PROJECT DEVELOPMENT & ENVIRONMENT NOISE STUDY REPORT

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

Broward County, Florida

Financial Project ID Number: 442212-1



Prepared For: FLORIDA'S TURNPIKE ENTERPRISE

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1.0 INTRODUCTION

1.1 Project Description

Florida's Turnpike Enterprise (FTE), part of the Florida Department of Transportation (FDOT), is evaluating alternatives to widen the Florida's Turnpike (State Road (SR) 91) from south of I-595 to Wiles Road (milepost (MP) 53 to 70), a distance of approximately 17 miles. As part of the study, all existing interchanges within the project limits and the need for a new interchange at Oakland Park Boulevard and Cypress Creek Road/McNab Road were evaluated. The project is located in Broward County, Florida within the following eleven municipalities Coconut Creek, Davie, Deerfield Beach, Fort Lauderdale, Lauderdale Lakes, Lauderhill, Margate, North Lauderdale, Plantation, Pompano Beach, and Tamarac. The project location map, Figure 1-1, shows the study area for the Florida's Turnpike Project Development and Environment (PD&E) Study.

HILLSBORO BLVD. SW 10th ST SAWGRASS EXPWY. **END STUDY** WILES RD. **MP 70** SAMPLE RD. AIA 845 COPANS RD. COCONUT CREEK PKWY. ATLANTIC BLVD. 869 (817) 1 MCNAB RD. Pompano Beach **CYPRESS** Service Plaza CREEK RD. COMMERCIAL **MP 65** BLVD. 870 OAKLAND PARK 816 BLVD. SUNRISE 838 BLVD. BROWARD BLVD. 842 PETERS RD. 736 823 FLAMINGO RD. **BEGIN STUDY** MP 53 GRIFFIN RD. 818 817

Figure 1-1 Project Location Map

Currently, the Florida's Turnpike varies from eight to ten lanes (four lanes plus an auxiliary lane in each direction) from south of I-595 to south of Atlantic Boulevard and has six lanes (three lanes in each direction) from south of Atlantic Boulevard to Wiles Road. The roadway is functionally classified as an Urban Principal Arterial - Freeway and Expressway and has a posted speed limit of 70 miles per hour (mph). The access management classification is Class 1 and the corridor does not have a context classification.

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

1.2 Purpose & Need

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

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

1.2.1 Project Status

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

1.2.2 Enhance Safety

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

An examination of the northbound Florida's Turnpike heatmap shows a high concentration of crashes at north of I-595 near the reversible ramps, at W Broward Boulevard south of Sunrise Boulevard interchange and north of Oakland Park Boulevard interchange where the Florida's Turnpike alignment shifts from north to northeast direction. Similar examination of the southbound Florida's Turnpike heat map shows high concentration of crashes south of I-595 interchange, near the Sunrise Boulevard and Commercial Boulevard interchange areas, at Cypress Creek Road and Sample Road interchange areas. Most crashes within the project limits were off-road

accounting for 31% of crashes, followed by rear end collisions which accounted for 26%. This project seeks to reduce congestion and improve operations, thus mitigating the existing crash patterns.

1.2.3 Accommodate Travel Demands

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

1.2.4 Improve Travel Time Reliability

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

1.2.5 Improve Regional Connectivity

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

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

1.2.6 Enhance Emergency Response and Evacuation

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

2.0 METHODOLOGY

The traffic noise study was performed in accordance with *Code of Federal Regulations, Title 23, Part 772 (23 CFR 772) Procedures for Abatement of Highway Traffic Noise and Construction Noise*¹ using methodology established by the Florida Department of Transportation (FDOT) in the *Project Development and Environment Manual*², *Part 2, Chapter 18 (FDOT, July 1, 2020)* and FDOT's *Traffic Noise Modeling and Analysis Practitioners Handbook*³.

Predicted noise levels were produced using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM), version 2.5.

2.1 Noise Metrics

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

2.2 Traffic Data

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

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

2.3 Noise Abatement Criteria

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

2.4 Noise Abatement

Noise abatement measures are considered when predicted traffic noise levels approach, meet, or exceed the NAC or when there is a substantial increase (15 dB(A)) in traffic noise levels. Predicted traffic noise levels, NAC classification, and impact criteria for all noise sensitive sites in this project are documented in Appendix B. As

outlined in the PD&E Manual², these noise abatement measures may include traffic system management, alignment modifications, property acquisitions, land use controls, and noise barriers.

2.4.1 Traffic Management

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

2.4.2 Alignment Modifications

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

2.4.3 Buffer Zones & Land Use Controls

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

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

2.4.4 Noise Barriers

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

Table 2-1 – FHWA & FDOT Noise Abatement Criteria

NOISE ABATEMENT CRITERIA (NAC) [Hourly A-Weighted Sound Level-decibels (dB(A))]

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

(Based on Table 1 of 23 CFR Part 772)

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

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.

Figure 2-1 – Typical Noise Levels

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

3.0 TRAFFIC NOISE ANALYSIS AND ABATEMENT ASSESSMENT

3.1 Model Verification

To verify the accuracy of the TNM 2.5 noise model, field measurements were taken throughout the project limits following procedures documented in FHWA's Noise Measurement Field Guide⁵ (FHWA, June 2018). Noise monitoring was performed on January 5, 2023 using Larson Davis LxT noise monitors. All monitoring events were 10 minutes in duration, which is consistent with methodology documented in the FDOT PD&E Manual². The noise monitors were calibrated using a CAL200 calibrator before and after each event. Typical vehicle speeds were established by sampling with a Decatur Scout handheld radar gun. Vehicles generally traveled within a few miles per hour (mph) of the 65-mph posted speed limit on Florida's Turnpike. Traffic volumes by vehicle classification were recorded for each monitoring event and then extrapolated to one-hour equivalent volumes for input within the TNM.

Three locations were used to validate the ability of the TNM to accurately predict traffic noise for this project. The locations of the validation sites are shown on the project aerials in Appendix D as receptor points VS-01 through VS-03. Measurements were taken for three validation events at each validation site. Receptor point VS-01 is located within the right-of-way (ROW) on the southbound side of Florida's Turnpike south of Wiles Road at approximately Station 2100+00. Receptor point VS-02 is located within the ROW on the southbound side of Florida's Turnpike south of W Sample Road at approximately Station 2030+00. Receptor point VS-03 is located within the ROW on the southbound side of Florida's Turnpike south of W Copans Road at approximately Station 1994+00.

The results of the monitoring events are summarized in Table 3-1. As shown in Table 3-1, the variance between the measured and predicted noise levels were 3.0 or less for all validation events. Therefore, the noise model is predicting traffic related noise for this project within the level of accuracy specified in the FDOT PD&E Manual².

Table 3-1 – TNM Validation Results Summary

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

Measurements Taken 1/05/2023

3.2 Noise Sensitive Receptors

Within the project limits, TNM receptor points representing residences are located in accordance with the FDOT PD&E Manual² as follows:

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

Noise levels were predicted at 1,968 receptor points, representing 10,447 residences, and 180 special use receptor points. Predicted noise levels for the residential noise sensitive sites are provided in Appendix B-1 and non-residential sites in Appendix B-2. The locations of the receptor points representing the noise sensitive sites are depicted on the project aerials found in Appendix D.

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

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

- Receptor points are labeled according to the CNE within which they are located. CNEs are named as follows:
 - The first two letters (i.e., SB, NB, EB, or WB) describe on which side of the mainline road the CNE is located (e.g., "SB" indicates the receptor is located in a CNE on the southbound side of the mainline travel lanes).
 - The number following the first two letters is a numeric sequencing number (e.g., CNE SB11 is the 11th CNE on the southbound side of the mainline road).
- The first letter of the receptor label is either an "R" or "N" and denotes whether the point is a residence or a non-residential receptor, respectively.
- The four characters following the first letter is the CNE name (e.g., NSB11, would be the prefix for all non-residential receptors located within CNE SB11).

 The final three characters are the individual receptor number and are separated from the first string of characters with a dash (e.g., NSB11-002 is the 2ND receptor, a non-residential receptor in this case, in the 11th CNE on the southbound side of the mainline road).

The predicted noise level for each receptor is shown separately within Appendices B-1 & B-2. The project aerials in Appendix D show the locations of all impacted and/or benefited receptors.

3.3 Abatement Analysis

For the year 2045 Build condition, noise levels are being modelled at 1,956 noise sensitive sites, representing 10,441 residences, and 177 special use receptor points. These sites are grouped into CNEs to evaluate the potential feasibility and reasonableness of providing noise barriers to reduce traffic noise. Noise barriers reduce traffic noise by blocking the sound path between a traffic noise source and noise sensitive receptor. To effectively reduce traffic noise, a noise barrier must be relatively long, continuous (with no intermittent openings), and of sufficient height. For a noise barrier to be considered feasible and reasonable, the following conditions must be met.

To be considered feasible it must:

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

To be considered reasonable it must:

- Take into consideration the viewpoints of the benefited property owners and residents;
- The cost of the noise barrier must not exceed \$42,000 per benefited receptors for residences or \$995,935/person-hour/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;
- Satisfy the FDOT's Noise Reduction Design Goal (NRDG) of 7 dB(A). Therefore, a noise barrier must provide a noise reduction of at least 7 dB(A) for at least one benefited receptor.

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

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

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

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

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

3.3.1 Special Use Site Analysis

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

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

3.3.2 Existing Noise Barrier Methodology

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

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

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

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

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

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

3.4 Residences on Northbound Side of Florida's Turnpike

3.4.1 Broadview Park (NB01)

The Broadview Park neighborhood is located on the northbound side of Florida's Turnpike (CNE NB01) between Interstate 595 and SW 12th St. In this area, 69 NAC B receptor points, representing 236 residential sites were added to the model.

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in section 3.3.2 will be used to analyze this barrier system. This means that all existing noise barriers are set to zero height, or the "no-barrier" condition, to establish noise impacts. Then the final noise barrier system is compared against that "no-barrier" condition to determine feasibility and reasonableness of the noise barrier system. Noise levels at 98 NAC B residences in Broadview Park are predicted to approach or exceed the NAC for the Build condition in the design year (2045) in the "no-barrier" condition.

This area already has the maximum possible height and length noise barrier system that can be constructed, so no additional noise barrier was considered to supplement the existing right-of-way and shoulder noise barriers. There is a gap in the existing ROW noise barrier near Washburn Park where constructability factors relating to FGT gas lines and overhead utilities prevented construction of any additional ROW noise barrier. To cover this

break in the ROW noise barrier, a shoulder noise barrier was constructed to cover the gap in the ROW noise barrier. These existing ROW and shoulder noise barriers are planned to remain in the future build condition. The existing noise barrier system was modeled to see if it meets the current criteria for noise abatement. Based on this evaluation, the existing noise barrier system (see Table 3-2 for details) located on the northbound shoulder and northbound ROW does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If it was being constructed again from scratch, this noise barrier system would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. Because the existing noise barrier system meets all the criteria for noise abatement and is already the maximum noise barrier system that could be constructed in this area, no additional noise barrier was analyzed for this area. See **Table 3-2** for evaluated barriers.

Table 3-2 – Broadview Park (CNE NB01)

Hoight	Longth ¹		No. of	Noise Reduction at Impacted Residences		Number of Benefited Residences				Impacted	Total	Cost per	
Height Length ¹ (feet) (feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence	
228	2190	ROW ⁶											
88	670	SH ⁷	98	2	1	91	94	61	155	12.8	4	\$2,761,200	\$17,814
228	1750	ROW ⁶											

¹Full 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.

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

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

3.4.2 Washburn Park (NB01)

Washburn Park is located on the northbound side of Florida's Turnpike (CNE NB01) between Interstate 595 and SW 12th St. In this area, 3 NAC C receptors representing areas of outdoor use at Washburn Park were added to the model. Noise levels at all three receptors are expected to approach or exceed the NAC for the Build condition in the design year (2045). However, all three receptors are already receiving a 7 dB(A) or greater benefit from the existing noise barriers constructed in this area. Because the noise barriers will remain in place in the future build condition and are already constructed at the maximum possible height noise barrier

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft² (Assumes all barrier are being constructed from the no-barrier condition. Some barriers have already been constructed and will not incur any further costs.)

⁶ ROW - Right of Way noise barrier on Florida's Turnpike.

⁷ SH - Shoulder noise barrier on Florida's Turnpike.

⁸ Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems, but will not incur any additional costs to construct.

configuration, no additional noise barrier configurations were analyzed for this area. See **Table 3-3** for evaluated barriers.

Table 3-3 – Washburn Park (CNE NB01)

Height (feet)	Length ¹ (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost ²	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person- Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	2190	ROW ³						
8	670	SH ³	n/a⁴	0.6 Acres	100%	Yes	n/a⁴	n/a⁴
22	1750	ROW ³						

¹Full 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.

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

3.4.3 Plantation Walking Park (NB02)

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

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

Height (feet)	Length ¹ (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost ²	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person- Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
20	2750	ROW ³	n/a⁴	4.9 Acres	100%	Yes	n/a ⁴	n/a⁴

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.

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

² Unit cost of \$30/ft²

³ Barriers in RED are existing barrier that will remain in the future condition.

⁴ Noise Barrier system is already constructed and benefitting entire park area, so no further cost analysis was conducted.

² Unit cost of \$30/ft²

³ Barriers in RED are existing barrier that will remain in the future condition.

⁴ Noise Barrier system is already constructed and benefitting entire park area, so no further cost analysis was conducted.

3.4.4 Lauderdale Golf Estates (NB02)

The Lauderdale Golf Estates neighborhood is located on the northbound side of Florida's Turnpike (CNE NB02) between SW 12th St. and W Broward Blvd. In this area, 33 NAC B receptors representing 124 residential sites were added to the model.

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in section 3.3.2 will be used to analyze the barrier system for Lauderdale Golf Estates. In the no barrier condition, noise levels at 35 NAC B residences in Lauderdale Golf Estates and 6 NAC C sites at Ft. Lauderdale Country Club are expected to approach or exceed the NAC for the Build condition in the design year (2045).

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

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

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

¹ Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.

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

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

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft2 (Assumes all barrier are being constructed from the no-barrier condition. Some barriers have already been constructed and will not incur any further costs.)

⁶ ROW – Right of Way noise barrier on Florida's Turnpike.

⁷ Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems, but will not incur any additional costs to construct.

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

Ft. Lauderdale Country Club and Golf Course is located on the northbound side of Florida's Turnpike (CNE NB02) between SW 12th St. and W Broward Blvd. In this area 8 NAC C receptor points, representing outdoor use areas on eight holes of the golf course, were added to the model. Noise levels at seven receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

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

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

Height (feet)	Length ¹ (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost ²	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person- Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	2800	ROW	\$1,848,000	18.3	100%	Yes	2,599	No
14	3000	SH	\$1,260,000	18.3	100%³	Yes	1,772	No
8	3000	SH	n/a³	0	0%	No	n/a³	n/a³

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.

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

3.4.6 Breezeswept Park Estates (NB03)

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

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in section 3.3.2 will be used to analyze the barrier system for Breezeswept Park Estates. In the no-barrier

² Unit cost of \$30/ft²

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

condition, noise levels at 83 NAC B residences in Breezeswept Park Estates are expected to approach or exceed the NAC for the Build condition in the design year (2045).

An 11-foot-tall right-of-way noise barrier already exists for this neighborhood, however it does not benefit all impacted properties in the Build condition. Additionally, due to the proximity of FGT gas lines in the area, removing and replacing the 11-foot -tall ROW barrier with a taller barrier is not possible. However, supplementing the existing right-of-way barrier with a 14-foot-tall shoulder barrier and 8-foot-tall on-structure barrier does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If the existing right-of-way barrier were to be constructed from scratch along with the two shoulder barriers, this noise barrier system would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-7** for evaluated barriers.

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

Hoight	Length ¹		No. of		e Reducti ted Resid		Num	ber of Benef	ited Resi	dences	Impacted	Total	Cost per
(feet)	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
118	4220	ROW ⁷											
14	4880	SH ⁶	83	0	12	57	69	119	188	8.1	14	\$3,514,200	\$18,693
8	300	SH ⁶											

¹Full 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.

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

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

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

The Flair, Castle Gardens II, and Woodsdale Oaks neighborhoods are located on the northbound side of Florida's Turnpike (CNE NB04 and CNE NB05) between Sunrise Blvd. and W Oakland Park Blvd. In this area, 95 NAC B receptors representing 548 residential sites were added to the model.

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze the barrier system for Flair, Castle Gardens, and Woodsdale Oaks. In the no-

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft² (Assumes all barrier are being constructed from the no-barrier condition.)

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems, but will not incur any additional costs to construct.

barrier condition, noise levels at 163 NAC B residences in Flair, Castle Gardens, and Woodsdale Oaks and are expected to approach or exceed the NAC for the Build condition in the design year (2045).

A 20-foot-tall right-of-way noise barrier for Flair, as well as a 22-foot-tall right-of-way noise barrier Castle Gardens and a 19-foot-tall right-of-way noise barrier for Woodsdale Oaks already exist. The existing barrier system does not benefit all impacts in the Build condition. Supplementing these existing right-of-way noise barriers with 22-foot-tall right-of-way noise barriers and an 8-foot-tall on-structure barrier does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If the existing right-of-way barriers were to be constructed from scratch along with the supplemented right-of-way and on-structure barriers, this noise barrier system would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-8** for evaluated barriers.

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

Hoight	Length ¹		No. of		e Reducti ted Resid		Num	ber of Benef	ited Resi	dences	Impacted	Total	Cost per
(feet)	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
22	1600	ROW ⁷											
22	1000	ROW ⁷											
228	900	ROW ⁷											
22	300	ROW ⁷	184	1	0	144	145	82	227	9.8	39	\$5,308,200	\$23,384
22	520	ROW ⁷	104	1		144	143	82	227	5.8	39	\$3,308,200	323,36 4
208	3080	ROW ⁷											
198	900	ROW ⁷							/				
8	400	SH ⁶											

¹ Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.

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

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

 $^{^{\}rm 2}$ Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft2

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems, but will not incur any additional costs to construct.

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

Broward Habitat Connectivity Project Park, and the First Church of the Open Bible (First Church of the Open Bible is just outside of the viewable area on sheet 9) are located on the northbound side of Florida's Turnpike (CNE NB04 and CNE NB05) between Sunrise Blvd. and W Oakland Park Blvd. In this area 4 NAC C receptors representing areas of outdoor use at neighborhood playgrounds, parks, and the church were added to the model.

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze the barrier system for Flair, Castle Gardens, and Woodsdale Oaks. In the retained barrier condition, noise levels are not expected to approach or exceed the NAC for the Build condition in the design year (2045). Because no impacts are predicted for these sites additional noise barriers were not analyzed for these locations. There are reasonable and feasible noise barriers planned for the surrounding neighborhoods and these locations may receive some incidental benefit from those noise barriers.

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

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

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

In this area, 11 NAC C receptor points representing outdoor play areas at the school were added to the model. Of these 11 receptors, noise levels at 6 NAC C receptor locations are expected to approach or exceed the NAC for the Build condition in the design year (2045).

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

on its own, it will receive an incidental benefit of noise barriers being constructed for adjacent residential areas that will provide a benefit to all impacted receptors at this location. See **Table 3-9** for evaluated barriers.

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

Height (feet)	Length¹ (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost ²	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person- Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	1800	ROW	\$1,188,000	1.5 ac	100%	Yes	1650	No
16	1800	ROW	n/a³	n/a³	n/a³	No	n/a³	n/a³

¹Full 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.

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

3.4.10 Hawaiian Gardens Apartments (NB06)

The Hawaiian Gardens apartments are located on the northbound side of Florida's Turnpike (CNE NB06) between W Oakland Park Blvd. and the Middle River Canal. In this area, 120 NAC B receptors representing 960 residential sites and 6 NAC C receptors representing 6 areas of outdoor use were added to the model.

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze the barrier system for Hawaiian Gardens. In the no-barrier condition, noise levels at 338 NAC B residences in Hawaiian Gardens are expected to approach or exceed the NAC for the Build condition in the design year (2045).

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

² Unit cost of \$30/ft²

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

Table 3-10 – Hawaiian Gardens (CNE NB06)

Hoight	Length ¹		No. of		e Reducti ted Resid		Num	ber of Benef	ited Resi	dences	Impacted	Total	Cost per
(feet)	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
168	2150	ROW ⁷											
22	500	ROW ⁷	338	96	48	96	240	20	260	7.1	98	\$2,134,800	\$8,211
8	3290	SH ⁶											

¹ Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.

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

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

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

The Monterey and Oakland Estates neighborhoods, and a portion of the Mainlands Park neighborhood east of the Turnpike, are located on the northbound side of Florida's Turnpike (CNE NB07) between the Middle River Canal and Commercial Blvd. In this area, 111 NAC B receptors representing 819 residential sites and 3 NAC C receptors representing 3 areas of outdoor use were added to the model.

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze the barrier system for Oakland Estates and Mainlands. In the no-barrier condition, noise levels at 190 NAC B residences and 1 NAC C site in Oakland Estates and Mainlands are expected to approach or exceed the NAC for the Build condition in the design year (2045).

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft2

⁶ SH – Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems, but will not incur any additional costs to construct.

A right-of-way noise barrier system consisting of 19-, 18-, and 15-foot-tall walls already exists for the full length of these neighborhoods. Taller noise barriers were not evaluated for this area because there would not be enough additional noise reduction after increasing the existing noise barriers to 22 feet to warrant the removal and replacement of the existing barriers. To determine the effectiveness of the existing noise barriers, the current noise barrier system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system (see Table 3-8 for details) located on the northbound ROW does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If it was being constructed again from scratch, this noise barrier system would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. Because the existing noise barrier system meets all the criteria for noise abatement, no additional noise barriers were analyzed for this area. See **Table 3-11** for evaluated barriers.

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

Hoight	Length ¹		No. of		e Reducti cted Resid		Num	ber of Benef	ited Resid	dences	Impacted	Total	Cost per
(feet)	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
19 ⁷	2440	ROW ⁶	•										
18 ⁷	3790	ROW ⁶	190	3	5	167	175	16	191	9.0	15	\$3,896,400	\$20,400
15 ⁷	1020	ROW ⁶											

¹Full 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.

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

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

3.4.12 Imperial Estates (NB08)

The Imperial Estates neighborhood is located on the northbound side of Florida's Turnpike (CNE NB08) between Commercial Blvd. and NW 62nd St. In this area, 107 NAC B receptors representing 521 residential sites and 2 NAC C receptors representing 2 areas of outdoor use were added to the model.

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze the barrier system for Imperial Estates. In the no-barrier condition, noise

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft2

⁶ ROW – Right of Way noise barrier on Florida's Turnpike.

⁷ Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems, but will not incur any additional costs to construct.

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

An 18-foot-tall right-of-way noise barrier already exists for the full length of this neighborhood. Additional noise barriers were not evaluated for this area because there cannot be enough additional noise reduction after increasing the existing noise barrier to 22 feet to warrant the removal and replacement of the existing barrier. To determine the effectiveness of the existing noise barriers, the current noise barrier system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system (see Table 3-9 for details) located on the northbound ROW does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If it was being constructed again from scratch, this noise barrier system would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. Because the existing noise barrier system meets all the criteria for noise abatement, no additional noise barriers were analyzed for this area. See **Table 3-12** for evaluated barriers.

Table 3-12 – Imperial Estates (CNE NB08)

Uoight.	Length ¹		No. of		e Reducti cted Resid		Num	ber of Benef	ited Resi	dences	Impacted	Total	Cost per
(feet)	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
187	3670	ROW ⁶	147	4	31	108	143	148	291	9.2	4	\$1,981,800	\$6,810

¹Full 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.

The existing noise barrier system cannot achieve a 5 dB(A) reduction at 4 residences because they are near the southern end of the noise wall.

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

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

The Asher, Palm Aire Village West, The Gardens, Royal Poinciana Condominiums, St. Andrews at Palm Aire, Palm Aire Country Club Garden Apartments, and Palm Aire are located on the northbound side of Florida's Turnpike (CNE NB09 and CNE NB10) between NW 62nd St. and W Atlantic Blvd. In this area, 329 NAC B receptors representing 1,674 residential sites and 20 NAC C receptors representing 20 areas of outdoor use were added to the model.

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft²

⁶ ROW – Right of Way noise barrier on Florida's Turnpike.

⁷ Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems, but will not incur any additional costs to construct.

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze the barrier system for this area. In the no-barrier condition, noise levels at 745 NAC B residences and 2 NAC C sites are expected to approach or exceed the NAC for the Build condition in the design year (2045).

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

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

Hoight	Length ¹		No. of		e Reducti cted Resid		Num	ber of Benef	ited Resi	dences	Impacted	Total	Cost per
(feet)	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
17	200	ROW ⁸											
17	560	ROW ⁸											
17	2830	ROW ⁸											
17	1440	ROW ⁸											
16	4090	ROW ⁸	733	93	39	363	495	378	873	8.8	238	\$6,131,700	\$7,024
16	430	ROW ⁸											
14	1430	SH ⁷											
14	1680	SH ⁷											
8	360	SH ⁷											

¹Full 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.

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

 $^{^{\}rm 2}$ Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems, but will not incur any additional costs to construct.

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

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

Legacy at Palm Aire, Residences at Palm Aire, , Golf View Estates Mobile Home Park, the Motel 6 Pool, and the Budgetel Pool are all located on the northbound side of Florida's Turnpike (CNE NB11) between W Atlantic Blvd and Coconut Creek Pkwy. In this area, 100 NAC B receptors representing 707 residential sites and 9 NAC C receptors representing 9 areas of outdoor use were added to the model. Noise levels at 180 NAC B residences are expected to approach or exceed the NAC for the Build condition in the design year (2045).

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

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

Heigh	t Length ¹		No. of		e Reducti cted Resid		Num	ber	of Bene	fited Resi	dences	Impacted	Total	Cost per
(feet		Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	lm	Not pacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
22	4110	ROW ⁶	180	13	14	153	180		193	373	11.1	0	\$2,712,600	\$7,272

¹ Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.

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

3.5 Residences on Southbound Side of Florida's Turnpike

3.5.1 Plantation Harbour (SB01)

The Plantation Harbour neighborhood is located on the southbound side of Florida's Turnpike (CNE SB01) between Interstate 595 and SW 12th St. In this area, 40 NAC B receptors representing 114 residential sites were added to the model.

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft2

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.

⁹ Noise barrier system exceeds the allowable cost criteria of \$42,000/benefited residence.

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze the barrier system for Plantation Harbour. In the no-barrier condition, noise levels at 30 NAC B residences in Plantation Harbour are expected to approach or exceed the NAC for the Build condition in the design year (2045).

An 18-foot-tall right-of-way noise barrier and 8-foot-tall shoulder barrier already exist for this neighborhood. Additional noise barriers were not evaluated for this area because there can not be enough additional noise reduction after increasing the height of the existing noise barriers to warrant the removal and replacement of the existing barriers. To determine the effectiveness of the existing noise barriers, the current noise barrier system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system (see Table 3-12 for details) located on the southbound ROW and shoulder does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. The existing noise barrier system would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. Because the existing noise barrier system meets all the criteria for noise abatement, no additional noise barriers were analyzed for this area. See **Table 3-15** for evaluated barriers.

Table 3-15 – Plantation Harbour (CNE SB01)

Цоi	aht	Length ¹		No. of		e Reducti cted Resid		Num	ber of Benef	fited Resi	dences	Impacted	Total	Cost per
(fe	_	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
1	8	2300	ROW ⁶	35	0	2	32	34	7	41	11.5	1	\$1,684,200	\$41,078
8	3	1820	SH ⁶	55	0	2	52	34		41	11.5	1	\$1,004,200	341,076

¹Full 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.

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

3.5.2 South Plantation High School (SB01)

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

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A)

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft2

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems, but will not incur any additional costs to construct.

reduction at one or more receptors and a 5 dB(A) reduction for all of the impacted area. Based on the published enrollment numbers of a school population of 2000 students, a total of 8.8 acres of outdoor use area on site, and an impacted area of 5.2 acres, the approximate number of person hours within the impacted and benefited area is around 630 person hours per day. This is below the 975 person hours per day that would be needed to make a 14-foot-tall noise barrier cost reasonable. Lowering the height to below 14-feet-tall begins to result in receptors no longer receiving a benefit and the average cost going back up. For this reason, the person hours necessary to make a noise barrier cost reasonable in this location cannot be met and noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at South Plantation High. See **Table 3-16** for evaluated barriers.

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

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

¹ Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.

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

3.5.3 Plantation Park (SB02)

The Plantation Park neighborhood is located on the southbound side of Florida's Turnpike (CNE SB02) between SW 12th St. and W Broward Blvd. In this area, 69 NAC B receptors representing 300 residential sites and 3 NAC C receptors representing 3 areas of outdoor use were added to the model.

A 16-foot-tall right-of-way noise barrier already exists for this neighborhood. However, part of this ROW noise barrier would have interfered with the planned roadway widening and will need to be removed from Station 1401+00 to 1431+00. To cover the gap caused by removing a section of the existing ROW noise barrier a 14-foot-tall shoulder barrier was modeled. Because there are sections of existing noise barriers that will remain in the future design condition, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze the barrier system for Plantation Park. In the no-barrier condition, noise levels at 106 NAC B residences and 3 NAC C sites in Plantation Park are expected to approach or exceed the NAC for the Build condition in the design year (2045).

² Unit cost of \$30/ft²

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

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

Table 3-17 - Plantation Park (CNE SB02)

Height	Length ¹		No. of		e Reducti cted Resid		Num	ber of Benef	ited Resi	dences	Impacted	Total	Cost per
(feet)	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
16	1180	ROW ^{6,8,9}											
14	2630	SH ⁶											
16	1260	ROW ^{6,8,9}	106	1	7	71	79	82	161	10.9	27	\$2,602,200	\$16,163
14	450	SH ⁶											
8	210	SH ⁶											

¹Full 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.

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

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

3.5.4 Plantation Gardens (SB03)

The Plantation Gardens neighborhood is located on the southbound side of Florida's Turnpike (CNE SB03) between W Broward Blvd. and Sunrise Blvd. In this area, 44 NAC B receptors representing 158 residential sites and 1 NAC C receptor representing 1 area of outdoor use were added to the model. Plantation Gardens has existing right-of-way and shoulder noise barriers that will be removed as part of the future roadway conditions.

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft2

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems but will not incur any additional costs to construct.

⁹ The remaining ROW Barriers in this CNE are two remaining section of a larger, existing ROW noise barrier that had to be modified to accommodate the roadway design.

Noise levels at 61 NAC B residences in Plantation Gardens are expected to approach or exceed the NAC for the Build condition in the design year (2045).

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

Table 3-18 – Plantation Gardens (CNE SB03)

Height	Length ¹		No. of		e Reducti cted Resid		Num	ber of Benef	ited Resi	dences	Impacted	Total	Cost per
(feet)	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
14	5220	SH ⁶	73	7	12	52	71	52	123	8.9	2	\$2,192,400	\$17,824

¹Full 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.

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

3.5.5 Woodstock Lodge Condos, Sunshine Villas, Tree Garden Condos, Windermere, Riviera Hills Apartments, Royal Oaks, and Stonebridge Gardens (\$B04 & \$B05)

Woodstock Lodge Condos, Sunshine Villas, Tree Garden Condos, Windermere, Riviera Hills Apartments, Royal Oaks, and Stonebridge Gardens are located on the southbound side of Florida's Turnpike (CNE SB04 and CNE SB05) between W Broward Blvd. and W Oakland Park Blvd. In this area, 177 NAC B receptors representing 1,852 residential sites and 27 NAC C receptors representing 27 areas of outdoor use were added to the model.

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze the barrier system for this area. In the no-barrier condition, noise levels at 1037 NAC B residences are expected to approach or exceed the NAC for the Build condition in the design year (2045).

A barrier system consisting of a two 20-foot-tall and one 18-foot-tall right-of-way noise barriers already exists for these neighborhoods. To determine the effectiveness of the existing noise barriers, the current noise barrier system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system (see Table 3-16 for details) located on the southbound ROW does not meet the feasibility criteria.

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft²

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.

⁹ Noise barrier system exceeds the allowable cost criteria of \$42,000/benefited residence.

Supplementing these existing barriers with two additional 20-foot-tall right-of-way barriers and an 8-foot-tall shoulder barrier does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If the existing right-of-way barriers were to be constructed from scratch along with the additional two right-of-way barriers and one shoulder barrier, this noise barrier system would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-19** for evaluated barriers.

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

Height (feet)	Length¹ (feet)	Location	No. of Impacts	Noise Reduction at Impacted Residences			Number of Benefited Residences				Impacted	Total	Cost per
				5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
20	1830	ROW ⁶	878	20	64	664	748	668	1416	10.1	130	\$6,327,600	\$4,469
20	1150	ROW ⁶											
20	2670	ROW ⁶											
20	1180	ROW ⁷											
18	3940	ROW ⁷											
8	390	SH ⁷											

¹Full 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.

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

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

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

Lauderhill Boys & Girls Club and John E Mullin Park are located on the southbound side of Florida's Turnpike (CNE SB05) between NW 19th Street and West Oakland Park Boulevard. In this area, 6 NAC C receptors representing areas of outdoor use in this area were added to the model.

 $^{^{\}rm 2}$ Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft2

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems, but will not incur any additional costs to construct.

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

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

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

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

¹ Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.

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

3.5.7 Hills of Inverrary and Subway (SB06)

The Hills of Inverrary condominiums and Subway outdoor seating (both of which are beyond the limits of the mapping on Sheet 10 in Appendix C) are located on the southbound side of Florida's Turnpike (CNE SB06) between W Oakland Park Blvd. and the Middle River Canal. In this area, 5 NAC B receptors representing 86 residential sites and 2 NAC C receptors representing 2 areas of outdoor use were added to the model. Noise levels are not expected to approach or exceed the NAC for the Build condition in the design year (2045).

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

² Unit cost of \$30/ft²

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

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

The Inverrary Country Club, a pool at the Garden Plaza at Inverrary independent living facility, Woodlands and a portion of the Mainlands Park neighborhood west of the Turnpike and South of Commercial Boulevard are located on the southbound side of Florida's Turnpike (CNE SB07) between the Middle River Canal and Commercial Blvd. In this area, 84 NAC B receptors representing 417 residential sites and 8 NAC C receptors representing 8 areas of outdoor use were added to the model. Mainlands has an existing right-of-way noise barrier that does not effectively reduce traffic noise. Noise levels at 83 NAC B residences in Woodlands and Mainlands are expected to approach or exceed the NAC for the Build condition in the design year (2045). No exceedance of the NAC was identified on the Inverrary Country Club golf courses/facilities or the Garden Plaza at Inverrary pool.

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

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

Hoight	Length ¹		No. of		e Reducti cted Resid		Numi	ber of Benef	ited Resid	dences	Impacted	Total	Cost per
(feet)	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
14	5900	SH ⁶	96	4	5	74	80	93	173	9.8	10	\$2,520,000	\$14,566

¹ Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.

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

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

The Mainlands Park (West of Turnpike and North of Commercial Blvd) and Pompano Park neighborhoods are located on the southbound side of Florida's Turnpike (CNE SB08) between Commercial Blvd. and NW 62nd St. In this area, 54 NAC B receptors representing 268 residential sites were added to the model.

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft2

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.

⁹ Noise barrier system exceeds the allowable cost criteria of \$42,000/benefited residence.

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze the barrier system in this area. In the no barrier condition, noise levels at 44 NAC B residences are expected to approach or exceed the NAC for the Build condition in the design year (2045).

A 20-foot-tall right-of-way noise barrier already exists for this neighborhood. To determine the effectiveness of the existing noise barrier, the current noise barrier system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system (see Table 3-18 for details) located on the southbound ROW does not meet the feasibility criteria. Supplementing this existing barrier with additional two 14-foot-tall shoulder barriers does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If the existing right-of-way barrier were to be constructed from scratch along with the additional two shoulder barriers, this noise barrier system would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-22** for evaluated barriers.

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

Hoight	Length ¹		No. of		e Reducti cted Resid		Num	ber of Benef	ited Resi	dences	Impacted	Total	Cost per
(feet)	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 > 7 dB(A) dB(A)		Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
14	370	SH ⁶											
20	1300	ROW ⁶	44	10	6	10	26	10	36	8.0	18	\$1,145,400	\$31,817
14	500	SH ⁶											

¹ Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.

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

3.5.10 City of North Lauderdale Pompano Park (CNE SB08)

City of North Lauderdale Pompano Park is located on the northbound side of Florida's Turnpike (CNE SB08) between Commercial Blvd. and NW 62nd St. In this area 8 NAC C receptor points, representing outdoor use areas at the park, were added to the model. Noise levels at seven receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A)

 $^{^{\}rm 2}$ Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft2

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems, but will not incur any additional costs to construct.

reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area. However, for a 14-foot-tall ROW noise barrier to be cost reasonable, an average of 1,772 people would need to use the facilities, which contains two basketball courts, a small play area, and an open ballfield for one hour per day. That would translate to roughly approximately 177 park users for 10 hours every day, which is not possible. Reducing the height even a little further to 8-feet tall would not have been enough to make the barrier cost reasonable, and at a height of 8-feet-tall the barrier is no longer able to meet the Noise Reduction Design Goal (NRDG) of benefiting any receptor by 7dB(A). For this reason, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the City of North Lauderdale Pompano Park. Even though noise barriers could not be proposed that would cost-effectively benefit the park itself, it should be noted a portion of the park will be shielded by the noise barriers proposed for the Pompano Park neighborhood described previously. See **Table 3-22** for evaluated barriers.

Table 3-22 – City of North Lauderdale Pompano Park (CNE SB08)

Height (feet)	Length¹ (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost ²	Ac	Benefited reage within npact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person- Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	2800	ROW	\$1,848,000		18.3	100%	Yes	2,599	No
14	3000	SH	\$1,260,000		18.3	100%³	Yes	1,772	No
8	3000	SH	n/a³		0	0%	No	n/a³	n/a³

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.

The predicted noise levels are shown in Appendix B-2 and the receptor locations are shown on sheet 14 in the project aerials, located in Appendix C.

3.5.11 San Remo Townhomes (CNE SB08)

San Remo Townhomes is located on the southbound side of Florida's Turnpike (CNE SB08) north of NW 62nd St and on the west side of US 441 (SR 7). In this area, 26 NAC B receptors representing 114 residential sites and 2 NAC C receptors representing 2 areas of outdoor use were added to the model. Noise levels at 12 residences are expected to approach or exceed the NAC for the Build condition in the design year (2045) in this area.

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a ROW noise barrier is not possible to construct due to constraints in this area, and a potential shoulder noise barrier system could not provide a 7 dB(A) reduction at one or more receptors because of the noise from local streets (US 441 and NW 62nd St.). For this reason, noise barriers are not a viable option for the residences in the San Remo Townhomes. See **Table 3-23** for evaluated barriers.

² Unit cost of \$30/ft²

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

Table 3-23 – San Remo Townhomes (CNE SB08)

Hoight	Length ¹		No. of		e Reducti cted Resid		Num	ber of Benef	ited Resi	dences	Impacted	Total	Cost per
(feet)	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
14	800	SH ⁶											
8	300	SH ⁶	45	12	6	0	n/a ⁸	n/a ⁸	n/a ⁸	n/a ⁸	n/a ⁸	n/a ⁸	n/a ⁸
14	1100	SH ⁶											

¹Full 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.

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

3.5.12 Avana Cypress Creek (CNE SB08)

The Avana Cypress Creek apartments are located on the southbound side of Florida's Turnpike (CNE SB08) between US 441 (SR 7) and NW 62nd St. In this area, 12 NAC B receptors representing 86 residential sites and 1 NAC C receptors representing one area of outdoor use were added to the model. Noise levels at 22 NAC B residences in Avana Cypress Creek are expected to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential 22-foot-tall right-of-way noise barrier system could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction at two or more impacted receptors. This noise barrier system would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-24** for evaluated barriers.

Table 3-24 – Avana Cypress Creek (CNE SB08)

Hoight	Length ¹		No. of		e Reducti ted Resid		Num	ber of Benef	ited Resid	dences	Impacted	Total	Cost per
(feet)	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
22	440	ROW ⁶	20	5	0	10	15	0	15	7.9	5	\$290,400	\$19,360

¹ Full height is for the length indicated. If a shoulder noise barrier location is indicated, the length of vertical height tapers at the shoulder barrier's terminus (See FDOT Standard Plans) would be in addition to the length indicated.

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft2

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Barrier was not able to meet Noise Reduction Design Goal, so no further analysis was conducted.

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft²

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

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

3.5.13 Sanctuary Apartments (SB09)

The Sanctuary apartments are located on the southbound side of Florida's Turnpike (CNE SB09) between NW 62nd St. and W Atlantic Blvd. In this area, 60 NAC B receptors representing 468 residential sites and 1 NAC C receptor representing 1 area of outdoor use were added to the model.

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze the barrier system for Sanctuary apartments. In the no-barrier condition, noise levels at 120 NAC B residences are expected to approach or exceed the NAC for the Build condition in the design year (2045).

There is an existing 21-foot-tall ROW barrier in this area. The northern 500 feet of this barrier will remain in the future design, but the remaining length will need to be removed to make room for a new off-ramp. To determine the effectiveness of the existing noise barriers, the remaining section of the current noise barrier system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system (see Table 3-25 for details) located on the southbound ROW does not meet the feasibility criteria. Supplementing this existing barrier with an additional 8-foot-tall on structure shoulder barrier does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If the existing right-of-way barriers were to be constructed from scratch along with the additional shoulder barrier, this noise barrier system would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-25** for evaluated barriers.

Table 3-25 – Sanctuary Apartments (CNE SB09)

Joight.	Longth1		No. of		e Reducti cted Resid		Num	ber of Benef	ited Resid	dences	Impacted	Total	Cost per
Height (feet)	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
21	500	ROW ⁶	120	12	36	18	66	12	78	6.6	54	\$528,600	\$6,777
8	890	SH ⁶	120	12	30	10	00	12	/8	0.0	54	\$320,000	70,777

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.

⁸ Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.

⁹ Noise barrier system exceeds the allowable cost criteria of \$42,000/benefited residence.

² Benefited residences with predicted noise levels that approach or exceed the NAC.

 $^{^{\}rm 3}$ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft2

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems, but will not incur any additional costs to construct.

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

3.5.14 Our Lady Queen of Heaven Cemetery (SB09)

Our Lady Queen of Heaven Cemetery is located on the northbound side of Florida's Turnpike (CNE SB09) between NW 62nd St. and Lyons Road. In this area 8 NAC C receptor points, representing outdoor use areas at the cemetery were added to the model. Noise levels at seven receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the southbound shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area. However, for a 12-foot-tall ROW noise barrier to be cost reasonable, an average of 2,533 people would need to visit the site for one hour per day. Given that the impacted area is only about 10% of the total area of the cemetery, that would translate to nearly 30,000 visitors to the cemetery every day, which this site could not accommodate. For this reason, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the Our Lady Queen of Heaven Cemetery. See **Table 3-26** for evaluated barriers.

Table 3-26 – Our Lady Queen of Heaven (CNE SB09)

Height (feet)	Length ¹ (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost ²	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person- Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
14	2000	SH	\$840,000	6 ac	100%	Yes	2,954	No
12	2000	SH	\$720,000	6 ac	100%	Yes	2,533	No
10	2000	SH	\$600,000	3.6 ac	60%	Yes	3,518	No
8	2000	SH	n/a³	n/a³	n/a³	No	n/a³	n/a³

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.

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

3.5.15 Oakland Hills (SB09)

Oakland Hills is located on the southbound side of Florida's Turnpike (CNE SB09) between NW 62nd St. and W Atlantic Blvd. In this area, 35 NAC B receptors representing 142 residential sites were added to the model.

² Unit cost of \$30/ft²

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

Because there are existing noise barriers in this area, the Existing Noise Barrier Methodology discussed in Section 3.3.2 will be used to analyze the barrier system for Oakland Hills. In the no-barrier condition, noise levels at 61 NAC B residences are expected to approach or exceed the NAC for the Build condition in the design year (2045).

A 14-foot-tall right-of-way noise barriers already exists for this neighborhood. To determine the effectiveness of the existing noise barriers, the current noise barrier system was analyzed for the future build condition. Based on this evaluation, the existing noise barrier system does not benefit all impacted residences, so a supplemental noise barrier was considered. Supplementing this existing barrier with an additional 14-foot-tall shoulder barrier does provide a 7 dB(A) reduction at one or more impacted receptors, and a 5 dB(A) reduction at two or more impacted receptors. If the existing right-of-way barriers were to be constructed from scratch along with the additional shoulder barrier, this noise barrier system would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-27** for evaluated barriers.

Table 3-27 – Oakland Hills (CNE SB09)

Hoight	Longth ¹		No. of		e Reducti ted Resid		Num	ber of Benef	fited Resid	dences	Impacted	Total	Cost per
	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
14	2190	ROW ⁶	61	17	11	26	54	16	70	8.0	7	\$1,129,800	\$16,140
14	500	SH ⁶	01	17	11	20	54	10	70	8.0	,	\$1,129,600	\$10,140

¹Full 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.

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

3.5.16 Sunshine Drive (SB10)

The Sunshine Drive neighborhood is located on the southbound side of Florida's Turnpike (CNE SB10) between W Atlantic Blvd. and Coconut Creek Pkwy. In this area, 95 NAC B receptors representing 610 residential sites and one NAC C receptor representing one area of outdoor use were added to the model. Noise levels at 160 NAC B residences and 2 NAC C sites in Sunshine Drive are expected to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated for these residences to abate traffic related noise. Based on this evaluation, a potential 22-foot-tall right-of-way noise barrier system could provide a 7 dB(A) reduction at one or more

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft2

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Barriers in RED are existing barrier that will remain in the future condition. Their costs are included in the total cost for consistency in analyzing all noise barrier systems, but will not incur any additional costs to construct.

receptors and a 5 dB(A) reduction at two or more impacted receptors including a benefit at the community pool. This noise barrier system would not exceed the allowable \$42,000 per benefited receptor and, therefore, is cost reasonable. See **Table 3-28** for evaluated barriers.

Table 3-28 - Sunshine Drive (CNE SB10)

Hoight	Length ¹		No. of		se Reducti acted Resid		Num	ber of Benef	ited Resid	dences	Impacted	Total	Cost per
(feet)	(feet)	Location	Impacts	5-5.9 dB(A	0.00	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
22	3000	ROW ⁶	170	1	5	155	161	65	226	12.0	9	\$1,980,000	\$8,761

¹Full 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.

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

3.5.17 Broward College - North Campus (SB10)

Broward College – North Campus is located on the northbound side of Florida's Turnpike (CNE NB02) between W Atlantic Blvd. and Coconut Creek Pkwy. In this area 8 NAC C receptor points, representing tennis, basketball and racquetball courts were added to the model. Noise levels at seven receptors are predicted to approach or exceed the NAC for the Build condition in the design year (2045).

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1. Based on this evaluation, a potential noise barrier located along the northbound ROW could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area. However, for a 12-foot-tall ROW noise barrier to be cost reasonable, an average of 4,300 people would need to use the 3 basketball courts, 3 tennis courts, and 8 racquetball courts for one hour per day. That would translate to 430 people per hour every hour for 10 hours a day, which is not possible. For this reason, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the Broward College – North Campus. See **Table 3-29** for evaluated barriers.

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft²

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.

⁹ Noise barrier system exceeds the allowable cost criteria of \$42,000/benefited residence.

Table 3-29 - Broward College - North Campus (CNE SB10)

Height (feet)	Length¹ (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost ²	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person- Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	3200	ROW	\$2,122,000	4.75 ac	100%	Yes	6,750	No
20	3200	ROW	\$1,920,000	4.75 ac	100%³	Yes	6,075	No
18	3200	ROW	\$1,728,000	2.375 ac	50%	Yes	10,800	No
16	3200	ROW	n/a³	n/a³	n/a³	No	n/a³	n/a³
14	3400	SH	\$1,428,000	4.75 ac	100%	Yes	5,021	No
12	3400	SH	\$1,224,000	4.75 ac	100%³	Yes	4,304	No
10	3400	SH	\$1,020,000	2.375 ac	50%	Yes	7,174	No
8	3400	SH	n/a³	0	0%	No	n/a³	n/a³

¹Full 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.

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

3.5.18 Wynmoor Village (SB11)

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

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

² Unit cost of \$30/ft²

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

may vary from what is being preliminarily recommended during the PD&E process. See **Table 3-30** for evaluated barriers.

Table 3-30 – Wynmoor Village (CNE SB11)

Height	Length ¹		No. of		e Reduction Cted Resid		Num	ber of Benef	ited Resi	dences	Impacted	Total	Cost per
(feet)	(feet)	Location	Impacts	5-5.9 dB(A)	6.0-6.9 dB(A)	> 7 dB(A)	Impacted ²	Not Impacted ³	Total	Average Reduction dB(A)	Res. Not Benefited ⁴	Estimated Cost ⁵	Benefited Residence
22	1690	ROW ⁶											
22	2880	ROW ⁶											
14	580	SH ⁶	218	4	3	188	195	146	341	11.3	23	\$3,738,600	\$10,964
14	500	SH ⁷	210	4	3	100	193	140	341	11.3	23	33,738,000	\$10,504
8	940	SH ⁷											
8	180	SH ⁷											

¹Full 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.

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

3.5.19 Butterfly World and Tradewinds Park Soccer Fields (SB12)

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

Noise barriers were evaluated following the FDOT Special Land Use procedures outlined in Section 3.3.1 for the soccer fields. Based on this evaluation, a potential noise barrier located along the northbound ROW or Shoulder could provide a 7 dB(A) reduction at one or more receptors and a 5 dB(A) reduction for the entire impacted area. However, for a 12-foot-tall ROW noise barrier to be cost reasonable, an average of 499 person-hours would have to use the part of the soccer field that is impacted. That would translate to roughly over 1,000 person hours of use on the soccer field per day, or 100 players per hour for 10 hours a day, which is not possible. For this reason, noise barriers are not a potentially feasible and reasonable method to abate traffic related noise for the special use sites at the Tradewinds Park Soccer Fields. See **Table 3-31** for evaluated barriers.

² Benefited residences with predicted noise levels that approach or exceed the NAC.

³ Benefited residences with predicted noise levels that do not approach the NAC.

⁴ Impacted residences that did not receive a minimum 5 dB(A) reduction from proposed noise barrier.

⁵ Unit cost of \$30/ft2

⁶ SH - Shoulder noise barrier on Florida's Turnpike.

⁷ ROW – Right of Way noise barrier on Florida's Turnpike.

⁸ Noise barrier system did not meet the noise reduction design goal of a 7 dB(A) reduction at any receptor, so no cost analysis was not conducted.

⁹ Noise barrier system exceeds the allowable cost criteria of \$42,000/benefited residence.

Table 3-31 -Tradewinds Park Soccer Fields (CNE SB12)

Height (feet)	Length¹ (feet)	Location (SH=Shoulder ROW=Right of Way)	Total Cost ²	Benefited Acreage within impact area	Percentage of Impacted Area Benefited	Does the barrier satisfy the Noise Reduction Design Goal (-7dB(A))	Required Person- Hours of Daily Use Within Benefited Area	Possible for Person-Hours of Daily Use Within Entire Facility to be met?
22	1,280	ROW	\$844,800	3.0 ac	100%	Yes	1,189	No
20	1,280	ROW	\$768,000	3.0 ac	100%	Yes	1,081	No
18	1,280	ROW	\$691,200	1.5 ac	50%	Yes	1,946	No
16	1,280	ROW	n/a³	n/a³	n/a³	No	n/a³	n/a³
14	985	SH	\$413,700	3.0 ac	100%	Yes	583	No
12	985	SH	\$345,600	3.0 ac	100%	Yes	499	No
10	985	SH	\$295,500	1.5 ac	50%	Yes	832	No
8	985	SH	n/a³	n/a³	n/a³	No	n/a³	n/a³

¹Full 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.

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

4.0 CONCLUSIONS

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

For the year 2045 Build condition, noise levels were modelled in TNM at 1,956 receptor locations representing 10,441 residential and 177 special land use noise sensitive sites. Noise levels at 4,424 residences and 67 non-residential "special land use" sites, are predicted to approach or exceed the NAC for the year 2045 Build Alternative and therefore considered "impacted".

Analyses were performed of the impacted locations to determine if noise abatement was potentially feasible and reasonable under FDOT policy, including the no-barrier analysis of existing noise barriers. The noise barrier analysis performed to date and summarized in Table 4-1 below indicates that noise barriers could potentially provide reasonable and feasible noise abatement for 3,142 of the 4,424 impacted residences (including existing barrier

² Unit cost of \$30/ft²

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

"no-barrier" analysis impacts), as well as provide a 5 dB(A) noise reduction benefit to 2,200 non-impacted residences. Noise abatement was not determined feasible and reasonable for any of the 67 impacted special use sites; however, some of the special use locations will receive incidental benefits from noise barriers for the residential areas. The results of the noise barrier evaluations where noise abatement was determined to be potentially feasible and reasonable are summarized by noise sensitive area in Table 4-1.



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

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

Noise Barrier System	Communities Potentially	Number of Impacted	Noise Barrier	Noise Barrier	Preliminary Noise	Preliminary Noise	Preliminary Noise	Total Noise Barrier System Cost	New Construct-	Number of Re Potentially Be a Noise Ba	nefited by	Total Noise Barrier
(CNEs included in barrier system)	Benefited by Noise Barrier System	Resid- ences ¹	Approx. Begin Station	Approx. End Station	Barrier Height (ft.)	Barrier Length (ft.) ⁷	Barrier Location	(includes costs of existing barriers) ²	ion Noise Barrier Cost ³	Impacted	Total	System Cost Per Benefited Residence ⁵
	NOISE BARRIE	RS NORTHB	OUND SIDE O	F TURNPIKE	(italics indica	ite existing bo	arriers, black t	text indicates i	new propose	d barriers)		
#1 (NB01)	Broadview Park and Washburn Park	98	1370+50 1365+30 1349+80	1392+60 1372+00 1367+10	22 8 22	2190 670 1750	ROW ⁸ SH ⁸ ROW ⁸	\$2,761,200	\$0	94	155	\$17,814
#2 (NB02)	Plantation Walking Park, Lauderdale Golf Estates	35	1396+20	1423+80	20	2750	ROW	\$1,650,000	\$0	33	61	\$27,049
_			1458+10	1500+00	11	4220	ROW ⁸					
#3 (NB03)	Breezeswept Park Estates	83	1448+60	1497+00	14	4880	SH ⁸	\$3,514,200	\$701,400	69	188	\$18,693
(14003)			1445+40	1448+60	8	300	SH ⁸					
			1509+00	1523+00	22	1600	ROW ⁸					
			1555+50	1565+50	22	1000	ROW ⁸					
			1565+50	1574+50	22	900	ROW ⁸					
#4 (NB04 &	The Flair, Castle Gardens II,	184	1574+50	1577+50	22	300	ROW ⁸	\$5,308,200	\$2,257,200	145	227	\$23,384
NB05)	Woodsdale Oaks	104	1586+50	1591+70	22	520	ROW ⁸	73,300,200	72,237,200	143	227	723,364
			1523+00	1553+80	20	3080	ROW ⁸					
			1577+50	1586+50	19	900	ROW ⁸					
			1553+00	1557+00	8	400	SH ⁹					
#5	Hawaiian Gardens		1613+50	1635+00	16	2150	ROW ⁸					
(NB06)	Apartments	318	1608+00	1613+80	22	500	ROW ⁹	\$2,134,800	\$1,102,800	272	284	\$7,517
` ′	'		1608+80	1641+00	8	3290	SH ⁸					
#C	Monterey, Oakland Estates,		1637+60	1662+60	19	2440	ROW ⁸					
#6 (NB07)	Mainlands (portion East of	190	1662+40	1700+60	18	3790	ROW ⁸	\$3,896,400	\$0	175	191	\$20,400
, ,	Turnpike)		1700+40	1710+60	15	1020	ROW ⁸	•				
#7 (NB08)	Imperial Estates	147	1714+00	1746+80	18	3670	ROW ⁸	\$1,981,800	\$0	143	291	\$6,810

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

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

Noise Barrier System	Communities Potentially	Number of Impacted	Noise Barrier	Noise Barrier	Preliminary Noise	Preliminary Noise	Preliminary Noise	Total Noise Barrier System Cost	New Construct-	Number of Ro Potentially Be a Noise Ba	nefited by	Total Noise Barrier
(CNEs included in barrier system)	Benefited by Noise Barrier System	Resid- ences ¹	Approx. Begin Station	Approx. End Station	Barrier Height (ft.)	Barrier Length (ft.) ⁷	Barrier Location	(includes costs of existing barriers) ²	ion Noise Barrier Cost ³	Impacted	Total	System Cost Per Benefited Residence ⁵
			1790+00	1792+00	17	200	ROW ⁸					
	The Asher, Palm Aire Village		1784+40	1790+00	17	560	ROW ⁸					
	West, The Gardens, Royal		1790+00	1820+20	17	2830	ROW ⁸					
#8	Poinciana Condominiums,		1770+00	1784+40	17	1440	ROW ⁸					
(NB09 &	St. Andrews at Palm Aire,	733	1847+30	1888+20	16	4090	ROW ⁸	\$6,131,700	\$2,233,200	495	873	\$7,024
NB10)	Palm Aire Country Club		1887+00	1891+00	16	430	ROW ⁸					
	Apts., Palm Aire		1820+20	1834+60	14	1430	SH ⁹					
			1838+20	1855+00	14	1680	SH ⁹					
			1834+60	1838+20	8	360	SH ⁹					
#9 (NB11)	Legacy at Palm Aire, Residences at Palm Aire, Golf View Estates	180	1897+60	1938+50	22	4110	ROW ⁸	\$2,712,600	\$2,712,600	180	373	\$7,272
	NOISE BARRIE	RS SOUTHBO	OUND SIDE O			te existing ba	rriers, black t	ext indicates n	ew proposed	d barriers)¹		
#10	Plantation Harbour	35	1358+70	1381+50	18	2300	ROW ⁸	\$1,684,200	\$0	34	41	\$41,078
(SB01)	Fiditation Harbour	33	1343+20	1361+40	8	1820	SH ⁹	\$1,004,200	γU	34	41	541,078
			1395+20	1407+00	16	1180	ROW ⁸					
#11			1406+00	1432+20	14	2630	SH ⁹					
(SB02)	Plantation Park	106	1430+00	1443+50	16	1260	ROW ⁸	\$2,602,200	\$246,600	86	158	\$16,401
(3502)			1442+00	1446+50	14	450	SH ⁹					
			1446+50	1448+90	8	210	SH ⁹					
#12 (SB03)	Plantation Gardens	73	1448+90	1501+00	14	5220 ⁶	SH ⁹	\$2,192,400	\$2,192,400	71	123	\$17,824
	Woodstock Lodge Condos,,		1516+00	1527+30	20	1830	ROW ⁸					
#12	Sunshine Villas, Tree Garden		1555+50	1567+00	20	1150	ROW ⁸					
#13 (SB04 &	Condos, Windermere,	878	1527+30	1554+10	20	2670	ROW ^{8,10}	\$6,327,600	\$1,844,000	748	1416	\$4,469
(3B04 & SB05)	Riviera Hills Apartments,		1504+00	1515+80	20	1180	ROW ⁸	\$0,327,000	\$1,844,000	740	1410	\$4,469
3003)	Royal Oaks, and Stonebridge		1567+00	1606+40	18	3940	ROW ⁸					
	Gardens		1553+00	1556+90	8	390	SH ⁹					
#14 (SB07)	Woodlands, Mainlands Park (portion west of Turnpike/South of Commercial Blvd.)	96	1655+00	1713+30	14	5900 ⁷	SH ⁹	\$2,520,000	\$2,520,000	80	173	\$14,566

Table 4-1 – Potentially Feasible and Reasonable Noise Barrier Evaluation Summary Turnpike (SR 91) Widening from 595 to Wiles - PD&E Study Report

Noise Barrier System	Communities Potentially	Number of Impacted	Noise Barrier	Noise Barrier	Preliminary Noise	Preliminary Noise	Preliminary Noise	Total Noise Barrier System Cost	New Construct-	Number of Ro Potentially Be a Noise Ba	nefited by	Total Noise Barrier
(CNEs included in barrier system)	Benefited by Noise Barrier System	Resid- ences ¹	Approx. Begin Station	Approx. End Station	Barrier Height (ft.)	Barrier Length (ft.) ⁷	Barrier Location	(includes costs of existing barriers) ²	ion Noise Barrier Cost ³	Impacted	Total	System Cost Per Benefited Residence ⁵
	Mainlands Park (portion west of Turnpike/North of		1731+10	1734+80	14	370	SH ⁹					
#15 (SB08)	Commercial Blvd.),	44	1734+20	1747+20	20	1300	ROW ⁸	\$1,145,400	\$365,400	26	36	\$31,817
(3200)	Pompano Park Neighborhood		1745+00	1750+00	14	500	SH ⁹					
#16 (SB08)	Avana Cypress Creek Apts.	20	1764+60	1769+00	22	440	ROW ⁸	\$290,400	\$290,400	15	15	\$19,360
#17	Sanctuary Apartments	120	1770+90	1779+90	8	890	SH ⁹	\$528,600	\$213,600	66	75	\$6,777
#18			1779+90 1794+70	1785+00 1799+50	21 14	500 500	ROW ⁸ SH ⁹					
(SB09)	Oakland Hills	61	1798+90	1820+80	14	2190	ROW ⁸	\$1,129,800	\$210,000	54	70	\$16,140
#19 (SB10)	Sunshine Drive	170	1895+00	1925+00	22	3000	ROW ⁸	\$1,980,000	\$1,980,000	161	226	\$8,761
			1955+70	1972+60	22	1690	ROW ⁸	_				
			1977+00	2006+00	22	2880	ROW ⁸					
#20	Wynmoor Village	218	2002+70	2008+50	14	580	SH ⁹	\$3,738,600	\$3,738,600	195	341	\$10,964
(SB11)	vvyiiiilooi viilage	710	2010+30	2015+30	14	500	SH ⁹	33,730,000	000,007,دډ	193	341	\$10,504
			1973+00	1982+00	8	940	SH ⁹					
			2008+50	2010+30	8	180	SH ⁹					

¹ Impacts counts are based on setting all existing barrier to a height of zero as a part of the existing barrier methodology being used for this project.

² Unit cost of \$30/ft2 for all noise barriers, cost includes both existing barrier and newly constructed noise barriers as part of the existing noise barrier methodology.

³ Cost for only new construction portion of noise barrier systems.

⁴ Total includes impacted/benefited residences and residences with a predicted noise level that does not approach or exceed 67 dBA, but are incidentally benefited. All benefits are calculated with the barrier system in consideration being compared to a "no-barrier" condition where any existing barriers set to a height of zero as a part of the existing barrier methodology being used for this project.

⁵ Cost of noise barrier systems that include existing barrier segments uses the full preliminary noise barrier cost that includes the cost of the existing noise barriers as a part of the existing noise barrier analysis methodology being used on this project.

⁶ Barrier in RED are existing barrier that will remain in the future condition. Their costs are included in the total costs for consistency in analyzing all noise barrier systems, but they will not incur and additional costs to construct.

⁷ Full height is for length indicated. The length for any required taper in height at a shoulder noise barrier termination would be in addition to the length indicated.

⁸ ROW - Noise barrier constructed at the Right of Way

⁹ SH – Noise barrier constructed at the shoulder of the roadway

 $^{{\}tt 10\,Barrier\,shortened\,from\,existing\,barrier\,length\,to\,accommodate\,future\,roadway\,widening.}$

The PD&E study phase analysis indicates that noise barriers are potentially feasible and reasonable at 20 noise sensitive areas. Table 4-1 shows the noise sensitive areas where preliminary noise barriers were determined to be potentially feasible and reasonable. The potentially feasible and reasonable noise barriers meet the FDOT's cost per benefit criteria with a preliminary cost of under the \$42,000 per benefited receptor criterion. Noise barriers at these 20 locations will be given further consideration during the Design phase of this project. The dimensions of noise walls are subject to change during the design phase of the project. Furthermore, it should be noted that as part of the conceptual PD&E assessment process, several noise wall locations appear to have engineering constraints that may render them non-constructible, or which could result in them not being cost-reasonable. While these constraints will be assessed with greater scrutiny in future design projects, an effort was made to identify those walls that may have such potential constraints in the NSR.

Statement of Likelihood

FTE is committed to the construction of feasible and reasonable noise abatement measures. 20 potentially feasible and reasonable noise barrier systems have been identified for this project (see Table 4-1 for more detail on the noise barriers) contingent upon the following conditions:

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

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

5.0 CONSTRUCTION NOISE AND VIBRATION

During the construction phase of the proposed project, short-term noise may be generated by stationary and mobile construction equipment. The construction noise will be temporary at any location and will be controlled by adherence to the most recent edition of FDOT's Standard Specifications for Road and Bridge Construction⁶.

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

6.0 PUBLIC INVOLVEMENT

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

7.0 REFERENCES

- 1. 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise; Federal Register, Vol. 75, No. 133, July 2010.
- 2. *Project Development and Environment Manual*; Florida Department of Transportation; Tallahassee, Florida; June 2017.
- 3. *Traffic Noise Modeling and Analysis Practitioners Handbook*; Florida Department of Transportation; Tallahassee, Florida; December 2018.
- 4. A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations; Florida Department of Transportation; Tallahassee, Florida; July 2009.
- 5. Noise Measurement Field Guide; Federal Highway Administration; Washington, D.C.; June 2018.
- 6. *Standard Specifications for Road and Bridge Construction*; Florida Department of Transportation; Tallahassee, Florida; 2017.

Appendix A Traffic Data

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

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

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

				Art	erials								
Crossing Roadways Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
Wiles Rd													
West of the Turnpike	4	30,000	31,800	1,450	1,540	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	27,000	31,800	1,310	1,540	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Sample Road (MP 69)													
West of the Turnpike	6	50,600	54,600	3,290	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
East of Turnpike	6	54,600	54,600	3,815	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
Copans Rd			T								2 222/		
West of the Turnpike	4	37,000	31,200	1,790	1,510	7.03%	3.61%	1.80%	1.62%	0.99%	9.00% 9.00%	53.80% 53.80%	45
East of Turnpike	4	37,600	31,200	1,820	1,510	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	33.00%	45
Coconut Creek Parkway (MP 67)	4	26.600	22 000	1 500	1 F70	E 500/	2 000/	2.12%	0.40%	0.249/	0.000/	E4 C00/	40
West of the Turnpike East of Turnpike	4	26,600 12,200	32,000 32,000	1,599 2,090	1,570 1,570	5.50% 5.50%	2.99% 2.99%	2.12%	0.40%	0.24% 0.24%	9.00% 9.00%	54.60% 54.60%	40
Atlantic Boulevard (MP 66)	4	12,200	32,000	2,090	1,370	3.30%	2.3370	2.12/0	0.40%	U.2470	0.0070	0 1.00 /0	40
West of the Turnpike	6	51,600	54,800	2,390	2,690	5.60%	3.04%	2.15% 🔺	0.41%	0.24%	9.00%	54.60%	45
East of Turnpike	6	52,000	54,800	2,390	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
Lyons Rd	U I	02,000	04,000	2,420	2,000	0.0070	0.0470	2.1070	0.4170	0.E + 70			40
South of Atlantic Boulevard	4	34,600	31,200	1,680	1,510	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	53.80%	45
North of West McNab Road	4	33,600	31,200	1,630	1,510	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	53.80%	45
Cypress Creek Road			0.,_00	.,,,,,	//	/				, ,			
West of the Turnpike	6	49.600	54.600	3.065	2.680	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
East of Turnpike	6	45,600	54,600	3,065	2,680	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
State Road 7	-			•					_				
North of NW 62 ST	6	43,600	55,000	2,170	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
North of Commercial Boulevard	6	43,000	55,000	2,270	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
Commercial Boulevard (MP 62)													
West of the Turnpike	6	73,000	54,800	3,890	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
East of Turnpike	6	60,600	54,800	2,960	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
Oakland Park Boulevard													
West of the Turnpike	6	64,600	55,200	3,008	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
East of Turnpike	6	58,600	55,200	3,008	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
NW 19th Street									·		0.000/	1.54.000/	
West of the Turnpike	2	8,600	6,000	420	290	6.96%	4.05%	2.19%	0.72%	0.76%	9.00%	54.00%	25
Sunrise Boulevard (MP 58)			T								-		-
West of the Turnpike	6 6	56,000	54,600	3,700	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00% 9.00%	56.00% 56.00%	35
East of Turnpike	р	55,000	54,600	3,640	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	30.00%	35
Broward Boulevard	6	20.600	55.200	1.880	2.690	1.35%	0.68%	0.42%	0.25%	0.08%	0.000/	L E 4 000'	45
West of the Turnpike East of Turnpike	6	38,600 42,000	55,200	1,880 2,040	2,680 2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00% 9.00%	54.00% 54.00%	45
Peters Road	U	42,000	33,200	2,040	2,000	1.33%	0.00%	U.42 /0	0.23%	0.06%	0.0070	J7.00 /0	40
West of the Turnpike	5	18,600	31,200	900	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
East of Turnpike	5 5	27.000	31,200	1,310	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
State Road 84	v	,000	0.,200	.,0.0	.,020		J 1,0	2.0.70	1.0070	011,770		, .	
West of the Turnpike	5	51,000	35,100	2,300	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
East of Turnpike	4	93,200	35,100	4,190	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
I-595		,		,						7			
West of the Turnpike	12	164,200	160,300	7,450	7,270	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65
East of Turnpike	10	93,200	131,200	4,230	5,950	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65

				Side	Arterials								
Side Arterial Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
Rock Island Road													
North of Oakland Park Boulevard	4	25,000	31,200	1,210	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	40
NW 62nd Street													
West of State Road 7	4	18,600	31,200	900	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	35

- Notes:

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

 (2) Daily and peak hour ramp volumes are provided directionally. Likewise, the daily and peak hour LOS C maximum service volumes are listed directionally for each ramp.

 (3) Mainline and arterial peak hour directional LOS C maximum service volumes are obtained from FDOT 2020 Quality/Level of Service Handbook.

 (4) Ramp LOS C maximum service volumes are estimated using Exhibits 13-10 and 11-17 of the 2010 Highway Capacity Manual.

 (5) I-595 and SR 84 AADT are based on Florida Traffic Online (FTO).

 (6) Turnpike mainline and ramp peak design hour truck percentage are based on Broward Turnpike Widening PD&E evaluation or FTO. The medium vehicle classifications listed here make a distinction between medium trucks and buses.

 (7) I-595 overall peak hour truck percentage are based on weighted average of general lanes and express lanes' values.

 (8) The peak hour truck percentage for arterials are based on Broward Turnpike Widening PD&E evaluation or relevant sites from the FTO.

 (9) Standard K and D factors are obtained from the related PD&E studies or FTO.

 (10) Number of lane are obtained by field observation.

 (11) LOS C capacity for managed lanes at I-595 is assumed equal to 70% of general through lanes capacity.

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

				1	urnpike Mainline)							
Mainline Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K- factor	D-factor	Posted Speed (mph)
North of Sample Road	6	113,800	78,200	6,010	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sample Road and Coconut Creek Parkway	6	122,400	78,200	6,330	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Coconut Creek Parkway and Atlantic Boulevard	6	112,400	78,200	5,590	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Atlantic Boulevard and Commercial Boulevard	8	137,600	103,600	7,020	5,390	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Commercial Boulevard and Sunrise Boulevard	8	153,000	103,600	7,880	5,390	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sunrise Boulevard and I-595	10	160,600	131,200	8,010	6.820	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65

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

Ft. Lauderdale South (I-595/SR 84/US 441), NB off	2	28,900	33,800	2,980	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.13%	40
					Arterials								
Crossing Roadways Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K- factor	D-factor	Posted Speed (mph)
Wiles Rd													
West of the Turnpike East of Turnpike	4 4	34,600 31,600	31,800 31,800	1,680 1,530	1,540 1,540	7.03% 7.17%	3.61% 4.09%	1.80% 2.45%	1.62% 0.63%	0.99% 0.31%	9.00% 9.00%	53.80% 53.80%	45 45
Sample Road (MP 69)											-		•
West of the Turnpike	6	64,200	54,600	3,150	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
East of Turnpike	6	66,200	54,600	3,250	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
Copans Rd													
West of the Turnpike	4	44,800	31,200	2,170	1,510	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	45,400	31,200	2,200	1,510	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Coconut Creek Parkway (MP 67)													
West of the Turnpike	4	31,000	32,000	1,520	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
East of Turnpike	4	16,400	32,000	810	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
Atlantic Boulevard (MP 66)													
West of the Turnpike	6	63,000	54,800	3,100	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
East of Turnpike	6	60,400	54,800	2,970	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
Lyons Rd													
South of Atlantic Boulevard	4	40,200	31,200	1,950	1,510	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	53.80%	45
North of West McNab Road	4	39,400	31,200	1,910	1,510	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	53.80%	45
Cypress Creek Road													
West of the Turnpike	6	53,400	54,600	2,620	2,680	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
East of Turnpike	6	52,200	54,600	2,570	2,680	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
State Road 7					$\overline{}$								
North of NW 62 ST	6	47,000	55,000	2,550	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
North of Commercial Boulevard	6	49,600	55,000	1,800	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
Commercial Boulevard (MP 62)													
West of the Turnpike	6	83,600	54,800	4,000	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00% 9.00%	56.00% 56.00%	45
East of Turnpike	6	64,200	54,800	3,240	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
Oakland Park Boulevard		== 000	== 000		0.704	2 1221	1 - 22/	4.0704	1 0001	2.242/	0.000/	== ====	
West of the Turnpike East of Turnpike	6	75,800 61,400	55,200 55,200	3,820 3,090	2,780 2,780	8.10% 8.10%	4.50% 4.50%	1.97% 1.97%	1.63% 1.63%	0.34% 0.34%	9.00% 9.00%	56.00% 56.00%	45 45
NW 19th Street	U	01,400	33,200	3,090	2,700	0.1076	4.50 /6	1.57 /6	1.03/6	0.3476	0.0070	00.0070	45
West of the Turnpike	2	8,600	6,000	420	290	6.96%	4.05%	2.19%	0.72%	0.76%	9.00%	54.00%	25
Sunrise Boulevard (MP 58)		0,000	6,000	420	290	0.90%	4.05%	2.19%	0.72%	0.76%	3.0070	34.0070	25
West of the Turnpike	6	86,200	54,600	4,340	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
East of Tumpike	6	61,800	54,600	4,340 3.110	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
Broward Boulevard	0	01,000	34,000	3,110	2,730	3.3070	2.5470	0.0376	0.2070	0.1370	0.0070	00.0070	33
West of the Turnpike	6	41,000	55.200	1.990	2.680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
East of Turnpike	6	44,800	55,200	2,180	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
Peters Road	·	,000	00,200	2,.00	2,000	1,0070	0.0070	0.1270	0.2070	0.0070			
West of the Turnpike	5	20,000	31,200	970	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
East of Turnpike	5	29,200	31,200	1,420	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
State Road 84			,,	.,	.,,,,,					*******			
West of the Turnpike	5	51,000	35,100	2,300	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
East of Turnpike	4	114,600	35,100	5,160	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
1-595	•	, , , , , ,		,									
West of the Turnpike	12	183,200	160,300	8,310	7,270	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65
East of Turnpike	10	114,600	131,200	5,200	5,950	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65
		,	,	-,	-,								*

					Side Arterials								
Side Arterial Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard Ka	D-factor	Posted Speed (mph)
Rock Island Road													
North of Oakland Park Boulevard	4	29,000	31,200	1,410	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	40
NW 62nd Street													
West of State Road 7	4	22,200	31,200	1,080	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	35

- West of State Road 7

 A 22,200 31,200 1,080 1,510 7.08% 3.31% 2.43% 1.34% 0.34%

 Notes:

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

 (2) Daily and design hour ramp volumes are provided directionally. Likewise, the daily and peak hour LOS C maximum service volumes are listed directionally for each ramp.

 (3) Mainline and arterial design hour peak direction LOS C maximum service volumes are obtained from FDOT 2020 Quality/Level of Service Handbook.

 (4) Ramp design hour peak direction volumes are estimated using Exhibits 13-10 and 11-17 of the 2010 Highway Capacity Manual.

 (5) L956 and SR 84 AADT are based on Florida Trafifc Online (FTO).

 (6) Turnpike mainline and ramp overall design hour truck percentage are based on Broward Turnpike Widening PD&E evaluation or FTO. The medium vehicle classifications listed here make a distinction between medium trucks and buses.

 (7) L956 overall design hour truck percentage are based on meighted average of general lanes and express lanes' values.

 (8) The design hour truck percentage are based on Broward Turnpike Widening PD&E evaluation or relevant sites from the FTO.

 (9) Standard K and D factors are obtained from the related PD&E studies or FTO.

 (10) Number of lane are obtained by field observation.

 (11) LOS C capacity for managed lanes at I-595 is assumed equal to 70% of general through lanes capacity.

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

				Tu	rnpike Mainline								
Mainline Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K- factor	D-factor	Posted Speed (mph)
North of Sample Road	10	114,600	131,200	6,050	6,820	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sample Road and Coconut Creek Parkway	10	124,000	131,200	6,410	6,820	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Coconut Creek Parkway and Atlantic Boulevard	10	115,800	131,200	5,780	6,820	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Atlantic Boulevard and Cypress Creek	12	141,800	176,300	7,250	9,170	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Cypress Creek and Commercial Boulevard	12	137,600	176,400	7,020	9,170	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Commercial Boulevard and Oakland Park Boulevard	12	153,400	176,400	8,030	9,170	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Oakland Park Boulevard and Sunrise Boulevard	12	159,200	176,400	8,200	9,170	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sunrise Boulevard and I-595	12	162 200	176.400	8 210	9 170	5 25%	1 61%	3 23%	0.15%	0.07%	10.00%	52.00%	65

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

Ft. Lauderdale South (I-595/SR 84/US 441), NB off	2 1	28,900	33,800	2,980	2,700	5.25%	1.61%	3.23%	0.15%	0.07%	8.00%	54.13%	40
					oss Roadways								
		_					1	1		I	_		1
Crossing Roadways Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K- factor	D-factor	Posted Speed (mph)
Wiles Rd													
West of the Turnpike	4	34,600	31,800	1,680	1,540	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	31,600	31,800	1,530	1,540	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Sample Road (MP 69)													
West of the Turnpike	6	64,400	54,600	3,160	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
East of Turnpike	6	66,400	54,600	3,260	2,680	4.30%	2.45%	1.47%	0.38%	0.19%	9.00%	54.60%	50
Copans Rd													
West of the Turnpike	4	44,800	31,200	2,170	1,510	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	45,400	31,200	2,200	1,510	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Coconut Creek Parkway (MP 67)													
West of the Turnpike	4	31,000	32,000	1,520	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
East of Turnpike	4	16,600	32,000	820	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
Atlantic Boulevard (MP 66)													
West of the Turnpike	6	63,200	54,800	3,110	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
East of Turnpike	6	60,600	54,800	2,980	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
Lyons Rd					1.500				1.150		1	======	
South of Atlantic Boulevard	4	40,200	31,300	1,950	1,520	7.15% 7.15%	4.15% 4.15%	1.85%	1.15%	0.74% 0.74%	9.00% 9.00%	53.80% 53.80%	45 45
North of West McNab Road	4	39,600	31,300	1,920	1,520	7.15%	4.15%	1.85%	1.15%	0.74%	9.00%	33.00 /6	45
Cypress Creek Road	1 0	54.400	54.000	0.070	0.000	5.500/	0/570/	4.000/	1.040/	0.000/	0.000/	54.000/	40
West of the Turnpike East of Turnpike	6	54,400 52,400	54,600 54,600	2,670 2,570	2,680 2,680	5.50% 5.50%	2.57% 2.57%	1.89% 1.89%	1.04% 1.04%	0.26% 0.26%	9.00% 9.00%	54.60% 54.60%	40 40
State Road 7	0	32,400	34,000	2,370	2,000	3.3070	2.51 /6	1.0370	1.0470	0.2070	3.0070	04.0070	
North of NW 62 ST	6	47,000	55,000	2,660	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
North of Commercial Boulevard	6	49,600	55,000	2,000	2,660	1.68%	0.75%	0.56%	0.37%	0.13%	9.00%	53.80%	45
Commercial Boulevard (MP 62)	U	40,000	00,000	2,000	2,000	1.0070	0.1070	0.0070	0.07 70	0.1070	1 0.00%		-10
West of the Turnpike	6	77,800	54,800	3,540	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
East of Turnpike	6	64,000	54,800	1,970	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
Oakland Park Boulevard			,		,								
West of the Turnpike	6	74,800	55,200	3,770	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
East of Turnpike	6	60,600	55,200	3,050	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
NW 19th Street				•	•	•							•
West of the Turnpike	2	8,600	6,000	420	290	6.96%	4.05%	2.19%	0.72%	0.76%	9.00%	54.00%	25
Sunrise Boulevard (MP 58)													
West of the Turnpike	6	84,400	54,600	4,250	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
East of Turnpike	6	61,600	54,600	3,100	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
Broward Boulevard													
West of the Turnpike	6	41,000	55,100	1,990	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
East of Turnpike	6	44,800	55,100	2,180	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
Peters Road													
West of the Turnpike	5	20,000	31,200	970	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
East of Turnpike	5	29,200	31,200	1,420	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
State Road 84													
West of the Turnpike	5	51,000	35,100	2,300	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
East of Turnpike	4	114,600	35,100	5,160	1,580	5.14%	1.89%	1.95%	1.30%	0.25%	9.00%	50.00%	45
I-595													
West of the Turnpike	12	183,200	160,300	8,310	7,270	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65
East of Turnpike	10	114,600	131,200	5,200	5,950	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65

					Side Arterials								
Side Arterial Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K- factor	D-factor	Posted Speed (mph)
Rock Island Road													
North of Oakland Park Boulevard	4	35,000	31,200	1,700	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	40
NW 62nd Street													
West of State Road 7	4	22,200	31,200	1,080	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	35

West of State Road 7

Notes:

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

(2) Dally and design hour ramp volumes are provided directionally. Likewise, the daily and peak hour LOS C maximum service volumes are listed directionally for each ramp.

(3) Mainline and arterial design hour peak direction LOS C maximum service volumes are obtained from FDOT 2020 Quality/Level of Service Handbook.

(4) Ramp design hour peak direction volumes are estimated using Exhibits 13-10 and 11-17 of the 2010 Highway Capacity Manual.

(5) L595 and SR 84 AADT are based on Florida Traffic Online (FTO).

(6) Turnpike mainline and ramp overall design hour truck percentage are based on Broward Turnpike Widening PD&E evaluation or FTO. The medium vehicle classifications listed here make a distinction between medium trucks and buses.

(7) L595 overall design hour truck percentage are based on Broward Turnpike Widening PD&E evaluation or relevant sites from the FTO.

(9) Standard K and D factors are obtained from the related PD&E studies or FTO.

(10) Number of lane are obtained by field observation.

(11) LOS C capacity for managed lanes at L595 is assumed equal to 70% of general through lanes capacity.

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

				Т	urnpike Mainline	1							
Mainline Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K- factor	D-factor	Posted Speed (mph)
North of Sample Road	6	148,600	78,300	7,820	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sample Road and Coconut Creek Parkway	6	155,600	78,300	8,000	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Coconut Creek Parkway and Atlantic Boulevard	6	143,600	78,300	7,110	4,070	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Atlantic Boulevard and Commercial Boulevard	8	174,600	103,600	8,860	5,390	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Commercial Boulevard and Sunrise Boulevard	8	193,200	103,600	9,850	5,390	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sunrise Boulevard and I-595	10	208,000	131,200	10,400	6,820	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65

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

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

					Side Arterials								
Side Arterial Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K- factor	D-factor	Posted Speed (mph)
Rock Island Road													
North of Oakland Park Boulevard	4	30,900	31,200	1,570	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	40
NW 62nd Street													
West of State Road 7	4	33,600	31,200	1,970	1,510	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	35

- Notes:
 (1) Posted speed data are obtained by field observation.
 (2) Daily and design hour ramp volumes are provided directionally. Likewise, the daily and peak hour LOS C maximum service volumes are listed directionally for each ramp.
 (3) Mainline and arterial design hour peak direction LOS C maximum service volumes are obtained from FDOT 2020 Quality/Level of Service Handbook.
 (4) Ramp design hour peak direction volumes are estimated using Exhibits 13-10 and 11-17 of the 2010 Highway Capacity Manual.
 (5) L595 and SR 84 AADT are based on Florida Traffic Online (FTO).
 (6) Turnpike mainline and ramp overall design hour truck percentage are based on Broward Turnpike Widening PD&E evaluation or FTO. The medium vehicle classifications listed here make a distinction between medium trucks and buses.
 (7) L595 overall design hour truck percentage are based on Broward Turnpike Widening PD&E evaluation or relevant sites from the FTO.
 (8) The design hour truck percentage for arterials are based on Broward Turnpike Widening PD&E evaluation or relevant sites from the FTO.
 (9) Standard K and D factors are obtained from the related PD&E studies or FTO.
 (10) Number of lane are obtained by field observation.
 (11) LOS C capacity for managed lanes at L595 is assumed equal to 70% of general through lanes capacity.

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

				Tı	urnpike Mainline								
Mainline Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K- factor	D-factor	Posted Speed (mph)
North of Sample Road	10	150,400	131,200	7,840	6,820	5.00%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sample Road and Coconut Creek Parkway	10	158,800	131,200	8,100	6,820	5.00%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Coconut Creek Parkway and Atlantic Boulevard	10	149,600	131,200	7,440	6,820	5.00%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Atlantic Boulevard and Cypress Creek	12	181,600	176,300	9,250	9,170	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Cypress Creek and Commercial Boulevard	12	173,000	176,400	8,780	9,170	5.00%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Commercial Boulevard and Oakland Park Boulevard	12	190,000	176,400	9,850	9,170	5.25%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Oakland Park Boulevard and Sunrise Boulevard	12	199,200	176,400	10,100	9,170	5.00%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65
Between Sunrise Boulevard and I-595	12	210 000	176 400	10.690	9 170	5.00%	1.61%	3.23%	0.15%	0.07%	10.00%	52.00%	65

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

										•			
	_	_		C	ross Roadways								
Crossing Roadways Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K- factor	D-factor	Posted Speed (mph)
Wiles Rd													
West of the Turnpike	4	50,200	31,800	2,430	1,540	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	45,800	31,800	2,220	1,540	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Sample Road (MP 69)	_	07.000	= 1 000		0.000	1000	0.150/	4 4804	0.000/	0.1007	2 222/	= 1.000/	
West of the Turnpike East of Turnpike	6	67,800 70,000	54,600 54,600	4,120 4,820	2,680 2,680	4.30% 4.30%	2.45% 2.45%	1.47% 1.47%	0.38% 0.38%	0.19% 0.19%	9.00% 9.00%	54.60% 54.60%	50 50
Copans Rd	1 0	70,000	34,000	4,020	2,000	4.30 /6	2.43 /6	1.47 /0	0.36 /6	0.1976	3.0070	04.0070	30
West of the Turnpike	4	70,200	31,200	3,400	1,510	7.03%	3.61%	1.80%	1.62%	0.99%	9.00%	53.80%	45
East of Turnpike	4	71,200	31,200	3,450	1,510	7.17%	4.09%	2.45%	0.63%	0.31%	9.00%	53.80%	45
Coconut Creek Parkway (MP 67)											•		
West of the Turnpike	4	35,600	32,000	2,140	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
East of Turnpike	4	21,800	32,000	2,840	1,570	5.50%	2.99%	2.12%	0.40%	0.24%	9.00%	54.60%	40
Atlantic Boulevard (MP 66)	·										·		
West of the Turnpike	6	68,400	54,800	3,260	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
East of Turnpike	6	66,400	54,800	3,310	2,690	5.60%	3.04%	2.15%	0.41%	0.24%	9.00%	54.60%	45
Lyons Rd		1= 000	0.1.000		1.510	- 150	1.150/	1.050/	1.150/	2 7 10/	2 222/	=0.000/	
South of Atlantic Boulevard North of West McNab Road	4	45,800 46,000	31,200 31,200	2,220 2,230	1,510 1,510	7.15% 7.15%	4.15% 4.15%	1.85% 1.85%	1.15% 1.15%	0.74% 0.74%	9.00% 9.00%	53.80% 53.80%	45 45
Cypress Creek Road	4	40,000	31,200	2,230	1,510	7.1370	4.13/8	1.03 /6	1.13/6	0.7476	3.0070	00.0070	45
West of the Turnpike	6	61.000	54.600	4,230	2.680	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
East of Turnpike	6	58,600	54,600	3,930	2,680	5.50%	2.57%	1.89%	1.04%	0.26%	9.00%	54.60%	40
State Road 7	•	•		•							•	•	•
North of NW 62 ST North of Commercial Boulevard	6	56,000 58,400	55,000 55,000	3,170 2,360	2,660 2,660	1.68% 1.68%	0.75% 0.75%	0.56% 0.56%	0.37% 0.37%	0.13% 0.13%	9.00% 9.00%	53.80% 53.80%	45 45
Commercial Boulevard (MP 62)	•			•			7			7			•
West of the Turnpike	6	77,200	54,800	3,540	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
East of Turnpike	6	70,400	54,800	1,970	2,760	2.90%	1.35%	1.00%	0.55%	0.14%	9.00%	56.00%	45
Oakland Park Boulevard													
West of the Turnpike	6	85,400	55,200	3,860	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
East of Turnpike	6	64,800	55,200	3,860	2,780	8.10%	4.50%	1.97%	1.63%	0.34%	9.00%	56.00%	45
NW 19th Street West of the Tumpike	2	8,600	6,000	430	300	6.96%	4.05%	2.19%	0.72%	0.76%	9.00%	56.00%	25
Sunrise Boulevard (MP 58)		0,000	6,000	430	300	0.90%	4.05%	2.19%	0.72%	0.76%	3.0070	30.0078	25
West of the Turnpike	6	91,400	54,600	4,750	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
East of Turnpike	6	72,000	54,600	4,820	2,750	3.50%	2.54%	0.69%	0.26%	0.15%	9.00%	56.00%	35
Broward Boulevard		,	0.,,000	.,,===	_,, ,,,	0.00,0			,,,,	*****			
West of the Turnpike	6	47,400	55,100	2,300	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
East of Turnpike	6	51,800	55,100	2,520	2,680	1.35%	0.68%	0.42%	0.25%	0.08%	9.00%	54.00%	45
Peters Road													
West of the Turnpike	5	23,800	31,300	1,160	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
East of Turnpike	5	34,800	31,300	1,690	1,520	7.43%	3.74%	2.31%	1.38%	0.44%	9.00%	54.00%	40
State Road 84				r									
West of the Turnpike East of Turnpike	5 4	55,800 131,200	35,100 35,100	2,510 5,900	1,580 1,580	5.14% 5.14%	1.89%	1.95% 1.95%	1.30% 1.30%	0.25% 0.25%	9.00% 9.00%	50.00% 50.00%	45 45
I-595	4	131,200	35,100	5,900	1,080	5.14%	1.89%	1.95%	1.30%	0.25%	9.0076	30.00 /6	45
West of the Turnpike	12	215,200	160,300	9,760	7,270	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65
East of Turnpike	10	131,200	131,200	5,950	5,950	3.65%	1.50%	2.01%	0.15%	0.05%	8.00%	56.70%	65
Last of Fampine	10	101,200	101,200	0,000	0,000	0.0070	1.0070	2.0170	0.1070	0.0070			- 00

					Side Arterials								
Side Arterial Traffic Segment	Number of Lanes	AADT	LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K- factor	D-factor	Posted Speed (mph)
Rock Island Road													
North of Oakland Park Boulevard	4	47,200	31,300	2,390	1,520	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	40
NW 62nd Street			•	•	•	•		•	•	•		•	
West of State Road 7	4	33,600	31,300	1,970	1,520	7.08%	3.31%	2.43%	1.34%	0.34%	9.00%	53.90%	35

- Notes:
 (1) Posted speed data are obtained by field observation.
 (2) Daily and design hour ramp volumes are provided directionally. Likewise, the daily and peak hour LOS C maximum service volumes are listed directionally for each ramp.
 (3) Mainline and arterial design hour peak direction LOS C maximum service volumes are obtained from FDOT 2020 Quality/Level of Service Handbook.
 (4) Ramp design hour peak direction volumes are estimated using Exhibits 13-10 and 11-17 of the 2010 Highway Capacity Manual.
 (5) L595 and SR 84 AADT are based on Florida Traffic Online (FTO).
 (6) Tumpike mainline and ramp overall design hour truck percentage are based on Broward Tumpike Widening PD&E evaluation or FTO. The medium vehicle classifications listed here make a distinction between medium trucks and buses.
 (7) L595 overall design hour truck percentage are based on Broward Tumpike Widening PD&E evaluation or relevant sites from the FTO.
 (9) Standard K and D factors are obtained from the related PD&E studies or FTO.
 (10) Number of lane are obtained by field observation.
 (11) LOS C capacity for managed lanes at L595 is assumed equal to 70% of general through lanes capacity.

Appendix B-1 - Residential Predicted Noise Levels

Appendix B-2 – Special Land Use Predicted Noise Levels

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

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Rec	eptor						
	RNB01-054	2	В	67	66	67.3	Yes	Broadview Park
NB01	RNB01-055	1	В	67	66	54.5	No	Broadview Park
NB01	RNB01-056	2	В	67	66	67.7	Yes	Broadview Park
NB01	RNB01-057	3	В	67 67	66	61.3	No	Broadview Park
NB01 NB01	RNB01-058 RNB01-059	1 4	B B	67	66 66	61.1 68.0	No Yes	Broadview Park Broadview Park
NB01	RNB01-059	7	В	67	66	74.9	Yes	Broadview Park
NB01	RNB01-061	4	В	67	66	64.8	No	Broadview Park
NB01	RNB01-062	5	В	67	66	62.7	No	Broadview Park
NB01	RNB01-063	1	В	67	66	71.2	Yes	Broadview Park
NB01	RNB01-064	1	В	67	66	61.5	No	Broadview Park
NB01	RNB01-065	1	В	67	66	70.9	Yes	Broadview Park
NB01	RNB01-066	16	В	67	66	62.9	No	Broadview Park
NB01	RNB01-067	1	В	67	66	70.6	Yes	Broadview Park
NB01	RNB01-068	4	В	67	66	67.6	Yes	Broadview Park
NB01	RNB01-069	3	В	67	66	63.4	No	Broadview Park
NB02	RNB02-001	1	В	67	66	68.6	Yes	Lauderdale Golf Estates
NB02	RNB02-002	3	В	67	66	60.1	No	Lauderdale Golf Estates
NB02	RNB02-003	3	В	67	66	60.3	No	Lauderdale Golf Estates
NB02	RNB02-004	1	B B	67 67	66 66	60.8	No Yes	Lauderdale Golf Estates Lauderdale Golf Estates
NB02 NB02	RNB02-005 RNB02-006	6	В	67	66	66.1 72.7	Yes	Lauderdale Golf Estates Lauderdale Golf Estates
NB02	RNB02-000	6	В	67	66	67.9	Yes	Lauderdale Golf Estates
NB02	RNB02-007	6	В	67	66	68.7	Yes	Lauderdale Golf Estates
NB02	RNB02-009	10	В	67	66	60.0	No	Lauderdale Golf Estates
NB02	RNB02-010	6	В	67	66	62.6	No	Lauderdale Golf Estates
NB02	RNB02-011	3	В	67	66	61.1	No	Lauderdale Golf Estates
NB02	RNB02-012	2	В	67	66	62.5	No	Lauderdale Golf Estates
NB02	RNB02-013	5	В	67	66	61.0	No	Lauderdale Golf Estates
NB02	RNB02-014	7	В	67	66	64.3	No	Lauderdale Golf Estates
	RNB02-015	1	В	67	66	67.4	Yes	Lauderdale Golf Estates
	RNB02-016	3	В	67	66	67.9	Yes	Lauderdale Golf Estates
NB02	RNB02-017	1	В	67	66	64.8	No	Lauderdale Golf Estates
NB02	RNB02-018	11	В	67	66	61.5	No	Lauderdale Golf Estates
NB02	RNB02-019	3	В	67	66	67.9	Yes	Lauderdale Golf Estates
NB02 NB02	RNB02-020 RNB02-021	6	B B	67 67	66 66	67.0 62.5	Yes No	Lauderdale Golf Estates Lauderdale Golf Estates
NB02	RNB02-021	2	В	67	66	62.4	No	Lauderdale Golf Estates
NB02	RNB02-023	4	В	67	66	63.3	No	Lauderdale Golf Estates
NB02	RNB02-024	11	В	67	66	59.9	No	Lauderdale Golf Estates
NB02	RNB02-025	3	В	67	66	69.5	Yes	Lauderdale Golf Estates
NB02	RNB02-026	4	В	67	66	68.9	Yes	Lauderdale Golf Estates
NB02	RNB02-027	2	В	67	66	66.8	Yes	Lauderdale Golf Estates
NB02	RNB02-028	2	В	67	66	62.3	No	Lauderdale Golf Estates
NB02	RNB02-029	1	В	67	66	60.9	No	Lauderdale Golf Estates
NB02	RNB02-030	3	В	67	66	66.2	Yes	Lauderdale Golf Estates
NB02	RNB02-031	3	В	67	66	68.6	Yes	Lauderdale Golf Estates
NB02	RNB02-032	1	В	67	66	66.0	No	Lauderdale Golf Estates
NB02	RNB02-044	2	В	67	66	69.5	Yes	Single-Family Residence
NB03	RNB03-001	4	В	67	66	68.0	Yes	Breezeswept Park Estates
NB03	RNB03-002	1	В	67	66	62.9	No	Breezeswept Park Estates
NB03	RNB03-003	1	В	67	66	66.2	Yes	Breezeswept Park Estates
NB03	RNB03-004	1	В	67	66	60.4	No	Breezeswept Park Estates

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

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

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

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description					
XX.X													
NB06	RNB06-011A	6	В	67	66	52.4	No	Hawaiian Gardens					
NB06	RNB06-011B	6	В	67	66	54.4	No	Hawaiian Gardens					
NB06	RNB06-011C	6	В	67	66	57.4	No	Hawaiian Gardens					
NB06	RNB06-012A	12	В	67	66	66.5	Yes	Hawaiian Gardens					
NB06	RNB06-012B	12	В	67	66	70.9	Yes	Hawaiian Gardens					
NB06	RNB06-012C	12	В	67	66	72.7	Yes	Hawaiian Gardens					
NB06	RNB06-013A	6	В	67	66	55.2	No	Hawaiian Gardens					
NB06 NB06	RNB06-013B RNB06-013C	6	B B	67 67	66 66	57.2 59.8	No No	Hawaiian Gardens Hawaiian Gardens					
NB06	RNB06-013C	12	B	67	66	59.6 54.1	No	Hawaiian Gardens					
NB06	RNB06-014A	12	В	67	66	48.8	No	Hawaiian Gardens Hawaiian Gardens					
NB06	RNB06-014C	12	В	67	66	64.3	No	Hawaiian Gardens					
NB06	RNB06-017A	6	В	67	66	48.4	No	Hawaiian Gardens					
NB06	RNB06-017B	6	В	67	66	50.9	No	Hawaiian Gardens					
NB06	RNB06-017C	6	В	67	66	55.0	No	Hawaiian Gardens					
NB06	RNB06-018A	12	В	67	66	48.2	No	Hawaiian Gardens					
NB06	RNB06-018B	12	В	67	66	51.2	No	Hawaiian Gardens					
NB06	RNB06-018C	12	В	67	66	54.5	No	Hawaiian Gardens					
NB06	RNB06-019A	12	В	67	66	51.8	No	Hawaiian Gardens					
NB06	RNB06-019B	12	В	67	66	54.7	No	Hawaiian Gardens					
NB06	RNB06-019C	12	В	67	66	56.9	No	Hawaiian Gardens					
NB06	RNB06-020A	12	В	67	66	66.1	Yes	Hawaiian Gardens					
NB06	RNB06-020B	12	В	67	66	70.3	Yes	Hawaiian Gardens					
NB06	RNB06-020C	12	В	67	66	72.2	Yes	Hawaiian Gardens					
NB06	RNB06-021A	12	В	67	66	62.9	No	Hawaiian Gardens					
NB06	RNB06-021B	12	В	67	66	67.8	Yes	Hawaiian Gardens					
NB06	RNB06-021C	12	В	67	66	70.5	Yes	Hawaiian Gardens					
NB06	RNB06-022A	6	В	67	66	58.3	No	Hawaiian Gardens					
NB06	RNB06-022B	6	В	67	66	62.1	No	Hawaiian Gardens					
NB06	RNB06-022C	6	В	67	66	65.4	No	Hawaiian Gardens					
NB06 NB06	RNB06-023A RNB06-023B	12 12	B B	67 67	66 66	51.8 53.6	No No	Hawaiian Gardens					
NB06	RNB06-023C	12	В	67	66	56.8	No	Hawaiian Gardens Hawaiian Gardens					
NB06	RNB06-024A	12	В	67	66	49.9	No	Hawaiian Gardens					
NB06	RNB06-024B	12	В	67	66	63.4	No	Hawaiian Gardens					
NB06	RNB06-024C	12	В	67	66	68.2	Yes	Hawaiian Gardens					
NB06	RNB06-026A	6	В	67	66	52.2	No	Hawaiian Gardens					
NB06	RNB06-026B	6	В	67	66	57.5	No	Hawaiian Gardens					
NB06	RNB06-026C	6	В	67	66	59.3	No	Hawaiian Gardens					
NB06	RNB06-027B	12	В	67	66	48.7	No	Hawaiian Gardens					
NB06	RNB06-027C	12	В	67	66	52.1	No	Hawaiian Gardens					
NB06	RNB06-027A	12	В	67	66	55.0	No	Hawaiian Gardens					
NB06	RNB06-028A	12	В	67	66	66.2	Yes	Hawaiian Gardens					
NB06	RNB06-028B	12	В	67	66	69.5	Yes	Hawaiian Gardens					
NB06	RNB06-028C	12	В	67	66	71.1	Yes	Hawaiian Gardens					
NB06	RNB06-029A	12	В	67	66	53.9	No	Hawaiian Gardens					
NB06	RNB06-029B	12	В	67	66	55.7	No	Hawaiian Gardens					
NB06	RNB06-029C	12	В	67	66	58.3	No	Hawaiian Gardens					
NB06	RNB06-030A	12	В	67	66	64.4	No	Hawaiian Gardens					
NB06	RNB06-030B	12	В	67	66	69.6	Yes	Hawaiian Gardens					
NB06	RNB06-030C	12	В	67	66	69.6	Yes	Hawaiian Gardens					
NB06	RNB06-031A	6	В	67	66	54.4	No	Hawaiian Gardens					

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

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

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

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

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

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

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

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Rece	eptor						
NB09	RNB09-060B	4	В	67	66	66.9	Yes	The Gardens
NB09	RNB09-061A	8	В	67	66	68.3	Yes	The Gardens
NB09	RNB09-061B	8	В	67	66	72.1	Yes	The Gardens
NB09	RNB09-062A	4	В	67	66	73.7	Yes	The Gardens
NB09	RNB09-062B	4	В	67	66	64.4	No	The Gardens
NB09	RNB09-063A	4	В	67	66	65.9	No	The Gardens
NB09	RNB09-063B	4	В	67	66	65.0	No	The Gardens
NB09	RNB09-064A	4	В	67	66	67.1	Yes	The Gardens
NB09	RNB09-064B	4	В	67	66	59.7	No	The Gardens
NB09	RNB09-065A	8	В	67	66	61.9	No	The Gardens
NB09	RNB09-065B	8	В	67	66	64.3	No	The Gardens
NB09 NB09	RNB09-066A RNB09-066B	4	В	67 67	66	66.7 70.7	Yes Yes	The Gardens
NB09	RNB09-0667A	8	В	67	66	72.3	Yes	The Gardens The Gardens
NB09	RNB09-067B	8	В	67	66	74.0	Yes	The Gardens
NB09	RNB09-068A	4	В	67	66	75.2	Yes	The Gardens
NB09	RNB09-068B	4	В	67	66	68.6	Yes	The Gardens
NB09	RNB09-069A	4	В	67	66	71.4	Yes	The Gardens
NB09	RNB09-069B	4	В	67	66	69.5	Yes	The Gardens
NB09	RNB09-070A	8	В	67	66	73.0	Yes	The Gardens
NB09	RNB09-070B	8	В	67	66	73.5	Yes	The Gardens
NB09	RNB09-071A	2	В	67	66	74.9	Yes	The Gardens
NB09	RNB09-071B	2	В	67	66	64.8	No	The Gardens
NB09	RNB09-072A	2	В	67	66	68.6	Yes	The Gardens
NB09	RNB09-072B	2	В	67	66	64.1	No	The Gardens
NB09	RNB09-073A	8	В	67	66	66.5	Yes	The Gardens
NB09	RNB09-073B	8	В	67	66	60.5	No	The Gardens
NB09	RNB09-074A	8	В	67	66	63.0	No	The Gardens
NB09	RNB09-074B	8	В	67	66	69.6	Yes	The Gardens
NB09	RNB09-075A	8	В	67	66	72.9	Yes	Royal Poinciana Condominiums
	RNB09-075B	8	В	67	66	73.4		Royal Poinciana Condominiums
	RNB09-076A	4	В	67	66	74.8	Yes	The Gardens
NB09	RNB09-076B	4	В	67	66	62.4	No	The Gardens
NB09	RNB09-077A	4	В	67	66	64.7	No	The Gardens
NB09 NB09	RNB09-077B RNB09-078A	8	B B	67 67	66 66	60.5 69.9	No Yes	The Gardens Royal Poinciana Condominiums
NB09	RNB09-078B	8	В	67	66	71.8	Yes	Royal Poinciana Condominiums Royal Poinciana Condominiums
NB09	RNB09-0766 RNB09-080A	4	В	67	66	66.6	Yes	The Gardens
NB09	RNB09-080B	4	В	67	66	73.2	Yes	The Gardens
NB09	RNB09-080B	8	В	67	66	74.6	Yes	Royal Poinciana Condominiums
NB09	RNB09-081B	8	В	67	66	58.8	No	Royal Poinciana Condominiums
NB09	RNB09-082A	4	В	67	66	61.6	No	The Gardens
NB09	RNB09-082B	4	В	67	66	70.3	Yes	The Gardens
NB09	RNB09-083A	4	В	67	66	72.5	Yes	Royal Poinciana Condominiums
NB09	RNB09-083B	4	В	67	66	70.6	Yes	Royal Poinciana Condominiums
NB09	RNB09-084A	4	В	67	66	73.0	Yes	Royal Poinciana Condominiums
NB09	RNB09-084B	4	В	67	66	63.7	No	Royal Poinciana Condominiums
NB09	RNB09-085A	2	В	67	66	65.8	No	Royal Poinciana Condominiums
NB09	RNB09-085B	2	В	67	66	66.6	Yes	Royal Poinciana Condominiums
NB09	RNB09-086A	4	В	67	66	68.3	Yes	Royal Poinciana Condominiums
NB09	RNB09-086B	4	В	67	66	69.6	Yes	Royal Poinciana Condominiums
NB09	RNB09-087A	8	В	67	66	72.2	Yes	Royal Poinciana Condominiums

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

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

NB10 RI NB10 RI NB10 RI NB10 RI NB10 RI NB10 RI NB10 RI NB10 RI NB10 RI NB10 RI		4 4 2 6 1 5	B B B	67 67	66			L. Carrier and Car									
NB10 RI RI NB10 RI RI RI RI RI RI RI R	NB10-027B NB10-028 NB10-029 NB10-030 NB10-031	4 2 6 1	B B	67													
NB10 RI RI RI RI RI RI RI R	NB10-028 NB10-029 NB10-030 NB10-031	2 6 1	В		J			Palm Aire Country Club Garden Apartm									
NB10 RI NB10 RI NB10 RI NB10 RI NB10 RI NB10 RI	NB10-029 NB10-030 NB10-031	6 1			66	68.1	Yes	Palm Aire Country Club Garden Apartme									
NB10 RI NB10 RI NB10 RI NB10 RI NB10 RI NB10 RI	NB10-030 NB10-031	1		67	66	63.2	No	Palm Aire									
NB10 RI NB10 RI NB10 RI NB10 RI	NB10-031			67 67	66 66	59.7 71.5	No	Palm Aire									
NB10 RI NB10 RI NB10 RI			B B	67	66	60.3	Yes No	Palm Aire Palm Aire									
NB10 RI NB10 RI		2	В	67	66	66.3	Yes	Palm Aire									
NB10 RI	NB10-035	1	В	67	66	71.0	Yes	Palm Aire									
NB10 Ri	NB10-036	5	В	67	66	71.6	Yes	Palm Aire									
	NB10-037	6	В	67	66	65.7	No	Palm Aire									
	NB10-038	1	В	67	66	65.0	No	Palm Aire									
	NB10-039	1	В	67	66	71.6	Yes	Palm Aire									
	NB10-040	1	В	67	66	65.5	No	Palm Aire									
	NB10-041	2	В	67	66	64.9	No	Palm Aire									
	NB10-042 NB10-043	1	B B	67	66 66	64.2 64.4	No	Palm Aire Palm Aire									
	NB10-043 NB10-044	2	В	67	66	64.4	No No	Palm Aire Palm Aire									
	NB10-044 NB10-046	2	В	67	66	61.6	No	Palm Aire									
	NB10-047	2	В	67	66	60.8	No	Palm Aire									
	NB10-048	2	В	67	66	63.3	No	Palm Aire									
	NB10-049	2	В	67	66	59.9	No	Palm Aire									
	NB10-050	2	В	67	66	64.2	No	Palm Aire									
	NB10-051	2	В	67	66	73.0	Yes	Palm Aire									
	NB10-052	2	В	67	66	67.9	Yes	Palm Aire									
	NB10-053	2	В	67	66	60.7	No	Palm Aire									
	NB10-054 NB10-055	4	B B	67 67	66 66	68.4	Yes Yes	Palm Aire Palm Aire									
	NB10-055 NB10-056	3	В	67	66	58.5	No	Palm Aire									
	NB10-057	4	В	67	66	61.6	No	Palm Aire									
	NB10-060	5	В	67	66	63.9	No	Palm Aire									
	NB10-061	2	В	67	66	64.2	No	Palm Aire									
NB10 RI	NB10-062	4	В	67	66	64.8	No	Palm Aire									
NB10 RI	NB10-063	2	В	67	66	59.2	No	Palm Aire									
	NB10-064	3	В	67	66	56.4	No	Palm Aire									
	NB10-066	6	В	67	66	64.4	No	Palm Aire									
	NB10-068	3	В	67	66	64.7	No	Palm Aire									
	NB10-069 NB10-070	2	В	67 67	66 66	64.0 68.6	No Yes	Palm Aire Palm Aire									
	NB10-070 NB10-071	2	B B	67	66	58.2	No	Palm Aire									
	NB10-071 NB10-072	2	В	67	66	63.9	No	Palm Aire									
	NB10-072	2	В	67	66	72.8	Yes	Palm Aire									
	NB10-074	4	В	67	66	68.3	Yes	Palm Aire									
	NB10-075	3	В	67	66	58.6	No	Palm Aire									
	NB10-076	3	В	67	66	66.0	No	Palm Aire									
	NB10-077	3	В	67	66	62.8	No	Palm Aire									
	NB10-078	5	В	67	66	55.5	No	Palm Aire									
	NB10-079	3	В	67	66	71.4	Yes	Palm Aire									
	NB10-080	3	В	67 67	66	61.2	No	Palm Aire									
	NB10-082	3 4	B B	67 67	66 66	65.3 70.6	No	Palm Aire Palm Aire									
	NB10-083 NB10-085	3	В	67	66	63.4	Yes No	Palm Aire Palm Aire									
	NB10-086	1	В	67	66	66.4	Yes	Palm Aire									

NB10 R	MB10-087 MB10-088 MB10-089 MB10-090 MB10-091 MB10-092 MB10-093 MB10-094 MB10-095 MB10-096 MB10-097 MB10-098 MB10-099	8 6 6 5 9 4 4 5 5 5 5 5 10 2	B B B B B B B B B B B B B B B B B B B	67 67 67 67 67 67 67 67	66 66 66 66 66 66	70.9 55.3 59.7 66.3 54.5 62.8 70.8	Yes No No Yes	Palm Aire Palm Aire Palm Aire Palm Aire Palm Aire Palm Aire
NB10 R NB10 R	NB10-088 NB10-089 NB10-090 NB10-091 NB10-092 NB10-093 NB10-094 NB10-095 NB10-096 NB10-097 NB10-098	6 6 5 9 4 4 5 5 5	B B B B B B	67 67 67 67 67 67	66 66 66 66 66	55.3 59.7 66.3 54.5 62.8	No No Yes No	Palm Aire Palm Aire Palm Aire
NB10 R	NB10-089 NB10-090 NB10-091 NB10-093 NB10-094 NB10-095 NB10-096 NB10-097 NB10-098 NB10-099	6 5 9 4 4 5 5 5 5	B B B B B	67 67 67 67 67	66 66 66 66	59.7 66.3 54.5 62.8	No Yes No	Palm Aire Palm Aire
NB10 R	NB10-090 NB10-091 NB10-092 NB10-093 NB10-094 NB10-095 NB10-096 NB10-097 NB10-098 NB10-099	5 9 4 4 5 5 5 10	B B B B B	67 67 67 67	66 66 66	66.3 54.5 62.8	Yes No	Palm Aire
NB10 R	NB10-091 NB10-092 NB10-093 NB10-094 NB10-095 NB10-096 NB10-097 NB10-098	9 4 4 5 5 5 10	B B B B	67 67 67	66 66 66	54.5 62.8	No	
NB10 R	NB10-092 NB10-093 NB10-094 NB10-095 NB10-096 NB10-097 NB10-098 NB10-099	4 4 5 5 5 10	B B B B	67 67 67	66 66	62.8		IPalm Aire
NB10 R	NB10-093 NB10-094 NB10-095 NB10-096 NB10-097 NB10-098 NB10-099	4 5 5 5 10	B B B	67 67	66		No	Palm Aire
NB10 R	NB10-094 NB10-095 NB10-096 NB10-097 NB10-098 NB10-099	5 5 5 10	B B B	67			Yes	Palm Aire
NB10 R NB10 R NB10 R NB10 R NB10 R NB10 R	NB10-095 NB10-096 NB10-097 NB10-098 NB10-099	5 5 10	B		00	57.6	No	Palm Aire
NB10 R NB10 R NB10 R NB10 R	NB10-096 NB10-097 NB10-098 NB10-099	10	B		66	62.1	No	Palm Aire
NB10 R NB10 R	NB10-098 NB10-099			67	66	62.5	No	Palm Aire
NB10 R	NB10-099	2	В	67	66	71.5	Yes	Palm Aire
			В	67	66	70.7	Yes	Palm Aire
		6	В	67	66	65.4	No	Palm Aire
	NB10-100	1	В	67	66	62.6	No	Palm Aire
	NB10-101	2	В	67	66	62.2	No	Palm Aire
	NB11-002 NB11-003	3	B B	67	66 66	69.6 64.1	Yes No	Residences at Palm Aire Residences at Palm Aire
	NB11-003	4	В	67	66	68.7	Yes	Residences at Palm Aire
	NB11-005	2	В	67	66	73.5	Yes	Residences at Palm Aire
	NB11-007A	6	В	67	66	67.8	Yes	Legacy at Palm Aire
	NB11-007B	6	В	67	66	69.3	Yes	Legacy at Palm Aire
NB11 R	NB11-008	2	В	67	66	73.4	Yes	Residences at Palm Aire
	NB11-009A	6	В	67	66	66.1	Yes	Legacy at Palm Aire
	NB11-009B	6	В	67	66	67.6	Yes	Legacy at Palm Aire
	NB11-010A	6	В	67	66	59.9	No	Legacy at Palm Aire
	NB11-010B	6	В	67	66	62.2	No	Legacy at Palm Aire
	NB11-011A NB11-011B	6 6	B B	67 67	66 66	58.3 60.6	No No	Legacy at Palm Aire Legacy at Palm Aire
	NB11-011B	2	В	67	66	73.1	Yes	Residences at Palm Aire
	NB11-012	10	В	67	66	61.0	No	Legacy at Palm Aire
	NB11-013B	10	В	67	66	62.9	No	Legacy at Palm Aire
	NB11-014A	6	В	67	66	57.9	No	Legacy at Palm Aire
NB11 R	NB11-014B	6	В	67	66	60.2	No	Legacy at Palm Aire
NB11 R	NB11-015A	8	В	67	66	55.8	No	Legacy at Palm Aire
	NB11-015B	8	В	67	66	59.1	No	Legacy at Palm Aire
	NB11-016A	8	В	67	66	56.4	No	Legacy at Palm Aire
	NB11-016B	8	В	67	66	59.5	No	Legacy at Palm Aire
	NB11-017 NB11-018	13 3	B B	67 67	66 66	73.5 60.1	Yes No	Residences at Palm Aire Residences at Palm Aire
	NB11-019	3	В	67	66	60.8	No	Residences at Palm Aire
	NB11-020A	12	В	67	66	56.3	No	Legacy at Palm Aire
	NB11-020B	12	В	67	66	60.1	No	Legacy at Palm Aire
	NB11-022A	5	В	67	66	56.0	No	Legacy at Palm Aire
	NB11-022B	10	В	67	66	59.8	No	Legacy at Palm Aire
	NB11-023	2	В	67	66	62.3	No	Residences at Palm Aire
	NB11-024	1	В	67	66	75.9	Yes	Residences at Palm Aire
	NB11-026	1	В	67	66	75.9	Yes	Residences at Palm Aire Pool
	NB11-027A	10	В	67	66	57.2	No	Legacy at Palm Aire
	NB11-027B	10	В	67 67	66	58.3	No	Legacy at Palm Aire
	NB11-029A	5	В	67 67	66	56.1	No	Legacy at Palm Aire
	NB11-029B NB11-030	5 2	B B	67 67	66 66	59.4 75.2	No Yes	Legacy at Palm Aire Residences at Palm Aire

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

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Rec	eptor						
NB11	RNB11-076	16	В	67	66	59.6	No	Golf View Estates Mobile Homes
NB11	RNB11-077	12	В	67	66	67.6	Yes	Golf View Estates Mobile Homes
NB11	RNB11-079	1	В	67	66	73.2	Yes	Golf View Estates Mobile Homes
NB11	RNB11-080	1	В	67	66	75.1	Yes	Golf View Estates Mobile Homes
NB11	RNB11-081	6	В	67	66	71.7	Yes	Golf View Estates Mobile Homes
NB11	RNB11-082	5	В	67	66	68.1	Yes	Golf View Estates Mobile Homes
NB11	RNB11-083	5	В	67	66	62.8	No	Golf View Estates Mobile Homes
NB11	RNB11-084	5	В	67	66	60.7	No	Golf View Estates Mobile Homes
SB01	RSB01-001	1	В	67	66	65.4	No	Plantation Harbour
SB01 SB01	RSB01-002	10	B	67 67	66 66	65.9 62.3	No No	Plantation Harbour
SB01	RSB01-003 RSB01-004	3	В	67	66	66.9	No Yes	Plantation Harbour Plantation Harbour
SB01	RSB01-004	4	В	67	66	60.6	No Yes	Plantation Harbour
SB01	RSB01-005	1	В	67	66	66.4	Yes	Plantation Harbour
SB01	RSB01-000	3	В	67	66	68.5	Yes	Plantation Harbour
SB01	RSB01-007	2	В	67	66	55.7	No	Plantation Harbour
SB01	RSB01-009	3	В	67	66	54.7	No	Plantation Harbour
SB01	RSB01-010	1	В	67	66	68.3	Yes	Plantation Harbour
SB01	RSB01-011	2	В	67	66	54.7	No	Plantation Harbour
SB01	RSB01-012	1	В	67	66	66.8	Yes	Plantation Harbour
SB01	RSB01-013	2	В	67	66	57.7	No	Plantation Harbour
SB01	RSB01-014	3	В	67	66	60.7	No	Plantation Harbour
SB01	RSB01-015	1	В	67	66	69.0	Yes	Plantation Harbour
SB01	RSB01-016	1	В	67	66	69.9	Yes	Plantation Harbour
SB01	RSB01-017	4	В	67	66	72.0	Yes	Plantation Harbour
SB01	RSB01-018	4	В	67	66	54.8	No	Plantation Harbour
SB01	RSB01-019	6	В	67	66	59.5	No	Plantation Harbour
SB01	RSB01-020	7	В	67	66	59.1	No	Plantation Harbour
SB01	RSB01-021	1	В	67	66	70.6	Yes	Plantation Harbour
SB01	RSB01-022	1	В	67	66	72.3	Yes	Plantation Harbour
SB01	RSB01-023	3	В	67	66	56.5	No	Plantation Harbour
SB01	RSB01-024	1	В	67	66	72.5	Yes	Plantation Harbour
SB01	RSB01-025	3	В	67	66	59.2	No	Plantation Harbour
SB01	RSB01-026	3	В	67	66	73.7	Yes	Plantation Harbour
SB01	RSB01-027	2	В	67	66	57.2	No	Plantation Harbour
SB01	RSB01-028	2	В	67	66	65.6	No	Plantation Harbour
SB01	RSB01-029 RSB01-030	3	B B	67	66	58.8	No	Plantation Harbour
SB01 SB01	RSB01-030	1	В	67 67	66 66	68.4 72.6	Yes Yes	Plantation Harbour Plantation Harbour
SB01	RSB01-031	1	В	67	66	72.6	Yes	Plantation Harbour
SB01	RSB01-032 RSB01-033	5	В	67	66	59.1	Yes No	Plantation Harbour Plantation Harbour
SB01	RSB01-034	5	В	67	66	56.1	No	Plantation Harbour
SB01	RSB01-035	4	В	67	66	75.0	Yes	Plantation Harbour
SB01	RSB01-036	7	В	67	66	56.9	No	Plantation Harbour
SB01	RSB01-037	5	В	67	66	59.7	No	Plantation Harbour
SB01	RSB01-038	1	В	67	66	72.5	Yes	Plantation Harbour
SB01	RSB01-039	3	В	67	66	62.2	No	Plantation Harbour
SB01	RSB01-040	1	В	67	66	69.7	Yes	Plantation Harbour
SB02	RSB02-001	2	В	67	66	65.4	No	Plantation Park
SB02	RSB02-002	2	В	67	66	62.5	No	Plantation Park
SB02	RSB02-003	1	В	67	66	73.3	Yes	Plantation Park
SB02	RSB02-004	3	В	67	66	60.5	No	Plantation Park
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Name	Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
SB02 RSB02-006 8 B 67 66 62.8 No Plantation Park	XX.X	Impacted Rec	eptor						
SB02	SB02	RSB02-005	1	В	67	66	73.5	Yes	Plantation Park
SB02	SB02	RSB02-006	8	В	67	66	62.8	No	Plantation Park
SB02	SB02	RSB02-007	7	В	67	66	56.0	No	Plantation Park
SB02 RSB02-010 7	SB02	RSB02-008	2	В		66	69.6	Yes	Plantation Park
SB02		ŔSB02-009	2	В	67	66	73.2	Yes	Plantation Park
SB02 R\$S02-012 2 B 67 66 72.7 Yes Plantation Park SB02 R\$B02-014 7 8 67 66 70.0 Yes Plantation Park SB02 R\$B02-016 7 8 67 66 76.6 Yes Plantation Park SB02 R\$B02-016 1 8 67 66 70.6 Yes Plantation Park SB02 R\$B02-017 1 B 67 66 70.6 Yes Plantation Park SB02 R\$B02-017 1 B 67 66 72.4 Yes Plantation Park SB02 R\$B02-019 7 B 67 66 52.9 No Plantation Park SB02 R\$B02-021 7 B 67 66 53.8 No Plantation Park SB02 R\$B02-0221 7 B 67 66 57.5 Yes Plantation Park SB02 R\$B0		RSB02-010	7	В		66		No	Plantation Park
SB02		RSB02-011		В				No	Plantation Park
SB02 RSB02-014 7			2	4					
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SB02 RSB02-019 7									
BB02									
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SB02									
SB02 RSB02-023 7									
SB02 RSB02-024 1 B 67 66 72.1 Yes Plantation Park SB02 RSB02-026 7 B 67 66 55.2 No Plantation Park SB02 RSB02-027 1 B 67 66 55.2 No Plantation Park SB02 RSB02-029 1 B 67 66 67.3 Yes Plantation Park SB02 RSB02-029 7 B 67 66 67.7 Yes Plantation Park SB02 RSB02-030 1 B 67 66 7.8 No Plantation Park SB02 RSB02-031 1 B 67 66 73.1 Yes Plantation Park SB02 RSB02-032 8 B 67 66 67.5 Yes Plantation Park SB02 RSB02-033 8 B 67 66 60.4 No Plantation Park SB02 RSB02-03									
SB02 RSB02-025 1 B 67 66 72.1 Yes Plantation Park SB02 RSB02-026 7 B 67 66 55.2 No Plantation Park SB02 RSB02-027 1 B 67 66 67.3 Yes Plantation Park SB02 RSB02-028 1 B 67 66 57.8 No Plantation Park SB02 RSB02-030 1 B 67 66 57.8 No Plantation Park SB02 RSB02-031 1 B 67 66 72.2 Yes Plantation Park SB02 RSB02-031 1 B 67 66 67.5 Yes Plantation Park SB02 RSB02-033 8 B 67 66 67.5 Yes Plantation Park SB02 RSB02-033 8 B 67 66 72.9 Yes Plantation Park SB02 RSB02-									
SB02									
SB02 RSB02-027 1 B 67 66 67.3 Yes Plantation Park SB02 RSB02-029 7 B 67 66 67.7 Yes Plantation Park SB02 RSB02-030 1 B 67 66 57.8 No Plantation Park SB02 RSB02-031 1 B 67 66 72.2 Yes Plantation Park SB02 RSB02-031 1 B 67 66 73.1 Yes Plantation Park SB02 RSB02-033 8 B 67 66 60.4 No Plantation Park SB02 RSB02-033 8 B 67 66 72.9 Yes Plantation Park SB02 RSB02-033 1 B 67 66 72.4 Yes Plantation Park SB02 RSB02-035 1 B 67 66 72.4 Yes Plantation Park SB02 RSB02									
SB02									
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SB02 RSB02-030 1 B 67 66 72.2 Yes Plantation Park SB02 RSB02-031 1 B 67 66 73.1 Yes Plantation Park SB02 RSB02-032 8 B 67 66 67.5 Yes Plantation Park SB02 RSB02-033 8 B 67 66 90.4 No Plantation Park SB02 RSB02-034 1 B 67 66 72.9 Yes Plantation Park SB02 RSB02-035 1 B 67 66 72.6 Yes Plantation Park SB02 RSB02-037 8 B 67 66 69.4 Yes Plantation Park SB02 RSB02-038 1 B 67 66 72.4 Yes Plantation Park SB02 RSB02-039 1 B 67 66 73.2 Yes Plantation Park SB02 RSB0									
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SB02 RSB02-035 1 B 67 66 72.6 Yes Plantation Park SB02 RSB02-036 8 B 67 66 69.4 Yes Plantation Park SB02 RSB02-037 8 B 67 66 60.7 No Plantation Park SB02 RSB02-038 1 B 67 66 72.4 Yes Plantation Park SB02 RSB02-039 1 B 67 66 73.2 Yes Plantation Park SB02 RSB02-040 7 B 67 66 67.0 Yes Plantation Park SB02 NSB02-041 1 B 67 66 61.9 No Plantation Park SB02 RSB02-042 8 B 67 66 61.9 No Plantation Park SB02 NSB02-043 1 B 67 66 68.7 Yes Plantation Park SB02 RSB02-			8	В	67	66	60.4	No	
SB02 RSB02-036 8 B 67 66 69.4 Yes Plantation Park SB02 RSB02-037 8 B 67 66 60.7 No Plantation Park SB02 RSB02-038 1 B 67 66 72.4 Yes Plantation Park SB02 RSB02-039 1 B 67 66 73.2 Yes Plantation Park SB02 RSB02-040 7 B 67 66 67.0 Yes Plantation Park SB02 NSB02-041 1 B 67 66 67.0 Yes Plantation Park SB02 RSB02-042 8 B 67 66 61.9 No Plantation Park SB02 NSB02-043 1 B 67 66 73.5 Yes Plantation Park SB02 NSB02-044 1 B 67 66 59.0 No Plantation Park SB02 RSB02-		RSB02-034	1	В	67	66	72.9	Yes	Plantation Park
SB02 RSB02-037 8 B 67 66 60.7 No Plantation Park SB02 RSB02-038 1 B 67 66 72.4 Yes Plantation Park SB02 RSB02-039 1 B 67 66 73.2 Yes Plantation Park SB02 RSB02-040 7 B 67 66 67.0 Yes Plantation Park SB02 NSB02-041 1 B 67 66 70.9 Yes Plantation Park SB02 RSB02-042 8 B 67 66 61.9 No Plantation Park SB02 NSB02-043 1 B 67 66 73.5 Yes Plantation Park SB02 NSB02-044 1 B 67 66 59.0 No Plantation Park SB02 RSB02-045 6 B 67 66 71.2 Yes Plantation Park SB02 RSB02-	SB02	RSB02-035	1	В	67	66	72.6	Yes	Plantation Park
SB02 RSB02-038 1 B 67 66 72.4 Yes Plantation Park SB02 RSB02-039 1 B 67 66 73.2 Yes Plantation Park SB02 RSB02-040 7 B 67 66 67.0 Yes Plantation Park SB02 NSB02-041 1 B 67 66 70.9 Yes Plantation Park SB02 RSB02-042 8 B 67 66 61.9 No Plantation Park SB02 NSB02-043 1 B 67 66 73.5 Yes Plantation Park SB02 RSB02-044 1 B 67 66 68.7 Yes Plantation Park SB02 RSB02-045 6 B 67 66 71.2 Yes Plantation Park SB02 RSB02-046 1 B 67 66 69.9 Yes Plantation Park SB02 RSB0	SB02	RSB02-036	8	В	67	66	69.4	Yes	Plantation Park
SB02 RSB02-039 1 B 67 66 73.2 Yes Plantation Park SB02 RSB02-040 7 B 67 66 67.0 Yes Plantation Park SB02 NSB02-041 1 B 67 66 70.9 Yes Plantation Park SB02 RSB02-042 8 B 67 66 61.9 No Plantation Park SB02 NSB02-043 1 B 67 66 73.5 Yes Plantation Park SB02 NSB02-044 1 B 67 66 68.7 Yes Plantation Park SB02 RSB02-045 6 B 67 66 59.0 No Plantation Park SB02 RSB02-046 1 B 67 66 71.2 Yes Plantation Park SB02 RSB02-047 6 B 67 66 69.9 Yes Plantation Park SB02 RSB02		RSB02-037	8	В	67	66		No	Plantation Park
SB02 RSB02-040 7 B 67 66 67.0 Yes Plantation Park SB02 NSB02-041 1 B 67 66 70.9 Yes Plantation Park SB02 RSB02-042 8 B 67 66 61.9 No Plantation Park SB02 NSB02-043 1 B 67 66 73.5 Yes Plantation Park SB02 NSB02-044 1 B 67 66 68.7 Yes Plantation Park SB02 RSB02-045 6 B 67 66 59.0 No Plantation Park SB02 RSB02-046 1 B 67 66 71.2 Yes Plantation Park SB02 RSB02-047 6 B 67 66 69.9 Yes Plantation Park SB02 RSB02-048 1 B 67 66 58.2 No Plantation Park SB02 RSB02-			1						
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SB02 NSB02-044 1 B 67 66 68.7 Yes Plantation Park SB02 RSB02-045 6 B 67 66 59.0 No Plantation Park SB02 RSB02-046 1 B 67 66 71.2 Yes Plantation Park SB02 RSB02-047 6 B 67 66 69.9 Yes Plantation Park SB02 RSB02-048 1 B 67 66 69.6 Yes Plantation Park SB02 RSB02-049 9 B 67 66 58.2 No Plantation Park SB02 RSB02-050 2 B 67 66 72.0 Yes Plantation Park SB02 RSB02-051 5 B 67 66 67.6 Yes Plantation Park SB02 RSB02-053 5 B 67 66 58.3 No Plantation Park SB02 RSB02-			1						
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SB02 RSB02-046 1 B 67 66 71.2 Yes Plantation Park SB02 RSB02-047 6 B 67 66 69.9 Yes Plantation Park SB02 RSB02-048 1 B 67 66 69.6 Yes Plantation Park SB02 RSB02-049 9 B 67 66 58.2 No Plantation Park SB02 RSB02-050 2 B 67 66 72.0 Yes Plantation Park SB02 RSB02-051 5 B 67 66 61.6 No Plantation Park SB02 RSB02-052 2 B 67 66 67.6 Yes Plantation Park SB02 RSB02-053 5 B 67 66 58.3 No Plantation Park SB02 RSB02-054 1 B 67 66 71.2 Yes Plantation Park SB02 RSB02-									
SB02 RSB02-047 6 B 67 66 69.9 Yes Plantation Park SB02 RSB02-048 1 B 67 66 69.6 Yes Plantation Park SB02 RSB02-049 9 B 67 66 58.2 No Plantation Park SB02 RSB02-050 2 B 67 66 72.0 Yes Plantation Park SB02 RSB02-051 5 B 67 66 61.6 No Plantation Park SB02 RSB02-052 2 B 67 66 67.6 Yes Plantation Park SB02 RSB02-053 5 B 67 66 58.3 No Plantation Park SB02 RSB02-054 1 B 67 66 71.2 Yes Plantation Park SB02 RSB02-055 6 B 67 66 62.4 No Plantation Park									·
SB02 RSB02-048 1 B 67 66 69.6 Yes Plantation Park SB02 RSB02-049 9 B 67 66 58.2 No Plantation Park SB02 RSB02-050 2 B 67 66 72.0 Yes Plantation Park SB02 RSB02-051 5 B 67 66 61.6 No Plantation Park SB02 RSB02-052 2 B 67 66 67.6 Yes Plantation Park SB02 RSB02-053 5 B 67 66 58.3 No Plantation Park SB02 RSB02-054 1 B 67 66 71.2 Yes Plantation Park SB02 RSB02-055 6 B 67 66 62.4 No Plantation Park									
SB02 RSB02-049 9 B 67 66 58.2 No Plantation Park SB02 RSB02-050 2 B 67 66 72.0 Yes Plantation Park SB02 RSB02-051 5 B 67 66 61.6 No Plantation Park SB02 RSB02-052 2 B 67 66 67.6 Yes Plantation Park SB02 RSB02-053 5 B 67 66 58.3 No Plantation Park SB02 RSB02-054 1 B 67 66 71.2 Yes Plantation Park SB02 RSB02-055 6 B 67 66 62.4 No Plantation Park									
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SB02 RSB02-054 1 B 67 66 71.2 Yes Plantation Park SB02 RSB02-055 6 B 67 66 62.4 No Plantation Park									
SB02 RSB02-055 6 B 67 66 62.4 No Plantation Park									
SB02 RSB02-056 6 B 67 66 59.7 No Plantation Park									

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

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

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

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

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

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

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Rec	eptor						
SB07	RSB07-083	10	В	67	66	51.7	No	Mainlands Park
SB07	RSB07-084	7	В	67	66	60.4	No	Mainlands Park
SB07	RSB07-085	6	В	67	66	58.3	No	Mainlands Park
SB07	RSB07-086	1	В	67	66	58.9	No	Mainlands Park
SB07	RSB07-087	1	В	67	66	56.1	No	Mainlands Park
SB07	RSB07-088	3	В	67	66	57.4	No	Mainlands Park
SB07	RSB07-089	3	В	67	66	52.1	No	Mainlands Park
SB07	RSB07-090	5	В	67	66	57.3	No	Mainlands Park
SB07	RSB07-091	4	В	67	66	60.9	No	Mainlands Park
SB07 SB08	RSB07-092	6	B	67 67	66	57.2	No	Mainlands Park
	RSB08-001	1	В		66	61.1	No	Mainlands Park
SB08 SB08	RSB08-002 RSB08-003	2	В	67 67	66	62.6	No No	Mainlands Park Mainlands Park
SB08	RSB08-004	5	B B	67	66	59.0 66.1	No Yes	Mainlands Park Mainlands Park
SB08	RSB08-005	3	В	67	66	65.2	No	Mainlands Park
SB08	RSB08-006	11	В	67	66	63.1	No	Mainlands Park
SB08	RSB08-007	1	В	67	66	63.5	No	Mainlands Park
SB08	RSB08-008	7	В	67	66	62.3	No	Mainlands Park
SB08	RSB08-009	10	В	67	66	63.8	No	Mainlands Park
SB08	RSB08-010	1	В	67	66	60.9	No	Mainlands Park
SB08	RSB08-011	1	В	67	66	63.1	No	Mainlands Park
SB08	RSB08-012	1	В	67	66	62.2	No	Mainlands Park
SB08	RSB08-013	4	В	67	66	58.3	No	Mainlands Park
SB08	RSB08-014	10	В	67	66	62.0	No	Mainlands Park
SB08	RSB08-015	1	В	67	66	62.9	No	Mainlands Park
SB08	RSB08-016	1	В	67	66	63.3	No	Mainlands Park
SB08	RSB08-017	3	В	67	66	64.2	No	Mainlands Park
SB08	RSB08-018	1	В	67	66	61.0	No	Mainlands Park
SB08	RSB08-019	5	В	67	66	65.8	No	Mainlands Park
SB08	RSB08-020	7	В	67	66	59.7	No	Mainlands Park
SB08	RSB08-021	7	В	67	66	61.3		Mainlands Park
SB08	RSB08-022	6	В	67	66	66.1	Yes	Mainlands Park
SB08	RSB08-023	1	В	67	66	62.1	No	Pompano Park
SB08	RSB08-024	7	В	67 67	66	59.0	No No	Mainlands Park Pompano Park
SB08 SB08	RSB08-025 RSB08-026	5	B B	67 67	66 66	64.1 61.9	No No	Mainlands Park
SB08	RSB08-027	3	В	67	66	74.5	Yes	Mainlands Park
SB08	RSB08-028	1	В	67	66	54.4	No	Pompano Park
SB08	RSB08-029	10	В	67	66	75.3	Yes	Mainlands Park
SB08	RSB08-030	6	В	67	66	55.1	No	Mainlands Park
SB08	RSB08-031	7	В	67	66	62.4	No	Mainlands Park
SB08	RSB08-032	1	В	67	66	74.0	Yes	Mainlands Park
SB08	RSB08-033	1	В	67	66	56.1	No	Mainlands Park
SB08	RSB08-034	1	В	67	66	59.2	No	Pompano Park
SB08	RSB08-035	5	В	67	66	54.5	No	Pompano Park
SB08	RSB08-036	6	В	67	66	62.8	No	Pompano Park
SB08	RSB08-037	3	В	67	66	62.3	No	Pompano Park
SB08	RSB08-038	5	В	67	66	70.2	Yes	Pompano Park
SB08	RSB08-039	5	В	67	66	72.4	Yes	Pompano Park
SB08	RSB08-040	8	В	67	66	58.6	No	Pompano Park
SB08	RSB08-041	9	В	67	66	57.1	No	Pompano Park
SB08	RSB08-042	8	В	67	66	69.7	Yes	Pompano Park

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

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description					
	XX.X Impacted Receptor												
SB09	RSB09-001C	6	В	67	66	65.3	No	Sanctuary Apartments					
SB09	RSB09-002A	12	В	67	66	63.7	No	Sanctuary Apartments					
SB09	RSB09-002B	12	В	67	66	72.9	Yes	Sanctuary Apartments					
	RSB09-002C	12	В	67	66	75.2	Yes	Sanctuary Apartments					
	RSB09-003A	6	В	67	66	76.6	Yes	Sanctuary Apartments					
	RSB09-003B	6	В	67	66	64.9	No	Sanctuary Apartments					
	RSB09-003C	6	В	67	66	68.7	Yes	Sanctuary Apartments					
	RSB09-004A	6	В	67	66	70.1	Yes	Sanctuary Apartments					
	RSB09-004B	6	В	67	66	65.7	No	Sanctuary Apartments					
	RSB09-004C	6	В	67	66	68.5	Yes	Sanctuary Apartments					
	RSB09-005A	6	В	67	66	69.3	Yes	Sanctuary Apartments					
	RSB09-005B	6	В	67	66	75.5	Yes	Sanctuary Apartments					
	RSB09-005C	6	В	67 67	66	77.4	Yes	Sanctuary Apartments					
	RSB09-006A RSB09-006B	6	B B	67	66 66	78.1 66.1	Yes Yes	Sanctuary Apartments					
	RSB09-006C	6	В	67	66	68.8	Yes	Sanctuary Apartments Sanctuary Apartments					
	RSB09-000C	6	В	67	66	69.6	Yes	Sanctuary Apartments					
	RSB09-007B	6	В	67	66	75.9	Yes	Sanctuary Apartments					
	RSB09-007C	6	В	67	66	77.7	Yes	Sanctuary Apartments					
	RSB09-008A	6	В	67	66	78.3	Yes	Sanctuary Apartments					
	RSB09-008B	6	В	67	66	63.9	No	Sanctuary Apartments					
	RSB09-008C	6	В	67	66	65.7	No	Sanctuary Apartments					
	RSB09-009A	6	В	67	66	66.6	Yes	Sanctuary Apartments					
	RSB09-009B	6	В	67	66	53.9	No	Sanctuary Apartments					
	RSB09-009C	6	В	67	66	55.6	No	Sanctuary Apartments					
	RSB09-010A	6	В	67	66	59.0	No	Sanctuary Apartments					
	RSB09-010B	6	В	67	66	67.3	Yes	Sanctuary Apartments					
SB09	RSB09-010C	6	В	67	66	69.2	Yes	Sanctuary Apartments					
SB09	RSB09-012A	6	В	67	66	62.8	No	Sanctuary Apartments					
	RSB09-012B	6	В	67	66	65.2	No	Sanctuary Apartments					
SB09	RSB09-012C	6	В	67	66	66.2	Yes	Sanctuary Apartments					
SB09	RSB09-013A	12	В	67	66	58.7	No	Sanctuary Apartments					
	RSB09-013B	12	В	67	66	75.8	Yes	Sanctuary Apartments					
	RSB09-013C	12	В	67	66	77.7	Yes	Sanctuary Apartments					
	RSB09-014A	6	В	67	66	78.3	Yes	Sanctuary Apartments					
	RSB09-014B	6	В	67	66	62.7	No	Sanctuary Apartments					
	RSB09-014C	6	В	67	66	65.3	No	Sanctuary Apartments					
	RSB09-015A	6	В	67	66	66.7	Yes	Sanctuary Apartments					
	RSB09-015B	6	В	67 67	66	56.6	No	Sanctuary Apartments					
	RSB09-015C	6	В	67	66	58.9 61.1	No	Sanctuary Apartments					
	RSB09-016A	6	B B	67 67	66 66	61.1 67.8	No Yes	Sanctuary Apartments					
	RSB09-016B RSB09-016C	6 6	В	67	66	69.9	Yes	Sanctuary Apartments Sanctuary Apartments					
	RSB09-017A	12	В	67	66	70.7	Yes	Sanctuary Apartments Sanctuary Apartments					
	RSB09-017B	12	В	67	66	65.1	No	Sanctuary Apartments Sanctuary Apartments					
	RSB09-017C	12	В	67	66	67.8	Yes	Sanctuary Apartments Sanctuary Apartments					
	RSB09-017C	12	В	67	66	68.6	Yes	Sanctuary Apartments Sanctuary Apartments					
	RSB09-018B	12	В	67	66	62.8	No	Sanctuary Apartments					
	RSB09-018C	12	В	67	66	66.9	Yes	Sanctuary Apartments					
	RSB09-019A	6	В	67	66	68.9	Yes	Sanctuary Apartments					
	RSB09-019B	6	В	67	66	59.7	No	Sanctuary Apartments					
	RSB09-019C	6	В	67	66	62.4	No	Sanctuary Apartments					

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

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

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted Rece	eptor						
SB10	RSB10-059	3	В	67	66	70.5	Yes	Sunshine Drive
SB10	RSB10-060	7	В	67	66	73.0	Yes	Sunshine Drive
SB10	RSB10-061A	2	В	67	66	78.7	Yes	Sunshine Drive
SB10	RSB10-061B	2	В	67	66	79.3	Yes	Sunshine Drive
SB10	RSB10-062A	2	В	67	66	59.5	No	Sunshine Drive
SB10	RSB10-062B	2	В	67	66	73.5	Yes	Sunshine Drive
SB10	RSB10-063A	2	В	67	66	74.9	Yes	Sunshine Drive
SB10 SB10	RSB10-063B RSB10-064A	2	B B	67 67	66 66	71.0 72.8	Yes Yes	Sunshine Drive Sunshine Drive
SB10	RSB10-064B	2	В	67	66	60.7	No	Sunshine Drive
SB10	RSB10-004B RSB10-065	4	В	67	66	67.6	Yes	Sunshine Drive
SB10	RSB10-066A	2	В	67	66	67.2	Yes	Sunshine Drive
SB10	RSB10-066B	2	В	67	66	58.4	No	Sunshine Drive
SB10	RSB10-067A	2	В	67	66	72.8	Yes	Sunshine Drive
SB10	RSB10-067B	2	В	67	66	73.3	Yes	Sunshine Drive
SB10	RSB10-068	5	В	67	66	73.8	Yes	Sunshine Drive
SB10	RSB10-069	1	В	67	66	70.2	Yes	Sunshine Drive
SB10	RSB10-070	1	В	67	66	75.8	Yes	Sunshine Drive
SB10	RSB10-071	3	В	67	66	71.6	Yes	Sunshine Drive
SB11	RSB11-001A	4	В	67	66	62.0	No	Wynmoor
SB11	RSB11-001B	4	В	67	66	62.7	No	Wynmoor
SB11	RSB11-001C	4	В	67	66	74.8	Yes	Wynmoor
SB11	RSB11-001D	4	В	67	66	76.5	Yes	Wynmoor
SB11	RSB11-002A	4	В	67	66	77.0	Yes	Wynmoor
SB11	RSB11-002B	4	В	67	66	77.1	Yes	Wynmoor
SB11	RSB11-002C	4	В	67	66	61.2	No	Wynmoor
SB11	RSB11-002D	4	В	67	66	71.7	Yes	Wynmoor
SB11	RSB11-003A	4	В	67	66	73.6	Yes	Wynmoor
SB11	RSB11-003B	4	В	67	66	74.4	Yes	Wynmoor
SB11	RSB11-003C	4	В	67	66	74.7	Yes	Wynmoor
SB11	RSB11-003D RSB11-005A	4	В	67 67	66	55.5		Wynmoor
SB11 SB11	RSB11-005A RSB11-005B	4	B B	67	66 66	59.3 60.2	No No	Wynmoor Wynmoor
SB11	RSB11-005C	4	В	67	66	63.1	No	Wynmoor
SB11	RSB11-005D	4	В	67	66	66.0	No	Wynmoor
SB11	RSB11-003D	4	В	67	66	67.4	Yes	Wynmoor
SB11	RSB11-006B	4	В	67	66	68.2	Yes	Wynmoor
SB11	RSB11-006C	4	В	67	66	62.0	No	Wynmoor
SB11	RSB11-006D	4	В	67	66	65.4	No	Wynmoor
SB11	RSB11-007A	4	В	67	66	67.1	Yes	Wynmoor
SB11	RSB11-007B	4	В	67	66	68.7	Yes	Wynmoor
SB11	RSB11-007C	4	В	67	66	55.6	No	Wynmoor
SB11	RSB11-007D	4	В	67	66	58.1	No	Wynmoor
SB11	RSB11-008A	4	В	67	66	59.0	No	Wynmoor
SB11	RSB11-008B	4	В	67	66	60.5	No	Wynmoor
SB11	RSB11-008C	4	В	67	66	62.8	No	Wynmoor
SB11	RSB11-008D	4	В	67	66	66.5	Yes	Wynmoor
SB11	RSB11-009A	4	В	67	66	68.1	Yes	Wynmoor
SB11	RSB11-009B	4	В	67	66	69.8	Yes	Wynmoor
SB11	RSB11-009C	4	В	67	66	55.4	No	Wynmoor
SB11	RSB11-009D	4	В	67	66	62.8	No	Wynmoor
SB11	RSB11-010A	4	В	67	66	66.3	Yes	Wynmoor

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

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

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

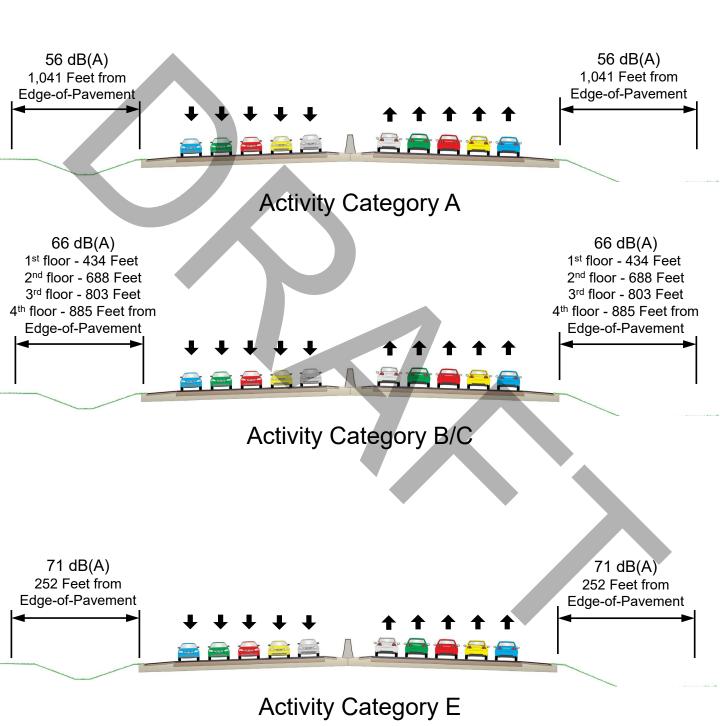
Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description		
XX.X Impacted Receptor										
	NNB10-034	1	С	67	66	61.5	No	Palm Aire Golf Course		
	NNB10-045	1	С	67	66	63.2	No	Palm Aire Golf Course		
NB10	NNB10-058	1	C	67	66	65.3	No	Palm Aire Pool		
NB10	NNB10-059	1	С	67	66	72.7	Yes	Palm Aire Golf Course		
	NNB10-065	1	С	67	66	64.4	No	Palm Aire Golf Course		
	NNB10-067	1	С	67	66	62.9	No	Palm Aire Golf Course		
	NNB10-081	1	С	67	66	59.8	No	Palm Aire Golf Course		
NB10	NNB10-084	1	С	67	66	57.4	No	Palm Aire Golf Course		
NB11	NNB11-006	1	C	67	66	61.3	No	Legacy at Palm Aire Pool		
NB11 NB11	NNB11-021 NNB11-025	1	CC	67 67	66 66	56.6 55.9	No No	Legacy at Palm Aire Tennis Court Legacy at Palm Aire Playground		
	NNB11-025 NNB11-028	1	C	67	66	55.9	No			
	NNB11-026	1	C	67	66	60.3	No	Legacy at Palm Aire Playground Residences at Palm Aire		
	NNB11-042	1	С	67	66	59.6	No	Golf View Estates Mobile Homes		
NB11	NNB11-078	1	C	67	66	70.7	Yes	Golf View Estates Mobile Homes		
NB11	NNB11-085	1	C	67	66	64.2	No	Motel 6 Pool		
	NNB11-086	1	C	67	66	59.4	No	Budgetel Pool		
	NSB01-041	1	C	67	66	68.6	Yes	South Plantation High School		
	NSB01-042	1	C	67	66	72.0	Yes	South Plantation High School		
SB01	NSB01-043	1	C	67	66	72.4	Yes	South Plantation High School		
SB01	NSB01-044	1	C	67	66	68.8	Yes	South Plantation High School		
SB01	NSB01-045	1	C	67	66	68.8	Yes	South Plantation High School		
SB01	NSB01-046	1	С	67	66	72.3	Yes	South Plantation High School		
SB01	NSB01-047	1	С	67	66	68.6	Yes	South Plantation High School		
SB01	NSB01-048	1	С	67	66	72.0	Yes	South Plantation High School		
SB01	NSB01-049	1	С	67	66	69.8	Yes	South Plantation High School		
SB01	NSB01-050	1	С	67	66	66.7	Yes	South Plantation High School		
SB01	NSB01-051	1	С	67	66	65.6	No	South Plantation High School		
SB01	NSB01-052	1	С	67	66	67.7	Yes	South Plantation High School		
SB01	NSB01-053	1	С	67	66	70.9	Yes	South Plantation High School		
	NSB01-054	1	С	67	66	66.5	Yes	South Plantation High School		
	NSB01-055	1	С	67	66	61.4	No	South Plantation High School		
SB01	NSB01-056	1	С	67	66	60.8	No	South Plantation High School		
SB01	NSB01-057	1	С	67	66	64.1	No	South Plantation High School		
SB01	NSB01-058	1	C	67	66	67.7	Yes	South Plantation High School		
	NSB01-059	1	С	67 67	66 66	61.7	No No	South Plantation High School		
	NSB01-060 NSB01-061	1	C	67	66 66	62.1 64.2	No No	South Plantation High School South Plantation High School		
SB01 SB03	NSB01-061 NSB03-004	1	С	67	66	62.1	No	Plantation Gardens		
SB03	NSB03-004 NSB04-004	1	С	67	66	64.1	No	Lakeshore Terrace Pool		
	NSB04-006	1	С	67	66	69.7	Yes	Lakeshore Terrace Pool		
	NSB04-054	1	C	67	66	73.1	Yes	Tree Garden Condos		
	NSB04-064	1	C	67	66	73.9	Yes	Windermere		
	NSB04-065	1	C	67	66	73.6	Yes	Windermere		
	NSB04-076	1	C	67	66	64.4	No	Riviera Hills Apartments		
	NSB05-001	1	С	67	66	68.8	Yes	Lauderhill Boys & Girls Club		
	NSB05-002	1	C	67	66	65.4	No	John E Mullin Basketball Court		
SB05	NSB05-003	1	C	67	66	69.7	Yes	John E Mullin Tennis Court		
	NSB05-004	1	С	67	66	79.0	Yes	John E Mullin Basketball Court		
	NSB05-005	1	С	67	66	70.7	Yes	Aquatic Center at John E Mullin Park		
SB05	NSB05-006	1	С	67	66	71.6	Yes	John E Mullin Basketball Court		
SB05	NSB05-023	1	С	67	66	60.8	No	Royal Oaks Pool		

Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description		
XX.X Impacted Receptor										
SB05	NSB05-024	1	С	67	66	73.0	Yes	Royal Oaks Pool		
SB05	NSB05-038	1	С	67	66	66.2	Yes	Royal Oaks Pool		
SB05	NSB05-045	1	C	67	66	79.9	Yes	Royal Oaks Pool		
SB05	NSB05-058	1	С	67	66	54.9	No	Stonebridge Gardens Outdoor Seating		
SB05	NSB05-059	1	С	67	66	57.6	No	Stonebridge Gardens Outdoor Seating		
SB05	NSB05-060	1	С	67	66	77.3	Yes	Stonebridge Gardens Outdoor Seating		
SB05	NSB05-062	1	С	67	66	59.2	No	Stonebridge Gardens Outdoor Seating		
SB05	NSB05-067	1	С	67	66	58.9	No	Stonebridge Gardens Tennis Court		
SB05	NSB05-069	1	С	67	66	78.6	Yes	Stonebridge Gardens Pool		
SB05	NSB05-070	1	C	67	66	60.3	No	Stonebridge Gardens Tennis Court		
SB05	NSB05-072	1	C	67	66	57.4	No	Stonebridge Gardens Outdoor Seating		
SB05	NSB05-075	1	C	67	66	54.5	No	Stonebridge Gardens Outdoor Seating		
SB05 SB05	NSB05-076 NSB05-078	1	C	67 67	66 66	58.1 53.8	No No	Stonebridge Gardens Outdoor Seating Stonebridge Gardens Outdoor Seating		
SB05	NSB05-076 NSB06-001	1	С	67	66	75.0	Yes	Subway Outdoor Seating		
SB06	NSB06-005	1	С	67	66	65.2	No	Hills of Inverray Condominiums		
SB07	NSB07-001	1	С	67	66	62.8	No	Inverrary Country Club		
SB07	NSB07-002	1	C	67	66	57.6	No	Inverrary Country Club		
SB07	NSB07-003	1	C	67	66	62.6	No	Inverrary Country Club		
SB07	NSB07-004	1	C	67	66	60.3	No	Inverrary Country Club		
SB07	NSB07-005	1	C	67	66	65.0	No	Inverrary Country Club		
SB07	NSB07-006	1	C	67	66	65.0	No	Inverrary Pool		
SB07	NSB07-008	1	C	67	66	65.0	No	Woodlands Country Club		
SB07	NSB07-050	1	C	67	66	60.1	No	Mainlands Park Pool		
SB08	NSB08-049	1	C	67	66	60.0	No	Pompano Park Fields		
SB08	NSB08-051	1	C	67	66	69.4	Yes	Pompano Park Fields		
SB08	NSB08-053	1	С	67	66	68.0	Yes	Pompano Park Fields		
SB08	NSB08-055	1	С	67	66	66.1	Yes	Pompano Park Fields		
SB08	NSB08-056	1	С	67	66	59.1	No	Pompano Park Playground		
SB08	NSB08-057	1	С	67	66	67.3	Yes	Pompano Park Playground		
SB08	NSB08-059	1	С	67	66	65.8	No	Pompano Park Basketball Courts		
SB08	NSB08-060	1	С	67	66	67.8	Yes	Pompano Park Basketball Courts		
SB08	NSB08-061	1	С	67	66	67.3	Yes	Pompano Park Basketball Courts		
SB08	NSB08-062	1	С	67	66	61.1	No	Pompano Park Basketball Courts		
SB08	NSB08-078	1	С	67	66	65.0	No	San Remo Townhomes Playground		
SB08	NSB08-080	1	С	67	66	65.0	No	San Remo Townhomes Pool		
SB08	NSB08-096	1	С	67	66	65.0	No	Avana Cypress Creek Apartments Pool		
SB09	NSB09-011	1	С	67	66	70.1	Yes	Sanctuary Apartments Pool		
SB09	NSB09-057	1	С	67	66	62.1	No	Our Lady Queen of Heaven Cemetery		
SB09	NSB09-114	1	С	67	66	56.9	No	Our Lady Queen of Heaven Cemetery		
SB09	NSB09-115	1	C	67	66	61.2	No	Our Lady Queen of Heaven Cemetery		
SB09 SB09	NSB09-116	1	C	67 67	66 66	59.9	No Voc	Our Lady Queen of Heaven Cemetery		
SB09 SB09	NSB09-117	1 1	С		66 66	76.9	Yes	Our Lady Queen of Heaven Cemetery		
SB09 SB09	NSB09-118 NSB09-119	1	С	67 67	66	70.8 79.0	Yes Yes	Our Lady Queen of Heaven Cemetery Our Lady Queen of Heaven Cemetery		
SB09	NSB09-119 NSB09-120	1	С	67	66	71.7	Yes	Our Lady Queen of Heaven Cemetery		
SB09 SB09	NSB09-120 NSB09-121	1	С	67	66	67.9	Yes	Our Lady Queen of Heaven Cemetery Our Lady Queen of Heaven Cemetery		
SB09	NSB09-121 NSB09-122	1	С	67	66	66.2	Yes	Our Lady Queen of Heaven Cemetery		
SB10	NSB10-054	2	С	67	66	56.9	No	Sunshine Drive Pool		
SB10	NSB10-054 NSB10-072	1	C	67	66	69.7	Yes	Broward College Courts		
SB10	NSB10-072 NSB10-073	1	С	67	66	71.3	Yes	Broward College Courts		
SB10	NSB10-073	1	С	67	66	74.1	Yes	Broward College Basketball Courts		
2010	140010-014	<u> </u>)	07	00	74.1	169	Proward College Daskerball Courts		

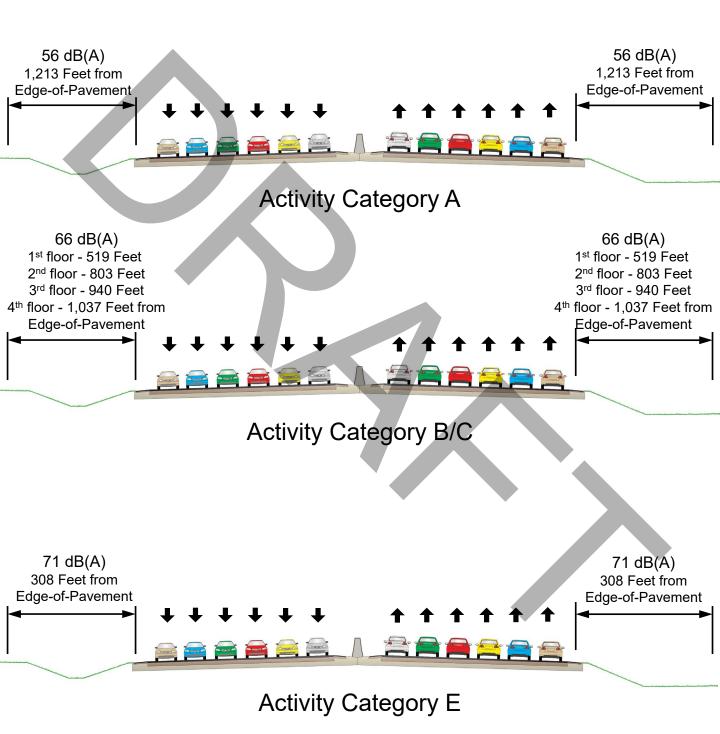
Noise Sensitive Area (NSA)	Receptor Name	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2045 Build LAeq1h (dBA) Assuming No Existing Barriers	NAC Approach or Exceeded	Description
XX.X	Impacted F	Receptor						
SB10	NSB10-075	1	С	67	66	76.1	Yes	Broward College Courts
SB10	NSB10-076	1	C	67	66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

Appendix C Project Noise Contours

I-595 to Wiles Rd Noise Contours 10 Lanes Segment



I-595 to Wiles Rd Noise Contours 12 Lanes Segment



Appendix D Project Aerials

