PROJECT DEVELOPMENT & ENVIRONMENT NOISE STUDY REPORT

Turnpike (SR 91) Widening from Interstate 595 to Wiles Road Project Development and Environment Study

Broward County, Florida

Financial Project ID Number: 442212-1

Prepared For:
FLORIDA'S TURNPIKE ENTERPRISE

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Executive Summary

Florida's Turnpike Enterprise (FTE), part of the Florida Department of Transportation (FDOT), is evaluating alternatives to widen the Florida's Turnpike (State Road (SR) 91) from south of I-595 to Wiles Road (milepost (MP) 53 to 70), a distance of approximately 17 miles. As part of the study, all existing interchanges within the project limits and the need for a new interchange at Oakland Park Boulevard and Cypress Creek Road/McNab Road were evaluated. The project is located in Broward County, Florida within the following eleven municipalities Coconut Creek, Davie, Deerfield Beach, Fort Lauderdale, Lauderdale Lakes, Lauderhill, Margate, North Lauderdale, Plantation, Pompano Beach, and Tamarac.

For the year 2045 Build condition, noise levels were modelled in TNM at 1,976 receptor locations representing 10,459 residential and 192 special land use noise sensitive sites. Noise levels at 4,424 residences and 67 non-residential "special land use" sites, are predicted to approach or exceed the NAC for the year 2045 Build Alternative and therefore considered "impacted".

Analyses were performed of the impacted locations to determine if noise abatement was potentially feasible and reasonable under FDOT policy, including the no-barrier analysis of existing noise barriers. The noise barrier analysis indicates that noise barriers could potentially provide reasonable and feasible noise abatement for 3,798 of the 4,424 impacted residences (including existing barrier "no-barrier" analysis impacts), as well as provide a 5 dB(A) noise reduction benefit to 2,170 non-impacted residences. Noise abatement was not determined feasible and reasonable for any of the 67 impacted special use sites; however, some of the special use locations will receive incidental benefits from noise barriers for the residential areas.

The PD&E study phase analysis indicates that noise barriers are potentially feasible and reasonable at 20 noise sensitive areas. The potentially feasible and reasonable noise barriers meet the FDOT's cost per benefit criteria with a preliminary cost of under the $42,000 per benefited receptor criterion. Noise barriers at these 20 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.

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1.0 INTRODUCTION

1.1 Project Description

Florida's Turnpike Enterprise (FTE), part of the Florida Department of Transportation (FDOT), is evaluating alternatives to widen the Florida's Turnpike (State Road (SR) 91) from south of I-595 to Wiles Road (milepost (MP) 53 to 70), a distance of approximately 17 miles. As part of the study, all existing interchanges within the project limits and the need for a new interchange at Oakland Park Boulevard and Cypress Creek Road/McNab Road were evaluated. The project is located in Broward County, Florida within the following eleven municipalities Coconut Creek, Davie, Deerfield Beach, Fort Lauderdale, Lauderdale Lakes, Lauderhill, Margate, North Lauderdale, Plantation, Pompano Beach, and Tamarac. 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

Currently, the Florida's Turnpike varies from eight to ten lanes (four lanes plus an auxiliary lane in each direction) from south of I-595 to south of Atlantic Boulevard and has six lanes (three lanes in each direction) from south of Atlantic Boulevard to Wiles Road. 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 is Class 1, and the corridor does not have a context classification.

Previous planning efforts conducted by FTE concluded that major operational, safety, and capacity improvements are needed along Florida's Turnpike to improve the current and future peak period traffic operations along the mainline and at the interchanges. Improvements to the mainline, existing interchanges and the two proposed interchanges are expected to reduce the potential for traffic incidents and accommodate travel at acceptable levels of service. This PD&E Study evaluated the widening of the Florida's Turnpike, addition of new interchanges, as well as milling and resurfacing, bridge construction and interchange improvements. Interchange improvements were evaluated at I-595, Sunrise Boulevard, Commercial Boulevard, Atlantic Boulevard, Coconut Creek Parkway, Sample Road and two potential new reliever interchanges, one at Cypress Creek Road/McNab Road and one at Oakland Park Boulevard.

1.2 Purpose & Need

The purpose of this project is to reduce congestion along the Florida's Turnpike Mainline to accommodate current and future traffic volumes generated by anticipated growth and development in Broward County and adjacent counties.

The need for this project is to improve current and future peak period traffic operations and safety issues at the interchanges and throughout the corridor. According to the Broward Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP), Commitment 2045, indicate that the population of Broward County is expected to grow from 1.9 million to 2.2 million (15.7% increase) between 2018 and 2045. Employment is projected to grow by 44% through 2045. The anticipated population growth is expected to increase traffic volume which will ultimately hinder traffic operations and increase safety concerns. The proposed improvement will improve travel time, reliability, enhance safety, improve regional connectivity and emergency response and evacuation times.

1.2.1 Project Status

The project is in the Broward Metropolitan Planning Organization (MPO) jurisdiction. The project is listed in the FDOT's State Transportation Improvement Program (STIP) with funding for PD&E prior to 2023. The Broward MPO Transportation Improvement Program (TIP) Fiscal Year 2020 – 2024 includes funding for the Florida's Turnpike Widening from I-595 to Wiles Road for PD&E. Design, right-of-way acquisition and construction are not currently funded.

1.2.2 Enhance Safety

The crash analysis shows that a total of 1,919 crashes were reported along the Turnpike Mainline, ramps, and interchange ramp termini within the project limits between 2012 and 2016.

An examination of the northbound Florida's Turnpike heatmap shows a high concentration of crashes at north of I-595 near the reversible ramps, at W Broward Boulevard south of Sunrise Boulevard interchange and north of

Oakland Park Boulevard interchange where the Florida's Turnpike alignment shifts from north to northeast direction. Similar examination of the southbound Florida's Turnpike heat map shows high concentration of crashes south of I-595 interchange, near the Sunrise Boulevard and Commercial Boulevard interchange areas, at Cypress Creek Road and Sample Road interchange areas. Most crashes within the project limits were off-road accounting for 31% of crashes, followed by rear end collisions which accounted for 26%. This project seeks to reduce congestion and improve operations, thus mitigating the existing crash patterns.

1.2.3 Accommodate Travel Demands

A need exists to improve local and regional traffic operations along the Florida's Turnpike, as the projected future traffic results in an unacceptable LOS for both the mainline and existing interchanges within the project limits. The existing number of lanes along the project corridor will not accommodate the future transportation demands based on projected population, employment growth, and requirements as an evacuation route. Consequently, additional capacity is needed on Florida's Turnpike to meet the future transportation demands as outlined in the Broward MPO 2045 MTP.

1.2.4 Improve Travel Time Reliability

The current conditions along the Florida's Turnpike highlight a need to improve travel time reliability. The project corridor along with the interchange ramps within the project limit currently experiences moderate to severe congestion during both the AM and PM peak hours. The proposed widening is anticipated to improve travel times for all users including emergency responders.

1.2.5 Improve Regional Connectivity

Within the study area, Florida's Turnpike is part of the state's Strategic Intermodal System (SIS). The SIS is an intermodal network of transportation facilities that are designed to provide the highest degree of mobility for people and goods traveling throughout Florida. The SIS is an integral piece of Florida's goal to enhance economic competitiveness and quality of life for its citizens and visitors.

Florida's Turnpike provides limited access north-south connectivity from Miami-Dade County to Sumter County and connects to I-75, northwest of Orlando. The project is located within a segment of the roadway network which is vital to the south Florida region. The corridor improvements are needed to enhance and maintain south Florida's economic and employment viability. The widening of the Turnpike will provide congestion relief which will ultimately improve operational safety along the facility.

1.2.6 Enhance Emergency Response and Evacuation

The Florida's Turnpike is a designated hurricane evacuation route, critical in facilitating traffic movement during emergency evacuation periods. With the population increase forecasted for the region, widening Florida's Turnpike Mainline would provide greater capacity to efficiently move large volumes of traffic during emergency evacuation events.

2.0 METHODOLOGY

The traffic noise study was performed in accordance with *Code of Federal Regulations, Title 23, Part 772 (23 CFR 772) Procedures for Abatement of Highway Traffic Noise and Construction Noise*[1] using methodology established

by the Florida Department of Transportation (FDOT) in the *Project Development and Environment Manual*[2], *Part 2, Chapter 18 (FDOT, July 1, 2020)* and FDOT's *Traffic Noise Modeling and Analysis Practitioners Handbook*[3]. Predicted noise levels were produced using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM), version 2.5.

2.1 Noise Metrics

Noise levels developed for this analysis are expressed in decibels (dB) using an "A"-scale [dB(A)] weighting. This scale most closely approximates the response characteristics of the human ear. All noise levels are reported as hourly equivalent noise levels (LAeq1h). The LAeq1h 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 LAeq1h 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). 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[2], these noise abatement measures may include traffic system management, alignment modifications, property acquisitions, land use controls, and noise barriers.

2.4.1 Traffic Management

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

2.4.2 Alignment Modifications

Alignment modification involves orienting and/or sitting 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 the cost reasonableness of noise barriers, certain feasibility factors must also be considered, including Noise Reduction Factor, Safety, Maintenance, and Engineering factors.

Table 2-1 – FHWA & FDOT Noise Abatement Criteria

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

(Based on Table 1 of 23 CFR Part 772)

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

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

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

Figure 2-1 – Typical Noise Levels

Common Outdoor Activities	Noise Level dB(A)	Common Indoor Activities
	---110---	Rock Band
Jet Fly-Over 1000 ft.		
	---100---	
Gas Lawn Mower at 3 ft.		
	---90---	
Diesel Truck at 50 ft., at 50 mph		Food Blender at 3 ft.
	---80---	Garbage Disposal at 3 ft.
Noise Urban Area (Daytime)		
Gas Lawn Mower at 100 ft.	---70---	Vacuum Cleaner at 10 ft.
Commercial Area		Normal Speech at 3 ft.
Heavy Traffic at 300 ft.	---60---	
		Large Business Office
Quiet Urban Daytime	---50---	Dishwasher Next Room
Quiet Urban Nighttime	---40---	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		
	---30---	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (Background)
	---20---	
	---10---	
Lowest Threshold of Human Hearing	---0---	Lowest Threshold of Human Hearing
Source: California Dept. of Transportation; Technical Noise Supplement; Oct 1998; Page 18.		

3.0 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[5] (FHWA, June 2018). Noise monitoring was performed on January 5, 2023, using Larson Davis LxT noise monitors. All monitoring events were 10 minutes in duration, which is consistent with methodology documented in the FDOT PD&E Manual[2]. The noise monitors were calibrated using a CAL200 calibrator before and after each event. Typical vehicle speeds were established by sampling with a Decatur Scout handheld radar gun. Vehicles generally traveled within a few miles per hour (mph) of the 65-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 south of Wiles Road at Station 2100+00. Receptor point VS-02 is located within the ROW on the southbound side of Florida's Turnpike south of W Sample Road at Station 2030+00. Receptor point VS-03 is located within the ROW on the southbound side of Florida's Turnpike south of W Copans Road at Station 1994+00.

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

Table 3-1 – TNM Validation Results Summary

Location	Validation Event	Field Measured [dB(A)]	TNM Predicted [dB(A)]	Variance [dB(A)]
Site No. VS-01 Station 2100+00 (Southbound Side)	VS-01-01	75.8	76.8	1.0
	VS-01-02	75.6	77.0	1.4
	VS-01-03	74.9	76.6	1.7
Site No. VS-02 Station 2030+00 (Southbound Side)	VS-02-01	72.7	74.6	1.9
	VS-02-02	72.5	74.3	1.8
	VS-02-03	72.7	74.5	1.8
Site No. VS-03 Station 1994+00 (Southbound Side)	VS-03-01	75.4	76.1	0.7
	VS-03-02	75.5	76.4	0.9
	VS-03-03	75.4	76.2	0.8

Measurements Taken 1/05/2023

3.2 Noise Sensitive Receptors

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

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

Noise levels were predicted at 1,976 receptor points, representing 10,459 residences, and 192 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 11th CNE on the southbound side of the mainline road).
- The first letter of the receptor label is either an “R” or “N” and denotes whether the point is a residence or a non-residential receptor, respectively.
- The four characters following the first letter is the CNE name (e.g., 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 2ND receptor, a non-residential receptor in this case, in the 11th 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 1,976 noise sensitive sites, representing 10,459 residences, and 192 special use receptor points. These sites are grouped into CNEs to evaluate the potential feasibility and reasonableness of providing noise barriers to reduce traffic noise. Noise barriers reduce traffic noise by blocking the sound path between a traffic noise source and noise sensitive receptor. To effectively reduce traffic noise, a noise barrier must be relatively long, continuous (with no intermittent openings), and of sufficient height. For a noise barrier to be considered feasible and reasonable, the following conditions must be met.

To be considered feasible it must:

- Demonstrate that it will benefit at least two impacted receptors by providing a reduction in traffic related noise of at least 5 dB(A);
- Take into consideration a number of additional feasibility factors including: Design and Construction, Safety, Access, ROW, Maintenance, Drainage, and Utility factors.

To be considered reasonable it must:

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

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

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

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

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

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)[4]. This special use site analysis procedure starts with the established cost threshold for residential locations and generalizes it to a person-hours of use criteria that can be applied to non-residential sites using this equation from the above referenced document.

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

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

3.3.2 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) line 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

3.4.1 Broadview Park (NB01)

The Broadview Park neighborhood is located on the northbound side of Florida's Turnpike (CNE NB01) between Interstate 595 and SW 12th St. In this area, 69 NAC B receptor points, representing 236 residential sites 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. Noise levels at 98 NAC B residences in Broadview Park are predicted to approach or exceed the NAC for the Build condition in the design year (2045) in the "no-barrier" condition.

This area already has the maximum possible height and length noise barrier system that can be constructed, so no additional noise barrier was considered to supplement the existing right-of-way and shoulder noise barriers. There is a gap in the existing ROW noise barrier near Washburn Park where constructability factors relating to FGT gas lines and overhead utilities prevented construction of any additional ROW noise barrier. To cover this break in the ROW noise barrier, a shoulder noise barrier was constructed to cover the gap in the ROW noise barrier. These existing ROW and shoulder noise barriers are planned to remain in the future build condition. The existing noise barrier system was modeled to see if it meets the current criteria for noise abatement. Based on this evaluation, the existing noise barrier system (see **Table 3-2** for details) located on the northbound shoulder and northbound ROW does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If it was being constructed again from scratch, this noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Because the existing noise barrier system meets all the criteria for noise abatement and is already the maximum

noise barrier system that could be constructed in this area, no additional noise barrier was analyzed for this area. See **Table 3-2** for evaluated barriers.

Table 3-2 – Broadview Park (CNE NB01)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22[8]	2190	ROW[6]	98	2	1	91	94	61	155	12.8	4	$2,761,200	$17,814
8[8]	670	SH[7]											
22[8]	1750	ROW[6]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2 (Assumes all barriers are being constructed from the no-barrier condition. Some barriers have already been constructed and will not incur any further costs.)
[6] ROW – Right of Way noise barrier on Florida's Turnpike.
[7] SH - Shoulder noise barrier on Florida's Turnpike.
[8] Barriers in RED are existing barriers that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.

The existing ROW noise barrier cannot provide a benefit to four residential units located on the south side of SW 12th Street because of noise generated from local traffic outside the project limits on SW 12th Street itself.

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

3.4.2 Washburn Park (NB01)

Washburn Park is located on the northbound side of Florida's Turnpike (CNE NB01) between Interstate 595 and SW 12th St. In this area, three NAC C receptors representing areas of outdoor use at Washburn Park were added to the model. Noise levels at all three receptors are expected to approach or exceed the NAC for the Build condition in the design year (2045). However, all three receptors are already receiving a 7 dB(A) or greater benefit from the existing noise barriers constructed in this area. Because the noise barriers will remain in place in the future build condition and are already constructed at the maximum possible height noise barrier configuration, no additional noise barrier configurations were analyzed for this area. See **Table 3-3** for evaluated barriers.

Table 3-3 – Washburn Park (CNE NB01)

Height (feet)	Length[1] (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	2190	ROW[3]	n/a[4]	0.6 Acres	100%	Yes	n/a[4]	n/a[4]
8	670	SH[3]						
22	1750	ROW[3]						

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft^2
[3] Barriers in RED are existing barriers that will remain in the future condition.
[4] Noise Barrier system is already constructed and benefitting entire park area, so no further cost analysis was conducted.

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

3.4.3 Plantation Walking Park (NB02)

The Plantation Walking Park is located on the northbound side of Florida's Turnpike (CNE NB02) between SW 12th St. and W Broward Blvd. In this area, three NAC C receptors representing areas of outdoor use along the trail in the Plantation Walking Park were added to the model. Noise levels at two of these receptors are expected to approach or exceed the NAC for the Build condition in the design year (2045). Both of the impacted receptors are already receiving a 7 dB(A) or greater benefit from the existing noise barriers constructed in this area. Because the noise barriers will remain in place in the future build condition, no additional noise barrier configurations were analyzed for this area. See **Table 3-4** for evaluated barriers.

Table 3-4 – Plantation Walking Park (CNE NB02)

Height (feet)	Length[1] (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
20	2750	ROW[3]	n/a[4]	4.9 Acres	100%	Yes	n/a[4]	n/a[4]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft^2
[3] Barriers in RED are existing barrier that will remain in the future condition.
[4] Noise Barrier system is already constructed and benefitting entire park area, so no further cost analysis was conducted.

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

3.4.4 Lauderdale Golf Estates (NB02)

The Lauderdale Golf Estates neighborhood is located on the northbound side of Florida's Turnpike (CNE NB02) between SW 12th St. and W Broward Blvd. In this area, 33 NAC B receptors representing 124 residential sites 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 the barrier system for Lauderdale Golf Estates. In the no barrier condition, noise levels at 35 NAC B residences in Lauderdale Golf Estates are expected to approach or exceed the NAC for the Build condition in the design year (2045).

Because a 20-foot-tall ROW noise barrier already exists for the full length of this neighborhood, additional noise barriers were not evaluated for this area because there cannot be enough additional noise reduction going from a 20-foot-tall to a 22-foot-tall noise barrier to warrant the removal and replacement of the existing 20-foot-tall noise barrier. To determine the effectiveness of the existing noise barrier, the current noise barrier system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system (see **Table 3-5** for details) located on the northbound ROW does provide a 7 dB(a) reduction at one or more receptors, and a 5 dB(A) reduction at two or more impacted receptors. If it was being constructed again from scratch, this noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Because the existing noise barrier system meets all the criteria for noise abatement and is already within 2-feet of the maximum noise barrier system that could be constructed in this area, no additional noise barrier was analyzed for this area. See **Table 3-5** for evaluated barriers.

Table 3-5 – Lauderdale Golf Estates (CNE NB02)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
20[7]	2750	ROW[6]	35	10	9	14	33	28	61	6.8	2	$1,650,000	$27,049

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2 (Assumes all barriers are being constructed from the no-barrier condition. Some barriers have already been constructed and will not incur any further costs.)
[6] ROW – Right of Way noise barrier on Florida's Turnpike.
[7] Barriers in RED are existing barriers that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.

Two impacted residential units located on the south side of West Broward Boulevard are impacted because of noise generated from local traffic outside the project limits on Broward Boulevard itself and could not receive noise abatement within the project limits.

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

3.4.5 Ft. Lauderdale Country Club & Golf Course (NB02)

Ft. Lauderdale Country Club and Golf Course is located on the northbound side of Florida's Turnpike (CNE NB02) between SW 12th St. and W Broward Blvd. In this area eight NAC C receptor points, representing outdoor use areas on eight holes of the golf course, were added to the model. Noise levels at seven receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area. However, for a 14-foot-tall ROW noise barrier to be cost reasonable, an average of 1,772 people would need to use these seven impacted holes of the golf course for one hour per day. That would translate to roughly 30 concurrent golfers active on each hole for 10 hours every day, which is not possible. Reducing the height even a little further to 8-feet tall would not have been enough to make the barrier cost reasonable, and at a height of 8-feet-tall the barrier is no longer able to meet the Noise Reduction Design Goal (NRDG) of benefiting any receptor by 7dB(A). For this reason, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites in this area. See **Table 3-6** for evaluated barriers.

Table 3-6 – Ft. Lauderdale Country Club & Golf Course (CNE NB02)

Height (feet)	Length[1] (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	2800	ROW	$1,848,000	18.3	100%	Yes	2,599	No
14	3000	SH	$1,260,000	18.3	100%[3]	Yes	1,772	No
8	3000	SH	n/a[3]	0	0%	No	n/a[3]	n/a[3]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft²
[3] 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 4 in the project aerials, located in Appendix D.

3.4.6 Breezeswept Park Estates (NB03)

The Breezeswept Park Estates neighborhood is located on the northbound side of Florida's Turnpike (CNE NB03) between W Broward Blvd. and Sunrise Blvd. In this area, 41 NAC B receptors representing 229 residential sites were added to the model. Breezeswept Park Estates has existing shoulder noise barriers that will be removed as part of the future roadway conditions.

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 the barrier system for Breezeswept Park Estates. In the no-barrier condition, noise levels at 83 NAC B residences in Breezeswept Park Estates are expected to approach or exceed the NAC for the Build condition in the design year (2045).

An 11-foot-tall right-of-way noise barrier already exists for this neighborhood; however, it does not benefit all impacted properties in the Build condition. Additionally, due to the proximity of FGT gas lines in the area, removing and replacing the 11-foot -tall ROW barrier with a taller barrier is not possible. However, supplementing the existing right-of-way barrier with a 14-foot-tall shoulder barrier and 8-foot-tall on-structure barrier does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or

more impacted receptors. If the existing right-of-way barrier were to be constructed from scratch along with the two shoulder barriers, this noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-7** for evaluated barriers.

Table 3-7 – Breezeswept Park Estates (CNE NB03)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
11[8]	4220	ROW[7]	83	0	12	57	69	119	188	8.1	14	$3,514,200	$18,693
14	4880	SH[6]											
8	300	SH[6]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2 (Assumes all barriers are being constructed from the no-barrier condition.)
[6] SH - Shoulder noise barrier on Florida's Turnpike.
[7] ROW – Right of Way noise barrier on Florida's Turnpike.
[8] Barriers in RED are existing barriers that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.

Fourteen impacted residential units located on the north side of West Broward Boulevard are impacted because of noise generated from local traffic outside the project limits on Broward Boulevard itself and could not receive noise abatement within the project limits.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheet 4-6 in the project aerials, located in Appendix D.

3.4.7 The Flair, Castle Gardens II, and Woodsdale Oaks (NB04 & NB05)

The Flair, Castle Gardens II, and Woodsdale Oaks neighborhoods are located on the northbound side of Florida's Turnpike (CNE NB04 and CNE NB05) between Sunrise Blvd. and W Oakland Park Blvd. In this area, 95 NAC B receptors representing 548 residential sites 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 the barrier system for Flair, Castle Gardens II, and Woodsdale Oaks. In the no-barrier condition, noise levels at 163 NAC B residences in Flair, Castle Gardens II, and Woodsdale Oaks are expected to approach or exceed the NAC for the Build condition in the design year (2045).

A 20-foot-tall right-of-way noise barrier for Flair, as well as a 22-foot-tall right-of-way noise barrier Castle Gardens II and a 19-foot-tall right-of-way noise barrier for Woodsdale Oaks already exist. The existing barrier system does not benefit all impacts in the Build condition. Supplementing these existing right-of-way noise barriers with 22-foot-tall right-of-way noise barriers and an 8-foot-tall on-structure barrier does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If the existing right-of-way barriers were to be constructed from scratch along with the supplemented right-of-

way and on-structure barriers, this noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-8** for evaluated barriers.

Table 3-8 – Flair, Castle Gardens II, and Woodsdale Oaks (CNE NB04 and CNE NB05)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	1600	ROW[7]	184	1	0	144	145	82	227	9.8	39	$5,308,200	$23,384
22	1000	ROW[7]											
22[8]	900	ROW[7]											
22	300	ROW[7]											
22	520	ROW[7]											
20[8]	3080	ROW[7]											
19[8]	900	ROW[7]											
8	400	SH[6]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike.
[7] ROW – Right of Way noise barrier on Florida's Turnpike.
[8] Barriers in RED are existing barriers that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.

Sixteen impacted residential units north of Sunrise Boulevard could not receive a 5 dB(A) benefit because of noise from Sunrise Boulevard and because of their location near the end of the proposed noise wall system. Also, 12 second-floor residential units at the north end of the Woodsdale Oaks community could not receive a 5 dB(A) benefit because of a combination of their height above ground, their distance from the noise wall and highway, and unblocked noise from NW 49th Ave on the back side of the apartments.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 6-9 in the project aerials, located in Appendix D.

3.4.8 Broward Habitat Connectivity Project Park, and the First Church of the Open Bible (NB04 & NB05)

Broward Habitat Connectivity Project Park, and the First Church of the Open Bible (First Church of the Open Bible is just outside of the viewable area on sheet 9) are located on the northbound side of Florida's Turnpike (CNE NB04 and CNE NB05) between Sunrise Blvd. and W Oakland Park Blvd. In this area four NAC C receptors representing areas of outdoor use at neighborhood playgrounds, parks, and the church 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 the barrier system for Flair, Castle Gardens, and Woodsdale Oaks. In the

retained barrier condition, noise levels are not expected to approach or exceed the NAC for the Build condition in the design year (2045). Because no impacts are predicted for these sites additional noise barriers were not analyzed for these locations. There are reasonable and feasible noise barriers planned for the surrounding neighborhoods and these locations may receive some incidental benefit from those noise barriers.

The predicted noise levels are shown in Appendix B-2 and the receptor location for the park is shown on sheet 8 (First Church of the Open Bible is just outside of the viewable area on sheet 9) in the project aerials, located in Appendix D.

3.4.9 Lauderhill 6-12 STEM-MED Magnet School (NB04)

The Lauderhill 6-12 STEM-MED Magnet School is located on the northbound side of Florida's Turnpike (CNE NB04) between SW 12th St. and W Broward Blvd.

In this area, 11 NAC C receptor points representing outdoor play areas at the school were added to the model. Of these 11 receptors, noise levels at six NAC C receptor locations are expected to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for all of the impacted area. However, for a 22-foot-tall noise barrier to be cost reasonable, an average of more than 1,500 people would need to use the benefited area of the outdoor use areas of the school for one hour per day. Based on the published enrollment numbers on the school's website of a school population of 800 students and 7 total acres of outdoor use area on site. This would put the approximate number of person hours within the impacted and benefited area under 100 person hours per day, well under the 1,500 person hours per day that would be needed to make a noise barrier cost reasonable. It is not possible for sufficient person hours of use to occur within the benefited area at any height. Lowering the height even to 16-feet-tall would not bring the cost down sufficiently to make a noise barrier cost reasonable and a barrier at this height would no longer meet the NRDG of benefitting one receptor by at least 7dB(A). For this reason, the person hours necessary to make a noise barrier cost reasonable in this location cannot be met and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at Lauderhill Magnet School. While this school will not qualify for noise abatement on its own, it will receive an incidental benefit of noise barriers being constructed for adjacent residential areas that will provide a benefit to all impacted receptors at this location. See **Table 3-9** for evaluated barriers.

Table 3-9 – Lauderhill 6-12 STEM-MED Magnet School (CNE NB04)

Height (feet)	Length[1] (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	1800	ROW	$1,188,000	1.5 ac	100%	Yes	1650	No
16	1800	ROW	n/a[3]	n/a[3]	n/a[3]	No	n/a[3]	n/a[3]

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

3.4.10 Hawaiian Gardens Apartments (NB06)

The Hawaiian Gardens apartments are located on the northbound side of Florida's Turnpike (CNE NB06) between W Oakland Park Blvd. and the Middle River Canal. In this area, 120 NAC B receptors representing 960 residential sites and six NAC C receptors representing six areas of outdoor use 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 the barrier system for Hawaiian Gardens. In the no-barrier condition, noise levels at 338 NAC B residences in Hawaiian Gardens are expected to approach or exceed the NAC for the Build condition in the design year (2045).

A 16-foot-tall right-of-way noise barrier already exists for this neighborhood; however, it does not benefit all impacts in the Build condition. Supplementing this existing right-of-way noise barrier with a 22-foot-tall right-of-way noise barrier and an 8-foot-tall shoulder barrier does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If the existing right-of-way barrier were to be constructed from scratch along with the supplemented right-of-way and shoulder barriers, this noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-10** for evaluated barriers.

Table 3-10 – Hawaiian Gardens (CNE NB06)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
16[8]	2150	ROW[7]	338	96	48	96	240	20	260	7.1	98	$2,134,800	$8,211
22	500	ROW[7]											
8	3290	SH[6]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH – Shoulder noise barrier on Florida's Turnpike.
[7] ROW – Right of Way noise barrier on Florida's Turnpike.
[8] Barriers in RED are existing barriers that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.

Thirty-six impacted residential second- and third-floor units facing Oakland Park Boulevard could not receive a 5 dB(A) benefit because of their distance from the turnpike and barriers, and due to noise from Oakland Park Boulevard outside the project area. Additionally, 62 units along the turnpike on the first and third floors did not receive a 5 dB(A) benefit because of a combination of the height of some of the receptors and the construction of an elevated ramp system that is effectively providing noise abatement that the noise barriers would usually provide. The net effect makes parts of the barriers less effective than would normally be anticipated, resulting in several receptors falling short of a full 5 dB(A) noise reduction. The 62 impacted and not benefitted residences along the turnpike are predicted to receive between a 3.3 and 4.7 dB(A) reduction in traffic noise, short of the 5 dB(A) reduction needed to qualify as benefited, but they will still see some reduction in traffic noise as a result of the barriers.

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

3.4.11 Monterey, Oakland Estates and Mainlands Park (East of Turnpike) (NB07)

The Monterey and Oakland Estates neighborhoods, and a portion of the Mainlands Park neighborhood east of the Turnpike, are located on the northbound side of Florida's Turnpike (CNE NB07) between the Middle River Canal and Commercial Blvd. In this area, 111 NAC B receptors representing 819 residential sites and three NAC C receptors representing three areas of outdoor use 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 the barrier system for Oakland Estates and Mainlands. In the no-barrier condition, noise levels at 190 NAC B residences and one NAC C site in Oakland Estates and Mainlands are expected to approach or exceed the NAC for the Build condition in the design year (2045).

A right-of-way noise barrier system consisting of 19-, 18-, and 15-foot-tall walls already exists for the full length of these neighborhoods. Taller noise barriers were not evaluated for this area because there would not be enough additional noise reduction after increasing the existing noise barriers to 22 feet to warrant the removal and replacement of the existing barriers. To determine the effectiveness of the existing noise barriers, the current noise barrier system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system (see **Table 3-11** for details) located on the northbound ROW does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If it was being constructed again from scratch, this noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Because the existing noise barrier system meets all the criteria for noise abatement, no additional noise barriers were analyzed for this area. See **Table 3-11** for evaluated barriers.

Table 3-11 – Monterey, Oakland Estates and Mainlands Park (East of Turnpike) (CNE NB07)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
19[7]	2440	ROW[6]	190	3	5	167	175	16	191	9.0	15	$3,896,400	$20,400
18[7]	3790	ROW[6]											
15[7]	1020	ROW[6]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] ROW – Right of Way noise barrier on Florida's Turnpike.
[7] Barriers in RED are existing barriers that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.

The existing noise barrier system cannot achieve a 5 dB(A) reduction at seven residences behind the middle of the 15-foot wall because of the distance to the noise wall. Additionally, eight residences near Commercial Boulevard cannot receive a 5 dB(A) benefit because of roadway noise from Commercial Boulevard itself.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 10-13 in the project aerials, located in Appendix D.

3.4.12 Imperial Estates (NB08)

The Imperial Estates neighborhood is located on the northbound side of Florida's Turnpike (CNE NB08) between Commercial Blvd. and NW 62nd St. In this area, 107 NAC B receptors representing 521 residential sites and two NAC C receptors representing two areas of outdoor use 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 the barrier system for Imperial Estates. In the no-barrier condition, noise

levels at 147 NAC B residences in Imperial Estates are expected to approach or exceed the NAC for the Build condition in the design year (2045).

An 18-foot-tall right-of-way noise barrier already exists for the full length of this neighborhood. Additional noise barriers were not evaluated for this area because there cannot be enough additional noise reduction after increasing the existing noise barrier to 22 feet to warrant the removal and replacement of the existing barrier. To determine the effectiveness of the existing noise barriers, the current noise barrier system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system (see **Table 3-12** for details) located on the northbound ROW does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If it was being constructed again from scratch, this noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Because the existing noise barrier system meets all the criteria for noise abatement, no additional noise barriers were analyzed for this area. See **Table 3-12** for evaluated barriers.

Table 3-12 – Imperial Estates (CNE NB08)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
18[7]	3670	ROW[6]	147	4	31	108	143	148	291	9.2	4	$1,981,800	$6,810

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] ROW – Right of Way noise barrier on Florida's Turnpike.
[7] Barriers in RED are existing barriers that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.

The existing noise barrier system cannot achieve a 5 dB(A) reduction at four residences because they are near the southern end of the noise wall.

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

3.4.13 The Asher, Palm Aire Village West, The Gardens, Royal Poinciana Condominiums, St. Andrews at Palm Aire, Palm Aire Country Club Apartments, Palm Aire (NB09 & NB10)

The Asher, Palm Aire Village West, The Gardens, Royal Poinciana Condominiums, St. Andrews at Palm Aire, Palm Aire Country Club Garden Apartments, and Palm Aire are located on the northbound side of Florida's Turnpike (CNE NB09 and CNE NB10) between NW 62nd St. and W Atlantic Blvd. In this area, 329 NAC B receptors representing 1,674 residential sites and 20 NAC C receptors representing 20 areas of outdoor use 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 the barrier system for this area. In the no-barrier condition, noise levels at

745 NAC B residences and two NAC C sites are expected to approach or exceed the NAC for the Build condition in the design year (2045).

Two 17-foot-tall and two 16-foot-tall right-of-way noise barrier segments already exist for these neighborhoods. To determine the effectiveness of the existing noise barriers, the current noise barrier configuration was analyzed for the future build condition. Based on this evaluation, the existing noise barriers do not benefit all impacted residences and gaps exist where noise barrier could be placed or extended. Supplementing these existing barriers with additional ROW and shoulder barrier does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If the existing right-of-way barriers were to be constructed from scratch along with the additional ROW and shoulder barriers, this noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-13** for evaluated barriers.

Table 3-13 – The Asher, Palm Aire Village West, The Gardens, Royal Poinciana Condominiums, St. Andrews at Palm Aire, Palm Aire Country Club Garden Apartments, and Palm Aire (CNE NB09 and CNE NB10)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
17	200	ROW[8]	733	93	39	363	495	378	873	8.8	238	$6,131,700	$7,024
17	*560*	*ROW[8]*											
17	*2830*	*ROW[8]*											
17	1440	ROW[8]											
16	*4090*	*ROW[8]*											
16	*430*	*ROW[8]*											
14	1430	SH[7]											
14	1680	SH[7]											
8	360	SH[7]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike.
[7] ROW – Right of Way noise barrier on Florida's Turnpike.
[8] Barriers in RED are existing barriers that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.

While the barrier system is effective overall, there are 238 residences in the project communities, some on upper level floors close to SW 46th Avenue, that do not receive a 5 dB(A) benefit with the noise barriers along the Turnpike because of their distance to the barriers and/or noise impacts from SW 46th Avenue.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 15-18 in the project aerials, located in Appendix D.

3.4.14 Legacy at Palm Aire, Residences at Palm Aire, Golf View Estates Mobile Home Park, Motel 6 Pool, and Budgetel Pool (NB11)

Legacy at Palm Aire, Residences at Palm Aire, Golf View Estates Mobile Home Park, the Motel 6 Pool, and the Budgetel Pool are all located on the northbound side of Florida's Turnpike (CNE NB11) between W Atlantic Blvd and Coconut Creek Pkwy. In this area, 100 NAC B receptors representing 707 residential sites and nine NAC C receptors representing nine areas of outdoor use were added to the model. Noise levels at 180 NAC B residences are expected to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential 22-foot-tall right-of-way noise barrier system could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-14** for evaluated barriers.

Table 3-14 – Legacy at Palm Aire, Residences at Palm Aire, and Golf View Estates Mobile Home Park (CNE NB11)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	4110	ROW[6]	180	13	14	153	180	193	373	11.1	0	$2,712,600	$7,272

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

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 19-20 in the project aerials, located in Appendix D.

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

3.5.1 Plantation Harbour (SB01)

The Plantation Harbour neighborhood is located on the southbound side of Florida's Turnpike (CNE SB01) between Interstate 595 and SW 12th St. In this area, 40 NAC B receptors representing 114 residential sites 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 the barrier system for Plantation Harbour. In the no-barrier condition, noise

levels at 30 NAC B residences in Plantation Harbour are expected to approach or exceed the NAC for the Build condition in the design year (2045).

An 18-foot-tall right-of-way noise barrier and 8-foot-tall shoulder barrier already exist for this neighborhood. Additional noise barriers were not evaluated for this area because there cannot be enough additional noise reduction after increasing the height of the existing noise barriers to warrant the removal and replacement of the existing barriers. To determine the effectiveness of the existing noise barriers, the current noise barrier system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system (see **Table 3-15** for details) located on the southbound ROW and shoulder does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. The existing noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Because the existing noise barrier system meets all the criteria for noise abatement, no additional noise barriers were analyzed for this area. See **Table 3-15** for evaluated barriers.

Table 3-15 – Plantation Harbour (CNE SB01)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
18	*2300*	*ROW[6]*	35	0	2	32	34	7	41	11.5	1	$1,684,200	$41,078
8	*1820*	*SH[6]*											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike.
[7] ROW – Right of Way noise barrier on Florida's Turnpike.
[8] Barriers in RED are existing barriers that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.

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

3.5.2 South Plantation High School (SB01)

South Plantation High School is located on the southbound side of Florida's Turnpike (CNE SB01) between Interstate 595 and SW 12th St. In this area, 21 NAC C receptors representing 21 areas of outdoor use were added to the model.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for all of the impacted area. Based on the published enrollment numbers of a school population of 2000 students, a total of 8.8 acres of outdoor use area on site, and an impacted area of 5.2 acres, the approximate number of person hours within the impacted and benefited area is around 630 person hours per day. This is below the 975 person hours per day that would be needed to

make a 14-foot-tall noise barrier cost reasonable. Lowering the height to below 14-feet-tall begins to result in receptors no longer receiving a benefit and the average cost going back up. For this reason, the person hours necessary to make a noise barrier cost reasonable in this location cannot be met and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at South Plantation High. See **Table 3-16** for evaluated barriers.

Table 3-16 – South Plantation High School (CNE SB01)

Height (feet)	Length[1] (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	1500	ROW	$990,000	5.2 ac	100%	Yes	1,393	No
14	1650	SH	$693,000	5.2 ac	100%	Yes	975	No
8	1650	SH	$396,000	2.08	40%	Yes	1,394	No

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

3.5.3 Plantation Park (SB02)

The Plantation Park neighborhood is located on the southbound side of Florida's Turnpike (CNE SB02) between SW 12th St. and W Broward Blvd. In this area, 69 NAC B receptors representing 300 residential sites and three NAC C receptors representing three areas of outdoor use were added to the model.

A 16-foot-tall right-of-way noise barrier already exists for this neighborhood. However, part of this ROW noise barrier would have interfered with the planned roadway widening and will need to be removed from Station 1401+00 to 1431+00. To cover the gap caused by removing a section of the existing ROW noise barrier a 14-foot-tall shoulder barrier was modeled. Because there are sections of existing noise barriers that will remain in the future design condition, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze the barrier system for Plantation Park. In the no-barrier condition, noise levels at 106 NAC B residences and three NAC C sites in Plantation Park are expected to approach or exceed the NAC for the Build condition in the design year (2045).

A noise barrier system including the existing remaining sections of 16-foot-tall ROW noise barrier, and new sections of 14 and 8-foot shoulder noise barrier was analyzed to abate roadway noise impacts in this area. This noise barrier system does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If the existing right-of-way barrier were to be constructed from scratch along with the additional two shoulder barriers, this noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-17** for evaluated barriers.

Table 3-17 – Plantation Park (CNE SB02)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
16	*1180*	*ROW[6,8,9]*	106	1	7	71	79	82	161	10.9	27	$2,602,200	$16,163
14	2630	SH[6]											
16	*1260*	*ROW[6,8,9]*											
14	450	SH[6]											
8	210	SH[6]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike.
[7] ROW – Right of Way noise barrier on Florida's Turnpike.
[8] Barriers in RED are existing barriers that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.
[9] The remaining ROW Barriers in this CNE are two remaining section of a larger, existing ROW noise barrier that had to be modified to accommodate the roadway design.

While the barrier system is effective overall, there are 27 residences in the project communities, adjacent to SW 12th Street and West Broward Blvd., that do not receive a 5 dB(A) benefit with the noise barriers along the Turnpike because of their distance to the barriers and/or noise impacts from SW 12th Street and West Broward Blvd.

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

3.5.4 Plantation Gardens (SB03)

The Plantation Gardens neighborhood is located on the southbound side of Florida's Turnpike (CNE SB03) between W Broward Blvd. and Sunrise Blvd. In this area, 44 NAC B receptors representing 158 residential sites and one NAC C receptor representing one area of outdoor use were added to the model. Plantation Gardens has existing right-of-way and shoulder noise barriers that will be removed as part of the future roadway conditions. Noise levels at 61 NAC B residences in Plantation Gardens are expected to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential 14-foot-tall shoulder noise barrier system could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-18** for evaluated barriers.

Table 3-18 – Plantation Gardens (CNE SB03)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
14	5220	SH[6]	73	7	12	52	71	52	123	8.9	2	$2,192,400	$17,824

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

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 4-6 in the project aerials, located in Appendix D.

3.5.5 Woodstock Lodge Condos, Sunshine Villas, Tree Garden Condos, Windermere, Riviera Hills Apartments, Royal Oaks, and Stonebridge Gardens (SB04 & SB05)

Woodstock Lodge Condos, Sunshine Villas, Tree Garden Condos, Windermere, Riviera Hills Apartments, Royal Oaks, and Stonebridge Gardens are located on the southbound side of Florida's Turnpike (CNE SB04 and CNE SB05) between W Broward Blvd. and W Oakland Park Blvd. In this area, 177 NAC B receptors representing 1,852 residential sites and 27 NAC C receptors representing 27 areas of outdoor use 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 the barrier system for this area. In the no-barrier condition, noise levels at 1037 NAC B residences are expected to approach or exceed the NAC for the Build condition in the design year (2045).

A barrier system consisting of a two 20-foot-tall and one 18-foot-tall right-of-way noise barriers already exists for these neighborhoods. To determine the effectiveness of the existing noise barriers, the current noise barrier system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system located on the southbound ROW does not meet the feasibility criteria. Supplementing these existing barriers with two additional 20-foot-tall right-of-way barriers and an 8-foot-tall shoulder barrier does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If the existing right-of-way barriers were to be constructed from scratch along with the additional two right-of-way barriers and one shoulder barrier, this noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-19** for evaluated barriers.

Table 3-19 – Woodstock Lodge Condos, Sunshine Villas, Tree Garden Condos, Windermere, Riviera Hills Apartments, Royal Oaks, and Stonebridge Gardens (CNE SB04 and CNE SB05)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
20	1830	ROW[6]	878	20	64	664	748	668	1416	10.1	130	$6,327,600	$4,469
20	1150	ROW[6]											
20	*2670*	*ROW[6]*											
20	*1180*	*ROW[7]*											
18	*3940*	*ROW[7]*											
8	390	SH[7]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike.
[7] ROW – Right of Way noise barrier on Florida's Turnpike.
[8] Barriers in RED are existing barriers that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.

While the barrier system is effective overall, there are 130 residences in the project communities, adjacent to Sunrise Blvd on the south end and Oakland Blvd. on the north end, that do not receive a 5 dB(A) benefit with the noise barriers along the Turnpike. This is because of their distance from the barriers and noise impacts from Sunrise Blvd and Oakland Park Blvd. that cannot be blocked by the noise barrier within the turnpike ROW.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 6-9 in the project aerials, located in Appendix D.

3.5.6 Lauderhill Boys & Girls Club and John E Mullin Park (SB05)

Lauderhill Boys & Girls Club and John E Mullin Park are located on the southbound side of Florida's Turnpike (CNE SB05) between NW 19th Street and West Oakland Park Boulevard. In this area, six NAC C receptors representing areas of outdoor use in this area were added to the model.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW or Shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for all of the impacted area. For an 8-foot-tall noise barrier to be cost reasonable, at least 150 people would need to use the impacted area 10 hours a day, 365 days per year. Since the impacted area consists of a soccer field, tennis courts and three basketball courts, it is not possible to generate the person hours needed to make this noise barrier cost reasonable. See **Table 3-20** for evaluated barriers.

While this area will not qualify for noise abatement on its own, it will receive an incidental benefit of noise barriers being constructed for adjacent residential areas that will provide a benefit to all impacted receptors at this location.

Table 3-20 – Lauderhill Boys & Girls Club and John E Mullin Park (CNE SB05)

Height (feet)	Length[1] (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	1800	ROW	$1,188,000	8.4 ac	100%	Yes	4,177	No
8	1900	SH	n/a	6.3 ac	75%	Yes	1,521	No
6	1900	SH	n/a	n/a	n/a	No	n/a	n/a

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

3.5.7 Hills of Inverrary and Subway (SB06)

The Hills of Inverrary condominiums and Subway outdoor seating (both of which are beyond the limits of the mapping on Sheet 10 in Appendix D) are located on the southbound side of Florida's Turnpike (CNE SB06) between W Oakland Park Blvd. and the Middle River Canal. In this area, 5 NAC B receptors representing 86 residential sites and two NAC C receptors representing two areas of outdoor use were added to the model. Noise levels are not expected to approach or exceed the NAC for the Build condition in the design year (2045).

The predicted noise levels are shown in Appendix B-1 and the receptor locations just outside the view area to the top of sheet 10 in the project aerials, located in Appendix D.

3.5.8 Inverrary Country Club, Garden Plaza at Inverrary, Woodlands and Mainlands Park (West of the Turnpike and South of Commercial Boulevard) (SB07)

The Inverrary Country Club, a pool at the Garden Plaza at Inverrary independent living facility, Woodlands and a portion of the Mainlands Park neighborhood west of the Turnpike and South of Commercial Boulevard are located on the southbound side of Florida's Turnpike (CNE SB07) between the Middle River Canal and Commercial Blvd. In this area, 84 NAC B receptors representing 417 residential sites and eight NAC C receptors representing eight areas of outdoor use were added to the model. Mainlands has an existing right-of-way noise barrier that does not effectively reduce traffic noise. Noise levels at 83 NAC B residences in Woodlands and Mainlands are expected to approach or exceed the NAC for the Build condition in the design year (2045). No exceedance of the NAC was identified on the Inverrary Country Club golf courses/facilities or the Garden Plaza at Inverrary pool.

Noise barriers were evaluated for the residences to abate traffic related noise. Based on this evaluation, a potential 14-foot-tall shoulder noise barrier system could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-21** for evaluated barriers.

Table 3-21 – Woodlands and Mainlands Park (West of the Turnpike and South of Commercial Boulevard) (CNE SB07)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
14	5900	SH[6]	96	4	5	74	80	93	173	9.8	10	$2,520,000	$14,566

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

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 11-13 in the project aerials, located in Appendix D.

3.5.9 Mainlands Park (West of the Turnpike and North of Commercial Boulevard) and Pompano Park Neighborhood (SB08)

The Mainlands Park (West of Turnpike and North of Commercial Blvd) and Pompano Park neighborhoods are located on the southbound side of Florida's Turnpike (CNE SB08) between Commercial Blvd. and NW 62nd St. In this area, 54 NAC B receptors representing 268 residential sites 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 the barrier system in this area. In the no barrier condition, noise levels at 44 NAC B residences are expected to approach or exceed the NAC for the Build condition in the design year (2045).

A 20-foot-tall right-of-way noise barrier already exists for this neighborhood. To determine the effectiveness of the existing noise barrier, the current noise barrier system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system located on the southbound ROW does not meet the feasibility criteria. Supplementing this existing barrier with additional two 14-foot-tall shoulder barriers does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If the existing right-of-way barrier were to be constructed from scratch along with the additional two shoulder barriers, this noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-22** for evaluated barriers.

Table 3-22 – Mainlands Park (West of the Turnpike and North of Commercial Boulevard) and Pompano Park Neighborhood (CNE SB08)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
8	1250	SH[6]	53	15	5	15	35	5	40	6.7	18	$1,521,000	$38,025
14	550	SH[6]											
20	*1300*	*ROW[6]*											
14	500	SH[6]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike.
[7] ROW – Right of Way noise barrier on Florida's Turnpike.
[8] Barriers in RED are existing barriers that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.

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

3.5.10 City of North Lauderdale Pompano Park (CNE SB08)

City of North Lauderdale Pompano Park is located on the northbound side of Florida's Turnpike (CNE SB08) between Commercial Blvd. and NW 62nd St. In this area eight NAC C receptor points, representing outdoor use areas at the park, were added to the model. Noise levels at seven receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area. However, for a 14-foot-tall ROW noise barrier to be cost reasonable, an average of 1,772 people would need to use the facilities, which contain two basketball courts, a small play area, and an open ballfield for one hour per day. That would translate to roughly approximately 177 park users for 10 hours every day, which is not possible. Reducing the height even a little further to 8-feet tall would not have been enough to make the barrier cost reasonable, and at a height of 8-feet-tall the barrier is no longer able to meet the Noise Reduction Design Goal (NRDG) of benefiting any receptor by 7dB(A). For this reason, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the City of North Lauderdale Pompano Park. Even though noise barriers could not be proposed that would cost-effectively benefit the park itself, it should be noted a portion of the park will be shielded by the noise barriers proposed for the Pompano Park neighborhood described previously. See **Table 3-23** for evaluated barriers.

Table 3-23 – City of North Lauderdale Pompano Park (CNE SB08)

Height (feet)	Length[1] (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	2800	ROW	$1,848,000	18.3	100%	Yes	2,599	No
14	3000	SH	$1,260,000	18.3	100%[3]	Yes	1,772	No
8	3000	SH	n/a[3]	0	0%	No	n/a[3]	n/a[3]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft²
[3] 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 14 in the project aerials, located in Appendix D.

3.5.11 San Remo Townhomes (CNE SB08)

San Remo Townhomes is located on the southbound side of Florida's Turnpike (CNE SB08) north of NW 62nd St and on the west side of US 441 (SR 7). In this area, 26 NAC B receptors representing 114 residential sites and two NAC C receptors representing two areas of outdoor use were added to the model. Noise levels at 12 residences are expected to approach or exceed the NAC for the Build condition in the design year (2045) in this area.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a ROW noise barrier is not possible to construct due to constraints in this area, and a potential shoulder noise barrier system could not provide a 7 dB(A) reduction at one or more receptors because of the noise from local streets (US 441 and NW 62nd St.). For this reason, noise barriers are not a viable option for the residences in the San Remo Townhomes. See **Table 3-24** for evaluated barriers.

Table 3-24 – San Remo Townhomes (CNE SB08)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
14	800	SH[6]	45	12	6	0	n/a[8]	n/a[8]	n/a[8]	n/a[8]	n/a[8]	n/a[8]	n/a[8]
8	300	SH[6]											
14	1100	SH[6]											

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

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

3.5.12 Avana Cypress Creek (CNE SB08)

The Avana Cypress Creek apartments are located on the southbound side of Florida's Turnpike (CNE SB08) between US 441 (SR 7) and NW 62nd St. In this area, 12 NAC B receptors representing 86 residential sites and one NAC C receptor representing one area of outdoor use were added to the model. Noise levels at 22 NAC B residences in Avana Cypress Creek are expected to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential 22-foot-tall right-of-way noise barrier system could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-25** for evaluated barriers.

Table 3-25 – Avana Cypress Creek (CNE SB08)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	440	ROW[6]	20	5	0	10	15	0	15	7.9	5	$290,400	$19,360

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

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

3.5.13 Sanctuary Apartments (SB09)

The Sanctuary apartments are located on the southbound side of Florida's Turnpike (CNE SB09) between NW 62nd St. and W Atlantic Blvd. In this area, 60 NAC B receptors representing 468 residential sites and one NAC C receptor representing one area of outdoor use 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 the barrier system for Sanctuary apartments. In the no-barrier condition, noise levels at 120 NAC B residences are expected to approach or exceed the NAC for the Build condition in the design year (2045).

There is an existing 21-foot-tall ROW barrier in this area. The northern 500 feet of this barrier will remain in the future design, but the remaining length will need to be removed to make room for a new off-ramp. To determine the effectiveness of the existing noise barriers, the remaining section of the current noise barrier

system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system located on the southbound ROW does not meet the feasibility criteria. Supplementing this existing barrier with an additional 8-foot-tall on structure shoulder barrier does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If the existing right-of-way barriers were to be constructed from scratch along with the additional shoulder barrier, this noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-26** for evaluated barriers.

Table 3-26 – Sanctuary Apartments (CNE SB09)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
21	*500*	*ROW[6]*	120	12	36	18	66	12	78	6.6	54	$528,600	$6,777
8	890	SH[6]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft^2
[6] SH - Shoulder noise barrier on Florida's Turnpike.
[7] ROW – Right of Way noise barrier on Florida's Turnpike.
[8] Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.

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.

3.5.14 Our Lady Queen of Heaven Cemetery (SB09)

Our Lady Queen of Heaven Cemetery is located on the northbound side of Florida's Turnpike (CNE SB09) between NW 62nd St. and Lyons Road. In this area eight NAC C receptor points, representing outdoor use areas at the cemetery were added to the model. Noise levels at seven receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the southbound shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area. However, for a 12-foot-tall ROW noise barrier to be cost reasonable, an average of 2,533 people would need to visit the site for one hour per day. Given that the impacted area is only about 10% of the total area of the cemetery, which would translate to nearly 30,000 visitors to the cemetery every day, which this site could not accommodate. For this reason, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the Our Lady Queen of Heaven Cemetery. See **Table 3-27** for evaluated barriers.

Table 3-27 – Our Lady Queen of Heaven (CNE SB09)

Height (feet)	Length[1] (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
14	2000	SH	$840,000	6 ac	100%	Yes	2,954	No
12	2000	SH	$720,000	6 ac	100%	Yes	2,533	No
10	2000	SH	$600,000	3.6 ac	60%	Yes	3,518	No
8	2000	SH	n/a[3]	n/a[3]	n/a[3]	No	n/a[3]	n/a[3]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft^2
[3] 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 15 in the project aerials, located in Appendix D.

3.5.15 Oakland Hills (SB09)

Oakland Hills is located on the southbound side of Florida's Turnpike (CNE SB09) between NW 62nd St. and W Atlantic Blvd. In this area, 35 NAC B receptors representing 142 residential sites 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 the barrier system for Oakland Hills. In the no-barrier condition, noise levels at 61 NAC B residences are expected to approach or exceed the NAC for the Build condition in the design year (2045).

A 14-foot-tall right-of-way noise barrier already exists for this neighborhood. To determine the effectiveness of the existing noise barriers, the current noise barrier system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system does not benefit all impacted residences, so a supplemental noise barrier was considered. Supplementing this existing barrier with an additional 14-foot-tall shoulder barrier does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If the existing right-of-way barriers were to be constructed from scratch along with the additional shoulder barrier, this noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-28** for evaluated barriers.

Table 3-28 – Oakland Hills (CNE SB09)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
14	*2190*	*ROW[6]*	61	17	11	26	54	16	70	8.0	7	$1,129,800	$16,140
14	500	SH[6]											

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $30/ft[2]
[6] SH - Shoulder noise barrier on Florida's Turnpike.
[7] ROW – Right of Way noise barrier on Florida's Turnpike.
[8] Barriers in RED are existing barriers that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 15-16 in the project aerials, located in Appendix D.

3.5.16 Sunshine Drive (SB10)

The Sunshine Drive neighborhood is located on the southbound side of Florida's Turnpike (CNE SB10) between W Atlantic Blvd. and Coconut Creek Pkwy. In this area, 95 NAC B receptors representing 610 residential sites and one NAC C receptor representing one area of outdoor use at the community pool were added to the model. Noise levels at 160 NAC B residences and one NAC C site in Sunshine Drive are expected to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential 22-foot-tall right-of-way noise barrier system could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors including a benefit at the community pool. This noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-29** for evaluated barriers.

Table 3-29 – Sunshine Drive (CNE SB10)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	3000	ROW[6]	170	1	5	155	161	65	226	12.0	9	$1,980,000	$8,761

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

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.

3.5.17 Broward College - North Campus (SB10)

Broward College – North Campus is located on the northbound side of Florida's Turnpike (CNE NB02) between W Atlantic Blvd. and Coconut Creek Pkwy. In this area eight NAC C receptor points, representing tennis, basketball and racquetball courts were added to the model. Noise levels at seven receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area. However, for a 12-foot-tall ROW noise barrier to be cost reasonable, an average of 4,300 people would need to use the 3 basketball courts, 3 tennis courts, and eight racquetball courts for one hour per day. That would translate to 430 people per hour every hour for 10 hours a day, which is not possible. For this reason, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the Broward College – North Campus. See **Table 3-30** for evaluated barriers.

Table 3-30 – Broward College – North Campus (CNE SB10)

Height (feet)	Length[1] (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	3200	ROW	$2,122,000	4.75 ac	100%	Yes	6,750	No
20	3200	ROW	$1,920,000	4.75 ac	100%[3]	Yes	6,075	No
18	3200	ROW	$1,728,000	2.375 ac	50%	Yes	10,800	No
16	3200	ROW	n/a[3]	n/a[3]	n/a[3]	No	n/a[3]	n/a[3]
14	3400	SH	$1,428,000	4.75 ac	100%	Yes	5,021	No
12	3400	SH	$1,224,000	4.75 ac	100%[3]	Yes	4,304	No
10	3400	SH	$1,020,000	2.375 ac	50%	Yes	7,174	No
8	3400	SH	n/a[3]	0	0%	No	n/a[3]	n/a[3]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft²
[3] 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 20 in the project aerials, located in Appendix D.

3.5.18 Junior Achievement Center

The Junior Achievement Center is located on the southbound side of the Turnpike just south of Coconut Creek parkway. In this area a grid of six NAC C receptors represent an area of outdoor use at a loading dock where classes are conducted. Noise levels at all six receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the southbound right-of-way (ROW) could provide a 5 dB(A) reduction for the entire impacted area, and a 7 dB(A) reduction at one or more receptors.

For a 22-foot-tall ROW noise barrier to be feasible and reasonable this area would need at least 391 person-hours or use per day to meet the cost criteria. Correspondence from the school (Appendix E) has indicated that as many as 25 students and two instructors utilize this outdoor space for 6 hours a day for 125 days per year. This translates, over the course of a full year, to an average of 55.5 person-hours per day of class time. This is substantially below the minimum number of person hours required to justify a noise barrier. For this reason, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the Junior Achievement Center. See **Table 3-31** for evaluated barriers.

Table 3-31 – Junior Achievement Center (CNE SB10)

Height (feet)	Length[1] (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost[2]	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	420	ROW	$277,200	0.04 ac	100%	Yes	391	No
20	420	ROW	n/a[3]	n/a[3]	n/a[3]	No	n/a[3]	n/a[3]
14	1,200	SH	n/a[3]	n/a[3]	n/a[3]	No	n/a[3]	n/a[3]

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Unit cost of $30/ft^2
[3] 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 20 in the project aerials, located in Appendix D.

3.5.19 Wynmoor Village (SB11)

The Wynmoor Village neighborhood is located on the southbound side of Florida's Turnpike (CNE SB11) between Coconut Creek Pkwy. and W Copans Rd. In this area, 94 NAC B receptors representing 398 residential sites and four NAC C receptor representing four areas of outdoor use were added to the model. Noise levels at 218 NAC B residences in Wynmoor Village are expected to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated for these residences to abate traffic related noise. Because the affected buildings are four stories in height, special accommodations were considered as part of the analysis to shield noise reaching upper floors. Specifically, some of the locations with shoulder mounted barriers on Mechanically Stabilized Earth (MSE) walls were evaluated with 14-foot noise walls atop the MSE walls, which will require a design variation because of the need for additional structural support. Based on this evaluation, a potential noise barrier system consisting of two 22-foot-tall right-of-way, two 14-foot-tall shoulder, and two 8-foot-tall shoulder barriers could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier system would not exceed the allowable $42,000 per benefited receptor and, therefore, is cost reasonable. Because of the need for design variations, additional consideration will be needed during the design phase to confirm the wall concepts are constructible and the ultimate design may vary from what is being preliminarily recommended during the PD&E process. See **Table 3-32** for evaluated barriers.

Table 3-32 – Wynmoor Village (CNE SB11)

Height (feet)	Length[1] (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted Res. Not Benefited[4]	Total Estimated Cost[5]	Cost per Benefited Residence
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted[2]	Not Impacted[3]	Total	Average Reduction dB(A)			
22	1690	ROW[6]	218	4	3	188	195	146	341	11.3	23	$3,738,600	$10,964
22	2880	ROW[6]											
14	580	SH[7]											
14	500	SH[7]											
8	940	SH[7]											
8	180	SH[7]											

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

The predicted noise levels are shown in Appendix B-1 and the receptor locations are shown on sheets 20-22 in the project aerials, located in Appendix D.

3.5.20 Butterfly World and Tradewinds Park Soccer Fields (SB12)

Butterfly World and Tradewinds Park Soccer Fields are located on the southbound side of Florida's Turnpike (CNE SB12) between W Copans Rd. and W Sample Rd. In this area, 17 NAC C receptors representing 17 areas of outdoor use were added to the model. Noise levels at two NAC C sites in the Tradewinds Park Soccer Fields are expected to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1 for the soccer fields. Based on this evaluation, a potential noise barrier located along the northbound ROW or Shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area. However, for a 12-foot-tall ROW noise barrier to be cost reasonable, an average of 499 person-hours would have to use the part of the soccer field that is impacted. That would translate to roughly over 1,000 person hours of use on the soccer field per day, or 100 players per hour for 10 hours a day, which is not possible. For this reason, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the Tradewinds Park Soccer Fields. See **Table 3-33** for evaluated barriers.

Table 3-33 –Tradewinds Park Soccer Fields (CNE SB12)

Height (feet)	Length[1] (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost[2]	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person-Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	1,280	ROW	$844,800	3.0 ac	100%	Yes	1,189	No
20	1,280	ROW	$768,000	3.0 ac	100%	Yes	1,081	No
18	1,280	ROW	$691,200	1.5 ac	50%	Yes	1,946	No
16	1,280	ROW	n/a[3]	n/a[3]	n/a[3]	No	n/a[3]	n/a[3]
14	985	SH	$413,700	3.0 ac	100%	Yes	583	No
12	985	SH	$345,600	3.0 ac	100%	Yes	499	No
10	985	SH	$295,500	1.5 ac	50%	Yes	832	No
8	985	SH	n/a[3]	n/a[3]	n/a[3]	No	n/a[3]	n/a[3]

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

4.0 CONCLUSIONS

Within the study area there are 26 existing noise barriers (27 if you count the existing barrier in Plantation Park (CNE SB02) that will be split into two smaller sections to accommodate the future roadway design as two separate barriers) that will be retained in the future design. To determine if noise barriers were feasible and reasonable in areas with existing barriers, the base condition for determining impacts and benefits in the barrier analysis assumed no barriers as part of the build alternative. For consistency with other FDOT projects the criteria for reasonableness and feasibility were applied to a future condition that included both existing and new barriers compared against this "no-barrier" condition. It should be noted that the existing barriers are not adequate by themselves to eliminate all noise impacts behind those barriers within this project. Therefore, additional new barriers were considered to supplement the existing noise barriers being retained.

For the year 2045 Build condition, noise levels were modelled in TNM at 1,976 receptor locations representing 10,459 residential and 192 special land use noise sensitive sites. Noise levels at 4,424 residences and 67 non-residential "special land use" sites, are predicted to approach or exceed the NAC for the year 2045 Build Alternative and therefore considered "impacted".

Analyses were performed of the impacted locations to determine if noise abatement was potentially feasible and reasonable under FDOT policy, including the no-barrier analysis of existing noise barriers. 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 3,798 of the 4,424 impacted residences (including existing barrier "no-barrier" analysis impacts), as well as provide a 5 dB(A) noise reduction benefit to 2,170 non-impacted

residences. Noise abatement was not determined feasible and reasonable for any of the 67 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 at 20 noise sensitive areas. **Table 4-1** shows the noise sensitive areas where preliminary noise barriers were determined to be potentially feasible and reasonable. The potentially feasible and reasonable noise barriers meet the FDOT's cost per benefit criteria with a preliminary cost of under the $42,000 per benefited receptor criterion. Noise barriers at these 20 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.

Statement of Likelihood

FTE is committed to the construction of feasible and reasonable noise abatement measures. 20 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 during the design phase for traffic noise impacts and abatement considerations.

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

Turnpike (SR 91) Widening from 595 to Wiles - PD&E Study Report

Noise Barrier System (CNEs included in barrier system)	Communities Potentially Benefited by Noise Barrier System	Number of Impacted Resid-ences[1]	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.)[7]	Preliminary Noise Barrier Location	Total Noise Barrier System Cost (includes costs of existing barriers)[2]	New Construct-ion Noise Barrier Cost[3]	Number of Residences Potentially Benefited by a Noise Barrier[4]		Total Noise Barrier System Cost Per Benefited Residence[5]
										Impacted	Total	
NOISE BARRIERS NORTHBOUND SIDE OF TURNPIKE (*italics indicate existing barriers, black text indicates new proposed barriers*)												
#1 (NB01)	Broadview Park and Washburn Park	98	*1370+50*	*1392+60*	*22*	*2190*	*ROW[8]*	$2,761,200	$0	94	155	$17,814
			1365+30	*1372+00*	*8*	*670*	*SH[8]*					
			1349+80	*1367+10*	*22*	*1750*	*ROW[8]*					
#2 (NB02)	Plantation Walking Park, Lauderdale Golf Estates	35	*1396+20*	*1423+80*	*20*	*2750*	*ROW*	$1,650,000	$0	33	61	$27,049
#3 (NB03)	Breezeswept Park Estates	83	*1458+10*	*1500+00*	*11*	*4220*	*ROW[8]*	$3,514,200	$701,400	69	188	$18,693
			1448+60	1497+00	14	4880	SH[8]					
			1445+40	1448+60	8	300	SH[8]					
#4 (NB04 & NB05)	The Flair, Castle Gardens II, Woodsdale Oaks	184	1509+00	1523+00	*22*	*1600*	ROW[8]	$5,308,200	$2,257,200	145	227	$23,384
			1555+50	1565+50	*22*	*1000*	ROW[8]					
			1565+50	*1574+50*	*22*	*900*	*ROW[8]*					
			1574+50	1577+50	*22*	*300*	ROW[8]					
			1586+50	1591+70	*22*	*520*	ROW[8]					
			1523+00	*1553+80*	*20*	*3080*	*ROW[8]*					
			1577+50	*1586+50*	*19*	*900*	*ROW[8]*					
			1553+00	1557+00	*8*	*400*	SH[9]					
#5 (NB06)	Hawaiian Gardens Apartments	318	*1613+50*	*1635+00*	*16*	*2150*	*ROW[8]*	$2,134,800	$1,102,800	272	284	$7,517
			1608+00	1613+80	22	500	ROW[9]					
			1608+80	1641+00	8	3290	SH[8]					
#6 (NB07)	Monterey, Oakland Estates, Mainlands (portion East of Turnpike)	190	*1637+60*	*1662+60*	*19*	*2440*	*ROW[8]*	$3,896,400	$0	175	191	$20,400
			1662+40	*1700+60*	*18*	*3790*	*ROW[8]*					
			1700+40	*1710+60*	*15*	*1020*	*ROW[8]*					
#7 (NB08)	Imperial Estates	147	*1714+00*	*1746+80*	*18*	*3670*	*ROW[8]*	$1,981,800	$0	143	291	$6,810

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

Turnpike (SR 91) Widening from 595 to Wiles - PD&E Study Report

Noise Barrier System (CNEs included in barrier system)	Communities Potentially Benefited by Noise Barrier System	Number of Impacted Resid-ences[1]	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.)[7]	Preliminary Noise Barrier Location	Total Noise Barrier System Cost (includes costs of existing barriers)[2]	New Construct-ion Noise Barrier Cost[3]	Number of Residences Potentially Benefited by a Noise Barrier[4]		Total Noise Barrier System Cost Per Benefited Residence[5]
										Impacted	Total	
#8 (NB09 & NB10)	The Asher, Palm Aire Village West, The Gardens, Royal Poinciana Condominiums, St. Andrews at Palm Aire, Palm Aire Country Club Apts., Palm Aire	733	1790+00	1792+00	17	200	ROW[8]	$6,131,700	$2,233,200	495	873	$7,024
			1784+40	*1790+00*	*17*	*560*	*ROW[8]*					
			1790+00	*1820+20*	*17*	*2830*	*ROW[8]*					
			1770+00	1784+40	17	1440	ROW[8]					
			1847+30	*1888+20*	*16*	*4090*	*ROW[8]*					
			1887+00	*1891+00*	*16*	*430*	*ROW[8]*					
			1820+20	1834+60	14	1430	SH[9]					
			1838+20	1855+00	14	1680	SH[9]					
			1834+60	1838+20	8	360	SH[9]					
#9 (NB11)	Legacy at Palm Aire, Residences at Palm Aire, Golf View Estates	180	1897+60	1938+50	22	4110	ROW[8]	$2,712,600	$2,712,600	180	373	$7,272
NOISE BARRIERS SOUTHBOUND SIDE OF TURNPIKE (*italics indicate existing barriers, black text indicates new proposed barriers*)[1]												
#10 (SB01)	Plantation Harbour	35	*1358+70*	*1381+50*	*18*	*2300*	*ROW[8]*	$1,684,200	$0	34	41	$41,078
			1343+20	*1361+40*	*8*	*1820*	*SH[9]*					
#11 (SB02)	Plantation Park	106	*1395+20*	*1407+00*	*16*	*1180*	*ROW[8]*	$2,602,200	$246,600	86	158	$16,401
			1406+00	1432+20	14	2630	SH[9]					
			1430+00	*1443+50*	*16*	*1260*	*ROW[8]*					
			1442+00	1446+50	14	450	SH[9]					
			1446+50	1448+90	8	210	SH[9]					
#12 (SB03)	Plantation Gardens	73	1448+90	1501+00	14	5220[6]	SH[9]	$2,192,400	$2,192,400	71	123	$17,824
#13 (SB04 & SB05)	Woodstock Lodge Condos, Sunshine Villas, Tree Garden Condos, Windermere, Riviera Hills Apartments, Royal Oaks, and Stonebridge Gardens	878	1516+00	1527+30	20	1830	ROW[8]	$6,327,600	$1,844,000	748	1416	$4,469
			1555+50	1567+00	20	1150	ROW[8]					
			1527+30	*1554+10*	*20*	*2670*	*ROW[8,10]*					
			1504+00	*1515+80*	*20*	*1180*	*ROW[8]*					
			1567+00	*1606+40*	*18*	*3940*	*ROW[8]*					
			1553+00	1556+90	8	390	SH[9]					
#14 (SB07)	Woodlands, Mainlands Park (portion west of Turnpike/South of Commercial Blvd.)	96	1655+00	1713+30	14	5900[7]	SH[9]	$2,520,000	$2,520,000	80	173	$14,566

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

Turnpike (SR 91) Widening from 595 to Wiles - PD&E Study Report

Noise Barrier System (CNEs included in barrier system)	Communities Potentially Benefited by Noise Barrier System	Number of Impacted Resid-ences[1]	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.)[7]	Preliminary Noise Barrier Location	Total Noise Barrier System Cost (includes costs of existing barriers)[2]	New Construct-ion Noise Barrier Cost[3]	Number of Residences Potentially Benefited by a Noise Barrier[4]		Total Noise Barrier System Cost Per Benefited Residence[5]
										Impacted	Total	
#15 (SB08)	Mainlands Park (portion west of Turnpike/North of Commercial Blvd.), Pompano Park Neighborhood	53	1723+00	1729+70	8	1250	SH[9]	$1,521,000	$741,000	35	40	$38,025
			1729+70	1734+90	14	550	SH[9]					
			1734+20	*1747+20*	*20*	*1300*	*ROW[8]*					
			1745+00	1750+00	14	500	SH[9]					
#16 (SB08)	Avana Cypress Creek Apts.	20	1764+60	1769+00	22	440	ROW[8]	$290,400	$290,400	15	15	$19,360
#17	Sanctuary Apartments	120	1770+90	1779+90	8	890	SH[9]	$528,600	$213,600	66	75	$6,777
			1779+90	*1785+00*	*21*	*500*	*ROW[8]*					
#18 (SB09)	Oakland Hills	61	1794+70	1799+50	14	500	SH[9]	$1,129,800	$210,000	54	70	$16,140
			1798+90	*1820+80*	*14*	*2190*	*ROW[8]*					
#19 (SB10)	Sunshine Drive	170	1895+00	1925+00	22	3000	ROW[8]	$1,980,000	$1,980,000	161	226	$8,761
#20 (SB11)	Wynmoor Village	218	1955+70	1972+60	22	1690	ROW[8]	$3,738,600	$3,738,600	195	341	$10,964
			1977+00	2006+00	22	2880	ROW[8]					
			2002+70	2008+50	14	580	SH[9]					
			2010+30	2015+30	14	500	SH[9]					
			1973+00	1982+00	8	940	SH[9]					
			2008+50	2010+30	8	180	SH[9]					

1 Impacts counts are based on setting all existing barrier to a height of zero as a part of the existing barrier methodology being used for this project.
2 Unit cost of $30/ft2 for all noise barriers, cost includes both existing barrier and newly constructed noise barriers as part of the existing noise barrier methodology.
3 Cost for only new construction portion of noise barrier systems.
4 Total includes impacted/benefited residences and residences with a predicted noise level that does not approach or exceed 67 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.
5 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.
6 Barrier in *RED* are existing barrier that will remain in the future condition. Their costs are included in the total costs for consistency in analyzing all noise barrier systems, but they will not incur any additional costs to construct.
7 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.
8 ROW – Noise barrier constructed at the Right of Way
9 SH – Noise barrier constructed at the shoulder of the roadway.
10 Barrier shortened from existing barrier length to accommodate future roadway widening.

5.0 CONSTRUCTION NOISE AND VIBRATION

During the construction phase of the proposed project, short-term noise may be generated by stationary and mobile construction equipment. The construction noise will be temporary at any location and will be controlled by adherence to the most recent edition of FDOT's Standard Specifications for Road and Bridge Construction[6].

Using the listing of sensitive sites found in FDOT's Project Development and Environment Manual, residences were identified as the only land use potentially sensitive to vibration that could occur during construction. If during final design it is determined that measures to control vibration are necessary, the project's construction provisions can be modified as needed.

6.0 PUBLIC INVOLVEMENT

To promote compatibility between land use planning and Florida's Turnpike, the distance between the edge of Florida's Turnpike 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 D. These estimates provide the general distance at which the noise approaches or exceeds the NAC for each activity type.

A virtual public hearing was held online for the project on September 20, 2023, and an in-person hearing was held on September 21, 2023. Noise concerns were mentioned by numerous participants, especially in the Wynmoor and Sunshine Drive communities, and the analyses performed in this study have looked at noise barrier concepts that exceed standard wall height limits to address these extensive concerns. In addition, an analysis of Junior Achievement of Broward County was added to this noise study report (refer to Section 3.5.18 and Appendix E) to address concerns about outdoor class activities conducted on the property.

7.0 REFERENCES

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

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

3. *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.

Appendix A

Traffic Data

Noise Analysis Traffic Data - Southern Turnpike Widening I-595 to Wiles Rd
Existing (2018) Conditions

Turnpike Mainline

Mainline Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
North of Sample Road	6	93,800	78,200	5,550	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sample Road and Coconut Creek Parkway	6	105,400	78,200	5,830	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Coconut Creek Parkway and Atlantic Boulevard	6	101,400	78,200	4,980	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Atlantic Boulevard and Commercial Boulevard	8	121,800	103,600	6,370	5,390	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Commercial Boulevard and Sunrise Boulevard	8	139,400	103,600	7,360	5,390	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sunrise Boulevard and I-595	10	141,400	131,200	7,190	6,820	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65

Ramps

Ramp	Number of Lanes	One-Way AADT	One-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Operational Speed (mph)
Sample Road (MP 69)													
Southbound off	1	4,900	12,100	690	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	11.14%	57.38%	40
Northbound on	1	4,900	12,100	640	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	11.14%	57.38%	40
Southbound on	1	10,700	11,400	1,030	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	11.83%	57.38%	40
Northbound off	1	10,700	11,400	1,330	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	11.83%	57.38%	40
Coconut Creek Parkway (MP 67)													
Southbound off	1	7,100	10,400	1,400	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	64.30%	30
Northbound on	1	7,100	10,400	1,130	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	64.30%	30
Southbound on	1	5,100	10,400	700	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	63.23%	30
Northbound off	1	5,100	10,400	710	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	63.23%	30
Atlantic Boulevard (MP 66)													
Southbound on	1	10,200	13,100	1,390	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.22%	55.28%	30
Northbound off	1	10,200	13,100	1,230	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.22%	55.28%	30
Commercial Boulevard (MP 62)													
Southbound off	1	7,900	13,000	780	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	61.31%	30
Northbound on	1	7,900	13,100	1,170	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	61.31%	35
Southbound on,from EB	1	9,700	15,000	1,320	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.01%	51.35%	35
Southbound on from WB	1	7,000	13,000	1,090	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	51.35%	30
Northbound off	1	16,700	13,100	1,750	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	51.35%	35
Sunrise Boulevard (MP 58)													
Southbound off	1	8,200	14,700	1,060	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	40
Northbound on	1	8,200	14,700	940	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	40
Southbound on	1	9,200	14,700	790	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	45
Northbound off	1	9,200	14,700	890	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	45
I-595 (MP 0)													
Ft. Lauderdale South (I-595/SR 84/US 441), SB off	2	24,750	33,800	2,800	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Northbound on from *WB*	2	10,350	33,800	1,210	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Northbound on from EB	2	14,400	33,800	1,910	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Ft. Lauderdale South (I-595 Express Direct Connect from NB and SB)	2	2,300	33,500	480	2,680	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	100.00%	30
Reversible Lane (from NB and SB)	2	2,000	33,500	280	2,680	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	100.00%	30
Southbound on	2	2,210	33,800	2,210	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.13%	40
Ft. Lauderdale South (I-595/SR 84/US 441), NB off	2	2,200	33,800	2,200	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.13%	40

Arterials

Crossing Roadways Traffic Segment	Number of Lanes	AADT	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)
Wiles Rd													
West of the Turnpike	4	30,000	31,800	1,450	1,540	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	27,000	31,800	1,310	1,540	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Sample Road (MP 69)													
West of the Turnpike	6	50,600	54,600	3,290	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
East of Turnpike	6	54,600	54,600	3,815	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
Copans Rd													
West of the Turnpike	4	37,000	31,200	1,790	1,510	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	37,600	31,200	1,820	1,510	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Coconut Creek Parkway (MP 67)													
West of the Turnpike	4	26,600	32,000	1,599	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
East of Turnpike	4	12,200	32,000	2,090	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
Atlantic Boulevard (MP 66)													
West of the Turnpike	6	51,600	54,800	2,390	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
East of Turnpike	6	52,000	54,800	2,425	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
Lyons Rd													
South of Atlantic Boulevard	4	34,600	31,200	1,680	1,510	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	53.80%	45
North of West McNab Road	4	33,600	31,200	1,630	1,510	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	53.80%	45
Cypress Creek Road													
West of the Turnpike	6	49,600	54,600	3,065	2,680	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
East of Turnpike	6	45,600	54,600	3,065	2,680	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
State Road 7													
North of NW 62 ST	6	43,600	55,000	2,170	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
North of Commercial Boulevard	6	43,000	55,000	2,270	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
Commercial Boulevard (MP 62)													
West of the Turnpike	6	73,000	54,800	3,890	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
East of Turnpike	6	60,600	54,800	2,960	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
Oakland Park Boulevard													
West of the Turnpike	6	64,600	55,200	3,008	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
East of Turnpike	6	58,600	55,200	3,008	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
NW 19th Street													
West of the Turnpike	2	8,600	6,000	420	290	6.96%	4.05%	2.19%	0.72%	0.76%	9.00%	54.00%	25
Sunrise Boulevard (MP 58)													
West of the Turnpike	6	56,000	54,600	3,700	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
East of Turnpike	6	55,000	54,600	3,640	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
Broward Boulevard													
West of the Turnpike	6	38,600	55,200	1,880	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
East of Turnpike	6	42,000	55,200	2,040	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
Peters Road													
West of the Turnpike	5	18,600	31,200	900	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
East of Turnpike	5	27,000	31,200	1,310	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
State Road 84													
West of the Turnpike	5	51,000	35,100	2,300	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
East of Turnpike	4	93,200	35,100	4,190	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
I-595													
West of the Turnpike	12	164,200	160,300	7,450	7,270	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65
East of Turnpike	10	93,200	131,200	4,230	5,950	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65

Side Arterials

Side Arterial Traffic Segment	Number of Lanes	AADT	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)
Rock Island Road													
North of Oakland Park Boulevard	4	25,000	31,200	1,210	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	40
NW 62nd Street													
West of State Road 7	4	18,600	31,200	900	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	35

Notes:
(1) Posted speed data are obtained by field observation.
(2) Daily and peak hour ramp volumes are provided directionally. Likewise, the daily and peak hour LOS C maximum service volumes are listed directionally for each ramp.
(3) Mainline and arterial peak hour directional LOS C maximum service volumes are obtained from FDOT 2020 Quality/Level of Service Handbook.
(4) Ramp LOS C maximum service volumes are estimated using Exhibits 13-10 and 11-17 of the 2010 Highway Capacity Manual.
(5) I-595 and SR 84 AADT are based on Florida Traffic Online (FTO).
(6) Turnpike mainline and ramp peak design hour truck percentage are based on Broward Turnpike Widening PD&E evaluation or FTO. The medium vehicle classifications listed here make a distinction between medium trucks and buses.
(7) I-595 overall peak hour truck percentage are based on weighted average of general lanes and express lanes' values.
(8) The peak hour truck percentage for arterials are based on Broward Turnpike Widening PD&E evaluation or relevant sites from the FTO.
(9) Standard K and D factors are obtained from the related PD&E studies or FTO.
(10) Number of lane are obtained by field observation.
(11) LOS C capacity for managed lanes at I-595 is assumed equal to 70% of general through lanes capacity.

Noise Analysis Traffic Data - Southern Turnpike Widening I-595 to Wiles Rd
2025 No Build Conditions

Turnpike Mainline

Mainline Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
North of Sample Road	6	113,800	78,200	6,010	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sample Road and Coconut Creek Parkway	6	122,400	78,200	6,330	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Coconut Creek Parkway and Atlantic Boulevard	6	112,400	78,200	5,590	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Atlantic Boulevard and Commercial Boulevard	8	137,600	103,600	7,020	5,390	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Commercial Boulevard and Sunrise Boulevard	8	153,000	103,600	7,880	5,390	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sunrise Boulevard and I-595	10	160,600	131,200	8,010	6,820	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65

Ramps

Ramp	Number of Lanes	One-Way AADT	One-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Operational Speed (mph)
Sample Road (MP 69)													
Southbound off	1	5,300	12,100	790	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	11.14%	57.38%	40
Northbound on	1	5,300	12,100	790	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	11.14%	57.38%	40
Southbound on	1	9,600	11,400	1,380	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	11.83%	57.38%	40
Northbound off	1	9,600	11,400	1,380	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	11.83%	57.38%	40
Coconut Creek Parkway (MP 67)													
Southbound off	1	10,200	10,400	1,440	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	64.30%	30
Northbound on	1	10,200	10,400	1,440	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	64.30%	30
Southbound on	1	5,200	10,400	900	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	63.23%	30
Northbound off	1	5,200	10,400	900	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	63.23%	30
Atlantic Boulevard (MP 66)													
Southbound on	1	12,600	13,100	1,430	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.22%	55.28%	30
Northbound off	1	12,600	13,100	1,430	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.22%	55.28%	30
Commercial Boulevard (MP 62)													
Southbound off	1	10,200	13,000	1,210	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	61.31%	30
Northbound on	1	10,200	13,100	1,210	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	61.31%	35
Southbound on,from EB	1	10,400	15,000	1,400	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.01%	51.35%	35
Southbound on from WB	1	7,500	13,000	1,130	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	51.35%	30
Northbound off	1	17,900	13,100	2,010	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	51.35%	35
Sunrise Boulevard (MP 58)													
Southbound off	1	10,000	14,700	1,120	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	40
Northbound on	1	10,000	14,700	1,120	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	40
Southbound on	1	13,800	14,700	1,380	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	45
Northbound off	1	13,800	14,700	1,380	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	45
I-595 (MP 0)													
Ft. Lauderdale South (I-595/SR 84/US 441), SB off	2	28,400	33,800	3,330	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Northbound on from WB	2	11,900	33,800	1,490	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Northbound on from EB	2	16,500	33,800	2,060	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Ft. Lauderdale South (I-595 Express Direct Connect from NB and SB)	2	3,200	33,500	500	2,680	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	100.00%	30
Reversible Lane (from NB and SB)	2	4,000	33,500	520	2,680	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	100.00%	30
Southbound on	2	28,900	33,800	2,980	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.13%	40
Ft. Lauderdale South (I-595/SR 84/US 441), NB off	2	28,900	33,800	2,980	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.13%	40

Arterials

Crossing Roadways Traffic Segment	Number of Lanes	AADT	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)
Wiles Rd													
West of the Turnpike	4	34,600	31,800	1,680	1,540	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	31,600	31,800	1,530	1,540	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Sample Road (MP 69)													
West of the Turnpike	6	64,200	54,600	3,150	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
East of Turnpike	6	66,200	54,600	3,250	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
Copans Rd													
West of the Turnpike	4	44,800	31,200	2,170	1,510	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	45,400	31,200	2,200	1,510	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Coconut Creek Parkway (MP 67)													
West of the Turnpike	4	31,000	32,000	1,520	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
East of Turnpike	4	16,400	32,000	810	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
Atlantic Boulevard (MP 66)													
West of the Turnpike	6	63,000	54,800	3,100	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
East of Turnpike	6	60,400	54,800	2,970	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
Lyons Rd													
South of Atlantic Boulevard	4	40,200	31,200	1,950	1,510	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	53.80%	45
North of West McNab Road	4	39,400	31,200	1,910	1,510	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	53.80%	45
Cypress Creek Road													
West of the Turnpike	6	53,400	54,600	2,620	2,680	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
East of Turnpike	6	52,200	54,600	2,570	2,680	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
State Road 7													
North of NW 62 ST	6	47,000	55,000	2,550	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
North of Commercial Boulevard	6	49,600	55,000	1,800	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
Commercial Boulevard (MP 62)													
West of the Turnpike	6	83,600	54,800	4,000	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
East of Turnpike	6	64,200	54,800	3,240	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
Oakland Park Boulevard													
West of the Turnpike	6	75,800	55,200	3,820	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
East of Turnpike	6	61,400	55,200	3,090	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
NW 19th Street													
West of the Turnpike	2	8,600	6,000	420	290	6.96%	4.05%	2.19%	0.72%	0.76%	9.00%	54.00%	25
Sunrise Boulevard (MP 58)													
West of the Turnpike	6	86,200	54,600	4,340	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
East of Turnpike	6	61,800	54,600	3,110	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
Broward Boulevard													
West of the Turnpike	6	41,000	55,200	1,990	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
East of Turnpike	6	44,800	55,200	2,180	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
Peters Road													
West of the Turnpike	5	20,000	31,200	970	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
East of Turnpike	5	29,200	31,200	1,420	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
State Road 84													
West of the Turnpike	5	51,000	35,100	2,300	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
East of Turnpike	4	114,600	35,100	5,160	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
I-595													
West of the Turnpike	12	183,200	160,300	8,310	7,270	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65
East of Turnpike	10	114,600	131,200	5,200	5,950	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65

Side Arterials

Side Arterial Traffic Segment	Number of Lanes	AADT	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)
Rock Island Road													
North of Oakland Park Boulevard	4	29,000	31,200	1,410	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	40
NW 62nd Street													
West of State Road 7	4	22,200	31,200	1,080	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	35

Notes:

(1) Posted speed data are obtained by field observation.
(2) Daily and design hour ramp volumes are provided directionally. Likewise, the daily and peak hour LOS C maximum service volumes are listed directionally for each ramp.
(3) Mainline and arterial design hour peak direction LOS C maximum service volumes are obtained from FDOT 2020 Quality/Level of Service Handbook.
(4) Ramp design hour peak direction volumes are estimated using Exhibits 13-10 and 11-17 of the 2010 Highway Capacity Manual.
(5) I-595 and SR 84 AADT are based on Florida Traffic Online (FTO).
(6) Turnpike mainline and ramp overall design hour truck percentage are based on Broward Turnpike Widening PD&E evaluation or FTO. The medium vehicle classifications listed here make a distinction between medium trucks and buses.
(7) I-595 overall design hour truck percentage are based on weighted average of general lanes and express lanes' values.
(8) The design hour truck percentage for arterials are based on Broward Turnpike Widening PD&E evaluation or relevant sites from the FTO.
(9) Standard K and D factors are obtained from the related PD&E studies or FTO.
(10) Number of lane are obtained by field observation.
(11) LOS C capacity for managed lanes at I-595 is assumed equal to 70% of general through lanes capacity.

Noise Analysis Traffic Data - Southern Turnpike Widening I-595 to Wiles Rd
2025 Build Conditions

Turnpike Mainline

Mainline Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
North of Sample Road	10	114,600	131,200	6,050	6,820	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sample Road and Coconut Creek Parkway	10	124,000	131,200	6,410	6,820	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Coconut Creek Parkway and Atlantic Boulevard	10	115,800	131,200	5,780	6,820	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Atlantic Boulevard and Cypress Creek	12	141,800	176,300	7,250	9,170	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Cypress Creek and Commercial Boulevard	12	137,600	176,400	7,020	9,170	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Commercial Boulevard and Oakland Park Boulevard	12	153,400	176,400	8,030	9,170	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Oakland Park Boulevard and Sunrise Boulevard	12	159,200	176,400	8,200	9,170	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sunrise Boulevard and I-595	12	162,200	176,400	8,210	9,170	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65

Ramps

Ramp	Number of Lanes	One-Way AADT	One-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Operational Speed (mph)
Sample Road (MP 69)													
Southbound off	2	5,300	24,200	790	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	11.14%	57.38%	40
Northbound on	1	5,300	12,100	790	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	11.14%	57.38%	40
Southbound on	2	10,000	22,800	1,440	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	11.83%	57.38%	40
Northbound off	1	10,000	11,400	1,440	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	11.83%	57.38%	40
Coconut Creek Parkway (MP 67)													
Southbound off	2	9,800	20,900	1,440	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	64.30%	30
Northbound on	2	9,800	20,900	1,440	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	64.30%	30
Southbound on	2	5,700	20,900	980	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	63.23%	30
Northbound off	1	5,700	10,400	980	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	63.23%	30
Atlantic Boulevard (MP 66)													
Southbound on	1	13,000	13,100	1,470	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.22%	55.28%	30
Northbound off	2	13,000	26,400	1,470	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	10.22%	55.28%	30
Cypress Creek													
Southbound on	2	2,100	15,200	230	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	8.80%	61.80%	40
Northbound off	1	2,100	30,700	230	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.80%	61.80%	40
Commercial Boulevard (MP 62)													
Southbound off	1	7,200	13,000	1,250	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	61.31%	30
Northbound on	1	7,200	13,100	1,250	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	61.31%	35
Southbound on from EB	1	8,800	15,000	1,540	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.01%	51.35%	35
Southbound on from WB	1	6,300	13,000	1,250	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	51.35%	30
Northbound off	2	15,100	26,200	2,190	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	51.35%	35
Oakland Park Boulevard													
Southbound off	2	3,900	27,300	420	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	9.90%	54.10%	40
Northbound on	1	3,900	13,500	420	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	9.90%	54.10%	40
Southbound on	1	6,800	14,400	680	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	9.30%	53.80%	40
Northbound off	2	6,800	29,000	680	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	9.30%	53.80%	40
Sunrise Boulevard (MP 58)													
Southbound off	1	9,100	14,700	1,070	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	40
Northbound on	1	9,100	14,700	1,070	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	40
Southbound on	1	10,600	14,700	1,060	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	45
Northbound off	1	10,600	14,700	1,060	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	45
I-595 (MP 0)													
Ft. Lauderdale South (I-595/SR 84/US 441), SB off	2	29,200	33,800	3,420	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Northbound on from WB	2	12,200	33,800	1,530	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Northbound on from EB	2	17,000	33,800	2,110	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Ft. Lauderdale South (I-595 Express Direct Connect from NB and SB)	2	3,200	33,500	500	2,680	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	100.00%	30
Reversible Lane (from NB and SB)	2	4,000	33,500	520	2,680	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	100.00%	30
Southbound on	2	28,900	33,800	2,980	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.13%	40
Ft. Lauderdale South (I-595/SR 84/US 441), NB off	2	28,900	33,800	2,980	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.13%	40

Cross Roadways

Crossing Roadways Traffic Segment	Number of Lanes	AADT	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)
Wiles Rd													
West of the Turnpike	4	34,600	31,800	1,680	1,540	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	31,600	31,800	1,530	1,540	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Sample Road (MP 69)													
West of the Turnpike	6	64,400	54,600	3,160	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
East of Turnpike	6	66,400	54,600	3,260	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
Copans Rd													
West of the Turnpike	4	44,800	31,200	2,170	1,510	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	45,400	31,200	2,200	1,510	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Coconut Creek Parkway (MP 67)													
West of the Turnpike	4	31,000	32,000	1,520	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
East of Turnpike	4	16,600	32,000	820	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
Atlantic Boulevard (MP 66)													
West of the Turnpike	6	63,200	54,800	3,110	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
East of Turnpike	6	60,600	54,800	2,980	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
Lyons Rd													
South of Atlantic Boulevard	4	40,200	31,300	1,950	1,520	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	53.80%	45
North of West McNab Road	4	39,600	31,300	1,920	1,520	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	53.80%	45
Cypress Creek Road													
West of the Turnpike	6	54,400	54,600	2,670	2,680	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
East of Turnpike	6	52,400	54,600	2,570	2,680	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
State Road 7													
North of NW 62 ST	6	47,000	55,000	2,660	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
North of Commercial Boulevard	6	49,600	55,000	2,000	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
Commercial Boulevard (MP 62)													
West of the Turnpike	6	77,800	54,800	3,540	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
East of Turnpike	6	64,000	54,800	1,970	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
Oakland Park Boulevard													
West of the Turnpike	6	74,800	55,200	3,770	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
East of Turnpike	6	60,600	55,200	3,050	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
NW 19th Street													
West of the Turnpike	2	8,600	6,000	420	290	6.96%	4.05%	2.19%	0.72%	0.76%	9.00%	54.00%	25
Sunrise Boulevard (MP 58)													
West of the Turnpike	6	84,400	54,600	4,250	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
East of Turnpike	6	61,600	54,600	3,100	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
Broward Boulevard													
West of the Turnpike	6	41,000	55,100	1,990	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
East of Turnpike	6	44,800	55,100	2,180	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
Peters Road													
West of the Turnpike	5	20,000	31,200	970	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
East of Turnpike	5	29,200	31,200	1,420	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
State Road 84													
West of the Turnpike	5	51,000	35,100	2,300	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
East of Turnpike	4	114,600	35,100	5,160	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
I-595													
West of the Turnpike	12	183,200	160,300	8,310	7,270	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65
East of Turnpike	10	114,600	131,200	5,200	5,950	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65

Side Arterials

Side Arterial Traffic Segment	Number of Lanes	AADT	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)
Rock Island Road													
North of Oakland Park Boulevard	4	35,000	31,200	1,700	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	40
NW 62nd Street													
West of State Road 7	4	22,200	31,200	1,080	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	35

Notes:

(1) Posted speed data are obtained by field observation.
(2) Daily and design hour ramp volumes are provided directionally. Likewise, the daily and peak hour LOS C maximum service volumes are listed directionally for each ramp.
(3) Mainline and arterial design hour peak direction LOS C maximum service volumes are obtained from FDOT 2020 Quality/Level of Service Handbook.
(4) Ramp design hour peak direction volumes are estimated using Exhibits 13-10 and 11-17 of the 2010 Highway Capacity Manual.
(5) I-595 and SR 84 AADT are based on Florida Traffic Online (FTO).
(6) Turnpike mainline and ramp overall design hour truck percentage are based on Broward Turnpike Widening PD&E evaluation or FTO. The medium vehicle classifications listed here make a distinction between medium trucks and buses.
(7) I-595 overall design hour truck percentage are based on weighted average of general lanes and express lanes' values.
(8) The design hour truck percentage for arterials are based on Broward Turnpike Widening PD&E evaluation or relevant sites from the FTO.
(9) Standard K and D factors are obtained from the related PD&E studies or FTO.
(10) Number of lane are obtained by field observation.
(11) LOS C capacity for managed lanes at I-595 is assumed equal to 70% of general through lanes capacity.

Noise Analysis Traffic Data - Southern Turnpike Widening I-595 to Wiles Rd
2045 No Build Conditions

Turnpike Mainline

Mainline Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
North of Sample Road	6	148,600	78,300	7,820	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sample Road and Coconut Creek Parkway	6	155,600	78,300	8,000	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Coconut Creek Parkway and Atlantic Boulevard	6	143,600	78,300	7,110	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Atlantic Boulevard and Commercial Boulevard	8	174,600	103,600	8,860	5,390	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Commercial Boulevard and Sunrise Boulevard	8	193,200	103,600	9,850	5,390	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sunrise Boulevard and I-595	10	208,000	131,200	10,400	6,820	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65

Ramps

Ramp	Number of Lanes	One-Way AADT	One-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Operational Speed (mph)
Sample Road (MP 69)													
Southbound off	1	6,800	12,100	1,010	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	11.14%	57.38%	40
Northbound on	1	6,800	12,100	1,010	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	11.14%	57.38%	40
Southbound on	1	10,300	11,400	1,480	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	11.83%	57.38%	40
Northbound off	1	10,300	11,400	1,480	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	11.83%	57.38%	40
Coconut Creek Parkway (MP 67)													
Southbound off	1	12,400	10,400	1,690	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	64.30%	30
Northbound on	1	12,400	10,400	1,690	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	64.30%	30
Southbound on	1	6,400	10,400	1,110	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	63.23%	30
Northbound off	1	6,400	10,400	1,110	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	12.90%	63.23%	30
Atlantic Boulevard (MP 66)													
Southbound on	1	15,500	13,100	1,750	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.22%	55.28%	30
Northbound off	1	15,500	13,100	1,750	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.22%	55.28%	30
Commercial Boulevard (MP 62)													
Southbound off	1	12,600	13,000	1,460	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	61.31%	30
Northbound on	1	12,600	13,100	1,460	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	61.31%	35
Southbound on,from EB	1	12,700	15,000	1,650	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.01%	51.35%	35
Southbound on from WB	1	9,200	13,000	1,350	1,340	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	51.35%	30
Northbound off	1	21,900	13,100	2,340	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	10.29%	51.35%	35
Sunrise Boulevard (MP 58)													
Southbound off	1	12,500	14,700	1,340	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	40
Northbound on	1	12,500	14,700	1,340	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	40
Southbound on	1	19,900	14,700	2,000	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	45
Northbound off	1	19,900	14,700	2,000	1,350	5.25%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	45
I-595 (MP 0)													
Ft. Lauderdale South (I-595/SR 84/US 441), SB off	2	34,800	33,800	4,080	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Northbound on from WB	2	14,600	33,800	1,830	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Northbound on from EB	2	20,200	33,800	2,520	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Ft. Lauderdale South (I-595 Express Direct Connect from NB and SB)	2	4,200	33,500	650	2,680	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	100.00%	30
Reversible Lane (from NB and SB)	2	5,400	33,500	690	2,680	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	100.00%	30
Southbound on	2	34,300	33,800	3,540	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.13%	40
Ft. Lauderdale South (I-595/SR 84/US 441), NB off	2	34,300	33,800	3,540	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.13%	40

Cross Roadways

Crossing Roadways Traffic Segment	Number of Lanes	AADT	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)
Wiles Rd													
West of the Turnpike	4	50,200	31,800	2,430	1,540	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	45,800	31,800	2,220	1,540	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Sample Road (MP 69)													
West of the Turnpike	6	67,600	54,600	4,120	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
East of Turnpike	6	69,600	54,600	4,740	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
Copans Rd													
West of the Turnpike	4	70,200	31,200	3,400	1,510	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	71,200	31,200	3,450	1,510	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Coconut Creek Parkway (MP 67)													
West of the Turnpike	4	35,600	32,000	2,140	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
East of Turnpike	4	21,200	32,000	3,280	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
Atlantic Boulevard (MP 66)													
West of the Turnpike	6	68,000	54,800	3,240	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
East of Turnpike	6	65,800	54,800	3,280	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
Lyons Rd													
South of Atlantic Boulevard	4	45,800	31,200	2,220	1,510	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	53.80%	45
North of West McNab Road	4	45,600	31,200	2,210	1,510	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	53.80%	45
Cypress Creek Road													
West of the Turnpike	6	58,900	54,700	4,020	2,688	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
East of Turnpike	6	58,000	54,700	4,020	2,688	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
State Road 7													
North of NW 62 ST	6	58,800	55,000	3,190	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
North of Commercial Boulevard	6	65,600	55,000	2,380	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
Commercial Boulevard (MP 62)													
West of the Turnpike	6	87,400	54,800	4,180	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
East of Turnpike	6	71,200	54,800	3,750	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
Oakland Park Boulevard													
West of the Turnpike	6	87,200	55,200	3,940	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
East of Turnpike	6	66,400	55,200	3,940	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
NW 19th Street													
West of the Turnpike	2	8,600	6,000	420	290	6.96%	4.05%	2.19%	0.72%	0.76%	9.00%	54.00%	25
Sunrise Boulevard (MP 58)													
West of the Turnpike	6	96,400	54,600	4,670	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
East of Turnpike	6	72,200	54,600	4,720	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
Broward Boulevard													
West of the Turnpike	6	47,400	55,200	2,300	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
East of Turnpike	6	51,800	55,200	2,520	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
Peters Road													
West of the Turnpike	5	23,800	31,200	1,160	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
East of Turnpike	5	34,800	31,200	1,690	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
State Road 84													
West of the Turnpike	5	55,800	35,100	2,510	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
East of Turnpike	4	131,200	35,100	5,900	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
I-595													
West of the Turnpike	12	215,200	160,300	9,760	7,270	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65
East of Turnpike	10	131,200	131,200	5,950	5,950	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65

Side Arterials

Side Arterial Traffic Segment	Number of Lanes	AADT	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)
Rock Island Road													
North of Oakland Park Boulevard	4	30,900	31,200	1,570	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	40
NW 62nd Street													
West of State Road 7	4	33,600	31,200	1,970	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	35

Notes:
(1) Posted speed data are obtained by field observation.
(2) Daily and design hour ramp volumes are provided directionally. Likewise, the daily and peak hour LOS C maximum service volumes are listed directionally for each ramp.
(3) Mainline and arterial design hour peak direction LOS C maximum service volumes are obtained from FDOT 2020 Quality/Level of Service Handbook.
(4) Ramp design hour peak direction volumes are estimated using Exhibits 13-10 and 11-17 of the 2010 Highway Capacity Manual.
(5) I-595 and SR 84 AADT are based on Florida Traffic Online (FTO).
(6) Turnpike mainline and ramp overall design hour truck percentage are based on Broward Turnpike Widening PD&E evaluation or FTO. The medium vehicle classifications listed here make a distinction between medium trucks and buses.
(7) I-595 overall design hour truck percentage are based on weighted average of general lanes and express lanes' values.
(8) The design hour truck percentage for arterials are based on Broward Turnpike Widening PD&E evaluation or relevant sites from the FTO.
(9) Standard K and D factors are obtained from the related PD&E studies or FTO.
(10) Number of lane are obtained by field observation.
(11) LOS C capacity for managed lanes at I-595 is assumed equal to 70% of general through lanes capacity.

Noise Analysis Traffic Data - Southern Turnpike Widening I-595 to Wiles Rd
2045 Build Conditions

Turnpike Mainline

Mainline Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
North of Sample Road	10	150,400	131,200	7,840	6,820	5.00%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sample Road and Coconut Creek Parkway	10	158,800	131,200	8,100	6,820	5.00%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Coconut Creek Parkway and Atlantic Boulevard	10	149,600	131,200	7,440	6,820	5.00%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Atlantic Boulevard and Cypress Creek	12	181,600	176,300	9,250	9,170	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Cypress Creek and Commercial Boulevard	12	173,000	176,400	8,780	9,170	5.00%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Commercial Boulevard and Oakland Park Boulevard	12	190,000	176,400	9,850	9,170	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Oakland Park Boulevard and Sunrise Boulevard	12	199,200	176,400	10,100	9,170	5.00%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sunrise Boulevard and I-595	12	210,000	176,400	10,690	9,170	5.00%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65

Ramps

Ramp	Number of Lanes	One-Way AADT	One-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Operational Speed (mph)
Sample Road (MP 69)													
Southbound off	2	6,800	24,200	1,010	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	11.14%	57.38%	40
Northbound on	1	6,800	12,100	1,010	1,350	5.00%	1.61%	3.23%	0.15%	0.07%	11.14%	57.38%	40
Southbound on	2	11,000	22,800	1,580	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	11.83%	57.38%	40
Northbound off	1	11,000	11,400	1,580	1,350	5.00%	1.61%	3.23%	0.15%	0.07%	11.83%	57.38%	40
Coconut Creek Parkway (MP 67)													
Southbound off	2	11,900	20,900	1,620	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	12.90%	64.30%	30
Northbound on	2	11,900	20,900	1,620	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	12.90%	64.30%	30
Southbound on	2	7,300	20,900	1,250	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	12.90%	63.23%	30
Northbound off	1	7,300	10,400	1,250	1,340	5.00%	1.61%	3.23%	0.15%	0.07%	12.90%	63.23%	30
Atlantic Boulevard (MP 66)													
Southbound on	1	16,000	13,100	1,810	1,340	5.00%	1.61%	3.23%	0.15%	0.07%	10.22%	55.28%	30
Northbound off	2	16,000	26,400	1,810	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	10.22%	55.28%	30
Cypress Creek													
Southbound on	2	4,300	15,200	470	1,340	5.00%	1.61%	3.23%	0.15%	0.07%	8.80%	61.80%	40
Northbound off	1	4,300	30,700	470	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	8.80%	61.80%	40
Commercial Boulevard (MP 62)													
Southbound off	1	7,700	13,000	1,300	1,340	5.00%	1.61%	3.23%	0.15%	0.07%	10.29%	61.31%	30
Northbound on	1	7,700	13,100	1,300	1,350	5.00%	1.61%	3.23%	0.15%	0.07%	10.29%	61.31%	35
Southbound on from EB	1	9,400	15,000	1,560	1,350	5.00%	1.61%	3.23%	0.15%	0.07%	9.01%	51.35%	35
Southbound on from WB	1	6,750	13,000	1,270	1,340	5.00%	1.61%	3.23%	0.15%	0.07%	10.29%	51.35%	30
Northbound off	2	16,150	26,200	2,240	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	10.29%	51.35%	35
Oakland Park Boulevard													
Southbound off	2	6,700	27,300	720	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	9.90%	54.10%	40
Northbound on	1	6,700	13,500	720	1,340	5.00%	1.61%	3.23%	0.15%	0.07%	9.90%	54.10%	40
Southbound on	1	11,300	14,400	1,130	1,340	5.00%	1.61%	3.23%	0.15%	0.07%	9.30%	53.80%	40
Northbound off	2	11,300	29,000	1,130	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	9.30%	53.80%	40
Sunrise Boulevard (MP 58)													
Southbound off	1	11,400	14,700	1,220	1,350	5.00%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	40
Northbound on	1	11,400	14,700	1,220	1,350	5.00%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	40
Southbound on	1	16,800	14,700	1,680	1,350	5.00%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	45
Northbound off	1	16,800	14,700	1,680	1,350	5.00%	1.61%	3.23%	0.15%	0.07%	9.21%	53.79%	45
Interstate 595 (MP 0)													
Ft. Lauderdale South (I-595/SR 84/US 441), SB off	2	35,750	33,800	4,190	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Northbound on from WB	2	14,950	33,800	1,880	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Northbound on from EB	2	20,800	33,800	2,590	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	8.00%	54.56%	40
Ft. Lauderdale South (I-595 Express Direct Connect from NB and SB)	2	4,200	33,500	650	2,680	5.00%	1.61%	3.23%	0.15%	0.07%	8.00%	100.00%	30
Reversible Lane (from NB and SB)	2	5,300	33,500	680	2,680	5.00%	1.61%	3.23%	0.15%	0.07%	8.00%	100.00%	30
Southbound on	2	34,300	33,800	3,530	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	8.00%	54.13%	40
Ft. Lauderdale South (I-595/SR 84/US 441), NB off	2	34,300	33,800	3,530	2,700	5.00%	1.61%	3.23%	0.15%	0.07%	8.00%	54.13%	40

Cross Roadways

Crossing Roadways Traffic Segment	Number of Lanes	AADT	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)
Wiles Rd													
West of the Turnpike	4	50,200	31,800	2,430	1,540	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	45,800	31,800	2,220	1,540	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Sample Road (MP 69)													
West of the Turnpike	6	67,800	54,600	4,120	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
East of Turnpike	6	70,000	54,600	4,820	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
Copans Rd													
West of the Turnpike	4	70,200	31,200	3,400	1,510	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	71,200	31,200	3,450	1,510	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Coconut Creek Parkway (MP 67)													
West of the Turnpike	4	35,600	32,000	2,140	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
East of Turnpike	4	21,800	32,000	2,840	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
Atlantic Boulevard (MP 66)													
West of the Turnpike	6	68,400	54,800	3,260	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
East of Turnpike	6	66,400	54,800	3,310	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
Lyons Rd													
South of Atlantic Boulevard	4	45,800	31,200	2,220	1,510	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	53.80%	45
North of West McNab Road	4	46,000	31,200	2,230	1,510	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	53.80%	45
Cypress Creek Road													
West of the Turnpike	6	61,000	54,600	4,230	2,680	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
East of Turnpike	6	58,600	54,600	3,930	2,680	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
State Road 7													
North of NW 62 ST	6	56,000	55,000	3,170	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
North of Commercial Boulevard	6	58,400	55,000	2,360	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
Commercial Boulevard (MP 62)													
West of the Turnpike	6	77,200	54,800	3,540	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
East of Turnpike	6	70,400	54,800	1,970	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
Oakland Park Boulevard													
West of the Turnpike	6	85,400	55,200	3,860	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
East of Turnpike	6	64,800	55,200	3,860	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
NW 19th Street													
West of the Turnpike	2	8,600	6,000	430	300	6.96%	4.05%	2.19%	0.72%	0.76%	9.00%	56.00%	25
Sunrise Boulevard (MP 58)													
West of the Turnpike	6	91,400	54,600	4,750	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
East of Turnpike	6	72,000	54,600	4,820	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
Broward Boulevard													
West of the Turnpike	6	47,400	55,100	2,300	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
East of Turnpike	6	51,800	55,100	2,520	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
Peters Road													
West of the Turnpike	5	23,800	31,300	1,160	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
East of Turnpike	5	34,800	31,300	1,690	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
State Road 84													
West of the Turnpike	5	55,800	35,100	2,510	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
East of Turnpike	4	131,200	35,100	5,900	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
I-595													
West of the Turnpike	12	215,200	160,300	9,760	7,270	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65
East of Turnpike	10	131,200	131,200	5,950	5,950	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65

Side Arterials

Side Arterial Traffic Segment	Number of Lanes	AADT	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)
Rock Island Road													
North of Oakland Park Boulevard	4	47,200	31,300	2,390	1,520	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	40
NW 62nd Street													
West of State Road 7	4	33,600	31,300	1,970	1,520	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	35

Notes:
(1) Posted speed data are obtained by field observation.
(2) Daily and design hour ramp volumes are provided directionally. Likewise, the daily and peak hour LOS C maximum service volumes are listed directionally for each ramp.
(3) Mainline and arterial design hour peak direction LOS C maximum service volumes are obtained from FDOT 2020 Quality/Level of Service Handbook.
(4) Ramp design hour peak direction volumes are estimated using Exhibits 13-10 and 11-17 of the 2010 Highway Capacity Manual.
(5) I-595 and SR 84 AADT are based on Florida Traffic Online (FTO).
(6) Turnpike mainline and ramp overall design hour truck percentage are based on Broward Turnpike Widening PD&E evaluation or FTO. The medium vehicle classifications listed here make a distinction between medium trucks and buses.
(7) I-595 overall design hour truck percentage are based on weighted average of general lanes and express lanes' values.
(8) The design hour truck percentage for arterials are based on Broward Turnpike Widening PD&E evaluation or relevant sites from the FTO.
(9) Standard K and D factors are obtained from the related PD&E studies or FTO.
(10) Number of lane are obtained by field observation.
(11) LOS C capacity for managed lanes at I-595 is assumed equal to 70% of general through lanes capacity.

Appendix B-1 - Residential

Predicted Noise Levels

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB01	RNB01-001	1	B	67	66	**66.9**	Yes	Broadview Park
NB01	RNB01-002	1	B	67	66	**68.2**	Yes	Broadview Park
NB01	RNB01-003	1	B	67	66	**68.9**	Yes	Broadview Park
NB01	RNB01-004	1	B	67	66	**71.5**	Yes	Broadview Park
NB01	RNB01-005	3	B	67	66	65.5	No	Broadview Park
NB01	RNB01-006	2	B	67	66	**67.5**	Yes	Broadview Park
NB01	RNB01-007	1	B	67	66	**71.8**	Yes	Broadview Park
NB01	RNB01-008	3	B	67	66	**72.1**	Yes	Broadview Park
NB01	RNB01-009	2	B	67	66	61.3	No	Broadview Park
NB01	RNB01-010	4	B	67	66	**68.8**	Yes	Broadview Park
NB01	RNB01-011	2	B	67	66	55.5	No	Broadview Park
NB01	RNB01-012	2	B	67	66	**73.0**	Yes	Broadview Park
NB01	RNB01-013	1	B	67	66	**71.9**	Yes	Broadview Park
NB01	RNB01-014	3	B	67	66	56.8	No	Broadview Park
NB01	RNB01-015	6	B	67	66	65.2	No	Broadview Park
NB01	RNB01-016	3	B	67	66	**73.8**	Yes	Broadview Park
NB01	RNB01-017	5	B	67	66	55.8	No	Broadview Park
NB01	RNB01-018	5	B	67	66	60.9	No	Broadview Park
NB01	RNB01-019	4	B	67	66	**67.3**	Yes	Broadview Park
NB01	RNB01-020	1	B	67	66	**73.8**	Yes	Broadview Park
NB01	RNB01-021	3	B	67	66	58.0	No	Broadview Park
NB01	RNB01-022	4	B	67	66	62.4	No	Broadview Park
NB01	RNB01-023	3	B	67	66	**70.1**	Yes	Broadview Park
NB01	RNB01-024	4	B	67	66	58.8	No	Broadview Park
NB01	RNB01-025	3	B	67	66	**71.3**	Yes	Broadview Park
NB01	RNB01-026	7	B	67	66	63.8	No	Broadview Park
NB01	RNB01-027	1	B	67	66	**71.1**	Yes	Broadview Park
NB01	RNB01-028	7	B	67	66	58.5	No	Broadview Park
NB01	RNB01-029	4	B	67	66	56.8	No	Broadview Park
NB01	RNB01-030	1	B	67	66	**68.4**	Yes	Broadview Park
NB01	RNB01-031	3	B	67	66	63.3	No	Broadview Park
NB01	RNB01-032	7	B	67	66	59.7	No	Broadview Park
NB01	RNB01-033	1	B	67	66	**71.6**	Yes	Broadview Park
NB01	RNB01-034	2	B	67	66	**66.6**	Yes	Broadview Park
NB01	RNB01-035	1	B	67	66	**70.7**	Yes	Broadview Park
NB01	RNB01-036	5	B	67	66	60.3	No	Broadview Park
NB01	RNB01-037	5	B	67	66	57.9	No	Broadview Park
NB01	RNB01-038	5	B	67	66	**69.5**	Yes	Broadview Park
NB01	RNB01-039	1	B	67	66	**71.9**	Yes	Broadview Park
NB01	RNB01-040	5	B	67	66	61.3	No	Broadview Park
NB01	RNB01-041	5	B	67	66	56.7	No	Broadview Park
NB01	RNB01-042	1	B	67	66	**71.6**	Yes	Broadview Park
NB01	RNB01-043	8	B	67	66	55.2	No	Broadview Park
NB01	RNB01-044	5	B	67	66	**66.8**	Yes	Broadview Park
NB01	RNB01-045	2	B	67	66	**72.1**	Yes	Broadview Park
NB01	RNB01-046	6	B	67	66	56.5	No	Broadview Park
NB01	RNB01-047	3	B	67	66	**72.7**	Yes	Broadview Park
NB01	RNB01-048	5	B	67	66	**70.6**	Yes	Broadview Park
NB01	RNB01-049	4	B	67	66	57.8	No	Broadview Park
NB01	RNB01-050	7	B	67	66	64.4	No	Broadview Park
NB01	RNB01-051	5	B	67	66	**76.2**	Yes	Broadview Park
NB01	RNB01-052	3	B	67	66	**68.1**	Yes	Broadview Park
NB01	RNB01-053	3	B	67	66	62.3	No	Broadview Park

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB01	RNB01-054	2	B	67	66	**67.3**	Yes	Broadview Park
NB01	RNB01-055	1	B	67	66	54.5	No	Broadview Park
NB01	RNB01-056	2	B	67	66	**67.7**	Yes	Broadview Park
NB01	RNB01-057	3	B	67	66	61.3	No	Broadview Park
NB01	RNB01-058	1	B	67	66	61.1	No	Broadview Park
NB01	RNB01-059	4	B	67	66	**68.0**	Yes	Broadview Park
NB01	RNB01-060	7	B	67	66	**74.9**	Yes	Broadview Park
NB01	RNB01-061	4	B	67	66	64.8	No	Broadview Park
NB01	RNB01-062	5	B	67	66	62.7	No	Broadview Park
NB01	RNB01-063	1	B	67	66	**71.2**	Yes	Broadview Park
NB01	RNB01-064	1	B	67	66	61.5	No	Broadview Park
NB01	RNB01-065	1	B	67	66	**70.9**	Yes	Broadview Park
NB01	RNB01-066	16	B	67	66	62.9	No	Broadview Park
NB01	RNB01-067	1	B	67	66	**70.6**	Yes	Broadview Park
NB01	RNB01-068	4	B	67	66	**67.6**	Yes	Broadview Park
NB01	RNB01-069	3	B	67	66	63.4	No	Broadview Park
NB02	RNB02-001	1	B	67	66	**68.6**	Yes	Lauderdale Golf Estates
NB02	RNB02-002	3	B	67	66	60.1	No	Lauderdale Golf Estates
NB02	RNB02-003	3	B	67	66	60.3	No	Lauderdale Golf Estates
NB02	RNB02-004	1	B	67	66	60.8	No	Lauderdale Golf Estates
NB02	RNB02-005	1	B	67	66	**66.1**	Yes	Lauderdale Golf Estates
NB02	RNB02-006	6	B	67	66	**72.7**	Yes	Lauderdale Golf Estates
NB02	RNB02-007	6	B	67	66	**67.9**	Yes	Lauderdale Golf Estates
NB02	RNB02-008	6	B	67	66	**68.7**	Yes	Lauderdale Golf Estates
NB02	RNB02-009	10	B	67	66	60.0	No	Lauderdale Golf Estates
NB02	RNB02-010	6	B	67	66	62.6	No	Lauderdale Golf Estates
NB02	RNB02-011	3	B	67	66	61.1	No	Lauderdale Golf Estates
NB02	RNB02-012	2	B	67	66	62.5	No	Lauderdale Golf Estates
NB02	RNB02-013	5	B	67	66	61.0	No	Lauderdale Golf Estates
NB02	RNB02-014	7	B	67	66	64.3	No	Lauderdale Golf Estates
NB02	RNB02-015	1	B	67	66	**67.4**	Yes	Lauderdale Golf Estates
NB02	RNB02-016	3	B	67	66	**67.9**	Yes	Lauderdale Golf Estates
NB02	RNB02-017	1	B	67	66	64.8	No	Lauderdale Golf Estates
NB02	RNB02-018	11	B	67	66	61.5	No	Lauderdale Golf Estates
NB02	RNB02-019	3	B	67	66	**67.9**	Yes	Lauderdale Golf Estates
NB02	RNB02-020	6	B	67	66	**67.0**	Yes	Lauderdale Golf Estates
NB02	RNB02-021	1	B	67	66	62.5	No	Lauderdale Golf Estates
NB02	RNB02-022	2	B	67	66	62.4	No	Lauderdale Golf Estates
NB02	RNB02-023	4	B	67	66	63.3	No	Lauderdale Golf Estates
NB02	RNB02-024	11	B	67	66	59.9	No	Lauderdale Golf Estates
NB02	RNB02-025	3	B	67	66	**69.5**	Yes	Lauderdale Golf Estates
NB02	RNB02-026	4	B	67	66	**68.9**	Yes	Lauderdale Golf Estates
NB02	RNB02-027	2	B	67	66	**66.8**	Yes	Lauderdale Golf Estates
NB02	RNB02-028	2	B	67	66	62.3	No	Lauderdale Golf Estates
NB02	RNB02-029	1	B	67	66	60.9	No	Lauderdale Golf Estates
NB02	RNB02-030	3	B	67	66	**66.2**	Yes	Lauderdale Golf Estates
NB02	RNB02-031	3	B	67	66	**68.6**	Yes	Lauderdale Golf Estates
NB02	RNB02-032	1	B	67	66	**66.0**	No	Lauderdale Golf Estates
NB02	RNB02-044	2	B	67	66	**69.5**	Yes	Single-Family Residence
NB03	RNB03-001	4	B	67	66	**68.0**	Yes	Breezeswept Park Estates
NB03	RNB03-002	1	B	67	66	62.9	No	Breezeswept Park Estates
NB03	RNB03-003	1	B	67	66	**66.2**	Yes	Breezeswept Park Estates
NB03	RNB03-004	1	B	67	66	60.4	No	Breezeswept Park Estates

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB03	RNB03-005	6	B	67	66	**68.6**	Yes	Breezeswept Park Estates
NB03	RNB03-006	5	B	67	66	65.2	No	Breezeswept Park Estates
NB03	RNB03-007	5	B	67	66	61.9	No	Breezeswept Park Estates
NB03	RNB03-008	5	B	67	66	59.0	No	Breezeswept Park Estates
NB03	RNB03-009	5	B	67	66	58.0	No	Breezeswept Park Estates
NB03	RNB03-010	5	B	67	66	**71.2**	Yes	Breezeswept Park Estates
NB03	RNB03-011	4	B	67	66	60.8	No	Breezeswept Park Estates
NB03	RNB03-012	4	B	67	66	65.1	No	Breezeswept Park Estates
NB03	RNB03-013	12	B	67	66	62.1	No	Breezeswept Park Estates
NB03	RNB03-014	4	B	67	66	**71.0**	Yes	Breezeswept Park Estates
NB03	RNB03-015	12	B	67	66	64.4	No	Breezeswept Park Estates
NB03	RNB03-016	14	B	67	66	61.3	No	Breezeswept Park Estates
NB03	RNB03-017	12	B	67	66	60.4	No	Breezeswept Park Estates
NB03	RNB03-018	8	B	67	66	62.5	No	Breezeswept Park Estates
NB03	RNB03-019	8	B	67	66	**71.8**	Yes	Breezeswept Park Estates
NB03	RNB03-020	4	B	67	66	61.6	No	Breezeswept Park Estates
NB03	RNB03-021	4	B	67	66	62.1	No	Breezeswept Park Estates
NB03	RNB03-022	12	B	67	66	60.2	No	Breezeswept Park Estates
NB03	RNB03-023	6	B	67	66	64.9	No	Breezeswept Park Estates
NB03	RNB03-024	4	B	67	66	**66.5**	Yes	Breezeswept Park Estates
NB03	RNB03-025	5	B	67	66	**72.6**	Yes	Breezeswept Park Estates
NB03	RNB03-026	6	B	67	66	61.8	No	Breezeswept Park Estates
NB03	RNB03-027	5	B	67	66	58.4	No	Breezeswept Park Estates
NB03	RNB03-028	8	B	67	66	64.0	No	Breezeswept Park Estates
NB03	RNB03-029	5	B	67	66	60.5	No	Breezeswept Park Estates
NB03	RNB03-030	8	B	67	66	65.6	No	Breezeswept Park Estates
NB03	RNB03-031	6	B	67	66	**72.8**	Yes	Breezeswept Park Estates
NB03	RNB03-032	6	B	67	66	**68.6**	Yes	Breezeswept Park Estates
NB03	RNB03-033	6	B	67	66	62.0	No	Breezeswept Park Estates
NB03	RNB03-034	7	B	67	66	**69.7**	Yes	Breezeswept Park Estates
NB03	RNB03-035	6	B	67	66	**69.5**	Yes	Breezeswept Park Estates
NB03	RNB03-036	6	B	67	66	65.9	No	Breezeswept Park Estates
NB03	RNB03-037	1	B	67	66	**68.9**	Yes	Breezeswept Park Estates
NB03	RNB03-038	1	B	67	66	64.9	No	Breezeswept Park Estates
NB03	RNB03-039	1	B	67	66	62.7	No	Breezeswept Park Estates
NB03	RNB03-040	1	B	67	66	65.3	No	Breezeswept Park Estates
NB03	RNB03-041	5	B	67	66	**66.8**	Yes	Breezeswept Park Estates
NB04	RNB04-001A	9	B	67	66	63.1	No	Flair Subdivision
NB04	RNB04-001B	9	B	67	66	64.2	No	Flair Subdivision
NB04	RNB04-001C	9	B	67	66	65.8	No	Flair Subdivision
NB04	RNB04-003A	9	B	67	66	62.2	No	Flair Subdivision
NB04	RNB04-003B	9	B	67	66	65.0	No	Flair Subdivision
NB04	RNB04-003C	9	B	67	66	55.6	No	Flair Subdivision
NB04	RNB04-004	3	B	67	66	65.0	No	Flair Subdivision
NB04	RNB04-005	1	B	67	66	55.0	No	Flair Subdivision
NB04	RNB04-006	16	B	67	66	**68.0**	Yes	Flair Subdivision
NB04	RNB04-007	1	B	67	66	55.7	No	Flair Subdivision
NB04	RNB04-008	14	B	67	66	62.7	No	Flair Subdivision
NB04	RNB04-009	8	B	67	66	53.7	No	Flair Subdivision
NB04	RNB04-010	2	B	67	66	**66.7**	Yes	Flair Subdivision
NB04	RNB04-011	1	B	67	66	54.9	No	Flair Subdivision
NB04	RNB04-012	12	B	67	66	**67.1**	Yes	Flair Subdivision

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB04	RNB04-013	4	B	67	66	59.0	No	Flair Subdivision
NB04	RNB04-014	4	B	67	66	54.7	No	Flair Subdivision
NB04	RNB04-015	1	B	67	66	59.7	No	Flair Subdivision
NB04	RNB04-016	5	B	67	66	**71.5**	Yes	Flair Subdivision
NB04	RNB04-017	4	B	67	66	56.8	No	Flair Subdivision
NB04	RNB04-018	8	B	67	66	58.7	No	Flair Subdivision
NB04	RNB04-019	6	B	67	66	**70.9**	Yes	Flair Subdivision
NB04	RNB04-020	4	B	67	66	54.6	No	Flair Subdivision
NB04	RNB04-021	10	B	67	66	52.9	No	Flair Subdivision
NB04	RNB04-022	10	B	67	66	54.8	No	Flair Subdivision
NB04	RNB04-023	4	B	67	66	60.1	No	Flair Subdivision
NB04	RNB04-024	14	B	67	66	57.2	No	Flair Subdivision
NB04	RNB04-025	6	B	67	66	60.7	No	Flair Subdivision
NB04	RNB04-026	6	B	67	66	59.0	No	Flair Subdivision
NB04	RNB04-027	6	B	67	66	59.0	No	Flair Subdivision
NB04	RNB04-028	6	B	67	66	**71.1**	Yes	Flair Subdivision
NB04	RNB04-029	6	B	67	66	60.5	No	Flair Subdivision
NB04	RNB04-030	6	B	67	66	60.1	No	Flair Subdivision
NB04	RNB04-031	11	B	67	66	59.9	No	Flair Subdivision
NB04	RNB04-032	6	B	67	66	61.3	No	Flair Subdivision
NB04	RNB04-033	6	B	67	66	55.9	No	Flair Subdivision
NB04	RNB04-034	6	B	67	66	59.6	No	Flair Subdivision
NB04	RNB04-035	6	B	67	66	58.1	No	Flair Subdivision
NB04	RNB04-036	8	B	67	66	**71.5**	Yes	Flair Subdivision
NB04	RNB04-037	6	B	67	66	58.4	No	Flair Subdivision
NB04	RNB04-038	6	B	67	66	58.0	No	Flair Subdivision
NB04	RNB04-039	11	B	67	66	57.4	No	Flair Subdivision
NB04	RNB04-040	6	B	67	66	61.9	No	Flair Subdivision
NB04	RNB04-041	6	B	67	66	**67.5**	Yes	Flair Subdivision
NB04	RNB04-042	6	B	67	66	**68.0**	Yes	Flair Subdivision
NB04	RNB04-043	6	B	67	66	64.4	No	Flair Subdivision
NB04	RNB04-044	1	B	67	66	65.1	No	Flair Subdivision
NB04	RNB04-045	1	B	67	66	56.1	No	Flair Subdivision
NB04	RNB04-048	16	B	67	66	65.8	No	Flair Subdivision
NB05	RNB05-001	3	B	67	66	65.3	No	Castle Gardens II
NB05	RNB05-002	1	B	67	66	**69.1**	Yes	Castle Gardens II
NB05	RNB05-003	4	B	67	66	62.0	No	Castle Gardens II
NB05	RNB05-004	1	B	67	66	**70.6**	Yes	Castle Gardens II
NB05	RNB05-005	1	B	67	66	**71.5**	Yes	Castle Gardens II
NB05	RNB05-006	5	B	67	66	57.6	No	Castle Gardens II
NB05	RNB05-008	6	B	67	66	53.1	No	Castle Gardens II
NB05	RNB05-009	6	B	67	66	61.1	No	Castle Gardens II
NB05	RNB05-010	7	B	67	66	**75.6**	Yes	Castle Gardens II
NB05	RNB05-011	15	B	67	66	55.1	No	Castle Gardens II
NB05	RNB05-012	1	B	67	66	**71.3**	Yes	Castle Gardens II
NB05	RNB05-013	4	B	67	66	55.3	No	Castle Gardens II
NB05	RNB05-014	1	B	67	66	**69.7**	Yes	Castle Gardens II
NB05	RNB05-015	3	B	67	66	64.9	No	Castle Gardens II
NB05	RNB05-016A	4	B	67	66	**72.2**	Yes	Woodsdale Oak Apartments
NB05	RNB05-016B	4	B	67	66	**76.0**	Yes	Woodsdale Oak Apartments
NB05	RNB05-017A	4	B	67	66	64.7	No	Woodsdale Oak Apartments
NB05	RNB05-017B	4	B	67	66	**69.5**	Yes	Woodsdale Oak Apartments

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB05	RNB05-018A	4	B	67	66	**71.1**	Yes	Woodsdale Oak Apartments
NB05	RNB05-018B	4	B	67	66	**75.0**	Yes	Woodsdale Oak Apartments
NB05	RNB05-019A	8	B	67	66	62.0	No	Woodsdale Oak Apartments
NB05	RNB05-019B	8	B	67	66	64.5	No	Woodsdale Oak Apartments
NB05	RNB05-020A	8	B	67	66	57.1	No	Woodsdale Oak Apartments
NB05	RNB05-020B	8	B	67	66	59.8	No	Woodsdale Oak Apartments
NB05	RNB05-022A	4	B	67	66	**71.3**	Yes	Woodsdale Oak Apartments
NB05	RNB05-022B	4	B	67	66	**75.3**	Yes	Woodsdale Oak Apartments
NB05	RNB05-023A	8	B	67	66	**67.7**	Yes	Woodsdale Oak Apartments
NB05	RNB05-023B	8	B	67	66	**70.0**	Yes	Woodsdale Oak Apartments
NB05	RNB05-024A	4	B	67	66	65.7	No	Woodsdale Oak Apartments
NB05	RNB05-024B	4	B	67	66	**70.1**	Yes	Woodsdale Oak Apartments
NB05	RNB05-026B	4	B	67	66	**71.0**	Yes	Woodsdale Oak Apartments
NB05	RNB05-026A	4	B	67	66	**75.0**	Yes	Woodsdale Oak Apartments
NB05	RNB05-027A	8	B	67	66	56.8	No	Woodsdale Oak Apartments
NB05	RNB05-027B	8	B	67	66	58.8	No	Woodsdale Oak Apartments
NB05	RNB05-028A	4	B	67	66	60.7	No	Woodsdale Oak Apartments
NB05	RNB05-028B	4	B	67	66	64.0	No	Woodsdale Oak Apartments
NB05	RNB05-029A	4	B	67	66	63.0	No	Woodsdale Oak Apartments
NB05	RNB05-029B	4	B	67	66	**67.3**	Yes	Woodsdale Oak Apartments
NB05	RNB05-030A	4	B	67	66	65.1	No	Woodsdale Oak Apartments
NB05	RNB05-030B	4	B	67	66	**69.6**	Yes	Woodsdale Oak Apartments
NB05	RNB05-031B	4	B	67	66	**71.2**	Yes	Woodsdale Oak Apartments
NB05	RNB05-031A	4	B	67	66	**75.3**	Yes	Woodsdale Oak Apartments
NB05	RNB05-032A	8	B	67	66	64.0	No	Woodsdale Oak Apartments
NB05	RNB05-032B	8	B	67	66	**66.9**	Yes	Woodsdale Oak Apartments
NB05	RNB05-033A	8	B	67	66	63.0	No	Woodsdale Oak Apartments
NB05	RNB05-033B	8	B	67	66	65.6	No	Woodsdale Oak Apartments
NB06	RNB06-001A	12	B	67	66	**69.7**	Yes	Hawaiian Gardens
NB06	RNB06-001B	12	B	67	66	**73.0**	Yes	Hawaiian Gardens
NB06	RNB06-001C	12	B	67	66	**74.3**	Yes	Hawaiian Gardens
NB06	RNB06-002A	6	B	67	66	62.9	No	Hawaiian Gardens
NB06	RNB06-002B	6	B	67	66	**66.6**	Yes	Hawaiian Gardens
NB06	RNB06-002C	6	B	67	66	**68.1**	Yes	Hawaiian Gardens
NB06	RNB06-003A	6	B	67	66	**71.4**	Yes	Hawaiian Gardens
NB06	RNB06-003B	6	B	67	66	**73.2**	Yes	Hawaiian Gardens
NB06	RNB06-003C	6	B	67	66	**74.2**	Yes	Hawaiian Gardens
NB06	RNB06-004A	12	B	67	66	58.9	No	Hawaiian Gardens
NB06	RNB06-004B	12	B	67	66	60.3	No	Hawaiian Gardens
NB06	RNB06-004C	12	B	67	66	62.0	No	Hawaiian Gardens
NB06	RNB06-005A	12	B	67	66	58.2	No	Hawaiian Gardens
NB06	RNB06-005B	12	B	67	66	59.7	No	Hawaiian Gardens
NB06	RNB06-005C	12	B	67	66	61.2	No	Hawaiian Gardens
NB06	RNB06-006A	12	B	67	66	**68.3**	Yes	Hawaiian Gardens
NB06	RNB06-006B	12	B	67	66	**72.3**	Yes	Hawaiian Gardens
NB06	RNB06-006C	12	B	67	66	**73.4**	Yes	Hawaiian Gardens
NB06	RNB06-007C	6	B	67	66	55.6	No	Hawaiian Gardens
NB06	RNB06-007A	6	B	67	66	57.7	No	Hawaiian Gardens
NB06	RNB06-007B	6	B	67	66	59.8	No	Hawaiian Gardens
NB06	RNB06-008A	12	B	67	66	50.3	No	Hawaiian Gardens
NB06	RNB06-008B	12	B	67	66	54.6	No	Hawaiian Gardens
NB06	RNB06-008C	12	B	67	66	**66.7**	Yes	Hawaiian Gardens

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB06	RNB06-011A	6	B	67	66	52.4	No	Hawaiian Gardens
NB06	RNB06-011B	6	B	67	66	54.4	No	Hawaiian Gardens
NB06	RNB06-011C	6	B	67	66	57.4	No	Hawaiian Gardens
NB06	RNB06-012A	12	B	67	66	**66.5**	Yes	Hawaiian Gardens
NB06	RNB06-012B	12	B	67	66	**70.9**	Yes	Hawaiian Gardens
NB06	RNB06-012C	12	B	67	66	**72.7**	Yes	Hawaiian Gardens
NB06	RNB06-013A	6	B	67	66	55.2	No	Hawaiian Gardens
NB06	RNB06-013B	6	B	67	66	57.2	No	Hawaiian Gardens
NB06	RNB06-013C	6	B	67	66	59.8	No	Hawaiian Gardens
NB06	RNB06-014A	12	B	67	66	54.1	No	Hawaiian Gardens
NB06	RNB06-014B	12	B	67	66	48.8	No	Hawaiian Gardens
NB06	RNB06-014C	12	B	67	66	64.3	No	Hawaiian Gardens
NB06	RNB06-017A	6	B	67	66	48.4	No	Hawaiian Gardens
NB06	RNB06-017B	6	B	67	66	50.9	No	Hawaiian Gardens
NB06	RNB06-017C	6	B	67	66	55.0	No	Hawaiian Gardens
NB06	RNB06-018A	12	B	67	66	48.2	No	Hawaiian Gardens
NB06	RNB06-018B	12	B	67	66	51.2	No	Hawaiian Gardens
NB06	RNB06-018C	12	B	67	66	54.5	No	Hawaiian Gardens
NB06	RNB06-019A	12	B	67	66	51.8	No	Hawaiian Gardens
NB06	RNB06-019B	12	B	67	66	54.7	No	Hawaiian Gardens
NB06	RNB06-019C	12	B	67	66	56.9	No	Hawaiian Gardens
NB06	RNB06-020A	12	B	67	66	**66.1**	Yes	Hawaiian Gardens
NB06	RNB06-020B	12	B	67	66	**70.3**	Yes	Hawaiian Gardens
NB06	RNB06-020C	12	B	67	66	**72.2**	Yes	Hawaiian Gardens
NB06	RNB06-021A	12	B	67	66	62.9	No	Hawaiian Gardens
NB06	RNB06-021B	12	B	67	66	**67.8**	Yes	Hawaiian Gardens
NB06	RNB06-021C	12	B	67	66	**70.5**	Yes	Hawaiian Gardens
NB06	RNB06-022A	6	B	67	66	58.3	No	Hawaiian Gardens
NB06	RNB06-022B	6	B	67	66	62.1	No	Hawaiian Gardens
NB06	RNB06-022C	6	B	67	66	65.4	No	Hawaiian Gardens
NB06	RNB06-023A	12	B	67	66	51.8	No	Hawaiian Gardens
NB06	RNB06-023B	12	B	67	66	53.6	No	Hawaiian Gardens
NB06	RNB06-023C	12	B	67	66	56.8	No	Hawaiian Gardens
NB06	RNB06-024A	12	B	67	66	49.9	No	Hawaiian Gardens
NB06	RNB06-024B	12	B	67	66	63.4	No	Hawaiian Gardens
NB06	RNB06-024C	12	B	67	66	**68.2**	Yes	Hawaiian Gardens
NB06	RNB06-026A	6	B	67	66	52.2	No	Hawaiian Gardens
NB06	RNB06-026B	6	B	67	66	57.5	No	Hawaiian Gardens
NB06	RNB06-026C	6	B	67	66	59.3	No	Hawaiian Gardens
NB06	RNB06-027B	12	B	67	66	48.7	No	Hawaiian Gardens
NB06	RNB06-027C	12	B	67	66	52.1	No	Hawaiian Gardens
NB06	RNB06-027A	12	B	67	66	55.0	No	Hawaiian Gardens
NB06	RNB06-028A	12	B	67	66	**66.2**	Yes	Hawaiian Gardens
NB06	RNB06-028B	12	B	67	66	**69.5**	Yes	Hawaiian Gardens
NB06	RNB06-028C	12	B	67	66	**71.1**	Yes	Hawaiian Gardens
NB06	RNB06-029A	12	B	67	66	53.9	No	Hawaiian Gardens
NB06	RNB06-029B	12	B	67	66	55.7	No	Hawaiian Gardens
NB06	RNB06-029C	12	B	67	66	58.3	No	Hawaiian Gardens
NB06	RNB06-030A	12	B	67	66	64.4	No	Hawaiian Gardens
NB06	RNB06-030B	12	B	67	66	**69.6**	Yes	Hawaiian Gardens
NB06	RNB06-030C	12	B	67	66	**69.6**	Yes	Hawaiian Gardens
NB06	RNB06-031A	6	B	67	66	54.4	No	Hawaiian Gardens

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X Impacted Receptor								
NB06	RNB06-031B	6	B	67	66	**68.1**	Yes	Hawaiian Gardens
NB06	RNB06-031C	6	B	67	66	**73.1**	Yes	Hawaiian Gardens
NB06	RNB06-033A	6	B	67	66	**71.2**	Yes	Hawaiian Gardens
NB06	RNB06-033B	6	B	67	66	**72.6**	Yes	Hawaiian Gardens
NB06	RNB06-033C	6	B	67	66	**73.5**	Yes	Hawaiian Gardens
NB06	RNB06-034A	12	B	67	66	53.0	No	Hawaiian Gardens
NB06	RNB06-034B	12	B	67	66	55.6	No	Hawaiian Gardens
NB06	RNB06-034C	12	B	67	66	57.6	No	Hawaiian Gardens
NB06	RNB06-035B	12	B	67	66	65.3	No	Hawaiian Gardens
NB06	RNB06-035C	12	B	67	66	**71.2**	Yes	Hawaiian Gardens
NB06	RNB06-035A	12	B	67	66	**72.1**	Yes	Hawaiian Gardens
NB06	RNB06-036A	2	B	67	66	58.7	No	Hawaiian Gardens
NB06	RNB06-036B	2	B	67	66	64.0	No	Hawaiian Gardens
NB06	RNB06-036C	2	B	67	66	65.0	No	Hawaiian Gardens
NB06	RNB06-037A	2	B	67	66	**67.0**	Yes	Hawaiian Gardens
NB06	RNB06-037B	2	B	67	66	**73.7**	Yes	Hawaiian Gardens
NB06	RNB06-037C	2	B	67	66	**74.9**	Yes	Hawaiian Gardens
NB06	RNB06-038A	2	B	67	66	54.4	No	Hawaiian Gardens
NB06	RNB06-038B	2	B	67	66	57.4	No	Hawaiian Gardens
NB06	RNB06-038C	2	B	67	66	58.7	No	Hawaiian Gardens
NB06	RNB06-039C	4	B	67	66	55.6	No	Hawaiian Gardens
NB06	RNB06-039A	4	B	67	66	60.5	No	Hawaiian Gardens
NB06	RNB06-039B	4	B	67	66	61.4	No	Hawaiian Gardens
NB06	RNB06-040C	4	B	67	66	**67.2**	Yes	Hawaiian Gardens
NB06	RNB06-040A	4	B	67	66	**73.9**	Yes	Hawaiian Gardens
NB06	RNB06-040B	4	B	67	66	**75.2**	Yes	Hawaiian Gardens
NB06	RNB06-041A	2	B	67	66	62.9	No	Hawaiian Gardens
NB06	RNB06-041B	2	B	67	66	**68.2**	Yes	Hawaiian Gardens
NB06	RNB06-041C	2	B	67	66	**69.1**	Yes	Hawaiian Gardens
NB06	RNB06-042A	2	B	67	66	60.6	No	Hawaiian Gardens
NB06	RNB06-042B	2	B	67	66	64.4	No	Hawaiian Gardens
NB06	RNB06-042C	2	B	67	66	65.9	No	Hawaiian Gardens
NB06	RNB06-043A	4	B	67	66	60.6	No	Hawaiian Gardens
NB06	RNB06-043B	4	B	67	66	64.4	No	Hawaiian Gardens
NB06	RNB06-043C	4	B	67	66	65.9	No	Hawaiian Gardens
NB06	RNB06-044A	2	B	67	66	54.9	No	Hawaiian Gardens
NB06	RNB06-044B	2	B	67	66	57.4	No	Hawaiian Gardens
NB06	RNB06-044C	2	B	67	66	59.8	No	Hawaiian Gardens
NB06	RNB06-045C	4	B	67	66	57.5	No	Hawaiian Gardens
NB06	RNB06-045A	4	B	67	66	60.4	No	Hawaiian Gardens
NB06	RNB06-045B	4	B	67	66	62.5	No	Hawaiian Gardens
NB06	RNB06-046C	4	B	67	66	62.6	No	Hawaiian Gardens
NB06	RNB06-046A	4	B	67	66	65.5	No	Hawaiian Gardens
NB06	RNB06-046B	4	B	67	66	53.9	No	Hawaiian Gardens
NB07	RNB07-001	5	B	67	66	**68.4**	Yes	Oakland Estates
NB07	RNB07-002	1	B	67	66	65.5	No	Oakland Estates
NB07	RNB07-003	4	B	67	66	53.9	No	Oakland Estates
NB07	RNB07-004	1	B	67	66	**71.3**	Yes	Oakland Estates
NB07	RNB07-005	8	B	67	66	56.5	No	Oakland Estates
NB07	RNB07-006	4	B	67	66	52.5	No	Oakland Estates
NB07	RNB07-007	7	B	67	66	54.6	No	Oakland Estates
NB07	RNB07-008	8	B	67	66	62.0	No	Oakland Estates

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB07	RNB07-009	11	B	67	66	57.5	No	Oakland Estates
NB07	RNB07-010	9	B	67	66	48.1	No	Oakland Estates
NB07	RNB07-011	9	B	67	66	**77.3**	Yes	Oakland Estates
NB07	RNB07-012	8	B	67	66	51.0	No	Oakland Estates
NB07	RNB07-013	1	B	67	66	50.0	No	Oakland Estates
NB07	RNB07-014	11	B	67	66	50.2	No	Oakland Estates
NB07	RNB07-015	4	B	67	66	62.6	No	Oakland Estates
NB07	RNB07-016	12	B	67	66	53.9	No	Oakland Estates
NB07	RNB07-017	17	B	67	66	48.5	No	Oakland Estates
NB07	RNB07-018	10	B	67	66	**77.4**	Yes	Oakland Estates
NB07	RNB07-019	7	B	67	66	53.2	No	Oakland Estates
NB07	RNB07-020	6	B	67	66	48.1	No	Oakland Estates
NB07	RNB07-021	14	B	67	66	49.0	No	Oakland Estates
NB07	RNB07-022	5	B	67	66	62.8	No	Oakland Estates
NB07	RNB07-023	6	B	67	66	47.0	No	Oakland Estates
NB07	RNB07-024	6	B	67	66	49.0	No	Oakland Estates
NB07	RNB07-025	12	B	67	66	47.7	No	Oakland Estates
NB07	RNB07-026	5	B	67	66	47.2	No	Oakland Estates
NB07	RNB07-027	5	B	67	66	53.4	No	Oakland Estates
NB07	RNB07-028	15	B	67	66	52.2	No	Oakland Estates
NB07	RNB07-029	10	B	67	66	48.4	No	Oakland Estates
NB07	RNB07-030	6	B	67	66	**75.9**	Yes	Oakland Estates
NB07	RNB07-031	7	B	67	66	60.2	No	Oakland Estates
NB07	RNB07-032	6	B	67	66	52.6	No	Oakland Estates
NB07	RNB07-033	6	B	67	66	**70.2**	Yes	Oakland Estates
NB07	RNB07-034	5	B	67	66	**69.1**	Yes	Oakland Estates
NB07	RNB07-035	8	B	67	66	61.9	No	Oakland Estates
NB07	RNB07-036	1	B	67	66	56.8	No	Oakland Estates
NB07	RNB07-037	1	B	67	66	65.9	No	Oakland Estates
NB07	RNB07-038	5	B	67	66	51.9	No	Oakland Estates
NB07	RNB07-039	5	B	67	66	55.5	No	Oakland Estates
NB07	RNB07-040	1	B	67	66	**68.9**	Yes	Oakland Estates
NB07	RNB07-041	4	B	67	66	49.4	No	Oakland Estates
NB07	RNB07-042	3	B	67	66	**69.8**	Yes	Mainlands Park
NB07	RNB07-043	1	B	67	66	51.3	No	Monterey
NB07	RNB07-044	6	B	67	66	52.6	No	Mainlands Park
NB07	RNB07-045	3	B	67	66	**74.6**	Yes	Monterey
NB07	RNB07-046	14	B	67	66	52.3	No	Mainlands Park
NB07	RNB07-047	20	B	67	66	53.7	No	Mainlands Park
NB07	RNB07-048	12	B	67	66	59.2	No	Monterey
NB07	RNB07-049	6	B	67	66	58.8	No	Mainlands Park
NB07	RNB07-050	5	B	67	66	58.8	No	Mainlands Park
NB07	RNB07-051	7	B	67	66	**75.2**	Yes	Mainlands Park
NB07	RNB07-054	17	B	67	66	50.5	No	Monterey
NB07	RNB07-055	6	B	67	66	**67.7**	Yes	Mainlands Park
NB07	RNB07-056	1	B	67	66	54.1	No	Monterey
NB07	RNB07-057	6	B	67	66	62.1	No	Mainlands Park
NB07	RNB07-058	1	B	67	66	51.2	No	Monterey
NB07	RNB07-059	1	B	67	66	**68.1**	Yes	Mainlands Park
NB07	RNB07-060	1	B	67	66	53.3	No	Monterey
NB07	RNB07-061	4	B	67	66	60.8	No	Mainlands Park
NB07	RNB07-062	1	B	67	66	50.5	No	Monterey

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB07	RNB07-063	3	B	67	66	**74.0**	Yes	Mainlands Park
NB07	RNB07-064	5	B	67	66	52.9	No	Monterey
NB07	RNB07-065	1	B	67	66	61.3	No	Mainlands Park
NB07	RNB07-066	7	B	67	66	**75.4**	Yes	Monterey
NB07	RNB07-067	6	B	67	66	55.2	No	Mainlands Park
NB07	RNB07-068	12	B	67	66	53.0	No	Monterey
NB07	RNB07-069	17	B	67	66	53.8	No	Monterey
NB07	RNB07-070	20	B	67	66	63.9	No	Mainlands Park
NB07	RNB07-071	6	B	67	66	**75.8**	Yes	Mainlands Park
NB07	RNB07-072	16	B	67	66	55.9	No	Mainlands Park
NB07	RNB07-073	20	B	67	66	61.3	No	Monterey
NB07	RNB07-074	21	B	67	66	61.2	No	Monterey
NB07	RNB07-075	20	B	67	66	64.3	No	Mainlands Park
NB07	RNB07-076	6	B	67	66	**72.7**	Yes	Monterey
NB07	RNB07-077	12	B	67	66	**71.0**	Yes	Mainlands Park
NB07	RNB07-078	3	B	67	66	62.5	No	Monterey
NB07	RNB07-079	5	B	67	66	60.7	No	Monterey
NB07	RNB07-080	1	B	67	66	51.1	No	Monterey
NB07	RNB07-081	5	B	67	66	**71.0**	Yes	Monterey
NB07	RNB07-082	1	B	67	66	53.6	No	Monterey
NB07	RNB07-083	3	B	67	66	53.8	No	Mainlands Park
NB07	RNB07-084	5	B	67	66	**75.8**	Yes	Monterey
NB07	RNB07-085	12	B	67	66	64.9	No	Mainlands Park
NB07	RNB07-086	12	B	67	66	53.8	No	Mainlands Park
NB07	RNB07-087	15	B	67	66	58.9	No	Monterey
NB07	RNB07-088	20	B	67	66	62.4	No	Monterey
NB07	RNB07-089	10	B	67	66	52.4	No	Mainlands Park
NB07	RNB07-090	20	B	67	66	**76.1**	Yes	Mainlands Park
NB07	RNB07-091	12	B	67	66	59.0	No	Monterey
NB07	RNB07-092	10	B	67	66	62.3	No	Mainlands Park
NB07	RNB07-093	18	B	67	66	57.4	No	Monterey
NB07	RNB07-094	3	B	67	66	61.7	No	Mainlands Park
NB07	RNB07-095	1	B	67	66	**68.1**	Yes	Monterey
NB07	RNB07-096	10	B	67	66	63.2	No	Mainlands Park
NB07	RNB07-097	8	B	67	66	51.7	No	Mainlands Park
NB07	RNB07-098	2	B	67	66	54.5	No	Monterey
NB07	RNB07-099	5	B	67	66	**68.3**	Yes	Mainlands Park
NB07	RNB07-100	5	B	67	66	**68.6**	Yes	Mainlands Park
NB07	RNB07-101	5	B	67	66	57.1	No	Mainlands Park
NB07	RNB07-102	1	B	67	66	60.0	No	Mainlands Park
NB07	RNB07-103	1	B	67	66	**67.5**	Yes	Mainlands Park
NB07	RNB07-104	8	B	67	66	**69.6**	Yes	Mainlands Park
NB07	RNB07-105	10	B	67	66	54.7	No	Mainlands Park
NB07	RNB07-106	6	B	67	66	58.1	No	Mainlands Park
NB07	RNB07-107	1	B	67	66	**70.4**	Yes	Mainlands Park
NB07	RNB07-108	6	B	67	66	57.9	No	Mainlands Park
NB07	RNB07-109	10	B	67	66	**70.0**	Yes	Mainlands Park
NB07	RNB07-110	4	B	67	66	**68.6**	Yes	Mainlands Park
NB07	RNB07-111	8	B	67	66	**67.8**	Yes	Mainlands Park
NB07	RNB07-112	2	B	67	66	64.0	No	Mainlands Park
NB07	RNB07-114	8	B	67	66	**67.2**	Yes	Mainlands Park
NB08	RNB08-001A	4	B	67	66	**69.5**	Yes	Arbor Keys

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X Impacted Receptor								
NB08	RNB08-001B	4	B	67	66	62.4	No	Arbor Keys
NB08	RNB08-002A	2	B	67	66	64.4	No	Arbor Keys
NB08	RNB08-002B	2	B	67	66	**66.5**	Yes	Arbor Keys
NB08	RNB08-003A	4	B	67	66	**68.3**	Yes	Arbor Keys
NB08	RNB08-003B	4	B	67	66	62.5	No	Arbor Keys
NB08	RNB08-004A	2	B	67	66	64.6	No	Arbor Keys
NB08	RNB08-004B	2	B	67	66	**69.0**	Yes	Arbor Keys
NB08	RNB08-005A	4	B	67	66	**70.7**	Yes	Arbor Keys
NB08	RNB08-005B	4	B	67	66	57.2	No	Arbor Keys
NB08	RNB08-006A	2	B	67	66	56.8	No	Arbor Keys
NB08	RNB08-006B	2	B	67	66	58.7	No	Arbor Keys
NB08	RNB08-008A	4	B	67	66	**70.9**	Yes	Arbor Keys
NB08	RNB08-008B	4	B	67	66	63.9	No	Arbor Keys
NB08	RNB08-009A	2	B	67	66	65.8	No	Arbor Keys
NB08	RNB08-009B	2	B	67	66	63.4	No	Arbor Keys
NB08	RNB08-010A	2	B	67	66	65.4	No	Arbor Keys
NB08	RNB08-010B	2	B	67	66	**69.4**	Yes	Arbor Keys
NB08	RNB08-011A	4	B	67	66	**71.2**	Yes	Arbor Keys
NB08	RNB08-011B	4	B	67	66	60.2	No	Arbor Keys
NB08	RNB08-012A	2	B	67	66	62.5	No	Arbor Keys
NB08	RNB08-012B	2	B	67	66	59.5	No	Arbor Keys
NB08	RNB08-013A	4	B	67	66	62.1	No	Arbor Keys
NB08	RNB08-013B	4	B	67	66	**66.2**	Yes	Arbor Keys
NB08	RNB08-014A	2	B	67	66	**68.2**	Yes	Arbor Keys
NB08	RNB08-014B	2	B	67	66	**69.5**	Yes	Arbor Keys
NB08	RNB08-015A	2	B	67	66	**71.6**	Yes	Arbor Keys
NB08	RNB08-015B	2	B	67	66	64.9	No	Arbor Keys
NB08	RNB08-016A	2	B	67	66	**67.3**	Yes	Arbor Keys
NB08	RNB08-016B	2	B	67	66	65.2	No	Arbor Keys
NB08	RNB08-017A	4	B	67	66	**67.8**	Yes	Arbor Keys
NB08	RNB08-017B	4	B	67	66	63.2	No	Arbor Keys
NB08	RNB08-018A	2	B	67	66	65.3	No	Arbor Keys
NB08	RNB08-018B	2	B	67	66	62.1	No	Arbor Keys
NB08	RNB08-019A	4	B	67	66	57.2	No	Arbor Keys
NB08	RNB08-019B	4	B	67	66	60.0	No	Arbor Keys
NB08	RNB08-021B	4	B	67	66	59.6	No	Lakeside
NB08	RNB08-021A	4	B	67	66	63.5	No	Lakeside
NB08	RNB08-022A	8	B	67	66	**66.5**	Yes	Lakeside
NB08	RNB08-022B	8	B	67	66	64.6	No	Lakeside
NB08	RNB08-023A	4	B	67	66	**67.8**	Yes	Lakeside
NB08	RNB08-023B	4	B	67	66	57.0	No	Lakeside
NB08	RNB08-024A	4	B	67	66	59.5	No	Lakeside
NB08	RNB08-024B	4	B	67	66	55.6	No	Lakeside
NB08	RNB08-025A	8	B	67	66	58.5	No	Lakeside
NB08	RNB08-025B	8	B	67	66	64.3	No	Lakeside
NB08	RNB08-026A	8	B	67	66	**68.1**	Yes	Lakeside
NB08	RNB08-026B	8	B	67	66	64.3	No	Lakeside
NB08	RNB08-027A	4	B	67	66	**68.1**	Yes	Lakeside
NB08	RNB08-027B	4	B	67	66	64.8	No	Lakeside
NB08	RNB08-028A	4	B	67	66	**69.0**	Yes	Lakeside
NB08	RNB08-028B	4	B	67	66	59.2	No	Lakeside
NB08	RNB08-029A	4	B	67	66	62.2	No	Lakeside

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB08	RNB08-029B	4	B	67	66	58.3	No	Lakeside
NB08	RNB08-030A	8	B	67	66	61.4	No	Lakeside
NB08	RNB08-030B	8	B	67	66	59.4	No	Lakeside
NB08	RNB08-031A	8	B	67	66	63.0	No	Lakeside
NB08	RNB08-031B	8	B	67	66	62.8	No	Lakeside
NB08	RNB08-032A	4	B	67	66	**66.7**	Yes	Lakeside
NB08	RNB08-032B	4	B	67	66	58.2	No	Lakeside
NB08	RNB08-033B	4	B	67	66	61.2	No	Lakeside
NB08	RNB08-033A	4	B	67	66	62.4	No	Lakeside
NB08	RNB08-034A	8	B	67	66	57.6	No	Lakeside
NB08	RNB08-034B	8	B	67	66	**67.2**	Yes	Lakeside
NB08	RNB08-035A	5	B	67	66	**67.2**	Yes	Imperial Estates
NB08	RNB08-036A	10	B	67	66	**70.4**	Yes	Imperial Estates
NB08	RNB08-037	1	B	67	66	60.3	No	Imperial Estates
NB08	RNB08-038	1	B	67	66	61.6	No	Imperial Estates
NB08	RNB08-039	1	B	67	66	**72.6**	Yes	Imperial Estates
NB08	RNB08-040	10	B	67	66	**66.9**	Yes	Imperial Estates
NB08	RNB08-041	8	B	67	66	59.6	No	Imperial Estates
NB08	RNB08-042	4	B	67	66	59.4	No	Imperial Estates
NB08	RNB08-043	8	B	67	66	**75.6**	Yes	Imperial Estates
NB08	RNB08-044	12	B	67	66	**69.9**	Yes	Imperial Estates
NB08	RNB08-045	10	B	67	66	62.6	No	Imperial Estates
NB08	RNB08-046	1	B	67	66	60.8	No	Imperial Estates
NB08	RNB08-047	5	B	67	66	61.7	No	Imperial Estates
NB08	RNB08-048	10	B	67	66	**77.0**	Yes	Imperial Estates
NB08	RNB08-049	12	B	67	66	65.3	No	Imperial Estates
NB08	RNB08-050	5	B	67	66	62.3	No	Imperial Estates
NB08	RNB08-051	1	B	67	66	**76.3**	Yes	Imperial Estates
NB08	RNB08-052	10	B	67	66	65.0	No	Imperial Estates
NB08	RNB08-053	5	B	67	66	61.7	No	Imperial Estates
NB08	RNB08-054	1	B	67	66	61.4	No	Imperial Estates
NB08	RNB08-055	8	B	67	66	**70.1**	Yes	Imperial Estates
NB08	RNB08-056	11	B	67	66	**76.0**	Yes	Imperial Estates
NB08	RNB08-057	1	B	67	66	63.1	No	Imperial Estates
NB08	RNB08-058	5	B	67	66	65.9	No	Imperial Estates
NB08	RNB08-059	7	B	67	66	**70.6**	Yes	Imperial Estates
NB08	RNB08-060	5	B	67	66	62.4	No	Imperial Estates
NB08	RNB08-061	8	B	67	66	62.1	No	Imperial Estates
NB08	RNB08-062	5	B	67	66	65.0	No	Imperial Estates
NB08	RNB08-063	8	B	67	66	**69.6**	Yes	Imperial Estates
NB08	RNB08-064	6	B	67	66	**73.4**	Yes	Imperial Estates
NB08	RNB08-065	10	B	67	66	65.3	No	Imperial Estates
NB08	RNB08-066	5	B	67	66	63.8	No	Imperial Estates
NB08	RNB08-067	10	B	67	66	**70.3**	Yes	Imperial Estates
NB08	RNB08-068	10	B	67	66	**69.7**	Yes	Imperial Estates
NB08	RNB08-069	8	B	67	66	**69.4**	Yes	Imperial Estates
NB08	RNB08-070	3	B	67	66	**68.7**	Yes	Imperial Estates
NB08	RNB08-071	3	B	67	66	**70.3**	Yes	Imperial Estates
NB08	RNB08-072	2	B	67	66	**70.2**	Yes	Imperial Estates
NB08	RNB08-073	6	B	67	66	**69.4**	Yes	Imperial Estates
NB08	RNB08-074	11	B	67	66	**70.1**	Yes	Imperial Estates
NB08	RNB08-075	1	B	67	66	62.2	No	Imperial Estates

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB08	RNB08-076	3	B	67	66	64.5	No	Imperial Estates
NB08	RNB08-077	1	B	67	66	64.8	No	Imperial Estates
NB09	RNB09-001	4	B	67	66	65.7	No	Palm Aire Village West
NB09	RNB09-002A	8	B	67	66	65.7	No	The Asher
NB09	RNB09-002B	8	B	67	66	**66.5**	Yes	The Asher
NB09	RNB09-002C	4	B	67	66	**67.3**	Yes	The Asher
NB09	RNB09-003A	8	B	67	66	63.7	No	The Asher
NB09	RNB09-003B	8	B	67	66	63.9	No	The Asher
NB09	RNB09-003C	4	B	67	66	64.7	No	The Asher
NB09	RNB09-004A	8	B	67	66	55.1	No	The Asher
NB09	RNB09-004B	8	B	67	66	63.4	No	The Asher
NB09	RNB09-004C	4	B	67	66	58.9	No	The Asher
NB09	RNB09-005	20	B	67	66	64.5	No	Palm Aire Village West
NB09	RNB09-008A	12	B	67	66	60.2	No	The Asher
NB09	RNB09-008B	12	B	67	66	64.4	No	The Asher
NB09	RNB09-008C	8	B	67	66	64.4	No	The Asher
NB09	RNB09-009	16	B	67	66	65.1	No	Palm Aire Village West
NB09	RNB09-010A	8	B	67	66	65.9	No	The Asher
NB09	RNB09-010B	8	B	67	66	65.7	No	The Asher
NB09	RNB09-010C	4	B	67	66	**66.5**	Yes	The Asher
NB09	RNB09-011A	8	B	67	66	61.2	No	The Asher
NB09	RNB09-011B	8	B	67	66	54.6	No	The Asher
NB09	RNB09-011C	4	B	67	66	**66.1**	Yes	The Asher
NB09	RNB09-012	4	B	67	66	**66.7**	Yes	Palm Aire Village West
NB09	RNB09-013	7	B	67	66	**67.6**	Yes	Palm Aire Village West
NB09	RNB09-014A	8	B	67	66	**66.6**	Yes	The Asher
NB09	RNB09-014B	8	B	67	66	**67.6**	Yes	The Asher
NB09	RNB09-014C	4	B	67	66	**68.4**	Yes	The Asher
NB09	RNB09-015A	8	B	67	66	63.7	No	The Asher
NB09	RNB09-015B	8	B	67	66	59.3	No	The Asher
NB09	RNB09-015C	4	B	67	66	65.6	No	The Asher
NB09	RNB09-016	5	B	67	66	**66.8**	Yes	Palm Aire Village West
NB09	RNB09-017	5	B	67	66	**67.5**	Yes	Palm Aire Village West
NB09	RNB09-018A	4	B	67	66	64.1	No	The Asher
NB09	RNB09-018B	4	B	67	66	65.3	No	The Asher
NB09	RNB09-018C	2	B	67	66	**66.5**	Yes	The Asher
NB09	RNB09-019A	4	B	67	66	**72.2**	Yes	The Asher
NB09	RNB09-019B	4	B	67	66	**74.9**	Yes	The Asher
NB09	RNB09-019C	2	B	67	66	**75.8**	Yes	The Asher
NB09	RNB09-020A	4	B	67	66	64.5	No	The Asher
NB09	RNB09-020B	4	B	67	66	59.8	No	The Asher
NB09	RNB09-020C	2	B	67	66	**69.0**	Yes	The Asher
NB09	RNB09-021	4	B	67	66	**72.0**	Yes	Palm Aire Village West
NB09	RNB09-022	6	B	67	66	**72.8**	Yes	Palm Aire Village West
NB09	RNB09-023A	4	B	67	66	61.3	No	The Asher
NB09	RNB09-023B	4	B	67	66	56.0	No	The Asher
NB09	RNB09-023C	2	B	67	66	60.4	No	The Asher
NB09	RNB09-024	4	B	67	66	64.5	No	Palm Aire Village West
NB09	RNB09-025	8	B	67	66	**70.3**	Yes	Palm Aire Village West
NB09	RNB09-026	7	B	67	66	64.8	No	Palm Aire Village West
NB09	RNB09-027	3	B	67	66	**73.2**	Yes	Palm Aire Village West
NB09	RNB09-028	3	B	67	66	**71.1**	Yes	Palm Aire Village West
NB09	RNB09-029	3	B	67	66	**72.5**	Yes	Palm Aire Village West

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB09	RNB09-032	1	B	67	66	63.6	No	Palm Aire Village West
NB09	RNB09-033	1	B	67	66	60.7	No	Palm Aire Village West
NB09	RNB09-034	2	B	67	66	**66.7**	Yes	Palm Aire Village West
NB09	RNB09-035	4	B	67	66	**69.0**	Yes	Palm Aire Village West
NB09	RNB09-036	5	B	67	66	58.2	No	Palm Aire Village West
NB09	RNB09-037A	4	B	67	66	61.6	No	The Gardens
NB09	RNB09-037B	4	B	67	66	**72.7**	Yes	The Gardens
NB09	RNB09-038A	24	B	67	66	**74.3**	Yes	The Gardens
NB09	RNB09-038B	24	B	67	66	**69.6**	Yes	The Gardens
NB09	RNB09-039A	2	B	67	66	**72.5**	Yes	The Gardens
NB09	RNB09-039B	2	B	67	66	64.3	No	The Gardens
NB09	RNB09-040A	2	B	67	66	**66.8**	Yes	The Gardens
NB09	RNB09-040B	2	B	67	66	61.8	No	The Gardens
NB09	RNB09-041A	12	B	67	66	64.3	No	The Gardens
NB09	RNB09-041B	12	B	67	66	61.0	No	The Gardens
NB09	RNB09-042A	12	B	67	66	63.3	No	The Gardens
NB09	RNB09-042B	12	B	67	66	**72.7**	Yes	The Gardens
NB09	RNB09-043A	4	B	67	66	**74.3**	Yes	The Gardens
NB09	RNB09-043B	4	B	67	66	**68.1**	Yes	The Gardens
NB09	RNB09-044B	2	B	67	66	**72.5**	Yes	The Gardens
NB09	RNB09-044A	2	B	67	66	**67.6**	Yes	The Gardens
NB09	RNB09-045B	2	B	67	66	**69.5**	Yes	The Gardens
NB09	RNB09-045A	2	B	67	66	61.0	No	The Gardens
NB09	RNB09-046A	2	B	67	66	63.0	No	The Gardens
NB09	RNB09-046B	2	B	67	66	**70.3**	Yes	The Gardens
NB09	RNB09-047A	16	B	67	66	**72.2**	Yes	The Gardens
NB09	RNB09-047B	16	B	67	66	58.8	No	The Gardens
NB09	RNB09-048A	4	B	67	66	61.5	No	The Gardens
NB09	RNB09-048B	4	B	67	66	64.0	No	The Gardens
NB09	RNB09-049A	16	B	67	66	**66.3**	Yes	The Gardens
NB09	RNB09-049B	16	B	67	66	**73.5**	Yes	The Gardens
NB09	RNB09-050A	4	B	67	66	**74.8**	Yes	The Gardens
NB09	RNB09-050B	4	B	67	66	**66.6**	Yes	The Gardens
NB09	RNB09-051A	4	B	67	66	**68.5**	Yes	The Gardens
NB09	RNB09-051B	4	B	67	66	**66.9**	Yes	The Gardens
NB09	RNB09-052A	4	B	67	66	**69.3**	Yes	The Gardens
NB09	RNB09-052B	4	B	67	66	65.3	No	The Gardens
NB09	RNB09-053B	3	B	67	66	**67.8**	Yes	The Gardens
NB09	RNB09-053A	3	B	67	66	**73.3**	Yes	The Gardens
NB09	RNB09-054A	4	B	67	66	**74.8**	Yes	The Gardens
NB09	RNB09-054B	4	B	67	66	**70.1**	Yes	The Gardens
NB09	RNB09-055A	3	B	67	66	**72.1**	Yes	The Gardens
NB09	RNB09-055B	3	B	67	66	60.4	No	The Gardens
NB09	RNB09-056A	2	B	67	66	63.3	No	The Gardens
NB09	RNB09-056B	2	B	67	66	**68.4**	Yes	The Gardens
NB09	RNB09-057A	4	B	67	66	**70.2**	Yes	The Gardens
NB09	RNB09-057B	4	B	67	66	**73.0**	Yes	The Gardens
NB09	RNB09-058A	4	B	67	66	**74.7**	Yes	The Gardens
NB09	RNB09-058B	4	B	67	66	63.0	No	The Gardens
NB09	RNB09-059A	2	B	67	66	65.1	No	The Gardens
NB09	RNB09-059B	2	B	67	66	60.8	No	The Gardens
NB09	RNB09-060A	4	B	67	66	63.3	No	The Gardens

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB09	RNB09-060B	4	B	67	66	**66.9**	Yes	The Gardens
NB09	RNB09-061A	8	B	67	66	**68.3**	Yes	The Gardens
NB09	RNB09-061B	8	B	67	66	**72.1**	Yes	The Gardens
NB09	RNB09-062A	4	B	67	66	**73.7**	Yes	The Gardens
NB09	RNB09-062B	4	B	67	66	64.4	No	The Gardens
NB09	RNB09-063A	4	B	67	66	65.9	No	The Gardens
NB09	RNB09-063B	4	B	67	66	65.0	No	The Gardens
NB09	RNB09-064A	4	B	67	66	**67.1**	Yes	The Gardens
NB09	RNB09-064B	4	B	67	66	59.7	No	The Gardens
NB09	RNB09-065A	8	B	67	66	61.9	No	The Gardens
NB09	RNB09-065B	8	B	67	66	64.3	No	The Gardens
NB09	RNB09-066A	4	B	67	66	**66.7**	Yes	The Gardens
NB09	RNB09-066B	4	B	67	66	**70.7**	Yes	The Gardens
NB09	RNB09-067A	8	B	67	66	**72.3**	Yes	The Gardens
NB09	RNB09-067B	8	B	67	66	**74.0**	Yes	The Gardens
NB09	RNB09-068A	4	B	67	66	**75.2**	Yes	The Gardens
NB09	RNB09-068B	4	B	67	66	**68.6**	Yes	The Gardens
NB09	RNB09-069A	4	B	67	66	**71.4**	Yes	The Gardens
NB09	RNB09-069B	4	B	67	66	**69.5**	Yes	The Gardens
NB09	RNB09-070A	8	B	67	66	**73.0**	Yes	The Gardens
NB09	RNB09-070B	8	B	67	66	**73.5**	Yes	The Gardens
NB09	RNB09-071A	2	B	67	66	**74.9**	Yes	The Gardens
NB09	RNB09-071B	2	B	67	66	64.8	No	The Gardens
NB09	RNB09-072A	2	B	67	66	**68.6**	Yes	The Gardens
NB09	RNB09-072B	2	B	67	66	64.1	No	The Gardens
NB09	RNB09-073A	8	B	67	66	**66.5**	Yes	The Gardens
NB09	RNB09-073B	8	B	67	66	60.5	No	The Gardens
NB09	RNB09-074A	8	B	67	66	63.0	No	The Gardens
NB09	RNB09-074B	8	B	67	66	**69.6**	Yes	The Gardens
NB09	RNB09-075A	8	B	67	66	**72.9**	Yes	Royal Poinciana Condominiums
NB09	RNB09-075B	8	B	67	66	**73.4**	Yes	Royal Poinciana Condominiums
NB09	RNB09-076A	4	B	67	66	**74.8**	Yes	The Gardens
NB09	RNB09-076B	4	B	67	66	62.4	No	The Gardens
NB09	RNB09-077A	4	B	67	66	64.7	No	The Gardens
NB09	RNB09-077B	4	B	67	66	60.5	No	The Gardens
NB09	RNB09-078A	8	B	67	66	**69.9**	Yes	Royal Poinciana Condominiums
NB09	RNB09-078B	8	B	67	66	**71.8**	Yes	Royal Poinciana Condominiums
NB09	RNB09-080A	4	B	67	66	**66.6**	Yes	The Gardens
NB09	RNB09-080B	4	B	67	66	**73.2**	Yes	The Gardens
NB09	RNB09-081A	8	B	67	66	**74.6**	Yes	Royal Poinciana Condominiums
NB09	RNB09-081B	8	B	67	66	58.8	No	Royal Poinciana Condominiums
NB09	RNB09-082A	4	B	67	66	61.6	No	The Gardens
NB09	RNB09-082B	4	B	67	66	**70.3**	Yes	The Gardens
NB09	RNB09-083A	4	B	67	66	**72.5**	Yes	Royal Poinciana Condominiums
NB09	RNB09-083B	4	B	67	66	**70.6**	Yes	Royal Poinciana Condominiums
NB09	RNB09-084A	4	B	67	66	**73.0**	Yes	Royal Poinciana Condominiums
NB09	RNB09-084B	4	B	67	66	63.7	No	Royal Poinciana Condominiums
NB09	RNB09-085A	2	B	67	66	65.8	No	Royal Poinciana Condominiums
NB09	RNB09-085B	2	B	67	66	**66.6**	Yes	Royal Poinciana Condominiums
NB09	RNB09-086A	4	B	67	66	**68.3**	Yes	Royal Poinciana Condominiums
NB09	RNB09-086B	4	B	67	66	**69.6**	Yes	Royal Poinciana Condominiums
NB09	RNB09-087A	8	B	67	66	**72.2**	Yes	Royal Poinciana Condominiums

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB09	RNB09-087B	8	B	67	66	**72.9**	Yes	Royal Poinciana Condominiums
NB09	RNB09-088A	4	B	67	66	**75.0**	Yes	Royal Poinciana Condominiums
NB09	RNB09-088B	4	B	67	66	63.4	No	Royal Poinciana Condominiums
NB09	RNB09-089A	2	B	67	66	65.6	No	Royal Poinciana Condominiums
NB09	RNB09-089B	2	B	67	66	**74.3**	Yes	Royal Poinciana Condominiums
NB09	RNB09-090A	8	B	67	66	**76.3**	Yes	Royal Poinciana Condominiums
NB09	RNB09-090B	8	B	67	66	**68.1**	Yes	Royal Poinciana Condominiums
NB09	RNB09-091A	4	B	67	66	**70.9**	Yes	Royal Poinciana Condominiums
NB09	RNB09-091B	4	B	67	66	64.0	No	Royal Poinciana Condominiums
NB09	RNB09-092A	4	B	67	66	**67.5**	Yes	Royal Poinciana Condominiums
NB09	RNB09-092B	4	B	67	66	**74.0**	Yes	Royal Poinciana Condominiums
NB09	RNB09-093A	8	B	67	66	**76.4**	Yes	Royal Poinciana Condominiums
NB09	RNB09-093B	8	B	67	66	**74.1**	Yes	Royal Poinciana Condominiums
NB09	RNB09-094A	4	B	67	66	**76.6**	Yes	Royal Poinciana Condominiums
NB09	RNB09-094B	4	B	67	66	**70.9**	Yes	Royal Poinciana Condominiums
NB09	RNB09-095A	4	B	67	66	**73.9**	Yes	Royal Poinciana Condominiums
NB09	RNB09-095B	4	B	67	66	64.7	No	Royal Poinciana Condominiums
NB09	RNB09-096A	4	B	67	66	**68.8**	Yes	Royal Poinciana Condominiums
NB09	RNB09-096B	4	B	67	66	**67.0**	Yes	Royal Poinciana Condominiums
NB09	RNB09-097A	4	B	67	66	**70.3**	Yes	Royal Poinciana Condominiums
NB09	RNB09-097B	4	B	67	66	**69.6**	Yes	Royal Poinciana Condominiums
NB09	RNB09-098A	8	B	67	66	**73.9**	Yes	Royal Poinciana Condominiums
NB09	RNB09-098B	8	B	67	66	**67.8**	Yes	Royal Poinciana Condominiums
NB09	RNB09-099A	4	B	67	66	**72.4**	Yes	Royal Poinciana Condominiums
NB09	RNB09-099B	4	B	67	66	**72.2**	Yes	Royal Poinciana Condominiums
NB09	RNB09-100B	4	B	67	66	**76.9**	Yes	Royal Poinciana Condominiums
NB09	RNB09-100A	4	B	67	66	64.6	No	Royal Poinciana Condominiums
NB09	RNB09-101A	4	B	67	66	**69.6**	Yes	Royal Poinciana Condominiums
NB09	RNB09-101B	4	B	67	66	**68.5**	Yes	Royal Poinciana Condominiums
NB09	RNB09-102A	8	B	67	66	**72.8**	Yes	Royal Poinciana Condominiums
NB09	RNB09-102B	8	B	67	66	**71.7**	Yes	Royal Poinciana Condominiums
NB09	RNB09-103A	8	B	67	66	**76.5**	Yes	Royal Poinciana Condominiums
NB09	RNB09-103B	8	B	67	66	**67.6**	Yes	Royal Poinciana Condominiums
NB09	RNB09-104A	2	B	67	66	**72.4**	Yes	Royal Poinciana Condominiums
NB09	RNB09-104B	2	B	67	66	64.9	No	Royal Poinciana Condominiums
NB09	RNB09-105A	4	B	67	66	**70.2**	Yes	Royal Poinciana Condominiums
NB09	RNB09-105B	4	B	67	66	**71.5**	Yes	Royal Poinciana Condominiums
NB09	RNB09-106A	8	B	67	66	**76.5**	Yes	Royal Poinciana Condominiums
NB09	RNB09-106B	8	B	67	66	**71.1**	Yes	Royal Poinciana Condominiums
NB09	RNB09-107A	2	B	67	66	**76.3**	Yes	Royal Poinciana Condominiums
NB09	RNB09-107B	2	B	67	66	**66.8**	Yes	Royal Poinciana Condominiums
NB09	RNB09-108A	4	B	67	66	**72.7**	Yes	Royal Poinciana Condominiums
NB09	RNB09-108B	4	B	67	66	64.5	No	Royal Poinciana Condominiums
NB09	RNB09-109A	4	B	67	66	**70.6**	Yes	Royal Poinciana Condominiums
NB09	RNB09-109B	4	B	67	66	**76.2**	Yes	Royal Poinciana Condominiums
NB09	RNB09-111A	4	B	67	66	**73.0**	Yes	Royal Poinciana Condominiums
NB09	RNB09-111B	4	B	67	66	**69.3**	Yes	Royal Poinciana Condominiums
NB09	RNB09-112A	4	B	67	66	**74.1**	Yes	Royal Poinciana Condominiums
NB09	RNB09-112B	4	B	67	66	58.5	No	Royal Poinciana Condominiums
NB09	RNB09-113A	4	B	67	66	61.2	No	Royal Poinciana Condominiums
NB09	RNB09-113B	4	B	67	66	62.3	No	Royal Poinciana Condominiums
NB10	RNB10-003A	6	B	67	66	57.9	No	St Andrews at Palm Aire Apartments

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB10	RNB10-003B	6	B	67	66	59.8	No	St Andrews at Palm Aire Apartments
NB10	RNB10-003C	4	B	67	66	61.5	No	St Andrews at Palm Aire Apartments
NB10	RNB10-004A	6	B	67	66	56.4	No	St Andrews at Palm Aire Apartments
NB10	RNB10-004B	6	B	67	66	58.3	No	St Andrews at Palm Aire Apartments
NB10	RNB10-004C	4	B	67	66	60.7	No	St Andrews at Palm Aire Apartments
NB10	RNB10-005A	12	B	67	66	64.0	No	St Andrews at Palm Aire Apartments
NB10	RNB10-005B	12	B	67	66	55.3	No	St Andrews at Palm Aire Apartments
NB10	RNB10-005C	8	B	67	66	57.4	No	St Andrews at Palm Aire Apartments
NB10	RNB10-007A	6	B	67	66	**70.7**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-007B	6	B	67	66	**74.1**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-007C	4	B	67	66	**75.7**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-008A	6	B	67	66	58.3	No	St Andrews at Palm Aire Apartments
NB10	RNB10-008B	6	B	67	66	60.2	No	St Andrews at Palm Aire Apartments
NB10	RNB10-008C	4	B	67	66	64.0	No	St Andrews at Palm Aire Apartments
NB10	RNB10-009A	6	B	67	66	59.3	No	St Andrews at Palm Aire Apartments
NB10	RNB10-009B	6	B	67	66	61.6	No	St Andrews at Palm Aire Apartments
NB10	RNB10-009C	4	B	67	66	63.3	No	St Andrews at Palm Aire Apartments
NB10	RNB10-010A	12	B	67	66	61.6	No	St Andrews at Palm Aire Apartments
NB10	RNB10-010B	12	B	67	66	63.5	No	St Andrews at Palm Aire Apartments
NB10	RNB10-010C	8	B	67	66	65.5	No	St Andrews at Palm Aire Apartments
NB10	RNB10-011A	6	B	67	66	52.9	No	St Andrews at Palm Aire Apartments
NB10	RNB10-011B	6	B	67	66	54.9	No	St Andrews at Palm Aire Apartments
NB10	RNB10-011C	4	B	67	66	58.3	No	St Andrews at Palm Aire Apartments
NB10	RNB10-012A	6	B	67	66	**70.0**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-012B	6	B	67	66	**73.6**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-012C	6	B	67	66	**75.1**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-013A	6	B	67	66	**69.7**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-013B	6	B	67	66	**73.3**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-013C	4	B	67	66	**74.7**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-014A	6	B	67	66	55.3	No	St Andrews at Palm Aire Apartments
NB10	RNB10-014B	6	B	67	66	**69.1**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-014C	4	B	67	66	**72.7**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-016A	6	B	67	66	61.3	No	St Andrews at Palm Aire Apartments
NB10	RNB10-016B	6	B	67	66	64.3	No	St Andrews at Palm Aire Apartments
NB10	RNB10-016C	4	B	67	66	**66.1**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-017A	6	B	67	66	**68.4**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-017B	6	B	67	66	**70.9**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-017C	4	B	67	66	**72.0**	Yes	St Andrews at Palm Aire Apartments
NB10	RNB10-019A	6	B	67	66	64.3	No	St Andrews at Palm Aire Apartments
NB10	RNB10-019B	6	B	67	66	**66.0**	No	St Andrews at Palm Aire Apartments
NB10	RNB10-019C	4	B	67	66	57.0	No	St Andrews at Palm Aire Apartments
NB10	RNB10-020A	8	B	67	66	**67.6**	Yes	Palm Aire Country Club Garden Apartme
NB10	RNB10-020B	8	B	67	66	**69.3**	Yes	Palm Aire Country Club Garden Apartme
NB10	RNB10-022A	4	B	67	66	**73.5**	Yes	Palm Aire Country Club Garden Apartme
NB10	RNB10-022B	4	B	67	66	63.0	No	Palm Aire Country Club Garden Apartme
NB10	RNB10-023A	4	B	67	66	65.7	No	Palm Aire Country Club Garden Apartme
NB10	RNB10-023B	4	B	67	66	62.0	No	Palm Aire Country Club Garden Apartme
NB10	RNB10-024A	8	B	67	66	**72.0**	Yes	Palm Aire Country Club Garden Apartme
NB10	RNB10-024B	8	B	67	66	**73.9**	Yes	Palm Aire Country Club Garden Apartme
NB10	RNB10-025	3	B	67	66	**67.9**	Yes	Palm Aire
NB10	RNB10-026A	4	B	67	66	**69.5**	Yes	Palm Aire Country Club Garden Apartme
NB10	RNB10-026B	4	B	67	66	60.8	No	Palm Aire Country Club Garden Apartme

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB10	RNB10-027A	4	B	67	66	57.7	No	Palm Aire Country Club Garden Apartme
NB10	RNB10-027B	4	B	67	66	**68.1**	Yes	Palm Aire Country Club Garden Apartme
NB10	RNB10-028	2	B	67	66	63.2	No	Palm Aire
NB10	RNB10-029	6	B	67	66	59.7	No	Palm Aire
NB10	RNB10-030	1	B	67	66	**71.5**	Yes	Palm Aire
NB10	RNB10-031	5	B	67	66	60.3	No	Palm Aire
NB10	RNB10-033	2	B	67	66	**66.3**	Yes	Palm Aire
NB10	RNB10-035	1	B	67	66	**71.0**	Yes	Palm Aire
NB10	RNB10-036	5	B	67	66	**71.6**	Yes	Palm Aire
NB10	RNB10-037	6	B	67	66	65.7	No	Palm Aire
NB10	RNB10-038	1	B	67	66	65.0	No	Palm Aire
NB10	RNB10-039	1	B	67	66	**71.6**	Yes	Palm Aire
NB10	RNB10-040	1	B	67	66	65.5	No	Palm Aire
NB10	RNB10-041	2	B	67	66	64.9	No	Palm Aire
NB10	RNB10-042	1	B	67	66	64.2	No	Palm Aire
NB10	RNB10-043	2	B	67	66	64.4	No	Palm Aire
NB10	RNB10-044	2	B	67	66	64.5	No	Palm Aire
NB10	RNB10-046	2	B	67	66	61.6	No	Palm Aire
NB10	RNB10-047	2	B	67	66	60.8	No	Palm Aire
NB10	RNB10-048	2	B	67	66	63.3	No	Palm Aire
NB10	RNB10-049	2	B	67	66	59.9	No	Palm Aire
NB10	RNB10-050	2	B	67	66	64.2	No	Palm Aire
NB10	RNB10-051	2	B	67	66	**73.0**	Yes	Palm Aire
NB10	RNB10-052	2	B	67	66	**67.9**	Yes	Palm Aire
NB10	RNB10-053	2	B	67	66	60.7	No	Palm Aire
NB10	RNB10-054	4	B	67	66	**68.4**	Yes	Palm Aire
NB10	RNB10-055	4	B	67	66	**69.9**	Yes	Palm Aire
NB10	RNB10-056	3	B	67	66	58.5	No	Palm Aire
NB10	RNB10-057	4	B	67	66	61.6	No	Palm Aire
NB10	RNB10-060	5	B	67	66	63.9	No	Palm Aire
NB10	RNB10-061	2	B	67	66	64.2	No	Palm Aire
NB10	RNB10-062	4	B	67	66	64.8	No	Palm Aire
NB10	RNB10-063	2	B	67	66	59.2	No	Palm Aire
NB10	RNB10-064	3	B	67	66	56.4	No	Palm Aire
NB10	RNB10-066	6	B	67	66	64.4	No	Palm Aire
NB10	RNB10-068	3	B	67	66	64.7	No	Palm Aire
NB10	RNB10-069	2	B	67	66	64.0	No	Palm Aire
NB10	RNB10-070	4	B	67	66	**68.6**	Yes	Palm Aire
NB10	RNB10-071	2	B	67	66	58.2	No	Palm Aire
NB10	RNB10-072	2	B	67	66	63.9	No	Palm Aire
NB10	RNB10-073	2	B	67	66	**72.8**	Yes	Palm Aire
NB10	RNB10-074	4	B	67	66	**68.3**	Yes	Palm Aire
NB10	RNB10-075	3	B	67	66	58.6	No	Palm Aire
NB10	RNB10-076	3	B	67	66	**66.0**	No	Palm Aire
NB10	RNB10-077	3	B	67	66	62.8	No	Palm Aire
NB10	RNB10-078	5	B	67	66	55.5	No	Palm Aire
NB10	RNB10-079	3	B	67	66	**71.4**	Yes	Palm Aire
NB10	RNB10-080	3	B	67	66	61.2	No	Palm Aire
NB10	RNB10-082	3	B	67	66	65.3	No	Palm Aire
NB10	RNB10-083	4	B	67	66	**70.6**	Yes	Palm Aire
NB10	RNB10-085	3	B	67	66	63.4	No	Palm Aire
NB10	RNB10-086	1	B	67	66	**66.4**	Yes	Palm Aire

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X Impacted Receptor								
NB10	RNB10-087	8	B	67	66	**70.9**	Yes	Palm Aire
NB10	RNB10-088	6	B	67	66	55.3	No	Palm Aire
NB10	RNB10-089	6	B	67	66	59.7	No	Palm Aire
NB10	RNB10-090	5	B	67	66	**66.3**	Yes	Palm Aire
NB10	RNB10-091	9	B	67	66	54.5	No	Palm Aire
NB10	RNB10-092	4	B	67	66	62.8	No	Palm Aire
NB10	RNB10-093	4	B	67	66	**70.8**	Yes	Palm Aire
NB10	RNB10-094	5	B	67	66	57.6	No	Palm Aire
NB10	RNB10-095	5	B	67	66	62.1	No	Palm Aire
NB10	RNB10-096	5	B	67	66	62.5	No	Palm Aire
NB10	RNB10-097	10	B	67	66	**71.5**	Yes	Palm Aire
NB10	RNB10-098	2	B	67	66	**70.7**	Yes	Palm Aire
NB10	RNB10-099	6	B	67	66	65.4	No	Palm Aire
NB10	RNB10-100	1	B	67	66	62.6	No	Palm Aire
NB10	RNB10-101	2	B	67	66	62.2	No	Palm Aire
NB11	RNB11-002	3	B	67	66	**69.6**	Yes	Residences at Palm Aire
NB11	RNB11-003	3	B	67	66	64.1	No	Residences at Palm Aire
NB11	RNB11-004	4	B	67	66	**68.7**	Yes	Residences at Palm Aire
NB11	RNB11-005	2	B	67	66	**73.5**	Yes	Residences at Palm Aire
NB11	RNB11-007A	6	B	67	66	**67.8**	Yes	Legacy at Palm Aire
NB11	RNB11-007B	6	B	67	66	**69.3**	Yes	Legacy at Palm Aire
NB11	RNB11-008	2	B	67	66	**73.4**	Yes	Residences at Palm Aire
NB11	RNB11-009A	6	B	67	66	**66.1**	Yes	Legacy at Palm Aire
NB11	RNB11-009B	6	B	67	66	**67.6**	Yes	Legacy at Palm Aire
NB11	RNB11-010A	6	B	67	66	59.9	No	Legacy at Palm Aire
NB11	RNB11-010B	6	B	67	66	62.2	No	Legacy at Palm Aire
NB11	RNB11-011A	6	B	67	66	58.3	No	Legacy at Palm Aire
NB11	RNB11-011B	6	B	67	66	60.6	No	Legacy at Palm Aire
NB11	RNB11-012	2	B	67	66	**73.1**	Yes	Residences at Palm Aire
NB11	RNB11-013A	10	B	67	66	61.0	No	Legacy at Palm Aire
NB11	RNB11-013B	10	B	67	66	62.9	No	Legacy at Palm Aire
NB11	RNB11-014A	6	B	67	66	57.9	No	Legacy at Palm Aire
NB11	RNB11-014B	6	B	67	66	60.2	No	Legacy at Palm Aire
NB11	RNB11-015A	8	B	67	66	55.8	No	Legacy at Palm Aire
NB11	RNB11-015B	8	B	67	66	59.1	No	Legacy at Palm Aire
NB11	RNB11-016A	8	B	67	66	56.4	No	Legacy at Palm Aire
NB11	RNB11-016B	8	B	67	66	59.5	No	Legacy at Palm Aire
NB11	RNB11-017	13	B	67	66	**73.5**	Yes	Residences at Palm Aire
NB11	RNB11-018	3	B	67	66	60.1	No	Residences at Palm Aire
NB11	RNB11-019	3	B	67	66	60.8	No	Residences at Palm Aire
NB11	RNB11-020A	12	B	67	66	56.3	No	Legacy at Palm Aire
NB11	RNB11-020B	12	B	67	66	60.1	No	Legacy at Palm Aire
NB11	RNB11-022A	5	B	67	66	56.0	No	Legacy at Palm Aire
NB11	RNB11-022B	10	B	67	66	59.8	No	Legacy at Palm Aire
NB11	RNB11-023	2	B	67	66	62.3	No	Residences at Palm Aire
NB11	RNB11-024	1	B	67	66	**75.9**	Yes	Residences at Palm Aire
NB11	RNB11-026	1	B	67	66	**75.9**	Yes	Residences at Palm Aire Pool
NB11	RNB11-027A	10	B	67	66	57.2	No	Legacy at Palm Aire
NB11	RNB11-027B	10	B	67	66	58.3	No	Legacy at Palm Aire
NB11	RNB11-029A	5	B	67	66	56.1	No	Legacy at Palm Aire
NB11	RNB11-029B	5	B	67	66	59.4	No	Legacy at Palm Aire
NB11	RNB11-030	2	B	67	66	**75.2**	Yes	Residences at Palm Aire

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB11	RNB11-031A	4	B	67	66	56.1	No	Legacy at Palm Aire
NB11	RNB11-031B	4	B	67	66	59.6	No	Legacy at Palm Aire
NB11	RNB11-032A	10	B	67	66	56.2	No	Legacy at Palm Aire
NB11	RNB11-032B	10	B	67	66	58.1	No	Legacy at Palm Aire
NB11	RNB11-033	13	B	67	66	60.3	No	Residences at Palm Aire
NB11	RNB11-034	8	B	67	66	53.9	No	Residences at Palm Aire
NB11	RNB11-035A	4	B	67	66	58.2	No	Legacy at Palm Aire
NB11	RNB11-035B	4	B	67	66	60.9	No	Legacy at Palm Aire
NB11	RNB11-036A	6	B	67	66	59.0	No	Legacy at Palm Aire
NB11	RNB11-036B	6	B	67	66	61.5	No	Legacy at Palm Aire
NB11	RNB11-037	3	B	67	66	54.3	No	Residences at Palm Aire
NB11	RNB11-038	2	B	67	66	60.4	No	Residences at Palm Aire
NB11	RNB11-039	19	B	67	66	**75.2**	Yes	Residences at Palm Aire
NB11	RNB11-040A	12	B	67	66	57.2	No	Legacy at Palm Aire
NB11	RNB11-040B	12	B	67	66	59.7	No	Legacy at Palm Aire
NB11	RNB11-041A	6	B	67	66	62.4	No	Legacy at Palm Aire
NB11	RNB11-041B	6	B	67	66	64.4	No	Legacy at Palm Aire
NB11	RNB11-043	7	B	67	66	62.5	No	Residences at Palm Aire
NB11	RNB11-044	6	B	67	66	58.2	No	Residences at Palm Aire
NB11	RNB11-045	1	B	67	66	63.0	No	Residences at Palm Aire
NB11	RNB11-046A	8	B	67	66	56.6	No	Palm Aire
NB11	RNB11-046B	8	B	67	66	59.4	No	Palm Aire
NB11	RNB11-046C	8	B	67	66	63.7	No	Palm Aire
NB11	RNB11-047	1	B	67	66	**75.5**	Yes	Residences at Palm Aire
NB11	RNB11-047	1	B	67	66	**75.4**	Yes	Residences at Palm Aire
NB11	RNB11-048	1	B	67	66	60.5	No	Golf View Estates Mobile Homes
NB11	RNB11-049	3	B	67	66	58.6	No	Golf View Estates Mobile Homes
NB11	RNB11-050	9	B	67	66	53.7	No	Golf View Estates Mobile Homes
NB11	RNB11-051	8	B	67	66	52.0	No	Golf View Estates Mobile Homes
NB11	RNB11-052	1	B	67	66	**67.0**	Yes	Golf View Estates Mobile Homes
NB11	RNB11-053	8	B	67	66	**75.7**	Yes	Residences at Palm Aire
NB11	RNB11-054	3	B	67	66	**69.6**	Yes	Golf View Estates Mobile Homes
NB11	RNB11-055	12	B	67	66	64.6	No	Golf View Estates Mobile Homes
NB11	RNB11-056	12	B	67	66	55.2	No	Golf View Estates Mobile Homes
NB11	RNB11-057	1	B	67	66	**75.3**	Yes	Residences at Palm Aire
NB11	RNB11-058	13	B	67	66	59.6	No	Golf View Estates Mobile Homes
NB11	RNB11-059	12	B	67	66	59.7	No	Golf View Estates Mobile Homes
NB11	RNB11-060	5	B	67	66	**74.2**	Yes	Golf View Estates Mobile Homes
NB11	RNB11-061	16	B	67	66	**67.6**	Yes	Golf View Estates Mobile Homes
NB11	RNB11-062	16	B	67	66	57.3	No	Golf View Estates Mobile Homes
NB11	RNB11-063	10	B	67	66	56.9	No	Golf View Estates Mobile Homes
NB11	RNB11-064	13	B	67	66	65.5	No	Golf View Estates Mobile Homes
NB11	RNB11-065	5	B	67	66	**75.1**	Yes	Golf View Estates Mobile Homes
NB11	RNB11-067	16	B	67	66	60.3	No	Golf View Estates Mobile Homes
NB11	RNB11-068	8	B	67	66	**70.0**	Yes	Golf View Estates Mobile Homes
NB11	RNB11-069	12	B	67	66	65.1	No	Golf View Estates Mobile Homes
NB11	RNB11-070	8	B	67	66	59.8	No	Golf View Estates Mobile Homes
NB11	RNB11-071	6	B	67	66	**75.6**	Yes	Golf View Estates Mobile Homes
NB11	RNB11-072	10	B	67	66	**66.8**	Yes	Golf View Estates Mobile Homes
NB11	RNB11-073	11	B	67	66	**70.1**	Yes	Golf View Estates Mobile Homes
NB11	RNB11-074	16	B	67	66	56.7	No	Golf View Estates Mobile Homes
NB11	RNB11-075	6	B	67	66	**74.9**	Yes	Golf View Estates Mobile Homes

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X Impacted Receptor								
NB11	RNB11-076	16	B	67	66	59.6	No	Golf View Estates Mobile Homes
NB11	RNB11-077	12	B	67	66	**67.6**	Yes	Golf View Estates Mobile Homes
NB11	RNB11-079	1	B	67	66	**73.2**	Yes	Golf View Estates Mobile Homes
NB11	RNB11-080	1	B	67	66	**75.1**	Yes	Golf View Estates Mobile Homes
NB11	RNB11-081	6	B	67	66	**71.7**	Yes	Golf View Estates Mobile Homes
NB11	RNB11-082	5	B	67	66	**68.1**	Yes	Golf View Estates Mobile Homes
NB11	RNB11-083	5	B	67	66	62.8	No	Golf View Estates Mobile Homes
NB11	RNB11-084	5	B	67	66	60.7	No	Golf View Estates Mobile Homes
SB01	RSB01-001	1	B	67	66	65.4	No	Plantation Harbour
SB01	RSB01-002	2	B	67	66	65.9	No	Plantation Harbour
SB01	RSB01-003	10	B	67	66	62.3	No	Plantation Harbour
SB01	RSB01-004	3	B	67	66	**66.9**	Yes	Plantation Harbour
SB01	RSB01-005	4	B	67	66	60.6	No	Plantation Harbour
SB01	RSB01-006	1	B	67	66	**66.4**	Yes	Plantation Harbour
SB01	RSB01-007	3	B	67	66	**68.5**	Yes	Plantation Harbour
SB01	RSB01-008	2	B	67	66	55.7	No	Plantation Harbour
SB01	RSB01-009	3	B	67	66	54.7	No	Plantation Harbour
SB01	RSB01-010	1	B	67	66	**68.3**	Yes	Plantation Harbour
SB01	RSB01-011	2	B	67	66	54.7	No	Plantation Harbour
SB01	RSB01-012	1	B	67	66	**66.8**	Yes	Plantation Harbour
SB01	RSB01-013	2	B	67	66	57.7	No	Plantation Harbour
SB01	RSB01-014	3	B	67	66	60.7	No	Plantation Harbour
SB01	RSB01-015	1	B	67	66	**69.0**	Yes	Plantation Harbour
SB01	RSB01-016	1	B	67	66	**69.9**	Yes	Plantation Harbour
SB01	RSB01-017	4	B	67	66	**72.0**	Yes	Plantation Harbour
SB01	RSB01-018	4	B	67	66	54.8	No	Plantation Harbour
SB01	RSB01-019	6	B	67	66	59.5	No	Plantation Harbour
SB01	RSB01-020	7	B	67	66	59.1	No	Plantation Harbour
SB01	RSB01-021	1	B	67	66	**70.6**	Yes	Plantation Harbour
SB01	RSB01-022	1	B	67	66	**72.3**	Yes	Plantation Harbour
SB01	RSB01-023	3	B	67	66	56.5	No	Plantation Harbour
SB01	RSB01-024	1	B	67	66	**72.5**	Yes	Plantation Harbour
SB01	RSB01-025	3	B	67	66	59.2	No	Plantation Harbour
SB01	RSB01-026	3	B	67	66	**73.7**	Yes	Plantation Harbour
SB01	RSB01-027	2	B	67	66	57.2	No	Plantation Harbour
SB01	RSB01-028	2	B	67	66	65.6	No	Plantation Harbour
SB01	RSB01-029	3	B	67	66	58.8	No	Plantation Harbour
SB01	RSB01-030	1	B	67	66	**68.4**	Yes	Plantation Harbour
SB01	RSB01-031	1	B	67	66	**72.6**	Yes	Plantation Harbour
SB01	RSB01-032	1	B	67	66	**72.6**	Yes	Plantation Harbour
SB01	RSB01-033	5	B	67	66	59.1	No	Plantation Harbour
SB01	RSB01-034	5	B	67	66	56.1	No	Plantation Harbour
SB01	RSB01-035	4	B	67	66	**75.0**	Yes	Plantation Harbour
SB01	RSB01-036	7	B	67	66	56.9	No	Plantation Harbour
SB01	RSB01-037	5	B	67	66	59.7	No	Plantation Harbour
SB01	RSB01-038	1	B	67	66	**72.5**	Yes	Plantation Harbour
SB01	RSB01-039	3	B	67	66	62.2	No	Plantation Harbour
SB01	RSB01-040	1	B	67	66	**69.7**	Yes	Plantation Harbour
SB02	RSB02-001	2	B	67	66	65.4	No	Plantation Park
SB02	RSB02-002	2	B	67	66	62.5	No	Plantation Park
SB02	RSB02-003	1	B	67	66	**73.3**	Yes	Plantation Park
SB02	RSB02-004	3	B	67	66	60.5	No	Plantation Park

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
SB02	RSB02-005	1	B	67	66	**73.5**	Yes	Plantation Park
SB02	RSB02-006	8	B	67	66	62.8	No	Plantation Park
SB02	RSB02-007	7	B	67	66	56.0	No	Plantation Park
SB02	RSB02-008	2	B	67	66	**69.6**	Yes	Plantation Park
SB02	RSB02-009	2	B	67	66	**73.2**	Yes	Plantation Park
SB02	RSB02-010	7	B	67	66	63.9	No	Plantation Park
SB02	RSB02-011	7	B	67	66	58.2	No	Plantation Park
SB02	RSB02-012	2	B	67	66	**72.7**	Yes	Plantation Park
SB02	RSB02-013	1	B	67	66	**70.0**	Yes	Plantation Park
SB02	RSB02-014	7	B	67	66	**67.1**	Yes	Plantation Park
SB02	RSB02-015	7	B	67	66	56.8	No	Plantation Park
SB02	RSB02-016	1	B	67	66	**70.6**	Yes	Plantation Park
SB02	RSB02-017	1	B	67	66	**72.4**	Yes	Plantation Park
SB02	RSB02-018	7	B	67	66	52.9	No	Plantation Park
SB02	RSB02-019	7	B	67	66	56.8	No	Plantation Park
SB02	RSB02-020	3	B	67	66	**73.3**	Yes	Plantation Park
SB02	RSB02-021	7	B	67	66	**67.5**	Yes	Plantation Park
SB02	RSB02-022	1	B	67	66	**69.7**	Yes	Plantation Park
SB02	RSB02-023	7	B	67	66	57.8	No	Plantation Park
SB02	RSB02-024	1	B	67	66	**72.1**	Yes	Plantation Park
SB02	RSB02-025	1	B	67	66	**72.1**	Yes	Plantation Park
SB02	RSB02-026	7	B	67	66	55.2	No	Plantation Park
SB02	RSB02-027	1	B	67	66	**67.3**	Yes	Plantation Park
SB02	RSB02-028	1	B	67	66	**67.7**	Yes	Plantation Park
SB02	RSB02-029	7	B	67	66	57.8	No	Plantation Park
SB02	RSB02-030	1	B	67	66	**72.2**	Yes	Plantation Park
SB02	RSB02-031	1	B	67	66	**73.1**	Yes	Plantation Park
SB02	RSB02-032	8	B	67	66	**67.5**	Yes	Plantation Park
SB02	RSB02-033	8	B	67	66	60.4	No	Plantation Park
SB02	RSB02-034	1	B	67	66	**72.9**	Yes	Plantation Park
SB02	RSB02-035	1	B	67	66	**72.6**	Yes	Plantation Park
SB02	RSB02-036	8	B	67	66	**69.4**	Yes	Plantation Park
SB02	RSB02-037	8	B	67	66	60.7	No	Plantation Park
SB02	RSB02-038	1	B	67	66	**72.4**	Yes	Plantation Park
SB02	RSB02-039	1	B	67	66	**73.2**	Yes	Plantation Park
SB02	RSB02-040	7	B	67	66	**67.0**	Yes	Plantation Park
SB02	NSB02-041	1	B	67	66	**70.9**	Yes	Plantation Park
SB02	RSB02-042	8	B	67	66	61.9	No	Plantation Park
SB02	NSB02-043	1	B	67	66	**73.5**	Yes	Plantation Park
SB02	NSB02-044	1	B	67	66	**68.7**	Yes	Plantation Park
SB02	RSB02-045	6	B	67	66	59.0	No	Plantation Park
SB02	RSB02-046	1	B	67	66	**71.2**	Yes	Plantation Park
SB02	RSB02-047	6	B	67	66	**69.9**	Yes	Plantation Park
SB02	RSB02-048	1	B	67	66	**69.6**	Yes	Plantation Park
SB02	RSB02-049	9	B	67	66	58.2	No	Plantation Park
SB02	RSB02-050	2	B	67	66	**72.0**	Yes	Plantation Park
SB02	RSB02-051	5	B	67	66	61.6	No	Plantation Park
SB02	RSB02-052	2	B	67	66	**67.6**	Yes	Plantation Park
SB02	RSB02-053	5	B	67	66	58.3	No	Plantation Park
SB02	RSB02-054	1	B	67	66	**71.2**	Yes	Plantation Park
SB02	RSB02-055	6	B	67	66	62.4	No	Plantation Park
SB02	RSB02-056	6	B	67	66	59.7	No	Plantation Park

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
SB02	RSB02-057	1	B	67	66	**70.8**	Yes	Plantation Park
SB02	RSB02-058	7	B	67	66	60.2	No	Plantation Park
SB02	RSB02-059	1	B	67	66	**72.2**	Yes	Plantation Park
SB02	RSB02-060	6	B	67	66	64.1	No	Plantation Park
SB02	RSB02-061	1	B	67	66	**70.7**	Yes	Plantation Park
SB02	RSB02-062	1	B	67	66	**71.2**	Yes	Plantation Park
SB02	RSB02-063	12	B	67	66	61.2	No	Plantation Park
SB02	RSB02-064	7	B	67	66	**73.3**	Yes	Plantation Park
SB02	RSB02-065	12	B	67	66	**69.4**	Yes	Plantation Park
SB02	RSB02-066	10	B	67	66	61.5	No	Plantation Park
SB02	RSB02-067	1	B	67	66	**70.4**	Yes	Plantation Park
SB02	RSB02-068	10	B	67	66	59.3	No	Plantation Park
SB02	RSB02-069	1	B	67	66	**69.4**	Yes	Plantation Park
SB02	RSB02-070	10	B	67	66	**66.6**	Yes	Plantation Park
SB02	RSB02-071	2	B	67	66	**70.2**	Yes	Plantation Park
SB02	RSB02-072	4	B	67	66	**70.1**	Yes	Plantation Park
SB03	RSB03-001	1	B	67	66	**67.8**	Yes	Plantation Gardens
SB03	RSB03-002	2	B	67	66	61.9	No	Plantation Gardens
SB03	RSB03-003	1	B	67	66	**66.6**	Yes	Plantation Gardens
SB03	RSB03-005	3	B	67	66	60.0	No	Plantation Gardens
SB03	RSB03-006	2	B	67	66	**66.3**	Yes	Plantation Gardens
SB03	RSB03-007	1	B	67	66	65.5	No	Plantation Gardens
SB03	RSB03-008	2	B	67	66	**67.8**	Yes	Plantation Gardens
SB03	RSB03-009	4	B	67	66	60.1	No	Plantation Gardens
SB03	RSB03-010	2	B	67	66	**68.3**	Yes	Plantation Gardens
SB03	RSB03-011	5	B	67	66	**68.5**	Yes	Plantation Gardens
SB03	RSB03-012	10	B	67	66	64.1	No	Plantation Gardens
SB03	RSB03-013	3	B	67	66	**71.7**	Yes	Plantation Gardens
SB03	RSB03-014	1	B	67	66	60.4	No	Plantation Gardens
SB03	RSB03-015	3	B	67	66	**69.2**	Yes	Plantation Gardens
SB03	RSB03-016	3	B	67	66	61.3	No	Plantation Gardens
SB03	RSB03-017	1	B	67	66	**72.9**	Yes	Plantation Gardens
SB03	RSB03-018	1	B	67	66	**73.7**	Yes	Plantation Gardens
SB03	RSB03-019	4	B	67	66	65.1	No	Plantation Gardens
SB03	RSB03-020	8	B	67	66	60.0	No	Plantation Gardens
SB03	RSB03-021	6	B	67	66	**78.0**	Yes	Plantation Gardens
SB03	RSB03-022	6	B	67	66	**71.3**	Yes	Plantation Gardens
SB03	RSB03-023	1	B	67	66	**71.0**	Yes	Plantation Gardens
SB03	RSB03-024	8	B	67	66	61.6	No	Plantation Gardens
SB03	RSB03-025	4	B	67	66	**69.9**	Yes	Plantation Gardens
SB03	RSB03-026	12	B	67	66	65.8	No	Plantation Gardens
SB03	RSB03-027	2	B	67	66	65.4	No	Plantation Gardens
SB03	RSB03-028	1	B	67	66	**70.9**	Yes	Plantation Gardens
SB03	RSB03-029	1	B	67	66	**72.1**	Yes	Plantation Gardens
SB03	RSB03-030	4	B	67	66	**67.7**	Yes	Plantation Gardens
SB03	RSB03-031	3	B	67	66	**73.8**	Yes	Plantation Gardens
SB03	RSB03-032	4	B	67	66	61.6	No	Plantation Gardens
SB03	RSB03-033	2	B	67	66	**71.9**	Yes	Plantation Gardens
SB03	RSB03-034	4	B	67	66	**67.5**	Yes	Plantation Gardens
SB03	RSB03-035	4	B	67	66	62.1	No	Plantation Gardens
SB03	RSB03-036	1	B	67	66	**72.3**	Yes	Plantation Gardens
SB03	RSB03-037	5	B	67	66	65.7	No	Plantation Gardens

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X Impacted Receptor								
SB03	RSB03-038	3	B	67	66	**72.0**	Yes	Plantation Gardens
SB03	RSB03-039	5	B	67	66	61.9	No	Plantation Gardens
SB03	RSB03-040	8	B	67	66	61.3	No	Plantation Gardens
SB03	RSB03-041	6	B	67	66	63.4	No	Plantation Gardens
SB03	RSB03-042	3	B	67	66	**69.3**	Yes	Plantation Gardens
SB03	RSB03-043	1	B	67	66	**66.0**	No	Plantation Gardens
SB03	RSB03-044	5	B	67	66	63.8	No	Plantation Gardens
SB03	RSB03-045	2	B	67	66	64.4	No	Plantation Gardens
SB04	RSB04-001A	8	B	67	66	**66.1**	Yes	Sunshine Villas
SB04	RSB04-001B	8	B	67	66	**68.3**	Yes	Sunshine Villas
SB04	RSB04-001C	8	B	67	66	**69.1**	Yes	Sunshine Villas
SB04	RSB04-002A	4	B	67	66	**69.1**	Yes	Lakeshore Terrace
SB04	RSB04-002B	4	B	67	66	**73.4**	Yes	Lakeshore Terrace
SB04	RSB04-002C	4	B	67	66	**74.2**	Yes	Lakeshore Terrace
SB04	RSB04-003A	8	B	67	66	**70.2**	Yes	Lakeshore Terrace
SB04	RSB04-003B	8	B	67	66	**72.2**	Yes	Lakeshore Terrace
SB04	RSB04-003C	8	B	67	66	**73.2**	Yes	Lakeshore Terrace
SB04	RSB04-005A	4	B	67	66	**73.9**	Yes	Lakeshore Terrace
SB04	RSB04-005B	4	B	67	66	**78.0**	Yes	Lakeshore Terrace
SB04	RSB04-005C	4	B	67	66	**78.4**	Yes	Lakeshore Terrace
SB04	RSB04-007A	4	B	67	66	**73.9**	Yes	Lakeshore Terrace
SB04	RSB04-007B	4	B	67	66	**78.0**	Yes	Lakeshore Terrace
SB04	RSB04-007C	4	B	67	66	**78.3**	Yes	Lakeshore Terrace
SB04	RSB04-008A	8	B	67	66	65.1	No	Lakeshore Terrace
SB04	RSB04-008B	8	B	67	66	**67.4**	Yes	Lakeshore Terrace
SB04	RSB04-008C	8	B	67	66	**68.7**	Yes	Lakeshore Terrace
SB04	RSB04-009A	8	B	67	66	**71.0**	Yes	Lakeshore Terrace
SB04	RSB04-009B	8	B	67	66	**73.0**	Yes	Lakeshore Terrace
SB04	RSB04-009C	8	B	67	66	**73.8**	Yes	Lakeshore Terrace
SB04	RSB04-010A	4	B	67	66	**69.9**	Yes	Lakeshore Terrace
SB04	RSB04-010B	4	B	67	66	**74.2**	Yes	Lakeshore Terrace
SB04	RSB04-010C	4	B	67	66	**75.0**	Yes	Lakeshore Terrace
SB04	RSB04-011	1	B	67	66	**73.1**	Yes	Sunshine Villas
SB04	RSB04-012	9	B	67	66	**68.1**	Yes	Sunshine Villas
SB04	RSB04-013	3	B	67	66	**74.7**	Yes	Sunshine Villas
SB04	RSB04-014	9	B	67	66	62.0	No	Sunshine Villas
SB04	RSB04-015	9	B	67	66	64.7	No	Sunshine Villas
SB04	RSB04-016	3	B	67	66	**74.5**	Yes	Sunshine Villas
SB04	RSB04-017	9	B	67	66	**68.7**	Yes	Sunshine Villas
SB04	RSB04-018	1	B	67	66	**72.9**	Yes	Sunshine Villas
SB04	RSB04-019	1	B	67	66	**71.8**	Yes	Sunshine Villas
SB04	RSB04-020	1	B	67	66	**67.7**	Yes	Sunshine Villas
SB04	RSB04-021	5	B	67	66	64.9	No	Sunshine Villas
SB04	RSB04-022	5	B	67	66	63.0	No	Sunshine Villas
SB04	RSB04-023	7	B	67	66	61.2	No	Sunshine Villas
SB04	RSB04-024	34	B	67	66	64.4	No	Sunshine Villas
SB04	RSB04-025	10	B	67	66	62.7	No	Sunshine Villas
SB04	RSB04-029	12	B	67	66	53.8	No	Sunshine Villas
SB04	RSB04-030	3	B	67	66	54.3	No	Sunshine Villas
SB04	RSB04-031	4	B	67	66	54.6	No	Sunshine Villas
SB04	RSB04-033	6	B	67	66	65.6	No	Sunshine Villas
SB04	RSB04-034	8	B	67	66	**66.2**	Yes	Sunshine Villas

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X Impacted Receptor								
SB04	RSB04-035	3	B	67	66	59.2	No	Sunshine Villas
SB04	RSB04-036	5	B	67	66	54.7	No	Sunshine Villas
SB04	RSB04-037	4	B	67	66	**66.1**	Yes	Sunshine Villas
SB04	RSB04-038	3	B	67	66	**76.9**	Yes	Sunshine Villas
SB04	RSB04-039	18	B	67	66	63.0	No	Sunshine Villas
SB04	RSB04-040	12	B	67	66	59.9	No	Sunshine Villas
SB04	RSB04-041	12	B	67	66	58.7	No	Sunshine Villas
SB04	RSB04-042	18	B	67	66	62.0	No	Sunshine Villas
SB04	RSB04-043	20	B	67	66	63.6	No	Sunshine Villas
SB04	RSB04-044	16	B	67	66	**73.0**	Yes	Sunshine Villas
SB04	RSB04-045	20	B	67	66	**68.7**	Yes	Sunshine Villas
SB04	RSB04-046	20	B	67	66	**79.1**	Yes	Sunshine Villas
SB04	RSB04-047	6	B	67	66	63.4	No	Sunshine Villas
SB04	RSB04-048	16	B	67	66	**68.0**	Yes	Sunshine Villas
SB04	RSB04-049	2	B	67	66	63.5	No	Sunshine Villas
SB04	RSB04-050	14	B	67	66	61.5	No	Sunshine Villas
SB04	RSB04-051	2	B	67	66	**77.5**	Yes	Sunshine Villas
SB04	RSB04-052	2	B	67	66	**73.4**	Yes	Sunshine Villas
SB04	RSB04-053A	12	B	67	66	**73.0**	Yes	Tree Garden Condos
SB04	RSB04-053B	12	B	67	66	**66.0**	No	Tree Garden Condos
SB04	RSB04-055	1	B	67	66	**67.8**	Yes	Windermere
SB04	RSB04-056A	12	B	67	66	**66.2**	Yes	Tree Garden Condos
SB04	RSB04-056B	12	B	67	66	**68.4**	Yes	Tree Garden Condos
SB04	RSB04-057	1	B	67	66	62.4	No	Windermere
SB04	RSB04-058A	12	B	67	66	**69.2**	Yes	Tree Garden Condos
SB04	RSB04-059B	12	B	67	66	62.1	No	Tree Garden Condos
SB04	RSB04-060	1	B	67	66	64.8	No	Windermere
SB04	RSB04-061	24	B	67	66	**73.9**	Yes	Windermere
SB04	RSB04-062	9	B	67	66	62.7	No	Windermere
SB04	RSB04-063	24	B	67	66	65.1	No	Windermere
SB04	RSB04-066	24	B	67	66	**77.9**	Yes	Windermere
SB04	RSB04-067	40	B	67	66	**66.0**	No	Windermere
SB04	RSB04-068	6	B	67	66	57.2	No	Windermere
SB04	RSB04-069	21	B	67	66	58.3	No	Windermere
SB04	RSB04-070	21	B	67	66	**71.9**	Yes	Windermere
SB04	RSB04-071	12	B	67	66	64.3	No	Windermere
SB04	RSB04-072B	4	B	67	66	**76.8**	Yes	Riviera Hills Apartments
SB04	RSB04-072A	4	B	67	66	**73.4**	Yes	Riviera Hills Apartments
SB04	RSB04-073B	4	B	67	66	63.4	No	Riviera Hills Apartments
SB04	RSB04-073A	4	B	67	66	**78.7**	Yes	Riviera Hills Apartments
SB04	RSB04-074	12	B	67	66	61.9	No	Riviera Hills Apartments
SB04	RSB04-075	6	B	67	66	65.1	No	Riviera Hills Apartments
SB04	RSB04-077	6	B	67	66	**69.2**	Yes	Riviera Hills Apartments
SB04	RSB04-078B	4	B	67	66	61.7	No	Riviera Hills Apartments
SB04	RSB04-078A	4	B	67	66	**68.1**	Yes	Riviera Hills Apartments
SB04	RSB04-079	6	B	67	66	64.8	No	Riviera Hills Apartments
SB04	RSB04-080A	4	B	67	66	65.2	No	Riviera Hills Apartments
SB04	RSB04-080B	4	B	67	66	63.7	No	Riviera Hills Apartments
SB04	RSB04-081	27	B	67	66	**67.1**	Yes	Windermere
SB05	RSB05-007	3	B	67	66	**70.7**	Yes	Royal Oaks
SB05	RSB05-008	5	B	67	66	**71.1**	Yes	Royal Oaks
SB05	RSB05-009	1	B	67	66	63.0	No	Royal Oaks

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
SB05	RSB05-010	3	B	67	66	**69.8**	Yes	Royal Oaks
SB05	RSB05-011	3	B	67	66	**66.8**	Yes	Royal Oaks
SB05	RSB05-012	24	B	67	66	63.4	No	Royal Oaks
SB05	RSB05-013	24	B	67	66	**71.2**	Yes	Royal Oaks
SB05	RSB05-014	9	B	67	66	60.9	No	Orchard Lake Townhouses
SB05	RSB05-015	23	B	67	66	**73.7**	Yes	Royal Oaks
SB05	RSB05-016	5	B	67	66	**74.0**	Yes	Royal Oaks
SB05	RSB05-017	8	B	67	66	**66.6**	Yes	Royal Oaks
SB05	RSB05-018	10	B	67	66	58.7	No	Royal Oaks
SB05	RSB05-019	10	B	67	66	64.9	No	Royal Oaks
SB05	RSB05-020	32	B	67	66	**70.2**	Yes	Royal Oaks
SB05	RSB05-021	32	B	67	66	**67.6**	Yes	Royal Oaks
SB05	RSB05-022	28	B	67	66	**71.7**	Yes	Royal Oaks
SB05	RSB05-025	8	B	67	66	**66.6**	Yes	Royal Oaks
SB05	RSB05-026	32	B	67	66	65.0	No	Royal Oaks
SB05	RSB05-027	28	B	67	66	60.0	No	Royal Oaks
SB05	RSB05-028	20	B	67	66	**75.9**	Yes	Royal Oaks
SB05	RSB05-029	32	B	67	66	**78.1**	Yes	Royal Oaks
SB05	RSB05-030	4	B	67	66	**71.8**	Yes	Stonebridge Estates
SB05	RSB05-031	8	B	67	66	**74.1**	Yes	Royal Oaks
SB05	RSB05-032	24	B	67	66	**79.4**	Yes	Royal Oaks
SB05	RSB05-033	8	B	67	66	65.6	No	Royal Oaks
SB05	RSB05-034	10	B	67	66	56.5	No	Royal Oaks
SB05	RSB05-035	10	B	67	66	61.6	No	Royal Oaks
SB05	RSB05-036	10	B	67	66	**79.7**	Yes	Royal Oaks
SB05	RSB05-037	10	B	67	66	**67.8**	Yes	Royal Oaks
SB05	RSB05-039	20	B	67	66	63.7	No	Royal Oaks
SB05	RSB05-040	20	B	67	66	**68.0**	Yes	Royal Oaks
SB05	RSB05-041	20	B	67	66	**71.7**	Yes	Royal Oaks
SB05	RSB05-042	10	B	67	66	48.9	No	Royal Oaks
SB05	RSB05-043	10	B	67	66	57.2	No	Royal Oaks
SB05	RSB05-044	10	B	67	66	59.1	No	Royal Oaks
SB05	RSB05-046	20	B	67	66	64.9	No	Royal Oaks
SB05	RSB05-047	20	B	67	66	**67.6**	Yes	Royal Oaks
SB05	RSB05-048	10	B	67	66	**71.2**	Yes	Royal Oaks
SB05	RSB05-049	8	B	67	66	48.3	No	Royal Oaks
SB05	RSB05-050	20	B	67	66	58.9	No	Royal Oaks
SB05	RSB05-051	12	B	67	66	61.0	No	Royal Oaks
SB05	RSB05-052	8	B	67	66	62.2	No	Royal Oaks
SB05	RSB05-053A	12	B	67	66	**79.1**	Yes	Stonebridge Gardens
SB05	RSB05-053B	12	B	67	66	60.1	No	Stonebridge Gardens
SB05	RSB05-054A	6	B	67	66	64.9	No	Stonebridge Gardens
SB05	RSB05-054B	6	B	67	66	**70.8**	Yes	Stonebridge Gardens
SB05	RSB05-055A	6	B	67	66	61.1	No	Stonebridge Gardens
SB05	RSB05-055B	6	B	67	66	63.7	No	Stonebridge Gardens
SB05	RSB05-056A	12	B	67	66	64.5	No	Stonebridge Gardens
SB05	RSB05-056B	12	B	67	66	**67.6**	Yes	Stonebridge Gardens
SB05	RSB05-057B	8	B	67	66	**73.7**	Yes	Stonebridge Gardens
SB05	RSB05-057A	8	B	67	66	**76.0**	Yes	Stonebridge Gardens
SB05	RSB05-061A	12	B	67	66	**78.8**	Yes	Stonebridge Gardens
SB05	RSB05-061B	12	B	67	66	52.8	No	Stonebridge Gardens
SB05	RSB05-063A	16	B	67	66	49.1	No	Stonebridge Gardens

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X Impacted Receptor								
SB05	RSB05-063B	16	B	67	66	55.4	No	Stonebridge Gardens
SB05	RSB05-064B	8	B	67	66	57.8	No	Stonebridge Gardens
SB05	RSB05-064A	8	B	67	66	57.8	No	Stonebridge Gardens
SB05	RSB05-065A	12	B	67	66	65.2	No	Stonebridge Gardens
SB05	RSB05-065B	12	B	67	66	**67.0**	Yes	Stonebridge Gardens
SB05	RSB05-066A	14	B	67	66	**77.4**	Yes	Stonebridge Gardens
SB05	RSB05-066B	14	B	67	66	**78.9**	Yes	Stonebridge Gardens
SB05	RSB05-068A	14	B	67	66	61.2	No	Stonebridge Gardens
SB05	RSB05-068B	14	B	67	66	**77.3**	Yes	Stonebridge Gardens
SB05	RSB05-071A	14	B	67	66	**77.3**	Yes	Stonebridge Gardens
SB05	RSB05-071B	14	B	67	66	**78.7**	Yes	Stonebridge Gardens
SB05	RSB05-073A	12	B	67	66	57.6	No	Stonebridge Gardens
SB05	RSB05-073B	12	B	67	66	**78.0**	Yes	Stonebridge Gardens
SB05	RSB05-074A	12	B	67	66	**79.3**	Yes	Stonebridge Gardens
SB05	RSB05-074B	12	B	67	66	58.2	No	Stonebridge Gardens
SB05	RSB05-077A	12	B	67	66	55.1	No	Stonebridge Gardens
SB05	RSB05-077B	12	B	67	66	58.3	No	Stonebridge Gardens
SB05	RSB05-079A	12	B	67	66	60.3	No	Stonebridge Gardens
SB05	RSB05-079B	12	B	67	66	63.7	No	Stonebridge Gardens
SB05	RSB05-080A	6	B	67	66	**66.2**	Yes	Stonebridge Gardens
SB05	RSB05-080B	6	B	67	66	55.7	No	Stonebridge Gardens
SB05	RSB05-081A	6	B	67	66	62.7	No	Stonebridge Gardens
SB05	RSB05-081B	6	B	67	66	**66.6**	Yes	Stonebridge Gardens
SB05	RSB05-082A	12	B	67	66	61.9	No	Stonebridge Gardens
SB05	RSB05-082B	12	B	67	66	65.8	No	Stonebridge Gardens
SB06	RSB06-002	18	B	67	66	**77.6**	Yes	Hills of Inverray Condominiums
SB06	RSB06-003	12	B	67	66	**68.5**	Yes	Hills of Inverray Condominiums
SB06	RSB06-004	18	B	67	66	**71.3**	Yes	Hills of Inverray Condominiums
SB06	RSB06-006	18	B	67	66	59.5	No	Hills of Inverray Condominiums
SB06	RSB06-007	20	B	67	66	62.2	No	Hills of Inverray Condominiums
SB07	RSB07-007	3	B	67	66	65.0	No	Woodlands
SB07	RSB07-009	3	B	67	66	65.0	No	Woodlands
SB07	RSB07-010	1	B	67	66	65.0	No	Woodlands
SB07	RSB07-011	1	B	67	66	**67.1**	Yes	Woodlands
SB07	RSB07-012	7	B	67	66	61.8	No	Woodlands
SB07	RSB07-013	2	B	67	66	**69.2**	Yes	Woodlands
SB07	RSB07-014	2	B	67	66	63.0	No	Mainlands Park
SB07	RSB07-015	3	B	67	66	**67.8**	Yes	Mainlands Park
SB07	RSB07-016	4	B	67	66	57.2	No	Mainlands Park
SB07	RSB07-017	5	B	67	66	62.0	No	Woodlands
SB07	RSB07-018	3	B	67	66	**71.5**	Yes	Mainlands Park
SB07	RSB07-019	2	B	67	66	65.9	No	Mainlands Park
SB07	RSB07-020	1	B	67	66	62.0	No	Mainlands Park
SB07	RSB07-021	5	B	67	66	65.3	No	Woodlands
SB07	RSB07-022	1	B	67	66	65.9	No	Mainlands Park
SB07	RSB07-023	2	B	67	66	64.2	No	Mainlands Park
SB07	RSB07-024	1	B	67	66	**70.4**	Yes	Mainlands Park
SB07	RSB07-025	1	B	67	66	61.0	No	Mainlands Park
SB07	RSB07-026	5	B	67	66	**70.6**	Yes	Woodlands
SB07	RSB07-027	5	B	67	66	**69.2**	Yes	Mainlands Park
SB07	RSB07-028	19	B	67	66	**69.9**	Yes	Mainlands Park
SB07	RSB07-029	1	B	67	66	**68.4**	Yes	Mainlands Park

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
SB07	RSB07-030	5	B	67	66	62.6	No	Mainlands Park
SB07	RSB07-031	2	B	67	66	63.1	No	Mainlands Park
SB07	RSB07-032	8	B	67	66	64.3	No	Mainlands Park
SB07	RSB07-033	14	B	67	66	**69.2**	Yes	Mainlands Park
SB07	RSB07-034	10	B	67	66	**66.7**	Yes	Mainlands Park
SB07	RSB07-035	1	B	67	66	**71.5**	Yes	Mainlands Park
SB07	RSB07-036	5	B	67	66	60.7	No	Mainlands Park
SB07	RSB07-037	5	B	67	66	**76.6**	Yes	Mainlands Park
SB07	RSB07-038	1	B	67	66	62.7	No	Mainlands Park
SB07	RSB07-039	12	B	67	66	**70.5**	Yes	Mainlands Park
SB07	RSB07-040	6	B	67	66	55.4	No	Mainlands Park
SB07	RSB07-041	3	B	67	66	58.5	No	Mainlands Park
SB07	RSB07-042	6	B	67	66	**70.4**	Yes	Mainlands Park
SB07	RSB07-043	10	B	67	66	56.3	No	Mainlands Park
SB07	RSB07-044	7	B	67	66	54.5	No	Mainlands Park
SB07	RSB07-045	20	B	67	66	**71.4**	Yes	Mainlands Park
SB07	RSB07-046	11	B	67	66	57.8	No	Mainlands Park
SB07	RSB07-047	2	B	67	66	62.6	No	Mainlands Park
SB07	RSB07-048	14	B	67	66	51.0	No	Mainlands Park
SB07	RSB07-049	2	B	67	66	**76.4**	Yes	Mainlands Park
SB07	RSB07-051	2	B	67	66	60.5	No	Mainlands Park
SB07	RSB07-052	2	B	67	66	54.8	No	Mainlands Park
SB07	RSB07-053	1	B	67	66	59.7	No	Mainlands Park
SB07	RSB07-054	5	B	67	66	52.6	No	Mainlands Park
SB07	RSB07-055	2	B	67	66	59.4	No	Mainlands Park
SB07	RSB07-056	6	B	67	66	59.5	No	Mainlands Park
SB07	RSB07-057	10	B	67	66	59.7	No	Mainlands Park
SB07	RSB07-058	7	B	67	66	56.7	No	Mainlands Park
SB07	RSB07-059	7	B	67	66	59.7	No	Mainlands Park
SB07	RSB07-060	3	B	67	66	56.9	No	Mainlands Park
SB07	RSB07-061	8	B	67	66	**71.9**	Yes	Mainlands Park
SB07	RSB07-062	7	B	67	66	58.0	No	Mainlands Park
SB07	RSB07-063	7	B	67	66	53.0	No	Mainlands Park
SB07	RSB07-064	1	B	67	66	**67.4**	Yes	Mainlands Park
SB07	RSB07-065	6	B	67	66	61.2	No	Mainlands Park
SB07	RSB07-066	1	B	67	66	52.3	No	Mainlands Park
SB07	RSB07-067	1	B	67	66	54.5	No	Mainlands Park
SB07	RSB07-068	3	B	67	66	**66.4**	Yes	Mainlands Park
SB07	RSB07-069	2	B	67	66	58.0	No	Mainlands Park
SB07	RSB07-070	6	B	67	66	**66.0**	No	Mainlands Park
SB07	RSB07-071	3	B	67	66	65.2	No	Mainlands Park
SB07	RSB07-072	9	B	67	66	60.9	No	Mainlands Park
SB07	RSB07-073	8	B	67	66	64.0	No	Mainlands Park
SB07	RSB07-074	8	B	67	66	54.6	No	Mainlands Park
SB07	RSB07-075	7	B	67	66	53.6	No	Mainlands Park
SB07	RSB07-076	8	B	67	66	59.8	No	Mainlands Park
SB07	RSB07-077	10	B	67	66	62.9	No	Mainlands Park
SB07	RSB07-078	1	B	67	66	53.0	No	Mainlands Park
SB07	RSB07-079	6	B	67	66	60.2	No	Mainlands Park
SB07	RSB07-080	1	B	67	66	54.7	No	Mainlands Park
SB07	RSB07-081	1	B	67	66	55.8	No	Mainlands Park
SB07	RSB07-082	1	B	67	66	60.0	No	Mainlands Park

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
SB07	RSB07-083	10	B	67	66	51.7	No	Mainlands Park
SB07	RSB07-084	7	B	67	66	60.4	No	Mainlands Park
SB07	RSB07-085	6	B	67	66	58.3	No	Mainlands Park
SB07	RSB07-086	1	B	67	66	58.9	No	Mainlands Park
SB07	RSB07-087	1	B	67	66	56.1	No	Mainlands Park
SB07	RSB07-088	3	B	67	66	57.4	No	Mainlands Park
SB07	RSB07-089	3	B	67	66	52.1	No	Mainlands Park
SB07	RSB07-090	5	B	67	66	57.3	No	Mainlands Park
SB07	RSB07-091	4	B	67	66	60.9	No	Mainlands Park
SB07	RSB07-092	6	B	67	66	57.2	No	Mainlands Park
SB08	RSB08-001	1	B	67	66	61.1	No	Mainlands Park
SB08	RSB08-002	2	B	67	66	62.6	No	Mainlands Park
SB08	RSB08-003	5	B	67	66	59.0	No	Mainlands Park
SB08	RSB08-004	4	B	67	66	**66.1**	Yes	Mainlands Park
SB08	RSB08-005	3	B	67	66	65.2	No	Mainlands Park
SB08	RSB08-006	11	B	67	66	63.1	No	Mainlands Park
SB08	RSB08-007	1	B	67	66	63.5	No	Mainlands Park
SB08	RSB08-008	7	B	67	66	62.3	No	Mainlands Park
SB08	RSB08-009	10	B	67	66	63.8	No	Mainlands Park
SB08	RSB08-010	1	B	67	66	60.9	No	Mainlands Park
SB08	RSB08-011	1	B	67	66	63.1	No	Mainlands Park
SB08	RSB08-012	1	B	67	66	64.9	No	Mainlands Park
SB08	RSB08-013	4	B	67	66	**66.2**	Yes	Mainlands Park
SB08	RSB08-014	10	B	67	66	62.4	No	Mainlands Park
SB08	RSB08-015	1	B	67	66	**67.7**	Yes	Mainlands Park
SB08	RSB08-016	1	B	67	66	60.8	No	Mainlands Park
SB08	RSB08-017	3	B	67	66	64.2	No	Mainlands Park
SB08	RSB08-018	1	B	67	66	**67.9**	Yes	Mainlands Park
SB08	RSB08-019	5	B	67	66	65.8	No	Mainlands Park
SB08	RSB08-020	7	B	67	66	59.7	No	Mainlands Park
SB08	RSB08-021	7	B	67	66	**66.1**	Yes	Mainlands Park
SB08	RSB08-022	6	B	67	66	62.2	No	Mainlands Park
SB08	RSB08-023	1	B	67	66	62.1	No	Pompano Park
SB08	RSB08-024	7	B	67	66	59.0	No	Mainlands Park
SB08	RSB08-025	1	B	67	66	64.1	No	Pompano Park
SB08	RSB08-026	5	B	67	66	61.9	No	Mainlands Park
SB08	RSB08-027	3	B	67	66	**74.5**	Yes	Mainlands Park
SB08	RSB08-028	1	B	67	66	54.4	No	Pompano Park
SB08	RSB08-029	10	B	67	66	**75.3**	Yes	Mainlands Park
SB08	RSB08-030	6	B	67	66	55.1	No	Mainlands Park
SB08	RSB08-031	7	B	67	66	63.6	No	Mainlands Park
SB08	RSB08-032	1	B	67	66	62.4	No	Mainlands Park
SB08	RSB08-033	1	B	67	66	56.1	No	Mainlands Park
SB08	RSB08-034	1	B	67	66	59.2	No	Pompano Park
SB08	RSB08-035	5	B	67	66	54.5	No	Pompano Park
SB08	RSB08-036	6	B	67	66	62.8	No	Pompano Park
SB08	RSB08-037	3	B	67	66	62.3	No	Pompano Park
SB08	RSB08-038	5	B	67	66	**70.2**	Yes	Pompano Park
SB08	RSB08-039	5	B	67	66	**72.4**	Yes	Pompano Park
SB08	RSB08-040	8	B	67	66	58.6	No	Pompano Park
SB08	RSB08-041	9	B	67	66	57.1	No	Pompano Park
SB08	RSB08-042	8	B	67	66	**69.7**	Yes	Pompano Park

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
SB08	RSB08-043	14	B	67	66	59.4	No	Pompano Park
SB08	RSB08-044	1	B	67	66	65.6	No	Pompano Park
SB08	RSB08-045	10	B	67	66	**70.1**	Yes	Pompano Park
SB08	RSB08-046	5	B	67	66	**68.5**	Yes	Pompano Park
SB08	RSB08-047	1	B	67	66	63.3	No	Pompano Park
SB08	RSB08-048	15	B	67	66	**69.5**	Yes	Pompano Park
SB08	RSB08-050	3	B	67	66	65.9	No	Pompano Park
SB08	RSB08-052	12	B	67	66	56.6	No	Pompano Park
SB08	RSB08-054	3	B	67	66	64.9	No	Pompano Park
SB08	RSB08-058	9	B	67	66	65.1	No	Pompano Park
SB08	RSB08-063	7	B	67	66	**67.1**	Yes	Pompano Park
SB08	RSB08-064	3	B	67	66	**66.0**	No	Pompano Park
SB08	RSB08-065	2	B	67	66	**67.6**	Yes	San Remo Townhomes
SB08	RSB08-066	2	B	67	66	**67.1**	Yes	San Remo Townhomes
SB08	RSB08-067	3	B	67	66	**69.7**	Yes	San Remo Townhomes
SB08	RSB08-068	3	B	67	66	**70.3**	Yes	San Remo Townhomes
SB08	RSB08-069	3	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-070	3	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-071	3	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-072	6	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-073	6	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-074	3	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-075	3	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-076	6	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-077	6	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-079	3	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-081	6	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-082	6	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-083	6	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-084	3	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-085	6	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-086	6	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-087	3	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-088	3	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-089	6	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-090	5	B	67	66	65.0	No	Avana Cypress Creek Apartments
SB08	RSB08-091	5	B	67	66	65.0	No	Avana Cypress Creek Apartments
SB08	RSB08-092	3	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-093	5	B	67	66	65.0	No	Avana Cypress Creek Apartments
SB08	RSB08-094	6	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-095	6	B	67	66	65.0	No	San Remo Townhomes
SB08	RSB08-097	10	B	67	66	65.4	No	Avana Cypress Creek Apartments
SB08	RSB08-098	5	B	67	66	**71.2**	Yes	Avana Cypress Creek Apartments
SB08	RSB08-099	7	B	67	66	**73.1**	Yes	Avana Cypress Creek Apartments
SB08	RSB08-100	5	B	67	66	62.8	No	Avana Cypress Creek Apartments
SB08	RSB08-101	5	B	67	66	63.8	No	Avana Cypress Creek Apartments
SB08	RSB08-102	7	B	67	66	**72.1**	Yes	Avana Cypress Creek Apartments
SB08	RSB08-103	12	B	67	66	61.1	No	Avana Cypress Creek Apartments
SB08	RSB08-104	10	B	67	66	**67.6**	Yes	Avana Cypress Creek Apartments
SB08	RSB08-105	10	B	67	66	65.7	No	Avana Cypress Creek Apartments
SB09	RSB09-001A	6	B	67	66	58.9	No	Sanctuary Apartments
SB09	RSB09-001B	6	B	67	66	59.0	No	Sanctuary Apartments

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X Impacted Receptor								
SB09	RSB09-001C	6	B	67	66	65.3	No	Sanctuary Apartments
SB09	RSB09-002A	12	B	67	66	63.7	No	Sanctuary Apartments
SB09	RSB09-002B	12	B	67	66	**72.9**	Yes	Sanctuary Apartments
SB09	RSB09-002C	12	B	67	66	**75.2**	Yes	Sanctuary Apartments
SB09	RSB09-003A	6	B	67	66	**76.6**	Yes	Sanctuary Apartments
SB09	RSB09-003B	6	B	67	66	64.9	No	Sanctuary Apartments
SB09	RSB09-003C	6	B	67	66	**68.7**	Yes	Sanctuary Apartments
SB09	RSB09-004A	6	B	67	66	**70.1**	Yes	Sanctuary Apartments
SB09	RSB09-004B	6	B	67	66	65.7	No	Sanctuary Apartments
SB09	RSB09-004C	6	B	67	66	**68.5**	Yes	Sanctuary Apartments
SB09	RSB09-005A	6	B	67	66	**69.3**	Yes	Sanctuary Apartments
SB09	RSB09-005B	6	B	67	66	**75.5**	Yes	Sanctuary Apartments
SB09	RSB09-005C	6	B	67	66	**77.4**	Yes	Sanctuary Apartments
SB09	RSB09-006A	6	B	67	66	**78.1**	Yes	Sanctuary Apartments
SB09	RSB09-006B	6	B	67	66	**66.1**	Yes	Sanctuary Apartments
SB09	RSB09-006C	6	B	67	66	**68.8**	Yes	Sanctuary Apartments
SB09	RSB09-007A	6	B	67	66	**69.6**	Yes	Sanctuary Apartments
SB09	RSB09-007B	6	B	67	66	**75.9**	Yes	Sanctuary Apartments
SB09	RSB09-007C	6	B	67	66	**77.7**	Yes	Sanctuary Apartments
SB09	RSB09-008A	6	B	67	66	**78.3**	Yes	Sanctuary Apartments
SB09	RSB09-008B	6	B	67	66	63.9	No	Sanctuary Apartments
SB09	RSB09-008C	6	B	67	66	65.7	No	Sanctuary Apartments
SB09	RSB09-009A	6	B	67	66	**66.6**	Yes	Sanctuary Apartments
SB09	RSB09-009B	6	B	67	66	53.9	No	Sanctuary Apartments
SB09	RSB09-009C	6	B	67	66	55.6	No	Sanctuary Apartments
SB09	RSB09-010A	6	B	67	66	59.0	No	Sanctuary Apartments
SB09	RSB09-010B	6	B	67	66	**67.3**	Yes	Sanctuary Apartments
SB09	RSB09-010C	6	B	67	66	**69.2**	Yes	Sanctuary Apartments
SB09	RSB09-012A	6	B	67	66	62.8	No	Sanctuary Apartments
SB09	RSB09-012B	6	B	67	66	65.2	No	Sanctuary Apartments
SB09	RSB09-012C	6	B	67	66	**66.2**	Yes	Sanctuary Apartments
SB09	RSB09-013A	12	B	67	66	58.7	No	Sanctuary Apartments
SB09	RSB09-013B	12	B	67	66	**75.8**	Yes	Sanctuary Apartments
SB09	RSB09-013C	12	B	67	66	**77.7**	Yes	Sanctuary Apartments
SB09	RSB09-014A	6	B	67	66	**78.3**	Yes	Sanctuary Apartments
SB09	RSB09-014B	6	B	67	66	62.7	No	Sanctuary Apartments
SB09	RSB09-014C	6	B	67	66	65.3	No	Sanctuary Apartments
SB09	RSB09-015A	6	B	67	66	**66.7**	Yes	Sanctuary Apartments
SB09	RSB09-015B	6	B	67	66	56.6	No	Sanctuary Apartments
SB09	RSB09-015C	6	B	67	66	58.9	No	Sanctuary Apartments
SB09	RSB09-016A	6	B	67	66	61.1	No	Sanctuary Apartments
SB09	RSB09-016B	6	B	67	66	**67.8**	Yes	Sanctuary Apartments
SB09	RSB09-016C	6	B	67	66	**69.9**	Yes	Sanctuary Apartments
SB09	RSB09-017A	12	B	67	66	**70.7**	Yes	Sanctuary Apartments
SB09	RSB09-017B	12	B	67	66	65.1	No	Sanctuary Apartments
SB09	RSB09-017C	12	B	67	66	**67.8**	Yes	Sanctuary Apartments
SB09	RSB09-018A	12	B	67	66	**68.6**	Yes	Sanctuary Apartments
SB09	RSB09-018B	12	B	67	66	62.8	No	Sanctuary Apartments
SB09	RSB09-018C	12	B	67	66	**66.9**	Yes	Sanctuary Apartments
SB09	RSB09-019A	6	B	67	66	**68.9**	Yes	Sanctuary Apartments
SB09	RSB09-019B	6	B	67	66	59.7	No	Sanctuary Apartments
SB09	RSB09-019C	6	B	67	66	62.4	No	Sanctuary Apartments

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X Impacted Receptor								
SB09	RSB09-020A	12	B	67	66	63.9	No	Sanctuary Apartments
SB09	RSB09-020B	12	B	67	66	**72.3**	Yes	Sanctuary Apartments
SB09	RSB09-020C	12	B	67	66	**74.4**	Yes	Sanctuary Apartments
SB09	RSB09-021A	12	B	67	66	**75.4**	Yes	Sanctuary Apartments
SB09	RSB09-021B	12	B	67	66	63.6	No	Sanctuary Apartments
SB09	RSB09-021C	12	B	67	66	**66.5**	Yes	Sanctuary Apartments
SB09	RSB09-022	1	B	67	66	**67.5**	Yes	Oakland Hills
SB09	RSB09-023	2	B	67	66	57.4	No	Oakland Hills
SB09	RSB09-024	1	B	67	66	60.0	No	Oakland Hills
SB09	RSB09-025	2	B	67	66	61.8	No	Oakland Hills
SB09	RSB09-026	1	B	67	66	**74.7**	Yes	Oakland Hills
SB09	RSB09-027	7	B	67	66	**71.4**	Yes	Oakland Hills
SB09	RSB09-028	3	B	67	66	**78.7**	Yes	Oakland Hills
SB09	RSB09-029	3	B	67	66	**76.8**	Yes	Oakland Hills
SB09	RSB09-030	8	B	67	66	**76.3**	Yes	Oakland Hills
SB09	RSB09-031	6	B	67	66	**66.0**	No	Oakland Hills
SB09	RSB09-032	12	B	67	66	**71.1**	Yes	Oakland Hills
SB09	RSB09-033	5	B	67	66	**77.0**	Yes	Oakland Hills
SB09	RSB09-034	6	B	67	66	**70.1**	Yes	Oakland Hills
SB09	RSB09-035	4	B	67	66	**66.8**	Yes	Oakland Hills
SB09	RSB09-036	1	B	67	66	**77.9**	Yes	Oakland Hills
SB09	RSB09-037	6	B	67	66	61.9	No	Oakland Hills
SB09	RSB09-038	1	B	67	66	63.6	No	Oakland Hills
SB09	RSB09-039	2	B	67	66	65.7	No	Oakland Hills
SB09	RSB09-040	4	B	67	66	**76.4**	Yes	Oakland Hills
SB09	RSB09-041	1	B	67	66	64.6	No	Oakland Hills
SB09	RSB09-042	2	B	67	66	**69.3**	Yes	Oakland Hills
SB09	RSB09-043	4	B	67	66	**66.0**	No	Oakland Hills
SB09	RSB09-044	4	B	67	66	56.7	No	Oakland Hills
SB09	RSB09-045	4	B	67	66	**74.9**	Yes	Oakland Hills
SB09	RSB09-046	4	B	67	66	**67.2**	Yes	Oakland Hills
SB09	RSB09-047	3	B	67	66	58.3	No	Oakland Hills
SB09	RSB09-048	5	B	67	66	**67.5**	Yes	Oakland Hills
SB09	RSB09-049	6	B	67	66	**72.0**	Yes	Oakland Hills
SB09	RSB09-050	6	B	67	66	58.5	No	Oakland Hills
SB09	RSB09-051	5	B	67	66	64.4	No	Oakland Hills
SB09	RSB09-052	4	B	67	66	55.3	No	Oakland Hills
SB09	RSB09-053	4	B	67	66	57.3	No	Oakland Hills
SB09	RSB09-054	6	B	67	66	60.8	No	Oakland Hills
SB09	RSB09-055	4	B	67	66	64.7	No	Oakland Hills
SB09	RSB09-056	5	B	67	66	61.0	No	Oakland Hills
SB10	RSB10-001	3	B	67	66	64.6	No	Sunshine Drive
SB10	RSB10-002	3	B	67	66	**71.8**	Yes	Sunshine Drive
SB10	RSB10-003	3	B	67	66	**77.7**	Yes	Sunshine Drive
SB10	RSB10-004	3	B	67	66	62.1	No	Sunshine Drive
SB10	RSB10-005	1	B	67	66	**77.8**	Yes	Sunshine Drive
SB10	RSB10-006	1	B	67	66	**67.4**	Yes	Sunshine Drive
SB10	RSB10-007	2	B	67	66	**72.3**	Yes	Sunshine Drive
SB10	RSB10-008	3	B	67	66	64.4	No	Sunshine Drive
SB10	RSB10-009	4	B	67	66	**77.8**	Yes	Sunshine Drive
SB10	RSB10-010	2	B	67	66	59.3	No	Sunshine Drive
SB10	RSB10-011	4	B	67	66	**77.8**	Yes	Sunshine Drive

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
SB10	RSB10-012	5	B	67	66	**72.6**	Yes	Sunshine Drive
SB10	RSB10-013	6	B	67	66	**72.6**	Yes	Sunshine Drive
SB10	RSB10-014	4	B	67	66	**68.2**	Yes	Sunshine Drive
SB10	RSB10-015	3	B	67	66	**77.8**	Yes	Sunshine Drive
SB10	RSB10-016	5	B	67	66	61.1	No	Sunshine Drive
SB10	RSB10-017	3	B	67	66	**77.7**	Yes	Sunshine Drive
SB10	RSB10-018	3	B	67	66	**72.4**	Yes	Sunshine Drive
SB10	RSB10-019	3	B	67	66	**78.3**	Yes	Sunshine Drive
SB10	RSB10-020	2	B	67	66	59.0	No	Sunshine Drive
SB10	RSB10-021	4	B	67	66	59.5	No	Sunshine Drive
SB10	RSB10-022	5	B	67	66	**66.6**	Yes	Sunshine Drive
SB10	RSB10-023	3	B	67	66	**72.3**	Yes	Sunshine Drive
SB10	RSB10-024	7	B	67	66	**69.2**	Yes	Sunshine Drive
SB10	RSB10-025	4	B	67	66	**74.7**	Yes	Sunshine Drive
SB10	RSB10-026	4	B	67	66	**76.1**	Yes	Sunshine Drive
SB10	RSB10-027	5	B	67	66	65.6	No	Sunshine Drive
SB10	RSB10-028	3	B	67	66	**77.0**	Yes	Sunshine Drive
SB10	RSB10-029	2	B	67	66	**76.9**	Yes	Sunshine Drive
SB10	RSB10-030	4	B	67	66	**66.2**	Yes	Sunshine Drive
SB10	RSB10-031	2	B	67	66	62.1	No	Sunshine Drive
SB10	RSB10-032	2	B	67	66	**67.1**	Yes	Sunshine Drive
SB10	RSB10-033	6	B	67	66	**70.2**	Yes	Sunshine Drive
SB10	RSB10-034	2	B	67	66	**76.8**	Yes	Sunshine Drive
SB10	RSB10-035	2	B	67	66	**76.7**	Yes	Sunshine Drive
SB10	RSB10-036	4	B	67	66	64.4	No	Sunshine Drive
SB10	RSB10-037	3	B	67	66	**67.4**	Yes	Sunshine Drive
SB10	RSB10-038A	3	B	67	66	**76.5**	Yes	Sunshine Drive
SB10	RSB10-038B	3	B	67	66	**76.6**	Yes	Sunshine Drive
SB10	RSB10-039	2	B	67	66	62.9	No	Sunshine Drive
SB10	RSB10-040	2	B	67	66	65.2	No	Sunshine Drive
SB10	RSB10-041A	3	B	67	66	62.9	No	Sunshine Drive
SB10	RSB10-041B	3	B	67	66	65.8	No	Sunshine Drive
SB10	RSB10-042	2	B	67	66	**68.3**	Yes	Sunshine Drive
SB10	RSB10-043	2	B	67	66	65.8	No	Sunshine Drive
SB10	RSB10-044A	3	B	67	66	**76.5**	Yes	Sunshine Drive
SB10	RSB10-044B	3	B	67	66	**76.6**	Yes	Sunshine Drive
SB10	RSB10-045A	3	B	67	66	59.1	No	Sunshine Drive
SB10	RSB10-045B	3	B	67	66	61.3	No	Sunshine Drive
SB10	RSB10-046B	3	B	67	66	**76.6**	Yes	Sunshine Drive
SB10	RSB10-046A	3	B	67	66	**76.0**	Yes	Sunshine Drive
SB10	RSB10-047	2	B	67	66	**74.6**	Yes	Sunshine Drive
SB10	RSB10-048	2	B	67	66	**79.5**	Yes	Sunshine Drive
SB10	RSB10-049	6	B	67	66	**69.2**	Yes	Sunshine Drive
SB10	RSB10-050	5	B	67	66	**66.1**	Yes	Sunshine Drive
SB10	RSB10-051	2	B	67	66	**80.2**	Yes	Sunshine Drive
SB10	RSB10-052	2	B	67	66	**80.4**	Yes	Sunshine Drive
SB10	RSB10-053	2	B	67	66	**72.6**	Yes	Sunshine Drive
SB10	RSB10-055	2	B	67	66	57.6	No	Sunshine Drive
SB10	RSB10-056	7	B	67	66	**80.3**	Yes	Sunshine Drive
SB10	RSB10-057A	2	B	67	66	**80.5**	Yes	Sunshine Drive
SB10	RSB10-057B	2	B	67	66	**70.7**	Yes	Sunshine Drive
SB10	RSB10-058	2	B	67	66	**73.0**	Yes	Sunshine Drive

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
SB10	RSB10-059	3	B	67	66	**70.5**	Yes	Sunshine Drive
SB10	RSB10-060	7	B	67	66	**73.0**	Yes	Sunshine Drive
SB10	RSB10-061A	2	B	67	66	**78.7**	Yes	Sunshine Drive
SB10	RSB10-061B	2	B	67	66	**79.3**	Yes	Sunshine Drive
SB10	RSB10-062A	2	B	67	66	59.5	No	Sunshine Drive
SB10	RSB10-062B	2	B	67	66	**73.5**	Yes	Sunshine Drive
SB10	RSB10-063A	2	B	67	66	**74.9**	Yes	Sunshine Drive
SB10	RSB10-063B	2	B	67	66	**71.0**	Yes	Sunshine Drive
SB10	RSB10-064A	2	B	67	66	**72.8**	Yes	Sunshine Drive
SB10	RSB10-064B	2	B	67	66	60.7	No	Sunshine Drive
SB10	RSB10-065	4	B	67	66	**67.6**	Yes	Sunshine Drive
SB10	RSB10-066A	2	B	67	66	**67.2**	Yes	Sunshine Drive
SB10	RSB10-066B	2	B	67	66	58.4	No	Sunshine Drive
SB10	RSB10-067A	2	B	67	66	**72.8**	Yes	Sunshine Drive
SB10	RSB10-067B	2	B	67	66	**73.3**	Yes	Sunshine Drive
SB10	RSB10-068	5	B	67	66	**73.8**	Yes	Sunshine Drive
SB10	RSB10-069	1	B	67	66	**70.2**	Yes	Sunshine Drive
SB10	RSB10-070	1	B	67	66	**75.8**	Yes	Sunshine Drive
SB10	RSB10-071	3	B	67	66	**71.6**	Yes	Sunshine Drive
SB11	RSB11-001A	4	B	67	66	62.0	No	Wynmoor
SB11	RSB11-001B	4	B	67	66	62.7	No	Wynmoor
SB11	RSB11-001C	4	B	67	66	**74.8**	Yes	Wynmoor
SB11	RSB11-001D	4	B	67	66	**76.5**	Yes	Wynmoor
SB11	RSB11-002A	4	B	67	66	**77.0**	Yes	Wynmoor
SB11	RSB11-002B	4	B	67	66	**77.1**	Yes	Wynmoor
SB11	RSB11-002C	4	B	67	66	61.2	No	Wynmoor
SB11	RSB11-002D	4	B	67	66	**71.7**	Yes	Wynmoor
SB11	RSB11-003A	4	B	67	66	**73.6**	Yes	Wynmoor
SB11	RSB11-003B	4	B	67	66	**74.4**	Yes	Wynmoor
SB11	RSB11-003C	4	B	67	66	**74.7**	Yes	Wynmoor
SB11	RSB11-003D	4	B	67	66	55.5	No	Wynmoor
SB11	RSB11-005A	4	B	67	66	59.3	No	Wynmoor
SB11	RSB11-005B	4	B	67	66	60.2	No	Wynmoor
SB11	RSB11-005C	4	B	67	66	63.1	No	Wynmoor
SB11	RSB11-005D	4	B	67	66	**66.0**	No	Wynmoor
SB11	RSB11-006A	4	B	67	66	**67.4**	Yes	Wynmoor
SB11	RSB11-006B	4	B	67	66	**68.2**	Yes	Wynmoor
SB11	RSB11-006C	4	B	67	66	62.0	No	Wynmoor
SB11	RSB11-006D	4	B	67	66	65.4	No	Wynmoor
SB11	RSB11-007A	4	B	67	66	**67.1**	Yes	Wynmoor
SB11	RSB11-007B	4	B	67	66	**68.7**	Yes	Wynmoor
SB11	RSB11-007C	4	B	67	66	55.6	No	Wynmoor
SB11	RSB11-007D	4	B	67	66	58.1	No	Wynmoor
SB11	RSB11-008A	4	B	67	66	59.0	No	Wynmoor
SB11	RSB11-008B	4	B	67	66	60.5	No	Wynmoor
SB11	RSB11-008C	4	B	67	66	62.8	No	Wynmoor
SB11	RSB11-008D	4	B	67	66	**66.5**	Yes	Wynmoor
SB11	RSB11-009A	4	B	67	66	**68.1**	Yes	Wynmoor
SB11	RSB11-009B	4	B	67	66	**69.8**	Yes	Wynmoor
SB11	RSB11-009C	4	B	67	66	55.4	No	Wynmoor
SB11	RSB11-009D	4	B	67	66	62.8	No	Wynmoor
SB11	RSB11-010A	4	B	67	66	**66.3**	Yes	Wynmoor

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
SB11	RSB11-010B	4	B	67	66	**67.9**	Yes	Wynmoor
SB11	RSB11-010C	4	B	67	66	**69.1**	Yes	Wynmoor
SB11	RSB11-010D	4	B	67	66	**68.2**	Yes	Wynmoor
SB11	RSB11-012A	4	B	67	66	**71.8**	Yes	Wynmoor
SB11	RSB11-012B	4	B	67	66	**72.3**	Yes	Wynmoor
SB11	RSB11-012C	4	B	67	66	56.2	No	Wynmoor
SB11	RSB11-012D	4	B	67	66	58.4	No	Wynmoor
SB11	RSB11-013A	4	B	67	66	59.4	No	Wynmoor
SB11	RSB11-013B	4	B	67	66	60.2	No	Wynmoor
SB11	RSB11-013C	4	B	67	66	**69.4**	Yes	Wynmoor
SB11	RSB11-013D	4	B	67	66	**72.3**	Yes	Wynmoor
SB11	RSB11-014A	4	B	67	66	**73.0**	Yes	Wynmoor
SB11	RSB11-014B	4	B	67	66	**73.5**	Yes	Wynmoor
SB11	RSB11-014C	4	B	67	66	59.6	No	Wynmoor
SB11	RSB11-014D	4	B	67	66	62.5	No	Wynmoor
SB11	RSB11-015A	4	B	67	66	63.5	No	Wynmoor
SB11	RSB11-015B	4	B	67	66	64.2	No	Wynmoor
SB11	RSB11-015C	4	B	67	66	**68.4**	Yes	Wynmoor
SB11	RSB11-015D	4	B	67	66	**71.8**	Yes	Wynmoor
SB11	RSB11-016A	4	B	67	66	**72.4**	Yes	Wynmoor
SB11	RSB11-016B	4	B	67	66	**72.9**	Yes	Wynmoor
SB11	RSB11-016C	4	B	67	66	54.8	No	Wynmoor
SB11	RSB11-016D	4	B	67	66	63.7	No	Wynmoor
SB11	RSB11-017A	4	B	67	66	54.1	No	Wynmoor
SB11	RSB11-017B	4	B	67	66	56.8	No	Wynmoor
SB11	RSB11-017C	4	B	67	66	57.9	No	Wynmoor
SB11	RSB11-017D	4	B	67	66	59.0	No	Wynmoor
SB11	RSB11-020A	4	B	67	66	**71.7**	Yes	Wynmoor
SB11	RSB11-020B	4	B	67	66	**72.2**	Yes	Wynmoor
SB11	RSB11-020C	4	B	67	66	53.7	No	Wynmoor
SB11	RSB11-020D	4	B	67	66	58.9	No	Wynmoor
SB11	RSB11-021A	4	B	67	66	63.0	No	Wynmoor
SB11	RSB11-021B	4	B	67	66	64.0	No	Wynmoor
SB11	RSB11-021C	4	B	67	66	64.6	No	Wynmoor
SB11	RSB11-021D	4	B	67	66	**70.2**	Yes	Wynmoor
SB11	RSB11-022	5	B	67	66	**75.0**	Yes	Centura Park
SB11	RSB11-023A	4	B	67	66	**76.2**	Yes	Wynmoor
SB11	RSB11-023B	4	B	67	66	**76.4**	Yes	Wynmoor
SB11	RSB11-023C	4	B	67	66	59.8	No	Wynmoor
SB11	RSB11-023D	4	B	67	66	**69.2**	Yes	Wynmoor
SB11	RSB11-024A	4	B	67	66	**74.0**	Yes	Wynmoor
SB11	RSB11-024B	4	B	67	66	**75.7**	Yes	Wynmoor
SB11	RSB11-024C	4	B	67	66	**75.9**	Yes	Wynmoor
SB11	RSB11-024D	4	B	67	66	54.6	No	Wynmoor
SB11	RSB11-025	10	B	67	66	63.4	No	Centura Park
SB11	RSB11-026A	4	B	67	66	58.4	No	Wynmoor
SB11	RSB11-026B	4	B	67	66	**66.1**	Yes	Wynmoor
SB11	RSB11-026C	4	B	67	66	57.4	No	Wynmoor
SB11	RSB11-026D	4	B	67	66	**66.5**	Yes	Wynmoor
SB11	RSB11-027	8	B	67	66	59.3	No	Centura Park
SB11	RSB11-028	5	B	67	66	**70.0**	Yes	Centura Park
SB11	RSB11-029	4	B	67	66	**66.2**	Yes	Centura Park

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X Impacted Receptor								
SB11	RSB11-030	3	B	67	66	**67.4**	Yes	Centura Park
SB11	RSB11-031	8	B	67	66	**69.4**	Yes	Centura Park
SB11	RSB11-032	4	B	67	66	**71.2**	Yes	Centura Park
SB11	RSB11-033	8	B	67	66	64.2	No	Centura Park
SB11	RSB11-034	1	B	67	66	**66.9**	Yes	Centura Park
SB11	RSB11-035	8	B	67	66	**68.7**	Yes	Centura Park
SB11	RSB11-036	8	B	67	66	57.3	No	Centura Park
SB11	RSB11-037	5	B	67	66	57.0	No	Centura Park
SB11	RSB11-038	1	B	67	66	56.3	No	Centura Park

Appendix B-2 – Special Land Use Predicted Noise Levels

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB01	NNB01-070	1	C	67	66	59.1	No	Broadview Park
NB01	NNB01-071	1	C	67	66	65.2	No	Broadview Park
NB01	NNB01-072	1	C	67	66	**69.5**	Yes	Broadview Park
NB02	NNB02-033	1	C	67	66	64.7	No	Ft Lauderdale Country Club
NB02	NNB02-034	1	C	67	66	**68.4**	Yes	Plantation Walking Park
NB02	NNB02-035	1	C	67	66	**68.2**	Yes	Plantation Walking Park
NB02	NNB02-036	1	C	67	66	65.4	No	Ft Lauderdale Country Club
NB02	NNB02-037	1	C	67	66	**69.0**	Yes	Ft Lauderdale Country Club
NB02	NNB02-038	1	C	67	66	61.4	No	Plantation Walking Park
NB02	NNB02-039	1	C	67	66	61.4	No	Ft Lauderdale Country Club
NB02	NNB02-040	1	C	67	66	62.8	No	Ft Lauderdale Country Club
NB02	NNB02-041	1	C	67	66	**67.0**	Yes	Ft Lauderdale Country Club
NB02	NNB02-042	1	C	67	66	**71.9**	Yes	Ft Lauderdale Country Club
NB02	NNB02-043	1	C	67	66	**69.6**	Yes	Ft Lauderdale Country Club
NB04	NNB04-002	1	C	67	66	**67.2**	Yes	Flair Subdivision
NB04	NNB04-046	1	C	67	66	65.0	No	Lauderhill Magnet School
NB04	NNB04-047	1	C	67	66	61.3	No	Lauderhill Magnet School
NB04	NNB04-049	1	C	67	66	59.7	No	Lauderhill Magnet School
NB04	NNB04-050	1	C	67	66	62.4	No	Lauderhill Magnet School
NB04	NNB04-051	1	C	67	66	59.8	No	Lauderhill Magnet School
NB04	NNB04-052	1	C	67	66	**67.4**	Yes	Lauderhill Magnet School
NB04	NNB04-053	1	C	67	66	63.3	No	Lauderhill Magnet School
NB04	NNB04-054	1	C	67	66	60.0	No	Lauderhill Magnet School
NB04	NNB04-055	1	C	67	66	65.3	No	Lauderhill Magnet School
NB04	NNB04-056	1	C	67	66	**69.1**	Yes	Lauderhill Magnet School
NB04	NNB04-057	1	C	67	66	62.0	No	Lauderhill Magnet School
NB05	NNB05-007	1	C	67	66	52.9	No	Broward Habitat Connectivity Project Pa
NB05	NNB05-021	1	C	67	66	56.8	No	First Church of the Open Bible Playgrou
NB05	NNB05-025	1	C	67	66	56.4	No	Woodsdale Oak Apartments
NB06	NNB06-009	1	C	67	66	**71.1**	Yes	Hawaiian Gardens Pool
NB06	NNB06-010	1	C	67	66	**72.7**	Yes	Hawaiian Gardens Pool
NB06	NNB06-015	1	C	67	66	**69.2**	Yes	Hawaiian Gardens Pool
NB06	NNB06-016	1	C	67	66	**71.6**	Yes	Hawaiian Gardens Pool
NB06	NNB06-025	1	C	67	66	**70.7**	Yes	Hawaiian Gardens Pool
NB06	NNB06-032	1	C	67	66	**74.1**	Yes	Hawaiian Gardens Pool
NB07	NNB07-052	1	C	67	66	50.3	No	Monterey Playground
NB07	NNB07-053	1	C	67	66	62.5	No	Monterey Pool
NB07	NNB07-113	1	C	67	66	**66.8**	Yes	Mainlands Pool
NB08	NNB08-007	1	C	67	66	**69.1**	Yes	Arbor Keys
NB08	NNB08-020	1	C	67	66	57.0	No	Lakeside
NB09	NNB09-006	1	C	67	66	64.5	No	The Asher
NB09	NNB09-007	1	C	67	66	65.2	No	The Asher
NB09	NNB09-030	1	C	67	66	**70.1**	Yes	Palm Aire Village West
NB09	NNB09-031	1	C	67	66	**67.2**	Yes	Palm Aire Village West
NB09	NNB09-079	1	C	67	66	64.5	No	Royal Poinciana Condominiums Pool
NB09	NNB09-110	1	C	67	66	**67.6**	Yes	Royal Poinciana Condominiums
NB10	NNB10-001	1	C	67	66	64.5	No	Palm Aire Golf Course
NB10	NNB10-002	1	C	67	66	**66.9**	Yes	Palm Aire Golf Course
NB10	NNB10-006	1	C	67	66	60.8	No	St Andrews at Palm Aire Apartments Poo
NB10	NNB10-015	1	C	67	66	**73.9**	Yes	St Andrews at Palm Aire Apartments Ter
NB10	NNB10-021	1	C	67	66	**71.4**	Yes	Palm Aire Country Club Garden Apartme
NB10	NNB10-032	1	C	67	66	**71.7**	Yes	Palm Aire Golf Course

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB10	NNB10-034	1	C	67	66	61.5	No	Palm Aire Golf Course
NB10	NNB10-045	1	C	67	66	63.2	No	Palm Aire Golf Course
NB10	NNB10-058	1	C	67	66	65.3	No	Palm Aire Pool
NB10	NNB10-059	1	C	67	66	**72.7**	Yes	Palm Aire Golf Course
NB10	NNB10-065	1	C	67	66	64.4	No	Palm Aire Golf Course
NB10	NNB10-067	1	C	67	66	62.9	No	Palm Aire Golf Course
NB10	NNB10-081	1	C	67	66	59.8	No	Palm Aire Golf Course
NB10	NNB10-084	1	C	67	66	57.4	No	Palm Aire Golf Course
NB11	NNB11-006	1	C	67	66	61.3	No	Legacy at Palm Aire Pool
NB11	NNB11-021	1	C	67	66	56.6	No	Legacy at Palm Aire Tennis Court
NB11	NNB11-025	1	C	67	66	55.9	No	Legacy at Palm Aire Playground
NB11	NNB11-028	1	C	67	66	56.1	No	Legacy at Palm Aire Playground
NB11	NNB11-042	1	C	67	66	60.3	No	Residences at Palm Aire
NB11	NNB11-066	1	C	67	66	59.6	No	Golf View Estates Mobile Homes
NB11	NNB11-078	1	C	67	66	**70.7**	Yes	Golf View Estates Mobile Homes
NB11	NNB11-085	1	C	67	66	64.2	No	Motel 6 Pool
NB11	NNB11-086	1	C	67	66	59.4	No	Budgetel Pool
SB01	NSB01-041	1	C	67	66	**68.6**	Yes	South Plantation High School
SB01	NSB01-042	1	C	67	66	**72.0**	Yes	South Plantation High School
SB01	NSB01-043	1	C	67	66	**72.4**	Yes	South Plantation High School
SB01	NSB01-044	1	C	67	66	**68.8**	Yes	South Plantation High School
SB01	NSB01-045	1	C	67	66	**68.8**	Yes	South Plantation High School
SB01	NSB01-046	1	C	67	66	**72.3**	Yes	South Plantation High School
SB01	NSB01-047	1	C	67	66	**68.6**	Yes	South Plantation High School
SB01	NSB01-048	1	C	67	66	**72.0**	Yes	South Plantation High School
SB01	NSB01-049	1	C	67	66	**69.8**	Yes	South Plantation High School
SB01	NSB01-050	1	C	67	66	**66.7**	Yes	South Plantation High School
SB01	NSB01-051	1	C	67	66	65.6	No	South Plantation High School
SB01	NSB01-052	1	C	67	66	**67.7**	Yes	South Plantation High School
SB01	NSB01-053	1	C	67	66	**70.9**	Yes	South Plantation High School
SB01	NSB01-054	1	C	67	66	**66.5**	Yes	South Plantation High School
SB01	NSB01-055	1	C	67	66	61.4	No	South Plantation High School
SB01	NSB01-056	1	C	67	66	60.8	No	South Plantation High School
SB01	NSB01-057	1	C	67	66	64.1	No	South Plantation High School
SB01	NSB01-058	1	C	67	66	**67.7**	Yes	South Plantation High School
SB01	NSB01-059	1	C	67	66	61.7	No	South Plantation High School
SB01	NSB01-060	1	C	67	66	62.1	No	South Plantation High School
SB01	NSB01-061	1	C	67	66	64.2	No	South Plantation High School
SB03	NSB03-004	1	C	67	66	62.1	No	Plantation Gardens
SB04	NSB04-004	1	C	67	66	64.1	No	Lakeshore Terrace Pool
SB04	NSB04-006	1	C	67	66	**69.7**	Yes	Lakeshore Terrace Pool
SB04	NSB04-054	1	C	67	66	**73.1**	Yes	Tree Garden Condos
SB04	NSB04-064	1	C	67	66	**73.9**	Yes	Windermere
SB04	NSB04-065	1	C	67	66	**73.6**	Yes	Windermere
SB04	NSB04-076	1	C	67	66	64.4	No	Riviera Hills Apartments
SB05	NSB05-001	1	C	67	66	**68.8**	Yes	Lauderhill Boys & Girls Club
SB05	NSB05-002	1	C	67	66	65.4	No	John E Mullin Basketball Court
SB05	NSB05-003	1	C	67	66	**69.7**	Yes	John E Mullin Tennis Court
SB05	NSB05-004	1	C	67	66	**79.0**	Yes	John E Mullin Basketball Court
SB05	NSB05-005	1	C	67	66	**70.7**	Yes	Aquatic Center at John E Mullin Park
SB05	NSB05-006	1	C	67	66	**71.6**	Yes	John E Mullin Basketball Court
SB05	NSB05-023	1	C	67	66	60.8	No	Royal Oaks Pool

Predicted Noise Levels

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
SB05	NSB05-024	1	C	67	66	**73.0**	Yes	Royal Oaks Pool
SB05	NSB05-038	1	C	67	66	**66.2**	Yes	Royal Oaks Pool
SB05	NSB05-045	1	C	67	66	**79.9**	Yes	Royal Oaks Pool
SB05	NSB05-058	1	C	67	66	54.9	No	Stonebridge Gardens Outdoor Seating
SB05	NSB05-059	1	C	67	66	57.6	No	Stonebridge Gardens Outdoor Seating
SB05	NSB05-060	1	C	67	66	**77.3**	Yes	Stonebridge Gardens Outdoor Seating
SB05	NSB05-062	1	C	67	66	59.2	No	Stonebridge Gardens Outdoor Seating
SB05	NSB05-067	1	C	67	66	58.9	No	Stonebridge Gardens Tennis Court
SB05	NSB05-069	1	C	67	66	**78.6**	Yes	Stonebridge Gardens Pool
SB05	NSB05-070	1	C	67	66	60.3	No	Stonebridge Gardens Tennis Court
SB05	NSB05-072	1	C	67	66	57.4	No	Stonebridge Gardens Outdoor Seating
SB05	NSB05-075	1	C	67	66	54.5	No	Stonebridge Gardens Outdoor Seating
SB05	NSB05-076	1	C	67	66	58.1	No	Stonebridge Gardens Outdoor Seating
SB05	NSB05-078	1	C	67	66	53.8	No	Stonebridge Gardens Outdoor Seating
SB06	NSB06-001	1	C	67	66	**75.0**	Yes	Subway Outdoor Seating
SB06	NSB06-005	1	C	67	66	65.2	No	Hills of Inverray Condominiums
SB07	NSB07-001	1	C	67	66	62.8	No	Inverrary Country Club
SB07	NSB07-002	1	C	67	66	57.6	No	Inverrary Country Club
SB07	NSB07-003	1	C	67	66	62.6	No	Inverrary Country Club
SB07	NSB07-004	1	C	67	66	60.3	No	Inverrary Country Club
SB07	NSB07-005	1	C	67	66	65.0	No	Inverrary Country Club
SB07	NSB07-006	1	C	67	66	65.0	No	Inverrary Pool
SB07	NSB07-008	1	C	67	66	65.0	No	Woodlands Country Club
SB07	NSB07-050	1	C	67	66	60.1	No	Mainlands Park Pool
SB08	NSB08-049	1	C	67	66	60.0	No	Pompano Park Fields
SB08	NSB08-051	1	C	67	66	**69.4**	Yes	Pompano Park Fields
SB08	NSB08-053	1	C	67	66	**68.0**	Yes	Pompano Park Fields
SB08	NSB08-055	1	C	67	66	**66.1**	Yes	Pompano Park Fields
SB08	NSB08-056	1	C	67	66	59.1	No	Pompano Park Playground
SB08	NSB08-057	1	C	67	66	**67.3**	Yes	Pompano Park Playground
SB08	NSB08-059	1	C	67	66	65.8	No	Pompano Park Basketball Courts
SB08	NSB08-060	1	C	67	66	**67.8**	Yes	Pompano Park Basketball Courts
SB08	NSB08-061	1	C	67	66	**67.3**	Yes	Pompano Park Basketball Courts
SB08	NSB08-062	1	C	67	66	61.1	No	Pompano Park Basketball Courts
SB08	NSB08-078	1	C	67	66	65.0	No	San Remo Townhomes Playground
SB08	NSB08-080	1	C	67	66	65.0	No	San Remo Townhomes Pool
SB08	NSB08-096	1	C	67	66	65.0	No	Avana Cypress Creek Apartments Pool
SB09	NSB09-011	1	C	67	66	**70.1**	Yes	Sanctuary Apartments Pool
SB09	NSB09-057	1	C	67	66	62.1	No	Our Lady Queen of Heaven Cemetery
SB09	NSB09-114	1	C	67	66	56.9	No	Our Lady Queen of Heaven Cemetery
SB09	NSB09-115	1	C	67	66	61.2	No	Our Lady Queen of Heaven Cemetery
SB09	NSB09-116	1	C	67	66	59.9	No	Our Lady Queen of Heaven Cemetery
SB09	NSB09-117	1	C	67	66	**76.9**	Yes	Our Lady Queen of Heaven Cemetery
SB09	NSB09-118	1	C	67	66	**70.8**	Yes	Our Lady Queen of Heaven Cemetery
SB09	NSB09-119	1	C	67	66	**79.0**	Yes	Our Lady Queen of Heaven Cemetery
SB09	NSB09-120	1	C	67	66	**71.7**	Yes	Our Lady Queen of Heaven Cemetery
SB09	NSB09-121	1	C	67	66	**67.9**	Yes	Our Lady Queen of Heaven Cemetery
SB09	NSB09-122	1	C	67	66	**66.2**	Yes	Our Lady Queen of Heaven Cemetery
SB10	NSB10-054	2	C	67	66	56.9	No	Sunshine Drive Pool
SB10	NSB10-072	1	C	67	66	**69.7**	Yes	Broward College Courts
SB10	NSB10-073	1	C	67	66	**71.3**	Yes	Broward College Courts
SB10	NSB10-074	1	C	67	66	**74.1**	Yes	Broward College Basketball Courts

Predicted Noise Levels

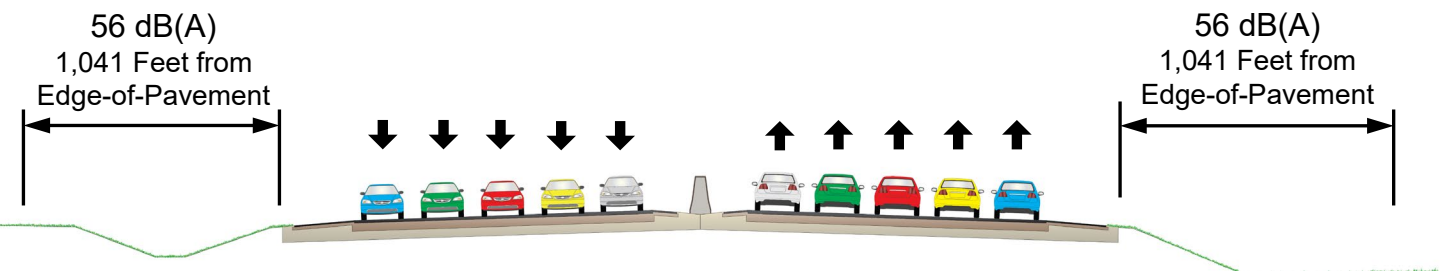
Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
SB10	NSB10-075	1	C	67	66	**76.1**	Yes	Broward College Courts
SB10	NSB10-076	1	C	67	66	**76.7**	Yes	Broward College Basketball Courts
SB10	NSB10-077	1	C	67	66	**76.8**	Yes	Broward College Courts
SB10	NSB10-078	1	C	67	66	58.0	No	Broward College Tennis Courts
SB10	NSB10-079	1	C	67	66	60.8	No	Broward College Tennis Courts
SB11	NSB11-004	1	C	67	66	58.1	No	Wynmoor
SB11	NSB11-011	1	C	67	66	**70.9**	Yes	Wynmoor
SB11	NSB11-018	1	C	67	66	66.0	No	Wynmoor
SB11	NSB11-019	1	C	67	66	**71.2**	Yes	Wynmoor
SB12	NSB12-001	1	C	67	66	62.3	No	Butterfly World
SB12	NSB12-002	1	C	67	66	**73.0**	Yes	Butterfly World
SB12	NSB12-003	1	C	67	66	61.3	No	Butterfly World
SB12	NSB12-004	1	C	67	66	**71.8**	Yes	Butterfly World
SB12	NSB12-005	1	C	67	66	57.3	No	Tradewinds Park Soccer Fields
SB12	NSB12-006	1	C	67	66	59.2	No	Tradewinds Park Soccer Fields
SB12	NSB12-007	1	C	67	66	58.3	No	Tradewinds Park Soccer Fields
SB12	NSB12-008	1	C	67	66	60.1	No	Tradewinds Park Soccer Fields
SB12	NSB12-009	1	C	67	66	60.8	No	Tradewinds Park Soccer Fields
SB12	NSB12-010	1	C	67	66	61.1	No	Tradewinds Park Soccer Fields
SB12	NSB12-011	1	C	67	66	61.8	No	Tradewinds Park Baseball Fields

Appendix C

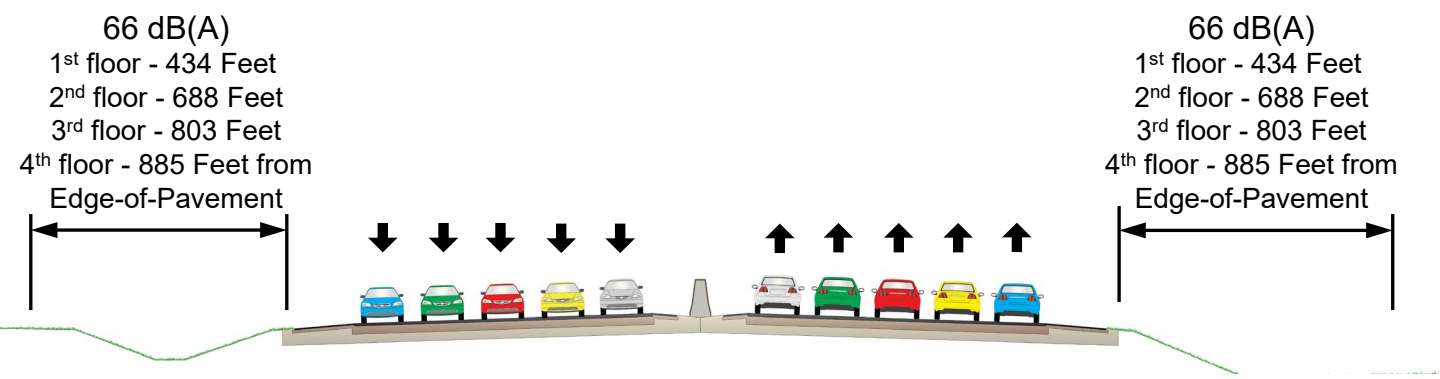
Project Noise Contours

I-595 to Wiles Rd Noise Contours

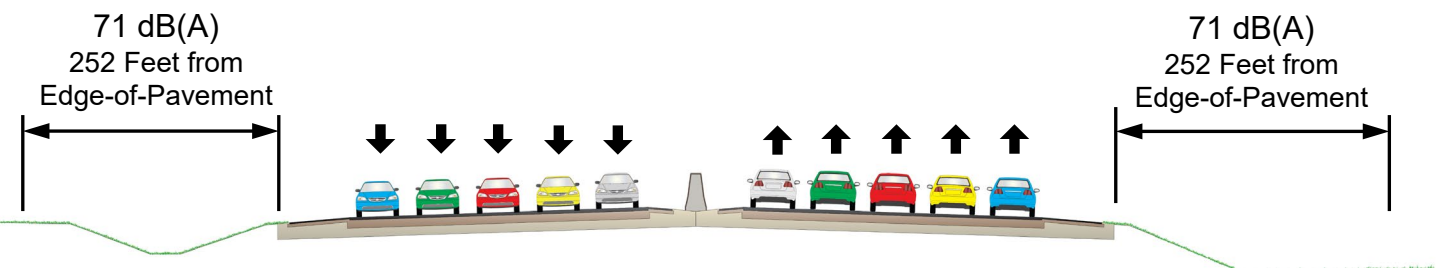
10 Lanes Segment



Activity Category A



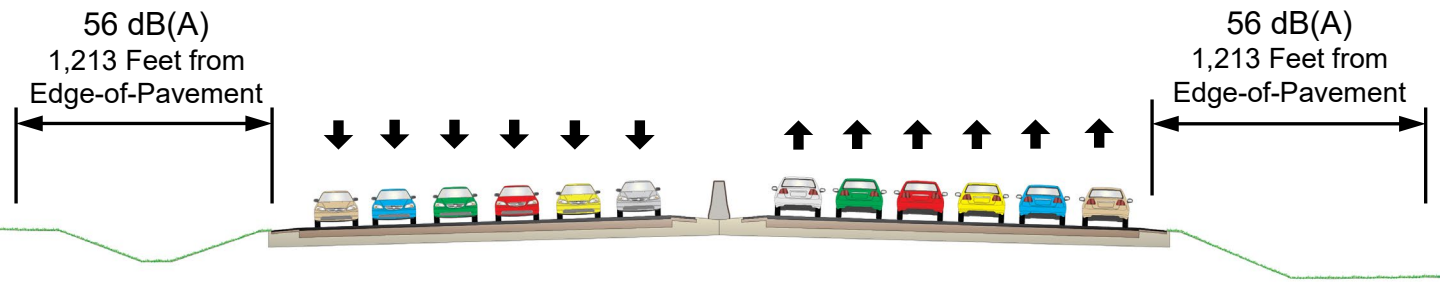
Activity Category B/C



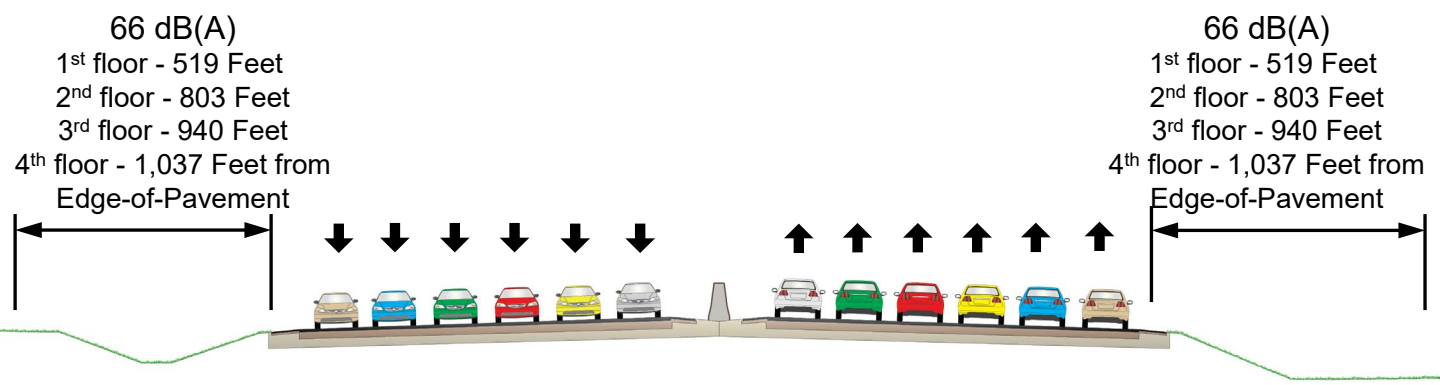
Activity Category E

I-595 to Wiles Rd Noise Contours

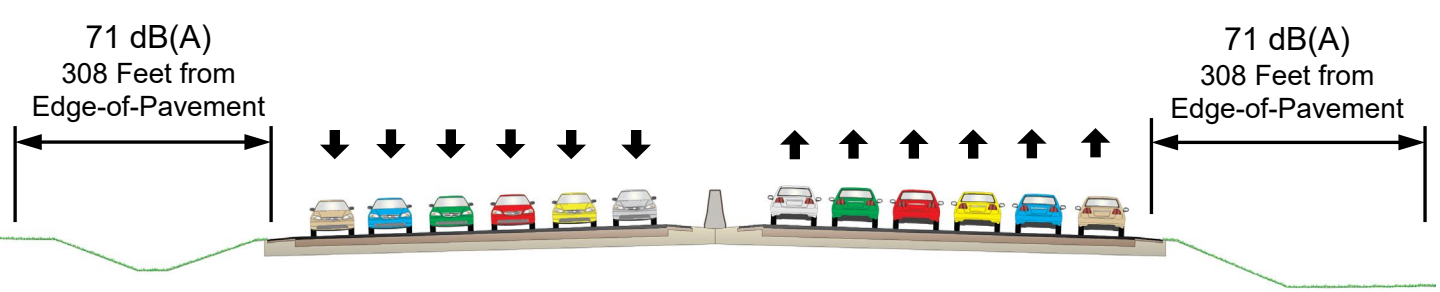
12 Lanes Segment



Activity Category A



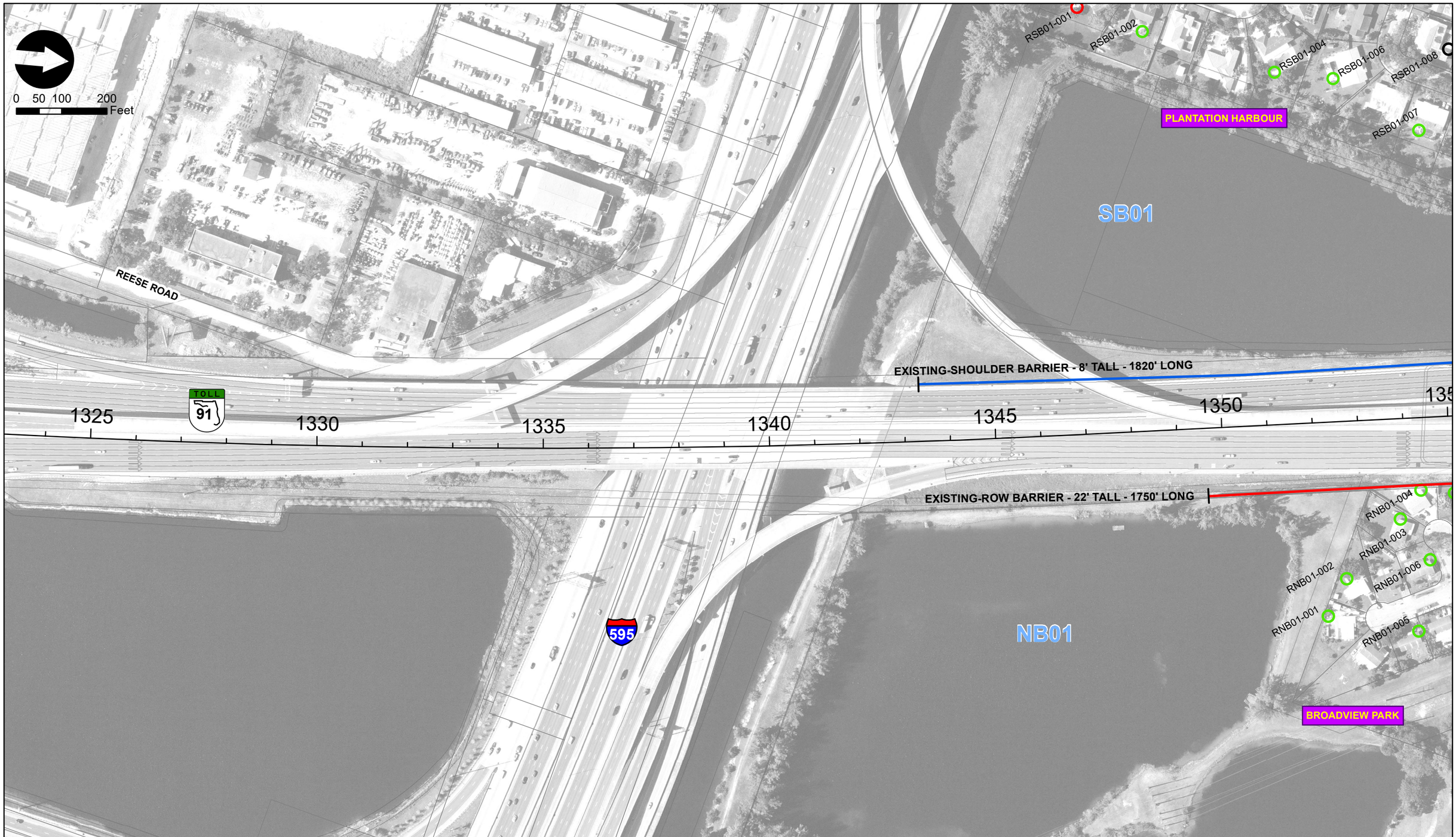
Activity Category B/C



Activity Category E

Appendix D

Project Aerials



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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

NOISE SPECIALIST

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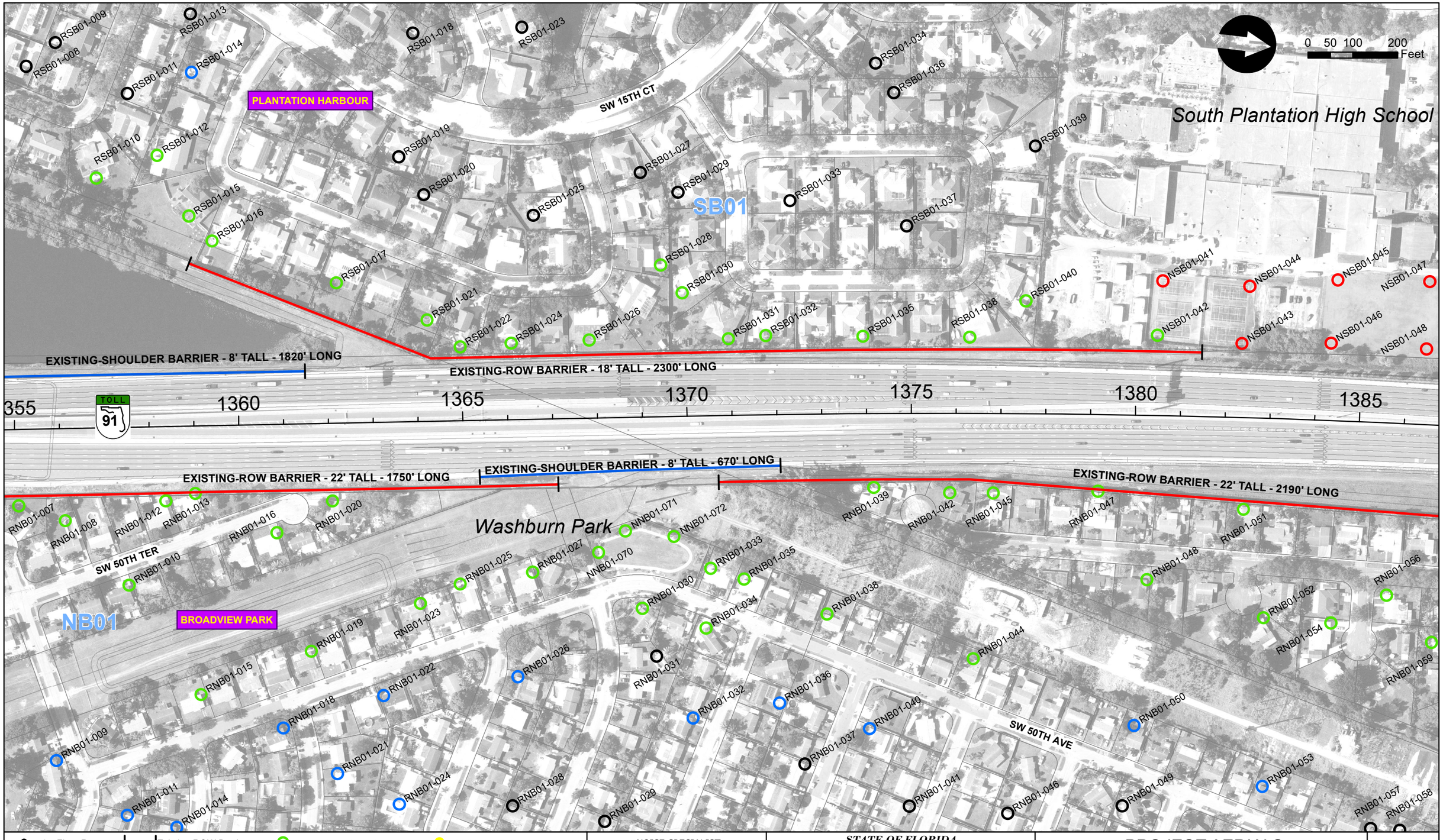
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. **1**



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. 2

1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. **3**

1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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

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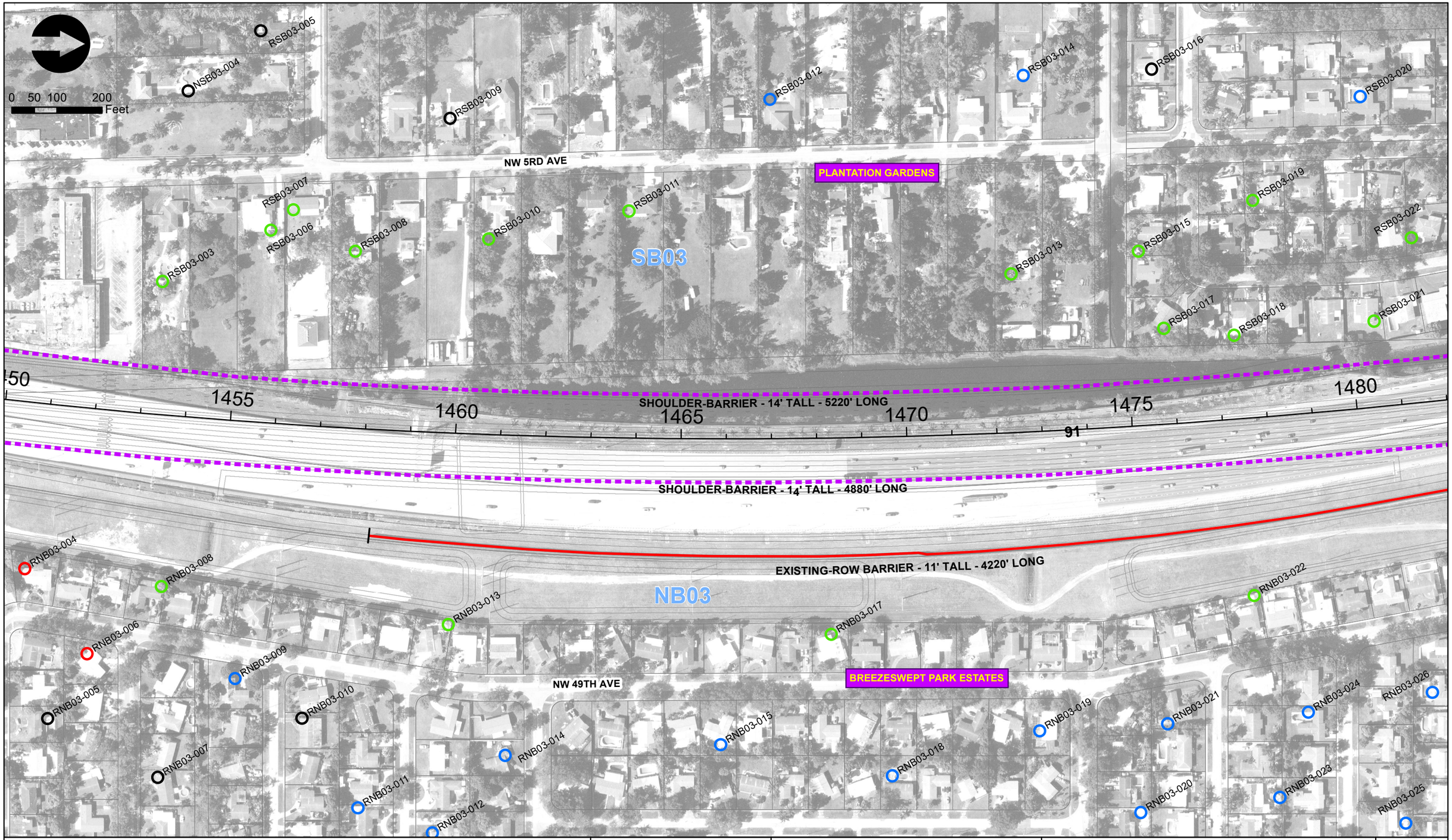
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. 4



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. **5**

1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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

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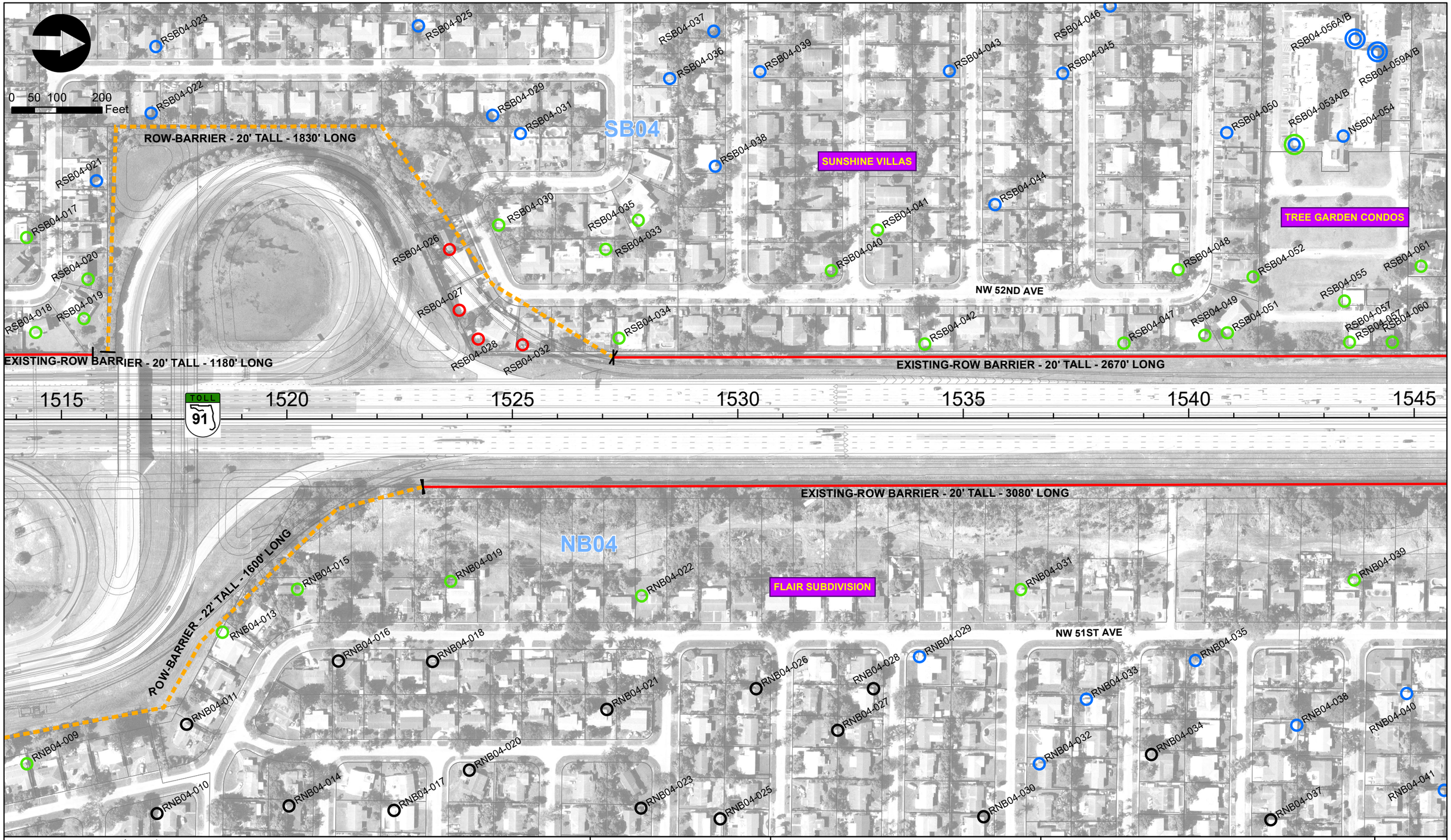
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No.
6



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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

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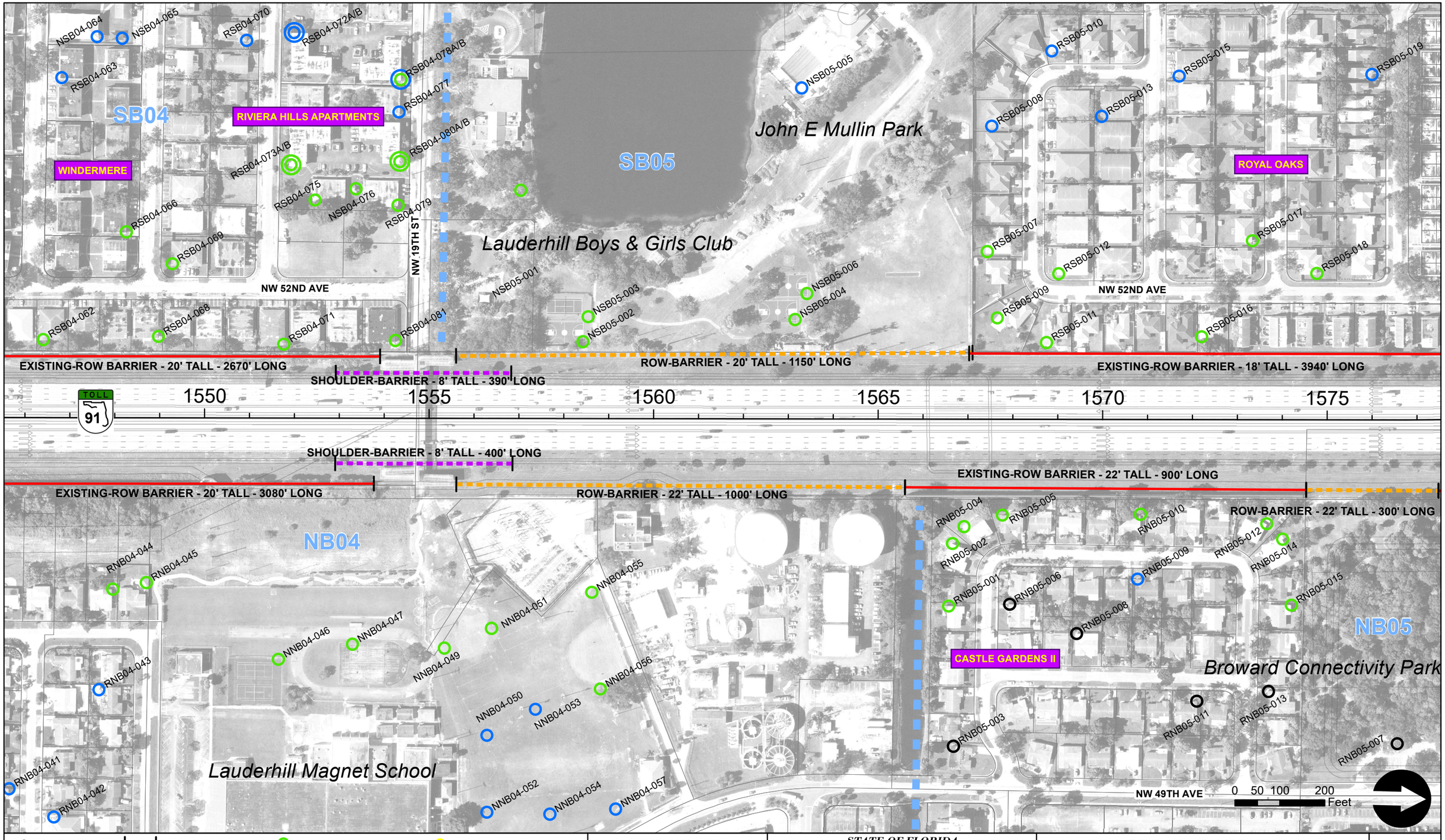
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. 7



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No.
8

1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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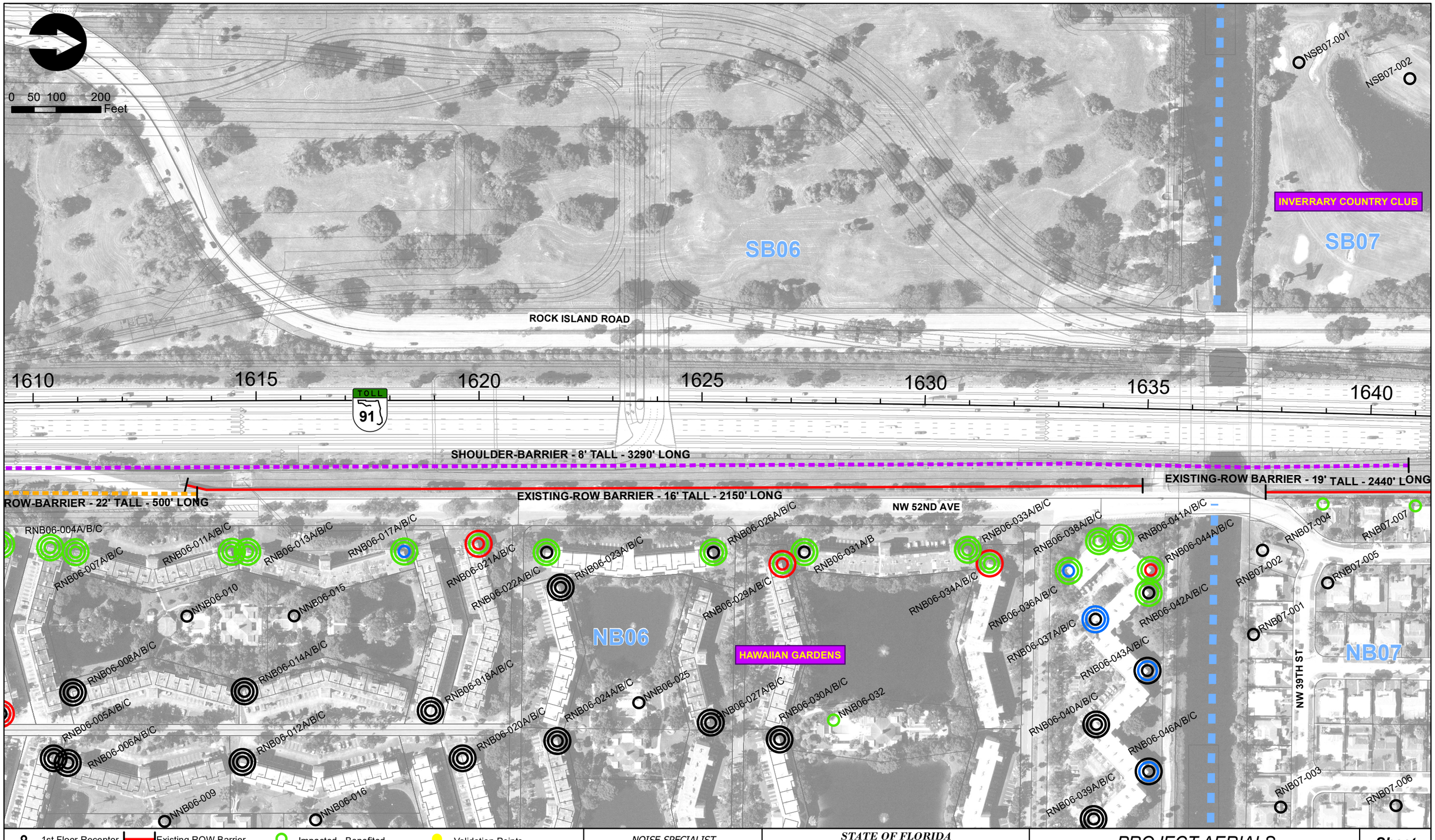
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. 9



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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STATE OF FLORIDA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. **10**

0 50 100 200 Feet

NSB07-003

INVERRARY COUNTRY CLUB

NSB07-004

NSB07-005

NSB07-006

GARDEN PLAZA AT INVERRARY

NW 44TH ST

SB07

WOODLANDS

NSB07-008

RSB07-013

RSB07-010

RSB07-007

RSB07-009

RSB07-011

ROCK ISLAND ROAD

1645 1650 1655 1660 1665 1670

91

SHOULDER-BARRIER - 14' TALL - 5900' LONG

EXISTING-ROW BARRIER - 19' TALL - 2440' LONG

EXISTING-ROW BARRIER - 18' TALL - 3790' LONG

NW 52ND AVE

MONTEREY WAY

RNB07-007 RNB07-011 RNB07-013 RNB07-014 RNB07-018 RNB07-019 RNB07-021 RNB07-022 RNB07-025 RNB07-030 RNB07-031 RNB07-033 RNB07-034 RNB07-036 RNB07-037 RNB07-038 RNB07-040 RNB07-043 RNB07-045 RNB07-048 RNB07-051 NNB07-052 NNB07-053 RNB07-054 RNB07-056 RNB07-058 RNB07-062 RNB07-066

NB07

OAKLAND ESTATES

RNB07-008 RNB07-010 RNB07-012 RNB07-015 RNB07-016 RNB07-020 RNB07-023 RNB07-024 RNB07-026 RNB07-027 RNB07-029 RNB07-032 RNB07-035 RNB07-039 RNB07-041 RNB07-042 RNB07-044 RNB07-046 RNB07-049 RNB07-050 RNB07-055 RNB07-057 RNB07-059 RNB07-060 RNB07-061 RNB07-063 RNB07-064

MONTEREY DR

1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. 11

1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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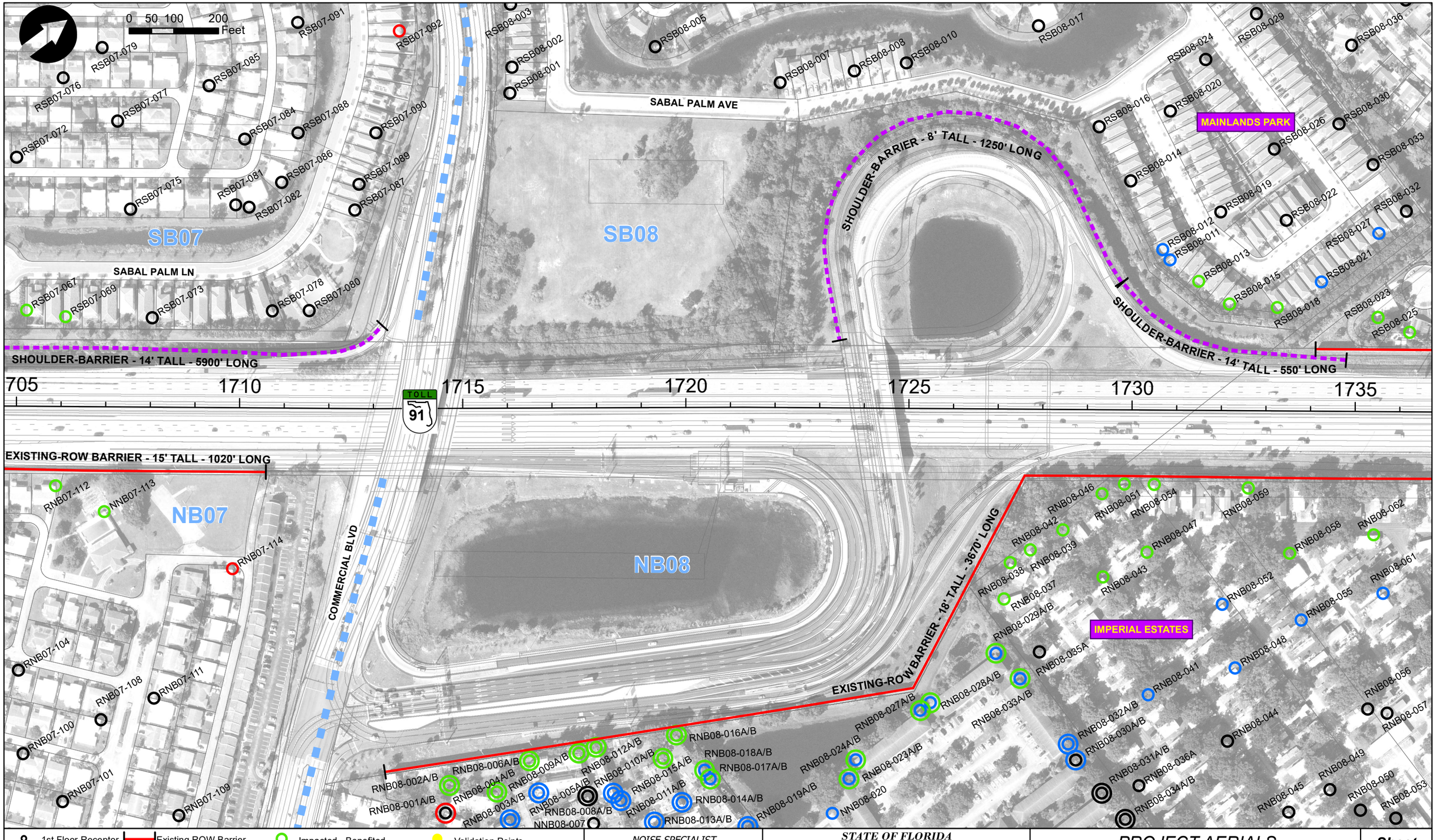
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. 12



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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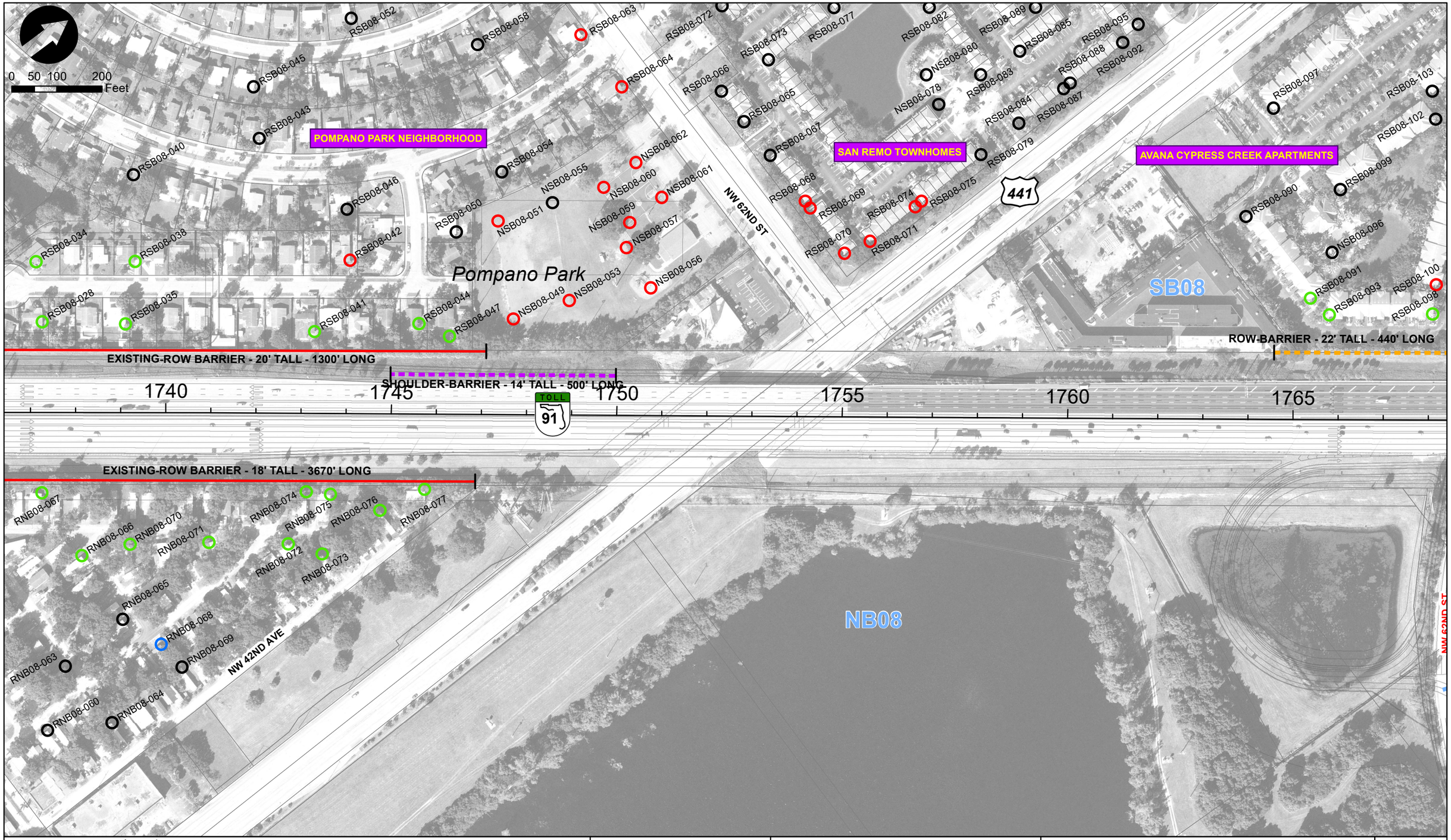
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No.
13



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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

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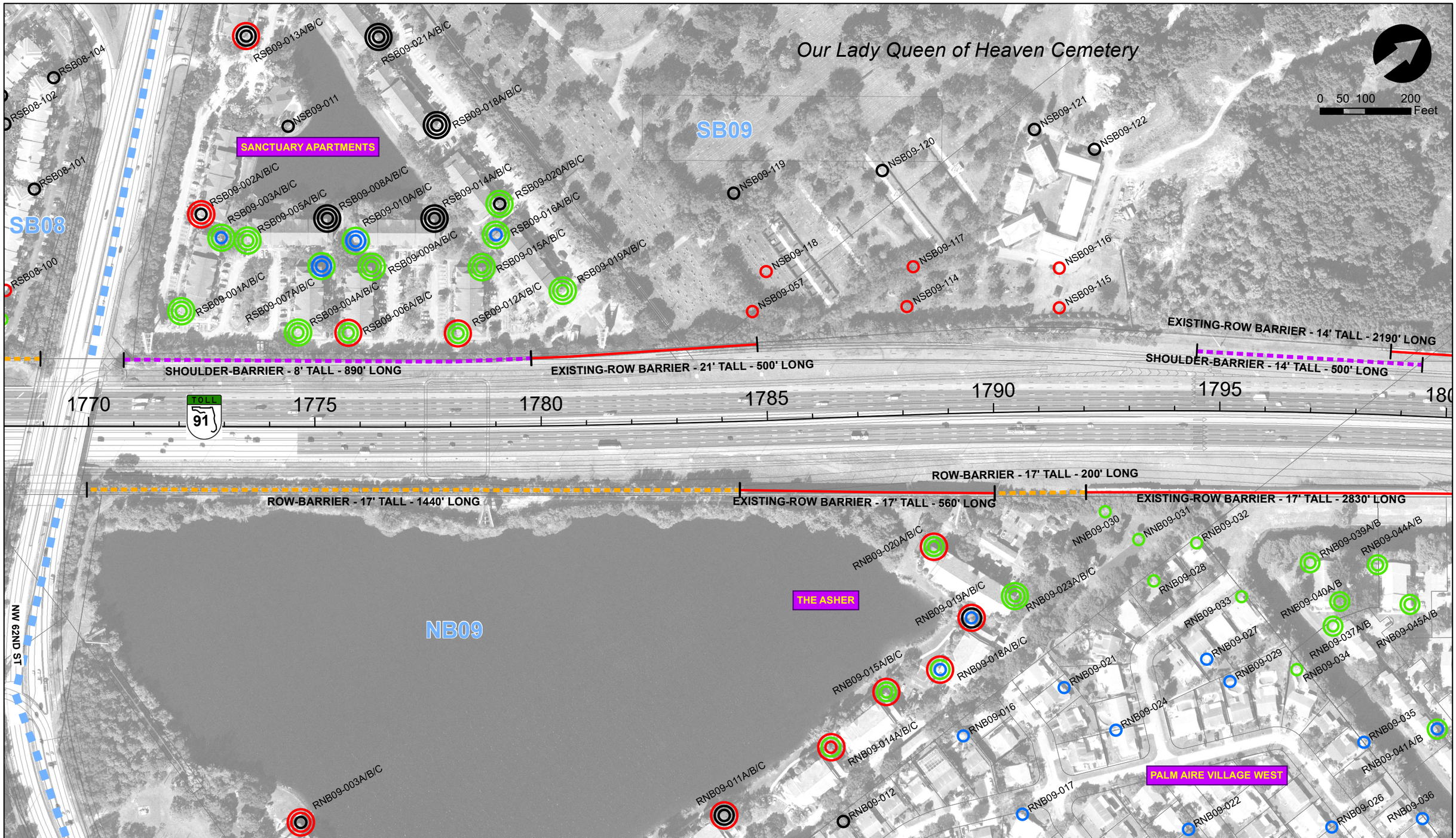
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. 14



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No.
15

1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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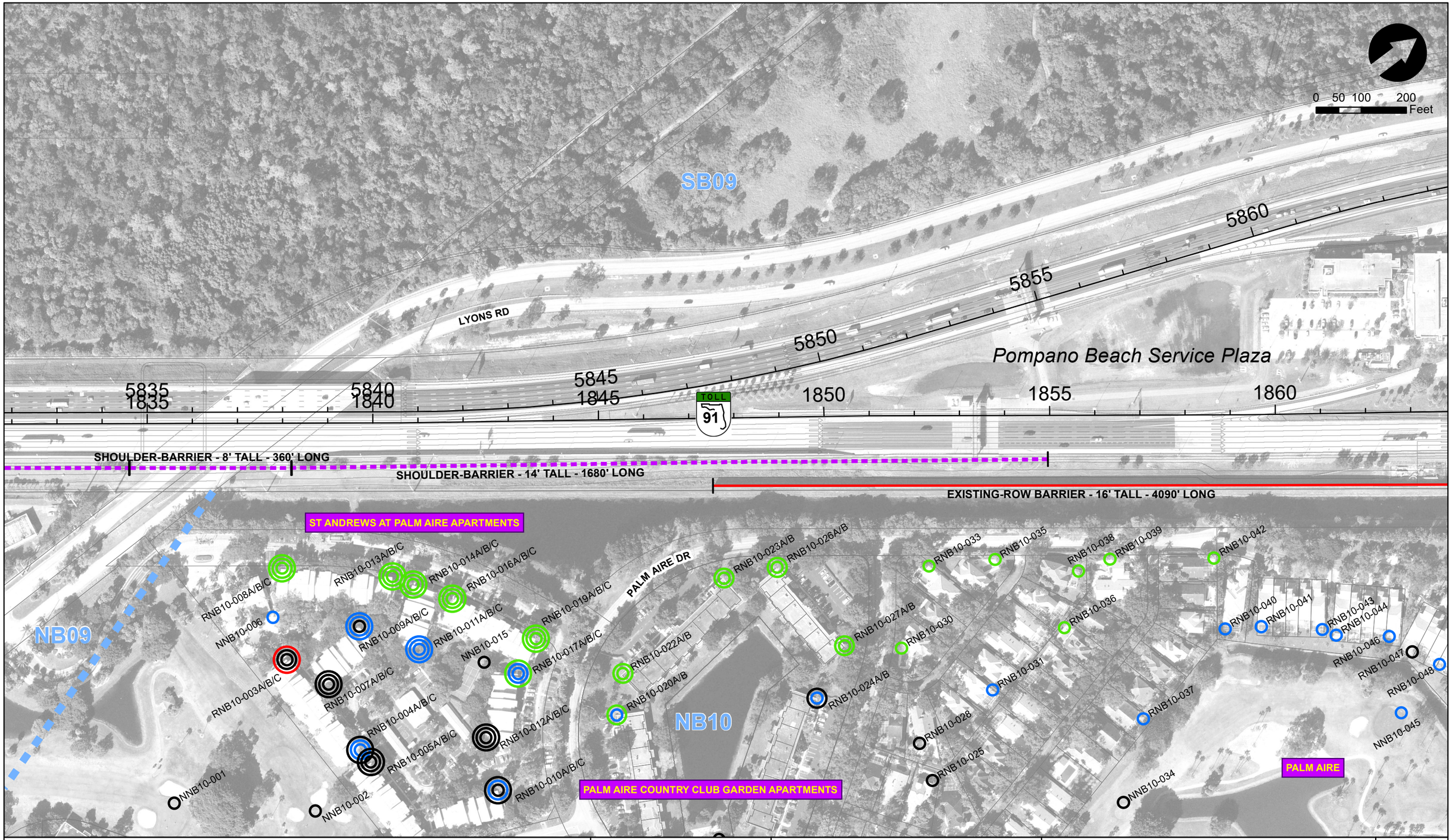
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No.
16



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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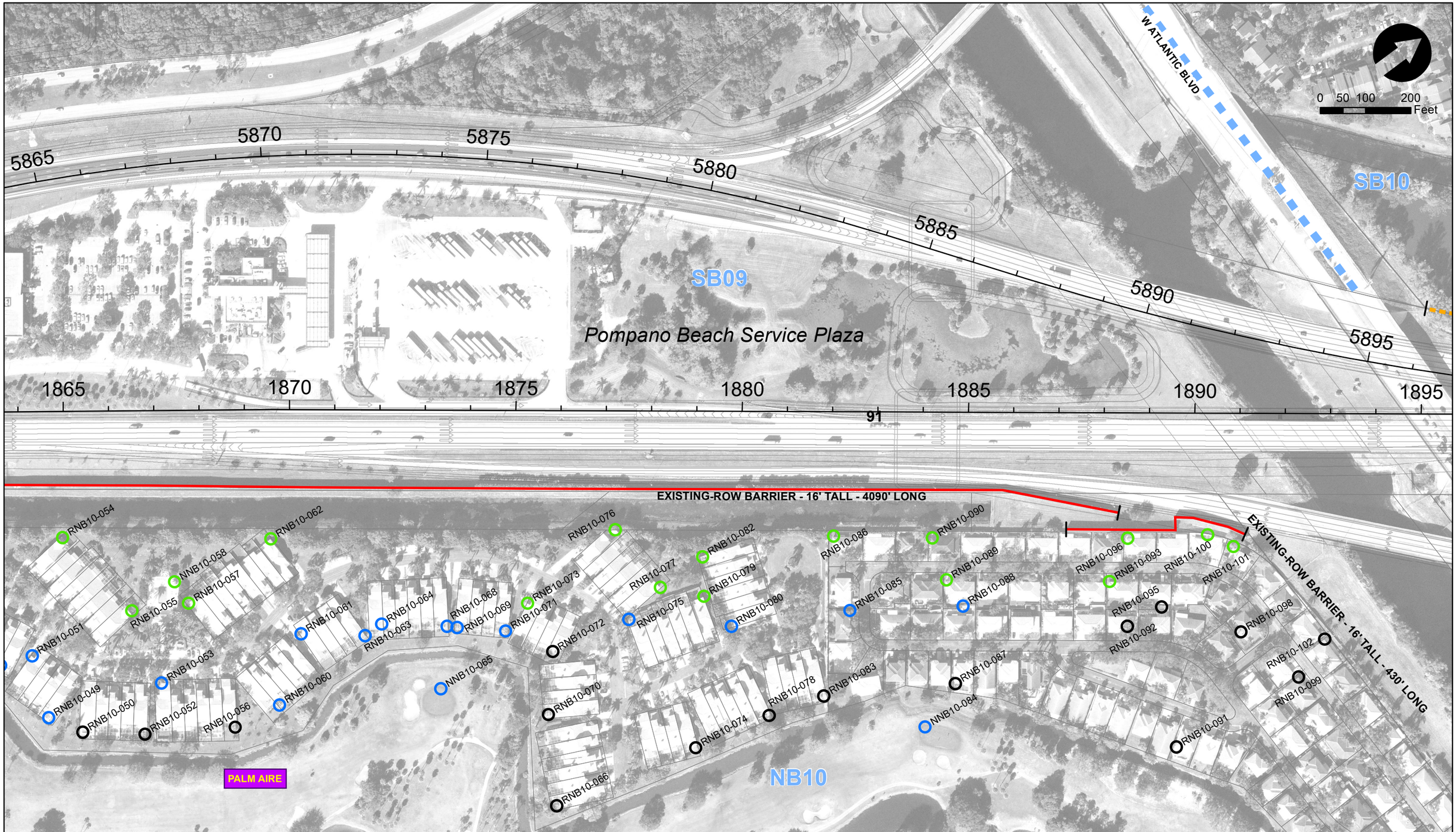
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. 17



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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

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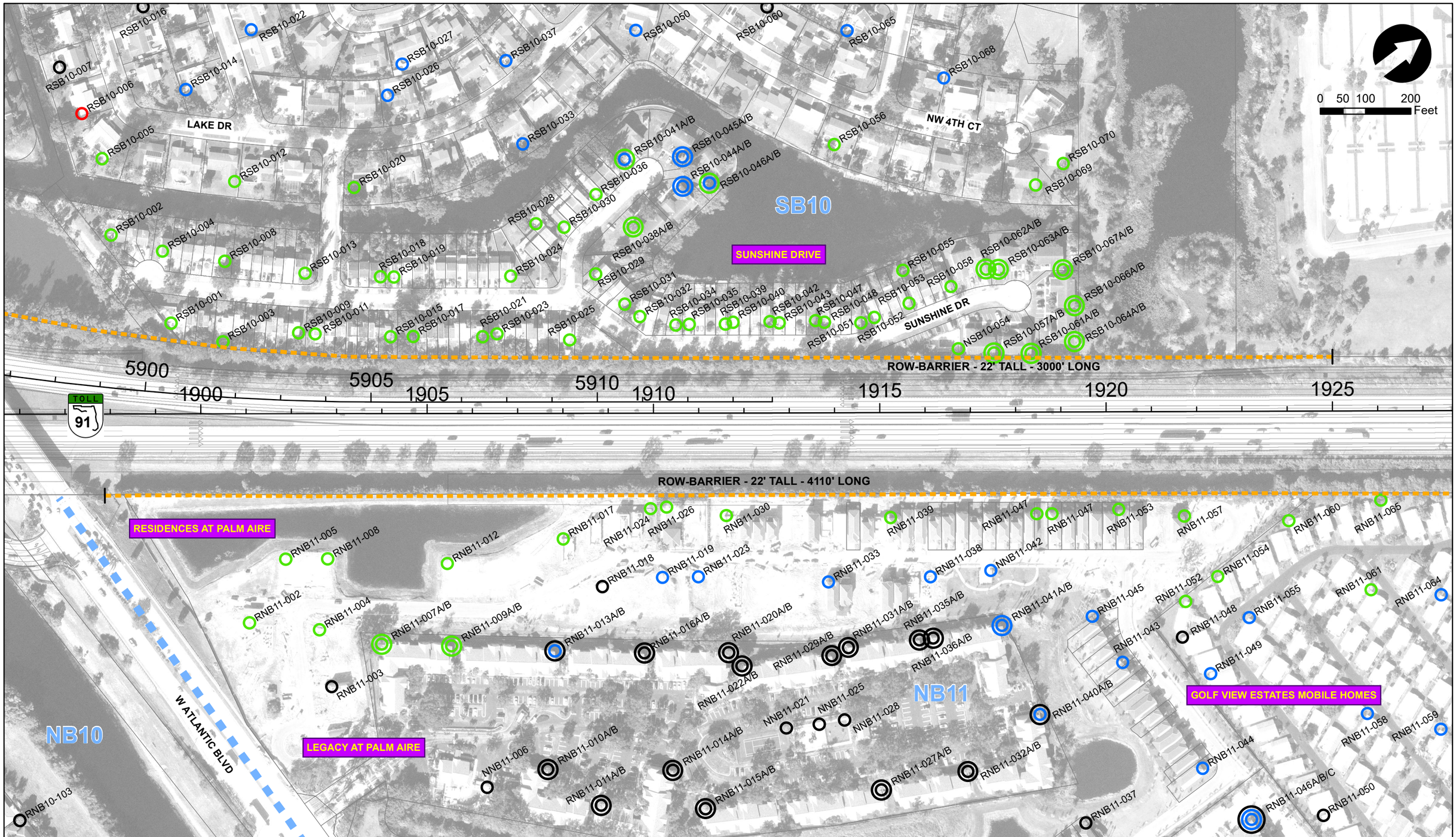
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. 18



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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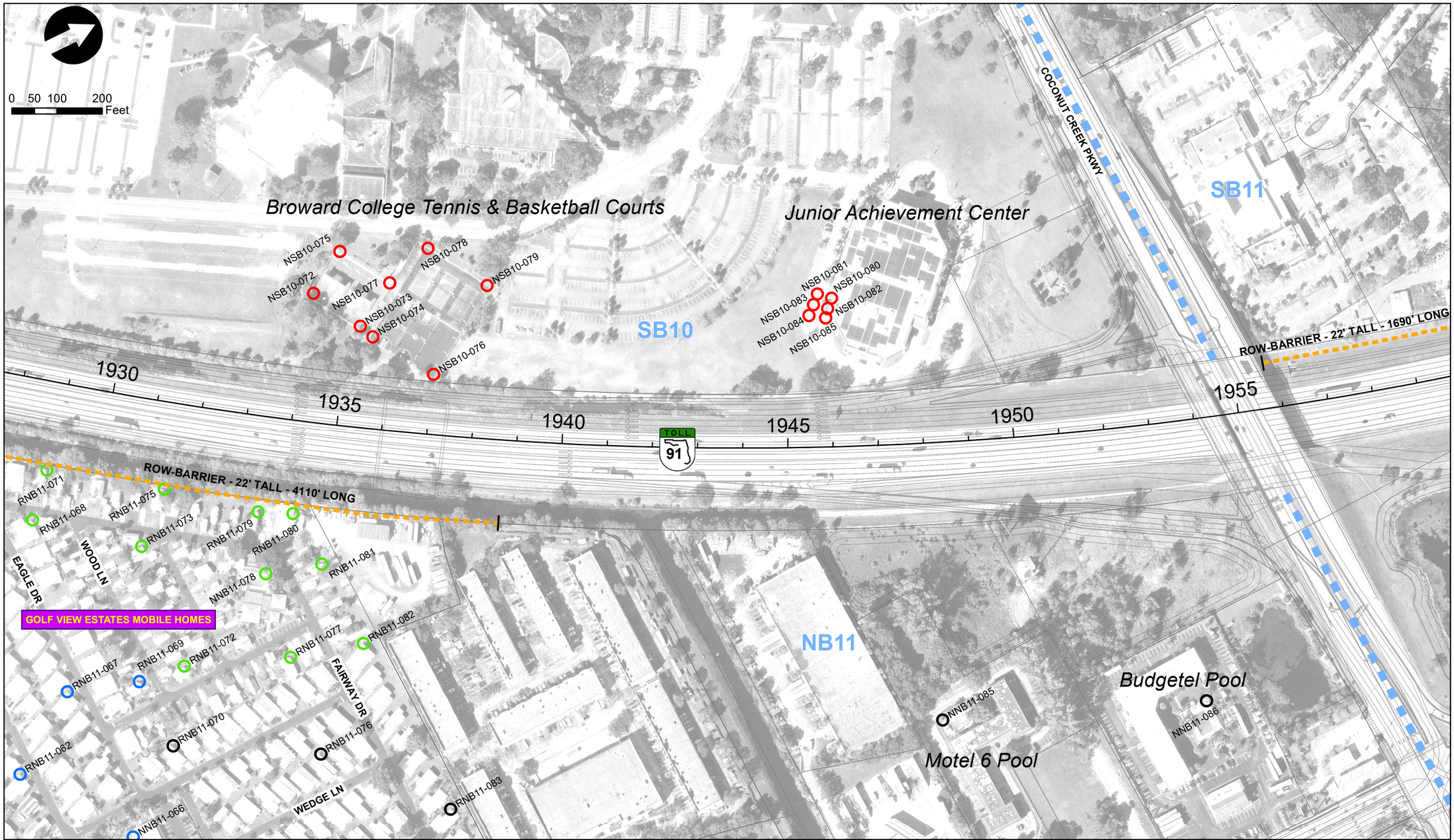
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. 19



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor
Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier
Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited
Validation Points
Common Noise Environment
Design Lines
NOTE: Some not impacted receptors fall outside the display area of the map figures.

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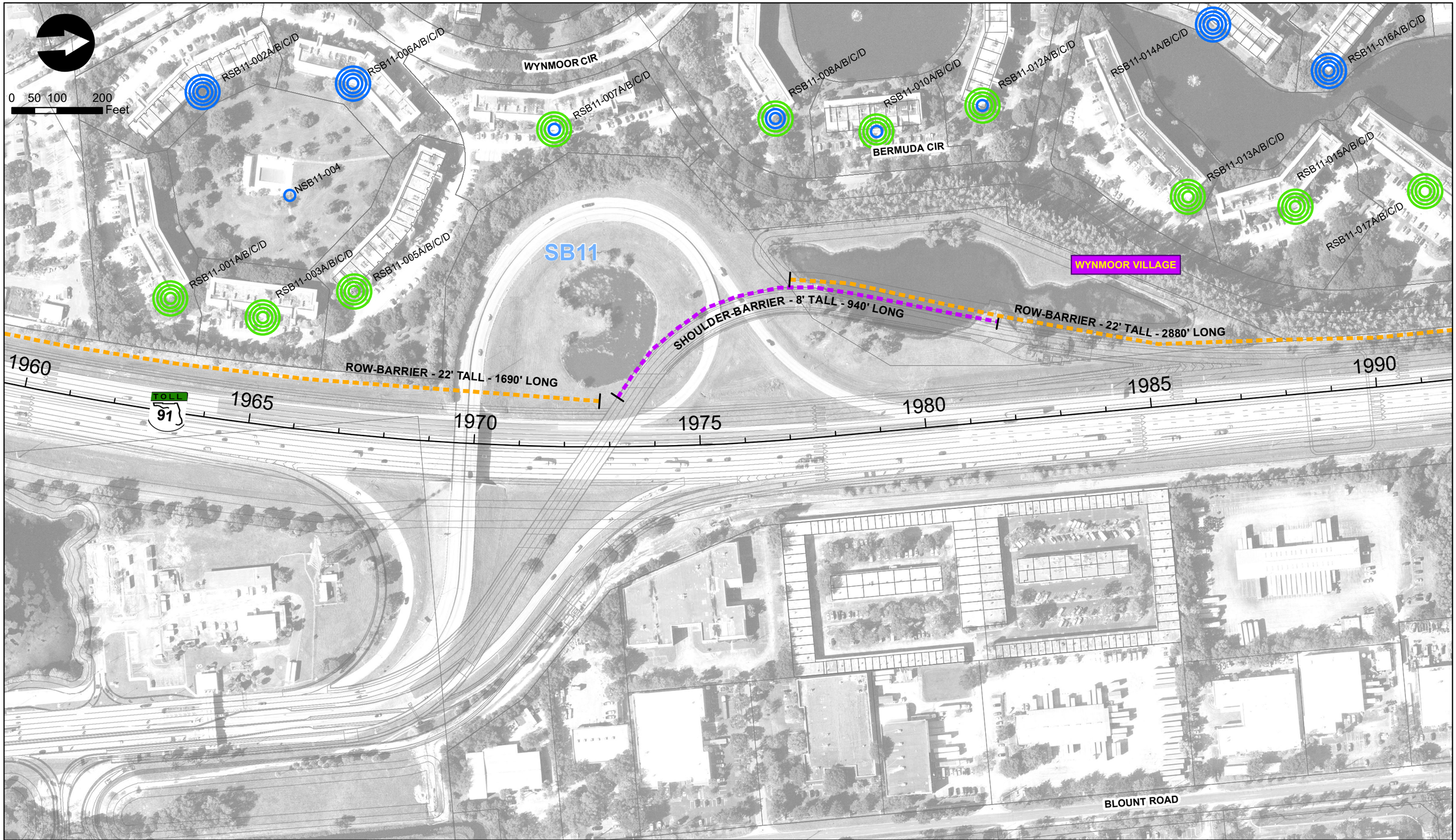
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No. **20**



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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

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ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
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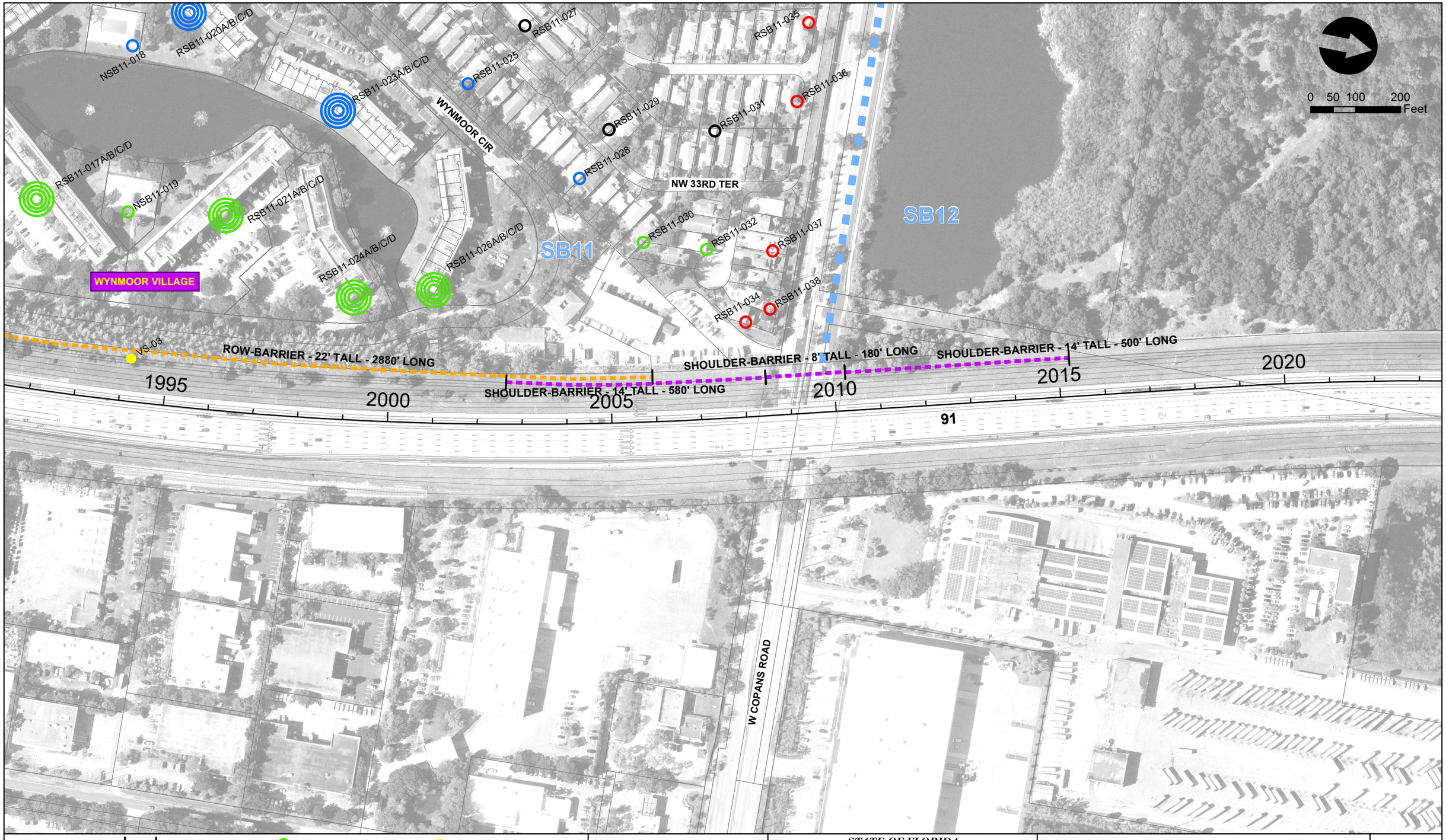
PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No.
21



1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier

Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited

Validation Points
Common Noise Environment
Design Lines

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

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No.
22

1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor
Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier
Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited
Validation Points
Common Noise Environment
Design Lines
NOTE: Some not impacted receptors fall outside the display area of the map figures.

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ROAD NO.	*COUNTY*	*FINANCIAL PROJECT ID*
91	BROWARD	442212-1

PROJECT AERIALS
Widening of Turnpike (TPE) from I-595 to Wiles Rd

Sheet No.
23

1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor
Existing ROW Barrier
Existing Shoulder Barrier
Potential ROW Barrier
Potential Shoulder Barrier
Impacted - Benefited
Impacted -Not Benefited
Not Impacted - Benefited
Not Impacted - Not Benefited
Validation Points
Common Noise Environment
Design Lines
NOTE: Some not impacted receptors fall outside the display area of the map figures.

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

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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Sheet No.
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1st Floor Receptor
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Existing ROW Barrier
Existing Shoulder Barrier
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PROJECT AERIALS
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Sheet No.
25

Appendix E

Correspondence from Junior Achievement of Broward County

Junior Achievement of South Florida

FINANCIAL LITERACY
ENTREPRENEURSHIP
WORKFORCE READINESS

September 26, 2023

Dear Ms. Heywood,

I am writing to strongly request that Florida Department of Transportation (FDOT) construct a noise barrier wall within the FDOT right-of-way and adjacent to the Junior Achievement of South Florida building as part of the "Turnpike Widening I-595 to Wiles Road / Proposed Coconut Creek Parkway to Southbound Turnpike Ramp" Project. At the recent public hearing held on September 21, 2023 I spoke with Doug Zang, FDOT Noise Evaluation Expert, and he recommended sending this letter so that you have the necessary information regarding this request.

Junior Achievement of South Florida frequently uses the outside space of our building direct adjacent to the Turnpike in a variety of ways, including:

- Students in our Pre-Apprenticeship Program (***up to 75 on any given day***) – work outside as part of their curriculum where they receive 10 professional certifications in constructions and marine services (ex: learning how to use power tools, hands on projects with boat engines, completing construction projects, etc.). It's imperative for their safety that they can clearly hear their instructors during these educational programs. These programs take place 9am – 4pm during the day (see attached photo for reference).

- Staff members (**up to 50 on any given day**) – use the outdoor tables for lunch and employee breaks.

- Students (**up to 180 on any given day**) arrive at JA in buses and enter and exit the JA facility on the east side, directly adjacent to the Turnpike. Again, we are very concerned about the noise level affecting the environment and safety of these students as their teachers are instructing them in the parking area which also has cars arriving. Additionally, the glass entrance doors on the east side of the building lead directly into the educational area. These doors were designed based on the current distance of the building from the Turnpike, however with the additional lanes and onramp encroaching closer to the building, the noise level within the educational space itself is also a significant concern (see attached photo for reference).

In order for these individuals to use the space in a safe manner, we request that a **full noise barrier wall** be constructed along the full length of the Junior Achievement of South Florida building. If a noise barrier wall is not constructed, the increased noise from the increased traffic and closer proximity will severely affect the quality, safety, and sustainability of our education programs.

We appreciate your consideration to this request and would be happy to provide any additional information that may be needed. I can be reached directly at 954-979-7111 / Laurie@JASouthFlorida.org.

Sincerely,

Laurie Sallarulo
Laurie Sallarulo
President/CEO
Junior Achievement of South Florida

Andrew Koenig
Andrew Koenig
CEO, CITY Furniture
Board Chair, JA Board of Directors

Current Southbound Lanes

Current Southbound Lanes

Zang, Douglas

From: Leni Smith <leni@jasouthflorida.org>
Sent: Monday, October 23, 2023 1:02 PM
To: Heywood, Jazlyn
Cc: Laurie Sallarulo; Pinzon, Henry; Hammond, Annemarie; Monica McNerney; Zang, Douglas
Subject: Junior Achievement - Noise Barrier Request
Attachments: Outdoor Hours.docx

Good afternoon, Jazlyn,

As requested, attached are the hours that students and staff are outdoors at Junior Achievement. Please let me know if you have any further questions.

Best,

Leni Smith | Senior Director of Operations
Junior Achievement of South Florida
JA World Huizenga Center at the Lillian S. Wells Pavilion
1130 Coconut Creek Blvd. | Coconut Creek, FL 33066
O: 954.979.7117 Leni@jasouthflorida.org

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From: Heywood, Jazlyn <Jazlyn.Heywood@dot.state.fl.us>
Sent: Wednesday, October 11, 2023 2:12 PM
To: Monica McNerney <monica@jasouthflorida.org>
Cc: Leni Smith <leni@jasouthflorida.org>; Laurie Sallarulo <laurie@jasouthflorida.org>; Pinzon, Henry <Henry.Pinzon@dot.state.fl.us>; Hammond, Annemarie <Annemarie.Hammond@dot.state.fl.us>; Zang, Douglas <Douglas.Zang@dot.state.fl.us>
Subject: RE: Noise Barrier Request

Good Afternoon Ms. McNerney,

Thank you for providing us the information in Junior Achievement of South Florida's letter dated September 26, 2023. Florida's Turnpike Enterprise will perform additional analysis to determine if the future noise levels and outdoor usage at the facility warrant consideration of noise walls under FDOT policy. Thus, we need additional information beyond what was provided in the letter.

We need to determine the number of yearly person-hours of outdoor classroom use. We would appreciate receiving the syllabus that breaks down all the outdoor classes held over the past year, how many students/instructors attended those classes, and what hours the classes were held. For example, the outdoor class X was held between 9 AM and 11 AM with 15 students and 2 instructors on 12 successive Tuesdays. Thus, we could calculate that Class X had 408 person-hours of attendance (2 hours x 12 sessions x 17 persons). Please only include those classes that were held on the loading dock area shown in the photographs (provided with the letter).

Please let us know if you have any questions about our request.

Thanks,

Jazlyn Heywood, P.E.
Project Manager
(407) 264-3298 Office
(407) 235-2042 Mobile

From: Monica McNerney <monica@jasouthflorida.org>
Sent: Friday, September 29, 2023 2:28 PM
To: Heywood, Jazlyn <Jazlyn.Heywood@dot.state.fl.us>
Cc: Leni Smith <leni@jasouthflorida.org>; Laurie Sallarulo <laurie@jasouthflorida.org>
Subject: Noise Barrier Request

Ms. Heywood,

Attached please find a letter for FDOT's consideration. If there is an opportunity to provide additional letters, photos, videos, etc. please let us know.

Thank you for your assistance and have a wonderful weekend,

Monica McNerney | Chief Operating Officer
Junior Achievement of South Florida
JA World Huizenga Center at the Lillian S. Wells Pavilion
1130 Coconut Creek Blvd. | Coconut Creek, FL 33066
O: 954.979.7115 | **M:** 813.454.9743 | Monica@JASouthFlorida.org

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Junior Achievement of South Florida

Pre-Apprentice Outdoor Classes

25 Students + 2 Instructors 9:00am – 12:00pm 125 Days/year

25 Students + 2 Instructors 1:00pm – 4:00pm 125 Days/ year

Finance Park Student Load & Unload with Instructions

180 Students + 2 Teachers 15 minutes am + 15 minutes pm for 147 Days/year

Outdoor Staff Dining/Breaks

6 staff 11:30am – 12:30pm 120 Days/year

6 staff 12:00pm – 1:00pm 120 Days/year