DESIGN NOISE STUDY REPORT

Florida's Turnpike (SR 91) at

Coconut Creek Parkway Interchange Modifications

Broward County, Florida

Financial Project ID Number: 452077-2

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Prepared For:

FLORIDA'S TURNPIKE ENTERPRISE

NOVEMBER 2026

Executive Summary

Florida's Turnpike Enterprise completed a Project Development and Environment (PD&E) Study that evaluated interchange alternatives for the existing interchange at Coconut Creek Parkway and Florida's Turnpike. The PD&E study (FPID 442212-1) was completed in 2024 and included an assessment of the widening of Florida's Turnpike from south of I-595 to Wiles Road. Coconut Creek Parkway was one of the interchanges included in that PD&E study.

For the year 2052 Build condition, noise levels were analyzed at 104 Noise Abatement Criteria (NAC) B, 14 NAC C special land use (SLU) receptor locations, and three NAC E SLU receptor locations representing a total of 320 residences and 16.77 equivalent residences (ERs). Noise levels at 172 residences and 1.48 equivalent residences (ERs) are predicted to approach or exceed the NAC for the year 2052 Build Alternative and are therefore considered impacted.

Analyses were performed for all the impacted locations to determine if noise abatement was potentially feasible and reasonable under FDOT policy. The noise barrier analysis performed to date and summarized in Table 4-1 below, indicates that noise barriers could potentially provide reasonable and feasible noise abatement for 132 impacted ERs, as well as provide a 5 dB(A) noise reduction benefit to 69.50 non-impacted ERs. 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.

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1.0 INTRODUCTION

Florida's Turnpike Enterprise, part of the Florida Department of Transportation (FDOT), is modifying the existing interchange at Coconut Creek Parkway and Florida's Turnpike in Broward County, Florida (FPID: 452077-2).

The improvements shown in Figure 1 include the realignment of the southbound off-ramp from Florida's Turnpike to Coconut Creek Parkway with a proposed bridge; construction of new southbound and northbound ramp connections between Coconut Creek Parkway and Florida's Turnpike; and new direct connections between Florida's Turnpike and Blount Road, including a proposed bridge and a new roundabout on Blount Road. Additional improvements include safety enhancements related to signing, pavement markings, signals, lighting, and drainage, as well as construction of a Shared Use Path along Coconut Creek Parkway from NW 39th Avenue to NW 27th Avenue.



Figure 1 – Project Location Map

Noise studies are performed during both the Project Development and Environment (PD&E) Study phase and the Design phase. A noise study was completed as part of the I-595 to Wiles Road PD&E Study (FPID 442212-1), which was finalized in 2024. The final Noise Study Report documented existing and future traffic noise conditions and evaluated noise impacts associated with the recommended design for the Coconut Creek Parkway interchange.

As the Design phase continues, noise impacts associated with the project will be further evaluated, and noise analyses will be updated as necessary to reflect refinements to the project design. The Design phase noise evaluation will confirm noise impacts and assess the feasibility and reasonableness of noise abatement measures, including proposed noise walls, in accordance with FDOT noise policies and procedures.

2.0 METHODOLOGY

The traffic noise study was conducted in accordance with Title 23, Part 772 of the Code of Federal Regulations (23 CFR Part 772) *Procedures for Abatement of Highway Traffic Noise and Construction Noise*[1]. The methodology follows guidelines established by FDOT in the *Project Development and Environment (PD&E) Manual* Part 2, Chapter 18[2], and the *Traffic Noise Modeling and Analysis*

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Practitioners Handbook[3]. Predicted noise levels were generated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM), version 2.5.

2.1 Noise Metrics

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

2.2 Traffic Data

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

For this analysis, traffic volumes and vehicle mix (e.g., cars, medium trucks, heavy trucks, motorcycles, and buses) were projected for the 2052 Build Condition. Level of Service (LOS) C hourly traffic volumes were compared with predicted design-year demand hourly volumes and used the lower of the two in the model, per Section 18.2.1.5 of the FDOT PD&E Manual[2]. Traffic volumes and speeds used in the analysis are provided in Appendix A.

2.3 Noise Abatement Criteria and Considerations

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

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

Noise abatement must also be considered if a transportation project results in a substantial increase in traffic noise. According to the FDOT PD&E Manual[2], a substantial increase is defined as an increase of 15 dB(A) or more above existing conditions. A substantial increase typically occurs in areas where traffic noise is currently a minor component of the existing noise environment but would become a dominant factor after project completion (e.g., a new alignment project). Because the proposed project follows the existing alignment of Florida's Turnpike, it does not result in a substantial increase in traffic noise as defined by FDOT guidance. Predicted traffic noise levels, NAC classification, and impact criteria for all SLU receptors are documented in Appendix B-2.

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Table 2-1 – FHWA & FDOT Noise Abatement Criteria

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

(Based on Table 1 of 23 CFR Part 772)

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

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

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

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Figure 2 – Typical Noise Levels

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

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

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3.0 TRAFFIC NOISE ANALYSIS AND ABATEMENT ASSESSMENT

3.1 Noise Sensitive Sites and Impact Analysis

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

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

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

3.1.1 Receptor Naming System

Each receptor is identified by a unique code:

- **First Letter:** "B" for residential receptors or "C" and "E" for SLU receptors.
- **Next Two Letters:** Indicate the roadway side (e.g., "NB" for northbound, "SB" for southbound).
- **Next Two-Digit Number:** Represents the Common Noise Environment (CNE) identifier.
- **Final Three-Digit Number:** Separated by a dash, this denotes the specific receptor (e.g., BSB02-003A is the 3rd, ground floor level residential receptor in the 2nd CNE on the southbound side).

Within the project corridor, 104 receptors representing 320 residences and 17 NAC C and E SLU receptors representing 12 areas of outdoor use (16.77 equivalent residences [ERs]) were modeled for this project. Predicted noise levels for the 2052 Build condition are provided in Appendix B-1 (residential receptors) and Appendix B-2 (SLU receptors).

Additional receptors were part of the overall PD&E barrier system but are not able to be analyzed for noise abatement as part of this project. During the PD&E process, noise abatement for these receptors was determined to be potentially feasible and reasonable, and the evaluation identified a shoulder-mounted noise barrier system of varying heights along a future widened Florida's Turnpike extending across and beyond the Copans Road bridge as part of the noise barrier system for the area between Coconut Creek Parkway and Copans Road. Because the Copans Road bridge is not being reconstructed as part of the current project, the shoulder-mounted noise barrier cannot be constructed at this time. As a result, these receptors were not evaluated for noise abatement as part of the current study and will be re-evaluated during the future Turnpike widening project under FPID 452077-1. These receptors are shown in a distinct purple color on the project aerials in Appendix C to reflect their exclusion from the current noise abatement analysis.

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3.2 Noise Abatement Analysis

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

Feasibility Criteria:

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

Reasonableness Criteria:

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

For CNEs with impacted receptors, noise barriers were evaluated at heights of 22 feet for ROW barriers placed outside the clear recovery zone and 14 feet for shoulder barriers (in 2-foot increments) along the outer shoulder of the roadway. This approach identifies the maximum number of impacted receptors that could achieve at least a 5 dB(A) reduction in traffic-related noise. Barrier placement is often constrained by conditions such as overhead utilities.

In some areas, barriers may also benefit receptors that do not approach the NAC. Because abatement is not required for these receptors, barrier height or length is not increased solely for their benefit. However, when these receptors receive a benefit due to their proximity to an impacted receptor, they are included in the cost reasonableness evaluation, which is calculated on a cost-per-benefited-receptor basis. This methodology aligns with FHWA policy and guidance.

3.3 Special Use Site Analysis

The Florida Department of Transportation's 2024 "Methodology to Evaluate Highway Traffic Noise at Special Land Uses" replaces the previous 1997/2009 guidance and addresses several limitations in the former approach. This comprehensive seven-step process (as shown in Figure 3) begins with identifying impacts at non-residential noise sensitive sites (SLUs) in FHWA's NAC Activity Categories A, C, D, and E, followed by optional preliminary screening to reduce unnecessary analysis of isolated, low-usage SLUs that historically wouldn't qualify for noise abatement.

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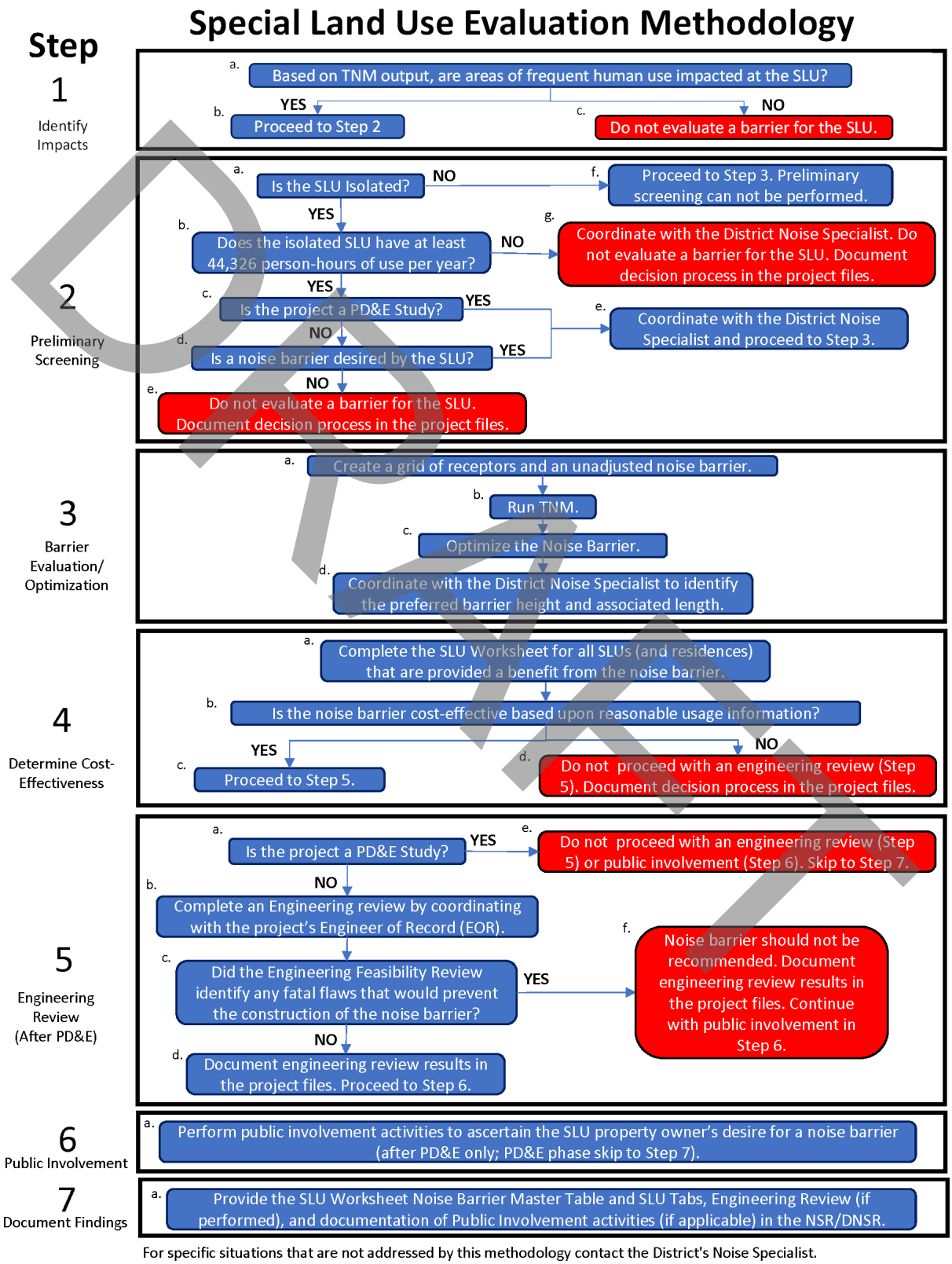
Figure 3 – SLU Methodology Flowchart



For specific situations that are not addressed by this methodology contact the District's Noise Specialist.

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

3.4 Common Noise Environments on Northbound Side of Florida's Turnpike

3.4.1 Budget Inn Outdoor Pool (NB01)

The Budget Inn outdoor pool is located on the northbound side of Florida's Turnpike within CNE NB01 to the south of Coconut Creek Parkway. This area is shown on Sheet 1 of the project aerials located in Appendix C.

In this area, one NAC E receptor point (1.75 ERs), representing the outdoor pool at the Budget Inn hotel was included in the noise model. Predicted noise levels are not expected to approach or exceed the NAC for the Build condition in design year 2052. Therefore, noise barriers were not evaluated to abate traffic-related noise. The predicted noise levels are shown in Appendix B-2, and the SLU ER calculations are provided in Appendix D on sheet NB01-01.

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

3.5.1 Broward College Outdoor Recreation Facilities (SB01)

Broward College outdoor recreation facilities are located on the southbound side of Florida's Turnpike within CNE SB01 to the south of Coconut Creek Parkway. This area is shown on Sheet 1 of the project aerials located in Appendix C.

In this area, eight NAC C receptor points (1.48 ERs), representing handball, basketball, and tennis courts at Broward College were added to the noise model. Predicted noise levels at all eight receptors, with a combined equivalent residences (ER) value of 1.48, are expected to approach or exceed the NAC under the Build condition for the design year 2052.

In accordance with the FDOT Special Land Use procedures outlined in Section 3.3.1, a noise-sensitive site must have a minimum of 2.0 impacted ERs to qualify for noise abatement consideration. Because this site has fewer than 2.0 impacted ERs, it does not qualify for noise abatement. Predicted noise levels are shown in Appendix B-2 and the SLU ER calculations are provided in Appendix D on Sheets SB01-01, SB01-02, and SB01-03.

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3.5.2 Junior Achievement of South Florida and Eido's Café Outdoor Seating (SB01)

Junior Achievement of South Florida and Eido's Café outdoor seating are located on the southbound side of Florida's Turnpike within CNE SB01, south of Coconut Creek Parkway and on the Broward College campus. This area is shown on Sheet 1 of the project aerials located in Appendix C.

In this area, two NAC E receptor points (2.46 ERs), representing two areas of outdoor use, were included in the noise model. Predicted noise levels at these receptors are not expected to approach or exceed the NAC under the Build condition for the design year 2052. During the 2024 PD&E noise analysis, this area was identified as impacted due to a wider Turnpike mainline evaluated at that time; however, the current project includes only interchange ramp improvements. Therefore, no noise barriers were evaluated to abate traffic-related noise for this area. Predicted noise levels for SLU sites are provided in Appendix B-2, and the SLU ER calculations are provided in Appendix D on Sheets SB01-04 and SB01-05.

3.5.3 Wynmoor Village (SB02)

Wynmoor Village is located on the southbound side of Florida's Turnpike within CNE SB02, between Coconut Creek Parkway and Copans Road. This area is shown on Sheets 2 and 3 of the project aerials located in Appendix C.

In this area, 104 NAC B receptor points, representing 320 residences, and six NAC C receptor points (11.08 Equivalent Receptors [ERs]), representing six areas of outdoor use, were included in the noise model. Predicted noise levels at 66 NAC B receptors, representing 172 residences, are expected to approach or exceed the applicable Noise Abatement Criteria (NAC) under the Build condition for the design year 2052. Predicted noise levels for residential receptors are provided in Appendix B-1, and predicted noise levels for Special Land Use (SLU) sites are provided in Appendix B-2. SLU ER calculations are provided in Appendix D on Sheets SB02-01 through SB02-06.

Noise barriers were evaluated in accordance with the FDOT Special Land Use procedures outlined in Section 3.3 for areas that include both residential and SLU receptors. Based on this evaluation, a noise barrier system located along the southbound right-of-way and shoulder would provide a predicted noise reduction of up to 7 dB(A) at one or more ERs and at least a 5 dB(A) reduction at two or more impacted ERs under current SLU guidance. The estimated cost of this barrier system does not exceed the allowable $64,000 per benefited ER and is therefore considered cost reasonable. Accordingly, a noise barrier is considered a potentially feasible and reasonable method to abate traffic-related noise for the portions of Wynmoor Village that can be addressed within the limits of the current project. Table 3-1 summarizes the barrier configuration evaluated for CNE SB02.

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Table 3-1 – Wynmoor Village (SB02)

Height[1] (feet)	Length (feet)	Location	No. of Impacts	Residences		SLUs		Total Impacted and Benefited Residences and ERs	Total Benefited Residences and ERs	Average Reduction dB(A)	Total Cost[4]	Cost per Benefited Residence / ER
				Impacted and Benefited[2]	Benefited	Impacted and Benefited ERs	Benefited ERs					
22	1,720	ROW[5]	172	132	198	0	3.5	132	201.5	7.5	$3,677,200	$18,249
22	2,115	ROW[5]										
8	945	SH[6]										

[1] Full height is for the number 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] Impacted residences that do not receive a minimum 5 dB(A) reduction from proposed noise barrier.
[4] Unit cost of $40/ft²
[5] ROW - ROW noise barrier along ROW of Florida's Turnpike
[6] SH – SH noise barrier along SH of Florida's Turnpike

During the 2024 Interstate 595 to Wiles Road PD&E noise study (FPID 442212-1), noise abatement was also determined to be potentially feasible and reasonable for receptors located in the northernmost portion of Wynmoor Village. That PD&E study identified a shoulder-mounted noise barrier of varying heights along a future widened Florida's Turnpike extending across and beyond the Copans Road bridge as part of an overall corridor-level noise abatement strategy. Because the Copans Road bridge is not being reconstructed as part of the current project, the shoulder-mounted noise barrier identified in the PD&E study cannot be constructed at this time. As a result, receptors in the northernmost portion of Wynmoor Village that would have benefited from that barrier were not evaluated for noise abatement as part of the current study.

Receptors in the northernmost portion of Wynmoor Village will be re-evaluated for noise abatement during the future Turnpike widening project under FPID 452077-1. These receptors are shown in a distinct purple color on the project aerials to indicate that they are not included in the current noise abatement analysis.

3.5.4 Centura Parc (SB02)

Centura Parc is located on the southbound side of Florida's Turnpike within CNE SB02, between Coconut Creek Parkway and Copans Road. This area is shown on Sheet 3 of the project aerials located in Appendix C.

During the 2024 Interstate 595 to Wiles Road PD&E noise study (FPID 442212-1), noise abatement was determined to be potentially feasible and reasonable for residences within Centura Parc. That study identified a shoulder-mounted noise barrier of varying heights along a future widened Florida's Turnpike extending across and beyond the Copans Road bridge as part of a corridor-level noise abatement strategy.

Because the Copans Road bridge is not being reconstructed as part of the current project, the shoulder-mounted noise barrier identified in the PD&E study cannot be constructed at this time. As a result, the Centura Parc receptors that would have benefited from that barrier were not evaluated for

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noise abatement as part of the current study. These receptors will be re-evaluated for noise abatement during the future Turnpike widening project under FPID 452077-1. Receptors not included in the current noise abatement evaluation are shown in a distinct purple color on the project aerials.

4.0 CONCLUSIONS

For the year 2052 Build condition, noise levels were modeled using TNM at 104 NAC B, as well as 14 NAC C and three NAC E receptor locations, representing 320 residential units and 16.77 ERs, respectively. Of these, 172 residential receptors are predicted to approach or exceed the applicable Noise Abatement Criteria (NAC) and are therefore considered "impacted."

Noise abatement evaluations were conducted for all impacted locations to determine whether noise barriers would be feasible and reasonable under current FDOT policy. The analysis indicates that noise barriers could potentially provide feasible and reasonable noise reduction for 132 impacted residences, as well as benefit an additional 69.50 non-impacted ERs by providing a 5 dB(A) or greater reduction in traffic noise. The results of the noise barrier evaluations are summarized by Common Noise Environment (CNE) in Table 4-1, which reflects the portions of the proposed noise barriers located within the limits of this project.

Table 4-1 – Noise Barrier Evaluation Table

Noise Barrier System (CNEs included in barrier system)	Number of Impacted ERs	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Noise Barrier Height (ft.)	Noise Barrier Length (ft.)[1]	Noise Barrier Location	Number of Benefited ERs	Noise Barrier System Cost	Cost Per Benefited ER
Wynmoor Village (CNE SB02)	172	956+20	973+60	22	1,720	ROW[4]	201.50	$3,677,200	$18,249
		980+60	1002+00	22	2,115	ROW[4]			
		973+60	982+50	8	945	SH[5]			

1 Full height is for length indicated. The length for any required taper in height at a shoulder noise barrier termination would be in addition to the length indicated.
2 Unit cost of $40/ft² for all noise barriers.
3 Total includes impacted/benefited residences and residences with a predicted noise level that does not approach or exceed 67 dBA but are incidentally benefited.
4 ROW - ROW noise barrier along ROW of Florida's Turnpike
5 SH - Shoulder noise barrier on Florida's Turnpike.

As noted above in Section 3.5, areas at the northern limits of the project could not receive noise abatement because the Copans Road bridge is not being reconstructed as part of the current project. Noise abatement in these areas will be evaluated under the future 452077-1 project.

5.0 CONSTRUCTION NOISE AND VIBRATION

During the construction phase of the proposed project, short-term noise may be generated by stationary and mobile construction equipment. The construction noise will be temporary at any location and will be controlled by adherence to the most recent edition of FDOT's Standard Specifications for Road and Bridge Construction[4].

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

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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

A Public Information Meeting is scheduled to be held virtually on May 18, 2026 and in-person on May 19, 2026 at the Fort Lauderdale Marriott North Hotel located at 6650 North Andrews Avenue, Fort Lauderdale. This section will be updated for the final Design Noise Study Report after those meetings.

7.0 REFERENCES

1. **23 CFR Part 772**, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*; Federal Highway Administration; Washington, D.C.; October 18, 2024.
2. **Project Development and Environment Manual**; Part 2, Chapter 18; Florida Department of Transportation; Tallahassee, Florida; July 31, 2024.
3. **Traffic Noise Modeling and Analysis Practitioners Handbook**; Florida Department of Transportation; Tallahassee, Florida; December 2018.
4. **Standard Specifications for Road and Bridge Construction**; Florida Department of Transportation; Tallahassee, Florida; July 2023.
5. **Noise Measurement Handbook**; Federal Highway Administration; Washington, D.C.; June 2018.

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Appendix A

Traffic Data

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Highway Traffic Noise: Traffic Data

Project/Data Information

Project Name	Coconut Creek Parkway Interchange Improvement
Project Number	452077-2
Condition	Existing
Year	2024
Source	
Preparer [Traffic Engineer]	Atika Jabin
Prepared Date	Dec-30-2025
Notes	

Roadway Details						Traffic Details										Raw Traffic Data Selection & Off-Peak Calculation		
Traffic Segment Number	**Roadway Name**	**From**	**To**	**Roadway Type**	**Number of Lanes** *In 1 direction	**LOS C Peak Hour Peak Direction (PHPD)**	**Demand Hourly Volumes (DHV) Peak Hour Peak Direction (PHPD)**	**% Autos**	**% Medium Trucks**	**% Heavy Trucks**	**% Buses**	**% Motorcycles**	**Standard K-factor**	**D-factor**	**Posted Speed (mph)**	**LOS C vs. DHV Comparison**	**Peak Direction Volume*** *Used on both sides for LOS C	**Off-Peak Direction Volume*** *DHV only
1	Turnpike Mainline/SR 91	Sample Rd	Coconut Creek Parkway	Mainline	3	4,540	5,340	86.20%	4.94%	8.05%	0.59%	0.22%	9.00%	53.30%	65	LOS C	4540	N/A
2	Turnpike Mainline/SR 91	Coconut Creek Parkway	Pompano Beach Service Plaza	Mainline	3	4,540	5,150	86.20%	4.94%	8.05%	0.59%	0.22%	9.00%	53.30%	65	LOS C	4540	N/A
3	Turnpike	Southbound off	Coconut Creek Parkway	Ramp	1	1,340	750	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	45	DHV	750	0
5	Turnpike	Northbound on	Coconut Creek Parkway	Ramp	1	1,340	750	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	45	DHV	750	0
7	Turnpike	Northbound off	Coconut Creek Parkway	Ramp	1	1,210	540	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	25	DHV	540	0
9	Turnpike	Southbound on	Coconut Creek Parkway	Ramp	1	1,340	540	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	45	DHV	540	0
12	Coconut Creek Parkway	NW 39th Ave	NW 31st Avenue	Arterial	2	1,320	860	91.80%	4.19%	1.76%	1.65%	0.60%	9.00%	54.60%	40	DHV	860	715
13	Coconut Creek Parkway	NW 31st Avenue	NW 27th Ave	Arterial	2	1,310	820	89.00%	5.62%	2.36%	2.22%	0.81%	9.00%	54.60%	40	DHV	820	682

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Highway Traffic Noise: Traffic Data

Project/Data Information

Project Name	Coconut Creek Parkway Interchange Improvement
Project Number	452077-2
Condition	No-Build
Year	2052
Source	
Preparer [Traffic Engineer]	Atika Jabin
Prepared Date	Dec-30-2025
Notes	

Traffic Segment Number	Roadway Name	From	To	Roadway Type	Number of Lanes *In 1 direction	LOS C Peak Hour Peak Direction (PHPD)	Demand Hourly Volumes (DHV) Peak Hour Peak Direction (PHPD)	% Autos	% Medium Trucks	% Heavy Trucks	% Buses	% Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)	LOS C vs. DHV Comparison	Peak Direction Volume* *Used on both sides for LOS C	Off-Peak Direction Volume* *DHV only
	Roadway Details					**Traffic Details**										**Raw Traffic Data Selection & Off-Peak Calculation**		
1	Turnpike Mainline/SR 91	Sample Rd	Coconut Creek Parkway	Mainline	3	4,540	7,870	86.20%	4.94%	8.05%	0.59%	0.22%	9.00%	53.30%	65	LOS C	4540	N/A
2	Turnpike Mainline/SR 91	Coconut Creek Parkway	Pompano Beach Service Plaza	Mainline	3	4,540	7,290	86.20%	4.94%	8.05%	0.59%	0.22%	9.00%	53.30%	65	LOS C	4540	N/A
3	Turnpike	Southbound off	Coconut Creek Parkway	Ramp	1	1,340	1,330	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	45	DHV	1330	0
5	Turnpike	Northbound on	Coconut Creek Parkway	Ramp	1	1,340	1,330	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	45	DHV	1330	0
7	Turnpike	Northbound off	Coconut Creek Parkway	Ramp	1	1,210	700	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	25	DHV	700	0
9	Turnpike	Southbound on	Coconut Creek Parkway	Ramp	1	1,340	700	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	45	DHV	700	0
12	Coconut Creek Parkway	NW 39th Ave	NW 31st Avenue	Arterial	2	1,320	1,450	91.80%	4.19%	1.76%	1.65%	0.60%	9.00%	54.60%	40	LOS C	1320	N/A
13	Coconut Creek Parkway	NW 31st Avenue	NW 27th Ave	Arterial	2	1,310	2,490	89.00%	5.62%	2.36%	2.22%	0.81%	9.00%	54.60%	40	LOS C	1310	N/A

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Highway Traffic Noise: Traffic Data

Project/Data Information

Project Name	Coconut Creek Parkway Interchange Improvement
Project Number	452077-2
Condition	Build
Year	2052
Source	
Preparer [Traffic Engineer]	Atika Jabin
Prepared Date	Dec-30-2025
Notes	

Traffic Segment Number	Roadway Name	From	To	Roadway Type	Number of Lanes *In 1 direction	LOS C Peak Hour Peak Direction (PHPD)	Demand Hourly Volumes (DHV) Peak Hour Peak Direction (PHPD)	% Autos	% Medium Trucks	% Heavy Trucks	% Buses	% Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)	LOS C vs. DHV Comparison	Peak Direction Volume* *Used on both sides for LOS C	Off-Peak Direction Volume* *DHV only
	Roadway Details					**Traffic Details**										**Raw Traffic Data Selection & Off-Peak Calculation**		
1	Turnpike Mainline/SR 91	Sample Rd	Coconut Creek Parkway	Mainline	5	7,440	8,340	86.20%	4.94%	8.05%	0.59%	0.22%	9.00%	53.30%	65	LOS C	7440	N/A
2	Turnpike Mainline/SR 91	Coconut Creek Parkway	Pompano Beach Service Plaza	Mainline	5	7,440	7,830	86.20%	4.94%	8.05%	0.59%	0.22%	9.00%	53.30%	65	LOS C	7440	N/A
3	Turnpike	Southbound off	Coconut Creek Parkway	Ramp	2	2,680	1,180	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	45	DHV	1180	0
4	Turnpike	Southbound off	Blount Road	Ramp	1	1,340	180	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	45	DHV	180	0
5	Turnpike	Northbound on	Coconut Creek Parkway	Ramp	1	1,340	990	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	45	DHV	990	0
6	Turnpike	Northbound on	Blount Road	Ramp	1	1,340	370	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	45	DHV	370	0
7	Turnpike	Northbound off [existing ramp]	Coconut Creek Parkway WB	Ramp	1	1,210	150	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	25	DHV	150	0
8	Turnpike	Northbound off [new ramp]	Coconut Creek Parkway EB	Ramp	1	1,340	640	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	45	DHV	640	0
9	Turnpike	Southbound on	Coconut Creek Parkway	Ramp	2	2,680	790	86.20%	4.94%	8.05%	0.59%	0.22%	10.50%	100.00%	45	DHV	790	0
10	Coconut Creek Parkway	NW 39th Ave	Southbound on -ramp	Arterial	2	1,320	1,450	91.80%	4.19%	1.76%	1.65%	0.60%	9.00%	54.60%	40	LOS C	1320	N/A
11	Coconut Creek Parkway	Southbound on-ramp	Northbound off-ramp	Arterial	2	1,250	1,090	89.00%	5.62%	2.36%	2.22%	0.81%	9.00%	54.60%	40	DHV	1090	906
12	Coconut Creek Parkway	Northbound off-ramp	NW 31st Avenue	Arterial	3	2,400	1,330	89.00%	5.62%	2.36%	2.22%	0.81%	9.00%	54.60%	40	DHV	1330	1106
13	Coconut Creek Parkway	NW 31st Avenue	Blount Road	Arterial	2	1,310	2,050	89.00%	5.62%	2.36%	2.22%	0.81%	9.00%	54.60%	40	LOS C	1310	N/A
14	Coconut Creek Parkway	Blount Road	NW 27th Ave	Arterial	2	1,310	2,210	89.00%	5.62%	2.36%	2.22%	0.81%	9.00%	54.60%	40	LOS C	1310	N/A

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Appendix B-1 – Residential Properties

Predicted Noise Levels

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Predicted Noise Levels

Common Noise Environment (CNE)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2052 Build LAeq1h (dBA)	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
SB02	BSB02-003A	2	B	67	66	**72.3**	Yes	Wynmoor Village
SB02	BSB02-003B	2	B	67	66	**75.3**	Yes	Wynmoor Village
SB02	BSB02-003C	2	B	67	66	**75.9**	Yes	Wynmoor Village
SB02	BSB02-003D	2	B	67	66	**76.1**	Yes	Wynmoor Village
SB02	BSB02-004A	4	B	67	66	56.7	No	Wynmoor Village
SB02	BSB02-004B	4	B	67	66	59.1	No	Wynmoor Village
SB02	BSB02-004C	4	B	67	66	61.0	No	Wynmoor Village
SB02	BSB02-004D	4	B	67	66	62.2	No	Wynmoor Village
SB02	BSB02-005A	4	B	67	66	**72.8**	Yes	Wynmoor Village
SB02	BSB02-005B	4	B	67	66	**75.7**	Yes	Wynmoor Village
SB02	BSB02-005C	4	B	67	66	**76.3**	Yes	Wynmoor Village
SB02	BSB02-005D	4	B	67	66	**76.4**	Yes	Wynmoor Village
SB02	BSB02-007A	2	B	67	66	**69.4**	Yes	Wynmoor Village
SB02	BSB02-007B	2	B	67	66	**73.0**	Yes	Wynmoor Village
SB02	BSB02-007C	2	B	67	66	**73.7**	Yes	Wynmoor Village
SB02	BSB02-007D	2	B	67	66	**74.2**	Yes	Wynmoor Village
SB02	BSB02-008A	4	B	67	66	53.9	No	Wynmoor Village
SB02	BSB02-008B	4	B	67	66	56.0	No	Wynmoor Village
SB02	BSB02-008C	4	B	67	66	57.6	No	Wynmoor Village
SB02	BSB02-008D	4	B	67	66	59.0	No	Wynmoor Village
SB02	BSB02-009A	4	B	67	66	62.0	No	Wynmoor Village
SB02	BSB02-009B	4	B	67	66	64.3	No	Wynmoor Village
SB02	BSB02-009C	4	B	67	66	**66.6**	Yes	Wynmoor Village
SB02	BSB02-009D	4	B	67	66	**67.8**	Yes	Wynmoor Village
SB02	BSB02-010A	4	B	67	66	60.8	No	Wynmoor Village
SB02	BSB02-010B	4	B	67	66	63.8	No	Wynmoor Village
SB02	BSB02-010C	4	B	67	66	**66.5**	Yes	Wynmoor Village
SB02	BSB02-010D	4	B	67	66	**68.1**	Yes	Wynmoor Village
SB02	BSB02-011A	4	B	67	66	53.8	No	Wynmoor Village
SB02	BSB02-011B	4	B	67	66	56.8	No	Wynmoor Village
SB02	BSB02-011C	4	B	67	66	58.9	No	Wynmoor Village
SB02	BSB02-011D	4	B	67	66	60.0	No	Wynmoor Village
SB02	BSB02-012A	4	B	67	66	61.4	No	Wynmoor Village
SB02	BSB02-012B	4	B	67	66	65.0	No	Wynmoor Village
SB02	BSB02-012C	4	B	67	66	**67.6**	Yes	Wynmoor Village
SB02	BSB02-012D	4	B	67	66	**69.2**	Yes	Wynmoor Village
SB02	BSB02-014A	4	B	67	66	61.3	No	Wynmoor Village
SB02	BSB02-014B	4	B	67	66	65.0	No	Wynmoor Village
SB02	BSB02-014C	4	B	67	66	**67.2**	Yes	Wynmoor Village
SB02	BSB02-014D	4	B	67	66	**68.6**	Yes	Wynmoor Village
SB02	BSB02-015A	4	B	67	66	**66.1**	Yes	Wynmoor Village
SB02	BSB02-015B	4	B	67	66	**69.8**	Yes	Wynmoor Village
SB02	BSB02-015C	4	B	67	66	**71.3**	Yes	Wynmoor Village
SB02	BSB02-015D	4	B	67	66	**71.8**	Yes	Wynmoor Village
SB02	BSB02-016A	4	B	67	66	55.4	No	Wynmoor Village
SB02	BSB02-016B	4	B	67	66	57.1	No	Wynmoor Village
SB02	BSB02-016C	4	B	67	66	58.5	No	Wynmoor Village
SB02	BSB02-016D	4	B	67	66	59.7	No	Wynmoor Village
SB02	BSB02-017A	4	B	67	66	**67.3**	Yes	Wynmoor Village
SB02	BSB02-017B	4	B	67	66	**71.2**	Yes	Wynmoor Village
SB02	BSB02-017C	4	B	67	66	**72.4**	Yes	Wynmoor Village
SB02	BSB02-017D	4	B	67	66	**72.9**	Yes	Wynmoor Village
SB02	BSB02-018A	4	B	67	66	58.7	No	Wynmoor Village
SB02	BSB02-018B	4	B	67	66	61.3	No	Wynmoor Village
SB02	BSB02-018C	4	B	67	66	62.7	No	Wynmoor Village
SB02	BSB02-018D	4	B	67	66	63.8	No	Wynmoor Village
SB02	BSB02-019A	2	B	67	66	**66.9**	Yes	Wynmoor Village
SB02	BSB02-019B	2	B	67	66	**70.8**	Yes	Wynmoor Village
SB02	BSB02-019C	2	B	67	66	**71.9**	Yes	Wynmoor Village

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Predicted Noise Levels

Common Noise Environment (CNE)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2052 Build LAeq1h (dBA)	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
SB02	BSB02-019D	2	B	67	66	**72.4**	Yes	Wynmoor Village
SB02	BSB02-022A	4	B	67	66	53.4	No	Wynmoor Village
SB02	BSB02-022B	4	B	67	66	55.7	No	Wynmoor Village
SB02	BSB02-022C	4	B	67	66	57.1	No	Wynmoor Village
SB02	BSB02-022D	4	B	67	66	58.5	No	Wynmoor Village
SB02	BSB02-023A	2	B	67	66	65.5	No	Wynmoor Village
SB02	BSB02-023B	2	B	67	66	**70.1**	Yes	Wynmoor Village
SB02	BSB02-023C	2	B	67	66	**71.1**	Yes	Wynmoor Village
SB02	BSB02-023D	2	B	67	66	**71.6**	Yes	Wynmoor Village
SB02	BSB02-025A	4	B	67	66	58.6	No	Wynmoor Village
SB02	BSB02-025B	4	B	67	66	61.6	No	Wynmoor Village
SB02	BSB02-025C	4	B	67	66	63.2	No	Wynmoor Village
SB02	BSB02-025D	4	B	67	66	64.1	No	Wynmoor Village
SB02	BSB02-026A	2	B	67	66	**70.0**	Yes	Wynmoor Village
SB02	BSB02-026B	2	B	67	66	**73.5**	Yes	Wynmoor Village
SB02	BSB02-026C	2	B	67	66	**75.5**	Yes	Wynmoor Village
SB02	BSB02-026D	2	B	67	66	**75.7**	Yes	Wynmoor Village
SB02	BSB02-028A	2	B	67	66	**69.7**	Yes	Wynmoor Village
SB02	BSB02-028B	2	B	67	66	**72.4**	Yes	Wynmoor Village
SB02	BSB02-028C	2	B	67	66	**74.9**	Yes	Wynmoor Village
SB02	BSB02-028D	2	B	67	66	**75.2**	Yes	Wynmoor Village
SB02	BSB02-041A	2	B	67	66	**67.2**	Yes	Wynmoor Village
SB02	BSB02-041B	2	B	67	66	**70.9**	Yes	Wynmoor Village
SB02	BSB02-041C	2	B	67	66	**71.8**	Yes	Wynmoor Village
SB02	BSB02-041D	2	B	67	66	**72.3**	Yes	Wynmoor Village
SB02	BSB02-042A	2	B	67	66	65.9	No	Wynmoor Village
SB02	BSB02-042B	2	B	67	66	**69.2**	Yes	Wynmoor Village
SB02	BSB02-042C	2	B	67	66	**70.7**	Yes	Wynmoor Village
SB02	BSB02-042D	2	B	67	66	**71.4**	Yes	Wynmoor Village
SB02	BSB02-043A	2	B	67	66	**69.4**	Yes	Wynmoor Village
SB02	BSB02-043B	2	B	67	66	**74.3**	Yes	Wynmoor Village
SB02	BSB02-043C	2	B	67	66	**75.1**	Yes	Wynmoor Village
SB02	BSB02-043D	2	B	67	66	**75.4**	Yes	Wynmoor Village
SB02	BSB02-044A	2	B	67	66	**69.6**	Yes	Wynmoor Village
SB02	BSB02-044B	2	B	67	66	**74.5**	Yes	Wynmoor Village
SB02	BSB02-044C	2	B	67	66	**75.2**	Yes	Wynmoor Village
SB02	BSB02-044D	2	B	67	66	**75.5**	Yes	Wynmoor Village
SB02	BSB02-045A	2	B	67	66	**66.6**	Yes	Wynmoor Village
SB02	BSB02-045B	2	B	67	66	**70.9**	Yes	Wynmoor Village
SB02	BSB02-045C	2	B	67	66	**72.1**	Yes	Wynmoor Village
SB02	BSB02-045D	2	B	67	66	**72.5**	Yes	Wynmoor Village
SB02	BSB02-046A	2	B	67	66	**66.2**	Yes	Wynmoor Village
SB02	BSB02-046B	2	B	67	66	**68.8**	Yes	Wynmoor Village
SB02	BSB02-046C	2	B	67	66	**70.9**	Yes	Wynmoor Village
SB02	BSB02-046D	2	B	67	66	**71.5**	Yes	Wynmoor Village

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Appendix B-2 – Special Land Use Sites

Predicted Noise Levels

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Predicted Noise Levels

Common Noise Environment (CNE)	Rec. Point	No. of Units	NAC	NAC Criteria (dBA)	FDOT Criteria (dBA)	2052 Build LAeq1h (dBA)	NAC Approach or Exceeded	Description
XX.X	Impacted Receptor							
NB01	ENB01-001	1.75	E	72	71	58.9	No	Budget Inn Outdoor Pool
SB01	CSB01-001	0.17	C	67	66	**69.1**	Yes	Broward College Handball Courts
SB01	CSB01-002	0.17	C	67	66	**70.5**	Yes	Broward College Handball Courts
SB01	CSB01-003	0.27	C	67	66	**70.9**	Yes	Broward College Basketball Courts
SB01	CSB01-004	0.17	C	67	66	**66.9**	Yes	Broward College Handball Courts
SB01	CSB01-005	0.27	C	67	66	**72.5**	Yes	Broward College Basketball Courts
SB01	CSB01-006	0.17	C	67	66	**68.1**	Yes	Broward College Handball Courts
SB01	CSB01-007	0.13	C	67	66	**66.2**	Yes	Broward College Tennis Courts
SB01	CSB01-008	0.13	C	67	66	**67.5**	Yes	Broward College Tennis Courts
SB01	ESB01-009	0.39	E	72	71	64.7	No	Junior Achievement of South Florida
SB01	ESB01-010	2.07	E	72	71	58.9	No	Eido's Cafe Outdoor Seating
SB02	CSB02-001	1.75	C	67	66	61.6	No	Wynmoor Village Shuffleboard Courts
SB02	CSB02-002	2.34	C	67	66	57.0	No	Wynmoor Village Outdoor Pools
SB02	CSB02-006	1.75	C	67	66	60.1	No	Wynmoor Village Outdoor Pool
SB02	CSB02-013	1.75	C	67	66	54.0	No	Wynmoor Village Outdoor Pool
SB02	CSB02-020	1.75	C	67	66	53.5	No	Wynmoor Village Outdoor Pool
SB02	CSB02-021	1.75	C	67	66	62.6	No	Wynmoor Village Outdoor Pool

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Appendix C

Project Aerials

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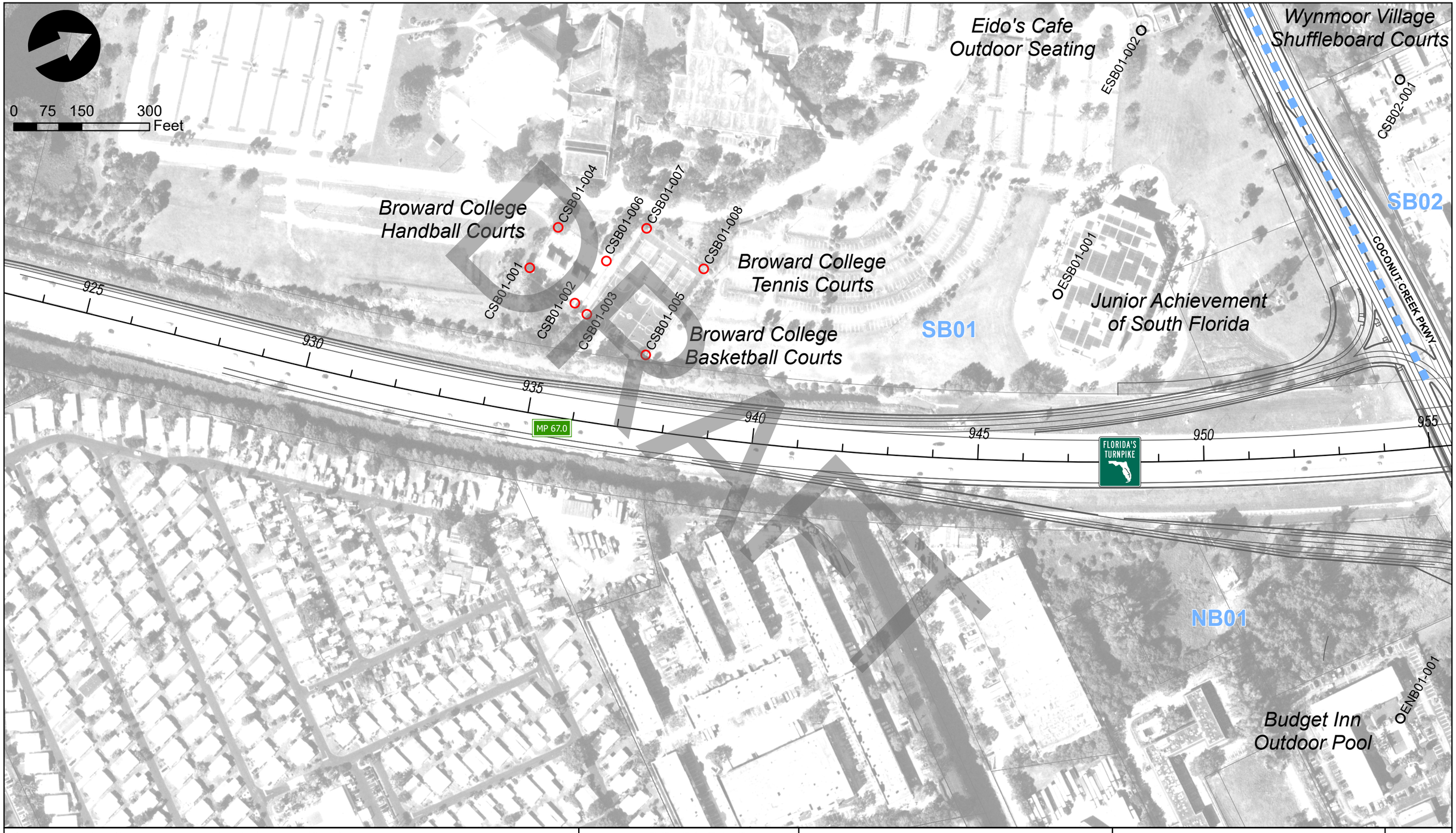

- Impacted - Benefited
- Impacted - Not Benefited
- Not Impacted - Benefited
- Not Impacted - Not Benefited
- FPID 452077-1 Receptors

- Proposed ROW Barrier
- Proposed SH Barrier
- Design Lines
- Common Noise Environment

First Floor
Second Floor
Third Floor
Fourth Floor

Some receivers fall outside the map view.

NOISE SPECIALIST

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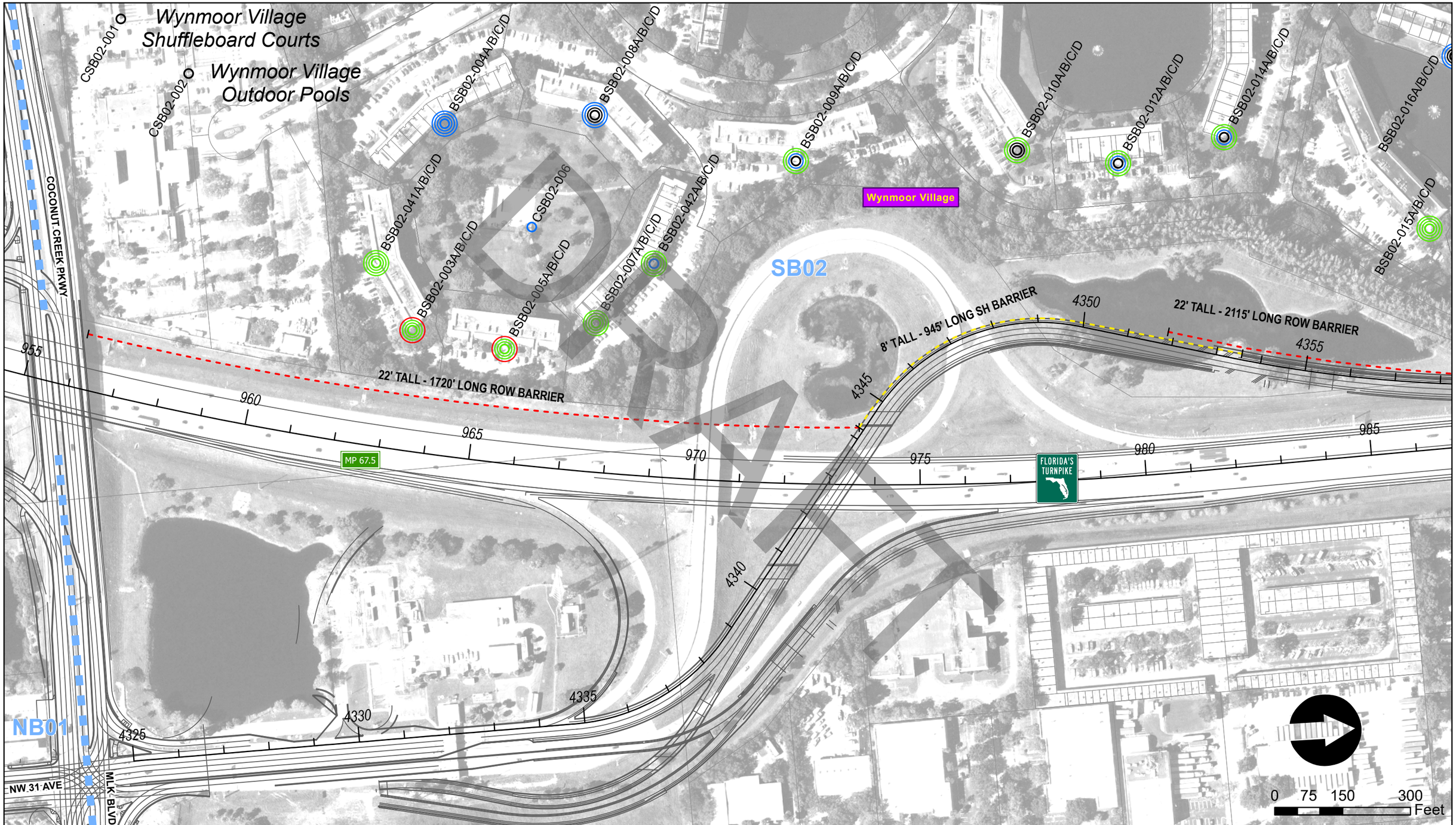
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	452077-2

PROJECT AERIALS

Florida's Turnpike at
Coconut Creek Parkway Interchange

Sheet No. 1



- Impacted - Benefited
- Impacted - Not Benefited
- Not Impacted - Benefited
- Not Impacted - Not Benefited
- FPID 452077-1 Receptors

- Proposed ROW Barrier
- Proposed SH Barrier
- Design Lines
- Common Noise Environment

First Floor
Second Floor
Third Floor
Fourth Floor

Some receivers fall outside the map view.

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

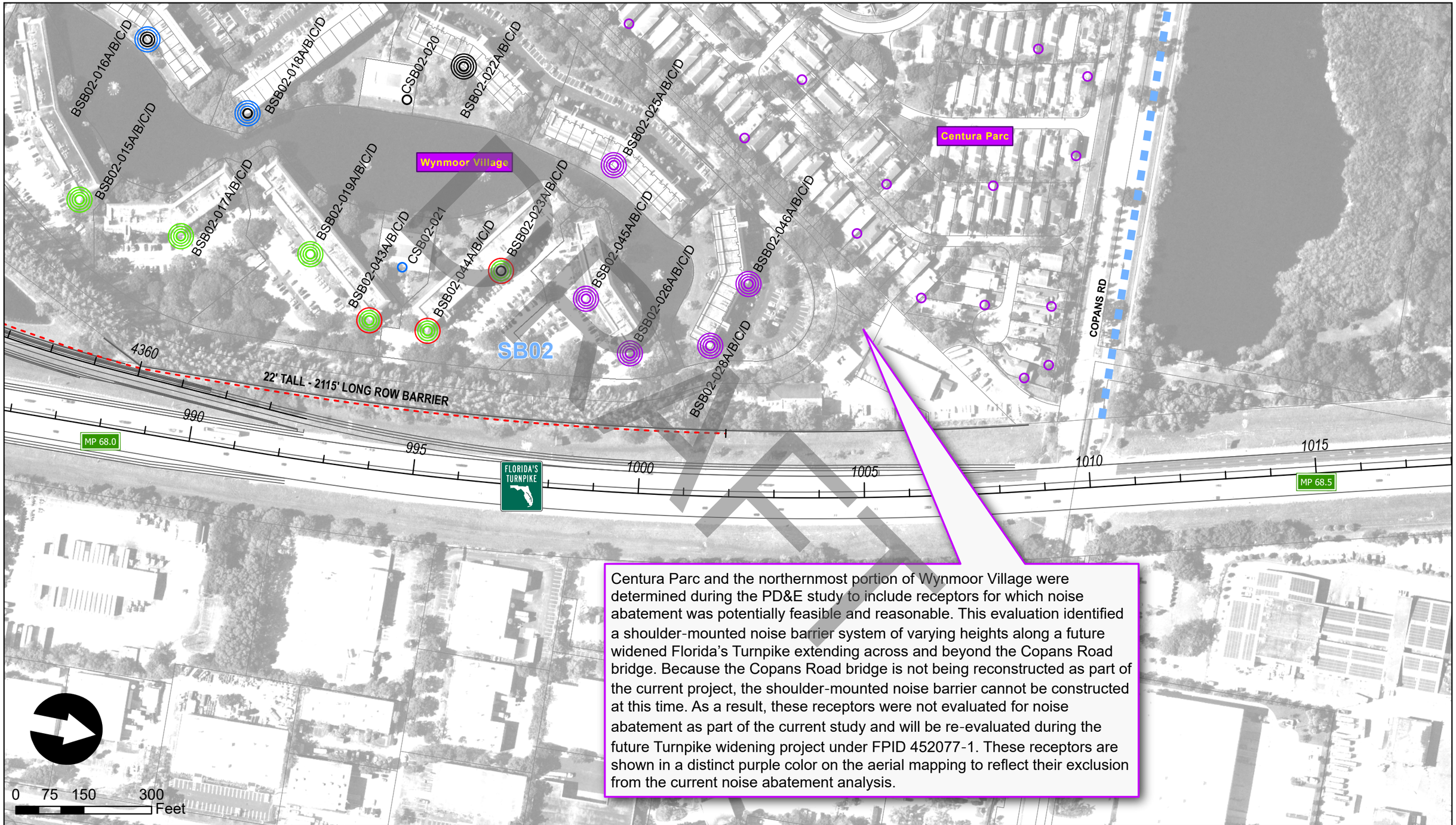
ROAD	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	452077-2

PROJECT AERIALS

Florida's Turnpike at
Coconut Creek Parkway Interchange

Sheet No.

2



- Impacted - Benefited
- Impacted - Not Benefited
- Not Impacted - Benefited
- Not Impacted - Not Benefited
- FPID 452077-1 Receptors

- Proposed ROW Barrier
- Proposed SH Barrier
- Design Lines
- Common Noise Environment

First Floor
Second Floor
Third Floor
Fourth Floor

Some receivers fall outside the map view.

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD	COUNTY	FINANCIAL PROJECT ID
91	BROWARD	452077-2

PROJECT AERIALS

Florida's Turnpike at Coconut Creek Parkway Interchange

Sheet No. 3

Appendix D

SLU Worksheets

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SLU NAME	NB01.01
SLU DESCRIPTION	Budget Inn Outdoor Pool
NAC	E

SLU Equivalent Residence (ER) Identification

Step	Sub-Step	Description	Value
Average Single-Family Residence in Florida - Person Hours per Year			
A1	a	Average number of people in a single-family residence in Florida (US CENSUS, 2017-2021 data)	2.57
	b	Hours a single-family residence is available for use (24 hours x 365 days)	8,760
	c	**Residential Person-Hours per Year Available for Use**	22,513
SLU Person Hours per Year			
A2	a		108
	b	Approximate daily hourly usage by each person *in the area evaluated* at the SLU (Aproximate Pool Capacity 18 * 12 hours/day * 50% average useage rate = 108 person hours)	1
	c	Number of days per week the SLU is operational	7
	d	Number of weeks per year the SLU is operational	52
	e	**Person-Hours per Year Available for Use at the SLU**	39,312
SLU Area Evaluated Equivalent Residence (ER)			
A3	a	**Equivalent Residence (ER)**	**1.75**
SLU Receptor Equivalent Residence (ER)			
A4	a	Identify the number of receptors evaluated at the SLU	1
	b	Individual Receptor Equivalent Residence (i.e., each receptor point evaluated is worth…)	1.75

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SLU NAME	SB01.01
SLU DESCRIPTION	Broward College Handball Courts
NAC	C

SLU Equivalent Residence (ER) Identification

Step	Sub-Step	Description	Value
		Average Single-Family Residence in Florida - Person Hours per Year	
A1	a	Average number of people in a single-family residence in Florida (US CENSUS, 2017-2021 data)	2.57
	b	Hours a single-family residence is available for use (24 hours x 365 days)	8,760
	c	**Residential Person-Hours per Year Available for Use**	22,513
		SLU Person Hours per Year	
A2	a	Average number of users per day *in the area evaluated* at the SLU (8 Handball Courts * [(4 users/court × 1 hour/day) + (0.25 users/court × 5 hours/day)] = 42 person hours)	42
	b	Approximate daily hourly usage by each person *in the area evaluated* at the SLU	1
	c	Number of days per week the SLU is operational	7
	d	Number of weeks per year the SLU is operational	52
	e	**Person-Hours per Year Available for Use at the SLU**	15,288
		SLU Area Evaluated Equivalent Residence (ER)	
A3	a	**Equivalent Residence (ER)**	**0.68**
		SLU Receptor Equivalent Residence (ER)	
A4	a	Identify the number of receptors evaluated at the SLU	4
	b	Individual Receptor Equivalent Residence (i.e., each receptor point evaluated is worth…)	0.17

DRAFT

SLU NAME	SB01.02
SLU DESCRIPTION	Broward College Basketball Courts
NAC	C

SLU Equivalent Residence (ER) Identification

Step	Sub-Step	Description	Value
		Average Single-Family Residence in Florida - Person Hours per Year	
A1	a	Average number of people in a single-family residence in Florida (US CENSUS, 2017-2021 data)	2.57
	b	Hours a single-family residence is available for use (24 hours x 365 days)	8,760
	c	**Residential Person-Hours per Year Available for Use**	22,513
		SLU Person Hours per Year	
A2	a	Average number of users per day *in the area evaluated* at the SLU (3 Basketball Courts * [(10 players/court × 1 hour/day) + (0.25 players/court × 5 hours/day)] = 33.75 person hours)	34
	b	Approximate daily hourly usage by each person *in the area evaluated* at the SLU	1
	c	Number of days per week the SLU is operational	7
	d	Number of weeks per year the SLU is operational	52
	e	**Person-Hours per Year Available for Use at the SLU**	12,285
		SLU Area Evaluated Equivalent Residence (ER)	
A3	a	**Equivalent Residence (ER)**	**0.55**
		SLU Receptor Equivalent Residence (ER)	
A4	a	Identify the number of receptors evaluated at the SLU	2
	b	Individual Receptor Equivalent Residence (i.e., each receptor point evaluated is worth…)	0.27

DRAFT

SLU NAME	SB01.03
SLU DESCRIPTION	Broward College Tennis Courts
NAC	C

SLU Equivalent Residence (ER) Identification

Step	Sub-Step	Description	Value
		Average Single-Family Residence in Florida - Person Hours per Year	
A1	a	Average number of people in a single-family residence in Florida (US CENSUS, 2017-2021 data)	2.57
	b	Hours a single-family residence is available for use (24 hours x 365 days)	8,760
	c	**Residential Person-Hours per Year Available for Use**	22,513
		SLU Person Hours per Year	
A2	a	Average number of users per day *in the area evaluated* at the SLU (3 Tennis Courts * [(4 users/court × 1 hour/day) + (0.25 users/court × 5 hours/day)] = 15.75 person hours)	16
	b	Approximate daily hourly usage by each person *in the area evaluated* at the SLU	1
	c	Number of days per week the SLU is operational	7
	d	Number of weeks per year the SLU is operational	52
	e	**Person-Hours per Year Available for Use at the SLU**	5,733
		SLU Area Evaluated Equivalent Residence (ER)	
A3	a	**Equivalent Residence (ER)**	**0.25**
		SLU Receptor Equivalent Residence (ER)	
A4	a	Identify the number of receptors evaluated at the SLU	2
	b	Individual Receptor Equivalent Residence (i.e., each receptor point evaluated is worth…)	0.13

DRAFT

SLU NAME	SB01.04
SLU DESCRIPTION	Junior Achievement of South Florida
NAC	E

SLU Equivalent Residence (ER) Identification

Step	Sub-Step	Description	Value
		Average Single-Family Residence in Florida - Person Hours per Year	
A1	a	Average number of people in a single-family residence in Florida (US CENSUS, 2017-2021 data)	2.57
	b	Hours a single-family residence is available for use (24 hours x 365 days)	8,760
	c	**Residential Person-Hours per Year Available for Use**	22,513
		SLU Person Hours per Year	
A2	a	Average number of users per day *in the area evaluated* at the SLU (1 table * 6 people/table * 4 hrs/chair/table = 24 person hours)	24
	b	Approximate daily hourly usage by each person *in the area evaluated* at the SLU	1
	c	Number of days per week the SLU is operational	7
	d	Number of weeks per year the SLU is operational	52
	e	**Person-Hours per Year Available for Use at the SLU**	8,736
		SLU Area Evaluated Equivalent Residence (ER)	
A3	a	**Equivalent Residence (ER)**	**0.39**
		SLU Receptor Equivalent Residence (ER)	
A4	a	Identify the number of receptors evaluated at the SLU	1
	b	Individual Receptor Equivalent Residence (i.e., each receptor point evaluated is worth…)	0.39

DRAFT

SLU NAME	SB01.05
SLU DESCRIPTION	Eido's Café Outdoor Seating
NAC	E

SLU Equivalent Residence (ER) Identification

Step	Sub-Step	Description	Value
		Average Single-Family Residence in Florida - Person Hours per Year	
A1	a	Average number of people in a single-family residence in Florida (US CENSUS, 2017-2021 data)	2.57
	b	Hours a single-family residence is available for use (24 hours x 365 days)	8,760
	c	**Residential Person-Hours per Year Available for Use**	22,513
		SLU Person Hours per Year	
A2	a	Average number of users per day *in the area evaluated* at the SLU (8 table * 4 people/table * 4 hrs/chair/table = 24 person hours)	128
	b	Approximate daily hourly usage by each person *in the area evaluated* at the SLU	1
	c	Number of days per week the SLU is operational	7
	d	Number of weeks per year the SLU is operational	52
	e	**Person-Hours per Year Available for Use at the SLU**	46,592
		SLU Area Evaluated Equivalent Residence (ER)	
A3	a	**Equivalent Residence (ER)**	**2.07**
		SLU Receptor Equivalent Residence (ER)	
A4	a	Identify the number of receptors evaluated at the SLU	1
	b	Individual Receptor Equivalent Residence (i.e., each receptor point evaluated is worth…)	2.07

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SLU NAME	SB02.01
SLU DESCRIPTION	Wynmoor Village Shuffleboard Courts
NAC	C

SLU Equivalent Residence (ER) Identification

Step	Sub-Step	Description	Value
		Average Single-Family Residence in Florida - Person Hours per Year	
A1	a	Average number of people in a single-family residence in Florida (US CENSUS, 2017-2021 data)	2.57
	b	Hours a single-family residence is available for use (24 hours x 365 days)	8,760
	c	**Residential Person-Hours per Year Available for Use**	22,513
		SLU Person Hours per Year	
A2	a	Average number of users per day *in the area evaluated* at the SLU (6 Shuffleboard Courts * 4 players/court * 6 hrs/day = 144 person hours)	144
	b	Approximate daily hourly usage by each person *in the area evaluated* at the SLU	1
	c	Number of days per week the SLU is operational	7
	d	Number of weeks per year the SLU is operational	52
	e	**Person-Hours per Year Available for Use at the SLU**	52,416
		SLU Area Evaluated Equivalent Residence (ER)	
A3	a	**Equivalent Residence (ER)**	**2.33**
		SLU Receptor Equivalent Residence (ER)	
A4	a	Identify the number of receptors evaluated at the SLU	1
	b	Individual Receptor Equivalent Residence (i.e., each receptor point evaluated is worth…)	2.33

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SLU NAME	SB02.02
SLU DESCRIPTION	Wynmoor Village Outdoor Pool
NAC	C

SLU Equivalent Residence (ER) Identification

Step	Sub-Step	Description	Value
		Average Single-Family Residence in Florida - Person Hours per Year	
A1	a	Average number of people in a single-family residence in Florida (US CENSUS, 2017-2021 data)	2.57
	b	Hours a single-family residence is available for use (24 hours x 365 days)	8,760
	c	**Residential Person-Hours per Year Available for Use**	22,513
		SLU Person Hours per Year	
A2	a	Approximate daily hourly usage by each person *in the area evaluated* at the SLU	108
	b	(Aproximate Pool Capacity 18 * 12 hours/day * 50% average useage rate = 108 person hours)	1
	c	Number of days per week the SLU is operational	7
	d	Number of weeks per year the SLU is operational	52
	e	**Person-Hours per Year Available for Use at the SLU**	39,312
		SLU Area Evaluated Equivalent Residence (ER)	
A3	a	**Equivalent Residence (ER)**	**1.75**
		SLU Receptor Equivalent Residence (ER)	
A4	a	Identify the number of receptors evaluated at the SLU	1
	b	Individual Receptor Equivalent Residence (i.e., each receptor point evaluated is worth…)	1.75

DRAFT

SLU NAME	SB02.03
SLU DESCRIPTION	Wynmoor Village Outdoor Pool
NAC	C

SLU Equivalent Residence (ER) Identification

Step	Sub-Step	Description	Value
		Average Single-Family Residence in Florida - Person Hours per Year	
A1	a	Average number of people in a single-family residence in Florida (US CENSUS, 2017-2021 data)	2.57
	b	Hours a single-family residence is available for use (24 hours x 365 days)	8,760
	c	**Residential Person-Hours per Year Available for Use**	22,513
		SLU Person Hours per Year	
A2	a	Approximate daily hourly usage by each person *in the area evaluated* at the SLU	108
	b	(Aproximate Pool Capacity 18 * 12 hours/day * 50% average useage rate = 108 person hours)	1
	c	Number of days per week the SLU is operational	7
	d	Number of weeks per year the SLU is operational	52
	e	**Person-Hours per Year Available for Use at the SLU**	39,312
		SLU Area Evaluated Equivalent Residence (ER)	
A3	a	**Equivalent Residence (ER)**	**1.75**
		SLU Receptor Equivalent Residence (ER)	
A4	a	Identify the number of receptors evaluated at the SLU	1
	b	Individual Receptor Equivalent Residence (i.e., each receptor point evaluated is worth…)	1.75

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SLU NAME	SB02.04
SLU DESCRIPTION	Wynmoor Village Outdoor Pool
NAC	C

SLU Equivalent Residence (ER) Identification

Step	Sub-Step	Description	Value
		Average Single-Family Residence in Florida - Person Hours per Year	
A1	a	Average number of people in a single-family residence in Florida (US CENSUS, 2017-2021 data)	2.57
	b	Hours a single-family residence is available for use (24 hours x 365 days)	8,760
	c	**Residential Person-Hours per Year Available for Use**	22,513
		SLU Person Hours per Year	
A2	a	Approximate daily hourly usage by each person *in the area evaluated* at the SLU	108
	b	(Aproximate Pool Capacity 18 * 12 hours/day * 50% average useage rate = 108 person hours)	1
	c	Number of days per week the SLU is operational	7
	d	Number of weeks per year the SLU is operational	52
	e	**Person-Hours per Year Available for Use at the SLU**	39,312
		SLU Area Evaluated Equivalent Residence (ER)	
A3	a	**Equivalent Residence (ER)**	**1.75**
		SLU Receptor Equivalent Residence (ER)	
A4	a	Identify the number of receptors evaluated at the SLU	1
	b	Individual Receptor Equivalent Residence (i.e., each receptor point evaluated is worth…)	1.75

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SLU NAME	SB02.05
SLU DESCRIPTION	Wynmoor Village Outdoor Pool
NAC	C

SLU Equivalent Residence (ER) Identification

Step	Sub-Step	Description	Value
		Average Single-Family Residence in Florida - Person Hours per Year	
A1	a	Average number of people in a single-family residence in Florida (US CENSUS, 2017-2021 data)	2.57
	b	Hours a single-family residence is available for use (24 hours x 365 days)	8,760
	c	**Residential Person-Hours per Year Available for Use**	22,513
		SLU Person Hours per Year	
A2	a	Approximate daily hourly usage by each person *in the area evaluated* at the SLU	108
	b	(Aproximate Pool Capacity 18 * 12 hours/day * 50% average useage rate = 108 person hours)	1
	c	Number of days per week the SLU is operational	7
	d	Number of weeks per year the SLU is operational	52
	e	**Person-Hours per Year Available for Use at the SLU**	39,312
		SLU Area Evaluated Equivalent Residence (ER)	
A3	a	**Equivalent Residence (ER)**	**1.75**
		SLU Receptor Equivalent Residence (ER)	
A4	a	Identify the number of receptors evaluated at the SLU	1
	b	Individual Receptor Equivalent Residence (i.e., each receptor point evaluated is worth…)	1.75

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SLU NAME	SB02.06
SLU DESCRIPTION	Wynmoor Village Outdoor Pool
NAC	C

SLU Equivalent Residence (ER) Identification

Step	Sub-Step	Description	Value
		Average Single-Family Residence in Florida - Person Hours per Year	
A1	a	Average number of people in a single-family residence in Florida (US CENSUS, 2017-2021 data)	2.57
	b	Hours a single-family residence is available for use (24 hours x 365 days)	8,760
	c	**Residential Person-Hours per Year Available for Use**	22,513
		SLU Person Hours per Year	
A2	a	Approximate daily hourly usage by each person *in the area evaluated* at the SLU	108
	b	(Aproximate Pool Capacity 18 * 12 hours/day * 50% average useage rate = 108 person hours)	1
	c	Number of days per week the SLU is operational	7
	d	Number of weeks per year the SLU is operational	52
	e	**Person-Hours per Year Available for Use at the SLU**	39,312
		SLU Area Evaluated Equivalent Residence (ER)	
A3	a	**Equivalent Residence (ER)**	**1.75**
		SLU Receptor Equivalent Residence (ER)	
A4	a	Identify the number of receptors evaluated at the SLU	1
	b	Individual Receptor Equivalent Residence (i.e., each receptor point evaluated is worth…)	1.75

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Appendix E

Barrier Review Forms

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Noise Barrier Engineering Review Form

FPID: 452077-2
PROJECT: Coconut Creek Interchange in Broward County, MP 67.5
NOISE BARRIER ID: SB02-ROW-01
DATE: 05/01/2026

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Topic	Details
Location	ROW
Stationing	STA 956+20 to STA 973+60
Length	1720 ft
Height	22 ft
Estimated Cost	$1,513,600
Design/Constructability Issues	
Drainage Issues	
Utility Issues	
Safety Issues	
Maintenance Issues	
ROW Acquisition Issues	
Legal Issues	
Outdoor Advertising Issues	
Are any of the above issues severe enough so that a noise barrier cannot be constructed at this location? If so, please explain in detail.	
Barrier Aesthetics	

Noise Barrier Engineering Review Form

FPID: 452077-2
PROJECT: Coconut Creek Interchange in Broward County, MP 68
NOISE BARRIER ID: SB02-ROW-02
DATE: 05/01/2026

DRAFT

Topic	Details
Location	ROW
Stationing	STA 980+60 to STA 1002+00
Length	2115 ft
Height	22 ft
Estimated Cost	$1,692,000
Design/Constructability Issues	
Drainage Issues	
Utility Issues	
Safety Issues	
Maintenance Issues	
ROW Acquisition Issues	
Legal Issues	
Outdoor Advertising Issues	
Are any of the above issues severe enough so that a noise barrier cannot be constructed at this location? If so, please explain in detail.	
Barrier Aesthetics	

Noise Barrier Engineering Review Form

FPID: 452077-2
PROJECT: Coconut Creek Interchange in Broward County, MP 68
NOISE BARRIER ID: SB02-SH-01
DATE: 05/01/2026

DRAFT

Topic	Details
Location	SH
Stationing	STA 973+60 to STA 982+50
Length	945 ft
Height	8 ft
Estimated Cost	$302,400
Design/Constructability Issues	
Drainage Issues	
Utility Issues	
Safety Issues	
Maintenance Issues	
ROW Acquisition Issues	
Legal Issues	
Outdoor Advertising Issues	
Are any of the above issues severe enough so that a noise barrier cannot be constructed at this location? If so, please explain in detail.	
Barrier Aesthetics	