

# **PROJECT DEVELOPMENT & ENVIRONMENT NOISE STUDY REPORT**

**Turnpike (SR 91) Widening from SR 408 to SR 50  
Project Development and Environment Study**

**Orange County, Florida**

Financial Project ID Number: 444007-1



**Prepared For:  
FLORIDA'S TURNPIKE ENTERPRISE**

**July 2022**

# Table of Contents

- 1. INTRODUCTION ..... 1**
  - 1.1 Project Description..... 1**
  - 1.2 Purpose & Need..... 2**
- 2. METHODOLOGY..... 2**
  - 2.1. Noise Metrics..... 2**
  - 2.2. Traffic Data ..... 2**
  - 2.3. Noise Abatement Criteria..... 3**
  - 2.4. Noise Abatement ..... 3**
    - 2.4.1. Traffic Management..... 6
    - 2.4.2. Alignment Modifications..... 6
    - 2.4.3. Buffer Zones & Land Use Controls ..... 6
    - 2.4.4. Noise Barriers..... 6
- 3. TRAFFIC NOISE ANALYSIS AND ABATEMENT ASSESSMENT ..... 6**
  - 3.1. Model Verification ..... 6**
  - 3.2. Noise Sensitive Receptors ..... 8**
  - 3.3. Abatement Analysis ..... 9**
    - 3.3.1. Special Use Site Analysis ..... 10
    - 3.3.2. Existing Noise Barrier Methodology..... 10
  - 3.4. Common Noise Environments on Northbound Side of Florida’s Turnpike ..... 11**
    - 3.4.1. Noise Barrier System #1 (CNEs NB01 – NB08) ..... 11
      - 3.4.1.1. Ashley Place & Pembroke (CNE NB01) ..... 13
      - 3.4.1.2. Pine Ridge Church (CNE NB01) ..... 14
      - 3.4.1.3. Palma Vista (CNE NB02)..... 14
      - 3.4.1.4. St Andrews (CNE NB03) ..... 14
      - 3.4.1.5. Palm Cove Estates (CNE NB04) ..... 15
      - 3.4.1.6. Tuscany Ridge (CNE NB05) ..... 15
      - 3.4.1.7. Scattered Single Family Residences on Gotha Road (CNE NB06) ..... 16
      - 3.4.1.8. Premier Academy Playground (CNE NB07)..... 16
      - 3.4.1.9. Farmwood Circle & Single-Family Residences (CNE NB08) ..... 16
    - 3.4.2. Nehrling Gardens Outdoor Seating (CNE NB08) ..... 17
    - 3.4.3. New Life Worship Center (CNE NB09)..... 17
    - 3.4.4. Isolated Single-Family Residence (CNE NB10)..... 18
    - 3.4.5. Braemar (CNE NB11) ..... 18
    - 3.4.6. Gotha Italian Congregation & Orlando Portuguese Congregation (CNE NB12) ..... 19
    - 3.4.7. Camp Ithiel (CNE NB13) ..... 19
    - 3.4.8. Noise Barrier System #2 – Lake Fischer Estates (CNE NB14) ..... 19



3.4.9. Noise Barrier System #3 (CNEs NB15 – NB19) .....	20
3.4.9.1. Saddlebrook (CNEs NB15 & NB16) .....	21
3.4.9.2. Falcon Pointe (CNE NB17).....	22
3.4.9.3. Lake Lily, & Residences on Twin Lake Drive (CNE NB18) .....	22
3.4.9.4. The Alibi at Lake Lilly Apartments (CNE NB19).....	22
3.4.10. Rusteak & Orlando Health Outdoor Seating (CNE NB19).....	23
3.4.11. Miller’s Ale House Outdoor Seating (CNE NB21) .....	24
3.4.12. Isolated Single Family (CNE NB22) .....	24
3.4.13. Noise Barrier System #4 (CNEs NB23 – NB33) .....	24
3.4.13.1. Sterling Pointe (CNE NB23).....	26
3.4.13.2. Daniels Crossing, & Single-Family Residences (CNE NB24) .....	27
3.4.13.3. West Orange Church of Christ (CNE NB25) .....	27
3.4.13.4. Promenade Apartment Homes (CNE NB26).....	28
3.4.13.5. Village Grove (CNE NB27) .....	28
3.4.13.6. Stage Stop Campground (CNE NB28) .....	29
3.4.13.7. WestSide Townhomes & Orange Park Village (CNE NB29) .....	29
3.4.13.8. West Pointe Villas (CNE NB30) .....	29
3.4.13.9. Avalon Road Apartments, & Single-Family Residences (CNE NB31).....	30
3.4.13.10. Country Garden Apartments, & Single-Family Residences (CNE NB32) .....	31
3.4.13.11. Tucker Oaks Condominiums & Single-Family Residence (CNE NB33) .....	31
3.4.14. Lake Johns Motel (CNE NB34) .....	32
3.4.15. Single-Family Residences along SR 50 (CNE NB35) .....	32
3.4.16. Noise Barrier System #5 (CNEs NB36 – NB38) .....	33
3.4.16.1. Longleaf at Oakland (CNE NB36) .....	34
3.4.16.2. Avenue on Oakland (CNE NB37).....	34
3.4.16.3. Trailside & Hull Island (CNE NB38) .....	34
3.4.17. Shree Jalaram Mandir Outdoor Seating (CNE NB39).....	34
<b>3.5. Common Noise Environments on Southbound Side of Florida’s Turnpike .....</b>	<b>35</b>
3.5.1 Noise Barrier System #6 (CNEs SB01 – SB04).....	35
3.5.1.1 Winderlakes (CNE SB01) .....	36
3.5.1.2 Westminster Landing (CNE SB02) .....	37
3.5.1.3 Courtleigh Park (CNE SB03).....	37
3.5.1.4 Havencrest Community (CNE SB04).....	38
3.5.2 Noise Barrier System #7 (CNEs SB05 – SB13 and SB15).....	38
3.5.2.1 Roberts Landing (CNE SB05).....	40
3.5.2.2 Lake Olivia Reserve, Weatherstone, Single-Family Residences on Hempel Avenue, and Single-Family Residences on Lake Olivia (CNE SB06) .....	40
3.5.2.3 Single-Family Residences on Gotha Road and Hempel Avenue (CNE SB07) .....	40
3.5.2.4 Single-Family Residences off 8 <sup>th</sup> Street (CNE SB08) .....	41
3.5.2.5 Windermere Chase (CNE SB09).....	41
3.5.2.6 Cross Creek (CNE SB10).....	42
3.5.2.7 Westbrooke Elementary Courts, Athletic Field, and Playground (CNE SB11).....	42

3.5.2.8 Villages of Wesmere (CNE SB12).....	43
3.5.2.9 Park Place at Maguire (CNE SB13).....	43
3.5.2.10 Inspiration Modern Living (CNE SB15).....	44
3.5.3 Primrose School, and Amazing Way Explorers Academy Playgrounds (CNE SB16) .....	44
3.5.4 Brookestone (CNE SB14) .....	45
3.5.5 Inspired Living Community (CNE SB17).....	45
3.5.6 Southwest Aquatics Pool (CNE SB18).....	46
3.5.7 West Orange Soccer Complex and Children’s Lighthouse Playground (CNE SB18) .....	46
3.5.8 Roper YMCA (CNE SB19) .....	47
3.5.9 Do Good Farm and Single-Family Residences along Marshall Farms Road (CNEs SB20 & SB22).....	48
3.5.10 West Orange Dog Park (CNE SB21) .....	49
3.5.11 West Orange High School Athletic Fields and Courts (CNE SB23).....	49
3.5.12 Single-Family Residences along Beulah Road (CNE SB24).....	50
3.5.13 - Noise Barrier System #8 - Roper Reserve, Deerfield Place, and Single-Family Residences along Beard Road (CNE SB25) .....	51
3.5.14 West Orange Professional Center, and Bright Horizons Playground (CNE SB26) .....	52
3.5.15 Noise Barrier System #9 - Southern Pines Apartments (CNE SB27).....	53
3.5.16 Tildenville Residences (CNE SB28) .....	54
3.5.17 Tildenville Park Outdoor Benches, and Basketball Court (CNE SB28).....	54
3.5.18 Tucker Ranch Recreation and Nature Complex Outdoor Seating and Playground (CNE SB30) .....	55
The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheets 15 and 16 in the project aerials, located in Appendix D.....	56
3.5.19 Noise Barrier System #10 (CNEs SB31 – SB32).....	56
3.5.19.1 Lake Johns Circle (CNE SB31).....	57
3.5.19.2 John’s Landing (CNE SB32).....	57
3.5.20 John’s Cove (CNE SB33).....	58
<b>4 CONCLUSIONS .....</b>	<b>59</b>
<b>4.1 Statement of Likelihood .....</b>	<b>64</b>
<b>5 CONSTRUCTION NOISE AND VIBRATION .....</b>	<b>64</b>
<b>6 PUBLIC COORDINATION .....</b>	<b>64</b>
<b>7 REFERENCES .....</b>	<b>65</b>

**APPENDICES**

Appendix A	Traffic Data
Appendix B	Predicted Noise Levels
Appendix C	Project Noise Contours
Appendix D	Project Aerials

**List of Figures**

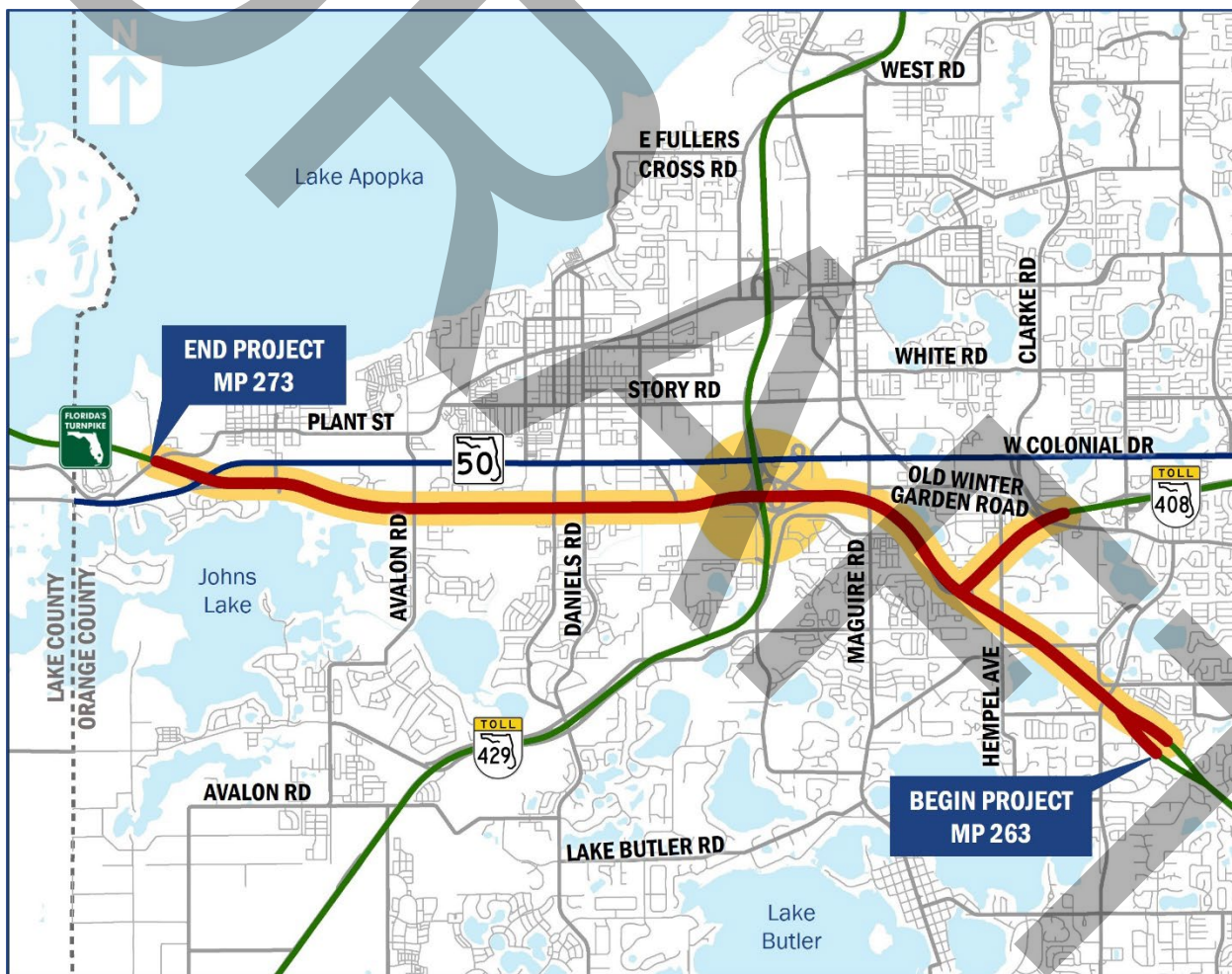
Figure 1-1 – Project Location Map	1
Figure 2-1 – FHWA & FDOT Noise Abatement Criteria	4
Figure 2-2 – Typical Noise Levels	5

# 1. INTRODUCTION

## 1.1 Project Description

The Florida Turnpike Enterprise (FTE), part of the Florida Department of Transportation (FDOT) is evaluating alternatives to widen Florida’s Turnpike (State Road (SR) 91) from south of SR 408 to SR 50 (milepost (MP) 263 to 273), a distance of approximately 10 miles and along SR 408 from the Florida’s Turnpike interchange to east of the Old Winter Garden Road overpass. As part of the study, all existing interchanges within the project limits and the need for a new interchange will be evaluated. The project is located in Orange County, Florida within the municipalities of Oakland, Winter Garden, and Ocoee. The project location map, Figure 1-1, shows the study area for the Florida’s Turnpike Project Development and Environment (PD&E) Study.

Figure 1-1: Project Location Map



Florida’s Turnpike currently has between eight and twelve lanes (four travel lanes and up to two auxiliary lanes in each direction) within the study limits. The roadway is functionally classified as an Urban Principal Arterial – Freeway and Expressway and has a posted speed limit of 70 miles per hour (mph). The access management classification from south of milepost 263 to milepost 273 is Class 1 and the corridor does not have a context classification.

Early planning efforts conducted by FTE concluded that major operational, safety, and capacity improvements are needed along Florida’s Turnpike to improve peak period traffic operations along the mainline at the major interchanges with SR 408, SR 429, and SR 50 to reduce the potential for traffic incidents and accommodate travel at acceptable levels of service. This PD&E Study will evaluate the widening of the Florida’s Turnpike including milling and resurfacing, bridge construction, and interchange improvements. Interchanges evaluated for proposed improvements or modifications on Florida’s Turnpike include SR 408, SR 429, SR 50 (Ocoee / Winter Garden), SR 50 (Clermont / Oakland). A new interchange at Avalon Road is also evaluated.

## 1.2 Purpose & Need

The purpose of the project is to reduce congestion and improve mobility on Florida’s Turnpike mainline from south of SR 408 to SR 50 to accommodate current and future traffic volumes generated by growth in Orange County and adjacent counties. A goal of the project is to enhance safety and improve emergency evacuation times.

The need for this project is to improve current and future peak period traffic operations and safety issues caused by weaving and merging movements between SR 408 and SR 429. This segment currently has a very high weaving movement with 45% of traffic from SR 408 exiting at SR 429 and 32% of northbound Florida’s Turnpike traffic exiting at SR 429. The close proximity (1.3 miles) of these system-to-system interchanges causes merging and weaving conflicts. The proposed improvements will improve the travel time reliability, enhance safety, and improve emergency response and evacuation times.

## 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<sup>1</sup> using methodology established by the Florida Department of Transportation (FDOT) in the Project Development and Environment Manual<sup>2</sup>, Part 2, Chapter 18 (FDOT, January 14, 2019) and FDOT’s Traffic Noise Modeling and Analysis Practitioners Handbook<sup>3</sup>. 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. Demand hourly volumes were used for interchange ramps. 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 varies 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). Most locations on this project are expected to experience an increase in traffic noise but not a substantial increase, except where noted, and all the sites experiencing a substantial increase also exceed the NAC impact criteria. For comparison purposes, typical noise levels for common indoor and outdoor activities are provided in Figure 2-2.

### 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<sup>2</sup>, these noise abatement measures may include traffic system management, alignment modifications, property acquisitions, land use controls, and noise barriers.

**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) <sup>1</sup>		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 <sup>2</sup>	67	66	Exterior	Residential
C <sup>2</sup>	67	66	Exterior	Active sports areas, amphitheatres, 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 <sup>2</sup>	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.
<p><i>(Based on Table 1 of 23 CFR Part 772)</i></p> <p><sup>1</sup> The Leq(h) Activity Criteria values are for impact determination only, and are not design standards for noise abatement measures.</p> <p><sup>2</sup> Includes undeveloped lands permitted for this activity category.</p> <p><b>Note:</b> 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.</p>				

**Figure 2-2 – Typical Noise Levels**

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

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



#### 2.4.1. 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<sup>5</sup> (FHWA, June 2018). Noise monitoring was performed on December 1, 2021 and December 2, 2021, 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<sup>2</sup>. 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.

Three 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-03. 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 east of Daniels Road at approximately Station 3356+80. Receptor point VS-02 is located within the ROW on the southbound side of Florida’s Turnpike east of Maguire Road at approximately Station 3220+80. Receptor point VS-03 is located within the ROW on the southbound side of Florida’s Turnpike south of Gotha Road at approximately Station 3124+70.

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<sup>2</sup>.

**Table 3-1 – TNM Validation Results Summary**

Location	Validation Event	Field Measured [dB(A)]	TNM Predicted [dB(A)]	Variance [dB(A)]
Site No. VS-01 Station 3356+80 (Southbound Side)	VS-01-01	74.7	77.4	2.7
	VS-01-02	74.3	77.2	2.9
	VS-01-03	74.4	77.1	2.7
Site No. VS-02 Station 3220+80 (Southbound Side)	VS-02-01	77.4	79.2	1.8
	VS-02-02	77.2	79.2	2.0
	VS-02-03	77.5	79.1	1.6
Site No. VS-03 Station 3124+70 (Southbound Side)	VS-03-01	76.7	79.5	2.8
	VS-03-02	77.3	80.3	3.0
	VS-03-03	77.4	80.1	2.7

Measurements Taken 12/01/2021 and 12/02/2021

## 3.2. Noise Sensitive Receptors

Within the project limits, TNM receptor points representing residences are located in accordance with the FDOT PD&E Manual<sup>2</sup> 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 2,202 receptor points, representing 5,348 residences, and 116 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 SB11 is the 11<sup>th</sup> 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 are the CNE name (e.g., NSB11, would be the prefix for all non-residential receptors located within CNE SB11).
- The final three characters are the individual receptor number and are separated from the first string of characters with a dash (e.g., NSB11-002 is the 2<sup>ND</sup> receptor, a non-residential receptor in this case, in the 11<sup>th</sup> CNE on the southbound side of the mainline road).

The predicted noise level for each receptor is shown separately within Appendices B-1 & B-2. 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 2,202 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<sup>2</sup> 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 receive 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.

At some locations in the project the end points of noise barrier systems for adjacent CNEs were found to touch or overlap. These areas were grouped together into larger noise barrier systems since it was not possible in many cases to define an optimal noise barrier system for one CNEs receptors without including some amount of noise barrier in an adjacent CNE. Grouping these areas into a larger noise barrier system was the only way to properly account for the impacts and benefits derived from the noise barrier system as a whole.

### 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)<sup>4</sup>. 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.

**“abatement cost factor” =**

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

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<sup>2</sup> threshold established in the above calculation.

### 3.3.2. Existing Noise Barrier Methodology

Due to the presence of existing noise barriers within the project limits, a method was needed to deal with these existing noise barriers in a consistent manner. As of this writing, no standard methodology for analyzing existing noise barrier exists on a statewide basis in Florida, so one was established for this project in consultation with the turnpike noise specialist.

Not all the currently constructed noise barriers will remain through the planned widening. Any existing noise barriers located at the Right of Way (ROW) will typically be retained, but noise barriers located at the shoulder will generally need to be removed to make room for the planned widening of the turnpike.

In this methodology, a “no barrier” condition was used to determine the reasonableness and feasibility of the retained noise barriers. In this condition the height of the retained noise barrier was set to zero in the model and the results from that “no barrier” condition was used to determine impacts, benefits, and all reasonableness and feasibility determinations.

Step one in the methodology was to determine if there were any impacts behind the noise barriers being retained. If there were no impacted receptors behind an existing noise barrier in the future build condition, then that barrier would be considered fully effective and no further consideration for noise abatement would be required for that area.

Step two in the methodology checked to see if the retained noise barriers were providing at least a 5 dB(A) benefit to every impacted receptor, and at least a 7 dB(A) reduction at one receptor, when compared to the “no barrier” condition. If any impacted receptors were not being benefited by the retained noise barriers, then extending or supplementing the retained noise barrier with additional shoulder or ROW barrier was considered.

The final step in the methodology was to analyze a noise barrier system using the “no-barrier” condition as the baseline and then analyze various noise barrier configurations, including configurations including, but not limited to, the retained existing noise barrier, attempting to find a reasonable and feasible noise barrier system. All noise barriers being considered in this existing noise barrier methodology, including any retained noise barriers, were included in the cost calculations for determining feasibility and reasonableness. The costs for these existing noise barriers will not need to be incurred during a future construction phase, but they are included in the feasibility and reasonableness calculations to give a consistent analysis of these noise barrier systems when compared to barrier systems in areas that do not have any existing noise barriers.

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

Because of the density of residential receptors throughout the study area, there are large stretches of development where noise barriers are considered as part of a lengthy continuous system. For this reason, noise barriers were evaluated as one large barrier system for the impacted noise sensitive sites in multiple CNEs to abate traffic-related noise. The reason these areas were grouped into a larger single noise barrier system is that the barrier systems for each individual CNE overlapped with the noise barrier system for the adjacent CNE. Since there was no clear point within this area to separate the impacts and benefits derived from each CNEs noise barrier system, they were combined into a larger system until a point was reached where the noise barrier system no longer overlapped with an adjacent noise barrier system.

On the northbound side of the turnpike, there are 5 noise barrier systems referred to as noise barrier systems 1 through 5. Individual neighborhoods are then discussed in smaller CNE descriptions subsequent to the summary of each barrier system to aid in geographic description of the area.

All of the discussions that follow document any predicted impacts from noise approaching, meeting, or exceeding the NAC. A “substantial increase” of 15 dB(A) was not predicted at any receptor along the northbound side of Florida’s Turnpike and therefore is not discussed in subsections of Section 3.4.

#### 3.4.1. Noise Barrier System #1 (CNEs NB01 – NB08)

Noise barrier system #1 is located on the northbound side of Florida’s Turnpike between Hiawasse Road and SR 408 covering CNEs NB01 – NB08. These CNEs (discussed in greater detail later) include:

- CNE NB01 – Ashley Place & Pembroke
- CNE NB01 – Pine Ridge Church
- CNE NB02 – Palma Vista
- CNE NB03 – St Andrews
- CNE NB04 – Palm Cove Estates
- CNE NB05 – Tuscany Ridge
- CNE NB06 – Scattered Single Family Residences on Gotha Road
- CNE NB07 – Premier Academy

- CNE NB08 – Farmwood Circle & Single-Family Residences

While this barrier system extends into the limits of CNE NB09, it is located there to abate noise for receptors in CNE NB08. Impacts and abatement considerations for receptors in CNE NB09 are discussed below in Section 3.4.3 below.

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze this barrier system. This means that all existing noise barriers are set to zero height, or the “no-barrier” condition, to establish noise impacts. Then the final noise barrier system is compared against that “no-barrier” condition to determine feasibility and reasonableness of the noise barrier system. In this area 236 NAC B receptors, representing 518 units, and 3 Special Use receptors (NAC C, D, or E) were modeled. Noise levels at 512 residences and 3 special use sites are predicted to approach or exceed the NAC for the Build condition in the design year (2045) in the “no-barrier” condition.

Noise barriers were evaluated as one large barrier system for the impacted noise sensitive sites in the CNEs from NB01 to NB08 to abate traffic-related noise. The reason these areas were grouped into a larger single noise barrier system is that the barrier systems for each individual CNE overlapped with the noise barrier system for the adjacent CNE. Since there was no clear point within this area to separate the impacts and benefits derived from each CNEs noise barrier system, they were combined into a larger system until a point was reached where the noise barrier system no longer overlapped with an adjacent noise barrier system.

Based on this evaluation, a potential noise barrier system (see Table 3-2 for details) located on the northbound shoulder and northbound ROW could provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier system 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 NB01 – NB08. Table 3-2 summarizes the reasonable and feasible noise barrier system that was evaluated for CNEs NB01-NB08 and the 13 segments of noise barrier are shown on sheets 1 through 6 in the project aerials, located in Appendix D.

**Table 3-2 – Noise Barrier System #1 (CNEs NB01-NB08)**  
*(italics indicate existing noise barriers)*

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts <sup>2</sup> ("no-barrier" condition)	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>5</sup>	Total Estimated Cost <sup>6</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>3</sup>	Not Impacted <sup>4</sup>	Total	Average Reduction dB(A)			
<i>22</i>	<i>2200</i>	<i>ROW</i>	512	14	2	448	484	6	90	10.5	28	\$10,014,000	\$20,437
14	1200	SH											
<i>22</i>	<i>6230</i>	<i>ROW</i>											
14	400	SH											
8	200	SH											
14	980	SH											
<i>22</i>	<i>2560</i>	<i>ROW</i>											
14	1430	SH											
<i>22</i>	<i>950</i>	<i>ROW</i>											
14	150	SH											
8	150	SH											
14	720	SH											

<sup>1</sup> 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.

<sup>2</sup> Impacts counts are based on setting all existing barriers to a height of zero as a part of the existing barrier methodology being used for this project. Therefore, the numbers in this column are not the same as impacts reported in the CNE descriptions, since those discussions are looking at impacts with the existing retained noise barriers.

<sup>3</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>4</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>5</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>6</sup> Unit cost of \$30/ft<sup>2</sup>. Calculated cost includes the cost of existing walls as described in Section 3.3.2.

The predicted noise levels are shown in Appendix B-1 & B-2 and the receptor locations are shown on sheets 1 through 6 in the project aerials, located in Appendix D.

CNE summaries 3.4.1.1 through 3.4.1.9 that follow, identify the specific neighborhoods benefited by noise barrier system #1.

#### 3.4.1.1. Ashley Place & Pembroke (CNE NB01)

Ashley Place & Pembroke is located on the northbound side of Florida's Turnpike between Hiawassee Road and the Palma Vista neighborhood. In this area, 79 NAC B receptor points were added to the model to represent 136 residences. In the existing condition, there are several noise barriers that provide noise abatement in NB01. This includes a 22-foot tall, 2,200-foot-long ROW barrier, as well as a 12-foot tall, 1,200-foot-long shoulder barrier. However, it is expected that this existing shoulder barrier will need to be removed upon construction of the new roadway alignment on Florida's Turnpike. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at 16 of the residences are predicted to approach or exceed the NAC for the Build Condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB01. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.1 and shown in Table 3-2.

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



### 3.4.1.2. Pine Ridge Church (CNE NB01)

Pine Ridge Church is located on the northbound side of Florida's Turnpike (CNE NB02) between Hiawasse Road and Ashley Place neighborhood. In this area, one NAC C receptor point was added to the model to represent the outdoor play area at Pine Ridge Church. Noise levels are predicted to approach or exceed the NAC for the Build condition in the design year (2045) in this location.

While this receptor is predicted to be impacted in the future build condition, a 22-foot-tall ROW barrier currently exists between the property and the turnpike. This ROW barrier is expected to remain in place in the future build condition and is already providing a greater than 7 dB(A) benefit to the impacted receptor at this location. For this reason, additional noise abatement was not studied for this location. The existing ROW barrier remaining in the future build condition will also be part of Noise Barrier System #1. The details for this larger noise barrier system are discussed in Section 3.4.1 and shown in Table 3-2.

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

### 3.4.1.3. Palma Vista (CNE NB02)

Palma Vista is located on the northbound side of Florida's Turnpike (CNE NB02) between the neighborhoods of Pembroke and St Andrews. In this area, 51 NAC B receptor points were added to the model to represent 111 residences. In the existing condition, there is one barrier that currently provides noise abatement in NB02. This is a 22-foot tall, 6,230-foot-long ROW barrier. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels are not predicted to approach or exceed the NAC for these receptors for the Build Condition in the design year (2045).

Because noise impacts are not predicted for this neighborhood, additional noise abatement was not considered solely for this CNE. However, because adjacent CNEs did qualify for additional noise abatement consideration, and the noise barrier systems for those CNEs significantly overlapped with the existing ROW noise barrier in front of this CNE, this area was included in the analysis for a longer barrier system. The details for this larger noise barrier system are discussed in Section 3.4.1 and shown in Table 3-2.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 2 and 3 in the project aerials, located in Appendix D.

### 3.4.1.4. St Andrews (CNE NB03)

St Andrews is located on the northbound side of Florida's Turnpike (CNE NB05) between Palma Vista and Apopka-Vineland Road. In this area, 46 NAC B receptor points were added to the model to represent 179 residences. In the existing condition, there are two barriers that currently provide noise abatement in NB03. This is 22-foot tall, 6,230-foot-long ROW barrier, and a 985-foot-long shoulder barrier, which extends into CNE NB04. The shoulder barrier is divided into three segments which include two 12-foot-tall segments on either side of an 8-foot-tall segment, which is on the overpass of Apopka-Vineland Road. However, it is expected that this shoulder barrier will be removed upon construction of the new roadway alignment on Florida's Turnpike. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at 39 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).



Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB03. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.1 and shown in Table 3-2.

The predicted noise levels are shown for residences in Appendix B-1 -1. The receptor locations are shown on sheets 3 and 4 in the project aerials, located in Appendix D.

#### 3.4.1.5. Palm Cove Estates (CNE NB04)

Palm Cove Estates is located on the northbound side of Florida's Turnpike (CNE NB05) between Apopka-Vineland Road and Tuscan Ridge. In this area, seven NAC B receptor points were added to the model to represent 10 residences. In the existing condition, there are two barriers that currently provide noise abatement in NB04. This is a 985-foot-long shoulder barrier. The shoulder barrier is divided into three segments which include two 12-foot-tall segments on either side of an 8-foot-tall segment, on the overpass of Apopka-Vineland Road. In addition to this, there is also a 22-foot-tall, 2,560-foot-long, ROW barrier which begins in NB04, and extends up to NB07. It is expected that existing shoulder barriers will need to be removed upon construction of the new roadway alignment on Florida's Turnpike. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at 10 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB04. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.1 and shown in Table 3-2.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 4 in the project aerials, located in Appendix D.

#### 3.4.1.6. Tuscan Ridge (CNE NB05)

Tuscan Ridge is located on the northbound side of Florida's Turnpike (CNE NB05) between Wilkening Farm Road and Gotha Road. In this area, 25 NAC B receptor points were added to the model to represent 50 residences. In the existing condition, there is one barrier that currently provides noise abatement in NB05. This is a 22-foot-tall, 2,560-foot-long ROW barrier, this barrier is expected to remain in the future build condition. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at 12 receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB05. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.1 and shown in Table 3-2.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 4 and 5 in the project aerials, located in Appendix D.

#### 3.4.1.7. Scattered Single Family Residences on Gotha Road (CNE NB06)

There are several single-family residences located on the northbound side of Florida's Turnpike (CNE NB06) between Wilkening Farm Road and Gotha Road. In this area, seven NAC B receptor points were added to the model to represent seven single-family residences. In the existing condition, there is one barrier that currently provides noise abatement in NB06. This is a 22-foot-tall, 2,560-foot-long ROW barrier, this barrier is expected to remain in the future build condition. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at one residence are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB06. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.1 and shown in Table 3-2.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 5 in the project aerials, located in Appendix D.

#### 3.4.1.8. Premier Academy Playground (CNE NB07)

Premier Academy Playground is a single isolated receptor located on the northbound side of Florida's Turnpike (CNE NB06) between Wilkening Farm Road and Gotha Road. In this area one NAC C receptor point, representing an outdoor use area for the Premier Academy Playground was added to the model. Noise levels are predicted to approach or exceed the NAC for the Build condition in the design year (2045) in this location.

While this receptor is predicted to be impacted in the future build condition, a 22-foot-tall ROW barrier currently exists between the property and the turnpike. This ROW barrier is expected to remain in place in the future build condition and is already providing a benefit to this location. For this reason, additional noise abatement was not studied for this location. In addition to the existing ROW barrier remaining in the future build condition, this location will also be covered by Noise Barrier System #1. The details for this larger noise barrier system are discussed in Section 3.4.1 and shown in Table 3-2.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheet 5 in the project aerials, located in Appendix D.

#### 3.4.1.9. Farmwood Circle & Single-Family Residences (CNE NB08)

The Farmwood Circle neighborhood and several single-family residences are located between Gotha Road and Hempel Avenue on the northbound side of Florida's Turnpike (CNE NB08). In this area, 18 NAC B receptor points were added to the model to represent 22 residences. In the existing condition, there is one barrier that currently provides noise abatement in NB08. This is a 22-foot-tall, 950-foot-long ROW barrier, this barrier is expected to remain in the future build condition. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at 22 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB08. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an

adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.1 and shown in Table 3-2.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 5 and 6 in the project aerials, located in Appendix D.

### 3.4.2. Nehrling Gardens Outdoor Seating (CNE NB08)

Nehrling Gardens Outdoor Seating is located on the northbound side of Florida’s Turnpike (CNE NB02) between Gotha Road and SR 408. In this area, one NAC C receptor point was added to the model to represent one outdoor use site. In the existing condition, there is one barrier that currently provides noise abatement in NB08. This is a 22-foot-tall, 950-foot-long ROW barrier, this barrier is expected to remain in the future build condition. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels are predicted to approach or exceed the NAC for the Build condition in the design year (2045) in this location.

Noise barriers were evaluated for this special use site to abate traffic related noise. Based on this evaluation, potential noise barriers located on the northbound shoulder or ROW of Florida’s Turnpike could not provide a 7 dB(A) reduction at the impacted receptor. This is likely due to the distance from the noise barriers to the impacted location, as well as the unshielded traffic noise from Hempel Avenue. For this reason, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the non-residential site in CNE NB08. However, this area may receive some amount of noise abatement from the reasonable and feasible Noise barrier system #1 that extends along the turnpike in the area for nearby residences. Table 3-3 summarizes the noise barrier systems that were evaluated for Nehrling Gardens.

**Table 3-3 – Nehrling Gardens Outdoor Seating (CNE NB08)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(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	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	n/a	SH	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheet 6 in the project aerials, located in Appendix D.

### 3.4.3. New Life Worship Center (CNE NB09)

The New Life Worship Center is located on the northbound side of Florida’s Turnpike (CNE NB09) between Hempel Avenue and SR 408. In this area, four NAC C receptor points were added to the model to represent a children’s playground, and the Church’s outdoor seating. Noise levels at all four receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated for the church in NB09 to abate traffic related noise. Based on this evaluation, a potential noise barrier located on the northbound side of Florida’s Turnpike could not provide a 7 dB(A) reduction at one or more impacted receptors. This is likely due to the presence of elevated lanes in the adjacent Turnpike-SR408 interchange and from the distance from the noise barriers to the impacted areas. For this reason, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the non-residential site in CNE NB09. However, this area may receive some amount of noise abatement from the reasonable and feasible noise barrier system #1 that extends along the turnpike in the area for nearby residences. Table 3-4 summarizes the noise barrier systems that were evaluated for New Life Worship Center.

**Table 3-4 – New Life Worship Center (CNE NB09)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(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	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	n/a	SH	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 6 in the project aerials, located in Appendix D.

#### 3.4.4. Isolated Single-Family Residence (CNE NB10)

An isolated single-family residence is located on the northbound side of Florida’s Turnpike (CNE NB10) between Hempel Avenue and SR 408. In this area one NAC B receptor point was added to the model to represent one residence. The Noise level is predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location. 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 NB10.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 21 in the project aerials, located in Appendix D.

#### 3.4.5. Braemar (CNE NB11)

Braemar is located on the northbound side of Florida’s Turnpike (CNE NB11) between Lake Hugh Drive and Hempel Avenue. In this area, four NAC B receptor points were added to the model to represent 10 residences. Noise levels are not predicted to approach or exceed the NAC for the Build condition in the design year (2045). Because there are no impacts in this area, noise abatement was not considered for the neighborhood in CNE NB11.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 21 in the project aerials, located in Appendix D.

### 3.4.6. Gotha Italian Congregation & Orlando Portuguese Congregation (CNE NB12)

Gotha Italian Congregation and Orlando Portuguese Congregation are located on the northbound side of Florida’s Turnpike (CNE NB12) between Hempel Avenue and SR 408. In this area, two NAC D receptor points were added to the model to represent indoor use in the church buildings. A building noise reduction factor of 25dB was used to account for the noise reduction provided by the concrete block building structure. Noise levels at the two receptors are not predicted to approach or exceed the NAC for the Build condition in the design year (2045).

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 21 in the project aerials, located in Appendix D.

### 3.4.7. Camp Ithiel (CNE NB13)

Camp Ithiel is located on the northbound side of Florida’s Turnpike (CNE NB13) between Fischer Lake and SR 408. In this area, three NAC C receptor points were added to the model to represent the outdoor seating, the pool, and the outdoor athletic court at Camp Ithiel. Noise levels at all three receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated along SR 408 for the outdoor sites at Camp Ithiel to abate traffic-related noise. Based on this evaluation, potential noise barriers located along the eastbound ROW and shoulder of SR 408 could not provide a 7 dB(A) reduction at one or more receptors, due to the distance of the receptors from the barriers and due to unshielded traffic noise from Hempel Avenue. For this reason, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the Camp Ithiel outdoor sites in CNE NB13. Table 3-5 summarizes the noise barrier systems that were evaluated for Camp Ithiel.

**Table 3-5 – Camp Ithiel (CNE NB13)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(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 <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	n/a	SH <sup>4</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 21 in the project aerials, located in Appendix D.

### 3.4.8. Noise Barrier System #2 – Lake Fischer Estates (CNE NB14)

Lake Fischer Estates is located on the eastbound side of SR 408 (CNE NB14) between Lake Fischer and Old Winter Garden Road. In this area 18 NAC B receptor points were added to the model to represent 59 residences. Noise levels at 48 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated for the residences in NB14 to abate traffic related noise. Based on this evaluation, a potential noise barrier located along the northbound ROW and 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. The noise barrier evaluated 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 NB14. It should be noted that the cost of this barrier per benefited residence (\$41,800) is very close to the limit of \$42,000 per benefited receptor, and therefore it will be necessary in the design phase noise study to confirm that a cost-reasonable barrier can still be constructed at this location. Table 3-6 summarizes the reasonable and feasible noise barrier configuration that was evaluated for Lake Fischer Estates.

**Table 3-6 – Noise Barrier System #2 – Lake Fischer Estates (CNE NB14)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
22	1900	ROW	48	8	11	11	30	0	30	8.9	18	\$1,254,000	\$41,800

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>6</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 22 in the project aerials, located in Appendix D.

### 3.4.9. Noise Barrier System #3 (CNEs NB15 – NB19)

Noise barrier system #3 is located on the westbound side of SR 408 and the northbound side of Florida’s Turnpike between the Old Winter Garden Road overpass of SR 408 and the Maguire Road Overpass of the turnpike (approaching the SR 429-Turnpike Interchange). These CNEs (discussed in greater detail later) include:

- CNE NB15 & NB 16 – Saddlebrook
- CNE NB16 – Palma Vista
- CNE NB17 – Falcon Pointe
- CNE NB18 – Lake Lily and the residences on Twin Lake Drive
- CNE NB19 – The Alibi at Lake Lilly Apartments

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze this barrier system. This means that all existing noise barriers are set to zero height, or the “no-barrier” condition, to establish noise impacts. Then the final noise barrier system is compared against that “no-barrier” condition to determine feasibility and reasonableness of the noise barrier system. In this area there are 183 NAC B receptors, representing 659 residences and two NAC C receptors. Noise levels at 595 residences and 2 special use sites are predicted to approach or exceed the NAC for the Build condition in the design year (2045) in the “no-barrier” condition.

Noise barriers were evaluated as one large barrier system for the impacted residences in the CNEs NB15 through NB19 to abate traffic-related noise. The reason these areas were grouped into a larger single noise barrier system is that the barrier systems for each individual CNE overlapped with the noise barrier system for the



adjacent CNE. Since there was no clear point within this area to separate the impacts and benefits derived from each CNEs noise barrier system, they were combined into a larger system until a point was reached where the noise barrier system no longer overlapped with an adjacent noise barrier system.

Based on this evaluation, a potential noise barrier system (see Table 3-7 for details) located on the shoulder and ROW could provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier system 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 NB15 – NB19. Table 3-7 summarizes the reasonable and feasible noise barrier configuration that was evaluated for CNEs NB15-NB19 and the 4 segments of noise barrier are shown on sheets 7 and 8 as well as sheets 21 and 22 in the project aerials, located in Appendix D.

**Table 3-7 – Noise Barrier System #3 (CNEs NB15-NB18)**  
*(italics indicate existing noise barriers)*

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
22	2160	ROW	595	44	79	149	272	44	316	8.5	323	\$5,180,400	\$16,394
22	3060	ROW											
<i>22</i>	<i>1080<sup>6</sup></i>	<i>ROW</i>											
8	4260	SH											

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft<sup>2</sup>. Calculated cost includes the cost of existing walls as described in Section 3.3.2.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 7 and 8 as well as sheets 21 and 22 in the project aerials, located in Appendix D.

CNE summaries 3.4.9.1 through 3.4.9.3 that follow, identify the specific neighborhoods benefited by noise barrier system #2.

### 3.4.9.1. Saddlebrook (CNEs NB15 & NB16)

Saddlebrook is located on the northbound side of Florida's Turnpike (CNEs NB15 & NB16) on the corner of Florida's Turnpike and SR 408. In this area, 64 NAC B receptor points were added to the model to represent 156 residences. In the existing condition, there are two barriers that currently provide noise abatement in this area. A 22-foot-tall, 1,080-foot-long ROW barrier, and an overlapping 8-foot-tall, 860-foot-long shoulder barrier. It is expected that the overlapping 8-foot-tall shoulder barrier will be removed upon construction of the new roadway alignment on Florida's Turnpike. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at 138 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in Saddlebrook. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.9 and shown in Table 3-7.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 7 and 21 in the project aerials, located in Appendix D.

#### 3.4.9.2. Falcon Pointe (CNE NB17)

Falcon Pointe is located on the westbound side of SR 408 between Hempel Avenue and Old Winter Garden Road. In this area, 37 NAC B receptor points were added to the model to represent 93 residences. Noise levels at 75 receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB17. As the modeled noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.9 and shown in Table 3-7.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 22 in the project aerials, located in Appendix D.

#### 3.4.9.3. Lake Lily, & Residences on Twin Lake Drive (CNE NB18)

Lake Lily and the residences on Twin Lake Drive are located on the northbound side of Florida's Turnpike (CNE NB18) between Twin Lake Drive and Lake Lily. In this area, 27 NAC B receptor points were added to the model to represent 42 residences. In the existing condition, there are two barriers that currently provide noise abatement in NB18. This is a 22-foot-tall, 2,560-foot-long ROW barrier, and an overlapping 14-foot-tall, 860-foot-long shoulder barrier. It is expected that the overlapping 14-foot-tall shoulder barrier will be removed, and the 22-foot-tall ROW barrier will need to be shortened upon construction of the new roadway alignment on Florida's Turnpike. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at 42 receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB17. As the modeled noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.9 and shown in Table 3-7.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 7 and 8 in the project aerials, located in Appendix D.

#### 3.4.9.4. The Alibi at Lake Lilly Apartments (CNE NB19)

The Alibi at Lake Lilly Apartments is located on the northbound side of Florida's Turnpike (CNE NB19) east of Maguire Road. In this area, 73 NAC B receptor points were added to the model to represent 376 residences. Noise levels at 361 receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).



Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB19. The only barrier that could be considered for this area was an 8-foot-tall shoulder barrier. There is not enough space between the roadway and the ROW to construct a ROW noise barrier and there is an MSE wall at the shoulder throughout this area, so the shoulder barrier was limited to 8-feet in height. This barrier is able to provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors, however due to its limited height its benefits are mostly limited to the first-floor receptors. As the modeled noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.9 and shown in Table 3-7.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 8 in the project aerials, located in Appendix D.

### 3.4.10. Rusteak & Orlando Health Outdoor Seating (CNE NB19)

The Rusteak restaurant and Orlando Health are located on the northbound side of Florida’s Turnpike (CNE NB19) along Old Winter Garden Road. In this area, five NAC C receptor points were added to the model to represent the outdoor seating at Rusteak and Orlando Health. Noise levels at all five receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated for the NAC C outdoor use sites in NB19 to abate traffic related noise. Based on this evaluation, potential noise barriers located along the northbound ROW and shoulder 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. This is likely because of the large distance from the barrier to the receptors, and the presence of unshielded traffic noise from the adjacent roads (Maguire Road and Old Winter Garden Road). Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the noise sensitive sites in CNE NB19. It should be noted that while these special use sites do not qualify for a noise barrier on their own, an 8-foot-tall shoulder barrier is being proposed along the turnpike in this area that may provide some noise reduction for the sites. Table 3-8 summarizes the noise barrier systems that were evaluated for CNE NB19.

**Table 3-8 – Rusteak & Orlando Health Outdoor Seating (CNE NB19)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(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	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	n/a	SH	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheet 8 in the project aerials, located in Appendix D.

### 3.4.11. Miller’s Ale House Outdoor Seating (CNE NB21)

Miller’s Ale House is located on the northbound side of Florida’s Turnpike (CNE NB21) on the corner of SR429 and SR 50. In this area, one NAC C receptor point was added to the model to represent the restaurant’s outdoor seating. Noise levels at this location are predicted to approach or exceed the NAC for the Build condition in the design year (2045) in this location.

Noise barriers were evaluated for the NAC C outdoor use site in NB21 to abate traffic related noise. Based on this evaluation, potential noise barriers located along the southbound SR 429 ROW and shoulder could not provide a 7 dB(A) reduction at the impacted receptor. This is likely because of the large distance from the barrier to the receptors, and the presence of unshielded traffic noise from the adjacent roadway (SR 50). Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the noise sensitive sites in CNE NB21. Table 3-9 summarizes the noise barrier systems that were evaluated for CNE NB21.

**Table 3-9 – Miller’s Ale House Outdoor Seating (CNE NB21)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(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	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	n/a	SH	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

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

### 3.4.12. Isolated Single Family (CNE NB22)

One isolated single-family home is located along the northbound side of Florida’s Turnpike between the SR 429 interchange and Beulah Road. Noise levels at this residence are predicted to approach or exceed the NAC for the Build condition in the design year (2045). Because this is an isolated residence and FDOT policy requires a noise barrier to benefit two impacted homes to be feasible, it would not be possible to provide a feasible noise barrier at this location and therefore no noise barriers were considered for this residence. There is currently a 14-tall noise barrier on the ROW in this area that is expected to remain in place in the future build condition. It is contiguous with the noise barrier system for CNEs NB23-NB33 and included with that noise barrier system. This residence may receive some incidental noise reduction from the noise barrier system for the adjacent CNEs.

The predicted noise levels are shown in Appendix B-1 and the receptor location is shown on sheet 19 in the project aerials, located in Appendix D.

### 3.4.13. Noise Barrier System #4 (CNEs NB23 – NB33)

Northbound noise barrier system #4 is located on the northbound side of Florida’s Turnpike between Beulah Road and Scarlet Oak Loop. These CNEs (discussed in greater detail later) include:

- CNE NB23 – Sterling Pointe
- CNE NB24 – Daniels Crossing, & Single-Family Residences
- CNE NB25 – West Orange Church of Christ
- CNE NB26 – Promenade Apartment Homes
- CNE NB27 – Village Grove
- CNE NB28 – Stage Stop Campground
- CNE NB29 – WestSide Townhomes & Orange Park Village
- CNE NB30 – West Pointe Villas
- CNE NB31 – Avalon Road Apartments, & Single-Family Residences
- CNE NB32 – Country Garden Apartments, & Single-Family Residences
- CNE NB33 – Tucker Oaks Condominiums & Single-Family Residence

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze this barrier system. This means that all existing noise barriers are set to zero height, or the “no-barrier” condition, to establish noise impacts. Then the final noise barrier system is compared against that “no-barrier” condition to determine feasibility and reasonableness of the noise barrier system. In this area there are 609 NAC B receptors, representing 1,540 residences, and 20 special use receptors. Noise levels at 861 residences and 17 special use sites are predicted to approach or exceed the NAC for the Build condition in the design year (2045) in the “no-barrier” condition.

Noise barriers were evaluated as one large barrier system for the impacted noise sensitive sites in the CNEs from NB23 to NB33 to abate traffic-related noise. The reason these areas were grouped into a larger single noise barrier system is that the barrier systems for each individual CNE overlapped with the noise barrier system for the adjacent CNE. Since there was no clear point within this area to separate the impacts and benefits derived from each CNEs noise barrier system, they were combined into a larger system until a point was reached where the noise barrier system no longer overlapped with an adjacent noise barrier system.

Based on this evaluation, a potential noise barrier system (see Table 3-10 for details) located on the northbound shoulder and northbound ROW could provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier system 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 NB23 – NB33. Table 3-10 summarizes the reasonable and feasible noise barrier configuration that was evaluated for CNEs NB23 – NB33.

**Table 3-10 – Noise Barrier System #4 (CNEs NB23-NB33)**  
*(italics indicate existing noise barriers)*

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
<i>14</i>	<i>740</i>	<i>ROW</i>	861	45	56	492	593	172	765	10.5	268	\$10,303,800	\$13,469
8	1380	SH											
<i>20</i>	<i>4200</i>	<i>ROW</i>											
22	1220	ROW											
<i>18</i>	<i>3000</i>	<i>ROW</i>											
14	1740	SH											
<i>18</i>	<i>1750</i>	<i>ROW</i>											
8	1600	SH											
22	4500	ROW											

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft2. Calculated cost includes the cost of existing walls as described in Section 3.3.2.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 11 through 16 in the project aerials, located in Appendix D.

CNE summaries 3.4.12.1 through 3.4.12.11 that follow, identify the specific neighborhoods benefited by noise barrier system #4.

### 3.4.13.1. Sterling Pointe (CNE NB23)

Sterling Pointe is located on the northbound side of Florida's Turnpike (CNE NB23) between Beulah Road and 9<sup>th</sup> Street. In this area, 34 NAC B receptor points, representing 93 residences, and one NAC C receptor were added to the model. In the existing condition, there are two noise barriers that currently provide noise abatement in NB23. A 20-foot-tall, 4,200-foot-long ROW barrier, and a 540-foot-long 8-foot-tall shoulder noise barrier. However, it is expected that this shoulder barrier will be removed upon construction of the new roadway alignment on Florida's Turnpike. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at 76 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB23. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.13 and shown in Table 3-10.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 11 and 12 in the project aerials, located in Appendix D.

### 3.4.13.2. Daniels Crossing, & Single-Family Residences (CNE NB24)

Daniels Crossing and several single-family residences are located on the northbound side of Florida's Turnpike (CNE NB24) between 9<sup>th</sup> Street and Daniels Road. In this area, 49 NAC B receptor points were added to the model to represent 171 residences. In the existing condition, there is one barrier that currently provides noise abatement in NB24. This is a 20-foot-tall, 4,200-foot-long ROW barrier. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at 54 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB24. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.13 and shown in Table 3-10.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 12 and 13 in the project aerials, located in Appendix D.

### 3.4.13.3. West Orange Church of Christ (CNE NB25)

West Orange Church of Christ is located on the northbound side of Florida's Turnpike (CNE NB25) between Daniels Road and Winter Garden Vineland Road. In this area, 10 NAC C receptor points were added to the model to represent the athletic field and outdoor benches at West Orange Church of Christ. Noise levels at all ten receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated for the NAC C outdoor use sites in NB25 to abate traffic related noise. Based on this evaluation, potential noise barriers located along the northbound ROW and shoulder could provide a 7 dB(A) reduction at one or more receptors. Because this facility cannot generate the daily person hours (721 person hours per day) required for a noise barrier to meet the cost criteria, noise barriers do not meet the minimum feasibility and reasonableness criteria for special use locations. Table 3-11 summarizes the noise barrier systems that were evaluated for West Orange Church of Christ. However, this area would be shielded by noise abatement as a part of the larger noise barrier system benefiting the surrounding residential CNEs. The details for this larger noise barrier system are discussed in Section 3.4.13 and shown in Table 3-10.

**Table 3-11 – West Orange Church of Christ (CNE NB25)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	1220	ROW	\$732,000	2 ac	100%	Yes	1,133	No
14	1220	SH	\$512,400	2 ac	100%	Yes	721	No

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheet 13 in the project aerials, located in Appendix D.

#### 3.4.13.4. Promenade Apartment Homes (CNE NB26)

Promenade Apartment Homes is located on the northbound side of Florida's Turnpike (CNE NB26) between Winter Garden Vineland Road and South Park Avenue. In this area, 78 NAC B receptor points were added to the model to represent 200 residences and three NAC C receptor points were added to the model to represent the pool, volleyball court, and tennis court at Promenade Apartments. Noise levels at 16 residences and three NAC C receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB26. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.13 and shown in Table 3-10.

The predicted noise levels are shown in Appendix B-1 & B-2 and the receptor locations are shown on sheet 13 in the project aerials, located in Appendix D.

#### 3.4.13.5. Village Grove (CNE NB27)

Village Grove is located on the northbound side of Florida's Turnpike (CNE NB27) between South Park Avenue and Sand Lime Road. In this area, 89 NAC B receptor points representing 272 residences, and one NAC C receptor point representing the outdoor community pool at Village Grove were added to the model. In the existing condition, there is one barrier that currently provides noise abatement in NB27. This is an 18-foot-tall, 3,005-foot-long ROW barrier situated on the northbound ROW. This ROW barrier begins at the start of NB26, extends through NB27, and finishes at the start of NB28. Noise levels at 33 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB27. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.13 and shown in Table 3-10.

The predicted noise levels are shown in Appendix B-1 & B-2 and the receptor locations are shown on sheets 13 and 14 in the project aerials, located in Appendix D.

#### 3.4.13.6. Stage Stop Campground (CNE NB28)

Stage Stop Campground is located on the northbound side of Florida's Turnpike (CNE NB28) between Sand Lime Road and the neighboring Orange Park Village. In this area, 24 NAC B receptor points were added to the model to represent 120 residences. In the existing condition, there is one barrier that currently provides noise abatement in NB28. This is an 18-foot-tall, 3,000-foot-long ROW barrier situated on the northbound ROW. This ROW barrier begins at the start of NB26, extends through NB27, and finishes at the start of NB28. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at 38 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB28. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.13 and shown in Table 3-10.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on the outer edge and just outside of sheet 14 in the project aerials, located in Appendix D.

#### 3.4.13.7. WestSide Townhomes & Orange Park Village (CNE NB29)

WestSide Townhomes & Orange Park Village is located on the northbound side of Florida's Turnpike (CNE NB29) between Stage Stop Campground and West Point Villas. In this area, 57 NAC B representing 199 residences, and one NAC C receptor point, representing the pool at Orange Park Village were added to the model. In the existing condition, there are two barriers that currently provide noise abatement in NB29. One of these barriers is an 18-foot-tall, 1750-foot-long ROW barrier situated on the northbound ROW. This ROW barrier begins in NB29 and extends through NB30. In addition to this, there is also a 10-foot-tall, 830-foot-long shoulder barrier that begins in NB28 and continues into NB29. However, it is expected that this 10-foot-tall shoulder barrier will be removed upon construction of the new roadway alignment on Florida's Turnpike. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at 69 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB29. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.13 and shown in Table 3-10.

The predicted noise levels are shown in Appendix B-1 & B-2 and the receptor locations are shown on sheets 14 and 15 in the project aerials, located in Appendix D.

#### 3.4.13.8. West Pointe Villas (CNE NB30)

West Pointe Villas is located on the northbound side of Florida's Turnpike (CNE NB30) between the Westside Townhomes and Avalon Road Apartments. In this area, 105 NAC B receptor points were added to the model to represent 184 residences. In the existing condition, there are two barriers that currently provide noise



abatement in NB30. One of these barriers is an 18-foot-tall, 1750-foot-long ROW barrier situated on the northbound ROW. This ROW barrier begins in NB29 and extends into NB30. In addition to this, there is also a 1,515-foot-long shoulder barrier that starts in NB30, extends through NB31, and finishes in NB32. This shoulder barrier is divided into three segments which include two 10-foot-tall segments on either side of an 8-foot-tall segment, which is on the overpass of Avalon Road. However, it is expected that this shoulder barrier will be removed upon construction of the new roadway alignment on Florida's Turnpike. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at 43 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB30. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. There are a number of sites on the west side of the CNE not receiving a benefit from the noise barrier system. This is likely due to the height of the turnpike lanes on the overpass of Avalon Road and being limited to an 8-foot shoulder barrier on the west side of the neighborhood due to the MSE wall at the shoulder. The details for this larger noise barrier system are discussed in Section 3.4.13 and shown in Table 3-10.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 15 in the project aerials, located in Appendix D.

#### 3.4.13.9. Avalon Road Apartments, & Single-Family Residences (CNE NB31)

Avalon Road Apartments, and several single-family residences are located on the northbound side of Florida's Turnpike (CNE NB31) between West Point Villas and Avalon Road. In this area, 11 NAC B receptor points were added to the model to represent 17 residences. In the existing condition, there are two barriers that currently provide noise abatement in NB30. One of these barriers is an 18-foot-tall, 1750-foot-long ROW barrier situated on the northbound ROW. This ROW barrier begins in NB29 and extends into NB30. In addition to this, there is also a 1,515-foot-long shoulder barrier that starts in NB30, extends through NB31, and finishes in NB32. This shoulder barrier is divided into three segments which include two 10-foot-tall segments on either side of an 8-foot-tall segment, which is on the overpass of Avalon Road. However, it is expected that this shoulder barrier will be removed upon construction of the new roadway alignment on Florida's Turnpike. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at 17 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB31. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.13 and shown in Table 3-10.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 15 in the project aerials, located in Appendix D.



#### 3.4.13.10. Country Garden Apartments, & Single-Family Residences (CNE NB32)

Country Gardens Apartments, and several single-family residences are located on the northbound side of Florida's Turnpike (CNE NB32) between Avalon Road and the Tucker Oaks Condominiums. In this area, 114 NAC B receptor points representing 152 residences, and two NAC C receptor points, representing the two outdoor courts were added to the model. In the existing condition, there is one barrier that currently provides noise abatement in NB31. This is a 1,515-foot-long shoulder barrier that starts in NB30, extends through NB31, and finishes in NB32. This shoulder barrier is divided into three segments which include two 10-foot-tall segments on either side of an 8-foot-tall segment, which is on the overpass of Avalon Road. However, it is expected that this shoulder barrier will be removed upon construction of the new roadway alignment on Florida's Turnpike. Noise levels at 50 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB32. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.13 and shown in Table 3-10.

The predicted noise levels are shown in Appendix B-1 & B-2 and the receptor locations are shown on sheet 15 in the project aerials, located in Appendix D.

#### 3.4.13.11. Tucker Oaks Condominiums & Single-Family Residence (CNE NB33)

Tucker Oaks Condominiums and a single-family residence are located on the northbound side of Florida's Turnpike (CNE NB33) between Country Gardens Apartments and Scarlet Oak Loop. In this area, 48 NAC B receptor points representing 132 residences, and two NAC C receptor points, representing the pool and tennis court at Tucker Oaks were added to the model. In the existing condition, there is one barrier that currently provides noise abatement in NB32. This is a 14-foot-tall, 380-foot-long ROW barrier. This existing noise barrier will be removed to make room for a 22-foot-tall ROW that is part of noise barrier system #4 discussed above in Section 3.4.13 and shown in Table 3-10. The ROW barrier is situated on the northbound ROW of Florida's Turnpike in front of the isolated single-family residence within CNE NB33. Considering the existing noise barrier at the ROW that will be retained in the future build condition, noise levels at 78 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB33. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the existing 14' ROW noise barrier will be removed and will be replaced by a barrier that is included with a noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.13 and shown in Table 3-10.

The predicted noise levels are shown in Appendix B-1 & B-2 and the receptor locations are shown on sheet 16 in the project aerials, located in Appendix D.

### 3.4.14. Lake Johns Motel (CNE NB34)

Lake Johns Motel is located on the northbound side of Florida’s Turnpike (CNE NB34) and along SR 50, between Scarlett Oak Loop and 4<sup>th</sup> Street. In this area, 21 NAC B receptor points were added to the model to represent 32 residences. Noise levels at all 32 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated as for the impacted receptors in the NB34. In NB34, no 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 as shown in Table 3-12. This is because of the large distance between the receptors and the noise barrier and because of the unshielded traffic noise from SR 50. For this reason, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE NB34. Table 3-12 summarizes the noise barrier systems that were evaluated for Lake Johns Motel.

**Table 3-12 – Lake Johns Motel (CNE NB34)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
22	3000	ROW	32	1	0	0	1	0	1	n/a <sup>5</sup>	n/a <sup>5</sup>	n/a <sup>5</sup>	n/a <sup>5</sup>
14	3000	SH	32	0	0	0	0	0	0	n/a <sup>5</sup>	n/a <sup>5</sup>	n/a <sup>5</sup>	n/a <sup>5</sup>

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft<sup>2</sup>

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on the outer edge and just outside of sheet 17 in the project aerials, located in Appendix D.

### 3.4.15. Single-Family Residences along SR 50 (CNE NB35)

Two single-family residences are located on the northbound side of Florida’s Turnpike (CNE NB35) between 4<sup>th</sup> Street and SR 50. In this area, two NAC B receptor points were added to the model to represent two residences. In the existing condition, there is one barrier that currently provides noise abatement in NB32, this is an 8-foot-tall, 1,795-foot-long shoulder barrier, which is split into three segments. However, it is expected that this shoulder barrier will be removed upon construction of the new roadway alignment on the Florida Turnpike off-ramp in this area. Noise levels at both receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were considered for these two residences but because of the distances of the homes from the barriers and the presence of SR 50 on the back side of the homes, neither home received a 5 dB(A) benefit from either a shoulder or ROW noise barrier. Therefore, barriers are not a feasible and reasonable option for noise abatement for these residences. The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 17 in the project aerials, located in Appendix D.

### 3.4.16. Noise Barrier System #5 (CNEs NB36 – NB38)

Noise barrier system #5 is located on the westbound side of SR50 and the northbound side of Florida’s Turnpike approximately between the Gopher Tortoise Terrace and Hull Island Drive. These CNEs (discussed in greater detail later) include:

- CNE NB36 – Longleaf at Oakland
- CNE NB37 – Avenue on Oakland
- CNE NB38 – Trailside and Hull Island

In this area, 204 NAC B receptor points were added to the model to represent 535 residences and two NAC C receptor points were added to the model to represent t outdoor use areas at the pools at Avenue on Oakland and Longleaf at Oakland. In this area there are no existing noise barriers. Noise levels at 394 receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated as one large barrier system for the impacted noise sensitive sites in the CNEs from NB36 to NB38 to abate traffic-related noise. The reason these areas were grouped into a larger single noise barrier system is that the barrier systems for each individual CNE overlapped with the noise barrier system for the adjacent CNE. Since there was no clear point within this area to separate the impacts and benefits derived from each CNEs noise barrier system, they were combined into a larger system until a point was reached where the noise barrier system no longer overlapped with an adjacent noise barrier system.

Based on this evaluation, a potential noise barrier system located on the westbound SR50 ROW and northbound turnpike ROW could provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors as shown in Table 3-13. This barrier system 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 NB36 – NB38.

**Table 3-13 – Noise Barrier System #5 (CNEs NB36-NB38)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
22	3400	ROW	394	11	9	363	383	12	395	12.5	11	\$3,036,000	\$7,686
22	1200	ROW											

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft<sup>2</sup>

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 18 and 19 in the project aerials, located in Appendix D.

CNE summaries 3.4.15.1 through 3.4.15.3 that follow, identify the specific neighborhoods benefited by noise barrier system #5.

#### 3.4.16.1. Longleaf at Oakland (CNE NB36)

Longleaf at Oakland is located on the northbound side of Florida's Turnpike (CNE NB36) between Sansparilla Road and Avenue on Oakland. In this area, 61 NAC B receptor points representing 162 residences, and one NAC C receptor, representing the pool at Longleaf at Oakland were added to the model. Noise levels at 153 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB36. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.16 and shown in Table 3-13.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 18 in the project aerials, located in Appendix D.

#### 3.4.16.2. Avenue on Oakland (CNE NB37)

Avenue on Oakland is located on the northbound side of Florida's Turnpike (CNE NB37) between Longleaf at Oakland and Oakland Avenue. In this area, 108 NAC B receptor points representing 292 residences, and one NAC C receptor point, representing the pool at Avenue on Oakland were added to the model. Noise levels at 230 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB37. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.16 and shown in Table 3-13.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 18 and 19 in the project aerials, located in Appendix D.

#### 3.4.16.3. Trailside & Hull Island (CNE NB38)

Trailside and Hull Island are located on the northbound side of Florida's Turnpike (CNE NB38) between Oakland Avenue and Hull Island Drive. In this area, 35 NAC B receptor points were added to the model to represent 81 residences. Noise levels at eight residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE NB38. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.4.16 and shown in Table 3-13.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 19 in the project aerials, located in Appendix D.

#### 3.4.17. Shree Jalaram Mandir Outdoor Seating (CNE NB39)

Shree Jalaram Mandir Outdoor Seating is located on the northbound side of Florida's Turnpike (CNE NB39) on Hull Island Drive. In this area, one NAC C receptor point was added to the model to represent one outdoor use

site. The Noise levels at are not predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location and therefore noise abatement was not considered.

While this location would not qualify for noise abatement, it will benefit from potentially feasible and reasonable noise walls recommended for the Hull Island subdivision.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 19 in the project aerials, located in Appendix D.

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

Because of the density of residential receptors throughout the study area, there are large stretches of development where noise wall would be considered as part of a lengthy continuous system. For this reason, noise barriers were evaluated as one large barrier system for the impacted noise sensitive sites in multiple CNEs to abate traffic-related noise. The reason these areas were grouped into a larger single noise barrier system is that the barrier systems for each individual CNE overlapped with the noise barrier system for the adjacent CNE. Since there was no clear point within this area to separate the impacts and benefits derived from each CNEs noise barrier system, they were combined into a larger system until a point was reached where the noise barrier system no longer overlapped with an adjacent noise barrier system. Furthermore, the cost per benefited receptor, used to determine reasonableness, needed to consider the entire system.

On the southbound side of the turnpike, there are 6 noise barrier systems referred to as noise barrier systems 6 through 11. Individual neighborhoods are then discussed in smaller CNE descriptions subsequent to the summary of each barrier system to aid in geographic description of the area.

All of the discussions that follow document any impacts from noise approaching, meeting, or exceeding the NAC. A "substantial increase" of 15 dB(A) is only discussed in those communities that follow that contain thirty residential sites along the southbound side of Florida's Turnpike that are predicted to experience such an increase, and all the sites experiencing a substantial increase also exceed the NAC impact criteria.

#### 3.5.1 Noise Barrier System #6 (CNEs SB01 – SB04)

Southbound noise barrier system 1 is located on the southbound side of Florida's Turnpike between the Hiawasse Road and Apopka Vineland Road. These CNEs (discussed in greater detail later) include:

- CNE SB01 – Winderlakes
- CNE SB02 – Westminster Landing
- CNE SB03 – Courtleigh Park
- CNE SB04 – Havencrest Community

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze this barrier system. This means that all existing noise barriers are set to zero height, or the "no-barrier" condition, to establish noise impacts. Then the final noise barrier system is compared against that "no-barrier" condition to determine feasibility and reasonableness of the noise barrier system. In this area there are 136 NAC B receptors, representing 271 residences. Noise levels at 217 residences are

predicted to approach or exceed the NAC for the Build condition in the design year (2045) in the “no-barrier” condition.

Noise barriers were evaluated as one large barrier system for the impacted noise sensitive sites in the CNEs from SB01 to SB04 to abate traffic-related noise. The reason these areas were grouped into a larger single noise barrier system is that the barrier systems for each individual CNE overlapped with the noise barrier system for the adjacent CNE. Since there was no clear point within this area to separate the impacts and benefits derived from each CNEs noise barrier system, they were combined into a larger system until a point was reached where the noise barrier system no longer overlapped with an adjacent noise barrier system.

Based on this evaluation, a potential noise barrier system located on the southbound shoulder and southbound ROW could provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier system 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 SB01 – SB04. Table 3-14 summarizes the reasonable and feasible noise barrier configuration that was evaluated for CNEs SB01 – SB04 and the two segments of noise barrier are shown on sheets 1 through 3 in the project aerials, located in Appendix D.

**Table 3-14 – Noise Barrier System #6 (CNEs SB01-SB04)**  
*(italics indicate existing noise barriers)*

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
<i>22</i>	<i>6600</i>	<i>ROW</i>	217	19	28	150	197	25	222	8.8	20	\$5,346,000	\$24,081
22	1500	ROW											

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft2. Calculated cost includes the cost of existing walls as described in Section 3.3.2.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 1 through 3 in the project aerials, located in Appendix D.

CNE summaries 3.5.1.1 through 3.5.1.4 that follow, identify the specific neighborhoods benefited by noise barrier system #6.

### 3.5.1.1 Winderlakes (CNE SB01)

Winderlakes is located on the southbound side of Florida’s Turnpike (CNE SB01) between Hiwassee Road and Winderlakes Drive. In this area, 34 NAC B receptor points were added to the model to represent 64 residences. In the existing condition, there is one barrier that currently provides noise abatement in SB01. This is a 22-foot-tall, 6,600-foot-long ROW barrier located on the southbound ROW of Florida’s Turnpike. Considering the existing noise barriers at the ROW that will be retained in the future build condition, noise levels at twenty-five residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045).



Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB01. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.1 and shown in Table 3-14.

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

### 3.5.1.2 Westminster Landing (CNE SB02)

Westminster Landing is located on the southbound side of Florida's Turnpike (CNE SB02) between Winderlakes Drive and Horse Ferry Road. In this area, 28 NAC B receptor points were added to the model to represent 64 residences. In the existing condition, there is one barrier that currently provides noise abatement in SB02. This is a 22-foot-tall, 6,600-foot-long ROW barrier located on the southbound ROW of Florida's Turnpike. Considering the existing noise barrier at the ROW that will be retained in the future build condition, noise levels at three residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB02. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.1 and shown in Table 3-14.

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

### 3.5.1.3 Courtleigh Park (CNE SB03)

Courtleigh Park is located on the southbound side of Florida's Turnpike (CNE SB03) between Chatterley Court and Courtleigh Drive. In this area, 33 NAC B receptor points were added to the model to represent 59 residences. In the existing condition, there is one barrier that currently provides noise abatement in SB03. This is a 22-foot-tall, 6,600-foot-long ROW barrier located on the southbound ROW of Florida's Turnpike. Considering the existing noise barrier at the ROW that will be retained in the future build condition, noise levels at three residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB03. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.1 and shown in Table 3-14.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 2 and 3 in the project aerials, located in Appendix D.



### 3.5.1.4 Havencrest Community (CNE SB04)

Havencrest Community is located on the southbound side of Florida's Turnpike (CNE SB04) between Blue Quail Lan and Diamond Ridge Court. In this area, 41 NAC B receptor points were added to the model to represent 84 residences. In the existing condition, there is one barrier that currently provides some noise abatement in SB04. This is a 22-foot-tall, 6600-foot-long ROW barrier located on the southbound ROW of Florida's Turnpike. Considering the existing noise barrier at the ROW that will be retained in the future build condition, noise levels at 44 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB04. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.1 and shown in Table 3-14.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 3 in the project aerials, located in Appendix D.

### 3.5.2 Noise Barrier System #7 (CNEs SB05 – SB13 and SB15)

Noise barrier system #7 is located on the southbound side of Florida's Turnpike between Apopka Vineland Road and Maguire Road. These CNEs (discussed in greater detail later) include:

- CNE SB05 – Roberts Landing
- CNE SB06 – Lake Olivia Reserve and Weatherstone
- CNE SB07 – Single Family Residences on Gotha Road and Hempel Avenue
- CNE SB08 – Single Family Residences off 8th Street
- CNE SB09 – Windermere Chase
- CNE SB10 – Cross Creek
- CNE SB11 – Westbrooke Elementary
- CNE SB12 – Villages of Westmere
- CNE SB13 – Park Place at Maguire
- CNE SB15 – Inspiration Modern Living

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze this barrier system. This means that all existing noise barriers are set to zero height, or the "no-barrier" condition, to establish noise impacts. Then the final noise barrier system is compared against that "no-barrier" condition to determine feasibility and reasonableness of the noise barrier system. In this area 298 NAC B receptors, representing 656 units, and 14 Special Use receptors (NAC C, D, or E) were modeled. Noise levels at 536 residences and 13 special use sites are predicted to approach or exceed the NAC for the Build condition in the design year (2045) in the "no-barrier" condition.

Noise barriers were evaluated as one large barrier system for the impacted residences in the CNEs SB05 – SB15 to abate traffic-related noise. The reason these areas were grouped into a larger single noise barrier system is that the barrier systems for each individual CNE overlapped with the noise barrier system for the adjacent CNE.

Since there was no clear point within this area to separate the impacts and benefits derived from each CNE's noise barrier system, they were combined into a larger system until a point was reached where the noise barrier system no longer overlapped with an adjacent noise barrier system.

Based on this evaluation, a potential noise barrier system located along the southbound shoulder and southbound ROW could provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. This barrier system 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 SB05-SB13 and SB15. Table 3-15 summarizes the reasonable and feasible noise barrier system that was evaluated for CNEs SB05-SB13 and SB15 and the 13 segments of noise barrier are shown on sheets 4 through 9 in the project aerials, located in Appendix D.

**Table 3-15 – Noise Barrier System #7 (CNEs SB05-SB13 and SB15)**  
*(italics indicate existing noise barriers)*

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
14	900	SH	536	70	64	91	225	35	260	7.6	311	\$10,158,000	\$39,069
<i>14</i>	<i>600</i>	<i>ROW</i>											
8	1290	SH											
22	1630	ROW											
14	960	SH											
<i>22</i>	<i>1020</i>	<i>ROW</i>											
22	1060	ROW											
<i>20</i>	<i>1740</i>	<i>ROW</i>											
22	630	ROW											
<i>22</i>	<i>1120</i>	<i>ROW</i>											
14	1720	SH											
22	3240	ROW											
22	1980	ROW											

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft2. Calculated cost includes the cost of existing walls as described in Section 3.3.2.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 4 through 10 and sheet 23 in the project aerials, located in Appendix D.

CNE summaries 3.5.2.1 through 3.5.2.10 that follow, identify the specific neighborhoods benefited by noise barrier system #7.

### 3.5.2.1 Roberts Landing (CNE SB05)

Roberts Landing is located on the southbound side of Florida's Turnpike (CNE SB05) between Apopka Vineland Road and Lake Olivia. In this area, 24 NAC B receptor points were added to the model to represent 40 residences. In the existing condition, there are two barriers that currently provide noise abatement in SB05. The first is a 14-foot-tall 600-foot-long ROW barrier located on the southbound ROW of Florida's Turnpike. The second barrier is a 14-foot-tall, 1,095-foot-long shoulder barrier on the southbound shoulder of Florida's Turnpike. However, it is expected that this existing shoulder barrier will need to be removed upon construction of the new roadway alignment on Florida's Turnpike. Considering the existing noise barrier at the ROW that will be retained in the future build condition, noise levels at 24 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB05. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.2 and shown in Table 3-15.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 4 in the project aerials, located in Appendix D.

### 3.5.2.2 Lake Olivia Reserve, Weatherstone, Single-Family Residences on Hempel Avenue, and Single-Family Residences on Lake Olivia (CNE SB06)

Lake Olivia Reserve, Weatherstone, single-family residences on Hempel Avenue, and single-family residences on Lake Olivia are located on the southbound side of Florida's Turnpike (CNE SB06) between Lake Olivia and Gotha Road. In this area, 18 NAC B receptor points were added to the model to represent 40 residences. In the existing condition, there is one noise barrier that currently provides noise abatement in SB06. This is a 14-foot-tall, 1,095-foot-long shoulder barrier on the southbound shoulder of Florida's Turnpike. However, it is expected that this existing shoulder barrier will need to be removed upon construction of the new roadway alignment on Florida's Turnpike. Noise levels at 12 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB06. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.2 and shown in Table 3-15.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 5 in the project aerials, located in Appendix D.

### 3.5.2.3 Single-Family Residences on Gotha Road and Hempel Avenue (CNE SB07)

Several single-family residences on Gotha Road and Hempel Avenue are located on the southbound side of Florida's Turnpike (CNE SB07) between Gotha Road and Hempel Avenue. In this area, 14 NAC B receptor points were added to the model to represent 22 residences. In the existing condition, there are two barriers that currently provide noise abatement in SB07, a 14-foot-tall, 780-foot-long shoulder barrier situated on the

southbound shoulder of Florida's Turnpike and a 22-foot-tall, 1,020-foot-long ROW barrier situated on the southbound ROW of Florida's Turnpike. However, it is expected that this existing shoulder barrier will need to be removed upon construction of the new roadway alignment on Florida's Turnpike. Considering the existing noise barrier at the ROW that will be retained in the future build condition, noise levels at 13 receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location. Noise levels at one residence is predicted to increase by more than 15 dB(A) (the predicted increase is 15.5 dB(A)); therefore, this location is impacted by a substantial increase. This substantial increase is likely due to the high number of roadway lanes proposed in this area and changes to the design of ramps and overpasses in the area. The site experiencing a substantial increase in CNE SB07 also exceeds the NAC impact criteria.

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB07. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.2 and shown in Table 3-15.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 5 and 6 in the project aerials, located in Appendix D.

#### 3.5.2.4 Single-Family Residences off 8<sup>th</sup> Street (CNE SB08)

Several single-family residences off 8<sup>th</sup> Street are located on the southbound side of Florida's Turnpike (CNE SB08) west of Hempel Avenue. In this area, 12 NAC B receptor points were added to the model to represent 17 residences. In the existing condition, there is one barrier that currently provides noise abatement in SB08. This 20-foot-tall, 1,740-foot-long ROW barrier is situated on the southbound ROW of Florida's Turnpike. Considering the existing noise barrier at the ROW that will be retained in the future build condition, noise levels at 17 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB08. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.2 and shown in Table 3-15.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 6 in the project aerials, located in Appendix D.

#### 3.5.2.5 Windermere Chase (CNE SB09)

Windermere Chase is located on the southbound side of Florida's Turnpike (CNE SB09) between Windermere Chase Boulevard and 7th Avenue. In this area, 47 NAC B receptor points were added to the model to represent 132 residences. In the existing condition, there are two barriers that currently provide noise abatement in SB09, a 20-foot-tall, 1,740-foot-long ROW barrier and a 22-foot-tall, 1,120-foot-long ROW barrier situated on the southbound ROW of Florida's Turnpike. Considering the existing noise barrier at the ROW that will be retained in the future build condition, noise levels at 105 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location. Noise levels at 13 residences are predicted to increase

by more than 15 dB(A), (the predicted increase is 15.1 dB(A)); therefore, this location is impacted by a substantial increase. This substantial increase is likely due to the high number of roadway lanes proposed in this area. The sites experiencing a substantial increase in CNE SB09 also exceed the NAC impact criteria.

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB09. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.2 and shown in Table 3-15.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 6 and 7 in the project aerials, located in Appendix D.

### 3.5.2.6 Cross Creek (CNE SB10)

Cross Creek is located on the southbound side of Florida's Turnpike (CNE SB10) between 7<sup>th</sup> Avenue and Westbrooke Elementary. In this area, 24 NAC B receptor points were added to the model to represent 79 residences. In the existing condition, there are two barriers that currently provide noise abatement in SB10, a 20-foot-tall, 1,735-foot-long ROW barrier and a 22-foot-tall, 1,120-foot-long ROW barrier situated on the southbound ROW of Florida's Turnpike. Considering the existing noise barrier at the ROW that will be retained in the future build condition, noise levels at 79 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location. Noise levels at 16 residences are predicted to increase by more than 15 dB(A) (the predicted increase is 15.9 dB(A)); therefore, this location is impacted by a substantial increase. This substantial increase is likely due to the high number of roadway lanes proposed in this area. The sites experiencing a substantial increase in CNE SB10 also exceed the NAC impact criteria.

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB10. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.2 and shown in Table 3-15.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 7 in the project aerials, located in Appendix D.

### 3.5.2.7 Westbrooke Elementary Courts, Athletic Field, and Playground (CNE SB11)

Westbrooke Elementary is located on the southbound side of Florida's Turnpike (CNE SB11) between Bridge Creek Blvd and Tomynd Blvd. In this area, 11 NAC C receptor points were added to the model to represent 11 outdoor use sites. Noise levels at all 11 receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Noise barriers were evaluated for the NAC C outdoor use sites in CNE NB25 to abate traffic related noise. Based on this evaluation, potential noise barriers located along the northbound ROW and shoulder could not 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 the noise sensitive sites in CNE NB21. Table 3-16 summarizes the noise barrier systems that were evaluated for Westbrooke Elementary facilities. However, this area would be shielded by noise abatement potentially proposed as a part of the larger noise barrier system

benefiting the surrounding residential CNEs. The details for this larger noise barrier system are discussed in Section 3.5.2 and shown in Table 3-15.

**Table 3-16 – Westbrooke Elementary Courts, Athletic Field, and Playground (CNE SB11)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	3500	ROW	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	3700	SH	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 7 in the project aerials, located in Appendix D.

### 3.5.2.8 Villages of Wesmere (CNE SB12)

Villages of Wesmere is located on the southbound side of Florida's Turnpike (CNE SB12) between Westbrook Elementary and Park Place at Maguire Road. In this area, 40 NAC B receptor points were added to the model to represent 162 residences. Noise levels at 45 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB12. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.2 and shown in Table 3-15.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 7 and 8 in the project aerials, located in Appendix D.

### 3.5.2.9 Park Place at Maguire (CNE SB13)

Park Place at Maguire is located on the southbound side of Florida's Turnpike (CNE SB13) between Tomynd Blvd and SR 429. In this area, 111 NAC B receptor points representing 156 residences, and three NAC C receptors, representing three outdoor use sites were added to the model. Noise levels at 61 receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB13. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.2 and shown in Table 3-15. Some of the receptors facing Maguire Road are not benefited due to the presence of traffic noise from Maguire Road that cannot be blocked by the noise barriers within the turnpike ROW.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 8 in the project aerials, located in Appendix D.



### 3.5.2.10 Inspiration Modern Living (CNE SB15)

Inspiration Modern Living is located on the southbound side of Florida’s Turnpike (CNE SB15) between Maguire Road and Amazing Way. In this area, eight NAC B receptor points were added to the model to represent eight residences. Noise levels at all eight receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB15. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.2 and shown in Table 3-15.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 8 and 9 in the project aerials, located in Appendix D.

### 3.5.3 Primrose School, and Amazing Way Explorers Academy Playgrounds (CNE SB16)

Primrose School, and Amazing Way Explorers Academy are located on the southbound side of Florida’s Turnpike (CNE SB16) between Amazing Way and the SR 429 /Florida’s Turnpike on ramp. In this area, 6 NAC C receptor points were added to the model to represent 6 outdoor use sites. Noise levels at 2 receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Noise barriers were evaluated for the NAC C outdoor use sites in NB25 to abate traffic related noise. Based on this evaluation, potential noise barriers located along the northbound ROW and shoulder could not 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 the noise sensitive sites in CNE SB16. Table 3-17 summarizes the noise barrier systems that were evaluated for Primrose School and Amazing Way Explorers Academy. However, this area may receive some noise abatement from noise barrier system #7 benefiting the adjacent residential CNE. The details for this noise barrier system are discussed in Section 3.5.2 and shown in Table 3-15.

**Table 3-17 – Primrose School, and Amazing Way Explorers Academy Playgrounds (CNE SB16)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	2000	ROW	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	2500	SH	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 9 in the project aerials, located in Appendix D.



### 3.5.4 Brookestone (CNE SB14)

Brookestone is located on the southbound side of Florida’s Turnpike (CNE SB14) between Maguire Road and Tomynd Blvd. In this area, 60 NAC B receptor points were added to the model to represent 193 residences. Noise levels at 69 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Noise barriers were evaluated for the residences in SB14 to abate traffic related noise. Based on this evaluation, potential noise barriers located along the southbound ROW and shoulder could not provide a 7 dB(A) reduction at one or more receptors as shown in Table 3-18. There are a number of reasons for this. This neighborhood is set back a large distance from the main travel lanes of the Turnpike (and SR 429), in addition Tomynd Blvd is between the neighborhood and the potential barrier locations, adding unshielded traffic noise behind the noise barriers. In addition, there is a raised ramp connecting northbound SR 429 traffic to southbound turnpike traffic. This ramp is elevated sufficiently above both the turnpike through lanes and the residences in the Brookestone neighborhood that it is blocking some of the traffic noise from the rest of the interchange. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB14. While a noise barrier is not being constructed specifically for this neighborhood it may receive some abatement from the noise barrier system for the CNE directly to the east of the neighborhood.

**Table 3-18 – Brookestone (CNE SB14)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
22	7000	ROW	226	10	1	0	n/a <sup>5</sup>	n/a <sup>5</sup>	n/a <sup>5</sup>	n/a <sup>5</sup>	n/a <sup>5</sup>	n/a <sup>5</sup>	n/a <sup>5</sup>
14	6500	SH	226	45	15	0	n/a <sup>5</sup>	45	n/a <sup>5</sup>	n/a <sup>5</sup>	n/a <sup>5</sup>	n/a <sup>5</sup>	n/a <sup>5</sup>

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft<sup>2</sup>

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 9 and 10 in the project aerials, located in Appendix D.

### 3.5.5 Inspired Living Community (CNE SB17)

Inspired Living is located on the southbound side of Florida’s Turnpike (CNE SB17) along Tomynd Blvd, adjacent to the SR 429 /Florida’s Turnpike on ramp. In this area, one NAC C receptor point was added to the model to represent the pool at Inspired Living. The noise level at the single receptor is not predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Because noise impacts are not predicted for this neighborhood, noise abatement was not considered for the special use site in CNE SB17. 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.

### 3.5.6 Southwest Aquatics Pool (CNE SB18)

Southwest Aquatics is located on the southbound side of Florida’s Turnpike (CNE SB18) along Windermere Road, adjacent to the SR 429 / Florida’s Turnpike off ramp. In this area, one NAC C receptor point was added to the model to represent outdoor use at the facility pool. Noise levels at one receptor are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Noise barriers were evaluated for the receptor at Southwest Aquatics Pool to abate traffic related noise. Based on this evaluation, potential noise barriers located along the northbound ROW and shoulder could not provide a 7 dB(A) reduction at one receptor because of a combination of the distance of the receptor from the barrier and the presence of buildings on site that are already blocking some of the traffic noise, thereby lowering the noise reduction the barrier could provide to this facility. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB18 as shown in Table 3-19.

**Table 3-19 – Southwest Aquatics Pool (CNE SB18)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(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	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	n/a	SH	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

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.

### 3.5.7 West Orange Soccer Complex and Children’s Lighthouse Playground (CNE SB18)

West Orange Soccer Complex, Children’s Lighthouse, and Southwest Aquatics are located on the southbound side of Florida’s Turnpike (CNE SB18) along Windermere Road, adjacent to the SR 429 / Florida’s Turnpike off ramp. In this area, 11 NAC C receptor points were added to the model to represent 11 outdoor use sites. Noise levels at six receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Noise barriers were evaluated for the receptors in SB18 to abate traffic related noise. Based on this evaluation, potential noise barriers located along the southbound SR 429 ROW and shoulder 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 as shown in Table 3-20. This is likely due to the large distance between the barrier and receivers. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites in CNE SB18.

**Table 3-20 – West Orange Soccer Complex and Children’s Lighthouse Playground (CNE SB18)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(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	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	n/a	SH	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

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.

### 3.5.8 Roper YMCA (CNE SB19)

Roper YMCA is located on the southbound side of Florida’s Turnpike (CNE SB19) along Windermere Road and Marshall Farms Road, adjacent to SR 429 / Florida’s Turnpike off ramp. In this area, seven NAC C receptor points were added to the model to represent seven outdoor use sites. Noise levels at six receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Noise barriers were evaluated for the receptors in SB19 to abate traffic related noise. Based on this evaluation, potential noise barriers located along the northbound ROW and shoulder could not provide a 7 dB(A) reduction at one or more receptors as shown in Table 3-21. This is likely due to the large distance between the barrier and receivers. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites in CNE SB19.

**Table 3-21 – Roper YMCA (CNE SB19)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(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	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	n/a	SH	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheets 10 and 23 in the project aerials, located in Appendix D.

### 3.5.9 Do Good Farm and Single-Family Residences along Marshall Farms Road (CNEs SB20 & SB22)

A single-family residence at Do Good Farm and several single-family residences along Marshall Farms Road are located on the southbound side of Florida’s Turnpike (CNE SB20) between Marshall Farms Road and Florida’s Turnpike. In this area, six NAC B receptor points were added to the model to represent six residences. Noise levels at five receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

In the existing condition, there is one barrier that currently provides noise abatement in SB20. This barrier is a ROW situated at the beginning of CNE SB20 and extends through to the neighboring SB22. This is a 20-foot-tall, 525-foot-long ROW barrier situated on the southbound shoulder of Florida’s Turnpike.

Noise barriers were evaluated for the receptors in SB20 & SB22 to abate traffic related noise. As shown in Table 3-22, the existing noise barrier remaining in the future build condition will provide a 7 dB(A) benefit at one receptor and a 5 dB(A) benefit at two receptors but would exceed the allowable cost criteria. Extending and/or supplementing the noise barrier system to benefit additional impacted receptors is possible, but all the tested barrier configurations significantly exceeded the \$42,000 per benefited receptor cost threshold. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNEs SB20 & SB22. The existing barrier will remain.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 10 and 11 in the project aerials, located in Appendix D.

**Table 3-22 – Do Good Farm and Marshall Farms Road residences (CNEs SB20 & SB22)**  
*(italics indicate existing noise barriers)*

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
<i>20</i>	<i>525</i>	<i>ROW</i>	7	1	0	1	2	0	2	7.8	5	\$315,000	\$165,000
<i>20</i>	<i>525</i>	<i>ROW</i>	7	1	0	2	3	0	3	7.8	4	\$660,000	\$220,000
22	500	ROW	7	1	0	2	3	0	3	7.8	4	\$660,000	\$220,000
<i>20</i>	<i>525</i>	<i>ROW</i>	7	1	1	2	4	0	4	9.6	3	\$1,488,000	\$372,000
14	2700	SH	7	1	1	2	4	0	4	9.6	3	\$1,488,000	\$372,000

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft2. Calculated cost includes the cost of existing walls as described in Section 3.3.2.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 10 and 11 in the project aerials, located in Appendix D.

### 3.5.10 West Orange Dog Park (CNE SB21)

West Orange Dog Park is located on the southbound side of Florida’s Turnpike (CNE SB21) between Marshall Farms Road and Florida’s Turnpike. In this area, two NAC C receptor points were added to the model to represent two outdoor use sites. Noise levels at both receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Noise barriers were evaluated for the receptors in SB21 to abate traffic related noise. Based on this evaluation, potential noise barriers located along the northbound ROW and shoulder could not provide a 7 dB(A) reduction at one or more receptors as shown in Table 3-23. This is likely due to the large distance between the barrier and receivers. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites in CNE SB21.

**Table 3-23 – West Orange Dog Park (CNE SB21)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(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	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	n/a	SH	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheet 11 in the project aerials, located in Appendix D.

### 3.5.11 West Orange High School Athletic Fields and Courts (CNE SB23)

West Orange High School is located on the southbound side of Florida’s Turnpike (CNE SB23) along Beulah Road, and adjacent to Florida’s Turnpike. In this area, 18 NAC C receptor points were added to the model to represent 18 outdoor use sites at West Orange High School. Noise levels at one receptor are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Noise barriers were evaluated for the receptors in CNE SB23 to abate traffic related noise. Based on this evaluation, potential noise barriers located along the northbound ROW and shoulder could not provide a 7 dB(A) reduction at one or more receptors as shown in Table 3-24. This is likely due to the large distance between the barrier and receivers. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites in CNE SB23.

**Table 3-24 – West Orange High School Athletic Fields and Courts (CNE SB23)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(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	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	n/a	SH	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are just outside the viewable area on sheet 11 in the project aerials, located in Appendix D.

### 3.5.12 Single-Family Residences along Beulah Road (CNE SB24)

Several single-family residences along Beulah Road are located on the southbound side of Florida's Turnpike (CNE SB24) between Beulah Road and 9<sup>th</sup> Street. In this area, four NAC B receptor points were added to the model to represent nine residences. In the existing condition, there are three barriers that currently provide noise abatement in SB24. A 22-foot-tall, 580-foot-long ROW barrier, a 22-foot-tall, 200-foot-long ROW barrier, and an 8-foot-tall and 455-foot-long shoulder barrier over Beulah Road. It is expected that at least the shoulder barrier will be removed due to the new alignment of Florida's Turnpike. Considering the existing noise barrier at the ROW that may be retained in the future build condition, noise levels at six residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Noise barriers were evaluated for the receptors in SB24 to abate traffic related noise. The existing noise barriers remaining in the future build condition do not provide a 7 dB(A) benefit at one receptor and a 5 dB(A) benefit at two receptors. Extending and supplementing the noise barrier system to benefit additional impacted receptors is possible, but none of the tested configurations provide a 7 dB(A) benefit at one receptor and a 5 dB(A) benefit at two receptors as shown in Table 3-25. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB24. The ROW noise barriers in this area may remain in the future design condition if they do not conflict with the future alignment.

**Table 3-25 – Single-Family Residences along Beulah Road (CNE SB24)**  
*(italics indicate existing noise barriers)*

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
22	580	ROW	2	0	0	0	0	0	0	n/a <sup>6</sup>	n/a <sup>6</sup>	n/a <sup>6</sup>	n/a <sup>6</sup>
22	200	ROW		0	0	0	0	0	0	n/a <sup>6</sup>	n/a <sup>6</sup>	n/a <sup>5</sup>	n/a <sup>6</sup>
22	580	ROW	2	0	0	0	0	0	0	n/a <sup>6</sup>	n/a <sup>6</sup>	n/a <sup>5</sup>	n/a <sup>6</sup>
22	200	ROW		0	0	0	0	0	0	n/a <sup>6</sup>	n/a <sup>6</sup>	n/a <sup>5</sup>	n/a <sup>6</sup>
22	300	ROW	2	1	0	0	1	0	1	n/a <sup>6</sup>	n/a <sup>6</sup>	n/a <sup>5</sup>	n/a <sup>6</sup>
22	580	ROW		0	0	0	0	0	0	n/a <sup>6</sup>	n/a <sup>6</sup>	n/a <sup>5</sup>	n/a <sup>6</sup>
22	200	ROW	2	1	0	0	1	0	1	n/a <sup>6</sup>	n/a <sup>6</sup>	n/a <sup>5</sup>	n/a <sup>6</sup>
8	1200	SH		0	0	0	0	0	0	n/a <sup>6</sup>	n/a <sup>6</sup>	n/a <sup>5</sup>	n/a <sup>6</sup>
8	1000	SH	0	0	0	0	0	0	n/a <sup>6</sup>	n/a <sup>6</sup>	n/a <sup>5</sup>	n/a <sup>6</sup>	

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>6</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 11 in the project aerials, located in Appendix D.

### 3.5.13 - Noise Barrier System #8 - Roper Reserve, Deerfield Place, and Single-Family Residences along Beard Road (CNE SB25)

Roper Reserve, Deerfield Place, and several single-family residences along Beard Road are located on the southbound side of Florida's Turnpike (CNE SB25) between 9<sup>th</sup> Street and Daniels Road. In this area, 39 NAC B receptor points representing 95 residences, and one NAC C receptor point representing the Roper Reserve Playground were added to the model.

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze this barrier system. This means that all existing noise barriers are set to zero height, or the "no-barrier" condition, to establish noise impacts. Then the final noise barrier system is compared against that "no-barrier" condition to determine feasibility and reasonableness of the noise barrier system.

In the existing condition, there are two barriers that currently provide noise abatement in CNE SB25, a 14-foot-tall, 920-foot-long ROW barrier and a 14-foot-tall and 1,100-foot-long ROW. Noise levels at 40 residences and one NAC C receptor are predicted to approach or exceed the NAC for the Build condition in the design year (2045) in the "no-barrier" condition.

Noise barriers were evaluated for the receptors in CNE SB25 to abate traffic related noise. Based on this evaluation, potential noise barriers located along the southbound shoulder and 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. The most cost-



effective noise barrier evaluated 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 SB25. Table 3-26 summarizes the reasonable and feasible noise barrier configuration that was evaluated for CNE SB25 and the four segments of noise barrier are shown on sheet 12 in the project aerials, located in Appendix D.

**Table 3-26 – Noise Barrier System #8 - Roper Reserve, Deerfield Place, and Single-Family Residences along Beard Road (CNE SB25)**  
*(italics indicate existing noise barriers)*

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
<i>14</i>	<i>920</i>	<i>ROW</i>	40	2	4	34	40	39	79	8.8	0	\$1,402,800	\$17,757
22	600	ROW											
<i>14</i>	<i>1100</i>	<i>ROW</i>											
22	240	ROW											

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft<sup>2</sup>

The predicted noise levels are shown in Appendix B-1 & B-2 and the receptor locations are shown on sheet 12 in the project aerials, located in Appendix D.

### 3.5.14 West Orange Professional Center, and Bright Horizons Playground (CNE SB26)

West Orange Professional Center and Bright Horizons are located on the southbound side of Florida's Turnpike (CNE SB26) between Daniels Road and Winter Garden Vineland Road. In this area, six NAC C receptor points were added to the model to represent six outdoor use sites including a play area and a picnic bench. Noise levels at two receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Noise barriers were evaluated for the receptors in CNE SB26 to abate traffic related noise. Based on this evaluation, potential noise barriers located along the southbound shoulder and ROW could not provide a 7 dB(A) reduction at any receptor as shown in Table 3-27. This is likely due to the distance between the noise barrier and the impacted receptors and from unshielded traffic noise from Winter Garden Vineland Road and Daniels Road. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB26.

**Table 3-27 – West Orange Professional Park Playground and Picnic Bench, and Bright Horizons Playground (CNE SB26)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(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	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	n/a	SH	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 13 in the project aerials, located in Appendix D.

### 3.5.15 Noise Barrier System #9 - Southern Pines Apartments (CNE SB27)

Southern Pines Apartments are located on the southbound side of Florida's Turnpike (CNE SB27) along Winter Garden Vineland Road, and adjacent to Florida's Turnpike. In this area, 106 NAC B receptor points representing 270 residences, and three NAC C receptors representing the courts and pool at Southern Pines apartments were added to the model. Noise levels at 152 receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Noise barriers were evaluated for the receptors in SB27 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 as shown in Table 3-28. This ROW 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 SB27. It should be noted that a number of impacted receptors fronting onto Winter Garden Vineland Road could not be benefited by a noise wall along the Florida's Turnpike because of the noise exposure from Winter Garden Vineland Road itself.

**Table 3-28 – Noise Barrier System #9 - Southern Pines Apartments (CNE SB27)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
22	1700	ROW	152	2	3	102	107	50	157	11.6	45	\$1,122,000	\$7,146

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft<sup>2</sup>

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 13 in the project aerials, located in Appendix D.

### 3.5.16 Tildenville Residences (CNE SB28)

Tildenville residences are located on the southbound side of Florida’s Turnpike (CNE SB28) east of Avalon Road. In this area, 44 NAC B receptor points were added to the model to represent 99 residences. In the existing condition, there is one barrier that provides noise abatement in SB28, a 22-foot-tall, 1230-foot-long ROW barrier. Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze this barrier system. Noise levels at 74 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) in the “no-barrier” condition.

Noise barriers were evaluated for the receptors in SB28 to abate traffic related noise. Based on this evaluation, a combination of existing and potential new noise barriers located along the southbound ROW and 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. However, the most cost-effective noise barrier evaluated would exceed the allowable \$42,000 per benefited receptor and, therefore, is not cost reasonable as shown in Table 3-29. The existing noise barrier remaining in the future build condition does provide a 7 dB(A) benefit at one receptor and a 5 dB(A) benefit at two receptors but would exceed the allowable cost criteria. Extending and supplementing the noise barrier system to pick up additional benefits at impacted receptors is possible, but all the tested barrier configurations significantly exceeded the \$42,000 per benefited receptor cost threshold. Therefore, new noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the residences in CNE SB28. The existing barrier along CNE SB28 is expected to remain.

**Table 3-29 – Tildenville Residences (CNE SB28)**  
*(italics indicate existing noise barriers)*

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
<i>22</i>	<i>1230</i>	<i>ROW</i>	74	0	6	1	7	0	7	6.8	67	\$811,800	\$115,971
<i>22</i>	<i>1230</i>	<i>ROW</i>	74	5	2	5	12	0	12	6.3	62	\$1,339,800	\$111,650
22	240	ROW											
<i>22</i>	<i>1230</i>	<i>ROW</i>	74	1	4	8	13	0	13	7.2	61	\$1,189,800	\$91,523
14	240	SH											

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft<sup>2</sup>

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 14 and 15 in the project aerials, located in Appendix D.

### 3.5.17 Tildenville Park Outdoor Benches, and Basketball Court (CNE SB28)

Tildenville Park is located on the southbound side of Florida’s Turnpike (CNE SB28) east of Avalon Road. In this area, six NAC C receptor points were added to the model to represent six outdoor use sites. In the existing condition, there is one barrier that currently provides noise abatement in SB28. This is a 22-foot-tall, 1,230-foot-

long ROW barrier, situated on the southbound ROW of Florida’s Turnpike. Noise levels at four receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Noise barriers were evaluated for the NAC C outdoor use sites in SB28 to abate traffic related noise. Based on this evaluation, potential noise barriers located along the southbound ROW and shoulder could not provide a 7 dB(A) reduction at one or more receptors as shown in Table 3-30. These barriers are unable to meet the NRDG because of the large distance from the barrier to the receptors, and the presence of unshielded traffic noise from Avalon Road. Therefore, new noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the noise sensitive sites in CNE SB28. The existing noise barrier along SB Florida’s Turnpike in the vicinity of SB 28 is expected to remain.

**Table 3-30 – Tildenville Park Outdoor Benches, and Basketball Court and Church (CNE SB28)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(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	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	n/a	SH	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown just outside sheet 15 in the project aerials, located in Appendix D.

### 3.5.18 Tucker Ranch Recreation and Nature Complex Outdoor Seating and Playground (CNE SB30)

Tucker Ranch Nature Complex is located on the southbound side of Florida’s Turnpike (CNE SB30) west of Avalon Road. In this area, two NAC C receptor points (one point is just outside the visible area on sheet 15) were added to the model to represent two outdoor use sites. Noise levels at both receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Noise barriers were evaluated for the NAC C outdoor use sites in CNE SB30 to abate traffic related noise. Based on this evaluation, potential noise barriers located along the southbound ROW and shoulder could not provide a 7 dB(A) reduction at one or more receptors as shown in Table 3-31. These barriers are unable to meet the NRDG because of the large distance from the barrier to the receptors, and the presence of unshielded traffic noise from Avalon Road. Therefore, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the noise sensitive sites in CNE SB30.

**Table 3-31 – Tucker Ranch Recreation and Nature Complex Outdoor Seating and Playground (CNE SB30)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost <sup>2</sup>	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7 dB(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	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>
14	n/a	SH	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>	No	n/a <sup>3</sup>	n/a <sup>3</sup>

<sup>1</sup> 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.

<sup>2</sup> Unit cost of \$30/ft<sup>2</sup>

<sup>3</sup> Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no further analysis was conducted.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheets 15 and 16 in the project aerials, located in Appendix D.

### 3.5.19 Noise Barrier System #10 (CNEs SB31 – SB32)

Noise barrier system #10 is located on the southbound side of Florida's Turnpike from east of 4<sup>th</sup> Street to SR 50. These CNEs (discussed in greater detail later) include:

- CNE SB31 – Lake Johns Circle
- CNE SB32 – John's Landing

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze this barrier system. This means that all existing noise barriers are set to zero height, or the "no-barrier" condition, to establish noise impacts. Then the final noise barrier system is compared against that "no-barrier" condition to determine feasibility and reasonableness of the noise barrier system. In this area there are 77 NAC B receptors, representing 199 residences. Noise levels at 180 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) in the "no-barrier" condition.

Noise barriers were evaluated as one large barrier system for the impacted residences in the CNEs SB31 & SB32 to abate traffic-related noise. The reason these areas were grouped into a larger single noise barrier system is that the barrier systems for each individual CNE overlapped with the noise barrier system for the adjacent CNE. Since there was no clear point within this area to separate the impacts and benefits derived from each CNEs noise barrier system, they were combined into a larger system until a point was reached where the noise barrier system no longer overlapped with an adjacent noise barrier system.

Based on this evaluation, a potential noise barrier system (see Table 3-32 for details) located on the shoulder and ROW could provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier system 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 SB31 & SB32. Table 3-32 summarizes the reasonable and feasible noise barrier configuration that was evaluated for CNEs SB31 & SB32 and the six segments of noise barrier are shown on sheets 17 and 18 in the project aerials, located in Appendix D

**Table 3-32 – Noise Barrier System #10 (CNEs SB31 & SB32)**  
*(italics indicate existing noise barriers)*

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
22	1600	ROW	180	45	27	52	124	0	124	7.8	56	\$3,940,800	\$31,781
<i>16</i>	<i>310</i>	<i>ROW</i>											
<i>16</i>	<i>1770</i>	<i>ROW</i>											
<i>8</i>	<i>1400</i>	<i>SH</i>											
<i>16</i>	<i>1680</i>	<i>ROW</i>											
8	3100	SH											

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft<sup>2</sup>

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 17, 18, and 20 in the project aerials, located in Appendix D.

CNE summaries 3.5.19.1 through 3.5.19.2 that follow, identify the specific neighborhoods benefited by noise barrier system #10.

### 3.5.19.1 Lake Johns Circle (CNE SB31)

Lake Johns Circle is located on the southbound side of Florida's Turnpike (CNE SB31) at the end of 4<sup>th</sup> Street, and adjacent to Florida's Turnpike. In this area, 13 NAC B receptor points were added to the model to represent 13 residences. In the existing condition, there are two barriers that currently provide noise abatement in SB31, a 16-foot-tall, 310-foot-long ROW barrier, situated on the southbound ROW of Florida's Turnpike and a 16-foot-tall, 1,770-foot-long ROW barrier situated on the southbound ROW of Florida's Turnpike. This barrier begins in SB31 and extends into the neighboring CNE SB32. The two ROW barriers in SB31 are split either side of 4<sup>th</sup> street, which overpasses the Turnpike and enters Lake Johns Circle. With the existing noise barriers in place noise levels at 8 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB31. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.19 and shown in Table 3-32 above.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 17 in the project aerials, located in Appendix D.

### 3.5.19.2 John's Landing (CNE SB32)

John's Landing is located on the southbound side of Florida's Turnpike (CNE SB32) between 4th Street and SR 50. In this area, 64 NAC B receptor points were added to the model to represent 186 residences. In the existing



condition, there are three barriers that currently provide noise abatement in CNE SB32, a 16-foot-tall, 1,680-foot-long ROW barrier along the ramp from eastbound SR50 to southbound Turnpike, an 8-foot-tall, 1,400-foot-long shoulder barrier along the ramp from eastbound SR50 to southbound Turnpike, and a 16-foot-tall, 1,770-foot-long ROW barrier situated on the southbound ROW of Florida’s Turnpike. All these barriers are anticipated to remain in the future build condition. Considering the existing noise barriers that will be retained in the future build condition, levels at 106 residences are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Because noise impacts are predicted for this neighborhood, a noise barrier was considered for the receptors in CNE SB32. As the noise barrier system for this CNE had significant overlaps with the noise barrier system for an adjacent CNE, the barrier system was combined into a larger noise barrier system covering multiple CNEs. The details for this larger noise barrier system are discussed in Section 3.5.19 and shown in Table 3-32 above.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 17, 18, and 20 in the project aerials, located in Appendix D.

### 3.5.20 John’s Cove (CNE SB33)

John’s Cove is located on the southbound side of Florida’s Turnpike (CNE SB33) between Remington Road and the end of John’s Cove Lane south of SR 50. In this area, 33 NAC B receptor points were added to the model to represent 54 residences. Noise levels at 14 receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045) at this location.

Noise barriers were evaluated for the receptors in CNE SB33 to abate traffic related noise. Based on this evaluation, a potential noise barrier located along the east bound shoulder of SR 50 could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors as seen in Table 3-33 below. This 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 SB33.

**Table 3-33 – Noise Barrier System #11 (CNE SB33)**

Height (feet)	Length <sup>1</sup> (feet)	Location (SH=Shoulder ROW=Right of Way)	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited <sup>4</sup>	Total Estimated Cost <sup>5</sup>	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted <sup>2</sup>	Not Impacted <sup>3</sup>	Total	Average Reduction dB(A)			
14	1400	SH	14	1	0	13	14	33	47	10.2	0	\$588,000	\$12,511

<sup>1</sup> 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.

<sup>2</sup> Benefited residences with predicted noise levels that approach or exceed the NAC.

<sup>3</sup> Benefited residences with predicted noise levels that do not approach the NAC.

<sup>4</sup> Impacted residences that do not received a minimum 5 dB(A) reduction from proposed noise barrier.

<sup>5</sup> Unit cost of \$30/ft<sup>2</sup>

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 19 in the project aerials, located in Appendix D.



## 4 CONCLUSIONS

For the year 2045 Build condition, noise levels were modelled in TNM at 2,202 noise sensitive sites representing 5,348 residences and 116 special land use sites. Even with the existing noise barriers that are being retained, noise levels at 2,596 residences and 69 non-residential “special land use” sites, are predicted to approach or exceed the NAC for the year 2045 Build Alternative and therefore considered “impacted”. Thirty noise sensitive sites are expected to experience a substantial increase (15 dB(A)) in traffic noise compared to existing conditions. All the sites experiencing a substantial increase also exceed the NAC impact criteria.

Analyses were performed of the impacted locations to determine if noise abatement was potentially feasible and reasonable under FDOT policy. The noise barrier analysis performed to date and summarized in Table 4-1 below indicates that noise barriers could potentially provide reasonable and feasible noise abatement for 2,469 of the 3,078 impacted residences, as well as provide a 5 dB(A) noise reduction benefit to 3,078 non-impacted residences. Noise abatement was not determined feasible and reasonable for any of the 69 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.

The PD&E study phase analysis indicates that noise barriers are potentially feasible and reasonable in 11 noise sensitive areas. These noise barriers may benefit 2,469 residences with predicted noise levels that approach or exceed the NAC. Table 4-1 shows the 11 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 reasonableness standard with a preliminary cost under the \$42,000 per benefited receptor criterion. Noise barriers at these 11 locations will be given further consideration during the Design phase of this project. The dimensions of noise walls are subject to change during the design phase of the project. Furthermore, 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 the NSR.

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

**Turnpike (SR 91) Widening from south of SR 408 to SR 50 - PD&E Study Report**

Noise Barrier System (CNEs included in barrier system)	Number of Impacted Residences <sup>1</sup>	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.) <sup>2</sup>	Preliminary Noise Barrier Location (SH=Shoulder ROW=Right of Way)	Total Noise Barrier System Cost (includes costs of existing barriers) <sup>3</sup>	New Construction Noise Barrier Cost <sup>4</sup>	Number of Residences Potentially Benefited by a Noise Barrier <sup>5</sup>		Total Noise Barrier System Cost Per Benefited Residence <sup>6</sup>
									Impacted	Total	
<b>NOISE BARRIERS NORTHBOUND SIDE OF TURNPIKE (<i>italics indicate existing barriers</i>)</b>											
#1 (NB01-NB08)	511	<i>3000+00</i>	<i>3022+00</i>	<i>22</i>	<i>2200</i>	<i>ROW</i>	\$10,014,000	\$2,133,600	484	490	\$20,437
		3020+00	3032+00	14	1200	SH					
		<i>3031+00</i>	<i>3092+80</i>	<i>22</i>	<i>6230</i>	<i>ROW</i>					
		3090+80	3094+90	14	400	SH					
		3094+90	3097+00	8	200	SH					
		3097+00	3106+80	14	980	SH					
		<i>3105+20</i>	<i>3130+80</i>	<i>22</i>	<i>2560</i>	<i>ROW</i>					
		3134+00	3148+30	14	1430	SH					
		<i>3147+50</i>	<i>3156+70</i>	<i>22</i>	<i>950</i>	<i>ROW</i>					
		3154+90	3156+40	14	150	SH					
		3156+40	3157+90	8	150	SH					
3157+90	3165+00	14	720	SH							
#2 (NB14)	48	544+10	563+10	22	1900	ROW	\$1,254,000	\$1,254,000	30	30	\$41,800
#3 (NB15-NB18)	71	92+40	114+00	22	2160	ROW	\$5,180,400	\$4,467,600	272	316	\$16,394
		115+20	147+60	22	3060	ROW					
		<i>3192+60</i>	<i>3204+10</i>	<i>22</i>	<i>1080<sup>7</sup></i>	<i>ROW</i>					
		3198+30	3240+00	8	4260	SH					

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

**Turnpike (SR 91) Widening from south of SR 408 to SR 50 - PD&E Study Report**

Noise Barrier System (CNEs included in barrier system)	Number of Impacted Residences <sup>1</sup>	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.) <sup>2</sup>	Preliminary Noise Barrier Location (SH=Shoulder ROW=Right of Way)	Total Noise Barrier System Cost (includes costs of existing barriers) <sup>3</sup>	New Construction Noise Barrier Cost <sup>4</sup>	Number of Residences Potentially Benefited by a Noise Barrier <sup>5</sup>		Total Noise Barrier System Cost Per Benefited Residence <sup>6</sup>
									Impacted	Total	
#4 (NB23-NB33)	861	3313+30	3320+80	14	740	ROW	\$10,303,800	\$4,908,000	593	765	\$13,469
		3320+00	3334+10	8	1380	SH					
		3331+30	3373+30	20	4200	ROW					
		3374+70	3386+90	22	1220	ROW					
		3387+90	3418+00	18	3000	ROW					
		3414+00	3431+40	14	1740	SH					
		3428+30	3445+80	18	1750	ROW					
		3442+70	3458+70	8	1600	SH					
		3453+80	3499+50	22	4500	ROW					
#5 (NB36-NB39)	394	3543+00	3574+70	22	3400	ROW	\$3,036,000	\$3,036,000	383	395	\$7,686
		3577+50	3589+50	22	1200	ROW					

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

**Turnpike (SR 91) Widening from south of SR 408 to SR 50 - PD&E Study Report**

Noise Barrier System (CNEs included in barrier system)	Number of Impacted Residences <sup>1</sup>	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.) <sup>2</sup>	Preliminary Noise Barrier Location (SH=Shoulder ROW=Right of Way)	Total Noise Barrier System Cost (includes costs of existing barriers) <sup>3</sup>	New Construction Noise Barrier Cost <sup>4</sup>	Number of Residences Potentially Benefited by a Noise Barrier <sup>5</sup>		Total Noise Barrier System Cost Per Benefited Residence <sup>6</sup>
									Impacted	Total	
<b>NOISE BARRIERS SOUTHBOUND SIDE OF TURNPIKE (<i>italics indicate existing barriers</i>)</b>											
#6 (SB01-SB04)	271	<i>3000+00</i>	<i>3065+80</i>	<i>22</i>	<i>6600</i>	<i>ROW</i>	\$5,346,000	\$990,000	197	222	\$24,081
		3065+80	3080+60	22	1500	ROW					
#7 (SB05-SB15)	536	3096+50	3105+80	14	900	SH	\$10,158,000	\$7,449,600	225	260	\$39,069
		<i>3104+60</i>	<i>3110+60</i>	<i>14</i>	<i>600</i>	<i>ROW</i>					
		3108+40	3121+40	8	1290	SH					
		3118+50	3134+80	22	1630	ROW					
		3137+60	3147+40	14	960	SH					
		<i>3145+00</i>	<i>3155+00</i>	<i>22</i>	<i>1020</i>	<i>ROW</i>					
		3156+30	3166+80	22	1060	ROW					
		<i>3166+80</i>	<i>3182+80</i>	<i>20</i>	<i>1740</i>	<i>ROW</i>					
		3182+80	3188+50	22	630	ROW					
		<i>3188+50</i>	<i>3198+00</i>	<i>22</i>	<i>1120</i>	<i>ROW</i>					
		3193+20	3210+50	14	1720	SH					
		3205+60	3238+80	22	3240	ROW					
3240+70	3261+00	22	1980	ROW							

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

**Turnpike (SR 91) Widening from south of SR 408 to SR 50 - PD&E Study Report**

Noise Barrier System (CNEs included in barrier system)	Number of Impacted Residences <sup>1</sup>	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.) <sup>2</sup>	Preliminary Noise Barrier Location (SH=Shoulder ROW=Right of Way)	Total Noise Barrier System Cost (includes costs of existing barriers) <sup>3</sup>	New Construction Noise Barrier Cost <sup>4</sup>	Number of Residences Potentially Benefited by a Noise Barrier <sup>5</sup>		Total Noise Barrier System Cost Per Benefited Residence <sup>6</sup>
									Impacted	Total	
#8 (SB25)	40	3344+80	3353+80	14	920	ROW	\$1,402,800	\$554,400	40	79	\$17,757
		3353+80	3359+80	22	600	ROW					
		3359+80	3370+80	14	1100	ROW					
		3370+80	3373+20	22	240	ROW					
#9 (SB27)	152	3388+20	3405+20	22	1700	ROW	\$1,122,000	\$1,122,000	107	157	\$7,146
#10 (SB31-SB32)	180	3498+00	3514+00	22	1600	ROW	\$3,940,800	\$1,800,000	124	124	\$31,781
		3514+00	3517+00	16	310	ROW					
		3518+00	3535+00	16	1770	ROW					
		3533+60	3547+00	8	1400	SH					
		3545+00	3559+00	16	1680	ROW					
3533+60	3570+00	8	3100	SH							
#11 (SB33)	14	622+00	636+00	14	1400	SH	\$588,000	\$588,000	14	47	\$12,511

1 Impacts counts are based on the "no-barrier" condition, where all existing barriers heights are set to a height of zero as a part of the existing barrier methodology being used for this project. Therefore, the numbers in this column are not the same as impacts reported in the CNE description, since those discussions are looking at impacts with the existing retained noise barriers.

2 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.

3 Unit cost of \$30/ft<sup>2</sup> for all noise barriers, cost includes both existing barrier and newly constructed noise barriers as part of the existing noise barrier methodology.

4 Cost for only new construction portion of noise barrier systems.

5 Total includes impacted/benefited residences and residences with a predicted noise level that does not approach or exceed 69 dBA but are incidentally benefited. All benefits are calculated with the barrier system in consideration being compared to a "no-barrier" condition where any existing barriers set to a height of zero as a part of the existing barrier methodology being used for this project.

6 Cost of noise barrier systems that include existing barrier segments uses the full preliminary noise barrier cost that includes the cost of the existing noise barriers as a part of the existing noise barrier analysis methodology being used on this project.

7 Barrier shortened from existing barrier length to accommodate future roadway widening.

## 4.1 Statement of Likelihood

FTE is committed to the construction of feasible and reasonable noise abatement measures. 11 potentially feasible and reasonable noise barrier systems have been identified for this project (see Table 4-1 for more detail on the noise barriers) 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*<sup>6</sup>.

## 6 PUBLIC COORDINATION

Coordination with the public and local agencies and officials has been accomplished during the PD&E study. Outreach to date has consisted of:

- An in-person public kick-off meeting for the project held on March 10, 2020 at the Ocoee Lakeshore Center, 125 North Lakeshore Drive in Ocoee,
- A virtual online Alternatives Public Information Meeting on August 10, 2021.
- An in-person Alternatives Public Information Meeting on August 12, 2021 at the Ocoee Lakeshore Center, 125 North Lakeshore Drive in Ocoee

General comments were received from the public about noise concerns at various locations throughout the corridor.

Members of the public and community officials will have the opportunity to comment on the proposed project at the planned public hearing for this project scheduled for August 7, 2023.

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; July 2020.
3. *Traffic Noise Modeling and Analysis Practitioners Handbook*; Florida Department of Transportation; Tallahassee, Florida; December 2018.
4. *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations*; Florida Department of Transportation; Tallahassee, Florida; July 2009.
5. *Noise Measurement Field Guide*; Federal Highway Administration; Washington, D.C.; June 2018.
6. *Standard Specifications for Road and Bridge Construction*; Florida Department of Transportation; Tallahassee, Florida; 2017.



DRAFT

**Appendix A**  
**Traffic Data**

**Noise Analysis Traffic Data - Turnpike Widening PD&E from SR 408 to SR 50 [FPID: 444007-1]  
Existing (2019) Conditions**

Freeway 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)	
<b>Florida's Turnpike</b>														
North of SR 50 Oakland/Clermont (MP 272)	4	69,900	55,000	3,162	3,060	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70	
From SR 50 Oakland/Clermont (MP 272) to SR 429 (MP 267A)	8	105,200	109,900	5,345	6,120	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70	
From SR 429 (MP 267A) to SR 50 Ocoee (MP 267B)	8	79,600	109,900	4,192	6,120	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70	
From SR 50 Ocoee (MP 267B) to SR 429 (MP 267A)	10	94,800	127,900	5,307	7,120	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70	
From SR 429 (MP 267A) to SR 408 (MP 265)	12	155,000	145,900	8,107	8,120	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70	
South of SR 408 (MP 265)	8	105,900	109,900	5,317	6,120	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70	
<b>SR 408</b>														
From Florida's Turnpike (MP 0) to Clarke Road (MP 1)	4	71,300	55,400	3,803	2,980	8.00%	1.64%	6.19%	0.17%	0.04%	9.5%	56.6%	65	
From Clarke Road (MP 1) to Good Homes Road (MP 2)	8	81,500	101,700	4,366	5,470	8.00%	1.64%	6.19%	0.17%	0.04%	9.5%	56.6%	65	
<b>SR 429</b>														
From Plant Street/Franklin Street (MP 24) to SR 50 (MP 23)	4	81,700	60,100	3,679	3,100	6.00%	1.23%	4.64%	0.13%	0.03%	9.5%	54.3%	70	
From SR 50 (MP 23) to Florida's Turnpike (MP 22)	4	79,800	60,100	3,585	3,100	6.00%	1.23%	4.64%	0.13%	0.03%	9.5%	54.3%	70	
From Florida's Turnpike (MP 22) to CR 535 (MP 19)	4	76,200	60,100	3,125	3,100	6.00%	1.23%	4.64%	0.13%	0.03%	9.5%	54.3%	70	
Florida's Turnpike Ramps														
Ramp	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	Operational Speed (mph)	
<b>SR 50 Oakland/Clermont (MP 272)</b>														
SR 50 Oakland/Clermont - Southbound off	1	1,900	14,500	157	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	53.3%	45	
SR 50 Oakland/Clermont - Northbound on	1	1,900	14,500	180	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	53.3%	45	
SR 50 Oakland/Clermont - Southbound on	2	19,550	23,800	2,591	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	65.0%	45	
SR 50 Oakland/Clermont - Northbound off	2	19,550	23,800	2,246	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	65.0%	45	
<b>SR 50 Ocoee (MP 267B)</b>														
SR 50 Ocoee - Southbound off	1	3,000	10,400	353	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	10.0%	67.6%	45	
SR 50 Ocoee - Northbound on	1	3,000	10,100	388	1,370	9.00%	1.84%	6.97%	0.19%	0.05%	10.0%	67.6%	45	
SR 50 Ocoee - Southbound on	1	10,600	9,700	995	1,370	9.00%	1.84%	6.97%	0.19%	0.05%	11.1%	63.3%	25	
SR 50 Ocoee - Northbound off	1	10,600	9,700	1,508	1,370	9.00%	1.84%	6.97%	0.19%	0.05%	11.1%	63.3%	25	
<b>SR 429 (MP 267A)</b>														
SR 429 - Southbound off	1	12,800	13,600	1,153	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	57.1%	45	
SR 429 - Northbound on	1	12,800	13,600	1,041	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	57.1%	45	
SR 429 - Southbound on	2	30,100	25,000	3,235	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	62.0%	45	
SR 429 - Northbound off	2	30,100	25,000	2,800	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	62.0%	45	
<b>SR 408 (MP 265)</b>														
SR 408 - Southbound off	2	30,100	25,100	3,452	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.4%	59.7%	45	
SR 408 - Northbound on	2	30,100	25,100	3,363	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.4%	59.7%	45	
SR 408 - Southbound on	1	5,550	12,400	635	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	59.8%	45	
SR 408 - Northbound off	1	5,550	12,400	572	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	59.8%	45	
Arterials and Cross Streets														
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)	
<b>SR 50</b>														
SR 50 - East of Florida's Turnpike	6	29,100	52,600	1,598	2,950	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	62.3%	45	
SR 50 - West of Florida's Turnpike	6	61,300	52,600	3,593	2,950	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	62.3%	50	
SR 50 - Between Marshall Farms Rd and Maguire Rd	6	46,500	61,600	2,109	2,970	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	53.6%	45	
<b>Apopka Vineland Road</b>														
Apopka Vineland Rd - Between CR 526 and Conroy Windermere Rd	4	34,500	40,800	1,630	1,930	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	52.6%	45	
<b>Gotha Road</b>														
Gotha Rd - Between Hempel Ave and Wilkening Farm Rd	2	4,500	8,000	210	380	2.00%	1.20%	0.74%	0.06%	0.10%	9.0%	52.6%	30-35	
<b>Hempel Avenue</b>														
Hempel Ave - Between CR 526 and 6th St	2	5,300	17,700	250	840	2.00%	1.20%	0.74%	0.06%	0.10%	9.0%	52.6%	40	
<b>Maguire Road</b>														
Maguire Rd - Between SR 50 and Tomyn Blvd	4	23,800	16,000	1,199	740	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	51.5%	35	
<b>Beulah Road</b>														
Beulah Rd - Between SR 50 and Marshall Farms Rd	2	6,400	8,000	300	380	2.00%	1.20%	0.74%	0.06%	0.10%	9.0%	52.6%	30	
<b>Daniels Road</b>														
Daniels Rd - South of Florida's Turnpike	4	21,200	15,700	823	740	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	52.5%	35	
<b>Winter Garden Vineland Road</b>														
Winter Garden Vineland Rd - South of Florida's Turnpike	2	14,500	8,100	712	370	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	51.1%	35	
<b>Avalon Road</b>														
Avalon Rd - South of Florida's Turnpike	2	17,400	16,900	849	840	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	55.2%	45	
<b>S. 4th Street</b>														
S. 4th St - Between SR 50 and Lake Johns Cir	2	140	4,400	9	260	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	66.3%	25	
<b>Tomyn Boulevard</b>														
Tomyn Blvd - West of Maguire Rd	2	8,000	7,800	380	370	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	52.6%	35	

AADT: Annual Average Daily Traffic      MT: Medium Trucks      HT: Heavy Trucks

- (1) Number of lanes are obtained from field observation and aerial maps.
- (2) Traffic data are obtained from the ongoing PD&E traffic development effort.
- (3) Peak hour demand and LOS C peak hour maximum service volumes are provided directionally.
- (4) LOS C targets are based on the FDOT 2013 Quality/Level of Service Handbook tables, and adjusted for local conditions.
- (5) LOS C AADTs are estimated using K and D factors and the design hour peak direction LOS C maximum service volumes.
- (6) The vehicle classification factors are obtained from Florida Traffic Online and the ongoing PD&E traffic development effort.
- (7) Posted speed data are obtained by field observation.

**Noise Analysis Traffic Data - Turnpike Widening PD&E from SR 408 to SR 50 [FPID: 444007-1]  
No Build (2045) Conditions\***

Freeway 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)
<b>Florida's Turnpike</b>													
North of SR 50 Oakland/Clermont (MP 272)	8	146,400	109,900	6,530	6,120	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70
From SR 50 Oakland/Clermont (MP 272) to SR 429 (MP 267A)	8	196,400	109,900	9,610	6,120	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70
From SR 429 (MP 267A) to SR 50 Ocoee (MP 267B)	8	153,800	109,900	7,400	6,120	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70
From SR 50 Ocoee (MP 267B) to SR 429 (MP 267A)	10	170,200	127,900	8,570	7,120	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70
From SR 429 (MP 267A) to SR 408 (MP 265)	12	268,600	145,900	14,120	8,120	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70
South of SR 408 (MP 265)	8	196,600	109,900	10,060	6,120	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70
<b>SR 408</b>													
From Florida's Turnpike (MP 0) to Clarke Road (MP 1)	4	105,600	55,400	5,630	2,980	8.00%	1.64%	6.19%	0.17%	0.04%	9.5%	56.6%	65
From Clarke Road (MP 1) to Good Homes Road (MP 2)	8	122,500	101,700	6,570	5,470	8.00%	1.64%	6.19%	0.17%	0.04%	9.5%	56.6%	65
<b>SR 429</b>													
From Plant Street/Franklin Street (MP 24) to SR 50 (MP 23)	8	155,300	120,200	7,460	6,200	6.00%	1.23%	4.64%	0.13%	0.03%	9.5%	54.3%	70
From SR 50 (MP 23) to Florida's Turnpike (MP 22)	8	149,200	120,200	7,160	6,200	6.00%	1.23%	4.64%	0.13%	0.03%	9.5%	54.3%	70
From Florida's Turnpike (MP 22) to CR 535 (MP 19)	8	152,800	120,200	7,390	6,200	6.00%	1.23%	4.64%	0.13%	0.03%	9.5%	54.3%	70
Florida's Turnpike Ramps													
Ramp	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	Operational Speed (mph)
<b>SR 50 Oakland/Clermont (MP 272)</b>													
SR 50 Oakland/Clermont - Southbound off	1	4,900	14,500	460	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	53.3%	45
SR 50 Oakland/Clermont - Northbound on	1	4,900	14,500	460	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	53.3%	45
SR 50 Oakland/Clermont - Southbound on	2	29,900	23,800	3,540	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	65.0%	45
SR 50 Oakland/Clermont - Northbound off	2	29,900	23,800	3,540	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	65.0%	45
<b>SR 50 Ocoee (MP 267B)</b>													
SR 50 Ocoee - Southbound off	1	4,400	10,400	590	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	10.0%	67.6%	45
SR 50 Ocoee - Northbound on	1	4,400	10,100	590	1,370	9.00%	1.84%	6.97%	0.19%	0.05%	10.0%	67.6%	45
SR 50 Ocoee - Southbound on	1	12,600	9,700	1,760	1,370	9.00%	1.84%	6.97%	0.19%	0.05%	11.1%	63.3%	25
SR 50 Ocoee - Northbound off	1	12,600	9,700	1,760	1,370	9.00%	1.84%	6.97%	0.19%	0.05%	11.1%	63.3%	25
<b>SR 429 (MP 267A)</b>													
SR 429 - Southbound off	1	21,300	13,600	2,210	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	57.1%	45
SR 429 - Northbound on	1	21,300	13,600	2,210	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	57.1%	45
SR 429 - Southbound on	2	49,200	25,000	5,550	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	62.0%	45
SR 429 - Northbound off	3	49,200	37,500	5,550	4,230	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	62.0%	45
<b>SR 408 (MP 265)</b>													
SR 408 - Southbound off	2	44,400	25,100	5,010	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.4%	59.7%	45
SR 408 - Northbound on	2	44,400	25,100	5,010	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.4%	59.7%	45
SR 408 - Southbound on	1	8,400	12,400	950	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	59.8%	45
SR 408 - Northbound off	1	8,400	12,400	950	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	59.8%	45
Arterials and Cross Streets													
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)
<b>SR 50</b>													
SR 50 - East of Florida's Turnpike	6	45,600	52,600	2,340	2,950	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	62.3%	45
SR 50 - West of Florida's Turnpike	6	92,600	52,600	5,180	2,950	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	62.3%	50
SR 50 - Between Marshall Farms Rd and Maguire Rd	6	55,500	61,600	2,740	2,970	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	53.6%	45
<b>Apopka Vineland Road</b>													
Apopka Vineland Rd - Between CR 526 and Conroy Windermere Rd	4	41,500	40,800	1,960	1,930	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	52.6%	45
<b>Gotha Road</b>													
Gotha Rd - Between Hempel Ave and Wilkening Farm Rd	2	6,100	8,000	290	380	2.00%	1.20%	0.74%	0.06%	0.10%	9.0%	52.6%	30-35
<b>Hempel Avenue</b>													
Hempel Ave - Between CR 526 and 6th St	2	7,000	17,700	330	840	2.00%	1.20%	0.74%	0.06%	0.10%	9.0%	52.6%	40
<b>Maguire Road</b>													
Maguire Rd - Between SR 50 and Tomyn Blvd	4	31,000	16,000	1,470	740	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	51.5%	35
<b>Beulah Road</b>													
Beulah Rd - Between SR 50 and Marshall Farms Rd	2	7,700	8,000	360	380	2.00%	1.20%	0.74%	0.06%	0.10%	9.0%	52.6%	30
<b>Daniels Road</b>													
Daniels Rd - South of Florida's Turnpike	4	25,100	15,700	1,050	740	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	52.5%	35
<b>Winter Garden Vineland Road</b>													
Winter Garden Vineland Rd - South of Florida's Turnpike	2	17,200	8,100	990	370	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	51.1%	35
<b>Avalon Road</b>													
Avalon Rd - South of Florida's Turnpike	2	23,400	16,900	1,170	840	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	55.2%	45
<b>S. 4th Street</b>													
S. 4th St - Between SR 50 and Lake Johns Cir	2	300	4,400	40	260	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	66.3%	25
<b>Tomyn Boulevard</b>													
Tomyn Blvd - West of Maguire Rd	2	10,600	7,800	500	370	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	52.6%	35

AAADT: Annual Average Daily Traffic

MT: Medium Trucks

HT: Heavy Trucks

\* No Build (2045) conditions assume the Florida's Turnpike mainline widening from four to eight lanes north of SR 50 Oakland/Clermont (MP 272), SR 429 mainline widening from four to six lanes from Tilden Road to West Road with Part Time Shoulder Use (PTSU) during peak periods, and Florida's Turnpike/SR 429 northbound off-ramp widening to three lanes.

- (1) Number of lanes are obtained from field observation, aerial maps and design layouts.
- (2) Traffic data are obtained from the ongoing PD&E traffic development effort.
- (3) Peak hour demand and LOS C peak hour maximum service volumes are provided directionally.
- (4) LOS C targets are based on the FDOT 2013 Quality/Level of Service Handbook tables, and adjusted for local conditions.
- (5) LOS C AADTs are estimated using K and D factors and the design hour peak direction LOS C maximum service volumes.
- (6) The vehicle classification factors are obtained from Florida Traffic Online and the ongoing PD&E traffic development effort.
- (7) Posted speed data are obtained by field observation.



**Noise Analysis Traffic Data - Turnpike Widening PD&E from SR 408 to SR 50 [FPID: 444007-1]  
Build (2045) Conditions\***

Freeway 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)
<b>Florida's Turnpike</b>													
North of SR 50 Oakland/Clermont (MP 272)	8	146,400	109,900	6,530	6,120	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70
From SR 50 Oakland/Clermont (MP 272) to SR 429 (MP 267A)	10	196,400	137,400	9,610	7,650	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70
From SR 429 (MP 267A) to SR 50 Ocoee (MP 267B)	10	153,800	137,400	7,400	7,650	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70
From SR 50 Ocoee (MP 267B) to SR 429 (MP 267A)	10	170,200	137,400	8,570	7,650	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70
From SR 429 (MP 267A) to SR 408 (MP 265) - Mainline	10	175,000	137,400	8,570	7,650	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70
From SR 429 (MP 267A) to SR 408 (MP 265) - C-D Road	8	93,600	102,000	5,550	5,680	7.00%	1.43%	5.42%	0.15%	0.04%	9.5%	58.6%	60
South of SR 408 (MP 265)	12	196,600	164,900	10,060	9,180	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	58.6%	70
<b>SR 408</b>													
From Florida's Turnpike (MP 0) to Clarke Road (MP 1)	6	105,600	83,100	5,630	4,470	8.00%	1.64%	6.19%	0.17%	0.04%	9.5%	56.6%	65
From Clarke Road (MP 1) to Good Homes Road (MP 2)	8	122,500	101,700	6,570	5,470	8.00%	1.64%	6.19%	0.17%	0.04%	9.5%	56.6%	65
<b>SR 429</b>													
From Plant Street/Franklin Street (MP 24) to SR 50 (MP 23)	8	155,300	120,200	7,460	6,200	6.00%	1.23%	4.64%	0.13%	0.03%	9.5%	54.3%	70
From SR 50 (MP 23) to Florida's Turnpike (MP 22)	8	149,200	120,200	7,160	6,200	6.00%	1.23%	4.64%	0.13%	0.03%	9.5%	54.3%	70
From Florida's Turnpike (MP 22) to CR 535 (MP 19)	8	152,800	120,200	7,390	6,200	6.00%	1.23%	4.64%	0.13%	0.03%	9.5%	54.3%	70
<b>Florida's Turnpike Ramps</b>													
Ramp	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	Operational Speed (mph)
<b>SR 50 Oakland/Clermont (MP 272)</b>													
SR 50 Oakland/Clermont - Southbound off	1	4,900	14,500	460	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	53.3%	45
SR 50 Oakland/Clermont - Northbound on	1	4,900	14,500	460	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	53.3%	45
SR 50 Oakland/Clermont - Southbound on	2	29,900	23,800	3,540	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	65.0%	45
SR 50 Oakland/Clermont - Northbound off	2	29,900	23,800	3,540	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	65.0%	45
<b>SR 50 Ocoee (MP 267B)</b>													
SR 50 Ocoee - Southbound off	1	4,400	10,400	590	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	10.0%	67.6%	45
SR 50 Ocoee - Northbound on	1	4,400	10,100	590	1,370	9.00%	1.84%	6.97%	0.19%	0.05%	10.0%	67.6%	45
SR 50 Ocoee - Southbound on	1	12,600	9,700	1,760	1,370	9.00%	1.84%	6.97%	0.19%	0.05%	11.1%	63.3%	25
SR 50 Ocoee - Northbound off	1	12,600	9,700	1,760	1,370	9.00%	1.84%	6.97%	0.19%	0.05%	11.1%	63.3%	25
<b>SR 429 (MP 267A)</b>													
SR 429 - Southbound off	2	21,300	27,100	2,210	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	57.1%	45
SR 429 - Northbound on	2	21,300	27,100	2,210	2,820	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	57.1%	45
SR 429 - Southbound on	4	49,200	50,000	5,550	5,640	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	62.0%	45
SR 429 - Northbound off	4	49,200	50,000	5,550	5,640	9.00%	1.84%	6.97%	0.19%	0.05%	9.1%	62.0%	45
<b>SR 408 (MP 265)</b>													
SR 408 - Southbound off	3	44,400	37,700	5,010	4,230	9.00%	1.84%	6.97%	0.19%	0.05%	9.4%	59.7%	45
SR 408 - Northbound on	3	44,400	37,700	5,010	4,230	9.00%	1.84%	6.97%	0.19%	0.05%	9.4%	59.7%	45
SR 408 - Southbound on	1	8,400	12,400	950	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	59.8%	45
SR 408 - Northbound off	1	8,400	12,400	950	1,410	9.00%	1.84%	6.97%	0.19%	0.05%	9.5%	59.8%	45
<b>Arterials and Cross Streets</b>													
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)
<b>SR 50</b>													
SR 50 - East of Florida's Turnpike	6	45,600	52,600	2,340	2,950	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	62.3%	45
SR 50 - West of Florida's Turnpike	10	92,600	89,700	5,180	5,030	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	62.3%	50
SR 50 - Between Marshall Farms Rd and Maguire Rd	6	55,500	61,600	2,740	2,970	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	53.6%	45
<b>Apopka Vineland Road</b>													
Apopka Vineland Rd - Between CR 526 and Conroy Windermere Rd	4	41,500	40,800	1,960	1,930	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	52.6%	45
<b>Gotha Road</b>													
Gotha Rd - Between Hempel Ave and Wilkening Farm Rd	2	6,100	8,000	290	380	2.00%	1.20%	0.74%	0.06%	0.10%	9.0%	52.6%	30-35
<b>Hempel Avenue</b>													
Hempel Ave - Between CR 526 and 6th St	2	7,000	17,700	330	840	2.00%	1.20%	0.74%	0.06%	0.10%	9.0%	52.6%	40
<b>Maguire Road</b>													
Maguire Rd - Between SR 50 and Tomyn Blvd	4	31,000	16,000	1,470	740	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	51.5%	35
<b>Beulah Road</b>													
Beulah Rd - Between SR 50 and Marshall Farms Rd	2	7,700	8,000	360	380	2.00%	1.20%	0.74%	0.06%	0.10%	9.0%	52.6%	30
<b>Daniels Road</b>													
Daniels Rd - South of Florida's Turnpike	4	25,100	15,700	1,050	740	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	52.5%	35
<b>Winter Garden Vineland Road</b>													
Winter Garden Vineland Rd - South of Florida's Turnpike	2	17,200	8,100	990	370	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	51.1%	35
<b>Avalon Road</b>													
Avalon Rd - South of Florida's Turnpike	2	23,400	16,900	1,170	840	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	55.2%	45
<b>S. 4th Street</b>													
S. 4th St - Between SR 50 and Lake Johns Cir	2	300	4,400	40	260	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	66.3%	25
<b>Tomyn Boulevard</b>													
Tomyn Blvd - West of Maguire Rd	2	10,600	7,800	500	370	3.00%	1.80%	1.10%	0.10%	0.16%	9.0%	52.6%	35

AADT: Annual Average Daily Traffic

MT: Medium Trucks

HT: Heavy Trucks

\* Build (2045) conditions assume the widening of the Florida's Turnpike mainline to five or six lanes per direction, including auxiliary lanes or Collector-Distributor (C-D) roadways between SR 408 (MP 265) and SR 429 (MP 267).

- (1) Number of lanes are obtained from field observation, aerial maps and design layouts.
- (2) Traffic data are obtained from the ongoing PD&E traffic development effort.
- (3) Peak hour demand and LOS C peak hour maximum service volumes are provided directionally.
- (4) LOS C targets are based on the FDOT 2013 Quality/Level of Service Handbook tables, and adjusted for local conditions.
- (5) LOS C AADTs are estimated using K and D factors and the design hour peak direction LOS C maximum service volumes.
- (6) The vehicle classification factors are obtained from Florida Traffic Online and the ongoing PD&E traffic development effort.
- (7) Posted speed data are obtained by field observation.

**Appendix B-1**  
**Predicted Noise Levels**

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB01	RNB01-002	1	B	67	66	64.1	65.2	65.1	No	No	Ashley Place
NB01	RNB01-003	1	B	67	66	64.4	65.7	<b>68.9</b>	Yes	No	Ashley Place
NB01	RNB01-004	1	B	67	66	65.6	66.6	65.1	No	No	Ashley Place
NB01	RNB01-005	1	B	67	66	64.2	64.7	65.4	No	No	Ashley Place
NB01	RNB01-006	1	B	67	66	64.4	65.1	<b>66.5</b>	Yes	No	Ashley Place
NB01	RNB01-007	1	B	67	66	65.2	66.6	65.1	No	No	Ashley Place
NB01	RNB01-008	2	B	67	66	64	65.1	65.2	No	No	Ashley Place
NB01	RNB01-009	1	B	67	66	65.3	65.9	65.9	No	No	Ashley Place
NB01	RNB01-010	1	B	67	66	63.7	65.2	64.9	No	No	Ashley Place
NB01	RNB01-011	1	B	67	66	63.3	64.7	<b>66.1</b>	Yes	No	Ashley Place
NB01	RNB01-012	3	B	67	66	61.9	65.4	64.6	No	No	Ashley Place
NB01	RNB01-013	3	B	67	66	63.2	64	64.3	No	No	Ashley Place
NB01	RNB01-014	1	B	67	66	63.1	64.5	62.6	No	No	Ashley Place
NB01	RNB01-015	3	B	67	66	63	64	64.0	No	No	Ashley Place
NB01	RNB01-016	1	B	67	66	65.5	66.2	63.8	No	No	Ashley Place
NB01	RNB01-017	2	B	67	66	62.8	64	63.8	No	No	Ashley Place
NB01	RNB01-018	1	B	67	66	62.7	64.9	<b>66.2</b>	Yes	No	Ashley Place
NB01	RNB01-019	1	B	67	66	63.9	65.1	63.7	No	No	Ashley Place
NB01	RNB01-020	1	B	67	66	63.6	64.8	63.9	No	No	Ashley Place
NB01	RNB01-021	1	B	67	66	61.8	64.6	64.4	No	No	Ashley Place
NB01	RNB01-022	2	B	67	66	61.6	64.4	64.2	No	No	Ashley Place
NB01	RNB01-023	2	B	67	66	62.2	64.5	63.1	No	No	Ashley Place
NB01	RNB01-024	1	B	67	66	65.3	66.8	62.8	No	No	Ashley Place
NB01	RNB01-025	1	B	67	66	64.4	66.1	63.0	No	No	Ashley Place
NB01	RNB01-026	1	B	67	66	64.3	66	<b>66.0</b>	No	No	Ashley Place
NB01	RNB01-027	1	B	67	66	64.4	65	65.3	No	No	Ashley Place
NB01	RNB01-028	1	B	67	66	63.8	65.9	64.9	No	No	Ashley Place
NB01	RNB01-029	1	B	67	66	63	65.3	65.4	No	No	Ashley Place
NB01	RNB01-030	1	B	67	66	64.6	66.4	64.3	No	No	Ashley Place
NB01	RNB01-031	1	B	67	66	61.1	64	63.8	No	No	Ashley Place
NB01	RNB01-032	1	B	67	66	61.8	64.2	64.8	No	No	Ashley Place
NB01	RNB01-033	1	B	67	66	65	65.8	62.3	No	No	Ashley Place
NB01	RNB01-034	1	B	67	66	65.9	66.8	62.5	No	No	Ashley Place
NB01	RNB01-035	1	B	67	66	63.4	66.5	65.6	No	No	Ashley Place
NB01	RNB01-036	3	B	67	66	62.9	65.5	65.8	No	No	Ashley Place
NB01	RNB01-037	1	B	67	66	61.6	64.3	64.1	No	No	Ashley Place
NB01	RNB01-038	3	B	67	66	61.9	65	63.5	No	No	Ashley Place
NB01	RNB01-039	1	B	67	66	62.3	64.9	62.5	No	No	Ashley Place
NB01	RNB01-040	1	B	67	66	65.7	67.3	62.1	No	No	Ashley Place
NB01	RNB01-041	2	B	67	66	60.7	63.2	63.1	No	No	Pembroke
NB01	RNB01-042	4	B	67	66	59.1	61.4	<b>66.4</b>	Yes	No	Pembroke
NB01	RNB01-043	2	B	67	66	62.1	65.6	60.9	No	No	Pembroke
NB01	RNB01-044	2	B	67	66	65.3	67.3	59.4	No	No	Pembroke
NB01	RNB01-045	2	B	67	66	60.2	64.5	62.3	No	No	Pembroke
NB01	RNB01-046	1	B	67	66	66.6	68	64.3	No	No	Pembroke
NB01	RNB01-047	1	B	67	66	66.8	68.2	61.2	No	No	Pembroke
NB01	RNB01-048	1	B	67	66	69.9	70.8	64.4	No	No	Pembroke
NB01	RNB01-049	1	B	67	66	59.3	63.6	64.5	No	No	Pembroke
NB01	RNB01-050	1	B	67	66	69.7	70.6	<b>67.1</b>	Yes	No	Pembroke
NB01	RNB01-051	1	B	67	66	59.4	63.2	59.5	No	No	Pembroke
NB01	RNB01-052	3	B	67	66	59.5	61.3	<b>66.8</b>	Yes	No	Pembroke
NB01	RNB01-053	2	B	67	66	63.4	66.6	59.5	No	No	Pembroke
NB01	RNB01-054	2	B	67	66	67.7	69.2	59.5	No	No	Pembroke
NB01	RNB01-055	2	B	67	66	61.7	64.4	61.7	No	No	Pembroke
NB01	RNB01-056	2	B	67	66	59.1	62.9	64.8	No	No	Pembroke
NB01	RNB01-057	2	B	67	66	62.4	65.1	61.7	No	No	Pembroke
NB01	RNB01-058	2	B	67	66	65.3	67	59.0	No	No	Pembroke
NB01	RNB01-059	3	B	67	66	61.7	63.8	60.5	No	No	Pembroke
NB01	RNB01-060	3	B	67	66	60.8	62.9	62.5	No	No	Pembroke
NB01	RNB01-061	1	B	67	66	70.9	71.8	60.3	No	No	Pembroke
NB01	RNB01-062	1	B	67	66	72.1	73.1	59.9	No	No	Pembroke
NB01	RNB01-063	1	B	67	66	68	69.5	<b>68.3</b>	Yes	No	Pembroke
NB01	RNB01-064	1	B	67	66	66.6	68.7	<b>68.2</b>	Yes	No	Pembroke
NB01	RNB01-065	2	B	67	66	64.5	66.1	64.9	No	No	Pembroke
NB01	RNB01-066	2	B	67	66	66	68.3	64.2	No	No	Pembroke
NB01	RNB01-067	2	B	67	66	65.5	67.2	61.6	No	No	Pembroke
NB01	RNB01-068	3	B	67	66	63.3	65.2	63.4	No	No	Pembroke
NB01	RNB01-069	7	B	67	66	61.9	63.7	62.7	No	No	Pembroke
NB01	RNB01-070	1	B	67	66	68.1	69.1	60.9	No	No	Pembroke
NB01	RNB01-071	1	B	67	66	65.3	68.3	60.3	No	No	Pembroke
NB01	RNB01-072	1	B	67	66	67.6	68.8	<b>66.0</b>	No	No	Pembroke
NB01	RNB01-073	1	B	67	66	66.1	67.6	64.4	No	No	Pembroke
NB01	RNB01-074	2	B	67	66	65.2	66.9	<b>66.2</b>	Yes	No	Pembroke
NB01	RNB01-075	2	B	67	66	62.8	65.6	62.8	No	No	Pembroke
NB01	RNB01-076	2	B	67	66	62.7	64.9	62.5	No	No	Pembroke
NB01	RNB01-077	4	B	67	66	61.8	64	62.0	No	No	Pembroke



Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB01	RNB01-078	4	B	67	66	61.1	63.3	60.9	No	No	Pembrooke
NB01	RNB01-079	4	B	67	66	60.8	62.9	59.7	No	No	Pembrooke
NB01	RNB01-080	2	B	67	66	60.3	62.4	59.5	No	No	Pembrooke
NB02	RNB02-001	1	B	67	66	63.1	63.7	59.5	No	No	Palma Vista
NB02	RNB02-002	1	B	67	66	63.4	64.3	59.6	No	No	Palma Vista
NB02	RNB02-003	1	B	67	66	62.9	64	64.9	No	No	Palma Vista
NB02	RNB02-004	1	B	67	66	62.7	63.2	65.3	No	No	Palma Vista
NB02	RNB02-005	2	B	67	66	62.6	63.3	64.9	No	No	Palma Vista
NB02	RNB02-006	1	B	67	66	60.9	63	64.4	No	No	Palma Vista
NB02	RNB02-007	2	B	67	66	61.2	62.2	64.4	No	No	Palma Vista
NB02	RNB02-008	1	B	67	66	60.4	62.5	63.2	No	No	Palma Vista
NB02	RNB02-009	2	B	67	66	61.6	62.8	63.9	No	No	Palma Vista
NB02	RNB02-010	2	B	67	66	59.2	62.3	63.3	No	No	Palma Vista
NB02	RNB02-011	3	B	67	66	62.5	63.3	63.7	No	No	Palma Vista
NB02	RNB02-012	2	B	67	66	61.1	62.2	61.8	No	No	Palma Vista
NB02	RNB02-013	3	B	67	66	59	61.6	64.3	No	No	Palma Vista
NB02	RNB02-014	2	B	67	66	62.4	63.1	63.2	No	No	Palma Vista
NB02	RNB02-015	2	B	67	66	62	63	61.7	No	No	Palma Vista
NB02	RNB02-016	2	B	67	66	58.4	61.5	64.2	No	No	Palma Vista
NB02	RNB02-017	2	B	67	66	59.6	61.6	63.4	No	No	Palma Vista
NB02	RNB02-018	2	B	67	66	58.3	60.5	61.4	No	No	Palma Vista
NB02	RNB02-019	2	B	67	66	61.4	62.4	62.2	No	No	Palma Vista
NB02	RNB02-020	3	B	67	66	57.2	60.7	61.0	No	No	Palma Vista
NB02	RNB02-021	3	B	67	66	58.6	60.9	63.2	No	No	Palma Vista
NB02	RNB02-022	1	B	67	66	58.1	59.6	59.8	No	No	Palma Vista
NB02	RNB02-023	3	B	67	66	56.5	60	60.7	No	No	Palma Vista
NB02	RNB02-024	1	B	67	66	62	62.7	60.4	No	No	Palma Vista
NB02	RNB02-025	2	B	67	66	57.9	60.6	58.7	No	No	Palma Vista
NB02	RNB02-026	1	B	67	66	62	62.7	63.9	No	No	Palma Vista
NB02	RNB02-027	2	B	67	66	61.4	62.1	60.6	No	No	Palma Vista
NB02	RNB02-028	2	B	67	66	59.1	60.3	63.9	No	No	Palma Vista
NB02	RNB02-029	3	B	67	66	56.3	60	63.7	No	No	Palma Vista
NB02	RNB02-030	3	B	67	66	56.4	60.4	62.5	No	No	Palma Vista
NB02	RNB02-031	3	B	67	66	60.8	61.4	58.7	No	No	Palma Vista
NB02	RNB02-032	2	B	67	66	59.5	60.6	59.5	No	No	Palma Vista
NB02	RNB02-033	2	B	67	66	55.2	59.7	63.2	No	No	Palma Vista
NB02	RNB02-034	2	B	67	66	56.6	60.9	60.8	No	No	Palma Vista
NB02	RNB02-035	3	B	67	66	61.3	61.9	57.9	No	No	Palma Vista
NB02	RNB02-036	3	B	67	66	56	60.4	60.2	No	No	Palma Vista
NB02	RNB02-037	3	B	67	66	54.8	59.4	63.6	No	No	Palma Vista
NB02	RNB02-038	2	B	67	66	58	61.2	58.8	No	No	Palma Vista
NB02	RNB02-039	2	B	67	66	57.9	60.8	57.4	No	No	Palma Vista
NB02	RNB02-040	2	B	67	66	55.6	60.3	61.6	No	No	Palma Vista
NB02	RNB02-041	4	B	67	66	61.2	61.8	60.7	No	No	Palma Vista
NB02	RNB02-042	3	B	67	66	55.3	60	58.5	No	No	Palma Vista
NB02	RNB02-043	2	B	67	66	57.9	61.1	63.4	No	No	Palma Vista
NB02	RNB02-044	1	B	67	66	61.4	62.1	57.9	No	No	Palma Vista
NB02	RNB02-045	2	B	67	66	55.3	60.3	61.1	No	No	Palma Vista
NB02	RNB02-046	3	B	67	66	55.5	59.6	63.8	No	No	Palma Vista
NB02	RNB02-047	1	B	67	66	59.3	61.4	58.9	No	No	Palma Vista
NB02	RNB02-048	2	B	67	66	55	60.1	58.3	No	No	Palma Vista
NB02	RNB02-049	3	B	67	66	54.5	59.4	62.0	No	No	Palma Vista
NB02	RNB02-050	4	B	67	66	55.6	59.5	58.3	No	No	Palma Vista
NB02	RNB02-051	4	B	67	66	56.7	60	58.3	No	No	Palma Vista
NB03	RNB03-001	1	B	67	66	60.9	61.8	63.7	No	No	St Andrews
NB03	RNB03-002	1	B	67	66	61.2	61.9	64.3	No	No	St Andrews
NB03	RNB03-003	1	B	67	66	60.6	61.3	63.7	No	No	St Andrews
NB03	RNB03-004	1	B	67	66	59.8	60.9	62.7	No	No	St Andrews
NB03	RNB03-005	3	B	67	66	60.9	61.6	64.0	No	No	St Andrews
NB03	RNB03-006	4	B	67	66	57.3	60.2	60.8	No	No	St Andrews
NB03	RNB03-007	7	B	67	66	59.3	61.2	63.3	No	No	St Andrews
NB03	RNB03-008	5	B	67	66	63.2	64	64.6	No	No	St Andrews
NB03	RNB03-009	10	B	67	66	56.9	60.8	60.9	No	No	St Andrews
NB03	RNB03-010	5	B	67	66	61.5	62.6	64.2	No	No	St Andrews
NB03	RNB03-011	7	B	67	66	59	61.4	62.3	No	No	St Andrews
NB03	RNB03-012	10	B	67	66	56.2	60.3	59.2	No	No	St Andrews
NB03	RNB03-013	10	B	67	66	56.4	60.3	59.3	No	No	St Andrews
NB03	RNB03-014	5	B	67	66	62.2	63.6	65.0	No	No	St Andrews
NB03	RNB03-015	1	B	67	66	61.3	64.3	65.0	No	No	St Andrews
NB03	RNB03-016	9	B	67	66	57.8	62.7	61.8	No	No	St Andrews
NB03	RNB03-017	5	B	67	66	58	63	62.2	No	No	St Andrews
NB03	RNB03-018	1	B	67	66	63.5	64.2	<b>66.2</b>	Yes	No	St Andrews
NB03	RNB03-019	1	B	67	66	63.6	64.3	<b>66.3</b>	Yes	No	St Andrews
NB03	RNB03-020	1	B	67	66	64.2	64.9	<b>66.8</b>	Yes	No	St Andrews

### Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB03	RNB03-021	1	B	67	66	61.9	63.9	64.5	No	No	St Andrews
NB03	RNB03-022	1	B	67	66	63	64.8	65.9	No	No	St Andrews
NB03	RNB03-023	2	B	67	66	64.5	65.2	67.2	Yes	No	St Andrews
NB03	RNB03-024	1	B	67	66	62	64.2	65.0	No	No	St Andrews
NB03	RNB03-025	10	B	67	66	57.1	62.1	60.2	No	No	St Andrews
NB03	RNB03-026	2	B	67	66	60.8	64.4	64.0	No	No	St Andrews
NB03	RNB03-027	5	B	67	66	65.2	66	68.0	Yes	No	St Andrews
NB03	RNB03-028	3	B	67	66	59.5	64.1	62.4	No	No	St Andrews
NB03	RNB03-029	10	B	67	66	57.4	62.4	60.4	No	No	St Andrews
NB03	RNB03-030	2	B	67	66	61.5	65.4	64.0	No	No	St Andrews
NB03	RNB03-031	4	B	67	66	58.1	63.7	61.3	No	No	St Andrews
NB03	RNB03-032	4	B	67	66	66	66.8	68.9	Yes	No	St Andrews
NB03	RNB03-033	2	B	67	66	62.6	65.9	66.3	Yes	No	St Andrews
NB03	RNB03-034	2	B	67	66	67.5	68.4	70.3	Yes	No	St Andrews
NB03	RNB03-035	5	B	67	66	57.6	63.8	60.3	No	No	St Andrews
NB03	RNB03-036	3	B	67	66	58.5	64.8	61.7	No	No	St Andrews
NB03	RNB03-037	1	B	67	66	69.1	69.9	73.1	Yes	No	St Andrews
NB03	RNB03-038	3	B	67	66	62.6	66.3	65.3	No	No	St Andrews
NB03	RNB03-039	2	B	67	66	66.2	67.5	69.5	Yes	No	St Andrews
NB03	RNB03-040	1	B	67	66	67.8	68.8	71.5	Yes	No	St Andrews
NB03	RNB03-041	5	B	67	66	59.5	65.3	62.9	No	No	St Andrews
NB03	RNB03-042	3	B	67	66	66	67.3	69.1	Yes	No	St Andrews
NB03	RNB03-043	5	B	67	66	59.7	64.7	63.4	No	No	St Andrews
NB03	RNB03-044	3	B	67	66	68.3	69.2	71.2	Yes	No	St Andrews
NB03	RNB03-045	5	B	67	66	65.8	67.1	68.6	Yes	No	St Andrews
NB03	RNB03-046	6	B	67	66	65.7	67.9	68.9	Yes	No	St Andrews
NB04	RNB04-001	1	B	67	66	70.2	70.8	73.2	Yes	No	Palm Cove Estates
NB04	RNB04-002	1	B	67	66	70.6	71.2	73.4	Yes	No	Palm Cove Estates
NB04	RNB04-003	1	B	67	66	69.6	70.4	71.1	Yes	No	Palm Cove Estates
NB04	RNB04-004	2	B	67	66	68.3	69.1	71.7	Yes	No	Palm Cove Estates
NB04	RNB04-005	2	B	67	66	68.3	69	71.3	Yes	No	Palm Cove Estates
NB04	RNB04-006	1	B	67	66	68.9	69.5	72.2	Yes	No	Palm Cove Estates
NB04	RNB04-007	2	B	67	66	67.3	67.9	70.1	Yes	No	Palm Cove Estates
NB05	RNB05-001	1	B	67	66	67.5	68	70.3	Yes	No	Tuscany Ridge
NB05	RNB05-002	2	B	67	66	69.2	69.9	71.3	Yes	No	Tuscany Ridge
NB05	RNB05-003	1	B	67	66	64.8	66.5	67.8	Yes	No	Tuscany Ridge
NB05	RNB05-004	1	B	67	66	64.9	65.5	67.3	Yes	No	Tuscany Ridge
NB05	RNB05-005	1	B	67	66	63.3	66.7	66.1	Yes	No	Tuscany Ridge
NB05	RNB05-006	1	B	67	66	63	66.1	66.3	Yes	No	Tuscany Ridge
NB05	RNB05-007	2	B	67	66	63	65.7	65.6	No	No	Tuscany Ridge
NB05	RNB05-008	1	B	67	66	63.3	64.5	65.8	No	No	Tuscany Ridge
NB05	RNB05-009	2	B	67	66	63	66.4	66.4	Yes	No	Tuscany Ridge
NB05	RNB05-010	3	B	67	66	65.9	66.7	67.9	Yes	No	Tuscany Ridge
NB05	RNB05-011	2	B	67	66	61.3	64.7	64.0	No	No	Tuscany Ridge
NB05	RNB05-012	3	B	67	66	62.9	65.1	65.1	No	No	Tuscany Ridge
NB05	RNB05-013	1	B	67	66	62.9	63.4	65.4	No	No	Tuscany Ridge
NB05	RNB05-014	1	B	67	66	63	64.1	65.2	No	No	Tuscany Ridge
NB05	RNB05-015	3	B	67	66	59.9	63.5	62.4	No	No	Tuscany Ridge
NB05	RNB05-016	4	B	67	66	62.2	64.5	64.4	No	No	Tuscany Ridge
NB05	RNB05-017	2	B	67	66	61.2	63.3	64.1	No	No	Tuscany Ridge
NB05	RNB05-018	1	B	67	66	62.5	63.1	64.8	No	No	Tuscany Ridge
NB05	RNB05-019	2	B	67	66	59.4	62.7	61.5	No	No	Tuscany Ridge
NB05	RNB05-020	2	B	67	66	60.2	61.8	62.6	No	No	Tuscany Ridge
NB05	RNB05-021	3	B	67	66	59.5	62.1	62.6	No	No	Tuscany Ridge
NB05	RNB05-022	3	B	67	66	60.4	61.9	63.1	No	No	Tuscany Ridge
NB05	RNB05-023	4	B	67	66	57.1	61.5	60.4	No	No	Tuscany Ridge
NB05	RNB05-024	2	B	67	66	58.4	61.2	61.1	No	No	Tuscany Ridge
NB05	RNB05-025	2	B	67	66	59.2	60.9	61.9	No	No	Tuscany Ridge
NB06	RNB06-001	1	B	67	66	63.3	63.9	65.6	No	No	Single Family Residence
NB06	RNB06-002	1	B	67	66	61.7	62.6	63.9	No	No	Single Family Residence
NB06	RNB06-003	1	B	67	66	62.7	63	64.6	No	No	Single Family Residence
NB06	RNB06-004	1	B	67	66	62.9	63.2	64.8	No	No	Single Family Residence
NB06	RNB06-005	1	B	67	66	65.1	65.5	67.1	Yes	No	Single Family Residence
NB06	RNB06-006	1	B	67	66	61.9	63.3	64.0	No	No	Single Family Residence
NB06	RNB06-007	1	B	67	66	63.3	64.2	65.6	No	No	Single Family Residence
NB08	RNB08-001	1	B	67	66	70.8	72.3	72.9	Yes	No	Single Family Residence
NB08	RNB08-002	2	B	67	66	66.6	67.2	69.4	Yes	No	Single Family Residence
NB08	RNB08-003	1	B	67	66	71.5	73.1	74.1	Yes	No	Single Family Residence
NB08	RNB08-004	2	B	67	66	65.1	65.9	68.0	Yes	No	Single Family Residence
NB08	RNB08-005	1	B	67	66	69.2	69.9	70.3	Yes	No	Single Family Residence
NB08	RNB08-006	1	B	67	66	68	68.5	69.7	Yes	No	Single Family Residence
NB08	RNB08-007	1	B	67	66	70.2	70.7	72.2	Yes	No	Single Family Residence
NB08	RNB08-008	1	B	67	66	72.1	72.6	76.7	Yes	No	Single Family Residence
NB08	RNB08-009	1	B	67	66	67	67.6	77.7	Yes	No	Single Family Residence

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB08	RNB08-010	1	B	67	66	69.2	69.8	71.7	Yes	No	Single Family Residence
NB08	RNB08-011	2	B	67	66	68	68.4	69.7	Yes	No	Single Family Residence
NB08	RNB08-012	1	B	67	66	69.5	70.1	76.1	Yes	No	Single Family Residence
NB08	RNB08-013	1	B	67	66	70.1	70.6	75.2	Yes	No	Single Family Residence
NB08	RNB08-014	1	B	67	66	71.2	71.8	74.3	Yes	No	Farmwood Circle
NB08	RNB08-015	1	B	67	66	69.8	70.4	73.4	Yes	No	Farmwood Circle
NB08	RNB08-016	1	B	67	66	67.4	67.8	72.1	Yes	No	Farmwood Circle
NB08	RNB08-017	1	B	67	66	69.2	69.7	71.7	Yes	No	Farmwood Circle
NB08	RNB08-018	2	B	67	66	67.2	67.5	70.7	Yes	No	Farmwood Circle
NB10	RNB10-001	1	B	67	66	69.3	69.6	69.4	Yes	No	Single Family Residence
NB11	RNB11-001	2	B	67	66	62	62	62.8	No	No	Braemar
NB11	RNB11-002	3	B	67	66	63.4	63.6	63.4	No	No	Braemar
NB11	RNB11-003	3	B	67	66	62.9	63.1	64.9	No	No	Braemar
NB11	RNB11-004	2	B	67	66	62.5	62.7	64.5	No	No	Braemar
NB14	RNB14-001	2	B	67	66	65.2	65.2	67.2	Yes	No	Lake Fischer Estates
NB14	RNB14-002	1	B	67	66	66.8	66.7	68.9	Yes	No	Lake Fischer Estates
NB14	RNB14-003	1	B	67	66	69.8	70	71.2	Yes	No	Lake Fischer Estates
NB14	RNB14-004	2	B	67	66	64.7	65.8	66.7	Yes	No	Lake Fischer Estates
NB14	RNB14-005	2	B	67	66	72.3	72	72.9	Yes	No	Lake Fischer Estates
NB14	RNB14-006	2	B	67	66	66.1	69	67.5	Yes	No	Lake Fischer Estates
NB14	RNB14-007	1	B	67	66	75.3	75	76.0	Yes	No	Lake Fischer Estates
NB14	RNB14-008	1	B	67	66	76.4	76	76.5	Yes	No	Lake Fischer Estates
NB14	RNB14-009	7	B	67	66	66.3	69.1	67.7	Yes	No	Lake Fischer Estates
NB14	RNB14-010	8	B	67	66	67.2	69.9	68.4	Yes	No	Lake Fischer Estates
NB14	RNB14-011	6	B	67	66	63.6	64.9	65.9	No	No	Lake Fischer Estates
NB14	RNB14-012	5	B	67	66	76.3	75.9	72.3	Yes	No	Lake Fischer Estates
NB14	RNB14-013	7	B	67	66	64.8	67.2	67.3	Yes	No	Lake Fischer Estates
NB14	RNB14-014	3	B	67	66	76.2	75.8	77.3	Yes	No	Lake Fischer Estates
NB14	RNB14-015	5	B	67	66	63.7	64.5	65.7	No	No	Lake Fischer Estates
NB14	RNB14-016	3	B	67	66	69.1	69.3	70.8	Yes	No	Lake Fischer Estates
NB14	RNB14-017	1	B	67	66	76.1	75.7	77.4	Yes	No	Lake Fischer Estates
NB14	RNB14-018	2	B	67	66	74.2	73.8	75.5	Yes	No	Lake Fischer Estates
NB15	RNB15-001	1	B	67	66	65.7	66.5	77.5	Yes	No	Saddlebrook
NB15	RNB15-002	1	B	67	66	66.7	67.4	76.6	Yes	No	Saddlebrook
NB15	RNB15-003	1	B	67	66	67.3	68	75.7	Yes	No	Saddlebrook
NB15	RNB15-004	3	B	67	66	68.4	69.1	74.2	Yes	No	Saddlebrook
NB15	RNB15-005	1	B	67	66	65.1	65.7	77.4	Yes	No	Saddlebrook
NB15	RNB15-006	4	B	67	66	67.4	69.7	71.5	Yes	No	Saddlebrook
NB15	RNB15-007	3	B	67	66	64.4	65.1	70.1	Yes	No	Saddlebrook
NB15	RNB15-008	4	B	67	66	66.3	68	71.1	Yes	No	Saddlebrook
NB15	RNB15-009	3	B	67	66	64.2	66.8	70.9	Yes	No	Saddlebrook
NB15	RNB15-010	1	B	67	66	64.3	64.8	67.8	Yes	No	Saddlebrook
NB15	RNB15-011	3	B	67	66	64	64.7	70.1	Yes	No	Saddlebrook
NB15	RNB15-012	4	B	67	66	64.1	67.1	70.2	Yes	No	Saddlebrook
NB15	RNB15-013	2	B	67	66	64.7	67.6	69.4	Yes	No	Saddlebrook
NB15	RNB15-014	1	B	67	66	64.4	64.9	67.3	Yes	No	Saddlebrook
NB15	RNB15-015	1	B	67	66	64.4	64.8	67.4	Yes	No	Saddlebrook
NB15	RNB15-016	4	B	67	66	62.3	65.6	68.5	Yes	No	Saddlebrook
NB15	RNB15-017	2	B	67	66	63.8	66.6	67.8	Yes	No	Saddlebrook
NB15	RNB15-020	3	B	67	66	63.7	66.1	68.1	Yes	No	Saddlebrook
NB15	RNB15-021	3	B	67	66	62.5	65	68.5	Yes	No	Saddlebrook
NB15	RNB15-022	1	B	67	66	64.4	65	69.0	Yes	No	Saddlebrook
NB15	RNB15-023	1	B	67	66	62.8	64.8	68.2	Yes	No	Saddlebrook
NB15	RNB15-024	3	B	67	66	61.6	64.2	68.2	Yes	No	Saddlebrook
NB15	RNB15-025	5	B	67	66	61	63.9	67.6	Yes	No	Saddlebrook
NB15	RNB15-026	3	B	67	66	61.6	64.2	67.6	Yes	No	Saddlebrook
NB15	RNB15-027	1	B	67	66	62.5	65.2	68.4	Yes	No	Saddlebrook
NB15	RNB15-028	1	B	67	66	64.2	65.4	69.5	Yes	No	Saddlebrook
NB15	RNB15-029	3	B	67	66	61.6	64	66.6	Yes	No	Saddlebrook
NB16	RNB16-001	1	B	67	66	72	72.4	69.3	Yes	No	Saddlebrook
NB16	RNB16-002	1	B	67	66	74.3	74.5	69.7	Yes	No	Saddlebrook
NB16	RNB16-003	1	B	67	66	74.7	74.9	69.3	Yes	No	Saddlebrook
NB16	RNB16-004	1	B	67	66	75.1	75.3	68.8	Yes	No	Saddlebrook
NB16	RNB16-005	1	B	67	66	68.7	70.8	70.0	Yes	No	Saddlebrook
NB16	RNB16-006	1	B	67	66	73.5	74.1	72.1	Yes	No	Saddlebrook
NB16	RNB16-007	1	B	67	66	68	69.8	69.7	Yes	No	Saddlebrook
NB16	RNB16-008	1	B	67	66	67.3	68.7	68.8	Yes	No	Saddlebrook
NB16	RNB16-009	1	B	67	66	74.2	74.7	74.1	Yes	No	Saddlebrook
NB16	RNB16-010	2	B	67	66	71	71.9	71.1	Yes	No	Saddlebrook
NB16	RNB16-011	1	B	67	66	75.8	76	76.6	Yes	No	Saddlebrook
NB16	RNB16-012	1	B	67	66	76	76.2	76.9	Yes	No	Saddlebrook
NB16	RNB16-013	3	B	67	66	75.8	76	77.2	Yes	No	Saddlebrook
NB16	RNB16-014	5	B	67	66	65.7	66.9	67.6	Yes	No	Saddlebrook
NB16	RNB16-015	2	B	67	66	67.5	69.6	69.7	Yes	No	Saddlebrook

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB16	RNB16-016	3	B	67	66	66.4	67.9	68.5	Yes	No	Saddlebrook
NB16	RNB16-017	1	B	67	66	68	70	70.3	Yes	No	Saddlebrook
NB16	RNB16-018	1	B	67	66	68.2	70	70.7	Yes	No	Saddlebrook
NB16	RNB16-019	10	B	67	66	64.7	66.9	66.0	No	No	Saddlebrook
NB16	RNB16-020	1	B	67	66	66.6	68.9	68.8	Yes	No	Saddlebrook
NB16	RNB16-021	4	B	67	66	75	75.1	77.4	Yes	No	Saddlebrook
NB16	RNB16-022	8	B	67	66	63.8	66.2	65.5	No	No	Saddlebrook
NB16	RNB16-023	3	B	67	66	67.6	69.2	70.1	Yes	No	Saddlebrook
NB16	RNB16-024	2	B	67	66	73.6	73.6	76.4	Yes	No	Saddlebrook
NB16	RNB16-025	2	B	67	66	75.2	74.8	78.0	Yes	No	Saddlebrook
NB16	RNB16-026	2	B	67	66	64.3	67	68.7	Yes	No	Saddlebrook
NB16	RNB16-027	4	B	67	66	64.8	66.5	67.9	Yes	No	Saddlebrook
NB16	RNB16-028	1	B	67	66	71.6	71.9	74.5	Yes	No	Saddlebrook
NB16	RNB16-029	3	B	67	66	65.4	66.5	68.4	Yes	No	Saddlebrook
NB16	RNB16-030	1	B	67	66	67.9	68.6	71.5	Yes	No	Saddlebrook
NB16	RNB16-031	1	B	67	66	66.4	67.4	69.8	Yes	No	Saddlebrook
NB16	RNB16-032	2	B	67	66	67.3	67.7	70.1	Yes	No	Saddlebrook
NB16	RNB16-033	5	B	67	66	63.7	65.8	67.7	Yes	No	Saddlebrook
NB16	RNB16-034	6	B	67	66	63.6	65.6	67.8	Yes	No	Saddlebrook
NB16	RNB16-035	5	B	67	66	62.7	64.6	66.4	Yes	No	Saddlebrook
NB16	RNB16-036	3	B	67	66	66.8	66.9	69.2	Yes	No	Saddlebrook
NB16	RNB16-037	2	B	67	66	68.8	68.3	70.3	Yes	No	Saddlebrook
NB17	RNB17-001	5	B	67	66	73.4	72.9	75.0	Yes	No	Falcon Pointe
NB17	RNB17-002	3	B	67	66	62.3	62.8	67.1	Yes	No	Falcon Pointe
NB17	RNB17-003	5	B	67	66	66.6	66.6	73.0	Yes	No	Falcon Pointe
NB17	RNB17-004	1	B	67	66	75.2	74.7	76.3	Yes	No	Falcon Pointe
NB17	RNB17-005	1	B	67	66	75.4	74.8	76.5	Yes	No	Falcon Pointe
NB17	RNB17-006	3	B	67	66	75.2	74.7	75.1	Yes	No	Falcon Pointe
NB17	RNB17-007	5	B	67	66	68.7	69	70.4	Yes	No	Falcon Pointe
NB17	RNB17-008	4	B	67	66	71	71.5	72.8	Yes	No	Falcon Pointe
NB17	RNB17-009	5	B	67	66	66.3	68.5	68.6	Yes	No	Falcon Pointe
NB17	RNB17-010	2	B	67	66	67.8	69.3	69.4	Yes	No	Falcon Pointe
NB17	RNB17-011	2	B	67	66	69.9	70.1	72.0	Yes	No	Falcon Pointe
NB17	RNB17-012	5	B	67	66	69.8	70.1	72.2	Yes	No	Falcon Pointe
NB17	RNB17-013	8	B	67	66	62.8	65.3	63.9	No	No	Falcon Pointe
NB17	RNB17-014	3	B	67	66	64.5	67.4	66.0	No	No	Falcon Pointe
NB17	RNB17-015	1	B	67	66	68	68.4	68.0	Yes	No	Falcon Pointe
NB17	RNB17-016	8	B	67	66	60.4	63.9	61.4	No	No	Falcon Pointe
NB17	RNB17-017	1	B	67	66	66.2	67.2	66.5	Yes	No	Falcon Pointe
NB17	RNB17-018	1	B	67	66	63.4	66.9	64.8	No	No	Falcon Pointe
NB17	RNB17-019	3	B	67	66	62.6	66.2	64.5	No	No	Falcon Pointe
NB17	RNB17-020	9	B	67	66	61.6	63.8	62.7	No	No	Falcon Pointe
NB17	RNB17-021	8	B	67	66	59.9	64.9	61.4	No	No	Falcon Pointe
NB17	RNB17-022	3	B	67	66	59	63.2	60.6	No	No	Falcon Pointe
NB18	RNB18-001	1	B	67	66	65.9	66.3	73.9	Yes	No	Twin Lake Drive
NB18	RNB18-002	1	B	67	66	65.6	66.7	72.6	Yes	No	Twin Lake Drive
NB18	RNB18-003	2	B	67	66	64.5	66	72.5	Yes	No	Twin Lake Drive
NB18	RNB18-004	1	B	67	66	65.9	65.9	72.2	Yes	No	Twin Lake Drive
NB18	RNB18-005	1	B	67	66	65.7	66.9	74.5	Yes	No	Twin Lake Drive
NB18	RNB18-006	1	B	67	66	68.3	68.6	72.4	Yes	No	Twin Lake Drive
NB18	RNB18-007	1	B	67	66	64.8	65.1	71.7	Yes	No	Twin Lake Drive
NB18	RNB18-008	1	B	67	66	66.1	67.7	73.2	Yes	No	Twin Lake Drive
NB18	RNB18-009	2	B	67	66	64.3	65	69.2	Yes	No	Twin Lake Drive
NB18	RNB18-010	1	B	67	66	66.5	66.7	72.3	Yes	No	Twin Lake Drive
NB18	RNB18-011	2	B	67	66	62.9	63.6	68.0	Yes	No	Twin Lake Drive
NB18	RNB18-012	3	B	67	66	65.1	65.6	70.5	Yes	No	Twin Lake Drive
NB18	RNB18-013	4	B	67	66	63.7	64.2	68.4	Yes	No	Twin Lake Drive
NB18	RNB18-014	3	B	67	66	63.4	63.8	67.6	Yes	No	Twin Lake Drive
NB18	RNB18-015	1	B	67	66	63.8	64.1	67.7	Yes	No	Twin Lake Drive
NB18	RNB18-016	2	B	67	66	63.7	63.9	67.5	Yes	No	Twin Lake Drive
NB18	RNB18-017	4	B	67	66	63.9	64.1	63.3	No	No	Twin Lake Drive
NB18	RNB18-018	1	B	67	66	64.2	64.4	67.6	Yes	No	Twin Lake Drive
NB18	RNB18-019	1	B	67	66	64.2	64.4	67.7	Yes	No	Twin Lake Drive
NB18	RNB18-020	1	B	67	66	67.1	67.2	70.3	Yes	No	Twin Lake Drive
NB18	RNB18-021	4	B	67	66	65.2	65.4	63.3	No	No	Twin Lake Drive
NB18	RNB18-022	2	B	67	66	65.6	65.7	69.0	Yes	No	Twin Lake Drive
NB18	RNB18-023	2	B	67	66	67	67.1	70.1	Yes	No	Twin Lake Drive
NB18	RNB18-024	3	B	67	66	66.2	66.3	69.2	Yes	No	Lake Lily
NB18	RNB18-025	2	B	67	66	66.4	66.4	64.4	No	No	Lake Lily
NB18	RNB18-026	1	B	67	66	66.4	66.4	69.1	Yes	No	Lake Lily
NB18	RNB18-027	3	B	67	66	65.7	65.7	68.7	Yes	No	Lake Lily
NB19	RNB19-006A	7	B	67	66	71.8	73.4	73.4	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-006B	7	B	67	66	72	72.8	72.8	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-006C	7	B	67	66	72.1	73.6	73.6	Yes	No	The Alibi at Lake Lilly Apartments

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB19	RNB19-006D	7	B	67	66	72.1	74.1	74.1	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-007A	7	B	67	66	77.8	78.9	78.9	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-007B	7	B	67	66	78	80.2	80.2	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-007C	7	B	67	66	78	81	81.0	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-007D	7	B	67	66	78.1	81	81.0	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-008A	7	B	67	66	77.9	79	79.0	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-008B	7	B	67	66	78	80.4	80.4	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-008C	7	B	67	66	78	81.2	81.2	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-008D	7	B	67	66	78.1	81.2	81.2	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-009A	7	B	67	66	77.9	79	79.0	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-009B	7	B	67	66	78	80.4	80.4	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-009C	7	B	67	66	77.9	81.2	81.2	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-009D	7	B	67	66	78	81.3	81.3	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-010A	7	B	67	66	69.7	70.5	70.5	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-010B	7	B	67	66	69.9	70.1	70.1	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-010C	7	B	67	66	70	71.5	71.5	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-010D	7	B	67	66	70.1	72.2	72.2	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-011A	4	B	67	66	78	81.4	81.4	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-011B	4	B	67	66	78	80.1	80.1	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-011C	4	B	67	66	78	80.6	80.6	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-011D	4	B	67	66	78	81.4	81.4	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-012A	5	B	67	66	77.9	80	80.0	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-012B	5	B	67	66	78	80.9	80.9	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-012C	5	B	67	66	78	81.6	81.6	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-012D	5	B	67	66	78.1	81.6	81.6	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-013A	4	B	67	66	72.3	74.1	74.1	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-013B	4	B	67	66	72.5	73.3	73.3	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-013C	4	B	67	66	72.5	74.7	74.7	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-013D	4	B	67	66	72.6	75.3	75.3	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-014A	5	B	67	66	77.9	80.4	80.4	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-014B	5	B	67	66	77.6	81.2	81.2	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-014C	5	B	67	66	77.5	81.6	81.6	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-014D	5	B	67	66	77.6	81.7	81.7	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-015A	5	B	67	66	78	80.2	80.2	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-015B	5	B	67	66	77.8	81.2	81.2	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-015C	5	B	67	66	77.8	81.7	81.7	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-015D	5	B	67	66	77.9	81.7	81.7	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-016A	5	B	67	66	72.6	74.5	74.5	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-016B	5	B	67	66	72.8	74.3	74.3	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-016C	5	B	67	66	72.9	75.4	75.4	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-016D	5	B	67	66	73	76.1	76.1	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-017A	5	B	67	66	76.3	78.6	78.6	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-017B	5	B	67	66	76.1	78.5	78.5	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-017C	5	B	67	66	76	79.4	79.4	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-017D	5	B	67	66	76	79.9	79.9	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-018A	5	B	67	66	75.7	78.4	78.4	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-018B	5	B	67	66	75.6	79	79.0	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-018C	5	B	67	66	75.6	79.9	79.9	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-018D	5	B	67	66	75.6	80	80.0	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-019A	5	B	67	66	71.6	75.2	75.2	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-019B	5	B	67	66	72	74.3	74.3	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-019C	5	B	67	66	72.1	75.3	75.3	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-019D	5	B	67	66	72.3	76	76.0	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-020A	5	B	67	66	59.6	66.7	66.7	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-020B	5	B	67	66	60.1	66.5	66.5	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-020C	5	B	67	66	61.8	67.4	67.4	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-020D	5	B	67	66	63.7	68.6	68.6	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-021	3	B	67	66	67.5	71.2	71.2	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-022	4	B	67	66	67	70.7	70.7	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-023	3	B	67	66	64.2	68.3	68.3	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-024	5	B	67	66	63.4	66.6	66.6	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-025	5	B	67	66	63.3	66.5	66.5	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-026	5	B	67	66	63.2	66.5	66.5	Yes	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-027	5	B	67	66	60.9	65.3	65.3	No	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-028	5	B	67	66	56.2	61.3	61.3	No	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-029	5	B	67	66	57.2	59.6	59.6	No	No	The Alibi at Lake Lilly Apartments
NB19	RNB19-030	1	B	1	0	63.8	68.7	68.7	Yes	No	The Alibi at Lake Lilly Apartments Pool
NB19	RNB19-031	1	B	1	0	68.3	72.2	72.2	Yes	No	The Alibi at Lake Lilly Apartments Pool
NB19	RNB19-032	1	B	1	0	63.8	66.8	66.8	Yes	No	The Alibi at Lake Lilly Apartments Pool
NB19	RNB19-033	1	B	1	0	65.2	68.2	68.2	Yes	No	The Alibi at Lake Lilly Apartments Pool
NB22	RNB22-001	1	B	67	66	71.2	71.4	72.9	Yes	No	Single Family Residence
NB23	RNB23-001	1	B	67	66	63.4	65.1	65.2	No	No	Sterling Pointe
NB23	RNB23-002	1	B	67	66	63.8	65.5	64.1	No	No	Sterling Pointe
NB23	RNB23-003	1	B	67	66	67.8	69.3	68.1	Yes	No	Sterling Pointe



### Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB23	RNB23-004	1	B	67	66	65.4	67.1	66.5	Yes	No	Sterling Pointe
NB23	RNB23-005	1	B	67	66	64.9	66.5	67.2	Yes	No	Sterling Pointe
NB23	RNB23-006	1	B	67	66	63.9	65.6	65.9	No	No	Sterling Pointe
NB23	RNB23-007	1	B	67	66	65.2	67.4	67.3	Yes	No	Sterling Pointe
NB23	RNB23-008	1	B	67	66	70.2	71.9	70.9	Yes	No	Sterling Pointe
NB23	RNB23-009	2	B	67	66	64.9	66.6	66.9	Yes	No	Sterling Pointe
NB23	RNB23-010	1	B	67	66	64.7	66.4	66.7	Yes	No	Sterling Pointe
NB23	RNB23-011	1	B	67	66	64	65.8	66.3	Yes	No	Sterling Pointe
NB23	RNB23-012	4	B	67	66	65.4	67.2	67.5	Yes	No	Sterling Pointe
NB23	RNB23-013	1	B	67	66	64.6	66.4	66.6	Yes	No	Sterling Pointe
NB23	RNB23-014	1	B	67	66	65.6	67.3	68.2	Yes	No	Sterling Pointe
NB23	RNB23-015	3	B	67	66	65.9	67.7	68.2	Yes	No	Sterling Pointe
NB23	RNB23-016	2	B	67	66	66.1	67.8	68.5	Yes	No	Sterling Pointe
NB23	RNB23-017	1	B	67	66	66.3	68	68.5	Yes	No	Sterling Pointe
NB23	RNB23-018	1	B	67	66	65	66.6	66.8	Yes	No	Sterling Pointe
NB23	RNB23-019	1	B	67	66	69.9	71.4	70.5	Yes	No	Sterling Pointe
NB23	RNB23-020	1	B	67	66	64.3	66.3	66.3	Yes	No	Sterling Pointe
NB23	RNB23-021	3	B	67	66	64.1	66.6	65.9	No	No	Sterling Pointe
NB23	RNB23-022	3	B	67	66	64.9	67.4	66.7	Yes	No	Sterling Pointe
NB23	RNB23-023	3	B	67	66	65.6	67.9	67.5	Yes	No	Sterling Pointe
NB23	RNB23-024	3	B	67	66	66.1	68.4	68.0	Yes	No	Sterling Pointe
NB23	RNB23-025	3	B	67	66	66.3	68.4	68.1	Yes	No	Sterling Pointe
NB23	RNB23-026	5	B	67	66	67.4	69.3	68.7	Yes	No	Sterling Pointe
NB23	RNB23-028	2	B	67	66	63.4	65.9	65.1	No	No	Sterling Pointe
NB23	RNB23-029	2	B	67	66	63.5	66.6	65.1	No	No	Sterling Pointe
NB23	RNB23-030	8	B	67	66	64.4	67.8	66.1	Yes	No	Sterling Pointe
NB23	RNB23-031	9	B	67	66	67	69.4	68.1	Yes	No	Sterling Pointe
NB23	RNB23-032	5	B	67	66	68.6	70.2	69.2	Yes	No	Sterling Pointe
NB23	RNB23-033	1	B	67	66	63.9	67	65.2	No	No	Sterling Pointe
NB23	RNB23-034	6	B	67	66	63.3	66.3	64.6	No	No	Sterling Pointe
NB23	RNB23-035	13	B	67	66	65.7	68.5	66.7	Yes	No	Sterling Pointe
NB24	RNB24-001	2	B	67	66	62.9	64.4	65.2	No	No	Daniels Crossing
NB24	RNB24-002	1	B	67	66	76.3	77.9	78.4	Yes	No	Daniels Crossing
NB24	RNB24-003	4	B	67	66	63.6	65.2	66.0	No	No	Daniels Crossing
NB24	RNB24-004	3	B	67	66	62.9	64.3	65.0	No	No	Daniels Crossing
NB24	RNB24-005	1	B	67	66	64.4	66	66.7	Yes	No	Daniels Crossing
NB24	RNB24-006	2	B	67	66	62.9	64.2	64.8	No	No	Daniels Crossing
NB24	RNB24-007	5	B	67	66	69.7	71.2	71.6	Yes	No	Daniels Crossing
NB24	RNB24-008	14	B	67	66	64.3	65.6	71.6	Yes	No	Daniels Crossing
NB24	RNB24-009	1	B	67	66	64.6	66.1	66.9	Yes	No	Daniels Crossing
NB24	RNB24-010	6	B	67	66	68.7	69.5	65.7	No	No	Daniels Crossing
NB24	RNB24-011	1	B	67	66	72	73.5	74.1	Yes	No	Daniels Crossing
NB24	RNB24-012	3	B	67	66	71.8	73.4	73.6	Yes	No	Daniels Crossing
NB24	RNB24-013	2	B	67	66	65.5	67	67.7	Yes	No	Daniels Crossing
NB24	RNB24-014	5	B	67	66	63	64.4	65.1	No	No	Daniels Crossing
NB24	RNB24-015	1	B	67	66	64	65.5	66.3	Yes	No	Daniels Crossing
NB24	RNB24-016	4	B	67	66	62.9	64.4	65.2	No	No	Daniels Crossing
NB24	RNB24-017	6	B	67	66	69.1	70.1	65.2	No	No	Daniels Crossing
NB24	RNB24-018	8	B	67	66	62.9	64.4	65.0	No	No	Daniels Crossing
NB24	RNB24-019	1	B	67	66	66.5	68.1	68.6	Yes	No	Daniels Crossing
NB24	RNB24-020	9	B	67	66	65.1	66.3	66.6	Yes	No	Daniels Crossing
NB24	RNB24-021	2	B	67	66	62.9	64.4	65.3	No	No	Daniels Crossing
NB24	RNB24-022	3	B	67	66	62.7	64.1	65.4	No	No	Daniels Crossing
NB24	RNB24-023	1	B	67	66	63.2	64.8	69.7	Yes	No	Single Family Residence
NB24	RNB24-024	1	B	67	66	68.6	69.8	66.0	No	No	Daniels Crossing
NB24	RNB24-025	2	B	67	66	64	65.5	67.4	Yes	No	Daniels Crossing
NB24	RNB24-026	3	B	67	66	65.6	67.1	63.7	No	No	Daniels Crossing
NB24	RNB24-027	5	B	67	66	60	61.3	64.7	No	No	Daniels Crossing
NB24	RNB24-028	5	B	67	66	62.7	63.9	63.9	No	No	Daniels Crossing
NB24	RNB24-029	4	B	67	66	62.1	63.4	68.1	Yes	No	Daniels Crossing
NB24	RNB24-030	5	B	67	66	66.6	68.1	64.2	No	No	Daniels Crossing
NB24	RNB24-031	5	B	67	66	60.5	61.7	64.3	No	No	Daniels Crossing
NB24	RNB24-032	3	B	67	66	62	63.5	67.1	Yes	No	Daniels Crossing
NB24	RNB24-033	2	B	67	66	68.6	69.6	66.4	Yes	No	Daniels Crossing
NB24	RNB24-034	4	B	67	66	64.2	65.4	63.6	No	No	Daniels Crossing
NB24	RNB24-035	4	B	67	66	61.4	62.7	63.0	No	No	Daniels Crossing
NB24	RNB24-036	5	B	67	66	60.8	62	64.5	No	No	Daniels Crossing
NB24	RNB24-037	4	B	67	66	62.2	63.6	63.1	No	No	Daniels Crossing
NB24	RNB24-038	5	B	67	66	60.8	62.1	61.8	No	No	Daniels Crossing
NB24	RNB24-039	3	B	67	66	59.7	60.9	67.9	Yes	No	Daniels Crossing
NB24	RNB24-040	4	B	67	66	69.5	70.6	63.0	No	No	Daniels Crossing
NB24	RNB24-041	2	B	67	66	60.6	61.9	63.6	No	No	Daniels Crossing
NB24	RNB24-042	1	B	67	66	61.6	63.1	65.6	No	No	Single Family Residence
NB24	RNB24-043	1	B	67	66	63.6	64.7	63.8	No	No	Daniels Crossing



Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB24	RNB24-044	3	B	67	66	62.1	63.3	62.0	No	No	Daniels Crossing
NB24	RNB24-045	5	B	67	66	60.6	61.9	62.4	No	No	Daniels Crossing
NB24	RNB24-046	2	B	67	66	60.6	61.8	62.8	No	No	Daniels Crossing
NB24	RNB24-047	1	B	67	66	62.5	63.6	63.5	No	No	Single Family Residence
NB24	RNB24-048	3	B	67	66	61.1	62.4	65.0	No	No	Daniels Crossing
NB24	RNB24-049	4	B	67	66	61.7	62.9	65.0	No	No	Daniels Crossing
NB26	RNB26-002A	2	B	67	66	63.8	64.3	65.1	No	No	Promenade Apartment Homes
NB26	RNB26-002B	2	B	67	66	65.3	66	66.6	Yes	No	Promenade Apartment Homes
NB26	RNB26-003A	2	B	67	66	61.2	61.4	61.8	No	No	Promenade Apartment Homes
NB26	RNB26-003B	2	B	67	66	65.7	66.2	65.0	No	No	Promenade Apartment Homes
NB26	RNB26-004A	2	B	67	66	60.7	61.1	61.7	No	No	Promenade Apartment Homes
NB26	RNB26-004B	2	B	67	66	64.6	65.1	63.1	No	No	Promenade Apartment Homes
NB26	RNB26-006A	2	B	67	66	60.9	61.4	61.7	No	No	Promenade Apartment Homes
NB26	RNB26-006B	2	B	67	66	64.1	64.6	63.0	No	No	Promenade Apartment Homes
NB26	RNB26-008A	2	B	67	66	61.1	61.6	62.4	No	No	Promenade Apartment Homes
NB26	RNB26-008B	2	B	67	66	63.6	64.1	63.6	No	No	Promenade Apartment Homes
NB26	RNB26-010A	2	B	67	66	60.9	61.5	62.4	No	No	Promenade Apartment Homes
NB26	RNB26-010B	2	B	67	66	64	64.6	64.1	No	No	Promenade Apartment Homes
NB26	RNB26-012A	2	B	67	66	61.1	61.6	61.8	No	No	Promenade Apartment Homes
NB26	RNB26-012B	2	B	67	66	64.4	65	63.1	No	No	Promenade Apartment Homes
NB26	RNB26-015A	2	B	67	66	61.7	60.3	61.0	No	No	Promenade Apartment Homes
NB26	RNB26-015B	2	B	67	66	67.6	67.9	67.7	Yes	No	Promenade Apartment Homes
NB26	RNB26-016A	2	B	67	66	56.5	56.8	54.8	No	No	Promenade Apartment Homes
NB26	RNB26-016B	2	B	67	66	62.6	63.2	56.2	No	No	Promenade Apartment Homes
NB26	RNB26-020A	2	B	67	66	61.4	61.9	62.4	No	No	Promenade Apartment Homes
NB26	RNB26-020B	2	B	67	66	63.8	64.3	64.2	No	No	Promenade Apartment Homes
NB26	RNB26-021A	2	B	67	66	61.2	61.7	62.0	No	No	Promenade Apartment Homes
NB26	RNB26-021B	2	B	67	66	63.3	63.8	63.5	No	No	Promenade Apartment Homes
NB26	RNB26-023A	2	B	67	66	57.2	56.8	53.9	No	No	Promenade Apartment Homes
NB26	RNB26-023B	2	B	67	66	63.2	63.6	56.4	No	No	Promenade Apartment Homes
NB26	RNB26-026A	2	B	67	66	55	57.3	58.3	No	No	Promenade Apartment Homes
NB26	RNB26-026B	2	B	67	66	62.4	63.3	59.2	No	No	Promenade Apartment Homes
NB26	RNB26-027A	2	B	67	66	54.1	54.4	47.3	No	No	Promenade Apartment Homes
NB26	RNB26-027B	2	B	67	66	61.7	62.4	52.3	No	No	Promenade Apartment Homes
NB26	RNB26-029A	2	B	67	66	63	61.7	62.6	No	No	Promenade Apartment Homes
NB26	RNB26-029B	2	B	67	66	68.1	68.3	68.8	Yes	No	Promenade Apartment Homes
NB26	RNB26-030A	2	B	67	66	55.5	56	48.4	No	No	Promenade Apartment Homes
NB26	RNB26-030B	2	B	67	66	60.8	61.3	51.4	No	No	Promenade Apartment Homes
NB26	RNB26-034A	2	B	67	66	53.1	53.4	49.5	No	No	Promenade Apartment Homes
NB26	RNB26-034B	2	B	67	66	61.1	61.7	52.5	No	No	Promenade Apartment Homes
NB26	RNB26-036A	2	B	67	66	55.3	54.9	53.4	No	No	Promenade Apartment Homes
NB26	RNB26-036B	2	B	67	66	63.7	64	55.0	No	No	Promenade Apartment Homes
NB26	RNB26-039A	2	B	67	66	56.2	57.3	54.6	No	No	Promenade Apartment Homes
NB26	RNB26-039B	2	B	67	66	61.3	62.4	56.6	No	No	Promenade Apartment Homes
NB26	RNB26-040A	2	B	67	66	64.9	65	65.8	No	No	Promenade Apartment Homes
NB26	RNB26-040B	2	B	67	66	68	68.4	68.9	Yes	No	Promenade Apartment Homes
NB26	RNB26-041A	2	B	67	66	57.9	60.2	59.6	No	No	Promenade Apartment Homes
NB26	RNB26-041B	2	B	67	66	61.4	62.6	60.8	No	No	Promenade Apartment Homes
NB26	RNB26-044A	4	B	67	66	59.2	60.3	58.9	No	No	Promenade Apartment Homes
NB26	RNB26-044B	4	B	67	66	62.5	63.4	62.0	No	No	Promenade Apartment Homes
NB26	RNB26-050A	2	B	67	66	67.5	67.4	68.4	Yes	No	Promenade Apartment Homes
NB26	RNB26-050B	2	B	67	66	68.7	68.8	69.6	Yes	No	Promenade Apartment Homes
NB26	RNB26-053A	4	B	67	66	55.4	55.4	49.7	No	No	Promenade Apartment Homes
NB26	RNB26-053B	4	B	67	66	60.3	60.7	52.9	No	No	Promenade Apartment Homes
NB26	RNB26-054A	4	B	67	66	53.9	53.7	51.4	No	No	Promenade Apartment Homes
NB26	RNB26-054B	4	B	67	66	61.3	61.6	53.1	No	No	Promenade Apartment Homes
NB26	RNB26-057A	4	B	67	66	57.8	59.9	57.8	No	No	Promenade Apartment Homes
NB26	RNB26-057B	4	B	67	66	60	61.4	58.9	No	No	Promenade Apartment Homes
NB26	RNB26-063A	2	B	67	66	55.8	59.4	57.6	No	No	Promenade Apartment Homes
NB26	RNB26-063B	2	B	67	66	60.3	61.8	58.6	No	No	Promenade Apartment Homes
NB26	RNB26-064A	4	B	67	66	57.2	57.8	54.3	No	No	Promenade Apartment Homes
NB26	RNB26-064B	4	B	67	66	58.7	59.4	54.5	No	No	Promenade Apartment Homes
NB26	RNB26-068A	2	B	67	66	55.4	55.6	51.4	No	No	Promenade Apartment Homes
NB26	RNB26-068B	2	B	67	66	60.2	61.6	53.3	No	No	Promenade Apartment Homes
NB26	RNB26-075A	4	B	67	66	57.5	59.2	56.6	No	No	Promenade Apartment Homes
NB26	RNB26-075B	4	B	67	66	59.2	60.3	57.0	No	No	Promenade Apartment Homes
NB26	RNB26-077A	2	B	67	66	58.2	60.6	59.2	No	No	Promenade Apartment Homes
NB26	RNB26-077B	2	B	67	66	58.6	60.4	59.0	No	No	Promenade Apartment Homes
NB26	RNB26-079A	4	B	67	66	61.1	61.8	60.1	No	No	Promenade Apartment Homes
NB26	RNB26-079B	4	B	67	66	61.6	62.1	59.3	No	No	Promenade Apartment Homes
NB26	RNB26-082A	4	B	67	66	59.1	60.3	57.7	No	No	Promenade Apartment Homes
NB26	RNB26-082B	4	B	67	66	60.1	60.9	57.3	No	No	Promenade Apartment Homes
NB26	RNB26-086A	4	B	67	66	58	60.2	58.0	No	No	Promenade Apartment Homes
NB26	RNB26-086B	4	B	67	66	59.3	60.7	58.1	No	No	Promenade Apartment Homes
NB26	RNB26-093A	2	B	67	66	65.2	65.5	63.6	No	No	Promenade Apartment Homes

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB26	RNB26-093B	2	B	67	66	65.8	66.1	64.0	No	No	Promenade Apartment Homes
NB26	RNB26-094A	2	B	67	66	66.4	66.6	67.2	Yes	No	Promenade Apartment Homes
NB26	RNB26-094B	2	B	67	66	66.7	66.9	67.4	Yes	No	Promenade Apartment Homes
NB26	RNB26-099A	2	B	67	66	58.8	60.9	60.0	No	No	Promenade Apartment Homes
NB26	RNB26-099B	2	B	67	66	59	60.7	59.9	No	No	Promenade Apartment Homes
NB26	RNB26-100A	4	B	67	66	59.3	60.9	58.1	No	No	Promenade Apartment Homes
NB26	RNB26-100B	4	B	67	66	59.8	61	58.2	No	No	Promenade Apartment Homes
NB26	RNB26-102A	4	B	67	66	64.5	65	63.0	No	No	Promenade Apartment Homes
NB26	RNB26-102B	4	B	67	66	65	65.5	64.5	No	No	Promenade Apartment Homes
NB27	RNB27-001	1	B	67	66	64.4	65	66.1	Yes	No	Village Grove
NB27	RNB27-002	1	B	67	66	64.8	65.3	66.6	Yes	No	Village Grove
NB27	RNB27-003	3	B	67	66	64.1	64.6	65.8	No	No	Village Grove
NB27	RNB27-004	1	B	67	66	64.9	65.5	66.7	Yes	No	Village Grove
NB27	RNB27-005	1	B	67	66	64.6	65.1	66.4	Yes	No	Village Grove
NB27	RNB27-006	3	B	67	66	64.7	65.3	66.5	Yes	No	Village Grove
NB27	RNB27-007	1	B	67	66	65.2	65.8	66.9	Yes	No	Village Grove
NB27	RNB27-008	3	B	67	66	65.2	65.7	66.9	Yes	No	Village Grove
NB27	RNB27-009	1	B	67	66	65.2	65.8	67.1	Yes	No	Village Grove
NB27	RNB27-010	1	B	67	66	66.3	66.9	68.8	Yes	No	Village Grove
NB27	RNB27-011	1	B	67	66	64.3	64.9	66.6	Yes	No	Village Grove
NB27	RNB27-012	1	B	67	66	65.8	66.4	68.3	Yes	No	Village Grove
NB27	RNB27-013	2	B	67	66	65.1	65.7	66.9	Yes	No	Village Grove
NB27	RNB27-014	1	B	67	66	63.4	64.5	64.8	No	No	Village Grove
NB27	RNB27-015	1	B	67	66	60.9	61.4	62.7	No	No	Village Grove
NB27	RNB27-016	1	B	67	66	61.3	61.8	63.0	No	No	Village Grove
NB27	RNB27-017	1	B	67	66	60.5	61	62.2	No	No	Village Grove
NB27	RNB27-018	1	B	67	66	62.2	64.1	64.0	No	No	Village Grove
NB27	RNB27-019	3	B	67	66	63.6	64.6	65.2	No	No	Village Grove
NB27	RNB27-020	1	B	67	66	60.3	60.8	62.0	No	No	Village Grove
NB27	RNB27-021	1	B	67	66	59.1	59.6	60.8	No	No	Village Grove
NB27	RNB27-022	1	B	67	66	59.8	60.3	61.6	No	No	Village Grove
NB27	RNB27-023	1	B	67	66	57.9	58.5	59.7	No	No	Village Grove
NB27	RNB27-024	1	B	67	66	58.3	58.8	59.9	No	No	Village Grove
NB27	RNB27-025	1	B	67	66	58.8	59.4	60.6	No	No	Village Grove
NB27	RNB27-026	2	B	67	66	62.8	64	64.5	No	No	Village Grove
NB27	RNB27-027	1	B	67	66	58.4	59	60.1	No	No	Village Grove
NB27	RNB27-028	1	B	67	66	57	57.6	58.8	No	No	Village Grove
NB27	RNB27-029	1	B	67	66	57.8	58.4	59.5	No	No	Village Grove
NB27	RNB27-030	3	B	67	66	62.5	63.5	64.0	No	No	Village Grove
NB27	RNB27-031	1	B	67	66	57.8	58.5	59.7	No	No	Village Grove
NB27	RNB27-032	1	B	67	66	57.4	57.9	59.1	No	No	Village Grove
NB27	RNB27-033	1	B	67	66	61.7	62.8	63.3	No	No	Village Grove
NB27	RNB27-034	1	B	67	66	56.3	56.9	58.1	No	No	Village Grove
NB27	RNB27-035	1	B	67	66	61.4	62.5	63.0	No	No	Village Grove
NB27	RNB27-036	2	B	67	66	61.8	62.9	63.4	No	No	Village Grove
NB27	RNB27-037	2	B	67	66	61.6	62.9	63.5	No	No	Village Grove
NB27	RNB27-038	1	B	67	66	61.6	63.3	63.2	No	No	Village Grove
NB27	RNB27-039	1	B	67	66	56.9	57.4	58.6	No	No	Village Grove
NB27	RNB27-040	1	B	67	66	57.3	57.8	59.2	No	No	Village Grove
NB27	RNB27-041	1	B	67	66	55.7	56.3	57.6	No	No	Village Grove
NB27	RNB27-042	3	B	67	66	59.2	63	60.7	No	No	Village Grove
NB27	RNB27-043	1	B	67	66	56	56.4	57.9	No	No	Village Grove
NB27	RNB27-044	1	B	67	66	57	57.3	58.9	No	No	Village Grove
NB27	RNB27-045	2	B	67	66	60.7	62.7	62.0	No	No	Village Grove
NB27	RNB27-046	1	B	67	66	56.2	56.7	57.9	No	No	Village Grove
NB27	RNB27-047	3	B	67	66	59.7	62.2	61.9	No	No	Village Grove
NB27	RNB27-048	4	B	67	66	58.9	61.4	60.6	No	No	Village Grove
NB27	RNB27-049	1	B	67	66	59.5	62.1	61.6	No	No	Village Grove
NB27	RNB27-050	4	B	67	66	59	61.1	60.7	No	No	Village Grove
NB27	RNB27-051	4	B	67	66	61.3	62.3	65.0	No	No	Village Grove
NB27	RNB27-052	4	B	67	66	67.2	68	69.5	Yes	No	Village Grove
NB27	RNB27-053	2	B	67	66	59.7	62.1	61.8	No	No	Village Grove
NB27	RNB27-054	4	B	67	66	59	62.3	61.4	No	No	Village Grove
NB27	RNB27-055	1	B	67	66	58.3	62.1	60.6	No	No	Village Grove
NB27	RNB27-056	3	B	67	66	58.6	60.9	60.2	No	No	Village Grove
NB27	RNB27-057	3	B	67	66	57.9	60.6	60.0	No	No	Village Grove
NB27	RNB27-058	3	B	67	66	57.9	61.6	60.0	No	No	Village Grove
NB27	RNB27-059	3	B	67	66	57.9	61.4	59.9	No	No	Village Grove
NB27	RNB27-060	4	B	67	66	53.7	55.6	55.6	No	No	Village Grove
NB27	RNB27-061	4	B	67	66	66.2	67.1	68.5	Yes	No	Village Grove
NB27	RNB27-062	4	B	67	66	59.2	60.4	61.7	No	No	Village Grove
NB27	RNB27-063	2	B	67	66	58	61.4	60.1	No	No	Village Grove
NB27	RNB27-064	4	B	67	66	58.7	61.9	60.6	No	No	Village Grove
NB27	RNB27-065	4	B	67	66	56.6	59.5	58.6	No	No	Village Grove
NB27	RNB27-066	4	B	67	66	56.3	58.6	58.3	No	No	Village Grove

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB27	RNB27-067	4	B	67	66	65.9	66.8	68.4	Yes	No	Village Grove
NB27	RNB27-068	11	B	67	66	57.8	60.9	59.6	No	No	Village Grove
NB27	RNB27-069	5	B	67	66	57.3	60.3	59.6	No	No	Village Grove
NB27	RNB27-070	4	B	67	66	57	60.1	58.9	No	No	Village Grove
NB27	RNB27-071	3	B	67	66	57.5	61.3	59.8	No	No	Village Grove
NB27	RNB27-072	7	B	67	66	58.2	61.7	60.7	No	No	Village Grove
NB27	RNB27-073	4	B	67	66	56.7	58.1	58.2	No	No	Village Grove
NB27	RNB27-074	4	B	67	66	64.8	65.8	67.4	Yes	No	Village Grove
NB27	RNB27-075	4	B	67	66	55	57.2	57.0	No	No	Village Grove
NB27	RNB27-076	4	B	67	66	54.6	56.1	56.7	No	No	Village Grove
NB27	RNB27-077	5	B	67	66	58.6	60.4	62.3	No	No	Village Grove
NB27	RNB27-078	8	B	67	66	54.9	56.2	57.3	No	No	Village Grove
NB27	RNB27-079	12	B	67	66	57.6	60.5	59.5	No	No	Village Grove
NB27	RNB27-080	10	B	67	66	55.4	59.6	57.5	No	No	Village Grove
NB27	RNB27-081	8	B	67	66	55.7	59.8	57.9	No	No	Village Grove
NB27	RNB27-082	5	B	67	66	55.1	56.6	57.1	No	No	Village Grove
NB27	RNB27-083	8	B	67	66	55.8	60	58.2	No	No	Village Grove
NB27	RNB27-084	6	B	67	66	56	60	58.0	No	No	Village Grove
NB27	RNB27-085	10	B	67	66	55.4	56.6	57.4	No	No	Village Grove
NB27	RNB27-086	1	B	67	66	56.1	57.5	58.2	No	No	Village Grove
NB27	RNB27-087	8	B	67	66	54.1	55.6	56.0	No	No	Village Grove
NB27	RNB27-088	8	B	67	66	55.2	55.5	57.2	No	No	Village Grove
NB27	RNB27-090	5	B	67	66	57.5	58.2	58.9	No	No	Village Grove
NB28	RNB28-001	2	B	67	66	65	66.3	68.5	Yes	No	Stage Stop Campground
NB28	RNB28-002	2	B	67	66	64.8	66.2	68.4	Yes	No	Stage Stop Campground
NB28	RNB28-003	2	B	67	66	65.1	66.4	68.5	Yes	No	Stage Stop Campground
NB28	RNB28-004	2	B	67	66	65.4	66.7	68.8	Yes	No	Stage Stop Campground
NB28	RNB28-005	2	B	67	66	65.7	67	69.0	Yes	No	Stage Stop Campground
NB28	RNB28-006	4	B	67	66	64.7	65.9	67.4	Yes	No	Stage Stop Campground
NB28	RNB28-007	4	B	67	66	63.1	64.4	65.4	No	No	Stage Stop Campground
NB28	RNB28-008	8	B	67	66	63.9	65.2	66.6	Yes	No	Stage Stop Campground
NB28	RNB28-009	8	B	67	66	64.5	65.7	67.6	Yes	No	Stage Stop Campground
NB28	RNB28-010	8	B	67	66	64.1	65.5	67.5	Yes	No	Stage Stop Campground
NB28	RNB28-011	4	B	67	66	63.4	64.8	64.0	No	No	Stage Stop Campground
NB28	RNB28-012	8	B	67	66	63.6	64.9	64.6	No	No	Stage Stop Campground
NB28	RNB28-013	4	B	67	66	63.1	64.3	63.1	No	No	Stage Stop Campground
NB28	RNB28-014	4	B	67	66	62.9	64.1	60.3	No	No	Stage Stop Campground
NB28	RNB28-015	3	B	67	66	63.1	64.5	61.2	No	No	Stage Stop Campground
NB28	RNB28-016	8	B	67	66	62.6	63.9	61.2	No	No	Stage Stop Campground
NB28	RNB28-017	6	B	67	66	62.2	63.4	60.0	No	No	Stage Stop Campground
NB28	RNB28-018	8	B	67	66	61.7	62.9	61.4	No	No	Stage Stop Campground
NB28	RNB28-019	8	B	67	66	61.6	62.8	59.7	No	No	Stage Stop Campground
NB28	RNB28-020	6	B	67	66	61.7	62.9	59.9	No	No	Stage Stop Campground
NB28	RNB28-021	4	B	67	66	61.6	62.8	58.6	No	No	Stage Stop Campground
NB28	RNB28-022	5	B	67	66	61.3	62.5	61.2	No	No	Stage Stop Campground
NB28	RNB28-023	6	B	67	66	60.6	61.7	59.3	No	No	Stage Stop Campground
NB28	RNB28-024	4	B	67	66	60.9	62	60.2	No	No	Stage Stop Campground
NB29	RNB29-001	3	B	67	66	66.3	67.1	68.2	Yes	No	WestSide Townhomes
NB29	RNB29-002	5	B	67	66	65.5	66.3	67.4	Yes	No	WestSide Townhomes
NB29	RNB29-003	2	B	67	66	67	67.8	68.7	Yes	No	WestSide Townhomes
NB29	RNB29-004	4	B	67	66	65.6	66.4	67.6	Yes	No	WestSide Townhomes
NB29	RNB29-005	3	B	67	66	66.4	67.1	68.6	Yes	No	WestSide Townhomes
NB29	RNB29-006	4	B	67	66	65.6	66.4	67.4	Yes	No	WestSide Townhomes
NB29	RNB29-007	3	B	67	66	65.7	66.5	67.6	Yes	No	WestSide Townhomes
NB29	RNB29-008	2	B	67	66	65.8	66.6	67.7	Yes	No	WestSide Townhomes
NB29	RNB29-009	2	B	67	66	65.9	66.7	67.8	Yes	No	WestSide Townhomes
NB29	RNB29-010	1	B	67	66	67.7	68.5	73.6	Yes	No	Orange West Village
NB29	RNB29-011	3	B	67	66	66.2	67.2	68.2	Yes	No	WestSide Townhomes
NB29	RNB29-012	1	B	67	66	71.4	72.2	80.5	Yes	No	Orange West Village
NB29	RNB29-013	1	B	67	66	68.9	69.7	77.0	Yes	No	Orange West Village
NB29	RNB29-014	5	B	67	66	64.5	65.5	67.9	Yes	No	WestSide Townhomes
NB29	RNB29-015	1	B	67	66	69.9	71.1	77.5	Yes	No	Orange West Village
NB29	RNB29-016	3	B	67	66	65	66.7	66.8	Yes	No	WestSide Townhomes
NB29	RNB29-017	4	B	67	66	63	64.4	63.7	No	No	WestSide Townhomes
NB29	RNB29-018	4	B	67	66	64.2	65.7	66.3	Yes	No	WestSide Townhomes
NB29	RNB29-019	4	B	67	66	64	65.5	66.1	Yes	No	WestSide Townhomes
NB29	RNB29-020	3	B	67	66	63.8	65.2	65.1	No	No	WestSide Townhomes
NB29	RNB29-021	3	B	67	66	63.7	65.9	65.7	No	No	WestSide Townhomes
NB29	RNB29-022	1	B	67	66	69.6	71	75.5	Yes	No	Orange West Village
NB29	RNB29-023	3	B	67	66	64.3	65.5	66.4	Yes	No	WestSide Townhomes
NB29	RNB29-024	3	B	67	66	67.5	68.9	72.5	Yes	No	Orange West Village
NB29	RNB29-025	4	B	67	66	57.3	58.9	59.2	No	No	WestSide Townhomes
NB29	RNB29-026	2	B	67	66	59.1	59.8	60.8	No	No	WestSide Townhomes
NB29	RNB29-027	5	B	67	66	57.7	59.1	60.2	No	No	WestSide Townhomes

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB29	RNB29-028	2	B	67	66	61.2	62.9	63.0	No	No	WestSide Townhomes
NB29	RNB29-029	3	B	67	66	60.4	63.6	62.7	No	No	WestSide Townhomes
NB29	RNB29-030	3	B	67	66	60.9	62.5	62.9	No	No	WestSide Townhomes
NB29	RNB29-031	3	B	67	66	55.4	56.7	57.3	No	No	WestSide Townhomes
NB29	RNB29-032	4	B	67	66	55.2	57	57.6	No	No	WestSide Townhomes
NB29	RNB29-033	3	B	67	66	57.5	59.2	58.9	No	No	WestSide Townhomes
NB29	RNB29-034	3	B	67	66	55.4	56.9	57.0	No	No	WestSide Townhomes
NB29	RNB29-035	4	B	67	66	58	59	59.8	No	No	WestSide Townhomes
NB29	RNB29-037	4	B	67	66	57.5	59.3	59.5	No	No	WestSide Townhomes
NB29	RNB29-038	4	B	67	66	57.1	58.7	59.4	No	No	WestSide Townhomes
NB29	RNB29-039	4	B	67	66	58.4	59.8	59.1	No	No	WestSide Townhomes
NB29	RNB29-040	4	B	67	66	57.1	58.7	59.3	No	No	WestSide Townhomes
NB29	RNB29-041	4	B	67	66	57.7	59.1	60.1	No	No	WestSide Townhomes
NB29	RNB29-042	4	B	67	66	65.7	67.7	70.1	Yes	No	Orange West Village
NB29	RNB29-043	2	B	67	66	57.1	58.2	58.9	No	No	WestSide Townhomes
NB29	RNB29-044	2	B	67	66	59.5	60.4	61.5	No	No	WestSide Townhomes
NB29	RNB29-045	5	B	67	66	59.1	62.2	61.3	No	No	WestSide Townhomes
NB29	RNB29-046	5	B	67	66	59.8	61.3	61.8	No	No	WestSide Townhomes
NB29	RNB29-047	5	B	67	66	67.6	69.5	69.7	Yes	No	Orange West Village
NB29	RNB29-048	4	B	67	66	55.1	56.2	57.3	No	No	WestSide Townhomes
NB29	RNB29-049	4	B	67	66	54.5	55.9	56.9	No	No	WestSide Townhomes
NB29	RNB29-050	4	B	67	66	55.7	59.2	57.9	No	No	WestSide Townhomes
NB29	RNB29-051	4	B	67	66	55.6	56.4	57.8	No	No	WestSide Townhomes
NB29	RNB29-052	4	B	67	66	54.7	55.7	57.3	No	No	WestSide Townhomes
NB29	RNB29-053	4	B	67	66	56.2	57.6	58.5	No	No	WestSide Townhomes
NB29	RNB29-054	6	B	67	66	56.9	58.7	59.1	No	No	WestSide Townhomes
NB29	RNB29-055	6	B	67	66	57.6	59.3	59.6	No	No	WestSide Townhomes
NB29	RNB29-056	6	B	67	66	57.2	59.3	59.4	No	No	WestSide Townhomes
NB29	RNB29-057	5	B	67	66	57.5	60.4	59.7	No	No	WestSide Townhomes
NB29	RNB29-058	5	B	67	66	58.9	63.6	61.3	No	No	WestSide Townhomes
NB30	RNB30-001	1	B	67	66	66.7	67.5	68.8	Yes	No	West Pointe Villas
NB30	RNB30-002	1	B	67	66	66.4	67.1	68.4	Yes	No	West Pointe Villas
NB30	RNB30-003	1	B	67	66	65.5	66.4	67.6	Yes	No	West Pointe Villas
NB30	RNB30-004	1	B	67	66	65.4	66.3	69.9	Yes	No	West Pointe Villas
NB30	RNB30-005	1	B	67	66	64.8	65.6	69.3	Yes	No	West Pointe Villas
NB30	RNB30-006	1	B	67	66	63.3	64.2	68.0	Yes	No	West Pointe Villas
NB30	RNB30-007	1	B	67	66	65.2	66.1	67.4	Yes	No	West Pointe Villas
NB30	RNB30-008	1	B	67	66	66.8	67.9	68.2	Yes	No	West Pointe Villas
NB30	RNB30-009	1	B	67	66	61.9	62.7	66.2	Yes	No	West Pointe Villas
NB30	RNB30-010	1	B	67	66	62.5	63.4	66.6	Yes	No	West Pointe Villas
NB30	RNB30-011	1	B	67	66	62.5	63.3	67.0	Yes	No	West Pointe Villas
NB30	RNB30-012	1	B	67	66	64.7	65.8	66.2	Yes	No	West Pointe Villas
NB30	RNB30-013	1	B	67	66	63.7	64.8	64.9	No	No	West Pointe Villas
NB30	RNB30-014	1	B	67	66	61.6	62.4	66.3	Yes	No	West Pointe Villas
NB30	RNB30-015	1	B	67	66	61.2	62.1	63.9	No	No	West Pointe Villas
NB30	RNB30-016	1	B	67	66	64.5	65.5	67.1	Yes	No	West Pointe Villas
NB30	RNB30-017	1	B	67	66	66.3	67.2	70.7	Yes	No	West Pointe Villas
NB30	RNB30-018	1	B	67	66	63.5	64.5	66.6	Yes	No	West Pointe Villas
NB30	RNB30-019	1	B	67	66	60.7	61.8	63.3	No	No	West Pointe Villas
NB30	RNB30-020	1	B	67	66	61.2	62	65.8	No	No	West Pointe Villas
NB30	RNB30-021	1	B	67	66	63.9	64.8	66.8	Yes	No	West Pointe Villas
NB30	RNB30-022	1	B	67	66	66.1	67	70.2	Yes	No	West Pointe Villas
NB30	RNB30-023	1	B	67	66	63.1	64.1	66.2	Yes	No	West Pointe Villas
NB30	RNB30-024	1	B	67	66	65.2	66.2	69.1	Yes	No	West Pointe Villas
NB30	RNB30-025	1	B	67	66	64.3	65.3	67.6	Yes	No	West Pointe Villas
NB30	RNB30-026	1	B	67	66	61.5	62.6	64.5	No	No	West Pointe Villas
NB30	RNB30-027	1	B	67	66	59	60.7	62.7	No	No	West Pointe Villas
NB30	RNB30-028	1	B	67	66	61.3	62.5	64.2	No	No	West Pointe Villas
NB30	RNB30-029	1	B	67	66	65.5	66.4	67.6	Yes	No	West Pointe Villas
NB30	RNB30-030	1	B	67	66	64.6	65.6	67.1	Yes	No	West Pointe Villas
NB30	RNB30-031	1	B	67	66	62.2	63.5	66.2	Yes	No	West Pointe Villas
NB30	RNB30-032	1	B	67	66	63	64.1	66.5	Yes	No	West Pointe Villas
NB30	RNB30-033	1	B	67	66	62.7	63.6	64.5	No	No	West Pointe Villas
NB30	RNB30-034	1	B	67	66	61.7	62.6	64.7	No	No	West Pointe Villas
NB30	RNB30-035	1	B	67	66	63.6	64.7	67.2	Yes	No	West Pointe Villas
NB30	RNB30-036	1	B	67	66	61.3	62.3	63.2	No	No	West Pointe Villas
NB30	RNB30-037	1	B	67	66	60.7	61.6	64.0	No	No	West Pointe Villas
NB30	RNB30-038	1	B	67	66	60.6	61.7	64.2	No	No	West Pointe Villas
NB30	RNB30-039	1	B	67	66	61	61.9	62.8	No	No	West Pointe Villas
NB30	RNB30-040	1	B	67	66	64.5	65.7	68.1	Yes	No	West Pointe Villas
NB30	RNB30-041	1	B	67	66	60.9	61.9	63.4	No	No	West Pointe Villas
NB30	RNB30-042	1	B	67	66	59.9	60.9	63.4	No	No	West Pointe Villas
NB30	RNB30-043	1	B	67	66	59.5	60.5	61.9	No	No	West Pointe Villas
NB30	RNB30-044	1	B	67	66	59	60	62.4	No	No	West Pointe Villas

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB30	RNB30-045	1	B	67	66	59.3	60.4	62.2	No	No	West Pointe Villas
NB30	RNB30-046	1	B	67	66	57.2	58.3	59.7	No	No	West Pointe Villas
NB30	RNB30-047	1	B	67	66	57	58.1	59.4	No	No	West Pointe Villas
NB30	RNB30-048	1	B	67	66	60	61.2	62.6	No	No	West Pointe Villas
NB30	RNB30-049	1	B	67	66	59.6	61	62.8	No	No	West Pointe Villas
NB30	RNB30-050	1	B	67	66	63.4	64.6	<b>66.8</b>	Yes	No	West Pointe Villas
NB30	RNB30-051	1	B	67	66	60.8	62	63.6	No	No	West Pointe Villas
NB30	RNB30-052	1	B	67	66	60.3	61.7	63.5	No	No	West Pointe Villas
NB30	RNB30-053	1	B	67	66	61.1	62.3	64.1	No	No	West Pointe Villas
NB30	RNB30-054	1	B	67	66	60.7	62.2	63.9	No	No	West Pointe Villas
NB30	RNB30-055	1	B	67	66	64.2	65.4	<b>67.9</b>	Yes	No	West Pointe Villas
NB30	RNB30-056	1	B	67	66	64.6	65.7	<b>68.4</b>	Yes	No	West Pointe Villas
NB30	RNB30-057	1	B	67	66	62.4	63.4	<b>66.5</b>	Yes	No	West Pointe Villas
NB30	RNB30-058	1	B	67	66	64.8	65.8	<b>68.7</b>	Yes	No	West Pointe Villas
NB30	RNB30-059	1	B	67	66	58.8	59.9	61.6	No	No	West Pointe Villas
NB30	RNB30-060	1	B	67	66	61.3	62.5	63.9	No	No	West Pointe Villas
NB30	RNB30-061	1	B	67	66	57.8	58.9	60.5	No	No	West Pointe Villas
NB30	RNB30-062	1	B	67	66	61.5	62.3	64.2	No	No	West Pointe Villas
NB30	RNB30-063	1	B	67	66	58.2	59.2	61.0	No	No	West Pointe Villas
NB30	RNB30-064	1	B	67	66	61.6	62.4	64.7	No	No	West Pointe Villas
NB30	RNB30-065	1	B	67	66	58.6	59.8	60.8	No	No	West Pointe Villas
NB30	RNB30-066	1	B	67	66	60	60.9	62.7	No	No	West Pointe Villas
NB30	RNB30-067	1	B	67	66	57.3	58.3	59.8	No	No	West Pointe Villas
NB30	RNB30-068	1	B	67	66	57.2	58.2	60.0	No	No	West Pointe Villas
NB30	RNB30-069	1	B	67	66	57.1	58.2	60.0	No	No	West Pointe Villas
NB30	RNB30-070	1	B	67	66	64.1	65.2	<b>68.0</b>	Yes	No	West Pointe Villas
NB30	RNB30-071	1	B	67	66	59.5	61.2	62.6	No	No	West Pointe Villas
NB30	RNB30-072	1	B	67	66	62.1	63.3	64.8	No	No	West Pointe Villas
NB30	RNB30-073	2	B	67	66	60.8	61.9	64.2	No	No	West Pointe Villas
NB30	RNB30-074	2	B	67	66	60.7	61.7	64.0	No	No	West Pointe Villas
NB30	RNB30-075	2	B	67	66	60.1	61.2	62.6	No	No	West Pointe Villas
NB30	RNB30-076	2	B	67	66	60.3	61.4	62.5	No	No	West Pointe Villas
NB30	RNB30-077	2	B	67	66	61.1	62.1	64.2	No	No	West Pointe Villas
NB30	RNB30-078	2	B	67	66	64.1	65.3	<b>67.6</b>	Yes	No	West Pointe Villas
NB30	RNB30-079	2	B	67	66	57.5	58.6	59.8	No	No	West Pointe Villas
NB30	RNB30-080	2	B	67	66	57.9	58.8	60.6	No	No	West Pointe Villas
NB30	RNB30-081	2	B	67	66	65.1	66.3	<b>68.7</b>	Yes	No	West Pointe Villas
NB30	RNB30-082	2	B	67	66	58.9	59.8	61.7	No	No	West Pointe Villas
NB30	RNB30-083	2	B	67	66	63.6	64.4	<b>67.7</b>	Yes	No	West Pointe Villas
NB30	RNB30-084	2	B	67	66	63.8	64.9	<b>67.1</b>	Yes	No	West Pointe Villas
NB30	RNB30-085	2	B	67	66	57.4	58.1	60.3	No	No	West Pointe Villas
NB30	RNB30-086	2	B	67	66	57.3	58	60.5	No	No	West Pointe Villas
NB30	RNB30-087	2	B	67	66	59.6	60.4	61.9	No	No	West Pointe Villas
NB30	RNB30-088	2	B	67	66	55.8	56.4	59.0	No	No	West Pointe Villas
NB30	RNB30-089	2	B	67	66	58.2	58.9	61.2	No	No	West Pointe Villas
NB30	RNB30-090	2	B	67	66	55.9	56.9	59.0	No	No	West Pointe Villas
NB30	RNB30-091	2	B	67	66	64.3	65.3	<b>67.6</b>	Yes	No	West Pointe Villas
NB30	RNB30-092	2	B	67	66	61.2	62.5	63.4	No	No	West Pointe Villas
NB30	RNB30-093	4	B	67	66	62.6	64	65.3	No	No	West Pointe Villas
NB30	RNB30-094	4	B	67	66	59.4	60.8	62.2	No	No	West Pointe Villas
NB30	RNB30-095	4	B	67	66	60.7	62.3	64.4	No	No	West Pointe Villas
NB30	RNB30-096	4	B	67	66	62.1	63.4	65.5	No	No	West Pointe Villas
NB30	RNB30-097	4	B	67	66	59.5	62.8	61.9	No	No	West Pointe Villas
NB30	RNB30-098	4	B	67	66	63.2	64.2	65.9	No	No	West Pointe Villas
NB30	RNB30-099	4	B	67	66	56.8	56.9	60.0	No	No	West Pointe Villas
NB30	RNB30-100	4	B	67	66	55.5	56.1	58.8	No	No	West Pointe Villas
NB30	RNB30-101	8	B	67	66	59.7	60.8	62.8	No	No	West Pointe Villas
NB30	RNB30-102	8	B	67	66	59.5	60.7	62.6	No	No	West Pointe Villas
NB30	RNB30-103	8	B	67	66	59.9	63.2	62.1	No	No	West Pointe Villas
NB30	RNB30-104	8	B	67	66	59.3	62.2	61.3	No	No	West Pointe Villas
NB30	RNB30-105	8	B	67	66	60.3	63.5	62.1	No	No	West Pointe Villas
NB31	RNB31-001	1	B	67	66	74.4	73.1	<b>74.4</b>	Yes	No	Single Family Residence
NB31	RNB31-002	1	B	67	66	70.7	68.6	<b>70.7</b>	Yes	No	Single Family Residence
NB31	RNB31-003	1	B	67	66	71	69.1	<b>71.0</b>	Yes	No	Single Family Residence
NB31	RNB31-004	1	B	67	66	73	71.8	<b>73.0</b>	Yes	No	Single Family Residence
NB31	RNB31-005	2	B	67	66	71.1	70.9	<b>71.1</b>	Yes	No	Avalon Road Apartments
NB31	RNB31-006	2	B	67	66	73.9	72.8	<b>73.9</b>	Yes	No	Avalon Road Apartments
NB31	RNB31-007	2	B	67	66	70.3	69.8	<b>70.3</b>	Yes	No	Avalon Road Apartments
NB31	RNB31-008	2	B	67	66	73.3	72.6	<b>73.3</b>	Yes	No	Avalon Road Apartments
NB31	RNB31-009	2	B	67	66	71.2	70.8	<b>71.2</b>	Yes	No	Avalon Road Apartments
NB31	RNB31-010	2	B	67	66	70.5	69.8	<b>70.5</b>	Yes	No	Avalon Road Apartments
NB31	RNB31-011	1	B	67	66	71.3	70.6	<b>71.3</b>	Yes	No	Single Family Residence
NB32	RNB32-001	1	B	67	66	68.1	69.9	<b>71.4</b>	Yes	No	Single Family Residence
NB32	RNB32-002	1	B	67	66	69.7	70.7	<b>71.9</b>	Yes	No	Single Family Residence



Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB32	RNB32-003	1	B	67	66	69.2	70.1	70.5	Yes	No	Single Family Residence
NB32	RNB32-004	1	B	67	66	68.9	70.1	69.9	Yes	No	Single Family Residence
NB32	RNB32-005	1	B	67	66	69.1	70.5	69.8	Yes	No	Single Family Residence
NB32	RNB32-006	3	B	67	66	67.6	68.2	69.1	Yes	No	Single Family Residence
NB32	RNB32-007	1	B	67	66	69.1	70.7	69.5	Yes	No	Single Family Residence
NB32	RNB32-008	1	B	67	66	69	68.5	70.0	Yes	No	Single Family Residence
NB32	RNB32-009A	1	B	67	66	66.8	68.1	68.0	Yes	No	Country Gardens Apartments
NB32	RNB32-009B	1	B	67	66	66.7	67.9	67.5	Yes	No	Country Gardens Apartments
NB32	RNB32-010A	1	B	67	66	66.4	67.3	67.9	Yes	No	Country Gardens Apartments
NB32	RNB32-010B	1	B	67	66	66.6	67.6	67.7	Yes	No	Country Gardens Apartments
NB32	RNB32-011A	1	B	67	66	66.4	67.5	67.8	Yes	No	Country Gardens Apartments
NB32	RNB32-011B	1	B	67	66	66.5	67.6	67.6	Yes	No	Country Gardens Apartments
NB32	RNB32-012A	1	B	67	66	66.4	68.2	67.5	Yes	No	Country Gardens Apartments
NB32	RNB32-012B	1	B	67	66	66.4	68.1	67.0	Yes	No	Country Gardens Apartments
NB32	RNB32-013A	1	B	67	66	66.1	67.1	67.3	Yes	No	Country Gardens Apartments
NB32	RNB32-013B	1	B	67	66	66	67.1	66.9	Yes	No	Country Gardens Apartments
NB32	RNB32-014	1	B	67	66	66.7	68.1	67.7	Yes	No	Country Gardens Apartments
NB32	RNB32-015A	1	B	67	66	64.6	66.2	65.3	No	No	Country Gardens Apartments
NB32	RNB32-015B	1	B	67	66	65.7	67.1	66.8	Yes	No	Country Gardens Apartments
NB32	RNB32-016	1	B	67	66	69.8	68.9	70.4	Yes	No	Single Family Residence
NB32	RNB32-017A	1	B	67	66	65.2	66.2	66.1	Yes	No	Country Gardens Apartments
NB32	RNB32-017B	1	B	67	66	64.7	65.7	65.3	No	No	Country Gardens Apartments
NB32	RNB32-018A	1	B	67	66	60.5	60.4	61.1	No	No	Country Gardens Apartments
NB32	RNB32-018B	1	B	67	66	64.9	65.8	66.4	Yes	No	Country Gardens Apartments
NB32	RNB32-019A	1	B	67	66	58.7	59.3	59.9	No	No	Country Gardens Apartments
NB32	RNB32-019B	1	B	67	66	64.1	65.2	65.9	No	No	Country Gardens Apartments
NB32	RNB32-020A	1	B	67	66	64.4	64.7	66.3	Yes	No	Country Gardens Apartments
NB32	RNB32-020B	1	B	67	66	65.9	66.7	67.1	Yes	No	Country Gardens Apartments
NB32	RNB32-021A	1	B	67	66	66.2	67.3	67.0	Yes	No	Country Gardens Apartments
NB32	RNB32-021B	1	B	67	66	66	67.2	66.4	Yes	No	Country Gardens Apartments
NB32	RNB32-022A	1	B	67	66	59.5	61.5	61.1	No	No	Country Gardens Apartments
NB32	RNB32-022B	1	B	67	66	63.8	65.3	65.6	No	No	Country Gardens Apartments
NB32	RNB32-023A	1	B	67	66	65.6	67.4	66.2	Yes	No	Country Gardens Apartments
NB32	RNB32-023B	1	B	67	66	65.7	67.5	66.0	No	No	Country Gardens Apartments
NB32	RNB32-024A	1	B	67	66	65.8	67.2	66.9	Yes	No	Country Gardens Apartments
NB32	RNB32-024B	1	B	67	66	65.6	67	66.4	Yes	No	Country Gardens Apartments
NB32	RNB32-025A	1	B	67	66	61	61.5	63.4	No	No	Country Gardens Apartments
NB32	RNB32-025B	1	B	67	66	64.5	65.5	66.0	No	No	Country Gardens Apartments
NB32	RNB32-026A	1	B	67	66	59.4	60.3	62.6	No	No	Country Gardens Apartments
NB32	RNB32-026B	1	B	67	66	59.6	60.6	62.6	No	No	Country Gardens Apartments
NB32	RNB32-027A	1	B	67	66	65.7	65.8	66.9	Yes	No	Country Gardens Apartments
NB32	RNB32-027B	1	B	67	66	66.1	66.5	67.2	Yes	No	Country Gardens Apartments
NB32	RNB32-028A	1	B	67	66	65.7	67	66.6	Yes	No	Country Gardens Apartments
NB32	RNB32-028B	1	B	67	66	65.5	66.8	66.1	Yes	No	Country Gardens Apartments
NB32	RNB32-029	2	B	67	66	68.7	67.9	69.1	Yes	No	Single Family Residence
NB32	RNB32-030A	1	B	67	66	54.3	55.5	57.0	No	No	Country Gardens Apartments
NB32	RNB32-030B	1	B	67	66	61.5	62.8	63.6	No	No	Country Gardens Apartments
NB32	RNB32-031A	1	B	67	66	61.5	62.3	63.2	No	No	Country Gardens Apartments
NB32	RNB32-031B	1	B	67	66	63.9	65	65.2	No	No	Country Gardens Apartments
NB32	RNB32-032A	1	B	67	66	65.5	67.5	66.7	Yes	No	Country Gardens Apartments
NB32	RNB32-032B	1	B	67	66	65.8	67.6	66.4	Yes	No	Country Gardens Apartments
NB32	RNB32-033A	1	B	67	66	60.4	60.2	61.4	No	No	Country Gardens Apartments
NB32	RNB32-033B	1	B	67	66	64	64.7	66.0	No	No	Country Gardens Apartments
NB32	RNB32-034A	1	B	67	66	55.4	58.1	58.7	No	No	Country Gardens Apartments
NB32	RNB32-034B	1	B	67	66	62	63.5	64.0	No	No	Country Gardens Apartments
NB32	RNB32-035A	1	B	67	66	65.6	67.5	66.7	Yes	No	Country Gardens Apartments
NB32	RNB32-035B	1	B	67	66	65.7	67.6	66.3	Yes	No	Country Gardens Apartments
NB32	RNB32-036A	1	B	67	66	64.3	65.6	65.0	No	No	Country Gardens Apartments
NB32	RNB32-036B	1	B	67	66	64.4	65.8	65.3	No	No	Country Gardens Apartments
NB32	RNB32-037A	1	B	67	66	63.5	64.8	64.6	No	No	Country Gardens Apartments
NB32	RNB32-037B	1	B	67	66	65.2	66.5	66.3	Yes	No	Country Gardens Apartments
NB32	RNB32-038A	1	B	67	66	63.2	64.3	64.6	No	No	Country Gardens Apartments
NB32	RNB32-038B	1	B	67	66	65.1	66.2	66.4	Yes	No	Country Gardens Apartments
NB32	RNB32-039A	1	B	67	66	54.2	55.1	57.2	No	No	Country Gardens Apartments
NB32	RNB32-039B	1	B	67	66	61.9	63.6	63.1	No	No	Country Gardens Apartments
NB32	RNB32-040A	1	B	67	66	57.2	57.8	59.8	No	No	Country Gardens Apartments
NB32	RNB32-040B	1	B	67	66	63.1	64.3	64.9	No	No	Country Gardens Apartments
NB32	RNB32-041A	1	B	67	66	65.7	67.6	66.6	Yes	No	Country Gardens Apartments
NB32	RNB32-041B	1	B	67	66	65.6	67.4	66.1	Yes	No	Country Gardens Apartments
NB32	RNB32-042A	1	B	67	66	58.7	58.9	61.3	No	No	Country Gardens Apartments
NB32	RNB32-042B	1	B	67	66	65	66.1	66.2	Yes	No	Country Gardens Apartments
NB32	RNB32-043A	1	B	67	66	50	50.6	51.5	No	No	Country Gardens Apartments
NB32	RNB32-043B	1	B	67	66	59.6	61.8	62.3	No	No	Country Gardens Apartments
NB32	RNB32-044A	1	B	67	66	63.6	64	64.3	No	No	Country Gardens Apartments



Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB32	RNB32-044B	1	B	67	66	65.1	65.8	66.3	Yes	No	Country Gardens Apartments
NB32	RNB32-045A	1	B	67	66	60.4	61.1	61.0	No	No	Country Gardens Apartments
NB32	RNB32-045B	1	B	67	66	64.2	65.3	65.4	No	No	Country Gardens Apartments
NB32	RNB32-046A	1	B	67	66	60.9	62	61.3	No	No	Country Gardens Apartments
NB32	RNB32-046B	1	B	67	66	62.6	63.8	63.3	No	No	Country Gardens Apartments
NB32	RNB32-047A	1	B	67	66	62	63.4	63.1	No	No	Country Gardens Apartments
NB32	RNB32-047B	1	B	67	66	62.7	64.1	64.3	No	No	Country Gardens Apartments
NB32	RNB32-048A	2	B	67	66	60.9	62.8	62.2	No	No	Country Gardens Apartments
NB32	RNB32-048B	2	B	67	66	63.7	65.4	65.0	No	No	Country Gardens Apartments
NB32	RNB32-049A	2	B	67	66	63.1	64.4	63.8	No	No	Country Gardens Apartments
NB32	RNB32-049B	2	B	67	66	64.1	65.6	64.8	No	No	Country Gardens Apartments
NB32	RNB32-050A	2	B	67	66	63.6	65.2	64.6	No	No	Country Gardens Apartments
NB32	RNB32-050B	2	B	67	66	62.4	64	63.1	No	No	Country Gardens Apartments
NB32	RNB32-051A	1	B	67	66	58.5	58.1	59.4	No	No	Country Gardens Apartments
NB32	RNB32-051B	1	B	67	66	62.9	63.7	64.8	No	No	Country Gardens Apartments
NB32	RNB32-052A	1	B	67	66	64.9	67.1	65.2	No	No	Country Gardens Apartments
NB32	RNB32-052B	1	B	67	66	65	67	65.5	No	No	Country Gardens Apartments
NB32	RNB32-053A	1	B	67	66	56.7	55.7	58.0	No	No	Country Gardens Apartments
NB32	RNB32-053B	1	B	67	66	63.8	64.9	65.3	No	No	Country Gardens Apartments
NB32	RNB32-054A	2	B	67	66	60.7	62.4	62.7	No	No	Country Gardens Apartments
NB32	RNB32-054B	2	B	67	66	63.5	65	65.0	No	No	Country Gardens Apartments
NB32	RNB32-056	2	B	67	66	69.1	67.8	69.6	Yes	No	Single Family Residence
NB32	RNB32-057A	1	B	67	66	54	54.4	56.0	No	No	Country Gardens Apartments
NB32	RNB32-057B	1	B	67	66	59.1	60.6	61.7	No	No	Country Gardens Apartments
NB32	RNB32-059A	4	B	67	66	62.1	63.5	62.9	No	No	Country Gardens Apartments
NB32	RNB32-060A	2	B	67	66	60.9	62.1	62.5	No	No	Country Gardens Apartments
NB32	RNB32-060B	2	B	67	66	63.8	65.1	65.1	No	No	Country Gardens Apartments
NB32	RNB32-061A	2	B	67	66	60.7	61.1	61.6	No	No	Country Gardens Apartments
NB32	RNB32-061B	2	B	67	66	63.9	65.3	65.1	No	No	Country Gardens Apartments
NB32	RNB32-062A	4	B	67	66	63.7	66.3	64.2	No	No	Country Gardens Apartments
NB32	RNB32-063B	4	B	67	66	63	64.5	64.2	No	No	Country Gardens Apartments
NB32	RNB32-064A	2	B	67	66	60.9	61.2	62.1	No	No	Country Gardens Apartments
NB32	RNB32-064B	2	B	67	66	64.5	65.5	65.8	No	No	Country Gardens Apartments
NB32	RNB32-065A	2	B	67	66	62	62.7	62.7	No	No	Country Gardens Apartments
NB32	RNB32-065B	2	B	67	66	64	65.1	65.4	No	No	Country Gardens Apartments
NB32	RNB32-066B	4	B	67	66	62.7	65.1	64.2	No	No	Country Gardens Apartments
NB32	RNB32-067B	4	B	67	66	63.9	64.1	65.3	No	No	Country Gardens Apartments
NB32	RNB32-068A	4	B	67	66	65.1	64.7	66.0	No	No	Country Gardens Apartments
NB33	RNB33-001	1	B	67	66	79.4	79.9	77.0	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-002	1	B	67	66	79.4	79.9	77.1	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-003	1	B	67	66	79.4	79.9	77.3	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-004	1	B	67	66	79.1	79.7	77.1	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-005	1	B	67	66	78.9	79.5	76.9	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-006	1	B	67	66	74.8	77.1	72.7	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-007	1	B	67	66	73.2	76.9	72.0	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-008	1	B	67	66	72.4	76.8	71.3	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-009	1	B	67	66	72.7	76.4	71.5	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-010	1	B	67	66	78.5	79.1	77.2	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-011	2	B	67	66	71.2	75.4	69.7	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-012	1	B	67	66	79.1	79.6	78.2	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-013	1	B	67	66	78.9	79.4	78.3	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-014	1	B	67	66	72.4	75.5	71.3	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-015	1	B	67	66	78.5	79.1	77.3	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-016	1	B	67	66	76.5	77.8	75.1	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-017	1	B	67	66	77.8	78.4	76.3	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-018	3	B	67	66	69.7	74.5	68.5	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-019	1	B	67	66	74.8	76.6	73.7	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-020	1	B	67	66	74	75.6	76.8	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-021	3	B	67	66	68.1	73.7	67.0	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-022	3	B	67	66	68.5	73.8	67.6	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-023	2	B	67	66	70	75.6	69.9	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-024	1	B	67	66	71.2	74.5	71.6	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-025	2	B	67	66	72.7	74.8	71.9	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-026	3	B	67	66	70.9	74.1	71.2	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-027	1	B	67	66	70.8	73.8	70.8	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-028	2	B	67	66	67.7	73.7	68.1	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-029	3	B	67	66	70.8	73	70.2	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-030	1	B	67	66	70.5	73.4	70.3	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-031	6	B	67	66	65.8	71.5	65.1	No	No	Tucker Oaks Condominiums
NB33	RNB33-032	4	B	67	66	66.5	72.8	67.0	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-033	5	B	67	66	67.9	71.4	67.3	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-034	1	B	67	66	70.1	72.8	69.9	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-035	3	B	67	66	69.7	71.9	69.1	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-036	4	B	67	66	65.7	72	66.2	Yes	No	Tucker Oaks Condominiums

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB33	RNB33-037	6	B	67	66	64.6	70.4	64.2	No	No	Tucker Oaks Condominiums
NB33	RNB33-038	3	B	67	66	68.5	70.8	67.8	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-039	5	B	67	66	65.7	71.8	66.2	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-040	2	B	67	66	67.5	70.1	66.9	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-041	5	B	67	66	65	70.7	65.1	No	No	Tucker Oaks Condominiums
NB33	RNB33-042	6	B	67	66	66.7	69.2	66.6	Yes	No	Tucker Oaks Condominiums
NB33	RNB33-043	3	B	67	66	64.7	69.3	64.6	No	No	Tucker Oaks Condominiums
NB33	RNB33-046	6	B	67	66	64.3	69.4	64.2	No	No	Tucker Oaks Condominiums
NB33	RNB33-047	5	B	67	66	63.2	69.9	63.7	No	No	Tucker Oaks Condominiums
NB33	RNB33-048	8	B	67	66	65.7	68	63.5	No	No	Tucker Oaks Condominiums
NB33	RNB33-049	15	B	67	66	63.3	68.7	63.7	No	No	Tucker Oaks Condominiums
NB33	RNB33-050	1	B	67	66	70.8	71.4	70.8	Yes	No	Single Family Residence
NB34	RNB34-001	1	B	67	66	69.6	69.9	71.5	Yes	No	Lake Johns Motel
NB34	RNB34-002	1	B	67	66	69.5	69.8	71.5	Yes	No	Lake Johns Motel
NB34	RNB34-003	1	B	67	66	69.4	69.7	71.3	Yes	No	Lake Johns Motel
NB34	RNB34-004	1	B	67	66	69.1	69.5	71.1	Yes	No	Lake Johns Motel
NB34	RNB34-005	1	B	67	66	69.2	69.6	71.1	Yes	No	Lake Johns Motel
NB34	RNB34-006	1	B	67	66	69.3	69.6	71.1	Yes	No	Lake Johns Motel
NB34	RNB34-007	1	B	67	66	69.2	69.5	71.1	Yes	No	Lake Johns Motel
NB34	RNB34-008	1	B	67	66	69	69.4	70.9	Yes	No	Lake Johns Motel
NB34	RNB34-009	1	B	67	66	69	69.4	71.0	Yes	No	Lake Johns Motel
NB34	RNB34-010	2	B	67	66	68.8	69.2	71.2	Yes	No	Lake Johns Motel
NB34	RNB34-011	2	B	67	66	69.1	69.5	71.2	Yes	No	Lake Johns Motel
NB34	RNB34-012	3	B	67	66	69	69.4	71.2	Yes	No	Lake Johns Motel
NB34	RNB34-013	3	B	67	66	68.8	69.2	71.2	Yes	No	Lake Johns Motel
NB34	RNB34-014	2	B	67	66	67.2	67.5	71.4	Yes	No	Lake Johns Motel
NB34	RNB34-015	2	B	67	66	67.1	67.4	71.0	Yes	No	Lake Johns Motel
NB34	RNB34-016	2	B	67	66	67.3	67.6	71.8	Yes	No	Lake Johns Motel
NB34	RNB34-017	1	B	67	66	67.5	67.8	72.3	Yes	No	Lake Johns Motel
NB34	RNB34-018	1	B	67	66	67.4	67.7	72.1	Yes	No	Lake Johns Motel
NB34	RNB34-019	2	B	67	66	67	67.3	71.6	Yes	No	Lake Johns Motel
NB34	RNB34-020	2	B	67	66	67.1	67.4	72.0	Yes	No	Lake Johns Motel
NB34	RNB34-021	1	B	67	66	67.5	67.8	72.2	Yes	No	Lake Johns Motel
NB35	RNB35-001	1	B	67	66	68.1	68.5	71.4	Yes	No	Single Family Residence
NB35	RNB35-002	1	B	67	66	71.9	72.8	72.6	Yes	No	Single Family Residence
NB36	RNB36-001	2	B	67	66	71.5	72.6	55.8	No	No	Longleaf at Oakland
NB36	RNB36-002	2	B	67	66	72.3	73.2	60.1	No	No	Longleaf at Oakland
NB36	RNB36-003	2	B	67	66	69.8	70.9	72.2	Yes	No	Longleaf at Oakland
NB36	RNB36-004	2	B	67	66	70	71.1	72.6	Yes	No	Longleaf at Oakland
NB36	RNB36-005	2	B	67	66	68.8	69.9	72.9	Yes	No	Longleaf at Oakland
NB36	RNB36-006	2	B	67	66	68.6	70	73.1	Yes	No	Longleaf at Oakland
NB36	RNB36-007	2	B	67	66	67.6	68.9	65.8	No	No	Longleaf at Oakland
NB36	RNB36-008	2	B	67	66	67.7	68.7	69.9	Yes	No	Longleaf at Oakland
NB36	RNB36-009	1	B	67	66	68.2	69.1	72.2	Yes	No	Longleaf at Oakland
NB36	RNB36-010	2	B	67	66	68	69.3	72.4	Yes	No	Longleaf at Oakland
NB36	RNB36-011	2	B	67	66	68	69.1	70.7	Yes	No	Longleaf at Oakland
NB36	RNB36-012	2	B	67	66	68.2	69.2	71.4	Yes	No	Longleaf at Oakland
NB36	RNB36-013	1	B	67	66	68.1	69.1	72.7	Yes	No	Longleaf at Oakland
NB36	RNB36-014	2	B	67	66	67.9	68.8	72.9	Yes	No	Longleaf at Oakland
NB36	RNB36-015	1	B	67	66	67.7	68.5	70.5	Yes	No	Longleaf at Oakland
NB36	RNB36-016	2	B	67	66	67.7	68.5	72.0	Yes	No	Longleaf at Oakland
NB36	RNB36-017	2	B	67	66	67.9	68.6	72.7	Yes	No	Longleaf at Oakland
NB36	RNB36-018	2	B	67	66	67.3	68.1	72.9	Yes	No	Longleaf at Oakland
NB36	RNB36-019	1	B	67	66	67.5	68.3	68.4	Yes	No	Longleaf at Oakland
NB36	RNB36-020	2	B	67	66	67.5	68.3	70.9	Yes	No	Longleaf at Oakland
NB36	RNB36-021	2	B	67	66	66.5	68.7	71.8	Yes	No	Longleaf at Oakland
NB36	RNB36-022	1	B	67	66	66.5	67.3	72.0	Yes	No	Longleaf at Oakland
NB36	RNB36-023	2	B	67	66	65.7	67.6	74.8	Yes	No	Longleaf at Oakland
NB36	RNB36-024	2	B	67	66	65.3	66.9	74.4	Yes	No	Longleaf at Oakland
NB36	RNB36-025	2	B	67	66	65.9	66.7	74.6	Yes	No	Longleaf at Oakland
NB36	RNB36-026	2	B	67	66	63.4	64.4	74.8	Yes	No	Longleaf at Oakland
NB36	RNB36-027	1	B	67	66	65.2	66.3	75.5	Yes	No	Longleaf at Oakland
NB36	RNB36-028	1	B	67	66	62.6	63.9	75.4	Yes	No	Longleaf at Oakland
NB36	RNB36-029	2	B	67	66	64.6	65.8	75.7	Yes	No	Longleaf at Oakland
NB36	RNB36-030	3	B	67	66	63.7	64.8	75.7	Yes	No	Longleaf at Oakland
NB36	RNB36-031	2	B	67	66	62.7	63.7	70.8	Yes	No	Longleaf at Oakland
NB36	RNB36-032	4	B	67	66	66.7	66.9	71.1	Yes	No	Longleaf at Oakland
NB36	RNB36-033	4	B	67	66	69.4	69.7	73.6	Yes	No	Longleaf at Oakland
NB36	RNB36-034	4	B	67	66	66	66.5	73.9	Yes	No	Longleaf at Oakland
NB36	RNB36-035	3	B	67	66	70.3	70.7	71.9	Yes	No	Longleaf at Oakland
NB36	RNB36-036	2	B	67	66	70.6	71.1	72.2	Yes	No	Longleaf at Oakland
NB36	RNB36-037	3	B	67	66	63.8	64.1	74.7	Yes	No	Longleaf at Oakland
NB36	RNB36-038	3	B	67	66	66.7	67.3	74.8	Yes	No	Longleaf at Oakland
NB36	RNB36-039	2	B	67	66	67.5	68	67.6	Yes	No	Longleaf at Oakland

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB36	RNB36-040	3	B	67	66	62.2	62.5	69.1	Yes	No	Longleaf at Oakland
NB36	RNB36-042	6	B	67	66	63.3	63.9	71.3	Yes	No	Longleaf at Oakland
NB36	RNB36-043	3	B	67	66	65.4	65.6	71.5	Yes	No	Longleaf at Oakland
NB36	RNB36-044	3	B	67	66	65.9	66.3	66.2	Yes	No	Longleaf at Oakland
NB36	RNB36-045	6	B	67	66	61.3	61.7	68.3	Yes	No	Longleaf at Oakland
NB36	RNB36-048	3	B	67	66	62.5	62.9	70.3	Yes	No	Longleaf at Oakland
NB36	RNB36-050	3	B	67	66	63.1	63.6	70.9	Yes	No	Longleaf at Oakland
NB36	RNB36-051	2	B	67	66	67	67.5	71.1	Yes	No	Longleaf at Oakland
NB36	RNB36-052	3	B	67	66	62	62.8	72.2	Yes	No	Longleaf at Oakland
NB36	RNB36-053	4	B	67	66	67.7	68.7	72.4	Yes	No	Longleaf at Oakland
NB36	RNB36-054	4	B	67	66	63.6	64	74.1	Yes	No	Longleaf at Oakland
NB36	RNB36-055	4	B	67	66	66.3	67.2	74.3	Yes	No	Longleaf at Oakland
NB36	RNB36-056	4	B	67	66	67.4	68.2	67.8	Yes	No	Longleaf at Oakland
NB36	RNB36-057	3	B	67	66	65.5	66	69.9	Yes	No	Longleaf at Oakland
NB36	RNB36-058	2	B	67	66	67	67.9	71.0	Yes	No	Longleaf at Oakland
NB36	RNB36-060	6	B	67	66	63.4	63.4	71.1	Yes	No	Longleaf at Oakland
NB36	RNB36-061	4	B	67	66	64.7	66.2	69.7	Yes	No	Longleaf at Oakland
NB36	RNB36-062	2	B	67	66	58.8	59.5	70.0	Yes	No	Longleaf at Oakland
NB36	RNB36-063	6	B	67	66	61.1	62.1	72.5	Yes	No	Longleaf at Oakland
NB36	RNB36-065	3	B	67	66	60.7	61.3	65.4	No	No	Longleaf at Oakland
NB36	RNB36-066	4	B	67	66	55.7	56.6	69.1	Yes	No	Longleaf at Oakland
NB36	RNB36-067	3	B	67	66	60	60.7	70.1	Yes	No	Longleaf at Oakland
NB37	RNB37-002A	2	B	67	66	72.2	73.8	72.8	Yes	No	Avenue on Oakland
NB37	RNB37-002B	2	B	67	66	72.6	74.1	73.5	Yes	No	Avenue on Oakland
NB37	RNB37-002C	2	B	67	66	72.9	74.5	74.8	Yes	No	Avenue on Oakland
NB37	RNB37-002D	2	B	67	66	73.1	74.6	75.0	Yes	No	Avenue on Oakland
NB37	RNB37-003A	3	B	67	66	65.8	67.1	69.0	Yes	No	Avenue on Oakland
NB37	RNB37-003B	3	B	67	66	69.9	71.1	69.5	Yes	No	Avenue on Oakland
NB37	RNB37-003C	3	B	67	66	72.2	73.7	71.1	Yes	No	Avenue on Oakland
NB37	RNB37-003D	3	B	67	66	72.4	73.9	71.4	Yes	No	Avenue on Oakland
NB37	RNB37-005A	2	B	67	66	70.7	72.3	71.3	Yes	No	Avenue on Oakland
NB37	RNB37-005B	2	B	67	66	71.4	73	71.5	Yes	No	Avenue on Oakland
NB37	RNB37-005C	2	B	67	66	72.7	74.5	72.4	Yes	No	Avenue on Oakland
NB37	RNB37-005D	2	B	67	66	72.9	74.6	72.6	Yes	No	Avenue on Oakland
NB37	RNB37-007A	2	B	67	66	70.5	72.8	70.2	Yes	No	Avenue on Oakland
NB37	RNB37-007B	2	B	67	66	72	74	71.8	Yes	No	Avenue on Oakland
NB37	RNB37-007C	2	B	67	66	72.7	74.5	73.0	Yes	No	Avenue on Oakland
NB37	RNB37-007D	2	B	67	66	72.9	74.7	73.1	Yes	No	Avenue on Oakland
NB37	RNB37-008A	2	B	67	66	68.4	70.3	69.3	Yes	No	Avenue on Oakland
NB37	RNB37-008B	2	B	67	66	70.9	72.4	69.6	Yes	No	Avenue on Oakland
NB37	RNB37-008C	2	B	67	66	71.8	73.3	70.6	Yes	No	Avenue on Oakland
NB37	RNB37-008D	2	B	67	66	72	73.5	70.9	Yes	No	Avenue on Oakland
NB37	RNB37-014A	2	B	67	66	74.8	77	74.2	Yes	No	Avenue on Oakland
NB37	RNB37-014B	2	B	67	66	74.4	76.6	76.7	Yes	No	Avenue on Oakland
NB37	RNB37-014C	2	B	67	66	74.6	76.8	76.8	Yes	No	Avenue on Oakland
NB37	RNB37-014D	2	B	67	66	74.8	77	77.3	Yes	No	Avenue on Oakland
NB37	RNB37-015A	2	B	67	66	75.5	77.7	74.8	Yes	No	Avenue on Oakland
NB37	RNB37-015B	2	B	67	66	75.4	77.7	77.6	Yes	No	Avenue on Oakland
NB37	RNB37-015C	2	B	67	66	75.7	78	78.0	Yes	No	Avenue on Oakland
NB37	RNB37-015D	2	B	67	66	75.7	78	78.4	Yes	No	Avenue on Oakland
NB37	RNB37-016A	2	B	67	66	70.8	72.8	71.3	Yes	No	Avenue on Oakland
NB37	RNB37-016B	2	B	67	66	71.1	73.2	72.9	Yes	No	Avenue on Oakland
NB37	RNB37-016C	2	B	67	66	73.6	75.7	72.9	Yes	No	Avenue on Oakland
NB37	RNB37-016D	2	B	67	66	73.9	76	73.2	Yes	No	Avenue on Oakland
NB37	RNB37-018A	2	B	67	66	71.9	74.1	72.4	Yes	No	Avenue on Oakland
NB37	RNB37-018B	2	B	67	66	72.2	74.3	74.4	Yes	No	Avenue on Oakland
NB37	RNB37-018C	2	B	67	66	74.7	76.9	74.5	Yes	No	Avenue on Oakland
NB37	RNB37-018D	2	B	67	66	74.8	77.1	74.9	Yes	No	Avenue on Oakland
NB37	RNB37-020A	2	B	67	66	67.6	69.1	68.2	Yes	No	Avenue on Oakland
NB37	RNB37-020B	2	B	67	66	69.1	70.4	68.0	Yes	No	Avenue on Oakland
NB37	RNB37-020C	2	B	67	66	71.3	73	69.1	Yes	No	Avenue on Oakland
NB37	RNB37-020D	2	B	67	66	71.5	73.2	69.5	Yes	No	Avenue on Oakland
NB37	RNB37-024A	2	B	67	66	66.2	67.7	67.6	Yes	No	Avenue on Oakland
NB37	RNB37-024B	2	B	67	66	68.3	69.5	67.7	Yes	No	Avenue on Oakland
NB37	RNB37-024C	2	B	67	66	70.3	71.7	69.0	Yes	No	Avenue on Oakland
NB37	RNB37-024D	2	B	67	66	70.9	72.3	69.4	Yes	No	Avenue on Oakland
NB37	RNB37-031A	4	B	67	66	72.2	74.5	70.2	Yes	No	Avenue on Oakland
NB37	RNB37-031B	4	B	67	66	72.4	74.7	72.9	Yes	No	Avenue on Oakland
NB37	RNB37-031C	4	B	67	66	74.1	76.3	73.7	Yes	No	Avenue on Oakland
NB37	RNB37-031D	4	B	67	66	74.3	76.5	74.4	Yes	No	Avenue on Oakland
NB37	RNB37-032A	4	B	67	66	67.8	69.9	68.2	Yes	No	Avenue on Oakland
NB37	RNB37-032B	4	B	67	66	69.9	71.6	68.6	Yes	No	Avenue on Oakland
NB37	RNB37-032C	4	B	67	66	71	72.7	70.1	Yes	No	Avenue on Oakland
NB37	RNB37-032D	4	B	67	66	71.1	72.9	70.3	Yes	No	Avenue on Oakland

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB37	RNB37-033A	4	B	67	66	69.7	71.8	69.4	Yes	No	Avenue on Oakland
NB37	RNB37-033B	4	B	67	66	70	72.1	71.2	Yes	No	Avenue on Oakland
NB37	RNB37-033C	4	B	67	66	72.5	74.6	71.2	Yes	No	Avenue on Oakland
NB37	RNB37-033D	4	B	67	66	73.2	75.4	71.6	Yes	No	Avenue on Oakland
NB37	RNB37-034A	3	B	67	66	65.4	67.3	66.3	Yes	No	Avenue on Oakland
NB37	RNB37-034B	3	B	67	66	69.1	70.3	66.3	Yes	No	Avenue on Oakland
NB37	RNB37-034C	3	B	67	66	70.1	71.6	67.2	Yes	No	Avenue on Oakland
NB37	RNB37-034D	3	B	67	66	70.6	72.1	67.4	Yes	No	Avenue on Oakland
NB37	RNB37-035A	4	B	67	66	69.2	71.2	69.8	Yes	No	Avenue on Oakland
NB37	RNB37-035B	4	B	67	66	70.2	72.2	71.0	Yes	No	Avenue on Oakland
NB37	RNB37-035C	4	B	67	66	72.1	74.2	71.1	Yes	No	Avenue on Oakland
NB37	RNB37-035D	4	B	67	66	72.7	74.8	71.3	Yes	No	Avenue on Oakland
NB37	RNB37-040A	1	B	67	66	73.3	75.6	73.1	Yes	No	Avenue on Oakland
NB37	RNB37-040B	1	B	67	66	74	76.3	74.8	Yes	No	Avenue on Oakland
NB37	RNB37-040C	1	B	67	66	74.5	76.7	75.6	Yes	No	Avenue on Oakland
NB37	RNB37-040D	1	B	67	66	74.7	76.9	76.4	Yes	No	Avenue on Oakland
NB37	RNB37-042A	2	B	67	66	65.9	67.5	66.0	No	No	Avenue on Oakland
NB37	RNB37-042B	2	B	67	66	68	69.3	65.8	No	No	Avenue on Oakland
NB37	RNB37-042C	2	B	67	66	70.4	72	67.1	Yes	No	Avenue on Oakland
NB37	RNB37-042D	2	B	67	66	70.6	72.2	67.4	Yes	No	Avenue on Oakland
NB37	RNB37-045A	4	B	67	66	68.9	71	69.5	Yes	No	Avenue on Oakland
NB37	RNB37-045B	4	B	67	66	69.8	71.6	69.9	Yes	No	Avenue on Oakland
NB37	RNB37-045C	4	B	67	66	70.6	72.4	71.0	Yes	No	Avenue on Oakland
NB37	RNB37-045D	4	B	67	66	70.8	72.6	71.1	Yes	No	Avenue on Oakland
NB37	RNB37-054A	2	B	67	66	67.1	69.3	66.9	Yes	No	Avenue on Oakland
NB37	RNB37-054B	2	B	67	66	67.3	69.4	68.3	Yes	No	Avenue on Oakland
NB37	RNB37-054C	2	B	67	66	71.5	73.6	68.2	Yes	No	Avenue on Oakland
NB37	RNB37-054D	2	B	67	66	72.8	74.9	68.5	Yes	No	Avenue on Oakland
NB37	RNB37-056A	4	B	67	66	70.7	72.9	69.1	Yes	No	Avenue on Oakland
NB37	RNB37-056B	4	B	67	66	70.8	73.1	71.0	Yes	No	Avenue on Oakland
NB37	RNB37-056C	4	B	67	66	72.8	75	71.7	Yes	No	Avenue on Oakland
NB37	RNB37-056D	4	B	67	66	73.2	75.4	72.3	Yes	No	Avenue on Oakland
NB37	RNB37-059A	3	B	67	66	68.6	70.6	69.3	Yes	No	Avenue on Oakland
NB37	RNB37-059B	3	B	67	66	68.6	70.6	69.6	Yes	No	Avenue on Oakland
NB37	RNB37-059C	3	B	67	66	70.1	72	70.4	Yes	No	Avenue on Oakland
NB37	RNB37-059D	3	B	67	66	71	72.9	70.4	Yes	No	Avenue on Oakland
NB37	RNB37-063A	1	B	67	66	68.4	70.6	64.8	No	No	Avenue on Oakland
NB37	RNB37-063B	1	B	67	66	71.5	73.7	66.0	No	No	Avenue on Oakland
NB37	RNB37-063C	1	B	67	66	73.2	75.4	67.8	Yes	No	Avenue on Oakland
NB37	RNB37-063D	1	B	67	66	73.4	75.7	69.6	Yes	No	Avenue on Oakland
NB37	RNB37-067A	5	B	67	66	62.2	63.4	48.6	No	No	Avenue on Oakland
NB37	RNB37-067B	5	B	67	66	64.3	65.5	49.3	No	No	Avenue on Oakland
NB37	RNB37-067C	5	B	67	66	69.6	71.2	50.3	No	No	Avenue on Oakland
NB37	RNB37-067D	5	B	67	66	69.8	71.4	53.2	No	No	Avenue on Oakland
NB37	RNB37-068A	2	B	67	66	62.4	64.8	58.2	No	No	Avenue on Oakland
NB37	RNB37-068B	2	B	67	66	66.8	69	60.9	No	No	Avenue on Oakland
NB37	RNB37-068C	2	B	67	66	72.3	74.5	62.7	No	No	Avenue on Oakland
NB37	RNB37-068D	2	B	67	66	72.7	74.9	65.0	No	No	Avenue on Oakland
NB37	RNB37-072A	2	B	67	66	65.1	67.3	56.2	No	No	Avenue on Oakland
NB37	RNB37-072B	2	B	67	66	66.9	69	59.9	No	No	Avenue on Oakland
NB37	RNB37-072C	2	B	67	66	70.8	73	64.3	No	No	Avenue on Oakland
NB37	RNB37-072D	2	B	67	66	72	74.2	64.5	No	No	Avenue on Oakland
NB37	RNB37-075A	5	B	67	66	59.6	61.6	50.8	No	No	Avenue on Oakland
NB37	RNB37-075B	5	B	67	66	63.6	65.5	52.8	No	No	Avenue on Oakland
NB37	RNB37-075C	5	B	67	66	69	70.9	53.0	No	No	Avenue on Oakland
NB37	RNB37-075D	5	B	67	66	69.6	71.4	59.9	No	No	Avenue on Oakland
NB38	RNB38-001	1	B	67	66	67.8	70.2	69.7	Yes	No	Trailside
NB38	RNB38-002	1	B	67	66	67.3	69.7	69.7	Yes	No	Trailside
NB38	RNB38-003	1	B	67	66	66.4	70.2	69.2	Yes	No	Trailside
NB38	RNB38-004	1	B	67	66	65	67.9	68.4	Yes	No	Trailside
NB38	RNB38-005	1	B	67	66	63.3	65.2	67.0	Yes	No	Trailside
NB38	RNB38-006	1	B	67	66	66.4	69	68.5	Yes	No	Hull Island
NB38	RNB38-007	1	B	67	66	63.4	65.1	66.6	Yes	No	Trailside
NB38	RNB38-008	1	B	67	66	62.6	64.5	65.4	No	No	Trailside
NB38	RNB38-009	1	B	67	66	56.2	57.8	58.7	No	No	Trailside
NB38	RNB38-010	1	B	67	66	62.7	64.5	65.4	No	No	Trailside
NB38	RNB38-011	1	B	67	66	60.7	62.4	64.5	No	No	Trailside
NB38	RNB38-012	1	B	67	66	56.6	58	59.0	No	No	Trailside
NB38	RNB38-013	1	B	67	66	56.7	58.4	59.2	No	No	Trailside
NB38	RNB38-014	1	B	67	66	57	58.6	59.7	No	No	Trailside
NB38	RNB38-015	1	B	67	66	57.8	59.4	61.5	No	No	Trailside
NB38	RNB38-016	1	B	67	66	58.6	60.2	63.2	No	No	Trailside
NB38	RNB38-017	1	B	67	66	57.5	59.1	59.9	No	No	Trailside
NB38	RNB38-018	3	B	67	66	61.7	64.1	65.5	No	No	Trailside

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
NB38	RNB38-019	1	B	67	66	70.4	72.1	67.5	Yes	No	Hull Island
NB38	RNB38-020	3	B	67	66	61.5	65.4	63.3	No	No	Trailside
NB38	RNB38-021	3	B	67	66	61.4	63.5	64.4	No	No	Trailside
NB38	RNB38-022	2	B	67	66	57.7	59.7	61.5	No	No	Trailside
NB38	RNB38-023	3	B	67	66	58.3	61.6	62.5	No	No	Trailside
NB38	RNB38-024	3	B	67	66	58.9	60.7	61.3	No	No	Trailside
NB38	RNB38-025	3	B	67	66	65.1	67	63.6	No	No	Hull Island
NB38	RNB38-026	6	B	67	66	59.5	62.9	61.9	No	No	Trailside
NB38	RNB38-027	3	B	67	66	60.7	64.1	62.2	No	No	Trailside
NB38	RNB38-028	2	B	67	66	57	59.8	59.6	No	No	Trailside
NB38	RNB38-029	1	B	67	66	66.2	69.1	64.2	No	No	Hull Island
NB38	RNB38-030	1	B	67	66	61.4	63.6	61.4	No	No	Hull Island
NB38	RNB38-031	10	B	67	66	56.4	61.1	60.0	No	No	Trailside
NB38	RNB38-032	3	B	67	66	56.1	60.4	59.3	No	No	Trailside
NB38	RNB38-033	2	B	67	66	63.9	65.4	63.0	No	No	Hull Island
NB38	RNB38-034	13	B	67	66	57.6	60.8	60.3	No	No	Trailside
NB38	RNB38-035	2	B	67	66	59.6	64.6	60.9	No	No	Hull Island
NB39	RNB39-001	1	B	67	66	64.7	67.5	63.7	No	No	Shree Jalaram Mandir Outdoor Seating
SB01	RSB01-001	1	B	67	66	63.7	64.9	66.0	No	No	Winderlakes
SB01	RSB01-002	2	B	67	66	60.8	63.9	64.1	No	No	Winderlakes
SB01	RSB01-003	1	B	67	66	63.8	65.1	66.2	Yes	No	Winderlakes
SB01	RSB01-004	1	B	67	66	64.2	65.4	66.7	Yes	No	Winderlakes
SB01	RSB01-005	3	B	67	66	61.5	64	64.6	No	No	Winderlakes
SB01	RSB01-006	1	B	67	66	64	65.4	66.3	Yes	No	Winderlakes
SB01	RSB01-007	2	B	67	66	61.6	65.2	65.7	No	No	Winderlakes
SB01	RSB01-008	3	B	67	66	59.2	62.3	62.1	No	No	Winderlakes
SB01	RSB01-009	1	B	67	66	64.5	66.1	66.9	Yes	No	Winderlakes
SB01	RSB01-010	1	B	67	66	66.1	67	68.4	Yes	No	Winderlakes
SB01	RSB01-011	2	B	67	66	62.1	66.4	65.9	No	No	Winderlakes
SB01	RSB01-012	3	B	67	66	63.2	65.1	66.3	Yes	No	Winderlakes
SB01	RSB01-013	2	B	67	66	58.6	61.3	61.6	No	No	Winderlakes
SB01	RSB01-014	1	B	67	66	65.9	66.8	68.2	Yes	No	Winderlakes
SB01	RSB01-015	2	B	67	66	58.6	61.5	61.7	No	No	Winderlakes
SB01	RSB01-016	2	B	67	66	62.3	65.8	66.7	Yes	No	Winderlakes
SB01	RSB01-017	1	B	67	66	64.8	65.5	66.9	Yes	No	Winderlakes
SB01	RSB01-018	1	B	67	66	65	65.7	67.1	Yes	No	Winderlakes
SB01	RSB01-019	2	B	67	66	54.8	57.3	58.5	No	No	Winderlakes
SB01	RSB01-020	4	B	67	66	61.6	63.9	65.2	No	No	Winderlakes
SB01	RSB01-021	3	B	67	66	61.4	64.9	65.6	No	No	Winderlakes
SB01	RSB01-022	3	B	67	66	59.1	62.2	62.6	No	No	Winderlakes
SB01	RSB01-023	3	B	67	66	66	66.6	68.1	Yes	No	Winderlakes
SB01	RSB01-024	2	B	67	66	59.9	61.8	63.2	No	No	Winderlakes
SB01	RSB01-025	2	B	67	66	62.6	63.6	65.5	No	No	Winderlakes
SB01	RSB01-026	1	B	67	66	65	65.7	67.5	Yes	No	Winderlakes
SB01	RSB01-027	2	B	67	66	61.9	62.6	64.7	No	No	Winderlakes
SB01	RSB01-028	2	B	67	66	64.8	65.4	67.2	Yes	No	Winderlakes
SB01	RSB01-029	1	B	67	66	62.6	63.7	65.5	No	No	Winderlakes
SB01	RSB01-030	2	B	67	66	59.6	62.4	63.3	No	No	Winderlakes
SB01	RSB01-031	2	B	67	66	64	64.6	66.6	Yes	No	Winderlakes
SB01	RSB01-032	1	B	67	66	60.2	62.3	63.7	No	No	Winderlakes
SB01	RSB01-033	3	B	67	66	64.3	65	67.1	Yes	No	Winderlakes
SB01	RSB01-034	1	B	67	66	62.9	63.7	65.9	No	No	Winderlakes
SB02	RSB02-001	5	B	67	66	59.4	60.8	61.6	No	No	Westminster Landing
SB02	RSB02-002	4	B	67	66	60.3	62.7	62.8	No	No	Westminster Landing
SB02	RSB02-003	6	B	67	66	58.7	61	61.1	No	No	Westminster Landing
SB02	RSB02-004	4	B	67	66	57.3	60.6	60.2	No	No	Westminster Landing
SB02	RSB02-005	2	B	67	66	56.1	58.1	58.8	No	No	Westminster Landing
SB02	RSB02-006	3	B	67	66	56.3	58.9	59.3	No	No	Westminster Landing
SB02	RSB02-007	1	B	67	66	61.4	63	63.5	No	No	Westminster Landing
SB02	RSB02-008	1	B	67	66	61.8	63.6	64.0	No	No	Westminster Landing
SB02	RSB02-009	2	B	67	66	58.2	61.8	61.2	No	No	Westminster Landing
SB02	RSB02-010	1	B	67	66	61.6	63.9	64.0	No	No	Westminster Landing
SB02	RSB02-011	1	B	67	66	64.7	65.4	66.7	Yes	No	Westminster Landing
SB02	RSB02-012	2	B	67	66	58.9	61.9	61.9	No	No	Westminster Landing
SB02	RSB02-013	1	B	67	66	62.2	63.7	64.4	No	No	Westminster Landing
SB02	RSB02-014	4	B	67	66	57.8	61.1	60.8	No	No	Westminster Landing
SB02	RSB02-015	1	B	67	66	64	64.5	66.1	Yes	No	Westminster Landing
SB02	RSB02-016	3	B	67	66	59.2	62.2	62.0	No	No	Westminster Landing
SB02	RSB02-017	3	B	67	66	56.3	60.6	59.5	No	No	Westminster Landing
SB02	RSB02-018	1	B	67	66	63.7	64.3	65.9	No	No	Westminster Landing
SB02	RSB02-019	3	B	67	66	58.7	62	61.7	No	No	Westminster Landing
SB02	RSB02-020	2	B	67	66	58.6	61.7	61.6	No	No	Westminster Landing
SB02	RSB02-021	3	B	67	66	63.4	64	65.6	No	No	Westminster Landing
SB02	RSB02-022	2	B	67	66	57.8	61.4	60.9	No	No	Westminster Landing



Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
SB02	RSB02-023	4	B	67	66	63.2	63.8	65.6	No	No	Westminster Landing
SB02	RSB02-024	1	B	67	66	62.1	64	64.1	No	No	Westminster Landing
SB02	RSB02-025	1	B	67	66	59	62.1	62.1	No	No	Westminster Landing
SB02	RSB02-026	1	B	67	66	63.7	64.3	66.1	Yes	No	Westminster Landing
SB02	RSB02-027	1	B	67	66	63.2	64	65.4	No	No	Westminster Landing
SB02	RSB02-028	1	B	67	66	62.8	63.6	65.0	No	No	Westminster Landing
SB03	RSB03-001	3	B	67	66	56.4	58	58.5	No	No	Courtleigh Park
SB03	RSB03-002	3	B	67	66	56.8	59.5	59.6	No	No	Courtleigh Park
SB03	RSB03-003	4	B	67	66	56.2	58.5	58.5	No	No	Courtleigh Park
SB03	RSB03-004	3	B	67	66	56	58.1	58.1	No	No	Courtleigh Park
SB03	RSB03-005	2	B	67	66	57.7	60.1	60.5	No	No	Courtleigh Park
SB03	RSB03-006	1	B	67	66	58.4	60.7	61.2	No	No	Courtleigh Park
SB03	RSB03-007	2	B	67	66	57.3	58.9	59.4	No	No	Courtleigh Park
SB03	RSB03-008	1	B	67	66	57.2	60.1	60.2	No	No	Courtleigh Park
SB03	RSB03-009	2	B	67	66	57.7	60	60.1	No	No	Courtleigh Park
SB03	RSB03-010	1	B	67	66	58.3	60	60.8	No	No	Courtleigh Park
SB03	RSB03-011	1	B	67	66	60.7	62	63.1	No	No	Courtleigh Park
SB03	RSB03-012	3	B	67	66	57.7	59.4	59.7	No	No	Courtleigh Park
SB03	RSB03-013	3	B	67	66	56.6	58.9	58.9	No	No	Courtleigh Park
SB03	RSB03-014	2	B	67	66	57.5	60.8	60.3	No	No	Courtleigh Park
SB03	RSB03-015	1	B	67	66	62.6	63.4	64.9	No	No	Courtleigh Park
SB03	RSB03-016	1	B	67	66	60.6	62.1	62.9	No	No	Courtleigh Park
SB03	RSB03-017	1	B	67	66	62.6	63.3	64.8	No	No	Courtleigh Park
SB03	RSB03-018	3	B	67	66	58.6	60.4	60.8	No	No	Courtleigh Park
SB03	RSB03-019	2	B	67	66	61.6	62.6	63.8	No	No	Courtleigh Park
SB03	RSB03-020	2	B	67	66	57.9	60.8	60.6	No	No	Courtleigh Park
SB03	RSB03-021	2	B	67	66	61.4	62.4	63.7	No	No	Courtleigh Park
SB03	RSB03-022	3	B	67	66	57.7	61.3	60.8	No	No	Courtleigh Park
SB03	RSB03-023	2	B	67	66	59.1	61.2	61.4	No	No	Courtleigh Park
SB03	RSB03-024	2	B	67	66	61.7	62.6	63.9	No	No	Courtleigh Park
SB03	RSB03-025	1	B	67	66	60.8	62.6	63.0	No	No	Courtleigh Park
SB03	RSB03-026	1	B	67	66	60.7	62.9	63.2	No	No	Courtleigh Park
SB03	RSB03-027	1	B	67	66	61.6	62.5	63.7	No	No	Courtleigh Park
SB03	RSB03-028	1	B	67	66	61.9	62.9	64.3	No	No	Courtleigh Park
SB03	RSB03-029	1	B	67	66	61.5	63.5	63.8	No	No	Courtleigh Park
SB03	RSB03-030	1	B	67	66	62.9	64.2	64.9	No	No	Courtleigh Park
SB03	RSB03-031	1	B	67	66	63.8	64.5	66.3	Yes	No	Courtleigh Park
SB03	RSB03-032	1	B	67	66	65.2	66.1	67.1	Yes	No	Courtleigh Park
SB03	RSB03-033	1	B	67	66	64.9	65.5	67.4	Yes	No	Courtleigh Park
SB04	RSB04-001	3	B	67	66	59.4	59.9	60.3	No	No	Havencrest Community
SB04	RSB04-002	5	B	67	66	60.1	60.7	61.0	No	No	Havencrest Community
SB04	RSB04-003	1	B	67	66	61.7	62.4	63.5	No	No	Havencrest Community
SB04	RSB04-004	1	B	67	66	62.3	62.9	64.3	No	No	Havencrest Community
SB04	RSB04-005	2	B	67	66	60.2	60.8	60.9	No	No	Havencrest Community
SB04	RSB04-006	1	B	67	66	63.1	63.7	65.3	No	No	Havencrest Community
SB04	RSB04-007	1	B	67	66	59.6	60.2	61.4	No	No	Havencrest Community
SB04	RSB04-008	3	B	67	66	59.3	59.9	60.9	No	No	Havencrest Community
SB04	RSB04-009	5	B	67	66	59.5	60.1	60.9	No	No	Havencrest Community
SB04	RSB04-010	1	B	67	66	62.2	62.8	64.4	No	No	Havencrest Community
SB04	RSB04-011	1	B	67	66	64.5	65.1	66.7	Yes	No	Havencrest Community
SB04	RSB04-012	1	B	67	66	65.2	65.8	67.5	Yes	No	Havencrest Community
SB04	RSB04-013	7	B	67	66	62.7	63.3	63.7	No	No	Havencrest Community
SB04	RSB04-014	1	B	67	66	63.6	64.2	65.8	No	No	Havencrest Community
SB04	RSB04-015	1	B	67	66	66.3	66.9	68.9	Yes	No	Havencrest Community
SB04	RSB04-016	1	B	67	66	64.1	64.7	66.5	Yes	No	Havencrest Community
SB04	RSB04-017	5	B	67	66	61.7	62.3	62.8	No	No	Havencrest Community
SB04	RSB04-018	1	B	67	66	67.7	68.3	70.7	Yes	No	Havencrest Community
SB04	RSB04-019	1	B	67	66	64.8	65.4	67.2	Yes	No	Havencrest Community
SB04	RSB04-020	4	B	67	66	63.2	63.8	64.6	No	No	Havencrest Community
SB04	RSB04-021	1	B	67	66	70.6	71.2	72.8	Yes	No	Havencrest Community
SB04	RSB04-022	1	B	67	66	66.6	67.2	68.9	Yes	No	Havencrest Community
SB04	RSB04-023	1	B	67	66	71.1	71.7	73.3	Yes	No	Havencrest Community
SB04	RSB04-024	3	B	67	66	65.3	65.9	67.5	Yes	No	Havencrest Community
SB04	RSB04-025	1	B	67	66	66.8	67.4	69.1	Yes	No	Havencrest Community
SB04	RSB04-026	4	B	67	66	64.8	65.4	66.4	Yes	No	Havencrest Community
SB04	RSB04-027	3	B	67	66	64.8	65.4	66.2	Yes	No	Havencrest Community
SB04	RSB04-028	1	B	67	66	69.4	70	72.1	Yes	No	Havencrest Community
SB04	RSB04-029	4	B	67	66	66.4	67	67.8	Yes	No	Havencrest Community
SB04	RSB04-030	5	B	67	66	66.8	67.4	68.4	Yes	No	Havencrest Community
SB04	RSB04-031	1	B	67	66	68.6	69.3	71.2	Yes	No	Havencrest Community
SB04	RSB04-032	4	B	67	66	65.6	66.2	67.0	Yes	No	Havencrest Community
SB04	RSB04-033	1	B	67	66	66.8	67.4	69.1	Yes	No	Havencrest Community
SB04	RSB04-034	1	B	67	66	68	68.6	70.5	Yes	No	Havencrest Community
SB04	RSB04-035	1	B	67	66	67.7	68.3	70.3	Yes	No	Havencrest Community

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
SB04	RSB04-036	1	B	67	66	67.2	67.8	69.5	Yes	No	Havencrest Community
SB04	RSB04-037	1	B	67	66	68.2	68.8	70.9	Yes	No	Havencrest Community
SB04	RSB04-038	1	B	67	66	68.2	68.8	70.4	Yes	No	Havencrest Community
SB04	RSB04-039	1	B	67	66	69.6	70.2	72.0	Yes	No	Havencrest Community
SB04	RSB04-040	1	B	67	66	69.8	70.4	71.9	Yes	No	Havencrest Community
SB04	RSB04-041	1	B	67	66	73.7	74.3	76.1	Yes	No	Havencrest Community
SB05	RSB05-001	2	B	67	66	63.9	66.4	65.9	No	No	Roberts Landing
SB05	RSB05-002	2	B	67	66	67.4	68.5	69.2	Yes	No	Roberts Landing
SB05	RSB05-003	1	B	67	66	60.4	61.1	62.1	No	No	Roberts Landing
SB05	RSB05-004	2	B	67	66	61.6	62.7	63.4	No	No	Roberts Landing
SB05	RSB05-005	1	B	67	66	67.9	69	69.7	Yes	No	Roberts Landing
SB05	RSB05-006	2	B	67	66	66.5	68	68.6	Yes	No	Roberts Landing
SB05	RSB05-007	3	B	67	66	61.9	62.6	63.8	No	No	Roberts Landing
SB05	RSB05-008	1	B	67	66	62.2	63	64.2	No	No	Roberts Landing
SB05	RSB05-009	2	B	67	66	64.8	66.7	67.0	Yes	No	Roberts Landing
SB05	RSB05-010	2	B	67	66	69.7	70.5	71.5	Yes	No	Roberts Landing
SB05	RSB05-011	2	B	67	66	61.9	62.8	64.0	No	No	Roberts Landing
SB05	RSB05-012	1	B	67	66	64.3	65.3	66.3	Yes	No	Roberts Landing
SB05	RSB05-013	1	B	67	66	70.9	71.7	73.0	Yes	No	Roberts Landing
SB05	RSB05-014	2	B	67	66	66.4	67.5	68.6	Yes	No	Roberts Landing
SB05	RSB05-015	1	B	67	66	65.7	66.6	67.7	Yes	No	Roberts Landing
SB05	RSB05-016	3	B	67	66	61.9	62.7	64.1	No	No	Roberts Landing
SB05	RSB05-017	2	B	67	66	66	67.8	68.0	Yes	No	Roberts Landing
SB05	RSB05-018	1	B	67	66	66	66.7	67.6	Yes	No	Roberts Landing
SB05	RSB05-019	1	B	67	66	69.6	70.2	71.8	Yes	No	Roberts Landing
SB05	RSB05-020	2	B	67	66	68.5	69.3	70.6	Yes	No	Roberts Landing
SB05	RSB05-021	2	B	67	66	63.9	64.5	65.8	No	No	Roberts Landing
SB05	RSB05-022	2	B	67	66	65.2	66.2	67.1	Yes	No	Roberts Landing
SB05	RSB05-023	1	B	67	66	68	68.6	69.5	Yes	No	Roberts Landing
SB05	RSB05-024	1	B	67	66	64.8	65.4	66.7	Yes	No	Roberts Landing
SB06	RSB06-001	1	B	67	66	66.4	66.8	70.4	Yes	No	Lake Olivia Reserve
SB06	RSB06-002	1	B	67	66	66.2	66.6	70.1	Yes	No	Lake Olivia Reserve
SB06	RSB06-003	1	B	67	66	67.3	67.7	70.2	Yes	No	Lake Olivia Reserve
SB06	RSB06-004	1	B	67	66	68.6	69.2	71.1	Yes	No	Lake Olivia Reserve
SB06	RSB06-005	1	B	67	66	67.6	68	70.2	Yes	No	Single Family Residence
SB06	RSB06-006	1	B	67	66	65.7	67	68.9	Yes	No	Weatherstone
SB06	RSB06-007	1	B	67	66	66.7	67.2	69.3	Yes	No	Single Family Residence
SB06	RSB06-008	1	B	67	66	70.4	70.9	72.7	Yes	No	Single Family Residence
SB06	RSB06-009	1	B	67	66	66.6	68.1	70.1	Yes	No	Weatherstone
SB06	RSB06-010	1	B	67	66	66.7	68.1	70.3	Yes	No	Weatherstone
SB06	RSB06-011	1	B	67	66	66.9	68.8	70.1	Yes	No	Weatherstone
SB06	RSB06-012	1	B	67	66	75.5	76.1	76.9	Yes	No	Single Family Residence
SB06	RSB06-013	2	B	67	66	63	62.9	64.1	No	No	Weatherstone
SB06	RSB06-014	6	B	67	66	62	62.1	63.8	No	No	Single Family Residence
SB06	RSB06-015	5	B	67	66	60.4	60.5	62.4	No	No	Single Family Residence
SB06	RSB06-016	3	B	67	66	58.8	58.7	60.6	No	No	Single Family Residence
SB06	RSB06-017	5	B	67	66	59	58.8	61.5	No	No	Single Family Residence
SB06	RSB06-018	7	B	67	66	61	61.8	64.1	No	No	Single Family Residence
SB07	RSB07-001	4	B	67	66	66.7	67.6	71.5	Yes	No	Single Family Residence
SB07	RSB07-002	1	B	67	66	68.1	69.2	72.1	Yes	No	Single Family Residence
SB07	RSB07-003	1	B	67	66	67.3	68.3	71.6	Yes	No	Single Family Residence
SB07	RSB07-004	1	B	67	66	69.5	70	75.7	Yes	No	Single Family Residence
SB07	RSB07-005	1	B	67	66	69.1	69.6	74.9	Yes	No	Single Family Residence
SB07	RSB07-006	1	B	67	66	69	69.5	74.5	Yes	No	Single Family Residence
SB07	RSB07-007	2	B	67	66	67.7	68	71.3	Yes	No	Single Family Residence
SB07	RSB07-008	1	B	67	66	67.9	68.2	73.4	Yes	No	Single Family Residence
SB07	RSB07-009	1	B	67	66	67.7	68.2	75.0	Yes	No	Single Family Residence
SB07	RSB07-010	1	B	67	66	67.8	68.2	74.9	Yes	No	Single Family Residence
SB07	RSB07-011	2	B	67	66	68.4	69.2	72.8	Yes	No	Single Family Residence
SB07	RSB07-012	1	B	67	66	69.3	69.8	74.2	Yes	No	Single Family Residence
SB07	RSB07-013	4	B	67	66	70.6	70.9	74.4	Yes	No	Single Family Residence
SB07	RSB07-014	1	B	67	66	64.6	65.2	80.1	Yes	Yes	Single Family Residence
SB08	RSB08-001	1	B	67	66	64.8	65.5	67.4	Yes	No	Single Family Residence
SB08	RSB08-002	2	B	67	66	66.6	67.4	69.7	Yes	No	Single Family Residence
SB08	RSB08-003	2	B	67	66	65.1	67.1	68.0	Yes	No	Single Family Residence
SB08	RSB08-004	2	B	67	66	67.7	68.6	70.6	Yes	No	Single Family Residence
SB08	RSB08-005	2	B	67	66	68.7	70	72.2	Yes	No	Single Family Residence
SB08	RSB08-006	1	B	67	66	65.3	66.1	68.2	Yes	No	Single Family Residence
SB08	RSB08-007	2	B	67	66	67	67.9	69.6	Yes	No	Single Family Residence
SB08	RSB08-008	1	B	67	66	69.4	70.4	71.2	Yes	No	Single Family Residence
SB08	RSB08-009	1	B	67	66	70	71.4	72.6	Yes	No	Single Family Residence
SB08	RSB08-010	1	B	67	66	71.2	72	73.0	Yes	No	Single Family Residence
SB08	RSB08-011	1	B	67	66	72.1	73.5	73.9	Yes	No	Single Family Residence
SB08	RSB08-012	1	B	67	66	74.8	75.5	75.9	Yes	No	Single Family Residence



Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
SB09	RSB09-001	3	B	67	66	59.5	62	69.4	Yes	No	Windermere Chase
SB09	RSB09-002	6	B	67	66	58.1	60.7	69.0	Yes	No	Windermere Chase
SB09	RSB09-003	3	B	67	66	63.8	64.5	74.1	Yes	No	Windermere Chase
SB09	RSB09-004	3	B	67	66	61.1	62.8	72.3	Yes	No	Windermere Chase
SB09	RSB09-005	5	B	67	66	57.1	60.7	58.8	No	No	Windermere Chase
SB09	RSB09-006	4	B	67	66	59.9	62.9	70.2	Yes	No	Windermere Chase
SB09	RSB09-007	3	B	67	66	59.3	63.1	68.8	Yes	No	Windermere Chase
SB09	RSB09-008	2	B	67	66	63.6	64.8	72.1	Yes	No	Windermere Chase
SB09	RSB09-009	2	B	67	66	59.9	62	61.5	No	No	Windermere Chase
SB09	RSB09-010	3	B	67	66	59.6	63.1	71.3	Yes	No	Windermere Chase
SB09	RSB09-011	3	B	67	66	58.8	62.7	62.0	No	No	Windermere Chase
SB09	RSB09-012	3	B	67	66	58.6	61.5	61.0	No	No	Windermere Chase
SB09	RSB09-013	1	B	67	66	62.3	63.7	72.8	Yes	No	Windermere Chase
SB09	RSB09-014	3	B	67	66	63.1	64.8	73.6	Yes	No	Windermere Chase
SB09	RSB09-015	1	B	67	66	65.4	66.2	72.7	Yes	No	Windermere Chase
SB09	RSB09-016	1	B	67	66	64.6	65.4	72.1	Yes	No	Windermere Chase
SB09	RSB09-017	3	B	67	66	61.8	64	68.5	Yes	No	Windermere Chase
SB09	RSB09-018	4	B	67	66	60.6	63.2	73.9	Yes	No	Windermere Chase
SB09	RSB09-019	2	B	67	66	62.7	63.7	71.4	Yes	No	Windermere Chase
SB09	RSB09-020	2	B	67	66	61.8	64.2	73.7	Yes	No	Windermere Chase
SB09	RSB09-021	1	B	67	66	62.9	63.4	71.6	Yes	No	Windermere Chase
SB09	RSB09-022	5	B	67	66	61.7	64	63.7	No	No	Windermere Chase
SB09	RSB09-023	10	B	67	66	60.2	63	70.2	Yes	No	Windermere Chase
SB09	RSB09-024	3	B	67	66	61.9	63.1	73.1	Yes	No	Windermere Chase
SB09	RSB09-025	1	B	67	66	61.5	62.3	71.3	Yes	No	Windermere Chase
SB09	RSB09-026	4	B	67	66	62.5	64.7	65.4	No	No	Windermere Chase
SB09	RSB09-027	5	B	67	66	61.8	64.2	63.7	No	No	Windermere Chase
SB09	RSB09-028	8	B	67	66	59.5	62.5	74.5	Yes	Yes	Windermere Chase
SB09	RSB09-029	1	B	67	66	60.5	61	70.2	Yes	No	Windermere Chase
SB09	RSB09-030	4	B	67	66	61.8	64.7	74.5	Yes	No	Windermere Chase
SB09	RSB09-031	1	B	67	66	60.4	61.1	68.8	Yes	No	Windermere Chase
SB09	RSB09-032	1	B	67	66	60.6	61.6	72.0	Yes	No	Windermere Chase
SB09	RSB09-033	1	B	67	66	60.9	62.1	73.8	Yes	No	Windermere Chase
SB09	RSB09-034	3	B	67	66	62.3	64	70.2	Yes	No	Windermere Chase
SB09	RSB09-035	3	B	67	66	62	64.4	71.8	Yes	No	Windermere Chase
SB09	RSB09-036	1	B	67	66	61.4	62.2	72.7	Yes	No	Windermere Chase
SB09	RSB09-037	1	B	67	66	61.4	62.2	67.8	Yes	No	Windermere Chase
SB09	RSB09-038	4	B	67	66	64.6	65.6	78.9	Yes	No	Windermere Chase
SB09	RSB09-039	1	B	67	66	63	63.7	67.5	Yes	No	Windermere Chase
SB09	RSB09-040	2	B	67	66	66.1	67	77.2	Yes	No	Windermere Chase
SB09	RSB09-041	2	B	67	66	65	66.2	69.0	Yes	No	Windermere Chase
SB09	RSB09-042	1	B	67	66	64.1	65.2	67.4	Yes	No	Windermere Chase
SB09	RSB09-043	1	B	67	66	63.3	64.4	70.2	Yes	No	Windermere Chase
SB09	RSB09-044	1	B	67	66	64.7	65.8	70.2	Yes	No	Windermere Chase
SB09	RSB09-045	2	B	67	66	64.8	65.8	78.5	Yes	No	Windermere Chase
SB09	RSB09-046	5	B	67	66	61.9	64.8	77.0	Yes	Yes	Windermere Chase
SB09	RSB09-047	3	B	67	66	65.7	66.8	78.3	Yes	No	Windermere Chase
SB10	RSB10-001	16	B	67	66	60.6	64.1	76.5	Yes	Yes	Cross Creek
SB10	RSB10-002	5	B	67	66	58.5	63.7	71.4	Yes	No	Cross Creek
SB10	RSB10-003	4	B	67	66	62.5	64.3	72.9	Yes	No	Cross Creek
SB10	RSB10-004	1	B	67	66	61.3	64.2	72.1	Yes	No	Cross Creek
SB10	RSB10-005	3	B	67	66	60.4	64.1	72.7	Yes	No	Cross Creek
SB10	RSB10-006	3	B	67	66	60.2	64.3	72.0	Yes	No	Cross Creek
SB10	RSB10-007	1	B	67	66	61.6	64.2	72.4	Yes	No	Cross Creek
SB10	RSB10-008	1	B	67	66	61.6	64.2	72.4	Yes	No	Cross Creek
SB10	RSB10-009	5	B	67	66	60.7	64.4	72.7	Yes	No	Cross Creek
SB10	RSB10-010	3	B	67	66	62.2	64	73.1	Yes	No	Cross Creek
SB10	RSB10-011	5	B	67	66	60.2	64.9	71.6	Yes	No	Cross Creek
SB10	RSB10-012	3	B	67	66	60	64.6	68.4	Yes	No	Cross Creek
SB10	RSB10-013	3	B	67	66	62.2	65	73.6	Yes	No	Cross Creek
SB10	RSB10-014	3	B	67	66	62.6	64.7	72.7	Yes	No	Cross Creek
SB10	RSB10-015	5	B	67	66	62.1	65.1	73.1	Yes	No	Cross Creek
SB10	RSB10-016	3	B	67	66	62	65.2	72.5	Yes	No	Cross Creek
SB10	RSB10-017	3	B	67	66	64.5	65.3	73.2	Yes	No	Cross Creek
SB10	RSB10-018	1	B	67	66	63.8	65.1	72.9	Yes	No	Cross Creek
SB10	RSB10-019	2	B	67	66	64.4	66.3	73.6	Yes	No	Cross Creek
SB10	RSB10-020	1	B	67	66	65.5	65.6	70.5	Yes	No	Cross Creek
SB10	RSB10-021	1	B	67	66	65.5	65.9	71.4	Yes	No	Cross Creek
SB10	RSB10-022	1	B	67	66	66.2	66.5	72.9	Yes	No	Cross Creek
SB10	RSB10-023	1	B	67	66	66.2	66.4	72.5	Yes	No	Cross Creek
SB10	RSB10-024	5	B	67	66	66.5	66.8	72.5	Yes	No	Cross Creek
SB12	RSB12-001	6	B	67	66	62.2	66.4	73.4	Yes	No	Villages of Wesmere
SB12	RSB12-002	2	B	67	66	63.1	66.6	73.8	Yes	No	Villages of Wesmere
SB12	RSB12-005	1	B	67	66	66.6	67.7	75.3	Yes	No	Villages of Wesmere

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
SB12	RSB12-008	5	B	67	66	63.3	67.5	65.5	No	No	Villages of Wesmere
SB12	RSB12-011	7	B	67	66	62.3	67.8	58.3	No	No	Villages of Wesmere
SB12	RSB12-012	2	B	67	66	63.6	68.3	66.7	Yes	No	Villages of Wesmere
SB12	RSB12-013	5	B	67	66	68.1	69.1	74.2	Yes	No	Villages of Wesmere
SB12	RSB12-018	7	B	67	66	69	70	75.6	Yes	No	Villages of Wesmere
SB12	RSB12-020	6	B	67	66	62.6	68.8	70.5	Yes	No	Villages of Wesmere
SB12	RSB12-021	3	B	67	66	64.5	69.4	67.2	Yes	No	Villages of Wesmere
SB12	RSB12-023	3	B	67	66	69.8	70.8	72.5	Yes	No	Villages of Wesmere
SB12	RSB12-024	5	B	67	66	63.8	67.5	60.5	No	No	Villages of Wesmere
SB12	RSB12-025	8	B	67	66	63	68.4	67.9	Yes	No	Villages of Wesmere
SB12	RSB12-026	2	B	67	66	65.3	70.3	66.8	Yes	No	Villages of Wesmere
SB12	RSB12-027	4	B	67	66	70.5	71.4	72.3	Yes	No	Villages of Wesmere
SB12	RSB12-028	3	B	67	66	65.9	70.9	66.9	Yes	No	Villages of Wesmere
SB12	RSB12-029	5	B	67	66	63	67.7	60.5	No	No	Villages of Wesmere
SB12	RSB12-030	8	B	67	66	64.1	69.9	63.6	No	No	Villages of Wesmere
SB12	RSB12-031	3	B	67	66	71.6	72.4	73.1	Yes	No	Villages of Wesmere
SB12	RSB12-032	5	B	67	66	62.8	68.4	60.5	No	No	Villages of Wesmere
SB12	RSB12-033	3	B	67	66	64.4	70.7	66.6	Yes	No	Villages of Wesmere
SB12	RSB12-034	2	B	67	66	66.8	71.7	67.3	Yes	No	Villages of Wesmere
SB12	RSB12-035	3	B	67	66	65.3	70.2	65.4	No	No	Villages of Wesmere
SB12	RSB12-036	5	B	67	66	64.5	69.4	60.5	No	No	Villages of Wesmere
SB12	RSB12-037	2	B	67	66	66.8	71.8	65.9	No	No	Villages of Wesmere
SB12	RSB12-038	4	B	67	66	64.6	71.2	69.2	Yes	No	Villages of Wesmere
SB12	RSB12-039	5	B	67	66	62.8	68.1	60.5	No	No	Villages of Wesmere
SB12	RSB12-040	2	B	67	66	72.4	72.9	77.1	Yes	No	Villages of Wesmere
SB12	RSB12-042	4	B	67	66	66	70.7	67.2	Yes	No	Villages of Wesmere
SB12	RSB12-044	5	B	67	66	66.1	69.6	67.3	Yes	No	Villages of Wesmere
SB12	RSB12-045	3	B	67	66	72.8	73.2	75.9	Yes	No	Villages of Wesmere
SB12	RSB12-046	5	B	67	66	65.6	70.1	61.9	No	No	Villages of Wesmere
SB12	RSB12-048	2	B	67	66	66.7	71.4	69.6	Yes	No	Villages of Wesmere
SB12	RSB12-050	5	B	67	66	65.8	69.4	64.9	No	No	Villages of Wesmere
SB12	RSB12-051	3	B	67	66	72.9	73.3	76.7	Yes	No	Villages of Wesmere
SB12	RSB12-055	4	B	67	66	72.7	73.1	76.2	Yes	No	Villages of Wesmere
SB12	RSB12-056	3	B	67	66	64.2	65.9	66.0	No	No	Villages of Wesmere
SB12	RSB12-057	4	B	67	66	64.1	65.8	65.1	No	No	Villages of Wesmere
SB12	RSB12-058	4	B	67	66	67.7	68.9	68.0	Yes	No	Villages of Wesmere
SB12	RSB12-060	4	B	67	66	64.9	66.6	67.0	Yes	No	Villages of Wesmere
SB13	RSB13-001A	1	B	67	66	62.9	63.5	65.5	No	No	Park Place at Maguire
SB13	RSB13-001B	1	B	67	66	62.9	63.3	65.2	No	No	Park Place at Maguire
SB13	RSB13-001C	1	B	67	66	63	63.3	65.1	No	No	Park Place at Maguire
SB13	RSB13-002A	1	B	67	66	64.9	65.4	68.9	Yes	No	Park Place at Maguire
SB13	RSB13-002B	1	B	67	66	64.6	65.2	68.5	Yes	No	Park Place at Maguire
SB13	RSB13-002C	1	B	67	66	64.8	65.1	68.4	Yes	No	Park Place at Maguire
SB13	RSB13-003A	1	B	67	66	64	64.3	65.7	No	No	Park Place at Maguire
SB13	RSB13-003B	1	B	67	66	63.9	64.4	65.8	No	No	Park Place at Maguire
SB13	RSB13-003C	1	B	67	66	64.1	64.1	65.8	No	No	Park Place at Maguire
SB13	RSB13-004A	2	B	67	66	62.3	62.5	65.5	No	No	Park Place at Maguire
SB13	RSB13-004B	2	B	67	66	62	62.6	65.1	No	No	Park Place at Maguire
SB13	RSB13-004C	2	B	67	66	62.4	62.1	65.0	No	No	Park Place at Maguire
SB13	RSB13-005A	1	B	67	66	68.5	68.9	72.1	Yes	No	Park Place at Maguire
SB13	RSB13-005B	1	B	67	66	68	68.5	71.6	Yes	No	Park Place at Maguire
SB13	RSB13-005C	1	B	67	66	68	68.4	71.5	Yes	No	Park Place at Maguire
SB13	RSB13-006A	1	B	67	66	62.8	62.9	63.0	No	No	Park Place at Maguire
SB13	RSB13-006B	1	B	67	66	63.1	63.2	64.1	No	No	Park Place at Maguire
SB13	RSB13-006C	1	B	67	66	63.1	63.3	64.2	No	No	Park Place at Maguire
SB13	RSB13-007A	2	B	67	66	47.4	47.7	47.4	No	No	Park Place at Maguire
SB13	RSB13-007B	2	B	67	66	48.8	53.4	47.9	No	No	Park Place at Maguire
SB13	RSB13-007C	2	B	67	66	53	48.4	50.4	No	No	Park Place at Maguire
SB13	RSB13-008A	1	B	67	66	71.3	71.7	73.8	Yes	No	Park Place at Maguire
SB13	RSB13-008B	1	B	67	66	70.7	71.1	73.3	Yes	No	Park Place at Maguire
SB13	RSB13-008C	1	B	67	66	70.7	71.2	73.3	Yes	No	Park Place at Maguire
SB13	RSB13-009A	4	B	67	66	51.4	51.5	47.0	No	No	Park Place at Maguire
SB13	RSB13-009B	4	B	67	66	52.1	58.1	48.9	No	No	Park Place at Maguire
SB13	RSB13-009C	4	B	67	66	57.8	52.3	50.3	No	No	Park Place at Maguire
SB13	RSB13-010A	1	B	67	66	61	60.9	61.9	No	No	Park Place at Maguire
SB13	RSB13-010B	1	B	67	66	62.2	62.4	62.6	No	No	Park Place at Maguire
SB13	RSB13-010C	1	B	67	66	62.3	62.2	62.8	No	No	Park Place at Maguire
SB13	RSB13-011A	2	B	67	66	57.1	57.3	56.8	No	No	Park Place at Maguire
SB13	RSB13-011B	2	B	67	66	58.5	59.4	57.2	No	No	Park Place at Maguire
SB13	RSB13-011C	2	B	67	66	59.2	58.7	57.7	No	No	Park Place at Maguire
SB13	RSB13-012A	1	B	67	66	72.1	72.6	74.6	Yes	No	Park Place at Maguire
SB13	RSB13-012B	1	B	67	66	71.6	72.1	74.2	Yes	No	Park Place at Maguire
SB13	RSB13-012C	1	B	67	66	71.6	72.1	74.2	Yes	No	Park Place at Maguire
SB13	RSB13-013A	1	B	67	66	64.7	64.9	66.8	Yes	No	Park Place at Maguire

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
SB13	RSB13-013B	1	B	67	66	64.4	64.8	66.4	Yes	No	Park Place at Maguire
SB13	RSB13-013C	1	B	67	66	64.6	64.6	66.4	Yes	No	Park Place at Maguire
SB13	RSB13-014A	1	B	67	66	66.1	66.5	67.6	Yes	No	Park Place at Maguire
SB13	RSB13-014B	1	B	67	66	65.8	66.1	67.2	Yes	No	Park Place at Maguire
SB13	RSB13-014C	1	B	67	66	65.8	66.1	67.1	Yes	No	Park Place at Maguire
SB13	RSB13-015A	1	B	67	66	65.5	65.8	52.6	No	No	Park Place at Maguire
SB13	RSB13-015B	1	B	67	66	65.2	65.6	53.9	No	No	Park Place at Maguire
SB13	RSB13-015C	1	B	67	66	65.3	65.5	54.4	No	No	Park Place at Maguire
SB13	RSB13-016A	1	B	67	66	73.4	73.9	76.0	Yes	No	Park Place at Maguire
SB13	RSB13-016B	1	B	67	66	72.9	73.5	75.6	Yes	No	Park Place at Maguire
SB13	RSB13-016C	1	B	67	66	73	73.4	75.7	Yes	No	Park Place at Maguire
SB13	RSB13-018A	1	B	67	66	58.8	61.8	62.4	No	No	Park Place at Maguire
SB13	RSB13-018B	1	B	67	66	59.1	59.5	63.2	No	No	Park Place at Maguire
SB13	RSB13-018C	1	B	67	66	61.3	57.9	64.1	No	No	Park Place at Maguire
SB13	RSB13-019A	2	B	67	66	57.5	61.3	60.8	No	No	Park Place at Maguire
SB13	RSB13-019B	2	B	67	66	58.1	58.5	62.4	No	No	Park Place at Maguire
SB13	RSB13-019C	2	B	67	66	60.9	54.2	63.5	No	No	Park Place at Maguire
SB13	RSB13-020A	1	B	67	66	54.1	58.1	57.5	No	No	Park Place at Maguire
SB13	RSB13-020B	1	B	67	66	55.2	55.5	59.2	No	No	Park Place at Maguire
SB13	RSB13-020C	1	B	67	66	57.9	54.1	60.4	No	No	Park Place at Maguire
SB13	RSB13-021A	4	B	67	66	53.9	57.4	51.1	No	No	Park Place at Maguire
SB13	RSB13-021B	4	B	67	66	55.5	55.7	52.2	No	No	Park Place at Maguire
SB13	RSB13-021C	4	B	67	66	57.2	55.6	52.6	No	No	Park Place at Maguire
SB13	RSB13-022A	1	B	67	66	55.7	58.6	66.8	Yes	No	Park Place at Maguire
SB13	RSB13-022B	1	B	67	66	56.8	56.8	71.2	Yes	No	Park Place at Maguire
SB13	RSB13-022C	1	B	67	66	58.5	76	71.6	Yes	No	Park Place at Maguire
SB13	RSB13-023A	1	B	67	66	75.5	76.8	78.3	Yes	No	Park Place at Maguire
SB13	RSB13-023B	1	B	67	66	75.9	76.4	78.9	Yes	No	Park Place at Maguire
SB13	RSB13-023C	1	B	67	66	76.2	67.3	79.1	Yes	No	Park Place at Maguire
SB13	RSB13-025A	1	B	67	66	67	68.1	68.4	Yes	No	Park Place at Maguire
SB13	RSB13-025B	1	B	67	66	67.9	62.5	69.5	Yes	No	Park Place at Maguire
SB13	RSB13-025C	1	B	67	66	68.2	63.2	70.0	Yes	No	Park Place at Maguire
SB13	RSB13-026A	1	B	67	66	62	62.1	64.6	No	No	Park Place at Maguire
SB13	RSB13-026B	1	B	67	66	61.7	63.7	64.5	No	No	Park Place at Maguire
SB13	RSB13-026C	1	B	67	66	62.8	63.3	65.2	No	No	Park Place at Maguire
SB13	RSB13-027A	2	B	67	66	63.2	64.5	63.5	No	No	Park Place at Maguire
SB13	RSB13-027B	2	B	67	66	62.9	67.4	63.0	No	No	Park Place at Maguire
SB13	RSB13-027C	2	B	67	66	64	70.1	63.0	No	No	Park Place at Maguire
SB13	RSB13-028A	1	B	67	66	67.2	69.2	68.8	Yes	No	Park Place at Maguire
SB13	RSB13-028B	1	B	67	66	68.9	64.8	71.1	Yes	No	Park Place at Maguire
SB13	RSB13-028C	1	B	67	66	69.7	66.5	72.2	Yes	No	Park Place at Maguire
SB13	RSB13-029A	1	B	67	66	64.4	65.5	65.9	No	No	Park Place at Maguire
SB13	RSB13-029B	1	B	67	66	65	69	66.8	Yes	No	Park Place at Maguire
SB13	RSB13-029C	1	B	67	66	66	68.9	68.0	Yes	No	Park Place at Maguire
SB13	RSB13-031A	1	B	67	66	68.5	75.2	70.2	Yes	No	Park Place at Maguire
SB13	RSB13-031B	1	B	67	66	68.1	79	69.7	Yes	No	Park Place at Maguire
SB13	RSB13-031C	1	B	67	66	68.4	78.8	69.7	Yes	No	Park Place at Maguire
SB13	RSB13-032A	1	B	67	66	74.8	52.8	77.7	Yes	No	Park Place at Maguire
SB13	RSB13-032B	1	B	67	66	78.2	58.9	81.0	Yes	No	Park Place at Maguire
SB13	RSB13-032C	1	B	67	66	78.5	54.6	81.2	Yes	No	Park Place at Maguire
SB13	RSB13-033A	4	B	67	66	52.7	72.8	53.7	No	No	Park Place at Maguire
SB13	RSB13-033B	4	B	67	66	54.7	79	54.1	No	No	Park Place at Maguire
SB13	RSB13-033C	4	B	67	66	58.7	78.5	55.8	No	No	Park Place at Maguire
SB13	RSB13-034A	1	B	67	66	72.3	52.7	75.5	Yes	No	Park Place at Maguire
SB13	RSB13-034B	1	B	67	66	77.9	58.3	80.5	Yes	No	Park Place at Maguire
SB13	RSB13-034C	1	B	67	66	78.4	54.2	81.0	Yes	No	Park Place at Maguire
SB13	RSB13-035A	1	B	67	66	52.7	63.5	51.3	No	No	Park Place at Maguire
SB13	RSB13-035B	1	B	67	66	54.1	66.9	52.0	No	No	Park Place at Maguire
SB13	RSB13-035C	1	B	67	66	58.1	64.7	53.8	No	No	Park Place at Maguire
SB13	RSB13-036A	1	B	67	66	63.1	67.3	65.8	No	No	Park Place at Maguire
SB13	RSB13-036B	1	B	67	66	64.2	71	68.1	Yes	No	Park Place at Maguire
SB13	RSB13-036C	1	B	67	66	66.4	69.8	69.3	Yes	No	Park Place at Maguire
SB13	RSB13-037A	1	B	67	66	67.1	65.2	68.8	Yes	No	Park Place at Maguire
SB13	RSB13-037B	1	B	67	66	69.5	72.6	71.9	Yes	No	Park Place at Maguire
SB13	RSB13-037C	1	B	67	66	70.6	70.2	73.0	Yes	No	Park Place at Maguire
SB13	RSB13-038A	2	B	67	66	64.8	71.6	68.7	Yes	No	Park Place at Maguire
SB13	RSB13-038B	2	B	67	66	69.6	77.9	73.9	Yes	No	Park Place at Maguire
SB13	RSB13-038C	2	B	67	66	71.9	77.4	74.6	Yes	No	Park Place at Maguire
SB13	RSB13-039A	1	B	67	66	71.1	70.3	74.9	Yes	No	Park Place at Maguire
SB13	RSB13-039B	1	B	67	66	76.7	75.8	79.3	Yes	No	Park Place at Maguire
SB13	RSB13-039C	1	B	67	66	77.3	75	79.8	Yes	No	Park Place at Maguire
SB13	RSB13-040A	1	B	67	66	70	60.6	73.2	Yes	No	Park Place at Maguire
SB13	RSB13-040B	1	B	67	66	74.4	64.6	77.3	Yes	No	Park Place at Maguire
SB13	RSB13-040C	1	B	67	66	75.2	75.5	78.1	Yes	No	Park Place at Maguire

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
SB14	RSB14-001	2	B	67	66	63.3	64.3	66.2	Yes	No	Brookestone
SB14	RSB14-002	5	B	67	66	62.8	64.3	64.3	No	No	Brookestone
SB14	RSB14-003	8	B	67	66	63.1	64.2	65.4	No	No	Brookestone
SB14	RSB14-004	3	B	67	66	64.6	66.6	65.4	No	No	Brookestone
SB14	RSB14-005	1	B	67	66	67.1	69.1	68.4	Yes	No	Brookestone
SB14	RSB14-006	1	B	67	66	66.7	68.7	68.0	Yes	No	Brookestone
SB14	RSB14-007	3	B	67	66	63.6	64.6	66.2	Yes	No	Brookestone
SB14	RSB14-008	4	B	67	66	65.8	67.9	66.9	Yes	No	Brookestone
SB14	RSB14-009	1	B	67	66	63.6	64.5	66.7	Yes	No	Brookestone
SB14	RSB14-010	4	B	67	66	64.1	65.8	64.5	No	No	Brookestone
SB14	RSB14-011	7	B	67	66	63.9	65.3	64.3	No	No	Brookestone
SB14	RSB14-012	4	B	67	66	64.9	66.8	65.3	No	No	Brookestone
SB14	RSB14-013	3	B	67	66	63.9	65.3	64.4	No	No	Brookestone
SB14	RSB14-014	5	B	67	66	65	65.8	67.9	Yes	No	Brookestone
SB14	RSB14-015	3	B	67	66	65.7	67.6	66.3	Yes	No	Brookestone
SB14	RSB14-016	7	B	67	66	63.7	64.7	65.7	No	No	Brookestone
SB14	RSB14-017	5	B	67	66	62.6	63.1	64.5	No	No	Brookestone
SB14	RSB14-018	7	B	67	66	63.8	65.1	65.6	No	No	Brookestone
SB14	RSB14-019	7	B	67	66	64.1	65.4	64.9	No	No	Brookestone
SB14	RSB14-020	5	B	67	66	66.6	66.8	69.2	Yes	No	Brookestone
SB14	RSB14-021	2	B	67	66	67.1	69.1	68.7	Yes	No	Brookestone
SB14	RSB14-022	6	B	67	66	65	66.8	64.0	No	No	Brookestone
SB14	RSB14-023	6	B	67	66	64.4	65.7	64.9	No	No	Brookestone
SB14	RSB14-024	3	B	67	66	66.4	68.3	68.1	Yes	No	Brookestone
SB14	RSB14-025	7	B	67	66	64.9	66.5	64.6	No	No	Brookestone
SB14	RSB14-026	3	B	67	66	66.9	68.7	67.8	Yes	No	Brookestone
SB14	RSB14-027	4	B	67	66	64.3	65.6	65.7	No	No	Brookestone
SB14	RSB14-028	5	B	67	66	62.5	63.4	65.3	No	No	Brookestone
SB14	RSB14-029	3	B	67	66	65.1	66.4	65.1	No	No	Brookestone
SB14	RSB14-030	2	B	67	66	66.3	68.1	67.8	Yes	No	Brookestone
SB14	RSB14-031	3	B	67	66	65.9	67.6	65.9	No	No	Brookestone
SB14	RSB14-032	3	B	67	66	65.7	66.9	65.7	No	No	Brookestone
SB14	RSB14-033	4	B	67	66	65.3	66.6	65.3	No	No	Brookestone
SB14	RSB14-034	1	B	67	66	66.5	68.3	68.4	Yes	No	Brookestone
SB14	RSB14-035	1	B	67	66	66.2	67.9	67.0	Yes	No	Brookestone
SB14	RSB14-036	1	B	67	66	66.8	68.5	68.3	Yes	No	Brookestone
SB14	RSB14-037	7	B	67	66	65.5	66.7	65.7	No	No	Brookestone
SB14	RSB14-038	1	B	67	66	64.5	65.5	65.8	No	No	Brookestone
SB14	RSB14-039	5	B	67	66	65.1	66.4	65.5	No	No	Brookestone
SB14	RSB14-040	1	B	67	66	66.5	68.1	67.8	Yes	No	Brookestone
SB14	RSB14-041	1	B	67	66	64	65.1	65.3	No	No	Brookestone
SB14	RSB14-042	1	B	67	66	66.8	68.5	68.0	Yes	No	Brookestone
SB14	RSB14-043	1	B	67	66	64.6	65.7	65.7	No	No	Brookestone
SB14	RSB14-044	5	B	67	66	66.4	67.7	65.4	No	No	Brookestone
SB14	RSB14-045	1	B	67	66	66.9	68.6	68.4	Yes	No	Brookestone
SB14	RSB14-046	1	B	67	66	66.1	67.1	66.6	Yes	No	Brookestone
SB14	RSB14-047	9	B	67	66	66.3	67.5	66.6	Yes	No	Brookestone
SB14	RSB14-048	1	B	67	66	68.6	69.6	69.0	Yes	No	Brookestone
SB14	RSB14-049	1	B	67	66	69.1	69.9	69.1	Yes	No	Brookestone
SB14	RSB14-050	1	B	67	66	69.3	70.1	68.6	Yes	No	Brookestone
SB14	RSB14-051	1	B	67	66	69.9	70.5	69.0	Yes	No	Brookestone
SB14	RSB14-052	1	B	67	66	69.9	70.5	68.8	Yes	No	Brookestone
SB14	RSB14-053	1	B	67	66	67.3	68.6	67.4	Yes	No	Brookestone
SB14	RSB14-054	1	B	67	66	66.3	67.7	67.4	Yes	No	Brookestone
SB14	RSB14-055	1	B	67	66	69.7	70.5	67.6	Yes	No	Brookestone
SB14	RSB14-056	3	B	67	66	69.8	70.6	67.6	Yes	No	Brookestone
SB14	RSB14-057	3	B	67	66	67.7	68.6	68.3	Yes	No	Brookestone
SB14	RSB14-058	5	B	67	66	65	66	64.9	No	No	Brookestone
SB14	RSB14-059	1	B	67	66	69.9	70.6	68.2	Yes	No	Brookestone
SB14	RSB14-060	1	B	67	66	66.9	68.2	67.3	Yes	No	Brookestone
SB15	RSB15-001	1	B	67	66	69.9	70.6	71.5	Yes	No	Inspiration Modern Living
SB15	RSB15-002	1	B	67	66	68.5	68.3	70.0	Yes	No	Inspiration Modern Living
SB15	RSB15-003	1	B	67	66	68.6	68.4	70.1	Yes	No	Inspiration Modern Living
SB15	RSB15-004	1	B	67	66	68.3	68.1	70.3	Yes	No	Inspiration Modern Living
SB15	RSB15-005	1	B	67	66	68.6	68.5	70.5	Yes	No	Inspiration Modern Living
SB15	RSB15-006	1	B	67	66	68.6	68.4	70.8	Yes	No	Inspiration Modern Living
SB15	RSB15-007	1	B	67	66	68.5	68.4	71.0	Yes	No	Inspiration Modern Living
SB15	RSB15-008	1	B	67	66	68.7	68.7	71.5	Yes	No	Inspiration Modern Living
SB17	RSB17-001	1	B	67	66	66.9	68.7	66.9	Yes	No	Inspired Living Pool
SB20	RSB20-001	1	B	67	66	67.7	68.6	68.0	Yes	No	Single Family Residence
SB20	RSB20-002	1	B	67	66	68.3	69.4	68.2	Yes	No	Single Family Residence
SB20	RSB20-003	1	B	67	66	68.8	69.9	68.5	Yes	No	Single Family Residence
SB20	RSB20-004	1	B	67	66	68.7	69.9	68.4	Yes	No	Single Family Residence
SB20	RSB20-005	1	B	67	66	68.9	70.3	70.0	Yes	No	Single Family Residence



Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
SB20	RSB20-006	1	B	67	66	61.9	63.1	64.4	No	No	Single Family Residence
SB22	RSB22-001	1	B	67	66	67.1	68.3	69.1	Yes	No	Do Good Farm
SB24	RSB24-001	3	B	67	66	50	49.3	50.0	No	No	Single Family Residence
SB24	RSB24-002	4	B	67	66	66.6	67.4	66.6	Yes	No	Single Family Residence
SB24	RSB24-003	1	B	67	66	68.7	70.2	68.7	Yes	No	Single Family Residence
SB24	RSB24-004	1	B	67	66	68.9	70.5	68.9	Yes	No	Single Family Residence
SB25	RSB25-001	7	B	67	66	63.1	65.1	61.5	No	No	Roper Reserve
SB25	RSB25-002	5	B	67	66	61.2	65.6	61.1	No	No	Roper Reserve
SB25	RSB25-003	4	B	67	66	61.3	65.4	62.9	No	No	Roper Reserve
SB25	RSB25-004	10	B	67	66	63.8	67.1	63.1	No	No	Roper Reserve
SB25	RSB25-005	5	B	67	66	64.4	67.1	60.7	No	No	Roper Reserve
SB25	RSB25-006	2	B	67	66	63.1	66	63.2	No	No	Deerfield Place
SB25	RSB25-007	3	B	67	66	66.4	67.8	62.0	No	No	Deerfield Place
SB25	RSB25-008	4	B	67	66	66.4	68.1	63.4	No	No	Roper Reserve
SB25	RSB25-009	5	B	67	66	66.4	68	63.4	No	No	Roper Reserve
SB25	RSB25-010	3	B	67	66	63.3	67.1	66.2	Yes	No	Roper Reserve
SB25	RSB25-011	2	B	67	66	65.7	68	64.5	No	No	Roper Reserve
SB25	RSB25-012	2	B	67	66	65.8	67.4	68.3	Yes	No	Deerfield Place
SB25	RSB25-013	1	B	67	66	64.2	67.8	65.1	No	No	Roper Reserve
SB25	RSB25-014	3	B	67	66	67.4	69	62.4	No	No	Roper Reserve
SB25	RSB25-015	3	B	67	66	66.3	68.4	63.4	No	No	Roper Reserve
SB25	RSB25-016	5	B	67	66	67	69.4	67.2	Yes	No	Roper Reserve
SB25	RSB25-017	5	B	67	66	67.7	69.5	66.6	Yes	No	Roper Reserve
SB25	RSB25-018	1	B	67	66	67.6	69.1	67.6	Yes	No	Deerfield Place
SB25	RSB25-019	1	B	67	66	66.2	69	66.8	Yes	No	Roper Reserve
SB25	RSB25-020	1	B	67	66	69.4	70.5	68.2	Yes	No	Deerfield Place
SB25	RSB25-021	2	B	67	66	67	68.8	69.4	Yes	No	Roper Reserve
SB25	RSB25-022	1	B	67	66	67.9	69.5	63.5	No	No	Roper Reserve
SB25	RSB25-023	5	B	67	66	68.2	69.7	62.4	No	No	Roper Reserve
SB25	RSB25-024	2	B	67	66	68.8	70.3	70.2	Yes	No	Roper Reserve
SB25	RSB25-025	3	B	67	66	69.4	71	70.8	Yes	No	Roper Reserve
SB25	RSB25-026	2	B	67	66	69.2	70.8	69.4	Yes	No	Roper Reserve
SB25	RSB25-027	3	B	67	66	68.9	70.5	60.8	No	No	Roper Reserve
SB25	RSB25-028	1	B	67	66	69.7	71.2	58.7	No	No	Roper Reserve
SB25	RSB25-029	2	B	67	66	68.7	70.2	71.7	Yes	No	Roper Reserve
SB25	RSB25-030	5	B	67	66	68.3	69.9	70.4	Yes	No	Roper Reserve
SB25	RSB25-031	1	B	67	66	68	69.5	67.2	Yes	No	Roper Reserve
SB25	RSB25-033	1	B	67	66	68.7	70.3	70.3	Yes	No	Single Family Residence
SB25	RSB25-034	1	B	67	66	69	70.5	68.6	Yes	No	Single Family Residence
SB25	RSB25-035	1	B	67	66	68.6	70.1	71.4	Yes	No	Single Family Residence
SB25	RSB25-036	1	B	67	66	68.4	70	68.3	Yes	No	Single Family Residence
SB25	RSB25-037	1	B	67	66	66.7	68.9	69.5	Yes	No	Single Family Residence
SB25	RSB25-038	1	B	67	66	69.6	71.1	59.0	No	No	Single Family Residence
SB25	RSB25-039	1	B	67	66	65.8	67.2	58.3	No	No	Single Family Residence
SB25	RSB25-040	1	B	67	66	66.3	67.8	61.7	No	No	Single Family Residence
SB27	NSB27-001	1	B	67	66	0	0	0.0	No	No	Southern Pine Apartments
SB27	NSB27-002	1	B	67	66	0	0	0.0	No	No	Southern Pine Apartments
SB27	RSB27-004	8	B	67	66	69.8	70.5	66.8	Yes	No	Southern Pine Apartments
SB27	RSB27-005	4	B	67	66	67.6	68.1	66.5	Yes	No	Southern Pine Apartments
SB27	RSB27-006	4	B	67	66	66.8	67.5	65.7	No	No	Southern Pine Apartments
SB27	RSB27-007	4	B	67	66	67.3	68	66.3	Yes	No	Southern Pine Apartments
SB27	RSB27-008	4	B	67	66	65.1	66.6	63.7	No	No	Southern Pine Apartments
SB27	RSB27-009	4	B	67	66	64.7	66.3	63.2	No	No	Southern Pine Apartments
SB27	RSB27-010	4	B	67	66	66.5	67.5	64.7	No	No	Southern Pine Apartments
SB27	RSB27-011	4	B	67	66	65.6	66.9	64.0	No	No	Southern Pine Apartments
SB27	RSB27-012	4	B	67	66	65	66.4	63.2	No	No	Southern Pine Apartments
SB27	RSB27-013	4	B	67	66	67.7	68.4	64.4	No	No	Southern Pine Apartments
SB27	RSB27-014	4	B	67	66	66.6	67.5	64.3	No	No	Southern Pine Apartments
SB27	RSB27-015	8	B	67	66	66	67.1	63.9	No	No	Southern Pine Apartments
SB27	RSB27-016	4	B	67	66	66.9	68.5	65.0	No	No	Southern Pine Apartments
SB27	RSB27-017	4	B	67	66	68.2	68.9	65.9	No	No	Southern Pine Apartments
SB27	RSB27-018	4	B	67	66	64	66.1	62.2	No	No	Southern Pine Apartments
SB27	RSB27-019	4	B	67	66	64.6	66.2	62.6	No	No	Southern Pine Apartments
SB27	RSB27-020	4	B	67	66	69	69.6	66.4	Yes	No	Southern Pine Apartments
SB27	RSB27-021	4	B	67	66	68.3	69	64.0	No	No	Southern Pine Apartments
SB27	RSB27-022	4	B	67	66	64.8	65.8	62.6	No	No	Southern Pine Apartments
SB27	NSB27-023	1	B	67	66	0	0	0.0	No	No	Southern Pine Apartments
SB27	RSB27-024	1	B	67	66	67.2	69.1	64.9	No	No	Southern Pine Apartments
SB27	RSB27-025	4	B	67	66	68.1	69.9	67.1	Yes	No	Southern Pine Apartments
SB27	RSB27-026	4	B	67	66	69.5	70.2	65.7	No	No	Southern Pine Apartments
SB27	RSB27-027	2	B	67	66	70.7	71.3	64.5	No	No	Southern Pine Apartments
SB27	RSB27-028	2	B	67	66	71.5	72.1	68.0	Yes	No	Southern Pine Apartments
SB27	RSB27-029	2	B	67	66	62.5	62.6	59.7	No	No	Southern Pine Apartments
SB27	RSB27-030	2	B	67	66	66.1	66.6	63.6	No	No	Southern Pine Apartments

Predicted Noise Levels

Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
SB27	RSB27-031	2	B	67	66	71.9	72.5	68.3	Yes	No	Southern Pine Apartments
SB27	RSB27-032	2	B	67	66	71.2	71.8	67.9	Yes	No	Southern Pine Apartments
SB27	RSB27-033	2	B	67	66	72.5	73.2	69.4	Yes	No	Southern Pine Apartments
SB27	RSB27-034	2	B	67	66	58.9	58.9	51.0	No	No	Southern Pine Apartments
SB27	RSB27-035	2	B	67	66	58.9	58.9	51.3	No	No	Southern Pine Apartments
SB27	RSB27-036	2	B	67	66	68.1	70.1	67.6	Yes	No	Southern Pine Apartments
SB27	RSB27-037	2	B	67	66	67.7	68.2	64.7	No	No	Southern Pine Apartments
SB27	RSB27-038	2	B	67	66	57.3	57.1	53.3	No	No	Southern Pine Apartments
SB27	RSB27-039	2	B	67	66	67.9	68.6	64.0	No	No	Southern Pine Apartments
SB27	RSB27-040	2	B	67	66	67.3	68	66.4	Yes	No	Southern Pine Apartments
SB27	RSB27-041	2	B	67	66	72.4	73	70.0	Yes	No	Southern Pine Apartments
SB27	RSB27-043	2	B	67	66	68.6	69.3	67.7	Yes	No	Southern Pine Apartments
SB27	RSB27-044	2	B	67	66	73.4	74.1	73.2	Yes	No	Southern Pine Apartments
SB27	RSB27-045	2	B	67	66	72.7	73.3	70.6	Yes	No	Southern Pine Apartments
SB27	RSB27-046	2	B	67	66	69.5	70.1	66.7	Yes	No	Southern Pine Apartments
SB27	RSB27-047	2	B	67	66	69.2	69.9	66.4	Yes	No	Southern Pine Apartments
SB27	RSB27-049	2	B	67	66	66.8	67.5	65.5	No	No	Southern Pine Apartments
SB27	RSB27-050	2	B	67	66	69.4	70.1	65.7	No	No	Southern Pine Apartments
SB27	RSB27-050	2	B	67	66	69.4	70.1	65.7	No	No	Southern Pine Apartments
SB27	RSB27-051	2	B	67	66	67.4	68.1	62.9	No	No	Southern Pine Apartments
SB27	RSB27-052	2	B	67	66	67.1	67.8	64.0	No	No	Southern Pine Apartments
SB27	RSB27-054	4	B	67	66	68.7	69.9	68.4	Yes	No	Southern Pine Apartments
SB27	RSB27-055	2	B	67	66	73.9	74.5	73.4	Yes	No	Southern Pine Apartments
SB27	RSB27-056	4	B	67	66	69.3	70.1	66.4	Yes	No	Southern Pine Apartments
SB27	RSB27-057	2	B	67	66	67	67.7	64.7	No	No	Southern Pine Apartments
SB27	RSB27-058	1	B	67	66	69.2	70	66.1	Yes	No	Southern Pine Apartments
SB27	RSB27-059	1	B	67	66	66.2	66.9	62.7	No	No	Southern Pine Apartments
SB27	RSB27-060	1	B	67	66	70.1	70.8	67.3	Yes	No	Southern Pine Apartments
SB27	RSB27-061	1	B	67	66	70.5	71.2	67.1	Yes	No	Southern Pine Apartments
SB27	RSB27-062	1	B	67	66	70.6	71.3	67.0	Yes	No	Southern Pine Apartments
SB27	RSB27-065	2	B	67	66	71.2	71.9	67.6	Yes	No	Southern Pine Apartments
SB27	RSB27-067	2	B	67	66	70.4	71.1	67.4	Yes	No	Southern Pine Apartments
SB27	RSB27-068	2	B	67	66	69.7	69.8	69.6	Yes	No	Southern Pine Apartments



**Appendix B-2**  
**Predicted Noise Levels**

Predicted Noise Levels

Appendix B-2

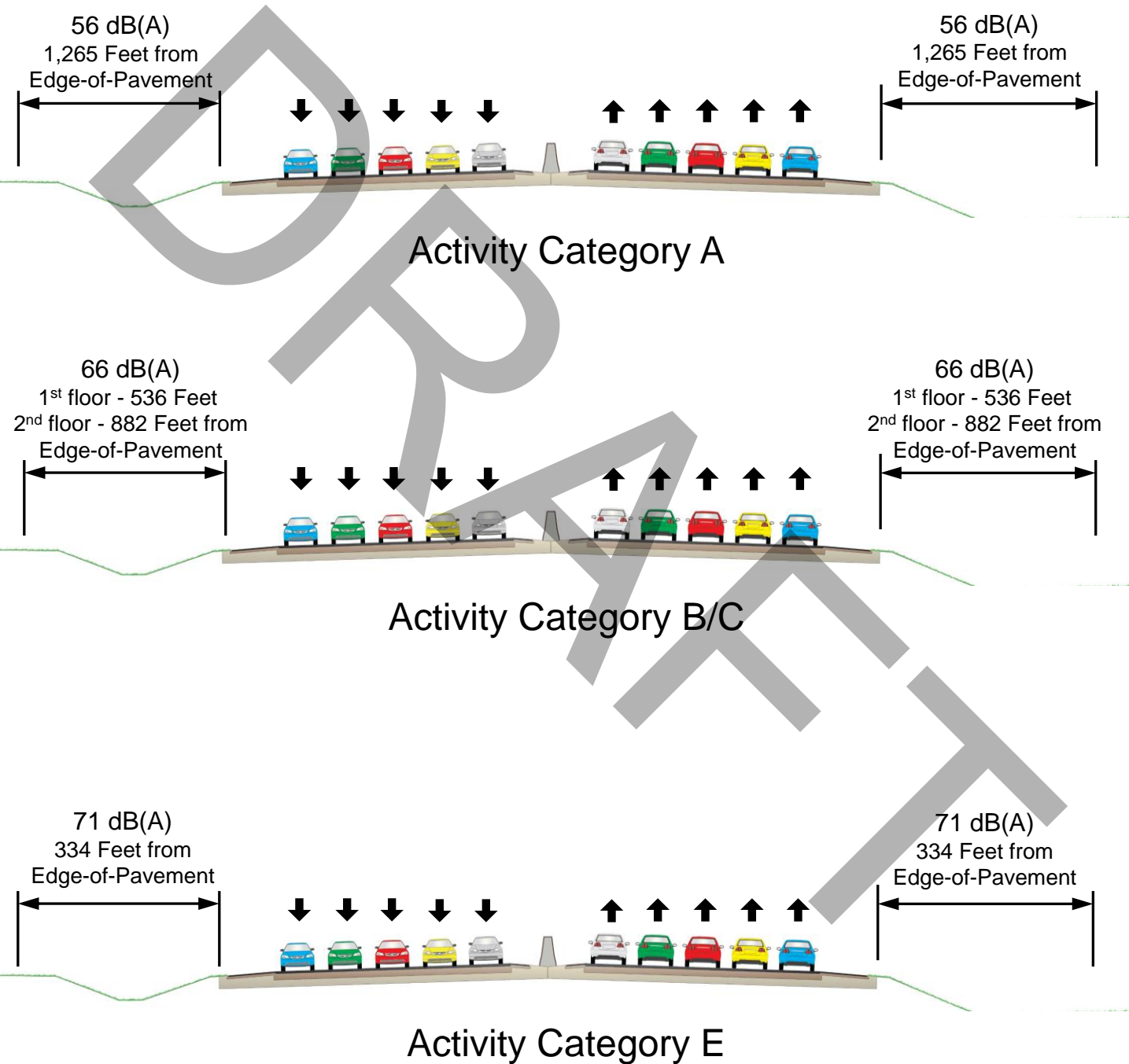
Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
<b>XX.X</b>	NAC D Interior Receptor (-25 dB interior use adjustment)										
NB01	NNB01-001	1	C	67	66	68.1	68.8	68.9	Yes	No	Pine Ridge Church
NB07	NNB07-001	1	C	67	66	67.1	67.3	69.3	Yes	No	Premier Academy Playground
NB08	NNB08-019	1	C	67	66	66.9	67.2	69.6	Yes	No	Nehrling Gardens Outdoor Seating
NB09	NNB09-001	1	C	67	66	68.5	68.5	74.3	Yes	No	New Life Worship Center Outdoor Benches
NB09	NNB09-002	1	C	67	66	74.1	74.6	74.7	Yes	No	New Life Worship Center Playground
NB09	NNB09-003	1	C	67	66	74.1	74.7	75.1	Yes	No	New Life Worship Center Playground
NB09	NNB09-004	1	C	67	66	73.7	74.2	68.7	Yes	No	New Life Worship Center Playground
NB12	NNB12-001	1	D	52	51	47.5	16	48.7	No	No	Gotha Italian Congregation
NB12	NNB12-002	1	D	52	51	46	46.5	47.0	No	No	Orlando Portuguese Congregation
NB13	NNB13-001	1	C	67	66	66.4	66.3	75.8	Yes	No	Camp Ithiel Outdoor Seating
NB13	NNB13-002	1	C	67	66	66.9	66.7	76.0	Yes	No	Camp Ithiel Court
NB13	NNB13-003	1	C	67	66	68.4	68.1	75.8	Yes	No	Camp Ithiel Pool
NB15	NNB15-018	1	C	67	66	65	66.5	67.6	Yes	No	Saddlebrook
NB15	NNB15-019	1	C	67	66	64.3	66.2	67.5	Yes	No	Saddlebrook
NB19	NNB19-001	1	E	72	71	67.2	66.8	67.9	No	No	Orlando Health Outdoor Bench
NB19	NNB19-002	1	E	72	71	69.7	69.3	71.5	Yes	No	Rusteak Outdoor Benches
NB19	NNB19-003	1	E	72	71	70	69.7	71.9	Yes	No	Rusteak Outdoor Benches
NB19	NNB19-004	1	E	72	71	70	69.6	71.9	Yes	No	Rusteak Outdoor Benches
NB19	NNB19-005	1	E	72	71	69.7	69.3	71.7	Yes	No	Rusteak Outdoor Benches
NB21	NNB21-001	1	E	72	71	72.6	72.6	73.0	No	No	Miller's Ale House Outdoor Seating
NB23	NNB23-027	1	C	67	66	63.8	66.2	65.3	No	No	Sterling Pointe
NB25	NNB25-001	1	C	67	66	78.6	79.3	80.1	Yes	No	West Orange Church of Christ Field
NB25	NNB25-002	1	C	67	66	78.6	79.3	80.0	Yes	No	West Orange Church of Christ Field
NB25	NNB25-003	1	C	67	66	78.5	79.3	79.9	Yes	No	West Orange Church of Christ Field
NB25	NNB25-004	1	C	67	66	78	78.7	79.3	Yes	No	West Orange Church of Christ Field
NB25	NNB25-005	1	C	67	66	76.6	77.3	77.4	Yes	No	West Orange Church of Christ Picnic Bench
NB25	NNB25-006	1	C	67	66	76.3	77	77.2	Yes	No	West Orange Church of Christ Field
NB25	NNB25-007	1	C	67	66	76.2	76.9	77.0	Yes	No	West Orange Church of Christ Field
NB25	NNB25-008	1	C	67	66	74.1	74.8	74.2	Yes	No	West Orange Church of Christ Field
NB25	NNB25-009	1	C	67	66	74.1	74.8	74.3	Yes	No	West Orange Church of Christ Field
NB25	NNB25-010	1	C	67	66	74	74.7	74.2	Yes	No	West Orange Church of Christ Field
NB26	NNB26-032	1	C	67	66	58	58.5	58.5	No	No	Promenade Apartment Homes Tennis Court
NB26	NNB26-037	1	C	67	66	57.4	57.8	57.8	No	No	Promenade Apartment Homes Volleyball Court
NB26	NNB26-049	1	C	67	66	62	61.9	62.3	No	No	Promenade Apartment Homes
NB27	NNB27-089	1	C	67	66	55.5	56.4	57.5	No	No	Village Grove Pool
NB29	NNB29-036	1	C	67	66	69.7	70.7	74.2	Yes	No	Orange West Village Pool
NB32	NNB32-055	1	C	67	66	59.4	58.9	61.2	No	No	Country Gardens Apartments Volleyball Court
NB32	NNB32-058	1	C	67	66	61.8	61.6	62.5	No	No	Country Gardens Apartments Court
NB33	NNB33-044	1	C	67	66	66.5	69.3	66.1	Yes	No	Tucker Oaks Condominiums
NB33	NNB33-045	1	C	67	66	66.3	69	66.0	No	No	Tucker Oaks Condominiums
NB36	NNB36-064	1	C	67	66	63.6	64.3	73.2	Yes	No	Longleaf at Oakland Pool
NB37	NNB37-030	1	C	67	66	71.1	73.1	71.6	Yes	No	Avenue on Oakland Pool
SB11	NSB11-001	1	C	67	66	68.3	69.1	76.3	Yes	No	Westbrooke Elementary Athletic Field
SB11	NSB11-002	1	C	67	66	69.9	70.5	76.5	Yes	No	Westbrooke Elementary Athletic Field
SB11	NSB11-003	1	C	67	66	69.2	69.9	76.4	Yes	No	Westbrooke Elementary Athletic Field
SB11	NSB11-004	1	C	67	66	70.4	71	76.5	Yes	No	Westbrooke Elementary Playground
SB11	NSB11-005	1	C	67	66	70.7	71.4	76.3	Yes	No	Westbrooke Elementary Basketball Courts
SB11	NSB11-006	1	C	67	66	71.1	71.7	76.6	Yes	No	Westbrooke Elementary Basketball Courts
SB11	NSB11-007	1	C	67	66	70.1	70.8	76.1	Yes	No	Westbrooke Elementary Athletic Field
SB11	NSB11-008	1	C	67	66	69.2	70	75.9	Yes	No	Westbrooke Elementary Athletic Field
SB11	NSB11-009	1	C	67	66	71.4	72	76.5	Yes	No	Westbrooke Elementary Basketball Courts
SB11	NSB11-010	1	C	67	66	71.7	72.3	76.9	Yes	No	Westbrooke Elementary Basketball Courts
SB11	NSB11-011	1	C	67	66	72.2	72.8	75.5	Yes	No	Westbrooke Elementary Playground
SB13	NSB13-017	1	C	67	66	60.2	59.3	63.8	No	No	Park Place at Maguire Outdoor Seating
SB13	NSB13-024	1	C	67	66	64.2	68.4	66.2	Yes	No	Park Place at Maguire Outdoor Seating
SB13	NSB13-030	1	C	67	66	75	68.5	77.6	Yes	No	Park Place at Maguire Pool
SB16	NSB16-001	1	C	67	66	72.8	72.7	65.6	No	No	Primrose School Playground
SB16	NSB16-002	1	C	67	66	70.4	70.2	62.5	No	No	Primrose School Playground
SB16	NSB16-003	1	C	67	66	72.7	72.6	65.4	No	No	Primrose School Playground
SB16	NSB16-004	1	C	67	66	69.9	69.7	64.4	No	No	Primrose School Playground
SB16	NSB16-005	1	C	67	66	77.7	77.6	66.0	No	No	Amazing Way Playground
SB16	NSB16-006	1	C	67	66	77.8	77.7	66.4	Yes	No	Amazing Way Playground
SB18	NSB18-001	1	C	67	66	72.1	74.9	72.1	Yes	No	Southwest Aquatics Pool
SB18	NSB18-002	1	C	67	66	69.1	71.5	69.1	Yes	No	Children's Lighthouse of Winter Garden Playground
SB18	NSB18-003	1	C	67	66	70.3	72.6	70.3	Yes	No	Children's Lighthouse of Winter Garden Playground
SB18	NSB18-004	1	C	67	66	69.6	72.1	69.6	Yes	No	Children's Lighthouse of Winter Garden Playground
SB18	NSB18-005	1	C	67	66	66.1	68.3	66.1	Yes	No	West Orange Soccer Complex
SB18	NSB18-006	1	C	67	66	67.8	70	67.8	Yes	No	West Orange Soccer Complex
SB18	NSB18-007	1	C	67	66	65.1	67.2	65.1	No	No	West Orange Soccer Complex
SB18	NSB18-008	1	C	67	66	64.4	66.4	64.4	No	No	West Orange Soccer Complex
SB18	NSB18-009	1	C	67	66	65.1	67.2	65.1	No	No	West Orange Soccer Complex
SB18	NSB18-010	1	C	67	66	66	68.1	66.0	No	No	West Orange Soccer Complex
SB18	NSB18-011	1	C	67	66	67.4	69.6	67.4	Yes	No	West Orange Soccer Complex

Predicted Noise Levels

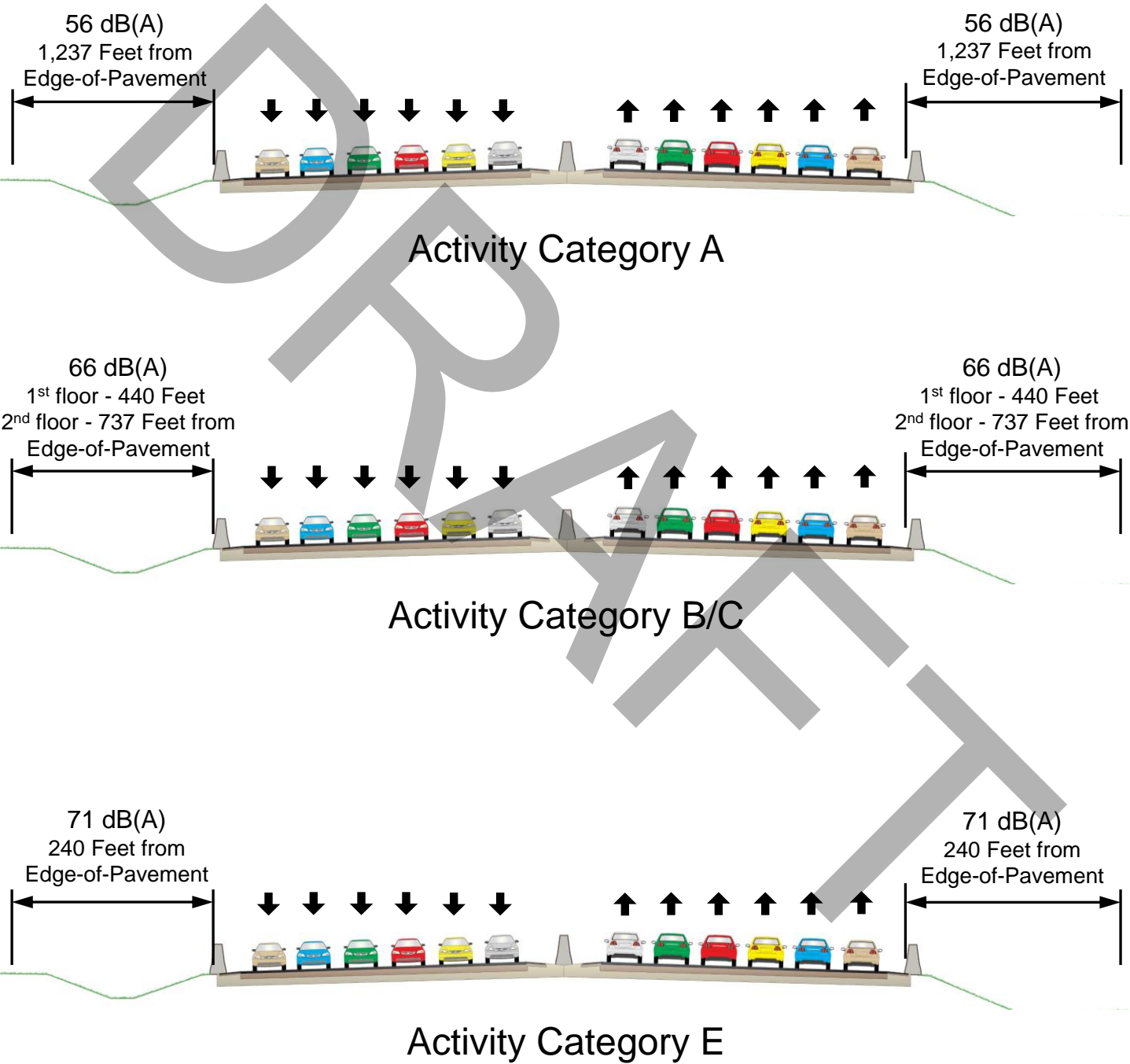
Noise Sensitive Area (NSA)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2019 Existing LAeq1h (dBA)	2045 No-Build LAeq1h (dBA)	2045 Build LAeq1h (dBA)	NAC Approach or Exceeded	Subst. Increase (>15dB(A))	Description
<b>XX.X</b>	Impacted Receptor										
<b>XX.X</b>	NAC D Interior Receptor (-25 dB interior use adjustment)										
SB18	NSB18-012	1	C	67	66	64.7	66.6	64.7	No	No	West Orange Soccer Complex
SB19	NSB19-001	1	C	67	66	68.5	70.5	<b>68.5</b>	Yes	No	Roper YMCA Athletic Fields
SB19	NSB19-002	1	C	67	66	66.3	68.2	<b>66.3</b>	Yes	No	Roper YMCA Athletic Fields
SB19	NSB19-003	1	C	67	66	67.5	69.4	<b>67.5</b>	Yes	No	Roper YMCA Athletic Fields
SB19	NSB19-004	1	C	67	66	67.9	70	<b>67.9</b>	Yes	No	Roper YMCA Athletic Fields
SB19	NSB19-005	1	C	67	66	66.9	68.9	<b>66.9</b>	Yes	No	Roper YMCA Athletic Fields
SB19	NSB19-006	1	C	67	66	66.1	68	<b>66.1</b>	Yes	No	Roper YMCA Athletic Fields
SB19	NSB19-007	1	C	67	66	65.7	67.8	65.7	No	No	Roper YMCA Outdoor Pool
SB21	NSB21-001	1	C	67	66	66.6	67.7	<b>66.6</b>	Yes	No	West Orange Dog Park
SB21	NSB21-002	1	C	67	66	67.1	68.1	<b>67.1</b>	Yes	No	West Orange Dog Park
SB23	NSB23-001	1	C	67	66	60	61.1	60.0	No	No	West Orange High School Baseball Field
SB23	NSB23-002	1	C	67	66	59	60	59.0	No	No	West Orange High School Baseball Field
SB23	NSB23-003	1	C	67	66	58.5	59.4	58.5	No	No	West Orange High School Football Field
SB23	NSB23-004	1	C	67	66	59.9	61.1	59.9	No	No	West Orange High School Baseball Field
SB23	NSB23-005	1	C	67	66	59	60.1	59.0	No	No	West Orange High School Baseball Field
SB23	NSB23-006	1	C	67	66	64.1	65.2	64.1	No	No	West Orange High School Softball Field
SB23	NSB23-007	1	C	67	66	64	65	64.0	No	No	West Orange High School Softball Field
SB23	NSB23-008	1	C	67	66	63.2	64.2	63.2	No	No	West Orange High School Football Field
SB23	NSB23-009	1	C	67	66	64.5	65.6	64.5	No	No	West Orange High School Softball Field
SB23	NSB23-010	1	C	67	66	64.9	66	64.9	No	No	West Orange High School Softball Field
SB23	NSB23-011	1	C	67	66	64.9	65.9	64.9	No	No	West Orange High School Tennis Courts
SB23	NSB23-012	1	C	67	66	65.1	66.2	65.1	No	No	West Orange High School Tennis Courts
SB23	NSB23-013	1	C	67	66	64.9	66.1	64.9	No	No	West Orange High School Basketball Courts
SB23	NSB23-014	1	C	67	66	65.2	66.4	65.2	No	No	West Orange High School Basketball Courts
SB23	NSB23-015	1	C	67	66	65.4	66.5	65.4	No	No	West Orange High School Tennis Courts
SB23	NSB23-016	1	C	67	66	63.6	64.8	63.6	No	No	West Orange High School Tennis Courts
SB23	NSB23-017	1	C	67	66	64.4	65.7	64.4	No	No	West Orange High School Basketball Courts
SB23	NSB23-018	1	C	67	66	66.1	67.3	<b>66.1</b>	Yes	No	West Orange High School Basketball Courts
SB25	NSB25-032	1	C	67	66	70.5	72	<b>68.5</b>	Yes	No	Roper Reserve Playground
SB26	NSB26-001	1	C	67	66	70.2	70.7	<b>69.5</b>	Yes	No	Bright Horizons at Winter Garden Playground
SB26	NSB26-002	1	C	67	66	69.3	70	64.5	No	No	Bright Horizons at Winter Garden Playground
SB26	NSB26-003	1	C	67	66	70.8	71.4	<b>70.1</b>	Yes	No	Bright Horizons at Winter Garden Playground
SB26	NSB26-004	1	C	67	66	69.3	70	62.2	No	No	Bright Horizons at Winter Garden Playground
SB26	NSB26-005	1	C	67	66	66.2	66.7	64.5	No	No	West Orange Professional Center Playground
SB26	NSB26-006	1	C	67	66	64.8	65.3	64.3	No	No	West Orange Professional Center Picnic Bench

**Appendix C**  
**Project Noise Contours**

# SR 408 to SR 50 Noise Contours 10 Lanes Segment

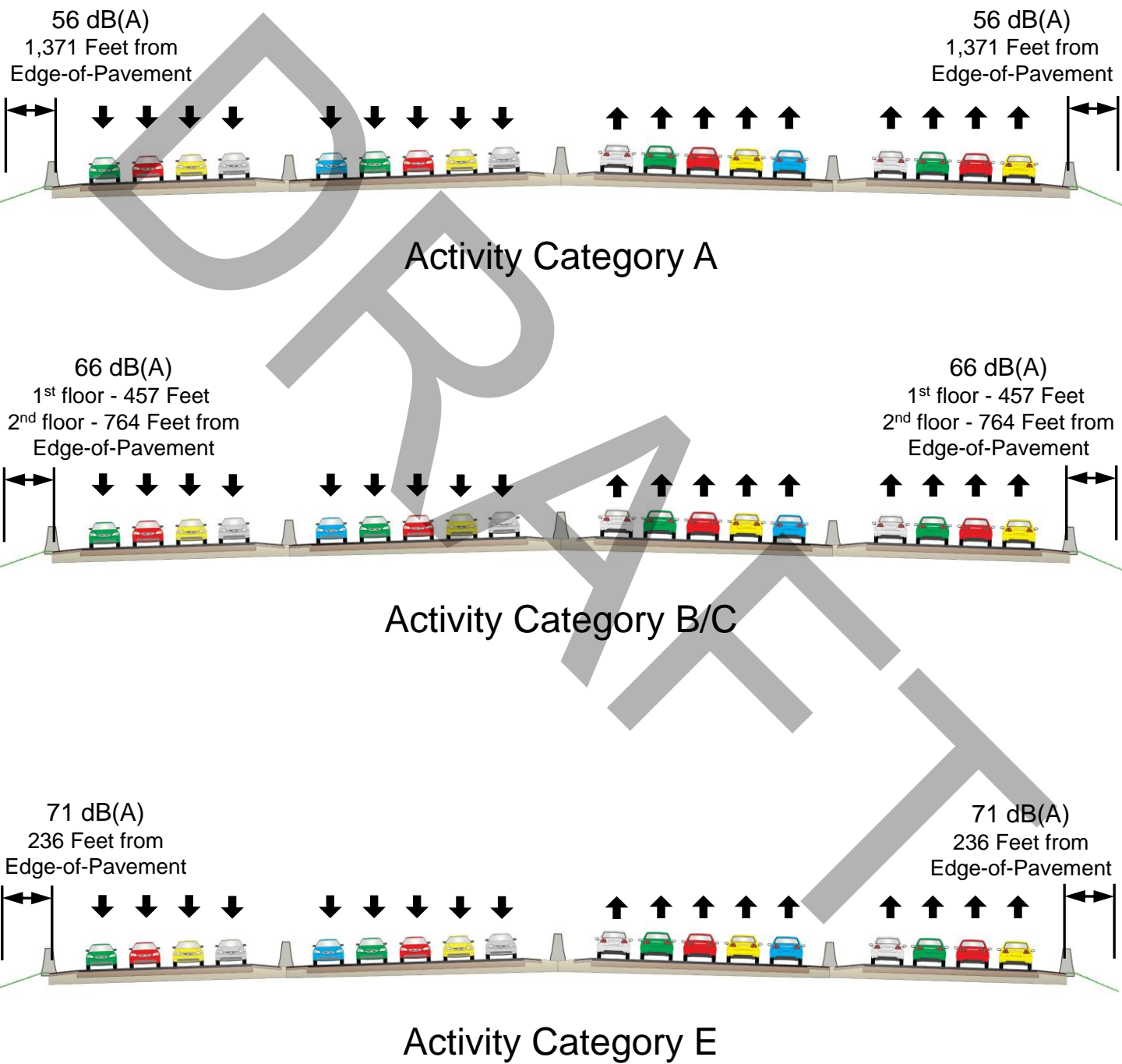


# SR 408 to SR 50 Noise Contours 12 Lanes Segment





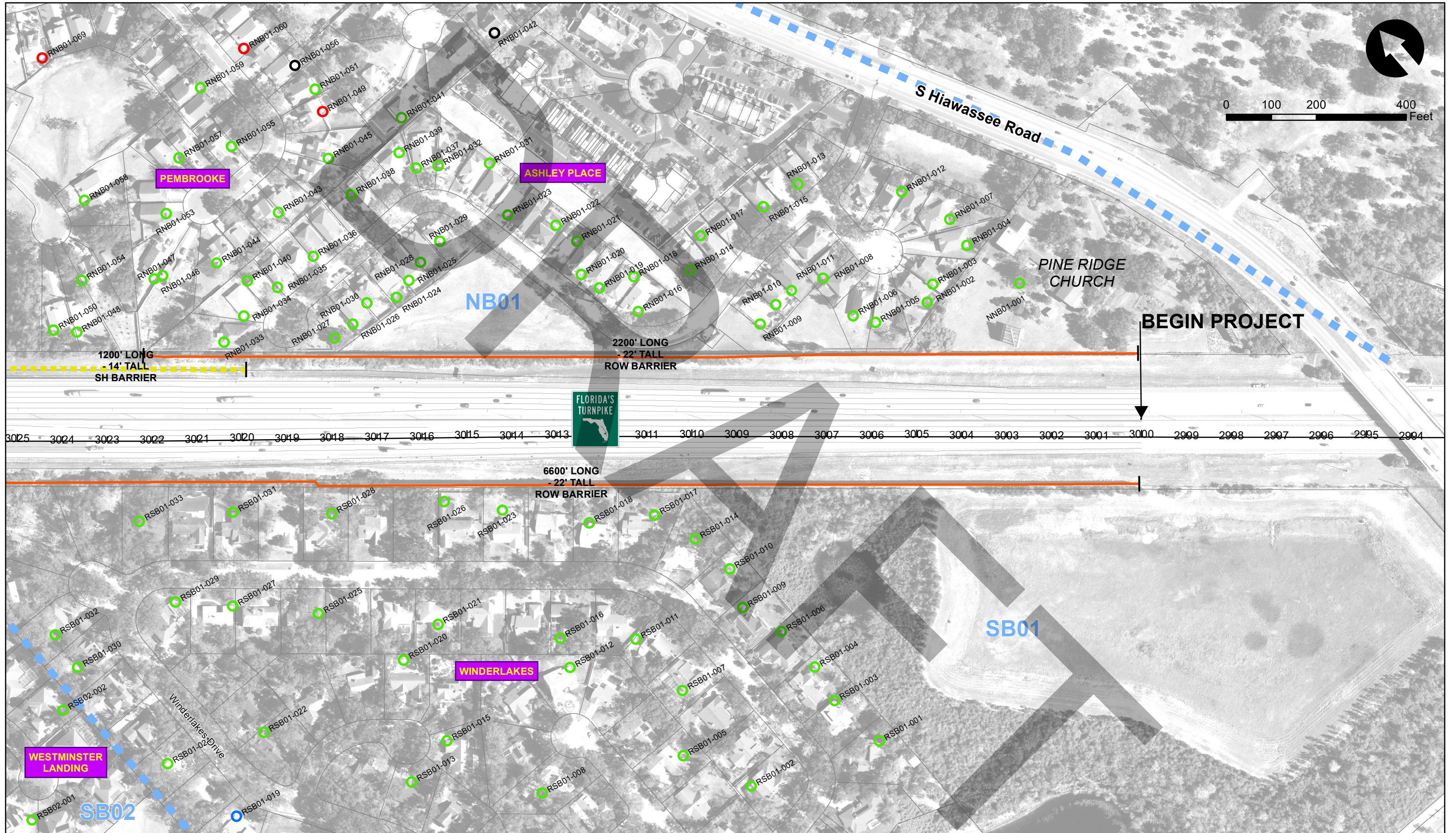
# SR 408 to SR 50 Noise Contours 18 Lanes Segment



DRAFT

**Appendix D**  
**Project Aerials**





<span style="color: green;">●</span> Impacted* - Benefited	<span style="border: 1px solid black; border-radius: 50%; padding: 2px;">○</span> 1st Floor Receptor	<span style="border-bottom: 2px solid orange; width: 20px; display: inline-block;"></span> ROW Barrier (Proposed)	<span style="border-bottom: 2px dashed blue; width: 20px; display: inline-block;"></span> Common Noise Environment
<span style="color: red;">●</span> Impacted* - Not Benefited	<span style="border: 1px solid black; border-radius: 50%; padding: 2px;">○</span> 2nd Floor Receptor	<span style="border-bottom: 2px solid orange; width: 20px; display: inline-block;"></span> ROW Barrier (Existing)	<span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Design Lines
<span style="color: blue;">●</span> Not Impacted - Benefited	<span style="border: 1px solid black; border-radius: 50%; padding: 2px;">○</span> 3rd Floor Receptor	<span style="border-bottom: 2px dashed yellow; width: 20px; display: inline-block;"></span> Shoulder Barrier (Proposed)	
<span style="border: 1px solid black; border-radius: 50%; padding: 2px;">○</span> Not Impacted - Not Benefited	<span style="border: 1px solid black; border-radius: 50%; padding: 2px;">●</span> Validation Sites	<span style="border-bottom: 2px solid yellow; width: 20px; display: inline-block;"></span> Shoulder Barrier (Existing)	

NOTE: Some receptors fall outside the display area of the map figures.

\* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)

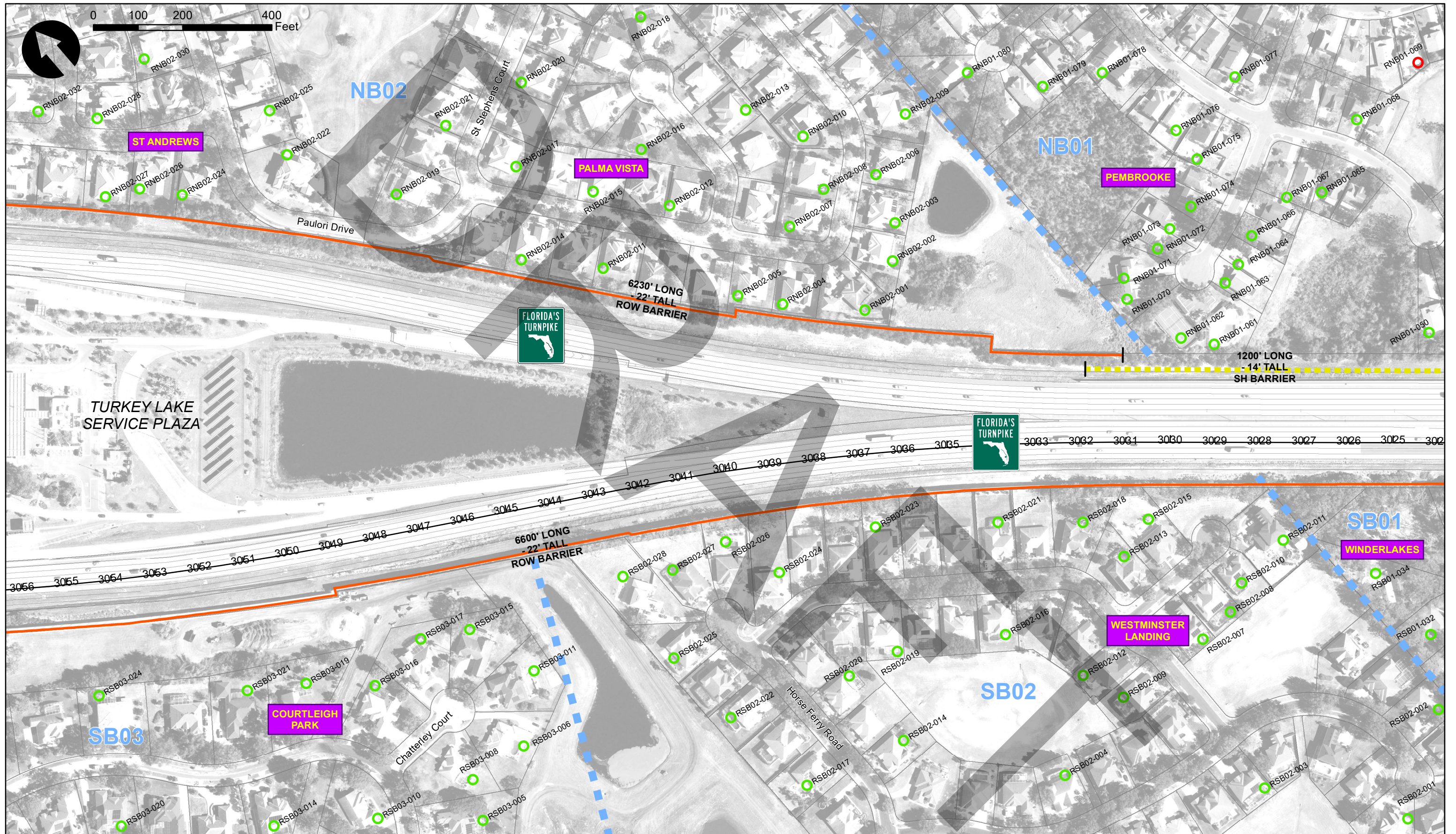
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**1**





Impacted* - Benefited	1st Floor Receptor	ROW Barrier (Proposed)	Common Noise Environment
Impacted* - Not Benefited	2nd Floor Receptor	ROW Barrier (Existing)	Design Lines
Not Impacted - Benefited	3rd Floor Receptor	Shoulder Barrier (Proposed)	
Not Impacted - Not Benefited	Validation Sites	Shoulder Barrier (Existing)	

NOTE: Some receptors fall outside the display area of the map figures.

\* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)

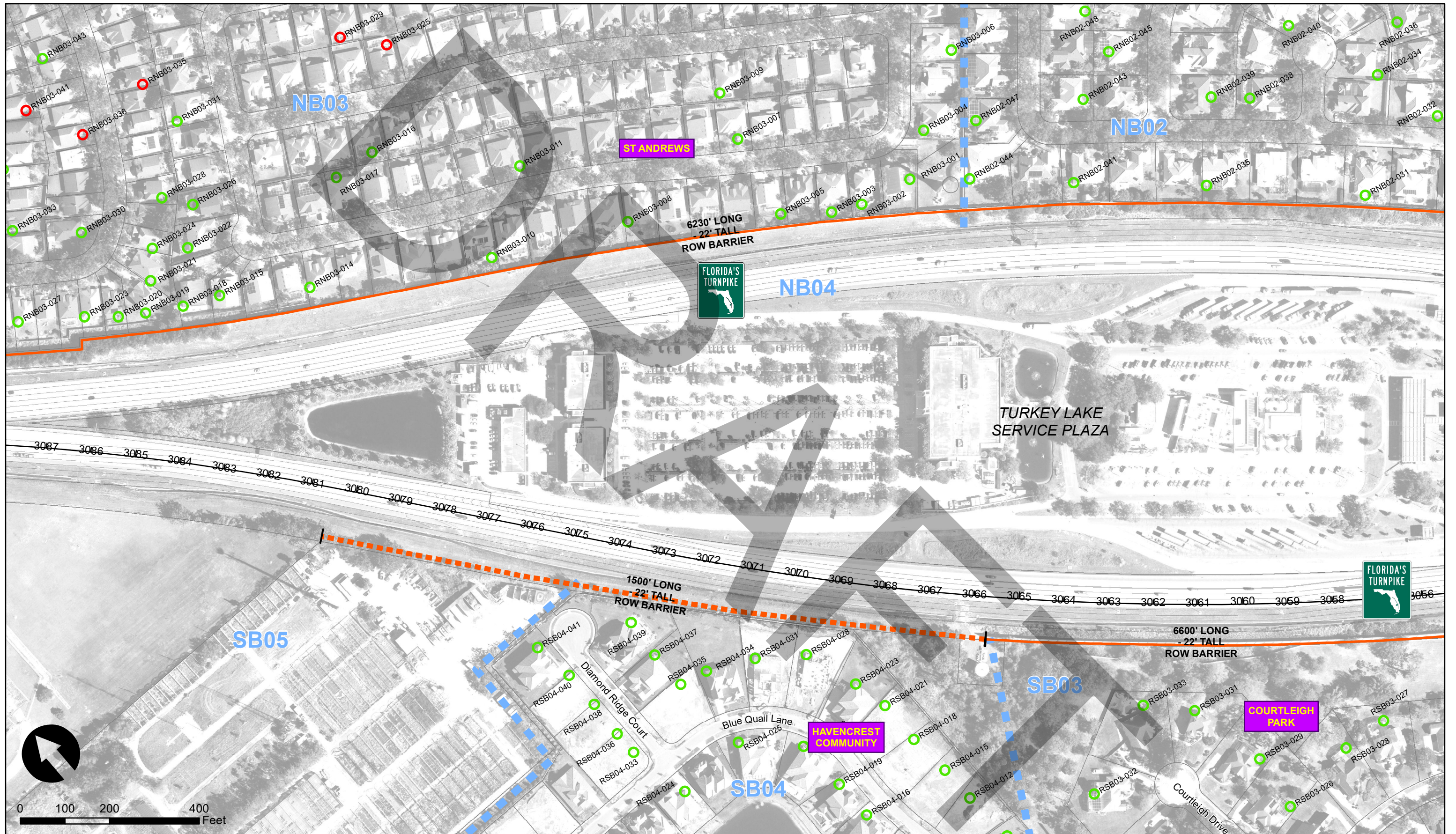
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**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**2**





	Impacted* - Benefited		1st Floor Receptor		ROW Barrier (Proposed)		Common Noise Environment
	Impacted* - Not Benefited		2nd Floor Receptor		ROW Barrier (Existing)		Design Lines
	Not Impacted - Benefited		3rd Floor Receptor		Shoulder Barrier (Proposed)		Shoulder Barrier (Existing)
	Not Impacted - Not Benefited		Validation Sites				

NOTE: Some receptors fall outside the display area of the map figures.  
 \* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)

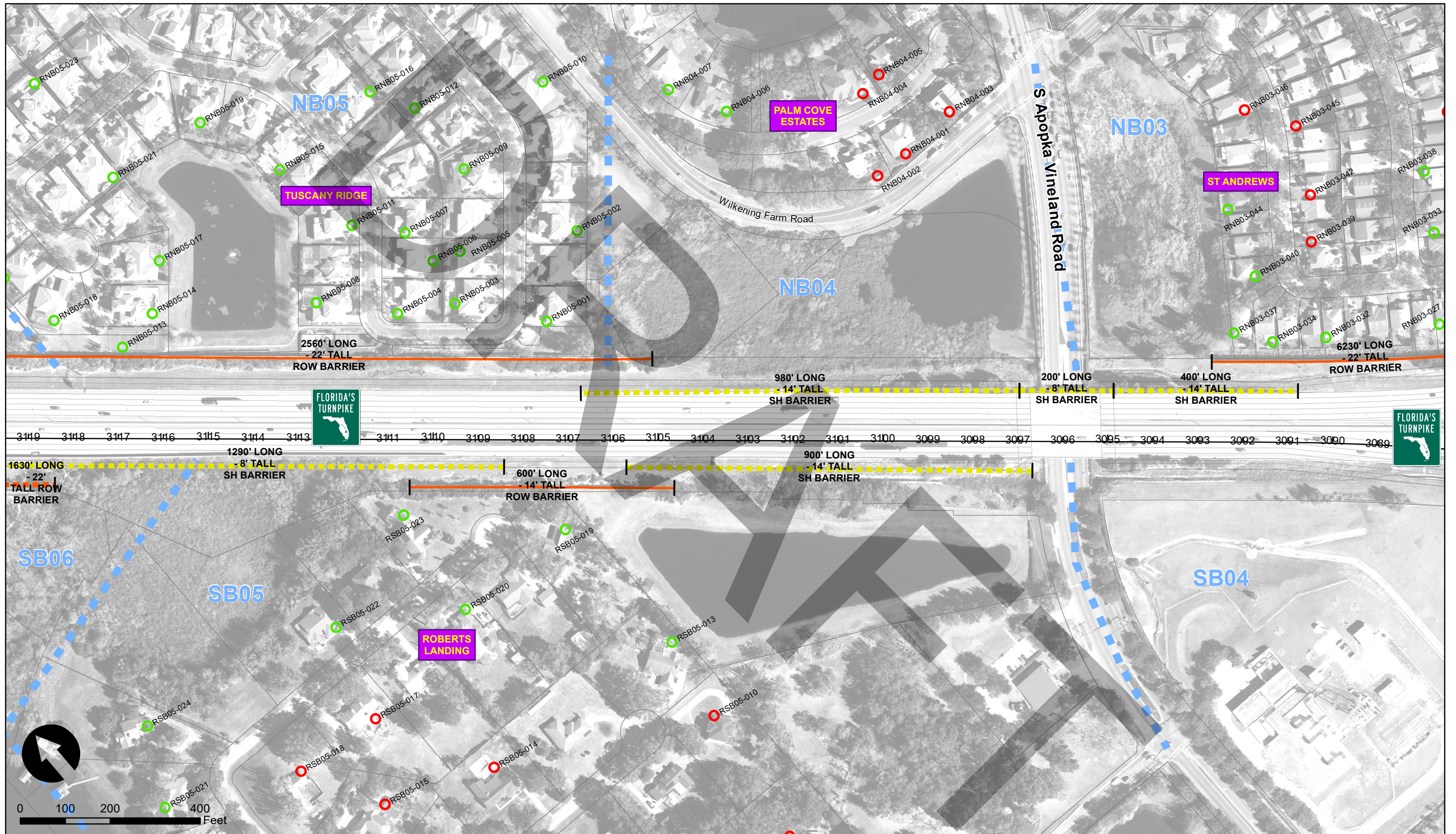
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**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**3**





Impacted* - Benefited	1st Floor Receptor	ROW Barrier (Proposed)	Common Noise Environment
Impacted* - Not Benefited	2nd Floor Receptor	ROW Barrier (Existing)	Design Lines
Not Impacted - Benefited	3rd Floor Receptor	Shoulder Barrier (Proposed)	
Not Impacted - Not Benefited	Validation Sites	Shoulder Barrier (Existing)	

NOTE: Some receptors fall outside the display area of the map figures.

\* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)

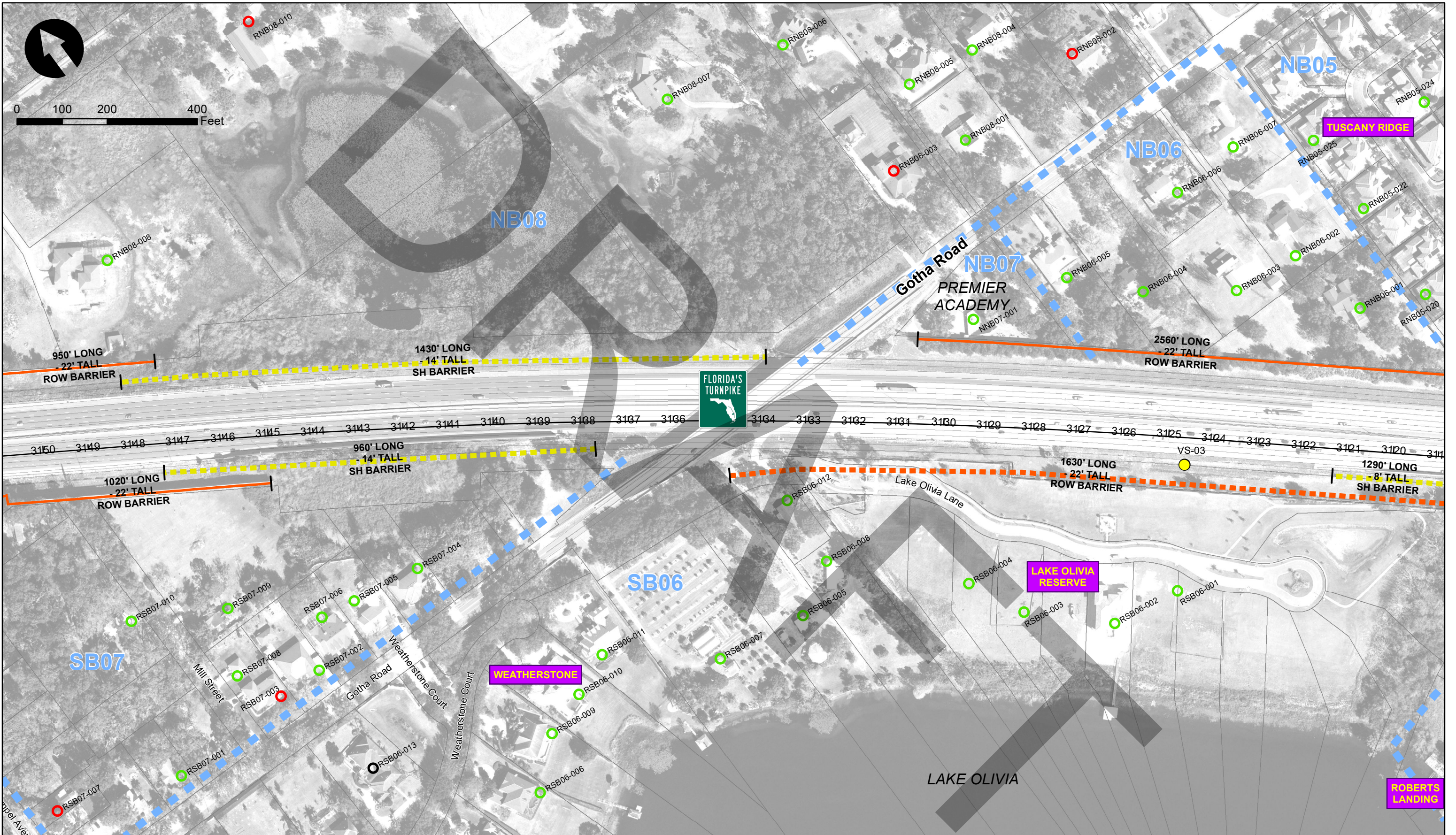
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**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**4**





	Impacted* - Benefitted		1st Floor Receptor		ROW Barrier (Proposed)		Common Noise Environment
	Impacted* - Not Benefitted		2nd Floor Receptor		ROW Barrier (Existing)		Shoulder Barrier (Proposed)
	Not Impacted - Benefitted		3rd Floor Receptor		Shoulder Barrier (Existing)		Design Lines
	Not Impacted - Not Benefitted		Validation Sites	* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)			

NOTE: Some receptors fall outside the display area of the map figures.

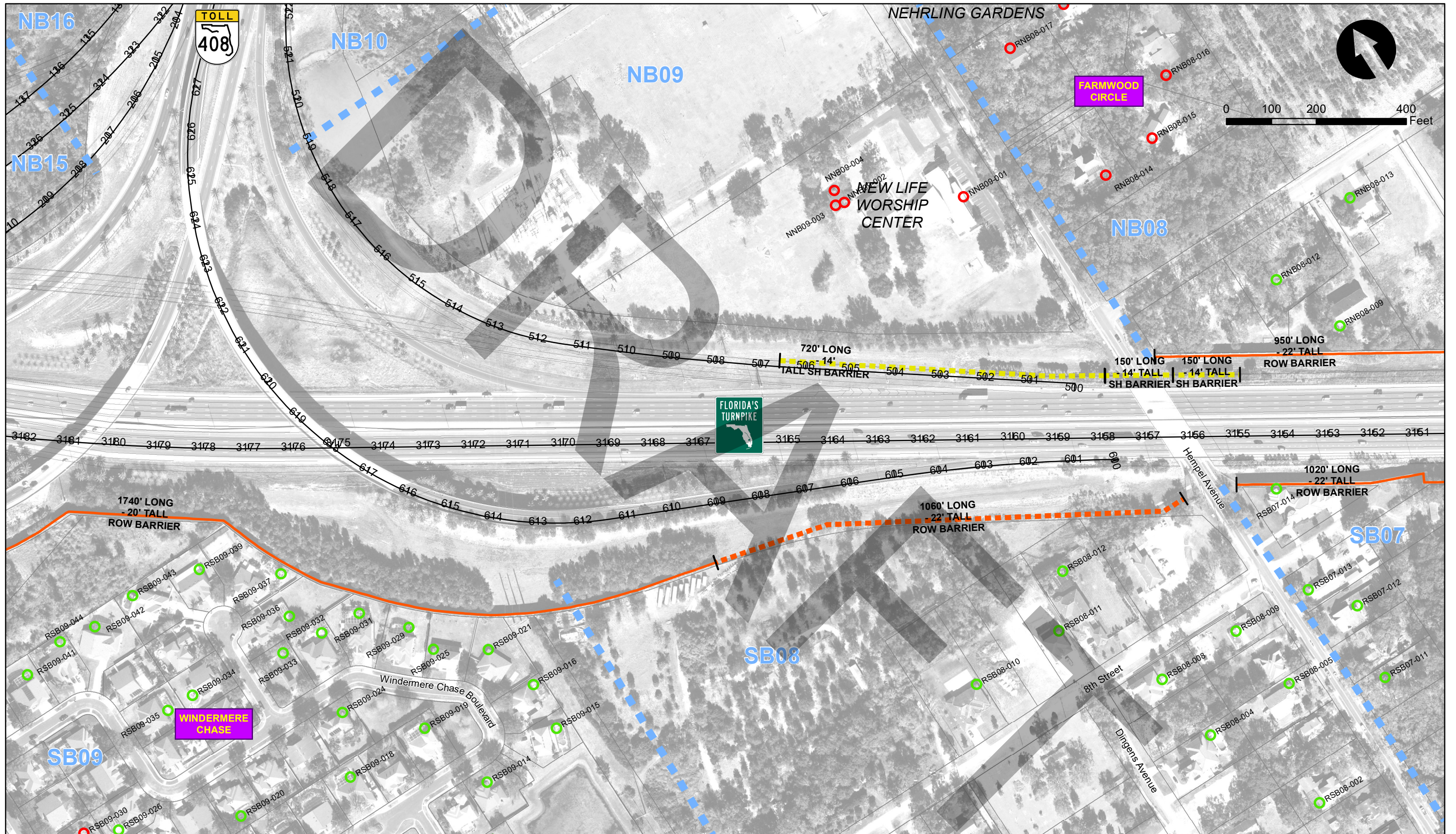
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**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**5**





<span style="color: green;">●</span> Impacted* - Benefited	<span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> 1st Floor Receptor	<span style="border-bottom: 2px solid orange; width: 20px; display: inline-block;"></span> ROW Barrier (Proposed)	<span style="border-bottom: 2px dashed blue; width: 20px; display: inline-block;"></span> Common Noise Environment
<span style="color: red;">●</span> Impacted* - Not Benefited	<span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> 2nd Floor Receptor	<span style="border-bottom: 2px solid orange; width: 20px; display: inline-block;"></span> ROW Barrier (Existing)	<span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Design Lines
<span style="color: blue;">●</span> Not Impacted - Benefited	<span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> 3rd Floor Receptor	<span style="border-bottom: 2px dashed yellow; width: 20px; display: inline-block;"></span> Shoulder Barrier (Proposed)	
<span style="color: black;">●</span> Not Impacted - Not Benefited	<span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Validation Sites	<span style="border-bottom: 2px solid yellow; width: 20px; display: inline-block;"></span> Shoulder Barrier (Existing)	

\* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)

NOTE: Some receptors fall outside the display area of the map figures.

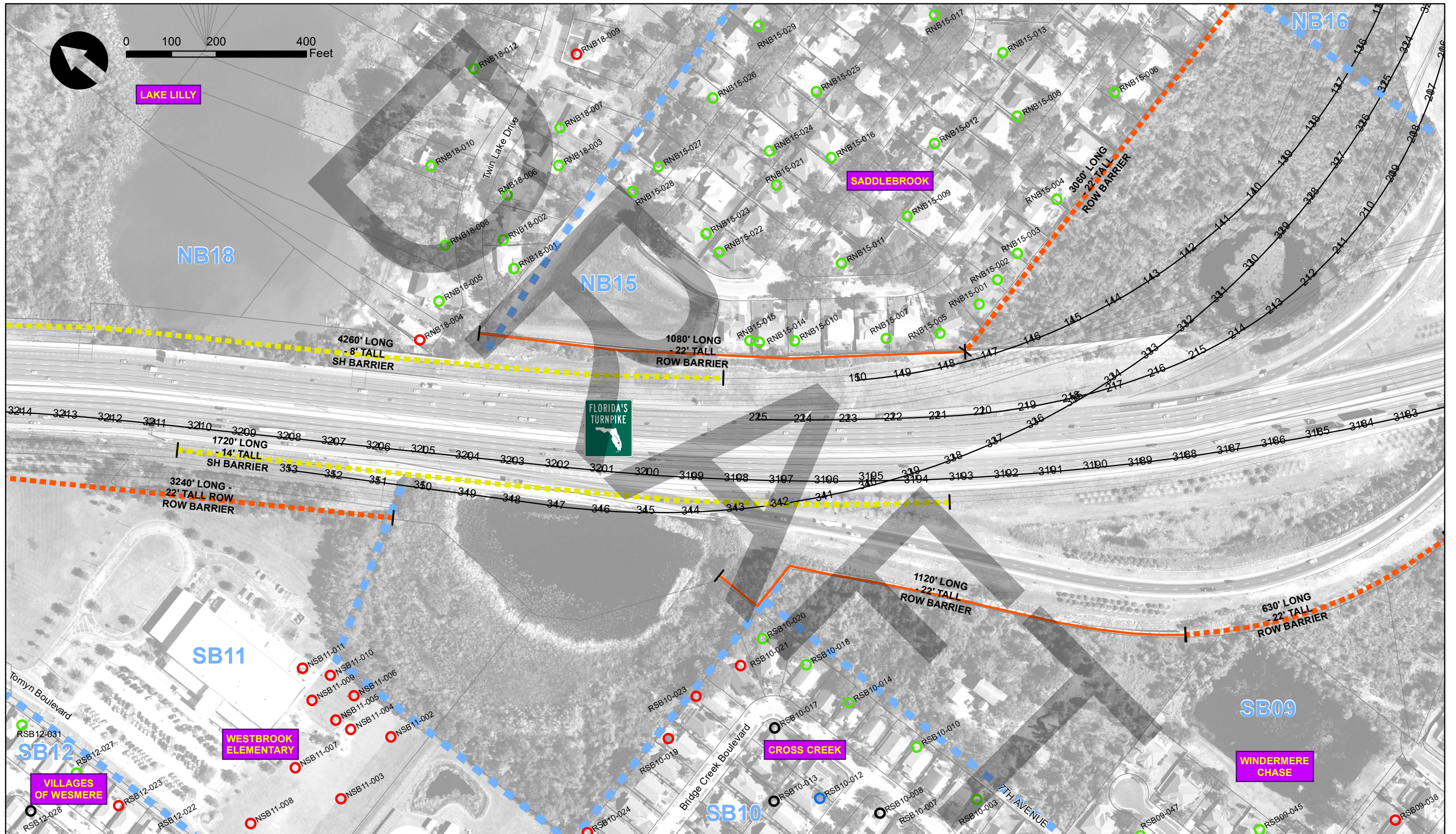
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91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**6**





Impacted* - Benefitted	1st Floor Receptor	ROW Barrier (Proposed)	Common Noise Environment
Impacted* - Not Benefitted	2nd Floor Receptor	ROW Barrier (Existing)	Design Lines
Not Impacted - Benefitted	3rd Floor Receptor	Shoulder Barrier (Proposed)	
Not Impacted - Not Benefitted	Validation Sites	Shoulder Barrier (Existing)	

**NOTE:** Some receptors fall outside the display area of the map figures.

\* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)

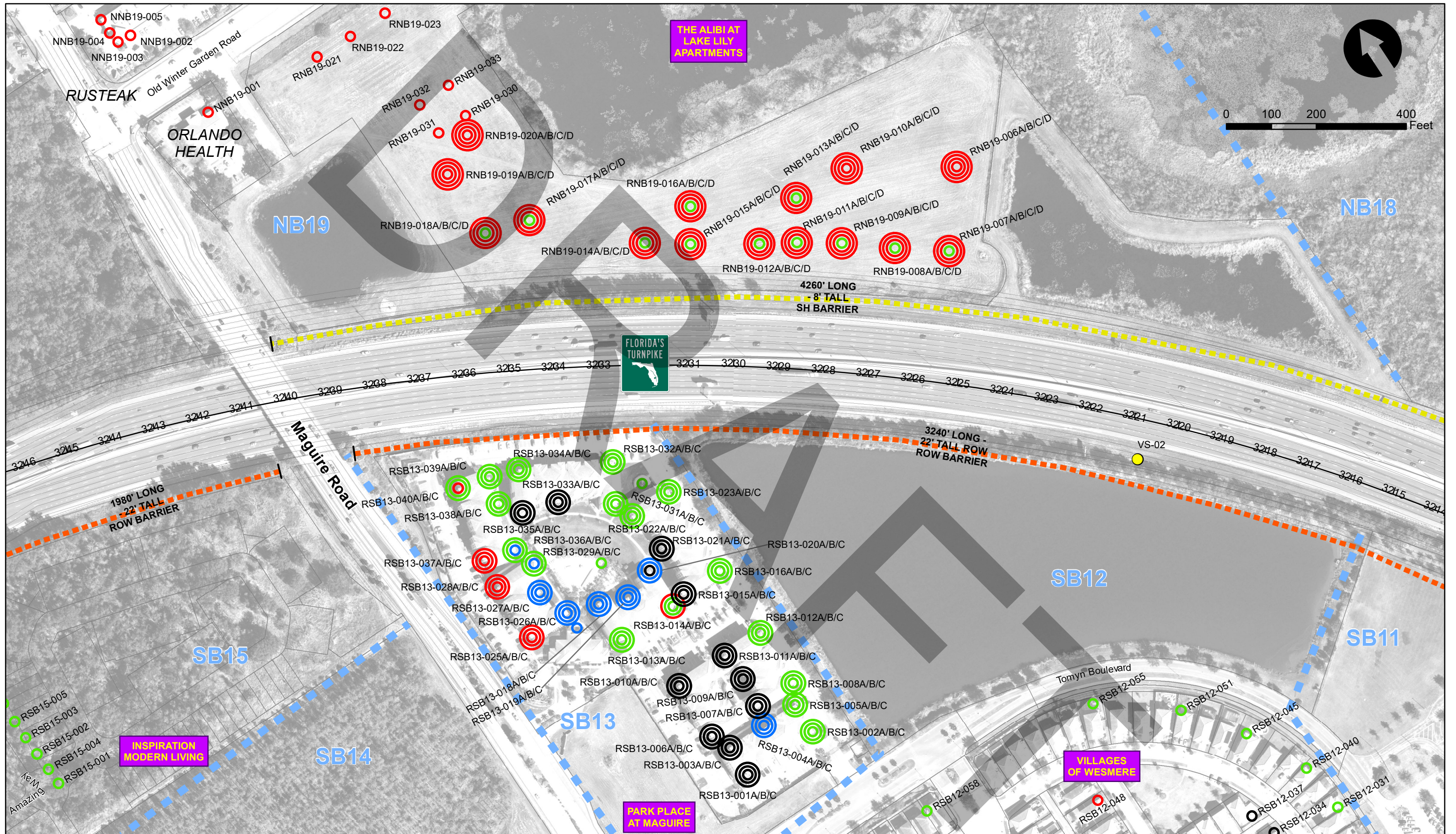
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**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

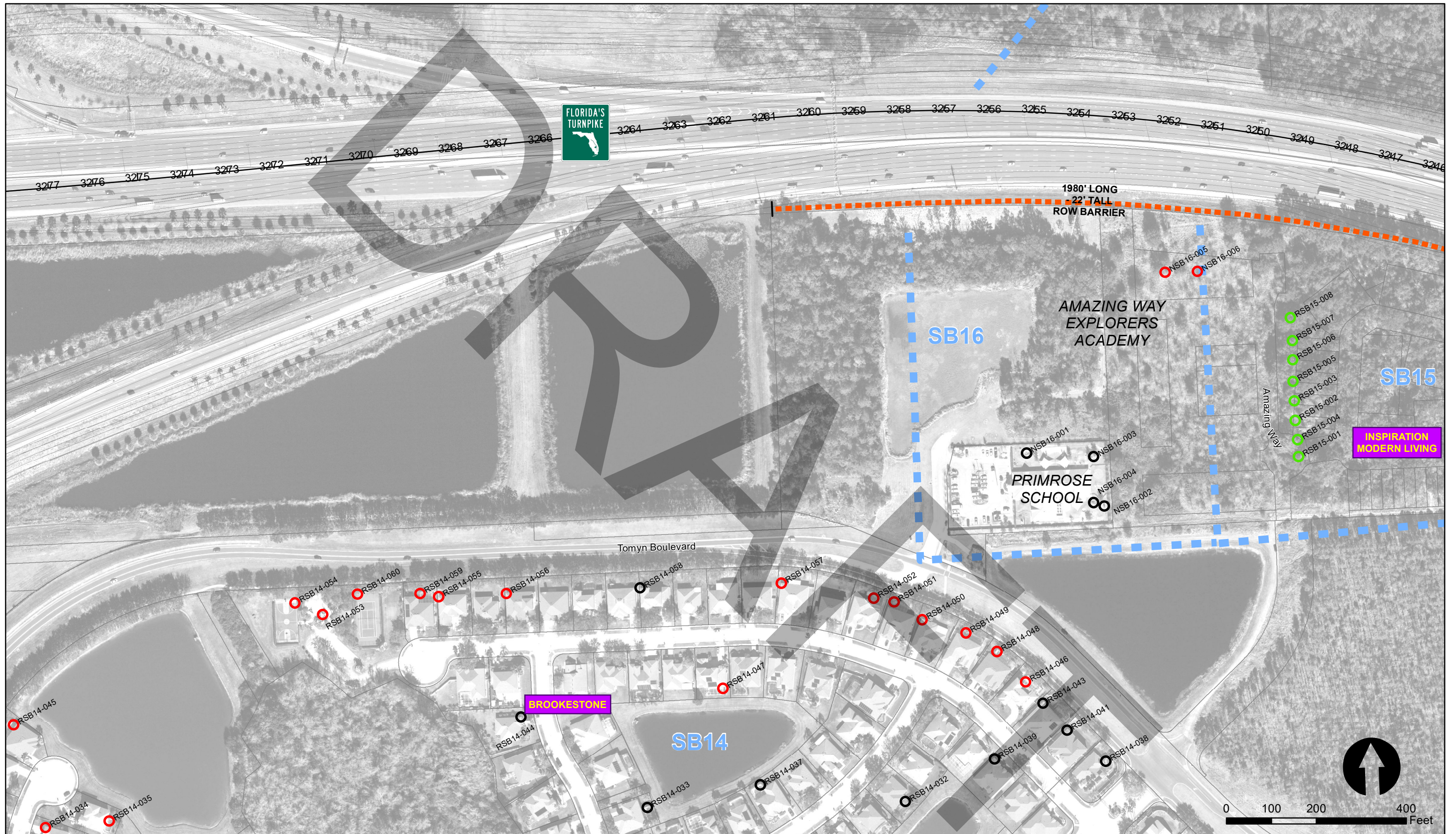
**Sheet No.**  
**7**





<ul style="list-style-type: none"> <li><span style="color: green;">●</span> Impacted* - Benefitted</li> <li><span style="color: red;">●</span> Impacted* - Not Benefitted</li> <li><span style="color: blue;">●</span> Not Impacted - Benefitted</li> <li><span style="color: black;">●</span> Not Impacted - Not Benefitted</li> </ul>	<ul style="list-style-type: none"> <li>○ 1st Floor Receptor</li> <li>○ 2nd Floor Receptor</li> <li>○ 3rd Floor Receptor</li> <li>● Validation Sites</li> </ul>	<ul style="list-style-type: none"> <li>— ROW Barrier (Proposed)</li> <li>— ROW Barrier (Existing)</li> <li>— Shoulder Barrier (Proposed)</li> <li>— Shoulder Barrier (Existing)</li> </ul>	<ul style="list-style-type: none"> <li>■ Common Noise Environment</li> <li>— Design Lines</li> </ul>	<p>NOTE: Some receptors fall outside the display area of the map figures.</p> <p>* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)</p>	<p><b>NOISE SPECIALIST</b>          Jeff Jones, GISP.          Inwood Consulting Engineers, Inc.          3000 Dovera Drive, Suite 200          Oviedo, Florida 32765          P 407.971.8850</p>	<p><b>STATE OF FLORIDA</b>  <b>DEPARTMENT OF TRANSPORTATION</b></p> <table border="1"> <thead> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> </thead> <tbody> <tr> <td>91</td> <td>ORANGE</td> <td>444007-1</td> </tr> </tbody> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	91	ORANGE	444007-1	<p><b>NOISE STUDY REPORT PROJECT AERIALS</b>          Widening of Turnpike (TPE) from          SR 408 to SR 50</p>	<p><b>Sheet No.</b>  <b>8</b></p>
ROAD NO.	COUNTY	FINANCIAL PROJECT ID												
91	ORANGE	444007-1												



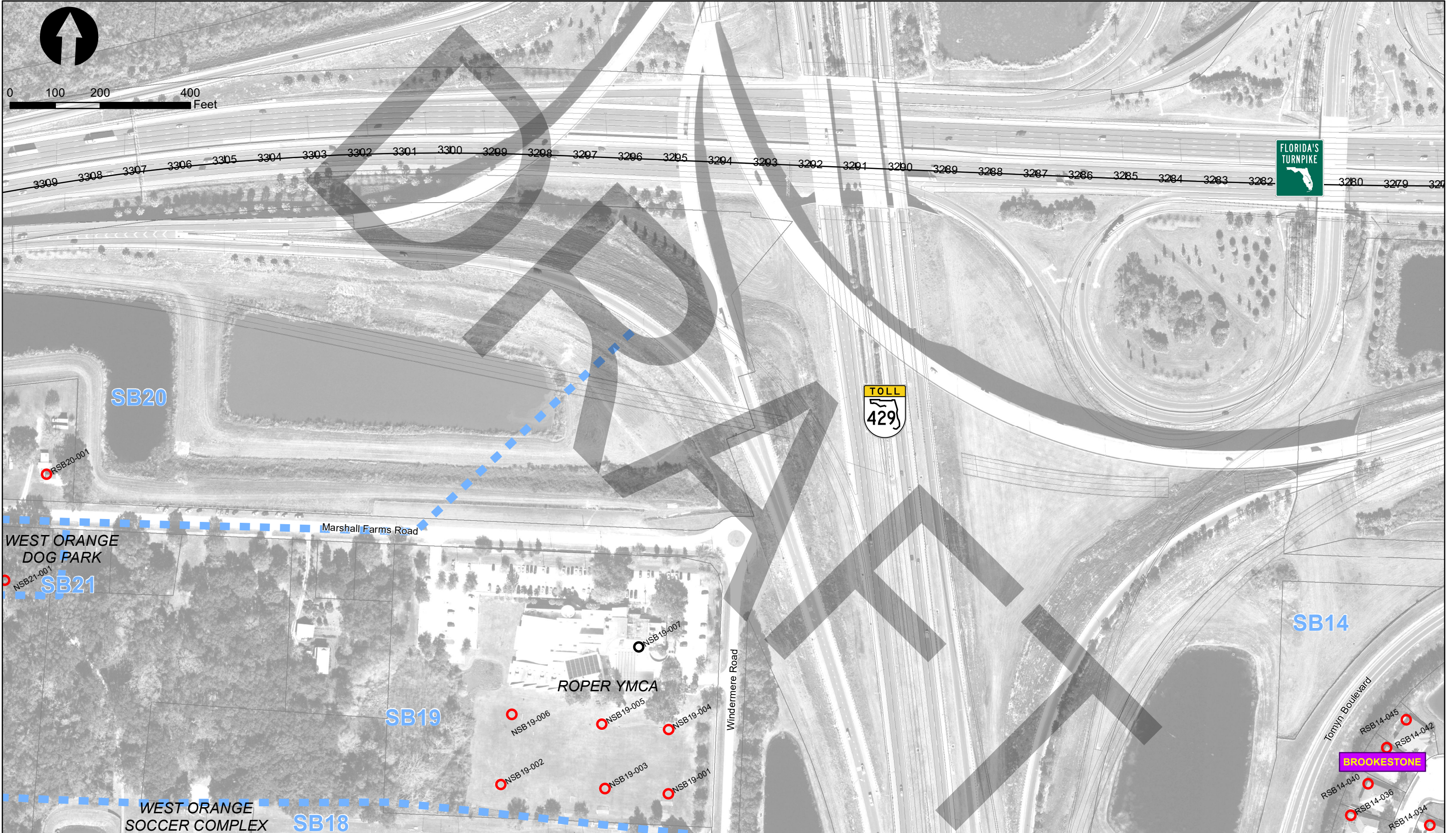


<ul style="list-style-type: none"> <li><span style="color: green;">●</span> Impacted* - Benefitted</li> <li><span style="color: red;">●</span> Impacted* - Not Benefitted</li> <li><span style="color: blue;">●</span> Not Impacted - Benefitted</li> <li><span style="color: black;">●</span> Not Impacted - Not Benefitted</li> </ul>	<ul style="list-style-type: none"> <li><span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> 1st Floor Receptor</li> <li><span style="border: 2px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> 2nd Floor Receptor</li> <li><span style="border: 3px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> 3rd Floor Receptor</li> <li><span style="border: 4px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> Validation Sites</li> </ul>	<ul style="list-style-type: none"> <li><span style="border-bottom: 2px dashed orange; width: 20px; display: inline-block;"></span> ROW Barrier (Proposed)</li> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block;"></span> ROW Barrier (Existing)</li> <li><span style="border-bottom: 2px dashed yellow; width: 20px; display: inline-block;"></span> Shoulder Barrier (Proposed)</li> <li><span style="border-bottom: 2px solid yellow; width: 20px; display: inline-block;"></span> Shoulder Barrier (Existing)</li> </ul>	<ul style="list-style-type: none"> <li><span style="border: 2px dashed blue; width: 20px; height: 20px; display: inline-block;"></span> Common Noise Environment</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Design Lines</li> </ul>	<p><b>NOTE:</b> Some receptors fall outside the display area of the map figures.</p> <p>* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)</p>	<p><b>NOISE SPECIALIST</b>          Jeff Jones, GISP.          Inwood Consulting Engineers, Inc.          3000 Dovera Drive, Suite 200          Oviedo, Florida 32765          P 407.971.8850</p>	<table border="1"> <tr> <th colspan="3">STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</th> </tr> <tr> <td>ROAD NO.</td> <td>COUNTY</td> <td>FINANCIAL PROJECT ID</td> </tr> <tr> <td>91</td> <td>ORANGE</td> <td>444007-1</td> </tr> </table>	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	91	ORANGE	444007-1	<p><b>NOISE STUDY REPORT PROJECT AERIALS</b>          Widening of Turnpike (TPE) from          SR 408 to SR 50</p>	<p><b>Sheet No.</b>          9</p>
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION																	
ROAD NO.	COUNTY	FINANCIAL PROJECT ID															
91	ORANGE	444007-1															





0 100 200 400 Feet



- Impacted\* - Benefited
- Impacted\* - Not Benefited
- Not Impacted - Benefited
- Not Impacted - Not Benefited
- 1st Floor Receptor
- 2nd Floor Receptor
- 3rd Floor Receptor
- Validation Sites
- ROW Barrier (Proposed)
- ROW Barrier (Existing)
- Shoulder Barrier (Proposed)
- Shoulder Barrier (Existing)
- Common Noise Environment
- Design Lines

NOTE: Some receptors fall outside the display area of the map figures.

\* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)

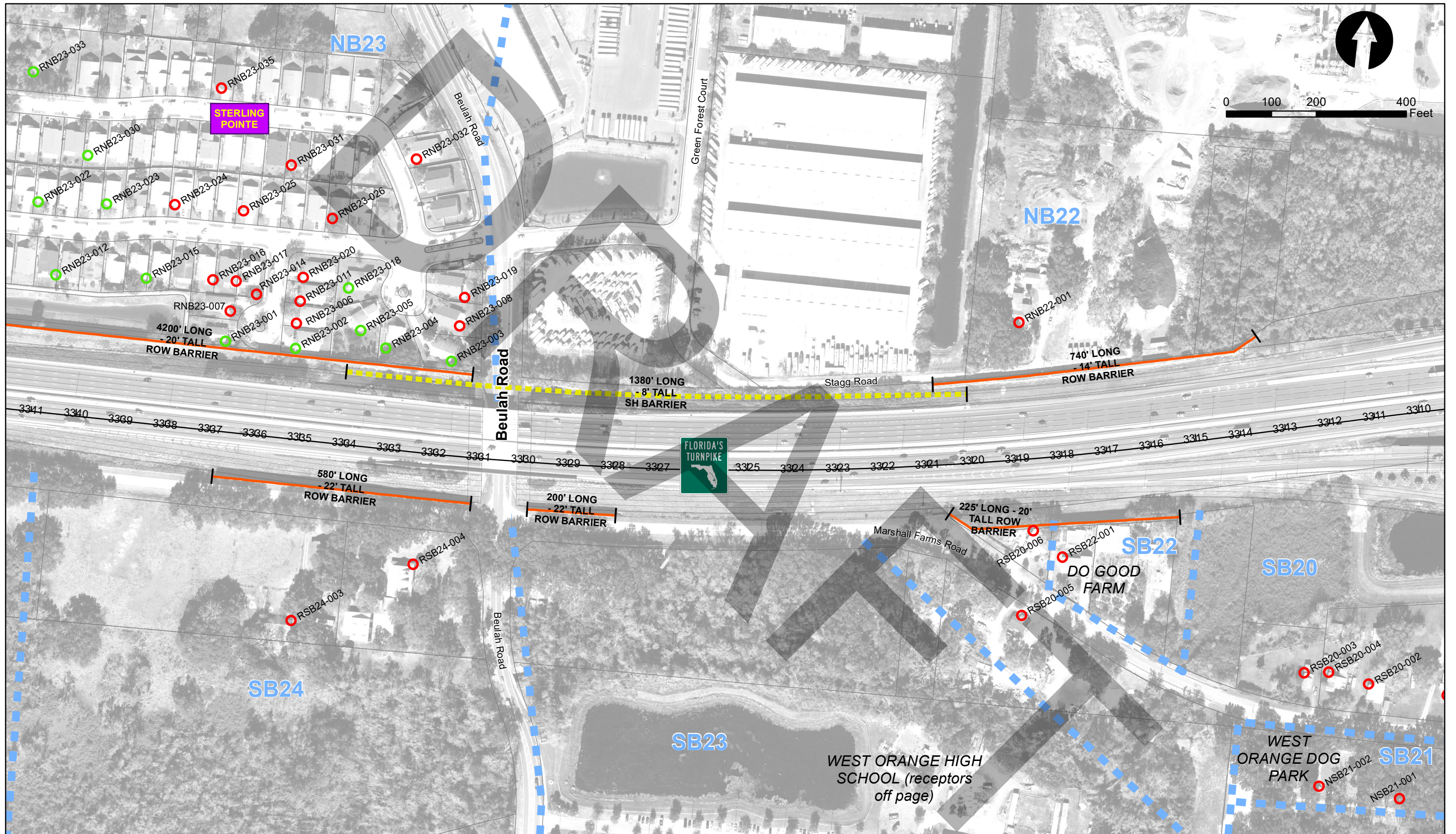
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**10**





<span style="color: green;">●</span> Impacted* - Benefitted	<span style="border: 1px solid black; border-radius: 50%; padding: 2px;">○</span> 1st Floor Receptor	<span style="border-bottom: 2px solid orange; width: 20px; display: inline-block;"></span> ROW Barrier (Proposed)	<span style="border-bottom: 2px dashed blue; width: 20px; display: inline-block;"></span> Common Noise Environment
<span style="color: red;">●</span> Impacted* - Not Benefitted	<span style="border: 1px solid black; border-radius: 50%; padding: 2px; width: 10px; height: 10px;"></span> 2nd Floor Receptor	<span style="border-bottom: 2px solid orange; width: 20px; display: inline-block;"></span> ROW Barrier (Existing)	<span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Design Lines
<span style="color: blue;">●</span> Not Impacted - Benefitted	<span style="border: 1px solid black; border-radius: 50%; padding: 2px; width: 10px; height: 10px;"></span> 3rd Floor Receptor	<span style="border-bottom: 2px dashed yellow; width: 20px; display: inline-block;"></span> Shoulder Barrier (Proposed)	
<span style="border: 1px solid black; border-radius: 50%; padding: 2px; width: 10px; height: 10px;"></span> Not Impacted - Not Benefitted	<span style="border: 1px solid black; border-radius: 50%; padding: 2px; width: 10px; height: 10px;"></span> Validation Sites	<span style="border-bottom: 2px solid yellow; width: 20px; display: inline-block;"></span> Shoulder Barrier (Existing)	

NOTE: Some receptors fall outside the display area of the map figures.

\* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)

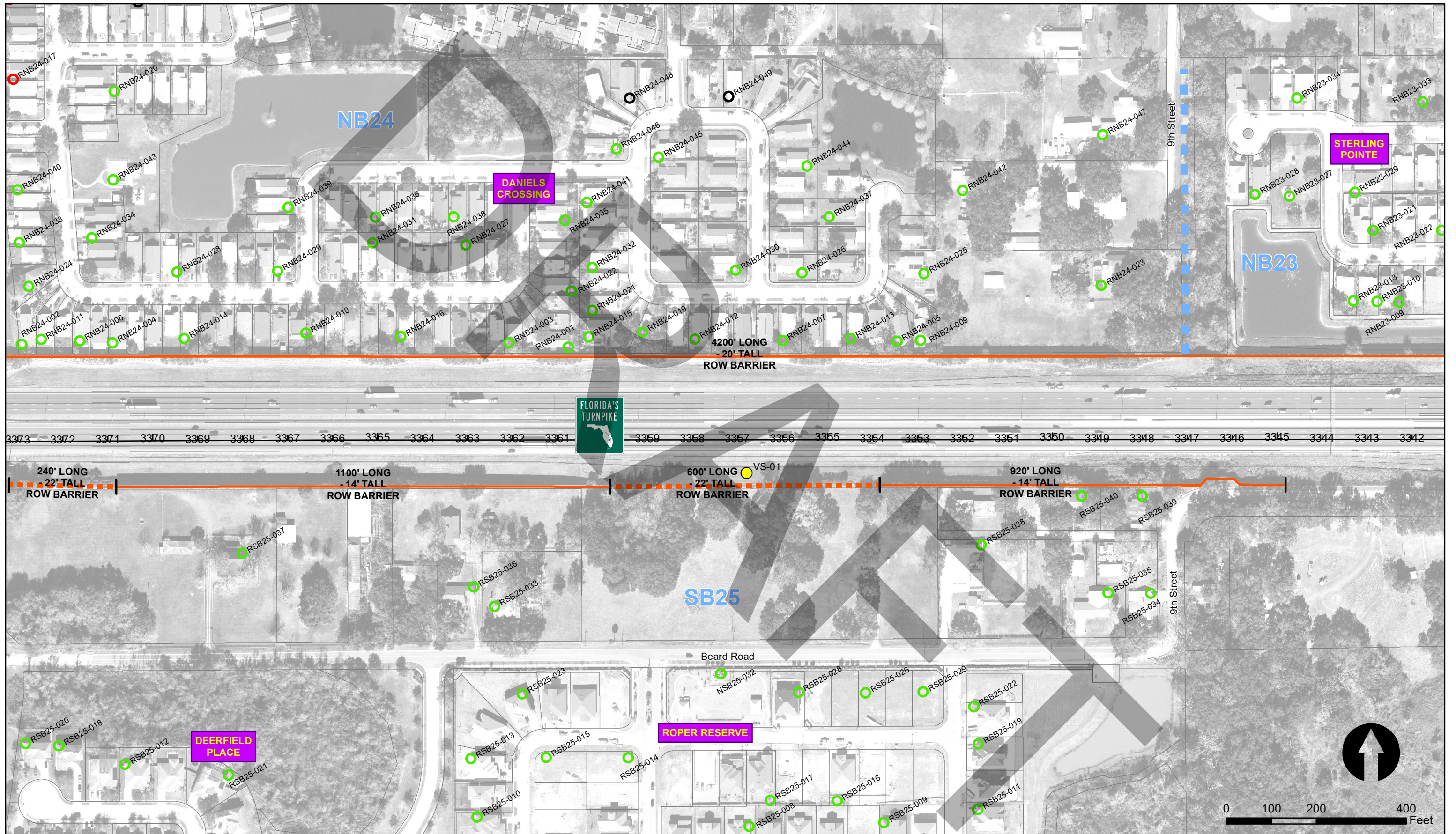
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**11**





Impacted* - Benefitted	1st Floor Receptor	ROW Barrier (Proposed)	Common Noise Environment
Impacted* - Not Benefitted	2nd Floor Receptor	ROW Barrier (Existing)	Design Lines
Not Impacted - Benefitted	3rd Floor Receptor	Shoulder Barrier (Proposed)	
Not Impacted - Not Benefitted	Validation Sites	Shoulder Barrier (Existing)	

NOTE: Some receptors fall outside the display area of the map figures.

\* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)

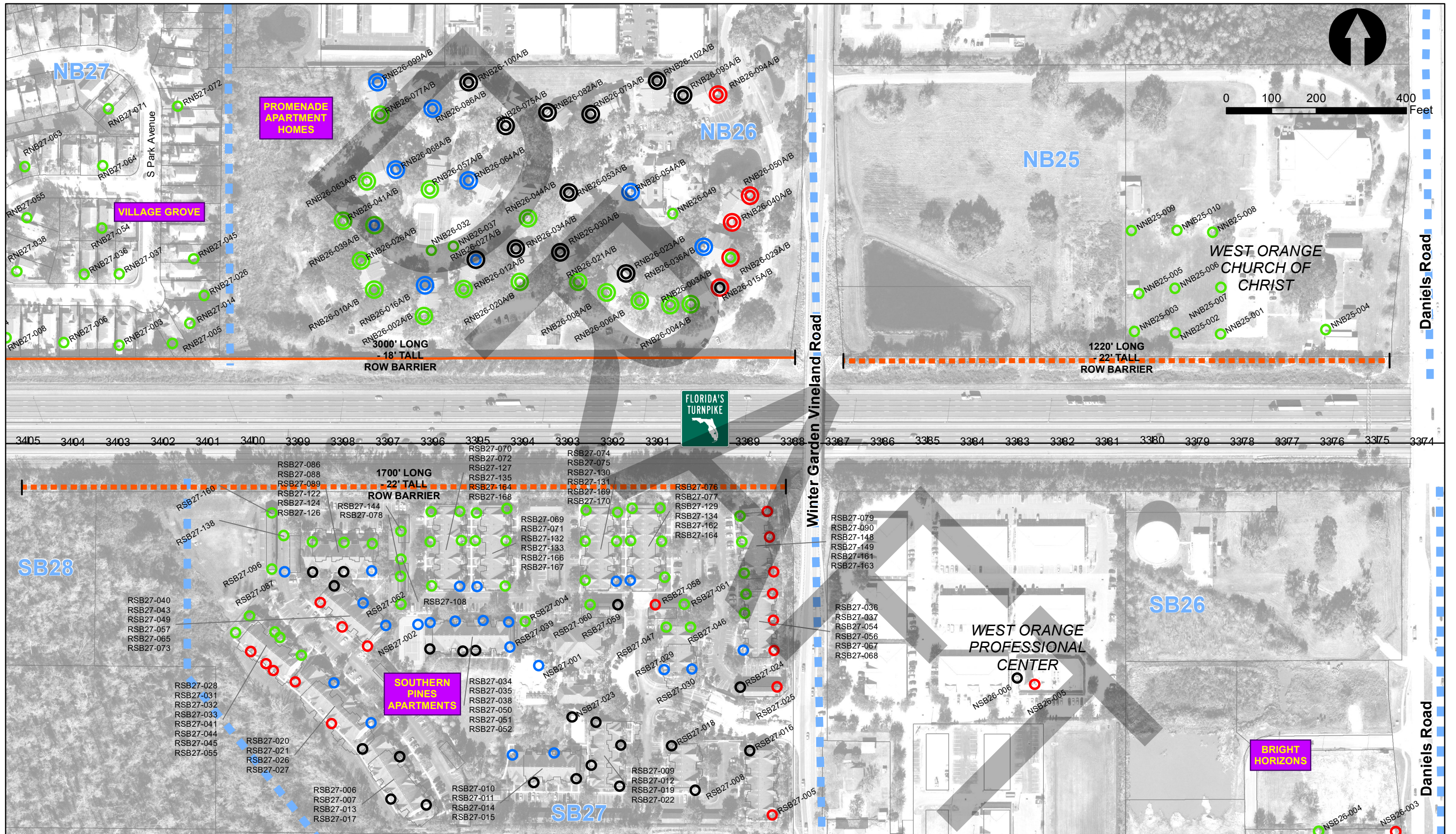
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**12**





- Impacted\* - Benefitted
- Impacted\* - Not Benefitted
- Not Impacted - Benefitted
- Not Impacted - Not Benefitted
- 1st Floor Receptor
- 2nd Floor Receptor
- 3rd Floor Receptor
- Validation Sites
- ROW Barrier (Proposed)
- ROW Barrier (Existing)
- Shoulder Barrier (Proposed)
- Shoulder Barrier (Existing)
- Common Noise Environment
- Design Lines

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91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**13**





Impacted* - Benefited	1st Floor Receptor	ROW Barrier (Proposed)	Common Noise Environment
Impacted* - Not Benefited	2nd Floor Receptor	ROW Barrier (Existing)	Design Lines
Not Impacted - Benefited	3rd Floor Receptor	Shoulder Barrier (Proposed)	
Not Impacted - Not Benefited	Validation Sites	Shoulder Barrier (Existing)	

NOTE: Some receptors fall outside the display area of the map figures.

\* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)

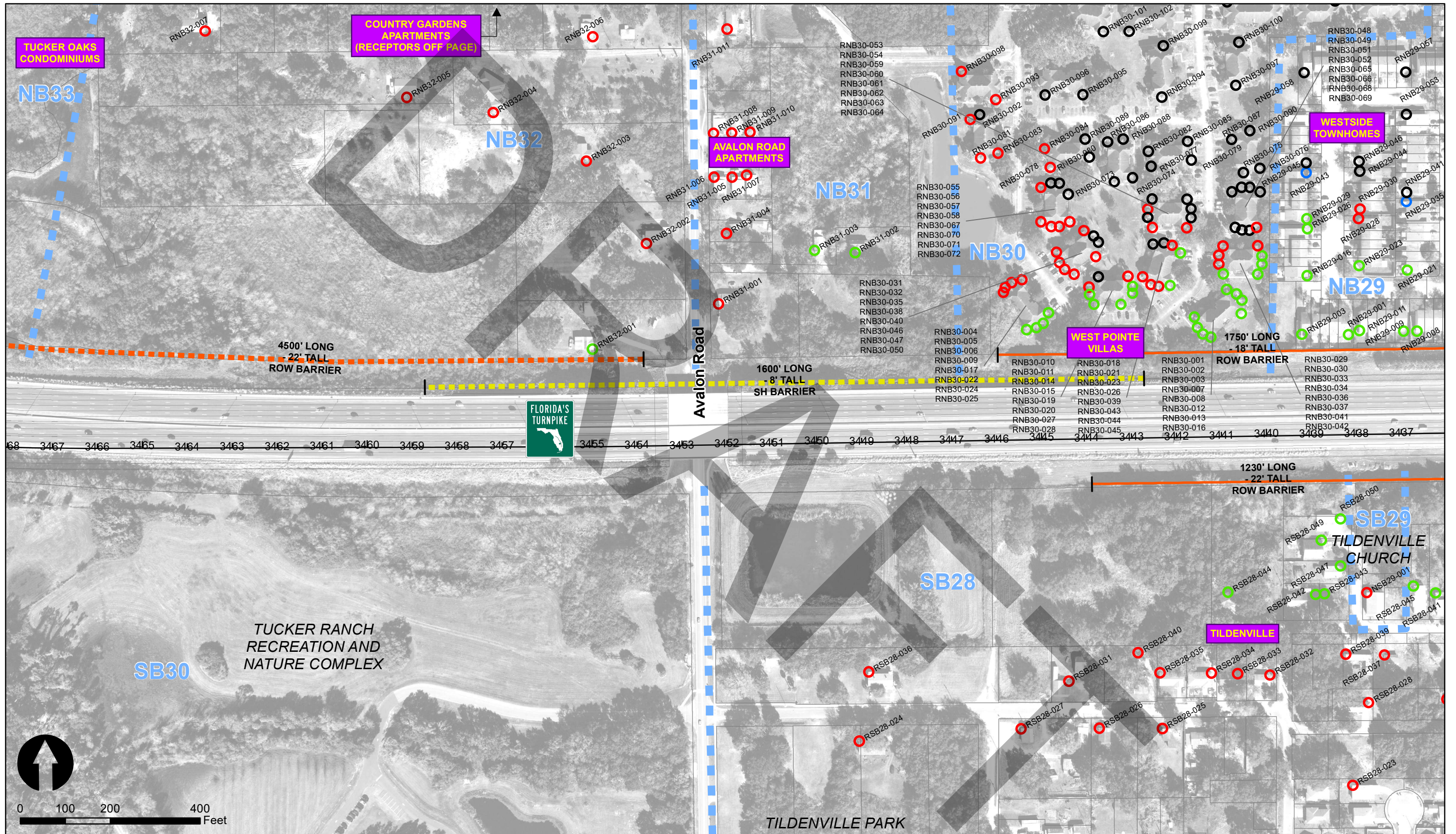
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**14**





	Impacted* - Benefited		1st Floor Receptor		ROW Barrier (Proposed)		Common Noise Environment
	Impacted* - Not Benefited		2nd Floor Receptor		ROW Barrier (Existing)		Design Lines
	Not Impacted - Benefited		3rd Floor Receptor		Shoulder Barrier (Proposed)		
	Not Impacted - Not Benefited		Validation Sites		Shoulder Barrier (Existing)		

NOTE: Some receptors fall outside the display area of the map figures.

\* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)

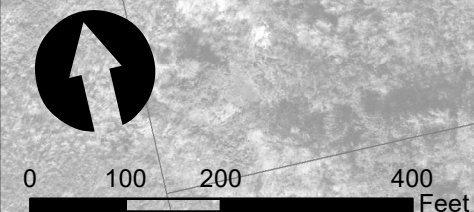
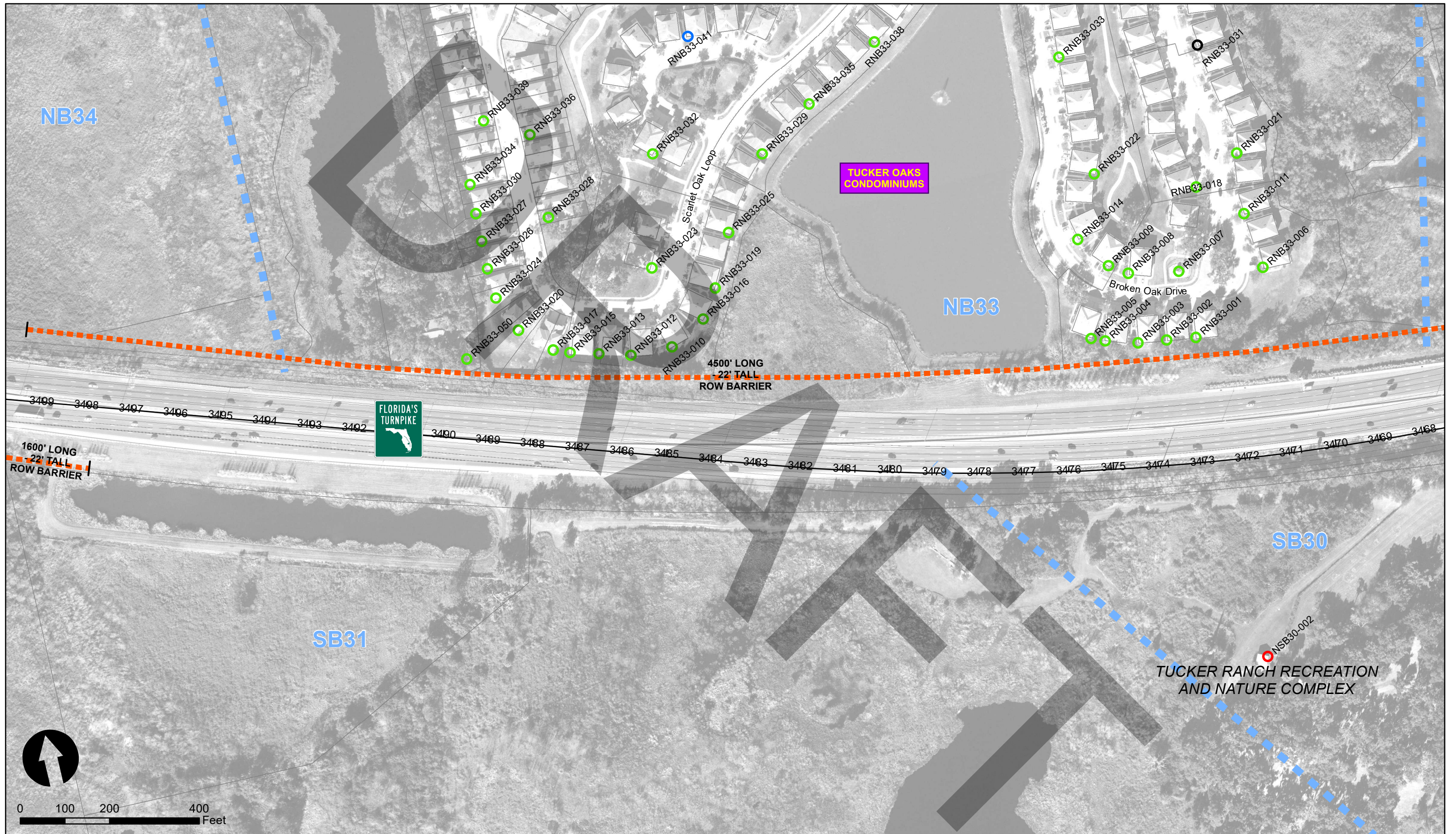
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**15**





Impacted* - Benefitted	1st Floor Receptor	ROW Barrier (Proposed)	Common Noise Environment
Impacted* - Not Benefitted	2nd Floor Receptor	ROW Barrier (Existing)	Design Lines
Not Impacted - Benefitted	3rd Floor Receptor	Shoulder Barrier (Proposed)	
Not Impacted - Not Benefitted	Validation Sites	Shoulder Barrier (Existing)	

NOTE: Some receptors fall outside the display area of the map figures.

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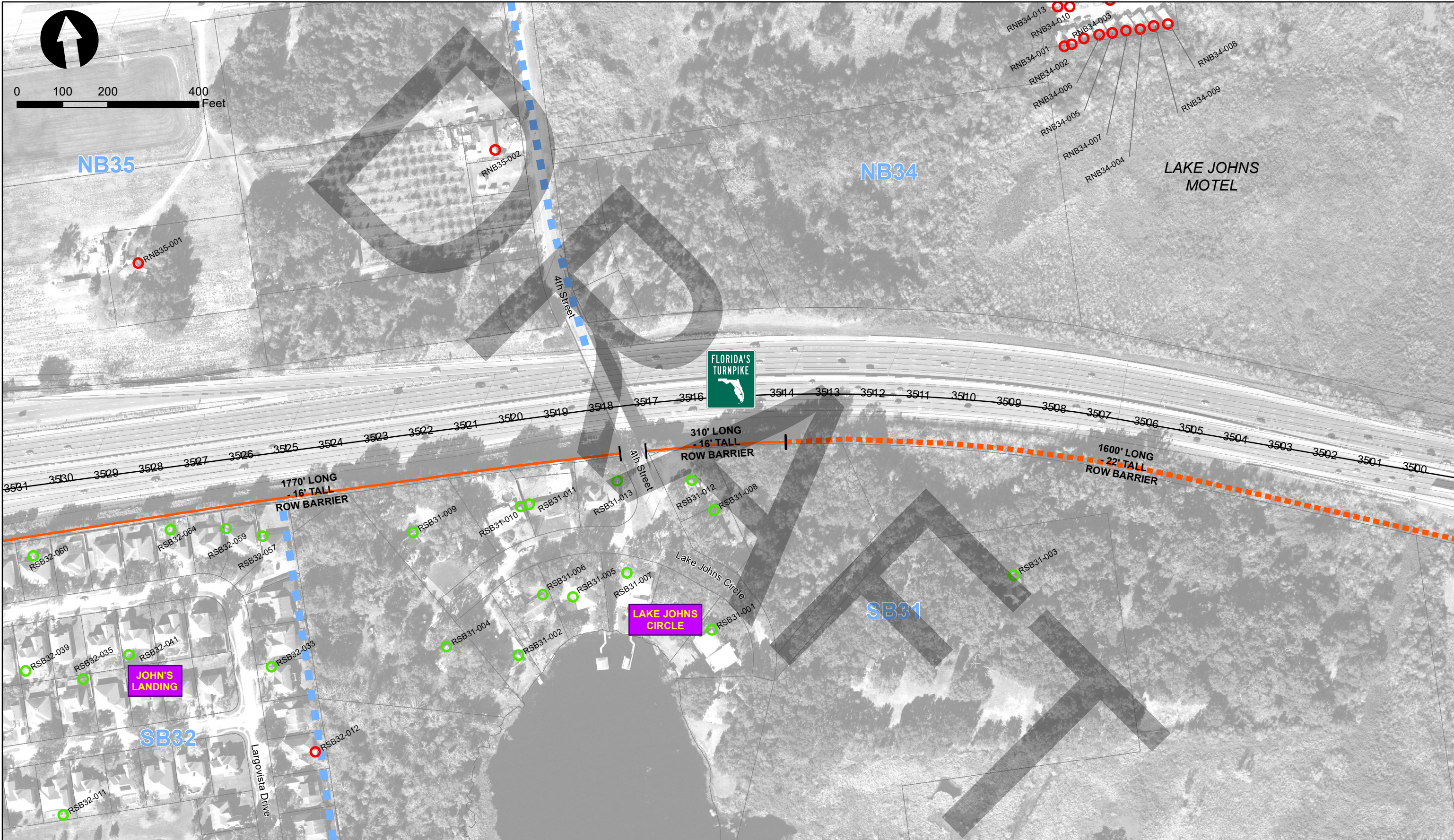
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**16**





Impacted* - Benefitted	1st Floor Receptor	ROW Barrier (Proposed)	Common Noise Environment
Impacted* - Not Benefitted	2nd Floor Receptor	ROW Barrier (Existing)	Design Lines
Not Impacted - Benefitted	3rd Floor Receptor	Shoulder Barrier (Proposed)	
Not Impacted - Not Benefitted	Validation Sites	Shoulder Barrier (Existing)	

NOTE: Some receptors fall outside the display area of the map figures.

\* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)

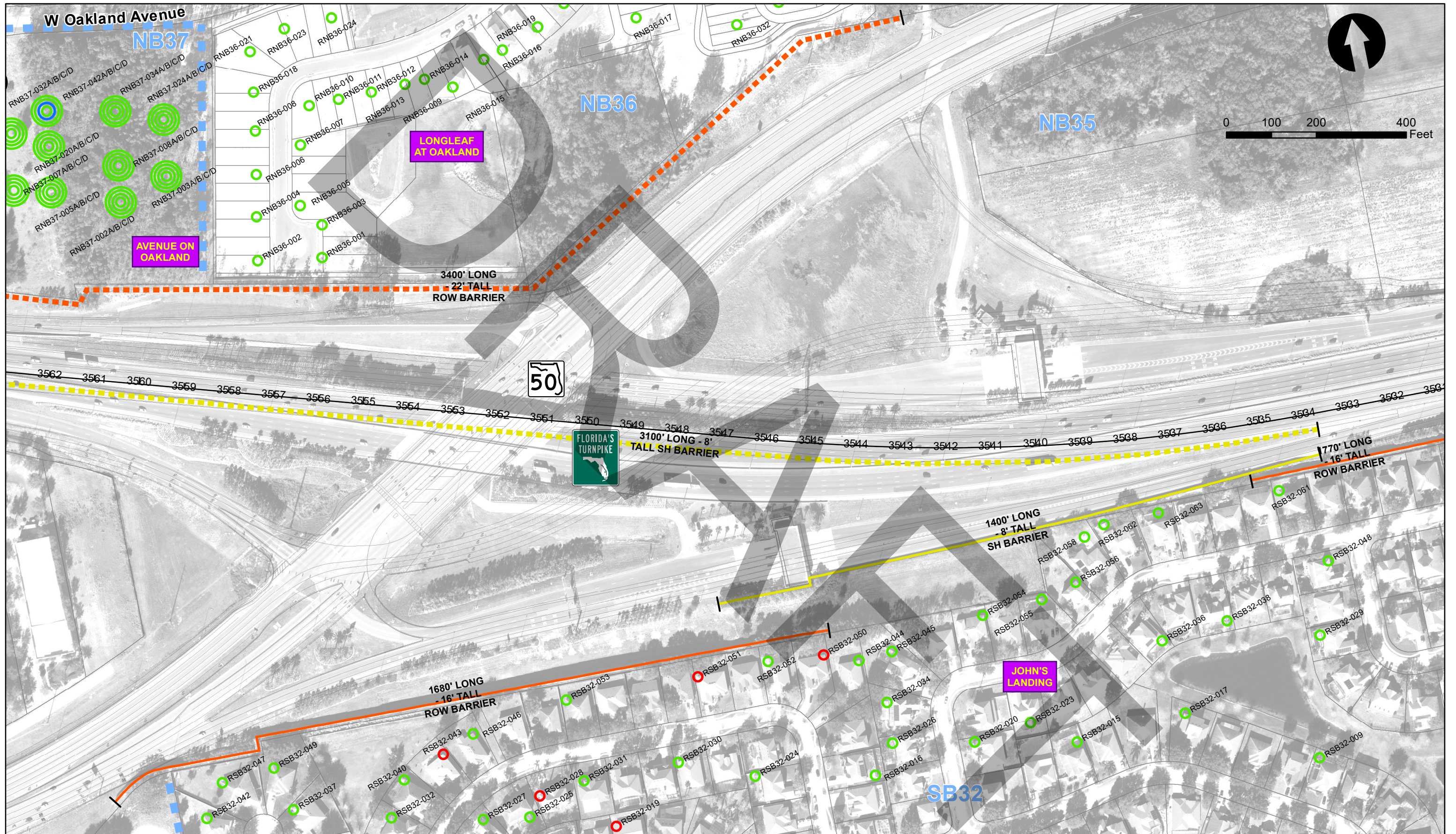
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**17**





Impacted* - Benefitted	1st Floor Receptor	ROW Barrier (Proposed)	Common Noise Environment
Impacted* - Not Benefitted	2nd Floor Receptor	ROW Barrier (Existing)	Design Lines
Not Impacted - Benefitted	3rd Floor Receptor	Shoulder Barrier (Proposed)	
Not Impacted - Not Benefitted	Validation Sites	Shoulder Barrier (Existing)	

NOTE: Some receptors fall outside the display area of the map figures.

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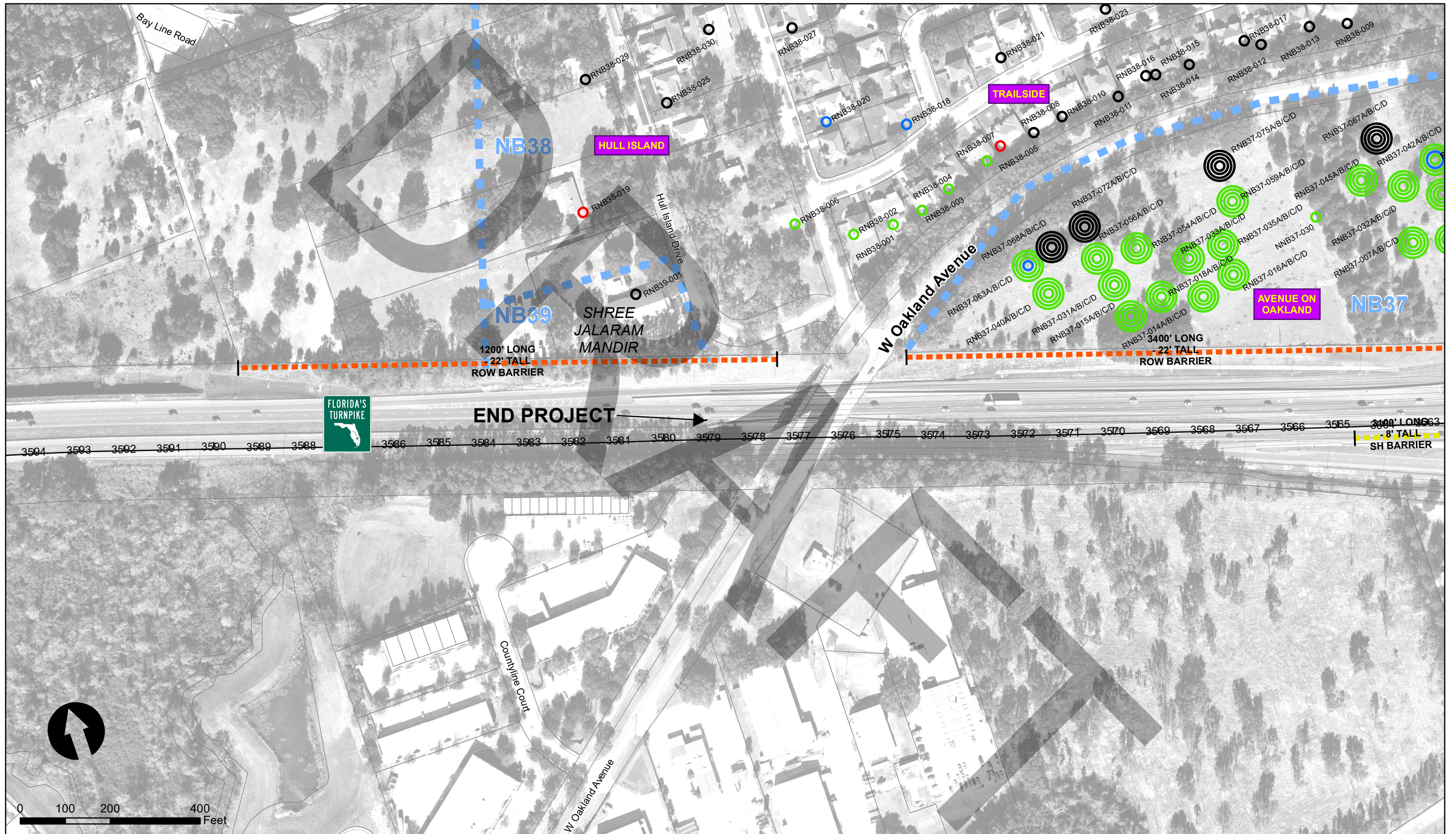
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**18**





- Impacted\* - Benefitted
- Impacted\* - Not Benefitted
- Not Impacted - Benefitted
- Not Impacted - Not Benefitted
- 1st Floor Receptor
- 2nd Floor Receptor
- 3rd Floor Receptor
- Validation Sites
- ROW Barrier (Proposed)
- ROW Barrier (Existing)
- Shoulder Barrier (Proposed)
- Shoulder Barrier (Existing)
- Common Noise Environment
- Design Lines

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**19**





- Impacted\* - Benefitted
- Impacted\* - Not Benefitted
- Not Impacted - Benefitted
- Not Impacted - Not Benefitted
- 1st Floor Receptor
- 2nd Floor Receptor
- 3rd Floor Receptor
- Validation Sites
- ROW Barrier (Proposed)
- ROW Barrier (Existing)
- Shoulder Barrier (Proposed)
- Shoulder Barrier (Existing)
- Common Noise Environment
- Design Lines

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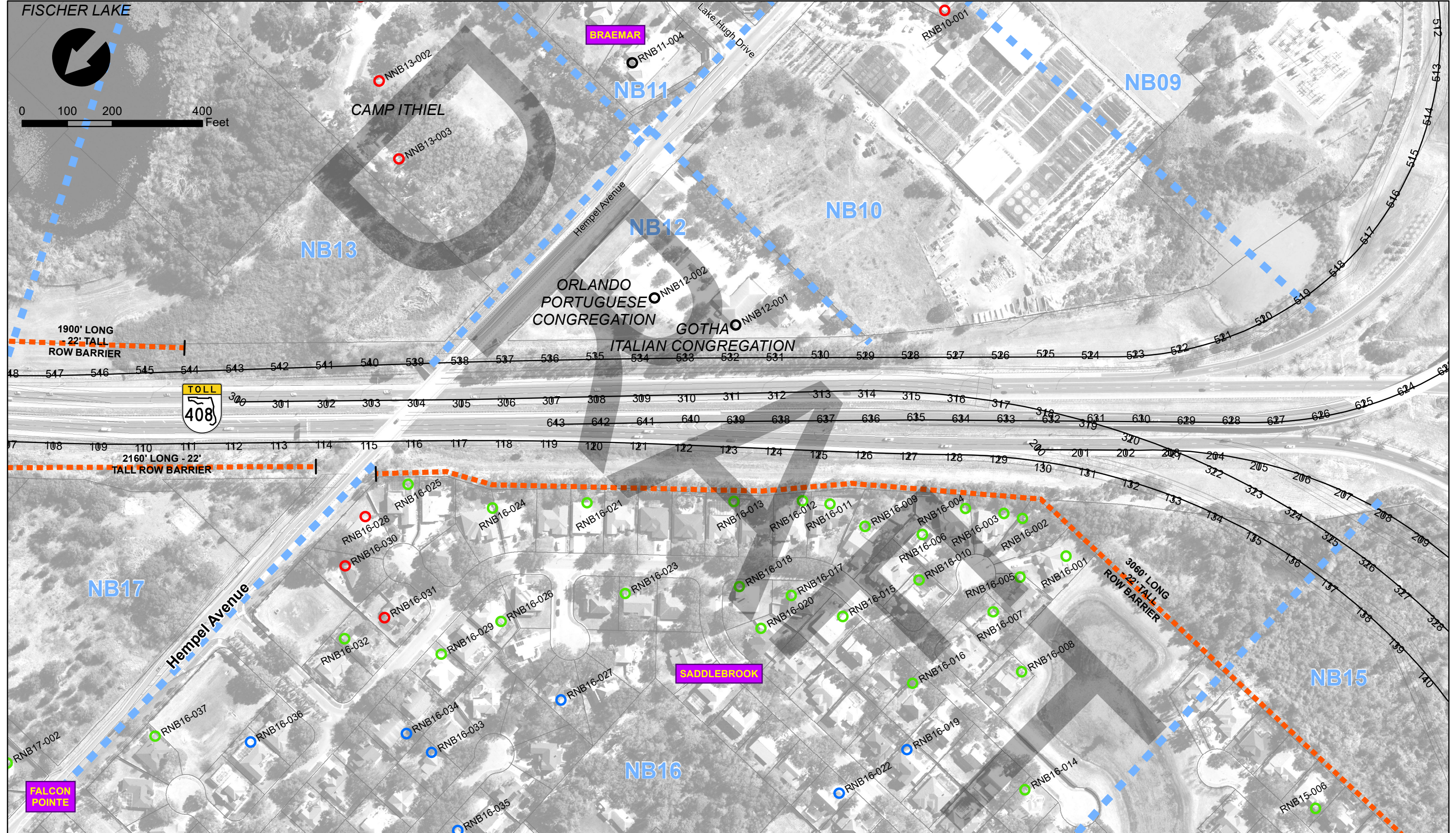
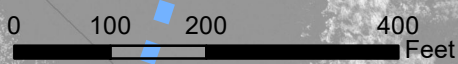
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**20**



FISCHER LAKE



	Impacted* - Benefitted		1st Floor Receptor		ROW Barrier (Proposed)		Common Noise Environment
	Impacted* - Not Benefitted		2nd Floor Receptor		ROW Barrier (Existing)		Design Lines
	Not Impacted - Benefitted		3rd Floor Receptor		Shoulder Barrier (Proposed)		
	Not Impacted - Not Benefitted		Validation Sites		Shoulder Barrier (Existing)		

NOTE: Some receptors fall outside the display area of the map figures.

\* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)

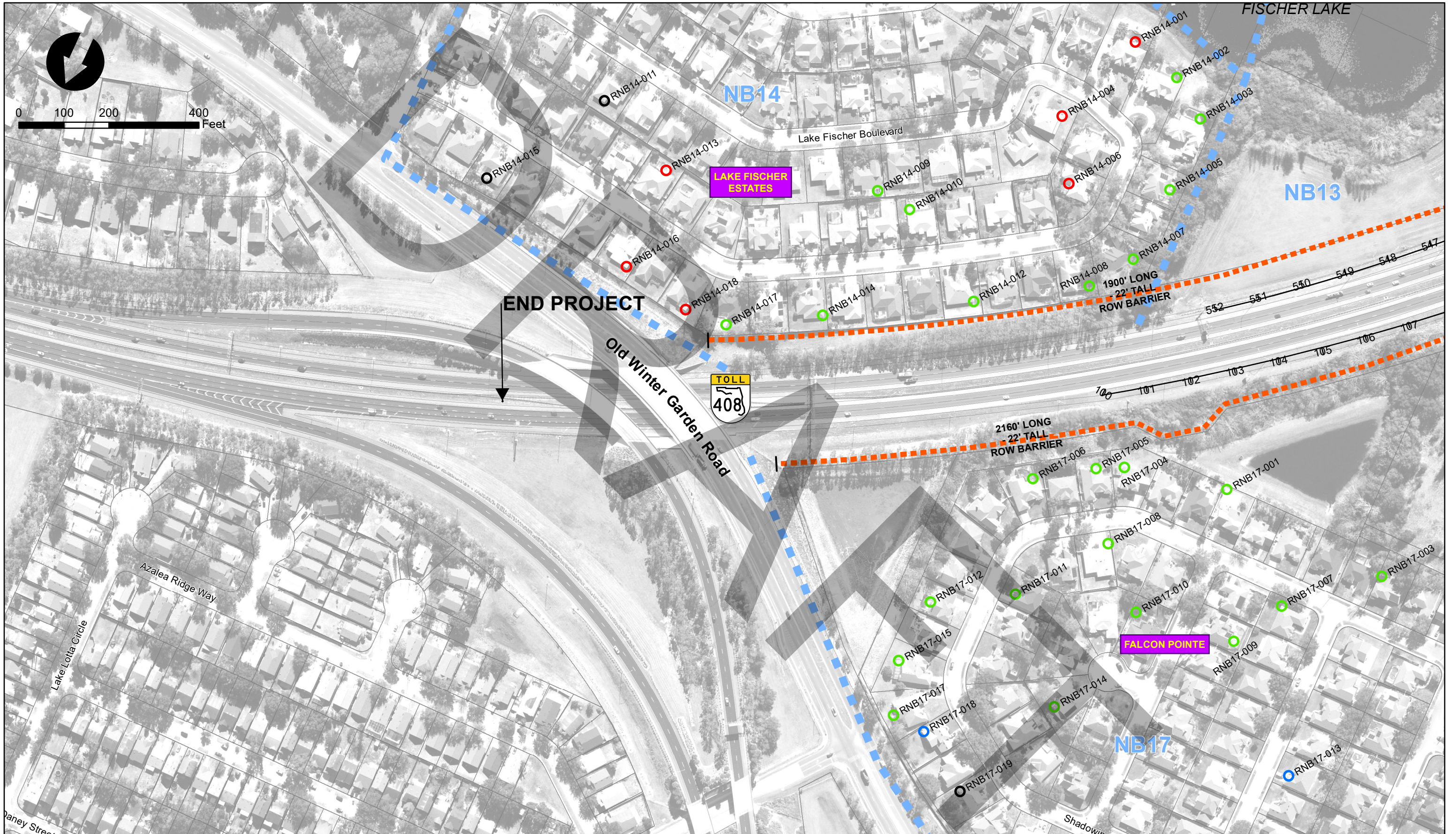
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91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**21**





	Impacted* - Benefitted		1st Floor Receptor		ROW Barrier (Proposed)		Common Noise Environment
	Impacted* - Not Benefitted		2nd Floor Receptor		ROW Barrier (Existing)		Design Lines
	Not Impacted - Benefitted		3rd Floor Receptor		Shoulder Barrier (Proposed)		
	Not Impacted - Not Benefitted		Validation Sites		Shoulder Barrier (Existing)		

NOTE: Some receptors fall outside the display area of the map figures.

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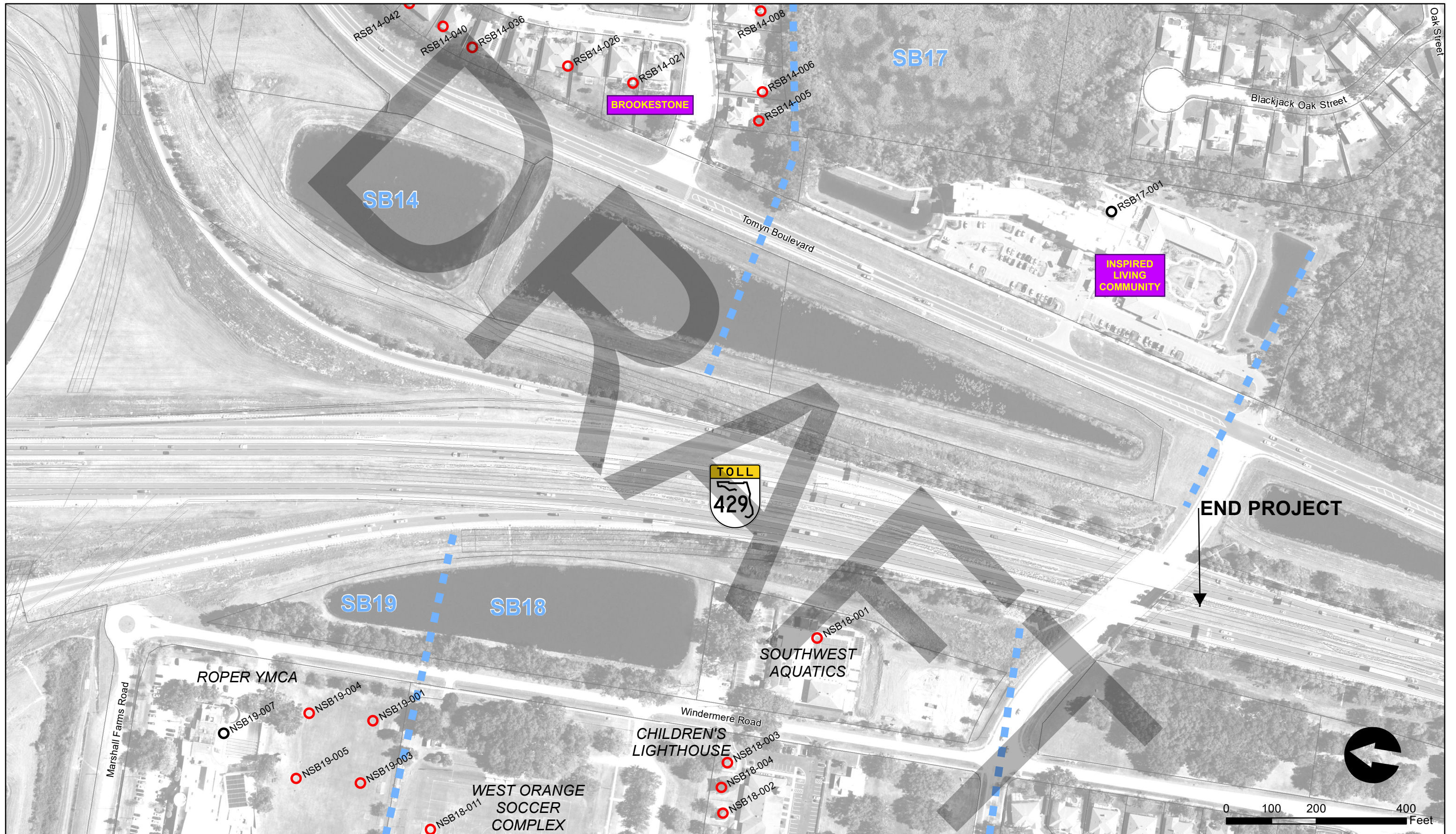
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91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**22**





	Impacted* - Benefitted		1st Floor Receptor		ROW Barrier (Proposed)		Common Noise Environment
	Impacted* - Not Benefitted		2nd Floor Receptor		ROW Barrier (Existing)		Design Lines
	Not Impacted - Benefitted		3rd Floor Receptor		Shoulder Barrier (Proposed)		
	Not Impacted - Not Benefitted		Validation Sites		Shoulder Barrier (Existing)		

NOTE: Some receptors fall outside the display area of the map figures.  
 \* - All impacts shown are based on no-barrier condition. (e.g., without existing barriers that would remain in the future)

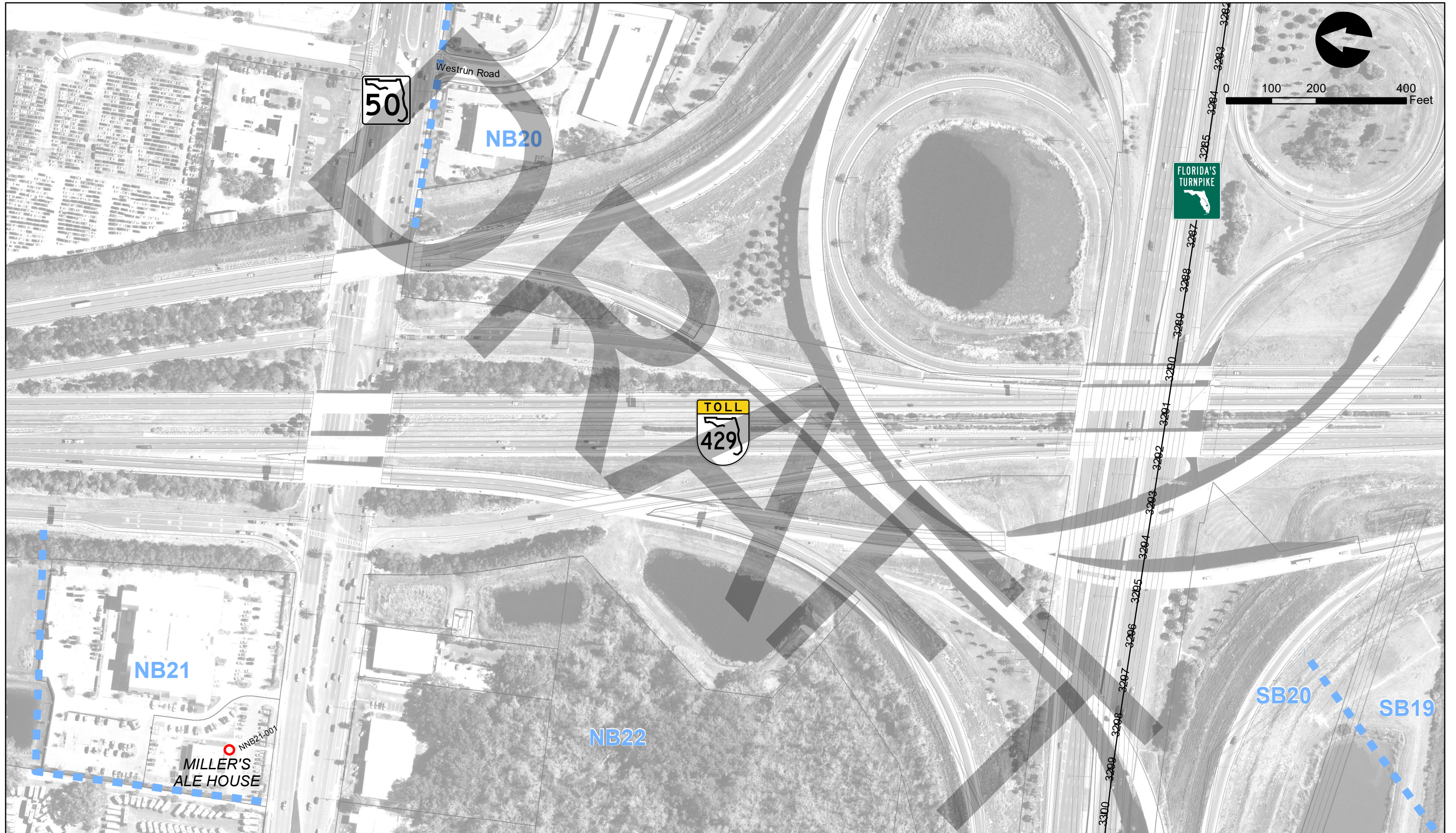
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91	ORANGE	444007-1

**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**23**





	Impacted* - Benefitted		1st Floor Receptor		ROW Barrier (Proposed)		Common Noise Environment
	Impacted* - Not Benefitted		2nd Floor Receptor		ROW Barrier (Existing)		Design Lines
	Not Impacted - Benefitted		3rd Floor Receptor		Shoulder Barrier (Proposed)		
	Not Impacted - Not Benefitted		Validation Sites		Shoulder Barrier (Existing)		

NOTE: Some receptors fall outside the display area of the map figures.

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**NOISE STUDY REPORT PROJECT AERIALS**  
 Widening of Turnpike (TPE) from  
 SR 408 to SR 50

**Sheet No.**  
**24**