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Noise Study Report

Western Beltway (SR 429)
From Interstate 4 to Seidel Road

Orange and Osceola Counties, Florida

Financial Project ID Number: 446164-1

Project Development & Environment (PD&E) Study



Prepared For:
Florida's Turnpike Enterprise

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TABLE OF CONTENTS

1.0	Project Summary.....	1-1
1.1	Project Description.....	1-1
1.2	Purpose and Need.....	1-1
1.2.1	Project Status.....	1-1
1.2.2	Capacity.....	1-3
1.2.3	Transportation Demand.....	1-3
1.2.4	Social Demand and Economic Development.....	1-3
1.2.5	Safety.....	1-3
1.3	Existing Facility and Proposed Improvements.....	1-4
1.3.1	Existing Facility.....	1-4
1.3.2	Preferred Alternative.....	1-5
2.0	Methodology.....	2-1
2.1	Noise Metrics.....	2-1
2.2	Traffic Data.....	2-1
2.3	Noise Abatement Criteria.....	2-1
2.4	Noise Abatement.....	2-3
2.4.1	Traffic Management.....	2-3
2.4.2	Alignment Modifications.....	2-4
2.4.3	Buffer Zones & Land Use Controls.....	2-4
2.4.4	Noise Barriers.....	2-5
3.0	Traffic Noise Analysis.....	3-1
3.1	Model Validation.....	3-1
3.2	Noise Sensitive Receptors.....	3-2
3.3	Abatement Analysis.....	3-3
3.3.1	Special Use Site Analysis.....	3-4
3.4	Noise Study Areas on the Southbound Side of SR 429 (North to South).....	3-5
3.4.1	Waterleigh Marina Bay Homes (NSA SB01).....	3-5
3.4.2	Braxton Waterleigh Apartments (NSA SB02).....	3-5
3.4.3	Spring Hill and Towne Place Suites (Marriott) and Five Guys Restaurant (NSA SB03).....	3-6
3.4.4	Flamingo Crossings Village (NSA SB04).....	3-7
3.4.5	Orange Lake Resort North Village Holiday Inn Club (NSA SB05).....	3-7
3.4.6	Emerald Island Resort (NSA SB06).....	3-8

TABLE OF CONTENTS

3.4.7 Indian Creek West Single Family Homes and Windsor Palms Resort
Vacation Villas (NSA SB07)..... 3-9

3.4.8 Three Single Family Homes on Happy Trail (NSA SB08) 3-11

3.4.9 Cortland Reunion Apartments (NSA SB09) 3-12

3.4.10 Reunion Resort Vacation Villas (NSA SB10) 3-13

3.5 Noise Study Areas on the Northbound Side of SR 429 (North to South) 3-13

3.5.1 Lakeshore Single Family Homes (NSA NB01)..... 3-13

3.5.2 Horizon High School Sports Fields (NSA NB02)..... 3-15

3.5.3 Orange Lake Resort East – Northern Section (NSA NB03) 3-16

3.5.4 Orange Lake Resort East – Southern Section (NSA NB04)..... 3-17

3.5.5 Hooters, Bahama Breeze, Applebee’s, and On the Border (NSA NB05).... 3-17

3.5.6 Domain Orlando Apartments and Rolling Oaks Development (NSA NB06) 3-18

3.5.7 Oak Lake Cove Single Family Homes (NSA NB07)..... 3-18

3.5.8 Indian Creek East and Rolling Hills Estates Single Family Homes and
Formosa Valley Place Condominiums (NSA NB08)..... 3-19

3.5.9 Mystic Dunes Resort Vacation Villas (NSA NB09)..... 3-20

3.5.10 Four Seasons Single Family Homes (NSA NB10) 3-21

3.5.11 Indian Ridge Single Family Homes (NSA NB11)..... 3-22

3.5.12 Reunion at 400 Apartments and Encore Resort at Reunion Vacation Homes
(NSA NB12)..... 3-23

4.0 Conclusions..... 4-1

4.1 Statement of Likelihood..... 4-4

5.0 Construction Noise and Vibration 5-1

6.0 Community Coordination 6-1

7.0 References..... 7-1

LIST OF FIGURES

Figure 1-1: Project Location Map 1-2
 Figure 1-2: Existing Roadway Typical Section..... 1-4
 Figure 1-3: Proposed Typical Section 1-5

LIST OF TABLES

Table 2-1: FHWA & FDOT Noise Abatement Criteria 2-2
 Table 2-2: Typical Noise Levels 2-3
 Table 2-3: SR 429 Estimated Noise Contours 2-4
 Table 3-1: Noise Model Validation..... 3-2
 Table 3-2: Braxton Waterleigh Apartments (NSA SB02) 3-6
 Table 3-3: Flamingo Crossings Village (NSA SB04) and Orange Lake Resort (NSA SB05).... 3-8
 Table 3-4: Emerald Island Resort (NSA SB06)..... 3-9
 Table 3-5: Indian Creek West and Windsor Palms Resort (NSA SB07)..... 3-11
 Table 3-6: Happy Trail (NSA SB08) 3-12
 Table 3-7: Cortland Reunion Apartments (NSA SB09) 3-13
 Table 3-8: Lakeshore Single Family Homes (NSA NB01) 3-14
 Table 3-9: Horizon High School Sports Fields (NSA NB02) 3-16
 Table 3-10: Domain Orlando Apartments and Rolling Oaks (NSA NB06) and
 Oak Lake Cove Single Family Homes (NSA NB07)..... 3-19
 Table 3-11: Indian Creek East, Rolling Hills Estates, and
 Formosa Valley Place (NSA NB08) 3-20
 Table 3-12: Mystic Dunes Resort (NSA NB09) and Four Seasons (NSA NB10)..... 3-22
 Table 3-13: Indian Ridge (NSA NB11) 3-23
 Table 3-14: Reunion at 400 Apartments and Encore Resort (NSA NB12)..... 3-24
 Table 4-1: Potentially Feasible and Reasonable Noise Barrier Evaluation Summary 4-2

LIST OF APPENDICES

Appendix A	TRAFFIC DATA
Appendix B	PREDICTED NOISE LEVELS
Appendix C	PROJECT NOISE CONTOURS
Appendix D	AERIALS (WITH CONCEPT PLAN AND RECEPTOR SITES)

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1.0 PROJECT SUMMARY

1.1 Project Description

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (FTE) is evaluating improvements to the Western Beltway/State Road (SR) 429 from north of Interstate 4 (I-4) in Osceola County (Milepost 1) to the Seidel Road interchange (Milepost 11) in Orange County, a distance of approximately 10 miles. The Western Beltway (SR 429) is part of a limited-access, tolled beltway around Orlando, and is part of the overall Florida's Turnpike system of tolled expressways. The existing typical section for SR 429 from I-4 to Seidel Road is a four-lane divided expressway located within approximately 300 feet of right of way (R/W). The typical section includes 10-foot paved outside shoulders and four-foot inside paved shoulders on the mainline as well as guardrail in the median. Improvements being evaluated include widening from two to four lanes in each direction, incorporating interchange modifications and safety improvements along SR 429, adding or upgrading Intelligent Transportation Systems (ITS), and adding a potential new interchange location at Livingston Road. An adjacent project, the Poinciana Parkway Extension Connector PD&E Study (Financial Project Identification Number [FPID] 446581-1) from County Road (CR) 532 to north of the I-4/SR 429 interchange will also evaluate improvements along SR 429 from the I-4 interchange to north of Sinclair Road. If Poinciana Parkway Extension Connector moves forward, the widening of Western Beltway (SR 429) will match that project north of Sinclair Road. However, in order to maintain independent utility, should the Poinciana Parkway Extension Connector not move forward, the Western Beltway widening would continue south of Sinclair Road to the I-4 interchange. **Figure 1-1** shows the Project Location Map and study limits.

1.2 Purpose and Need

The purpose of the project is to increase capacity on SR 429 from north of I-4 to Seidel Road and at the interchanges within the study limits to accommodate future traffic demand, enhance safety, improve travel time reliability, and enhance emergency evacuation.

The need for this project is to improve future traffic operations. The proposed improvements will improve the travel time reliability, enhance safety, and improve emergency response and evacuation times.

1.2.1 Project Status

The MetroPlan Orlando 2045 Metropolitan Transportation Plan (MTP) Cost Feasible Plan (CFP) includes the widening of SR 429 from I-4 to Seidel Road (MTP ID# 1019) as a partially funded project. Future phases of the project are not currently included in the MetroPlan Orlando Transportation Improvement Program (TIP) or the FDOT State Transportation Improvement Program (STIP). No federal funding is being used to complete this project. Additional coordination will take place during the PD&E Study to ensure consistency.

**SECTION 1.0
PROJECT SUMMARY**

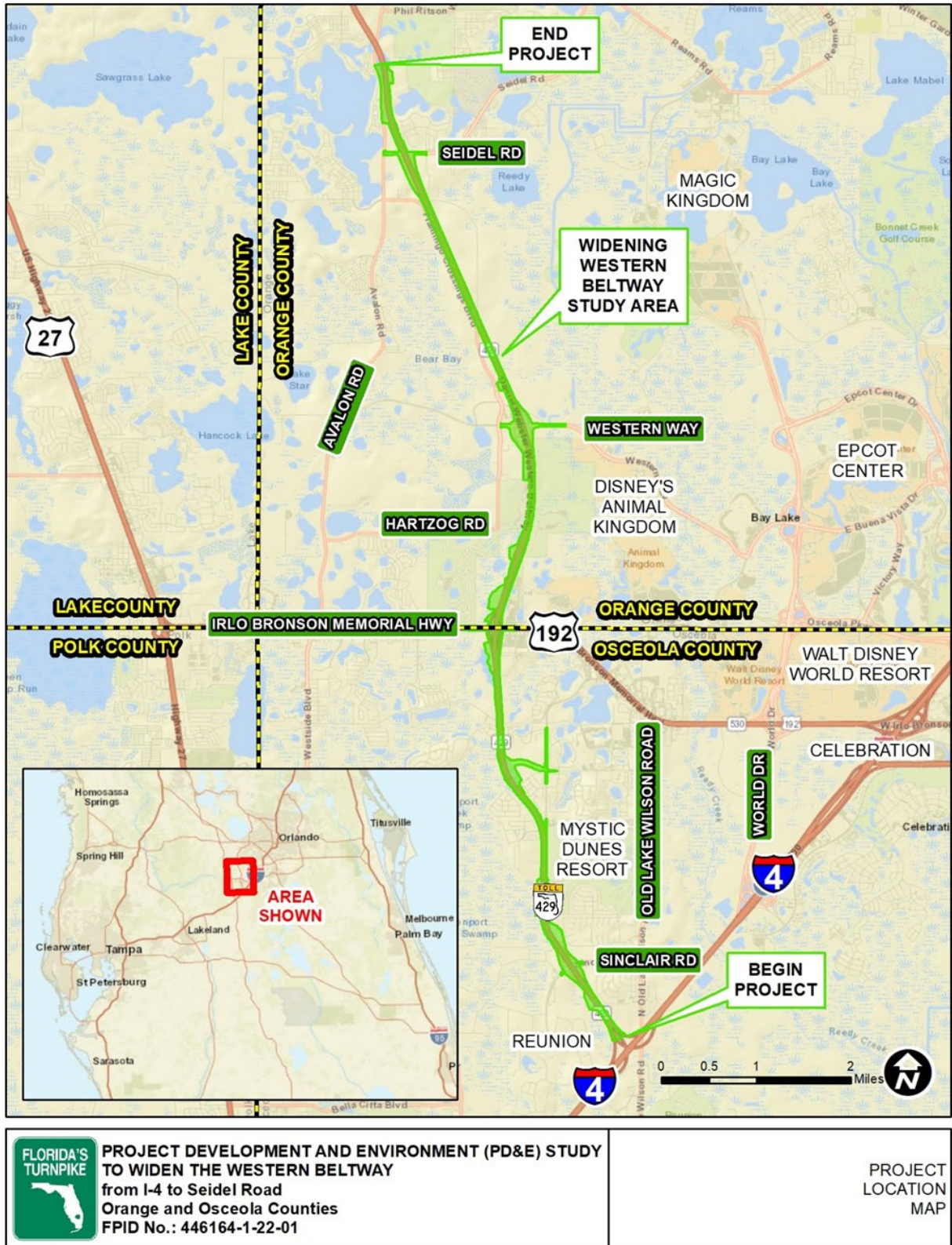


Figure 1-1: Project Location Map

1.2.2 Capacity

The No-Build traffic analysis indicates that SR 429 will not meet the level of service (LOS) target (LOS D) by 2030 within the project limits. The traffic analysis shows a need for three travel lanes in each direction throughout the project limits by 2030. By Design Year 2050, Annual Average Daily Traffic (AADT) on the segment of SR 429 from north of I-4 to Seidel Road will increase substantially and ranges from 96,400 to 128,800 daily trips leading to additional congestion and degradation of LOS. North of US 192, eight travel lanes are needed by 2045. South of US 192, eight lanes are needed by 2050.

The US 192 interchange also has operational deficiencies. Long queues have been observed at the southbound off-ramp during the evening commute. The queues sporadically extend to the SR 429 mainline, impacting traffic flow and creating a safety concern. The intersections on US 192 adjacent to the SR 429 interchange operate at LOS F in the design year. The LOS failure along US 192 impacts the interchange operations and increases the ramp queues. To relieve congestion at the US 192 interchange, a new interchange is proposed at an extension of Livingston Road. The proposed Livingston Road interchange will reduce traffic demand along US 192 and the interchange ramps. The traffic volume on the US 192 ramps is anticipated to decrease by 22 percent with a reliever interchange at Livingston Road. With the addition of the Livingston Road interchange, traffic operations along US 192 are expected to improve.

1.2.3 Transportation Demand

The Florida's Turnpike Enterprise Florida Traffic Trends Report, July 2019, indicates that traffic volumes on the segment of SR 429 from I-4 to Seidel Road has experienced a 12.5% annual growth rate between 2008 and 2018. Travel forecasts show that traffic on SR 429 is expected to increase at an average yearly rate of about six percent between 2020 and 2030 and four percent between 2030 and 2050. As a result, the existing four lane capacity on SR 429 will soon be exceeded (in 2035), triggering a need for additional capacity.

1.2.4 Social Demand and Economic Development

SR 429 serves north-south trips on the west side of the Orlando metro area and provides access to Disney World attractions around the study area. Currently, traffic backs up on SR 429 in the southbound direction towards I-4 during the evening commute. The extensive residential and commercial development in the corridor is expected to continue, and congestion on SR 429 is expected to increase. In order to support the projected economic development and viability in the region, capacity improvements to SR 429 are needed.

1.2.5 Safety

Between 2014 and 2018, there were 161 crashes on SR 429 between the I-4 ramps and Seidel Road interchanges. Another 41 crashes were reported on the SR 429 ramps in the five-year analysis period. A higher concentration of crashes was reported in the merge/diverge areas, particularly at US 192 and I-4 interchanges.

Actual crash rates were computed and compared with average crash rates for similar facilities within Orange and Osceola Counties to assess the safety condition within the study area. Critical crash rates and safety ratios were also estimated. The critical crash rate is based on the average crash rate for a similar facility adjusted by vehicle exposure and a probability constant. The safety ratio represents the actual crash rate divided by the critical crash rate. If a segment has an actual crash rate higher than the critical crash rate (i.e., safety ratio > 1.0), it may have a safety deficiency. The analysis shows that the SR 429 mainline, interchange ramps, and intersections within the study area had actual crash rates lower than the critical crash rates (i.e., safety ratio < 1.0), from 2014 through 2018. Even though the safety ratios are below 1.0 and do not reveal a safety deficiency in the study area, it is important to note that some of the locations had a significantly high number of crashes, such as the US 192 ramps, the ramp terminal, and adjacent intersections. This interchange and the arterial experience severe congestion during peak periods, primarily in the evening. The highest safety ratio (0.46) is reported for the SR 429 mainline, followed by the US 192 ramps (0.40), and the US 192 and SR 429 ramp terminal intersections (0.37).

The SR 429 corridor is a major transportation facility within the region and a primary emergency evacuation route. Improving capacity of the mainline and interchanges will reduce congestion in the corridor. Capacity improvements would reduce emergency response times, as well as evacuation and recovery times.

1.3 Existing Facility and Proposed Improvements

1.3.1 Existing Facility

The typical section for SR 429 from I-4 to Seidel Road is a four-lane divided expressway located within approximately 300 feet of R/W. The typical section includes 10-foot paved outside shoulders and 4-foot inside paved shoulders on the mainline as well as guardrail in the 64-foot median. The existing typical section is provided in **Figure 1-2**.

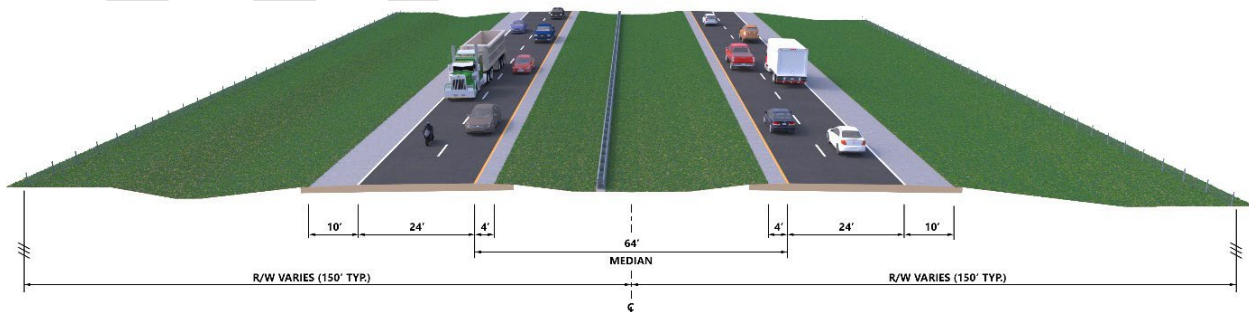


Figure 1-2: Existing Roadway Typical Section

1.3.2 Preferred Alternative

The only build alternative for the widening of SR 429 includes adding two lanes in each direction for a total of four lanes in each direction. **Figure 1-3** shows the preferred typical section for the SR 429 mainline.

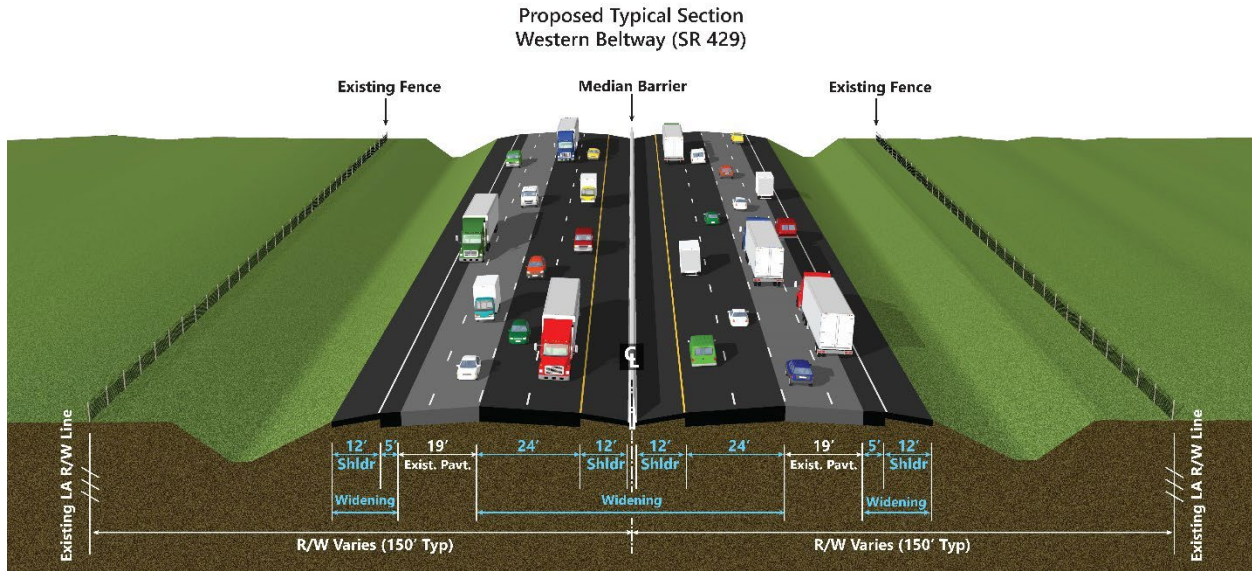


Figure 1-3: Proposed Typical Section

2.0 METHODOLOGY

The traffic noise study was performed in accordance with Code of Federal Regulations, Title 23, Part 772 (23 CFR 772) Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 2010)¹ using methodology established by the Florida Department of Transportation (FDOT) in the Project Development and Environment Manual², Part 2, Chapter 18 (FDOT, July 1, 2020) and FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook (December, 2018)³. Predicted noise levels were produced using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM), version 2.5.

2.1 Noise Metrics

Noise levels developed for this analysis are expressed in decibels (dB) using an "A"-scale [dB(A)] weighting. This scale most closely approximates the response characteristics of the human ear. All noise levels are reported as hourly equivalent noise levels (LAeq1h). The LAeq1h is defined as the equivalent steady-state sound level that, in a given hourly period, contains the same acoustic energy as the time-varying sound level for the same hourly period. Use of the dB(A) and LAeq1h metrics to evaluate traffic noise is consistent with 23 CFR 772.

2.2 Traffic Data

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

Traffic volumes and vehicle mix (e.g., cars, medium trucks, heavy trucks, motorcycles, and buses) were predicted for the design year (2050) under the Build and No-Build condition. For all SR 429 mainline roadway segments, LOS C hourly traffic volumes with four lanes of travel in both directions for the full project length were used in the model to represent the worst-case traffic noise scenario. For all other roadway segments, LOS C hourly traffic volumes were compared to predicted design year demand hourly volumes and the lower of the two was used in the model. Traffic volumes and speeds used in the analysis are provided in Appendix A.

2.3 Noise Abatement Criteria

Noise sensitive sites are any property where frequent human use occurs and where a lowered noise level would be a benefit. FHWA has established noise levels at which noise abatement must be considered for various types of noise sensitive sites. These levels, which are used by the FTE for the purpose of evaluating traffic noise, are referred to as the Noise Abatement Criteria (NAC). As shown in **Table 2-1**, the NAC vary by activity category. Noise sensitive sites are considered impacted when the future design year build alternative traffic noise level is predicted to approach, meet, or exceed the NAC for its respective category or experience a substantial increase in noise levels, defined as an increase of 15 dB(A) or more in the design year, over the existing noise levels. The FDOT defines "approach" as within one dB(A) of the applicable FHWA criterion. A substantial increase typically occurs in areas where traffic noise is a minor component

of the existing noise environment but would become a major component after the project is constructed (e.g., new alignment project). For comparison purposes, typical noise levels for common indoor and outdoor activities are provided in **Table 2-2**.

Table 2-1: FHWA & FDOT Noise Abatement Criteria

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 Title 23, Part 772 of the Code of Federal Regulations)

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 existing noise level is predicted to exceeded by 15 decibels or more as a result of the transportation improvement project.

Table 2-2: Typical Noise Levels

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

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

2.4 Noise Abatement

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

2.4.1 Traffic Management

Traffic control measures that limit motor vehicle speeds and restrict certain vehicle types can be effective noise mitigation measures; however, these measures may also negate a project's ability to meet the need of the facility. For example, if the posted speed on SR 429 were reduced, the capacity of the roadway to handle the forecasted motor vehicle demand would also be reduced. Therefore, reducing traffic speeds and/or traffic volumes is inconsistent with the goal of improving

the ability of the roadway to handle the forecasted volumes. As such, although feasible, traffic management measures are not considered a reasonable noise mitigation measure for the project.

2.4.2 Alignment Modifications

Alignment modification involves orienting and/or siting the roadway at sufficient distances from noise sensitive sites to minimize traffic noise. Noise contours were developed for the roadway segments which show the best estimate of the distances from the proposed edge of the nearest travel lane at which traffic noise would approach or exceed the NAC for each activity category found within each segment of the project. Based on these noise contours shown in Appendix C, any alignment shift that would avoid traffic related noise impacts of the proposed project would simply introduce noise impacts to other noise sensitive sites and no net benefit would result. Therefore, alignment modifications are not considered a reasonable noise mitigation.

2.4.3 Buffer Zones & Land Use Controls

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

Another noise abatement measure is the use of land use controls to minimize impacts to future development. This Noise Study Report will be made available to local planning authorities to assist in the siting of future compatible land uses. The predicted noise contours for each segment of the Build alternative shown in Appendix C can be utilized in determining project specific, compatible future development.

Table 2-3 will assist local officials in planning and permitting future noise compatible land uses adjacent to SR 429.

Table 2-3: SR 429 Estimated Noise Contours

SR 429 Traffic Segment	NAC Activity Category			
	A – 56 dB(A)	B/C – 66 dB(A)	D – 51 dB(A)	E – 71 dB(A)
I-4 to Western Way	1,668 feet	762 feet (1 st Floor) 1,028 feet (2 nd Floor) 1,179 feet (3 rd Floor) 1,279 feet (4 th Floor)	N/A	416 feet
Western Way to North of Seidel Road	1,671 feet	763 feet (1 st Floor) 1,030 feet (2 nd Floor) 1,182 feet (3 rd Floor) 1,282 feet (4 th Floor)	N/A	417 feet

2.4.4 Noise Barriers

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

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3.0 TRAFFIC NOISE ANALYSIS

3.1 Model Validation

To verify the accuracy of the TNM 2.5 noise model, field measurements were taken throughout the project limits following procedures documented in FHWA's Noise Measurement Handbook (FHWA-HEP-18-065, 2018)⁴. These measurements are taken to establish the validity of the noise models and are not used to establish existing noise levels or determine future noise impacts. Noise monitoring was performed on September 22, 2022, using a Casella CEL-633 sound level meter. All monitoring events were 10 minutes in duration, which is consistent with methodology documented in the FDOT PD&E Manual. The noise monitor was calibrated using a Casella CEL-120/1 acoustic calibrator. Typical vehicle speeds were established by sampling with a Stalker Sport handheld radar gun. Traffic volumes by vehicle classification were recorded for each monitoring event and then extrapolated to one-hour equivalent volumes for input within the TNM. The recorded traffic data were used as input in TNM to determine if, given the topography and actual site conditions of the area, the computer model could "recreate" the measured levels with the existing roadway.

Three locations were used to validate the ability of the TNM to accurately predict traffic noise for this project. The locations of the validation sites are shown on the project aerials in Appendix D as receptor points VS-01 through VS-03. Measurements were taken for three validation events at each validation site. Validation site VS-01 is located on the west side/southbound lanes of SR 429 at approximately Station 559+00. This site is located on the berm of the stormwater management facility approximately 350 feet west of Hartzog Road. Validation site VS-02 is located west of Sand Hill Road on the west side/southbound lanes of SR 429 at approximately Station 160+00 and 150 feet south of the entrance to the water treatment plant. Validation site VS-03 is located at the parking area adjacent to Fairfax Drive within the Encore Resort at Reunion on the east side/northbound lanes of SR 429 at approximately Station 87+50.

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

Table 3-1: Noise Model Validation

Site	Run	Measured Leq(h)	Predicted Leq(h)	Differences
Validation Measurement Site #1 Stormwater Management Facility Station 559+00	1	59.9	60.8	-0.9
	2	61.7	62.6	-0.9
	3	60.3	60.4	-0.1
Validation Measurement Site #2 Water Treatment Plant Entrance Station 160+00	1	58.9	60.6	-1.7
	2	59.2	60.9	-1.7
	3	56.9	59.8	-2.9
Validation Measurement Site #3 Encore Resort at Reunion Station 87+50	1	66.9	66.4	0.5
	2	66.9	66.9	0.0
	3	64.7	66.9	-2.2

Noise levels represented in dB(A)

3.2 Noise Sensitive Receptors

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

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

Noise levels were predicted at 970 receptor points, representing 3,493 residences (NAC Category B), and 203 special use receptor points (NAC Categories C and E). Predicted noise levels are provided in Appendix B and the locations of the receptor points representing these noise sensitive sites are depicted on the project aerials found in Appendix D.

A group of receptors within the same activity category that are exposed to similar noise sources and levels, traffic volumes, traffic mix, speed and topographic features are said to share a Common Noise Environment (CNE). A CNE involves a group of impacted receptors that would benefit from the same noise barrier or noise barrier system (i.e., overlapping/continuous noise barriers). These CNEs are grouped within distinct noise study areas (NSAs) for modeling and identification purposes. The receptor identification format used in this traffic noise analysis includes NSA identification and the alphanumeric identification for each receptor point associated with a noise sensitive receptor is formulated as follows:

- Receptor points are labeled according to the NSA within which they are located. NSAs are named as follows:
 - The first two letters (either SB or NB) describe on which side of the mainline SR 429 the NSA is located (e.g., “SB” indicates the receptor is located in an NSA on the southbound side of the mainline travel lanes).
 - The number following the first two letters is a numeric sequencing number (e.g., SB03 is the third NSA on the southbound side of the mainline road). The NSAs are numbered sequentially from north to south adjacent to SR 429.
- The next three numbers in the label identify the individual receptor number and are separated from the first string of characters with a dash (e.g., SB03-002 is the second receptor in the third NSA on the southbound side of the mainline road).
- An additional letter is assigned after the receptor number to designate second, third and fourth floor receptors as B, C and D respectively (e.g., NB01-034B is the 34th receptor in the first NSA on the northbound side of the mainline road located on the second floor). If there is no letter assigned after the receptor number, it is assumed to be a ground floor receptor.
- Any receptor label that ends with GC will designate that receptor as a noise sensitive site on a golf course.

The predicted noise level for each receptor is shown separately within Appendix B and the project aerials in Appendix D show the locations of all the noise sensitive sites represented by each receptor.

3.3 Abatement Analysis

For the year 2050 Build condition, noise levels are predicted at 3,696 noise sensitive sites. These sites are grouped into NSAs to evaluate the potential feasibility and reasonableness of providing noise barriers to reduce traffic noise. Noise barriers reduce traffic noise by blocking the sound path between a traffic noise source and noise sensitive receptor. To effectively reduce traffic noise, a noise barrier must be relatively long, continuous (with no intermittent openings), and of sufficient height. For a noise barrier to be considered feasible and reasonable, the following conditions must be met.

To be considered feasible it must:

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

To be considered reasonable it must:

- Take into consideration the viewpoints of the benefited property owners and residents;
- The cost of the noise barrier must not exceed \$42,000 per benefited receptor for residences or \$995,935/person-hour/ft² for special use sites. A benefited receptor is defined as a receptor that would experience at least a 5 dB(A) reduction in noise levels as

a result of providing a noise barrier. The current unit cost used to evaluate cost reasonableness is \$30 per square foot for all noise barriers. This cost covers barrier materials and labor; and

- Satisfy the FDOT's Noise Reduction Design Goal (NRDG) of 7 dB(A). Therefore, a noise barrier must provide a noise reduction of at least 7 dB(A) for at least one benefited receptor.

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

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

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

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

3.3.1 Special Use Site Analysis

The methodology used to evaluate noise barrier systems for special use sites is different than the one used for residential locations. The standard procedure for determining the reasonableness and feasibility of a noise barrier for a special use site is documented in A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations (FDOT 2009)⁴. This special use site analysis procedure starts with the established cost threshold for residential locations and generalizes it to a person-hours of use criteria that can be applied to non-residential sites using this equation from the above referenced document.

“abatement cost factor” =

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

A noise barrier for a special use site is considered cost reasonable if the calculated “abatement cost factor” is below the \$995,935/person-hr/ft² threshold established in the above calculation.

3.4 Noise Study Areas on the Southbound Side of SR 429 (North to South)

3.4.1 Waterleigh Marina Bay Homes (NSA SB01)

Waterleigh Marina Bay Homes are located between Seidel Road and the northern project limits on the west side of SR 429. Avalon Road, an urban four-lane divided roadway, extends north-south between Waterleigh Marina Bay Homes and SR 429. The Waterleigh Marina Bay Homes community has an eight-foot concrete privacy wall that extends along its eastern limits between the community and Avalon Road. The residences modeled are located between Station 638+00 and Station 670+60. In this area, 37 NAC B receptor points were added to the model to represent 105 residences. The TNM noise model predicts that none of the residences will experience noise levels that approach or exceed the NAC for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 3.5 dB(A)); therefore, no receptor in Waterleigh Marina Bay Homes is impacted by a substantial increase. Because no residence is predicted to be impacted by traffic related noise, noise abatement was not considered for Waterleigh Marina Bay Homes or Elysian Apartments. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Page 13 of the project aerials, located in Appendix D.

3.4.2 Braxton Waterleigh Apartments and Vintage Horizon West Apartments (NSA SB02)

Braxton Waterleigh Apartments are located on the west side of SR 429 north of Hartzog Road. This NSA also includes 12 receptors representing 48 apartments in the northeast corner of Vintage Horizon West, which is south of Hartzog Road. The apartment complex has a sand volleyball court and dog park that are between the residential buildings and southbound on-ramp from Seidel Road to SR 429. The residences modeled are between Station 597+00 and Station 610+00. In this area, 81 NAC B and 3 NAC C receptor points were added to the model to represent 390 residences and 3 special land uses, respectively. The residences are divided between more than 15 individual apartment buildings, three floors each with eight units on each floor. The three special land uses are the community pool at the center of the complex, approximately 600 feet west of the SR 429 southbound on-ramp from Seidel Road, a dog park at the eastern edge of the complex, about 80 feet from the on-ramp, and a beach volleyball court, at the southeastern corner of the complex, approximately 150 feet from the on-ramp. The TNM noise model predicts that 212 residences, the volleyball court and dog park will experience noise levels that approach or exceed the respective NAC for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 6.9 dB(A)); therefore, no receptors in Braxton Waterleigh Apartments are impacted by a substantial increase.

Two noise barriers were evaluated for the impacted NAC B receptors to abate traffic related noise: a noise barrier along the western R/W line of the SR 429 on-ramp and a noise barrier along the outside shoulder of the southbound lane of SR 429. Based on this evaluation, a combination of the R/W barrier and shoulder barrier could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. A noise barrier system with one 14-foot-tall, 399-foot-long noise barrier along the shoulder and one 22-foot tall, 2,150-foot long R/W

barrier would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in NSA SB02. Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. **Table 3-2** summarizes the reasonable and feasible noise barrier configuration that was evaluated for NSA SB02.

Table 3-2: Braxton Waterleigh Apartments (NSA SB02)

Barrier Height (feet)	Barrier Length (feet) ⁽¹⁾	Noise Reduction at Impacted Residences (dB(A))			Number of Benefited Residences ⁽²⁾			Total Estimated Cost ⁽³⁾	Cost Per Benefited Residences	Cost Reasonable Yes/No ⁽⁴⁾
		5-5.9	6-6.9	≥7	Impacted	Not Impacted	Total			
14 SH	399							\$167,580		
22 R/W	2,150							\$1,419,000		
Totals		32	24	160	188	28	216	\$1,586,580	\$7,345	Yes

⁽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⁾ Residences with a predicted reduction of 5 dB(A) or more are considered benefited.

⁽³⁾ Based on a unit cost of \$30 per square foot.

⁽⁴⁾ FDOT cost reasonable criterion is \$42,000 per benefited receptor.

Noise barriers following the FDOT Special Land Use procedures outlined in Section 3.3.1 were not evaluated for the two impacted NAC C land uses because a noise barrier system was found to be potentially feasible and cost reasonable for the residences at the Braxton Waterleigh Apartments that would also shield the sand volleyball court and dog park. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Page 12 of the project aerials, located in Appendix D.

3.4.3 Spring Hill and Towne Place Suites (Marriott) and Five Guys Restaurant (NSA SB03)

The Pool and Bar & Grille at Spring Hill and Towne Place Suites are located on the west side of SR 429 north of Western Way. The noise sensitive sites include the NAC C land uses of the pool deck, batting cages and dog park, and NAC E outside seating at the Five Guys restaurant. The facilities modeled are between Station 462+00 and Station 472+00. The TNM model predicts that none of these land uses will experience noise levels that approach or exceed their respective NAC for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 4.4 dB(A)); therefore, no receptors in this area are impacted by a substantial increase. Because no outdoor use at these facilities is predicted to be impacted by traffic related noise, noise abatement was not considered. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Page 9 of the project aerials, located in Appendix D.

3.4.4 Flamingo Crossings Village (NSA SB04)

The Flamingo Crossings Village Residential Complex is located on the west side of SR 429 southbound on-ramp from Western Way. The modeled residences and facilities are between Station 427+00 and Station 445+00. In this area, 89 receptor points were added to the model to represent 564 residences and a community pool. The TNM noise model predicts that 388 residences will experience noise levels that approach or exceed the respective NAC for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 5.9 dB(A)); therefore, no receptors are impacted by a substantial increase.

A combination of noise barriers was evaluated to abate traffic noise at the impacted residences in this community. Due to the proximity of NSA SB04 to the adjacent community labeled as NSA SB05 (and documented in the following section), the combination of noise barriers extends along both communities and is described in **Table 3-3** at the end of the following section. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Pages 8 and 9 of the project aerials, located in Appendix D.

3.4.5 Orange Lake Resort North Village Holiday Inn Club (NSA SB05)

The Orange Lake Resort North Village Holiday Inn Club Vacation Villas, tennis courts, pool and golf course are located on the west side of SR 429 immediately south of the Flamingo Crossings Village and north of W. Orange Lake Boulevard. The residences and facilities modeled are between Station 1380+00 and Station 427+00. In this area, 40 NAC B and 11 NAC C receptor points were added to the model to represent 126 residences, the tennis courts, pool and nearest golf course holes to SR 429. The TNM noise model predicts that 78 residences, the tennis courts, pool, and practice green on the golf course will experience noise levels that approach or exceed their respective NAC for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 4.1 dB(A)); therefore, no receptors are impacted by a substantial increase.

A combination of four noise barriers were evaluated for the impacted receptors in NSA SB04 and NSA SB05 to abate traffic related noise: three noise barriers of various heights and lengths placed along the SR 429 outside shoulder, and one 22-foot-tall barrier placed along the western SR 429 R/W line, as listed in **Table 3-3**. Based on this evaluation, a combination of the R/W barrier and shoulder barriers could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. The noise barrier system listed in the following table would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in NSA SB04 and NSA SB05. Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. **Table 3-3** summarizes the reasonable and feasible noise barrier configuration that was evaluated for NSA SB04 and NSA SB05.

Table 3-3: Flamingo Crossings Village (NSA SB04) and Orange Lake Resort (NSA SB05)

Barrier Height (feet)	Barrier Length (feet) ⁽¹⁾	Noise Reduction at Impacted Residences (dB(A))			Number of Benefited Residences ⁽²⁾			Total Estimated Cost ⁽³⁾	Cost Per Benefited Residences	Cost Reasonable Yes/No ⁽⁴⁾
		5-5.9	6-6.9	≥7	Impacted	Not Impacted	Total			
14 SH	330							\$138,600		
8 SH	169							\$40,560		
14 SH	1,465							\$615,300		
22 R/W	2,696							\$1,799,360		
Totals		37	60	175	275	106	381	\$2,573,820	\$6,755	Yes

⁽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⁾ Residences with a predicted reduction of 5 dB(A) or more are considered benefited.

⁽³⁾ Based on a unit cost of \$30 per square foot.

⁽⁴⁾ FDOT cost reasonable criterion is \$42,000 per benefited receptor.

Noise barriers following the FDOT Special Land Use procedures outlined in Section 3.3.1 were not evaluated for the impacted NAC C land uses because a noise barrier system was found to be potentially feasible and cost reasonable for the Orange Lake Resort North Village Holiday Inn Club Vacation Villas that would also shield the tennis courts, pool, and practice green on the golf course. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Pages 7, 8, and 9 of the project aerials, located in Appendix D.

3.4.6 Emerald Island Resort (NSA SB06)

The Emerald Island Resort Vacation Villas, tennis courts and pool are located on the west side of SR 429 south of Funie Steed Road. The residences and facilities modeled are between Station 256+00 and Station 267+00. In this area, 39 NAC B and 4 NAC C receptor points were added to the model to represent 140 residences, tennis courts, and community pool. The TNM noise model predicts that 67 residences and tennis courts will experience noise levels that approach or exceed their respective NAC for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 4.4 dB(A)); therefore, no receptors are impacted by a substantial increase.

A combination of three noise barriers of different heights placed along the SR 429 outside shoulder were evaluated for the impacted receptors in NSA SB06 to abate traffic related noise. Because SR 429 is elevated over the crossing of Funie Steed Road, shoulder barriers are the most effective configuration. Based on this evaluation, a combination of the shoulder barriers is predicted to provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two

SECTION 3.0
TRAFFIC NOISE ANALYSIS

or more impacted receptors. As shown in **Table 3-4**, the noise barrier system would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in NSA SB06. Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. **Table 3-4** summarizes the reasonable and feasible noise barrier configuration that was evaluated for NSA SB06.

Table 3-4: Emerald Island Resort (NSA SB06)

Barrier Height (feet)	Barrier Length (feet) ⁽¹⁾	Noise Reduction at Impacted Residences (dB(A))			Number of Benefited Residences ⁽²⁾			Total Estimated Cost ⁽³⁾	Cost Per Benefited Residences	Cost Reasonable Yes/No ⁽⁴⁾
		5-5.9	6-6.9	≥7	Impacted	Not Impacted	Total			
14 SH	1,422							\$597,240		
8 SH	155							\$37,200		
14 SH	422							\$177,240		
Totals		14	15	32	61	17	78	\$811,680	10,406	Yes

⁽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⁾ Residences with a predicted reduction of 5 dB(A) or more are considered benefited.

⁽³⁾ Based on a unit cost of \$30 per square foot.

⁽⁴⁾ FDOT cost reasonable criterion is \$42,000 per benefited receptor.

Noise barriers following the FDOT Special Land Use procedures outlined in Section 3.3.1 were not evaluated for the impacted NAC C land uses because a noise barrier system was found to be potentially feasible and cost reasonable for the Emerald Island Resort Vacation Villas that would also shield the tennis courts and pool. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Page 5 of the project aerials, located in Appendix D.

3.4.7 Indian Creek West Single Family Homes and Windsor Palms Resort Vacation Villas (NSA SB07)

The Indian Creek West Single Family Homes and Windsor Palms Resort Vacation Villas are located on the west side of SR 429 approximately half of a mile south of the Emerald Island Resort Vacation Villas. The receptors modeled are between Station 194+00 and Station 234+00. In this area, 45 NAC B and 10 NAC C receptor points were added to the model to represent 110 residences, a recreational trail and several benches. The TNM noise model predicts that 47 residences, three benches and four points along the recreational trail will experience noise levels that approach or exceed their respective NAC for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will

increase by 15 dB(A) at any receptor (the maximum predicted increase is 6.7 dB(A)); therefore, no receptors are impacted by a substantial increase.

A combination of three noise barriers placed along the SR 429 R/W line were evaluated for the impacted residences in NSA SB07 to abate traffic related noise. The evaluated R/W barriers were divided by the crossing of Indian Creek Boulevard and Canary Island Drive over SR 429. Based on this evaluation, a combination of R/W barriers could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. As shown in **Table 3-5**, a noise barrier system consisting of three 22-foot tall noise barriers and a noise barrier system consisting of one 22-foot tall noise barrier and two 20-foot-tall noise barriers exceeded the allowable \$42,000 per benefited receptor and, therefore, neither system is cost reasonable. The reason for this is that the impacted residences located along Fan Palm Way and King Palm Circle, south of Canary Island Drive, directly adjacent to the southbound lanes of SR 429, are elevated above the mainline roadway and protected by an existing privacy wall. This combination of factors reduces the effectiveness of a barrier constructed along the R/W in this area.

However, a noise barrier system of two 20-foot-tall noise barriers, one 700 feet long between Indian Creek Boulevard and Canary Island Drive, and the other 1,399 feet long and extending north of Indian Creek Boulevard, would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in the portion of NSA SB07 north of Canary Island Drive. Further evaluation of this potential noise barrier will occur in the design phase. It should be noted that this particular barrier combination costs \$41,980 per benefited receptor, just below the \$42,000 limit. Therefore, the further evaluation of noise barriers in this area during the design phase will confirm if a cost-reasonable barrier can be provided in this area. This evaluation may change the length, height, or viability of this potential noise barrier. **Table 3-5** summarizes the reasonable and feasible noise barrier configuration that was evaluated for NSA SB07.

Table 3-5: Indian Creek West and Windsor Palms Resort (NSA SB07)

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Residences (dB(A))			Number of Benefited Residences ⁽¹⁾			Total Estimated Cost ⁽²⁾	Cost Per Benefited Residences	Cost Reasonable Yes/No ⁽³⁾
		5-5.9	6-6.9	≥7	Impacted	Not Impacted	Total			
22 R/W	1,472							\$971,520		
22 R/W	700							\$462,000		
22 R/W	1,280							\$844,800		
Totals		19	21	3	43	6	49	\$2,278,320	\$46,496	No
22 R/W	1,472							\$971,520		
20 R/W	650							\$390,000		
20 R/W	1,399							\$839,400		
Totals		30	10	3	43	2	45	\$2,200,920	\$48,909	No
20 R/W	700							\$420,000		
20 R/W	1,399							\$839,400		
Totals		20	6	3	29	1	30	\$1,259,400	\$41,980	Yes

⁽¹⁾ Residences with a predicted reduction of 5 dB(A) or more are considered benefited.

⁽²⁾ Based on a unit cost of \$30 per square foot.

⁽³⁾ FDOT cost reasonable criterion is \$42,000 per benefited receptor.

Noise barriers following the FDOT Special Land Use procedures outlined in Section 3.3.1 were not evaluated for the impacted NAC C land uses because a noise barrier system was found to be potentially feasible and cost reasonable for the Indian Creek West residences that would also shield the impacted receptors representing the trail and benches. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Pages 3 and 4 of the project aerials, located in Appendix D.

3.4.8 Three Single Family Homes on Happy Trail (NSA SB08)

The three single family homes on Happy Trail are located on the west side of SR 429 north of the Sinclair Road overpass. The residences are between Station 120+00 and Station 125+00. In this area, three receptor points were added to the model to represent three single-family residences. The TNM noise model predicts that all three residences will experience noise levels that approach or exceed the NAC B threshold for the Build Condition in the design year (2050). Noise levels are

SECTION 3.0
TRAFFIC NOISE ANALYSIS

predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 5.9 dB(A)); therefore, no receptors are impacted by a substantial increase.

A noise barrier was evaluated for the three impacted residences to abate traffic related noise. The noise barrier was placed along the SR 429 R/W line and evaluated at heights from 16 feet to the maximum height of 22 feet. As shown in **Table 3-6**, a R/W noise barrier could achieve a 7 dB(A) reduction at barrier heights of 18 feet or taller. Additionally, a R/W barrier of 18 feet tall or taller could achieve FDOT's feasibility criterion of at least a 5 dB(A) reduction at two homes. However, none of the combination of barrier heights and lengths meet the cost reasonable criterion of less than \$42,000 per benefited receiver because of the small number of homes being benefited relative to the length of barrier needed to shield these homes. Therefore, noise barriers are not a reasonable method to abate traffic-related noise for the residences located in NSA SB08.

Table 3-6: Happy Trail (NSA SB08)

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Residences (dB(A))			Number of Benefited Residences ⁽¹⁾			Total Estimated Cost ⁽²⁾	Cost Per Benefited Residences	Cost Reasonable Yes/No ⁽³⁾
		5-5.9	6-6.9	≥7	Impacted	Not Impacted	Total			
16 R/W	1,799	0	2	0	2	0	2	N/A	N/A	N/A
18 R/W	600	0	1	1	2	0	2	\$324,000	\$162,000	No
20 R/W	500	0	1	1	2	0	2	\$300,000	\$150,000	No
22 R/W	1,099	1	0	2	3	0	3	\$725,340	\$241,780	No

⁽¹⁾ Residences with a predicted reduction of 5 dB(A) or more are considered benefited.

⁽²⁾ Based on a unit cost of \$30 per square foot.

⁽³⁾ FDOT cost reasonable criterion is \$42,000 per benefited receptor.

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

3.4.9 Cortland Reunion Apartments (NSA SB09)

The Cortland Reunion Apartments and pool are located on the west side of SR 429 immediately north of Sinclair Road between Station 109+00 and Station 115+00. In this area, 30 NAC B and 2 NAC C receptor points were added to the model to represent 96 residences and the community pool. The TNM noise model predicts that eight residences will experience noise levels that approach or exceed the NAC B threshold for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 4.5 dB(A)); therefore, no receptors are impacted by a substantial increase.

Two noise barriers placed along the R/W line (both north and south of Sinclair Road) at the maximum height of 22 feet were evaluated for the eight impacted residences to abate traffic related noise. As shown in **Table 3-7**, a 22-foot-tall noise barrier could not achieve a 7 dB(A) reduction at any receptor. Therefore, noise barriers along the R/W line could not achieve FDOT's NRDG of 7 dB(A) at one receptor and are not reasonable. The reason these noise barriers were only able to provide a minimal amount of noise reduction is primarily due to the distance of the residences from SR 429.

Table 3-7: Cortland Reunion Apartments (NSA SB09)

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Residences (dB(A))			Number of Benefited Residences ⁽¹⁾			Total Estimated Cost ⁽²⁾	Cost Per Benefited Residences	Cost Reasonable Yes/No ⁽³⁾
		5-5.9	6-6.9	≥7	Impacted	Not Impacted	Total			
22 R/W	1,399									
22 R/W	1,799									
Totals	3,198	4	0	0	4	0	4	N/A	N/A	N/A

⁽¹⁾ Residences with a predicted reduction of 5 dB(A) or more are considered benefited.

⁽²⁾ Based on a unit cost of \$30 per square foot.

⁽³⁾ FDOT cost reasonable criterion is \$42,000 per benefited receptor.

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

3.4.10 Reunion Resort Vacation Villas (NSA SB10)

The Reunion Resort Vacation Villas are located on the west side of SR 429 between Sinclair Road and I-4. The residences modeled are between Station 65+00 and Station 85+00. In this area, 12 NAC B receptor points were added to the model to represent 18 residences. The TNM noise model predicts that none of the residences will experience noise levels that approach or exceed the NAC for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 6.8 dB(A)); therefore, no receptor in Reunion Resort Vacation Villas is impacted by a substantial increase. Because no residence is predicted to be impacted by traffic related noise, noise abatement was not considered for Reunion Resort Vacation Villas. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Page 1 of the project aerials, located in Appendix D.

3.5 Noise Study Areas on the Northbound Side of SR 429 (North to South)

3.5.1 Lakeshore Single Family Homes (NSA NB01)

The Lakeshore single family homes and dog park are located on the east side of SR 429 north of Seidel Road. The impacted residences and facilities are between Station 623+00 and Station

SECTION 3.0
TRAFFIC NOISE ANALYSIS

644+00. In this area, 40 NAC B and 1 NAC C receptor points were added to the model to represent 81 residences and the dog park. The TNM noise model predicts that 41 residences and the dog park will experience noise levels that approach or exceed their respective NAC for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 4.2 dB(A)); therefore, no receptors are impacted by a substantial increase.

A combination of overlapping shoulder and R/W noise barriers were evaluated for the impacted residences to abate traffic related noise. Based on this evaluation, a combination of the R/W barrier and shoulder barrier could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. Furthermore, the noise barrier system described in **Table 3-8** would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in NSA NB01. Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. It should be noted that this particular barrier combination costs \$40,390 per benefited receptor, just below the \$42,000 limit. Therefore, the further evaluation of noise barriers in this area during the design phase will confirm if a cost-reasonable barrier can be provided in this area. **Table 3-8** summarizes the reasonable and feasible noise barrier configuration that was evaluated for NSA NB01.

Table 3-8: Lakeshore Single Family Homes (NSA NB01)

Barrier Height (feet)	Barrier Length (feet) ⁽¹⁾	Noise Reduction at Impacted Residences (dB(A))			Number of Benefited Residences ⁽²⁾			Total Estimated Cost ⁽³⁾	Cost Per Benefited Residences	Cost Reasonable Yes/No ⁽⁴⁾
		5-5.9	6-6.9	≥7	Impacted	Not Impacted	Total			
14 SH	656							\$275,520		
8 SH	157							\$37,680		
14 SH	1,587							\$666,540		
22 R/W	1,759							\$1,160,940		
Totals		16	7	16	39	14	53	\$2,140,680	\$40,390	Yes

⁽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⁾ Residences with a predicted reduction of 5 dB(A) or more are considered benefited.

⁽³⁾ Based on a unit cost of \$30 per square foot.

⁽⁴⁾ FDOT cost reasonable criterion is \$42,000 per benefited receptor.

Noise barriers following the FDOT Special Land Use procedures outlined in Section 3.3.1 were not evaluated for the impacted NAC C land use because a noise barrier system was found to be

potentially feasible and cost reasonable for the Lakeshore single family homes that would also shield the impacted receptor representing the dog park. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Page 13 of the project aerials, located in Appendix D.

3.5.2 Horizon High School Sports Fields (NSA NB02)

Horizon High School is located on the east side of SR 429 south of Seidel Road. The modeled NAC C receptor sites are between Station 596+00 and Station 650+00. In this area, 12 receptor sites were added to the model to represent areas of the soccer/football field, stadium stands and track. The TNM noise model predicts nine of the receptor locations nearest SR 429 will experience noise levels that approach or exceed the NAC threshold for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 6.7 dB(A)); therefore, no receptors are impacted by a substantial increase.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1 for the soccer field and portion of the football field that was determined to be impacted. Based on this evaluation, a potential noise barrier located along the R/W could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for all or most of the impacted area for barrier heights from 12-feet to 22-feet. However, for a 14-foot noise barrier to be cost reasonable (the one with the fewest necessary hours of use per day of the heights evaluated), an average of 1,686 people would need to use the benefited area of the outdoor use areas at the school for one hour per day. The published enrollment numbers on the school's website indicate a student population of 2,354 students. There are 16.5 total acres of outdoor use area on the site. Given that a) students do not have physical education classes every day, b) some of the physical education classes are offered indoors or at other non-impacted facilities (baseball, softball, tennis) rather than on the affected soccer and football fields, c) only so many people can use a football or soccer field at one time, and d) there are no physical education classes at the facilities for students on the weekends, it is expected that the average number of daily hours of use at the soccer and football fields' benefited area (47% of the total acres) does not meet the 1,686 person-hours per day requirement. For this reason, the noise barrier is not cost reasonable in this location and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at Horizon High School. **Table 3-9** summarizes the various noise barrier configurations that were evaluated for the Horizon High School sports fields (NSA NB02). The predicted noise levels are shown in Appendix B and the receptor locations are shown on Page 12 of the project aerials, located in Appendix D.

Table 3-9: Horizon High School Sports Fields (NSA NB02)

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Receptors (dB(A))			Number of Benefited Receptors ⁽¹⁾			Total Estimated Cost ⁽²⁾	Required person hours of daily use within benefited area	Possible for person hours of daily use to be met Yes/No ⁽³⁾
		5-5.9	6-6.9	≥7	Impacted	Not Impacted	Total			
10 R/W	3,014	2	2	0	4	0	4	N/A	N/A	N/A
12 R/W	2,502	2	3	1	6	0	6	\$900,720	1,689	No
14 R/W	2,142	2	2	2	6	0	6	\$899,640	1,686	No
16 R/W	2,203	2	1	3	6	0	6	\$1,057,440	1,982	No
18 R/W	2,809	3	2	4	9	0	9	\$1,516,860	2,133	No
20 R/W	2,702	3	1	5	9	0	9	\$1,621,200	2,279	No
22 R/W	2,442	3	1	5	9	0	9	\$1,611,720	2,266	No

⁽¹⁾ Receptors with a predicted reduction of 5 dB(A) or more are considered benefited.

⁽²⁾ Based on a unit cost of \$30 per square foot.

⁽³⁾ FDOT cost reasonable criterion is \$995,935/person-hour/ft²

3.5.3 Orange Lake Resort East – Northern Section (NSA NB03)

The northern section of the Orange Lake Resort East Legends Golf Course and hotel pool is located on the east side of SR 429 south of Western Way. The modeled receptors are between Station 420+00 and Station 450+00. In this area 19 NAC C receptor points representing outdoor use areas on five holes of the golf course and a hotel pool, were added to the model. There are no areas of frequent outdoor human use associated with the guest rooms that face SR 429, to the west. Noise levels at thirteen receptors representing noise sensitive areas of the golf course are predicted to approach or exceed the NAC for the Build condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 6.5 dB(A)); therefore, no receptors are impacted by a substantial increase.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1 based on an estimated barrier scenario and the requirement that the cost of the noise barrier must not exceed \$995,935/person-hour/ft² for special use sites. Using a very conservative estimate of a 14-foot tall, 4,000-foot long (low-range barrier height with 500 feet extended on either end of the modeled receptors) potential noise barrier located along the R/W that could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area, it would require an average of 2,362 people to use these five holes of the golf course and hotel pool for one hour per day for that noise barrier to be cost reasonable. That would translate to roughly 40 concurrent golfers/pool users active on each hole and pool deck for 10 hours every day, which is not possible. For this reason, the person hours necessary to make

a noise barrier cost reasonable in this location cannot be met and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the northern section of Orange Lake Resort East. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Pages 8 and 9 of the project aerials, located in Appendix D.

3.5.4 Orange Lake Resort East – Southern Section (NSA NB04)

The southern section of the Orange Lake Resort East Legends Golf Course, hotel pool, and resort playground are located east of SR 429 north of US 192. The modeled receptors are between Station 1352+00 and Station 1389+00. In this area 13 NAC C receptor points representing outdoor use areas on two holes of the golf course, a hotel pool deck and resort playground were added to the model. There are no areas of frequent outdoor human use associated with the guest rooms that face SR 429 or the ramp. Noise levels at ten receptors representing noise sensitive areas of the golf course and the playground are predicted to approach or exceed the NAC for the Build condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 7.3 dB(A)); therefore, no receptors are impacted by a substantial increase.

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1 based on an estimated barrier scenario and the requirement that the cost of the noise barrier must not exceed \$995,935/person-hour/ft² for special use sites. Using a very conservative estimate of a 14-foot tall, 4,700-foot long (low-range barrier height with 500 feet extended on either end of the modeled receptors) potential noise barrier located along the R/W that could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area, it would require an average of 2,775 people to use these two holes of the golf course and playground for one hour per day for that noise barrier to be cost reasonable. That would translate to roughly 92 concurrent golfers/playground users active on each hole and the playground for 10 hours every day, which is not possible. For this reason, the person hours necessary to make a noise barrier cost reasonable in this location cannot be met and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the southern section of Orange Lake Resort East. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Pages 7 and 8 of the project aerials, located in Appendix D.

3.5.5 Hooters, Bahama Breeze, Applebee's, and On the Border (NSA NB05)

The Hooters, Bahama Breeze, Applebee's, and On the Border restaurant's outdoor seating areas are located on the east side of SR 429 at the US 192 interchange. The modeled receptors are between Station 315+00 and Station 325+00. In this area, four NAC E receptor points were added to the model to represent outdoor dining areas at the four restaurants. The TNM noise model predicts that none of the outdoor dining areas will experience noise levels that approach or exceed the NAC E threshold for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 2.5 dB(A)); therefore, no receptor in this area is impacted by a substantial increase. Because no outdoor use is predicted to be impacted by traffic

related noise, noise abatement was not considered. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Page 6 of the project aerials, located in Appendix D.

3.5.6 Domain Orlando Apartments and Rolling Oaks Development (NSA NB06)

The Domain Orlando Apartments, Rolling Oaks Residential Development, a pool, volleyball court, and basketball court are located on the east side of SR 429 south of US 192. The modeled residences and associated facilities are between Station 269+00 and Station 310+00. In this area, 156 NAC B and three NAC C receptor points were added to the model to represent 906 residences and the community pool, volleyball court and basketball court. The TNM noise model predicts that 454 residences will experience noise levels that approach or exceed the NAC B threshold for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 6.6 dB(A)); therefore, no receptors are impacted by a substantial increase.

A combination of noise barriers was evaluated to abate traffic noise at the impacted residences in this community. Due to the proximity of NSA NB06 to the adjacent community labeled as NSA NB07 (and documented in the following section), the combination of noise barriers extends along both communities and is described in **Table 3-12** at the end of the following section. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Pages 5 and 6 of the project aerials, located in Appendix D.

3.5.7 Oak Lake Cove Single Family Homes (NSA NB07)

The Oak Lake Cove single family homes are located on the east side of SR 429 south of Funie Steed Road. The modeled residences are between Station 253+00 and Station 268+00. In this area, 37 receptor points were added to the model to represent 91 residences. The TNM noise model predicts that 50 residences will experience noise levels that approach or exceed the NAC B threshold for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 5.5 dB(A)); therefore, no receptors are impacted by a substantial increase.

A combination of four noise barriers were evaluated for the impacted residential receptors in NSA NB06 and NSA NB07 to abate traffic related noise: three noise barriers of various heights and lengths placed along the SR 429 outside shoulder, and one overlapping 22-foot-tall barrier placed along the western SR 429 R/W line as listed in **Table 3-10**. Based on this evaluation, a combination of the R/W barrier and shoulder barriers could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. The noise barrier system listed in the following table would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in NSA NB06 and NSA NB07. Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. **Table 3-10** summarizes

SECTION 3.0
TRAFFIC NOISE ANALYSIS

the reasonable and feasible noise barrier configuration that was evaluated for NSA NB06 and NSA NB07.

Table 3-10: Domain Orlando Apartments and Rolling Oaks (NSA NB06) and Oak Lake Cove Single Family Homes (NSA NB07)

Barrier Height (feet)	Barrier Length (feet) ⁽¹⁾	Noise Reduction at Impacted Residences (dB(A))			Number of Benefited Residences ⁽²⁾			Total Estimated Cost ⁽³⁾	Cost Per Benefited Residences	Cost Reasonable Yes/No ⁽⁴⁾
		5-5.9	6-6.9	≥7	Impacted	Not Impacted	Total			
14 SH	2,107							\$884,940		
8 SH	168							\$40,320		
14 SH	1,525							\$640,500		
22 R/W	2,200							\$1,452,000		
Totals		64	56	329	449	237	686	\$3,017,760	\$4,339	Yes

⁽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⁾ Residences with a predicted reduction of 5 dB(A) or more are considered benefited.

⁽³⁾ Based on a unit cost of \$30 per square foot.

⁽⁴⁾ FDOT cost reasonable criterion is \$42,000 per benefited receptor.

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

3.5.8 Indian Creek East and Rolling Hills Estates Single Family Homes and Formosa Valley Place Condominiums (NSA NB08)

The Indian Creek East and Rolling Hills Estates single family homes, Indian Creek East tennis/basketball courts and Formosa Valley Place Condominiums are located on the east side of SR 429, both north and south of the Indian Creek Boulevard overpass and just east of Formosa Garden Boulevard. The modeled receptors are between Station 207+00 and Station 231+00. In this area, 58 NAC B and one NAC C receptor points were added to the model to represent 136 residences and the community tennis/basketball courts. The TNM noise model predicts that 43 residences will experience noise levels that approach or exceed the NAC B threshold for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 12.9 dB(A)); therefore, no receptors are impacted by a substantial increase. One factor affecting the increase above the existing noise levels is the proposed extension of Livingston Road with a new interchange in the future Build Condition with the widening of SR 429.

SECTION 3.0
TRAFFIC NOISE ANALYSIS

A combination of two separate R/W noise barriers (one divided into two segments) at heights of 20 feet and 16 feet were evaluated for the impacted receptors in Indian Creek East to abate traffic related noise from SR 429 and the proposed Livingston Road interchange/connection to Formosa Gardens Boulevard. Based on this evaluation, the combination of R/W barriers at 20 feet and 16 feet tall could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. Furthermore, the noise barrier system described in **Table 3-11** would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the impacted residences in NSA NB08. Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. **Table 3-11** summarizes the reasonable and feasible noise barrier configuration that was evaluated for NSA NB08.

Table 3-11: Indian Creek East, Rolling Hills Estates, and Formosa Valley Place (NSA NB08)

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Residences (dB(A))			Number of Benefited Residences ⁽¹⁾			Total Estimated Cost ⁽²⁾	Cost Per Benefited Residences	Cost Reasonable Yes/No ⁽³⁾
		5-5.9	6-6.9	≥7	Impacted	Not Impacted	Total			
20 R/W	977							\$586,200		
20 R/W	1390							\$834,000		
16 R/W	1,349							\$647,520		
Totals		2	1	38	41	26	67	\$2,067,720	\$30,861	Yes

⁽¹⁾ Residences with a predicted reduction of 5 dB(A) or more are considered benefited.

⁽²⁾ Based on a unit cost of \$30 per square foot.

⁽³⁾ FDOT cost reasonable criterion is \$42,000 per benefited receptor.

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

3.5.9 Mystic Dunes Resort Vacation Villas (NSA NB09)

The Mystic Dunes Resort Vacation Villas and associated tennis court, basketball court, pool and miniature golf course are located on the east side of SR 429 south of the Canary Island Drive overpass and east of Formosa Gardens Boulevard. The modeled residences and associated facilities are between Station 195+00 and Station 205+00. In this area, 24 NAC B and four NAC C receptor points were added to the model to represent 108 residences and a community pool, tennis court, basketball court, and a miniature golf course. The TNM noise model predicts that 32 residences, but none of the recreational uses, will experience noise levels that approach or exceed their respective NAC threshold for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase

by 15 dB(A) at any receptor (the maximum predicted increase is 5.0 dB(A)); therefore, no receptors are impacted by a substantial increase.

A combination of shoulder and R/W noise barriers were evaluated to abate traffic noise at the impacted residences in this community. Due to the proximity of NSA NB09 to the adjacent community labeled as NSA NB10 (and documented in the following section), the combination of noise barriers extends along both communities and is described in **Table 3-12** at the end of the following section. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Pages 3 and 4 of the project aerials, located in Appendix D.

3.5.10 Four Seasons Single Family Homes (NSA NB10)

The Four Seasons single family homes are located on the east side of SR 429 just south of the Mystic Dunes Resort Vacation Villas and north of Sand Hill Road. The modeled receptors are between Station 142+00 and Station 195+00. In this area, 31 NAC B and 35 NAC C receptor points were added to the model to represent 138 residences and multiple noise sensitive areas of the Mystic Dunes golf course. The TNM noise model predicts that 79 residences and much of the golf course (located in front of the residences) will experience noise levels that approach or exceed their respective NAC thresholds for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 5.9 dB(A)); therefore, no receptors are impacted by a substantial increase.

A combination of two noise barriers at 8-feet and 14-feet placed along the SR 429 outside shoulder, and one overlapping 22-foot-tall barrier placed along the eastern SR 429 R/W line as listed in **Table 3-12** were evaluated for the impacted receptors in NSA NB09 and NSA NB10 to abate traffic related noise. Based on this evaluation, a combination of the R/W barrier and shoulder barriers could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. The noise barrier system listed in the following table would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the impacted residences in NSA NB09 and NSA NB10. Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential noise barrier. **Table 3-12** summarizes the reasonable and feasible noise barrier configuration that was evaluated for NSA NB09 and NSA NB10. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Pages 2 and 3 of the project aerials, located in Appendix D.

Table 3-12: Mystic Dunes Resort (NSA NB09) and Four Seasons (NSA NB10)

Barrier Height (feet)	Barrier Length (feet) ⁽¹⁾	Noise Reduction at Impacted Residences (dB(A))			Number of Benefited Residences ⁽²⁾			Total Estimated Cost ⁽³⁾	Cost Per Benefited Residences	Cost Reasonable Yes/No ⁽⁴⁾
		5-5.9	6-6.9	≥7	Impacted	Not Impacted	Total			
8 SH	50							\$12,000		
14 SH	200							\$84,000		
22 R/W	5,032							\$3,321,120		
Totals		12	9	82	103	65	168	\$3,417,120	\$20,340	Yes

⁽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⁾ Residences with a predicted reduction of 5 dB(A) or more are considered benefited.

⁽³⁾ Based on a unit cost of \$30 per square foot.

⁽⁴⁾ FDOT cost reasonable criterion is \$42,000 per benefited receptor.

Noise barriers following the FDOT Special Land Use procedures outlined in Section 3.3.1 were not evaluated for the impacted NAC C land use because a noise barrier system was found to be potentially feasible and cost reasonable for the residences at Mystic Dunes Resort and Four Seasons that would also shield the impacted receptors representing the Mystic Dunes golf course. The predicted noise levels are shown in Appendix B and the receptor locations are shown on Pages 2, 3 and 4 of the project aerials, located in Appendix D.

3.5.11 Indian Ridge Single Family Homes (NSA NB11)

The Indian Ridge single family homes are located on the east side of SR 429 south of Sand Hill Road and north of Sinclair Road. Connector Road extends along the western frontage of the community between SR 429 and the homes. The community has a 6-foot tall concrete privacy wall between the western boundary and Connector Road. The modeled residences are between Station 112+00 and Station 140+00. In this area, 25 receptor points were added to the model to represent 55 residences. The TNM noise model predicts that 3 residences will experience noise levels that approach or exceed the NAC B threshold for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 6.1 dB(A)); therefore, no receptors are impacted by a substantial increase.

A noise barrier placed along the R/W line at the maximum height of 22 feet was evaluated for the three impacted residences to abate traffic related noise. As shown in **Table 3-13**, a 22-foot-tall noise barrier could not achieve a 7 dB(A) reduction at any receptor. Therefore, a noise barrier located along the R/W line could not achieve FDOT's NRDG of 7 dB(A) at one receptor and is not reasonable. The reason this noise barrier was only able to provide a minimal amount of noise

reduction is due to the concrete privacy wall on the western edge of the community and the distance of the residences from SR 429. The nearest home within the community is more than 250 feet from SR 429.

Table 3-13: Indian Ridge (NSA NB11)

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Residences (dB(A))			Number of Benefited Residences ⁽¹⁾			Total Estimated Cost ⁽²⁾	Cost Per Benefited Residences	Cost Reasonable Yes/No ⁽³⁾
		5-5.9	6-6.9	≥7	Impacted	Not Impacted	Total			
22	1,500	1	2	0	3	1	4	N/A	N/A	N/A

⁽¹⁾ Residences with a predicted reduction of 5 dB(A) or more are considered benefited.

⁽²⁾ Based on a unit cost of \$30 per square foot.

⁽³⁾ FDOT cost reasonable criterion is \$42,000 per benefited receptor.

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

3.5.12 Reunion at 400 Apartments and Encore Resort at Reunion Vacation Homes (NSA NB12)

The Reunion at 400 Apartments, Encore Resort at Reunion Vacation Homes and a pool at the apartment complex are located on the east side of SR 429, south of Sinclair Road and just north of the interchange with I-4. The modeled receptors are between Station 59+00 and Station 106+00. In this area, 94 NAC B and one NAC C receptor points were added to the model to represent 426 residences and the Reunion at 400 Apartments' pool. The TNM noise model predicts that 191 residences will experience noise levels that approach or exceed the NAC B threshold for the Build Condition in the design year (2050). Noise levels are predicted to change between the Existing and Build Conditions, but none will increase by 15 dB(A) at any receptor (the maximum predicted increase is 7.4 dB(A)); therefore, no receptors are impacted by a substantial increase. I-4 contributes traffic noise levels at the residences located at the southern end of the community. While no impacts were identified for the area along I-4 fronting on this community, it will be evaluated again as part of the Poinciana Parkway (446581-1) noise study being performed concurrently with this one.

A 22-foot-tall noise barrier placed along the R/W line of the on-ramp from I-4 westbound to SR 429 northbound, SR 429 mainline, and the off-ramp to Sinclair Road was evaluated for the impacted receptors in NSA NB12 to abate traffic related noise. Based on this evaluation, the R/W barrier could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. The noise barrier system listed in the following table would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. Therefore, noise barriers are a potentially feasible and reasonable method to abate traffic related noise for the residences in NSA NB12. Further evaluation of this potential noise barrier will occur in the design phase. This evaluation may change the length, height, or viability of this potential

SECTION 3.0
TRAFFIC NOISE ANALYSIS

noise barrier. **Table 3-14** summarizes the reasonable and feasible noise barrier configuration that was evaluated for NSA NB12.

Table 3-14: Reunion at 400 Apartments and Encore Resort (NSA NB12)

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Residences (dB(A))			Number of Benefited Residences ⁽¹⁾			Total Estimated Cost ⁽²⁾	Cost Per Benefited Residences	Cost Reasonable Yes/No ⁽³⁾
		5-5.9	6-6.9	≥7	Impacted	Not Impacted	Total			
22	4,622	4	8	149	161	23	184	\$3,050,520	\$16,579	Yes

⁽¹⁾ Residences with a predicted reduction of 5 dB(A) or more are considered benefited.

⁽²⁾ Based on a unit cost of \$30 per square foot.

⁽³⁾ FDOT cost reasonable criterion is \$42,000 per benefited receptor.

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

4.0 CONCLUSIONS

Noise levels were predicted at 970 receptor points, representing 3,493 residences (NAC Category B), and 203 special use receptor points (NAC Categories C and E). Noise levels at 1,697 residences and 74 special use sites, are predicted to approach or exceed the NAC for the year 2050 Build Alternative. No noise sensitive sites are expected to experience a substantial increase (15 dB(A)) in traffic noise compared to existing conditions.

Noise barriers were evaluated for all impacted sites identified in the noise modeling. The noise barrier analysis performed to date and summarized in **Table 4-1** indicates that noise barriers could potentially provide reasonable and feasible noise abatement for 1,346 of the impacted residences, as well as providing a benefit to 517 non-impacted residences. The special use analysis determined that noise abatement was not feasible and reasonable for any of the 74 impacted special use sites; however, some of the special use locations will receive incidental benefits from noise barriers for the residential areas. The results of the noise barrier evaluations where noise abatement was determined to be potentially feasible and reasonable are summarized by noise sensitive area in **Table 4-1**.

The PD&E study phase analysis indicates that noise barriers are potentially feasible and reasonable at 12 NSAs. These noise barriers may benefit 1,346 residences with predicted noise levels that approach or exceed the NAC. Table 4-1 shows the 12 NSAs where preliminary noise barriers were determined to be potentially feasible and reasonable. The potentially feasible and reasonable noise barriers meet the FDOT's cost per benefit criteria with a preliminary cost of under the \$42,000 per benefited receptor criterion. Noise barriers are a potentially viable abatement measure at 12 locations along the project limits and will be given further consideration during the Design phase of this project.

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

Number of Impacted Residences	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.) ¹	Preliminary Noise Barrier Location	Preliminary Noise Barrier Cost ²	Number of Residences Potentially Benefited by a Noise Barrier ³		Cost per Benefited Residence
							Impacted	Total	
NOISE BARRIERS ADJACENT TO SR 429 NORTHBOUND LANES (EAST OF SR 429)									
Noise Sensitive Area NB12: Reunion at 400 Apartments and Encore Resort at Reunion Vacation Homes									
191	61+00	106+40	22	4,622	R/W	\$3,050,520	161	184	\$16,579
Noise Sensitive Areas NB09 and NB10: Mystic Dunes Resort and Four Seasons									
111	143+90	208+40	22	5,032	R/W	\$3,417,120	103	168	\$20,340
	142+20	144+20	14	250	SH				
	141+70	142+20	8	50	SH/structure				
Noise Sensitive Area NB08: Indian Creek East, Rolling Hills Estates, and Formosa Valley Place									
43	211+20	220+50	20	977	R/W	\$2,067,720	41	67	\$30,861
	221+00	231+00	20	1,390	R/W				
	231+00	241+00	16	1,349	R/W				
Noise Sensitive Areas NB06 and NB07: Domain Orlando Apartments and Rolling Oaks and Oak Lake Cove Single Family Homes									
504	286+00	308+00	22	2,200	R/W	\$3,017,760	449	686	\$4,339
	251+50	266+80	14	2,107	SH				
	266+80	268+50	8	168	SH/structure				
	268+50	289+50	14	1,525	SH				
Noise Sensitive Area NB01: Lakeshore Single Family Homes									
41	631+40	649+00	22	1,759	R/W	\$2,140,680	39	53	\$40,390
	615+20	621+50	14	656	SH				
	621+50	623+00	8	157	SH/structure				
	623+00	639+00	14	1,587	SH				

Table 4-1 (continued): Potentially Feasible and Reasonable Noise Barrier Evaluation Summary

Number of Impacted Residences	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.) ¹	Preliminary Noise Barrier Location	Preliminary Noise Barrier Cost ²	Number of Residences Potentially Benefited by a Noise Barrier ³		Cost per Benefited Residence
							Impacted	Total	
NOISE BARRIERS ADJACENT TO SR 429 SOUTHBOUND LANES (WEST OF SR 429)									
Noise Sensitive Area SB07: Indian Creek West Single Family Homes and Windsor Palms Resort Vacation Villas									
47	213+30	220+60	20	700	R/W	\$1,259,400	29	30	\$41,980
	221+10	235+00	20	1,399	R/W				
Noise Sensitive Area SB06: Emerald Island Resort									
67	253+50	267+70	14	1,422	SH	\$811,680	61	78	\$10,406
	267+70	269+30	8	155	SH/structure				
	269+30	273+50	14	422	SH				
Noise Sensitive Areas SB04 and SB05: Flamingo Crossings Village (NSA SB04) and Orange Lake Resort									
466	426+60	450+00	22	2,696	R/W	\$2,573,820	275	381	\$6,755
	1388+10	1391+80	14	330	SH				
	411+66	413+08	8	169	SH/structure				
	413+08	428+20	14	1,465	SH				
Noise Sensitive Area SB02: Braxton Waterleigh Apartments									
212	591+00	612+50	22	2,150	R/W	\$1,586,580	188	216	\$7,345
	600+00	604+00	14	399	SH				

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

2 Unit cost of \$30/ft² for all non-shoulder noise barriers.

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

4.1 Statement of Likelihood

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

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

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

5.0 CONSTRUCTION NOISE AND VIBRATION

Based on the existing land use within the limits of this project, construction of the proposed roadway improvements will have temporary noise and vibration impacts. Construction noise sensitive sites include all of the noise sensitive sites detailed in Section 3.0 of this report. Vibration sensitive sites on the project include residences, schools, medical facilities, and public institutions. Trucks, compaction equipment, earth moving equipment, pumps, and generators are sources of construction noise and vibration. During the construction phase of the proposed project, short-term noise and vibration may be generated by stationary and mobile construction equipment. The construction noise and vibration will be temporary at any location and will be controlled by adherence to the most recent edition of the FDOT Standard Specifications for Road and Bridge Construction⁸.

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6.0 COMMUNITY COORDINATION

Coordination with the public and local agencies and officials has been initiated during the PD&E study. In addition, local and community officials were offered the opportunity to comment on the proposed project throughout the duration of the PD&E study. A hybrid public hearing will be held December 6, 2022, with an in-person meeting location in addition to the virtual GoToMeeting component. Members of the public will have an opportunity to share their comments during the public hearing and during the 10-day comment period that follows the hearing. Comments received will be summarized as appropriate when this report is finalized.

To promote compatibility between land development planning and the Western Beltway (SR 429), the distance between the SR 429 edge of outside travel lane and the point where the roadway-related noise is predicted to reach the NAC for each activity category was estimated. These estimates are referred to as noise contours and are shown in Appendix C. These estimates provide the general distance at which the noise approaches or exceeds the NAC for each activity type.

7.0 REFERENCES

1. 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise; Federal Register, Vol. 75, No. 133, July 2010.
2. Project Development and Environment Manual; Florida Department of Transportation; Tallahassee, Florida; July 2020.
3. Traffic Noise Modeling and Analysis Practitioner's Handbook; Florida Department of Transportation; Tallahassee, Florida; December 2018.
4. Federal Highway Administration Report Number FHWA-HEP-18-065, Noise Measurement Handbook – Final Report (2018).
5. A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations; Florida Department of Transportation; Tallahassee, Florida; July 2009.
6. Measurement of Highway-Related Noise; Federal Highway Administration; Springfield, Virginia; May 1996.
7. FDOT Design Manual; Florida Department of Transportation; Tallahassee, Florida; 2022.
8. Standard Specifications for Road and Bridge Construction; Florida Department of Transportation; Tallahassee, Florida; 2022.

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Noise Analysis Traffic Data
Western Beltway (SR429) Widening from I-4 to Seidel Road [FPN: 446164-1]
Existing Conditions (2020)

Mainline													
Mainline Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
SR 429													
SR 429 from North of I-4 to Sinclair Road (MP 1)	4	31,800	61,300	1,735	3,730	5.65%	1.74%	3.26%	0.66%	0.06%	10.5%	58.0%	70
SR 429 from Sinclair Road (MP 1) to US 192 (MP 6)	4	33,300	61,300	1,968	3,730	5.65%	1.74%	3.26%	0.66%	0.06%	10.5%	58.0%	70
SR 429 from US 192 (MP 6) to Western Way (MP 8)	4	41,100	61,300	2,496	3,730	5.65%	1.74%	3.26%	0.66%	0.06%	10.5%	58.0%	70
SR 429 from Western Way (MP 8) to Seidel Road (MP 11)	4	49,700	61,300	2,457	3,750	5.65%	1.74%	3.26%	0.66%	0.06%	10.6%	58.0%	70
SR 429 north of Seidel Road (MP 11)	4	45,100	61,300	2,138	3,750	5.65%	1.74%	3.26%	0.66%	0.06%	10.6%	58.0%	70
I-4													
I-4 from CR 532 to SR 429	6	148,100	90,300	6,985	4,050	5.65%	1.74%	3.26%	0.66%	0.06%	8.0%	56.0%	65
I-4 from SR 429 to World Drive	6	128,300	90,300	5,465	4,050	5.65%	1.74%	3.26%	0.66%	0.06%	8.0%	56.0%	65
Ramps													
Ramp	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Operational Speed (mph)
SR 429													
Sinclair Road (MP 1)													
Sinclair Road (MP 1) - Southbound off	1	3,700	11,900	423	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	65.0%	45
Sinclair Road (MP 1) - Northbound on	1	3,100	11,900	282	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	65.0%	35
Sinclair Road (MP 1) - Southbound on	1	3,000	14,600	343	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	63.0%	40
Sinclair Road (MP 1) - Northbound off	1	2,300	14,600	231	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	63.0%	40
US 192 (MP 6)													
US 192 (MP 6) - Southbound off	1	7,200	13,100	737	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	53.0%	45
US 192 (MP 6) - Northbound on	1	5,900	13,100	478	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	53.0%	40
US 192 (MP 6) - Southbound on	2	3,000	52,400	323	2,620	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	56.0%	40
US 192 (MP 6) - Northbound off	1	2,300	13,100	188	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	56.0%	45
Western Way (MP 8)													
Western Way (MP 8) - Southbound off	1	6,900	11,800	1,093	1,300	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	66.0%	30
Western Way (MP 8) - Northbound on	1	6,900	12,000	1,118	1,320	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	66.0%	40
Western Way (MP 8) - Southbound on	1	3,700	10,200	721	1,320	5.65%	1.74%	3.26%	0.66%	0.06%	13.0%	62.0%	40
Western Way (MP 8) - Northbound off	1	1,500	10,200	215	1,320	5.65%	1.74%	3.26%	0.66%	0.06%	13.0%	62.0%	45
Seidel Road (MP 11)													
Seidel Road (MP 11) - Southbound on	1	2,300	11,600	297	1,280	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	59.0%	25
Seidel Road (MP 11) - Northbound off	1	2,300	11,600	319	1,280	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	59.0%	25
I-4													
CR 532 (MP 58)													
CR 532 - Eastbound off	1	6,900	14,400	582	1,300	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	55.0%	45
CR 532 - Westbound on	1	6,100	14,400	560	1,300	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	55.0%	45
CR 532 - Eastbound on	1	14,000	14,400	1,291	1,300	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	55.0%	45
CR 532 - Westbound off	1	16,000	14,400	1,575	1,300	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	55.0%	45
SR 429 (MP 60)													
SR 429 - East to North Ramp	1	11,200	12,900	1,099	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	58.0%	45
SR 429 - South to West Ramp	1	14,600	12,900	1,575	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	58.0%	45
SR 429 - West to North Ramp	1	2,200	11,700	197	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	67.0%	45
SR 429 - South to East Ramp	1	3,800	11,700	589	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	67.0%	45
World Drive (MP 62)													
World Drive - I-4 Eastbound to SR 417 off	2	25,000	57,300	1,951	2,580	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Eastbound to World Drive off	1	2,800	14,300	273	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Eastbound to World Drive off (loop ramp)	1	6,700	14,100	499	1,270	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	25
World Drive - SR 417 Eastbound from World Drive on	1	3,300	14,300	377	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Eastbound CD Road	4	18,800	61,300	1,798	3,260	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Westbound CD Road	4	18,800	61,300	1,257	3,260	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Westbound to World Drive off	1	1,100	14,300	159	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Westbound to World Drive off (loop ramp)	1	1,800	14,100	128	1,270	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	25
World Drive - SR 417 Westbound from World Drive on	1	7,500	14,300	502	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Westbound to I-4 on	1	23,400	14,300	1,466	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45

Arterial Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Posted Speed (mph)
Sinclair Road													
SR 429 / Sinclair Road (MP 1) - East of SR 429	4	9,100	36,000	436	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	59.0%	45
SR 429 / Sinclair Road (MP 1) - West of SR 429	4	5,800	36,000	334	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	59.0%	45
US 192													
SR 429 / US 192 (MP 6) - East of SR 429	6	40,800	53,600	2,542	2,940	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	61.0%	45
SR 429 / US 192 (MP 6) - West of SR 429	6	44,200	53,600	2,856	2,940	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	61.0%	45
Western Way													
SR 429 / Western Way (MP 8) - East of SR 429	4	27,600	30,300	2,229	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	70.0%	45
SR 429 / Western Way (MP 8) - West of SR 429	4	16,200	30,300	1,026	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	70.0%	45
Seidel Road													
SR 429 / Seidel Road (MP 11) - East of SR 429	4	15,400	39,300	790	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	45
SR 429 / Seidel Road (MP 11) - West of SR 429	4	12,400	39,300	813	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	45
Traditional Boulevard	2	2,400	7,400	193	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.5%	73.0%	35
Old Lake Wilson Road													
North of I-4	2	21,400	13,600	1,006	620	2.49%	0.40%	1.97%	0.12%	0.12%	7.3%	63.0%	45
South of I-4	2	18,800	12,500	1,145	620	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	55.0%	45
Sand Hill Road	2	2,400	7,400	193	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.5%	73.0%	45
Canary Island Drive	2	2,400	7,400	193	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.5%	73.0%	35
Indian Creek Boulevard	2	2,400	7,400	193	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.5%	73.0%	25
Funie Steed Road													
Westside Boulevard to Formosa Gardens Boulevard	2	9,400	19,400	355	800	2.49%	0.40%	1.97%	0.12%	0.12%	8.1%	51.0%	35
Formosa Gardens Boulevard to Old Lake Wilson Road	2	4,600	12,400	202	530	2.49%	0.40%	1.97%	0.12%	0.12%	7.3%	59.0%	35
Irlo Bronson Memorial Highway	6	40,400	53,600	2,433	2,940	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	61.0%	45
Formosa Gardens Blvd/Connector Road													
US 192 to Funie Steed Road	4	12,000	27,900	751	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	35
Funie Steed Road to Livingstone Road	2	7,800	9,100	478	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	35
Livingstone Road to Sinclair Road	4	7,800	27,900	478	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	35
Celebration Boulevard	4	15,200	29,700	1,002	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.7%	66.0%	40
East Orange Lake Boulevard													
North of US 192	4	5,400	39,300	333	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	35
South of US 192	4	9,200	39,300	605	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	35
West Orange Lake Boulevard (North of US 192)	2	2,800	17,100	140	830	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	35
Hartzog Road (South of US 192)	4	7,600	27,900	348	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	40
Avalon Road (south of Seidel Road)	2	19,600	9,100	892	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	45
Osceola Polk Line Road													
West of I-4	4	25,800	27,900	1,142	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	45
East of I-5	2	29,400	12,100	1,302	830	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	45

Notes:

- (1) Mainline, ramp and arterial traffic volumes (Annual Average Daily Traffic (AADT) and Peak Hour Peak Direction) are based on the ongoing Western Beltway (SR 429) Widening from I-4 to Seidel Road PD&E study
- (2) Mainline and ramp Level of Service (LOS C) maximum service volumes are derived from the Highway Capacity Manual (HCM) 7th edition
- (3) Arterial LOS C maximum service volumes are obtained from FDOT 2020 Generalized Service Volume Tables and then adjusted to reflect field conditions.
- (4) Mainline and ramp vehicle classification factors are obtained from Telemetry Traffic Monitoring Site (TTMS) 75280000 while the Arterial factors are obtained from TTMS 92090000.
- (5) Mainline, ramp and arterial K and D factors are based on the ongoing Western Beltway (SR 429) Widening from I-4 to Seidel Road PD&E study
- (6) Posted speed obtained by field observation. Engineering judgement is used to estimate ramp speeds.
- (7) Traditional Boulevard, Sand Hill Road, Canary Island Drive, Indian Creek Boulevard, Funie Steed Road, Irlo Bronson Memorial Highway, Formosa Gardens Blvd, Celebration Blvd, Hartzog Road and Avalon Road AADTs were considered from Osceola County's 2020 Roadway Network Capacity Report. If data not available, similar facility AADTs were used.

Noise Analysis Traffic Data
Western Beltway (SR429) Widening from I-4 to Seidel Road [FPN: 446164-1]
No-Build (2050) Conditions

Mainline													
Mainline Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
SR 429													
SR 429 from North of I-4 to Sinclair Road (MP 1)	4	90,600	61,300	4,530	3,730	5.65%	1.74%	3.26%	0.66%	0.06%	10.5%	58.0%	70
SR 429 from Sinclair Road (MP 1) to US 192 (MP 6)	4	90,000	61,300	5,050	3,730	5.65%	1.74%	3.26%	0.66%	0.06%	10.5%	58.0%	70
SR 429 from US 192 (MP 6) to Western Way (MP 8)	4	100,800	61,300	6,080	3,730	5.65%	1.74%	3.26%	0.66%	0.06%	10.5%	58.0%	70
SR 429 from Western Way (MP 8) to Seidel Road (MP 11)	4	124,600	61,300	6,950	3,750	5.65%	1.74%	3.26%	0.66%	0.06%	10.6%	58.0%	70
SR 429 north of Seidel Road (MP 11)	4	113,000	61,300	6,220	3,750	5.65%	1.74%	3.26%	0.66%	0.06%	10.6%	58.0%	70
I-4													
I-4 from CR 532 to SR 429 (with ELs)	12	242,200	177,700	11,290	7,960	5.65%	1.74%	3.26%	0.66%	0.06%	8.0%	56.0%	65
I-4 from SR 429 to World Drive (with ELs)	12	196,800	177,700	10,120	7,960	5.65%	1.74%	3.26%	0.66%	0.06%	8.0%	56.0%	65
Ramps													
Ramp	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Operational Speed (mph)
SR 429													
Sinclair Road (MP 1)													
Sinclair Road (MP 1) - Southbound off	1	6,600	11,900	990	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	65.0%	45
Sinclair Road (MP 1) - Northbound on	1	6,600	11,900	990	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	65.0%	35
Sinclair Road (MP 1) - Southbound on	1	6,900	14,600	820	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	63.0%	40
Sinclair Road (MP 1) - Northbound off	1	6,900	14,600	820	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	63.0%	40
US 192 (MP 6)													
US 192 (MP 6) - Southbound off	1	13,700	13,100	1,820	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	53.0%	45
US 192 (MP 6) - Northbound on	1	13,700	13,100	1,820	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	53.0%	40
US 192 (MP 6) - Southbound on	2	8,300	52,400	960	2,620	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	56.0%	40
US 192 (MP 6) - Northbound off	1	8,300	13,100	960	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	56.0%	45
Western Way (MP 8)													
Western Way (MP 8) - Southbound off	1	17,200	11,800	2,450	1,300	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	66.0%	30
Western Way (MP 8) - Northbound on	1	17,200	12,000	3,010	1,320	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	66.0%	40
Western Way (MP 8) - Southbound on	1	5,300	10,200	1,530	1,320	5.65%	1.74%	3.26%	0.66%	0.06%	13.0%	62.0%	40
Western Way (MP 8) - Northbound off	1	5,300	10,200	850	1,320	5.65%	1.74%	3.26%	0.66%	0.06%	13.0%	62.0%	45
Seidel Road (MP 11)													
Seidel Road (MP 11) - Southbound on	1	5,800	11,600	730	1,280	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	59.0%	25
Seidel Road (MP 11) - Northbound off	1	5,800	11,600	730	1,280	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	59.0%	25
I-4													
CR 532 (MP 58)													
CR 532 - Eastbound off	1	13,900	14,400	1,070	1,300	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	55.0%	45
CR 532 - Westbound on	1	13,900	14,400	1,280	1,300	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	55.0%	45
CR 532 - Eastbound on	2	31,200	57,800	3,090	2,600	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	55.0%	45
CR 532 - Westbound off	2	31,200	57,800	3,020	2,600	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	55.0%	45
SR 429 (MP 60)													
SR 429 - East to North Ramp	1	34,000	12,900	2,820	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	58.0%	45
SR 429 - South to West Ramp	2	34,000	51,600	3,080	2,580	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	58.0%	45
SR 429 - West to North Ramp	1	11,300	11,700	1,160	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	67.0%	45
SR 429 - South to East Ramp	1	11,300	11,700	1,180	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	67.0%	45
World Drive (MP 62)													
World Drive - I-4 Eastbound to SR 417 off	2	34,600	57,300	4,150	2,580	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Eastbound to World Drive off	1	4,100	14,300	550	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Eastbound to World Drive off (loop ramp)	1	8,500	14,100	880	1,270	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Eastbound from World Drive on	1	7,300	14,300	740	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Eastbound CD Road	4	29,300	61,300	3,300	3,260	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Westbound CD Road	4	29,300	61,300	2,140	3,260	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Westbound to World Drive off	1	2,400	14,300	270	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Westbound to World Drive off (loop ramp)	1	2,100	14,100	190	1,270	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Westbound from World Drive on	1	9,000	14,300	860	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Westbound to I-4 on	2	34,600	57,300	2,550	2,580	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45

Arterial Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Posted Speed (mph)
SR 429 / Sinclair Road (MP 1)													
SR 429 / Sinclair Road (MP 1) - East of SR 429	4	16,600	36,000	870	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	59.0%	45
SR 429 / Sinclair Road (MP 1) - West of SR 429	4	21,400	36,000	1,280	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	59.0%	45
SR 429 / US 192 (MP 6)													
SR 429 / US 192 (MP 6) - East of SR 429	6	63,600	53,600	3,850	2,940	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	61.0%	45
SR 429 / US 192 (MP 6) - West of SR 429	6	76,400	53,600	4,590	2,940	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	61.0%	45
SR 429 / Western Way (MP 8)													
SR 429 / Western Way (MP 8) - East of SR 429	4	61,400	30,300	4,150	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	70.0%	45
SR 429 / Western Way (MP 8) - West of SR 429	4	41,400	30,300	2,150	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	70.0%	45
SR 429 / Seidel Road (MP 11)													
SR 429 / Seidel Road (MP 11) - East of SR 429	4	30,800	39,300	1,580	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	45
SR 429 / Seidel Road (MP 11) - West of SR 429	4	28,400	39,300	1,320	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	45
Traditional Boulevard	2	4,600	7,400	367	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.5%	73.0%	35
Old Lake Wilson Road													
North of I-4	2	40,700	13,600	1,911	620	2.49%	0.40%	1.97%	0.12%	0.12%	7.3%	63.0%	45
South of I-4	2	35,700	12,500	2,176	620	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	55.0%	45
Sand Hill Road	2	4,600	7,400	367	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.5%	73.0%	45
Canary Island Drive	2	4,600	7,400	367	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.5%	73.0%	35
Indian Creek Boulevard	2	4,600	7,400	367	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.5%	73.0%	25
Funie Steed Road													
Westside Boulevard to Formosa Gardens Boulevard	2	17,900	19,400	675	800	2.49%	0.40%	1.97%	0.12%	0.12%	8.1%	51.0%	35
Formosa Gardens Boulevard to Old Lake Wilson Road	2	8,700	12,400	384	530	2.49%	0.40%	1.97%	0.12%	0.12%	7.3%	59.0%	35
Irlu Bronson Memorial Highway													
Formosa Gardens Blvd/Connector Road	6	76,800	53,600	4,623	2,940	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	61.0%	45
US 192 to Funie Steed Road													
US 192 to Funie Steed Road	4	22,800	27,900	1,427	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	35
Funie Steed Road to Livingstone Road	2	14,800	9,100	908	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	35
Livingstone Road to Sinclair Road	4	14,800	27,900	908	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	35
Celebration Boulevard													
East Orange Lake Boulevard	4	28,900	29,700	1,904	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.7%	66.0%	40
North of US 192													
North of US 192	4	13,000	39,300	660	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	35
South of US 192													
South of US 192	4	16,800	39,300	960	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	35
West Orange Lake Boulevard													
North of US 192	2	7,600	17,100	360	830	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	35
South of US 192	2	15,200	17,100	850	830	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	35
Hartzog Road (South of US 192)													
Hartzog Road (South of US 192)	4	14,600	27,900	820	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	40
Avalon Road (south of Seidel Road)													
Avalon Road (south of Seidel Road)	4	38,400	27,900	1,960	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	45
Osceola Polk Line Road													
West of I-4	4	39,800	27,900	2,670	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	45
East of I-5	2	47,600	12,100	2,630	830	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	45

Notes:

- (1) Mainline, ramp and arterial traffic volumes (Annual Average Daily Traffic (AADT) and Peak Hour Peak Direction) are based on the ongoing Western Beltway (SR 429) Widening from I-4 to Seidel Road PD&E study
- (2) Mainline and ramp Level of Service (LOS C) maximum service volumes are derived from the Highway Capacity Manual (HCM) 7th edition
- (3) Arterial LOS C maximum service volumes are obtained from FDOT 2020 Generalized Service Volume Tables and then adjusted to reflect field conditions.
- (4) Mainline and ramp vehicle classification factors are obtained from Telemetry Traffic Monitoring Site (TTMS) 75280000 while the Arterial factors are obtained from TTMS 92090000.
- (5) Mainline, ramp and arterial K and D factors are based on the ongoing Western Beltway (SR 429) Widening from I-4 to Seidel Road PD&E study
- (6) Posted speed obtained by field observation. Engineering judgement is used to estimate ramp speeds.
- (7) Traditional Boulevard, Sand Hill Road, Canary Island Drive, Indian Creek Boulevard, Funie Steed Road, Irlu Bronson Memorial Highway, Formosa Gardens Blvd, Celebration Blvd, Hartzog Road and Avalon Road AADTs were considered from Osceola County's 2020 Roadway Network Capacity Report. If data not available, similar facility AADTs were used. Assumed 3% growth rate based on Travel Demand Model Report
- (8) I-4 improvements were considered from I-4 BTU

Noise Analysis Traffic Data
Western Beltway (SR429) Widening from I-4 to Seidel Road [FPN: 446164-1]

Build (2050) Conditions

Mainline													
Mainline Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
SR 429													
SR 429 from North of I-4 to Sinclair Road (MP 1)	8	99,400	119,000	5,470	7,250	5.65%	1.74%	3.26%	0.66%	0.06%	10.5%	58.0%	70
SR 429 from Sinclair Road (MP 1) to Livingstone Road	8	94,000	119,000	5,610	7,250	5.65%	1.74%	3.26%	0.66%	0.06%	10.5%	58.0%	70
SR 429 from Livingstone Road to US 192 (MP 6)	8	100,600	119,000	6,130	7,250	5.65%	1.74%	3.26%	0.66%	0.06%	10.5%	58.0%	70
SR 429 from US 192 (MP 6) to Western Way (MP 8)	8	106,000	119,000	6,770	7,250	5.65%	1.74%	3.26%	0.66%	0.06%	10.5%	58.0%	70
SR 429 from Western Way (MP 8) to Seidel Road (MP 11)	8	128,800	119,000	6,940	7,280	5.65%	1.74%	3.26%	0.66%	0.06%	10.6%	58.0%	70
SR 429 north of Seidel Road (MP 11)	8	116,400	119,000	6,150	7,280	5.65%	1.74%	3.26%	0.66%	0.06%	10.6%	58.0%	70
I-4													
I-4 from CR 532 to SR 429 (with ELs)	14	216,600	196,100	10,000	8,790	5.65%	1.74%	3.26%	0.66%	0.06%	8.0%	56.0%	65
I-4 from SR 429 to World Drive (with ELs)	14	204,800	196,100	10,710	8,790	5.65%	1.74%	3.26%	0.66%	0.06%	8.0%	56.0%	65
Ramps													
Ramp	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Operational Speed (mph)
SR 429													
Sinclair Road (MP 1)													
Sinclair Road (MP 1) - Southbound off	1	3,600	11,900	580	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	65.0%	45
Sinclair Road (MP 1) - Northbound on	1	3,600	11,900	580	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	65.0%	35
Sinclair Road (MP 1) - Southbound on	1	6,300	14,600	720	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	63.0%	40
Sinclair Road (MP 1) - Northbound off	2	6,300	58,200	720	2,620	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	63.0%	40
Livingstone Road (New Interchange)													
Livingstone Road - Southbound off	1	5,400	11,900	680	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	65.0%	45
Livingstone Road - Northbound on	1	5,400	11,900	650	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	65.0%	45
Livingstone Road - Southbound on	1	2,100	14,600	260	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	63.0%	45
Livingstone Road - Northbound off	1	2,100	14,600	260	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	63.0%	45
US 192 (MP 6)													
US 192 (MP 6) - Southbound off	2	10,400	52,400	1,380	2,620	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	53.0%	45
US 192 (MP 6) - Northbound on	1	10,400	13,100	1,380	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	53.0%	40
US 192 (MP 6) - Southbound on	2	7,700	52,400	880	2,620	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	56.0%	40
US 192 (MP 6) - Northbound off	1	7,700	13,100	880	1,310	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	56.0%	45
Western Way (MP 8)													
Western Way (MP 8) - Southbound off	2	17,200	47,300	2,450	2,600	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	66.0%	30
Western Way (MP 8) - Northbound on	2	17,200	48,000	3,010	2,640	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	66.0%	40
Western Way (MP 8) - Southbound on	1	5,800	10,200	1,660	1,320	5.65%	1.74%	3.26%	0.66%	0.06%	13.0%	62.0%	40
Western Way (MP 8) - Northbound off	2	5,800	40,600	920	2,640	5.65%	1.74%	3.26%	0.66%	0.06%	13.0%	62.0%	45
Seidel Road (MP 11)													
Seidel Road (MP 11) - Southbound on	1	6,200	11,600	790	1,280	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	59.0%	25
Seidel Road (MP 11) - Northbound off	1	6,200	11,600	790	1,280	5.65%	1.74%	3.26%	0.66%	0.06%	11.0%	59.0%	25
I-4													
CR 532 (MP 58)													
CR 532 - Eastbound off	1	12,400	14,400	880	1,300	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	55.0%	45
CR 532 - Westbound on	1	12,400	14,400	1,060	1,300	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	55.0%	45
CR 532 - Eastbound on	2	23,300	57,800	2,380	2,600	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	55.0%	45
CR 532 - Westbound off	2	23,300	57,800	2,270	2,600	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	55.0%	45
SR 429 (MP 60)													
SR 429 - East to North Ramp	2	29,600	51,600	2,690	2,580	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	58.0%	50
SR 429 - East to South Ramp	1	1,500	12,900	180	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	58.0%	50
SR 429 -North to West Ramp	1	1,500	12,900	180	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	58.0%	50
SR 429 -South to West Ramp	2	29,600	51,600	3,480	2,580	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	58.0%	50
SR 429 - West to North Ramp	2	11,300	51,600	920	2,580	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	58.0%	50
SR 429 - West to South Ramp	2	12,700	51,600	1,800	2,580	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	58.0%	50
SR 429 - South to East Ramp	1	11,300	12,900	1,800	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	58.0%	50
SR 429 - North to East Ramp	2	12,700	51,600	990	2,580	5.65%	1.74%	3.26%	0.66%	0.06%	10.0%	58.0%	50
World Drive (MP 62)													
World Drive - I-4 Eastbound to SR 417 off	3	36,000	129,000	4,380	3,870	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Eastbound to World Drive off	1	4,400	14,300	590	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Eastbound to World Drive off (loop ramp)	1	8,800	14,100	920	1,270	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Eastbound from World Drive on	1	7,300	14,300	740	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Eastbound CD Road	4	30,100	61,300	3,450	3,260	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Westbound CD Road	4	31,100	61,300	2,170	3,260	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Westbound to World Drive off	1	2,400	14,300	270	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Westbound to World Drive off (loop ramp)	1	2,100	14,100	190	1,270	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Westbound from World Drive on	1	9,400	14,300	880	1,290	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45
World Drive - SR 417 Westbound to I-4 on	3	36,000	129,000	2,600	3,870	5.65%	1.74%	3.26%	0.66%	0.06%	9.0%	59.0%	45

Arterial Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Posted Speed (mph)
SR 429 / Sinclair Road (MP 1)													
SR 429 / Sinclair Road (MP 1) - East of SR 429	4	16,400	36,000	680	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	59.0%	45
SR 429 / Sinclair Road (MP 1) - West of SR 429	4	21,000	36,000	1,210	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	59.0%	45
SR 429/Livingstone Road													
SR 429/Livingstone Road East	2	15,000	15,600	940	830	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	59.0%	35
SR 429 / US 192 (MP 6)													
SR 429 / US 192 (MP 6) - East of SR 429	6	63,800	53,600	3,550	2,940	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	61.0%	45
SR 429 / US 192 (MP 6) - West of SR 429	6	77,400	53,600	4,340	2,940	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	61.0%	45
SR 429 / Western Way (MP 8)													
SR 429 / Western Way (MP 8) - East of SR 429	4	62,200	30,300	4,220	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	70.0%	45
SR 429 / Western Way (MP 8) - West of SR 429	4	42,000	30,300	2,110	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	70.0%	45
SR 429 / Seidel Road (MP 11)													
SR 429 / Seidel Road (MP 11) - East of SR 429	4	31,200	39,300	1,600	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	45
SR 429 / Seidel Road (MP 11) - West of SR 429	4	29,200	39,300	1,360	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	45
Traditional Boulevard	2	4,600	7,400	367	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.5%	73.0%	35
Old Lake Wilson Road													
North of I-4	2	40,700	13,600	1,911	620	2.49%	0.40%	1.97%	0.12%	0.12%	7.3%	63.0%	45
South of I-4	2	35,700	12,500	2,176	620	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	55.0%	45
Sand Hill Road	2	4,600	7,400	367	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.5%	73.0%	45
Canary Island Drive	2	4,600	7,400	367	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.5%	73.0%	35
Indian Creek Boulevard	2	4,600	7,400	367	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.5%	73.0%	25
Funie Steed Road													
Westside Boulevard to Formosa Gardens Boulevard	2	17,900	19,400	675	800	2.49%	0.40%	1.97%	0.12%	0.12%	8.1%	51.0%	35
Formosa Gardens Boulevard to Old Lake Wilson Road	2	8,700	12,400	384	530	2.49%	0.40%	1.97%	0.12%	0.12%	7.3%	59.0%	35
Irlo Bronson Memorial Highway	6	76,800	53,600	4,623	2,940	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	61.0%	45
Formosa Gardens Blvd/Connector Road													
US 192 to Funie Steed Road	4	22,800	27,900	1,427	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	35
Funie Steed Road to Livingstone Road	2	14,800	9,100	908	620	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	35
Livingstone Road to Sinclair Road	4	14,800	27,900	908	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	35
Celebration Boulevard	4	28,900	29,700	1,904	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.7%	66.0%	40
East Orange Lake Boulevard													
North of US 192	4	13,000	39,300	660	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	35
South of US 192	4	16,800	39,300	1,060	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	35
West Orange Lake Boulevard													
North of US 192	2	7,600	17,100	360	830	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	35
South of US 192	2	13,600	17,100	770	830	2.49%	0.40%	1.97%	0.12%	0.12%	9.0%	54.0%	35
Hartzog Road (South of US 192)	4	15,000	27,900	820	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	40
Avalon Road (south of Seidel Road)	4	39,200	27,900	1,960	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	45
Osceola Polk Line Road													
West of I-4	4	34,600	27,900	2,220	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	45
East of I-5	4	36,400	27,900	1,940	1,910	2.49%	0.40%	1.97%	0.12%	0.12%	11.8%	58.0%	45

Notes:

- (1) Mainline, ramp and arterial traffic volumes (Annual Average Daily Traffic (AADT) and Peak Hour Peak Direction) are based on the ongoing Western Beltway (SR 429) Widening from I-4 to Seidel Road PD&E study
- (2) Mainline and ramp Level of Service (LOS C) maximum service volumes are derived from the Highway Capacity Manual (HCM) 7th edition
- (3) Arterial LOS C maximum service volumes are obtained from FDOT 2020 Generalized Service Volume Tables and then adjusted to reflect field conditions.
- (4) Mainline and ramp vehicle classification factors are obtained from Telemetry Traffic Monitoring Site (TTMS) 75280000 while the Arterial factors are obtained from TTMS 92090000.
- (5) Mainline, ramp and arterial K and D factors are based on the ongoing Western Beltway (SR 429) Widening from I-4 to Seidel Road PD&E study
- (6) Posted speed obtained by field observation. Engineering judgement is used to estimate ramp speeds.
- (7) Traditional Boulevard, Sand Hill Road, Canary Island Drive, Indian Creek Boulevard, Funie Steed Road, Irlo Bronson Memorial Highway, Formosa Gardens Blvd, Celebration Blvd, Hartzog Road and Avalon Road AADTs were considered from Osceola County's 2020 Roadway Network Capacity Report. If data not available, similar facility AADTs were used. Assumed 3% growth rate

PREDICTED NOISE LEVELS

DRAFT

SR 429 from I-4 to Seidel Road Traffic Noise Noise Level Results Table

Receiver Point	Noise Sensitive Area (NSA)	No. of Units ⁽¹⁾	NAC Category	NAC Criteria (dBA)	FDOT Criteria (dBA)	2022 Existing LAeq1h (dBA)	2050 No-Build LAeq1h (dBA)	2050 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded (Yes or No)	Subst. Increase >15dB(A) (Yes or No)	Description
SB01-001	SB01	2	B	67	66	61.4	62.6	64.3	2.9	No	No	
SB01-002	SB01	2	B	67	66	61.7	62.8	64.6	2.9	No	No	
SB01-003	SB01	1	B	67	66	59.3	60.9	62.0	2.7	No	No	
SB01-004	SB01	2	B	67	66	62.1	63.0	65.1	3.0	No	No	
SB01-005	SB01	2	B	67	66	59.6	60.2	62.7	3.1	No	No	
SB01-006	SB01	3	B	67	66	55.4	56.3	58.3	2.9	No	No	
SB01-007	SB01	3	B	67	66	55.0	55.7	58.0	3.0	No	No	
SB01-008	SB01	2	B	67	66	56.4	57.0	59.6	3.2	No	No	
SB01-009	SB01	1	B	67	66	56.7	57.2	59.6	2.9	No	No	
SB01-010B	SB01	1	B	67	66	58.5	59.0	62.0	3.5	No	No	
SB01-011	SB01	1	B	67	66	59.6	61.1	62.2	2.6	No	No	
SB01-012	SB01	2	B	67	66	59.6	60.5	62.9	3.3	No	No	
SB01-013	SB01	2	B	67	66	58.4	59.1	61.8	3.4	No	No	
SB01-014	SB01	2	B	67	66	56.4	57.2	59.6	3.2	No	No	
SB01-015	SB01	2	B	67	66	56.2	57.1	59.5	3.3	No	No	
SB01-016	SB01	2	B	67	66	57.9	59.2	60.8	2.9	No	No	
SB01-017	SB01	3	B	67	66	58.5	60.0	61.1	2.6	No	No	
SB01-018	SB01	5	B	67	66	60.5	62.0	63.0	2.5	No	No	
SB01-019	SB01	4	B	67	66	60.8	62.3	63.3	2.5	No	No	
SB01-020	SB01	4	B	67	66	61.7	63.2	64.1	2.4	No	No	
SB01-021	SB01	2	B	67	66	61.6	62.9	64.3	2.7	No	No	
SB01-022	SB01	2	B	67	66	61.5	62.4	64.6	3.1	No	No	
SB01-023	SB01	2	B	67	66	63.0	64.1	65.9	2.9	No	No	
SB01-024	SB01	4	B	67	66	60.7	61.6	63.7	3.0	No	No	
SB01-025	SB01	3	B	67	66	62.7	63.6	65.6	2.9	No	No	
SB01-026	SB01	2	B	67	66	63.1	64.2	65.8	2.7	No	No	
SB01-027	SB01	2	B	67	66	62.3	63.1	65.0	2.7	No	No	
SB01-028	SB01	2	B	67	66	58.6	59.3	61.4	2.8	No	No	
SB01-029	SB01	2	B	67	66	56.4	57.0	59.3	2.9	No	No	
SB01-030	SB01	4	B	67	66	54.3	55.2	57.6	3.3	No	No	
SB01-031	SB01	6	B	67	66	57.1	58.4	59.9	2.8	No	No	
SB01-032	SB01	6	B	67	66	57.9	59.1	60.7	2.8	No	No	
SB01-033	SB01	3	B	67	66	57.5	58.3	60.4	2.9	No	No	
SB01-034	SB01	3	B	67	66	59.5	60.3	62.6	3.1	No	No	
SB01-035	SB01	7	B	67	66	55.4	56.4	58.3	2.9	No	No	
SB01-036	SB01	7	B	67	66	54.7	55.7	57.5	2.8	No	No	
SB01-037	SB01	2	B	67	66	51.0	51.7	54.0	3.0	No	No	
SB02-001	SB02	S.U.	C	67	66	69.7	69.7	75.0	5.3	Yes	No	Special Use (S.U.): volleyball court
SB02-002	SB02	S.U.	C	67	66	66.2	66.2	72.0	5.8	Yes	No	Special Use (S.U.): dog park
SB02-003	SB02	S.U.	C	67	66	56.4	56.4	63.3	6.9	No	No	Special Use (S.U.): pool
SB02-004A	SB02	8	B	67	66	66.3	66.3	72.3	6.0	Yes	No	
SB02-004B	SB02	8	B	67	66	70.5	70.5	74.1	3.6	Yes	No	
SB02-004C	SB02	8	B	67	66	71.4	71.4	74.7	3.3	Yes	No	
SB02-005A	SB02	4	B	67	66	64.5	64.5	70.7	6.2	Yes	No	
SB02-005B	SB02	4	B	67	66	68.9	68.9	72.7	3.8	Yes	No	
SB02-005C	SB02	4	B	67	66	69.9	69.9	73.3	3.4	Yes	No	
SB02-006A	SB02	4	B	67	66	61.3	61.3	67.6	6.3	Yes	No	
SB02-006B	SB02	4	B	67	66	65.8	65.8	69.9	4.1	Yes	No	
SB02-006C	SB02	4	B	67	66	67.2	67.2	70.6	3.4	Yes	No	
SB02-007A	SB02	4	B	67	66	62.2	62.2	68.7	6.5	Yes	No	
SB02-007B	SB02	4	B	67	66	66.7	66.7	71.0	4.3	Yes	No	
SB02-007C	SB02	4	B	67	66	68.2	68.2	71.7	3.5	Yes	No	
SB02-008A	SB02	4	B	67	66	63.6	63.6	70.0	6.4	Yes	No	
SB02-008B	SB02	4	B	67	66	68.2	68.2	72.1	3.9	Yes	No	
SB02-008C	SB02	4	B	67	66	69.3	69.3	72.7	3.4	Yes	No	
SB02-009A	SB02	4	B	67	66	64.7	64.7	71.0	6.3	Yes	No	
SB02-009B	SB02	4	B	67	66	69.2	69.2	72.9	3.7	Yes	No	
SB02-009C	SB02	4	B	67	66	70.2	70.2	73.5	3.3	Yes	No	
SB02-010A	SB02	8	B	67	66	65.8	65.8	71.7	5.9	Yes	No	
SB02-010B	SB02	8	B	67	66	69.8	69.8	73.4	3.6	Yes	No	
SB02-010C	SB02	8	B	67	66	70.7	70.7	73.9	3.2	Yes	No	
SB02-011A	SB02	4	B	67	66	59.2	59.2	65.8	6.6	No	No	
SB02-011B	SB02	4	B	67	66	63.6	63.6	68.2	4.6	Yes	No	
SB02-011C	SB02	4	B	67	66	65.6	65.6	69.2	3.6	Yes	No	
SB02-012A	SB02	4	B	67	66	57.4	57.4	63.8	6.4	No	No	
SB02-012B	SB02	4	B	67	66	61.3	61.3	66.2	4.9	Yes	No	
SB02-012C	SB02	4	B	67	66	63.6	63.6	67.2	3.6	Yes	No	
SB02-013A	SB02	8	B	67	66	51.8	51.8	55.4	3.6	No	No	
SB02-013B	SB02	8	B	67	66	52.7	52.7	56.6	3.9	No	No	
SB02-013C	SB02	8	B	67	66	55.8	55.8	59.5	3.7	No	No	
SB02-014A	SB02	10	B	67	66	51.7	51.7	55.3	3.6	No	No	
SB02-014B	SB02	10	B	67	66	52.2	52.2	56.3	4.1	No	No	
SB02-014C	SB02	10	B	67	66	56.1	56.1	59.7	3.6	No	No	
SB02-015A	SB02	4	B	67	66	64.0	64.0	69.8	5.8	Yes	No	
SB02-015B	SB02	4	B	67	66	68.0	68.0	71.8	3.8	Yes	No	
SB02-015C	SB02	4	B	67	66	69.1	69.1	72.4	3.3	Yes	No	
SB02-016A	SB02	4	B	67	66	60.2	60.2	66.9	6.7	Yes	No	

SR 429 from I-4 to Seidel Road Traffic Noise Noise Level Results Table

Receiver Point	Noise Sensitive Area (NSA)	No. of Units ⁽¹⁾	NAC Category	NAC Criteria (dBA)	FDOT Criteria (dBA)	2022 Existing LAeq1h (dBA)	2050 No-Build LAeq1h (dBA)	2050 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded (Yes or No)	Subst. Increase >15dB(A) (Yes or No)	Description
SB02-016B	SB02	4	B	67	66	64.5	64.5	69.3	4.8	Yes	No	
SB02-016C	SB02	4	B	67	66	66.5	66.5	70.1	3.6	Yes	No	
SB02-017A	SB02	4	B	67	66	58.3	58.3	65.2	6.9	No	No	
SB02-017B	SB02	4	B	67	66	62.6	62.6	67.7	5.1	Yes	No	
SB02-017C	SB02	4	B	67	66	65.0	65.0	68.6	3.6	Yes	No	
SB02-018A	SB02	4	B	67	66	60.1	60.1	66.4	6.3	Yes	No	
SB02-018B	SB02	4	B	67	66	64.6	64.6	68.8	4.2	Yes	No	
SB02-018C	SB02	4	B	67	66	66.1	66.1	69.6	3.5	Yes	No	
SB02-019A	SB02	4	B	67	66	58.8	58.8	65.4	6.6	No	No	
SB02-019B	SB02	4	B	67	66	63.3	63.3	67.9	4.6	Yes	No	
SB02-019C	SB02	4	B	67	66	65.2	65.2	68.8	3.6	Yes	No	
SB02-020A	SB02	4	B	67	66	58.4	58.4	64.4	6.0	No	No	
SB02-020B	SB02	4	B	67	66	62.3	62.3	67.0	4.7	Yes	No	
SB02-020C	SB02	4	B	67	66	64.4	64.4	68.0	3.6	Yes	No	
SB02-021A	SB02	4	B	67	66	56.3	56.3	62.6	6.3	No	No	
SB02-021B	SB02	4	B	67	66	60.2	60.2	65.1	4.9	No	No	
SB02-021C	SB02	4	B	67	66	62.4	62.4	66.2	3.8	Yes	No	
SB02-022A	SB02	4	B	67	66	56.2	56.2	61.1	4.9	No	No	
SB02-022B	SB02	4	B	67	66	58.9	58.9	63.5	4.6	No	No	
SB02-022C	SB02	4	B	67	66	60.7	60.7	64.7	4.0	No	No	
SB02-023A	SB02	4	B	67	66	55.1	55.1	59.7	4.6	No	No	
SB02-023B	SB02	4	B	67	66	58.2	58.2	62.7	4.5	No	No	
SB02-023C	SB02	4	B	67	66	59.9	59.9	64.0	4.1	No	No	
SB02-024A	SB02	4	B	67	66	55.5	55.5	60.0	4.5	No	No	
SB02-024B	SB02	4	B	67	66	58.5	58.5	63.3	4.8	No	No	
SB02-024C	SB02	4	B	67	66	60.5	60.5	64.7	4.2	No	No	
SB02-025A	SB02	8	B	67	66	55.9	55.9	61.1	5.2	No	No	
SB02-025B	SB02	8	B	67	66	58.4	58.4	63.3	4.9	No	No	
SB02-025C	SB02	8	B	67	66	60.4	60.4	64.6	4.2	No	No	
SB02-026A	SB02	4	B	67	66	56.3	56.3	61.6	5.3	No	No	
SB02-026B	SB02	4	B	67	66	59.0	59.0	63.9	4.9	No	No	
SB02-026C	SB02	4	B	67	66	60.9	60.9	65.1	4.2	No	No	
SB02-027A	SB02	4	B	67	66	62.5	62.5	65.8	3.3	No	No	
SB02-027B	SB02	4	B	67	66	64.3	64.3	68.0	3.7	Yes	No	
SB02-027C	SB02	4	B	67	66	64.9	64.9	68.5	3.6	Yes	No	
SB02-028A	SB02	4	B	67	66	63.0	63.0	66.3	3.3	Yes	No	
SB02-028B	SB02	4	B	67	66	64.5	64.5	68.1	3.6	Yes	No	
SB02-028C	SB02	4	B	67	66	65.0	65.0	68.5	3.5	Yes	No	
SB02-029A	SB02	4	B	67	66	56.9	56.9	61.3	4.4	No	No	
SB02-029B	SB02	4	B	67	66	59.7	59.7	64.3	4.6	No	No	
SB02-029C	SB02	4	B	67	66	62.3	62.3	66.4	4.1	Yes	No	
SB02-030A	SB02	4	B	67	66	56.2	56.2	60.8	4.6	No	No	
SB02-030B	SB02	4	B	67	66	58.8	58.8	63.7	4.9	No	No	
SB02-030C	SB02	4	B	67	66	61.6	61.6	65.8	4.2	No	No	
SB03-001	SB03	S.U.	C	67	66	59.9	60.1	63.6	3.7	No	No	Special Use (S.U.): pool
SB03-002	SB03	S.U.	C	67	66	59.9	60.2	64.0	4.1	No	No	Special Use (S.U.): pool
SB03-003	SB03	S.U.	C	67	66	60.4	60.9	63.7	3.3	No	No	Special Use (S.U.): pool
SB03-004	SB03	S.U.	C	67	66	59.6	60.8	63.7	4.1	No	No	Special Use (S.U.): batting cages
SB03-005	SB03	S.U.	C	67	66	60.6	62.1	64.8	4.2	No	No	Special Use (S.U.): dog park
SB03-006	SB03	S.U.	E	72	71	59.0	60.4	63.4	4.4	No	No	Special Use (S.U.): Five Guys outdoor seating
SB04-001	SB04	S.U.	C	67	66	58.5	58.8	63.1	4.6	No	No	Special Use (S.U.): pool
SB04-002A	SB04	9	B	67	66	62.5	62.6	66.8	4.3	Yes	No	
SB04-002B	SB04	9	B	67	66	64.4	64.4	68.4	4.0	Yes	No	
SB04-002C	SB04	9	B	67	66	66.5	66.6	69.8	3.3	Yes	No	
SB04-002D	SB04	9	B	67	66	67.3	67.4	70.4	3.1	Yes	No	
SB04-003A	SB04	18	B	67	66	63.1	63.2	67.6	4.5	Yes	No	
SB04-003B	SB04	18	B	67	66	64.6	64.7	68.7	4.1	Yes	No	
SB04-003C	SB04	18	B	67	66	66.6	66.7	70.0	3.4	Yes	No	
SB04-003D	SB04	18	B	67	66	67.4	67.5	70.5	3.1	Yes	No	
SB04-004A	SB04	18	B	67	66	63.4	63.6	68.2	4.8	Yes	No	
SB04-004B	SB04	18	B	67	66	64.6	64.7	69.1	4.5	Yes	No	
SB04-004C	SB04	18	B	67	66	66.8	66.9	70.3	3.5	Yes	No	
SB04-004D	SB04	18	B	67	66	67.5	67.6	70.8	3.3	Yes	No	
SB04-005A	SB04	9	B	67	66	63.7	63.9	68.6	4.9	Yes	No	
SB04-005B	SB04	9	B	67	66	64.6	64.7	69.3	4.7	Yes	No	
SB04-005C	SB04	9	B	67	66	66.9	67.0	70.5	3.6	Yes	No	
SB04-005D	SB04	9	B	67	66	67.7	67.8	71.0	3.3	Yes	No	
SB04-006A	SB04	4	B	67	66	63.9	64.1	69.1	5.2	Yes	No	
SB04-006B	SB04	4	B	67	66	65.0	65.2	70.0	5.0	Yes	No	
SB04-006C	SB04	4	B	67	66	67.5	67.7	71.1	3.6	Yes	No	
SB04-006D	SB04	4	B	67	66	68.2	68.4	71.6	3.4	Yes	No	
SB04-007A	SB04	13	B	67	66	63.8	64.1	69.6	5.8	Yes	No	
SB04-007B	SB04	13	B	67	66	65.7	65.9	70.6	4.9	Yes	No	
SB04-007C	SB04	13	B	67	66	68.0	68.2	71.5	3.5	Yes	No	
SB04-007D	SB04	13	B	67	66	68.6	68.8	71.9	3.3	Yes	No	
SB04-008A	SB04	9	B	67	66	64.0	64.5	69.7	5.7	Yes	No	
SB04-008B	SB04	9	B	67	66	66.7	67.1	71.3	4.6	Yes	No	

SR 429 from I-4 to Seidel Road Traffic Noise Noise Level Results Table

Receiver Point	Noise Sensitive Area (NSA)	No. of Units ⁽¹⁾	NAC Category	NAC Criteria (dBA)	FDOT Criteria (dBA)	2022 Existing LAeq1h (dBA)	2050 No-Build LAeq1h (dBA)	2050 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded (Yes or No)	Subst. Increase >15dB(A) (Yes or No)	Description
SB04-008C	SB04	9	B	67	66	68.7	69.0	72.2	3.5	Yes	No	
SB04-008D	SB04	9	B	67	66	69.3	69.6	72.6	3.3	Yes	No	
SB04-009A	SB04	2	B	67	66	60.5	60.7	65.1	4.6	No	No	
SB04-009B	SB04	2	B	67	66	59.2	59.5	65.1	5.9	No	No	
SB04-009C	SB04	2	B	67	66	61.9	62.1	66.3	4.4	Yes	No	
SB04-009D	SB04	2	B	67	66	63.5	63.6	67.1	3.6	Yes	No	
SB04-010A	SB04	12	B	67	66	61.5	61.7	66.0	4.5	Yes	No	
SB04-010B	SB04	12	B	67	66	60.7	60.9	65.8	5.1	No	No	
SB04-010C	SB04	12	B	67	66	63.0	63.1	67.0	4.0	Yes	No	
SB04-010D	SB04	12	B	67	66	64.3	64.5	67.8	3.5	Yes	No	
SB04-011A	SB04	3	B	67	66	59.4	59.6	63.8	4.4	No	No	
SB04-011B	SB04	3	B	67	66	59.0	59.1	63.8	4.8	No	No	
SB04-011C	SB04	3	B	67	66	61.2	61.3	65.0	3.8	No	No	
SB04-011D	SB04	3	B	67	66	62.6	62.7	65.9	3.3	No	No	
SB04-012A	SB04	22	B	67	66	55.1	55.2	59.0	3.9	No	No	
SB04-012B	SB04	22	B	67	66	55.6	55.7	59.4	3.8	No	No	
SB04-012C	SB04	22	B	67	66	57.4	57.5	60.5	3.1	No	No	
SB04-012D	SB04	22	B	67	66	58.9	59.0	61.9	3.0	No	No	
SB04-013A	SB04	2	B	67	66	59.8	60.0	64.2	4.4	No	No	
SB04-013B	SB04	2	B	67	66	59.5	59.7	64.3	4.8	No	No	
SB04-013C	SB04	2	B	67	66	61.8	61.9	65.5	3.7	No	No	
SB04-013D	SB04	2	B	67	66	63.1	63.2	66.4	3.3	Yes	No	
SB04-014A	SB04	2	B	67	66	60.4	61.1	66.1	5.7	Yes	No	
SB04-014B	SB04	2	B	67	66	62.8	63.2	67.8	5.0	Yes	No	
SB04-014C	SB04	2	B	67	66	65.2	65.5	68.8	3.6	Yes	No	
SB04-014D	SB04	2	B	67	66	65.8	66.2	69.2	3.4	Yes	No	
SB04-015A	SB04	2	B	67	66	60.3	61.0	65.7	5.4	No	No	
SB04-015B	SB04	2	B	67	66	62.1	62.5	67.1	5.0	Yes	No	
SB04-015C	SB04	2	B	67	66	64.5	64.8	68.2	3.7	Yes	No	
SB04-015D	SB04	2	B	67	66	65.2	65.6	68.6	3.4	Yes	No	
SB04-016A	SB04	2	B	67	66	59.6	60.2	64.8	5.2	No	No	
SB04-016B	SB04	2	B	67	66	60.9	61.3	65.9	5.0	No	No	
SB04-016C	SB04	2	B	67	66	63.0	63.3	66.9	3.9	Yes	No	
SB04-016D	SB04	2	B	67	66	64.0	64.3	67.4	3.4	Yes	No	
SB04-017A	SB04	2	B	67	66	59.4	60.0	64.5	5.1	No	No	
SB04-017B	SB04	2	B	67	66	60.5	60.9	65.5	5.0	No	No	
SB04-017C	SB04	2	B	67	66	62.5	62.8	66.5	4.0	Yes	No	
SB04-017D	SB04	2	B	67	66	63.6	63.9	67.0	3.4	Yes	No	
SB04-018A	SB04	2	B	67	66	56.9	57.0	60.5	3.6	No	No	
SB04-018B	SB04	2	B	67	66	58.7	58.7	63.2	4.5	No	No	
SB04-018C	SB04	2	B	67	66	61.9	61.9	65.3	3.4	No	No	
SB04-018D	SB04	2	B	67	66	63.1	63.1	66.2	3.1	Yes	No	
SB04-019A	SB04	2	B	67	66	56.2	56.2	59.9	3.7	No	No	
SB04-019B	SB04	2	B	67	66	58.1	58.1	62.5	4.4	No	No	
SB04-019C	SB04	2	B	67	66	61.2	61.2	64.7	3.5	No	No	
SB04-019D	SB04	2	B	67	66	62.5	62.5	65.6	3.1	No	No	
SB04-020A	SB04	2	B	67	66	53.5	53.7	58.0	4.5	No	No	
SB04-020B	SB04	2	B	67	66	53.6	53.8	58.6	5.0	No	No	
SB04-020C	SB04	2	B	67	66	55.4	55.5	59.7	4.3	No	No	
SB04-020D	SB04	2	B	67	66	57.7	57.8	61.3	3.6	No	No	
SB04-021A	SB04	2	B	67	66	59.2	59.8	63.8	4.6	No	No	
SB04-021B	SB04	2	B	67	66	59.1	59.5	64.3	5.2	No	No	
SB04-021C	SB04	2	B	67	66	61.1	61.4	65.4	4.3	No	No	
SB04-021D	SB04	2	B	67	66	62.5	62.8	66.1	3.6	Yes	No	
SB04-022A	SB04	2	B	67	66	59.1	59.7	63.6	4.5	No	No	
SB04-022B	SB04	2	B	67	66	58.6	59.1	63.9	5.3	No	No	
SB04-022C	SB04	2	B	67	66	60.5	60.9	65.0	4.5	No	No	
SB04-022D	SB04	2	B	67	66	61.9	62.2	65.6	3.7	No	No	
SB04-023A	SB04	2	B	67	66	58.5	59.1	62.8	4.3	No	No	
SB04-023B	SB04	2	B	67	66	57.9	58.3	63.1	5.2	No	No	
SB04-023C	SB04	2	B	67	66	59.5	59.9	64.2	4.7	No	No	
SB04-023D	SB04	2	B	67	66	61.0	61.3	64.8	3.8	No	No	
SB05-001	SB05	S.U.	C	67	66	66.1	66.2	69.5	3.4	Yes	No	Special Use (S.U.): tennis court
SB05-002	SB05	S.U.	C	67	66	65.0	65.0	68.1	3.1	Yes	No	Special Use (S.U.): tennis court
SB05-003	SB05	S.U.	C	67	66	63.8	63.9	66.9	3.1	Yes	No	Special Use (S.U.): tennis court
SB05-004	SB05	S.U.	C	67	66	64.9	64.9	68.1	3.2	Yes	No	Special Use (S.U.): tennis court
SB05-005	SB05	S.U.	C	67	66	63.1	63.1	66.6	3.5	Yes	No	Special Use (S.U.): pool
SB05-006A	SB05	2	B	67	66	62.2	62.2	65.3	3.1	No	No	
SB05-006B	SB05	2	B	67	66	65.0	65.0	68.4	3.4	Yes	No	
SB05-006C	SB05	2	B	67	66	66.3	66.3	69.5	3.2	Yes	No	
SB05-007A	SB05	2	B	67	66	61.1	61.1	64.1	3.0	No	No	
SB05-007B	SB05	2	B	67	66	64.3	64.3	67.6	3.3	Yes	No	
SB05-007C	SB05	2	B	67	66	66.1	66.1	69.2	3.1	Yes	No	
SB05-008A	SB05	3	B	67	66	60.8	60.8	64.0	3.2	No	No	
SB05-008B	SB05	3	B	67	66	63.3	63.3	67.0	3.7	Yes	No	
SB05-008C	SB05	3	B	67	66	64.6	64.6	67.9	3.3	Yes	No	
SB05-009A	SB05	3	B	67	66	58.7	58.7	61.7	3.0	No	No	

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Receiver Point	Noise Sensitive Area (NSA)	No. of Units ⁽¹⁾	NAC Category	NAC Criteria (dBA)	FDOT Criteria (dBA)	2022 Existing LAeq1h (dBA)	2050 No-Build LAeq1h (dBA)	2050 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded (Yes or No)	Subst. Increase >15dB(A) (Yes or No)	Description
SB05-009B	SB05	3	B	67	66	62.2	62.2	65.2	3.0	No	No	
SB05-009C	SB05	3	B	67	66	64.2	64.2	67.1	2.9	Yes	No	
SB05-010A	SB05	4	B	67	66	63.3	63.3	66.3	3.0	Yes	No	
SB05-010B	SB05	2	B	67	66	66.1	66.1	69.3	3.2	Yes	No	
SB05-011A	SB05	8	B	67	66	62.8	62.8	65.8	3.0	No	No	
SB05-011B	SB05	4	B	67	66	66.0	66.0	68.9	2.9	Yes	No	
SB05-012A	SB05	8	B	67	66	63.8	63.8	67.0	3.2	Yes	No	
SB05-012B	SB05	4	B	67	66	67.2	67.2	69.9	2.7	Yes	No	
SB05-013A	SB05	4	B	67	66	63.6	63.6	66.7	3.1	Yes	No	
SB05-013B	SB05	2	B	67	66	67.4	67.4	70.2	2.8	Yes	No	
SB05-014A	SB05	8	B	67	66	64.7	64.7	67.8	3.1	Yes	No	
SB05-014B	SB05	4	B	67	66	67.4	67.5	70.7	3.3	Yes	No	
SB05-015A	SB05	6	B	67	66	64.3	64.4	68.0	3.7	Yes	No	
SB05-015B	SB05	3	B	67	66	67.3	67.4	70.8	3.5	Yes	No	
SB05-016A	SB05	2	B	67	66	64.0	64.0	67.2	3.2	Yes	No	
SB05-016B	SB05	1	B	67	66	66.8	66.8	70.3	3.5	Yes	No	
SB05-017A	SB05	4	B	67	66	61.7	61.8	65.1	3.4	No	No	
SB05-017B	SB05	2	B	67	66	64.6	64.6	68.3	3.7	Yes	No	
SB05-018A	SB05	2	B	67	66	59.1	59.2	62.6	3.5	No	No	
SB05-018B	SB05	1	B	67	66	61.7	61.7	65.4	3.7	No	No	
SB05-019A	SB05	4	B	67	66	58.6	58.6	62.3	3.7	No	No	
SB05-019B	SB05	2	B	67	66	62.7	62.8	66.3	3.6	Yes	No	
SB05-020A	SB05	2	B	67	66	58.5	58.5	61.9	3.4	No	No	
SB05-020B	SB05	1	B	67	66	62.4	62.5	66.1	3.7	Yes	No	
SB05-021A	SB05	4	B	67	66	59.7	59.7	63.1	3.4	No	No	
SB05-021B	SB05	2	B	67	66	64.4	64.4	67.9	3.5	Yes	No	
SB05-022A	SB05	4	B	67	66	57.7	57.7	60.2	2.5	No	No	
SB05-022B	SB05	2	B	67	66	61.1	61.2	65.0	3.9	No	No	
SB05-023A	SB05	4	B	67	66	60.5	60.5	65.4	4.9	No	No	
SB05-023B	SB05	2	B	67	66	62.6	62.6	67.7	5.1	Yes	No	
SB05-024GC	SB05	S.U.	C	67	66	62.5	62.5	66.5	4.0	Yes	No	Special Use (S.U.): golf course
SB05-025GC	SB05	S.U.	C	67	66	60.7	60.7	65.3	4.6	No	No	Special Use (S.U.): golf course
SB05-026GC	SB05	S.U.	C	67	66	56.7	56.8	59.9	3.2	No	No	Special Use (S.U.): golf course
SB05-027GC	SB05	S.U.	C	67	66	57.0	57.0	60.2	3.2	No	No	Special Use (S.U.): golf course
SB05-028GC	SB05	S.U.	C	67	66	57.2	57.3	60.4	3.2	No	No	Special Use (S.U.): golf course
SB05-029GC	SB05	S.U.	C	67	66	55.7	55.8	59.1	3.4	No	No	Special Use (S.U.): golf course
SB06-001	SB06	S.U.	C	67	66	67.5	67.7	70.0	2.5	Yes	No	Special Use (S.U.): tennis court
SB06-002	SB06	S.U.	C	67	66	65.0	65.1	67.7	2.7	Yes	No	Special Use (S.U.): tennis court
SB06-003	SB06	S.U.	C	67	66	59.8	59.8	62.9	3.1	No	No	Special Use (S.U.): pool
SB06-004	SB06	S.U.	C	67	66	58.9	58.9	61.9	3.0	No	No	Special Use (S.U.): pool
SB06-005B	SB06	2	B	67	66	69.6	69.6	70.9	1.3	Yes	No	
SB06-006B	SB06	2	B	67	66	67.1	67.1	70.9	3.8	Yes	No	
SB06-007B	SB06	3	B	67	66	68.0	68.0	69.9	1.9	Yes	No	
SB06-008B	SB06	3	B	67	66	66.9	66.9	68.5	1.6	Yes	No	
SB06-009B	SB06	2	B	67	66	67.3	67.3	71.6	4.3	Yes	No	
SB06-010B	SB06	2	B	67	66	66.0	66.0	68.7	2.7	Yes	No	
SB06-011	SB06	6	B	67	66	64.6	64.6	66.6	2.0	Yes	No	
SB06-012B	SB06	3	B	67	66	67.7	67.7	71.8	4.1	Yes	No	
SB06-013B	SB06	3	B	67	66	64.1	64.1	68.5	4.4	Yes	No	
SB06-014B	SB06	2	B	67	66	64.3	64.3	67.7	3.4	Yes	No	
SB06-015B	SB06	4	B	67	66	63.3	63.3	66.5	3.2	Yes	No	
SB06-016B	SB06	4	B	67	66	63.3	63.3	66.5	3.2	Yes	No	
SB06-017B	SB06	3	B	67	66	67.6	67.6	71.2	3.6	Yes	No	
SB06-018B	SB06	3	B	67	66	63.3	63.3	67.5	4.2	Yes	No	
SB06-019B	SB06	3	B	67	66	67.4	67.4	71.0	3.6	Yes	No	
SB06-020B	SB06	3	B	67	66	63.3	63.3	67.4	4.1	Yes	No	
SB06-021B	SB06	3	B	67	66	68.9	69.0	70.9	2.0	Yes	No	
SB06-022B	SB06	3	B	67	66	66.5	66.6	69.6	3.1	Yes	No	
SB06-023B	SB06	4	B	67	66	66.1	66.2	68.6	2.5	Yes	No	
SB06-024B	SB06	4	B	67	66	64.1	64.2	67.4	3.3	Yes	No	
SB06-025B	SB06	3	B	67	66	64.6	64.6	67.6	3.0	Yes	No	
SB06-026B	SB06	3	B	67	66	59.6	59.6	63.1	3.5	No	No	
SB06-027B	SB06	2	B	67	66	64.6	64.6	67.9	3.3	Yes	No	
SB06-028B	SB06	2	B	67	66	62.1	62.1	65.4	3.3	No	No	
SB06-029B	SB06	6	B	67	66	61.5	61.5	64.8	3.3	No	No	
SB06-030	SB06	4	B	67	66	61.1	61.1	62.3	1.2	No	No	
SB06-031	SB06	4	B	67	66	59.6	59.6	60.9	1.3	No	No	
SB06-032	SB06	6	B	67	66	59.3	59.3	61.3	2.0	No	No	
SB06-033	SB06	6	B	67	66	57.6	57.6	59.3	1.7	No	No	
SB06-034	SB06	4	B	67	66	58.3	58.4	60.5	2.2	No	No	
SB06-035	SB06	4	B	67	66	58.5	58.6	60.9	2.4	No	No	
SB06-036	SB06	6	B	67	66	58.1	58.2	60.6	2.5	No	No	
SB06-037B	SB06	6	B	67	66	62.0	62.0	64.7	2.7	No	No	
SB06-038B	SB06	4	B	67	66	61.2	61.2	64.4	3.2	No	No	
SB06-039B	SB06	6	B	67	66	62.6	62.6	65.6	3.0	No	No	
SB06-040B	SB06	3	B	67	66	62.6	62.7	65.9	3.3	No	No	
SB06-041B	SB06	3	B	67	66	62.2	62.3	65.3	3.1	No	No	

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Receiver Point	Noise Sensitive Area (NSA)	No. of Units ⁽¹⁾	NAC Category	NAC Criteria (dBA)	FDOT Criteria (dBA)	2022 Existing LAeq1h (dBA)	2050 No-Build LAeq1h (dBA)	2050 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded (Yes or No)	Subst. Increase >15dB(A) (Yes or No)	Description
SB06-042B	SB06	3	B	67	66	61.1	61.2	64.1	3.0	No	No	
SB06-043B	SB06	3	B	67	66	60.7	60.8	63.7	3.0	No	No	
SB07-001	SB07	2	B	67	66	55.9	55.9	62.6	6.7	No	No	
SB07-002	SB07	2	B	67	66	53.9	53.9	59.6	5.7	No	No	
SB07-003	SB07	2	B	67	66	54.8	54.8	60.7	5.9	No	No	
SB07-004	SB07	2	B	67	66	56.6	56.6	62.0	5.4	No	No	
SB07-005	SB07	2	B	67	66	59.0	59.0	63.4	4.4	No	No	
SB07-006	SB07	2	B	67	66	60.4	60.4	64.2	3.8	No	No	
SB07-007	SB07	3	B	67	66	64.4	64.4	68.2	3.8	Yes	No	
SB07-008	SB07	2	B	67	66	62.7	62.7	67.2	4.5	Yes	No	
SB07-009	SB07	2	B	67	66	58.4	58.4	63.0	4.6	No	No	
SB07-010	SB07	3	B	67	66	55.5	55.6	59.8	4.3	No	No	
SB07-011	SB07	2	B	67	66	54.4	54.6	58.5	4.1	No	No	
SB07-012	SB07	2	B	67	66	55.7	55.7	59.4	3.7	No	No	
SB07-013	SB07	2	B	67	66	54.6	54.6	58.4	3.8	No	No	
SB07-014	SB07	1	B	67	66	56.3	56.3	60.6	4.3	No	No	
SB07-015	SB07	1	B	67	66	60.2	60.2	64.8	4.6	No	No	
SB07-016	SB07	2	B	67	66	62.7	62.7	66.8	4.1	Yes	No	
SB07-017	SB07	4	B	67	66	65.2	65.2	69.2	4.0	Yes	No	
SB07-018	SB07	3	B	67	66	64.9	64.9	68.6	3.7	Yes	No	
SB07-019	SB07	2	B	67	66	62.2	62.3	66.5	4.3	Yes	No	
SB07-020	SB07	2	B	67	66	59.1	59.4	64.1	5.0	No	No	
SB07-021	SB07	2	B	67	66	57.4	57.7	62.2	4.8	No	No	
SB07-022	SB07	2	B	67	66	56.9	57.4	61.3	4.4	No	No	
SB07-023	SB07	2	B	67	66	54.8	54.9	58.4	3.6	No	No	
SB07-024	SB07	4	B	67	66	55.8	55.8	59.2	3.4	No	No	
SB07-025	SB07	1	B	67	66	55.5	55.6	59.0	3.5	No	No	
SB07-026	SB07	2	B	67	66	53.9	54.1	57.6	3.7	No	No	
SB07-027	SB07	S.U.	C	67	66	65.2	65.4	69.1	3.9	Yes	No	Special Use (S.U.): bench
SB07-028	SB07	S.U.	C	67	66	63.0	63.1	66.6	3.6	Yes	No	Special Use (S.U.): trail
SB07-029	SB07	S.U.	C	67	66	64.3	64.5	67.9	3.6	Yes	No	Special Use (S.U.): trail
SB07-030	SB07	S.U.	C	67	66	67.3	67.3	70.3	3.0	Yes	No	Special Use (S.U.): bench
SB07-031	SB07	S.U.	C	67	66	64.8	64.9	69.0	4.2	Yes	No	Special Use (S.U.): trail
SB07-032	SB07	S.U.	C	67	66	63.0	63.0	63.4	0.4	No	No	Special Use (S.U.): bench
SB07-033	SB07	S.U.	C	67	66	65.1	65.1	64.7	-0.4	No	No	Special Use (S.U.): trail
SB07-034	SB07	S.U.	C	67	66	74.2	74.2	69.1	-5.1	Yes	No	Special Use (S.U.): bench
SB07-035	SB07	S.U.	C	67	66	60.1	60.1	63.8	3.7	No	No	Special Use (S.U.): trail
SB07-036	SB07	S.U.	C	67	66	68.0	68.2	72.9	4.9	Yes	No	Special Use (S.U.): trail
SB07-037	SB07	2	B	67	66	62.5	62.6	66.8	4.3	Yes	No	
SB07-038	SB07	3	B	67	66	63.5	63.6	67.6	4.1	Yes	No	
SB07-039	SB07	3	B	67	66	64.1	64.2	68.2	4.1	Yes	No	
SB07-040	SB07	2	B	67	66	64.2	64.4	68.2	4.0	Yes	No	
SB07-041	SB07	2	B	67	66	65.9	66.3	70.8	4.9	Yes	No	
SB07-042	SB07	5	B	67	66	64.6	64.6	68.0	3.4	Yes	No	
SB07-043	SB07	5	B	67	66	65.0	65.0	68.4	3.4	Yes	No	
SB07-044	SB07	5	B	67	66	65.4	65.4	68.3	2.9	Yes	No	
SB07-045	SB07	3	B	67	66	65.7	65.7	68.0	2.3	Yes	No	
SB07-046	SB07	1	B	67	66	64.5	64.5	66.6	2.1	Yes	No	
SB07-047	SB07	1	B	67	66	63.2	63.2	65.4	2.2	No	No	
SB07-048	SB07	2	B	67	66	60.7	60.7	63.0	2.3	No	No	
SB07-049	SB07	2	B	67	66	57.4	57.4	59.9	2.5	No	No	
SB07-050	SB07	4	B	67	66	58.0	58.0	60.9	2.9	No	No	
SB07-051	SB07	6	B	67	66	58.0	58.1	61.4	3.4	No	No	
SB07-052	SB07	2	B	67	66	56.2	56.6	60.2	4.0	No	No	
SB07-053	SB07	2	B	67	66	58.0	58.1	62.3	4.3	No	No	
SB07-054	SB07	2	B	67	66	57.6	57.7	61.3	3.7	No	No	
SB07-055	SB07	2	B	67	66	57.4	57.5	61.4	4.0	No	No	
SB08-001B	SB08	1	B	67	66	74.0	74.1	78.1	4.1	Yes	No	
SB08-002	SB08	1	B	67	66	67.8	67.9	73.7	5.9	Yes	No	
SB08-003	SB08	1	B	67	66	63.4	63.5	69.3	5.9	Yes	No	
SB09-001	SB09	S.U.	C	67	66	57.2	60.9	59.6	2.4	No	No	Special Use (S.U.): pool
SB09-002	SB09	S.U.	C	67	66	58.1	60.6	61.3	3.2	No	No	Special Use (S.U.): pool
SB09-003A	SB09	2	B	67	66	60.1	64.7	62.2	2.1	No	No	
SB09-003B	SB09	2	B	67	66	62.9	67.3	65.1	2.2	No	No	
SB09-003C	SB09	2	B	67	66	64.0	67.9	66.7	2.7	Yes	No	
SB09-004A	SB09	2	B	67	66	60.0	64.3	62.1	2.1	No	No	
SB09-004B	SB09	2	B	67	66	62.6	67.1	65.6	3.0	No	No	
SB09-004C	SB09	2	B	67	66	63.9	67.8	67.1	3.2	Yes	No	
SB09-005A	SB09	4	B	67	66	56.0	57.2	60.3	4.3	No	No	
SB09-005B	SB09	4	B	67	66	59.2	60.5	63.5	4.3	No	No	
SB09-005C	SB09	4	B	67	66	61.7	62.8	66.0	4.3	Yes	No	
SB09-006A	SB09	4	B	67	66	55.4	57.0	59.8	4.4	No	No	
SB09-006B	SB09	4	B	67	66	58.6	60.4	62.9	4.3	No	No	
SB09-006C	SB09	4	B	67	66	60.7	62.4	65.2	4.5	No	No	
SB09-007A	SB09	2	B	67	66	55.0	56.9	59.2	4.2	No	No	
SB09-007B	SB09	2	B	67	66	58.0	60.3	62.2	4.2	No	No	
SB09-007C	SB09	2	B	67	66	60.0	62.1	64.5	4.5	No	No	

SR 429 from I-4 to Seidel Road Traffic Noise Noise Level Results Table

Receiver Point	Noise Sensitive Area (NSA)	No. of Units ⁽¹⁾	NAC Category	NAC Criteria (dBA)	FDOT Criteria (dBA)	2022 Existing LAeq1h (dBA)	2050 No-Build LAeq1h (dBA)	2050 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded (Yes or No)	Subst. Increase >15dB(A) (Yes or No)	Description
SB09-008A	SB09	2	B	67	66	55.1	57.2	59.0	3.9	No	No	
SB09-008B	SB09	2	B	67	66	58.0	60.6	61.9	3.9	No	No	
SB09-008C	SB09	2	B	67	66	59.9	62.4	64.3	4.4	No	No	
SB09-009A	SB09	4	B	67	66	55.6	58.1	59.1	3.5	No	No	
SB09-009B	SB09	4	B	67	66	58.0	61.3	61.7	3.7	No	No	
SB09-009C	SB09	4	B	67	66	60.1	63.2	64.1	4.0	No	No	
SB09-010A	SB09	4	B	67	66	57.7	61.5	59.0	1.3	No	No	
SB09-010B	SB09	4	B	67	66	60.2	64.9	61.8	1.6	No	No	
SB09-010C	SB09	4	B	67	66	61.7	66.0	63.8	2.1	No	No	
SB09-011A	SB09	4	B	67	66	59.4	64.0	58.6	-0.8	No	No	
SB09-011B	SB09	4	B	67	66	62.2	67.5	61.4	-0.8	No	No	
SB09-011C	SB09	4	B	67	66	62.8	67.7	63.4	0.6	No	No	
SB09-012A	SB09	4	B	67	66	60.2	64.7	58.1	-2.1	No	No	
SB09-012B	SB09	4	B	67	66	62.2	67.6	60.8	-1.4	No	No	
SB09-012C	SB09	4	B	67	66	62.7	67.7	62.7	0.0	No	No	
SB10-001B	SB10	1	B	67	66	52.2	53.5	59.0	6.8	No	No	
SB10-002	SB10	1	B	67	66	50.2	51.5	56.0	5.8	No	No	
SB10-003B	SB10	2	B	67	66	53.1	54.3	59.6	6.5	No	No	
SB10-004	SB10	1	B	67	66	51.1	52.2	56.8	5.7	No	No	
SB10-005B	SB10	2	B	67	66	53.9	54.9	60.1	6.2	No	No	
SB10-006B	SB10	2	B	67	66	54.6	55.4	60.6	6.0	No	No	
SB10-007B	SB10	1	B	67	66	56.3	56.9	62.0	5.7	No	No	
SB10-008B	SB10	1	B	67	66	57.6	58.1	63.3	5.7	No	No	
SB10-009B	SB10	2	B	67	66	58.5	58.8	64.1	5.6	No	No	
SB10-010B	SB10	2	B	67	66	59.2	59.5	64.7	5.5	No	No	
SB10-011B	SB10	2	B	67	66	59.0	59.2	64.4	5.4	No	No	
SB10-012	SB10	1	B	67	66	54.9	55.2	60.7	5.8	No	No	
NB01-001B	NB01	1	B	67	66	67.7	67.9	70.9	3.2	Yes	No	
NB01-002	NB01	3	B	67	66	65.1	65.2	67.8	2.7	Yes	No	
NB01-003B	NB01	1	B	67	66	68.3	68.3	71.0	2.7	Yes	No	
NB01-004	NB01	3	B	67	66	64.3	64.3	66.9	2.6	Yes	No	
NB01-005B	NB01	2	B	67	66	70.3	70.3	73.0	2.7	Yes	No	
NB01-006	NB01	2	B	67	66	66.2	66.2	69.0	2.8	Yes	No	
NB01-007B	NB01	1	B	67	66	71.7	71.7	74.8	3.1	Yes	No	
NB01-008	NB01	2	B	67	66	68.9	68.9	72.8	3.9	Yes	No	
NB01-009B	NB01	1	B	67	66	71.7	71.7	74.9	3.2	Yes	No	
NB01-010	NB01	3	B	67	66	68.0	68.0	71.8	3.8	Yes	No	
NB01-011B	NB01	1	B	67	66	71.1	71.2	74.5	3.4	Yes	No	
NB01-012	NB01	6	B	67	66	62.2	62.2	66.4	4.2	Yes	No	
NB01-013B	NB01	1	B	67	66	69.3	69.3	73.0	3.7	Yes	No	
NB01-014	NB01	1	B	67	66	61.3	61.3	65.5	4.2	No	No	
NB01-015B	NB01	1	B	67	66	64.2	64.2	68.0	3.8	Yes	No	
NB01-016	NB01	1	B	67	66	58.8	58.8	62.8	4.0	No	No	
NB01-017B	NB01	2	B	67	66	62.0	62.0	65.6	3.6	No	No	
NB01-018	NB01	1	B	67	66	59.6	59.6	63.5	3.9	No	No	
NB01-019B	NB01	2	B	67	66	61.3	61.3	64.9	3.6	No	No	
NB01-020B	NB01	2	B	67	66	60.2	60.2	64.0	3.8	No	No	
NB01-021B	NB01	2	B	67	66	65.9	66.2	68.8	2.9	Yes	No	
NB01-022	NB01	3	B	67	66	61.3	61.6	64.3	3.0	No	No	
NB01-023B	NB01	1	B	67	66	66.6	66.7	69.2	2.6	Yes	No	
NB01-024	NB01	4	B	67	66	58.9	59.0	61.9	3.0	No	No	
NB01-025B	NB01	2	B	67	66	65.9	65.9	69.2	3.3	Yes	No	
NB01-026	NB01	3	B	67	66	59.2	59.2	62.6	3.4	No	No	
NB01-027	NB01	1	B	67	66	57.3	57.3	61.2	3.9	No	No	
NB01-028B	NB01	3	B	67	66	64.3	64.6	67.1	2.8	Yes	No	
NB01-029	NB01	3	B	67	66	60.3	60.5	63.1	2.8	No	No	
NB01-030	NB01	2	B	67	66	59.9	60.0	62.6	2.7	No	No	
NB01-031B	NB01	1	B	67	66	62.7	62.9	65.7	3.0	No	No	
NB01-032	NB01	1	B	67	66	59.3	59.5	62.1	2.8	No	No	
NB01-033B	NB01	2	B	67	66	62.9	63.0	65.8	2.9	No	No	
NB01-034B	NB01	2	B	67	66	63.7	63.8	66.4	2.7	Yes	No	
NB01-035	NB01	1	B	67	66	60.1	60.2	62.7	2.6	No	No	
NB01-036B	NB01	3	B	67	66	65.5	65.5	68.1	2.6	Yes	No	
NB01-037	NB01	3	B	67	66	60.4	60.4	63.6	3.2	No	No	
NB01-038	NB01	4	B	67	66	60.1	60.1	63.7	3.6	No	No	
NB01-039	NB01	2	B	67	66	58.3	58.3	61.8	3.5	No	No	
NB01-040	NB01	1	B	67	66	57.4	57.4	60.8	3.4	No	No	
NB01-041	NB01	S.U.	C	67	66	65.7	65.7	69.2	3.5	Yes	No	Special Use (S.U.): dog park
NB02-0015F	NB02	S.U.	C	67	66	67.1	67.1	73.0	5.9	Yes	No	Special Use (S.U.): soccer field
NB02-0025F	NB02	S.U.	C	67	66	70.5	70.5	75.8	5.3	Yes	No	Special Use (S.U.): soccer field
NB02-0035F	NB02	S.U.	C	67	66	67.5	67.6	73.6	6.1	Yes	No	Special Use (S.U.): soccer field
NB02-0045F	NB02	S.U.	C	67	66	69.9	70.0	75.4	5.5	Yes	No	Special Use (S.U.): soccer field
NB02-0055F	NB02	S.U.	C	67	66	67.6	67.6	73.4	5.8	Yes	No	Special Use (S.U.): soccer field
NB02-0065F	NB02	S.U.	C	67	66	63.4	63.5	69.7	6.3	Yes	No	Special Use (S.U.): soccer field
NB02-007	NB02	S.U.	C	67	66	61.3	61.4	68.0	6.7	Yes	No	Special Use (S.U.): stadium stands W
NB02-008	NB02	S.U.	C	67	66	62.0	62.1	68.6	6.6	Yes	No	Special Use (S.U.): track and football
NB02-009	NB02	S.U.	C	67	66	59.9	60.0	66.2	6.3	Yes	No	Special Use (S.U.): track and football

SR 429 from I-4 to Seidel Road Traffic Noise Noise Level Results Table

Receiver Point	Noise Sensitive Area (NSA)	No. of Units ⁽¹⁾	NAC Category	NAC Criteria (dBA)	FDOT Criteria (dBA)	2022 Existing LAeq1h (dBA)	2050 No-Build LAeq1h (dBA)	2050 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded (Yes or No)	Subst. Increase >15dB(A) (Yes or No)	Description
NB02-010	NB02	S.U.	C	67	66	57.1	57.2	63.3	6.2	No	No	Special Use (S.U.): track and football
NB02-011	NB02	S.U.	C	67	66	59.0	59.1	65.6	6.6	No	No	Special Use (S.U.): track and football
NB02-012	NB02	S.U.	C	67	66	57.4	57.5	63.8	6.4	No	No	Special Use (S.U.): stadium stands W
NB03-001GC	NB03	S.U.	C	67	66	68.1	68.6	70.1	2.0	Yes	No	Special Use (S.U.): golf course
NB03-002GC	NB03	S.U.	C	67	66	68.0	68.3	73.1	5.1	Yes	No	Special Use (S.U.): golf course
NB03-003GC	NB03	S.U.	C	67	66	71.2	71.3	75.5	4.3	Yes	No	Special Use (S.U.): golf course
NB03-004GC	NB03	S.U.	C	67	66	68.8	69.1	74.4	5.6	Yes	No	Special Use (S.U.): golf course
NB03-005GC	NB03	S.U.	C	67	66	71.4	71.7	76.2	4.8	Yes	No	Special Use (S.U.): golf course
NB03-006GC	NB03	S.U.	C	67	66	69.8	70.0	72.9	3.1	Yes	No	Special Use (S.U.): golf course
NB03-007GC	NB03	S.U.	C	67	66	68.1	68.6	70.6	2.5	Yes	No	Special Use (S.U.): golf course
NB03-008GC	NB03	S.U.	C	67	66	65.6	65.9	68.7	3.1	Yes	No	Special Use (S.U.): golf course
NB03-009GC	NB03	S.U.	C	67	66	63.0	63.4	66.6	3.6	Yes	No	Special Use (S.U.): golf course
NB03-010GC	NB03	S.U.	C	67	66	60.6	60.8	64.6	4.0	No	No	Special Use (S.U.): golf course
NB03-011GC	NB03	S.U.	C	67	66	61.9	62.2	66.3	4.4	Yes	No	Special Use (S.U.): golf course
NB03-012GC	NB03	S.U.	C	67	66	59.2	59.3	63.8	4.6	No	No	Special Use (S.U.): golf course
NB03-013GC	NB03	S.U.	C	67	66	61.6	61.9	66.5	4.9	Yes	No	Special Use (S.U.): golf course
NB03-014GC	NB03	S.U.	C	67	66	57.8	58.3	63.8	6.0	No	No	Special Use (S.U.): golf course
NB03-015	NB03	S.U.	C	67	66	60.1	61.2	66.6	6.5	Yes	No	Special Use (S.U.): pool
NB03-016GC	NB03	S.U.	C	67	66	58.5	59.0	64.2	5.7	No	No	Special Use (S.U.): golf course
NB03-017GC	NB03	S.U.	C	67	66	59.8	60.3	65.2	5.4	No	No	Special Use (S.U.): golf course
NB03-018GC	NB03	S.U.	C	67	66	64.1	64.1	66.6	2.5	Yes	No	Special Use (S.U.): golf course
NB03-019GC	NB03	S.U.	C	67	66	59.7	59.7	62.3	2.6	No	No	Special Use (S.U.): golf course
NB04-001	NB04	S.U.	C	67	66	68.9	69.4	73.7	4.8	Yes	No	Special Use (S.U.): playground
NB04-002GC	NB04	S.U.	C	67	66	64.3	65.2	71.6	7.3	Yes	No	Special Use (S.U.): golf course
NB04-003GC	NB04	S.U.	C	67	66	67.1	67.2	73.9	6.8	Yes	No	Special Use (S.U.): golf course
NB04-004GC	NB04	S.U.	C	67	66	65.2	65.4	72.1	6.9	Yes	No	Special Use (S.U.): golf course
NB04-005GC	NB04	S.U.	C	67	66	67.9	68.0	71.7	3.8	Yes	No	Special Use (S.U.): golf course
NB04-006GC	NB04	S.U.	C	67	66	65.3	66.3	69.3	4.0	Yes	No	Special Use (S.U.): golf course
NB04-007GC	NB04	S.U.	C	67	66	61.9	62.4	68.1	6.2	Yes	No	Special Use (S.U.): golf course
NB04-008GC	NB04	S.U.	C	67	66	61.7	64.0	68.7	7.0	Yes	No	Special Use (S.U.): golf course
NB04-009GC	NB04	S.U.	C	67	66	61.2	62.3	67.1	5.9	Yes	No	Special Use (S.U.): golf course
NB04-010GC	NB04	S.U.	C	67	66	61.6	62.2	66.5	4.9	Yes	No	Special Use (S.U.): golf course
NB04-011	NB04	S.U.	C	67	66	62.1	62.3	65.6	3.5	No	No	Special Use (S.U.): pool deck
NB04-012	NB04	S.U.	C	67	66	60.4	60.6	64.2	3.8	No	No	Special Use (S.U.): pool deck
NB04-013	NB04	S.U.	C	67	66	60.5	60.7	63.7	3.2	No	No	Special Use (S.U.): pool
NB05-001	NB05	S.U.	E	72	71	62.6	62.9	65.0	2.4	No	No	Special Use (S.U.): restaurant outdoor seating
NB05-002	NB05	S.U.	E	72	71	66.9	67.4	69.1	2.2	Yes	No	Special Use (S.U.): restaurant outdoor seating
NB05-003	NB05	S.U.	E	72	71	67.5	68.5	69.7	2.2	Yes	No	Special Use (S.U.): restaurant outdoor seating
NB05-004	NB05	S.U.	E	72	71	63.2	63.6	65.7	2.5	No	No	Special Use (S.U.): restaurant outdoor seating
NB06-001A	NB06	6	B	67	66	66.9	67.0	68.9	2.0	Yes	No	
NB06-001B	NB06	6	B	67	66	68.5	68.6	70.7	2.2	Yes	No	
NB06-001C	NB06	6	B	67	66	70.7	70.8	73.7	3.0	Yes	No	
NB06-002A	NB06	6	B	67	66	66.2	66.2	67.9	1.7	Yes	No	
NB06-002B	NB06	6	B	67	66	68.4	68.4	70.5	2.1	Yes	No	
NB06-002C	NB06	6	B	67	66	70.4	70.5	74.1	3.7	Yes	No	
NB06-003A	NB06	6	B	67	66	65.7	65.7	67.9	2.2	Yes	No	
NB06-003B	NB06	6	B	67	66	68.2	68.2	70.7	2.5	Yes	No	
NB06-003C	NB06	6	B	67	66	70.6	70.6	74.3	3.7	Yes	No	
NB06-004A	NB06	8	B	67	66	64.6	64.6	67.6	3.0	Yes	No	
NB06-004B	NB06	8	B	67	66	67.4	67.5	70.9	3.5	Yes	No	
NB06-004C	NB06	8	B	67	66	72.6	72.6	74.8	2.2	Yes	No	
NB06-005A	NB06	8	B	67	66	65.4	65.4	68.4	3.0	Yes	No	
NB06-005B	NB06	8	B	67	66	68.3	68.3	72.4	4.1	Yes	No	
NB06-005C	NB06	8	B	67	66	74.7	74.7	77.6	2.9	Yes	No	
NB06-006A	NB06	8	B	67	66	68.6	68.6	73.0	4.4	Yes	No	
NB06-006B	NB06	8	B	67	66	72.6	72.7	76.3	3.7	Yes	No	
NB06-006C	NB06	8	B	67	66	73.8	73.9	77.0	3.2	Yes	No	
NB06-007A	NB06	6	B	67	66	64.2	64.4	66.4	2.2	Yes	No	
NB06-007B	NB06	6	B	67	66	65.3	65.5	67.7	2.4	Yes	No	
NB06-007C	NB06	6	B	67	66	67.0	67.3	69.9	2.9	Yes	No	
NB06-008A	NB06	6	B	67	66	60.0	60.0	61.0	1.0	No	No	
NB06-008B	NB06	6	B	67	66	62.4	62.4	63.9	1.5	No	No	
NB06-008C	NB06	6	B	67	66	66.0	66.0	67.6	1.6	Yes	No	
NB06-009A	NB06	6	B	67	66	59.7	59.7	61.2	1.5	No	No	
NB06-009B	NB06	6	B	67	66	62.1	62.1	64.0	1.9	No	No	
NB06-009C	NB06	6	B	67	66	65.6	65.7	67.6	2.0	Yes	No	
NB06-010A	NB06	6	B	67	66	59.4	59.5	61.6	2.2	No	No	
NB06-010B	NB06	6	B	67	66	62.2	62.2	65.6	3.4	No	No	
NB06-010C	NB06	6	B	67	66	65.7	65.8	68.7	3.0	Yes	No	
NB06-011A	NB06	8	B	67	66	62.0	62.1	65.7	3.7	No	No	
NB06-011B	NB06	8	B	67	66	66.5	66.6	69.4	2.9	Yes	No	
NB06-011C	NB06	8	B	67	66	69.0	69.1	72.8	3.8	Yes	No	
NB06-012A	NB06	6	B	67	66	64.4	64.4	67.7	3.3	Yes	No	
NB06-012B	NB06	6	B	67	66	69.3	69.3	72.2	2.9	Yes	No	
NB06-012C	NB06	6	B	67	66	71.1	71.1	74.7	3.6	Yes	No	
NB06-013A	NB06	6	B	67	66	64.6	64.7	68.4	3.8	Yes	No	
NB06-013B	NB06	6	B	67	66	69.6	69.7	73.6	4.0	Yes	No	

SR 429 from I-4 to Seidel Road Traffic Noise Noise Level Results Table

Receiver Point	Noise Sensitive Area (NSA)	No. of Units ⁽¹⁾	NAC Category	NAC Criteria (dBA)	FDOT Criteria (dBA)	2022 Existing LAeq1h (dBA)	2050 No-Build LAeq1h (dBA)	2050 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded (Yes or No)	Subst. Increase >15dB(A) (Yes or No)	Description
NB06-013C	NB06	6	B	67	66	70.9	71.0	74.5	3.6	Yes	No	
NB06-014A	NB06	8	B	67	66	63.0	63.0	66.0	3.0	Yes	No	
NB06-014B	NB06	8	B	67	66	67.0	67.1	71.1	4.1	Yes	No	
NB06-014C	NB06	8	B	67	66	68.3	68.4	71.9	3.6	Yes	No	
NB06-015A	NB06	6	B	67	66	59.4	59.5	64.6	5.2	No	No	
NB06-015B	NB06	6	B	67	66	64.0	64.0	68.5	4.5	Yes	No	
NB06-015C	NB06	6	B	67	66	65.7	65.8	69.4	3.7	Yes	No	
NB06-016A	NB06	6	B	67	66	59.5	59.5	61.9	2.4	No	No	
NB06-016B	NB06	6	B	67	66	64.1	64.1	66.1	2.0	Yes	No	
NB06-016C	NB06	6	B	67	66	65.9	65.9	69.7	3.8	Yes	No	
NB06-017A	NB06	6	B	67	66	62.1	62.8	65.0	2.9	No	No	
NB06-017B	NB06	6	B	67	66	63.8	64.7	67.0	3.2	Yes	No	
NB06-017C	NB06	6	B	67	66	65.3	66.0	68.4	3.1	Yes	No	
NB06-018A	NB06	4	B	67	66	57.9	58.0	60.4	2.5	No	No	
NB06-018B	NB06	4	B	67	66	60.0	60.1	63.6	3.6	No	No	
NB06-018C	NB06	4	B	67	66	63.5	63.5	66.5	3.0	Yes	No	
NB06-019A	NB06	6	B	67	66	56.2	56.2	58.9	2.7	No	No	
NB06-019B	NB06	6	B	67	66	58.7	58.8	62.0	3.3	No	No	
NB06-019C	NB06	6	B	67	66	62.6	62.6	65.6	3.0	No	No	
NB06-020A	NB06	4	B	67	66	56.4	56.4	59.4	3.0	No	No	
NB06-020B	NB06	4	B	67	66	59.0	59.1	62.3	3.3	No	No	
NB06-020C	NB06	4	B	67	66	62.9	63.0	66.2	3.3	Yes	No	
NB06-021A	NB06	8	B	67	66	57.9	58.0	61.2	3.3	No	No	
NB06-021B	NB06	8	B	67	66	61.9	62.0	65.2	3.3	No	No	
NB06-021C	NB06	8	B	67	66	64.5	64.6	68.4	3.9	Yes	No	
NB06-022A	NB06	8	B	67	66	59.3	59.4	62.0	2.7	No	No	
NB06-022B	NB06	8	B	67	66	61.5	61.6	66.6	5.1	Yes	No	
NB06-022C	NB06	8	B	67	66	64.1	64.2	67.8	3.7	Yes	No	
NB06-023A	NB06	2	B	67	66	60.9	61.8	63.7	2.8	No	No	
NB06-023B	NB06	2	B	67	66	62.5	63.7	65.7	3.2	No	No	
NB06-023C	NB06	2	B	67	66	63.9	64.8	66.9	3.0	Yes	No	
NB06-024A	NB06	6	B	67	66	55.0	55.3	57.9	2.9	No	No	
NB06-024B	NB06	6	B	67	66	57.7	58.0	61.1	3.4	No	No	
NB06-024C	NB06	6	B	67	66	60.8	61.0	64.2	3.4	No	No	
NB06-025A	NB06	2	B	67	66	54.7	54.8	57.8	3.1	No	No	
NB06-025B	NB06	2	B	67	66	57.0	57.2	60.5	3.5	No	No	
NB06-025C	NB06	2	B	67	66	60.2	60.3	63.4	3.2	No	No	
NB06-026A	NB06	4	B	67	66	54.0	54.1	56.9	2.9	No	No	
NB06-026B	NB06	4	B	67	66	56.5	56.5	59.5	3.0	No	No	
NB06-026C	NB06	4	B	67	66	60.3	60.3	63.6	3.3	No	No	
NB06-027A	NB06	6	B	67	66	55.4	55.4	58.5	3.1	No	No	
NB06-027B	NB06	6	B	67	66	57.6	57.6	60.7	3.1	No	No	
NB06-027C	NB06	6	B	67	66	61.0	61.1	64.9	3.9	No	No	
NB06-028A	NB06	6	B	67	66	56.0	56.1	59.2	3.2	No	No	
NB06-028B	NB06	6	B	67	66	59.6	59.7	62.7	3.1	No	No	
NB06-028C	NB06	6	B	67	66	61.5	61.6	65.5	4.0	No	No	
NB06-029A	NB06	8	B	67	66	56.1	56.2	59.4	3.3	No	No	
NB06-029B	NB06	8	B	67	66	57.9	58.0	63.3	5.4	No	No	
NB06-029C	NB06	8	B	67	66	60.6	60.7	64.8	4.2	No	No	
NB06-030A	NB06	2	B	67	66	59.7	60.8	62.7	3.0	No	No	
NB06-030B	NB06	2	B	67	66	61.5	62.7	64.6	3.1	No	No	
NB06-030C	NB06	2	B	67	66	62.7	63.8	65.8	3.1	No	No	
NB06-031A	NB06	12	B	67	66	52.0	52.7	55.3	3.3	No	No	
NB06-031B	NB06	12	B	67	66	54.4	55.5	58.4	4.0	No	No	
NB06-031C	NB06	12	B	67	66	56.9	57.8	60.9	4.0	No	No	
NB06-032A	NB06	6	B	67	66	54.2	54.3	57.1	2.9	No	No	
NB06-032B	NB06	6	B	67	66	56.3	56.6	59.7	3.4	No	No	
NB06-032C	NB06	6	B	67	66	59.4	59.6	62.8	3.4	No	No	
NB06-033A	NB06	4	B	67	66	55.1	55.2	58.4	3.3	No	No	
NB06-033B	NB06	4	B	67	66	56.5	56.5	59.6	3.1	No	No	
NB06-033C	NB06	4	B	67	66	59.2	59.2	63.1	3.9	No	No	
NB06-034A	NB06	6	B	67	66	54.1	54.2	58.0	3.9	No	No	
NB06-034B	NB06	6	B	67	66	57.9	58.0	61.3	3.4	No	No	
NB06-034C	NB06	6	B	67	66	59.3	59.4	63.6	4.3	No	No	
NB06-035A	NB06	8	B	67	66	55.5	55.6	58.7	3.2	No	No	
NB06-035B	NB06	8	B	67	66	56.8	56.9	62.2	5.4	No	No	
NB06-035C	NB06	8	B	67	66	59.3	59.4	63.8	4.5	No	No	
NB06-036A	NB06	4	B	67	66	61.7	61.8	67.4	5.7	Yes	No	
NB06-036B	NB06	4	B	67	66	69.4	69.5	73.5	4.1	Yes	No	
NB06-036C	NB06	4	B	67	66	72.8	72.9	76.2	3.4	Yes	No	
NB06-037A	NB06	8	B	67	66	60.4	60.6	65.7	5.3	No	No	
NB06-037B	NB06	8	B	67	66	70.1	70.2	74.1	4.0	Yes	No	
NB06-037C	NB06	8	B	67	66	72.9	73.0	76.1	3.2	Yes	No	
NB06-038A	NB06	4	B	67	66	60.3	60.5	65.1	4.8	No	No	
NB06-038B	NB06	4	B	67	66	71.2	71.3	74.8	3.6	Yes	No	
NB06-038C	NB06	4	B	67	66	72.8	72.9	76.0	3.2	Yes	No	
NB06-039A	NB06	6	B	67	66	59.1	59.3	64.4	5.3	No	No	

SR 429 from I-4 to Seidel Road Traffic Noise Noise Level Results Table

Receiver Point	Noise Sensitive Area (NSA)	No. of Units ⁽¹⁾	NAC Category	NAC Criteria (dBA)	FDOT Criteria (dBA)	2022 Existing LAeq1h (dBA)	2050 No-Build LAeq1h (dBA)	2050 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded (Yes or No)	Subst. Increase >15dB(A) (Yes or No)	Description
NB06-039B	NB06	6	B	67	66	68.3	68.4	72.0	3.7	Yes	No	
NB06-039C	NB06	6	B	67	66	71.2	71.3	74.6	3.4	Yes	No	
NB06-040A	NB06	6	B	67	66	58.4	58.7	63.7	5.3	No	No	
NB06-040B	NB06	6	B	67	66	68.4	68.5	72.4	4.0	Yes	No	
NB06-040C	NB06	6	B	67	66	70.7	70.8	74.2	3.5	Yes	No	
NB06-041A	NB06	4	B	67	66	60.5	60.8	65.2	4.7	No	No	
NB06-041B	NB06	4	B	67	66	71.5	71.6	75.3	3.8	Yes	No	
NB06-041C	NB06	4	B	67	66	72.6	72.8	76.0	3.4	Yes	No	
NB06-042A	NB06	4	B	67	66	60.7	61.0	65.3	4.6	No	No	
NB06-042B	NB06	4	B	67	66	71.1	71.3	75.1	4.0	Yes	No	
NB06-042C	NB06	4	B	67	66	72.3	72.5	75.7	3.4	Yes	No	
NB06-043A	NB06	4	B	67	66	61.5	61.8	66.0	4.5	Yes	No	
NB06-043B	NB06	4	B	67	66	69.4	69.6	73.6	4.2	Yes	No	
NB06-043C	NB06	4	B	67	66	70.9	71.1	74.4	3.5	Yes	No	
NB06-044A	NB06	4	B	67	66	60.3	60.4	66.6	6.3	Yes	No	
NB06-044B	NB06	4	B	67	66	65.2	65.3	69.2	4.0	Yes	No	
NB06-044C	NB06	4	B	67	66	67.9	67.9	71.6	3.7	Yes	No	
NB06-045A	NB06	6	B	67	66	55.4	55.6	60.7	5.3	No	No	
NB06-045B	NB06	6	B	67	66	63.0	63.2	67.5	4.5	Yes	No	
NB06-045C	NB06	6	B	67	66	67.2	67.3	70.8	3.6	Yes	No	
NB06-046A	NB06	6	B	67	66	54.1	54.3	58.9	4.8	No	No	
NB06-046B	NB06	6	B	67	66	61.2	61.4	65.3	4.1	No	No	
NB06-046C	NB06	6	B	67	66	66.5	66.6	70.1	3.6	Yes	No	
NB06-047A	NB06	4	B	67	66	60.8	61.0	65.9	5.1	No	No	
NB06-047B	NB06	4	B	67	66	66.4	66.5	70.7	4.3	Yes	No	
NB06-047C	NB06	4	B	67	66	67.8	68.1	71.4	3.6	Yes	No	
NB06-048A	NB06	4	B	67	66	59.3	59.4	65.9	6.6	No	No	
NB06-048B	NB06	4	B	67	66	63.6	63.7	68.0	4.4	Yes	No	
NB06-048C	NB06	4	B	67	66	65.4	65.5	69.2	3.8	Yes	No	
NB06-049A	NB06	8	B	67	66	53.0	53.2	56.4	3.4	No	No	
NB06-049B	NB06	8	B	67	66	54.4	54.5	57.8	3.4	No	No	
NB06-049C	NB06	8	B	67	66	56.2	56.4	59.5	3.3	No	No	
NB06-050A	NB06	8	B	67	66	52.3	52.5	55.6	3.3	No	No	
NB06-050B	NB06	8	B	67	66	53.5	53.7	56.8	3.3	No	No	
NB06-050C	NB06	8	B	67	66	55.4	55.6	58.7	3.3	No	No	
NB06-051	NB06	S.U.	C	67	66	52.1	52.3	56.8	4.7	No	No	Special Use (S.U.): pool
NB06-052	NB06	S.U.	C	67	66	52.0	52.2	55.2	3.2	No	No	Special Use (S.U.): volleyball court
NB06-053	NB06	S.U.	C	67	66	51.5	51.7	54.7	3.2	No	No	Special Use (S.U.): basketball court
NB06-054A	NB06	4	B	67	66	58.9	59.1	64.5	5.6	No	No	
NB06-054B	NB06	4	B	67	66	63.4	63.5	68.2	4.8	Yes	No	
NB06-054C	NB06	4	B	67	66	65.2	65.4	68.9	3.7	Yes	No	
NB06-055A	NB06	4	B	67	66	55.9	56.1	62.1	6.2	No	No	
NB06-055B	NB06	4	B	67	66	60.5	60.7	65.8	5.3	No	No	
NB06-055C	NB06	4	B	67	66	63.0	63.2	66.8	3.8	Yes	No	
NB07-001	NB07	2	B	67	66	65.8	65.8	71.3	5.5	Yes	No	
NB07-002	NB07	2	B	67	66	71.2	71.2	75.3	4.1	Yes	No	
NB07-003	NB07	2	B	67	66	73.2	73.2	77.0	3.8	Yes	No	
NB07-004	NB07	1	B	67	66	75.4	75.4	79.1	3.7	Yes	No	
NB07-005	NB07	1	B	67	66	71.6	71.6	76.5	4.9	Yes	No	
NB07-006	NB07	1	B	67	66	71.1	71.1	75.9	4.8	Yes	No	
NB07-007	NB07	1	B	67	66	64.2	64.3	67.3	3.1	Yes	No	
NB07-008	NB07	4	B	67	66	66.3	66.3	68.8	2.5	Yes	No	
NB07-009	NB07	3	B	67	66	66.7	66.7	69.0	2.3	Yes	No	
NB07-010	NB07	1	B	67	66	70.0	70.2	71.7	1.7	Yes	No	
NB07-011	NB07	3	B	67	66	62.6	62.6	67.7	5.1	Yes	No	
NB07-012	NB07	2	B	67	66	61.9	61.9	64.7	2.8	No	No	
NB07-013	NB07	3	B	67	66	63.8	63.8	66.8	3.0	Yes	No	
NB07-014	NB07	2	B	67	66	68.3	68.3	73.4	5.1	Yes	No	
NB07-015	NB07	2	B	67	66	65.7	65.7	68.4	2.7	Yes	No	
NB07-016	NB07	3	B	67	66	62.8	62.8	66.2	3.4	Yes	No	
NB07-017	NB07	2	B	67	66	62.3	62.3	65.3	3.0	No	No	
NB07-018	NB07	4	B	67	66	60.4	60.4	63.6	3.2	No	No	
NB07-019	NB07	2	B	67	66	63.6	63.6	66.3	2.7	Yes	No	
NB07-020	NB07	2	B	67	66	67.2	67.4	69.7	2.5	Yes	No	
NB07-021	NB07	3	B	67	66	65.8	66.1	68.4	2.6	Yes	No	
NB07-022	NB07	3	B	67	66	63.3	63.9	66.0	2.7	Yes	No	
NB07-023	NB07	3	B	67	66	64.2	64.2	66.6	2.4	Yes	No	
NB07-024	NB07	3	B	67	66	62.1	62.1	64.8	2.7	No	No	
NB07-025	NB07	2	B	67	66	60.0	60.1	62.9	2.9	No	No	
NB07-026	NB07	3	B	67	66	60.0	60.0	63.3	3.3	No	No	
NB07-027	NB07	3	B	67	66	59.5	59.6	62.9	3.4	No	No	
NB07-028	NB07	3	B	67	66	58.1	58.2	61.7	3.6	No	No	
NB07-029	NB07	2	B	67	66	57.5	57.6	61.1	3.6	No	No	
NB07-030	NB07	3	B	67	66	60.8	60.8	65.5	4.7	No	No	
NB07-031	NB07	3	B	67	66	60.2	60.2	64.3	4.1	No	No	
NB07-032	NB07	6	B	67	66	61.1	61.1	64.4	3.3	No	No	
NB07-033	NB07	3	B	67	66	61.2	61.2	64.3	3.1	No	No	

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Receiver Point	Noise Sensitive Area (NSA)	No. of Units ⁽¹⁾	NAC Category	NAC Criteria (dBA)	FDOT Criteria (dBA)	2022 Existing LAeq1h (dBA)	2050 No-Build LAeq1h (dBA)	2050 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded (Yes or No)	Subst. Increase >15dB(A) (Yes or No)	Description
NB07-034	NB07	2	B	67	66	62.0	62.1	65.1	3.1	No	No	
NB07-035	NB07	2	B	67	66	63.4	63.4	66.3	2.9	Yes	No	
NB07-036	NB07	2	B	67	66	63.6	63.7	66.6	3.0	Yes	No	
NB07-037	NB07	2	B	67	66	63.5	63.6	66.5	3.0	Yes	No	
NB08-001	NB08	2	B	67	66	70.7	70.7	74.1	3.4	Yes	No	
NB08-002	NB08	6	B	67	66	70.2	70.2	73.8	3.6	Yes	No	
NB08-003	NB08	4	B	67	66	70.2	70.2	73.6	3.4	Yes	No	
NB08-004	NB08	1	B	67	66	70.1	70.2	73.4	3.3	Yes	No	
NB08-005	NB08	1	B	67	66	68.8	69.0	72.8	4.0	Yes	No	
NB08-006	NB08	1	B	67	66	71.0	71.1	74.3	3.3	Yes	No	
NB08-007	NB08	2	B	67	66	70.4	70.5	73.7	3.3	Yes	No	
NB08-008	NB08	4	B	67	66	68.1	68.1	71.8	3.7	Yes	No	
NB08-009	NB08	6	B	67	66	67.5	67.5	72.0	4.5	Yes	No	
NB08-010	NB08	2	B	67	66	67.7	67.7	72.7	5.0	Yes	No	
NB08-011	NB08	1	B	67	66	66.4	66.4	72.0	5.6	Yes	No	
NB08-012	NB08	1	B	67	66	64.6	64.6	70.3	5.7	Yes	No	
NB08-013	NB08	2	B	67	66	64.1	64.1	70.2	6.1	Yes	No	
NB08-014	NB08	2	B	67	66	62.0	62.0	68.6	6.6	Yes	No	
NB08-015	NB08	2	B	67	66	60.4	60.5	67.5	7.1	Yes	No	
NB08-016	NB08	2	B	67	66	65.1	65.5	67.6	2.5	Yes	No	
NB08-017	NB08	2	B	67	66	63.5	63.7	66.6	3.1	Yes	No	
NB08-018	NB08	6	B	67	66	60.6	60.8	63.7	3.1	No	No	
NB08-019	NB08	4	B	67	66	60.0	60.2	63.5	3.5	No	No	
NB08-020	NB08	2	B	67	66	59.6	59.9	63.1	3.5	No	No	
NB08-021	NB08	3	B	67	66	60.6	62.1	65.7	5.1	No	No	
NB08-022	NB08	2	B	67	66	58.3	58.7	62.0	3.7	No	No	
NB08-023	NB08	S.U.	C	67	66	59.7	60.1	62.5	2.8	No	No	Special Use (S.U.): tennis court
NB08-024	NB08	3	B	67	66	59.0	60.0	63.0	4.0	No	No	
NB08-025	NB08	2	B	67	66	58.8	58.9	62.6	3.8	No	No	
NB08-026	NB08	2	B	67	66	58.8	58.9	63.0	4.2	No	No	
NB08-027	NB08	4	B	67	66	58.4	58.5	62.4	4.0	No	No	
NB08-028	NB08	1	B	67	66	58.4	58.7	62.1	3.7	No	No	
NB08-029	NB08	3	B	67	66	61.5	61.8	65.9	4.4	No	No	
NB08-030	NB08	3	B	67	66	60.3	60.6	64.7	4.4	No	No	
NB08-031	NB08	3	B	67	66	60.4	60.7	64.8	4.4	No	No	
NB08-032	NB08	3	B	67	66	59.3	59.6	63.7	4.4	No	No	
NB08-033	NB08	2	B	67	66	59.6	60.0	63.9	4.3	No	No	
NB08-034	NB08	2	B	67	66	59.5	60.4	64.3	4.8	No	No	
NB08-035	NB08	2	B	67	66	58.0	59.5	63.2	5.2	No	No	
NB08-036	NB08	2	B	67	66	57.4	59.0	62.6	5.2	No	No	
NB08-037	NB08	2	B	67	66	56.9	58.6	62.3	5.4	No	No	
NB08-038	NB08	2	B	67	66	56.7	58.6	62.3	5.6	No	No	
NB08-039	NB08	3	B	67	66	57.7	58.1	61.6	3.9	No	No	
NB08-040	NB08	3	B	67	66	56.3	56.8	60.1	3.8	No	No	
NB08-041	NB08	3	B	67	66	58.1	58.1	65.5	7.4	No	No	
NB08-042	NB08	3	B	67	66	56.6	56.7	64.0	7.4	No	No	
NB08-043	NB08	2	B	67	66	55.9	56.0	63.5	7.6	No	No	
NB08-044	NB08	1	B	67	66	55.4	55.5	63.4	8.0	No	No	
NB08-045	NB08	1	B	67	66	55.0	55.1	63.3	8.3	No	No	
NB08-046	NB08	2	B	67	66	54.4	54.6	63.3	8.9	No	No	
NB08-047	NB08	2	B	67	66	54.2	54.4	63.9	9.7	No	No	
NB08-048	NB08	2	B	67	66	54.2	54.6	64.8	10.6	No	No	
NB08-049	NB08	2	B	67	66	54.4	55.0	65.9	11.5	No	No	
NB08-050	NB08	1	B	67	66	54.6	55.5	67.5	12.9	Yes	No	
NB08-051	NB08	1	B	67	66	55.5	56.9	67.3	11.8	Yes	No	
NB08-052	NB08	1	B	67	66	54.7	55.8	62.9	8.2	No	No	
NB08-053	NB08	1	B	67	66	54.2	54.8	61.8	7.6	No	No	
NB08-054	NB08	1	B	67	66	54.0	54.4	61.8	7.8	No	No	
NB08-055	NB08	1	B	67	66	53.9	54.3	61.9	8.0	No	No	
NB08-056	NB08	3	B	67	66	54.0	54.3	61.9	7.9	No	No	
NB08-057	NB08	2	B	67	66	54.9	55.0	62.2	7.3	No	No	
NB08-058	NB08	2	B	67	66	55.6	55.7	62.5	6.9	No	No	
NB08-059	NB08	5	B	67	66	56.7	56.7	61.1	4.4	No	No	
NB09-001A	NB09	8	B	67	66	59.1	59.2	63.6	4.5	No	No	
NB09-001B	NB09	8	B	67	66	63.6	63.6	67.9	4.3	Yes	No	
NB09-001C	NB09	8	B	67	66	66.7	66.7	70.5	3.8	Yes	No	
NB09-002A	NB09	4	B	67	66	59.0	59.1	63.8	4.8	No	No	
NB09-002B	NB09	4	B	67	66	63.7	63.7	68.0	4.3	Yes	No	
NB09-002C	NB09	4	B	67	66	67.0	67.0	70.8	3.8	Yes	No	
NB09-003A	NB09	4	B	67	66	58.2	58.4	63.2	5.0	No	No	
NB09-003B	NB09	4	B	67	66	62.3	62.4	66.9	4.6	Yes	No	
NB09-003C	NB09	4	B	67	66	66.1	66.1	70.1	4.0	Yes	No	
NB09-004A	NB09	4	B	67	66	52.7	52.8	57.2	4.5	No	No	
NB09-004B	NB09	4	B	67	66	54.9	55.0	59.3	4.4	No	No	
NB09-004C	NB09	4	B	67	66	57.2	57.3	61.3	4.1	No	No	
NB09-005A	NB09	4	B	67	66	52.9	53.0	57.0	4.1	No	No	
NB09-005B	NB09	4	B	67	66	55.2	55.3	59.3	4.1	No	No	

SR 429 from I-4 to Seidel Road Traffic Noise Noise Level Results Table

Receiver Point	Noise Sensitive Area (NSA)	No. of Units ⁽¹⁾	NAC Category	NAC Criteria (dBA)	FDOT Criteria (dBA)	2022 Existing LAeq1h (dBA)	2050 No-Build LAeq1h (dBA)	2050 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded (Yes or No)	Subst. Increase >15dB(A) (Yes or No)	Description
NB09-005C	NB09	4	B	67	66	57.4	57.5	61.5	4.1	No	No	
NB09-006A	NB09	4	B	67	66	52.4	52.6	57.0	4.6	No	No	
NB09-006B	NB09	4	B	67	66	54.8	54.9	59.7	4.9	No	No	
NB09-006C	NB09	4	B	67	66	57.3	57.4	61.9	4.6	No	No	
NB09-007A	NB09	4	B	67	66	53.7	53.8	57.2	3.5	No	No	
NB09-007B	NB09	4	B	67	66	55.1	55.2	60.0	4.9	No	No	
NB09-007C	NB09	4	B	67	66	57.4	57.5	62.1	4.7	No	No	
NB09-008A	NB09	4	B	67	66	53.7	53.8	57.8	4.1	No	No	
NB09-008B	NB09	4	B	67	66	55.3	55.4	59.8	4.5	No	No	
NB09-008C	NB09	4	B	67	66	57.3	57.4	62.0	4.7	No	No	
NB09-009	NB09	S.U.	C	67	66	58.4	58.5	63.1	4.7	No	No	Special Use (S.U.): mini golf
NB09-010	NB09	S.U.	C	67	66	55.2	55.4	59.5	4.3	No	No	Special Use (S.U.): tennis
NB09-011	NB09	S.U.	C	67	66	53.4	53.5	57.6	4.2	No	No	Special Use (S.U.): tennis
NB09-012	NB09	S.U.	C	67	66	54.0	54.1	58.0	4.0	No	No	Special Use (S.U.): pool
NB10-001GC	NB10	S.U.	C	67	66	60.7	61.2	64.7	4.0	No	No	Special Use (S.U.): golf course
NB10-002GC	NB10	S.U.	C	67	66	64.3	64.5	67.5	3.2	Yes	No	Special Use (S.U.): golf course
NB10-003GC	NB10	S.U.	C	67	66	66.1	66.3	69.1	3.0	Yes	No	Special Use (S.U.): golf course
NB10-004GC	NB10	S.U.	C	67	66	67.0	67.2	69.8	2.8	Yes	No	Special Use (S.U.): golf course
NB10-005GC	NB10	S.U.	C	67	66	68.8	68.9	71.2	2.4	Yes	No	Special Use (S.U.): golf course
NB10-006GC	NB10	S.U.	C	67	66	70.5	70.6	72.3	1.8	Yes	No	Special Use (S.U.): golf course
NB10-007GC	NB10	S.U.	C	67	66	68.9	68.9	70.9	2.0	Yes	No	Special Use (S.U.): golf course
NB10-008GC	NB10	S.U.	C	67	66	68.0	68.0	70.5	2.5	Yes	No	Special Use (S.U.): golf course
NB10-009GC	NB10	S.U.	C	67	66	67.0	67.0	70.7	3.7	Yes	No	Special Use (S.U.): golf course
NB10-010GC	NB10	S.U.	C	67	66	64.7	64.8	68.8	4.1	Yes	No	Special Use (S.U.): golf course
NB10-011GC	NB10	S.U.	C	67	66	65.6	65.7	69.7	4.1	Yes	No	Special Use (S.U.): golf course
NB10-012GC	NB10	S.U.	C	67	66	68.3	68.4	72.5	4.2	Yes	No	Special Use (S.U.): golf course
NB10-013GC	NB10	S.U.	C	67	66	72.1	72.2	76.6	4.5	Yes	No	Special Use (S.U.): golf course
NB10-014GC	NB10	S.U.	C	67	66	72.2	72.3	76.6	4.4	Yes	No	Special Use (S.U.): golf course
NB10-015GC	NB10	S.U.	C	67	66	67.4	67.4	72.4	5.0	Yes	No	Special Use (S.U.): golf course
NB10-016GC	NB10	S.U.	C	67	66	64.2	64.3	68.4	4.2	Yes	No	Special Use (S.U.): golf course
NB10-017GC	NB10	S.U.	C	67	66	71.9	72.0	75.9	4.0	Yes	No	Special Use (S.U.): golf course
NB10-018GC	NB10	S.U.	C	67	66	73.2	73.2	77.3	4.1	Yes	No	Special Use (S.U.): golf course
NB10-019GC	NB10	S.U.	C	67	66	71.6	71.7	75.8	4.2	Yes	No	Special Use (S.U.): golf course
NB10-020GC	NB10	S.U.	C	67	66	67.8	67.9	72.3	4.5	Yes	No	Special Use (S.U.): golf course
NB10-021GC	NB10	S.U.	C	67	66	67.6	67.6	71.7	4.1	Yes	No	Special Use (S.U.): golf course
NB10-022GC	NB10	S.U.	C	67	66	64.5	64.6	68.8	4.3	Yes	No	Special Use (S.U.): golf course
NB10-023GC	NB10	S.U.	C	67	66	65.5	65.6	69.8	4.3	Yes	No	Special Use (S.U.): golf course
NB10-024GC	NB10	S.U.	C	67	66	69.6	69.6	75.2	5.6	Yes	No	Special Use (S.U.): golf course
NB10-025GC	NB10	S.U.	C	67	66	66.6	66.7	72.5	5.9	Yes	No	Special Use (S.U.): golf course
NB10-026GC	NB10	S.U.	C	67	66	60.6	60.7	65.5	4.9	No	No	Special Use (S.U.): golf course
NB10-027GC	NB10	S.U.	C	67	66	60.2	60.3	64.7	4.5	No	No	Special Use (S.U.): golf course
NB10-028GC	NB10	S.U.	C	67	66	60.7	60.8	65.1	4.4	No	No	Special Use (S.U.): golf course
NB10-029GC	NB10	S.U.	C	67	66	60.3	60.4	64.8	4.5	No	No	Special Use (S.U.): golf course
NB10-030GC	NB10	S.U.	C	67	66	60.2	60.2	64.9	4.7	No	No	Special Use (S.U.): golf course
NB10-031GC	NB10	S.U.	C	67	66	57.5	57.6	62.2	4.7	No	No	Special Use (S.U.): golf course
NB10-032GC	NB10	S.U.	C	67	66	55.3	55.4	59.3	4.0	No	No	Special Use (S.U.): golf course
NB10-033GC	NB10	S.U.	C	67	66	54.6	54.6	58.4	3.8	No	No	Special Use (S.U.): golf course
NB10-034GC	NB10	S.U.	C	67	66	53.9	53.9	57.6	3.7	No	No	Special Use (S.U.): golf course
NB10-035GC	NB10	S.U.	C	67	66	53.3	53.4	57.0	3.7	No	No	Special Use (S.U.): golf course
NB10-036	NB10	4	B	67	66	59.9	60.2	64.0	4.1	No	No	
NB10-037	NB10	8	B	67	66	62.9	63.0	66.8	3.9	Yes	No	
NB10-038	NB10	4	B	67	66	68.7	68.7	72.1	3.4	Yes	No	
NB10-039	NB10	4	B	67	66	68.4	68.4	72.1	3.7	Yes	No	
NB10-040	NB10	4	B	67	66	62.6	62.6	66.9	4.3	Yes	No	
NB10-041	NB10	8	B	67	66	63.4	63.4	68.0	4.6	Yes	No	
NB10-042	NB10	5	B	67	66	64.3	64.3	68.9	4.6	Yes	No	
NB10-043	NB10	4	B	67	66	64.1	64.1	68.6	4.5	Yes	No	
NB10-044	NB10	2	B	67	66	64.7	64.8	69.5	4.8	Yes	No	
NB10-045	NB10	2	B	67	66	65.1	65.2	70.0	4.9	Yes	No	
NB10-046	NB10	2	B	67	66	60.8	60.8	66.1	5.3	Yes	No	
NB10-047	NB10	1	B	67	66	58.3	58.4	64.0	5.7	No	No	
NB10-048	NB10	2	B	67	66	58.9	58.9	63.7	4.8	No	No	
NB10-049	NB10	3	B	67	66	61.8	61.9	67.2	5.4	Yes	No	
NB10-050	NB10	4	B	67	66	62.8	62.8	67.6	4.8	Yes	No	
NB10-051	NB10	6	B	67	66	62.1	62.1	66.7	4.6	Yes	No	
NB10-052	NB10	9	B	67	66	62.8	62.8	67.4	4.6	Yes	No	
NB10-053	NB10	5	B	67	66	63.7	63.7	69.2	5.5	Yes	No	
NB10-054	NB10	5	B	67	66	61.9	61.9	67.1	5.2	Yes	No	
NB10-055	NB10	2	B	67	66	63.1	63.2	68.0	4.9	Yes	No	
NB10-056	NB10	2	B	67	66	62.2	62.2	66.9	4.7	Yes	No	
NB10-057	NB10	3	B	67	66	58.7	58.8	62.7	4.0	No	No	
NB10-058	NB10	3	B	67	66	56.0	56.0	59.9	3.9	No	No	
NB10-059	NB10	3	B	67	66	55.8	55.8	59.5	3.7	No	No	
NB10-060	NB10	12	B	67	66	57.5	57.6	61.0	3.5	No	No	
NB10-061	NB10	6	B	67	66	58.0	58.1	61.5	3.5	No	No	
NB10-062	NB10	4	B	67	66	58.8	58.9	62.7	3.9	No	No	
NB10-063	NB10	6	B	67	66	56.4	56.5	60.4	4.0	No	No	

SR 429 from I-4 to Seidel Road Traffic Noise Noise Level Results Table

Receiver Point	Noise Sensitive Area (NSA)	No. of Units ⁽¹⁾	NAC Category	NAC Criteria (dBA)	FDOT Criteria (dBA)	2022 Existing LAeq1h (dBA)	2050 No-Build LAeq1h (dBA)	2050 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded (Yes or No)	Subst. Increase >15dB(A) (Yes or No)	Description
NB10-064	NB10	8	B	67	66	56.5	56.5	60.4	3.9	No	No	
NB10-065	NB10	6	B	67	66	56.4	56.5	60.3	3.9	No	No	
NB10-066	NB10	1	B	67	66	55.8	55.9	59.6	3.8	No	No	
NB11-001	NB11	3	B	67	66	55.5	56.1	59.0	3.5	No	No	
NB11-002"	NB11	3	B	67	66	57.7	58.2	62.4	4.7	No	No	
NB11-003"	NB11	2	B	67	66	61.1	61.5	65.7	4.6	No	No	
NB11-004"	NB11	1	B	67	66	62.3	62.8	67.7	5.4	Yes	No	
NB11-005"	NB11	2	B	67	66	60.9	61.3	64.9	4.0	No	No	
NB11-006"	NB11	3	B	67	66	60.7	61.0	64.3	3.6	No	No	
NB11-007"	NB11	3	B	67	66	60.8	61.1	64.1	3.3	No	No	
NB11-008"	NB11	3	B	67	66	60.8	61.1	63.9	3.1	No	No	
NB11-009"	NB11	3	B	67	66	60.3	60.5	63.3	3.0	No	No	
NB11-010"	NB11	3	B	67	66	59.4	59.6	62.7	3.3	No	No	
NB11-011"	NB11	2	B	67	66	59.0	59.1	62.2	3.2	No	No	
NB11-012"	NB11	1	B	67	66	56.8	56.9	60.0	3.2	No	No	
NB11-013"	NB11	3	B	67	66	52.5	53.0	55.7	3.2	No	No	
NB11-014"	NB11	2	B	67	66	54.3	54.7	57.7	3.4	No	No	
NB11-015"	NB11	1	B	67	66	55.6	55.9	59.2	3.6	No	No	
NB11-016"	NB11	2	B	67	66	55.6	56.0	59.0	3.4	No	No	
NB11-017"	NB11	3	B	67	66	55.3	55.6	58.4	3.1	No	No	
NB11-018"	NB11	3	B	67	66	55.3	55.5	58.2	2.9	No	No	
NB11-019"	NB11	3	B	67	66	54.9	55.2	57.9	3.0	No	No	
NB11-020"	NB11	3	B	67	66	53.9	54.1	56.8	2.9	No	No	
NB11-021"	NB11	2	B	67	66	52.2	52.7	55.3	3.1	No	No	
NB11-022"	NB11	1	B	67	66	62.2	62.5	67.2	5.0	Yes	No	
NB11-023"	NB11	1	B	67	66	62.4	62.8	68.5	6.1	Yes	No	
NB11-024"	NB11	1	B	67	66	60.8	61.3	65.5	4.7	No	No	
NB11-025"	NB11	1	B	67	66	60.6	61.0	64.7	4.1	No	No	
NB12-001B	NB12	2	B	67	66	53.2	56.8	56.8	3.6	No	No	
NB12-002B	NB12	4	B	67	66	53.5	57.1	58.7	5.2	No	No	
NB12-003B	NB12	4	B	67	66	54.3	58.0	60.5	6.2	No	No	
NB12-004B	NB12	3	B	67	66	56.1	59.9	62.8	6.7	No	No	
NB12-005B	NB12	2	B	67	66	62.2	65.1	67.6	5.4	Yes	No	
NB12-006	NB12	2	B	67	66	59.1	62.2	66.5	7.4	Yes	No	
NB12-007	NB12	3	B	67	66	58.6	61.2	65.7	7.1	No	No	
NB12-008	NB12	3	B	67	66	57.2	59.6	63.6	6.4	No	No	
NB12-009	NB12	3	B	67	66	59.1	61.3	65.3	6.2	No	No	
NB12-010	NB12	3	B	67	66	64.6	66.3	70.2	5.6	Yes	No	
NB12-011	NB12	2	B	67	66	62.7	64.2	68.6	5.9	Yes	No	
NB12-012	NB12	3	B	67	66	56.5	57.9	61.4	4.9	No	No	
NB12-013	NB12	3	B	67	66	53.7	55.2	59.1	5.4	No	No	
NB12-014	NB12	3	B	67	66	54.6	56.2	60.3	5.7	No	No	
NB12-015	NB12	3	B	67	66	57.2	58.6	62.6	5.4	No	No	
NB12-016	NB12	2	B	67	66	61.4	62.6	67.2	5.8	Yes	No	
NB12-017	NB12	2	B	67	66	51.1	53.8	56.4	5.3	No	No	
NB12-018	NB12	4	B	67	66	49.8	52.7	55.6	5.8	No	No	
NB12-019	NB12	4	B	67	66	51.8	53.6	57.3	5.5	No	No	
NB12-020	NB12	4	B	67	66	51.5	53.2	57.0	5.5	No	No	
NB12-021	NB12	3	B	67	66	51.2	52.6	56.1	4.9	No	No	
NB12-022	NB12	2	B	67	66	51.0	52.2	55.8	4.8	No	No	
NB12-023	NB12	2	B	67	66	45.9	48.4	50.1	4.2	No	No	
NB12-024	NB12	2	B	67	66	47.2	49.7	51.7	4.5	No	No	
NB12-025	NB12	2	B	67	66	48.6	51.2	53.3	4.7	No	No	
NB12-026	NB12	2	B	67	66	48.9	51.3	54.1	5.2	No	No	
NB12-027	NB12	3	B	67	66	49.8	51.9	55.3	5.5	No	No	
NB12-028	NB12	2	B	67	66	53.8	54.9	58.9	5.1	No	No	
NB12-029	NB12	2	B	67	66	55.1	56.1	60.6	5.5	No	No	
NB12-030	NB12	4	B	67	66	64.8	65.2	69.5	4.7	Yes	No	
NB12-031	NB12	3	B	67	66	70.8	70.9	74.6	3.8	Yes	No	
NB12-032	NB12	2	B	67	66	73.3	73.4	76.7	3.4	Yes	No	
NB12-033	NB12	4	B	67	66	73.7	73.8	77.7	4.0	Yes	No	
NB12-034	NB12	4	B	67	66	73.3	73.4	77.2	3.9	Yes	No	
NB12-035	NB12	2	B	67	66	73.3	73.3	77.0	3.7	Yes	No	
NB12-036	NB12	2	B	67	66	73.9	74.0	77.5	3.6	Yes	No	
NB12-037	NB12	4	B	67	66	71.2	71.4	75.2	4.0	Yes	No	
NB12-038	NB12	3	B	67	66	66.4	66.5	71.3	4.9	Yes	No	
NB12-039	NB12	3	B	67	66	59.3	59.5	65.9	6.6	No	No	
NB12-040	NB12	3	B	67	66	55.4	55.7	61.8	6.4	No	No	
NB12-041	NB12	3	B	67	66	54.0	54.4	58.9	4.9	No	No	
NB12-042	NB12	3	B	67	66	49.4	50.3	53.2	3.8	No	No	
NB12-043	NB12	4	B	67	66	50.3	51.3	54.2	3.9	No	No	
NB12-044	NB12	2	B	67	66	52.2	52.7	56.2	4.0	No	No	
NB12-045	NB12	2	B	67	66	54.0	54.4	57.9	3.9	No	No	
NB12-046	NB12	4	B	67	66	56.4	56.6	60.1	3.7	No	No	
NB12-047	NB12	4	B	67	66	57.7	58.0	62.1	4.4	No	No	
NB12-048	NB12	2	B	67	66	59.4	59.6	64.8	5.4	No	No	
NB12-049	NB12	2	B	67	66	62.1	62.3	68.1	6.0	Yes	No	

SR 429 from I-4 to Seidel Road Traffic Noise Noise Level Results Table

Receiver Point	Noise Sensitive Area (NSA)	No. of Units ⁽¹⁾	NAC Category	NAC Criteria (dBA)	FDOT Criteria (dBA)	2022 Existing LAeq1h (dBA)	2050 No-Build LAeq1h (dBA)	2050 Build LAeq1h (dBA)	Increase	NAC Approach or Exceeded (Yes or No)	Subst. Increase >15dB(A) (Yes or No)	Description
NB12-050	NB12	3	B	67	66	59.2	59.4	64.1	4.9	No	No	
NB12-051	NB12	4	B	67	66	56.9	57.1	61.4	4.5	No	No	
NB12-052	NB12	4	B	67	66	53.3	53.6	57.7	4.4	No	No	
NB12-053A	NB12	4	B	67	66	66.9	67.0	71.5	4.6	Yes	No	
NB12-053B	NB12	4	B	67	66	69.1	69.2	72.4	3.3	Yes	No	
NB12-053C	NB12	4	B	67	66	70.1	70.2	73.3	3.2	Yes	No	
NB12-054A	NB12	4	B	67	66	72.8	72.9	76.5	3.7	Yes	No	
NB12-054B	NB12	4	B	67	66	74.0	74.1	77.2	3.2	Yes	No	
NB12-054C	NB12	4	B	67	66	74.7	74.8	77.7	3.0	Yes	No	
NB12-055A	NB12	4	B	67	66	70.4	70.6	75.5	5.1	Yes	No	
NB12-055B	NB12	4	B	67	66	72.7	72.9	76.4	3.7	Yes	No	
NB12-055C	NB12	4	B	67	66	73.7	73.9	76.9	3.2	Yes	No	
NB12-056A	NB12	12	B	67	66	68.3	68.6	74.3	6.0	Yes	No	
NB12-056B	NB12	12	B	67	66	71.5	71.8	75.4	3.9	Yes	No	
NB12-056C	NB12	12	B	67	66	72.5	72.7	76.0	3.5	Yes	No	
NB12-057A	NB12	12	B	67	66	65.5	66.0	72.1	6.6	Yes	No	
NB12-057B	NB12	12	B	67	66	69.4	69.9	73.9	4.5	Yes	No	
NB12-057C	NB12	12	B	67	66	70.6	71.0	74.4	3.8	Yes	No	
NB12-058A	NB12	8	B	67	66	63.7	64.7	70.3	6.6	Yes	No	
NB12-058B	NB12	8	B	67	66	67.7	68.4	72.6	4.9	Yes	No	
NB12-058C	NB12	8	B	67	66	69.4	70.0	73.3	3.9	Yes	No	
NB12-059A	NB12	4	B	67	66	63.7	65.3	69.3	5.6	Yes	No	
NB12-059B	NB12	4	B	67	66	67.3	68.7	71.8	4.5	Yes	No	
NB12-059C	NB12	4	B	67	66	69.1	70.2	72.9	3.8	Yes	No	
NB12-060A	NB12	4	B	67	66	55.5	57.4	56.5	1.0	No	No	
NB12-060B	NB12	4	B	67	66	57.3	59.6	59.1	1.8	No	No	
NB12-060C	NB12	4	B	67	66	59.3	61.3	61.8	2.5	No	No	
NB12-061A	NB12	4	B	67	66	55.6	57.2	57.7	2.1	No	No	
NB12-061B	NB12	4	B	67	66	58.0	59.8	60.1	2.1	No	No	
NB12-061C	NB12	4	B	67	66	59.7	61.4	62.6	2.9	No	No	
NB12-062A	NB12	4	B	67	66	54.6	55.9	57.7	3.1	No	No	
NB12-062B	NB12	4	B	67	66	56.5	58.1	59.8	3.3	No	No	
NB12-062C	NB12	4	B	67	66	58.6	60.0	61.8	3.2	No	No	
NB12-063	NB12	S.U.	C	67	66	53.4	54.3	56.2	2.8	No	No	Special Use (S.U.): pool
NB12-064A	NB12	12	B	67	66	53.0	53.7	56.1	3.1	No	No	
NB12-064B	NB12	12	B	67	66	54.5	55.1	58.8	4.3	No	No	
NB12-064C	NB12	12	B	67	66	56.9	57.4	60.7	3.8	No	No	
NB12-065A	NB12	8	B	67	66	53.8	54.2	58.6	4.8	No	No	
NB12-065B	NB12	8	B	67	66	56.5	56.8	60.9	4.4	No	No	
NB12-065C	NB12	8	B	67	66	58.6	58.9	62.3	3.7	No	No	
NB12-066A	NB12	6	B	67	66	55.5	55.8	60.9	5.4	No	No	
NB12-066B	NB12	6	B	67	66	58.9	59.1	63.0	4.1	No	No	
NB12-066C	NB12	6	B	67	66	61.1	61.4	64.7	3.6	No	No	
NB12-067A	NB12	6	B	67	66	56.7	57.0	62.3	5.6	No	No	
NB12-067B	NB12	6	B	67	66	60.6	60.8	64.6	4.0	No	No	
NB12-067C	NB12	6	B	67	66	62.7	62.9	66.2	3.5	Yes	No	

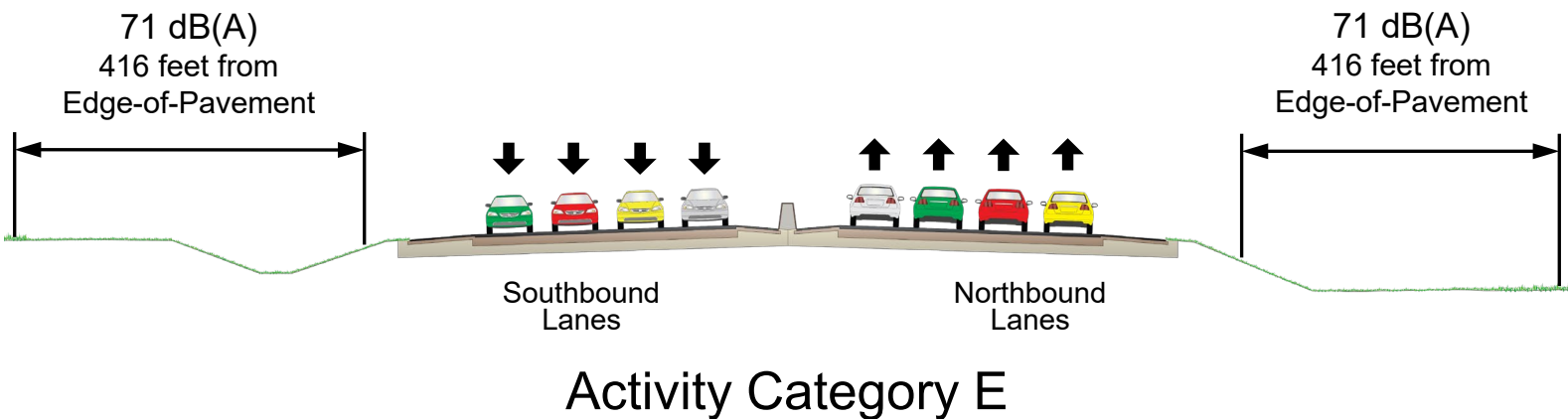
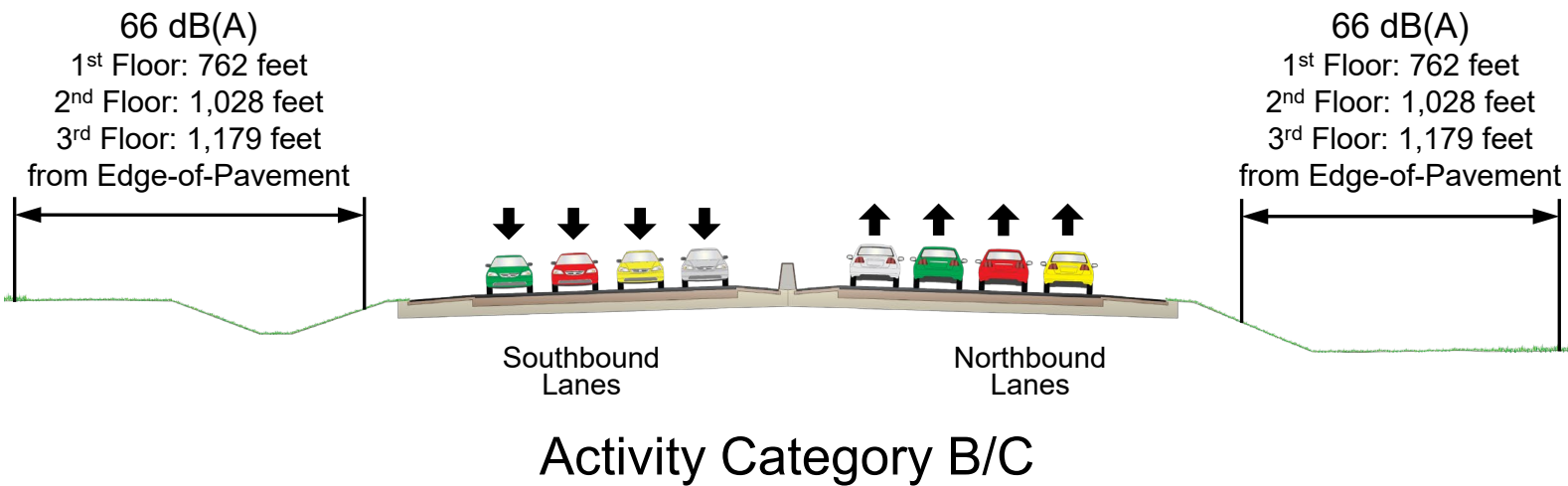
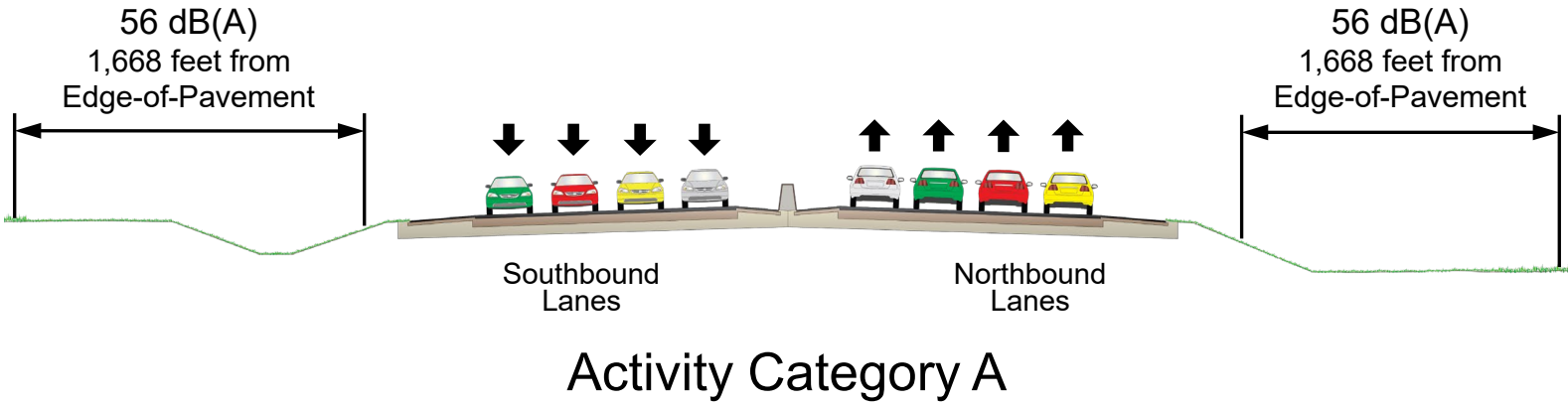
(1) S.U. indicates a Special Use receptor.

PROJECT NOISE CONTOURS

DRAFT

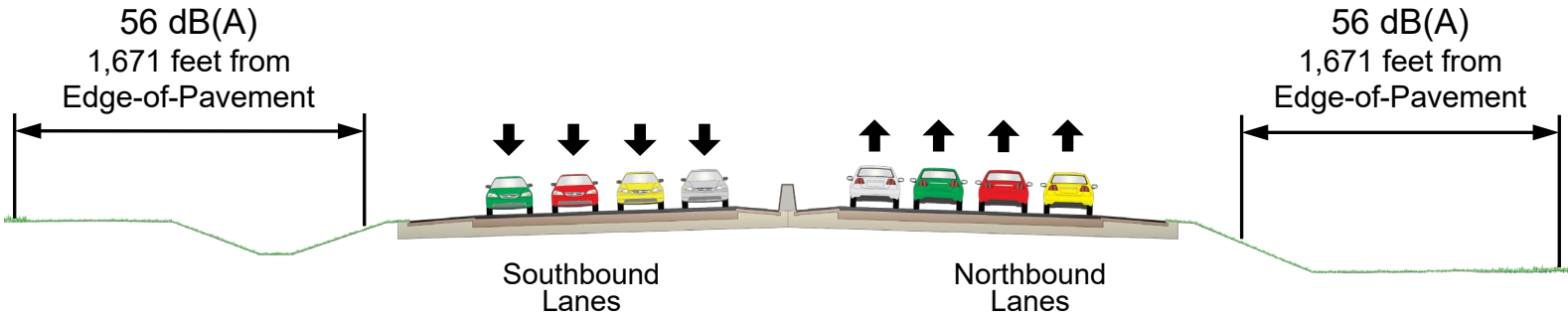
Western Beltway (SR 429) Noise Contours

From north of I-4 to Western Way

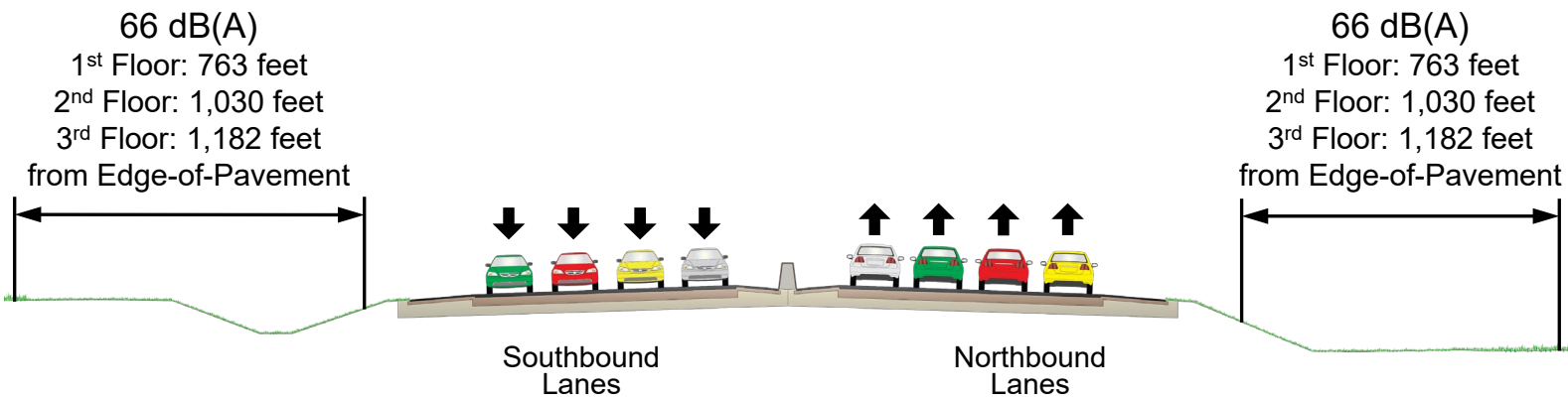


Western Beltway (SR 429) Noise Contours

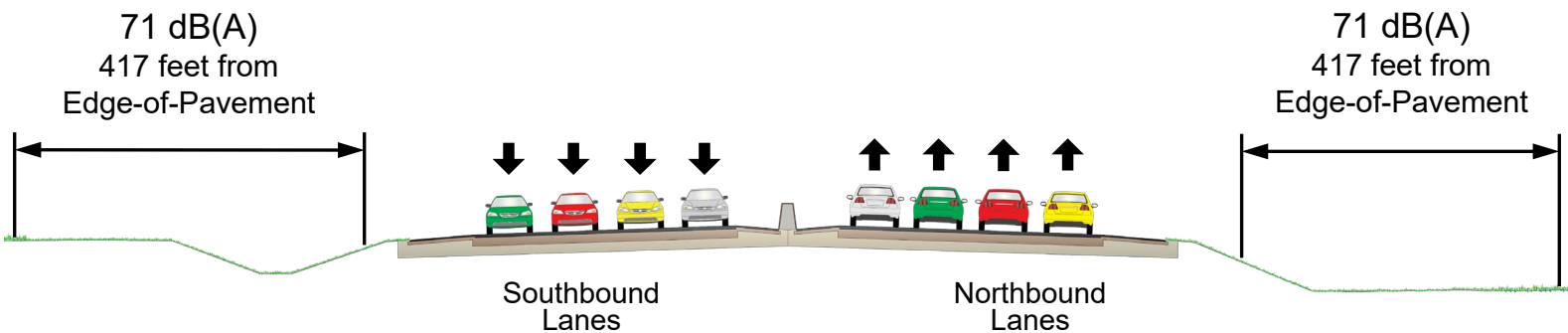
From Western Way to Seidel Road



Activity Category A



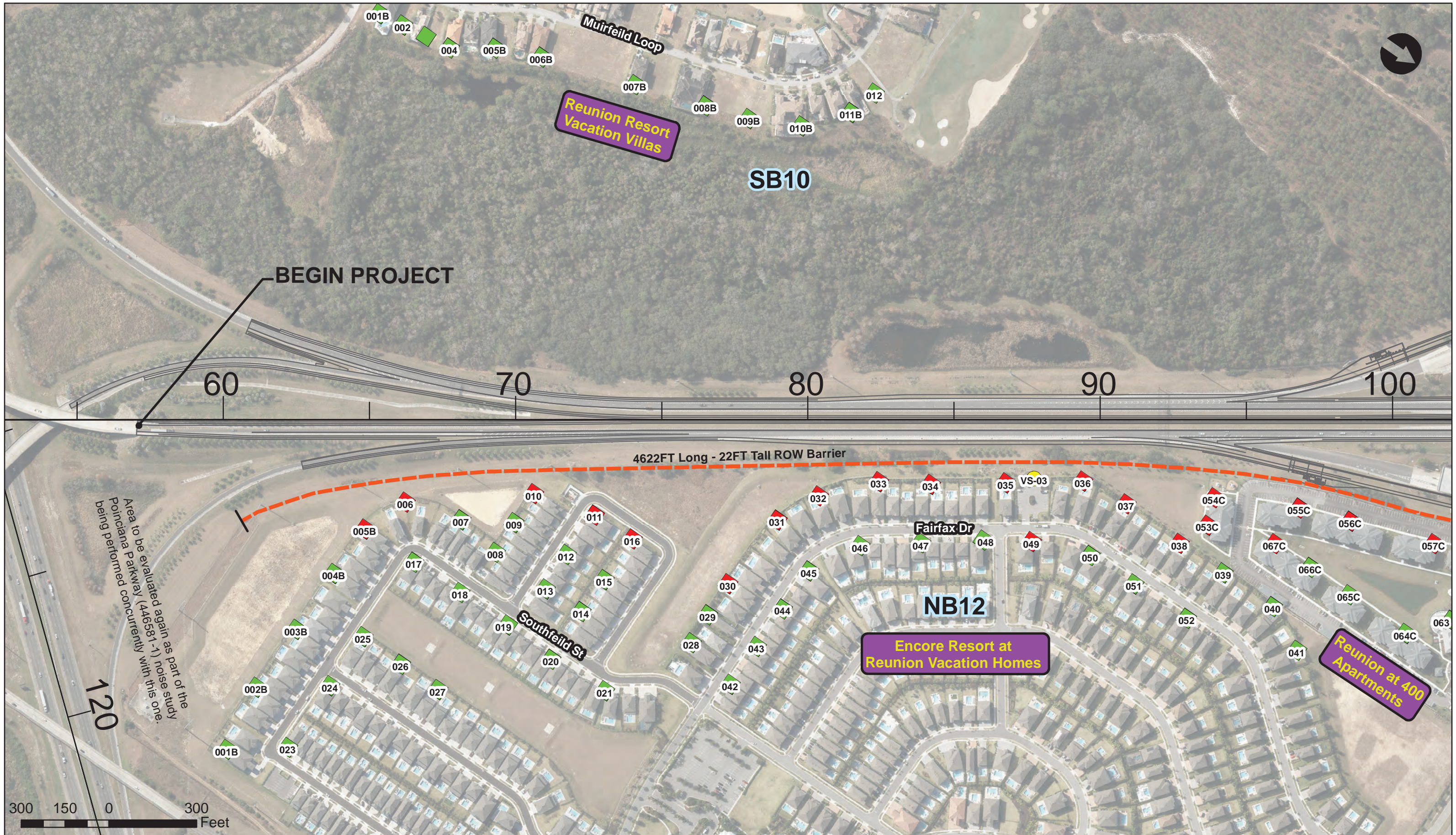
Activity Category B/C



Activity Category E

**AERIALS (WITH CONCEPT PLAN AND
RECEPTOR SITES)**

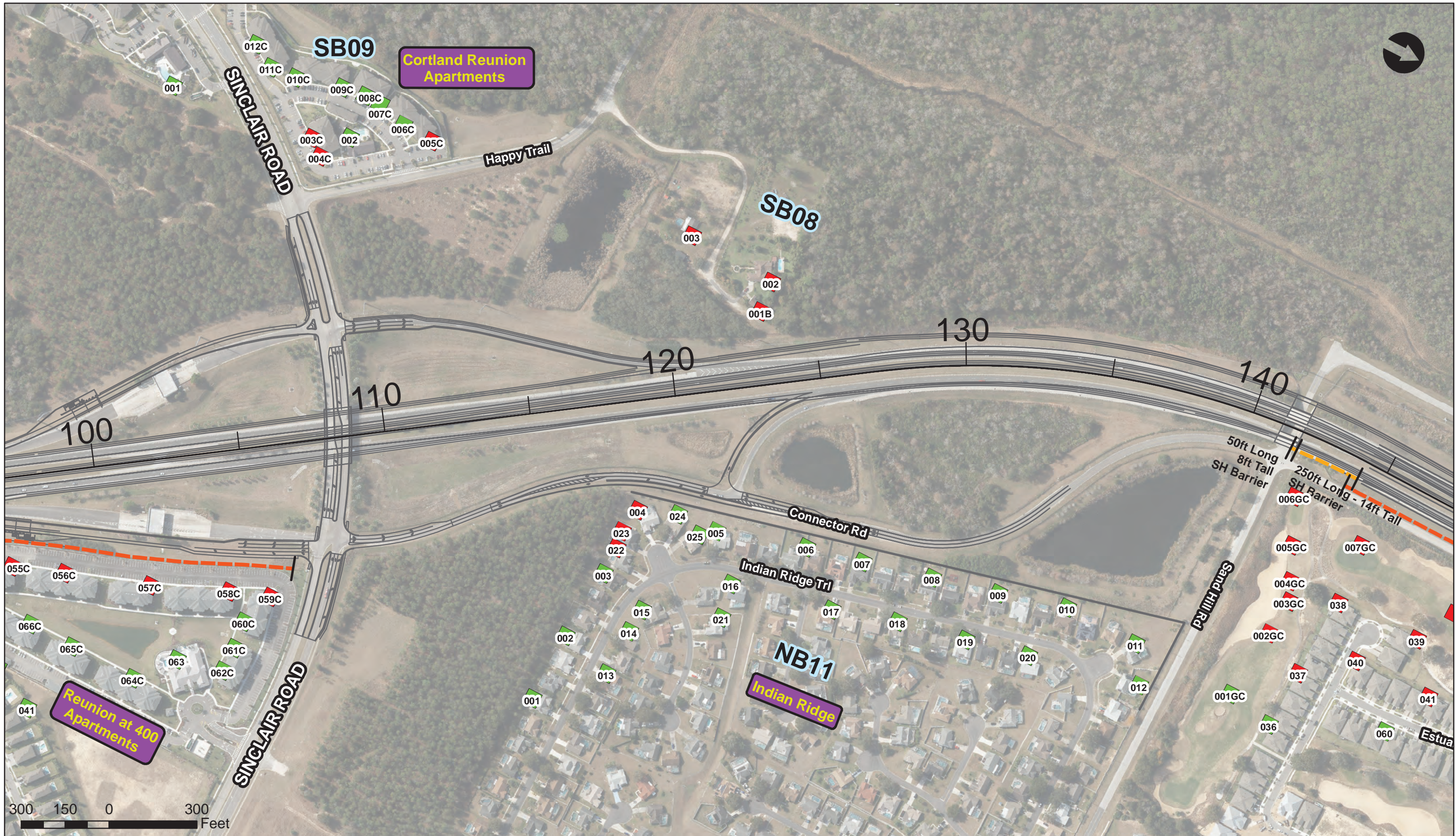
DRAFT



	Impacted		ROW Barriers		Validation Sites
	Not Impacted		SH Barriers		Common Noise Environment Noise Study Areas
			Existing Barriers	NOTE: Some not impacted receptors fall outside the display area of the map figures	

Draft Noise Study Report
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 Orange and Osceola Counties, Florida
 FPID:446161-1

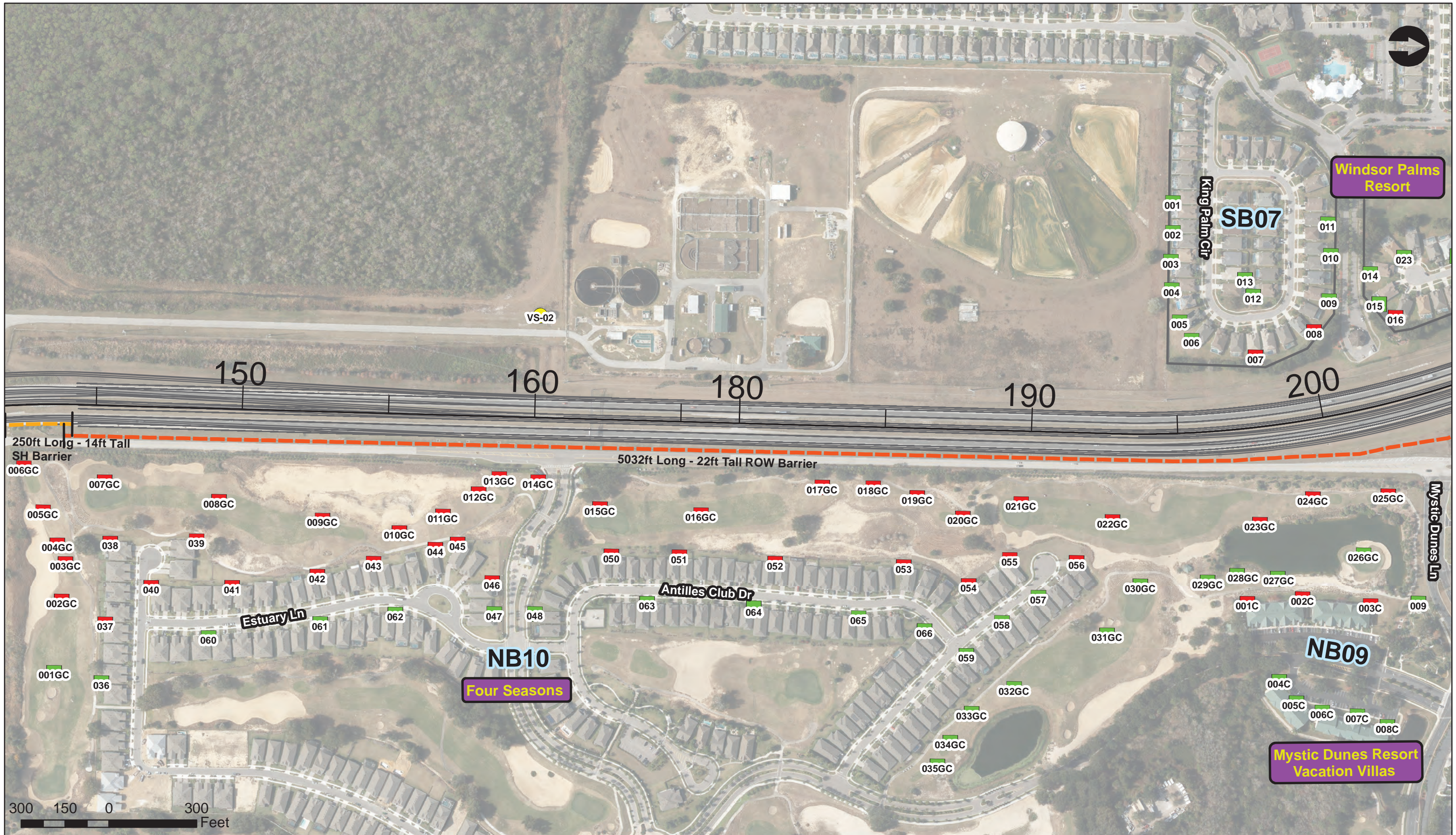
PROJECT AERIALS
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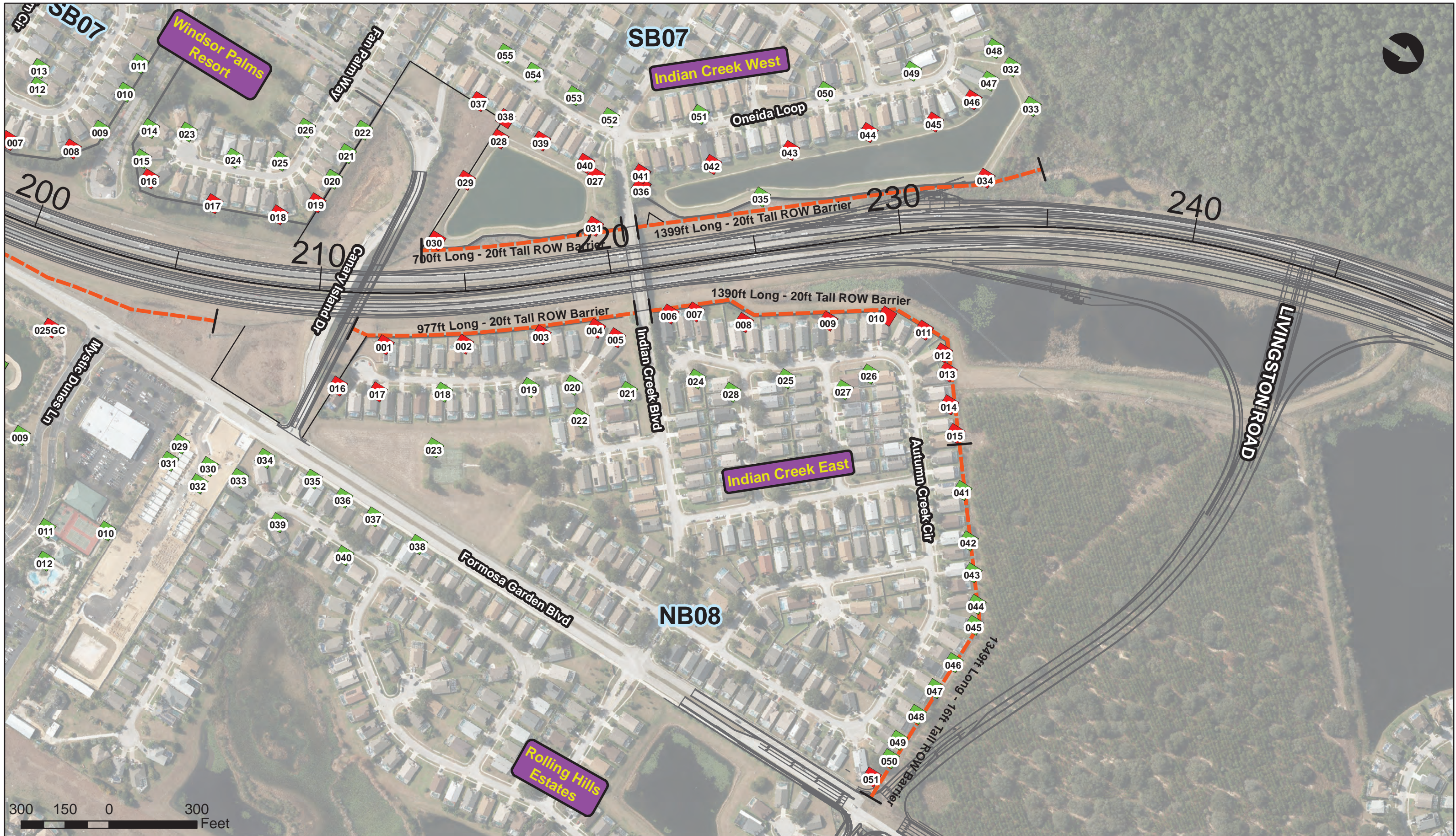
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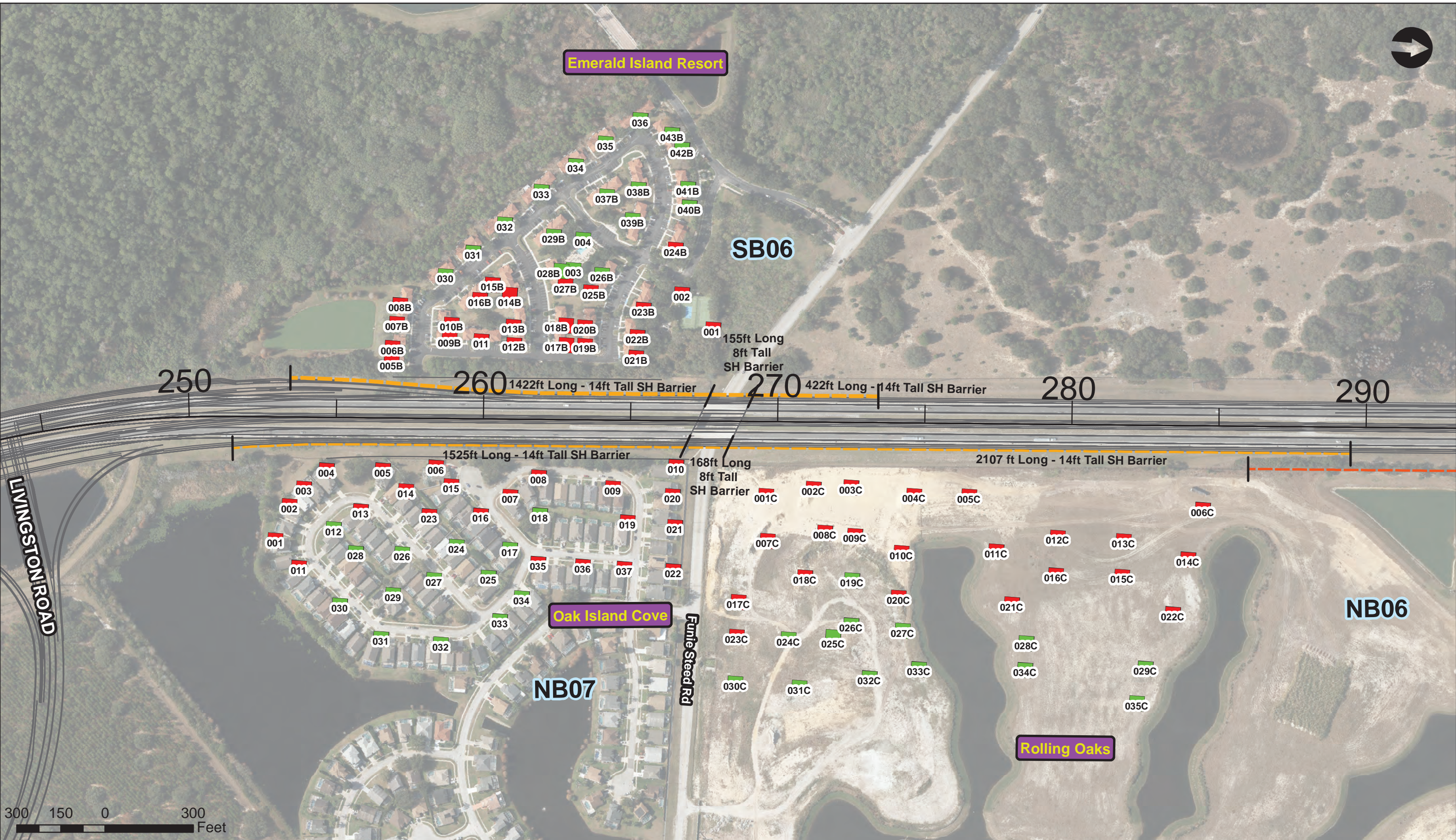
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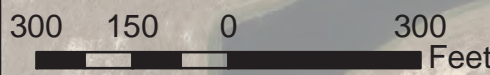
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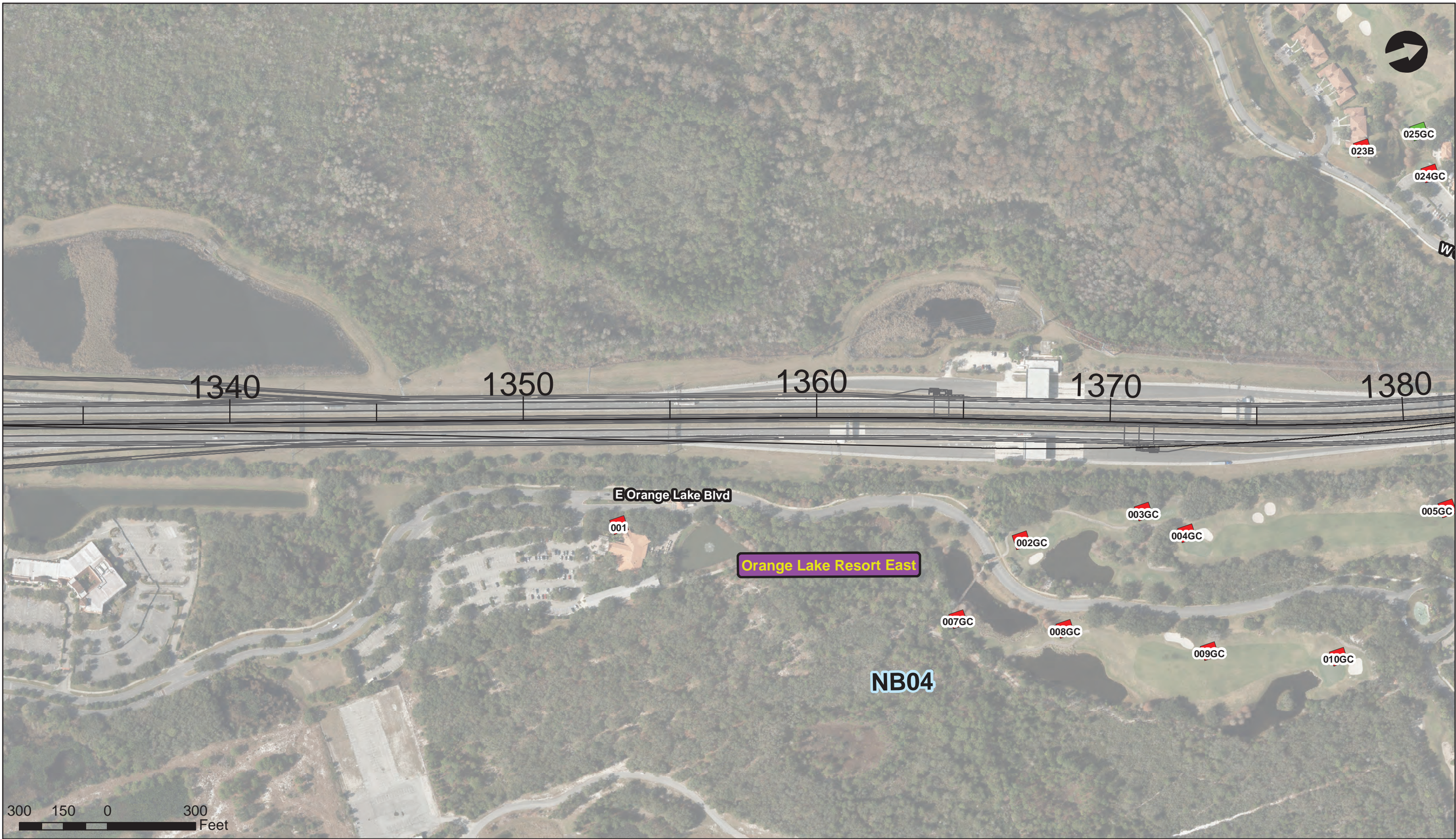
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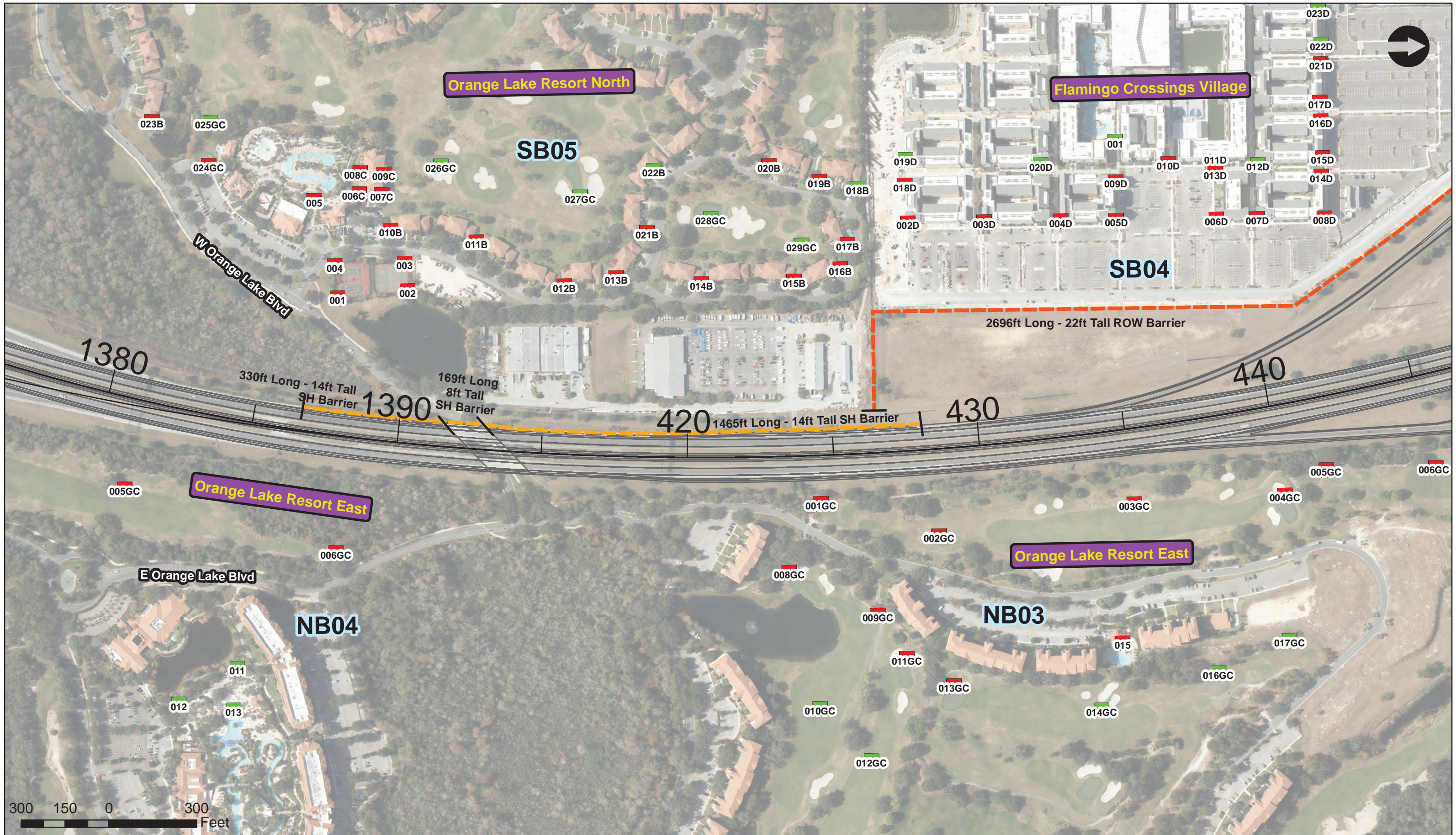
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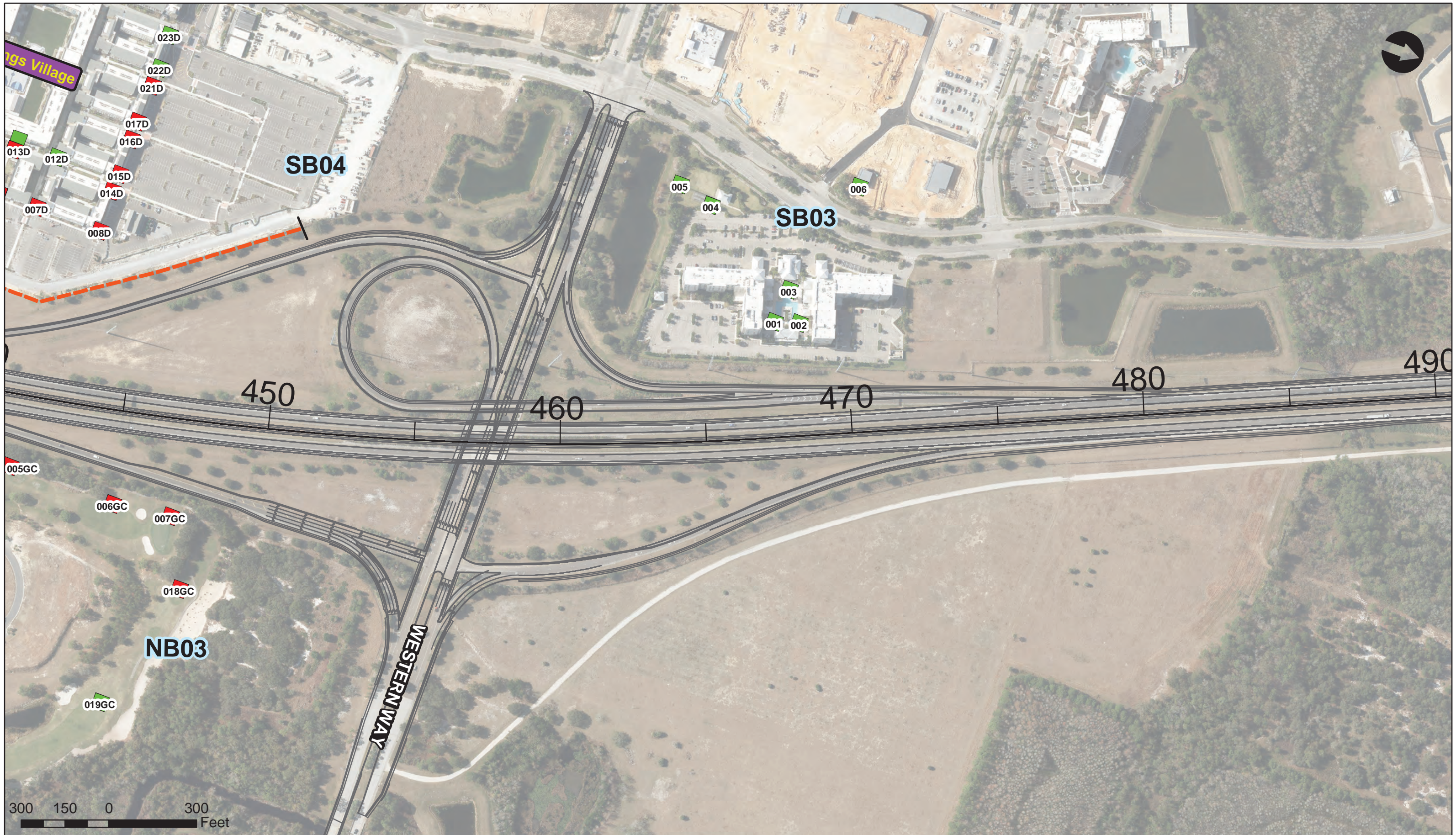









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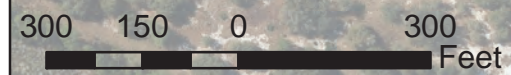
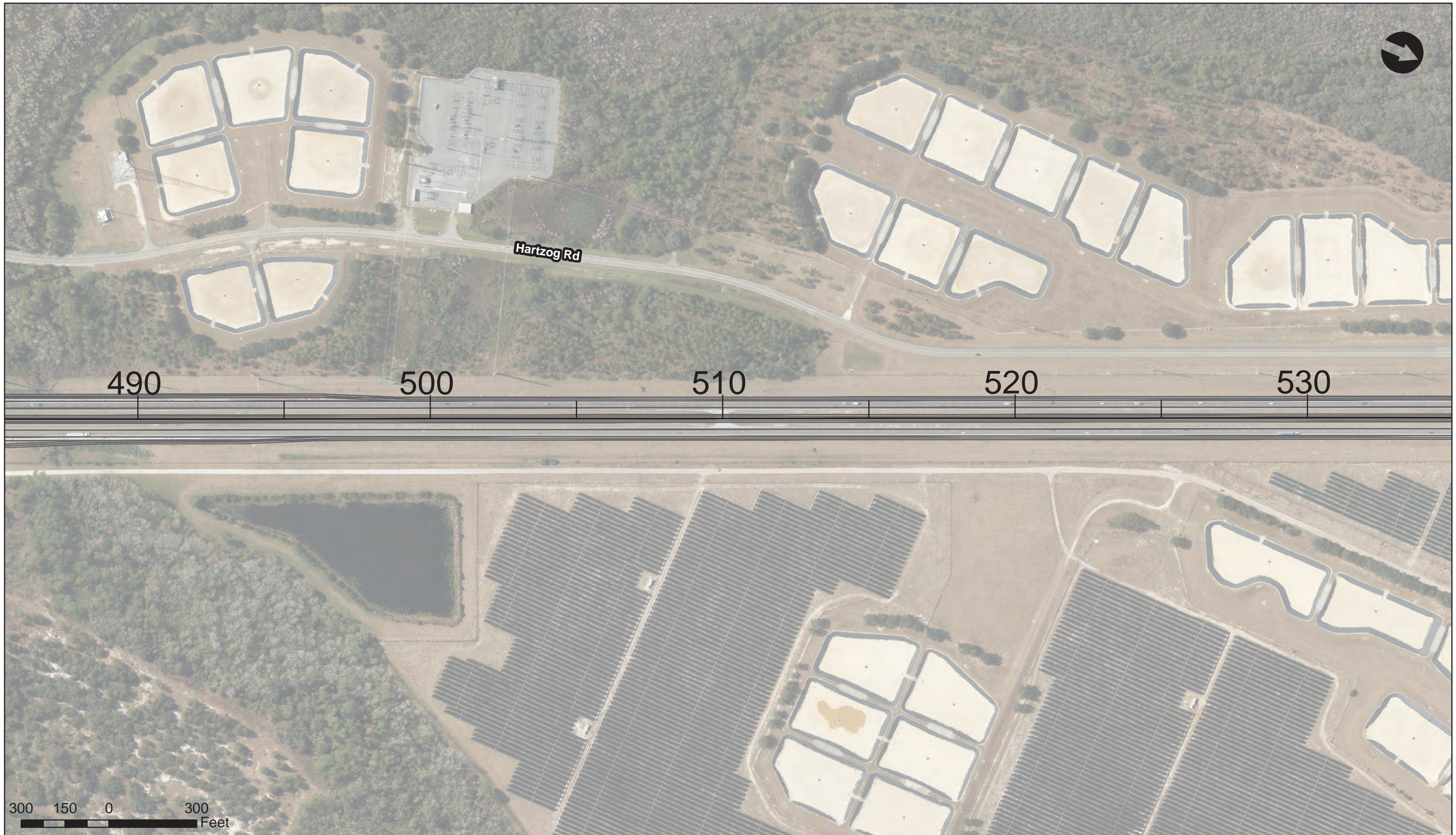
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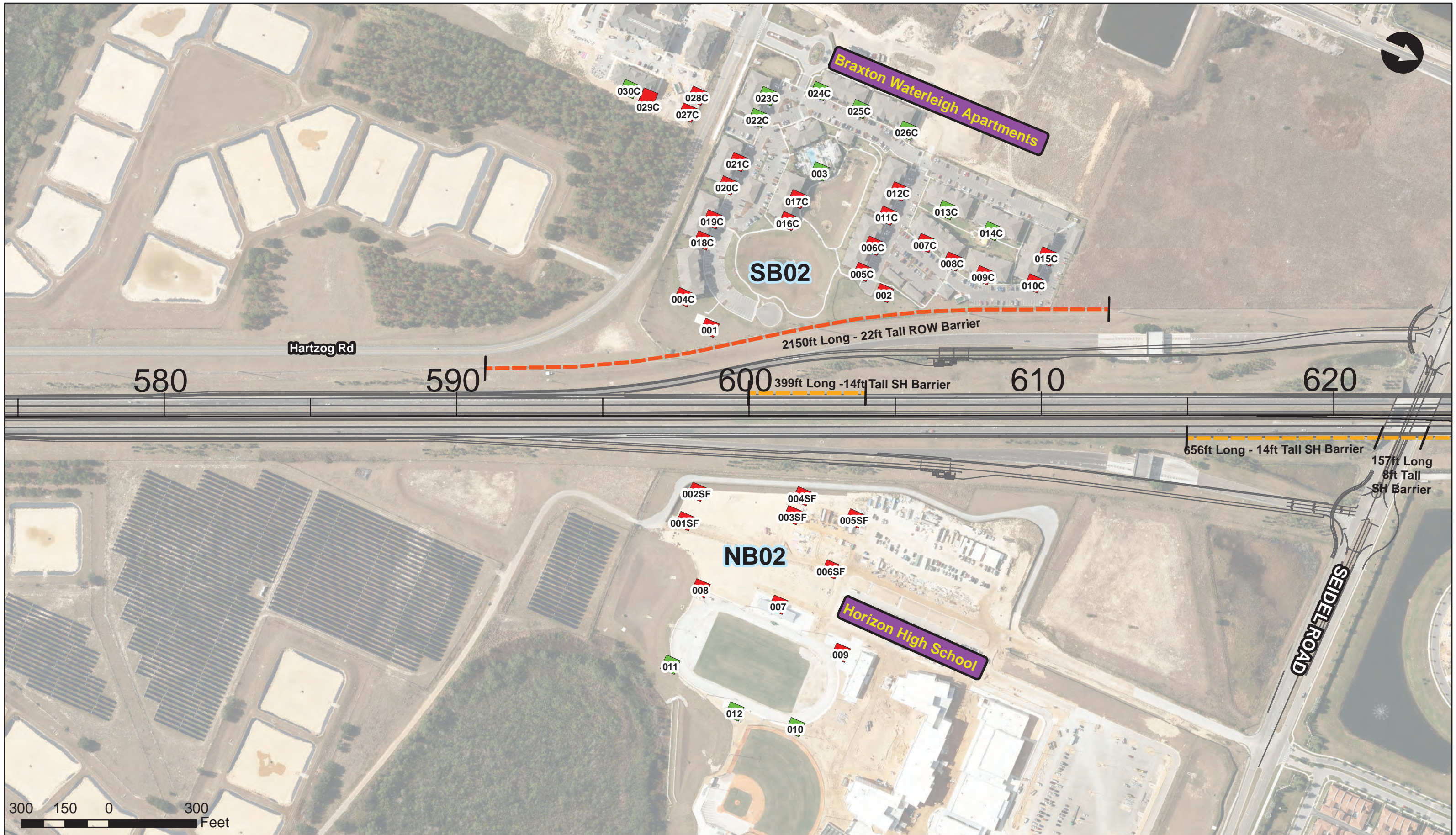
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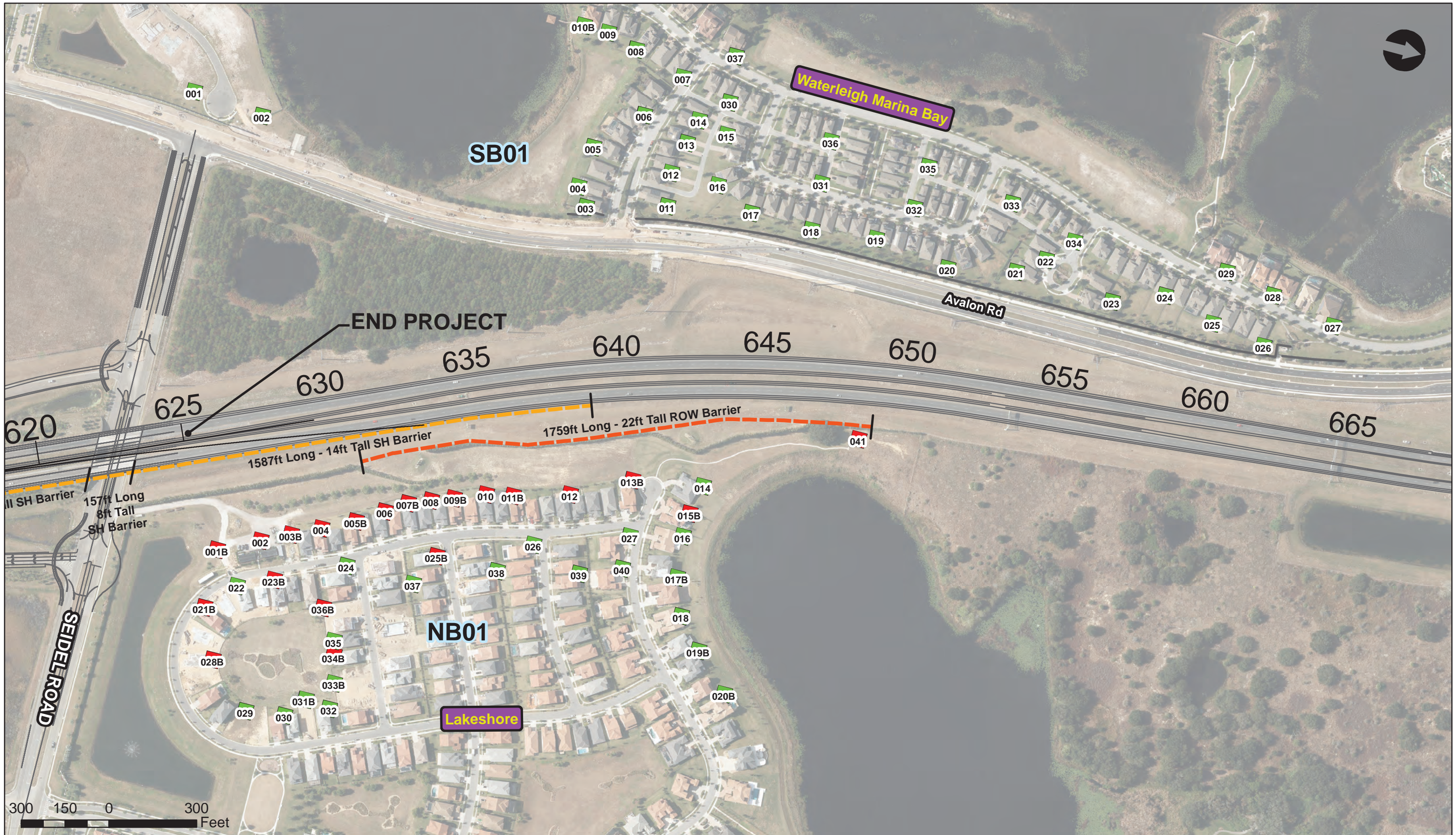
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