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Florida Department of Transportation Noise Abatement Barriers - 2022

FILENAME: NOISE_BARRIERS_MAR22

Metadata:

- [Identification Information](#)
- [Data Quality Information](#)
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- [Metadata Reference Information](#)

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Identification_Information:

Citation:

Citation_Information:

Originator: Florida Department of Transportation, Environmental Management Office

Publication_Date: 20220308

Title:

Florida Department of Transportation Noise Abatement Barriers - 2022

Edition: FHWA 2022 Q1 Noise Barriers Inventory Submission (Constructed)

Geospatial_Data_Presentation_Form: vector digital data

Publication_Information:

Publication_Place: Tallahassee, FL

Publisher: Florida Department of Transportation, Environmental Management Office

Other_Citation_Details:

State of Florida

Online_Linkage: <https://www.fgdl.org>

Description:

Abstract: This dataset contains the Florida Department of Transportation's (FDOT) Noise Abatement Barriers. Noise barriers are solid obstructions built between the highway and the homes along a highway. They do not completely block all noise they only reduce overall noise levels. Effective noise barriers typically reduce noise levels by 5 to 10 decibels (dB), cutting the loudness of traffic noise by as much as one half. For example, a barrier which achieves a 10-dB reduction can reduce the sound level of a typical tractor trailer pass-by to that of an automobile. Barriers can be formed from earth mounds or "berms" along the road, from high, vertical walls, or from a combination of earth berms and walls. Earth berms have a very natural appearance and are usually attractive. They also reduce noise by approximately 3 dB more than vertical walls of the same height. However, earth berms can require a lot of land to construct, especially if they are very tall. Walls require less space, but they are usually limited to eight meters (25 feet) in height for structural and aesthetic reasons. (https://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm) This is an update to the NOISE_BARRIERS_MAR21.shp FGDL layer.

Purpose: The data was created to serve as base information for use in GIS systems for a variety of planning and analytical purposes.

Supplemental_Information:

Noise barriers are not always required at locations where an absolute threshold is met. There is no "number standard" which requires the construction of a noise barrier. Federal requirements for noise barriers may be

found in Title 23 of the U.S. Code of Federal Regulations, Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." The Federal Highway Administration noise regulations apply only to projects where a State transportation department has requested Federal funding for participation in the improvements. The State transportation department must determine if there will be traffic noise impacts, when a project is proposed for (1) the construction of a highway on new location or (2) the reconstruction of an existing highway to either significantly change the horizontal or vertical alignment or increase the number of through-traffic lanes. If the State transportation department identifies potential impacts, it must implement abatement measures, possibly including the construction of noise barriers, where reasonable and feasible. Federal law and Federal Highway Administration regulations do not require State transportation departments to build noise barriers along existing highways where no other highway improvements are planned. They may voluntarily do so, but they are solely responsible for making this decision. Summary of Noise Barriers Constructed by December 31, 2010 Publication Number - FHWA-HEP-12-044 Abstract: This paper contains a listing of all noise barriers constructed with highway program monies since 1973, as reported by State highway agencies. The listing is updated every three years and contains information on length, height, cost, material, location, and year constructed for each State. It is intended for all audiences.
https://www.fhwa.dot.gov/environment/noise/noise_barriers/inventory/summary/ssstates7.pdf APPLICATIONS OF GEOGRAPHIC INFORMATION SYSTEMS (GIS) FOR HIGHWAY TRAFFIC NOISE ANALYSIS Case Studies of Select Transportation Agencies November 2012
https://www.gis.fhwa.dot.gov/documents/GIS_for_Highway_Traffic_Noise_Analysis.htm

Time_Period_of_Content:**Time_Period_Information:****Range_of_Dates/Times:****Beginning_Date:** 20040101**Ending_Date:** 20220308**Currentness_Reference:**

publication date

Status:**Progress:** Complete**Maintenance_and_Update_Frequency:** As needed**Spatial_Domain:****Bounding_Coordinates:****West_Bounding_Coordinate:** -87.385426**East_Bounding_Coordinate:** -79.893713**North_Bounding_Coordinate:** 30.753926**South_Bounding_Coordinate:** 25.462338**Keywords:****Theme:****Theme_Keyword_Thesaurus:** None**Theme_Keyword:** FFHWA**Theme_Keyword:** State**Theme_Keyword:** Sound**Theme_Keyword:** Sound Barrier**Theme_Keyword:** Federal**Theme_Keyword:** Noise**Theme_Keyword:** Highway Traffic Noise**Theme_Keyword:** Noise Barrier**Theme_Keyword:** Road Noise**Theme:****Theme_Keyword_Thesaurus:** None**Theme_Keyword:** transportation**Theme:****Theme_Keyword_Thesaurus:** ISO 19115 Topic Categories**Theme_Keyword:** transportation**Place:**

Place_Keyword_Thesaurus: None**Place_Keyword:** Florida**Temporal:****Temporal_Keyword_Thesaurus:** None**Temporal_Keyword:** 2022**Access_Constraints:** None**Use_Constraints:**

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Point_of_Contact: (Warning: Although accurate at the time of production, this information may have become obsolete.

See the [Metadata Reference Information](#) section for a current contact.)

Contact_Information:**Contact_Organization_Primary:****Contact_Organization:** Florida Department of Transportation, Environmental Management Office**Contact_Person:** Maria Overton**Contact_Position:** State Environmental Development Engineer**Contact_Address:****Address_Type:** mailing and physical**Address:**

605 Suwannee Street, MS 37

City: Tallahassee**State_or_Province:** FL**Postal_Code:** 32399-0450**Country:** US**Contact_Electronic_Mail_Address:** Maria.Overton@dot.state.fl.us**Contact_Instructions:**Additional Contact: Peter McGilvray peter.mcgilvray@dot.state.fl.us**Data_Set_Credit:**

Florida Department of Transportation, GeoPlan Center, FHWA

Native_Data_Set_Environment:

Version 6.2 (Build 9200) ; Esri ArcGIS 10.8.1.14362

Cross_Reference:**Citation_Information:****Title:**

Florida Department of Transportation Noise Abatement Barriers

Other_Citation_Details:

Florida Department of Transportation, Environmental Management Office

<https://www.fdot.gov/environment/default.shtm> 2004 Detailed metadata provided by CUES:

NOISE_ABATEMENT_BARRIERS.pdf Contact Christina Bryk Center of Urban and Environmental

Solutions (CUES) Florida Atlantic University 111 East Las Olas Blvd, Suite 709 Fort Lauderdale, FL

33301 (954) 762-5255 / Fax: (954) 762-5666 United States Department of Transportation (USDOT or DOT) Federal Highway Administration (FHWA) Noise Barrier Inventory Tool
https://www.fhwa.dot.gov/ENVIRONMENT/noise/noise_barriers/inventory/inventory_tool/index.cfm
 FDOT June 2000 Noise Barrier Status Report (Spreadsheet) Contact: win.lindeman@dot.state.fl.us for details.

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Data_Quality_Information:

Attribute_Accuracy:

Attribute_Accuracy_Report:

GeoPlan relied on the integrity of the attribute information within the original data.

Quantitative_Attribute_Accuracy_Assessment:

Attribute_Accuracy_Explanation:

Noise Barriers were compiled based upon locational information in the FDOT - Noise Barrier Status Report, June 2000. Based upon telephone interviews and surveys, the Noise Barriers in Districts 1, 2, 5, and 7 were identified. District 4 Noise Barriers were collected via GPS and provided as a line feature class and point feature class within a personal geodatabase from District 4. District 6 collected the start and end nodes for each wall via GPS and provided the information as a point feature in Shapefile format. Relative scale was utilized as opposed to field measurements that define absolute scale. This is not to say GPS technology was excluded, in fact during this project, nearly every barrier was identified and/or verified using a Trimble GXT. However, the X/Y coordinates collected through the use of GPS were no longer positionally aligned relative to the scale used for FDOT FGDL layers. Therefore, spatial editing was used to adjust the positional location of the barriers to align them to based upon the relative accuracy of the existing GIS layers. The Noise Abatement Barriers personal geodatabase has attributes that can be related to Roadway Characteristics Inventory (RCI) data with the 'ROADWAY' field.

Logical_Consistency_Report:

This data is provided 'as is'. GeoPlan relied on the integrity of the original data layer's topology

Completeness_Report:

This data is provided 'as is' by GeoPlan and is complete to our knowledge.

Positional_Accuracy:

Horizontal_Positional_Accuracy:

Horizontal_Positional_Accuracy_Report:

This data is provided 'as is' and its horizontal positional accuracy has not been verified by GeoPlan

Vertical_Positional_Accuracy:

Vertical_Positional_Accuracy_Report:

This data is provided 'as is' and its vertical positional accuracy has not been verified by GeoPlan

Lineage:

Source_Information:

Source_Scale_Denominator: Varies

Type_of_Source_Media: onLine

Source_Contribution:

Spatial and Attribute Information

Process_Step:

Process_Description:

Primary Data Collection - GPS In late May 2004, the Center for Urban and Environmental Solutions deployed a field team to ground-truth the original 30 noise abatement walls in the June 2000 Report. Utilizing a Trimble GeoXT with GPS correct for real-time post-processing, the field team collected GPS information to verify the location of these barriers. During the GPS field work, three (3) new walls were identified in District 1 along the I-4 Corridor, the GPS information was collected for these walls as well. Once research staff confirmed these were owned by FDOT, they were included into the Statewide Noise Abatement Geodatabase. GPS coordinates were collected by the research field team for 33 noise abatement walls. District 4 and District 6 indicated that they would be initiating their own GPS collection during the summer and fall of 2004. Rather than replicate this effort, CUES coordinated with these two districts to obtain the completed GPS information and import it into the Statewide Geodatabase. However, approximately seven walls were not included in these two Districts inventories. Therefore, CUES field team used GPS to collect wall information mainly for the Sawgrass Expressway and the

Florida Turnpike. Overall GPS coordinates were collected for 40 walls by CUES. The internal setting of the GeoXT's GPS were set to ensure the highest possible accuracy. The settings utilized are as follows: PDOP: (Position Dilution of Precision) : 6 or less SNR (Signal To Noise Ratio): 4 Elevation Mask: 15% Number of Satellites: 4 or Higher Differential Correction: WAAS Each noise barrier wall in the region was surveyed to obtain both spatial, attribute and photographic information necessary for the project. Upon arrival to the particular barrier wall, the team would investigate the following conditions before undertaking the survey: · Traffic volume & Safety conditions · Survey Obstacles · GPS Satellite Visibility · GPS Availability Upon arrival to the location, traffic volume was determined by the amount of traffic traveling adjacent to the wall of interest. The estimated volume determined whether it was judged safe for a foot survey or required use of a vehicle. Hard hats and florescent safety vests were worn at all times while conducting the surveys. Numerous barrier walls surveyed had large swaths of vegetation planted next to them. Major types of vegetation included: Sable Palm trees, Sea Grape and various other bushes. These vegetation lines often followed the length of the given wall and ranged on an average from 10-75 feet. Since many of the walls had some type of vegetation, an offset was incorporated into the survey. Generally all surveys were done on an average of 20 feet in front of the wall. Many of the walls not only had a vegetation line in front but also a layer of standing water. This situation occurred in areas where the walls possessed a gully or depression directly in front of the vegetation line. In many situations, the accumulated water actually formed a small linear wetland including typical wetland flora and fauna which included unfortunately high concentrations of biting insects. If these water bodies existed, the offset was increased to account for the additional obstacle so that the survey could continue. Other barriers to the survey included manmade structures such as tollbooths, embankments, bridges and narrow walks. If such obstacles were encountered, the situation was noted in the attribute table and the offset increased as needed. GPS is a line of sight technology which relies on the ground based receiver the ability to have a clear and unobstructed line of sight to the GPS satellites. noise barrier walls provide a unique problem in that they can obstruct half of the sky depending on how close the survey is conducted to them. Due to this fact, an offset was also needed to obtain the best possible satellite lock. GPS uses a measurement called PDOP (Position Dilution of Precision) to indicate accuracy. To ensure high accuracy GPS positioning, it is recommended that the PDOP value be less than 6. During all wall surveys, PDOP was monitored very closely and any measurement greater than 6 was resurveyed. Once the Noise Barrier Wall was cleared to survey, the walking team member would activate the Mobile GIS/GPS unit and begin logging the poly-line feature. At the beginning of the logging, an initial starting coordinate would be relayed to the vehicle team member for input into handwriting log. If a walking Survey was done, the survey team member would walk the length of the wall with the vehicle team member following along to provide a look out for traffic. At the halfway point of the survey, the walking team member would again call out the coordinate of the middle of the wall to the vehicle team member. Once the entire length of the wall had been traversed, the walking team member would stop the logging and fill in the custom input form in the ArcPad software. Digital photos were also taken at each survey location. After each wall was surveyed, the team would back up the data on the GeoXT mobile device and then download the data onto a laptop computer. This procedure was completed at the location incase data was lost and the survey would have to be redone. Once back at the office, all data for that day was downloaded onto the project server to be used by the GIS section. Acquisition from Individual Districts of Walls in GIS format According to interviews conducted during this project among FDOT personnel, at the time of interviews, District offices were not maintaining an inventory of their noise barriers in GIS. However, in the summer and fall of 2004, two District offices used GPS technology to store their noise abatement walls in GIS. District Four utilized GPS to store both the point (begin/end points) and line feature classes representing 95 noise abatement walls. District 4 provided the research team with their personal geodatabase. Next, the point and line feature classes were merged and spatially projected into the Statewide Geodatabase. District 4 also created a hyperlink to the photos collected during their GPS work. This hyperlink is included as part of the Statewide Geodatabase. District Six utilized GPS technology to capture the begin node and end node for each wall. However, no line feature classes were created. Utilizing the GPS begin and end nodes, the research team digitized the line feature class representing the noise barriers for approximately 84 out of 96 total walls in District 6. A Trimble GeoXT was used to collect the points and linear features depicting the remaining 12 barriers. On Screen (Heads-up) Digitizing This spatial data collection technique, based on utilizing high quality, rectified aerial photos and other georeferenced GIS layers, was used to primarily to edit the spatial data collected through GPS for relative positional accuracy purposes. The level of accuracy of the derived dataset is taken from the initial accuracy of the digital image along with georeferenced GIS layers. One of the challenges was to utilize aerial photos in GIS at an acceptable resolution needed to create and edit spatial features for all District offices that have noise abatement walls. The central problem is that most ortho photos in GIS are collected by county governments who collected this raster information at varying scales, different data formats (e.g. MrSID, TIF, JPEG, SDE) and/or captured at different time frames. Based upon these challenges as well as the degree of acquiring these raster features, it was decided to utilize ESRI's ArcWeb Services. One of ArcWeb Services offered is access to GlobeXplorer's 'Citipix/Digital Ortho' which was used to perform the spatial edits required to verify and/or 're-align' the GPS collected data relative to scale of FDOT's GIS base map layers. Citipix is the largest high-resolution aerial imagery dataset available online through ArcWeb Services. Captured at six-inch resolution and in 24-bit color, Citipix is precision geo-referenced and ortho-rectified. It covers over 7,000 cities and towns in over 73 metropolitan areas in the United States, with a total area of over 90,000 square miles.

Because of Citipix high resolution, it provided the optimal back ground layer to digitize, edit, and verify the linear features representing the walls. Using GPS points collected by District 6 which represent the begin and end nodes for each wall along with GlobeXplorer's digital orthophotography, the line feature classes for these walls were digitized. 96 out of the 217 walls within the Statewide Geodatabase were digitized. District 6 accounts for approximately 44% of all noise barriers in the Statewide Geodatabase.

Source_Used_Citation_Abbreviation:

CUES

Process_Date: 20040101

Process_Step:

Process_Description:

GeoPlan took the data from the Statewide Noise Barrier GeoDatabase two disk set in May 2005. The layer was called NBGD_ALL and located in the Feature Dataset NBGD of the FDOT_NAB_GDB.mdb (on disk 1). This feature class was in Albers HPGN. A DESCRIPT field was added and based on the field ROAD_DESCR.

Source_Used_Citation_Abbreviation:

GeoPlan

Process_Date: 20050501

Process_Step:

Process_Description:

Noise barrier locations were received from the Florida Department of Transportation via email as a spreadsheet in excel format in November of 2009. These noise barriers have been built since the initial CUES data was created or are planned to be built in the future. Noise barrier records containing TO and FROM, Latitude and Longitude information were formatted to Decimal Degrees. Once in Decimal Degrees the records were brought into ArcMap. Using the XY Tool in ArcMap the records were then converted to point features. These point features were then used as a guide along with Google Maps Street View to properly locate these noise barrier line features. Noise barriers without to and from latitude and longitude information were created using the RCI road id associated with the barrier and the beginning and ending mile post. Line route events were created using the basemap.route.road RCI basemap coverage and a table provided by FDOT that contained noise barrier locations. The route events were created in ArcMap 9.3.1 using the Add Route Events tool. Barriers that have already been constructed were verified when possible using Google maps street view or aerial imagery. Planned barriers rely on the accuracy of the RCI Road ID, Beginning Mile Post, and End Mile Post data provided by FDOT. Noise barrier records with no TO and FROM latitude and longitude or RCI Road ID and Beginning and Ending Mile Post information have been placed when possible based on the approximate location, group, and Highway / Route Number fields. In some instances not enough information is available to confidently locate these barriers. At this time these records have been omitted until further information on their location can be obtained. There are currently 45 noise barrier locations that have been omitted.

Source_Used_Citation_Abbreviation:

GeoPlan

Process_Date: 20100410

Process_Step:

Process_Description:

GeoPlan reviewed the original table of unlocated constructed sound barriers. During this process 5 of the 8 existing missing sound barriers were located. There are currently 40 noise barrier locations that have been omitted. It was noted that a few roadways maybe creating new sound barriers in the future. US 27 from Ritchie Road to south of Barry Road
ftp://ftp.dot.state.fl.us/LTS/d1/profserv/12155/AECOM%20Presentation.pdf I-75 and Palmetto, Express Lanes workshop 16 locations for new or replacement sound barriers, pg. 28 <http://75-express.com/wp-content/uploads/2013/01/FINAL-I-75-ELs-Industry-Workshop.pdf> It was also noted that a large number of the proposed sound barriers in the original table are for FDOT District 7, using aerial photography and street view to located these missing features was not possible at this time.

Source_Used_Citation_Abbreviation:

GeoPlan

Process_Date: 20130904

Process_Step:

Process_Description:

Per a request by FDOT District 4, four features were removed by the GeoPlan Center on December 9th, 2013. These four features can be identified in noise_barriers_sep13.shp by the following FPN_NO number 249035-1 These features were removed because no sound barriers currently exist at this location and at this time none are planned for future construction at this location.

Source_Used_Citation_Abbreviation:

GeoPlan

Process_Date: 20131209**Process_Step:****Process_Description:**

GeoPlan Center updated the noise barrier data layer with information provided by the FDOT Districts to Mariano Berrios during the summer of 2014. Updates included both spatial and tabular changes/additions to a large number of records. The attribute table of the dataset was then restructured to meet spec with the FHWA 2014 Noise Barrier Excel Workbook Federal Submission Requirements. The dataset attribute table was not uppercased in order to keep the attributes in the FHWA standard format for future submissions. FHWA Federal Submission Requirement fields are prefaced with FED_.

Source_Used_Citation_Abbreviation:

GeoPlan

Process_Date: 20140929**Process_Contact:****Contact_Information:****Contact_Organization_Primary:****Contact_Organization:** University of Florida GeoPlan Center**Contact_Person:** Kate Norris**Contact_Position:** Geospatial Data Manager & Senior GIS Specialist**Process_Step:****Process_Description:**

GeoPlan Center updated the noise barrier data layer with information provided by the FDOT Districts to Mariano Berrios during the winter/spring of 2017. Updates included both spatial and tabular changes/additions to a large number of records. The attribute table of the dataset was then restructured to meet spec with the FHWA 2017 Noise Barrier Excel Workbook Federal Submission Requirements. The dataset attribute table was not uppercased in order to keep the attributes in the FHWA standard format for future submissions. FHWA Federal Submission Requirement fields are prefaced with FED_.

Source_Used_Citation_Abbreviation:

GeoPlan

Process_Date: 20170515**Process_Contact:****Contact_Information:****Contact_Organization_Primary:****Contact_Organization:** University of Florida GeoPlan Center**Contact_Person:** Kate Norris**Contact_Position:** Geospatial Data Manager & Senior GIS Specialist**Process_Step:****Process_Description:**

GeoPlan Center updated the noise barrier data layer with information provided by the FDOT Districts to Mariano Berrios during the winter/spring of 2018. Updates included both spatial and tabular changes/additions to a large number of records. The attribute table of the dataset was then restructured to meet spec with the FHWA 2019 Noise Barrier Excel Workbook Federal Submission Requirements. The dataset attribute table was not uppercased in order to keep the attributes in the FHWA standard format for future submissions. FHWA Federal Submission Requirement fields are prefaced with FED_. Below is a summary of the Noise Barrier data both added and updated for the March 2018 version. Noise Barriers GIS Layer May 2017 version record count: 995 Noise Barriers GIS Layer March 2018 version records count: 1152 161 Noise Barrier Records Added 130 Existing Noise Barrier Records Updated Total = 291 Breakdown of Newly Added Records District: 1 6 Recommended District: 2 3 Constructed District: 3 None Provided District: 4 None Provided District: 5 9 Constructed 45 Recommended District: 6 None Provided District: 7 8 Planned District: Turnpike 1 Constructed 19 Planned 1 Recommended District: CFX 69 Constructed * Primarily SR 408 & SR 417 all values are estimates as noted in table. * FED_MDATE marked as "State Regulation" as previously used for CFX roads. During this update process 19 FDOT Noise Study Reports were reviewed. Metadata was updated.

Source_Used_Citation_Abbreviation:

GeoPlan

Process_Date: 20180315**Process_Contact:**

Contact_Information:**Contact_Organization_Primary:****Contact_Organization:** University of Florida GeoPlan Center**Contact_Person:** Kate Norris**Contact_Position:** Geospatial Data Manager & Senior GIS Specialist**Process_Step:****Process_Description:**

GeoPlan Center updated the noise barrier data layer with information provided by the FDOT Districts to Mariano Berrios during the winter/spring of 2019. Updates included both spatial and tabular changes/additions to a large number of records. The attribute table of the dataset was then restructured to meet spec with the FHWA 2019 Noise Barrier Excel Workbook Federal Submission Requirements. The dataset attribute table was not uppercased in order to keep the attributes in the FHWA standard format for future submissions. FHWA Federal Submission Requirement fields are prefaced with FED_. Below is a summary of the Noise Barrier data both added and updated for the March 2019 version. Noise Barriers GIS Layer March 2018 version record count: 1152 Noise Barriers GIS Layer March 2019 version records count: 1172 20 Noise Barrier Records Added 156 Existing Noise Barrier Records Updated Total = 176 Breakdown of Newly Added Records District: 1 1 record (Recommended found via web search) District: 2 No updates (1/18/2019) District: 3 16 records Provided on 1/3/2019 District: 4 District: 5 1 record (In Construction Process) Provided on 1/31/2019 District: 6 No updates (1/29/2019) District: 7 No updates (1/3/2019) District: Turnpike 1 record (In Constructed Process) District: CFX 1 (Recommended found via web search) * SR 408 EASTERN EXTN: CREST AT WATERFORD LAKES AND TORTUGA BA (408-254) * All values came from NSR. * FED_MDATE marked as "State Regulation" as previously used for CFX roads. During this update process 9 FDOT Noise Study Reports were reviewed. Metadata was updated.

Source_Used_Citation_Abbreviation:

GeoPlan

Process_Date: 20190401**Process_Step:****Process_Description:**

GeoPlan Center updated the noise barrier data layer with information provided by the FDOT Districts to Michael Sykes during the summer of 2019. Updates included both spatial and tabular changes/additions to a large number of records. The dataset attribute table was updated to include the following new fields: BEN_RCPTRS TOT_RCPTRS RCPTR_NOTE RCPTR_FLAG Tabular data was populated for the years 2014-2018. Below is a summary of the Noise Barrier data both added and updated for the September 2019 version. Noise Barriers GIS Layer March 2019 version record count: 1172 Noise Barriers GIS Layer September 2019 version records count: 1174 2 Noise Barrier Records Added 196 Existing Noise Barrier Records Updated Total = 198 During this update process 68 FDOT Noise Study Reports were reviewed. Metadata was updated.

Source_Used_Citation_Abbreviation:

GeoPlan

Process_Date: 20190919**Process_Step:****Process_Description:**

GeoPlan Center updated the noise barrier data layer with information provided by the FDOT PDFs found in SWEPT during the fall/winter of 2019. Updates included both spatial and tabular changes/additions to a large number of records. 1174 records (September release) 1227 records (December release for review) Difference = + 53 records ----- 53 New Records Breakdown: CONSTRUCTED BARRIERS - 29 records *Includes 9 CFX records RECOMMENDED BARRIERS - 24 records

Source_Used_Citation_Abbreviation:

GeoPlan

Process_Date: 20191209**Process_Step:****Process_Description:**

GeoPlan Center updated the noise barrier data layer with information provided by 8 FDOT Districts. Data was provided January through March 2020. The Statewide GIS dataset: noise_barriers_mar20.shp contains the following barrier information: Total Constructed - 955 There are now 74 more barriers marked as constructed since the September 2019 version. Total Recommended - 341 Total Replaced - 6 Total Removed (2014 data that was added back in for tracking purposes) - 15 In addition, for the 2020 March GIS dataset release: 41 new barriers have been added. 216 existing records have been updated. 35 NSR have been reviewed.

Source_Used_Citation_Abbreviation:

GeoPlan

Process_Date: 20200310**Process_Contact:****Contact_Information:****Contact_Organization_Primary:****Contact_Organization:** University of Florida GeoPlan Center**Contact_Person:** Kate Norris**Contact_Position:** Geospatial Data Manager & Senior GIS Specialist**Contact_Address:****Address_Type:** mailing and physical**Address:**

131 Architecture Building | PO Box 115706

City: Gainesville**State_or_Province:** FL**Postal_Code:** 32611-5706**Country:** US**Contact_Voice_Telephone:** www.fgdl.org**Contact_Electronic_Mail_Address:** data@fgdl.org**Process_Step:****Process_Description:**

GeoPlan Center updated the noise barrier data layer with information provided by 8 FDOT Districts. Data was provided January through March 2021. The Statewide GIS dataset: noise_barriers_mar21.shp contains the following barrier information: Total Constructed - 956 There are now 1 more barriers marked as constructed since the March 2020 version. Total Recommended - 373 Total Replaced - 6 Total Removed (2014 data that was added back in for tracking purposes) - 15 In addition, for the 2021 March GIS dataset release: 33 new barriers have been added. 154 existing records have been updated. 59 NSR have been reviewed. Last GCID Number in 2021 Version: 1436

Process_Date: 20210322**Process_Contact:****Contact_Information:****Contact_Organization_Primary:****Contact_Organization:** University of Florida GeoPlan Center**Contact_Person:** Kate Norris**Contact_Position:** Geospatial Data Manager & Senior GIS Specialist**Contact_Address:****Address_Type:** mailing and physical**Address:**

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City: Gainesville**State_or_Province:** FL**Postal_Code:** 32611-5706**Country:** US**Contact_Voice_Telephone:** www.fgdl.org**Contact_Electronic_Mail_Address:** data@fgdl.org**Process_Step:****Process_Description:**

GeoPlan Center updated the noise barrier data layer with information provided by PDFs located in FDOT's SWEPT Database. Data was collected January through December 2021. The Statewide GIS dataset: noise_barriers_mar22 contains the following barrier information: Total Constructed - 1040 There are now 84 more barriers marked as constructed since the March 2021 version. Total Recommended - 358 Total Replaced - 10 Total Removed - 41 - 2014 data that was added back in for tracking purposes. - Newly Removed Barriers marked as Not Constructed (NSR feasible barriers that were not constructed in final design). In addition, for the 2022 March GIS dataset release: 98 new barriers have been added. 83 existing records have been updated (75 Constructed). 73 NSR have been reviewed (36 SWEPT Projects). Last GCID Number in 2022 Version: 1534

Process_Date: 20220308

Process_Contact:**Contact_Information:****Contact_Organization_Primary:****Contact_Organization:** University of Florida GeoPlan Center**Contact_Person:** Kate Norris**Contact_Position:** Geospatial Data Manager & Senior GIS Specialist**Contact_Address:****Address_Type:** mailing and physical**Address:**

131 Architecture Building | PO Box 115706

City: Gainesville**State_or_Province:** FL**Postal_Code:** 32611-5706**Country:** US**Contact_Voice_Telephone:** www.fgdl.org**Contact_Electronic_Mail_Address:** data@fgdl.org[Back to Top](#)

Spatial_Data_Organization_Information:**Direct_Spatial_Reference_Method:** Vector**Point_and_Vector_Object_Information:****SDTS_Terms_Description:****SDTS_Point_and_Vector_Object_Type:** String**Point_and_Vector_Object_Count:** 1449[Back to Top](#)

Spatial_Reference_Information:**Horizontal_Coordinate_System_Definition:****Planar:****Map_Projection:****Map_Projection_Name:** NAD 1983 HARN Florida GDL Albers**Albers_Conical_Equal_Area:**

NAD 1983 HARN Florida GDL Albers

Standard_Parallel: 24.0**Standard_Parallel:** 31.5**Longitude_of_Central_Meridian:** -84.0**Latitude_of_Projection_Origin:** 24.0**False_Easting:** 400000.0**False_Northing:** 0.0**Planar_Coordinate_Information:****Planar_Coordinate_Encoding_Method:** coordinate pair**Coordinate_Representation:****Abscissa_Resolution:** 0.0001**Ordinate_Resolution:** 0.0001**Planar_Distance_Units:** meter**Geodetic_Model:****Horizontal_Datum_Name:** D North American 1983 HARN**Ellipsoid_Name:** GRS 1980**Semi-major_Axis:** 6378137.0

Denominator_of_Flattening_Ratio: 298.257222101

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Entity_and_Attribute_Information:

Detailed_Description:

Entity_Type:

Entity_Type_Label: NOISE_BARRIERS_MAR22

Entity_Type_Definition:

NOISE_BARRIERS_MAR22.DBF

Entity_Type_Definition_Source:

FDOT

Attribute:

Attribute_Label: OBJECTID

Attribute_Definition:

Internal feature number.

Attribute_Definition_Source:

Esri

Attribute_Domain_Values:

Unrepresentable_Domain:

Sequential unique whole numbers that are automatically generated.

Attribute:

Attribute_Label: Shape

Attribute_Definition:

Feature geometry.

Attribute_Definition_Source:

ESRI

Attribute_Domain_Values:

Unrepresentable_Domain:

Coordinates defining the features.

Attribute:

Attribute_Label: FHWA_ID_19

Attribute_Definition:

FHWA 2019 ID.

Attribute_Definition_Source:

FHWA

Attribute:

Attribute_Label: FHWA_ID

Attribute_Definition:

FHWA 2017 ID.

Attribute_Definition_Source:

FHWA

Attribute:

Attribute_Label: FPN_NO

Attribute_Definition:

Noise Barrier Federal Project Number/Identifier.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: FM_ID

Attribute_Definition:

Florida Department of Transportation Financial Management (FM) System Project Number/Identifier of the Noise Barrier.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: WPI_ID

Attribute_Definition:

Florida Department of Transportation Work Program Instructions Project Number/Identifier of the Noise Barrier.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: ROADWAY

Attribute_Definition:

Road system designation used by RCI as the roadway identifier of which the Noise Barrier abuts.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: BEGIN_POST

Attribute_Definition:

Noise Barrier start measure of the route in miles from the RCI.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: END_POST

Attribute_Definition:

Noise Barrier end measure of the route in miles from the RCI.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: FED_ROUTE

Attribute_Definition:

Route/Highway/Roadway where the Noise Barrier is located.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: APPROX_LOC

Attribute_Definition:

Approximate Location of the Noise Barrier.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: FDOT_DISTR

Attribute_Definition:

Florida Department of Transportation District Number in which the Noise Barrier falls.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: TYPE

Attribute_Definition:

Noise Barrier Existence Type, Constructed/Planned etc.

Attribute_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: CONSTRUCTED BARRIERS

Enumerated_Domain_Value_Definition:

CONSTRUCTED BARRIERS***Enumerated_Domain_Value_Definition_Source:***

GeoPlan

Attribute_Domain_Values:***Enumerated_Domain:******Enumerated_Domain_Value:*** PLANNED BARRIERS***Enumerated_Domain_Value_Definition:***

PLANNED BARRIERS

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:***Enumerated_Domain:******Enumerated_Domain_Value:*** RECOMMENDED BARRIERS***Enumerated_Domain_Value_Definition:***

RECOMMENDED BARRIERS

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Enumerated_Domain:***Enumerated_Domain_Value:*** REMOVED BARRIERS***Enumerated_Domain_Value_Definition:***

Barrier has been removed from FHWA submission because it was found to be a duplicate record or was never built. See TBR_NOTE field for more information.

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Enumerated_Domain:***Enumerated_Domain_Value:*** REPLACED BARRIERS***Enumerated_Domain_Value_Definition:***

Barrier was replaced by a new barrier, see TBR_NOTE field for more information.

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute:***Attribute_Label:*** FED_STREF***Attribute_Definition:***

State Reference Name of the Noise Barrier.

Attribute_Definition_Source:

GeoPlan

Attribute:***Attribute_Label:*** FED_STATE***Attribute_Definition:***

The state in which the Noise Barrier is located.

Attribute_Definition_Source:

GeoPlan

Attribute:***Attribute_Label:*** FED_COUNTY***Attribute_Definition:***

The county in which the Noise Barrier is located

Attribute_Definition_Source:

GeoPlan

Attribute:***Attribute_Label:*** FED_CITY***Attribute_Definition:***

The city in which the Noise Barrier is located

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** ZIPCODE**Attribute_Definition:**

The zip code in which the Noise Barrier is located

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** BARRIER_ID**Attribute_Definition:**

FDOT District Noise Barrier Identifier.

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** FED_CYCOST**Attribute_Definition:**

Current Year Cost (2014) of the Noise Barrier.

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** FED_COST**Attribute_Definition:**

Original Construction Cost of the Noise Barrier.

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** FED_COSTFT**Attribute_Definition:**

Construction Unit Cost per Square-Feet of the Noise Barrier.

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** FED_CYUNIT**Attribute_Definition:**

Current Year Unit (2014) of the Noise Barrier.

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** FED_HEIGHT**Attribute_Definition:**

Average Height of Noise Barrier - Feet.

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** FED_LENGTH**Attribute_Definition:**

Length of Noise Barrier - Feet.

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** FED_AREA**Attribute_Definition:**

Area of Noise Barrier - Square Feet.

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** FED_YRCON**Attribute_Definition:**

Year of Original Noise Barrier Construction.

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** FED_ANR**Attribute_Definition:**

Average Noise Reduction - Noise Reduction Benefit of the Noise Barrier.

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** FED_NAC**Attribute_Definition:**

NAC Code of the Noise Barrier. The FHWA NAC are objective absolute noise levels for varying land use categories where an impact is triggered. Traffic noise impacts occur based upon the definitions contained in 23 CFR 772.5. If impacts are identified, noise abatement measures must be considered and, if found to be feasible and reasonable must be implemented.

http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm#note17

Attribute_Definition_Source:

GeoPlan

Attribute_Domain_Values:**Enumerated_Domain:****Enumerated_Domain_Value:** A**Enumerated_Domain_Value_Definition:**

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. Analysis Location: Exterior

Enumerated_Domain_Value_Definition_Source:

http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm#note17

Attribute_Domain_Values:**Enumerated_Domain:****Enumerated_Domain_Value:** B**Enumerated_Domain_Value_Definition:**

Residential. Analysis Location: Exterior

Enumerated_Domain_Value_Definition_Source:

http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm#note17

Attribute_Domain_Values:**Enumerated_Domain:****Enumerated_Domain_Value:** C**Enumerated_Domain_Value_Definition:**

Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare 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. Analysis Location: Exterior

Enumerated_Domain_Value_Definition_Source:

http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm#note17

Attribute_Domain_Values:**Enumerated_Domain:****Enumerated_Domain_Value:** D**Enumerated_Domain_Value_Definition:**

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. Analysis Location: Interior

Enumerated_Domain_Value_Definition_Source:

http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm#note17

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: E

Enumerated_Domain_Value_Definition:

Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F. Analysis Location: Exterior

Enumerated_Domain_Value_Definition_Source:

http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm#note17

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: F

Enumerated_Domain_Value_Definition:

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.

Enumerated_Domain_Value_Definition_Source:

http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm#note17

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: G

Enumerated_Domain_Value_Definition:

Undeveloped lands that are not permitted.

Enumerated_Domain_Value_Definition_Source:

http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm#note17

Attribute:

Attribute_Label: FED_ONAC

Attribute:

Attribute_Label: BEN_RCPTRS

Attribute_Definition:

Number of Impacted Potentially Benefited Receptors (Benefited Property Owners and Residents). A noise barrier must demonstrate that it will benefit at least two impacted receptors by providing a reduction in traffic-related noise of at least 5 dB(A).

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: TOT_RCPTRS

Attribute_Definition:

Number of Total Potentially Benefited Receptors (Benefited Property Owners and Residents). Total includes impacted/benefited residences and residences with a predicted noise level that does not approach or exceed 66 dBA, but are incidentally benefited.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: RCPTR_NOTE

Attribute_Definition:

Receptor Notes.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: RCPTR_FLAG

Attribute_Definition:

Receptor Flag.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: FED_MATERL

Attribute_Definition:

Primary Noise Barrier Construction Material. Noise barriers can be constructed from earth, concrete, masonry, wood, metal, and other materials. To effectively reduce sound transmission through the barrier, the material chosen must be rigid and sufficiently dense (at least 20 kilograms/square meter). All noise barrier material types are equally effective, acoustically, if they have this density.

Attribute_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: precast concrete

Enumerated_Domain_Value_Definition:

precast concrete

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: berm

Enumerated_Domain_Value_Definition:

berm

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: block

Enumerated_Domain_Value_Definition:

block

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: cast in place concrete

Enumerated_Domain_Value_Definition:

cast in place concrete

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: brick

Enumerated_Domain_Value_Definition:

brick

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: metal

Enumerated_Domain_Value_Definition:

metal

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: wood

Enumerated_Domain_Value_Definition:

wood

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: fiberglass

Enumerated_Domain_Value_Definition:

fiberglass

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: combination

Enumerated_Domain_Value_Definition:

combination

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: plastic transparent

Enumerated_Domain_Value_Definition:

plastic transparent

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: plastic opaque

Enumerated_Domain_Value_Definition:

plastic opaque

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: plastic other

Enumerated_Domain_Value_Definition:

plastic other

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: FED_OMAT

Attribute_Definition:

Other Noise Barrier Construction Material, see Primary values.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: FED_FEATRS

Attribute_Definition:

Noise Barrier Special Safety Features.

Attribute_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: Fire Access

Enumerated_Domain_Value_Definition:

Fire Access

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: Emergency Exit

Enumerated_Domain_Value_Definition:

Emergency Exit

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: Maintenance Access

Enumerated_Domain_Value_Definition:

Maintenance Access

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: FED_STEXTR

Attribute_Definition:

Noise Barrier Surface Texture.

Attribute_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: Absorptive

Enumerated_Domain_Value_Definition:

Absorptive

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: Reflective

Enumerated_Domain_Value_Definition:

Reflective

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: FED_FNDTN

Attribute_Definition:

Noise Barrier Foundation Material. Most barriers will be Ground Mounted.

Attribute_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: Ground Mounted

Enumerated_Domain_Value_Definition:

Ground-mounted noise barrier systems are barriers constructed into or placed on top of the ground.

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:**Enumerated_Domain:**

Enumerated_Domain_Value: On Structure

Enumerated_Domain_Value_Definition:

On Structure noise barrier systems are barriers constructed on over-passes, bridges, and retaining walls.

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: FED_PTYPE

Attribute_Definition:

Noise Abatement Program Type, based on new or existing roadway.

Attribute_Definition_Source:

GeoPlan

Attribute_Domain_Values:**Enumerated_Domain:**

Enumerated_Domain_Value: I

Enumerated_Domain_Value_Definition:

The Type I program covers noise barrier construction coincidental with construction of major highways on new location, or physical alteration of an existing highway such as substantial realignment or widening to increase the number of through traffic lanes thereby increasing capacity. Such major projects usually require either an Environmental Impact Statement (EIS) or Environmental Impact Report (EIR) to satisfy the National Environmental Policy Act. As part of this analysis, the need for a noise barrier is evaluated for each individual highway project. Under the Type I program, if a noise barrier is determined to be reasonable and feasible, it must be constructed as part of the project. What is a Type I project? (1) The construction of a highway on a new location; (2) The physical alteration of an existing highway where there is either: (i) 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; (ii) Substantial Vertical Alteration. A project that removes shielding therefore exposing the line-of-sight between the receptor and the traffic noise source. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor; or, (3) The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a HOV lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane; (4) The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; (5) The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; (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 weigh station, rest stop, ride-share lot or toll plaza. (8) If a project is determined to be a Type I project under this definition then the entire project area as defined in the environmental document is a Type I. Highway agencies should take a broad approach to defining turn lanes when considering projects with auxiliary lanes. Generally, consideration for auxiliary lanes on local roads should be limited to those that could be used as a through lane rather than lanes used for parking, speed change, turning or storage for turning weaving. For interstates, limit consideration to auxiliary lanes between two closely spaced interchanges to accommodate weaving traffic and auxiliary lanes carried through one or more interchanges.

http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm#note2

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:**Enumerated_Domain:**

Enumerated_Domain_Value: II

Enumerated_Domain_Value_Definition:

The Type I program covers noise barrier construction coincidental with construction of major highways on new location, or physical alteration of an existing highway such as substantial realignment or widening to increase the number of through traffic lanes thereby increasing capacity. Such major projects usually require either an Environmental Impact Statement (EIS) or Environmental Impact Report (EIR) to satisfy the National Environmental Policy Act. As part of this analysis, the need for a noise barrier is evaluated for each individual highway project. Under the Type I program, if a noise barrier is determined to be reasonable and feasible, it must be constructed as part of the project. What is a Type II project? Usually called a retrofit project, a Type II project is a proposed Federal or Federal-aid highway project for noise abatement on an existing highway. Type II projects are not mandatory and are at a State's discretion. Projects of this type are proposed solely at the option of a State DOT, and specific requirements for the project are determined by the individual State DOT. Federal participation in the funding of such projects is limited to those that propose abatement measures along lands that were developed prior to construction of the original highway. For guidance on a Type II program, please contact the FHWA noise team.

http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm#note2

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: III

Enumerated_Domain_Value_Definition:

A Type III project is a Federal or Federal-aid highway project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis.

http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm#note2

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: S

Enumerated_Domain_Value_Definition:

A Type S project is a State highway project that does not meet the classifications of a Type I or Type II or Type III.

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: C

Enumerated_Domain_Value_Definition:

A Type C project is a County highway project that does not meet the classifications of a Type I or Type II or Type III or Type S

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: FED_MDATE

Attribute_Definition:

Mandate for Noise Barrier Construction.

Attribute_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: Federal Regulation

Enumerated_Domain_Value_Definition:

Federal Regulation

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:**Enumerated_Domain_Value:** State Regulation**Enumerated_Domain_Value_Definition:**

State Regulation

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:**Enumerated_Domain:****Enumerated_Domain_Value:** Local Ordinance**Enumerated_Domain_Value_Definition:**

Local Ordinance

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:**Enumerated_Domain:****Enumerated_Domain_Value:** Turnpike Authority**Enumerated_Domain_Value_Definition:**

Turnpike Authority

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:**Enumerated_Domain:****Enumerated_Domain_Value:** Private Initiative**Enumerated_Domain_Value_Definition:**

Private Initiative

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** FED_GISLOB**Attribute_Definition:**

GIS Location of Noise Barrier FROM and TO Latitude/Longitude points. [FR_LAT] & " " & [FR_LONG] & " " & [T_LAT] & " " & [T_LONG]

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** BLOC_ONRTE**Attribute_Definition:**

Noise Barrier Construction Mount Type.

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** BLOC_SIDE**Attribute_Definition:**

Noise Barrier Location Orientation to Roadway.

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** BLOC_BND**Attribute_Definition:**

Noise Barrier Location Orientation to Roadway Traffic Direction.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: CONTRACTOR

Attribute_Definition:

Noise Barrier Original Construction Contractor.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: COMMENTS

Attribute_Definition:

Comments on Noise Barrier.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: NOTES

Attribute_Definition:

Notes on Noise Barrier.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: PIC_LINKS

Attribute_Definition:

Picture Links of Noise Barrier.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: PDF_LINKS

Attribute_Definition:

PDF Links of Noise Barrier.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: SWEPT_YN

Attribute_Definition:

PDF listed in PDF_LINKS field is available in SWEPT. MAYBE - Chance PDF exists in SWEPT. N - PDF not located in SWEPT. N-B09 - PDF not located in SWEPT, constructed before 2009. N-K8C - PDF not located in SWEPT, GeoPlan has copy of PDF. Y2019 - PDF exists in SWEPT as of 2019. Y2020 - PDF exists in SWEPT as of 2020. Y2021 - PDF exists in SWEPT as of 2021.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: FR_LAT

Attribute_Definition:

FROM Latitude - decimal degrees (WGS84).

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: FR_LONG

Attribute_Definition:

FROM Longitude - decimal degrees (WGS84).

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: T_LAT

Attribute_Definition:

TO Latitude - decimal degrees (WGS84).

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: T_LONG

Attribute_Definition:

TO Longitude - decimal degrees (WGS84).

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: G_LENGTH

Attribute_Definition:

GIS spatially derived length of the Noise Barrier - Feet.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: TBR_NOTE

Attribute_Definition:

To Be Reviewed - Notes.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: TBR

Attribute_Definition:

To Be Reviewed - YES/NO.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: SOURCE

Attribute_Definition:

Source of Spatial Data.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: GCID

Attribute_Definition:

GeoPlan Center Internal Feature Identification.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: DESCRIPT

Attribute_Definition:

Based on the field FED_ROUTE.

Attribute_Definition_Source:

GeoPlan

Attribute:

Attribute_Label: FLAG

Attribute_Definition:

Flag field denotes if the Noise Barrier was spatially verified using GIS / Imagery in ArcMap.

Attribute_Definition_Source:

GeoPlan

Attribute_Domain_Values:

Enumerated_Domain:

Enumerated_Domain_Value: FNV

Enumerated_Domain_Value_Definition:

Future Not Verified

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:**Enumerated_Domain:****Enumerated_Domain_Value:** NV**Enumerated_Domain_Value_Definition:**

Not Verified

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:**Enumerated_Domain:****Enumerated_Domain_Value:** V**Enumerated_Domain_Value_Definition:**

Verified

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute_Domain_Values:**Enumerated_Domain:****Enumerated_Domain_Value:** VM**Enumerated_Domain_Value_Definition:**

Verified (Multipart Feature)

Enumerated_Domain_Value_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** UPDATE_DAY**Attribute_Definition:**

The date the data was last updated by the Source.

Attribute_Definition_Source:

GeoPlan

Attribute:**Attribute_Label:** FGDLAQDATE**Attribute_Definition:**

The date FGDL acquired the data from the SOURCE.

Attribute_Definition_Source:

GeoPlan

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City: Tallahassee**State_or_Province:** FL**Postal_Code:** 32399-0450**Country:** US**Contact_Electronic_Mail_Address:** Maria.Overton@dot.state.fl.us**Contact_Instructions:**Additional Contact: Peter McGilvray peter.mcgilvray@dot.state.fl.us**Metadata_Standard_Name:** FGDC Content Standard for Digital Geospatial Metadata**Metadata_Standard_Version:** FGDC-STD-001-1998**Metadata_Time_Convention:** local time[Back to Top](#)

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