25	2	25	0	0	9	25	0	0
	point344	344	18	25	2	25	0	0	9	25	0	0
	point345	345	18	25	2	25	0	0	9	25	0	0
	point346	346	18	25	2	25	0	0	9	25	0	0
	point347	347										
Jackson St SB 1 Lane	point348	348	15	25	2	25	0	0	7	25	0	0

	point349	349	15	25	2	25	0	0	7	25	0	0
	point350	350	15	25	2	25	0	0	7	25	0	0
	point351	351										
Garon Dr NB 1 Lane	point352	352	47	25	3	25	0	0	13	25	0	0
	point353	353	47	25	3	25	0	0	13	25	0	0
	point354	354	47	25	3	25	0	0	13	25	0	0
	point355	355	47	25	3	25	0	0	13	25	0	0
	point356	356	47	25	3	25	0	0	13	25	0	0
	point357	357										
Garon Dr SB 1 Lane	point358	358	57	25	3	25	0	0	15	25	0	0
	point359	359	57	25	3	25	0	0	15	25	0	0
	point360	360	57	25	3	25	0	0	15	25	0	0
	point361	361	57	25	3	25	0	0	15	25	0	0
	point362	362	57	25	3	25	0	0	15	25	0	0
	point363	363										
LA 1088 EB 3 Area 1 1 Lane	point365	365	308	45	29	45	3	45	180	45	4	45
	point366	366	308	45	29	45	3	45	180	45	4	45
	point367	367	308	45	29	45	3	45	180	45	4	45
	point368	368										
LA 1088 EB 1 Area 2 1 Lane	point373	373	296	15	10	15	5	15	124	15	7	15
	point374	374	296	15	10	15	5	15	124	15	7	15
	point375	375										
LA 1088 WB 3 Area 2 1 Lane	point391	391	369	15	34	15	3	15	215	15	5	15
	point392	392	369	15	34	15	3	15	215	15	5	15
	point393	393	369	15	34	15	3	15	215	15	5	15
	point394	394	369	15	34	15	3	15	215	15	5	15
	point395	395										
Spring Blvd NB 1 Lane	point399	399	72	20	4	20	0	0	29	20	1	20
	point400	400	72	20	4	20	0	0	29	20	1	20
	point401	401	72	20	4	20	0	0	29	20	1	20
	point402	402										
Spring Blvd SB 1 Lane	point403	403	93	20	6	20	0	0	37	20	1	20
	point404	404	93	20	6	20	0	0	37	20	1	20
	point405	405	93	20	6	20	0	0	37	20	1	20

	point406	406										
School NB 1 Lane	point407	407	26	25	1	25	0	0	8	25	0	0
	point408	408	26	25	1	25	0	0	8	25	0	0
	point409	409	26	25	1	25	0	0	8	25	0	0
	point410	410	26	25	1	25	0	0	8	25	0	0
	point411	411	26	25	1	25	0	0	8	25	0	0
	point412	412										
School SB 1 Lane	point413	413	20	25	0	0	0	0	5	25	0	0
	point414	414	20	25	0	0	0	0	5	25	0	0
	point415	415	20	25	0	0	0	0	5	25	0	0
	point416	416	20	25	0	0	0	0	5	25	0	0
	point417	417	20	25	0	0	0	0	5	25	0	0
	point418	418										
LA 1088 EB 2 Area 2 1 Lane	point424	424	296	45	10	45	5	45	124	45	7	45
	point425	425	296	45	10	45	5	45	124	45	7	45
	point426	426	296	45	10	45	5	45	124	45	7	45
	point427	427	296	45	10	45	5	45	124	45	7	45
	point428	428	296	45	10	45	5	45	124	45	7	45
	point429	429	296	45	10	45	5	45	124	45	7	45
	point430	430	296	45	10	45	5	45	124	45	7	45
	point431	431										
LA 1088 EB 1 Area 3 1 Lane	point450	450	347	15	25	15	5	15	118	15	2	15
	point451	451	347	15	25	15	5	15	118	15	2	15
	point452	452	347	15	25	15	5	15	118	15	2	15
	point453	453										
LA 1088 WB 1 Area 3 1 Lane	point458	458	566	45	41	45	7	45	193	45	2	45
	point459	459	566	45	41	45	7	45	193	45	2	45
	point460	460	566	45	41	45	7	45	193	45	2	45
	point461	461	566	45	41	45	7	45	193	45	2	45
	point462	462	566	45	41	45	7	45	193	45	2	45
	point463	463										
LA 1088 WB 4 Area 2 1 Lane	point468	468	414	15	15	15	7	15	173	15	10	15
	point469	469	414	15	15	15	7	15	173	15	10	15
	point470	470	414	15	15	15	7	15	173	15	10	15

	point471	471	414	15	15	15	7	15	173	15	10	15
	point472	472										
LA 1088 WB 3 Area 2 2 Lane	point482	482	414	45	15	45	7	45	173	45	10	45
	point483	483	414	45	15	45	7	45	173	45	10	45
	point484	484										
LA 1088 WB 2 Area 2 1 Lane	point491	491	414	15	15	15	7	15	173	15	10	15
	point492	492										
Soult St Comb 2 Lane	point500	500	517	25	48	25	5	25	210	25	4	25
	point501	501										
Soult St NB 2 Lane	point502	502	198	25	18	25	2	25	81	25	2	25
	point503	503	198	25	18	25	2	25	81	25	2	25
	point504	504	198	25	18	25	2	25	81	25	2	25
	point505	505	198	25	18	25	2	25	81	25	2	25
	point506	506	198	25	18	25	2	25	81	25	2	25
	point507	507	198	25	18	25	2	25	81	25	2	25
	point508	508	198	25	18	25	2	25	81	25	2	25
	point509	509										
Soult St SB 1 Lane	point510	510	277	25	26	25	3	25	113	25	2	25
	point511	511	277	25	26	25	3	25	113	25	2	25
	point512	512	277	25	26	25	3	25	113	25	2	25
	point513	513	277	25	26	25	3	25	113	25	2	25
	point514	514	277	25	26	25	3	25	113	25	2	25
	point515	515	277	25	26	25	3	25	113	25	2	25
	point516	516										
Viola St NB 1 Lane	point517	517	49	25	1	25	0	0	75	25	0	0
	point518	518	49	25	1	25	0	0	75	25	0	0
	point519	519	49	25	1	25	0	0	75	25	0	0
	point520	520										
Viola St Comb 2 Lane	point521	521	91	25	2	25	0	0	140	25	0	0
	point522	522	91	25	2	25	0	0	140	25	0	0
	point523	523	91	25	2	25	0	0	140	25	0	0
	point524	524	91	25	2	25	0	0	140	25	0	0
	point525	525	91	25	2	25	0	0	140	25	0	0
	point526	526										

Viola St SB 1 Lane	point527	527	35	25	1	25	0	0	54	25	0	0
	point528	528	35	25	1	25	0	0	54	25	0	0
	point529	529	35	25	1	25	0	0	54	25	0	0
	point530	530	35	25	1	25	0	0	54	25	0	0
	point531	531	35	25	1	25	0	0	54	25	0	0
	point532	532										
Tinity Dr NB 2 Lane	point533	533	75	20	1	20	0	0	12	20	4	20
	point534	534	75	20	1	20	0	0	12	20	4	20
	point535	535	75	20	1	20	0	0	12	20	4	20
	point536	536	75	20	1	20	0	0	12	20	4	20
	point537	537										
Trinity Dr SB 1 Lane	point538	538	123	20	2	20	0	0	19	20	7	20
	point539	539	123	20	2	20	0	0	19	20	7	20
	point540	540	123	20	2	20	0	0	19	20	7	20
	point541	541										
LA 1088 WB 3 BT Bridges 2 Lane	point273	552	377	55	21	55	4	55	128	55	4	55
	point272	553	377	55	21	55	4	55	128	55	4	55
	point271	554	377	55	21	55	4	55	128	55	4	55
	point270	555	377	55	21	55	4	55	128	55	4	55
	point269	556	377	55	21	55	4	55	128	55	4	55
	point268	557	377	55	21	55	4	55	128	55	4	55
	point267	558	377	55	21	55	4	55	128	55	4	55
	point266	559	377	55	21	55	4	55	128	55	4	55
	point265	560	377	55	21	55	4	55	128	55	4	55
	point264	561	377	55	21	55	4	55	128	55	4	55
	point263	562	377	55	21	55	4	55	128	55	4	55
	point262	563										
LA 1088 EB 1 BT Bridges 2 Lane	point65	583	231	55	13	55	3	55	79	55	2	55
	point66	584	231	55	13	55	3	55	79	55	2	55
	point770	770	231	55	13	55	3	55	79	55	2	55
	point67	585	231	55	13	55	3	55	79	55	2	55
	point68	586	231	55	13	55	3	55	79	55	2	55
	point771	771	231	55	13	55	3	55	79	55	2	55
	point69	587	231	55	13	55	3	55	79	55	2	55

	point70	588										
LA 1088 EB 2 Area 3 1 Lane	point602	602	347	45	25	45	5	45	118	45	2	45
	point603	603	347	45	25	45	5	45	118	45	2	45
	point604	604	347	45	25	45	5	45	118	45	2	45
	point605	605	347	45	25	45	5	45	118	45	2	45
	point606	606										
LA 1088 EB 3 Area 3 2 Lane	point609	609	347	45	25	45	5	45	118	45	2	45
	point610	610	347	45	25	45	5	45	118	45	2	45
	point611	611	347	45	25	45	5	45	118	45	2	45
	point612	612	347	45	25	45	5	45	118	45	2	45
	point613	613	347	45	25	45	5	45	118	45	2	45
	point614	614	347	45	25	45	5	45	118	45	2	45
	point615	615										
LA 1088 WB 3 Area 3 2 Lane	point644	644	377	55	21	55	4	55	128	55	4	55
	point645	645										
LA 1088 WB 2 Area 3 1 Lane	point671	671	566	15	41	15	7	15	193	15	2	15
	point672	672	566	15	41	15	7	15	193	15	2	15
	point673	673	566	15	41	15	7	15	193	15	2	15
	point674	674										
Forest Brook Blvd Comb 2 Lane	point683	683	400	20	9	20	3	20	66	20	1	20
	point684	684										
Forest Brook Blvd NB 2 Lane	point685	685	129	20	3	20	2	20	21	20	0	0
	point686	686	129	20	3	20	2	20	21	20	0	0
	point687	687	129	20	3	20	2	20	21	20	0	0
	point688	688	129	20	3	20	2	20	21	20	0	0
	point689	689	129	20	3	20	2	20	21	20	0	0
	point690	690	129	20	3	20	2	20	21	20	0	0
	point691	691										
Forest Brook Blvd SB 1 Lane	point692	692	211	20	5	20	2	20	35	20	1	20
	point693	693	211	20	5	20	2	20	35	20	1	20
	point694	694	211	20	5	20	2	20	35	20	1	20
	point695	695	211	20	5	20	2	20	35	20	1	20
	point696	696	211	20	5	20	2	20	35	20	1	20
	point697	697										

I-12 EB OffRamp 1 1 Lane	point698	698	325	35	5	35	2	35	63	35	2	35
	point699	699	325	35	5	35	2	35	63	35	2	35
	point700	700	325	35	5	35	2	35	63	35	2	35
	point701	701	325	35	5	35	2	35	63	35	2	35
	point702	702	325	35	5	35	2	35	63	35	2	35
	point703	703	325	35	5	35	2	35	63	35	2	35
	point704	704	325	35	5	35	2	35	63	35	2	35
	point705	705	325	35	5	35	2	35	63	35	2	35
	point706	706	325	35	5	35	2	35	63	35	2	35
	point707	707	325	35	5	35	2	35	63	35	2	35
	point708	708	325	35	5	35	2	35	63	35	2	35
	point709	709	325	35	5	35	2	35	63	35	2	35
	point710	710	325	35	5	35	2	35	63	35	2	35
	point711	711										
I-12 EB OffRamp 2 2 Lane	point712	712	325	35	5	35	2	35	63	35	2	35
	point713	713	325	35	5	35	2	35	63	35	2	35
	point714	714										
I-12 EB OffRamp 4 1 Lane	point715	715	174	35	3	35	1	35	34	35	1	35
	point716	716	174	35	3	35	1	35	34	35	1	35
	point717	717	174	35	3	35	1	35	34	35	1	35
	point718	718	174	35	3	35	1	35	34	35	1	35
	point719	719										
I-12 EB OffRamp 3 1 Lane	point720	720	125	35	2	35	1	35	24	35	1	35
	point721	721	125	35	2	35	1	35	24	35	1	35
	point722	722										
I-12 WB OffRamp 1 Lane	point723	723	177	35	54	35	3	35	31	35	1	35
	point724	724	177	35	54	35	3	35	31	35	1	35
	point725	725	177	35	54	35	3	35	31	35	1	35
	point726	726	177	35	54	35	3	35	31	35	1	35
	point727	727	177	35	54	35	3	35	31	35	1	35
	point728	728	177	35	54	35	3	35	31	35	1	35
	point729	729	177	35	54	35	3	35	31	35	1	35
	point730	730	177	35	54	35	3	35	31	35	1	35
	point731	731	177	35	54	35	3	35	31	35	1	35

	point732	732	177	35	54	35	3	35	31	35	1	35
	point733	733	177	35	54	35	3	35	31	35	1	35
	point734	734	177	35	54	35	3	35	31	35	1	35
	point735	735	177	35	54	35	3	35	31	35	1	35
	point736	736	177	35	54	35	3	35	31	35	1	35
	point737	737	177	35	54	35	3	35	31	35	1	35
	point738	738										
LA 1088 EB 2 Lane Past I-12 OffRamp	point740	740	231	55	13	55	3	55	79	55	2	55
	point73	591	231	55	13	55	3	55	79	55	2	55
	point74	592	231	55	13	55	3	55	79	55	2	55
	point75	593	231	55	13	55	3	55	79	55	2	55
	point76	594	231	55	13	55	3	55	79	55	2	55
	point77	595	231	55	13	55	3	55	79	55	2	55
	point78	596	231	55	13	55	3	55	79	55	2	55
	point79	597	231	55	13	55	3	55	79	55	2	55
	point80	598	231	55	13	55	3	55	79	55	2	55
	point81	599	231	55	13	55	3	55	79	55	2	55
	point82	600	231	55	13	55	3	55	79	55	2	55
	point83	601										
LA 1088 WB 1 BT Bridges 2 Lane	point741	741	377	55	21	55	4	55	128	55	4	55
	point259	566	377	55	21	55	4	55	128	55	4	55
	point772	772	377	55	21	55	4	55	128	55	4	55
	point258	567	377	55	21	55	4	55	128	55	4	55
	point257	568	377	55	21	55	4	55	128	55	4	55
	point773	773	377	55	21	55	4	55	128	55	4	55
	point256	569	377	55	21	55	4	55	128	55	4	55
	point255	570										
LA 1088 EB 2 BT Bridges 2 Lane	point748	748	231	15	13	15	3	15	79	15	2	15
	point749	749	231	15	13	15	3	15	79	15	2	15
	point750	750	231	15	13	15	3	15	79	15	2	15
	point751	751	231	15	13	15	3	15	79	15	2	15
	point752	752	231	15	13	15	3	15	79	15	2	15
	point753	753	231	15	13	15	3	15	79	15	2	15
	point754	754	231	15	13	15	3	15	79	15	2	15

	point755	755	231	15	13	15	3	15	79	15	2	15
	point756	756	231	15	13	15	3	15	79	15	2	15
	point757	757										
LA 1088 WB 2 BT Bridges 2 Lane	point758	758	377	15	21	15	4	15	128	15	4	15
	point759	759	377	15	21	15	4	15	128	15	4	15
	point760	760	377	15	21	15	4	15	128	15	4	15
	point761	761	377	15	21	15	4	15	128	15	4	15
	point762	762	377	15	21	15	4	15	128	15	4	15
	point763	763	377	15	21	15	4	15	128	15	4	15
	point764	764	377	15	21	15	4	15	128	15	4	15
	point765	765	377	15	21	15	4	15	128	15	4	15
	point766	766	377	15	21	15	4	15	128	15	4	15
	point767	767										
School Comb 2 Lane	point768	768	48	25	2	25	0	0	16	25	0	0
	point364	364	48	25	2	25	0	0	16	25	0	0
	point135	135										
Roadway110	point786	790	308	45	29	45	3	45	180	45	4	45
	point787	791	308	45	29	45	3	45	180	45	4	45
	point788	792										
Roadway111	point789	793	369	45	34	45	3	45	215	45	5	45
	point790	794	369	45	34	45	3	45	215	45	5	45
	point791	795										
Roadway112	point794	796	296	45	10	45	5	45	124	45	7	45
	point795	797	296	45	10	45	5	45	124	45	7	45
	point796	798	296	45	10	45	5	45	124	45	7	45
	point797	799	296	45	10	45	5	45	124	45	7	45
	point798	800	296	45	10	45	5	45	124	45	7	45
	point799	801	296	45	10	45	5	45	124	45	7	45
	point800	802	296	45	10	45	5	45	124	45	7	45
	point801	803										
Roadway113	point802	804	414	45	15	45	7	45	173	45	10	45
	point803	805	414	45	15	45	7	45	173	45	10	45
	point804	806	414	45	15	45	7	45	173	45	10	45
	point805	807	414	45	15	45	7	45	173	45	10	45

	point806	808	414	45	15	45	7	45	173	45	10	45
	point807	809	414	45	15	45	7	45	173	45	10	45
	point808	810	414	45	15	45	7	45	173	45	10	45
	point809	811										
Roadway114	point813	812	347	45	25	45	5	45	118	45	2	45
	point814	813	347	45	25	45	5	45	118	45	2	45
	point815	814	347	45	25	45	5	45	118	45	2	45
	point816	815	347	45	25	45	5	45	118	45	2	45
	point817	816										
Roadway115	point818	817	566	45	41	45	7	45	193	45	2	45
	point819	818	566	45	41	45	7	45	193	45	2	45
	point820	819	566	45	41	45	7	45	193	45	2	45
	point821	820	566	45	41	45	7	45	193	45	2	45
	point822	821										
LA 1088 EB 2 Area 1 1 Lane-2	point822	822	308	15	29	15	3	15	180	15	4	15
	point312	312	308	15	29	15	3	15	180	15	4	15
	point314	314	308	15	29	15	3	15	180	15	4	15
	point315	315	308	15	29	15	3	15	180	15	4	15
	point316	316										
LA 1088 EB 2 Area 1 1 Lane-2-2	point823	823	308	45	29	45	3	45	180	45	4	45
	point317	317	308	45	29	45	3	45	180	45	4	45
	point318	318	308	45	29	45	3	45	180	45	4	45
	point319	319	308	45	29	45	3	45	180	45	4	45
	point320	320	308	45	29	45	3	45	180	45	4	45
	point321	321	308	45	29	45	3	45	180	45	4	45
	point322	322										
LA 1088 WB 2 Area 1 1 Lane-2	point824	824	369	45	34	45	3	45	215	45	5	45
	point338	338	369	45	34	45	3	45	215	45	5	45
	point339	339	369	45	34	45	3	45	215	45	5	45
	point340	340	369	45	34	45	3	45	215	45	5	45
	point341	341	369	45	34	45	3	45	215	45	5	45
	point342	342										
LA 1088 WB 2 Area 1 1 Lane-2	point825	825	369	15	34	15	3	15	215	15	5	15
	point331	331	369	15	34	15	3	15	215	15	5	15

	point332	332	369	15	34	15	3	15	215	15	5	15
	point333	333	369	15	34	15	3	15	215	15	5	15
	point334	334	369	15	34	15	3	15	215	15	5	15
	point335	335	369	15	34	15	3	15	215	15	5	15
	point336	336	369	15	34	15	3	15	215	15	5	15
	point337	337										
LA 1088 EB 3 Area 1 1 Lane-2	point826	826	308	15	29	15	3	15	180	15	4	15
	point369	369	308	15	29	15	3	15	180	15	4	15
	point370	370	308	15	29	15	3	15	180	15	4	15
	point371	371	308	15	29	15	3	15	180	15	4	15
	point372	372										
LA 1088 EB 1 Area 2 1 Lane-2	point827	827	296	45	10	45	5	45	124	45	7	45
	point376	376	296	45	10	45	5	45	124	45	7	45
	point377	377	296	45	10	45	5	45	124	45	7	45
	point378	378	296	45	10	45	5	45	124	45	7	45
	point379	379	296	45	10	45	5	45	124	45	7	45
	point380	380	296	45	10	45	5	45	124	45	7	45
	point381	381										
LA 1088 WB 3 Area 2 1 Lane-2	point828	828	369	45	34	45	3	45	215	45	5	45
	point396	396	369	45	34	45	3	45	215	45	5	45
	point397	397	369	45	34	45	3	45	215	45	5	45
	point398	398										
LA 1088 WB 1 Area 2 2 Lane-2	point829	829	414	15	15	15	7	15	173	15	10	15
	point389	389	414	15	15	15	7	15	173	15	10	15
	point390	390										
LA 1088 EB 2 Area 2 1 Lane-2	point830	830	296	15	10	15	5	15	124	15	7	15
	point432	432	296	15	10	15	5	15	124	15	7	15
	point433	433	296	15	10	15	5	15	124	15	7	15
	point434	434	296	15	10	15	5	15	124	15	7	15
	point435	435	296	15	10	15	5	15	124	15	7	15
	point436	436										
LA 1088 EB 2 Area 2 1 Lane-2-2	point831	831	296	45	10	45	5	45	124	45	7	45
	point437	437	296	45	10	45	5	45	124	45	7	45
	point438	438	296	45	10	45	5	45	124	45	7	45

	point439	439	296	45	10	45	5	45	124	45	7	45
	point440	440	296	45	10	45	5	45	124	45	7	45
	point441	441	296	45	10	45	5	45	124	45	7	45
	point442	442	296	45	10	45	5	45	124	45	7	45
	point443	443	296	45	10	45	5	45	124	45	7	45
	point444	444	296	45	10	45	5	45	124	45	7	45
	point445	445	296	45	10	45	5	45	124	45	7	45
	point446	446										
LA 1088 WB 3 Area 2 2 Lane-2	point832	832	414	15	15	15	7	15	173	15	10	15
	point485	485	414	15	15	15	7	15	173	15	10	15
	point486	486	414	15	15	15	7	15	173	15	10	15
	point487	487	414	15	15	15	7	15	173	15	10	15
	point488	488	414	15	15	15	7	15	173	15	10	15
	point489	489	414	15	15	15	7	15	173	15	10	15
	point490	490										
LA 1088 WB 2 Area 2 1 Lane-2	point833	833	414	45	15	45	7	45	173	45	10	45
	point493	493	414	45	15	45	7	45	173	45	10	45
	point494	494	414	45	15	45	7	45	173	45	10	45
	point495	495	414	45	15	45	7	45	173	45	10	45
	point496	496	414	45	15	45	7	45	173	45	10	45
	point497	497	414	45	15	45	7	45	173	45	10	45
	point498	498	414	45	15	45	7	45	173	45	10	45
	point499	499										
LA 1088 WB 1 Area 3 1 Lane-2	point834	834	566	15	41	15	7	15	193	15	2	15
	point464	464	566	15	41	15	7	15	193	15	2	15
	point465	465	566	15	41	15	7	15	193	15	2	15
	point466	466	566	15	41	15	7	15	193	15	2	15
	point467	467										
LA 1088 WB 4 Area 2 1 Lane-2	point835	835	414	45	15	45	7	45	173	45	10	45
	point473	473	414	45	15	45	7	45	173	45	10	45
	point474	474	414	45	15	45	7	45	173	45	10	45
	point475	475	414	45	15	45	7	45	173	45	10	45
	point476	476	414	45	15	45	7	45	173	45	10	45
	point477	477	414	45	15	45	7	45	173	45	10	45

	point478	478	414	45	15	45	7	45	173	45	10	45
	point479	479	414	45	15	45	7	45	173	45	10	45
	point480	480	414	45	15	45	7	45	173	45	10	45
	point481	481										
LA 1088 EB 2 Area 2 1 Lane-2-2-2	point836	836	296	15	10	15	5	15	124	15	7	15
	point447	447	296	15	10	15	5	15	124	15	7	15
	point448	448	296	15	10	15	5	15	124	15	7	15
	point449	449										
LA 1088 EB 1 Area 3 1 Lane-2	point837	837	347	45	25	45	5	45	118	45	2	45
	point454	454	347	45	25	45	5	45	118	45	2	45
	point455	455	347	45	25	45	5	45	118	45	2	45
	point456	456	347	45	25	45	5	45	118	45	2	45
	point457	457										
LA 1088 EB 3 Area 3 2 Lane-2	point838	838	347	15	25	15	5	15	118	15	2	15
	point616	616	347	15	25	15	5	15	118	15	2	15
	point617	617	347	15	25	15	5	15	118	15	2	15
	point618	618	347	15	25	15	5	15	118	15	2	15
	point619	619	347	15	25	15	5	15	118	15	2	15
	point620	620	347	15	25	15	5	15	118	15	2	15
	point621	621										
LA 1088 EB 3 Area 3 2 Lane-2-2	point839	839	347	55	25	55	5	55	118	55	2	55
	point622	622	347	55	25	55	5	55	118	55	2	55
	point623	623	347	55	25	55	5	55	118	55	2	55
	point624	624	347	55	25	55	5	55	118	55	2	55
	point625	625	347	55	25	55	5	55	118	55	2	55
	point626	626	347	55	25	55	5	55	118	55	2	55
	point627	627	347	55	25	55	5	55	118	55	2	55
	point628	628	347	55	25	55	5	55	118	55	2	55
	point629	629	347	55	25	55	5	55	118	55	2	55
	point630	630	347	55	25	55	5	55	118	55	2	55
	point631	631	347	55	25	55	5	55	118	55	2	55
	point632	632	347	55	25	55	5	55	118	55	2	55
	point633	633	347	55	25	55	5	55	118	55	2	55
	point634	634	347	55	25	55	5	55	118	55	2	55

	point635	635	347	55	25	55	5	55	118	55	2	55
	point636	636	347	55	25	55	5	55	118	55	2	55
	point637	637	347	55	25	55	5	55	118	55	2	55
	point638	638	347	55	25	55	5	55	118	55	2	55
	point639	639										
LA 1088 WB 3 Area 3 2 Lane-2	point840	840	566	15	41	15	7	15	193	15	2	15
	point669	669	566	15	41	15	7	15	193	15	2	15
	point670	670										
LA 1088 WB 2 Area 3 1 Lane-2	point841	841	566	45	41	45	7	45	193	45	2	45
	point675	675	566	45	41	45	7	45	193	45	2	45
	point676	676	566	45	41	45	7	45	193	45	2	45
	point677	677	566	45	41	45	7	45	193	45	2	45
	point678	678	566	45	41	45	7	45	193	45	2	45
	point679	679	566	45	41	45	7	45	193	45	2	45
	point680	680	566	45	41	45	7	45	193	45	2	45
	point681	681	566	45	41	45	7	45	193	45	2	45
	point682	682										
LA 1088 WB 3 Area 3 2 Lane-2	point842	842	566	15	41	15	7	15	193	15	2	15
	point646	646	566	15	41	15	7	15	193	15	2	15
	point647	647	566	15	41	15	7	15	193	15	2	15
	point648	648	566	15	41	15	7	15	193	15	2	15
	point649	649										
LA 1088 WB 3 Area 3 2 Lane-2-2	point843	843	566	55	41	55	7	55	193	55	2	55
	point650	650	566	55	41	55	7	55	193	55	2	55
	point651	651	566	55	41	55	7	55	193	55	2	55
	point652	652	566	55	41	55	7	55	193	55	2	55
	point653	653	566	55	41	55	7	55	193	55	2	55
	point654	654	566	55	41	55	7	55	193	55	2	55
	point655	655	566	55	41	55	7	55	193	55	2	55
	point656	656	566	55	41	55	7	55	193	55	2	55
	point657	657	566	55	41	55	7	55	193	55	2	55
	point658	658	566	55	41	55	7	55	193	55	2	55
	point659	659	566	55	41	55	7	55	193	55	2	55
	point660	660	566	55	41	55	7	55	193	55	2	55

	point661	661	566	55	41	55	7	55	193	55	2	55
	point662	662	566	55	41	55	7	55	193	55	2	55
	point663	663	566	55	41	55	7	55	193	55	2	55
	point664	664	566	55	41	55	7	55	193	55	2	55
	point665	665	566	55	41	55	7	55	193	55	2	55
	point666	666	566	55	41	55	7	55	193	55	2	55
	point667	667	566	55	41	55	7	55	193	55	2	55
	point668	668										
LA 1088 EB 3 Area 3 2 Lane-2-2-2	point844	844	347	15	25	15	5	15	118	15	2	15
	point640	640	347	15	25	15	5	15	118	15	2	15
	point641	641	347	15	25	15	5	15	118	15	2	15
	point642	642										
LA 1088 EB 3 Area 3 2 Lane-2-2-2-2	point845	845	231	55	13	55	3	55	79	55	2	55
	point643	643										
LA 57 NB S of LA 1088 2 2 Lane-2	point846	846	772	15	41	15	10	15	141	15	13	15
	point266	266	772	15	41	15	10	15	141	15	13	15
	point267	267										
LA 57 NB N of LA 1088 1 1 Lane-2	point847	847	592	45	51	45	48	45	217	45	6	45
	point273	273	592	45	51	45	48	45	217	45	6	45
	point274	274	592	45	51	45	48	45	217	45	6	45
	point275	275	592	45	51	45	48	45	217	45	6	45
	point276	276										
LA 57 SB N of LA 1088 1 2 Lane-2	point848	848	494	15	43	15	40	15	181	15	5	15
	point283	283	494	15	43	15	40	15	181	15	5	15
	point284	284	494	15	43	15	40	15	181	15	5	15
	point285	285										
LA 57 SB S of LA 1088 1 2 Lane-2	point849	849	925	45	49	45	12	45	168	45	15	45
	point288	288	925	45	49	45	12	45	168	45	15	45
	point289	289	925	45	49	45	12	45	168	45	15	45
	point290	290	925	45	49	45	12	45	168	45	15	45
	point291	291	925	45	49	45	12	45	168	45	15	45
	point292	292	925	45	49	45	12	45	168	45	15	45
	point293	293	925	45	49	45	12	45	168	45	15	45
	point294	294										

LA 1088 EB 1 Area 1 1 Lane	point295	295	308	45	29	45	3	45	180	45	4	45
	point296	296	308	45	29	45	3	45	180	45	4	45
	point297	297	308	45	29	45	3	45	180	45	4	45
	point298	298	308	45	29	45	3	45	180	45	4	45
	point770	774	308	45	29	45	3	45	180	45	4	45
	point771	775	308	45	29	45	3	45	180	45	4	45
	point772	776	308	45	29	45	3	45	180	45	4	45
	point773	777	308	45	29	45	3	45	180	45	4	45
	point774	778	308	45	29	45	3	45	180	45	4	45
	point775	779	308	45	29	45	3	45	180	45	4	45
	point776	780	308	45	29	45	3	45	180	45	4	45
	point777	781										
LA 1088 WB 1 Area 1 2 Lane	point778	782	369	45	34	45	3	45	215	45	5	45
	point779	783	369	45	34	45	3	45	215	45	5	45
	point780	784	369	45	34	45	3	45	215	45	5	45
	point781	785	369	45	34	45	3	45	215	45	5	45
	point782	786	369	45	34	45	3	45	215	45	5	45
	point783	787	369	45	34	45	3	45	215	45	5	45
	point784	788	369	45	34	45	3	45	215	45	5	45
	point300	300	369	45	34	45	3	45	215	45	5	45
	point301	301	369	45	34	45	3	45	215	45	5	45
	point302	302	369	45	34	45	3	45	215	45	5	45
	point303	303	369	45	34	45	3	45	215	45	5	45
	point304	304	369	45	34	45	3	45	215	45	5	45
	point305	305										
Roadway146	point382	850	414	45	15	45	7	45	173	45	10	45
	point383	851	414	45	15	45	7	45	173	45	10	45
	point384	852	414	45	15	45	7	45	173	45	10	45
	point385	853	414	45	15	45	7	45	173	45	10	45
	point386	854	414	45	15	45	7	45	173	45	10	45
	point387	855	414	45	15	45	7	45	173	45	10	45
	point388	856										

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 2 PM Peak 2033

Receiver Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Res 12	127	1	3,683,288.2	682,418.7	21.00	4.92	70.60	66	10.0	8.0	
Res 13	128	1	3,683,406.5	682,602.1	21.00	4.92	71.60	66	10.0	8.0	
Res 14	129	1	3,683,402.2	682,710.6	21.00	4.92	67.60	66	10.0	8.0	
Res 15	130	1	3,683,509.5	682,820.1	21.00	4.92	70.00	66	10.0	8.0	
Res 16	131	1	3,683,554.0	682,985.1	21.00	4.92	67.40	66	10.0	8.0	
Res 17	132	3	3,683,444.5	683,048.0	21.00	4.92	60.10	66	10.0	8.0	
Res 18	133	3	3,683,363.0	683,119.6	21.00	4.92	55.90	66	10.0	8.0	
Res 19	134	3	3,683,236.2	683,143.5	21.00	4.92	52.80	66	10.0	8.0	
Office 20	135	1	3,683,642.8	683,119.1	21.00	4.92	68.00	71	10.0	8.0	
Office 21	136	1	3,683,747.2	683,269.4	21.00	4.92	69.00	71	10.0	8.0	
Restaurant 22	137	1	3,683,907.8	683,708.8	21.00	4.92	68.10	71	10.0	8.0	
Bank 23	138	1	3,683,936.0	683,881.4	21.00	4.92	67.90	71	10.0	8.0	
Office 24	139	1	3,683,651.5	683,869.9	21.00	4.92	55.80	71	10.0	8.0	
Res 40	140	1	3,684,553.8	684,402.5	21.00	4.92	58.50	66	10.0	8.0	
Res 41	141	1	3,684,706.2	684,268.4	21.00	4.92	61.70	66	10.0	8.0	
Res 42	142	1	3,685,596.8	684,776.2	21.00	4.92	56.70	66	10.0	8.0	
School 43	143	1	3,685,935.8	684,777.2	21.00	4.92	64.40	66	10.0	8.0	Y
Res 44	144	3	3,685,809.0	684,957.2	21.00	4.92	51.70	66	10.0	8.0	
Res 45	145	4	3,685,833.8	685,027.5	21.00	4.92	50.80	66	10.0	8.0	
Res 46	146	2	3,685,854.5	685,070.4	21.00	4.92	50.40	66	10.0	8.0	
Res 47	147	4	3,685,815.5	685,131.5	21.00	4.92	49.50	66	10.0	8.0	
Res 48	148	1	3,686,061.5	684,994.9	21.00	4.92	54.60	66	10.0	8.0	

Apartments 49 (1st Floor)	149	2	3,686,246.5	684,897.2	21.00	4.92	67.10	66	10.0	8.0	
Apartments 50 (1st Floor)	150	2	3,686,365.0	684,962.4	21.00	4.92	63.30	66	10.0	8.0	
Apartments 51 (1st Floor)	151	2	3,686,252.2	684,942.4	21.00	4.92	62.60	66	10.0	8.0	
Apartments 52 (1st Floor)	152	2	3,686,376.0	685,008.9	21.00	4.92	54.80	66	10.0	8.0	
Apartments 53 (1st Floor)	153	2	3,686,241.2	685,047.0	21.00	4.92	54.30	66	10.0	8.0	
Apartments 54 (1st Floor)	154	2	3,686,249.8	685,086.9	21.00	4.92	53.10	66	10.0	8.0	
Apartments 55 (1st Floor)	155	2	3,686,185.8	685,214.4	21.00	4.92	50.10	66	10.0	8.0	
Apartments 56 (1st Floor)	156	2	3,686,231.5	685,226.4	21.00	4.92	50.60	66	10.0	8.0	
Res 57	157	3	3,686,431.5	685,246.2	21.00	4.92	53.20	66	10.0	8.0	
Res 58	158	2	3,686,536.8	685,239.8	21.00	4.92	55.10	66	10.0	8.0	
Res 59	159	3	3,686,534.8	685,403.9	21.00	4.92	50.30	66	10.0	8.0	
Res 60	160	2	3,686,661.8	685,404.9	21.00	4.92	51.90	66	10.0	8.0	
Res 61	161	3	3,686,723.0	685,250.1	21.00	4.92	58.50	66	10.0	8.0	
Res 62	162	1	3,686,781.8	685,140.8	21.00	4.92	67.70	66	10.0	8.0	
Res 63	163	1	3,686,783.0	685,228.0	21.00	4.92	61.60	66	10.0	8.0	
Res 64	164	1	3,686,776.8	685,401.7	21.00	4.92	55.60	66	10.0	8.0	
Res 65	165	2	3,686,771.2	685,547.1	21.00	4.92	53.70	66	10.0	8.0	
Res 66	166	1	3,686,905.2	685,225.4	21.00	4.92	65.90	66	10.0	8.0	
Res 67	167	4	3,686,906.8	685,306.1	21.00	4.92	60.60	66	10.0	8.0	
Res 68	168	1	3,686,897.5	685,398.6	21.00	4.92	57.70	66	10.0	8.0	
Res 69	169	1	3,686,910.5	685,558.8	21.00	4.92	54.40	66	10.0	8.0	
Res 70	170	2	3,687,061.5	685,409.0	21.00	4.92	58.50	66	10.0	8.0	
Res 71	171	3	3,687,030.2	685,560.0	21.00	4.92	53.40	66	10.0	8.0	
Res 72	172	1	3,686,999.0	685,642.1	21.00	4.92	51.20	66	10.0	8.0	
Res 73	173	1	3,687,776.2	685,589.8	21.00	4.92	68.00	66	10.0	8.0	
Res 74	174	1	3,687,824.0	685,606.1	21.00	4.92	68.30	66	10.0	8.0	
Res 75	175	1	3,687,941.8	685,689.6	21.00	4.92	66.60	66	10.0	8.0	
Res 76	176	1	3,687,900.2	685,741.3	21.00	4.92	61.30	66	10.0	8.0	
Res 77	177	3	3,687,830.5	685,767.1	21.00	4.92	58.20	66	10.0	8.0	
Res 78	178	1	3,687,638.2	685,972.4	21.00	4.92	50.00	66	10.0	8.0	
School 79	179	1	3,688,194.5	686,063.9	21.00	4.92	54.00	66	10.0	8.0	
Res 120	180	1	3,688,481.0	685,920.7	21.00	4.92	66.90	66	10.0	8.0	
Res 121	181	2	3,688,478.2	685,968.9	21.00	4.92	62.60	66	10.0	8.0	
Res 122	182	2	3,688,477.0	686,023.6	21.00	4.92	58.80	66	10.0	8.0	
Res 123	183	2	3,688,477.0	686,090.0	21.00	4.92	55.50	66	10.0	8.0	

INPUT: RECEIVERS **LA 1088**

Res 124	184	2	3,688,477.0	686,147.2	21.00	4.92	53.40	66	10.0	8.0	
Res 125	185	2	3,688,478.2	686,203.2	21.00	4.92	51.80	66	10.0	8.0	
Res 126	186	2	3,688,479.5	686,256.6	21.00	4.92	50.80	66	10.0	8.0	
Res 127	187	2	3,688,474.2	686,316.6	21.00	4.92	49.70	66	10.0	8.0	
Res 128	188	1	3,688,488.0	686,373.9	21.00	4.92	48.90	66	10.0	8.0	
Res 129	189	1	3,688,820.8	686,142.1	21.00	4.92	62.10	66	10.0	8.0	
Res 130	190	1	3,688,910.5	686,148.6	21.00	4.92	65.10	66	10.0	8.0	
Res 131	191	1	3,689,022.5	686,215.0	21.00	4.92	63.80	66	10.0	8.0	
Res 132	192	1	3,689,180.0	686,261.9	21.00	4.92	66.00	66	10.0	8.0	
Res 133	193	4	3,689,178.8	686,332.2	21.00	4.92	59.50	66	10.0	8.0	
Res 134	194	1	3,689,336.2	686,315.2	21.00	4.92	66.90	66	10.0	8.0	
Res 135	195	7	3,689,293.5	686,505.3	21.00	4.92	53.30	66	10.0	8.0	
Res 136	196	8	3,689,204.5	686,647.2	21.00	4.92	49.80	66	10.0	8.0	
Res 137	197	1	3,689,431.5	686,380.3	21.00	4.92	65.80	66	10.0	8.0	
Res 138	198	1	3,689,520.0	686,418.1	21.00	4.92	66.00	66	10.0	8.0	
Res 139	199	1	3,689,612.5	686,472.8	21.00	4.92	64.60	66	10.0	8.0	
Res 140	200	1	3,689,816.8	686,626.4	21.00	4.92	59.50	66	10.0	8.0	
Res 141	201	1	3,689,945.8	686,604.3	21.00	4.92	64.80	66	10.0	8.0	
Res 142	202	1	3,690,122.8	686,659.0	21.00	4.92	66.20	66	10.0	8.0	
Res 143	203	3	3,689,477.0	686,687.6	21.00	4.92	50.90	66	10.0	8.0	
Church 144	204	2	3,690,439.2	686,789.2	21.00	4.92	66.10	66	10.0	8.0	
Res 145	205	3	3,690,317.2	687,155.2	21.00	4.92	50.90	66	10.0	8.0	
Res 146	206	1	3,690,531.8	687,113.4	21.00	4.92	53.90	66	10.0	8.0	
Res 147	207	1	3,690,664.5	687,053.5	21.00	4.92	56.30	66	10.0	8.0	
Res 148	208	3	3,690,883.2	687,333.5	21.00	4.92	62.50	66	10.0	8.0	
Res 149	209	1	3,691,327.2	687,190.2	21.00	4.92	60.10	66	10.0	8.0	
Res 150	210	1	3,691,435.2	687,129.1	21.00	4.92	67.00	66	10.0	8.0	
Res 151	211	1	3,691,749.0	687,276.2	21.00	4.92	64.30	66	10.0	8.0	
Res 152	212	1	3,692,014.8	687,336.1	21.00	4.92	66.80	66	10.0	8.0	
Res 202	213	1	3,692,707.5	687,824.4	21.00	4.92	53.90	66	10.0	8.0	
Res 203	214	2	3,692,690.5	687,700.6	21.00	4.92	58.40	66	10.0	8.0	
Church 204	215	1	3,693,270.8	687,789.1	21.00	4.92	66.00	66	10.0	8.0	Y
Church 205	216	1	3,694,260.8	688,238.4	21.00	4.92	58.90	66	10.0	8.0	
Res 206	217	1	3,694,474.2	688,272.2	21.00	4.92	61.30	66	10.0	8.0	
Res 207	218	1	3,694,684.0	688,423.3	21.00	4.92	57.20	66	10.0	8.0	

Res 208	219	1	3,695,691.8	688,807.4	21.00	4.92	60.50	66	10.0	8.0	
Res 214	220	1	3,697,978.2	689,880.3	21.00	4.92	61.50	66	10.0	8.0	
Res 215	221	1	3,698,171.0	689,958.5	21.00	4.92	62.40	66	10.0	8.0	
Res 216	222	1	3,698,342.8	690,015.8	21.00	4.92	63.90	66	10.0	8.0	
Res 217	223	8	3,698,169.8	690,175.9	21.00	4.92	54.70	66	10.0	8.0	
Res 218	224	1	3,698,505.5	690,134.2	21.00	4.92	61.10	66	10.0	8.0	
Res 219	225	2	3,698,512.2	690,217.6	21.00	4.92	57.50	66	10.0	8.0	
Res 220	226	4	3,698,513.5	690,297.0	21.00	4.92	55.40	66	10.0	8.0	
Res 221	227	1	3,698,820.8	690,298.3	21.00	4.92	60.20	66	10.0	8.0	
Res 222	228	1	3,699,025.8	690,529.9	21.00	4.92	56.80	66	10.0	8.0	
Res 223	229	1	3,699,028.2	690,601.5	21.00	4.92	55.80	66	10.0	8.0	
Res 224	230	1	3,699,019.5	690,662.1	21.00	4.92	55.20	66	10.0	8.0	
Apartments 49 (2nd Floor)	231	2	3,686,246.5	684,897.2	21.00	20.00	67.20	66	10.0	8.0	
Apartments 50 (2nd Floor)	232	2	3,686,365.0	684,962.4	21.00	20.00	63.60	66	10.0	8.0	
Apartments 51 (2nd Floor)	233	2	3,686,252.2	684,942.4	21.00	20.00	64.20	66	10.0	8.0	
Apartments 52 (2nd Floor)	234	2	3,686,376.0	685,008.9	21.00	20.00	57.20	66	10.0	8.0	
Apartments 53 (2nd Floor)	235	2	3,686,241.2	685,047.0	21.00	20.00	58.80	66	10.0	8.0	
Apartments 54 (2nd Floor)	236	2	3,686,249.8	685,086.9	21.00	20.00	58.50	66	10.0	8.0	
Apartments 55 (2nd Floor)	237	2	3,686,185.8	685,214.4	21.00	20.00	56.70	66	10.0	8.0	
Apartments 56 (2nd Floor)	238	2	3,686,231.5	685,226.4	21.00	20.00	57.30	66	10.0	8.0	

Volkert 30 July 2015
Thomas Lee TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 2 PM Peak 2033

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height at Point	Segment				
		Min	Max	$ per Unit Area	$ per Unit Vol.	Top Width	Run:Rise	$ per Unit Length			X	Y	Z		Seg Ht Increment	Perturbs #Up	Perturbs #Dn	On Struct?	Important Reflections?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
Barrier2	W	0.00	99.99	0.00				0.00	point1	1	3,685,813.8	684,888.2	21.00	20.00	0.00	0	0		
									point2	2	3,685,813.8	684,804.9	21.00	20.00	0.00	0	0		
									point3	3	3,685,919.2	684,808.3	21.00	20.00	0.00	0	0		
									point4	4	3,685,921.0	684,888.2	21.00	20.00					
Barrier3	W	0.00	99.99	0.00				0.00	point5	5	3,686,195.2	684,980.8	21.00	30.00	0.00	0	0		
									point6	6	3,686,195.2	684,938.2	21.00	30.00	0.00	0	0		
									point7	7	3,686,183.2	684,937.3	21.00	30.00	0.00	0	0		
									point8	8	3,686,183.2	684,884.6	21.00	30.00	0.00	0	0		
									point9	9	3,686,233.2	684,884.6	21.00	30.00	0.00	0	0		
									point10	10	3,686,235.0	684,935.4	21.00	30.00	0.00	0	0		
									point11	11	3,686,245.2	684,937.3	21.00	30.00	0.00	0	0		
									point12	12	3,686,244.2	684,979.9	21.00	30.00					
Barrier5	W	0.00	99.99	0.00				0.00	point13	20	3,686,191.5	685,120.5	21.00	30.00	0.00	0	0		
									point14	21	3,686,191.5	685,080.8	21.00	30.00	0.00	0	0		
									point15	22	3,686,183.2	685,080.8	21.00	30.00	0.00	0	0		
									point16	23	3,686,184.0	685,028.9	21.00	30.00	0.00	0	0		
									point17	24	3,686,232.2	685,028.9	21.00	30.00	0.00	0	0		
									point18	25	3,686,235.0	685,072.4	21.00	30.00	0.00	0	0		
									point19	26	3,686,241.5	685,074.3	21.00	30.00	0.00	0	0		
									point20	27	3,686,243.2	685,121.4	21.00	30.00					
Barrier6	W	0.00	99.99	0.00				0.00	point21	28	3,686,369.2	684,994.7	21.00	30.00	0.00	0	0		
									point22	29	3,686,370.2	684,943.8	21.00	30.00	0.00	0	0		
									point23	30	3,686,388.8	684,945.6	21.00	30.00	0.00	0	0		
									point24	31	3,686,392.2	685,043.7	21.00	30.00	0.00	0	0		
									point25	32	3,686,374.8	685,044.6	21.00	30.00					

Volkert
Thomas Lee

30 July 2015
TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 2 PM Peak 2033

Building Row			Points			
Name	Average Height	Building Percent	No.	Coordinates (ground) X	Y	Z
	ft	%		ft	ft	ft
Building11	20.00	70	61	3,686,135.0	685,272.3	21.00
			62	3,686,130.5	685,226.9	21.00
			63	3,686,454.2	685,264.9	21.00
			64	3,686,796.8	685,251.9	21.00
			65	3,686,795.8	685,266.8	21.00
Building12	20.00	70	66	3,688,397.0	686,418.2	21.00
			67	3,688,448.0	686,415.7	21.00
			68	3,688,459.8	685,904.3	21.00
			69	3,688,403.8	685,904.3	21.00
Building13	20.00	70	70	3,688,672.2	686,427.4	21.00
			71	3,688,607.0	686,419.1	21.00
			72	3,688,618.0	686,027.4	21.00
			73	3,688,687.5	686,021.5	21.00
Building14	20.00	70	74	3,688,776.0	686,219.0	21.00
			75	3,688,763.5	686,184.7	21.00
			76	3,688,798.8	686,166.3	21.00
			77	3,688,912.5	686,164.6	21.00
			78	3,688,994.5	686,229.1	21.00
			79	3,689,158.5	686,270.1	21.00
			80	3,689,150.2	686,379.7	21.00
			81	3,689,129.2	686,378.9	21.00
Building15	20.00	70	82	3,689,278.2	686,373.1	21.00
			83	3,689,303.5	686,317.9	21.00

			84	3,689,594.8	686,512.9	21.00
			85	3,689,630.8	686,622.6	21.00
			86	3,689,636.5	686,798.3	21.00
			87	3,689,583.8	686,811.7	21.00
Building16	20.00	70	88	3,698,941.8	690,988.4	21.00
			89	3,698,989.5	690,986.9	21.00
			90	3,699,006.0	690,501.6	21.00
			91	3,698,956.8	690,502.4	21.00

APPENDIX E
LA 1088 Corridor Study Noise Report
TNM Outputs

Volkert
Thomas Lee

30 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Existing AM Peak 2013
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 1	253	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
Res 2	254	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
Res 3	255	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Res 4	256	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
Res 5	257	6	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Res 6	258	6	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Res 7	259	3	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
Res 8	260	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
Res 9	261	1	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0
Res 10	262	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
Res 11	263	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Res 25	277	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Res 26	278	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
Res 27	279	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Res 28	280	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Res 29	281	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
Res 30	282	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Res 31	283	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
Res 32	284	1	0.0	51.4	66	51.4	10	----	51.4	0.0	8	-8.0
Res 33	285	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
Res 34	286	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Res 35	287	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Res 36	288	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0

Res 37	289	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
Res 38	290	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Res 39	291	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
Res 80	332	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
Res 81	333	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Res 82	334	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Res 83	335	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Res 84	336	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
Res 85	337	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Res 86	338	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
Res 87	339	9	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Res 88	340	5	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
Res 89	341	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Res 90	342	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Res 91	343	2	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Res 92	344	2	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
Res 93	345	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
Res 94	346	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Res 95	347	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Res 96	348	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Recreation 97	349	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
Res 98	350	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Res 99	351	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Res 100	352	4	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Res 101	353	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Res 102	354	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
Res 103	355	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Res 104	356	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
Res 105	357	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
Res 106	358	2	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
Res 107	359	2	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
Res 108	360	2	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
Res 109	361	2	0.0	49.4	66	49.4	10	----	49.4	0.0	8	-8.0
Res 110	362	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Res 111	363	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Res 112	364	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Res 113	365	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
Res 114	366	3	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Res 115	367	3	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Res 116	368	3	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0

Res 117	369	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
Res 118	370	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
Res 119	371	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Res 153	405	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Res 154	406	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
Res 155	407	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Res 156	408	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
Res 157	409	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Res 158	410	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
Res 159	411	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
Res 160	412	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Res 161	413	4	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
Res 162	414	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
Res 163	415	7	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Res 164	416	5	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
Res 165	417	4	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
Res 166	418	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Res 167	419	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
Res 168	420	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
Res 169	421	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Res 170	422	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
Res 171	423	2	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Res 172	424	3	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
Res 173	425	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Res 174	426	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
Res 175	427	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Res 176	428	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Res 177	429	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Res 178	430	3	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
Res 179	431	3	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
Res 180	432	4	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
Res 181	433	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
Res 182	434	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
Res 183	435	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
Res 184	436	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Res 185	437	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Res 186	438	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
Res 187	439	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
Office 188	440	1	0.0	67.4	71	67.4	10	----	67.4	0.0	8	-8.0
Res 189	441	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0

Res 190	442	7	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
Res 191	443	3	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
Res 192	444	3	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
Office 193	445	1	0.0	67.2	71	67.2	10	----	67.2	0.0	8	-8.0
Recreation 194	446	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
Vet Office 195	447	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Res 196	448	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
Res 197	449	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
Res 198	450	2	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Res 199	451	3	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
Res 200	452	3	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Res 201	453	2	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
Res 209	461	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
Res 210	462	3	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Res 211	463	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
Res 212	464	3	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
Res 213	465	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Res 225	477	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
Res 226	478	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	207	0.0	0.0	0.0
All Impacted	30	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Volkert
Thomas Lee

30 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Existing PM Peak 2013
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 12	15	1	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0
Res 13	16	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Res 14	17	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
Res 15	18	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Res 16	19	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Res 17	20	3	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Res 18	21	3	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Res 19	22	3	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
Office 20	23	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Office 21	24	1	0.0	69.0	71	69.0	10	----	69.0	0.0	8	-8.0
Restaurant 22	25	1	0.0	68.1	71	68.1	10	----	68.1	0.0	8	-8.0
Bank 23	26	1	0.0	67.9	71	67.9	10	----	67.9	0.0	8	-8.0
Office 24	27	1	0.0	55.8	71	55.8	10	----	55.8	0.0	8	-8.0
Res 40	43	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
Res 41	44	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Res 42	45	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
School 43	46	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Res 44	47	3	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
Res 45	48	4	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
Res 46	49	2	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
Res 47	50	4	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
Res 48	51	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
Apartments 49 (1st Floor)	52	2	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0

Apartments 50 (1st Floor)	53	2	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
Apartments 51 (1st Floor)	54	2	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Apartments 52 (1st Floor)	55	2	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Apartments 53 (1st Floor)	56	2	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
Apartments 54 (1st Floor)	57	2	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Apartments 55 (1st Floor)	58	2	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0
Apartments 56 (1st Floor)	59	2	0.0	50.6	66	50.6	10	----	50.6	0.0	8	-8.0
Res 57	60	3	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
Res 58	61	2	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Res 59	62	3	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
Res 60	63	2	0.0	51.9	66	51.9	10	----	51.9	0.0	8	-8.0
Res 61	64	3	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
Res 62	65	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
Res 63	66	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Res 64	67	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
Res 65	68	2	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
Res 66	69	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Res 67	70	4	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Res 68	71	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
Res 69	72	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Res 70	73	2	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
Res 71	74	3	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Res 72	75	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
Res 73	76	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Res 74	77	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Res 75	78	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
Res 76	79	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Res 77	80	3	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Res 78	81	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
School 79	82	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
Res 120	123	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
Res 121	124	2	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Res 122	125	2	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Res 123	126	2	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Res 124	127	2	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Res 125	128	2	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
Res 126	129	2	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
Res 127	130	2	0.0	49.7	66	49.7	10	----	49.7	0.0	8	-8.0
Res 128	131	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0
Res 129	132	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0

Res 130	133	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
Res 131	134	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
Res 132	135	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Res 133	136	4	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Res 134	137	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
Res 135	138	7	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
Res 136	139	8	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
Res 137	140	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Res 138	141	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Res 139	142	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
Res 140	143	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Res 141	144	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
Res 142	145	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Res 143	146	3	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
Church 144	147	2	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
Res 145	148	3	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
Res 146	149	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
Res 147	150	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
Res 148	151	3	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
Res 149	152	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Res 150	153	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
Res 151	154	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Res 152	155	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
Res 202	205	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
Res 203	206	2	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Church 204	207	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Church 205	208	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Res 206	209	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Res 207	210	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
Res 208	211	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Res 214	217	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
Res 215	218	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Res 216	219	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
Res 217	220	8	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
Res 218	221	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
Res 219	222	2	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Res 220	223	4	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
Res 221	224	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Res 222	225	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Res 223	226	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0

Res 224	227	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Apartments 49 (2nd Floor)	230	2	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Apartments 50 (2nd Floor)	232	2	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Apartments 51 (2nd Floor)	234	2	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Apartments 52 (2nd Floor)	236	2	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
Apartments 53 (2nd Floor)	238	2	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Apartments 54 (2nd Floor)	240	2	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
Apartments 55 (2nd Floor)	242	2	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
Apartments 56 (2nd Floor)	244	2	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	202	0.0	0.0	0.0
All Impacted	24	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Volkert
Thomas Lee

30 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: No Build AM Peak 2033
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 1	253	1	67.7	69.4	66	1.7	10	Snd Lvl	69.4	0.0	8	-8.0
Res 2	254	1	69.1	70.8	66	1.7	10	Snd Lvl	70.8	0.0	8	-8.0
Res 3	255	1	69.0	70.8	66	1.8	10	Snd Lvl	70.8	0.0	8	-8.0
Res 4	256	1	66.9	68.6	66	1.7	10	Snd Lvl	68.6	0.0	8	-8.0
Res 5	257	6	61.7	63.4	66	1.7	10	----	63.4	0.0	8	-8.0
Res 6	258	6	57.3	59.0	66	1.7	10	----	59.0	0.0	8	-8.0
Res 7	259	3	53.6	55.3	66	1.7	10	----	55.3	0.0	8	-8.0
Res 8	260	1	64.7	66.5	66	1.8	10	Snd Lvl	66.5	0.0	8	-8.0
Res 9	261	1	70.6	72.3	66	1.7	10	Snd Lvl	72.3	0.0	8	-8.0
Res 10	262	1	66.6	68.3	66	1.7	10	Snd Lvl	68.3	0.0	8	-8.0
Res 11	263	1	69.0	70.7	66	1.7	10	Snd Lvl	70.7	0.0	8	-8.0
Res 25	277	1	69.5	71.2	66	1.7	10	Snd Lvl	71.2	0.0	8	-8.0
Res 26	278	1	59.1	60.8	66	1.7	10	----	60.8	0.0	8	-8.0
Res 27	279	1	56.5	58.2	66	1.7	10	----	58.2	0.0	8	-8.0
Res 28	280	1	53.4	55.1	66	1.7	10	----	55.1	0.0	8	-8.0
Res 29	281	1	51.6	53.3	66	1.7	10	----	53.3	0.0	8	-8.0
Res 30	282	1	58.2	59.9	66	1.7	10	----	59.9	0.0	8	-8.0
Res 31	283	1	67.0	68.7	66	1.7	10	Snd Lvl	68.7	0.0	8	-8.0
Res 32	284	1	51.4	53.1	66	1.7	10	----	53.1	0.0	8	-8.0
Res 33	285	1	61.4	63.1	66	1.7	10	----	63.1	0.0	8	-8.0
Res 34	286	1	56.5	58.2	66	1.7	10	----	58.2	0.0	8	-8.0
Res 35	287	1	66.0	67.7	66	1.7	10	Snd Lvl	67.7	0.0	8	-8.0
Res 36	288	1	58.5	60.2	66	1.7	10	----	60.2	0.0	8	-8.0

Res 37	289	1	55.3	57.0	66	1.7	10	----	57.0	0.0	8	-8.0
Res 38	290	1	54.9	56.6	66	1.7	10	----	56.6	0.0	8	-8.0
Res 39	291	1	53.3	55.0	66	1.7	10	----	55.0	0.0	8	-8.0
Res 80	332	1	66.6	68.4	66	1.8	10	Snd Lvl	68.4	0.0	8	-8.0
Res 81	333	1	58.4	60.1	66	1.7	10	----	60.1	0.0	8	-8.0
Res 82	334	1	56.6	58.3	66	1.7	10	----	58.3	0.0	8	-8.0
Res 83	335	1	55.5	57.2	66	1.7	10	----	57.2	0.0	8	-8.0
Res 84	336	1	54.5	56.2	66	1.7	10	----	56.2	0.0	8	-8.0
Res 85	337	1	55.0	56.7	66	1.7	10	----	56.7	0.0	8	-8.0
Res 86	338	1	50.7	52.4	66	1.7	10	----	52.4	0.0	8	-8.0
Res 87	339	9	57.5	59.2	66	1.7	10	----	59.2	0.0	8	-8.0
Res 88	340	5	50.7	52.4	66	1.7	10	----	52.4	0.0	8	-8.0
Res 89	341	1	65.8	67.6	66	1.8	10	Snd Lvl	67.6	0.0	8	-8.0
Res 90	342	1	66.2	67.9	66	1.7	10	Snd Lvl	67.9	0.0	8	-8.0
Res 91	343	2	53.4	55.1	66	1.7	10	----	55.1	0.0	8	-8.0
Res 92	344	2	51.1	52.8	66	1.7	10	----	52.8	0.0	8	-8.0
Res 93	345	1	56.3	58.0	66	1.7	10	----	58.0	0.0	8	-8.0
Res 94	346	1	64.1	65.8	66	1.7	10	----	65.8	0.0	8	-8.0
Res 95	347	1	65.4	67.1	66	1.7	10	Snd Lvl	67.1	0.0	8	-8.0
Res 96	348	1	64.1	65.8	66	1.7	10	----	65.8	0.0	8	-8.0
Recreation 97	349	1	50.9	52.6	66	1.7	10	----	52.6	0.0	8	-8.0
Res 98	350	1	62.7	64.4	66	1.7	10	----	64.4	0.0	8	-8.0
Res 99	351	1	62.1	63.9	66	1.8	10	----	63.9	0.0	8	-8.0
Res 100	352	4	52.6	54.3	66	1.7	10	----	54.3	0.0	8	-8.0
Res 101	353	1	61.6	63.3	66	1.7	10	----	63.3	0.0	8	-8.0
Res 102	354	1	59.7	61.4	66	1.7	10	----	61.4	0.0	8	-8.0
Res 103	355	1	56.5	58.2	66	1.7	10	----	58.2	0.0	8	-8.0
Res 104	356	1	55.4	57.1	66	1.7	10	----	57.1	0.0	8	-8.0
Res 105	357	1	54.1	55.9	66	1.8	10	----	55.9	0.0	8	-8.0
Res 106	358	2	51.0	52.7	66	1.7	10	----	52.7	0.0	8	-8.0
Res 107	359	2	50.3	52.0	66	1.7	10	----	52.0	0.0	8	-8.0
Res 108	360	2	49.8	51.5	66	1.7	10	----	51.5	0.0	8	-8.0
Res 109	361	2	49.4	51.1	66	1.7	10	----	51.1	0.0	8	-8.0
Res 110	362	1	67.1	68.9	66	1.8	10	Snd Lvl	68.9	0.0	8	-8.0
Res 111	363	1	62.6	64.3	66	1.7	10	----	64.3	0.0	8	-8.0
Res 112	364	1	68.0	69.7	66	1.7	10	Snd Lvl	69.7	0.0	8	-8.0
Res 113	365	1	64.7	66.4	66	1.7	10	Snd Lvl	66.4	0.0	8	-8.0
Res 114	366	3	54.8	56.5	66	1.7	10	----	56.5	0.0	8	-8.0
Res 115	367	3	53.4	55.1	66	1.7	10	----	55.1	0.0	8	-8.0
Res 116	368	3	58.7	60.4	66	1.7	10	----	60.4	0.0	8	-8.0

Res 117	369	1	64.6	66.3	66	1.7	10	Snd Lvl	66.3	0.0	8	-8.0
Res 118	370	1	63.4	65.1	66	1.7	10	----	65.1	0.0	8	-8.0
Res 119	371	1	64.5	66.2	66	1.7	10	Snd Lvl	66.2	0.0	8	-8.0
Res 153	405	1	66.0	67.7	66	1.7	10	Snd Lvl	67.7	0.0	8	-8.0
Res 154	406	1	63.3	65.0	66	1.7	10	----	65.0	0.0	8	-8.0
Res 155	407	1	62.7	64.5	66	1.8	10	----	64.5	0.0	8	-8.0
Res 156	408	1	60.9	62.6	66	1.7	10	----	62.6	0.0	8	-8.0
Res 157	409	1	61.7	63.4	66	1.7	10	----	63.4	0.0	8	-8.0
Res 158	410	1	63.4	65.1	66	1.7	10	----	65.1	0.0	8	-8.0
Res 159	411	1	65.7	67.4	66	1.7	10	Snd Lvl	67.4	0.0	8	-8.0
Res 160	412	1	66.5	68.2	66	1.7	10	Snd Lvl	68.2	0.0	8	-8.0
Res 161	413	4	52.9	54.6	66	1.7	10	----	54.6	0.0	8	-8.0
Res 162	414	1	66.1	67.9	66	1.8	10	Snd Lvl	67.9	0.0	8	-8.0
Res 163	415	7	53.4	55.1	66	1.7	10	----	55.1	0.0	8	-8.0
Res 164	416	5	51.1	52.8	66	1.7	10	----	52.8	0.0	8	-8.0
Res 165	417	4	49.6	51.3	66	1.7	10	----	51.3	0.0	8	-8.0
Res 166	418	1	66.0	67.7	66	1.7	10	Snd Lvl	67.7	0.0	8	-8.0
Res 167	419	1	65.6	67.3	66	1.7	10	Snd Lvl	67.3	0.0	8	-8.0
Res 168	420	1	65.0	66.7	66	1.7	10	Snd Lvl	66.7	0.0	8	-8.0
Res 169	421	1	64.2	66.0	66	1.8	10	Snd Lvl	66.0	0.0	8	-8.0
Res 170	422	1	61.1	62.8	66	1.7	10	----	62.8	0.0	8	-8.0
Res 171	423	2	55.5	57.3	66	1.8	10	----	57.3	0.0	8	-8.0
Res 172	424	3	51.6	53.3	66	1.7	10	----	53.3	0.0	8	-8.0
Res 173	425	1	62.7	64.4	66	1.7	10	----	64.4	0.0	8	-8.0
Res 174	426	1	67.0	68.7	66	1.7	10	Snd Lvl	68.7	0.0	8	-8.0
Res 175	427	1	66.5	68.2	66	1.7	10	Snd Lvl	68.2	0.0	8	-8.0
Res 176	428	1	66.3	68.0	66	1.7	10	Snd Lvl	68.0	0.0	8	-8.0
Res 177	429	1	66.2	67.9	66	1.7	10	Snd Lvl	67.9	0.0	8	-8.0
Res 178	430	3	53.6	55.3	66	1.7	10	----	55.3	0.0	8	-8.0
Res 179	431	3	51.8	53.5	66	1.7	10	----	53.5	0.0	8	-8.0
Res 180	432	4	50.0	51.7	66	1.7	10	----	51.7	0.0	8	-8.0
Res 181	433	1	66.7	68.5	66	1.8	10	Snd Lvl	68.5	0.0	8	-8.0
Res 182	434	1	66.9	68.6	66	1.7	10	Snd Lvl	68.6	0.0	8	-8.0
Res 183	435	1	67.5	69.2	66	1.7	10	Snd Lvl	69.2	0.0	8	-8.0
Res 184	436	1	67.1	68.8	66	1.7	10	Snd Lvl	68.8	0.0	8	-8.0
Res 185	437	1	67.2	69.0	66	1.8	10	Snd Lvl	69.0	0.0	8	-8.0
Res 186	438	1	67.5	69.2	66	1.7	10	Snd Lvl	69.2	0.0	8	-8.0
Res 187	439	1	67.3	69.0	66	1.7	10	Snd Lvl	69.0	0.0	8	-8.0
Office 188	440	1	67.4	69.1	71	1.7	10	----	69.1	0.0	8	-8.0
Res 189	441	1	64.2	65.9	66	1.7	10	----	65.9	0.0	8	-8.0

RESULTS: SOUND LEVELS **LA 1088**

Res 190	442	7	53.3	55.1	66	1.8	10	----	55.1	0.0	8	-8.0
Res 191	443	3	51.6	53.3	66	1.7	10	----	53.3	0.0	8	-8.0
Res 192	444	3	50.4	52.1	66	1.7	10	----	52.1	0.0	8	-8.0
Office 193	445	1	67.2	68.9	71	1.7	10	----	68.9	0.0	8	-8.0
Recreation 194	446	1	61.1	62.8	66	1.7	10	----	62.8	0.0	8	-8.0
Vet Office 195	447	1	53.4	55.1	66	1.7	10	----	55.1	0.0	8	-8.0
Res 196	448	1	51.0	52.8	66	1.8	10	----	52.8	0.0	8	-8.0
Res 197	449	1	53.6	55.3	66	1.7	10	----	55.3	0.0	8	-8.0
Res 198	450	2	52.6	54.3	66	1.7	10	----	54.3	0.0	8	-8.0
Res 199	451	3	57.4	59.2	66	1.8	10	----	59.2	0.0	8	-8.0
Res 200	452	3	55.5	57.2	66	1.7	10	----	57.2	0.0	8	-8.0
Res 201	453	2	51.0	52.7	66	1.7	10	----	52.7	0.0	8	-8.0
Res 209	461	1	67.5	69.2	66	1.7	10	Snd Lvl	69.2	0.0	8	-8.0
Res 210	462	3	60.5	62.2	66	1.7	10	----	62.2	0.0	8	-8.0
Res 211	463	1	55.8	57.5	66	1.7	10	----	57.5	0.0	8	-8.0
Res 212	464	3	52.4	54.1	66	1.7	10	----	54.1	0.0	8	-8.0
Res 213	465	1	65.4	67.1	66	1.7	10	Snd Lvl	67.1	0.0	8	-8.0
Res 225	477	1	53.6	55.5	66	1.9	10	----	55.5	0.0	8	-8.0
Res 226	478	1	57.1	58.8	66	1.7	10	----	58.8	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	207	0.0	0.0	0.0
All Impacted	41	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Volkert
Thomas Lee

30 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: No Build PM Peak 2033
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 12	15	1	70.6	72.4	66	1.8	10	Snd Lvl	72.4	0.0	8	-8.0
Res 13	16	1	71.6	73.4	66	1.8	10	Snd Lvl	73.4	0.0	8	-8.0
Res 14	17	1	67.6	69.3	66	1.7	10	Snd Lvl	69.3	0.0	8	-8.0
Res 15	18	1	70.0	71.7	66	1.7	10	Snd Lvl	71.7	0.0	8	-8.0
Res 16	19	1	67.4	69.1	66	1.7	10	Snd Lvl	69.1	0.0	8	-8.0
Res 17	20	3	60.1	61.8	66	1.7	10	----	61.8	0.0	8	-8.0
Res 18	21	3	55.9	57.7	66	1.8	10	----	57.7	0.0	8	-8.0
Res 19	22	3	52.8	54.5	66	1.7	10	----	54.5	0.0	8	-8.0
Office 20	23	1	68.0	69.7	66	1.7	10	Snd Lvl	69.7	0.0	8	-8.0
Office 21	24	1	69.0	70.8	71	1.8	10	----	70.8	0.0	8	-8.0
Restaurant 22	25	1	68.1	69.9	71	1.8	10	----	69.9	0.0	8	-8.0
Bank 23	26	1	67.9	69.6	71	1.7	10	----	69.6	0.0	8	-8.0
Office 24	27	1	55.8	57.5	71	1.7	10	----	57.5	0.0	8	-8.0
Res 40	43	1	58.5	60.2	66	1.7	10	----	60.2	0.0	8	-8.0
Res 41	44	1	61.7	63.5	66	1.8	10	----	63.5	0.0	8	-8.0
Res 42	45	1	56.7	58.4	66	1.7	10	----	58.4	0.0	8	-8.0
School 43	46	1	64.4	66.1	66	1.7	10	Snd Lvl	66.1	0.0	8	-8.0
Res 44	47	3	51.7	53.4	66	1.7	10	----	53.4	0.0	8	-8.0
Res 45	48	4	50.8	52.5	66	1.7	10	----	52.5	0.0	8	-8.0
Res 46	49	2	50.4	52.1	66	1.7	10	----	52.1	0.0	8	-8.0
Res 47	50	4	49.5	51.3	66	1.8	10	----	51.3	0.0	8	-8.0
Res 48	51	1	54.6	56.3	66	1.7	10	----	56.3	0.0	8	-8.0
Apartments 49 (1st Floor)	52	2	67.1	68.9	66	1.8	10	Snd Lvl	68.9	0.0	8	-8.0

Apartments 50 (1st Floor)	53	2	63.3	65.0	66	1.7	10	----	65.0	0.0	8	-8.0
Apartments 51 (1st Floor)	54	2	62.6	64.4	66	1.8	10	----	64.4	0.0	8	-8.0
Apartments 52 (1st Floor)	55	2	54.8	56.5	66	1.7	10	----	56.5	0.0	8	-8.0
Apartments 53 (1st Floor)	56	2	54.3	56.0	66	1.7	10	----	56.0	0.0	8	-8.0
Apartments 54 (1st Floor)	57	2	53.1	54.9	66	1.8	10	----	54.9	0.0	8	-8.0
Apartments 55 (1st Floor)	58	2	50.1	51.8	66	1.7	10	----	51.8	0.0	8	-8.0
Apartments 56 (1st Floor)	59	2	50.6	52.3	66	1.7	10	----	52.3	0.0	8	-8.0
Res 57	60	3	53.2	54.9	66	1.7	10	----	54.9	0.0	8	-8.0
Res 58	61	2	55.1	56.8	66	1.7	10	----	56.8	0.0	8	-8.0
Res 59	62	3	50.3	52.0	66	1.7	10	----	52.0	0.0	8	-8.0
Res 60	63	2	51.9	53.6	66	1.7	10	----	53.6	0.0	8	-8.0
Res 61	64	3	58.5	60.2	66	1.7	10	----	60.2	0.0	8	-8.0
Res 62	65	1	67.7	69.4	66	1.7	10	Snd Lvl	69.4	0.0	8	-8.0
Res 63	66	1	61.6	63.3	66	1.7	10	----	63.3	0.0	8	-8.0
Res 64	67	1	55.6	57.3	66	1.7	10	----	57.3	0.0	8	-8.0
Res 65	68	2	53.7	55.3	66	1.6	10	----	55.3	0.0	8	-8.0
Res 66	69	1	65.9	67.6	66	1.7	10	Snd Lvl	67.6	0.0	8	-8.0
Res 67	70	4	60.6	62.3	66	1.7	10	----	62.3	0.0	8	-8.0
Res 68	71	1	57.7	59.4	66	1.7	10	----	59.4	0.0	8	-8.0
Res 69	72	1	54.4	56.0	66	1.6	10	----	56.0	0.0	8	-8.0
Res 70	73	2	58.5	60.2	66	1.7	10	----	60.2	0.0	8	-8.0
Res 71	74	3	53.4	55.1	66	1.7	10	----	55.1	0.0	8	-8.0
Res 72	75	1	51.2	52.9	66	1.7	10	----	52.9	0.0	8	-8.0
Res 73	76	1	68.0	69.7	66	1.7	10	Snd Lvl	69.7	0.0	8	-8.0
Res 74	77	1	68.3	70.0	66	1.7	10	Snd Lvl	70.0	0.0	8	-8.0
Res 75	78	1	66.6	68.3	66	1.7	10	Snd Lvl	68.3	0.0	8	-8.0
Res 76	79	1	61.3	63.0	66	1.7	10	----	63.0	0.0	8	-8.0
Res 77	80	3	58.2	59.9	66	1.7	10	----	59.9	0.0	8	-8.0
Res 78	81	1	50.0	51.7	66	1.7	10	----	51.7	0.0	8	-8.0
School 79	82	1	54.0	55.7	66	1.7	10	----	55.7	0.0	8	-8.0
Res 120	123	1	66.9	68.7	66	1.8	10	Snd Lvl	68.7	0.0	8	-8.0
Res 121	124	2	62.6	64.3	66	1.7	10	----	64.3	0.0	8	-8.0
Res 122	125	2	58.8	60.5	66	1.7	10	----	60.5	0.0	8	-8.0
Res 123	126	2	55.5	57.2	66	1.7	10	----	57.2	0.0	8	-8.0
Res 124	127	2	53.4	55.1	66	1.7	10	----	55.1	0.0	8	-8.0
Res 125	128	2	51.8	53.5	66	1.7	10	----	53.5	0.0	8	-8.0
Res 126	129	2	50.8	52.5	66	1.7	10	----	52.5	0.0	8	-8.0
Res 127	130	2	49.7	51.4	66	1.7	10	----	51.4	0.0	8	-8.0
Res 128	131	1	48.9	50.6	66	1.7	10	----	50.6	0.0	8	-8.0
Res 129	132	1	62.1	63.8	66	1.7	10	----	63.8	0.0	8	-8.0

Res 130	133	1	65.1	66.8	66	1.7	10	Snd Lvl	66.8	0.0	8	-8.0
Res 131	134	1	63.8	65.5	66	1.7	10	----	65.5	0.0	8	-8.0
Res 132	135	1	66.0	67.7	66	1.7	10	Snd Lvl	67.7	0.0	8	-8.0
Res 133	136	4	59.5	61.2	66	1.7	10	----	61.2	0.0	8	-8.0
Res 134	137	1	66.9	68.7	66	1.8	10	Snd Lvl	68.7	0.0	8	-8.0
Res 135	138	7	53.3	55.0	66	1.7	10	----	55.0	0.0	8	-8.0
Res 136	139	8	49.8	51.5	66	1.7	10	----	51.5	0.0	8	-8.0
Res 137	140	1	65.8	67.5	66	1.7	10	Snd Lvl	67.5	0.0	8	-8.0
Res 138	141	1	66.0	67.7	66	1.7	10	Snd Lvl	67.7	0.0	8	-8.0
Res 139	142	1	64.6	66.3	66	1.7	10	Snd Lvl	66.3	0.0	8	-8.0
Res 140	143	1	59.5	61.2	66	1.7	10	----	61.2	0.0	8	-8.0
Res 141	144	1	64.8	66.6	66	1.8	10	Snd Lvl	66.6	0.0	8	-8.0
Res 142	145	1	66.2	67.9	66	1.7	10	Snd Lvl	67.9	0.0	8	-8.0
Res 143	146	3	50.9	52.6	66	1.7	10	----	52.6	0.0	8	-8.0
Church 144	147	2	66.1	67.8	66	1.7	10	Snd Lvl	67.8	0.0	8	-8.0
Res 145	148	3	50.9	52.6	66	1.7	10	----	52.6	0.0	8	-8.0
Res 146	149	1	53.9	55.6	66	1.7	10	----	55.6	0.0	8	-8.0
Res 147	150	1	56.3	58.0	66	1.7	10	----	58.0	0.0	8	-8.0
Res 148	151	3	62.5	64.2	66	1.7	10	----	64.2	0.0	8	-8.0
Res 149	152	1	60.1	61.8	66	1.7	10	----	61.8	0.0	8	-8.0
Res 150	153	1	67.0	68.7	66	1.7	10	Snd Lvl	68.7	0.0	8	-8.0
Res 151	154	1	64.3	66.0	66	1.7	10	Snd Lvl	66.0	0.0	8	-8.0
Res 152	155	1	66.8	68.6	66	1.8	10	Snd Lvl	68.6	0.0	8	-8.0
Res 202	205	1	53.9	55.6	66	1.7	10	----	55.6	0.0	8	-8.0
Res 203	206	2	58.4	60.1	66	1.7	10	----	60.1	0.0	8	-8.0
Church 204	207	1	66.0	67.8	66	1.8	10	Snd Lvl	67.8	0.0	8	-8.0
Church 205	208	1	58.9	60.6	66	1.7	10	----	60.6	0.0	8	-8.0
Res 206	209	1	61.3	63.0	66	1.7	10	----	63.0	0.0	8	-8.0
Res 207	210	1	57.2	58.9	66	1.7	10	----	58.9	0.0	8	-8.0
Res 208	211	1	60.5	62.3	66	1.8	10	----	62.3	0.0	8	-8.0
Res 214	217	1	61.5	63.2	66	1.7	10	----	63.2	0.0	8	-8.0
Res 215	218	1	62.4	64.0	66	1.6	10	----	64.0	0.0	8	-8.0
Res 216	219	1	63.9	65.5	66	1.6	10	----	65.5	0.0	8	-8.0
Res 217	220	8	54.7	56.3	66	1.6	10	----	56.3	0.0	8	-8.0
Res 218	221	1	61.1	62.8	66	1.7	10	----	62.8	0.0	8	-8.0
Res 219	222	2	57.5	59.1	66	1.6	10	----	59.1	0.0	8	-8.0
Res 220	223	4	55.4	57.0	66	1.6	10	----	57.0	0.0	8	-8.0
Res 221	224	1	60.2	61.8	66	1.6	10	----	61.8	0.0	8	-8.0
Res 222	225	1	56.8	58.4	66	1.6	10	----	58.4	0.0	8	-8.0
Res 223	226	1	55.8	57.4	66	1.6	10	----	57.4	0.0	8	-8.0

Res 224	227	1	55.2	56.8	66	1.6	10	----	56.8	0.0	8	-8.0
Apartments 49 (2nd Floor)	230	2	67.2	69.0	66	1.8	10	Snd Lvl	69.0	0.0	8	-8.0
Apartments 50 (2nd Floor)	232	2	63.6	65.3	66	1.7	10	----	65.3	0.0	8	-8.0
Apartments 51 (2nd Floor)	234	2	64.2	65.9	66	1.7	10	----	65.9	0.0	8	-8.0
Apartments 52 (2nd Floor)	236	2	57.2	58.9	66	1.7	10	----	58.9	0.0	8	-8.0
Apartments 53 (2nd Floor)	238	2	58.8	60.6	66	1.8	10	----	60.6	0.0	8	-8.0
Apartments 54 (2nd Floor)	240	2	58.5	60.2	66	1.7	10	----	60.2	0.0	8	-8.0
Apartments 55 (2nd Floor)	242	2	56.7	58.4	66	1.7	10	----	58.4	0.0	8	-8.0
Apartments 56 (2nd Floor)	244	2	57.3	59.0	66	1.7	10	----	59.0	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	202	0.0	0.0	0.0
All Impacted	31	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Volkert
Thomas Lee

30 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 1 AM Peak 2033
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 1	4	1	67.7	69.4	66	1.7	10	Snd Lvl	69.4	0.0	8	-8.0
Res 2	5	1	69.1	70.8	66	1.7	10	Snd Lvl	70.8	0.0	8	-8.0
Res 3	6	1	69.0	70.8	66	1.8	10	Snd Lvl	70.8	0.0	8	-8.0
Res 4	7	1	66.9	67.4	66	0.5	10	Snd Lvl	67.4	0.0	8	-8.0
Res 5	8	6	61.7	62.4	66	0.7	10	----	62.4	0.0	8	-8.0
Res 6	9	6	57.3	58.7	66	1.4	10	----	58.7	0.0	8	-8.0
Res 7	10	3	53.6	55.6	66	2.0	10	----	55.6	0.0	8	-8.0
Res 8	11	1	64.7	65.0	66	0.3	10	----	65.0	0.0	8	-8.0
Res 9	12	1	70.6	73.3	66	2.7	10	Snd Lvl	73.3	0.0	8	-8.0
Res 10	13	1	66.6	66.9	66	0.3	10	Snd Lvl	66.9	0.0	8	-8.0
Res 11	14	1	69.0	71.2	66	2.2	10	Snd Lvl	71.2	0.0	8	-8.0
Res 25	28	1	69.5	71.1	66	1.6	10	Snd Lvl	71.1	0.0	8	-8.0
Res 26	29	1	59.1	61.6	66	2.5	10	----	61.6	0.0	8	-8.0
Res 27	30	1	56.5	59.0	66	2.5	10	----	59.0	0.0	8	-8.0
Res 28	31	1	53.4	55.7	66	2.3	10	----	55.7	0.0	8	-8.0
Res 29	32	1	51.6	53.7	66	2.1	10	----	53.7	0.0	8	-8.0
Res 30	33	1	58.2	60.8	66	2.6	10	----	60.8	0.0	8	-8.0
Res 31	34	1	67.0	68.7	66	1.7	10	Snd Lvl	68.7	0.0	8	-8.0
Res 32	35	1	51.4	53.6	66	2.2	10	----	53.6	0.0	8	-8.0
Res 33	36	1	61.4	63.4	66	2.0	10	----	63.4	0.0	8	-8.0
Res 34	37	1	56.5	58.9	66	2.4	10	----	58.9	0.0	8	-8.0
Res 35	38	1	66.0	67.6	66	1.6	10	Snd Lvl	67.6	0.0	8	-8.0
Res 36	39	1	58.5	60.5	66	2.0	10	----	60.5	0.0	8	-8.0

Res 37	40	1	55.3	57.2	66	1.9	10	----	57.2	0.0	8	-8.0
Res 38	41	1	54.9	56.5	66	1.6	10	----	56.5	0.0	8	-8.0
Res 39	42	1	53.3	54.9	66	1.6	10	----	54.9	0.0	8	-8.0
Res 80	83	1	66.6	70.5	66	3.9	10	Snd Lvl	70.5	0.0	8	-8.0
Res 81	84	1	58.4	61.0	66	2.6	10	----	61.0	0.0	8	-8.0
Res 82	85	1	56.6	58.6	66	2.0	10	----	58.6	0.0	8	-8.0
Res 83	86	1	55.5	57.2	66	1.7	10	----	57.2	0.0	8	-8.0
Res 84	87	1	54.5	56.3	66	1.8	10	----	56.3	0.0	8	-8.0
Res 85	88	1	55.0	57.5	66	2.5	10	----	57.5	0.0	8	-8.0
Res 86	89	1	50.7	52.7	66	2.0	10	----	52.7	0.0	8	-8.0
Res 87	90	9	57.5	59.6	66	2.1	10	----	59.6	0.0	8	-8.0
Res 88	91	5	50.7	52.7	66	2.0	10	----	52.7	0.0	8	-8.0
Res 89	92	1	65.8	67.1	66	1.3	10	Snd Lvl	67.1	0.0	8	-8.0
Res 90	93	1	66.2	67.4	66	1.2	10	Snd Lvl	67.4	0.0	8	-8.0
Res 91	94	2	53.4	55.5	66	2.1	10	----	55.5	0.0	8	-8.0
Res 92	95	2	51.1	53.3	66	2.2	10	----	53.3	0.0	8	-8.0
Res 93	96	1	56.3	58.5	66	2.2	10	----	58.5	0.0	8	-8.0
Res 94	97	1	64.1	65.6	66	1.5	10	----	65.6	0.0	8	-8.0
Res 95	98	1	65.4	66.2	66	0.8	10	Snd Lvl	66.2	0.0	8	-8.0
Res 96	99	1	64.1	66.4	66	2.3	10	Snd Lvl	66.4	0.0	8	-8.0
Recreation 97	100	1	50.9	53.0	66	2.1	10	----	53.0	0.0	8	-8.0
Res 98	101	1	62.7	64.9	66	2.2	10	----	64.9	0.0	8	-8.0
Res 99	102	1	62.1	64.2	66	2.1	10	----	64.2	0.0	8	-8.0
Res 100	103	4	52.6	55.1	66	2.5	10	----	55.1	0.0	8	-8.0
Res 101	104	1	61.6	63.7	66	2.1	10	----	63.7	0.0	8	-8.0
Res 102	105	1	59.7	62.1	66	2.4	10	----	62.1	0.0	8	-8.0
Res 103	106	1	56.5	59.0	66	2.5	10	----	59.0	0.0	8	-8.0
Res 104	107	1	55.4	57.9	66	2.5	10	----	57.9	0.0	8	-8.0
Res 105	108	1	54.1	56.6	66	2.5	10	----	56.6	0.0	8	-8.0
Res 106	109	2	51.0	53.2	66	2.2	10	----	53.2	0.0	8	-8.0
Res 107	110	2	50.3	52.4	66	2.1	10	----	52.4	0.0	8	-8.0
Res 108	111	2	49.8	51.9	66	2.1	10	----	51.9	0.0	8	-8.0
Res 109	112	2	49.4	51.4	66	2.0	10	----	51.4	0.0	8	-8.0
Res 110	113	1	67.1	68.3	66	1.2	10	Snd Lvl	68.3	0.0	8	-8.0
Res 111	114	1	62.6	64.7	66	2.1	10	----	64.7	0.0	8	-8.0
Res 112	115	1	68.0	68.7	66	0.7	10	Snd Lvl	68.7	0.0	8	-8.0
Res 113	116	1	64.7	65.5	66	0.8	10	----	65.5	0.0	8	-8.0
Res 114	117	3	54.8	56.9	66	2.1	10	----	56.9	0.0	8	-8.0
Res 115	118	3	53.4	55.6	66	2.2	10	----	55.6	0.0	8	-8.0
Res 116	119	3	58.7	59.7	66	1.0	10	----	59.7	0.0	8	-8.0

Res 117	120	1	64.6	65.4	66	0.8	10	----	65.4	0.0	8	-8.0
Res 118	121	1	63.4	64.0	66	0.6	10	----	64.0	0.0	8	-8.0
Res 119	122	1	64.5	65.6	66	1.1	10	----	65.6	0.0	8	-8.0
Res 153	156	1	66.0	67.0	66	1.0	10	Snd Lvl	67.0	0.0	8	-8.0
Res 154	157	1	63.3	64.1	66	0.8	10	----	64.1	0.0	8	-8.0
Res 155	158	1	62.7	64.3	66	1.6	10	----	64.3	0.0	8	-8.0
Res 156	159	1	60.9	62.7	66	1.8	10	----	62.7	0.0	8	-8.0
Res 157	160	1	61.7	63.3	66	1.6	10	----	63.3	0.0	8	-8.0
Res 158	161	1	63.4	65.1	66	1.7	10	----	65.1	0.0	8	-8.0
Res 159	162	1	65.7	67.1	66	1.4	10	Snd Lvl	67.1	0.0	8	-8.0
Res 160	163	1	66.5	68.3	66	1.8	10	Snd Lvl	68.3	0.0	8	-8.0
Res 161	164	4	52.9	55.2	66	2.3	10	----	55.2	0.0	8	-8.0
Res 162	165	1	66.1	67.9	66	1.8	10	Snd Lvl	67.9	0.0	8	-8.0
Res 163	166	7	53.4	56.1	66	2.7	10	----	56.1	0.0	8	-8.0
Res 164	167	5	51.1	53.4	66	2.3	10	----	53.4	0.0	8	-8.0
Res 165	168	4	49.6	51.8	66	2.2	10	----	51.8	0.0	8	-8.0
Res 166	169	1	66.0	67.6	66	1.6	10	Snd Lvl	67.6	0.0	8	-8.0
Res 167	170	1	65.6	66.9	66	1.3	10	Snd Lvl	66.9	0.0	8	-8.0
Res 168	171	1	65.0	66.4	66	1.4	10	Snd Lvl	66.4	0.0	8	-8.0
Res 169	172	1	64.2	65.9	66	1.7	10	----	65.9	0.0	8	-8.0
Res 170	173	1	61.1	63.5	66	2.4	10	----	63.5	0.0	8	-8.0
Res 171	174	2	55.5	59.0	66	3.5	10	----	59.0	0.0	8	-8.0
Res 172	175	3	51.6	54.6	66	3.0	10	----	54.6	0.0	8	-8.0
Res 173	176	1	62.7	64.8	66	2.1	10	----	64.8	0.0	8	-8.0
Res 174	177	1	67.0	68.7	66	1.7	10	Snd Lvl	68.7	0.0	8	-8.0
Res 175	178	1	66.5	67.8	66	1.3	10	Snd Lvl	67.8	0.0	8	-8.0
Res 176	179	1	66.3	66.6	66	0.3	10	Snd Lvl	66.6	0.0	8	-8.0
Res 177	180	1	66.2	65.1	66	-1.1	10	----	65.1	0.0	8	-8.0
Res 178	181	3	53.6	55.9	66	2.3	10	----	55.9	0.0	8	-8.0
Res 179	182	3	51.8	53.4	66	1.6	10	----	53.4	0.0	8	-8.0
Res 180	183	4	50.0	51.7	66	1.7	10	----	51.7	0.0	8	-8.0
Res 181	184	1	66.7	66.8	66	0.1	10	Snd Lvl	66.8	0.0	8	-8.0
Res 182	185	1	66.9	68.1	66	1.2	10	Snd Lvl	68.1	0.0	8	-8.0
Res 183	186	1	67.5	69.1	66	1.6	10	Snd Lvl	69.1	0.0	8	-8.0
Res 184	187	1	67.1	68.7	66	1.6	10	Snd Lvl	68.7	0.0	8	-8.0
Res 185	188	1	67.2	68.9	66	1.7	10	Snd Lvl	68.9	0.0	8	-8.0
Res 186	189	1	67.5	69.1	66	1.6	10	Snd Lvl	69.1	0.0	8	-8.0
Res 187	190	1	67.3	68.9	66	1.6	10	Snd Lvl	68.9	0.0	8	-8.0
Office 188	191	1	67.4	69.0	71	1.6	10	----	69.0	0.0	8	-8.0
Res 189	192	1	64.2	66.9	66	2.7	10	Snd Lvl	66.9	0.0	8	-8.0

RESULTS: SOUND LEVELS **LA 1088**

Res 190	193	7	53.3	55.6	66	2.3	10	----	55.6	0.0	8	-8.0
Res 191	194	3	51.6	53.7	66	2.1	10	----	53.7	0.0	8	-8.0
Res 192	195	3	50.4	52.5	66	2.1	10	----	52.5	0.0	8	-8.0
Office 193	196	1	67.2	68.9	71	1.7	10	----	68.9	0.0	8	-8.0
Recreation 194	197	1	61.1	63.2	66	2.1	10	----	63.2	0.0	8	-8.0
Vet Office 195	198	1	53.4	57.9	66	4.5	10	----	57.9	0.0	8	-8.0
Res 196	199	1	51.0	55.3	66	4.3	10	----	55.3	0.0	8	-8.0
Res 197	200	1	53.6	58.0	66	4.4	10	----	58.0	0.0	8	-8.0
Res 198	201	2	52.6	56.5	66	3.9	10	----	56.5	0.0	8	-8.0
Res 199	202	3	57.4	59.4	66	2.0	10	----	59.4	0.0	8	-8.0
Res 200	203	3	55.5	58.6	66	3.1	10	----	58.6	0.0	8	-8.0
Res 201	204	2	51.0	55.5	66	4.5	10	----	55.5	0.0	8	-8.0
Res 209	212	1	67.5	70.1	66	2.6	10	Snd Lvl	70.1	0.0	8	-8.0
Res 210	213	3	60.5	63.8	66	3.3	10	----	63.8	0.0	8	-8.0
Res 211	214	1	55.8	59.4	66	3.6	10	----	59.4	0.0	8	-8.0
Res 212	215	3	52.4	56.0	66	3.6	10	----	56.0	0.0	8	-8.0
Res 213	216	1	65.4	68.2	66	2.8	10	Snd Lvl	68.2	0.0	8	-8.0
Res 225	217	1	53.6	55.6	66	2.0	10	----	55.6	0.0	8	-8.0
Res 226	218	1	57.1	58.8	66	1.7	10	----	58.8	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	207	0.0	0.0	0.0
All Impacted	37	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Volkert
Thomas Lee

30 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 1 PM Peak 2033
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 12	15	1	70.6	72.4	66	1.8	10	Snd Lvl	72.4	0.0	8	-8.0
Res 13	16	1	71.6	73.3	66	1.7	10	Snd Lvl	73.3	0.0	8	-8.0
Res 14	17	1	67.6	69.2	66	1.6	10	Snd Lvl	69.2	0.0	8	-8.0
Res 15	18	1	70.0	71.3	66	1.3	10	Snd Lvl	71.3	0.0	8	-8.0
Res 16	19	1	67.4	68.3	66	0.9	10	Snd Lvl	68.3	0.0	8	-8.0
Res 17	20	3	60.1	61.4	66	1.3	10	----	61.4	0.0	8	-8.0
Res 18	21	3	55.9	58.1	66	2.2	10	----	58.1	0.0	8	-8.0
Res 19	22	3	52.8	54.8	66	2.0	10	----	54.8	0.0	8	-8.0
Office 20	23	1	68.0	68.9	71	0.9	10	----	68.9	0.0	8	-8.0
Office 21	24	1	69.0	70.4	71	1.4	10	----	70.4	0.0	8	-8.0
Restaurant 22	25	1	68.1	66.8	71	-1.3	10	----	66.8	0.0	8	-8.0
Bank 23	26	1	67.9	65.7	71	-2.2	10	----	65.7	0.0	8	-8.0
Office 24	27	1	55.8	57.0	71	1.2	10	----	57.0	0.0	8	-8.0
Res 40	43	1	58.5	60.2	66	1.7	10	----	60.2	0.0	8	-8.0
Res 41	44	1	61.7	64.2	66	2.5	10	----	64.2	0.0	8	-8.0
Res 42	45	1	56.7	59.1	66	2.4	10	----	59.1	0.0	8	-8.0
School 43	46	1	64.4	67.2	66	2.8	10	Snd Lvl	67.2	0.0	8	-8.0
Res 44	47	3	51.7	53.9	66	2.2	10	----	53.9	0.0	8	-8.0
Res 45	48	4	50.8	53.0	66	2.2	10	----	53.0	0.0	8	-8.0
Res 46	49	2	50.4	52.5	66	2.1	10	----	52.5	0.0	8	-8.0
Res 47	50	4	49.5	51.5	66	2.0	10	----	51.5	0.0	8	-8.0
Res 48	51	1	54.6	57.0	66	2.4	10	----	57.0	0.0	8	-8.0
Apartments 49 (1st Floor)	52	2	67.1	68.7	66	1.6	10	Snd Lvl	68.7	0.0	8	-8.0

Apartments 50 (1st Floor)	53	2	63.3	64.8	66	1.5	10	----	64.8	0.0	8	-8.0
Apartments 51 (1st Floor)	54	2	62.6	64.7	66	2.1	10	----	64.7	0.0	8	-8.0
Apartments 52 (1st Floor)	55	2	54.8	57.7	66	2.9	10	----	57.7	0.0	8	-8.0
Apartments 53 (1st Floor)	56	2	54.3	56.2	66	1.9	10	----	56.2	0.0	8	-8.0
Apartments 54 (1st Floor)	57	2	53.1	55.5	66	2.4	10	----	55.5	0.0	8	-8.0
Apartments 55 (1st Floor)	58	2	50.1	52.4	66	2.3	10	----	52.4	0.0	8	-8.0
Apartments 56 (1st Floor)	59	2	50.6	52.9	66	2.3	10	----	52.9	0.0	8	-8.0
Res 57	60	3	53.2	55.3	66	2.1	10	----	55.3	0.0	8	-8.0
Res 58	61	2	55.1	57.1	66	2.0	10	----	57.1	0.0	8	-8.0
Res 59	62	3	50.3	52.2	66	1.9	10	----	52.2	0.0	8	-8.0
Res 60	63	2	51.9	53.8	66	1.9	10	----	53.8	0.0	8	-8.0
Res 61	64	3	58.5	59.9	66	1.4	10	----	59.9	0.0	8	-8.0
Res 62	65	1	67.7	67.3	66	-0.4	10	Snd Lvl	67.3	0.0	8	-8.0
Res 63	66	1	61.6	62.3	66	0.7	10	----	62.3	0.0	8	-8.0
Res 64	67	1	55.6	57.2	66	1.6	10	----	57.2	0.0	8	-8.0
Res 65	68	2	53.7	55.4	66	1.7	10	----	55.4	0.0	8	-8.0
Res 66	69	1	65.9	65.7	66	-0.2	10	----	65.7	0.0	8	-8.0
Res 67	70	4	60.6	61.7	66	1.1	10	----	61.7	0.0	8	-8.0
Res 68	71	1	57.7	59.1	66	1.4	10	----	59.1	0.0	8	-8.0
Res 69	72	1	54.4	55.9	66	1.5	10	----	55.9	0.0	8	-8.0
Res 70	73	2	58.5	60.1	66	1.6	10	----	60.1	0.0	8	-8.0
Res 71	74	3	53.4	55.0	66	1.6	10	----	55.0	0.0	8	-8.0
Res 72	75	1	51.2	53.2	66	2.0	10	----	53.2	0.0	8	-8.0
Res 73	76	1	68.0	69.8	66	1.8	10	Snd Lvl	69.8	0.0	8	-8.0
Res 74	77	1	68.3	70.2	66	1.9	10	Snd Lvl	70.2	0.0	8	-8.0
Res 75	78	1	66.6	68.0	66	1.4	10	Snd Lvl	68.0	0.0	8	-8.0
Res 76	79	1	61.3	63.4	66	2.1	10	----	63.4	0.0	8	-8.0
Res 77	80	3	58.2	60.7	66	2.5	10	----	60.7	0.0	8	-8.0
Res 78	81	1	50.0	52.4	66	2.4	10	----	52.4	0.0	8	-8.0
School 79	82	1	54.0	56.7	66	2.7	10	----	56.7	0.0	8	-8.0
Res 120	123	1	66.9	68.5	66	1.6	10	Snd Lvl	68.5	0.0	8	-8.0
Res 121	124	2	62.6	65.4	66	2.8	10	----	65.4	0.0	8	-8.0
Res 122	125	2	58.8	62.3	66	3.5	10	----	62.3	0.0	8	-8.0
Res 123	126	2	55.5	59.0	66	3.5	10	----	59.0	0.0	8	-8.0
Res 124	127	2	53.4	57.0	66	3.6	10	----	57.0	0.0	8	-8.0
Res 125	128	2	51.8	55.1	66	3.3	10	----	55.1	0.0	8	-8.0
Res 126	129	2	50.8	53.8	66	3.0	10	----	53.8	0.0	8	-8.0
Res 127	130	2	49.7	52.5	66	2.8	10	----	52.5	0.0	8	-8.0
Res 128	131	1	48.9	51.5	66	2.6	10	----	51.5	0.0	8	-8.0
Res 129	132	1	62.1	64.9	66	2.8	10	----	64.9	0.0	8	-8.0

Res 130	133	1	65.1	67.1	66	2.0	10	Snd Lvl	67.1	0.0	8	-8.0
Res 131	134	1	63.8	66.5	66	2.7	10	Snd Lvl	66.5	0.0	8	-8.0
Res 132	135	1	66.0	67.7	66	1.7	10	Snd Lvl	67.7	0.0	8	-8.0
Res 133	136	4	59.5	62.2	66	2.7	10	----	62.2	0.0	8	-8.0
Res 134	137	1	66.9	68.7	66	1.8	10	Snd Lvl	68.7	0.0	8	-8.0
Res 135	138	7	53.3	55.7	66	2.4	10	----	55.7	0.0	8	-8.0
Res 136	139	8	49.8	52.0	66	2.2	10	----	52.0	0.0	8	-8.0
Res 137	140	1	65.8	67.6	66	1.8	10	Snd Lvl	67.6	0.0	8	-8.0
Res 138	141	1	66.0	67.7	66	1.7	10	Snd Lvl	67.7	0.0	8	-8.0
Res 139	142	1	64.6	67.1	66	2.5	10	Snd Lvl	67.1	0.0	8	-8.0
Res 140	143	1	59.5	62.9	66	3.4	10	----	62.9	0.0	8	-8.0
Res 141	144	1	64.8	67.7	66	2.9	10	Snd Lvl	67.7	0.0	8	-8.0
Res 142	145	1	66.2	68.7	66	2.5	10	Snd Lvl	68.7	0.0	8	-8.0
Res 143	146	3	50.9	53.1	66	2.2	10	----	53.1	0.0	8	-8.0
Church 144	147	2	66.1	68.1	66	2.0	10	Snd Lvl	68.1	0.0	8	-8.0
Res 145	148	3	50.9	53.2	66	2.3	10	----	53.2	0.0	8	-8.0
Res 146	149	1	53.9	56.3	66	2.4	10	----	56.3	0.0	8	-8.0
Res 147	150	1	56.3	59.3	66	3.0	10	----	59.3	0.0	8	-8.0
Res 148	151	3	62.5	64.3	66	1.8	10	----	64.3	0.0	8	-8.0
Res 149	152	1	60.1	62.5	66	2.4	10	----	62.5	0.0	8	-8.0
Res 150	153	1	67.0	68.7	66	1.7	10	Snd Lvl	68.7	0.0	8	-8.0
Res 151	154	1	64.3	65.9	66	1.6	10	----	65.9	0.0	8	-8.0
Res 152	155	1	66.8	68.5	66	1.7	10	Snd Lvl	68.5	0.0	8	-8.0
Res 202	205	1	53.9	56.4	66	2.5	10	----	56.4	0.0	8	-8.0
Res 203	206	2	58.4	60.8	66	2.4	10	----	60.8	0.0	8	-8.0
Church 204	207	1	66.0	67.9	66	1.9	10	Snd Lvl	67.9	0.0	8	-8.0
Church 205	208	1	58.9	61.3	66	2.4	10	----	61.3	0.0	8	-8.0
Res 206	209	1	61.3	62.9	66	1.6	10	----	62.9	0.0	8	-8.0
Res 207	210	1	57.2	60.0	66	2.8	10	----	60.0	0.0	8	-8.0
Res 208	211	1	60.5	64.4	66	3.9	10	----	64.4	0.0	8	-8.0
Apartments 49 (2nd Floor)	219	2	67.2	68.9	66	1.7	10	Snd Lvl	68.9	0.0	8	-8.0
Apartments 50 (2nd Floor)	220	2	63.6	65.3	66	1.7	10	----	65.3	0.0	8	-8.0
Apartments 51 (2nd Floor)	221	2	64.2	65.9	66	1.7	10	----	65.9	0.0	8	-8.0
Apartments 52 (2nd Floor)	222	2	57.2	58.9	66	1.7	10	----	58.9	0.0	8	-8.0
Apartments 53 (2nd Floor)	223	2	58.8	60.4	66	1.6	10	----	60.4	0.0	8	-8.0
Apartments 54 (2nd Floor)	224	2	58.5	60.1	66	1.6	10	----	60.1	0.0	8	-8.0
Apartments 55 (2nd Floor)	225	2	56.7	58.1	66	1.4	10	----	58.1	0.0	8	-8.0
Apartments 56 (2nd Floor)	226	2	57.3	58.6	66	1.3	10	----	58.6	0.0	8	-8.0
Res 214	227	1	61.5	64.1	66	2.6	10	----	64.1	0.0	8	-8.0
Res 215	228	1	62.4	65.1	66	2.7	10	----	65.1	0.0	8	-8.0

Res 216	229	1	63.9	66.9	66	3.0	10	Snd Lvl	66.9	0.0	8	-8.0
Res 217	230	8	54.7	57.5	66	2.8	10	----	57.5	0.0	8	-8.0
Res 218	231	1	61.1	64.1	66	3.0	10	----	64.1	0.0	8	-8.0
Res 219	232	2	57.5	60.3	66	2.8	10	----	60.3	0.0	8	-8.0
Res 220	233	4	55.4	58.2	66	2.8	10	----	58.2	0.0	8	-8.0
Res 221	234	1	60.2	63.1	66	2.9	10	----	63.1	0.0	8	-8.0
Res 222	235	1	56.8	59.5	66	2.7	10	----	59.5	0.0	8	-8.0
Res 223	236	1	55.8	58.5	66	2.7	10	----	58.5	0.0	8	-8.0
Res 224	237	1	55.2	57.8	66	2.6	10	----	57.8	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	202	0.0	0.0	0.0
All Impacted	30	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Volkert
Thomas Lee

30 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 2 AM Peak 2033
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 1	4	1	67.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 2	5	1	69.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 3	6	1	69.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 4	7	1	66.9	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 5	8	6	61.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 6	9	6	57.3	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 7	10	3	53.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 8	11	1	64.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 9	12	1	70.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 10	13	1	66.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 11	14	1	69.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 25	15	1	69.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 26	16	1	59.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 27	17	1	56.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 28	18	1	53.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 29	19	1	51.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 30	20	1	58.2	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 31	21	1	67.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 32	22	1	51.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 33	23	1	61.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 34	24	1	56.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 35	25	1	66.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 36	26	1	58.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

Res 37	27	1	55.3	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 38	28	1	54.9	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 39	29	1	53.3	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 80	30	1	66.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 81	31	1	58.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 82	32	1	56.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 83	33	1	55.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 84	34	1	54.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 85	35	1	55.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 86	36	1	50.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 87	37	9	57.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 88	38	5	50.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 89	39	1	65.8	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 90	40	1	66.2	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 91	41	2	53.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 92	42	2	51.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 93	43	1	56.3	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 94	44	1	64.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 95	45	1	65.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 96	46	1	64.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Recreation 97	47	1	50.9	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 98	48	1	62.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 99	49	1	62.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 100	50	4	52.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 101	51	1	61.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 102	52	1	59.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 103	53	1	56.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 104	54	1	55.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 105	55	1	54.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 106	56	2	51.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 107	57	2	50.3	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 108	58	2	49.8	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 109	59	2	49.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 110	60	1	67.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 111	61	1	62.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 112	62	1	68.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 113	63	1	64.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 114	64	3	54.8	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 115	65	3	53.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 116	66	3	58.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

Res 117	67	1	64.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 118	68	1	63.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 119	69	1	64.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 153	70	1	66.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 154	71	1	63.3	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 155	72	1	62.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 156	73	1	60.9	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 157	74	1	61.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 158	75	1	63.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 159	76	1	65.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 160	77	1	66.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 161	78	4	52.9	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 162	79	1	66.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 163	80	7	53.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 164	81	5	51.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 165	82	4	49.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 166	83	1	66.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 167	84	1	65.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 168	85	1	65.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 169	86	1	64.2	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 170	87	1	61.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 171	88	2	55.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 172	89	3	51.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 173	90	1	62.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 174	91	1	67.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 175	92	1	66.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 176	93	1	66.3	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 177	94	1	66.2	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 178	95	3	53.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 179	96	3	51.8	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 180	97	4	50.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 181	98	1	66.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 182	99	1	66.9	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 183	100	1	67.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 184	101	1	67.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 185	102	1	67.2	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 186	103	1	67.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 187	104	1	67.3	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Office 188	105	1	67.4	0.0	71	0.0	10	inactive	0.0	0.0	8	0.0
Res 189	106	1	64.2	67.0	66	2.8	10	Snd Lvl	67.0	0.0	8	-8.0

Res 190	107	7	53.3	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 191	108	3	51.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 192	109	3	50.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Office 193	110	1	67.2	0.0	71	0.0	10	inactive	0.0	0.0	8	0.0
Recreation 194	111	1	61.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Vet Office 195	112	1	53.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 196	113	1	51.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 197	114	1	53.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 198	115	2	52.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 199	116	3	57.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 200	117	3	55.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 201	118	2	51.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 209	119	1	67.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 210	120	3	60.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 211	121	1	55.8	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 212	122	3	52.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 213	123	1	65.4	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 225	124	1	53.6	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Res 226	125	1	57.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	207	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Volkert
Thomas Lee

30 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Build Alt 2 PM Peak 2033
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 12	127	1	70.6	72.4	66	1.8	10	Snd Lvl	72.4	0.0	8	-8.0
Res 13	128	1	71.6	73.3	66	1.7	10	Snd Lvl	73.3	0.0	8	-8.0
Res 14	129	1	67.6	69.2	66	1.6	10	Snd Lvl	69.2	0.0	8	-8.0
Res 15	130	1	70.0	71.3	66	1.3	10	Snd Lvl	71.3	0.0	8	-8.0
Res 16	131	1	67.4	68.4	66	1.0	10	Snd Lvl	68.4	0.0	8	-8.0
Res 17	132	3	60.1	61.5	66	1.4	10	----	61.5	0.0	8	-8.0
Res 18	133	3	55.9	58.2	66	2.3	10	----	58.2	0.0	8	-8.0
Res 19	134	3	52.8	55.0	66	2.2	10	----	55.0	0.0	8	-8.0
Office 20	135	1	68.0	69.0	71	1.0	10	----	69.0	0.0	8	-8.0
Office 21	136	1	69.0	70.4	71	1.4	10	----	70.4	0.0	8	-8.0
Restaurant 22	137	1	68.1	66.8	71	-1.3	10	----	66.8	0.0	8	-8.0
Bank 23	138	1	67.9	65.7	71	-2.2	10	----	65.7	0.0	8	-8.0
Office 24	139	1	55.8	57.3	71	1.5	10	----	57.3	0.0	8	-8.0
Res 40	140	1	58.5	60.7	66	2.2	10	----	60.7	0.0	8	-8.0
Res 41	141	1	61.7	64.2	66	2.5	10	----	64.2	0.0	8	-8.0
Res 42	142	1	56.7	60.4	66	3.7	10	----	60.4	0.0	8	-8.0
School 43	143	1	64.4	67.1	66	2.7	10	Snd Lvl	67.1	0.0	8	-8.0
Res 44	144	3	51.7	55.0	66	3.3	10	----	55.0	0.0	8	-8.0
Res 45	145	4	50.8	53.9	66	3.1	10	----	53.9	0.0	8	-8.0
Res 46	146	2	50.4	53.3	66	2.9	10	----	53.3	0.0	8	-8.0
Res 47	147	4	49.5	52.2	66	2.7	10	----	52.2	0.0	8	-8.0
Res 48	148	1	54.6	58.4	66	3.8	10	----	58.4	0.0	8	-8.0
Apartments 49 (1st Floor)	149	2	67.1	68.6	66	1.5	10	Snd Lvl	68.6	0.0	8	-8.0

Apartments 50 (1st Floor)	150	2	63.3	64.6	66	1.3	10	----	64.6	0.0	8	-8.0
Apartments 51 (1st Floor)	151	2	62.6	64.3	66	1.7	10	----	64.3	0.0	8	-8.0
Apartments 52 (1st Floor)	152	2	54.8	56.7	66	1.9	10	----	56.7	0.0	8	-8.0
Apartments 53 (1st Floor)	153	2	54.3	57.6	66	3.3	10	----	57.6	0.0	8	-8.0
Apartments 54 (1st Floor)	154	2	53.1	56.8	66	3.7	10	----	56.8	0.0	8	-8.0
Apartments 55 (1st Floor)	155	2	50.1	52.9	66	2.8	10	----	52.9	0.0	8	-8.0
Apartments 56 (1st Floor)	156	2	50.6	53.5	66	2.9	10	----	53.5	0.0	8	-8.0
Res 57	157	3	53.2	55.7	66	2.5	10	----	55.7	0.0	8	-8.0
Res 58	158	2	55.1	57.4	66	2.3	10	----	57.4	0.0	8	-8.0
Res 59	159	3	50.3	52.6	66	2.3	10	----	52.6	0.0	8	-8.0
Res 60	160	2	51.9	54.2	66	2.3	10	----	54.2	0.0	8	-8.0
Res 61	161	3	58.5	60.1	66	1.6	10	----	60.1	0.0	8	-8.0
Res 62	162	1	67.7	67.3	66	-0.4	10	Snd Lvl	67.3	0.0	8	-8.0
Res 63	163	1	61.6	62.4	66	0.8	10	----	62.4	0.0	8	-8.0
Res 64	164	1	55.6	57.6	66	2.0	10	----	57.6	0.0	8	-8.0
Res 65	165	2	53.7	55.6	66	1.9	10	----	55.6	0.0	8	-8.0
Res 66	166	1	65.9	65.6	66	-0.3	10	----	65.6	0.0	8	-8.0
Res 67	167	4	60.6	61.9	66	1.3	10	----	61.9	0.0	8	-8.0
Res 68	168	1	57.7	59.5	66	1.8	10	----	59.5	0.0	8	-8.0
Res 69	169	1	54.4	56.3	66	1.9	10	----	56.3	0.0	8	-8.0
Res 70	170	2	58.5	61.1	66	2.6	10	----	61.1	0.0	8	-8.0
Res 71	171	3	53.4	55.7	66	2.3	10	----	55.7	0.0	8	-8.0
Res 72	172	1	51.2	53.8	66	2.6	10	----	53.8	0.0	8	-8.0
Res 73	173	1	68.0	69.9	66	1.9	10	Snd Lvl	69.9	0.0	8	-8.0
Res 74	174	1	68.3	70.4	66	2.1	10	Snd Lvl	70.4	0.0	8	-8.0
Res 75	175	1	66.6	68.1	66	1.5	10	Snd Lvl	68.1	0.0	8	-8.0
Res 76	176	1	61.3	63.8	66	2.5	10	----	63.8	0.0	8	-8.0
Res 77	177	3	58.2	61.6	66	3.4	10	----	61.6	0.0	8	-8.0
Res 78	178	1	50.0	53.0	66	3.0	10	----	53.0	0.0	8	-8.0
School 79	179	1	54.0	56.9	66	2.9	10	----	56.9	0.0	8	-8.0
Res 120	180	1	66.9	68.5	66	1.6	10	Snd Lvl	68.5	0.0	8	-8.0
Res 121	181	2	62.6	65.4	66	2.8	10	----	65.4	0.0	8	-8.0
Res 122	182	2	58.8	62.4	66	3.6	10	----	62.4	0.0	8	-8.0
Res 123	183	2	55.5	59.2	66	3.7	10	----	59.2	0.0	8	-8.0
Res 124	184	2	53.4	57.1	66	3.7	10	----	57.1	0.0	8	-8.0
Res 125	185	2	51.8	55.5	66	3.7	10	----	55.5	0.0	8	-8.0
Res 126	186	2	50.8	54.0	66	3.2	10	----	54.0	0.0	8	-8.0
Res 127	187	2	49.7	52.6	66	2.9	10	----	52.6	0.0	8	-8.0
Res 128	188	1	48.9	51.6	66	2.7	10	----	51.6	0.0	8	-8.0
Res 129	189	1	62.1	64.8	66	2.7	10	----	64.8	0.0	8	-8.0

Res 130	190	1	65.1	67.1	66	2.0	10	Snd Lvl	67.1	0.0	8	-8.0
Res 131	191	1	63.8	66.3	66	2.5	10	Snd Lvl	66.3	0.0	8	-8.0
Res 132	192	1	66.0	68.0	66	2.0	10	Snd Lvl	68.0	0.0	8	-8.0
Res 133	193	4	59.5	61.8	66	2.3	10	----	61.8	0.0	8	-8.0
Res 134	194	1	66.9	69.2	66	2.3	10	Snd Lvl	69.2	0.0	8	-8.0
Res 135	195	7	53.3	55.5	66	2.2	10	----	55.5	0.0	8	-8.0
Res 136	196	8	49.8	52.1	66	2.3	10	----	52.1	0.0	8	-8.0
Res 137	197	1	65.8	67.9	66	2.1	10	Snd Lvl	67.9	0.0	8	-8.0
Res 138	198	1	66.0	68.1	66	2.1	10	Snd Lvl	68.1	0.0	8	-8.0
Res 139	199	1	64.6	67.2	66	2.6	10	Snd Lvl	67.2	0.0	8	-8.0
Res 140	200	1	59.5	62.6	66	3.1	10	----	62.6	0.0	8	-8.0
Res 141	201	1	64.8	68.1	66	3.3	10	Snd Lvl	68.1	0.0	8	-8.0
Res 142	202	1	66.2	69.1	66	2.9	10	Snd Lvl	69.1	0.0	8	-8.0
Res 143	203	3	50.9	53.2	66	2.3	10	----	53.2	0.0	8	-8.0
Church 144	204	2	66.1	68.1	66	2.0	10	Snd Lvl	68.1	0.0	8	-8.0
Res 145	205	3	50.9	53.3	66	2.4	10	----	53.3	0.0	8	-8.0
Res 146	206	1	53.9	56.5	66	2.6	10	----	56.5	0.0	8	-8.0
Res 147	207	1	56.3	59.4	66	3.1	10	----	59.4	0.0	8	-8.0
Res 148	208	3	62.5	64.3	66	1.8	10	----	64.3	0.0	8	-8.0
Res 149	209	1	60.1	62.4	66	2.3	10	----	62.4	0.0	8	-8.0
Res 150	210	1	67.0	68.7	66	1.7	10	Snd Lvl	68.7	0.0	8	-8.0
Res 151	211	1	64.3	65.9	66	1.6	10	----	65.9	0.0	8	-8.0
Res 152	212	1	66.8	68.5	66	1.7	10	Snd Lvl	68.5	0.0	8	-8.0
Res 202	213	1	53.9	57.4	66	3.5	10	----	57.4	0.0	8	-8.0
Res 203	214	2	58.4	61.5	66	3.1	10	----	61.5	0.0	8	-8.0
Church 204	215	1	66.0	68.0	66	2.0	10	Snd Lvl	68.0	0.0	8	-8.0
Church 205	216	1	58.9	61.7	66	2.8	10	----	61.7	0.0	8	-8.0
Res 206	217	1	61.3	63.6	66	2.3	10	----	63.6	0.0	8	-8.0
Res 207	218	1	57.2	60.7	66	3.5	10	----	60.7	0.0	8	-8.0
Res 208	219	1	60.5	64.4	66	3.9	10	----	64.4	0.0	8	-8.0
Res 214	220	1	61.5	64.1	66	2.6	10	----	64.1	0.0	8	-8.0
Res 215	221	1	62.4	65.1	66	2.7	10	----	65.1	0.0	8	-8.0
Res 216	222	1	63.9	66.9	66	3.0	10	Snd Lvl	66.9	0.0	8	-8.0
Res 217	223	8	54.7	57.5	66	2.8	10	----	57.5	0.0	8	-8.0
Res 218	224	1	61.1	64.1	66	3.0	10	----	64.1	0.0	8	-8.0
Res 219	225	2	57.5	60.3	66	2.8	10	----	60.3	0.0	8	-8.0
Res 220	226	4	55.4	58.2	66	2.8	10	----	58.2	0.0	8	-8.0
Res 221	227	1	60.2	63.0	66	2.8	10	----	63.0	0.0	8	-8.0
Res 222	228	1	56.8	59.4	66	2.6	10	----	59.4	0.0	8	-8.0
Res 223	229	1	55.8	58.5	66	2.7	10	----	58.5	0.0	8	-8.0

Res 224	230	1	55.2	57.7	66	2.5	10	----	57.7	0.0	8	-8.0
Apartments 49 (2nd Floor)	231	2	67.2	69.0	66	1.8	10	Snd Lvl	69.0	0.0	8	-8.0
Apartments 50 (2nd Floor)	232	2	63.6	65.4	66	1.8	10	----	65.4	0.0	8	-8.0
Apartments 51 (2nd Floor)	233	2	64.2	66.0	66	1.8	10	Snd Lvl	66.0	0.0	8	-8.0
Apartments 52 (2nd Floor)	234	2	57.2	59.0	66	1.8	10	----	59.0	0.0	8	-8.0
Apartments 53 (2nd Floor)	235	2	58.8	60.4	66	1.6	10	----	60.4	0.0	8	-8.0
Apartments 54 (2nd Floor)	236	2	58.5	60.1	66	1.6	10	----	60.1	0.0	8	-8.0
Apartments 55 (2nd Floor)	237	2	56.7	57.6	66	0.9	10	----	57.6	0.0	8	-8.0
Apartments 56 (2nd Floor)	238	2	57.3	58.2	66	0.9	10	----	58.2	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	202	0.0	0.0	0.0
All Impacted	32	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

APPENDIX F
LA 1088 Corridor Study Noise Report
TNM Model Validation Results

AU1-0001

Reading 1 of 3 at this receptor location.

Project: DOTD Project No. H.010116 / Volkert Project No. 534101.12

Receptor Location (or #): Site 1

Landuse Characteristics: Law Firm / Chiropractor office

Equipment:	Meter:	Rion NL-32	Calibrator:	Norsonic 1251
Calibration:	Start Cal: (dB)	67.8	Finish Cal: (dB)	114.1
Response:	Fast:	NA	Slow:	YES
	A-Weighting?	YES	Battery Check?:	YES
Weather Data:	Date:	7/16/15	Time:	8:39 AM
	Wind:	Calm	Temperature:	85°F
	Weather:	Sunny		

Start Time: 8:39 AM **End Time:** 8:54 AM

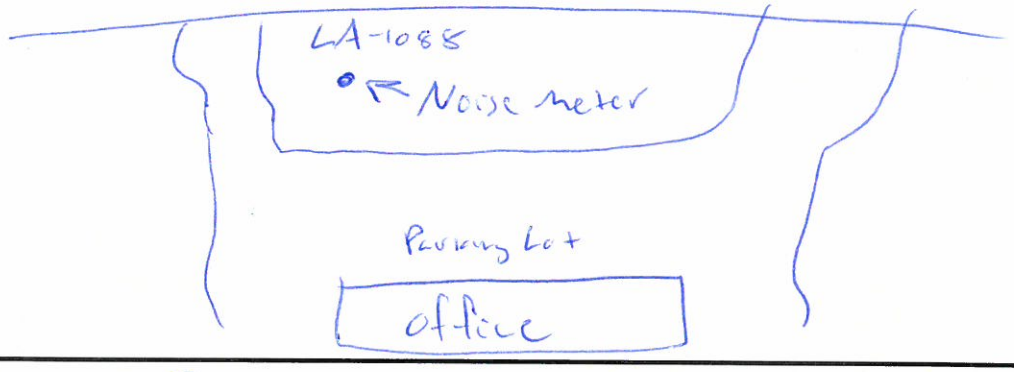
Traffic Count Data

Road:	Primary Noise Source	Other (Intersecting Street)	Other (Intersecting Street)
Automobiles:	316		
Medium Trucks:	9		
Heavy Trucks:	0		
Buses	0		
Motorcycles	01		

Noise Meter Reading
69.6 dBA

Distance to Primary Noise Source: ~20 ft

North: N



Background Noise: Insects
Major Sources: LA-59
Unusual Events:
Other Notes:

Volkert
Thomas Lee

30 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Validation Site 1
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Site 1	487	1	69.6	69.4	66	-0.2	10	Snd Lvl	69.4	0.0	8	-8.0

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

AU1 0004

Reading 1 of 3 at this receptor location.

Project: DOTD Project No. H.010116 / Volkert Project No. 534101.12

Receptor Location (or #): Site 2

Landuse Characteristics: Residential

Equipment:	Meter:	Rion NL-32	Calibrator:	Norsonic 1251
Calibration:	Start Cal: (dB)	68.4	Finish Cal: (dB)	114.0
Response:	Fast:	NA	Slow:	YES
	A-Weighting?	YES	Battery Check?:	YES
Weather Data:	Date:	7/16/15	Time:	9:43 AM
	Wind:	Calm	Temperature:	87°F
	Weather:	Sunny		

Start Time: 9:43 AM **End Time:** 9:58 AM

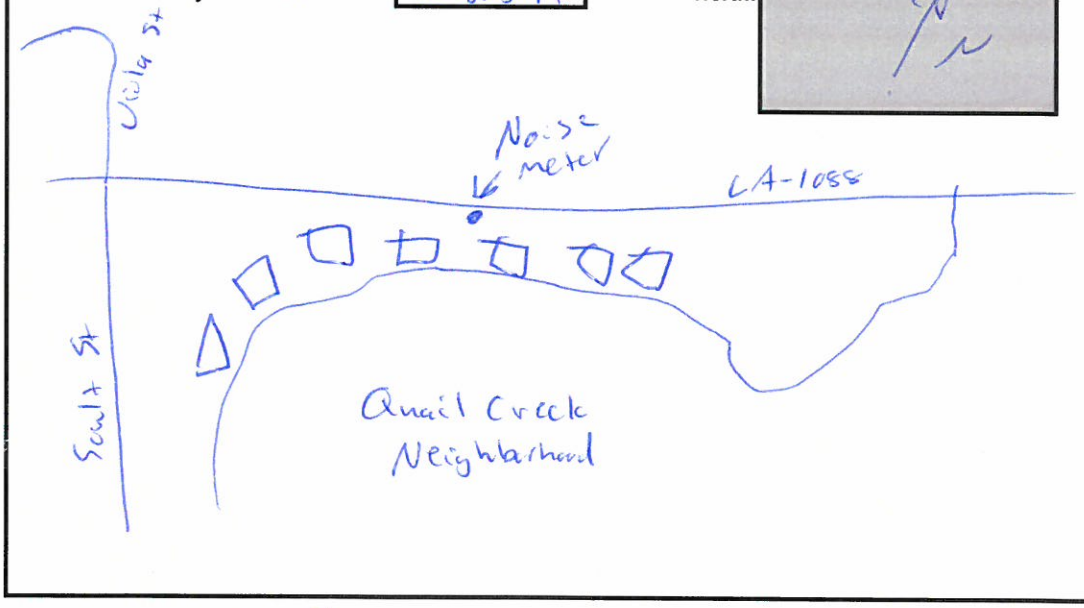
Traffic Count Data

Road:	Primary Noise Source	Other (Intersecting Street)	Other (Intersecting Street)
Automobiles:	125		
Medium Trucks:	2		
Heavy Trucks:	4		
Buses	0		
Motorcycles	0		

Noise Meter Reading
61.7 dBA

Distance to Primary Noise Source: ~25 ft

North:



Background Noise: Dogs
Major Sources: LA-1088
Unusual Events: None 9:50 AM
Other Notes:

Volkert
Thomas Lee

30 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Validation Site 2
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Site 2	487	1	61.7	64.2	66	2.5	10	----	64.2	0.0	8	-8.0

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

AM-009

Reading 3 of 3 at this receptor location.

Project: DOTD Project No. H.010116 / Volkert Project No. 534101.12

Receptor Location (or #): Site 3

Landuse Characteristics: Church

Equipment:	Meter:	Rion NL-32	Calibrator:	Norsonic 1251
Calibration:	Start Cal: (dB)	65.4	Finish Cal: (dB)	114.2
Response:	Fast:	NA	Slow:	YES
	A-Weighting?	YES	Battery Check?:	YES
Weather Data:	Date:	7/16/15	Time:	11:15 AM
	Wind:	Calm	Temperature:	90°F
	Weather:	Sunny		

Start Time: 11:15 AM **End Time:** 11:30 AM

Traffic Count Data

Road:	Primary Noise Source	Other (Intersecting Street)	Other (Intersecting Street)
Automobiles:	108		
Medium Trucks:	4		
Heavy Trucks:	3		
Buses	1		
Motorcycles	0		

Noise Meter Reading
60.3 dBA

Distance to Primary Noise Source:

North:

Background Noise: Bugs
Major Sources: 1 A-1088
Unusual Events: Garbage Truck 11:27AM - End
Other Notes:

Volkert
Thomas Lee

30 July 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Validation Site 3
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Site 3	246	1	60.3	63.2	66	2.9	10	----	63.2	0.0	8	-8.0

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

APPENDIX G
LA 1088 Corridor Study Noise Report
Noise Barrier Feasibility and Reasonableness Worksheets

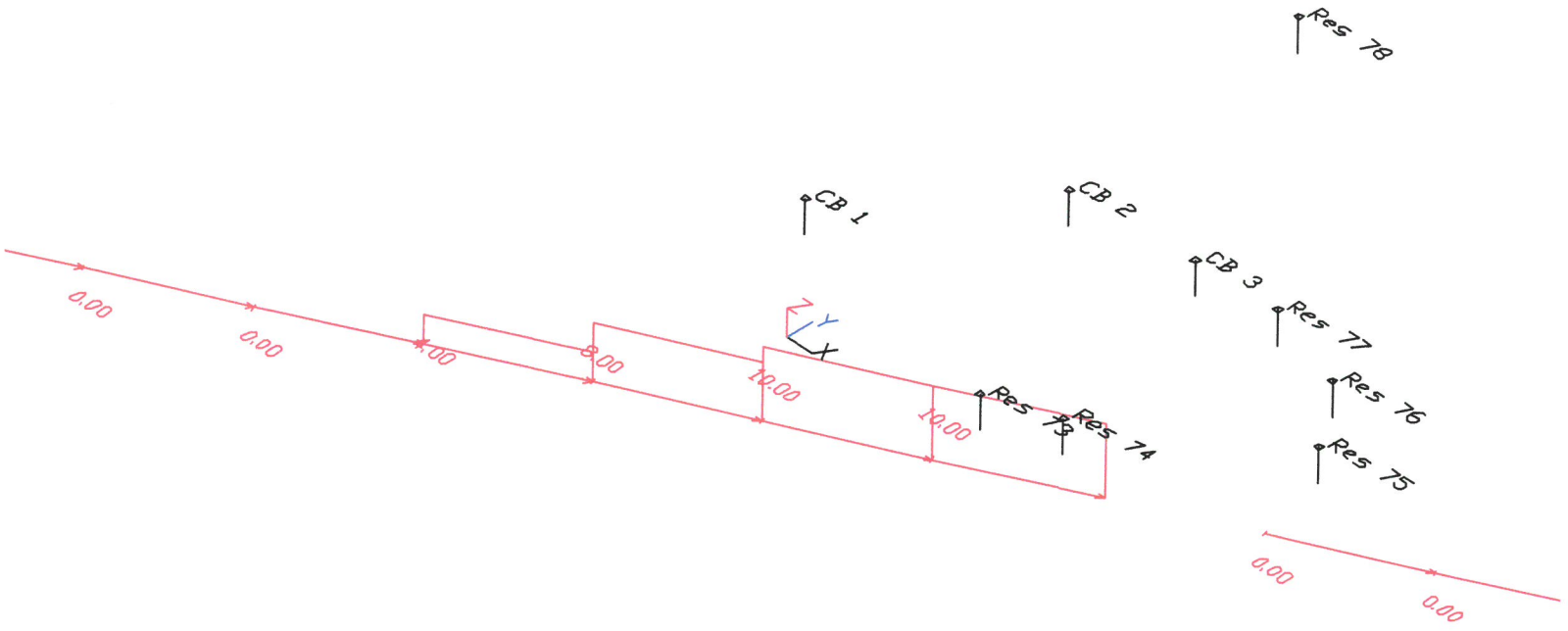
Build Alternative 1 (1A and 1B)

Build Alternative 1 (1A and 1B) - West Casa Bella Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
    - LADOTD Feasibility Worksheet
    - LADOTD Reasonableness Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 1	
Barrier	Location	Length (feet)	Height (feet)
	West Casa Bella	399	10
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
2	2		100
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a 25 dBA reduction at 75% or more of the impacted first row receptors		

Reasonableness Worksheet **DURING NEPA**				
Project	ID number	Route	Parish/City	
		ALT 1	St. Tammany	
Barrier	Length	Height	Location	
	399 ft	10 ft	West Casa Bella	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
3,003	$27	$81,081	2	$40,541
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: Yes or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date



Casa Bella Barrier Analysis Alt 1	Sheet 1 of 1	19 Jun 2018
	Volkert	
Barrier View-Feasibility and Reasonableness-	\Project/Contract No. LA 1088	
Run name: Casa Bella Barrier Alt 1	TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>	Analysis By: Thomas Lee	

Roadway:		Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

19 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Casa Bella Barrier Analysis Alt 1
BARRIER DESIGN: Feasibility and Reasonableness- West

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Casa Bella Barrier	W	0.00	0.00	0.00	0	0				0
West Casa Bella Barrier	W	4.00	8.02	10.00	399	3202				0
									Total Cost:	0

RESULTS: SOUND LEVELS

LA 1088

Volkert
Thomas Lee

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Casa Bella Barrier Analysis Alt 1
BARRIER DESIGN: Feasibility and Reasonableness- West

ATMOSPHERICS: 68 deg F, 50% RH

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

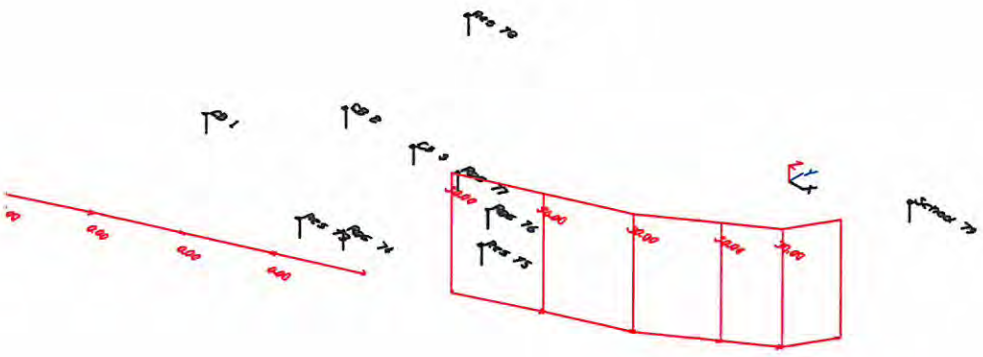
Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 73	76	1	68.0	69.8	66	1.8	10	Snd Lvl	61.8	8.0	8	0.0
Res 74	77	1	68.3	70.2	66	1.9	10	Snd Lvl	64.2	6.0	8	-2.0
Res 75	78	1	66.6	68.1	66	1.5	10	Snd Lvl	67.6	0.5	8	-7.5
Res 76	79	1	61.3	63.5	66	2.2	10	----	62.4	1.1	8	-6.9
Res 77	80	1	58.2	60.7	66	2.5	10	----	59.2	1.5	8	-6.5
Res 78	81	1	50.0	52.5	66	2.5	10	----	51.6	0.9	8	-7.1
School 79	82	1	54.0	57.1	66	3.1	10	----	57.0	0.1	8	-7.9
CB 1	242	1	0.0	60.5	66	60.5	10	----	57.5	3.0	8	-5.0
CB 2	245	1	0.0	57.9	66	57.9	10	----	55.7	2.2	8	-5.8
CB 3	247	1	0.0	59.6	66	59.6	10	----	57.7	1.9	8	-6.1

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	10	0.1	2.5	8.0
All Impacted	3	0.5	4.8	8.0
All that meet NR Goal	1	8.0	8.0	8.0

Build Alternative 1 (1A and 1B) - East Casa Bella Noise Barrier Analysis

- Feasibility Analysis
    - LADTOD Feasibility Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
	Alt 1	East + Casa Bella	
Barrier	Location	Length (feet)	Height (feet)
	East + Casa Bella	418	30
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
0 1	0		0%
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier does not achieve at least a ≥ 5dBA reduction at the impacted first row receptors		



Casa Bella Barrier Analysis Alt 1		Sheet 1 of 1	15 Jun 2015
		Volkert	
Barrier View-Feasibility - East		Project/Contract No. LA 1088	
Run name: Casa Bella Barrier Alt 1 30 ft		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

15 June 2015
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Casa Bella Barrier Analysis Alt 1
BARRIER DESIGN: Feasibility - East

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Casa Bella Barrier	W	30.00	30.00	30.00	418	12551				0
West Casa Bella Barrier	W	0.00	0.00	0.00	0	0				0
									Total Cost:	0

Volkert
Thomas Lee

15 June 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Casa Bella Barrier Analysis Alt 1
BARRIER DESIGN: Feasibility - East
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 73	76	1	68.0	69.8	66	1.8	10	Snd Lvl	69.8	0.0	8	-8.0
Res 74	77	1	68.3	70.2	66	1.9	10	Snd Lvl	70.1	0.1	8	-7.9
Res 75	78	1	66.6	68.1	66	1.5	10	Snd Lvl	64.7	3.4	8	-4.6
Res 76	79	1	61.3	63.5	66	2.2	10	----	60.8	2.7	8	-5.3
Res 77	80	1	58.2	60.7	66	2.5	10	----	58.8	1.9	8	-6.1
Res 78	81	1	50.0	52.5	66	2.5	10	----	51.1	1.4	8	-6.6
School 79	82	1	54.0	57.1	66	3.1	10	----	55.4	1.7	8	-6.3
CB 1	242	1	0.0	60.5	66	60.5	10	----	60.1	0.4	8	-7.6
CB 2	245	1	0.0	57.9	66	57.9	10	----	57.0	0.9	8	-7.1
CB 3	247	1	0.0	59.6	66	59.6	10	----	58.1	1.5	8	-6.5

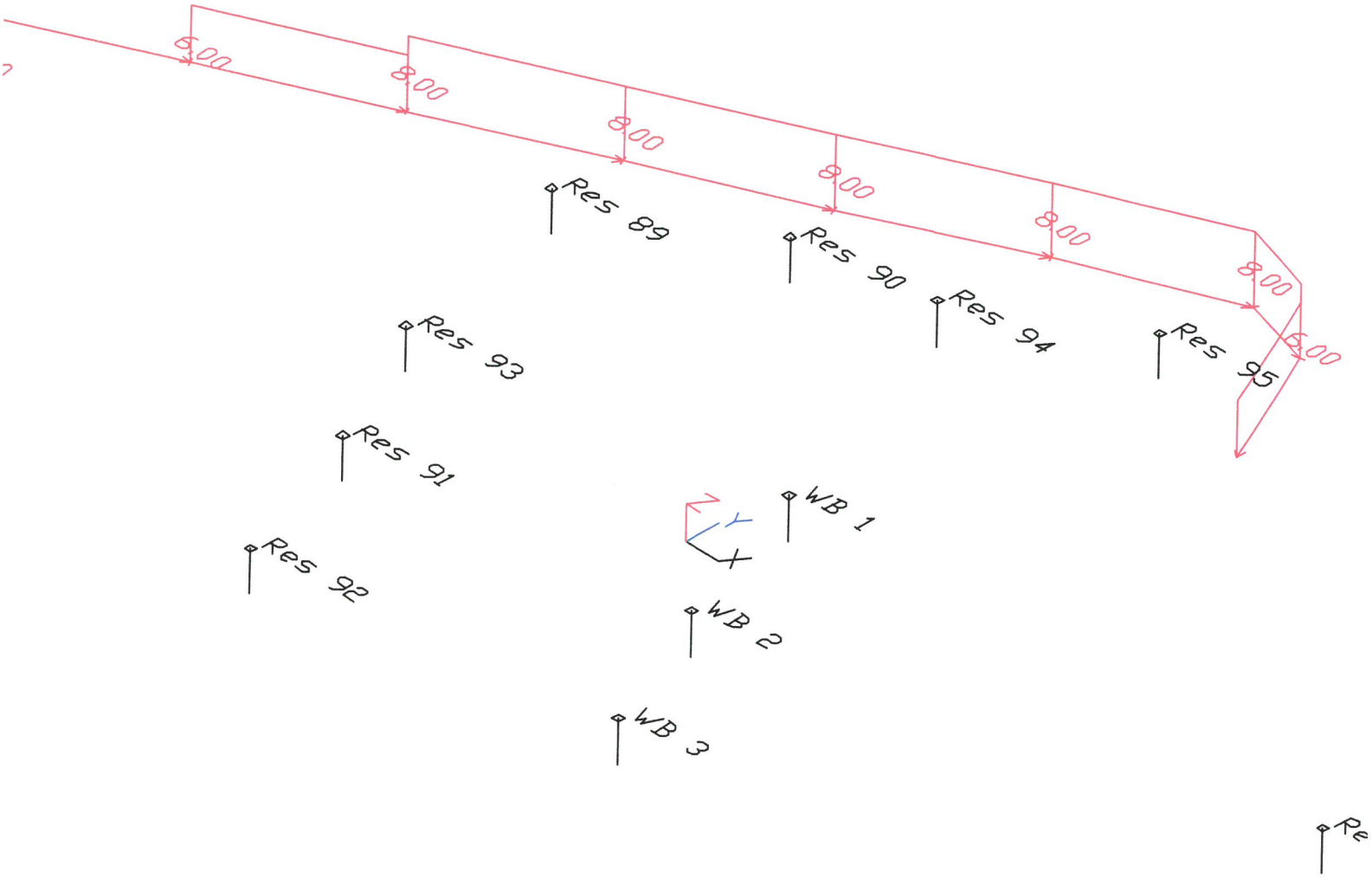
Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	10	0.0	1.4	3.4
All Impacted	3	0.0	1.2	3.4
All that meet NR Goal	0	0.0	0.0	0.0

Build Alternative 1 (1A and 1B) - West Woodlands Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
    - LADOTD Feasibility Worksheet
    - LADOTD ReasonablenessWorksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 1	
Barrier	Location	Length (feet)	Height (feet)
	West Woodlands	620	8
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
3	3		100
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a ≥ 5dBA reduction at 75% of the impacted first row receptors.		

Reasonableness Worksheet **DURING NEPA**				
Project	ID number	Route	Parish/City	
		ALT 1	St. Tammany	
Barrier	Length	Height	Location	
	620 ft	8 ft	West Woodlands	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
4,594	$27	$124,038	4	$31,010
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: Yes or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date



The Woodlands Barrier Alt 1A 2033		Sheet 1 of 1	19 Jun 2018
		Volkert	
Barrier View-Feasibility and Reasonableness -		Project/Contract No. LA 1088	
Run name: The Woodlands Barriers Alt 1		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

19 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: The Woodlands Barrier Alt 1A 2033
BARRIER DESIGN: Feasibility and Reasonableness - Wes

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
Barrier3	W	0.00	0.00	0.00	0	0				0
West Woodlands Barrier	W	6.00	7.42	8.00	620	4594				0
									Total Cost:	0

RESULTS: SOUND LEVELS

LA 1088

Volkert
Thomas Lee

20 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: The Woodlands Barrier Alt 1A 2033
BARRIER DESIGN: Feasibility and Reasonableness - West

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 89	92	1	65.8	67.1	66	1.3	10	Snd Lvl	60.1	7.0	8	-1.0
Res 90	93	1	66.2	67.5	66	1.3	10	Snd Lvl	59.5	8.0	8	0.0
Res 91	94	1	53.4	55.4	66	2.0	10	----	53.3	2.1	8	-5.9
Res 92	95	1	51.1	53.1	66	2.0	10	----	51.5	1.6	8	-6.4
Res 93	96	1	56.3	58.4	66	2.1	10	----	55.5	2.9	8	-5.1
Res 94	97	1	64.1	65.6	66	1.5	10	----	58.8	6.8	8	-1.2
Res 95	98	1	65.4	66.3	66	0.9	10	Snd Lvl	59.6	6.7	8	-1.3
Recreation 97	100	1	50.9	52.8	66	1.9	10	----	52.1	0.7	8	-7.3
Res 98	101	1	62.7	64.9	66	2.2	10	----	64.6	0.3	8	-7.7
Res 99	102	1	62.1	64.2	66	2.1	10	----	64.0	0.2	8	-7.8
Res 100	103	1	52.6	54.9	66	2.3	10	----	54.5	0.4	8	-7.6
Res 101	104	1	61.6	63.7	66	2.1	10	----	63.6	0.1	8	-7.9
Res 102	105	1	59.7	62.1	66	2.4	10	----	62.0	0.1	8	-7.9
Res 103	106	1	56.5	59.0	66	2.5	10	----	59.0	0.0	8	-8.0
Res 104	107	1	55.4	57.8	66	2.4	10	----	57.8	0.0	8	-8.0
Res 105	108	1	54.1	56.5	66	2.4	10	----	56.5	0.0	8	-8.0
Res 106	109	1	51.0	53.0	66	2.0	10	----	52.9	0.1	8	-7.9
Res 107	110	1	50.3	52.2	66	1.9	10	----	52.1	0.1	8	-7.9
Res 108	111	1	49.8	51.6	66	1.8	10	----	51.5	0.1	8	-7.9
Res 109	112	1	49.4	51.2	66	1.8	10	----	51.0	0.2	8	-7.8
WB 1	227	1	0.0	55.9	66	55.9	10	----	53.7	2.2	8	-5.8
WB 2	228	1	0.0	53.5	66	53.5	10	----	52.0	1.5	8	-6.5

RESULTS: SOUND LEVELS

LA 1088

WB 3	229	1	0.0	51.8	66	51.8	10	----	50.6	1.2	8	-6.8
WB 4	230	1	0.0	55.5	66	55.5	10	----	55.0	0.5	8	-7.5
WB 5	231	1	0.0	54.8	66	54.8	10	----	54.6	0.2	8	-7.8
WB 6	232	1	0.0	54.1	66	54.1	10	----	53.9	0.2	8	-7.8
WB 7	233	1	0.0	55.5	66	55.5	10	----	55.4	0.1	8	-7.9
WB 8	234	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
WB 9	235	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
WB 10	236	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
WB 11	237	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
WB 12	238	1	0.0	65.7	66	65.7	10	----	65.6	0.1	8	-7.9

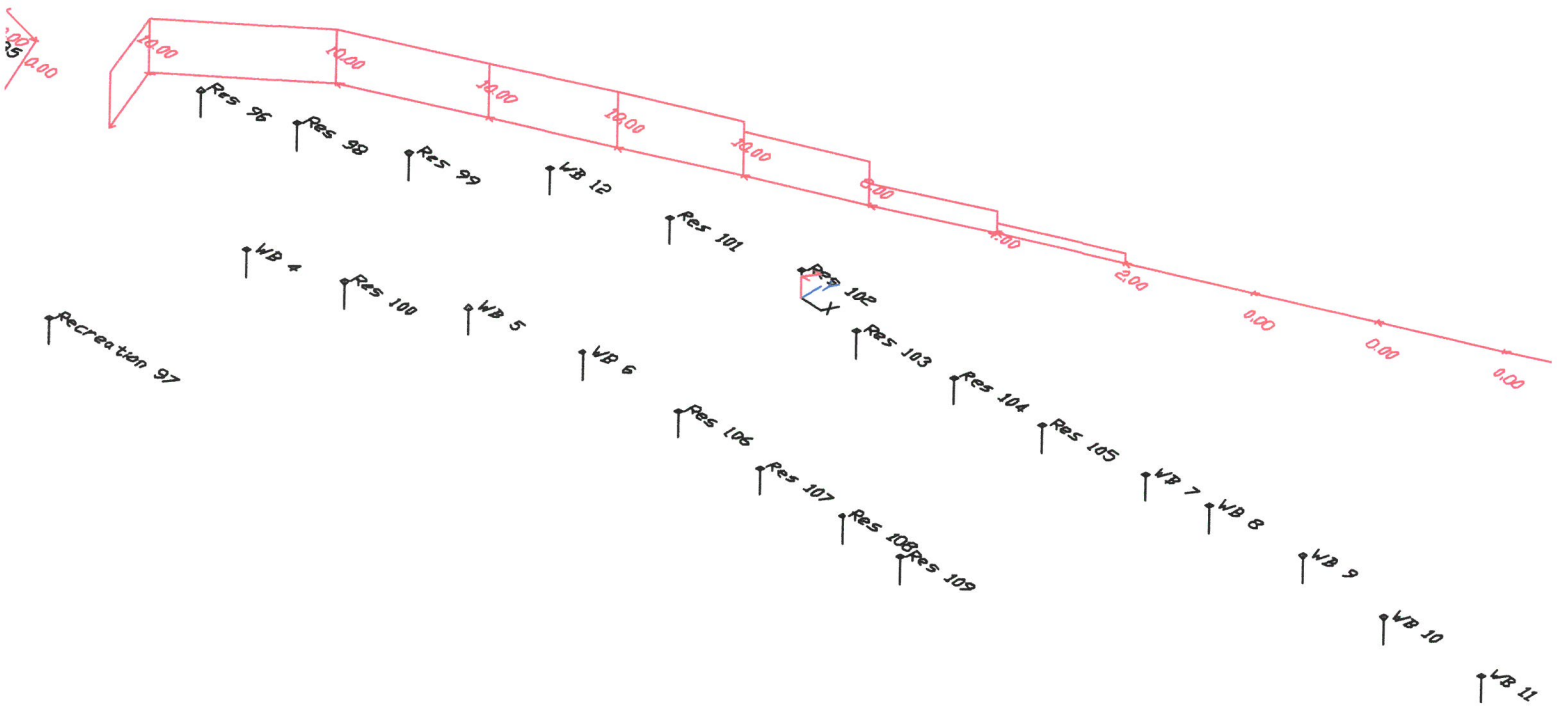
Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	33	0.0	1.3	8.0
All Impacted	4	0.3	5.5	8.0
All that meet NR Goal	1	8.0	8.0	8.0

Build Alternative 1 (1A and 1B) - East Woodlands Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
  - LADOTD Feasibility Worksheet
  - LADOTD Reasonableness Worksheet
  - TNM Barrier View
  - TNM Barrier Descriptions
  - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 1	
Barrier	Location	Length (feet)	Height (feet)
	East Woodlands	832	10
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
1	1		100%
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a 5dBA reduction at 75% or more of the impacted first row receptors.		

Reasonableness Worksheet **DURING NEPA**				
Project	ID number	Route	Parish/City	
		ALT 1	St. Tammany	
Barrier	Length	Height	Location	
	832 ft	10 ft	East Woodlands	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
6,721	$27	$181,467	5	$36,293
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: Yes or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date



The Woodlands Barrier Alt 1A 2033		Sheet 1 of 1	19 Jun 2018
		Volkert	
Barrier View-Feasibility and Reasonableness -		Project/Contract No. LA 1088	
Run name: The Woodlands Barriers Alt 1		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

19 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: The Woodlands Barrier Alt 1A 2033
BARRIER DESIGN: Feasibility and Reasonableness - East

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
Barrier3	W	2.00	8.07	10.00	832	6721				0
West Woodlands Barrier	W	0.00	0.00	0.00	0	0				0
									Total Cost:	0

Volkert
Thomas Lee

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: The Woodlands Barrier Alt 1A 2033
BARRIER DESIGN: Feasibility and Reasonableness - East

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 89	92	1	65.8	67.1	66	1.3	10	Snd Lvl	67.1	0.0	8	-8.0
Res 90	93	1	66.2	67.5	66	1.3	10	Snd Lvl	67.4	0.1	8	-7.9
Res 91	94	1	53.4	55.4	66	2.0	10	----	55.1	0.3	8	-7.7
Res 92	95	1	51.1	53.1	66	2.0	10	----	52.6	0.5	8	-7.5
Res 93	96	1	56.3	58.4	66	2.1	10	----	58.2	0.2	8	-7.8
Res 94	97	1	64.1	65.6	66	1.5	10	----	65.5	0.1	8	-7.9
Res 95	98	1	65.4	66.3	66	0.9	10	Snd Lvl	66.1	0.2	8	-7.8
Res 96	99	1	64.1	66.5	66	2.4	10	Snd Lvl	58.7	7.8	8	-0.2
Recreation 97	100	1	50.9	52.8	66	1.9	10	----	51.6	1.2	8	-6.8
Res 98	101	1	62.7	64.9	66	2.2	10	----	57.6	7.3	8	-0.7
Res 99	102	1	62.1	64.2	66	2.1	10	----	57.1	7.1	8	-0.9
Res 100	103	1	52.6	54.9	66	2.3	10	----	52.2	2.7	8	-5.3
Res 101	104	1	61.6	63.7	66	2.1	10	----	57.7	6.0	8	-2.0
Res 102	105	1	59.7	62.1	66	2.4	10	----	58.3	3.8	8	-4.2
Res 103	106	1	56.5	59.0	66	2.5	10	----	56.7	2.3	8	-5.7
Res 104	107	1	55.4	57.8	66	2.4	10	----	56.3	1.5	8	-6.5
Res 105	108	1	54.1	56.5	66	2.4	10	----	55.5	1.0	8	-7.0
Res 106	109	1	51.0	53.0	66	2.0	10	----	51.3	1.7	8	-6.3
Res 107	110	1	50.3	52.2	66	1.9	10	----	50.8	1.4	8	-6.6
Res 108	111	1	49.8	51.6	66	1.8	10	----	50.4	1.2	8	-6.8
Res 109	112	1	49.4	51.2	66	1.8	10	----	50.1	1.1	8	-6.9
WB 1	227	1	0.0	55.9	66	55.9	10	----	55.1	0.8	8	-7.2
WB 2	228	1	0.0	53.5	66	53.5	10	----	52.7	0.8	8	-7.2

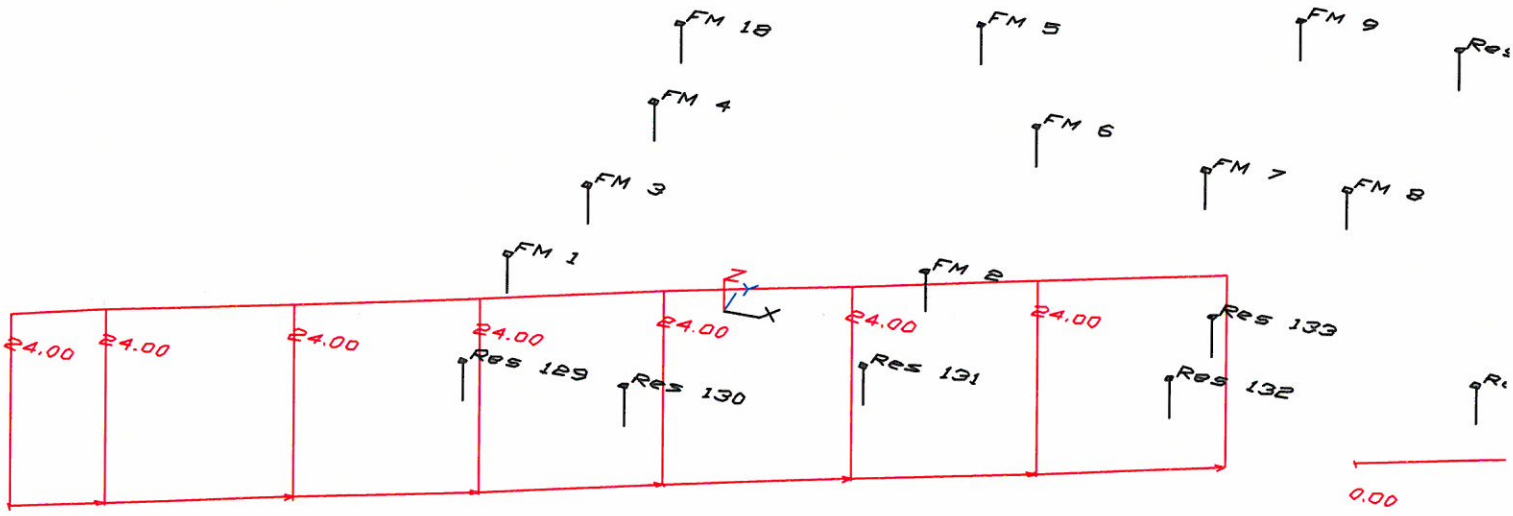
WB 3	229	1	0.0	51.8	66	51.8	10	----	51.0	0.8	8	-7.2
WB 4	230	1	0.0	55.5	66	55.5	10	----	52.9	2.6	8	-5.4
WB 5	231	1	0.0	54.8	66	54.8	10	----	52.0	2.8	8	-5.2
WB 6	232	1	0.0	54.1	66	54.1	10	----	51.8	2.3	8	-5.7
WB 7	233	1	0.0	55.5	66	55.5	10	----	54.8	0.7	8	-7.3
WB 8	234	1	0.0	54.8	66	54.8	10	----	54.3	0.5	8	-7.5
WB 9	235	1	0.0	53.8	66	53.8	10	----	53.4	0.4	8	-7.6
WB 10	236	1	0.0	52.5	66	52.5	10	----	52.2	0.3	8	-7.7
WB 11	237	1	0.0	51.6	66	51.6	10	----	51.4	0.2	8	-7.8
WB 12	238	1	0.0	65.7	66	65.7	10	----	57.7	8.0	8	0.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	33	0.0	2.1	8.0
All Impacted	4	0.0	2.0	7.8
All that meet NR Goal	0	0.0	0.0	0.0

Build Alternative 1 (1A and 1B) - West Frenchmen Noise Barrier Analysis

- Feasibility Analysis
    - LADOTD Feasibility Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		A1+ 1	
Barrier	Location	Length (feet)	Height (feet)
	West Frenchmen	654	24
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
3	2		67%
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or ~~No~~		
	Explain: This barrier does not meet the ~~45%~~ 5dBA reduction at 75% of the first row impacted receptors.		



Frenchmen Barrier Analysis Alt 1		Sheet 1 of 1	21 Sep 2015
		Volkert	
Barrier View-Feasibility - West		Project/Contract No. LA 1088	
Run name: Frenchmen Barrer Alt 1		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

8 June 2015
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS

PROJECT/CONTRACT: LA 1088
RUN: Frenchmen Barrier Analysis Alt 1
BARRIER DESIGN: Feasibility - West

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Frenchmen Barrier	W	0.00	0.00	0.00	0	0				0
West Frenchmen Barrier	W	24.00	24.00	24.00	654	15690				0
									Total Cost:	0

RESULTS: SOUND LEVELS

LA 1088

Volkert
Thomas Lee

8 June 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Frenchmen Barrier Analysis Alt 1
BARRIER DESIGN: Feasibility - West

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 129	132	1	62.1	64.9	66	2.8	10	----	54.8	10.1	8	2.1
Res 130	133	1	65.1	67.1	66	2.0	10	Snd Lvl	55.8	11.3	8	3.3
Res 131	134	1	63.8	66.5	66	2.7	10	Snd Lvl	57.1	9.4	8	1.4
Res 132	135	1	66.0	67.7	66	1.7	10	Snd Lvl	63.2	4.5	8	-3.5
Res 133	136	1	59.5	62.2	66	2.7	10	----	59.9	2.3	8	-5.7
Res 134	137	1	66.9	68.7	66	1.8	10	Snd Lvl	68.5	0.2	8	-7.8
Res 135	138	1	53.3	55.6	66	2.3	10	----	54.5	1.1	8	-6.9
Res 136	139	1	49.8	51.8	66	2.0	10	----	50.6	1.2	8	-6.8
Res 137	140	1	65.8	67.6	66	1.8	10	Snd Lvl	67.5	0.1	8	-7.9
Res 138	141	1	66.0	67.8	66	1.8	10	Snd Lvl	67.7	0.1	8	-7.9
Res 139	142	1	64.6	67.1	66	2.5	10	Snd Lvl	67.1	0.0	8	-8.0
Res 143	146	1	50.9	53.0	66	2.1	10	----	52.5	0.5	8	-7.5
FM 1	239	1	0.0	55.7	66	55.7	10	----	51.3	4.4	8	-3.6
FM 2	240	1	0.0	56.6	66	56.6	10	----	52.2	4.4	8	-3.6
FM 3	241	1	0.0	54.2	66	54.2	10	----	50.7	3.5	8	-4.5
FM 4	242	1	0.0	52.4	66	52.4	10	----	49.7	2.7	8	-5.3
FM 5	243	1	0.0	51.1	66	51.1	10	----	49.1	2.0	8	-6.0
FM 6	244	1	0.0	53.1	66	53.1	10	----	50.6	2.5	8	-5.5
FM 7	245	1	0.0	54.7	66	54.7	10	----	52.8	1.9	8	-6.1
FM 8	246	1	0.0	55.5	66	55.5	10	----	54.1	1.4	8	-6.6
FM 9	247	1	0.0	51.3	66	51.3	10	----	49.8	1.5	8	-6.5
FM 10	248	1	0.0	52.1	66	52.1	10	----	51.1	1.0	8	-7.0
FM 11	249	1	0.0	55.4	66	55.4	10	----	54.7	0.7	8	-7.3

FM 12	250	1	0.0	54.9	66	54.9	10	----	54.4	0.5	8	-7.5
FM 13	251	1	0.0	51.4	66	51.4	10	----	50.9	0.5	8	-7.5
FM 14	252	1	0.0	63.1	66	63.1	10	----	63.0	0.1	8	-7.9
FM 15	253	1	0.0	58.5	66	58.5	10	----	58.4	0.1	8	-7.9
FM 16	254	1	0.0	54.0	66	54.0	10	----	53.9	0.1	8	-7.9
FM 17	255	1	0.0	51.9	66	51.9	10	----	51.8	0.1	8	-7.9
FM 18	256	1	0.0	51.0	66	51.0	10	----	48.7	2.3	8	-5.7
FM 19	257	1	0.0	50.9	66	50.9	10	----	50.1	0.8	8	-7.2

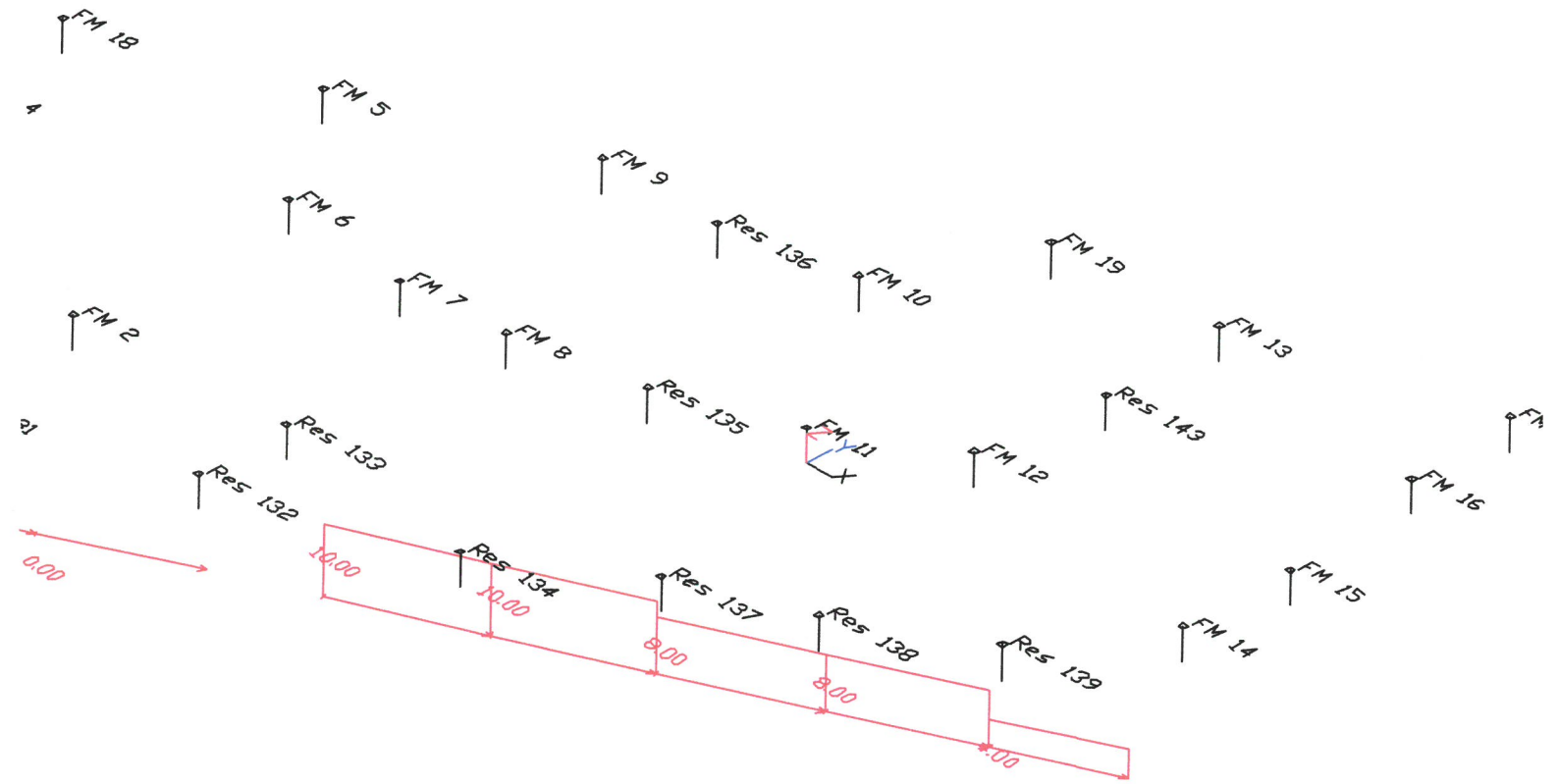
Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	31	0.0	2.3	11.3
All Impacted	7	0.0	3.7	11.3
All that meet NR Goal	3	9.4	10.3	11.3

Build Alternative 1 (1A and 1B) - East Frenchmen Noise Barrier Analysis

- Feasibility and Reasonable Analyses
    - LADOTD Feasibility Worksheet
    - LADOTD Reasonableness Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 1	
Barrier	Location	Length (feet)	Height (feet)
	East Frenchmen	485	10
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
4	4		100
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a ≥ 5dBA reduction at 75% or more of the first row impacted receptors.		

Reasonableness Worksheet **DURING NEPA**				
Project	ID number	Route	Parish/City	
		ALT 1	St. Tammany	
Barrier	Length	Height	Location	
	485 ft	10	East Frenchmen	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
3,951	$27	$166,677	4	$26,669
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: (Yes) or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date



Frenchmen Barrier Analysis Alt 1		Sheet 1 of 1	19 Jun 2018
		Volkert	
Barrier View-Feasibility and Reasonableness -		Project/Contract No. LA 1088	
Run name: Frenchmen Barrer Alt 1		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

19 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Frenchmen Barrier Analysis Alt 1
BARRIER DESIGN: Feasibility and Reasonableness - East

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Frenchmen Barrier	W	4.00	8.14	10.00	485	3951				0
West Frenchmen Barrier	W	0.00	0.00	0.00	0	0				0
										0
									Total Cost:	0

RESULTS: SOUND LEVELS

LA 1088

Volkert
Thomas Lee

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Frenchmen Barrier Analysis Alt 1
BARRIER DESIGN: Feasibility and Reasonableness - East

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 129	132	1	62.1	64.9	66	2.8	10	----	64.9	0.0	8	-8.0
Res 130	133	1	65.1	67.1	66	2.0	10	Snd Lvl	67.0	0.1	8	-7.9
Res 131	134	1	63.8	66.5	66	2.7	10	Snd Lvl	66.3	0.2	8	-7.8
Res 132	135	1	66.0	67.7	66	1.7	10	Snd Lvl	67.2	0.5	8	-7.5
Res 133	136	1	59.5	62.2	66	2.7	10	----	61.0	1.2	8	-6.8
Res 134	137	1	66.9	68.7	66	1.8	10	Snd Lvl	61.5	7.2	8	-0.8
Res 135	138	1	53.3	55.6	66	2.3	10	----	54.1	1.5	8	-6.5
Res 136	139	1	49.8	51.8	66	2.0	10	----	51.0	0.8	8	-7.2
Res 137	140	1	65.8	67.6	66	1.8	10	Snd Lvl	59.6	8.0	8	0.0
Res 138	141	1	66.0	67.8	66	1.8	10	Snd Lvl	60.2	7.6	8	-0.4
Res 139	142	1	64.6	67.1	66	2.5	10	Snd Lvl	61.9	5.2	8	-2.8
Res 143	146	1	50.9	53.0	66	2.1	10	----	51.8	1.2	8	-6.8
FM 1	239	1	0.0	55.7	66	55.7	10	----	55.4	0.3	8	-7.7
FM 2	240	1	0.0	56.6	66	56.6	10	----	56.3	0.3	8	-7.7
FM 3	241	1	0.0	54.2	66	54.2	10	----	53.9	0.3	8	-7.7
FM 4	242	1	0.0	52.4	66	52.4	10	----	52.1	0.3	8	-7.7
FM 5	243	1	0.0	51.1	66	51.1	10	----	50.6	0.5	8	-7.5
FM 6	244	1	0.0	53.1	66	53.1	10	----	52.4	0.7	8	-7.3
FM 7	245	1	0.0	54.7	66	54.7	10	----	53.8	0.9	8	-7.1
FM 8	246	1	0.0	55.5	66	55.5	10	----	54.3	1.2	8	-6.8
FM 9	247	1	0.0	51.3	66	51.3	10	----	50.6	0.7	8	-7.3
FM 10	248	1	0.0	52.1	66	52.1	10	----	51.1	1.0	8	-7.0
FM 11	249	1	0.0	55.4	66	55.4	10	----	53.5	1.9	8	-6.1

RESULTS: SOUND LEVELS

LA 1088

FM 12	250	1	0.0	54.9	66	54.9	10	----	53.2	1.7	8	-6.3
FM 13	251	1	0.0	51.4	66	51.4	10	----	50.6	0.8	8	-7.2
FM 14	252	1	0.0	63.1	66	63.1	10	----	61.1	2.0	8	-6.0
FM 15	253	1	0.0	58.5	66	58.5	10	----	57.3	1.2	8	-6.8
FM 16	254	1	0.0	54.0	66	54.0	10	----	53.4	0.6	8	-7.4
FM 17	255	1	0.0	51.9	66	51.9	10	----	51.4	0.5	8	-7.5
FM 18	256	1	0.0	51.0	66	51.0	10	----	50.6	0.4	8	-7.6
FM 19	257	1	0.0	50.9	66	50.9	10	----	50.1	0.8	8	-7.2

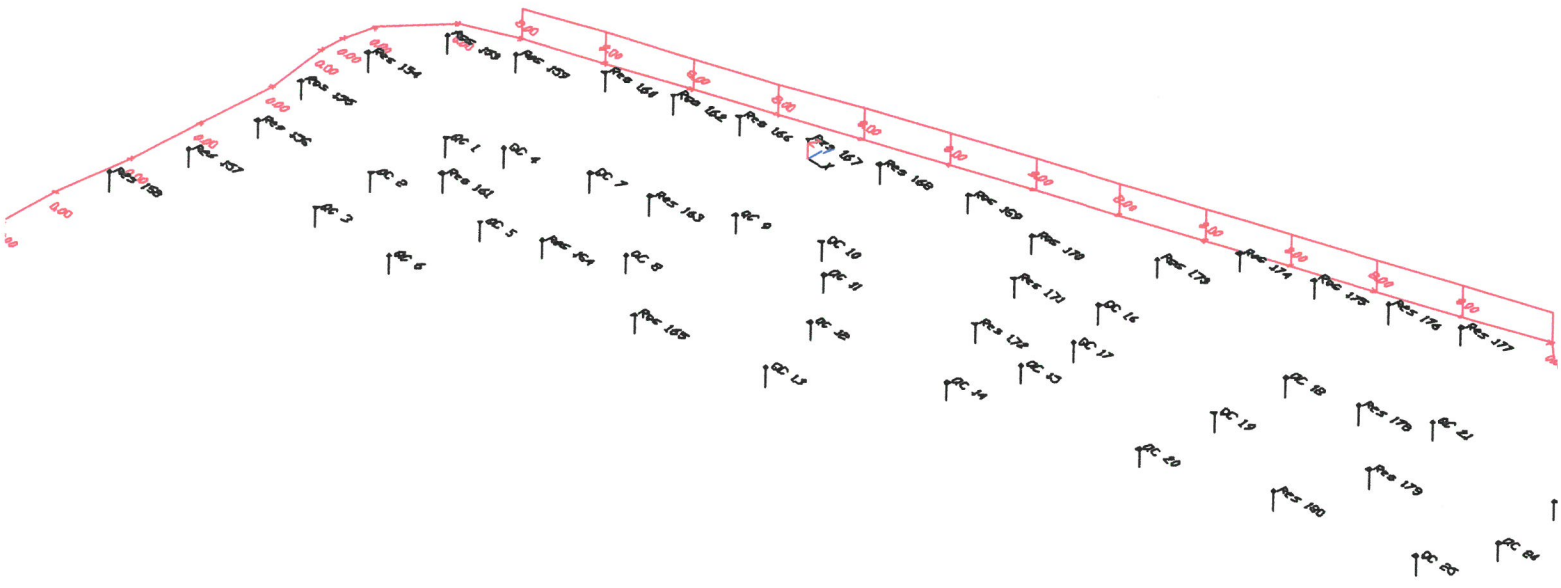
Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	31	0.0	1.6	8.0
All Impacted	7	0.1	4.1	8.0
All that meet NR Goal	1	8.0	8.0	8.0

Build Alternative 1 (1A and 1B) - West Quail Creek Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
  - LADOTD Feasibility Worksheet
  - LADOTD Reasonableness Worksheet
  - TNM Barrier View
  - TNM Barrier Descriptions
  - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 1	
Barrier	Location	Length (feet)	Height (feet)
	West Quail Creek	1,207	8
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
10	8		80%
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a ≥ 5 dBA reduction at 75% or more of the first row impacted receptors.		

Reasonableness Worksheet **DURING NEPA**				
Project	ID number	Route	Parish/City	
		Alt 1	St. Tammany	
Barrier	Length	Height	Location	
	1,207	8 ft	West Quail Creek	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
9,659	$27	$260,793	12	$21,733
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: Yes or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date



Quail Creek Barrier Analysis Alt 1	Sheet 1 of 1	19 Jun 2018
	Volkert	
Barrier View-Feasibility and Reasonableness -	Project/Contract No. LA 1088	
Run name: Quail Creek Barriers Alt 1	TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>	Analysis By: Thomas Lee	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

19 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Quail Creek Barrier Analysis Alt 1
BARRIER DESIGN: Feasibility and Reasonableness - Wes

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
West Quail Creek Barrier	W	8.00	8.00	8.00	1207	9659				0
East Quail Creek Barrier	W	0.00	0.00	0.00	0	0				0
									Total Cost:	0

RESULTS: SOUND LEVELS

LA 1088

Volkert
Thomas Lee

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Quail Creek Barrier Analysis Alt 1
BARRIER DESIGN: Feasibility and Reasonableness - West

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 153	156	1	66.0	67.1	66	1.1	10	Snd Lvl	66.1	1.0	8	-7.0
Res 154	157	1	63.3	64.2	66	0.9	10	----	63.9	0.3	8	-7.7
Res 155	158	1	62.7	64.3	66	1.6	10	----	64.2	0.1	8	-7.9
Res 156	159	1	60.9	62.8	66	1.9	10	----	62.7	0.1	8	-7.9
Res 157	160	1	61.7	63.3	66	1.6	10	----	63.3	0.0	8	-8.0
Res 158	161	1	63.4	65.1	66	1.7	10	----	65.1	0.0	8	-8.0
Res 159	162	1	65.7	67.2	66	1.5	10	Snd Lvl	63.2	4.0	8	-4.0
Res 160	163	1	66.5	68.3	66	1.8	10	Snd Lvl	60.2	8.1	8	0.1
Res 161	164	1	52.9	55.1	66	2.2	10	----	53.7	1.4	8	-6.6
Res 162	165	1	66.1	67.9	66	1.8	10	Snd Lvl	59.4	8.5	8	0.5
Res 163	166	1	53.4	56.1	66	2.7	10	----	52.9	3.2	8	-4.8
Res 164	167	1	51.1	53.3	66	2.2	10	----	51.5	1.8	8	-6.2
Res 165	168	1	49.6	51.6	66	2.0	10	----	49.7	1.9	8	-6.1
Res 166	169	1	66.0	67.6	66	1.6	10	Snd Lvl	59.1	8.5	8	0.5
Res 167	170	1	65.6	66.9	66	1.3	10	Snd Lvl	58.8	8.1	8	0.1
Res 168	171	1	65.0	66.4	66	1.4	10	Snd Lvl	58.4	8.0	8	0.0
Res 169	172	1	64.2	65.9	66	1.7	10	----	58.1	7.8	8	-0.2
Res 170	173	1	61.1	63.5	66	2.4	10	----	56.5	7.0	8	-1.0
Res 171	174	1	55.5	59.0	66	3.5	10	----	52.8	6.2	8	-1.8
Res 172	175	1	51.6	54.6	66	3.0	10	----	50.0	4.6	8	-3.4
Res 173	176	1	62.7	64.8	66	2.1	10	----	57.2	7.6	8	-0.4
Res 174	177	1	67.0	68.8	66	1.8	10	Snd Lvl	60.0	8.8	8	0.8
Res 175	178	1	66.5	67.9	66	1.4	10	Snd Lvl	59.8	8.1	8	0.1

RESULTS: SOUND LEVELS

LA 1088

Res 176	179	1	66.3	66.6	66	0.3	10	Snd Lvl	59.8	6.8	8	-1.2
Res 177	180	1	66.2	65.1	66	-1.1	10	----	60.4	4.7	8	-3.3
Res 178	181	1	53.6	55.8	66	2.2	10	----	53.5	2.3	8	-5.7
Res 179	182	1	51.8	53.3	66	1.5	10	----	51.7	1.6	8	-6.4
Res 180	183	1	50.0	51.6	66	1.6	10	----	49.9	1.7	8	-6.3
Res 181	184	1	66.7	66.8	66	0.1	10	Snd Lvl	66.6	0.2	8	-7.8
Res 182	185	1	66.9	68.3	66	1.4	10	Snd Lvl	68.2	0.1	8	-7.9
Res 183	186	1	67.5	69.2	66	1.7	10	Snd Lvl	69.2	0.0	8	-8.0
Res 184	187	1	67.1	68.8	66	1.7	10	Snd Lvl	68.7	0.1	8	-7.9
Res 185	188	1	67.2	69.0	66	1.8	10	Snd Lvl	69.0	0.0	8	-8.0
Res 186	189	1	67.5	69.2	66	1.7	10	Snd Lvl	69.2	0.0	8	-8.0
Res 187	190	1	67.3	69.0	66	1.7	10	Snd Lvl	69.0	0.0	8	-8.0
Office 188	191	1	67.4	69.1	71	1.7	10	----	69.1	0.0	8	-8.0
Res 189	192	1	64.2	66.9	66	2.7	10	Snd Lvl	66.9	0.0	8	-8.0
Res 190	193	1	53.3	55.5	66	2.2	10	----	55.0	0.5	8	-7.5
Res 191	194	1	51.6	53.6	66	2.0	10	----	53.4	0.2	8	-7.8
Res 192	195	1	50.4	52.4	66	2.0	10	----	52.1	0.3	8	-7.7
QC 1	227	1	0.0	56.4	66	56.4	10	----	54.8	1.6	8	-6.4
QC 2	228	1	0.0	55.0	66	55.0	10	----	54.0	1.0	8	-7.0
QC 3	229	1	0.0	53.9	66	53.9	10	----	53.2	0.7	8	-7.3
QC 4	230	1	0.0	56.5	66	56.5	10	----	54.4	2.1	8	-5.9
QC 5	231	1	0.0	53.6	66	53.6	10	----	52.1	1.5	8	-6.5
QC 6	232	1	0.0	52.4	66	52.4	10	----	51.5	0.9	8	-7.1
QC 7	233	1	0.0	56.3	66	56.3	10	----	53.5	2.8	8	-5.2
QC 8	234	1	0.0	53.4	66	53.4	10	----	51.1	2.3	8	-5.7
QC 9	235	1	0.0	56.3	66	56.3	10	----	52.5	3.8	8	-4.2
QC 10	236	1	0.0	56.1	66	56.1	10	----	52.2	3.9	8	-4.1
QC 11	237	1	0.0	54.6	66	54.6	10	----	51.2	3.4	8	-4.6
QC 12	238	1	0.0	52.6	66	52.6	10	----	50.0	2.6	8	-5.4
QC 13	239	1	0.0	50.9	66	50.9	10	----	48.8	2.1	8	-5.9
QC 14	240	1	0.0	51.5	66	51.5	10	----	48.6	2.9	8	-5.1
QC 15	241	1	0.0	53.1	66	53.1	10	----	49.1	4.0	8	-4.0
QC 16	242	1	0.0	59.0	66	59.0	10	----	52.8	6.2	8	-1.8
QC 17	243	1	0.0	55.2	66	55.2	10	----	50.4	4.8	8	-3.2
QC 18	244	1	0.0	55.9	66	55.9	10	----	52.9	3.0	8	-5.0
QC 19	245	1	0.0	53.5	66	53.5	10	----	51.1	2.4	8	-5.6
QC 20	246	1	0.0	51.7	66	51.7	10	----	49.6	2.1	8	-5.9
QC 21	247	1	0.0	56.3	66	56.3	10	----	54.7	1.6	8	-6.4
QC 22	248	1	0.0	57.2	66	57.2	10	----	56.3	0.9	8	-7.1
QC 23	249	1	0.0	54.4	66	54.4	10	----	53.6	0.8	8	-7.2
QC 24	250	1	0.0	52.2	66	52.2	10	----	51.3	0.9	8	-7.1

RESULTS: SOUND LEVELS

LA 1088

QC 25	251	1	0.0	51.1	66	51.1	10	----	50.1	1.0	8	-7.0
QC 26	252	1	0.0	55.9	66	55.9	10	----	55.3	0.6	8	-7.4
QC 27	253	1	0.0	55.8	66	55.8	10	----	55.4	0.4	8	-7.6
QC 28	254	1	0.0	55.9	66	55.9	10	----	55.6	0.3	8	-7.7
QC 29	255	1	0.0	51.3	66	51.3	10	----	50.9	0.4	8	-7.6
QC 30	256	1	0.0	55.9	66	55.9	10	----	55.8	0.1	8	-7.9
QC 31	257	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
QC 32	258	1	0.0	55.1	66	55.1	10	----	54.9	0.2	8	-7.8
QC 33	259	1	0.0	53.2	66	53.2	10	----	53.0	0.2	8	-7.8
QC 34	260	1	0.0	51.6	66	51.6	10	----	51.4	0.2	8	-7.8

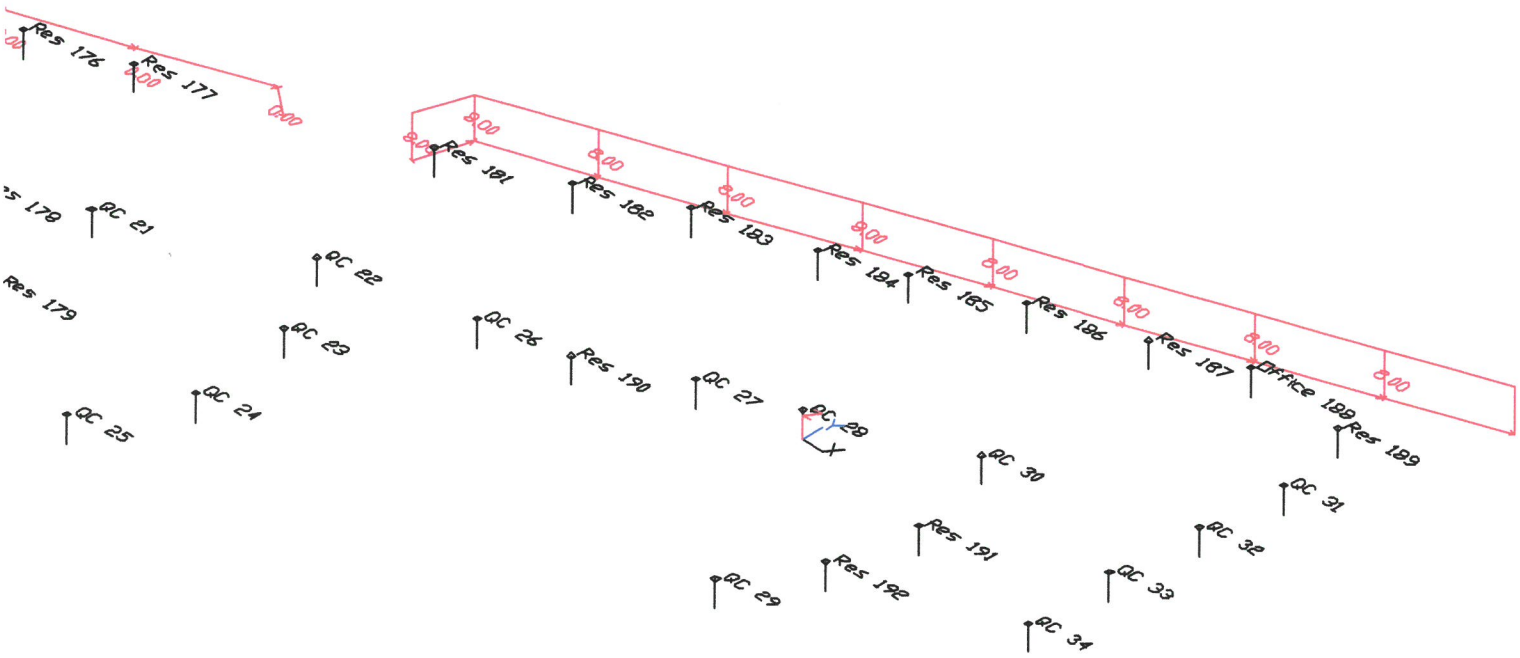
Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	74	0.0	2.5	8.8
All Impacted	18	0.0	3.9	8.8
All that meet NR Goal	7	8.0	8.3	8.8

Build Alternative 1 (1A and 1B) - East Quail Creek Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
  - LADOTD Feasibility Worksheet
  - LADOTD Reasonableness Worksheet
  - TNM Barrier View
  - TNM Barrier Descriptions
  - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 1	
Barrier	Location	Length (feet)	Height (feet)
	East Quail Creek	842	8
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
8	8		100%
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a ≥ 5dBA reduction at 75% or more of the first row impacted receptors.		

Reasonableness Worksheet **DURING NEPA**				
Project	ID number	Route	Parish/City	
		Alt 1	St. Tammany	
Barrier	Length	Height	Location	
	842 ft	8 ft	East Quail Creek	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
6,733	$27	$181,791	8	$22,724
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: Yes or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date



Quail Creek Barrier Analysis Alt 1		Sheet 1 of 1	19 Jun 2018
		Volkert	
Barrier View-Feasibility and Reasonableness - Project/Contract No. LA 1088			
Run name: Quail Creek Barriers Alt 1		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

19 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Quail Creek Barrier Analysis Alt 1
BARRIER DESIGN: Feasibility and Reasonableness - East

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
West Quail Creek Barrier	W	0.00	0.00	0.00	0	0				0
East Quail Creek Barrier	W	8.00	8.00	8.00	842	6733				0
									Total Cost:	0

RESULTS: SOUND LEVELS

LA 1088

Volkert
Thomas Lee

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: LA 1088
RUN: Quail Creek Barrier Analysis Alt 1
BARRIER DESIGN: Feasibility and Reasonableness - East

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 153	156	1	66.0	67.1	66	1.1	10	Snd Lvl	67.1	0.0	8	-8.0
Res 154	157	1	63.3	64.2	66	0.9	10	----	64.1	0.1	8	-7.9
Res 155	158	1	62.7	64.3	66	1.6	10	----	64.3	0.0	8	-8.0
Res 156	159	1	60.9	62.8	66	1.9	10	----	62.8	0.0	8	-8.0
Res 157	160	1	61.7	63.3	66	1.6	10	----	63.3	0.0	8	-8.0
Res 158	161	1	63.4	65.1	66	1.7	10	----	65.1	0.0	8	-8.0
Res 159	162	1	65.7	67.2	66	1.5	10	Snd Lvl	67.2	0.0	8	-8.0
Res 160	163	1	66.5	68.3	66	1.8	10	Snd Lvl	68.3	0.0	8	-8.0
Res 161	164	1	52.9	55.1	66	2.2	10	----	55.1	0.0	8	-8.0
Res 162	165	1	66.1	67.9	66	1.8	10	Snd Lvl	67.9	0.0	8	-8.0
Res 163	166	1	53.4	56.1	66	2.7	10	----	56.1	0.0	8	-8.0
Res 164	167	1	51.1	53.3	66	2.2	10	----	53.3	0.0	8	-8.0
Res 165	168	1	49.6	51.6	66	2.0	10	----	51.6	0.0	8	-8.0
Res 166	169	1	66.0	67.6	66	1.6	10	Snd Lvl	67.6	0.0	8	-8.0
Res 167	170	1	65.6	66.9	66	1.3	10	Snd Lvl	66.9	0.0	8	-8.0
Res 168	171	1	65.0	66.4	66	1.4	10	Snd Lvl	66.4	0.0	8	-8.0
Res 169	172	1	64.2	65.9	66	1.7	10	----	65.9	0.0	8	-8.0
Res 170	173	1	61.1	63.5	66	2.4	10	----	63.5	0.0	8	-8.0
Res 171	174	1	55.5	59.0	66	3.5	10	----	59.0	0.0	8	-8.0
Res 172	175	1	51.6	54.6	66	3.0	10	----	54.5	0.1	8	-7.9
Res 173	176	1	62.7	64.8	66	2.1	10	----	64.8	0.0	8	-8.0
Res 174	177	1	67.0	68.8	66	1.8	10	Snd Lvl	68.8	0.0	8	-8.0
Res 175	178	1	66.5	67.9	66	1.4	10	Snd Lvl	67.8	0.1	8	-7.9

RESULTS: SOUND LEVELS

LA 1088

Res 176	179	1	66.3	66.6	66	0.3	10	Snd Lvl	66.5	0.1	8	-7.9
Res 177	180	1	66.2	65.1	66	-1.1	10	----	64.8	0.3	8	-7.7
Res 178	181	1	53.6	55.8	66	2.2	10	----	55.1	0.7	8	-7.3
Res 179	182	1	51.8	53.3	66	1.5	10	----	52.6	0.7	8	-7.3
Res 180	183	1	50.0	51.6	66	1.6	10	----	51.0	0.6	8	-7.4
Res 181	184	1	66.7	66.8	66	0.1	10	Snd Lvl	60.2	6.6	8	-1.4
Res 182	185	1	66.9	68.3	66	1.4	10	Snd Lvl	59.8	8.5	8	0.5
Res 183	186	1	67.5	69.2	66	1.7	10	Snd Lvl	60.3	8.9	8	0.9
Res 184	187	1	67.1	68.8	66	1.7	10	Snd Lvl	60.0	8.8	8	0.8
Res 185	188	1	67.2	69.0	66	1.8	10	Snd Lvl	60.1	8.9	8	0.9
Res 186	189	1	67.5	69.2	66	1.7	10	Snd Lvl	60.4	8.8	8	0.8
Res 187	190	1	67.3	69.0	66	1.7	10	Snd Lvl	60.5	8.5	8	0.5
Office 188	191	1	67.4	69.1	71	1.7	10	----	60.9	8.2	8	0.2
Res 189	192	1	64.2	66.9	66	2.7	10	Snd Lvl	61.1	5.8	8	-2.2
Res 190	193	1	53.3	55.5	66	2.2	10	----	53.0	2.5	8	-5.5
Res 191	194	1	51.6	53.6	66	2.0	10	----	51.6	2.0	8	-6.0
Res 192	195	1	50.4	52.4	66	2.0	10	----	50.7	1.7	8	-6.3
QC 1	227	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
QC 2	228	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
QC 3	229	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
QC 4	230	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
QC 5	231	1	0.0	53.6	66	53.6	10	----	53.5	0.1	8	-7.9
QC 6	232	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
QC 7	233	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
QC 8	234	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
QC 9	235	1	0.0	56.3	66	56.3	10	----	56.2	0.1	8	-7.9
QC 10	236	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
QC 11	237	1	0.0	54.6	66	54.6	10	----	54.5	0.1	8	-7.9
QC 12	238	1	0.0	52.6	66	52.6	10	----	52.5	0.1	8	-7.9
QC 13	239	1	0.0	50.9	66	50.9	10	----	50.8	0.1	8	-7.9
QC 14	240	1	0.0	51.5	66	51.5	10	----	51.3	0.2	8	-7.8
QC 15	241	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
QC 16	242	1	0.0	59.0	66	59.0	10	----	58.9	0.1	8	-7.9
QC 17	243	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
QC 18	244	1	0.0	55.9	66	55.9	10	----	55.5	0.4	8	-7.6
QC 19	245	1	0.0	53.5	66	53.5	10	----	53.1	0.4	8	-7.6
QC 20	246	1	0.0	51.7	66	51.7	10	----	51.2	0.5	8	-7.5
QC 21	247	1	0.0	56.3	66	56.3	10	----	55.5	0.8	8	-7.2
QC 22	248	1	0.0	57.2	66	57.2	10	----	56.0	1.2	8	-6.8
QC 23	249	1	0.0	54.4	66	54.4	10	----	53.2	1.2	8	-6.8
QC 24	250	1	0.0	52.2	66	52.2	10	----	51.2	1.0	8	-7.0

RESULTS: SOUND LEVELS

LA 1088

QC 25	251	1	0.0	51.1	66	51.1	10	----	50.3	0.8	8	-7.2
QC 26	252	1	0.0	55.9	66	55.9	10	----	53.6	2.3	8	-5.7
QC 27	253	1	0.0	55.8	66	55.8	10	----	53.0	2.8	8	-5.2
QC 28	254	1	0.0	55.9	66	55.9	10	----	53.0	2.9	8	-5.1
QC 29	255	1	0.0	51.3	66	51.3	10	----	49.7	1.6	8	-6.4
QC 30	256	1	0.0	55.9	66	55.9	10	----	53.2	2.7	8	-5.3
QC 31	257	1	0.0	60.0	66	60.0	10	----	57.0	3.0	8	-5.0
QC 32	258	1	0.0	55.1	66	55.1	10	----	52.5	2.6	8	-5.4
QC 33	259	1	0.0	53.2	66	53.2	10	----	51.0	2.2	8	-5.8
QC 34	260	1	0.0	51.6	66	51.6	10	----	49.7	1.9	8	-6.1

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	74	0.0	1.5	8.9
All Impacted	18	0.0	3.6	8.9
All that meet NR Goal	7	8.2	8.7	8.9

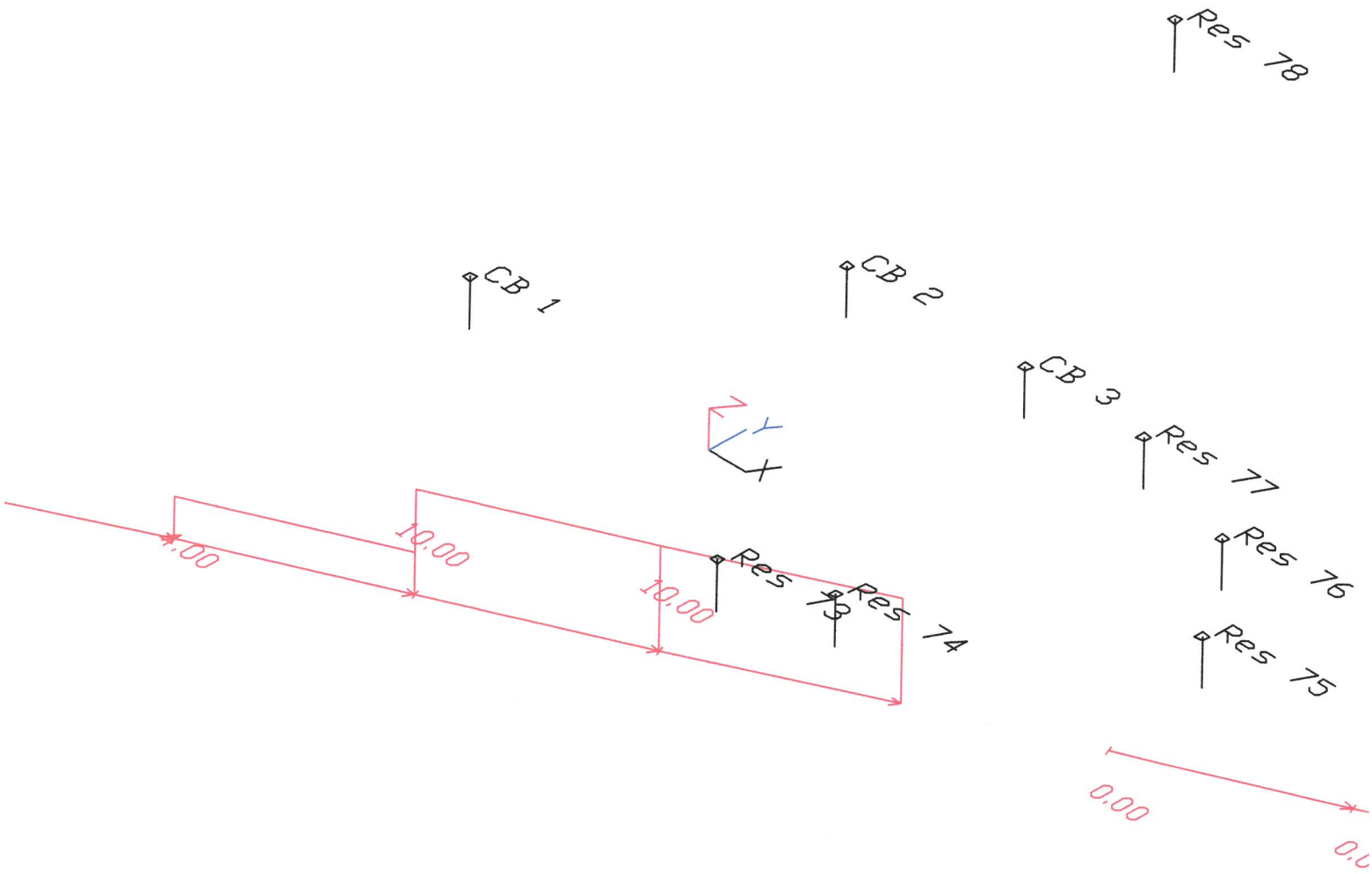
Build Alternative 2

Build Alternative 2 - West Casa Bella Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
    - LADOTD Feasibility Worksheet
    - LADOTD Reasonableness Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 2	
Barrier	Location	Length (feet)	Height (feet)
	West Casa Bella	299	10
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
2	2		100
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a ≥ 5dBA reduction at 75% or more of the first row impacted receptors.		

Reasonableness Worksheet **DURING NEPA**				
Project	ID number	Route	Parish/City	
		ALT 2	St. Tammany	
Barrier	Length	Height	Location	
	299 ft	10 ft	West Casa Bella	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
2,395	$27	$64,665	2	$32,333
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: (Yes) or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date
	(yes) or no)	(yes) or no)		



Casa Bella Barrier Alt 2	Sheet 1 of 1	19 Jun 2018
	Volkert	
Barrier View-Feasibility and Reasonableness -	Project/Contract No. LA 1088	
Run name: Casa Bella Barrier Alt 2	TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>	Analysis By: Thomas Lee	

Roadway:		Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

19 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Casa Bella Barrier Alt 2
BARRIER DESIGN: Feasibility and Reasonableness - Wes

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Casa Bella Barrier	W	0.00	0.00	0.00	0	0				0
West Casa Bella Barrier	W	4.00	8.01	10.00	299	2395				0
									Total Cost:	0

RESULTS: SOUND LEVELS

LA 1088

Volkert
Thomas Lee

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: LA 1088
RUN: Casa Bella Barrier Alt 2
BARRIER DESIGN: Feasibility and Reasonableness - West

ATMOSPHERICS: 68 deg F, 50% RH

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

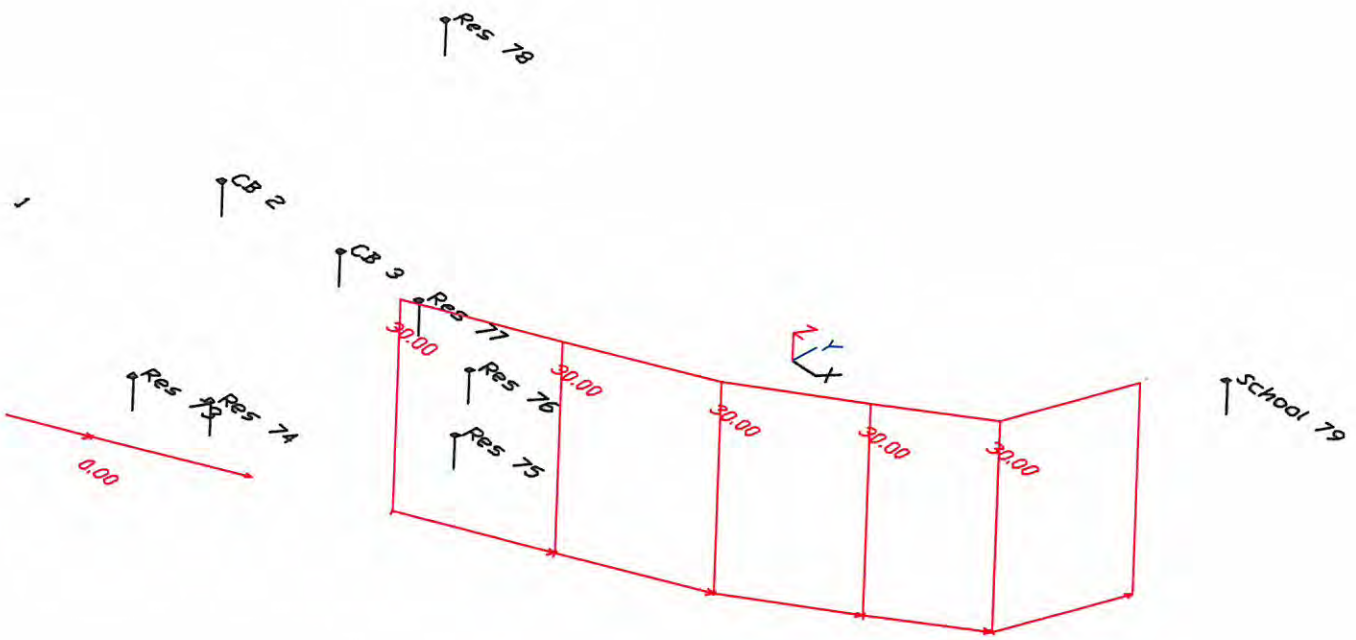
Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	No Barrier LAeq1h Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 73	173	1	68.0	70.0	66	2.0	10	Snd Lvl	62.0	8.0	8	0.0
Res 74	174	1	68.3	70.5	66	2.2	10	Snd Lvl	64.0	6.5	8	-1.5
Res 75	175	1	66.6	68.2	66	1.6	10	Snd Lvl	67.8	0.4	8	-7.6
Res 76	176	1	61.3	63.8	66	2.5	10	----	62.9	0.9	8	-7.1
Res 77	177	1	58.2	61.6	66	3.4	10	----	60.1	1.5	8	-6.5
Res 78	178	1	50.0	53.0	66	3.0	10	----	52.2	0.8	8	-7.2
School 79	179	1	54.0	57.4	66	3.4	10	----	57.2	0.2	8	-7.8
CB 1	242	1	0.0	61.5	66	61.5	10	----	59.5	2.0	8	-6.0
CB 2	245	1	0.0	59.2	66	59.2	10	----	57.1	2.1	8	-5.9
CB 3	247	1	0.0	60.7	66	60.7	10	----	58.8	1.9	8	-6.1

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	10	0.2	2.4	8.0
All Impacted	3	0.4	5.0	8.0
All that meet NR Goal	1	8.0	8.0	8.0

Build Alternative 2 - East Casa Bella Noise Barrier Analysis

- Feasibility Analysis
  - LADOTD Feasibility Worksheet
  - TNM Barrier View
  - TNM Barrier Descriptions
  - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		Alt 2	
Barrier	Location	Length (feet)	Height (feet)
	East Casabella	454	30
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
1	0		0%
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier fails to achieve a 5dBA reduction at 75% of the impacted first row receptors.		



Casa Bella Barrier Alt 2		Sheet 1 of 1	15 Jun 2015
		Volkert	
Barrier View-Feasibility - East		Project/Contract No. LA 1088	
Run name: Casa Bella Barrier Alt 2		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

15 June 2015
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Casa Bella Barrier Alt 2
BARRIER DESIGN: Feasibility - East

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Casa Bella Barrier	W	30.00	30.00	30.00	454	13633				0
West Casa Bella Barrier	W	0.00	0.00	0.00	0	0				0
									Total Cost:	0

Volkert
Thomas Lee

15 June 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: LA 1088
RUN: Casa Bella Barrier Alt 2
BARRIER DESIGN: Feasibility - East

ATMOSPHERICS: 68 deg F, 50% RH

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

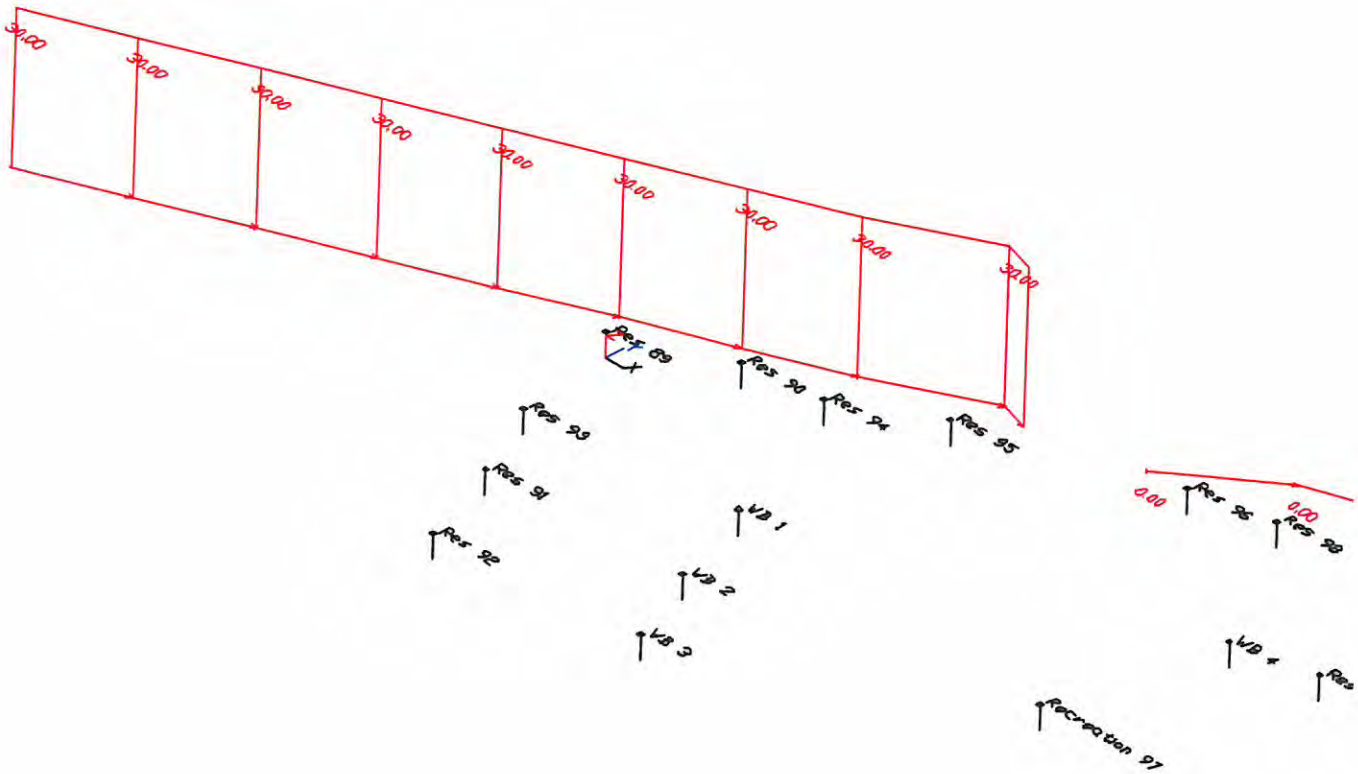
Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 73	173	1	68.0	70.0	66	2.0	10	Snd Lvl	70.0	0.0	8	-8.0
Res 74	174	1	68.3	70.5	66	2.2	10	Snd Lvl	70.4	0.1	8	-7.9
Res 75	175	1	66.6	68.2	66	1.6	10	Snd Lvl	64.3	3.9	8	-4.1
Res 76	176	1	61.3	63.8	66	2.5	10	----	61.0	2.8	8	-5.2
Res 77	177	1	58.2	61.6	66	3.4	10	----	59.9	1.7	8	-6.3
Res 78	178	1	50.0	53.0	66	3.0	10	----	51.9	1.1	8	-6.9
School 79	179	1	54.0	57.4	66	3.4	10	----	55.7	1.7	8	-6.3
CB 1	242	1	0.0	61.5	66	61.5	10	----	61.2	0.3	8	-7.7
CB 2	245	1	0.0	59.2	66	59.2	10	----	58.4	0.8	8	-7.2
CB 3	247	1	0.0	60.7	66	60.7	10	----	59.6	1.1	8	-6.9

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	10	0.0	1.3	3.9
All Impacted	3	0.0	1.3	3.9
All that meet NR Goal	0	0.0	0.0	0.0

Build Alternative 2 - West Woodlands Noise Barrier Analysis

- Feasibility Analysis
    - LADOTD Feasibility Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		Alt 2	
Barrier	Location	Length (feet)	Height (feet)
	West Woodlands	844	30
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
~~2~~ 3	2		67%
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier does not achieve at least a 5dBA reduction at the impacted first row receptors.		



The Woodlands Barrier Analysis Alt 2	Sheet 1 of 1	12 Jun 2015
	Volkert	
Barrier View-Feasibility - West	Project/Contract No. LA 1088	
Run name: The Woodlands Alt 2 30 ft	TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>	Analysis By: Thomas Lee	

Roadway:	→	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	⊢→	Contour Zone:	polygon
Building Row:	— —	Parallel Barrier:	═══
Terrain Line:	———	Skew Section:	—→

Volkert
Thomas Lee

12 June 2015
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: The Woodlands Barrier Analysis Alt 2
BARRIER DESIGN: Feasibility - West

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Woodlands Barrier	W	0.00	0.00	0.00	0	0				0
West Woodlands Barrier	W	30.00	30.00	30.00	844	25329				0
									Total Cost:	0

RESULTS: SOUND LEVELS

LA 1088

Volkert
Thomas Lee

12 June 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: LA 1088
RUN: The Woodlands Barrier Analysis Alt 2
BARRIER DESIGN: Feasibility - West

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 89	39	1	65.8	67.3	66	1.5	10	Snd Lvl	53.1	14.2	8	6.2
Res 90	40	1	66.2	67.5	66	1.3	10	Snd Lvl	55.5	12.0	8	4.0
Res 91	41	2	53.4	56.5	66	3.1	10	----	50.5	6.0	8	-2.0
Res 92	42	2	51.1	53.8	66	2.7	10	----	49.2	4.6	8	-3.4
Res 93	43	1	56.3	59.6	66	3.3	10	----	51.7	7.9	8	-0.1
Res 94	44	1	64.1	65.5	66	1.4	10	----	57.0	8.5	8	0.5
Res 95	45	1	65.4	66.2	66	0.8	10	Snd Lvl	61.3	4.9	8	-3.1
Res 96	46	1	64.1	66.4	66	2.3	10	Snd Lvl	66.1	0.3	8	-7.7
Recreation 97	47	1	50.9	53.1	66	2.2	10	----	51.6	1.5	8	-6.5
Res 98	48	1	62.7	64.8	66	2.1	10	----	64.6	0.2	8	-7.8
Res 99	49	1	62.1	64.1	66	2.0	10	----	63.9	0.2	8	-7.8
Res 100	50	4	52.6	55.4	66	2.8	10	----	54.5	0.9	8	-7.1
Res 101	51	1	61.6	63.7	66	2.1	10	----	63.6	0.1	8	-7.9
Res 102	52	1	59.7	62.1	66	2.4	10	----	62.0	0.1	8	-7.9
Res 103	53	1	56.5	59.5	66	3.0	10	----	59.5	0.0	8	-8.0
Res 104	54	1	55.4	58.6	66	3.2	10	----	58.6	0.0	8	-8.0
Res 105	55	1	54.1	57.3	66	3.2	10	----	57.2	0.1	8	-7.9
Res 106	56	2	51.0	53.4	66	2.4	10	----	53.0	0.4	8	-7.6
Res 107	57	2	50.3	52.6	66	2.3	10	----	52.2	0.4	8	-7.6
Res 108	58	2	49.8	52.0	66	2.2	10	----	51.7	0.3	8	-7.7
Res 109	59	2	49.4	51.5	66	2.1	10	----	51.2	0.3	8	-7.7
WB 1	127	1	0.0	56.5	66	56.5	10	----	52.6	3.9	8	-4.1
WB 2	128	1	0.0	54.1	66	54.1	10	----	50.9	3.2	8	-4.8

RESULTS: SOUND LEVELS

LA 1088

WB 3	129	1	0.0	52.2	66	52.2	10	----	49.4	2.8	8	-5.2
WB 4	130	1	0.0	56.0	66	56.0	10	----	54.8	1.2	8	-6.8
WB 5	131	1	0.0	55.2	66	55.2	10	----	54.6	0.6	8	-7.4
WB 6	132	1	0.0	54.5	66	54.5	10	----	54.0	0.5	8	-7.5
WB 7	133	1	0.0	56.2	66	56.2	10	----	56.1	0.1	8	-7.9
WB 8	134	1	0.0	55.5	66	55.5	10	----	55.4	0.1	8	-7.9
WB 9	135	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
WB 10	136	1	0.0	53.1	66	53.1	10	----	53.0	0.1	8	-7.9
WB 11	137	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
WB 12	138	1	0.0	65.6	66	65.6	10	----	65.5	0.1	8	-7.9

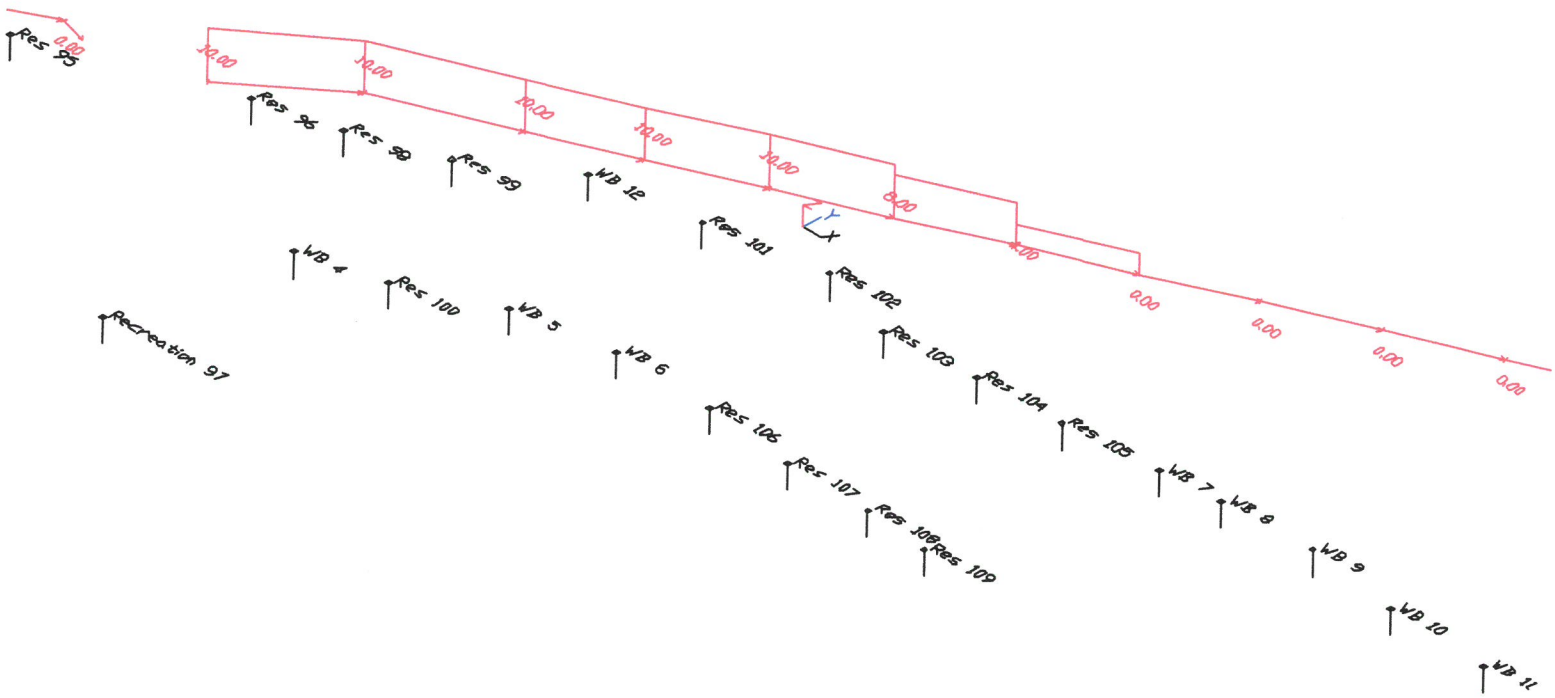
Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	42	0.0	2.3	14.2
All Impacted	4	0.3	7.9	14.2
All that meet NR Goal	3	8.5	11.6	14.2

Build Alternative 2 - East Woodlands Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
  - LADOTD Feasibility Worksheet
  - LADOTD Reasonableness Worksheet
  - TNM Barrier View
  - TNM Barrier Descriptions
  - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 2	
Barrier	Location	Length (feet)	Height (feet)
	East Woodlands	751	10
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
1	1		100 %
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a ≥ 5dBA reduction at 75% or more of the first row impacted receptors.		

Reasonableness Worksheet **DURING NEPA**				
Project	ID number	Route	Parish/City	
		Alt 2	St. Tammany	
Barrier	Length	Height	Location	
	751 ft	10 ft	East Woodlands	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
6,706	$27	$181,062	6	$30,177
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: Yes or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date



The Woodlands Barrier Analysis Alt 2		Sheet 1 of 1	19 Jun 2018
		Volkert	
Barrier View-Feasibility and Reasonableness -		Project/Contract No. LA 1088	
Run name: The Woodlands Barrier Alt 2		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

19 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: The Woodlands Barrier Analysis Alt 2
BARRIER DESIGN: Feasibility and Reasonableness - East

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Woodlands Barrier	W	4.00	8.93	10.00	751	6706				0
West Woodlands Barrier	W	0.00	0.00	0.00	0	0				0
									Total Cost:	0

RESULTS: SOUND LEVELS

LA 1088

Volkert
Thomas Lee

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: LA 1088
RUN: The Woodlands Barrier Analysis Alt 2
BARRIER DESIGN: Feasibility and Reasonableness - East

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 89	39	1	65.8	67.3	66	1.5	10	Snd Lvl	67.2	0.1	8	-7.9
Res 90	40	1	66.2	67.5	66	1.3	10	Snd Lvl	67.5	0.0	8	-8.0
Res 91	41	2	53.4	56.5	66	3.1	10	----	56.3	0.2	8	-7.8
Res 92	42	2	51.1	53.8	66	2.7	10	----	53.5	0.3	8	-7.7
Res 93	43	1	56.3	59.6	66	3.3	10	----	59.5	0.1	8	-7.9
Res 94	44	1	64.1	65.5	66	1.4	10	----	65.5	0.0	8	-8.0
Res 95	45	1	65.4	66.2	66	0.8	10	Snd Lvl	66.1	0.1	8	-7.9
Res 96	46	1	64.1	66.4	66	2.3	10	Snd Lvl	61.0	5.4	8	-2.6
Recreation 97	47	1	50.9	53.1	66	2.2	10	----	51.9	1.2	8	-6.8
Res 98	48	1	62.7	64.8	66	2.1	10	----	58.1	6.7	8	-1.3
Res 99	49	1	62.1	64.1	66	2.0	10	----	56.7	7.4	8	-0.6
Res 100	50	4	52.6	55.4	66	2.8	10	----	53.1	2.3	8	-5.7
Res 101	51	1	61.6	63.7	66	2.1	10	----	56.6	7.1	8	-0.9
Res 102	52	1	59.7	62.1	66	2.4	10	----	57.1	5.0	8	-3.0
Res 103	53	1	56.5	59.5	66	3.0	10	----	56.3	3.2	8	-4.8
Res 104	54	1	55.4	58.6	66	3.2	10	----	56.7	1.9	8	-6.1
Res 105	55	1	54.1	57.3	66	3.2	10	----	56.0	1.3	8	-6.7
Res 106	56	2	51.0	53.4	66	2.4	10	----	51.7	1.7	8	-6.3
Res 107	57	2	50.3	52.6	66	2.3	10	----	51.1	1.5	8	-6.5
Res 108	58	2	49.8	52.0	66	2.2	10	----	50.8	1.2	8	-6.8
Res 109	59	2	49.4	51.5	66	2.1	10	----	50.4	1.1	8	-6.9
WB 1	127	1	0.0	56.5	66	56.5	10	----	55.8	0.7	8	-7.3
WB 2	128	1	0.0	54.1	66	54.1	10	----	53.3	0.8	8	-7.2

RESULTS: SOUND LEVELS

LA 1088

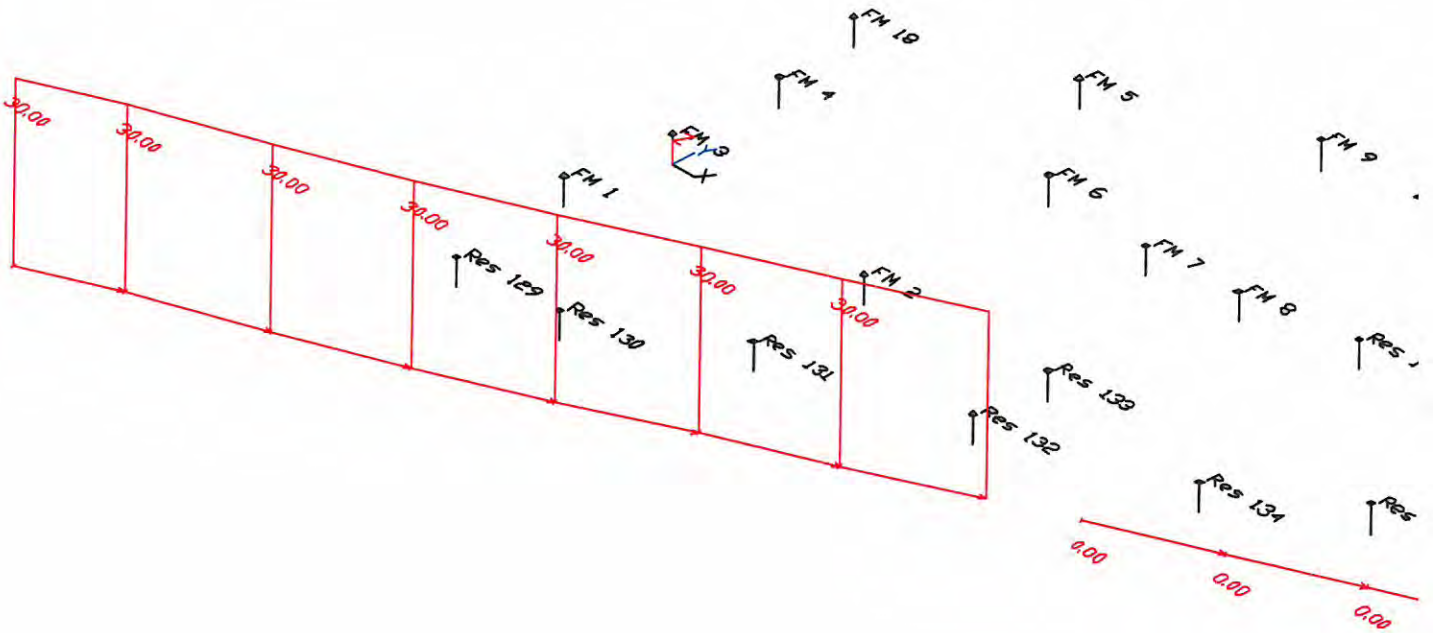
WB 3	129	1	0.0	52.2	66	52.2	10	----	51.5	0.7	8	-7.3
WB 4	130	1	0.0	55.9	66	55.9	10	----	53.9	2.0	8	-6.0
WB 5	131	1	0.0	55.2	66	55.2	10	----	52.8	2.4	8	-5.6
WB 6	132	1	0.0	54.5	66	54.5	10	----	52.3	2.2	8	-5.8
WB 7	133	1	0.0	56.2	66	56.2	10	----	55.4	0.8	8	-7.2
WB 8	134	1	0.0	55.5	66	55.5	10	----	54.9	0.6	8	-7.4
WB 9	135	1	0.0	54.4	66	54.4	10	----	54.0	0.4	8	-7.6
WB 10	136	1	0.0	53.1	66	53.1	10	----	52.7	0.4	8	-7.6
WB 11	137	1	0.0	52.1	66	52.1	10	----	51.9	0.2	8	-7.8
WB 12	138	1	0.0	65.6	66	65.6	10	----	57.1	8.5	8	0.5

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	42	0.0	2.0	8.5
All Impacted	4	0.0	1.4	5.4
All that meet NR Goal	1	8.5	8.5	8.5

Build Alternative 2 - West Frenchmen Noise Barrier Analysis

- Feasibility Analysis
    - LADOTD Feasibility Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		A1 + 2	
Barrier	Location	Length (feet)	Height (feet)
	West Frankmen	685	30
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
3	2		67%
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a 5 dBA reduction at 75% of the impacted first row receptors.		



Frenchmen Barrier Alt 2	Sheet 1 of 1	12 Jun 2015
	Volkert	
Barrier View-Feasibility - West	Project/Contract No. LA 1088	
Run name: Frenchmen Barrier Alt 2 30 ft	TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>	Analysis By: Thomas Lee	

Roadway:		Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

LA 1088

12 June 2015
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Frenchmen Barrier Alt 2
BARRIER DESIGN: Feasibility - West

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Frenchmen Barrier	W	0.00	0.00	0.00	0	0				0
West Frenchmen Barrier	W	30.00	30.00	30.00	685	20540				0
									Total Cost:	0

RESULTS: SOUND LEVELS

LA 1088

Volkert
Thomas Lee

12 June 2015
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Frenchmen Barrier Alt 2
BARRIER DESIGN: Feasibility - West

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 129	189	1	62.1	64.8	66	2.7	10	----	52.7	12.1	8	4.1
Res 130	190	1	65.1	67.2	66	2.1	10	Snd Lvl	54.8	12.4	8	4.4
Res 131	191	1	63.8	66.3	66	2.5	10	Snd Lvl	56.5	9.8	8	1.8
Res 132	192	1	66.0	68.1	66	2.1	10	Snd Lvl	63.3	4.8	8	-3.2
Res 133	193	1	59.5	61.8	66	2.3	10	----	59.3	2.5	8	-5.5
Res 134	194	1	66.9	69.3	66	2.4	10	Snd Lvl	69.0	0.3	8	-7.7
Res 135	195	1	53.3	55.5	66	2.2	10	----	54.1	1.4	8	-6.6
Res 136	196	1	49.8	51.9	66	2.1	10	----	50.4	1.5	8	-6.5
Res 137	197	1	65.8	67.9	66	2.1	10	Snd Lvl	67.8	0.1	8	-7.9
Res 138	198	1	66.0	68.1	66	2.1	10	Snd Lvl	68.0	0.1	8	-7.9
Res 139	199	1	64.6	67.3	66	2.7	10	Snd Lvl	67.2	0.1	8	-7.9
Res 143	203	1	50.9	53.0	66	2.1	10	----	52.3	0.7	8	-7.3
FM 1	239	1	0.0	55.8	66	55.8	10	----	51.0	4.8	8	-3.2
FM 2	240	1	0.0	56.5	66	56.5	10	----	51.3	5.2	8	-2.8
FM 3	241	1	0.0	54.4	66	54.4	10	----	50.4	4.0	8	-4.0
FM 4	242	1	0.0	52.6	66	52.6	10	----	49.8	2.8	8	-5.2
FM 5	243	1	0.0	51.1	66	51.1	10	----	49.0	2.1	8	-5.9
FM 6	244	1	0.0	53.1	66	53.1	10	----	50.4	2.7	8	-5.3
FM 7	245	1	0.0	54.7	66	54.7	10	----	52.6	2.1	8	-5.9
FM 8	246	1	0.0	55.4	66	55.4	10	----	53.7	1.7	8	-6.3
FM 9	247	1	0.0	51.3	66	51.3	10	----	49.6	1.7	8	-6.3
FM 10	248	1	0.0	52.1	66	52.1	10	----	51.0	1.1	8	-6.9
FM 11	249	1	0.0	55.2	66	55.2	10	----	54.4	0.8	8	-7.2

RESULTS: SOUND LEVELS

LA 1088

FM 12	250	1	0.0	54.8	66	54.8	10	----	54.2	0.6	8	-7.4
FM 13	251	1	0.0	51.5	66	51.5	10	----	50.8	0.7	8	-7.3
FM 14	252	1	0.0	62.7	66	62.7	10	----	62.6	0.1	8	-7.9
FM 15	253	1	0.0	58.2	66	58.2	10	----	58.1	0.1	8	-7.9
FM 16	254	1	0.0	53.9	66	53.9	10	----	53.8	0.1	8	-7.9
FM 17	255	1	0.0	51.9	66	51.9	10	----	51.7	0.2	8	-7.8
FM 18	256	1	0.0	51.1	66	51.1	10	----	48.5	2.6	8	-5.4
FM 19	257	1	0.0	51.0	66	51.0	10	----	50.1	0.9	8	-7.1

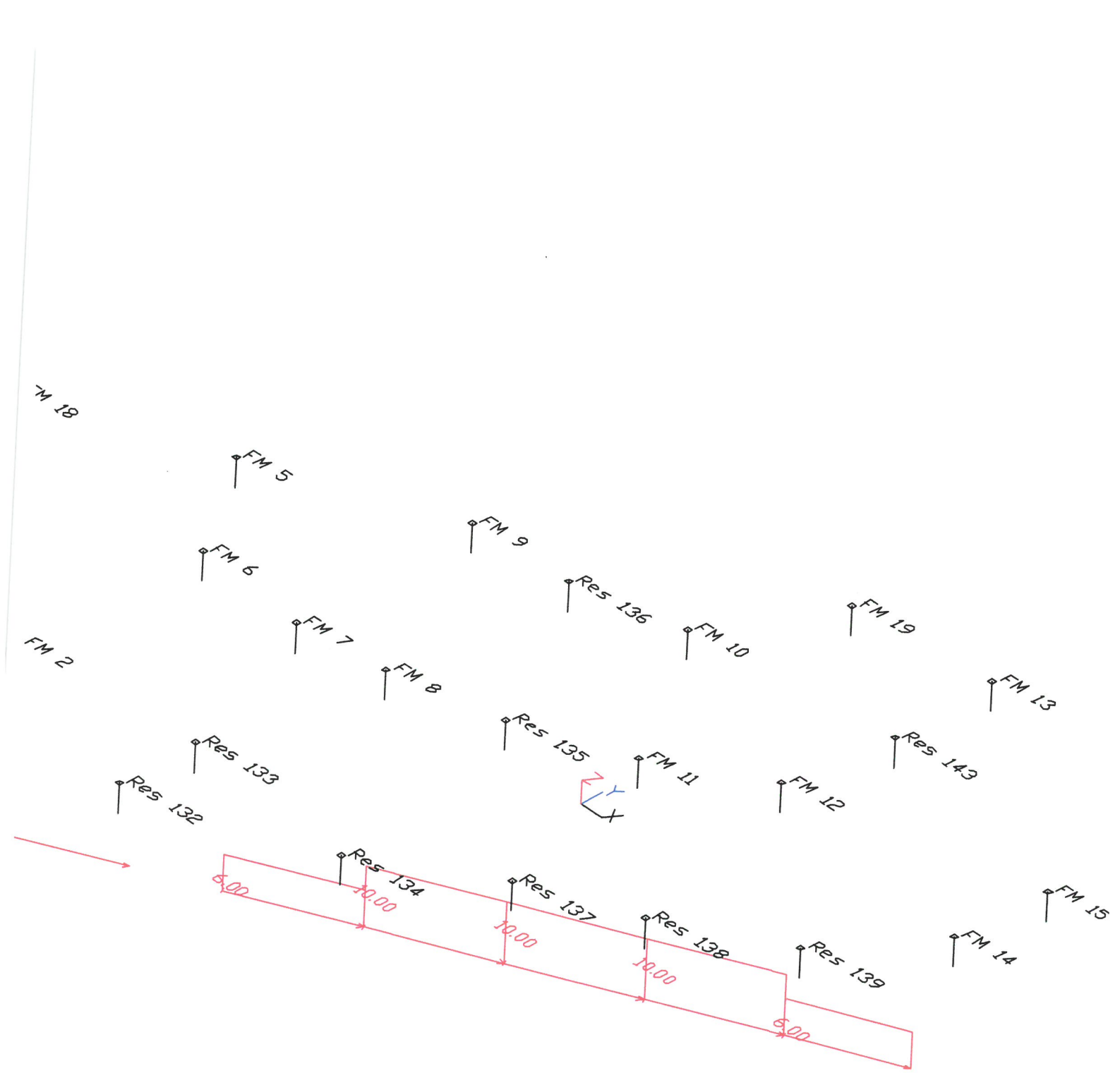
Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	31	0.1	2.6	12.4
All Impacted	7	0.1	3.9	12.4
All that meet NR Goal	3	9.8	11.4	12.4

Build Alternative 2 - East Frenchmen Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
    - LADOTD Feasibility Worksheet
    - LADOTD Reasonableness Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 2	
Barrier	Location	Length (feet)	Height (feet)
	East Frenchmen	491	10
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
4	4		100
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a ≥ 5dBA reduction at 75% or more of the first row impacted receptors.		

Reasonableness Worksheet **DURING NEPA**				
Project	ID number	Route	Parish/City	
		ALT 2	St. Tammany	
Barrier	Length	Height	Location	
	491 ft	10 ft	East Franchmen	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
4,142	$27	$111,834	4	$27,959
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: (Yes) or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date
	(yes)	(yes)		



Frenchmen Barrier Alt 2		Sheet 1 of 1	19 Jun 2018
		Volkert	
Barrier View-Feasibility and Reasonableness -		Project/Contract No. LA 1088	
Run name: Frenchmen Barrier Alt 2		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

RESULTS: BARRIER DESCRIPTIONS

Volkert

Thomas Lee

LA 1088

19 June 2018

TNM 2.5

RESULTS: BARRIER DESCRIPTIONS

PROJECT/CONTRACT: LA 1088

RUN: Frenchmen Barrier Alt 2

BARRIER DESIGN: Feasibility and Reasonableness - East

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Frenchmen Barrier	W	6.00	8.44	10.00	491	4142				0
West Frenchmen Barrier	W	0.00	0.00	0.00	0	0				0
									Total Cost:	0

RESULTS: SOUND LEVELS

Volkert
Thomas Lee

LA 1088

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT:
RUN: LA 1088
BARRIER DESIGN: Frenchmen Barrier Alt 2
Feasibility and Reasonableness - East

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		Calculated	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 129	189	1	62.1	64.8	66	2.7	10	----	64.8	0.0	8	-8.0
Res 130	190	1	65.1	67.2	66	2.1	10	Snd Lvl	67.1	0.1	8	-7.9
Res 131	191	1	63.8	66.3	66	2.5	10	Snd Lvl	66.1	0.2	8	-7.8
Res 132	192	1	66.0	68.1	66	2.1	10	Snd Lvl	67.6	0.5	8	-7.5
Res 133	193	1	59.5	61.8	66	2.3	10	----	60.8	1.0	8	-7.0
Res 134	194	1	66.9	69.3	66	2.4	10	Snd Lvl	63.1	6.2	8	-1.8
Res 135	195	1	53.3	55.5	66	2.2	10	----	54.0	1.5	8	-6.5
Res 136	196	1	49.8	51.9	66	2.1	10	----	51.0	0.9	8	-7.1
Res 137	197	1	65.8	67.9	66	2.1	10	Snd Lvl	59.9	8.0	8	0.0
Res 138	198	1	66.0	68.1	66	2.1	10	Snd Lvl	59.6	8.5	8	0.5
Res 139	199	1	64.6	67.3	66	2.7	10	Snd Lvl	61.1	6.2	8	-1.8
Res 143	203	1	50.9	53.0	66	2.1	10	----	51.7	1.3	8	-6.7
FM 1	239	1	0.0	55.8	66	55.8	10	----	55.6	0.2	8	-7.8
FM 2	240	1	0.0	56.5	66	56.5	10	----	56.2	0.3	8	-7.7
FM 3	241	1	0.0	54.4	66	54.4	10	----	54.2	0.2	8	-7.8
FM 4	242	1	0.0	52.6	66	52.6	10	----	52.3	0.3	8	-7.7
FM 5	243	1	0.0	51.1	66	51.1	10	----	50.7	0.4	8	-7.6
FM 6	244	1	0.0	53.1	66	53.1	10	----	52.5	0.6	8	-7.4
FM 7	245	1	0.0	54.7	66	54.7	10	----	53.9	0.8	8	-7.2
FM 8	246	1	0.0	55.4	66	55.4	10	----	54.4	1.0	8	-7.0
FM 9	247	1	0.0	51.3	66	51.3	10	----	50.6	0.7	8	-7.3
FM 10	248	1	0.0	52.1	66	52.1	10	----	51.1	1.0	8	-7.0
FM 11	249	1	0.0	55.2	66	55.2	10	----	53.4	1.8	8	-6.2

RESULTS: SOUND LEVELS

LA 1088

FM 12	250	1	0.0	54.8	66	54.8	10	----	53.0	1.8	8	-6.2
FM 13	251	1	0.0	51.5	66	51.5	10	----	50.6	0.9	8	-7.1
FM 14	252	1	0.0	62.7	66	62.7	10	----	60.3	2.4	8	-5.6
FM 15	253	1	0.0	58.2	66	58.2	10	----	56.8	1.4	8	-6.6
FM 16	254	1	0.0	53.9	66	53.9	10	----	53.1	0.8	8	-7.2
FM 17	255	1	0.0	51.9	66	51.9	10	----	51.3	0.6	8	-7.4
FM 18	256	1	0.0	51.1	66	51.1	10	----	50.8	0.3	8	-7.7
FM 19	257	1	0.0	51.0	66	51.0	10	----	50.2	0.8	8	-7.2

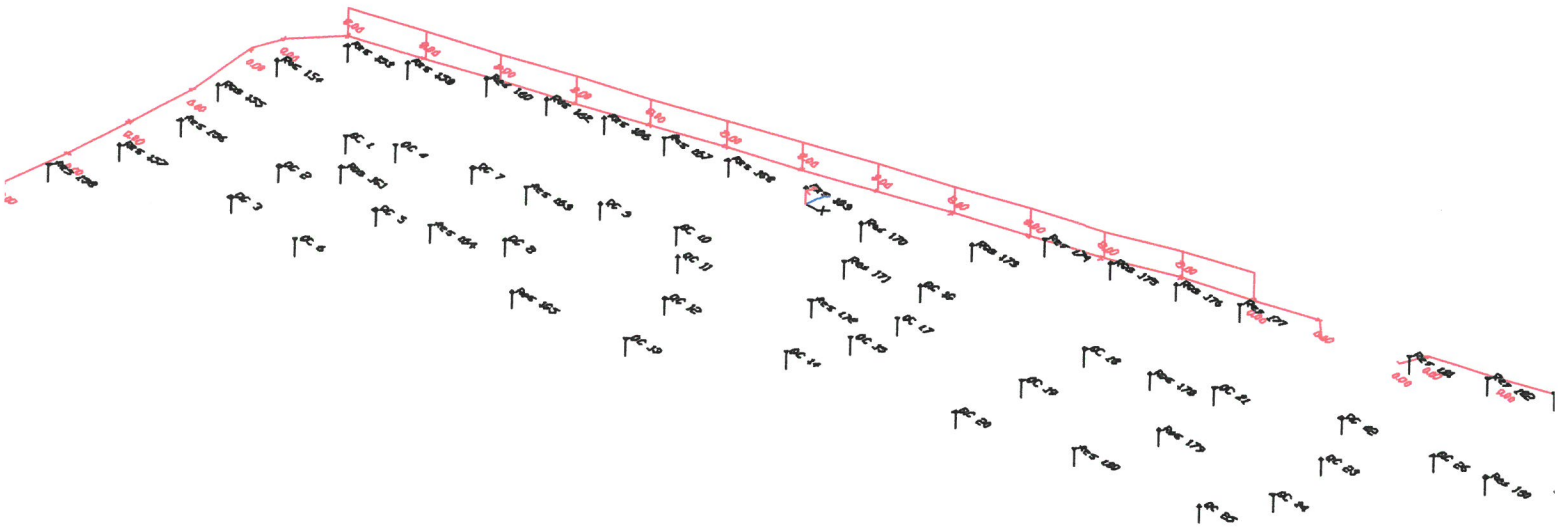
Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	31	0.0	1.6	8.5
All Impacted	7	0.1	4.2	8.5
All that meet NR Goal	2	8.0	8.2	8.5

Build Alternative 2 - West Quail Creek Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
  - LADOTD Feasibility Worksheet
  - LADOTD Reasonableness Worksheet
  - TNM Barrier View
  - TNM Barrier Descriptions
  - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 2	
Barrier	Location	Length (feet)	Height (feet)
	West Quail Creek	1,197	8
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
10	9		90%
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a ≥ 5 dBA reduction at 75% or more of the first row impacted receptors.		

Reasonableness Worksheet **DURING NEPA**				
Project	ID number	Route	Parish/City	
		Alt 2	St. Tammany	
Barrier	Length	Height	Location	
	1,197 ft	8 ft	West Quail Creek	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
9,576	$27	$258,552	13	$19,889
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: Yes or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date



Quail Creek Barrier Alt 2		Sheet 1 of 1	19 Jun 2018
		Volkert	
Barrier View-Feasibility and Reasonableness -		Project/Contract No. LA 1088	
Run name: Quail Creek Barrier Alt 2		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

19 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Quail Creek Barrier Alt 2
BARRIER DESIGN: Feasibility and Reasonableness - Wes

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Quail Creek Barrier	W	0.00	0.00	0.00	0	0				0
West Quail Creek Barrier	W	8.00	8.00	8.00	1197	9576				0
									Total Cost:	0

RESULTS: SOUND LEVELS

LA 1088

Volkert
Thomas Lee

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: LA 1088
RUN: Quail Creek Barrier Alt 2
BARRIER DESIGN: Feasibility and Reasonableness - West

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 153	70	1	66.0	67.1	66	1.1	10	Snd Lvl	63.0	4.1	8	-3.9
Res 154	71	1	63.3	64.2	66	0.9	10	----	63.5	0.7	8	-7.3
Res 155	72	1	62.7	64.3	66	1.6	10	----	64.1	0.2	8	-7.8
Res 156	73	1	60.9	62.8	66	1.9	10	----	62.7	0.1	8	-7.9
Res 157	74	1	61.7	63.3	66	1.6	10	----	63.3	0.0	8	-8.0
Res 158	75	1	63.4	65.1	66	1.7	10	----	65.1	0.0	8	-8.0
Res 159	76	1	65.7	67.2	66	1.5	10	Snd Lvl	60.4	6.8	8	-1.2
Res 160	77	1	66.5	68.3	66	1.8	10	Snd Lvl	59.9	8.4	8	0.4
Res 161	78	4	52.9	55.2	66	2.3	10	----	53.6	1.6	8	-6.4
Res 162	79	1	66.1	67.9	66	1.8	10	Snd Lvl	59.5	8.4	8	0.4
Res 163	80	7	53.4	56.2	66	2.8	10	----	52.9	3.3	8	-4.7
Res 164	81	5	51.1	53.4	66	2.3	10	----	51.4	2.0	8	-6.0
Res 165	82	4	49.6	51.7	66	2.1	10	----	49.6	2.1	8	-5.9
Res 166	83	1	66.0	67.6	66	1.6	10	Snd Lvl	59.2	8.4	8	0.4
Res 167	84	1	65.6	66.9	66	1.3	10	Snd Lvl	58.9	8.0	8	0.0
Res 168	85	1	65.0	66.4	66	1.4	10	Snd Lvl	58.7	7.7	8	-0.3
Res 169	86	1	64.2	65.9	66	1.7	10	----	58.4	7.5	8	-0.5
Res 170	87	1	61.1	63.5	66	2.4	10	----	56.7	6.8	8	-1.2
Res 171	88	2	55.5	59.1	66	3.6	10	----	53.1	6.0	8	-2.0
Res 172	89	3	51.6	54.6	66	3.0	10	----	50.4	4.2	8	-3.8
Res 173	90	1	62.7	64.8	66	2.1	10	----	57.4	7.4	8	-0.6
Res 174	91	1	67.0	68.8	66	1.8	10	Snd Lvl	59.9	8.9	8	0.9
Res 175	92	1	66.5	67.9	66	1.4	10	Snd Lvl	60.0	7.9	8	-0.1

RESULTS: SOUND LEVELS

LA 1088

Res 176	93	1	66.3	66.6	66	0.3	10	Snd Lvl	59.9	6.7	8	-1.3
Res 177	94	1	66.2	65.1	66	-1.1	10	----	62.3	2.8	8	-5.2
Res 178	95	3	53.6	56.0	66	2.4	10	----	54.2	1.8	8	-6.2
Res 179	96	3	51.8	53.5	66	1.7	10	----	52.3	1.2	8	-6.8
Res 180	97	4	50.0	51.8	66	1.8	10	----	50.4	1.4	8	-6.6
Res 181	98	1	66.7	66.8	66	0.1	10	Snd Lvl	66.7	0.1	8	-7.9
Res 182	99	1	66.9	68.3	66	1.4	10	Snd Lvl	68.2	0.1	8	-7.9
Res 183	100	1	67.5	69.3	66	1.8	10	Snd Lvl	69.3	0.0	8	-8.0
Res 184	101	1	67.1	68.8	66	1.7	10	Snd Lvl	68.8	0.0	8	-8.0
Res 185	102	1	67.2	69.0	66	1.8	10	Snd Lvl	69.0	0.0	8	-8.0
Res 186	103	1	67.5	69.4	66	1.9	10	Snd Lvl	69.4	0.0	8	-8.0
Res 187	104	1	67.3	69.2	66	1.9	10	Snd Lvl	69.2	0.0	8	-8.0
Office 188	105	1	67.4	69.2	71	1.8	10	----	69.2	0.0	8	-8.0
Res 189	106	1	64.2	65.9	66	1.7	10	----	65.9	0.0	8	-8.0
Res 190	107	7	53.3	56.1	66	2.8	10	----	55.8	0.3	8	-7.7
Res 191	108	3	51.6	54.3	66	2.7	10	----	54.1	0.2	8	-7.8
Res 192	109	3	50.4	52.8	66	2.4	10	----	52.5	0.3	8	-7.7
QC 1	128	1	0.0	56.5	66	56.5	10	----	54.6	1.9	8	-6.1
QC 2	129	1	0.0	55.1	66	55.1	10	----	53.9	1.2	8	-6.8
QC 3	130	1	0.0	54.0	66	54.0	10	----	53.2	0.8	8	-7.2
QC 4	131	1	0.0	56.6	66	56.6	10	----	54.1	2.5	8	-5.5
QC 5	132	1	0.0	53.6	66	53.6	10	----	51.9	1.7	8	-6.3
QC 6	133	1	0.0	52.5	66	52.5	10	----	51.4	1.1	8	-6.9
QC 7	134	1	0.0	56.4	66	56.4	10	----	53.4	3.0	8	-5.0
QC 8	135	1	0.0	53.5	66	53.5	10	----	51.1	2.4	8	-5.6
QC 9	136	1	0.0	56.4	66	56.4	10	----	52.7	3.7	8	-4.3
QC 10	137	1	0.0	56.2	66	56.2	10	----	52.4	3.8	8	-4.2
QC 11	138	1	0.0	54.7	66	54.7	10	----	51.4	3.3	8	-4.7
QC 12	139	1	0.0	52.7	66	52.7	10	----	50.1	2.6	8	-5.4
QC 13	140	1	0.0	51.0	66	51.0	10	----	48.9	2.1	8	-5.9
QC 14	141	1	0.0	51.6	66	51.6	10	----	48.9	2.7	8	-5.3
QC 15	142	1	0.0	53.2	66	53.2	10	----	49.4	3.8	8	-4.2
QC 16	143	1	0.0	59.0	66	59.0	10	----	53.1	5.9	8	-2.1
QC 17	144	1	0.0	55.3	66	55.3	10	----	50.7	4.6	8	-3.4
QC 18	145	1	0.0	56.2	66	56.2	10	----	53.5	2.7	8	-5.3
QC 19	146	1	0.0	53.7	66	53.7	10	----	51.6	2.1	8	-5.9
QC 20	147	1	0.0	51.8	66	51.8	10	----	50.0	1.8	8	-6.2
QC 21	148	1	0.0	56.6	66	56.6	10	----	55.4	1.2	8	-6.8
QC 22	149	1	0.0	57.6	66	57.6	10	----	57.0	0.6	8	-7.4
QC 23	150	1	0.0	54.7	66	54.7	10	----	54.1	0.6	8	-7.4
QC 24	151	1	0.0	52.5	66	52.5	10	----	51.8	0.7	8	-7.3

RESULTS: SOUND LEVELS

LA 1088

QC 25	152	1	0.0	51.3	66	51.3	10	----	50.6	0.7	8	-7.3
QC 26	153	1	0.0	56.4	66	56.4	10	----	56.0	0.4	8	-7.6
QC 27	154	1	0.0	56.6	66	56.6	10	----	56.4	0.2	8	-7.8
QC 28	155	1	0.0	56.6	66	56.6	10	----	56.4	0.2	8	-7.8
QC 29	156	1	0.0	51.6	66	51.6	10	----	51.4	0.2	8	-7.8
QC 30	157	1	0.0	56.8	66	56.8	10	----	56.7	0.1	8	-7.9
QC 31	158	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
QC 32	159	1	0.0	55.9	66	55.9	10	----	55.8	0.1	8	-7.9
QC 33	160	1	0.0	53.8	66	53.8	10	----	53.6	0.2	8	-7.8
QC 34	161	1	0.0	52.0	66	52.0	10	----	51.8	0.2	8	-7.8

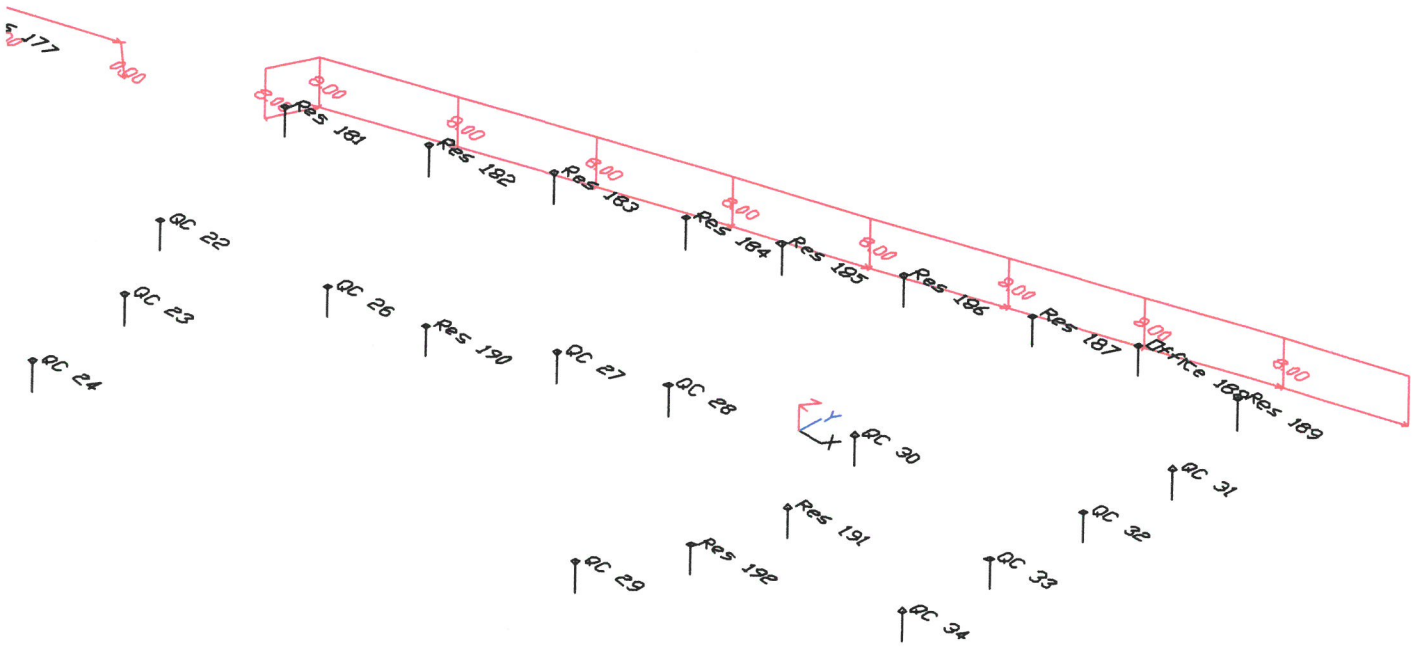
Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	110	0.0	2.5	8.9
All Impacted	17	0.0	4.4	8.9
All that meet NR Goal	5	8.0	8.4	8.9

Build Alternative 2 - East Quail Creek Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
    - LADOTD Feasibility Worksheet
    - LADOTD Reasonableness Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 2	
Barrier	Location	Length (feet)	Height (feet)
	East Quail Creek	832	8
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
8	8		100%
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a ≥ 5dBA reduction at 75% or more of the first row impacted receptors.		

Reasonableness Worksheet DURING NEPA				
Project	ID number	Route	Parish/City	
		ALT 2	St. Tammany	
Barrier	Length	Height	Location	
	832 ft	8 ft	East Quail Creek	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
6,660	$27	$179,820	9	$19,980
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: (Yes) or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date
	(yes)	(yes)		



Quail Creek Barrier Alt 2		Sheet 1 of 1	20 Jun 2018
		Volkert	
Barrier View-Feasibility and Reasonableness -		Project/Contract No. LA 1088	
Run name: Quail Creek Barrier Alt 2		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

20 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Quail Creek Barrier Alt 2
BARRIER DESIGN: Feasibility and Reasonableness - East

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Quail Creek Barrier	W	8.00	8.00	8.00	832	6660				0
West Quail Creek Barrier	W	0.00	0.00	0.00	0	0				0
									Total Cost:	0

Volkert
Thomas Lee

20 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Quail Creek Barrier Alt 2
BARRIER DESIGN: Feasibility and Reasonableness - East

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 153	70	1	66.0	67.1	66	1.1	10	Snd Lvl	67.1	0.0	8	-8.0
Res 154	71	1	63.3	64.2	66	0.9	10	----	64.2	0.0	8	-8.0
Res 155	72	1	62.7	64.3	66	1.6	10	----	64.3	0.0	8	-8.0
Res 156	73	1	60.9	62.8	66	1.9	10	----	62.8	0.0	8	-8.0
Res 157	74	1	61.7	63.3	66	1.6	10	----	63.3	0.0	8	-8.0
Res 158	75	1	63.4	65.1	66	1.7	10	----	65.1	0.0	8	-8.0
Res 159	76	1	65.7	67.2	66	1.5	10	Snd Lvl	67.2	0.0	8	-8.0
Res 160	77	1	66.5	68.3	66	1.8	10	Snd Lvl	68.3	0.0	8	-8.0
Res 161	78	4	52.9	55.2	66	2.3	10	----	55.2	0.0	8	-8.0
Res 162	79	1	66.1	67.9	66	1.8	10	Snd Lvl	67.9	0.0	8	-8.0
Res 163	80	7	53.4	56.2	66	2.8	10	----	56.1	0.1	8	-7.9
Res 164	81	5	51.1	53.4	66	2.3	10	----	53.4	0.0	8	-8.0
Res 165	82	4	49.6	51.7	66	2.1	10	----	51.7	0.0	8	-8.0
Res 166	83	1	66.0	67.6	66	1.6	10	Snd Lvl	67.6	0.0	8	-8.0
Res 167	84	1	65.6	66.9	66	1.3	10	Snd Lvl	66.9	0.0	8	-8.0
Res 168	85	1	65.0	66.4	66	1.4	10	Snd Lvl	66.4	0.0	8	-8.0
Res 169	86	1	64.2	65.9	66	1.7	10	----	65.9	0.0	8	-8.0
Res 170	87	1	61.1	63.5	66	2.4	10	----	63.5	0.0	8	-8.0
Res 171	88	2	55.5	59.1	66	3.6	10	----	59.0	0.1	8	-7.9
Res 172	89	3	51.6	54.6	66	3.0	10	----	54.5	0.1	8	-7.9
Res 173	90	1	62.7	64.8	66	2.1	10	----	64.8	0.0	8	-8.0
Res 174	91	1	67.0	68.8	66	1.8	10	Snd Lvl	68.8	0.0	8	-8.0
Res 175	92	1	66.5	67.9	66	1.4	10	Snd Lvl	67.8	0.1	8	-7.9

RESULTS: SOUND LEVELS

LA 1088

Res 176	93	1	66.3	66.6	66	0.3	10	Snd Lvl	66.5	0.1	8	-7.9
Res 177	94	1	66.2	65.1	66	-1.1	10	----	64.9	0.2	8	-7.8
Res 178	95	3	53.6	56.0	66	2.4	10	----	55.2	0.8	8	-7.2
Res 179	96	3	51.8	53.5	66	1.7	10	----	52.6	0.9	8	-7.1
Res 180	97	4	50.0	51.8	66	1.8	10	----	51.1	0.7	8	-7.3
Res 181	98	1	66.7	66.8	66	0.1	10	Snd Lvl	60.5	6.3	8	-1.7
Res 182	99	1	66.9	68.3	66	1.4	10	Snd Lvl	59.9	8.4	8	0.4
Res 183	100	1	67.5	69.3	66	1.8	10	Snd Lvl	60.1	9.2	8	1.2
Res 184	101	1	67.1	68.8	66	1.7	10	Snd Lvl	60.0	8.8	8	0.8
Res 185	102	1	67.2	69.0	66	1.8	10	Snd Lvl	60.1	8.9	8	0.9
Res 186	103	1	67.5	69.4	66	1.9	10	Snd Lvl	60.3	9.1	8	1.1
Res 187	104	1	67.3	69.2	66	1.9	10	Snd Lvl	60.4	8.8	8	0.8
Office 188	105	1	67.4	69.2	71	1.8	10	----	60.7	8.5	8	0.5
Res 189	106	1	64.2	67.0	66	2.8	10	Snd Lvl	60.9	6.1	8	-1.9
Res 190	107	7	53.3	56.1	66	2.8	10	----	53.3	2.8	8	-5.2
Res 191	108	3	51.6	54.3	66	2.7	10	----	52.0	2.3	8	-5.7
Res 192	109	3	50.4	52.8	66	2.4	10	----	50.9	1.9	8	-6.1
QC 1	128	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
QC 2	129	1	0.0	55.1	66	55.1	10	----	55.0	0.1	8	-7.9
QC 3	130	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
QC 4	131	1	0.0	56.6	66	56.6	10	----	56.5	0.1	8	-7.9
QC 5	132	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
QC 6	133	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
QC 7	134	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
QC 8	135	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
QC 9	136	1	0.0	56.4	66	56.4	10	----	56.3	0.1	8	-7.9
QC 10	137	1	0.0	56.2	66	56.2	10	----	56.1	0.1	8	-7.9
QC 11	138	1	0.0	54.7	66	54.7	10	----	54.6	0.1	8	-7.9
QC 12	139	1	0.0	52.7	66	52.7	10	----	52.6	0.1	8	-7.9
QC 13	140	1	0.0	51.0	66	51.0	10	----	50.9	0.1	8	-7.9
QC 14	141	1	0.0	51.6	66	51.6	10	----	51.3	0.3	8	-7.7
QC 15	142	1	0.0	53.2	66	53.2	10	----	53.1	0.1	8	-7.9
QC 16	143	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
QC 17	144	1	0.0	55.3	66	55.3	10	----	55.2	0.1	8	-7.9
QC 18	145	1	0.0	56.2	66	56.2	10	----	55.6	0.6	8	-7.4
QC 19	146	1	0.0	53.7	66	53.7	10	----	53.2	0.5	8	-7.5
QC 20	147	1	0.0	51.8	66	51.8	10	----	51.3	0.5	8	-7.5
QC 21	148	1	0.0	56.6	66	56.6	10	----	55.6	1.0	8	-7.0
QC 22	149	1	0.0	57.6	66	57.6	10	----	56.0	1.6	8	-6.4
QC 23	150	1	0.0	54.7	66	54.7	10	----	53.3	1.4	8	-6.6
QC 24	151	1	0.0	52.5	66	52.5	10	----	51.3	1.2	8	-6.8

RESULTS: SOUND LEVELS

LA 1088

QC 25	152	1	0.0	51.3	66	51.3	10	----	50.4	0.9	8	-7.1
QC 26	153	1	0.0	56.4	66	56.4	10	----	53.8	2.6	8	-5.4
QC 27	154	1	0.0	56.6	66	56.6	10	----	53.3	3.3	8	-4.7
QC 28	155	1	0.0	56.6	66	56.6	10	----	53.3	3.3	8	-4.7
QC 29	156	1	0.0	51.6	66	51.6	10	----	50.0	1.6	8	-6.4
QC 30	157	1	0.0	56.8	66	56.8	10	----	53.6	3.2	8	-4.8
QC 31	158	1	0.0	60.4	66	60.4	10	----	57.4	3.0	8	-5.0
QC 32	159	1	0.0	55.9	66	55.9	10	----	52.9	3.0	8	-5.0
QC 33	160	1	0.0	53.8	66	53.8	10	----	51.3	2.5	8	-5.5
QC 34	161	1	0.0	52.0	66	52.0	10	----	49.9	2.1	8	-5.9

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	110	0.0	1.6	9.2
All Impacted	18	0.0	3.7	9.2
All that meet NR Goal	7	8.4	8.8	9.2

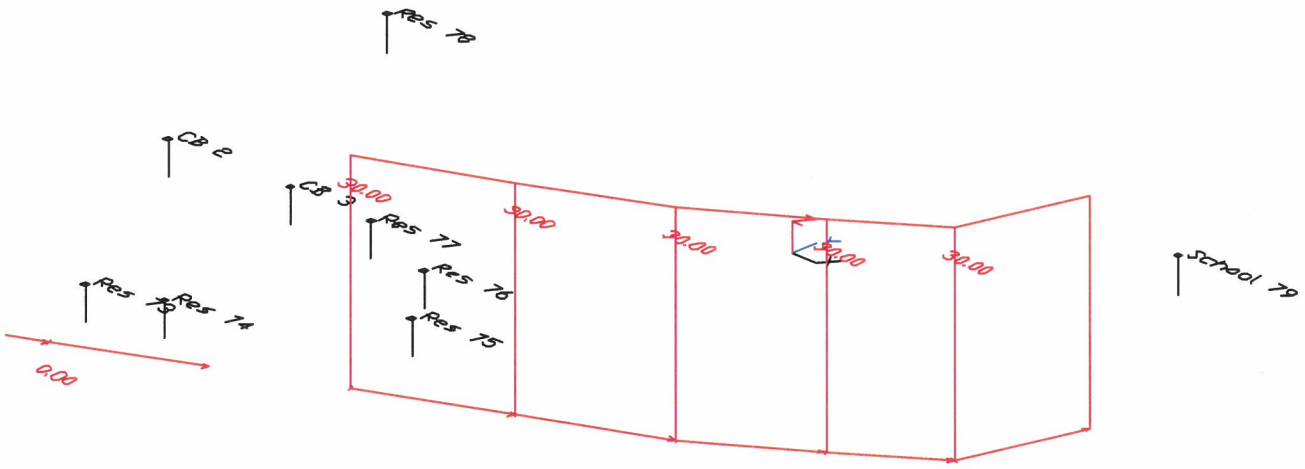
Build Alternative 2A

Build Alternative 2A - East Casa Bella Noise Barrier Analysis

-Feasibility Analysis

- LADOTD Feasibility Worksheet
- TNM Barrier View
- TNM Barrier Descriptions
- TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		Alt 2A	
Barrier	Location	Length (feet)	Height (feet)
	East Casa Bella	454	30
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
1	0		0%
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or (No)		
	Explain: This barrier fails to achieve a 5dBA reduction at 75% of the impacted first row receptors.		



Casa Bella Barrier Alt 2A		Sheet 1 of 1	15 Mar 2018
		Volkert	
Barrier View-Feasibility - East		Project/Contract No. LA 1088	
Run name: Casa Bella Barrier Alt2A		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

15 March 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Casa Bella Barrier Alt 2A
BARRIER DESIGN: Feasibility - East
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 73	173	1	68.0	69.9	66	1.9	10	Snd Lvl	69.9	0.0	8	-8.0
Res 74	174	1	68.3	70.4	66	2.1	10	Snd Lvl	70.3	0.1	8	-7.9
Res 75	175	1	66.6	67.8	66	1.2	10	Snd Lvl	63.9	3.9	8	-4.1
Res 76	176	1	61.3	63.6	66	2.3	10	----	60.8	2.8	8	-5.2
Res 77	177	1	58.2	61.4	66	3.2	10	----	59.7	1.7	8	-6.3
Res 78	178	1	50.0	53.0	66	3.0	10	----	51.8	1.2	8	-6.8
School 79	179	1	54.0	57.4	66	3.4	10	----	55.8	1.6	8	-6.4
CB 1	242	1	0.0	61.3	66	61.3	10	----	61.1	0.2	8	-7.8
CB 2	245	1	0.0	59.0	66	59.0	10	----	58.2	0.8	8	-7.2
CB 3	247	1	0.0	60.6	66	60.6	10	----	59.4	1.2	8	-6.8

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	10	0.0	1.4	3.9
All Impacted	3	0.0	1.3	3.9
All that meet NR Goal	0	0.0	0.0	0.0

Volkert
Thomas Lee

15 March 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Casa Bella Barrier Alt 2A
BARRIER DESIGN: Feasibility - East

Barriers

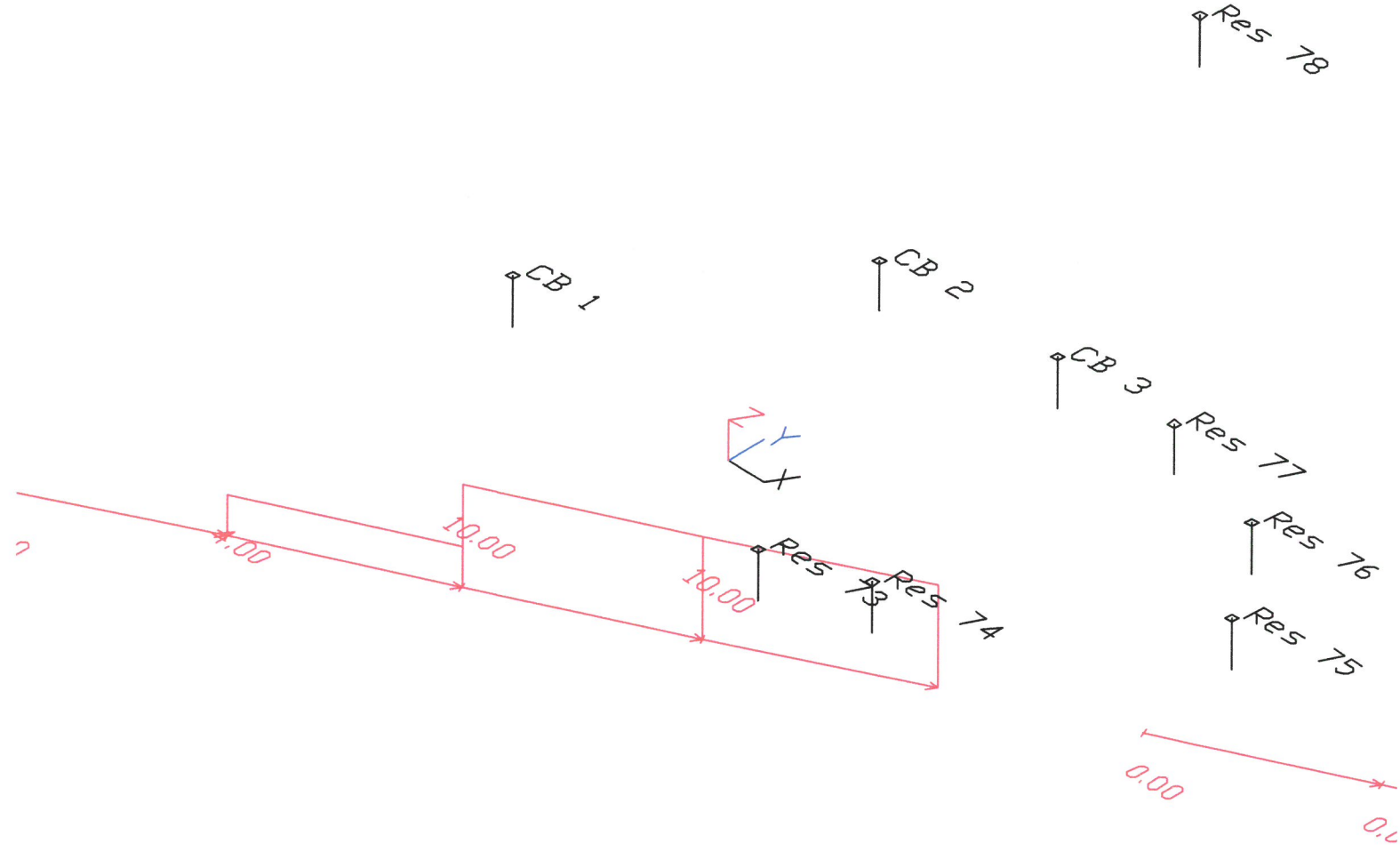
Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Casa Bella Barrier	W	30.00	30.00	30.00	454	13633				0
West Casa Bella Barrier	W	0.00	0.00	0.00	0	0				0
									Total Cost:	0

Build Alternative 2A - West Casa Bella Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
    - LADOTD Feasibility Worksheet
    - LADOTD Reasonableness Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 2A	
Barrier	Location	Length (feet)	Height (feet)
	West Casa Bella	299	10
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
2	2		100
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a ≥ 5dBA reduction at 75% or more of the first row impacted receptors.		

Reasonableness Worksheet DURING NEPA				
Project	ID number	Route	Parish/City	
		ALT 2A	St. Tammany	
Barrier	Length	Height	Location	
	299 ft	10 ft	West Casa Bella	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
2,395	$27	$64,665	2	$32,333
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: (Yes) or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date
	(yes) or no	(yes) or no		



Casa Bella Barrier Alt 2A		Sheet 1 of 1	19 Jun 2018
		Volkert	
Barrier View-Feasibility and Reasonableness -		Project/Contract No. LA 1088	
Run name: Casa Bella Barrier Alt2A		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert 19 June 2018
Thomas Lee TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Casa Bella Barrier Alt 2A
BARRIER DESIGN: Feasibility and Reasonableness - Wes

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Casa Bella Barrier	W	0.00	0.00	0.00	0	0				0
West Casa Bella Barrier	W	4.00	8.01	10.00	299	2395				0
									Total Cost:	0

Volkert
Thomas Lee

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Casa Bella Barrier Alt 2A
BARRIER DESIGN: Feasibility and Reasonableness - West

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 73	173	1	68.0	69.9	66	1.9	10	Snd Lvl	61.9	8.0	8	0.0
Res 74	174	1	68.3	70.4	66	2.1	10	Snd Lvl	64.0	6.4	8	-1.6
Res 75	175	1	66.6	67.8	66	1.2	10	Snd Lvl	67.5	0.3	8	-7.7
Res 76	176	1	61.3	63.6	66	2.3	10	----	62.7	0.9	8	-7.1
Res 77	177	1	58.2	61.4	66	3.2	10	----	60.0	1.4	8	-6.6
Res 78	178	1	50.0	53.0	66	3.0	10	----	52.1	0.9	8	-7.1
School 79	179	1	54.0	57.4	66	3.4	10	----	57.2	0.2	8	-7.8
CB 1	242	1	0.0	61.3	66	61.3	10	----	59.4	1.9	8	-6.1
CB 2	245	1	0.0	59.0	66	59.0	10	----	57.0	2.0	8	-6.0
CB 3	247	1	0.0	60.6	66	60.6	10	----	58.7	1.9	8	-6.1

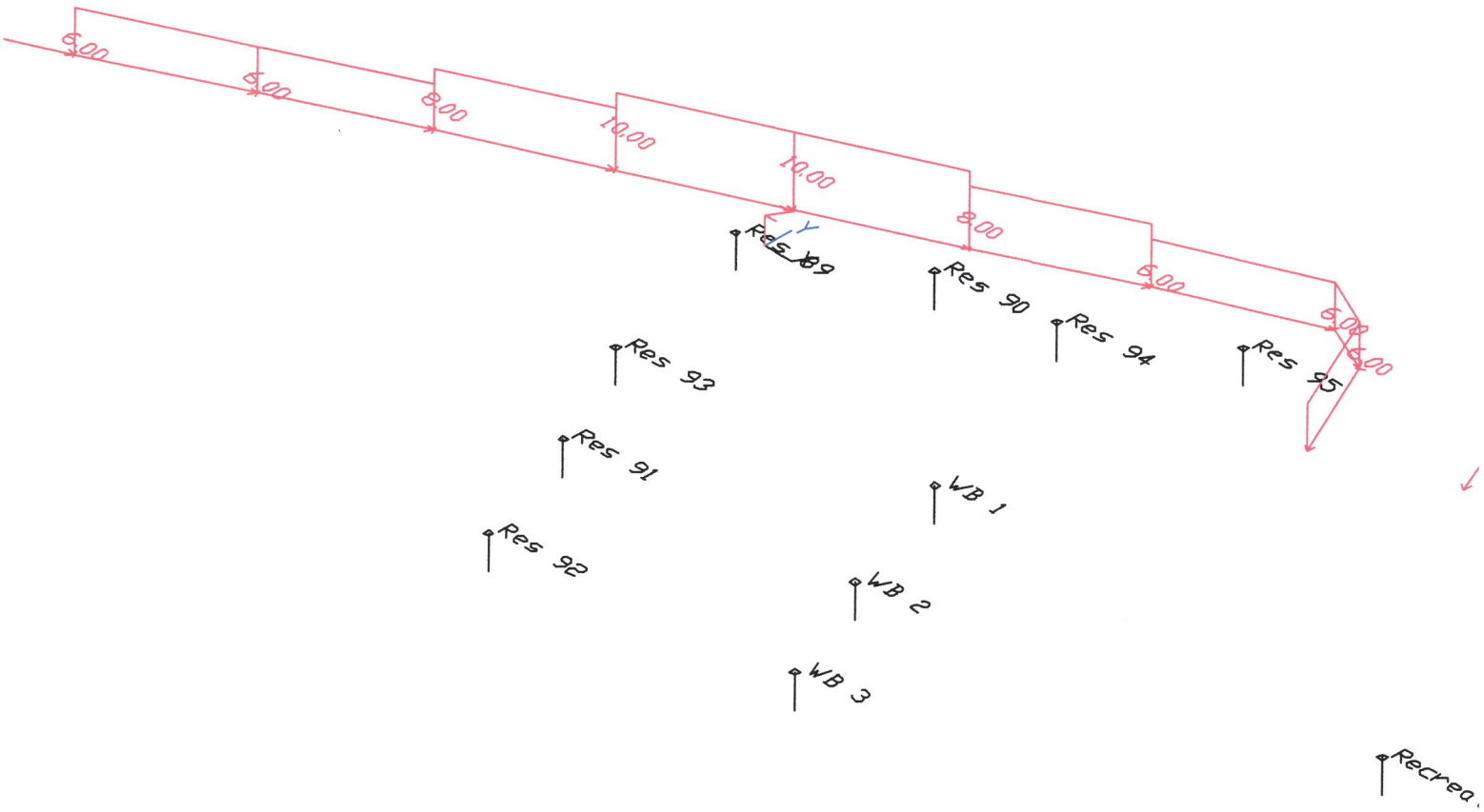
Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	10	0.2	2.4	8.0
All Impacted	3	0.3	4.9	8.0
All that meet NR Goal	1	8.0	8.0	8.0

Build Alternative 2A - West Woodlands Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
  - LADOTD Feasibility Worksheet
  - LADOTD Reasonableness Worksheet
  - TNM Barrier View
  - TNM Barrier Descriptions
  - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 2A	
Barrier	Location	Length (feet)	Height (feet)
	West Woodlands	820	10
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
3	3		100%
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a ≥ 5dBA reduction at 75% or more of the first row impacted receptors.		

Reasonableness Worksheet **DURING NEPA**				
Project	ID number	Route	Parish/City	
		ALT 2A	St. Tammany	
Barrier	Length	Height	Location	
	820 ft	10 ft	West Woodlands	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
6,118	$27	$165,186	5	$33,037
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: (Yes) or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date
	(yes)	(yes)		



The Woodlands Barrier Analysis Alt 2A		Sheet 1 of 1	19 Jun 2018
		Volkert	
Barrier View-Feasibility and Reasonableness - Project/Contract No. LA 1088			
Run name: The Woodlands Alt2A		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

19 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: The Woodlands Barrier Analysis Alt 2A
BARRIER DESIGN: Feasibility and Reasonableness - Wes

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Woodlands Barrier	W	0.00	0.00	0.00	0	0				0
West Woodlands Barrier	W	6.00	7.46	10.00	820	6118				0
									Total Cost:	0

Volkert
Thomas Lee

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: The Woodlands Barrier Analysis Alt 2A
BARRIER DESIGN: Feasibility and Reasonableness - West

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 89	39	1	65.8	67.0	66	1.2	10	Snd Lvl	58.1	8.9	8	0.9
Res 90	40	1	66.2	67.2	66	1.0	10	Snd Lvl	58.6	8.6	8	0.6
Res 91	41	2	53.4	56.3	66	2.9	10	----	52.7	3.6	8	-4.4
Res 92	42	2	51.1	53.7	66	2.6	10	----	51.1	2.6	8	-5.4
Res 93	43	1	56.3	59.4	66	3.1	10	----	54.4	5.0	8	-3.0
Res 94	44	1	64.1	65.3	66	1.2	10	----	58.4	6.9	8	-1.1
Res 95	45	1	65.4	66.0	66	0.6	10	Snd Lvl	60.0	6.0	8	-2.0
Res 96	46	1	64.1	66.2	66	2.1	10	Snd Lvl	66.0	0.2	8	-7.8
Recreation 97	47	1	50.9	53.0	66	2.1	10	----	52.1	0.9	8	-7.1
Res 98	48	1	62.7	64.6	66	1.9	10	----	64.4	0.2	8	-7.8
Res 99	49	1	62.1	63.9	66	1.8	10	----	63.8	0.1	8	-7.9
Res 100	50	4	52.6	55.3	66	2.7	10	----	54.7	0.6	8	-7.4
Res 101	51	1	61.6	63.5	66	1.9	10	----	63.4	0.1	8	-7.9
Res 102	52	1	59.7	62.0	66	2.3	10	----	61.9	0.1	8	-7.9
Res 103	53	1	56.5	59.5	66	3.0	10	----	59.5	0.0	8	-8.0
Res 104	54	1	55.4	58.5	66	3.1	10	----	58.5	0.0	8	-8.0
Res 105	55	1	54.1	57.2	66	3.1	10	----	57.2	0.0	8	-8.0
Res 106	56	2	51.0	53.4	66	2.4	10	----	53.1	0.3	8	-7.7
Res 107	57	2	50.3	52.5	66	2.2	10	----	52.3	0.2	8	-7.8
Res 108	58	2	49.8	52.0	66	2.2	10	----	51.8	0.2	8	-7.8
Res 109	59	2	49.4	51.4	66	2.0	10	----	51.2	0.2	8	-7.8
WB 1	127	1	0.0	56.4	66	56.4	10	----	53.7	2.7	8	-5.3
WB 2	128	1	0.0	54.0	66	54.0	10	----	52.0	2.0	8	-6.0

RESULTS: SOUND LEVELS

LA 1088

WB 3	129	1	0.0	52.1	66	52.1	10	----	50.5	1.6	8	-6.4
WB 4	130	1	0.0	55.9	66	55.9	10	----	55.1	0.8	8	-7.2
WB 5	131	1	0.0	55.1	66	55.1	10	----	54.7	0.4	8	-7.6
WB 6	132	1	0.0	54.4	66	54.4	10	----	54.0	0.4	8	-7.6
WB 7	133	1	0.0	56.2	66	56.2	10	----	56.1	0.1	8	-7.9
WB 8	134	1	0.0	55.5	66	55.5	10	----	55.4	0.1	8	-7.9
WB 9	135	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
WB 10	136	1	0.0	53.2	66	53.2	10	----	53.1	0.1	8	-7.9
WB 11	137	1	0.0	52.2	66	52.2	10	----	52.1	0.1	8	-7.9
WB 12	138	1	0.0	65.5	66	65.5	10	----	65.4	0.1	8	-7.9

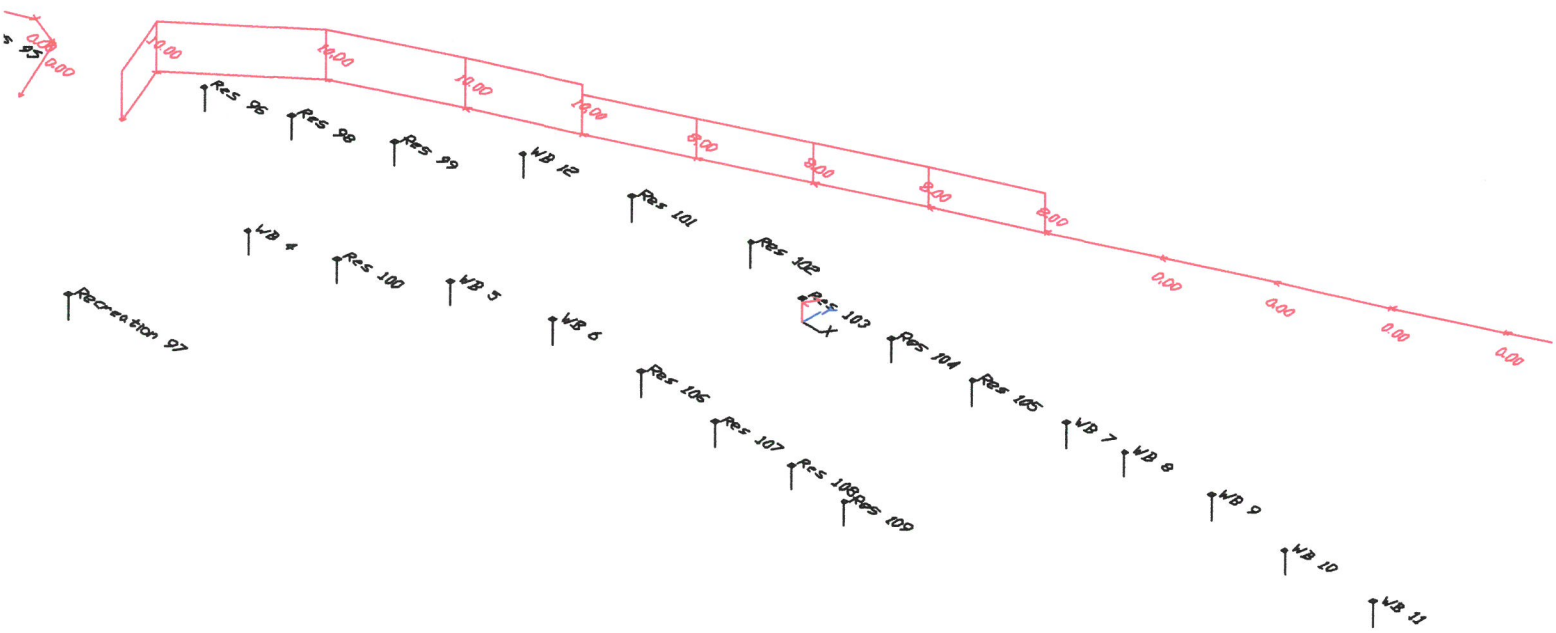
Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	42	0.0	1.6	8.9
All Impacted	4	0.2	5.9	8.9
All that meet NR Goal	2	8.6	8.8	8.9

Build Alternative 2A - East Woodlands Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
    - LADOTD Feasibility Worksheet
    - LADOTD Reasonableness Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 2A	
Barrier	Location	Length (feet)	Height (feet)
	East Woodlands	832	10
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
1	1		100 %
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a ≥ 5dBA reduction at 75% or more of the first row impacted receptors.		

Reasonableness Worksheet DURING NEPA				
Project	ID number	Route	Parish/City	
		Alt 2A	St. Tammany	
Barrier	Length	Height	Location	
	832 ft	10 ft	East Woodlands	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
7,525	$27	$203,175	6	$33,863
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: Yes or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date



The Woodlands Barrier Analysis Alt 2A		Sheet 1 of 1	19 Jun 2018
		Volkert	
Barrier View-Feasibility and Reasonableness -		Project/Contract No. LA 1088	
Run name: The Woodlands Alt2A		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

19 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: The Woodlands Barrier Analysis Alt 2A
BARRIER DESIGN: Feasibility and Reasonableness - East

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Woodlands Barrier	W	8.00	9.04	10.00	832	7525				0
West Woodlands Barrier	W	0.00	0.00	0.00	0	0				0
									Total Cost:	0

Volkert
Thomas Lee

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: The Woodlands Barrier Analysis Alt 2A
BARRIER DESIGN: Feasibility and Reasonableness - East

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 89	39	1	65.8	67.0	66	1.2	10	Snd Lvl	66.9	0.1	8	-7.9
Res 90	40	1	66.2	67.2	66	1.0	10	Snd Lvl	67.1	0.1	8	-7.9
Res 91	41	2	53.4	56.3	66	2.9	10	----	56.0	0.3	8	-7.7
Res 92	42	2	51.1	53.7	66	2.6	10	----	53.3	0.4	8	-7.6
Res 93	43	1	56.3	59.4	66	3.1	10	----	59.3	0.1	8	-7.9
Res 94	44	1	64.1	65.3	66	1.2	10	----	65.2	0.1	8	-7.9
Res 95	45	1	65.4	66.0	66	0.6	10	Snd Lvl	65.9	0.1	8	-7.9
Res 96	46	1	64.1	66.2	66	2.1	10	Snd Lvl	58.4	7.8	8	-0.2
Recreation 97	47	1	50.9	53.0	66	2.1	10	----	51.8	1.2	8	-6.8
Res 98	48	1	62.7	64.6	66	1.9	10	----	57.4	7.2	8	-0.8
Res 99	49	1	62.1	63.9	66	1.8	10	----	56.8	7.1	8	-0.9
Res 100	50	4	52.6	55.3	66	2.7	10	----	52.6	2.7	8	-5.3
Res 101	51	1	61.6	63.5	66	1.9	10	----	57.1	6.4	8	-1.6
Res 102	52	1	59.7	62.0	66	2.3	10	----	57.0	5.0	8	-3.0
Res 103	53	1	56.5	59.5	66	3.0	10	----	56.0	3.5	8	-4.5
Res 104	54	1	55.4	58.5	66	3.1	10	----	56.1	2.4	8	-5.6
Res 105	55	1	54.1	57.2	66	3.1	10	----	55.7	1.5	8	-6.5
Res 106	56	2	51.0	53.4	66	2.4	10	----	51.2	2.2	8	-5.8
Res 107	57	2	50.3	52.5	66	2.2	10	----	50.7	1.8	8	-6.2
Res 108	58	2	49.8	52.0	66	2.2	10	----	50.4	1.6	8	-6.4
Res 109	59	2	49.4	51.4	66	2.0	10	----	50.1	1.3	8	-6.7
WB 1	127	1	0.0	56.4	66	56.4	10	----	55.6	0.8	8	-7.2
WB 2	128	1	0.0	54.0	66	54.0	10	----	53.1	0.9	8	-7.1

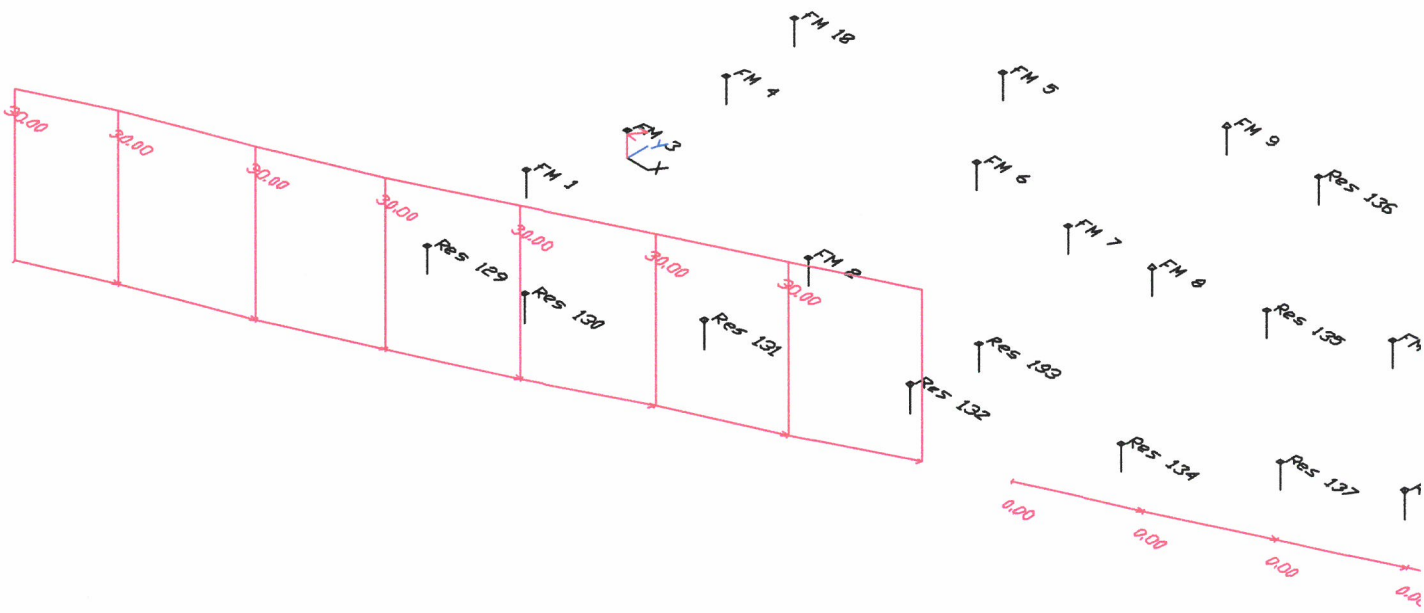
WB 3	129	1	0.0	52.1	66	52.1	10	----	51.3	0.8	8	-7.2
WB 4	130	1	0.0	55.9	66	55.9	10	----	53.3	2.6	8	-5.4
WB 5	131	1	0.0	55.1	66	55.1	10	----	52.3	2.8	8	-5.2
WB 6	132	1	0.0	54.4	66	54.4	10	----	51.9	2.5	8	-5.5
WB 7	133	1	0.0	56.2	66	56.2	10	----	55.3	0.9	8	-7.1
WB 8	134	1	0.0	55.5	66	55.5	10	----	54.8	0.7	8	-7.3
WB 9	135	1	0.0	54.5	66	54.5	10	----	54.0	0.5	8	-7.5
WB 10	136	1	0.0	53.2	66	53.2	10	----	52.8	0.4	8	-7.6
WB 11	137	1	0.0	52.2	66	52.2	10	----	51.9	0.3	8	-7.7
WB 12	138	1	0.0	65.5	66	65.5	10	----	57.5	8.0	8	0.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	42	0.1	2.2	8.0
All Impacted	4	0.1	2.0	7.8
All that meet NR Goal	1	8.0	8.0	8.0

Build Alternative 2A - West Frenchmen Noise Barrier Analysis

- Feasibility Analysis
    - LADOTD Feasibility Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		Alt 2A	
Barrier	Location	Length (feet)	Height (feet)
	West Frenchmen	685	30
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
2	1		50
Are there any additional feasibility issues to consider?	*Explain:* The barrier fails to achieve a 5dBA reduction at 75% of the impacted first row receptors.		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain:		



Frenchmen Barrier Alt 2A		Sheet 1 of 1	15 Mar 2018
		Volkert	
Barrier View-Feasibility - West		Project/Contract No. LA 1088	
Run name: Frenchmen Barrier Alt2A		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

15 March 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Frenchmen Barrier Alt 2A
BARRIER DESIGN: Feasibility - West

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Frenchmen Barrier	W	0.00	0.00	0.00	0	0				0
West Frenchmen Barrier	W	30.00	30.00	30.00	685	20540				0
									Total Cost:	0

Volkert
Thomas Lee

15 March 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Frenchmen Barrier Alt 2A
BARRIER DESIGN: Feasibility - West

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 129	189	1	62.1	64.7	66	2.6	10	----	52.4	12.3	8	4.3
Res 130	190	1	65.1	66.6	66	1.5	10	Snd Lvl	54.3	12.3	8	4.3
Res 131	191	1	63.8	65.6	66	1.8	10	----	55.7	9.9	8	1.9
Res 132	192	1	66.0	67.6	66	1.6	10	Snd Lvl	62.8	4.8	8	-3.2
Res 133	193	1	59.5	62.0	66	2.5	10	----	59.5	2.5	8	-5.5
Res 134	194	1	66.9	69.1	66	2.2	10	Snd Lvl	68.9	0.2	8	-7.8
Res 135	195	1	53.3	56.6	66	3.3	10	----	55.2	1.4	8	-6.6
Res 136	196	1	49.8	52.4	66	2.6	10	----	51.0	1.4	8	-6.6
Res 137	197	1	65.8	67.4	66	1.6	10	Snd Lvl	67.3	0.1	8	-7.9
Res 138	198	1	66.0	67.7	66	1.7	10	Snd Lvl	67.6	0.1	8	-7.9
Res 139	199	1	64.6	66.6	66	2.0	10	Snd Lvl	66.5	0.1	8	-7.9
Res 143	203	1	50.9	53.6	66	2.7	10	----	53.0	0.6	8	-7.4
FM 1	239	1	0.0	56.4	66	56.4	10	----	51.5	4.9	8	-3.1
FM 2	240	1	0.0	57.2	66	57.2	10	----	51.9	5.3	8	-2.7
FM 3	241	1	0.0	54.9	66	54.9	10	----	50.8	4.1	8	-3.9
FM 4	242	1	0.0	52.9	66	52.9	10	----	50.1	2.8	8	-5.2
FM 5	243	1	0.0	51.5	66	51.5	10	----	49.3	2.2	8	-5.8
FM 6	244	1	0.0	53.7	66	53.7	10	----	51.1	2.6	8	-5.4
FM 7	245	1	0.0	55.6	66	55.6	10	----	53.5	2.1	8	-5.9
FM 8	246	1	0.0	56.5	66	56.5	10	----	54.8	1.7	8	-6.3
FM 9	247	1	0.0	51.8	66	51.8	10	----	50.1	1.7	8	-6.3
FM 10	248	1	0.0	52.7	66	52.7	10	----	51.5	1.2	8	-6.8
FM 11	249	1	0.0	56.3	66	56.3	10	----	55.4	0.9	8	-7.1

RESULTS: SOUND LEVELS **LA 1088**

FM 12	250	1	0.0	55.8	66	55.8	10	----	55.1	0.7	8	-7.3
FM 13	251	1	0.0	51.9	66	51.9	10	----	51.2	0.7	8	-7.3
FM 14	252	1	0.0	62.9	66	62.9	10	----	62.8	0.1	8	-7.9
FM 15	253	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
FM 16	254	1	0.0	54.9	66	54.9	10	----	54.8	0.1	8	-7.9
FM 17	255	1	0.0	52.6	66	52.6	10	----	52.4	0.2	8	-7.8
FM 18	256	1	0.0	51.4	66	51.4	10	----	48.7	2.7	8	-5.3
FM 19	257	1	0.0	51.4	66	51.4	10	----	50.5	0.9	8	-7.1

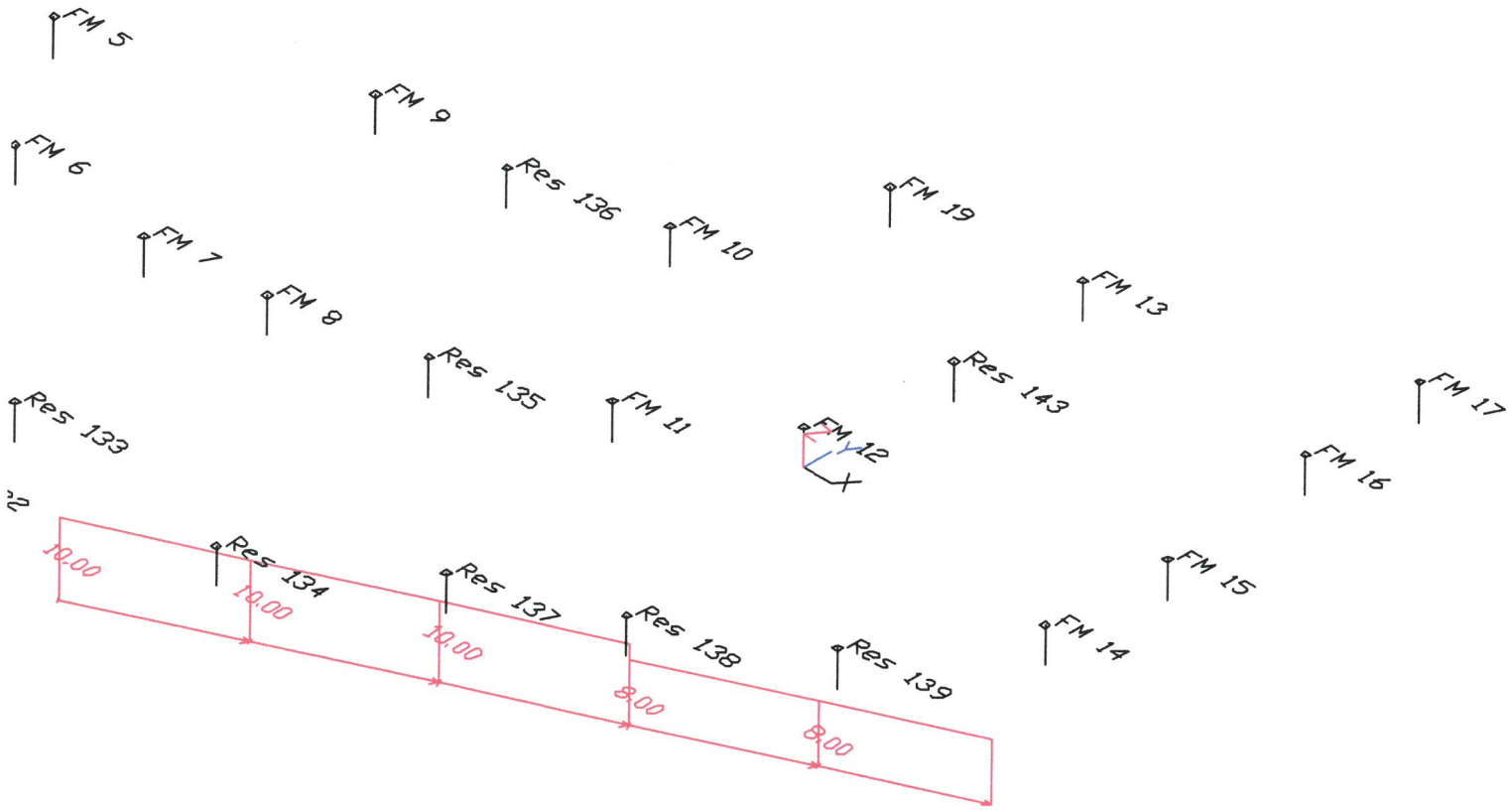
Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	31	0.0	2.6	12.3
All Impacted	6	0.1	2.9	12.3
All that meet NR Goal	3	9.9	11.5	12.3

Build Alternative 2A - East Frenchmen Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
    - LADOTD Feasibility Worksheet
    - LADOTD Reasonableness Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 2A	
Barrier	Location	Length (feet)	Height (feet)
	East Frenchmen	491	10
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
4	4		100 %
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle (Yes) or No		
	Explain: This barrier achieves a 5 dBA reduction at 75% or more of the first row impacted receptors.		

Reasonableness Worksheet **DURING NEPA**				
Project	ID number	Route	Parish/City	
		AH 2A	St. Tammany	
Barrier	Length	Height	Location	
	491 ft	10 ft	East Frenchmen	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
4,527	$27	$122,229	4	$30,557
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: Yes or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date



Frenchmen Barrier Alt 2A		Sheet 1 of 1	19 Jun 2018
		Volkert	
Barrier View-Feasibility and Reasonableness - Project/Contract No. LA 1088			
Run name: Frenchmen Barrier Alt2A		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

19 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Frenchmen Barrier Alt 2A
BARRIER DESIGN: Feasibility and Reasonableness - East

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
East Frenchmen Barrier	W	8.00	9.22	10.00	491	4527				0
West Frenchmen Barrier	W	0.00	0.00	0.00	0	0				0
									Total Cost:	0

Volkert
Thomas Lee

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Frenchmen Barrier Alt 2A
BARRIER DESIGN: Feasibility and Reasonableness - East

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 129	189	1	62.1	64.7	66	2.6	10	----	64.6	0.1	8	-7.9
Res 130	190	1	65.1	66.6	66	1.5	10	Snd Lvl	66.5	0.1	8	-7.9
Res 131	191	1	63.8	65.6	66	1.8	10	----	65.4	0.2	8	-7.8
Res 132	192	1	66.0	67.6	66	1.6	10	Snd Lvl	67.1	0.5	8	-7.5
Res 133	193	1	59.5	62.0	66	2.5	10	----	60.9	1.1	8	-6.9
Res 134	194	1	66.9	69.1	66	2.2	10	Snd Lvl	61.9	7.2	8	-0.8
Res 135	195	1	53.3	56.6	66	3.3	10	----	54.9	1.7	8	-6.3
Res 136	196	1	49.8	52.4	66	2.6	10	----	51.4	1.0	8	-7.0
Res 137	197	1	65.8	67.4	66	1.6	10	Snd Lvl	59.5	7.9	8	-0.1
Res 138	198	1	66.0	67.7	66	1.7	10	Snd Lvl	59.7	8.0	8	0.0
Res 139	199	1	64.6	66.6	66	2.0	10	Snd Lvl	60.7	5.9	8	-2.1
Res 143	203	1	50.9	53.6	66	2.7	10	----	52.1	1.5	8	-6.5
FM 1	239	1	0.0	56.4	66	56.4	10	----	56.1	0.3	8	-7.7
FM 2	240	1	0.0	57.2	66	57.2	10	----	56.8	0.4	8	-7.6
FM 3	241	1	0.0	54.9	66	54.9	10	----	54.6	0.3	8	-7.7
FM 4	242	1	0.0	52.9	66	52.9	10	----	52.5	0.4	8	-7.6
FM 5	243	1	0.0	51.5	66	51.5	10	----	50.9	0.6	8	-7.4
FM 6	244	1	0.0	53.7	66	53.7	10	----	52.9	0.8	8	-7.2
FM 7	245	1	0.0	55.6	66	55.6	10	----	54.5	1.1	8	-6.9
FM 8	246	1	0.0	56.5	66	56.5	10	----	55.1	1.4	8	-6.6
FM 9	247	1	0.0	51.8	66	51.8	10	----	50.9	0.9	8	-7.1
FM 10	248	1	0.0	52.7	66	52.7	10	----	51.5	1.2	8	-6.8
FM 11	249	1	0.0	56.3	66	56.3	10	----	54.1	2.2	8	-5.8

RESULTS: SOUND LEVELS

LA 1088

FM 12	250	1	0.0	55.8	66	55.8	10	----	53.6	2.2	8	-5.8
FM 13	251	1	0.0	51.9	66	51.9	10	----	50.8	1.1	8	-6.9
FM 14	252	1	0.0	62.9	66	62.9	10	----	60.3	2.6	8	-5.4
FM 15	253	1	0.0	59.6	66	59.6	10	----	57.9	1.7	8	-6.3
FM 16	254	1	0.0	54.9	66	54.9	10	----	53.9	1.0	8	-7.0
FM 17	255	1	0.0	52.6	66	52.6	10	----	51.8	0.8	8	-7.2
FM 18	256	1	0.0	51.4	66	51.4	10	----	50.9	0.5	8	-7.5
FM 19	257	1	0.0	51.4	66	51.4	10	----	50.4	1.0	8	-7.0

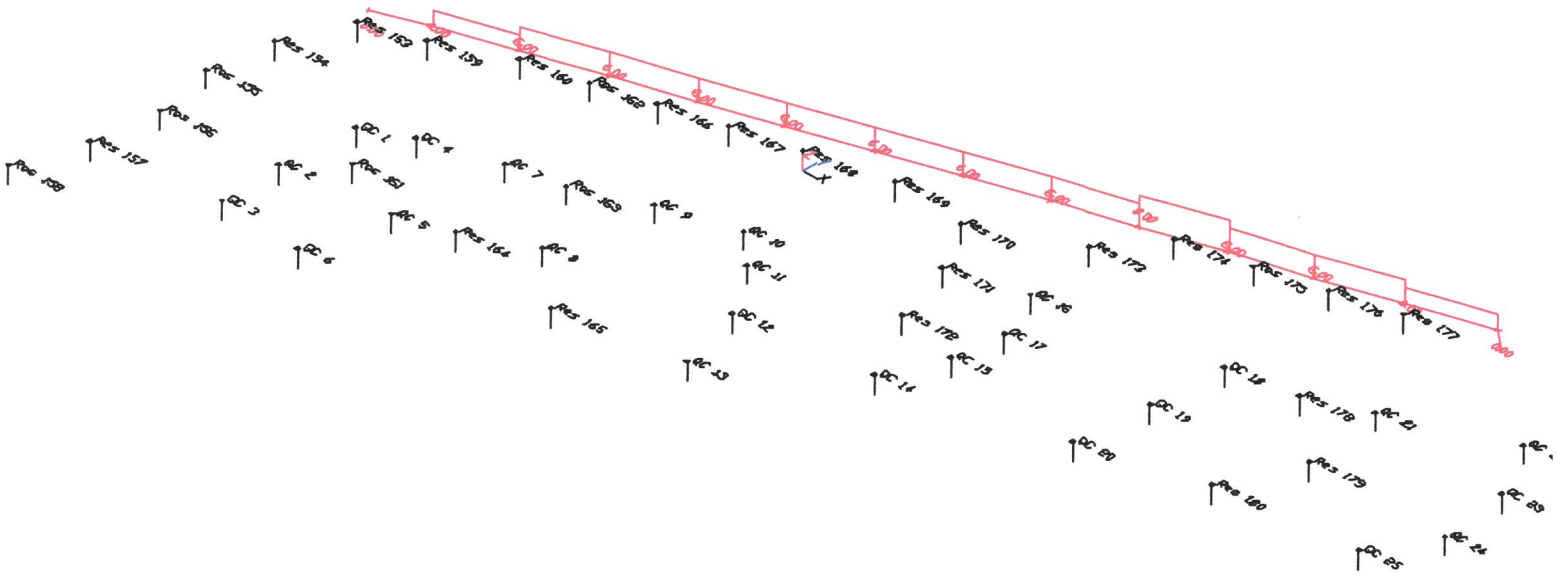
Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	31	0.1	1.8	8.0
All Impacted	6	0.1	4.9	8.0
All that meet NR Goal	0	0.0	0.0	0.0

Build Alternative 2A - West Quail Creek Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
    - LADOTD Feasibility Worksheet
    - LADOTD Reasonableness Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 2A	
Barrier	Location	Length (feet)	Height (feet)
	West Quail Creek	1,207	8
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
10	8		80 %
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a ≥ 5dBA reduction at 75% or more of the first row impacted receptors.		

Reasonableness Worksheet **DURING NEPA**					
Project	ID number		Route	Parish/City	
			Alt 2A	St. Tammany	
Barrier	Length		Height	Location	
	1,207 ft		8 ft	W St Quail Creek	
Criterion 1: Cost					
Total Square Feet	Cost per Square Foot	Total Cost		Number of Benefited Receptors	Cost per Benefited Receptor
7,033	$27	$189,891		12	$15,824
Criterion 2: Design Goal					
At least an 8dBA reduction at 1 Receptor?	Circle: Yes or No				
	Notes:				
Criterion 3: Desires of Benefited Receptors					
Public Involvement events showing *Likely* barrier	Event(s) and date(s):				
	Notes:				
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative				
	Notes:				
Separate Query of Benefitted Receptors	Circle: Yes or No				
	If Yes, note type and results (% of responses for barrier):				
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date	



Quail Creek Barrier Alt 2A		Sheet 1 of 1	19 Jun 2018
		Volkert	
Barrier View-Feasibility and Reasonableness -		Project/Contract No. LA 1088	
Run name: Quail Creek Barrier Alt 2A		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Volkert
Thomas Lee

19 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Quail Creek Barrier Alt 2A
BARRIER DESIGN: Feasibility and Reasonableness - Wes

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
West Quail Creek Barrier-2	W	4.00	5.83	8.00	1207	7033				0
East Quail Creek Barrier	W	0.00	0.00	0.00	0	0				0
									Total Cost:	0

Volkert
Thomas Lee

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Quail Creek Barrier Alt 2A
BARRIER DESIGN: Feasibility and Reasonableness - West

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 153	70	1	66.0	66.9	66	0.9	10	Snd Lvl	66.2	0.7	8	-7.3
Res 154	71	1	63.3	64.1	66	0.8	10	----	63.9	0.2	8	-7.8
Res 155	72	1	62.7	64.2	66	1.5	10	----	64.2	0.0	8	-8.0
Res 156	73	1	60.9	62.7	66	1.8	10	----	62.7	0.0	8	-8.0
Res 157	74	1	61.7	63.3	66	1.6	10	----	63.3	0.0	8	-8.0
Res 158	75	1	63.4	65.1	66	1.7	10	----	65.1	0.0	8	-8.0
Res 159	76	1	65.7	67.0	66	1.3	10	Snd Lvl	64.3	2.7	8	-5.3
Res 160	77	1	66.5	68.3	66	1.8	10	Snd Lvl	62.3	6.0	8	-2.0
Res 161	78	4	52.9	55.1	66	2.2	10	----	54.1	1.0	8	-7.0
Res 162	79	1	66.1	67.8	66	1.7	10	Snd Lvl	60.8	7.0	8	-1.0
Res 163	80	7	53.4	56.1	66	2.7	10	----	53.5	2.6	8	-5.4
Res 164	81	5	51.1	53.3	66	2.2	10	----	51.9	1.4	8	-6.6
Res 165	82	4	49.6	51.7	66	2.1	10	----	50.1	1.6	8	-6.4
Res 166	83	1	66.0	67.4	66	1.4	10	Snd Lvl	60.4	7.0	8	-1.0
Res 167	84	1	65.6	66.7	66	1.1	10	Snd Lvl	60.0	6.7	8	-1.3
Res 168	85	1	65.0	66.1	66	1.1	10	Snd Lvl	59.7	6.4	8	-1.6
Res 169	86	1	64.2	65.6	66	1.4	10	----	59.3	6.3	8	-1.7
Res 170	87	1	61.1	63.3	66	2.2	10	----	57.5	5.8	8	-2.2
Res 171	88	2	55.5	58.9	66	3.4	10	----	53.6	5.3	8	-2.7
Res 172	89	3	51.6	54.4	66	2.8	10	----	50.7	3.7	8	-4.3
Res 173	90	1	62.7	64.6	66	1.9	10	----	58.1	6.5	8	-1.5
Res 174	91	1	67.0	68.7	66	1.7	10	Snd Lvl	60.5	8.2	8	0.2
Res 175	92	1	66.5	67.8	66	1.3	10	Snd Lvl	60.9	6.9	8	-1.1

RESULTS: SOUND LEVELS **LA 1088**

Res 176	93	1	66.3	66.3	66	0.0	10	Snd Lvl	60.9	5.4	8	-2.6
Res 177	94	1	66.2	64.8	66	-1.4	10	----	61.9	2.9	8	-5.1
Res 178	95	3	53.6	55.9	66	2.3	10	----	54.1	1.8	8	-6.2
Res 179	96	3	51.8	53.4	66	1.6	10	----	52.2	1.2	8	-6.8
Res 180	97	4	50.0	51.7	66	1.7	10	----	50.4	1.3	8	-6.7
Res 181	98	1	66.7	66.7	66	0.0	10	Snd Lvl	66.6	0.1	8	-7.9
Res 182	99	1	66.9	68.2	66	1.3	10	Snd Lvl	68.2	0.0	8	-8.0
Res 183	100	1	67.5	69.3	66	1.8	10	Snd Lvl	69.2	0.1	8	-7.9
Res 184	101	1	67.1	68.8	66	1.7	10	Snd Lvl	68.8	0.0	8	-8.0
Res 185	102	1	67.2	69.0	66	1.8	10	Snd Lvl	68.9	0.1	8	-7.9
Res 186	103	1	67.5	69.3	66	1.8	10	Snd Lvl	69.3	0.0	8	-8.0
Res 187	104	1	67.3	69.1	66	1.8	10	Snd Lvl	69.1	0.0	8	-8.0
Office 188	105	1	67.4	69.2	71	1.8	10	----	69.2	0.0	8	-8.0
Res 189	106	1	64.2	66.7	66	2.5	10	Snd Lvl	66.7	0.0	8	-8.0
Res 190	107	7	53.3	56.0	66	2.7	10	----	55.6	0.4	8	-7.6
Res 191	108	3	51.6	54.1	66	2.5	10	----	54.0	0.1	8	-7.9
Res 192	109	3	50.4	52.7	66	2.3	10	----	52.5	0.2	8	-7.8
QC 1	128	1	0.0	56.4	66	56.4	10	----	55.3	1.1	8	-6.9
QC 2	129	1	0.0	55.0	66	55.0	10	----	54.3	0.7	8	-7.3
QC 3	130	1	0.0	54.0	66	54.0	10	----	53.5	0.5	8	-7.5
QC 4	131	1	0.0	56.5	66	56.5	10	----	55.0	1.5	8	-6.5
QC 5	132	1	0.0	53.6	66	53.6	10	----	52.5	1.1	8	-6.9
QC 6	133	1	0.0	52.5	66	52.5	10	----	51.8	0.7	8	-7.3
QC 7	134	1	0.0	56.3	66	56.3	10	----	54.1	2.2	8	-5.8
QC 8	135	1	0.0	53.4	66	53.4	10	----	51.6	1.8	8	-6.2
QC 9	136	1	0.0	56.2	66	56.2	10	----	53.1	3.1	8	-4.9
QC 10	137	1	0.0	56.0	66	56.0	10	----	52.7	3.3	8	-4.7
QC 11	138	1	0.0	54.6	66	54.6	10	----	51.8	2.8	8	-5.2
QC 12	139	1	0.0	52.6	66	52.6	10	----	50.4	2.2	8	-5.8
QC 13	140	1	0.0	51.0	66	51.0	10	----	49.2	1.8	8	-6.2
QC 14	141	1	0.0	51.5	66	51.5	10	----	49.1	2.4	8	-5.6
QC 15	142	1	0.0	53.0	66	53.0	10	----	49.7	3.3	8	-4.7
QC 16	143	1	0.0	58.8	66	58.8	10	----	53.5	5.3	8	-2.7
QC 17	144	1	0.0	55.1	66	55.1	10	----	51.1	4.0	8	-4.0
QC 18	145	1	0.0	56.0	66	56.0	10	----	53.6	2.4	8	-5.6
QC 19	146	1	0.0	53.6	66	53.6	10	----	51.7	1.9	8	-6.1
QC 20	147	1	0.0	51.7	66	51.7	10	----	50.1	1.6	8	-6.4
QC 21	148	1	0.0	56.4	66	56.4	10	----	55.2	1.2	8	-6.8
QC 22	149	1	0.0	57.5	66	57.5	10	----	56.8	0.7	8	-7.3
QC 23	150	1	0.0	54.6	66	54.6	10	----	54.0	0.6	8	-7.4
QC 24	151	1	0.0	52.4	66	52.4	10	----	51.7	0.7	8	-7.3

RESULTS: SOUND LEVELS

LA 1088

QC 25	152	1	0.0	51.3	66	51.3	10	----	50.5	0.8	8	-7.2
QC 26	153	1	0.0	56.3	66	56.3	10	----	55.8	0.5	8	-7.5
QC 27	154	1	0.0	56.5	66	56.5	10	----	56.2	0.3	8	-7.7
QC 28	155	1	0.0	56.5	66	56.5	10	----	56.3	0.2	8	-7.8
QC 29	156	1	0.0	51.6	66	51.6	10	----	51.3	0.3	8	-7.7
QC 30	157	1	0.0	56.7	66	56.7	10	----	56.5	0.2	8	-7.8
QC 31	158	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
QC 32	159	1	0.0	55.7	66	55.7	10	----	55.6	0.1	8	-7.9
QC 33	160	1	0.0	53.7	66	53.7	10	----	53.5	0.2	8	-7.8
QC 34	161	1	0.0	51.9	66	51.9	10	----	51.7	0.2	8	-7.8

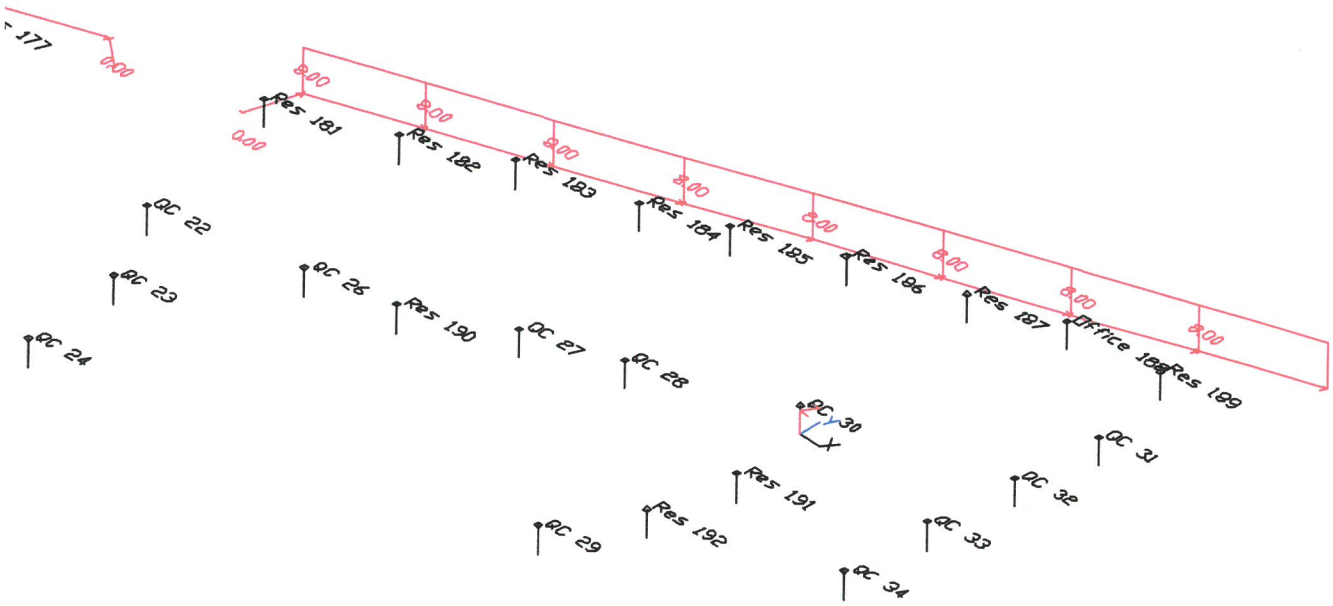
Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	110	0.0	2.0	8.2
All Impacted	18	0.0	3.2	8.2
All that meet NR Goal	1	8.2	8.2	8.2

Build Alternative 2A - East Quail Creek Noise Barrier Analysis

- Feasibility and Reasonableness Analyses
    - LADOTD Feasibility Worksheet
    - LADOTD Reasonableness Worksheet
    - TNM Barrier View
    - TNM Barrier Descriptions
    - TNM Sound Levels

Feasibility Worksheet			
Project	ID number	Route Location	
		ALT 2A	
Barrier	Location	Length (feet)	Height (feet)
	East Quail Creek	794	8
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
8	8		100%
Are there any additional feasibility issues to consider?	*Explain:*		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: This barrier achieves a ≥5dBA reduction at 75% or more of the first row impacted receptors.		

Reasonableness Worksheet **DURING NEPA**				
Project	ID number	Route	Parish/City	
		Alt 2A	St. Tammany	
Barrier	Length	Height	Location	
	794 ft	8 ft	East Quail Creek	
Criterion 1: Cost				
Total Square Feet	Cost per Square Foot	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor
6,349	$27	$171,423	8	$21,428
Criterion 2: Design Goal				
At least an 8dBA reduction at 1 Receptor?	Circle: Yes or No			
	Notes:			
Criterion 3: Desires of Benefited Receptors				
Public Involvement events showing *Likely* barrier	Event(s) and date(s):			
	Notes:			
Benefitted Receptors' viewpoint of barrier	Circle: Positive or Negative			
	Notes:			
Separate Query of Benefitted Receptors	Circle: Yes or No			
	If Yes, note type and results (% of responses for barrier):			
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date



Quail Creek Barrier Alt 2A		Sheet 1 of 1	19 Jun 2018
		Volkert	
Barrier View-Feasibility and Reasonableness -		Project/Contract No. LA 1088	
Run name: Quail Creek Barrier Alt 2A		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: Thomas Lee	
Roadway:		Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	⊢→	Contour Zone:	polygon
Building Row:	⊓ ⊓	Parallel Barrier:	⊢→
Terrain Line:	⊓	Skew Section:	⊓ →

Volkert
Thomas Lee

19 June 2018
TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: LA 1088
RUN: Quail Creek Barrier Alt 2A
BARRIER DESIGN: Feasibility and Reasonableness - East

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
West Quail Creek Barrier-2	W	0.00	0.00	0.00	0	0				0
East Quail Creek Barrier	W	8.00	8.00	8.00	794	6349				0
									Total Cost:	0

RESULTS: SOUND LEVELS

LA 1088

Volkert
Thomas Lee

19 June 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088
RUN: Quail Creek Barrier Alt 2A
BARRIER DESIGN: Feasibility and Reasonableness - East

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 153	70	1	66.0	66.9	66	0.9	10	Snd Lvl	66.9	0.0	8	-8.0
Res 154	71	1	63.3	64.1	66	0.8	10	----	64.1	0.0	8	-8.0
Res 155	72	1	62.7	64.2	66	1.5	10	----	64.2	0.0	8	-8.0
Res 156	73	1	60.9	62.7	66	1.8	10	----	62.7	0.0	8	-8.0
Res 157	74	1	61.7	63.3	66	1.6	10	----	63.3	0.0	8	-8.0
Res 158	75	1	63.4	65.1	66	1.7	10	----	65.1	0.0	8	-8.0
Res 159	76	1	65.7	67.0	66	1.3	10	Snd Lvl	67.0	0.0	8	-8.0
Res 160	77	1	66.5	68.3	66	1.8	10	Snd Lvl	68.3	0.0	8	-8.0
Res 161	78	4	52.9	55.1	66	2.2	10	----	55.1	0.0	8	-8.0
Res 162	79	1	66.1	67.8	66	1.7	10	Snd Lvl	67.8	0.0	8	-8.0
Res 163	80	7	53.4	56.1	66	2.7	10	----	56.0	0.1	8	-7.9
Res 164	81	5	51.1	53.3	66	2.2	10	----	53.3	0.0	8	-8.0
Res 165	82	4	49.6	51.7	66	2.1	10	----	51.6	0.1	8	-7.9
Res 166	83	1	66.0	67.4	66	1.4	10	Snd Lvl	67.4	0.0	8	-8.0
Res 167	84	1	65.6	66.7	66	1.1	10	Snd Lvl	66.7	0.0	8	-8.0
Res 168	85	1	65.0	66.1	66	1.1	10	Snd Lvl	66.1	0.0	8	-8.0
Res 169	86	1	64.2	65.6	66	1.4	10	----	65.6	0.0	8	-8.0
Res 170	87	1	61.1	63.3	66	2.2	10	----	63.3	0.0	8	-8.0
Res 171	88	2	55.5	58.9	66	3.4	10	----	58.8	0.1	8	-7.9
Res 172	89	3	51.6	54.4	66	2.8	10	----	54.3	0.1	8	-7.9
Res 173	90	1	62.7	64.6	66	1.9	10	----	64.5	0.1	8	-7.9
Res 174	91	1	67.0	68.7	66	1.7	10	Snd Lvl	68.7	0.0	8	-8.0
Res 175	92	1	66.5	67.8	66	1.3	10	Snd Lvl	67.7	0.1	8	-7.9

RESULTS: SOUND LEVELS

LA 1088

Res 176	93	1	66.3	66.3	66	0.0	10	Snd Lvl	66.2	0.1	8	-7.9
Res 177	94	1	66.2	64.8	66	-1.4	10	----	64.6	0.2	8	-7.8
Res 178	95	3	53.6	55.9	66	2.3	10	----	55.1	0.8	8	-7.2
Res 179	96	3	51.8	53.4	66	1.6	10	----	52.6	0.8	8	-7.2
Res 180	97	4	50.0	51.7	66	1.7	10	----	51.0	0.7	8	-7.3
Res 181	98	1	66.7	66.7	66	0.0	10	Snd Lvl	63.2	3.5	8	-4.5
Res 182	99	1	66.9	68.2	66	1.3	10	Snd Lvl	60.5	7.7	8	-0.3
Res 183	100	1	67.5	69.3	66	1.8	10	Snd Lvl	60.4	8.9	8	0.9
Res 184	101	1	67.1	68.8	66	1.7	10	Snd Lvl	60.0	8.8	8	0.8
Res 185	102	1	67.2	69.0	66	1.8	10	Snd Lvl	60.2	8.8	8	0.8
Res 186	103	1	67.5	69.3	66	1.8	10	Snd Lvl	60.4	8.9	8	0.9
Res 187	104	1	67.3	69.1	66	1.8	10	Snd Lvl	60.5	8.6	8	0.6
Office 188	105	1	67.4	69.2	71	1.8	10	----	60.9	8.3	8	0.3
Res 189	106	1	64.2	66.7	66	2.5	10	Snd Lvl	60.9	5.8	8	-2.2
Res 190	107	7	53.3	56.0	66	2.7	10	----	53.3	2.7	8	-5.3
Res 191	108	3	51.6	54.1	66	2.5	10	----	52.1	2.0	8	-6.0
Res 192	109	3	50.4	52.7	66	2.3	10	----	50.9	1.8	8	-6.2
QC 1	128	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
QC 2	129	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
QC 3	130	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
QC 4	131	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
QC 5	132	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
QC 6	133	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
QC 7	134	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
QC 8	135	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
QC 9	136	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
QC 10	137	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
QC 11	138	1	0.0	54.6	66	54.6	10	----	54.5	0.1	8	-7.9
QC 12	139	1	0.0	52.6	66	52.6	10	----	52.5	0.1	8	-7.9
QC 13	140	1	0.0	51.0	66	51.0	10	----	50.8	0.2	8	-7.8
QC 14	141	1	0.0	51.5	66	51.5	10	----	51.2	0.3	8	-7.7
QC 15	142	1	0.0	53.0	66	53.0	10	----	52.9	0.1	8	-7.9
QC 16	143	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
QC 17	144	1	0.0	55.1	66	55.1	10	----	55.0	0.1	8	-7.9
QC 18	145	1	0.0	56.0	66	56.0	10	----	55.4	0.6	8	-7.4
QC 19	146	1	0.0	53.6	66	53.6	10	----	53.0	0.6	8	-7.4
QC 20	147	1	0.0	51.7	66	51.7	10	----	51.2	0.5	8	-7.5
QC 21	148	1	0.0	56.4	66	56.4	10	----	55.5	0.9	8	-7.1
QC 22	149	1	0.0	57.5	66	57.5	10	----	56.0	1.5	8	-6.5
QC 23	150	1	0.0	54.6	66	54.6	10	----	53.3	1.3	8	-6.7
QC 24	151	1	0.0	52.4	66	52.4	10	----	51.3	1.1	8	-6.9

RESULTS: SOUND LEVELS

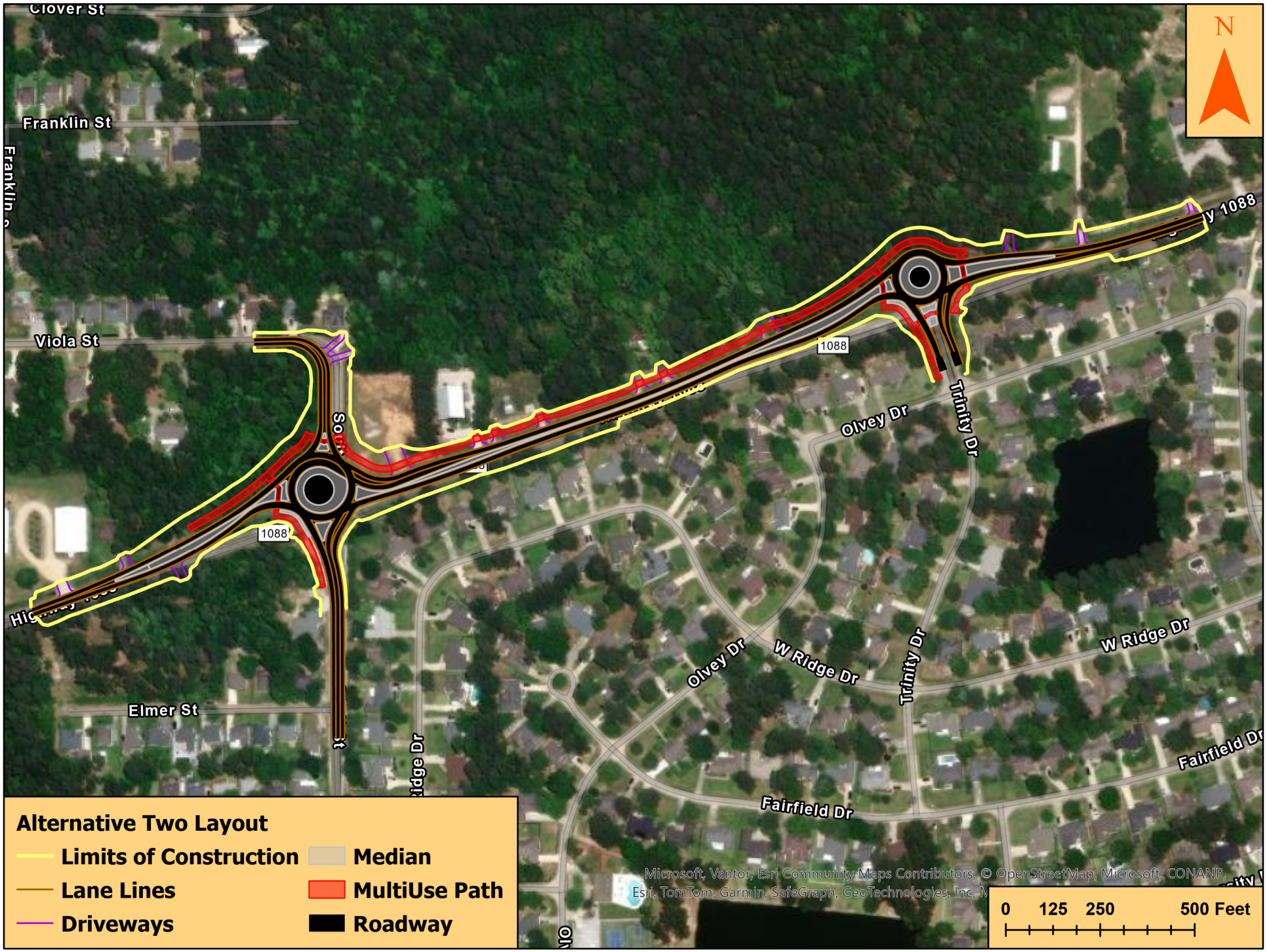
LA 1088

QC 25	152	1	0.0	51.3	66	51.3	10	----	50.3	1.0	8	-7.0
QC 26	153	1	0.0	56.3	66	56.3	10	----	53.8	2.5	8	-5.5
QC 27	154	1	0.0	56.5	66	56.5	10	----	53.4	3.1	8	-4.9
QC 28	155	1	0.0	56.5	66	56.5	10	----	53.4	3.1	8	-4.9
QC 29	156	1	0.0	51.6	66	51.6	10	----	50.0	1.6	8	-6.4
QC 30	157	1	0.0	56.7	66	56.7	10	----	53.6	3.1	8	-4.9
QC 31	158	1	0.0	60.2	66	60.2	10	----	57.2	3.0	8	-5.0
QC 32	159	1	0.0	55.7	66	55.7	10	----	52.8	2.9	8	-5.1
QC 33	160	1	0.0	53.7	66	53.7	10	----	51.4	2.3	8	-5.7
QC 34	161	1	0.0	51.9	66	51.9	10	----	50.0	1.9	8	-6.1

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	110	0.0	1.5	8.9
All Impacted	18	0.0	3.4	8.9
All that meet NR Goal	6	8.3	8.7	8.9

Appendix B

Alternative Two Layout


Clover St
Franklin St
Viola St
1088
Olvey Dr
Trinity Dr
W Ridge Dr
Elmer St
Fairfield Dr
N
Alternative Two Layout
Limits of Construction
Lane Lines
Driveways
Median
MultiUse Path
Roadway
0 125 250 500 Feet
Microsoft, Vantor, Esri Community Maps Contributors, © OpenStreetMap, Microsoft, CONANP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc,

Appendix C

Existing Conditions Results

DOTD 8 July 2025
JNM TNM 2.5
Calculated with TNM 2.5
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088 H.010116
RUN: Existing AM Peak 2013
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 1	253	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 2	254	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 3	255	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 4	256	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 5	257	6	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 6	258	6	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 7	259	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 8	260	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 9	261	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 10	262	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 11	263	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 25	277	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 26	278	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 27	279	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 28	280	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 29	281	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 30	282	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 31	283	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 32	284	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 33	285	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 34	286	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 35	287	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 36	288	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 37	289	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Res 38	290	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 39	291	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 80	332	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 81	333	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 82	334	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 83	335	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 84	336	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 85	337	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 86	338	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 87	339	9	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 88	340	5	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 89	341	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 90	342	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 91	343	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 92	344	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 93	345	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 94	346	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 95	347	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 96	348	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Recreation 97	349	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 98	350	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 99	351	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 100	352	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 101	353	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 102	354	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 103	355	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 104	356	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 105	357	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 106	358	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 107	359	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 108	360	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 109	361	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 110	362	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 111	363	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 112	364	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	5	-5.0
Res 113	365	1	0.0	64.7	66	64.7	10	----	64.7	0.0	5	-5.0
Res 114	366	3	0.0	54.9	66	54.9	10	----	54.9	0.0	5	-5.0
Res 115	367	3	0.0	53.5	66	53.5	10	----	53.5	0.0	5	-5.0
Res 116	368	3	0.0	58.9	66	58.9	10	----	58.9	0.0	5	-5.0
Res 117	369	1	0.0	64.7	66	64.7	10	----	64.7	0.0	5	-5.0
Res 118	370	1	0.0	63.5	66	63.5	10	----	63.5	0.0	5	-5.0

Res 119	371	1	0.0	64.6	66	64.6	10	----	64.6	0.0	5	-5.0
Res 153	405	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	5	-5.0
Res 154	406	1	0.0	63.3	66	63.3	10	----	63.3	0.0	5	-5.0
Res 155	407	1	0.0	62.8	66	62.8	10	----	62.8	0.0	5	-5.0
Res 156	408	1	0.0	61.0	66	61.0	10	----	61.0	0.0	5	-5.0
Res 157	409	1	0.0	61.8	66	61.8	10	----	61.8	0.0	5	-5.0
Res 158	410	1	0.0	63.5	66	63.5	10	----	63.5	0.0	5	-5.0
Res 159	411	1	0.0	65.7	66	65.7	10	----	65.7	0.0	5	-5.0
Res 160	412	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	5	-5.0
Res 161	413	3	0.0	53.0	66	53.0	10	----	53.0	0.0	5	-5.0
Res 162	414	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	5	-5.0
Res 163	415	5	0.0	53.5	66	53.5	10	----	53.5	0.0	5	-5.0
Res 164	416	2	0.0	51.2	66	51.2	10	----	51.2	0.0	5	-5.0
Res 165	417	4	0.0	49.7	66	49.7	10	----	49.7	0.0	5	-5.0
Res 166	418	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	5	-5.0
Res 167	419	1	0.0	65.6	66	65.6	10	----	65.6	0.0	5	-5.0
Res 168	420	1	0.0	65.0	66	65.0	10	----	65.0	0.0	5	-5.0
Res 169	421	1	0.0	64.2	66	64.2	10	----	64.2	0.0	5	-5.0
Res 170	422	1	0.0	61.1	66	61.1	10	----	61.1	0.0	5	-5.0
Res 171	423	2	0.0	55.6	66	55.6	10	----	55.6	0.0	5	-5.0
Res 172	424	2	0.0	51.6	66	51.6	10	----	51.6	0.0	5	-5.0
Res 173	425	1	0.0	62.7	66	62.7	10	----	62.7	0.0	5	-5.0
Res 174	426	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	5	-5.0
Res 175	427	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	5	-5.0
Res 176	428	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	5	-5.0
Res 177	429	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	5	-5.0
Res 178	430	3	0.0	53.6	66	53.6	10	----	53.6	0.0	5	-5.0
Res 179	431	2	0.0	51.8	66	51.8	10	----	51.8	0.0	5	-5.0
Res 180	432	3	0.0	50.0	66	50.0	10	----	50.0	0.0	5	-5.0
Res 181	433	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	5	-5.0
Res 182	434	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	5	-5.0
Res 183	435	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	5	-5.0
Res 184	436	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	5	-5.0
Res 185	437	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	5	-5.0
Res 186	438	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	5	-5.0
Res 187	439	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	5	-5.0
Res 188	440	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	5	-5.0
Res 189	441	1	0.0	64.2	66	64.2	10	----	64.2	0.0	5	-5.0
Res 190	442	6	0.0	53.3	66	53.3	10	----	53.3	0.0	5	-5.0
Res 191	443	4	0.0	51.6	66	51.6	10	----	51.6	0.0	5	-5.0
Res 192	444	3	0.0	50.4	66	50.4	10	----	50.4	0.0	5	-5.0

Office 193	445	1	0.0	67.2	71	67.2	10	----	67.2	0.0	5	-5.0
Recreation 194	446	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Vet Office 195	447	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 196	448	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 197	449	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 198	450	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 199	451	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 200	452	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 201	453	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 209	461	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 210	462	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 211	463	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 212	464	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 227	516	2	0.0	56.8	66	56.8	10	----	56.8	0.0	5	-5.0
Res 228	517	3	0.0	52.0	66	52.0	10	----	52.0	0.0	5	-5.0
Res 229	518	2	0.0	55.5	66	55.5	10	----	55.5	0.0	5	-5.0
Res 230	519	1	0.0	64.5	66	64.5	10	----	64.5	0.0	5	-5.0
Res 231	520	1	0.0	59.6	66	59.6	10	----	59.6	0.0	5	-5.0
Res 232	521	1	0.0	50.4	66	50.4	10	----	50.4	0.0	5	-5.0
Res 233	522	2	0.0	57.4	66	57.4	10	----	57.4	0.0	5	-5.0
Res 234	523	1	0.0	62.9	66	62.9	10	----	62.9	0.0	5	-5.0
Res 235	525	1	0.0	63.4	66	63.4	10	----	63.4	0.0	5	-5.0
Res 236	527	1	0.0	63.5	66	63.5	10	----	63.5	0.0	5	-5.0
Res 237	528	1	0.0	63.1	66	63.1	10	----	63.1	0.0	5	-5.0
Res 238	529	1	0.0	62.3	66	62.3	10	----	62.3	0.0	5	-5.0
Res 239	530	5	0.0	50.4	66	50.4	10	----	50.4	0.0	5	-5.0
Res 240	531	4	0.0	50.5	66	50.5	10	----	50.5	0.0	5	-5.0
Res 241	532	3	0.0	49.8	66	49.8	10	----	49.8	0.0	5	-5.0
Res 242	533	1	0.0	51.3	66	51.3	10	----	51.3	0.0	5	-5.0
Res 243	534	2	0.0	49.5	66	49.5	10	----	49.5	0.0	5	-5.0
Res 244	536	4	0.0	49.4	66	49.4	10	----	49.4	0.0	5	-5.0
Res 245	538	1	0.0	57.6	66	57.6	10	----	57.6	0.0	5	-5.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	232	0.0	0.0	0.0
All Impacted	17	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DOTD 20 November 2025
JNM TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088 H.010116
RUN: Existing PM Peak 2013
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 12	15	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 13	16	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 14	17	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 15	18	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 16	19	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 17	20	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 18	21	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 19	22	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Office 20	23	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Office 21	24	1	0.0	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Restaurant 22	25	1	0.0	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Bank 23	26	1	0.0	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Office 24	27	1	0.0	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Res 40	43	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 41	44	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 42	45	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
School 43	46	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 44	47	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 45	48	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 46	49	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 47	50	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 48	51	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 49 (1st Floor)	52	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 50 (1st Floor)	53	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Apartments 51 (1st Floor)	54	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 52 (1st Floor)	55	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 53 (1st Floor)	56	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 54 (1st Floor)	57	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 55 (1st Floor)	58	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 56 (1st Floor)	59	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 57	60	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 58	61	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 59	62	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 60	63	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 61	64	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 62	65	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 63	66	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 64	67	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 65	68	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 66	69	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 67	70	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 68	71	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 69	72	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 70	73	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 71	74	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 72	75	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 73	76	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 74	77	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 75	78	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 76	79	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 77	80	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 78	81	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
School 79	82	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 120	123	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 121	124	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 122	125	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 123	126	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 124	127	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 125	128	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 126	129	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 127	130	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 128	131	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 129	132	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 130	133	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 131	134	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Res 132	135	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 133	136	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 134	137	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 135	138	7	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 136	139	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 137	140	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 138	141	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 139	142	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 140	143	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 141	144	1	0.0	64.8	66	64.8	10	----	64.8	0.0	5	-5.0
Res 142	145	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	5	-5.0
Res 143	146	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Church 144	147	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	5	-5.0
Res 145	148	3	0.0	55.4	66	55.4	10	----	55.4	0.0	5	-5.0
Res 146	149	1	0.0	55.1	66	55.1	10	----	55.1	0.0	5	-5.0
Res 147	150	1	0.0	56.5	66	56.5	10	----	56.5	0.0	5	-5.0
Res 148	151	3	0.0	62.6	66	62.6	10	----	62.6	0.0	5	-5.0
Res 149	152	1	0.0	60.1	66	60.1	10	----	60.1	0.0	5	-5.0
Res 150	153	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	5	-5.0
Res 151	154	1	0.0	64.3	66	64.3	10	----	64.3	0.0	5	-5.0
Res 152	155	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	5	-5.0
Res 202	205	0	0.0	53.9	66	53.9	10	----	53.9	0.0	5	-5.0
Res 203	206	1	0.0	58.4	66	58.4	10	----	58.4	0.0	5	-5.0
Church 204	207	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	5	-5.0
Church 205	208	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 206	209	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 207	210	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 208	211	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 214	217	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 215	218	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 216	219	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 217	220	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 218	221	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 219	222	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 220	223	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 221	224	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 222	225	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 223	226	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 224	227	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 49 (2nd Floor)	230	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 50 (2nd Floor)	232	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Apartments 51 (2nd Floor)	234	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 52 (2nd Floor)	236	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 53 (2nd Floor)	238	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 54 (2nd Floor)	240	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 55 (2nd Floor)	242	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 56 (2nd Floor)	244	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 246	246	1	0.0	55.9	66	55.9	10	----	55.9	0.0	5	-5.0
Res 247	247	3	0.0	61.8	66	61.8	10	----	61.8	0.0	5	-5.0
Res 248	248	3	0.0	62.3	66	62.3	10	----	62.3	0.0	5	-5.0
Res 249	249	2	0.0	47.3	66	47.3	10	----	47.3	0.0	5	-5.0
Res 250	250	1	0.0	60.8	66	60.8	10	----	60.8	0.0	5	-5.0
Res 251	251	1	0.0	59.2	66	59.2	10	----	59.2	0.0	5	-5.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	210	0.0	0.0	0.0
All Impacted	5	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Appendix D

No Build Results

DOTD 8 July 2025
JNM TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088 H.01106
RUN: No Build AM Peak 2033
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 1	253	1	67.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 2	254	1	69.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 3	255	1	69.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 4	256	1	66.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 5	257	6	61.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 6	258	6	57.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 7	259	3	53.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 8	260	1	64.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 9	261	1	70.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 10	262	1	66.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 11	263	1	69.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 25	277	1	69.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 26	278	1	59.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 27	279	1	56.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 28	280	1	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 29	281	1	51.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 30	282	1	58.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 31	283	1	67.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 32	284	1	51.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 33	285	1	61.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 34	286	1	56.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 35	287	1	66.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 36	288	1	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 37	289	1	55.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Res 38	290	1	54.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 39	291	1	53.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 80	332	1	66.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 81	333	1	58.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 82	334	1	56.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 83	335	1	55.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 84	336	1	54.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 85	337	1	55.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 86	338	1	50.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 87	339	9	57.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 88	340	5	50.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 89	341	1	65.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 90	342	1	66.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 91	343	2	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 92	344	2	51.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 93	345	1	56.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 94	346	1	64.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 95	347	1	65.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 96	348	1	64.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Recreation 97	349	1	50.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 98	350	1	62.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 99	351	1	62.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 100	352	4	52.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 101	353	1	61.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 102	354	1	59.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 103	355	1	56.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 104	356	1	55.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 105	357	1	54.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 106	358	2	51.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 107	359	2	50.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 108	360	2	49.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 109	361	2	49.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 110	362	1	67.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 111	363	1	62.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 112	364	1	68.0	69.7	66	1.7	10	Snd Lvl	69.7	0.0	5	-5.0
Res 113	365	1	64.7	66.4	66	1.7	10	Snd Lvl	66.4	0.0	5	-5.0
Res 114	366	3	54.9	56.6	66	1.7	10	----	56.6	0.0	5	-5.0
Res 115	367	3	53.5	55.2	66	1.7	10	----	55.2	0.0	5	-5.0
Res 116	368	3	58.9	60.6	66	1.7	10	----	60.6	0.0	5	-5.0
Res 117	369	1	64.7	66.4	66	1.7	10	Snd Lvl	66.4	0.0	5	-5.0
Res 118	370	1	63.5	65.2	66	1.7	10	----	65.2	0.0	5	-5.0

Res 119	371	1	64.6	66.3	66	1.7	10	Snd Lvl	66.3	0.0	5	-5.0
Res 153	405	1	66.0	67.7	66	1.7	10	Snd Lvl	67.7	0.0	5	-5.0
Res 154	406	1	63.3	65.0	66	1.7	10	----	65.0	0.0	5	-5.0
Res 155	407	1	62.8	64.5	66	1.7	10	----	64.5	0.0	5	-5.0
Res 156	408	1	61.0	62.7	66	1.7	10	----	62.7	0.0	5	-5.0
Res 157	409	1	61.8	63.5	66	1.7	10	----	63.5	0.0	5	-5.0
Res 158	410	1	63.5	65.2	66	1.7	10	----	65.2	0.0	5	-5.0
Res 159	411	1	65.7	67.4	66	1.7	10	Snd Lvl	67.4	0.0	5	-5.0
Res 160	412	1	66.5	68.2	66	1.7	10	Snd Lvl	68.2	0.0	5	-5.0
Res 161	413	3	53.0	54.7	66	1.7	10	----	54.7	0.0	5	-5.0
Res 162	414	1	66.1	67.9	66	1.8	10	Snd Lvl	67.9	0.0	5	-5.0
Res 163	415	5	53.5	55.2	66	1.7	10	----	55.2	0.0	5	-5.0
Res 164	416	2	51.2	52.9	66	1.7	10	----	52.9	0.0	5	-5.0
Res 165	417	4	49.7	51.4	66	1.7	10	----	51.4	0.0	5	-5.0
Res 166	418	1	66.0	67.7	66	1.7	10	Snd Lvl	67.7	0.0	5	-5.0
Res 167	419	1	65.6	67.3	66	1.7	10	Snd Lvl	67.3	0.0	5	-5.0
Res 168	420	1	65.0	66.7	66	1.7	10	Snd Lvl	66.7	0.0	5	-5.0
Res 169	421	1	64.2	66.0	66	1.8	10	Snd Lvl	66.0	0.0	5	-5.0
Res 170	422	1	61.1	62.8	66	1.7	10	----	62.8	0.0	5	-5.0
Res 171	423	2	55.6	57.3	66	1.7	10	----	57.3	0.0	5	-5.0
Res 172	424	2	51.6	53.3	66	1.7	10	----	53.3	0.0	5	-5.0
Res 173	425	1	62.7	64.4	66	1.7	10	----	64.4	0.0	5	-5.0
Res 174	426	1	67.0	68.7	66	1.7	10	Snd Lvl	68.7	0.0	5	-5.0
Res 175	427	1	66.5	68.2	66	1.7	10	Snd Lvl	68.2	0.0	5	-5.0
Res 176	428	1	66.3	68.0	66	1.7	10	Snd Lvl	68.0	0.0	5	-5.0
Res 177	429	1	66.2	67.9	66	1.7	10	Snd Lvl	67.9	0.0	5	-5.0
Res 178	430	3	53.6	55.3	66	1.7	10	----	55.3	0.0	5	-5.0
Res 179	431	2	51.8	53.5	66	1.7	10	----	53.5	0.0	5	-5.0
Res 180	432	3	50.0	51.7	66	1.7	10	----	51.7	0.0	5	-5.0
Res 181	433	1	66.7	68.5	66	1.8	10	Snd Lvl	68.5	0.0	5	-5.0
Res 182	434	1	66.9	68.6	66	1.7	10	Snd Lvl	68.6	0.0	5	-5.0
Res 183	435	1	67.5	69.2	66	1.7	10	Snd Lvl	69.2	0.0	5	-5.0
Res 184	436	1	67.1	68.8	66	1.7	10	Snd Lvl	68.8	0.0	5	-5.0
Res 185	437	1	67.2	69.0	66	1.8	10	Snd Lvl	69.0	0.0	5	-5.0
Res 186	438	1	67.5	69.2	66	1.7	10	Snd Lvl	69.2	0.0	5	-5.0
Res 187	439	1	67.3	69.0	66	1.7	10	Snd Lvl	69.0	0.0	5	-5.0
Res 188	440	1	67.4	69.1	66	1.7	10	Snd Lvl	69.1	0.0	5	-5.0
Res 189	441	1	64.2	65.9	66	1.7	10	----	65.9	0.0	5	-5.0
Res 190	442	6	53.3	55.1	66	1.8	10	----	55.1	0.0	5	-5.0
Res 191	443	4	51.6	53.3	66	1.7	10	----	53.3	0.0	5	-5.0
Res 192	444	3	50.4	52.1	66	1.7	10	----	52.1	0.0	5	-5.0

Office 193	445	1	67.2	68.9	71	1.7	10	----	68.9	0.0	5	-5.0
Recreation 194	446	1	61.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Vet Office 195	447	1	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 196	448	1	51.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 197	449	1	53.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 198	450	2	52.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 199	451	3	57.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 200	452	3	55.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 201	453	2	51.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 209	461	1	67.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 210	462	3	60.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 211	463	1	55.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 227	487	2	56.8	58.5	66	1.7	10	----	58.5	0.0	5	-5.0
Res 228	488	3	52.0	53.7	66	1.7	10	----	53.7	0.0	5	-5.0
Res 229	489	2	55.5	57.1	66	1.6	10	----	57.1	0.0	5	-5.0
Res 230	490	1	64.5	66.2	66	1.7	10	Snd Lvl	66.2	0.0	5	-5.0
Res 231	491	1	59.6	61.3	66	1.7	10	----	61.3	0.0	5	-5.0
Res 232	493	1	50.4	52.1	66	1.7	10	----	52.1	0.0	5	-5.0
Res 233	494	2	57.4	59.1	66	1.7	10	----	59.1	0.0	5	-5.0
Res 234	495	1	62.9	64.6	66	1.7	10	----	64.6	0.0	5	-5.0
Res 235	497	1	63.4	65.1	66	1.7	10	----	65.1	0.0	5	-5.0
Res 236	499	1	63.5	65.2	66	1.7	10	----	65.2	0.0	5	-5.0
Res 237	500	1	63.1	64.8	66	1.7	10	----	64.8	0.0	5	-5.0
Res 238	501	1	62.3	64.0	66	1.7	10	----	64.0	0.0	5	-5.0
Res 239	503	5	50.4	52.1	66	1.7	10	----	52.1	0.0	5	-5.0
Res 240	505	4	50.5	52.2	66	1.7	10	----	52.2	0.0	5	-5.0
Res 241	506	3	49.8	51.5	66	1.7	10	----	51.5	0.0	5	-5.0
Res 242	507	1	51.3	53.0	66	1.7	10	----	53.0	0.0	5	-5.0
Res 243	509	2	49.5	51.2	66	1.7	10	----	51.2	0.0	5	-5.0
Res 244	511	4	49.4	51.1	66	1.7	10	----	51.1	0.0	5	-5.0
Res 245	512	1	57.6	59.3	66	1.7	10	----	59.3	0.0	5	-5.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	229	0.0	0.0	0.0
All Impacted	25	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DOTD 20 November 2025
JNM TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088 H.010116
RUN: No Build PM Peak 2033
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 12	15	1	70.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 13	16	1	71.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 14	17	1	67.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 15	18	1	70.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 16	19	1	67.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 17	20	3	60.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 18	21	3	55.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 19	22	3	52.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Office 20	23	1	68.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Office 21	24	1	69.0	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Restaurant 22	25	1	68.1	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Bank 23	26	1	67.9	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Office 24	27	1	55.8	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Res 40	43	1	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 41	44	1	61.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 42	45	1	56.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
School 43	46	1	64.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 44	47	3	51.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 45	48	4	50.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 46	49	2	50.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 47	50	4	49.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 48	51	1	54.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 49 (1st Floor)	52	2	67.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 50 (1st Floor)	53	2	63.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Apartments 51 (1st Floor)	54	2	62.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 52 (1st Floor)	55	2	54.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 53 (1st Floor)	56	2	54.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 54 (1st Floor)	57	2	53.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 55 (1st Floor)	58	2	50.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 56 (1st Floor)	59	2	50.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 57	60	3	53.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 58	61	2	55.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 59	62	3	50.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 60	63	2	51.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 61	64	3	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 62	65	1	67.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 63	66	1	61.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 64	67	1	55.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 65	68	2	53.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 66	69	1	65.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 67	70	4	60.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 68	71	1	57.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 69	72	1	54.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 70	73	2	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 71	74	3	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 72	75	1	51.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 73	76	1	68.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 74	77	1	68.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 75	78	1	66.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 76	79	1	61.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 77	80	3	58.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 78	81	1	50.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
School 79	82	1	54.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 120	123	1	66.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 121	124	2	62.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 122	125	2	58.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 123	126	2	55.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 124	127	2	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 125	128	2	51.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 126	129	2	50.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 127	130	2	49.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 128	131	1	48.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 129	132	1	62.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 130	133	1	65.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 131	134	1	63.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Res 132	135	1	66.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 133	136	4	59.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 134	137	1	66.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 135	138	7	53.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 136	139	8	49.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 137	140	1	65.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 138	141	1	66.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 139	142	1	64.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 140	143	1	59.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 141	144	1	64.8	66.6	66	1.8	10	Snd Lvl	66.6	0.0	5	-5.0
Res 142	145	1	66.2	67.9	66	1.7	10	Snd Lvl	67.9	0.0	5	-5.0
Res 143	146	3	50.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Church 144	147	1	66.1	67.8	66	1.7	10	Snd Lvl	67.8	0.0	5	-5.0
Res 145	148	3	55.4	57.2	66	1.8	10	----	57.2	0.0	5	-5.0
Res 146	149	1	55.1	56.8	66	1.7	10	----	56.8	0.0	5	-5.0
Res 147	150	1	56.5	58.2	66	1.7	10	----	58.2	0.0	5	-5.0
Res 148	151	3	62.6	64.3	66	1.7	10	----	64.3	0.0	5	-5.0
Res 149	152	1	60.1	61.8	66	1.7	10	----	61.8	0.0	5	-5.0
Res 150	153	1	67.0	68.7	66	1.7	10	Snd Lvl	68.7	0.0	5	-5.0
Res 151	154	1	64.3	66.0	66	1.7	10	Snd Lvl	66.0	0.0	5	-5.0
Res 152	155	1	66.8	68.6	66	1.8	10	Snd Lvl	68.6	0.0	5	-5.0
Res 202	205	1	53.9	55.6	66	1.7	10	----	55.6	0.0	5	-5.0
Res 203	206	1	58.4	60.1	66	1.7	10	----	60.1	0.0	5	-5.0
Church 204	207	1	66.0	67.8	66	1.8	10	Snd Lvl	67.8	0.0	5	-5.0
Church 205	208	1	58.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 206	209	1	61.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 207	210	1	57.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 208	211	1	60.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 214	217	1	61.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 215	218	1	62.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 216	219	1	63.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 217	220	8	54.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 218	221	1	61.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 219	222	2	57.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 220	223	4	55.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 221	224	1	60.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 222	225	1	56.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 223	226	1	55.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 224	227	1	55.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 49 (2nd Floor)	230	2	67.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 50 (2nd Floor)	232	2	63.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Apartments 51 (2nd Floor)	234	2	64.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 52 (2nd Floor)	236	2	57.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 53 (2nd Floor)	238	2	58.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 54 (2nd Floor)	240	2	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 55 (2nd Floor)	242	2	56.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 56 (2nd Floor)	244	2	57.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 246	246	1	55.9	57.6	66	1.7	10	----	57.6	0.0	5	-5.0
Res 247	247	3	61.8	63.5	66	1.7	10	----	63.5	0.0	5	-5.0
Res 248	248	3	62.3	64.1	66	1.8	10	----	64.1	0.0	5	-5.0
Res 249	249	2	47.3	49.0	66	1.7	10	----	49.0	0.0	5	-5.0
Res 250	250	1	60.8	62.5	66	1.7	10	----	62.5	0.0	5	-5.0
Res 251	251	1	59.2	60.9	66	1.7	10	----	60.9	0.0	5	-5.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	211	0.0	0.0	0.0
All Impacted	7	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Appendix E

Alternative One Results

DOTD 9 July 2025
JNM TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088 H.010116
RUN: Build Alt 2A AM Peak 2033
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 1	4	1	67.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 2	5	1	69.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 3	6	1	69.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 4	7	1	66.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 5	8	6	61.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 6	9	6	57.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 7	10	3	53.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 8	11	1	64.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 9	12	1	70.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 10	13	1	66.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 11	14	1	69.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 25	15	1	69.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 26	16	1	59.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 27	17	1	56.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 28	18	1	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 29	19	1	51.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 30	20	1	58.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 31	21	1	67.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 32	22	1	51.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 33	23	1	61.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 34	24	1	56.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 35	25	1	66.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 36	26	1	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 37	27	1	55.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Res 38	28	1	54.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 39	29	1	53.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 80	30	1	66.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 81	31	1	58.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 82	32	1	56.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 83	33	1	55.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 84	34	1	54.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 85	35	1	55.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 86	36	1	50.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 87	37	9	57.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 88	38	5	50.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 89	39	1	65.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 90	40	1	66.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 91	41	2	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 92	42	2	51.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 93	43	1	56.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 94	44	1	64.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 95	45	1	65.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 96	46	1	64.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Recreation 97	47	1	50.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 98	48	1	62.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 99	49	1	62.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 100	50	4	52.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 101	51	1	61.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 102	52	1	59.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 103	53	1	56.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 104	54	1	55.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 105	55	1	54.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 106	56	2	51.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 107	57	2	50.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 108	58	2	49.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 109	59	2	49.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 110	60	1	67.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 111	61	1	62.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 112	62	1	68.0	68.8	66	0.8	10	Snd Lvl	68.8	0.0	5	-5.0
Res 113	63	1	64.7	65.2	66	0.5	10	----	65.2	0.0	5	-5.0
Res 114	64	3	54.9	57.8	66	2.9	10	----	57.8	0.0	5	-5.0
Res 115	65	3	53.5	56.2	66	2.7	10	----	56.2	0.0	5	-5.0
Res 116	66	3	58.9	59.9	66	1.0	10	----	59.9	0.0	5	-5.0
Res 117	67	1	64.7	65.5	66	0.8	10	----	65.5	0.0	5	-5.0
Res 118	68	1	63.5	64.1	66	0.6	10	----	64.1	0.0	5	-5.0

Res 119	69	1	64.6	65.7	66	1.1	10	----	65.7	0.0	5	-5.0
Res 153	70	1	66.0	66.9	66	0.9	10	Snd Lvl	66.9	0.0	5	-5.0
Res 154	71	1	63.3	64.2	66	0.9	10	----	64.2	0.0	5	-5.0
Res 155	72	1	62.8	64.3	66	1.5	10	----	64.3	0.0	5	-5.0
Res 156	73	1	61.0	62.8	66	1.8	10	----	62.8	0.0	5	-5.0
Res 157	74	1	61.8	63.4	66	1.6	10	----	63.4	0.0	5	-5.0
Res 158	75	1	63.5	65.2	66	1.7	10	----	65.2	0.0	5	-5.0
Res 159	76	1	65.7	67.0	66	1.3	10	Snd Lvl	67.0	0.0	5	-5.0
Res 160	77	1	66.5	68.2	66	1.7	10	Snd Lvl	68.2	0.0	5	-5.0
Res 161	78	3	53.0	55.3	66	2.3	10	----	55.3	0.0	5	-5.0
Res 162	79	1	66.1	67.7	66	1.6	10	Snd Lvl	67.7	0.0	5	-5.0
Res 163	80	5	53.5	56.2	66	2.7	10	----	56.2	0.0	5	-5.0
Res 164	81	2	51.2	53.5	66	2.3	10	----	53.5	0.0	5	-5.0
Res 165	82	4	49.7	51.9	66	2.2	10	----	51.9	0.0	5	-5.0
Res 166	83	1	66.0	67.3	66	1.3	10	Snd Lvl	67.3	0.0	5	-5.0
Res 167	84	1	65.6	66.6	66	1.0	10	Snd Lvl	66.6	0.0	5	-5.0
Res 168	85	1	65.0	66.1	66	1.1	10	Snd Lvl	66.1	0.0	5	-5.0
Res 169	86	1	64.2	65.6	66	1.4	10	----	65.6	0.0	5	-5.0
Res 170	87	1	61.1	63.3	66	2.2	10	----	63.3	0.0	5	-5.0
Res 171	88	2	55.6	58.9	66	3.3	10	----	58.9	0.0	5	-5.0
Res 172	89	2	51.6	54.5	66	2.9	10	----	54.5	0.0	5	-5.0
Res 173	90	1	62.7	64.5	66	1.8	10	----	64.5	0.0	5	-5.0
Res 174	91	1	67.0	68.6	66	1.6	10	Snd Lvl	68.6	0.0	5	-5.0
Res 175	92	1	66.5	67.7	66	1.2	10	Snd Lvl	67.7	0.0	5	-5.0
Res 176	93	1	66.3	66.3	66	0.0	10	Snd Lvl	66.3	0.0	5	-5.0
Res 177	94	1	66.2	64.8	66	-1.4	10	----	64.8	0.0	5	-5.0
Res 178	95	3	53.6	55.9	66	2.3	10	----	55.9	0.0	5	-5.0
Res 179	96	2	51.8	53.5	66	1.7	10	----	53.5	0.0	5	-5.0
Res 180	97	3	50.0	51.8	66	1.8	10	----	51.8	0.0	5	-5.0
Res 181	98	1	66.7	66.6	66	-0.1	10	Snd Lvl	66.6	0.0	5	-5.0
Res 182	99	1	66.9	68.1	66	1.2	10	Snd Lvl	68.1	0.0	5	-5.0
Res 183	100	1	67.5	69.1	66	1.6	10	Snd Lvl	69.1	0.0	5	-5.0
Res 184	101	1	67.1	68.6	66	1.5	10	Snd Lvl	68.6	0.0	5	-5.0
Res 185	102	1	67.2	68.8	66	1.6	10	Snd Lvl	68.8	0.0	5	-5.0
Res 186	103	1	67.5	69.2	66	1.7	10	Snd Lvl	69.2	0.0	5	-5.0
Res 187	104	1	67.3	69.0	66	1.7	10	Snd Lvl	69.0	0.0	5	-5.0
Res 188	105	1	67.4	69.1	66	1.7	10	Snd Lvl	69.1	0.0	5	-5.0
Res 189	106	1	64.2	65.6	66	1.4	10	----	65.6	0.0	5	-5.0
Res 190	107	6	53.3	56.0	66	2.7	10	----	56.0	0.0	5	-5.0
Res 191	108	4	51.6	54.2	66	2.6	10	----	54.2	0.0	5	-5.0
Res 192	109	3	50.4	52.8	66	2.4	10	----	52.8	0.0	5	-5.0

Office 193	110	1	67.2	68.8	71	1.6	10	----	68.8	0.0	5	-5.0
Recreation 194	111	1	61.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Vet Office 195	112	1	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 196	113	1	51.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 197	114	1	53.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 198	115	2	52.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 199	116	3	57.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 200	117	3	55.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 201	118	2	51.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 209	119	1	67.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 210	120	3	60.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 211	121	1	55.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 212	122	3	52.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 213	123	1	65.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 225	124	1	53.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 226	125	1	57.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 227	127	2	56.8	59.6	66	2.8	10	----	59.6	0.0	5	-5.0
Res 228	128	3	52.0	54.2	66	2.2	10	----	54.2	0.0	5	-5.0
Res 229	129	2	55.5	57.2	66	1.7	10	----	57.2	0.0	5	-5.0
Res 230	130	1	64.5	66.0	66	1.5	10	Snd Lvl	66.0	0.0	5	-5.0
Res 231	131	1	59.6	61.0	66	1.4	10	----	61.0	0.0	5	-5.0
Res 232	132	1	50.4	52.3	66	1.9	10	----	52.3	0.0	5	-5.0
Res 233	133	2	57.4	59.0	66	1.6	10	----	59.0	0.0	5	-5.0
Res 234	134	1	62.9	64.5	66	1.6	10	----	64.5	0.0	5	-5.0
Res 235	135	1	63.4	64.9	66	1.5	10	----	64.9	0.0	5	-5.0
Res 236	136	1	63.5	65.1	66	1.6	10	----	65.1	0.0	5	-5.0
Res 237	137	1	63.1	64.8	66	1.7	10	----	64.8	0.0	5	-5.0
Res 238	138	1	62.3	64.0	66	1.7	10	----	64.0	0.0	5	-5.0
Res 239	139	5	50.4	52.4	66	2.0	10	----	52.4	0.0	5	-5.0
Res 240	140	4	50.5	52.4	66	1.9	10	----	52.4	0.0	5	-5.0
Res 241	141	3	49.8	51.5	66	1.7	10	----	51.5	0.0	5	-5.0
Res 242	142	1	51.3	53.0	66	1.7	10	----	53.0	0.0	5	-5.0
Res 243	143	2	49.5	52.2	66	2.7	10	----	52.2	0.0	5	-5.0
Res 244	144	4	49.4	51.2	66	1.8	10	----	51.2	0.0	5	-5.0
Res 245	145	1	57.6	60.6	66	3.0	10	----	60.6	0.0	5	-5.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	235	0.0	0.0	0.0
All Impacted	20	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DOTD 20 November 2025
JNM TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088 H.010116
RUN: Build Alt 2A AM Peak 2033
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 1	154	1	70.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 13	155	1	71.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 14	156	1	67.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 15	157	1	70.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 16	158	1	67.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 17	159	3	60.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 18	160	3	55.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 19	161	3	52.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Office 20	162	1	68.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Office 21	163	1	69.0	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Restaurant 22	164	1	68.1	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Bank 23	165	1	67.9	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Office 24	166	1	55.8	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Res 40	167	1	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 41	168	1	61.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 42	169	1	56.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
School 43	170	1	64.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 44	171	3	51.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 45	172	4	50.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 46	173	2	50.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 47	174	4	49.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 48	175	1	54.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 49 (1st Floor)	176	2	67.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 50 (1st Floor)	177	2	63.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Apartments 51 (1st Floor)	178	2	62.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 52 (1st Floor)	179	2	54.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 53 (1st Floor)	180	2	54.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 54 (1st Floor)	181	2	53.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 55 (1st Floor)	182	2	50.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 56 (1st Floor)	183	2	50.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 57	184	3	53.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 58	185	2	55.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 59	186	3	50.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 60	187	2	51.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 61	188	3	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 62	189	1	67.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 63	190	1	61.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 64	191	1	55.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 65	192	2	53.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 66	193	1	65.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 67	194	4	60.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 68	195	1	57.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 69	196	1	54.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 70	197	2	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 71	198	3	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 72	199	1	51.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 73	200	1	68.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 74	201	1	68.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 75	202	1	66.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 76	203	1	61.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 77	204	3	58.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 78	205	1	50.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
School 79	206	1	54.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 120	207	1	66.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 121	208	2	62.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 122	209	2	58.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 123	210	2	55.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 124	211	2	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 125	212	2	51.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 126	213	2	50.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 127	214	2	49.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 128	215	1	48.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 129	216	1	62.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 130	217	1	65.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 131	218	1	63.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Res 132	219	1	66.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 133	220	4	59.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 134	221	1	66.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 135	222	7	53.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 136	223	8	49.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 137	224	1	65.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 138	225	1	66.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 139	226	1	64.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 140	227	1	59.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 141	228	1	64.8	67.0	66	2.2	10	Snd Lvl	67.0	0.0	5	-5.0
Res 142	229	1	66.2	68.7	66	2.5	10	Snd Lvl	68.7	0.0	5	-5.0
Res 143	230	3	50.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Church 144	231	1	66.1	68.0	66	1.9	10	Snd Lvl	68.0	0.0	5	-5.0
Res 145	232	3	55.4	57.5	66	2.1	10	----	57.5	0.0	5	-5.0
Res 146	233	1	55.1	57.6	66	2.5	10	----	57.6	0.0	5	-5.0
Res 147	234	1	56.5	59.6	66	3.1	10	----	59.6	0.0	5	-5.0
Res 148	235	3	62.6	61.5	66	-1.1	10	----	61.5	0.0	5	-5.0
Res 149	236	1	60.1	62.3	66	2.2	10	----	62.3	0.0	5	-5.0
Res 150	237	1	67.0	68.6	66	1.6	10	Snd Lvl	68.6	0.0	5	-5.0
Res 151	238	1	64.3	65.6	66	1.3	10	----	65.6	0.0	5	-5.0
Res 152	239	1	66.8	68.4	66	1.6	10	Snd Lvl	68.4	0.0	5	-5.0
Res 202	240	1	53.9	57.2	66	3.3	10	----	57.2	0.0	5	-5.0
Res 203	241	1	58.4	61.4	66	3.0	10	----	61.4	0.0	5	-5.0
Church 204	242	1	66.0	67.2	66	1.2	10	Snd Lvl	67.2	0.0	5	-5.0
Church 205	243	1	58.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 206	244	1	61.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 207	245	1	57.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 208	246	1	60.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 214	247	1	61.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 215	248	1	62.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 216	249	1	63.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 217	250	8	54.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 218	251	1	61.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 219	252	2	57.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 220	253	4	55.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 221	254	1	60.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 222	255	1	56.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 223	256	1	55.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 224	257	1	55.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 49 (2nd Floor)	258	2	67.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 50 (2nd Floor)	259	2	63.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Apartments 51 (2nd Floor)	260	2	64.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 52 (2nd Floor)	261	2	57.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 53 (2nd Floor)	262	2	58.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 54 (2nd Floor)	263	2	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 55 (2nd Floor)	264	2	56.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 56 (2nd Floor)	265	2	57.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 246	266	1	55.9	59.9	66	4.0	10	----	59.9	0.0	5	-5.0
Res 247	267	3	61.8	63.4	66	1.6	10	----	63.4	0.0	5	-5.0
Res 248	268	3	62.3	63.8	66	1.5	10	----	63.8	0.0	5	-5.0
Res 249	269	2	47.3	49.3	66	2.0	10	----	49.3	0.0	5	-5.0
Res 250	270	1	60.8	57.7	66	-3.1	10	----	57.7	0.0	5	-5.0
Res 251	271	1	59.2	61.9	66	2.7	10	----	61.9	0.0	5	-5.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	211	0.0	0.0	0.0
All Impacted	6	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Appendix F

Alternative Two Results

DOTD 14 July 2025
JNM TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088 H.010116
RUN: Build Alt New AM Peak 2033
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 1	4	1	67.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 2	5	1	69.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 3	6	1	69.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 4	7	1	66.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 5	8	6	61.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 6	9	6	57.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 7	10	3	53.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 8	11	1	64.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 9	12	1	70.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 10	13	1	66.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 11	14	1	69.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 25	15	1	69.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 26	16	1	59.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 27	17	1	56.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 28	18	1	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 29	19	1	51.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 30	20	1	58.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 31	21	1	67.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 32	22	1	51.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 33	23	1	61.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 34	24	1	56.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 35	25	1	66.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 36	26	1	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 37	27	1	55.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Res 38	28	1	54.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 39	29	1	53.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 80	30	1	66.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 81	31	1	58.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 82	32	1	56.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 83	33	1	55.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 84	34	1	54.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 85	35	1	55.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 86	36	1	50.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 87	37	9	57.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 88	38	5	50.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 89	39	1	65.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 90	40	1	66.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 91	41	2	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 92	42	2	51.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 93	43	1	56.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 94	44	1	64.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 95	45	1	65.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 96	46	1	64.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Recreation 97	47	1	50.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 98	48	1	62.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 99	49	1	62.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 100	50	4	52.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 101	51	1	61.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 102	52	1	59.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 103	53	1	56.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 104	54	1	55.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 105	55	1	54.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 106	56	2	51.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 107	57	2	50.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 108	58	2	49.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 109	59	2	49.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 110	60	1	67.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 111	61	1	62.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 112	62	1	68.0	68.8	66	0.8	10	Snd Lvl	68.8	0.0	5	-5.0
Res 113	63	1	64.7	65.0	66	0.3	10	----	65.0	0.0	5	-5.0
Res 114	64	3	54.9	57.4	66	2.5	10	----	57.4	0.0	5	-5.0
Res 115	65	3	53.5	55.8	66	2.3	10	----	55.8	0.0	5	-5.0
Res 116	66	3	58.9	60.1	66	1.2	10	----	60.1	0.0	5	-5.0
Res 117	67	1	64.7	66.0	66	1.3	10	Snd Lvl	66.0	0.0	5	-5.0
Res 118	68	1	63.5	64.5	66	1.0	10	----	64.5	0.0	5	-5.0

Res 119	69	1	64.6	65.9	66	1.3	10	----	65.9	0.0	5	-5.0
Res 153	70	1	66.0	65.8	66	-0.2	10	----	65.8	0.0	5	-5.0
Res 154	71	1	63.3	63.6	66	0.3	10	----	63.6	0.0	5	-5.0
Res 155	72	1	62.8	63.8	66	1.0	10	----	63.8	0.0	5	-5.0
Res 156	73	1	61.0	62.6	66	1.6	10	----	62.6	0.0	5	-5.0
Res 157	74	1	61.8	63.2	66	1.4	10	----	63.2	0.0	5	-5.0
Res 158	75	1	63.5	65.0	66	1.5	10	----	65.0	0.0	5	-5.0
Res 159	76	1	65.7	66.1	66	0.4	10	Snd Lvl	66.1	0.0	5	-5.0
Res 160	77	1	66.5	67.4	66	0.9	10	Snd Lvl	67.4	0.0	5	-5.0
Res 161	78	3	53.0	55.0	66	2.0	10	----	55.0	0.0	5	-5.0
Res 162	79	1	66.1	66.8	66	0.7	10	Snd Lvl	66.8	0.0	5	-5.0
Res 163	80	5	53.5	55.6	66	2.1	10	----	55.6	0.0	5	-5.0
Res 164	81	2	51.2	53.2	66	2.0	10	----	53.2	0.0	5	-5.0
Res 165	82	4	49.7	51.6	66	1.9	10	----	51.6	0.0	5	-5.0
Res 166	83	1	66.0	66.5	66	0.5	10	Snd Lvl	66.5	0.0	5	-5.0
Res 167	84	1	65.6	65.8	66	0.2	10	----	65.8	0.0	5	-5.0
Res 168	85	1	65.0	65.1	66	0.1	10	----	65.1	0.0	5	-5.0
Res 169	86	1	64.2	64.2	66	0.0	10	----	64.2	0.0	5	-5.0
Res 170	87	1	61.1	61.4	66	0.3	10	----	61.4	0.0	5	-5.0
Res 171	88	2	55.6	56.7	66	1.1	10	----	56.7	0.0	5	-5.0
Res 172	89	2	51.6	53.1	66	1.5	10	----	53.1	0.0	5	-5.0
Res 173	90	1	62.7	62.3	66	-0.4	10	----	62.3	0.0	5	-5.0
Res 174	91	1	67.0	65.8	66	-1.2	10	----	65.8	0.0	5	-5.0
Res 175	92	1	66.5	64.6	66	-1.9	10	----	64.6	0.0	5	-5.0
Res 176	93	1	66.3	63.5	66	-2.8	10	----	63.5	0.0	5	-5.0
Res 177	94	1	66.2	62.5	66	-3.7	10	----	62.5	0.0	5	-5.0
Res 178	95	3	53.6	54.8	66	1.2	10	----	54.8	0.0	5	-5.0
Res 179	96	2	51.8	52.8	66	1.0	10	----	52.8	0.0	5	-5.0
Res 180	97	3	50.0	51.4	66	1.4	10	----	51.4	0.0	5	-5.0
Res 181	98	1	66.7	63.3	66	-3.4	10	----	63.3	0.0	5	-5.0
Res 182	99	1	66.9	64.4	66	-2.5	10	----	64.4	0.0	5	-5.0
Res 183	100	1	67.5	66.5	66	-1.0	10	Snd Lvl	66.5	0.0	5	-5.0
Res 184	101	1	67.1	67.1	66	0.0	10	Snd Lvl	67.1	0.0	5	-5.0
Res 185	102	1	67.2	68.1	66	0.9	10	Snd Lvl	68.1	0.0	5	-5.0
Res 186	103	1	67.5	69.0	66	1.5	10	Snd Lvl	69.0	0.0	5	-5.0
Res 187	104	1	67.3	69.0	66	1.7	10	Snd Lvl	69.0	0.0	5	-5.0
Res 188	105	1	67.4	69.1	66	1.7	10	Snd Lvl	69.1	0.0	5	-5.0
Res 189	106	1	64.2	65.5	66	1.3	10	----	65.5	0.0	5	-5.0
Res 190	107	6	53.3	55.0	66	1.7	10	----	55.0	0.0	5	-5.0
Res 191	108	4	51.6	53.8	66	2.2	10	----	53.8	0.0	5	-5.0
Res 192	109	3	50.4	52.4	66	2.0	10	----	52.4	0.0	5	-5.0

Office 193	110	1	67.2	68.8	71	1.6	10	----	68.8	0.0	5	-5.0
Recreation 194	111	1	61.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Vet Office 195	112	1	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 196	113	1	51.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 197	114	1	53.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 198	115	2	52.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 199	116	3	57.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 200	117	3	55.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 201	118	2	51.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 209	119	1	67.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 210	120	3	60.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 211	121	1	55.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 212	122	3	52.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 213	123	1	65.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 225	124	1	53.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 226	125	1	57.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 227	127	2	56.8	58.8	66	2.0	10	----	58.8	0.0	5	-5.0
Res 228	128	3	52.0	54.0	66	2.0	10	----	54.0	0.0	5	-5.0
Res 229	129	2	55.5	57.2	66	1.7	10	----	57.2	0.0	5	-5.0
Res 230	130	1	64.5	66.0	66	1.5	10	Snd Lvl	66.0	0.0	5	-5.0
Res 231	131	1	59.6	61.0	66	1.4	10	----	61.0	0.0	5	-5.0
Res 232	132	1	50.4	52.3	66	1.9	10	----	52.3	0.0	5	-5.0
Res 233	133	2	57.4	59.0	66	1.6	10	----	59.0	0.0	5	-5.0
Res 234	134	1	62.9	64.5	66	1.6	10	----	64.5	0.0	5	-5.0
Res 235	135	1	63.4	64.8	66	1.4	10	----	64.8	0.0	5	-5.0
Res 236	136	1	63.5	65.1	66	1.6	10	----	65.1	0.0	5	-5.0
Res 237	137	1	63.1	64.8	66	1.7	10	----	64.8	0.0	5	-5.0
Res 238	138	1	62.3	64.0	66	1.7	10	----	64.0	0.0	5	-5.0
Res 239	139	5	50.4	52.3	66	1.9	10	----	52.3	0.0	5	-5.0
Res 240	140	4	50.5	52.4	66	1.9	10	----	52.4	0.0	5	-5.0
Res 241	141	3	49.8	51.5	66	1.7	10	----	51.5	0.0	5	-5.0
Res 242	142	1	51.3	53.0	66	1.7	10	----	53.0	0.0	5	-5.0
Res 243	143	2	49.5	51.2	66	1.7	10	----	51.2	0.0	5	-5.0
Res 244	144	4	49.4	51.0	66	1.6	10	----	51.0	0.0	5	-5.0
Res 245	145	1	57.6	60.2	66	2.6	10	----	60.2	0.0	5	-5.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	235	0.0	0.0	0.0
All Impacted	13	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DOTD 20 November 2025
JNM TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088 H.010116
RUN: Build Alt New PM Peak 2033
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 1	154	1	70.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 13	155	1	71.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 14	156	1	67.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 15	157	1	70.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 16	158	1	67.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 17	159	3	60.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 18	160	3	55.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 19	161	3	52.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Office 20	162	1	68.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Office 21	163	1	69.0	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Restaurant 22	164	1	68.1	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Bank 23	165	1	67.9	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Office 24	166	1	55.8	0.0	71	0.0	10	inactive	0.0	0.0	5	0.0
Res 40	167	1	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 41	168	1	61.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 42	169	1	56.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
School 43	170	1	64.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 44	171	3	51.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 45	172	4	50.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 46	173	2	50.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 47	174	4	49.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 48	175	1	54.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 49 (1st Floor)	176	2	67.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 50 (1st Floor)	177	2	63.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Apartments 51 (1st Floor)	178	2	62.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 52 (1st Floor)	179	2	54.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 53 (1st Floor)	180	2	54.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 54 (1st Floor)	181	2	53.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 55 (1st Floor)	182	2	50.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 56 (1st Floor)	183	2	50.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 57	184	3	53.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 58	185	2	55.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 59	186	3	50.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 60	187	2	51.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 61	188	3	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 62	189	1	67.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 63	190	1	61.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 64	191	1	55.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 65	192	2	53.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 66	193	1	65.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 67	194	4	60.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 68	195	1	57.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 69	196	1	54.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 70	197	2	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 71	198	3	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 72	199	1	51.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 73	200	1	68.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 74	201	1	68.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 75	202	1	66.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 76	203	1	61.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 77	204	3	58.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 78	205	1	50.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
School 79	206	1	54.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 120	207	1	66.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 121	208	2	62.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 122	209	2	58.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 123	210	2	55.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 124	211	2	53.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 125	212	2	51.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 126	213	2	50.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 127	214	2	49.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 128	215	1	48.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 129	216	1	62.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 130	217	1	65.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 131	218	1	63.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Res 132	219	1	66.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 133	220	4	59.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 134	221	1	66.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 135	222	7	53.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 136	223	8	49.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 137	224	1	65.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 138	225	1	66.0	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 139	226	1	64.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 140	227	1	59.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 141	228	1	64.8	67.0	66	2.2	10	Snd Lvl	67.0	0.0	5	-5.0
Res 142	229	1	66.2	68.6	66	2.4	10	Snd Lvl	68.6	0.0	5	-5.0
Res 143	230	3	50.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Church 144	231	1	66.1	68.0	66	1.9	10	Snd Lvl	68.0	0.0	5	-5.0
Res 145	232	3	55.4	57.6	66	2.2	10	----	57.6	0.0	5	-5.0
Res 146	233	1	55.1	57.8	66	2.7	10	----	57.8	0.0	5	-5.0
Res 147	234	1	56.5	60.1	66	3.6	10	----	60.1	0.0	5	-5.0
Res 148	235	3	62.6	64.2	66	1.6	10	----	64.2	0.0	5	-5.0
Res 149	236	1	60.1	62.9	66	2.8	10	----	62.9	0.0	5	-5.0
Res 150	237	1	67.0	69.4	66	2.4	10	Snd Lvl	69.4	0.0	5	-5.0
Res 151	238	1	64.3	66.6	66	2.3	10	Snd Lvl	66.6	0.0	5	-5.0
Res 152	239	1	66.8	71.6	66	4.8	10	Snd Lvl	71.6	0.0	5	-5.0
Res 202	240	1	53.9	56.6	66	2.7	10	----	56.6	0.0	5	-5.0
Res 203	241	1	58.4	61.0	66	2.6	10	----	61.0	0.0	5	-5.0
Church 204	242	1	66.0	67.2	66	1.2	10	Snd Lvl	67.2	0.0	5	-5.0
Church 205	243	1	58.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 206	244	1	61.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 207	245	1	57.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 208	246	1	60.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 214	247	1	61.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 215	248	1	62.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 216	249	1	63.9	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 217	250	8	54.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 218	251	1	61.1	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 219	252	2	57.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 220	253	4	55.4	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 221	254	1	60.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 222	255	1	56.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 223	256	1	55.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 224	257	1	55.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 49 (2nd Floor)	258	2	67.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 50 (2nd Floor)	259	2	63.6	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0

Apartments 51 (2nd Floor)	260	2	64.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 52 (2nd Floor)	261	2	57.2	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 53 (2nd Floor)	262	2	58.8	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 54 (2nd Floor)	263	2	58.5	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 55 (2nd Floor)	264	2	56.7	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Apartments 56 (2nd Floor)	265	2	57.3	0.0	66	0.0	10	inactive	0.0	0.0	5	0.0
Res 246	266	1	55.9	59.7	66	3.8	10	----	59.7	0.0	5	-5.0
Res 247	267	3	61.8	63.4	66	1.6	10	----	63.4	0.0	5	-5.0
Res 248	268	3	62.3	63.9	66	1.6	10	----	63.9	0.0	5	-5.0
Res 249	269	2	47.3	49.5	66	2.2	10	----	49.5	0.0	5	-5.0
Res 250	270	1	60.8	61.2	66	0.4	10	----	61.2	0.0	5	-5.0
Res 251	271	1	59.2	61.0	66	1.8	10	----	61.0	0.0	5	-5.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	211	0.0	0.0	0.0
All Impacted	7	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Appendix G

All Results Table

Receiver	Address	# of Dwelling Units (DU)	FHWA Cat.	First Row?	Existing Sound Level (dBA)	Existing DU Impacted	No Build Sound Level (dBA)	No Build From Existing	No Build DU Impacted	Alt. 1 Sound Level (dBA)	Increase Over Existing	Alt. 1 DU Impacted	Alt. 2 Sound Level (dBA)	Increase Over Existing	Increase Over Alt. 1	Alt. 2 DU Impacted
Res 112	1220 LA-1088	1	B	Yes	68	1	69.7	1.7	1	68.8	0.8	1	68.8	0.8	0	1
Res 113	1210 LA-1088	1	B	Yes	64.7	0	66.4	1.7	1	65.2	0.5	0	65	0.3	-0.2	0
Res 114	1090 Elmer St	3	B	No	54.9	0	56.6	1.7	0	57.8	2.9	0	57.4	2.5	-0.4	0
Res 115	1060 Elmer St	3	B	No	53.5	0	55.2	1.7	0	56.2	2.7	0	55.8	2.3	-0.4	0
Res 116	1010 Elmer St	3	B	No	58.9	0	60.6	1.7	0	59.9	1	0	60.1	1.2	0.2	0
Res 117	2750 Soult St	1	B	Yes	64.7	0	66.4	1.7	1	65.5	0.8	0	66	1.3	0.5	1
Res 118	1087 Elmer St	1	B	Yes	63.5	0	65.2	1.7	0	64.1	0.6	0	64.5	1	0.4	0
Res 119	2710 Soult St	1	B	Yes	64.6	0	66.3	1.7	1	65.7	1.1	0	65.9	1.3	0.2	0
Res 141	1259 LA-1088	1	B	Yes	64.8	0	66.6	1.8	1	67	2.2	1	67	2.2	0	1
Res 142	1221 LA-1088	1	B	Yes	66.2	1	67.9	1.7	1	68.7	2.5	1	68.6	2.4	-0.1	1
Church 144	Mandeville Christian Fellowship	1	D	Yes	41.1	0	42.8	1.7	0	43	1.9	0	43	1.9	0	0
Res 145	1336 Viola St	3	B	No	55.4	0	57.2	1.8	0	57.5	2.1	0	57.6	2.2	0.1	0
Res 146	1190 Viola St	1	B	No	55.1	0	56.8	1.7	0	57.6	2.5	0	57.8	2.7	0.2	0
Res 147	1180 Viola St	1	B	No	56.5	0	58.2	1.7	0	59.6	3.1	0	60.1	3.6	0.5	0
Res 148	1175 Viola St	3	B	Yes	62.6	0	64.3	1.7	0	61.5	-1.1	0	64.2	1.6	2.7	0
Res 149	22317 LA-1088	1	B	Yes	60.1	0	61.8	1.7	0	62.3	2.2	0	62.9	2.8	0.6	0
Res 150	22319 LA-1088	1	B	Yes	67	1	68.7	1.7	1	68.6	1.6	1	69.4	2.4	0.8	1
Res 151	22367 LA-1088	1	B	Yes	64.3	0	66	1.7	1	65.6	1.3	0	66.6	2.3	1	1
Res 152	22395 LA-1088	1	B	Yes	66.8	1	68.6	1.8	1	68.4	1.6	1	71.6	4.8	3.2	1
Res 153	2033 W Ridge Dr	1	B	Yes	66	1	67.7	1.7	1	66.9	0.9	1	65.8	-0.2	-1.1	0
Res 154	2029 W Ridge Dr	1	B	Yes	63.3	0	65	1.7	0	64.2	0.9	0	63.6	0.3	-0.6	0
Res 155	2025 W Ridge Dr	1	B	Yes	62.8	0	64.5	1.7	0	64.3	1.5	0	63.8	1	-0.5	0
Res 156	2021 W Ridge Dr	1	B	Yes	61	0	62.7	1.7	0	62.8	1.8	0	62.6	1.6	-0.2	0
Res 157	2017 W Ridge Dr	1	B	Yes	61.8	0	63.5	1.7	0	63.4	1.6	0	63.2	1.4	-0.2	0
Res 158	2013 W Ridge Dr	1	B	Yes	63.5	0	65.2	1.7	0	65.2	1.7	0	65	1.5	-0.2	0

Receiver	Address	# of Dwelling Units (DU)	FHWA Cat.	First Row?	Existing Sound Level (dBA)	Existing DU Impacted	No Build Sound Level (dBA)	No Build From Existing	No Build DU Impacted	Alt. 1 Sound Level (dBA)	Increase Over Existing	Alt. 1 DU Impacted	Alt. 2 Sound Level (dBA)	Increase Over Existing	Increase Over Alt. 1	Alt. 2 DU Impacted
Res 159	2037 W Ridge Dr	1	B	Yes	65.7	0	67.4	1.7	1	67	1.3	1	66.1	0.4	-0.9	1
Res 160	2041 W Ridge Dr	1	B	Yes	66.5	1	68.2	1.7	1	68.2	1.7	1	67.4	0.9	-0.8	1
Res 161	2026 W Ridge Dr	3	B	No	53	0	54.7	1.7	0	55.3	2.3	0	55	2	-0.3	0
Res 162	2045 W Ridge Dr	1	B	Yes	66.1	1	67.9	1.8	1	67.7	1.6	1	66.8	0.7	-0.9	1
Res 163	2040 W Ridge Dr	5	B	No	53.5	0	55.2	1.7	0	56.2	2.7	0	55.6	2.1	-0.6	0
Res 164	1101 Fairfield Ct	2	B	No	51.2	0	52.9	1.7	0	53.5	2.3	0	53.2	2	-0.3	0
Res 165	1105 Fairfield Ct	4	B	No	49.7	0	51.4	1.7	0	51.9	2.2	0	51.6	1.9	-0.3	0
Res 166	2049 W Ridge Dr	1	B	Yes	66	1	67.7	1.7	1	67.3	1.3	1	66.5	0.5	-0.8	1
Res 167	2053 W Ridge Dr	1	B	Yes	65.6	0	67.3	1.7	1	66.6	1	1	65.8	0.2	-0.8	0
Res 168	2057 W Ridge Dr	1	B	Yes	65	0	66.7	1.7	1	66.1	1.1	1	65.1	0.1	-1	0
Res 169	2061 W Ridge Dr	1	B	Yes	64.2	0	66	1.8	1	65.6	1.4	0	64.2	0	-1.4	0
Res 170	2065 W Ridge Dr	1	B	Yes	61.1	0	62.8	1.7	0	63.3	2.2	0	61.4	0.3	-1.9	0
Res 171	2069 W Ridge Dr	2	B	No	55.6	0	57.3	1.7	0	58.9	3.3	0	56.7	1.1	-2.2	0
Res 172	2073 W Ridge Dr	2	B	No	51.6	0	53.3	1.7	0	54.5	2.9	0	53.1	1.5	-1.4	0
Res 173	2057 Olvey Dr	1	B	Yes	62.7	0	64.4	1.7	0	64.5	1.8	0	62.3	-0.4	-2.2	0
Res 174	2063 Olvey Dr	1	B	Yes	67	1	68.7	1.7	1	68.6	1.6	1	65.8	-1.2	-2.8	0
Res 175	2069 Olvey Dr	1	B	Yes	66.5	1	68.2	1.7	1	67.7	1.2	1	64.6	-1.9	-3.1	0
Res 176	2075 Olvey Dr	1	B	Yes	66.3	1	68	1.7	1	66.3	0	1	63.5	-2.8	-2.8	0
Res 177	2081 Olvey Dr	1	B	Yes	66.2	1	67.9	1.7	1	64.8	-1.4	0	62.5	-3.7	-2.3	0
Res 178	2074 Olvey Dr	3	B	No	53.6	0	55.3	1.7	0	55.9	2.3	0	54.8	1.2	-1.1	0
Res 179	2057 Trinity Dr	2	B	No	51.8	0	53.5	1.7	0	53.5	1.7	0	52.8	1	-0.7	0

Receiver	Address	# of Dwelling Units (DU)	FHWA Cat.	First Row?	Existing Sound Level (dBA)	Existing DU Impacted	No Build Sound Level (dBA)	No Build From Existing	No Build DU Impacted	Alt. 1 Sound Level (dBA)	Increase Over Existing	Alt. 1 DU Impacted	Alt. 2 Sound Level (dBA)	Increase Over Existing	Increase Over Alt. 1	Alt. 2 DU Impacted
Res 180	2047 Trinity Dr	3	B	No	50	0	51.7	1.7	0	51.8	1.8	0	51.4	1.4	-0.4	0
Res 181	2101 Olvey Dr	1	B	Yes	66.7	1	68.5	1.8	1	66.6	-0.1	1	63.3	-3.4	-3.3	0
Res 182	2107 Olvey Dr	1	B	Yes	66.9	1	68.6	1.7	1	68.1	1.2	1	64.4	-2.5	-3.7	0
Res 183	2113 Olvey Dr	1	B	Yes	67.5	1	69.2	1.7	1	69.1	1.6	1	66.5	-1	-2.6	1
Res 184	2119 Olvey Dr	1	B	Yes	67.1	1	68.8	1.7	1	68.6	1.5	1	67.1	0	-1.5	1
Res 185	2125 Olvey Dr	1	B	Yes	67.2	1	69	1.8	1	68.8	1.6	1	68.1	0.9	-0.7	1
Res 186	2131 Olvey Dr	1	B	Yes	67.5	1	69.2	1.7	1	69.2	1.7	1	69	1.5	-0.2	1
Res 187	2137 Olvey Dr	1	B	Yes	67.3	1	69	1.7	1	69	1.7	1	69	1.7	0	1
Res 188	2143 Olvey Dr	1	B	Yes	67.4	1	69.1	1.7	1	69.1	1.7	1	69.1	1.7	0	1
Res 189	2149 Olvey Dr	1	B	Yes	64.2	0	65.9	1.7	0	65.6	1.4	0	65.5	1.3	-0.1	0
Res 190	2112 Olvey Dr	6	B	No	53.3	0	55.1	1.8	0	56	2.7	0	55	1.7	-1	0
Res 191	2166 Olvey Dr	4	B	No	51.6	0	53.3	1.7	0	54.2	2.6	0	53.8	2.2	-0.4	0
Res 192	2172 Olvey Dr	3	B	No	50.4	0	52.1	1.7	0	52.8	2.4	0	52.4	2	-0.4	0
Office 193	22532 LA-1088	1	E	Yes	67.2	0	68.9	1.7	0	68.8	1.6	0	68.8	1.6	0	0
Res 202	22475 LA-1088	1	B	No	53.9	0	55.6	1.7	0	57.2	3.3	0	56.6	2.7	-0.6	0
Res 203	22475 LA-1088	1	B	Yes	58.4	0	60.1	1.7	0	61.4	3	0	61	2.6	-0.4	0
Church 204	Redeemer Lutheran Church	1	D	Yes	41	0	42.8	1.8	0	42.2	1.2	0	42.2	1.2	0	0
Res 227	1029 Elmer St	2	B	No	56.8	0	58.5	1.7	0	59.6	2.8	0	58.8	2	-0.8	0
Res 228	1076 Jordan St	3	B	No	52	0	53.7	1.7	0	54.2	2.2	0	54	2	-0.2	0
Res 229	1024 Jordan St	2	B	No	55.5	0	57.1	1.6	0	57.2	1.7	0	57.2	1.7	0	0
Res 230	1004 Jordan St	1	B	Yes	64.5	0	66.2	1.7	1	66	1.5	1	66	1.5	0	1
Res 231	1005 Jordan St	1	B	Yes	59.6	0	61.3	1.7	0	61	1.4	0	61	1.4	0	0
Res 232	1095 Eola St	1	B	No	50.4	0	52.1	1.7	0	52.3	1.9	0	52.3	1.9	0	0
Res 233	1089 Eola St	2	B	No	57.4	0	59.1	1.7	0	59	1.6	0	59	1.6	0	0
Res 234	1087 Eola St	1	B	Yes	62.9	0	64.6	1.7	0	64.5	1.6	0	64.5	1.6	0	0
Res 235	2009 West Ridge Dr	1	B	Yes	63.4	0	65.1	1.7	0	64.9	1.5	0	64.8	1.4	-0.1	0
Res 236	2005 West Ridge Dr	1	B	Yes	63.5	0	65.2	1.7	0	65.1	1.6	0	65.1	1.6	0	0
Res 237	2001 West Ridge Dr	1	B	Yes	63.1	0	64.8	1.7	0	64.8	1.7	0	64.8	1.7	0	0

Receiver	Address	# of Dwelling Units (DU)	FHWA Cat.	First Row?	Existing Sound Level (dBA)	Existing DU Impacted	No Build Sound Level (dBA)	No Build From Existing	No Build DU Impacted	Alt. 1 Sound Level (dBA)	Increase Over Existing	Alt. 1 DU Impacted	Alt. 2 Sound Level (dBA)	Increase Over Existing	Increase Over Alt. 1	Alt. 2 DU Impacted
Res 238	1997 West Ridge Dr	1	B	Yes	62.3	0	64	1.7	0	64	1.7	0	64	1.7	0	0
Res 239	1102 Fairfiled Ct	5	B	No	50.4	0	52.1	1.7	0	52.4	2	0	52.3	1.9	-0.1	0
Res 240	2007 Olvey Dr	4	B	No	50.5	0	52.2	1.7	0	52.4	1.9	0	52.4	1.9	0	0
Res 241	1105 Torrence Dr	3	B	No	49.8	0	51.5	1.7	0	51.5	1.7	0	51.5	1.7	0	0
Res 242	1102 Torrence Dr	1	B	No	51.3	0	53	1.7	0	53	1.7	0	53	1.7	0	0
Res 243	2039 Olvey Dr	2	B	No	49.5	0	51.2	1.7	0	52.2	2.7	0	51.2	1.7	-1	0
Res 244	2052 Trinity Dr	4	B	No	49.4	0	51.1	1.7	0	51.2	1.8	0	51	1.6	-0.2	0
Res 245	2155 Olvey Dr	1	B	No	57.6	0	59.3	1.7	0	60.6	3	0	60.2	2.6	-0.4	0
Res 246	1233 LA-1088	1	B	No	55.9	0	57.6	1.7	0	59.9	4	0	59.7	3.8	-0.2	0
Res 247	1329 Viola St	3	B	No	61.8	0	63.5	1.7	0	63.4	1.6	0	63.4	1.6	0	0
Res 248	1187 Viola St	3	B	No	62.3	0	64.1	1.8	0	63.8	1.5	0	63.9	1.6	0.1	0
Res 249	1316 Franklin St	2	B	No	47.3	0	49	1.7	0	49.3	2	0	49.5	2.2	0.2	0
Res 250	1165 Viola St	1	B	Yes	60.8	0	62.5	1.7	0	57.7	-3.1	0	61.2	0.4	3.5	0
Res 251	22503 LA-1088	1	B	Yes	59.2	0	60.9	1.7	0	61.9	2.7	0	61	1.8	-0.9	0
						Total			Total			Total				Total
						20			30			24				18
				min	41	min	42.8	1.6	min	42.2	-3.1	min	42.2	-3.7	-3.7	
				max	68	max	69.7	1.8	max	69.2	4	max	71.6	4.8	3.5	

Appendix H

LADOTD 2021 Noise Barrier Construction Cost

Noise Barrier Construction Cost (2021):

Ground-mounted barriers:	$71.00 per Square Foot
Structure-mounted barriers:	$58.00 per Square Foot

*These are construction costs only and do not include costs for real estate acquisition, construction servitude, utility relocations, crash protection, etc. These additional costs must be added to the overall cost of the barrier when determining reasonableness.

Appendix I

Barrier Feasibility and Reasonableness Results and Worksheets

Appendix I-1

West Quail Barriers - Not Reasonable

Feasibility Worksheet			
Project	ID number	Route Location	
	H.010116	LA 1088 Corridor	
Barrier	Location	Length (feet)	Height (feet)
	West Quail Barrier	1300 ft	7.23 ft (Avg)
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
4	4		100 %
Are there any additional feasibility issues to consider?	*Explain:* No; the barrier will not limit access for the residents and is away from the ditch.		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: The barrier benefits all of the impacted first row receivers and does not have other feasibility issues, so the barrier is feasible.		

Reasonableness Worksheet DURING DESIGN					
Project	ID number	Route	Parish/City		
	H.010116	LA 1088	St. Tammany/ Mandeville		
Barrier	Length	Height	Location		
	1300 ft	7.23 ft (Avg)	West Quail Barrier		
Criterion 1: Cost					
Total Square Feet of Barrier	Cost/Sq. ft.	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor	
9,400	$71	$667,400	13	$51,338	
If optional factors apply, what is the added amount?					
Is Cost per Benefited Receptor less than $47,000 + Added Amount? No					
Criterion 2: Design Goal					
At least an 8dBA reduction at 1 receptor?	Circle: Yes or No *(If no, explain below)*				
	Notes: Receptor 153, 159, 160, 162, 166, 167, 168, 169, 170, 171, 173, 174, 175, 176.				
Criterion 3: Desires of Benefited Receptors					
Queried benefited receptors?	Circle: Yes or No *(If no, explain below & skip to bottom question)*				
	Notes: N/A				
Query Results:	Total number of responses	% of responses *for* a barrier	Is % *for* ≥ 50?		
Reasonableness criteria met?	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date	
	No	Yes	N/A	7/28/2025	

DOTD 25 November 2025
JNM TNM 2.5
Calculated with TNM 2.5

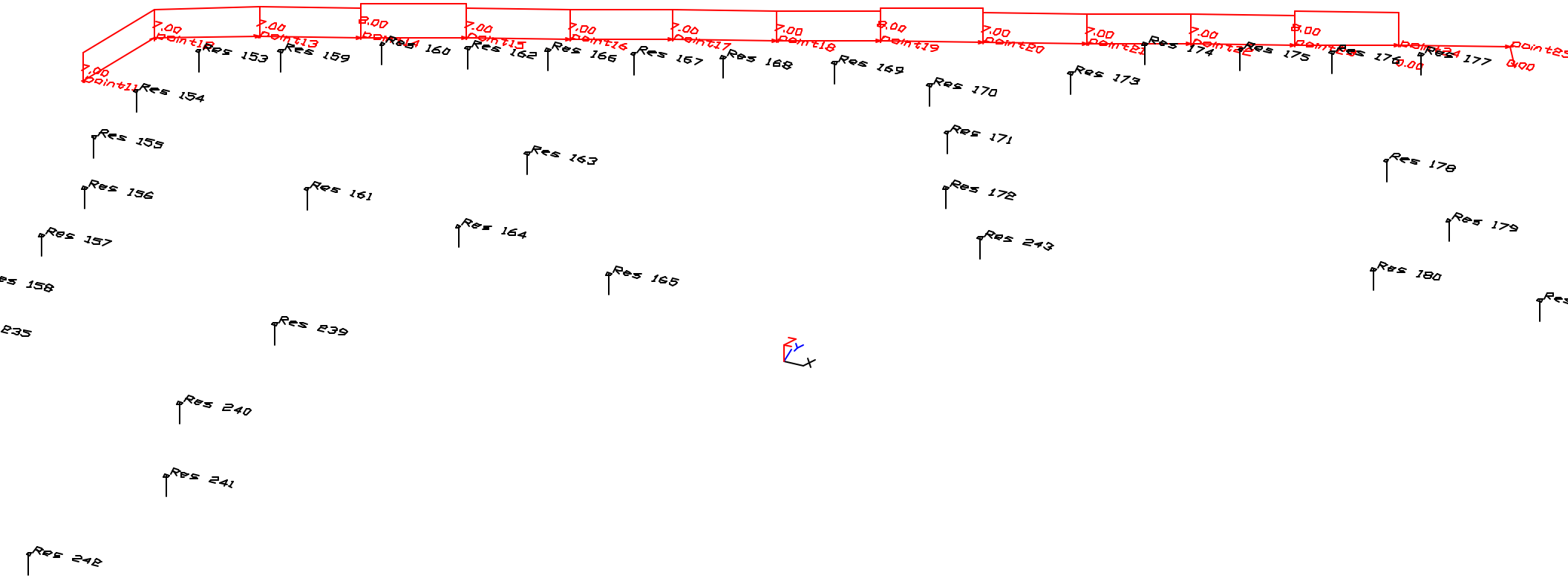
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088 H.010116
RUN: Quail Barriers New
BARRIER DESIGN: West 8
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 153	70	1	66.0	65.8	66	-0.2	10	----	59.9	5.9	5	0.9
Res 154	71	1	63.3	63.6	66	0.3	10	----	62.0	1.6	5	-3.4
Res 155	72	1	62.8	63.8	66	1.0	10	----	63.5	0.3	5	-4.7
Res 156	73	1	61.0	62.6	66	1.6	10	----	62.4	0.2	5	-4.8
Res 157	74	1	61.8	63.2	66	1.4	10	----	63.1	0.1	5	-4.9
Res 158	75	1	63.5	65.0	66	1.5	10	----	65.0	0.0	5	-5.0
Res 159	76	1	65.7	66.2	66	0.5	10	Snd Lvl	59.1	7.1	5	2.1
Res 160	77	1	66.5	67.4	66	0.9	10	Snd Lvl	59.3	8.1	5	3.1
Res 161	78	3	53.0	55.0	66	2.0	10	----	53.1	1.9	5	-3.1
Res 162	79	1	66.1	66.9	66	0.8	10	Snd Lvl	59.2	7.7	5	2.7
Res 163	80	5	53.5	55.7	66	2.2	10	----	52.4	3.3	5	-1.7
Res 164	81	2	51.2	53.2	66	2.0	10	----	51.1	2.1	5	-2.9
Res 165	82	4	49.7	51.6	66	1.9	10	----	49.6	2.0	5	-3.0
Res 166	83	1	66.0	66.5	66	0.5	10	Snd Lvl	59.2	7.3	5	2.3
Res 167	84	1	65.6	65.9	66	0.3	10	----	58.9	7.0	5	2.0
Res 168	85	1	65.0	65.1	66	0.1	10	----	58.6	6.5	5	1.5
Res 169	86	1	64.2	64.3	66	0.1	10	----	58.2	6.1	5	1.1
Res 170	87	1	61.1	61.5	66	0.4	10	----	56.5	5.0	5	0.0
Res 171	88	2	55.6	56.7	66	1.1	10	----	53.1	3.6	5	-1.4
Res 172	89	2	51.6	53.1	66	1.5	10	----	50.4	2.7	5	-2.3
Res 173	90	1	62.7	62.4	66	-0.3	10	----	57.1	5.3	5	0.3
Res 174	91	1	67.0	65.9	66	-1.1	10	----	59.2	6.7	5	1.7
Res 175	92	1	66.5	64.6	66	-1.9	10	----	58.9	5.7	5	0.7
Res 176	93	1	66.3	63.5	66	-2.8	10	----	58.5	5.0	5	0.0

Res 177	94	1	66.2	62.5	66	-3.7	10	----	61.0	1.5	5	-3.5
Res 178	95	3	53.6	54.8	66	1.2	10	----	53.4	1.4	5	-3.6
Res 179	96	2	51.8	52.8	66	1.0	10	----	51.9	0.9	5	-4.1
Res 180	97	3	50.0	51.4	66	1.4	10	----	50.4	1.0	5	-4.0
Res 181	98	1	66.7	63.3	66	-3.4	10	----	63.3	0.0	5	-5.0
Res 182	99	1	66.9	64.4	66	-2.5	10	----	64.4	0.0	5	-5.0
Res 183	100	1	67.5	66.5	66	-1.0	10	Snd Lvl	66.5	0.0	5	-5.0
Res 184	101	1	67.1	67.1	66	0.0	10	Snd Lvl	67.1	0.0	5	-5.0
Res 185	102	1	67.2	68.2	66	1.0	10	Snd Lvl	68.2	0.0	5	-5.0
Res 186	103	1	67.5	69.1	66	1.6	10	Snd Lvl	69.1	0.0	5	-5.0
Res 187	104	1	67.3	69.0	66	1.7	10	Snd Lvl	69.0	0.0	5	-5.0
Res 188	105	1	67.4	69.2	66	1.8	10	Snd Lvl	69.2	0.0	5	-5.0
Res 189	106	1	64.2	65.5	66	1.3	10	----	65.5	0.0	5	-5.0
Res 190	107	6	53.3	55.0	66	1.7	10	----	54.8	0.2	5	-4.8
Res 191	108	4	51.6	53.8	66	2.2	10	----	53.7	0.1	5	-4.9
Res 192	109	3	50.4	52.5	66	2.1	10	----	52.4	0.1	5	-4.9
Office 193	110	1	67.2	68.9	71	1.7	10	----	68.9	0.0	5	-5.0
Res 235	135	1	63.4	64.8	66	1.4	10	----	64.8	0.0	5	-5.0
Res 236	136	1	63.5	65.1	66	1.6	10	----	65.1	0.0	5	-5.0
Res 237	137	1	63.1	64.8	66	1.7	10	----	64.8	0.0	5	-5.0
Res 238	138	1	62.3	64.0	66	1.7	10	----	64.0	0.0	5	-5.0
Res 239	139	5	50.4	52.3	66	1.9	10	----	51.4	0.9	5	-4.1
Res 240	140	4	50.5	52.4	66	1.9	10	----	52.0	0.4	5	-4.6
Res 241	141	3	49.8	51.5	66	1.7	10	----	51.2	0.3	5	-4.7
Res 242	142	1	51.3	53.0	66	1.7	10	----	52.9	0.1	5	-4.9
Res 243	143	2	49.5	51.3	66	1.8	10	----	49.2	2.1	5	-2.9
Res 244	144	4	49.4	50.9	66	1.5	10	----	50.3	0.6	5	-4.4
Res 245	145	1	57.6	60.2	66	2.6	10	----	60.1	0.1	5	-4.9

Dwelling Units		**# DUs**	**Noise Reduction**		
			Min	**Avg**	**Max**
			dB	**dB**	**dB**
All Selected		92	0.0	2.1	8.1
All Impacted		10	0.0	3.0	8.1
All that meet NR Goal		13	5.0	6.4	8.1



Quail Barriers New		Sheet 1 of 1	25 Nov 2025
		DOTD	
Barrier View-West 8		Project/Contract No. LA 1088 H.010116	
Run name: Run		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: JNM	
Roadway:	→	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	⊢→	Contour Zone:	polygon
Building Row:	— —	Parallel Barrier:	=
Terrain Line:	———	Skew Section:	—→

Appendix I-2

East Quail Barriers - Not Reasonable

Feasibility Worksheet			
Project	ID number	Route Location	
	H.010116	LA 1088 Corridor	
Barrier	Location	Length (feet)	Height (feet)
	East Quail Barrier	700 ft	7.14 ft (Avg)
Number of first row receptors (receptors adjacent to barrier):	Number of *first row* receptors that achieve at least a 5dBA reduction in noise with barrier:		% that achieve ≥ 5 dBA reduction:
6	6		100 %
Are there any additional feasibility issues to consider?	*Explain:* No; the barrier will not limit access for the residents and does not have drainage issues.		
Based on the above, is the barrier feasible?	Circle Yes or No		
	Explain: The barrier benefits all of the impacted first row receivers and does not have other feasibility issues, so the barrier is feasible.		

Reasonableness Worksheet DURING DESIGN					
Project	ID number	Route	Parish/City		
	H.010116	LA 1088	St. Tammany/ Mandeville		
Barrier	Length	Height	Location		
	700 ft	7.14 ft (Avg)	East Quail Barrier		
Criterion 1: Cost					
Total Square Feet of Barrier	Cost/Sq. ft.	Total Cost	Number of Benefited Receptors	Cost per Benefited Receptor	
5,000	$71	$355,000	7	$50,714	
If optional factors apply, what is the added amount?					
Is Cost per Benefited Receptor less than $47,000 + Added Amount? No					
Criterion 2: Design Goal					
At least an 8dBA reduction at 1 receptor?	Circle: Yes or No *(If no, explain below)*				
	Notes: Receptor 186				
Criterion 3: Desires of Benefited Receptors					
Queried benefited receptors?	Circle: Yes or No *(If no, explain below & skip to bottom question)*				
	Notes: N/A				
Query Results:	Total number of responses	% of responses *for* a barrier	Is % *for* ≥ 50?		
	Criterion 1 (yes or no)	Criterion 2 (yes or no)	Criterion 3 (yes or no)	Date	
Reasonableness criteria met?	No	Yes	N/A	7/28/2025	

DOTD 23 July 2025
JNM TNM 2.5
Calculated with TNM 2.5

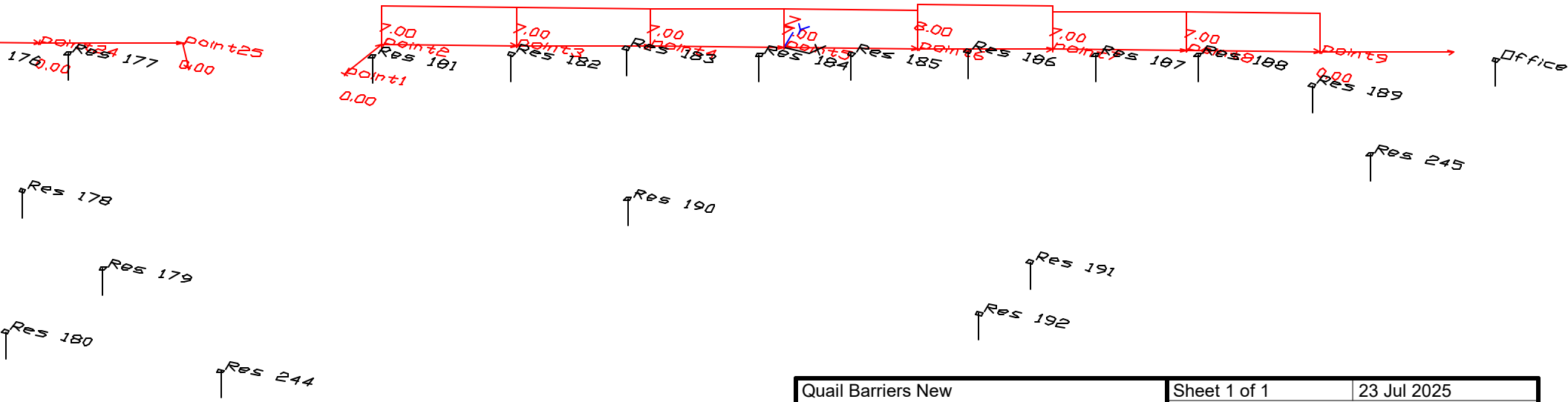
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: LA 1088 H.010116
RUN: Quail Barriers New
BARRIER DESIGN: East 2
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Res 153	70	1	66.0	65.8	66	-0.2	10	----	65.8	0.0	5	-5.0
Res 154	71	1	63.3	63.6	66	0.3	10	----	63.6	0.0	5	-5.0
Res 155	72	1	62.8	63.8	66	1.0	10	----	63.8	0.0	5	-5.0
Res 156	73	1	61.0	62.6	66	1.6	10	----	62.6	0.0	5	-5.0
Res 157	74	1	61.8	63.2	66	1.4	10	----	63.2	0.0	5	-5.0
Res 158	75	1	63.5	65.0	66	1.5	10	----	65.0	0.0	5	-5.0
Res 159	76	1	65.7	66.2	66	0.5	10	Snd Lvl	66.2	0.0	5	-5.0
Res 160	77	1	66.5	67.4	66	0.9	10	Snd Lvl	67.4	0.0	5	-5.0
Res 161	78	3	53.0	55.0	66	2.0	10	----	55.0	0.0	5	-5.0
Res 162	79	1	66.1	66.9	66	0.8	10	Snd Lvl	66.9	0.0	5	-5.0
Res 163	80	5	53.5	55.7	66	2.2	10	----	55.6	0.1	5	-4.9
Res 164	81	2	51.2	53.2	66	2.0	10	----	53.2	0.0	5	-5.0
Res 165	82	4	49.7	51.6	66	1.9	10	----	51.6	0.0	5	-5.0
Res 166	83	1	66.0	66.5	66	0.5	10	Snd Lvl	66.5	0.0	5	-5.0
Res 167	84	1	65.6	65.9	66	0.3	10	----	65.9	0.0	5	-5.0
Res 168	85	1	65.0	65.1	66	0.1	10	----	65.1	0.0	5	-5.0
Res 169	86	1	64.2	64.3	66	0.1	10	----	64.3	0.0	5	-5.0
Res 170	87	1	61.1	61.5	66	0.4	10	----	61.4	0.1	5	-4.9
Res 171	88	2	55.6	56.7	66	1.1	10	----	56.7	0.0	5	-5.0
Res 172	89	2	51.6	53.1	66	1.5	10	----	53.0	0.1	5	-4.9
Res 173	90	1	62.7	62.4	66	-0.3	10	----	62.3	0.1	5	-4.9
Res 174	91	1	67.0	65.9	66	-1.1	10	----	65.8	0.1	5	-4.9
Res 175	92	1	66.5	64.6	66	-1.9	10	----	64.6	0.0	5	-5.0
Res 176	93	1	66.3	63.5	66	-2.8	10	----	63.4	0.1	5	-4.9

Res 177	94	1	66.2	62.5	66	-3.7	10	----	62.3	0.2	5	-4.8
Res 178	95	3	53.6	54.8	66	1.2	10	----	54.4	0.4	5	-4.6
Res 179	96	2	51.8	52.8	66	1.0	10	----	52.3	0.5	5	-4.5
Res 180	97	3	50.0	51.4	66	1.4	10	----	50.9	0.5	5	-4.5
Res 181	98	1	66.7	63.3	66	-3.4	10	----	61.3	2.0	5	-3.0
Res 182	99	1	66.9	64.4	66	-2.5	10	----	59.2	5.2	5	0.2
Res 183	100	1	67.5	66.5	66	-1.0	10	Snd Lvl	59.9	6.6	5	1.6
Res 184	101	1	67.1	67.1	66	0.0	10	Snd Lvl	60.2	6.9	5	1.9
Res 185	102	1	67.2	68.2	66	1.0	10	Snd Lvl	60.6	7.6	5	2.6
Res 186	103	1	67.5	69.1	66	1.6	10	Snd Lvl	60.9	8.2	5	3.2
Res 187	104	1	67.3	69.0	66	1.7	10	Snd Lvl	61.5	7.5	5	2.5
Res 188	105	1	67.4	69.2	66	1.8	10	Snd Lvl	62.6	6.6	5	1.6
Res 189	106	1	64.2	65.5	66	1.3	10	----	63.3	2.2	5	-2.8
Res 190	107	6	53.3	55.0	66	1.7	10	----	53.3	1.7	5	-3.3
Res 191	108	4	51.6	53.8	66	2.2	10	----	52.4	1.4	5	-3.6
Res 192	109	3	50.4	52.5	66	2.1	10	----	51.3	1.2	5	-3.8
Office 193	110	1	67.2	68.9	71	1.7	10	----	68.7	0.2	5	-4.8
Res 235	135	1	63.4	64.8	66	1.4	10	----	64.8	0.0	5	-5.0
Res 236	136	1	63.5	65.1	66	1.6	10	----	65.1	0.0	5	-5.0
Res 237	137	1	63.1	64.8	66	1.7	10	----	64.8	0.0	5	-5.0
Res 238	138	1	62.3	64.0	66	1.7	10	----	64.0	0.0	5	-5.0
Res 239	139	5	50.4	52.3	66	1.9	10	----	52.3	0.0	5	-5.0
Res 240	140	4	50.5	52.4	66	1.9	10	----	52.4	0.0	5	-5.0
Res 241	141	3	49.8	51.5	66	1.7	10	----	51.5	0.0	5	-5.0
Res 242	142	1	51.3	53.0	66	1.7	10	----	53.0	0.0	5	-5.0
Res 243	143	2	49.5	51.3	66	1.8	10	----	51.2	0.1	5	-4.9
Res 244	144	4	49.4	50.9	66	1.5	10	----	50.3	0.6	5	-4.4
Res 245	145	1	57.6	60.2	66	2.6	10	----	59.5	0.7	5	-4.3

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	92	0.0	1.2	8.2
All Impacted	10	0.0	4.3	8.2
All that meet NR Goal	7	5.2	6.9	8.2



Quail Barriers New		Sheet 1 of 1	23 Jul 2025
		DOTD	
Barrier View-East 2		Project/Contract No. LA 1088 H.010116	
Run name: Run		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: JNM	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Appendix F

Public Meeting Record

LA1088: SOULT ST AND TRINITY ROUNDABOUTS AND FOREST BROOK INTERSECTION

PUBLIC MEETING RECORD

DECEMBER 8, 2025

ST. TAMMANY PARISH, LOUISIANA

STATE PROJECT NUMBERS: H.010116 & H.012633

FEDERAL PROJECT NUMBER: H010116 & H012633

Table of Contents

1.0 INTRODUCTION 4
1.1 Public Meeting Format 4
1.1.1 Station 1: Entry/Sign-In Table 4
1.1.2 Station 2: Proposed Alternative Presentation 4
1.1.3 Station 3: Proposed Alternative 4
1.1.4 Station 4: LADOTD Real Estate 5
1.1.5 Station 5: Comment Submission 5
2.0 PUBLIC MEETING ANNOUNCEMENTS 5
2.1 Public Notice 5
2.2 Individual Notices 5
3.0 ATTENDANCE 5
4.0 PUBLIC INPUT 6
4.1 Written Comments 6
4.2 Verbal Comments 6
4.3 Comment Summary and Responses 6

List of Appendices

Appendix A: Project Information Handouts with Comment Forms

Appendix B: PowerPoint Presentation with Transcript

Appendix C: Exhibits

Appendix D: Public Notices

Appendix E: Mailing List for Individual Notices

Appendix F: Sign-in Sheets

Appendix G: Comments

1.0 INTRODUCTION

The Louisiana Department of Transportation and Development (LADOTD), in coordination with FHWA, proposes improvements along LA 1088 to reduce congestion and improve traffic operations, including new roundabouts at Soult Street/Viola Street and Trinity Drive, added turn lanes at Forest Brook Boulevard, and a new shared use path. Since the last public meeting, the roundabouts have been shifted slightly northwest based on refined engineering analysis, the previously proposed noise wall has been removed following updated noise studies, and the Forest Brook roundabout has been replaced with dedicated turn lanes due to anticipated traffic relief from the planned Mandeville Bypass. A public meeting for the project was held on December 8, 2025, at the St. Tammany Parish Council Building, 21490 Koop Drive, Mandeville, Louisiana 70471. Members of the public were invited to view the proposed alternative, ask the project team questions, and provide comments on the project. This record of the meeting gives a description of the material presented, announcements, attendance, and comments.

1.1 Public Meeting Format

The Public Meeting was conducted using an open house format with five informational stations that the public could visit. A brief description of the material presented at each station is described below.

1.1.1 Station 1: Entry/Sign-In Table

At the entrance of the council building, attendees were requested to sign in at the Sign-In Table, Station 1. Each attendee was offered a general information packet that included a comment form. The public meeting handout is attached in Appendix A.

1.1.2 Station 2: Proposed Alternative Presentation

Exhibits showing the proposed alternative were presented at Station 2. The exhibits included three layouts showing the locations of the roundabouts along with the turn lane at Forest Brook intersection. Additionally, there was a field roll to show the entire extents of the projects. The exhibits are attached in Appendix C.

1.1.3 Station 3: Proposed Alternative

A PowerPoint Presentation with narration was played on a continuous loop throughout the entire the meeting at Station 3. The PowerPoint slides with the narration is attached in Appendix B.

1.1.4 Station 4: LADOTD Real Estate

Members of the LADOTD Real Estate section were available to speak to the public at Station 4. This station also included brochures explaining the Acquisition of Right of Way and the Relocation Assistance program.

1.1.5 Station 5: Comment Submission

The comment submission table, Station 5, was located near the Real Estate Table. The table had extra comment forms, pens, and a comment submission box for written comments. Verbal comments could be made using a recorder that was available at the station. Attendees could also mail or email their comments to the addresses given on the comment form until December 22, 2025.

2.0 PUBLIC MEETING ANNOUNCEMENTS

2.1 Public Notice

The public meeting notice ran in *St. Tammany Farmer* on November 26 and December 3, 2025 and the *Times- Picayune* on November 24 and December 1, 2025. There was also a couple of announcements posted on the LADOTD website and on Facebook. These notices are displayed in Appendix D.

2.2 Individual Notices

A copy of the public meeting notice was mailed to addresses near the project and members of the public who attended the previous LA 1088 public meetings or hearing. The list of addresses that were mailed notices are attached in Appendix E.

3.0 ATTENDANCE

The public meeting was attended by 42 people who consisted of members of the public and public officials. The distribution of attendees is shown in Table 1. This does not include members of LADOTD staff and consultants, who were present to explain the project and answer questions. The sign-in sheets documenting the attendance are attached in Appendix F.

Table 1. Public Meeting Attendance Summary

Group	Number of Attendees
General Public	40
Public Officials	2
Project Team	18
Media	0
Total	60

4.0 PUBLIC INPUT

4.1 Written Comments

A comment form was distributed with the handouts and available at the comment table to allow attendees give written statements about the project. The comment forms were accepted at the public meeting at the comment table or were mailed by December 22, 2025 to be included in this record. All ten comments were given using the comment form. A copy of these comments are attached in Appendix G.

4.2 Verbal Comments

In addition to written comments, the public was given an opportunity to give verbal comments at the meeting at the comment table. Staff were ready to record verbal comments and one verbal comment was given at the meeting and transcribed in the comments below.

4.3 Comment Summary and Responses

A summary of the public meeting comments and complete responses are provided in the following Comment Matrix Table. Six of the comments received opposed the revised design of the Forest Brook intersection presented at the meeting. Four of the comments were in relation to the LA 1088 roundabouts at Soult/Viola and Trinity intersections, mainly addressing access and right of way concerns. All comments have been addressed in the comment matrix.

Commenter	Summarized Comments	LA DOTD Response
Andrew Dalton	- Love the Roundabouts- The sooner the better - Very disappointed Forest Brook is no longer being considered- Not sure why that happened.	Because the proposed Mandeville Bypass roundabout is close to the Forest Brook roundabout, further analysis was done to determine whether the dual roundabouts could be simplified and optimized. The proposed intersection at Forest Brook with Mandeville Bypass roundabout combination operates similarly and has significanlty lower costs than the dual roundabout combination. Traffic leaving Forest Brook will turn right in a dedicated lane with no yield or stopping required. There should not be any traffic back up in Forest Brook. The Forest Brook lane will be separated from the northbound LA 1088 thru traffic for several feet, either with solid striping or a median. Southbound traffic will have sufficient length, approximately 1200 FT, to move to the circulating lane of the Bypass roundabout.
Alan Thriffiley	The inability to turn left out of Forest Brook is a problem. There are three schools and the causeway south of the subdivision. This will be a major problem in mornings. If Quail Creek can have a roundabout, why can't Forest Brook and it's 400 Residents	The proposed Forest Brook intersection and Mandeville Bypass roundabout combination operates similarly and has significantly lower costs than incorporating separate roundabouts at both locations. The LA 1088 roadway changes from two to four lanes at Forest Brook. This configuration allows the dedicated lane for the right turn out of Forest Brook onto LA 1088 to serve as the additional northbound lane. Also, the inside LA 1088 southbound lane drop also serves as the left turn lane into Forest Brook. The distance between Forest Brook intersection and the Mandeville Bypass roundabout is short enough to use the roundabout as a U-turn for southbound traffic leaving Forest Brook. This distance is adequate to allow the southbound traffic from Forest Brook to move into the circulating lane and make the U-turn. The Quail Creek subdivision does not have either of these advantages at Trinity Drive, thus requiring a single lane roundabout to service all turning movements.

Commenter	Summarized Comments	LA DOTD Response
Stacy Haverkamp	Positives- Traffic will flow much better with the roundabouts which is needed now with the increase in traffic due to the bypass traffic Concerns- Left Turn into Forrest Brook from 1088 without a light - Forest Brook Entrance from 1088 needs to have effective left turn entrance. Without a light or roundabout the access will be very difficult. navigating the bypass roundabout using lane switching between the 1088 left lane and Forest Brook designated right lane.	Traffic entering Forest Brook from either direction will have a dedicated turn lane to move the slower or stopped turners out of the thru lanes likely reducing rear-end crashes. The southbound left turn into Forest Brook will have to wait for gaps in the northbound thru traffic, but traffic analysis shows low delays. The continuous movement of thru traffic should allow traffic to spread out and provide more and longer gaps than the current condition. The dedicated left turn lane from LA 1088 southbound into Forest Brook will be designed to accommodate storage for vehicles, as well as the appropriate deceleraration and taper lengths. Southbound traffic will have sufficient length, approximately 1200 FT, to move to the circulating lane of the Bypass roundabout.
Paul Tullier	*Please keep the light at Forest Brook. Because the traffic going toward the interstate doesn't end. In turn, we could not get out in the mornings. Traffic in Forest Brook would back up a 1/2 mile in the F.B. Sub. To get out in the mornings. And, Turning End in the Evening would also be backed up on 1088. *If you leave right turn lane coming out of F. B. Sub you need to provide a white line on 1088 for a period of time so traffic can get out	Traffic leaving Forest Brook will turn right in a dedicated lane with no yield or stopping required. There should not be any traffic back up in Forest Brook. The Forest Brook lane will be separated from the northbound LA 1088 thru traffic for several feet, either with solid striping or a median. The southbound left turn into Forest Brook will have to wait for gaps in the northbound thru traffic, but traffic analysis shows low delays. The continuous movement of thru traffic should allow traffic to spread out and provide more and longer gaps than the current condition.

Commenter	Summarized Comments	LA DOTD Response
Doug Twining	Please ensure that the left turn lane into Forest brook is long enough to accommodate 8am & 5 pm traffic. Turning Left will be very difficult; relative to timing.	The southbound left turn into Forest Brook will have to wait for gaps in the northbound thru traffic, but traffic analysis shows low delays. The dedicated left turn lane from LA 1088 southbound into Forest Brook will be designed to accommodate storage for vehicles, as well as the appropriate deceleraration and taper lengths. The continuous movement of thru traffic on LA 1088 in both directions should allow traffic to spread out and provide more and longer gaps than the current condition.
Carlo Hernandez	I have lived in the Forest Brook Subdivision contain 433 homes since 2001. I have been active in the Subdivision HOA since my arrival. My background is in Transportation Planning and Zoning matters. I have attend all transportation and zoning meetings dealing with the state highway 1088 area since 2001. I support the roundabouts proposed on Highway 1088 at Soult St./ Viola St. and at Trinity. I also support and recommend having a roundabout at Forest Brook Blvd. intersection instead of the proposed improvements (right lane only exit to Highway 1088, etc.) at the intersection. The current traffic signal on State Highway 1088 and Forest Brook Blvd. should continue operational until necessary funds are available to construct a roundabout at Forest Brook Blvd., the same type of roundabout as proposed for the Quail Creek Subdivision entrance/exit at Trinity Dr. The Quail Creek Subdivision has only 25 more homes than Forest Brook Subdivision, yet a roundabout is not proposed for Forest Brook as in previous years and studies. Again I recommend a roundabout be constructed at Forest Brook Blvd. and that 4 traffic lanes be constructed between Forest Brook Blvd. and Trinity Dr. St Tammany Parish provided to the DOTD the necessary funds to install and maintain the traffic signal at State Highway 1088 and Forest Brook. St Tammany Parish has provided DOTD the funds to construct roundabouts on other State highways.	The traffic signal at Forest Brook will remain in operation until the new intersection is operational. The proposed Forest Brook intersection and Mandeville Bypass roundabout combination operates similarly and has significantly lower costs than incorporating separate roundabouts at both locations. The LA 1088 roadway changes from two to four lanes at Forest Brook. This configuration allows the dedicated lane for the right turn out of Forest Brook onto LA 1088 to serve as the additional northbound lane. Also, the inside LA 1088 southbound lane drop also serves as the left turn lane into Forest Brook. The distance between Forest Brook intersection and the Mandeville Bypass roundabout is short enough to use the roundabout as a U-turn for southbound traffic leaving Forest Brook. This distance is adequate to allow the southbound traffic from Forest Brook to move into the circulating lane and make the U-turn. The Quail Creek subdivision does not have either of these advantages at Trinity Drive, thus requiring a single lane roundabout to service all turning movements.

Commenter	Summarized Comments	LA DOTD Response
Karen Gunther	Hi, my opinion is that if you would place a turning lane going from I-12 into Forest Brook it would assist in traffic flow greatly. Also, before spending millions on roundabouts try putting a light at Soult/ 1088 first. Agreeing with older gentleman, a meeting & opportunity to hear plans would have been beneficial.	Concepts initially considered in the LADOTD Traffic Study for the LA 1088 corridor included possible highway widening; installation of roundabouts; or a traditional signal corridor. A roundabout corridor with medians was identified as the design that would provide the most improvements in traffic flow due to the high number of intersections along LA 1088. The roundabout corridor provides network consistency to help manage driver expectations while traveling down the corridor. Roundabouts were recommended at LA 59, Jackson Street, Spring Blvd, Soult Street, Trinity Drive, Forest Brook Blvd, and the I-12 interchange ramps to eliminate left turns and to minimize interruptions to thru traffic by moving all left turn movements to the roundabout intersections. St Tammany Parish subsequently proposed an additional roundabout approximately 1200 FT east of Forest Brook as part of the new Mandeville Bypass Project.
David Butler	I live on the corner of 1088 and Soult- 2033 W. Ridge Dr in Quail Creek. The Project Design looks nice but does take a slice of my property. This places my home closer to the street and noise that comes with it. I am also concerned about the resale value of my home given this as it may not be as appealing with a smaller yard with the home closer to the street. With Vacant land on the North of 1088, and a open lot to the west, I would like to see the roundabout moved slightly more north so no land from my property would need to be taken. Thanks for your consideration.	After the ROW maps are completed and all appraisals are performed, the Right of Way Section will initiate negotiations with the owners and discuss resulting changes, if any.

Commenter	Summarized Comments	LA DOTD Response
Andrew Olagues	Deplorable. Presentation not given Sound wall is wanted by the residents	Comment noted. The noise impacts and noise abatement measures were re-evaluated due to the change in the roads and roundabouts alignment. The analysis determined that the change in alignment lead to fewer noise impacts at residences and most residences would have lower sound levels. The sound barrier designs were less effective due to the decrease in sound levels at most residences, and sound barriers are more expensive now than estimated in previous report. The sound barrier designs for this section of LA 1088 were not feasible and reasonable, so the sound barriers will not be constructed.

Commenter	Summarized Comments	LA DOTD Response
Lori Chopin	See attached letter dated 12/15/2025 addressing six(6) concerns/ comments regarding this project: Dear Ms. Gremillion, I own the property at 22475 Hwy. 1088, Mandeville, LA which his located adjacent to Trinity Dr. (entrance to Quail Creek subdivision). The proposed roundabout will end in front of my property according to current Plans reviewed at the Open House public meeting on 12/8/25.	
	My first concern is the drainage ditch which runs from Quail Creek beneath Hwy 1088 onto my property. Currently I don't have any water issues on the west parcel of my land which is where the drainage servitude is located. I am aware that the drainage ditch is supposed to run north and empties into Bayou Chincubba which backs up to my property. During the past 29 plus years since I've owned the property, the Parish has never cleared or maintained the ditch. In past years, as property owners, we have attempted to keep it clear to the best of our ability. I am concerned that once any obstructions (tree, roots, garbage, etc.) that exist are cleared that my property will be inundated with a flow of water that will not be limited to the ditch itself but may overflow and flood my property.	The drainage ditch is an existing outfall for the roadside drainage. The proposed project will be designed in accordance with DOTD design policies, which include containing the flow of water for the appropriate design storm.
	My second concern is West St. Tammany Electric Coop (WSTE) that has a servitude for main electrical lines on the east side of my property. How will the proposed Hwy 1088 construction affect my property if the electrical lines need to be relocated to allow for the construction?	Any utilities in conflict with the project will be relocated by the utility owners prior to roadway construction.

Commenter	Summarized Comments	LA DOTD Response
Lori Chopin (continued)	There is also a short utility pole (believed to be a ATT telephone utility) that is situated south of the WSTE lines closer to the Hwy 1088 ditch and close to the property line. Will this be relocated?	Any utilities in conflict with the project will be relocated by the utility owners prior to roadway construction.
	Additionally, I understand that a portion of my property will need to be acquired to complete the roundabout at Trinity Drive. There are several hardwood trees on both sides of the driveway which I would like to have remain. When will a definitive answer be available on how much of my property will be acquired before construction can begin? Will I be compensated if I incur the loss of these trees due to the land acquisition?	Once final ROW maps are developed, and the parcel sizes are known, the appraisal process will address values of any improvements (trees) in the required ROW.
	How will access to my property be affected during the construction period?	Access to all properties will be maintained during construction.
	I also made Robert Lear, Waggoner Sr. Project Manager, aware of a property boundary agreement between myself, my deceased husband, Brian E. Chopin and Hazel Poitevent. See St. Tammany Parish file #3373-00, instrument #1226557 dated 12/21/2000 executed by the late Ernest Prieto, attorney/notary. To the best of my recollection, approximately five adjacent property owners also had to concur with this boundary agreement shifting the property boundaries by 30 feet. I have copies of various documents that may be beneficial.	This information will be provided to the Real Estate section for use in Right-Of-Way map preparation. We appreciate this shared information.
	Thank you for addressing my concerns and I appreciated the opportunity to make my comments know.	

Appendix A

Project Information Handouts with Comment Forms

LA 1088: ROUNDABOUTS AND FOREST BROOK INTERSECTION OPEN HOUSE PUBLIC MEETING

STATE PROJECT NO. H.010116 & H.012633
FEDERAL AID PROJECT NO. H010116 & H012633
LA 1088: ROUNDABOUTS @ SOULT AND TRINITY AND FOREST BROOK INTERSECTION
ST. TAMMANY PARISH, LOUISIANA

St. Tammany Parish Council Building
21490 Koop Drive
Mandeville, LA 70471
December 8, 2025
5:30 p.m. – 7:30 p.m.

Thank you for attending this Open House Public Meeting for the proposed **LA 1088: ROUNDABOUTS @ SOULT AND TRINITY AND FOREST BROOK INTERSECTION** project. In this handout you will find information about the proposed project, including a preliminary project description and a location map. Also included is a comment form which can be submitted tonight or post marked by **December 22, 2025**.

Project team members are stationed throughout the room to discuss the project and answer your questions. These individuals are easily identified by their name tags. Please take this opportunity to discuss the project with team members. **There will be no formal presentation.**

At this meeting you will find five (5) stations:

Station 1: Sign-in Table
At this station, there are sign-in sheets for General Public, Elected and Other Officials, Agency Personnel, and News Media. Please sign in on the appropriate sheet.

Station 2: Exhibits
This station will consist of maps that show the proposed project location and street views via Google Earth.

Station 3: Continuous Presentation
This presentation will provide an overview of the project and give details of the changes made to the project since the public hearing.

Station 4: Real Estate
At this station, you will find information about the Louisiana Department of Transportation and Development (LA DOTD) Acquisition of Right of Way and Relocation Assistance Program, which is administered under Louisiana law in compliance with the federal laws outlined in the "Uniform Relocation Assistance Act" as amended. If you do not have the brochure explaining the Acquisition of Right-of Way and Relocation Assistance Program, it is available at this station or you can obtain one from the LADOTD District 62 Right of Way Office, located at 685 North Morrison Boulevard in Hammond, LA 70401. Phone: (985) 375-0250.

Station 5: Comment Table
At this station, comments can be made verbally or in writing. A tape recorder is available at this table for verbal comments. The last page of this handout is a comment form that you may use. Comments can be turned in during this meeting or mailed to the address on the back of the form. Additional comment forms are also available to be taken with you. Please note that comments mailed after this meeting must be postmarked no later than **December 22, 2025**, to be included as part of the meeting transcript.

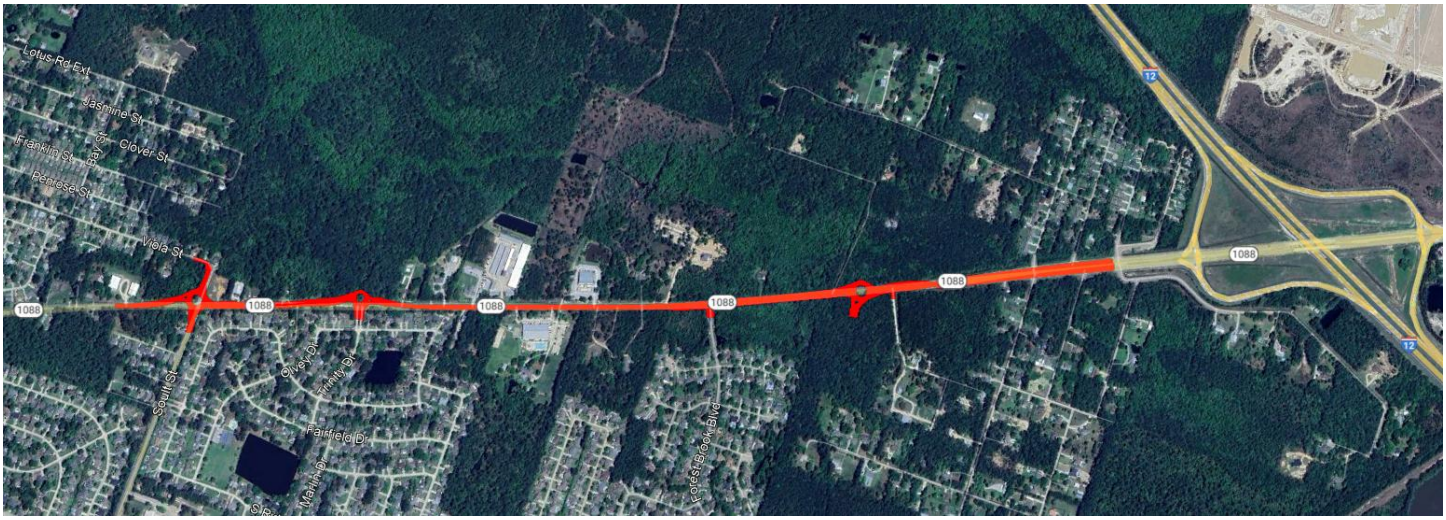
We hope you will take advantage of this opportunity to provide input on the proposed **LA 1088: ROUNDABOUT @ SOULT AND TRINITY AND FOREST BROOK INTERSECTION** project. Thank you for attending this meeting and for providing input.

PRELIMINARY PROJECT DESCRIPTION

The Louisiana Department of Transportation and Development (DOTD), in conjunction with the Federal Highway Administration (FHWA), proposes the construction of a roundabout at the intersection of Soult St and Viola St and LA 1088 and an additional roundabout at LA 1088 and Trinity drive. Along with the roundabouts, turn lanes are being proposed at the Forest Brook intersection. Additional right of way will be required.

PRELIMINARY PURPOSE AND NEED

The preliminary purpose and need of the project is to reduce the congestion along LA 1088 at these stop condition locations.



CHANGES SINCE THE PUBLIC HEARING

One of the most notable changes involves the proposed roundabouts at **Soult & Viola Streets** and at **Trinity Drive**. These roundabouts have been shifted slightly to the **northwest** of their originally presented locations. This revision was incorporated due to a more detailed engineering evaluation including traffic operations, geometric requirements, and right-of-way constraints. As a result of the shift, there may be **adjustments to the right-of-way needs** compared to what was previously anticipated. The project team will continue to evaluate these impacts to ensure they are minimized to the extent practicable.

In conjunction with the revised roundabout locations, a **reevaluation of the proposed sound walls** was completed. Utilizing updated traffic projections and noise modeling in accordance with FHWA guidelines, it was determined that the previously proposed sound walls along **LA 1088 from Soult Street to Trinity Drive** and along **LA 1088 from Trinity Drive to approximately 800 feet northeast are no longer reasonable**. The revised analysis showed that noise levels at fewer adjacent properties would exceed thresholds requiring mitigation. These barriers were no longer reasonable due to LA 1088 alignment shift away from receivers that benefitted from the walls (which decreased the sound levels at these receivers, but also decreased the effectiveness of the walls) and also due to the increase of sound wall cost since the original study. As a result, the previously proposed sound walls at these locations have been removed from the project, reducing both property impacts and overall construction costs.

Another significant update involves the **Forest Brook Boulevard intersection**. The earlier design proposed a roundabout at this location; however, following further study and consideration of regional traffic patterns, this element has been removed from the project. The decision was influenced in part by the planned construction of the **Mandeville Bypass**, which is expected to substantially relieve congestion in the Forest Brook area by redistributing traffic volumes along the corridor. With these anticipated changes, a roundabout is no longer considered necessary to meet the operational needs at the Forest Brook intersection.

Instead, the revised design proposes a right turn free flow lane out of and the addition of **two dedicated turn lanes into Forest Brook Boulevard**. This improvement is expected to significantly enhance traffic flow, particularly during morning and afternoon peak periods, and will better accommodate neighborhood access while minimizing construction impacts.

Finally, to support the long-term mobility and safety goals of the region, the project now incorporates the addition of a **shared use path to accommodate bicyclists as well as pedestrians along the corridor**. This enhancement is intended to improve multimodal connectivity by providing dedicated accommodations for pedestrians and cyclists. The inclusion of this feature reflects DOTD's commitment to creating a safer and more accessible transportation network for all users.

These design updates represent the project team's continued effort to balance traffic efficiency, safety, environmental stewardship, and community considerations as the project advances toward final design.

LA 1088: ROUNDABOUTS AND FOREST BROOK INTERSECTION OPEN HOUSE PUBLIC MEETING

STATE PROJECT NO. H.010116 & H.012633
FEDERAL AID PROJECT NO. H010116 & H012633
LA 1088: ROUNDABOUTS @ SOULT AND TRINITY AND FOREST BROOK INTERSECTION
ST. TAMMANY PARISH, LOUISIANA

Please provide your comments below regarding the project. When complete, please return this form to **Station 5 – Comment Table**. To mail, fold the form in half with the address showing on the outside and seal. Comments received tonight or post marked by **December 22, 2025**, will become part of the transcript of this meeting.

NAME: _____

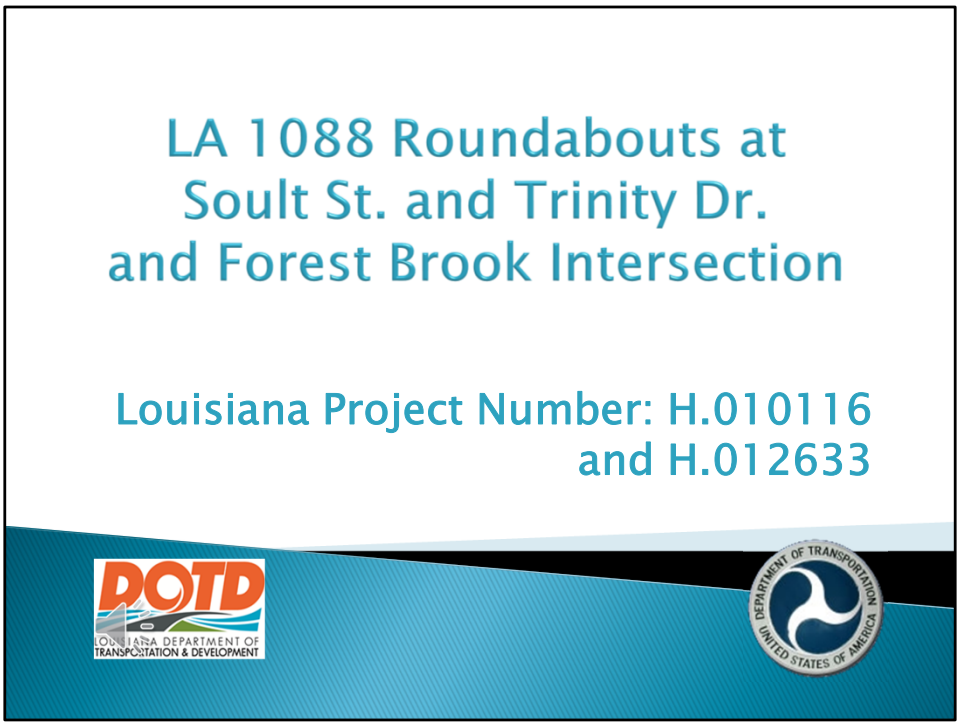
ADDRESS: _____

_____

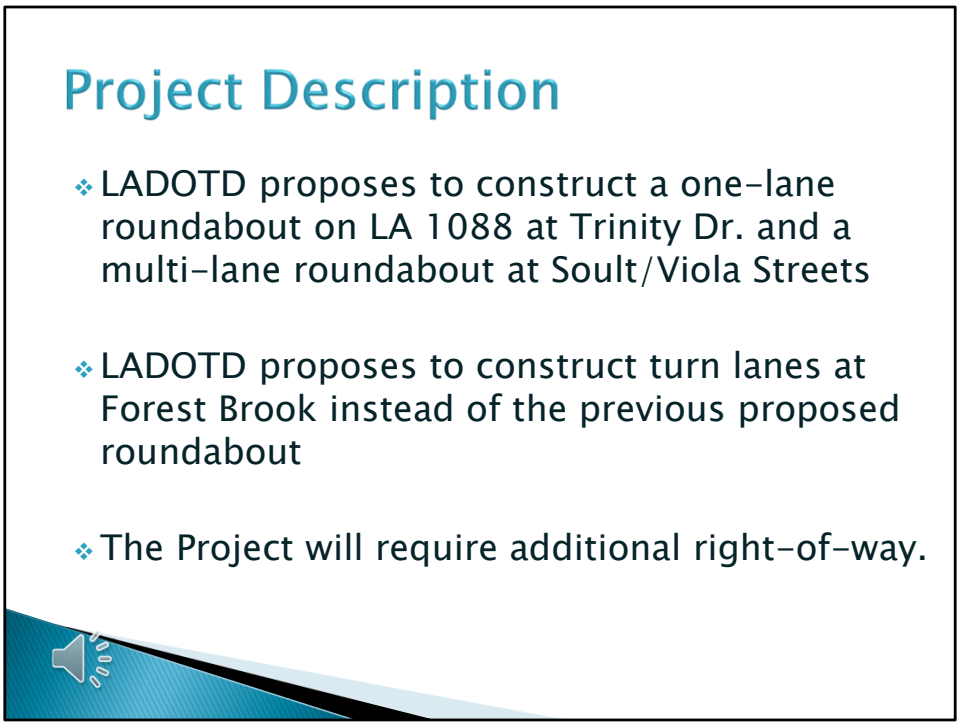
FOLD
HERE - - -

Appendix B

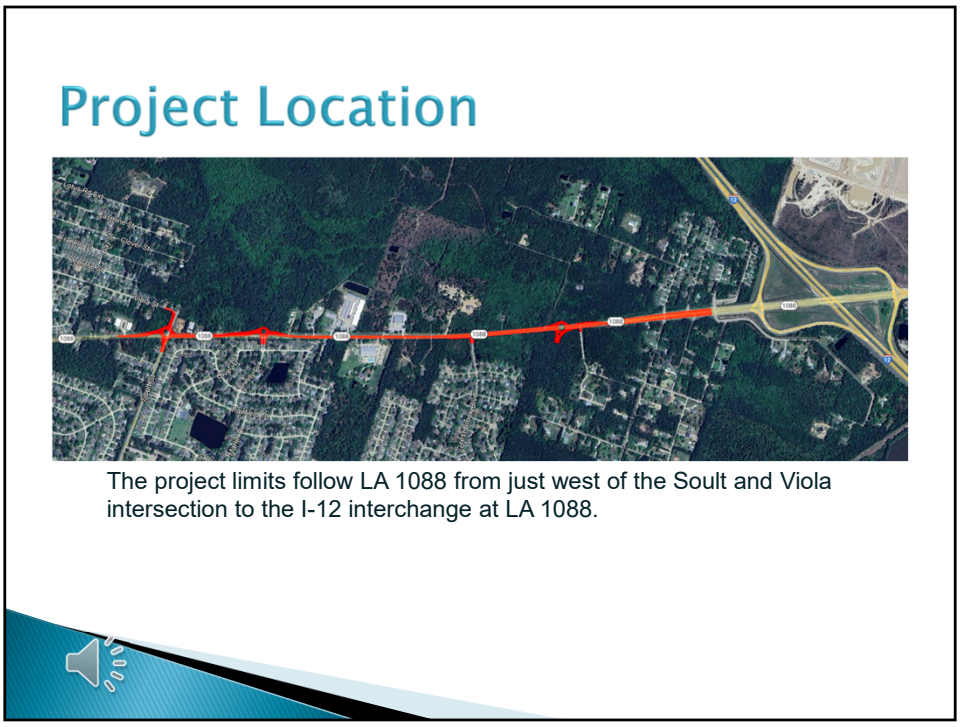
PowerPoint Presentation with Transcript



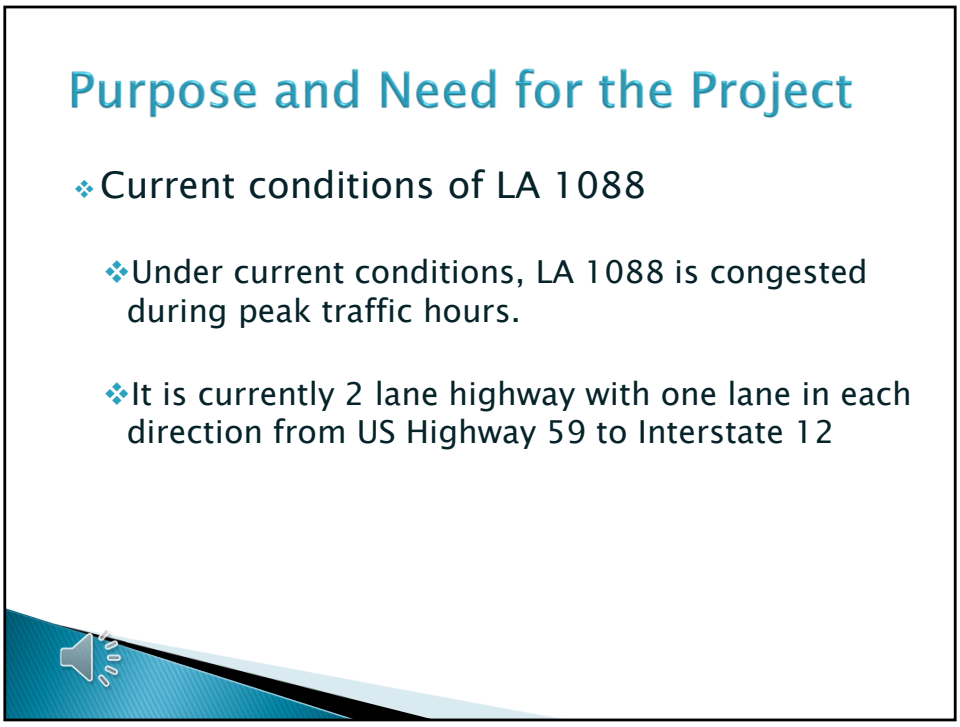
Good evening, ladies and gentlemen.
Thank you for attending this public meeting hosted by the Louisiana Department of Transportation and Development. We appreciate your participation and your interest in the proposed roadway improvements along **LA 1088**.
Tonight, we will be discussing two related projects—**H.010116** and **H.012633**—which include proposed roundabouts at **Soult Street** and **Trinity Drive**, and a proposed **turn lane at the Forest Brook intersection**, replacing the previously considered roundabout at that location.



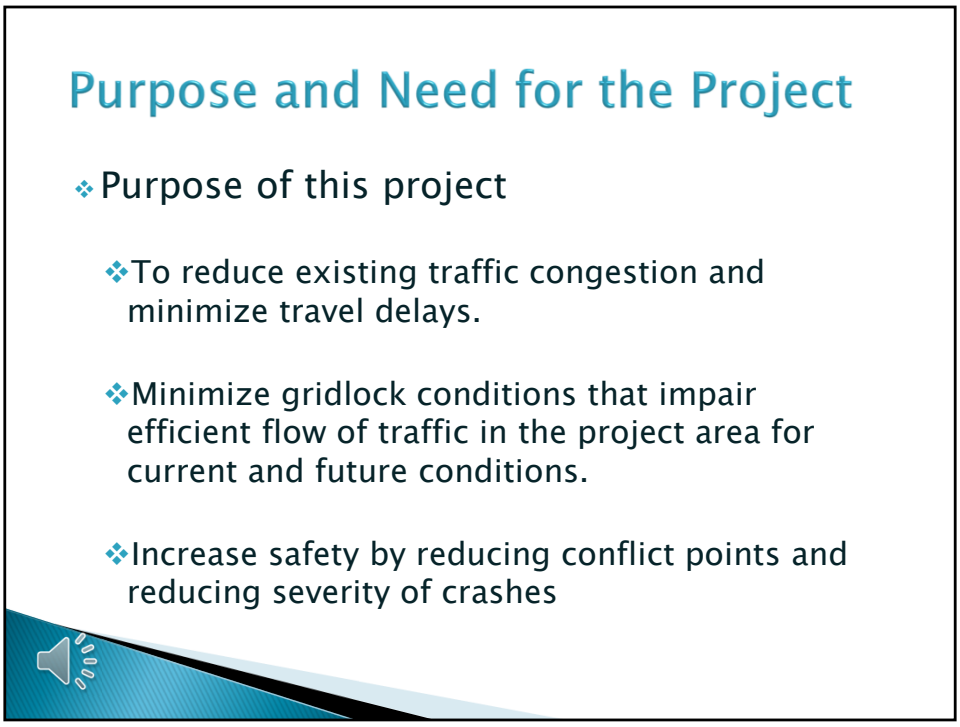
To summarize the proposed work:
A **one-lane roundabout** is proposed at Trinity Drive.
A **multi-lane roundabout** is proposed at Soult/Viola Streets.
And at the Forest Brook intersection, the design now proposes a **turn lane**, reflecting updates made since the previous public meeting.
The overall project will require some **additional right-of-way**, but no additional relocations.
We will describe that process later in the presentation.



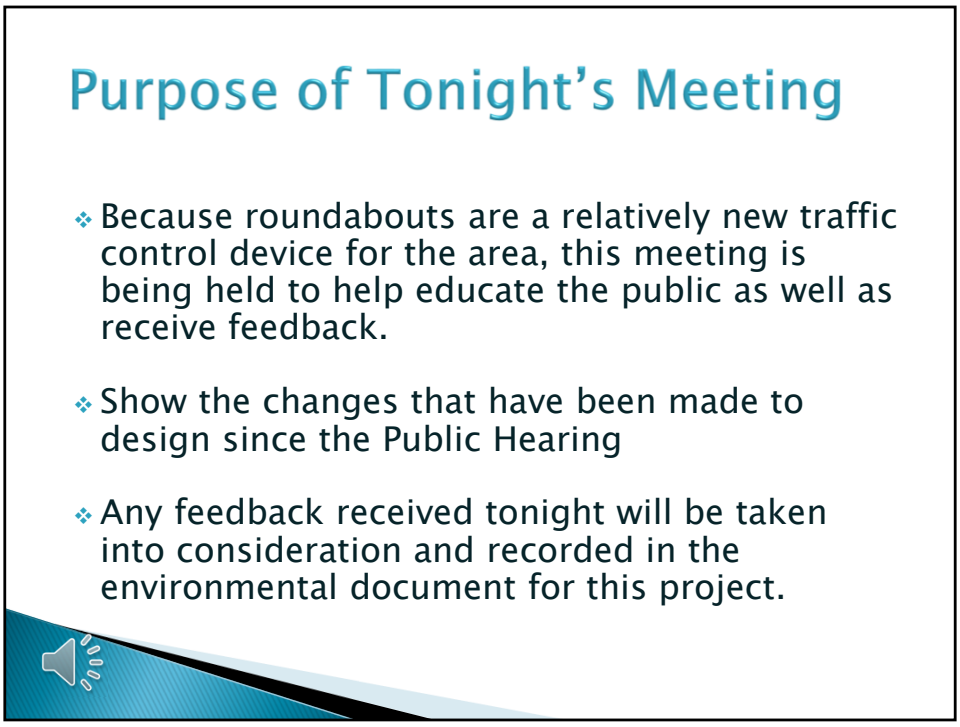
The project limits follow LA 1088 from just west of the Soult and Viola intersection to the I-12 interchange at LA 1088.
This corridor serves residential neighborhoods, schools, local businesses, and regional commuters, and it experiences significant traffic volume during peak hours.



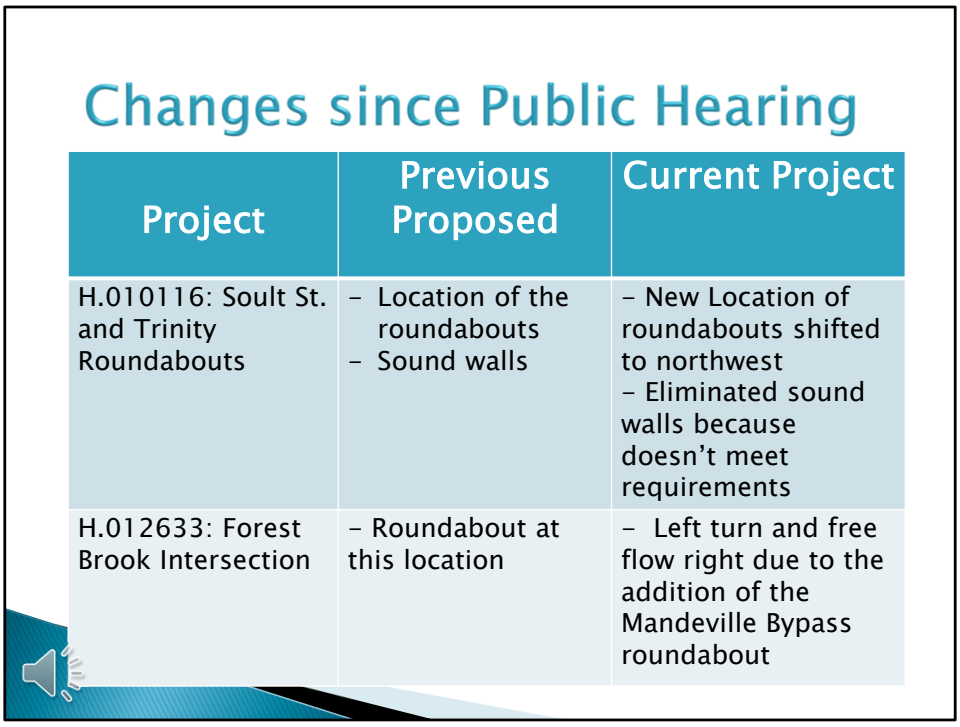
Under current conditions, LA 1088 is a **two-lane roadway**, with one lane in each direction between US Highway 59 and Interstate 12.
During peak travel periods, this section becomes congested, resulting in delays, long vehicle queues, and recurring operational bottlenecks.
These traffic conditions are expected to intensify as development continues in the Mandeville and Covington areas, which makes these improvements both timely and necessary.



The purpose of these projects is to:
Reduce congestion and travel delays,
Minimize gridlock that interferes with efficient traffic flow, and
Increase safety by reducing conflict points within the roadway network.
Roundabouts have been shown to significantly enhance safety by eliminating traditional left-turn conflicts and reducing the severity of crashes through lower vehicle operating speeds.



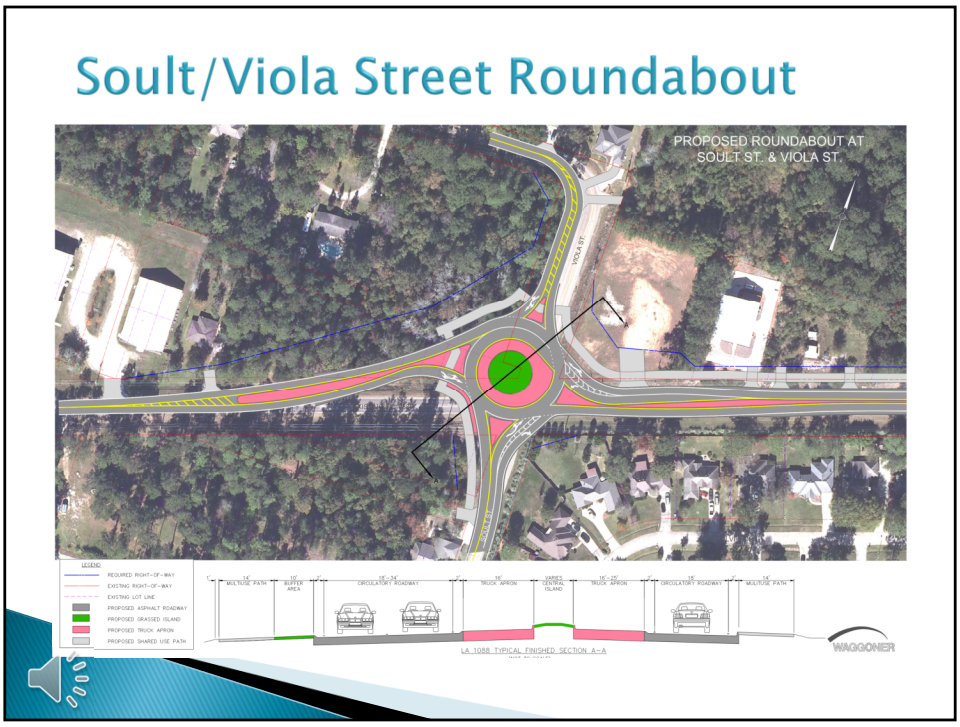
The purpose of tonight's meeting is to:
Present updated design information,
Provide education on how roundabouts operate,
Share changes made since the Environmental Assessment submission, and
Offer an opportunity for you to provide feedback.
All comments—both verbal and written—will be documented and incorporated into the project's environmental record.



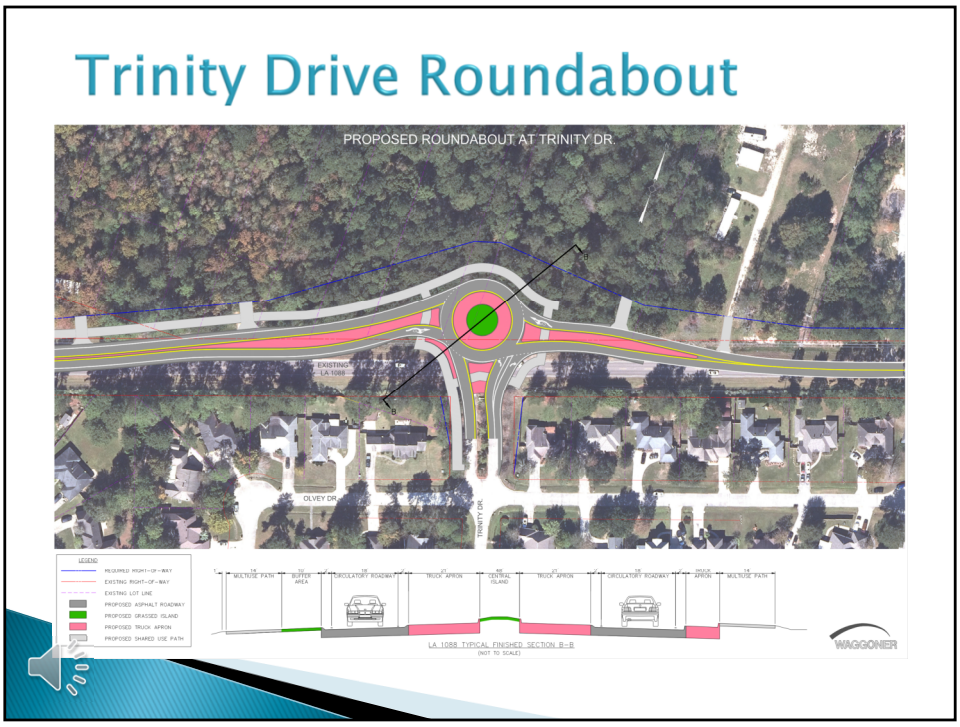
Following the public hearing, the design team's review of traffic patterns, crash data, and public feedback resulted in two primary revisions:

• At Soult Street and the Trinity roundabout, the roundabout footprints have been shifted north, and the previously proposed sound walls have been eliminated from the design in response to updated project requirements and revised noise-impact evaluations.

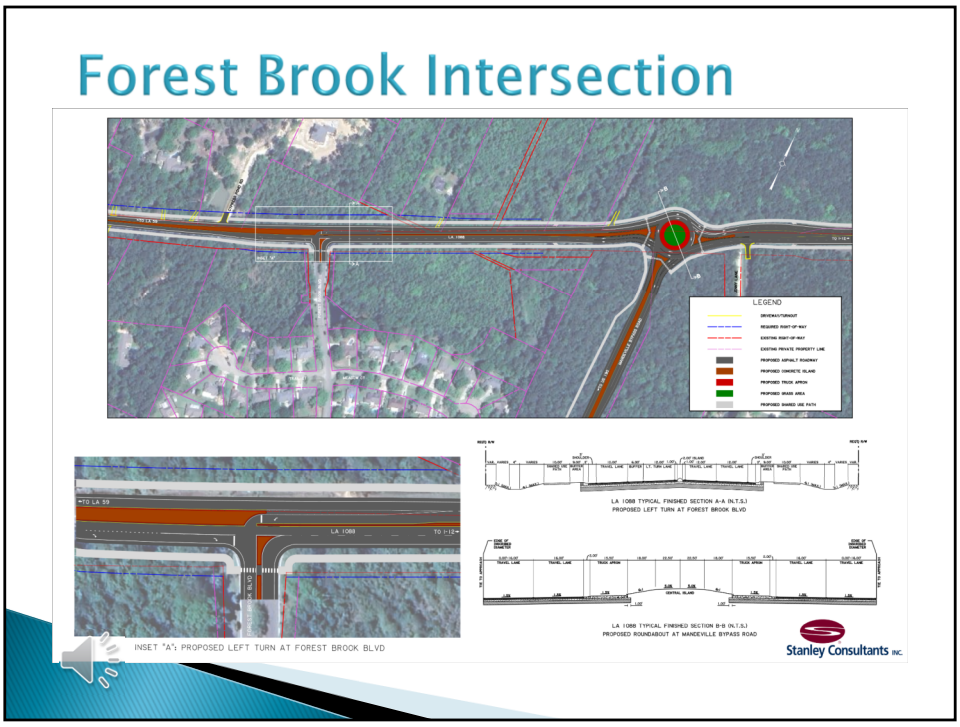
• The proposed Forest Brook roundabout has been replaced with a left-turn lane to more effectively accommodate projected turning movements and minimize impacts to adjacent properties.



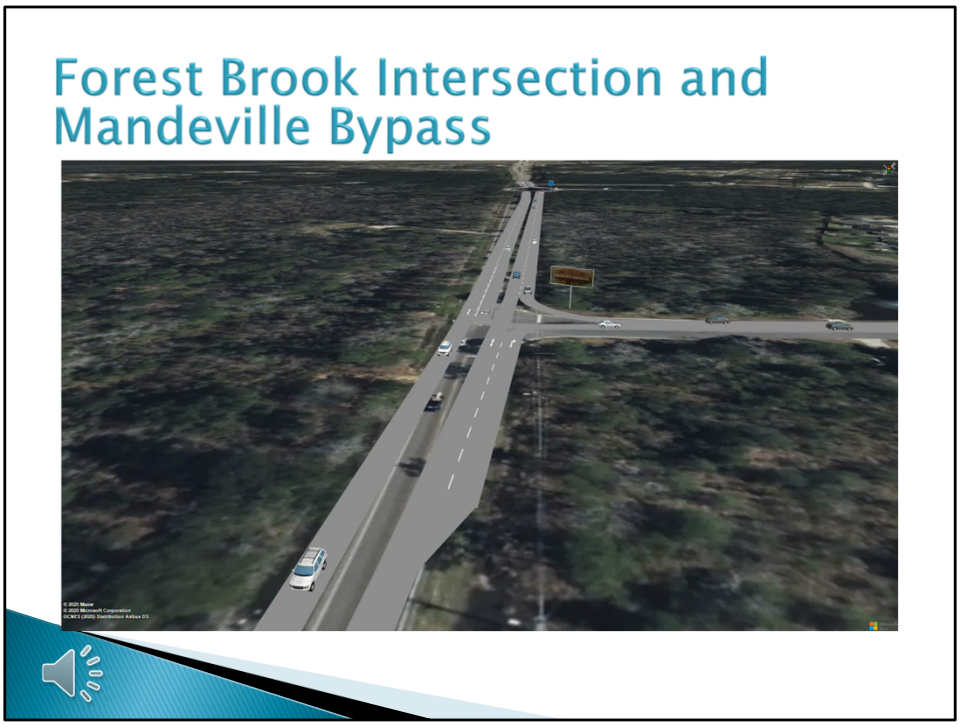
This is a zoomed in view of the roundabout at Soult and Viola Street. Since it was previously shown, this roundabout has shifted northwest and the alignment of Viola Street has changed to match the existing alignment. The sidewalks previously proposed are now shared-use paths to accommodate bicyclists."



This figure presents a zoomed-in view of the Trinity Drive roundabout. Since the prior presentation, the roundabout's alignment has been shifted, and the previously proposed sidewalks have been replaced with shared-use paths to accommodate bicycle traffic.



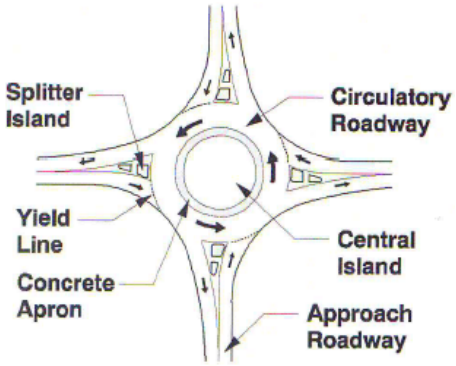
This slide highlights the design modifications at Forest Brook and their relationship to the Mandeville Bypass Roundabout. Updated analysis confirms that a left-turn lane at Forest Brook functions effectively in conjunction with the Mandeville Bypass roundabout.
The new configuration—combining a left-turn lane with a right free-flow lane—improves traffic operations while minimizing right-of-way impacts and reducing project costs.



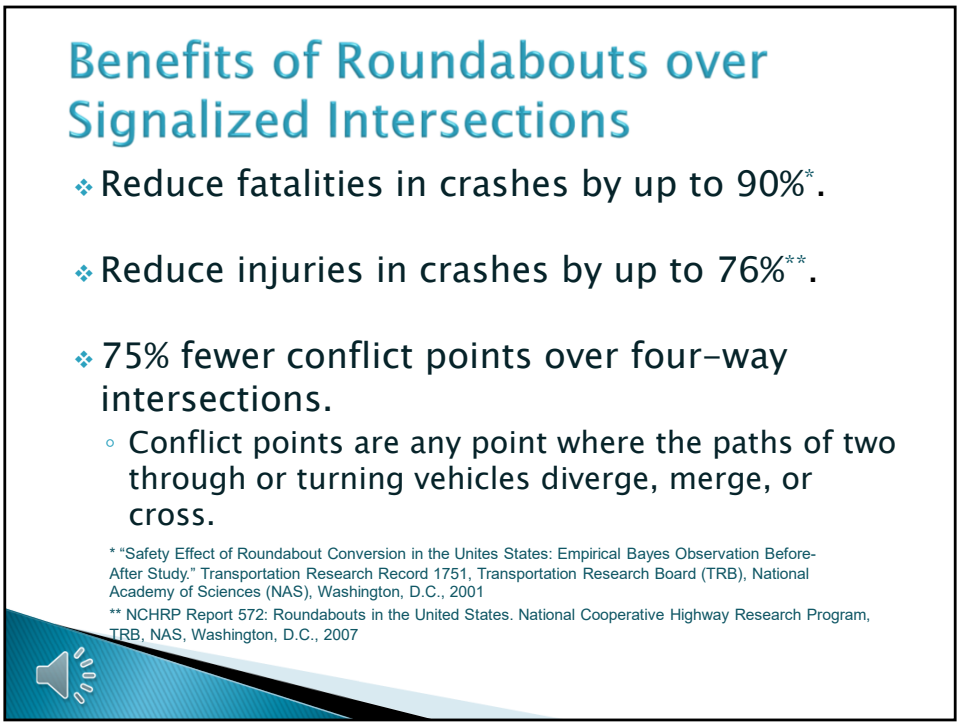
This video shows how traffic moves through the Forest Brook Intersection and the Mandeville Bypass.

What is a roundabout?

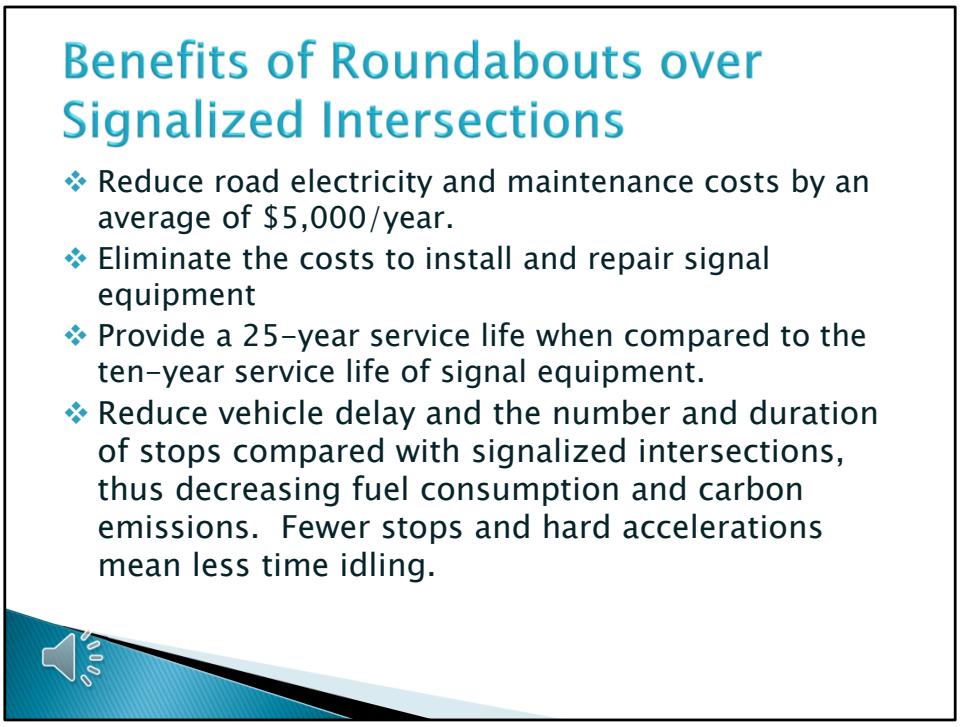
- Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists, and pedestrians.
- In a roundabout, traffic flows through a center island counterclockwise.
- A roundabout redirects some of the conflicting traffic, such as left turns, which cause crashes at traditional intersections. This is because drivers enter and exit the roundabout through a series of right-hand turns.



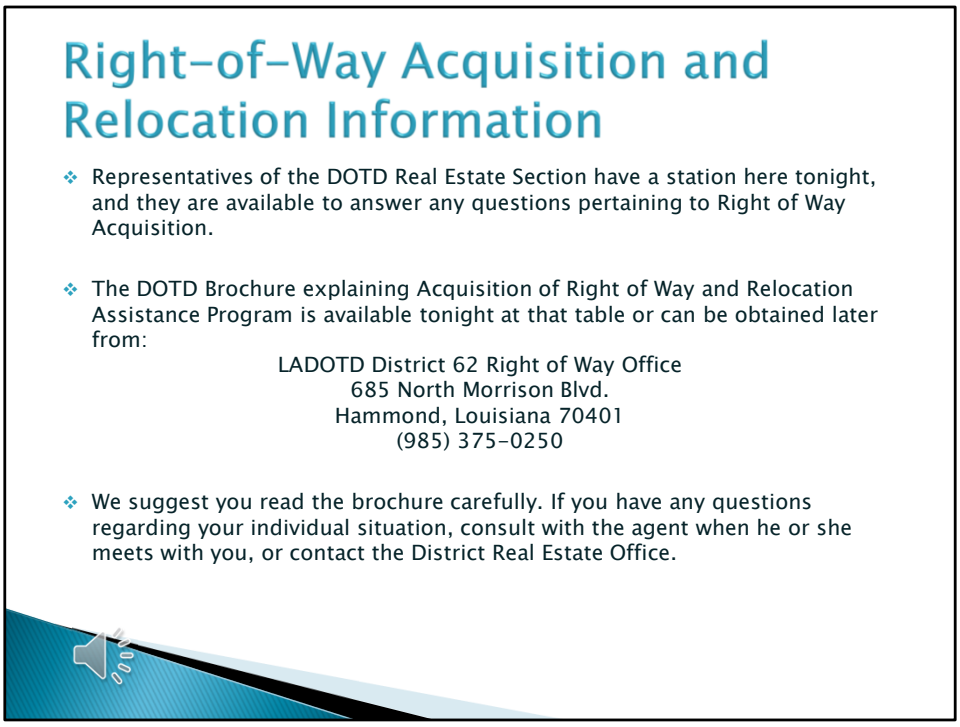
Let's discuss roundabout basics.
Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists, and pedestrians.
In a roundabout, traffic flows through a center island counterclockwise.
A roundabout redirects some of the conflicting traffic, such as left turns, which cause crashes at traditional intersections. This is because drivers enter and exit the roundabout through a series of right-hand turns.



The benefits of roundabouts over conventional signalized intersections include: reduced fatalities and injuries in crashes, and fewer conflict points. Conflict points are any point where the paths of two through or turning vehicles diverge, merge or cross.



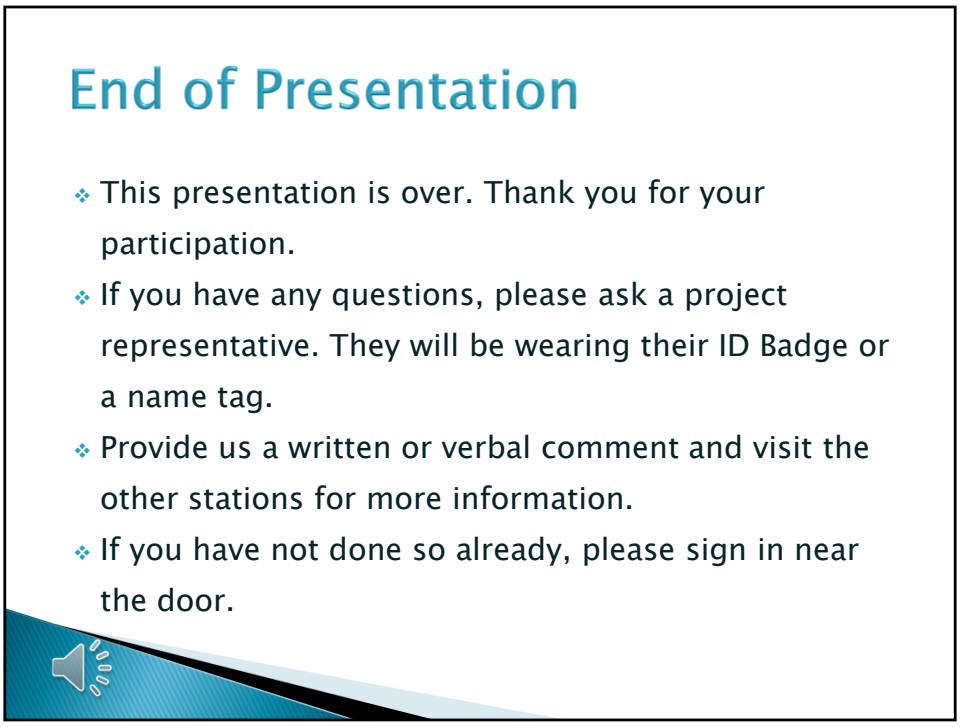
Additional benefits of roundabouts over conventional signalized intersections are that they reduce the roadway's maintenance and repair costs, increase the service life of the intersection, and they provide an environmental benefit by decreasing the fuel consumption and carbon emissions of vehicles.



Representatives of the DOTD Real Estate Section have a station here tonight, and they are available to answer any questions pertaining to Right of Way Acquisition or Relocation.

The DOTD Brochure explaining Acquisition of Right of Way and Relocation Assistance Program is available tonight at that table or can be obtained later from the Department's Right-of-Way Office at 685 North Morrison Blvd, Hammond, Louisiana 70401, or by telephone at area code (985) 375-0250.

We suggest you read the available brochure carefully. If you have any questions regarding your individual situation, consult with the agent when he or she meets with you, or contact the District 62 Right-of-Way Office



Thank you for your time. Please visit the display area now to view the exhibits and make your comments. If you have any questions please feel free to ask a project representative. They will be wearing their ID badge or a name tag.

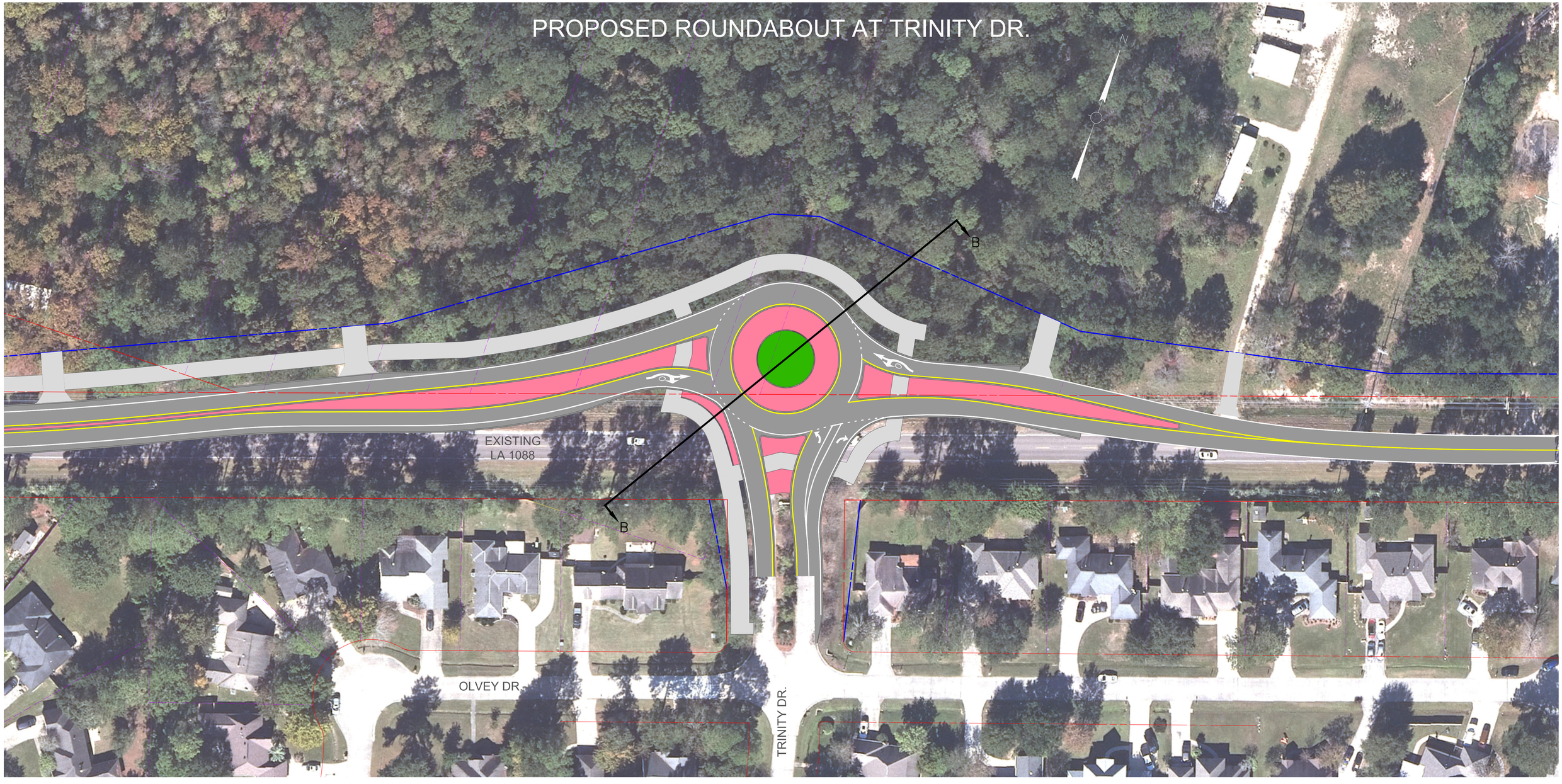
Again, the Louisiana Department of Transportation and Development thanks you for your participation.

This Presentation will begin again shortly

Appendix C

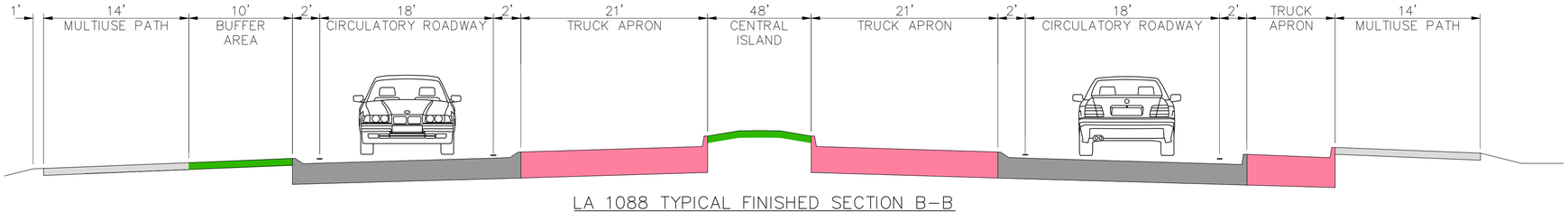
Exhibits

PROPOSED ROUNDABOUT AT TRINITY DR.



LEGEND

- REQUIRED RIGHT–OF–WAY
- EXISTING RIGHT–OF–WAY
- EXISTING LOT LINE
- PROPOSED ASPHALT ROADWAY
- PROPOSED GRASSED ISLAND
- PROPOSED TRUCK APRON
- PROPOSED SHARED USE PATH



LA 1088 TYPICAL FINISHED SECTION B–B

(NOT TO SCALE)

WAGGONER

PROPOSED ROUNDABOUT AT SOULT ST. & VIOLA ST.

VIOLA ST.

SOULT ST.

EXISTING LA-1088

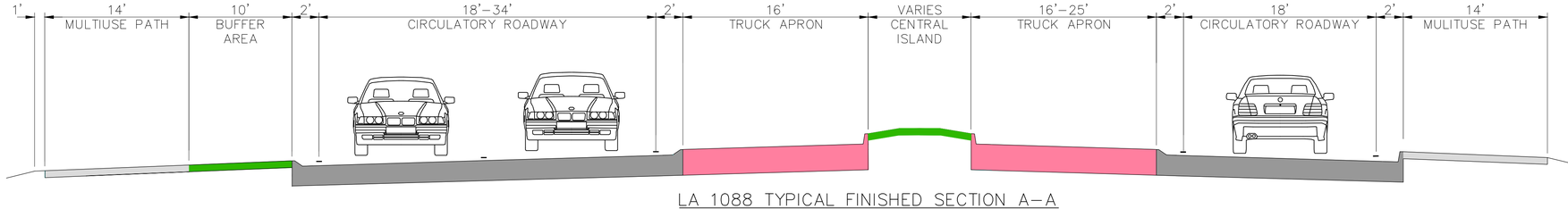
A

A

N

LEGEND

- REQUIRED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING LOT LINE
- PROPOSED ASPHALT ROADWAY
- PROPOSED GRASSED ISLAND
- PROPOSED TRUCK APRON
- PROPOSED SHARED USE PATH

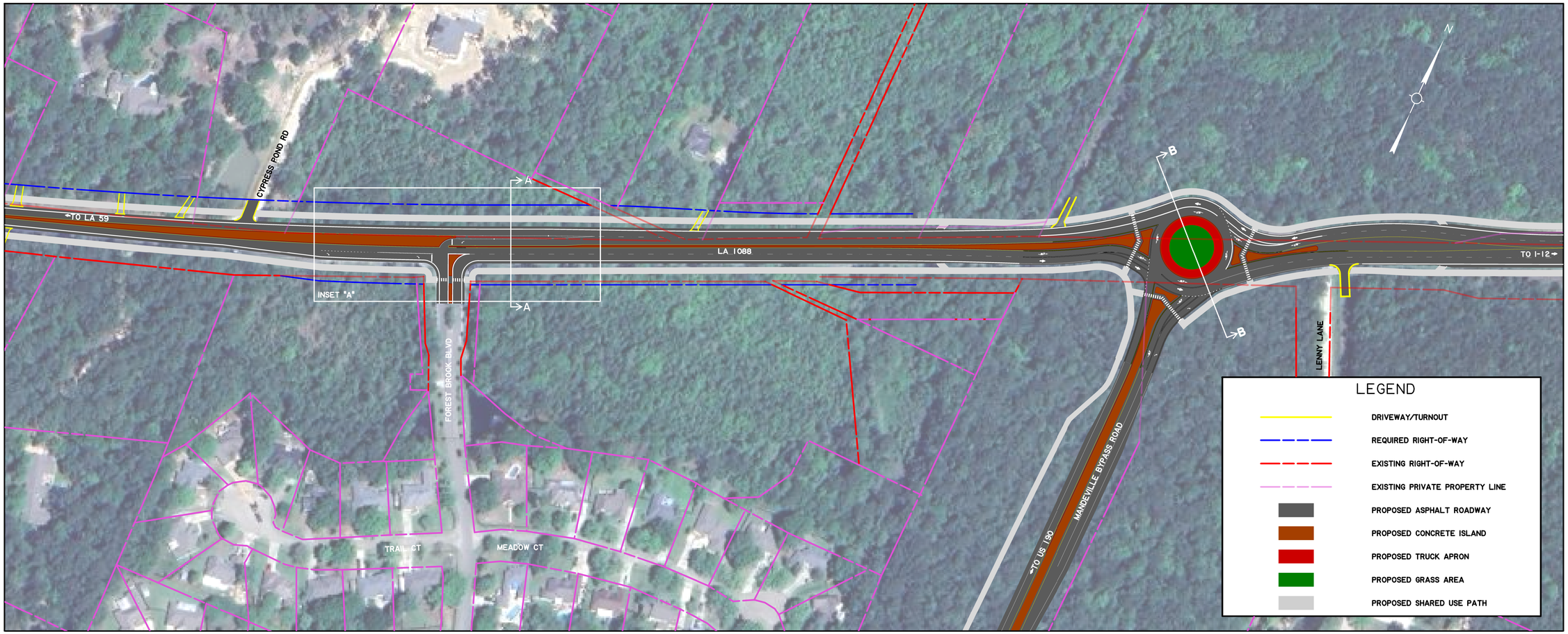


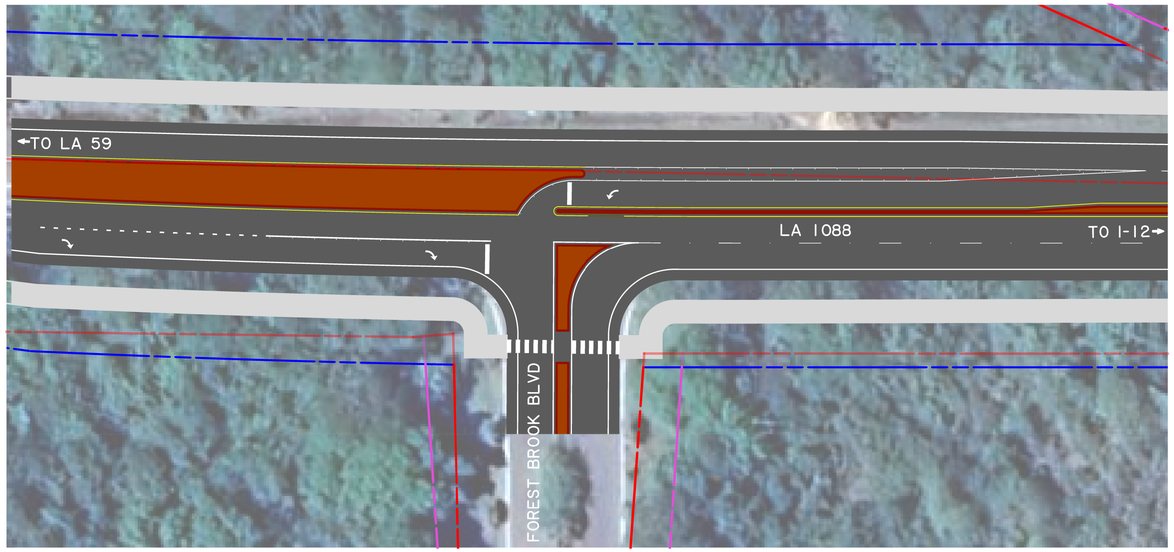
LA 1088 TYPICAL FINISHED SECTION A-A

(NOT TO SCALE)

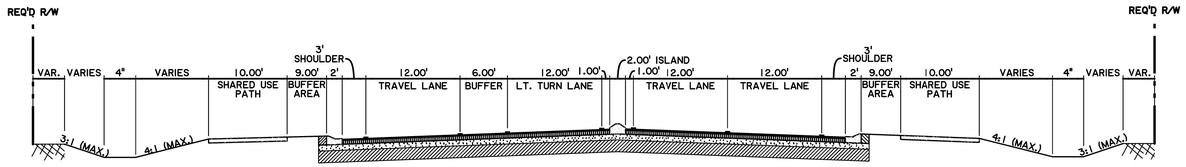
WAGGONER

LA 1088 PROJECT LIMITS
LEGEND
REQUIRED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
EXISTING LOT LINE
PROPOSED ASPHALT ROADWAY
PROPOSED GRASSED ISLAND
PROPOSED TRUCK APRON
PROPOSED SHARED USE PATH
FINAL LOCATION OF PROPOSED SHARED USE PATH TO BE DETERMINED BEYOND THIS POINT
VIOLA ST.
LA 1088
SOUIT ST.
TRINITY DR.
FINAL LOCATION OF PROPOSED SHARED USE PATH TO BE DETERMINED BEYOND THIS POINT
FOREST BROOK BLVD.
FUTURE MANDEVILLE BYPASS
LENNY LN.
MULBERRY ST.
HOLLY ST.
HICKORY ST.
CYPRESS ST.
MAPLE ST.
LA 1088
WAGGONER

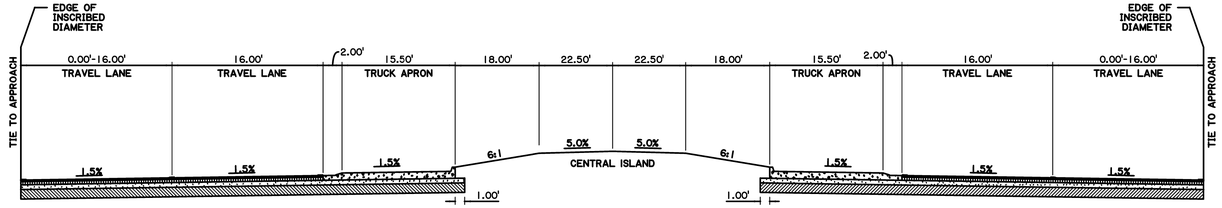




INSET "A": PROPOSED LEFT TURN AT FOREST BROOK BLVD



LA 1088 TYPICAL FINISHED SECTION A-A (N.T.S.)
PROPOSED LEFT TURN AT FOREST BROOK BLVD



LA 1088 TYPICAL FINISHED SECTION B-B (N.T.S.)
PROPOSED ROUNDABOUT AT MANDEVILLE BYPASS ROAD

Stanley Consultants INC.

Appendix D

Public Notices

DOTD Announcements

Public Meeting: LA 1088: SOULT AND TRINITY ROUNDABOUTS AND FOREST BROOK INTERSECTION
Monday, November 24, 2025 at 8:55:57 AM

OPEN HOUSE PUBLIC MEETING
STATE AND FEDERAL AID PROJECT NO. H010116 & H.012633
LA 1088: SOULT AND TRINITY ROUNDABOUTS AND FOREST BROOK INTERSECTION
ST. TAMMANY PARISH

The Louisiana Department of Transportation and Development (DOTD) will conduct an open house public meeting for the LA 1088 Roundabouts and Forest Brook Blvd. Intersection improvement project in Mandeville, Louisiana. The proposed projects will reduce congestion at intersections on LA 1088 with roundabouts and intersection improvements. The proposed new roundabouts will be on LA 1088 at Soult St./ Viola St. and Trinity Dr. and there will be intersection improvements at Forest Brook Blvd.

The purpose of this meeting is to provide information about the project improvements and to obtain input from interested parties. Representatives from the Project Teams will be available at the open house to answer questions and discuss the projects. Oral and written comments can be submitted at the meeting. Comments can also be mailed to the address shown below, postmarked by December 22, 2025.

The public meeting has been scheduled as follows:

Monday, December 8th, 2025
5:30 p.m. – 7:30 p.m.
St. Tammany Parish Council Building
21490 Koop Drive
Mandeville, LA 70471

Should you require special assistance, due to a disability, to participate in this public meeting, please contact Waggoner by mail at the address shown below, email (Charlotte.gremillion@waggonereng.com), or by telephone at 225.298.0800, at least five (5) working days prior to the meeting.

Waggoner Engineering Inc.
Atten: Charlotte Gremillion
10305 Airline Highway
Baton Rouge, LA 70816

DOTD
LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

facebook

Log In

Louisiana Department of Transportation and Development (DOTD)'s Post

Louisiana Department of Transportation and Development (DOTD)
December 2, 2025 ·

ST. TAMMANY PARISH- DOTD will conduct an open house public meeting for the LA 1088 Roundabouts and Forest Brook Blvd. Intersection improvement project in Mandeville, Louisiana. The proposed projects will reduce congestion at intersections on LA 1088 with roundabouts and intersection improvements. The proposed new roundabouts will be on LA 1088 at Soult St./ Viola St. and Trinity Dr. and there will be intersection improvements at Forest Brook Blvd.

🗓️Monday, December 8th
🕠5:30 p.m. – 7:30 p.m.
🏛️St. Tammany Parish Council Building
📍21490 Koop Drive Mandeville, LA 70471

5 10 shares

Like Comment

facebook

Log In

THE ADVOCATE
The Times-Picayune | nola.com
THE ACADIANA ADVOCATE
gambit

Campaign No.	166850
Today's Date	13 Nov 2025
P.O. Number	LA 1088 Public Meeting
Sales Rep	Jacquelyne Fullerton

bill-to

WAGGONER/Charlotte Gremillion
10305 Airline Highway
BATON ROUGE, LA 70816
Tel: 225 298-0800
Account No: 154445

advertiser

WAGGONER/Charlotte Gremillion
10305 Airline Highway
BATON ROUGE, LA 70816
Tel: 225 298-0800
Account No: 154445

campaign summary

Description	LA 1088 Public Meeting
Start Date	11/24/2025
End Date	12/1/2025

cost summary

Campaign Amount	$450.00
Estimated Tax	$0.00
Pre-payment Amount	$#PREPAY_AMOUNT#
Total	**$450.00**

Pre-Payment Details

Pre-Payment Amount	Pre-Payment Date	Pre-Payment Card No.

No Pre-Payments on this order

advertisement

Line No.	Product	Description	Issue / Run Date	Size			Amount
549810	The Times Picayune	Legal Open Rate	11/24/2025	1			225.00

PUBLIC NOTICE
- - -

OPEN HOUSE PUBLIC MEETING
STATE AND FEDERAL AID PROJECT NO. H010116 & H.012633
LA 1088: SOULT AND TRINITY ROUNDABOUTS AND FOREST BROOK INTERSECTION
ST. TAMMANY PARISH

Line No.	Product	Description	Issue / Run Date	Size			Amount

The Louisiana Department of Transportation and Development (DOTD) will conduct an open house public meeting for the LA 1088 Roundabouts and Forest Brook Blvd. Intersection improvement project in Mandeville, Louisiana. The proposed projects will reduce congestion at intersections on LA 1088 with roundabouts and intersection improvements. The proposed new roundabouts will be on LA 1088 at Soult St./ Viola St. and Trinity Dr. and there will be intersection improvements at Forest Brook Blvd.

The purpose of this meeting is to provide information about the project improvements and to obtain input from interested parties. Representatives from the Project Teams will be available at the open house to answer questions and discuss the projects. Oral and written comments can be submitted at the meeting. Comments can also be mailed to the address shown below, postmarked by December 22, 2025. The public meeting has been scheduled as follows:

Monday, December 8th, 2025
5:30 p.m. – 7:30 p.m.

Line No.	Product	Description	Issue / Run Date	Size			Amount

5:30 p.m. – 7:30 p.m.
St. Tammany Parish
Council Building
21490 Koop Drive
Mandeville, LA 70471

Should you require special assistance, due to a disability, to participate in this public meeting, please contact Waggoner by mail at the address shown below, email (Charlotte.gremillion@waggonereng.com), or by telephone at 225.298.0800, at least five (5) working days prior to the meeting.

Waggoner Engineering Inc.
Atten: Charlotte Gremillion
10305 Airline Highway
Baton Rouge, LA 70816

166850-NOV 25-DEC 1-2T
$450

549810	The Times Picayune	Legal Open Rate	12/1/2025	1		225.00

PUBLIC NOTICE
- - -

OPEN HOUSE PUBLIC MEETING
STATE AND FEDERAL AID PROJECT NO. H010116 & H.012633
LA 1088: SOULT AND TRINITY ROUNDABOUTS AND FOREST BROOK INTERSECTION
ST. TAMMANY PARISH

The Louisiana Depart-

Line No.	Product	Description	Issue / Run Date	Size			Amount

ment of Transportation and Development (DOTD) will conduct an open house public meeting for the LA 1088 Roundabouts and Forest Brook Blvd. Intersection improvement project in Mandeville, Louisiana. The proposed projects will reduce congestion at intersections on LA 1088 with roundabouts and intersection improvements. The proposed new roundabouts will be on LA 1088 at Soult St./ Viola St. and Trinity Dr. and there will be intersection improvements at Forest Brook Blvd.

The purpose of this meeting is to provide information about the project improvements and to obtain input from interested parties. Representatives from the Project Teams will be available at the open house to answer questions and discuss the projects. Oral and written comments can be submitted at the meeting. Comments can also be mailed to the address shown below, postmarked by December 22, 2025. The public meeting has been scheduled as follows:

Monday, December 8th, 2025
5:30 p.m. – 7:30 p.m.
St. Tammany Parish

Line No.	Product	Description	Issue / Run Date	Size			Amount
					St. Tammany Parish Council Building 21490 Koop Drive Mandeville, LA 70471 Should you require special assistance, due to a disability, to participate in this public meeting, please contact Waggoner by mail at the address shown below, email (Charlotte.gremillion@waggonereng.com), or by telephone at 225.298.0800, at least five (5) working days prior to the meeting. Waggoner Engineering Inc. Atten: Charlotte Gremillion 10305 Airline Highway Baton Rouge, LA 70816 166850-NOV 25-DEC 1-2T $450		
549811	The Times Picayune Online	Legal Online Zero	11/24/2025	1			0.00
					PUBLIC NOTICE - - - **OPEN HOUSE PUBLIC MEETING** **STATE AND FEDERAL AID PROJECT NO. H010116 & H.012633** **LA 1088: SOULT AND TRINITY ROUNDABOUTS AND FOREST BROOK INTERSECTION** **ST. TAMMANY PARISH** The Louisiana Department of Transportation		

Line No.	Product	Description	Issue / Run Date	Size			Amount

ment of Transportation and Development (DOTD) will conduct an open house public meeting for the LA 1088 Roundabouts and Forest Brook Blvd. Intersection improvement project in Mandeville, Louisiana. The proposed projects will reduce congestion at intersections on LA 1088 with roundabouts and intersection improvements. The proposed new roundabouts will be on LA 1088 at Soult St./ Viola St. and Trinity Dr. and there will be intersection improvements at Forest Brook Blvd.

The purpose of this meeting is to provide information about the project improvements and to obtain input from interested parties. Representatives from the Project Teams will be available at the open house to answer questions and discuss the projects. Oral and written comments can be submitted at the meeting. Comments can also be mailed to the address shown below, postmarked by December 22, 2025. The public meeting has been scheduled as follows:

Monday, December 8th, 2025
5:30 p.m. – 7:30 p.m.
St. Tammany Parish Council Building

Line No.	Product	Description	Issue / Run Date	Size			Amount

Council Building
21490 Koop Drive
Mandeville, LA 70471

Should you require special assistance, due to a disability, to participate in this public meeting, please contact Waggoner by mail at the address shown below, email (Charlotte.gremillion@waggonereng.com), or by telephone at 225.298.0800, at least five (5) working days prior to the meeting.

Waggoner Engineering Inc.
Atten: Charlotte Gremillion
10305 Airline Highway
Baton Rouge, LA 70816

166850-NOV 25-DEC 1-2T
$450

549811	The Times Picayune Online	Legal Online Zero	12/1/2025	1			0.00

PUBLIC NOTICE
- - -

OPEN HOUSE PUBLIC MEETING
STATE AND FEDERAL AID PROJECT NO. H010116 & H.012633
LA 1088: SOULT AND TRINITY ROUNDABOUTS AND FOREST BROOK INTERSECTION
ST. TAMMANY PARISH

The Louisiana Department of Transportation and Development (DOTD)

Line No.	Product	Description	Issue / Run Date	Size			Amount

and Development (DOTD) will conduct an open house public meeting for the LA 1088 Roundabouts and Forest Brook Blvd. Intersection improvement project in Mandeville, Louisiana. The proposed projects will reduce congestion at intersections on LA 1088 with roundabouts and intersection improvements. The proposed new roundabouts will be on LA 1088 at Soult St./ Viola St. and Trinity Dr. and there will be intersection improvements at Forest Brook Blvd.

The purpose of this meeting is to provide information about the project improvements and to obtain input from interested parties. Representatives from the Project Teams will be available at the open house to answer questions and discuss the projects. Oral and written comments can be submitted at the meeting. Comments can also be mailed to the address shown below, postmarked by December 22, 2025. The public meeting has been scheduled as follows:

Monday, December 8th, 2025
5:30 p.m. – 7:30 p.m.
St. Tammany Parish Council Building
21490 Koop Drive

Line No.	Product	Description	Issue / Run Date	Size			Amount

21490 Koop Drive
Mandeville, LA 70471

Should you require special assistance, due to a disability, to participate in this public meeting, please contact Waggoner by mail at the address shown below, email (Charlotte.gremillion@waggonereng.com), or by telephone at 225.298.0800, at least five (5) working days prior to the meeting.

Waggoner Engineering Inc.
Atten: Charlotte Gremillion
10305 Airline Highway
Baton Rouge, LA 70816

166850-NOV 25-DEC 1-2T
$450

COPY OF ADVERTISEMENT

THE ADVOCATE
The Times-Picayune | nola.com
THE ACADIANA ADVOCATE
gambit

Campaign No.	166837
Today's Date	13 Nov 2025
P.O. Number	DEC 8 2025 OPEN HOUSE MEETING
Sales Rep	Jacquelyne Fullerton

bill-to

WAGGONER/Charlotte Gremillion
10305 Airline Highway
BATON ROUGE, LA 70816
Tel: 225 298-0800
Account No: 154445

advertiser

WAGGONER/Charlotte Gremillion
10305 Airline Highway
BATON ROUGE, LA 70816
Tel: 225 298-0800
Account No: 154445

campaign summary

Description	DEC 8 2025 OPEN HOUSE MEETING
Start Date	11/27/2025
End Date	12/3/2025

cost summary

Campaign Amount	$810.82
Estimated Tax	$0.00
Pre-payment Amount	$#PREPAY_AMOUNT#
Total	**$810.82**

Pre-Payment Details

Pre-Payment Amount	Pre-Payment Date	Pre-Payment Card No.

No Pre-Payments on this order

advertisement

Line No.	Product	Description	Issue / Run Date	Size			Amount
549781	St. Tammany Farmer Advocate	STF Legal Open	11/27/2025	1			405.41

PUBLIC NOTICE

OPEN HOUSE PUBLIC MEETING

STATE AND FEDERAL AID PROJECT NO. H010116 &

Line No.	Product	Description	Issue / Run Date	Size			Amount

H.010116 & H.012633

LA 1088: SOULT AND TRINITY ROUNDABOUTS AND FOREST BROOK INTERSECTION ST. TAMMANY PARISH

The Louisiana Department of Transportation and Development (DOTD) will conduct an open house public meeting for the LA 1088 Roundabouts and Forest Brook Blvd. Intersection improvement project in Mandeville, Louisiana. The proposed projects will reduce congestion at intersections on LA 1088 with roundabouts and intersection improvements. The proposed new roundabouts will be on LA 1088 at Soult

Line No.	Product	Description	Issue / Run Date	Size			Amount

St./ Viola St. and Trinity Dr. and there will be intersection improvements at Forest Brook Blvd.

The purpose of this meeting is to provide information about the project improvements and to obtain input from interested parties. Representatives from the Project Teams will be available at the open house to answer questions and discuss the projects. Oral and written comments can be submitted at the meeting. Comments can also be mailed to the address shown below, postmarked by **December 22, 2025**. The public meeting has been scheduled as follows:

Monday,

Line No.	Product	Description	Issue / Run Date	Size			Amount

December 8th, 2025
5:30 p.m. – 7:30 p.m.
St. Tammany Parish Council Building
21490 Koop Drive
Mandeville, LA 70471
Should you require special assistance, due to a disability, to participate in this public meeting, please contact Waggoner by mail at the address shown below, email (Charlotte.gremillion@waggonereng.com), or by telephone at 225.298.0800, at least five (5) working days prior to the meeting.
Waggoner Engineering Inc.
Atten: Charlotte Gremillion
10305 Airline Highway
Baton Rouge, LA 70816

Line No.	Product	Description	Issue / Run Date	Size			Amount
			166837NOV27DEC2T $				
549781	St. Tammany Farmer Advocate	STF Legal Open	12/3/2025	1			405.41

PUBLIC NOTICE

OPEN HOUSE PUBLIC MEETING

STATE AND FEDERAL AID PROJECT NO. H010116 & H.012633 LA 1088: SOULT AND TRINITY ROUNDABOUTS AND FOREST BROOK INTERSECTION ST. TAMMANY PARISH

The Louisiana Department of Transportation and Development (DOTD) will conduct an open house public meeting for the LA 1088 Round-

Line No.	Product	Description	Issue / Run Date	Size			Amount

abouts and Forest Brook Blvd. Intersection improvement project in Mandeville, Louisiana. The proposed projects will reduce congestion at intersections on LA 1088 with roundabouts and intersection improvements. The proposed new roundabouts will be on LA 1088 at Soult St./ Viola St. and Trinity Dr. and there will be intersection improvements at Forest Brook Blvd. The purpose of this meeting is to provide information about the project improvements and to obtain input from interested parties. Representatives from the Project Teams will be available at the open house to answer questions and dis-

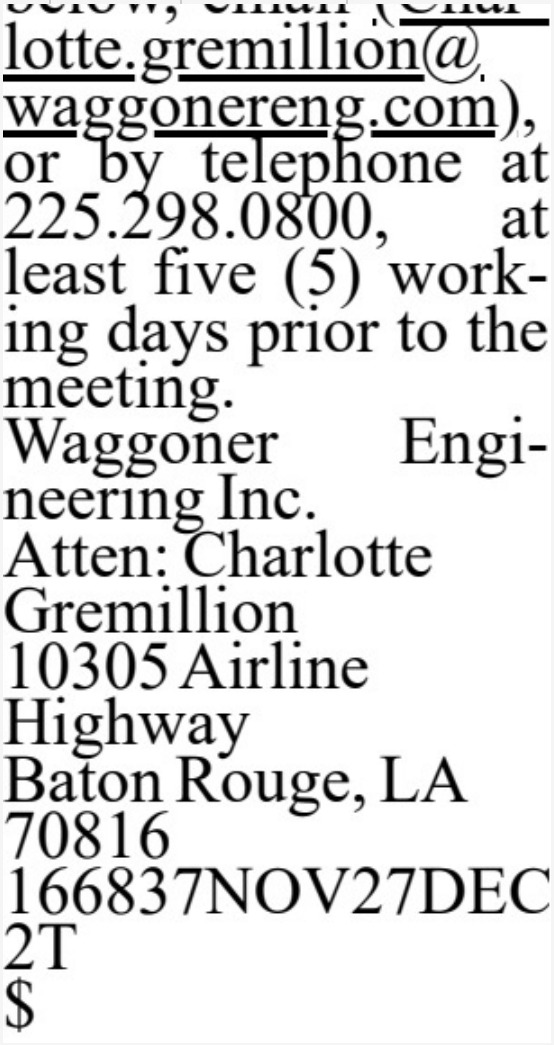
Line No.	Product	Description	Issue / Run Date	Size			Amount

cuss the projects. Oral and written comments can be submitted at the meeting. Comments can also be mailed to the address shown below, postmarked by **December 22, 2025**. The public meeting has been scheduled as follows:

Monday, December 8th, 2025
5:30 p.m. – 7:30 p.m.
St. Tammany Parish Council Building
21490 Koop Drive
Mandeville, LA 70471

Should you require special assistance, due to a disability, to participate in this public meeting, please contact Waggoner by mail at the address shown below, email (Char-

Line No.	Product	Description	Issue / Run Date	Size			Amount


below; email (Char-
lotte.gremillion@
waggonereng.com),
or by telephone at
225.298.0800, at
least five (5) work-
ing days prior to the
meeting.
Waggoner Engi-
neering Inc.
Atten: Charlotte
Gremillion
10305 Airline
Highway
Baton Rouge, LA
70816
166837NOV27DEC
2T
$

COPY OF ADVERTISEMENT

Appendix E

Mailing List for Individual Notice

Salutation	First Name	Last Name	Street Address	Street Address Line 2	City	State	Zip Code
	Jacki & Brian	Schneider	26545 Mildred Drive		Lacombe	LA	70445
	Linda & Norman	Meiners	1700 Hwy 1088		Mandeville	LA	70448
	Eric	Dietrick	1016 Trail Court		Mandeville	LA	70448
	David	Franks	3501 Stream Court		Mandeville	LA	70448
	Scott & Judy	Balius	23298 Oscar Street		Mandeville	LA	70448
	William B	Matthews	386 Red Maple Drive		Mandeville	LA	70448
	Ron	Linsten	3136 Grove Court		Mandeville	LA	70448
	Charles	Jeanfreau	780 Sweet Bay Drive		Mandeville	LA	70448
	Linda L	Lewis	66096 Cypress Street		Mandeville	LA	70448
	Lori	Chopin	242 De Val Drive		Mandeville	LA	70471
	Scott	Gerace	3043 Hill Court		Mandeville	LA	70448
	Bruce D	Cox	143 Remington Drive		Mandeville	LA	70448
	Claire E	Pizzuto	4008 Ridgeway Drive		Metairie	LA	70002
	Carol & David	Rodriguez	1204 Sycamore Place		Mandeville	LA	70448
	John	Simon					
	Stephen	Lacombe	65555 Loretta Drive		Mandeville	LA	70448
	Paul	Boatright	2061 W. Ridge Drive		Mandeville	LA	70448
	Colleen & Wayne	Toye	1105 Torrence Drive		Mandeville	LA	70448
	Albert J. Derbes	IV	140 Chestnut Oak Drive		Mandeville	LA	70448
	Kenneth L	Black	247 Chestnut Oak Drive		Mandeville	LA	70448
	David & Joni	Butler	2033 W. Ridge Drive		Mandeville	LA	70448
	Richard	Zitzmann	2110 Ridge Court		Mandeville	LA	70448
	Christine	Temples	144 Frenchmen Drive		Mandeville	LA	70448
	Karen	Helmer	66068 Oak Street		Mandeville	LA	70448
	Vickie	Kelley	23329 Oscar Street		Mandeville	LA	70448
	Karen	Haydel	1910 Hwy 1088		Mandeville	LA	70448
	Claire Ricca	Valentino	145 Rue Landry Road		St. Rose	LA	70087
	Linda	Libert	2053 W. Ridge Drive		Mandeville	LA	70448
	Michael & Betty	Peters	2057 W. Ridge Drive		Mandeville	LA	70448
	Eric	Lewks	985 Blad Cypress Drive		Mandeville	LA	70448
	Denise Metiva & Carlo	Hernandez	2818 Mesa Court		Mandeville	LA	70448
	Scott D. Owens	Sr	1796 Garon Drive		Mandeville	LA	70448
	Albert	Balius	23298 Oscar Street		Mandeville	LA	70448
	Adam B	Zuckerman	961 Bald Cypress		Mandeville	LA	70448
	Virginia	Williams	66019 Oak Street		Mandeville	LA	70448
	J. C	Jones	66085 Cypress		Mandeville	LA	70448
	Beth & Mausy	Besthon	845 University Court		Mandeville	LA	70448
	Chuck	Kirby	605 Tanager Drive		Mandeville	LA	70448
	Trey	Lape	1966 N Hwy 190	Ste B	Covington	LA	70433
	Dr. Barry	Potter	2044 Trinity Drive		Mandeville	LA	70448
	Mike	Frederick	1349 Fairfield Drive		Mandeville	LA	70448
	Rita T	Dowdy	23313 Oscar Street		Mandeville	LA	70448
	Alexander & Gregg	Tepper	1408 Nelson Court		Mandeville	LA	70448
	David	D'Angelo	2542 Bluff Court		Mandeville	LA	70448
	Tiffany	Hawkins	201 St. Charles Ave		New Orleans	LA	70170
	Joseph C	Meiners	1850 Hwy 1088		Mandeville	LA	70448

	Richard	Longley	1580 Hwy 1088		Mandeville	LA	70448
	Lynn	Gurtner	328 Fountains Park Blvd		Mandeville	LA	70448
	Andy	Daltion	315 Vireo Drive		Mandeville	LA	70448
	Marian	Bickenbach	23390 Oscar Street		Mandeville	LA	70448
	The Woodlands Property Owners	Association					
	DEPARTMENT OF CULTURE RECREATION & TOURISM	DIVISION OF ARCHAEOLOGY	P O BOX 44247		Baton Rouge	LA	70804
	DEPARTMENT OF CULTURE RECREATION & TOURISM	OFFICE OF STATE PARKS	P O BOX 44426		Baton Rouge	LA	70804
	DIVISION OF ADMINISTRATION	STATE LAND OFFICE	P O BOX 44124		Baton Rouge	LA	70804
	DIVISION OF ADMINISTRATION	FACILITY PLANNING & CONTROL	P O BOX 94095		Baton Rouge	LA	70804
	DEPT.OF ECONOMIC DEVELOPMENT	OFFICE OF BUSINESS DEVELOPMENT	P O BOX 94185		Baton Rouge	LA	70804
	FEDERAL TRANSIT ADMIN, REGION VI		819 TAYLOR STREET	ROOM 14A02	FORT WORTH	TX	76102
	FEMA REGION VI		FRC 800 NORTH LOOP 288		DENTON	TX	76209
	LOUISIANA FORESTRY ASSOCIATION	ATTN: EXECUTIVE DIRECTOR	P O BOX 5067		ALEXANDRIA	LA	71307
	DEPT OF HEALTH AND HOSPITALS	ATTN: CHIEF SANITARIAN DIRECTOR	P O BOX 629		Baton Rouge	LA	70821-0629
	DEPT. OF HEALTH AND HOSPITALS OPH ENGINEERING SVCS (BIN 10)	ATTN: YUANDA ZHU	628 NORTH 4TH STREET		Baton Rouge	LA	70802
	INTER-TRIBAL COUNCIL OF LOUISIANA, INC.	DIRECTOR	991 GRAND CAILLOU RD		HOUMA	LA	70363-5705
	U.S. GEOLOGICAL SURVEY		3535 S SHERWOOD FOREST STE 120		BATON ROUGE	LA	70806
	LOUISIANA STATE UNIVERSITY SEA GRANT LEGAL ADVISORY SVC.	ATTN: DIRECTOR LOUISIANA SEA GRAN	227B SEA GRANT BUILDING		Baton Rouge	LA	70803
	LA. DEPT. OF NATURAL RESOURCES	OFFICE OF CONSERVATION	P O BOX 94275		BATON ROUGE	LA	70804-9275
	LA. DEPT. OF NATURAL RESOURCES	OFFICE OF MINERAL RESOURCES	P O BOX 2827		BATON ROUGE	LA	70821
	NATURAL RESOURCES CONSERVATION SVC	ATTN: STATE CONSERVATIONIST	3737 GOVERNMENT ST		ALEXANDRIA	LA	71302
	DEPARTMENT OF PUBLIC SAFETY	HIGHWAY SAFETY COMMISSION	P O BOX 66336		Baton Rouge	LA	70896
	CAROLYN MICHON	WILDLIFE DIVERSITY PROGRAM LA. DEPT OF WILDLIFE & FISHERIES	200 DULLES DRIVE	ROOM 1017	Lafayette	LA	70506
	FLOODPLAIN MANAGEMENT PROGRAM	DOTD SECTION 64	P.O. BOX 94245		Baton Rouge	LA	70804-9245
	U.S. HOUSE OF REPRESENTATIVES	HON. STEVE J SCALISE (DISTRICT 1)	111 VETERANS MEMORIAL BLVD., STE.		METAIRIE	LA	70005
	U.S. HOUSE OF REPRESENTATIVES	HON. CLAY HIGGINS (DISTRICT 3)	600 JEFFERSON STREET	SUITE 808	LAFAYETTE	LA	70501
	U.S. HOUSE OF REPRESENTATIVES	HON. MIKE JOHNSON (DISTRICT 4)	2250 HOSPITAL DRIVE	SUITE 248	Bossier City	LA	71111
	U.S. HOUSE OF REPRESENTATIVES	JULIA LETLOW (DISTRICT 5)	7932 WRENWOOD BLVD	STE C	BATON ROUGE	LA	70801
	U.S. HOUSE OF REPRESENTATIVES	HON. GARRET GRAVES (DISTRICT 6)	P.O. BOX 64845		BATON ROUGE	LA	70896-4845
	UNITED STATES SENATE	SENATOR JOHN KENNEDY	P.O. BOX 80418		Baton Rouge	LA	70898
	UNITED STATES SENATE	SENATOR BILL CASSIDY M.D.	450 LAUREL STREET	STE. 1400	Baton Rouge	LA	70801-1818
	DEPARTMENT OF AGRICULTURE & FORESTRY	OFFICE OF SOIL/WATER CONS	5825 FLORIDA BLVD	SUITE 7000	Baton Rouge	LA	70806
	DEPARTMENT OF AGRICULTURE & FORESTRY	OFFICE OF FORESTRY	5825 FLORIDA BLVD	SUITE 6000	Baton Rouge	LA	70806
	COALITION TO RESTORE COASTAL LOUISIANA	KIMBERLY REYHER, EXEC. DIR.	3801 CANAL STREET	SUITE 400	New Orleans	LA	70119

	U.S. HOUSE OF REPRESENTATIVES	HON. TROY CARTER	506 CANNON HOUSE BUILDING		Washington	DC	20515
	OFFICE OF INDIAN AFFAIRS	DIRECTOR	P.O. BOX 94004		BATON ROUGE	LA	70804
	OFFICE OF COMM.,TRIBES & ENV ASSES	U.S. EPA REGION 6	1201 ELM STREET, SUITE 500	MAIL CODE: ORACN	Dallas	TX	75270-2102
	NATIONAL MARINE FISHERIES SERVICE HABITAT CONSERVATION DIV	LSU CTR. FOR WETLAND RES	5757 CORPORATE BLVD	SUITE 375	BATON ROUGE	LA	70808
	HON. ROBERT OWEN	LOUISIANA STATE SENATE	207 PROVOSTY DR		SLIDELL	LA	70461
	REGIONAL PLANNING COMMISSION	ATTN: MR. JEFF ROESEL	10 VETERANS MEMORIAL BLVD		NEW ORLEANS	LA	70124-1162
	HON. BETH MIZELL	LOUISIANA STATE SENATE	1051 MAIN STREET		FRANKLINTON	LA	70438
	SLIDELL CITY COUNCIL	MR SHAWN MCMANUS	P O BOX 828		SLIDELL	LA	70459-0828
	ST. TAMMANY PARISH	POLICE JURY	P O BOX 628		COVINGTON	LA	70434
	ST. TAMMANY PARISH	SCHOOL BOARD	321 N. THEARD STREET		COVINGTON	LA	70433
	ST. TAMMANY PARISH	SHERIFF	P O BOX 1120	701 N COLUMBIA ST RM: B1010-2	COVINGTON	LA	70433
	CHAMBER OF COMMERCE	ST. TAMMANY	610 HOLLY CREST BLVD		COVINGTON	LA	70433
	ST. TAMMANY PARISH	FLOODPLAIN ADMINISTRATOR	P O BOX 628		COVINGTON	LA	70434
	DEPT OF PUBLIC WORKS	ATTN: MR SHANNON DAVIS, DIR.	21454 KOOP DRIVE	BLDG. B, 3RD FLOOR	MANDEVILLE	LA	70470
	HON. PATRICK MCMATH	LOUISIANA STATE SENATE	409 EAST BOSTON STREET		COVINGTON	LA	70433
	HON. MARK WRIGHT	LA HOUSE OF REPRESENTATIVES	312 S. JEFFERSON ST.	SUITE A & B	COVINGTON	LA	70433
	ST. TAMMANY PARISH COUNCIL		P O BOX 628		COVINGTON	LA	70434
	LOUISIANA STATE POLICE	TROOP L	2600 NORTH CAUSEWAY		MANDEVILLE	LA	70471
	BOGUE CHITTO PEARL RIVER SOIL SOIL & WATER	CONSERVATION DISTRICT OF LA	1111 WASHINGTON STREET		FRANKLINTON	LA	70438
	N.O. BICYCLE CLUB		18405 REEVES DRIVE		COVINGTON	LA	70435
	TAMMANY TRACE		21490 KOOP DRIVE		MANDEVILLE	LA	70471
	HON. BILL WHEAT	LOUISIANA STATE SENATE	40316 HAPPYWOODS RD		HAMMOND	LA	70403
	HON PETER EGAN	LA HOUSE OF REPRESENTATIVES	190 EAGLE RD		COVINGTON	LA	70435
	HON. STEPHANIE BERAULT	LA HOUSE OF REPRESENTATIVES	1808 FRONT ST #204		SLIDELL	LA	70458-3246
	HON. BRIAN GLORIOSO	LA HOUSE OF REPRESENTATIVES	254 SPINNAKER DR		SLIDELL	LA	70458
	HON. JAY GALLE'	LA HOUSE OF REPRESENTATIVES	3433 HWY 190 STE. 310		MANDEVILLE	LA	70471
	HON. KIM CARVER	LA HOUSE OF REPRESENTATIVES	7 CARRIAGE LANE		MANDEVILLE	LA	70471
	NORTHSHORE PROPERTY RESOURCES		78011 HWY 25		Folsom	LA	70437
	MARCELYN W	LANDRY	3005 SUGAR BERRY COVE		Round Rock	TX	78664
	JAMES W	PORTER	61004 N MILITARY RD		Slidell	LA	70461
	DAVID OLIVER	HARBOUR ETUX	22503 HWY 1088		Mandeville	LA	70448
	GAETANO J	MONTANA JR	1320 FRANKLIN ST		Mandeville	LA	70448
	TRIPLE J REAL ESTATE LLC		1437 RIDGEWOOD DR		Rock Hills	SC	29732
	CORA BADON	CAPLA	6258 BELLEHAVEN AV		Newark	CA	94560
	ANDREW	JOHNSON ETUX	1036 CREEK CT		Mandeville	LA	70448
	JOSEPH JOHN	LAGARDE III ETUX	5939 CANAL BLVD		New Orleans	LA	70124
	TATIANA NICOLE	LARA	213 SUNSET DR		Slidell	LA	70460
	PETER D	WINNE ETUX	1180 VIOLA ST		Mandeville	LA	70448
	FAULKNER HOME RENTALS LLC		69383 OWENS STREET		Mandeville	LA	70471
	JOAN	SMITH	13224 RIVERLAKE DR		Covington	LA	70435
	SHEILA M	HART	1259 HWY 1088		Mandeville	LA	70448
	JOSEPH	GUERRAJR ETUX	1179 VIOLA ST		Mandeville	LA	70448
	CHAS EST	DIELENSCHNEIDER	13224 RIVERLAKE DR		Covington	LA	70435
	JEANNETTE	LAGARDE	6159 WEST END BLVD		New Orleans	LA	70124

	RBF LLC		2260 W 21ST AV		Covington	LA	70433
	LAURA	FUSSELL	100 CHRISTWOOD BLVD APT 244		Covington	LA	70433
	ELLIS P	GILBERT SR	3014 STONERS FORD WAY		Frederick	MD	21701 - 4792
	AFM INVESTMENTS LLC		56404 A FRANK PICHON RD		Slidell	LA	70458
	ROBERT G	BEAUDION	1187 VIOLA ST		Mandeville	LA	70448
	LESLIE E	MCGOEY	1090 ELMER ST		Mandeville	LA	70448
	PHYLLIS M Q	VIDAL	244 DELTA DR		Mandeville	LA	70448
	ANDREW	JOHNSON ETUX	1036 CREEK CT		Mandeville	LA	70448
	FRANCES FORD	BROWN	1194 VIOLA STREET		Mandeville	LA	70448
	JASON	RICHOUX	67464 SOUTHERN MAGNOLIA LN		Mandeville	LA	70448
	THERESA	NGUYEN	13758 LOURDES ST		New Orleans	LA	70129
	JANET Q	MCDUFF-PITCHER	1524 FOY ST		Mandeville	LA	70448
	JOHN B	MAGEE	26503 HWY 16		Bogalusa	LA	70427
	CATHERINE M	HARROLD	1337 VIOLA ST		Mandeville	LA	70448
	STEPHEN	KRENTEL	2102 CAROLINE ST		Mandeville	LA	70448
	DAVID G	SIMPSON ETUX	65571 MULBERRY ST		Mandeville	LA	70448
	BB FACILITIES COMPANY LLC		7037 HWY 190		Covington	LA	70433
	BETTER HOMES LLC		1194 VIOLA ST		Mandeville	LA	70448
	ESTHER K	JORDAN	5941 WEST COUNTY ROAD 1100		Nor Freetown	IN	47235
	KARLA	GLYNN ETAL	1712 CONDON AV		Metairie	LA	70003
	WALTER K	HAND ETUX	1282 HWY 1088		Mandeville	LA	70448
	JABEZ PROPERTIES LLC		100 BON TEMPS ROULE		Mandeville	LA	70471
	FREDERICK A	KRON	8 GLENKIRK CT		Dallas	TX	75225
	JEFFREY M	PALMER ETUX	23120 HWY 1088		Mandeville	LA	70448
	KERRY B	WICHTERICH	127 WHITEHALL DR		Slidell	LA	70458
	PEGGY	PETRUSKA	1352 LINDBERG DR		Slidell	LA	70458
	NORIS FUENTES	DAVADI	209 JOHN HOPKINS DR		Kenner	LA	70065
	JOSEPH J	LAGARDE ETUX	5939 CANAL BLVD		New Orleans	LA	70124
	JOHN W	HOWELL ETUX	34441 MAX MERCER LN		Pearl River	LA	70452
	KENNETH O	BROWNSON	257 LAKE VISTA DR		Mandeville	LA	70471
	SHIRLEY M	SPERBER	1106 DALE ST		Slidell	LA	70461
	DONNA	VINSON	3220 KAREN DR		Chalmette	LA	70043
	MARCELYN W	LANDRY	3005 SUGAR BERRY CV		Round Rock	TX	78664
	DEBRA ANNE	MASSON	1116 LAKE AV		Metairie	LA	70005
	GRACEE	LEBLANC	65621 MULBERRY STREET		Mandeville	LA	70448
	JABEZ PROPERTIES LLC		100 BON TEMPS ROULE		Mandeville	LA	70471
	KYLE R	BOYD ETUX	1316 FRANKLIN STREET		Mandeville	LA	70448
	J AND J RENTAL INVESTMENTS LLC		1002 ACADIAN DRIVE		Madisonville	LA	70447
	PETER A	ROLLINS	9223 COMPTON #5		Los Angeles	CA	90002
	ALAN	ROSENBAUM	9 STERLING LN		Sands Point	NY	11050
	KIRT D	FROSCH ETUX	PO BOX 1048		Mandeville	LA	70470
	GARY	TOUSSAINT ETUX	8545 LONG ACRE DR		Miramar	FL	33025
	DOUGLAS C	SHARP ETUX	PO BOX 764		Mandeville	LA	70470
	ANGELIA	MILLER	1106 DALE ST		Slidell	LA	70461
	PERRY	ROACH	PO BOX 353		Slidell	LA	70459
	MOHAMED L	ALHASHIMI	1189 VIOLA ST		Mandeville	LA	70448

	MONROE MANOR LIMITED PARTNERSHIP		763 AVERY BLVD NORTH		Ridgeland	MS	39157
	DAVID DELMAS	SCHMELLING	350 GARDEN AVE		Mandeville	LA	70471
	LOUISIANA DEPARTMENT OF TRANSPORTATION & DEV		PO BOX 94245		Baton Rouge	LA	70804
	DAVID G	CAMP	1233 HWY 1088		Mandeville	LA	70448
	JAMES E	SHIELDS SR	23058 HWY 1088		Mandeville	LA	70448
	SANTA MARIA	QUIRK	3013 CANAAN PLACE		Mandeville	LA	70448
	PERRY	ROACH	PO BOX 353		Slidell	LA	70459
	ALAN P	MILLER ETAL	1731 E MYRTLE BEACH CT		Eagle	ID	83616
	DAVID L	BIDDLE	23462 HWY 1088		Mandeville	LA	70448
	ST TAMMANY PARISH		PO BOX 628		Covington	LA	70434
	GARY L	CLEMENT ETUX	1091 EOLA ST		Mandeville	LA	70448
	CADEN L	CHERAMIE	114 FRENCHMEN DR		Mandeville	LA	70448
	CONSTANCE J	BOROWITZ	1089 EOLA STREET		Mandeville	LA	70448
	MICHELLE L	LEPINE	1087 EOLA ST		Mandeville	LA	70448
	JEFFREY M	PALMER ETUX	23120 HWY 1088		Mandeville	LA	70448
	VINCENT J	PIRANIO	106 FRENCHMEN DR		Mandeville	LA	70448
	RICHARD MARK	MCCARRON	22317 HWY 1088		Mandeville	LA	70448
	LORI L	CHOPIN	20173 RIVER PARC DR		Covington	LA	70433
	JON L	STEINBERG ETUX	PO BOX 8873		Mandeville	LA	70470
	ANDREW K	ZUBIC ETUX	112 FRENCHMEN DR		Mandeville	LA	70448
	R M INVESTMENT INC		330 MORGAN ST CONDO 201		New Orleans	LA	70114
	RICKY J	BOSSE ETUX	1079 TALLOW TREE DR		Mandeville	LA	70448
	MANDEVILLE CHRISTIAN FELLOWSHIP CHURCH		76140 HARD RD		Covington	LA	70435
	STEPHEN E	MARTIN ETUX	110 FRENCHMEN DR		Mandeville	LA	70448
	ALFRED L	JOHNSON III	22536 HWY 1088		Mandeville	LA	70448
	BRAD M	DUVIEILH ETUX	108 FRENCHMAN DR		Mandeville	LA	70448
	QUAIL CREEK DEVELOPMENT INC		551 HICKORY AVE		Harahan	LA	70123
	GEORGE	MCDERMOT ETUX	2044 WEST RIDGE DRIVE		Mandeville	LA	70448
	GRANT	AMERSON	2053 WEST RIDGE DRIVE		Mandeville	LA	70448
	JAMES E	TATUM	2049 WEST RIDGE DR		Mandeville	LA	70448
	JEFFREY J	SIEMANN ETUX	2045 WEST RIDGE DR		Mandeville	LA	70448
	TODD	PARKER	2041 WEST RIDGE DR		Mandeville	LA	70448
	LOUIS R	WILLIAMS II	8 BRETTON WAY		Mandeville	LA	70471
	DAVID M	BUTLER ETUX	2033 WEST RIDGE DR		Mandeville	LA	70448
	KENNETH JAMES	ERISMAN ETUX	2029 WEST RIDGE DR		Mandeville	LA	70448
	STACY ALAINE	HAVERKAMP	2025 WEST RIDGE DR		Mandeville	LA	70448
	ERIN N	DRURY	2021 WEST RIDGE DR		Mandeville	LA	70448
	ROBERT G	FEIL JR ETUX	2017 WEST RIDGE DR		Mandeville	LA	70448
	JOHN DAVID	LINSON ETUX	2013 WEST RIDGE DR		Mandeville	LA	70448
	JHONATAN	MENDIETA ETUX	2009 WEST RIDGE DR		Mandeville	LA	70448
	ALFRED J	RISEY JR	2005 WEST RIDGE DR		Mandeville	LA	70448
	ANTONIO N	BOJANIC	2004 WEST RIDGE DR		Mandeville	LA	70448
	THOMAS A	CAGLE ETUX	2008 WEST RIDGE DR		Mandeville	LA	70448
	DAVID M	OCMOND ETUX	2012 WEST RIDGE DR		Mandeville	LA	70448

	MARTIN J	SMITH	2016 WEST RIDGE DR		Mandeville	LA	70448
	HOLLIS B	BAUL	2020 WEST RIDGE DR		Mandeville	LA	70448
	ALVIN A	HOTARD III ETUX	2026 WEST RIDGE DR		Mandeville	LA	70448
	MARI HELEN RABORN	LANDRY	2032 WEST RIDGE DR		Mandeville	LA	70448
	ROSEMARY KERN	MARHOFFER	2036 W RIDGE DR		Mandeville	LA	70448
	GLENN ROSS	GILBERT ETUX	2040 WEST RIDGE DR		Mandeville	LA	70448
	PATRICIA A	FAZZIO	2081 OLVEY DRIVE		Mandeville	LA	70448
	ROBERT P	MCCOY JR ETUX	2075 OLVEY DR		Mandeville	LA	70448
	BONNIE R	FALGOUT	1021 FOREST RIDGE LOOP		Pearl River	LA	70452
	MARCIA OHLE MCMILLAN	MALARKEY	2063 OLVEY DRIVE		Mandeville	LA	70448
	DANIEL G	BOURGEOIS ETUX	2057 OLVEY DR		Mandeville	LA	70448
	DOUGLAS	FRENCH ETUX	2051 OLVEY DR		Mandeville	LA	70448
	BRENT T	KELLY ETUX	2045 OLVEY DR		Mandeville	LA	70448
	LOGAN	THOMPSON	2039 OLVEY DR		Mandeville	LA	70448
	MICHAEL J	LEDET ETUX	2033 OLVEY DR		Mandeville	LA	70448
	ANDRE LOUIS	OLAGUES	2073 WEST RIDGE DR		Mandeville	LA	70448
	CLAY EDWARD	PELLISSIER ETUX	2069 WEST RIDGE DR		Mandeville	LA	70448
	CHRISTOPHER M	TRANCHINA ETUX	2065 WEST RIDGE DR		Mandeville	LA	70448
	FAITH HEBERT	BOATRIGHT	2061 WEST RIDGE DRIVE		Mandeville	LA	70448
	MICHAEL DAVID	PETERSEN ETUX	2057 W RIDGE DR		Mandeville	LA	70448
	JOHN W	BECKLEHIMER ETUX	2054 WEST RIDGE DR		Mandeville	LA	70448
	JILL LEDBETTER	MARSHALL	2064 WEST RIDGE DR		Mandeville	LA	70448
	WILLIAM JAMES	EBERLIN	2072 WEST RIDGE DR		Mandeville	LA	70448
	JOHN	FLOWERS	2040 OLVEY DR		Mandeville	LA	70448
	TODD AND D'ANN STEPHENS LIVING TRUST		127 WILKINSON ST		Mandeville	LA	70448
	VICTOR L	SCHMITT IV	2052 OLVEY DRIVE		Mandeville	LA	70448
	DOUGLAS W	BUQUOI ETUX	518 KEENELAND DR		Madisonville	LA	70447
	DIMITRI V	ZACHARENKO ETUX	2001 WEST RIDGE DR		Mandeville	LA	70448
	CHRISTOPHER	COPE ETUX	1101 TORRENCE DR		Mandeville	LA	70448
	WAYNE FRANCES	TOYE ETUX	1105 TORRENCE DR		Mandeville	LA	70448
	MARLON GEOVANY	BAIDE	2003 OLVEY DRIVE		Mandeville	LA	70448
	TIMOTHY L	BLACKSHEAR ETUX	2007 OLVEY DR		Mandeville	LA	70448
	CURTIS EUGENE	MONTGOMERY ETUX	1110 FAIRFIELD CT		Mandeville	LA	70448
	MARK	LANGUIRAND JR ETUX	1106 FAIRFIELD CT		Mandeville	LA	70448
	DANIEL A	BRADLEY ETUX	1102 FAIRFIELD CT		Mandeville	LA	70448
	JONATHAN L	MAYEUX ETUX	1100 FAIRFIELD CT		Mandeville	LA	70448
	STEPHEN CHARLES	WHISNANT ETUX	1101 FAIRFIELD COURT		Mandeville	LA	70448
	LAWRENCE ALAN	WILLSON	1103 FAIRFIELD CT		Mandeville	LA	70448
	JAMES W	LIGHTFOOT ETUX	1105 FAIRFIELD COURT		Mandeville	LA	70448
	GWEN G	THEARD	2023 OLVEY DR		Mandeville	LA	70448
	MATTHEW W	MONDELLO ETAL	2027 OLVEY DR		Mandeville	LA	70448
	WALLACE J	GETTYS ETUX	1106 TORRENCE DR		Mandeville	LA	70448
	BRODERICK	MCCOY	1102 TORRENCE DR		Mandeville	LA	70448
	BURNEL	MACKEY SR ETUX	1997 WEST RIDGE DR		Mandeville	LA	70448
	ALEXANDER	VOORHIES ETUX	2101 OLVEY DRIVE		Mandeville	LA	70448
	CHRIS A	PIERCE ETUX	2068 TRINITY DR		Mandeville	LA	70448

	KAREN L	REID ETAL	2060 TRINITY DR		Mandeville	LA	70448
	DEAN H	PACK	2052 TRINITY DR		Mandeville	LA	1021
	DARRYL A	FULLMER ETUX	2044 TRINITY DR		Mandeville	LA	70448
	BRICE FREDERICK	BENTEL ETUX	2034 TRINITY DRIVE		Mandeville	LA	70448
	CRAIG M	CANCIENNE ETUX	2033 TRINITY DR		Mandeville	LA	70448
	JOEY FRANK	BERNARD	2039 TRINITY DRIVE		Mandeville	LA	70448
	JASON CHRISTOPHER	TIMMS ETUX	2047 TRINITY DR		Mandeville	LA	70448
	BRYAN S	MCCAULLEY ETUX	2057 TRINITY DR		Mandeville	LA	70448
	DAVID M	LIND	2080 OLVEY DR		Mandeville	LA	70448
	CHAD & COREY	GRANIER	2076 TRINITY DR		Mandeville	LA	70448
	ROBIN P	WILLIAMS	2074 OLVEY DR		Mandeville	LA	70448
	VICTOR L	SCHMITT III ETUX	2131 OLVEY DR		Mandeville	LA	70448
	PHILLIP HOWARD	ROUSSELL JR ETUX	2118 OLVEY DR		Mandeville	LA	70448
	CHRIS STEPHEN	ESCHETE ETUX	2112 OLVEY DR		Mandeville	LA	70448
	GLENN P	MAYEUR	151 MAGNOLIA ST		Mandeville	LA	70448
	SCOTT	STANCHEC ETUX	2124 OLVEY DR		Mandeville	LA	70448
	CARL S	IVY ETUX	2149 OLVEY DR		Mandeville	LA	70448
	ANTHONY	CHAUVIN ETUX	2143 OLVEY DRIVE		Mandeville	LA	70448
	BLAKE G	GASSEN	2173 OLVEY DR		Mandeville	LA	70448
	VINCENT ROBERT	SALTAFORMAGGIO	2167 OLVEY DR		Mandeville	LA	70448
	NEAL AND MARY ANDERSON REVOCABLE LIVING TRUST		2155 OLVEY DRIVE		Mandeville	LA	70448
	BRIAN H	DEMAREST ETUX	2137 OLVEY DR		Mandeville	LA	70448
	MATTHEW J	ADORNO ETUX	2107 OLVEY DR		Mandeville	LA	70448
	DEBORA A	ABADIE	2161 OLVEY DR		Mandeville	LA	70448
	CORY J	RONAN	2113 OLVEY DRIVE		Mandeville	LA	70448
	JORDAN 1044 LLC		498 EAST CHASE CT		Mandeville	LA	70448
	PHILIP CAMERON	CLESI	498 E CHASE CT		Mandeville	LA	70448
	TIMOTHY MERWIN	HUFFMAN ETUX	2125 OLVEY DR		Mandeville	LA	70448
	THOMAS & PHYLLIS	NOWAK REV LIV TRUST	2106 OLVEY DR		Mandeville	LA	70448
	MICHAEL D	ARNOLD SR	2172 OLVEY DR		Mandeville	LA	70448
	MARGO M REVOCABLE LIVING TRUST	ROBIN	19402 SUNSHINE AV		Covington	LA	70433
	ROBIN	EDWARDS	2119 OLVEY DR		Mandeville	LA	70448
	RON H	HOLLIER ETUX	2178 OLVEY DR		Mandeville	LA	70448
	JEFFREY P	ANSARDI ETUX	2130 OLVEY DR		Mandeville	LA	70448
	CASEY PATRICK	WELSH ETUX	2179 OLVEY DR		Mandeville	LA	70448
	MENDENHALL ROSS IRREVOCABLE TRUST		2166 OLVEY DR		Mandeville	LA	70448
	KAREN ANN	TULLY	1350 VIOLA ST		Mandeville	LA	70448
	AMANDA M	OSBORN ETUX	1080 ELMER ST		Mandeville	LA	70448
	BARRY E	ETHRIDGE ETUX	1070 ELMER ST		Mandeville	LA	70448
	GUILLERMO E	VIELMAN ETUX	1060 ELMER ST		Mandeville	LA	70448
	BARBARA D	DURAND ETAL	1082 JORDAN ST		Mandeville	LA	70448
	CORINNE CHANTA	CHAMBERLAIN	1050 ELMER ST		Mandeville	LA	70448
	TROY W	KESLER	1040 ELMER ST		Mandeville	LA	70448
	JAMES L	TRENT ETUX	49 TUPELO TRC		Mandeville	LA	70471
	ANDRES	OLIVA JR ETUX	21453 CASRIL DR		Mandeville	LA	70471

	JAMES W	TODD ETUX	2710 SOULT ST		Mandeville	LA	70448
	SANDRA M	DUFFAU	65365 LENNY LN		Mandeville	LA	70448
	MANDEVILLE CHRISTIAN FELLOWHIP CHURCH		76140 HARD RD		Covington	LA	70435
	KATHY MARIE	PERRET	1695 MOLITOR ST		Mandeville	LA	70448
	QUAIL CREEK PROPERTY OWNERS		551 HICKORY AVE		Harahan	LA	70123
	MANDEVILLE BIBLE CHURCH		217 CARROLL ST		Mandeville	LA	70448
	HOWELL MANAGEMENT COMPANY LLC		408 COLONIAL CT		Mandeville	LA	70471
	MARC	BARONI	23101 HWY 1088		Mandeville	LA	70448
	RICHARD A	MARTINEZ	1338 PENROSE ST		Mandeville	LA	70448
	MAGDALENE M	BUCK	1533 FRANKLIN ST		Mandeville	LA	70448
	DOTTIE M	GRISWOLD	1175 VIOLA ST		Mandeville	LA	70448
	STEPHEN G	DESALVO ETUX	1120 MEADOW CT		Mandeville	LA	70448
	WILLIAM	BRIGHT JR ETUX	1103 MEADOW CT		Mandeville	LA	70448
	SCOTTY J	BOUDREAUX ETUX	1108 MEADOW CT		Mandeville	LA	70448
	BENJAMIN KYLE	SCHWARTZ ETUX	1115 MEADOW CT		Mandeville	LA	70448
	JULIE A	ORTEGO	1104 MEADOW CT		Mandeville	LA	70448
	BEVERLY H	ELSTON	1131 MEADOW CT		Mandeville	LA	70448
	LYNDA S	LEITZ	2118 RIDGE CT		Mandeville	LA	70448
	ERNEST D	ADKINS ETUX	2015 GREEN CT		Mandeville	LA	70448
	DAVID A	GENARD	1360 VIOLA ST		Mandeville	LA	70448
	CHRISTIAN J	SCHEDLER	1107 MEADOW CT		Mandeville	LA	70448
	SCOTT A	CHAPPUIS ETUX	2101 RIDGE COURT		Mandeville	LA	70448
	ROBERT N	VERDI ETUX	2117 RIDGE CT		Mandeville	LA	70448
	JULIE LYNN	STOKES	2102 RIDGE CRT		Mandeville	LA	70448
	KYLE S	BECKER ETUX	2014 GREEN CT		Mandeville	LA	70471
	KAREN T	DANN	2018 GREEN CT		Mandeville	LA	70448
	CHRISTOPHER J	IVES ETUX	2022 GREEN CT		Mandeville	LA	70448
	JOHN W	MARTINEZ ETUX	2023 GREEN CT		Mandeville	LA	70448
	BRANDON D	CALLAIS	2019 GREEN CT		Mandeville	LA	70448
	MICHELLE KRAUS	FEILDEN	1119 MEADOW CT		Mandeville	LA	70448
	MICHAEL	AUFDERMAUER ETUX	1020 TRAIL CT		Mandeville	LA	70448
	ERIC SEVERIN	FREDERICKSON	1111 MEADOW CT		Mandeville	LA	70448
	JOSEPH WILSON	PISTORIUS ETUX	1017 TRAIL CT		Mandeville	LA	70448
	ROBERT A	SINOPOLI JR ETUX	2213 PRAIRIE CT		Mandeville	LA	70448
	SAM RAMSEY	FLORES ETUX	2114 RIDGE CT		Mandeville	LA	70448
	DAVID A	DUPUY ETUX	1008 TRAIL CT		Mandeville	LA	70448 - 8460
	JAY ALLAN	FEECE ETUX	1012 TRAIL COURT		Mandeville	LA	70448
	RHETT M	MADERE ETUX	1021 TRAIL CT		Mandeville	LA	70448
	MICHAEL A	SCHOULTZ ETUX	1112 MEADOW CT		Mandeville	LA	70448
	MICHAEL B	PERVEL ETUX	250 FOREST BROOK BLVD		Mandeville	LA	70448
	BRANDON KEITH	SCOTT ETUX	230 FOREST BROOK BLVD		Mandeville	LA	70448
	JOHN P	CORLEY JR ETUX	2122 RIDGE COURT		Mandeville	LA	70448
	ERIC J	DIETRICK ETUX	1016 TRAIL CT		Mandeville	LA	70448
	JOANN S	SLIPHER	2125 RIDGE CT		Mandeville	LA	70471
	CHRISTOPHER JOHN	IVES	2027 GREEN CT		Mandeville	LA	70448
	ANTHONY L	ICAMINA ETUX	1126 MEADOW CT		Mandeville	LA	70448

	CHAD M	AIENA ETUX	2209 PRAIRIE CT		Mandeville	LA	70448
	ANTHONY	CONSTANZA JR ETUX	2205 PRAIRIE CT		Mandeville	LA	70448
	NATHANIEL	EDKINS ETUX	1127 MEADOW COURT		Mandeville	LA	70448
	GERARD M	FERACI	1025 TRAIL COURT		Mandeville	LA	70448
	JULIE	DUHE-KEATING	2010 GREEN COURT		Mandeville	LA	70448
	CHARLES M	DAVIS ETUX	2121 RIDGE CT		Mandeville	LA	70471
	ANTHONY W	ESSAIED	2212 PRAIRIE CT		Mandeville	LA	70448
	GAYLE G	NUNMAKER	306 CHESTNUT OAK DR		Mandeville	LA	70448
	CARLOS	PIGNATO V ETUX	1130 MEADOW CT		Mandeville	LA	70448
	JUNGHOON	PARK ETUX	1013 TRAIL CT		Mandeville	LA	70448
	MICHAEL AND SANDRA LEGNON FAMILY REVOCABLE LIVING TRUST		1005 TRAIL COURT		Mandeville	LA	70448
	JAMES C	SHOEMAKE JR ETUX	2006 GREEN CT		Mandeville	LA	70448
	ROBERT H	HOFFMAN JR	2109 RIDGE COURT		Mandeville	LA	70448
	DAVID A	DARCE ETUX	2105 RIDGE CT		Mandeville	LA	70448
	MICHAEL M	THORNTON ETUX	1116 MEADOW CT		Mandeville	LA	70448
	BENJAMIN MICHAEL	STORY ETUX	1123 MEADOW CT		Mandeville	LA	70448
	ST TAMMANY HUMANE SOCIETY INC		20384 HARRISON AV		Covington	LA	70433
	GEORGE A	ROSENBOHM IV ETUX	2106 RIDGE CT		Mandeville	LA	70448
	RICHARD M	ZITZMANN JR ETUX	2110 RIDGE CT		Mandeville	LA	70448
	DANIEL B	CALDWELL ETUX	2113 RIDGE CT		Mandeville	LA	70448
	RICHMOND L	CROPPER ETUX	1024 TRAIL CT		Mandeville	LA	70448
	KENNETH A	WETZEL SR	1004 TRAIL CT		Mandeville	LA	70448
	DAVID	RANDALL ETUX	1009 TRAIL CT		Mandeville	LA	70448
	MARK K	WEISINGER ETUX	2307 CROSSING CT		Mandeville	LA	70448
	JOHN	LYEKI II ETUX	2319 CROSSING CT		Mandeville	LA	70448
	JOSHUA BRANDON	WEEMS ETUX	270 FOREST BROOK BLVD		Mandeville	LA	70448
	JOHN H	COMBEL JR	272 FOREST BROOK BOULEVARD		Mandeville	LA	70448
	JASON J	LEADER ETUX	2315 CROSSING CT		Mandeville	LA	70448
	GERALD	DEIS ETUX	260 FOREST BROOK DR		Mandeville	LA	70448
	SCOT M	SANTOS ETUX	2303 CROSSING CT		Mandeville	LA	70448
	GREGORY	BELLOCQ	1330 FRANKLIN STREET		Mandeville	LA	70448
	JOHN P	HOLIMAN ETUX	1989 W RIDGE DR		Mandeville	LA	70448
	IRA	MATA ETUX	2311 CROSSING CT		Mandeville	LA	70448
	CHASE EDWARD	PENTON	1326 FRANKLIN STREET		Mandeville	LA	70448
	FOREST BROOK HOMEOWNERS ASSOC		PO BOX 2446		Mandeville	LA	70470
	LOUIS R	BOLIN	501 BEAU CHENE DR		Mandeville	LA	70471
	DAVID M	SIMONEAUX	1336 VIOLA ST		Mandeville	LA	70448
	ALISON J	HOFFMAN	1445 DOROTHY ST		Mandeville	LA	70448
	BETTER HOMES LLC		1194 VIOLA ST		Mandeville	LA	70448
	KEVIN J	OSER SR ETUX	1183 VIOLA ST		Mandeville	LA	70448
	THOMAS WILLIAM	BURGER JR ETUX	1400 VIOLA STREET		Mandeville	LA	70448
	JAEGER HOLDINGS LLC		3330 N CAUSEWAY BLVD STE 400		Metairie	LA	70002
	MITCHEL P	GRAFF ETUX	1140 BROOK CT		Mandeville	LA	70448
	LLC	FHBH INVESTMENTS	143 REMINGTON DR		Mandeville	LA	70448
	KENNETH LYNN	MARSHALL	1193 VIOLA ST		Mandeville	LA	70448
	WHITNEY D	BALL	65611 MULBERRY ST		Mandeville	LA	70448

	RYAN	ZIMMERMAN	1333 VIOLA STREET		Mandeville	LA	70448
	HOSIE J	BOURGEOIS	1329 VIOLA ST		Mandeville	LA	70448
	GRABER LLC		1340 AUDUBON PLACE		Beaumont	TX	77706
	GREGORY MICHAEL	BROWN ETUX	1194 VIOLA STREET		Mandeville	LA	70448
	ASSEMBLY OF GOD	CORNERSTONE	23051 HWY 1088		Mandeville	LA	70448
	MARVEL P	CARVAJAL	1190 VIOLA ST		Mandeville	LA	70448
	JJ ADAMS 1 LLC		253 DELTA DRIVE		Mandeville	LA	70448
	LOUISIANA DEPARTMENT OF TRANSPORTATION		PO BOX 94245		Baton Rouge	LA	70804
	JAMES E	SHIELDS SR	23058 HWY 1088		Mandeville	LA	70448
	DAVID S	DERBES	228 OLD LANDING RD		Covington	LA	70433
	BARRY E	ETHRIDGE ETUX	1070 ELMER ST		Mandeville	LA	70448
	REDEEMER LUTHERAN CHURCH		1905 HWY 59 STE 3		Mandeville	LA	70448
	MAGDALENE M	BUCK	1457 DOROTHY ST		Mandeville	LA	70448
	ANDREW	JOHNSON ETUX	1036 CREEK CT		Mandeville	LA	70448
	MOORE 59 LLC		2900 E CAUSEWAY APPROACH		Mandeville	LA	70448
	EDUARDO	ORTEGA ETUX	4 FORESTWOOD COURT		Slidell	LA	70458
	TROY J	SAVOIE	23293 ROLLINS ST		Mandeville	LA	70471
	ALTON J	OGDEN JR	PO BOX 564		Natchez	MS	39121
	DRAGONFLY NORTHSHORE INC		81116 HWY 1083		Bush	LA	70431
	IBIS INVESTMENT CORP		18312 CUSACHS DR		Covington	LA	70433
	JEFFERY ROBERT	LACOUR	428 SADDLEBROOK COURT		Covington	LA	70435
	COLMAC CORPORATION		PO BOX 9431		New Orleans	LA	70055 - 9431
	BRENDA N	KRAFT	PO BOX 337		Crowville	LA	71230
	D & R LAND INC		PO BOX 354		Slidell	LA	70459
	ROY D	WHITE ETUX	PO BOX 514		Mandeville	LA	70470
	MIDWEST MANAGEMENT		405 N 115TH ST STE 100		Omaha	NE	68154
	RE BREAUX CO LLC		12449 GAYLE RD		Covington	LA	70433
	JAMES A	SCHOULTZ	4104 CARDINAL STREET		Bay St Louis	MS	39520
	LITTLE PEANUT PROPERTIES LLC		22266 LEVEL ST		Abita Springs	LA	70420
	ST TAMMANY PARISH		PO BOX 628		Covington	LA	70434
	MICHAEL J	MESSINA SR ETUX ETAL	113 FOX RUN		Mandeville	LA	70471
	111 MARKETING LLC		111 CHAPEL LOOP		Mandeville	LA	70471
	LAPROP INC		PO BOX 4160		Slidell	LA	70459
	DARLING DESIGN HOMES INC		400 MARINA OAKS		Mandeville	LA	70471
	NAPALE PROPERTIES LLC		PO BOX 232		Jeanerette	LA	70544
	JOHN	BUNEL	1095 EOLA		Mandeville	LA	70448
	JOHN JAY	THOMPSON	23201 HWY 1088		Mandeville	LA	70448
	JOHN C	BUNEL	1095 EOLA ST		Mandeville	LA	70448
	DONALD R	JENKINS	PO BOX 1291		Mandeville	LA	70470
	CYPRESS POND LLC		PO BOX 1291		Mandeville	LA	70470
	DRAKE MITCHELL	BERGENS ETUX	425 LIVE OAK DRIVE		Slidell	LA	70458
	STEVEN PAUL	GOLDEN ETUX	774 MONTEREY DRIVE		Mandeville	LA	70448
	MICHAEL Y HERNANDEZ	CANALES	70332 NINTH STREET		Covington	LA	70433

Appendix F

Sign-in Sheets

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

GENERAL PUBLIC

(Including business, industry, civic and non-profit organizations)

Name (Please Print): Pat Jaap, iD
Mailing Address: 2081 Olvey Dr.
Mandeville, La. 70448

Name (Please Print): Andrea Logan
Mailing Address: 20734 Ridge La
Mandeville, La 70448

Name (Please Print): Yvette Soniat
Mailing Address: 1111 meadow Ct
Mandeville, LA 70448

Name (Please Print): CHRIS & THERESA ESCHETE
Mailing Address: 2112 OLVEY DR.
MANDEVILLE, LA. 70448

Name (Please Print): DARRELL RAYMOND
Mailing Address: 46025 Hwy 22.
ST AMANT LA 70774

Name (Please Print): Vicki Kelley
Mailing Address: 23329 OSCAR St.
Mand. 70448

Name (Please Print): DOUG OWENS
Mailing Address: 1796 GARON DRIVE
MANDEVILLE, LA 70448

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

GENERAL PUBLIC

(Including business, industry, civic and non-profit organizations)

Name (Please Print): Heather Rink
Mailing Address: 1568 Sycamore Pl
Mandeville, LA 70448

Name (Please Print): Karen Gunther
Mailing Address: 2136 W Ridge
Mandeville, LA 70448

Name (Please Print): Barry Burbacher
Mailing Address: 988 Rue Chinon
Mandeville LA 70471

Name (Please Print): Kelly Munster / Warren Munster R&M investments
Mailing Address: 28471 Grasshopper trail
Ponchatoula LA 70454

Name (Please Print): Linda Nicholson
Mailing Address: 3000 Mountain Ct
Mandeville, LA 70448

Name (Please Print): (H) on Nicholson
Mailing Address: 3000 Mountain Ct
Mandeville, LA 70448

Name (Please Print): ZOLA ABADIE
Mailing Address: 2161 Olney DR
MANDEVILLE, LA 70448

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

GENERAL PUBLIC

(Including business, industry, civic and non-profit organizations)

Name (Please Print): Mary Anderson
Mailing Address: 2155 Olvey Drive
Mandeville, LA 70448

Name (Please Print): Linda Meiners
Mailing Address: 1700 Hwy 1088
MANDEVILLE, LA 70448

Name (Please Print): NORMAN MEINERS
Mailing Address: 1700 Hwy 1088
MANDEVILLE, LA 70448

Name (Please Print): FAith Boatright
Mailing Address: 2061 W Ridge Dr
mandeville LA 70448

Name (Please Print): Doug Twining
Mailing Address: 3060 Hill ct
Mandeville, LA 70448

Name (Please Print): Robert M. Coy, Jr
Mailing Address: 2675 OLVEY DR
MANDEVILLE, LA 70448

Name (Please Print): DAVID RODRIGUEZ
Mailing Address: 1204 SYCAMORE PL
MANDEVILLE, LA 70448

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

GENERAL PUBLIC

(Including business, industry, civic and non-profit organizations)

Name (Please Print): Michael and Betty Peterson
Mailing Address: 2057 W. Ridge Dr.
Mandeville, La. 70448

Name (Please Print): Lauren Castanedo
Mailing Address: 3001 Hill
Mandeville, LA 70448

Name (Please Print): Andrew Johnson
Mailing Address: 1036 Creek Court
Mandeville LA 70448

Name (Please Print): CARLO HERNANDEZ
Mailing Address: 2818 MESA COURT
MANDEVILLE, LA 70448

Name (Please Print): Rick Maloney
Mailing Address: 2713 Valley Ct
Mandeville LA 70448

Name (Please Print): CAROL RODRIGUEZ
Mailing Address: 1204 SYCAMORE PLACE
MANDEVILLE, LA 70448

Name (Please Print): SCOTT HERNANDEZ
Mailing Address: MANDEVILLE, LA

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

GENERAL PUBLIC

(Including business, industry, civic and non-profit organizations)

Name (Please Print): Jeffery Neal Anderson
Mailing Address: 2155 Olivey Dr.
Mandeville LA 70448

Name (Please Print): Stacy Haverkamp
Mailing Address: 2024 W. Ridge Dr.
Mand. LA 70448

Name (Please Print): David Lind
Mailing Address: 2080 Olivey Dr
Mandeville, La 70448

Name (Please Print): THOMAS NOWAK
Mailing Address: 2106 OLIVEY DR
MANDEVILLE 70448

Name (Please Print): Bruce D. Cox
Mailing Address: 143 REMINGTON DR
MANDEVILLE LA 70448

Name (Please Print): Laurie Maloney
Mailing Address: 2713 Valley ct
Mandeville La 70448

Name (Please Print): David Butler
Mailing Address: 2033 W. Ridge Dr
Mandeville, LA 70448

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

GENERAL PUBLIC

(Including business, industry, civic and non-profit organizations)

Name (Please Print): ALAN THRIFFILEY
Mailing Address: 353 FOREST BROOK BLVD
MANDEVILLE, LA 70448

Name (Please Print): Frank J. Francois Jr.
Mailing Address: 11250 La. Hwy 1077
Folsom La 70437

Name (Please Print): Paul Tullier
Mailing Address: 2329 Crossing CT
Mandeville

Name (Please Print):
Mailing Address:

Name (Please Print):
Mailing Address:

Name (Please Print):
Mailing Address:

Name (Please Print):
Mailing Address:

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

GENERAL PUBLIC

(Including business, industry, civic and non-profit organizations)

Name (Please Print): Lori Chopin
Mailing Address: 20173 River Park Dr.
Covington, LA 70433

Name (Please Print): Andrew Dalton
Mailing Address: 315 Vireo Dr.
Mandeville, LA 70448

Name (Please Print): _____
Mailing Address: _____

Name (Please Print): _____
Mailing Address: _____

Name (Please Print): _____
Mailing Address: _____

Name (Please Print): _____
Mailing Address: _____

Name (Please Print): _____
Mailing Address: _____

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

ELECTED OFFICIALS

(If representing an elected official, please write both your name and the name of the official you are representing)

NAME	ELECTIVE OFFICE
Mike Cooper	ST Parish President
Pat Phillips	STP councilman Dist 5

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

DOTD, FHWA and OTHER AGENCY PERSONNEL

(Federal, State, Parish and Local)

NAME	AGENCY
Jena Milliner	DOTD - Environmental
Cristine Goulas	DOTD - D62
DANIEL HILL	STPE
Melissa Stephens	DOTD R/W
AARON Woods	DOTD R/W
Jennifer Branton	DOTD
Darrel Gill	DOTD
Catherine Maskil	DOTD
LACEY MCCASKILL	DOTD
DILON SPURLOCK	DOTD

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Appendix G

Comments

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

COMMENTS

Please provide your comments below regarding the project and the issues that the Project Team should consider for this study. When complete, please return this form to the sign-in table or mail to the following address:

Waggoner Engineering Inc.
Attn: Charlotte Gremillion
10305 Airline Hwy
Baton Rouge, LA 70816

Comments received tonight or post marked by December 22, 2025, will become a part of the transcript of this meeting.

- Love The round-a-bouts - The sooner the better
- Very disappointed Forest Brook is no longer being considered - Not sure why that happened

Name: Andrew Dalton

Address: 315 Vireo Dr, Mandeville LA 70448

Email: asdalton96@gmail.com Phone: 985-373-5023

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

COMMENTS

Please provide your comments below regarding the project and the issues that the Project Team should consider for this study. When complete, please return this form to the sign-in table or mail to the following address:

Waggoner Engineering Inc.
Attn: Charlotte Gremillion
10305 Airline Hwy
Baton Rouge, LA 70816

Comments received tonight or post marked by December 22, 2025, will become a part of the transcript of this meeting.

1. THE INABILITY TO TURN LEFT OUT OF FOREST BROOK IS A PROBLEM → AND THE CAUSEWAY THERE ARE THREE SCHOOLS SOUTH OF THE SUBDIVISION, THIS WILL BE A MAJOR PROBLEM IN MORNINGS

2. IF QUAIL CREEK CAN HAVE A ROUNDABOUT, WHY CAN'T FOREST BROOK AND IT'S 400 RESIDENTS

Name: ALAN THRIFFILEY
Address: 353 FOREST BROOK BLVD MANDEVILLE LA 70448
Email: ALAN@THRIFFILEY.COM Phone: 504-669-4219

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

(1)

COMMENTS

Please provide your comments below regarding the project and the issues that the Project Team should consider for this study. When complete, please return this form to the sign-in table or mail to the following address:

Waggoner Engineering Inc.
Attn: Charlotte Gremillion
10305 Airline Hwy
Baton Rouge, LA 70816

Comments received tonight or post marked by December 22, 2025, will become a part of the transcript of this meeting.

Positives - ① Traffic will flow much better w/ the roundabouts which is needed now + w/ the increase in traffic due to the bypass traffic

Concerns - ① Left turn into Forest Brook from 1088 w/o a light

② Navigating the bypass roundabout using lane switching between the 1088 left land + Forest Brook Designated right lane.

Name: Stacy Haverkamp
Address: 2025 W. Ridge Dr. Mandeville LA 70448
Email: youarefaithful@yahoo.com Phone: 931-623-2093

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

(2)

COMMENTS

Please provide your comments below regarding the project and the issues that the Project Team should consider for this study. When complete, please return this form to the sign-in table or mail to the following address:

Waggoner Engineering Inc.
Attn: Charlotte Gremillion
10305 Airline Hwy
Baton Rouge, LA 70816

Comments received tonight or post marked by December 22, 2025, will become a part of the transcript of this meeting.

(3.) Forrest Brook Entrance from 1088 needs to have effective Left turn entrance..

Without a light or roundabout the access will be very difficult..

Name: Stacy Haverkamp
Address: 2025 W. Ridge Dr.
Email: youarefaithful@yahoo.com Phone: 931-623-2093

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

COMMENTS

Please provide your comments below regarding the project and the issues that the Project Team should consider for this study. When complete, please return this form to the sign-in table or mail to the following address:

Waggoner Engineering Inc.
Attn: Charlotte Gremillion
10305 Airline Hwy
Baton Rouge, LA 70816

Comments received tonight or post marked by December 22, 2025, will become a part of the transcript of this meeting.

* Please keep the light at Forest Brook! Because the traffic going toward the Interstate doesn't end. In turn, we could not get out in the mornings. Traffic in Forest Brook would back up a ½ mile in the F.B. Sub to get out in the mornings. And, Turning End in the Evening would also be backed up on 1088.

* If you leave the Lt turn Lane coming out of F.B. Sub you need to provide a wht line on 1088 for a period of time so traffic can get out.

Name: Paul Tullier
Address: 2329 Crossing CT
Email: paultullier@gmail.com Phone: 985 630 7116

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

COMMENTS

Please provide your comments below regarding the project and the issues that the Project Team should consider for this study. When complete, please return this form to the sign-in table or mail to the following address:

Waggoner Engineering Inc.
Attn: Charlotte Gremillion
10305 Airline Hwy
Baton Rouge, LA 70816

Comments received tonight or post marked by December 22, 2025, will become a part of the transcript of this meeting.

Please ensure that the left turn lane into Forest Brook is long enough to accomodate 8am & 5pm traffic. Turning left will be very difficult; relative to timing.

Name: Doy Twining
Address: 3060 Hill Ct.
Email: Dugast643@gmail.com Phone: 269-217-9969

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

U.S. Department of Transportation Federal Highway Administration

LA 1088: ROUNDABOUTS AND FOREST BROOK INTERSECTION OPEN HOUSE PUBLIC MEETING

DOTD Louisiana Department of Transportation & Development

STATE PROJECT NO. H.010116 & H.012633
FEDERAL AID PROJECT NO. H010116 & H012633
LA 1088: ROUNDABOUTS @ SOULT AND TRINITY AND FOREST BROOK INTERSECTION
ST. TAMMANY PARISH, LOUISIANA

Please provide your comments below regarding the project. When complete, please return this form to **Station 5 – Comment Table**. To mail, fold the form in half with the address showing on the outside and seal. Comments received tonight or post marked by **December 22, 2025**, will become part of the transcript of this meeting.

I have lived in the Forest Brook Subdivision containing 433 homes since 2001. I have been active in the Subdivision HOA since my arrival. My background is in Transportation Planning and Zoning matters. I have attended all transportation and zoning meetings dealing with the State Highway 1088 area since 2001. I support the roundabouts proposed on Highway 1088 at Soult St./Viola St. and at Trinity Dr. I also support and recommend having a roundabout at the Forest Brook Blvd. intersection instead of the proposed improvements (right lane only exit to Highway 1088, etc.) at the intersection. The current traffic signal on State Highway 1088 and Forest Brook Blvd. should continue operational until the necessary funds are available to construct a roundabout at Forest Brook Blvd., the same type of roundabout as proposed for the Quail Creek Subdivision entrance/exit at Trinity Dr. The Quail Creek Subdivision has only 25 more homes than the Forest Brook Subdivision, yet a roundabout is not proposed for Forest Brook as in previous years and studies. Again, I recommend a roundabout be constructed at Forest Brook Blvd. and that 4 traffic lanes be constructed between Forest Brook Blvd. and Trinity Dr. St. Tammany Parish provided to the DOTD the necessary funds to install and maintain the traffic signal at State Highway 1088 and Forest Brook Blvd. St. Tammany Parish has provided DOTD the funds to construct roundabouts on other State highways.

NAME: CARLO HERNANDEZ

ADDRESS: 2818 MESA COURT

MANDEVILLE, LA 70448-8479

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

COMMENTS

Please provide your comments below regarding the project and the issues that the Project Team should consider for this study. When complete, please return this form to the sign-in table or mail to the following address:

Waggoner Engineering Inc.
Attn: Charlotte Gremillion
10305 Airline Hwy
Baton Rouge, LA 70816

Comments received tonight or post marked by December 22, 2025, will become a part of the transcript of this meeting.

Hi, My "opinion" is that if you would place a turning lane going from I-12 into Forest Brooke it would assist in traffic flow greatly.

Also, before spending millions on roundabouts try putting a light at Soult/1088 FIRST.

+ Agreeing with an older gentleman, a meeting opportunity to hear plans would have been beneficial.

Name: Dave Gunther
Address: 2136 W Ridge Dr.
Email: dmakesdraperies@gmail.com Phone: 985-789-1269

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

COMMENTS

Please provide your comments below regarding the project and the issues that the Project Team should consider for this study. When complete, please return this form to the sign-in table or mail to the following address:

Waggoner Engineering Inc.
Attn: Charlotte Gremillion
10305 Airline Hwy
Baton Rouge, LA 70816

Comments received tonight or post marked by December 22, 2025, will become a part of the transcript of this meeting.

I live on the corner of 1088 & Soult - 2033 W. Ridge Dr. In Quail Creek. The Project design looks nice but does take A slice of my property. This places my home closer to the street and Noise that comes with it. I Am Also concerned About the Resale Value of my home given this As it may Not be As Appealing with A smaller yard & with the home closer to the street. With Vacant land on the North of 1088, and A open lot to the west, I would like to see the Round-About moved slightly more North so No land from my property would need to be taken. Thanks for your consideration

Name: David Butler

Address: 2033 West Ridge Dr. Mandeville LA 70448

Email: DBUTLER0349@charter.net Phone: 504-913-0349

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

COMMENTS

Please provide your comments below regarding the project and the issues that the Project Team should consider for this study. When complete, please return this form to the sign-in table or mail to the following address:

Waggoner Engineering Inc.
Attn: Charlotte Gremillion
10305 Airline Hwy
Baton Rouge, LA 70816

Comments received tonight or post marked by December 22, 2025, will become a part of the transcript of this meeting.

Andre Olagues
e-mail- aolagues@charter.net
Deplorable presentation not given

Sound wall is wanted by the residents

Includes Audio Comment

Name:_____

Address: _____

Email: _____ Phone:_____

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

OPEN HOUSE PUBLIC MEETING

LA 1088 at Soult St and Trinity Dr Roundabout and
Forest Brook Blvd. Intersection (H.010116 & H.012633)
ST. TAMMANY PARISH
December 8, 2025

COMMENTS

Please provide your comments below regarding the project and the issues that the Project Team should consider for this study. When complete, please return this form to the sign-in table or mail to the following address:

Waggoner Engineering Inc.
Attn: Charlotte Gremillion
10305 Airline Hwy
Baton Rouge, LA 70816

Comments received tonight or post marked by December 22, 2025, will become a part of the transcript of this meeting.

See attached letter dated 12/15/2025 addressing six (6) concerns/comments regarding this project.

L. Chopin.

Name: Lori C Hopin
Address: 22475 Hwy 1088 Mandeville, LA 70448
Email: loric8161@gmail.com Phone: 985-685-0196
mailing address: 20173 River Park St.
Covington, LA 70433

WAGGONER

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

December 15, 2025

Waggoner Engineering Inc.
Attn: Charlotte Gremillion
10305 Airline Hwy.
Baton Rouge, LA 70816

RE: Hwy 1088 Open House Public Meeting 12/8/2025 COMMENTS for inclusion in the meeting transcript

Dear Ms. Gremillion,

I own the property at 22475 Hwy. 1088, Mandeville, LA which is located adjacent to Trinity Dr. (entrance to Quail Creek subdivision). The proposed roundabout will end in front of my property according to current plans reviewed at the Open House Public Meeting on 12/8/2025.

My first concern is the drainage ditch which runs from Quail Creek beneath Hwy 1088 onto my property. Currently, I don't have any water issues on the west parcel of my land which is where the drainage servitude is located. I am aware that the drainage ditch is supposed to run north and empties into Bayou Chincubba which backs up to my property. During the past 29 plus years since I've owned the property, the Parish has never cleared or maintained the ditch. In past years, as property owner, we have attempted to keep it clear to the best of our ability. I am concerned that once any obstructions (trees, roots, garbage, etc.) that exist are cleared that my property will be inundated with a flow of water that will not be limited to the ditch itself but may overflow and flood my property.

My second concern is West St. Tammany Electric Coop (WSTE) that has a servitude for main electrical lines on the east side of my property. How will the proposed Hwy 1088 construction affect my property if the electrical lines need to be relocated to allow for the construction?

There is also a short utility pole (believed to be a ATT telephone utility) that is situated south of the WSTE lines closer to the Hwy 1088 ditch and close to the property line. Will this be relocated?

Additionally, I understand that a portion of my property will need to be acquired to complete the roundabout at Trinity Drive. There are several hardwood trees on both sides of the driveway which I would like to have remain. When will a definitive answer be available on how much of my property will be acquired before construction can begin? Will I be compensated if I incur the loss of these trees due to the land acquisition?

How will access to my property be affected during the construction period?

I also made Robert Lear, Waggoner Sr. Project Manager, aware of a property boundary agreement between myself, my deceased husband, Brian E. Chopin and Hazel Poitevent. See St. Tammany Parish file#3373-00, instrument #1226557 dated 12/21/2000 executed by the late Ernest Prieto, attorney/notary. To the best of my recollection, approximately five adjacent property owners also had to concur with this boundary agreement shifting the property boundaries by 30 feet. I have copies of various documents that may be beneficial.

Thank you for addressing my concerns and I appreciate the opportunity to make my comments known.

Lori L. Chopin

Lori L. Chopin
985-685-0196
mailing address: 20173 River Parc Dr., Covington, LA 70433