PROJECT DEVELOPMENT & ENVIRONMENT
NOISE STUDY REPORT

Turnpike (SR 91) Widening from Jupiter to Fort Pierce
Project Development and Environment Study

Palm Beach, Martin and St. Lucie Counties, Florida

Financial Project ID Number: 423374-1

Prepared For:
FLORIDA'S TURNPIKE ENTERPRISE

June 2021

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1. INTRODUCTION

1.1. Project Description

Florida's Turnpike Enterprise (FTE) is conducting a Project Development and Environment (PD&E) study to evaluate capacity improvements to the existing Florida's Turnpike (SR 91) corridor in Palm Beach, Martin and St. Lucie Counties, Florida. The project limits extend from north of Jupiter/Indiantown Road at Mile Post (MP) 117 to north of Okeechobee Road (SR 70) at MP 153.7, a distance of approximately 36.7 miles. Refer to Figure 1-1 for the Project Location Map. The project consists of the widening of Florida's Turnpike from four to eight lanes by adding two general toll lanes in each direction.

Currently, Florida's Turnpike (SR 91) is a four-lane limited access toll facility. The interchange at Jupiter/Indiantown Road at MP 116 is not included in this study. The interchange of Turnpike and SR 714/SW Martin Highway (MP 133) is the only exit to Martin County. The Turnpike has two interchanges in Port St. Lucie in St. Lucie County, one at Becker Road (MP 138) and the other at SR 716/Port St. Lucie Boulevard (MP 142). The Fort Pierce/Port St. Lucie Service Plaza is at MP 144. The northernmost interchange is at SR 70/Okeechobee Road (MP 152) near Fort Pierce in St. Lucie County.

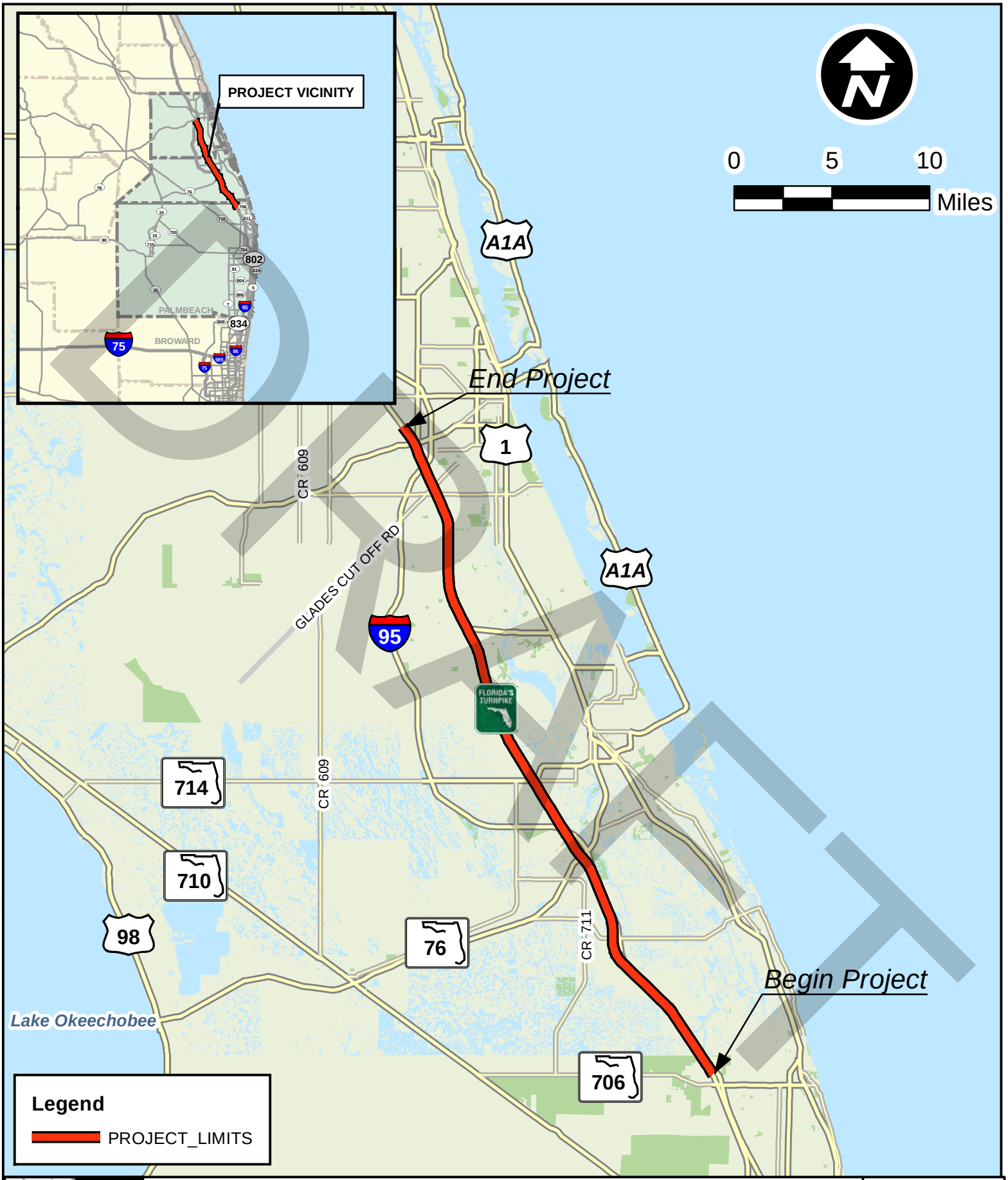
Numerous bridge structures will need to be widened or reconstructed along with the roadway. The project corridor includes crossings of the Loxahatchee River and St. Lucie Canal. Potential reconfiguration of existing interchanges and potential new interchange access locations will also be evaluated as part of this PD&E study. The potential new interchange access locations to be evaluated are SR 76/SW Kanner Highway (MP 130.4), Crosstown Parkway (MP 144.7), St. Lucie W Boulevard/NW Prima Vista Boulevard (MP 146.3), and W Midway Road (MP 150.4). The evaluation of a new I-95 direct connection interchange near Bridge Road (MP 125.5) in Martin County is not part of this PD&E Study but will be part of a separate PD&E Study (FPID No. 446975-1-22-01).

1.2. Purpose & Need

The purpose of the project is to enhance the integrity of the highway while accommodating future traffic demands, improving overall safety, and meeting current design standards. New interchange access locations will be evaluated as part of this study, as well as operational improvements to the existing interchanges.

The need for the project is based on the following criteria:

The primary purpose of the widening of Florida's Turnpike Mainline (SR 91) from Jupiter to Ft. Pierce is to add capacity that will accommodate future traffic volumes of freight and passenger vehicles linked to the projected growth in population and employment. The Turnpike corridor is located within Palm Beach, Martin, and St. Lucie Counties. From April 1, 2018, the population in Palm Beach County is estimated to reach over 1.8 million by year 2045, which represents a 26.3% increase. From April 1, 2018, the population in St. Lucie County is expected to increase by 35.6% by year 2045 to nearly 410,000. From April 1, 2018, the population in Martin County is expected to increase by 22.7% by year 2045 to nearly 190,000. As the city and county populations increase, traffic will increase on area roadways as well. By 2040, the Treasure Coast (Martin, St. Lucie, and Indian River



Turnpike Mainline - Jupiter to Fort Pierce
PD&E Noise Study Report
Indiantown Road (CR 706) to Okeechobee Road (SR 70)
St Lucie, Martin & Palm Beach Counties, Florida
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PROJECT LOCATION MAP

Figure 1-1

Counties) is expected to add an additional 104,103 workers, for an increase of 42%, according to data compiled for the Treasure Coast Regional Planning Model. St. Lucie County is projected to experience the largest gross gains in the workforce from 2010 to 2040. Key industries in the region set to experience the most growth include professional, health, retail, and construction.

Although freeway segments are all currently operating at an acceptable Level of Service (LOS) D or better and ramp roadways are currently operating under capacity with Volume-to-Capacity ratios less than 1.0, the Turnpike mainline will require three lanes of travel in each direction by year 2035 north of Port St. Lucie Boulevard, by year 2042 between Port St. Lucie Boulevard and Becker Road, and by year 2025 south of Becker Road. Four lanes will be required between Becker Road and SW Martin Highway by year 2033.

Establishment of two Freight Logistics Zones in St. Lucie County around the Treasure Coast International Airport and the Port of Ft. Pierce and a 1,200-acre Intermodal Logistics Center located just north of the airport have the potential to significantly increase freight traffic to and from these areas in northern St. Lucie County.

A total of 1,424 crashes were observed for the study area within the 2011-2015 study period, with 828 occurring along the Turnpike mainline, 39 occurring on the two selected I-95 segments in the vicinity of the Turnpike, and 557 occurring at the study intersections. Among the total 1,424 crashes, 822 were property damage only crashes, 586 were injury related crashes, and 16 crashes involved at least one fatality.

Two roadway segments and six intersections were calculated to have crash ratios greater than 1.0 which indicates that these locations have crash rates that are higher than the statewide average for the facility type.

Additionally, the Florida's Turnpike (SR 91) is identified as a "critical transportation facility" in the Treasure Coast Regional Planning Council's (TCRPC) Evacuation Transportation Analysis as part of the Statewide Regional Evacuation Study Program. Critical transportation facilities play an important role for all evacuation scenarios. For the Evacuation Level A Operational Scenario, the most minor storm event evaluated, portions of the study corridor are identified as "critical segments with highest vehicle queues." For Evacuation Levels B through E Operational Scenarios, with E being the highest level of evacuation, the entirety of the study area segment is identified as "critical segments with highest vehicle queues".

2. METHODOLOGY

The traffic noise study was performed in accordance with Code of Federal Regulations, Title 23, Part 772 (23 CFR 772) Procedures for Abatement of Highway Traffic Noise and Construction Noise[1] using methodology established by the Florida Department of Transportation (FDOT) in the Project Development and Environment Manual[2], Part 2, Chapter 18 (FDOT, January 14, 2019) and FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook[3]. Predicted noise levels were produced using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM), version 2.5.

2.1. Noise Metrics

Noise levels developed for this analysis are expressed in decibels (dB) using an "A"-scale [dB(A)] weighting. This scale most closely approximates the response characteristics of the human ear. All noise levels are reported as hourly equivalent noise levels (L_{Aeq1h}). The L_{Aeq1h} is defined as the equivalent steady-state sound level that, in a

given hourly period, contains the same acoustic energy as the time-varying sound level for the same hourly period. Use of the dB(A) and L_{Aeq1h} metrics to evaluate traffic noise is consistent with 23 CFR 772.

2.2. Traffic Data

Traffic noise is heavily dependent on both traffic speed and traffic volume with the amount of noise generated by traffic increasing as the vehicle speed and number of vehicles increase. The traffic conditions that result in the highest noise levels for roadways are the hourly traffic volumes that represent Level of Service (LOS) C traffic conditions because they represent maximized traffic volumes that continue to travel at free flow speed.

Traffic volumes and vehicle mix (e.g., cars, medium trucks, heavy trucks, motorcycles, and buses) were predicted for the design year (2045) under the Build and No-Build condition. For all Turnpike roadway segments, LOS C hourly traffic volumes with four lanes of travel in both directions for the full project length were used in the model to represent the worst-case traffic noise scenario. For all other roadway segments, LOS C hourly traffic volumes were compared to predicted design year demand hourly volumes and the lower of the two was used in the model. Traffic volumes and speeds used in the analysis are provided in Appendix A.

2.3. Noise Abatement Criteria

Noise sensitive sites are any property where frequent human use occurs and where a lowered noise level would be a benefit. FHWA has established noise levels at which noise abatement must be considered for various types of noise sensitive sites. These levels, which are used by the FTE for the purpose of evaluating traffic noise, are referred to as the Noise Abatement Criteria (NAC). As shown in Figure 2-1, the NAC vary by activity category. Noise sensitive sites are considered impacted when the future design year build alternative traffic noise level is predicted to approach, meet, or exceed the NAC for its respective category or experience a substantial increase in noise levels, defined as an increase of 15 dB(A) or more in the design year, over the existing noise levels. The FDOT defines “approach” as within one dB(A) of the applicable FHWA criterion. A substantial increase typically occurs in areas where traffic noise is a minor component of the existing noise environment but would become a major component after the project is constructed (e.g., new alignment project). For comparison purposes, typical noise levels for common indoor and outdoor activities are provided in Figure 2-2.

Figure 2-1 – FHWA & FDOT Noise Abatement Criteria

NOISE ABATEMENT CRITERIA (NAC) [Hourly A-Weighted Sound Level-decibels (dB(A))]				
Activity Category	Activity Leq(h)[1]		Evaluation location	Description of activity category
	FHWA	FDOT		
A	57	56	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[2]	67	66	Exterior	Residential
C[2]	67	66	Exterior	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	51	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E[2]	72	71	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	–	–	–	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	–	–	–	Undeveloped lands that are not permitted.

(Based on Table 1 of 23 CFR Part 772)

[1] The Leq(h) Activity Criteria values are for impact determination only, and are not design standards for noise abatement measures.

[2] Includes undeveloped lands permitted for this activity category.

Note: FDOT defines that a substantial noise increase occurs when the existing noise level is predicted to be exceeded by 15 decibels or more as a result of the transportation improvement project. When this occurs, the requirement for abatement consideration will be followed.

Figure 2-2 – Typical Noise Levels

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

Source: California Dept. of Transportation; Technical Noise Supplement; Oct 1998; Page 18.

2.4. Noise Abatement

Noise abatement measures are considered when predicted traffic noise levels approach, meet, or exceed the NAC or when there is a substantial increase (15 dB(A)) in traffic noise levels. Predicted traffic noise levels, NAC classification, and impact criteria for all noise sensitive sites in this project are documented in Appendix B. As outlined in the PD&E Manual[2], these noise abatement measures may include traffic system management, alignment modifications, property acquisitions, land use controls, and noise barriers.

2.4.1. Traffic Management

Traffic control measures that limit motor vehicle speeds and restrict certain vehicle types can be effective noise mitigation measures; however, these measures may also negate a project's ability to meet the need of the facility. For example, if the posted speed on Florida's Turnpike were reduced, the capacity of the roadway to handle the forecasted motor vehicle demand would also be reduced. Therefore, reducing traffic speeds and/or traffic volumes is inconsistent with the goal of improving the ability of the roadway to handle the forecasted volumes. As such, although feasible, traffic management measures are not considered a reasonable noise mitigation measure for the project.

2.4.2. Alignment Modifications

Alignment modification involves orienting and/or siting the roadway at sufficient distances from noise sensitive sites to minimize traffic noise. Based on the noise contours developed for this project and shown in Appendix C**,** any alignment shift that would avoid traffic related noise impacts of the proposed project would simply introduce noise impacts to other noise sensitive sites and no net benefit would result. Therefore, alignment modifications are not considered a reasonable noise mitigation.

2.4.3. Buffer Zones & Land Use Controls

To be considered reasonable, the FDOT has determined that noise abatement should not exceed $42,000 per benefited receptor (noise sensitive site). Property and homes within this area far exceed this value; therefore, property acquisition is not considered a reasonable noise abatement measure.

Another noise abatement measure is the use of land use controls to minimize impacts to future development. This Noise Study Report will be made available to local planning authorities to assist in the siting of future compatible land uses. Noise contours were developed for the roadway segments which show the best estimate of the distances from the proposed edge of the nearest travel lane at which traffic noise would approach or exceed the NAC for each activity category found within each segment of the project. The predicted noise contours for each segment of the Build alternative are shown in Appendix C.

2.4.4. Noise Barriers

Noise barriers reduce traffic noise by blocking the sound path between a highway and a noise sensitive site. To effectively reduce traffic noise, a noise barrier must be relatively long, continuous (with no intermittent openings), and of sufficient height. In addition to evaluating cost reasonableness of noise barriers, certain feasibility factors must also be considered, including Noise Reduction Factor, Safety, Maintenance, and Engineering factors.

3. TRAFFIC NOISE ANALYSIS AND ABATEMENT ASSESSMENT

3.1. Model Verification

To verify the accuracy of the TNM 2.5 noise model, field measurements were taken throughout the project limits following procedures documented in FHWA's Noise Measurement Field Guide[4] (FHWA, September 2017). Noise monitoring was performed on August 19, 2020; September 1, 2020; and October 26,2020, using Larson Davis LxT noise monitors. All monitoring events were 10 minutes in duration, which is consistent with methodology documented in the FDOT PD&E Manual[2]. The noise monitors were calibrated using a CAL200 calibrator before and after each event. Typical vehicle speeds were established by sampling with a Decatur Scout handheld radar gun. Vehicles generally traveled within a few miles per hour (mph) of the 70-mph posted speed limit on Florida's Turnpike. Traffic volumes by vehicle classification were recorded for each monitoring event and then extrapolated to one-hour equivalent volumes for input within the TNM.

Six locations were used to validate the ability of the TNM to accurately predict traffic noise for this project. The locations of the validation sites are shown on the project aerials in Appendix D as receptor points VS-01 through VS-06. Measurements were taken for three validation events at each validation site. Receptor point VS-01 is located within the right-of-way (ROW) on the southbound side of Florida's Turnpike north of SR 70 at approximately Station 1996+50. Receptor point VS-02 is located within the ROW on the southbound side of Florida's Turnpike north of SR 76 at approximately Station 760+00. Receptor point VS-03 is located within the ROW on the northbound side of Florida's Turnpike south of Crosstown Parkway at approximately Station 1479+00. Receptor point VS-04 is located within the ROW on the northbound side of Florida's Turnpike north of Prima Vista Boulevard at approximately Station 1660+00. Receptor point VS-05 is located in an empty lot adjacent to Turtle Run Park on the southbound side of Florida's Turnpike at approximately Station 1471+00. Receptor point VS-06 is located within the ROW on the northbound side of Florida's Turnpike north of SW Martin Highway at approximately Station 1094+80.

The results of the monitoring events are summarized in Table 3-1. As shown in Table 3-1, the variance between the measured and predicted noise levels were 3.0 or less for all validation events. Therefore, the noise model is predicting traffic related noise for this project within the level of accuracy specified in the FDOT PD&E Manual[2].

Table 3-1 – TNM Validation Results Summary

Location	Validation Event	Field Measured (dB(A))	TNM Predicted (dB(A))	Variance (dB(A))
VS-01[1] (Location 1)	V1-1	72.3	75	2.7
	V1-2	72.9	75.6	2.7
	V1-3	72.4	74.5	2.1
VS-02[1] (Location 2)	V2-1	74.1	76.4	2.3
	V2-2	74.5	76.6	2.1
	V2-3	73.7	76.4	2.7
VS-03[2] (Location 4)	V3-1	70.5	72.2	1.7
	V3-2	70.5	72.2	1.7
	V3-3	70.6	73.3	2.7
VS-04[2] (Location 5)	V4-1	70.1	70.9	0.8
	V4-2	70.5	71.8	1.3
	V4-3	70.1	70.9	0.8
VS-05[3] (Location 8)	V5-1	68.1	70.2	2.1
	V5-2	68.8	70.4	1.6
	V5-3	68.4	69.9	1.5
VS-06[3] (Location 9)	V6-1	73.2	75.2	2.0
	V6-2	72.5	74.9	2.4
	V6-3	72.5	74.7	2.2

[1] Measurements Taken 8/19/2020
[2] Measurements Taken 9/1/2020
[3] Measurements Taken 10/26/2020

3.2. Noise Sensitive Receptors

Within the project limits, TNM receptor points representing residences are located in accordance with the FDOT PD&E Manual[2] as follows:

- Residential receptor points are located at areas of frequent outdoor use, or the corner of the residential building closest to the major traffic noise source.
- Where residences are clustered together, single receptor points are analyzed as representative of a group of residences with similar characteristics.
- Ground floor receptor points are assumed to be 5 feet above the ground elevation and all receptors are assumed to be at ground level unless otherwise noted.
- Higher floor receptors are assumed to increase in elevation in 10-foot increments above the ground floor receptor.
- Non-residential receptor points are located at the edge of the area of outdoor use closest to the major traffic noise source.

Noise levels were predicted at 3,134 receptor points, representing 5,091 residences, and 203 special use receptor points. Predicted noise levels for the residential noise sensitive sites are provided in Appendix B-1 and non-residential sites in Appendix B-2. The locations of the receptor points representing the noise sensitive sites are depicted on the project aerials found in Appendix D.

A group of receptors within the same activity category that are exposed to similar noise sources and levels, traffic volumes, traffic mix, speed and topographic features are said to share a Common Noise Environment (CNE). Generally, CNEs occur between two secondary noise sources, such as interchanges, intersections and/or cross-roads. A CNE involves a group of impacted receptors that would benefit from the same noise barrier or noise barrier system (i.e., overlapping/continuous noise barriers).

The alphanumeric identification for each receptor point associated with a noise sensitive receptor is formulated as follows:

- Receptor points are labeled according to the CNE within which they are located. CNEs are named as follows:
    - The first two letters (i.e., SB, NB, EB, or WB) describe on which side of the mainline road the CNE is located (e.g., "SB" indicates the receptor is located in a CNE on the southbound side of the mainline travel lanes).
    - The number following the first two letters is a numeric sequencing number (e.g., CNE SB03 is the 3rd CNE on the southbound side of the mainline road).
- The first letter of the receptor label is either an "R" or "N" and denotes whether the point is a residence or a non-residential receptor, respectively.
- The four characters following the first letter is the CNE name (e.g., NSB03, would be the prefix for all non-residential receptors located within CNE SB03).
- The final three characters are the individual receptor number and are separated from the first string of characters with a dash (e.g., NSB03-002 is the 2ND receptor, a non-residential receptor in this case, in the 3rd CNE on the southbound side of the mainline road).

The predicted noise level for each receptor is shown separately within Appendix B. The project aerials in Appendix D show the locations of all impacted and/or benefited receptors.

3.3. Abatement Analysis

For the year 2045 Build condition, noise levels are being modelled at 3,134 noise sensitive sites. These sites are grouped into CNEs to evaluate the potential feasibility and reasonableness of providing noise barriers to reduce traffic noise. Noise barriers reduce traffic noise by blocking the sound path between a traffic noise source and noise sensitive receptor. To effectively reduce traffic noise, a noise barrier must be relatively long, continuous (with no intermittent openings), and of sufficient height. For a noise barrier to be considered feasible and reasonable, the following conditions must be met.

To be considered feasible it 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);

- Take into consideration a number of additional feasibility factors including: Design and Construction, Safety, Access, ROW, Maintenance, Drainage, and Utility factors.

To be considered reasonable it must:

- Take into consideration the viewpoints of the benefited property owners and residents;
- The cost of the noise barrier must not exceed $42,000 per benefited receptors for residences or $995,935/person-hour/ft^2 for special use sites. A benefited receptor is defined as a receptor that would experience at least a 5 db(A) reduction in noise levels as a result of providing a noise barrier. The current unit cost used to evaluate cost reasonableness is $30 per square foot for all noise barriers. This cost covers barrier materials and labor;
- Satisfy the FDOT's Noise Reduction Design Goal (NRDG) of 7 dB(A). Therefore, a noise barrier must provide a noise reduction of at least 7 dB(A) for at least one benefited receptor.

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

- Non-shoulder noise barriers located outside the clear recovery zone, but within the ROW, are initially considered at heights ranging from 8 feet to 22 feet in 2-foot increments.
- If a non-shoulder noise barrier cannot provide feasible and reasonable abatement to an impacted receptor, then a shoulder noise barrier is evaluated. When on structure (e.g., bridge, retaining wall), a shoulder noise barrier is limited to a maximum height of 8 feet. If on embankment or ground mounted, a shoulder noise barrier is limited to a maximum height of 14 feet.

Using the evaluation process, noise barriers for each CNE are evaluated to determine the maximum number of impacted receptors that could potentially be provided at least a 5 dB(A) reduction in traffic related noise. These noise barriers may be constrained by specific conditions, such as overhead utilities. As a result of the site-specific conditions, noise barriers may not provide a 5 dB(A) reduction in traffic related noise to all impacted receptors.

At some locations, noise barriers may benefit receptors that are not impacted. Since abatement consideration at these receptors is not required, noise barrier lengths or heights are not increased to benefit non-impacted receptors. However, if benefited because of the proximity to an impacted receptor, these receptors are included when determining the cost reasonableness of the noise barrier based on cost per benefited receptor. This methodology is consistent with FHWA policy and guidance.

3.3.1. Special Use Site Analysis

The methodology used to evaluate noise barrier systems for special use sites is different than the one used for residential locations. The standard procedure for determining the reasonableness and feasibility of a noise barrier for a special use site is documented in *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations* (FDOT 2009)[3]. This special use site analysis procedure starts with the established cost threshold for residential locations and generalizes it to a person-hours of use criteria that can be applied to non-residential sites using this equation from the above referenced document.

$$\text{“abatement cost factor”} = \frac{\$42k}{residence} * \frac{\text{residence}}{2.46\text{persons}} * \frac{\text{useage}}{24\text{hours}} *(14\text{ft}*100\text{ft}) = \$995{,}935 \text{ /person-hr/ft}^2 \quad (2)$$

A noise barrier for a special use site is considered cost reasonable if the calculated “abatement cost factor” is below the $995,935/person-hr/ft^2 threshold established in the above calculation.

3.4. Common Noise Environments on Northbound Side of Florida’s Turnpike

3.4.1. Rialto (CNE NB01)

Rialto is located on the northbound side of Florida’s Turnpike between the start of the project limits (with a short area further south of the project limits modeled to ensure modeling all noise impacts associated with the project) and the Loxahatchee River. I-95 is located between the northbound Turnpike ROW and the residences in the Rialto subdivision. In this area, 36 NAC B receptor points were added to the model to represent 51 residences. Noise levels at four of the residences are predicted to approach or exceed the NAC for the Build Condition (which assumes widening of Florida’s Turnpike but no modifications to I-95) in the design year (2045). The four impacted residences are in the first row of residences between Station 3655+50 and Station 3660+00. Noise levels are expected to increase up to 3.9 dB(A); therefore, no residences experience a substantial increase in traffic noise (15 dB(A)).

Noise barriers were evaluated for these residences to abate traffic related noise. Three noise barriers were evaluated for this area: a ROW noise barrier along the east side of the Turnpike, a shoulder noise barrier along the east side of the Turnpike, and a ROW barrier along Northbound I-95. Based on this evaluation, neither a shoulder noise barrier nor a ROW noise barrier along the Turnpike could achieve a reduction of 7 dB(A) reduction at any receptor (the maximum predicted reduction at any receptor is 0.9 dB(A)). Therefore, noise barriers along the east side of the Turnpike could not achieve FDOT’s Noise Reduction Design Goal (NRDG) of 7 dB(A) at one receptor and are not reasonable. The reason this noise barrier was only able to provide a minimal amount of noise reduction is primarily due to the presence of I-95 between the noise barrier on the Turnpike shoulder or ROW and the impacted homes; this limits the noise reduction that can be achieved at the impacted residences.

A noise barrier system along northbound I-95 was also evaluated and could not achieve the NRDG of 7 dB(A) reduction at any receptor and therefore is also not reasonable. (The maximum predicted noise reduction at any receptor is 5.0 dB(A)). The main reason for this is that there is an existing three-foot-tall berm with an eight-foot-tall concrete privacy wall atop the berm along the full length of the Rialto subdivision. This berm and wall

already provide some noise abatement that reduces the amount of additional noise reduction a noise barrier can provide.

Therefore, noise barriers are not a reasonable method to abate traffic-related noise for the residences in Rialto. This area will be evaluated again during a future I-95 widening project, and the noise impacts will be re-evaluated taking into account improvements to I-95. The noise impacts and potential abatement solutions will be re-evaluated at that time. Table 3-2 summarizes the noise barrier configurations that were evaluated for this area.

Table 3-2 – Rialto (CNE NB01)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
14	5,500	SH (Turnpike)	4	0	0	0	0	0	0	-	4	N/A[6,7]	N/A[6,7]
22	3,500	ROW (Turnpike)	4	0	0	0	0	0	0	-	4	N/A[6,7]	N/A[6,7]
22	2,500	ROW (I-95)	4	1	0	0	1	0	0	-	3	N/A[6,7]	N/A[6,7]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.
[7] Noise barrier system did not meet the feasibility requirement of a 5 dB(A) reduction at two or more receptors, so no cost analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 1-2 in the project aerials, located in Appendix D.

3.4.2. Marathon Gas Station and Dairy Queen Outdoor Seating (CNE NB03)

Marathon gas station and Dairy Queen are located on the northbound side of Florida's Turnpike (CNE NB03) between Bridge Road and Kanner Highway. In this area, two NAC E receptor points were added to the model to represent two outdoor seating areas at the Marathon gas station and Dairy Queen. Noise levels are not predicted to approach or exceed the NAC for these receptors for the Build Condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 1.9 dB(A)); therefore, no NB03 special use sites are impacted by a substantial increase. Because no receptors are predicted to be impacted by traffic related noise, noise abatement was not considered for CNE NB03.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheet 23 in the project aerials, located in Appendix D.

3.4.3. Fur Seasons Dog Day Care & Phipps Park Campground Fishing Pier (CNE NB04)

Fur Seasons Dog Day Care and the Phipps Park Campground Fishing Pier are located on the northbound side of Florida's Turnpike (NB04) between Kanner Highway and the I-95 overpass. In this area, two NAC C receptor points were added to the model to represent outdoor uses at two non-residential sites. Noise levels are not

predicted to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 7.2 dB(A)); therefore, no NB04 special use sites are impacted by a substantial increase in traffic noise. Because no receptors are predicted to be impacted by traffic related noise, noise abatement was not considered for CNE NB04.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheets 24-25 in the project aerials, located in Appendix D.

3.4.4. Hammock Creek & Highlands Reserve (CNE NB05)

Hammock Creek and Highland Reserve are located on the northbound side of Florida's Turnpike (CNE NB05) between the I-95 overpass and Martin Highway. In this area, 201 NAC B receptors, representing 430 units, and two NAC C receptor points, representing two outdoor use sites at the Highlands Reserve Tennis Courts and Clubhouse were added to the model. Noise levels at 73 residences and two NAC C receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 8.6 dB(A)); therefore, no Hammock Creek or Highland Reserve residences are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential noise barrier located along the northbound shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier with one 14-foot-tall, 9,000-foot-long shoulder noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. This would mean that a shoulder barrier would be considered reasonable and feasible for CNE NB05. This noise barrier is able to provide benefits for most of the impacted residences in this area but there are a few impacted residences on the south end of the neighborhood, between Stations 840+00 and 843+00, that are receiving enough traffic noise from the elevated I-95 lanes to prevent noise barriers along the turnpike from providing a 5 dB(A) benefit to these residences. A constructability review determined that the Florida Gas Transmission (FGT) gas lines are likely too close to the shoulder to allow construction of a shoulder barrier in this area. A ROW barrier was also evaluated for these residences, but the best performing ROW barrier could not provide a 7 dB(A) reduction at one or more receptors and, therefore, is not reasonable.

It should be noted that as part of the conceptual PD&E assessment process, as noted above, the potential shoulder noise barrier appears to have engineering constraints because of its proximity to FGT that may render it non-constructible, or which could increase costs of the wall to the point that would result in it not being cost-reasonable. These constraints will be assessed with greater scrutiny in the future design project serving this area.

In addition to the residences in Highlands Reserve there are a number of special use sites located in this community. The Highlands Reserve clubhouse and tennis courts are located within 800 ft. of the I-95 overpass between Station 833+00 & Station 835+00. The proximity of traffic noise from I-95 precludes noise barriers within the Turnpike ROW from achieving even a 5 dB(A) reduction at any of the special use receptors for the Highlands Reserve clubhouse or tennis courts, as well as a number of impacted residences between Stations 840+00 and 843+00. Therefore, the southern end of the potentially feasible and reasonable noise barrier was optimized to benefit only those impacted properties that could achieve a 5 dB(A) reduction associated with a noise barrier along Florida's Turnpike.

Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of these potential noise barriers. Table 3-3 summarizes the various noise barrier configurations that were evaluated for Hammock Creek and Highland Reserve.

Table 3-3 – Hammock Creek & Highland Reserve (CNE NB05)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	8,600	ROW[6]	73	16	36	0	52	29	81	6.1	21	n/a[8]	n/a[8]
14	9,000	SH[7]	73	13	43	1	57	87	144	6.3	16	$3,780,000[0]	$26,250[9]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft²
[6] ROW – Right of Way noise barrier on Florida's Turnpike
[7] SH - Shoulder noise barrier on Florida's Turnpike
[7] ROW – Right of Way noise barrier on Florida's Turnpike
[8] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.
[9] Noise barrier system likely not constructable due to FGT gas line proximity.

The predicted noise levels are shown for residences in Appendix B-1 and for special use sites in Appendix B-2. The receptor locations are shown on sheets 26-29 in the project aerials, located in Appendix D.

3.4.5. Hammock Creek Golf Course (CNE NB05)

Hammock Creek Golf Course is located on the northbound side of Florida's Turnpike (CNE NB05) between the I-95 overpass and Martin Highway. In this area 16 NAC C receptor points, representing outdoor use areas on five holes of the golf course, were added to the model. Noise levels at eleven receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 7.7 dB(A)); therefore, no special use receptors at the Hammock Creek Golf Course are impacted by a substantial increase in traffic noise.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area. However, for a 20-foot-long ROW noise barrier to be cost reasonable, an average of 5,062 people would need to use these five holes of the golf course for one hour per day. That would translate to roughly one hundred concurrent golfers active on each hole for 10 hours every day, which is not possible. For this reason, the person hours necessary to make a noise barrier cost reasonable in this location cannot be met and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the Hammock Creek Golf Course.

Table 3-4 – Hammock Creek Golf Course (CNE NB05)

Height (feet)	Length[1] (feet)	Location	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	5,800	ROW[3]	$3,828,000	21.8	100%	Yes	5,382	No
20	6,000	ROW[3]	$3,600,000	21.8	100%	Yes	5,062	No
18	n/a	ROW[3]	n/a	n/a	n/a	No	n/a	n/a
14	n/a	SH[4]	n/a	n/a	n/a	No	n/a	n/a

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft²
[3] ROW – Right of Way noise barrier on Florida's Turnpike
[4] SH - Shoulder noise barrier on Florida's Turnpike

While the Hammock Creek Golf Course would not qualify for noise abatement based on its own usage, a noise barrier system was found to be potentially feasible and reasonable to serve the residences in the Hammock Creek and Highland Reserve communities, which would also shield the Hammock Creek Golf Course. Refer to Section 3.4.4 above.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheets 27-29 in the project aerials, located in Appendix D.

3.4.6. Palm Pointe and Sunset Trace (CNE NB06)

Palm Pointe and Sunset Trace are located on the northbound side of Florida's Turnpike (CNE NB06) adjacent to SW Martin Highway between SW Martin Downs Boulevard and SW High Meadow Avenue. In this area, 19 NAC B receptor points, representing 37 units were added to the model. Noise levels are not expected to approach or exceed the NAC for the Build Condition in the design year (2045) at any of these 37 residences. Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 4.6 dB(A)); therefore, no receptors in Palm Pointe or Sunset Trace are impacted by a substantial increase. Because no residences are predicted to be impacted by traffic related noise, noise abatement was not considered for Palm Pointe and Sunset Trace.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 31 in the project aerials, located in Appendix D.

3.4.7. Coquina Cove Apartments and Martin Downs Country Club Residences (CNE NB06)

Coquina Cove Apartments and Martin Downs Country Club residences are located on the northbound side of Florida's Turnpike (CNE NB06) between Martin Highway and Martin Downs Golf Course. In this area, 92 NAC B

receptor points, representing 269 units, were added to the model. Noise levels at 67 NAC B residences are expected to approach or exceed the NAC for the Build Condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 7.0 dB(A)); therefore, no Coquina Cove Apartments or Martin Downs Country Club residences are impacted by a substantial increase in traffic noise.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential noise barrier system could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier system with one 22-foot tall, 3,100-foot-long ROW and one 14-foot tall 1,200-foot-long shoulder noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in Coquina Cove Apartments and Martin Downs Country Club.

A full-length ROW noise barrier and a full-length shoulder noise barrier were both considered in addition to the concept above, but both configurations were determined to have constructability issues related FGT gas lines and drainage concerns. Since there is a reasonable and feasible barrier system that was determined to be potentially constructable for these residences, these other barrier alternatives are not included in the barrier analysis table. Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. Table 3-5 summarizes the reasonable and feasible noise barrier configuration that was evaluated for Coquina Cove Apartments and Martin Downs Country Club.

Table 3-5 – Coquina Cove Apartments and Martin Downs Country Club (CNE NB06)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	3,100	ROW[6]	67	8	15	44	67	120	187	7.8	0	$2,550,000	$13,636
14	1,200	SH[7]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] ROW – Right of Way noise barrier on Florida's Turnpike
[7] SH - Shoulder noise barrier on Florida's Turnpike
[7] ROW – Right of Way noise barrier on Florida's Turnpike

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 32-33 in the project aerials, located in Appendix D.

3.4.8. Martin Downs Golf Course (CNE NB06)

Martin Downs Golf Course is located on the northbound side of Florida's Turnpike (CNE NB06) between Martin Highway and Becker Road. In this area 10 NAC C receptor points, representing outdoor use areas on four holes of the Martin Down Golf Course were added to the model. Noise levels at eight receptors are predicted to

approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 6.5 dB(A)); therefore, no special use receptors at the Martin Downs Golf Course are impacted by a substantial increase.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area. However, for a 22-foot ROW noise barrier to be cost reasonable, an average of 3,248 people would need to use these four holes of the golf course for one hour per day. That would translate to roughly 85 concurrent golfers active on each hole for 10 hours every day, which is not possible. For this reason, the person hours necessary to make a noise barrier cost reasonable in this location cannot be met and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites in CNE NB06. Table 3-6 summarizes the various noise barrier configurations that were evaluated for Martin Downs Golf Course.

Table 3-6 –Martin Downs Golf Course (CNE NB06)

Height (feet)	Length[1] (feet)	Location	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	3,500	ROW[3]	$2,310,000	13.8	100%	Yes	3,248	No
20	3,700	ROW[3]	$2,220,000	13.8	100%	Yes	3,434	No
18	n/a	ROW[3]	n/a	n/a	n/a	No	n/a	n/a
14	n/a	SH[4]	n/a	n/a	n/a	No	n/a	n/a

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft^2
[3] ROW – Right of Way noise barrier on Florida's Turnpike
[4] SH - Shoulder noise barrier on Florida's Turnpike

While the Martin Downs Golf Course would not qualify for noise abatement based on its own usage, a noise barrier system was found to be potentially feasible and reasonable to serve the residences in the Coquina Cove Apartments and Martin Downs Country Club, which would also shield the Martin Downs Golf Course. Refer to Section 3.4.7 above.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheet 33 in the project aerials, located in Appendix D.

3.4.9. Crane Creek Country Club Residences (CNE NB06)

The Crane Creek Country Club neighborhood is located on the northbound side of Florida's Turnpike (CNE NB06) between Martin Highway and Becker Road. In this area, 50 NAC B receptor points, representing 82 residences, were added to the model. Of these 82 residences, three residences are expected to approach or exceed the NAC for the Build Condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 8.3 dB(A)); therefore, no Crane Creek Country Club residences are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, neither a potential noise barrier located along the northbound ROW or northbound shoulder could provide a 7 dB(A) reduction at one or more receptors. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for these residences. Table 3-7 summarizes the various noise barrier configurations that were evaluated for Crane Creek Country Club.

Table 3-7 – Crane Creek Country Club Residences (CNE NB06)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	1,600	ROW[6]	3	3	0	0	3	0	3	5.6	0	n/a[8]	n/a[8]
14	1,600	SH[7]	3	0	3	0	3	0	3	6.5	0	n/a[8]	n/a[8]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] ROW – Right of Way noise barrier on Florida's Turnpike
[7] SH - Shoulder noise barrier on Florida's Turnpike
[8] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 34 in the project aerials, located in Appendix D.

3.4.10. Banyan Creek Golf Course (CNE NB06)

Banyan Creek Golf Course is located on the northbound side of Florida's Turnpike (CNE NB06) between Martin Highway and Becker Road. In this area eight NAC C receptor points, representing outdoor use areas on five holes of the Banyan Creek Golf Course were added to the model. Noise levels at seven receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 8.8 dB(A)); therefore, no special use receptors at the Banyan Creek Golf Course are impacted by a substantial increase.

Noise barriers were evaluated following FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area. However, for a 20-foot ROW noise barrier to be cost reasonable, an average of 4,556 people would need to use these five holes of the golf course for one hour per day. That would translate to roughly 90 concurrent golfers active on each hole for 10

hours every day, which is not possible. For this reason, the person hours necessary to make a noise barrier cost reasonable in this location cannot be met and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at Banyan Creek Golf Course. Table 3-8 summarizes the various noise barrier configurations that were evaluated for Banyan Creek Golf Course.

Table 3-8 – Banyan Creek Golf Course (CNE NB06)

Height (feet)	Length[1] (feet)	Location	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	5,200	ROW[3]	$3,432,000	12.5	100%	Yes	4,825	No
20	5,400	ROW[3]	$3,240,000	12.5	100%	Yes	4,556	No
18	n/a	ROW[3]	n/a	n/a	n/a	No	n/a	n/a
14	n/a	SH[4]	n/a	n/a	n/a	No	n/a	n/a

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft^2
[3] ROW – Right of Way noise barrier on Florida's Turnpike
[4] SH - Shoulder noise barrier on Florida's Turnpike

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheets 34-35 in the project aerials, located in Appendix D.

3.4.11. Copperleaf (CNE NB07)

The Copperleaf neighborhood is located on the northbound side of Florida's Turnpike (CNE NB07) between the Martin Highway and Becker Road. In this area, 56 NAC B receptor points, representing 108 residences, were added to the model. Of these noise sensitive sites, 25 residences are expected to approach or exceed the NAC for the Build Condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase in Copperleaf is 6.8 dB(A)); therefore, no Copperleaf residences are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential noise barrier located along the northbound shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier system with one 14-foot tall, 2,700-foot-long shoulder noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in Copperleaf.

A ROW barrier was also considered for these residences. However, a ROW noise barrier was determined to have constructability issues relating to FGT and drainage conflicts. Since there is a reasonable and feasible barrier system that is potentially constructable for these residences, this other barrier alternative is not included in the barrier analysis table.

Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. Table 3-9 summarizes the reasonable and feasible noise barrier configuration that was evaluated for Copperleaf.

Table 3-9 – Copperleaf (CNE NB07)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
14	2,900	SH[6]	25	12	9	4	25	25	50	6.1	0	$1,218,000	$24,360

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 35-36 in the project aerials, located in Appendix D.

3.4.12. Copperleaf Tennis Courts and Clubhouse (CNE NB07)

The Copperleaf tennis courts and clubhouse are located on the northbound side of Florida's Turnpike (CNE NB07) between Martin Highway and Becker Road. In this area four NAC C receptor points, representing outdoor use locations at the Copperleaf tennis courts and clubhouse, were added to the model. Noise levels at two sites are predicted to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 6.1 dB(A)); therefore, no NB07 special use receptors at the Copperleaf Tennis Courts and Clubhouse are impacted by a substantial increase.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area. However, for a 20-foot ROW noise barrier to be cost reasonable, an average of 507 people would need to use these two tennis courts for one hour per day. That would translate to roughly 25 concurrent tennis players active on each court for 10 hours every day, which is not possible. For this reason, the person hours necessary to make a noise barrier cost reasonable in this location cannot be met and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the Copperleaf Tennis Courts and Clubhouse. Table 3-10 summarizes the various noise barrier configurations that were evaluated for Copperleaf Tennis Courts and Clubhouse.

Table 3-10 – Copperleaf Tennis Courts and Clubhouse (CNE NB07)

Height (feet)	Length[1] (feet)	Location	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	600	ROW[3]	$396,000	0.25	100%	Yes	558	No
20	600	ROW[3]	$360,000	0.25	100%	Yes	507	No
18	700	ROW[3]	$378,000	0.25	100%	Yes	532	No
16	800	ROW[3]	$384,000	0.25	100%	Yes	541	No
14	1,000	ROW[3]	$420,000	0.25	100%	Yes	591	No
12	5,500	ROW[3]	$1,980,000	0.25	100%	Yes	2,784	No
10	n/a	ROW[3]	n/a	n/a	n/a	No	n/a	n/a
14	1,100	SH[4]	$462,000	0.25	100%	Yes	650	No
12	1,400	SH[4]	$504,000	0.25	100%	Yes	709	No
10	n/a	SH[4]	n/a	n/a	n/a	No	n/a	n/a

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft²
[3] ROW – Right of Way noise barrier on Florida's Turnpike
[4] SH - Shoulder noise barrier on Florida's Turnpike

While the Copperleaf Tennis Courts and Clubhouse would not qualify for noise abatement based on their own usage, a noise barrier system was found to be potentially feasible and reasonable to serve residences in the Copperleaf community, which would also partially shield the Copperleaf Tennis Courts and Clubhouse. Refer to Section 3.4.11 above.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheet 36 in the project aerials, located in Appendix D.

3.4.13. Mid Rivers Yacht and Country Club (CNE NB07)

Mid Rivers Yacht & Country Club is located on the northbound side of Florida's Turnpike (CNE NB07) between Martin Highway and Becker Road. In this area, 25 NAC B receptor points, representing 33 residences, were added to the model. Noise level are expected to approach or exceed the NAC for the Build Condition in the design year (2045) at one residence in this area. Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 4.7 dB(A)); therefore, no Mid Rivers Yacht and Country Club residences are impacted by a substantial increase. Because a minimum of two impacted residences must be benefited for noise abatement to be feasible, noise abatement was not considered for the isolated impacted single-family residence in Mid Rivers Yacht & Country Club.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 36-37 in the project aerials, located in Appendix D.

3.4.14. Tesoro Club (CNE NB08)

Tesoro Club is located on the northbound side of Florida's Turnpike (CNE NB08) adjacent to Southbend Boulevard north of Becker Road. In this area, 18 NAC B receptor points, representing 23 residences, and 13 NAC C special use receptors representing outdoor use locations at the Tesoro Club golf course, tennis courts, and clubhouse, were added to the model. Of these 31 receptors, none are expected to approach or exceed the NAC for the Build Condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase in Tesoro Club is 6.7 dB(A)); therefore, no receptors in Tesoro Club are impacted by a substantial increase.

There are no impacts in this area (future noise levels approaching the NAC) due to a combination of factors. There is a large (approximately 15-foot tall) earthen berm between the Tesoro Club property and the Turnpike. In addition, Southbend Blvd. and a number of holes of the Tesoro Golf Course are located between the Turnpike and many homes in this community, thereby increasing distances from the Turnpike to those receptors. Because no receptors are predicted to be impacted by traffic related noise, noise abatement was not considered for Tesoro Club residences or special use sites.

The predicted noise levels are shown for residences in Appendix B-1 and for special use sites in Appendix B-2. The receptor locations are shown on sheets 38-41 in the project aerials, located in Appendix D.

3.4.15. Jessica Clinton Park-Port St Lucie Section 39 (CNE NB08)

The Jessica Clinton Park-Port St. Lucie Section 39 residential area is located on the northbound side of Florida's Turnpike (CNE NB08) between Becker Road and Osprey Ridge. In this area, 122 NAC B receptor representing 231 units, were added to the model. Noise levels at 77 residences are expected to approach or exceed the NAC for the Build Condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 7.5 dB(A)); therefore, no Jessica Clinton Park-Port St. Lucie Section 39 residences are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential noise barrier located along the northbound shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. A 14-foot tall, 5,000-foot-long shoulder

noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE NB08.

A ROW noise barrier was also evaluated for these residences and was found to be potentially feasible and reasonable. However, a design review determined that proximity to an FGT gas line and drainage conflicts would likely prevent construction of a ROW noise barrier. Since there is a reasonable and feasible barrier system that is potentially constructable for these residences, this other barrier alternative is not included in the barrier analysis table.

Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. Since there is a reasonable and feasible barrier system that is potentially constructable for these residences, the other barrier alternatives are not included in the barrier analysis table. Table 3-11 summarizes the reasonable and feasible noise barrier configuration that was evaluated for Jessica Clinton Park-Port St. Lucie Section 39 residences.

Table 3-11 – Jessica Clinton Park-Port St Lucie Section 39 (CNE NB08)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
14	5,000	SH[7]	77	4	8	65	77	56	133	8.6	0	$2,100,000	$15,789

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] ROW – Right of Way noise barrier on Florida's Turnpike
[7] SH - Shoulder noise barrier on Florida's Turnpike

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 41-43 in the project aerials, located in Appendix D.

3.4.16. Osprey Ridge & Port St Lucie Section 18 (CNE NB09)

Osprey Ridge and Port St Lucie Section 18 are located on the northbound side of Florida's Turnpike (CNE NB09) from south of the C-24 canal to Port St. Lucie Boulevard (SR 716). In this area, 105 NAC B receptor points were added to the model to represent 179 residences. Noise levels at 79 residences are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 10.4 dB(A)); therefore, no NB09 receptors are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. A full-length shoulder noise barrier, and a full-length ROW noise barrier (with a shoulder barrier segment to bridge the gap across the canal) were initially evaluated for these residences and were both found to be potentially feasible and reasonable. However, a design review determined that the proximity to an FGT gas line and drainage conflicts would likely prevent construction of the noise barrier for most of the length of the ROW. The final optimized barrier system

kept as much of the ROW barrier as was deemed constructable, and then used a shoulder barrier for the remaining distance. Based on this evaluation, a potential noise barrier system located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier system with a 22-foot tall, 900-foot-long ROW noise barrier, a 14-foot-tall, 2,840-foot-long shoulder noise barrier, a 14-foot-tall, 1,200-foot-long shoulder noise barrier, and an eight-foot-tall, 300-foot-long ROW noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE NB09.

Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. Since there is a reasonable and feasible barrier system that is potentially constructable for these residences, the other barrier alternatives are not included in the barrier analysis table. Table 3-12 summarizes the reasonable and feasible noise barrier configuration that was evaluated for CNE NB09.

Table 3-12 – Osprey Ridge & Port St Lucie Section 18 (CNE NB09)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	900	ROW[6]	71	8	15	48	71	26	97	7.9	0	$2,362,800	$24,359
14	2,840	SH[7]											
14	1,200	SH[7]											
8	300	SH[7]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] ROW – Right of Way noise barrier on Florida's Turnpike
[7] SH - Shoulder noise barrier on Florida's Turnpike.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 44-45 in the project aerials, located in Appendix D.

3.4.17. Port St Lucie- Section 28 (CNE NB10)

Port St Lucie- Section 28 is located east of the northbound side of Florida's Turnpike (CNE NB10) between Port St. Lucie Boulevard (SR 716) and Crosstown Parkway on both sides of SW Bayshore Boulevard. In this area, 35 NAC B receptor points representing 50 units were added to the model. Of these 35 total receptors, noise levels at 31 residences are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 4.4 dB(A)); therefore, no NB10 residences are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, neither a potential noise barrier located along the northbound ROW or northbound shoulder could provide either a 7 dB(A) reduction at one or more receptors or a 5 dB(A) reduction at two or more impacted receptors.

The reason is that most of the impacts to these properties can be attributed to traffic noise from SW Bayshore Boulevard, a four-lane divided roadway and therefore would not be addressed by noise barriers along Florida's Turnpike. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE NB10. Table 3-13 summarizes the various noise barrier configurations that were evaluated for CNE NB010.

Table 3-13 – Port St Lucie- Section 28 (CNE NB10)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	8,800	ROW[6]	31	0	1	0	1	0	1	6.9	31	N/A[8,9]	N/A[8,9]
14	8,400	SH	31	0	1	0	1	0	1	6.8	31	N/A[8,9]	N/A[8,9]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] ROW – Right of Way noise barrier on Florida's Turnpike
[7] SH - Shoulder noise barrier on Florida's Turnpike
[8] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.
[9] Noise barrier system did not meet the feasibility requirement of a 5 dB(A) reduction at two or more receptors, so no cost analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 46-49 in the project aerials, located in Appendix D.

3.4.18. Downtown Benny's Pizza (CNE NB10)

Downtown Benny's Pizza (receptor NNB10-036) is located on the northbound side of Florida's Turnpike (CNE NB10) between Port St. Lucie Boulevard (SR 716) and Crosstown Parkway at Station 1462+20. In this area one NAC C receptor point was added to the model to represent outdoor seating at the restaurant. Noise levels are predicted to approach or exceed the NAC for the Build condition in the design year (2045) in this location. Noise levels are expected to increase, but not by 15 dB(A) (the predicted increase is 8.0 dB(A)); therefore, this location is not impacted by a substantial increase.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area. However, for a 22-foot ROW noise barrier to be cost reasonable, an average of 836 people would need to use the outdoor seating at the restaurant for one hour per day. That would translate to roughly 84 concurrent restaurant patrons using the two-table outdoor seating area for 10 hours every day, which is not possible. For this reason, the person hours necessary to make a noise barrier cost reasonable in this location cannot be met and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the Downtown Benny's Pizza. Table 3-14 summarizes the various noise barrier configurations that were evaluated for Downtown Benny's Pizza.

Table 3-14 – Downtown Benny's Pizza (CNE NB10)

Height (feet)	Length[1] (feet)	Location	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	900	ROW[3]	$594,000	0.1	100%	Yes	836	No
20	1,000	ROW[3]	$600,000	0.1	100%	Yes	844	No
18	1,100	ROW[3]	$594,000	0.1	100%	Yes	836	No
16	1,500	ROW[3]	$720,000	0.1	100%	Yes	1,013	No
14	1,800	SH[4]	$756,000	0.1	100%	Yes	1,064	No
12	n/a	SH[4]	n/a	n/a	n/a	No	n/a	n/a

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft²
[3] ROW – Right of Way noise barrier on Florida's Turnpike
[4] SH - Shoulder noise barrier on Florida's Turnpike

The predicted noise levels are shown in Appendix B-2 and the receptor location is shown on sheet 47 in the project aerials, located in Appendix D.

3.4.19. Port St Lucie- Section 28 & Single-Family Residences (CNE NB11)

Port St Lucie Section 28 and scattered single-family residences are located east of the northbound side of Florida's Turnpike (CNE NB11) between Crosstown Parkway and St Lucie West Boulevard on both sides of SW Bayshore Boulevard. In this area, 57 NAC B receptors were added to the model, representing 60 residences. Noise levels at 29 NAC B residences are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 7.6 dB(A)); therefore, no CNE NB11 residences are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, neither a potential noise barrier located along the northbound ROW or along the northbound shoulder could provide a 7 dB(A) reduction at any receptor. The reason is that most of the impacts to these properties can be attributed to traffic noise from SW Bayshore Boulevard, a four-lane divided roadway and therefore would not be addressed by noise barriers along Florida's Turnpike. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE NB11. Table 3-15 summarizes the various noise barrier configurations that were evaluated for CNE NB11.

Table 3-15 – Port St Lucie- Section 28 & Single-Family Residences (CNE NB11)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	8,700	ROW[6]	29	1	2	0	3	0	3	5.9	26	N/A[8]	N/A[8]
14	8,900	SH[7]	29	1	2	0	3	0	3	5.9	26	N/A[8]	N/A[8]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] ROW – Right of Way noise barrier on Florida's Turnpike
[7] SH - Shoulder noise barrier on Florida's Turnpike
[8] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 49-53 in the project aerials, located in Appendix D.

3.4.20. River Park & Cove at St Lucie (CNE NB12)

The River Park and Cove at St Lucie communities are located on the northbound side of Florida's Turnpike (CNE NB12) between St Lucie West Boulevard and the St James Golf Club. In this area, 255 NAC B receptor points representing 573 residences and one NAC C receptor point representing the Cove at St Lucie playground was added to the model. Noise levels at 280 NAC B residences, and one NAC C special use site, are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 8.4 dB(A)); therefore, no NB12 receptors are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential noise barrier located along the northbound shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier system with one 14-foot tall, 10,980-foot-long shoulder noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE NB12.

A ROW barrier was also considered for these residences; however, a ROW noise barrier was determined to have constructability issues relating to FGT and drainage conflicts. Since there is a reasonable and feasible barrier system that is potentially constructable for these residences, the other barrier alternative is not included in the barrier analysis table.

Because the residential community potentially qualifies for noise abatement, a separate Special Land Use analysis of the playground at the Cove at St. Lucie was not performed. This special land use site would be shielded by potential noise abatement for the residences.

Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. Table 3-16 summarizes the reasonable and feasible noise barrier configuration that was evaluated for CNE NB12.

Table 3-16 – River Park and Cove at St Lucie (CNE NB12)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
14	10,980	SH[6]	280	0	8	272	280	229	509	9.4	0	$4,611,600	$9,060

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike

The predicted noise levels are shown for residences in Appendix B-1 and for special use sites in Appendix B-2. The receptor locations are shown on sheets 54-57 in the project aerials, located in Appendix D.

3.4.21. St James Golf Club Residences & Monoco Court residences (CNE NB13, NB14, NB15)

St James Golf Club residences and Monoco Court residences are located on the northbound side of Florida's Turnpike (CNE NB13, NB14, NB15) between St Lucie West Boulevard and the Midway Road (CR 712). In this area, 196 NAC B receptor points, representing 426 residences, were added to the model. Noise levels at 101 NAC B residences are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 8.7 dB(A)); therefore, no NB13, NB14, or NB15 residences are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential noise barrier located along the northbound shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier system with one 14-foot tall, 7,700-foot-long shoulder noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in St James Golf Club and Monoco Court.

A ROW barrier was also considered for these residences; however, a ROW noise barrier was determined to have constructability issues relating to FGT and drainage conflicts. Since there is a reasonable and feasible barrier system that is potentially constructable for these residences, this other barrier alternative is not included in the barrier analysis table.

Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. Table 3-17 summarizes the reasonable and feasible noise barrier configuration that was evaluated for St James Golf Club & Monoco Court residences.

Table 3-17 – St James Golf Club Residences & Monoco Court Residences (CNE NB13, NB14, NB15)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
14	7,700	SH	101	1	8	92	101	230	331	8.8	0	$3,234,000	$9,770

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft²
[6] ROW – Right of Way noise barrier on Florida's Turnpike
[7] SH - Shoulder noise barrier on Florida's Turnpike

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 58-60 in the project aerials, located in Appendix D.

3.4.22. St James Golf Club (CNE NB12, NB13, NB14)

The St. James Golf Club golf course is located on the northbound side of Florida's Turnpike (CNE NB12, NB13, NB14) between St Lucie West Boulevard and Midway Road (CR 712). In this area 17 NAC C receptor points, outdoor use areas on nine holes of the golf course, were added to the model. Noise levels at 16 sites are predicted to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 9.0 dB(A)); therefore, no special use receptors at the St. James Golf Club are impacted by a substantial increase.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for most of the impacted area. However, for a 12-foot shoulder noise barrier to be cost reasonable, an average of 3,442 people would need to use the benefited area of these nine holes of the golf course for one hour per day. That would translate to roughly 45 concurrent golfers active on each hole for 10 hours every day, which is not possible. For this reason, the person hours necessary to make a noise barrier cost reasonable in this location cannot be met and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at St. James Golf Club.

A ROW barrier was also considered for these receptors; however, a ROW noise barrier was determined to have constructability issues relating to FGT and drainage conflicts. Table 3-18 summarizes the various noise barrier configurations that were evaluated for St. James Golf Club.

Table 3-18 – St James Golf Club (CNE NB12, NB13, NB14)

Height (feet)	Length[1] (feet)	Location	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
14	6,500	SH[3]	$2,730,000	22.4	85%	Yes	3,839	No
12	6,800	SH[3]	$2,448,000	22.4	85%	Yes	3,442	No
10	n/a	SH[3]	n/a	n/a	n/a	No	n/a	n/a

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft^2
[3] SH - Shoulder noise barrier on Florida's Turnpike

While the St. James Golf Club golf course would not qualify for noise abatement based on its own usage, a noise barrier system was found to be potentially feasible and reasonable to serve St. James Golf Club residences, which would also shield the golf course. Refer to Section 3.4.21 above.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheets 58-60 in the project aerials, located in Appendix D.

3.4.23. Single-Family Residences (CNE NB18)

Scattered single-family residences are located on the northbound side of Florida's Turnpike (NB18) Okeechobee Road (SR 70) to the north end of the project limits (with a short area further north of the project limits modeled to ensure modeling all noise impacts associated with the project). In this area, nine NAC B receptors, representing nine residences were added to the model. Of these nine total receptors, noise levels at five residences are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 4.9 dB(A)); therefore, no NB18 receptors are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. However, the most cost-effective noise barrier evaluated would exceed the allowable $42,000 per benefited receptor and, therefore, is not cost reasonable. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE NB18. Table 3-19 summarizes the various noise barrier configurations that were evaluated for CNE NB18.

Table 3-19 – Single-Family Residences (CNE NB18)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	1,800	ROW[6]	5	0	2	3	5	0	5	7.3	0	$1,188,000	$237,600[8]
22	1,600	ROW[6]	5	1	1	1	3	0	3	6.7	2	$1,056,000	$352,000[8]
20	1,800	ROW[6]	5	2	1	1	4	0	4	6.2	1	$1,080,000	$270,000[8]
18	1,800	ROW[6]	5	1	0	1	2	0	2	6.5	3	$972,000	$486,000[8]
16	1,800	ROW[6]	5	1	1	0	2	0	2	5.9	3	N/A[9]	N/A[9]
14	2,000	SH[7]	5	4	1	0	5	0	5	5.6	0	N/A[9]	N/A[9]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft²
[6] ROW – Right of Way noise barrier on Florida's Turnpike
[7] SH - Shoulder noise barrier on Florida's Turnpike
[8] Noise barrier system exceeds the allowable cost criteria of $42,000/benefited residence.
[9] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 66-67 in the project aerials, located in Appendix D.

3.5. Common Noise Environments on Southbound Side of Florida's Turnpike

3.5.1. Sonoma Isles (CNE SB01)

Sonoma Isles is located on the southbound side of Florida's Turnpike (CNE SB01) between the start of the project limits (with a short area further south of the project limits modeled to ensure modeling all noise impacts associated with the project) and the Loxahatchee River. In this area, 60 NAC B receptor points representing 66 units were added to the model. Due to a large (20-plus foot-tall) earthen berm constructed between the residences and the Turnpike, noise levels at these sites are not expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the predicted increase is 5.4 dB(A)); therefore, no SB01 receptors are impacted by a substantial increase. Because no receptors are predicted to be impacted by traffic related noise, noise abatement was not considered for CNE SB01.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 1-2 in the project aerials, located in Appendix D.

3.5.2. South Fork High School (CNE SB03)

South Fork High School is located on the southbound side of Florida's Turnpike (CNE SB03) between Bridge Road and Kanner Highway. In this area, 24 NAC C receptor points representing 24 outdoor play areas at the school were added to the model. Of these 24 total receptors, noise levels at 18 NAC C receptor locations are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to

increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 8.2 dB(A)); therefore, no SB03 receptors are impacted by a substantial increase.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along either the northbound ROW or shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for all of the impacted area. However, for a 12-foot shoulder noise barrier to be cost reasonable, an average of 1,114 people would need to use the benefited area of the outdoor use areas of the school for one hour per day. Based on the published enrollment numbers on the school's website of a school population of 2,000 students and 25 total acres of outdoor use area on site, it is not possible for sufficient person hours of use to occur within the benefited area. For this reason, the person hours necessary to make a noise barrier cost reasonable in this location cannot be met and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at South Fork High School. Table 3-20 summarizes the various noise barrier configurations that were evaluated for South Fork High School.

Table 3-20 – South Fork High School (CNE SB03)

Height (feet)	Length[1] (feet)	Location	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	2,600	ROW[3]	$1,716,000	6.3	100%	Yes	2,413	No
20	2,800	ROW[3]	$1,680,000	6.3	100%	Yes	2,363	No
18	3,000	ROW[3]	$1,620,000	6.3	94%	Yes	2,278	No
16	3,400	ROW[3]	$1,632,000	6.3	39%	Yes	2,295	No
14	3,400	ROW[3]	n/a	n/a	n/a	No	n/a	n/a
14	3,400	SH[4]	$1,428,000	6.3	100%	Yes	1,418	No
12	3,200	SH[4]	$1,152,000	5.6	88%	Yes	1,114	No
10	1,800	SH[4]	$540,000	4.2	66%	Yes	760	No
8	n/a	SH[4]	n/a	n/a	n/a	No	n/a	n/a

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft²
[3] ROW – Right of Way noise barrier on Florida's Turnpike
[4] SH - Shoulder noise barrier on Florida's Turnpike

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheets 19-20 in the project aerials, located in Appendix D.

3.5.3. Florida Club Residences & Single-Family Residence (SB04)

The Florida Club residences and an isolated single-family residence are located on the southbound side of Florida's Turnpike (CNE SB04) between the edge of Florida Club and Kanner Highway. In this area, 10 NAC B receptor points, representing 21 residences, were added to the model. Of these locations, noise levels at one NAC B receptor location, representing one residence, are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 5.5 dB(A)); therefore, no SB04 receptors are impacted by a substantial

increase. Because a minimum of two impacted residences must be benefited for noise abatement to be feasible, noise abatement was not considered for the isolated impacted single-family residence in SB04.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 23 in the project aerials, located in Appendix D.

3.5.4. Florida Club Golf Course (CNE SB04)

The Florida Club Golf Course is located on the southbound side of Florida's Turnpike (CNE SB04) south of Kanner Highway. In this area two NAC C receptor points, representing outdoor special use locations on the Florida Club Golf Course, were added to the model. Noise levels at both the special use receptors are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 4.4 dB(A)); therefore, no receptors at the Florida Club Golf Course are impacted by a substantial increase.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, neither a potential ROW nor shoulder noise barrier could provide a 7 dB(A) reduction at any receptor. Because no potential barrier configuration could meet the NRDG, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the Florida Club Golf Course. Table 3-21 summarizes the various noise barrier configurations that were evaluated for Florida Club Golf Course.

Table 3-21 – Florida Club Golf Course (CNE SB04)

Height (feet)	Length[1] (feet)	Location	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	n/a	ROW[3]	n/a	n/a	n/a	No	n/a	n/a
14	n/a	SH[4]	n/a	n/a	n/a	No	n/a	n/a

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft^2
[3] ROW – Right of Way noise barrier on Florida's Turnpike
[4] SH - Shoulder noise barrier on Florida's Turnpike

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheet 23 in the project aerials, located in Appendix D.

3.5.5. Wildwood Estates, Sunshine Parkway Manor, Gregor Woods, & Phipps Park Campground (SB05)

Wildwood Estates, Sunshine Parkway Manor, Gregor Woods, and Phipps Park Campground are located on the southbound side Florida's Turnpike (CNE SB05) between Kanner Highway and the I-95 overpass. In this area, 81 NAC B receptor points, representing 124 residences, and five NAC C receptors, representing 5 outdoor seating locations at Phipps Park were added to the model. Noise levels at 48 residences are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not

by 15 dB(A) at any receptor (the maximum predicted increase is 9.5 dB(A)); therefore, no SB05 receptors are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential noise barrier located along the southbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier system with one 22-foot tall, 3,350-foot-long ROW noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB05. Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. Table 3-22 summarizes the reasonable and feasible noise barrier configuration that was evaluated for CNE SB05.

Table 3-22 – Wildwood Estates & Sunshine Parkway Manor (SB05)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	3,350	ROW[6]	48	2	8	37	47	17	64	8.8	1	$2,211,000	$34,547

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike
[7] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.
[8] Noise barrier system did not meet the feasibility requirement of a 5 dB(A) reduction at two or more receptors, so no cost analysis was conducted.

The predicted noise levels are shown for residences in Appendix B-1 and for special use sites in Appendix B-2. The receptor locations are shown on sheets 23-25 in the project aerials, located in Appendix D.

3.5.6. Palm City Farms Residences, Humane Society of the Treasure Coast, & LifeQuest Church (SB07)

The Palm City Farms subdivision, the Humane Society of the Treasure Coast, and LifeQuest Church are located on the southbound side of Florida's Turnpike (CNE SB07) between the I-95 overpass and Martin Highway. In this area, nine NAC B receptor points, representing 10 residences, and two NAC C receptors, representing outdoor use locations at the Humane Society of the Treasure Coast and LifeQuest Church special use sites were added to the model. Of these 11 total receptors, noise levels at one NAC B receptor location, representing one residence is expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 7.3 dB(A)); therefore, no SB07 receptors are impacted by a substantial increase. Because a minimum of two impacted noise sensitive locations must be benefited to consider noise abatement, noise abatement was not considered for CNE SB07.

The predicted noise levels are shown for residences in Appendix B-1 and for special use sites in Appendix B-2. The receptor locations are shown on sheets 29-30 in the project aerials, located in Appendix D.

3.5.7. Citrus Grove Elementary & Citrus Grove Community Park (CNE SB08)

Citrus Grove Elementary and Citrus Grove Community Park are located on the southbound side of Florida's Turnpike (CNE SB08) between Martin Highway and the County Line Canal. In this area, 27 NAC C receptor points, representing 27 outdoor use areas at the school and park were added to the model. Of these 27 total receptors, noise levels at 23 NAC C receptor locations are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 10.6 dB(A)); therefore, no SB08 receptors are impacted by a substantial increase.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along either the northbound ROW or shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for all of the impacted area. However, for a 14-foot shoulder noise barrier to be cost reasonable, an average of 1,165 people would need to use the benefited area of the outdoor use areas of the school and park for one hour per day. Based on published enrollment numbers on the school's website of a school population of 600 students, the estimated daily use for the school would be approximately 430 person hours per day (600 students * 1 hour of P.E. * 5 school days per week / 7 days per week = 428.6). Based on ball field practice and game schedules published on the Martin County North Little League website, the estimated daily person hours for the park are approximately 140 person hours per day (30 players/coaches/parents per team * 16 practices/games per week * 2 hours per practice/game / 7 days per week = 137.1 person hours per day). This put the estimated person hours per day at approximately 570 total person hours per day of total outdoor use for the entirety of both facilities, and around an average of 440 person hours per day within the benefitted area of the two facilities (In addition this analysis does not take into account that the academic year does not run all 52 weeks/year and the baseball fields are only used during the season). This, combined with the impacted and benefited area only being a portion of the total acreage of outdoor use at the school and park, it does not seem possible for sufficient person hours of use to occur within the benefited area. For this reason, the person hours necessary to make a noise barrier cost reasonable in this location cannot be met and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at Citrus Grove Elementary and Park. Table 3-23 summarizes the various noise barrier configurations that were evaluated for Citrus Grove Elementary School and Park.

Table 3-23 –Citrus Grove Elementary & Park (CNE SB08)

Height (feet)	Length[1] (feet)	Location	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	2,300	ROW[3]	$1,518,000	10.5	100%	Yes	2,135	No
20	2,300	ROW[3]	$1,380,000	9.1	87%	Yes	1,941	No
18	2,300	ROW[3]	$1,242,000	5.5	52%	Yes	1,553	No
16	2,300	ROW[3]	$1,104,000	0.9	9%	Yes	1,747	No
14	n/a	ROW[6]	n/a	n/a	n/a	No	n/a	n/a
14	2,300	SH[4]	$966,000	10.5	100%	Yes	1,359	No
12	2,300	SH[4]	$828,000	9.1	87%	Yes	1,165	No
10	n/a	SH[4]	n/a	n/a	n/a	No	n/a	n/a

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft[2]
[3] ROW – Right of Way noise barrier on Florida's Turnpike
[4] SH - Shoulder noise barrier on Florida's Turnpike

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheet 34 in the project aerials, located in Appendix D.

3.5.8. Port St Lucie – Section 34 (SB09)

Port St Lucie – Section 34 is located on the southbound side of the Florida's Turnpike (CNE SB09) between the County Line Canal and Becker Road. In this area, 26 NAC B receptor points, representing 42 residential sites were added to the model. Of these 26 total receptors, noise levels at five NAC B receptor locations, representing five residences are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 7.3 dB(A)); therefore, no SB09 receptors are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential noise barrier located along the southbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. However, the most cost-effective noise barrier evaluated would exceed the allowable $42,000 per benefited receptor and, therefore, is not cost reasonable. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB09. Table 3-24 summarizes the various noise barrier configurations that were evaluated for CNE SB09.

Table 3-24 – Port St Lucie – Section 34 (SB09)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	1,460	ROW[6]	5	2	1	2	5	0	5	6.7	0	$1,419,600	$283,920
14	800	SH[7]											
8	500	SH[7]											
20	1,460	ROW[6]	5	2	1	2	5	0	5	6.5	0	$1,332,000	$266,400
14	800	SH[7]											
8	500	SH[7]											
18	1,460	ROW[6]	5	2	0	2	4	0	4	6.5	1	$1,244,400	$311,100
14	800	SH[7]											
8	500	SH[7]											
16	1,460	ROW[6]	5	1	2	0	3	0	3	6.1	2	$1,156,800	$385,600
14	800	SH[7]											
8	500	SH[7]											
14	1,000	SH[7]	5	2	0	0	2	0	2	n/a[8]	3	n/a[8]	n/a[8]
8	300	SH[7]											
14	400	SH[7]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] ROW – Right of Way noise barrier on Florida's Turnpike
[7] SH - Shoulder noise barrier on Florida's Turnpike
[8] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 38 in the project aerials, located in Appendix D.

3.5.9. Port St Lucie – Section 34, Port St Lucie Section 36, Port St Lucie – Section 37, Port St Lucie- Section 41 & Windmill Point (SB10)

Port St Lucie – Section 34, Port St Lucie Section 36, Port St Lucie – Section 37, Port St Lucie- Section 41 and Windmill Point are located on the southbound side of Florida's Turnpike (CNE SB10) between Becker Road and the Diversion Canal. In this area, 359 NAC B receptor points, representing 597 residential sites were added to the model. Of these 359 total receptors, noise levels at 141 NAC B receptor locations, representing 218 residences are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 11.6 dB(A)); therefore, no SB10 receptors are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential ROW noise barrier with a 22-foot tall 3,350-foot-long ROW noise barrier, could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable.

However, constructability concerns relating to drainage conflicts were discovered during a review of this potential barrier system. For this reason, an alternate noise barrier concepts were evaluated.

The second potential noise barrier evaluated was a shoulder barrier. This section of the Turnpike is anticipated to have a Mechanically Stabilized Earth (MSE) wall along the shoulder due to insufficient ROW to slope the road grade down to existing ground level. Noise barriers on MSE walls are limited to a total height of 8-feet. An 8-foot tall 3,350-foot-long shoulder noise barrier could not provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. For this reason, an 8-foot shoulder noise barrier is not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB10.

The final barrier system evaluated, included a combination of ROW and shoulder barriers designed to avoid any drainage conflicts by adding breaks in the ROW barrier at those locations and adding 8-foot shoulder barrier to cover those gaps. This noise barrier system could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier system with a 22-foot tall 9,140-foot-long ROW noise barrier, a 22-foot tall 2,860-foot-long ROW noise barrier, a 22-foot tall 2,400-foot-long ROW noise barrier, an 8-foot tall 600-foot-long shoulder noise barrier, an 8-foot tall 1,740-foot-long shoulder noise barrier, and an 8-foot tall 480 foot-long shoulder noise barrier, would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB10.

Due to drainage and ROW constraints the south end of the ROW barrier was limited to Station 1221+00. Therefore, this potential noise barrier system is not able to benefit all the impacted residences in this CNE. The start and end points of the barrier system were optimized to provide a benefit to every residence that it was acoustically possible to benefit. The shoulder barriers were limited to 8 feet in height due to the presence of MSE walls at the shoulder. This combination of the 3-foot-tall jersey barriers that are required anywhere an MSE wall is used, and the height limit of 8-feet for noise barriers on MSE wall, limits the acoustic benefit such barriers are able to provide. Due to these constraints the residences at the south end of Port St Lucie – Section 34 between Station 1195+00 and 1220+00 were not able receive a benefit from the potentially constructable noise barrier system.

Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. Since there is a reasonable and feasible barrier system that is potentially constructable for these residences, the other barrier alternatives are not included in the barrier analysis table. Table 3-25 summarizes the reasonable and feasible noise barrier configuration that was evaluated for CNE SB10.

Table 3-25 – Port St Lucie – Section 34, Port St Lucie Section 36, Port St Lucie – Section 37, Port St Lucie- Section 41 & Windmill Point (SB10)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	9,140	ROW[6]	154	24	31	45	100	177	277	7.0	54	$10,180,800	$36,754
22	2,860	ROW[6]											
22	2,400	ROW[6]											
8	600	SH[7]											
8	1,740	SH[7]											
8	480	SH[7]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike
[7] SH - Shoulder noise barrier on Florida's Turnpike
[7] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.
[8] Noise barrier system did not meet the feasibility requirement of a 5 dB(A) reduction at two or more receptors, so no cost analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 38-44 in the project aerials, located in Appendix D.

3.5.10. Port St Lucie – Section 5 & Tail Gators Outdoor Seating (SB11)

Port St Lucie – Section 5 and Tail Gators Outdoor Seating are located on the southbound side of Florida's Turnpike (CNE SB11) between the Diversion Canal and Port St Lucie Boulevard (SR 716). In this area, 114 NAC B receptor points, representing 179 units, and one NAC E receptor point, representing an outdoor seating area at a restaurant were added to the model. Noise levels at 48 residences are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 7.2 dB(A)); therefore, no SB11 receptors are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a noise barrier system with a 22-foot tall 3,600-foot-long ROW noise barrier and a 900-foot-long 8-foot-tall shoulder barrier could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. However, constructability concerns relating to drainage conflicts were discovered during an engineering review of this potential barrier system. For this reason, alternate noise barrier concepts were evaluated.

The second potential shoulder noise barrier evaluated was an 8-foot-tall shoulder barrier. This section of the Turnpike is anticipated to have an MSE wall along the shoulder due to insufficient available ROW to slope the road grade down to existing ground level. Noise barriers on MSE walls are limited to a total height of 8-feet. An 8-foot tall 3,350-foot-long shoulder noise barrier could not provide a 7 dB(A) reduction at one or more

receptors. For this reason, an 8-foot shoulder noise barrier is not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB11.

One additional potential noise barrier concept was evaluated. If the shoulder treatment could be altered to remove the need for an MSE wall, or if a variance could be obtained, or an alternate construction method utilized, a standard 14-foot-tall shoulder barrier was also evaluated. A 14-foot tall 3,350-foot-long shoulder noise barrier could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable.

It should be noted that as part of the conceptual PD&E assessment process, as noted above, both potentially reasonable and feasible noise barrier systems appear to have engineering constraints that may render them non-constructible, or which could increase costs of the wall to the point that would result in it not being cost-reasonable. These constraints will be assessed with greater scrutiny in the future design project serving this area.

Further evaluation of these potential noise barriers will occur in the design phase. Table 3-26 summarizes the various noise barrier configurations that were evaluated for CNE SB11.

Table 3-26 – Port St Lucie – Section 5 (SB11)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	3,600	ROW[6]	48	3	6	36	45	21	66	8.4	3	$2,592,000	$39,273[7]
8	900	SH[7]											
14	3,600	SH[7]	48	7	13	25	45	22	67	7.2	3	$1,584,000	$23,642[8]
8	300	SH[7]											
8	4,700	SH[7]	48	4	0	0	4	0	4	5.8	44	n/a	n/a

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] ROW – Right of way noise barrier on Florida's Turnpike
[7] SH - Shoulder noise barrier on Florida's Turnpike
[8] Noise barrier system may not be constructable due to drainage conflicts.
[9] Noise barrier system requires alteration to shoulder treatment or variance to allow construction of a full 14-foot-tall noise barrier on an MSE wall.

The predicted noise levels are shown for residences in Appendix B-1 and for special use sites in Appendix B-2. The receptor locations are shown on sheets 44-46 in the project aerials, located in Appendix D.

3.5.11. Port St Lucie- Section 9 (SB12 & SB13)

Port St Lucie – Section 9 is on the southbound side of Florida's Turnpike (CNE SB12 and SB13) between Port St Lucie Boulevard (SR 716) and Crosstown Parkway. In this area 199 NAC B receptor points, representing 321 residences, were added to the model. Of these 223 total receptors, noise levels at 97 residences are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to

increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 8.8 dB(A)); therefore, no SB12 or SB13 receptors are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential ROW noise barrier, could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. However, constructability concerns relating to drainage conflicts were discovered during an engineering review of this potential barrier system. For this reason, alternate noise barrier concepts were evaluated.

The second potential evaluated was an 8-foot-tall shoulder barrier. This section of the Turnpike is anticipated to have an MSE wall along the shoulder due to insufficient available ROW to slope the road grade down to existing ground level. Noise barriers on MSE walls are limited to a total height of 8-feet. An 8-foot-tall shoulder noise barrier could not provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. For this reason, an 8-foot shoulder noise barrier is not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB12 and SB13.

The final noise barrier evaluated combined a ROW noise barrier where there were no constructability issues and then an 8-foot shoulder barrier to extend the benefited area as far as the barrier still yielded benefited receptors. Based on this evaluation, a potential noise barrier system could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier system with one 22-foot tall, 4,270-foot-long ROW noise barrier and one 8-foot-tall, 1,300-foot-long shoulder barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB12 and SB13.

Due to drainage and ROW constraints the north end of the ROW barrier was limited to Station 1489+00. Therefore, this potential noise barrier system is not able to benefit all the impacted residences in this CNE. The start and end points of the barrier system were optimized to provide a benefit to every residence that it was acoustically possible to benefit. The shoulder barriers in this area were limited to 8 feet in height due to the presence of MSE walls at the shoulder. This combination of the 3-foot-tall jersey barriers that are required anywhere an MSE wall is used, and the height limit of 8-feet for noise barriers on MSE wall, limits the acoustic benefit such barriers are able to provide. Due to these constraints the residences at the north end of Port St Lucie – Section 9, between Station 1489+00 and 1515+00, were not able receive a benefit from any potentially constructable noise barrier system.

Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. Since there is a reasonable and feasible barrier system that is constructable for these residences, the other barrier alternatives are not included in the barrier analysis table. Table 3-27 summarizes the reasonable and feasible noise barrier configuration that was evaluated for CNEs SB12 and SB13.

Table 3-27 – Port St Lucie- Section 9 (SB12 & SB13)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	4,480	ROW[6]	97	4	9	45	58	30	88	8.2	39	$3,268,800	$37,145
8	1,300	SH											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike
[7] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.
[8] Noise barrier system did not meet the feasibility requirement of a 5 dB(A) reduction at two or more receptors, so no cost analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 46-49 in the project aerials, located in Appendix D.

3.5.12. Turtle Run Park (CNE SB13)

Turtle Run Park is located on the southbound side of Florida's Turnpike (CNE SB13) between Port St Lucie Boulevard (SR 716) and Crosstown Parkway. In this area, a grid of 24 NAC C receptor points, for the athletic fields and playground areas at the park, were added to the model. Of these 24 total receptors, noise levels at two NAC C receptor locations within the park are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase within the park is 6.9 dB(A)); therefore, no Turtle Run Park receptors are impacted by a substantial increase.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential ROW noise barrier could not provide a 7 dB(A) reduction at any receptor. A shoulder barrier was considered, but also could not provide a 7 dB(A) reduction at any receptor and was found to have constructability issues related to drainage. Because no potential noise barrier configuration could meet the NRDG, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the Turtle Run Park.

Although a noise barrier cannot be justified under the special use methodology for the park, it is likely to receive noise abatement from the noise barrier for the surrounding Port St Lucie- Section 9 residential area (CNEs SB12 & SB13) that is reasonable and feasible, see Section 3.5.11 for details on that potential noise barrier. Table 3-28 summarizes the various noise barrier configurations that were evaluated for Turtle Run Park.

Table 3-28 – Turtle Run Park (CNE SB13)

Height (feet)	Length[1] (feet)	Location	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	n/a	ROW[6]	n/a	n/a	n/a	No	n/a[8]	n/a[8]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft^2
[3] ROW – Right of Way noise barrier on Florida's Turnpike
[4] SH - Shoulder noise barrier on Florida's Turnpike
[5] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheet 47 in the project aerials, located in Appendix D.

3.5.13. Lake Forest & St Lucie West Centennial High School (SB14)

Lake Forest and St Lucie West Centennial High School are located on the southbound side of Florida's Turnpike (SB14) between Crosstown Parkway and St Lucie West Boulevard. In this area, 148 NAC B receptor points, representing 259 residences, and 12 NAC C receptors, representing outdoor use areas at St. Lucie West Centennial High School were added to the model. Of these 174 total receptors, noise levels at 64 NAC B receptors, representing 93 residences, are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 10.9 dB(A)); therefore, no SB14 receptors are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier system with one 22-foot tall, 5,390-foot-long ROW noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB14. Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. Since there is a reasonable and feasible barrier system that is potentially constructable for these residences, the other barrier alternatives are not included in the barrier analysis table. Table 3-29 summarizes the reasonable and feasible noise barrier configuration that was evaluated for CNE SB14.

Table 3-29 – Lake Forest (SB14)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	5,390	ROW[6]	93	0	1	92	93	114	207	10.0	0	$3,557,400	$17,186

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] ROW – Right of Way noise barrier on Florida's Turnpike.

The predicted noise levels are shown for residences in Appendix B-1 and for special use sites in Appendix B-2. The receptor locations are shown on sheets 49-53 in the project aerials, located in Appendix D.

3.5.14. Magnolia Lakes, Palms of St Lucie West, Paradise Villas, Port St Lucie- Section 44, Renaissance Charter School, & Westgate K8 School (SB15)

Magnolia Lakes, Palms of St Lucie West, Paradise Villas, Port St Lucie- Section 44, Renaissance Charter School, and Westgate K-8 School are located on the southbound side of Florida's Turnpike (CNE SB15) between St Lucie West Boulevard and the edge of Vizacaya Falls. In this area, 144 NAC B receptor points, representing 300 residences, and four NAC C receptors, representing outdoor use areas at the schools were added to the model. Of these 148 total receptors, noise levels at 104 residences are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 12.8 dB(A)); therefore, no SB15 receptors are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier system with one 22-foot tall, 8,720-foot-long ROW noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB15.

Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. Since there is a reasonable and feasible barrier system that is potentially constructable for these residences, the other barrier alternatives are not included in the barrier analysis table. Table 3-30 summarizes the reasonable and feasible noise barrier configuration that was evaluated for CNE SB15.

Table 3-30 – Magnolia Lakes, Palms of St Lucie West, Paradise Villas, & Port St Lucie- Section 44 (SB15)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	8,720	ROW[6]	104	5	13	70	88	90	178	8.9	16	$5,755,200	$32,333

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike
[7] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.
[8] Noise barrier system did not meet the feasibility requirement of a 5 dB(A) reduction at two or more receptors, so no cost analysis was conducted.

The predicted noise levels are shown for residences in Appendix B-1 and for special use sites in Appendix B-2. The receptor locations are shown on sheets 54-57 in the project aerials, located in Appendix D.

3.5.15. Vizacaya Falls, Winterlakes, & Sanctuary at Winterlakes (CNE SB16 & SB17)

Vizacaya Falls, Winterlakes, and Sanctuary at Winterlakes are located on the southbound side of Florida's Turnpike (CNE SB16 and SB17) between the edge of Port St Lucie- Section 44 and Winterlakes Park. In this area 472 NAC B receptor points, representing 582 residences, were added to the model. Of these 492 total receptors, noise levels at 184 NAC B receptor locations, representing 222 residences are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 8.6 dB(A)); therefore, no SB16 or SB17 receptors are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential ROW noise barrier could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. However, constructability concerns relating to drainage conflicts were discovered during an engineering review of this potential barrier system. For this reason, alternate noise barrier concepts were evaluated.

The second potential option was an 8-foot-tall shoulder barrier. This section of the Turnpike is anticipated to have an MSE wall along the shoulder due to insufficient available ROW to slope the road grade down to existing ground level. Noise barriers on MSE walls are limited to a total height of 8-feet. An 8-foot-tall shoulder noise barrier could not provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. For this reason, an 8-foot shoulder noise barrier is not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNEs SB16 and SB17.

The final noise barrier system evaluated for these residences combined a 22-foot ROW noise barrier where there were no constructability issues and then an 8-foot shoulder barrier to extend the benefited area as far as the barrier still yielded benefited receptors. Based on this evaluation, a potential noise barrier system could

provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier system with one 22-foot tall, 4,300-foot-long ROW noise barrier and one 8-foot-tall, 600-foot-long shoulder barrier would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in CNEs SB16 and SB17.

Due to drainage and ROW constraints, the north end of the ROW barrier was limited to Station 1770+00. Therefore, this potential noise barrier system is not able to benefit all the impacted residences in this CNE. The start and end points of the barrier system were optimized to provide a benefit to every residence that it was acoustically possible to benefit. The shoulder barriers were limited to 8 feet in height due to the presence of MSE walls at the shoulder. This combination of the 3-foot-tall jersey barriers that are required anywhere an MSE wall is used and the height limit of 8-feet for noise barriers on MSE wall, limits the acoustic benefit such barriers can provide. Due to these constraints the residences at the north end of Winterlakes and the residences in Sanctuary at Winterlakes between Station 1769+00 and 1784+00 were not able receive a benefit from the potentially constructable noise barrier system.

Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. Since there is a reasonable and feasible barrier system that is potentially constructable for these residences, the other barrier alternatives are not included in the barrier analysis table. Table 3-31 summarizes the reasonable and feasible noise barrier configuration that was evaluated for CNEs SB16 and SB17.

Table 3-31 – Vizacaya Falls & Winterlakes (CNE SB16 & SB17)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	4,300	ROW[6]	183	4	36	54	94	10	104	7.9	89	$3,030,000	$29,135
8	800	SH											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike
[7] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.
[8] Noise barrier system did not meet the feasibility requirement of a 5 dB(A) reduction at two or more receptors, so no cost analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 58-59 in the project aerials, located in Appendix D.

3.5.16. Winterlakes Park (CNE SB18)

Winterlakes Park is located on the southbound side of Florida's Turnpike (CNE SB18) between the Sanctuary at Winter Lakes Apartments and Midway Road. In this area, a grid of 25 NAC C receptor points, representing athletic fields and play areas at the park were added to the model. Of these 25 total receptors, noise levels at 17 NAC C receptor locations are expected to approach or exceed the NAC for the Build condition in the design year

(2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 7.3 dB(A)); therefore, no SB18 receptors are impacted by a substantial increase.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for all of the impacted area. However, for a 22-foot ROW noise barrier to be cost reasonable, an average of 2,135 people would need to use the benefited area of the park for one hour a day. Because the benefited area of the park is only 27% of the total outdoor use area of the park, that would mean that an average of 7,857 people would need to use the park for an hour a day. That translates into approximately 500 people using the park concurrently for all 16 hours the park is open, seven days a week. Based the number of amenities at the park and the parking lot size, even accounting for people walking to the park from the surrounding Port St Lucie- Section 47 neighborhood, that is well in excess of the capacity of the park. For this reason, the person hours necessary to make a noise barrier cost reasonable in this location cannot be met and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at Winterlakes Park. Table 3-32 summarizes the various noise barrier configurations that were evaluated for Winterlakes Park.

Table 3-32 –Winterlakes Park (CNE SB18)

Height (feet)	Length[1] (feet)	Location	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	2,300	ROW[3]	$1,518,000	4.7	100%	Yes	2,135	No
20	n/a	ROW[3]	n/a	n/a	n/a	No	n/a[5]	n/a[5]
14	n/a	SH[4]	n/a	n/a	n/a	No	n/a[5]	n/a[5]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft²
[3] ROW – Right of Way noise barrier on Florida's Turnpike
[4] SH - Shoulder noise barrier on Florida's Turnpike
[5] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheet 60 in the project aerials, located in Appendix D.

3.5.17. Port St Lucie- Section 47 (SB18)

The Port St Lucie- Section 47 residential area on the southbound side of Florida's Turnpike (CNE SB18) between the edge of Winterlakes neighborhood and Glades Cut Off Road. In this area, 47 NAC B receptor points, representing 70 residences, were added to the model. Noise levels are expected to approach or exceed the NAC for the Build condition in the design year (2045) at two residences. Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 5.4 dB(A)); therefore, no SB18 receptors are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, neither a potential noise barrier located along the southbound ROW or along the southbound shoulder could provide a 7 dB(A) reduction at any receptor or a 5 dB(A) reduction at any two impacted receptors. Therefore,

noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB18. Table 3-33 summarizes the various noise barrier configurations that were evaluated for CNE SB18.

Table 3-33 – Port St Lucie- Section 47 (SB18)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	1,000	ROW[6]	2	0	0	0	0	0	0	n/a[7,8]	2	n/a[7,8]	n/a[7,8]
14	1,000	SH	2	0	0	0	0	0	0	n/a[7,8]	2	n/a[7,8]	n/a[7,8]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft²
[6] SH - Shoulder noise barrier on Florida's Turnpike
[7] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.
[8] Noise barrier system did not meet the feasibility requirement of a 5 dB(A) reduction at two or more receptors, so no cost analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 60 in the project aerials, located in Appendix D.

3.5.18. Gordy Road Trail and Preserve & Single-Family Residences (SB20)

Gordy Road Trail and Preserve and single-family residences are located on the southbound side of the Florida's Turnpike (SB20) between the I-95 overpass and Okeechobee Road. In this area, seven NAC B receptor points, representing seven residences, and two NAC C receptor points, representing outdoor use locations at the Gordy Road Preserve were added to the model. Of these nine total receptors, noise levels at one NAC B receptor, representing one residence is expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 6.3 dB(A)); therefore, no SB20 receptors are impacted by a substantial increase. Because a minimum of two impacted noise sensitive locations must be benefited to consider noise abatement, noise abatement was not considered for CNE SB20.

The predicted noise levels are shown for residences in Appendix B-1 and for special use sites in Appendix B-2. The receptor locations are shown on sheets 63-65 in the project aerials, located in Appendix D.

3.5.19. Hidden Pines Estates & Single-Family Residences (SB21)

Hidden Pines Estates and single-family residences are located on the southbound side of the Florida's Turnpike (CNE SB21) between Okeechobee Road and the end of the project limits (with a short area further north of the project limits modeled to ensure modeling all noise impacts associated with the project). In this area, 29 NAC B receptor points, representing 29 residences were added to the model. Of these 29 total receptors, noise levels at 16 NAC B receptors, representing 16 residences are expected to approach or exceed the NAC for the Build condition in the design year (2045). Noise levels are expected to increase, but not by 15 dB(A) at any receptor (the maximum predicted increase is 10.6 dB(A)); therefore, no SB21 receptors are impacted by a substantial increase.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. However, the most cost-effective noise barrier evaluated would exceed the allowable $42,000 per benefited receptor and, therefore, is not cost reasonable. The reason a noise barrier system in this area is not cost reasonable is the low density of the homes in the area. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB21. Table 3-34 summarizes the various noise barrier configurations that were evaluated for CNE SB21.

Table 3-34 – Hidden Pines Estates & Single-Family Residences (SB21)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
10	3,600	SH[6]	14	2	4	0	6	0	6	6.1	8	n/a[8]	n/a[8]
10	1,800												
12	3,800	SH[6]	14	3	3	6	12	0	12	7.0	2	$1,872,000	$156,000
12	1,100												
14	3,500	SH[6]	14	2	2	9	13	5	18	7.9	1	$2,184,000	$121.333
14	1,700												
14	3,600	SH[6]	14	3	2	9	14	5	19	7.7	0	$2,268,000	$119,368
14	1,800												
8	6,000	ROW[7]	14	1	1	0	2	0	2	5.9	12	n/a[8]	n/a[8]
10	5,300	ROW[7]	14	3	1	3	7	0	7	6.5	7	$1,590,000	$227,143
12	4,300	ROW[7]	14	1	3	4	8	0	8	7.2	6	$1,548,000	$193,500
14	3,500	ROW[7]	14	1	2	6	9	0	9	7.7	5	$1,470,000	$163,333
16	5,100	ROW[7]	14	1	1	8	10	0	10	8.2	4	$2,448,000	$244,800
18	4,300	ROW[7]	14	2	1	8	11	1	12	8.3	3	$2,322,000	$193,500
20	4,300	ROW[7]	14	2	1	9	12	1	13	8.5	2	$2,580,000	$198.462
22	4,100	ROW[7]	14	0	1	9	10	1	11	9.7	4	$2,706,000	$246,000
22	4,300	ROW[7]	14	2	1	9	12	1	13	9.0	2	$2,838,000	$218,308

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike
[7] SH - Shoulder noise barrier on Florida's Turnpike
[8] Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 65-67 in the project aerials, located in Appendix D.

4. CONCLUSIONS

Noise levels at 1,518 residences and 108 special use sites, are predicted to approach or exceed the NAC for the year 2045 Build Alternative. No noise sensitive sites are expected to experience a substantial increase in traffic noise compared to existing conditions.

Noise barriers were evaluated for all impacted sites identified in the noise modeling. The noise barrier analysis performed to date and summarized in Table 4-1 indicates that noise barriers could potentially provide reasonable and feasible noise abatement for 1,207 of the 1,518 impacted residences, as well as providing a benefit to 1,236 non-impacted residences. The special use analysis determined that noise abatement was not feasible and reasonable for any of the 108 impacted special use sites; however, some of the special use locations will receive incidental benefits from noise barriers for the residential areas. The results of the noise barrier evaluations where noise abatement was determined to be potentially feasible and reasonable are summarized by noise sensitive area in Table 4-1.

Table 4-1 – Potentially Feasible and Reasonable Noise Barrier Evaluation Summary

Turnpike (SR 91) Widening from Jupiter to Fort Pierce - PD&E Study Report

Noise Sensitive Area	Number of Impacted Residences	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.)[1]	Preliminary Noise Barrier Location	Preliminary Noise Barrier Cost[2]	Number of Residences Potentially Benefited by a Noise Barrier[3]		Cost Per Benefited Residence
								Impacted	Total	
NOISE BARRIERS NORTHBOUND SIDE OF TURNPIKE										
Hammock Creek and Highlands Reserve (CNE NB05)	73	841+80	931+80	14	9,000	SH	$3,780,000	57	144	$26,250
Coquina Cove Apartments and Martin Downs Country Club Residences (CNE NB06)	67	994+20	1025+20	22	3,100	ROW	$2,550,000	67	187	$13,636
		1023+00	1035+00	14	1,200	SH				
Copperleaf (CNE NB07)	25	1109+80	1138+80	14	2,900	SH	$1,218,000	25	50	$24,360
Jessica Clinton Park-Port St. Lucie Section 39 (CNE NB08)	77	1285+00	1335+00	14	5,000	SH	$2,100,000	77	133	$15,789
Osprey Ridge & Port St Lucie Section 18 (CNE NB09)	71	1412+40	1419+80	22	900	ROW	$2,362,800	71	97	$24,359
		1385+20	1413+40	14	2,840	SH				
		1370+00	1382+20	14	1,200	SH				
		1382+20	1385+20	8	300	SH				
River Park and Cove at St Lucie (CNE NB12)	280	1603+70	1713+50	14	10,980	SH	$4,611,600	280	509	$9,060
St James Golf Club and Monoco Court residences (CNE NB13, NB14, & NB15)	101	1719+20	1796+00	14	7,700	SH	$3,234,000	101	331	$9,770

Table 4-1 – Potentially Feasible and Reasonable Noise Barrier Evaluation Summary

Turnpike (SR 91) Widening from Jupiter to Fort Pierce - PD&E Study Report

Noise Sensitive Area	Number of Impacted Residences	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.)[1]	Preliminary Noise Barrier Location	Preliminary Noise Barrier Cost[2]	Number of Residences Potentially Benefited by a Noise Barrier[3]		Cost Per Benefited Residence
								Impacted	Total	
NOISE BARRIERS SOUTHBOUND SIDE OF TURNPIKE										
Wildwood Estates & Sunshine Parkway Manor (CNE SB05)	48	742+00	774+40	22	3,350	ROW	$2,211,000	47	64	$34,547
Port St Lucie – Section 34, Port St Lucie Section 36, Port St Lucie – Section 37, Port St Lucie- Section 41 & Windmill Point (CNE SB10)	154	1290+60	1382+20	22	9,140	ROW	$10,180,800	100	277	$36,754
		1221+00	1249+40	22	2,860	ROW				
		1251+60	1275+60	22	2,400	ROW				
		1217+80	1223+80	8	600	SH				
		1274+40	1291+80	8	1,740	SH				
		1248+20	1253+00	8	480	SH				
Port St Lucie – Section 5 (CNE SB11)	48	1386+30	1422+30	22	3,600	ROW	$2,592,000	45	66	$39,273
		1378+70	1387+70	8	900	SH				
Port St Lucie – Section 9 (CNE SB12 & SB13)	97	1447+00	1489+00	22	4,480	ROW	$3,268,800	58	88	$37,145
		1488+00	1501+00	8	1,300	SH				
Lake Forest (CNE SB14)	93	1542+00	1595+20	22	5,390	ROW	$3,557,400	93	207	$17,186
Magnolia Lakes, Palms of St Lucie West, & Paradise Villas (CNE SB15)	104	1617+70	1704+90	22	8,720	ROW	$5,755,200	88	178	$32,333
Vizacaya Falls & Winterlakes (CNE SB16 & SB17)	183	1726+60	1770+20	22	4,300	ROW	$3,030,000	94	104	$29,135
		1769+20	1777+20	8	800	SH				

1 Full height is for length indicated. The length for any required taper in height at a shoulder noise barrier termination would be in addition to the length indicated.
2 Unit cost of $30/ft2 for all non-shoulder noise barriers.
3 Total includes impacted/benefited residences and residences with a predicted noise level that does not approach or exceed 67 dBA but are incidentally benefited.

The PD&E study phase analysis indicates that noise barriers are potentially feasible and reasonable at 14 noise sensitive areas. These noise barriers may benefit 1,207 residences with predicted noise levels that approach or exceed the NAC. Table 4-1 shows the 14 noise sensitive areas where preliminary noise barriers were determined to be potentially feasible and reasonable. The potentially feasible and reasonable noise barriers meet the FDOT's cost per benefit criteria with a preliminary cost of under the $42,000 per benefited receptor criterion. Noise barriers are a potentially viable abatement measure at 14 locations along the project limits and will be given further consideration during the Design phase of this project.

It should be noted that as part of the conceptual PD&E assessment process, several noise wall locations appear to have engineering constraints that may render them non-constructible, or which could result in them not being cost-reasonable. While these constraints will be assessed with greater scrutiny in future design projects, an effort was made to identify those walls that may have such potential constraints in PD&E. Noise walls with such potential constraints are identified on the aerial maps in Appendix D, and include walls serving CNE NB05 (Highland Reserve/Hammock Creek), and CNE SB11 (Port St Lucie Section 5).

4.1. Statement of Likelihood

FTE is committed to the construction of feasible and reasonable noise abatement measures. 14 potentially feasible and reasonable noise barrier systems have been identified for this project (see Table 4-1 for more detail on the noise barriers and their locations in the project aerials in Appendix D), contingent upon the following conditions:

- Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
- Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barrier(s) is provided to FTE ; and
- Safety and engineering aspects have been reviewed and any conflicts or issues resolved.

A land use review will be performed during the design phase to identify all noise sensitive sites that may have received a building permit subsequent to the noise study but prior to the project's Date of Public Knowledge. The date that the State Environmental Impact Report is approved by FTE will be the Date of Public Knowledge. If the review identifies noise sensitive sites that have been permitted prior to the Date of Public Knowledge, then those sensitive sites will be evaluated for traffic noise impacts and abatement considerations.

5. CONSTRUCTION NOISE AND VIBRATION

Based on the existing land use within the limits of this project, construction of the proposed roadway improvements will have temporary noise and vibration impacts. Construction noise sensitive sites include all of the noise sensitive sites detailed in Section 3.0 of this report. Vibration sensitive sites on the project include residences, schools, medical facilities, and public institutions. Trucks, compaction equipment, earth moving equipment, pumps, and generators are sources of construction noise and vibration. During the construction phase of the proposed project, short-term noise and vibration may be generated by stationary and mobile construction equipment. The construction noise and vibration will be temporary at any location and will be

controlled by adherence to the most recent edition of the *FDOT Standard Specifications for Road and Bridge Construction*[6].

6. PUBLIC COORDINATION

Coordination with the public and local agencies and officials has been accomplished during the PD&E study. In addition, local and community officials will have the opportunity to comment on the proposed project at the planned public meetings.

To promote compatibility between land development planning and Florida's Turnpike, the distance between the edge of the Turnpike's outside travel lane and the point where the roadway-related noise is predicted to reach the NAC for each activity category was estimated. These estimates are referred to as noise contours and are shown in Appendix C. These estimates provide the general distance at which the noise approaches or exceeds the NAC for each activity type.

7. REFERENCES

1. 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise; Federal Register, Vol. 75, No. 133, July 2010.

2. *Project Development and Environment Manual*; Florida Department of Transportation; Tallahassee, Florida; June 2017.

3. *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations*; Florida Department of Transportation; Tallahassee, Florida; July 2009.

4. *Measurement of Highway-Related Noise*; Federal Highway Administration; Springfield, Virginia; May 1996.

5. *Plans Preparation Manual*; Florida Department of Transportation; Tallahassee, Florida; 2017.

6. *Standard Specifications for Road and Bridge Construction*; Florida Department of Transportation; Tallahassee, Florida; 2017.

Appendix A

Traffic Data

Noise Analysis Traffic Data - Central Turnpike PD&E [FPIN: 423374-1]
Existing (2016) Conditions

Turnpike Mainline

Mainline Traffic Segment	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
North of Fort Fort Pierce (S.R. 70)	4	32,300	59,100	1,721	3,599	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	58.0%	70
From Fort Pierce/S.R. 70 (MP 152) to Port St.Lucie Blvd (MP 142)	4	42,000	59,100	2,292	3,723	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	60.0%	70
From Port St.Lucie Blvd (MP 142) to Becker Rd (MP 138)	4	49,100	59,100	2,957	3,785	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	61.0%	70
From Becker Rd (MP 138) to S.W. Martin Highway/Stuart (MP 133)	4	51,600	59,100	3,324	3,785	7.14%	2.08%	5.05%	0.22%	0.05%	10.5%	61.0%	70
South of S.W. Martin Highway/S.R. 714 (MP 133)	4	44,500	59,100	2,704	3,537	7.14%	2.08%	5.05%	0.22%	0.05%	10.5%	57.0%	70

Turnpike Ramps

Ramp	Number of Lanes	One-Way AADT	One-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Operational Speed (mph)
S.R. 70 (MP 152)													
S.R. 70 (MP 152) - Southbound off	1	3,550	7,200	319	1,220	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	65.0%	25
S.R. 70 (MP 152) - Northbound on	1	3,550	7,500	177	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	65.0%	35
S.R. 70 (MP 152) - Southbound on	1	8,400	8,800	615	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	55.0%	35
S.R. 70 (MP 152) - Northbound off	1	8,400	8,800	748	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	55.0%	50
Port St.Lucie Blvd (MP 142)													
Port St.Lucie Blvd - Southbound off	1	2,000	6,700	239	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	25
Port St.Lucie Blvd - Northbound on	1	2,000	6,700	192	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	25
Port St.Lucie Blvd - Southbound on	1	5,550	6,700	917	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	25
Port St.Lucie Blvd - Northbound off	1	5,550	6,700	796	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	30
Becker Rd (MP 138)													
Becker Rd - Southbound off	1	500	6,900	84	1,260	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	45
Becker Rd - Northbound on	1	500	6,900	74	1,260	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	40
Becker Rd - Southbound on	1	1,750	6,700	488	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	30
Becker Rd - Northbound off	1	1,750	6,700	422	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	30
S.W. Martin Highway/Stuart (MP 133)													
S.W. Martin Highway (MP 133) - Southbound off	1	5,550	6,500	981	1,220	5.00%	1.67%	3.75%	0.99%	0.57%	13.5%	70.0%	25
S.W. Martin Highway (MP 133) - Northbound on	1	5,550	6,500	880	1,220	5.00%	1.67%	3.75%	0.99%	0.57%	13.5%	70.0%	25
S.W. Martin Highway (MP 133) - Southbound on	1	2,000	7,600	216	1,220	5.00%	1.67%	3.75%	0.99%	0.57%	12.6%	64.0%	25
S.W. Martin Highway (MP 133) - Northbound off	1	2,000	7,600	260	1,220	5.00%	1.67%	3.75%	0.99%	0.57%	12.6%	64.0%	30

Arterials

Arterial Traffic Segment	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Posted Speed (mph)
S.R. 70													
S.R. 70 - East of Turnpike	4	21,000	38,800	1,060	1,960	7.00%	2.33%	5.25%	1.38%	0.80%	9.0%	56.2%	45
S.R. 70 - West of Turnpike	4	11,000	38,800	560	1,960	7.00%	2.33%	5.25%	1.38%	0.80%	9.0%	56.2%	45
S.W. Kings Highway - North of S.R. 70	2	12,800	13,900	590	640	7.00%	2.33%	5.25%	1.38%	0.80%	9.0%	51.0%	45
Port St.Lucie Blvd													
Port St.Lucie Blvd - East of Turnpike	6	52,000	65,600	2,390	3,010	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	51.0%	45
Port St.Lucie Blvd - West of Turnpike	6	22,600	58,500	1,160	3,010	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	57.1%	45
S.W. Bayshore Blvd - North of Port St.Lucie Blvd	4	21,000	32,100	960	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	50.9%	45
S.W. Bayshore Blvd - South of Port St.Lucie Blvd	2	5,500	12,400	280	640	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	57.1%	35
Becker Rd													
Becker Rd - East of Turnpike	4	12,500	32,100	570	1,470	1.00%	0.33%	0.75%	0.20%	0.11%	9.0%	50.9%	45
Becker Rd - West of Turnpike	4	12,500	32,100	570	1,470	1.00%	0.33%	0.75%	0.20%	0.11%	9.0%	50.9%	45
S.W. Martin Highway													
S.W. Martin Highway - East of Turnpike	4	27,100	33,400	1,590	1,960	3.00%	1.00%	2.25%	0.59%	0.34%	9.5%	61.8%	45
S.W. Martin Highway - West of Turnpike	4	25,500	37,000	1,350	1,960	3.00%	1.00%	2.25%	0.59%	0.34%	9.5%	55.8%	45
S.W. Martin Downs Blvd - North of S.W. Martin Highway	4	19,000	35,600	1,050	1,960	3.00%	1.00%	2.25%	0.59%	0.34%	10.0%	55.0%	45

(1) Posted speed data are obtained by field observation.

(2) Daily and design hour ramp volumes are provided directionally (i.e. does not incorporate return movements on the corresponding ramp). Likewise, the daily and design hour LOS C maximum service volumes are listed directionally for each ramp.

(3) Ramp LOS C maximum service volumes are from the HCS Analysis.
(4) Freeway and Arterial LOS C maximum service volumes are obtained from *FDOT 2013 Generalized Service Volume Tables*.
(5) Mainline and ramp K and D factors are obtained from the ongoing PD&E volume development effort.
(5) Mainline and ramp K and D factors are obtained from the ongoing PD&E volume development effort.
(6) Mainline and ramp vehicle classification factors are obtained from Florida Traffic Online and the ongoing PD&E volume development effort.

Noise Analysis Traffic Data - Central Turnpike PD&E [FPIN: 423374-1]
No-Build (2045) Conditions*

Turnpike Mainline

Mainline Traffic Segment	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
North of Fort Fort Pierce (S.R. 70)	4	60,400	59,100	3,680	3,599	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	58.0%	70
From Fort Pierce/S.R. 70 (MP 152) to Port St.Lucie Blvd (MP 142)	4	73,800	59,100	4,500	3,723	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	60.0%	70
From Port St.Lucie Blvd (MP 142) to Becker Rd (MP 138)	4	81,100	59,100	5,640	3,785	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	61.0%	70
From Becker Rd (MP 138) to S.W. Martin Highway/Stuart (MP 133)	4	87,900	59,100	6,260	3,785	7.14%	2.08%	5.05%	0.22%	0.05%	10.5%	61.0%	70
South of S.W. Martin Highway/S.R. 714 (MP 133)	4	77,300	59,100	5,070	3,537	7.14%	2.08%	5.05%	0.22%	0.05%	10.5%	57.0%	70

Turnpike Ramps

Ramp	Number of Lanes	One-Way AADT	One-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Operational Speed (mph)
S.R. 70 (MP 152)													
S.R. 70 (MP 152) - Southbound off	1	5,150	7,200	870	1,220	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	65.0%	25
S.R. 70 (MP 152) - Northbound on	1	5,150	7,500	870	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	65.0%	35
S.R. 70 (MP 152) - Southbound on	1	11,850	8,800	1,690	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	55.0%	35
S.R. 70 (MP 152) - Northbound off	1	11,850	8,800	1,690	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	55.0%	50
Port St.Lucie Blvd (MP 142)													
Port St.Lucie Blvd - Southbound off	1	4,550	6,700	830	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	25
Port St.Lucie Blvd - Northbound on	1	4,550	6,700	830	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	25
Port St.Lucie Blvd - Southbound on	1	8,200	6,700	1,490	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	25
Port St.Lucie Blvd - Northbound off	1	8,200	6,700	1,490	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	30
Becker Rd (MP 138)													
Becker Rd - Southbound off	1	2,750	6,900	500	1,260	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	45
Becker Rd - Northbound on	1	2,750	6,900	500	1,260	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	40
Becker Rd - Southbound on	1	6,150	6,700	1,120	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	30
Becker Rd - Northbound off	1	6,150	6,700	1,120	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	30
S.W. Martin Highway/Stuart (MP 133)													
S.W. Martin Highway (MP 133) - Southbound off	1	11,900	6,500	2,250	1,220	5.00%	1.67%	3.75%	0.99%	0.57%	13.5%	70.0%	25
S.W. Martin Highway (MP 133) - Northbound on	1	11,900	6,500	2,250	1,220	5.00%	1.67%	3.75%	0.99%	0.57%	13.5%	70.0%	25
S.W. Martin Highway (MP 133) - Southbound on	1	6,600	7,600	1,060	1,220	5.00%	1.67%	3.75%	0.99%	0.57%	12.6%	64.0%	25
S.W. Martin Highway (MP 133) - Northbound off	1	6,600	7,600	1,060	1,220	5.00%	1.67%	3.75%	0.99%	0.57%	12.6%	64.0%	30

Arterials

Arterial Traffic Segment	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Posted Speed (mph)
S.R. 70													
S.R. 70 - East of Turnpike	6	51,400	59,500	2,600	3,010	7.00%	2.33%	5.25%	1.38%	0.80%	9.0%	56.2%	45
S.R. 70 - West of Turnpike	6	26,000	59,500	1,320	3,010	7.00%	2.33%	5.25%	1.38%	0.80%	9.0%	56.2%	45
S.W. Kings Highway - North of S.R. 70	4	22,000	32,000	1,010	1,470	7.00%	2.33%	5.25%	1.38%	0.80%	9.0%	51.0%	45
Port St.Lucie Blvd													
Port St.Lucie Blvd - East of Turnpike	6	67,600	65,600	3,100	3,010	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	51.0%	45
Port St.Lucie Blvd - West of Turnpike	6	63,600	58,500	3,270	3,010	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	57.1%	45
S.W. Bayshore Blvd - North of Port St.Lucie Blvd	4	34,300	32,100	1,570	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	50.9%	45
S.W. Bayshore Blvd - South of Port St.Lucie Blvd	2	8,600	8,300	660	640	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	85.7%	35
Becker Rd													
Becker Rd - East of Turnpike	4	45,600	32,100	2,090	1,470	1.00%	0.33%	0.75%	0.20%	0.11%	9.0%	50.9%	45
Becker Rd - West of Turnpike	4	47,700	32,100	2,190	1,470	1.00%	0.33%	0.75%	0.20%	0.11%	9.0%	50.9%	45
S.W. Martin Highway													
S.W. Martin Highway - East of Turnpike	4	50,900	33,400	2,990	1,960	3.00%	1.00%	2.25%	0.59%	0.34%	9.5%	61.8%	45
S.W. Martin Highway - West of Turnpike	4	50,000	37,000	2,650	1,960	3.00%	1.00%	2.25%	0.59%	0.34%	9.5%	55.8%	45
S.W. Martin Downs Blvd - North of S.W. Martin Highway	4	19,000	35,600	1,050	1,960	3.00%	1.00%	2.25%	0.59%	0.34%	10.0%	55.0%	45

* 2045 No-Build conditions assume the existing lane geometry without new interchanges.
(1) Posted speed data are obtained by field observation.

(2) Daily and design hour ramp volumes are provided directionally (i.e. does not incorporate return movements on the corresponding ramp). Likewise, the daily and design hour LOS C maximum service volumes are listed directionally for each ramp.

(3) Ramp LOS C maximum service volumes are from the HCS Analysis.
(4) Freeway and Arterial LOS C maximum service volumes are obtained from *FDOT 2013 Generalized Service Volume Tables*.
(5) Mainline and ramp K and D factors are obtained from the ongoing PD&E volume development effort.
(6) Mainline and ramp vehicle classification factors are obtained from Florida Traffic Online and the ongoing PD&E volume development effort.

Noise Analysis Traffic Data - Central Turnpike PD&E [FPIN: 423374-1]
Build 6 Lanes (2045) Conditions*

Turnpike Mainline

Mainline Traffic Segment	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
North of Fort Fort Pierce (S.R. 70)	6	60,400	87,900	3,680	5,350	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	58.0%	70
From Fort Pierce (MP 142) to Midway Rd (MP 150)	6	74,800	87,900	4,620	5,540	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	60.0%	70
From Midway Rd (MP 150) to Crosstown Pkwy (MP 142)	6	77,600	87,900	4,760	5,540	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	60.0%	70
From Crosstown Pkwy (MP 142) to Port St.Lucie Blvd (MP 142)	6	87,400	87,900	5,460	5,540	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	60.0%	70
From Port St.Lucie Blvd (MP 142) to Becker Rd (MP 138)	6	84,800	87,900	5,790	5,630	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	61.0%	70
From Becker Rd (MP 138) to S.W. Martin Highway/Stuart (MP 133)	6	90,100	87,900	6,280	5,630	7.14%	2.08%	5.05%	0.22%	0.05%	10.5%	61.0%	70
South of S.W. Martin Highway/S.R. 714 (MP 133)	6	77,800	87,900	4,940	5,260	7.14%	2.08%	5.05%	0.22%	0.05%	10.5%	57.0%	70

I-95

I-95 Traffic Segment**	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
I-95 - North of High Meadows Ave	8	101,000	116,700	5,560	6,430	5.80%	1.45%	4.35%	0.24%	0.03%	9.0%	61.2%	70
I-95 - North of Kanner Hwy	8	111,000	116,700	6,110	6,430	5.80%	1.45%	4.35%	0.24%	0.03%	9.0%	61.2%	70
I-95 - South of Kanner Hwy	8	122,000	116,700	6,720	6,430	5.80%	1.45%	4.35%	0.24%	0.03%	9.0%	61.2%	70
I-95 - North of Indiantown Road	8	122,000	116,700	6,720	6,430	5.80%	1.45%	4.35%	0.24%	0.03%	9.0%	61.2%	70

Turnpike Ramps

Ramp	Number of Lanes	One-Way AADT	One-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Operational Speed (mph)
S.R. 70 (MP 152)													
S.R. 70 (MP 152) - Southbound off	1	3,250	7,200	550	1,220	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	65.0%	25
S.R. 70 (MP 152) - Northbound on	1	3,250	7,500	550	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	65.0%	35
S.R. 70 (MP 152) - Southbound on	1	10,450	8,800	1,490	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	55.0%	35
S.R. 70 (MP 152) - Northbound off	1	10,450	8,800	1,490	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	55.0%	50
Midway Rd (MP 150)													
Midway Rd (MP 150) - Southbound off	1	2,450	7,500	410	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	65.0%	35
Midway Rd (MP 150) - Northbound on	1	2,450	7,500	410	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	65.0%	35
Midway Rd (MP 150) - Southbound on	1	3,850	8,800	550	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	55.0%	35
Midway Rd (MP 150) - Northbound off	1	3,850	8,800	550	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	55.0%	35
Crosstowwn Pkwy (MP 143)													
Crosstown Pkwy (MP 143) - Southbound on	4	4,900	8,800	700	1,260	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	55.0%	45
Crosstown Pkwy (MP 143) - Northbound off	4	4,900	8,800	700	1,260	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	55.0%	45
Port St.Lucie Blvd (MP 142)													
Port St.Lucie Blvd - Southbound off	1	5,450	6,700	990	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	25
Port St.Lucie Blvd - Northbound on	1	5,450	6,700	990	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	25
Port St.Lucie Blvd - Southbound on	1	4,150	6,700	760	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	25
Port St.Lucie Blvd - Northbound off	1	4,150	6,700	760	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	30
Becker Rd (MP 138)													
Becker Rd - Southbound off	1	3,150	6,900	570	1,260	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	45
Becker Rd - Northbound on	1	3,150	6,900	500	1,260	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	40
Becker Rd - Southbound on	1	5,800	6,700	1,060	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	30
Becker Rd - Northbound off	1	5,800	6,700	1,060	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	30
S.W. Martin Highway/Stuart (MP 133)													
S.W. Martin Highway (MP 133) - Southbound off	2	12,700	12,900	2,400	2,440	5.00%	1.67%	3.75%	0.99%	0.57%	13.5%	70.0%	25
S.W. Martin Highway (MP 133) - Northbound on	2	12,700	12,900	2,400	2,440	5.00%	1.67%	3.75%	0.99%	0.57%	13.5%	70.0%	25
S.W. Martin Highway (MP 133) - Southbound on	1	6,550	7,600	1,060	1,220	5.00%	1.67%	3.75%	0.99%	0.57%	12.6%	64.0%	25
S.W. Martin Highway (MP 133) - Northbound off	1	6,550	7,600	1,060	1,220	5.00%	1.67%	3.75%	0.99%	0.57%	12.6%	64.0%	30

Arterials

Arterial Traffic Segment	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Posted Speed (mph)
S.R. 70													
S.R. 70 - East of Turnpike	6	44,800	59,500	2,270	3,010	7.00%	2.33%	5.25%	1.38%	0.80%	9.0%	56.2%	45
S.R. 70 - West of Turnpike	6	24,000	59,500	1,210	3,010	7.00%	2.33%	5.25%	1.38%	0.80%	9.0%	56.2%	45
S.W. Kings Highway - North of S.R. 70	6	22,000	49,200	1,010	2,260	7.00%	2.33%	5.25%	1.38%	0.80%	9.0%	51.0%	45
S Rock Rd - Parallel to the Turnpike	2	400	8,300	30	550	0.80%	0.27%	0.60%	0.16%	0.09%	11.0%	60.0%	30
Midway Rd													
Midway Rd - East of Turnpike	6	41,900	42,300	2,240	2,260	7.00%	2.33%	5.25%	1.38%	0.80%	9.5%	56.2%	45
Midway Rd - West of Turnpike	6	39,500	42,300	2,110	2,260	7.00%	2.33%	5.25%	1.38%	0.80%	9.5%	56.2%	45
CR 709/Glades Cut Off Rd - East/West of Turnpike	2	10,500	8,300	690	550	7.00%	2.33%	5.25%	1.38%	0.80%	11.0%	60.0%	25
Prima Vista Blvd/St Lucie West Blvd													
Prima Vista Blvd/St Lucie West Blvd - East/West of Turnpike	6	51,000	51,300	2,340	2,350	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	51.0%	45
Cashmere Blvd - North of Prima Vista Blvd	4	25,700	32,100	1,180	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	51.0%	45
Cashmere Blvd - South of Prima Vista Blvd	4	18,200	32,100	840	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	51.0%	45
S.W. Bayshore Blvd - North of Prima Vista Blvd	2	27,900	8,300	1,280	380	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	51.0%	45
S.W. Bayshore Blvd - South of Prima Vista Blvd	4	28,200	32,100	1,290	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	51.0%	45
South/North Macedo Blvd - Parallel to the Turnpike	2	200	8,300	10	560	0.80%	0.27%	0.60%	0.16%	0.09%	11.0%	61.0%	25
Crosstown Pkwy													
Crosstown Pkwy- East of Turnpike	6	59,300	47,400	2,830	2,260	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	53.0%	45
Crosstown Pkwy - West of Turnpike	6	58,200	44,000	2,990	2,260	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	57.1%	45
S.W. Cameo Blvd - North of Crosstown Pkwy	6	24,600	49,300	1,130	2,260	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	50.9%	30
S.W. Cameo Blvd - South of Crosstown Pkwy	4	10,700	32,100	490	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	50.9%	30
S.W. Bayshore Blvd - North of Crosstown Pkwy	4	38,600	32,100	1,770	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	50.9%	40
S.W. Bayshore Blvd - North of Crosstown Pkwy	4	32,900	32,100	1,510	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	50.9%	40
Port St.Lucie Blvd													
Port St.Lucie Blvd - East of Turnpike	6	59,700	65,600	2,740	3,010	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	51.0%	45
Port St.Lucie Blvd - West of Turnpike	6	54,700	32,100	2,810	3,010	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	57.1%	45
S.W. Cameo Blvd - North of Port St.Lucie Blvd	4	10,700	32,100	490	1,470	1.00%	0.33%	0.75%	0.20%	0.11%	9.0%	50.9%	30
S.W. Cameo Blvd - South of Port St.Lucie Blvd	4	11,200	32,100	510	1,470	1.00%	0.33%	0.75%	0.20%	0.11%	9.0%	50.9%	30
S.W. Bayshore Blvd - North of Port St.Lucie Blvd	4	34,300	32,100	1,570	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	50.9%	40
S.W. Bayshore Blvd - South of Port St.Lucie Blvd	2	7,900	8,300	610	640	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	85.7%	35
Becker Rd													
Becker Rd - East of Turnpike	4	45,700	32,100	2,090	1,470	1.00%	0.33%	0.75%	0.20%	0.11%	9.0%	50.9%	40
Becker Rd - West of Turnpike	4	47,300	32,100	2,170	1,470	1.00%	0.33%	0.75%	0.20%	0.11%	9.0%	50.9%	40
Southbend Blvd -North of Becker Road	2	18,000	8,300	820	560	1.00%	0.33%	0.75%	0.20%	0.11%	9.0%	50.9%	40
S.W. Martin Highway													
S.W. Martin Highway - East of Turnpike	6	49,200	51,300	2,890	3,010	3.00%	1.00%	2.25%	0.59%	0.34%	9.5%	61.8%	45
S.W. Martin Highway - West of Turnpike	6	43,200	56,800	2,290	3,010	3.00%	1.00%	2.25%	0.59%	0.34%	9.5%	55.8%	45
S.W. Martin Downs Blvd - North of S.W. Martin Highway	4	39,100	32,100	2,150	1,770	3.00%	1.00%	2.25%	0.59%	0.34%	10.0%	55.0%	45
S.W. High Meadows - North of S.W. Martin Highway	4	22,600	32,100	1,330	1,880	1.20%	0.40%	0.90%	0.24%	0.14%	9.5%	61.8%	45
S.W. High Meadows - South of S.W. Martin Highway	4	35,000	32,100	2,100	1,930	3.00%	1.00%	2.25%	0.59%	0.34%	9.5%	63.3%	55
S.W. Kanner Highway													
S.W. Kanner Hwy - East/West of Turnpike	4	30,300	32,100	1,600	1,690	5.20%	1.30%	3.90%	0.21%	0.02%	9.0%	58.5%	45
CR 708/Bridge Rd													
CR 708/Bridge Rd - East of I-95	4	19,000	32,100	1,140	1,930	5.20%	1.30%	3.90%	0.21%	0.02%	9.5%	63.3%	55
CR 708/Bridge Rd - West of I-95	4	14,000	32,100	840	1,930	5.20%	1.30%	3.90%	0.21%	0.02%	9.5%	63.3%	55
CR 706 /Indiantown Road													
CR 706 /Indiantown Road - East of Turnpike	6	78,600	51,300	4,390	2,860	6.00%	1.50%	4.50%	0.25%	0.03%	9.0%	62.0%	55
CR 706 /Indiantown Road - West of Turnpike	6	56,900	51,300	3,430	3,090	6.00%	1.50%	4.50%	0.25%	0.03%	9.0%	67.0%	55

* 2045 Build 6 Lanes conditions* assume 6 lane mainline widening with all new interchanges except I-95 Direct Connect.
**I-95 Traffic Data are from the I-95 Master Plan Study
(1) Posted speed data are obtained by field observation.

(2) Daily and design hour ramp volumes are provided directionally (i.e. does not incorporate return movements on the corresponding ramp). Likewise, the daily and design hour LOS C maximum service volumes are listed directionally for each ramp.

(3) Ramp LOS C maximum service volumes are from the HCS Analysis.
(4) Freeway and Arterial LOS C maximum service volumes are obtained from *FDOT 2013 Generalized Service Volume Tables*.
(5) Mainline and ramp K and D factors are obtained from the ongoing PD&E volume development effort.
(6) Mainline and ramp vehicle classification factors are obtained from Florida Traffic Online and the ongoing PD&E volume development effort.

Noise Analysis Traffic Data - Central Turnpike PD&E [FPIN: 423374-1]
Build 8 Lanes (2045) Conditions*

Turnpike Mainline

Mainline Traffic Segment	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
North of Fort Fort Pierce (S.R. 70)	8	60,400	116,700	3,680	7,110	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	58.0%	70
From Fort Pierce (MP 142) to Midway Rd (MP 150)	8	74,800	116,700	4,620	7,350	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	60.0%	70
From Midway Rd (MP 150) to Crosstown Pkwy (MP 142)	8	77,600	116,700	4,760	7,350	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	60.0%	70
From Crosstown Pkwy (MP 142) to Port St.Lucie Blvd (MP 142)	8	87,400	116,700	5,460	7,350	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	60.0%	70
From Port St.Lucie Blvd (MP 142) to Becker Rd (MP 138)	8	84,800	116,700	5,790	7,470	7.40%	1.85%	5.55%	0.31%	0.04%	10.5%	61.0%	70
From Becker Rd (MP 138) to S.W. Martin Highway/Stuart (MP 133)	8	90,100	116,700	6,280	7,470	7.14%	2.08%	5.05%	0.22%	0.05%	10.5%	61.0%	70
South of S.W. Martin Highway/S.R. 714 (MP 133)	8	77,800	116,700	4,940	6,980	7.14%	2.08%	5.05%	0.22%	0.05%	10.5%	57.0%	70

I-95

I-95 Traffic Segment**	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
I-95 - North of High Meadows Ave	8	101,000	116,700	5,560	6,430	5.80%	1.45%	4.35%	0.24%	0.03%	9.0%	61.2%	70
I-95 - North of Kanner Hwy	8	111,000	116,700	6,110	6,430	5.80%	1.45%	4.35%	0.24%	0.03%	9.0%	61.2%	70
I-95 - South of Kanner Hwy	8	122,000	116,700	6,720	6,430	5.80%	1.45%	4.35%	0.24%	0.03%	9.0%	61.2%	70
I-95 - North of Indiantown Road	8	122,000	116,700	6,720	6,430	5.80%	1.45%	4.35%	0.24%	0.03%	9.0%	61.2%	70

Turnpike Ramps

Ramp	Number of Lanes	One-Way AADT	One-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Operational Speed (mph)
S.R. 70 (MP 152)													
S.R. 70 (MP 152) - Southbound off	1	3,250	7,200	550	1,220	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	65.0%	25
S.R. 70 (MP 152) - Northbound on	1	3,250	7,500	550	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	65.0%	35
S.R. 70 (MP 152) - Southbound on	1	10,450	8,800	1,490	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	55.0%	35
S.R. 70 (MP 152) - Northbound off	1	10,450	8,800	1,490	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	55.0%	50
Midway Rd (MP 150)													
Midway Rd (MP 150) - Southbound off	1	2,450	7,500	410	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	65.0%	35
Midway Rd (MP 150) - Northbound on	1	2,450	7,500	410	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	65.0%	35
Midway Rd (MP 150) - Southbound on	1	3,850	8,800	550	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	55.0%	35
Midway Rd (MP 150) - Northbound off	1	3,850	8,800	550	1,260	10.00%	3.33%	7.50%	1.97%	1.15%	13.0%	55.0%	35
Crosstowwn Pkwy (MP 143)													
Crosstown Pkwy (MP 143) - Southbound on	4	4,900	8,800	700	1,260	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	55.0%	45
Crosstown Pkwy (MP 143) - Northbound off	4	4,900	8,800	700	1,260	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	55.0%	45
Port St.Lucie Blvd (MP 142)													
Port St.Lucie Blvd - Southbound off	1	5,450	6,700	990	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	25
Port St.Lucie Blvd - Northbound on	1	5,450	6,700	990	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	25
Port St.Lucie Blvd - Southbound on	1	4,150	6,700	760	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	25
Port St.Lucie Blvd - Northbound off	1	4,150	6,700	760	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	30
Becker Rd (MP 138)													
Becker Rd - Southbound off	1	3,150	6,900	570	1,260	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	45
Becker Rd - Northbound on	1	3,150	6,900	500	1,260	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	40
Becker Rd - Southbound on	1	5,800	6,700	1,060	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	30
Becker Rd - Northbound off	1	5,800	6,700	1,060	1,220	3.00%	1.00%	2.25%	0.59%	0.34%	13.0%	70.0%	30
S.W. Martin Highway/Stuart (MP 133)													
S.W. Martin Highway (MP 133) - Southbound off	2	12,700	12,900	2,400	2,440	5.00%	1.67%	3.75%	0.99%	0.57%	13.5%	70.0%	25
S.W. Martin Highway (MP 133) - Northbound on	2	12,700	12,900	2,400	2,440	5.00%	1.67%	3.75%	0.99%	0.57%	13.5%	70.0%	25
S.W. Martin Highway (MP 133) - Southbound on	1	6,550	7,600	1,060	1,220	5.00%	1.67%	3.75%	0.99%	0.57%	12.6%	64.0%	25
S.W. Martin Highway (MP 133) - Northbound off	1	6,550	7,600	1,060	1,220	5.00%	1.67%	3.75%	0.99%	0.57%	12.6%	64.0%	30

Arterials

Arterial Traffic Segment	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Posted Speed (mph)
S.R. 70													
S.R. 70 - East of Turnpike	6	44,800	59,500	2,270	3,010	7.00%	2.33%	5.25%	1.38%	0.80%	9.0%	56.2%	45
S.R. 70 - West of Turnpike	6	24,000	59,500	1,210	3,010	7.00%	2.33%	5.25%	1.38%	0.80%	9.0%	56.2%	45
S.W. Kings Highway - North of S.R. 70	6	22,000	49,200	1,010	2,260	7.00%	2.33%	5.25%	1.38%	0.80%	9.0%	51.0%	45
S Rock Rd - Parallel to the Turnpike	2	400	8,300	30	550	0.80%	0.27%	0.60%	0.16%	0.09%	11.0%	60.0%	30
Midway Rd													
Midway Rd - East of Turnpike	6	41,900	42,300	2,240	2,260	7.00%	2.33%	5.25%	1.38%	0.80%	9.5%	56.2%	45
Midway Rd - West of Turnpike	6	39,500	42,300	2,110	2,260	7.00%	2.33%	5.25%	1.38%	0.80%	9.5%	56.2%	45
CR 709/Glades Cut Off Rd - East/West of Turnpike	2	10,500	8,300	690	550	7.00%	2.33%	5.25%	1.38%	0.80%	11.0%	60.0%	25
Prima Vista Blvd/St Lucie West Blvd													
Prima Vista Blvd/St Lucie West Blvd - East/West of Turnpike	6	51,000	51,300	2,340	2,350	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	51.0%	45
Cashmere Blvd - North of Prima Vista Blvd	4	25,700	32,100	1,180	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	51.0%	45
Cashmere Blvd - South of Prima Vista Blvd	4	18,200	32,100	840	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	51.0%	45
S.W. Bayshore Blvd - North of Prima Vista Blvd	2	27,900	8,300	1,280	380	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	51.0%	45
S.W. Bayshore Blvd - South of Prima Vista Blvd	4	28,200	32,100	1,290	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	51.0%	45
South/North Macedo Blvd - Parallel to the Turnpike	2	200	8,300	10	560	0.80%	0.27%	0.60%	0.16%	0.09%	11.0%	61.0%	25
Crosstown Pkwy													
Crosstown Pkwy- East of Turnpike	6	59,300	47,400	2,830	2,260	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	53.0%	45
Crosstown Pkwy - West of Turnpike	6	58,200	44,000	2,990	2,260	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	57.1%	45
S.W. Cameo Blvd - North of Crosstown Pkwy	6	24,600	49,300	1,130	2,260	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	50.9%	30
S.W. Cameo Blvd - South of Crosstown Pkwy	4	10,700	32,100	490	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	50.9%	30
S.W. Bayshore Blvd - North of Crosstown Pkwy	4	38,600	32,100	1,770	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	50.9%	40
S.W. Bayshore Blvd - North of Crosstown Pkwy	4	32,900	32,100	1,510	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	50.9%	40
Port St.Lucie Blvd													
Port St.Lucie Blvd - East of Turnpike	6	59,700	65,600	2,740	3,010	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	51.0%	45
Port St.Lucie Blvd - West of Turnpike	6	54,700	32,100	2,810	3,010	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	57.1%	45
S.W. Cameo Blvd - North of Port St.Lucie Blvd	4	10,700	32,100	490	1,470	1.00%	0.33%	0.75%	0.20%	0.11%	9.0%	50.9%	30
S.W. Cameo Blvd - South of Port St.Lucie Blvd	4	11,200	32,100	510	1,470	1.00%	0.33%	0.75%	0.20%	0.11%	9.0%	50.9%	30
S.W. Bayshore Blvd - North of Port St.Lucie Blvd	4	34,300	32,100	1,570	1,470	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	50.9%	40
S.W. Bayshore Blvd - South of Port St.Lucie Blvd	2	7,900	8,300	610	640	2.00%	0.67%	1.50%	0.39%	0.23%	9.0%	85.7%	35
Becker Rd													
Becker Rd - East of Turnpike	4	45,700	32,100	2,090	1,470	1.00%	0.33%	0.75%	0.20%	0.11%	9.0%	50.9%	40
Becker Rd - West of Turnpike	4	47,300	32,100	2,170	1,470	1.00%	0.33%	0.75%	0.20%	0.11%	9.0%	50.9%	40
Southbend Blvd -North of Becker Road	2	18,000	8,300	820	560	1.00%	0.33%	0.75%	0.20%	0.11%	9.0%	50.9%	40
S.W. Martin Highway													
S.W. Martin Highway - East of Turnpike	6	49,200	51,300	2,890	3,010	3.00%	1.00%	2.25%	0.59%	0.34%	9.5%	61.8%	45
S.W. Martin Highway - West of Turnpike	6	43,200	56,800	2,290	3,010	3.00%	1.00%	2.25%	0.59%	0.34%	9.5%	55.8%	45
S.W. Martin Downs Blvd - North of S.W. Martin Highway	4	39,100	32,100	2,150	1,770	3.00%	1.00%	2.25%	0.59%	0.34%	10.0%	55.0%	45
S.W. High Meadows - North of S.W. Martin Highway	4	22,600	32,100	1,330	1,880	1.20%	0.40%	0.90%	0.24%	0.14%	9.5%	61.8%	45
S.W. High Meadows - South of S.W. Martin Highway	4	35,000	32,100	2,100	1,930	3.00%	1.00%	2.25%	0.59%	0.34%	9.5%	63.3%	55
S.W. Kanner Highway													
S.W. Kanner Hwy - East/West of Turnpike	4	30,300	32,100	1,600	1,690	5.20%	1.30%	3.90%	0.21%	0.02%	9.0%	58.5%	45
CR 708/Bridge Rd													
CR 708/Bridge Rd - East of I-95	4	19,000	32,100	1,140	1,930	5.20%	1.30%	3.90%	0.21%	0.02%	9.5%	63.3%	55
CR 708/Bridge Rd - West of I-95	4	14,000	32,100	840	1,930	5.20%	1.30%	3.90%	0.21%	0.02%	9.5%	63.3%	55
CR 706 /Indiantown Road													
CR 706 /Indiantown Road - East of Turnpike	6	78,600	51,300	4,390	2,860	6.00%	1.50%	4.50%	0.25%	0.03%	9.0%	62.0%	55
CR 706 /Indiantown Road - West of Turnpike	6	56,900	51,300	3,430	3,090	6.00%	1.50%	4.50%	0.25%	0.03%	9.0%	67.0%	55

* 2045 Build 8 Lanes conditions* assume 8 lane mainline widening with all new interchanges except I-95 Direct Connect.
**I-95 Traffic Data are from the I-95 Master Plan Study
(1) Posted speed data are obtained by field observation.

(2) Daily and design hour ramp volumes are provided directionally (i.e. does not incorporate return movements on the corresponding ramp). Likewise, the daily and design hour LOS C maximum service volumes are listed directionally for each ramp.

(3) Ramp LOS C maximum service volumes are from the HCS Analysis.
(4) Freeway and Arterial LOS C maximum service volumes are obtained from *FDOT 2013 Generalized Service Volume Tables* .
(5) Mainline and ramp K and D factors are obtained from the ongoing PD&E volume development effort.
(6) Mainline and ramp vehicle classification factors are obtained from Florida Traffic Online and the ongoing PD&E volume development effort.

Appendix B-1 – Residential Receptors

Predicted Noise Levels

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
NB01	RNB01-001	1	B	66	66	59.8	59.9	62.2	2.4	No	No	Rialto
NB01	RNB01-002	1	B	66	66	59.8	59.9	61.5	1.7	No	No	Rialto
NB01	RNB01-003	1	B	66	66	59.3	59.4	61.1	1.8	No	No	Rialto
NB01	RNB01-004	1	B	66	66	60.1	60.2	62.7	2.6	No	No	Rialto
NB01	RNB01-005	2	B	66	66	59.9	60.0	62.2	2.3	No	No	Rialto
NB01	RNB01-006	1	B	66	66	59.6	59.7	60.6	1.0	No	No	Rialto
NB01	RNB01-007	1	B	66	66	60.2	60.3	62.8	2.6	No	No	Rialto
NB01	RNB01-008	1	B	66	66	59.2	59.3	60.8	1.6	No	No	Rialto
NB01	RNB01-009	1	B	66	66	60.4	60.5	63.1	2.7	No	No	Rialto
NB01	RNB01-010	1	B	66	66	58.7	58.8	60.7	2.0	No	No	Rialto
NB01	RNB01-011	1	B	66	66	60.3	60.3	62.9	2.6	No	No	Rialto
NB01	RNB01-012	1	B	66	66	60.4	60.5	63.3	2.9	No	No	Rialto
NB01	RNB01-013	1	B	66	66	59.9	60.0	62.2	2.3	No	No	Rialto
NB01	RNB01-014	1	B	66	66	60.1	60.2	63.2	3.1	No	No	Rialto
NB01	RNB01-015	2	B	66	66	60.0	60.1	62.0	2.0	No	No	Rialto
NB01	RNB01-016	1	B	66	66	62.1	62.1	65.3	3.2	No	No	Rialto
NB01	RNB01-017	1	B	66	66	62.0	62.1	65.2	3.2	No	No	Rialto
NB01	RNB01-018	3	B	66	66	60.2	60.3	62.9	2.7	No	No	Rialto
NB01	RNB01-019	1	B	66	66	62.1	62.2	65.3	3.2	No	No	Rialto
NB01	RNB01-020	5	B	66	66	59.4	59.6	62.2	2.8	No	No	Rialto
NB01	RNB01-021	1	B	66	66	62.1	62.2	65.5	3.4	No	No	Rialto
NB01	RNB01-022	3	B	66	66	61.0	61.1	63.7	2.7	No	No	Rialto
NB01	RNB01-023	1	B	66	66	61.8	62.0	64.1	2.3	No	No	Rialto
NB01	RNB01-024	1	B	66	66	62.4	62.5	65.7	3.3	No	No	Rialto
NB01	RNB01-025	1	B	66	66	62.4	62.5	65.6	3.2	No	No	Rialto
NB01	RNB01-026	2	B	66	66	61.5	61.7	64.3	2.8	No	No	Rialto
NB01	RNB01-027	1	B	66	66	62.5	62.7	65.7	3.2	No	No	Rialto
NB01	RNB01-028	1	B	66	66	62.4	62.5	**66.3**	3.9	Yes	No	Rialto
NB01	RNB01-029	1	B	66	66	62.6	62.8	65.4	2.8	No	No	Rialto
NB01	RNB01-030	2	B	66	66	61.6	61.8	63.8	2.2	No	No	Rialto
NB01	RNB01-031	1	B	66	66	62.1	62.3	63.7	1.6	No	No	Rialto
NB01	RNB01-032	1	B	66	66	63.3	63.4	**66.5**	3.2	Yes	No	Rialto
NB01	RNB01-033	1	B	66	66	63.7	64.0	**67.5**	3.8	Yes	No	Rialto
NB01	RNB01-034	1	B	66	66	63.5	63.7	**66.0**	2.5	Yes	No	Rialto
NB01	RNB01-035	2	B	66	66	59.3	59.6	61.3	2.0	No	No	Rialto
NB01	RNB01-036	3	B	66	66	61.6	61.9	64.1	2.5	No	No	Rialto
NB05	RNB05-001	2	B	66	66	57.5	57.6	61.6	4.1	No	No	Hammock Creek
NB05	RNB05-002	2	B	66	66	59.0	59.1	62.2	3.2	No	No	Hammock Creek
NB05	RNB05-003	2	B	66	66	60.5	60.6	62.9	2.4	No	No	Hammock Creek
NB05	RNB05-004	3	B	66	66	63.9	64.0	**66.7**	2.8	Yes	No	Hammock Creek
NB05	RNB05-005	3	B	66	66	61.7	61.9	65.2	3.5	No	No	Hammock Creek
NB05	RNB05-006	3	B	66	66	54.3	54.5	58.1	3.8	No	No	Hammock Creek
NB05	RNB05-007	3	B	66	66	52.2	52.5	56.5	4.3	No	No	Hammock Creek
NB05	RNB05-008	2	B	66	66	58.9	59.0	62.7	3.8	No	No	Hammock Creek
NB05	RNB05-009	2	B	66	66	57.0	57.2	60.6	3.6	No	No	Hammock Creek
NB05	RNB05-010	3	B	66	66	55.2	55.4	58.6	3.4	No	No	Hammock Creek
NB05	RNB05-011	3	B	66	66	53.8	54.0	57.4	3.6	No	No	Hammock Creek
NB05	RNB05-012	2	B	66	66	56.3	56.5	59.8	3.5	No	No	Hammock Creek
NB05	RNB05-013	3	B	66	66	54.7	55.0	57.9	3.2	No	No	Hammock Creek
NB05	RNB05-014	3	B	66	66	51.7	52.0	55.5	3.8	No	No	Hammock Creek
NB05	RNB05-015	3	B	66	66	55.0	55.2	58.1	3.1	No	No	Hammock Creek
NB05	RNB05-016	3	B	66	66	52.5	52.8	55.9	3.4	No	No	Hammock Creek
NB05	RNB05-017	3	B	66	66	58.7	58.9	61.9	3.2	No	No	Hammock Creek
NB05	RNB05-018	2	B	66	66	55.8	56.0	58.8	3.0	No	No	Hammock Creek
NB05	RNB05-019	3	B	66	66	56.2	56.4	59.5	3.3	No	No	Hammock Creek
NB05	RNB05-022	1	B	66	66	65.4	66.4	**72.2**	6.8	Yes	No	Highlands Reserve
NB05	RNB05-023	2	B	66	66	61.7	62.5	**67.7**	6.0	Yes	No	Highlands Reserve
NB05	RNB05-024	2	B	66	66	63.8	64.7	**70.0**	6.2	Yes	No	Highlands Reserve
NB05	RNB05-025	2	B	66	66	60.7	61.4	**66.7**	6.0	Yes	No	Highlands Reserve
NB05	RNB05-026	2	B	66	66	62.4	63.3	**68.6**	6.2	Yes	No	Highlands Reserve
NB05	RNB05-027	2	B	66	66	61.5	62.4	**67.7**	6.2	Yes	No	Highlands Reserve
NB05	RNB05-028	2	B	66	66	58.6	59.4	64.7	6.1	No	No	Highlands Reserve
NB05	RNB05-029	2	B	66	66	60.2	61.1	**66.5**	6.3	Yes	No	Highlands Reserve
NB05	RNB05-030	2	B	66	66	58.7	59.4	64.3	5.6	No	No	Highlands Reserve
NB05	RNB05-031	2	B	66	66	59.0	59.9	65.4	6.4	No	No	Highlands Reserve
NB05	RNB05-032	3	B	66	66	56.9	57.6	62.8	5.9	No	No	Highlands Reserve
NB05	RNB05-033	3	B	66	66	57.2	57.9	63.4	6.2	No	No	Highlands Reserve
NB05	RNB05-034	1	B	66	66	57.4	58.2	64.1	6.7	No	No	Highlands Reserve
NB05	RNB05-035	3	B	66	66	58.8	59.8	63.8	5.0	No	No	Highlands Reserve
NB05	RNB05-036	2	B	66	66	61.4	62.5	**69.1**	7.7	Yes	No	Highlands Reserve
NB05	RNB05-037	2	B	66	66	58.6	59.6	**66.1**	7.5	Yes	No	Highlands Reserve
NB05	RNB05-038	2	B	66	66	60.7	61.8	**68.9**	8.2	Yes	No	Highlands Reserve
NB05	RNB05-039	3	B	66	66	57.9	58.9	65.5	7.6	No	No	Highlands Reserve
NB05	RNB05-040	2	B	66	66	60.6	61.7	**69.0**	8.4	Yes	No	Highlands Reserve
NB05	RNB05-041	2	B	66	66	60.6	61.7	**68.8**	8.2	Yes	No	Highlands Reserve
NB05	RNB05-042	2	B	66	66	61.0	62.1	**69.1**	8.1	Yes	No	Highlands Reserve
NB05	RNB05-043	2	B	66	66	62.3	63.4	**69.7**	7.4	Yes	No	Highlands Reserve
NB05	RNB05-044	1	B	66	66	53.0	53.8	58.3	5.3	No	No	Highlands Reserve
NB05	RNB05-045	4	B	66	66	57.9	59.0	65.4	7.5	No	No	Highlands Reserve
NB05	RNB05-046	1	B	66	66	64.2	65.3	**71.6**	7.4	Yes	No	Highlands Reserve
NB05	RNB05-047	2	B	66	66	58.4	59.4	65.7	7.3	No	No	Highlands Reserve
NB05	RNB05-048	1	B	66	66	53.4	54.3	58.8	5.4	No	No	Highlands Reserve
NB05	RNB05-049	1	B	66	66	52.3	53.1	56.3	4.0	No	No	Highlands Reserve
NB05	RNB05-050	1	B	66	66	51.9	52.7	56.5	4.6	No	No	Highlands Reserve
NB05	RNB05-051	1	B	66	66	53.6	54.4	58.9	5.3	No	No	Highlands Reserve
NB05	RNB05-052	2	B	66	66	60.0	61.1	**67.3**	7.3	Yes	No	Highlands Reserve
NB05	RNB05-053	1	B	66	66	53.4	54.2	59.0	5.6	No	No	Highlands Reserve
NB05	RNB05-054	1	B	66	66	51.6	52.3	56.3	4.7	No	No	Highlands Reserve
NB05	RNB05-055	2	B	66	66	58.3	59.3	63.0	4.7	No	No	Highlands Reserve
NB05	RNB05-056	2	B	66	66	61.5	62.6	**68.4**	6.9	Yes	No	Highlands Reserve
NB05	RNB05-057	1	B	66	66	51.1	51.9	56.0	4.9	No	No	Highlands Reserve
NB05	RNB05-058	1	B	66	66	52.2	53.0	56.4	4.2	No	No	Highlands Reserve
NB05	RNB05-059	1	B	66	66	53.0	53.9	58.4	5.4	No	No	Highlands Reserve
NB05	RNB05-060	1	B	66	66	50.6	51.4	55.5	4.9	No	No	Highlands Reserve
NB05	RNB05-061	1	B	66	66	51.4	52.1	55.9	4.5	No	No	Highlands Reserve
NB05	RNB05-062	1	B	66	66	51.9	52.7	56.2	4.3	No	No	Highlands Reserve
NB05	RNB05-063	1	B	66	66	51.9	52.8	56.1	4.2	No	No	Highlands Reserve
NB05	RNB05-064	1	B	66	66	50.5	51.3	55.2	4.7	No	No	Highlands Reserve
NB05	RNB05-065	1	B	66	66	52.1	53.0	56.5	4.4	No	No	Highlands Reserve
NB05	RNB05-066	2	B	66	66	50.0	50.7	54.7	4.7	No	No	Highlands Reserve
NB05	RNB05-067	1	B	66	66	62.5	63.6	**69.5**	7.0	Yes	No	Highlands Reserve

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
NB05	RNB05-068	3	B	66	66	49.6	50.4	54.3	4.7	No	No	Highlands Reserve
NB05	RNB05-069	1	B	66	66	62.6	63.7	**69.4**	6.8	Yes	No	Highlands Reserve
NB05	RNB05-070	1	B	66	66	61.2	62.3	**67.8**	6.6	Yes	No	Highlands Reserve
NB05	RNB05-071	1	B	66	66	64.0	65.2	**70.3**	6.3	Yes	No	Highlands Reserve
NB05	RNB05-072	2	B	66	66	58.6	59.7	64.9	6.3	No	No	Highlands Reserve
NB05	RNB05-073	2	B	66	66	61.2	62.4	**67.9**	6.7	Yes	No	Highlands Reserve
NB05	RNB05-074	3	B	66	66	51.4	52.3	56.4	5.0	No	No	Highlands Reserve
NB05	RNB05-075	3	B	66	66	52.0	53.0	57.4	5.4	No	No	Highlands Reserve
NB05	RNB05-076	3	B	66	66	56.8	57.9	63.1	6.3	No	No	Highlands Reserve
NB05	RNB05-077	3	B	66	66	55.3	56.3	60.9	5.6	No	No	Highlands Reserve
NB05	RNB05-078	3	B	66	66	53.7	54.7	59.2	5.5	No	No	Highlands Reserve
NB05	RNB05-079	2	B	66	66	59.0	60.1	**66.1**	7.1	Yes	No	Highlands Reserve
NB05	RNB05-080	3	B	66	66	51.0	51.9	56.1	5.1	No	No	Highlands Reserve
NB05	RNB05-081	2	B	66	66	57.2	58.3	64.1	6.9	No	No	Highlands Reserve
NB05	RNB05-082	2	B	66	66	55.0	56.1	61.1	6.1	No	No	Highlands Reserve
NB05	RNB05-083	3	B	66	66	51.1	52.0	56.3	5.2	No	No	Highlands Reserve
NB05	RNB05-084	3	B	66	66	52.4	53.3	58.0	5.6	No	No	Highlands Reserve
NB05	RNB05-085	3	B	66	66	53.4	54.4	59.8	6.4	No	No	Highlands Reserve
NB05	RNB05-086	1	B	66	66	55.3	56.3	61.9	6.6	No	No	Highlands Reserve
NB05	RNB05-087	1	B	66	66	54.4	55.5	61.2	6.8	No	No	Highlands Reserve
NB05	RNB05-088	1	B	66	66	55.1	56.2	62.0	6.9	No	No	Highlands Reserve
NB05	RNB05-089	1	B	66	66	63.8	65.0	**70.2**	6.4	Yes	No	Highlands Reserve
NB05	RNB05-090	2	B	66	66	56.5	57.6	63.5	7.0	No	No	Highlands Reserve
NB05	RNB05-091	1	B	66	66	60.8	61.9	**67.0**	6.2	Yes	No	Highlands Reserve
NB05	RNB05-092	1	B	66	66	54.7	55.7	61.0	6.3	No	No	Highlands Reserve
NB05	RNB05-093	1	B	66	66	63.4	64.6	**69.9**	6.5	Yes	No	Highlands Reserve
NB05	RNB05-094	1	B	66	66	59.2	60.4	65.4	6.2	No	No	Highlands Reserve
NB05	RNB05-095	1	B	66	66	54.4	55.4	60.6	6.2	No	No	Highlands Reserve
NB05	RNB05-096	2	B	66	66	55.8	56.9	62.5	6.7	No	No	Highlands Reserve
NB05	RNB05-097	1	B	66	66	62.4	63.5	**69.0**	6.6	Yes	No	Highlands Reserve
NB05	RNB05-098	1	B	66	66	53.9	55.0	59.9	6.0	No	No	Highlands Reserve
NB05	RNB05-099	1	B	66	66	51.2	52.2	56.6	5.4	No	No	Highlands Reserve
NB05	RNB05-100	2	B	66	66	58.2	59.3	62.2	4.0	No	No	Highlands Reserve
NB05	RNB05-101	2	B	66	66	53.6	54.6	59.7	6.1	No	No	Highlands Reserve
NB05	RNB05-102	2	B	66	66	60.2	61.3	**66.9**	6.7	Yes	No	Highlands Reserve
NB05	RNB05-103	3	B	66	66	57.1	58.2	61.5	4.4	No	No	Highlands Reserve
NB05	RNB05-104	3	B	66	66	50.9	51.8	56.1	5.2	No	No	Highlands Reserve
NB05	RNB05-105	3	B	66	66	55.1	56.2	61.1	6.0	No	No	Highlands Reserve
NB05	RNB05-106	2	B	66	66	52.4	53.4	58.6	6.2	No	No	Highlands Reserve
NB05	RNB05-107	1	B	66	66	58.9	60.1	**66.0**	7.1	Yes	No	Highlands Reserve
NB05	RNB05-108	2	B	66	66	55.7	56.8	62.0	6.3	No	No	Highlands Reserve
NB05	RNB05-109	1	B	66	66	57.5	58.6	64.6	7.1	No	No	Highlands Reserve
NB05	RNB05-110	2	B	66	66	51.9	52.9	57.9	6.0	No	No	Highlands Reserve
NB05	RNB05-111	3	B	66	66	54.2	55.3	60.3	6.1	No	No	Highlands Reserve
NB05	RNB05-112	3	B	66	66	50.5	51.5	55.9	5.4	No	No	Highlands Reserve
NB05	RNB05-113	2	B	66	66	51.8	52.8	57.6	5.8	No	No	Highlands Reserve
NB05	RNB05-114	3	B	66	66	52.8	53.9	58.8	6.0	No	No	Highlands Reserve
NB05	RNB05-115	3	B	66	66	50.2	51.1	55.4	5.2	No	No	Highlands Reserve
NB05	RNB05-117	2	B	66	66	51.7	52.8	57.5	5.8	No	No	Highlands Reserve
NB05	RNB05-118	1	B	66	66	57.4	58.5	64.7	7.3	No	No	Hammock Creek
NB05	RNB05-119	1	B	66	66	58.9	60.1	**66.3**	7.4	Yes	No	Hammock Creek
NB05	RNB05-120	2	B	66	66	53.9	55.0	60.1	6.2	No	No	Hammock Creek
NB05	RNB05-121	2	B	66	66	55.6	56.7	62.2	6.6	No	No	Hammock Creek
NB05	RNB05-122	1	B	66	66	58.8	59.9	**66.0**	7.2	Yes	No	Hammock Creek
NB05	RNB05-123	1	B	66	66	57.6	58.7	64.8	7.2	No	No	Hammock Creek
NB05	RNB05-124	3	B	66	66	52.3	53.3	58.1	5.8	No	No	Hammock Creek
NB05	RNB05-125	2	B	66	66	55.5	56.6	62.2	6.7	No	No	Hammock Creek
NB05	RNB05-126	3	B	66	66	52.8	53.9	58.8	6.0	No	No	Hammock Creek
NB05	RNB05-127	3	B	66	66	50.8	51.8	56.1	5.3	No	No	Hammock Creek
NB05	RNB05-128	3	B	66	66	50.9	51.9	56.3	5.4	No	No	Hammock Creek
NB05	RNB05-129	3	B	66	66	53.4	54.5	59.5	6.1	No	No	Hammock Creek
NB05	RNB05-131	2	B	66	66	52.7	53.7	58.5	5.8	No	No	Hammock Creek
NB05	RNB05-132	3	B	66	66	53.9	54.9	60.1	6.2	No	No	Hammock Creek
NB05	RNB05-133	2	B	66	66	50.9	52.0	56.4	5.5	No	No	Hammock Creek
NB05	RNB05-135	2	B	66	66	51.3	52.3	56.8	5.5	No	No	Hammock Creek
NB05	RNB05-138	4	B	66	66	51.5	52.6	57.1	5.6	No	No	Hammock Creek
NB05	RNB05-140	1	B	66	66	50.8	51.9	56.1	5.3	No	No	Hammock Creek
NB05	RNB05-142	3	B	66	66	50.2	51.2	55.5	5.3	No	No	Hammock Creek
NB05	RNB05-143	1	B	66	66	58.2	59.3	65.3	7.1	No	No	Hammock Creek
NB05	RNB05-144	1	B	66	66	59.0	60.2	**66.3**	7.3	Yes	No	Hammock Creek
NB05	RNB05-145	2	B	66	66	55.3	56.4	61.6	6.3	No	No	Hammock Creek
NB05	RNB05-146	3	B	66	66	49.9	50.9	55.1	5.2	No	No	Hammock Creek
NB05	RNB05-147	2	B	66	66	57.5	58.7	64.7	7.2	No	No	Hammock Creek
NB05	RNB05-148	2	B	66	66	55.0	56.1	61.1	6.1	No	No	Hammock Creek
NB05	RNB05-149	3	B	66	66	51.7	52.8	57.5	5.8	No	No	Hammock Creek
NB05	RNB05-150	3	B	66	66	53.7	54.8	59.9	6.2	No	No	Hammock Creek
NB05	RNB05-151	1	B	66	66	58.1	59.2	65.5	7.4	No	No	Hammock Creek
NB05	RNB05-152	3	B	66	66	49.8	50.8	55.0	5.2	No	No	Hammock Creek
NB05	RNB05-153	2	B	66	66	58.7	59.9	**66.7**	8.0	Yes	No	Hammock Creek
NB05	RNB05-154	2	B	66	66	55.0	56.2	61.7	6.7	No	No	Hammock Creek
NB05	RNB05-156	1	B	66	66	51.6	52.7	57.6	6.0	No	No	Hammock Creek
NB05	RNB05-157	3	B	66	66	51.0	52.0	56.7	5.7	No	No	Hammock Creek
NB05	RNB05-158	2	B	66	66	59.1	60.2	**67.7**	8.6	Yes	No	Hammock Creek
NB05	RNB05-159	3	B	66	66	50.0	51.1	55.5	5.5	No	No	Hammock Creek
NB05	RNB05-160	3	B	66	66	52.8	53.9	59.3	6.5	No	No	Hammock Creek
NB05	RNB05-161	2	B	66	66	55.1	56.2	62.5	7.4	No	No	Hammock Creek
NB05	RNB05-162	2	B	66	66	59.3	60.4	**67.8**	8.5	Yes	No	Hammock Creek
NB05	RNB05-164	3	B	66	66	55.2	56.4	63.1	7.9	No	No	Hammock Creek
NB05	RNB05-165	3	B	66	66	50.8	51.9	56.9	6.1	No	No	Hammock Creek
NB05	RNB05-166	2	B	66	66	59.9	61.0	**68.1**	8.2	Yes	No	Hammock Creek
NB05	RNB05-167	1	B	66	66	50.2	51.3	55.8	5.6	No	No	Hammock Creek
NB05	RNB05-168	3	B	66	66	52.6	53.7	59.5	6.9	No	No	Hammock Creek
NB05	RNB05-169	2	B	66	66	60.6	61.7	**68.2**	7.6	Yes	No	Hammock Creek
NB05	RNB05-170	3	B	66	66	49.9	50.9	55.4	5.5	No	No	Hammock Creek
NB05	RNB05-171	3	B	66	66	50.9	51.9	57.0	6.1	No	No	Hammock Creek
NB05	RNB05-172	3	B	66	66	55.1	56.2	62.7	7.6	No	No	Hammock Creek
NB05	RNB05-173	3	B	66	66	52.9	54.0	59.8	6.9	No	No	Hammock Creek
NB05	RNB05-174	3	B	66	66	49.8	50.8	55.3	5.5	No	No	Hammock Creek
NB05	RNB05-175	3	B	66	66	51.0	52.0	57.1	6.1	No	No	Hammock Creek
NB05	RNB05-177	2	B	66	66	50.2	51.2	55.8	5.6	No	No	Hammock Creek
NB05	RNB05-178	2	B	66	66	49.3	50.3	54.6	5.3	No	No	Hammock Creek

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
NB05	RNB05-179	2	B	66	66	59.9	61.1	**67.1**	7.2	Yes	No	Hammock Creek
NB05	RNB05-180	2	B	66	66	56.1	57.3	62.8	6.7	No	No	Hammock Creek
NB05	RNB05-181	2	B	66	66	59.9	61.0	**67.2**	7.3	Yes	No	Hammock Creek
NB05	RNB05-182	2	B	66	66	56.6	57.7	63.1	6.5	No	No	Hammock Creek
NB05	RNB05-183	2	B	66	66	61.3	62.4	**68.5**	7.2	Yes	No	Hammock Creek
NB05	RNB05-185	2	B	66	66	62.4	63.6	**69.5**	7.1	Yes	No	Hammock Creek
NB05	RNB05-186	2	B	66	66	57.6	58.7	64.4	6.8	No	No	Hammock Creek
NB05	RNB05-187	1	B	66	66	58.7	59.8	65.1	6.4	No	No	Hammock Creek
NB05	RNB05-188	2	B	66	66	63.3	64.5	**70.3**	7.0	Yes	No	Hammock Creek
NB05	RNB05-189	1	B	66	66	55.9	57.0	61.4	5.5	No	No	Hammock Creek
NB05	RNB05-190	3	B	66	66	50.6	51.6	55.9	5.3	No	No	Hammock Creek
NB05	RNB05-191	3	B	66	66	52.2	53.2	57.8	5.6	No	No	Hammock Creek
NB05	RNB05-192	3	B	66	66	54.1	55.2	59.9	5.8	No	No	Hammock Creek
NB05	RNB05-193	3	B	66	66	49.4	50.4	54.5	5.1	No	No	Hammock Creek
NB05	RNB05-194	3	B	66	66	50.2	51.2	55.2	5.0	No	No	Hammock Creek
NB05	RNB05-196	1	B	66	66	49.5	50.5	54.5	5.0	No	No	Hammock Creek
NB05	RNB05-197	1	B	66	66	57.2	58.3	63.9	6.7	No	No	Hammock Creek
NB05	RNB05-198	1	B	66	66	54.0	55.1	60.0	6.0	No	No	Hammock Creek
NB05	RNB05-199	3	B	66	66	55.6	56.7	62.0	6.4	No	No	Hammock Creek
NB05	RNB05-200	3	B	66	66	52.9	54.0	58.7	5.8	No	No	Hammock Creek
NB05	RNB05-201	3	B	66	66	54.7	55.8	61.1	6.4	No	No	Hammock Creek
NB05	RNB05-202	3	B	66	66	52.3	53.4	57.9	5.6	No	No	Hammock Creek
NB05	RNB05-203	3	B	66	66	53.3	54.4	59.2	5.9	No	No	Hammock Creek
NB05	RNB05-205	2	B	66	66	51.3	52.4	56.6	5.3	No	No	Hammock Creek
NB05	RNB05-206	3	B	66	66	50.1	51.1	55.1	5.0	No	No	Hammock Creek
NB05	RNB05-207	3	B	66	66	52.9	53.9	58.9	6.0	No	No	Hammock Creek
NB05	RNB05-209	3	B	66	66	50.9	52.0	56.2	5.3	No	No	Hammock Creek
NB05	RNB05-210	3	B	66	66	49.2	50.2	54.1	4.9	No	No	Hammock Creek
NB05	RNB05-211	2	B	66	66	50.3	51.3	55.5	5.2	No	No	Hammock Creek
NB05	RNB05-212	3	B	66	66	52.1	53.2	58.0	5.9	No	No	Hammock Creek
NB05	RNB05-213	3	B	66	66	50.5	51.5	55.7	5.2	No	No	Hammock Creek
NB05	RNB05-214	3	B	66	66	49.5	50.5	54.7	5.2	No	No	Hammock Creek
NB05	RNB05-215	3	B	66	66	51.1	52.1	56.8	5.7	No	No	Hammock Creek
NB05	RNB05-216	4	B	66	66	49.6	50.6	54.8	5.2	No	No	Hammock Creek
NB05	RNB05-217	2	B	66	66	50.5	51.5	56.2	5.7	No	No	Hammock Creek
NB06	RNB06-001	4	B	66	66	60.7	60.8	64.7	4.0	No	No	Sunset Trace At Martin Downs
NB06	RNB06-002	1	B	66	66	63.8	63.8	64.8	1.0	No	No	Palm Pointe
NB06	RNB06-003	4	B	66	66	58.8	58.9	61.1	2.3	No	No	Sunset Trace At Martin Downs
NB06	RNB06-004	1	B	66	66	63.4	63.4	63.8	0.4	No	No	Palm Pointe
NB06	RNB06-005	1	B	66	66	63.5	63.6	63.9	0.4	No	No	Palm Pointe
NB06	RNB06-006	4	B	66	66	59.7	59.9	60.6	0.9	No	No	Sunset Trace At Martin Downs
NB06	RNB06-007	4	B	66	66	58.5	58.7	60.0	1.5	No	No	Sunset Trace At Martin Downs
NB06	RNB06-008	4	B	66	66	58.9	59.1	60.0	1.1	No	No	Sunset Trace At Martin Downs
NB06	RNB06-009	1	B	66	66	62.7	62.7	63.4	0.7	No	No	Palm Pointe
NB06	RNB06-010	4	B	66	66	58.2	58.4	59.7	1.5	No	No	Sunset Trace At Martin Downs
NB06	RNB06-011	1	B	66	66	61.5	61.5	63.9	2.4	No	No	Palm Pointe
NB06	RNB06-012	1	B	66	66	59.6	59.7	62.9	3.3	No	No	Palm Pointe
NB06	RNB06-013	1	B	66	66	58.0	58.1	62.1	4.1	No	No	Palm Pointe
NB06	RNB06-014	1	B	66	66	59.3	59.7	61.5	2.2	No	No	Sunset Trace At Martin Downs
NB06	RNB06-015	1	B	66	66	58.4	58.8	60.6	2.2	No	No	Sunset Trace At Martin Downs
NB06	RNB06-016	1	B	66	66	57.8	58.2	62.4	4.6	No	No	Sunset Trace At Martin Downs
NB06	RNB06-017	1	B	66	66	58.1	58.5	60.0	1.9	No	No	Sunset Trace At Martin Downs
NB06	RNB06-018	1	B	66	66	58.8	59.2	62.9	4.1	No	No	Sunset Trace At Martin Downs
NB06	RNB06-019	1	B	66	66	59.2	59.7	63.0	3.8	No	No	Sunset Trace At Martin Downs
NB06	RNB06-020A	1	B	66	66	65.1	65.6	**70.8**	5.7	Yes	No	Coquina Cove Apartments
NB06	RNB06-020B	1	B	66	66	68.7	69.3	**73.1**	4.4	Yes	No	Coquina Cove Apartments
NB06	RNB06-021A	1	B	66	66	62.1	62.7	**66.7**	4.6	Yes	No	Coquina Cove Apartments
NB06	RNB06-021B	1	B	66	66	65.6	66.2	**70.0**	4.4	Yes	No	Coquina Cove Apartments
NB06	RNB06-022A	1	B	66	66	58.6	59.1	63.3	4.7	No	No	Coquina Cove Apartments
NB06	RNB06-022B	1	B	66	66	62.2	62.8	**66.7**	4.5	Yes	No	Coquina Cove Apartments
NB06	RNB06-023A	1	B	66	66	64.6	65.2	**70.7**	6.1	Yes	No	Coquina Cove Apartments
NB06	RNB06-023B	1	B	66	66	68.2	68.8	**72.8**	4.6	Yes	No	Coquina Cove Apartments
NB06	RNB06-024A	4	B	66	66	59.7	60.3	64.9	5.2	No	No	Coquina Cove Apartments
NB06	RNB06-024B	4	B	66	66	63.3	63.9	**68.3**	5.0	Yes	No	Coquina Cove Apartments
NB06	RNB06-025A	4	B	66	66	58.2	58.7	63.0	4.8	No	No	Coquina Cove Apartments
NB06	RNB06-025B	4	B	66	66	61.9	62.4	**66.9**	5.0	Yes	No	Coquina Cove Apartments
NB06	RNB06-026A	1	B	66	66	56.3	56.9	61.4	5.1	No	No	Coquina Cove Apartments
NB06	RNB06-026B	1	B	66	66	60.0	60.5	64.7	4.7	No	No	Coquina Cove Apartments
NB06	RNB06-027A	1	B	66	66	64.1	64.6	**70.4**	6.3	Yes	No	Coquina Cove Apartments
NB06	RNB06-027B	1	B	66	66	67.6	68.2	**72.4**	4.8	Yes	No	Coquina Cove Apartments
NB06	RNB06-028A	8	B	66	66	51.4	52.0	57.7	6.3	No	No	Coquina Cove Apartments
NB06	RNB06-028B	8	B	66	66	54.7	55.3	60.4	5.7	No	No	Coquina Cove Apartments
NB06	RNB06-029A	4	B	66	66	58.9	59.4	64.3	5.4	No	No	Coquina Cove Apartments
NB06	RNB06-029B	4	B	66	66	62.6	63.1	**67.8**	5.2	Yes	No	Coquina Cove Apartments
NB06	RNB06-030A	8	B	66	66	55.8	56.3	60.7	4.9	No	No	Coquina Cove Apartments
NB06	RNB06-030B	8	B	66	66	59.6	60.1	64.5	4.9	No	No	Coquina Cove Apartments
NB06	RNB06-031A	4	B	66	66	58.9	59.5	64.8	5.9	No	No	Coquina Cove Apartments
NB06	RNB06-031B	4	B	66	66	62.6	63.1	**67.9**	5.3	Yes	No	Coquina Cove Apartments
NB06	RNB06-032A	1	B	66	66	58.2	58.7	64.6	6.4	No	No	Coquina Cove Apartments
NB06	RNB06-032B	1	B	66	66	61.8	62.4	**67.3**	5.5	Yes	No	Coquina Cove Apartments
NB06	RNB06-033A	1	B	66	66	63.5	64.0	**69.9**	6.4	Yes	No	Coquina Cove Apartments
NB06	RNB06-033B	1	B	66	66	67.0	67.6	**71.9**	4.9	Yes	No	Coquina Cove Apartments
NB06	RNB06-034A	1	B	66	66	52.7	53.2	57.3	4.6	No	No	Coquina Cove Apartments Playground
NB06	RNB06-035A	4	B	66	66	59.4	60.0	**66.1**	6.7	Yes	No	Coquina Cove Apartments
NB06	RNB06-035B	4	B	66	66	63.1	63.6	**68.6**	5.5	Yes	No	Coquina Cove Apartments
NB06	RNB06-036A	4	B	66	66	54.1	54.7	58.8	4.7	No	No	Coquina Cove Apartments
NB06	RNB06-036B	4	B	66	66	57.8	58.4	62.9	5.1	No	No	Coquina Cove Apartments
NB06	RNB06-037A	8	B	66	66	54.0	54.6	58.8	4.8	No	No	Coquina Cove Apartments
NB06	RNB06-037B	8	B	66	66	57.5	58.1	62.5	5.0	No	No	Coquina Cove Apartments
NB06	RNB06-038A	4	B	66	66	57.4	58.0	64.7	7.3	No	No	Coquina Cove Apartments
NB06	RNB06-038B	4	B	66	66	61.2	61.7	**67.1**	5.9	Yes	No	Coquina Cove Apartments
NB06	RNB06-039A	8	B	66	66	54.5	55.1	60.3	5.8	No	No	Coquina Cove Apartments
NB06	RNB06-039B	8	B	66	66	58.4	59.0	63.9	5.5	No	No	Coquina Cove Apartments
NB06	RNB06-040A	8	B	66	66	56.5	57.1	63.1	6.6	No	No	Coquina Cove Apartments
NB06	RNB06-040B	8	B	66	66	60.7	61.3	**66.5**	5.8	Yes	No	Coquina Cove Apartments
NB06	RNB06-043	4	B	66	66	57.3	57.8	64.0	6.7	No	No	Martin Downs Country Club
NB06	RNB06-046	4	B	66	66	56.3	56.8	62.5	6.2	No	No	Martin Downs Country Club
NB06	RNB06-047	2	B	66	66	56.4	57.0	62.6	6.2	No	No	Martin Downs Country Club
NB06	RNB06-048	2	B	66	66	56.5	57.0	62.7	6.2	No	No	Martin Downs Country Club
NB06	RNB06-049	2	B	66	66	56.5	57.1	62.9	6.4	No	No	Martin Downs Country Club
NB06	RNB06-050	2	B	66	66	54.9	55.5	60.3	5.4	No	No	Martin Downs Country Club

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
NB06	RNB06-051	2	B	66	66	56.7	57.3	63.0	6.3	No	No	Martin Downs Country Club
NB06	RNB06-052	2	B	66	66	55.0	55.5	60.5	5.5	No	No	Martin Downs Country Club
NB06	RNB06-054	2	B	66	66	55.1	55.7	60.6	5.5	No	No	Martin Downs Country Club
NB06	RNB06-055	4	B	66	66	56.8	57.4	63.1	6.3	No	No	Martin Downs Country Club
NB06	RNB06-056	2	B	66	66	55.2	55.7	60.7	5.5	No	No	Martin Downs Country Club
NB06	RNB06-057	2	B	66	66	56.6	57.1	63.1	6.5	No	No	Martin Downs Country Club
NB06	RNB06-059	2	B	66	66	55.0	55.5	60.8	5.8	No	No	Martin Downs Country Club
NB06	RNB06-060	2	B	66	66	56.1	56.7	63.1	7.0	No	No	Martin Downs Country Club
NB06	RNB06-061	2	B	66	66	54.7	55.3	60.6	5.9	No	No	Martin Downs Country Club
NB06	RNB06-062	2	B	66	66	55.8	56.4	62.7	6.9	No	No	Martin Downs Country Club
NB06	RNB06-063	2	B	66	66	54.4	55.0	60.4	6.0	No	No	Martin Downs Country Club
NB06	RNB06-065	2	B	66	66	55.3	55.9	62.3	7.0	No	No	Martin Downs Country Club
NB06	RNB06-066	2	B	66	66	53.7	54.3	60.3	6.6	No	No	Martin Downs Country Club
NB06	RNB06-068	2	B	66	66	54.7	55.2	61.4	6.7	No	No	Martin Downs Country Club
NB06	RNB06-069	2	B	66	66	53.3	53.8	59.7	6.4	No	No	Martin Downs Country Club
NB06	RNB06-070	2	B	66	66	54.1	54.7	60.9	6.8	No	No	Martin Downs Country Club
NB06	RNB06-071	1	B	66	66	61.4	62.0	**67.7**	6.3	Yes	No	Martin Downs Country Club
NB06	RNB06-072	2	B	66	66	59.2	59.8	65.6	6.4	No	No	Martin Downs Country Club
NB06	RNB06-073	2	B	66	66	61.8	62.3	**68.0**	6.2	Yes	No	Martin Downs Country Club
NB06	RNB06-074	5	B	66	66	57.7	58.3	63.6	5.9	No	No	Martin Downs Country Club
NB06	RNB06-075	2	B	66	66	62.3	62.9	**68.6**	6.3	Yes	No	Martin Downs Country Club
NB06	RNB06-076	2	B	66	66	59.6	60.2	65.5	5.9	No	No	Martin Downs Country Club
NB06	RNB06-077	2	B	66	66	62.8	63.3	**69.2**	6.4	Yes	No	Martin Downs Country Club
NB06	RNB06-078	3	B	66	66	57.7	58.3	61.4	3.7	No	No	Martin Downs Country Club
NB06	RNB06-080	2	B	66	66	63.0	63.6	**69.6**	6.6	Yes	No	Martin Downs Country Club
NB06	RNB06-081	3	B	66	66	56.2	56.8	59.8	3.6	No	No	Martin Downs Country Club
NB06	RNB06-082	3	B	66	66	58.6	59.2	60.7	2.1	No	No	Martin Downs Country Club
NB06	RNB06-083	2	B	66	66	63.3	63.9	**69.9**	6.6	Yes	No	Martin Downs Country Club
NB06	RNB06-084	4	B	66	66	60.1	60.7	**66.3**	6.2	Yes	No	Martin Downs Country Club
NB06	RNB06-085	1	B	66	66	56.7	57.3	59.0	2.3	No	No	Martin Downs Country Club
NB06	RNB06-086	1	B	66	66	63.2	63.7	**69.8**	6.6	Yes	No	Martin Downs Country Club
NB06	RNB06-087	1	B	66	66	60.4	60.9	**66.5**	6.1	Yes	No	Martin Downs Country Club
NB06	RNB06-088	1	B	66	66	58.8	59.3	60.9	2.1	No	No	Martin Downs Country Club
NB06	RNB06-089	1	B	66	66	62.5	63.1	**69.1**	6.6	Yes	No	Martin Downs Country Club
NB06	RNB06-090	3	B	66	66	55.1	55.7	59.0	3.9	No	No	Martin Downs Country Club
NB06	RNB06-091	1	B	66	66	61.6	62.1	**67.9**	6.3	Yes	No	Martin Downs Country Club
NB06	RNB06-092	2	B	66	66	58.6	59.1	64.1	5.5	No	No	Martin Downs Country Club
NB06	RNB06-093	3	B	66	66	56.3	56.8	58.7	2.4	No	No	Martin Downs Country Club
NB06	RNB06-094	3	B	66	66	54.9	55.4	58.3	3.4	No	No	Martin Downs Country Club
NB06	RNB06-095	2	B	66	66	56.9	57.5	61.5	4.6	No	No	Martin Downs Country Club
NB06	RNB06-096	2	B	66	66	56.4	56.9	60.7	4.3	No	No	Martin Downs Country Club
NB06	RNB06-097	2	B	66	66	59.5	60.1	65.4	5.9	No	No	Martin Downs Country Club
NB06	RNB06-099	3	B	66	66	54.7	55.3	58.8	4.1	No	No	Martin Downs Country Club
NB06	RNB06-100	3	B	66	66	57.7	58.3	63.3	5.6	No	No	Martin Downs Country Club
NB06	RNB06-101	4	B	66	66	54.8	55.4	59.5	4.7	No	No	Martin Downs Country Club
NB06	RNB06-102	1	B	66	66	59.7	60.2	64.9	5.2	No	No	Martin Downs Country Club
NB06	RNB06-103	1	B	66	66	58.6	59.1	64.3	5.7	No	No	Martin Downs Country Club
NB06	RNB06-104	4	B	66	66	58.2	58.8	64.2	6.0	No	No	Martin Downs Country Club
NB06	RNB06-105	2	B	66	66	57.5	58.1	63.6	6.1	No	No	Martin Downs Country Club
NB06	RNB06-106	3	B	66	66	56.9	57.5	62.9	6.0	No	No	Martin Downs Country Club
NB06	RNB06-107	1	B	66	66	58.0	58.5	63.9	5.9	No	No	Martin Downs Country Club
NB06	RNB06-108	5	B	66	66	56.1	56.7	61.4	5.3	No	No	Martin Downs Country Club
NB06	RNB06-109	3	B	66	66	57.3	57.8	63.0	5.7	No	No	Martin Downs Country Club
NB06	RNB06-110	3	B	66	66	56.3	56.9	61.7	5.4	No	No	Martin Downs Country Club
NB06	RNB06-111	3	B	66	66	55.0	55.6	59.8	4.8	No	No	Martin Downs Country Club
NB06	RNB06-112	3	B	66	66	55.5	56.0	60.8	5.3	No	No	Martin Downs Country Club
NB06	RNB06-113	3	B	66	66	54.1	54.7	58.8	4.7	No	No	Martin Downs Country Club
NB06	RNB06-114	4	B	66	66	54.7	55.3	59.9	5.2	No	No	Martin Downs Country Club
NB06	RNB06-115	3	B	66	66	53.3	53.9	58.0	4.7	No	No	Martin Downs Country Club
NB06	RNB06-116	3	B	66	66	52.7	53.2	57.4	4.7	No	No	Martin Downs Country Club
NB06	RNB06-117	3	B	66	66	53.2	53.8	58.1	4.9	No	No	Martin Downs Country Club
NB06	RNB06-118	2	B	66	66	51.9	52.4	56.7	4.8	No	No	Martin Downs Country Club
NB06	RNB06-119	1	B	66	66	58.1	58.7	64.0	5.9	No	No	Crane Creek Country Club
NB06	RNB06-120	1	B	66	66	55.1	55.6	60.5	5.4	No	No	Crane Creek Country Club
NB06	RNB06-121	1	B	66	66	60.9	61.4	**66.9**	6.0	Yes	No	Crane Creek Country Club
NB06	RNB06-122	1	B	66	66	52.3	52.9	57.5	5.2	No	No	Crane Creek Country Club
NB06	RNB06-123	2	B	66	66	56.4	57.0	62.0	5.6	No	No	Crane Creek Country Club
NB06	RNB06-124	1	B	66	66	51.4	52.0	56.3	4.9	No	No	Crane Creek Country Club
NB06	RNB06-125	1	B	66	66	53.7	54.3	59.2	5.5	No	No	Crane Creek Country Club
NB06	RNB06-126	1	B	66	66	61.5	62.0	**67.8**	6.3	Yes	No	Crane Creek Country Club
NB06	RNB06-127	1	B	66	66	59.0	59.5	**66.4**	7.4	Yes	No	Crane Creek Country Club
NB06	RNB06-128	2	B	66	66	54.4	54.9	60.7	6.3	No	No	Crane Creek Country Club
NB06	RNB06-129	1	B	66	66	55.7	56.2	62.6	6.9	No	No	Crane Creek Country Club
NB06	RNB06-130	1	B	66	66	52.4	53.0	58.5	6.1	No	No	Crane Creek Country Club
NB06	RNB06-131	1	B	66	66	51.6	52.2	57.3	5.7	No	No	Crane Creek Country Club
NB06	RNB06-132	1	B	66	66	51.0	51.5	56.4	5.4	No	No	Crane Creek Country Club
NB06	RNB06-134	1	B	66	66	54.8	55.3	61.9	7.1	No	No	Crane Creek Country Club
NB06	RNB06-135	1	B	66	66	53.3	53.9	59.8	6.5	No	No	Crane Creek Country Club
NB06	RNB06-137	1	B	66	66	56.4	57.0	64.7	8.3	No	No	Crane Creek Country Club
NB06	RNB06-138	1	B	66	66	57.4	58.0	64.9	7.5	No	No	Crane Creek Country Club
NB06	RNB06-139	1	B	66	66	52.1	52.6	58.5	6.4	No	No	Crane Creek Country Club
NB06	RNB06-141	1	B	66	66	51.2	51.8	57.2	6.0	No	No	Crane Creek Country Club
NB06	RNB06-142	1	B	66	66	53.5	54.1	60.6	7.1	No	No	Crane Creek Country Club
NB06	RNB06-143	1	B	66	66	54.9	55.5	62.6	7.7	No	No	Crane Creek Country Club
NB06	RNB06-144	1	B	66	66	52.0	52.6	58.4	6.4	No	No	Crane Creek Country Club
NB06	RNB06-145	1	B	66	66	51.3	51.9	57.4	6.1	No	No	Crane Creek Country Club
NB06	RNB06-148	1	B	66	66	51.2	51.7	57.8	6.6	No	No	Crane Creek Country Club
NB06	RNB06-149	1	B	66	66	52.0	52.5	58.9	6.9	No	No	Crane Creek Country Club
NB06	RNB06-151	1	B	66	66	51.9	52.5	58.9	7.0	No	No	Crane Creek Country Club
NB06	RNB06-152	1	B	66	66	52.5	53.0	59.4	6.9	No	No	Crane Creek Country Club
NB06	RNB06-154	1	B	66	66	52.2	52.7	58.9	6.7	No	No	Crane Creek Country Club
NB06	RNB06-155	1	B	66	66	52.2	52.7	58.6	6.4	No	No	Crane Creek Country Club
NB06	RNB06-156	1	B	66	66	50.2	50.8	56.1	5.9	No	No	Crane Creek Country Club
NB06	RNB06-157	1	B	66	66	52.9	53.5	59.4	6.5	No	No	Crane Creek Country Club
NB06	RNB06-158	1	B	66	66	51.0	51.5	57.2	6.2	No	No	Crane Creek Country Club
NB07	RNB07-001	3	B	66	66	53.6	54.2	59.7	6.1	No	No	Copperleaf
NB07	RNB07-002	1	B	66	66	56.5	57.1	62.6	6.1	No	No	Copperleaf
NB07	RNB07-003	1	B	66	66	55.3	55.9	60.2	4.9	No	No	Copperleaf
NB07	RNB07-004	1	B	66	66	56.9	57.4	62.8	5.9	No	No	Copperleaf
NB07	RNB07-005	1	B	66	66	56.8	57.4	62.6	5.8	No	No	Copperleaf
NB07	RNB07-006	2	B	66	66	54.3	54.8	57.7	3.4	No	No	Copperleaf

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
NB07	RNB07-007	1	B	66	66	56.3	56.9	62.0	5.7	No	No	Copperleaf
NB07	RNB07-008	4	B	66	66	53.1	53.7	57.9	4.8	No	No	Copperleaf
NB07	RNB07-009	1	B	66	66	56.1	56.7	61.7	5.6	No	No	Copperleaf
NB07	RNB07-010	1	B	66	66	56.0	56.5	61.6	5.6	No	No	Copperleaf
NB07	RNB07-013	1	B	66	66	55.6	56.1	61.0	5.4	No	No	Copperleaf
NB07	RNB07-014	3	B	66	66	52.7	53.2	57.1	4.4	No	No	Copperleaf
NB07	RNB07-015	3	B	66	66	53.4	54.0	57.2	3.8	No	No	Copperleaf
NB07	RNB07-016	1	B	66	66	55.6	56.2	61.2	5.6	No	No	Copperleaf
NB07	RNB07-019	2	B	66	66	52.9	53.4	57.9	5.0	No	No	Copperleaf
NB07	RNB07-020	1	B	66	66	61.6	62.2	**67.4**	5.8	Yes	No	Copperleaf
NB07	RNB07-021	2	B	66	66	57.8	58.3	62.8	5.0	No	No	Copperleaf
NB07	RNB07-022	1	B	66	66	61.3	61.8	**67.0**	5.7	Yes	No	Copperleaf
NB07	RNB07-023	2	B	66	66	52.2	52.7	57.0	4.8	No	No	Copperleaf
NB07	RNB07-024	2	B	66	66	61.0	61.5	**66.5**	5.5	Yes	No	Copperleaf
NB07	RNB07-025	3	B	66	66	56.2	56.7	59.8	3.6	No	No	Copperleaf
NB07	RNB07-026	2	B	66	66	52.4	52.9	57.2	4.8	No	No	Copperleaf
NB07	RNB07-027	3	B	66	66	56.5	57.0	61.3	4.8	No	No	Copperleaf
NB07	RNB07-028	1	B	66	66	60.6	61.1	**66.6**	6.0	Yes	No	Copperleaf
NB07	RNB07-029	1	B	66	66	60.3	60.8	**67.1**	6.8	Yes	No	Copperleaf
NB07	RNB07-030	2	B	66	66	62.4	62.9	**67.7**	5.3	Yes	No	Copperleaf
NB07	RNB07-031	2	B	66	66	53.4	53.9	57.4	4.0	No	No	Copperleaf
NB07	RNB07-032	2	B	66	66	58.0	58.5	62.3	4.3	No	No	Copperleaf
NB07	RNB07-033	2	B	66	66	62.7	63.3	**67.5**	4.8	Yes	No	Copperleaf
NB07	RNB07-034	3	B	66	66	54.8	55.3	58.5	3.7	No	No	Copperleaf
NB07	RNB07-035	2	B	66	66	52.6	53.1	56.4	3.8	No	No	Copperleaf
NB07	RNB07-036	4	B	66	66	58.8	59.3	63.1	4.3	No	No	Copperleaf
NB07	RNB07-037	2	B	66	66	64.5	65.0	**68.9**	4.4	Yes	No	Copperleaf
NB07	RNB07-038	1	B	66	66	65.5	66.0	**69.7**	4.2	Yes	No	Copperleaf
NB07	RNB07-039	3	B	66	66	53.8	54.4	57.1	3.3	No	No	Copperleaf
NB07	RNB07-040	1	B	66	66	66.0	66.5	**69.8**	3.8	Yes	No	Copperleaf
NB07	RNB07-041	4	B	66	66	60.1	60.6	61.0	0.9	No	No	Copperleaf
NB07	RNB07-042	1	B	66	66	66.8	67.4	**69.0**	2.2	Yes	No	Copperleaf
NB07	RNB07-043	2	B	66	66	67.6	68.2	**68.8**	1.2	Yes	No	Copperleaf
NB07	RNB07-044	3	B	66	66	54.7	55.3	57.9	3.2	No	No	Copperleaf
NB07	RNB07-045	2	B	66	66	54.8	55.4	58.0	3.2	No	No	Copperleaf
NB07	RNB07-046	2	B	66	66	66.6	67.2	**67.5**	0.9	Yes	No	Copperleaf
NB07	RNB07-047	4	B	66	66	62.5	63.1	64.7	2.2	No	No	Copperleaf
NB07	RNB07-048	2	B	66	66	66.6	67.1	**67.2**	0.6	Yes	No	Copperleaf
NB07	RNB07-049	2	B	66	66	59.6	60.1	61.7	2.1	No	No	Copperleaf
NB07	RNB07-050	3	B	66	66	54.9	55.5	58.0	3.1	No	No	Copperleaf
NB07	RNB07-051	2	B	66	66	57.5	58.0	60.3	2.8	No	No	Copperleaf
NB07	RNB07-052	2	B	66	66	61.9	62.5	64.5	2.6	No	No	Copperleaf
NB07	RNB07-053	1	B	66	66	65.2	65.8	**67.0**	1.8	Yes	No	Copperleaf
NB07	RNB07-054	1	B	66	66	66.3	66.9	**68.2**	1.9	Yes	No	Copperleaf
NB07	RNB07-055	3	B	66	66	57.8	58.4	60.7	2.9	No	No	Copperleaf
NB07	RNB07-056	1	B	66	66	60.9	61.5	63.6	2.7	No	No	Copperleaf
NB07	RNB07-057	1	B	66	66	65.2	65.7	**67.7**	2.5	Yes	No	Copperleaf
NB07	RNB07-058	1	B	66	66	61.4	61.9	64.4	3.0	No	No	Copperleaf
NB07	RNB07-059	2	B	66	66	55.8	56.3	58.7	2.9	No	No	Copperleaf
NB07	RNB07-060	1	B	66	66	62.5	63.0	**66.0**	3.5	Yes	No	Copperleaf
NB07	RNB07-061	1	B	66	66	57.8	58.4	61.9	4.1	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-062	1	B	66	66	59.6	60.2	63.0	3.4	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-063	1	B	66	66	62.1	62.6	64.3	2.2	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-064	1	B	66	66	62.4	63.0	63.4	1.0	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-065	1	B	66	66	62.9	63.4	63.2	0.3	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-066	1	B	66	66	63.2	63.8	62.8	-0.4	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-067	3	B	66	66	56.3	56.8	59.2	2.9	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-068	3	B	66	66	55.9	56.5	58.7	2.8	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-069	1	B	66	66	63.0	63.6	62.1	-0.9	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-070	1	B	66	66	63.0	63.6	62.3	-0.7	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-071	1	B	66	66	62.4	63.0	61.9	-0.5	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-072	1	B	66	66	62.4	63.0	62.3	-0.1	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-073	2	B	66	66	58.0	58.5	59.9	1.9	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-074	3	B	66	66	53.9	54.5	57.3	3.4	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-075	1	B	66	66	62.7	63.2	62.3	-0.4	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-076	1	B	66	66	56.5	57.0	59.6	3.1	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-077	1	B	66	66	62.4	63.0	62.6	0.2	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-078	2	B	66	66	58.0	58.6	60.9	2.9	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-079	1	B	66	66	54.5	55.0	58.3	3.8	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-080	1	B	66	66	63.4	63.9	63.0	-0.4	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-081	1	B	66	66	52.9	53.4	56.9	4.0	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-082	1	B	66	66	64.5	65.1	64.4	-0.1	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-083	1	B	66	66	62.0	62.6	64.8	2.8	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-084	1	B	66	66	59.0	59.6	62.9	3.9	No	No	Mid Rivers Yacht and Country Club
NB07	RNB07-085	1	B	66	66	63.5	64.0	**68.2**	4.7	Yes	No	Mid Rivers Yacht and Country Club
NB08	RNB08-009	3	B	66	66	56.5	57.6	58.2	1.7	No	No	Tesoro Club
NB08	RNB08-010	1	B	66	66	60.0	61.0	59.3	-0.7	No	No	Tesoro Club
NB08	RNB08-012	3	B	66	66	58.7	59.7	61.4	2.7	No	No	Tesoro Club
NB08	RNB08-013	1	B	66	66	61.7	62.8	60.5	-1.2	No	No	Tesoro Club
NB08	RNB08-014	1	B	66	66	58.9	60.0	61.3	2.4	No	No	Tesoro Club
NB08	RNB08-015	1	B	66	66	58.3	59.4	61.1	2.8	No	No	Tesoro Club
NB08	RNB08-016	1	B	66	66	59.2	60.3	60.9	1.7	No	No	Tesoro Club
NB08	RNB08-018	1	B	66	66	61.7	62.8	65.1	3.4	No	No	Tesoro Club
NB08	RNB08-019	1	B	66	66	60.2	61.3	64.4	4.2	No	No	Tesoro Club
NB08	RNB08-020	1	B	66	66	55.8	56.8	62.1	6.3	No	No	Tesoro Club
NB08	RNB08-021	1	B	66	66	56.3	57.3	62.3	6.0	No	No	Tesoro Club
NB08	RNB08-022	1	B	66	66	56.6	57.7	62.1	5.5	No	No	Tesoro Club
NB08	RNB08-024	1	B	66	66	54.9	56.0	61.3	6.4	No	No	Tesoro Club
NB08	RNB08-026	2	B	66	66	56.5	57.5	61.5	5.0	No	No	Tesoro Club
NB08	RNB08-027	1	B	66	66	56.6	57.7	61.5	4.9	No	No	Tesoro Club
NB08	RNB08-028	1	B	66	66	56.4	57.4	61.8	5.4	No	No	Tesoro Club
NB08	RNB08-030	1	B	66	66	56.8	57.9	63.5	6.7	No	No	Tesoro Club
NB08	RNB08-031	1	B	66	66	58.1	59.2	63.7	5.6	No	No	Tesoro Club
NB08	RNB08-032	2	B	66	66	55.7	56.8	61.9	6.2	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-033	1	B	66	66	57.8	58.8	64.6	6.8	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-034	3	B	66	66	54.7	55.8	61.2	6.5	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-035	1	B	66	66	59.1	60.1	65.7	6.6	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-036	1	B	66	66	66.2	67.3	**73.2**	7.0	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-037	1	B	66	66	60.9	62.0	**67.7**	6.8	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-038	1	B	66	66	59.2	60.3	65.4	6.2	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-039	1	B	66	66	67.1	68.1	**74.2**	7.1	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
NB08	RNB08-040	3	B	66	66	56.4	57.4	62.8	6.4	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-041	1	B	66	66	67.4	68.5	**74.7**	7.3	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-042	2	B	66	66	57.2	58.3	62.9	5.7	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-043	1	B	66	66	67.7	68.8	**74.9**	7.2	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-044	2	B	66	66	68.4	69.4	**75.6**	7.2	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-045	3	B	66	66	57.0	58.1	62.5	5.5	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-046	4	B	66	66	61.4	62.4	**66.8**	5.4	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-047	2	B	66	66	63.2	64.3	**69.6**	6.4	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-048	2	B	66	66	57.8	58.9	61.2	3.4	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-049	1	B	66	66	63.2	64.3	**69.5**	6.3	Yes	No	Jessica Clinton Park Tennis Court
NB08	RNB08-050	2	B	66	66	67.9	68.9	**74.9**	7.0	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-051	2	B	66	66	61.2	62.3	65.9	4.7	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-052	1	B	66	66	63.5	64.6	**69.7**	6.2	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-053	3	B	66	66	58.5	59.5	61.6	3.1	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-054	2	B	66	66	68.1	69.2	**75.1**	7.0	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-055	4	B	66	66	61.5	62.5	64.9	3.4	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-056	2	B	66	66	62.0	63.1	**66.7**	4.7	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-057	2	B	66	66	67.7	68.7	**74.8**	7.1	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-058	2	B	66	66	63.2	64.2	**69.7**	6.5	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-059	3	B	66	66	61.1	62.2	65.8	4.7	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-060	4	B	66	66	58.2	59.3	61.4	3.2	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-061	2	B	66	66	67.7	68.7	**73.2**	5.5	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-062	2	B	66	66	62.8	63.8	**68.7**	5.9	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-063	2	B	66	66	68.2	69.2	**73.0**	4.8	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-064	1	B	66	66	62.2	63.2	65.5	3.3	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-065	1	B	66	66	60.7	61.8	64.7	4.0	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-066	2	B	66	66	58.3	59.3	62.1	3.8	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-067	2	B	66	66	67.8	68.8	**72.6**	4.8	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-068	2	B	66	66	60.5	61.6	64.5	4.0	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-069	3	B	66	66	58.2	59.3	62.1	3.9	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-070	1	B	66	66	60.8	61.8	64.6	3.8	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-071	2	B	66	66	62.7	63.8	**67.5**	4.8	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-072	2	B	66	66	67.9	68.9	**72.9**	5.0	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-073	2	B	66	66	63.0	64.1	**68.0**	5.0	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-074	3	B	66	66	58.3	59.4	61.9	3.6	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-075	2	B	66	66	66.6	67.7	**71.8**	5.2	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-076	2	B	66	66	60.6	61.6	64.0	3.4	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-077	2	B	66	66	67.9	69.0	**75.0**	7.1	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-078	2	B	66	66	63.1	64.2	**68.6**	5.5	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-079	2	B	66	66	61.0	62.0	**66.2**	5.2	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-080	2	B	66	66	67.2	68.3	**74.7**	7.5	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-081	3	B	66	66	58.3	59.3	61.5	3.2	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-082	2	B	66	66	61.3	62.4	**66.3**	5.0	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-083	1	B	66	66	61.9	63.0	64.5	2.6	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-084	1	B	66	66	68.7	69.8	**75.8**	7.1	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-085	3	B	66	66	58.5	59.5	61.9	3.4	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-086	2	B	66	66	62.3	63.3	**66.2**	3.9	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-087	2	B	66	66	61.4	62.5	**66.0**	4.6	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-088	2	B	66	66	68.4	69.5	**75.6**	7.2	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-089	2	B	66	66	64.1	65.2	**69.9**	5.8	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-090	2	B	66	66	67.7	68.8	**74.9**	7.2	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-091	2	B	66	66	61.1	62.2	64.6	3.5	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-092	1	B	66	66	66.9	67.9	**74.1**	7.2	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-093	2	B	66	66	57.9	59.0	59.8	1.9	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-094	1	B	66	66	62.7	63.8	65.6	2.9	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-095	1	B	66	66	60.9	61.9	64.6	3.7	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-096	1	B	66	66	67.0	68.1	**74.3**	7.3	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-097	3	B	66	66	57.7	58.8	59.4	1.7	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-098	1	B	66	66	65.7	66.8	**72.4**	6.7	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-099	3	B	66	66	60.2	61.3	63.2	3.0	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-100	2	B	66	66	67.3	68.3	**74.5**	7.2	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-101	2	B	66	66	60.2	61.3	63.1	2.9	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-102	3	B	66	66	55.4	56.5	57.8	2.4	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-103	1	B	66	66	60.3	61.4	64.1	3.8	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-105	1	B	66	66	67.5	68.5	**74.6**	7.1	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-106	3	B	66	66	63.6	64.7	**69.2**	5.6	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-107	2	B	66	66	56.8	57.9	60.1	3.3	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-108	2	B	66	66	60.8	61.9	64.6	3.8	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-109	1	B	66	66	63.1	64.1	**69.4**	6.3	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-110	1	B	66	66	67.9	68.9	**75.2**	7.3	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-111	1	B	66	66	61.2	62.3	65.0	3.8	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-112	3	B	66	66	59.0	60.1	61.7	2.7	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-113	1	B	66	66	67.8	68.8	**75.0**	7.2	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-114	2	B	66	66	57.4	58.5	60.7	3.3	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-115	2	B	66	66	59.4	60.5	63.1	3.7	No	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-116	2	B	66	66	61.9	63.0	**66.0**	4.1	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-117	1	B	66	66	64.9	66.0	**71.3**	6.4	Yes	No	Jessica Clinton Park- Port St Lucie- Section 39
NB08	RNB08-118	1	B	66	66	54.8	55.9	58.1	3.3	No	No	Port St Lucie-Section 39
NB08	RNB08-119	2	B	66	66	53.7	54.8	56.3	2.6	No	No	Port St Lucie-Section 39
NB08	RNB08-120	1	B	66	66	56.6	57.7	60.1	3.5	No	No	Port St Lucie-Section 39
NB08	RNB08-121	1	B	66	66	55.7	56.7	59.0	3.3	No	No	Port St Lucie-Section 39
NB08	RNB08-122	1	B	66	66	58.3	59.4	62.5	4.2	No	No	Port St Lucie-Section 39
NB08	RNB08-123	1	B	66	66	56.1	57.2	59.6	3.5	No	No	Port St Lucie-Section 39
NB08	RNB08-124	2	B	66	66	53.3	54.4	55.6	2.3	No	No	Port St Lucie-Section 39
NB08	RNB08-125	4	B	66	66	56.8	57.8	60.6	3.8	No	No	Port St Lucie-Section 39
NB08	RNB08-126	2	B	66	66	53.4	54.4	55.7	2.3	No	No	Port St Lucie-Section 39
NB08	RNB08-127	2	B	66	66	55.0	56.0	58.1	3.1	No	No	Port St Lucie-Section 39
NB08	RNB08-128	3	B	66	66	53.1	54.2	55.7	2.6	No	No	Port St Lucie-Section 39
NB08	RNB08-129	1	B	66	66	57.2	58.3	60.9	3.7	No	No	Port St Lucie-Section 39
NB08	RNB08-130	1	B	66	66	56.9	58.0	60.7	3.8	No	No	Port St Lucie-Section 39
NB08	RNB08-131	3	B	66	66	55.4	56.5	58.7	3.3	No	No	Port St Lucie-Section 39
NB08	RNB08-132	2	B	66	66	54.9	56.0	57.2	2.3	No	No	Port St Lucie-Section 39
NB08	RNB08-133	3	B	66	66	53.9	55.0	57.2	3.3	No	No	Port St Lucie-Section 39
NB08	RNB08-134	1	B	66	66	56.8	57.8	60.7	3.9	No	No	Port St Lucie-Section 39
NB08	RNB08-135	1	B	66	66	56.3	57.4	60.3	4.0	No	No	Port St Lucie-Section 39
NB08	RNB08-136	1	B	66	66	56.3	57.4	60.3	4.0	No	No	Port St Lucie-Section 39
NB08	RNB08-137	1	B	66	66	54.7	55.7	55.7	1.0	No	No	Port St Lucie-Section 39
NB08	RNB08-138	1	B	66	66	56.1	57.2	60.0	3.9	No	No	Port St Lucie-Section 39
NB08	RNB08-139	4	B	66	66	53.4	54.5	56.1	2.7	No	No	Port St Lucie-Section 39
NB08	RNB08-140	2	B	66	66	54.1	55.2	56.1	2.0	No	No	Port St Lucie-Section 39
NB08	RNB08-141	1	B	66	66	55.9	56.9	59.8	3.9	No	No	Port St Lucie-Section 39

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
NB08	RNB08-142	1	B	66	66	55.8	56.8	59.6	3.8	No	No	Port St Lucie-Section 39
NB08	RNB08-143	1	B	66	66	55.8	56.8	59.4	3.6	No	No	Port St Lucie-Section 39
NB08	RNB08-144	1	B	66	66	55.5	56.6	59.2	3.7	No	No	Port St Lucie-Section 39
NB08	RNB08-145	1	B	66	66	55.1	56.2	59.0	3.9	No	No	Port St Lucie-Section 39
NB08	RNB08-146	3	B	66	66	52.8	53.8	55.1	2.3	No	No	Port St Lucie-Section 39
NB08	RNB08-147	3	B	66	66	53.4	54.5	56.6	3.2	No	No	Port St Lucie-Section 39
NB08	RNB08-148	1	B	66	66	55.7	56.8	58.2	2.5	No	No	Port St Lucie-Section 39
NB08	RNB08-149	1	B	66	66	54.8	55.9	57.3	2.5	No	No	Port St Lucie-Section 39
NB08	RNB08-150	3	B	66	66	52.9	54.0	55.0	2.1	No	No	Port St Lucie-Section 39
NB08	RNB08-151	3	B	66	66	52.8	53.9	56.2	3.4	No	No	Port St Lucie-Section 39
NB08	RNB08-152	2	B	66	66	53.2	54.3	57.1	3.9	No	No	Port St Lucie-Section 39
NB08	RNB08-153	3	B	66	66	52.8	53.9	56.9	4.1	No	No	Port St Lucie-Section 39
NB08	RNB08-154	3	B	66	66	52.1	53.2	56.6	4.5	No	No	Port St Lucie-Section 39
NB09	RNB09-001	2	B	66	66	51.8	52.8	56.1	4.3	No	No	Osprey Ridge
NB09	RNB09-002	1	B	66	66	65.2	66.2	**71.2**	6.0	Yes	No	Osprey Ridge
NB09	RNB09-003	1	B	66	66	68.7	69.8	**75.5**	6.8	Yes	No	Osprey Ridge
NB09	RNB09-004	1	B	66	66	59.5	60.6	65.7	6.2	No	No	Osprey Ridge
NB09	RNB09-005	1	B	66	66	61.4	62.4	**67.5**	6.1	Yes	No	Osprey Ridge
NB09	RNB09-006	1	B	66	66	69.0	70.1	**76.2**	7.2	Yes	No	Osprey Ridge
NB09	RNB09-007	1	B	66	66	62.5	63.6	**68.3**	5.8	Yes	No	Osprey Ridge
NB09	RNB09-008	1	B	66	66	58.3	59.4	64.2	5.9	No	No	Osprey Ridge
NB09	RNB09-009	3	B	66	66	56.4	57.4	62.3	5.9	No	No	Osprey Ridge
NB09	RNB09-010	3	B	66	66	50.8	51.8	55.2	4.4	No	No	Osprey Ridge
NB09	RNB09-011	3	B	66	66	52.1	53.2	56.8	4.7	No	No	Osprey Ridge
NB09	RNB09-012	1	B	66	66	67.2	68.2	**73.8**	6.6	Yes	No	Osprey Ridge
NB09	RNB09-013	2	B	66	66	53.3	54.3	58.8	5.5	No	No	Osprey Ridge
NB09	RNB09-014	1	B	66	66	61.0	62.1	**67.4**	6.4	Yes	No	Osprey Ridge
NB09	RNB09-015	1	B	66	66	62.5	63.5	**68.8**	6.3	Yes	No	Osprey Ridge
NB09	RNB09-016	1	B	66	66	60.1	61.1	**66.1**	6.0	Yes	No	Osprey Ridge
NB09	RNB09-017	1	B	66	66	58.7	59.8	65.0	6.3	No	No	Osprey Ridge
NB09	RNB09-018	2	B	66	66	57.8	58.9	63.9	6.1	No	No	Osprey Ridge
NB09	RNB09-019	3	B	66	66	54.5	55.6	60.7	6.2	No	No	Osprey Ridge
NB09	RNB09-020	3	B	66	66	53.3	54.4	58.3	5.0	No	No	Osprey Ridge
NB09	RNB09-021	2	B	66	66	50.1	51.1	54.5	4.4	No	No	Osprey Ridge
NB09	RNB09-022	3	B	66	66	51.5	52.5	56.4	4.9	No	No	Osprey Ridge
NB09	RNB09-023	2	B	66	66	50.8	51.9	55.5	4.7	No	No	Osprey Ridge
NB09	RNB09-024	1	B	66	66	68.5	69.6	**74.6**	6.1	Yes	No	Port St Lucie Section 18
NB09	RNB09-025	1	B	66	66	66.0	67.1	**72.7**	6.7	Yes	No	Port St Lucie Section 18
NB09	RNB09-026	1	B	66	66	63.9	65.0	**70.8**	6.9	Yes	No	Port St Lucie Section 18
NB09	RNB09-027	1	B	66	66	58.4	59.5	64.6	6.2	No	No	Port St Lucie Section 18
NB09	RNB09-028	1	B	66	66	59.3	60.4	65.5	6.2	No	No	Port St Lucie Section 18
NB09	RNB09-029	1	B	66	66	55.8	56.8	61.7	5.9	No	No	Port St Lucie Section 18
NB09	RNB09-030	1	B	66	66	56.5	57.5	62.9	6.4	No	No	Port St Lucie Section 18
NB09	RNB09-031	1	B	66	66	55.7	56.7	60.9	5.2	No	No	Port St Lucie Section 18
NB09	RNB09-032	1	B	66	66	57.2	58.2	63.4	6.2	No	No	Port St Lucie Section 18
NB09	RNB09-033	1	B	66	66	52.8	53.8	58.8	6.0	No	No	Port St Lucie Section 18
NB09	RNB09-034	1	B	66	66	53.6	54.7	59.5	5.9	No	No	Port St Lucie Section 18
NB09	RNB09-035	4	B	66	66	59.8	60.9	64.3	4.5	No	No	Port St Lucie Section 18
NB09	RNB09-036	1	B	66	66	67.0	68.1	**73.7**	6.7	Yes	No	Port St Lucie Section 18
NB09	RNB09-037	1	B	66	66	64.4	65.5	**71.0**	6.6	Yes	No	Port St Lucie Section 18
NB09	RNB09-038	1	B	66	66	63.1	64.1	**69.6**	6.5	Yes	No	Port St Lucie Section 18
NB09	RNB09-039	1	B	66	66	67.4	68.5	**74.2**	6.8	Yes	No	Port St Lucie Section 18
NB09	RNB09-040	1	B	66	66	62.9	64.0	**69.2**	6.3	Yes	No	Port St Lucie Section 18
NB09	RNB09-041	2	B	66	66	59.2	60.3	61.7	2.5	No	No	Port St Lucie Section 18
NB09	RNB09-042	2	B	66	66	63.3	64.3	**70.1**	6.8	Yes	No	Port St Lucie Section 18
NB09	RNB09-043	1	B	66	66	67.2	68.2	**74.3**	7.1	Yes	No	Port St Lucie Section 18
NB09	RNB09-044	2	B	66	66	60.9	61.9	65.7	4.8	No	No	Port St Lucie Section 18
NB09	RNB09-045	3	B	66	66	58.2	59.3	63.6	5.4	No	No	Port St Lucie Section 18
NB09	RNB09-046	2	B	66	66	63.6	64.7	**70.4**	6.8	Yes	No	Port St Lucie Section 18
NB09	RNB09-047	2	B	66	66	65.7	66.8	**70.8**	5.1	Yes	No	Port St Lucie Section 18
NB09	RNB09-048	2	B	66	66	60.5	61.6	65.5	5.0	No	No	Port St Lucie Section 18
NB09	RNB09-049	1	B	66	66	67.2	68.2	**74.4**	7.2	Yes	No	Port St Lucie Section 18
NB09	RNB09-050	2	B	66	66	63.7	64.7	**70.5**	6.8	Yes	No	Port St Lucie Section 18
NB09	RNB09-051	4	B	66	66	57.7	58.8	62.9	5.2	No	No	Port St Lucie Section 18
NB09	RNB09-052	1	B	66	66	67.2	68.3	**74.4**	7.2	Yes	No	Port St Lucie Section 18
NB09	RNB09-053	2	B	66	66	63.8	64.9	**70.6**	6.8	Yes	No	Port St Lucie Section 18
NB09	RNB09-054	3	B	66	66	60.5	61.5	**66.3**	5.8	Yes	No	Port St Lucie Section 18
NB09	RNB09-055	2	B	66	66	67.2	68.2	**74.1**	6.9	Yes	No	Port St Lucie Section 18
NB09	RNB09-056	2	B	66	66	63.6	64.7	**70.0**	6.4	Yes	No	Port St Lucie Section 18
NB09	RNB09-057	2	B	66	66	58.1	59.2	62.5	4.4	No	No	Port St Lucie Section 18
NB09	RNB09-058	2	B	66	66	60.3	61.4	65.9	5.6	No	No	Port St Lucie Section 18
NB09	RNB09-059	2	B	66	66	63.6	64.7	**69.1**	5.5	Yes	No	Port St Lucie Section 18
NB09	RNB09-060	1	B	66	66	67.0	68.1	**73.1**	6.1	Yes	No	Port St Lucie Section 18
NB09	RNB09-061	2	B	66	66	63.2	64.3	**69.0**	5.8	Yes	No	Port St Lucie Section 18
NB09	RNB09-062	2	B	66	66	60.2	61.3	64.9	4.7	No	No	Port St Lucie Section 18
NB09	RNB09-063	2	B	66	66	67.1	68.2	**73.1**	6.0	Yes	No	Port St Lucie Section 18
NB09	RNB09-064	2	B	66	66	63.0	64.0	**68.6**	5.6	Yes	No	Port St Lucie Section 18
NB09	RNB09-065	1	B	66	66	67.0	68.1	**72.8**	5.8	Yes	No	Port St Lucie Section 18
NB09	RNB09-066	2	B	66	66	57.3	58.4	61.7	4.4	No	No	Port St Lucie Section 18
NB09	RNB09-067	2	B	66	66	60.1	61.2	64.4	4.3	No	No	Port St Lucie Section 18
NB09	RNB09-068	2	B	66	66	63.2	64.2	**68.8**	5.6	Yes	No	Port St Lucie Section 18
NB09	RNB09-069	1	B	66	66	66.7	67.7	**72.3**	5.6	Yes	No	Port St Lucie Section 18
NB09	RNB09-070	2	B	66	66	59.4	60.4	63.7	4.3	No	No	Port St Lucie Section 18
NB09	RNB09-071	2	B	66	66	63.4	64.5	**68.4**	5.0	Yes	No	Port St Lucie Section 18
NB09	RNB09-072	3	B	66	66	57.1	58.2	61.5	4.4	No	No	Port St Lucie Section 18
NB09	RNB09-073	2	B	66	66	65.8	66.9	**72.1**	6.3	Yes	No	Port St Lucie Section 18
NB09	RNB09-074	4	B	66	66	57.3	58.3	61.4	4.1	No	No	Port St Lucie Section 18
NB09	RNB09-075	1	B	66	66	63.6	64.6	**68.0**	4.4	Yes	No	Port St Lucie Section 18
NB09	RNB09-076	2	B	66	66	59.1	60.2	60.7	1.6	No	No	Port St Lucie Section 18
NB09	RNB09-077	2	B	66	66	62.8	63.9	**67.6**	4.8	Yes	No	Port St Lucie Section 18
NB09	RNB09-078	1	B	66	66	59.9	61.0	64.4	4.5	No	No	Port St Lucie Section 18
NB09	RNB09-079	2	B	66	66	63.8	64.9	**68.2**	4.4	Yes	No	Port St Lucie Section 18
NB09	RNB09-080	1	B	66	66	57.1	58.1	62.4	5.3	No	No	Port St Lucie Section 18
NB09	RNB09-081	2	B	66	66	59.9	61.0	64.6	4.7	No	No	Port St Lucie Section 18
NB09	RNB09-082	2	B	66	66	66.9	67.9	**71.2**	4.3	Yes	No	Port St Lucie Section 18
NB09	RNB09-083	1	B	66	66	63.0	64.1	**66.9**	3.9	Yes	No	Port St Lucie Section 18
NB09	RNB09-084	3	B	66	66	56.9	57.9	62.1	5.2	No	No	Port St Lucie Section 18
NB09	RNB09-085	2	B	66	66	59.8	60.9	64.3	4.5	No	No	Port St Lucie Section 18
NB09	RNB09-086	1	B	66	66	66.9	68.0	**71.4**	4.5	Yes	No	Port St Lucie Section 18
NB09	RNB09-087	2	B	66	66	63.4	64.4	**67.2**	3.8	Yes	No	Port St Lucie Section 18
NB09	RNB09-088	2	B	66	66	59.9	61.0	64.1	4.2	No	No	Port St Lucie Section 18

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
NB09	RNB09-089	3	B	66	66	56.5	57.6	62.3	5.8	No	No	Port St Lucie Section 18
NB09	RNB09-090	2	B	66	66	63.6	64.7	**67.6**	4.0	Yes	No	Port St Lucie Section 18
NB09	RNB09-091	2	B	66	66	59.8	60.9	64.4	4.6	No	No	Port St Lucie Section 18
NB09	RNB09-092	1	B	66	66	66.9	68.0	**71.3**	4.4	Yes	No	Port St Lucie Section 18
NB09	RNB09-093	3	B	66	66	56.8	57.9	62.4	5.6	No	No	Port St Lucie Section 18
NB09	RNB09-094	1	B	66	66	59.6	60.7	64.4	4.8	No	No	Port St Lucie Section 18
NB09	RNB09-095	1	B	66	66	66.7	67.8	**71.9**	5.2	Yes	No	Port St Lucie Section 18
NB09	RNB09-096	2	B	66	66	63.4	64.5	**67.7**	4.3	Yes	No	Port St Lucie Section 18
NB09	RNB09-097	3	B	66	66	56.9	57.9	63.0	6.1	No	No	Port St Lucie Section 18
NB09	RNB09-098	1	B	66	66	59.7	60.8	64.8	5.1	No	No	Port St Lucie Section 18
NB09	RNB09-099	1	B	66	66	54.8	55.9	64.3	9.5	No	No	Port St Lucie Section 18
NB09	RNB09-100	1	B	66	66	53.7	54.8	63.1	9.4	No	No	Port St Lucie Section 18
NB09	RNB09-101	1	B	66	66	54.1	55.1	63.7	9.6	No	No	Port St Lucie Section 18
NB09	RNB09-102	1	B	66	66	52.9	54.0	62.7	9.8	No	No	Port St Lucie Section 18
NB09	RNB09-103	1	B	66	66	51.1	52.2	61.5	10.4	No	No	Port St Lucie Section 18
NB09	RNB09-104	1	B	66	66	52.4	53.4	62.2	9.8	No	No	Port St Lucie Section 18
NB09	RNB09-105	1	B	66	66	51.9	53.0	61.9	10.0	No	No	Port St Lucie Section 18
NB10	RNB10-001	3	B	66	66	67.8	67.9	**68.3**	0.5	Yes	No	Port St Lucie- Section 28
NB10	RNB10-002	2	B	66	66	62.1	62.5	63.8	1.7	No	No	Port St Lucie- Section 28
NB10	RNB10-003	1	B	66	66	61.8	62.2	63.6	1.8	No	No	Port St Lucie- Section 28
NB10	RNB10-004	1	B	66	66	63.4	63.7	64.7	1.3	No	No	Port St Lucie- Section 28
NB10	RNB10-005	3	B	66	66	67.2	67.3	**67.9**	0.7	Yes	No	Port St Lucie- Section 28
NB10	RNB10-006	1	B	66	66	64.6	64.9	65.9	1.3	No	No	Port St Lucie- Section 28
NB10	RNB10-007	1	B	66	66	64.2	64.5	65.7	1.5	No	No	Port St Lucie- Section 28
NB10	RNB10-008	3	B	66	66	68.0	68.1	**68.5**	0.5	Yes	No	Port St Lucie- Section 28
NB10	RNB10-009	1	B	66	66	67.9	68.0	**68.4**	0.5	Yes	No	Port St Lucie- Section 28
NB10	RNB10-010	1	B	66	66	68.1	68.2	**68.6**	0.5	Yes	No	Port St Lucie- Section 28
NB10	RNB10-011	2	B	66	66	67.9	68.0	**68.4**	0.5	Yes	No	Port St Lucie- Section 28
NB10	RNB10-012	3	B	66	66	67.6	67.7	**68.2**	0.6	Yes	No	Port St Lucie- Section 28
NB10	RNB10-013	2	B	66	66	67.7	67.8	**68.3**	0.6	Yes	No	Port St Lucie- Section 28
NB10	RNB10-014	3	B	66	66	62.3	62.7	64.1	1.8	No	No	Port St Lucie- Section 28
NB10	RNB10-015	1	B	66	66	61.6	62.0	63.3	1.7	No	No	Port St Lucie- Section 28
NB10	RNB10-016	1	B	66	66	67.3	67.4	**67.9**	0.6	Yes	No	Port St Lucie- Section 28
NB10	RNB10-017	1	B	66	66	68.3	68.5	**68.9**	0.6	Yes	No	Port St Lucie- Section 28
NB10	RNB10-018	1	B	66	66	63.1	63.7	63.9	0.8	No	No	Port St Lucie- Section 28
NB10	RNB10-019	1	B	66	66	67.9	68.1	**68.1**	0.2	Yes	No	Port St Lucie- Section 28
NB10	RNB10-020	1	B	66	66	65.2	65.5	**66.0**	0.8	Yes	No	Port St Lucie- Section 28
NB10	RNB10-021	1	B	66	66	63.6	63.9	64.9	1.3	No	No	Port St Lucie- Section 28
NB10	RNB10-022	1	B	66	66	67.4	67.6	**67.9**	0.5	Yes	No	Port St Lucie- Section 28
NB10	RNB10-023	2	B	66	66	65.7	65.9	**68.0**	2.3	Yes	No	Port St Lucie- Section 28
NB10	RNB10-024	1	B	66	66	56.6	57.6	60.8	4.2	No	No	Port St Lucie- Section 28
NB10	RNB10-025	1	B	66	66	67.4	67.6	**68.1**	0.7	Yes	No	Port St Lucie- Section 28
NB10	RNB10-026	1	B	66	66	59.4	60.1	62.5	3.1	No	No	Port St Lucie- Section 28
NB10	RNB10-027	1	B	66	66	57.8	58.6	61.7	3.9	No	No	Port St Lucie- Section 28
NB10	RNB10-028	1	B	66	66	55.8	56.8	60.1	4.3	No	No	Port St Lucie- Section 28
NB10	RNB10-029	1	B	66	66	54.5	55.6	58.9	4.4	No	No	Port St Lucie- Section 28
NB10	RNB10-030	1	B	66	66	55.1	56.2	59.4	4.3	No	No	Port St Lucie- Section 28
NB10	RNB10-031	2	B	66	66	65.4	65.6	**68.3**	2.9	Yes	No	Port St Lucie- Section 28
NB10	RNB10-032	1	B	66	66	60.5	61.1	63.6	3.1	No	No	Port St Lucie- Section 28
NB10	RNB10-033	1	B	66	66	65.6	65.9	**67.0**	1.4	Yes	No	Port St Lucie- Section 28
NB10	RNB10-034	1	B	66	66	65.2	65.4	**68.4**	3.2	Yes	No	Port St Lucie- Section 28
NB10	RNB10-035	1	B	66	66	64.9	65.1	**66.6**	1.7	Yes	No	Port St Lucie- Section 28
NB11	RNB11-001	1	B	66	66	64.2	64.4	**67.3**	3.1	Yes	No	Port St Lucie- Section 28
NB11	RNB11-002	1	B	66	66	60.0	64.5	64.5	4.5	No	No	Port St Lucie- Section 28
NB11	RNB11-003	1	B	66	66	58.5	67.5	63.7	5.2	No	No	Port St Lucie- Section 28
NB11	RNB11-004	1	B	66	66	60.7	63.7	64.6	3.9	No	No	Port St Lucie- Section 28
NB11	RNB11-005	1	B	66	66	66.4	64.6	**67.5**	1.1	Yes	No	Port St Lucie- Section 28
NB11	RNB11-006	1	B	66	66	65.7	67.5	**67.1**	1.4	Yes	No	Port St Lucie- Section 28
NB11	RNB11-007	1	B	66	66	66.6	67.1	**67.3**	0.7	Yes	No	Port St Lucie- Section 28
NB11	RNB11-008	1	B	66	66	62.4	67.3	64.0	1.6	No	No	Port St Lucie- Section 28
NB11	RNB11-009	1	B	66	66	63.0	64.0	64.3	1.3	No	No	Port St Lucie- Section 28
NB11	RNB11-010	1	B	66	66	62.5	62.8	64.1	1.6	No	No	Port St Lucie- Section 28
NB11	RNB11-011	1	B	66	66	61.7	62.0	63.6	1.9	No	No	Port St Lucie- Section 28
NB11	RNB11-012	1	B	66	66	61.0	61.3	63.5	2.5	No	No	Port St Lucie- Section 28
NB11	RNB11-013	1	B	66	66	61.3	61.6	63.8	2.5	No	No	Port St Lucie- Section 28
NB11	RNB11-014	1	B	66	66	58.6	59.7	65.4	6.8	No	No	SFR
NB11	RNB11-015	1	B	66	66	61.0	61.3	63.5	2.5	No	No	Port St Lucie- Section 28
NB11	RNB11-016	1	B	66	66	67.1	67.2	**68.5**	1.4	Yes	No	Port St Lucie- Section 28
NB11	RNB11-017	1	B	66	66	65.3	65.5	**67.0**	1.7	Yes	No	Port St Lucie- Section 28
NB11	RNB11-018	1	B	66	66	61.3	61.6	64.0	2.7	No	No	Port St Lucie- Section 28
NB11	RNB11-019	1	B	66	66	67.5	67.6	**68.9**	1.4	Yes	No	Port St Lucie- Section 28
NB11	RNB11-020	1	B	66	66	62.6	62.8	65.1	2.5	No	No	Port St Lucie- Section 28
NB11	RNB11-021	1	B	66	66	66.4	66.6	**68.1**	1.7	Yes	No	Port St Lucie- Section 28
NB11	RNB11-022	1	B	66	66	62.4	62.7	64.7	2.3	No	No	Port St Lucie- Section 28
NB11	RNB11-023	1	B	66	66	65.4	65.5	**67.1**	1.7	Yes	No	Port St Lucie- Section 28
NB11	RNB11-024	1	B	66	66	63.9	64.1	**66.0**	2.1	Yes	No	Port St Lucie- Section 28
NB11	RNB11-025	1	B	66	66	63.0	63.3	**66.6**	3.6	Yes	No	SFR
NB11	RNB11-026	1	B	66	66	67.1	67.2	**68.7**	1.6	Yes	No	Port St Lucie- Section 28
NB11	RNB11-027	1	B	66	66	63.8	64.0	65.8	2.0	No	No	Port St Lucie- Section 28
NB11	RNB11-028	1	B	66	66	67.2	67.3	**68.6**	1.4	Yes	No	Port St Lucie- Section 28
NB11	RNB11-029	1	B	66	66	67.7	67.8	**69.1**	1.4	Yes	No	Port St Lucie- Section 28
NB11	RNB11-030	1	B	66	66	62.1	62.4	64.7	2.6	No	No	Port St Lucie- Section 28
NB11	RNB11-031	1	B	66	66	66.3	66.4	**68.1**	1.8	Yes	No	Port St Lucie- Section 28
NB11	RNB11-032	1	B	66	66	60.0	60.5	64.6	4.6	No	No	Port St Lucie- Section 28
NB11	RNB11-033	1	B	66	66	68.1	68.2	**69.5**	1.4	Yes	No	Port St Lucie- Section 28
NB11	RNB11-034	1	B	66	66	67.9	68.1	**69.4**	1.5	Yes	No	Port St Lucie- Section 28
NB11	RNB11-035	1	B	66	66	63.6	64.0	**67.6**	4.0	Yes	No	SFR
NB11	RNB11-036	1	B	66	66	67.9	68.0	**69.3**	1.4	Yes	No	Port St Lucie- Section 28
NB11	RNB11-037	1	B	66	66	60.0	61.5	**67.6**	7.6	Yes	No	SFR
NB11	RNB11-038	1	B	66	66	68.0	68.1	**69.3**	1.3	Yes	No	Port St Lucie- Section 28
NB11	RNB11-039	1	B	66	66	62.5	62.9	65.2	2.7	No	No	Port St Lucie- Section 28
NB11	RNB11-040	1	B	66	66	62.7	63.3	65.2	2.5	No	No	Port St Lucie- Section 28
NB11	RNB11-041	1	B	66	66	67.8	68.0	**69.2**	1.4	Yes	No	Port St Lucie- Section 28
NB11	RNB11-042	1	B	66	66	67.3	67.5	**68.9**	1.6	Yes	No	Port St Lucie- Section 28
NB11	RNB11-043	1	B	66	66	66.2	66.5	**67.9**	1.7	Yes	No	Port St Lucie- Section 28
NB11	RNB11-044	1	B	66	66	66.5	66.7	**68.1**	1.6	Yes	No	Port St Lucie- Section 28
NB11	RNB11-045	1	B	66	66	67.1	67.4	**68.7**	1.6	Yes	No	Port St Lucie- Section 28
NB11	RNB11-046	1	B	66	66	68.0	68.2	**69.4**	1.4	Yes	No	Port St Lucie- Section 28
NB11	RNB11-047	1	B	66	66	54.4	55.6	59.5	5.1	No	No	Port St Lucie- Section 28
NB11	RNB11-048	1	B	66	66	55.9	56.9	60.5	4.6	No	No	Port St Lucie- Section 28
NB11	RNB11-049	1	B	66	66	66.3	66.5	**68.2**	1.9	Yes	No	Port St Lucie- Section 28

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
NB11	RNB11-050	1	B	66	66	59.5	60.2	63.2	3.7	No	No	Port St Lucie- Section 28
NB11	RNB11-051	1	B	66	66	58.8	59.5	62.8	4.0	No	No	Port St Lucie- Section 28
NB11	RNB11-052	2	B	66	66	56.1	57.0	61.1	5.0	No	No	Port St Lucie- Section 28
NB11	RNB11-053	1	B	66	66	66.9	67.1	**69.0**	2.1	Yes	No	Port St Lucie- Section 28
NB11	RNB11-054	2	B	66	66	54.5	55.5	60.3	5.8	No	No	Port St Lucie- Section 28
NB11	RNB11-055	2	B	66	66	56.4	57.3	62.0	5.6	No	No	Port St Lucie- Section 28
NB11	RNB11-056	1	B	66	66	59.7	60.3	63.9	4.2	No	No	Port St Lucie- Section 28
NB11	RNB11-057	1	B	66	66	67.3	67.4	**69.4**	2.1	Yes	No	Port St Lucie- Section 28
NB12	RNB12-001	1	B	66	66	60.7	61.3	62.1	1.4	No	No	River Park
NB12	RNB12-002	1	B	66	66	64.2	66.2	**70.5**	6.3	Yes	No	River Park
NB12	RNB12-003	1	B	66	66	57.0	58.2	61.3	4.3	No	No	River Park
NB12	RNB12-004	2	B	66	66	62.5	64.4	**69.4**	6.9	Yes	No	River Park
NB12	RNB12-005	3	B	66	66	57.3	59.0	62.0	4.7	No	No	River Park
NB12	RNB12-006	1	B	66	66	65.9	68.0	**73.7**	7.8	Yes	No	River Park
NB12	RNB12-007	1	B	66	66	55.9	57.3	60.6	4.7	No	No	River Park
NB12	RNB12-008	2	B	66	66	62.4	64.4	**69.4**	7.0	Yes	No	River Park
NB12	RNB12-009	3	B	66	66	59.3	61.2	65.0	5.7	No	No	River Park
NB12	RNB12-010	1	B	66	66	65.9	68.0	**73.6**	7.7	Yes	No	River Park
NB12	RNB12-011	1	B	66	66	62.2	64.2	**69.1**	6.9	Yes	No	River Park
NB12	RNB12-012	3	B	66	66	58.2	60.1	64.0	5.8	No	No	River Park
NB12	RNB12-013	2	B	66	66	62.4	64.4	**69.3**	6.9	Yes	No	River Park
NB12	RNB12-014	2	B	66	66	65.8	67.9	**73.4**	7.6	Yes	No	River Park
NB12	RNB12-015	2	B	66	66	59.0	61.1	65.1	6.1	No	No	River Park
NB12	RNB12-016	2	B	66	66	65.9	68.0	**73.5**	7.6	Yes	No	River Park
NB12	RNB12-017	1	B	66	66	62.0	64.1	**68.9**	6.9	Yes	No	River Park
NB12	RNB12-018	1	B	66	66	56.1	58.1	61.4	5.3	No	No	River Park
NB12	RNB12-019	1	B	66	66	65.9	68.0	**73.4**	7.5	Yes	No	River Park
NB12	RNB12-020	1	B	66	66	59.0	61.0	63.9	4.9	No	No	River Park
NB12	RNB12-021	2	B	66	66	62.1	64.2	**68.9**	6.8	Yes	No	River Park
NB12	RNB12-022	2	B	66	66	64.1	66.1	**70.1**	6.0	Yes	No	River Park
NB12	RNB12-023	2	B	66	66	62.7	64.8	**69.4**	6.7	Yes	No	River Park
NB12	RNB12-024	2	B	66	66	56.1	58.1	61.3	5.2	No	No	River Park
NB12	RNB12-025	1	B	66	66	65.9	68.0	**73.3**	7.4	Yes	No	River Park
NB12	RNB12-026	2	B	66	66	62.4	64.5	**69.0**	6.6	Yes	No	River Park
NB12	RNB12-027	3	B	66	66	58.8	60.9	64.2	5.4	No	No	River Park
NB12	RNB12-028	1	B	66	66	64.3	66.4	**71.1**	6.8	Yes	No	River Park
NB12	RNB12-029	1	B	66	66	66.0	68.1	**73.4**	7.4	Yes	No	River Park
NB12	RNB12-030	1	B	66	66	63.7	65.8	**70.1**	6.4	Yes	No	River Park
NB12	RNB12-031	1	B	66	66	62.2	64.3	**67.8**	5.6	Yes	No	River Park
NB12	RNB12-032	1	B	66	66	62.1	64.2	**68.4**	6.3	Yes	No	River Park
NB12	RNB12-033	1	B	66	66	64.8	66.9	**69.9**	5.1	Yes	No	River Park
NB12	RNB12-034	5	B	66	66	58.7	60.8	63.5	4.8	No	No	River Park
NB12	RNB12-035	1	B	66	66	62.2	64.3	**68.5**	6.3	Yes	No	River Park
NB12	RNB12-036	4	B	66	66	55.5	57.5	60.4	4.9	No	No	River Park
NB12	RNB12-037	2	B	66	66	65.2	67.3	**71.9**	6.7	Yes	No	River Park
NB12	RNB12-038	1	B	66	66	62.2	64.3	**68.6**	6.4	Yes	No	River Park
NB12	RNB12-039	2	B	66	66	61.8	63.9	**68.1**	6.3	Yes	No	River Park
NB12	RNB12-040	2	B	66	66	65.7	67.8	**72.6**	6.9	Yes	No	River Park
NB12	RNB12-041	2	B	66	66	65.8	67.9	**72.7**	6.9	Yes	No	River Park
NB12	RNB12-042	2	B	66	66	62.2	64.3	**68.5**	6.3	Yes	No	River Park
NB12	RNB12-043	4	B	66	66	58.0	60.1	63.2	5.2	No	No	River Park
NB12	RNB12-044	1	B	66	66	62.0	64.1	**68.4**	6.4	Yes	No	River Park
NB12	RNB12-045	3	B	66	66	58.9	61.0	64.2	5.3	No	No	River Park
NB12	RNB12-046	2	B	66	66	56.0	58.1	61.5	5.5	No	No	River Park
NB12	RNB12-047	2	B	66	66	62.3	64.4	**68.7**	6.4	Yes	No	River Park
NB12	RNB12-048	1	B	66	66	65.8	67.9	**72.7**	6.9	Yes	No	River Park
NB12	RNB12-049	2	B	66	66	61.8	63.9	**68.1**	6.3	Yes	No	River Park
NB12	RNB12-050	3	B	66	66	55.4	57.4	60.6	5.2	No	No	River Park
NB12	RNB12-051	1	B	66	66	65.7	67.8	**72.5**	6.8	Yes	No	River Park
NB12	RNB12-052	2	B	66	66	62.8	64.9	**69.1**	6.3	Yes	No	River Park
NB12	RNB12-053	1	B	66	66	58.8	60.9	64.1	5.3	No	No	River Park
NB12	RNB12-054	3	B	66	66	55.4	57.5	60.8	5.4	No	No	River Park
NB12	RNB12-055	3	B	66	66	58.9	61.0	64.7	5.8	No	No	River Park
NB12	RNB12-056	1	B	66	66	59.9	62.0	65.2	5.3	No	No	River Park
NB12	RNB12-057	1	B	66	66	65.7	67.8	**73.0**	7.3	Yes	No	River Park
NB12	RNB12-058	1	B	66	66	58.2	60.3	63.2	5.0	No	No	River Park
NB12	RNB12-059	1	B	66	66	61.6	63.7	**67.0**	5.4	Yes	No	River Park
NB12	RNB12-060	2	B	66	66	55.2	57.3	60.8	5.6	No	No	River Park
NB12	RNB12-061	1	B	66	66	60.1	62.2	65.8	5.7	No	No	River Park
NB12	RNB12-062	1	B	66	66	64.7	66.8	**70.3**	5.6	Yes	No	River Park
NB12	RNB12-063	2	B	66	66	65.9	68.0	**73.4**	7.5	Yes	No	River Park
NB12	RNB12-064	2	B	66	66	57.9	60.0	63.4	5.5	No	No	River Park
NB12	RNB12-065	2	B	66	66	64.6	66.7	**69.7**	5.1	Yes	No	River Park
NB12	RNB12-066	2	B	66	66	57.0	59.1	62.6	5.6	No	No	River Park
NB12	RNB12-067	3	B	66	66	61.2	63.3	**67.7**	6.5	Yes	No	River Park
NB12	RNB12-068	3	B	66	66	55.7	57.8	60.7	5.0	No	No	River Park
NB12	RNB12-069	1	B	66	66	65.9	68.0	**73.4**	7.5	Yes	No	River Park
NB12	RNB12-070	2	B	66	66	57.9	60.0	63.2	5.3	No	No	River Park
NB12	RNB12-071	2	B	66	66	65.9	68.0	**73.4**	7.5	Yes	No	River Park
NB12	RNB12-072	3	B	66	66	61.1	63.2	**67.8**	6.7	Yes	No	River Park
NB12	RNB12-073	2	B	66	66	57.9	60.0	62.8	4.9	No	No	River Park
NB12	RNB12-074	2	B	66	66	55.4	57.5	60.5	5.1	No	No	River Park
NB12	RNB12-075	3	B	66	66	60.5	62.6	**66.9**	6.4	Yes	No	River Park
NB12	RNB12-076	2	B	66	66	64.3	66.4	**69.0**	4.7	Yes	No	River Park
NB12	RNB12-077	2	B	66	66	56.0	58.1	61.8	5.8	No	No	River Park
NB12	RNB12-078	2	B	66	66	57.9	60.0	62.7	4.8	No	No	River Park
NB12	RNB12-079	2	B	66	66	65.9	68.0	**73.4**	7.5	Yes	No	River Park
NB12	RNB12-080	2	B	66	66	60.6	62.7	**66.9**	6.3	Yes	No	River Park
NB12	RNB12-081	3	B	66	66	59.6	61.7	65.9	6.3	No	No	River Park
NB12	RNB12-082	3	B	66	66	54.5	56.6	60.4	5.9	No	No	River Park
NB12	RNB12-083	2	B	66	66	64.7	66.8	**69.2**	4.5	Yes	No	River Park
NB12	RNB12-084	3	B	66	66	55.9	58.0	61.7	5.8	No	No	River Park
NB12	RNB12-085	2	B	66	66	65.8	67.9	**73.1**	7.3	Yes	No	River Park
NB12	RNB12-086	3	B	66	66	58.9	61.0	64.6	5.7	No	No	River Park
NB12	RNB12-087	3	B	66	66	54.6	56.7	60.2	5.6	No	No	River Park
NB12	RNB12-088	2	B	66	66	61.6	63.7	**67.6**	6.0	Yes	No	River Park
NB12	RNB12-089	1	B	66	66	64.9	67.0	**70.1**	5.2	Yes	No	River Park
NB12	RNB12-090	2	B	66	66	55.6	57.7	61.3	5.7	No	No	River Park
NB12	RNB12-091	2	B	66	66	65.9	68.0	**73.6**	7.7	Yes	No	River Park
NB12	RNB12-092	4	B	66	66	57.9	60.0	63.7	5.8	No	No	River Park
NB12	RNB12-093	1	B	66	66	65.8	67.9	**73.5**	7.7	Yes	No	River Park

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
NB12	RNB12-094	3	B	66	66	61.2	63.4	**67.8**	6.6	Yes	No	River Park
NB12	RNB12-095	3	B	66	66	53.6	55.7	59.5	5.9	No	No	River Park
NB12	RNB12-096	2	B	66	66	55.4	57.5	61.4	6.0	No	No	River Park
NB12	RNB12-097	2	B	66	66	65.9	68.0	**73.5**	7.6	Yes	No	River Park
NB12	RNB12-098	3	B	66	66	60.5	62.6	**67.0**	6.5	Yes	No	River Park
NB12	RNB12-099	1	B	66	66	65.7	67.8	**73.0**	7.3	Yes	No	River Park
NB12	RNB12-100	3	B	66	66	53.6	55.7	59.7	6.1	No	No	River Park
NB12	RNB12-101	3	B	66	66	57.7	59.8	64.2	6.5	No	No	River Park
NB12	RNB12-102	3	B	66	66	60.8	62.9	**67.5**	6.7	Yes	No	River Park
NB12	RNB12-103	4	B	66	66	55.6	57.7	61.8	6.2	No	No	River Park
NB12	RNB12-104	2	B	66	66	66.1	68.2	**73.4**	7.3	Yes	No	River Park
NB12	RNB12-105	4	B	66	66	53.6	55.7	60.0	6.4	No	No	River Park
NB12	RNB12-106	2	B	66	66	57.9	60.1	64.0	6.1	No	No	River Park
NB12	RNB12-107	2	B	66	66	61.4	63.5	**69.2**	7.8	Yes	No	River Park
NB12	RNB12-108	2	B	66	66	57.6	59.7	65.6	8.0	No	No	River Park
NB12	RNB12-109	1	B	66	66	55.9	58.0	64.1	8.2	No	No	River Park
NB12	RNB12-110	1	B	66	66	56.6	58.7	64.6	8.0	No	No	River Park
NB12	RNB12-111	2	B	66	66	54.5	56.6	61.7	7.2	No	No	River Park
NB12	RNB12-112	1	B	66	66	61.9	64.0	**69.9**	8.0	Yes	No	River Park
NB12	RNB12-113	4	B	66	66	55.5	57.6	62.6	7.1	No	No	River Park
NB12	RNB12-114	1	B	66	66	59.1	61.2	**66.2**	7.1	Yes	No	River Park
NB12	RNB12-115	2	B	66	66	63.1	65.2	**71.3**	8.2	Yes	No	River Park
NB12	RNB12-116	3	B	66	66	55.3	57.4	62.3	7.0	No	No	River Park
NB12	RNB12-117	1	B	66	66	60.4	62.5	**67.7**	7.3	Yes	No	River Park
NB12	RNB12-118	2	B	66	66	56.0	58.1	62.7	6.7	No	No	River Park
NB12	RNB12-119	1	B	66	66	65.6	67.7	**74.0**	8.4	Yes	No	River Park
NB12	RNB12-120	2	B	66	66	54.2	56.3	60.7	6.5	No	No	River Park
NB12	RNB12-121	1	B	66	66	61.1	63.2	**68.8**	7.7	Yes	No	River Park
NB12	RNB12-122	1	B	66	66	65.5	67.6	**73.9**	8.4	Yes	No	River Park
NB12	RNB12-123	3	B	66	66	58.2	60.3	65.4	7.2	No	No	River Park
NB12	RNB12-124	2	B	66	66	54.2	56.3	60.4	6.2	No	No	River Park
NB12	RNB12-125	1	B	66	66	62.4	64.5	**70.2**	7.8	Yes	No	River Park
NB12	RNB12-126	1	B	66	66	59.0	61.1	**66.6**	7.6	Yes	No	River Park
NB12	RNB12-127	3	B	66	66	55.5	57.6	62.2	6.7	No	No	River Park
NB12	RNB12-128	1	B	66	66	65.0	67.1	**73.1**	8.1	Yes	No	River Park
NB12	RNB12-129	1	B	66	66	65.2	67.3	**73.1**	7.9	Yes	No	River Park
NB12	RNB12-130	3	B	66	66	61.4	63.5	**68.6**	7.2	Yes	No	River Park
NB12	RNB12-131	1	B	66	66	66.9	69.0	**74.6**	7.7	Yes	No	River Park
NB12	RNB12-132	3	B	66	66	58.9	61.0	62.9	4.0	No	No	River Park
NB12	RNB12-133	2	B	66	66	66.8	68.9	**74.8**	8.0	Yes	No	River Park
NB12	RNB12-134	3	B	66	66	56.3	58.4	61.9	5.6	No	No	River Park
NB12	RNB12-135	2	B	66	66	58.6	60.7	65.3	6.7	No	No	River Park
NB12	RNB12-136	2	B	66	66	67.4	69.5	**75.5**	8.1	Yes	No	River Park
NB12	RNB12-137	2	B	66	66	67.1	69.2	**75.3**	8.2	Yes	No	River Park
NB12	RNB12-138	3	B	66	66	55.4	57.5	61.0	5.6	No	No	River Park
NB12	RNB12-139	1	B	66	66	62.0	64.1	**69.3**	7.3	Yes	No	River Park
NB12	RNB12-140	3	B	66	66	58.4	60.5	64.5	6.1	No	No	River Park
NB12	RNB12-141	3	B	66	66	56.3	58.4	62.2	5.9	No	No	River Park
NB12	RNB12-142	2	B	66	66	65.7	67.8	**73.6**	7.9	Yes	No	River Park
NB12	RNB12-143	1	B	66	66	66.8	68.9	**74.3**	7.5	Yes	No	River Park
NB12	RNB12-144	1	B	66	66	61.4	63.5	**68.0**	6.6	Yes	No	River Park
NB12	RNB12-145	1	B	66	66	59.4	61.6	65.1	5.7	No	No	River Park
NB12	RNB12-146	4	B	66	66	57.2	59.3	62.4	5.2	No	No	River Park
NB12	RNB12-147	1	B	66	66	66.2	68.3	**73.0**	6.8	Yes	No	River Park
NB12	RNB12-148	1	B	66	66	64.0	66.1	**71.5**	7.5	Yes	No	River Park
NB12	RNB12-149	3	B	66	66	55.9	58.0	62.5	6.6	No	No	River Park
NB12	RNB12-150	1	B	66	66	61.5	63.6	**68.6**	7.1	Yes	No	River Park
NB12	RNB12-151	1	B	66	66	59.2	61.3	**66.0**	6.8	Yes	No	River Park
NB12	RNB12-152A	2	B	66	66	59.8	61.9	**67.5**	7.7	Yes	No	Coves at St Lucie
NB12	RNB12-152B	2	B	66	66	63.8	65.9	**70.9**	7.1	Yes	No	Coves at St Lucie
NB12	RNB12-153A	4	B	66	66	58.4	60.5	65.7	7.3	No	No	Coves at St Lucie
NB12	RNB12-153B	4	B	66	66	62.0	64.1	**69.1**	7.1	Yes	No	Coves at St Lucie
NB12	RNB12-154A	4	B	66	66	56.7	58.8	63.3	6.6	No	No	Coves at St Lucie
NB12	RNB12-154B	4	B	66	66	60.1	62.2	**66.4**	6.3	Yes	No	Coves at St Lucie
NB12	RNB12-155A	2	B	66	66	61.6	63.7	**69.0**	7.4	Yes	No	Coves at St Lucie
NB12	RNB12-155B	2	B	66	66	65.7	67.8	**72.4**	6.7	Yes	No	Coves at St Lucie
NB12	RNB12-156A	4	B	66	66	56.8	58.9	63.5	6.7	No	No	Coves at St Lucie
NB12	RNB12-156B	4	B	66	66	60.1	62.2	**66.9**	6.8	Yes	No	Coves at St Lucie
NB12	RNB12-157A	2	B	66	66	53.7	55.8	58.3	4.6	No	No	Coves at St Lucie
NB12	RNB12-157B	2	B	66	66	56.1	58.2	61.9	5.8	No	No	Coves at St Lucie
NB12	RNB12-158A	4	B	66	66	56.5	58.6	58.9	2.4	No	No	Coves at St Lucie
NB12	RNB12-158B	4	B	66	66	59.9	62.0	62.4	2.5	No	No	Coves at St Lucie
NB12	RNB12-159A	2	B	66	66	61.2	63.3	**68.4**	7.2	Yes	No	Coves at St Lucie
NB12	RNB12-159B	2	B	66	66	65.1	67.2	**71.9**	6.8	Yes	No	Coves at St Lucie
NB12	RNB12-160A	2	B	66	66	62.5	64.6	**70.0**	7.5	Yes	No	Coves at St Lucie
NB12	RNB12-160B	2	B	66	66	66.8	68.9	**73.0**	6.2	Yes	No	Coves at St Lucie
NB12	RNB12-161A	4	B	66	66	55.3	57.4	57.3	2.0	No	No	Coves at St Lucie
NB12	RNB12-161B	4	B	66	66	58.6	60.7	60.4	1.8	No	No	Coves at St Lucie
NB12	RNB12-162A	2	B	66	66	66.6	68.7	**73.8**	7.2	Yes	No	Coves at St Lucie
NB12	RNB12-162B	2	B	66	66	71.2	73.3	**76.6**	5.4	Yes	No	Coves at St Lucie
NB12	RNB12-163A	2	B	66	66	57.9	60.0	63.9	6.0	No	No	Coves at St Lucie
NB12	RNB12-163B	2	B	66	66	61.2	63.3	**67.1**	5.9	Yes	No	Coves at St Lucie
NB12	RNB12-164A	4	B	66	66	57.4	59.5	62.8	5.4	No	No	Coves at St Lucie
NB12	RNB12-164B	4	B	66	66	60.5	62.6	**66.5**	6.0	Yes	No	Coves at St Lucie
NB12	RNB12-165A	4	B	66	66	54.5	56.6	58.4	3.9	No	No	Coves at St Lucie
NB12	RNB12-165B	4	B	66	66	57.8	59.9	61.9	4.1	No	No	Coves at St Lucie
NB12	RNB12-166A	2	B	66	66	66.0	68.1	**73.3**	7.3	Yes	No	Coves at St Lucie
NB12	RNB12-166B	2	B	66	66	70.5	72.6	**76.0**	5.5	Yes	No	Coves at St Lucie
NB12	RNB12-167A	2	B	66	66	59.2	61.3	**66.0**	6.8	Yes	No	Coves at St Lucie
NB12	RNB12-167B	2	B	66	66	62.8	64.9	**69.2**	6.4	Yes	No	Coves at St Lucie
NB12	RNB12-168A	4	B	66	66	57.8	59.9	63.0	5.2	No	No	Coves at St Lucie
NB12	RNB12-168B	4	B	66	66	61.1	63.2	**66.2**	5.1	Yes	No	Coves at St Lucie
NB12	RNB12-169A	2	B	66	66	58.7	60.8	53.6	-5.1	No	No	Coves at St Lucie
NB12	RNB12-169B	2	B	66	66	62.1	64.2	56.1	-6.0	No	No	Coves at St Lucie
NB12	RNB12-170A	4	B	66	66	56.1	58.2	59.7	3.6	No	No	Coves at St Lucie
NB12	RNB12-170B	4	B	66	66	59.2	61.3	63.0	3.8	No	No	Coves at St Lucie
NB12	RNB12-171A	2	B	66	66	59.7	61.8	**66.6**	6.9	Yes	No	Coves at St Lucie
NB12	RNB12-171B	2	B	66	66	63.2	65.3	**69.5**	6.3	Yes	No	Coves at St Lucie
NB12	RNB12-172A	2	B	66	66	67.7	69.8	**75.3**	7.6	Yes	No	Coves at St Lucie
NB12	RNB12-172B	2	B	66	66	72.5	74.6	**77.4**	4.9	Yes	No	Coves at St Lucie
NB12	RNB12-173A	4	B	66	66	55.6	57.7	58.4	2.8	No	No	Coves at St Lucie

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
NB12	RNB12-173B	4	B	66	66	58.8	60.9	61.8	3.0	No	No	Coves at St Lucie
NB12	RNB12-174A	2	B	66	66	62.1	64.2	**69.4**	7.3	Yes	No	Coves at St Lucie
NB12	RNB12-174B	2	B	66	66	66.5	68.6	**72.2**	5.7	Yes	No	Coves at St Lucie
NB12	RNB12-175A	2	B	66	66	59.6	61.7	65.6	6.0	No	No	Coves at St Lucie
NB12	RNB12-175B	2	B	66	66	62.9	65.0	**68.4**	5.5	Yes	No	Coves at St Lucie
NB12	RNB12-177A	2	B	66	66	67.8	69.9	**75.8**	8.0	Yes	No	Coves at St Lucie
NB12	RNB12-177B	2	B	66	66	72.6	74.7	**77.4**	4.8	Yes	No	Coves at St Lucie
NB12	RNB12-178A	2	B	66	66	62.8	64.9	**70.5**	7.7	Yes	No	Coves at St Lucie
NB12	RNB12-178B	2	B	66	66	66.6	68.7	**72.2**	5.6	Yes	No	Coves at St Lucie
NB12	RNB12-179A	2	B	66	66	60.0	62.1	**66.5**	6.5	Yes	No	Coves at St Lucie
NB12	RNB12-179B	2	B	66	66	63.3	65.4	**69.2**	5.9	Yes	No	Coves at St Lucie
NB12	RNB12-180A	2	B	66	66	60.4	62.5	**67.7**	7.3	Yes	No	Coves at St Lucie
NB12	RNB12-180B	2	B	66	66	63.8	65.9	**70.2**	6.4	Yes	No	Coves at St Lucie
NB12	RNB12-181A	2	B	66	66	60.3	62.4	**67.9**	7.6	Yes	No	Coves at St Lucie
NB12	RNB12-181B	2	B	66	66	63.8	65.9	**69.5**	5.7	Yes	No	Coves at St Lucie
NB12	RNB12-182A	2	B	66	66	67.2	69.3	**75.3**	8.1	Yes	No	Coves at St Lucie
NB12	RNB12-182B	2	B	66	66	71.6	73.7	**76.8**	5.2	Yes	No	Coves at St Lucie
NB12	RNB12-183A	2	B	66	66	59.2	61.3	60.1	0.9	No	No	Coves at St Lucie
NB12	RNB12-183B	2	B	66	66	62.5	64.6	63.5	1.0	No	No	Coves at St Lucie
NB12	RNB12-184A	2	B	66	66	59.7	61.8	**66.3**	6.6	Yes	No	Coves at St Lucie
NB12	RNB12-184B	2	B	66	66	62.9	65.0	**69.4**	6.5	Yes	No	Coves at St Lucie
NB12	RNB12-185A	4	B	66	66	57.0	59.1	62.3	5.3	No	No	Coves at St Lucie
NB12	RNB12-185B	4	B	66	66	60.1	62.2	65.8	5.7	No	No	Coves at St Lucie
NB12	RNB12-186A	2	B	66	66	67.5	69.6	**75.3**	7.8	Yes	No	Coves at St Lucie
NB12	RNB12-186B	2	B	66	66	71.7	73.8	**76.8**	5.1	Yes	No	Coves at St Lucie
NB12	RNB12-187A	2	B	66	66	62.4	64.5	**69.8**	7.4	Yes	No	Coves at St Lucie
NB12	RNB12-187B	2	B	66	66	65.9	68.0	**71.5**	5.6	Yes	No	Coves at St Lucie
NB12	RNB12-188A	4	B	66	66	56.9	59.0	62.2	5.3	No	No	Coves at St Lucie
NB12	RNB12-188B	4	B	66	66	60.1	62.2	65.8	5.7	No	No	Coves at St Lucie
NB12	RNB12-189A	2	B	66	66	67.4	69.5	**75.6**	8.2	Yes	No	Coves at St Lucie
NB12	RNB12-189B	2	B	66	66	71.8	73.9	**77.0**	5.2	Yes	No	Coves at St Lucie
NB12	RNB12-190A	2	B	66	66	60.5	62.6	**68.1**	7.6	Yes	No	Coves at St Lucie
NB12	RNB12-190B	2	B	66	66	63.9	66.0	**69.8**	5.9	Yes	No	Coves at St Lucie
NB12	RNB12-191A	2	B	66	66	67.7	69.8	**75.8**	8.1	Yes	No	Coves at St Lucie
NB12	RNB12-191B	2	B	66	66	72.1	74.2	**77.3**	5.2	Yes	No	Coves at St Lucie
NB12	RNB12-192A	4	B	66	66	56.5	58.7	61.7	5.2	No	No	Coves at St Lucie
NB12	RNB12-192B	4	B	66	66	59.6	61.7	65.2	5.6	No	No	Coves at St Lucie
NB12	RNB12-193A	2	B	66	66	63.4	65.5	**70.8**	7.4	Yes	No	Coves at St Lucie
NB12	RNB12-193B	2	B	66	66	67.1	69.2	**72.9**	5.8	Yes	No	Coves at St Lucie
NB12	RNB12-194A	1	B	66	66	60.7	62.8	**67.7**	7.0	Yes	No	Coves at St Lucie
NB12	RNB12-195A	4	B	66	66	56.5	58.6	61.8	5.3	No	No	Coves at St Lucie
NB12	RNB12-195B	4	B	66	66	59.5	61.6	65.6	6.1	No	No	Coves at St Lucie
NB12	RNB12-194B	1	B	66	66	60.7	62.8	**67.7**	7.0	Yes	No	Coves at St Lucie
NB12	RNB12-197A	1	B	66	66	59.4	61.5	**66.2**	6.8	Yes	No	Coves at St Lucie
NB12	RNB12-197B	1	B	66	66	59.4	61.5	**66.2**	6.8	Yes	No	Coves at St Lucie
NB12	RNB12-199A	2	B	66	66	65.6	67.7	**73.2**	7.6	Yes	No	Coves at St Lucie
NB12	RNB12-199B	2	B	66	66	69.5	71.6	**75.3**	5.8	Yes	No	Coves at St Lucie
NB12	RNB12-200A	4	B	66	66	56.5	58.6	62.9	6.4	No	No	Coves at St Lucie
NB12	RNB12-200B	4	B	66	66	59.5	61.6	**66.2**	6.7	Yes	No	Coves at St Lucie
NB12	RNB12-201A	2	B	66	66	66.2	68.3	**73.9**	7.7	Yes	No	Coves at St Lucie
NB12	RNB12-201B	2	B	66	66	70.3	72.4	**75.9**	5.6	Yes	No	Coves at St Lucie
NB12	RNB12-202A	2	B	66	66	55.4	57.5	62.2	6.8	No	No	Coves at St Lucie
NB12	RNB12-202B	2	B	66	66	58.7	60.8	64.8	6.1	No	No	Coves at St Lucie
NB12	RNB12-203A	2	B	66	66	55.5	57.6	62.0	6.5	No	No	Coves at St Lucie
NB12	RNB12-203B	2	B	66	66	58.6	60.7	65.3	6.7	No	No	Coves at St Lucie
NB12	RNB12-204A	4	B	66	66	57.3	59.4	62.9	5.6	No	No	Coves at St Lucie
NB12	RNB12-204B	4	B	66	66	60.5	62.6	**67.0**	6.5	Yes	No	Coves at St Lucie
NB12	RNB12-205A	2	B	66	66	60.0	62.1	**66.6**	6.6	Yes	No	Coves at St Lucie
NB12	RNB12-205B	2	B	66	66	63.4	65.5	**70.2**	6.8	Yes	No	Coves at St Lucie
NB12	RNB12-206A	2	B	66	66	62.9	65.0	**69.7**	6.8	Yes	No	Coves at St Lucie
NB12	RNB12-206B	2	B	66	66	66.3	68.4	**72.6**	6.3	Yes	No	Coves at St Lucie
NB12	RNB12-207A	2	B	66	66	58.1	60.2	64.3	6.2	No	No	Coves at St Lucie
NB12	RNB12-207B	2	B	66	66	61.6	63.7	**68.4**	6.8	Yes	No	Coves at St Lucie
NB12	RNB12-208A	2	B	66	66	61.2	63.3	**67.7**	6.5	Yes	No	Coves at St Lucie
NB12	RNB12-208B	2	B	66	66	64.6	66.7	**71.3**	6.7	Yes	No	Coves at St Lucie
NB13	RNB13-001	1	B	66	66	61.4	63.5	**68.0**	6.6	Yes	No	St James Golf Club
NB13	RNB13-002	1	B	66	66	59.6	61.7	65.9	6.3	No	No	St James Golf Club
NB13	RNB13-003	1	B	66	66	58.6	60.7	64.8	6.2	No	No	St James Golf Club
NB13	RNB13-004	1	B	66	66	61.8	63.9	**68.5**	6.7	Yes	No	St James Golf Club
NB13	RNB13-006	3	B	66	66	57.8	59.9	63.8	6.0	No	No	St James Golf Club
NB13	RNB13-007	1	B	66	66	61.8	63.9	**68.6**	6.8	Yes	No	St James Golf Club
NB13	RNB13-008	2	B	66	66	60.8	62.9	**67.5**	6.7	Yes	No	St James Golf Club
NB13	RNB13-009	3	B	66	66	57.8	59.9	63.7	5.9	No	No	St James Golf Club
NB13	RNB13-010	2	B	66	66	60.7	62.8	**67.3**	6.6	Yes	No	St James Golf Club
NB13	RNB13-011	3	B	66	66	52.5	54.6	57.0	4.5	No	No	St James Golf Club
NB13	RNB13-012	3	B	66	66	56.7	58.8	62.5	5.8	No	No	St James Golf Club
NB13	RNB13-013	2	B	66	66	60.6	62.7	**67.4**	6.8	Yes	No	St James Golf Club
NB13	RNB13-014	5	B	66	66	53.0	55.1	57.8	4.8	No	No	St James Golf Club
NB13	RNB13-015	3	B	66	66	57.8	59.9	63.9	6.1	No	No	St James Golf Club
NB13	RNB13-016	2	B	66	66	60.6	62.7	**67.5**	6.9	Yes	No	St James Golf Club
NB13	RNB13-017	2	B	66	66	60.9	63.0	**67.7**	6.8	Yes	No	St James Golf Club
NB13	RNB13-018	3	B	66	66	58.0	60.1	64.2	6.2	No	No	St James Golf Club
NB13	RNB13-019	3	B	66	66	52.7	54.8	58.0	5.3	No	No	St James Golf Club
NB13	RNB13-020	2	B	66	66	60.7	62.8	**67.7**	7.0	Yes	No	St James Golf Club
NB13	RNB13-021	2	B	66	66	60.9	63.0	**67.9**	7.0	Yes	No	St James Golf Club
NB13	RNB13-022	3	B	66	66	57.8	59.9	64.6	6.8	No	No	St James Golf Club
NB13	RNB13-023	3	B	66	66	53.0	55.1	58.2	5.2	No	No	St James Golf Club
NB13	RNB13-024	1	B	66	66	60.6	62.7	**68.0**	7.4	Yes	No	St James Golf Club
NB13	RNB13-025	2	B	66	66	57.8	59.9	64.8	7.0	No	No	St James Golf Club
NB13	RNB13-026	1	B	66	66	60.4	62.5	**68.3**	7.9	Yes	No	St James Golf Club
NB13	RNB13-027	3	B	66	66	52.5	54.6	57.9	5.4	No	No	St James Golf Club
NB13	RNB13-028	1	B	66	66	60.4	62.5	**68.3**	7.9	Yes	No	St James Golf Club
NB13	RNB13-029	1	B	66	66	59.7	61.8	**67.7**	8.0	Yes	No	St James Golf Club
NB13	RNB13-030	3	B	66	66	56.8	58.9	63.9	7.1	No	No	St James Golf Club
NB13	RNB13-031	1	B	66	66	58.7	60.8	**66.9**	8.2	Yes	No	St James Golf Club
NB13	RNB13-032	3	B	66	66	52.1	54.2	57.3	5.2	No	No	St James Golf Club
NB13	RNB13-033	3	B	66	66	55.3	57.4	62.6	7.3	No	No	St James Golf Club
NB13	RNB13-035	2	B	66	66	57.8	59.9	65.8	8.0	No	No	St James Golf Club
NB13	RNB13-036	2	B	66	66	56.5	58.6	64.6	8.1	No	No	St James Golf Club
NB13	RNB13-037	3	B	66	66	54.4	56.5	61.0	6.6	No	No	St James Golf Club
NB13	RNB13-038	3	B	66	66	55.8	57.9	63.5	7.7	No	No	St James Golf Club

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
NB13	RNB13-039	3	B	66	66	51.3	53.4	56.5	5.2	No	No	St James Golf Club
NB13	RNB13-040	4	B	66	66	56.9	59.0	64.6	7.7	No	No	St James Golf Club
NB13	RNB13-041	2	B	66	66	59.4	61.5	**67.2**	7.8	Yes	No	St James Golf Club
NB13	RNB13-042	3	B	66	66	53.6	55.7	59.7	6.1	No	No	St James Golf Club
NB13	RNB13-043	2	B	66	66	61.0	63.1	**68.6**	7.6	Yes	No	St James Golf Club
NB13	RNB13-044	2	B	66	66	62.4	64.5	**70.0**	7.6	Yes	No	St James Golf Club
NB13	RNB13-045	1	B	66	66	64.7	66.8	**72.3**	7.6	Yes	No	St James Golf Club
NB13	RNB13-046	3	B	66	66	50.3	52.4	55.3	5.0	No	No	St James Golf Club
NB13	RNB13-047	1	B	66	66	66.0	68.1	**73.8**	7.8	Yes	No	St James Golf Club
NB13	RNB13-048	3	B	66	66	52.2	54.3	57.8	5.6	No	No	St James Golf Club
NB13	RNB13-049	2	B	66	66	54.9	57.0	62.2	7.3	No	No	St James Golf Club
NB13	RNB13-050	1	B	66	66	67.0	69.1	**74.9**	7.9	Yes	No	St James Golf Club
NB13	RNB13-051	4	B	66	66	53.5	55.6	59.8	6.3	No	No	St James Golf Club
NB13	RNB13-052	2	B	66	66	49.9	52.0	54.6	4.7	No	No	St James Golf Club
NB13	RNB13-053	4	B	66	66	55.6	57.7	62.7	7.1	No	No	St James Golf Club
NB13	RNB13-054	3	B	66	66	51.3	53.4	57.0	5.7	No	No	St James Golf Club
NB13	RNB13-055	1	B	66	66	67.0	69.1	**75.0**	8.0	Yes	No	St James Golf Club
NB13	RNB13-056	2	B	66	66	60.7	62.8	**68.1**	7.4	Yes	No	St James Golf Club
NB13	RNB13-057	4	B	66	66	52.8	54.9	59.1	6.3	No	No	St James Golf Club
NB13	RNB13-058	3	B	66	66	57.4	59.5	64.6	7.2	No	No	St James Golf Club
NB13	RNB13-059	2	B	66	66	58.5	60.6	64.1	5.6	No	No	St James Golf Club
NB13	RNB13-060	2	B	66	66	62.0	64.1	**69.3**	7.3	Yes	No	St James Golf Club
NB13	RNB13-061	1	B	66	66	66.1	68.2	**73.9**	7.8	Yes	No	St James Golf Club
NB13	RNB13-063	3	B	66	66	49.5	51.6	53.8	4.3	No	No	St James Golf Club
NB13	RNB13-064	1	B	66	66	63.9	66.0	**71.1**	7.2	Yes	No	St James Golf Club
NB13	RNB13-065	3	B	66	66	50.9	53.0	56.3	5.4	No	No	St James Golf Club
NB13	RNB13-066	1	B	66	66	51.6	53.7	57.7	6.1	No	No	St James Golf Club
NB13	RNB13-067	3	B	66	66	50.1	52.2	55.0	4.9	No	No	St James Golf Club
NB13	RNB13-069	3	B	66	66	53.8	55.9	61.3	7.5	No	No	St James Golf Club
NB13	RNB13-070	3	B	66	66	52.1	54.2	57.9	5.8	No	No	St James Golf Club
NB13	RNB13-071	3	B	66	66	53.0	55.1	59.2	6.2	No	No	St James Golf Club
NB13	RNB13-072	3	B	66	66	48.7	50.7	52.5	3.8	No	No	St James Golf Club
NB13	RNB13-073	2	B	66	66	57.5	59.6	65.1	7.6	No	No	St James Golf Club
NB13	RNB13-074	1	B	66	66	61.5	63.6	**70.1**	8.6	Yes	No	St James Golf Club
NB13	RNB13-075	3	B	66	66	54.9	57.0	61.7	6.8	No	No	St James Golf Club
NB13	RNB13-076	4	B	66	66	50.8	52.9	56.2	5.4	No	No	St James Golf Club
NB13	RNB13-077	3	B	66	66	51.5	53.6	57.5	6.0	No	No	St James Golf Club
NB13	RNB13-078	3	B	66	66	56.1	58.2	62.9	6.8	No	No	St James Golf Club
NB13	RNB13-079	1	B	66	66	62.7	64.8	**71.3**	8.6	Yes	No	St James Golf Club
NB13	RNB13-080	3	B	66	66	49.9	52.0	54.4	4.5	No	No	St James Golf Club
NB13	RNB13-081	3	B	66	66	52.3	54.4	58.7	6.4	No	No	St James Golf Club
NB13	RNB13-082	1	B	66	66	60.1	62.2	**67.2**	7.1	Yes	No	St James Golf Club
NB13	RNB13-083	3	B	66	66	53.2	55.3	60.2	7.0	No	No	St James Golf Club
NB13	RNB13-084	2	B	66	66	58.1	60.2	65.2	7.1	No	No	St James Golf Club
NB13	RNB13-085	3	B	66	66	54.2	56.3	61.4	7.2	No	No	St James Golf Club
NB13	RNB13-086	3	B	66	66	54.9	57.0	62.3	7.4	No	No	St James Golf Club
NB13	RNB13-087	1	B	66	66	63.0	65.0	**71.6**	8.6	Yes	No	St James Golf Club
NB13	RNB13-088	3	B	66	66	55.4	57.5	62.8	7.4	No	No	St James Golf Club
NB13	RNB13-089	3	B	66	66	49.4	51.5	53.6	4.2	No	No	St James Golf Club
NB13	RNB13-090	3	B	66	66	50.1	52.2	55.1	5.0	No	No	St James Golf Club
NB13	RNB13-091	3	B	66	66	56.3	58.4	63.7	7.4	No	No	St James Golf Club
NB13	RNB13-092	2	B	66	66	48.8	50.9	52.9	4.1	No	No	St James Golf Club
NB13	RNB13-093	2	B	66	66	57.4	59.5	65.3	7.9	No	No	St James Golf Club
NB13	RNB13-094	1	B	66	66	61.9	63.9	**70.6**	8.7	Yes	No	St James Golf Club
NB13	RNB13-095	2	B	66	66	58.5	60.6	**66.8**	8.3	Yes	No	St James Golf Club
NB13	RNB13-096	3	B	66	66	49.6	51.7	54.0	4.4	No	No	St James Golf Club
NB13	RNB13-097	1	B	66	66	60.2	62.3	**68.4**	8.2	Yes	No	St James Golf Club
NB13	RNB13-098	4	B	66	66	49.0	51.0	53.2	4.2	No	No	St James Golf Club
NB14	RNB14-003	1	B	66	66	62.1	64.2	**70.5**	8.4	Yes	No	St James Golf Club
NB14	RNB14-004	3	B	66	66	55.8	57.9	63.6	7.8	No	No	St James Golf Club
NB14	RNB14-005	2	B	66	66	52.8	54.9	59.5	6.7	No	No	St James Golf Club
NB14	RNB14-007	1	B	66	66	60.3	62.4	**67.7**	7.4	Yes	No	St James Golf Club
NB14	RNB14-008	1	B	66	66	63.1	65.2	**71.3**	8.2	Yes	No	St James Golf Club
NB14	RNB14-009	1	B	66	66	58.9	61.0	**66.9**	8.0	Yes	No	St James Golf Club
NB14	RNB14-010	3	B	66	66	54.1	56.2	61.2	7.1	No	No	St James Golf Club
NB14	RNB14-011	3	B	66	66	52.2	54.3	57.8	5.6	No	No	St James Golf Club
NB14	RNB14-012	3	B	66	66	57.0	59.1	65.2	8.2	No	No	St James Golf Club
NB14	RNB14-013	3	B	66	66	51.3	53.4	56.4	5.1	No	No	St James Golf Club
NB14	RNB14-014	2	B	66	66	50.7	52.7	55.5	4.8	No	No	St James Golf Club
NB14	RNB14-015	1	B	66	66	62.8	64.9	**71.0**	8.2	Yes	No	St James Golf Club
NB14	RNB14-016	3	B	66	66	55.6	57.7	63.1	7.5	No	No	St James Golf Club
NB14	RNB14-017	1	B	66	66	61.6	63.7	**69.9**	8.3	Yes	No	St James Golf Club
NB14	RNB14-018	3	B	66	66	51.4	53.5	56.9	5.5	No	No	St James Golf Club
NB14	RNB14-019	3	B	66	66	50.6	52.7	55.6	5.0	No	No	St James Golf Club
NB14	RNB14-020	1	B	66	66	60.3	62.4	**68.0**	7.7	Yes	No	St James Golf Club
NB14	RNB14-021	3	B	66	66	53.6	55.7	60.8	7.2	No	No	St James Golf Club
NB14	RNB14-022	3	B	66	66	51.8	53.9	58.3	6.5	No	No	St James Golf Club
NB14	RNB14-023	1	B	66	66	56.0	58.1	61.1	5.1	No	No	St James Golf Club
NB14	RNB14-024	3	B	66	66	57.3	59.4	65.0	7.7	No	No	St James Golf Club
NB14	RNB14-025	2	B	66	66	60.2	62.3	**67.9**	7.7	Yes	No	St James Golf Club
NB14	RNB14-026	3	B	66	66	52.1	54.1	58.1	6.0	No	No	St James Golf Club
NB14	RNB14-027	3	B	66	66	52.6	54.7	58.9	6.3	No	No	St James Golf Club
NB14	RNB14-028	2	B	66	66	60.2	62.2	**67.7**	7.5	Yes	No	St James Golf Club
NB14	RNB14-029	3	B	66	66	57.6	59.7	64.2	6.6	No	No	St James Golf Club
NB14	RNB14-030	3	B	66	66	53.1	55.2	59.1	6.0	No	No	St James Golf Club
NB14	RNB14-031	2	B	66	66	60.1	62.2	**67.5**	7.4	Yes	No	St James Golf Club
NB14	RNB14-032	3	B	66	66	55.4	57.5	60.9	5.5	No	No	St James Golf Club
NB14	RNB14-033	3	B	66	66	54.1	56.1	59.8	5.7	No	No	St James Golf Club
NB14	RNB14-034	3	B	66	66	56.3	58.4	61.0	4.7	No	No	St James Golf Club
NB14	RNB14-035	2	B	66	66	60.1	62.2	**67.4**	7.3	Yes	No	St James Golf Club
NB14	RNB14-036	4	B	66	66	51.8	53.9	57.6	5.8	No	No	St James Golf Club
NB14	RNB14-037	2	B	66	66	60.3	62.3	**67.6**	7.3	Yes	No	St James Golf Club
NB14	RNB14-038	4	B	66	66	52.9	55.0	58.7	5.8	No	No	St James Golf Club
NB14	RNB14-039	3	B	66	66	55.3	57.4	61.6	6.3	No	No	St James Golf Club
NB14	RNB14-040	3	B	66	66	53.8	55.9	59.4	5.6	No	No	St James Golf Club
NB14	RNB14-041	2	B	66	66	60.3	62.4	**67.9**	7.6	Yes	No	St James Golf Club
NB14	RNB14-042	3	B	66	66	57.2	59.3	64.7	7.5	No	No	St James Golf Club
NB14	RNB14-044	2	B	66	66	60.2	62.3	**68.2**	8.0	Yes	No	St James Golf Club
NB14	RNB14-045	2	B	66	66	60.6	62.7	**68.7**	8.1	Yes	No	St James Golf Club
NB14	RNB14-046	3	B	66	66	57.3	59.4	64.9	7.6	No	No	St James Golf Club
NB14	RNB14-047	2	B	66	66	60.8	62.9	**69.1**	8.3	Yes	No	St James Golf Club

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
NB14	RNB14-048	3	B	66	66	51.0	53.1	56.5	5.5	No	No	St James Golf Club
NB14	RNB14-049	1	B	66	66	62.1	64.2	**70.4**	8.3	Yes	No	St James Golf Club
NB14	RNB14-051	3	B	66	66	57.7	59.8	65.6	7.9	No	No	St James Golf Club
NB14	RNB14-052	1	B	66	66	62.2	64.3	**70.3**	8.1	Yes	No	St James Golf Club
NB14	RNB14-053	3	B	66	66	51.6	53.7	57.5	5.9	No	No	St James Golf Club
NB14	RNB14-054	1	B	66	66	61.6	63.7	**69.6**	8.0	Yes	No	St James Golf Club
NB14	RNB14-056	2	B	66	66	60.3	62.4	**68.4**	8.1	Yes	No	St James Golf Club
NB14	RNB14-057	3	B	66	66	52.3	54.3	58.1	5.8	No	No	St James Golf Club
NB14	RNB14-058	3	B	66	66	57.1	59.2	65.1	8.0	No	No	St James Golf Club
NB14	RNB14-059	2	B	66	66	59.4	61.5	**67.7**	8.3	Yes	No	St James Golf Club
NB14	RNB14-060	3	B	66	66	52.3	54.4	58.0	5.7	No	No	St James Golf Club
NB14	RNB14-061	3	B	66	66	56.4	58.4	64.2	7.8	No	No	St James Golf Club
NB14	RNB14-062	2	B	66	66	58.8	60.9	**67.3**	8.5	Yes	No	St James Golf Club
NB14	RNB14-063	1	B	66	66	59.1	61.1	**67.4**	8.3	Yes	No	St James Golf Club
NB14	RNB14-064	1	B	66	66	58.9	61.0	**67.2**	8.3	Yes	No	St James Golf Club
NB14	RNB14-065	3	B	66	66	55.7	57.8	63.7	8.0	No	No	St James Golf Club
NB14	RNB14-066	3	B	66	66	52.2	54.3	58.4	6.2	No	No	St James Golf Club
NB14	RNB14-067	1	B	66	66	55.9	58.0	63.9	8.0	No	No	St James Golf Club
NB14	RNB14-068	1	B	66	66	57.8	59.8	**66.1**	8.3	Yes	No	St James Golf Club
NB14	RNB14-069	1	B	66	66	56.3	58.4	63.6	7.3	No	No	St James Golf Club
NB14	RNB14-070	3	B	66	66	52.4	54.4	58.9	6.5	No	No	St James Golf Club
NB14	RNB14-071	3	B	66	66	50.9	52.9	56.6	5.7	No	No	St James Golf Club
NB14	RNB14-073	2	B	66	66	50.2	52.2	55.6	5.4	No	No	St James Golf Club
NB14	RNB14-074	3	B	66	66	51.8	53.8	58.3	6.5	No	No	St James Golf Club
NB15	RNB15-001	1	B	66	66	65.0	67.1	**72.4**	7.4	Yes	No	Section 48 1st Replat
NB15	RNB15-002	1	B	66	66	66.9	69.0	**74.6**	7.7	Yes	No	Section 48 1st Replat
NB15	RNB15-003	2	B	66	66	57.1	59.1	63.8	6.7	No	No	Section 48 1st Replat
NB15	RNB15-004	1	B	66	66	61.3	63.4	**68.6**	7.3	Yes	No	Section 48 1st Replat
NB15	RNB15-005	1	B	66	66	59.2	61.3	**66.2**	7.0	Yes	No	Section 48 1st Replat
NB15	RNB15-006	1	B	66	66	53.6	55.6	59.9	6.3	No	No	Section 48 1st Replat
NB15	RNB15-007	1	B	66	66	66.6	68.7	**74.5**	7.9	Yes	No	Section 48 1st Replat
NB15	RNB15-008	2	B	66	66	57.1	59.2	64.0	6.9	No	No	Section 48 1st Replat
NB15	RNB15-009	2	B	66	66	67.1	69.2	**75.0**	7.9	Yes	No	Section 48 1st Replat
NB15	RNB15-010	1	B	66	66	54.9	56.9	61.2	6.3	No	No	Section 48 1st Replat
NB15	RNB15-011	2	B	66	66	52.2	54.2	58.2	6.0	No	No	Section 48 1st Replat
NB15	RNB15-012	3	B	66	66	61.8	63.9	**69.5**	7.7	Yes	No	Section 48 1st Replat
NB15	RNB15-013	1	B	66	66	55.7	57.8	62.3	6.6	No	No	Section 48 1st Replat
NB15	RNB15-014	1	B	66	66	66.6	68.7	**74.5**	7.9	Yes	No	Section 48 1st Replat
NB15	RNB15-015	1	B	66	66	53.0	55.0	59.0	6.0	No	No	Section 48 1st Replat
NB15	RNB15-016	1	B	66	66	58.8	60.8	65.3	6.5	No	No	Section 48 1st Replat
NB15	RNB15-017	1	B	66	66	55.1	57.2	61.5	6.4	No	No	Section 48 1st Replat
NB15	RNB15-018	2	B	66	66	61.7	63.8	**69.1**	7.4	Yes	No	Section 48 1st Replat
NB15	RNB15-019	1	B	66	66	67.4	69.5	**75.0**	7.6	Yes	No	Section 48 1st Replat
NB15	RNB15-020	1	B	66	66	57.6	59.6	64.3	6.7	No	No	Section 48 1st Replat
NB15	RNB15-021	2	B	66	66	53.3	55.3	59.5	6.2	No	No	Section 48 1st Replat
NB15	RNB15-022	1	B	66	66	66.5	68.6	**74.0**	7.5	Yes	No	Section 48 1st Replat
NB15	RNB15-023	1	B	66	66	62.7	64.7	**70.0**	7.3	Yes	No	Section 48 1st Replat
NB15	RNB15-024	4	B	66	66	55.2	57.2	61.9	6.7	No	No	Section 48 1st Replat
NB15	RNB15-025	1	B	66	66	56.5	58.6	63.9	7.4	No	No	Section 48 1st Replat
NB15	RNB15-026	1	B	66	66	65.8	67.8	**73.3**	7.5	Yes	No	Section 48 1st Replat
NB15	RNB15-027	1	B	66	66	53.5	55.5	60.0	6.5	No	No	Section 48 1st Replat
NB15	RNB15-028	4	B	66	66	55.1	57.0	62.2	7.1	No	No	Section 48 1st Replat
NB15	RNB15-029	1	B	66	66	62.7	64.8	**70.5**	7.8	Yes	No	Section 48 1st Replat
NB15	RNB15-030	1	B	66	66	53.5	55.4	60.1	6.6	No	No	Section 48 1st Replat
NB15	RNB15-031	1	B	66	66	55.5	56.4	59.5	4.0	No	No	Section 48 1st Replat
NB15	RNB15-032	1	B	66	66	61.0	61.2	63.5	2.5	No	No	Section 48 1st Replat
NB15	RNB15-033	1	B	66	66	61.7	61.9	64.2	2.5	No	No	Section 48 1st Replat
NB15	RNB15-034	1	B	66	66	61.6	61.7	64.8	3.2	No	No	Section 48 1st Replat
NB15	RNB15-035	1	B	66	66	61.9	62.1	64.4	2.5	No	No	Section 48 1st Replat
NB18	RNB18-001	1	B	66	66	63.8	67.0	**68.3**	4.5	Yes	No	SFR
NB18	RNB18-002	1	B	66	66	62.3	65.5	**67.2**	4.9	Yes	No	SFR
NB18	RNB18-003	1	B	66	66	64.0	67.2	**68.2**	4.2	Yes	No	SFR
NB18	RNB18-004	1	B	66	66	66.8	70.0	**70.1**	3.3	Yes	No	SFR
NB18	RNB18-005	1	B	66	66	63.5	66.7	**68.3**	4.8	Yes	No	SFR
NB18	RNB18-006	1	B	66	66	58.3	61.5	62.3	4.0	No	No	SFR
NB18	RNB18-007	1	B	66	66	57.0	60.2	61.4	4.4	No	No	SFR
NB18	RNB18-008	1	B	66	66	55.2	58.4	60.0	4.8	No	No	SFR
NB18	RNB18-009	1	B	66	66	58.6	61.8	63.2	4.6	No	No	SFR
SB01	RSB01-001	3	B	66	66	55.4	56.2	60.0	4.6	No	No	Sonoma Isles
SB01	RSB01-002	1	B	66	66	56.1	56.9	60.5	4.4	No	No	Sonoma Isles
SB01	RSB01-003	1	B	66	66	56.3	57.2	60.7	4.4	No	No	Sonoma Isles
SB01	RSB01-004	3	B	66	66	55.9	56.7	60.0	4.1	No	No	Sonoma Isles
SB01	RSB01-005	1	B	66	66	56.9	57.8	61.2	4.3	No	No	Sonoma Isles
SB01	RSB01-006	1	B	66	66	57.3	58.2	62.5	5.2	No	No	Sonoma Isles
SB01	RSB01-007	3	B	66	66	55.9	56.7	60.3	4.4	No	No	Sonoma Isles
SB01	RSB01-008	1	B	66	66	53.4	54.1	57.3	3.9	No	No	Sonoma Isles
SB01	RSB01-009	1	B	66	66	53.2	53.9	57.1	3.9	No	No	Sonoma Isles
SB01	RSB01-010	1	B	66	66	53.2	53.9	56.9	3.7	No	No	Sonoma Isles
SB01	RSB01-011	1	B	66	66	56.5	57.3	61.6	5.1	No	No	Sonoma Isles
SB01	RSB01-012	1	B	66	66	53.0	53.7	56.6	3.6	No	No	Sonoma Isles
SB01	RSB01-013	1	B	66	66	56.4	57.3	61.5	5.1	No	No	Sonoma Isles
SB01	RSB01-014	1	B	66	66	52.9	53.6	56.5	3.6	No	No	Sonoma Isles
SB01	RSB01-015	1	B	66	66	54.1	54.8	57.3	3.2	No	No	Sonoma Isles
SB01	RSB01-016	1	B	66	66	52.9	53.5	56.3	3.4	No	No	Sonoma Isles
SB01	RSB01-017	1	B	66	66	56.5	57.3	61.6	5.1	No	No	Sonoma Isles
SB01	RSB01-018	1	B	66	66	54.5	55.3	58.1	3.6	No	No	Sonoma Isles
SB01	RSB01-019	1	B	66	66	53.9	54.6	57.3	3.4	No	No	Sonoma Isles
SB01	RSB01-020	1	B	66	66	54.9	55.7	58.6	3.7	No	No	Sonoma Isles
SB01	RSB01-021	1	B	66	66	57.4	58.3	62.8	5.4	No	No	Sonoma Isles
SB01	RSB01-022	1	B	66	66	56.8	57.6	61.9	5.1	No	No	Sonoma Isles
SB01	RSB01-023	1	B	66	66	55.3	56.0	59.2	3.9	No	No	Sonoma Isles
SB01	RSB01-024	1	B	66	66	55.1	55.9	59.1	4.0	No	No	Sonoma Isles
SB01	RSB01-025	1	B	66	66	55.7	56.5	60.0	4.3	No	No	Sonoma Isles
SB01	RSB01-026	1	B	66	66	53.1	53.7	56.3	3.2	No	No	Sonoma Isles
SB01	RSB01-027	1	B	66	66	56.6	57.4	61.3	4.7	No	No	Sonoma Isles
SB01	RSB01-028	1	B	66	66	56.9	57.8	61.9	5.0	No	No	Sonoma Isles
SB01	RSB01-029	1	B	66	66	53.0	53.6	56.2	3.2	No	No	Sonoma Isles
SB01	RSB01-030	1	B	66	66	53.1	53.7	56.3	3.2	No	No	Sonoma Isles
SB01	RSB01-031	1	B	66	66	56.8	57.6	61.7	4.9	No	No	Sonoma Isles
SB01	RSB01-032	1	B	66	66	53.9	54.6	57.0	3.1	No	No	Sonoma Isles
SB01	RSB01-033	1	B	66	66	53.0	53.7	56.2	3.2	No	No	Sonoma Isles

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB01	RSB01-034	1	B	66	66	53.0	53.7	56.2	3.2	No	No	Sonoma Isles
SB01	RSB01-035	1	B	66	66	54.1	54.8	57.2	3.1	No	No	Sonoma Isles
SB01	RSB01-036	1	B	66	66	52.9	53.6	56.1	3.2	No	No	Sonoma Isles
SB01	RSB01-037	1	B	66	66	54.4	55.1	57.6	3.2	No	No	Sonoma Isles
SB01	RSB01-038	1	B	66	66	54.1	54.7	57.7	3.6	No	No	Sonoma Isles
SB01	RSB01-039	1	B	66	66	54.2	54.8	57.8	3.6	No	No	Sonoma Isles
SB01	RSB01-040	1	B	66	66	54.2	54.9	57.7	3.5	No	No	Sonoma Isles
SB01	RSB01-041	1	B	66	66	54.3	54.9	57.8	3.5	No	No	Sonoma Isles
SB01	RSB01-042	1	B	66	66	54.3	54.9	57.8	3.5	No	No	Sonoma Isles
SB01	RSB01-043	1	B	66	66	54.4	55.0	57.9	3.5	No	No	Sonoma Isles
SB01	RSB01-044	1	B	66	66	54.0	54.7	57.3	3.3	No	No	Sonoma Isles
SB01	RSB01-045	1	B	66	66	54.0	54.7	57.1	3.1	No	No	Sonoma Isles
SB01	RSB01-046	1	B	66	66	52.9	53.6	56.3	3.4	No	No	Sonoma Isles
SB01	RSB01-047	1	B	66	66	54.6	55.3	57.8	3.2	No	No	Sonoma Isles
SB01	RSB01-048	1	B	66	66	52.9	53.6	56.3	3.4	No	No	Sonoma Isles
SB01	RSB01-049	1	B	66	66	52.9	53.6	56.2	3.3	No	No	Sonoma Isles
SB01	RSB01-050	1	B	66	66	56.0	56.7	59.0	3.0	No	No	Sonoma Isles
SB01	RSB01-051	1	B	66	66	53.0	53.8	56.5	3.5	No	No	Sonoma Isles
SB01	RSB01-052	1	B	66	66	57.4	58.1	60.4	3.0	No	No	Sonoma Isles
SB01	RSB01-053	1	B	66	66	53.3	54.1	56.7	3.4	No	No	Sonoma Isles
SB01	RSB01-054	1	B	66	66	53.4	54.1	56.9	3.5	No	No	Sonoma Isles
SB01	RSB01-055	1	B	66	66	53.8	54.5	57.5	3.7	No	No	Sonoma Isles
SB01	RSB01-056	1	B	66	66	54.9	55.6	59.1	4.2	No	No	Sonoma Isles
SB01	RSB01-057	1	B	66	66	55.6	56.4	60.1	4.5	No	No	Sonoma Isles
SB01	RSB01-058	1	B	66	66	55.4	56.1	59.7	4.3	No	No	Sonoma Isles
SB01	RSB01-059	1	B	66	66	53.7	54.4	57.3	3.6	No	No	Sonoma Isles
SB04	RSB04-001	2	B	66	66	58.7	59.7	60.4	1.7	No	No	Florida Club
SB04	RSB04-002	2	B	66	66	59.7	60.7	61.3	1.6	No	No	Florida Club
SB04	RSB04-003	6	B	66	66	58.2	59.1	60.7	2.5	No	No	Florida Club
SB04	RSB04-004	3	B	66	66	60.8	61.8	62.9	2.1	No	No	Florida Club
SB04	RSB04-005	3	B	66	66	59.1	60.1	61.9	2.8	No	No	Florida Club
SB04	RSB04-007	1	B	66	66	59.8	60.8	63.2	3.4	No	No	Florida Club
SB04	RSB04-008	1	B	66	66	62.3	63.3	64.7	2.4	No	No	Florida Club
SB04	RSB04-009	1	B	66	66	62.3	63.4	65.0	2.7	No	No	Florida Club
SB04	RSB04-010	1	B	66	66	61.5	62.5	64.9	3.4	No	No	Florida Club
SB04	RSB04-012	1	B	66	66	62.1	62.7	**67.6**	5.5	Yes	No	SFR
SB05	RSB05-001	1	B	66	66	58.0	58.7	61.2	3.2	No	No	Savannah Estates
SB05	RSB05-002	3	B	66	66	57.3	58.1	60.2	2.9	No	No	Savannah Estates
SB05	RSB05-003	1	B	66	66	59.4	60.0	63.1	3.7	No	No	Savannah Estates
SB05	RSB05-004	1	B	66	66	58.4	59.2	62.0	3.6	No	No	Savannah Estates
SB05	RSB05-005	2	B	66	66	60.6	61.2	64.6	4.0	No	No	Savannah Estates
SB05	RSB05-006	3	B	66	66	57.5	58.4	61.2	3.7	No	No	Savannah Estates
SB05	RSB05-007	1	B	66	66	62.5	63.4	**69.2**	6.7	Yes	No	Savannah Estates
SB05	RSB05-008	2	B	66	66	59.4	60.3	64.7	5.3	No	No	Savannah Estates
SB05	RSB05-009	1	B	66	66	63.0	64.0	**70.2**	7.2	Yes	No	Savannah Estates
SB05	RSB05-010	1	B	66	66	62.4	63.4	**69.7**	7.3	Yes	No	Savannah Estates
SB05	RSB05-011	1	B	66	66	61.3	62.4	**68.5**	7.2	Yes	No	Savannah Estates
SB05	RSB05-012	2	B	66	66	57.6	58.5	62.4	4.8	No	No	Savannah Estates
SB05	RSB05-013	2	B	66	66	58.3	59.3	63.5	5.2	No	No	Savannah Estates
SB05	RSB05-014	2	B	66	66	60.0	61.0	65.6	5.6	No	No	Savannah Estates
SB05	RSB05-015	2	B	66	66	64.7	65.8	**73.1**	8.4	Yes	No	Savannah Estates
SB05	RSB05-016	2	B	66	66	62.1	63.2	**67.3**	5.2	Yes	No	Savannah Estates
SB05	RSB05-017	3	B	66	66	58.0	58.9	63.4	5.4	No	No	Savannah Estates
SB05	RSB05-018	1	B	66	66	69.1	70.3	**78.6**	9.5	Yes	No	Savannah Estates
SB05	RSB05-019	2	B	66	66	59.1	60.1	65.0	5.9	No	No	Savannah Estates
SB05	RSB05-020	2	B	66	66	58.3	59.3	62.0	3.7	No	No	Buckskin Trail
SB05	RSB05-021	2	B	66	66	61.0	62.0	**67.7**	6.7	Yes	No	Savannah Estates
SB05	RSB05-022	2	B	66	66	63.0	64.1	**70.3**	7.3	Yes	No	Savannah Estates
SB05	RSB05-023	2	B	66	66	60.3	61.4	64.6	4.3	No	No	Buckskin Trail
SB05	RSB05-024	2	B	66	66	57.6	58.6	61.4	3.8	No	No	Buckskin Trail
SB05	RSB05-025	1	B	66	66	65.8	66.9	**74.8**	9.0	Yes	No	Savannah Estates
SB05	RSB05-026	2	B	66	66	62.3	63.4	**68.2**	5.9	Yes	No	Buckskin Trail
SB05	RSB05-027	1	B	66	66	68.8	69.9	**78.1**	9.3	Yes	No	Savannah Estates
SB05	RSB05-028	2	B	66	66	59.4	60.4	63.3	3.9	No	No	Buckskin Trail
SB05	RSB05-029	2	B	66	66	58.7	59.7	63.1	4.4	No	No	Tropical Terrace
SB05	RSB05-030	1	B	66	66	67.6	68.7	**76.8**	9.2	Yes	No	Buckskin Trail
SB05	RSB05-031	2	B	66	66	61.8	62.9	**66.8**	5.0	Yes	No	Buckskin Trail
SB05	RSB05-032	1	B	66	66	63.3	64.4	**71.1**	7.8	Yes	No	Buckskin Trail
SB05	RSB05-033	2	B	66	66	60.9	62.0	65.4	4.5	No	No	Tropical Terrace
SB05	RSB05-034	1	B	66	66	64.9	66.1	**72.7**	7.8	Yes	No	Buckskin Trail
SB05	RSB05-035	1	B	66	66	67.0	68.2	**76.3**	9.3	Yes	No	Buckskin Trail
SB05	RSB05-036	4	B	66	66	57.1	58.2	61.3	4.2	No	No	Gregor Woods
SB05	RSB05-037	2	B	66	66	58.9	60.0	63.4	4.5	No	No	Tropical Terrace
SB05	RSB05-038	1	B	66	66	63.6	64.7	**69.8**	6.2	Yes	No	Tropical Terrace
SB05	RSB05-039	1	B	66	66	64.7	65.9	**72.3**	7.6	Yes	No	Tropical Terrace
SB05	RSB05-040	2	B	66	66	61.1	62.2	**66.4**	5.3	Yes	No	Tropical Terrace
SB05	RSB05-041	1	B	66	66	58.1	59.2	62.6	4.5	No	No	Pine Tree Trail
SB05	RSB05-042	1	B	66	66	63.8	64.9	**71.1**	7.3	Yes	No	Tropical Terrace
SB05	RSB05-043	1	B	66	66	60.2	61.3	65.0	4.8	No	No	Pine Tree Trail
SB05	RSB05-044	1	B	66	66	65.5	66.6	**73.4**	7.9	Yes	No	Tropical Terrace
SB05	RSB05-045	3	B	66	66	59.1	60.1	63.4	4.3	No	No	Pine Tree Trail
SB05	RSB05-046	2	B	66	66	62.4	63.5	**69.3**	6.9	Yes	No	Pine Tree Trail
SB05	RSB05-047	2	B	66	66	56.9	57.9	61.1	4.2	No	No	Gregor Woods
SB05	RSB05-048	2	B	66	66	57.5	58.6	61.7	4.2	No	No	Gregor Woods
SB05	RSB05-049	1	B	66	66	61.4	62.5	**67.9**	6.5	Yes	No	Pine Tree Trail
SB05	RSB05-050	1	B	66	66	66.8	67.9	**75.2**	8.4	Yes	No	Pine Tree Trail
SB05	RSB05-051	2	B	66	66	58.3	59.3	62.9	4.6	No	No	Sunshine Street
SB05	RSB05-052	1	B	66	66	64.4	65.6	**71.8**	7.4	Yes	No	Pine Tree Trail
SB05	RSB05-053	1	B	66	66	67.2	68.3	**75.6**	8.4	Yes	No	Pine Tree Trail
SB05	RSB05-054	2	B	66	66	58.6	59.6	63.3	4.7	No	No	Sunshine Street
SB05	RSB05-055	1	B	66	66	62.4	63.5	**68.8**	6.4	Yes	No	Sunshine Street
SB05	RSB05-056	1	B	66	66	66.9	68.0	**75.3**	8.4	Yes	No	Sunshine Street
SB05	RSB05-057	1	B	66	66	65.0	66.1	**72.9**	7.9	Yes	No	Sunshine Street
SB05	RSB05-058	2	B	66	66	60.7	61.8	**66.6**	5.9	Yes	No	Sunshine Street
SB05	RSB05-059	1	B	66	66	63.7	64.8	**69.0**	5.3	Yes	No	Sunshine Street
SB05	RSB05-060	1	B	66	66	66.3	67.4	**74.6**	8.3	Yes	No	Sunshine Street
SB05	RSB05-061	1	B	66	66	60.9	62.0	**66.0**	5.1	Yes	No	SFR
SB05	RSB05-062	1	B	66	66	63.9	65.0	**71.2**	7.3	Yes	No	SFR
SB05	RSB05-063	1	B	66	66	66.8	68.0	**74.9**	8.1	Yes	No	SFR
SB05	RSB05-064	1	B	66	66	57.9	59.0	63.7	5.8	No	No	SFR
SB05	RSB05-065	1	B	66	66	65.9	67.0	**72.4**	6.5	Yes	No	SFR

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB05	RSB05-066	3	B	66	66	54.6	55.5	60.7	6.1	No	No	Gregor Woods
SB05	RSB05-067	1	B	66	66	59.8	60.9	65.6	5.8	No	No	SFR
SB05	RSB05-068	1	B	66	66	67.3	68.4	**72.1**	4.8	Yes	No	SFR
SB05	RSB05-069	1	B	66	66	69.1	70.2	**71.7**	2.6	Yes	No	SFR
SB05	RSB05-070	3	B	66	66	54.5	55.5	60.9	6.4	No	No	Gregor Woods
SB05	RSB05-071	3	B	66	66	58.8	59.9	64.7	5.9	No	No	Gregor Woods
SB05	RSB05-072	1	B	66	66	57.2	58.2	63.2	6.0	No	No	Gregor Woods
SB05	RSB05-073	1	B	66	66	61.8	62.9	65.3	3.5	No	No	Gregor Woods
SB05	RSB05-074	1	B	66	66	58.7	59.8	64.7	6.0	No	No	Gregor Woods
SB05	RSB05-075	1	B	66	66	59.4	60.5	64.1	4.7	No	No	Gregor Woods
SB05	RSB05-076	1	B	66	66	63.3	64.4	65.7	2.4	No	No	Gregor Woods
SB05	RSB05-077	1	B	66	66	57.6	58.7	63.0	5.4	No	No	Gregor Woods
SB05	RSB05-078	1	B	66	66	64.5	65.6	65.7	1.2	No	No	Gregor Woods
SB05	RSB05-079	1	B	66	66	56.9	58.0	62.3	5.4	No	No	Gregor Woods
SB05	RSB05-080	1	B	66	66	63.1	64.3	64.9	1.8	No	No	Gregor Woods
SB05	RSB05-081	1	B	66	66	66.1	67.3	65.6	-0.5	No	No	Gregor Woods
SB07	RSB07-001	1	B	66	66	54.4	55.5	60.2	5.8	No	No	Palm City Farms
SB07	RSB07-002	1	B	66	66	54.7	55.8	60.5	5.8	No	No	Palm City Farms
SB07	RSB07-003	1	B	66	66	56.6	57.7	62.9	6.3	No	No	Palm City Farms
SB07	RSB07-004	1	B	66	66	52.1	53.1	57.6	5.5	No	No	Palm City Farms
SB07	RSB07-005	1	B	66	66	51.4	52.5	56.8	5.4	No	No	Palm City Farms
SB07	RSB07-006	1	B	66	66	53.4	54.5	59.2	5.8	No	No	Palm City Farms
SB07	RSB07-007	1	B	66	66	55.2	56.3	61.5	6.3	No	No	Palm City Farms
SB07	RSB07-009	1	B	66	66	57.8	59.0	64.6	6.8	No	No	Palm City Farms
SB07	RSB07-010	2	B	66	66	66.3	67.5	**73.6**	7.3	Yes	No	Palm City Farms
SB09	RSB09-001	1	B	66	66	64.0	64.6	**71.3**	7.3	Yes	No	Port St Lucie- Section 34
SB09	RSB09-002	3	B	66	66	54.7	55.4	61.5	6.8	No	No	Port St Lucie- Section 34
SB09	RSB09-003	1	B	66	66	52.4	53.2	58.4	6.0	No	No	Port St Lucie- Section 34
SB09	RSB09-004	1	B	66	66	51.2	51.9	57.4	6.2	No	No	Port St Lucie- Section 34
SB09	RSB09-005	2	B	66	66	56.8	57.4	63.3	6.5	No	No	Port St Lucie- Section 34
SB09	RSB09-006	1	B	66	66	62.2	62.8	**68.8**	6.6	Yes	No	Port St Lucie- Section 34
SB09	RSB09-007	1	B	66	66	67.0	67.6	**74.3**	7.3	Yes	No	Port St Lucie- Section 34
SB09	RSB09-008	1	B	66	66	60.4	61.0	65.4	5.0	No	No	Port St Lucie- Section 34
SB09	RSB09-009	1	B	66	66	54.2	54.9	60.5	6.3	No	No	Port St Lucie- Section 34
SB09	RSB09-010	1	B	66	66	51.8	52.5	57.5	5.7	No	No	Port St Lucie- Section 34
SB09	RSB09-011	1	B	66	66	57.1	57.7	63.6	6.5	No	No	Port St Lucie- Section 34
SB09	RSB09-012	1	B	66	66	66.0	66.6	**72.8**	6.8	Yes	No	Port St Lucie- Section 34
SB09	RSB09-013	1	B	66	66	60.7	61.3	**67.3**	6.6	Yes	No	Port St Lucie- Section 34
SB09	RSB09-014	1	B	66	66	52.5	53.2	57.8	5.3	No	No	Port St Lucie- Section 34
SB09	RSB09-015	1	B	66	66	56.6	57.2	62.8	6.2	No	No	Port St Lucie- Section 34
SB09	RSB09-016	3	B	66	66	53.6	54.3	58.8	5.2	No	No	Port St Lucie- Section 34
SB09	RSB09-017	1	B	66	66	54.8	55.5	60.6	5.8	No	No	Port St Lucie- Section 34
SB09	RSB09-018	3	B	66	66	55.8	56.5	61.8	6.0	No	No	Port St Lucie- Section 34
SB09	RSB09-019	1	B	66	66	61.7	62.3	65.9	4.2	No	No	Port St Lucie- Section 34
SB09	RSB09-020	4	B	66	66	58.4	59.0	64.5	6.1	No	No	Port St Lucie- Section 34
SB09	RSB09-021	3	B	66	66	57.3	57.8	62.7	5.4	No	No	Port St Lucie- Section 34
SB09	RSB09-022	3	B	66	66	54.5	55.0	58.1	3.6	No	No	Port St Lucie- Section 34
SB09	RSB09-023	1	B	66	66	57.3	57.7	60.2	2.9	No	No	Port St Lucie- Section 34
SB09	RSB09-024	3	B	66	66	58.2	58.7	62.7	4.5	No	No	Port St Lucie- Section 34
SB09	RSB09-025	1	B	66	66	56.4	56.7	59.6	3.2	No	No	Port St Lucie- Section 34
SB09	RSB09-026	1	B	66	66	58.4	58.9	61.0	2.6	No	No	Port St Lucie- Section 34
SB10	RSB10-001	1	B	66	66	56.7	57.1	60.9	4.2	No	No	Port St Lucie- Section 34
SB10	RSB10-002	2	B	66	66	55.8	56.1	59.6	3.8	No	No	Port St Lucie- Section 34
SB10	RSB10-003	2	B	66	66	56.3	56.7	60.3	4.0	No	No	Port St Lucie- Section 34
SB10	RSB10-004	1	B	66	66	56.6	57.0	61.0	4.4	No	No	Port St Lucie- Section 34
SB10	RSB10-005	1	B	66	66	57.7	58.2	62.7	5.0	No	No	Port St Lucie- Section 34
SB10	RSB10-006	1	B	66	66	56.7	57.2	61.3	4.6	No	No	Port St Lucie- Section 34
SB10	RSB10-007	1	B	66	66	57.2	57.9	61.6	4.4	No	No	Port St Lucie- Section 34
SB10	RSB10-008	1	B	66	66	55.2	55.9	60.0	4.8	No	No	Port St Lucie- Section 34
SB10	RSB10-009	1	B	66	66	55.5	56.3	60.1	4.6	No	No	Port St Lucie- Section 34
SB10	RSB10-010	1	B	66	66	57.0	57.8	62.4	5.4	No	No	Port St Lucie- Section 34
SB10	RSB10-011	1	B	66	66	56.1	57.0	60.5	4.4	No	No	Port St Lucie- Section 34
SB10	RSB10-012	1	B	66	66	56.8	57.8	61.0	4.2	No	No	Port St Lucie- Section 34
SB10	RSB10-013	2	B	66	66	57.4	58.4	62.8	5.4	No	No	Port St Lucie- Section 34
SB10	RSB10-014	1	B	66	66	59.4	60.4	64.5	5.1	No	No	Port St Lucie- Section 34
SB10	RSB10-015	1	B	66	66	59.4	60.4	64.8	5.4	No	No	Port St Lucie- Section 34
SB10	RSB10-016	1	B	66	66	56.2	57.1	61.1	4.9	No	No	Port St Lucie- Section 34
SB10	RSB10-017	1	B	66	66	54.8	55.8	59.5	4.7	No	No	Port St Lucie- Section 34
SB10	RSB10-018	1	B	66	66	56.0	57.0	60.7	4.7	No	No	Port St Lucie- Section 34
SB10	RSB10-019	3	B	66	66	60.3	61.4	65.7	5.4	No	No	Port St Lucie- Section 34
SB10	RSB10-020	1	B	66	66	57.0	58.0	62.0	5.0	No	No	Port St Lucie- Section 34
SB10	RSB10-021	1	B	66	66	55.2	56.2	60.0	4.8	No	No	Port St Lucie- Section 34
SB10	RSB10-022	2	B	66	66	59.3	60.3	64.5	5.2	No	No	Port St Lucie- Section 34
SB10	RSB10-023	1	B	66	66	56.0	56.9	60.8	4.8	No	No	Port St Lucie- Section 34
SB10	RSB10-024	1	B	66	66	57.6	58.6	62.9	5.3	No	No	Port St Lucie- Section 34
SB10	RSB10-025	2	B	66	66	61.7	62.8	**67.3**	5.6	Yes	No	Port St Lucie- Section 34
SB10	RSB10-026	1	B	66	66	55.5	56.5	60.2	4.7	No	No	Port St Lucie- Section 34
SB10	RSB10-027	1	B	66	66	57.7	58.7	62.8	5.1	No	No	Port St Lucie- Section 34
SB10	RSB10-028	1	B	66	66	57.5	58.5	62.6	5.1	No	No	Port St Lucie- Section 34
SB10	RSB10-029	1	B	66	66	56.3	57.4	61.3	5.0	No	No	Port St Lucie- Section 34
SB10	RSB10-030	1	B	66	66	65.7	66.7	**70.8**	5.1	Yes	No	Port St Lucie- Section 34
SB10	RSB10-031	1	B	66	66	56.0	57.0	60.8	4.8	No	No	Port St Lucie- Section 34
SB10	RSB10-032	1	B	66	66	59.3	60.3	65.0	5.7	No	No	Port St Lucie- Section 34
SB10	RSB10-033	1	B	66	66	66.4	67.5	**71.7**	5.3	Yes	No	Port St Lucie- Section 34
SB10	RSB10-034	3	B	66	66	62.9	64.0	**68.6**	5.7	Yes	No	Port St Lucie- Section 34
SB10	RSB10-035	1	B	66	66	55.0	56.0	59.1	4.1	No	No	Port St Lucie- Section 34
SB10	RSB10-036	2	B	66	66	59.6	60.6	64.6	5.0	No	No	Port St Lucie- Section 34
SB10	RSB10-037	1	B	66	66	56.7	57.8	60.7	4.0	No	No	Port St Lucie- Section 34
SB10	RSB10-038	3	B	66	66	58.8	59.8	62.2	3.4	No	No	Port St Lucie- Section 34
SB10	RSB10-039	2	B	66	66	55.8	56.8	59.5	3.7	No	No	Port St Lucie- Section 34
SB10	RSB10-040	3	B	66	66	66.8	67.9	**72.5**	5.7	Yes	No	Port St Lucie- Section 34
SB10	RSB10-041	2	B	66	66	59.2	60.2	63.5	4.3	No	No	Port St Lucie- Section 34
SB10	RSB10-042	2	B	66	66	53.8	54.8	57.4	3.6	No	No	Port St Lucie- Section 34
SB10	RSB10-043	3	B	66	66	61.6	62.6	63.5	1.9	No	No	Port St Lucie- Section 34
SB10	RSB10-044	2	B	66	66	57.2	58.2	61.0	3.8	No	No	Port St Lucie- Section 34
SB10	RSB10-045	2	B	66	66	55.5	56.5	59.2	3.7	No	No	Port St Lucie- Section 34
SB10	RSB10-046	1	B	66	66	60.1	61.2	65.1	5.0	No	No	Port St Lucie- Section 34
SB10	RSB10-047	1	B	66	66	53.5	54.5	57.2	3.7	No	No	Port St Lucie- Section 34
SB10	RSB10-048	2	B	66	66	55.4	56.5	59.5	4.1	No	No	Port St Lucie- Section 34
SB10	RSB10-049	2	B	66	66	67.2	68.2	**72.7**	5.5	Yes	No	Port St Lucie- Section 34
SB10	RSB10-050	1	B	66	66	60.0	61.1	63.6	3.6	No	No	Port St Lucie- Section 34

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB10	RSB10-051	2	B	66	66	62.4	63.5	**67.7**	5.3	Yes	No	Port St Lucie- Section 34
SB10	RSB10-052	3	B	66	66	57.2	58.2	61.0	3.8	No	No	Port St Lucie- Section 34
SB10	RSB10-053	2	B	66	66	66.1	67.1	**71.9**	5.8	Yes	No	Port St Lucie- Section 34
SB10	RSB10-054	2	B	66	66	59.4	60.5	63.8	4.4	No	No	Port St Lucie- Section 34
SB10	RSB10-055	2	B	66	66	62.1	63.2	**68.0**	5.9	Yes	No	Port St Lucie- Section 34
SB10	RSB10-056	2	B	66	66	56.7	57.8	60.6	3.9	No	No	Port St Lucie- Section 34
SB10	RSB10-057	1	B	66	66	65.9	66.9	**72.1**	6.2	Yes	No	Port St Lucie- Section 34
SB10	RSB10-058	1	B	66	66	66.0	67.1	**72.3**	6.3	Yes	No	Port St Lucie- Section 34
SB10	RSB10-059	1	B	66	66	61.9	63.0	**68.0**	6.1	Yes	No	Port St Lucie- Section 34
SB10	RSB10-060	2	B	66	66	59.1	60.1	64.9	5.8	No	No	Port St Lucie- Section 34
SB10	RSB10-061	2	B	66	66	53.5	54.5	57.2	3.7	No	No	Port St Lucie- Section 34
SB10	RSB10-062	2	B	66	66	52.7	53.7	56.9	4.2	No	No	Port St Lucie- Section 34
SB10	RSB10-063	1	B	66	66	66.2	67.3	**72.7**	6.5	Yes	No	Port St Lucie- Section 34
SB10	RSB10-064	2	B	66	66	56.7	57.7	60.9	4.2	No	No	Port St Lucie- Section 34
SB10	RSB10-065	1	B	66	66	61.8	62.9	**68.1**	6.3	Yes	No	Port St Lucie- Section 34
SB10	RSB10-066	1	B	66	66	59.2	60.3	64.9	5.7	No	No	Port St Lucie- Section 34
SB10	RSB10-067	4	B	66	66	55.6	56.7	60.3	4.7	No	No	Port St Lucie- Section 34
SB10	RSB10-068	1	B	66	66	66.1	67.2	**72.9**	6.8	Yes	No	Port St Lucie- Section 34
SB10	RSB10-069	2	B	66	66	53.9	55.0	58.5	4.6	No	No	Port St Lucie- Section 34
SB10	RSB10-070	2	B	66	66	60.2	61.3	65.1	4.9	No	No	Port St Lucie- Section 34
SB10	RSB10-071	2	B	66	66	65.6	66.7	**72.4**	6.8	Yes	No	Port St Lucie- Section 34
SB10	RSB10-072	4	B	66	66	56.4	57.5	61.5	5.1	No	No	Port St Lucie- Section 34
SB10	RSB10-073	1	B	66	66	54.3	55.3	59.1	4.8	No	No	Port St Lucie- Section 34
SB10	RSB10-074	2	B	66	66	65.6	66.6	**72.2**	6.6	Yes	No	Port St Lucie- Section 34
SB10	RSB10-075	2	B	66	66	56.9	58.0	63.1	6.2	No	No	Port St Lucie- Section 34
SB10	RSB10-076	4	B	66	66	55.3	56.3	60.7	5.4	No	No	Port St Lucie- Section 34
SB10	RSB10-077	2	B	66	66	52.5	53.6	57.3	4.8	No	No	Port St Lucie- Section 34
SB10	RSB10-078	1	B	66	66	65.3	66.4	**72.1**	6.8	Yes	No	Port St Lucie- Section 34
SB10	RSB10-079	1	B	66	66	59.4	60.4	**66.1**	6.7	Yes	No	Port St Lucie- Section 34
SB10	RSB10-080	1	B	66	66	52.3	53.4	57.0	4.7	No	No	Port St Lucie- Section 34
SB10	RSB10-081	1	B	66	66	55.0	56.1	59.4	4.4	No	No	Port St Lucie- Section 34
SB10	RSB10-082	2	B	66	66	55.9	57.0	60.7	4.8	No	No	Port St Lucie- Section 36
SB10	RSB10-083	1	B	66	66	65.4	66.5	**72.2**	6.8	Yes	No	Port St Lucie- Section 34
SB10	RSB10-084	1	B	66	66	54.1	55.2	58.7	4.6	No	No	Port St Lucie- Section 34
SB10	RSB10-085	2	B	66	66	59.8	60.9	**66.6**	6.8	Yes	No	Port St Lucie- Section 34
SB10	RSB10-086	2	B	66	66	65.4	66.4	**71.8**	6.4	Yes	No	Port St Lucie- Section 34
SB10	RSB10-087	2	B	66	66	53.5	54.6	57.7	4.2	No	No	Port St Lucie- Section 36
SB10	RSB10-088	1	B	66	66	52.7	53.8	57.0	4.3	No	No	Port St Lucie- Section 36
SB10	RSB10-089	2	B	66	66	58.4	59.4	65.1	6.7	No	No	Port St Lucie- Section 36
SB10	RSB10-090	2	B	66	66	56.2	57.2	61.6	5.4	No	No	Port St Lucie- Section 36
SB10	RSB10-091	2	B	66	66	65.4	66.5	**71.9**	6.5	Yes	No	Port St Lucie- Section 36
SB10	RSB10-092	2	B	66	66	55.5	56.5	60.3	4.8	No	No	Port St Lucie- Section 36
SB10	RSB10-093	1	B	66	66	59.5	60.6	**66.1**	6.6	Yes	No	Port St Lucie- Section 36
SB10	RSB10-094	2	B	66	66	52.3	53.3	56.7	4.4	No	No	Port St Lucie- Section 36
SB10	RSB10-095	1	B	66	66	65.7	66.8	**72.3**	6.6	Yes	No	Port St Lucie- Section 36
SB10	RSB10-096	3	B	66	66	51.5	52.5	56.2	4.7	No	No	Port St Lucie- Section 36
SB10	RSB10-097	1	B	66	66	53.1	54.2	57.9	4.8	No	No	Port St Lucie- Section 36
SB10	RSB10-098	1	B	66	66	54.3	55.3	58.9	4.6	No	No	Port St Lucie- Section 36
SB10	RSB10-099	2	B	66	66	61.6	62.7	**68.4**	6.8	Yes	No	Port St Lucie- Section 36
SB10	RSB10-100	4	B	66	66	57.8	58.8	64.0	6.2	No	No	Port St Lucie- Section 36
SB10	RSB10-101	2	B	66	66	52.3	53.3	57.5	5.2	No	No	Port St Lucie- Section 36
SB10	RSB10-102	1	B	66	66	51.2	52.2	56.3	5.1	No	No	Port St Lucie- Section 36
SB10	RSB10-103	1	B	66	66	60.0	61.1	65.1	5.1	No	No	Port St Lucie- Section 36
SB10	RSB10-104	1	B	66	66	51.9	52.9	57.1	5.2	No	No	Port St Lucie- Section 36
SB10	RSB10-105	1	B	66	66	55.8	56.8	61.6	5.8	No	No	Port St Lucie- Section 36
SB10	RSB10-106	1	B	66	66	59.7	60.8	**66.4**	6.7	Yes	No	Port St Lucie- Section 36
SB10	RSB10-107	2	B	66	66	58.5	59.6	62.7	4.2	No	No	Port St Lucie- Section 36
SB10	RSB10-108	2	B	66	66	56.1	57.2	61.9	5.8	No	No	Port St Lucie- Section 36
SB10	RSB10-109	1	B	66	66	52.3	53.4	57.7	5.4	No	No	Port St Lucie- Section 36
SB10	RSB10-110	1	B	66	66	51.8	52.8	57.2	5.4	No	No	Port St Lucie- Section 36
SB10	RSB10-111	2	B	66	66	64.9	65.9	**71.2**	6.3	Yes	No	Port St Lucie- Section 36
SB10	RSB10-112	2	B	66	66	58.1	59.2	64.6	6.5	No	No	Port St Lucie- Section 36
SB10	RSB10-113	1	B	66	66	52.0	53.0	57.6	5.6	No	No	Port St Lucie- Section 36
SB10	RSB10-114	2	B	66	66	56.5	57.6	62.9	6.4	No	No	Port St Lucie- Section 36
SB10	RSB10-115	1	B	66	66	64.6	65.6	**70.9**	6.3	Yes	No	Port St Lucie- Section 36
SB10	RSB10-116	1	B	66	66	53.7	54.7	59.7	6.0	No	No	Port St Lucie- Section 36
SB10	RSB10-117	1	B	66	66	63.3	64.3	**70.2**	6.9	Yes	No	Port St Lucie- Section 36
SB10	RSB10-118	2	B	66	66	53.3	54.3	59.2	5.9	No	No	Port St Lucie- Section 36
SB10	RSB10-119	3	B	66	66	55.1	56.1	61.3	6.2	No	No	Port St Lucie- Section 36
SB10	RSB10-120	2	B	66	66	61.7	62.8	**68.4**	6.7	Yes	No	Port St Lucie- Section 36
SB10	RSB10-121	1	B	66	66	66.2	67.3	**73.3**	7.1	Yes	No	Port St Lucie- Section 36
SB10	RSB10-122	2	B	66	66	58.6	59.7	64.5	5.9	No	No	Port St Lucie- Section 36
SB10	RSB10-123	2	B	66	66	56.2	57.3	62.5	6.3	No	No	Port St Lucie- Section 36
SB10	RSB10-124	1	B	66	66	55.0	56.0	61.2	6.2	No	No	Port St Lucie- Section 36
SB10	RSB10-125	2	B	66	66	59.7	60.8	**66.7**	7.0	Yes	No	Port St Lucie- Section 36
SB10	RSB10-126	1	B	66	66	52.0	53.0	58.7	6.7	No	No	Port St Lucie- Section 36
SB10	RSB10-127	1	B	66	66	56.0	57.1	62.5	6.5	No	No	Port St Lucie- Section 36
SB10	RSB10-128	1	B	66	66	52.7	53.8	59.5	6.8	No	No	Port St Lucie- Section 36
SB10	RSB10-129	1	B	66	66	64.8	65.9	**71.6**	6.8	Yes	No	Port St Lucie- Section 36
SB10	RSB10-130	1	B	66	66	54.3	55.4	61.6	7.3	No	No	Port St Lucie- Section 36
SB10	RSB10-131	1	B	66	66	55.6	56.7	62.6	7.0	No	No	Port St Lucie- Section 36
SB10	RSB10-132	1	B	66	66	60.7	61.8	**67.8**	7.1	Yes	No	Port St Lucie- Section 36
SB10	RSB10-133	1	B	66	66	57.7	58.8	65.4	7.7	No	No	Port St Lucie- Section 36
SB10	RSB10-134	1	B	66	66	65.1	66.2	**71.6**	6.5	Yes	No	Port St Lucie- Section 36
SB10	RSB10-135	1	B	66	66	66.1	67.2	**72.8**	6.7	Yes	No	Port St Lucie- Section 36
SB10	RSB10-136	2	B	66	66	54.6	55.6	62.4	7.8	No	No	Port St Lucie- Section 36
SB10	RSB10-137	1	B	66	66	56.1	57.1	64.2	8.1	No	No	Port St Lucie- Section 36
SB10	RSB10-138	3	B	66	66	52.6	53.6	59.3	6.7	No	No	Port St Lucie- Section 36
SB10	RSB10-139	1	B	66	66	59.4	60.4	**67.0**	7.6	Yes	No	Port St Lucie- Section 37
SB10	RSB10-140	2	B	66	66	54.0	55.0	60.7	6.7	No	No	Port St Lucie- Section 37
SB10	RSB10-141	1	B	66	66	60.8	61.8	**68.2**	7.4	Yes	No	Port St Lucie- Section 37
SB10	RSB10-142	2	B	66	66	53.1	54.2	59.5	6.4	No	No	Port St Lucie- Section 37
SB10	RSB10-143	1	B	66	66	55.6	56.7	62.4	6.8	No	No	Port St Lucie- Section 37
SB10	RSB10-144	1	B	66	66	61.4	62.5	**68.6**	7.2	Yes	No	Port St Lucie- Section 37
SB10	RSB10-145	1	B	66	66	56.7	57.8	62.3	5.6	No	No	Port St Lucie- Section 37
SB10	RSB10-146	1	B	66	66	62.0	63.1	**69.3**	7.3	Yes	No	Port St Lucie- Section 37
SB10	RSB10-147	3	B	66	66	55.9	56.9	61.5	5.6	No	No	Port St Lucie- Section 37
SB10	RSB10-148	3	B	66	66	52.3	53.3	58.0	5.7	No	No	Port St Lucie- Section 37
SB10	RSB10-149	1	B	66	66	62.1	63.2	**68.9**	6.8	Yes	No	Port St Lucie- Section 37
SB10	RSB10-150	2	B	66	66	58.2	59.3	65.3	7.1	No	No	Port St Lucie- Section 37
SB10	RSB10-151	3	B	66	66	52.7	53.8	58.6	5.9	No	No	Port St Lucie- Section 37

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB10	RSB10-152	2	B	66	66	61.6	62.6	**68.6**	7.0	Yes	No	Port St Lucie- Section 37
SB10	RSB10-153	1	B	66	66	56.6	57.7	60.8	4.2	No	No	Port St Lucie- Section 37
SB10	RSB10-154	2	B	66	66	60.8	61.8	**68.1**	7.3	Yes	No	Port St Lucie- Section 37
SB10	RSB10-155	2	B	66	66	52.4	53.4	58.5	6.1	No	No	Port St Lucie- Section 37
SB10	RSB10-156	2	B	66	66	54.7	55.8	60.9	6.2	No	No	Port St Lucie- Section 37
SB10	RSB10-157	2	B	66	66	55.7	56.8	61.0	5.3	No	No	Port St Lucie- Section 37
SB10	RSB10-158	2	B	66	66	53.1	54.2	59.2	6.1	No	No	Port St Lucie- Section 37
SB10	RSB10-159	2	B	66	66	57.9	58.9	65.5	7.6	No	No	Port St Lucie- Section 37
SB10	RSB10-160	3	B	66	66	61.1	62.1	**68.4**	7.3	Yes	No	Port St Lucie- Section 37
SB10	RSB10-161	2	B	66	66	54.8	55.9	61.3	6.5	No	No	Port St Lucie- Section 37
SB10	RSB10-162	1	B	66	66	57.7	58.8	65.1	7.4	No	No	Port St Lucie- Section 37
SB10	RSB10-163	1	B	66	66	55.7	56.8	62.6	6.9	No	No	Port St Lucie- Section 37
SB10	RSB10-164	1	B	66	66	61.8	62.8	**69.1**	7.3	Yes	No	Port St Lucie- Section 37
SB10	RSB10-165	3	B	66	66	52.0	53.1	58.5	6.5	No	No	Port St Lucie- Section 37
SB10	RSB10-166	1	B	66	66	59.5	60.6	**67.3**	7.8	Yes	No	Port St Lucie- Section 37
SB10	RSB10-167	2	B	66	66	57.3	58.4	65.2	7.9	No	No	Port St Lucie- Section 37
SB10	RSB10-168	3	B	66	66	52.0	53.1	58.6	6.6	No	No	Port St Lucie- Section 37
SB10	RSB10-169	1	B	66	66	60.5	61.5	**68.0**	7.5	Yes	No	Port St Lucie- Section 37
SB10	RSB10-170	1	B	66	66	58.0	59.0	65.4	7.4	No	No	Port St Lucie- Section 37
SB10	RSB10-171	1	B	66	66	62.2	63.2	**69.4**	7.2	Yes	No	Port St Lucie- Section 37
SB10	RSB10-172	1	B	66	66	59.1	60.2	**66.8**	7.7	Yes	No	Port St Lucie- Section 37
SB10	RSB10-173	3	B	66	66	60.4	61.5	**67.8**	7.4	Yes	No	Port St Lucie- Section 37
SB10	RSB10-174	1	B	66	66	60.7	61.7	**68.1**	7.4	Yes	No	Port St Lucie- Section 37
SB10	RSB10-175	1	B	66	66	60.6	61.6	**68.1**	7.5	Yes	No	Port St Lucie- Section 37
SB10	RSB10-176	1	B	66	66	61.6	62.7	**68.7**	7.1	Yes	No	Port St Lucie- Section 37
SB10	RSB10-177	3	B	66	66	51.9	53.0	58.4	6.5	No	No	Port St Lucie- Section 37
SB10	RSB10-178	1	B	66	66	62.2	63.3	**69.3**	7.1	Yes	No	Port St Lucie- Section 37
SB10	RSB10-179	1	B	66	66	59.4	60.5	**67.0**	7.6	Yes	No	Port St Lucie- Section 37
SB10	RSB10-180	2	B	66	66	58.9	59.9	**66.1**	7.2	Yes	No	Port St Lucie- Section 37
SB10	RSB10-181	1	B	66	66	61.9	63.0	**69.0**	7.1	Yes	No	Port St Lucie- Section 37
SB10	RSB10-182	1	B	66	66	58.1	59.2	65.2	7.1	No	No	Port St Lucie- Section 37
SB10	RSB10-183	1	B	66	66	61.4	62.5	**68.7**	7.3	Yes	No	Port St Lucie- Section 37
SB10	RSB10-184	1	B	66	66	51.6	52.7	56.6	5.0	No	No	Port St Lucie- Section 37
SB10	RSB10-185	2	B	66	66	58.9	59.9	**66.6**	7.7	Yes	No	Port St Lucie- Section 37
SB10	RSB10-186	1	B	66	66	60.4	61.5	**67.9**	7.5	Yes	No	Port St Lucie- Section 37
SB10	RSB10-187	2	B	66	66	55.6	56.6	62.0	6.4	No	No	Port St Lucie- Section 37
SB10	RSB10-188	1	B	66	66	61.8	62.9	**68.8**	7.0	Yes	No	Port St Lucie- Section 37
SB10	RSB10-189	2	B	66	66	57.0	58.1	60.5	3.5	No	No	Port St Lucie- Section 37
SB10	RSB10-190	1	B	66	66	50.8	51.9	55.5	4.7	No	No	Port St Lucie- Section 37
SB10	RSB10-191	1	B	66	66	61.0	62.1	**68.3**	7.3	Yes	No	Port St Lucie- Section 37
SB10	RSB10-192	4	B	66	66	55.6	56.6	61.1	5.5	No	No	Port St Lucie- Section 37
SB10	RSB10-193	1	B	66	66	61.1	62.2	**68.4**	7.3	Yes	No	Port St Lucie- Section 37
SB10	RSB10-194	2	B	66	66	61.1	62.2	**68.4**	7.3	Yes	No	Port St Lucie- Section 37
SB10	RSB10-195	1	B	66	66	55.9	57.0	61.5	5.6	No	No	Port St Lucie- Section 37
SB10	RSB10-196	3	B	66	66	57.8	58.9	65.1	7.3	No	No	Port St Lucie- Section 37
SB10	RSB10-197	1	B	66	66	49.8	50.9	54.6	4.8	No	No	Port St Lucie- Section 37
SB10	RSB10-198	2	B	66	66	56.4	57.4	61.0	4.6	No	No	Port St Lucie- Section 37
SB10	RSB10-199	1	B	66	66	61.1	62.2	**68.5**	7.4	Yes	No	Port St Lucie- Section 37
SB10	RSB10-200	1	B	66	66	55.2	56.2	61.1	5.9	No	No	Port St Lucie- Section 37
SB10	RSB10-201	2	B	66	66	56.6	57.7	64.5	7.9	No	No	Port St Lucie- Section 37
SB10	RSB10-202	1	B	66	66	60.0	61.1	**67.8**	7.8	Yes	No	Port St Lucie- Section 37
SB10	RSB10-203	2	B	66	66	59.1	60.1	**67.2**	8.1	Yes	No	Port St Lucie- Section 37
SB10	RSB10-204	2	B	66	66	53.1	54.2	59.8	6.7	No	No	Port St Lucie- Section 37
SB10	RSB10-205	2	B	66	66	52.7	53.8	59.4	6.7	No	No	Port St Lucie- Section 37
SB10	RSB10-206	1	B	66	66	54.9	56.0	62.4	7.5	No	No	Port St Lucie- Section 37
SB10	RSB10-207	1	B	66	66	53.3	54.4	60.0	6.7	No	No	Port St Lucie- Section 37
SB10	RSB10-208	1	B	66	66	54.8	55.9	61.0	6.2	No	No	Port St Lucie- Section 37
SB10	RSB10-209	1	B	66	66	56.7	57.7	64.7	8.0	No	No	Port St Lucie- Section 37
SB10	RSB10-210	1	B	66	66	51.7	52.8	58.3	6.6	No	No	Port St Lucie- Section 37
SB10	RSB10-211	1	B	66	66	61.4	62.4	**68.8**	7.4	Yes	No	Port St Lucie- Section 37
SB10	RSB10-212	1	B	66	66	53.5	54.6	60.4	6.9	No	No	Port St Lucie- Section 37
SB10	RSB10-213	4	B	66	66	55.0	56.1	62.8	7.8	No	No	Port St Lucie- Section 37
SB10	RSB10-214	1	B	66	66	51.8	52.9	58.5	6.7	No	No	Port St Lucie- Section 37
SB10	RSB10-215	3	B	66	66	52.8	53.9	60.1	7.3	No	No	Port St Lucie- Section 37
SB10	RSB10-216	1	B	66	66	62.0	63.0	**69.2**	7.2	Yes	No	Port St Lucie- Section 37
SB10	RSB10-217	2	B	66	66	58.0	59.0	65.9	7.9	No	No	Port St Lucie- Section 37
SB10	RSB10-218	1	B	66	66	51.6	52.7	58.3	6.7	No	No	Port St Lucie- Section 37
SB10	RSB10-219	2	B	66	66	52.7	53.7	59.5	6.8	No	No	Port St Lucie- Section 37
SB10	RSB10-220	1	B	66	66	55.1	56.1	63.3	8.2	No	No	Port St Lucie- Section 37
SB10	RSB10-221	1	B	66	66	52.3	53.4	59.6	7.3	No	No	Port St Lucie- Section 37
SB10	RSB10-222	2	B	66	66	60.9	62.0	**68.2**	7.3	Yes	No	Port St Lucie- Section 37
SB10	RSB10-223	1	B	66	66	53.9	54.9	62.0	8.1	No	No	Port St Lucie- Section 37
SB10	RSB10-224	1	B	66	66	52.0	53.1	59.4	7.4	No	No	Port St Lucie- Section 37
SB10	RSB10-225	1	B	66	66	55.2	56.3	63.6	8.4	No	No	Port St Lucie- Section 37
SB10	RSB10-226	2	B	66	66	59.2	60.3	**67.0**	7.8	Yes	No	Port St Lucie- Section 37
SB10	RSB10-227	1	B	66	66	52.8	53.9	60.5	7.7	No	No	Port St Lucie- Section 37
SB10	RSB10-228	1	B	66	66	60.8	61.9	**67.2**	6.4	Yes	No	Port St Lucie- Section 37
SB10	RSB10-229	1	B	66	66	54.3	55.4	62.4	8.1	No	No	Port St Lucie- Section 37
SB10	RSB10-230	2	B	66	66	52.7	53.7	59.9	7.2	No	No	Port St Lucie- Section 37
SB10	RSB10-231	1	B	66	66	60.7	61.8	**68.1**	7.4	Yes	No	Port St Lucie- Section 37
SB10	RSB10-232	2	B	66	66	56.6	57.6	65.3	8.7	No	No	Port St Lucie- Section 37
SB10	RSB10-233	1	B	66	66	57.6	58.7	**66.0**	8.4	Yes	No	Port St Lucie- Section 37
SB10	RSB10-234	1	B	66	66	54.9	56.0	61.9	7.0	No	No	Port St Lucie- Section 37
SB10	RSB10-235	1	B	66	66	61.5	62.6	**68.7**	7.2	Yes	No	Port St Lucie- Section 37
SB10	RSB10-236	1	B	66	66	56.1	57.1	63.0	6.9	No	No	Port St Lucie- Section 37
SB10	RSB10-237	1	B	66	66	57.1	58.2	62.6	5.5	No	No	Port St Lucie- Section 37
SB10	RSB10-238	2	B	66	66	61.7	62.8	**69.0**	7.3	Yes	No	Port St Lucie- Section 37
SB10	RSB10-239	2	B	66	66	53.7	54.7	58.9	5.2	No	No	Port St Lucie- Section 37
SB10	RSB10-240	1	B	66	66	55.1	56.2	62.9	7.8	No	No	Port St Lucie- Section 37
SB10	RSB10-241	1	B	66	66	59.8	60.8	**67.3**	7.5	Yes	No	Port St Lucie- Section 37
SB10	RSB10-242	3	B	66	66	57.1	58.2	65.2	8.1	No	No	Port St Lucie- Section 37
SB10	RSB10-243	2	B	66	66	60.5	61.5	**68.0**	7.5	Yes	No	Port St Lucie- Section 37
SB10	RSB10-244	2	B	66	66	53.2	54.2	59.7	6.5	No	No	Port St Lucie- Section 37
SB10	RSB10-245	1	B	66	66	52.0	53.0	58.2	6.2	No	No	Port St Lucie- Section 37
SB10	RSB10-246	1	B	66	66	51.6	52.6	57.6	6.0	No	No	Port St Lucie- Section 37
SB10	RSB10-247	1	B	66	66	53.5	54.6	60.2	6.7	No	No	Port St Lucie- Section 37
SB10	RSB10-248	2	B	66	66	50.5	51.6	55.9	5.4	No	No	Port St Lucie- Section 37
SB10	RSB10-249	1	B	66	66	51.2	52.3	57.0	5.8	No	No	Port St Lucie- Section 37
SB10	RSB10-250	1	B	66	66	61.6	62.6	**68.9**	7.3	Yes	No	Port St Lucie- Section 37
SB10	RSB10-251	1	B	66	66	57.7	58.7	65.7	8.0	No	No	Port St Lucie- Section 37
SB10	RSB10-252	1	B	66	66	55.7	56.8	63.9	8.2	No	No	Port St Lucie- Section 37

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB10	RSB10-253	2	B	66	66	53.5	54.5	59.6	6.1	No	No	Port St Lucie- Section 37
SB10	RSB10-254	3	B	66	66	50.6	51.6	56.3	5.7	No	No	Port St Lucie- Section 37
SB10	RSB10-255	2	B	66	66	52.0	53.0	57.9	5.9	No	No	Port St Lucie- Section 37
SB10	RSB10-256	2	B	66	66	61.3	62.4	**68.7**	7.4	Yes	No	Port St Lucie- Section 37
SB10	RSB10-257	2	B	66	66	55.0	56.1	62.4	7.4	No	No	Port St Lucie- Section 37
SB10	RSB10-258	3	B	66	66	56.0	57.0	61.8	5.8	No	No	Port St Lucie- Section 37
SB10	RSB10-259	1	B	66	66	52.1	53.2	59.5	7.4	No	No	Port St Lucie- Section 37
SB10	RSB10-260	1	B	66	66	53.1	54.2	60.8	7.7	No	No	Port St Lucie- Section 37
SB10	RSB10-261	2	B	66	66	51.4	52.4	59.0	7.6	No	No	Port St Lucie- Section 37
SB10	RSB10-262	2	B	66	66	59.5	60.5	**67.5**	8.0	Yes	No	Port St Lucie- Section 37
SB10	RSB10-263	1	B	66	66	52.3	53.4	60.2	7.9	No	No	Port St Lucie- Section 37
SB10	RSB10-264	1	B	66	66	54.8	55.9	**66.4**	11.6	Yes	No	Port St Lucie- Section 37
SB10	RSB10-265	1	B	66	66	54.2	55.3	62.6	8.4	No	No	Port St Lucie- Section 37
SB10	RSB10-266	2	B	66	66	52.0	53.0	60.0	8.0	No	No	Port St Lucie- Section 37
SB10	RSB10-267	1	B	66	66	60.9	61.9	**68.0**	7.1	Yes	No	Port St Lucie- Section 41
SB10	RSB10-268	2	B	66	66	54.8	55.9	61.1	6.3	No	No	Port St Lucie- Section 41
SB10	RSB10-269	2	B	66	66	58.5	59.6	65.2	6.7	No	No	Port St Lucie- Section 41
SB10	RSB10-270	2	B	66	66	53.7	54.8	61.0	7.3	No	No	Port St Lucie- Section 41
SB10	RSB10-271	1	B	66	66	52.2	53.3	59.6	7.4	No	No	Port St Lucie- Section 41
SB10	RSB10-272	2	B	66	66	60.5	61.6	**67.1**	6.6	Yes	No	Port St Lucie- Section 41
SB10	RSB10-273	2	B	66	66	55.2	56.3	62.3	7.1	No	No	Port St Lucie- Section 41
SB10	RSB10-274	1	B	66	66	58.8	59.9	65.8	7.0	No	No	Port St Lucie- Section 41
SB10	RSB10-275	2	B	66	66	53.4	54.5	60.8	7.4	No	No	Port St Lucie- Section 41
SB10	RSB10-276	1	B	66	66	64.2	65.3	**70.7**	6.5	Yes	No	Port St Lucie- Section 41
SB10	RSB10-277	2	B	66	66	52.2	53.2	58.6	6.4	No	No	Port St Lucie- Section 41
SB10	RSB10-278	2	B	66	66	54.5	55.6	61.8	7.3	No	No	Port St Lucie- Section 41
SB10	RSB10-279	1	B	66	66	53.1	54.2	59.3	6.2	No	No	Port St Lucie- Section 41
SB10	RSB10-280	1	B	66	66	51.5	52.5	57.8	6.3	No	No	Port St Lucie- Section 41
SB10	RSB10-281	2	B	66	66	51.6	52.6	57.5	5.9	No	No	Windmill Point
SB10	RSB10-282	3	B	66	66	55.2	56.3	62.7	7.5	No	No	Windmill Point
SB10	RSB10-283	2	B	66	66	50.5	51.6	54.9	4.4	No	No	Windmill Point
SB10	RSB10-284	3	B	66	66	53.4	54.4	59.2	5.8	No	No	Windmill Point
SB10	RSB10-285	2	B	66	66	51.8	52.8	57.6	5.8	No	No	Windmill Point
SB10	RSB10-286	2	B	66	66	50.7	51.8	55.6	4.9	No	No	Windmill Point
SB10	RSB10-287	3	B	66	66	52.7	53.8	58.9	6.2	No	No	Windmill Point
SB10	RSB10-288	2	B	66	66	51.6	52.6	57.4	5.8	No	No	Windmill Point
SB10	RSB10-289	2	B	66	66	54.3	55.3	61.5	7.2	No	No	Windmill Point
SB10	RSB10-290	2	B	66	66	51.8	52.8	56.7	4.9	No	No	Windmill Point
SB10	RSB10-291	1	B	66	66	52.5	53.5	58.5	6.0	No	No	Windmill Point
SB10	RSB10-292	5	B	66	66	54.7	55.8	61.5	6.8	No	No	Windmill Point
SB10	RSB10-293	4	B	66	66	56.8	57.8	64.1	7.3	No	No	Windmill Point
SB10	RSB10-294	1	B	66	66	52.9	53.9	58.6	5.7	No	No	Windmill Point
SB10	RSB10-295	1	B	66	66	51.0	52.0	56.1	5.1	No	No	Windmill Point
SB10	RSB10-296	3	B	66	66	55.4	56.4	61.8	6.4	No	No	Windmill Point
SB10	RSB10-297	3	B	66	66	58.0	59.1	64.8	6.8	No	No	Windmill Point
SB10	RSB10-298	1	B	66	66	54.1	55.1	59.6	5.5	No	No	Windmill Point
SB10	RSB10-299	1	B	66	66	52.8	53.8	58.0	5.2	No	No	Windmill Point
SB10	RSB10-300	1	B	66	66	55.0	56.0	61.1	6.1	No	No	Windmill Point
SB10	RSB10-301	2	B	66	66	56.3	57.4	62.4	6.1	No	No	Windmill Point
SB10	RSB10-302	2	B	66	66	58.9	60.0	65.8	6.9	No	No	Windmill Point
SB10	RSB10-303	4	B	66	66	51.3	52.3	56.2	4.9	No	No	Windmill Point
SB10	RSB10-304	2	B	66	66	55.2	56.3	60.9	5.7	No	No	Windmill Point
SB10	RSB10-305	2	B	66	66	59.8	60.9	**66.4**	6.6	Yes	No	Windmill Point
SB10	RSB10-306	2	B	66	66	52.6	53.6	57.6	5.0	No	No	Windmill Point
SB10	RSB10-307	3	B	66	66	53.8	54.9	59.1	5.3	No	No	Windmill Point
SB10	RSB10-308	2	B	66	66	57.4	58.5	63.6	6.2	No	No	Windmill Point
SB10	RSB10-309	2	B	66	66	60.3	61.4	**66.6**	6.3	Yes	No	Windmill Point
SB10	RSB10-310	3	B	66	66	51.5	52.5	56.3	4.8	No	No	Windmill Point
SB10	RSB10-311	1	B	66	66	56.2	57.3	61.7	5.5	No	No	Windmill Point
SB10	RSB10-312	1	B	66	66	58.0	59.1	64.2	6.2	No	No	Windmill Point
SB10	RSB10-313	1	B	66	66	54.3	55.3	59.6	5.3	No	No	Windmill Point
SB10	RSB10-314	3	B	66	66	57.5	58.6	63.5	6.0	No	No	Windmill Point
SB10	RSB10-315	2	B	66	66	61.8	62.9	**68.2**	6.4	Yes	No	Windmill Point
SB10	RSB10-316	2	B	66	66	54.9	56.0	59.9	5.0	No	No	Windmill Point
SB10	RSB10-317	2	B	66	66	56.9	57.9	62.4	5.5	No	No	Windmill Point
SB10	RSB10-318	3	B	66	66	55.3	56.4	60.3	5.0	No	No	Windmill Point
SB10	RSB10-319	2	B	66	66	59.0	60.1	64.2	5.2	No	No	Windmill Point
SB10	RSB10-320	3	B	66	66	54.6	55.7	58.7	4.1	No	No	Windmill Point
SB10	RSB10-321	2	B	66	66	65.3	66.3	**71.3**	6.0	Yes	No	Windmill Point
SB10	RSB10-322	1	B	66	66	58.7	59.8	63.6	4.9	No	No	Windmill Point
SB10	RSB10-323	2	B	66	66	66.5	67.6	**72.7**	6.2	Yes	No	Windmill Point
SB10	RSB10-324	2	B	66	66	60.2	61.3	64.5	4.3	No	No	Windmill Point
SB10	RSB10-325	2	B	66	66	63.0	64.1	**68.4**	5.4	Yes	No	Windmill Point
SB10	RSB10-326	2	B	66	66	57.5	58.6	60.9	3.4	No	No	Windmill Point
SB10	RSB10-327	3	B	66	66	55.2	56.3	58.8	3.6	No	No	Windmill Point
SB10	RSB10-328	2	B	66	66	60.5	61.5	64.7	4.2	No	No	Windmill Point
SB10	RSB10-329	2	B	66	66	63.4	64.5	**69.2**	5.8	Yes	No	Windmill Point
SB10	RSB10-330	3	B	66	66	54.0	55.1	58.2	4.2	No	No	Windmill Point
SB10	RSB10-331	1	B	66	66	68.1	69.2	**74.8**	6.7	Yes	No	Windmill Point
SB10	RSB10-332	2	B	66	66	63.4	64.5	**69.2**	5.8	Yes	No	Windmill Point
SB10	RSB10-333	5	B	66	66	56.8	57.9	60.0	3.2	No	No	Windmill Point
SB10	RSB10-334	2	B	66	66	60.1	61.1	64.1	4.0	No	No	Windmill Point
SB10	RSB10-335	2	B	66	66	63.0	64.1	**68.5**	5.5	Yes	No	Windmill Point
SB10	RSB10-336	1	B	66	66	67.2	68.3	**73.9**	6.7	Yes	No	Windmill Point
SB10	RSB10-337	2	B	66	66	58.5	59.5	62.8	4.3	No	No	Windmill Point
SB10	RSB10-338	1	B	66	66	62.2	63.2	**67.4**	5.2	Yes	No	Windmill Point
SB10	RSB10-339	2	B	66	66	66.8	67.9	**73.4**	6.6	Yes	No	Windmill Point
SB10	RSB10-340	3	B	66	66	56.6	57.7	62.3	5.7	No	No	Windmill Point
SB10	RSB10-341	2	B	66	66	60.6	61.6	65.8	5.2	No	No	Windmill Point
SB10	RSB10-342	1	B	66	66	54.3	55.4	61.2	6.9	No	No	Windmill Point
SB10	RSB10-343	2	B	66	66	58.8	59.8	64.8	6.0	No	No	Windmill Point
SB10	RSB10-344	1	B	66	66	68.4	69.4	**75.1**	6.7	Yes	No	Windmill Point
SB10	RSB10-345	1	B	66	66	64.4	65.5	**69.7**	5.3	Yes	No	Windmill Point
SB10	RSB10-346	1	B	66	66	52.9	54.0	60.9	8.0	No	No	Windmill Point
SB10	RSB10-347	1	B	66	66	63.0	64.1	**68.9**	5.9	Yes	No	Windmill Point
SB10	RSB10-348	1	B	66	66	67.1	68.1	**73.8**	6.7	Yes	No	Windmill Point
SB10	RSB10-349	1	B	66	66	60.8	61.9	**67.0**	6.2	Yes	No	Windmill Point
SB10	RSB10-350	1	B	66	66	53.6	54.6	62.0	8.4	No	No	Windmill Point
SB10	RSB10-351	1	B	66	66	67.9	69.0	**74.9**	7.0	Yes	No	Windmill Point
SB10	RSB10-352	2	B	66	66	61.5	62.6	**67.2**	5.7	Yes	No	Windmill Point
SB10	RSB10-353	3	B	66	66	58.3	59.3	65.4	7.1	No	No	Windmill Point

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB10	RSB10-354	3	B	66	66	51.8	52.9	61.0	9.2	No	No	Windmill Point
SB10	RSB10-355	1	B	66	66	67.9	69.0	**74.8**	6.9	Yes	No	Windmill Point
SB10	RSB10-356	1	B	66	66	55.4	56.5	64.1	8.7	No	No	Windmill Point
SB10	RSB10-357	1	B	66	66	66.2	67.3	**72.6**	6.4	Yes	No	Windmill Point
SB10	RSB10-358	2	B	66	66	52.7	53.7	62.1	9.4	No	No	Windmill Point
SB10	RSB10-359	1	B	66	66	55.0	56.0	64.4	9.4	No	No	Windmill Point
SB11	RSB11-001	1	B	66	66	52.7	53.7	58.8	6.1	No	No	Port St Lucie- Section 5
SB11	RSB11-002	1	B	66	66	53.8	54.8	59.8	6.0	No	No	Port St Lucie- Section 5
SB11	RSB11-003	1	B	66	66	54.6	55.7	60.4	5.8	No	No	Port St Lucie- Section 5
SB11	RSB11-004	1	B	66	66	55.5	56.5	61.0	5.5	No	No	Port St Lucie- Section 5
SB11	RSB11-005	3	B	66	66	56.6	57.6	61.9	5.3	No	No	Port St Lucie- Section 5
SB11	RSB11-006	2	B	66	66	59.1	60.1	63.2	4.1	No	No	Port St Lucie- Section 5
SB11	RSB11-007	3	B	66	66	56.3	57.3	61.2	4.9	No	No	Port St Lucie- Section 5
SB11	RSB11-008	2	B	66	66	54.1	55.1	60.0	5.9	No	No	Port St Lucie- Section 5
SB11	RSB11-009	1	B	66	66	65.0	66.1	**69.2**	4.2	Yes	No	Port St Lucie- Section 5
SB11	RSB11-010	1	B	66	66	62.5	63.6	**67.3**	4.8	Yes	No	Port St Lucie- Section 5
SB11	RSB11-011	1	B	66	66	68.1	69.2	**72.5**	4.4	Yes	No	Port St Lucie- Section 5
SB11	RSB11-012	2	B	66	66	60.2	61.2	64.9	4.7	No	No	Port St Lucie- Section 5
SB11	RSB11-013	1	B	66	66	57.5	58.5	61.9	4.4	No	No	Port St Lucie- Section 5
SB11	RSB11-014	2	B	66	66	54.1	55.1	59.2	5.1	No	No	Port St Lucie- Section 5
SB11	RSB11-015	2	B	66	66	63.8	64.8	**68.8**	5.0	Yes	No	Port St Lucie- Section 5
SB11	RSB11-016	1	B	66	66	67.9	69.0	**73.3**	5.4	Yes	No	Port St Lucie- Section 5
SB11	RSB11-017	2	B	66	66	55.9	57.0	60.6	4.7	No	No	Port St Lucie- Section 5
SB11	RSB11-018	1	B	66	66	60.2	61.3	64.2	4.0	No	No	Port St Lucie- Section 5
SB11	RSB11-019	1	B	66	66	63.5	64.6	**68.8**	5.3	Yes	No	Port St Lucie- Section 5
SB11	RSB11-020	2	B	66	66	58.2	59.3	63.0	4.8	No	No	Port St Lucie- Section 5
SB11	RSB11-021	2	B	66	66	67.3	68.4	**73.8**	6.5	Yes	No	Port St Lucie- Section 5
SB11	RSB11-022	1	B	66	66	56.8	57.8	61.5	4.7	No	No	Port St Lucie- Section 5
SB11	RSB11-023	2	B	66	66	54.4	55.5	59.0	4.6	No	No	Port St Lucie- Section 5
SB11	RSB11-024	2	B	66	66	59.5	60.6	64.3	4.8	No	No	Port St Lucie- Section 5
SB11	RSB11-025	2	B	66	66	55.4	56.5	59.9	4.5	No	No	Port St Lucie- Section 5
SB11	RSB11-026	2	B	66	66	53.3	54.4	58.2	4.9	No	No	Port St Lucie- Section 5
SB11	RSB11-027	1	B	66	66	67.5	68.6	**74.4**	6.9	Yes	No	Port St Lucie- Section 5
SB11	RSB11-028	1	B	66	66	63.7	64.7	**68.8**	5.1	Yes	No	Port St Lucie- Section 5
SB11	RSB11-029	2	B	66	66	54.2	55.3	58.6	4.4	No	No	Port St Lucie- Section 5
SB11	RSB11-030	2	B	66	66	56.3	57.3	60.6	4.3	No	No	Port St Lucie- Section 5
SB11	RSB11-031	1	B	66	66	68.1	69.2	**75.2**	7.1	Yes	No	Port St Lucie- Section 5
SB11	RSB11-032	3	B	66	66	52.5	53.6	57.8	5.3	No	No	Port St Lucie- Section 5
SB11	RSB11-033	1	B	66	66	64.0	65.1	**69.1**	5.1	Yes	No	Port St Lucie- Section 5
SB11	RSB11-034	3	B	66	66	60.2	61.2	65.0	4.8	No	No	Port St Lucie- Section 5
SB11	RSB11-035	1	B	66	66	66.1	67.2	**72.2**	6.1	Yes	No	Port St Lucie- Section 5
SB11	RSB11-036	3	B	66	66	55.4	56.5	59.5	4.1	No	No	Port St Lucie- Section 5
SB11	RSB11-037	3	B	66	66	54.2	55.3	58.4	4.2	No	No	Port St Lucie- Section 5
SB11	RSB11-038	1	B	66	66	65.4	66.5	**71.5**	6.1	Yes	No	Port St Lucie- Section 5
SB11	RSB11-039	3	B	66	66	60.3	61.4	64.3	4.0	No	No	Port St Lucie- Section 5
SB11	RSB11-040	1	B	66	66	67.1	68.2	**73.8**	6.7	Yes	No	Port St Lucie- Section 5
SB11	RSB11-041	3	B	66	66	57.5	58.6	61.0	3.5	No	No	Port St Lucie- Section 5
SB11	RSB11-042	1	B	66	66	63.8	64.9	**68.6**	4.8	Yes	No	Port St Lucie- Section 5
SB11	RSB11-043	3	B	66	66	56.1	57.2	59.9	3.8	No	No	Port St Lucie- Section 5
SB11	RSB11-044	1	B	66	66	61.9	62.9	65.9	4.0	No	No	Port St Lucie- Section 5
SB11	RSB11-045	1	B	66	66	68.3	69.4	**75.5**	7.2	Yes	No	Port St Lucie- Section 5
SB11	RSB11-046	1	B	66	66	63.7	64.8	**68.5**	4.8	Yes	No	Port St Lucie- Section 5
SB11	RSB11-047	1	B	66	66	67.2	68.2	**73.8**	6.6	Yes	No	Port St Lucie- Section 5
SB11	RSB11-048	2	B	66	66	59.9	61.0	64.3	4.4	No	No	Port St Lucie- Section 5
SB11	RSB11-049	1	B	66	66	55.3	56.3	58.6	3.3	No	No	Port St Lucie- Section 5
SB11	RSB11-050	1	B	66	66	67.1	68.2	**73.8**	6.7	Yes	No	Port St Lucie- Section 5
SB11	RSB11-051	1	B	66	66	55.2	56.3	58.8	3.6	No	No	Port St Lucie- Section 5
SB11	RSB11-052	1	B	66	66	65.5	66.6	**71.3**	5.8	Yes	No	Port St Lucie- Section 5
SB11	RSB11-053	3	B	66	66	60.0	61.1	64.3	4.3	No	No	Port St Lucie- Section 5
SB11	RSB11-054	2	B	66	66	57.4	58.4	60.7	3.3	No	No	Port St Lucie- Section 5
SB11	RSB11-055	1	B	66	66	63.3	64.4	**68.6**	5.3	Yes	No	Port St Lucie- Section 5
SB11	RSB11-056	2	B	66	66	60.1	61.2	63.9	3.8	No	No	Port St Lucie- Section 5
SB11	RSB11-057	3	B	66	66	56.2	57.3	59.0	2.8	No	No	Port St Lucie- Section 5
SB11	RSB11-058	1	B	66	66	63.6	64.7	**68.3**	4.7	Yes	No	Port St Lucie- Section 5
SB11	RSB11-059	1	B	66	66	67.5	68.6	**74.1**	6.6	Yes	No	Port St Lucie- Section 5
SB11	RSB11-060	2	B	66	66	54.1	55.1	57.5	3.4	No	No	Port St Lucie- Section 5
SB11	RSB11-061	2	B	66	66	60.1	61.1	63.3	3.2	No	No	Port St Lucie- Section 5
SB11	RSB11-062	1	B	66	66	55.0	56.1	58.2	3.2	No	No	Port St Lucie- Section 5
SB11	RSB11-063	2	B	66	66	54.0	55.1	57.7	3.7	No	No	Port St Lucie- Section 5
SB11	RSB11-064	1	B	66	66	67.8	68.8	**74.5**	6.7	Yes	No	Port St Lucie- Section 5
SB11	RSB11-065	2	B	66	66	57.2	58.2	60.5	3.3	No	No	Port St Lucie- Section 5
SB11	RSB11-066	1	B	66	66	55.0	56.1	58.6	3.6	No	No	Port St Lucie- Section 5
SB11	RSB11-067	1	B	66	66	63.9	65.0	**68.7**	4.8	Yes	No	Port St Lucie- Section 5
SB11	RSB11-068	2	B	66	66	59.9	60.9	63.8	3.9	No	No	Port St Lucie- Section 5
SB11	RSB11-069	1	B	66	66	68.1	69.2	**74.7**	6.6	Yes	No	Port St Lucie- Section 5
SB11	RSB11-070	2	B	66	66	56.1	57.1	59.7	3.6	No	No	Port St Lucie- Section 5
SB11	RSB11-071	1	B	66	66	67.3	68.4	**73.7**	6.4	Yes	No	Port St Lucie- Section 5
SB11	RSB11-072	2	B	66	66	54.2	55.3	57.9	3.7	No	No	Port St Lucie- Section 5
SB11	RSB11-073	1	B	66	66	67.5	68.6	**74.1**	6.6	Yes	No	Port St Lucie- Section 5
SB11	RSB11-074	1	B	66	66	65.2	66.2	**70.3**	5.1	Yes	No	Port St Lucie- Section 5
SB11	RSB11-075	1	B	66	66	59.1	60.1	62.6	3.5	No	No	Port St Lucie- Section 5
SB11	RSB11-076	1	B	66	66	61.4	62.4	65.2	3.8	No	No	Port St Lucie- Section 5
SB11	RSB11-077	3	B	66	66	57.4	58.4	60.2	2.8	No	No	Port St Lucie- Section 5
SB11	RSB11-078	1	B	66	66	55.9	57.0	58.6	2.7	No	No	Port St Lucie- Section 5
SB11	RSB11-079	1	B	66	66	63.1	64.2	**66.9**	3.8	Yes	No	Port St Lucie- Section 5
SB11	RSB11-080	1	B	66	66	65.4	66.5	**71.0**	5.6	Yes	No	Port St Lucie- Section 5
SB11	RSB11-081	2	B	66	66	55.9	56.9	58.3	2.4	No	No	Port St Lucie- Section 5
SB11	RSB11-082	2	B	66	66	60.0	61.1	63.1	3.1	No	No	Port St Lucie- Section 5
SB11	RSB11-083	1	B	66	66	67.0	68.0	**73.3**	6.3	Yes	No	Port St Lucie- Section 5
SB11	RSB11-084	2	B	66	66	58.6	59.7	61.4	2.8	No	No	Port St Lucie- Section 5
SB11	RSB11-085	2	B	66	66	55.1	56.2	57.5	2.4	No	No	Port St Lucie- Section 5
SB11	RSB11-086	1	B	66	66	67.9	68.9	**74.6**	6.7	Yes	No	Port St Lucie- Section 5
SB11	RSB11-087	3	B	66	66	57.2	58.3	60.1	2.9	No	No	Port St Lucie- Section 5
SB11	RSB11-088	1	B	66	66	61.5	62.6	65.4	3.9	No	No	Port St Lucie- Section 5
SB11	RSB11-089	2	B	66	66	55.1	56.2	58.3	3.2	No	No	Port St Lucie- Section 5
SB11	RSB11-090	1	B	66	66	67.9	69.0	**74.4**	6.5	Yes	No	Port St Lucie- Section 5
SB11	RSB11-091	2	B	66	66	60.1	61.1	63.6	3.5	No	No	Port St Lucie- Section 5
SB11	RSB11-092	1	B	66	66	56.9	57.9	60.3	3.4	No	No	Port St Lucie- Section 5
SB11	RSB11-093	1	B	66	66	67.9	69.0	**74.5**	6.6	Yes	No	Port St Lucie- Section 5
SB11	RSB11-094	2	B	66	66	58.6	59.6	62.2	3.6	No	No	Port St Lucie- Section 5
SB11	RSB11-095	1	B	66	66	63.5	64.5	**67.6**	4.1	Yes	No	Port St Lucie- Section 5

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB11	RSB11-096	1	B	66	66	55.2	56.2	58.0	2.8	No	No	Port St Lucie- Section 5
SB11	RSB11-097	1	B	66	66	65.5	66.6	**71.2**	5.7	Yes	No	Port St Lucie- Section 5
SB11	RSB11-098	1	B	66	66	61.5	62.6	65.5	4.0	No	No	Port St Lucie- Section 5
SB11	RSB11-099	2	B	66	66	57.1	58.2	59.8	2.7	No	No	Port St Lucie- Section 5
SB11	RSB11-100	1	B	66	66	63.5	64.6	**67.9**	4.4	Yes	No	Port St Lucie- Section 5
SB11	RSB11-101	1	B	66	66	65.4	66.5	**70.9**	5.5	Yes	No	Port St Lucie- Section 5
SB11	RSB11-102	2	B	66	66	60.0	61.0	62.8	2.8	No	No	Port St Lucie- Section 5
SB11	RSB11-103	3	B	66	66	56.1	57.2	58.8	2.7	No	No	Port St Lucie- Section 5
SB11	RSB11-104	2	B	66	66	67.1	68.1	**73.3**	6.2	Yes	No	Port St Lucie- Section 5
SB11	RSB11-105	1	B	66	66	63.2	64.2	**67.7**	4.5	Yes	No	Port St Lucie- Section 5
SB11	RSB11-106	2	B	66	66	58.6	59.7	61.5	2.9	No	No	Port St Lucie- Section 5
SB11	RSB11-107	1	B	66	66	61.5	62.6	64.1	2.6	No	No	Port St Lucie- Section 5
SB11	RSB11-108	1	B	66	66	63.6	64.7	**68.3**	4.7	Yes	No	Port St Lucie- Section 5
SB11	RSB11-109	1	B	66	66	67.6	68.6	**73.8**	6.2	Yes	No	Port St Lucie- Section 5
SB11	RSB11-110	2	B	66	66	57.2	58.2	58.3	1.1	No	No	Port St Lucie- Section 5
SB11	RSB11-111	1	B	66	66	68.0	69.1	**74.4**	6.4	Yes	No	Port St Lucie- Section 5
SB11	RSB11-112	2	B	66	66	59.8	60.9	61.1	1.3	No	No	Port St Lucie- Section 5
SB11	RSB11-113	1	B	66	66	63.0	64.1	65.1	2.1	No	No	Port St Lucie- Section 5
SB11	RSB11-114	1	B	66	66	66.7	67.8	**73.0**	6.3	Yes	No	Port St Lucie- Section 5
SB12	RSB12-001	1	B	66	66	54.7	56.3	59.9	5.2	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-002	3	B	66	66	56.6	58.3	61.8	5.2	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-003	1	B	66	66	54.3	55.9	59.4	5.1	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-004	2	B	66	66	60.1	61.9	65.2	5.1	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-005	3	B	66	66	55.9	57.6	60.0	4.1	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-006	2	B	66	66	58.1	59.9	62.3	4.2	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-007	1	B	66	66	54.3	56.0	58.9	4.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-008	1	B	66	66	60.9	62.9	**66.1**	5.2	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-009	2	B	66	66	63.5	65.5	**69.3**	5.8	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-010	1	B	66	66	67.8	69.8	**74.3**	6.5	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-011	2	B	66	66	60.6	62.6	65.2	4.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-012	3	B	66	66	55.8	57.6	59.6	3.8	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-013	2	B	66	66	57.8	59.7	61.8	4.0	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-014	3	B	66	66	53.6	55.3	58.2	4.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-015	2	B	66	66	63.4	65.4	**69.0**	5.6	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-016	2	B	66	66	60.6	62.5	65.3	4.7	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-017	1	B	66	66	68.6	70.6	**74.6**	6.0	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-018	2	B	66	66	57.0	58.8	61.0	4.0	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-019	1	B	66	66	63.3	65.3	**68.6**	5.3	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-020	1	B	66	66	68.1	70.2	**73.6**	5.5	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-021	2	B	66	66	54.1	55.8	58.4	4.3	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-022	2	B	66	66	55.7	57.5	60.2	4.5	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-023	1	B	66	66	60.6	62.6	65.2	4.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-024	2	B	66	66	57.2	59.1	61.7	4.5	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-025	2	B	66	66	63.0	65.1	**68.7**	5.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-026	1	B	66	66	67.9	69.9	**74.1**	6.2	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-027	1	B	66	66	67.5	69.6	**74.1**	6.6	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-028	1	B	66	66	60.1	62.1	65.2	5.1	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-029	2	B	66	66	54.0	55.7	58.3	4.3	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-030	2	B	66	66	55.9	57.7	60.0	4.1	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-031	1	B	66	66	62.8	64.9	**68.8**	6.0	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-032	2	B	66	66	60.4	62.5	65.7	5.3	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-033	2	B	66	66	57.4	59.3	60.7	3.3	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-034	2	B	66	66	55.6	57.4	59.9	4.3	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-035	1	B	66	66	67.0	69.1	**74.1**	7.1	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-036	2	B	66	66	62.6	64.7	**68.5**	5.9	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-037	1	B	66	66	67.0	69.1	**74.3**	7.3	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-038	2	B	66	66	60.2	62.3	65.2	5.0	No	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-039	1	B	66	66	66.7	68.8	**74.2**	7.5	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-040	2	B	66	66	62.6	64.6	**68.5**	5.9	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-041	1	B	66	66	67.3	69.4	**74.8**	7.5	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB12	RSB12-042	1	B	66	66	66.2	68.3	**73.5**	7.3	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-001	1	B	66	66	53.9	55.6	58.5	4.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-002	2	B	66	66	56.6	58.3	61.0	4.4	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-003	3	B	66	66	53.9	55.6	58.4	4.5	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-004	4	B	66	66	55.7	57.4	60.1	4.4	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-005	2	B	66	66	57.2	59.0	61.8	4.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-006	2	B	66	66	59.6	61.5	64.7	5.1	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-007	2	B	66	66	61.5	63.5	64.0	2.5	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-008	2	B	66	66	57.2	59.0	61.6	4.4	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-009	3	B	66	66	54.0	55.6	58.3	4.3	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-010	1	B	66	66	66.4	68.4	**73.8**	7.4	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-011	1	B	66	66	66.5	68.6	**74.0**	7.5	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-012	4	B	66	66	55.3	57.0	59.1	3.8	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-013	2	B	66	66	59.3	61.3	65.0	5.7	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-014	2	B	66	66	57.1	58.9	61.0	3.9	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-015	1	B	66	66	66.8	68.9	**74.5**	7.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-016	1	B	66	66	53.7	55.4	58.3	4.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-017	1	B	66	66	66.8	68.8	**74.4**	7.6	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-018	2	B	66	66	59.7	61.7	64.5	4.8	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-019	2	B	66	66	62.4	64.4	**68.4**	6.0	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-020	1	B	66	66	66.1	68.1	**73.7**	7.6	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-021	2	B	66	66	57.0	58.9	61.4	4.4	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-022	1	B	66	66	66.1	68.2	**73.8**	7.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-023	2	B	66	66	59.3	61.4	64.9	5.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-024	1	B	66	66	66.5	68.6	**74.2**	7.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-026	2	B	66	66	56.0	57.7	60.9	4.9	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-027	1	B	66	66	66.2	68.3	**74.0**	7.8	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-028	1	B	66	66	62.3	64.4	**68.9**	6.6	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-031	2	B	66	66	60.4	62.5	**66.5**	6.1	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-035	1	B	66	66	62.4	64.4	**69.2**	6.8	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-053	3	B	66	66	55.2	57.1	60.8	5.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-055	1	B	66	66	53.8	55.5	58.1	4.3	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-056	1	B	66	66	59.8	61.8	**66.5**	6.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-057	2	B	66	66	55.5	57.2	59.5	4.0	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-058	1	B	66	66	63.6	65.7	**70.7**	7.1	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-059	1	B	66	66	57.1	58.9	60.9	3.8	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-060	3	B	66	66	53.1	55.0	57.7	4.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-061	2	B	66	66	58.9	61.0	64.2	5.3	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-062	1	B	66	66	55.2	57.0	58.8	3.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-063	1	B	66	66	65.7	67.8	**73.5**	7.8	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-064	1	B	66	66	62.0	64.1	**68.5**	6.5	Yes	No	Turtle Run Park- Port St Lucie-Section 9

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB13	RSB13-065	1	B	66	66	62.5	64.6	**69.2**	6.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-066	1	B	66	66	66.3	68.4	**73.5**	7.2	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-067	2	B	66	66	59.1	61.1	63.8	4.7	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-068	2	B	66	66	55.0	56.8	58.3	3.3	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-069	1	B	66	66	62.5	64.6	**68.9**	6.4	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-070	1	B	66	66	56.8	58.7	60.0	3.2	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-071	1	B	66	66	62.4	64.5	**68.6**	6.2	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-072	1	B	66	66	65.9	68.0	**73.6**	7.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-073	2	B	66	66	59.3	61.4	63.8	4.5	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-074	3	B	66	66	53.7	55.4	56.9	3.2	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-075	2	B	66	66	54.8	56.7	57.9	3.1	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-076	1	B	66	66	62.3	64.4	**68.3**	6.0	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-077	1	B	66	66	66.4	68.5	**74.2**	7.8	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-078	2	B	66	66	57.2	59.0	60.1	2.9	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-079	1	B	66	66	61.4	63.5	63.5	2.1	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-080	1	B	66	66	66.4	68.5	**74.1**	7.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-081	2	B	66	66	59.3	61.4	64.5	5.2	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-082	3	B	66	66	54.8	56.7	57.9	3.1	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-083	1	B	66	66	62.5	64.5	**68.5**	6.0	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-084	1	B	66	66	65.7	67.8	**73.3**	7.6	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-085	2	B	66	66	56.8	58.7	60.8	4.0	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-086	2	B	66	66	54.1	55.7	56.8	2.7	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-087	1	B	66	66	66.5	68.6	**74.3**	7.8	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-088	1	B	66	66	59.5	61.6	65.3	5.8	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-089	1	B	66	66	66.4	68.5	**74.1**	7.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-090	2	B	66	66	56.7	58.6	60.4	3.7	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-091	2	B	66	66	53.4	55.2	57.2	3.8	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-092	1	B	66	66	66.6	68.7	**74.5**	7.9	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-093	3	B	66	66	54.8	56.7	58.2	3.4	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-094	2	B	66	66	59.3	61.3	64.3	5.0	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-095	1	B	66	66	62.6	64.6	**68.6**	6.0	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-096	1	B	66	66	66.6	68.7	**74.4**	7.8	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-097	1	B	66	66	56.6	58.6	60.3	3.7	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-098	2	B	66	66	53.4	55.2	57.2	3.8	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-099	1	B	66	66	61.3	63.4	64.5	3.2	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-100	1	B	66	66	66.7	68.8	**74.7**	8.0	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-101	2	B	66	66	59.3	61.4	64.0	4.7	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-102	1	B	66	66	66.1	68.2	**74.2**	8.1	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-103	1	B	66	66	62.5	64.6	**69.2**	6.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-104	2	B	66	66	59.5	61.5	64.5	5.0	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-105	3	B	66	66	54.6	56.6	58.0	3.4	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-106	2	B	66	66	54.0	55.6	57.0	3.0	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-107	1	B	66	66	65.8	67.9	**73.8**	8.0	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-108	1	B	66	66	62.3	64.3	**68.4**	6.1	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-109	2	B	66	66	56.8	58.8	60.4	3.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-110	1	B	66	66	62.5	64.6	**68.7**	6.2	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-111	1	B	66	66	66.2	68.3	**74.5**	8.3	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-112	2	B	66	66	59.4	61.5	65.2	5.8	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-113	2	B	66	66	56.5	58.6	60.7	4.2	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-114	3	B	66	66	53.7	55.4	57.5	3.8	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-115	1	B	66	66	66.2	68.3	**74.6**	8.4	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-116	1	B	66	66	66.7	68.8	**75.3**	8.6	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-117	1	B	66	66	59.8	61.9	65.2	5.4	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-118	3	B	66	66	54.8	56.8	58.7	3.9	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-119	1	B	66	66	62.5	64.6	**68.8**	6.3	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-120	2	B	66	66	56.7	58.6	61.5	4.8	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-121	1	B	66	66	66.5	68.6	**75.1**	8.6	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-122	1	B	66	66	62.5	64.6	**68.8**	6.3	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-123	1	B	66	66	59.4	61.4	64.9	5.5	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-124	1	B	66	66	67.0	69.1	**75.8**	8.8	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-125	3	B	66	66	55.1	57.0	59.5	4.4	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-126	2	B	66	66	56.5	58.5	62.3	5.8	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-127	1	B	66	66	66.3	68.4	**75.0**	8.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-128	1	B	66	66	62.3	64.4	**69.0**	6.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-129	3	B	66	66	53.3	55.2	58.9	5.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-130	1	B	66	66	62.5	64.6	**69.2**	6.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-131	1	B	66	66	59.3	61.3	65.3	6.0	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-132	1	B	66	66	61.1	63.1	**67.2**	6.1	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-133	3	B	66	66	56.0	58.0	62.2	6.2	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-134	1	B	66	66	67.0	69.1	**75.4**	8.4	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-135	1	B	66	66	58.6	60.6	64.1	5.5	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-136	1	B	66	66	60.2	62.2	65.7	5.5	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-137	1	B	66	66	61.8	63.9	**67.3**	5.5	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-138	1	B	66	66	66.1	68.2	**74.2**	8.1	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-139	1	B	66	66	63.7	65.8	**70.8**	7.1	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-140	3	B	66	66	57.7	59.5	63.3	5.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-141	2	B	66	66	55.0	56.8	60.5	5.5	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-142	2	B	66	66	53.5	55.2	58.2	4.7	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-143	1	B	66	66	56.7	58.6	62.4	5.7	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-144	1	B	66	66	66.2	68.3	**73.9**	7.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-145	3	B	66	66	54.8	56.6	59.0	4.2	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-146	1	B	66	66	65.5	67.6	**73.2**	7.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-147	1	B	66	66	59.5	61.5	65.4	5.9	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-148	4	B	66	66	56.4	58.4	62.1	5.7	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-149	3	B	66	66	62.1	64.2	**68.9**	6.8	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-150	3	B	66	66	53.8	55.4	57.8	4.0	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-151	1	B	66	66	65.7	67.7	**73.2**	7.5	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-152	2	B	66	66	59.2	61.2	65.7	6.5	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-153	1	B	66	66	66.0	68.1	**73.5**	7.5	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-154	4	B	66	66	53.7	55.2	59.0	5.3	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-155	4	B	66	66	54.8	56.6	59.1	4.3	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-156	1	B	66	66	65.5	67.6	**73.1**	7.6	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-157	2	B	66	66	58.5	60.5	64.6	6.1	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-158	1	B	66	66	66.9	69.0	**74.3**	7.4	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-159	3	B	66	66	56.6	58.3	61.7	5.1	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-160	1	B	66	66	65.8	67.9	**73.3**	7.5	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-161	1	B	66	66	61.4	63.5	**68.0**	6.6	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-162	1	B	66	66	54.5	55.9	60.6	6.1	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-163	1	B	66	66	53.7	54.5	59.6	5.9	No	No	Port St Lucie- Section 9
SB13	RSB13-164	1	B	66	66	61.3	63.3	**68.0**	6.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-165	1	B	66	66	65.5	67.6	**73.0**	7.5	Yes	No	Turtle Run Park- Port St Lucie-Section 9

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB13	RSB13-166	2	B	66	66	53.8	54.5	59.6	5.8	No	No	Port St Lucie- Section 9
SB13	RSB13-167	1	B	66	66	54.4	55.7	61.0	6.6	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-168	1	B	66	66	58.7	60.7	64.8	6.1	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-169	1	B	66	66	65.6	67.7	**73.1**	7.5	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-170	1	B	66	66	59.0	60.9	65.7	6.7	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-171	1	B	66	66	64.7	66.7	**72.2**	7.5	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-172	1	B	66	66	58.1	60.0	65.5	7.4	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-173	2	B	66	66	56.5	58.1	63.7	7.2	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-174	3	B	66	66	56.1	57.5	63.5	7.4	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-175	1	B	66	66	65.4	67.5	**73.1**	7.7	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-176	1	B	66	66	61.1	63.0	**68.3**	7.2	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-177	1	B	66	66	65.3	67.4	**72.2**	6.9	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-178	1	B	66	66	57.8	58.7	64.9	7.1	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-179	1	B	66	66	57.4	58.6	65.1	7.7	No	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-180	1	B	66	66	59.0	60.7	**66.3**	7.3	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB13	RSB13-181	1	B	66	66	59.9	61.7	**67.4**	7.5	Yes	No	Turtle Run Park- Port St Lucie-Section 9
SB14	RSB14-024	1	B	66	66	53.2	55.2	60.9	7.7	No	No	Lake Forest
SB14	RSB14-026	1	B	66	66	54.8	56.8	64.1	9.3	No	No	Lake Forest
SB14	RSB14-027	1	B	66	66	51.8	53.7	59.4	7.6	No	No	Lake Forest
SB14	RSB14-028	1	B	66	66	51.5	53.4	58.9	7.4	No	No	Lake Forest
SB14	RSB14-029	1	B	66	66	51.4	53.2	58.5	7.1	No	No	Lake Forest
SB14	RSB14-030	1	B	66	66	53.9	55.9	62.5	8.6	No	No	Lake Forest
SB14	RSB14-031	1	B	66	66	52.6	54.5	60.1	7.5	No	No	Lake Forest
SB14	RSB14-032	1	B	66	66	54.2	56.2	63.0	8.8	No	No	Lake Forest
SB14	RSB14-033	1	B	66	66	53.2	55.1	61.1	7.9	No	No	Lake Forest
SB14	RSB14-034	1	B	66	66	52.3	54.2	59.9	7.6	No	No	Lake Forest
SB14	RSB14-036	1	B	66	66	53.8	55.8	61.8	8.0	No	No	Lake Forest
SB14	RSB14-037	1	B	66	66	54.2	56.2	63.0	8.8	No	No	Lake Forest
SB14	RSB14-038	1	B	66	66	52.9	54.9	60.6	7.7	No	No	Lake Forest
SB14	RSB14-039	1	B	66	66	53.4	55.3	60.7	7.3	No	No	Lake Forest
SB14	RSB14-040	1	B	66	66	52.6	54.5	60.2	7.6	No	No	Lake Forest
SB14	RSB14-041	1	B	66	66	52.1	54.0	59.8	7.7	No	No	Lake Forest
SB14	RSB14-042	2	B	66	66	51.5	53.3	59.0	7.5	No	No	Lake Forest
SB14	RSB14-043	2	B	66	66	51.7	53.6	59.3	7.6	No	No	Lake Forest
SB14	RSB14-044	2	B	66	66	52.8	54.7	60.9	8.1	No	No	Lake Forest
SB14	RSB14-045	2	B	66	66	53.2	55.1	61.4	8.2	No	No	Lake Forest
SB14	RSB14-046	2	B	66	66	52.0	53.9	59.2	7.2	No	No	Lake Forest
SB14	RSB14-047	2	B	66	66	53.3	55.3	62.1	8.8	No	No	Lake Forest
SB14	RSB14-048	2	B	66	66	52.2	54.1	59.3	7.1	No	No	Lake Forest
SB14	RSB14-050	2	B	66	66	53.4	55.4	62.3	8.9	No	No	Lake Forest
SB14	RSB14-051	2	B	66	66	52.6	54.5	60.7	8.1	No	No	Lake Forest
SB14	RSB14-052	2	B	66	66	52.3	54.2	60.0	7.7	No	No	Lake Forest
SB14	RSB14-053	1	B	66	66	55.5	57.5	63.9	8.4	No	No	Lake Forest
SB14	RSB14-054	1	B	66	66	56.5	58.6	65.8	9.3	No	No	Lake Forest
SB14	RSB14-055	2	B	66	66	52.9	54.9	60.1	7.2	No	No	Lake Forest
SB14	RSB14-056	3	B	66	66	54.2	56.2	61.8	7.6	No	No	Lake Forest
SB14	RSB14-057	1	B	66	66	57.9	60.0	**67.9**	10.0	Yes	No	Lake Forest
SB14	RSB14-058	1	B	66	66	59.2	61.2	**69.5**	10.3	Yes	No	Lake Forest
SB14	RSB14-059	2	B	66	66	54.7	56.7	63.5	8.8	No	No	Lake Forest
SB14	RSB14-060	1	B	66	66	59.4	61.4	**69.7**	10.3	Yes	No	Lake Forest
SB14	RSB14-061	2	B	66	66	53.4	55.4	61.9	8.5	No	No	Lake Forest
SB14	RSB14-062	2	B	66	66	51.8	53.6	59.8	8.0	No	No	Lake Forest
SB14	RSB14-063	2	B	66	66	56.5	58.5	65.7	9.2	No	No	Lake Forest
SB14	RSB14-064	2	B	66	66	52.7	54.7	61.1	8.4	No	No	Lake Forest
SB14	RSB14-065	2	B	66	66	59.7	61.8	**70.2**	10.5	Yes	No	Lake Forest
SB14	RSB14-066	2	B	66	66	56.8	58.9	**66.2**	9.4	Yes	No	Lake Forest
SB14	RSB14-067	2	B	66	66	59.9	62.0	**70.5**	10.6	Yes	No	Lake Forest
SB14	RSB14-068	2	B	66	66	57.1	59.1	**66.6**	9.5	Yes	No	Lake Forest
SB14	RSB14-069	2	B	66	66	60.4	62.5	**71.2**	10.8	Yes	No	Lake Forest
SB14	RSB14-070	2	B	66	66	57.4	59.4	**66.9**	9.5	Yes	No	Lake Forest
SB14	RSB14-071	2	B	66	66	60.7	62.8	**71.5**	10.8	Yes	No	Lake Forest
SB14	RSB14-072	2	B	66	66	57.6	59.7	**67.1**	9.5	Yes	No	Lake Forest
SB14	RSB14-073	2	B	66	66	61.1	63.2	**71.8**	10.7	Yes	No	Lake Forest
SB14	RSB14-074	2	B	66	66	57.9	60.0	**67.6**	9.7	Yes	No	Lake Forest
SB14	RSB14-075	1	B	66	66	58.0	60.1	**67.8**	9.8	Yes	No	Lake Forest
SB14	RSB14-076	2	B	66	66	61.7	63.7	**72.5**	10.8	Yes	No	Lake Forest
SB14	RSB14-077	1	B	66	66	56.7	58.8	**66.2**	9.5	Yes	No	Lake Forest
SB14	RSB14-078	2	B	66	66	61.9	64.0	**72.7**	10.8	Yes	No	Lake Forest
SB14	RSB14-079	3	B	66	66	55.8	57.8	64.8	9.0	No	No	Lake Forest
SB14	RSB14-080	1	B	66	66	61.6	63.7	**72.5**	10.9	Yes	No	Lake Forest
SB14	RSB14-081	2	B	66	66	52.7	54.4	60.4	7.7	No	No	Lake Forest
SB14	RSB14-082	2	B	66	66	54.8	56.7	63.2	8.4	No	No	Lake Forest
SB14	RSB14-083	2	B	66	66	53.8	55.7	61.9	8.1	No	No	Lake Forest
SB14	RSB14-084	1	B	66	66	61.1	63.2	**72.0**	10.9	Yes	No	Lake Forest
SB14	RSB14-085	1	B	66	66	60.1	62.2	**70.7**	10.6	Yes	No	Lake Forest
SB14	RSB14-086	1	B	66	66	59.2	61.2	**69.4**	10.2	Yes	No	Lake Forest
SB14	RSB14-087	1	B	66	66	58.2	60.2	**68.1**	9.9	Yes	No	Lake Forest
SB14	RSB14-088	2	B	66	66	56.1	58.1	65.2	9.1	No	No	Lake Forest
SB14	RSB14-089	2	B	66	66	55.0	57.0	64.1	9.1	No	No	Lake Forest
SB14	RSB14-090	3	B	66	66	52.3	54.1	60.6	8.3	No	No	Lake Forest
SB14	RSB14-091	3	B	66	66	54.0	55.9	62.9	8.9	No	No	Lake Forest
SB14	RSB14-092	3	B	66	66	51.9	53.8	61.0	9.1	No	No	Lake Forest
SB14	RSB14-093	3	B	66	66	53.4	55.3	62.9	9.5	No	No	Lake Forest
SB14	RSB14-094	2	B	66	66	53.1	55.1	63.0	9.9	No	No	Lake Forest
SB14	RSB14-095	3	B	66	66	52.5	54.1	60.6	8.1	No	No	Lake Forest
SB14	RSB14-096	2	B	66	66	52.7	54.4	60.9	8.2	No	No	Lake Forest
SB14	RSB14-097	3	B	66	66	54.2	56.2	63.9	9.7	No	No	Lake Forest
SB14	RSB14-098	1	B	66	66	55.2	57.2	65.4	10.2	No	No	Lake Forest
SB14	RSB14-099	3	B	66	66	53.9	55.8	63.0	9.1	No	No	Lake Forest
SB14	RSB14-100	1	B	66	66	55.1	57.1	65.2	10.1	No	No	Lake Forest
SB14	RSB14-101	1	B	66	66	55.7	57.6	65.9	10.2	No	No	Lake Forest
SB14	RSB14-102	2	B	66	66	55.3	57.1	65.2	9.9	No	No	Lake Forest
SB14	RSB14-103	3	B	66	66	53.1	54.8	61.4	8.3	No	No	Lake Forest
SB14	RSB14-104	2	B	66	66	52.1	53.7	59.9	7.8	No	No	Lake Forest
SB14	RSB14-105	2	B	66	66	55.4	57.1	64.4	9.0	No	No	Lake Forest
SB14	RSB14-106	2	B	66	66	56.6	58.6	**66.9**	10.3	Yes	No	Lake Forest
SB14	RSB14-107	3	B	66	66	53.3	55.0	61.6	8.3	No	No	Lake Forest
SB14	RSB14-108	2	B	66	66	58.4	60.4	**68.8**	10.4	Yes	No	Lake Forest
SB14	RSB14-109	2	B	66	66	54.7	56.6	64.0	9.3	No	No	Lake Forest
SB14	RSB14-110	1	B	66	66	61.0	63.1	**71.5**	10.5	Yes	No	Lake Forest
SB14	RSB14-111	2	B	66	66	57.0	59.0	**66.5**	9.5	Yes	No	Lake Forest

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB14	RSB14-112	2	B	66	66	55.5	57.4	64.6	9.1	No	No	Lake Forest
SB14	RSB14-113	1	B	66	66	62.4	64.5	**73.0**	10.6	Yes	No	Lake Forest
SB14	RSB14-114	1	B	66	66	63.6	65.6	**74.3**	10.7	Yes	No	Lake Forest
SB14	RSB14-115	1	B	66	66	58.5	60.6	65.2	6.7	No	No	Lake Forest
SB14	RSB14-116	1	B	66	66	64.2	66.3	**75.0**	10.8	Yes	No	Lake Forest
SB14	RSB14-117	1	B	66	66	60.5	62.5	**70.6**	10.1	Yes	No	Lake Forest
SB14	RSB14-118	2	B	66	66	59.5	61.5	65.9	6.4	No	No	Lake Forest
SB14	RSB14-119	2	B	66	66	64.4	66.4	**75.2**	10.8	Yes	No	Lake Forest
SB14	RSB14-120	2	B	66	66	54.7	56.7	63.2	8.5	No	No	Lake Forest
SB14	RSB14-121	2	B	66	66	64.6	66.6	**75.5**	10.9	Yes	No	Lake Forest
SB14	RSB14-122	2	B	66	66	60.7	62.8	**70.9**	10.2	Yes	No	Lake Forest
SB14	RSB14-123	2	B	66	66	55.3	57.2	64.0	8.7	No	No	Lake Forest
SB14	RSB14-124	2	B	66	66	64.5	66.6	**75.3**	10.8	Yes	No	Lake Forest
SB14	RSB14-125	2	B	66	66	60.5	62.6	**70.7**	10.2	Yes	No	Lake Forest
SB14	RSB14-126	2	B	66	66	56.0	57.9	64.4	8.4	No	No	Lake Forest
SB14	RSB14-127	1	B	66	66	58.9	61.0	**66.3**	7.4	Yes	No	Lake Forest
SB14	RSB14-128	1	B	66	66	64.6	66.6	**75.3**	10.7	Yes	No	Lake Forest
SB14	RSB14-129	1	B	66	66	58.6	60.6	**66.6**	8.0	Yes	No	Lake Forest
SB14	RSB14-130	1	B	66	66	56.2	58.2	64.5	8.3	No	No	Lake Forest
SB14	RSB14-131	4	B	66	66	55.1	56.9	62.3	7.2	No	No	Lake Forest
SB14	RSB14-132	1	B	66	66	61.9	64.0	**72.5**	10.6	Yes	No	Lake Forest
SB14	RSB14-133	3	B	66	66	56.9	58.9	64.6	7.7	No	No	Lake Forest
SB14	RSB14-134	1	B	66	66	58.7	60.8	**68.4**	9.7	Yes	No	Lake Forest
SB14	RSB14-135	1	B	66	66	63.3	65.4	**74.0**	10.7	Yes	No	Lake Forest
SB14	RSB14-136	1	B	66	66	64.4	66.5	**75.0**	10.6	Yes	No	Lake Forest
SB14	RSB14-137	1	B	66	66	59.7	61.7	**68.0**	8.3	Yes	No	Lake Forest
SB14	RSB14-138	1	B	66	66	65.4	67.5	**76.1**	10.7	Yes	No	Lake Forest
SB14	RSB14-139	1	B	66	66	60.4	62.4	**67.6**	7.2	Yes	No	Lake Forest
SB14	RSB14-140	1	B	66	66	66.7	68.7	**77.1**	10.4	Yes	No	Lake Forest
SB14	RSB14-141	1	B	66	66	55.4	57.4	62.5	7.1	No	No	Lake Forest
SB14	RSB14-142	1	B	66	66	60.0	62.0	**67.5**	7.5	Yes	No	Lake Forest
SB14	RSB14-143	1	B	66	66	60.9	63.0	**70.6**	9.7	Yes	No	Lake Forest
SB14	RSB14-144	1	B	66	66	62.6	64.7	**71.6**	9.0	Yes	No	Lake Forest
SB14	RSB14-145	2	B	66	66	55.4	57.3	62.0	6.6	No	No	Lake Forest
SB14	RSB14-146	2	B	66	66	57.6	59.6	65.4	7.8	No	No	Lake Forest
SB14	RSB14-147	2	B	66	66	54.9	56.7	60.9	6.0	No	No	Lake Forest
SB14	RSB14-148	2	B	66	66	58.4	60.4	**66.4**	8.0	Yes	No	Lake Forest
SB14	RSB14-149	2	B	66	66	60.3	62.3	**68.6**	8.3	Yes	No	Lake Forest
SB14	RSB14-150	2	B	66	66	56.2	58.1	63.8	7.6	No	No	Lake Forest
SB14	RSB14-151	1	B	66	66	64.6	66.7	**73.9**	9.3	Yes	No	Lake Forest
SB14	RSB14-152	1	B	66	66	66.2	68.2	**75.9**	9.7	Yes	No	Lake Forest
SB14	RSB14-153	2	B	66	66	65.7	67.8	**75.1**	9.4	Yes	No	Lake Forest
SB14	RSB14-154	2	B	66	66	57.7	59.7	65.2	7.5	No	No	Lake Forest
SB14	RSB14-155	1	B	66	66	60.8	62.8	**67.8**	7.0	Yes	No	Lake Forest
SB14	RSB14-156	2	B	66	66	56.4	58.3	63.6	7.2	No	No	Lake Forest
SB14	RSB14-157	2	B	66	66	59.4	61.4	**66.9**	7.5	Yes	No	Lake Forest
SB14	RSB14-158	2	B	66	66	55.5	57.4	62.5	7.0	No	No	Lake Forest
SB14	RSB14-159	2	B	66	66	65.5	67.6	**74.7**	9.2	Yes	No	Lake Forest
SB14	RSB14-160	1	B	66	66	62.3	64.3	**70.7**	8.4	Yes	No	Lake Forest
SB14	RSB14-161	2	B	66	66	60.2	62.2	**68.3**	8.1	Yes	No	Lake Forest
SB14	RSB14-162	2	B	66	66	65.5	67.6	**74.8**	9.3	Yes	No	Lake Forest
SB14	RSB14-163	2	B	66	66	58.3	60.3	**66.2**	7.9	Yes	No	Lake Forest
SB14	RSB14-164	1	B	66	66	65.5	67.6	**74.7**	9.2	Yes	No	Lake Forest
SB14	RSB14-165	4	B	66	66	54.2	55.7	60.4	6.2	No	No	Lake Forest
SB14	RSB14-166	4	B	66	66	55.9	57.7	61.3	5.4	No	No	Lake Forest
SB14	RSB14-167	3	B	66	66	56.1	57.8	61.7	5.6	No	No	Lake Forest
SB14	RSB14-168	3	B	66	66	54.3	55.8	60.2	5.9	No	No	Lake Forest
SB14	RSB14-169	2	B	66	66	56.2	57.9	61.1	4.9	No	No	Lake Forest
SB14	RSB14-170	2	B	66	66	61.0	63.0	**67.9**	6.9	Yes	No	Lake Forest
SB14	RSB14-171	4	B	66	66	56.5	58.3	63.1	6.6	No	No	Lake Forest
SB14	RSB14-172	2	B	66	66	59.0	60.9	65.7	6.7	No	No	Lake Forest
SB14	RSB14-173	2	B	66	66	57.5	59.4	63.9	6.4	No	No	Lake Forest
SB14	RSB14-174	1	B	66	66	63.4	65.4	**72.1**	8.7	Yes	No	Lake Forest
SB15	RSB15-002	1	B	66	66	55.6	57.7	64.6	9.0	No	No	Palms of St Lucie West
SB15	RSB15-003	4	B	66	66	54.9	57.0	60.1	5.2	No	No	Paradise Villas
SB15	RSB15-004	4	B	66	66	58.5	60.6	**66.0**	7.5	Yes	No	Paradise Villas
SB15	RSB15-005	4	B	66	66	56.4	58.5	63.3	6.9	No	No	Paradise Villas
SB15	RSB15-006	1	B	66	66	54.8	56.9	57.4	2.6	No	No	Paradise Villas Pool
SB15	RSB15-007	4	B	66	66	55.3	57.4	56.1	0.8	No	No	Paradise Villas
SB15	RSB15-008	4	B	66	66	55.1	57.1	58.8	3.7	No	No	Paradise Villas
SB15	RSB15-009	3	B	66	66	54.7	56.7	63.7	9.0	No	No	Magnolia Lakes
SB15	RSB15-010	1	B	66	66	55.9	58.0	65.8	9.9	No	No	Magnolia Lakes
SB15	RSB15-011	1	B	66	66	56.5	58.6	**66.4**	9.9	Yes	No	Magnolia Lakes
SB15	RSB15-012	1	B	66	66	56.4	58.5	**66.2**	9.8	Yes	No	Magnolia Lakes
SB15	RSB15-013	2	B	66	66	54.0	56.0	62.3	8.3	No	No	Magnolia Lakes
SB15	RSB15-014	2	B	66	66	55.8	57.9	65.5	9.7	No	No	Magnolia Lakes
SB15	RSB15-015	2	B	66	66	54.1	56.1	62.5	8.4	No	No	Magnolia Lakes
SB15	RSB15-016	2	B	66	66	56.0	58.1	65.7	9.7	No	No	Magnolia Lakes
SB15	RSB15-017	2	B	66	66	54.3	56.4	63.0	8.7	No	No	Magnolia Lakes
SB15	RSB15-018	2	B	66	66	56.6	58.7	**66.4**	9.8	Yes	No	Magnolia Lakes
SB15	RSB15-019	2	B	66	66	54.7	56.8	63.7	9.0	No	No	Magnolia Lakes
SB15	RSB15-020	2	B	66	66	57.5	59.6	**67.2**	9.7	Yes	No	Magnolia Lakes
SB15	RSB15-021	2	B	66	66	58.5	60.6	**68.6**	10.1	Yes	No	Magnolia Lakes
SB15	RSB15-022	3	B	66	66	55.6	57.7	64.8	9.2	No	No	Magnolia Lakes
SB15	RSB15-023	2	B	66	66	59.5	61.6	**69.9**	10.4	Yes	No	Magnolia Lakes
SB15	RSB15-024	3	B	66	66	56.5	58.6	**66.3**	9.8	Yes	No	Magnolia Lakes
SB15	RSB15-025	2	B	66	66	60.3	62.4	**70.8**	10.5	Yes	No	Magnolia Lakes
SB15	RSB15-026	5	B	66	66	55.5	57.6	64.9	9.4	No	No	Magnolia Lakes
SB15	RSB15-027	3	B	66	66	51.0	53.0	58.7	7.7	No	No	Magnolia Lakes
SB15	RSB15-028	2	B	66	66	60.8	62.9	**71.4**	10.6	Yes	No	Magnolia Lakes
SB15	RSB15-029	3	B	66	66	52.7	54.8	60.8	8.1	No	No	Magnolia Lakes
SB15	RSB15-030	2	B	66	66	61.0	63.1	**71.7**	10.7	Yes	No	Magnolia Lakes
SB15	RSB15-031	3	B	66	66	50.5	52.6	58.2	7.7	No	No	Magnolia Lakes
SB15	RSB15-032	3	B	66	66	52.6	54.6	60.7	8.1	No	No	Magnolia Lakes
SB15	RSB15-033	2	B	66	66	60.7	62.8	**71.4**	10.7	Yes	No	Magnolia Lakes
SB15	RSB15-034	2	B	66	66	60.6	62.7	**71.6**	11.0	Yes	No	Magnolia Lakes
SB15	RSB15-035	4	B	66	66	52.7	54.8	61.2	8.5	No	No	Magnolia Lakes
SB15	RSB15-036	2	B	66	66	54.8	56.9	64.0	9.2	No	No	Magnolia Lakes
SB15	RSB15-037	2	B	66	66	56.2	58.3	65.9	9.7	No	No	Magnolia Lakes
SB15	RSB15-038	3	B	66	66	52.2	54.3	60.7	8.5	No	No	Magnolia Lakes
SB15	RSB15-039	2	B	66	66	60.7	62.8	**71.8**	11.1	Yes	No	Magnolia Lakes

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB15	RSB15-040	3	B	66	66	53.7	55.8	62.7	9.0	No	No	Magnolia Lakes
SB15	RSB15-041	1	B	66	66	57.2	59.3	**67.5**	10.3	Yes	No	Magnolia Lakes
SB15	RSB15-042	4	B	66	66	55.4	57.5	65.2	9.8	No	No	Magnolia Lakes
SB15	RSB15-043	2	B	66	66	59.9	62.0	**70.8**	10.9	Yes	No	Magnolia Lakes
SB15	RSB15-044	1	B	66	66	56.6	58.7	**66.3**	9.7	Yes	No	Magnolia Lakes
SB15	RSB15-045	2	B	66	66	55.2	57.3	64.3	9.1	No	No	Magnolia Lakes
SB15	RSB15-046	2	B	66	66	59.3	61.4	**70.0**	10.7	Yes	No	Magnolia Lakes
SB15	RSB15-047	2	B	66	66	58.5	60.6	**69.1**	10.6	Yes	No	Magnolia Lakes
SB15	RSB15-048	2	B	66	66	54.4	56.5	63.4	9.0	No	No	Magnolia Lakes
SB15	RSB15-049	3	B	66	66	52.4	54.5	60.5	8.1	No	No	Magnolia Lakes
SB15	RSB15-050	3	B	66	66	58.0	60.1	**68.5**	10.5	Yes	No	Magnolia Lakes
SB15	RSB15-051	3	B	66	66	51.4	53.5	59.6	8.2	No	No	Magnolia Lakes
SB15	RSB15-052	3	B	66	66	53.9	56.0	62.7	8.8	No	No	Magnolia Lakes
SB15	RSB15-053	3	B	66	66	52.7	54.8	61.3	8.6	No	No	Magnolia Lakes
SB15	RSB15-054	2	B	66	66	53.4	55.5	62.4	9.0	No	No	Magnolia Lakes
SB15	RSB15-055	3	B	66	66	56.3	58.4	**67.0**	10.7	Yes	No	Magnolia Lakes
SB15	RSB15-056	3	B	66	66	50.4	52.5	58.0	7.6	No	No	Magnolia Lakes
SB15	RSB15-057	2	B	66	66	51.7	53.8	59.4	7.7	No	No	Magnolia Lakes
SB15	RSB15-058	2	B	66	66	52.5	54.6	61.0	8.5	No	No	Magnolia Lakes
SB15	RSB15-059	3	B	66	66	50.5	52.6	58.4	7.9	No	No	Magnolia Lakes
SB15	RSB15-060	2	B	66	66	53.3	55.4	62.3	9.0	No	No	Magnolia Lakes
SB15	RSB15-061	3	B	66	66	55.4	57.5	65.8	10.4	No	No	Magnolia Lakes
SB15	RSB15-062	3	B	66	66	51.8	53.9	60.0	8.2	No	No	Magnolia Lakes
SB15	RSB15-063	3	B	66	66	52.6	54.7	61.6	9.0	No	No	Magnolia Lakes
SB15	RSB15-064	2	B	66	66	54.9	57.0	65.8	10.9	No	No	Magnolia Lakes
SB15	RSB15-065	3	B	66	66	49.6	51.7	57.2	7.6	No	No	Magnolia Lakes
SB15	RSB15-066	3	B	66	66	51.0	53.1	59.4	8.4	No	No	Magnolia Lakes
SB15	RSB15-067	2	B	66	66	54.0	56.1	65.3	11.3	No	No	Magnolia Lakes
SB15	RSB15-068	3	B	66	66	49.3	51.4	56.7	7.4	No	No	Magnolia Lakes
SB15	RSB15-069	1	B	0	0	52.2	54.3	**61.8**	9.6	Yes	No	Magnolia Lakes
SB15	RSB15-070	3	B	66	66	50.9	53.0	59.6	8.7	No	No	Magnolia Lakes
SB15	RSB15-071	1	B	66	66	52.2	54.3	62.0	9.8	No	No	Magnolia Lakes
SB15	RSB15-072	2	B	66	66	53.7	55.8	65.2	11.5	No	No	Magnolia Lakes
SB15	RSB15-073	2	B	66	66	53.4	55.5	65.2	11.8	No	No	Magnolia Lakes
SB15	RSB15-074	2	B	66	66	50.9	53.0	60.0	9.1	No	No	Magnolia Lakes
SB15	RSB15-075	2	B	66	66	53.0	55.1	65.1	12.1	No	No	Magnolia Lakes
SB15	RSB15-076	3	B	66	66	50.3	52.4	58.7	8.4	No	No	Magnolia Lakes
SB15	RSB15-077	1	B	0	0	51.4	53.5	**60.7**	9.3	Yes	No	Magnolia Lakes
SB15	RSB15-078	2	B	66	66	52.6	54.7	64.6	12.0	No	No	Magnolia Lakes
SB15	RSB15-079	2	B	0	0	50.9	53.0	**60.5**	9.6	Yes	No	Magnolia Lakes
SB15	RSB15-080	3	B	66	66	49.6	51.7	57.9	8.3	No	No	Magnolia Lakes
SB15	RSB15-081	2	B	0	0	52.1	54.2	**63.9**	11.8	Yes	No	Magnolia Lakes
SB15	RSB15-082	2	B	0	0	50.4	52.5	**59.8**	9.4	Yes	No	Magnolia Lakes
SB15	RSB15-083	2	B	0	0	51.6	53.7	**64.1**	12.5	Yes	No	Magnolia Lakes
SB15	RSB15-084	3	B	0	0	49.6	51.7	**58.7**	9.1	Yes	No	Magnolia Lakes
SB15	RSB15-085	2	B	66	66	50.9	53.0	62.7	11.8	No	No	Magnolia Lakes
SB15	RSB15-086	2	B	0	0	50.1	52.2	**62.9**	12.8	Yes	No	Magnolia Lakes
SB15	RSB15-087	2	B	0	0	49.4	51.5	**61.8**	12.4	Yes	No	Magnolia Lakes
SB15	RSB15-091	1	B	66	66	63.8	65.9	**74.0**	10.2	Yes	No	Magnolia Lakes
SB15	RSB15-092	1	B	66	66	61.4	63.5	**71.5**	10.1	Yes	No	Magnolia Lakes
SB15	RSB15-093	1	B	66	66	65.4	67.5	**75.9**	10.5	Yes	No	Magnolia Lakes
SB15	RSB15-094	1	B	66	66	60.5	62.6	**70.8**	10.3	Yes	No	Magnolia Lakes
SB15	RSB15-095	3	B	66	66	51.6	53.7	60.4	8.8	No	No	Magnolia Lakes
SB15	RSB15-096	2	B	66	66	53.8	55.9	63.7	9.9	No	No	Magnolia Lakes
SB15	RSB15-097	2	B	66	66	55.6	57.7	**66.0**	10.4	Yes	No	Magnolia Lakes
SB15	RSB15-098	1	B	66	66	65.6	67.7	**76.1**	10.5	Yes	No	Magnolia Lakes
SB15	RSB15-099	1	B	66	66	57.9	60.0	**67.6**	9.7	Yes	No	Magnolia Lakes
SB15	RSB15-100	3	B	66	66	50.8	52.9	59.2	8.4	No	No	Magnolia Lakes
SB15	RSB15-101	1	B	66	66	60.7	62.8	**70.9**	10.2	Yes	No	Magnolia Lakes
SB15	RSB15-102	2	B	66	66	50.9	53.0	59.4	8.5	No	No	Magnolia Lakes
SB15	RSB15-103	1	B	66	66	52.2	54.3	61.2	9.0	No	No	Magnolia Lakes
SB15	RSB15-104	2	B	66	66	65.2	67.3	**75.4**	10.2	Yes	No	Magnolia Lakes
SB15	RSB15-105	2	B	66	66	61.2	63.3	**71.3**	10.1	Yes	No	Magnolia Lakes
SB15	RSB15-106	2	B	66	66	61.2	63.3	**71.2**	10.0	Yes	No	Magnolia Lakes
SB15	RSB15-107	3	B	66	66	57.2	59.3	**66.0**	8.8	Yes	No	Magnolia Lakes
SB15	RSB15-108	1	B	66	66	65.3	67.4	**75.5**	10.2	Yes	No	Magnolia Lakes
SB15	RSB15-109	1	B	66	66	53.0	55.1	61.9	8.9	No	No	Magnolia Lakes
SB15	RSB15-110	1	B	66	66	50.3	52.4	58.4	8.1	No	No	Magnolia Lakes
SB15	RSB15-111	3	B	66	66	54.5	56.6	63.6	9.1	No	No	Magnolia Lakes
SB15	RSB15-112	1	B	66	66	61.2	63.3	**71.1**	9.9	Yes	No	Magnolia Lakes
SB15	RSB15-113	2	B	66	66	56.7	58.9	**66.2**	9.5	Yes	No	Magnolia Lakes
SB15	RSB15-114	1	B	66	66	61.1	63.2	**71.2**	10.1	Yes	No	Magnolia Lakes
SB15	RSB15-115	3	B	66	66	50.1	52.2	58.1	8.0	No	No	Magnolia Lakes
SB15	RSB15-116	3	B	66	66	52.4	54.6	61.1	8.7	No	No	Magnolia Lakes
SB15	RSB15-117	1	B	66	66	63.6	65.7	**73.8**	10.2	Yes	No	Magnolia Lakes
SB15	RSB15-118	1	B	66	66	61.2	63.3	**71.1**	9.9	Yes	No	Magnolia Lakes
SB15	RSB15-119	3	B	66	66	51.7	53.8	60.2	8.5	No	No	Magnolia Lakes
SB15	RSB15-120	2	B	66	66	55.9	58.0	65.5	9.6	No	No	Magnolia Lakes
SB15	RSB15-121	3	B	66	66	62.6	64.7	**72.7**	10.1	Yes	No	Magnolia Lakes
SB15	RSB15-122	1	B	66	66	54.1	56.2	63.2	9.1	No	No	Magnolia Lakes
SB15	RSB15-123	1	B	66	66	52.0	54.1	60.5	8.5	No	No	Magnolia Lakes
SB15	RSB15-124	3	B	66	66	55.5	57.6	64.8	9.3	No	No	Magnolia Lakes
SB15	RSB15-125	2	B	66	66	65.6	67.7	**75.8**	10.2	Yes	No	Magnolia Lakes
SB15	RSB15-126	1	B	66	66	61.2	63.3	**71.4**	10.2	Yes	No	Magnolia Lakes
SB15	RSB15-127	1	B	66	66	58.1	60.2	**66.7**	8.6	Yes	No	Magnolia Lakes
SB15	RSB15-128	3	B	66	66	50.1	52.2	58.2	8.1	No	No	Magnolia Lakes
SB15	RSB15-129	1	B	66	66	53.1	55.2	62.0	8.9	No	No	Magnolia Lakes
SB15	RSB15-130	1	B	66	66	61.2	63.3	**71.1**	9.9	Yes	No	Magnolia Lakes
SB15	RSB15-131	2	B	66	66	56.7	58.8	65.8	9.1	No	No	Magnolia Lakes
SB15	RSB15-132	2	B	66	66	52.1	54.2	60.8	8.7	No	No	Magnolia Lakes
SB15	RSB15-133	1	B	66	66	53.9	56.0	62.9	9.0	No	No	Magnolia Lakes
SB15	RSB15-134	1	B	66	66	61.0	63.1	**71.1**	10.1	Yes	No	Magnolia Lakes
SB15	RSB15-135	1	B	66	66	65.8	67.9	**75.9**	10.1	Yes	No	Magnolia Lakes
SB15	RSB15-136	1	B	66	66	57.6	59.7	**67.0**	9.4	Yes	No	Magnolia Lakes
SB15	RSB15-137	1	B	66	66	58.8	60.9	**68.1**	9.3	Yes	No	Magnolia Lakes
SB15	RSB15-138	2	B	66	66	61.1	63.3	**71.2**	10.1	Yes	No	Magnolia Lakes
SB15	RSB15-139	1	B	66	66	55.8	57.9	65.5	9.7	No	No	Magnolia Lakes
SB15	RSB15-140	1	B	66	66	50.1	52.2	58.3	8.2	No	No	Magnolia Lakes
SB15	RSB15-141	1	B	66	66	49.2	51.3	57.2	8.0	No	No	Magnolia Lakes
SB15	RSB15-142	2	B	66	66	54.2	56.3	63.9	9.7	No	No	Magnolia Lakes
SB15	RSB15-143	1	B	66	66	57.8	59.9	**67.7**	9.9	Yes	No	Magnolia Lakes

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB15	RSB15-144	3	B	66	66	50.6	52.7	59.2	8.6	No	No	Magnolia Lakes
SB15	RSB15-145	1	B	66	66	65.6	67.8	**73.2**	7.6	Yes	No	Magnolia Lakes
SB15	RSB15-146	2	B	66	66	57.2	59.3	**67.4**	10.2	Yes	No	Magnolia Lakes
SB15	RSB15-147	1	B	66	66	52.2	54.3	61.4	9.2	No	No	Magnolia Lakes
SB15	RSB15-148	1	B	66	66	61.8	63.9	**70.5**	8.7	Yes	No	Magnolia Lakes
SB16	RSB16-001	1	B	66	66	57.7	59.8	63.0	5.3	No	No	Vizacaya Falls
SB16	RSB16-002	1	B	66	66	57.8	59.9	63.1	5.3	No	No	Vizacaya Falls
SB16	RSB16-003	1	B	66	66	57.9	60.0	63.1	5.2	No	No	Vizacaya Falls
SB16	RSB16-004	1	B	66	66	58.0	60.1	63.2	5.2	No	No	Vizacaya Falls
SB16	RSB16-005	1	B	66	66	58.8	60.9	64.0	5.2	No	No	Vizacaya Falls
SB16	RSB16-006	1	B	66	66	55.9	58.0	61.2	5.3	No	No	Vizacaya Falls
SB16	RSB16-007	2	B	66	66	55.2	57.3	60.5	5.3	No	No	Vizacaya Falls
SB16	RSB16-008	2	B	66	66	54.0	56.2	59.3	5.3	No	No	Vizacaya Falls
SB16	RSB16-009	2	B	66	66	53.0	55.2	58.2	5.2	No	No	Vizacaya Falls
SB16	RSB16-010	3	B	66	66	51.8	54.0	56.9	5.1	No	No	Vizacaya Falls
SB16	RSB16-011	1	B	66	66	52.8	54.9	57.9	5.1	No	No	Vizacaya Falls
SB16	RSB16-012	1	B	66	66	54.0	56.1	59.1	5.1	No	No	Vizacaya Falls
SB16	RSB16-013	1	B	66	66	54.8	56.9	60.0	5.2	No	No	Vizacaya Falls
SB16	RSB16-014	1	B	66	66	55.5	57.6	60.7	5.2	No	No	Vizacaya Falls
SB16	RSB16-015	1	B	66	66	55.7	57.8	60.8	5.1	No	No	Vizacaya Falls
SB16	RSB16-016	1	B	66	66	55.8	57.9	61.0	5.2	No	No	Vizacaya Falls
SB16	RSB16-017	1	B	66	66	56.0	58.1	61.2	5.2	No	No	Vizacaya Falls
SB16	RSB16-018	1	B	66	66	54.3	56.4	59.5	5.2	No	No	Vizacaya Falls
SB16	RSB16-019	1	B	66	66	54.4	56.5	59.6	5.2	No	No	Vizacaya Falls
SB16	RSB16-020	1	B	66	66	54.6	56.7	59.8	5.2	No	No	Vizacaya Falls
SB16	RSB16-021	1	B	66	66	54.9	57.0	60.0	5.1	No	No	Vizacaya Falls
SB16	RSB16-022	1	B	66	66	52.9	55.0	58.0	5.1	No	No	Vizacaya Falls
SB16	RSB16-023	1	B	66	66	53.2	55.3	58.3	5.1	No	No	Vizacaya Falls
SB16	RSB16-024	1	B	66	66	53.3	55.4	58.4	5.1	No	No	Vizacaya Falls
SB16	RSB16-025	1	B	66	66	53.5	55.6	58.6	5.1	No	No	Vizacaya Falls
SB16	RSB16-026	1	B	66	66	51.9	54.1	57.0	5.1	No	No	Vizacaya Falls
SB16	RSB16-027	2	B	66	66	51.0	53.1	55.9	4.9	No	No	Vizacaya Falls
SB16	RSB16-028	3	B	66	66	50.6	52.7	55.4	4.8	No	No	Vizacaya Falls
SB16	RSB16-029	1	B	66	66	52.8	54.9	57.9	5.1	No	No	Vizacaya Falls
SB16	RSB16-030	1	B	66	66	52.7	54.8	57.7	5.0	No	No	Vizacaya Falls
SB16	RSB16-031	1	B	66	66	53.1	55.2	58.1	5.0	No	No	Vizacaya Falls
SB16	RSB16-032	1	B	66	66	54.1	56.2	59.0	4.9	No	No	Vizacaya Falls
SB16	RSB16-033	1	B	66	66	56.3	58.4	61.4	5.1	No	No	Vizacaya Falls
SB16	RSB16-034	1	B	66	66	56.6	58.7	61.6	5.0	No	No	Vizacaya Falls
SB16	RSB16-035	1	B	66	66	57.4	59.5	62.5	5.1	No	No	Vizacaya Falls
SB16	RSB16-036	1	B	66	66	59.5	61.6	64.5	5.0	No	No	Vizacaya Falls
SB16	RSB16-037	2	B	66	66	67.4	69.5	**74.7**	7.3	Yes	No	Vizacaya Falls
SB16	RSB16-038	2	B	66	66	67.4	69.5	**74.3**	6.9	Yes	No	Vizacaya Falls
SB16	RSB16-039	2	B	66	66	67.5	69.6	**74.6**	7.1	Yes	No	Vizacaya Falls
SB16	RSB16-040	2	B	66	66	67.1	69.2	**74.3**	7.2	Yes	No	Vizacaya Falls
SB16	RSB16-041	2	B	66	66	66.9	69.0	**74.1**	7.2	Yes	No	Vizacaya Falls
SB16	RSB16-042	2	B	66	66	67.3	69.4	**74.5**	7.2	Yes	No	Vizacaya Falls
SB16	RSB16-043	2	B	66	66	67.3	69.4	**74.4**	7.1	Yes	No	Vizacaya Falls
SB16	RSB16-044	2	B	66	66	67.5	69.6	**74.5**	7.0	Yes	No	Vizacaya Falls
SB16	RSB16-045	2	B	66	66	67.3	69.4	**74.3**	7.0	Yes	No	Vizacaya Falls
SB16	RSB16-046	2	B	66	66	66.9	69.0	**73.9**	7.0	Yes	No	Vizacaya Falls
SB16	RSB16-047	2	B	66	66	66.9	69.0	**74.1**	7.2	Yes	No	Vizacaya Falls
SB16	RSB16-048	2	B	66	66	66.9	69.0	**74.1**	7.2	Yes	No	Vizacaya Falls
SB16	RSB16-049	2	B	66	66	67.4	69.5	**74.6**	7.2	Yes	No	Vizacaya Falls
SB16	RSB16-050	2	B	66	66	67.1	69.2	**74.2**	7.1	Yes	No	Vizacaya Falls
SB16	RSB16-051	2	B	66	66	67.3	69.4	**74.4**	7.1	Yes	No	Vizacaya Falls
SB16	RSB16-052	1	B	66	66	67.0	69.1	**74.1**	7.1	Yes	No	Vizacaya Falls
SB16	RSB16-053	1	B	66	66	65.9	68.0	**72.5**	6.6	Yes	No	Vizacaya Falls
SB16	RSB16-054	1	B	66	66	64.5	66.6	**70.2**	5.7	Yes	No	Vizacaya Falls
SB16	RSB16-055	2	B	66	66	63.4	65.5	**68.0**	4.6	Yes	No	Vizacaya Falls
SB16	RSB16-056	2	B	66	66	61.7	63.8	**66.6**	4.9	Yes	No	Vizacaya Falls
SB16	RSB16-057	4	B	66	66	59.8	61.9	64.6	4.8	No	No	Vizacaya Falls
SB16	RSB16-058	5	B	66	66	56.8	58.9	61.3	4.5	No	No	Vizacaya Falls
SB16	RSB16-059	3	B	66	66	55.4	57.5	60.0	4.6	No	No	Vizacaya Falls
SB16	RSB16-060	1	B	66	66	63.3	65.4	**68.3**	5.0	Yes	No	Vizacaya Falls
SB16	RSB16-061	1	B	66	66	62.3	64.4	**67.2**	4.9	Yes	No	Vizacaya Falls
SB16	RSB16-062	1	B	66	66	61.1	63.1	**66.0**	4.9	Yes	No	Vizacaya Falls
SB16	RSB16-063	1	B	66	66	60.4	62.5	65.2	4.8	No	No	Vizacaya Falls
SB16	RSB16-064	1	B	66	66	60.0	62.1	64.8	4.8	No	No	Vizacaya Falls
SB16	RSB16-065	1	B	66	66	62.4	64.5	**67.3**	4.9	Yes	No	Vizacaya Falls
SB16	RSB16-066	1	B	66	66	63.4	65.5	**68.3**	4.9	Yes	No	Vizacaya Falls
SB16	RSB16-067	1	B	66	66	63.3	65.4	**68.4**	5.1	Yes	No	Vizacaya Falls
SB16	RSB16-068	2	B	66	66	63.4	65.5	**68.4**	5.0	Yes	No	Vizacaya Falls
SB16	RSB16-069	2	B	66	66	63.3	65.4	**68.4**	5.1	Yes	No	Vizacaya Falls
SB16	RSB16-070	2	B	66	66	63.2	65.3	**68.2**	5.0	Yes	No	Vizacaya Falls
SB16	RSB16-071	2	B	66	66	63.3	65.4	**68.3**	5.0	Yes	No	Vizacaya Falls
SB16	RSB16-072	2	B	66	66	63.3	65.4	**68.3**	5.0	Yes	No	Vizacaya Falls
SB16	RSB16-073	2	B	66	66	61.7	63.8	63.6	1.9	No	No	Vizacaya Falls
SB16	RSB16-074	2	B	66	66	62.4	64.5	**67.2**	4.8	Yes	No	Vizacaya Falls
SB16	RSB16-075	1	B	66	66	60.8	62.9	63.3	2.5	No	No	Vizacaya Falls
SB16	RSB16-076	1	B	66	66	61.1	63.2	65.7	4.6	No	No	Vizacaya Falls
SB16	RSB16-077	3	B	66	66	59.6	61.7	63.9	4.3	No	No	Vizacaya Falls
SB16	RSB16-078	1	B	66	66	57.5	59.6	61.2	3.7	No	No	Vizacaya Falls
SB16	RSB16-079	1	B	66	66	56.9	59.0	60.6	3.7	No	No	Vizacaya Falls
SB16	RSB16-080	2	B	66	66	56.2	58.3	60.3	4.1	No	No	Vizacaya Falls
SB16	RSB16-081	3	B	66	66	53.1	55.2	57.3	4.2	No	No	Vizacaya Falls
SB16	RSB16-082	3	B	66	66	52.1	54.2	56.3	4.2	No	No	Vizacaya Falls
SB17	RSB17-001	1	B	66	66	60.8	62.9	**66.4**	5.6	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-002	1	B	66	66	62.5	64.6	**66.9**	4.4	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-003	4	B	66	66	56.1	58.2	60.4	4.3	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-004	4	B	66	66	54.5	56.6	58.6	4.1	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-005	2	B	66	66	52.2	54.3	56.3	4.1	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-006	1	B	66	66	57.4	59.5	62.3	4.9	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-007	1	B	66	66	64.7	66.8	**71.1**	6.4	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-008	1	B	66	66	58.4	60.5	63.5	5.1	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-009	1	B	66	66	59.5	61.6	64.9	5.4	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-010	3	B	66	66	55.8	57.9	59.7	3.9	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-011	1	B	66	66	65.8	67.9	**73.0**	7.2	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-012	2	B	66	66	57.5	59.6	61.4	3.9	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-013	2	B	66	66	54.4	56.5	58.6	4.2	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-014	1	B	66	66	65.4	67.5	**72.4**	7.0	Yes	No	Winterlakes Tract H 1st Replat

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB17	RSB17-015	1	B	66	66	55.0	57.1	59.2	4.2	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-016	1	B	66	66	59.7	61.8	65.0	5.3	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-017	1	B	66	66	63.5	65.6	**69.8**	6.3	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-018	1	B	66	66	60.9	63.0	**66.5**	5.6	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-019	1	B	66	66	64.3	66.4	**71.0**	6.7	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-020	2	B	66	66	53.3	55.4	57.8	4.5	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-021	3	B	66	66	54.7	56.8	59.8	5.1	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-022	1	B	66	66	61.6	63.7	**67.2**	5.6	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-023	1	B	66	66	64.9	67.0	**72.0**	7.1	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-024	1	B	66	66	65.2	67.3	**72.3**	7.1	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-025	2	B	66	66	62.3	64.4	**67.4**	5.1	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-026	2	B	66	66	55.4	57.5	60.3	4.9	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-027	1	B	66	66	65.4	67.5	**72.6**	7.2	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-028	3	B	66	66	54.1	56.2	58.5	4.4	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-029	2	B	66	66	56.0	58.1	61.1	5.1	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-030	2	B	66	66	62.2	64.3	**67.1**	4.9	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-031	2	B	66	66	65.7	67.8	**72.9**	7.2	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-032	1	B	66	66	65.5	67.6	**72.7**	7.2	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-033	2	B	66	66	65.7	67.8	**73.1**	7.4	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-034	2	B	66	66	62.2	64.3	**67.2**	5.0	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-035	2	B	66	66	57.7	59.8	61.6	3.9	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-036	3	B	66	66	54.9	57.0	58.9	4.0	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-037	1	B	66	66	65.7	67.8	**73.0**	7.3	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-038	1	B	66	66	58.5	60.6	62.0	3.5	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-039	1	B	66	66	65.7	67.8	**73.0**	7.3	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-040	2	B	66	66	61.7	63.8	**67.6**	5.9	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-041	1	B	66	66	59.1	61.2	62.6	3.5	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-042	1	B	66	66	65.6	67.7	**73.0**	7.4	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-043	1	B	66	66	59.3	61.4	63.1	3.8	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-044	2	B	66	66	56.4	58.5	60.0	3.6	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-045	1	B	66	66	65.7	67.8	**73.2**	7.5	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-046	2	B	66	66	62.1	64.2	**67.4**	5.3	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-047	1	B	66	66	58.9	61.0	62.6	3.7	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-048	1	B	66	66	62.2	64.3	**67.5**	5.3	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-049	2	B	66	66	66.0	68.1	**73.3**	7.3	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-050	1	B	66	66	62.1	64.2	**67.2**	5.1	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-051	2	B	66	66	57.8	59.9	60.3	2.5	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-052	2	B	66	66	66.0	68.1	**73.0**	7.0	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-053	1	B	66	66	61.3	63.4	**66.2**	4.9	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-054	2	B	66	66	59.1	61.2	62.9	3.8	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-055	2	B	66	66	55.3	57.4	59.0	3.7	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-056	3	B	66	66	54.1	56.2	57.9	3.8	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-057	1	B	66	66	66.1	68.2	**72.7**	6.6	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-058	1	B	66	66	65.1	67.2	**71.6**	6.5	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-059	2	B	66	66	58.7	60.8	63.2	4.5	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-060	2	B	66	66	56.6	58.7	62.5	5.9	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-061	1	B	66	66	64.2	66.3	**70.5**	6.3	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-062	2	B	66	66	54.9	57.0	59.0	4.1	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-063	1	B	66	66	61.3	63.4	65.2	3.9	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-064	3	B	66	66	53.7	55.8	57.8	4.1	No	No	Winterlakes Tract H 1st Replat
SB17	RSB17-065	1	B	66	66	63.2	65.3	**69.0**	5.8	Yes	No	Winterlakes Tract H 1st Replat
SB17	RSB17-066A	1	B	66	66	54.5	56.6	60.0	5.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-066B	1	B	66	66	57.6	59.7	64.3	6.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-067A	1	B	66	66	57.9	60.1	64.7	6.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-067B	1	B	66	66	61.2	63.3	**68.5**	7.3	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-068A	1	B	66	66	53.6	55.7	58.6	5.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-068B	1	B	66	66	56.5	58.6	62.9	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-069A	1	B	66	66	58.6	60.7	**66.0**	7.4	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-069B	1	B	66	66	62.4	64.5	**70.2**	7.8	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-070A	1	B	66	66	58.3	60.4	65.3	7.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-070B	1	B	66	66	61.7	63.8	**69.7**	8.0	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-071A	1	B	66	66	56.9	59.0	63.2	6.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-071B	1	B	66	66	60.0	62.1	**67.4**	7.4	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-072A	1	B	66	66	54.0	56.1	59.3	5.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-072B	1	B	66	66	57.1	59.2	63.7	6.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-073A	1	B	66	66	53.0	55.1	58.7	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-073B	1	B	66	66	56.5	58.6	63.4	6.9	No	No	Sanctuary at Winterlakes
SB17	RSB17-074A	1	B	66	66	54.0	56.2	58.9	4.9	No	No	Sanctuary at Winterlakes
SB17	RSB17-074B	1	B	66	66	57.0	59.1	63.0	6.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-074C	1	B	66	66	59.1	61.2	65.5	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-075A	1	B	66	66	52.0	54.1	56.7	4.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-075B	1	B	66	66	56.7	58.8	62.4	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-075C	1	B	66	66	59.5	61.6	65.9	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-076A	1	B	66	66	51.8	53.9	56.4	4.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-076B	1	B	66	66	55.9	57.9	61.6	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-076C	1	B	66	66	59.4	61.5	65.8	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-077A	1	B	66	66	51.6	53.7	56.4	4.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-077B	1	B	66	66	55.6	57.7	61.2	5.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-077C	1	B	66	66	58.9	61.0	65.3	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-078A	1	B	66	66	61.4	63.5	**68.5**	7.1	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-078B	1	B	66	66	64.8	66.9	**72.0**	7.2	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-079A	1	B	66	66	64.7	66.8	**72.5**	7.8	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-079B	1	B	66	66	68.5	70.6	**76.5**	8.0	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-080A	1	B	66	66	56.3	58.4	62.8	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-080B	1	B	66	66	59.4	61.5	**66.1**	6.7	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-081A	1	B	66	66	62.2	64.3	**69.4**	7.2	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-081B	1	B	66	66	65.6	67.7	**73.1**	7.5	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-082A	1	B	66	66	59.4	61.5	**66.2**	6.8	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-082B	1	B	66	66	62.7	64.8	**69.5**	6.8	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-083A	1	B	66	66	55.6	57.7	61.8	6.2	No	No	Sanctuary at Winterlakes
SB17	RSB17-083B	1	B	66	66	58.6	60.7	65.3	6.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-084A	1	B	66	66	54.4	56.5	60.3	5.9	No	No	Sanctuary at Winterlakes
SB17	RSB17-084B	1	B	66	66	57.2	59.3	63.8	6.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-085A	1	B	66	66	58.6	60.7	65.1	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-085B	1	B	66	66	61.8	63.9	**68.5**	6.7	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-086A	1	B	66	66	54.5	56.6	59.8	5.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-086B	1	B	66	66	57.1	59.2	63.3	6.2	No	No	Sanctuary at Winterlakes
SB17	RSB17-086C	1	B	66	66	59.2	61.3	65.7	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-087A	1	B	66	66	53.4	55.5	59.9	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-087B	1	B	66	66	56.4	58.5	62.9	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-087C	1	B	66	66	59.3	61.3	65.6	6.3	No	No	Sanctuary at Winterlakes

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB17	RSB17-088A	1	B	66	66	53.2	55.2	59.7	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-088B	1	B	66	66	56.3	58.4	62.7	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-088C	1	B	66	66	59.3	61.3	65.6	6.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-089A	1	B	66	66	52.6	54.7	58.9	6.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-089B	1	B	66	66	55.8	57.9	62.2	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-089C	1	B	66	66	58.8	60.9	65.1	6.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-090A	1	B	66	66	51.5	53.6	56.3	4.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-090B	1	B	66	66	55.1	57.2	60.8	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-090C	1	B	66	66	58.2	60.3	64.6	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-091A	1	B	66	66	52.9	55.0	59.0	6.1	No	No	Sanctuary at Winterlakes
SB17	RSB17-091B	1	B	66	66	55.9	57.9	62.2	6.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-091C	1	B	66	66	58.5	60.6	64.8	6.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-092A	1	B	66	66	48.5	50.6	53.3	4.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-092B	1	B	66	66	52.7	54.8	59.6	6.9	No	No	Sanctuary at Winterlakes
SB17	RSB17-092C	1	B	66	66	57.9	60.0	64.4	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-093A	1	B	66	66	47.8	49.9	52.6	4.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-093B	1	B	66	66	53.1	55.2	58.5	5.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-093C	1	B	66	66	57.9	60.0	64.3	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-094A	1	B	66	66	53.0	55.1	58.9	5.9	No	No	Sanctuary at Winterlakes
SB17	RSB17-094B	1	B	66	66	56.0	58.0	62.3	6.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-094C	1	B	66	66	58.3	60.4	64.7	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-095A	1	B	66	66	52.9	55.0	58.9	6.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-095B	1	B	66	66	55.9	58.0	62.3	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-095C	1	B	66	66	58.3	60.3	64.7	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-096A	1	B	66	66	48.6	50.6	54.0	5.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-096B	1	B	66	66	53.6	55.6	59.2	5.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-096C	1	B	66	66	57.7	59.8	64.2	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-097A	1	B	66	66	54.8	56.9	61.3	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-097B	1	B	66	66	58.2	60.3	65.3	7.1	No	No	Sanctuary at Winterlakes
SB17	RSB17-098A	1	B	66	66	59.2	61.3	**66.6**	7.4	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-098B	1	B	66	66	62.8	64.9	**70.7**	7.9	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-099A	1	B	66	66	60.1	62.2	**68.2**	8.1	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-099B	1	B	66	66	64.2	66.3	**72.5**	8.3	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-100A	1	B	66	66	57.1	59.2	63.8	6.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-100B	1	B	66	66	60.2	62.3	**67.5**	7.3	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-101A	1	B	66	66	58.4	60.5	65.5	7.1	No	No	Sanctuary at Winterlakes
SB17	RSB17-101B	1	B	66	66	61.7	63.8	**69.6**	7.9	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-102A	1	B	66	66	54.4	56.5	60.6	6.2	No	No	Sanctuary at Winterlakes
SB17	RSB17-102B	1	B	66	66	57.3	59.4	64.4	7.1	No	No	Sanctuary at Winterlakes
SB17	RSB17-103A	1	B	66	66	53.8	55.9	59.9	6.1	No	No	Sanctuary at Winterlakes
SB17	RSB17-103B	1	B	66	66	56.7	58.8	63.7	7.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-104A	1	B	66	66	53.5	55.6	59.5	6.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-104B	1	B	66	66	56.2	58.3	63.2	7.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-105A	1	B	66	66	52.9	55.0	58.7	5.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-105B	1	B	66	66	55.7	57.8	62.2	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-105C	1	B	66	66	58.0	60.1	64.6	6.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-106A	1	B	66	66	52.8	54.9	58.5	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-106B	1	B	66	66	55.6	57.7	62.0	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-106C	1	B	66	66	57.8	59.9	64.4	6.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-107A	1	B	66	66	49.9	52.0	55.3	5.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-107B	1	B	66	66	54.1	56.2	60.1	6.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-107C	1	B	66	66	57.6	59.7	64.2	6.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-108A	1	B	66	66	60.7	62.8	**68.2**	7.5	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-108B	1	B	66	66	64.1	66.2	**71.3**	7.2	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-109A	1	B	66	66	65.8	67.9	**73.8**	8.0	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-109B	1	B	66	66	69.8	71.9	**77.6**	7.8	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-110A	1	B	66	66	63.8	65.9	**71.1**	7.3	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-110B	1	B	66	66	67.2	69.3	**75.1**	7.9	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-111A	1	B	66	66	62.8	64.9	**70.3**	7.5	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-111B	1	B	66	66	66.1	68.2	**73.8**	7.7	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-112A	1	B	66	66	61.4	63.5	**68.8**	7.4	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-112B	1	B	66	66	64.6	66.7	**71.7**	7.1	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-113A	1	B	66	66	59.4	61.5	**67.1**	7.7	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-113B	1	B	66	66	62.8	64.9	**69.5**	6.7	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-114A	1	B	66	66	59.1	61.2	**66.8**	7.7	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-114B	1	B	66	66	62.4	64.5	**69.1**	6.7	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-115A	1	B	66	66	58.1	60.2	**66.1**	8.0	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-115B	1	B	66	66	61.4	63.5	**68.2**	6.8	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-116A	1	B	66	66	50.9	52.9	56.7	5.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-116B	1	B	66	66	52.9	55.0	59.9	7.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-117A	1	B	66	66	58.1	60.1	**66.2**	8.1	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-117B	1	B	66	66	61.4	63.5	**68.1**	6.7	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-118A	1	B	66	66	52.7	54.7	58.7	6.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-118B	1	B	66	66	55.4	57.4	61.8	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-118C	1	B	66	66	57.6	59.7	64.3	6.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-119A	1	B	66	66	47.4	49.4	53.1	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-119B	1	B	66	66	53.3	55.4	59.2	5.9	No	No	Sanctuary at Winterlakes
SB17	RSB17-119C	1	B	66	66	57.6	59.6	64.2	6.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-120A	1	B	66	66	47.4	49.4	53.1	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-120B	1	B	66	66	53.6	55.6	59.3	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-120C	1	B	66	66	57.6	59.7	64.3	6.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-121A	1	B	66	66	52.7	54.7	58.8	6.1	No	No	Sanctuary at Winterlakes
SB17	RSB17-121B	1	B	66	66	55.4	57.5	61.8	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-121C	1	B	66	66	57.6	59.7	64.3	6.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-122A	1	B	66	66	48.4	50.5	54.6	6.2	No	No	Sanctuary at Winterlakes
SB17	RSB17-122B	1	B	66	66	50.2	52.2	57.2	7.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-123A	1	B	66	66	58.8	60.9	**66.8**	8.0	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-123B	1	B	66	66	62.0	64.1	**68.8**	6.8	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-124A	1	B	66	66	48.5	50.5	54.7	6.2	No	No	Sanctuary at Winterlakes
SB17	RSB17-124B	1	B	66	66	50.2	52.3	57.3	7.1	No	No	Sanctuary at Winterlakes
SB17	RSB17-125A	1	B	66	66	59.1	61.2	**67.0**	7.9	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-125B	1	B	66	66	62.3	64.4	**69.1**	6.8	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-126A	1	B	66	66	52.8	54.9	59.3	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-126B	1	B	66	66	55.7	57.8	62.1	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-126C	1	B	66	66	57.9	59.9	64.7	6.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-127A	1	B	66	66	49.9	51.9	56.2	6.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-127B	1	B	66	66	54.9	57.0	62.3	7.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-127C	1	B	66	66	57.9	59.9	64.8	6.9	No	No	Sanctuary at Winterlakes
SB17	RSB17-128A	1	B	66	66	53.3	55.4	61.4	8.1	No	No	Sanctuary at Winterlakes
SB17	RSB17-128B	1	B	66	66	56.4	58.5	63.0	6.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-129A	1	B	66	66	59.5	61.6	**67.3**	7.8	Yes	No	Sanctuary at Winterlakes

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB17	RSB17-129B	1	B	66	66	62.7	64.8	**69.4**	6.7	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-130A	1	B	66	66	49.9	52.0	56.4	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-130B	1	B	66	66	54.9	57.0	60.6	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-131A	1	B	66	66	53.4	55.4	59.9	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-131B	1	B	66	66	56.5	58.6	62.9	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-132A	1	B	66	66	55.8	57.9	63.9	8.1	No	No	Sanctuary at Winterlakes
SB17	RSB17-132B	1	B	66	66	59.0	61.1	65.8	6.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-132C	1	B	66	66	62.1	64.2	**68.9**	6.8	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-133A	1	B	66	66	47.7	49.8	53.6	5.9	No	No	Sanctuary at Winterlakes
SB17	RSB17-133B	1	B	66	66	54.1	56.2	60.0	5.9	No	No	Sanctuary at Winterlakes
SB17	RSB17-134A	1	B	66	66	60.4	62.5	**67.6**	7.2	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-134B	1	B	66	66	63.4	65.5	**70.0**	6.6	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-134C	1	B	66	66	65.3	67.4	**72.3**	7.0	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-135A	1	B	66	66	47.4	49.4	53.1	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-135B	1	B	66	66	55.8	57.8	61.5	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-136A	1	B	66	66	49.8	51.9	56.8	7.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-136B	1	B	66	66	52.3	54.4	59.1	6.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-136C	1	B	66	66	59.0	61.1	65.7	6.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-137A	1	B	66	66	54.0	56.1	60.5	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-137B	1	B	66	66	57.3	59.4	63.7	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-138A	1	B	66	66	49.3	51.4	55.8	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-138B	1	B	66	66	51.5	53.5	58.5	7.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-138C	1	B	66	66	58.7	60.8	65.3	6.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-139A	1	B	66	66	54.3	56.4	60.8	6.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-139B	1	B	66	66	57.7	59.7	64.1	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-140A	1	B	66	66	59.7	61.8	**67.3**	7.6	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-140B	1	B	66	66	62.9	65.0	**69.8**	6.9	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-140C	1	B	66	66	64.9	67.0	**71.9**	7.0	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-141A	1	B	66	66	46.8	48.8	52.2	5.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-141B	1	B	66	66	54.3	56.3	60.7	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-142A	1	B	66	66	52.4	54.4	59.4	7.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-142B	1	B	66	66	55.2	57.2	63.0	7.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-142C	1	B	66	66	59.6	61.7	**66.8**	7.2	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-143A	1	B	66	66	59.5	61.6	**67.0**	7.5	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-143B	1	B	66	66	62.6	64.7	**69.5**	6.9	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-143C	1	B	66	66	64.6	66.7	**71.7**	7.1	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-144A	1	B	66	66	54.4	56.5	61.0	6.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-144B	1	B	66	66	58.1	60.1	64.4	6.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-145A	1	B	66	66	59.1	61.2	**66.4**	7.3	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-145B	1	B	66	66	62.0	64.0	**68.6**	6.6	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-145C	1	B	66	66	64.0	66.1	**70.9**	6.9	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-146A	1	B	66	66	50.0	52.0	55.7	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-146B	1	B	66	66	54.0	56.0	59.6	5.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-147A	1	B	66	66	48.2	50.2	53.8	5.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-147B	1	B	66	66	52.8	54.8	58.2	5.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-148A	1	B	66	66	48.2	50.2	53.7	5.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-148B	1	B	66	66	52.8	54.8	58.1	5.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-149A	1	B	66	66	48.8	50.8	54.2	5.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-149B	1	B	66	66	52.9	54.9	58.2	5.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-150A	1	B	66	66	51.9	53.9	57.6	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-150B	1	B	66	66	55.4	57.5	61.1	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-151A	1	B	66	66	47.9	49.9	52.6	4.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-151B	1	B	66	66	50.5	52.5	55.8	5.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-152A	1	B	66	66	51.2	53.3	56.9	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-152B	1	B	66	66	55.0	57.1	60.6	5.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-153A	1	B	66	66	51.1	53.1	56.7	5.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-153B	1	B	66	66	54.9	57.0	60.5	5.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-154A	1	B	66	66	50.9	52.9	56.3	5.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-154B	1	B	66	66	54.6	56.6	60.0	5.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-155A	1	B	66	66	51.2	53.3	56.6	5.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-155B	1	B	66	66	54.6	56.6	60.0	5.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-156A	1	B	66	66	58.7	60.8	65.8	7.1	No	No	Sanctuary at Winterlakes
SB17	RSB17-156B	1	B	66	66	61.7	63.8	**69.9**	8.2	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-157A	1	B	66	66	57.5	59.6	64.8	7.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-157B	1	B	66	66	60.5	62.6	**68.1**	7.6	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-158A	1	B	66	66	59.2	61.3	**66.9**	7.7	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-158B	1	B	66	66	63.0	65.1	**71.6**	8.6	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-159A	1	B	66	66	59.0	61.1	**66.2**	7.2	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-159B	1	B	66	66	62.1	64.2	**70.2**	8.1	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-160A	1	B	66	66	46.9	48.9	51.6	4.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-160B	1	B	66	66	53.2	55.3	58.4	5.2	No	No	Sanctuary at Winterlakes
SB17	RSB17-162A	1	B	66	66	46.6	48.6	51.1	4.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-162B	1	B	66	66	51.2	53.2	56.5	5.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-163A	1	B	66	66	55.2	57.3	62.2	7.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-163B	1	B	66	66	59.4	61.5	**66.0**	6.6	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-163C	1	B	66	66	62.2	64.3	**69.2**	7.0	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-164A	1	B	66	66	51.2	53.3	56.6	5.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-164B	1	B	66	66	54.8	56.8	60.2	5.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-165A	1	B	66	66	62.6	64.7	**69.8**	7.2	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-165B	1	B	66	66	65.9	68.0	**73.9**	8.0	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-166A	1	B	66	66	63.1	65.2	**70.4**	7.3	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-166B	1	B	66	66	66.4	68.5	**74.4**	8.0	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-167A	1	B	66	66	65.5	67.6	**73.8**	8.3	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-167B	1	B	66	66	69.3	71.4	**77.6**	8.3	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-168A	1	B	66	66	61.2	63.3	**67.9**	6.7	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-168B	1	B	66	66	64.4	66.5	**72.2**	7.8	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-169A	1	B	66	66	51.3	53.3	56.6	5.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-169B	1	B	66	66	54.8	56.9	60.3	5.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-170A	1	B	66	66	53.6	55.6	59.2	5.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-170B	1	B	66	66	57.6	59.7	63.9	6.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-170C	1	B	66	66	61.9	64.0	**68.9**	7.0	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-171A	1	B	66	66	56.3	58.4	63.1	6.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-171B	1	B	66	66	60.3	62.4	**67.2**	6.9	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-171C	1	B	66	66	63.1	65.2	**70.1**	7.0	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-172A	1	B	66	66	48.1	50.0	52.6	4.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-172B	1	B	66	66	54.2	56.2	59.5	5.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-173A	1	B	66	66	56.7	58.8	63.3	6.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-173B	1	B	66	66	60.7	62.8	**67.6**	6.9	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-173C	1	B	66	66	63.4	65.5	**70.5**	7.1	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-174A	1	B	66	66	53.8	55.9	59.8	6.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-175A	1	B	66	66	51.3	53.3	57.3	6.0	No	No	Sanctuary at Winterlakes

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB17	RSB17-175B	1	B	66	66	56.6	58.6	62.6	6.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-176A	1	B	66	66	51.5	53.5	56.8	5.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-176B	1	B	66	66	55.3	57.3	60.8	5.5	No	No	Sanctuary at Winterlakes
SB17	RSB17-177A	1	B	66	66	50.4	52.5	56.5	6.1	No	No	Sanctuary at Winterlakes
SB17	RSB17-177B	1	B	66	66	55.6	57.6	61.4	5.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-178A	1	B	66	66	54.2	56.3	60.0	5.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-178B	1	B	66	66	58.6	60.7	65.0	6.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-178C	1	B	66	66	62.8	64.9	**69.9**	7.1	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-179A	1	B	66	66	51.7	53.7	57.4	5.7	No	No	Sanctuary at Winterlakes
SB17	RSB17-180A	1	B	66	66	54.5	56.5	60.3	5.8	No	No	Sanctuary at Winterlakes
SB17	RSB17-180B	1	B	66	66	58.9	61.0	65.5	6.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-180C	1	B	66	66	63.0	65.1	**70.1**	7.1	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-181A	1	B	66	66	58.7	60.8	65.0	6.3	No	No	Sanctuary at Winterlakes
SB17	RSB17-181B	1	B	66	66	62.1	64.2	**69.1**	7.0	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-181C	1	B	66	66	64.2	66.3	**71.7**	7.5	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-182A	1	B	66	66	54.3	56.4	59.9	5.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-183A	1	B	66	66	54.1	56.2	59.7	5.6	No	No	Sanctuary at Winterlakes
SB17	RSB17-183B	1	B	66	66	58.1	60.2	64.1	6.0	No	No	Sanctuary at Winterlakes
SB17	RSB17-184A	1	B	66	66	53.4	55.4	58.8	5.4	No	No	Sanctuary at Winterlakes
SB17	RSB17-184B	1	B	66	66	57.6	59.7	63.5	5.9	No	No	Sanctuary at Winterlakes
SB17	RSB17-185A	1	B	66	66	57.2	59.3	63.1	5.9	No	No	Sanctuary at Winterlakes
SB17	RSB17-185B	1	B	66	66	61.7	63.7	**68.5**	6.8	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-185C	1	B	66	66	63.8	65.9	**71.2**	7.4	Yes	No	Sanctuary at Winterlakes
SB17	RSB17-186A	1	B	66	66	53.3	55.3	58.6	5.3	No	No	Sanctuary at Winterlakes
SB18	RSB18-001	2	B	66	66	52.7	54.8	57.7	5.0	No	No	Port St Lucie- Section 47
SB18	RSB18-002	1	B	66	66	52.6	54.7	57.6	5.0	No	No	Port St Lucie- Section 47
SB18	RSB18-003	2	B	66	66	52.7	54.8	57.7	5.0	No	No	Port St Lucie- Section 47
SB18	RSB18-004	4	B	66	66	54.2	56.3	59.3	5.1	No	No	Port St Lucie- Section 47
SB18	RSB18-005	2	B	66	66	55.5	57.6	60.9	5.4	No	No	Port St Lucie- Section 47
SB18	RSB18-006	2	B	66	66	53.9	56.0	59.1	5.2	No	No	Port St Lucie- Section 47
SB18	RSB18-007	2	B	66	66	55.5	57.6	60.9	5.4	No	No	Port St Lucie- Section 47
SB18	RSB18-008	1	B	66	66	55.6	57.6	60.9	5.3	No	No	Port St Lucie- Section 47
SB18	RSB18-009	2	B	66	66	52.7	54.8	57.7	5.0	No	No	Port St Lucie- Section 47
SB18	RSB18-010	1	B	66	66	54.1	56.1	59.2	5.1	No	No	Port St Lucie- Section 47
SB18	RSB18-011	1	B	66	66	52.5	54.5	57.4	4.9	No	No	Port St Lucie- Section 47
SB18	RSB18-012	2	B	66	66	55.6	57.6	60.9	5.3	No	No	Port St Lucie- Section 47
SB18	RSB18-013	1	B	66	66	54.0	56.1	59.2	5.2	No	No	Port St Lucie- Section 47
SB18	RSB18-014	1	B	66	66	55.5	57.5	60.7	5.2	No	No	Port St Lucie- Section 47
SB18	RSB18-015	2	B	66	66	53.7	55.7	58.7	5.0	No	No	Port St Lucie- Section 47
SB18	RSB18-016	1	B	66	66	53.2	55.0	57.8	4.6	No	No	Port St Lucie- Section 47
SB18	RSB18-017	1	B	66	66	54.7	56.5	59.4	4.7	No	No	Port St Lucie- Section 47
SB18	RSB18-018	1	B	66	66	53.9	55.7	58.4	4.5	No	No	Port St Lucie- Section 47
SB18	RSB18-019	3	B	66	66	57.1	58.9	61.7	4.6	No	No	Port St Lucie- Section 47
SB18	RSB18-020	2	B	66	66	54.1	55.7	58.1	4.0	No	No	Port St Lucie- Section 47
SB18	RSB18-021	1	B	66	66	57.7	59.5	61.8	4.1	No	No	Port St Lucie- Section 47
SB18	RSB18-022	1	B	66	66	55.1	56.6	58.7	3.6	No	No	Port St Lucie- Section 47
SB18	RSB18-023	1	B	66	66	55.7	57.2	59.5	3.8	No	No	Port St Lucie- Section 47
SB18	RSB18-024	1	B	66	66	60.2	62.0	64.4	4.2	No	No	Port St Lucie- Section 47
SB18	RSB18-025	2	B	66	66	57.3	58.8	60.7	3.4	No	No	Port St Lucie- Section 47
SB18	RSB18-026	2	B	66	66	58.2	59.7	61.4	3.2	No	No	Port St Lucie- Section 47
SB18	RSB18-027	1	B	66	66	56.4	57.6	59.8	3.4	No	No	Port St Lucie- Section 47
SB18	RSB18-028	2	B	66	66	56.1	57.3	59.4	3.3	No	No	Port St Lucie- Section 47
SB18	RSB18-029	3	B	66	66	57.9	59.2	61.2	3.3	No	No	Port St Lucie- Section 47
SB18	RSB18-030	1	B	66	66	61.4	63.0	64.4	3.0	No	No	Port St Lucie- Section 47
SB18	RSB18-031	1	B	66	66	64.6	66.4	**67.4**	2.8	Yes	No	Port St Lucie- Section 47
SB18	RSB18-032	2	B	66	66	57.8	58.7	60.9	3.1	No	No	Port St Lucie- Section 47
SB18	RSB18-033	1	B	66	66	64.9	66.6	**66.4**	1.5	Yes	No	Port St Lucie- Section 47
SB18	RSB18-034	1	B	66	66	61.5	62.9	64.0	2.5	No	No	Port St Lucie- Section 47
SB18	RSB18-035	2	B	66	66	60.3	61.5	63.1	2.8	No	No	Port St Lucie- Section 47
SB18	RSB18-036	1	B	66	66	59.7	60.4	62.4	2.7	No	No	Port St Lucie- Section 47
SB18	RSB18-037	1	B	66	66	61.3	61.9	63.9	2.6	No	No	Port St Lucie- Section 47
SB18	RSB18-038	1	B	66	66	60.8	61.1	63.8	3.0	No	No	Port St Lucie- Section 47
SB18	RSB18-039	1	B	66	66	62.7	63.4	65.7	3.0	No	No	Port St Lucie- Section 47
SB18	RSB18-040	1	B	66	66	64.6	65.7	65.0	0.4	No	No	Port St Lucie- Section 47
SB18	RSB18-041	1	B	66	66	61.5	61.8	64.6	3.1	No	No	Port St Lucie- Section 47
SB18	RSB18-042	1	B	66	66	62.5	63.1	65.4	2.9	No	No	Port St Lucie- Section 47
SB18	RSB18-043	1	B	66	66	63.4	64.2	65.9	2.5	No	No	Port St Lucie- Section 47
SB18	RSB18-044	1	B	66	66	61.3	61.6	64.1	2.8	No	No	Port St Lucie- Section 47
SB18	RSB18-045	1	B	66	66	59.4	59.8	61.9	2.5	No	No	Port St Lucie- Section 47
SB18	RSB18-046	1	B	66	66	57.8	58.2	61.1	3.3	No	No	Port St Lucie- Section 47
SB18	RSB18-047	1	B	66	66	56.0	56.4	60.2	4.2	No	No	Port St Lucie- Section 47
SB18	RSB18-048	1	B	66	66	54.4	55.0	59.4	5.0	No	No	Port St Lucie- Section 47
SB18	RSB18-049	1	B	66	66	51.5	52.5	56.9	5.4	No	No	Port St Lucie- Section 47
SB20	RSB20-003	1	B	66	66	59.3	61.4	65.6	6.3	No	No	SFR
SB20	RSB20-004	1	B	66	66	56.6	58.6	60.8	4.2	No	No	SFR
SB20	RSB20-005	1	B	66	66	53.5	55.5	56.2	2.7	No	No	SFR
SB20	RSB20-006	1	B	66	66	56.5	58.5	62.3	5.8	No	No	SFR
SB20	RSB20-007	1	B	66	66	64.5	64.7	65.2	0.7	No	No	SFR
SB20	RSB20-008	1	B	66	66	61.2	61.9	62.7	1.5	No	No	SFR
SB20	RSB20-009	1	B	66	66	65.3	66.6	**69.0**	3.7	Yes	No	SFR
SB21	RSB21-001	1	B	66	66	63.6	63.7	65.1	1.5	No	No	SFR
SB21	RSB21-002	1	B	66	66	58.4	61.3	**66.2**	7.8	Yes	No	SFR
SB21	RSB21-003	1	B	66	66	57.1	60.1	65.0	7.9	No	No	SFR
SB21	RSB21-004	1	B	66	66	55.5	58.4	63.0	7.5	No	No	SFR
SB21	RSB21-005	1	B	66	66	52.7	55.6	60.0	7.3	No	No	Hidden Pines Estates
SB21	RSB21-006	1	B	66	66	62.8	66.0	**72.9**	10.1	Yes	No	SFR
SB21	RSB21-007	1	B	66	66	64.3	67.4	**74.9**	10.6	Yes	No	SFR
SB21	RSB21-008	1	B	66	66	56.4	59.4	64.1	7.7	No	No	Hidden Pines Estates
SB21	RSB21-009	1	B	66	66	54.1	57.1	61.2	7.1	No	No	Hidden Pines Estates
SB21	RSB21-010	1	B	66	66	52.1	55.1	58.9	6.8	No	No	Hidden Pines Estates
SB21	RSB21-011	1	B	66	66	53.3	56.3	60.2	6.9	No	No	Hidden Pines Estates
SB21	RSB21-012	1	B	66	66	59.3	62.4	**67.6**	8.3	Yes	No	Hidden Pines Estates
SB21	RSB21-013	1	B	66	66	55.4	58.4	62.6	7.2	No	No	Hidden Pines Estates
SB21	RSB21-014	1	B	66	66	56.8	59.9	64.2	7.4	No	No	Hidden Pines Estates
SB21	RSB21-015	1	B	66	66	55.4	58.5	62.3	6.9	No	No	Hidden Pines Estates
SB21	RSB21-016	1	B	66	66	57.7	60.9	65.0	7.3	No	No	Hidden Pines Estates
SB21	RSB21-017	1	B	66	66	53.7	56.8	60.4	6.7	No	No	Hidden Pines Estates
SB21	RSB21-018	1	B	66	66	59.8	63.0	**68.6**	8.8	Yes	No	Hidden Pines Estates
SB21	RSB21-019	1	B	66	66	60.1	63.3	**68.6**	8.5	Yes	No	Hidden Pines Estates
SB21	RSB21-022	1	B	66	66	62.3	65.5	**72.0**	9.7	Yes	No	Hidden Pines Estates
SB21	RSB21-023	1	B	66	66	63.1	66.2	**72.0**	8.9	Yes	No	Hidden Pines Estates

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2017 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB21	RSB21-024	1	B	66	66	66.6	69.8	**75.4**	8.8	Yes	No	Hidden Pines Estates
SB21	RSB21-025	1	B	66	66	65.0	68.2	**73.9**	8.9	Yes	No	Hidden Pines Estates
SB21	RSB21-026	1	B	66	66	62.0	65.2	**70.5**	8.5	Yes	No	Hidden Pines Estates
SB21	RSB21-027	1	B	66	66	65.3	68.6	**74.1**	8.8	Yes	No	Hidden Pines Estates
SB21	RSB21-028	1	B	66	66	65.3	68.5	**73.8**	8.5	Yes	No	Hidden Pines Estates
SB21	RSB21-029	1	B	66	66	65.8	69.0	**74.3**	8.5	Yes	No	Hidden Pines Estates

Appendix B-2 – Special Use Receptors

Predicted Noise Levels

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2016 Existing LAeq1h (dBA)	2042 No-Build LAeq1h (dBA)	2042 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
NB03	NNB03-001	0	E	71	71	60.8	61.3	61.9	1.1	No	No	Marathon Outdoor Seating
NB03	NNB03-002	0	E	71	71	61.5	62.0	63.4	1.9	No	No	Dairy Queen Outdoor Seating
NB04	NNB04-001	0	C	66	66	58.5	59.1	65.7	7.2	No	No	The Fur Seasons Dog Day Care Center Pool
NB04	NNB04-002	0	C	66	66	57.1	57.6	62.6	5.5	No	No	Phipps Park Campground Fishing Pier
NB05	NNB05-020	0	C	66	66	62.5	63.0	**66.6**	4.1	Yes	No	Highlands Reserve Tennis Courts
NB05	NNB05-021	0	C	66	66	62.5	63.1	**67.2**	4.7	Yes	No	Highlands Reserve Clubhouse
NB05	NNB05-116	0	C	66	66	61.1	62.2	**68.7**	7.6	Yes	No	Hammock Creek Golf Course
NB05	NNB05-130	0	C	66	66	58.6	59.8	65.9	7.3	No	No	Hammock Creek Golf Course
NB05	NNB05-134	0	C	66	66	55.2	56.4	62.1	6.9	No	No	Hammock Creek Golf Course
NB05	NNB05-136	0	C	66	66	63.9	65.1	**71.2**	7.3	Yes	No	Hammock Creek Golf Course
NB05	NNB05-137	0	C	66	66	58.2	59.3	65.5	7.3	No	No	Hammock Creek Golf Course
NB05	NNB05-139	0	C	66	66	62.7	63.9	**70.0**	7.3	Yes	No	Hammock Creek Golf Course
NB05	NNB05-141	0	C	66	66	61.3	62.5	**68.8**	7.5	Yes	No	Hammock Creek Golf Course
NB05	NNB05-155	0	C	66	66	64.4	65.6	**71.2**	6.8	Yes	No	Hammock Creek Golf Course
NB05	NNB05-163	0	C	66	66	64.6	65.7	**71.9**	7.3	Yes	No	Hammock Creek Golf Course
NB05	NNB05-176	0	C	66	66	62.9	64.0	**70.2**	7.3	Yes	No	Hammock Creek Golf Course
NB05	NNB05-184	0	C	66	66	64.8	66.0	**72.5**	7.7	Yes	No	Hammock Creek Golf Course
NB05	NNB05-195	0	C	66	66	60.6	61.7	**66.9**	6.3	Yes	No	Hammock Creek Golf Course
NB05	NNB05-204	0	C	66	66	57.8	59.0	63.5	5.7	No	No	Hammock Creek Golf Course
NB05	NNB05-208	0	C	66	66	56.0	57.1	61.8	5.8	No	No	Hammock Creek Golf Course
NB06	NNB06-041	0	C	66	66	61.3	61.9	**67.8**	6.5	Yes	No	Martin Downs Country Club
NB06	NNB06-042	0	C	66	66	70.2	70.8	**76.2**	6.0	Yes	No	Martin Downs Country Club
NB06	NNB06-044	0	C	66	66	57.6	58.2	64.8	7.2	No	No	Martin Downs Golf Course
NB06	NNB06-045	0	C	66	66	62.8	63.3	**69.1**	6.3	Yes	No	Martin Downs Golf Course
NB06	NNB06-053	0	C	66	66	59.7	60.3	**66.2**	6.5	Yes	No	Martin Downs Golf Course
NB06	NNB06-058	0	C	66	66	66.3	66.9	**73.0**	6.7	Yes	No	Martin Downs Golf Course
NB06	NNB06-064	0	C	66	66	61.2	61.8	**68.1**	6.9	Yes	No	Martin Downs Golf Course
NB06	NNB06-067	0	C	66	66	55.9	56.4	63.1	7.2	No	No	Martin Downs Golf Course
NB06	NNB06-079	0	C	66	66	65.4	65.9	**72.0**	6.6	Yes	No	Martin Downs Golf Course
NB06	NNB06-098	0	C	66	66	63.8	64.3	**69.3**	5.5	Yes	No	Martin Downs Golf Course
NB06	NNB06-133	0	C	66	66	59.5	60.1	**66.3**	6.8	Yes	No	Banyan Creek Golf Club
NB06	NNB06-136	0	C	66	66	60.9	61.4	**67.3**	6.4	Yes	No	Banyan Creek Golf Club
NB06	NNB06-140	0	C	66	66	61.7	62.3	**67.8**	6.1	Yes	No	Banyan Creek Golf Club
NB06	NNB06-146	0	C	66	66	58.1	58.7	65.5	7.4	No	No	Banyan Creek Golf Club
NB06	NNB06-147	0	C	66	66	58.3	58.9	66.0	7.7	Yes	No	Banyan Creek Golf Club
NB06	NNB06-150	0	C	66	66	59.2	59.7	**68.0**	8.8	Yes	No	Banyan Creek Golf Club
NB06	NNB06-153	0	C	66	66	59.7	60.3	**66.4**	6.7	Yes	No	Banyan Creek Golf Club
NB06	NNB06-159	0	C	66	66	58.1	58.7	**66.3**	8.2	Yes	No	Banyan Creek Golf Club
NB07	NNB07-011	0	C	66	66	67.3	67.9	**73.4**	6.1	Yes	No	Copperleaf Tennis Court
NB07	NNB07-012	0	C	66	66	65.7	66.3	**71.5**	5.8	Yes	No	Copperleaf Tennis Court
NB07	NNB07-017	0	C	66	66	59.7	60.2	65.5	5.8	No	No	Copperleaf Pool
NB07	NNB07-018	0	C	66	66	58.1	58.7	63.8	5.7	No	No	Copperleaf Playground
NB08	NNB08-001	0	C	66	66	52.7	53.2	56.9	4.2	No	No	The Tesoro Club Tennis Courts
NB08	NNB08-002	0	C	66	66	52.8	53.2	56.1	3.3	No	No	The Tesoro Club Tennis Courts
NB08	NNB08-003	0	C	66	66	52.5	53.0	56.2	3.7	No	No	The Tesoro Club Tennis Courts
NB08	NNB08-004	0	C	66	66	52.4	53.1	56.7	4.3	No	No	The Tesoro Club Tennis Courts
NB08	NNB08-005	0	C	66	66	52.2	52.9	56.0	3.8	No	No	The Tesoro Club Tennis Courts
NB08	NNB08-006	0	C	66	66	52.0	52.6	55.5	3.5	No	No	The Tesoro Club Tennis Courts
NB08	NNB08-007	0	C	66	66	51.8	52.4	55.1	3.3	No	No	The Tesoro Club Tennis Courts
NB08	NNB08-008	0	C	66	66	51.3	52.0	54.2	2.9	No	No	The Tesoro Club Swimming Pool
NB08	NNB08-011	0	C	66	66	61.5	62.5	61.0	-0.5	No	No	Tesoro Club Golf Course
NB08	NNB08-017	0	C	66	66	59.5	60.6	63.6	4.1	No	No	Tesoro Club Golf Course
NB08	NNB08-023	0	C	66	66	60.7	61.8	64.7	4.0	No	No	Tesoro Club Golf Course
NB08	NNB08-025	0	C	66	66	62.0	63.1	**67.8**	5.8	Yes	No	Tesoro Club Golf Course
NB08	NNB08-029	0	C	66	66	62.4	63.5	**66.3**	3.9	Yes	No	Tesoro Club Golf Course
NB10	NNB10-036	0	E	71	71	64.8	66.9	**72.8**	8.0	Yes	No	Downtown Benny's Pizza Outdoor Seating
NB12	NNB12-176A	0	C	66	66	55.5	57.6	**67.2**	11.7	Yes	No	Coves at St Lucie Playground
NB12	NNB12-209	0	C	66	66	61.9	64.0	**69.2**	7.3	Yes	No	St James Golf Course
NB12	NNB12-210	0	C	66	66	66.9	69.0	**75.0**	8.1	Yes	No	St James Golf Course
NB13	NNB13-005	0	C	66	66	65.0	67.1	**72.5**	7.5	Yes	No	St James Golf Course
NB13	NNB13-034	0	C	66	66	64.2	66.3	**72.4**	8.2	Yes	No	St James Golf Course
NB13	NNB13-062	0	C	66	66	67.5	69.6	**75.8**	8.3	Yes	No	St James Golf Course
NB13	NNB13-068	0	C	66	66	67.7	69.8	**75.9**	8.2	Yes	No	St James Golf Course
NB13	NNB13-099	0	C	66	66	63.9	66.0	**72.0**	8.1	Yes	No	St James Golf Course
NB13	NNB13-100	0	C	66	66	59.5	61.6	**67.7**	8.2	Yes	No	St James Golf Course
NB14	NNB14-001	0	C	66	66	61.4	63.5	**68.9**	7.5	Yes	No	St James Golf Course
NB14	NNB14-002	0	C	66	66	67.5	69.6	**75.3**	7.8	Yes	No	St James Golf Course
NB14	NNB14-006	0	C	66	66	67.4	69.5	**75.1**	7.7	Yes	No	St James Golf Course
NB14	NNB14-043	0	C	66	66	64.6	66.7	**72.5**	7.9	Yes	No	St James Golf Course
NB14	NNB14-050	0	C	66	66	66.3	68.4	**74.2**	7.9	Yes	No	St James Golf Course
NB14	NNB14-055	0	C	66	66	67.7	69.8	**75.4**	7.7	Yes	No	St James Golf Course
NB14	NNB14-072	0	C	66	66	64.2	66.3	**71.7**	7.5	Yes	No	St James Golf Course
NB14	NNB14-075	0	C	66	66	57.6	59.6	**66.6**	9.0	Yes	No	St James Golf Course
NB14	NNB14-076	0	C	66	66	56.4	58.5	65.2	8.8	No	No	St James Golf Course
SB03	NSB03-001	0	C	66	66	60.5	61.4	65.9	5.4	No	No	South Fork High School Playing Fields
SB03	NSB03-002	0	C	66	66	61.8	62.7	**67.7**	5.9	Yes	No	South Fork High School Playing Fields
SB03	NSB03-003	0	C	66	66	63.5	64.5	**70.0**	6.5	Yes	No	South Fork High School Playing Fields

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2016 Existing LAeq1h (dBA)	2042 No-Build LAeq1h (dBA)	2042 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB03	NSB03-004	0	C	66	66	64.7	65.6	**71.4**	6.7	Yes	No	South Fork High School Playing Fields
SB03	NSB03-005	0	C	66	66	57.6	58.4	61.3	3.7	No	No	South Fork High School Softball Field
SB03	NSB03-006	0	C	66	66	61.5	62.3	**67.2**	5.7	Yes	No	South Fork High School Playing Fields
SB03	NSB03-007	0	C	66	66	63.0	63.9	**69.1**	6.1	Yes	No	South Fork High School Playing Fields
SB03	NSB03-008	0	C	66	66	57.3	58.0	60.9	3.6	No	No	South Fork High School Softball Field
SB03	NSB03-009	0	C	66	66	64.2	65.1	**70.8**	6.6	Yes	No	South Fork High School Playing Fields
SB03	NSB03-010	0	C	66	66	62.4	63.3	**68.5**	6.1	Yes	No	South Fork High School Playing Fields
SB03	NSB03-011	0	C	66	66	66.0	67.0	**73.5**	7.5	Yes	No	South Fork High School Playing Fields
SB03	NSB03-012	0	C	66	66	59.3	60.1	64.1	4.8	No	No	South Fork High School Baseball Field
SB03	NSB03-013	0	C	66	66	58.9	59.7	63.5	4.6	No	No	South Fork High School Baseball Field
SB03	NSB03-014	0	C	66	66	62.0	62.9	**67.9**	5.9	Yes	No	South Fork High School Tennis Courts
SB03	NSB03-015	0	C	66	66	62.6	63.5	**68.7**	6.1	Yes	No	South Fork High School Tennis Courts
SB03	NSB03-016	0	C	66	66	64.1	65.0	**70.6**	6.5	Yes	No	South Fork High School Tennis Courts
SB03	NSB03-017	0	C	66	66	61.7	62.6	**67.4**	5.7	Yes	No	South Fork High School Tennis Courts
SB03	NSB03-018	0	C	66	66	64.0	64.9	**70.4**	6.4	Yes	No	South Fork High School Tennis Courts
SB03	NSB03-019	0	C	66	66	65.4	66.3	**72.6**	7.2	Yes	No	South Fork High School Tennis Courts
SB03	NSB03-020	0	C	66	66	62.6	63.5	**68.5**	5.9	Yes	No	South Fork High School Tennis Courts
SB03	NSB03-021	0	C	66	66	65.3	66.3	**72.4**	7.1	Yes	No	South Fork High School Tennis Courts
SB03	NSB03-022	0	C	66	66	63.8	64.8	**70.1**	6.3	Yes	No	South Fork High School Tennis Courts
SB03	NSB03-023	0	C	66	66	67.0	68.0	**75.2**	8.2	Yes	No	South Fork High School Tennis Courts
SB03	NSB03-024	0	C	66	66	57.9	58.7	61.4	3.5	No	No	South Fork High School Golf Course
SB04	NSB04-006	0	C	66	66	64.4	65.5	**66.9**	2.5	Yes	No	Florida Club Golf Course
SB04	NSB04-011	0	C	66	66	63.7	64.8	**68.1**	4.4	Yes	No	Florida Club Golf Course
SB05	NSB05-082	0	C	66	66	54.5	55.4	60.9	6.4	No	No	Phipps Park Campground Outdoor Seating
SB05	NSB05-083	0	C	66	66	55.5	56.4	61.6	6.1	No	No	Phipps Park Campground Outdoor Seating
SB05	NSB05-084	0	C	66	66	57.3	58.3	62.6	5.3	No	No	Phipps Park Campground Outdoor Seating
SB05	NSB05-085	0	C	66	66	58.9	60	63.2	4.3	No	No	Phipps Park Campground Outdoor Seating
SB05	NSB05-086	0	C	66	66	57.8	58.9	62.9	5.1	No	No	Phipps Park Campground Outdoor Seating
SB07	NSB07-011	0	C	66	66	55	56	60.3	5.3	No	No	Humane Society of the Treasure Coast
SB07	NSB07-012	0	C	66	66	55.7	56.4	60.0	4.3	No	No	LifeQuest Church
SB08	NSB08-001	0	C	66	66	58.6	59.1	**66.9**	8.3	Yes	No	Citrus Grove Elementary School
SB08	NSB08-002	0	C	66	66	59.8	60.4	**68.0**	8.2	Yes	No	Citrus Grove Elementary School
SB08	NSB08-003	0	C	66	66	61.1	61.7	**69.5**	8.4	Yes	No	Citrus Grove Elementary School
SB08	NSB08-004	0	C	66	66	60.2	60.8	**68.5**	8.3	Yes	No	Citrus Grove Elementary School
SB08	NSB08-005	0	C	66	66	61.7	62.3	**69.8**	8.1	Yes	No	Citrus Grove Elementary School
SB08	NSB08-006	0	C	66	66	63.1	63.7	**71.4**	8.3	Yes	No	Citrus Grove Elementary School
SB08	NSB08-007	0	C	66	66	57.8	58.4	66.0	8.2	Yes	No	Citrus Grove Elementary School
SB08	NSB08-008	0	C	66	66	61.3	61.9	**69.2**	7.9	Yes	No	Citrus Grove Elementary School
SB08	NSB08-009	0	C	66	66	64.7	65.3	**73.0**	8.3	Yes	No	Citrus Grove Elementary School
SB08	NSB08-010	0	C	66	66	63.4	64	**71.3**	7.9	Yes	No	Citrus Grove Elementary School
SB08	NSB08-011	0	C	66	66	61	61.5	**68.8**	7.8	Yes	No	Citrus Grove Elementary School Playground
SB08	NSB08-012	0	C	66	66	59.6	60.2	**67.0**	7.4	Yes	No	Citrus Grove Community Park
SB08	NSB08-013	0	C	66	66	60.9	61.4	**70.0**	9.1	Yes	No	Citrus Grove Community Park
SB08	NSB08-014	0	C	66	66	58.3	58.9	65.4	7.1	No	No	Citrus Grove Community Park
SB08	NSB08-015	0	C	66	66	57.4	58	64.3	6.9	No	No	Citrus Grove Community Park
SB08	NSB08-016	0	C	66	66	64.6	65.1	**75.2**	10.6	Yes	No	Citrus Grove Community Park
SB08	NSB08-017	0	C	66	66	61.7	62.3	**68.9**	7.2	Yes	No	Citrus Grove Community Park
SB08	NSB08-018	0	C	66	66	57.5	58.1	64.2	6.7	No	No	Citrus Grove Community Park
SB08	NSB08-019	0	C	66	66	60.2	60.8	**67.3**	7.1	Yes	No	Citrus Grove Community Park
SB08	NSB08-020	0	C	66	66	63.2	63.8	**70.5**	7.3	Yes	No	Citrus Grove Community Park
SB08	NSB08-021	0	C	66	66	61.2	61.8	**68.3**	7.1	Yes	No	Citrus Grove Community Park
SB08	NSB08-022	0	C	66	66	66.6	67.1	**75.0**	8.4	Yes	No	Citrus Grove Community Park
SB08	NSB08-023	0	C	66	66	58.5	59	65.2	6.7	No	No	Citrus Grove Community Park
SB08	NSB08-024	0	C	66	66	66.4	67	**74.7**	8.3	Yes	No	Citrus Grove Community Park
SB08	NSB08-025	0	C	66	66	60.6	61.1	**67.5**	6.9	Yes	No	Citrus Grove Community Park
SB08	NSB08-026	0	C	66	66	65.4	66	**73.2**	7.8	Yes	No	Citrus Grove Community Park
SB08	NSB08-027	0	C	66	66	62.7	63.3	**69.8**	7.1	Yes	No	Citrus Grove Community Park
SB11	NSB11-115	0	E	71	71	61.5	61.5	66.2	4.7	No	No	Tail Gators Outdoor Seating
SB13	NSB13-025	0	C	66	66	53.2	54.8	58.2	5.0	No	No	Turtle Run Park
SB13	NSB13-029	0	C	66	66	53.2	54.8	58.3	5.1	No	No	Turtle Run Park
SB13	NSB13-030	0	C	66	66	54.9	56.6	59.9	5.0	No	No	Turtle Run Park
SB13	NSB13-032	0	C	66	66	53.2	54.9	58.4	5.2	No	No	Turtle Run Park
SB13	NSB13-033	0	C	66	66	54.9	56.6	60.0	5.1	No	No	Turtle Run Park
SB13	NSB13-034	0	C	66	66	56.9	58.6	62.0	5.1	No	No	Turtle Run Park
SB13	NSB13-036	0	C	66	66	53.2	54.9	58.4	5.2	No	No	Turtle Run Park
SB13	NSB13-037	0	C	66	66	54.3	56.2	60.2	5.9	No	No	Turtle Run Park
SB13	NSB13-038	0	C	66	66	56.6	58.4	62.3	5.7	No	No	Turtle Run Park
SB13	NSB13-039	0	C	66	66	59.3	61.3	65.5	6.2	No	No	Turtle Run Park
SB13	NSB13-040	0	C	66	66	53.1	54.8	58.3	5.2	No	No	Turtle Run Park
SB13	NSB13-041	0	C	66	66	54.2	56.1	60.2	6.0	No	No	Turtle Run Park
SB13	NSB13-042	0	C	66	66	56.1	58.1	62.5	6.4	No	No	Turtle Run Park
SB13	NSB13-043	0	C	66	66	59	61.1	65.8	6.8	No	No	Turtle Run Park
SB13	NSB13-044	0	C	66	66	54.3	56.2	60.2	5.9	No	No	Turtle Run Park
SB13	NSB13-045	0	C	66	66	56.1	58.1	62.6	6.5	No	No	Turtle Run Park
SB13	NSB13-046	0	C	66	66	59.1	61.2	66.0	6.9	Yes	No	Turtle Run Park
SB13	NSB13-047	0	C	66	66	55	56.7	60.1	5.1	No	No	Turtle Run Park
SB13	NSB13-048	0	C	66	66	56.2	58.2	62.6	6.4	No	No	Turtle Run Park

Predicted Noise Levels

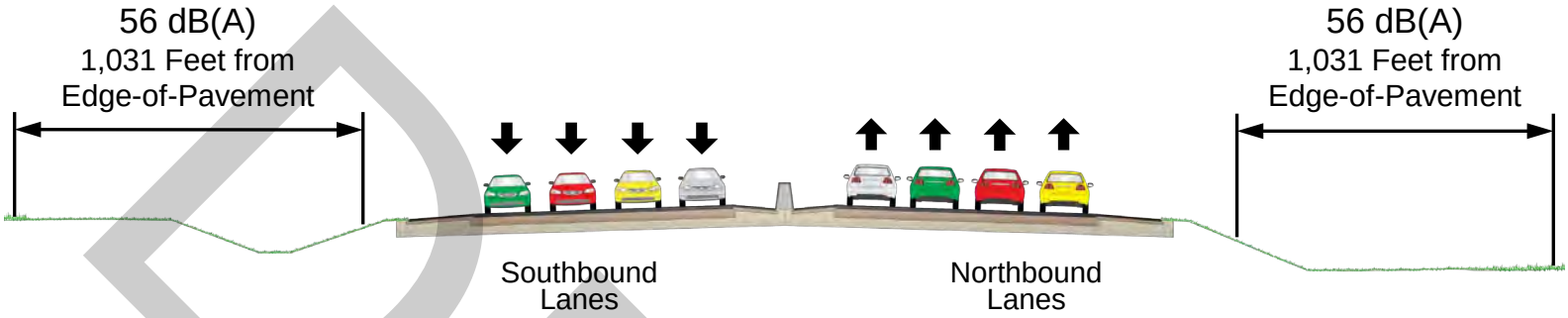
Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2016 Existing LAeq1h (dBA)	2042 No-Build LAeq1h (dBA)	2042 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
XX.X	Impacted Receptor											
SB13	NSB13-049	0	C	66	66	59.2	61.3	**66.1**	6.9	Yes	No	Turtle Run Park
SB13	NSB13-050	0	C	66	66	56.6	58.5	62.6	6.0	No	No	Turtle Run Park
SB13	NSB13-051	0	C	66	66	59.3	61.3	65.9	6.6	No	No	Turtle Run Park
SB13	NSB13-052	0	C	66	66	56.9	58.6	62.2	5.3	No	No	Turtle Run Park
SB13	NSB13-054	0	C	66	66	59.6	61.5	65.4	5.8	No	No	Turtle Run Park
SB14	NSB14-009	0	C	66	66	51.2	52.7	57.8	6.6	No	No	St Lucie West Centennial High School Playing Field
SB14	NSB14-011	0	C	66	66	52	53.6	59.1	7.1	No	No	St Lucie West Centennial High School Playing Field
SB14	NSB14-013	0	C	66	66	52.8	54.5	60.4	7.6	No	No	St Lucie West Centennial High School Playing Field
SB14	NSB14-014	0	C	66	66	51.3	52.9	58.5	7.2	No	No	St Lucie West Centennial High School Playing Field
SB14	NSB14-016	0	C	66	66	52.3	53.9	59.4	7.1	No	No	St Lucie West Centennial High School Playing Field
SB14	NSB14-017	0	C	66	66	52.9	54.6	60.3	7.4	No	No	St Lucie West Centennial High School Playing Field
SB14	NSB14-018	0	C	66	66	54.2	56	62.6	8.4	No	No	St Lucie West Centennial High School Playing Field
SB14	NSB14-019	0	C	66	66	50.9	52.5	57.6	6.7	No	No	St Lucie West Centennial High School Playing Field
SB14	NSB14-020	0	C	66	66	54.1	55.8	62.2	8.1	No	No	St Lucie West Centennial High School Playing Field
SB14	NSB14-021	0	C	66	66	52.6	54.2	59.5	6.9	No	No	St Lucie West Centennial High School Playing Field
SB14	NSB14-022	0	C	66	66	51.2	52.7	57.8	6.6	No	No	St Lucie West Centennial High School Playing Field
SB14	NSB14-023	0	C	66	66	53.4	55.1	60.9	7.5	No	No	St Lucie West Centennial High School Playing Field
SB15	NSB15-001	0	C	66	66	55.2	57.2	64.7	9.5	No	No	Renaissance Charter School -laying Field
SB15	NSB15-088	0	C	66	66	58.7	60.8	**69.9**	11.2	Yes	No	Westgate K8 School
SB15	NSB15-089	0	C	66	66	60.8	63	**71.8**	11.0	Yes	No	Westgate K8 School
SB15	NSB15-090	0	C	66	66	54.9	57	65.7	10.8	No	No	Westgate K8 School
SB17	NSB17-161	0	C	66	66	54.4	56.5	60.8	6.4	No	No	Sanctuary at Winterlakes Playground
SB18	NSB18-050	0	C	66	66	63.1	65.1	**69.2**	6.1	Yes	No	Winterlakes Park Volleyball Court
SB18	NSB18-051	0	C	66	66	60.5	62.6	**66.3**	5.8	Yes	No	Winterlakes Park Tennis Court
SB18	NSB18-052	0	C	66	66	58.6	60.7	64.2	5.6	No	No	Winterlakes Park Playground
SB18	NSB18-053	0	C	66	66	62.9	65	**68.9**	6.0	Yes	No	Winterlakes Park Sports Fields
SB18	NSB18-054	0	C	66	66	60.6	62.7	**66.4**	5.8	Yes	No	Winterlakes Park Sports Fields
SB18	NSB18-055	0	C	66	66	58.3	60.4	63.9	5.6	No	No	Winterlakes Park Sports Fields
SB18	NSB18-056	0	C	66	66	62.9	65	**69.1**	6.2	Yes	No	Winterlakes Park Sports Fields
SB18	NSB18-057	0	C	66	66	60.4	62.5	**66.1**	5.7	Yes	No	Winterlakes Park Sports Fields
SB18	NSB18-058	0	C	66	66	58.3	60.3	63.7	5.4	No	No	Winterlakes Park Sports Fields
SB18	NSB18-059	0	C	66	66	66	68.1	**73.2**	7.2	Yes	No	Winterlakes Park Sports Fields
SB18	NSB18-060	0	C	0	0	62.8	64.9	**68.7**	5.9	Yes	No	Winterlakes Park
SB18	NSB18-061	0	C	0	0	60.4	62.4	**66.0**	5.6	Yes	No	Winterlakes Park
SB18	NSB18-062	0	C	66	66	58.4	60.4	63.8	5.4	No	No	Winterlakes Park Sports Fields
SB18	NSB18-063	0	C	0	0	65.8	67.9	**73.1**	7.3	Yes	No	Winterlakes Park
SB18	NSB18-064	0	C	0	0	63	65	**69.0**	6.0	Yes	No	Winterlakes Park
SB18	NSB18-065	0	C	0	0	60.2	62.3	**65.8**	5.6	Yes	No	Winterlakes Park
SB18	NSB18-066	0	C	0	0	58.4	60.4	**63.7**	5.3	Yes	No	Winterlakes Park
SB18	NSB18-067	0	C	66	66	65.7	67.8	**72.8**	7.1	Yes	No	Winterlakes Park Sports Fields
SB18	NSB18-068	0	C	66	66	63.2	65.3	**69.2**	6.0	Yes	No	Winterlakes Park Sports Fields
SB18	NSB18-069	0	C	66	66	60.9	62.8	**66.4**	5.5	Yes	No	Winterlakes Park Sports Fields
SB18	NSB18-070	0	C	66	66	58.9	60.8	64.1	5.2	No	No	Winterlakes Park Sports Fields
SB18	NSB18-071	0	C	66	66	65.9	67.9	**71.9**	6.0	Yes	No	Winterlakes Park Sports Fields
SB18	NSB18-072	0	C	66	66	63.3	65.3	**68.8**	5.5	Yes	No	Winterlakes Park Sports Fields
SB18	NSB18-073	0	C	66	66	61	63	**66.1**	5.1	Yes	No	Winterlakes Park Sports Fields
SB18	NSB18-074	0	C	66	66	59	60.9	63.8	4.8	No	No	Winterlakes Park Sports Fields
SB20	NSB20-001	0	C	66	66	55.6	57.7	64.4	8.8	No	No	Gordy Road Preserve Fishing Pier
SB20	NSB20-002	0	C	66	66	55.9	58	64.2	8.3	No	No	Gordy Road Preserve Pavillion

Appendix C

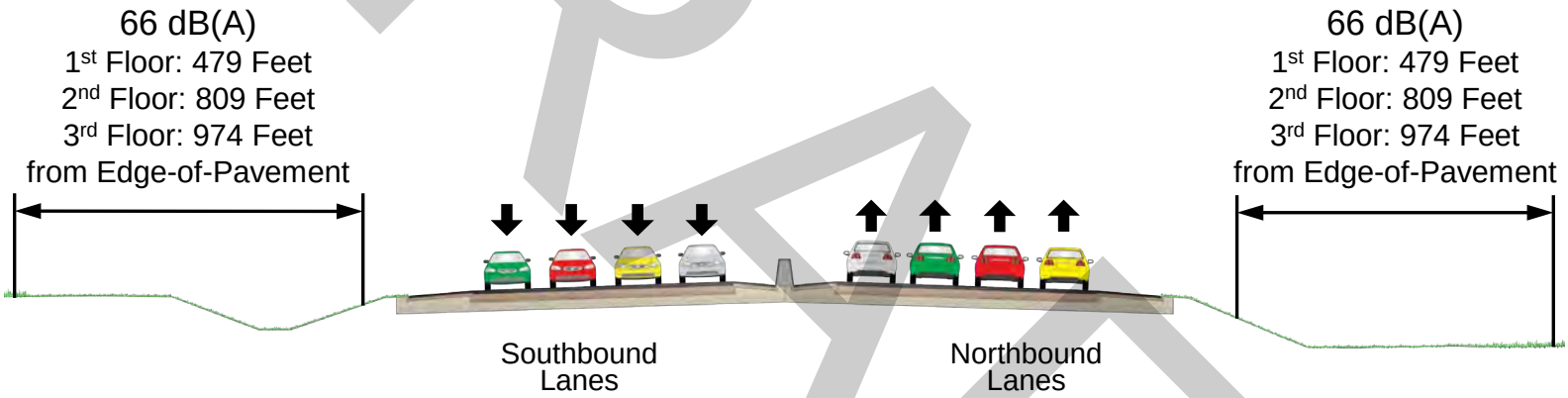
Project Noise Contours

Florida's Turnpike Noise Contours

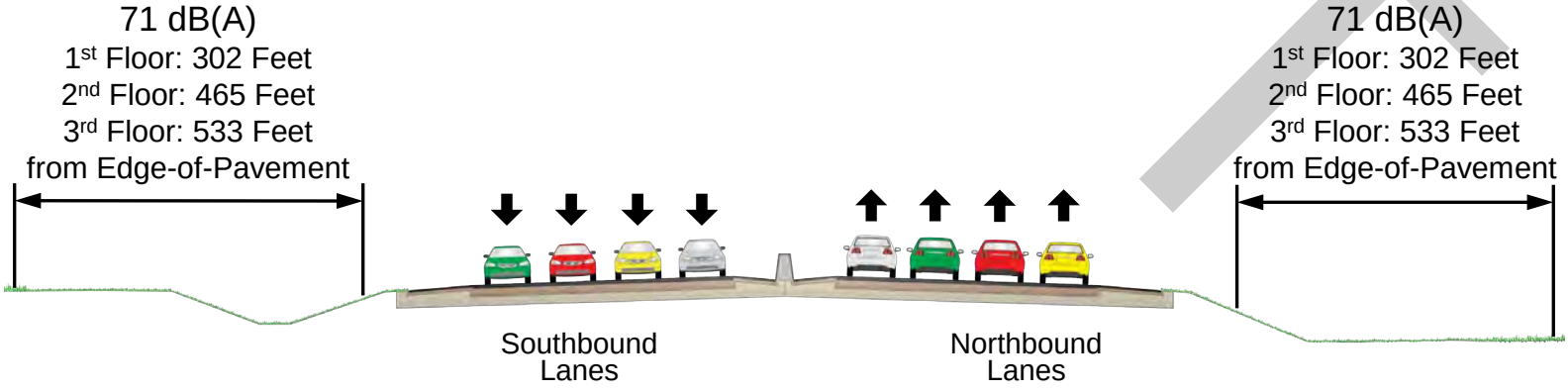
From north of Jupiter/Indiantown Road (MP 117) to
north of Okeechobee Road/SR 70 (MP 153.7)



Activity Category A



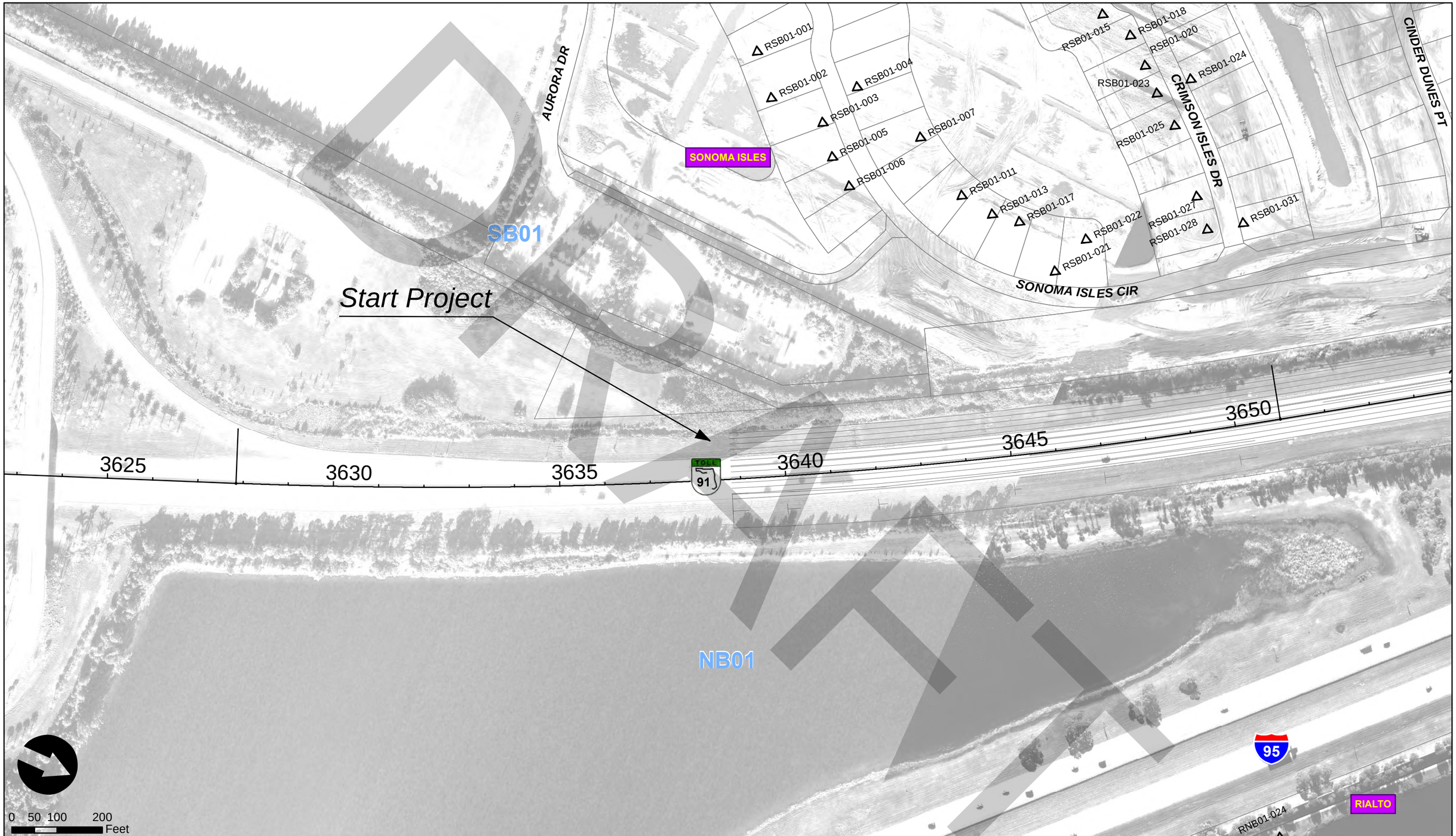
Activity Category B/C



Activity Category E

Appendix D

Project Aerials



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **1**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **2**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **3**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **4**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **5**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
Design Lines
ROW Barriers
Common Noise Environment
SH Barriers

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **6**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **7**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
Design Lines
ROW Barriers
Common Noise Environment
SH Barriers

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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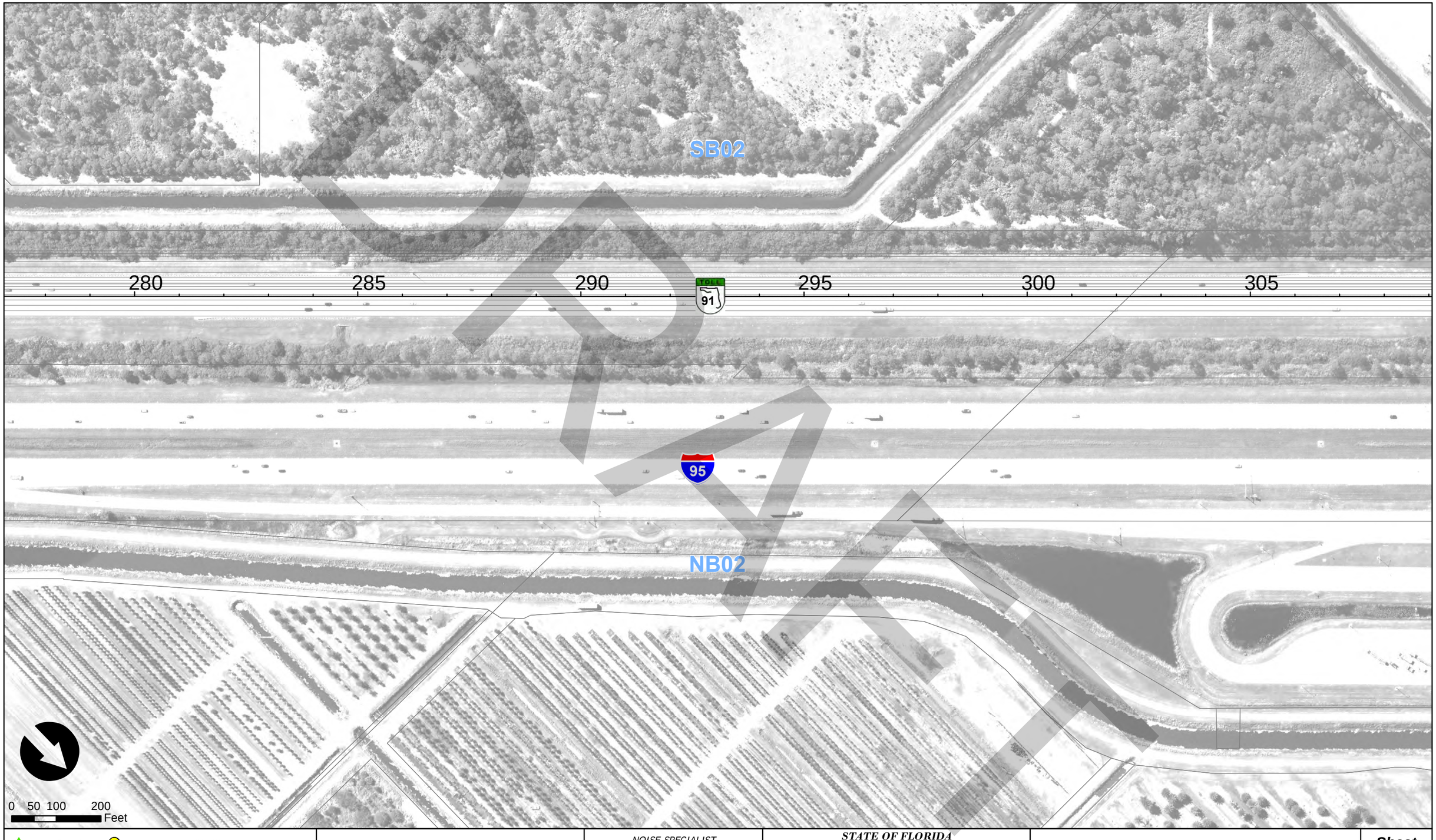
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **8**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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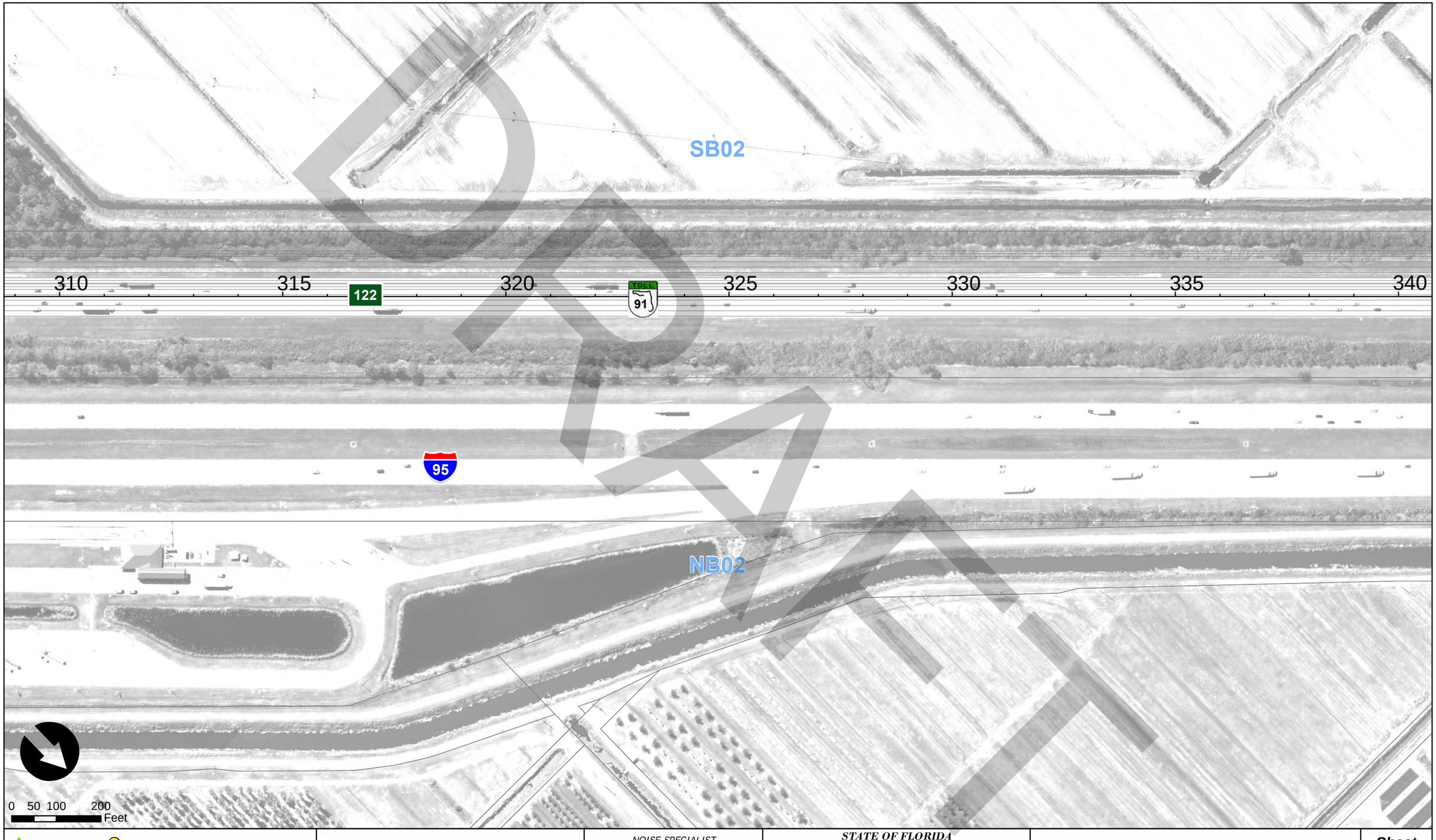
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **9**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

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DEPARTMENT OF TRANSPORTATION

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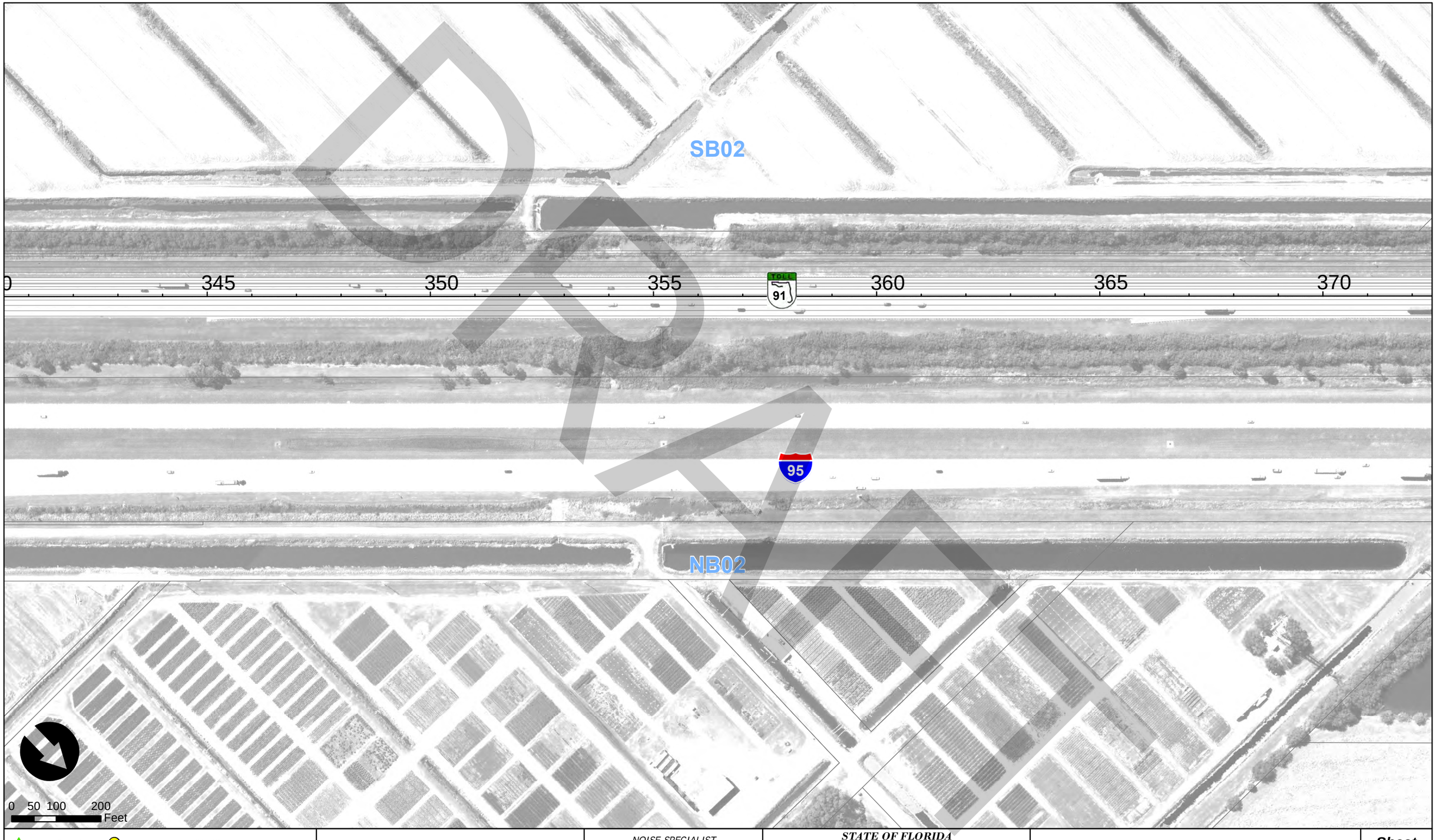
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **10**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

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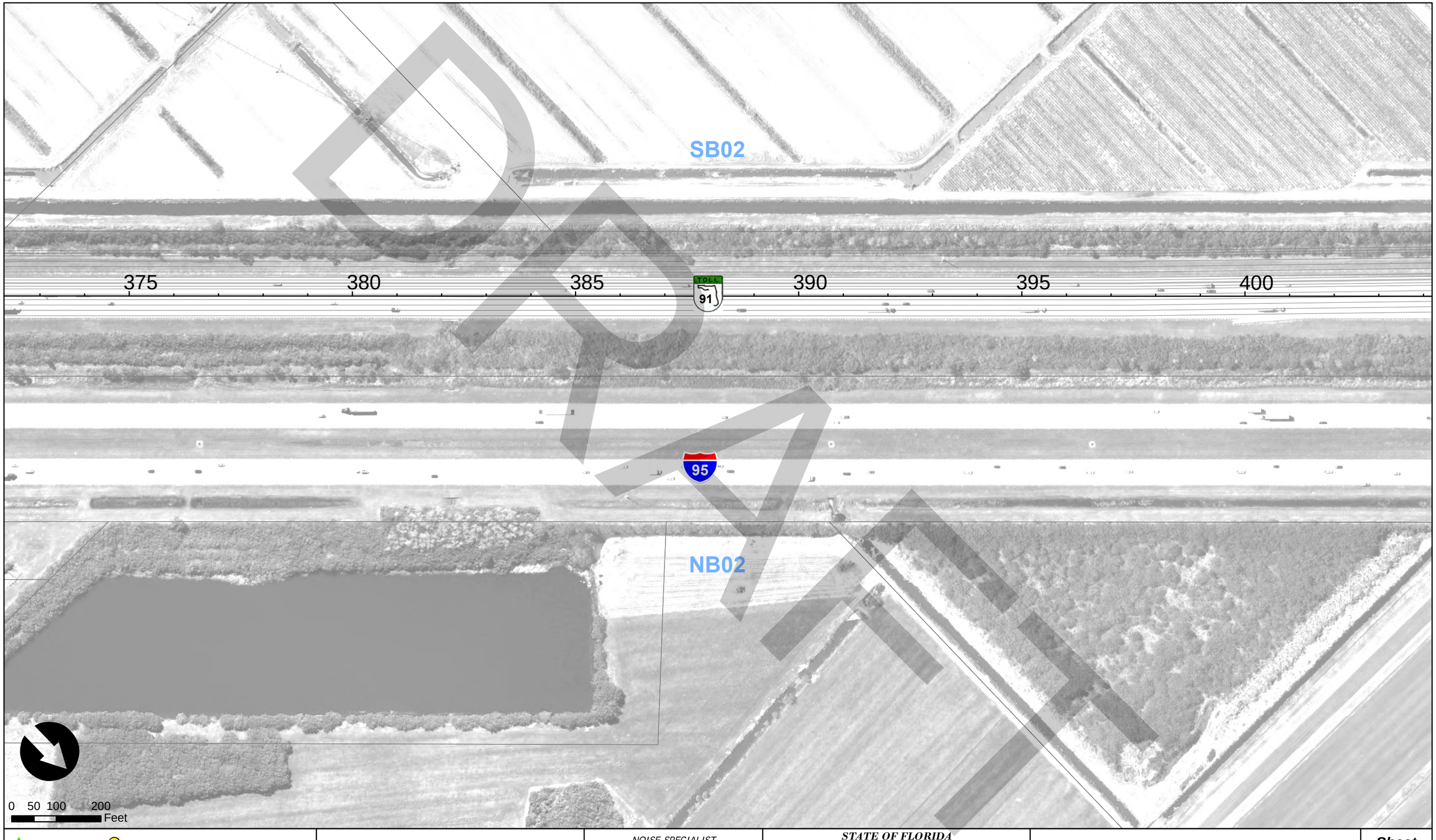
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **11**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
Design Lines
ROW Barriers
Common Noise Environment
SH Barriers

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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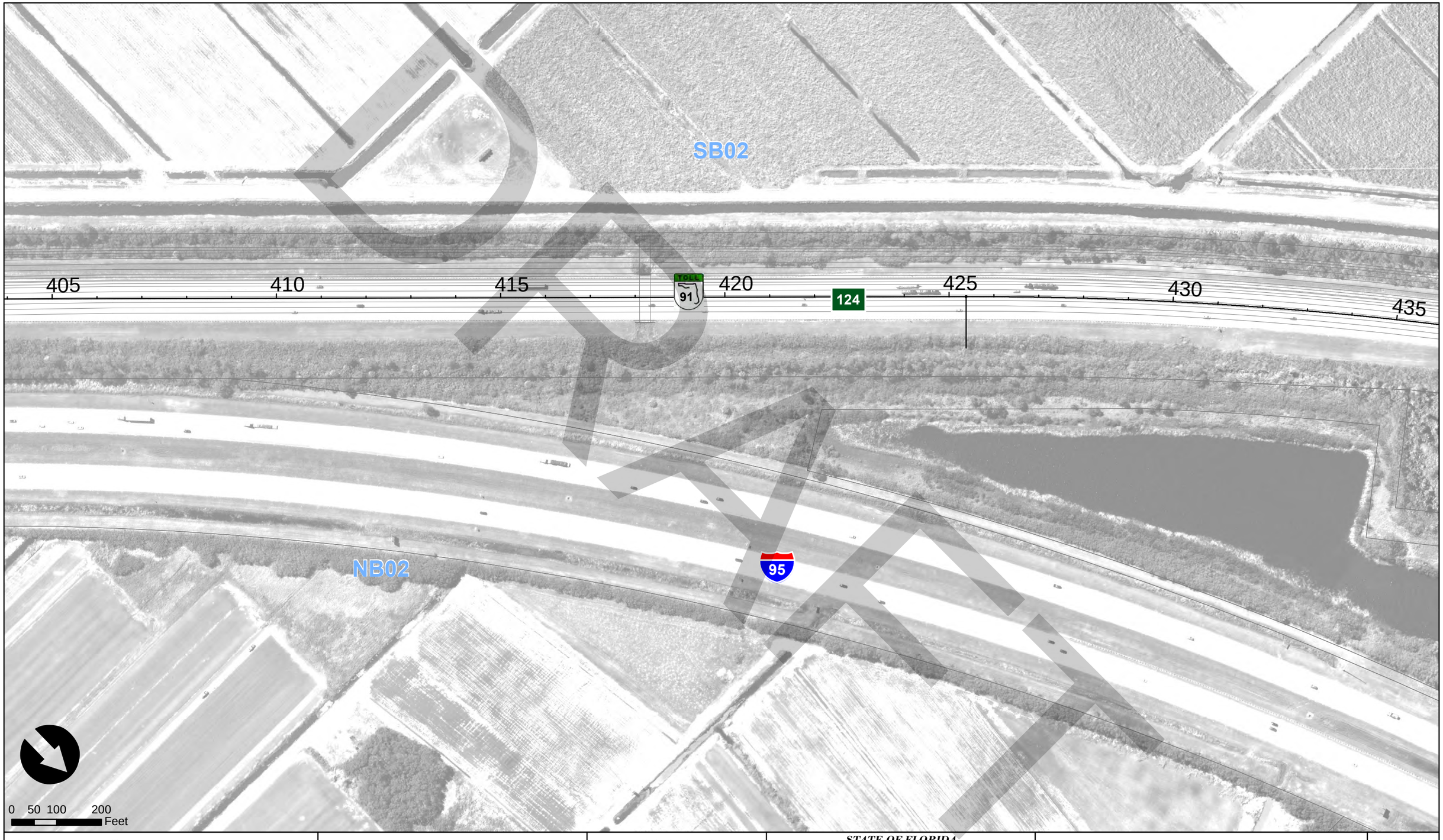
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **12**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **13**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

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NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **14**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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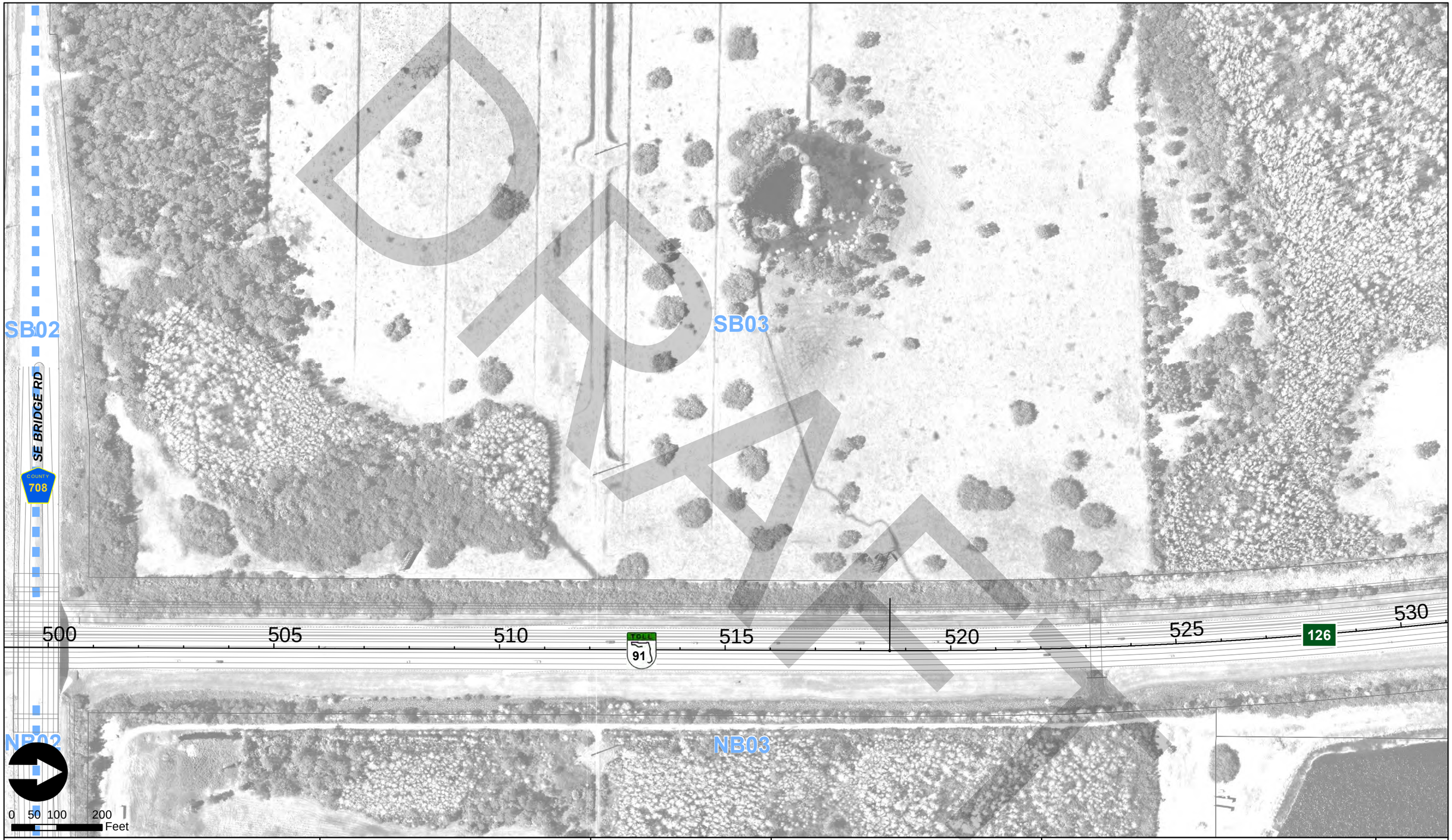
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **15**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
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NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **16**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **17**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **18**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
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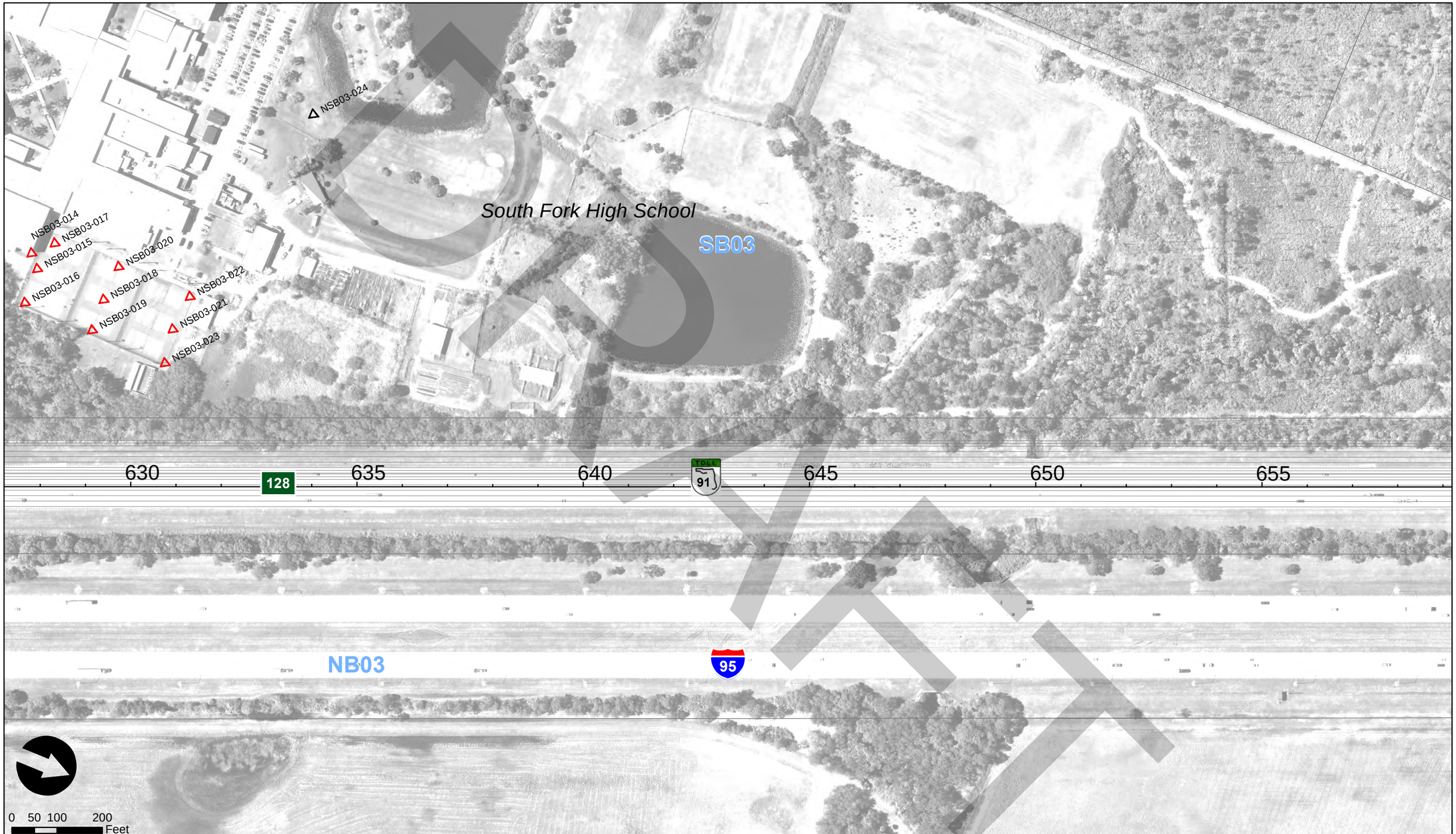
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **19**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **20**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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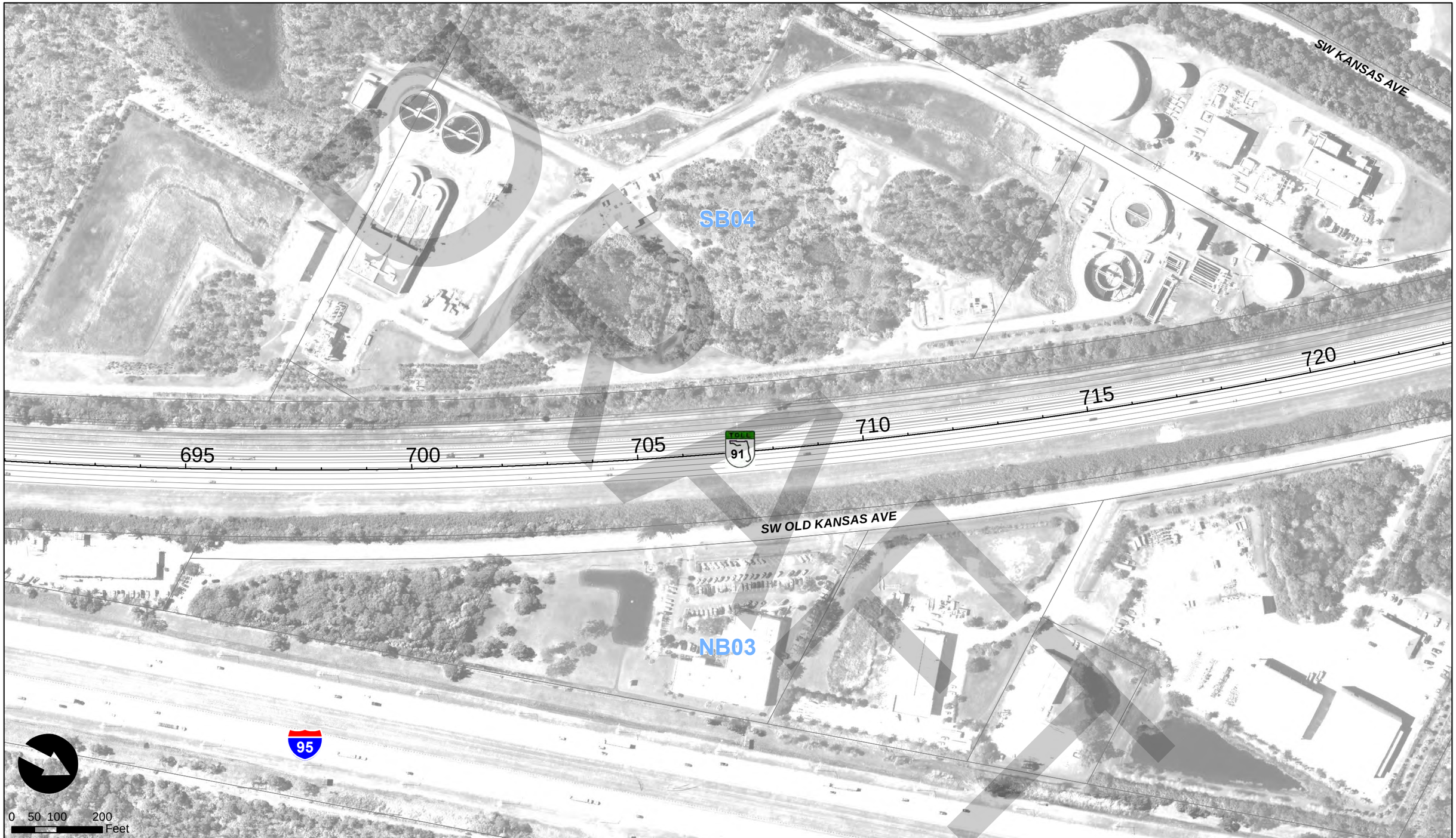
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **21**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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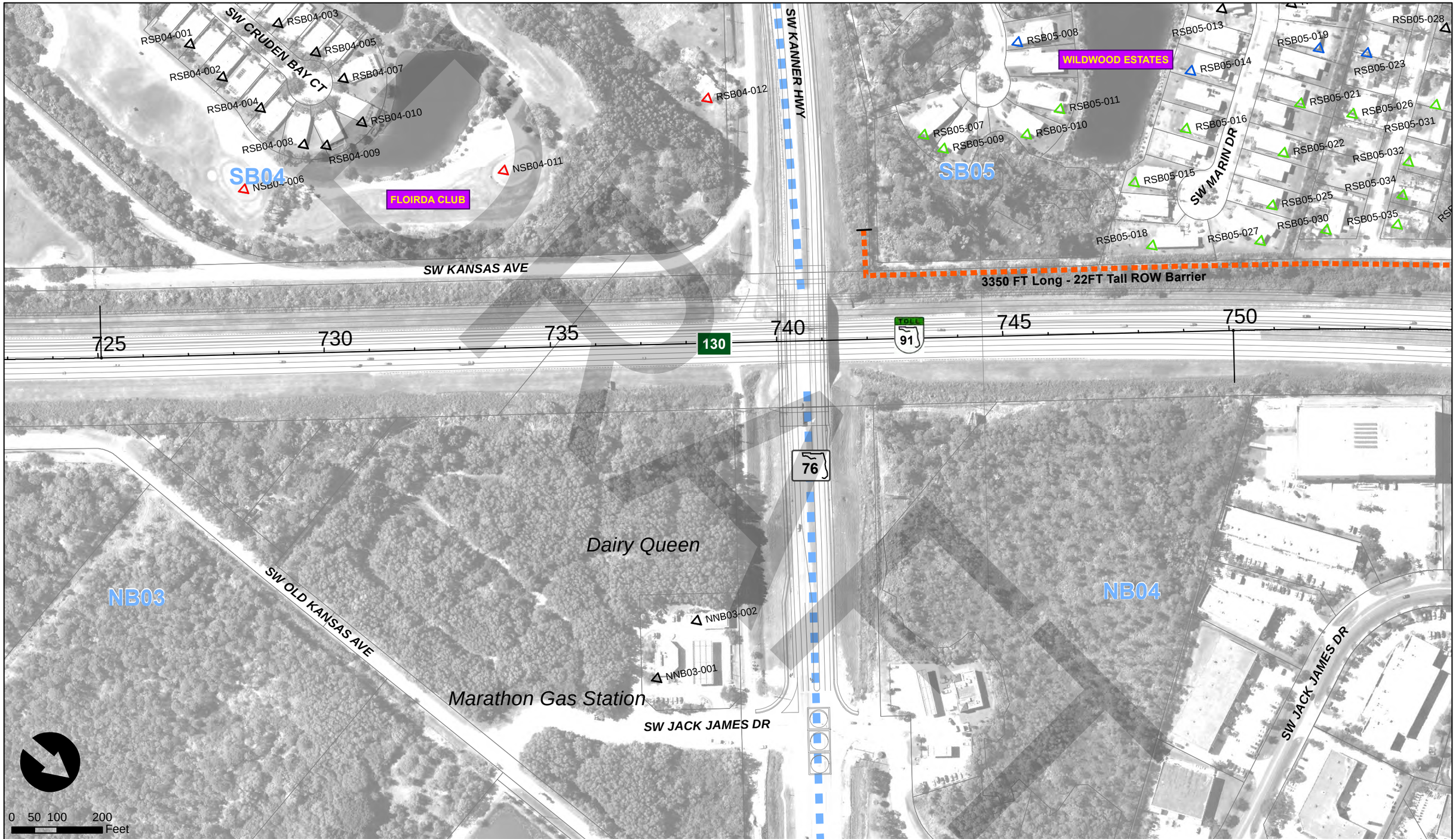
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **22**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

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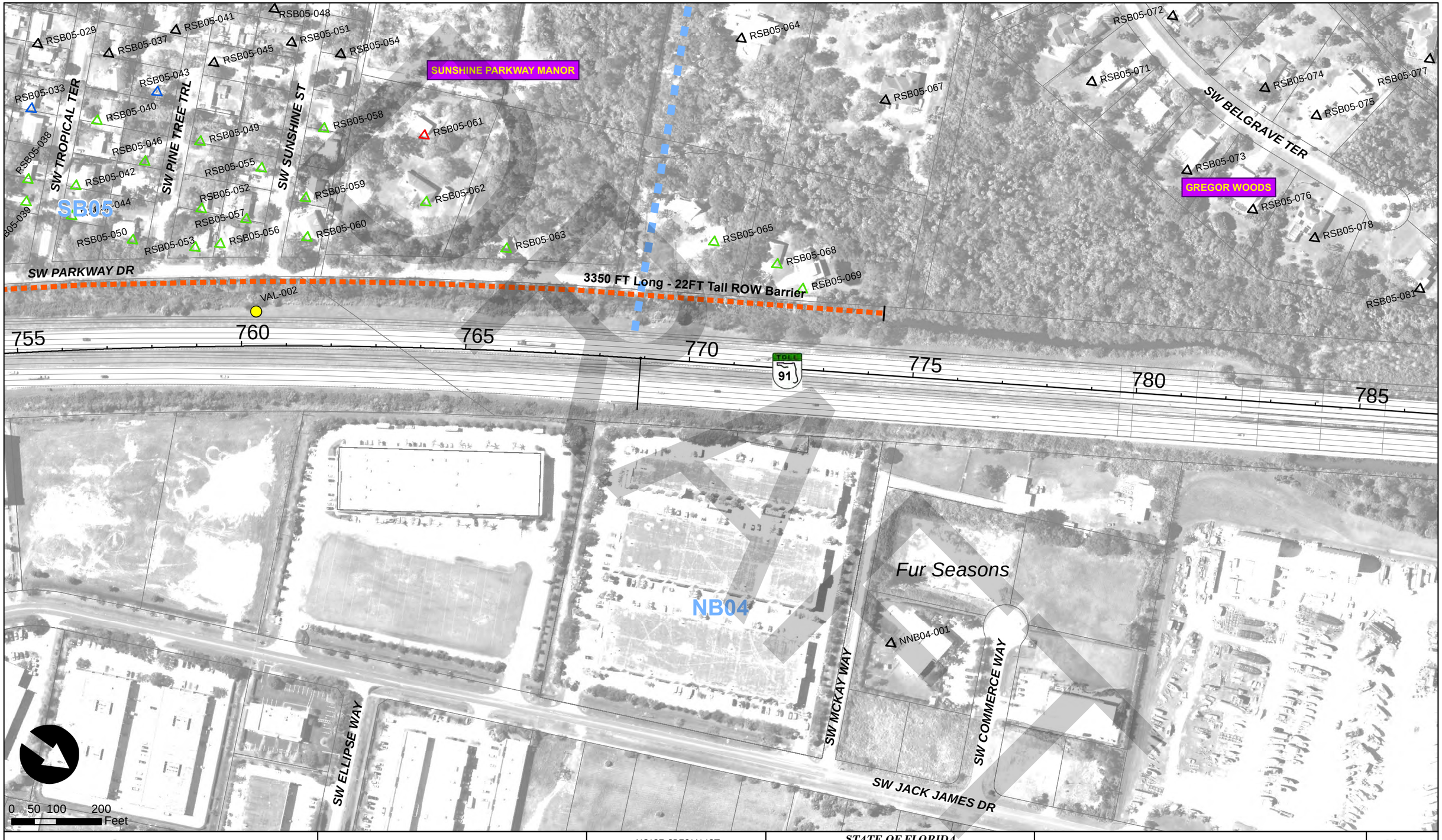
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. 23



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
Design Lines
ROW Barriers
Common Noise Environment
SH Barriers

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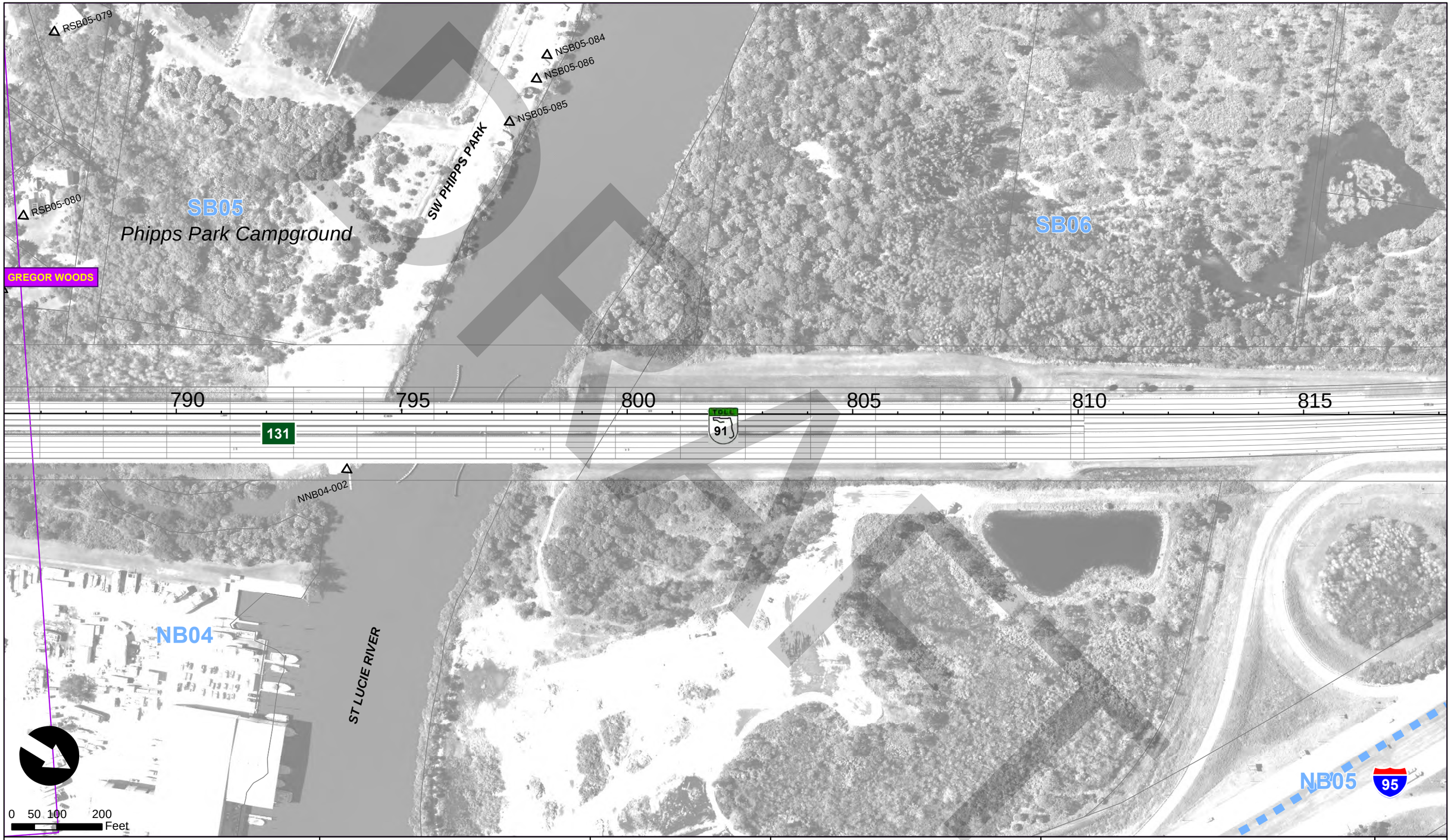
NOISE STUDY REPORT PROJECT AERIALS

Sheet No.
24



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

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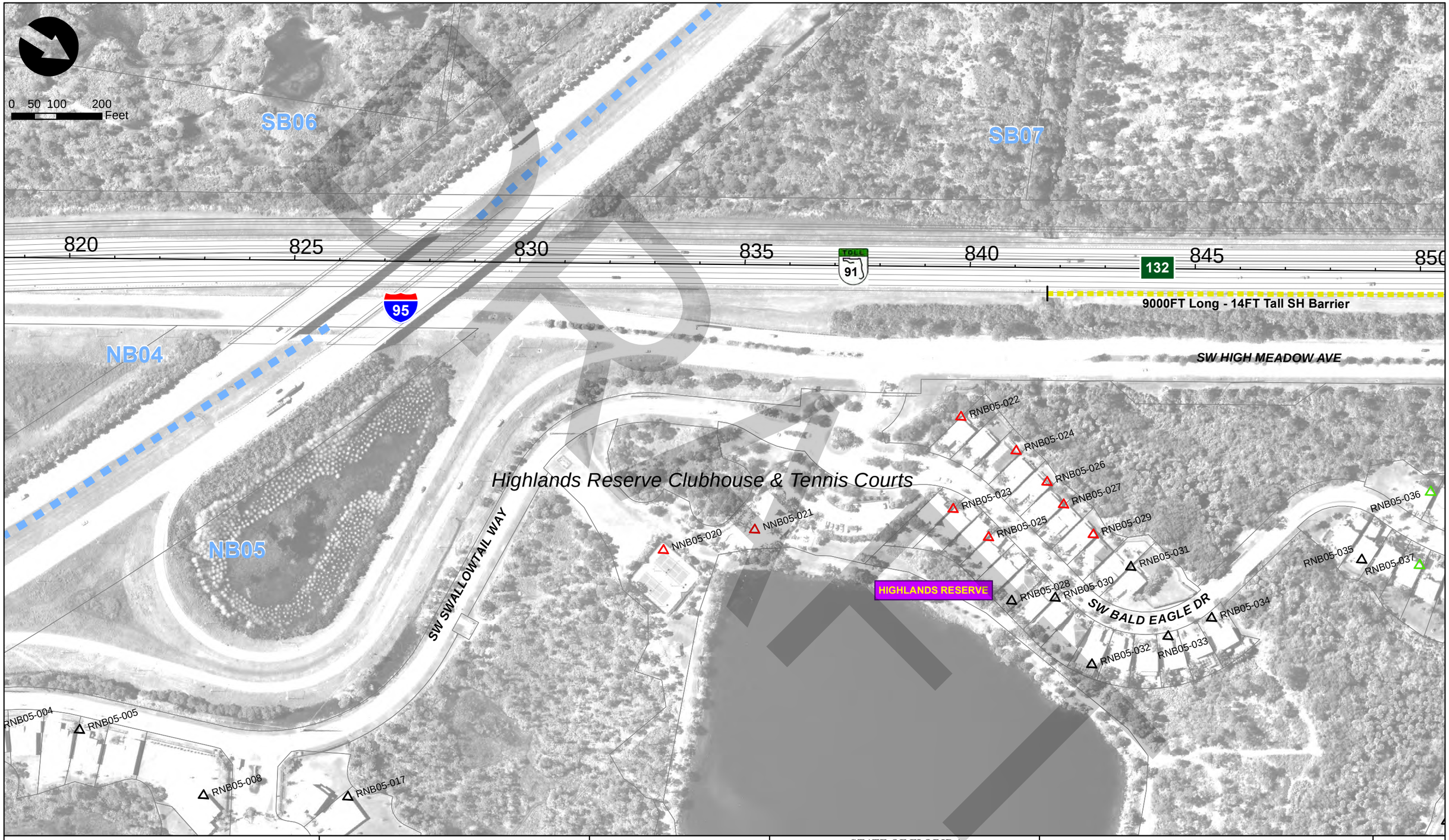
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **25**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

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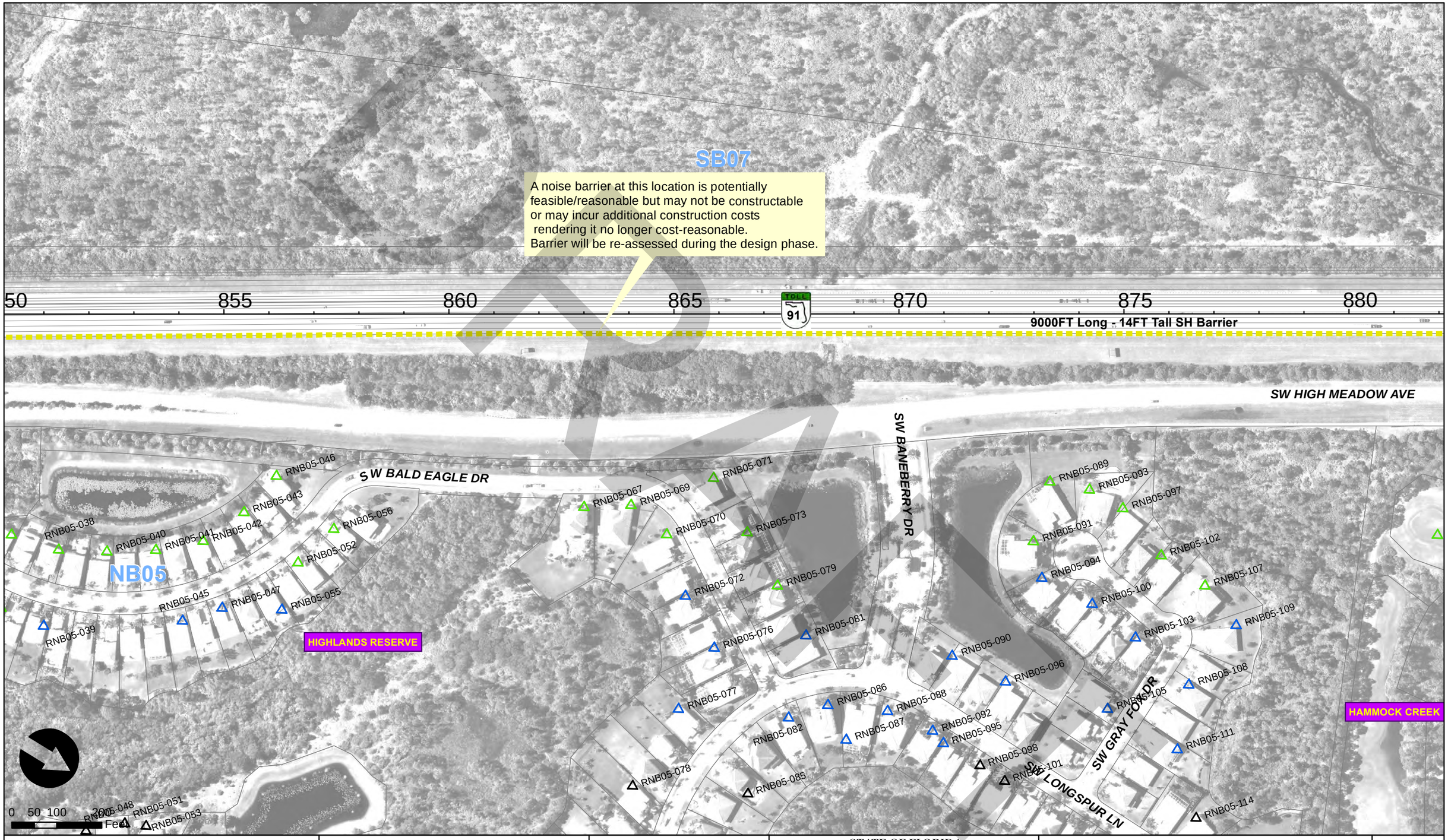
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **26**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **27**

0 50 100 200
Feet

SB07

A noise barrier at this location is potentially feasible/reasonable but may not be constructable or may incur additional construction costs rendering it no longer cost-reasonable. Barrier will be re-assessed during the design phase.

885 890 895 900 905 910

TOLL 91

9000FT Long - 14FT Tall SH Barrier

SW HIGH MEADOW AVE

NB05

NNB05-116 NNB05-136 NNB05-139 NNB05-141 NNB05-155 NNB05-163

RNB05-119 RNB05-122 RNB05-118 RNB05-123 RNB05-121 RNB05-125 RNB05-120 RNB05-129 RNB05-132 RNB05-126 RNB05-131

NNB05-130 NNB05-137 NNB05-134

HAMMOCK CREEK

RNB05-143 RNB05-144 RNB05-147 RNB05-151 RNB05-153 RNB05-158 RNB05-162 RNB05-166

SW HAMMOCK CREEK DR

RNB05-145 RNB05-148 RNB05-154 RNB05-161 RNB05-164 RNB05-172 RNB05-150 RNB05-160 RNB05-168 RNB05-173

SW MAYACOO WAY

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

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NOISE STUDY REPORT PROJECT AERIALS

Sheet No.

28

SB07

A noise barrier at this location is potentially feasible/reasonable but may not be constructable or may incur additional construction costs rendering it no longer cost-reasonable. Barrier will be re-assessed during the design phase.

RSB07-002

RSB07-003

SW GRASS TRL

PALM CITY FARMS

915 920 925 930 935 940 945

TOLL 91

9000FT Long - 14FT Tall SH Barrier

SW HIGH MEADOW AVE

NB05

RNB05-169

NNB05-176

NNB05-184

RNB05-188

RNB05-185

RNB05-183

RNB05-179

RNB05-181

NNB05-195

SW HAMMOCK CREEK DR

RNB05-187

HAMMOCK CREEK

RNB05-186

RNB05-197

SW GOLDEN BEAR WAY

RNB05-180

RNB05-182

RNB05-189

RNB05-199

NNB05-204

RNB05-201

0 50 100 200 Feet

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
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Common Noise Environment

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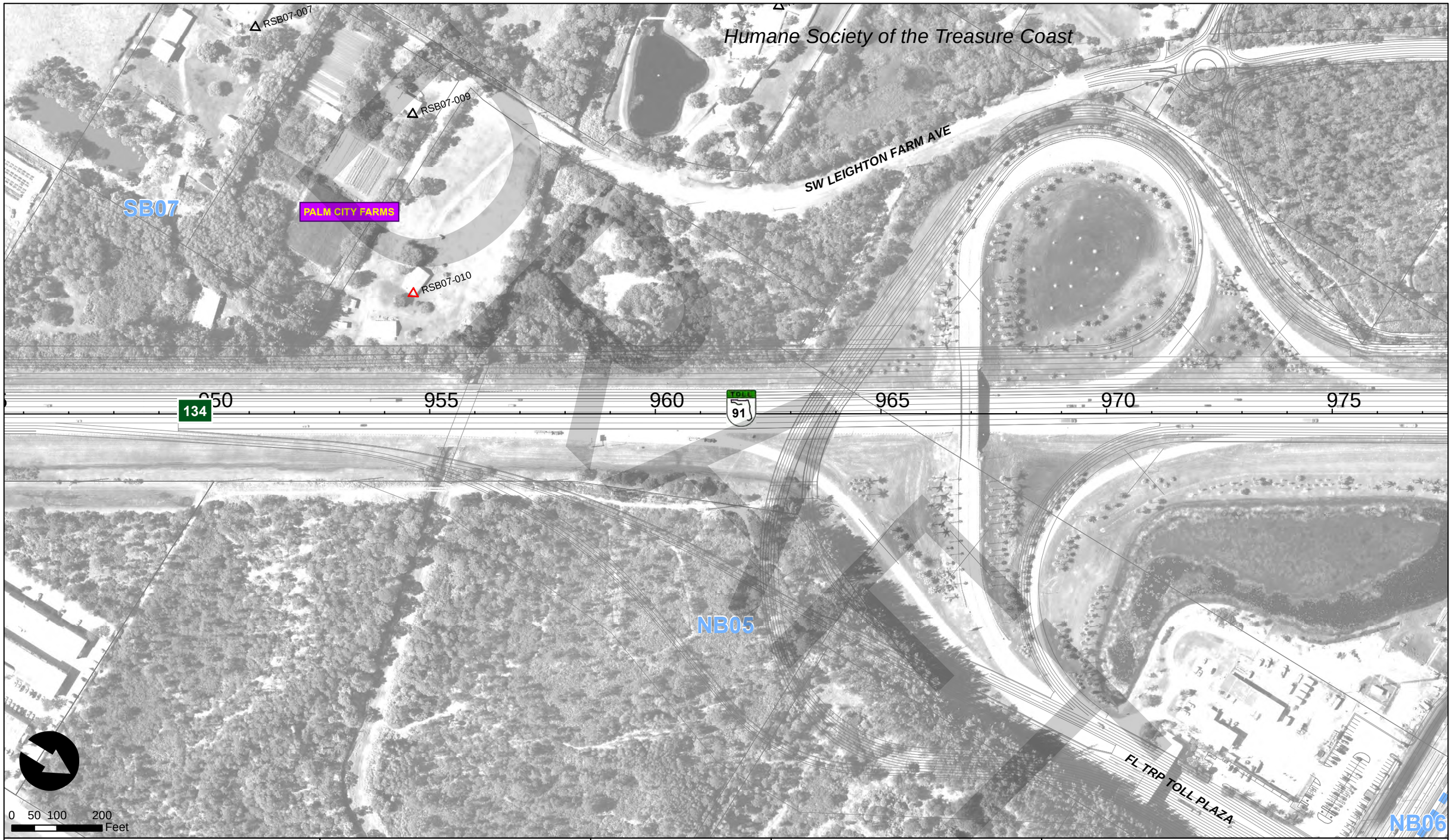
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **29**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

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NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **30**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted

Validation Sites
ROW Barriers
SH Barriers

Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display aeae of themap figures.

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NOISE STUDY REPORT PROJECT AERIALS

Sheet No.
31

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **32**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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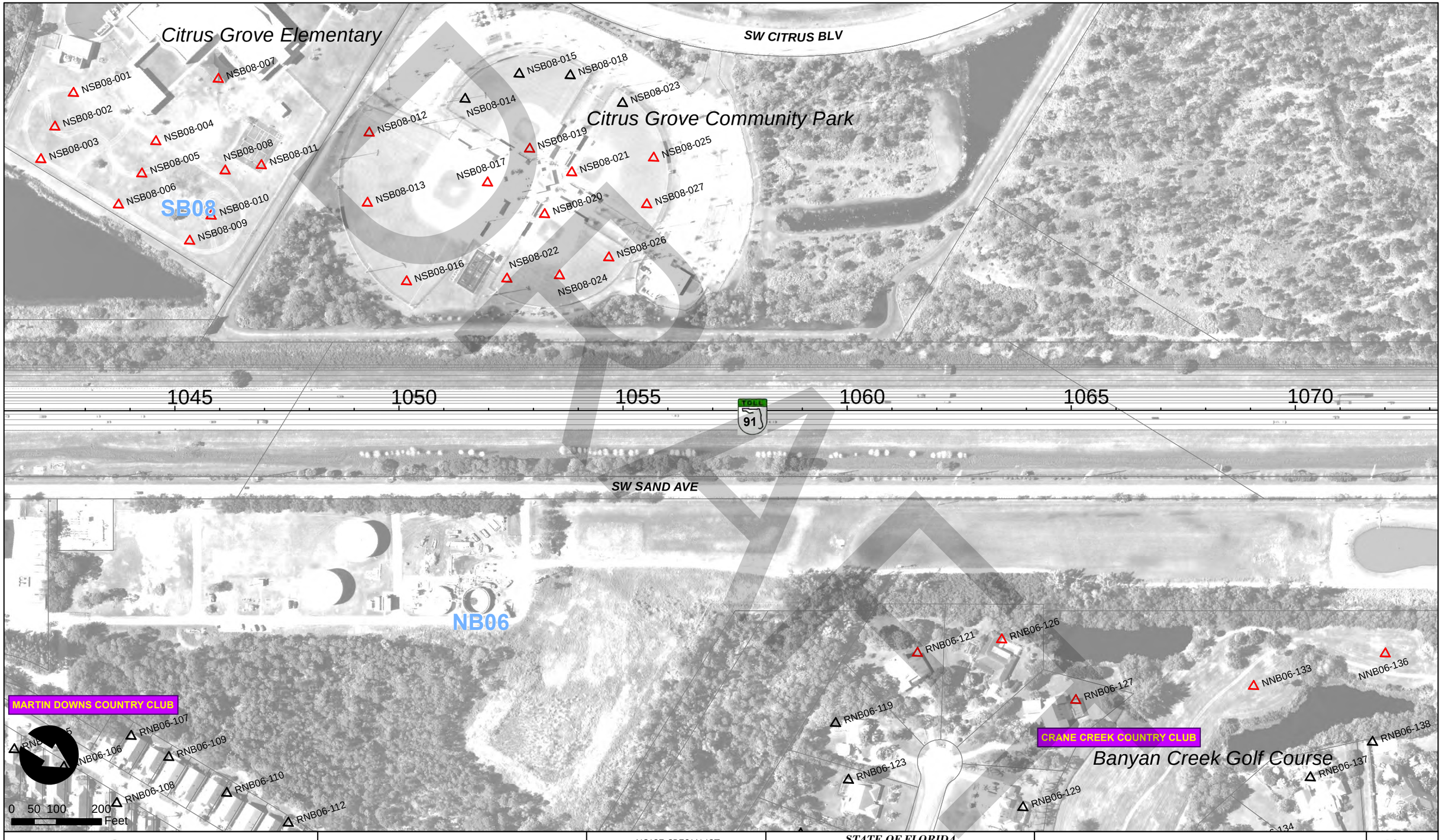
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **33**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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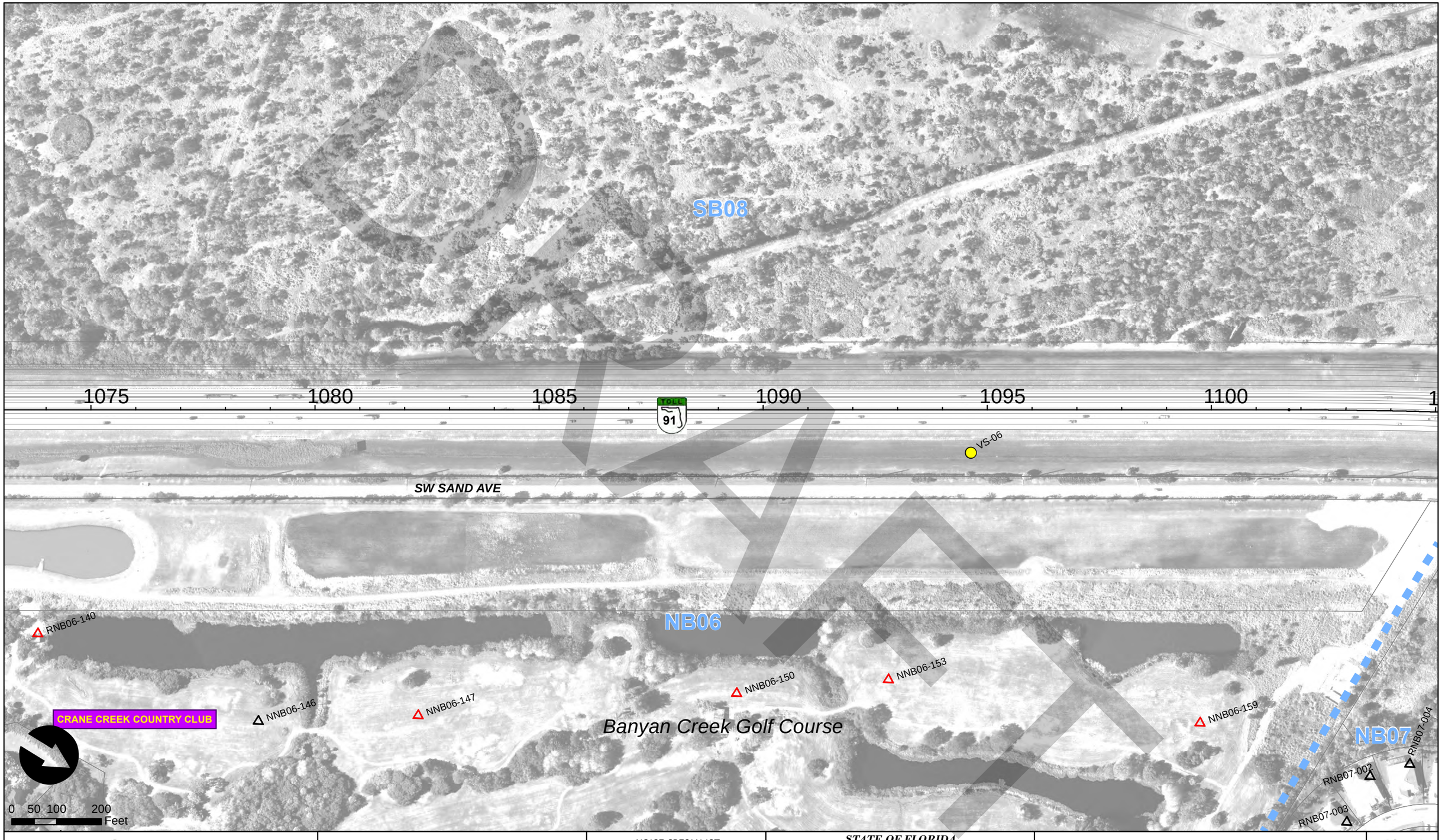
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. 34



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No.
35

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No.

36

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
Design Lines
ROW Barriers
Common Noise Environment
SH Barriers

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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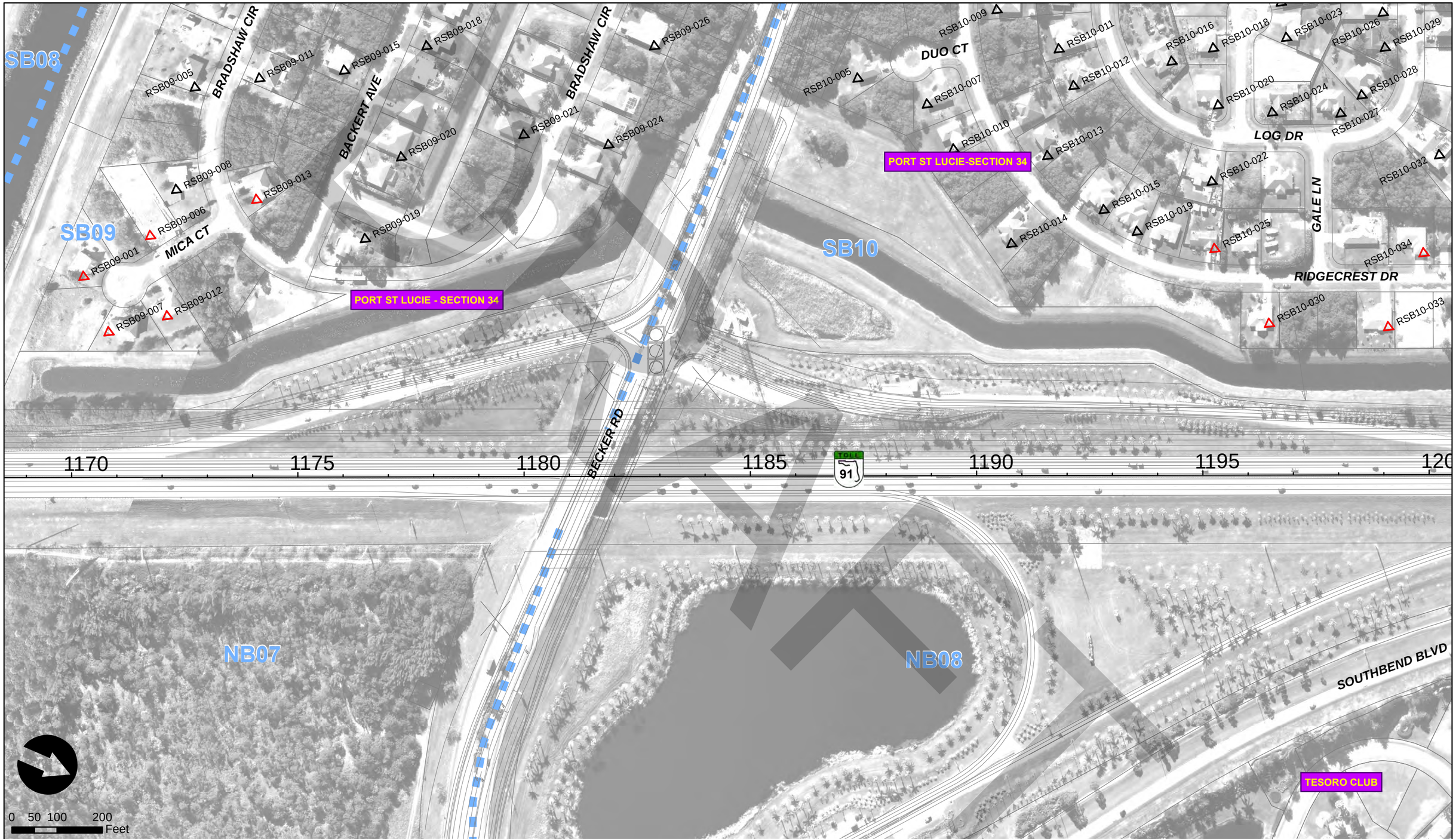
ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **37**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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DEPARTMENT OF TRANSPORTATION

ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **38**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display aera of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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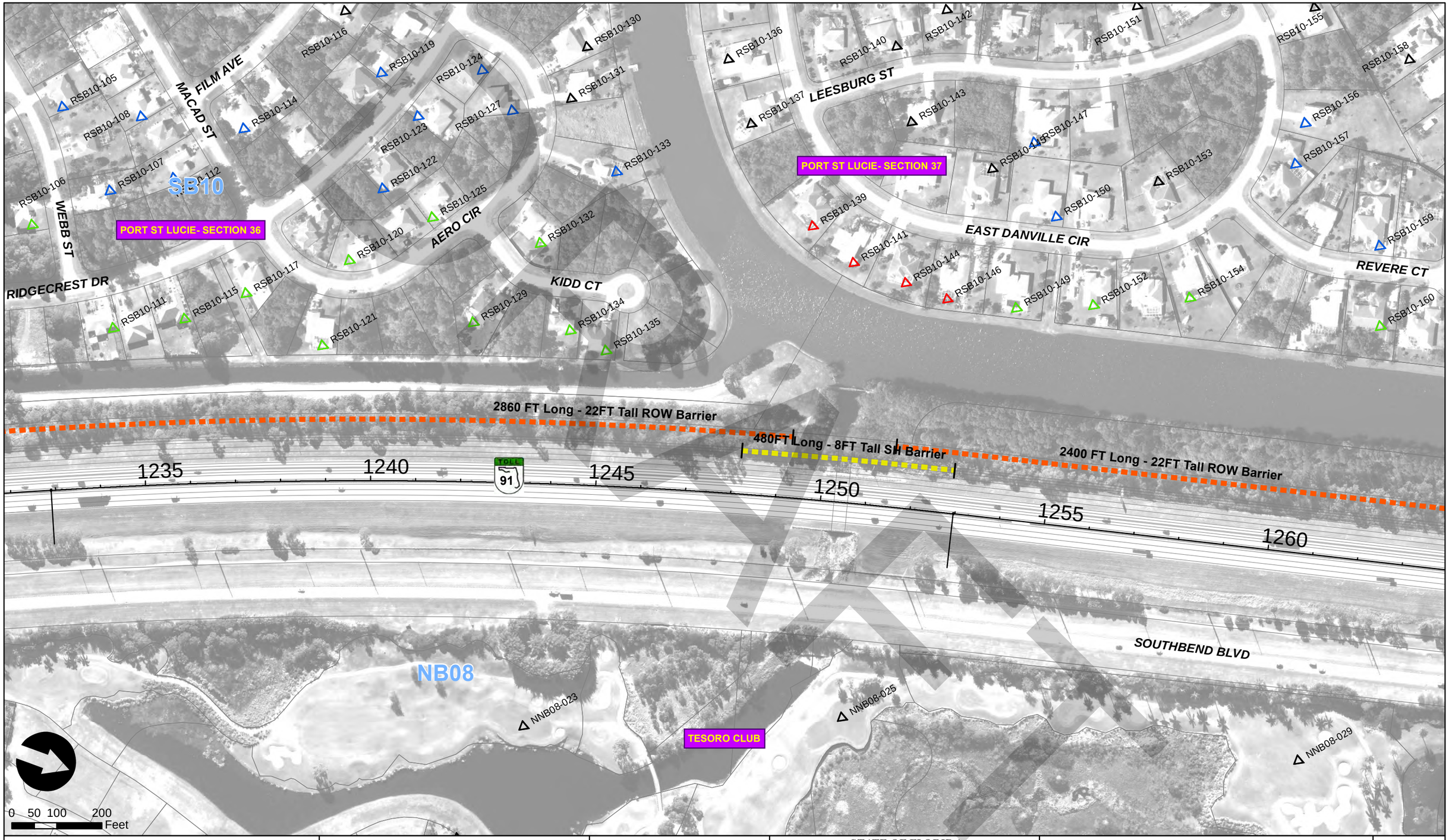
ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **39**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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NOISE STUDY REPORT PROJECT AERIALS

Sheet No. 40

PORT ST LUCIE- SECTION 37

PAAR DR

PERRY CT

JANE CT

PEAK CT

MACON RD

SB10

RSB10-161
RSB10-163
RSB10-162
RSB10-167
RSB10-170
RSB10-166
RSB10-164
RSB10-169
RSB10-171
RSB10-172
RSB10-173
RSB10-174
RSB10-175
RSB10-176
RSB10-178
RSB10-179
RSB10-180
RSB10-181
RSB10-183
RSB10-182
RSB10-185
RSB10-186
RSB10-188
RSB10-191
RSB10-187
RSB10-189
RSB10-192
RSB10-196
RSB10-195
RSB10-198
RSB10-200
RSB10-193
RSB10-194
RSB10-199
RSB10-202

2400 FT Long - 22FT Tall ROW Barrier

1740FT Long - 8FT Tall SH Barrier

9140 FT Long - 22FT Tall ROW Barrier

5000FT Long - 14FT Tall SH Barrier

1265 1270 1275 1280 1285 1290 129

140

TOLL 91

SOUTHBEND BLVD

NB08

RIO ANGELICA

TESORO CLUB

JESSICA CLINTON PARK- PORT ST LUCIE- SECTION 39

RNB08-036
RNB08-039
RNB08-041
RNB08-043
RNB08-037

0 50 100 200 Feet

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **41**

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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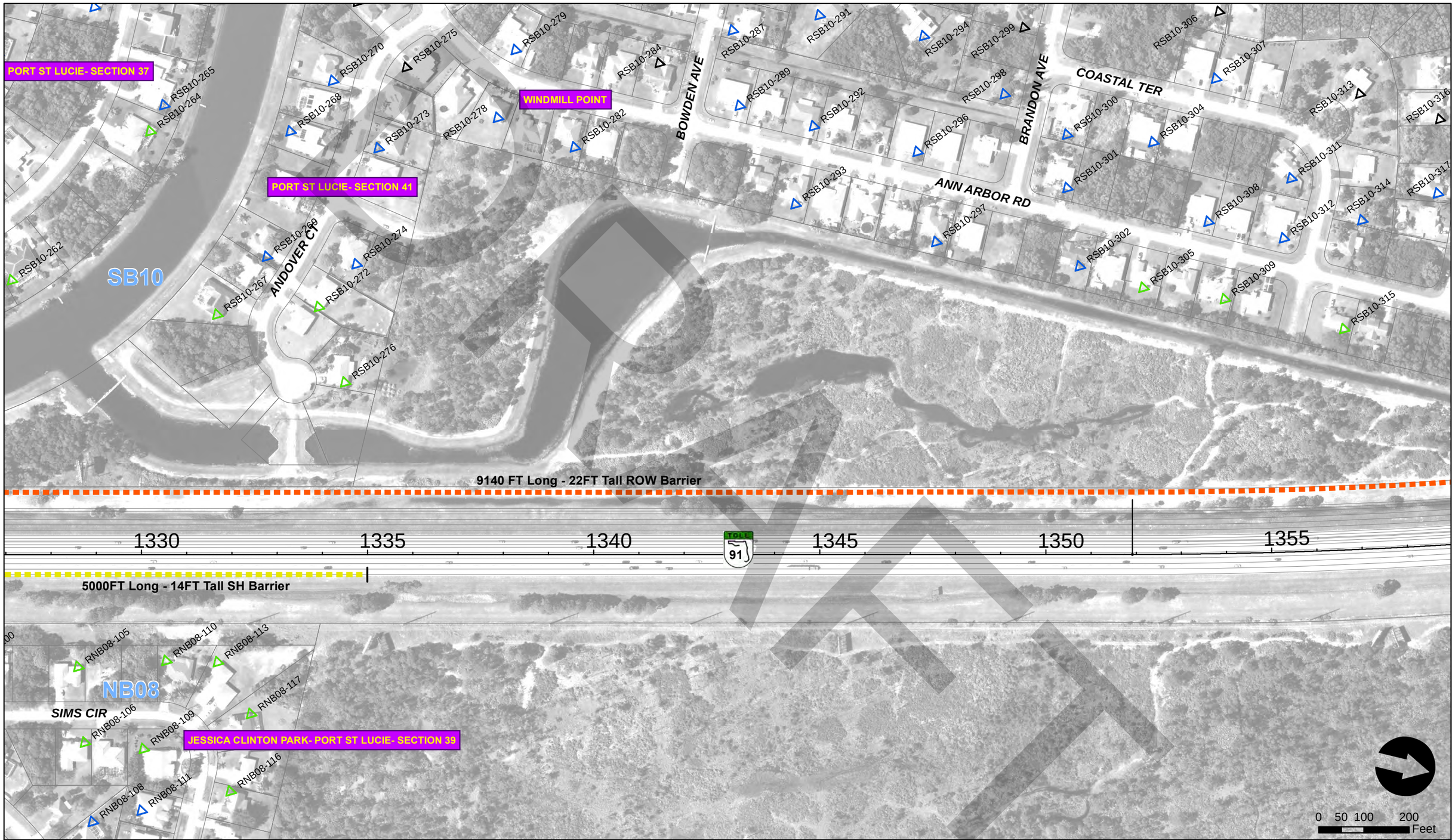
ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No.

42



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
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NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **43**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display aera of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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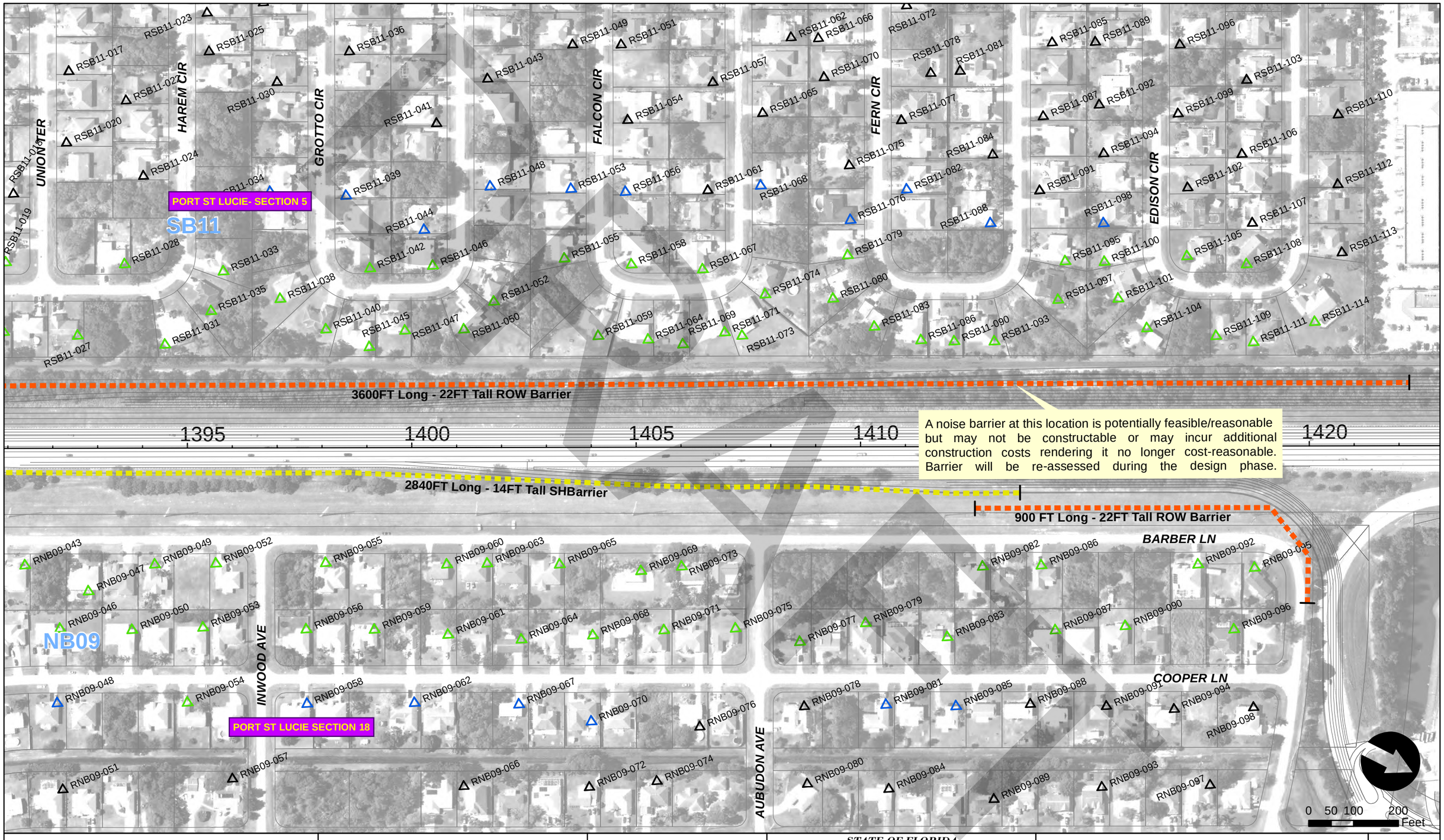
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **44**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display aera of the map figures.

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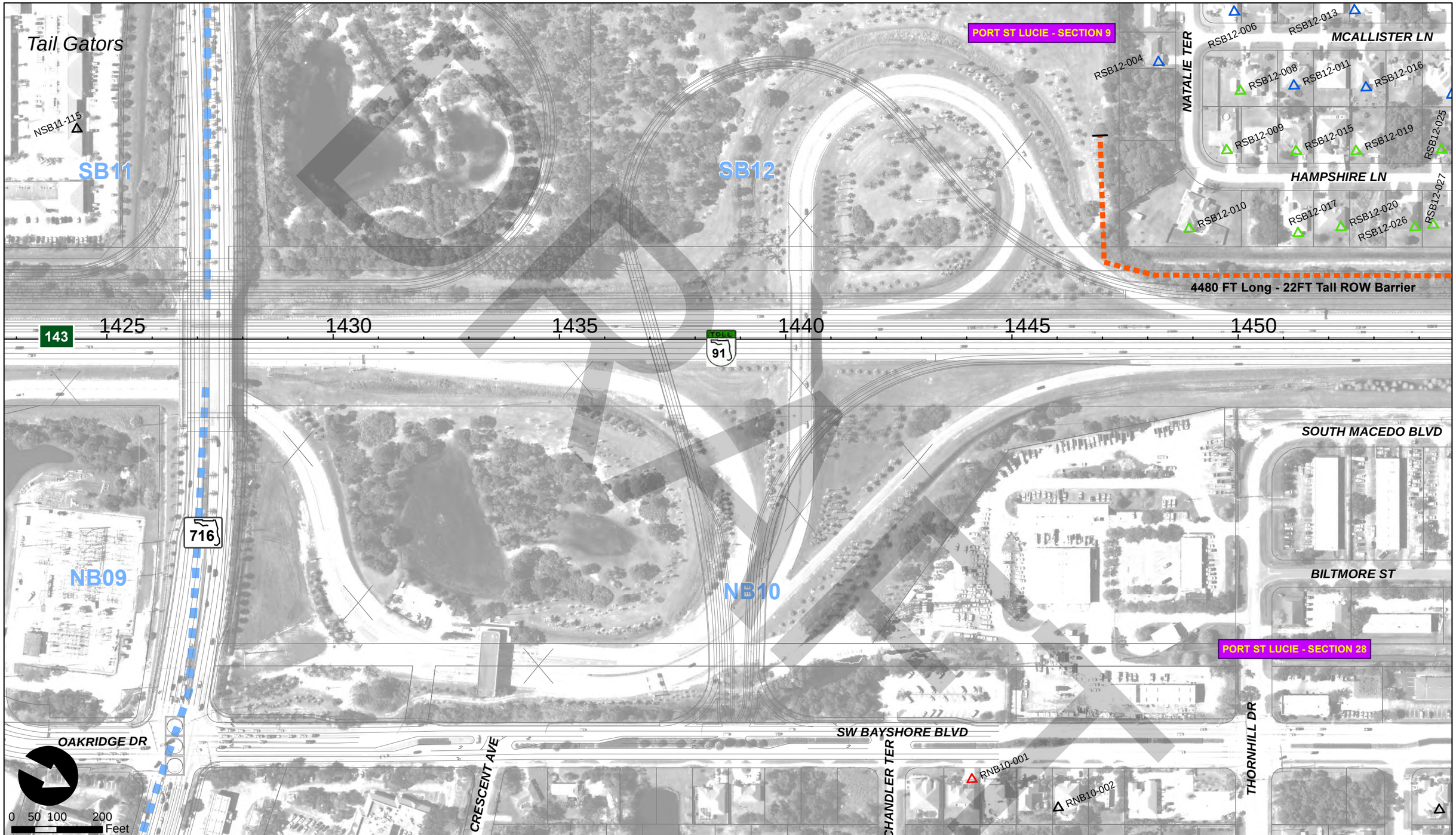
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **45**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
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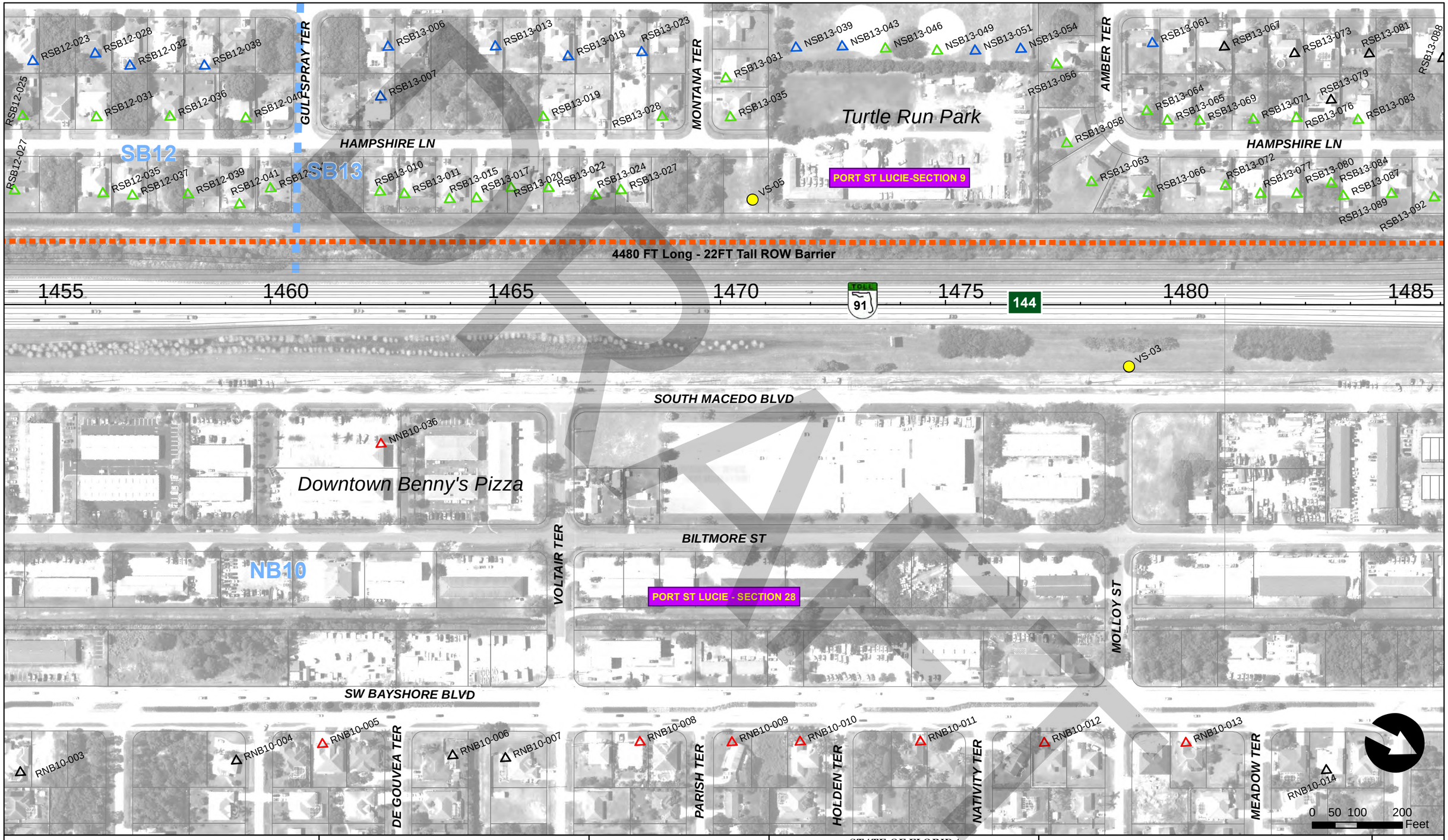
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **46**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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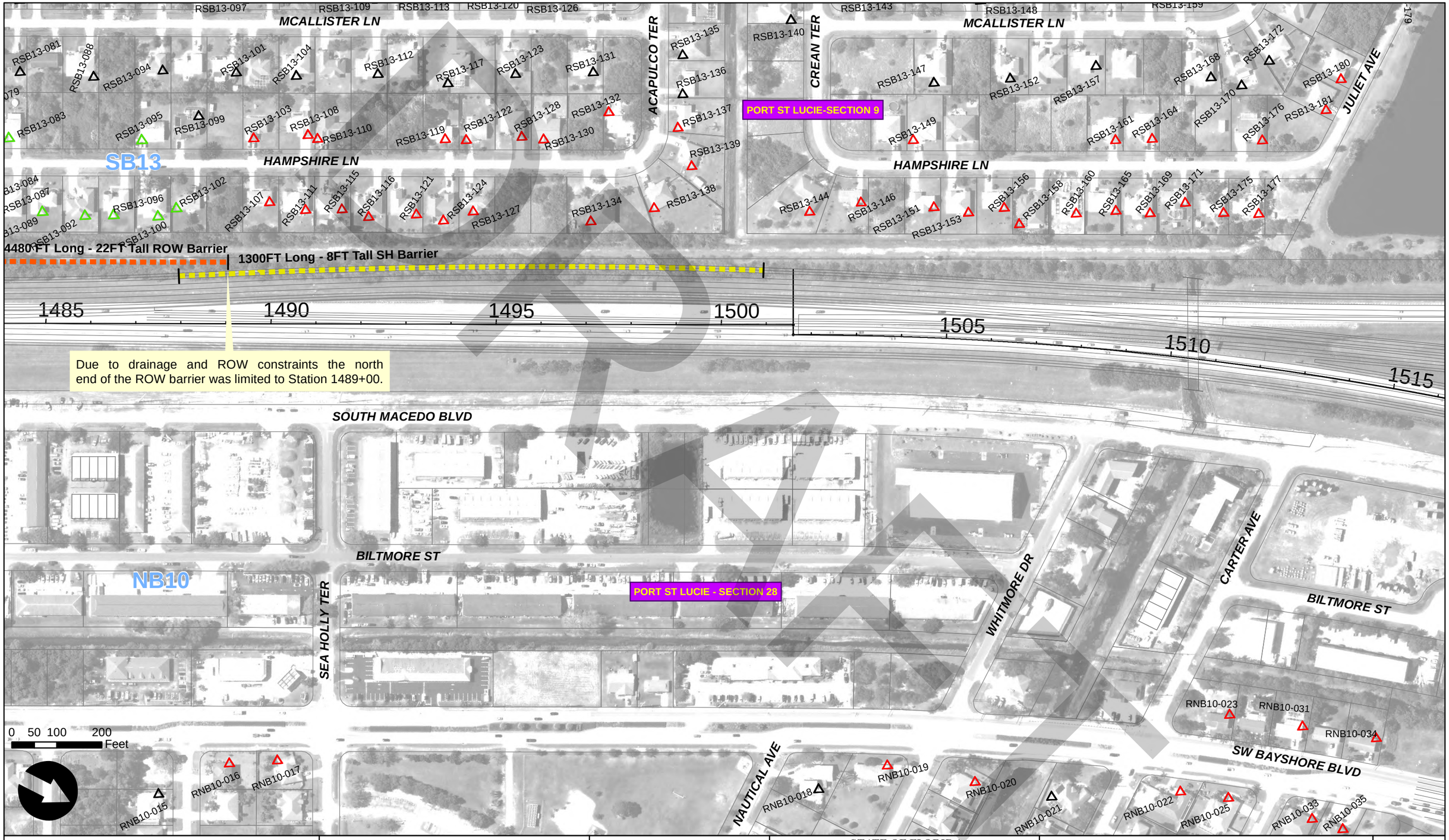
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. 47



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display aera of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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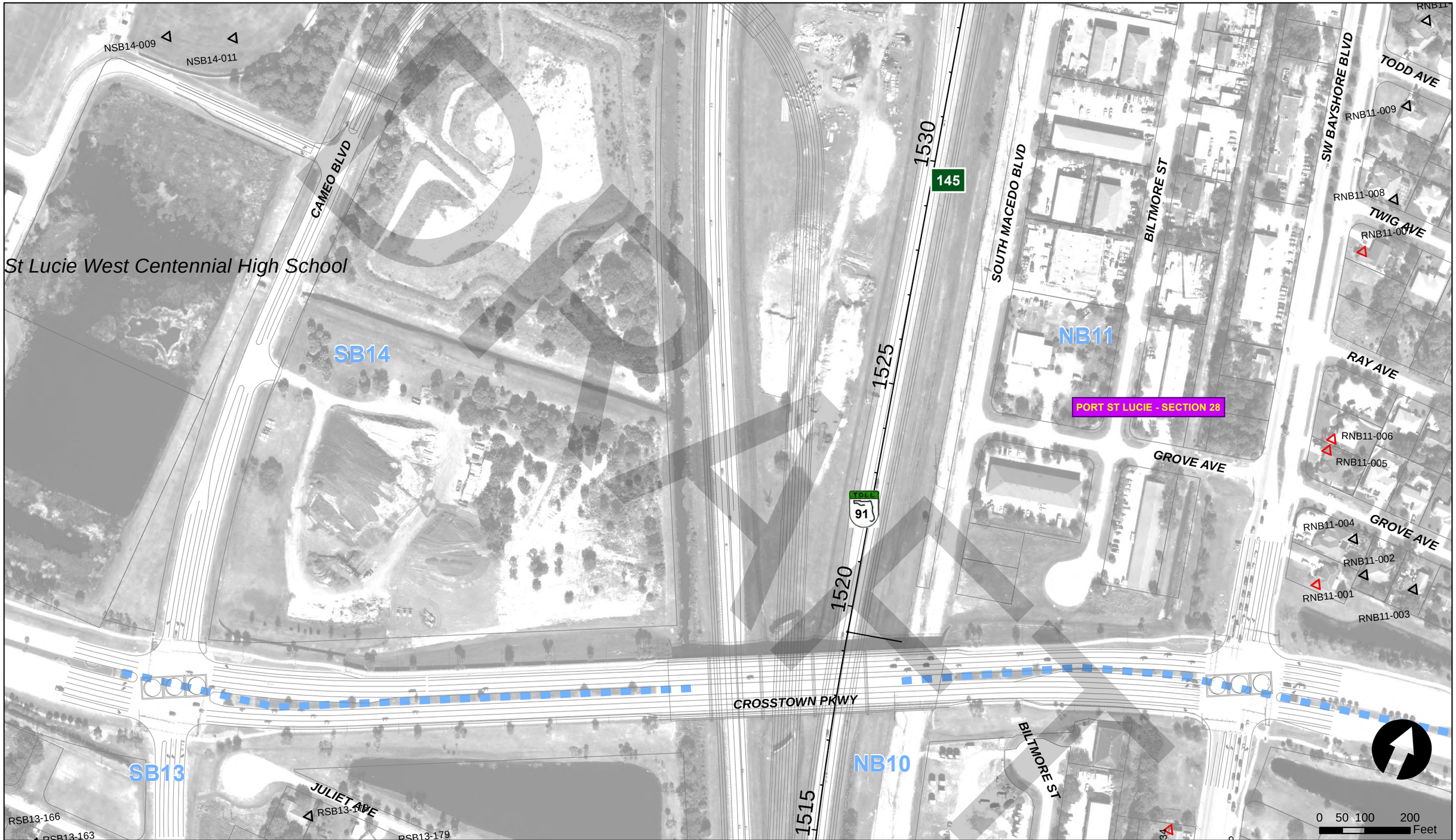
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **48**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **49**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **50**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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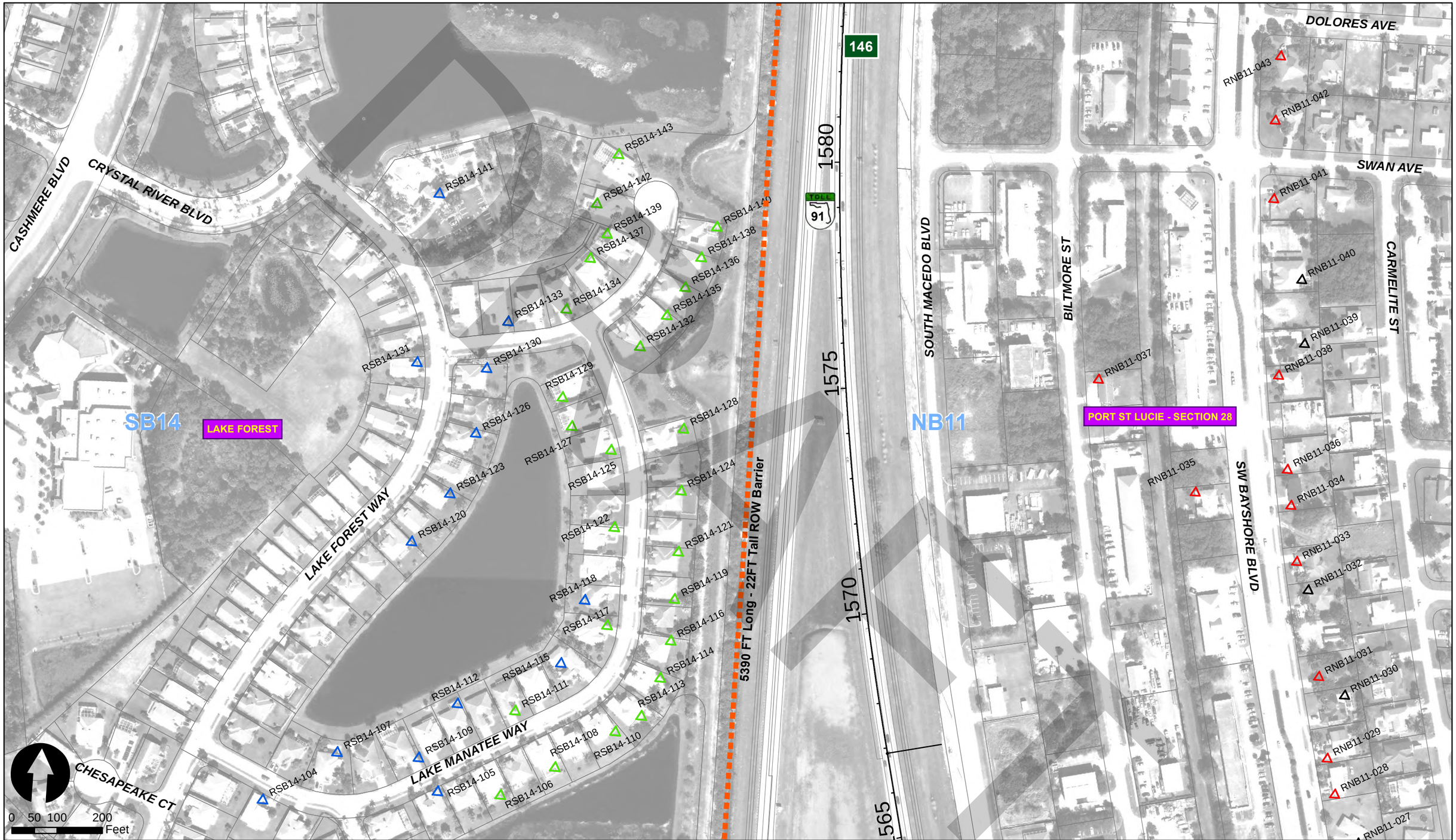
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. 51



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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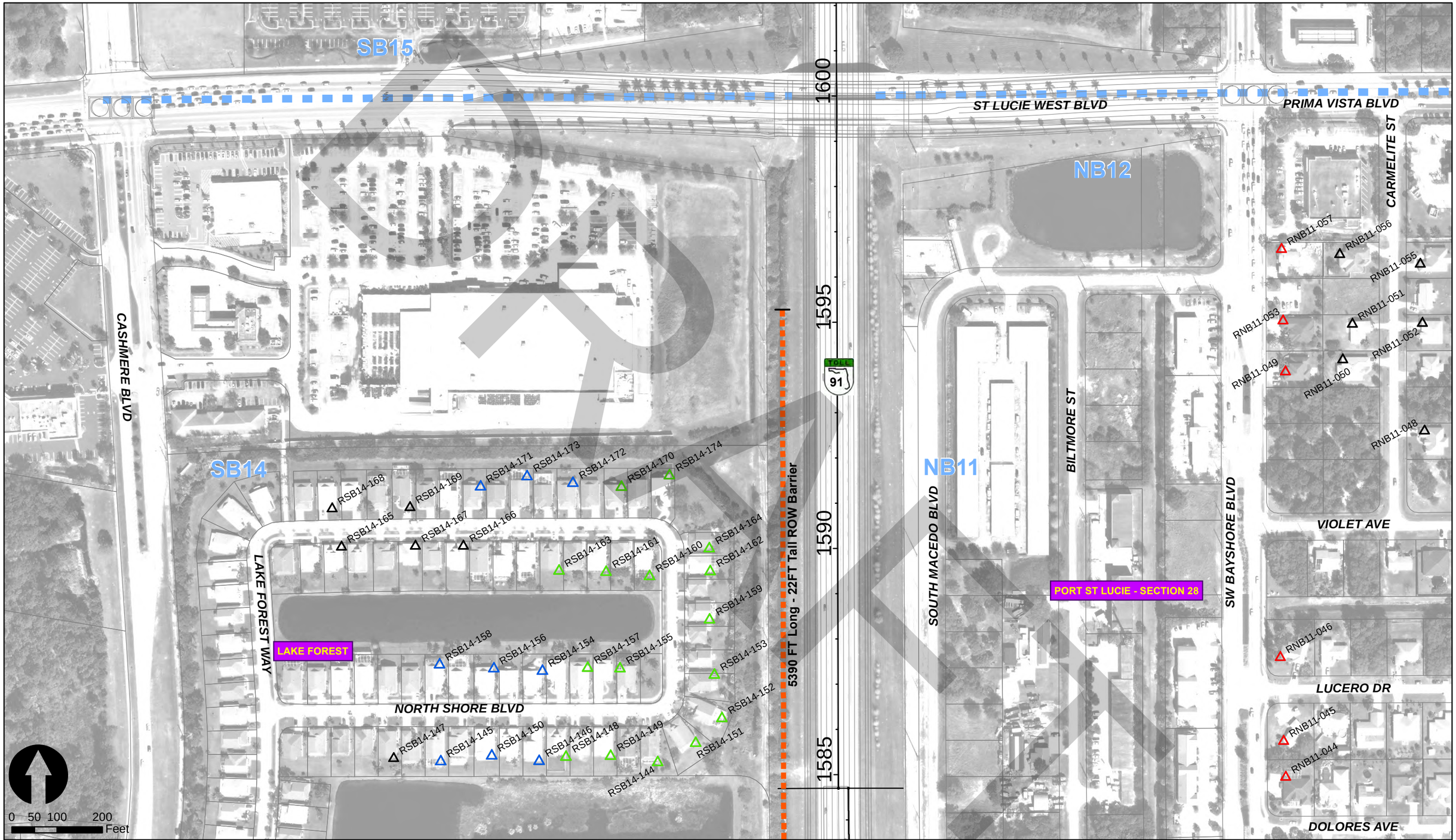
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. 52



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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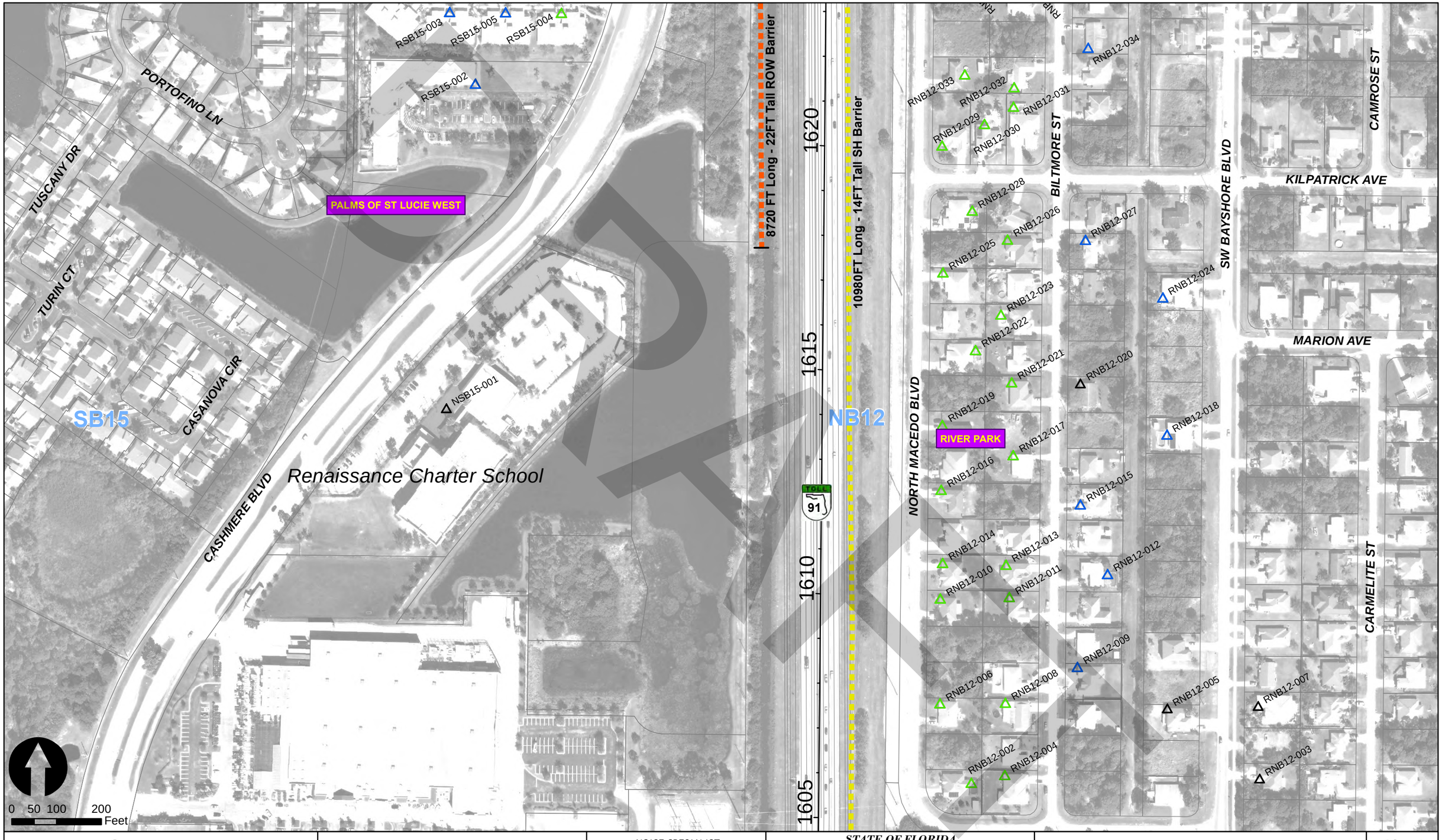
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **53**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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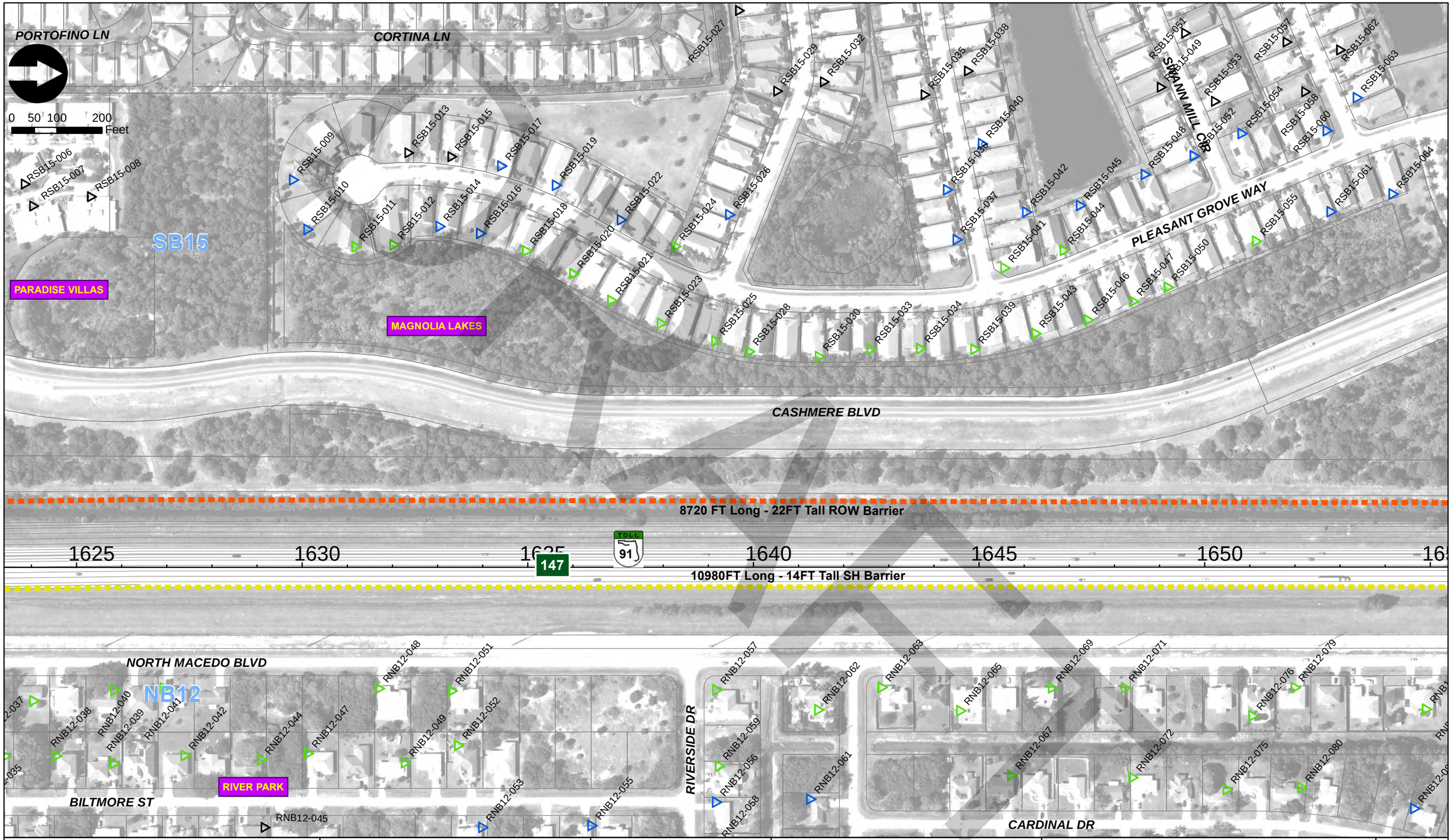
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **54**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
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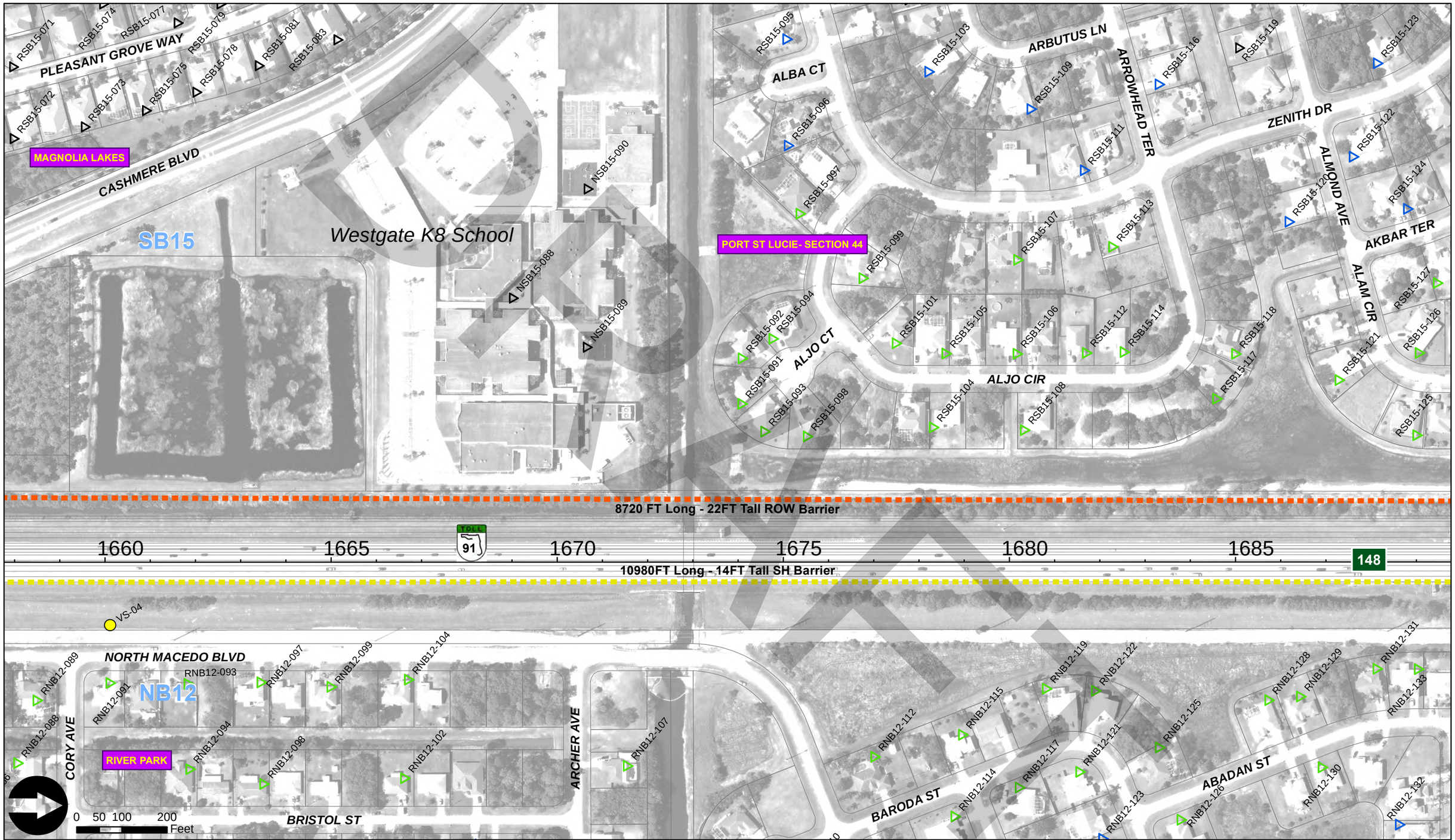
NOISE STUDY REPORT PROJECT AERIALS

Sheet No.
55



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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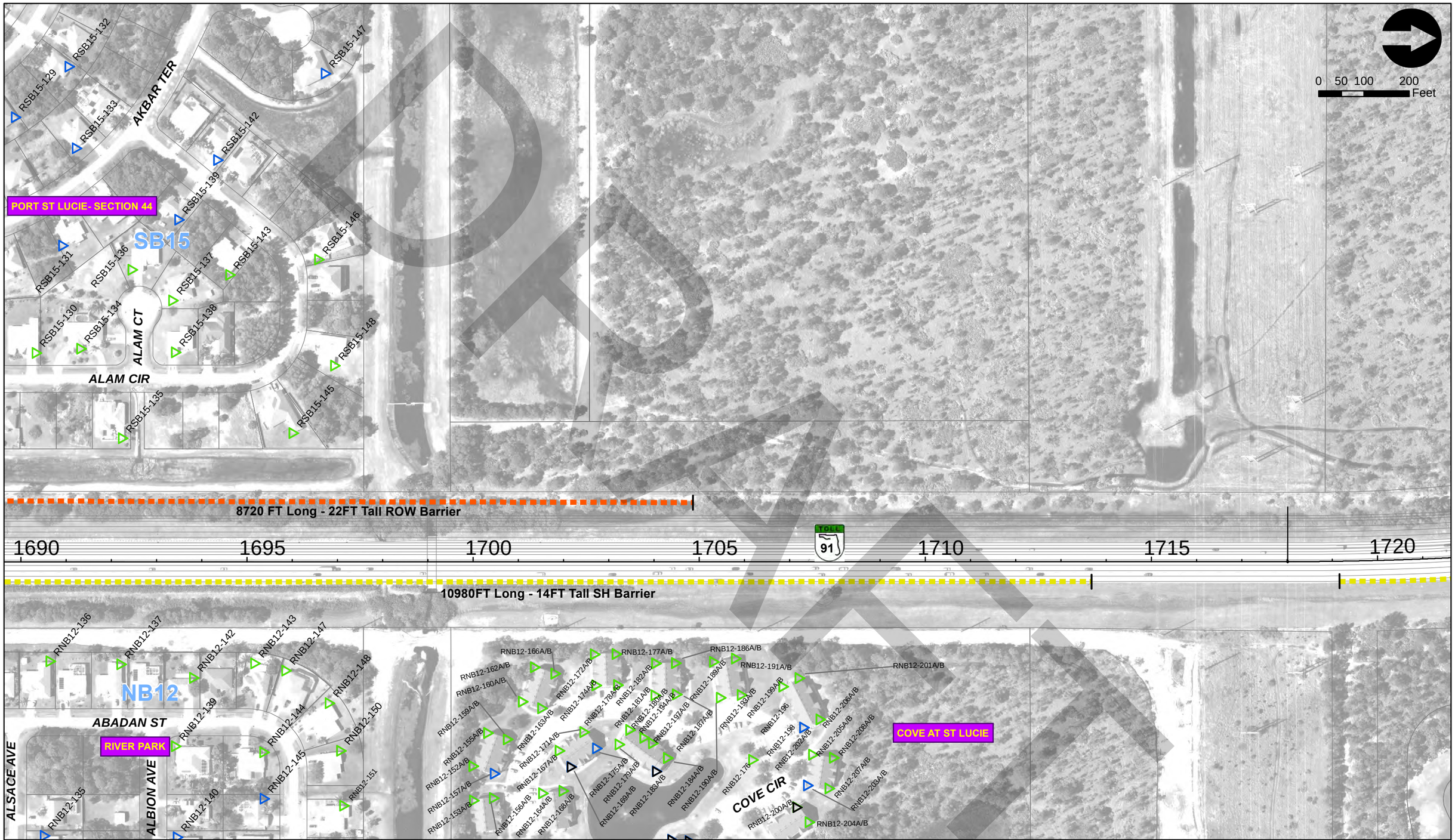
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **56**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

Widening of Turnpike (TPE) from SR50 to Minneola Interchange

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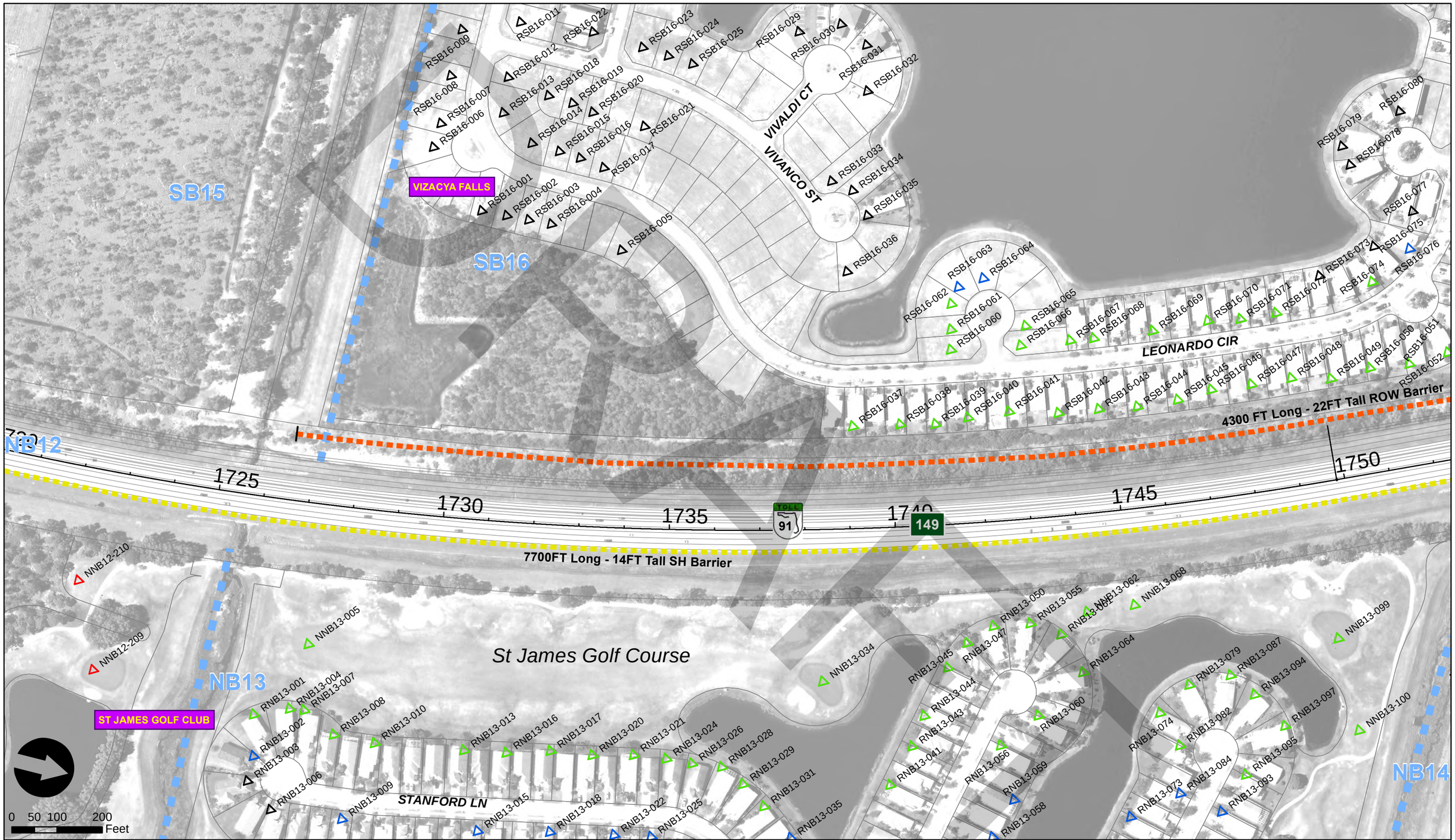
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. 57



Widening of Turnpike (TPE) from SR50 to Minneola Interchange

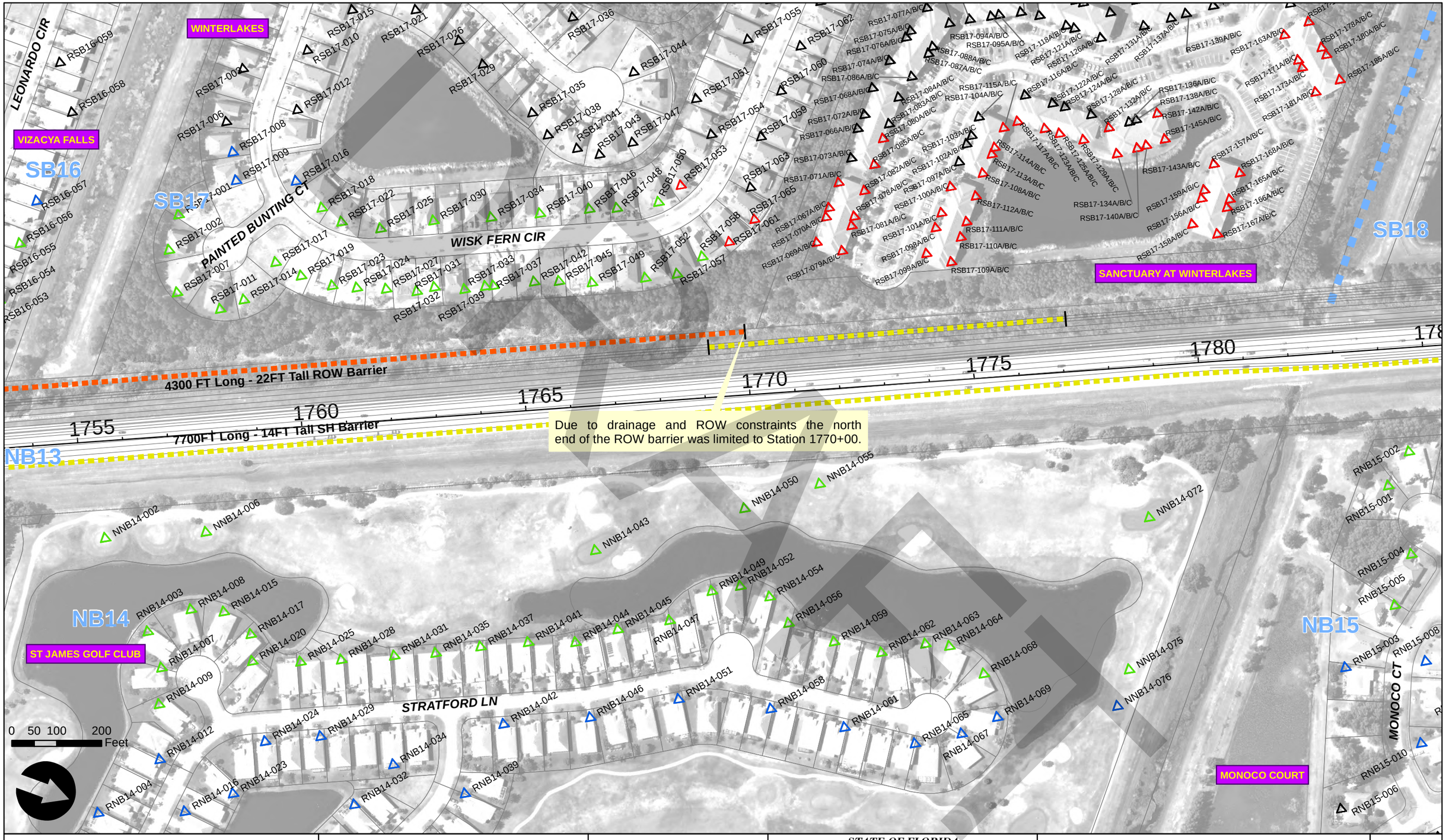
NOISE SPECIALIST
Jeff Jones, GISP.
Inwood Consulting Engineers, Inc.
3000 Dovera Drive, Suite 200
Oviedo, Florida 32765
P 407.971.8850

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	MARTIN/ST LUCIE/ PALM BEACH	423374-1

NOISE STUDY REPORT PROJECT AERIALS

Sheet No. 58



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
Design Lines
ROW Barriers
Common Noise Environment
SH Barriers

NOTE: Some not impacted receptors fall outside the display aera of the map figures.

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NOISE STUDY REPORT PROJECT AERIALS

Sheet No.

59

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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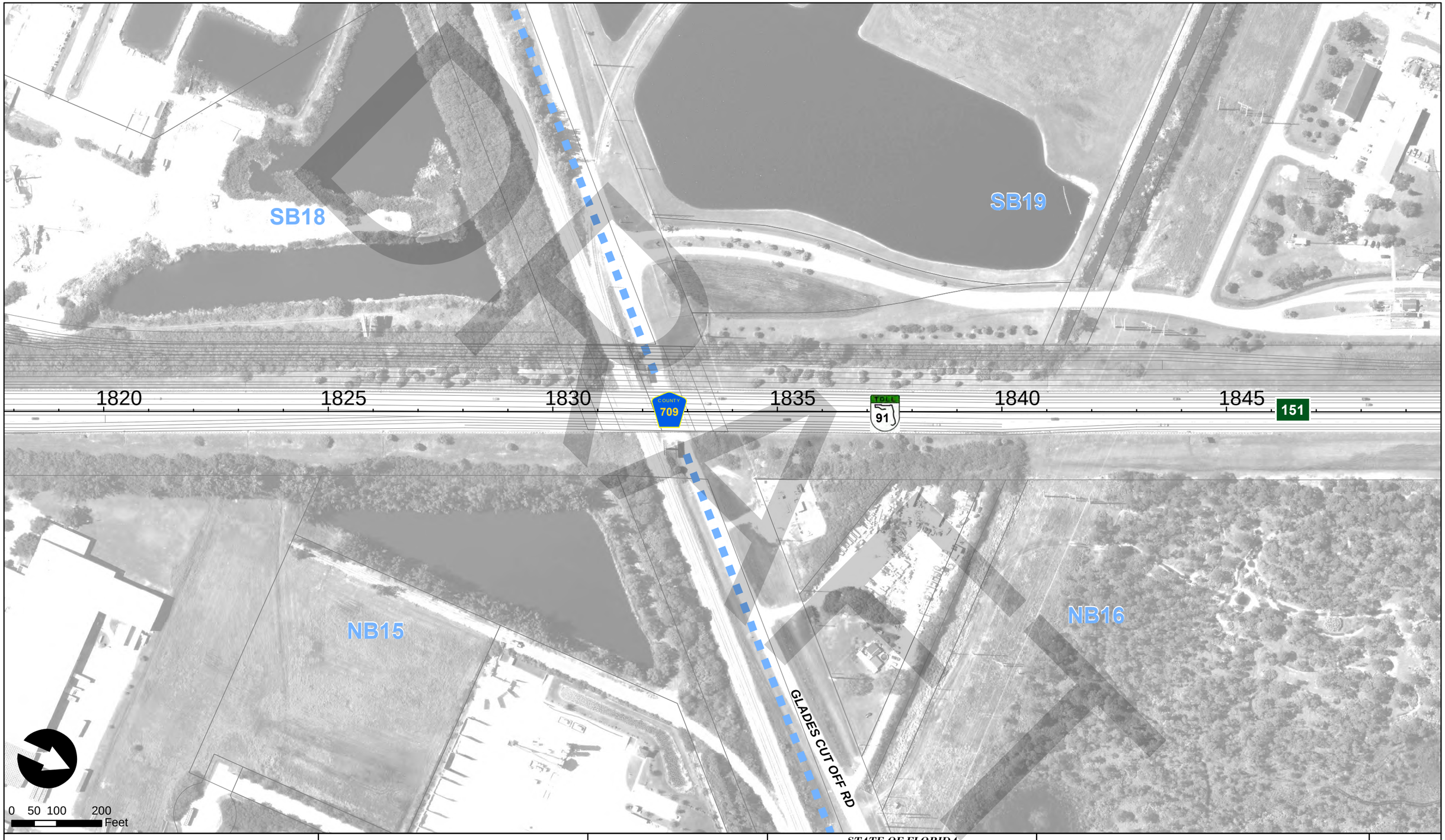
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **60**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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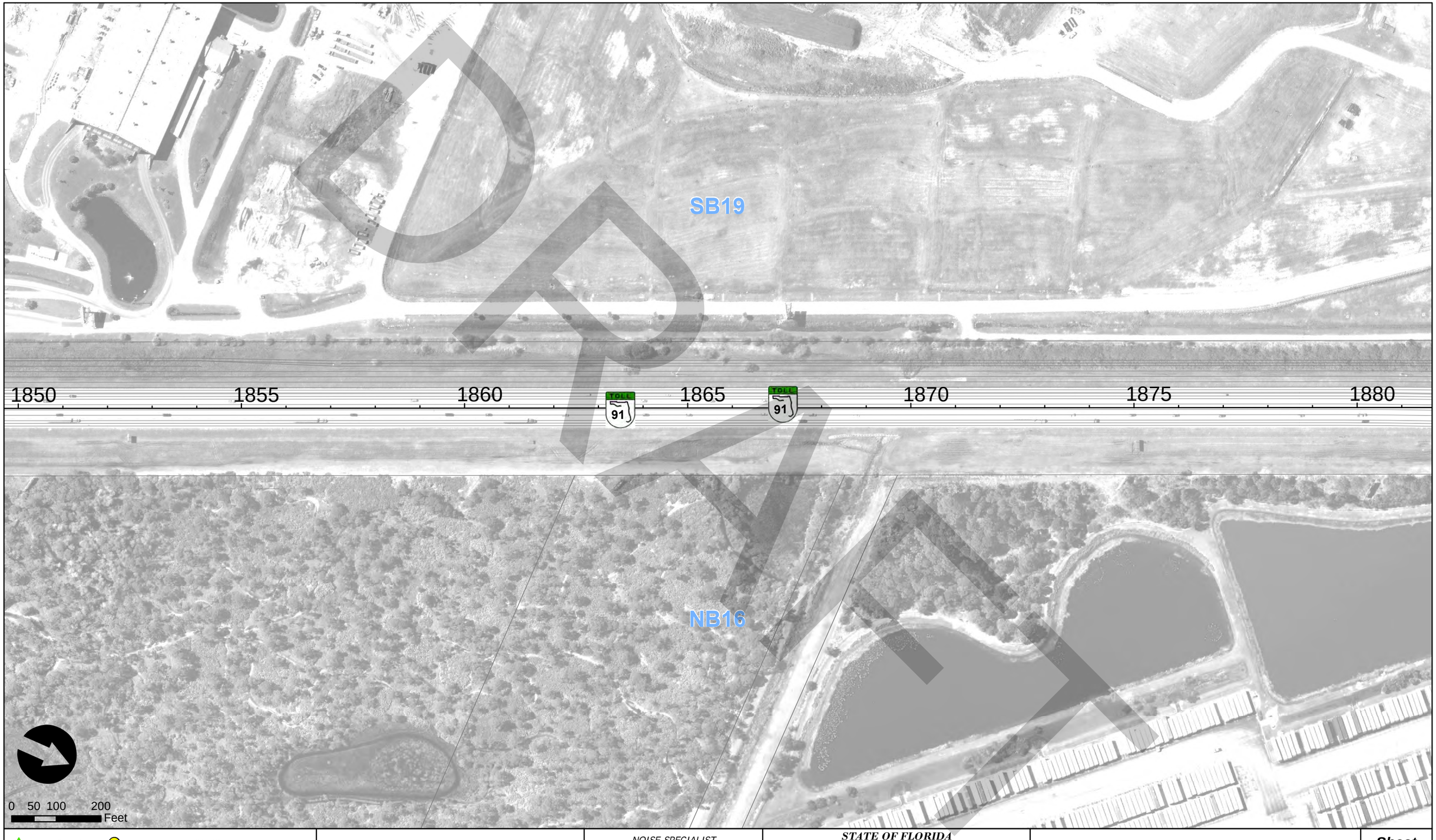
NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **61**



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
Design Lines
ROW Barriers
Common Noise Environment
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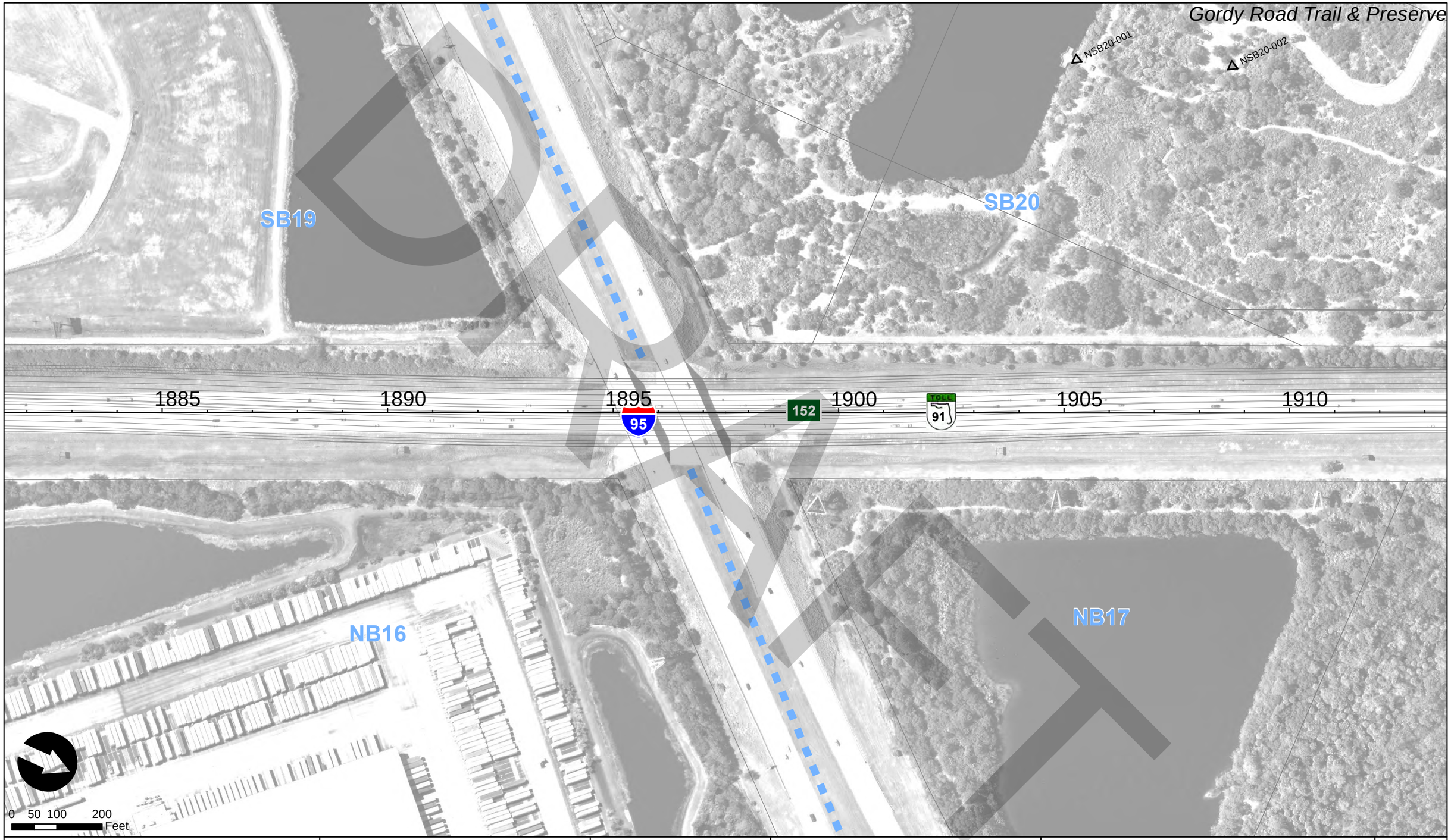
NOISE STUDY REPORT PROJECT AERIALS

Sheet No.
62



Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
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SH Barriers
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NOISE STUDY REPORT PROJECT AERIALS

Sheet No. **63**

Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Sites
ROW Barriers
SH Barriers
Design Lines
Common Noise Environment

NOTE: Some not impacted receptors fall outside the display area of the map figures.

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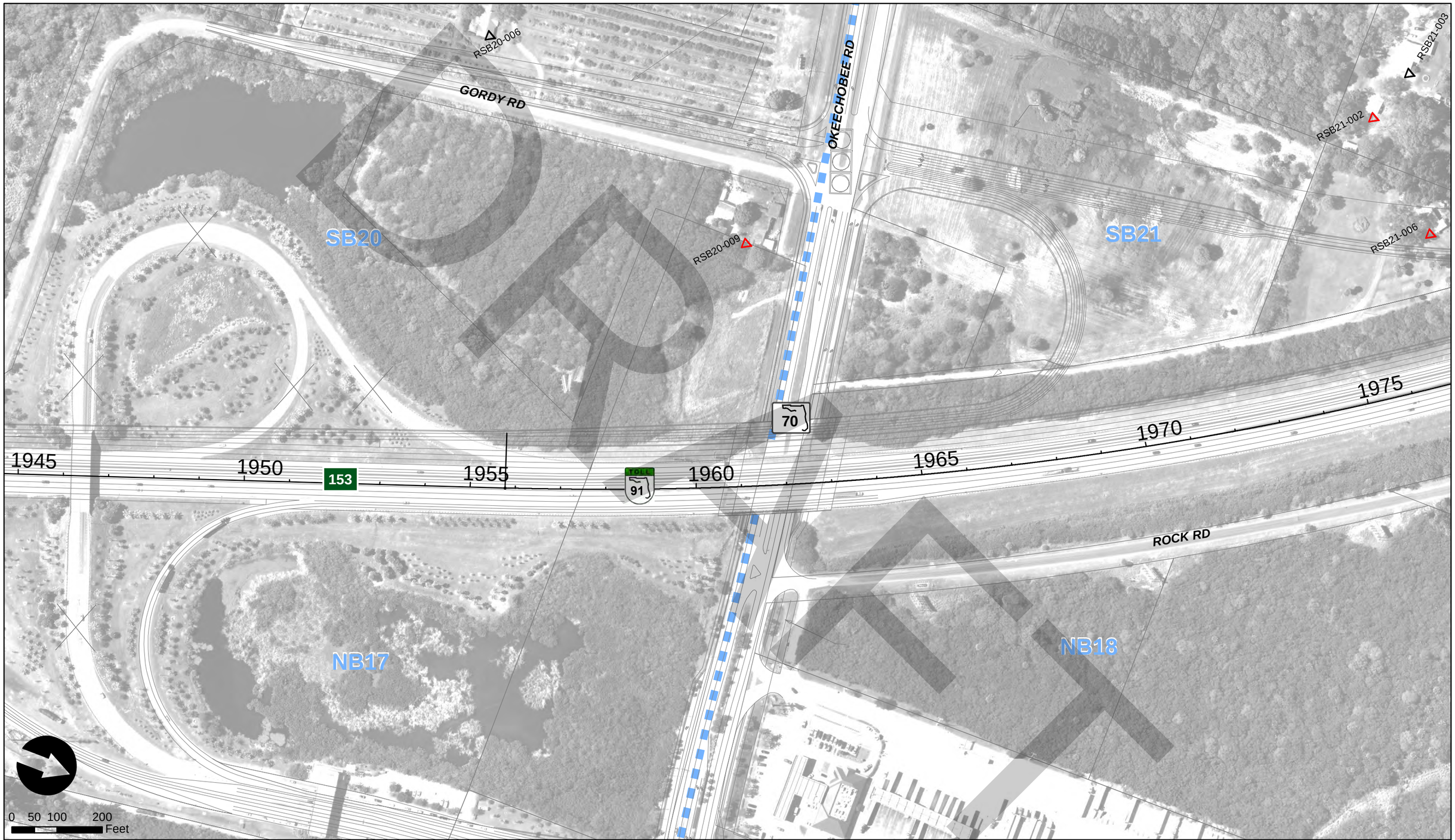
NOISE STUDY REPORT PROJECT AERIALS

Sheet No.
64



Impacted - Benefitted
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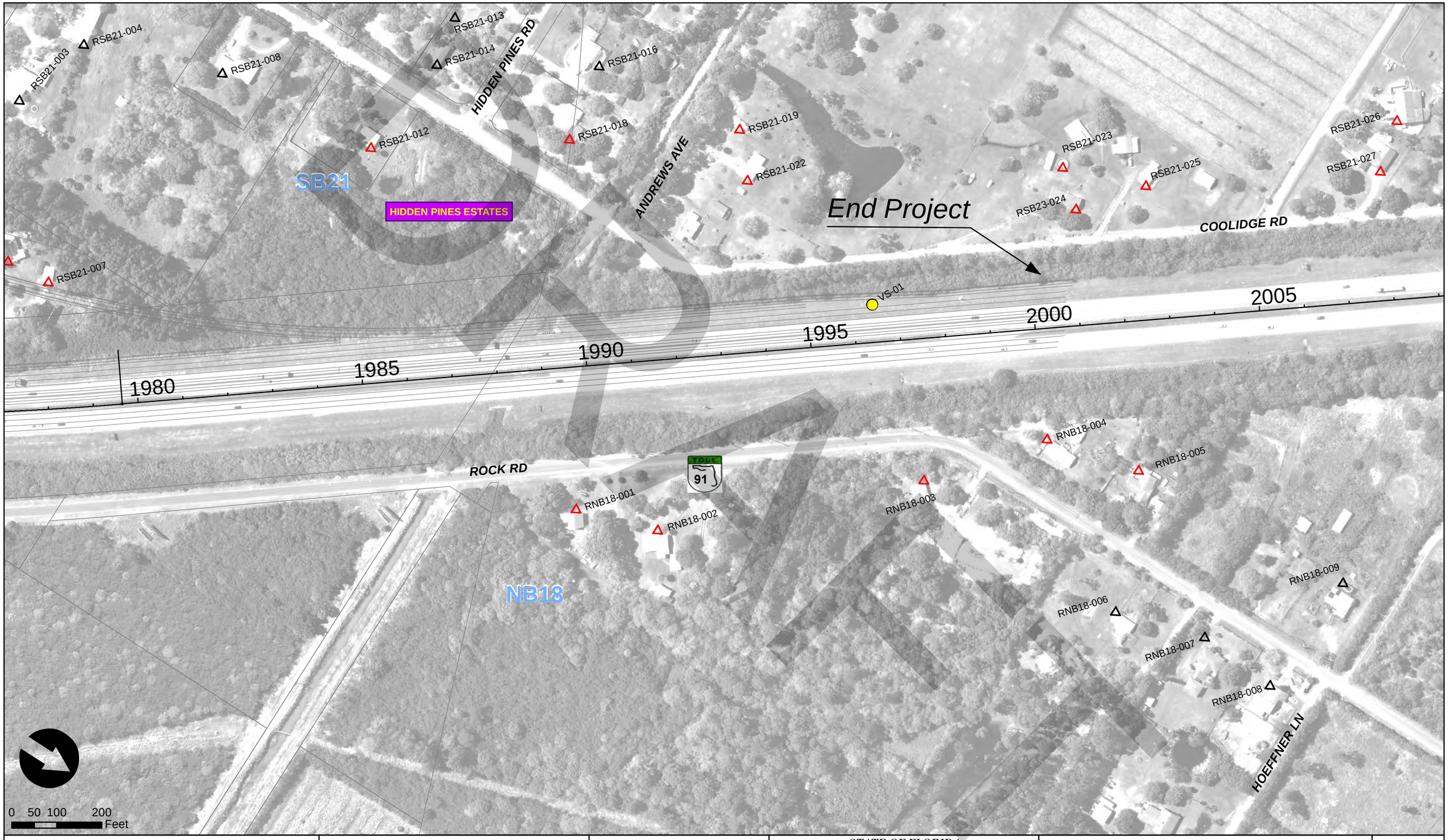
Sheet No. **65**



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Sheet No.

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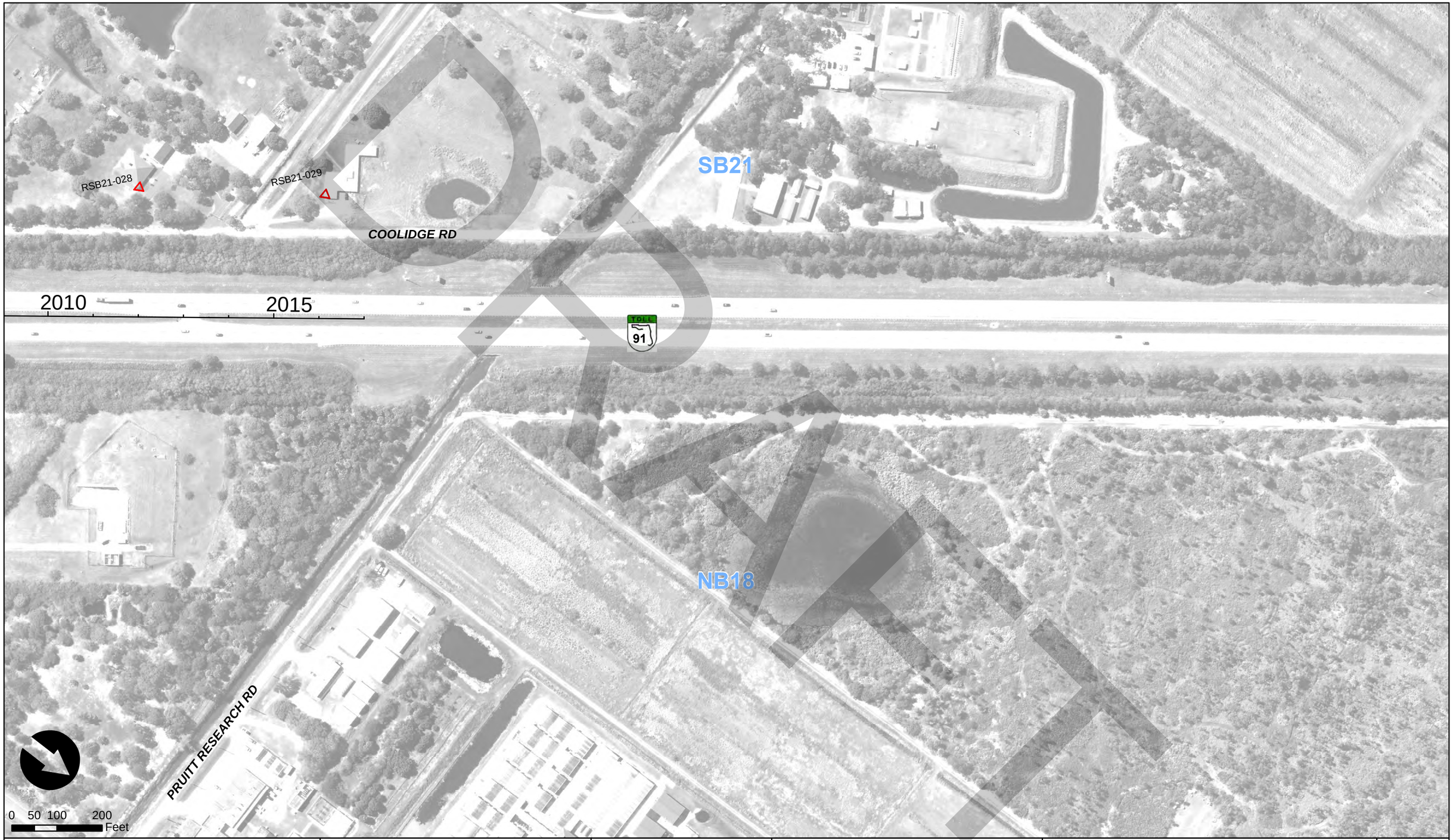

Impacted - Benefitted
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