# PROJECT DEVELOPMENT & ENVIRONMENT

# NOISE STUDY REPORT

## Widening Suncoast Pkwy (SR 589)
## from Van Dyke Road to SR 52

## Hillsborough and Pasco Counties, Florida

Financial Project ID Number: 448068-1



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

**March 2025**

# Executive Summary

Suncoast Parkway/SR 589 is a four lane (two lanes in each direction), limited access facility. Florida's Turnpike Enterprise (FTE) has identified the need to widen this portion of Suncoast Parkway to enhance safety, accommodate the forecasted traffic volumes generated from the anticipated growth in Hillsborough and Pasco Counties, and improve emergency and evacuation response times for the year 2050.

The Project Development and Environment (PD&E) Study is evaluating widening the Suncoast Parkway/State Road (SR) 589 (shown in **Figure 1**) to eight lanes (four in each direction) from south of Van Dyke Road to SR 54 and six lanes (three in each direction) from SR 54 to SR 52. The widening will extend for approximately 16 miles from mileposts (MP) 13 to 29. The improvements to this section of Suncoast Parkway will be designed with the goal of utilizing the existing right-of-way where feasible. The project also includes evaluation of the overall corridor in conjunction with trail optimization, and improvements and modifications to the existing interchanges within the project limits. These interchanges include: Veterans Expressway/SR 568, Van Dyke Road, Lutz Lake Fern Road, SR 54, Ridge Road, SR 52. A new interchange location is being evaluated at the planned Rangeland Blvd to improve mobility in the area and relieve congestion at SR 54.

Within the project limits noise levels were predicted at 1,340 noise receptor locations, representing 3,223 residences and 212 non-residential sites. Of these sites, noise levels at 677 residences and 79 non-residential sites are predicted to approach or exceed the Noise Abatement Criteria (NAC) in the design year (2050) for the Build condition.

Noise barriers were evaluated for the impacted noise sensitive sites. The results of the noise barrier evaluation conclude that noise barriers are a feasible and/or reasonable method to abate traffic related noise impacts for seven noise sensitive areas and will provide at least a 5 dB(A) benefit to 630 impacted residences and 13 non-residential sites.

## Statement of Likelihood

FTE is committed to the construction of feasible and reasonable noise abatement measures. Eight potentially feasible and reasonable noise barrier systems have been identified for this project (see **Table 4-1** for more detail on the noise barrier) 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 (DOPK). The date that the State Environmental Impact Report (SEIR) is approved by FTE will be the DOPK. If the review identifies noise sensitive sites that have been permitted prior to the DOPK, then those sensitive sites will be evaluated during the design phase for traffic noise impacts and abatement considerations.

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# 1.0 INTRODUCTION

Suncoast Parkway/SR 589 is a four lane (two lanes in each direction), limited access facility. FTE has identified the need to widen this portion of Suncoast Parkway to enhance safety, accommodate the forecasted traffic volumes generated from the anticipated growth in Hillsborough and Pasco Counties, and improve emergency and evacuation response times for the year 2050.

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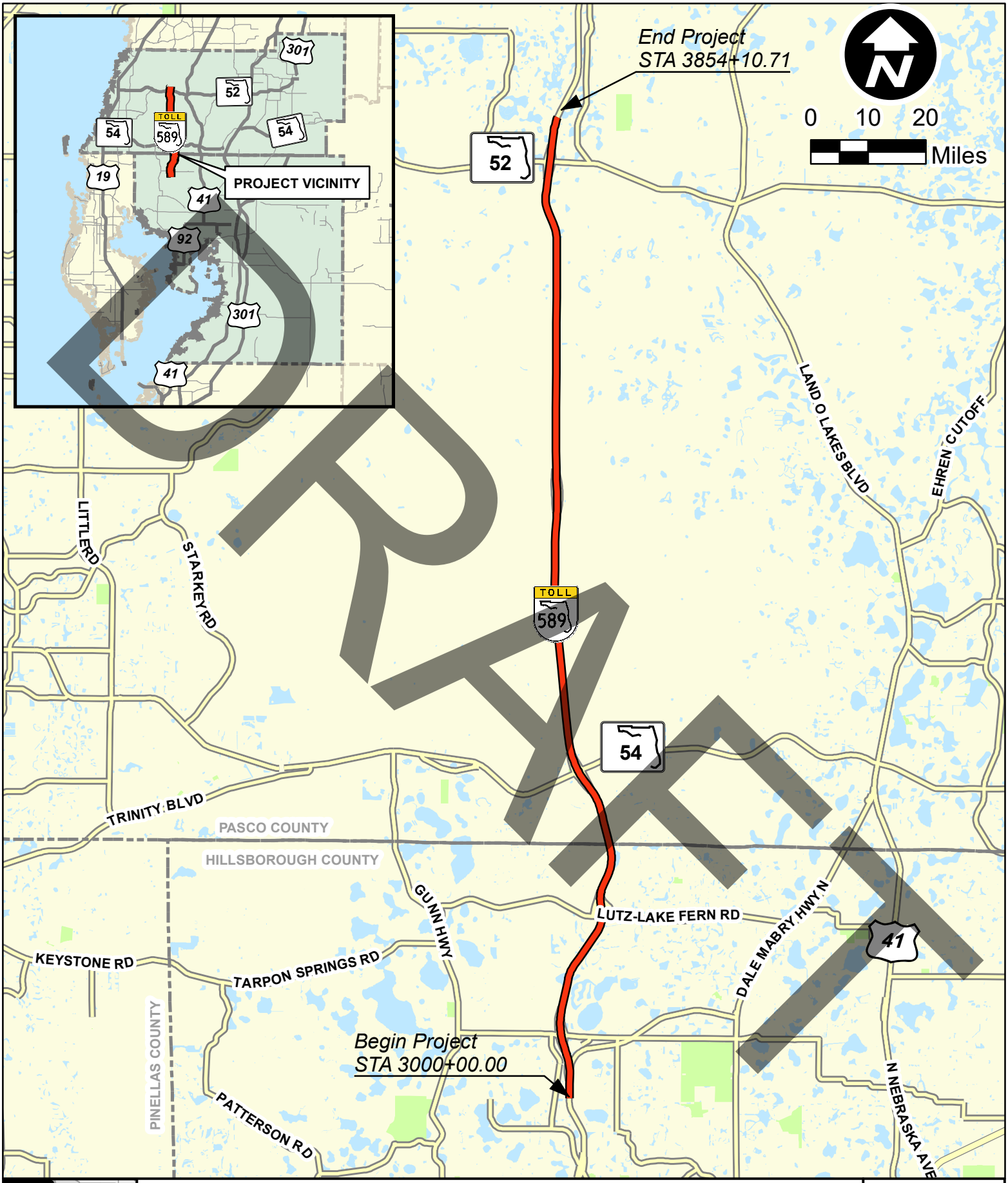
A new interchange location is being evaluated at the planned Rangeland Blvd to improve mobility in the area and relieve congestion at SR 54.

# 2.0 METHODOLOGY

The traffic noise study was conducted in accordance with Title 23, Part 772 of the Code of Federal Regulations (23 CFR Part 772) *Procedures for Abatement of Highway Traffic Noise and Construction Noise*[1]. The methodology follows guidelines established by FDOT in the *PD&E Manual*, Part 2, Chapter 18[2], and the *Traffic Noise Modeling and Analysis Practitioners Handbook*[3]. Predicted noise levels were generated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM), version 2.5.

## 2.1 Noise Metrics

Noise levels for this analysis are expressed in decibels (dB) using an A-weighted scale[dB(A)], which closely approximates the human ear's response. All reported noise levels represent the hourly equivalent noise levels [Leq(h)]. The Leq is defined as *"the equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period, with Leq(h) being the hourly value of Leq."*[2]. Use of the dB(A) and Leq(h) metrics to evaluate traffic noise is consistent with *23 CFR 772*[1].




**Suncoast Parkway**
**PD&E Noise Study Report**
*from Van Dyke Road to State Road 52*
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# PROJECT LOCATION MAP

**Figure 1**

## 2.2 Traffic Data

Traffic noise is primarily influenced by traffic speed and volume, with noise levels increasing as both vehicle speed and traffic density rise. The highest roadway noise levels typically occur under Level of Service (LOS) C conditions, where traffic volumes are maximized while maintaining free-flow speeds.

For this analysis, traffic volumes and vehicle mix (e.g., cars, medium trucks, heavy trucks, motorcycles, and buses) were projected for the 2050 Build Condition. LOS C hourly traffic volumes were compared with predicted design-year demand hourly volumes and used the lower of the two in the model, per Section 18.2.1.5 of the FDOT *PD&E Manual*[2]. Traffic volumes and speeds used in the analysis are provided in **Appendix A**.

## 2.3 Noise Abatement Criteria and Considerations

A noise-sensitive site is any property where frequent exterior or interior human use occurs and where a reduction in noise would be beneficial. FHWA has established Noise Abatement Criteria (NAC) for various types of noise-sensitive sites. These criteria, adopted by FDOT for traffic noise evaluation, are shown in **Table 2-1**.

Noise abatement measures are considered when predicted noise levels approach or exceed the NAC. FDOT defines "approach" as being within one dB(A) of the applicable FHWA criterion. **Figure 2** provides a comparison of typical noise levels for common indoor and outdoor activities. Predicted traffic noise levels, NAC classification, and impact criteria for all residential receptors are documented in **Appendix B-1** and all SLU receptors are documented in **Appendix B-2**.

Noise abatement must also be considered if a transportation project results in a substantial increase in traffic noise. According to the FDOT *PD&E Manual*[2], a substantial increase is defined as an increase of 15 dB(A) or more above existing conditions. A substantial increase typically occurs in areas where traffic noise is currently a minor component of the existing noise environment but would become a dominant factor after project completion (e.g., a new alignment project). Because this project follows the existing alignment of the Suncoast Parkway, the PD&E noise analysis determined that a substantial increase in traffic noise will not occur.

**Table 2-1 – FHWA & FDOT Noise Abatement Criteria**

| NOISE ABATEMENT CRITERIA (NAC)<br>[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 – 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 conducted within the project limits, following procedures outlined in the FHWA *Noise Measurement Handbook*[4]. Noise monitoring was performed on December 30, 2024, using Larson Davis LxT noise monitors. Each monitoring event consisted of three intervals of 10 minutes, in accordance with the FDOT *PD&E Manual*[2]. The monitors were calibrated with a CAL200 calibrator before and after each event to ensure accuracy. Typical vehicle speeds were found using a Decatur Scout handheld radar gun. Most vehicles traveled within ±5 mph of the 70-mph posted speed limit on Suncoast Parkway. Traffic volumes, categorized by vehicle classification, were recorded during each monitoring event and extrapolated to one-hour equivalent volumes for input into the TNM model.

Three validation locations were selected to assess the TNM model's predictive accuracy. The locations are shown on project aerials in **Appendix D** as receptor points VS-01, VS-02, and VS-03. Noise measurements were taken during three separate validation events at each site:

- VS-01: Located within the ROW near Lake Carlton Arms on the northbound side of Suncoast Parkway at Station 3090+00.
- VS-02: Located within the ROW near South Branch Preserve on the northbound side of Suncoast Parkway at Station 3350+00.
- VS-03: Located within the ROW on the northbound side of Suncoast Parkway at Station 3705+50.

The results, summarized in **Table 3-1**, show that the variance between measured and predicted noise levels was less than 3.0 dB for all validation events. This finding confirms that the TNM model predicts traffic-related noise levels within the accuracy standard specified in the FDOT *PD&E Manual*[2].

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

| Location | Validation Event | TNM Predicted (dB(A)) | Field Measured (dB(A)) | Variance (dB(A)) |
|---|---|---|---|---|
| VS-01[1] (Location 1) | VS-01-R1 | 75.7 | 75.9 | 0.2 |
| | VS-01-R2 | 75.8 | 76.0 | 0.2 |
| | VS-01-R3 | 76.3 | 77.0 | 0.7 |
| VS-02[1] (Location 2) | VS-02-R1 | 79.3 | 77.9 | 1.4 |
| | VS-02-R2 | 79.3 | 78.3 | 1.0 |
| | VS-02-R3 | 79.6 | 77.9 | 1.7 |
| VS-03[1] (Location 3) | VS-03-R1 | 78.7 | 77.7 | 1.0 |
| | VS-03-R2 | 78.7 | 77.7 | 1.0 |
| | VS-03-R3 | 78.7 | 78.8 | 0.1 |

[1] Measurements Taken 12/30/2024.

## 3.2 Noise Sensitive Sites and Impact Analysis

Within the project limits, residential and non-residential sites were evaluated. Receptors representing noise-sensitive sites were digitized in the noise model following the FDOT *PD&E Manual*[2] as follows:

- **Residential receptors:** Placed at areas of frequent exterior use (e.g., patio or lanai) or at the corner of the residential building closest to the primary traffic noise source.
- **Special Land Use (SLU) receptors:** Located in areas with frequent outdoor human use. For large spaces, such as parks, receptors are arranged in a grid pattern.
- **Representative receptor:** For clusters of residences, a single representative receptor is analyzed for a group of similar sites.
- **Ground floor receptors:** Assumed to be 5 feet above ground elevation.

The locations of the receptors are shown on project aerials in **Appendix D**.

### 3.2.1 Receptor Naming System:

Each receptor is identified by a unique code:

- **First Letter:** "R" for residential receptors or "N" for SLU receptors.
- **Next Two Letters:** indicate the roadway side (e.g., “EB” for eastbound, "WB" for westbound).
- **Next Two-Digit Number:** Represents the Common Noise Environment (CNE) identifier.
- **Final Three-Digit Number:** Separated by a dash, this denotes the specific receptor (e.g., RWB02-012 is the 12th residential receptor in the 2nd CNE on the westbound side).

A total of 1,340 receptors represent 3,223 residences and 212 SLU sites in the project corridor. Noise levels at 677 residences and 79 SLU receptors are predicted to approach or exceed the NAC for the 2050 Build Condition.

Predicted noise levels for the design year (2050) Build condition are included in **Appendix B-1** (residential receptors) and **Appendix B-2** (SLU receptors), while receptor locations are illustrated in **Appendix D**.

## 3.3 Noise Abatement Analysis

Receptors were grouped into CNEs to evaluate the feasibility and reasonableness of noise abatement measures. Noise barriers mitigate traffic noise by blocking the sound path between the roadway and noise-sensitive sites. Effective noise barriers are sufficiently long, continuous (without gaps), and of adequate height. For a noise barrier to be considered for construction, it must meet feasibility and reasonableness criteria:

Feasibility Criteria:

- Must provide at least a 5 dB(A) reduction in traffic noise to at least two impacted receptors.
- Must consider design, construction, safety, access, ROW constraints, maintenance, drainage, and utility factors.

Reasonableness Criteria:

- Must meet FDOT's Noise Reduction Design Goal (NRDG), by reducing noise at least 7 dB(A) for at least one benefited receptor.
- Must satisfy FDOT's cost threshold of $64,000 per benefited receptor (defined as a receptor receiving at least a 5 dB(A) reduction). The current unit cost used to evaluate cost reasonableness is $40 per square foot, covering materials and labor.
- Must incorporate community feedback from affected property owners and residents.

Within the project limits, noise barrier locations were assessed based on the following criteria:

- Non-shoulder noise barriers located outside the clear recovery zone but within the ROW were initially considered at heights ranging from 8 to 22 feet in 2-foot increments.
- If a non-shoulder noise barrier could not provide feasible and reasonable abatement for an impacted receptor, a shoulder noise barrier was evaluated.
    - When placed on a structure (e.g., bridge, retaining wall), a shoulder noise barrier was limited to a maximum height of 8 feet.
    - When located on an embankment or ground-mounted, the maximum height was 14 feet.
- In certain locations, shoulder noise barriers were also restricted to 8 feet as they were classified as "on-structure" barriers.

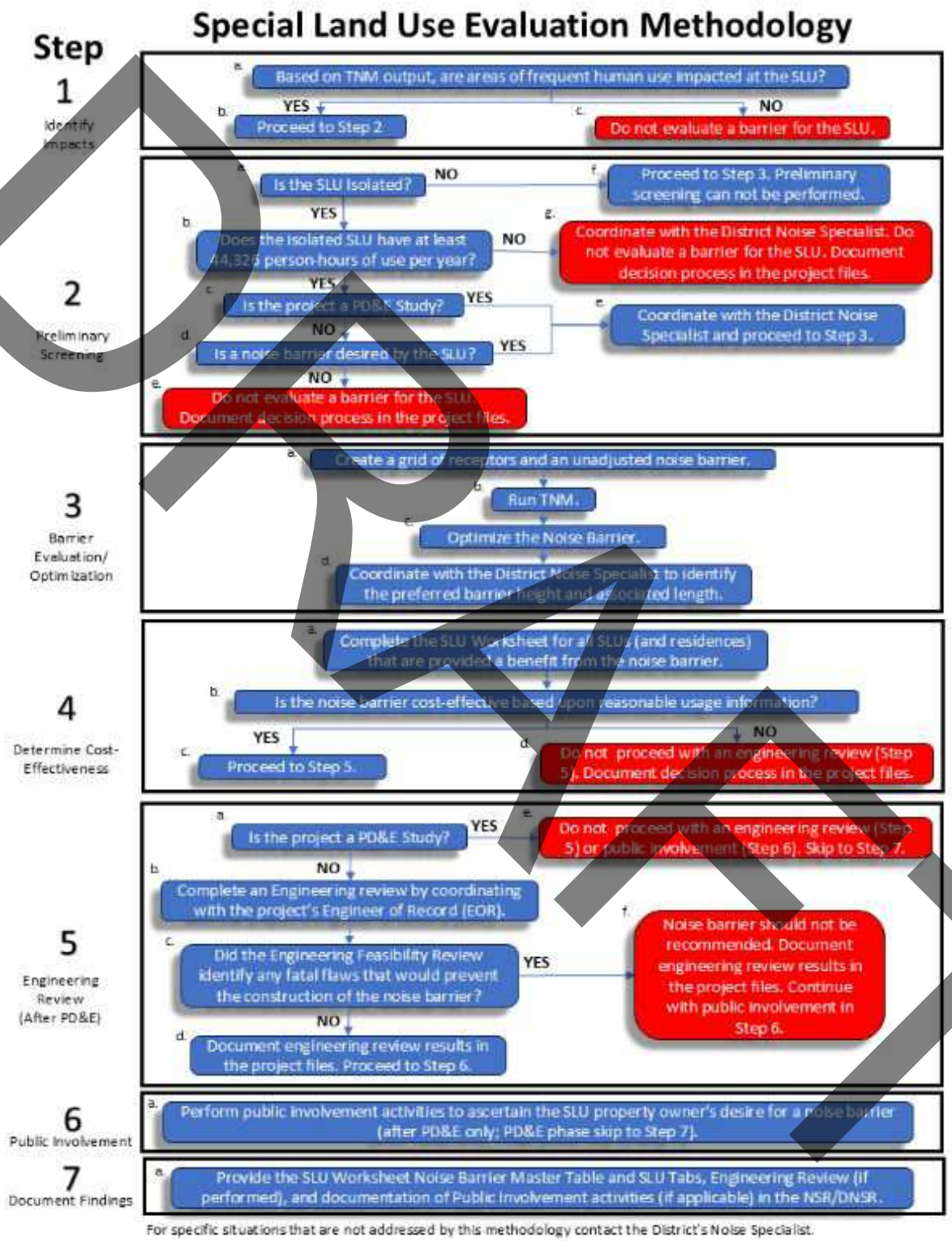
As part of the evaluation process, noise barriers for each CNE were analyzed to determine the maximum number of impacted receptors that could potentially receive at least a 5 dB(A) reduction in traffic-related noise. However, site-specific constraints, such as overhead utilities, could limit the effectiveness of these barriers, preventing all impacted receptors from achieving the full 5 dB(A) reduction. Additional details regarding receptor impacts are provided in subsequent sections.

In some locations, noise barriers may also provide benefits to non-impacted receptors. Since noise abatement is not required for these receptors, barrier lengths or heights are not increased solely to enhance their benefits. However, if a non-impacted receptor receives noise reduction due to its proximity to an impacted receptor, it is included in the cost-reasonableness analysis based on cost per benefited receptor. This methodology aligns with FHWA policy and guidance.

## 3.4 Special Use Site Analysis

FDOT's *Methodology to Evaluate Highway Traffic Noise at Special Land Uses*[5] replaces the previous 1997/2009 guidance and addresses several limitations in the former approach. This comprehensive seven-step process (as shown in Figure 3) begins with identifying impacts at non-residential special land use (SLU) noise sensitive sites in FHWA's NAC Activity Categories A, C, D, and E. There is also an optional preliminary screening process to reduce unnecessary analysis of isolated, low-usage SLUs that historically wouldn't qualify for noise abatement.

**Figure 3 – SLU Methodology Flowchart**



A significant change in the new methodology is the Equivalent Residence (ER) approach, which allows for combined evaluation of impacted SLUs and adjacent impacted residential areas. This calculation converts SLU usage to residential equivalents based on person-hours of use. One ER equals 22,163 person-hours annually (calculated from an average Florida residence with 2.53 people available 24 hours daily year-round). The subsequent steps include TNM barrier evaluation and optimization, cost-effectiveness determination using the FDOT SLU Worksheet with a current reasonableness threshold of $64,000 per benefited residence or ER, engineering feasibility review (during design phase), public involvement, and documentation of findings.

## 3.5 Common Noise Environments on Northbound Side of Suncoast Parkway

### 3.5.1 LeClaire Estates and Single-Family Residences (CNE NB01)

LeClaire Estates and scattered single family residences are located on the northbound side of Suncoast Parkway (CNE NB01) from Lake Le Clare Road to Veterans Expressway. This area is shown on sheets 1-2 of the project aerials located in **Appendix D**. The noise model includes 33 NAC B receptor points representing 34 residential sites, and one NAC C receptor representing an outdoor use site. Predicted noise levels at nine residences are expected to approach or exceed the NAC for the Build Condition in Design Year 2050. The predicted noise levels for residential sites are provided in **Appendix B-1** and for special use sites in **Appendix B-2**.

Noise barriers were evaluated for these residential sites to mitigate traffic related noise. Based on this evaluation, none of the potential noise barrier systems analyzed could meet the cost threshold of $64,000 per benefited residence. Therefore, noise barriers are not considered a reasonable and feasible option for these residential sites. **Table 3-2** summarizes the barrier configurations evaluated for CNE NB01.

**Table 3-2 – LeClaire Estates and Single-Family Residences (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 | 2220 | ROW[6] | 9 | 4 | 0 | 5 | 9 | 0 | 9 | 7.1 | 0 | $2,786,400 | $309,600 |
| 14 | 1430 | SH | | | | | | | | | | | |
| 8 | 100 | SH | | | | | | | | | | | |
| 22 | 1490 | ROW | 9 | 1 | 1 | 2 | 4 | 0 | 4 | 7.4 | 5 | $1,311,200 | $327,800 |
| 20 | 1490 | ROW | 9 | 0 | 1 | 2 | 3 | 0 | 3 | 7.5 | 6 | $1,192,000 | $397,333 |
| 18 | 1490 | ROW | 9 | 1 | 1 | 1 | 3 | 0 | 3 | 6.6 | 6 | $1,072,800 | $357,600 |
| 16 | 1490 | ROW | 9 | 0 | 2 | 0 | n/a[7] | n/a[7] | n/a[7] | n/a[7] | n/a[7] | n/a[7] | n/a[7] |
| 20 | 1490 | ROW | 9 | 2 | 0 | 3 | 5 | 0 | 5 | 7.1 | 4 | $1,584,000 | $316,800 |
| 14 | 700 | SH | | | | | | | | | | | |

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $40/ft$^2$
[6] ROW – Right of Way noise barrier on Suncoast Parkway.
[7] 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.

### 3.5.2 Hidden Oaks Townhomes (CNE NB02)

Hidden Oaks Townhomes are located on the northbound side of Suncoast Parkway (CNE NB02) between Veterans Expressway and Van Dyke Road. This area is shown on sheet 2 of the project aerials located in **Appendix D**. The noise model includes 40 NAC B receptor points representing 112 residential sites, and one NAC C receptor representing an outdoor use site. Predicted noise levels at 26 residences are expected to approach or exceed the NAC for the Build Condition in Design Year 2050. The predicted noise levels for residential sites are provided in **Appendix B-1** and for SLU sites in **Appendix B-2**.

Noise barriers were evaluated for the residences at Hidden Oaks Townhomes to abate traffic related noise. Based on this evaluation, a potential noise barrier system located along the right-of-way and outer edge of the northbound shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier will not exceed the allowable $64,000 per benefited receptor and therefore, noise barriers are a cost reasonable method to abate traffic related noise impacts for the residences in CNE NB02. The ROW noise barrier analyzed in this area is the maximum height while the shoulder is reduced to 10 feet. Lengths were also determined to be constructable. **Table 3-3** summarizes the barrier configuration evaluated for CNE NB02.

**Table 3-3 – Hidden Oaks Townhomes (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) | | | |
| 22 | 1500 | ROW[6] | 26 | 8 | 2 | 16 | 26 | 2 | 28 | 8.9 | 0 | $1,400,000 | $50,000 |
| 10 | 200 | SH | | | | | | | | | | | |

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $40/ft$^2$.
[6] ROW – Right of Way noise barrier on Suncoast Parkway.

### 3.5.3 Lake Carlton Arms (CNE NB03)

Lake Carlton Arms is located on the northbound side of Suncoast Parkway (CNE NB03) between Van Dyke Road and Ramblewood Road. This area is shown on sheets 2-4 of the project aerials located in **Appendix D**. The noise model includes 214 NAC B receptor points representing 704 residential sites, and seven NAC C receptors representing seven outdoor use sites. Predicted noise levels at 10 residences are expected to approach or exceed the NAC for the Build Condition in Design Year 2050. The predicted noise levels for residential sites are provided in **Appendix B-1** and for SLU sites in **Appendix B-2**. Noise barriers were evaluated for these residential sites to abate traffic related noise. Based on this evaluation, none of the potential noise barrier systems analyzed could provide a 7 dB(A) reduction to one or more receptors. For this reason, noise barriers are not a reasonable and feasible option for providing noise abatement these residential sites. **Table 3-4** summarizes the barrier configuration evaluated for CNE NB03.

**Table 3-4 – Lake Carlton Arms (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) | | | |
| 22 | 3020 | ROW[6] | 10 | 0 | 0 | 0 | n/a[7] | n/a[7] | n/a[7] | n/a[7] | n/a[7] | n/a[7] | n/a[7] |
| 14 | 2130 | SH | 10 | 8 | 0 | 0 | n/a[7] | n/a[7] | n/a[7] | n/a[7] | n/a[7] | n/a[7] | n/a[7] |
| 22 | 700 | ROW | 10 | 6 | 4 | 0 | n/a[7] | n/a[7] | n/a[7] | n/a[7] | n/a[7] | n/a[7] | n/a[7] |
| 14 | 1080 | SH | | | | | | | | | | | |

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $40/ft$^2$
[6] ROW – Right of Way noise barrier on Suncoast Parkway.
[7] 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.

### 3.5.4 Cheval West Village (CNE NB04)

Cheval West Village is located on the northbound side of Suncoast Parkway (CNE NB04) between Ramblewood Road and Lutz Lake Fern Road. This area is shown on sheets 4-6 of the project aerials located in **Appendix D**. The noise model includes 111 NAC B receptor points representing 240 residential sites and 12 NAC C receptors representing 12 outdoor use sites. Predicted noise levels at 109 residences and 7 outdoor use sites are expected to approach or exceed the NAC for the Build Condition in Design Year 2050. The predicted noise levels for residential sites are provided in **Appendix B-1** and for SLU sites in **Appendix B-2**.

Noise barriers were evaluated for the residences at Cheval West Village to abate traffic related noise. Based on this evaluation, a potential noise barrier system located along the outer edge of the northbound shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier will not exceed the allowable $64,000 per benefited receptor and therefore, noise barriers are a cost reasonable method to abate traffic related noise impacts for the residences in CNE NB04. The noise barriers analyzed in this area are the maximum height and lengths were also determined to be constructable. **Table 3-5** summarizes the barrier configuration evaluated for CNE NB04.

**Table 3-5 – Cheval West Village (CNE NB04)**

| 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 | 3610 | ROW[6] | 116 | 31 | 27 | 49 | 107 | 36 | 143 | 7.8 | 9 | $5,712,000 | $39,944 |
| 14 | 4470 | SH | | | | | | | | | | | |
| 8 | 100 | SH | | | | | | | | | | | |
| 22 | 2470 | ROW | 116 | 7 | 5 | 29 | 41 | 0 | 41 | 7.4 | 75 | $2,173,600 | $53,015 |
| 14 | 5930 | SH | 116 | 24 | 17 | 33 | 74 | 56 | 130 | 6.8 | 42 | $3,484,000 | $26,800 |
| 8 | 510 | SH | | | | | | | | | | | |

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $40/ft$^2$
[6] ROW – Right of Way noise barrier on Suncoast Parkway.

### 3.5.5 Steinbrenner High School (CNE NB05)

Steinbrenner High School is located on the northbound side of Suncoast Parkway (CNE NB05) north of Lutz Lake Fern Road. This area is shown on sheets 6-7 of the project aerials located in **Appendix D**. The noise model includes 161 NAC C receptor points representing outdoor use sites including baseball, soccer, and football fields, with additional points added for bleachers and other specific points of use.

Predicted noise levels at 51 outdoor use sites are expected to approach or exceed the NAC for the Build Condition in Design Year 2050. The predicted noise levels for SLU sites are provided in **Appendix B-2**.

Person-hours of use were calculated following FDOT SLU guidelines. Regular school attendance outdoor usage assumptions included 2,500 students, each utilizing the outdoor areas approximately 1 hour per day, 5 days per week, for 36 weeks per year, totaling 450,000 person-hours annually. Afterschool sports practices and home games added approximately 26,776 person-hours per year, with additional spectator attendance contributing about 32,000 person-hours annually (16,000 spectators at 2 hours per event). The overall calculated annual person-hour usage for Steinbrenner High School was therefore approximately 508,776 person-hours, substantially exceeding FDOT's minimum requirement of 44,326 person-hours per year. This translates to an ER value of 22.96 for the full site. Noise impacts are predicted at 51 SLU receptors, which translates to an impacted ER value of 7.27.

Noise barriers were evaluated following FDOT's *Methodology to Evaluate Highway Traffic Noise at Special Land Uses*[5]. TNM barrier optimization modeling was conducted for a potential barrier along the northbound outer shoulder edge. This barrier configuration achieved the Noise Reduction Design Goal (NRDG) by providing a reduction of at least 7 dB(A) at one or more receptors and at least a 5 dB(A) reduction across the entire impacted area. However, the barrier's lowest evaluated cost was $195,876 per benefited ER, significantly exceeding FDOT's allowable cost threshold of $64,000 per ER. Therefore, the barrier is considered not cost reasonable, and no further evaluation of engineering feasibility or public involvement was necessary. Detailed results of evaluated noise barrier scenarios are summarized in **Table 3-6**.

**Table 3-6 – Steinbrenner High School (CNE NB05)**

| Height (feet) | Length[1] (feet) | Location | No. of Impacted ER's | Impacted and Benefited ERs | Benefited ERs | Average Reduction dB(A) | Total Cost[2] | Cost per Benefited ER | Barrier Reasonable and Feasible? |
|---|---|---|---|---|---|---|---|---|---|
| 14 | 3,000 | SH[3] | 7 | 7 | 11 | 7.1 | $2,206,400 | $195,876 | No |
| 14 | 940 | SH[3] | | | | | | | |
| 12 | 3,000 | SH[3] | 7 | 7 | 9 | 6.5 | $1,870,400 | $215,045 | No |
| 12 | 940 | SH[3] | | | | | | | |
| 14 | 2,700 | SH[3] | 7 | 6 | 6 | 6.3 | $1,891,200 | $315,800 | No |
| 14 | 640 | SH[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 $40/ft²
[3] SH – SH noise barrier along SH of Suncoast Parkway

### 3.5.6 Villa Rosa and Sierra Pines (CNE NB06)

Villa Rosa and Sierra Pines are located on the northbound side of Suncoast Parkway (CNE NB06) from the Hillsborough and Pasco County line to the Mettler-Toledo building. This area is shown on sheets 7-8 of the project aerials located in **Appendix D**. The noise model includes 19 NAC B receptor points representing 30 residential sites. Predicted noise levels are not expected to approach or exceed the NAC

for the Build Condition in Design Year 2050. Therefore, no noise barriers were evaluated to abate traffic-related noise. The predicted noise levels for residential sites are provided in **Appendix B-1**.

### 3.5.7 The Iris at Northpointe (CNE NB08)

The Iris at Northpointe is located on the northbound side of Suncoast Parkway (CNE NB08) east of Northpointe Parkway. This area is shown just outside of sheet 9 of the project aerials located in **Appendix D**. The noise model includes six NAC B receptor points representing 72 residential sites and one NAC C receptor representing one outdoor pool. Predicted noise levels are not expected to approach or exceed the NAC for the Build Condition in Design Year 2050. Therefore, no noise barriers were evaluated to abate traffic-related noise. The predicted noise levels for residential sites are provided in **Appendix B-1** and for SLU sites in **Appendix B-2**.

### 3.5.8 Residence Inn, Hampton Garden Inn, Carrabba's, Bangkok Sushi, San Jose Mexican Restaurant, International Beer Garden, and Glory Days Grill (CNE NB09)

Residence Inn, Hampton Garden Inn, Carrabba's, Bangkok Sushi, San Jose Mexican Restaurant, International Beer Garden, and Glory Days Grill are located on the northbound side of Suncoast Parkway (CNE NB09) south of State Road 54. This area is shown on sheets 9-10 of the project aerials located in **Appendix D**. The noise model includes eight NAC E receptor points representing eight outdoor use sites. Predicted noise levels are not expected to approach or exceed the NAC for the Build Condition in Design Year 2050. Therefore, no noise barriers were evaluated to abate traffic-related noise. The predicted noise levels for SLU sites are provided in **Appendix B-2**.

### 3.5.9 Single-Family Residence (CNE NB10)

An individual single-family residence is located on the northbound side of Suncoast Parkway (CNE NB10) north of State Road 54. This area is shown on sheet 10 of the project aerials located in **Appendix D**. The noise model includes one NAC B receptor point representing one residential site. Noise levels for this individual residence are predicted to approach or exceed the NAC for the Build condition in the design year (2050). Because a minimum of two impacted noise sensitive locations must be benefitted for noise abatement to be feasible, noise abatement was not considered for this CNE. Additionally, noise impact at this receiver is likely a product of its proximity to State Road 54. The predicted noise levels for residential sites are shown in **Appendix B-1**.

### 3.5.10 Bexley South (CNE NB12)

Bexley South is located on the northbound side of Suncoast Parkway (CNE NB12) from north of Sandy Branch to south of Anclote River. This area is shown on sheets 13-15 of the project aerials located in **Appendix D**. The noise model includes 28 NAC B receptor points representing 81 residential sites. Predicted noise levels are not expected to approach or exceed the NAC for the Build Condition in Design Year 2050. Therefore, no noise barriers were evaluated to abate traffic-related noise. The predicted noise levels for residential sites are provided in **Appendix B-1**.

### 3.5.11 Deerfield Lakes (CNE NB16)

Deerfield Lakes is located on the northbound side of Suncoast Parkway (CNE NB16) north of State Road 52. This area is shown on sheets 27-28 of the project aerials located in **Appendix D**. The noise model includes 63 NAC B receptor points representing 167 residential sites. Predicted noise levels at 19 residences are expected to approach or exceed the NAC for the Build Condition in Design Year 2050. The predicted noise levels for residential sites are provided in **Appendix B-1**.

Noise barriers were evaluated for these residences traffic related noise. Based on this evaluation, a potential noise barrier system located along right-of-way and the outer edge of the northbound shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier will not exceed the allowable $64,000 per benefited receptor and therefore, noise barriers are a cost reasonable method to abate traffic related noise impacts for the residences in CNE NB16. The noise barriers analyzed in this area consist of a maximum height and length shoulder barrier and a 20-foot tall right-of-way barrier, which were determined to be constructable. **Table 3-7** summarizes the barrier configuration evaluated for CNE NB04.

**Table 3-7 – Deerfield Lakes (CNE NB16)**

| 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 | 1070 | ROW | 19 | 2 | 3 | 14 | 19 | 0 | 19 | 8.3 | 0 | $1,266,400 | $66,653 |
| 14 | 580 | SH | | | | | | | | | | | |
| 20 | 1070 | ROW | 19 | 2 | 3 | 14 | 19 | 0 | 19 | 7.9 | 0 | $1,180,800 | $62,147 |
| 14 | 580 | SH | | | | | | | | | | | |

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $40/ft²
[6] ROW – Right of Way noise barrier on Suncoast Parkway.

## 3.6 Common Noise Environments on Southbound Side of Suncoast Parkway

### 3.6.1 Lake Keystone (CNE SB01)

Lake Keystone is located on the southbound side of Suncoast Parkway (CNE SB01) from north of Lake Le Clare Road. This area is shown on sheets 1-2 of the project aerials located in **Appendix D**. The noise model includes 18 NAC B receptor points representing 28 residential sites. Predicted noise levels at three residences are expected to approach or exceed the NAC for the Build Condition in Design Year 2050. Of these three impacted residences, there are two areas of impact separated by more than half a mile. Noise barriers are incapable of benefitting one receiver in the first area of impact. Because a minimum of two impacted noise sensitive residences must be benefitted for noise abatement to be

feasible, noise abatement was not considered for this CNE. The predicted noise levels for residential sites are shown in **Appendix B-1**.

### 3.6.2 Zambito Estates (SB03)

Zambito Estates is located on the southbound side of Suncoast Parkway (CNE SB03) between Van Dyke Road and Ramblewood Road. This area is shown on sheets 3-4 of the project aerials located in **Appendix D**. The noise model includes 10 NAC B receptor points representing 10 residential sites. Predicted noise levels at three residences are expected to approach or exceed the NAC for the Build Condition in Design Year 2050. The predicted noise levels for residential sites are provided in **Appendix B-1**.

Noise barriers were evaluated for these residential sites to abate traffic related noise. Based on this evaluation, none of the potential noise barrier systems analyzed could meet the cost threshold of $64,000 per benefited residence. For this reason, noise barriers are not a reasonable and feasible option for providing noise abatement these residential sites. **Table 3-8** summarizes the barrier configuration evaluated for CNE SB03.

**Table 3-8 – Noise Barrier Analysis Summary for Zambito Estates (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) | | | |
| 22 | 1700 | ROW[6] | 3 | 2 | 0 | 1 | 3 | 0 | 3 | 7.5 | 0 | $1,804,000 | $601,333 |
| 14 | 550 | SH | | | | | | | | | | | |
| 22 | 1500 | ROW | 3 | 1 | 0 | 1 | 2 | 0 | 2 | 7.5 | 1 | $1,320,000 | $660,000 |
| 12 | 2290 | SH | 3 | 1 | 0 | 1 | 2 | 0 | 2 | 6.9 | 1 | $1,099,200 | $549,600 |

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $40/ft$^2$.
[6] ROW – Right of Way noise barrier on Suncoast Parkway.

### 3.6.3 Cheval West Village (CNE SB04)

Cheval West Village is located on the southbound side of Suncoast Parkway (CNE SB04) between Ramblewood Road and Lutz Lake Fern Road. This area is shown on sheets 4-6 of the project aerials located in **Appendix D**. The noise model includes 100 NAC B receptor points representing 210 residential sites, and one NAC C receptor representing one outdoor use site. Predicted noise levels at 107 residences and one area of outdoor use are expected to approach or exceed the NAC for the Build Condition in Design Year 2050. The predicted noise levels for residential sites are provided in **Appendix B-1** and for SLU sites in **Appendix B-2**.

Noise barriers were evaluated for the residences at Cheval West Village to abate traffic related noise. Based on this evaluation, a potential noise barrier system located along the outer edge of the southbound shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier will not exceed the allowable $64,000 per benefited receptor and therefore, noise barriers are a cost reasonable method to abate traffic related noise impacts for the residences in CNE SB04. The noise barriers analyzed in this area are the maximum height and lengths were also determined to be constructable. **Table 3-9** summarizes the barrier configuration evaluated for CNE SB04.

**Table 3-9 – Cheval West Village (CNE SB04)**

| 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 | 2960 | ROW[6] | 108 | 13 | 19 | 63 | 95 | 32 | 127 | 8.3 | 13 | $6,017,600 | $47,383 |
| 14 | 5980 | SH | | | | | | | | | | | |
| 8 | 200 | SH | | | | | | | | | | | |
| 22 | 2960 | ROW | 108 | 17 | 6 | 6 | 29 | 0 | 29 | 6.2 | 79 | $2,604,800 | $89,821 |
| 14 | 5660 | SH | 108 | 15 | 21 | 55 | 91 | 38 | 129 | 7.6 | 17 | $3,336,000 | $25,860 |
| 8 | 520 | SH | | | | | | | | | | | |

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $40/ft$^2$
[6] ROW – Right of Way noise barrier on Suncoast Parkway.

### 3.6.4 Tarramor, Ivy Lake Estates, Tuscano at Suncoast Crossings, Discovery Point Suncoast Crossings, Chili's Grill and Bar, and Starbucks (CNE SB05 and SB06)

Tarramor, Ivy Lake Estates, Tuscano at Suncoast Crossings, Discovery Point Suncoast Crossings, Chili's Grill and Bar, and Starbucks are located on the southbound side of Suncoast Parkway (CNE SB05 and SB06) north of Lutz Lake Fern Road to south of State Road 54. This area is shown on sheets 6-10 of the project aerials located in **Appendix D**. The noise model includes 230 NAC B receptor points representing 551 residential sites, as well as 12 NAC C receptors and two NAC E receptors representing 14 outdoor use sites. Predicted noise levels at 241 residences and six outdoor use sites are expected to approach or exceed the NAC for the Build Condition in Design Year 2050. The predicted noise levels for residential sites are provided in **Appendix B-1** and for SLU sites in **Appendix B-2**.

Noise barriers were evaluated for the residences at Tarramor, Ivy Lake Estates, Tuscano at Suncoast Crossings, as well as outdoor use sites at Discovery Point Suncoast Crossings to abate traffic related noise. Based on this evaluation, a potential noise barrier system located along the right-of-way and outer edge of the southbound shoulder could provide a 7 dB(A) reduction at one or more receptors and

a 5 dB(A) reduction at two or more impacted receptors. This noise barrier will not exceed the allowable $64,000 per benefited receptor and therefore, noise barriers are a cost reasonable method to abate traffic related noise impacts for the residences and outdoor use sites in CNE SB05 and SB06. The noise barriers analyzed in this area are the maximum height and lengths were also determined to be constructable. **Table 3-10** summarizes the barrier configuration evaluated for CNE SB05 and SB06.

**Table 3-10 – Tarramor, Ivy Lake Estates, Tuscano at Suncoast Crossings, Discovery Point Suncoast Crossings, Chili's Grill and Bar, and Starbucks (CNE SB05 and SB06)**

| 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 | 5720 | ROW | 247 | 25 | 36 | 186 | 247 | 195 | 442 | 8.4 | 0 | $7,290,400 | $16,494 |
| 14 | 4030 | SH | | | | | | | | | | | |

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $40/ft$^2$
[6] ROW – Right of Way noise barrier on Suncoast Parkway.

### 3.6.5 South Branch Preserve (CNE SB07)

South Branch Preserve is located on the southbound side of Suncoast Parkway (CNE SB07) between north of State Road 54 and Rangeline Road. This area is shown on sheets 10-12 of the project aerials located in **Appendix D**. The noise model includes 142 NAC B receptor points representing 614 residential sites, and five NAC C receptors representing five outdoor use sites. Predicted noise levels at 120 residences are expected to approach or exceed the NAC for the Build Condition in Design Year 2050. The predicted noise levels for residential sites are provided in **Appendix B-1** and for SLU sites in **Appendix B-2**.

Noise barriers were evaluated for the residences at South Branch Preserve to abate traffic related noise. Based on this evaluation, a potential noise barrier system located along the right-of-way 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 will not exceed the allowable $64,000 per benefited receptor and therefore, noise barriers are a cost reasonable method to abate traffic related noise impacts for the residences in CNE SB07. The noise barriers analyzed in this area are the maximum height and lengths were also determined to be constructable. **Table 3-11** summarizes the barrier configuration evaluated for CNE SB07.

**Table 3-11 – South Branch Preserve (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) | | | |
| 22 | 4240 | ROW | 120 | 19 | 30 | 71 | 120 | 54 | 174 | 8.2 | 0 | $4,374,200 | $24,984 |
| 22 | 700 | ROW | | | | | | | | | | | |

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $40/ft$^2$
[6] ROW – Right of Way noise barrier on Suncoast Parkway.

### 3.6.6 Suncoast Lakes (CNE SB09)

Suncoast Lakes is located on the southbound side of Suncoast Parkway (CNE SB09) from Station 3732+00 to Station 3761+00. This area is shown on sheets 21-26 of the project aerials located in **Appendix D**. The noise model includes 45 NAC B receptor points representing 145 residential sites. Predicted noise levels at 11 residences are expected to approach or exceed the NAC for the Build Condition in Design Year 2050. The predicted noise levels for residential sites are provided in **Appendix B-1**.

Noise barriers were evaluated for the residences at Suncoast Lakes to abate traffic related noise. Based on this evaluation, a potential noise barrier system located along the right-of-way 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 will not exceed the allowable $64,000 per benefited receptor and therefore, noise barriers are a cost reasonable method to abate traffic related noise impacts for the residences in CNE SB09. The noise barrier analyzed in this area is the maximum height and length was also determined to be constructable. **Table 3-12** summarizes the barrier configuration evaluated for CNE SB09.

**Table 3-12 – Suncoast Lakes (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) | | | |
| 22 | 800 | ROW | 11 | 3 | 3 | 5 | 11 | 0 | 11 | 8.5 | 0 | $704,000 | $64,000 |

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $40/ft$^2$
[6] ROW – Right of Way noise barrier on Suncoast Parkway.

### 3.6.7 Lone Star Townhomes and Lone Star Ranch (CNE SB10)

Lone Star Townhomes and Lone Star Ranch is located on the southbound side of Suncoast Parkway (CNE SB10) north of State Road 52. This area is shown on sheets 26-27 of the project aerials located in **Appendix D**. The noise model includes 68 NAC B receptor points representing 224 residential sites, and one NAC C receptor representing one outdoor use site. Predicted noise levels at 18 residences are expected to approach or exceed the NAC for the Build Condition in Design Year 2050. The predicted noise levels for residential sites are provided in **Appendix B-1** and for SLU sites in **Appendix B-2**.

Noise barriers were evaluated for the residences in Lone Star Townhomes and Lone Star Ranch to abate traffic related noise. Based on this evaluation, a potential noise barrier system located along the right-of-way 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 will not exceed the allowable $64,000 per benefited receptor and therefore, noise barriers are a cost reasonable method to abate traffic related noise impacts for the residences and outdoor use sites in CNE SB10. The noise barriers analyzed in this area are the maximum height and lengths were also determined to be constructable. **Table 3-13** summarizes the barrier configuration evaluated for CNE SB10.

**Table 3-13 – Lone Star Townhomes and Lone Star Ranch (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 | 2250 | ROW[6] | 18 | 4 | 1 | 13 | 18 | 31 | 49 | 7.9 | 0 | $1,980,000 | $40,408 |

[1] Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.
[2] Benefited residences with predicted noise levels that approach or exceed the NAC.
[3] Benefited residences with predicted noise levels that do not approach the NAC.
[4] Impacted residences that do not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[5] Unit cost of $40/ft²
[6] ROW – Right of Way noise barrier on Suncoast Parkway.

# 4.0 CONCLUSIONS

Within the project limits noise levels were predicted at 1,340 noise receptor locations, representing 3,223 residences and 212 non-residential sites. Of these sites, noise levels at 677 residences and 79 non-residential sites are predicted to approach or exceed the NAC in the design year (2050) for the Build condition.

Noise barriers were evaluated for the impacted noise sensitive sites. The results of the noise barrier evaluation conclude that noise barriers are a feasible and/or reasonable method to abate traffic related noise impacts for seven noise sensitive areas and will provide at least a 5 dB(A) benefit to 630 impacted residences and 13 non-residential sites.

## 4.1 Statement of Likelihood

FTE is committed to the construction of feasible and reasonable noise abatement measures. Eight potentially feasible and reasonable noise barrier systems have been identified for this project (see **Table 4-1** for more detail on the noise barrier) 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 DOPK. The date that the SEIR is approved by FTE will be the DOPK. If the review identifies noise sensitive sites that have been permitted prior to the DOPK, then those sensitive sites will be evaluated during the design phase for traffic noise impacts and abatement considerations.

## Table 4-1 – Noise Barrier Evaluation Summary

| Noise Barrier System (CNEs included in barrier system) | Number of Impacted Residences | Noise Barrier Approx. Begin Station | Noise Barrier Approx. End Station | Noise Barrier Height (ft.) | Noise Barrier Length (ft.)[1] | Noise Barrier Location | Total Preliminary Barrier Cost[2] | Number of Residences Potentially Benefited by a Noise Barrier | | Total Noise Barrier System Cost Per Benefited Residence |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Impacted | Total[3] | |
| #1 (NB02) Hidden Oaks Townhomes | 26 | 3036+00 | 3044+00 | 22 | 1500 | ROW[4] | $1,400,000 | 26 | 28 | $50,000 |
| | | 3042+00 | 3044+00 | 10 | 200 | SH | | | | |
| #2 (NB04) Cheval West Village | 116 | 3105+50 | 3166+50 | 14 | 5630 | SH | $3,484,000 | 74 | 130 | $26,800 |
| | | 3164+50 | 3167+50 | 14 | 300 | SH | | | | |
| | | 3107+00 | 3163+00 | 8 | 510 | SH | | | | |
| #3 (NB16) Deerfield Lakes | 19 | 3825+40 | 3835+60 | 20 | 1070 | ROW | $1,180,800 | 19 | 19 | $62,147 |
| | | 3820+60 | 3825+70 | 14 | 580 | SH | | | | |
| #4 (SB04) Cheval West Village | 108 | 3099+00 | 3160+00 | 14 | 5660 | SH | $3,336,000 | 91 | 129 | $25,860 |
| | | 3106+00 | 3161+00 | 8 | 520 | SH | | | | |
| #5 (SB05 and SB06) Tarramor, Ivy Lake Estates, Tuscano, and Discovery Point | 247 | 3204+50 | 3258+25 | 22 | 5720 | ROW[4] | $7,290,400 | 247 | 195 | $16,494 |
| | | 3252+00 | 3277+25 | 14 | 2530 | SH | | | | |
| | | 3270+00 | 3285+00 | 14 | 1500 | SH | | | | |
| #6 (SB07) South Branch Preserve | 123 | 3316+50 | 3355+80 | 22 | 4240 | ROW[4] | $4,374,200 | 120 | 174 | $24,984 |
| | | 3309+50 | 3316+00 | 22 | 700 | ROW[4] | | | | |
| #7 (SB09) Suncoast Lakes | 11 | 3730+20 | 3735+90 | 22 | 800 | ROW[4] | $704,000 | 11 | 11 | $64,000 |
| #8 (SB10) Lone Star Ranch | 18 | 3810+80 | 3835+00 | 22 | 2250 | ROW[4] | $1,980,000 | 18 | 49 | $40,408 |

1 Full height is for length indicated. The length for any required taper in height at a shoulder noise barrier termination would be in addition to the length indicated.

2 Unit cost of $40/ft$^2$ for all noise barriers

3 Total includes impacted/benefited residences and residences with a predicted noise level that does not approach or exceed 67 dBA, but are incidentally benefited.

4 ROW - Right of Way noise barrier on Suncoast Parkway.

# 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 *PD&E Manual*[2], 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 Suncoast Parkway, the distance between the edge of Suncoast Parkway's outside travel lane and the point where the roadway related noise is predicted to reach the NAC for each activity category was estimated. These estimates are referred to as noise contours and are shown in **Appendix C**. These estimates provide the general distance at which the noise approaches or exceeds the NAC for each activity type.

Coordination with the public and local agencies and officials has been accomplished during the development of this project. In addition, local and community officials have had the opportunity to comment on the proposed project at the public meetings.

This section will be updated when all public involvement efforts have been concluded.

# 7.0 REFERENCES


1. **Federal Highway Administration**. *Procedures for Abatement of Highway Traffic Noise and Construction Noise.* Title 23, Code of Federal Regulations, Part 772 (23 CFR Part 772). Washington, D.C.: FHWA, Oct. 18, 2024.
2. **Florida Department of Transportation**. *Project Development and Environment (PD&E) Manual – Part 2, Chapter 18.* Tallahassee, FL: FDOT, Jul. 31, 2024.
3. **Florida Department of Transportation**. *Traffic Noise Modeling and Analysis Practitioners Handbook.* Tallahassee, FL: FDOT, Dec. 2018.
4. **Federal Highway Administration**. *Noise Measurement Handbook.* Washington, D.C.: FHWA, Jun. 2018.
5. **Florida Department of Transportation.** *Methodology to Evaluate Highway Traffic Noise at Special Land Uses.* Tallahassee, FL: FDOT, Dec. 2024.
6. **Florida Department of Transportation**. *Standard Specifications for Road and Bridge Construction.* Tallahassee, FL: FDOT, Jul. 2023.

# Appendix A

# Traffic Data

# Highway Traffic Noise: Traffic Data

| | |
|---|---|
| **Project Name** | Suncoast Pkwy (SR 589) Widening PD&E Study from S of Van Dyke Rd to N of SR 52 (MP 13-29) |
| **Project Number** | 448068-1 |
| **Condition** | Existing |
| **Year** | 2023 |

| Roadway Details | | | | | Traffic Details | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway Name | From | To | Roadway Type | Number of Lanes (in 1 direction) | Two-Way LOS C AADT (if applicable) | LOS C Peak Hour Peak Direction (PHPD) | Demand Two-Way AADT (if applicable) | Demand Hourly Volumes (DHV) Peak Hour Peak Direction (PHPD) | % Automobiles | % Medium Trucks | % Heavy Trucks | % Buses | % Motorcycles | Standard K-factor (if applicable) | D-factor (if applicable) | Posted Speed (mph) |
| Suncoast Pkwy | South of | Veterans Spur | Mainline | 4 | 90,600 | 6,370 | 70,900 | 70,900 | 91% | 4.69% | 4.24% | 0.18% | 0.26% | 10.5% | 67.0% | 60 |
| Suncoast Pkwy | Veterans Spur | Van Dyke Rd | Mainline | 3 | 68,600 | 4,820 | 57,000 | 57,000 | 91% | 4.69% | 4.24% | 0.18% | 0.26% | 10.5% | 67.0% | 60 |
| Suncoast Pkwy | Van Dyke Rd | W Lutz Lake Fern Rd | Mainline | 2 | 46,600 | 3,280 | 56,800 | 56,800 | 91% | 4.69% | 4.24% | 0.18% | 0.26% | 10.5% | 67.0% | 60 |
| Suncoast Pkwy | W Lutz Lake Fern Rd | SR 54 | Mainline | 2 | 46,600 | 3,280 | 54,700 | 54,700 | 91% | 4.69% | 4.24% | 0.18% | 0.26% | 10.5% | 67.0% | 70 |
| Suncoast Pkwy | SR 54 | Ridge Rd | Mainline | 2 | 43,000 | 3,030 | 42,700 | 42,700 | 91% | 4.69% | 4.24% | 0.18% | 0.26% | 10.5% | 67.0% | 70 |
| Suncoast Pkwy | Ridge Rd | SR 52 | Mainline | 2 | 43,000 | 3,030 | 41,000 | 41,000 | 91% | 4.69% | 4.24% | 0.18% | 0.26% | 10.5% | 67.0% | 70 |
| Suncoast Pkwy | North of SR 52 | | Mainline | 2 | 43,000 | 3,030 | 28,300 | 28,300 | 91% | 4.69% | 4.24% | 0.18% | 0.26% | 10.5% | 67.0% | 70 |
| Van Dyke Rd NB-Off | - | | Ramp | 1 | 15,200 | 1,510 | 3,600 | 7,100 | 93% | 3.69% | 3.34% | 0.14% | 0.20% | 10.0% | 100.0% | 40 |
| Van Dyke Rd SB-On | - | | Ramp | 1 | 15,200 | 1,510 | 3,600 | 7,100 | 93% | 3.69% | 3.34% | 0.14% | 0.20% | 10.0% | 100.0% | 45 |
| Van Dyke Rd NB-On | - | | Ramp | 1 | 10,800 | 1,510 | 3,500 | 6,900 | 93% | 3.69% | 3.34% | 0.14% | 0.20% | 14.0% | 100.0% | 45 |
| Van Dyke Rd SB-Off | - | | Ramp | 1 | 10,800 | 1,510 | 3,500 | 6,900 | 93% | 3.69% | 3.34% | 0.14% | 0.20% | 14.0% | 100.0% | 40 |
| W Lutz Lake Fern Rd NB-Off | - | | Ramp | 1 | 7,600 | 1,460 | 2,700 | 6,200 | 93% | 3.48% | 3.15% | 0.13% | 0.19% | 19.0% | 100.0% | 30 |
| W Lutz Lake Fern Rd SB-On | - | | Ramp | 1 | 7,600 | 1,460 | 2,700 | 6,200 | 93% | 3.48% | 3.15% | 0.13% | 0.19% | 19.0% | 100.0% | 30 |
| W Lutz Lake Fern Rd NB-On | - | | Ramp | 1 | 8,800 | 1,510 | 1,700 | 4,100 | 93% | 3.48% | 3.15% | 0.13% | 0.19% | 17.0% | 100.0% | 45 |
| W Lutz Lake Fern Rd SB-Off | - | | Ramp | 1 | 8,800 | 1,510 | 1,700 | 4,100 | 93% | 3.48% | 3.15% | 0.13% | 0.19% | 17.0% | 100.0% | 45 |
| SR 54 NB-Off | - | | Ramp | 1 | 18,000 | 1,620 | 12,400 | 24,800 | 94% | 3.20% | 2.89% | 0.12% | 0.18% | 9.0% | 100.0% | 50 |
| SR 54 SB-On | - | | Ramp | 1 | 18,000 | 1,620 | 12,400 | 24,800 | 94% | 3.20% | 2.89% | 0.12% | 0.18% | 9.0% | 100.0% | 50 |
| SR 54 NB-On | - | | Ramp | 1 | 13,600 | 1,620 | 6,400 | 12,800 | 94% | 3.20% | 2.89% | 0.12% | 0.18% | 12.0% | 100.0% | 50 |
| SR 54 SB-Off | - | | Ramp | 1 | 13,600 | 1,620 | 6,400 | 12,800 | 94% | 3.20% | 2.89% | 0.12% | 0.18% | 12.0% | 100.0% | 50 |
| Ridge Rd NB-Off | - | | Ramp | 1 | 7,400 | 1,490 | 2,000 | 8,600 | 94% | 2.79% | 2.52% | 0.11% | 0.15% | 20.0% | 100.0% | 45 |
| Ridge Rd SB-On | - | | Ramp | 1 | 7,400 | 1,490 | 2,000 | 8,600 | 94% | 2.79% | 2.52% | 0.11% | 0.15% | 20.0% | 100.0% | 45 |
| Ridge Rd NB-On | - | | Ramp | 1 | 7,800 | 1,490 | 1,100 | 5,000 | 94% | 2.79% | 2.52% | 0.11% | 0.15% | 19.0% | 100.0% | 45 |
| Ridge Rd SB-Off | - | | Ramp | 1 | 7,800 | 1,490 | 1,100 | 5,000 | 94% | 2.79% | 2.52% | 0.11% | 0.15% | 19.0% | 100.0% | 45 |
| SR 52 NB-Off | - | | Ramp | 1 | 15,600 | 1,490 | 9,000 | 18,000 | 91% | 4.39% | 3.97% | 0.17% | 0.24% | 9.5% | 100.0% | 50 |
| SR 52 SB-On | - | | Ramp | 1 | 15,600 | 1,490 | 9,000 | 18,000 | 91% | 4.39% | 3.97% | 0.17% | 0.24% | 9.5% | 100.0% | 50 |
| SR 52 NB-On | - | | Ramp | 1 | 16,600 | 1,490 | 2,700 | 5,300 | 91% | 4.39% | 3.97% | 0.17% | 0.24% | 9.0% | 100.0% | 50 |
| SR 52 SB-Off | - | | Ramp | 1 | 16,600 | 1,490 | 2,700 | 5,300 | 91% | 4.39% | 3.97% | 0.17% | 0.24% | 9.0% | 100.0% | 50 |
| Veterans Spur | - | | Mainline | 2 | 36,000 | 3,280 | 13,900 | 13,900 | 91% | 4.28% | 3.87% | 0.16% | 0.23% | 14.0% | 65.0% | 60 |
| Van Dyke Rd | East of Suncoast Pkwy | | Arterial | 2 | 59,000 | 2,780 | 20,600 | 970 | 95% | 1.44% | 2.38% | 0.54% | 0.33% | 9.0% | 52.3% | 45 |
| Van Dyke Rd | West of Suncoast Pkwy | | Arterial | 2 | 58,800 | 2,780 | 21,400 | 1,010 | 95% | 1.44% | 2.38% | 0.54% | 0.33% | 9.0% | 52.5% | 45 |
| W Lutz Lake Fern Rd | East of Suncoast Pkwy | | Arterial | 2 | 52,600 | 2,790 | 19,800 | 1,050 | 96% | 1.13% | 1.87% | 0.43% | 0.26% | 9.0% | 59.0% | 45 |
| W Lutz Lake Fern Rd | West of Suncoast Pkwy | | Arterial | 2 | 53,000 | 2,790 | 13,400 | 710 | 96% | 1.13% | 1.87% | 0.43% | 0.26% | 9.0% | 58.6% | 45 |
| SR 54 | East of Suncoast Pkwy | | Arterial | 3 | 91,200 | 4,110 | 57,600 | 2,590 | 93% | 2.06% | 3.40% | 0.77% | 0.48% | 9.0% | 50.0% | 45 |
| SR 54 | West of Suncoast Pkwy | | Arterial | 3 | 48,000 | 2,330 | 59,400 | 2,890 | 93% | 2.11% | 3.54% | 0.64% | 0.42% | 9.0% | 54.0% | 45 |
| Ridge Rd | East of Suncoast Pkwy | | Arterial | 2 | 39,200 | 2,760 | 800 | 60 | 94% | 2.49% | 2.34% | 0.40% | 0.54% | 9.0% | 78.3% | 55 |
| Ridge Rd | West of Suncoast Pkwy | | Arterial | 2 | 53,400 | 2,760 | 12,600 | 650 | 94% | 2.49% | 2.34% | 0.40% | 0.54% | 9.0% | 57.4% | 55 |
| SR 52 | East of Suncoast Pkwy | | Arterial | 2 | 57,600 | 2,700 | 21,600 | 1,010 | 90% | 4.52% | 4.23% | 0.72% | 0.99% | 9.0% | 52.0% | 45 |
| SR 52 | West of Suncoast Pkwy | | Arterial | 3 | 76,400 | 4,040 | 31,400 | 1,660 | 90% | 4.52% | 4.23% | 0.72% | 0.99% | 9.0% | 58.8% | 45 |

**Notes:**

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

**Prepared By:** Ma'en Al-Omari **Date:** 11/5/2024

**Signature**

**I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.**

**FDOT Reviewer:** _____ **Date:** _____

**Signature**

# Highway Traffic Noise: Traffic Data

| | |
|---|---|
| **Project Name** | Suncoast Pkwy (SR 589) Widening PD&E Study from S of Van Dyke Rd to N of SR 52 (MP 13-29) |
| **Project Number** | 448068-1 |
| **Condition** | Build |
| **Year** | 2050 (without Rangeland Blvd Interchange) |

| Roadway Details | | | | | Traffic Details | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway Name | From | To | Roadway Type | Number of Lanes (in 1 direction) | Two-Way LOS C AADT (if applicable) | LOS C Peak Hour Peak Direction (PHPD) | Demand Two-Way AADT (if applicable) | Demand Hourly Volumes (DHV) Peak Hour Peak Direction (PHPD) | % Automobiles | % Medium Trucks | % Heavy Trucks | % Buses | % Motorcycles | Standard K-factor (if applicable) | D-factor (if applicable) | Posted Speed (mph) |
| Suncoast Pkwy | South of Veterans Spur | | Mainline | 4 | 98,400 | 6,250 | 117,200 | 7,600 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.5% | 60.5% | 70 |
| Suncoast Pkwy | Veterans Spur | Van Dyke Rd | Mainline | 4 | 98,400 | 6,250 | 96,800 | 5,940 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.5% | 60.5% | 70 |
| Suncoast Pkwy | Van Dyke Rd | W Lutz Lake Fern Rd | Mainline | 4 | 98,400 | 6,250 | 97,200 | 6,060 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.5% | 60.5% | 70 |
| Suncoast Pkwy | W Lutz Lake Fern Rd | SR 54 | Mainline | 4 | 98,400 | 6,250 | 93,000 | 5,920 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.5% | 60.5% | 70 |
| Suncoast Pkwy | SR 54 | Ridge Rd | Mainline | 3 | 67,600 | 4,290 | 75,400 | 4,920 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.5% | 60.5% | 70 |
| Suncoast Pkwy | Ridge Rd | SR 52 | Mainline | 3 | 67,600 | 4,290 | 68,200 | 4,310 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.5% | 60.5% | 70 |
| Suncoast Pkwy | North of SR 52 | | Mainline | 3 | 67,600 | 4,290 | 46,800 | 2,780 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.5% | 60.5% | 70 |
| Van Dyke Rd NB-Off | - | | Ramp | 1 | 15,800 | 1,580 | 5,800 | 760 | 89% | 5.42% | 4.91% | 0.21% | 0.30% | 10.0% | 100.0% | 40 |
| Van Dyke Rd SB-On | - | | Ramp | 1 | 15,800 | 1,580 | 5,800 | 760 | 89% | 5.42% | 4.91% | 0.21% | 0.30% | 10.0% | 100.0% | 45 |
| Van Dyke Rd NB-On | - | | Ramp | 1 | 11,800 | 1,580 | 6,000 | 940 | 89% | 5.42% | 4.91% | 0.21% | 0.30% | 13.5% | 100.0% | 45 |
| Van Dyke Rd SB-Off | - | | Ramp | 1 | 11,800 | 1,580 | 6,000 | 940 | 89% | 5.42% | 4.91% | 0.21% | 0.30% | 13.5% | 100.0% | 40 |
| W Lutz Lake Fern Rd NB-Off | - | | Ramp | 1 | 11,000 | 1,530 | 6,200 | 1,020 | 90% | 5.22% | 4.72% | 0.20% | 0.29% | 14.0% | 100.0% | 30 |
| W Lutz Lake Fern Rd SB-On | - | | Ramp | 1 | 11,000 | 1,530 | 6,200 | 1,020 | 90% | 5.22% | 4.72% | 0.20% | 0.29% | 14.0% | 100.0% | 30 |
| W Lutz Lake Fern Rd NB-On | - | | Ramp | 1 | 11,200 | 1,580 | 4,100 | 760 | 90% | 5.22% | 4.72% | 0.20% | 0.29% | 14.0% | 100.0% | 45 |
| W Lutz Lake Fern Rd SB-Off | - | | Ramp | 1 | 11,200 | 1,580 | 4,100 | 760 | 90% | 5.22% | 4.72% | 0.20% | 0.29% | 14.0% | 100.0% | 45 |
| SR 54 NB-Off | - | | Ramp | 2 | 35,200 | 3,160 | 19,600 | 2,380 | 90% | 4.93% | 4.46% | 0.19% | 0.27% | 9.0% | 100.0% | 50 |
| SR 54 SB-On | - | | Ramp | 2 | 35,200 | 3,160 | 19,600 | 2,380 | 90% | 4.93% | 4.46% | 0.19% | 0.27% | 9.0% | 100.0% | 50 |
| SR 54 NB-On | - | | Ramp | 1 | 15,000 | 1,580 | 10,800 | 1,380 | 90% | 4.93% | 4.46% | 0.19% | 0.27% | 10.5% | 100.0% | 50 |
| SR 54 SB-Off | - | | Ramp | 1 | 15,000 | 1,580 | 10,800 | 1,380 | 90% | 4.93% | 4.46% | 0.19% | 0.27% | 10.5% | 100.0% | 50 |
| Ridge Rd NB-Off | - | | Ramp | 1 | 12,200 | 1,470 | 8,600 | 1,310 | 92% | 3.89% | 3.52% | 0.15% | 0.21% | 12.0% | 100.0% | 45 |
| Ridge Rd SB-On | - | | Ramp | 1 | 12,200 | 1,470 | 8,600 | 1,310 | 92% | 3.89% | 3.52% | 0.15% | 0.21% | 12.0% | 100.0% | 45 |
| Ridge Rd NB-On | - | | Ramp | 1 | 12,200 | 1,470 | 5,000 | 700 | 92% | 3.89% | 3.52% | 0.15% | 0.21% | 12.0% | 100.0% | 45 |
| Ridge Rd SB-Off | - | | Ramp | 1 | 12,200 | 1,470 | 5,000 | 700 | 92% | 3.89% | 3.52% | 0.15% | 0.21% | 12.0% | 100.0% | 45 |
| SR 52 NB-Off | - | | Ramp | 2 | 31,000 | 2,940 | 15,300 | 1,940 | 88% | 6.13% | 5.54% | 0.24% | 0.34% | 9.5% | 100.0% | 50 |
| SR 52 SB-On | - | | Ramp | 2 | 31,000 | 2,940 | 15,300 | 1,940 | 88% | 6.13% | 5.54% | 0.24% | 0.34% | 9.5% | 100.0% | 50 |
| SR 52 NB-On | - | | Ramp | 1 | 16,400 | 1,470 | 4,600 | 460 | 88% | 6.13% | 5.54% | 0.24% | 0.34% | 9.0% | 100.0% | 50 |
| SR 52 SB-Off | - | | Ramp | 1 | 16,400 | 1,470 | 4,600 | 460 | 88% | 6.13% | 5.54% | 0.24% | 0.34% | 9.0% | 100.0% | 50 |
| Veterans Spur | - | | Mainline | 2 | 39,600 | 3,220 | 20,400 | 1,660 | 86% | 6.99% | 6.32% | 0.27% | 0.38% | 12.5% | 65.0% | 60 |
| Van Dyke Rd | East of Suncoast Pkwy | | Arterial | 2 | 58,400 | 2,730 | 36,200 | 1,690 | 92% | 2.52% | 4.16% | 0.94% | 0.58% | 9.0% | 52.0% | 45 |
| Van Dyke Rd | West of Suncoast Pkwy | | Arterial | 2 | 58,800 | 2,730 | 36,600 | 1,700 | 92% | 2.52% | 4.16% | 0.94% | 0.58% | 9.0% | 51.5% | 45 |
| W Lutz Lake Fern Rd | East of Suncoast Pkwy | | Arterial | 2 | 51,000 | 2,750 | 33,800 | 1,830 | 93% | 2.22% | 3.66% | 0.83% | 0.51% | 9.0% | 60.0% | 45 |
| W Lutz Lake Fern Rd | West of Suncoast Pkwy | | Arterial | 2 | 54,600 | 2,750 | 26,800 | 1,350 | 93% | 2.22% | 3.66% | 0.83% | 0.51% | 9.0% | 56.0% | 45 |
| SR 54 | East of Suncoast Pkwy | | Arterial | 3 | 87,200 | 4,040 | 98,400 | 4,560 | 90% | 3.22% | 5.32% | 1.21% | 0.75% | 9.0% | 51.5% | 45 |
| SR 54 | West of Suncoast Pkwy | | Arterial | 4 | 64,400 | 3,070 | 94,400 | 4,500 | 90% | 3.30% | 5.54% | 1.01% | 0.65% | 9.0% | 53.0% | 45 |
| Rangeland Blvd | East of Suncoast Pkwy | | Arterial | 3 | 72,600 | 4,040 | 16,400 | 910 | 90% | 5.25% | 4.75% | 0.20% | 0.29% | 10.5% | 53.0% | 45 |
| Rangeland Blvd | West of Suncoast Pkwy | | Arterial | 3 | 73,400 | 4,040 | 18,400 | 1,010 | 90% | 5.25% | 4.75% | 0.20% | 0.29% | 11.0% | 50.0% | 45 |
| Ridge Rd | East of Suncoast Pkwy | | Arterial | 2 | 54,000 | 2,750 | 28,400 | 1,440 | 93% | 3.07% | 2.88% | 0.49% | 0.67% | 9.0% | 56.5% | 55 |
| Ridge Rd | West of Suncoast Pkwy | | Arterial | 2 | 51,800 | 2,750 | 43,400 | 2,300 | 93% | 3.07% | 2.88% | 0.49% | 0.67% | 9.0% | 59.0% | 55 |
| SR 52 | East of Suncoast Pkwy | | Arterial | 3 | 82,800 | 3,990 | 57,200 | 2,750 | 87% | 5.57% | 5.21% | 0.89% | 1.21% | 9.0% | 53.5% | 45 |
| SR 52 | West of Suncoast Pkwy | | Arterial | 3 | 79,200 | 3,990 | 62,400 | 3,150 | 87% | 5.57% | 5.21% | 0.89% | 1.21% | 9.0% | 56.0% | 45 |

**Notes:**

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

**Prepared By:** Ma'en Al-Omari **Date:** 11/5/2024

Signature

**I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.**

**FDOT Reviewer:** **Date:**

Signature

# Highway Traffic Noise: Traffic Data

| | |
|---|---|
| **Project Name** | Suncoast Pkwy (SR 589) Widening PD&E Study from S of Van Dyke Rd to N of SR 52 (MP 13-29) |
| **Project Number** | 448068-1 |
| **Condition** | Build |
| **Year** | 2050 (with Rangeland Blvd Interchange) |

| Roadway Details | | | | | Traffic Details | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway Name | From | To | Roadway Type | Number of Lanes (in 1 direction) | Two-Way LOS C AADT (if applicable) | LOS C Peak Hour Peak Direction (PHPD) | Demand Two-Way AADT (if applicable) | Demand Hourly Volumes (DHV) Peak Hour Peak Direction (PHPD) | % Automobiles | % Medium Trucks | % Heavy Trucks | % Buses | % Motorcycles | Standard K-factor (if applicable) | D-factor (if applicable) | Posted Speed (mph) |
| Suncoast Pkwy | South of Veterans Spur | | Mainline | 4 | 102,400 | 6,250 | 118,600 | 7,670 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.0% | 61.0% | 70 |
| Suncoast Pkwy | Veterans Spur | Van Dyke Rd | Mainline | 4 | 102,400 | 6,250 | 99,600 | 6,080 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.0% | 61.0% | 70 |
| Suncoast Pkwy | Van Dyke Rd | W Lutz Lake Fern Rd | Mainline | 4 | 102,400 | 6,250 | 101,600 | 6,280 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.0% | 61.0% | 70 |
| Suncoast Pkwy | W Lutz Lake Fern Rd | SR 54 | Mainline | 4 | 102,400 | 6,250 | 101,200 | 6,330 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.0% | 61.0% | 70 |
| Suncoast Pkwy | SR 54 | Rangeland Blvd | Mainline | 5 | 126,800 | 7,740 | 87,800 | 5,640 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.0% | 61.0% | 70 |
| Suncoast Pkwy | Rangeland Blvd | Ridge Rd | Mainline | 3 | 70,400 | 4,290 | 75,800 | 4,940 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.0% | 61.0% | 70 |
| Suncoast Pkwy | Ridge Rd | SR 52 | Mainline | 3 | 70,400 | 4,290 | 68,600 | 4,330 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.0% | 61.0% | 70 |
| Suncoast Pkwy | North of SR 52 | | Mainline | 3 | 70,400 | 4,290 | 47,200 | 2,800 | 87% | 6.40% | 5.79% | 0.25% | 0.35% | 10.0% | 61.0% | 70 |
| Van Dyke Rd NB-Off | - | | Ramp | 1 | 15,800 | 1,580 | 5,600 | 740 | 89% | 5.42% | 4.91% | 0.21% | 0.30% | 10.0% | 100.0% | 40 |
| Van Dyke Rd SB-On | - | | Ramp | 1 | 15,800 | 1,580 | 5,600 | 740 | 89% | 5.42% | 4.91% | 0.21% | 0.30% | 10.0% | 100.0% | 45 |
| Van Dyke Rd NB-On | - | | Ramp | 1 | 12,200 | 1,580 | 6,600 | 1,000 | 89% | 5.42% | 4.91% | 0.21% | 0.30% | 13.0% | 100.0% | 45 |
| Van Dyke Rd SB-Off | - | | Ramp | 1 | 12,200 | 1,580 | 6,600 | 1,000 | 89% | 5.42% | 4.91% | 0.21% | 0.30% | 13.0% | 100.0% | 40 |
| W Lutz Lake Fern Rd NB-Off | - | | Ramp | 1 | 10,200 | 1,530 | 5,400 | 940 | 90% | 5.22% | 4.72% | 0.20% | 0.29% | 15.0% | 100.0% | 30 |
| W Lutz Lake Fern Rd SB-On | - | | Ramp | 1 | 10,200 | 1,530 | 5,400 | 940 | 90% | 5.22% | 4.72% | 0.20% | 0.29% | 15.0% | 100.0% | 30 |
| W Lutz Lake Fern Rd NB-On | - | | Ramp | 1 | 12,600 | 1,580 | 5,200 | 870 | 90% | 5.22% | 4.72% | 0.20% | 0.29% | 12.5% | 100.0% | 45 |
| W Lutz Lake Fern Rd SB-Off | - | | Ramp | 1 | 12,600 | 1,580 | 5,200 | 870 | 90% | 5.22% | 4.72% | 0.20% | 0.29% | 12.5% | 100.0% | 45 |
| SR 54 NB-Off | - | | Ramp | 2 | 35,200 | 3,160 | 15,200 | 1,840 | 90% | 4.93% | 4.46% | 0.19% | 0.27% | 9.0% | 100.0% | 50 |
| SR 54 SB-On | - | | Ramp | 2 | 35,200 | 3,160 | 15,200 | 1,840 | 90% | 4.93% | 4.46% | 0.19% | 0.27% | 9.0% | 100.0% | 50 |
| SR 54 NB-On | - | | Ramp | 1 | 13,800 | 1,580 | 8,500 | 1,150 | 90% | 4.93% | 4.46% | 0.19% | 0.27% | 11.5% | 100.0% | 50 |
| SR 54 SB-Off | - | | Ramp | 1 | 13,800 | 1,580 | 8,500 | 1,150 | 90% | 4.93% | 4.46% | 0.19% | 0.27% | 11.5% | 100.0% | 50 |
| Rangeland Blvd NB-Off | - | | Ramp | 2 | 39,600 | 3,160 | 9,600 | 1,060 | 90% | 4.93% | 4.46% | 0.19% | 0.27% | 8.0% | 100.0% | 35 |
| Rangeland Blvd SB-On | - | | Ramp | 2 | 38,200 | 3,060 | 9,600 | 1,060 | 90% | 4.93% | 4.46% | 0.19% | 0.27% | 8.0% | 100.0% | 30 |
| Rangeland Blvd NB-On | - | | Ramp | 1 | 22,600 | 1,580 | 3,600 | 360 | 90% | 4.93% | 4.46% | 0.19% | 0.27% | 7.0% | 100.0% | 45 |
| Rangeland Blvd SB-Off | - | | Ramp | 1 | 22,600 | 1,580 | 3,600 | 360 | 90% | 4.93% | 4.46% | 0.19% | 0.27% | 7.0% | 100.0% | 45 |
| Ridge Rd NB-Off | - | | Ramp | 1 | 12,200 | 1,470 | 8,600 | 1,310 | 92% | 3.89% | 3.52% | 0.15% | 0.21% | 12.0% | 100.0% | 45 |
| Ridge Rd SB-On | - | | Ramp | 1 | 12,200 | 1,470 | 8,600 | 1,310 | 92% | 3.89% | 3.52% | 0.15% | 0.21% | 12.0% | 100.0% | 45 |
| Ridge Rd NB-On | - | | Ramp | 1 | 12,200 | 1,470 | 5,000 | 700 | 92% | 3.89% | 3.52% | 0.15% | 0.21% | 12.0% | 100.0% | 45 |
| Ridge Rd SB-Off | - | | Ramp | 1 | 12,200 | 1,470 | 5,000 | 700 | 92% | 3.89% | 3.52% | 0.15% | 0.21% | 12.0% | 100.0% | 45 |
| SR 52 NB-Off | - | | Ramp | 2 | 31,000 | 2,940 | 15,300 | 1,940 | 88% | 6.13% | 5.54% | 0.24% | 0.34% | 9.5% | 100.0% | 50 |
| SR 52 SB-On | - | | Ramp | 2 | 31,000 | 2,940 | 15,300 | 1,940 | 88% | 6.13% | 5.54% | 0.24% | 0.34% | 9.5% | 100.0% | 50 |
| SR 52 NB-On | - | | Ramp | 1 | 16,400 | 1,470 | 4,600 | 460 | 88% | 6.13% | 5.54% | 0.24% | 0.34% | 9.0% | 100.0% | 50 |
| SR 52 SB-Off | - | | Ramp | 1 | 16,400 | 1,470 | 4,600 | 460 | 88% | 6.13% | 5.54% | 0.24% | 0.34% | 9.0% | 100.0% | 50 |
| Veterans Spur | - | | Mainline | 2 | 38,200 | 3,220 | 19,000 | 1,590 | 86% | 6.99% | 6.32% | 0.27% | 0.38% | 13.0% | 65.0% | 60 |
| Van Dyke Rd | East of Suncoast Pkwy | | Arterial | 2 | 59,400 | 2,730 | 39,200 | 1,800 | 92% | 2.52% | 4.16% | 0.94% | 0.58% | 9.0% | 51.0% | 45 |
| Van Dyke Rd | West of Suncoast Pkwy | | Arterial | 2 | 57,200 | 2,730 | 40,600 | 1,940 | 92% | 2.52% | 4.16% | 0.94% | 0.58% | 9.0% | 53.0% | 45 |
| W Lutz Lake Fern Rd | East of Suncoast Pkwy | | Arterial | 2 | 50,600 | 2,750 | 34,800 | 1,900 | 93% | 2.22% | 3.66% | 0.83% | 0.51% | 9.0% | 60.5% | 45 |
| W Lutz Lake Fern Rd | West of Suncoast Pkwy | | Arterial | 2 | 55,000 | 2,750 | 26,600 | 1,330 | 93% | 2.22% | 3.66% | 0.83% | 0.51% | 9.0% | 55.5% | 45 |
| SR 54 | East of Suncoast Pkwy | | Arterial | 3 | 88,000 | 4,040 | 76,400 | 3,510 | 90% | 3.22% | 5.32% | 1.21% | 0.75% | 9.0% | 51.0% | 45 |
| SR 54 | West of Suncoast Pkwy | | Arterial | 4 | 64,400 | 3,070 | 72,400 | 3,450 | 90% | 3.30% | 5.54% | 1.01% | 0.65% | 9.0% | 53.0% | 45 |
| Rangeland Blvd | East of Suncoast Pkwy | | Arterial | 3 | 82,400 | 4,040 | 49,200 | 2,410 | 90% | 5.25% | 4.75% | 0.20% | 0.29% | 9.0% | 54.5% | 45 |
| Rangeland Blvd | West of Suncoast Pkwy | | Arterial | 3 | 74,800 | 4,040 | 46,000 | 2,480 | 90% | 5.25% | 4.75% | 0.20% | 0.29% | 9.0% | 60.0% | 45 |
| Ridge Rd | East of Suncoast Pkwy | | Arterial | 2 | 56,000 | 2,750 | 31,400 | 1,540 | 93% | 3.07% | 2.88% | 0.49% | 0.67% | 9.0% | 54.5% | 55 |
| Ridge Rd | West of Suncoast Pkwy | | Arterial | 2 | 53,600 | 2,750 | 47,800 | 2,450 | 93% | 3.07% | 2.88% | 0.49% | 0.67% | 9.0% | 57.0% | 55 |
| SR 52 | East of Suncoast Pkwy | | Arterial | 3 | 82,800 | 3,990 | 57,200 | 2,750 | 87% | 5.57% | 5.21% | 0.89% | 1.21% | 9.0% | 53.5% | 45 |
| SR 52 | West of Suncoast Pkwy | | Arterial | 3 | 79,200 | 3,990 | 62,400 | 3,150 | 87% | 5.57% | 5.21% | 0.89% | 1.21% | 9.0% | 56.0% | 45 |

**Notes:**

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

**Prepared By:** Ma'en Al-Omari **Date:** 11/5/2024

Signature

**I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.**

**FDOT Reviewer:** **Date:**

Signature

# Appendix B-1 – Residential Properties

# Predicted Noise Levels

# Predicted Noise Levels



| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| NB01 | RNB01-001 | 1 | B | 66 | 67 | 70.2 | **72.3** | 2.1 | Yes | No | LeClaire Estates |
| NB01 | RNB01-002 | 1 | B | 66 | 67 | 68.4 | **70.9** | 2.5 | Yes | No | LeClaire Estates |
| NB01 | RNB01-003 | 1 | B | 66 | 67 | 66.4 | **68.8** | 2.4 | Yes | No | LeClaire Estates |
| NB01 | RNB01-004 | 1 | B | 66 | 67 | 65.1 | **67.8** | 2.7 | Yes | No | LeClaire Estates |
| NB01 | RNB01-005 | 1 | B | 66 | 67 | 63.2 | 65.6 | 2.4 | No | No | LeClaire Estates |
| NB01 | RNB01-006 | 1 | B | 66 | 67 | 63 | 65.3 | 2.3 | No | No | LeClaire Estates |
| NB01 | RNB01-007 | 1 | B | 66 | 67 | 61.6 | 63.8 | 2.2 | No | No | LeClaire Estates |
| NB01 | RNB01-008 | 1 | B | 66 | 67 | 60.3 | 62.3 | 2.0 | No | No | LeClaire Estates |
| NB01 | RNB01-009 | 1 | B | 66 | 67 | 58.5 | 60.6 | 2.1 | No | No | LeClaire Estates |
| NB01 | RNB01-010 | 2 | B | 66 | 67 | 56.2 | 58.4 | 2.2 | No | No | LeClaire Estates |
| NB01 | RNB01-011 | 1 | B | 66 | 67 | 67.5 | **71.3** | 3.8 | Yes | No | Single Family Residence |
| NB01 | RNB01-012 | 1 | B | 66 | 67 | 68.3 | **72.4** | 4.1 | Yes | No | Single Family Residence |
| NB01 | RNB01-013 | 1 | B | 66 | 67 | 63.5 | 66.8 | 3.3 | No | No | Single Family Residence |
| NB01 | RNB01-014 | 1 | B | 66 | 67 | 61.9 | 65.0 | 3.1 | No | No | Single Family Residence |
| NB01 | RNB01-015 | 1 | B | 66 | 67 | 59 | 61.9 | 2.9 | No | No | Single Family Residence |
| NB01 | RNB01-016 | 1 | B | 66 | 67 | 58.1 | 60.9 | 2.8 | No | No | Single Family Residence |
| NB01 | RNB01-017 | 1 | B | 66 | 67 | 55.9 | 58.4 | 2.5 | No | No | Single Family Residence |
| NB01 | RNB01-018 | 1 | B | 66 | 67 | 55.2 | 57.4 | 2.2 | No | No | Single Family Residence |
| NB01 | RNB01-019 | 1 | B | 66 | 67 | 56.7 | 59.0 | 2.3 | No | No | Single Family Residence |
| NB01 | RNB01-020 | 1 | B | 66 | 67 | 58 | 60.6 | 2.6 | No | No | Single Family Residence |
| NB01 | RNB01-021 | 1 | B | 66 | 67 | 58.9 | 61.6 | 2.7 | No | No | Single Family Residence |
| NB01 | RNB01-022 | 1 | B | 66 | 67 | 64.6 | **68.0** | 3.4 | Yes | No | Single Family Residence |
| NB01 | RNB01-023 | 1 | B | 66 | 67 | 69 | **73.1** | 4.1 | Yes | No | Single Family Residence |
| NB01 | RNB01-024 | 1 | B | 66 | 67 | 62.3 | 65.7 | 3.4 | No | No | Single Family Residence |
| NB01 | RNB01-025 | 1 | B | 66 | 67 | 59.9 | 62.6 | 2.7 | No | No | Single Family Residence |
| NB01 | RNB01-026 | 1 | B | 66 | 67 | 60.4 | 63.0 | 2.6 | No | No | Single Family Residence |
| NB01 | RNB01-027 | 1 | B | 66 | 67 | 56.9 | 58.9 | 2.0 | No | No | Single Family Residence |
| NB01 | RNB01-028 | 1 | B | 66 | 67 | 58.4 | 60.5 | 2.1 | No | No | Single Family Residence |
| NB01 | RNB01-029 | 1 | B | 66 | 67 | 58.7 | 61.0 | 2.3 | No | No | Single Family Residence |
| NB01 | RNB01-030 | 1 | B | 66 | 67 | 57.5 | 58.9 | 1.4 | No | No | Single Family Residence |
| NB01 | RNB01-031 | 1 | B | 66 | 67 | 57.9 | 59.2 | 1.3 | No | No | Single Family Residence |
| NB01 | RNB01-032 | 1 | B | 66 | 67 | 58.6 | 59.4 | 0.8 | No | No | Single Family Residence |
| NB01 | RNB01-033 | 1 | B | 66 | 67 | 62.4 | 62.0 | 0.4 | No | No | Single Family Residence |
| NB02 | RNB02-001 | 2 | B | 66 | 67 | 66.5 | **69.7** | 3.2 | Yes | No | Hidden Oaks Townhomes |
| NB02 | RNB02-002 | 2 | B | 66 | 67 | 66 | **68.4** | 2.4 | Yes | No | Hidden Oaks Townhomes |
| NB02 | RNB02-003 | 2 | B | 66 | 67 | 66 | **67.5** | 1.5 | Yes | No | Hidden Oaks Townhomes |
| NB02 | RNB02-004 | 2 | B | 66 | 67 | 66 | 65.8 | 0.2 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-005 | 2 | B | 66 | 67 | 66.3 | 65.7 | 0.6 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-006 | 2 | B | 66 | 67 | 66.3 | 65.5 | 0.8 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-007 | 2 | B | 66 | 67 | 66.4 | 65.4 | 1.0 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-008 | 4 | B | 66 | 67 | 66.4 | 65.3 | 1.1 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-009 | 6 | B | 66 | 67 | 65.8 | 64.7 | 1.1 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-010 | 6 | B | 66 | 67 | 65.5 | 64.3 | 1.2 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-011 | 4 | B | 66 | 67 | 64.4 | 63.6 | 0.8 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-012 | 4 | B | 66 | 67 | 60.4 | 61.6 | 1.2 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-013 | 6 | B | 66 | 67 | 58 | 58.3 | 0.3 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-014 | 6 | B | 66 | 67 | 49.1 | 54.5 | 5.4 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-015 | 4 | B | 66 | 67 | 48.8 | 54.2 | 5.4 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-016 | 2 | B | 66 | 67 | 50.4 | 56.2 | 5.8 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-017 | 2 | B | 66 | 67 | 49.1 | 54.3 | 5.2 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-018 | 2 | B | 66 | 67 | 48 | 53.1 | 5.1 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-019 | 2 | B | 66 | 67 | 51 | 53.0 | 2.0 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-020 | 2 | B | 66 | 67 | 68.3 | **73.2** | 4.9 | Yes | No | Hidden Oaks Townhomes |
| NB02 | RNB02-021 | 2 | B | 66 | 67 | 68.6 | **73.1** | 4.5 | Yes | No | Hidden Oaks Townhomes |
| NB02 | RNB02-022 | 2 | B | 66 | 67 | 49.5 | 51.1 | 1.6 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-023 | 2 | B | 66 | 67 | 68.4 | **73.2** | 4.8 | Yes | No | Hidden Oaks Townhomes |
| NB02 | RNB02-024 | 2 | B | 66 | 67 | 48.7 | 50.3 | 1.6 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-025 | 2 | B | 66 | 67 | 68.6 | **73.2** | 4.6 | Yes | No | Hidden Oaks Townhomes |
| NB02 | RNB02-026 | 2 | B | 66 | 67 | 69 | **73.4** | 4.4 | Yes | No | Hidden Oaks Townhomes |
| NB02 | RNB02-027 | 2 | B | 66 | 67 | 52.5 | 57.1 | 4.6 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-028 | 2 | B | 66 | 67 | 52.5 | 56.7 | 4.2 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-029 | 2 | B | 66 | 67 | 52.7 | 56.3 | 3.6 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-030 | 2 | B | 66 | 67 | 51.8 | 54.9 | 3.1 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-031 | 2 | B | 66 | 67 | 51.1 | 53.7 | 2.6 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-032 | 2 | B | 66 | 67 | 51.9 | 53.7 | 1.8 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-033 | 6 | B | 66 | 67 | 56.3 | 61.1 | 4.8 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-034 | 6 | B | 66 | 67 | 57.7 | 64.4 | 6.7 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-035 | 2 | B | 66 | 67 | 59.3 | 65.9 | 6.6 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-036 | 2 | B | 66 | 67 | 59.8 | 66.3 | 6.5 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-037 | 2 | B | 66 | 67 | 60.5 | 66.9 | 6.4 | No | No | Hidden Oaks Townhomes |
| NB02 | RNB02-038 | 2 | B | 66 | 67 | 64.9 | **70.2** | 5.3 | Yes | No | Hidden Oaks Townhomes |
| NB02 | RNB02-039 | 2 | B | 66 | 67 | 65.7 | **70.8** | 5.1 | Yes | No | Hidden Oaks Townhomes |
| NB02 | RNB02-040 | 2 | B | 66 | 67 | 67 | **71.5** | 4.5 | Yes | No | Hidden Oaks Townhomes |
| NB03 | RNB03-001 | 12 | B | 66 | 67 | 53.6 | 60.0 | 6.4 | No | No | Lake Carlton Arms |

# Predicted Noise Levels



| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| NB03 | RNB03-002 | 1 | B | 66 | 67 | 48.3 | 54.1 | 5.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-003 | 2 | B | 66 | 67 | 49.4 | 56.0 | 6.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-004 | 2 | B | 66 | 67 | 48.1 | 53.8 | 5.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-005 | 2 | B | 66 | 67 | 48.7 | 55.3 | 6.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-006 | 2 | B | 66 | 67 | 47.6 | 53.2 | 5.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-007 | 2 | B | 66 | 67 | 47.6 | 54.0 | 6.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-008 | 1 | B | 66 | 67 | 54 | 59.7 | 5.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-009 | 1 | B | 66 | 67 | 56.7 | 62.8 | 6.1 | No | No | Lake Carlton Arms |
| NB03 | RNB03-010 | 2 | B | 66 | 67 | 51 | 57.1 | 6.1 | No | No | Lake Carlton Arms |
| NB03 | RNB03-011 | 2 | B | 66 | 67 | 49.9 | 56.1 | 6.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-012 | 2 | B | 66 | 67 | 49 | 54.7 | 5.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-013 | 2 | B | 66 | 67 | 47 | 52.9 | 5.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-014 | 2 | B | 66 | 67 | 47.3 | 53.3 | 6.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-015 | 1 | B | 66 | 67 | 47.8 | 53.5 | 5.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-016 | 1 | B | 66 | 67 | 54.5 | 60.3 | 5.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-017 | 2 | B | 66 | 67 | 47.6 | 53.5 | 5.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-018 | 2 | B | 66 | 67 | 45.9 | 51.6 | 5.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-019 | 2 | B | 66 | 67 | 47.3 | 52.9 | 5.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-020 | 1 | B | 66 | 67 | 46.1 | 51.8 | 5.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-021 | 1 | B | 66 | 67 | 50.9 | 56.7 | 5.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-022 | 2 | B | 66 | 67 | 48.2 | 54.0 | 5.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-023 | 2 | B | 66 | 67 | 44.6 | 50.4 | 5.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-024 | 2 | B | 66 | 67 | 47.8 | 53.4 | 5.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-025 | 1 | B | 66 | 67 | 50.9 | 56.8 | 5.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-026 | 1 | B | 66 | 67 | 50.2 | 56.3 | 6.1 | No | No | Lake Carlton Arms |
| NB03 | RNB03-027 | 2 | B | 66 | 67 | 47.2 | 53.1 | 5.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-028 | 2 | B | 66 | 67 | 44.1 | 49.9 | 5.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-029 | 2 | B | 66 | 67 | 47 | 52.6 | 5.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-030 | 1 | B | 66 | 67 | 51.9 | 58.8 | 6.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-031 | 2 | B | 66 | 67 | 51.3 | 58.5 | 7.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-032 | 1 | B | 66 | 67 | 50.8 | 56.9 | 6.1 | No | No | Lake Carlton Arms |
| NB03 | RNB03-033 | 2 | B | 66 | 67 | 48.8 | 54.5 | 5.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-034 | 2 | B | 66 | 67 | 49.6 | 56.2 | 6.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-035 | 1 | B | 66 | 67 | 49 | 54.7 | 5.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-036 | 6 | B | 66 | 67 | 53.5 | 60.0 | 6.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-037 | 6 | B | 66 | 67 | 52 | 58.0 | 6.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-038 | 6 | B | 66 | 67 | 53.2 | 59.9 | 6.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-039 | 6 | B | 66 | 67 | 51.4 | 57.3 | 5.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-040 | 4 | B | 66 | 67 | 53.5 | 60.2 | 6.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-041 | 4 | B | 66 | 67 | 51.5 | 57.6 | 6.1 | No | No | Lake Carlton Arms |
| NB03 | RNB03-042 | 6 | B | 66 | 67 | 51.8 | 58.1 | 6.3 | No | No | Lake Carlton Arms |
| NB03 | RNB03-043 | 6 | B | 66 | 67 | 54 | 60.8 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-044 | 1 | B | 66 | 67 | 58.6 | 65.8 | 7.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-045 | 2 | B | 66 | 67 | 61.5 | **68.8** | 7.3 | Yes | No | Lake Carlton Arms |
| NB03 | RNB03-046 | 2 | B | 66 | 67 | 57.9 | 65.4 | 7.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-047 | 2 | B | 66 | 67 | 60.5 | **68.0** | 7.5 | Yes | No | Lake Carlton Arms |
| NB03 | RNB03-048 | 2 | B | 66 | 67 | 57.1 | 65.0 | 7.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-049 | 2 | B | 66 | 67 | 60 | **67.5** | 7.5 | Yes | No | Lake Carlton Arms |
| NB03 | RNB03-050 | 1 | B | 66 | 67 | 56.6 | 64.5 | 7.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-051 | 1 | B | 66 | 67 | 56.2 | 64.1 | 7.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-052 | 2 | B | 66 | 67 | 59.4 | 66.9 | 7.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-053 | 2 | B | 66 | 67 | 56 | 63.9 | 7.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-054 | 2 | B | 66 | 67 | 59 | 66.5 | 7.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-055 | 1 | B | 66 | 67 | 55.6 | 63.4 | 7.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-056 | 1 | B | 66 | 67 | 55.1 | 62.9 | 7.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-057 | 2 | B | 66 | 67 | 58.2 | 65.7 | 7.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-058 | 2 | B | 66 | 67 | 54.9 | 62.7 | 7.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-059 | 2 | B | 66 | 67 | 58 | 65.5 | 7.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-060 | 2 | B | 66 | 67 | 54.7 | 62.5 | 7.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-061 | 2 | B | 66 | 67 | 57.8 | 65.2 | 7.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-062 | 1 | B | 66 | 67 | 54.4 | 62.1 | 7.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-063 | 12 | B | 66 | 67 | 51.9 | 58.7 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-064 | 4 | B | 66 | 67 | 51.4 | 58.2 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-065 | 4 | B | 66 | 67 | 53.6 | 60.7 | 7.1 | No | No | Lake Carlton Arms |
| NB03 | RNB03-066 | 6 | B | 66 | 67 | 51.2 | 57.9 | 6.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-067 | 6 | B | 66 | 67 | 53.5 | 60.7 | 7.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-068 | 6 | B | 66 | 67 | 51.5 | 58.1 | 6.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-069 | 6 | B | 66 | 67 | 54.2 | 61.1 | 6.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-070 | 8 | B | 66 | 67 | 50.8 | 57.4 | 6.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-071 | 8 | B | 66 | 67 | 53.2 | 60.1 | 6.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-072 | 8 | B | 66 | 67 | 51.4 | 58.2 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-073 | 8 | B | 66 | 67 | 50.1 | 56.4 | 6.3 | No | No | Lake Carlton Arms |
| NB03 | RNB03-074 | 4 | B | 66 | 67 | 51.5 | 58.2 | 6.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-075 | 4 | B | 66 | 67 | 50 | 56.3 | 6.3 | No | No | Lake Carlton Arms |

| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| NB03 | RNB03-076 | 2 | B | 66 | 67 | 51.7 | 58.5 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-077 | 2 | B | 66 | 67 | 50 | 56.5 | 6.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-078 | 2 | B | 66 | 67 | 51.8 | 58.7 | 6.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-079 | 2 | B | 66 | 67 | 50.1 | 56.7 | 6.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-080 | 2 | B | 66 | 67 | 52 | 58.8 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-081 | 2 | B | 66 | 67 | 50.2 | 56.9 | 6.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-082 | 1 | B | 66 | 67 | 50.3 | 57.0 | 6.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-083 | 2 | B | 66 | 67 | 52.2 | 59.1 | 6.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-084 | 2 | B | 66 | 67 | 50.5 | 57.3 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-085 | 2 | B | 66 | 67 | 52.7 | 59.7 | 7.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-086 | 1 | B | 66 | 67 | 50.8 | 57.6 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-087 | 3 | B | 66 | 67 | 48.2 | 54.7 | 6.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-088 | 2 | B | 66 | 67 | 48.3 | 54.8 | 6.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-089 | 2 | B | 66 | 67 | 48.3 | 54.8 | 6.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-090 | 3 | B | 66 | 67 | 47.6 | 53.4 | 5.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-091 | 2 | B | 66 | 67 | 48 | 54.5 | 6.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-092 | 2 | B | 66 | 67 | 50.7 | 57.6 | 6.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-093 | 2 | B | 66 | 67 | 48 | 54.2 | 6.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-094 | 2 | B | 66 | 67 | 46.4 | 52.3 | 5.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-095 | 2 | B | 66 | 67 | 48.1 | 54.3 | 6.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-096 | 2 | B | 66 | 67 | 46.3 | 52.1 | 5.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-097 | 2 | B | 66 | 67 | 47.9 | 54.2 | 6.3 | No | No | Lake Carlton Arms |
| NB03 | RNB03-098 | 2 | B | 66 | 67 | 45.9 | 51.7 | 5.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-099 | 2 | B | 66 | 67 | 47.6 | 53.9 | 6.3 | No | No | Lake Carlton Arms |
| NB03 | RNB03-100 | 2 | B | 66 | 67 | 49.7 | 56.5 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-101 | 2 | B | 66 | 67 | 48.3 | 54.1 | 5.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-102 | 2 | B | 66 | 67 | 45.4 | 50.8 | 5.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-103 | 2 | B | 66 | 67 | 48.2 | 54.1 | 5.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-104 | 2 | B | 66 | 67 | 47.3 | 53.3 | 6.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-105 | 2 | B | 66 | 67 | 45.4 | 50.8 | 5.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-106 | 4 | B | 66 | 67 | 51.5 | 58.9 | 7.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-107 | 4 | B | 66 | 67 | 45.3 | 51.0 | 5.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-108 | 4 | B | 66 | 67 | 45.9 | 51.6 | 5.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-109 | 2 | B | 66 | 67 | 45.8 | 51.4 | 5.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-110 | 2 | B | 66 | 67 | 49 | 54.8 | 5.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-111 | 2 | B | 66 | 67 | 45.5 | 51.6 | 6.1 | No | No | Lake Carlton Arms |
| NB03 | RNB03-112 | 2 | B | 66 | 67 | 48.5 | 54.9 | 6.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-113 | 2 | B | 66 | 67 | 48.3 | 54.5 | 6.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-114 | 2 | B | 66 | 67 | 47.2 | 54.6 | 7.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-115 | 3 | B | 66 | 67 | 52.3 | 60.5 | 8.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-116 | 3 | B | 66 | 67 | 46 | 51.8 | 5.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-117 | 3 | B | 66 | 67 | 46.4 | 52.1 | 5.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-118 | 3 | B | 66 | 67 | 55.1 | 63.8 | 8.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-121 | 4 | B | 66 | 67 | 52.8 | 59.8 | 7.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-122 | 4 | B | 66 | 67 | 51.1 | 57.7 | 6.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-125 | 4 | B | 66 | 67 | 53.1 | 60.3 | 7.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-126 | 4 | B | 66 | 67 | 51.4 | 57.9 | 6.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-127 | 2 | B | 66 | 67 | 53.3 | 60.8 | 7.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-128 | 2 | B | 66 | 67 | 51.8 | 58.4 | 6.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-131 | 4 | B | 66 | 67 | 54 | 61.5 | 7.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-132 | 4 | B | 66 | 67 | 52.6 | 59.0 | 6.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-133 | 4 | B | 66 | 67 | 52.9 | 59.4 | 6.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-134 | 4 | B | 66 | 67 | 54.3 | 61.9 | 7.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-135 | 4 | B | 66 | 67 | 52.1 | 59.1 | 7.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-136 | 4 | B | 66 | 67 | 50.4 | 57.0 | 6.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-137 | 4 | B | 66 | 67 | 50.4 | 57.0 | 6.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-138 | 4 | B | 66 | 67 | 51.9 | 58.9 | 7.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-139 | 4 | B | 66 | 67 | 50.5 | 57.1 | 6.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-140 | 4 | B | 66 | 67 | 52 | 59.0 | 7.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-141 | 4 | B | 66 | 67 | 50.6 | 57.0 | 6.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-142 | 4 | B | 66 | 67 | 51.9 | 58.7 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-143 | 6 | B | 66 | 67 | 52 | 58.9 | 6.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-144 | 6 | B | 66 | 67 | 51.1 | 57.6 | 6.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-149 | 6 | B | 66 | 67 | 52.1 | 59.3 | 7.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-150 | 6 | B | 66 | 67 | 51.1 | 57.9 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-155 | 6 | B | 66 | 67 | 53.3 | 60.6 | 7.3 | No | No | Lake Carlton Arms |
| NB03 | RNB03-156 | 6 | B | 66 | 67 | 51.7 | 58.5 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-157 | 6 | B | 66 | 67 | 51.9 | 58.8 | 6.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-158 | 6 | B | 66 | 67 | 53.7 | 61.2 | 7.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-163 | 4 | B | 66 | 67 | 52.4 | 59.3 | 6.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-164 | 4 | B | 66 | 67 | 54.1 | 61.5 | 7.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-165 | 4 | B | 66 | 67 | 53.4 | 60.2 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-166 | 4 | B | 66 | 67 | 54.8 | 62.5 | 7.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-167 | 2 | B | 66 | 67 | 53.6 | 60.6 | 7.0 | No | No | Lake Carlton Arms |

| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **XX.X** | Impacted Receptor | | | | | | | | | | |
| NB03 | RNB03-168 | 2 | B | 66 | 67 | 55.1 | 62.9 | 7.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-170 | 12 | B | 66 | 67 | 53 | 60.0 | 7.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-173 | 4 | B | 66 | 67 | 54.1 | 60.8 | 6.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-174 | 4 | B | 66 | 67 | 55.7 | 63.4 | 7.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-175 | 4 | B | 66 | 67 | 54.4 | 61.0 | 6.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-176 | 4 | B | 66 | 67 | 56 | 63.6 | 7.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-179 | 4 | B | 66 | 67 | 54.5 | 60.9 | 6.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-180 | 4 | B | 66 | 67 | 56.3 | 63.8 | 7.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-185 | 4 | B | 66 | 67 | 55.1 | 62.5 | 7.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-186 | 4 | B | 66 | 67 | 53.5 | 60.7 | 7.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-187 | 6 | B | 66 | 67 | 53.6 | 60.5 | 6.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-188 | 6 | B | 66 | 67 | 55.4 | 62.8 | 7.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-191 | 4 | B | 66 | 67 | 53.1 | 60.2 | 7.1 | No | No | Lake Carlton Arms |
| NB03 | RNB03-192 | 4 | B | 66 | 67 | 54.4 | 61.7 | 7.3 | No | No | Lake Carlton Arms |
| NB03 | RNB03-193 | 8 | B | 66 | 67 | 52.7 | 59.7 | 7.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-194 | 8 | B | 66 | 67 | 53.9 | 61.0 | 7.1 | No | No | Lake Carlton Arms |
| NB03 | RNB03-195 | 4 | B | 66 | 67 | 54.2 | 60.8 | 6.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-196 | 4 | B | 66 | 67 | 56.1 | 63.5 | 7.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-197 | 2 | B | 66 | 67 | 53.9 | 60.4 | 6.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-198 | 2 | B | 66 | 67 | 55.2 | 62.5 | 7.3 | No | No | Lake Carlton Arms |
| NB03 | RNB03-199 | 4 | B | 66 | 67 | 53.8 | 60.6 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-200 | 4 | B | 66 | 67 | 54.9 | 62.1 | 7.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-201 | 12 | B | 66 | 67 | 52.9 | 59.8 | 6.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-202 | 2 | B | 66 | 67 | 54.4 | 61.3 | 6.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-203 | 2 | B | 66 | 67 | 53.3 | 59.5 | 6.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-204 | 4 | B | 66 | 67 | 54.4 | 61.2 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-205 | 4 | B | 66 | 67 | 53.1 | 59.2 | 6.1 | No | No | Lake Carlton Arms |
| NB03 | RNB03-206 | 4 | B | 66 | 67 | 53.9 | 60.8 | 6.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-207 | 4 | B | 66 | 67 | 52.8 | 58.8 | 6.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-208 | 2 | B | 66 | 67 | 48.4 | 55.6 | 7.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-209 | 2 | B | 66 | 67 | 48.3 | 54.9 | 6.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-210 | 2 | B | 66 | 67 | 45.2 | 50.9 | 5.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-211 | 2 | B | 66 | 67 | 48 | 54.2 | 6.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-212 | 2 | B | 66 | 67 | 50.4 | 56.8 | 6.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-213 | 2 | B | 66 | 67 | 53.8 | 60.6 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-214 | 3 | B | 66 | 67 | 56.8 | 65.5 | 8.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-215 | 3 | B | 66 | 67 | 46.1 | 51.7 | 5.6 | No | No | Lake Carlton Arms |
| NB03 | RNB03-216 | 3 | B | 66 | 67 | 45.8 | 51.5 | 5.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-217 | 3 | B | 66 | 67 | 58.3 | 63.5 | 5.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-218 | 2 | B | 66 | 67 | 58.8 | 64.2 | 5.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-219 | 2 | B | 66 | 67 | 50.7 | 57.2 | 6.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-220 | 2 | B | 66 | 67 | 45 | 51.0 | 6.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-221 | 2 | B | 66 | 67 | 48.9 | 54.9 | 6.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-222 | 2 | B | 66 | 67 | 50.2 | 56.1 | 5.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-223 | 2 | B | 66 | 67 | 56.9 | 62.4 | 5.5 | No | No | Lake Carlton Arms |
| NB03 | RNB03-224 | 3 | B | 66 | 67 | 54.6 | 60.0 | 5.4 | No | No | Lake Carlton Arms |
| NB03 | RNB03-225 | 3 | B | 66 | 67 | 49.2 | 54.4 | 5.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-226 | 3 | B | 66 | 67 | 47.7 | 53.6 | 5.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-227 | 3 | B | 66 | 67 | 47 | 53.2 | 6.2 | No | No | Lake Carlton Arms |
| NB03 | RNB03-228 | 2 | B | 66 | 67 | 46.8 | 52.8 | 6.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-229 | 2 | B | 66 | 67 | 48.7 | 55.7 | 7.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-230 | 2 | B | 66 | 67 | 46.5 | 52.6 | 6.1 | No | No | Lake Carlton Arms |
| NB03 | RNB03-231 | 2 | B | 66 | 67 | 48.9 | 55.7 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-232 | 2 | B | 66 | 67 | 47.2 | 53.1 | 5.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-233 | 2 | B | 66 | 67 | 48.7 | 55.4 | 6.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-234 | 4 | B | 66 | 67 | 48 | 54.0 | 6.0 | No | No | Lake Carlton Arms |
| NB03 | RNB03-235 | 4 | B | 66 | 67 | 48.8 | 55.9 | 7.1 | No | No | Lake Carlton Arms |
| NB03 | RNB03-236 | 4 | B | 66 | 67 | 47.9 | 54.2 | 6.3 | No | No | Lake Carlton Arms |
| NB03 | RNB03-237 | 4 | B | 66 | 67 | 48.9 | 55.7 | 6.8 | No | No | Lake Carlton Arms |
| NB03 | RNB03-238 | 6 | B | 66 | 67 | 54.9 | 60.6 | 5.7 | No | No | Lake Carlton Arms |
| NB03 | RNB03-239 | 6 | B | 66 | 67 | 55.8 | 61.7 | 5.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-240 | 6 | B | 66 | 67 | 55 | 60.9 | 5.9 | No | No | Lake Carlton Arms |
| NB03 | RNB03-241 | 6 | B | 66 | 67 | 54.7 | 60.8 | 6.1 | No | No | Lake Carlton Arms |
| NB03 | RNB03-242 | 6 | B | 66 | 67 | 54 | 60.1 | 6.1 | No | No | Lake Carlton Arms |
| NB03 | RNB03-243 | 6 | B | 66 | 67 | 55.4 | 62.6 | 7.2 | No | No | Lake Carlton Arms |
| NB04 | RNB04-001 | 1 | B | 66 | 67 | 69.6 | **74.4** | 4.8 | Yes | No | Cheval West Village |
| NB04 | RNB04-002 | 1 | B | 66 | 67 | 67.3 | **72.4** | 5.1 | Yes | No | Cheval West Village |
| NB04 | RNB04-003 | 1 | B | 66 | 67 | 66.5 | **71.6** | 5.1 | Yes | No | Cheval West Village |
| NB04 | RNB04-004 | 1 | B | 66 | 67 | 65.1 | **70.5** | 5.4 | Yes | No | Cheval West Village |
| NB04 | RNB04-005 | 1 | B | 66 | 67 | 63.1 | **69.3** | 6.2 | Yes | No | Cheval West Village |
| NB04 | RNB04-006 | 1 | B | 66 | 67 | 62.6 | **68.7** | 6.1 | Yes | No | Cheval West Village |
| NB04 | RNB04-007 | 1 | B | 66 | 67 | 61.9 | **68.0** | 6.1 | Yes | No | Cheval West Village |
| NB04 | RNB04-008 | 1 | B | 66 | 67 | 61.1 | **67.0** | 5.9 | No | No | Cheval West Village |
| NB04 | RNB04-009 | 2 | B | 66 | 67 | 60.2 | 66.4 | 6.2 | No | No | Cheval West Village |

# Predicted Noise Levels



| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| NB04 | RNB04-010 | 2 | B | 66 | 67 | 59 | 65.2 | 6.2 | No | No | Cheval West Village |
| NB04 | RNB04-011 | 2 | B | 66 | 67 | 57.9 | 64.2 | 6.3 | No | No | Cheval West Village |
| NB04 | RNB04-012 | 3 | B | 66 | 67 | 56.8 | 63.1 | 6.3 | No | No | Cheval West Village |
| NB04 | RNB04-013 | 3 | B | 66 | 67 | 55.4 | 61.4 | 6.0 | No | No | Cheval West Village |
| NB04 | RNB04-014 | 3 | B | 66 | 67 | 54.5 | 61.1 | 6.6 | No | No | Cheval West Village |
| NB04 | RNB04-015 | 4 | B | 66 | 67 | 54 | 60.7 | 6.7 | No | No | Cheval West Village |
| NB04 | RNB04-016 | 4 | B | 66 | 67 | 53.3 | 59.9 | 6.6 | No | No | Cheval West Village |
| NB04 | RNB04-017 | 3 | B | 66 | 67 | 53.7 | 60.6 | 6.9 | No | No | Cheval West Village |
| NB04 | RNB04-018 | 3 | B | 66 | 67 | 54.9 | 62.1 | 7.2 | No | No | Cheval West Village |
| NB04 | RNB04-019 | 4 | B | 66 | 67 | 55 | 61.9 | 6.9 | No | No | Cheval West Village |
| NB04 | RNB04-020 | 3 | B | 66 | 67 | 55.9 | 62.8 | 6.9 | No | No | Cheval West Village |
| NB04 | RNB04-021 | 3 | B | 66 | 67 | 56.5 | 63.3 | 6.8 | No | No | Cheval West Village |
| NB04 | RNB04-022 | 3 | B | 66 | 67 | 57 | 63.9 | 6.9 | No | No | Cheval West Village |
| NB04 | RNB04-023 | 2 | B | 66 | 67 | 55.3 | 61.8 | 6.5 | No | No | Cheval West Village |
| NB04 | RNB04-024 | 2 | B | 66 | 67 | 61.2 | **67.9** | 6.7 | Yes | No | Cheval West Village |
| NB04 | RNB04-025 | 3 | B | 66 | 67 | 62.1 | **68.6** | 6.5 | Yes | No | Cheval West Village |
| NB04 | RNB04-026 | 1 | B | 66 | 67 | 65.6 | **71.7** | 6.1 | Yes | No | Cheval West Village |
| NB04 | RNB04-027 | 1 | B | 66 | 67 | 64.6 | **70.5** | 5.9 | Yes | No | Cheval West Village |
| NB04 | RNB04-028 | 1 | B | 66 | 67 | 63.4 | **69.6** | 6.2 | Yes | No | Cheval West Village |
| NB04 | RNB04-029 | 2 | B | 66 | 67 | 61.7 | **67.6** | 5.9 | Yes | No | Cheval West Village |
| NB04 | RNB04-030 | 3 | B | 66 | 67 | 55.6 | 62.3 | 6.7 | No | No | Cheval West Village |
| NB04 | RNB04-031 | 2 | B | 66 | 67 | 56.1 | 63.2 | 7.1 | No | No | Cheval West Village |
| NB04 | RNB04-032 | 1 | B | 66 | 67 | 65.5 | **71.6** | 6.1 | Yes | No | Cheval West Village |
| NB04 | RNB04-033 | 1 | B | 66 | 67 | 63.7 | **70.3** | 6.6 | Yes | No | Cheval West Village |
| NB04 | RNB04-034 | 2 | B | 66 | 67 | 63.9 | **70.6** | 6.7 | Yes | No | Cheval West Village |
| NB04 | RNB04-035 | 2 | B | 66 | 67 | 64.6 | **71.2** | 6.6 | Yes | No | Cheval West Village |
| NB04 | RNB04-036 | 2 | B | 66 | 67 | 57.2 | 64.3 | 7.1 | No | No | Cheval West Village |
| NB04 | RNB04-037 | 2 | B | 66 | 67 | 57.3 | 63.6 | 6.3 | No | No | Cheval West Village |
| NB04 | RNB04-038 | 2 | B | 66 | 67 | 58.1 | 64.9 | 6.8 | No | No | Cheval West Village |
| NB04 | RNB04-039 | 2 | B | 66 | 67 | 60.2 | **68.5** | 8.3 | Yes | No | Cheval West Village |
| NB04 | RNB04-040 | 1 | B | 66 | 67 | 61.3 | **69.8** | 8.5 | Yes | No | Cheval West Village |
| NB04 | RNB04-041 | 1 | B | 66 | 67 | 62.2 | **70.4** | 8.2 | Yes | No | Cheval West Village |
| NB04 | RNB04-042 | 1 | B | 66 | 67 | 64.1 | **73.1** | 9.0 | Yes | No | Cheval West Village |
| NB04 | RNB04-043 | 5 | B | 66 | 67 | 53.9 | 61.4 | 7.5 | No | No | Cheval West Village |
| NB04 | RNB04-044 | 2 | B | 66 | 67 | 55.5 | 63.4 | 7.9 | No | No | Cheval West Village |
| NB04 | RNB04-045 | 2 | B | 66 | 67 | 53.7 | 61.6 | 7.9 | No | No | Cheval West Village |
| NB04 | RNB04-046 | 3 | B | 66 | 67 | 57.3 | 65.4 | 8.1 | No | No | Cheval West Village |
| NB04 | RNB04-047 | 3 | B | 66 | 67 | 53.3 | 60.8 | 7.5 | No | No | Cheval West Village |
| NB04 | RNB04-048 | 2 | B | 66 | 67 | 58.4 | 66.6 | 8.2 | No | No | Cheval West Village |
| NB04 | RNB04-049 | 2 | B | 66 | 67 | 53.9 | 61.6 | 7.7 | No | No | Cheval West Village |
| NB04 | RNB04-050 | 2 | B | 66 | 67 | 59.1 | **67.4** | 8.3 | Yes | No | Cheval West Village |
| NB04 | RNB04-051 | 2 | B | 66 | 67 | 53.8 | 60.8 | 7.0 | No | No | Cheval West Village |
| NB04 | RNB04-052 | 2 | B | 66 | 67 | 59.8 | **67.8** | 8.0 | Yes | No | Cheval West Village |
| NB04 | RNB04-053 | 3 | B | 66 | 67 | 53.7 | 60.4 | 6.7 | No | No | Cheval West Village |
| NB04 | RNB04-054 | 2 | B | 66 | 67 | 60.4 | **68.0** | 7.6 | Yes | No | Cheval West Village |
| NB04 | RNB04-055 | 2 | B | 66 | 67 | 60.5 | **67.7** | 7.2 | Yes | No | Cheval West Village |
| NB04 | RNB04-056 | 2 | B | 66 | 67 | 60.4 | **67.4** | 7.0 | Yes | No | Cheval West Village |
| NB04 | RNB04-057 | 2 | B | 66 | 67 | 54.3 | 60.9 | 6.6 | No | No | Cheval West Village |
| NB04 | RNB04-058 | 2 | B | 66 | 67 | 60.5 | **67.8** | 7.3 | Yes | No | Cheval West Village |
| NB04 | RNB04-059 | 3 | B | 66 | 67 | 56 | 62.5 | 6.5 | No | No | Cheval West Village |
| NB04 | RNB04-060 | 2 | B | 66 | 67 | 58.6 | 65.5 | 6.9 | No | No | Cheval West Village |
| NB04 | RNB04-061 | 2 | B | 66 | 67 | 61.2 | **68.9** | 7.7 | Yes | No | Cheval West Village |
| NB04 | RNB04-062 | 1 | B | 66 | 67 | 61.9 | **69.8** | 7.9 | Yes | No | Cheval West Village |
| NB04 | RNB04-063 | 1 | B | 66 | 67 | 62.5 | **70.4** | 7.9 | Yes | No | Cheval West Village |
| NB04 | RNB04-064 | 2 | B | 66 | 67 | 59.9 | 66.9 | 7.0 | No | No | Cheval West Village |
| NB04 | RNB04-065 | 1 | B | 66 | 67 | 60.7 | **67.8** | 7.1 | Yes | No | Cheval West Village |
| NB04 | RNB04-066 | 1 | B | 66 | 67 | 61.7 | **68.5** | 6.8 | Yes | No | Cheval West Village |
| NB04 | RNB04-067 | 3 | B | 66 | 67 | 54.7 | 60.8 | 6.1 | No | No | Cheval West Village |
| NB04 | RNB04-068 | 2 | B | 66 | 67 | 59 | 66.0 | 7.0 | No | No | Cheval West Village |
| NB04 | RNB04-069 | 3 | B | 66 | 67 | 57.2 | 63.9 | 6.7 | No | No | Cheval West Village |
| NB04 | RNB04-070 | 2 | B | 66 | 67 | 54 | 61.0 | 7.0 | No | No | Cheval West Village |
| NB04 | RNB04-071 | 2 | B | 66 | 67 | 54.8 | 62.1 | 7.3 | No | No | Cheval West Village |
| NB04 | RNB04-072 | 2 | B | 66 | 67 | 56.8 | 64.2 | 7.4 | No | No | Cheval West Village |
| NB04 | RNB04-073 | 2 | B | 66 | 67 | 57.6 | 65.1 | 7.5 | No | No | Cheval West Village |
| NB04 | RNB04-074 | 4 | B | 66 | 67 | 57.5 | 62.5 | 5.0 | No | No | Cheval West Village |
| NB04 | RNB04-075 | 3 | B | 66 | 67 | 57.1 | 62.7 | 5.6 | No | No | Cheval West Village |
| NB04 | RNB04-076 | 3 | B | 66 | 67 | 56.9 | 63.4 | 6.5 | No | No | Cheval West Village |
| NB04 | RNB04-077 | 3 | B | 66 | 67 | 57.8 | 64.5 | 6.7 | No | No | Cheval West Village |
| NB04 | RNB04-078 | 2 | B | 66 | 67 | 58.4 | 65.1 | 6.7 | No | No | Cheval West Village |
| NB04 | RNB04-079 | 2 | B | 66 | 67 | 57.8 | 64.8 | 7.0 | No | No | Cheval West Village |
| NB04 | RNB04-080 | 2 | B | 66 | 67 | 60 | 66.6 | 6.6 | No | No | Cheval West Village |
| NB04 | RNB04-081 | 2 | B | 66 | 67 | 60.6 | **67.6** | 7.0 | Yes | No | Cheval West Village |
| NB04 | RNB04-082 | 1 | B | 66 | 67 | 61.4 | **68.3** | 6.9 | Yes | No | Cheval West Village |
| NB04 | RNB04-083 | 1 | B | 66 | 67 | 61.6 | **68.9** | 7.3 | Yes | No | Cheval West Village |

| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| NB04 | RNB04-084 | 1 | B | 66 | 67 | 63.2 | **69.4** | 6.2 | Yes | No | Cheval West Village |
| NB04 | RNB04-085 | 1 | B | 66 | 67 | 64.3 | **69.7** | 5.4 | Yes | No | Cheval West Village |
| NB04 | RNB04-086 | 1 | B | 66 | 67 | 65.3 | **69.1** | 3.8 | Yes | No | Cheval West Village |
| NB04 | RNB04-087 | 3 | B | 66 | 67 | 66.2 | **69.5** | 3.3 | Yes | No | Cheval West Village |
| NB04 | RNB04-088 | 2 | B | 66 | 67 | 64.2 | **69.4** | 5.2 | Yes | No | Cheval West Village |
| NB04 | RNB04-089 | 2 | B | 66 | 67 | 63.5 | **69.1** | 5.6 | Yes | No | Cheval West Village |
| NB04 | RNB04-090 | 2 | B | 66 | 67 | 63 | **68.4** | 5.4 | Yes | No | Cheval West Village |
| NB04 | RNB04-091 | 4 | B | 66 | 67 | 62.6 | **68.2** | 5.6 | Yes | No | Cheval West Village |
| NB04 | RNB04-092 | 4 | B | 66 | 67 | 61.7 | **67.1** | 5.4 | Yes | No | Cheval West Village |
| NB04 | RNB04-093 | 4 | B | 66 | 67 | 61.5 | 66.6 | 5.1 | No | No | Cheval West Village |
| NB04 | RNB04-094 | 4 | B | 66 | 67 | 60.7 | 65.8 | 5.1 | No | No | Cheval West Village |
| NB04 | RNB04-095 | 4 | B | 66 | 67 | 59.5 | 64.9 | 5.4 | No | No | Cheval West Village |
| NB04 | RNB04-096 | 5 | B | 66 | 67 | 59.4 | 64.4 | 5.0 | No | No | Cheval West Village |
| NB04 | RNB04-097 | 1 | B | 66 | 67 | 59.8 | 64.3 | 4.5 | No | No | Cheval West Village |
| NB04 | RNB04-098 | 4 | B | 66 | 67 | 59.4 | 63.9 | 4.5 | No | No | Cheval West Village |
| NB04 | RNB04-099 | 1 | B | 66 | 67 | 67.5 | **70.1** | 2.6 | Yes | No | Cheval West Village |
| NB04 | RNB04-100 | 1 | B | 66 | 67 | 67.8 | **71.8** | 4.0 | Yes | No | Cheval West Village |
| NB04 | RNB04-101 | 1 | B | 66 | 67 | 68 | **72.8** | 4.8 | Yes | No | Cheval West Village |
| NB04 | RNB04-102 | 1 | B | 66 | 67 | 67.3 | **72.4** | 5.1 | Yes | No | Cheval West Village |
| NB04 | RNB04-103 | 1 | B | 66 | 67 | 66.2 | **71.0** | 4.8 | Yes | No | Cheval West Village |
| NB04 | RNB04-104 | 2 | B | 66 | 67 | 66.8 | **71.8** | 5.0 | Yes | No | Cheval West Village |
| NB04 | RNB04-105 | 1 | B | 66 | 67 | 67.2 | **72.2** | 5.0 | Yes | No | Cheval West Village |
| NB04 | RNB04-106 | 2 | B | 66 | 67 | 67.1 | **72.0** | 4.9 | Yes | No | Cheval West Village |
| NB04 | RNB04-107 | 2 | B | 66 | 67 | 66.4 | **70.8** | 4.4 | Yes | No | Cheval West Village |
| NB04 | RNB04-108 | 2 | B | 66 | 67 | 68.4 | **72.8** | 4.4 | Yes | No | Cheval West Village |
| NB04 | RNB04-109 | 3 | B | 66 | 67 | 66.1 | **70.4** | 4.3 | Yes | No | Cheval West Village |
| NB04 | RNB04-110 | 3 | B | 66 | 67 | 66.9 | **71.2** | 4.3 | Yes | No | Cheval West Village |
| NB04 | RNB04-111 | 4 | B | 66 | 67 | 65.3 | **69.4** | 4.1 | Yes | No | Cheval West Village |
| NB06 | RNB06-001 | 2 | B | 66 | 67 | 58.8 | 63.5 | 4.7 | No | No | Villarosa |
| NB06 | RNB06-002 | 2 | B | 66 | 67 | 57 | 62.3 | 5.3 | No | No | Villarosa |
| NB06 | RNB06-003 | 2 | B | 66 | 67 | 55.4 | 60.7 | 5.3 | No | No | Villarosa |
| NB06 | RNB06-004 | 3 | B | 66 | 67 | 54 | 59.2 | 5.2 | No | No | Villarosa |
| NB06 | RNB06-005 | 1 | B | 66 | 67 | 55.6 | 60.6 | 5.0 | No | No | Sierra Pines |
| NB06 | RNB06-006 | 1 | B | 66 | 67 | 53.6 | 58.6 | 5.0 | No | No | Sierra Pines |
| NB06 | RNB06-007 | 1 | B | 66 | 67 | 54.9 | 60.1 | 5.2 | No | No | Sierra Pines |
| NB06 | RNB06-008 | 2 | B | 66 | 67 | 53.8 | 58.7 | 4.9 | No | No | Sierra Pines |
| NB06 | RNB06-009 | 1 | B | 66 | 67 | 55.1 | 60.6 | 5.5 | No | No | Sierra Pines |
| NB06 | RNB06-010 | 2 | B | 66 | 67 | 55.5 | 61.3 | 5.8 | No | No | Sierra Pines |
| NB06 | RNB06-011 | 2 | B | 66 | 67 | 55.4 | 61.0 | 5.6 | No | No | Sierra Pines |
| NB06 | RNB06-012 | 2 | B | 66 | 67 | 53 | 57.8 | 4.8 | No | No | Sierra Pines |
| NB06 | RNB06-013 | 1 | B | 66 | 67 | 52.6 | 57.6 | 5.0 | No | No | Sierra Pines |
| NB06 | RNB06-014 | 1 | B | 66 | 67 | 54.7 | 60.3 | 5.6 | No | No | Sierra Pines |
| NB06 | RNB06-015 | 2 | B | 66 | 67 | 54 | 59.1 | 5.1 | No | No | Sierra Pines |
| NB06 | RNB06-016 | 2 | B | 66 | 67 | 55.2 | 59.9 | 4.7 | No | No | Sierra Pines |
| NB06 | RNB06-017 | 1 | B | 66 | 67 | 55.8 | 60.7 | 4.9 | No | No | Sierra Pines |
| NB06 | RNB06-018 | 1 | B | 66 | 67 | 58.7 | 63.3 | 4.6 | No | No | Sierra Pines |
| NB06 | RNB06-019 | 1 | B | 66 | 67 | 58 | 62.3 | 4.3 | No | No | Sierra Pines |
| NB08 | RNB08-001 | 12 | B | 66 | 67 | 57.7 | 62.3 | 4.6 | No | No | The Iris at Northpointe |
| NB08 | RNB08-002 | 12 | B | 66 | 67 | 58.6 | 63.6 | 5.0 | No | No | The Iris at Northpointe |
| NB08 | RNB08-003 | 12 | B | 66 | 67 | 59.9 | 65.5 | 5.6 | No | No | The Iris at Northpointe |
| NB08 | RNB08-007 | 12 | B | 66 | 67 | 57.9 | 62.3 | 4.4 | No | No | The Iris at Northpointe |
| NB08 | RNB08-008 | 12 | B | 66 | 67 | 58.4 | 63.0 | 4.6 | No | No | The Iris at Northpointe |
| NB08 | RNB08-009 | 12 | B | 66 | 67 | 59.9 | 65.0 | 5.1 | No | No | The Iris at Northpointe |
| NB10 | RNB10-001 | 1 | B | 66 | 67 | 63.7 | **67.0** | 3.3 | No | No | Single Family Residence |
| NB12 | RNB12-001 | 4 | B | 66 | 67 | 55.4 | 57.1 | 1.7 | No | No | Bexley South |
| NB12 | RNB12-002 | 4 | B | 66 | 67 | 56.8 | 60.2 | 3.4 | No | No | Bexley South |
| NB12 | RNB12-003 | 4 | B | 66 | 67 | 54.8 | 58.3 | 3.5 | No | No | Bexley South |
| NB12 | RNB12-004 | 3 | B | 66 | 67 | 57.4 | 61.0 | 3.6 | No | No | Bexley South |
| NB12 | RNB12-005 | 3 | B | 66 | 67 | 56.5 | 60.3 | 3.8 | No | No | Bexley South |
| NB12 | RNB12-006 | 6 | B | 66 | 67 | 56.9 | 61.3 | 4.4 | No | No | Bexley South |
| NB12 | RNB12-007 | 3 | B | 66 | 67 | 57.6 | 61.0 | 3.4 | No | No | Bexley South |
| NB12 | RNB12-008 | 3 | B | 66 | 67 | 55.2 | 59.1 | 3.9 | No | No | Bexley South |
| NB12 | RNB12-009 | 3 | B | 66 | 67 | 55.9 | 57.9 | 2.0 | No | No | Bexley South |
| NB12 | RNB12-010 | 4 | B | 66 | 67 | 52.9 | 55.9 | 3.0 | No | No | Bexley South |
| NB12 | RNB12-011 | 3 | B | 66 | 67 | 55.3 | 56.2 | 0.9 | No | No | Bexley South |
| NB12 | RNB12-012 | 3 | B | 66 | 67 | 52.2 | 55.2 | 3.0 | No | No | Bexley South |
| NB12 | RNB12-013 | 2 | B | 66 | 67 | 61.9 | 64.4 | 2.5 | No | No | Bexley South |
| NB12 | RNB12-014 | 1 | B | 66 | 67 | 60.7 | 63.1 | 2.4 | No | No | Bexley South |
| NB12 | RNB12-015 | 2 | B | 66 | 67 | 59.3 | 61.9 | 2.6 | No | No | Bexley South |
| NB12 | RNB12-016 | 3 | B | 66 | 67 | 58.1 | 60.1 | 2.0 | No | No | Bexley South |
| NB12 | RNB12-017 | 3 | B | 66 | 67 | 56.9 | 58.4 | 1.5 | No | No | Bexley South |
| NB12 | RNB12-018 | 3 | B | 66 | 67 | 54.4 | 56.5 | 2.1 | No | No | Bexley South |
| NB12 | RNB12-019 | 3 | B | 66 | 67 | 54.6 | 57.3 | 2.7 | No | No | Bexley South |
| NB12 | RNB12-020 | 3 | B | 66 | 67 | 55.8 | 57.1 | 1.3 | No | No | Bexley South |

| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **XX.X** | Impacted Receptor | | | | | | | | | | |
| NB12 | RNB12-021 | 3 | B | 66 | 67 | 55 | 56.1 | 1.1 | No | No | Bexley South |
| NB12 | RNB12-022 | 1 | B | 66 | 67 | 62.4 | 64.0 | 1.6 | No | No | Bexley South |
| NB12 | RNB12-023 | 2 | B | 66 | 67 | 59.3 | 61.6 | 2.3 | No | No | Bexley South |
| NB12 | RNB12-024 | 2 | B | 66 | 67 | 58.2 | 60.8 | 2.6 | No | No | Bexley South |
| NB12 | RNB12-025 | 2 | B | 66 | 67 | 56.7 | 59.0 | 2.3 | No | No | Bexley South |
| NB12 | RNB12-026 | 2 | B | 66 | 67 | 57 | 58.8 | 1.8 | No | No | Bexley South |
| NB12 | RNB12-027 | 3 | B | 66 | 67 | 57.3 | 59.0 | 1.7 | No | No | Bexley South |
| NB12 | RNB12-028 | 3 | B | 66 | 67 | 56 | 57.2 | 1.2 | No | No | Bexley South |
| NB16 | RNB16-001 | 1 | B | 66 | 67 | 64.1 | 65.4 | 1.3 | No | No | Deerfield Lakes |
| NB16 | RNB16-002 | 2 | B | 66 | 67 | 64.9 | 65.9 | 1.0 | No | No | Deerfield Lakes |
| NB16 | RNB16-003 | 2 | B | 66 | 67 | 65.2 | 66.4 | 1.2 | No | No | Deerfield Lakes |
| NB16 | RNB16-004 | 2 | B | 66 | 67 | 65.9 | 66.8 | 0.9 | No | No | Deerfield Lakes |
| NB16 | RNB16-005 | 1 | B | 66 | 67 | 64.8 | 66.4 | 1.6 | No | No | Deerfield Lakes |
| NB16 | RNB16-006 | 1 | B | 66 | 67 | 66.4 | **68.0** | 1.6 | Yes | No | Deerfield Lakes |
| NB16 | RNB16-007 | 2 | B | 66 | 67 | 68.8 | **70.5** | 1.7 | Yes | No | Deerfield Lakes |
| NB16 | RNB16-008 | 3 | B | 66 | 67 | 68 | **70.3** | 2.3 | Yes | No | Deerfield Lakes |
| NB16 | RNB16-009 | 5 | B | 66 | 67 | 66.6 | **69.6** | 3.0 | Yes | No | Deerfield Lakes |
| NB16 | RNB16-010 | 2 | B | 66 | 67 | 66.5 | **69.1** | 2.6 | Yes | No | Deerfield Lakes |
| NB16 | RNB16-011 | 1 | B | 66 | 67 | 65.2 | **67.8** | 2.6 | Yes | No | Deerfield Lakes |
| NB16 | RNB16-012 | 1 | B | 66 | 67 | 63.6 | 65.9 | 2.3 | No | No | Deerfield Lakes |
| NB16 | RNB16-013 | 2 | B | 66 | 67 | 62.1 | 64.5 | 2.4 | No | No | Deerfield Lakes |
| NB16 | RNB16-014 | 2 | B | 66 | 67 | 61.9 | 64.3 | 2.4 | No | No | Deerfield Lakes |
| NB16 | RNB16-015 | 2 | B | 66 | 67 | 57.5 | 58.9 | 1.4 | No | No | Deerfield Lakes |
| NB16 | RNB16-016 | 2 | B | 66 | 67 | 59.6 | 61.3 | 1.7 | No | No | Deerfield Lakes |
| NB16 | RNB16-017 | 3 | B | 66 | 67 | 58.8 | 60.2 | 1.4 | No | No | Deerfield Lakes |
| NB16 | RNB16-018 | 4 | B | 66 | 67 | 58.5 | 60.1 | 1.6 | No | No | Deerfield Lakes |
| NB16 | RNB16-019 | 4 | B | 66 | 67 | 58.4 | 59.9 | 1.5 | No | No | Deerfield Lakes |
| NB16 | RNB16-020 | 3 | B | 66 | 67 | 57.7 | 59.2 | 1.5 | No | No | Deerfield Lakes |
| NB16 | RNB16-021 | 4 | B | 66 | 67 | 58.6 | 60.2 | 1.6 | No | No | Deerfield Lakes |
| NB16 | RNB16-022 | 3 | B | 66 | 67 | 57.8 | 59.7 | 1.9 | No | No | Deerfield Lakes |
| NB16 | RNB16-023 | 4 | B | 66 | 67 | 57.2 | 58.8 | 1.6 | No | No | Deerfield Lakes |
| NB16 | RNB16-024 | 4 | B | 66 | 67 | 57.9 | 59.7 | 1.8 | No | No | Deerfield Lakes |
| NB16 | RNB16-025 | 4 | B | 66 | 67 | 59.1 | 60.6 | 1.5 | No | No | Deerfield Lakes |
| NB16 | RNB16-026 | 5 | B | 66 | 67 | 57.5 | 59.2 | 1.7 | No | No | Deerfield Lakes |
| NB16 | RNB16-027 | 4 | B | 66 | 67 | 56.9 | 58.8 | 1.9 | No | No | Deerfield Lakes |
| NB16 | RNB16-028 | 3 | B | 66 | 67 | 56.7 | 58.6 | 1.9 | No | No | Deerfield Lakes |
| NB16 | RNB16-029 | 3 | B | 66 | 67 | 55.6 | 57.3 | 1.7 | No | No | Deerfield Lakes |
| NB16 | RNB16-030 | 2 | B | 66 | 67 | 54.7 | 56.2 | 1.5 | No | No | Deerfield Lakes |
| NB16 | RNB16-031 | 4 | B | 66 | 67 | 54.3 | 55.7 | 1.4 | No | No | Deerfield Lakes |
| NB16 | RNB16-032 | 2 | B | 66 | 67 | 53.9 | 55.1 | 1.2 | No | No | Deerfield Lakes |
| NB16 | RNB16-033 | 4 | B | 66 | 67 | 55.6 | 57.3 | 1.7 | No | No | Deerfield Lakes |
| NB16 | RNB16-034 | 4 | B | 66 | 67 | 55.6 | 57.1 | 1.5 | No | No | Deerfield Lakes |
| NB16 | RNB16-035 | 3 | B | 66 | 67 | 55.9 | 57.4 | 1.5 | No | No | Deerfield Lakes |
| NB16 | RNB16-036 | 3 | B | 66 | 67 | 55.6 | 56.7 | 1.1 | No | No | Deerfield Lakes |
| NB16 | RNB16-037 | 2 | B | 66 | 67 | 54.4 | 55.2 | 0.8 | No | No | Deerfield Lakes |
| NB16 | RNB16-038 | 1 | B | 66 | 67 | 52.2 | 52.7 | 0.5 | No | No | Deerfield Lakes |
| NB16 | RNB16-039 | 3 | B | 66 | 67 | 55.7 | 56.6 | 0.9 | No | No | Deerfield Lakes |
| NB16 | RNB16-040 | 2 | B | 66 | 67 | 57.9 | 59.7 | 1.8 | No | No | Deerfield Lakes |
| NB16 | RNB16-041 | 2 | B | 66 | 67 | 58 | 59.6 | 1.6 | No | No | Deerfield Lakes |
| NB16 | RNB16-042 | 3 | B | 66 | 67 | 56.7 | 58.5 | 1.8 | No | No | Deerfield Lakes |
| NB16 | RNB16-043 | 2 | B | 66 | 67 | 59.4 | 61.0 | 1.6 | No | No | Deerfield Lakes |
| NB16 | RNB16-044 | 1 | B | 66 | 67 | 60 | 61.8 | 1.8 | No | No | Deerfield Lakes |
| NB16 | RNB16-045 | 1 | B | 66 | 67 | 62.9 | 64.9 | 2.0 | No | No | Deerfield Lakes |
| NB16 | RNB16-046 | 1 | B | 66 | 67 | 64.3 | 65.8 | 1.5 | No | No | Deerfield Lakes |
| NB16 | RNB16-047 | 1 | B | 66 | 67 | 61.7 | 62.8 | 1.1 | No | No | Deerfield Lakes |
| NB16 | RNB16-048 | 2 | B | 66 | 67 | 60.9 | 61.6 | 0.7 | No | No | Deerfield Lakes |
| NB16 | RNB16-049 | 2 | B | 66 | 67 | 60.2 | 60.6 | 0.4 | No | No | Deerfield Lakes |
| NB16 | RNB16-050 | 2 | B | 66 | 67 | 59.9 | 59.9 | 0.0 | No | No | Deerfield Lakes |
| NB16 | RNB16-051 | 3 | B | 66 | 67 | 59.7 | 59.3 | 0.4 | No | No | Deerfield Lakes |
| NB16 | RNB16-052 | 3 | B | 66 | 67 | 58.3 | 58.8 | 0.5 | No | No | Deerfield Lakes |
| NB16 | RNB16-053 | 3 | B | 66 | 67 | 56.7 | 57.2 | 0.5 | No | No | Deerfield Lakes |
| NB16 | RNB16-054 | 3 | B | 66 | 67 | 56.7 | 57.0 | 0.3 | No | No | Deerfield Lakes |
| NB16 | RNB16-055 | 3 | B | 66 | 67 | 55 | 55.0 | 0.0 | No | No | Deerfield Lakes |
| NB16 | RNB16-056 | 3 | B | 66 | 67 | 53.6 | 53.4 | 0.2 | No | No | Deerfield Lakes |
| NB16 | RNB16-057 | 4 | B | 66 | 67 | 54.8 | 54.7 | 0.1 | No | No | Deerfield Lakes |
| NB16 | RNB16-058 | 4 | B | 66 | 67 | 55.8 | 55.5 | 0.3 | No | No | Deerfield Lakes |
| NB16 | RNB16-059 | 3 | B | 66 | 67 | 58 | 57.6 | 0.4 | No | No | Deerfield Lakes |
| NB16 | RNB16-060 | 3 | B | 66 | 67 | 57.5 | 57.1 | 0.4 | No | No | Deerfield Lakes |
| NB16 | RNB16-061 | 3 | B | 66 | 67 | 56.9 | 56.4 | 0.5 | No | No | Deerfield Lakes |
| NB16 | RNB16-062 | 2 | B | 66 | 67 | 56.9 | 56.5 | 0.4 | No | No | Deerfield Lakes |
| NB16 | RNB16-063 | 4 | B | 66 | 67 | 55.3 | 54.8 | 0.5 | No | No | Deerfield Lakes |
| SB01 | RSB01-001 | 1 | B | 66 | 67 | 71.6 | **72.8** | 1.2 | Yes | No | Lake Keystone |
| SB01 | RSB01-002 | 1 | B | 66 | 67 | 65.6 | **67.9** | 2.3 | Yes | No | Lake Keystone |
| SB01 | RSB01-003 | 1 | B | 66 | 67 | 62 | 64.2 | 2.2 | No | No | Lake Keystone |

| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| SB01 | RSB01-004 | 1 | B | 66 | 67 | 60.5 | 62.6 | 2.1 | No | No | Lake Keystone |
| SB01 | RSB01-005 | 2 | B | 66 | 67 | 59.6 | 61.6 | 2.0 | No | No | Lake Keystone |
| SB01 | RSB01-006 | 4 | B | 66 | 67 | 57.4 | 58.5 | 1.1 | No | No | Lake Keystone |
| SB01 | RSB01-007 | 1 | B | 66 | 67 | 59.6 | 61.3 | 1.7 | No | No | Lake Keystone |
| SB01 | RSB01-008 | 4 | B | 66 | 67 | 57.6 | 58.4 | 0.8 | No | No | Lake Keystone |
| SB01 | RSB01-009 | 1 | B | 66 | 67 | 59.9 | 62.5 | 2.6 | No | No | Lake Keystone |
| SB01 | RSB01-010 | 1 | B | 66 | 67 | 61.3 | 64.2 | 2.9 | No | No | Lake Keystone |
| SB01 | RSB01-011 | 1 | B | 66 | 67 | 59.5 | 62.3 | 2.8 | No | No | Lake Keystone |
| SB01 | RSB01-012 | 1 | B | 66 | 67 | 55.9 | 57.4 | 1.5 | No | No | Lake Keystone |
| SB01 | RSB01-013 | 2 | B | 66 | 67 | 58.2 | 60.5 | 2.3 | No | No | Lake Keystone |
| SB01 | RSB01-014 | 1 | B | 66 | 67 | 60.8 | 63.6 | 2.8 | No | No | Lake Keystone |
| SB01 | RSB01-015 | 2 | B | 66 | 67 | 61.3 | 64.1 | 2.8 | No | No | Lake Keystone |
| SB01 | RSB01-016 | 1 | B | 66 | 67 | 62.5 | 66.2 | 3.7 | No | No | Lake Keystone |
| SB01 | RSB01-017 | 2 | B | 66 | 67 | 59.2 | 62.5 | 3.3 | No | No | Lake Keystone |
| SB01 | RSB01-018 | 1 | B | 66 | 67 | 58.7 | 62.7 | 4.0 | No | No | Lake Keystone |
| SB03 | RSB03-001 | 1 | B | 66 | 67 | 67.6 | **75.9** | 8.3 | Yes | No | Zambito Estates |
| SB03 | RSB03-002 | 1 | B | 66 | 67 | 59.9 | **68.0** | 8.1 | Yes | No | Zambito Estates |
| SB03 | RSB03-003 | 1 | B | 66 | 67 | 51.9 | 59.6 | 7.7 | No | No | Zambito Estates |
| SB03 | RSB03-004 | 1 | B | 66 | 67 | 55.5 | 63.8 | 8.3 | No | No | Zambito Estates |
| SB03 | RSB03-005 | 1 | B | 66 | 67 | 58.4 | 66.3 | 7.9 | No | No | Zambito Estates |
| SB03 | RSB03-006 | 1 | B | 66 | 67 | 55.6 | 63.8 | 8.2 | No | No | Zambito Estates |
| SB03 | RSB03-007 | 1 | B | 66 | 67 | 54.3 | 62.4 | 8.1 | No | No | Zambito Estates |
| SB03 | RSB03-008 | 1 | B | 66 | 67 | 52.4 | 60.0 | 7.6 | No | No | Zambito Estates |
| SB03 | RSB03-009 | 1 | B | 66 | 67 | 56.4 | 63.0 | 6.6 | No | No | Zambito Estates |
| SB03 | RSB03-010 | 1 | B | 66 | 67 | 58.7 | 64.9 | 6.2 | No | No | Zambito Estates |
| SB04 | RSB04-002 | 3 | B | 66 | 67 | 60 | 65.9 | 5.9 | No | No | Cheval West Village |
| SB04 | RSB04-003 | 4 | B | 66 | 67 | 58.1 | 64.1 | 6.0 | No | No | Cheval West Village |
| SB04 | RSB04-004 | 4 | B | 66 | 67 | 55.3 | 61.4 | 6.1 | No | No | Cheval West Village |
| SB04 | RSB04-005 | 1 | B | 66 | 67 | 55.2 | 61.2 | 6.0 | No | No | Cheval West Village |
| SB04 | RSB04-006 | 4 | B | 66 | 67 | 56.1 | 62.3 | 6.2 | No | No | Cheval West Village |
| SB04 | RSB04-007 | 3 | B | 66 | 67 | 57.9 | 63.9 | 6.0 | No | No | Cheval West Village |
| SB04 | RSB04-008 | 3 | B | 66 | 67 | 59.2 | 65.2 | 6.0 | No | No | Cheval West Village |
| SB04 | RSB04-009 | 2 | B | 66 | 67 | 60.2 | 66.9 | 6.7 | No | No | Cheval West Village |
| SB04 | RSB04-010 | 2 | B | 66 | 67 | 59.8 | 66.8 | 7.0 | No | No | Cheval West Village |
| SB04 | RSB04-011 | 4 | B | 66 | 67 | 58.2 | 64.7 | 6.5 | No | No | Cheval West Village |
| SB04 | RSB04-012 | 3 | B | 66 | 67 | 57.4 | 63.9 | 6.5 | No | No | Cheval West Village |
| SB04 | RSB04-013 | 3 | B | 66 | 67 | 58.3 | 64.8 | 6.5 | No | No | Cheval West Village |
| SB04 | RSB04-014 | 1 | B | 66 | 67 | 58 | 64.8 | 6.8 | No | No | Cheval West Village |
| SB04 | RSB04-015 | 3 | B | 66 | 67 | 56.7 | 63.3 | 6.6 | No | No | Cheval West Village |
| SB04 | RSB04-016 | 3 | B | 66 | 67 | 55.9 | 62.3 | 6.4 | No | No | Cheval West Village |
| SB04 | RSB04-017 | 3 | B | 66 | 67 | 54.5 | 61.0 | 6.5 | No | No | Cheval West Village |
| SB04 | RSB04-018 | 4 | B | 66 | 67 | 55.6 | 62.6 | 7.0 | No | No | Cheval West Village |
| SB04 | RSB04-019 | 4 | B | 66 | 67 | 53.5 | 59.9 | 6.4 | No | No | Cheval West Village |
| SB04 | RSB04-020 | 4 | B | 66 | 67 | 54.8 | 61.8 | 7.0 | No | No | Cheval West Village |
| SB04 | RSB04-021 | 1 | B | 66 | 67 | 69.4 | **75.0** | 5.6 | Yes | No | Cheval West Village |
| SB04 | RSB04-022 | 1 | B | 66 | 67 | 67.8 | **74.0** | 6.2 | Yes | No | Cheval West Village |
| SB04 | RSB04-023 | 1 | B | 66 | 67 | 66.6 | **73.0** | 6.4 | Yes | No | Cheval West Village |
| SB04 | RSB04-024 | 1 | B | 66 | 67 | 65.3 | **71.9** | 6.6 | Yes | No | Cheval West Village |
| SB04 | RSB04-025 | 1 | B | 66 | 67 | 71.6 | **74.7** | 3.1 | Yes | No | Cheval West Village |
| SB04 | RSB04-026 | 1 | B | 66 | 67 | 64.3 | **70.3** | 6.0 | Yes | No | Cheval West Village |
| SB04 | RSB04-027 | 1 | B | 66 | 67 | 64.6 | **71.0** | 6.4 | Yes | No | Cheval West Village |
| SB04 | RSB04-028 | 1 | B | 66 | 67 | 62.8 | **69.8** | 7.0 | Yes | No | Cheval West Village |
| SB04 | RSB04-029 | 2 | B | 66 | 67 | 61.8 | **69.2** | 7.4 | Yes | No | Cheval West Village |
| SB04 | RSB04-030 | 2 | B | 66 | 67 | 60.9 | **69.0** | 8.1 | Yes | No | Cheval West Village |
| SB04 | RSB04-031 | 2 | B | 66 | 67 | 61 | **68.8** | 7.8 | Yes | No | Cheval West Village |
| SB04 | RSB04-032 | 2 | B | 66 | 67 | 61.9 | **69.3** | 7.4 | Yes | No | Cheval West Village |
| SB04 | RSB04-033 | 2 | B | 66 | 67 | 59.6 | **67.0** | 7.4 | No | No | Cheval West Village |
| SB04 | RSB04-034 | 2 | B | 66 | 67 | 58.9 | 66.9 | 8.0 | No | No | Cheval West Village |
| SB04 | RSB04-035 | 2 | B | 66 | 67 | 60.3 | **67.7** | 7.4 | Yes | No | Cheval West Village |
| SB04 | RSB04-036 | 2 | B | 66 | 67 | 57.7 | 65.4 | 7.7 | No | No | Cheval West Village |
| SB04 | RSB04-037 | 2 | B | 66 | 67 | 60.2 | **67.8** | 7.6 | Yes | No | Cheval West Village |
| SB04 | RSB04-038 | 2 | B | 66 | 67 | 57.8 | 65.4 | 7.6 | No | No | Cheval West Village |
| SB04 | RSB04-039 | 3 | B | 66 | 67 | 59.6 | 66.7 | 7.1 | No | No | Cheval West Village |
| SB04 | RSB04-040 | 3 | B | 66 | 67 | 62 | **68.9** | 6.9 | Yes | No | Cheval West Village |
| SB04 | RSB04-041 | 2 | B | 66 | 67 | 60.8 | **67.6** | 6.8 | Yes | No | Cheval West Village |
| SB04 | RSB04-042 | 2 | B | 66 | 67 | 65 | **71.8** | 6.8 | Yes | No | Cheval West Village |
| SB04 | RSB04-043 | 1 | B | 66 | 67 | 64.6 | **71.0** | 6.4 | Yes | No | Cheval West Village |
| SB04 | RSB04-044 | 2 | B | 66 | 67 | 62.4 | **68.9** | 6.5 | Yes | No | Cheval West Village |
| SB04 | RSB04-045 | 1 | B | 66 | 67 | 63.6 | **70.0** | 6.4 | Yes | No | Cheval West Village |
| SB04 | RSB04-046 | 1 | B | 66 | 67 | 67.8 | **72.8** | 5.0 | Yes | No | Cheval West Village |
| SB04 | RSB04-047 | 2 | B | 66 | 67 | 62.2 | **68.5** | 6.3 | Yes | No | Cheval West Village |
| SB04 | RSB04-048 | 1 | B | 66 | 67 | 61.1 | **67.6** | 6.5 | Yes | No | Cheval West Village |
| SB04 | RSB04-049 | 1 | B | 66 | 67 | 64.7 | **71.3** | 6.6 | Yes | No | Cheval West Village |
| SB04 | RSB04-050 | 2 | B | 66 | 67 | 62.4 | **69.5** | 7.1 | Yes | No | Cheval West Village |

| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| SB04 | RSB04-051 | 2 | B | 66 | 67 | 60.4 | **67.5** | 7.1 | Yes | No | Cheval West Village |
| SB04 | RSB04-052 | 3 | B | 66 | 67 | 58.5 | 65.7 | 7.2 | No | No | Cheval West Village |
| SB04 | RSB04-053 | 3 | B | 66 | 67 | 56.6 | 63.5 | 6.9 | No | No | Cheval West Village |
| SB04 | RSB04-054 | 3 | B | 66 | 67 | 54.9 | 61.6 | 6.7 | No | No | Cheval West Village |
| SB04 | RSB04-055 | 3 | B | 66 | 67 | 55.4 | 62.0 | 6.6 | No | No | Cheval West Village |
| SB04 | RSB04-056 | 3 | B | 66 | 67 | 57.5 | 64.0 | 6.5 | No | No | Cheval West Village |
| SB04 | RSB04-057 | 2 | B | 66 | 67 | 59.2 | 65.5 | 6.3 | No | No | Cheval West Village |
| SB04 | RSB04-058 | 2 | B | 66 | 67 | 60.4 | 66.7 | 6.3 | No | No | Cheval West Village |
| SB04 | RSB04-059 | 2 | B | 66 | 67 | 62.5 | **68.6** | 6.1 | Yes | No | Cheval West Village |
| SB04 | RSB04-060 | 1 | B | 66 | 67 | 63.7 | **69.8** | 6.1 | Yes | No | Cheval West Village |
| SB04 | RSB04-061 | 1 | B | 66 | 67 | 64.6 | **69.3** | 4.7 | Yes | No | Cheval West Village |
| SB04 | RSB04-062 | 1 | B | 66 | 67 | 63.3 | **68.1** | 4.8 | Yes | No | Cheval West Village |
| SB04 | RSB04-063 | 2 | B | 66 | 67 | 62.9 | **67.6** | 4.7 | Yes | No | Cheval West Village |
| SB04 | RSB04-064 | 2 | B | 66 | 67 | 61.1 | 65.2 | 4.1 | No | No | Cheval West Village |
| SB04 | RSB04-065 | 1 | B | 66 | 67 | 66.1 | **70.7** | 4.6 | Yes | No | Cheval West Village |
| SB04 | RSB04-066 | 1 | B | 66 | 67 | 65.6 | **70.6** | 5.0 | Yes | No | Cheval West Village |
| SB04 | RSB04-067 | 1 | B | 66 | 67 | 65 | **70.0** | 5.0 | Yes | No | Cheval West Village |
| SB04 | RSB04-068 | 1 | B | 66 | 67 | 63.6 | **68.8** | 5.2 | Yes | No | Cheval West Village |
| SB04 | RSB04-069 | 2 | B | 66 | 67 | 63.6 | **68.6** | 5.0 | Yes | No | Cheval West Village |
| SB04 | RSB04-070 | 2 | B | 66 | 67 | 59.2 | 65.0 | 5.8 | No | No | Cheval West Village |
| SB04 | RSB04-071 | 3 | B | 66 | 67 | 57.3 | 63.2 | 5.9 | No | No | Cheval West Village |
| SB04 | RSB04-072 | 2 | B | 66 | 67 | 63.1 | **68.2** | 5.1 | Yes | No | Cheval West Village |
| SB04 | RSB04-073 | 2 | B | 66 | 67 | 62.9 | **68.0** | 5.1 | Yes | No | Cheval West Village |
| SB04 | RSB04-074 | 3 | B | 66 | 67 | 56.8 | 62.6 | 5.8 | No | No | Cheval West Village |
| SB04 | RSB04-075 | 4 | B | 66 | 67 | 56.9 | 62.8 | 5.9 | No | No | Cheval West Village |
| SB04 | RSB04-076 | 2 | B | 66 | 67 | 62.7 | **67.7** | 5.0 | Yes | No | Cheval West Village |
| SB04 | RSB04-077 | 1 | B | 66 | 67 | 63.9 | **68.5** | 4.6 | Yes | No | Cheval West Village |
| SB04 | RSB04-078 | 1 | B | 66 | 67 | 65.4 | **69.4** | 4.0 | Yes | No | Cheval West Village |
| SB04 | RSB04-079 | 2 | B | 66 | 67 | 65.8 | **69.8** | 4.0 | Yes | No | Cheval West Village |
| SB04 | RSB04-080 | 1 | B | 66 | 67 | 64.8 | **69.3** | 4.5 | Yes | No | Cheval West Village |
| SB04 | RSB04-081 | 2 | B | 66 | 67 | 63.2 | **68.3** | 5.1 | Yes | No | Cheval West Village |
| SB04 | RSB04-082 | 1 | B | 66 | 67 | 59.9 | 65.4 | 5.5 | No | No | Cheval West Village |
| SB04 | RSB04-083 | 2 | B | 66 | 67 | 58.5 | 65.0 | 6.5 | No | No | Cheval West Village |
| SB04 | RSB04-084 | 2 | B | 66 | 67 | 58.9 | 65.2 | 6.3 | No | No | Cheval West Village |
| SB04 | RSB04-085 | 2 | B | 66 | 67 | 59.6 | 65.7 | 6.1 | No | No | Cheval West Village |
| SB04 | RSB04-086 | 2 | B | 66 | 67 | 61.9 | **67.5** | 5.6 | Yes | No | Cheval West Village |
| SB04 | RSB04-087 | 3 | B | 66 | 67 | 62 | **67.6** | 5.6 | Yes | No | Cheval West Village |
| SB04 | RSB04-088 | 3 | B | 66 | 67 | 59.8 | 65.7 | 5.9 | No | No | Cheval West Village |
| SB04 | RSB04-089 | 3 | B | 66 | 67 | 62.2 | **67.6** | 5.4 | Yes | No | Cheval West Village |
| SB04 | RSB04-090 | 4 | B | 66 | 67 | 60.3 | 65.1 | 4.8 | No | No | Cheval West Village |
| SB04 | RSB04-091 | 3 | B | 66 | 67 | 62.5 | **67.8** | 5.3 | Yes | No | Cheval West Village |
| SB04 | RSB04-092 | 3 | B | 66 | 67 | 62.7 | 66.8 | 4.1 | No | No | Cheval West Village |
| SB04 | RSB04-093 | 2 | B | 66 | 67 | 64.6 | **69.2** | 4.6 | Yes | No | Cheval West Village |
| SB04 | RSB04-094 | 2 | B | 66 | 67 | 64.2 | **68.8** | 4.6 | Yes | No | Cheval West Village |
| SB04 | RSB04-095 | 2 | B | 66 | 67 | 66.9 | **69.5** | 2.6 | Yes | No | Cheval West Village |
| SB04 | RSB04-096 | 1 | B | 66 | 67 | 67.9 | **70.3** | 2.4 | Yes | No | Cheval West Village |
| SB04 | RSB04-097 | 1 | B | 66 | 67 | 68.9 | **70.6** | 1.7 | Yes | No | Cheval West Village |
| SB04 | RSB04-098 | 2 | B | 66 | 67 | 65.4 | **69.1** | 3.7 | Yes | No | Cheval West Village |
| SB04 | RSB04-099 | 2 | B | 66 | 67 | 67.1 | **70.6** | 3.5 | Yes | No | Cheval West Village |
| SB04 | RSB04-100 | 1 | B | 66 | 67 | 67.9 | **71.2** | 3.3 | Yes | No | Cheval West Village |
| SB04 | RSB04-101 | 1 | B | 66 | 67 | 69 | **71.7** | 2.7 | Yes | No | Cheval West Village |
| SB05 | RSB05-001 | 4 | B | 66 | 67 | 56.3 | 61.5 | 5.2 | No | No | Tarramor |
| SB05 | RSB05-002 | 3 | B | 66 | 67 | 57 | 62.4 | 5.4 | No | No | Tarramor |
| SB05 | RSB05-003 | 2 | B | 66 | 67 | 57.3 | 62.6 | 5.3 | No | No | Tarramor |
| SB05 | RSB05-004 | 2 | B | 66 | 67 | 59.3 | 64.5 | 5.2 | No | No | Tarramor |
| SB05 | RSB05-006 | 3 | B | 66 | 67 | 62.7 | **68.3** | 5.6 | Yes | No | Tarramor |
| SB05 | RSB05-007 | 1 | B | 66 | 67 | 64.4 | **70.4** | 6.0 | Yes | No | Tarramor |
| SB05 | RSB05-008 | 1 | B | 66 | 67 | 66.1 | **72.4** | 6.3 | Yes | No | Tarramor |
| SB05 | RSB05-009 | 2 | B | 66 | 67 | 62.1 | **67.6** | 5.5 | Yes | No | Tarramor |
| SB05 | RSB05-010 | 1 | B | 66 | 67 | 59.8 | 64.7 | 4.9 | No | No | Tarramor |
| SB05 | RSB05-011 | 3 | B | 66 | 67 | 57.1 | 62.0 | 4.9 | No | No | Tarramor |
| SB05 | RSB05-012 | 4 | B | 66 | 67 | 55.9 | 60.6 | 4.7 | No | No | Tarramor |
| SB05 | RSB05-013 | 2 | B | 66 | 67 | 58 | 63.2 | 5.2 | No | No | Tarramor |
| SB05 | RSB05-014 | 4 | B | 66 | 67 | 57.4 | 62.0 | 4.6 | No | No | Tarramor |
| SB05 | RSB05-015 | 4 | B | 66 | 67 | 58.8 | 63.7 | 4.9 | No | No | Tarramor |
| SB05 | RSB05-016 | 1 | B | 66 | 67 | 60 | 65.2 | 5.2 | No | No | Tarramor |
| SB05 | RSB05-018 | 2 | B | 66 | 67 | 60.4 | 65.2 | 4.8 | No | No | Tarramor |
| SB05 | RSB05-019 | 1 | B | 66 | 67 | 61.3 | 66.0 | 4.7 | No | No | Tarramor |
| SB05 | RSB05-020 | 1 | B | 66 | 67 | 61.9 | 66.7 | 4.8 | No | No | Tarramor |
| SB05 | RSB05-021 | 1 | B | 66 | 67 | 68.9 | **75.1** | 6.2 | Yes | No | Tarramor |
| SB05 | RSB05-022 | 1 | B | 66 | 67 | 67.9 | **74.3** | 6.4 | Yes | No | Tarramor |
| SB05 | RSB05-023 | 3 | B | 66 | 67 | 67.9 | **74.5** | 6.6 | Yes | No | Tarramor |
| SB05 | RSB05-024 | 3 | B | 66 | 67 | 68.4 | **74.8** | 6.4 | Yes | No | Tarramor |
| SB05 | RSB05-025 | 1 | B | 66 | 67 | 67 | **73.5** | 6.5 | Yes | No | Tarramor |

# Predicted Noise Levels



| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| SB05 | RSB05-026 | 1 | B | 66 | 67 | 65.2 | **71.8** | 6.6 | Yes | No | Tarramor |
| SB05 | RSB05-027 | 1 | B | 66 | 67 | 63.3 | **69.5** | 6.2 | Yes | No | Tarramor |
| SB05 | RSB05-028 | 2 | B | 66 | 67 | 61.9 | **67.9** | 6.0 | Yes | No | Tarramor |
| SB05 | RSB05-029 | 1 | B | 66 | 67 | 60 | 64.8 | 4.8 | No | No | Tarramor |
| SB05 | RSB05-030 | 2 | B | 66 | 67 | 58.8 | 63.7 | 4.9 | No | No | Tarramor |
| SB05 | RSB05-031 | 2 | B | 66 | 67 | 56.3 | 61.5 | 5.2 | No | No | Tarramor |
| SB05 | RSB05-032 | 2 | B | 66 | 67 | 56.4 | 61.5 | 5.1 | No | No | Tarramor |
| SB05 | RSB05-033 | 3 | B | 66 | 67 | 54.8 | 60.1 | 5.3 | No | No | Tarramor |
| SB05 | RSB05-034 | 2 | B | 66 | 67 | 56.6 | 61.7 | 5.1 | No | No | Tarramor |
| SB05 | RSB05-035 | 2 | B | 66 | 67 | 60.8 | 66.9 | 6.1 | No | No | Tarramor |
| SB05 | RSB05-036 | 3 | B | 66 | 67 | 58.7 | 64.7 | 6.0 | No | No | Tarramor |
| SB05 | RSB05-037 | 3 | B | 66 | 67 | 54.8 | 60.5 | 5.7 | No | No | Tarramor |
| SB05 | RSB05-038 | 1 | B | 66 | 67 | 69.3 | **75.9** | 6.6 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-039 | 1 | B | 66 | 67 | 66.1 | **73.0** | 6.9 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-040 | 2 | B | 66 | 67 | 64.9 | **71.6** | 6.7 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-041 | 2 | B | 66 | 67 | 62.4 | **68.8** | 6.4 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-042 | 3 | B | 66 | 67 | 60.3 | 66.7 | 6.4 | No | No | Ivy Lake Estates |
| SB05 | RSB05-043 | 2 | B | 66 | 67 | 57.8 | 64.1 | 6.3 | No | No | Ivy Lake Estates |
| SB05 | RSB05-044 | 4 | B | 66 | 67 | 55.8 | 61.9 | 6.1 | No | No | Ivy Lake Estates |
| SB05 | RSB05-045 | 4 | B | 66 | 67 | 57.5 | 63.0 | 5.5 | No | No | Ivy Lake Estates |
| SB05 | RSB05-046 | 4 | B | 66 | 67 | 59.4 | 64.9 | 5.5 | No | No | Ivy Lake Estates |
| SB05 | RSB05-047 | 4 | B | 66 | 67 | 60.8 | 66.0 | 5.2 | No | No | Ivy Lake Estates |
| SB05 | RSB05-048 | 4 | B | 66 | 67 | 64.3 | **69.6** | 5.3 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-049 | 1 | B | 66 | 67 | 69.2 | **75.7** | 6.5 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-050 | 1 | B | 66 | 67 | 63 | **68.6** | 5.6 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-051 | 1 | B | 66 | 67 | 68.4 | **74.4** | 6.0 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-052 | 3 | B | 66 | 67 | 68.9 | **74.9** | 6.0 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-053 | 3 | B | 66 | 67 | 68.1 | **74.6** | 6.5 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-054 | 1 | B | 66 | 67 | 64.9 | **69.8** | 4.9 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-055 | 4 | B | 66 | 67 | 64.1 | **68.1** | 4.0 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-056 | 4 | B | 66 | 67 | 61 | 65.8 | 4.8 | No | No | Ivy Lake Estates |
| SB05 | RSB05-057 | 4 | B | 66 | 67 | 58.3 | 64.1 | 5.8 | No | No | Ivy Lake Estates |
| SB05 | RSB05-058 | 4 | B | 66 | 67 | 56.8 | 62.6 | 5.8 | No | No | Ivy Lake Estates |
| SB05 | RSB05-059 | 3 | B | 66 | 67 | 68.3 | **74.4** | 6.1 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-060 | 3 | B | 66 | 67 | 68.3 | **74.9** | 6.6 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-061 | 1 | B | 66 | 67 | 63.5 | **69.7** | 6.2 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-062 | 4 | B | 66 | 67 | 64.1 | **68.4** | 4.3 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-063 | 4 | B | 66 | 67 | 58.1 | 63.3 | 5.2 | No | No | Ivy Lake Estates |
| SB05 | RSB05-064 | 4 | B | 66 | 67 | 59 | 65.0 | 6.0 | No | No | Ivy Lake Estates |
| SB05 | RSB05-065 | 3 | B | 66 | 67 | 60.4 | 65.9 | 5.5 | No | No | Ivy Lake Estates |
| SB05 | RSB05-066 | 1 | B | 66 | 67 | 68.1 | **75.3** | 7.2 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-067 | 1 | B | 66 | 67 | 68.5 | **74.5** | 6.0 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-068 | 1 | B | 66 | 67 | 67.6 | **73.7** | 6.1 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-069 | 1 | B | 66 | 67 | 63.5 | **68.9** | 5.4 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-070 | 2 | B | 66 | 67 | 63 | **67.5** | 4.5 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-071 | 2 | B | 66 | 67 | 61.4 | 66.1 | 4.7 | No | No | Ivy Lake Estates |
| SB05 | RSB05-072 | 3 | B | 66 | 67 | 59.7 | 64.5 | 4.8 | No | No | Ivy Lake Estates |
| SB05 | RSB05-073 | 3 | B | 66 | 67 | 58.7 | 64.4 | 5.7 | No | No | Ivy Lake Estates |
| SB05 | RSB05-074 | 2 | B | 66 | 67 | 60 | 65.5 | 5.5 | No | No | Ivy Lake Estates |
| SB05 | RSB05-075 | 2 | B | 66 | 67 | 56.2 | 61.0 | 4.8 | No | No | Ivy Lake Estates |
| SB05 | RSB05-076 | 2 | B | 66 | 67 | 61.4 | **67.9** | 6.5 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-077 | 1 | B | 66 | 67 | 62.8 | **69.1** | 6.3 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-078 | 2 | B | 66 | 67 | 59.2 | 63.7 | 4.5 | No | No | Ivy Lake Estates |
| SB05 | RSB05-079 | 1 | B | 66 | 67 | 64.2 | **69.9** | 5.7 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-080 | 1 | B | 66 | 67 | 64.6 | **69.6** | 5.0 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-081 | 1 | B | 66 | 67 | 64.4 | **69.1** | 4.7 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-082 | 2 | B | 66 | 67 | 63.6 | **69.8** | 6.2 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-083 | 2 | B | 66 | 67 | 56.4 | 60.9 | 4.5 | No | No | Ivy Lake Estates |
| SB05 | RSB05-084 | 4 | B | 66 | 67 | 61 | **68.5** | 7.5 | Yes | No | Ivy Lake Estates |
| SB05 | RSB05-085 | 2 | B | 66 | 67 | 54.8 | 59.4 | 4.6 | No | No | Ivy Lake Estates |
| SB05 | RSB05-086 | 2 | B | 66 | 67 | 53.5 | 58.7 | 5.2 | No | No | Ivy Lake Estates |
| SB05 | RSB05-088 | 4 | B | 66 | 67 | 58.3 | 65.3 | 7.0 | No | No | Ivy Lake Estates |
| SB05 | RSB05-090 | 4 | B | 66 | 67 | 54.2 | 62.0 | 7.8 | No | No | Ivy Lake Estates |
| SB05 | RSB05-091 | 1 | B | 66 | 67 | 56 | 62.9 | 6.9 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-092 | 1 | B | 66 | 67 | 59.2 | 66.3 | 7.1 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-093 | 1 | B | 66 | 67 | 61.3 | **67.4** | 6.1 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-094 | 1 | B | 66 | 67 | 60.5 | **67.4** | 6.9 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-095 | 1 | B | 66 | 67 | 63.5 | **70.1** | 6.6 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-096 | 1 | B | 66 | 67 | 65.5 | **71.0** | 5.5 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-097 | 2 | B | 66 | 67 | 63.1 | **69.8** | 6.7 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-098 | 2 | B | 66 | 67 | 65.9 | **72.1** | 6.2 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-099 | 2 | B | 66 | 67 | 67.9 | **72.9** | 5.0 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-103 | 5 | B | 66 | 67 | 63.7 | **69.7** | 6.0 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-104 | 5 | B | 66 | 67 | 66.2 | **72.0** | 5.8 | Yes | No | Tuscano at Suncoast Crossings |

# Predicted Noise Levels



| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| SB05 | RSB05-105 | 5 | B | 66 | 67 | 68 | **72.9** | 4.9 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-109 | 1 | B | 66 | 67 | 60.9 | 66.7 | 5.8 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-110 | 1 | B | 66 | 67 | 64.3 | **69.9** | 5.6 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-111 | 1 | B | 66 | 67 | 66 | **70.9** | 4.9 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-114 | 1 | B | 66 | 67 | 62.5 | 66.2 | 3.7 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-118 | 14 | B | 66 | 67 | 36.2 | 39.8 | 3.6 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-119 | 14 | B | 66 | 67 | 40.6 | 43.7 | 3.1 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-120 | 14 | B | 66 | 67 | 42.9 | 46.3 | 3.4 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-130 | 5 | B | 66 | 67 | 58 | 63.4 | 5.4 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-131 | 5 | B | 66 | 67 | 61.2 | 66.6 | 5.4 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-132 | 5 | B | 66 | 67 | 62.7 | **67.7** | 5.0 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-133 | 2 | B | 66 | 67 | 60.1 | 65.8 | 5.7 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-134 | 2 | B | 66 | 67 | 63.2 | **68.9** | 5.7 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-135 | 2 | B | 66 | 67 | 64.9 | **69.8** | 4.9 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-136 | 1 | B | 66 | 67 | 59.3 | 65.4 | 6.1 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-137 | 1 | B | 66 | 67 | 62.5 | **68.5** | 6.0 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-138 | 1 | B | 66 | 67 | 64.3 | **69.4** | 5.1 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-139 | 1 | B | 66 | 67 | 56.2 | 62.4 | 6.2 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-140 | 1 | B | 66 | 67 | 59.3 | 65.5 | 6.2 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-141 | 1 | B | 66 | 67 | 61.2 | 66.7 | 5.5 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-142 | 6 | B | 66 | 67 | 56.9 | 63.1 | 6.2 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-143 | 6 | B | 66 | 67 | 60.1 | 66.2 | 6.1 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-144 | 6 | B | 66 | 67 | 61.9 | **67.3** | 5.4 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-151 | 1 | B | 66 | 67 | 63.4 | **68.7** | 5.3 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-152 | 1 | B | 66 | 67 | 66.4 | **71.7** | 5.3 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-153 | 1 | B | 66 | 67 | 68 | **72.5** | 4.5 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-154 | 1 | B | 66 | 67 | 63.1 | **68.6** | 5.5 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-155 | 1 | B | 66 | 67 | 66.1 | **71.5** | 5.4 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-156 | 1 | B | 66 | 67 | 67.8 | **72.2** | 4.4 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-157 | 1 | B | 66 | 67 | 62.4 | **68.0** | 5.6 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-158 | 1 | B | 66 | 67 | 65.5 | **70.8** | 5.3 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-159 | 1 | B | 66 | 67 | 67.2 | **71.5** | 4.3 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-160 | 1 | B | 66 | 67 | 66.3 | **71.3** | 5.0 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-161 | 1 | B | 66 | 67 | 68.9 | **73.8** | 4.9 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-162 | 1 | B | 66 | 67 | 70.8 | **74.6** | 3.8 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-163 | 2 | B | 66 | 67 | 63.9 | **68.4** | 4.5 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-164 | 2 | B | 66 | 67 | 66.5 | **71.1** | 4.6 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-165 | 2 | B | 66 | 67 | 68.2 | **71.9** | 3.7 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-169 | 2 | B | 66 | 67 | 44.4 | 46.8 | 2.4 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-170 | 2 | B | 66 | 67 | 41.9 | 45.2 | 3.3 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-171 | 2 | B | 66 | 67 | 45.6 | 48.5 | 2.9 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-178 | 2 | B | 66 | 67 | 56.4 | 62.5 | 6.1 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-179 | 2 | B | 66 | 67 | 58.7 | 65.4 | 6.7 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-180 | 2 | B | 66 | 67 | 60.8 | 66.4 | 5.6 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-184 | 3 | B | 66 | 67 | 68.6 | **73.7** | 5.1 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-185 | 3 | B | 66 | 67 | 71.6 | **75.8** | 4.2 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-186 | 3 | B | 66 | 67 | 73.6 | **76.8** | 3.2 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-190 | 2 | B | 66 | 67 | 68 | **73.0** | 5.0 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-191 | 2 | B | 66 | 67 | 71.1 | **75.4** | 4.3 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-192 | 2 | B | 66 | 67 | 73.2 | **76.4** | 3.2 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-196 | 2 | B | 66 | 67 | 64.6 | **69.3** | 4.7 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-197 | 2 | B | 66 | 67 | 67.3 | **72.0** | 4.7 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-198 | 2 | B | 66 | 67 | 69.2 | **72.9** | 3.7 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-202 | 1 | B | 66 | 67 | 62.9 | **67.1** | 4.2 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-203 | 1 | B | 66 | 67 | 65.3 | **70.2** | 4.9 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-204 | 1 | B | 66 | 67 | 67.1 | **71.0** | 3.9 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-211 | 7 | B | 66 | 67 | 41.4 | 45.4 | 4.0 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-212 | 7 | B | 66 | 67 | 43.5 | 47.6 | 4.1 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-213 | 7 | B | 66 | 67 | 45.9 | 49.5 | 3.6 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-214 | 1 | B | 66 | 67 | 61.2 | **67.1** | 5.9 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-215 | 1 | B | 66 | 67 | 64.6 | **69.7** | 5.1 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-216 | 1 | B | 66 | 67 | 66.4 | **70.6** | 4.2 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-217 | 1 | B | 66 | 67 | 59.6 | 64.0 | 4.4 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-218 | 1 | B | 66 | 67 | 61.8 | 66.9 | 5.1 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-219 | 1 | B | 66 | 67 | 63.6 | **67.8** | 4.2 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-220 | 3 | B | 66 | 67 | 50.1 | 54.9 | 4.8 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-221 | 3 | B | 66 | 67 | 52.9 | 58.3 | 5.4 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-222 | 3 | B | 66 | 67 | 55.1 | 59.5 | 4.4 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-226 | 2 | B | 66 | 67 | 49.8 | 55.2 | 5.4 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-227 | 2 | B | 66 | 67 | 51.8 | 57.6 | 5.8 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-228 | 2 | B | 66 | 67 | 53.9 | 59.0 | 5.1 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-229 | 2 | B | 66 | 67 | 53.9 | 58.6 | 4.7 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-230 | 2 | B | 66 | 67 | 56.3 | 61.6 | 5.3 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-231 | 2 | B | 66 | 67 | 58.1 | 62.6 | 4.5 | No | No | Tuscano at Suncoast Crossings |

| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| SB05 | RSB05-232 | 30 | B | 66 | 67 | 55.9 | 60.4 | 4.5 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-233 | 30 | B | 66 | 67 | 57.3 | 62.9 | 5.6 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-234 | 1 | B | 66 | 67 | 69.8 | **75.9** | 6.1 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-235 | 1 | B | 66 | 67 | 74.1 | **77.7** | 3.6 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-236 | 1 | B | 66 | 67 | 75.6 | **78.4** | 2.8 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-237 | 2 | B | 66 | 67 | 64.1 | **70.6** | 6.5 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-238 | 2 | B | 66 | 67 | 68.5 | **72.6** | 4.1 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-239 | 2 | B | 66 | 67 | 70.6 | **73.6** | 3.0 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-243 | 1 | B | 66 | 67 | 64.7 | **70.8** | 6.1 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-244 | 1 | B | 66 | 67 | 68.5 | **73.2** | 4.7 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-245 | 1 | B | 66 | 67 | 70.6 | **74.2** | 3.6 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-246 | 1 | B | 66 | 67 | 60.1 | 64.6 | 4.5 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-247 | 1 | B | 66 | 67 | 62.6 | **67.3** | 4.7 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-248 | 1 | B | 66 | 67 | 65 | **68.6** | 3.6 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-249 | 1 | B | 66 | 67 | 60.1 | 65.0 | 4.9 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-250 | 1 | B | 66 | 67 | 62.8 | **67.6** | 4.8 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-251 | 1 | B | 66 | 67 | 64.9 | **68.6** | 3.7 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-252 | 1 | B | 66 | 67 | 55.7 | 61.3 | 5.6 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-253 | 1 | B | 66 | 67 | 59 | 63.7 | 4.7 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-254 | 1 | B | 66 | 67 | 62.3 | 64.9 | 2.6 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-255 | 1 | B | 66 | 67 | 66.8 | **72.4** | 5.6 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-256 | 1 | B | 66 | 67 | 70.2 | **74.4** | 4.2 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-257 | 1 | B | 66 | 67 | 72.3 | **75.3** | 3.0 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-258 | 1 | B | 66 | 67 | 62.1 | **68.7** | 6.6 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-259 | 1 | B | 66 | 67 | 65.9 | **71.1** | 5.2 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-260 | 1 | B | 66 | 67 | 67.9 | **71.9** | 4.0 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-261 | 1 | B | 66 | 67 | 57.5 | 64.0 | 6.5 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-262 | 1 | B | 66 | 67 | 61.3 | 66.4 | 5.1 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-263 | 1 | B | 66 | 67 | 63.4 | **67.4** | 4.0 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-264 | 1 | B | 66 | 67 | 60.5 | 66.4 | 5.9 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-265 | 1 | B | 66 | 67 | 64.1 | **69.5** | 5.4 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-266 | 1 | B | 66 | 67 | 65.9 | **70.3** | 4.4 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-267 | 1 | B | 66 | 67 | 60.4 | 66.1 | 5.7 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-268 | 1 | B | 66 | 67 | 63.8 | **69.3** | 5.5 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-269 | 1 | B | 66 | 67 | 65.6 | **70.2** | 4.6 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-273 | 3 | B | 66 | 67 | 48.3 | 46.5 | 1.8 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-274 | 3 | B | 66 | 67 | 46.6 | 48.6 | 2.0 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-275 | 3 | B | 66 | 67 | 51.7 | 51.7 | 0.0 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-276 | 1 | B | 66 | 67 | 59 | 63.7 | 4.7 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-277 | 1 | B | 66 | 67 | 61.6 | 66.6 | 5.0 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-278 | 1 | B | 66 | 67 | 63.4 | **67.5** | 4.1 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-279 | 1 | B | 66 | 67 | 58.4 | 64.1 | 5.7 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-280 | 1 | B | 66 | 67 | 61.7 | **67.2** | 5.5 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-281 | 1 | B | 66 | 67 | 63.4 | **68.1** | 4.7 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-282 | 1 | B | 66 | 67 | 58.3 | 63.6 | 5.3 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-283 | 1 | B | 66 | 67 | 61.6 | **67.1** | 5.5 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-284 | 1 | B | 66 | 67 | 63.3 | **68.2** | 4.9 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-285 | 1 | B | 66 | 67 | 58 | 63.2 | 5.2 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-286 | 1 | B | 66 | 67 | 61.4 | 66.8 | 5.4 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-287 | 1 | B | 66 | 67 | 63.1 | **68.0** | 4.9 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-288 | 1 | B | 66 | 67 | 57.9 | 62.9 | 5.0 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-289 | 1 | B | 66 | 67 | 61.3 | 66.6 | 5.3 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-290 | 1 | B | 66 | 67 | 62.8 | **67.8** | 5.0 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-291 | 3 | B | 66 | 67 | 57.9 | 63.2 | 5.3 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-292 | 3 | B | 66 | 67 | 61.1 | 66.3 | 5.2 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-293 | 3 | B | 66 | 67 | 62.6 | **67.4** | 4.8 | Yes | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-294 | 1 | B | 66 | 67 | 57.6 | 62.9 | 5.3 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-295 | 1 | B | 66 | 67 | 60.8 | 65.8 | 5.0 | No | No | Tuscano at Suncoast Crossings |
| SB05 | RSB05-296 | 1 | B | 66 | 67 | 62.3 | 66.9 | 4.6 | No | No | Tuscano at Suncoast Crossings |
| SB07 | RSB07-001 | 1 | B | 66 | 67 | 67 | **72.3** | 5.3 | Yes | No | South Branch Preserve |
| SB07 | RSB07-002 | 1 | B | 66 | 67 | 67.2 | **72.5** | 5.3 | Yes | No | South Branch Preserve |
| SB07 | RSB07-003 | 2 | B | 66 | 67 | 67.2 | **72.8** | 5.6 | Yes | No | South Branch Preserve |
| SB07 | RSB07-004 | 4 | B | 66 | 67 | 67.9 | **73.5** | 5.6 | Yes | No | South Branch Preserve |
| SB07 | RSB07-005 | 1 | B | 66 | 67 | 67.5 | **74.0** | 6.5 | Yes | No | South Branch Preserve |
| SB07 | RSB07-006 | 2 | B | 66 | 67 | 59.8 | 63.9 | 4.1 | No | No | South Branch Preserve |
| SB07 | RSB07-007 | 3 | B | 66 | 67 | 58.1 | 61.7 | 3.6 | No | No | South Branch Preserve |
| SB07 | RSB07-008 | 4 | B | 66 | 67 | 58.2 | 61.9 | 3.7 | No | No | South Branch Preserve |
| SB07 | RSB07-009 | 4 | B | 66 | 67 | 58.4 | 63.0 | 4.6 | No | No | South Branch Preserve |
| SB07 | RSB07-010 | 4 | B | 66 | 67 | 58 | 62.3 | 4.3 | No | No | South Branch Preserve |
| SB07 | RSB07-011 | 5 | B | 66 | 67 | 58 | 62.6 | 4.6 | No | No | South Branch Preserve |
| SB07 | RSB07-012 | 2 | B | 66 | 67 | 66.8 | **73.3** | 6.5 | Yes | No | South Branch Preserve |
| SB07 | RSB07-013 | 2 | B | 66 | 67 | 67.8 | **73.1** | 5.3 | Yes | No | South Branch Preserve |
| SB07 | RSB07-014 | 2 | B | 66 | 67 | 66.9 | **72.5** | 5.6 | Yes | No | South Branch Preserve |
| SB07 | RSB07-015 | 2 | B | 66 | 67 | 65.3 | **71.5** | 6.2 | Yes | No | South Branch Preserve |

# Predicted Noise Levels



| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| SB07 | RSB07-016 | 2 | B | 66 | 67 | 63.9 | **70.2** | 6.3 | Yes | No | South Branch Preserve |
| SB07 | RSB07-017 | 2 | B | 66 | 67 | 62.7 | **69.0** | 6.3 | Yes | No | South Branch Preserve |
| SB07 | RSB07-018 | 2 | B | 66 | 67 | 61.4 | **67.6** | 6.2 | Yes | No | South Branch Preserve |
| SB07 | RSB07-019 | 4 | B | 66 | 67 | 60.3 | 64.1 | 3.8 | No | No | South Branch Preserve |
| SB07 | RSB07-020 | 3 | B | 66 | 67 | 57.9 | 62.2 | 4.3 | No | No | South Branch Preserve |
| SB07 | RSB07-021 | 4 | B | 66 | 67 | 57 | 61.5 | 4.5 | No | No | South Branch Preserve |
| SB07 | RSB07-022 | 3 | B | 66 | 67 | 56.6 | 61.3 | 4.7 | No | No | South Branch Preserve |
| SB07 | RSB07-023 | 6 | B | 66 | 67 | 56.2 | 60.9 | 4.7 | No | No | South Branch Preserve |
| SB07 | RSB07-024 | 5 | B | 66 | 67 | 57.8 | 62.6 | 4.8 | No | No | South Branch Preserve |
| SB07 | RSB07-025 | 5 | B | 66 | 67 | 57.6 | 62.1 | 4.5 | No | No | South Branch Preserve |
| SB07 | RSB07-026 | 3 | B | 66 | 67 | 60.2 | 65.8 | 5.6 | No | No | South Branch Preserve |
| SB07 | RSB07-027 | 3 | B | 66 | 67 | 58.4 | 63.8 | 5.4 | No | No | South Branch Preserve |
| SB07 | RSB07-028 | 3 | B | 66 | 67 | 57 | 62.2 | 5.2 | No | No | South Branch Preserve |
| SB07 | RSB07-029 | 4 | B | 66 | 67 | 56.9 | 60.9 | 4.0 | No | No | South Branch Preserve |
| SB07 | RSB07-030 | 1 | B | 66 | 67 | 54.7 | 59.9 | 5.2 | No | No | South Branch Preserve |
| SB07 | RSB07-031 | 8 | B | 66 | 67 | 56.8 | 61.3 | 4.5 | No | No | South Branch Preserve |
| SB07 | RSB07-032 | 8 | B | 66 | 67 | 55.6 | 59.7 | 4.1 | No | No | South Branch Preserve |
| SB07 | RSB07-033 | 9 | B | 66 | 67 | 55.9 | 60.1 | 4.2 | No | No | South Branch Preserve |
| SB07 | RSB07-034 | 8 | B | 66 | 67 | 56.9 | 61.2 | 4.3 | No | No | South Branch Preserve |
| SB07 | RSB07-035 | 7 | B | 66 | 67 | 56 | 60.2 | 4.2 | No | No | South Branch Preserve |
| SB07 | RSB07-036 | 3 | B | 66 | 67 | 54.9 | 59.4 | 4.5 | No | No | South Branch Preserve |
| SB07 | RSB07-037 | 4 | B | 66 | 67 | 53.2 | 57.8 | 4.6 | No | No | South Branch Preserve |
| SB07 | RSB07-038 | 8 | B | 66 | 67 | 53 | 57.9 | 4.9 | No | No | South Branch Preserve |
| SB07 | RSB07-039 | 8 | B | 66 | 67 | 53.5 | 58.0 | 4.5 | No | No | South Branch Preserve |
| SB07 | RSB07-040 | 6 | B | 66 | 67 | 53.6 | 58.2 | 4.6 | No | No | South Branch Preserve |
| SB07 | RSB07-041 | 6 | B | 66 | 67 | 53.3 | 58.5 | 5.2 | No | No | South Branch Preserve |
| SB07 | RSB07-042 | 8 | B | 66 | 67 | 54.8 | 59.1 | 4.3 | No | No | South Branch Preserve |
| SB07 | RSB07-043 | 8 | B | 66 | 67 | 53.3 | 57.6 | 4.3 | No | No | South Branch Preserve |
| SB07 | RSB07-044 | 6 | B | 66 | 67 | 57.6 | 61.6 | 4.0 | No | No | South Branch Preserve |
| SB07 | RSB07-045 | 8 | B | 66 | 67 | 58.2 | 62.0 | 3.8 | No | No | South Branch Preserve |
| SB07 | RSB07-046 | 4 | B | 66 | 67 | 57.6 | 63.3 | 5.7 | No | No | South Branch Preserve |
| SB07 | RSB07-047 | 4 | B | 66 | 67 | 58.6 | 64.8 | 6.2 | No | No | South Branch Preserve |
| SB07 | RSB07-048 | 4 | B | 66 | 67 | 59.3 | 66.0 | 6.7 | No | No | South Branch Preserve |
| SB07 | RSB07-049 | 2 | B | 66 | 67 | 59.8 | 66.5 | 6.7 | No | No | South Branch Preserve |
| SB07 | RSB07-050 | 2 | B | 66 | 67 | 59.9 | 66.5 | 6.6 | No | No | South Branch Preserve |
| SB07 | RSB07-051 | 1 | B | 66 | 67 | 68.5 | **72.0** | 3.5 | Yes | No | South Branch Preserve |
| SB07 | RSB07-052 | 1 | B | 66 | 67 | 68.2 | **76.1** | 7.9 | Yes | No | South Branch Preserve |
| SB07 | RSB07-053 | 2 | B | 66 | 67 | 68.2 | **76.2** | 8.0 | Yes | No | South Branch Preserve |
| SB07 | RSB07-054 | 4 | B | 66 | 67 | 68.3 | **76.2** | 7.9 | Yes | No | South Branch Preserve |
| SB07 | RSB07-055 | 4 | B | 66 | 67 | 68.5 | 66.9 | 1.6 | No | No | South Branch Preserve |
| SB07 | RSB07-056 | 4 | B | 66 | 67 | 68.4 | **68.1** | 0.3 | Yes | No | South Branch Preserve |
| SB07 | RSB07-057 | 4 | B | 66 | 67 | 68.5 | **67.8** | 0.7 | Yes | No | South Branch Preserve |
| SB07 | RSB07-058 | 4 | B | 66 | 67 | 68.3 | **69.0** | 0.7 | Yes | No | South Branch Preserve |
| SB07 | RSB07-059 | 4 | B | 66 | 67 | 68.5 | **67.8** | 0.7 | Yes | No | South Branch Preserve |
| SB07 | RSB07-060 | 4 | B | 66 | 67 | 68.2 | **68.1** | 0.1 | Yes | No | South Branch Preserve |
| SB07 | RSB07-061 | 4 | B | 66 | 67 | 67.5 | **69.3** | 1.8 | Yes | No | South Branch Preserve |
| SB07 | RSB07-062 | 8 | B | 66 | 67 | 51.1 | 55.8 | 4.7 | No | No | South Branch Preserve |
| SB07 | RSB07-063 | 8 | B | 66 | 67 | 39.6 | 44.8 | 5.2 | No | No | South Branch Preserve |
| SB07 | RSB07-064 | 8 | B | 66 | 67 | 47.4 | 52.6 | 5.2 | No | No | South Branch Preserve |
| SB07 | RSB07-065 | 8 | B | 66 | 67 | 39.9 | 45.0 | 5.1 | No | No | South Branch Preserve |
| SB07 | RSB07-066 | 8 | B | 66 | 67 | 47.6 | 53.5 | 5.9 | No | No | South Branch Preserve |
| SB07 | RSB07-067 | 3 | B | 66 | 67 | 55.3 | 60.3 | 5.0 | No | No | South Branch Preserve |
| SB07 | RSB07-068 | 3 | B | 66 | 67 | 44.6 | 48.8 | 4.2 | No | No | South Branch Preserve |
| SB07 | RSB07-069 | 16 | B | 66 | 67 | 48.3 | 53.2 | 4.9 | No | No | South Branch Preserve |
| SB07 | RSB07-070 | 16 | B | 66 | 67 | 48.4 | 53.1 | 4.7 | No | No | South Branch Preserve |
| SB07 | RSB07-071 | 16 | B | 66 | 67 | 48.5 | 53.4 | 4.9 | No | No | South Branch Preserve |
| SB07 | RSB07-072 | 8 | B | 66 | 67 | 52.5 | 56.6 | 4.1 | No | No | South Branch Preserve |
| SB07 | RSB07-073 | 8 | B | 66 | 67 | 50.2 | 54.8 | 4.6 | No | No | South Branch Preserve |
| SB07 | RSB07-074 | 8 | B | 66 | 67 | 51.3 | 56.6 | 5.3 | No | No | South Branch Preserve |
| SB07 | RSB07-075 | 7 | B | 66 | 67 | 54.2 | 59.3 | 5.1 | No | No | South Branch Preserve |
| SB07 | RSB07-076 | 4 | B | 66 | 67 | 55.5 | 62.1 | 6.6 | No | No | South Branch Preserve |
| SB07 | RSB07-077 | 4 | B | 66 | 67 | 55.5 | 62.3 | 6.8 | No | No | South Branch Preserve |
| SB07 | RSB07-078 | 4 | B | 66 | 67 | 57.3 | 63.6 | 6.3 | No | No | South Branch Preserve |
| SB07 | RSB07-079 | 2 | B | 66 | 67 | 56.5 | 62.9 | 6.4 | No | No | South Branch Preserve |
| SB07 | RSB07-080 | 2 | B | 66 | 67 | 58.3 | 63.8 | 5.5 | No | No | South Branch Preserve |
| SB07 | RSB07-081 | 5 | B | 66 | 67 | 65.8 | **70.3** | 4.5 | Yes | No | South Branch Preserve |
| SB07 | RSB07-082 | 5 | B | 66 | 67 | 67 | **69.4** | 2.4 | Yes | No | South Branch Preserve |
| SB07 | RSB07-083 | 5 | B | 66 | 67 | 67.4 | **69.5** | 2.1 | Yes | No | South Branch Preserve |
| SB07 | RSB07-084 | 5 | B | 66 | 67 | 56.2 | 61.7 | 5.5 | No | No | South Branch Preserve |
| SB07 | RSB07-085 | 4 | B | 66 | 67 | 55.6 | 60.4 | 4.8 | No | No | South Branch Preserve |
| SB07 | RSB07-086 | 5 | B | 66 | 67 | 57.5 | 63.0 | 5.5 | No | No | South Branch Preserve |
| SB07 | RSB07-087 | 4 | B | 66 | 67 | 57.3 | 63.3 | 6.0 | No | No | South Branch Preserve |
| SB07 | RSB07-088 | 7 | B | 66 | 67 | 56.1 | 61.2 | 5.1 | No | No | South Branch Preserve |
| SB07 | RSB07-089 | 4 | B | 66 | 67 | 54.9 | 60.3 | 5.4 | No | No | South Branch Preserve |

| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **XX.X** | Impacted Receptor | | | | | | | | | | |
| SB07 | RSB07-090 | 4 | B | 66 | 67 | 54.1 | 59.4 | 5.3 | No | No | South Branch Preserve |
| SB07 | RSB07-091 | 6 | B | 66 | 67 | 53.9 | 58.8 | 4.9 | No | No | South Branch Preserve |
| SB07 | RSB07-092 | 5 | B | 66 | 67 | 66.9 | **69.3** | 2.4 | Yes | No | South Branch Preserve |
| SB07 | RSB07-093 | 4 | B | 66 | 67 | 66.9 | **69.4** | 2.5 | Yes | No | South Branch Preserve |
| SB07 | RSB07-094 | 2 | B | 66 | 67 | 66.9 | **69.9** | 3.0 | Yes | No | South Branch Preserve |
| SB07 | RSB07-095 | 1 | B | 66 | 67 | 67 | **70.7** | 3.7 | Yes | No | South Branch Preserve |
| SB07 | RSB07-096 | 4 | B | 66 | 67 | 60 | 65.3 | 5.3 | No | No | South Branch Preserve |
| SB07 | RSB07-097 | 4 | B | 66 | 67 | 58.4 | 64.0 | 5.6 | No | No | South Branch Preserve |
| SB07 | RSB07-098 | 4 | B | 66 | 67 | 56.8 | 63.2 | 6.4 | No | No | South Branch Preserve |
| SB07 | RSB07-099 | 4 | B | 66 | 67 | 55.8 | 62.4 | 6.6 | No | No | South Branch Preserve |
| SB07 | RSB07-100 | 5 | B | 66 | 67 | 55 | 61.3 | 6.3 | No | No | South Branch Preserve |
| SB07 | RSB07-101 | 6 | B | 66 | 67 | 53.7 | 59.8 | 6.1 | No | No | South Branch Preserve |
| SB07 | RSB07-102 | 7 | B | 66 | 67 | 54.8 | 60.4 | 5.6 | No | No | South Branch Preserve |
| SB07 | RSB07-103 | 4 | B | 66 | 67 | 54.5 | 60.1 | 5.6 | No | No | South Branch Preserve |
| SB07 | RSB07-104 | 8 | B | 66 | 67 | 54.4 | 60.0 | 5.6 | No | No | South Branch Preserve |
| SB07 | RSB07-105 | 4 | B | 66 | 67 | 53.5 | 58.9 | 5.4 | No | No | South Branch Preserve |
| SB07 | RSB07-106 | 4 | B | 66 | 67 | 54.7 | 59.7 | 5.0 | No | No | South Branch Preserve |
| SB07 | RSB07-107 | 4 | B | 66 | 67 | 55.9 | 60.7 | 4.8 | No | No | South Branch Preserve |
| SB07 | RSB07-108 | 1 | B | 66 | 67 | 55.9 | 60.9 | 5.0 | No | No | South Branch Preserve |
| SB07 | RSB07-109 | 3 | B | 66 | 67 | 56 | 61.3 | 5.3 | No | No | South Branch Preserve |
| SB07 | RSB07-110 | 3 | B | 66 | 67 | 55.9 | 61.6 | 5.7 | No | No | South Branch Preserve |
| SB07 | RSB07-111 | 3 | B | 66 | 67 | 56.3 | 62.5 | 6.2 | No | No | South Branch Preserve |
| SB07 | RSB07-112 | 3 | B | 66 | 67 | 55.9 | 62.2 | 6.3 | No | No | South Branch Preserve |
| SB07 | RSB07-113 | 2 | B | 66 | 67 | 57.9 | 63.6 | 5.7 | No | No | South Branch Preserve |
| SB07 | RSB07-114 | 4 | B | 66 | 67 | 58.4 | 64.2 | 5.8 | No | No | South Branch Preserve |
| SB07 | RSB07-115 | 1 | B | 66 | 67 | 66.5 | **70.7** | 4.2 | Yes | No | South Branch Preserve |
| SB07 | RSB07-116 | 5 | B | 66 | 67 | 67.1 | **68.8** | 1.7 | Yes | No | South Branch Preserve |
| SB07 | RSB07-117 | 4 | B | 66 | 67 | 58.7 | 64.8 | 6.1 | No | No | South Branch Preserve |
| SB07 | RSB07-118 | 4 | B | 66 | 67 | 56 | 60.8 | 4.8 | No | No | South Branch Preserve |
| SB07 | RSB07-119 | 5 | B | 66 | 67 | 67.4 | **68.1** | 0.7 | Yes | No | South Branch Preserve |
| SB07 | RSB07-120 | 2 | B | 66 | 67 | 57 | 62.2 | 5.2 | No | No | South Branch Preserve |
| SB07 | RSB07-121 | 3 | B | 66 | 67 | 55.5 | 61.6 | 6.1 | No | No | South Branch Preserve |
| SB07 | RSB07-122 | 2 | B | 66 | 67 | 55.6 | 61.8 | 6.2 | No | No | South Branch Preserve |
| SB07 | RSB07-123 | 4 | B | 66 | 67 | 56.6 | 62.0 | 5.4 | No | No | South Branch Preserve |
| SB07 | RSB07-124 | 4 | B | 66 | 67 | 56.5 | 61.8 | 5.3 | No | No | South Branch Preserve |
| SB07 | RSB07-125 | 2 | B | 66 | 67 | 56.6 | 62.1 | 5.5 | No | No | South Branch Preserve |
| SB07 | RSB07-126 | 2 | B | 66 | 67 | 56.9 | 63.5 | 6.6 | No | No | South Branch Preserve |
| SB07 | RSB07-127 | 3 | B | 66 | 67 | 58.4 | 64.8 | 6.4 | No | No | South Branch Preserve |
| SB07 | RSB07-128 | 2 | B | 66 | 67 | 60 | 65.9 | 5.9 | No | No | South Branch Preserve |
| SB07 | RSB07-129 | 5 | B | 66 | 67 | 67 | **70.1** | 3.1 | Yes | No | South Branch Preserve |
| SB07 | RSB07-130 | 4 | B | 66 | 67 | 57.7 | 64.0 | 6.3 | No | No | South Branch Preserve |
| SB07 | RSB07-131 | 5 | B | 66 | 67 | 67 | **67.9** | 0.9 | Yes | No | South Branch Preserve |
| SB07 | RSB07-132 | 3 | B | 66 | 67 | 56 | 61.5 | 5.5 | No | No | South Branch Preserve |
| SB07 | RSB07-133 | 4 | B | 66 | 67 | 57.5 | 62.8 | 5.3 | No | No | South Branch Preserve |
| SB07 | RSB07-134 | 4 | B | 66 | 67 | 57.4 | 63.0 | 5.6 | No | No | South Branch Preserve |
| SB07 | RSB07-135 | 4 | B | 66 | 67 | 57 | 63.7 | 6.7 | No | No | South Branch Preserve |
| SB07 | RSB07-136 | 2 | B | 66 | 67 | 57.9 | 64.3 | 6.4 | No | No | South Branch Preserve |
| SB07 | RSB07-137 | 2 | B | 66 | 67 | 59.8 | 64.8 | 5.0 | No | No | South Branch Preserve |
| SB07 | RSB07-138 | 2 | B | 66 | 67 | 60.3 | 65.6 | 5.3 | No | No | South Branch Preserve |
| SB07 | RSB07-139 | 1 | B | 66 | 67 | 61.5 | 65.8 | 4.3 | No | No | South Branch Preserve |
| SB07 | RSB07-140 | 3 | B | 66 | 67 | 67 | **68.6** | 1.6 | Yes | No | South Branch Preserve |
| SB07 | RSB07-141 | 1 | B | 66 | 67 | 66.5 | **70.3** | 3.8 | Yes | No | South Branch Preserve |
| SB07 | RSB07-142 | 1 | B | 66 | 67 | 66.6 | **70.9** | 4.3 | Yes | No | South Branch Preserve |
| SB09 | RSB09-001 | 1 | B | 66 | 67 | 68.2 | **73.2** | 5.0 | Yes | No | Suncoast Lakes |
| SB09 | RSB09-002 | 1 | B | 66 | 67 | 67.4 | **71.3** | 3.9 | Yes | No | Suncoast Lakes |
| SB09 | RSB09-003 | 1 | B | 66 | 67 | 66.5 | **70.0** | 3.5 | Yes | No | Suncoast Lakes |
| SB09 | RSB09-004 | 2 | B | 66 | 67 | 65.4 | **68.6** | 3.2 | Yes | No | Suncoast Lakes |
| SB09 | RSB09-005 | 3 | B | 66 | 67 | 63.5 | 66.7 | 3.2 | No | No | Suncoast Lakes |
| SB09 | RSB09-006 | 3 | B | 66 | 67 | 62.6 | 64.9 | 2.3 | No | No | Suncoast Lakes |
| SB09 | RSB09-007 | 3 | B | 66 | 67 | 61.5 | 64.9 | 3.4 | No | No | Suncoast Lakes |
| SB09 | RSB09-008 | 4 | B | 66 | 67 | 60.1 | 62.7 | 2.6 | No | No | Suncoast Lakes |
| SB09 | RSB09-009 | 4 | B | 66 | 67 | 58.7 | 61.9 | 3.2 | No | No | Suncoast Lakes |
| SB09 | RSB09-010 | 6 | B | 66 | 67 | 57.4 | 60.7 | 3.3 | No | No | Suncoast Lakes |
| SB09 | RSB09-011 | 4 | B | 66 | 67 | 56.1 | 59.2 | 3.1 | No | No | Suncoast Lakes |
| SB09 | RSB09-012 | 3 | B | 66 | 67 | 56.9 | 60.2 | 3.3 | No | No | Suncoast Lakes |
| SB09 | RSB09-013 | 4 | B | 66 | 67 | 54.7 | 57.9 | 3.2 | No | No | Suncoast Lakes |
| SB09 | RSB09-014 | 4 | B | 66 | 67 | 56 | 59.4 | 3.4 | No | No | Suncoast Lakes |
| SB09 | RSB09-015 | 4 | B | 66 | 67 | 53.5 | 56.5 | 3.0 | No | No | Suncoast Lakes |
| SB09 | RSB09-016 | 5 | B | 66 | 67 | 54.2 | 57.3 | 3.1 | No | No | Suncoast Lakes |
| SB09 | RSB09-017 | 5 | B | 66 | 67 | 54.4 | 57.9 | 3.5 | No | No | Suncoast Lakes |
| SB09 | RSB09-018 | 4 | B | 66 | 67 | 54.6 | 58.2 | 3.6 | No | No | Suncoast Lakes |
| SB09 | RSB09-019 | 4 | B | 66 | 67 | 56.7 | 60.6 | 3.9 | No | No | Suncoast Lakes |
| SB09 | RSB09-020 | 3 | B | 66 | 67 | 57.9 | 61.6 | 3.7 | No | No | Suncoast Lakes |
| SB09 | RSB09-021 | 3 | B | 66 | 67 | 59.6 | 63.1 | 3.5 | No | No | Suncoast Lakes |

# Predicted Noise Levels



| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| SB09 | RSB09-022 | 2 | B | 66 | 67 | 61.2 | 65.7 | 4.5 | No | No | Suncoast Lakes |
| SB09 | RSB09-023 | 2 | B | 66 | 67 | 62 | 65.8 | 3.8 | No | No | Suncoast Lakes |
| SB09 | RSB09-024 | 1 | B | 66 | 67 | 63.9 | **67.8** | 3.9 | Yes | No | Suncoast Lakes |
| SB09 | RSB09-025 | 1 | B | 66 | 67 | 66.1 | **70.5** | 4.4 | Yes | No | Suncoast Lakes |
| SB09 | RSB09-026 | 1 | B | 66 | 67 | 68 | **72.4** | 4.4 | Yes | No | Suncoast Lakes |
| SB09 | RSB09-027 | 4 | B | 66 | 67 | 57.2 | 61.5 | 4.3 | No | No | Suncoast Lakes |
| SB09 | RSB09-028 | 4 | B | 66 | 67 | 57.9 | 61.8 | 3.9 | No | No | Suncoast Lakes |
| SB09 | RSB09-029 | 4 | B | 66 | 67 | 56.3 | 60.1 | 3.8 | No | No | Suncoast Lakes |
| SB09 | RSB09-030 | 3 | B | 66 | 67 | 56.9 | 62.4 | 5.5 | No | No | Suncoast Lakes |
| SB09 | RSB09-031 | 4 | B | 66 | 67 | 55.4 | 61.0 | 5.6 | No | No | Suncoast Lakes |
| SB09 | RSB09-032 | 4 | B | 66 | 67 | 55.1 | 58.7 | 3.6 | No | No | Suncoast Lakes |
| SB09 | RSB09-033 | 4 | B | 66 | 67 | 54.5 | 57.9 | 3.4 | No | No | Suncoast Lakes |
| SB09 | RSB09-034 | 2 | B | 66 | 67 | 54.6 | 59.8 | 5.2 | No | No | Suncoast Lakes |
| SB09 | RSB09-035 | 2 | B | 66 | 67 | 53.9 | 56.9 | 3.0 | No | No | Suncoast Lakes |
| SB09 | RSB09-036 | 3 | B | 66 | 67 | 55.4 | 61.2 | 5.8 | No | No | Suncoast Lakes |
| SB09 | RSB09-037 | 3 | B | 66 | 67 | 57.4 | 62.9 | 5.5 | No | No | Suncoast Lakes |
| SB09 | RSB09-038 | 6 | B | 66 | 67 | 57.4 | 62.3 | 4.9 | No | No | Suncoast Lakes |
| SB09 | RSB09-039 | 4 | B | 66 | 67 | 56.4 | 60.5 | 4.1 | No | No | Suncoast Lakes |
| SB09 | RSB09-040 | 3 | B | 66 | 67 | 56.2 | 61.7 | 5.5 | No | No | Suncoast Lakes |
| SB09 | RSB09-041 | 2 | B | 66 | 67 | 54.8 | 59.6 | 4.8 | No | No | Suncoast Lakes |
| SB09 | RSB09-042 | 4 | B | 66 | 67 | 54.5 | 57.7 | 3.2 | No | No | Suncoast Lakes |
| SB09 | RSB09-043 | 3 | B | 66 | 67 | 52.8 | 56.6 | 3.8 | No | No | Suncoast Lakes |
| SB09 | RSB09-044 | 5 | B | 66 | 67 | 54.2 | 57.4 | 3.2 | No | No | Suncoast Lakes |
| SB09 | RSB09-045 | 3 | B | 66 | 67 | 55.5 | 59.5 | 4.0 | No | No | Suncoast Lakes |
| SB10 | RSB10-001 | 8 | B | 66 | 67 | 56.5 | 59.8 | 3.3 | No | No | Lone Star Townhomes |
| SB10 | RSB10-002 | 8 | B | 66 | 67 | 57.9 | 61.1 | 3.2 | No | No | Lone Star Townhomes |
| SB10 | RSB10-003 | 4 | B | 66 | 67 | 58.2 | 61.2 | 3.0 | No | No | Lone Star Townhomes |
| SB10 | RSB10-004 | 4 | B | 66 | 67 | 58.3 | 61.3 | 3.0 | No | No | Lone Star Townhomes |
| SB10 | RSB10-005 | 4 | B | 66 | 67 | 58.8 | 61.7 | 2.9 | No | No | Lone Star Townhomes |
| SB10 | RSB10-006 | 4 | B | 66 | 67 | 59.3 | 62.0 | 2.7 | No | No | Lone Star Townhomes |
| SB10 | RSB10-007 | 4 | B | 66 | 67 | 60.2 | 62.6 | 2.4 | No | No | Lone Star Townhomes |
| SB10 | RSB10-008 | 4 | B | 66 | 67 | 61.2 | 63.3 | 2.1 | No | No | Lone Star Townhomes |
| SB10 | RSB10-009 | 3 | B | 66 | 67 | 62.9 | 64.3 | 1.4 | No | No | Lone Star Townhomes |
| SB10 | RSB10-010 | 3 | B | 66 | 67 | 62.8 | 64.3 | 1.5 | No | No | Lone Star Townhomes |
| SB10 | RSB10-011 | 4 | B | 66 | 67 | 63.4 | 64.7 | 1.3 | No | No | Lone Star Townhomes |
| SB10 | RSB10-012 | 4 | B | 66 | 67 | 63.9 | 65.2 | 1.3 | No | No | Lone Star Townhomes |
| SB10 | RSB10-013 | 2 | B | 66 | 67 | 64.6 | 65.6 | 1.0 | No | No | Lone Star Townhomes |
| SB10 | RSB10-014 | 2 | B | 66 | 67 | 65.2 | 66.0 | 0.8 | No | No | Lone Star Townhomes |
| SB10 | RSB10-015 | 2 | B | 66 | 67 | 65.5 | 66.2 | 0.7 | No | No | Lone Star Townhomes |
| SB10 | RSB10-016 | 1 | B | 66 | 67 | 66.8 | **67.9** | 1.1 | Yes | No | Lone Star Townhomes |
| SB10 | RSB10-017 | 4 | B | 66 | 67 | 67 | **68.2** | 1.2 | Yes | No | Lone Star Townhomes |
| SB10 | RSB10-018 | 2 | B | 66 | 67 | 67.1 | **68.5** | 1.4 | Yes | No | Lone Star Townhomes |
| SB10 | RSB10-019 | 1 | B | 66 | 67 | 67.2 | **68.6** | 1.4 | Yes | No | Lone Star Townhomes |
| SB10 | RSB10-020 | 3 | B | 66 | 67 | 44.2 | 47.3 | 3.1 | No | No | Lone Star Townhomes |
| SB10 | RSB10-021 | 3 | B | 66 | 67 | 44.7 | 47.7 | 3.0 | No | No | Lone Star Townhomes |
| SB10 | RSB10-022 | 3 | B | 66 | 67 | 44.8 | 48.0 | 3.2 | No | No | Lone Star Townhomes |
| SB10 | RSB10-023 | 3 | B | 66 | 67 | 46 | 49.1 | 3.1 | No | No | Lone Star Townhomes |
| SB10 | RSB10-024 | 3 | B | 66 | 67 | 45.8 | 49.7 | 3.9 | No | No | Lone Star Townhomes |
| SB10 | RSB10-025 | 3 | B | 66 | 67 | 56.9 | 59.2 | 2.3 | No | No | Lone Star Townhomes |
| SB10 | RSB10-026 | 4 | B | 66 | 67 | 56.6 | 58.7 | 2.1 | No | No | Lone Star Townhomes |
| SB10 | RSB10-027 | 4 | B | 66 | 67 | 55.6 | 57.6 | 2.0 | No | No | Lone Star Townhomes |
| SB10 | RSB10-028 | 6 | B | 66 | 67 | 54.9 | 57.1 | 2.2 | No | No | Lone Star Townhomes |
| SB10 | RSB10-029 | 6 | B | 66 | 67 | 56.3 | 59.0 | 2.7 | No | No | Lone Star Townhomes |
| SB10 | RSB10-030 | 8 | B | 66 | 67 | 56 | 58.9 | 2.9 | No | No | Lone Star Townhomes |
| SB10 | RSB10-031 | 8 | B | 66 | 67 | 54.9 | 57.6 | 2.7 | No | No | Lone Star Townhomes |
| SB10 | RSB10-032 | 1 | B | 66 | 67 | 65.7 | **67.2** | 1.5 | Yes | No | Lone Star Townhomes |
| SB10 | RSB10-033 | 1 | B | 66 | 67 | 65.1 | 66.4 | 1.3 | No | No | Lone Star Townhomes |
| SB10 | RSB10-034 | 2 | B | 66 | 67 | 64.4 | 65.9 | 1.5 | No | No | Lone Star Townhomes |
| SB10 | RSB10-035 | 2 | B | 66 | 67 | 63.5 | 65.1 | 1.6 | No | No | Lone Star Townhomes |
| SB10 | RSB10-036 | 2 | B | 66 | 67 | 62.8 | 64.7 | 1.9 | No | No | Lone Star Townhomes |
| SB10 | RSB10-037 | 3 | B | 66 | 67 | 61.9 | 63.8 | 1.9 | No | No | Lone Star Townhomes |
| SB10 | RSB10-038 | 3 | B | 66 | 67 | 61.6 | 63.1 | 1.5 | No | No | Lone Star Townhomes |
| SB10 | RSB10-039 | 3 | B | 66 | 67 | 60.7 | 61.8 | 1.1 | No | No | Lone Star Townhomes |
| SB10 | RSB10-040 | 3 | B | 66 | 67 | 60.9 | 61.5 | 0.6 | No | No | Lone Star Townhomes |
| SB10 | RSB10-041 | 4 | B | 66 | 67 | 53.4 | 54.5 | 1.1 | No | No | Lone Star Townhomes |
| SB10 | RSB10-042 | 4 | B | 66 | 67 | 51.2 | 52.9 | 1.7 | No | No | Lone Star Townhomes |
| SB10 | RSB10-043 | 4 | B | 66 | 67 | 48.4 | 51.1 | 2.7 | No | No | Lone Star Townhomes |
| SB10 | RSB10-044 | 4 | B | 66 | 67 | 48.6 | 51.5 | 2.9 | No | No | Lone Star Townhomes |
| SB10 | RSB10-045 | 4 | B | 66 | 67 | 54.1 | 56.1 | 2.0 | No | No | Lone Star Ranch |
| SB10 | RSB10-046 | 4 | B | 66 | 67 | 52.8 | 54.9 | 2.1 | No | No | Lone Star Ranch |
| SB10 | RSB10-047 | 4 | B | 66 | 67 | 52.3 | 53.6 | 1.3 | No | No | Lone Star Ranch |
| SB10 | RSB10-048 | 2 | B | 66 | 67 | 58.6 | 59.6 | 1.0 | No | No | Lone Star Ranch |
| SB10 | RSB10-049 | 2 | B | 66 | 67 | 60.2 | 61.2 | 1.0 | No | No | Lone Star Ranch |
| SB10 | RSB10-050 | 3 | B | 66 | 67 | 60.5 | 61.5 | 1.0 | No | No | Lone Star Ranch |

| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **XX.X** Impacted Receptor | | | | | | | | | | | |
| SB10 | RSB10-051 | 2 | B | 66 | 67 | 60.2 | 61.2 | 1.0 | No | No | Lone Star Ranch |
| SB10 | RSB10-052 | 6 | B | 66 | 67 | 57.5 | 58.3 | 0.8 | No | No | Lone Star Ranch |
| SB10 | RSB10-053 | 4 | B | 66 | 67 | 57 | 58.0 | 1.0 | No | No | Lone Star Ranch |
| SB10 | RSB10-054 | 4 | B | 66 | 67 | 54.3 | 56.0 | 1.7 | No | No | Lone Star Ranch |
| SB10 | RSB10-055 | 4 | B | 66 | 67 | 53.9 | 55.7 | 1.8 | No | No | Lone Star Ranch |
| SB10 | RSB10-056 | 5 | B | 66 | 67 | 56.4 | 57.4 | 1.0 | No | No | Lone Star Ranch |
| SB10 | RSB10-057 | 5 | B | 66 | 67 | 56.9 | 57.4 | 0.5 | No | No | Lone Star Ranch |
| SB10 | RSB10-058 | 4 | B | 66 | 67 | 58.5 | 59.3 | 0.8 | No | No | Lone Star Ranch |
| SB10 | RSB10-059 | 1 | B | 66 | 67 | 66.9 | **69.8** | 2.9 | Yes | No | Lone Star Ranch |
| SB10 | RSB10-060 | 1 | B | 66 | 67 | 64.2 | 66.0 | 1.8 | No | No | Lone Star Ranch |
| SB10 | RSB10-061 | 1 | B | 66 | 67 | 62.4 | 63.9 | 1.5 | No | No | Lone Star Ranch |
| SB10 | RSB10-062 | 2 | B | 66 | 67 | 60.9 | 62.8 | 1.9 | No | No | Lone Star Ranch |
| SB10 | RSB10-063 | 1 | B | 66 | 67 | 66.5 | **69.9** | 3.4 | Yes | No | Lone Star Ranch |
| SB10 | RSB10-064 | 1 | B | 66 | 67 | 64.8 | **67.8** | 3.0 | Yes | No | Lone Star Ranch |
| SB10 | RSB10-065 | 1 | B | 66 | 67 | 62.8 | 65.4 | 2.6 | No | No | Lone Star Ranch |
| SB10 | RSB10-066 | 1 | B | 66 | 67 | 61.5 | 62.8 | 1.3 | No | No | Lone Star Ranch |
| SB10 | RSB10-067 | 2 | B | 66 | 67 | 60 | 61.2 | 1.2 | No | No | Lone Star Ranch |
| SB10 | RSB10-068 | 2 | B | 66 | 67 | 58.7 | 59.5 | 0.8 | No | No | Lone Star Ranch |

# Appendix B-2 – Special Land Use Sites

# Predicted Noise Levels

# Predicted Noise Levels



| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| NB01 | NNB01-001 | 1 | C | 66 | 67 | 59.7 | 62.0 | 2.3 | No | No | LeClaire Estates Tennis Court |
| NB02 | NNB02-001 | 1 | C | 66 | 67 | 57.9 | 61.7 | 3.8 | No | No | Magnolia Manor Assisted Living Outdoor Seating |
| NB03 | NNB03-044 | 1 | C | 66 | 67 | 53.1 | 59.9 | 6.8 | No | No | Lake Carlton Arms Tennis Courts |
| NB03 | NNB03-045 | 1 | C | 66 | 67 | 53.3 | 60.3 | 7.0 | No | No | Lake Carlton Arms Tennis Courts |
| NB03 | NNB03-046 | 1 | C | 66 | 67 | 54.8 | 61.6 | 6.8 | No | No | Lake Carlton Arms Tennis Courts |
| NB03 | NNB03-047 | 1 | C | 66 | 67 | 54.7 | 61.7 | 7.0 | No | No | Lake Carlton Arms Tennis Courts |
| NB03 | NNB03-055 | 1 | C | 66 | 67 | 53.3 | 60.3 | 7.0 | No | No | Lake Carlton Arms Basketball Courts |
| NB03 | NNB03-068 | 1 | C | 66 | 67 | 52.7 | 59.7 | 7.0 | No | No | Lake Carlton Arms Basketball Courts |
| NB03 | NNB03-214 | 1 | C | 66 | 67 | 56.8 | 64.7 | 7.9 | No | No | Lake Carlton Arms Outdoor Pool |
| NB04 | NNB04-001 | 1 | C | 66 | 67 | 55.5 | 62.5 | 7.0 | No | No | Cheval West Golf Course |
| NB04 | NNB04-002 | 1 | C | 66 | 67 | 58.5 | 66.7 | 8.2 | No | No | Cheval West Golf Course |
| NB04 | NNB04-003 | 1 | C | 66 | 67 | 62 | **69.2** | 7.2 | Yes | No | Cheval West Golf Course |
| NB04 | NNB04-004 | 1 | C | 66 | 67 | 63.2 | **70.5** | 7.3 | Yes | No | Cheval West Golf Course |
| NB04 | NNB04-005 | 1 | C | 66 | 67 | 65.7 | **72.0** | 6.3 | Yes | No | Cheval West Golf Course |
| NB04 | NNB04-006 | 1 | C | 66 | 67 | 58.3 | 65.3 | 7.0 | No | No | Cheval West Golf Course |
| NB04 | NNB04-007 | 1 | C | 66 | 67 | 54.5 | 60.8 | 6.3 | No | No | Cheval West Golf Course |
| NB04 | NNB04-008 | 1 | C | 66 | 67 | 63.9 | **69.9** | 6.0 | Yes | No | Cheval West Golf Course |
| NB04 | NNB04-009 | 1 | C | 66 | 67 | 59.8 | 66.8 | 7.0 | No | No | Cheval West Golf Course |
| NB04 | NNB04-010 | 1 | C | 66 | 67 | 63.1 | **69.2** | 6.1 | Yes | No | Cheval West Golf Course |
| NB04 | NNB04-011 | 1 | C | 66 | 67 | 58.1 | 65.2 | 7.1 | No | No | Cheval West Golf Course |
| NB04 | NNB04-012 | 1 | C | 66 | 67 | 56.1 | 62.6 | 6.5 | No | No | Cheval West Golf Course |
| NB08 | NNB08-001 | 1 | C | 66 | 67 | 43.1 | 44.7 | 1.6 | No | No | The Iris at Northpointe Outdoor Pool |
| NB09 | NNB09-001 | 1 | E | 71 | 72 | 50 | 52.8 | 2.8 | No | No | Residence Inn Outdoor Pool |
| NB09 | NNB09-002 | 1 | E | 71 | 72 | 57 | 62.0 | 5.0 | No | No | Hampton Garden Inn Outdoor Pool |
| NB09 | NNB09-003 | 1 | E | 71 | 72 | 57.7 | 60.9 | 3.2 | No | No | San Jose Mexican Restaurant Outdoor Seating |
| NB09 | NNB09-004 | 1 | E | 71 | 72 | 53.6 | 56.3 | 2.7 | No | No | International Beer Garden Outdoor Seating |
| NB09 | NNB09-005 | 1 | E | 71 | 72 | 61.8 | 64.8 | 3.0 | No | No | Carrabba's Outdoor Seating |
| NB09 | NNB09-006 | 1 | E | 71 | 72 | 57.4 | 60.8 | 3.4 | No | No | Carrabba's Outdoor Seating |
| NB09 | NNB09-007 | 1 | E | 71 | 72 | 57.3 | 61.0 | 3.7 | No | No | Bangkok Sushi Outdoor Seating |
| NB09 | NNB09-008 | 1 | E | 71 | 72 | 53.7 | 57.3 | 3.6 | No | No | Glory Days Grill Outdoor Seating |
| SB04 | NSB04-001 | 1 | C | 66 | 67 | 72.3 | **76.3** | 4.0 | Yes | No | Cheval West Village Playground |
| SB05 | NSB05-001 | 1 | C | 66 | 67 | 61.9 | 66.6 | 4.7 | No | No | Tarramor Outdoor Pool |
| SB05 | NSB05-002 | 1 | C | 66 | 67 | 52.8 | 57.4 | 4.6 | No | No | Tuscano at Suncoast Crossings Outdoor Pool |
| SB06 | NSB06-001 | 1 | C | 66 | 67 | 62.9 | **68.1** | 5.2 | Yes | No | Discovery Pointe Outdoor Play Area |
| SB06 | NSB06-002 | 1 | C | 66 | 67 | 61.7 | 66.6 | 4.9 | No | No | Discovery Pointe Outdoor Play Area |
| SB06 | NSB06-003 | 1 | C | 66 | 67 | 61.6 | 66.2 | 4.6 | No | No | Discovery Pointe Outdoor Play Area |
| SB06 | NSB06-004 | 1 | C | 66 | 67 | 61.1 | 66.5 | 5.4 | No | No | Discovery Pointe Outdoor Play Area |
| SB06 | NSB06-005 | 1 | C | 66 | 67 | 61 | 66.4 | 5.4 | No | No | Discovery Pointe Outdoor Play Area |
| SB06 | NSB06-006 | 1 | C | 66 | 67 | 60.6 | 65.9 | 5.3 | No | No | Discovery Pointe Outdoor Play Area |
| SB06 | NSB06-007 | 1 | C | 66 | 67 | 59.7 | 64.4 | 4.7 | No | No | Discovery Pointe Outdoor Play Area |
| SB06 | NSB06-008 | 1 | C | 66 | 67 | 58.9 | 63.2 | 4.3 | No | No | Discovery Pointe Outdoor Play Area |
| SB06 | NSB06-009 | 1 | C | 66 | 67 | 58.1 | 62.6 | 4.5 | No | No | Discovery Pointe Outdoor Play Area |
| SB06 | NSB06-010 | 1 | C | 66 | 67 | 58.3 | 62.7 | 4.4 | No | No | Discovery Pointe Outdoor Play Area |
| SB06 | NSB06-011 | 1 | E | 71 | 72 | 66.1 | 69.3 | 3.2 | No | No | Chili's Outdoor Seating |
| SB06 | NSB06-012 | 1 | E | 71 | 72 | 65.4 | 68.9 | 3.5 | No | No | Starbucks Outdoor Seating |
| SB07 | NSB07-001 | 1 | C | 66 | 67 | 55.9 | 60.1 | 4.2 | No | No | South Branch Preserve Playground |
| SB07 | NSB07-002 | 1 | C | 66 | 67 | 56 | 60.1 | 4.1 | No | No | South Branch Preserve Playground |
| SB07 | NSB07-003 | 1 | C | 66 | 67 | 54.3 | 58.6 | 4.3 | No | No | South Branch Preserve Outdoor Pool |
| SB07 | NSB07-004 | 1 | C | 66 | 67 | 54.1 | 58.4 | 4.3 | No | No | South Branch Preserve Outdoor Pool |
| SB07 | NSB07-005 | 1 | C | 66 | 67 | 57.4 | 63.1 | 5.7 | No | No | South Branch Preserve Outdoor Pool |
| SB10 | NSB10-001 | 1 | C | 66 | 67 | 62.9 | 64.4 | 1.5 | No | No | Lone Star Townhomes Outdoor Pool |
| NB05 | NNB05-001 | 1 | C | 66 | 67 | 56.2 | 58.7 | 2.5 | No | No | Steinbrenner High School |
| NB05 | NNB05-002 | 1 | C | 66 | 67 | 55.3 | 58.1 | 2.8 | No | No | Steinbrenner High School |
| NB05 | NNB05-003 | 1 | C | 66 | 67 | 55.7 | 58.3 | 2.6 | No | No | Steinbrenner High School |
| NB05 | NNB05-004 | 1 | C | 66 | 67 | 56.3 | 59.0 | 2.7 | No | No | Steinbrenner High School |
| NB05 | NNB05-005 | 1 | C | 66 | 67 | 55.5 | 58.4 | 2.9 | No | No | Steinbrenner High School |
| NB05 | NNB05-006 | 1 | C | 66 | 67 | 56.1 | 59.2 | 3.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-007 | 1 | C | 66 | 67 | 56.7 | 59.9 | 3.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-008 | 1 | C | 66 | 67 | 56 | 59.3 | 3.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-009 | 1 | C | 66 | 67 | 56.5 | 59.7 | 3.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-010 | 1 | C | 66 | 67 | 57.1 | 60.3 | 3.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-011 | 1 | C | 66 | 67 | 56.3 | 59.7 | 3.4 | No | No | Steinbrenner High School |
| NB05 | NNB05-012 | 1 | C | 66 | 67 | 57 | 60.1 | 3.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-013 | 1 | C | 66 | 67 | 57.5 | 60.9 | 3.4 | No | No | Steinbrenner High School |
| NB05 | NNB05-014 | 1 | C | 66 | 67 | 54.7 | 57.9 | 3.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-015 | 1 | C | 66 | 67 | 54.4 | 57.7 | 3.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-016 | 1 | C | 66 | 67 | 54.1 | 57.5 | 3.4 | No | No | Steinbrenner High School |
| NB05 | NNB05-017 | 1 | C | 66 | 67 | 54.5 | 58.0 | 3.5 | No | No | Steinbrenner High School |
| NB05 | NNB05-018 | 1 | C | 66 | 67 | 54.1 | 57.8 | 3.7 | No | No | Steinbrenner High School |
| NB05 | NNB05-019 | 1 | C | 66 | 67 | 53.9 | 57.5 | 3.6 | No | No | Steinbrenner High School |
| NB05 | NNB05-020 | 1 | C | 66 | 67 | 54.4 | 58.4 | 4.0 | No | No | Steinbrenner High School |
| NB05 | NNB05-021 | 1 | C | 66 | 67 | 54.6 | 58.3 | 3.7 | No | No | Steinbrenner High School |
| NB05 | NNB05-022 | 1 | C | 66 | 67 | 62.5 | 64.3 | 1.8 | No | No | Steinbrenner High School |
| NB05 | NNB05-023 | 1 | C | 66 | 67 | 58 | 61.7 | 3.7 | No | No | Steinbrenner High School |

# Predicted Noise Levels



| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| NB05 | NNB05-024 | 1 | C | 66 | 67 | 57.8 | 61.5 | 3.7 | No | No | Steinbrenner High School |
| NB05 | NNB05-025 | 1 | C | 66 | 67 | 59.1 | 62.4 | 3.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-026 | 1 | C | 66 | 67 | 61.1 | 63.5 | 2.4 | No | No | Steinbrenner High School |
| NB05 | NNB05-027 | 1 | C | 66 | 67 | 62.6 | 64.7 | 2.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-028 | 1 | C | 66 | 67 | 60.2 | 63.3 | 3.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-029 | 1 | C | 66 | 67 | 58.7 | 62.3 | 3.6 | No | No | Steinbrenner High School |
| NB05 | NNB05-030 | 1 | C | 66 | 67 | 58.3 | 62.1 | 3.8 | No | No | Steinbrenner High School |
| NB05 | NNB05-031 | 1 | C | 66 | 67 | 59.6 | 63.3 | 3.7 | No | No | Steinbrenner High School |
| NB05 | NNB05-032 | 1 | C | 66 | 67 | 61.3 | 64.3 | 3.0 | No | No | Steinbrenner High School |
| NB05 | NNB05-033 | 1 | C | 66 | 67 | 62.9 | 65.4 | 2.5 | No | No | Steinbrenner High School |
| NB05 | NNB05-034 | 1 | C | 66 | 67 | 60.5 | 63.9 | 3.4 | No | No | Steinbrenner High School |
| NB05 | NNB05-035 | 1 | C | 66 | 67 | 59 | 63.1 | 4.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-036 | 1 | C | 66 | 67 | 58.7 | 62.8 | 4.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-037 | 1 | C | 66 | 67 | 59.9 | 63.8 | 3.9 | No | No | Steinbrenner High School |
| NB05 | NNB05-038 | 1 | C | 66 | 67 | 61.5 | 65.0 | 3.5 | No | No | Steinbrenner High School |
| NB05 | NNB05-039 | 1 | C | 66 | 67 | 63.1 | 66.2 | 3.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-040 | 1 | C | 66 | 67 | 60.7 | 64.8 | 4.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-041 | 1 | C | 66 | 67 | 59.5 | 63.8 | 4.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-042 | 1 | C | 66 | 67 | 58.4 | 63.1 | 4.7 | No | No | Steinbrenner High School |
| NB05 | NNB05-043 | 1 | C | 66 | 67 | 57.6 | 62.5 | 4.9 | No | No | Steinbrenner High School |
| NB05 | NNB05-044 | 1 | C | 66 | 67 | 57.4 | 62.4 | 5.0 | No | No | Steinbrenner High School |
| NB05 | NNB05-045 | 1 | C | 66 | 67 | 57 | 62.3 | 5.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-046 | 1 | C | 66 | 67 | 57.4 | 62.7 | 5.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-047 | 1 | C | 66 | 67 | 56.8 | 62.3 | 5.5 | No | No | Steinbrenner High School |
| NB05 | NNB05-048 | 1 | C | 66 | 67 | 57.2 | 62.8 | 5.6 | No | No | Steinbrenner High School |
| NB05 | NNB05-049 | 1 | C | 66 | 67 | 58.2 | 63.3 | 5.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-050 | 1 | C | 66 | 67 | 59.2 | 63.9 | 4.7 | No | No | Steinbrenner High School |
| NB05 | NNB05-051 | 1 | C | 66 | 67 | 60.1 | 64.6 | 4.5 | No | No | Steinbrenner High School |
| NB05 | NNB05-052 | 1 | C | 66 | 67 | 61.8 | 65.8 | 4.0 | No | No | Steinbrenner High School |
| NB05 | NNB05-053 | 1 | C | 66 | 67 | 63.1 | 66.9 | 3.8 | No | No | Steinbrenner High School |
| NB05 | NNB05-054 | 1 | C | 66 | 67 | 61.1 | 65.6 | 4.5 | No | No | Steinbrenner High School |
| NB05 | NNB05-055 | 1 | C | 66 | 67 | 59.8 | 64.6 | 4.8 | No | No | Steinbrenner High School |
| NB05 | NNB05-056 | 1 | C | 66 | 67 | 58.9 | 64.1 | 5.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-057 | 1 | C | 66 | 67 | 58 | 63.5 | 5.5 | No | No | Steinbrenner High School |
| NB05 | NNB05-058 | 1 | C | 66 | 67 | 57.1 | 62.8 | 5.7 | No | No | Steinbrenner High School |
| NB05 | NNB05-059 | 1 | C | 66 | 67 | 57 | 62.8 | 5.8 | No | No | Steinbrenner High School |
| NB05 | NNB05-060 | 1 | C | 66 | 67 | 57.8 | 63.6 | 5.8 | No | No | Steinbrenner High School |
| NB05 | NNB05-061 | 1 | C | 66 | 67 | 58.6 | 64.3 | 5.7 | No | No | Steinbrenner High School |
| NB05 | NNB05-062 | 1 | C | 66 | 67 | 59.5 | 64.7 | 5.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-063 | 1 | C | 66 | 67 | 60.6 | 65.6 | 5.0 | No | No | Steinbrenner High School |
| NB05 | NNB05-064 | 1 | C | 66 | 67 | 61.9 | 66.3 | 4.4 | No | No | Steinbrenner High School |
| NB05 | NNB05-065 | 1 | C | 66 | 67 | 60.4 | 65.7 | 5.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-066 | 1 | C | 66 | 67 | 60.2 | 65.4 | 5.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-067 | 1 | C | 66 | 67 | 59.3 | 64.8 | 5.5 | No | No | Steinbrenner High School |
| NB05 | NNB05-068 | 1 | C | 66 | 67 | 58.5 | 64.4 | 5.9 | No | No | Steinbrenner High School |
| NB05 | NNB05-069 | 1 | C | 66 | 67 | 57.8 | 63.6 | 5.8 | No | No | Steinbrenner High School |
| NB05 | NNB05-070 | 1 | C | 66 | 67 | 57 | 62.8 | 5.8 | No | No | Steinbrenner High School |
| NB05 | NNB05-071 | 1 | C | 66 | 67 | 57 | 62.8 | 5.8 | No | No | Steinbrenner High School |
| NB05 | NNB05-072 | 1 | C | 66 | 67 | 57.7 | 63.5 | 5.8 | No | No | Steinbrenner High School |
| NB05 | NNB05-073 | 1 | C | 66 | 67 | 58.4 | 64.4 | 6.0 | No | No | Steinbrenner High School |
| NB05 | NNB05-074 | 1 | C | 66 | 67 | 59.2 | 65.1 | 5.9 | No | No | Steinbrenner High School |
| NB05 | NNB05-075 | 1 | C | 66 | 67 | 60 | 65.3 | 5.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-076 | 1 | C | 66 | 67 | 59.9 | 65.4 | 5.5 | No | No | Steinbrenner High School |
| NB05 | NNB05-077 | 1 | C | 66 | 67 | 59.8 | 65.3 | 5.5 | No | No | Steinbrenner High School |
| NB05 | NNB05-078 | 1 | C | 66 | 67 | 59.1 | 65.2 | 6.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-079 | 1 | C | 66 | 67 | 58.3 | 64.3 | 6.0 | No | No | Steinbrenner High School |
| NB05 | NNB05-080 | 1 | C | 66 | 67 | 57.7 | 63.5 | 5.8 | No | No | Steinbrenner High School |
| NB05 | NNB05-081 | 1 | C | 66 | 67 | 58.2 | 64.2 | 6.0 | No | No | Steinbrenner High School |
| NB05 | NNB05-082 | 1 | C | 66 | 67 | 59 | 65.2 | 6.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-083 | 1 | C | 66 | 67 | 59.6 | 64.8 | 5.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-084 | 1 | C | 66 | 67 | 59.7 | 65.3 | 5.6 | No | No | Steinbrenner High School |
| NB05 | NNB05-085 | 1 | C | 66 | 67 | 58.9 | 65.0 | 6.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-086 | 1 | C | 66 | 67 | 59.7 | 65.8 | 6.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-087 | 1 | C | 66 | 67 | 60.6 | 65.8 | 5.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-088 | 1 | C | 66 | 67 | 60.9 | **67.5** | 6.6 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-089 | 1 | C | 66 | 67 | 61 | **67.5** | 6.5 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-090 | 1 | C | 66 | 67 | 61.2 | **67.9** | 6.7 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-091 | 1 | C | 66 | 67 | 61.4 | **68.3** | 6.9 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-092 | 1 | C | 66 | 67 | 61.6 | **68.0** | 6.4 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-093 | 1 | C | 66 | 67 | 61 | **67.9** | 6.9 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-094 | 1 | C | 66 | 67 | 61.3 | **68.2** | 6.9 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-095 | 1 | C | 66 | 67 | 60.3 | 66.7 | 6.4 | No | No | Steinbrenner High School |
| NB05 | NNB05-096 | 1 | C | 66 | 67 | 59.5 | 65.6 | 6.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-097 | 1 | C | 66 | 67 | 58.5 | 64.8 | 6.3 | No | No | Steinbrenner High School |

# Predicted Noise Levels



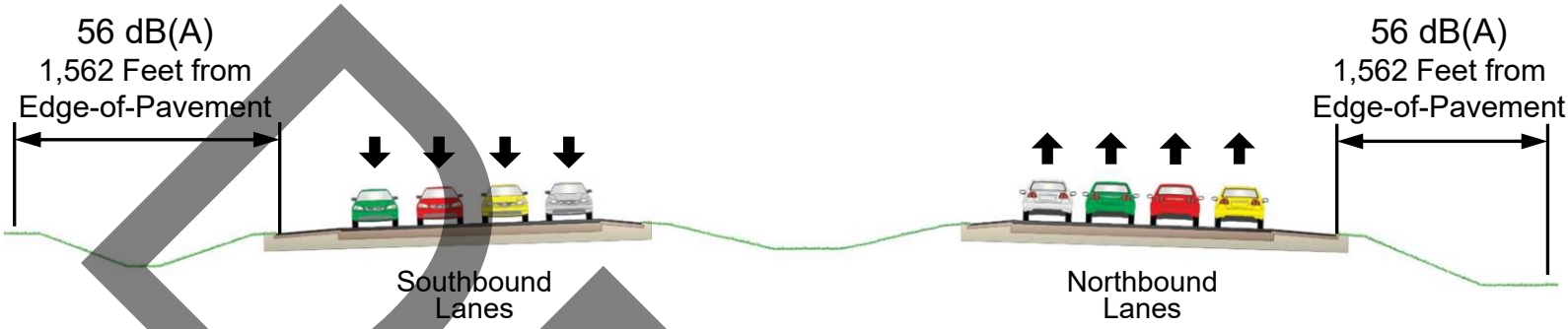
| Common Noise Environment (CNE) | Rec. Point | No. of Units | NAC | NAC Criteria (dBA) | FDOT Criteria (dBA) | 2023 Existing LAeq1h (dBA) | 2050 Build LAeq1h (dBA) | Increase | NAC Approach or Exceeded | Subst. Increase (>15dB(A)) | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| XX.X | Impacted Receptor | | | | | | | | | | |
| NB05 | NNB05-098 | 1 | C | 66 | 67 | 57.8 | 63.9 | 6.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-099 | 1 | C | 66 | 67 | 57.3 | 63.4 | 6.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-100 | 1 | C | 66 | 67 | 58.1 | 64.2 | 6.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-101 | 1 | C | 66 | 67 | 58.8 | 65.0 | 6.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-102 | 1 | C | 66 | 67 | 59.6 | 66.0 | 6.4 | No | No | Steinbrenner High School |
| NB05 | NNB05-103 | 1 | C | 66 | 67 | 60.5 | 67.0 | 6.5 | No | No | Steinbrenner High School |
| NB05 | NNB05-104 | 1 | C | 66 | 67 | 60.1 | 66.4 | 6.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-105 | 1 | C | 66 | 67 | 59.1 | 65.4 | 6.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-106 | 1 | C | 66 | 67 | 58.2 | 64.5 | 6.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-107 | 1 | C | 66 | 67 | 58 | 64.2 | 6.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-108 | 1 | C | 66 | 67 | 57.5 | 63.6 | 6.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-109 | 1 | C | 66 | 67 | 59 | 65.3 | 6.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-110 | 1 | C | 66 | 67 | 59.9 | 66.2 | 6.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-111 | 1 | C | 66 | 67 | 60.5 | 66.9 | 6.4 | No | No | Steinbrenner High School |
| NB05 | NNB05-112 | 1 | C | 66 | 67 | 59.4 | 65.7 | 6.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-113 | 1 | C | 66 | 67 | 58.7 | 64.8 | 6.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-114 | 1 | C | 66 | 67 | 57.8 | 64.0 | 6.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-115 | 1 | C | 66 | 67 | 57.4 | 63.5 | 6.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-116 | 1 | C | 66 | 67 | 58 | 64.3 | 6.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-117 | 1 | C | 66 | 67 | 59.2 | 65.2 | 6.0 | No | No | Steinbrenner High School |
| NB05 | NNB05-118 | 1 | C | 66 | 67 | 59.9 | 66.1 | 6.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-119 | 1 | C | 66 | 67 | 61 | **67.2** | 6.2 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-120 | 1 | C | 66 | 67 | 61.9 | **68.5** | 6.6 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-121 | 1 | C | 66 | 67 | 62.5 | **69.0** | 6.5 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-122 | 1 | C | 66 | 67 | 67.6 | **74.7** | 7.1 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-123 | 1 | C | 66 | 67 | 65.4 | **72.4** | 7.0 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-124 | 1 | C | 66 | 67 | 63.8 | **70.6** | 6.8 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-125 | 1 | C | 66 | 67 | 63 | **69.7** | 6.7 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-126 | 1 | C | 66 | 67 | 62.5 | **69.1** | 6.6 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-127 | 1 | C | 66 | 67 | 61.4 | **67.7** | 6.3 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-128 | 1 | C | 66 | 67 | 60.3 | 66.5 | 6.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-129 | 1 | C | 66 | 67 | 59.3 | 65.5 | 6.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-130 | 1 | C | 66 | 67 | 58.4 | 64.6 | 6.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-131 | 1 | C | 66 | 67 | 57.6 | 63.8 | 6.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-132 | 1 | C | 66 | 67 | 57.8 | 64.1 | 6.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-133 | 1 | C | 66 | 67 | 58.7 | 65.0 | 6.3 | No | No | Steinbrenner High School |
| NB05 | NNB05-134 | 1 | C | 66 | 67 | 59.8 | 65.9 | 6.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-135 | 1 | C | 66 | 67 | 60.9 | 67.0 | 6.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-136 | 1 | C | 66 | 67 | 61.9 | **68.2** | 6.3 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-137 | 1 | C | 66 | 67 | 63.1 | **69.7** | 6.6 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-138 | 1 | C | 66 | 67 | 63.2 | **69.9** | 6.7 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-139 | 1 | C | 66 | 67 | 64.5 | **71.4** | 6.9 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-140 | 1 | C | 66 | 67 | 66.4 | **73.2** | 6.8 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-141 | 1 | C | 66 | 67 | 67.5 | **73.7** | 6.2 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-142 | 1 | C | 66 | 67 | 65.6 | **72.0** | 6.4 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-143 | 1 | C | 66 | 67 | 63.6 | **70.3** | 6.7 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-144 | 1 | C | 66 | 67 | 63.3 | **69.9** | 6.6 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-145 | 1 | C | 66 | 67 | 62.4 | **68.7** | 6.3 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-146 | 1 | C | 66 | 67 | 61.2 | **67.4** | 6.2 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-147 | 1 | C | 66 | 67 | 60.1 | 66.3 | 6.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-148 | 1 | C | 66 | 67 | 59 | 65.4 | 6.4 | No | No | Steinbrenner High School |
| NB05 | NNB05-149 | 1 | C | 66 | 67 | 58.3 | 64.4 | 6.1 | No | No | Steinbrenner High School |
| NB05 | NNB05-150 | 1 | C | 66 | 67 | 59.7 | 65.7 | 6.0 | No | No | Steinbrenner High School |
| NB05 | NNB05-151 | 1 | C | 66 | 67 | 60.5 | 66.7 | 6.2 | No | No | Steinbrenner High School |
| NB05 | NNB05-152 | 1 | C | 66 | 67 | 61.8 | **67.9** | 6.1 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-153 | 1 | C | 66 | 67 | 62.9 | **69.3** | 6.4 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-154 | 1 | C | 66 | 67 | 63.4 | **70.0** | 6.6 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-155 | 1 | C | 66 | 67 | 64.5 | **71.0** | 6.5 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-156 | 1 | C | 66 | 67 | 66.3 | **72.9** | 6.6 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-157 | 1 | C | 66 | 67 | 67.2 | **73.5** | 6.3 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-158 | 1 | C | 66 | 67 | 65.3 | **71.8** | 6.5 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-159 | 1 | C | 66 | 67 | 63.6 | **70.1** | 6.5 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-160 | 1 | C | 66 | 67 | 62.1 | **68.4** | 6.3 | Yes | No | Steinbrenner High School |
| NB05 | NNB05-161 | 1 | C | 66 | 67 | 65.9 | **72.3** | 6.4 | Yes | No | Steinbrenner High School |

# Appendix C

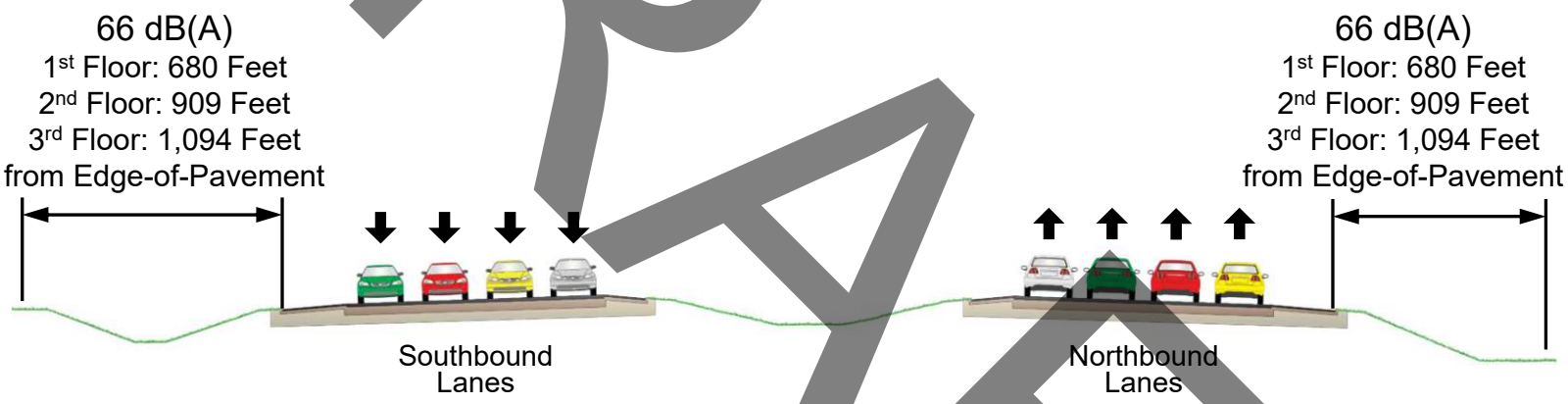
# Project Noise Contours

# Suncoast Parkway Noise Contours

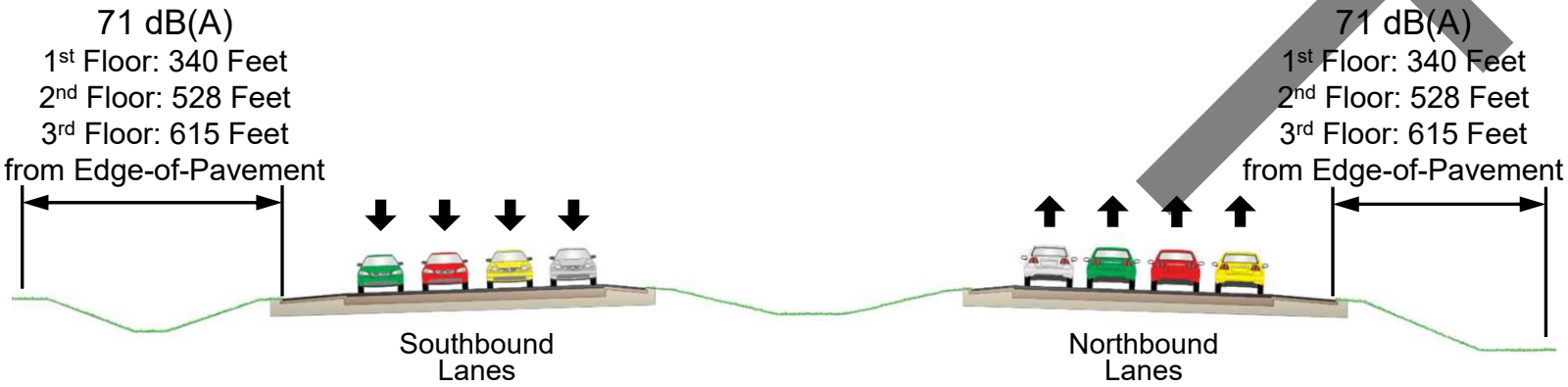
From south of Van Dyke Road (MP 13) to
State Road 52 (MP 29)




Activity Category A



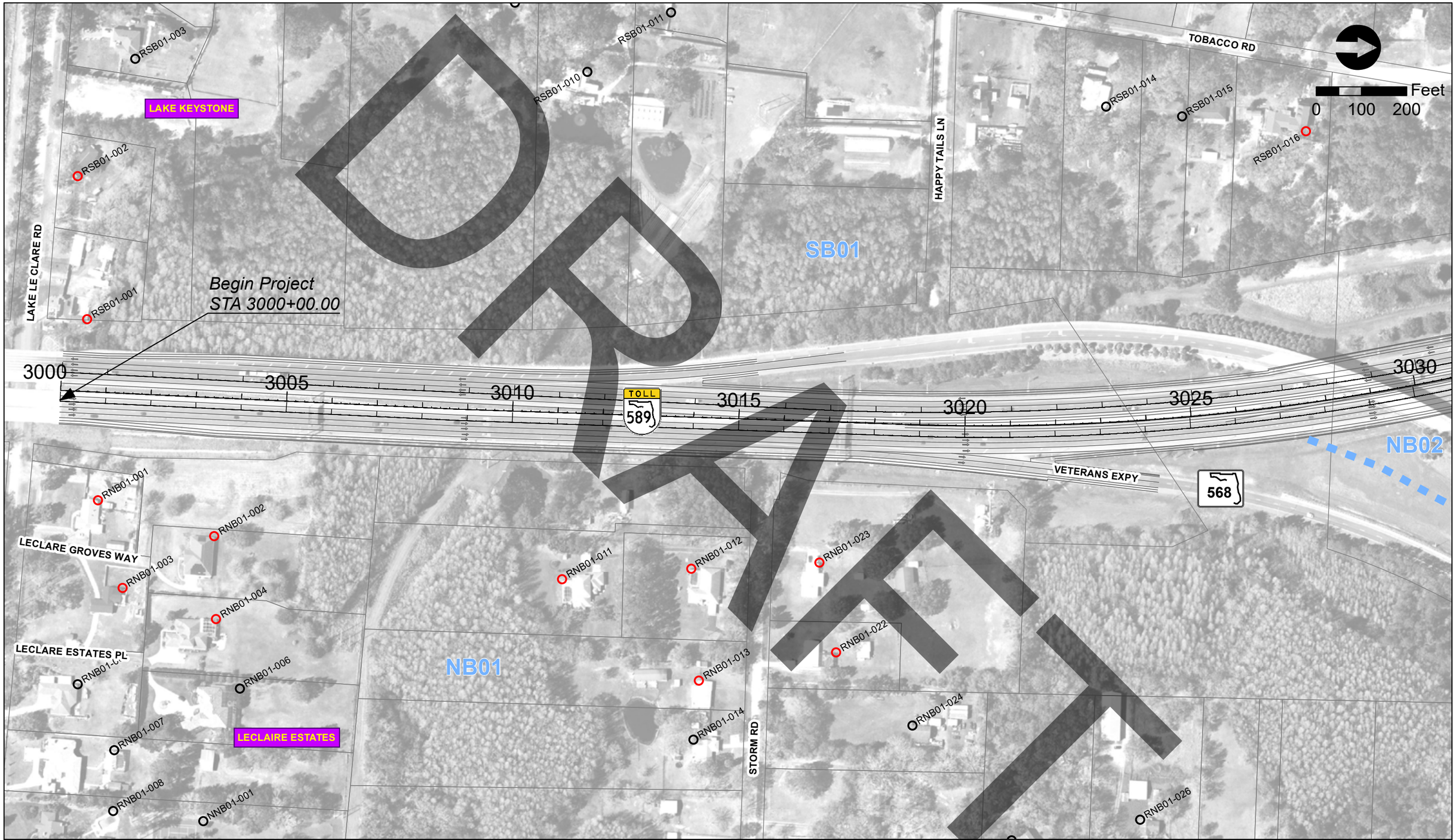

Activity Category B/C




Activity Category E

# Appendix D

# Project Aerials




Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Site

ROW Barrier (Proposed)
Shoulder Barrier (Proposed)
1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Design Lines
Common Noise Environment

Suncoast from Van Dyke to SR 52
PD&E Study


*NOISE SPECIALIST*

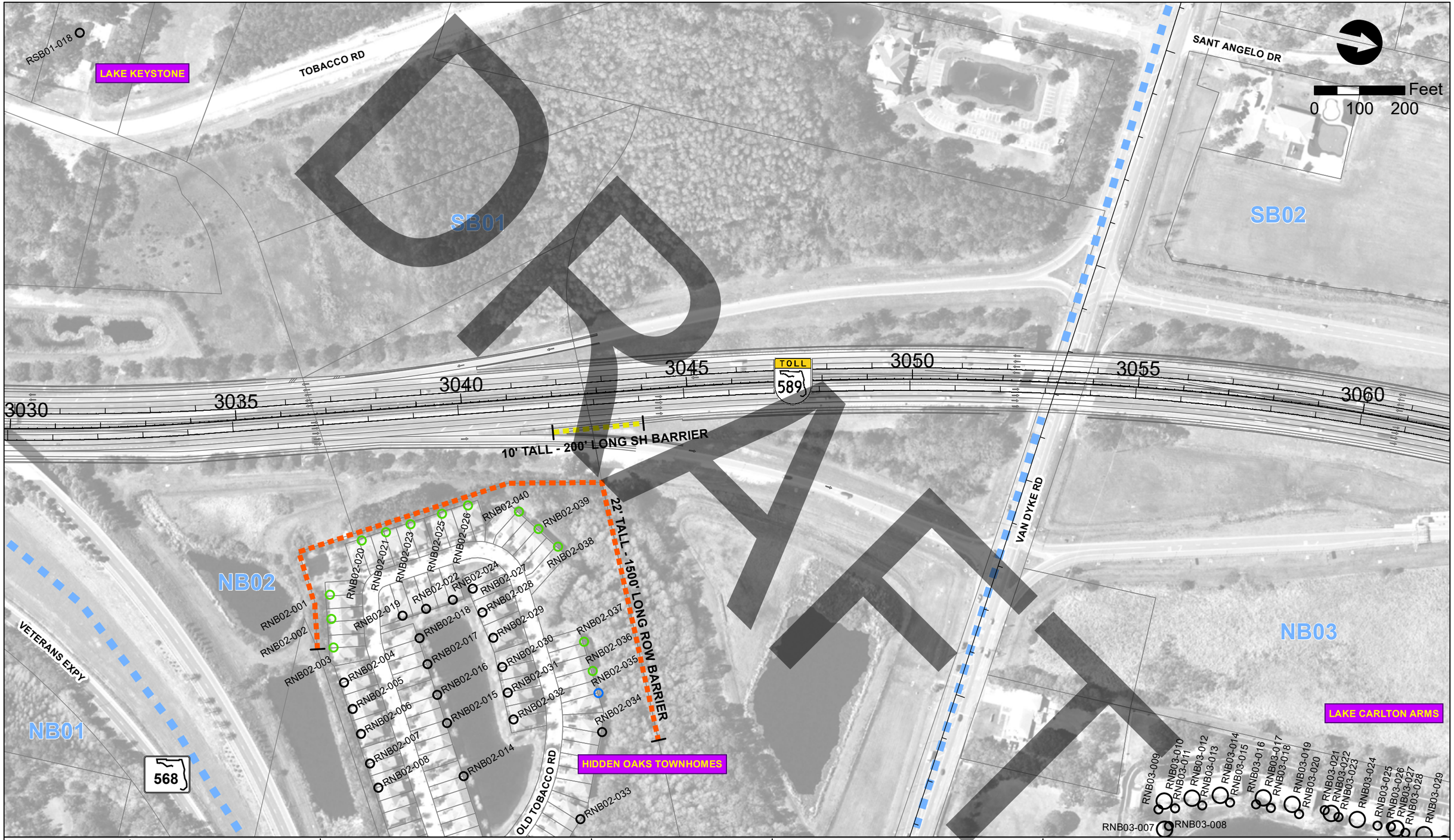
Jeff Jones, GISP
Ardurra
3000 Dovera Drive, Suite 200
Oviedo, Florida 32765
P 407.971.8850


*STATE OF FLORIDA*
*DEPARTMENT OF TRANSPORTATION*

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 589 | HILLSBOROUGH, PASCO | 448068-1 |

# *NOISE STUDY REPORT PROJECT AERIALS*

**Sheet No.** 1






Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Site

ROW Barrier (Proposed)
Shoulder Barrier (Proposed)

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

Design Lines
Common Noise Environment

Suncoast from Van Dyke to SR 52
PD&E Study

*NOISE SPECIALIST*
Jeff Jones, GISP
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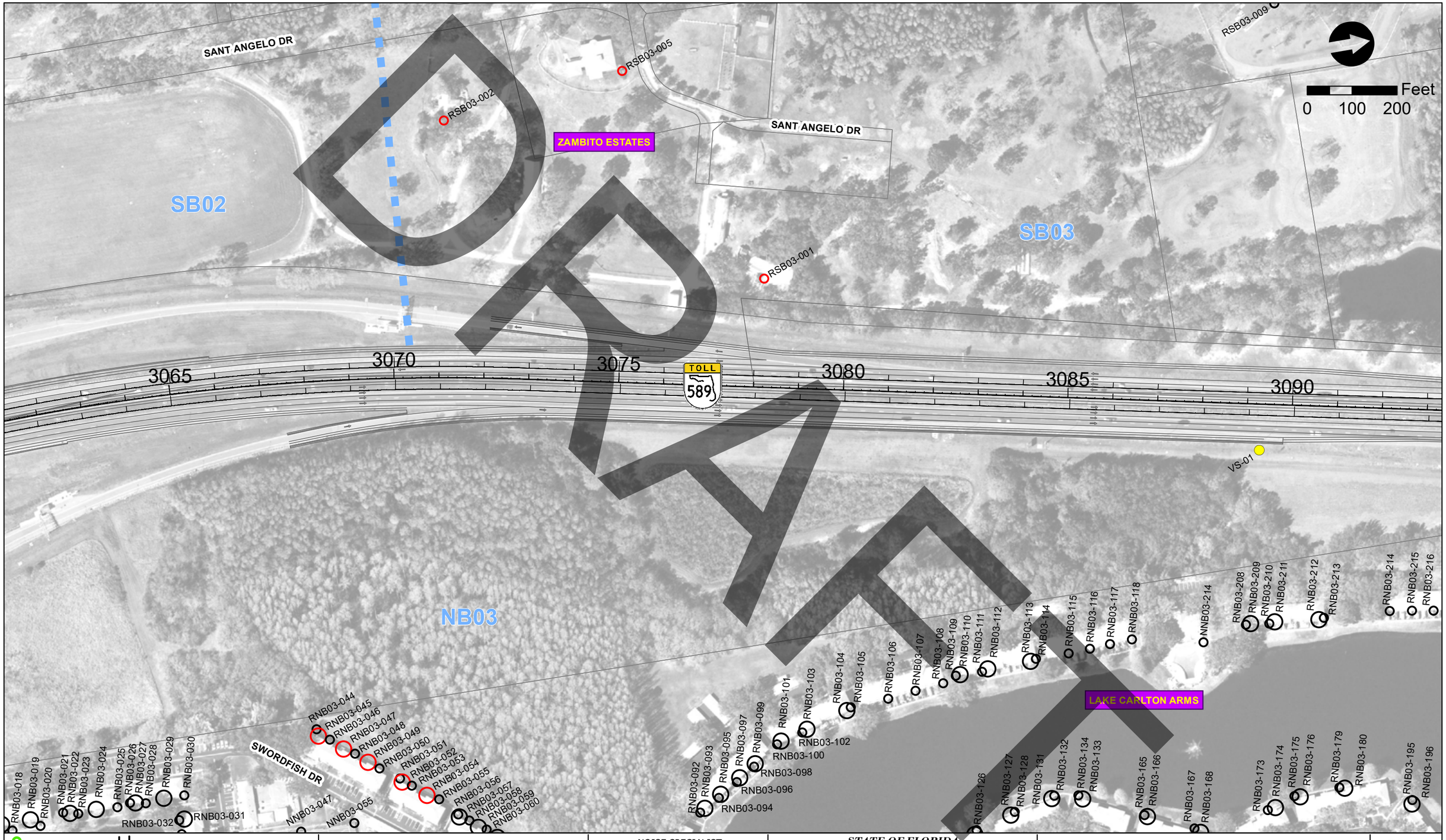
*STATE OF FLORIDA*
*DEPARTMENT OF TRANSPORTATION*

| *ROAD NO.* | *COUNTY* | *FINANCIAL PROJECT ID* |
|---|---|---|
| 589 | HILLSBOROUGH, PASCO | 448068-1 |

# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

*Sheet No.* 2




DRAFT

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

Suncoast from Van Dyke to SR 52
PD&E Study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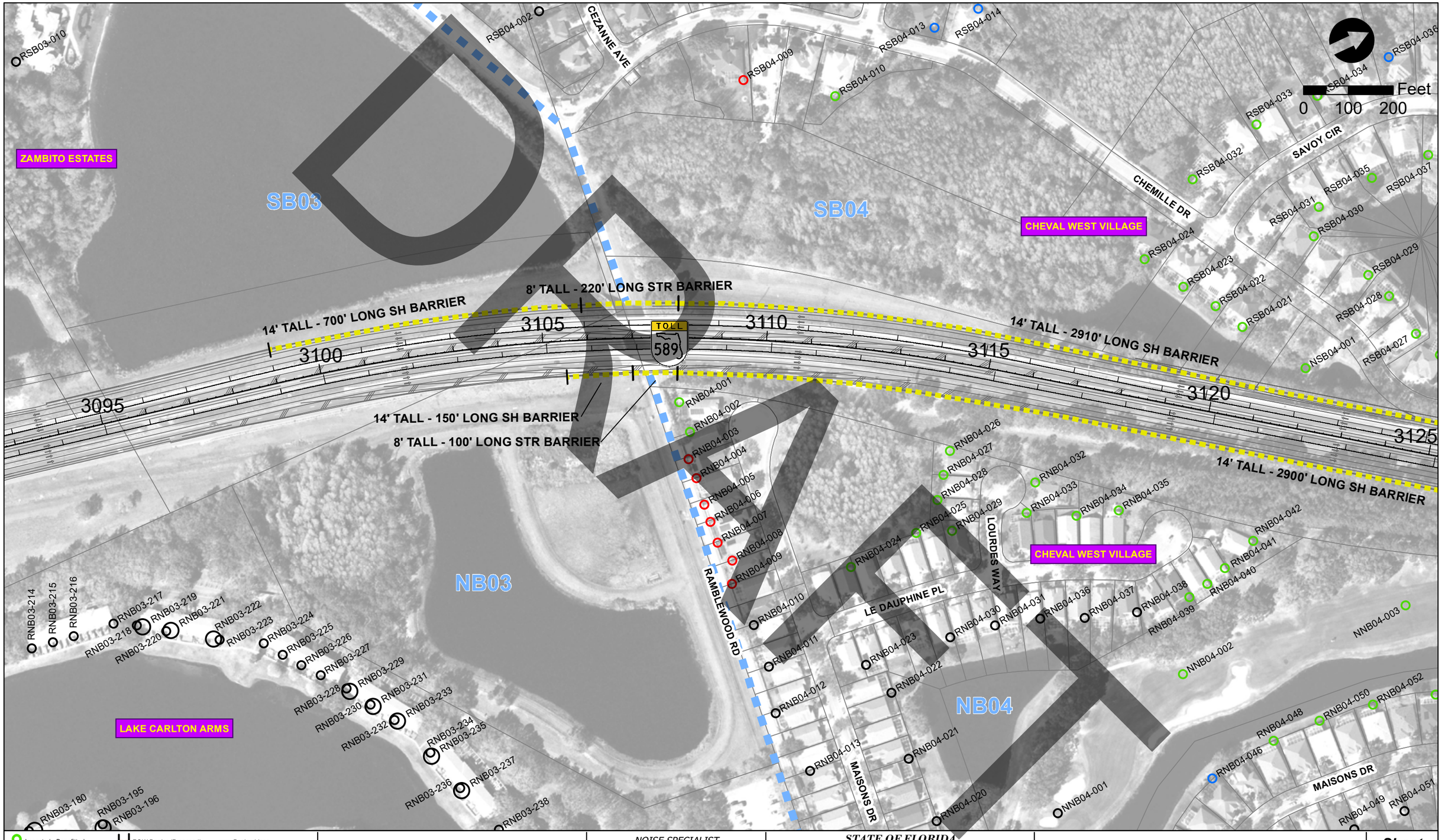
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 589 | HILLSBOROUGH, PASCO | 448068-1 |

# NOISE STUDY REPORT
# PROJECT AERIALS

Sheet No. 3




Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Site

ROW Barrier (Proposed)
Shoulder Barrier (Proposed)

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

Design Lines
Common Noise Environment

*Suncoast from Van Dyke to SR 52*
*PD&E Study*


*NOISE SPECIALIST*

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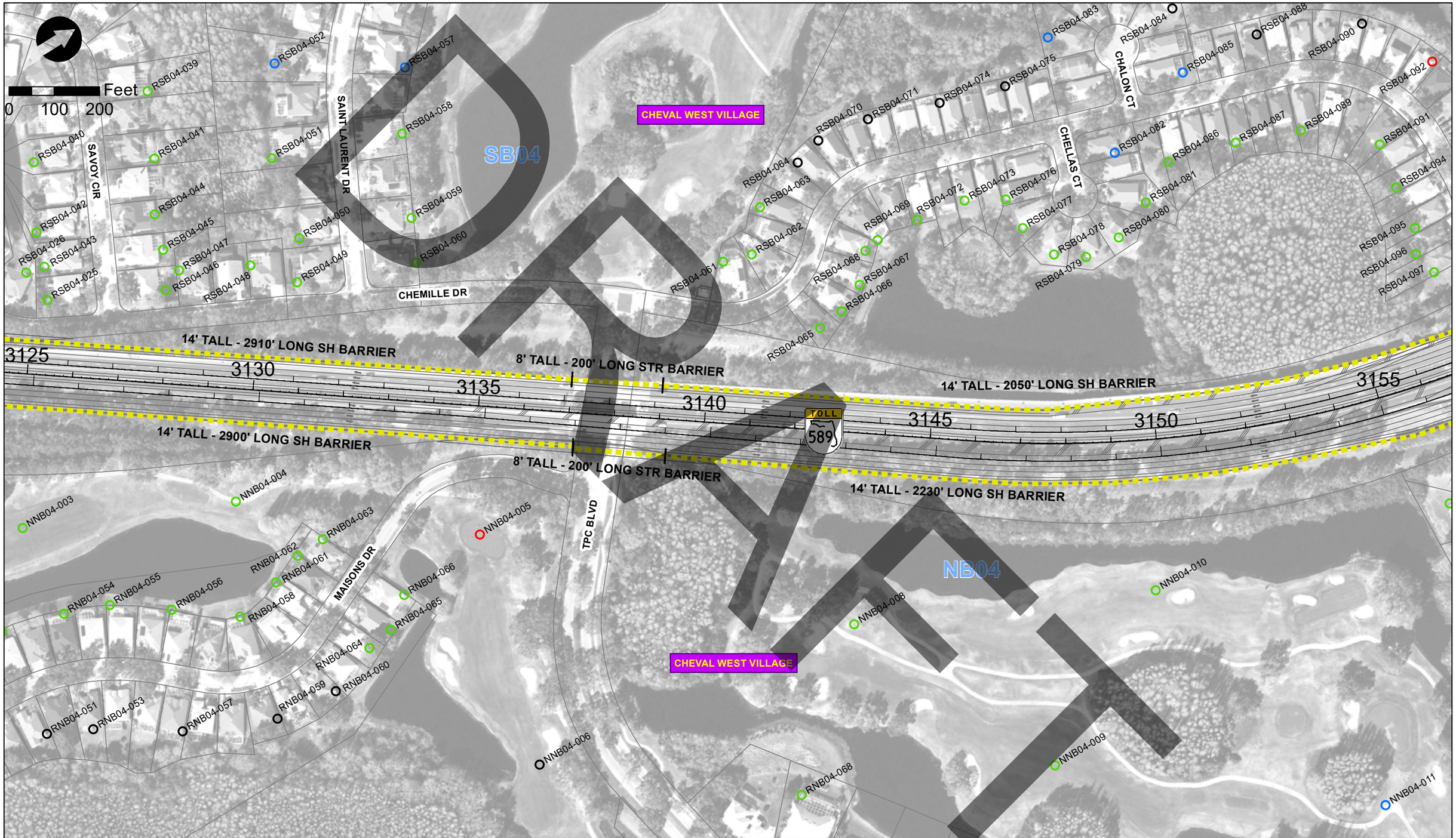
***STATE OF FLORIDA***
***DEPARTMENT OF TRANSPORTATION***

| *ROAD NO.* | *COUNTY* | *FINANCIAL PROJECT ID* |
|---|---|---|
| 589 | HILLSBOROUGH, PASCO | 448068-1 |

# *NOISE STUDY REPORT PROJECT AERIALS*

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




Impacted - Benefitted
Impacted - Not Benefitted
Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Site

ROW Barrier (Proposed)
Shoulder Barrier (Proposed)

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

Design Lines
Common Noise Environment

*Suncoast from Van Dyke to SR 52*
*PD&E Study*


*NOISE SPECIALIST*

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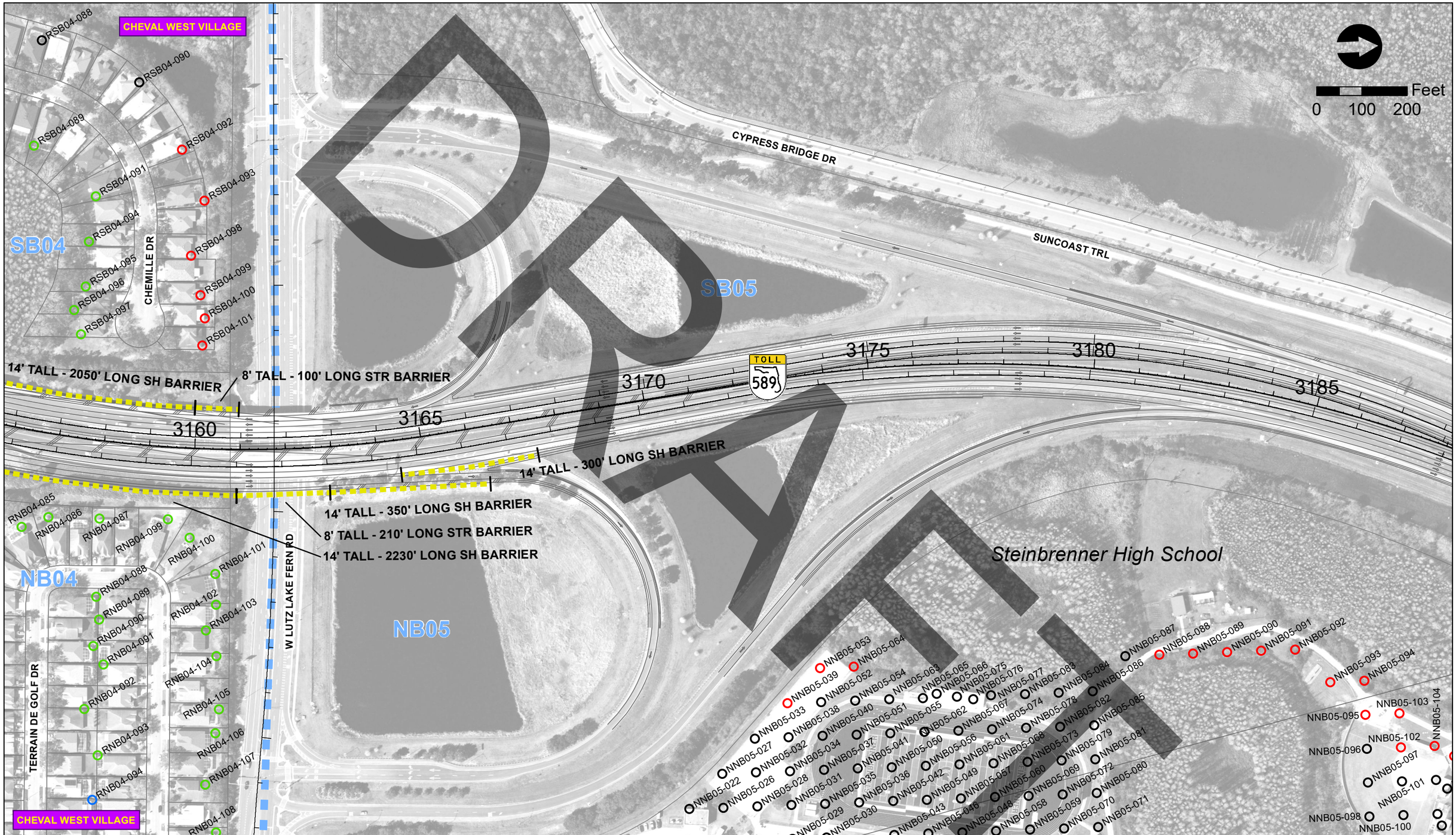
***STATE OF FLORIDA***
***DEPARTMENT OF TRANSPORTATION***

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| 589 | HILLSBOROUGH, PASCO | 448068-1 |

# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

**Sheet No.** 5



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Validation Site

ROW Barrier (Proposed)
Shoulder Barrier (Proposed)

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

Design Lines
Common Noise Environment

*Suncoast from Van Dyke to SR 52*
*PD&E Study*

*NOISE SPECIALIST*
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Ardurra
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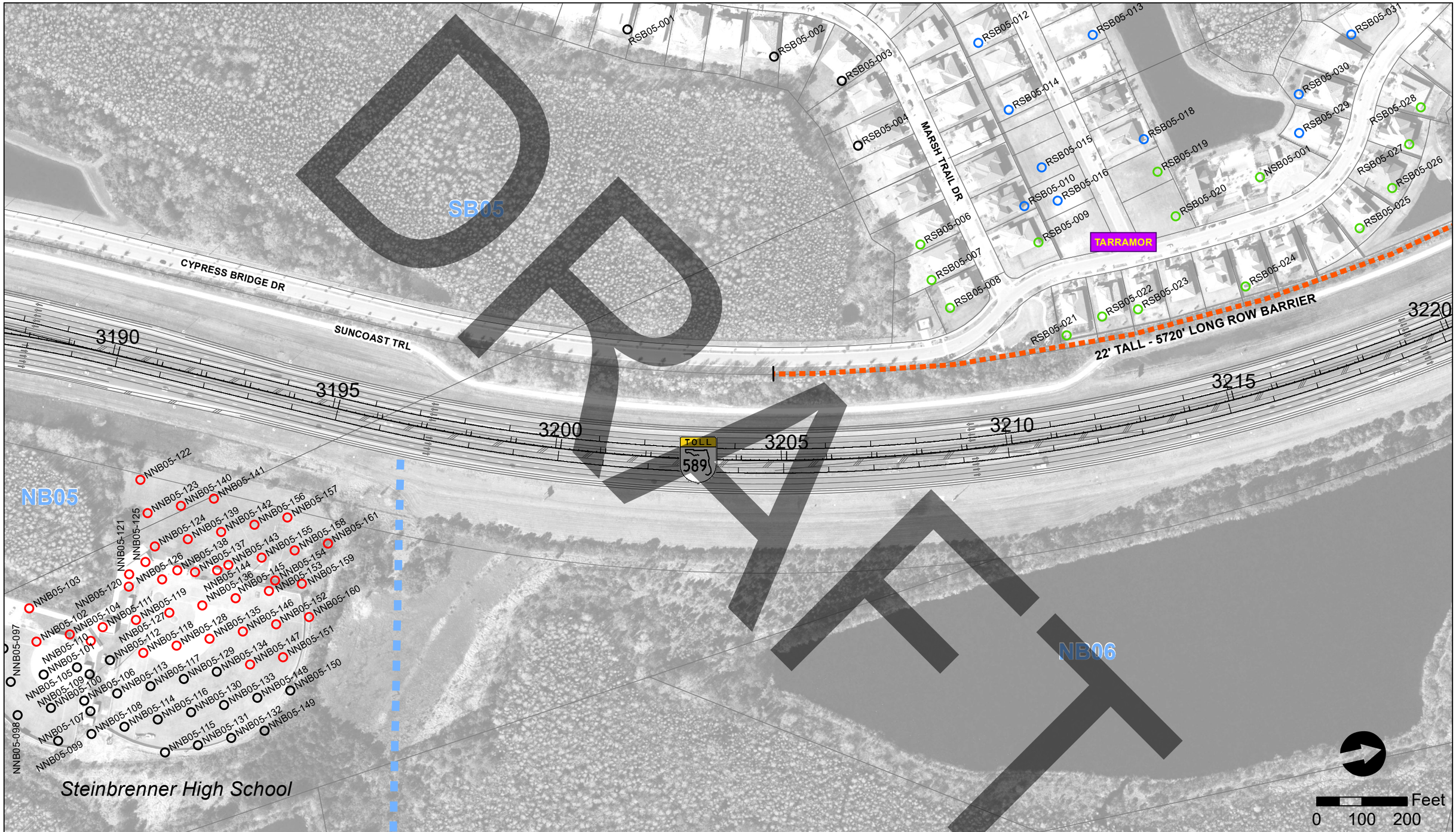
Oviedo, Florida 32765
P 407.971.8850

***STATE OF FLORIDA***
***DEPARTMENT OF TRANSPORTATION***

| *ROAD NO.* | *COUNTY* | *FINANCIAL PROJECT ID* |
|---|---|---|
| 589 | HILLSBOROUGH, PASCO | 448068-1 |

# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

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

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Not Impacted - Not Benefitted
Validation Site

ROW Barrier (Proposed)
Shoulder Barrier (Proposed)
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# *NOISE STUDY REPORT PROJECT AERIALS*

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




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Validation Site
ROW Barrier (Proposed)
Shoulder Barrier (Proposed)
1st Floor Receptor
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# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

***Sheet No.***
**8**


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Not Impacted - Not Benefitted
Validation Site

ROW Barrier (Proposed)
Shoulder Barrier (Proposed)
1st Floor Receptor
2nd Floor Receptor
3rd Floor Receptor

Design Lines
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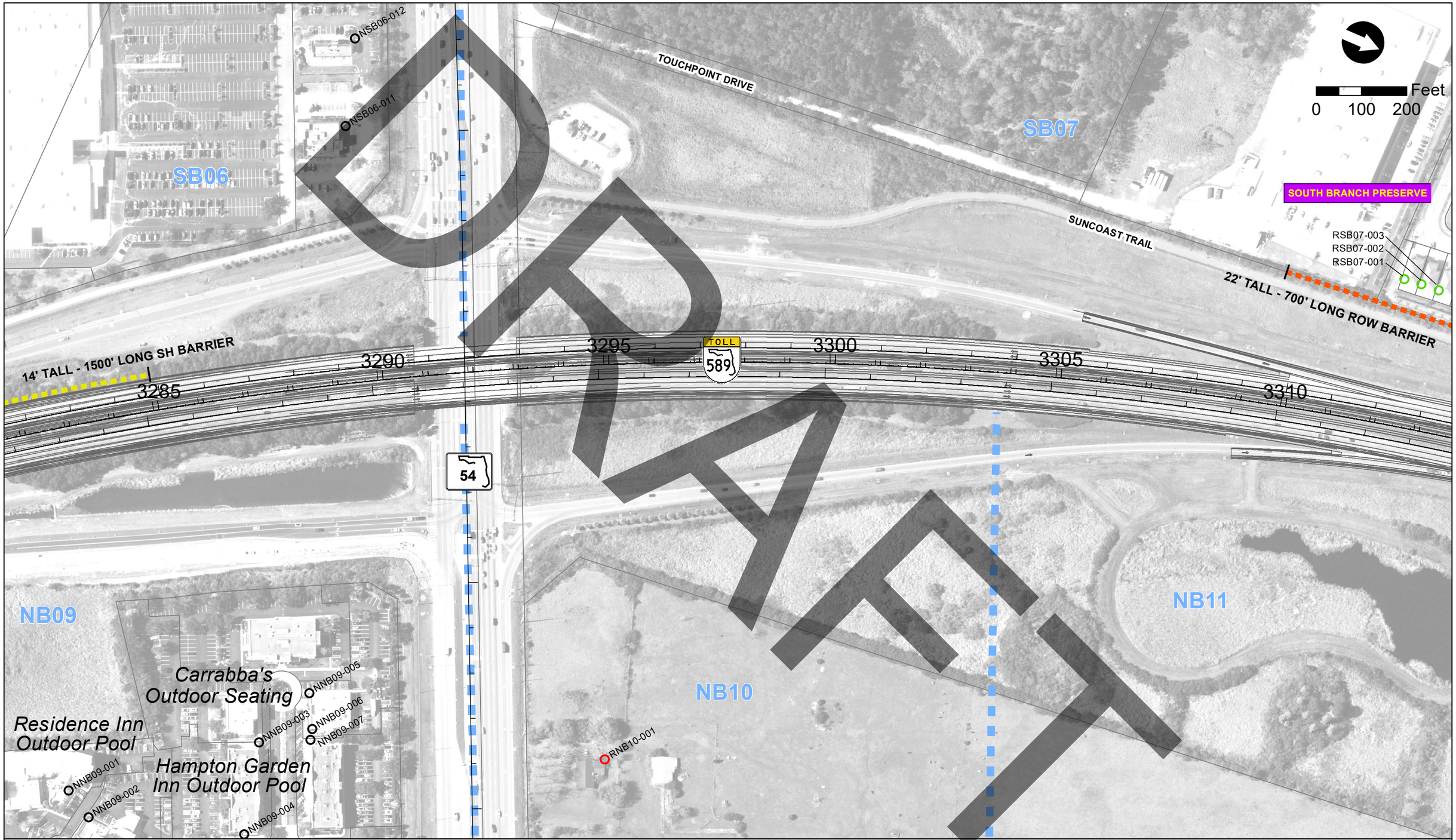
| 589 | HILLSBOROUGH, PASCO | 448068-1 |

# *NOISE STUDY REPORT PROJECT AERIALS*

***Sheet No.***
**9**

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Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Site

ROW Barrier (Proposed)
Shoulder Barrier (Proposed)
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|---|---|---|
| 589 | HILLSBOROUGH, PASCO | 448068-1 |

# NOISE STUDY REPORT
# PROJECT AERIALS

Sheet No. 10


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Validation Site

ROW Barrier (Proposed)
Shoulder Barrier (Proposed)
1st Floor Receptor
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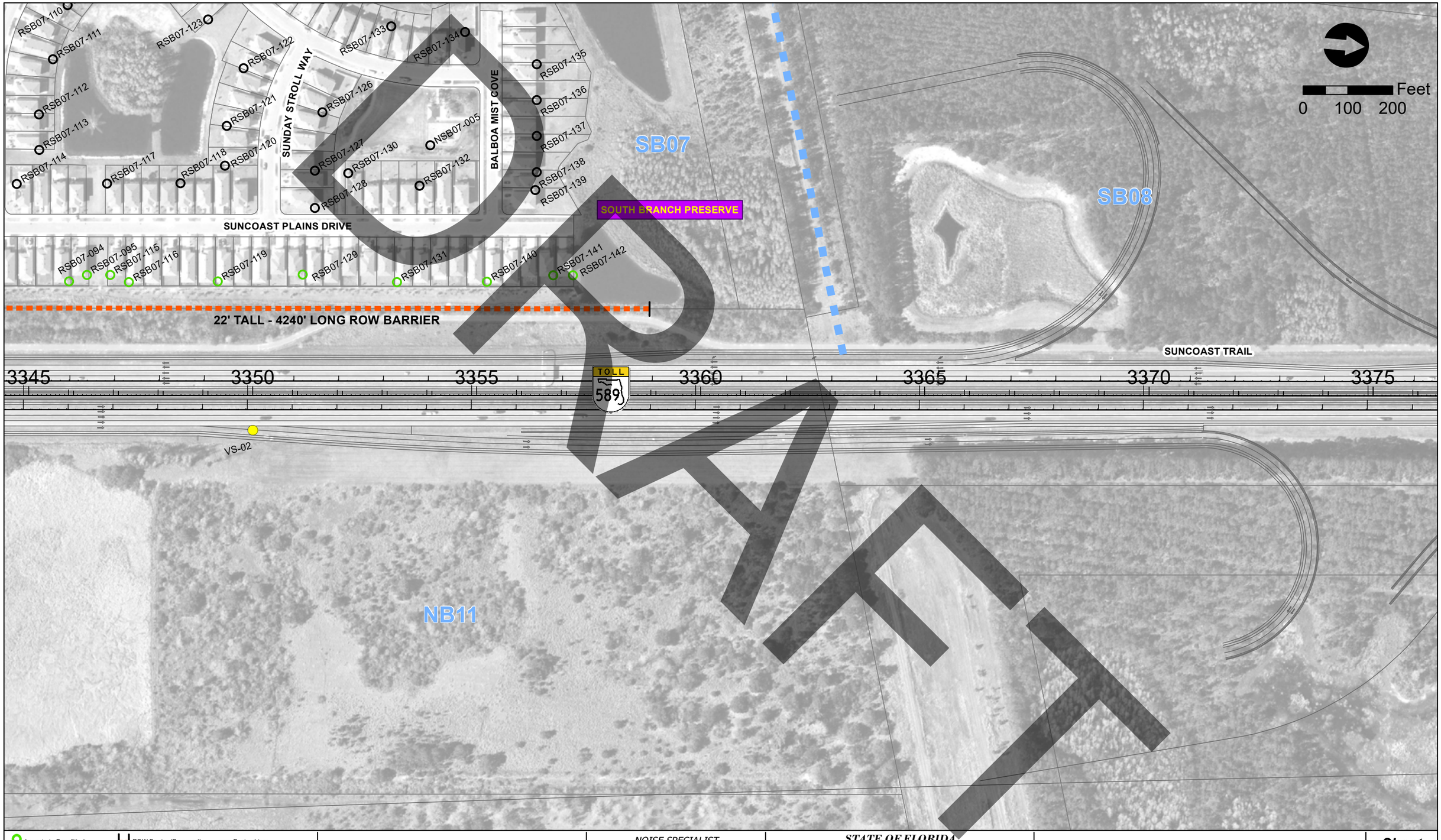
| 589 | HILLSBOROUGH, PASCO | 448068-1 |

# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

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



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Not Impacted - Not Benefitted
Validation Site

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Shoulder Barrier (Proposed)
1st Floor Receptor
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# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

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


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Not Impacted - Not Benefitted
Validation Site

ROW Barrier (Proposed)
Shoulder Barrier (Proposed)

1st Floor Receptor
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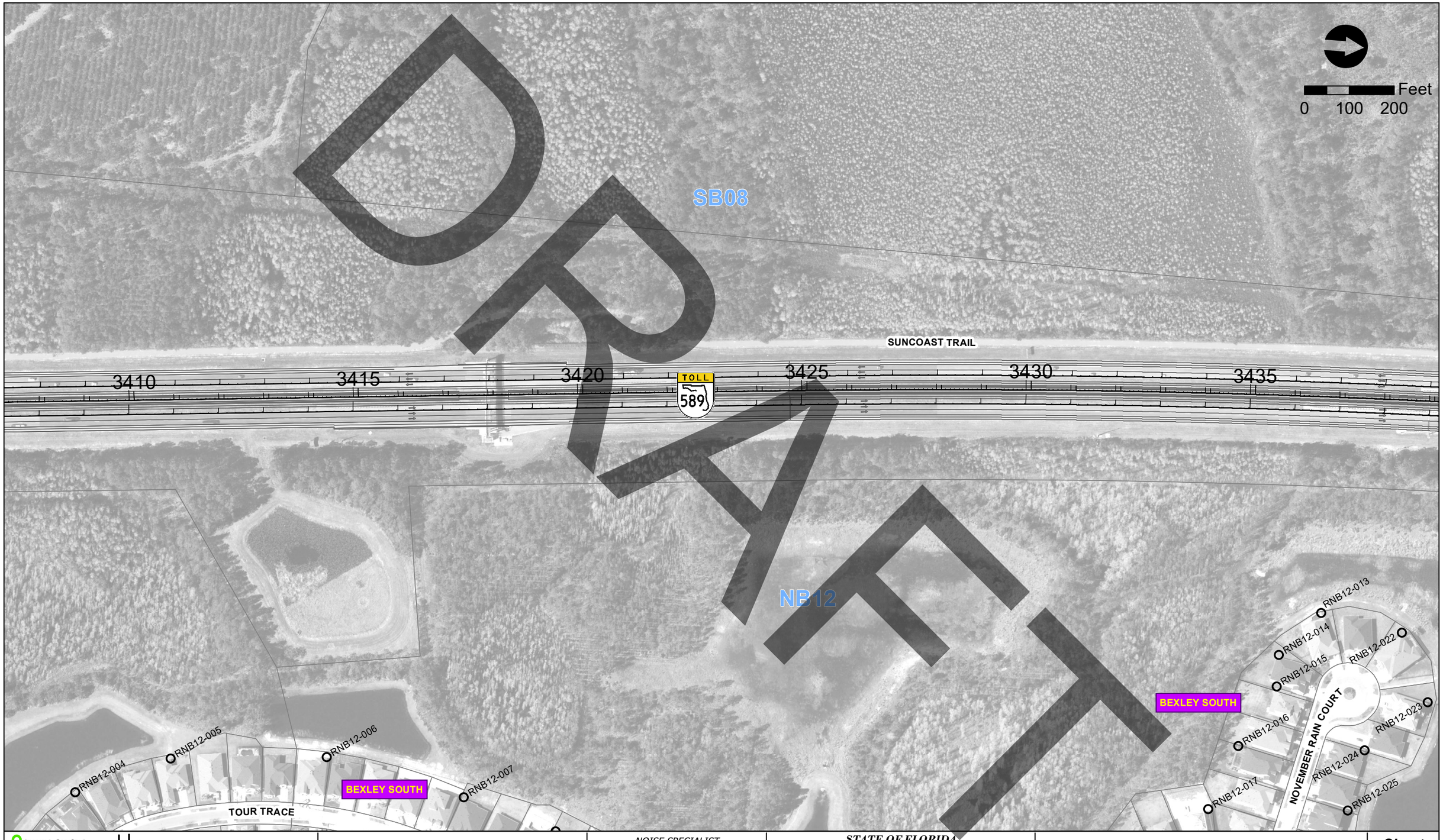
# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

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



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Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Site

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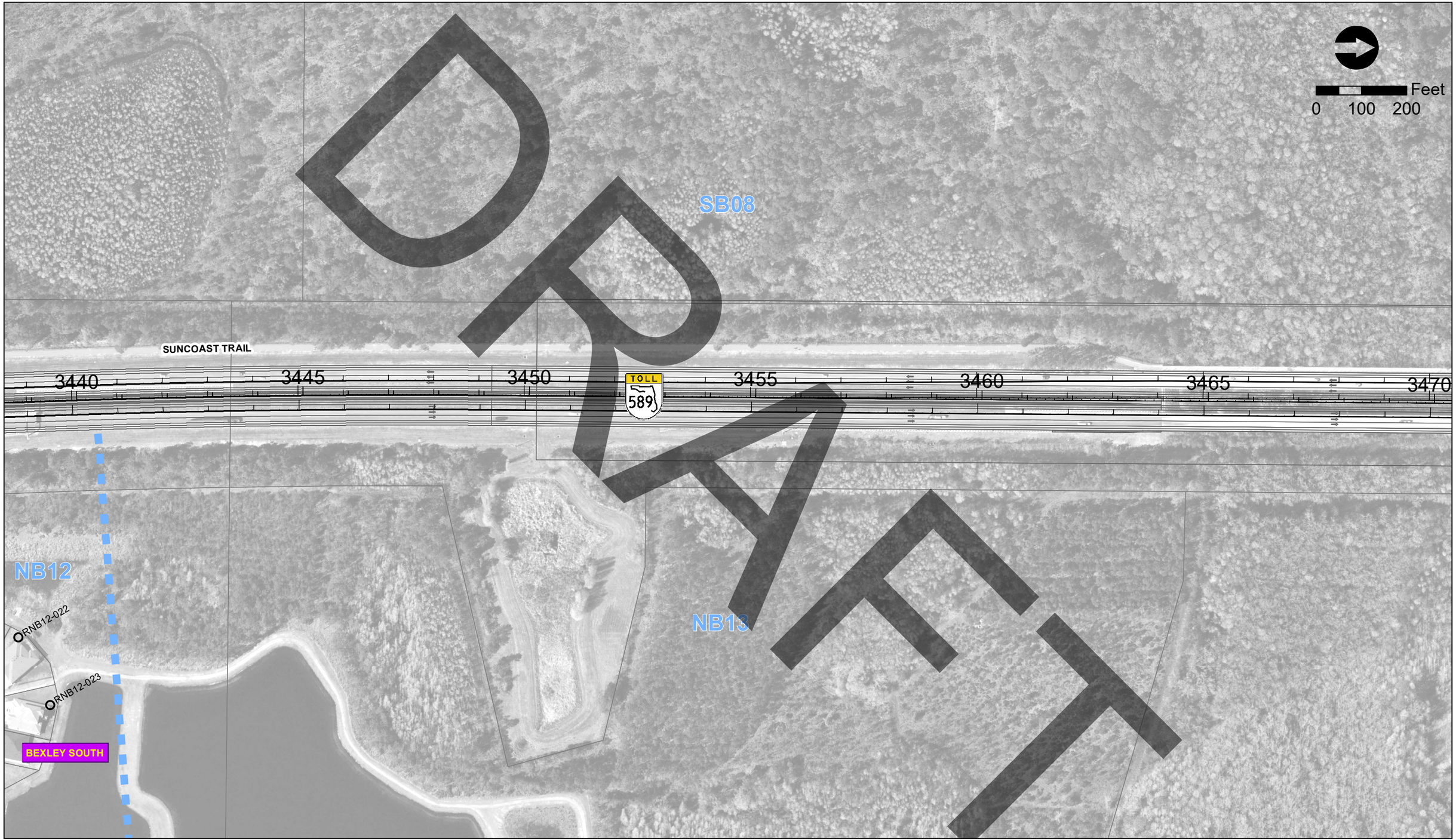
# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

*Sheet No.* 14

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Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Site

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# *NOISE STUDY REPORT PROJECT AERIALS*

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


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Validation Site

ROW Barrier (Proposed)
Shoulder Barrier (Proposed)

1st Floor Receptor
2nd Floor Receptor
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# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

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




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Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Site

ROW Barrier (Proposed)
Shoulder Barrier (Proposed)
1st Floor Receptor
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# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

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




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Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Site

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# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

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**18**


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Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Site

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Shoulder Barrier (Proposed)

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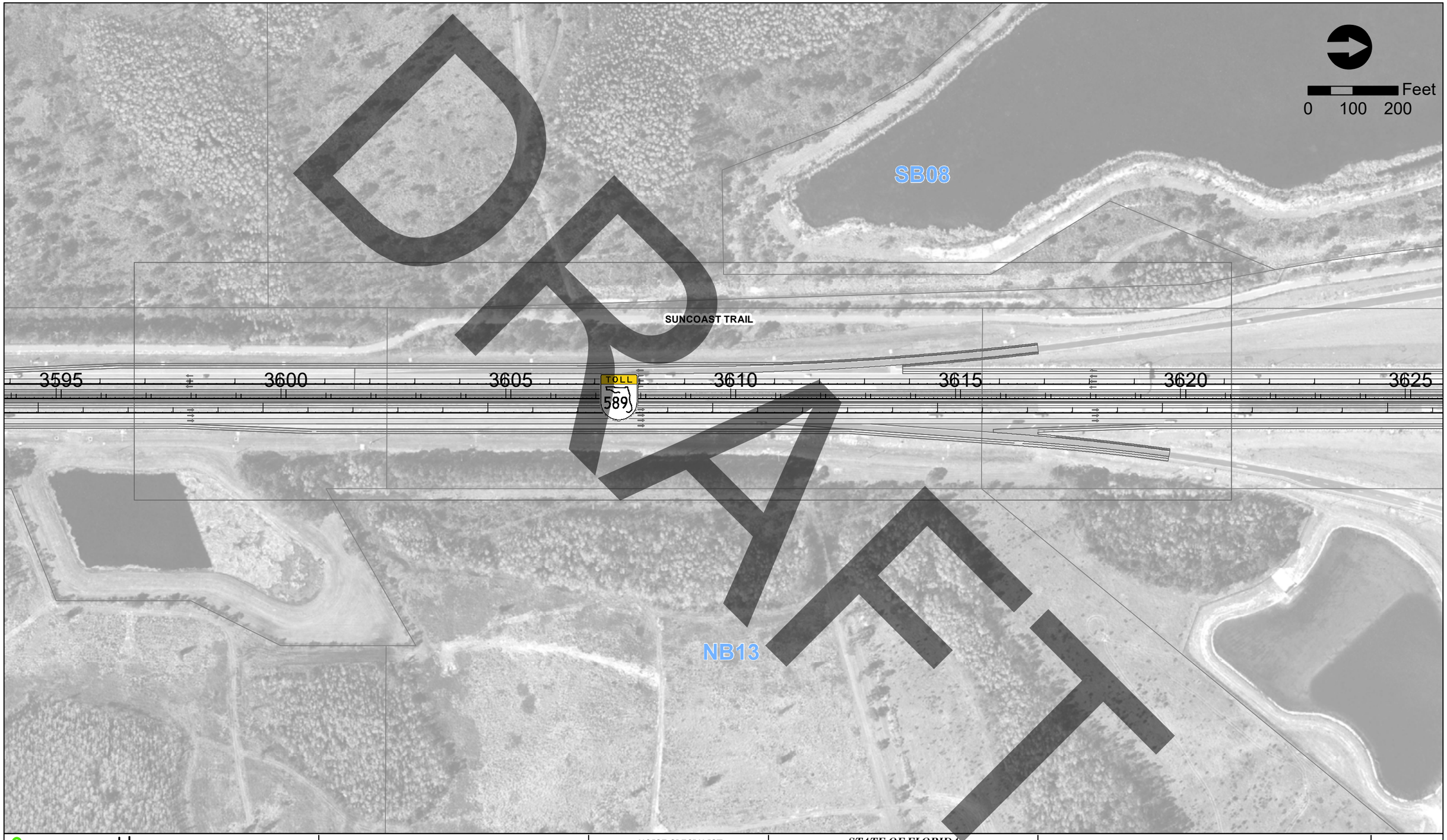
# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

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



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Validation Site

ROW Barrier (Proposed)
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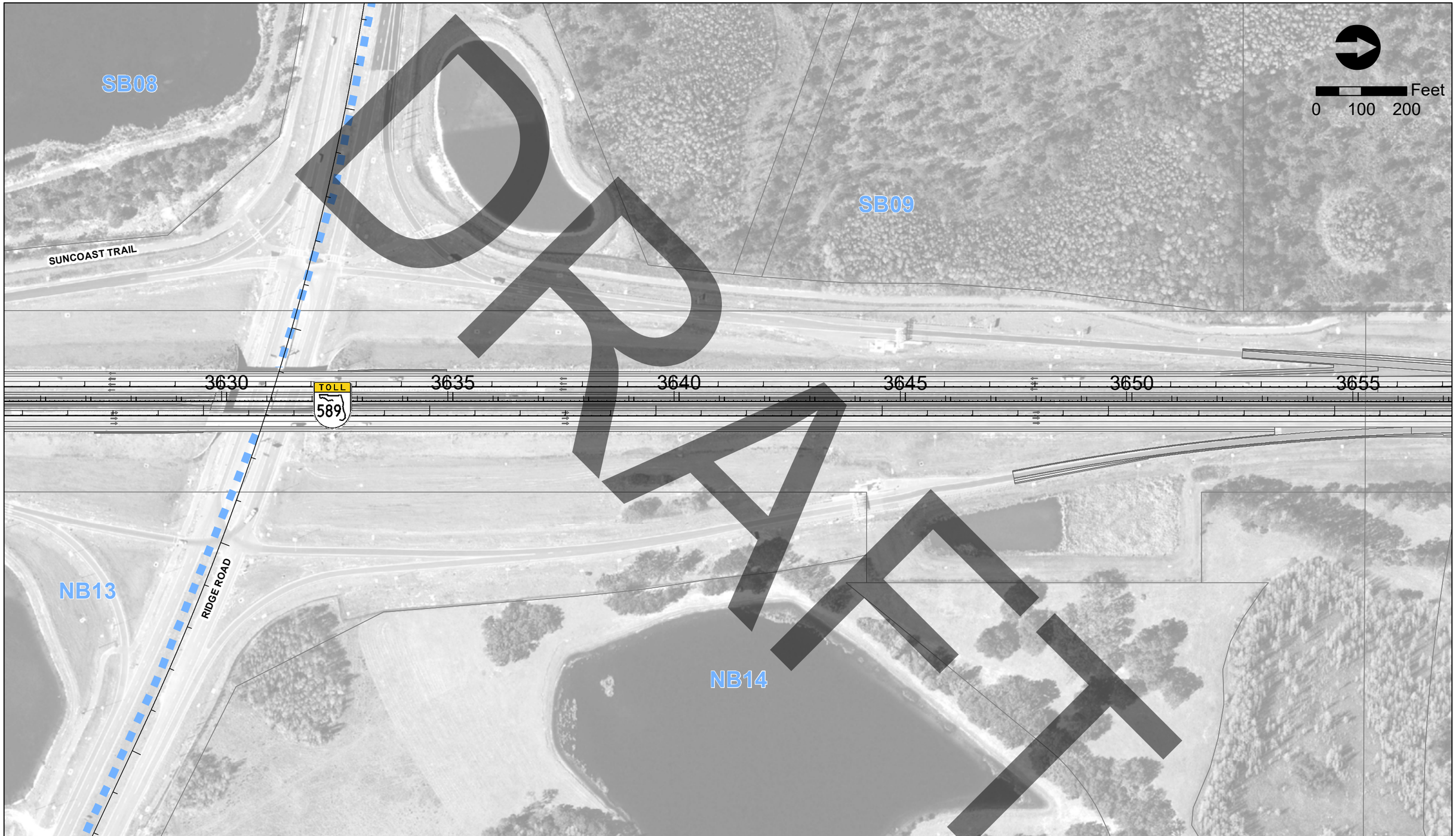
# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

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



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Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Site

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Shoulder Barrier (Proposed)
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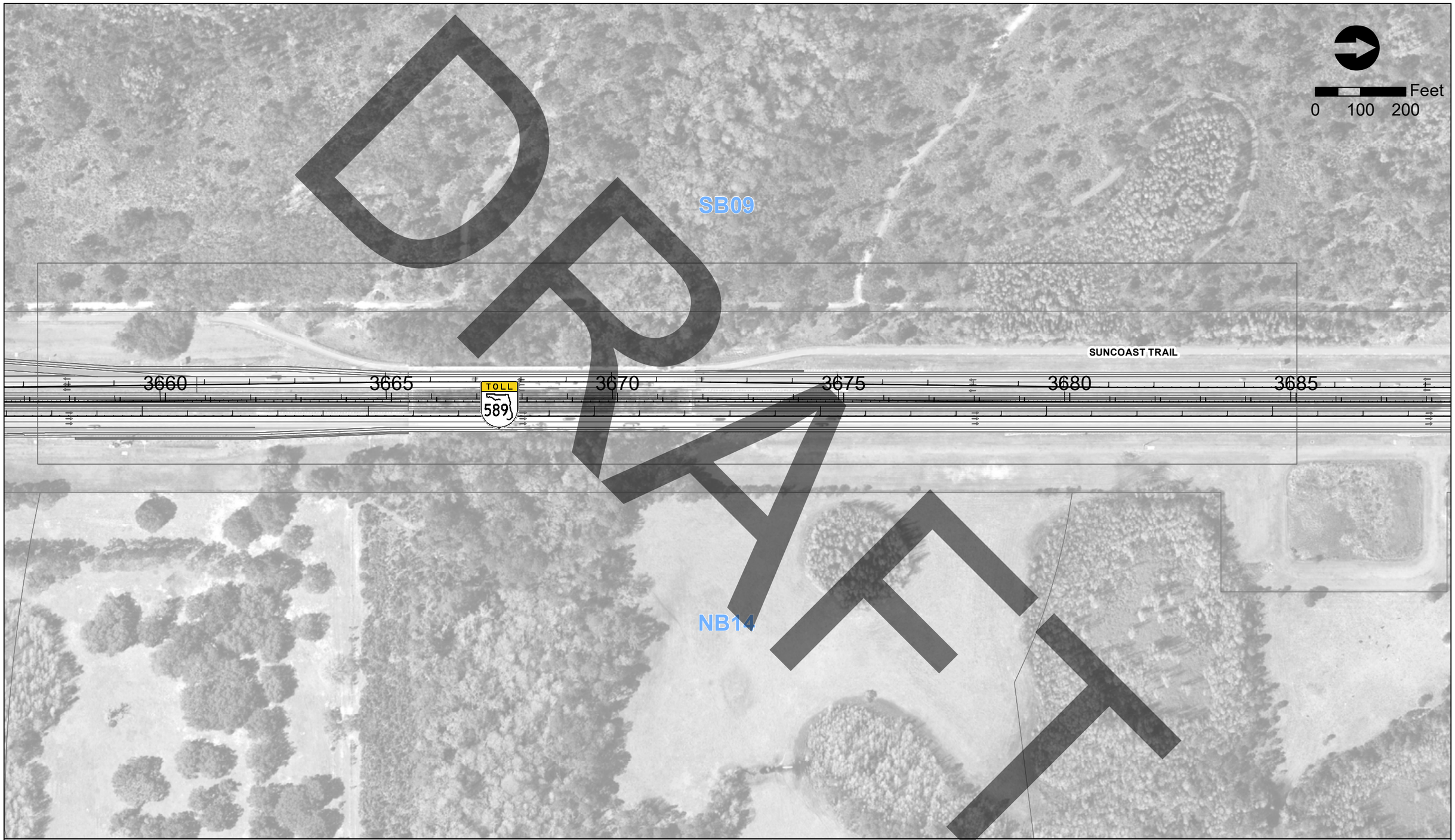
| 589 | HILLSBOROUGH, PASCO | 448068-1 |

# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

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

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Not Impacted - Not Benefitted
Validation Site

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| 589 | HILLSBOROUGH, PASCO | 448068-1 |

# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

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

Feet
0 100 200

SB09

SUNCOAST TRAIL

3690 3695 3700 3705 3710 3715

TOLL 589

VS-03

NB14

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# *NOISE STUDY REPORT PROJECT AERIALS*

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


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Validation Site

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# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

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


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Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Site

ROW Barrier (Proposed)
Shoulder Barrier (Proposed)

1st Floor Receptor
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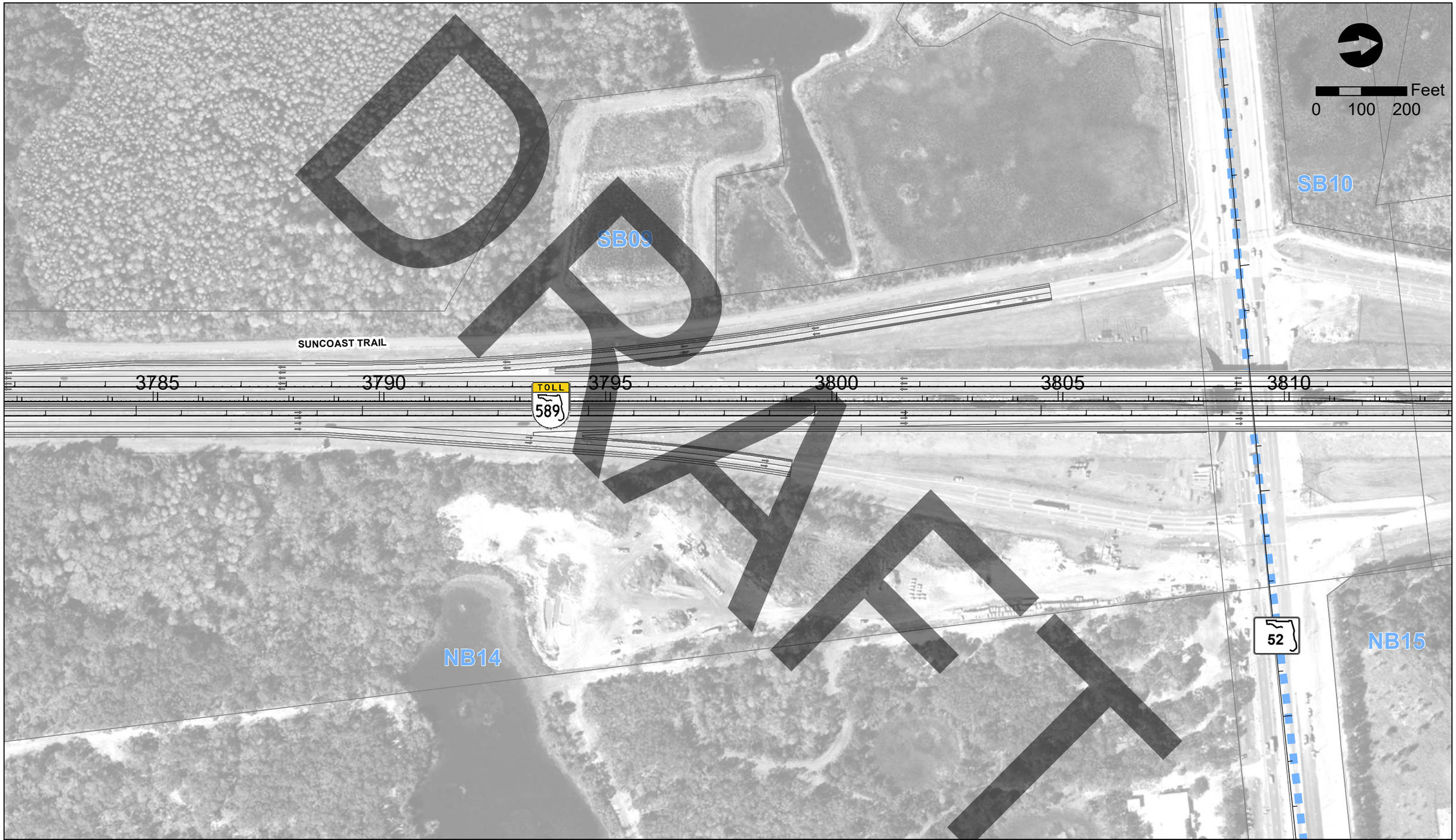
# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

***Sheet No.***
**25**

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Validation Site

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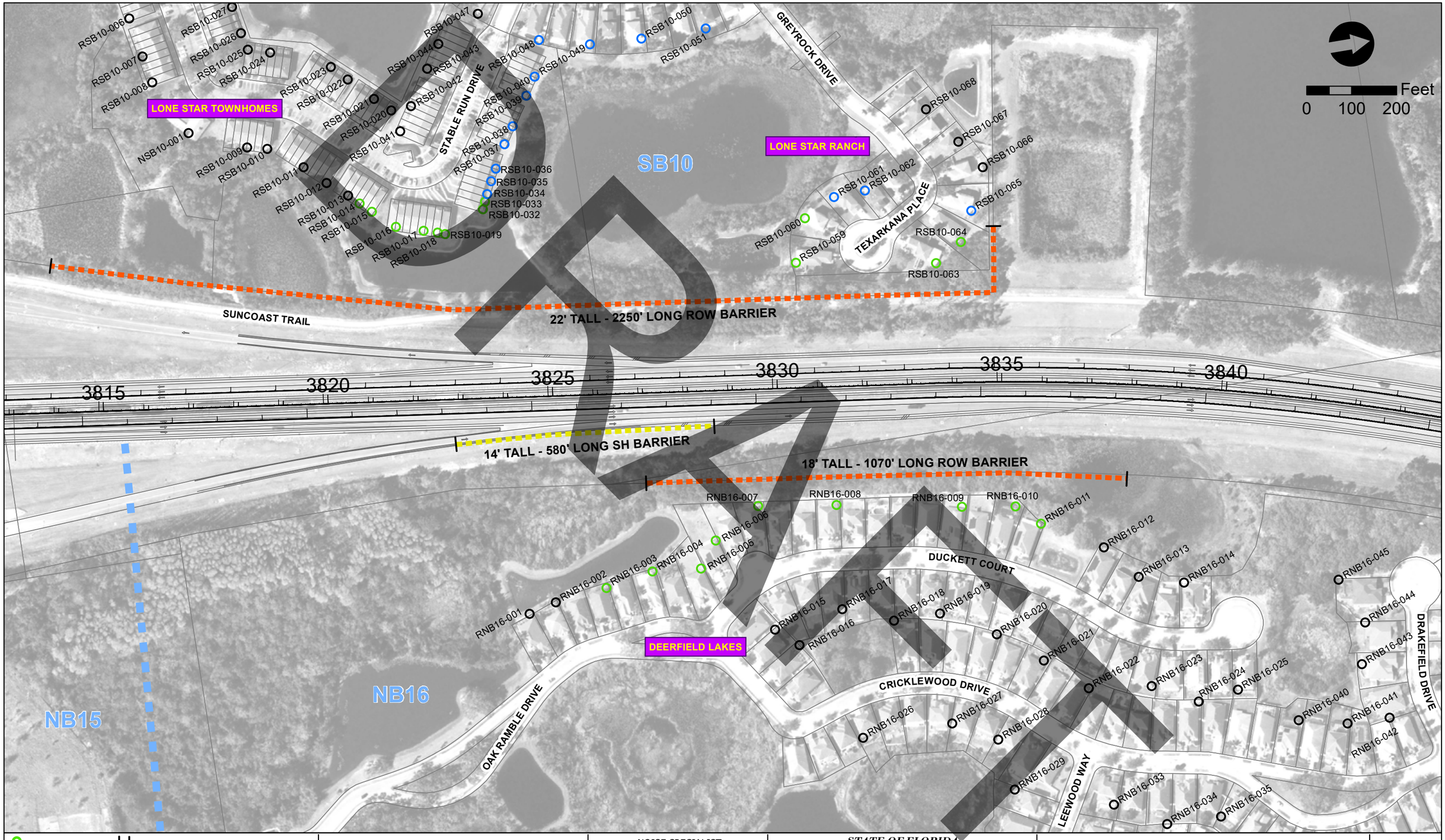
# *NOISE STUDY REPORT PROJECT AERIALS*

***Sheet No.***
**26**

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Validation Site

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Shoulder Barrier (Proposed)

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# *NOISE STUDY REPORT*
# *PROJECT AERIALS*

***Sheet No.***
**27**


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Not Impacted - Benefitted
Not Impacted - Not Benefitted
Validation Site

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STATE OF FLORIDA
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# NOISE STUDY REPORT
# PROJECT AERIALS

Sheet No. 28