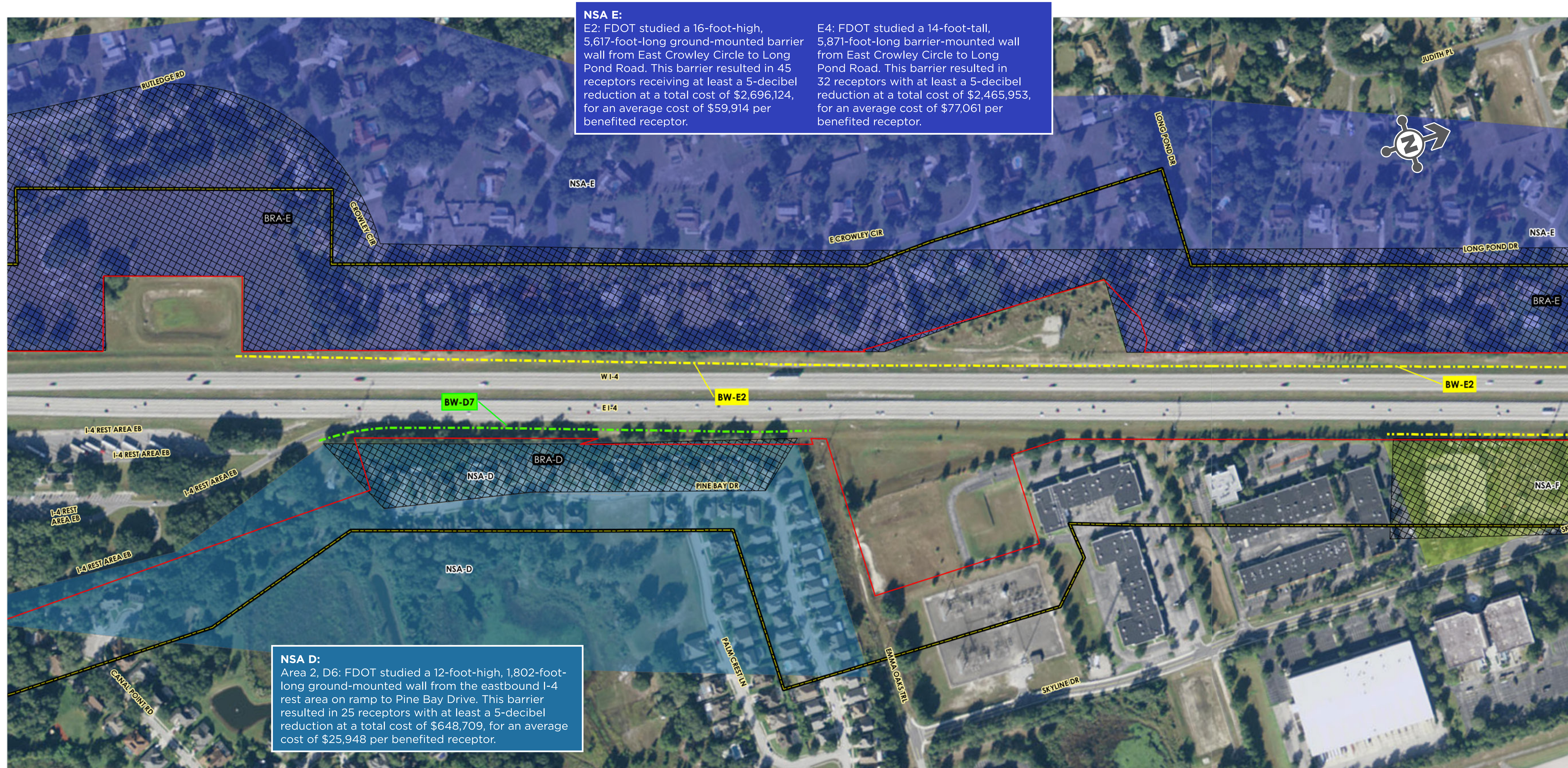


Noise Sensitive Areas D2, E & F: I-4 between the eastbound I-4 rest area and Sand Pond Road



NSA E:
E2: FDOT studied a 16-foot-high, 5,617-foot-long ground-mounted barrier wall from East Crowley Circle to Long Pond Road. This barrier resulted in 45 receptors receiving at least a 5-decibel reduction at a total cost of \$2,696,124, for an average cost of \$59,914 per benefited receptor.

E4: FDOT studied a 14-foot-tall, 5,871-foot-long barrier-mounted wall from East Crowley Circle to Long Pond Road. This barrier resulted in 32 receptors with at least a 5-decibel reduction at a total cost of \$2,465,953, for an average cost of \$77,061 per benefited receptor.

NSA D:
Area 2, D6: FDOT studied a 12-foot-high, 1,802-foot-long ground-mounted wall from the eastbound I-4 rest area on ramp to Pine Bay Drive. This barrier resulted in 25 receptors with at least a 5-decibel reduction at a total cost of \$648,709, for an average cost of \$25,948 per benefited receptor.

I-4 Beyond the Ultimate Segment 3 Limits

- I-4 Beyond the Ultimate - Segment 3 Study Area
- I-4 Segment 3 R/W

Barrier Walls

- Modeled Walls C (Not Cost Reasonable)
- Proposed Walls (Cost Reasonable)

Noise Sensitive Areas (NSA)

- NSA-D
- NSA-E
- NSA-F
- Benifitted Receiver Areas