NOISE STUDY REPORT

SR 826/Palmetto Expressway
Project Development and Environment (PD&E) Study

FDOT Financial Project Identification Number: 432639-1-22-02
Efficient Transportation and Decision Making (ETDM) Number: 14308

Project Study Limits:
From US 1/SR 5/Dixie Highway to NW 25th Street
Miami-Dade County, Florida

Prepared for:



FDOT District Six
1000 NW 111th Avenue
Miami, Florida 33172

JANUARY 2026

DRAFT

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

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1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) District Six is conducting a Project Development and Environment (PD&E) Study for SR 826 (Palmetto Expressway) from US 1 (SR 5) to NW 25th Street, a distance of approximately 8.4 miles (see **Figure 1.1**). As part of this PD&E Study, a traffic noise study was performed. The traffic noise study was performed in accordance with the Federal Highway Administration's (FHWA) noise regulation, Title 23 of the Code of Federal Regulations, Part 772 (23 CFR 772) "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (July 13, 2010), the FDOT's PD&E Manual, Part 2, Chapter 18, Highway Traffic Noise (July 1, 2023), and FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook (December 31, 2018).

The primary objectives of this noise study were to:

- Describe the existing site conditions including noise sensitive land uses within the project limits.
- Document the methodology used to conduct the noise assessment.
- Assess the significance of traffic noise levels on noise sensitive sites for the No-Build and Build Alternatives.
- Evaluate abatement measures for those noise sensitive sites that, under the Build Alternative, approach, meet, or exceed the Noise Abatement Criteria (NAC) set forth by the FDOT and FHWA or where a substantial increase in traffic noise occurs.

Secondary objectives of this study included the consideration of construction-related noise and vibration impacts as well as the development of noise level contours, that can be used in the future by local municipal and county government agencies to identify compatible land uses along the project roadways.

This Noise Study Report (NSR) presents the findings of the traffic noise analysis. This report also provides technical documentation for the findings described in the project's Preliminary Engineering Report (PER) and Type 2 Categorical Exclusion Environmental Determination Form.



Figure 1.1 Project Location Map

1.1 Project Description and Location

The objective of this PD&E Study is to evaluate corridor modifications to improve operations and interchange access. The study is also evaluating additional lanes and interchange improvements. The proposed improvements will address existing and future traffic needs, improve travel time reliability, enhance safety, and provide long-term mobility options along the corridor. The project is located in unincorporated Miami-Dade County, Florida.

The PD&E Study evaluated the following potential types of improvement along the 826 corridor:

- Additional travel lanes and auxiliary lanes.
- Interchange improvements – modification of existing entrance and exit ramps serving the interchanges.
- Intersection improvements – widening and turn lane modifications along the cross streets to facilitate the ramp modifications and improve the access and operation of the corridors upstream and downstream from the interchanges.

The PD&E Study began in 2017 with a project approach that involved adding Dynamically Priced Express Lanes only along this segment of the corridor. In 2020, the study was placed on hold to explore alternative corridor options for this section of SR 826. In January 2021, the study resumed to consider additional alternatives for adding more lanes along the corridor, including travel lanes, managed lanes, high occupancy vehicle (HOV) lanes, and express lanes.

SR 826, between US 1 and SR 874, consists primarily of six travel lanes (three lanes in each direction). Between SR 874 and NW 25th Street, the corridor consists primarily of ten travel lanes (five lanes in each direction) and two undesignated HOV lanes (one in each direction). This segment of SR 826 is functionally classified as an Urban Other Freeway/Expressway and has a posted speed limit of 55 miles per hour. The access management classification for this corridor is Class 1.2, Freeway in an existing urbanized area with limited access.

There are eleven existing interchanges within the project limits. Nine of the eleven interchanges provide connections to arterial/collector facilities. Two major system-to-system interchanges within the project limits are SR 826 with SR 874 and SR 826 with SR 836. These system-to-system interchanges provide a connection

between major expressways, which service and distribute traffic originating from or destined to the north, south, east, and west portions of Miami-Dade County. SR 874 and SR 836 are both tolled expressways maintained by the Greater Miami Expressway Agency (GMX).

1.1.1 Purpose and Need

The primary purpose and need for this project is to add lanes to the SR 826 corridor to meet future transportation demand, improve travel time reliability, and provide long-term mobility options. Secondary considerations for the purpose and need of this project include safety, system linkage, freight movement, and emergency evacuation. The primary and secondary needs for the project are discussed in further detail below:

Capacity/Transportation Demand – The project traverses four of the six transportation planning areas (central, northwest, south, and west) identified within the Miami-Dade Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan (LRTP). The greatest population and employment growth between the years 2010 and 2040 is expected to occur within the south transportation planning area of Miami-Dade County. The population within this area is projected to increase by 49.6% while employment is projected to increase by 64.5%. The other three transportation planning areas are also expected to grow modestly over the same period. The population within the central area is projected to increase by 27.9%, and employment is projected to increase by 32.5%. The population within the northwest area is projected to increase by 20%, and employment is expected to rise by 41.9%. The population in the west area is projected to increase by 12.5%, and employment is expected to rise by 42.5%. The projected growth in the area will result in a significant increase in travel demand, further deteriorating the already congested SR 826 corridor.

Safety – According to the FDOT Crash Analysis Reporting System there were a total of 3,714 crashes along the north segment of SR 826 (SR 874 to NW 25th Street) during a five-year crash period, with 933 crashes in 2014, 921 crashes in 2015, 551 crashes in 2016, 668 crashes in 2017, and 641 crashes in 2018. Further review of these crashes by direction suggests that overall, 1,755 (47.3%) crashes occurred in the northbound direction and 1,794 (48.3%) crashes occurred in the southbound direction. There was a total of 1,015 crashes along the south segment of SR 826 (US 1 to SR 874) during the same five-year crash period, with 215 crashes in 2014, 196 crashes in 2015, 213 crashes in 2016, 221 crashes in 2017, and 170 crashes in

2018. Further review of these crashes by direction suggests that overall, 313 (30.8%) crashes occurred in the northbound direction and 343 (56.9%) crashes occurred in the southbound direction.

Safety along the corridor will be enhanced with the construction of additional lanes. The additional lanes will alleviate the frequent stop-and-go traffic conditions, reducing rear-end and sideswipe crashes. Adding mainline and interchange lanes will improve mobility and reduce congestion along the corridor. The additional lanes will also help the corridor to operate more efficiently during emergency evacuation events

System Linkage – SR 826 connects southern Miami-Dade County to northern Miami-Dade County and serves as a feeder route to the County's busiest east-west transportation corridor, SR 836. The corridor provides system-level connections to SR 874, SR 924, I-75, Florida's Turnpike, and I-95. In addition, SR 826 is designated as a Strategic Intermodal System (SIS) facility. The section of SR 826 from US 1 to SR 836 serves the major western Miami-Dade County growth areas along SW 8th Street, SW 40th Street and the Dadeland South area. The corridor also provides access to the Miami International Airport and the Dadeland Mall, located at SW 88th Street. The northern segment of SR 826, between SR 836 to I-75, opened in August 2019 with an express lanes system and other corridor improvements. When combining the northern segment improvements with the southern segment additional lane improvements, this SR 826 regional system will greatly improve operations, safety, connectivity and peak-hour travel times.

Freight – SR 826 is an integral component of the regional freight network carrying over 10,000 trucks a day, according to the 2018 Miami-Dade County Freight Plan Update. The plan identifies the construction of a separate, barrier protected truck lane with manageable entry and exit points along SR 826 as a freight priority highway need for Miami-Dade County. However, adding more lanes along SR 826 would create a more efficient roadway network, improving traffic flow and operations between the mainline and interchanges. Although this study does not specifically evaluate a truck lane, the enhanced traffic conditions resulting from the addition of mainline and interchange lanes along SR 826 would aid in the movement and delivery of freight.

Emergency Evacuation – In accordance with the Miami-Dade's Comprehensive Development Master Plan, SR 826 is listed as a local evacuation route in Miami-Dade County. This corridor is critical in facilitating traffic movement during emergency evacuation periods as it connects to other major arterials and highways of the state evacuation route network.

Project Status - The project is identified as partially funded in the Miami-Dade TPO's 2045 LRTP for Design and Construction. Partial funding has been allocated for Design, Right of Way, Railroad, Utilities, and Design/Build in the TPO's Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP). The same phases are identified as partially funded in the FDOT's FY 2023/2024 - FY 2026/2027 State Transportation Improvement Program (STIP). The project is also included within the FDOT FY 2023/2024 - FY 2027/2028 SIS First Five-Year Plan where it is partially funded for Design and Right of Way. Additionally, the project is identified as partially funded for Design and Construction in the FDOT FY 2029 - FY 2045 SIS Long Range Cost Feasible Plan.

1.1.2 Description of the Existing Facility

SR 826, between US 1 and SR 874, consists of five to six 12-foot-wide travel lanes (three lanes in the northbound direction and two to three lanes in the southbound direction) with 12-foot-wide auxiliary lanes at select locations, 11.5-foot to 13-foot wide paved outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor consists primarily of twelve 11-foot to 14-foot travel lanes (six lanes in each direction), 8-foot to 10.5-foot-wide outside shoulders, 11-foot wide paved inside shoulders, a 2-foot-wide median barrier wall, and outside barrier walls. The two typical sections for SR 826 are depicted below in **Figure 1.2** and **Figure 1.3**.

The existing limited access ROW varies within the study limits. The ROW is generally consistent throughout the corridor except at the interchanges, where it varies to accommodate entrance and exit ramps. **Table 1.1** summarizes the available ROW along the corridor.

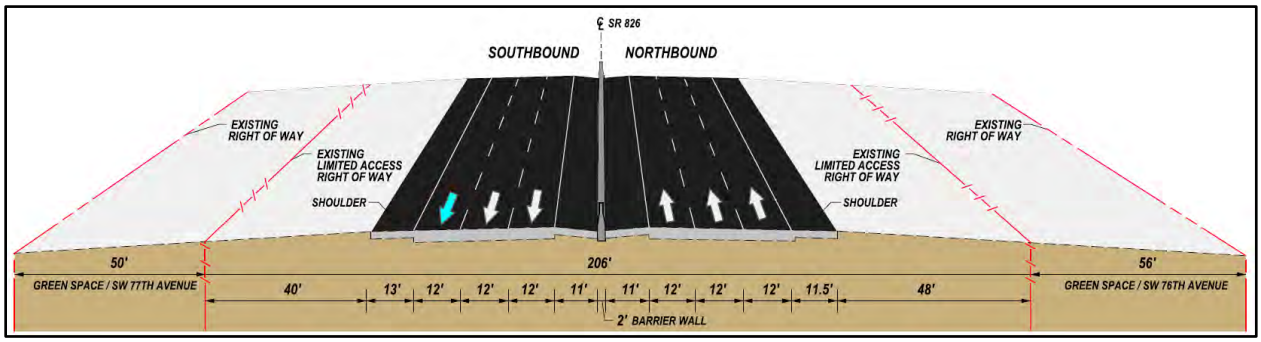


Figure 1.2 Existing Roadway Typical Section between US 1 and SR 874



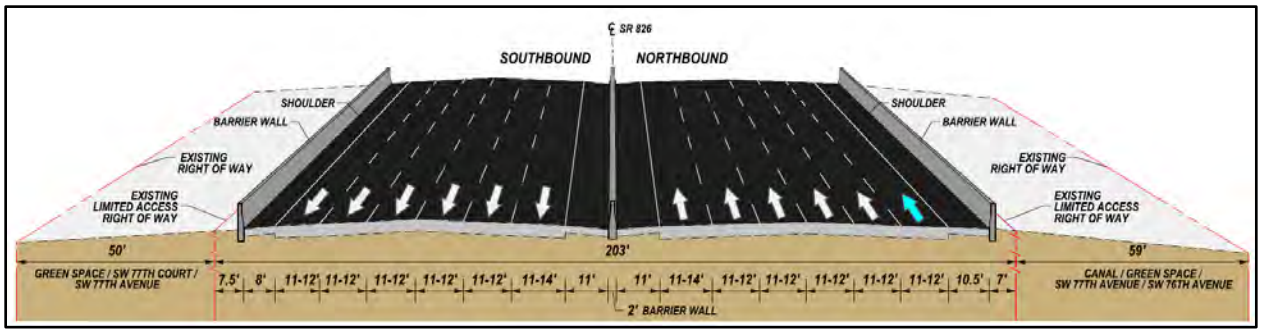


Figure 1.3 Existing Roadway Typical Section between SR 874 and SR 836

Table 1.1 - Summary of Existing Right of Way

ROADWAY	ROADWAY SECTION	ROW WIDTH (FEET)
US 1	SW 104 Street – SR 826	118
SR 826	SW 98 Street – SW 88 Street (Northbound Ramp)	154
	SW 98 Street – SW 88 Street (Southbound Ramp)	147
	SW 88 Street – Sunset Drive	210
	Sunset Drive – Miller Drive	205
	Miller Drive – SR 874	350
	SR 874 – Bird Road	360
	Bird Road – Coral Way	317
	Coral Way – SW 8 Street	200
	SW 8 Street – Flagler Street	250
	Flagler Street – SR 836	460
	SR 836 – NW 25 Street	228

Source: FDOT ROW Survey

1.2 PROPOSED IMPROVEMENTS

The objective of this PD&E Study is to evaluate alternatives that will address existing and projected operating deficiencies along this section of SR 826. To keep up with the growing traffic demand within the study area, multiple alternatives have been considered, including a No-Build Alternative that maintains the existing roadway configuration and any other planned improvements along the corridor.

The PD&E Study began in 2017 with a project approach that involved adding Dynamically Priced Express Lanes only along this segment of the corridor. In 2020, the study was placed on hold to explore alternative corridor options for this section of SR 826. In January 2021, the study resumed to consider additional alternatives for adding more lanes along the corridor, including travel lanes, managed lanes, high occupancy vehicle (HOV) lanes, and express lanes. The study reevaluated the improvements to the project study area by considering the following alternatives:

- Alternative 1 – Add an additional Travel Lane in each direction between US 1 and SR 836.
- Alternative 2 – Add one Bus Lane/ HOV Lane in each direction between US 1 and SR 836.
- Alternative 3 – Add one Managed Lane in each direction between US 1 and SR 836.
- Alternative 4 – Add an additional Travel Lane in each direction between US 1 and SR 874 and add an Express Lane in each direction between SR 874 and SR 836.
- Alternative 4A – Add an additional Travel Lane in each direction between US 1 and SR 836 and add an Express Lane in each direction between SR 874 and SR 836.

All the alternatives propose to add additional lanes and auxiliary lanes along this segment of SR 826 with interchange, intersection, and crossing roadway improvements at select locations. These improvements will enhance connectivity and improve access in and out of SR 826, supporting the optimal operation of the SR 826 corridor.

Governor Ron DeSantis signed Senate Bill 1662 in June 2025, which stated that, effective July 1, 2025, the State of Florida will no longer support HOV lanes. Therefore, Alternative 2 was eliminated from this PD&E Study.

The viable Build Alternatives, including the No-Build Alternative, are briefly discussed in the following sections. Please refer to the PER for additional information relating to the project alternatives.

1.2.1 No-Build Alternative

The No-Build Alternative proposes to keep the existing corridor into the future without corridor improvements. No additional lanes, operations, or safety improvements would be implemented throughout the corridor. The effect associated with this alternative includes the acceptance of existing highly congested traffic conditions. Additionally, travel demand and truck traffic are expected to increase significantly over the next 20 years, given the continued growth anticipated in Miami-Dade County. This alternative is considered to be a viable alternative to serve as a comparison to the study's proposed corridor alternatives.

The No-Build Alternative has several positive aspects, since it would not require expenditure of public funds for design, construction, right of way and/or utility relocation. Traffic would not be temporarily disrupted due to construction, avoiding inconveniences to local residents and businesses. Also, there would be no direct or secondary impacts to the environment, the socio-economic characteristics, community cohesion, or system linkage of the area. The No-Build Alternative includes the existing transportation network, and any funded, planned, or programmed improvements open to traffic by the design year 2055. The No-Build Alternative includes improvements that are elements of the MPO's TIP, the 2050 Miami-Dade Cost Feasible LRTP, the FDOT's Adopted Five-Year Work Program, any local government comprehensive plans and/or any development mitigation improvement projects that are elements of approved development orders.

The SR 826 corridor, north of SR 874, has a 14-foot-wide inside travel lane. This lane was intended to be a HOV lane once the final improvements were completed at the SR 826/SR 836 Interchange. However, these lanes were never officially designated. This lane was designated as an HOV lane as part of the previous SR 826 Corridor Master Plan and PD&E Study.

The No-Build roadway typical sections, within the study limits, are identical to the existing sections, plus any future planned improvements. SR 826, between US 1 and SR 874, consists of five to six 12-foot-wide general use lanes (three lanes in the northbound direction and two to three lanes in the southbound direction) with 12-foot-wide auxiliary lanes at select locations, 11.5-foot to 13-foot wide paved outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor consists primarily of twelve 11-foot to 14-foot-wide general use lanes (six lanes in each direction), 8-foot to 10.5-foot wide outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide center barrier wall, and outside barrier walls. The two typical sections for SR 826 are depicted in ***Figure 1.4*** and ***Figure 1.5***.

FDOT recently constructed express lanes between Flagler Street and I-75 (FPID# 432687-1-52-01), which partially overlaps with the PD&E Study limits. These improvements are open to traffic and are considered as part of the No-Build Alternative (see ***Figure 1.6***).

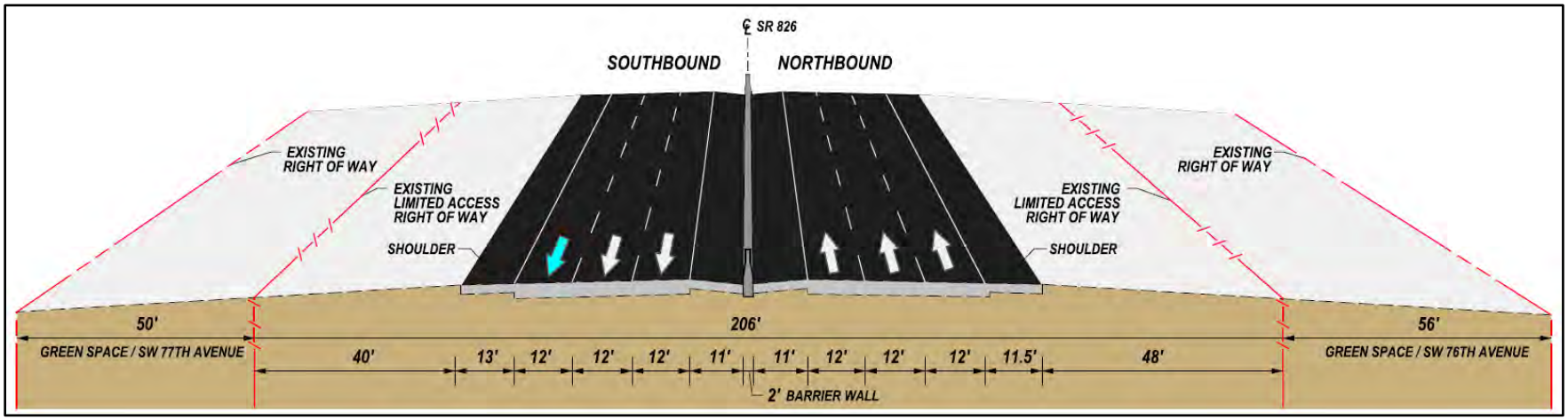


Figure 1.4: No-Build Roadway Typical Section between US 1 and SR 874

TRAVEL LANE
AUXILIARY LANE

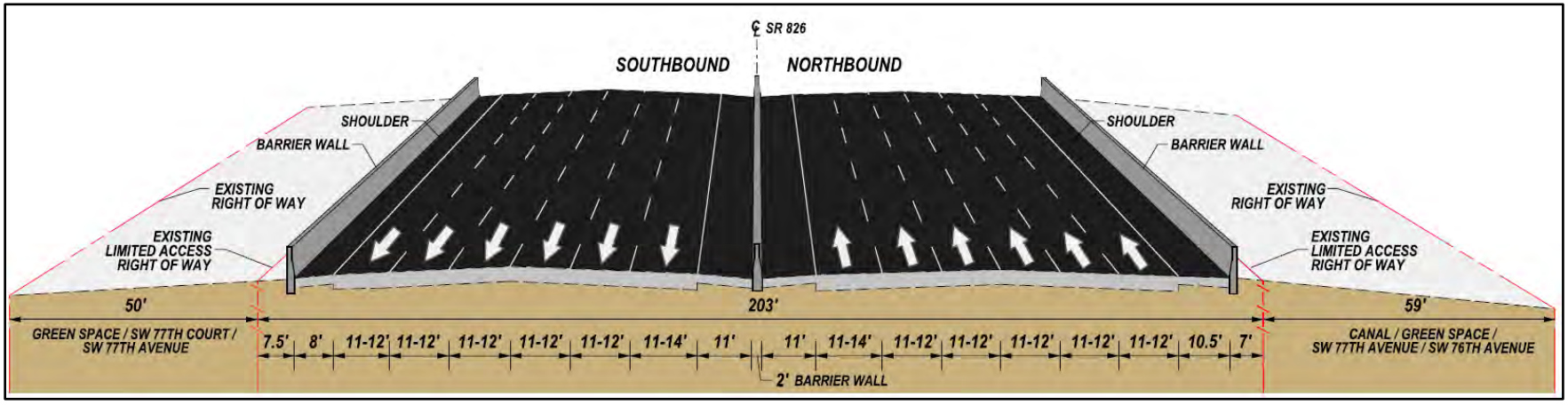


Figure 1.5: No-Build Roadway Typical Section between SR 874 and SR 836

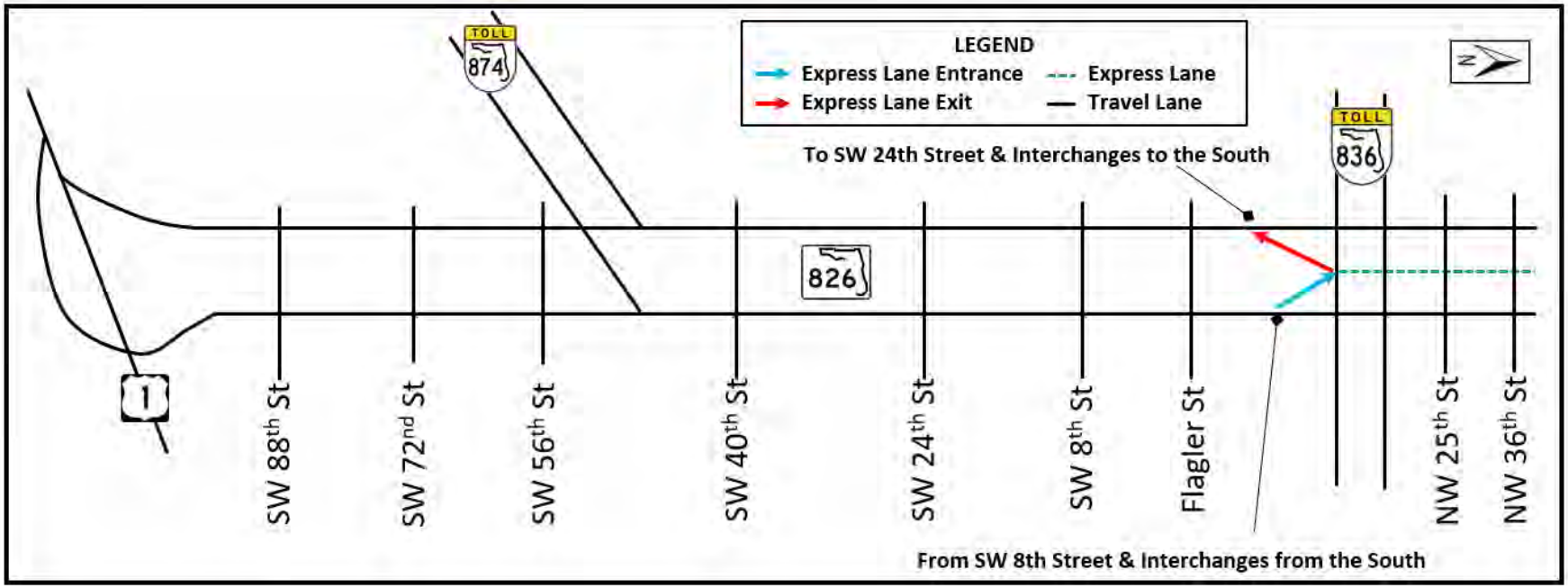


Figure 1.6 No-Build Schematic Line Diagram

1.2.2 Build Alternatives

Alternative 1 – Alternative 1 proposes to add an additional travel lane in each direction between US 1 and SR 836. The additional lane begins in the northbound direction north of US 1 and ends just south of the SR 836 bridge overpass, which at that point the lane becomes the SR 826 northbound express lane ingress access point (see Figure 1.7). In the southbound direction, the new lane begins just south of the SR 836 bridge overpass and ends at US 1 as part of a three-lane southbound on-ramp.

The existing SR 826 southbound express lane designation will end (egress access point) after the two-lane off-ramp to Flagler Street and SW 8th Street. At this point, the tubular markers will end, and the new travel lane will begin.
Alternative 1 also proposes interchange, intersection, and arterial improvements to support the optimal operations of the corridor.

The Alternative 1 roadway typical section between US 1 and SR 874 will consist primarily of seven to eight 12-foot-wide travel lanes (four lanes in the northbound direction and three to four lanes in the southbound direction) with 12-foot-wide auxiliary lanes at selected locations, 12-foot wide paved inside and outside shoulders, a 2-foot-wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor will consist primarily of fourteen 12-foot-wide travel lanes (seven lanes in each direction), with 12-foot-wide auxiliary lanes at select locations, 12-foot-wide inside and outside shoulders, a 2-foot-wide median barrier wall, and outside barrier walls. The two typical sections for SR 826 are depicted in Figure 1.8 and Figure 1.9. Additional lanes will be constructed along SR 826 with major widening to the outside, approximately 4-46 feet. Eleven-foot-wide lanes and reduced shoulder widths are being proposed north of SW 8th Street to avoid significant linear right of way impacts to numerous residential, industrial, and major retail sites. The reduced footprint width will also avoid the reconstruction of the recently completed SR 826/SR 836 Interchange, which is a multi-level system to system interchange. Eleven-foot-wide lanes and narrow shoulders currently exist in this section of the corridor.

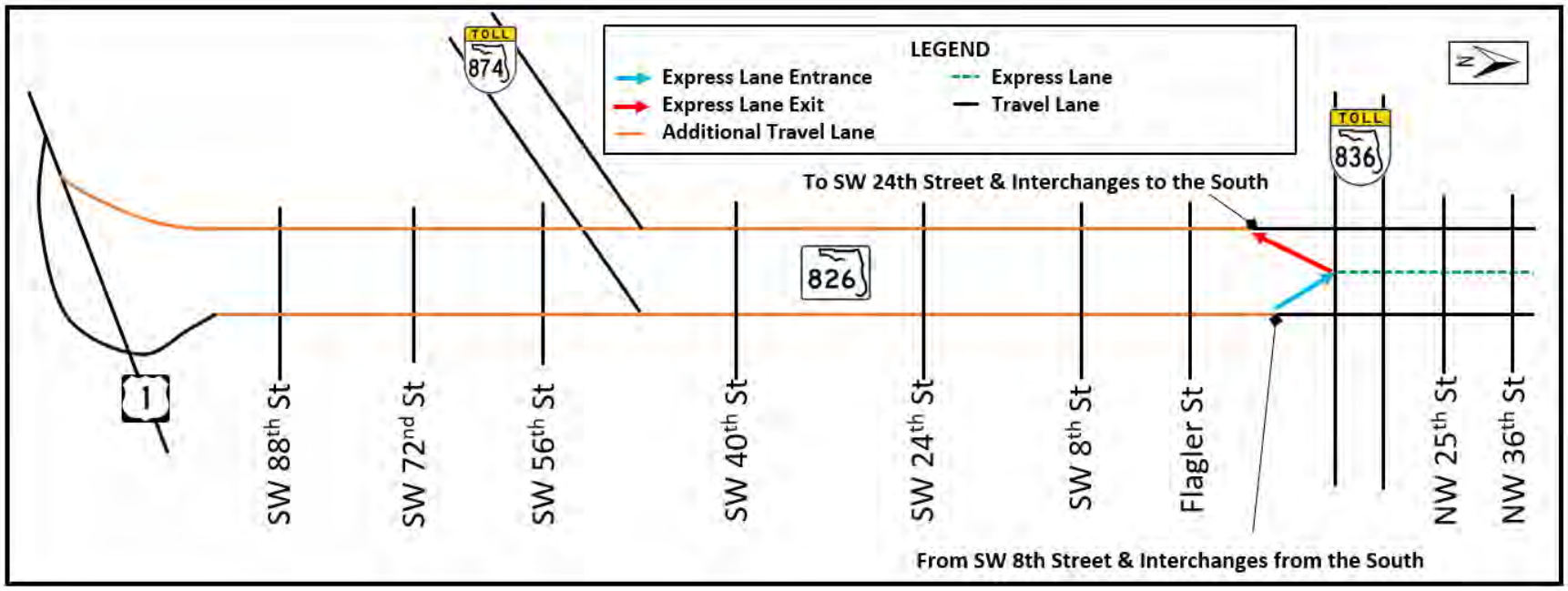


Figure 1.7 Alternative 1 Schematic Line Diagram

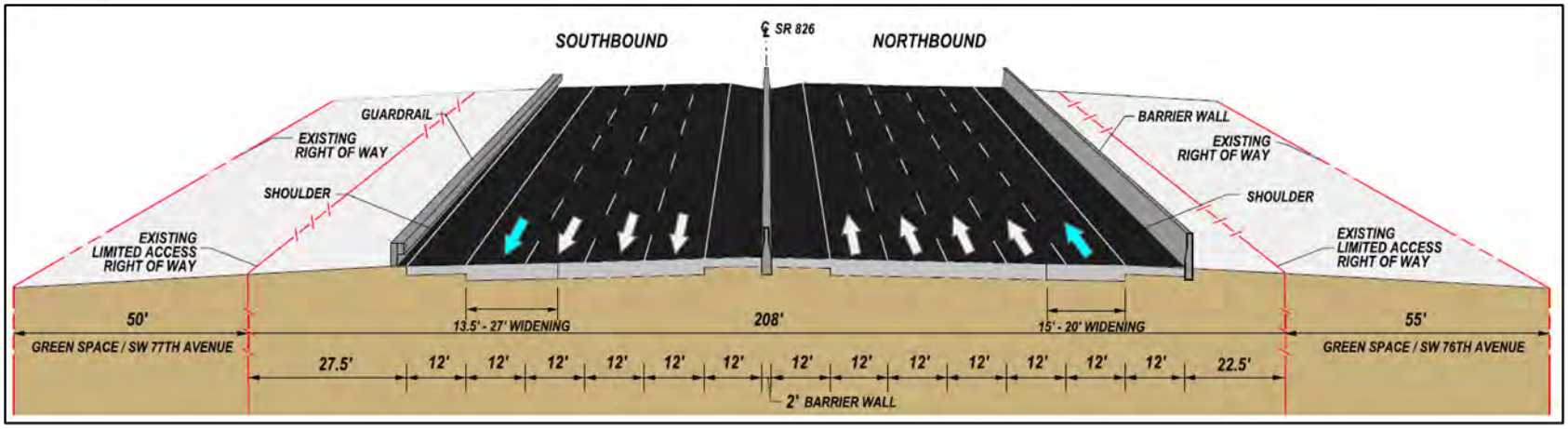
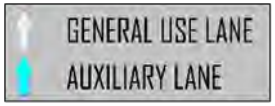


Figure 1.8 Alternative 1 Roadway Typical Section between US 1 and SR 874



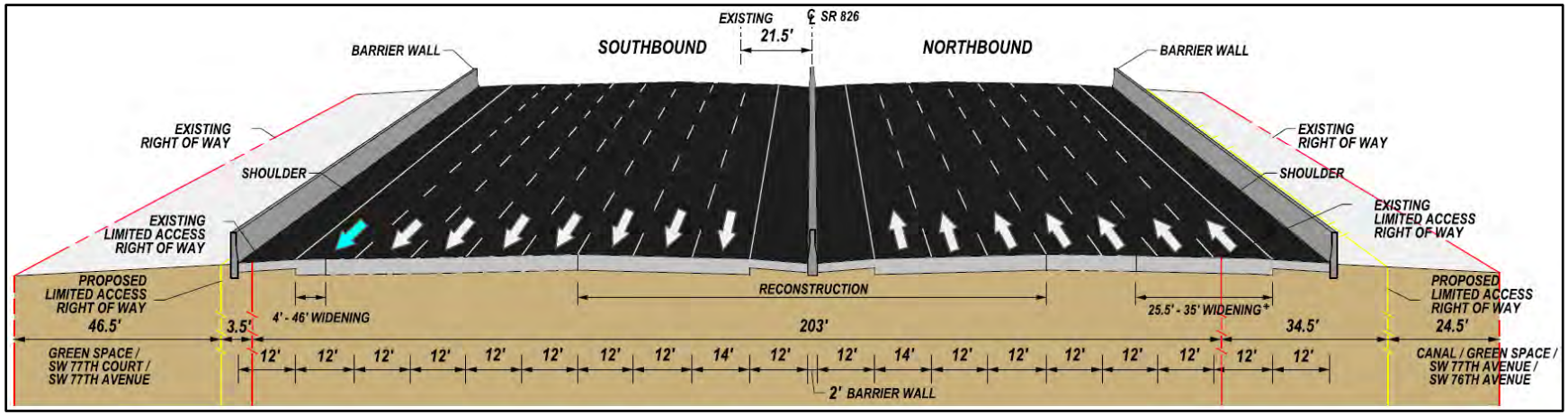


Figure 1.9 Alternative 1 Roadway Typical Section between SR 874 and SR 836

Alternative 3 – Alternative 3 proposes to add one managed lane in each direction between US 1 and SR 836. The managed lane begins in the northbound direction north of US 1 and ends just south of the SR 836 bridge overpass, which at that point the lane becomes the SR 826 northbound express lane ingress access point (see **Figure 1.10**). In the southbound direction, the managed lane begins at NW 36th Street and ends the designation south of SW 88th Street. At this point, the lane becomes a general use lane merging with US 1 as part of a three-lane southbound on-ramp.

The existing SR 826 southbound express lane designation will end (egress access point) at NW 36th Street. At this point, the new managed lane will begin.

Alternative 3 includes four potential access points in each direction at select locations along the SR 826 corridor to enter and exit the managed lanes system. These access points maximize the potential users of the managed lanes by serving the highest commuter travel demand and longer trips, complement the multimodal transportation network and have minimal impacts on the existing interchanges. The main objectives of the potential access point locations are to serve major home-to-work trip pairs and provide connections to multimodal facilities.

The managed lane facility will feature a new bridge structure along the median crossing over the SR 874 corridor extending north of Bird Road. This new bridge structure is necessary to connect the managed lane median-to-median over SR 874, thereby avoiding impacts to the commercial warehouses on the east side and Tropical Park on the west side. This alternative also proposes a SR 836 ramp flyover system-to-system connection at the northern end of the project connecting the SR 826 northbound managed lane from the median with the SR 836 eastbound collector distributor roadway system.

Alternative 3 also proposes interchange, intersection, and arterial improvements to support the optimal operations of the corridor.

The Alternative 3 roadway typical section between US 1 and SR 874 will consist primarily of five to six 12-foot wide general use lanes (three lanes in the northbound direction and two to three lanes in the southbound direction) with 12-foot wide auxiliary lanes at select locations, two 12-foot wide managed lanes (one lane in each direction), 12-foot wide paved inside and outside shoulders, a 2-foot wide

median barrier wall, 4-foot-wide buffer with tubular markers, and outside barrier walls. Between SR 874 and SR 836 the corridor will consist primarily of twelve 12-foot-wide travel lanes (six lanes in each direction) with 12-foot-wide auxiliary lanes at selected locations, two 12-foot-wide managed lanes (one lane in each direction), 12-foot wide inside and outside shoulders, a 2-foot-wide median barrier wall, 4-foot-wide buffer with tubular markers, and outside barrier walls. The two typical sections for SR 826 are depicted in **Figure 1.11** and **Figure 1.12**. The additional lanes will be constructed along SR 826 with major widening to the outside, approximately 3.0-36.5 feet, with a new set of bridge overpasses crossing over SR 874. Eleven-foot-wide lanes, reduced shoulder widths and reduced buffer separations are being proposed north of SW 8th Street to avoid significant linear right of way impacts to numerous residential, industrial, and major retail sites. The reduced footprint width will also avoid the reconstruction of the recently completed SR 826/SR 836 Interchange, which is a multi-level system-to-system interchange. Eleven-foot-wide lanes and narrow shoulders currently exist in this section of the corridor.

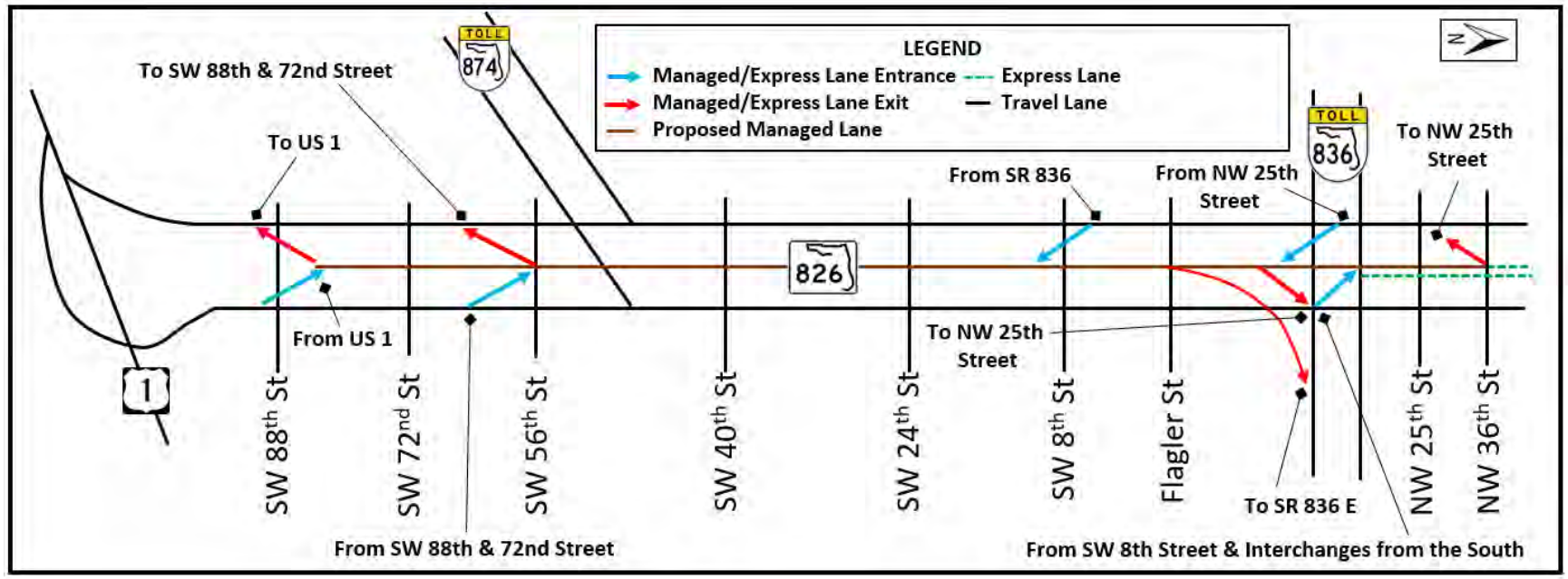


Figure 1.10 Alternative 3 Schematic Line Diagram

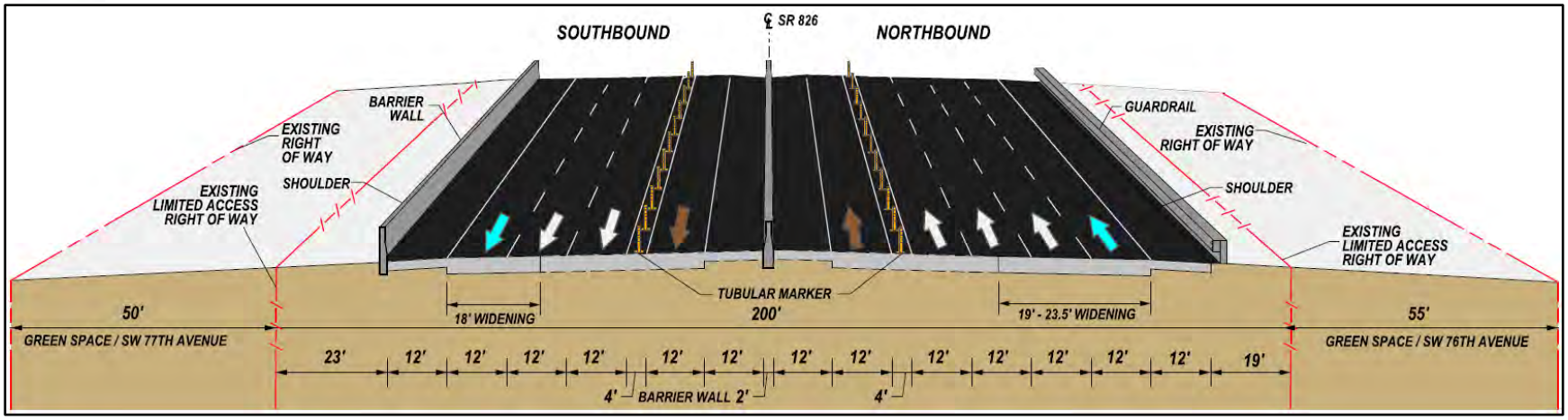


Figure 1.11 Alternative 3 Roadway Typical Section between US 1 and SR 874



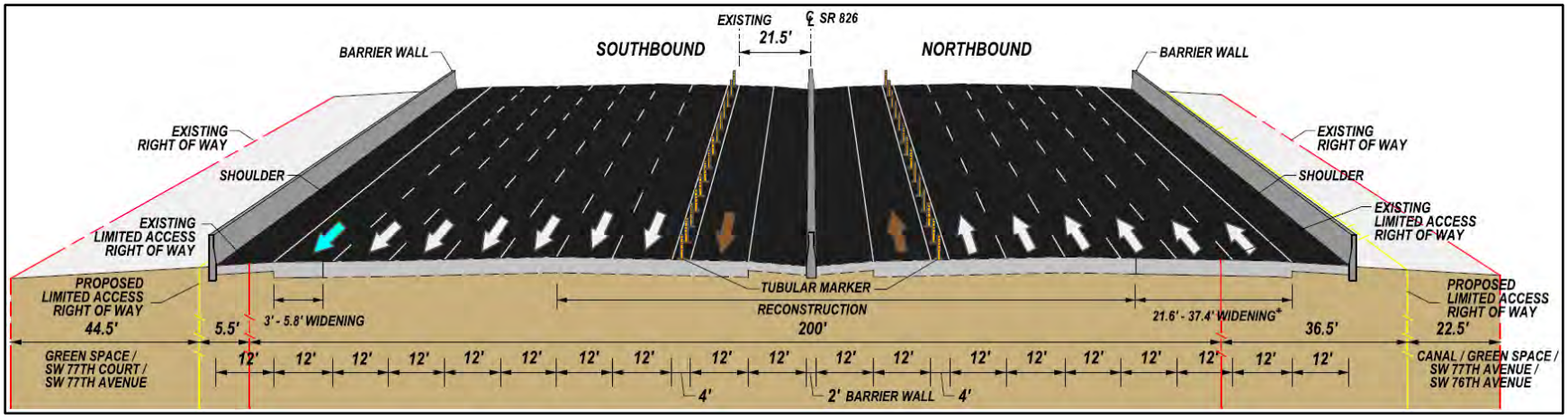


Figure 1.12 Alternative 3 Roadway Typical Section between SR 874 and SR 836

Alternative 4 – Alternative 4 proposes to add an additional Travel Lane in each direction between US 1 and SR 874. The additional lane begins in the northbound direction north of US 1 and ends at the Coral Way off-ramp as an auxiliary lane. In the southbound direction, the additional lane begins at the SR 874 off-ramp as a choice lane and ends at US 1 as part of a three-lane southbound on-ramp. Alternative 4 also proposes to add one Express Lane in each direction between SR 874 and SR 836. This alternative essentially extends the existing SR 826 express lanes system south to SR 874. The express lanes will end and begin at SR 874 (see **Figure 1.13**).

Alternative 4 includes one potential access point in the southbound direction and three in the northbound direction to enter and exit the express lanes system. These access points maximize the potential users of the express lanes by serving the highest commuter travel demand and longer trips, complement the multimodal transportation network, and have minimal impacts on the existing interchanges. The main objectives of the potential access point locations are to serve major home-to-work trip pairs and provide connections to multimodal facilities.

Alternative 4 also proposes interchange, intersection, and arterial improvements to support the optimal operation of the corridor, including a SR 836 ramp flyover system-to-system connection at the northern end of the project, connecting the SR 826 northbound express lane from the median with the SR 836 eastbound collector distributor roadway system.

The Alternative 4 roadway typical section between US 1 and SR 874 will consist primarily of seven to eight 12-foot wide travel lanes (four lanes in the northbound direction and three to four lanes in the southbound direction) with 12-foot wide auxiliary lanes at select locations, 12-foot wide paved inside and outside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor will consist primarily of twelve 12-foot wide travel lanes (six lanes in each direction) with 12-foot wide auxiliary lanes at select locations, two 12-foot wide express lanes (one lane in each direction), 12-foot wide inside and outside shoulders, a 2-foot wide median barrier wall, 4-foot wide buffer with tubular markers, and outside barrier walls. The two typical sections for SR 826 are depicted in **Figure 1.14** and **Figure 1.15**. The additional lanes will be constructed along SR 826 with major widening to the outside, approximately 3.0-37.4 feet. Eleven-foot-wide lanes, reduced shoulder widths, and reduced buffer

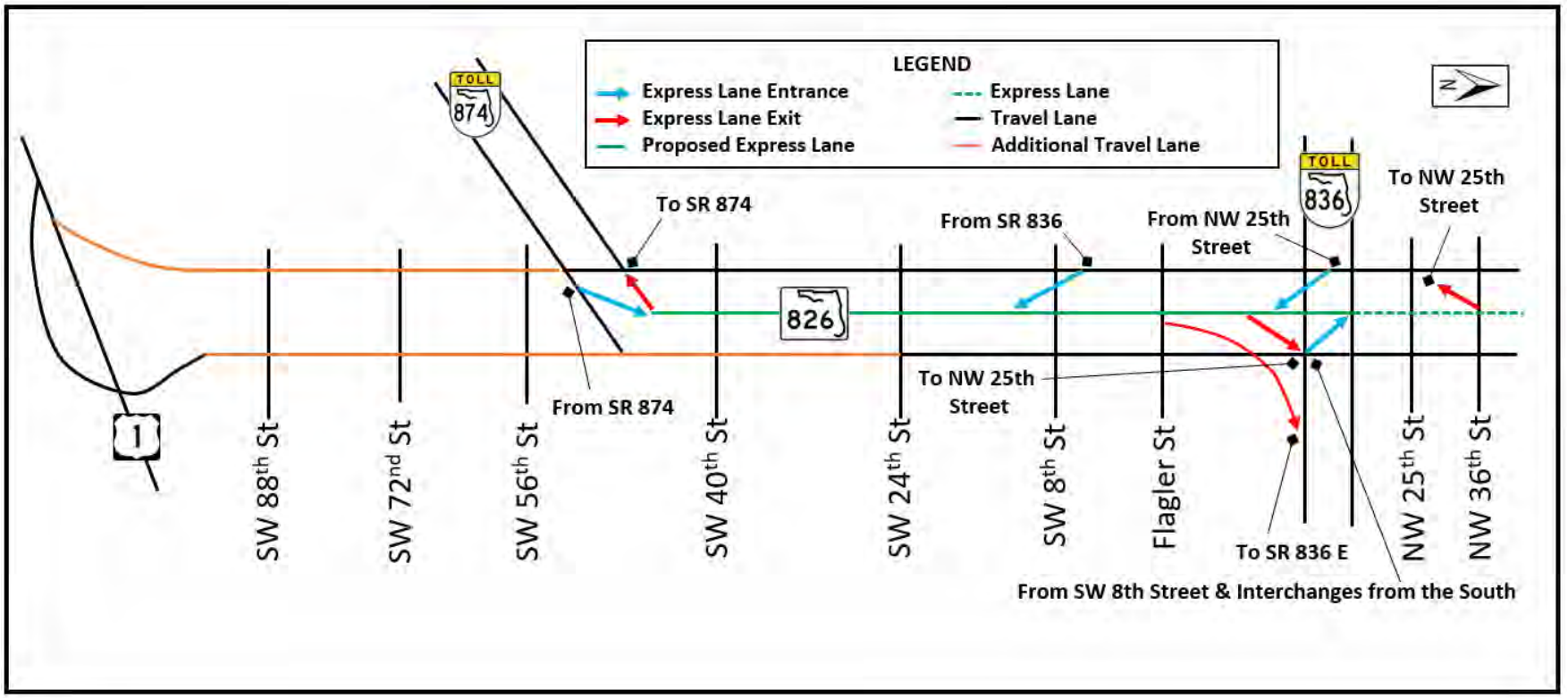


Figure 1.14: Alternative 4 Schematic Line Diagram

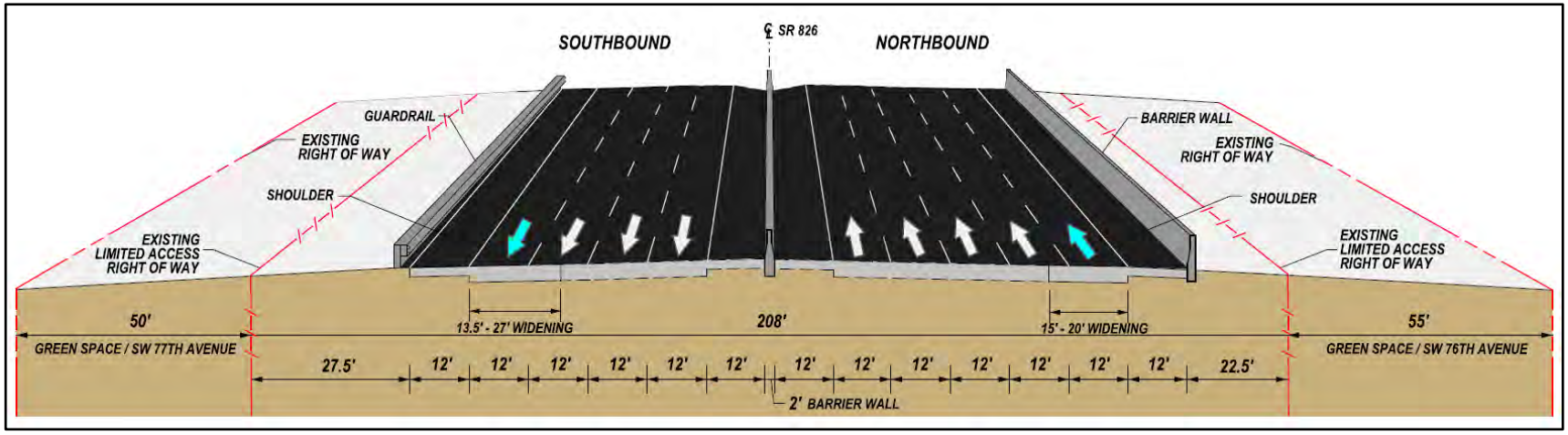
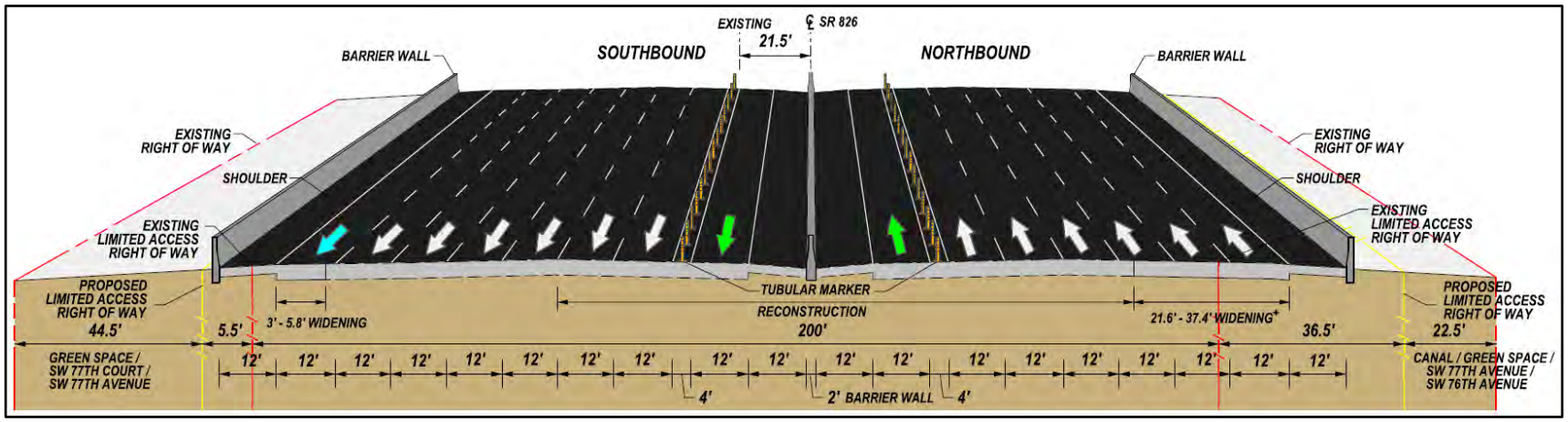


Figure 1.15: Alternative 4 Roadway Typical Section between US 1 and SR 874

GENERAL USE LANE
AUXILIARY LANE
EXPRESS LANE

Figure 1.16: Alternative 4 Roadway Typical Section between SR 874 and SR 836



separations are being proposed north of SW 8th Street to avoid significant linear right of way impacts to numerous residential, industrial, and major retail sites. The reduced footprint width will also avoid the reconstruction of the recently completed SR 826/SR 836 Interchange, which is a multi-level system-to-system interchange. Eleven-foot-wide lanes and narrow shoulders currently exist in this section of the corridor.

Alternative 4A – Alternative 4A proposes to add an additional Travel Lane in each direction between US 1 and SR 836. The additional lane begins in the northbound direction north of US 1 and ends just south of SR 836. In the southbound direction, the additional lane begins at the SR 836 southbound on-ramp and ends at US 1 as part of a three-lane southbound on-ramp. Alternative 4A also proposes to add one Express Lane in each direction between SR 874 and SR 836. This alternative essentially extends the existing SR 826 express lanes system south to SR 874. The express lanes will end and begin at SR 874 (see **Figure 1.17**).

The only difference between Alternatives 4 and 4A is that Alternative 4A proposes an additional travel lane in each direction between SR 874 and SR 836 (see **Figure1.18** and **Figure 1.19**).

1.2.3 Recommended Build Alternative

The preferred alternative for the SR 826 corridor is Alternative 4A. As described above, Alternative 4A was selected based on the alternative alignment analysis and the evaluation results summarized in the PER. Alternative 4A will add the additional lanes necessary to improve traffic operations, safety, transit, system linkage, regional connectivity, freight, interchange access and emergency evacuation.

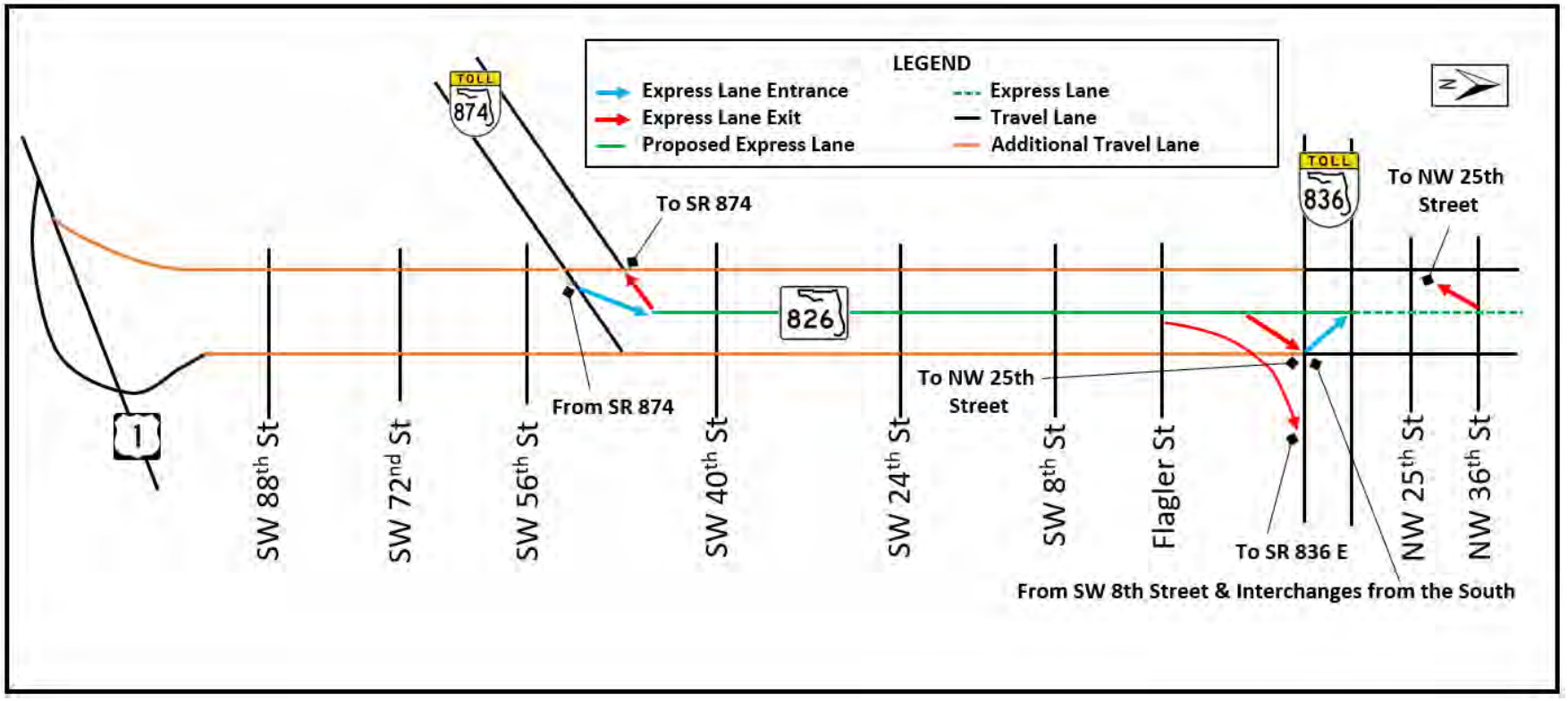


Figure 1.17: Alternative 4A Schematic Line Diagram

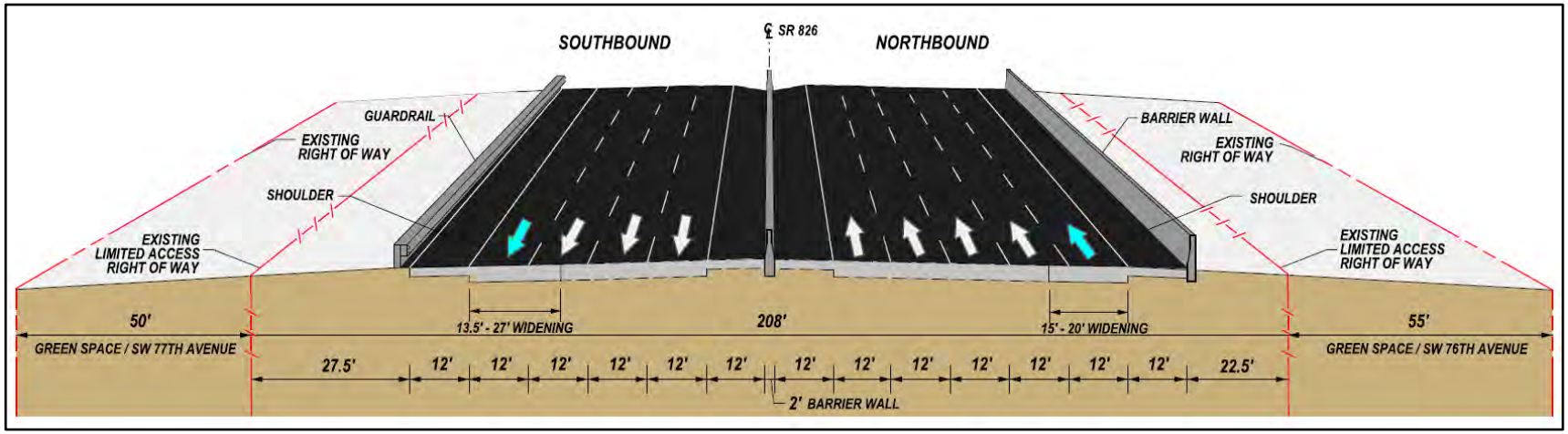


Figure 1.18: Alternative 4A Roadway Typical Section between US 1 and SR 874

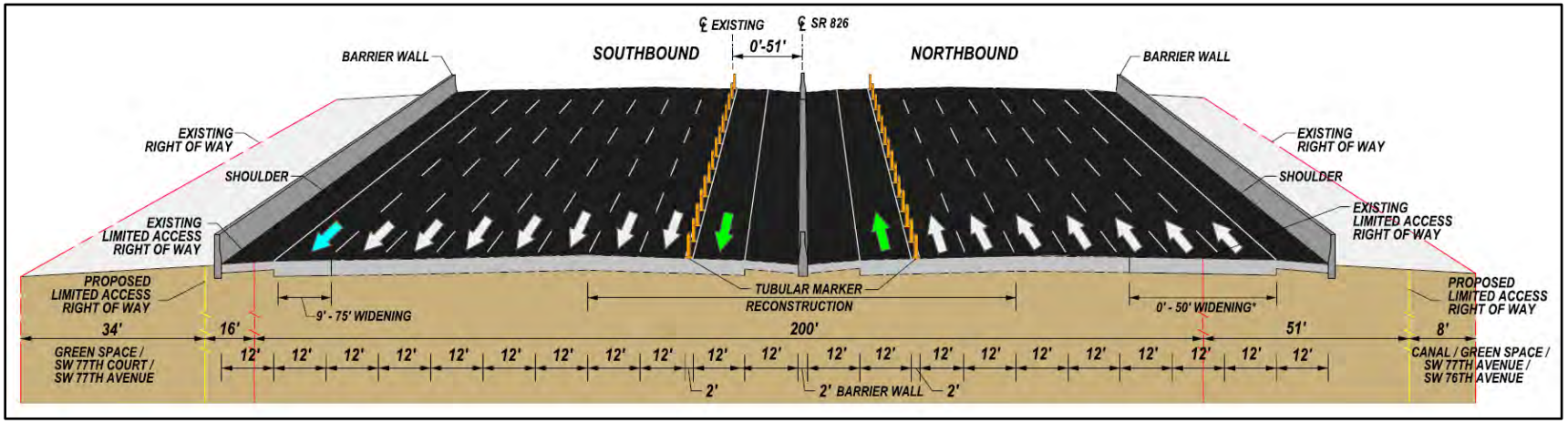


Figure 1.19: Alternative 4A Roadway Typical Section between SR 874 and SR 836

2.0 METHODOLOGY

This study was conducted based on the methodology described in the FDOT's PD&E Manual, Part 2, Chapter 18, *Highway Traffic Noise* (July 1, 2023) and in accordance with Title 23 CFR Part 772 "*Procedures for Abatement of Highway Traffic Noise and Construction Noise*" (July 13, 2010). The noise study involved the following procedures:

- Field Measurement of Noise Levels and Noise Model Validation (see **Section 3.1**);
- Identification of Noise Sensitive Receptor Sites (see **Section 3.2**);
- Prediction of Existing and Future Noise Levels (see **Section 3.2**);
- Assessment of Traffic Noise Impacts (see **Section 3.2**); and
- Consideration of Noise Barriers as a Noise Abatement Measure (see ***Section 4.0***).

The latest approved version of the FHWA's Traffic Noise Model (TNM), Version 2.5 – dated February 2004, was used to predict existing and future traffic noise levels and to analyze the effectiveness of noise barriers, where warranted. This model estimates the acoustic intensity at noise sensitive receptor sites from a series of roadway segments (the source). Model-predicted noise levels are influenced by several factors, such as vehicle speed and distribution of vehicle types. Noise levels are also affected by characteristics of the source-to-receptor site path, including the effects of intervening barriers, structures (houses, trees, etc.), ground surface type (hard or soft), and topography.

Representative receptor sites were used as inputs to the TNM 2.5 to estimate noise levels associated with existing and future conditions within the project limits. These sites were chosen based on noise sensitivity, roadway proximity, anticipated impacts from the proposed project, and homogeneity (i.e., the site is representative of other nearby sites). For single-family residences, traffic noise levels were predicted at the edge of the dwelling unit closest to the nearest primary roadway. For other noise sensitive sites, traffic noise levels were predicted where the exterior frequent human activity occurs. For the prediction of interior noise levels, receptor sites were placed approximately ten feet inside the building at the edge closest to the roadway. Building noise reduction factors and window conditions identified in Table 18.3 in Part 2, Chapter 18 of the PD&E Manual (July 1, 2020) were used to estimate noise reduction due to the physical structure.

The following sections describe the noise metrics, traffic data, and noise abatement criteria used in this study.

2.1 NOISE METRIC

Noise levels documented in this report represent the hourly equivalent sound level [Leq(h)]. Leq(h) is the steady-state sound level, which contains the same amount of acoustic energy as the actual time-varying sound level over a 1-hour period. Leq(h) is measured in A-weighted decibels [dB(A)], which closely approximate the human frequency response. Sound levels of typical noise sources and environments are provided in ***Table 2.1*** as a frame of reference.

Table 2.1 – Sound Levels of Typical Noise Sources and Environments

COMMON OUTDOOR ACTIVITIES	NOISE LEVEL dB(A)	COMMON INDOOR ACTIVITIES
	---110---	Rock Band
Jet Fly-over at 1000 ft		
	---100---	
Gas Lawn Mower at 3 ft		
	---90---	
Diesel Truck at 50 ft, at 50 mph		Food Blender at 1 m (3 ft)
	---80---	Garbage Disposal at 1 m (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		Library
	---30---	Bedroom at Night, Concert Hall (Background)
Quiet Rural Nighttime		
	---20---	
	---10---	
		Lowest Threshold of Human Hearing
Lowest Threshold of Human Hearing	**---0---**	

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

2.2 Traffic Data

The traffic data used in the noise analysis is from two traffic reports including: *SR 826/Palmetto Expressway PD&E Study Traffic Data Collection Report* (December 2021*) and Project Traffic Forecast Memorandum* (April 2022). The traffic data used in the noise modeling to predict traffic noise levels for the Existing Conditions, the No-Build Alternative, and the recommended Build Alternative are presented respectively, in ***Appendix A***. These traffic data tables include peak hour traffic volumes, Level of Service (LOS) C volumes, and speeds for freeways, ramps, and arterial roadways and summarizes the traffic data used in the prediction of traffic noise levels by vehicle type (cars, medium trucks, heavy trucks, buses, and motorcycles). According to Part 2, Chapter 18 of the PD&E Manual, "Maximum peak-hourly traffic representing LOS "C", or demand LOS of "A", "B", or "C" will be used (unless analysis shows that other conditions create a "worst-case" level)". In cases where traffic volumes on project roadways were predicted to operate at worse than LOS C, the LOS C project data were used. In overcapacity situations, this represents the highest traffic volume traveling at the highest average speed, which typically generates the highest noise levels at a given site during a normal day.

2.3 Noise Abatement Criteria

The FHWA has established Noise Abatement Criteria (NAC) for land use activity categories, which are presented in ***Table 2.2***. Maximum noise threshold levels, or criteria levels, have been established for five of the seven activity categories. These criteria determine when an impact occurs and when consideration of noise abatement is required. Noise abatement measures must be considered when predicted noise levels approach, meet, or exceed the NAC levels or when a substantial noise increase occurs. A substantial noise increase occurs when the existing noise level is predicted to be exceeded by 15 dB(A) or more as a result of the transportation improvement project. The FDOT defines "approach" as within 1.0 dB(A) of the FHWA criteria.

Noise sensitive receptor sites include properties where frequent exterior human use occurs and where a lowered noise level would be of benefit. This includes residential land use (Activity Category B); a variety of nonresidential land uses not

Table 2.2 – Noise Abatement Criteria [Hourly A-Weighted Sound Level 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 a design standard 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.

specifically covered in Category A (i.e., lands on which serenity and quiet are of extraordinary significance) or B including parks and recreational areas, medical facilities, schools, and places of worship (Activity Category C); and commercial and developed properties including offices, hotels, and restaurants with exterior areas of use (Activity Category E). Noise sensitive sites also include interior use areas where no exterior activities occur for facilities such as auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, recording studios, schools, and television studios (Activity Category D). Categories F and G, which include commercial and developed properties without exterior areas of use, do not have noise abatement criteria levels. Category F includes land uses such as industrial and retail facilities that are not considered noise sensitive. Category G includes undeveloped lands.

2.4 Noise Abatement Measures

When traffic noise associated with a proposed project is predicted to approach, meet, or exceed the NAC at a noise sensitive site, noise abatement measures must be considered in accordance with 23 CFR Part 772. The most common and effective noise abatement measure for projects such as this is the construction of noise barriers. Noise barriers reduce noise by blocking the sound path between a roadway and a noise sensitive area. To be effective, noise barriers must be long, continuous (i.e., no intermittent openings), and have sufficient height to block the path between the noise source and the receptor site. The FHWA's *Highway Traffic Noise: Analysis and Abatement Guidance* (December 2011) indicates the ends of the noise barriers should, in general, extend in each direction four times as far as the distance from the receptor site to the noise barrier.

Other abatement measures that were considered but were determined not to be feasible or reasonable for this project include traffic management, alignment modification, and property acquisition. Traffic management measures such as traffic control devices, prohibition of certain vehicle types, time-use restriction for certain vehicle types, modified speed limits, and exclusive lane designation applied for the purpose of reducing traffic noise levels would impede the operational characteristics of this facility. The project corridor includes existing commercial and residential development on both sides of SR 826. Shifting the alignments or modifications to the proposed alignments would directly impact these areas and result in substantial socio-economic effects and additional project costs. Right of way acquisition is only allowed to acquire vacant properties to keep them from being developed and avoid future noise impacts.

For noise abatement measures to be recommended for further consideration in the design phase of the project, they must be determined to be both feasible and reasonable. A wide range of factors are used to evaluate the feasibility and reasonableness of noise abatement measures. Feasibility deals with engineering considerations, including the ability to construct a noise barrier using standard construction methods and techniques as well as with the ability to provide a reduction of at least 5 dB(A) to the impacted receptor sites. For example, given the topography of a location, can the minimum noise reduction [5 dB(A)] be achieved given certain access, drainage, utility, safety, and maintenance requirements? In addition, for a noise barrier to be considered acoustically feasible, at least two impacted receptor sites must achieve at least a 5 dB(A) reduction.

Reasonableness implies that common sense and good judgment were applied in a decision related to noise abatement. Reasonableness includes the consideration of the cost of abatement, the amount of noise abatement benefit, and the consideration of the viewpoints of the impacted and benefited property owners and tenants. To be deemed reasonable, the estimated cost of the noise barrier, or other noise abatement measure, needs to be equal to or below FDOT's reasonable cost criteria (described below), must attain FDOT's noise reduction design goal of 7 dB(A) at one or more benefited receptor sites, and it is the desire of FDOT to obtain a response for or against the noise barrier from a numerical majority (greater than 50%) of the benefited receptors (owners and residents) that provide a response to the noise barrier survey used to solicit their viewpoints. If not supported by a majority of the survey respondents, a noise barrier or abatement measure will not be deemed reasonable. Noise barrier surveys are typically performed in the project's design phase.

The evaluation of noise barriers for impacted residential (Activity Category B) and non-residential areas (Activity Categories A, C, D, and E) is based on different methods and are evaluated separately. When determining the cost reasonableness of a conceptual noise barrier design for a residential area, an estimated cost of $42,000 per benefited receptor is considered the upper limit, using the FDOT's current standard construction cost of $30.00 per square foot. A benefited receptor site is defined as a noise sensitive site that will obtain a minimum of 5 dB(A) of noise reduction as a result of a specific noise abatement measure regardless of whether or not they are identified as impacted. Only

benefited receptor sites are included in the calculation of reasonable cost for a particular noise abatement measure.

Noise barriers for non-residential areas are assessed using FDOT's "A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations" (July 22, 2009). The cost reasonableness of this method is based on the number of people (i.e., person-hours per day) benefited by a noise barrier under consideration. Using this methodology, to be considered cost reasonable, the cost of the noise barrier must have an Abatement Cost Factor less than $995,935 per person-hour per square foot. The Abatement Cost Factor represents the upper limit of the cost per person-hour per square foot of noise barrier and does not represent any direct relation to real noise barrier construction costs such as dollar per square foot of a noise barrier. The derivation of the Abatement Cost Factor is based on the FDOT's reasonable cost criteria of equal to or less than $42,000 per benefited receptor site.

If the noise abatement measure has been determined to be reasonable and feasible, the viewpoint of the impacted and benefited property owners must be considered. During a PD&E Study, the viewpoint of the potentially benefited receptors (property owners/tenants) regarding noise abatement is gathered during workshops and at the Public Hearing. During the design phase of the project, a more detailed process is implemented to include noise abatement workshops and/or public surveys, to determine the wishes of the benefited receptor sites. Each benefited receptor, including both the owner and resident, is given the opportunity to provide input regarding their desires to have the recommended noise abatement measure constructed. The goal of this process is to obtain a response for or against the noise barrier from a majority of benefited receptors (property owners and tenants) that respond to the survey. If not supported by a majority of the survey respondents, a noise barrier or abatement measure will not be deemed reasonable.

For this project, both ground mounted and shoulder mounted noise barriers were evaluated to determine their effectiveness in providing noise abatement to the impacted noise sensitive receptor sites. Ground mounted noise barriers, which are also referred to as concrete post-and-panel noise barriers, are usually constructed in the vicinity of the ROW line. Ground mounted noise barriers are typically evaluated in heights ranging from 12 to 22 feet. Shoulder-mounted noise barriers are constructed along the outside edge of the roadway shoulder (i.e., at the

edge of pavement). Typically, shoulder mounted noise barriers are used in areas with limited available right of way or on elevated roadway sections because ground mounted noise barriers are often less effective in these areas. Due to safety and constructability issues, the height of shoulder mounted noise barriers is limited to 14 feet, except on structures such as bridges and retaining walls such as mechanically stabilized earth (MSE) walls. The maximum height of noise barriers on structures is 8 feet unless specifically approved in writing by the State Structures Design Engineer. Only the noise barrier heights that would likely be effective were analyzed and are presented in the noise barrier summary tables of this report.

3.0 Traffic Noise Analysis

3.1 Model Validation

Noise measurements were collected at six representative locations representing 11 monitoring sites (MS1-1 through MS6-2) within the project limits to verify that TNM - predicted existing levels are representative of actual levels along SR 826 and to confirm that traffic noise is the main, or dominant, source. Noise measurements at these sites were taken on either November 20th, 21st, or 22nd, 2019. The locations of these monitoring sites are described in ***Appendix B***, ***Table 3.1*** and depicted in ***Appendix C, Figure 3.2***.

The noise level monitoring was completed using Larson-Davis Model 870 sound-level analyzers, in accordance with the methodology established by the FHWA and documented in *Noise Measurement Handbook*, September 2017 (FHWA-HEP-18-065). The A-weighted frequency scale was used, and the sound meter was calibrated to 114 dB(A) using a Larson-Davis Model CA250 sound-level calibrator. Monitoring was conducted for three 10-minute intervals at each site with the microphone approximately five feet above the land surface. Weather conditions during the noise measurements were within acceptable ranges based on FHWA's established methodology. Weather data was collected with a handheld Kestrel 3000 wind and weather meter. No precipitation occurred during the noise measurements resulting in dry pavement conditions.

Traffic information, such as the number of passenger cars and trucks, as well as average speeds, were collected at the time of noise monitoring. A K15-K Doppler Radar Gun was used to obtain average operating speeds for cars, medium trucks, heavy trucks, buses, and motorcycles. The dates, times, traffic data, and the measured noise levels are presented in ***Appendix B, Table 3.1***. Since all noise levels in this report are based on a 1-hour period, the field-recorded traffic volumes were adjusted upward in the table to reflect hourly volumes.

Traffic noise was the dominant noise source at each of the monitoring sites. To verify the computer noise model, the TNM-predicted noise levels for Monitoring Sites MS1-1 through MS6-2 were compared to measured noise levels. When measured noise levels are within +/- 3.0 dB(A) of the computer-predicted levels, the model is considered validated. All 11 measured noise levels at the six monitoring locations were within +/- 3.0 dB(A) of the TNM-predicted levels (see ***Appendix B, Table 3.1***). Because the TNM-predicted noise levels are within +/- 3.0

dB(A) of the measured noise levels, the model has been validated and is considered acceptable for predicting existing and future traffic noise levels along SR 826.

3.2 Predicted Noise Levels and Impact Analysis

To facilitate the noise impact analysis, the project was divided into nine noise study segments as listed in ***Table 3.2***. In addition, 102 noise sensitive areas were identified along the project corridor that will be potentially impacted by traffic noise associated with the project. These noise sensitive land uses include single and multi-family residences, education facilities, medical facilities, recreational areas, and restaurants with outdoor seating. Each of these areas which are referred to as Noise Study Areas (NSAs) were evaluated for traffic noise impacts as part of this noise study. The location of these NSAs are depicted in ***Figure 3.1***. ***Figure 3.1*** also depicts the location and describes the 10 existing noise barriers within the project limits.

Table 3.2 - Study Segments

Segment Number	Segment Limits
1	SR 826 from North of SW 116th Street to SW 104th Street
2	SR 826 from SW 104 Street to Snapper Creek Expressway
3	Snapper Creek Expressway to SW 72nd Street/Sunset Drive
4	SW 72nd Street/Sunset Drive to SW 56th Street/Miller Road
5	SW 56th Street/Miller Road to SW 40th Street/Bird Road
6	SW 40th Street/Bird Road - SW 24th Street/Coral Way
7	SW 24th Street/Coral Way - SW 8th Street/Tamiami Trail
8	SW 8th Street/Tamiami Trail to Flagler Street
9	Flagler Street to NW 25th Street

Existing land uses within the project area were also categorized by FHWA's NAC Activity Categories and are depicted in ***Appendix C, Figure 3.1***. The locations of the representative sites used in the noise analysis are also presented in ***Figure 3.2*** and are described in ***Appendix D, Table 3.2***. ***Appendix D, Table 3.2*** lists the representative noise sensitive receptors by general area, approximate location, and number of sites represented. Station numbers are also provided in ***Appendix D, Table 3.2*** to facilitate locating receptors sites on ***Figure 3.2.*** Each of the representative receptor sites was given a unique designation (e.g., KOS-F1). The alphanumeric character(s) represents the name and location of the noise sensitive receptor site (e.g., "KOS" for Killian Oaks Subdivision and "F" for first row and "S" for second row noise receptor). The numerical value represents the unique/sequential receptor site number for that location (e.g., for Killian Oaks Subdivision, Receptors Sites KOS-F1 through KOS-S6 were used to designate the noise sensitive sites within this residential community).

Appendix D, Table 3.2 also includes the predicted existing and future design year (2055) No-Build and Build Alternative noise levels. Predicted design year (2055) noise levels for the Build Alternative were compared to the NAC and to the predicted existing conditions noise levels to assess potential noise impacts associated with the project. As identified in ***Appendix D, Table 3.2*** and summarized in ***Table 3.3***, traffic noise impacts occur and will require consideration of noise abatement measures (i.e., noise barriers). With the recommended Build Alternative, design year (2055) traffic noise levels will approach, meet, or exceed the NAC at 818 residences (NAC B) along the project corridor and at 13 non-residential/special land use sites (NACs C and E).

Consideration of noise barriers at each of these impacted residential and special land use sites are summarized in ***Section 4.0***. No other noise sensitive sites, including Activity Category D sites, within the project corridor are predicted to experience traffic noise levels that will approach, meet, or exceed the NAC. It should be noted that some developed areas were not evaluated since they do not represent noise sensitive areas or were located beyond the expected area of traffic noise impacts. Only restaurants with outdoor seating represent sensitive commercial land uses; therefore, the restaurants without outdoor seating were not evaluated. Multi-family residential developments without exteriors area of use such as patios, balconies, and community pools were not evaluated. Access hallways associated with multi-family residential developments are not considered noise sensitive.



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

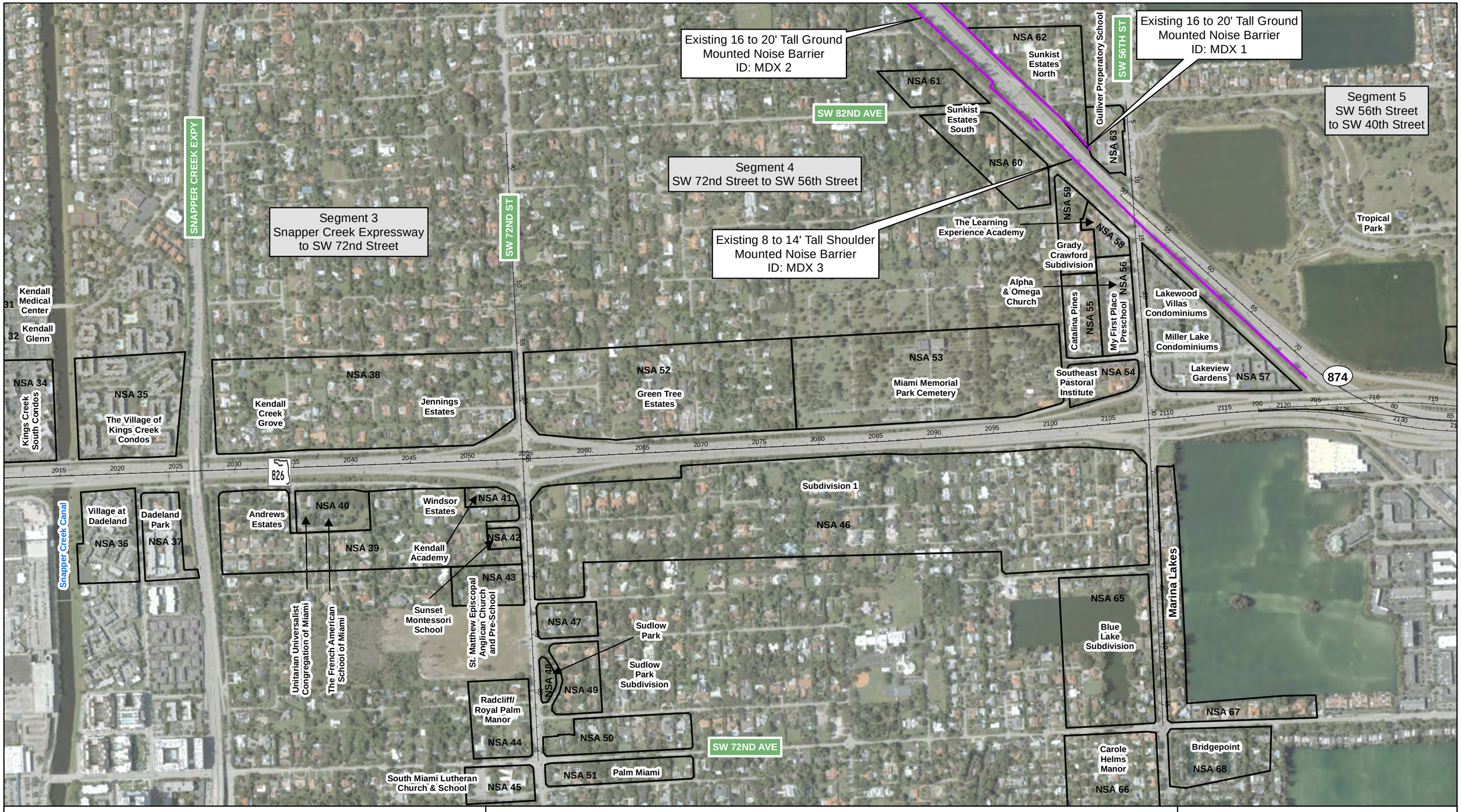
Date: January 2026

Legend

- Existing Noise Barrier
- Noise Sensitive Areas

0 300 600 1,200 Feet

Figure 3.1
Noise Study Area (NSA)
and Land Use Map
Sheet 1 of 5



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: January 2026

Legend

- Existing Noise Barrier
- Noise Sensitive Areas

0 300 600 1,200 Feet

Figure 3.1
Noise Study Area (NSA) and Land Use Map
Sheet 2 of 5



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

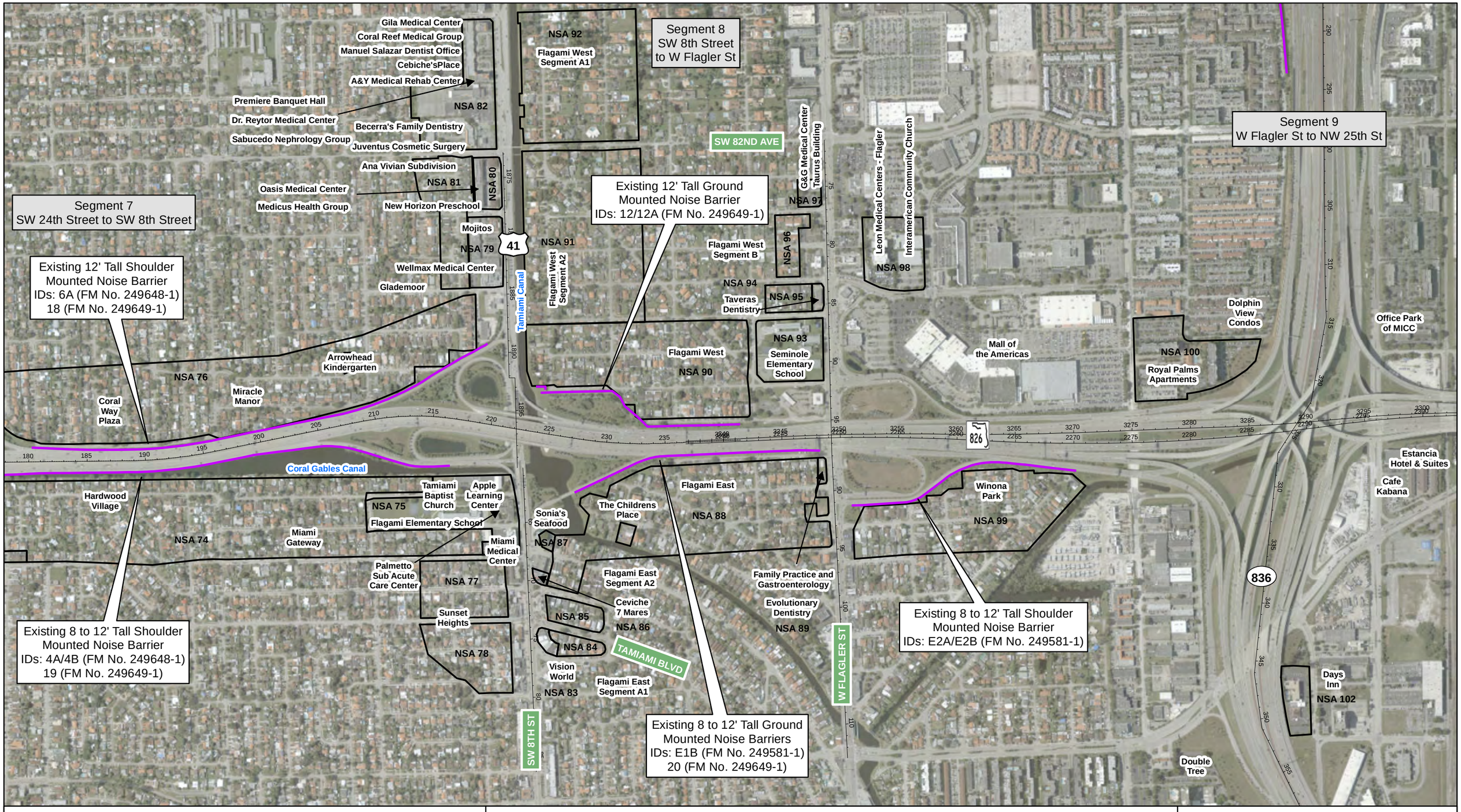
Date: January 2026

Legend

- Existing Noise Barrier
- Noise Sensitive Areas

0 300 600 1,200 Feet

Figure 3.1
Noise Study Area (NSA)
and Land Use Map
Sheet 3 of 5



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

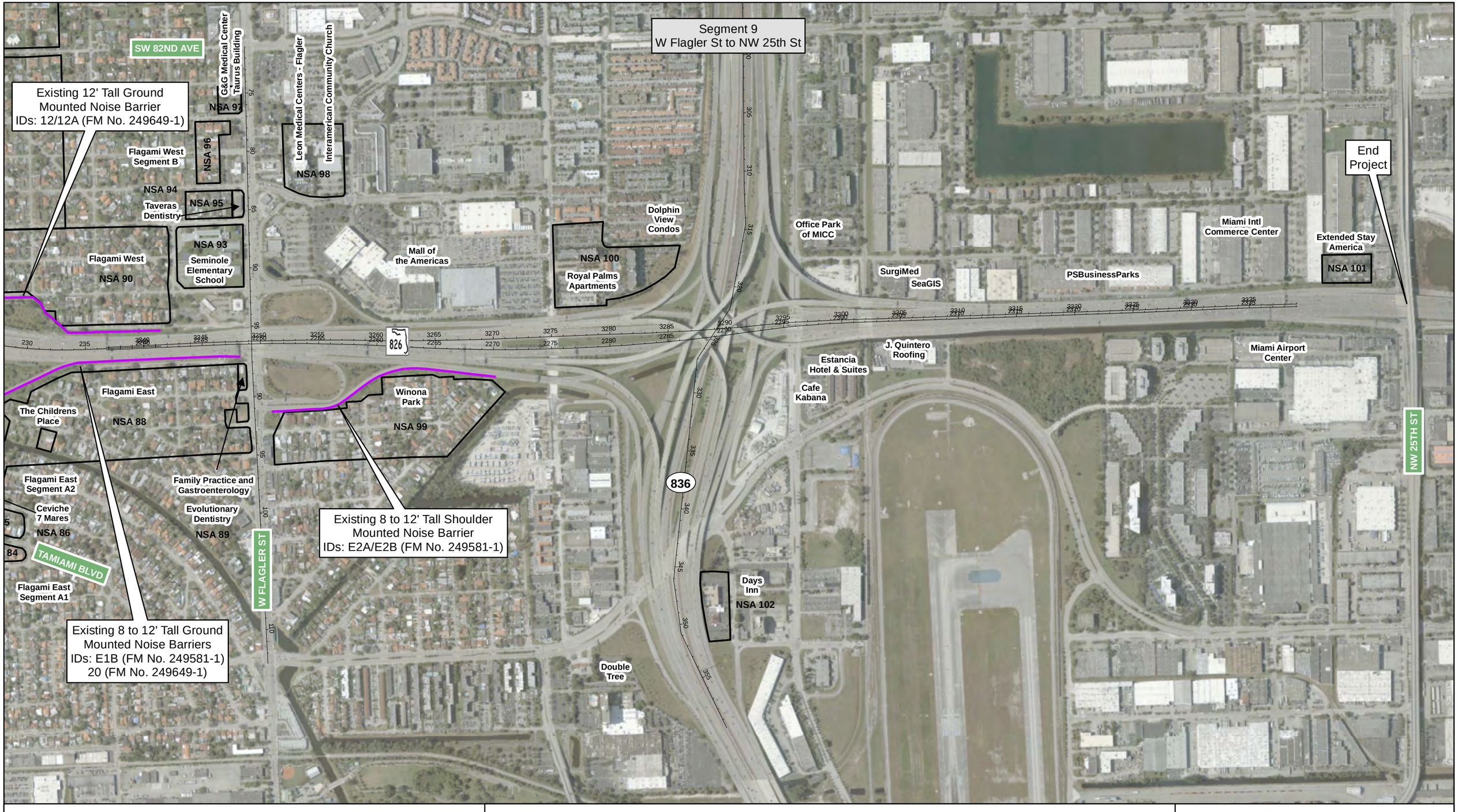
Date: January 2026

Legend

- Existing Noise Barrier
- Noise Sensitive Areas

0 300 600 1,200 Feet

Figure 3.1
Noise Study Area (NSA)
and Land Use Map
Sheet 4 of 5



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: January 2026

Legend

- Existing Noise Barrier
- Noise Sensitive Areas

0 300 600 1,200 Feet

Figure 3.1
Noise Study Area (NSA) and Land Use Map
Sheet 5 of 5

Table 3.3 - Summary of Traffic Noise Impacts by Noise Study Area (Sheet 1 of 4)

Noise Study Area Number	Representative Noise Receptor Site Designation	Noise Abatement Activity Category - Criteria	Impacted by Traffic Noise?	Number of Residential Sites Impacted	Number of Special Land Uses Impacted?	Noise Barriers Potentially Feasible?	Common Noise Environment (CNE) ID / Noise Barrier Analysis Section
Noise Study Segment Number 1 (SR 826 from North of SW 116th Street to SW 104th Street)							
Noise Study Area 1	Killian Oak Subdivision - West of US 1 and South of Killian Parkway	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 2	The Roig Academy - West of US 1 and South of Killian Parkway	Recreational NAC C - 66 dB(A	NO	---	---	---	---
	The Roig Academy - West of US 1 and South of Killian Parkway	Institutional Interior NAC D - 51 dB(A	NO	---	---	---	---
Noise Study Area 3 (Residential)	Suniland Estates - East of US 1 and South of Killian Parkway	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 3 (Special Land Use)	Pinecrest Pediatric Group - East of US 1 and South of Killian Parkway	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 3 (Special Land Use)	Flanigan's - East of US 1 and South of Killian Parkway	Sensitive Commercial NAC E - 71 dB(A)	NO	---	---	---	---
Noise Study Area 4	South Dade Trail Mini Park - West of US1 and North of Killian Parkway	Recreational NAC C - 66 dB(A	***YES***	---	1	Yes	S1-1SDTMP / Section 4.1.2
Noise Study Area 5 (Residential)	Silver Palm Plantation and Killian Green Estates- West of US 1 and North of Killian Parkway	Residential NAC B - 66 dB(A)	***YES***	3	---	Yes	S1-1W / Section 4.1.1
Noise Study Area 5 (Special Land Use)	Killian Green Estates Community Pool - West of US 1 and North of Killian Parkway	Recreational NAC C - 66 dB(A	NO	---	---	---	---
Noise Study Area 6	Veterans Wayside Park - East of US1 and North of Killian Parkway	Recreational NAC C - 66 dB(A	***YES***	---	1	Yes	S1-VMP / Section 4.1.3
Noise Study Area 7	New Jack Subdivision - East of US1 and North of Killian Parkway	Residential NAC B - 66 dB(A)	***YES***	2	---	No (Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access)	---
Noise Study Area 8	Stanfill Funeral Home - East of US1 and South of SW 104th Street	Institutional Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 8	Endodontics of Pinecrest - East of US1 and South of SW 104th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 9	Palmetto Duplexes - East of US1 and South of SW 104th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 10	Pinecrest Medical & Wellness Center - East of US1 and South of SW 104th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 10	Miami Center for Dermatology - East of US1 and South of SW 104th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Segment Number 2 (SR 826 from SW 104th Street to Snapper Creek Expressway)							
Noise Study Area 11	Dadeland Cove - West of SR 826 and North of SW 104th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 12 (Residential)	Kendall Trace - West of SR 826 and South of SW 98th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 12 (Special Land Use)	Loyal Order of Moose - West of SR 826 and South of SW 98th Street	Institutional Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 13 (Residential)	Ibiza Village - West of SR 826 and South of SW 98th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 13 (Special Land Use)	Smile Miami - West of SR 826 and South of SW 98th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
	Gaetono's Restaurant - West of SR 826 and South of SW 98th Street	Sensitive Commercial NAC E - 71 dB(A)	NO	---	---	---	---
	Best Sub Shop - West of SR 826 and South of SW 98th Street	Sensitive Commercial NAC E - 71 dB(A)	NO	---	---	---	---
Noise Study Area 14	Flagler Grove Park - East of SR 826 and North of SW 104th Street	Recreational NAC C - 66 dB(A	NO	---	---	---	---
Noise Study Area 15	The Reserve of Pinecrest - East of SR 826 and North of SW 104th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 16	French Village of Pinecrest - East of SR 826 and North of SW 104th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 17	Hillmont - East of SR 826 and North of SW 104th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 18	Breezeswept Acres - East of SR 826 and North of SW 98th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 19	Kendall Brazilian Church - West of SR 826 and North of SW 98th Street	Place of Worship Interior NAC D - 51 dB(A)	NO	---	---	---	---
	Shiraz Bistro & Market - West of SR 826 and North of SW 98th Street	Sensitive Commercial NAC E - 71 dB(A)	NO	---	---	---	---
Noise Study Area 20	Palm View Apartments Pool - West of SR 826 and North of SW 98th Street	Recreational NAC C - 66 dB(A	NO	---	---	---	---
Noise Study Area 21 (Residential)	Woodside in Kendall Condos - West of SR 826 and North of SW 98th Street	Residential NAC B - 66 dB(A)	***YES***	16	---	Yes	S2-1W / Section 4.2.2
Noise Study Area 21 (Special Land Use)	Woodside in Kendall Condos Pool - West of SR 826 and North of SW 98th Street	Recreational NAC C - 66 dB(A	NO	---	---	---	---
Noise Study Area 22 (Residential)	Colony Apartments - West of SR 826 and North of SW 98th Street	Residential NAC B - 66 dB(A)	***YES***	16	---	Yes	S2-1W / Section 4.2.2
Noise Study Area 22 (Special Land Use)	Colony Apartments - West of SR 826 and North of SW 98th Street	Recreational NAC C - 66 dB(A	NO	---	---	---	---
Noise Study Area 23 (Residential)	Ken Dade Condos - West of SR 826 and South of SW 88th Street	Residential NAC B - 66 dB(A)	***YES***	12	---	Yes	S2-1W / Section 4.2.2
Noise Study Area 23 (Special Land Use)	Summit Tower of Dadeland Condos Pool - West of SR 826 and South of SW 88th Street	Recreational NAC C - 66 dB(A	NO	---	---	---	---
Noise Study Area 24	Pinecrest Physical Therapy - East of SR 826 and North of SW 104th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 25	City College Miami - East of SR 826 and North of SW 104th Street	Institutional Interior NAC D - 51 dB(A)	NO	---	---	---	---
	Xceed Preparatory Academy - East of SR 826 and North of SW 104th Street	Institutional Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 26	Aloft Miami Dade - West of SR 826 and North of SW 88th Street	Recreational NAC C - 66 dB(A	***YES***	---	1	No (Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access; Insufficient Right of Way to Construct Noise Barrier at this Location)	---
Noise Study Area 27	Sage Dental - West of SR 826 and North of SW 88th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 28	Tara - West of SR 826 and North of SW 88th Street	Residential NAC B - 66 dB(A)	***YES***	3	---	No (Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access; Insufficient Right of Way to Construct Noise Barrier at this Location)	---
Noise Study Area 29 (Residential)	Pearl Dadeland - East of SR 826 and North of SW 88th Street	Residential NAC B - 66 dB(A)	***YES***	75	---	Yes	S2-1E / Section 4.2.1
Noise Study Area 29 (Residential)	Toscano Condos - East of SR 826 and North of SW 88th Street	Residential NAC B - 66 dB(A)	***YES***	20	---	Yes	S2-1E / Section 4.2.1
Noise Study Area 29 (Special Land Use)	Courtyard Miami Dadeland - East of SR 826 and North of SW 88th Street	Recreational NAC C - 66 dB(A	NO	---	---	---	---
Noise Study Area 30	Paradise at Dadeland Condos - West of SR 826 and North of SW 88th Street	Residential NAC B - 66 dB(A)	***YES***	26	---	Yes	S2-2W / Section 4.2.4
Noise Study Area 31	Kendall Medical Center - West of SR 826 and North of SW 88th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 32	Kendall Glen - West of SR 826 and North of SW 88th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---

Table 3.3 - Summary of Traffic Noise Impacts by Noise Study Area (Sheet 2 of 4)

Noise Study Area Number	Representative Noise Receptor Site Designation	Noise Abatement Activity Category - Criteria	Impacted by Traffic Noise?	Number of Residential Sites Impacted	Number of Special Land Uses Impacted?	Noise Barriers Potentially Feasible?	Common Noise Environment (CNE) ID / Noise Barrier Analysis Section
Noise Study Area 33	St. Andrew Greek Orthodox Church - West of SR 826 and North of SW 88th Street	Place of Worship Interior NAC D - 51 dB(A)	NO	---	---	---	---
	True North Early Learning Academy - West of SR 826 and North of SW 88th Street	Recreational NAC C - 66 dB(A)	NO	---	---	---	---
	True North Early Learning Academy - West of SR 826 and North of SW 88th Street	Institutional Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 34	Kings Creek South Condos - West of SR 826 and North of SW 88th Street	Residential NAC B - 66 dB(A)	***YES***	33	---	Yes	S2-2W / Section 4.2.4
Noise Study Area 35	The Village of Kings Creek Condos - West of SR 826 and South of SW Snapper Creek Expressway	Residential NAC B - 66 dB(A)	***YES***	106	---	Yes	S2-2W / Section 4.2.4
Noise Study Area 36	Village at Dadeland - East of SR 826 and South of Snapper Creek Expressway	Residential NAC B - 66 dB(A)	***YES***	30	---	Yes	S2-2E / Section 4.2.3
Noise Study Area 37	Dadeland Park - East of SR 826 and South of Snapper Creek Expressway	Residential NAC B - 66 dB(A)	***YES***	11	---	Yes	S2-2E / Section 4.2.3
Noise Study Segment Number 3 (Snapper Creek Expressway to SW 7nd Street/Sunset Drive)							
Noise Study Area 38	Kendall Creek Grove and Jennings Estates - West of SR 826 and North of Snapper Creek Expressway	Residential NAC B - 66 dB(A)	***YES***	13	---	Yes	S3-1W / Section 4.3.3
Noise Study Area 39	Andrews Estates - East of SR 826 and North of Snapper Creek Expressway	Residential NAC B - 66 dB(A)	***YES***	3	---	Yes	S3-1E / Section 4.3.1
	Windsor Estates - East of SR 826 and North of Snapper Creek Expressway	Residential NAC B - 66 dB(A)	***YES***	2	---	Yes	S3-2E / Section 4.3.2
Noise Study Area 40	Unitarian Universalist Congregation - East of SR 826 and North of Snapper Creek Expressway	Place of Worship Interior NAC D - 51 dB(A)	NO	---	---	---	---
	The French American School of Miami - East of SR 826 and North of Snapper Creek Expressway	Institutional Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 41	Kendall Academy - East of SR 826 and South of 72nd Street	Recreational NAC C - 66 dB(A)	NO	---	---	---	---
Noise Study Area 42	Sunset Montessori School - East of SR 826 and South of 72nd Street	Recreational NAC C - 66 dB(A	NO	---	---	---	---
	Sunset Montessori School - East of SR 826 and South of 72nd Street	Institutional Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 43	St. Matthew Episcopal Anglican Church and Pre-School - East of SR 826 and South of 72nd Street	Institutional Interior NAC D - 51 dB(A)	NO	---	---	---	---
	St. Matthew Episcopal Anglican Church and Pre-School - East of SR 826 and South of 72nd Street	Recreational NAC C - 66 dB(A	NO	---	---	---	---
Noise Study Area 44	Radcliff/Royal Palm Manor - East of SR 826 and South of 72nd Street	Residential NAC B - 66 dB(A)	***YES***	3	---	No (Not Feasible - An Effective Noise Barrier Would Block the Driveway Used to Access the Property)	---
Noise Study Area 45	South Miami Lutheran Church & School - East of SR 826 and South of 72nd Street	Place of Worship Interior NAC D - 51 dB(A)	NO	---	---	---	---
	South Miami Lutheran Church & School - East of SR 826 and South of 72nd Street	Recreational NAC C - 66 dB(A	NO	---	---	---	---
Noise Study Segment Number 4 (SW 72nd Street/Sunset Drive to SW 56th Street/Miller Road)							
Noise Study Area 46	Residential Subdivision 1 - East of SR 826 and North of SW 72nd Street	Residential NAC B - 66 dB(A)	***YES***	35	---	Yes	S4-1E / Section 4.4.1
Noise Study Area 47	Sudlow Park Subdivision - East of SR 826 and North of SW 72nd Street	Residential NAC B - 66 dB(A)	***YES***	1	---	No (Not Acoustically Feasible - Isolated Residence)	---
Noise Study Area 48	Sudlow Park - East of SR 826 and North of SW 72nd Street	Recreational NAC C - 66 dB(A	***YES***	---	1	No (Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access; Insufficient Right of Way to Construct Noise Barrier at this Location)	---
Noise Study Area 49	Sudlow Park Subdivision - East of SR 826 and North of SW 72nd Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 50	Sudlow Park Subdivision - East of SR 826 and North of SW 72nd Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 51	Palm Miami - East of SR 826 and North of SW 72nd Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 52	Green Tree Estates - West of SR 826 and North of SW 72nd Street	Residential NAC B - 66 dB(A)	***YES***	9	---	Yes	S4-1W / Section 4.4.2
Noise Study Area 53	Miami Memorial Park Cemetery - West of SR 826 and South of SW 56th Street	Cemetery Exterior NAC C - 66 dB(A)	***YES***	---	1	Yes	S4-2W / Section 4.4.3
Noise Study Area 54	Southeast Pastoral Institute - West of SR 826 and South of SW 56th Street	Recreational NAC C - 66 dB(A	NO	---	---	---	---
	Southeast Pastoral Institute - West of SR 826 and South of SW 56th Street	Institutional Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 55	Catalina Pines - East of SR 874 and South of SW 56th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 56	My First Place Preschool - East of SR 874 and South of SW 56th Street	Recreational NAC C - 66 dB(A	***YES***	---	1	No (Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access)	---
	Alpha & Omega Church - East of SR 874 and South of SW 56th Street	Place of Worship Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Segment Number 5 (SW 56th Street/Miller Road to SW 40th Street/Bird Road)							
Noise Study Area 57 (Residential)	Lakeview Gardens - East of SR 874 and North of SW 56th Street	Residential NAC B - 66 dB(A)	***YES***	16	---	Yes	S5-1E / Section 4.5.1
	Lakewood Villas Condominiums - East of SR 874 and North of SW 56th Street	Residential NAC B - 66 dB(A)	***YES***	7	---	No (Not Feasible - An Effective Noise Barrier Would Block the Driveway Used to Access the Property)	---
	Miller Lake Condominiums - East of SR 874 and North of SW 56th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 57 (Special Land Use)	Lakeview Gardens - East of SR 874 and North of SW 56th Street	Recreational NAC C - 66 dB(A	NO	---	---	---	---
	Lakewood Villas Condominiums - East of SR 874 and North of SW 56th Street	Recreational NAC C - 66 dB(A	NO	---	---	---	---
Noise Study Area 58	The Learning Experience Academy - East of SR 874 and South of SW 56th Street	Recreational NAC C - 66 dB(A	NO	---	---	---	---
	The Learning Experience Academy - East of SR 874 and South of SW 56th Street	Institutional Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 59	Grady Crawford Subdivision - East of SR 826 between and South of SW 56th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
	Sunkist Estates South - East of SR 874 and South of SW 56th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 64	Tropical Park - West of SR 826 and South of SW 40th Street	Recreational NAC C - 66 dB(A	***YES***	---	1	Yes	S5-1W / Section 4.5.2
Noise Study Area 65	Blue Lake Subdivision - East of SR 826 and South of SW 56th Street	Residential NAC B - 66 dB(A)	***YES***	11	---	No (Not Feasible - An Effective Noise Barrier Would Block the Driveway Used to Access the Property)	---
Noise Study Area 66	Carole Helms Manor - East of SR 826 and South of SW 56th Street	Residential NAC B - 66 dB(A)	***YES***	1	---	No (Not Acoustically Feasible - Isolated Residence)	---
Noise Study Area 67	Marina Lakes - East of SR 874 and North of SW 56th Street	Residential NAC B - 66 dB(A)	***YES***	17	---	No (Not Feasible - An Effective Noise Barrier Would Block the Driveway Used to Access the Property)	---
Noise Study Area 68	Bridgepoint - East of SR 874 and North of SW 56th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---

Table 3.3 - Summary of Traffic Noise Impacts by Noise Study Area (Sheet 3 of 4)

Noise Study Area Number	Representative Noise Receptor Site Designation	Noise Abatement Activity Category - Criteria	Impacted by Traffic Noise?	Number of Residential Sites Impacted	Number of Special Land Uses Impacted?	Noise Barriers Potentially Feasible?	Common Noise Environment (CNE) ID / Noise Barrier Analysis Section
Noise Study Segment Number 6 (SW 40th Street/Bird Road to SW 24th Street/Coral Way)							
Noise Study Area 69	Humble Mini Park - East of SR 826 and North of SW 40th Street	Recreational NAC C - 66 dB(A	*YES*	---	1	Insufficient Right of Way Along Bird Road to Construct Noise Barrier at this Location	---
Noise Study Area 70	Central Miami - East of SR 826 and South of SW 76th Avenue	Residential NAC B - 66 dB(A)	*YES*	49	---	Yes	S6-1E / Section 4.6.1
Noise Study Area 71	Westchester General Hospital - East of SR 826 and South of SW 24th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 72 (Residential)	Baker Manor, Sunrise Manor, and Coral Way - West of SR 826 and North of SW 40th Street	Residential NAC B - 66 dB(A)	*YES*	35	---	Yes	S6-1W / Section 4.6.2
Noise Study Area 72 (Special Land Use)	Preferred Care Partners Medical Group - West of SR 826 and South of SW 24th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
	Vicky's Bakery - West of SR 826 and South of SW 24th Street	Sensitive Commercial NAC E - 71 dB(A)	*YES*	---	1	No (Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access	---
Noise Study Segment Number 7 (SW 24th Street/Coral Way to SW 8th Street)							
Noise Study Area 73	West Miami Middle School - East of SR 826 and North of SW 24th Street	Recreational NAC C - 66 dB(A	NO	---	---	---	---
Noise Study Area 74	Hardwood Village and Miami Gateway - East of SR 826 and North of SW 24th Street	Residential NAC B - 66 dB(A)	*YES*	59	---	Yes	S7-1E / Section 4.7.1
Noise Study Area 75	Tamiami Baptist Church - East of SR 826 and South of SW 8th Street	Recreational NAC C - 66 dB(A)	NO	---	---	---	---
	Apple Learning Center - East of SR 826 and South of SW 8th Street	Recreational NAC C - 66 dB(A)	*YES*	---	1	No (Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access)	---
	Flagami Elementary School - East of SR 826 and South of SW 8th Street	Recreational NAC C - 66 dB(A)	NO	---	---	---	---
	Miami Medical Center - East of SR 826 and South of SW 8th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 76 (Residential)	Coral Way Plaza and Miracle Manor - West of SR 826 and North of SW 24th Street	Residential NAC B - 66 dB(A)	*YES*	24	---	Yes	S7-1W / Section 4.7.2
Noise Study Area 76 (Special Land Use)	Palmetto Office Park - West of SR 826 and North of SW 24th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
	Arrowhead Kindergarten - West of SR 826 and South of SW 8th Street	Recreational NAC C - 66 dB(A)	NO	---	---	---	---
Noise Study Area 77	Sunset Heights - East of SR 826 and South of SW 8th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 78	Sunset Heights - East of SR 826 and South of SW 8th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 79	Mojitos - West of SR 826 and South of SW 8th Street	Sensitive Commercial NAC E - 71 dB(A)	*YES*	---	1	No (Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access; Insufficient Right of Way to Construct Noise Barrier at this Location)	---
	Wellmax Medical Center - West of SR 826 and South of SW 8th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 80	Oasis Medical Center - West of SR 826 and South of SW 8th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
	Medicus Health Group - West of SR 826 and South of SW 8th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
	New Horizon Preschool - West of SR 826 and South of SW 8th Street	Recreational NAC C - 66 dB(A)	NO	---	---	---	---
	New Horizon Preschool - West of SR 826 and South of SW 8th Street	Institutional Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 81	Ana Vivian Subdivision - West of SR 826 and South of SW 8th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
	Glademoor - West of SR 826 and South of SW 8th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 82	Becerra's Family Dentistry - West of SR 826 and South of SW 8th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
	Juventus Cosmetic Surgery - West of SR 826 and South of SW 8th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Segment Number 8 (SW 8th Street to West Flagler Street)							
Noise Study Area 83	Vision World - East of SR 826 and North of SW 8th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 84	Flagami East Segment A1 - East of SR 826 and North of SW 8th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 85	Flagami East Segment A1 - East of SR 826 and North of SW 8th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 86	Ceviche 7 Mares - East of SR 826 and North of SW 8th Street	Sensitive Commercial NAC E - 71 dB(A)	NO	---	---	---	---
Noise Study Area 87	Sonia's Seafood - East of SR 826 and North of SW 8th Street	Sensitive Commercial NAC E - 71 dB(A)	NO	---	---	---	---
Noise Study Area 88 (Residential)	Flagami East Segment A2 - East of SR 826 and North of SW 8th Street	Residential NAC B - 66 dB(A)	*YES*	36	---	Yes	S8-1E / Section 4.8.1
Noise Study Area 88 (Special Land Use)	Family Practice and Gastroentology - East of SR 826 and South of Flagler Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 89	Evolutionary Dentistry - East of SR 826 and South of Flagler Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 90	Flagami West - West of SR 826 and North of SW 8th Street	Residential NAC B - 66 dB(A)	*YES*	25	---	Yes	S8-1SW / Section 4.8.2
Noise Study Area 91	Flagami West Segment A2 - West of SR 826 and North of SW 8th Street	Residential NAC B - 66 dB(A)	*YES*	12	---	Yes	S8-2W / Section 4.8.3
Noise Study Area 92	Flagami West Segment A1 - West of SR 826 and North of SW 8th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 93	Seminole Elementary School - West of SR 826 and South of Flagler Street	Recreational NAC C - 66 dB(A)	*YES*	---	1	No (Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access; Insufficient Right of Way to Construct Noise Barrier at this Location)	---
Noise Study Area 94	Taveras Dentistry - West of SR 826 and South of Flagler Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 95	Flagami West Segment B - West of SR 826 and South of Flagler Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 96	Flagami West Segment B - West of SR 826 and South of Flagler Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 97	G&G Medical Center - West of SR 826 and South of Flagler Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---

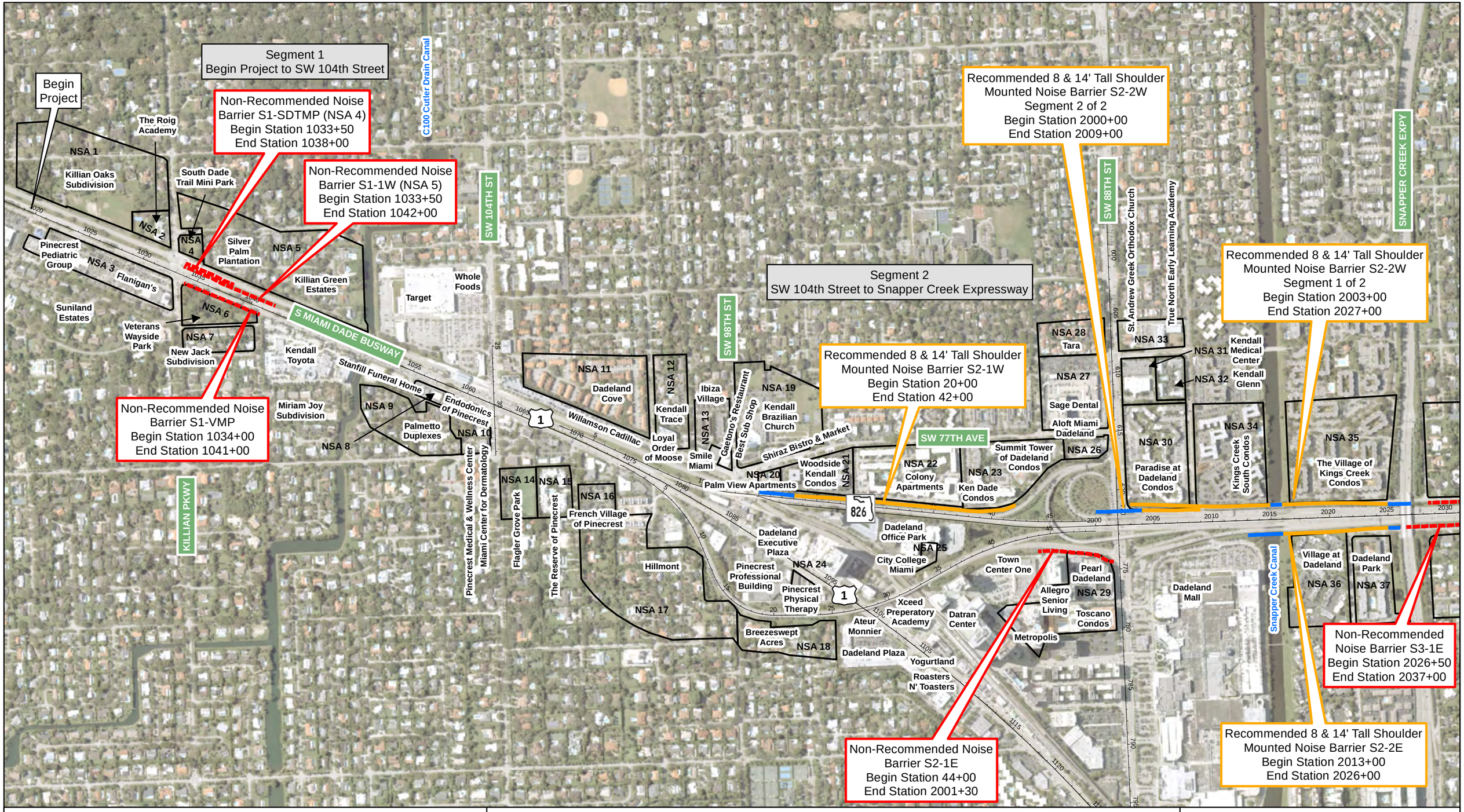
Table 3.3 - Summary of Traffic Noise Impacts by Noise Study Area (Sheet 4 of 4)

Noise Study Area Number	Representative Noise Receptor Site Designation	Noise Abatement Activity Category - Criteria	Impacted by Traffic Noise?	Number of Residential Sites Impacted	Number of Special Land Uses Impacted?	Noise Barriers Potentially Feasible?	Common Noise Environment (CNE) ID / Noise Barrier Analysis Section
Noise Study Segment Number 9 (Flagler Street to NW 25th Street)							
Noise Study Area 98	Leon Medical Centers Flagler - West of SR 826 and North of Flagler Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
	Interamerican Community Church - West of SR 826 and North of Flagler Street	Place of Worship Interior NAC D - 51 dB(A)	NO	---	---	---	---
Noise Study Area 99	Winona Park - East of SR 826 and North of Flagler Street	Residential NAC B - 66 dB(A)	***YES***	7	---	Yes	S9-1E / Section 4.9.1
Noise Study Area 100 (Residential)	Royal Palms Apartments - West of SR 826 and North of NW 7th Street	Residential NAC B - 66 dB(A)	***YES***	100	---	Yes	S9-1W / Section 4.9.2
Noise Study Area 100 (Special Land Use)	Royal Palms Apartments - West of SR 826 and North of NW 7th Street	Recreational NAC C - 66 dB(A)	NO	---	---	---	---
Noise Study Area 101 (Special Land Use)	Extended Stay America's Pool Area - West of SR 826 and South of NW 25th Street	Sensitive Commercial NAC E - 71 dB(A)	NO	---	---	---	---
Noise Study Area 102 (Special Land Use)	Days Inn's Pool Area - East of SR 826 and North of SR 836	Sensitive Commercial NAC E - 71 dB(A)	***YES***	---	1	No (Not Feasible due to Constuctability Issues and Additional Costs)	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				818	---	---	---
Total Number of Non-Residential / Special Land Use Sites Equal to or Greater than the Noise Abatement Criteria (NAC)				---	13	---	---

4.0 Noise Abatement Analysis

The FDOT noise policy requires that the reasonableness and feasibility of noise abatement be considered when the FHWA NAC is approached, met, or exceeded at a noise sensitive site. The most common and effective noise abatement measure for projects such as this is the construction of noise barriers. Contiguous NSAs were grouped together into common noise environments (CNEs) to facilitate the evaluation of noise barriers at the impacted receptor sites along the project corridor that were described ***Section 3.2*** and in ***Appendix D***. A CNE represents a group of impacted receptor sites of the same Activity Category that are exposed to similar noise sources and levels, traffic volumes, traffic mix, speeds, and topographic features, that would benefit from the same noise barrier or noise barrier system (i.e., overlapping/continuous noise barriers).

Generally, CNEs occur between two secondary noise sources, such as interchanges, intersections, and/or cross-roads, or where defined by ground features such as canals or rivers. In addition, the primary method for determining the reasonable cost of a noise barrier involves a review of the cost per benefited receptor site for the construction of a noise barrier benefiting a single location or CNE (e.g., a subdivision or contiguous impact area). As presented ***Appendix D*** in ***Table 3.3.1***, 24 separate CNEs were used to assess noise barriers for the noise sensitive sites that approach, meet, or exceed the NAC. Each CNE was given a unique designation (e.g., S1-1W), which corresponds to the noise study segment and side of the road in which they are located. The analysis of noise barriers and recommendations are summarized by each of the nine noise study segments and by CNE in ***Section 4.1*** through ***Section 4.9***. Due to the number of *Noise Barrier Analysis Summary Tables* (i.e., 4.1.1 through 4.9.2), these have been included in ***Appendix E***. The locations and limits of the noise barriers (both recommended and not recommended) are depicted on ***Figure 4.1.***



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: January 2026

Recommended Noise Barrier

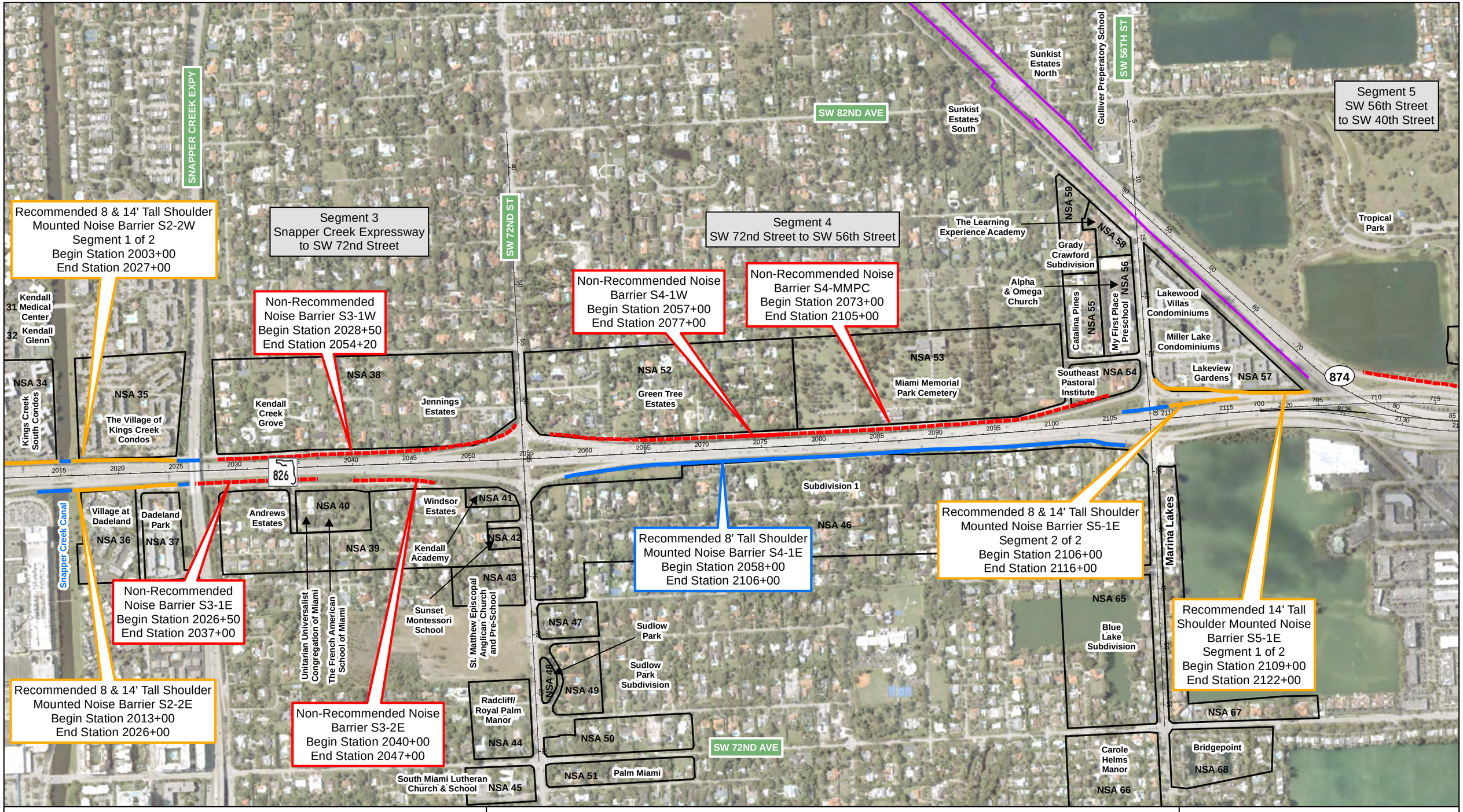
Height

- 8-Foot Tall
- 14-Foot Tall

- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Noise Sensitive Areas

0 300 600 1,200 Feet

Figure 4.1
Noise Barrier Recommendation Map
Sheet 1 of 5



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: January 2026

Recommended Noise Barrier Height

- 8-Foot Tall
- 14-Foot Tall

- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Noise Sensitive Areas

0 300 600 1,200 Feet

Figure 4.1
Noise Barrier Recommendation Map
Sheet 2 of 5

Segment 5
SW 56th Street
to SW 40th Street

Segment 6
SW 40th Street to SW 24th Street

Segment 7
SW 24th Street to SW 8th Street

Non-Recommended Noise Barrier S5-1W
Segment 1 of 2
Begin Station 50+00
End Station 90+00

Non-Recommended Noise Barrier S5-1W
Segment 2 of 2
Begin Station 90+00
End Station 113+00

Recommended 14' Tall Shoulder Mounted Noise Barrier S6-1W
Begin Station 127+00
End Station 167+00
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder Mounted Noise Barrier S7-1W
Begin Station 173+00
End Station 198+00
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder Mounted Noise Barrier S6-1E
Segment 1 of 2
Begin Station 116+00
End Station 139+00
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder Mounted Noise Barrier S6-1E
Segment 2 of 2
Begin Station 149+00
End Station 168+00
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder Mounted Noise Barrier S7-1E
Begin Station 172+00
End Station 217+50
(Replacement Noise Barrier)

Coral Way Village
East Coast Medical Rehab Center
Miracle Manor West
SW 82ND AVE
Coral Way Homesites
Suarez Optical
Perez Dental
Coral Way Acres
Tropical Park
The Montessori Garden
Vicky's Bakery
Preferred Care Partners Medical Group
Palmetto Office Park
Coral Way Plaza
NSA 76
NSA 64
Tropical Park
Cayo Esquivel Seafood
Tropical Manor Condominiums
Target
Baker Manor
NSA 72
Sunrise Manor
Coral Way
874
826
NSA 70
Central Miami
West Miami Middle School
NSA 73
Hardwood Village
NSA 74
Westchester General Hospital
NSA 71
West Gables Health Care Center
Prima Industrial Park
Humble Mini Park
Lucila Bakery
NSA 69
SW 40TH ST
SW 24TH ST

SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: January 2026

Recommended Noise Barrier Height
- 8-Foot Tall
- 14-Foot Tall

- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Noise Sensitive Areas

0 300 600 1,200 Feet

Figure 4.1
Noise Barrier
Recommendation Map
Sheet 3 of 5



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

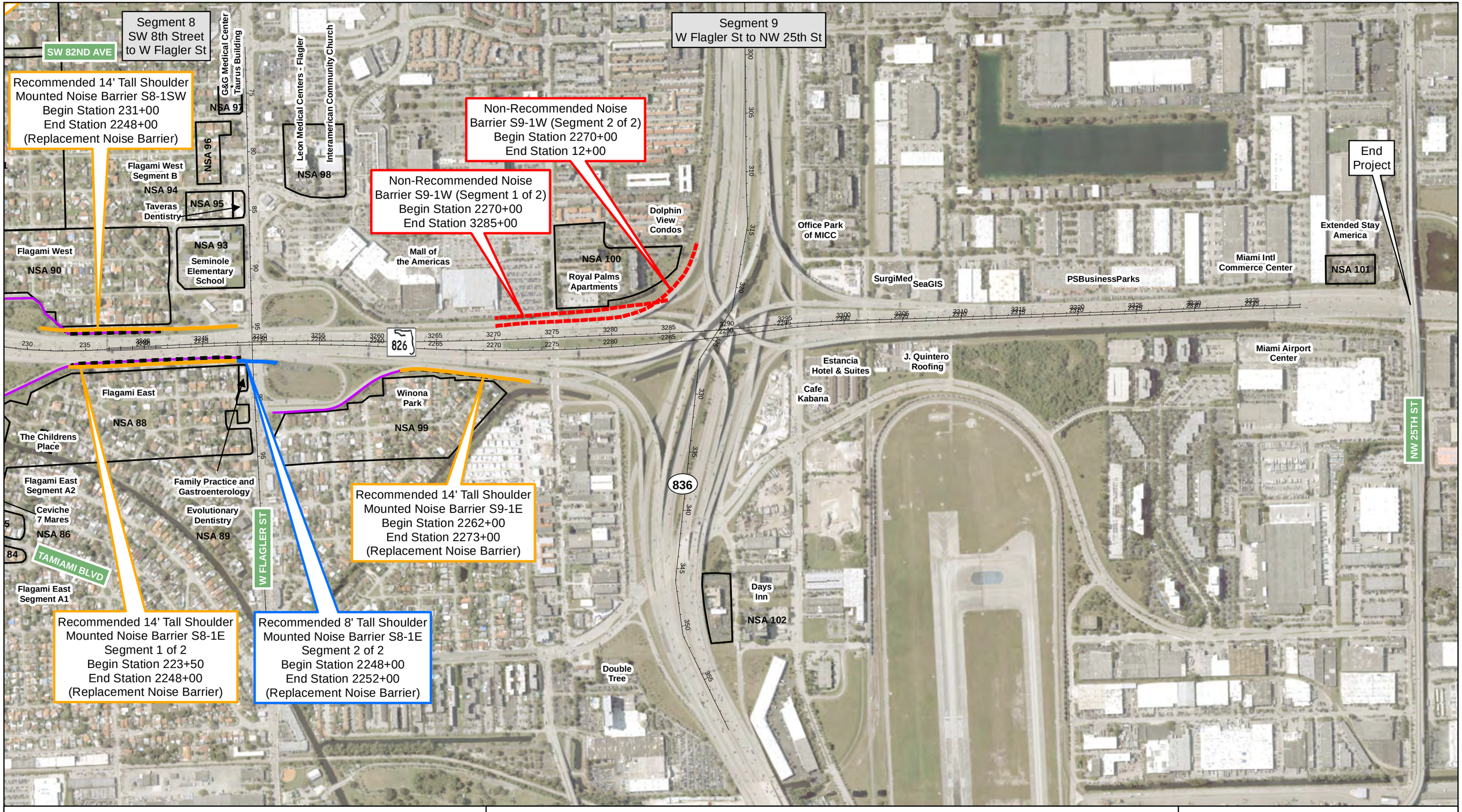
Date: January 2026

Recommended Noise Barrier Height

- 8-Foot Tall
- 14-Foot Tall
- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Noise Sensitive Areas

0 300 600 1,200 Feet

Figure 4.1
Noise Barrier
Recommendation Map
Sheet 4 of 5



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: January 2026

Recommended Noise Barrier

Height

- 8-Foot Tall
- 14-Foot Tall

- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Noise Sensitive Areas

0 300 600 1,200 Feet

Figure 4.1
Noise Barrier
Recommendation Map
Sheet 5 of 5

4.1 SR 826 from North of SW 116th Street to SW 104th Street (Segment 1)

Segment 1 extends along US 1 from SW 116th Street to SW 104th Street and includes the NSAs located on the north side of SW 116th Street and on the south side of SW 104th Street (see ***Figure 4.1***, ***Sheet 1***). The 10 NSAs within Segment 1 (NSA 1 through 10) were evaluated for traffic noise impacts. Two of the NSAs (i.e., 5 and 7) have residential sites predicted to be impacted by design year (2055) traffic noise levels (see ***Appendix D, Table 3.2.1)***. The evaluation of a noise barrier for NSA 5 is presented in ***Section 4.1.1***. Noise barriers were not evaluated for NSA 7 because they are not considered feasible where the noise barrier would block access to the residential driveways. Two of the non-residential NSAs (i.e., 4 and 6) representing South Dade Trail Mini Park and Veterans Wayside Park are also predicted to be impacted. The consideration of noise abatement measures at these parks are presented in ***Section 4.1.2*** and ***4.1.3*** respectively. Since the noise receptor sites associated with the six other NSAs in Segment 1 (i.e.,1, 2, 3, 8, 9, and 10) were not predicted to be impacted, noise barriers were not considered or evaluated as an abatement option at these locations.

4.1.1 Common Noise Environment S1-1W (NSA 5)

Common Noise Environment S1-1W encompasses the impacted single and multi-family residences within the Silver Palm Plantation and Killian Green Estates communities located on the west side of US 1 between SW 116th Street and SW 104th Street (see ***Figure 4.1***, ***Sheet 1***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 3 residences within this area; therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.1.1***. Five conceptual noise barrier designs were evaluated to reduce traffic noise levels at the 3 impacted residences.

Of the conceptual noise barrier designs evaluated, GM-CD3 (CNE S1-1W) represents the optimal conceptual noise barrier design, at a total cost of $459,000, or $41,727 per benefited receptor. Each of the five conceptual noise barrier designs evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. Three of the five conceptual noise barrier

designs meet the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site. However, a noise barrier is not recommended for further consideration at this location. Overhead utilities and drainage facilities currently exist alo this portion of the project and the costs associated with the relocation and modification of these would need to be incorporated into the cost reasonableness factor. This additional cost would result in an exceedance of the reasonableness cost criteria. Therefore, noise barriers are not recommended for further consideration at this location.

4.1.2 Common Noise Environment S1-SDTMP (NSA 4)

Common Noise Environment S1-SDTMP encompasses the exterior areas associated with the South Dade Trail Mini Park located on the west side of US 1 between SW 116th Street and SW 104th Street (see ***Figure 4.1***, ***Sheet 1***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at two receptors modeled at the park, therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.1.2.1***. Three ground mounted noise barrier concepts were evaluated to reduce traffic noise levels at this special land use. However, none of the four conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. The maximum reduction of 5.0 dB(A) is associated with Conceptual Noise Barrier Design SDTMP-CD2 (CNE S1-SDTMP). Based on the noise barrier analysis performed, noise barriers are not considered feasible at this location since they do not meet FDOT's required noise abatement design goal. Therefore, noise barriers are not recommended for further consideration at this location.

4.1.3 Common Noise Environment S1-VMP (NSA 6)

Common Noise Environment S1-VMP encompasses the exterior areas associated with the Veterans Wayside Park located on the east side of US 1 between SW 116th Street and SW 104th Street (see ***Figure 4.1***, ***Sheet 1***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at six receptors modeled at the park, therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis

for this area are summarized in ***Appendix E, Table 4.1.3.1***. Three ground mounted noise barrier concepts were evaluated to reduce traffic noise levels at this special land use. All three noise barrier concepts meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited site.

Of the three noise barrier concepts evaluated for this site, VWP-CD1 (CNE S1-VMP) is the lowest cost design. This design concept is an 18-foot-tall ground mounted noise barrier extending approximately 650 feet, from Station 1034+00 to Station 1040+50. This noise barrier would benefit 70 percent of the impacted area, providing an average noise reduction of 8.5 dB(A) and a maximum noise reduction of 14.6 dB(A). The estimated construction cost of this conceptual noise barrier design is $351,000.

The FDOT's special land use methodology was used to determine if the cost of conceptual noise barrier design VWP-CD1 (CNE S1-VMP) would be reasonable, based on the level of activity expected at this facility. The required daily usage rate (i.e., person-hours per day) for this conceptual noise barrier design is 493 persons per day, each spending a minimum of one hour at this park (see ***Appendix E, Table 4.1.3.2***). Due to the type of facility and intermittent use, it is not reasonable to assume that this area would experience this level of use on a typical day. Based on the noise barrier analysis performed, noise barriers are not considered reasonable at this location since they do not meet FDOT's required cost criteria. Therefore, noise barriers are not recommended for further consideration at this location.

4.2 SW 104TH STREET TO SNAPPER CREEK EXPRESSWAY (SEGMENT 2)

Segment 2 extends along SR 826 from SW 104th Street to the Snapper Creek Expressway and includes the NSAs located on the north side of SW 104th Street and on the south side of the Snapper Creek Expressway (see ***Figure 4.1***, ***Sheet 1***). The 27 noise study areas within Segment 2 (NSA 11 through 37) were evaluated for traffic noise impacts. Ten of the NSAs (i.e., 21, 22, 23, 28, 29, 30, 34, 35, 36, and 37) have residential sites predicted to be impacted by design year (2055) traffic noise levels (see ***Appendix D, Table 3.2.1***). The evaluation of noise barriers for NSA 29 is presented in ***Section 4.2.1*** and the evaluation of noise barriers for NSAs 21, 22, and 23 is presented in ***Section 4.2.2***. The evaluation of noise barriers for NSA 36 and 37 is presented in ***Section 4.2.3*** and the evaluation of noise barriers for NSAs 30, 34, and 35 is presented in ***Section 4.2.4.*** Noise barriers were not evaluated for NSA 28 as noise abatement measures for this residential NSA were determined not

to be feasible. For this NSA there is insufficient right of way for the noise barrier to be constructed without acquiring additional right of way. One of the non-residential NSAs (i.e., 26) representing a pool area at Aloft Miami Dade is also predicted to be impacted. Noise abatement measures for this pool were determined not to be feasible as there are existing adjacent cross streets that would limit the ability to construct an effective noise barrier without blocking access. Since the noise receptor sites associated with the 16 other NSAs in Segment 2 (i.e., 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 24, 25, 27, 31, 32, and 33) were not predicted to be impacted, noise barriers were not considered or evaluated as an abatement option at these locations.

4.2.1 Common Noise Environment S2-1E (NSA 29)

Common Noise Environment S2-1E encompasses the impacted multi-family residences within the Pearl Dadeland and Toscano Condos communities located on the east side of SR 826 between SW 104th Street and the Snapper Creek Expressway (see ***Figure 4.1, Sheet 2***). The multi-story residential buildings (i.e., up to eight floors) associated with these communities have balconies facing towards SR 826 and Kendall Drive.

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 95 residences within this area; therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.2.1***. Four conceptual noise barrier designs were evaluated to reduce traffic noise levels at the 95 impacted residences. Three of the four of the conceptual noise barrier designs evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence.

Of the conceptual noise barrier designs evaluated, GM-CD2 (CNE S2-1E) represents the lowest cost conceptual noise barrier design, at a total cost of $356,400, or $71,280 per benefited receptor. This exceeds FDOT's reasonable cost criteria of equal to or less than $42,000 per benefited receptor site. The effectiveness of noise barriers at this location is reduced due to the height of the receptor sites (i.e., up to 75 feet) relative to SR 826 travel lanes. Based on the noise barrier analysis performed, noise barriers are not considered feasible at this location since they do not meet FDOT's required reasonable cost criteria.

Therefore, noise barriers are not recommended for further consideration at this location.

4.2.2 Common Noise Environment S2-1W (NSA 21, 22, and 23)

Common Noise Environment S2-1W encompasses the impacted single and multi-family residences within the Woodside Kendall Condos, Colony Apartments, Ken Dade Condos, and Summit Tower of Dadeland communities located west of SR 826 and north of SW 104th Street (see ***Figure 4.1, Sheet 1***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 44 residences within this area; therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.2.2***. Two conceptual shoulder mounted noise barrier designs were evaluated to reduce traffic noise levels at the 44 impacted residences.

Of the conceptual noise barrier designs evaluated, SM-CD2 (CNE S2-1W) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community. This conceptual noise barrier design meets the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. The recommended noise barrier would benefit 121 residences, including 39 of the 44 impacted residences, and would provide an average noise reduction of 8.0 dB(A) at benefited receptor sites with a maximum noise reduction of 11.4 dB(A). The estimated construction cost of this conceptual noise barrier design is $870,000 or $7,190 per benefited residence. Therefore, Conceptual Noise Barrier Design SM-CD2 (CNE S2-1W) meets the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site.

Conceptual Noise Barrier Design SM-CD2 (CNE S2-1W) represents a combination of an 8-foot and 14-foot-tall shoulder mounted barrier starting at Station 20+00 and continues to Station 42+00 for a length of 2,200 feet. An 8-foot-tall shoulder mounted noise barrier is the maximum allowable noise barrier height on bridges.

Conceptual Noise Barrier Design SM-CD2 (CNE S2-1W) is recommended for further consideration and public input during the project's design phase. This conceptual noise barrier design satisfies the reasonableness and feasibility factors considered in the evaluation of noise abatement measures including safety and

constructability during a PD&E Study. The final decisions on noise barrier dimensions are made during the project's design phase. During the design phase, an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot-tall shoulder mounted noise barriers recommended for construction on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

4.2.3 Common Noise Environment S2-2E (NSA 36 and 37)

Common Noise Environment S2-2E encompasses the impacted single and multi-family residences within the Village at Dadeland and Dadeland Park communities located east of SR 826 and south of the Snapper Creek Expressway (see ***Figure 4.1***, ***Sheet 1***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 41 residences within this area; therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.2.3***. Two conceptual shoulder mounted noise barrier designs were evaluated to reduce traffic noise levels at the 41 impacted residences.

Of the conceptual noise barrier designs evaluated, SM-CD2 (CNE S2-2E) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community. The recommended noise barrier would benefit 52 residences, including all 41 of the impacted residences, and would provide an average noise reduction of 8.9 dB(A) at benefited receptor sites with a maximum noise reduction of 11.8 dB(A). The estimated construction cost of this conceptual noise barrier design is $426,000 or $8,192 per benefited residence. Therefore, Conceptual Noise Barrier Design SM-CD2 (CNE S2-2E) meets the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site.

Conceptual Noise Barrier Design SM-CD2 (CNE S2-2E) represents a combination of an 8-foot and 14-foot-tall shoulder mounted barrier starting at Station 2013+00 and continues to Station 2026+00 for a length of 1,100 feet. An 8-foot-tall shoulder mounted noise barrier is the maximum allowable noise barrier height on bridges.

Conceptual Noise Barrier Design SM-CD2 (CNE/Noise Barrier S2-2E) is recommended for further consideration and public input during the project's design phase. This conceptual noise barrier design satisfies the reasonableness and feasibility factors considered in the evaluation of noise abatement measures including safety and constructability during a PD&E Study. The final decisions on noise barrier dimensions are made during the project's design phase. During the design phase an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot-tall shoulder mounted noise barriers recommended for construction on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

4.2.4 Common Noise Environment S2-2W (NSA 30, 34 and 35)

Common Noise Environment S2-2W encompasses the impacted single and multi-family residences within the Paradise at Dadeland Condos, Kings Creek South Condos and The Village at the Kings Creek Condos located west of SR 826 and south of the Snapper Creek Expressway (see ***Figure 4.1, Sheet 1***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 165 residences within this area; therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.2.4***. Two conceptual shoulder mounted noise barrier designs were evaluated to reduce traffic noise levels at the 165 impacted residences.

Of the conceptual noise barrier designs evaluated, SM-CD2 (CNE S2-2W) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community. The recommended noise barrier would benefit 138 residences, including 83 of the 165 impacted residences, and would provide an average noise reduction of 6.9 dB(A) at benefited receptor sites with a maximum noise reduction of 9.8 dB(A). The estimated construction cost of this conceptual noise barrier design is $1,236,000 or $8,957 per benefited residence. Therefore, Conceptual Noise Barrier Design SM-CD2 (CNE S2-2W) meets the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site.

Conceptual Noise Barrier Design SM-CD2 (CNE S2-2W) represents a combination of two shoulder mounted noise barriers. Noise Barrier 1 would be a combination of an 8-foot tall and 14-foot-tall shoulder mounted noise starting at Station 2003+00 and continue to Station 2027+00 for a length of 2,400 feet. Noise Barrier 2 would be a combination of an 8-foot and 14-foot-tall shoulder mounted barrier starting at Station 2000+00 and continue to Station 2008+00 for a length of 800 feet. The total length of both barriers is 3,200 feet. An 8-foot-tall noise barrier is the maximum allowable noise barrier height on bridges.

Conceptual Noise Barrier Design SM-CD2 (CNE S2-2W) is recommended for further consideration and public input during the project's design phase. This conceptual noise barrier design satisfies the reasonableness and feasibility factors considered in the evaluation of noise abatement measures including safety and constructability during a PD&E Study. The final decisions on noise barrier dimensions are made during the project's design phase. During the design phase an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot-tall shoulder mounted noise barrier recommended for construction on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

4.3 SNAPPER CREEK EXPRESSWAY TO SW 72ND STREET (SEGMENT 3)

Segment 3 extends along SR 826 from the Snapper Creek Expressway to SW 72nd Street and includes the noise sensitive areas located on the north side of the Snapper Creek Expressway and on the south side of SW 72nd Street (see ***Figure 4.1***, ***Sheet 2***). The eight NSAs within Segment 3 (NSA 38 through 45) were evaluated for traffic noise impacts. Three of the NSAs (i.e., 38, 39, and 44) have residential sites predicted to be impacted by design year (2055) traffic noise levels (see ***Appendix D)***. Noise barriers were not evaluated for NSA 44 since noise barriers are not considered feasible where the noise barrier would block access to the residential driveways. The evaluation of a noise barrier for NSAs 38 and 39 are presented in ***Sections 4.3.1*** through ***4.3.3***, respectively. Since the noise receptor sites associated with the 5 other NSAs in Segment 3 (i.e.,40, 41, 42, 43, and 45) were not predicted to be impacted, noise barriers were not considered or evaluated as an abatement option at these locations.

4.3.1 Common Noise Environment S3-1E (NSA 39)

Common Noise Environment S3-1E encompasses the impacted single and multi-family residences within the Andrews Estates community located on the east side of SR 826 between the Snapper Creek Expressway and SW 72nd Street (see ***Figure 4.1***, ***Sheet 2***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 3 residences within this area; therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.3.1***. Seven conceptual noise barrier designs were evaluated to reduce traffic noise levels at the 3 impacted residences.

Of the conceptual noise barrier designs evaluated, GM-CD2 (CNE S3-1E) represents the lowest cost conceptual noise barrier design, at a total cost of $307,200, or $102,400 per benefited receptor. This exceeds FDOT's reasonable cost criteria of equal to or less than $42,000 per benefited receptor site. The effectiveness of noise barriers at this location is reduced due to lower density of impacted residences within this area. Based on the noise barrier analysis performed, noise barriers are not considered feasible at this location since they do not meet FDOT's required reasonable cost criteria. Therefore, noise barriers are not recommended for further consideration at this location.

4.3.2 Common Noise Environment S3-2E (NSA 39)

Common Noise Environment S3-2E encompasses the impacted single and multi-family residences within the Windsor Estates community located on the east side of SR 826 between Snapper Creek Expressway and SW 72nd Street (see ***Figure 4.1***, ***Sheet 2***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at two residences within this area; therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.3.2***. Seven conceptual noise barrier designs were evaluated to reduce traffic noise levels at the two impacted residences.

Of the conceptual noise barrier designs evaluated, GM-CD1 (CNE S3-2E) represents the lowest cost conceptual noise barrier design, at a total cost of $210,000, or $105,000 per benefited receptor. This exceeds FDOT's reasonable cost criteria of equal to or less than $42,000 per benefited receptor site. The effectiveness of noise barriers at this location is reduced due to the lower density of impacted residences within this area. Based on the noise barrier analysis performed, noise barriers are not considered reasonable at this location since they do not meet FDOT's required reasonable cost criteria. Therefore, noise barriers are not recommended for further consideration at this location.

4.3.3 Common Noise Environment S3-1W (NSA 38)

Common Noise Environment S3-1W encompasses the impacted single and multi-family residences within the Kendall Creek Grove and Jennings Estates communities located on the west side of SR 826 between Snapper Creek Expressway and SW 72nd Street (see ***Figure 4.1***, ***Sheet 2***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 13 residences within this area; therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.3.3***. Seven conceptual noise barrier designs were evaluated to reduce traffic noise levels at the 13 impacted residences.

Of the conceptual noise barrier designs evaluated, SM-CD2 (CNE S3-1W) represents the lowest cost conceptual noise barrier design, at a total cost of $1,066,800, or $76,200 per benefited receptor. This exceeds FDOT's reasonable cost criteria of equal to or less than $42,000 per benefited receptor site. The effectiveness of noise barriers at this location is reduced due to lower density of impacted residences within this area. Based on the noise barrier analysis performed, noise barriers are not considered reasonable at this location since they do not meet FDOT's required reasonable cost criteria. Therefore, noise barriers are not recommended for further consideration at this location.

4.4 SW 72ND STREET TO SW 56TH STREET (SEGMENT 4)

Segment 4 extends along SR 826 from SW 72nd Street to SW 56th Street and includes the NSAs located on the north side of SW 72nd Street and on the south side of SW 56th Street (see ***Figure 4.1***, ***Sheet 2***). The 11 NSAs areas within Segment 4 (NSA 46 through 56) were evaluated for traffic noise impacts. Six of the NSAs (i.e., 46, 47, 48, 52, 53 and 56) have sites predicted to be impacted by design year (2055) traffic noise levels (see ***Appendix D)***. The evaluation of noise barriers at NSAs 46 and 52 are presented in ***Sections 4.4.1*** and ***4.4.2***, respectively. Noise barriers were not evaluated for NSA 47 since noise barriers are not considered acoustically feasible for isolated residential impacts. The construction of a noise barrier for NSA 48 (Sudlow Park) and NSA 56 (My First Preschool) was determined not to be feasible as there are existing adjacent cross streets that would limit the ability to construct an effective noise barrier without blocking access. In addition, there is insufficient right of way for the noise barrier to be constructed without acquiring additional right of way. One of the non-residential NSAs (i.e., 53) representing the Miami Memorial Park Cemetery is also predicted to be impacted. The consideration of noise abatement measures at this site is presented in ***Section 4.4.3***. Since the noise receptor sites associated with the five other NSAs in Segment 4 (i.e., 49, 50, 51, 54, and 55) were not predicted to be impacted, noise barriers were not considered at these locations.

4.4.1 COMMON NOISE ENVIRONMENT S4-1E (NSA 46)

Common Noise Environment S4-1E encompasses the impacted single and multi-family residences located on the east side of SR 826 between SW 72nd Street and SW 56th Street (see ***Figure 4.1***, ***Sheet 2***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 35 residences within this area; therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.4.1***. Eight conceptual noise barrier designs were evaluated to reduce traffic noise levels at the 35 impacted residences. Each of the conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence.

Of the conceptual noise barrier designs evaluated, SM-CD2 (CNE S4-1E) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community. The recommended noise barrier would benefit 33 residences, including 24 of the 35 impacted residences, and would provide an average noise reduction of 7.0 dB(A) at benefited receptor sites with a maximum reduction of 13.2 dB(A). The estimated construction cost of this conceptual noise barrier design is $1,349,490 or $40,894 per benefited residence. Therefore, Conceptual Noise Barrier Design SM-CD2 (CNE S4-1E) meets the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site.

Conceptual Noise Barrier Design SM-CD2 (CNE S4-1E) represents a shoulder mounted noise barrier. The noise barrier would be an 8- to 12-foot-tall shoulder mounted barrier starting at Station 2058+00 and continuing to Station 2106+00 for a length of 4,870 feet.

Conceptual Noise Barrier Design SM-CD2 (CNE S4-1E) is recommended for further consideration and public input during the project's design phase. This conceptual noise barrier design satisfies the reasonableness and feasibility factors considered in the evaluation of noise abatement measures including safety and constructability during a PD&E Study. The final decisions on noise barrier dimensions are made during the project's design phase. During the design phase an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined.

4.4.2 Common Noise Environment S4-1W (NSA 52)

Common Noise Environment S4-1W encompasses the impacted single and multi-family residences within the Green Tree Estates community located on the west side of SR 826 between SW 72nd Street and SW 56th Street (see ***Figure 4.1***, ***Sheet 2***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at nine residences within this area; therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.4.2***. Six conceptual noise barrier designs were evaluated to reduce traffic noise levels at the nine impacted residences.

Of the conceptual noise barrier designs evaluated, GM-CD2 (CNE S4-1W) represents the lowest cost conceptual noise barrier design, at a total cost of $1,242,000, or $112,909 per benefited receptor. This exceeds FDOT's reasonable cost criteria of equal to or less than $42,000 per benefited receptor site. The effectiveness of noise barriers at this location is reduced due to the lower density of impacted residences within this area. Based on the noise barrier analysis performed, noise barriers are not considered reasonable at this location since they do not meet FDOT's required reasonable cost criteria. Therefore, noise barriers are not recommended for further consideration at this location.

4.4.3 Common Noise Environment S4-2W (NSA 53)

Common Noise Environment S4-2W encompasses the exterior areas associated with the Miami Memorial Park Cemetery located on the west side of SR 826 between SW 72nd Street and SW 56th Street (see ***Figure 4.1***, ***Sheet 2***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at nine receptors modeled at the cemetery, therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.4.3.1***. Three ground mounted noise barrier concepts were evaluated to reduce traffic noise levels at this special land use. All three noise barrier concepts meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited site.

Of the three noise barrier concepts evaluated for this site, MMPC-CD1 (CNE S4-2W) is the lowest cost design. This design concept is an 18-foot-tall ground mounted noise barrier extending approximately 3,200 feet, from Station 2073+00 to Station 2105+00. This noise barrier would benefit 100 percent of the impacted area, providing an average noise reduction of 8.1 dB(A) and a maximum noise reduction of 12.7 dB(A). The estimated construction cost of this conceptual noise barrier design is $1,728,000.

The FDOT's special land use methodology was used to determine if the cost of conceptual noise barrier design MMPC-CD1 (CNE S4-2W) would be reasonable, based on the level of activity expected at this facility. The required daily usage rate (i.e., person-hours per day) for this conceptual noise barrier design is 2,429 persons per day, each spending a minimum of one hour at this cemetery (see ***Appendix E, Table 4.4.3.2***). Due to the type of facility and intermittent use, it is not

reasonable to assume that this area would experience this level of use on a typical day. Based on the noise barrier analysis performed, noise barriers are not considered reasonable at this location since they do not meet FDOT's required cost criteria. Therefore, noise barriers are not recommended for further consideration at this location.

4.5 SW 56TH STREET TO SW 40TH STREET/BIRD ROAD (SEGMENT 5)

Segment 5 extends along SR 826 from SW 56th Street to SW 40th Street and includes the NSAs located on the north side of SW 56th Street and south side of SW 40th Street (see ***Figure 4.1***, ***Sheets 2 and 3***). The eight NSAs in Segment 5 (NSA 57, 58, 59, and 64 through 68) were evaluated for traffic noise impacts. Four of the NSAs (i.e., 57, 65, 66, and 67) have residential sites predicted to be impacted by design year (2055) traffic noise levels (see ***Appendix D)***. The evaluation of noise barriers for the eastern portion of NSA 57 that represents 16 impacted multi-family residences associated with Lakeview Gardens is presented in ***Sections 4.5.1***. Noise barriers were not evaluated for the western portion of NSA 57 (i.e., Lakewood Villas), NSA 65, or NSA 67 since construction of noise barriers for these locations would block the driveway access to the impacted residences located north and south of Miller Road. In addition, there is insufficient right of way for the noise barrier to be constructed at these locations without acquiring additional right of way along Miller Road. Noise barriers were not evaluated for NSA 66 since noise barriers are not considered acoustically feasible for isolated residential impacts. One of the non-residential NSAs (i.e., 64) representing Tropical Park is also predicted to be impacted. The consideration of noise abatement measures at this site is presented in ***Section 4.5.2***. Since the noise receptor sites associated with the three other NSAs in Segment 5 (i.e., 58, 59, and 68) were not predicted to be impacted, noise barriers were not considered at these locations. It should be noted that due to changes of the western project limits along SR 874, NSA 60, 61, 62, and 63 representing residential areas west of SR 826 and north and south of Miller Road and along SR 874 were outside the project area and were not included in this noise study.

4.5.1 COMMON NOISE ENVIRONMENT S5-1E (NSA 57)

Common Noise Environment S5-1E encompasses the impacted multi-family residences within the Lakeview Gardens community located west of SR 826 and north of SW 56th Street and south of SR 874 (see ***Figure 4.1***, ***Sheet 2***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 16 residences within this area; therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.5.1***. Three conceptual shoulder mounted noise barrier designs were evaluated to reduce traffic noise levels at the 16 impacted residences. Two of the conceptual noise barrier designs (SM-CD2, and SM-CD3) meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence.

Of the conceptual noise barrier designs evaluated, SM-CD3 (CNE S5-1E) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community. The recommended noise barrier would benefit 50 residences, including 4 of the 16 impacted residences, and would provide an average noise reduction of 6.5 dB(A) at benefited receptor sites with a maximum reduction of 11.1 dB(A). The estimated construction cost of this conceptual noise barrier design is $894,000 or $16,556 per benefited residence. Therefore, Conceptual Noise Barrier Design SM-CD3 (CNE S5-1E) meets the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site.

Conceptual Noise Barrier Design SM-CD3 (CNE S5-1E) represents a combination of two shoulder mounted noise barriers. Noise Barrier 1 would be a 14-foot-tall shoulder mounted noise barrier starting at Station 2109+00 and continuing to Station 2122+00 for a length of 1,300 feet. Noise Barrier 2 would be a combination of an 8-foot and 14-foot-tall shoulder mounted barrier starting at Station 2106+00 and continuing to Station 2116+00 for a length of 1,000 feet. The total length of both barriers is 2,300 feet. An 8-foot-tall noise barrier is the maximum allowable noise barrier height on bridges.

Conceptual Noise Barrier Design SM-CD3 (CNE S5-1E) is recommended for further consideration and public input during the project's design phase. This conceptual noise barrier design satisfies the reasonableness and feasibility factors considered in the evaluation of noise abatement measures including safety and constructability during a PD&E Study. The final decisions on noise barrier dimensions are made during the project's design phase. During the design phase, an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive

sites is determined. Note that any of the 14-foot-tall shoulder mounted noise barriers recommended for construction on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

4.5.2 Common Noise Environment S5-1W (NSA 64)

Common Noise Environment S5-1W encompasses the exterior areas associated with Tropical Park located on the west side of SR 826 and SR 874, south of SW 40th Street (see ***Figure 4.1***, ***Sheets 2 and 3***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 14 receptors modeled at the park, therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.5.2.1***. Three conceptual noise barrier designs consisting of a combination of shoulder and ground mounted noise barriers were analyzed to reduce traffic noise levels at this special land use. All three noise barrier concepts meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited site.

Of the three noise barrier concepts evaluated for this site, TP-CD1 (CNE S5-1W) is the lowest cost design. This design concept is a combination of an 8-foot-tall shoulder mounted and an 18-foot-tall ground mounted noise barrier extending approximately 6,150 feet, from Station 50+00 to Station 113+00. This noise barrier would benefit 71 percent of the impacted area, providing an average noise reduction of 7.6 dB(A) and a maximum noise reduction of 11.1 dB(A). The estimated construction cost of this conceptual noise barrier design is $2,166,000.

The FDOT's special land use methodology was used to determine if the cost of conceptual noise barrier design TP-CD1 (CNE S5-1W) would be reasonable, based on the level of activity expected at this facility. The required daily usage rate (i.e., person-hours per day) for this conceptual noise barrier design is 3,045 persons per day, each spending a minimum of one hour at this park (see ***Appendix E, Table 4.5.2.2***). Due to the type of facility and intermittent use, it is not reasonable to assume that this area would experience this level of use on a typical day. Based on the noise barrier analysis performed, noise barriers are not considered feasible at this location since they do not meet FDOT's required noise abatement design

goal. Therefore, noise barriers are not recommended for further consideration at this location.

4.6 SW 40TH STREET/BIRD ROAD - SW 24TH STREET/CORAL WAY (SEGMENT 6)

Segment 6 extends along SR 826 from SW 40th Street to SW 24th Street and includes the NSAs located on the north side of SW 40th Street and on the south side of SW 24th Street (see ***Figure 4.1, Sheet 3***). The four NSAs within Segment 6 (NSA 69 through 72) were evaluated for traffic noise impacts. Two of the NSAs (i.e., 70 and 72) have residential sites predicted to be impacted by design year (2055) traffic noise levels (see ***Appendix D, Table 3.2.1***). The evaluation of a noise barrier at these NSAs is presented in ***Sections 4.6.1*** and ***4.6.2***, respectively. One of the NSAs (i.e., 69) representing the recreational areas associated with Humble Mini Park is also predicted to be impacted. Due to insufficient right of way, noise barriers were determined not to be feasible abatement measure at this location. Also, the outdoor eating area associated with Vicky's Bakery (i.e., NSA 72) is predicted to be impacted. Noise abatement measures at this location were determined not to be feasible as there are existing adjacent cross streets that would limit the ability to construct an effective noise barrier without blocking access. Since the noise receptor sites associated with the other NSA in Segment 6 (i.e., NSA 71) were not predicted to be impacted, noise barriers were not considered or evaluated as an abatement option at this location.

4.6.1 COMMON NOISE ENVIRONMENT S6-1E (NSA 70)

Common Noise Environment S6-1E encompasses the impacted single and multi-family residences within the Central Miami community, located on the east side of SR 826 between SW 40th Street and SW 24th Street (see ***Figure 4.1, Sheet 3***). The residences in this community are currently being benefited by an existing 8-foot to 12-foot-tall shoulder mounted noise barrier located along the east side of the SR 826 northbound from SW 40th Street to SW 24th Street (see ***Figure 4.1, Sheet 3***).

The southern and northern ends of the existing noise barrier will be physically impacted by the proposed mainline and ramp improvements. Without the southern and northern ends of the existing noise barrier, design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 49 residences within this area; therefore, replacement noise barriers for the north and south ends were evaluated. Approximately 1,000 feet of the existing noise barriers is to remain (i.e., Station 139+00 to 149+00).

The results of the noise barrier analysis for this area are summarized in ***Appendix E***, ***Table 4.6.1***. Two conceptual shoulder mounted noise barrier designs were evaluated as replacement noise barrier segments and to reduce traffic noise levels at the 49 impacted residences. Both of the conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. Ground mounted noise barriers were not considered feasible at this location due to insufficient available right of way. In addition, a ground mounted noise barrier would be less effective than a shoulder mounted noise barrier since the travel lanes in some areas are higher than the existing right of way line.

Of the conceptual noise barrier designs evaluated, SM-CD2 (CNE S6-1E) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community. Since this is a replacement noise barrier, the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site is not applicable.

Conceptual Noise Barrier Design SM-CD2 (CNE S6-1E) represents two shoulder mounted noise barrier segments. The southern and northern replacement noise barrier segments would be 14 feet tall. The southern replacement noise barrier would start at Station 116+00 and continue to Station 139+00 for a length of 2,360 feet. The northern replacement noise barrier would start at Station 149+00 and continue to Station 168+00 for a length of 2,035 feet.

The recommended noise barrier would benefit 33 residences of the 49 impacted residences and would provide an average noise reduction of 9.6 dB(A) at benefited receptor sites with a maximum reduction of 14.1 dB(A). The estimated construction cost of this conceptual noise barrier design is $1,845,900.

Conceptual Noise Barrier Design SM-CD2 (CNE S6-1E) is recommended for further consideration and public input during the project's design phase. This conceptual noise barrier design satisfies the reasonableness and feasibility factors considered in the evaluation of noise abatement measures including safety and constructability during a PD&E Study. The final decisions on noise barrier dimensions are made during the project's design phase. During the design phase, an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot-tall shoulder mounted noise

barriers recommended for construction on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

4.6.2 Common Noise Environment S6-1W (NSA 72)

Common Noise Environment S6-1W encompasses the impacted single and multi-family residences within the Baker Way Manor, Sunrise Manor and Coral Way communities, located on the west side of SR 826 between SW 40th Street and SW 24th Street (see ***Figure 4.1***, ***Sheet 3***). The residences in this community are currently benefited by an existing 8-foot to 12-foot-tall shoulder mounted noise barrier located along the west side of SR 826 northbound from SW 40th Street to SW 24th Street (see ***Figure 4.1***, ***Sheet 3***).

As part of the proposed improvements, 19 residences adjacent to this segment of SR 826 would be relocated. The residences anticipated to be relocated are identified in ***Appendix D*** (i.e., see NSA 72). In addition, the entire existing noise barrier will be physically impacted by the proposed mainline and ramp improvements. Without the existing noise barrier, design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 35 residences within this area; therefore, a replacement noise barrier was evaluated at this location.

The results of the noise barrier analysis for this area are summarized in ***Appendix E***, ***Table 4.6.2***. Seven conceptual noise barrier designs were evaluated as a replacement noise barrier and to reduce traffic noise levels at the 35 impacted residences. Six of the seven conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence.

Of the conceptual noise barrier designs evaluated, SM-CD2 (CNE S6-1W) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community. Since this is a replacement noise barrier, the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site is not applicable.

Conceptual Noise Barrier Design SM-CD2 (CNE S6-1W) represents a shoulder mounted noise barrier. The noise barrier would be a 14-foot-tall shoulder mounted barrier starting at Station 127+00 and continuing to Station 167+00 for a length of 4,000 feet.

The recommended noise barrier would benefit 40 residences, including 32 of the 35 impacted residences, and would provide an average noise reduction of 7.4 dB(A) at benefited receptor sites with a maximum reduction of 9.9 dB(A). The estimated construction cost of this conceptual noise barrier design is $1,680,000.

Conceptual Noise Barrier Design SM-CD2 (CNE S6-1W) is recommended for further consideration and public input during the project's design phase. This conceptual noise barrier design satisfies the reasonableness and feasibility factors considered in the evaluation of noise abatement measures including safety and constructability during a PD&E Study. The final decisions on noise barrier dimensions are made during the project's design phase. During the design phase an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot-tall shoulder mounted noise barriers recommended for construction on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

4.7 SW 24TH STREET/CORAL WAY - SW 8TH STREET/TAMIAMI TRAIL (SEGMENT 7)

Segment 7 extends along SR 826 from SW 24th Street to SW 8th Street and includes the NSAs located on the north side of SW 24th Street and on the south side of SW 8th Street (see ***Figure 4.1, Sheets 3 and 4***). The 10 NSAs within Segment 7 (NSA 73 through 82) were evaluated for traffic noise impacts. Two of the NSAs (i.e., 74, and 76) have residential sites predicted to be impacted by design year (2055) traffic noise levels (see ***Appendix D)***. The evaluation of noise barriers at these two NSAs is presented in ***Sections 4.7.1*** and ***4.7.2***, respectively. Two of the non-residential NSAs (i.e., 75 and 79) representing a playground associated with the Apple Learning Center and a restaurant (Mojitos) with outdoor seating, are also predicted to be impacted. Noise abatement measures at this playground and restaurant were determined not to be feasible as there are existing adjacent cross streets that would limit the ability to construct an effective noise barrier without blocking access. In addition, at the restaurant there is insufficient right of way for the noise barrier to be constructed without acquiring additional right of way. Since the noise receptor sites associated with the other NSAs (i.e., 73, 77, 78, 80, 81, 82 and 83) in Segment 7 were not predicted to be impacted, noise barriers were not considered for these locations.

4.7.1 Common Noise Environment S7-1E (NSA 74)

Common Noise Environment S7-1E encompasses the impacted single-family residences within the Hardwood Village and Miami Gateway communities, located on the east side of SR 826 between SW 24th Street and SW 8th Street (see ***Figure 4.1, Sheets 3 and 4***). The residences in this community are currently being benefited by an existing 8-foot to 12-foot-tall shoulder mounted noise barrier located along the east side of the SR 826 northbound from SW 24th Street to SW 8th Street (see ***Figure 4.1, Sheets 3 and 4***).

The entire existing noise barrier will be physically impacted by the proposed mainline and ramp improvements. Without the existing noise barrier, design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 59 residences within this area; therefore, a replacement noise barrier was evaluated at this location.

The results of the noise barrier analysis for this area are summarized in ***Appendix E***, ***Table 4.7.1***. Four conceptual shoulder mounted noise barrier designs were evaluated as a replacement noise barrier and to reduce traffic noise levels at the 59 impacted residences. Three of the four conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. Ground mounted noise barriers were not considered feasible at this location due to insufficient available right of way. In addition, a ground mounted noise barrier would be less effective than a shoulder mounted noise barrier since the travel lanes in some areas are higher than the existing right of way line.

Of the conceptual noise barrier designs evaluated, SM-CD2 (CNE S7-1E) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community. Since this is a replacement noise barrier, the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site is not applicable.

Conceptual Noise Barrier Design SM-CD2 (CNE S7-1E) represents a shoulder mounted noise barrier. The noise barrier would be a 14-foot-tall shoulder mounted barrier starting at Station 172+00 and continues to Station 217+50 for a length of 4,470 feet.

The recommended noise barrier would benefit 63 residences, including the 59 impacted residences, and would provide an average noise reduction of 7.6

dB(A) at benefited receptor sites with a maximum reduction of 11.2 dB(A). The estimated construction cost of this conceptual noise barrier design is $1,877,400.

Conceptual Noise Barrier Design SM-CD2 (CNE S7-1E) is recommended for further consideration and public input during the project's design phase. This conceptual noise barrier design satisfies the reasonableness and feasibility factors considered in the evaluation of noise abatement measures including safety and constructability during a PD&E Study. The final decisions on noise barrier dimensions are made during the project's design phase. During the design phase, an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot-tall shoulder mounted noise barriers recommended for construction on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

4.7.2 Common Noise Environment S7-1W (NSA 76)

Common Noise Environment S7-1W encompasses the impacted single-family residences within the Coral Way Plaza and Miracle Manor communities, located on the west side of SR 826 between SW 24th Street and SW 8th Street (see ***Figure 4.1, Sheets 3 and 4***). The residences in this community are currently being benefited by an existing 8-foot to 12-foot-tall shoulder-mounted noise barrier located along the west side of the SR 826 southbound lanes from SW 24th Street to SW 8th Street (see ***Figure 4.1 Sheets 3 and 4***).

The southern portion of the existing noise barrier (south of Station 198+00) will be physically impacted by the proposed mainline and ramp improvements. Approximately 2,300 feet of the northern end of the existing noise barrier will not be affected and will remain in place. Without the existing noise barrier, design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 24 residences within this area; therefore, a replacement noise barrier was evaluated at this location.

The results of the noise barrier analysis for this area are summarized in ***Appendix E***, ***Table 4.7.2***. Two conceptual shoulder mounted noise barrier designs were evaluated as a replacement noise barrier and to reduce traffic noise levels at the 24 impacted residences. Both conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited

residence. Ground mounted noise barriers were not considered feasible at this location due to insufficient available right of way. In addition, a ground mounted noise barrier would be less effective than a shoulder mounted noise barrier since the travel lanes in some areas are higher than the existing right of way line.

Of the conceptual noise barrier designs evaluated, SM-CD2 (CNE S7-1W) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community. Since this is a replacement noise barrier, the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site is not applicable.

Conceptual Noise Barrier Design SM-CD2 (CNE S7-1W) represents a shoulder mounted noise barrier. The noise barrier would be a 14-foot-tall shoulder mounted barrier starting at Station 173+00 and continuing to Station 198+00 for a length of 2,580 feet. At the 198+00 end station of this barrier, it would connect to the existing 8-foot to 12-foot-tall shoulder mounted noise barrier to the north.

The recommended noise barrier would benefit 31 residences, including 22 of the 24 impacted residences, and would provide an average noise reduction of 8.8 dB(A) at benefited receptor sites with a maximum reduction of 16.6 dB(A). The estimated construction cost of this conceptual noise barrier design is $1,083,600.

Conceptual Noise Barrier Design SM-CD2 (CNE S7-1W) is recommended for further consideration and public input during the project's design phase. This conceptual noise barrier design satisfies the reasonableness and feasibility factors considered in the evaluation of noise abatement measures including safety and constructability during a PD&E Study. The final decisions on noise barrier dimensions are made during the project's design phase. During the design phase, an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot-tall shoulder mounted noise barriers recommended for construction on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

4.8 SW 8TH STREET/TAMIAMI TRAIL TO W FLAGLER STREET (SEGMENT 8)

Segment 8 extends along SR 826 from SW 8th Street to Flagler Street and includes the NSAs located on the north side of SW 8th Street and on the south side of Flagler Street (see ***Figure 4.1***, ***Sheet 4***). The 15 NSAs within Segment 8 (NSA 83 through 97) were evaluated for traffic noise impacts. Three of the NSAs (i.e., 88, 90, and 91) have residential sites predicted to be impacted by design year (2055) traffic noise levels (see ***Appendix D)***. The evaluation of noise barriers at the three NSAs is presented in ***Sections 4.8.1*** and ***4.8.3***, respectively. One of the non-residential NSAs (i.e., 93) representing a playground associated with the Seminole Elementary School is also predicted to be impacted. The consideration of noise abatement measures at this playground is presented in ***Section 4.8.4***. Since the noise receptor sites associated with the 11 other NSAs in Segment 8 (i.e., 83, 84, 85, 86, 87, 89, 92, 94, 95, 96 and 97) were not predicted to be impacted, noise barriers were not considered or evaluated as an abatement option at these locations.

4.8.1 COMMON NOISE ENVIRONMENT S8-1E (NSA 88)

Common Noise Environment S8-1E encompasses the impacted single and multi-family residences within the Flagami East community, located on the east side of SR 826 between SW 8th Street and Flagler Street (see ***Figure 4.1***, ***Sheet 4***). The residences in this community are currently being benefited by an existing 8-foot to 12-foot-tall shoulder mounted noise barrier located along the east side of the SR 826 northbound on ramp from SW 8th Street to Flagler Street (see ***Figure 4.1***, ***Sheet 4***).

The northern portion of the existing noise barrier along SR 826 will be physically impacted by the proposed mainline and ramp improvements. Without this segment of the existing noise barrier, design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 36 residences within this area; therefore, a replacement noise barrier was evaluated at this location. The existing 12-foot-tall noise barrier along the 8th Street northbound on-ramp is to remain (~670 feet).

The results of the noise barrier analysis for this area are summarized in ***Appendix E***, ***Table 4.8.1***. Three conceptual shoulder mounted noise barrier designs were evaluated as a replacement noise barrier and to reduce traffic noise levels at the

36 impacted residences. Two of the three conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. Ground mounted noise barriers were not considered feasible at this location due to insufficient available right of way. In addition, a ground mounted noise barrier would be less effective than a shoulder mounted noise barrier since the travel lanes in some areas are higher than the existing right of way line.

Since this is a replacement noise barrier, the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site is not applicable. Of the conceptual noise barrier designs evaluated, SM-CD3 (CNE S8-1E) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community.

Conceptual Noise Barrier Design SM-CD3 (CNE S8-1E) represents two shoulder-mounted noise barrier segments. The first segment of the noise barrier would be a 14-foot-tall shoulder mounted barrier starting at Station 233+50 and continue to Station 2246+00 for a length of 1,450 feet. The second segment of the noise barrier would be located in the vicinity of the SR 826 bridge over Flagler Street and would be an 8-foot-tall shoulder mounted barrier that extends from Station 2248+00 to Station 2252+00 for a length of 400 feet. An 8-foot-tall shoulder-mounted noise barrier is the maximum allowable height on bridges.

The recommended noise barrier would benefit 36 residences, including 30 of the 36 impacted residences, and would provide an average noise reduction of 6.7 dB(A) at benefited receptor sites with a maximum reduction of 7.9 dB(A). The estimated construction cost of this conceptual noise barrier design is $705,000.

Conceptual Noise Barrier Design SM-CD3 (CNE S8-1E) is recommended for further consideration and public input during the project's design phase. This conceptual noise barrier design satisfies the reasonableness and feasibility factors considered in the evaluation of noise abatement measures including safety and constructability during a PD&E Study. The final decisions on noise barrier dimensions are made during the project's design phase. During the design phase, an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot-tall shoulder mounted noise barriers recommended for construction on a retaining or MSE wall will need

approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

4.8.2 Common Noise Environment S8-1SW (NSA 90)

Common Noise Environment S8-1SW encompasses the impacted single and multi-family residences within the Flagami West community, located on the west side of SR 826 between SW 8th Street and Flagler Street (see ***Figure 4.1***, ***Sheet 4***). The residences in this community are currently being benefited by an existing 12-foot-tall shoulder mounted noise barrier located along the west side of SR 826 southbound (see ***Figure 4.1***, ***Sheet 4***).

The northern portion of the existing ground mounted noise barrier located immediately adjacent to the SR 826 southbound off ramp to SW 8th Street will be physically impacted by the proposed mainline and ramp improvements. Without this portion of the existing noise barrier, design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 21 residences within this area; therefore, a replacement noise barrier was evaluated at this location.

The results of the noise barrier analysis for this area are summarized in ***Appendix E***, ***Table 4.8.2***. Two conceptual shoulder mounted noise barrier designs were evaluated as a replacement noise barrier and to reduce traffic noise levels at the 21 impacted residences. Ground mounted noise barriers were not considered feasible at this location due to insufficient available right of way. In addition, a ground mounted noise barrier would be less effective than a shoulder mounted noise barrier since the travel lanes in some areas are higher than the existing right of way line.

Of the two conceptual noise barrier designs evaluated, SM-CD2 (CNE S8-1SW) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community. Since this is a replacement noise barrier, the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site is not applicable.

Conceptual Noise Barrier Design SM-CD2 (CNE S8-1SW) represents a shoulder mounted noise barrier. The noise barrier would be a 14-foot-tall shoulder mounted barrier starting at Station 231+00 and continuing to Station 2248+00 for a length of 1,700 feet.

The recommended noise barrier would benefit 23 residences, including 20 of the 21 impacted residences, and would provide an average noise reduction of 7.8 dB(A) at benefited receptor sites with a maximum reduction of 9.8 dB(A). The estimated construction cost of this conceptual noise barrier design is $714,000.

Conceptual Noise Barrier Design SM-CD2 (CNE S8-1E) is recommended for further consideration and public input during the project's design phase. This conceptual noise barrier design satisfies the reasonableness and feasibility factors considered in the evaluation of noise abatement measures including safety and constructability during a PD&E Study. The final decisions on noise barrier dimensions are made during the project's design phase. During the design phase, an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot-tall shoulder mounted noise barriers recommended for construction on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

4.8.3 Common Noise Environment S8-2SW (NSA 90 and NSA 91)

Common Noise Environment S8-2SW encompasses the impacted single and multi-family residences within the Flagami West community, located on the north side of SW 8th Street between SW 82nd Avenue and SR 826 (see ***Figure 4.1***, ***Sheet 4***).

There are no existing noise barriers along this roadway segment. Design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 16 residences within this area; therefore, a noise barrier was evaluated at this location. The results of the noise barrier analysis for this area are summarized in ***Appendix E, Table 4.8.3***. Two conceptual shoulder mounted noise barrier designs were evaluated to reduce traffic noise levels at the 16 impacted residences. Both conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. Ground mounted noise barriers were not considered feasible at this location due to insufficient available right of way.

Of the two conceptual noise barrier designs evaluated, SM-CD2 (CNE S8-2SW) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community.

Conceptual Noise Barrier Design SM-CD2 (CNE S8-2SW) represents a shoulder mounted noise barrier. The noise barrier would be a 14-foot-tall shoulder mounted barrier starting at Station 1873+00 and continuing to Station 224+50 for a length of 2,270 feet. The recommended noise barrier would benefit 41 residences, including the 16 impacted residences, and would provide an average noise reduction of 8.6 dB(A) at benefited receptor sites with a maximum reduction of 10.5 dB(A). The estimated construction cost of this conceptual noise barrier design is $953,400 or $23,254 per benefited residence. Therefore, Conceptual Noise Barrier Design SM-CD2 meets the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site.

Conceptual Noise Barrier Design SM-CD2 (CNE S8-2SW) is recommended for further consideration and public input during the project's design phase. This conceptual noise barrier design satisfies the reasonableness and feasibility factors considered in the evaluation of noise abatement measures including safety and constructability during a PD&E Study. The final decisions on noise barrier dimensions are made during the project's design phase. During the design phase, an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot-tall shoulder mounted noise barriers recommended for construction on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

4.9 Flagler Street to NW 25th Street (Segment 9)

Segment 9 extends along SR 826 from Flagler Street to NW 25th Street and includes the NSAs located on the north side of Flagler Street and east along SR 836 (see ***Figure 4.1, Sheet 4***). The five NSAs within this segment were evaluated for traffic noise impacts within Segment 9 (NSA 98 through 102). Two of the NSAs (i.e., 99 and 100) have residential sites predicted to be impacted by design year (2055) traffic noise levels (see ***Appendix D)***. The evaluation of noise barriers at these two NSAs is presented in ***Sections 4.9.1*** and ***4.9.2***. A non-residential NSA (i.e., 102) representing a pool area associated with a Days Inn along SR 836 is also predicted to be impacted. Noise abatement measures were determined not to be feasible due to constructability issues and additional cost to construct a noise barrier on an existing SR 836 MSE wall. Since the noise receptor sites associated with the other NSAs in Segment 9 (i.e., 98 and 101) were not predicted to be impacted,

noise barriers were not considered or evaluated as an abatement option at this location.

4.9.1 Common Noise Environment S9-1E (NSA 99)

Common Noise Environment S9-1E encompasses the impacted single and multi-family residences within the Winona Park community, located on the east side of SR 826 between Flagler Street and SR 836 (see ***Figure 4.1***, ***Sheet 4***). The residences in this community are currently being benefited by an existing 8-foot to 12-foot-tall shoulder-mounted noise barrier located along the east side of the SR 826 northbound on ramp from Flagler Street (see ***Figure 4.1***, ***Sheet 4***). The northern portion of the existing noise barrier (i.e., starting at Station 2262+00) will be physically impacted by the proposed ramp improvements. Approximately 1,175 feet of the southern end of the existing noise barrier will not be affected and will remain in place. Without the northern portion of the existing noise barrier, design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at seven residences within this area; therefore, a replacement noise barrier was evaluated at this location.

The results of the noise barrier analysis for this area are summarized in ***Appendix E***, ***Table 4.9.1***. Three conceptual shoulder mounted noise barrier designs were evaluated as a replacement noise barrier and to reduce traffic noise levels at the seven impacted residences. All three conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. Ground mounted noise barriers were not considered feasible at this location due to insufficient available right of way. In addition, a ground mounted barrier would be less effective than a shoulder mounted noise barrier since the travel lanes are higher than the existing right of way line.

Since this is a replacement noise barrier, the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site is not applicable. Of the conceptual noise barrier designs evaluated, SM-CD3 (CNE S9-1E) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community.

Conceptual Noise Barrier Design SM-CD3 (CNE S9-1E) represents a 14-foot-tall shoulder mounted noise barrier that extends approximately 1,120 feet, from Station 2262+00 to Station 2273+00. At the 2262+00 begin station of this barrier, it would connect to the existing 8-foot to 12-foot-tall shoulder mounted noise barrier

to the south. The recommended noise barrier would benefit 10 residences, including six of the seven impacted residences, and would provide an average noise reduction of 10.8 dB(A) at benefited receptor sites with a maximum reduction of 15.3 dB(A). The estimated construction cost of this conceptual noise barrier design is $470,400.

Conceptual Noise Barrier Design SM-CD3 (CNE S9-1E) is recommended for further consideration and public input during the project's design phase. This conceptual noise barrier design satisfies the reasonableness and feasibility factors considered in the evaluation of noise abatement measures including safety and constructability during a PD&E Study. The final decisions on noise barrier dimensions are made during the project's design phase. During the design phase, an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot-tall shoulder mounted noise barriers recommended for construction on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

4.9.2 Common Noise Environment S9-1W (NSA 100)

Common Noise Environment S9-1W (NSA 100) encompasses the impacted multi-family residences and pool area associated with the high-rise residential community of the Royal Palm Apartments, located on the west side of SR 826 and just south of SR 836 (see ***Figure 4.1***, ***Sheet 4***). The adjacent eight and nine story apartment buildings have patios and balconies facing towards SR 826. An existing two-story parking garage is located between the southern building and SR 826. The design year (2055) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 100 residences and the community pool within this area; therefore, noise barriers were evaluated as a noise abatement measure at this location.

The results of the noise barrier analysis for this area are summarized in ***Appendix E***, ***Table 4.9.2***. Four conceptual noise barrier designs were evaluated to reduce traffic noise levels at the 100 impacted residences. Both ground mounted and shoulder mounted noise barriers were evaluated to determine the optimal conceptual noise barrier design at this location.

Of the conceptual noise barrier designs evaluated, only one, SM-CD1 (CNE S9-1W), meets the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site. However, none of the four conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. The maximum reduction of 6.2 dB(A) is associated with Conceptual Noise Barrier Design SM-CD1 (CNE S9-1W). Based on the noise barrier analysis performed, noise barriers are not considered reasonable at this location since they do not meet FDOT's required noise abatement design goal. Therefore, noise barriers are not recommended for further consideration at this location. The effectiveness of noise barriers at this location is reduced due to the height of the receptor sites (i.e., up to 85 feet) relative to SR 826 travel lanes. In addition, there is an existing two-story parking garage located between the first and second floor residences that is blocking some of the SR 826 traffic noise.

5.0 CONCLUSIONS

A traffic noise study was performed in accordance with *23 CFR 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise"* (July 13, 2010), the FDOT's PD&E Manual, Part 2, Chapter 18, *Highway Traffic Noise* (July 1, 2023), and *FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook* (December 31, 2018).

Design year (2055) traffic noise levels for the Build Alternative will approach, meet, or exceed the NAC at 818 residences and 13 special land use sites within the project limits. In accordance with FHWA and FDOT policies, the feasibility and reasonableness of noise barriers were considered for these impacted noise sensitive sites.

Noise barriers were not considered a feasible abatement option at 63 impacted residences within NSAs 7, 28, 29, 44, 47, 57, 65, 66, 67 and nine special land use sites within NSAs 26, 48, 56, 69, 72, 75, 79, 93, and 102. Noise barriers at these locations would restrict access to these sites and/or other properties, would require additional right of way to be acquired, represents an isolated impacted residence, or would not be feasible due to constructability issues and additional costs. The locations of these NSAs are depicted in ***Figure 4.1***. The feasibility of noise barriers by NSA is presented in ***Table 3.2*** in ***Section 3.2***.

Noise barriers were evaluated for 733 of 818 residences and four of the 13 special land use sites that approach, meet, or exceed the NAC. Twenty-four separate CNEs were used to assess noise barriers at these locations. The results of the noise barrier analysis for each of these CNEs are summarized in ***Table 5.1*** located at the end of ***Section 5***, as well as in ***Sections 4.1.1*** through ***4.9.2***. Of the 24 CNEs presented in ***Table 5.1***, noise barriers are recommended for further consideration during the project's design phase and for public input at 13 locations. Noise barriers are not recommended for further consideration at 11 locations. The locations and limits of the noise barriers (both recommended and not recommended) are depicted on ***Figure 4.1*** and presented in ***Table 5.1***.

The 13 CNEs where noise barriers are recommended include: S2-1W, S2-2E, S2-2W, S4-1E, S5-1E, S6-1E, S6-1W, S7-1E, S7-1W, S8-1E, S8-1SW, S8-2SW, and S9-1E. Noise barriers at six of the 13 CNEs were determined to be preliminarily feasible and cost reasonable for the noise sensitive sites (i.e., S2-1W, S2-2E, S2-2W, S4-1E, S5-1E, and

S8-2SW). The cost per benefited receptor site at these six conceptual noise barrier design locations are within FDOT's noise barrier cost criteria of equal to or less than $42,000 per benefited receptor site and they will meet FDOT's noise reduction reasonableness criteria of 7 dB(A) at one or more benefited sites.

Noise barriers at seven of the 13 CNEs where noise barriers have been recommended for further consideration represent replacement noise barriers (i.e., S6-1E, S6-1W, S7-1E, S7-1W, S8-1E, S8-1SW, and S9-1E). At these locations, the existing noise barriers or segments of the existing noise barriers would be physically impacted by the proposed improvements and be required to be removed. The conceptual designs of these replacement noise barriers would be, at a minimum, an in-kind replacement or optimized to maximize the amount of noise reduction at the impacted residences in order to maintain the FDOT's previous noise commitments. In addition, the recommended conceptual noise barrier designs will meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. Since these are replacement noise barriers, the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site is not applicable in accordance with FDOT's noise policy to maintain the previous noise abatement commitments from any of the previous PD&E studies.

The recommended noise barriers at these 13 CNEs are expected to reduce traffic noise by at least 5 dB(A) at 677 residences including 409 of the 818 impacted residences along the project corridor. The estimated cost of the recommended noise barriers is $14,105,190. Additional noise barrier analysis will be performed during the project's design phase when more detailed project design information is available. It is during the project's design phase that final decisions regarding noise barrier length and height are made, and an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot-tall shoulder mounted noise barriers recommended for construction on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

Noise barriers were not found to be feasible or cost reasonable at 11 CNEs. Seven of the 11 CNEs represent residential areas (i.e., S1-1W, S2-1E, S3-1E, S3-2E, S3-1W, S4-1W, and S9-1W) and the remaining four represent non-residential/special land use sites (i.e., S1-SDTMP, S1-VMP, S4-2W, and S5-1W). The cost to construct noise barriers at these seven residential areas would exceed FDOT's reasonable cost

criteria of equal to or less than $42,000 per benefited receptor site or the optimal conceptual noise barrier design did not meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. The high cost of providing noise abatement at these locations is attributed to the low number of benefited residences related to the low density of residences in these areas, especially between Snapper Creek Expressway and SW 56th Street. Also, the effectiveness of noise barriers is limited to providing noise abatement to the impacted residences (i.e., balconies) associated with the high-rise residential buildings (i.e., up to nine floors) in the vicinity of Kendall Drive and SR 836. The balconies are above the maximum height of a noise barrier (i.e., 22 feet). Based on the noise analysis performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at 409 of the 818 impacted residences or at 13 special land use sites along the project corridor. Therefore, impacts to these and other noise sensitive sites along the project corridor are an unavoidable consequence of the project.

Statement of Likelihood

FDOT is committed to the construction of feasible and reasonable noise abatement measures (i.e., recommended noise barriers) at the noise impacted locations identified in ***Table 5.1*** and ***Figure 4.1*** upon the following conditions:

- Final recommendations on the construction of abatement measures is determined during the project's 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 the District Office; and
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

It is likely that the noise abatement measures for the identified locations will be constructed if found feasible based on the contingencies listed above. If, during the project's design phase, any of the contingency conditions listed above cause abatement to no longer be considered reasonable or feasible for a given location(s), such determination(s) will be made prior to requesting approval for

construction advertisement. Commitments regarding the exact abatement measure locations, heights, and type (or approved alternatives) will be made during project reevaluation and at a time before the construction advertisement is approved.

Table 5.1 - Noise Barrier Evaluation Summary and Recommendations (Sheet 1 of 4)

Noise Sensitive Area Name / Number	Common Noise Environment (CNE) Identification Number	Conceptual Noise Barrier Design Number (Type)	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
Noise Study Segment 1 (SR 826 from North of SW 116th Street to SW 104th Street - See Figure 4.1 Sheet 1)																	
Silver Palm Plantation and Killian Green Estates - West of US 1 between Killian Parkway and 104th Street / NSA 5	S1-1W	GM-CD3 (Ground Mounted Noise Barrier)	18	850	1033+50	1042+00	3	3	8	11	7.2	9.2	$459,000	$41,727	YES	NO	Represents the optimal conceptual noise barrier design at this location but is not recommended for further consideration and public input during the project's design phase. The additional construction costs associated with utility relocations (i.e., overhead electric) and drainage modifications to accommodate the noise barrier at this location would result in an exceedance of the Reasonableness Cost Criteria.
South Dade Trail Mini Park - West of US 1 between Killian Parkway and 104th Street / NSA 4	S1-1SDTMP	SDTMP-CD3 (Ground Mounted Noise Barrier)	22	450	1033+50	1038+00	Special Land Use	--	--	--	5.0	5.0	$297,000	--	NO	NO	The conceptual design does not meet either FDOT's 7.0 dB(A) Noise Reduction Design Goal or the Reasonableness Cost Criteria for special land uses. A noise barrier is not recommended for further consideration or public input during the project's design phase.
Veterans Wayside Park - East of US 1 and North of Killian Parkway / NSA 6	S1-VMP	VWP-CD1 (Ground Mounted Noise Barrier)	18	650	1034+00	1040+50	Special Land Use	--	--	--	8.5	14.6	$351,000	--	NO (Usage of park less than required to be cost reasonable)	NO	The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria for special land uses. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Noise Study Segment 2 (SR 826 from SW 104 Street to Snapper Creek Expressway - See Figure 4.1 Sheet 1)																	
Pearl Dadeland and Toscano Condos - East of SR 826 between 104th Street and Snapper Creek Expressway / NSA 29	S2-1E	GM-CD1 (Ground Mounted Noise Barrier	18	660	44+00	2001+30	95	0	5	5	8.0	8.6	$356,400	$71,280	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Woodside Kendall Condos, Colony Apartments, Ken Dade Condos, and Summit Tower of Dadeland - West of SR 826 between 104th Street and Snapper Creek Expressway / NSAs 21, 22 and 23	S2-1W	SM-CD2 (Shoulder Mounted Noise Barrier)	8	300	20+00	23+00	44	39	82	121	8.0	11.4	$870,000	$7,190	YES	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
			14	1,900	23+00	42+00											
Village at Dadeland and Dadeland Park - East of SR 826 between 104th Street and Snapper Creek Expressway / NSA 36 and NSA 37	S2-2E	SM-CD2 (Shoulder Mounted Noise Barrier)	8	100	2013+00	2014+00	41	41	11	52	8.9	11.8	$426,000	$8,192	YES	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
			14	900	2014+00	2025+00											
			8	100	2025+00	2026+00											
Paradise at Dadeland Condos, Kings Creek South Condos and The Village at Kings Creek Condos - West of SR 826 between 104th Street and Snapper Creek Expressway / NSAs 30, 34, and 35	S2-2W	SM-CD2 Segment 1 of 2 (Shoulder Mounted Noise Barrier)	14	1,200	2003+00	2015+00	165	83	55	138	6.9	9.8	$1,236,000	$8,957	YES	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase. Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
			8	100	2015+00	2016+00											
			14	900	2016+00	2025+00											
			8	200	2025+00	2027+00											
		SM-CD2 Segment 2 of 2 (Shoulder Mounted Noise Barrier)	8	300	2000+00	2003+00											
			14	500	2003+00	2008+00											

Table 5.1 - Noise Barrier Evaluation Summary and Recommendations (Sheet 2 of 4)

Noise Sensitive Area Name / Number	Common Noise Environment (CNE) Identification Number	Conceptual Noise Barrier Design Number (Type)	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
Noise Study Segment 3 (Snapper Creek Expressway to SW 72nd Street/Sunset Drive - See Figure 4.1 Sheet 2)																	
Andrews Estates - East of SR 826 between Snapper Creek Expressway and SW 72nd Street / NSA 39	S3-1E	GM-CD2 (Ground Mounted Noise Barrier)	16	640	2028+60	2035+00	3	3	0	3	5.8	7.1	$307,200	$102,400	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Windsor Estates - East of SR 826 between Snapper Creek Expressway and SW 72nd Street / NSA 39	S3-2E	GM-CD1 (Ground Mounted Noise Barrier)	14	500	2042+00	2047+00	2	2	0	2	6.2	7.3	$210,000	$105,000	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Kendall Creek Grove and Jennings Estates - West of SR 826 between Snapper Creek Expressway and SW 72nd Street / NSA 38	S3-1W	SM-CD2 (Shoulder Mounted Noise Barrier)	14	2,540	2028+00	2053+75	13	11	3	14	7.5	10.4	$1,066,800	$76,200	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Noise Study Segment 4 (SW 72nd Street/Sunset Drive to SW 56th Street/Miller Road - See Figure 4.1 Sheet 2)																	
Residential Subdivision 1 - East of SR 826 and North of SW 72nd Street / NSA 46	S4-1E	SM-CD2 (Shoulder Mounted Noise Barrier)	8 to12	4,820	2058+00	2106+00	35	24	9	33	7.0	13.2	$1,349,490	$40,894	YES	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase.
Green Tree Estates - West of SR 826 and North of SW 72nd Street / NSA 52	S4-1W	GM-CD2 (Ground Mounted Noise Barrier)	18	2,300	2056+00	2079+00	9	7	4	11	7.3	10.1	$1,242,000	$112,909	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Miami Memorial Park Cemetery - West of SR 826 and North of SW 72nd Street / NSA 53	S4 - 2W	MMPC-CD1 (Ground Mounted)	18	3,200	2073+00	2105+00	Special Land Use	--	--	--	7.9	12.7	$1,728,000	---	NO (Usage of cemetery less than required to be cost reasonable)	NO	The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria for special uses. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Noise Study Segment 5 (SW 56th Street/Miller Road to SW 40th Street/Bird Road - See Figure 4.1 Sheets 2 and 3)																	
Lakewood Villas, Miller Lake, and Lakeview Gardens (East Side) - North of 56th Street and Between SR 826 and SR 874 / NSA 57	S5-1E	SM-CD3 Segment 1 of 2 (Shoulder Mounted Noise Barrier)	14	1,300	2109+00	2122+00	16	4	50	54	6.5	11.1	$894,000	$16,556	YES	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
		SM-CD3 Segment 2 of 2 (Shoulder Mounted Noise Barrier)	8	400	2106+00	2110+00											
			14	600	2110+00	2116+00											
Tropical Park - West of SR 826 and North of SW 56th Street / NSA 64	S5-1W	TP-CD1 Segment 1 of 2 (Shoulder Mounted Noise Barrier)	8	3,850	50+00	90+00	Special Land Use	--	--	--	7.6	11.1	$2,166,000	---	NO (Usage of park less than required to be cost reasonable)	NO	The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria for special uses. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
		TP-CD1 Segment 2 of 2 (Ground Mounted Noise Barrier)	18	2,300	90+00	113+00											

Table 5.1 - Noise Barrier Evaluation Summary and Recommendations (Sheet 3 of 4)

Noise Sensitive Area Name / Number	Common Noise Environment (CNE) Identification Number	Conceptual Noise Barrier Design Number (Type)	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
Noise Study Segment 6 (SW 40th Street/Bird Road - SW 24th Street/Coral Way - See Figure 4.1 Sheet 3)																	
Central Miami Subdivision - East of SR 826 Between SW 40th Street and SW 24th Street / NSA 70	S6-1E	SM-CD2 (Shoulder Mounted Noise Barrier)	14	2,360	116+00	139+00	49	33	0	33	9.6	14.1	$1,845,900	Not Applicable-Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces portions of the existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer per FDOT's noise policy.
			14	2,035	149+00	168+00											
Baker Way Manor, Sunrise Manor and Coral Way - West of SR 826 between SW 24th Street and SW 40th Street / NSA 72	S6-1W	SM-CD2 (Shoulder Mounted Noise Barrier)	14	4,000	127+00	167+00	35	32	8	40	7.4	9.9	$1,680,000	Not Applicable-Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14- foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer per FDOT's noise policy.
Noise Study Segment 7 (SW 24th Street/Coral Way - SW 8th Street/Tamiami Trail - See Figure 4.1 Sheets 3 and 4)																	
Hardwood Village and Miami Gateway Communities - East of SR 826 between SW 24th Street and SW 8th Street / NSA 74	S7-1E	SM-CD2 (Replacement Shoulder Mounted Noise Barrier)	14	4,470	172+00	217+50	59	59	4	63	7.6	11.2	$1,877,400	Not Applicable-Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	**YES**	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
Coral Way Plaza and Miracle Manor Communities - West of SR 826 between SW 24th Street and SW 8th Street / NSA 76	S7-1W	SM-CD2 (Replacement Shoulder Mounted Noise Barrier)	14	2,580	173+00	198+00	24	22	9	31	8.8	16.6	$1,083,600	Not Applicable-Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	**YES**	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
Noise Study Segment 8 (SW 8th Street/Tamiami Trail to Flagler Street - See Figure 4.1 Sheet 4)																	
Flagami East - East of SR 826 and North of SW 8th Street / NSA 88	S8-1E	SM-CD3 (Replacement Shoulder Mounted Noise Barrier)	14	1,450	233+50	2248+00	36	30	8	38	6.7	7.9	$705,000	Not Applicable-Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with an 8-foot and 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer per FDOT's noise policy
			8	400	2248+00	2252+00											
Flagami West - West of SR 826 and North of SW 8th Street / NSA 90	S8-1SW	SM-CD2 (Replacement Shoulder Mounted Noise Barrier)	14	1,700	231+00	2248+00	21	20	3	23	7.8	9.8	$714,000	Not Applicable-Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer per FDOT's noise policy.
Flagami West - West of SR 826 and North of SW 8th Street / NSA 90 and NSA 91	S8-2SW	SM-CD2 (Ground Mounted Noise Barrier)	14	2,270	1873+00	224+50	16	16	25	41	8.6	10.5	$953,400	$23,254	YES	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer per FDOT's noise policy.

Table 5.1 - Noise Barrier Evaluation Summary and Recommendations (Sheet 4 of 4)

Noise Sensitive Area Name / Number	Common Noise Environment (CNE) Identification Number	Conceptual Noise Barrier Design Number (Type)	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
Noise Study Segment 9 (Flagler Street to SR 836 - See Figure 4.1 Sheet 4)																	
Winona Park Subdivision - East of SR 826 Between W Flagler Street and SR 836 / NSA 99	S9-1E	SM-CD3 (Replacement Shoulder Mounted Noise Barrier)	14	1,120	2262+00	2273+00	7	6	4	10	10.8	15.3	$470,400	Not Applicable-Replacement Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer per FDOT's noise policy.
Royal Palm Apartments - West of SR 826 Between W Flagler Street and SR 836 / NSA 100	S9-1W	Segment 1 of 2 (Shoulder Mounted Noise Barrier)	14	1,500	2270+00	3285+00	100	24	18	42	5.5	6.2	$1,491,000	$35,500	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets the Reasonableness Cost Criteria but does not meet FDOT's 7.0 dB(A) Noise Reduction Design Goal. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
		Segment 2 of 2 (Shoulder Mounted Noise Barrier)		2,050	2270+00	12+00 (Ramp - SR 836 to SR 826)											

X:\P\Noise_Studies\Palmetto_ELs_PD&E\NSR June 2024\Tables\[Tables_5-1_SR826EL_NoiseBarrierAnalysis&Summary_10-15-2019_Rev.xlsx]SummaryTable 9-3-2024

Notes:

Represents the Conceptual Design of the Recommended Replacement Noise Barrier

6.0 Construction Noise and Vibration

During construction of the project, there is the potential for noise impacts to be substantially greater than those resulting from normal traffic operations because heavy equipment is typically used to build roadways. In addition, construction activities may result in vibration impacts. Therefore, early identification of potential noise/vibration sensitive sites along the project corridor is important in minimizing noise and vibration impacts. The project area does include residential, commercial, and institutional land uses. Construction related noise and vibration impacts to these sites will be minimized by adherence to the controls listed in the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction. A reassessment of the project corridor for additional sites particularly sensitive to construction noise and/or vibration will be performed during the final design phase to ensure that impacts to such sites are minimized.

7.0 COMMUNITY COORDINATION

Coordination with local agencies and officials has been accomplished during the development of this project. In addition, local and community officials have had the opportunity to comment on the proposed project at the public meetings. An Alternative Public Workshop was held on March 7, 2019, and a Public Hearing was held on November 7, 2019.

The public (i.e., property owners and residents) were supportive of the recommended noise barriers shown at the November 7, 2019, Public Hearing. Specifically, they supported the replacement of the existing noise barriers that will be physically impacted by the project and extending the length to provide additional noise reduction at the ends of the replacement noise barriers. For locations where noise barriers have been recommended, additional public involvement efforts will be performed during the project's design phase.

To aid in promoting land use compatibility, a copy of the Noise Study Report, which provides information that can be used to protect future land development from becoming incompatible with anticipated traffic noise levels, will be provided to Miami-Dade County. In addition, generalized future noise impact contours for the properties in the immediate vicinity of the project have been developed for Noise Abatement Activity Categories B/C and E (i.e., residential and other sensitive land uses, and sensitive commercial land uses, respectively). These contours represent the approximate distance from the edge of the nearest proposed travel lane of SR 826 to the limits of the area predicted to approach [i.e., within 1 dB(A)] the NAC in the design year (2055). The contours do not consider any shielding of noise provided by structures between the receptor and the proposed travel lanes. Within the project corridor, the distance between the proposed edge of the outside travel lane and the contour at various locations are presented in ***Table 7.1***. To minimize the potential for incompatible land use, noise sensitive land uses should be located beyond this distance.

Table 7.1 – Design Year (2055) Noise Impact Contour Distances

Roadway	Roadway Segment (Project Segment)	Distance from Proposed Nearest Travel Lane to Noise Contour (Feet)	
		66 dB(A) - Activity Category B/C	71 dB(A) - Activity Category E
US 1/Dixie Highway (East Side)	North of SW 116th Street to SW 104th Street (1)	151	68
US 1/Dixie Highway/South Miami Dade Busway (West Side)		104	16
SR 826/Palmetto Expressway	North of SW 104th Street to Snapper Creek Expressway (2)	171	68
	North of Snapper Creek Expressway to SW 72nd Street/Sunset Drive (3)	299	154
	SW 72nd Street/Sunset Drive to SW 56th Street/Miller Road (4)	377	185
	North of SW 56th Street/Miller Road to SW 40th Street/Bird Road (5)	240	91
	North of SW 40th Street/Bird Road to SW 24th Street/Coral Way (6)	430	216
	North of SW 24th Street/Coral Way to SW 8th Street (7)	499	259
	North of SW 8th Street to West Flagler Street (8)	303	103
	North of West Flagler Street to SR 836 (9)	294	141

8.0 REFERENCES

23 CFR Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise", July 13, 2010.

Federal Highway Administration Report FHWA-HEP-10-025, "Highway Traffic Noise: Analysis and Abatement Guidance", December 2011 (Original June 2010 and revised December 2010).

Federal Highway Administration Report FHWA-PD-96-009, "FHWA Traffic Noise Model, Version 1.0 User's Guide", January 1998; and Traffic Noise Model (FHWA TNM), User's Guide (Version 2.5 Addendum), April 2004.

Federal Highway Administration Report FHWA-HEP-18-065, "Noise Measurement Handbook", September 2017.

Federal Highway Administration Report FHWA-HEP-06-015, "FHWA Highway Construction Noise Handbook", August 2006.

Florida Department of Transportation. "Highway Traffic Noise", Part 2, Chapter 18. Project Development and Environment Manual, Florida Department of Transportation, Tallahassee, July 1, 2023.

Florida Department of Transportation. "FDOT Design Manual, Topic No. 625-000-002", Chapter 264, Noise Walls and Perimeter Walls, January 2022.

Florida Department of Transportation "Standard Specifications for Road and Bridge Construction", January 2022.

Florida Department of Transportation "Traffic Noise Modeling and Analysis Practitioners Handbook", December 31, 2018.

Florida Department of Transportation Report FL-ER-65-97 "A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations", Roger L. Wayson and John M. MacDonald - University of Central Florida, Updated July 22, 2009.

APPENDIX A

Tables 2.2.1 through 2.4.2 – Traffic Data for SR 826 PD&E Noise Study

TRAFFIC DATA FOR PALMETTO EXPRESSWAY (SR 826) PD&E NOISE STUDY
FDOT DISTRICT 6

FPID NUMBER: 432639-1-22-02

Table 2.2.1 - Traffic Data for Noise Modeling - Existing Conditions: Freeway and Ramps (Sheet 1 of 3)

Roadway Segment		Speed Limit	2017 Existing Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
Eastbound / Northbound																	
NB SR 826	Ramp diverting from NB US 1	45	2,447	1,960	2	2,680	2,447	2,447	1.12%	2.66%	0.56%	0.13%	1,168	14	33	7	2
	Ramp from NB US 1 after SW 100th St	45	2,882	2,097	2	2,680	2,882	2,680	1.12%	2.66%	0.56%	0.13%	1,279	15	36	8	2
	Ramp diverting to SW 88th St	35	99	107	1	1,340	107	107	0.50%	1.51%	0.19%	0.27%	104	1	2	0	0
	NB SR 826 Mainline over SW 88th St	55	2,783	1,990	2	3,020	2,783	2,783	1.12%	2.66%	0.56%	0.13%	1,329	16	37	8	2
	Loop on-ramp from EB SW 88th St	45	910	678	1	1,340	910	910	0.50%	1.51%	0.19%	0.27%	887	5	14	2	2
	NB SR 826 Mainline over canal	55	3,693	2,668	3	4,580	3,693	3,693	0.58%	0.82%	0.20%	0.15%	1,209	7	10	3	2
	On-ramp from WB SW 88th St and Dadeland Mall	45	484	1,267	1	1,340	1,267	1,267	0.50%	1.51%	0.19%	0.27%	1,237	6	19	2	3
	NB SR 826 Mainline to SW 72nd St off-ramp	55	4,177	3,935	3	4,580	4,177	4,177	0.58%	0.82%	0.20%	0.15%	1,368	8	11	3	2
	NB SR 826 off-ramp to 72nd St	35	407	265	1	1,340	407	407	0.50%	1.51%	0.19%	0.27%	397	2	6	1	1
	NB SR 826 over 72nd St	55	3,770	3,670	3	4,580	3,770	3,770	0.58%	0.82%	0.20%	0.15%	1,235	7	10	3	2
	NB SR 826 from 72nd St on-ramp	45	921	1,211	2	2,680	1,211	1,211	0.50%	1.51%	0.19%	0.27%	591	3	9	1	2
	NB SR 826 Mainline to SW 56th St off-ramp	55	4,691	4,881	3	5,580	4,881	4,881	0.92%	1.31%	0.33%	0.15%	1,584	15	21	5	2
	NB SR 826 off-ramp to SW 56th St	45	629	466	1	1,340	629	629	0.50%	1.51%	0.19%	0.27%	614	3	9	1	2
	NB SR 826 Mainline to braided ramp	55	4,062	4,415	4	7,080	4,415	4,415	0.92%	1.31%	0.33%	0.15%	1,073	10	15	4	2
	NB SR 826 off-ramp/braided ramp	35	476	520	1	1,340	520	520	0.50%	1.51%	0.19%	0.27%	507	3	8	1	1
	On-ramp/braided ramp from SW 56th St	45	680	798	2	2,680	798	798	0.50%	1.51%	0.19%	0.27%	389	2	6	1	1
	NB SR 826 Mainline over SW 56th St	55	3,586	3,895	3	4,580	3,895	3,895	0.92%	1.31%	0.33%	0.15%	1,263	12	17	4	2
	Braided off-ramp to SW 40th St	35	510	606	2	2,680	606	606	0.50%	1.51%	0.19%	0.27%	294	2	5	1	1
	Braided on-ramp from SW 56th St	45	646	712	1	1,340	712	712	0.50%	1.51%	0.19%	0.27%	694	4	11	1	2
	Ramp from SR 874 merging with braided ramp	45	749	470	1	1,340	749	749	0.40%	1.34%	0.08%	0.42%	732	3	10	1	3
	Combined ramps (braided ramp and ramp from SR 874)	45	1,259	1,076	2	2,680	1,259	1,259	0.50%	1.51%	0.19%	0.27%	614	3	10	1	2
	NB SR 826 Mainline before SR 874 merge	55	4,232	4,607	4	6,080	4,607	4,607	0.92%	1.31%	0.33%	0.15%	1,120	11	15	4	2
	SR 874 merge Sys-Sys Ramp with NB SR 826	55	2,769	1,707	3	4,580	2,769	2,769	0.40%	1.34%	0.08%	0.42%	902	4	12	1	4
	NB SR 826 after SR 874 merge	55	7,001	6,314	6	10,320	7,001	7,001	0.92%	1.31%	0.33%	0.15%	1,135	11	15	4	2
	Loop on-ramp from SW 40th St	35	645	361	1	1,220	645	645	0.50%	1.51%	0.19%	0.27%	629	3	10	1	2
	NB SR 826 Mainline over SW 40th St	55	7,646	6,675	6	10,320	7,646	7,646	0.92%	1.31%	0.33%	0.15%	1,239	12	17	4	2
	On-ramp from SW 40th St	45	738	642	1	1,340	738	738	0.50%	1.51%	0.19%	0.27%	720	4	11	1	2
	NB SR 826 Mainline north of SW 40th St	55	8,384	7,317	6	10,320	8,384	8,384	0.92%	1.31%	0.33%	0.15%	1,359	13	18	5	2
	Off-ramp to SW 24th St	35	816	859	1	1,340	859	859	0.50%	1.51%	0.19%	0.27%	838	4	13	2	2
	NB SR 826 Mainline between off-ramp to 24th St and on-ramp from 24th St	55	7,568	6,458	6	10,320	7,568	7,568	0.92%	1.31%	0.33%	0.15%	1,226	12	17	4	2
	NB SR 826 on-ramp from 24th St	35	852	721	1	1,220	852	852	0.50%	1.51%	0.19%	0.27%	831	4	13	2	2
	NB SR 826 Mainline between on-ramp from 24th St and off-ramp to 8th St	55	8,420	7,179	6	10,320	8,420	8,420	0.92%	1.31%	0.33%	0.15%	1,365	13	18	5	2
	NB SR 826 off-ramp 8th St	25	888	1,262	2	2,680	1,262	1,262	0.50%	1.51%	0.19%	0.27%	615	3	10	1	2
	NB SR 826 Mainline between off-ramp 8th St and on-ramp 8th St	55	7,532	5,917	5	7,680	7,532	7,532	0.92%	1.31%	0.33%	0.15%	1,465	14	20	5	2
	NB SR 826 on-ramp from 8th St	45	826	554	1	1,340	826	826	0.50%	1.51%	0.19%	0.27%	806	4	12	2	2
	NB SR 826 Mainline from on-ramp 8th St to second on-ramp 8th St	55	8,358	6,471	6	10,320	8,358	8,358	0.92%	1.31%	0.33%	0.15%	1,355	13	18	5	2

Table 2.2.1 - Traffic Data for Noise Modeling - Existing Conditions: Freeway and Ramps (Sheet 2 of 3)

Roadway Segment		Speed Limit	2017 Existing Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
NB SR 826	NB SR 826 second on-ramp from 8th St	45	641	266	1	1,340	641	641	0.50%	1.51%	0.19%	0.27%	625	3	10	1	2
	NB SR 826 between SW 8th St to Flagler St	55	8,999	6,737	6	10,320	8,999	8,999	0.92%	1.31%	0.33%	0.15%	1,459	14	20	5	2
	Off-ramp to Flagler and SR 836	45	1,701	1,414	2	2,680	1,701	1,701	0.50%	1.51%	0.19%	0.27%	828	5	13	2	3
	NB SR 826 off-ramp to Flagler St	35	614	697	1	1,220	697	697	0.50%	1.51%	0.19%	0.27%	680	4	10	1	2
	On-ramp from Flagler St	45	880	632	2	2,680	880	880	0.50%	1.51%	0.19%	0.27%	429	2	7	1	1
	Merge of ramp from Flagler St and off-ramp from NB SR 826	55	1,967	1,349	3	4,580	1,967	1,967	0.50%	1.51%	0.19%	0.27%	640	3	10	1	2
	Two lane ramp going east	45	1,119	834	2	2,680	1,119	1,119	0.50%	1.51%	0.19%	0.27%	545	3	9	1	2
	NB SR 826 Mainline between off-ramp to Flagler St and ramp to SR 836	55	7,298	5,323	6	10,320	7,298	7,298	0.92%	1.31%	0.33%	0.15%	1,183	11	16	4	2
	Off-ramp to SR 836	55	2,128	2,442	3	4,580	2,442	2,442	0.98%	2.62%	0.27%	0.17%	782	8	21	2	1
	Two-lane ramp going east	55	1,422	1,943	2	2,900	1,943	1,943	0.98%	2.62%	0.27%	0.17%	931	10	26	3	2
	Two-lane ramp going west	55	706	499	2	2,900	706	706	0.98%	2.62%	0.27%	0.17%	337	4	10	1	1
	NB SR 826 mainline under SR 836 ramps	55	5,170	2,881	4	6,080	5,170	5,170	0.92%	1.31%	0.33%	0.15%	1,258	12	17	4	2
	On-ramp from Flagler St	45	848	515	1	1,340	848	848	0.50%	1.51%	0.19%	0.27%	827	4	13	2	2
	NB SR 826 mainline under SR 836 ramps again	55	6,018	3,396	3	4,580	6,018	4,580	0.92%	1.31%	0.33%	0.15%	1,486	14	20	5	2
NEB SR 874	Before merging with SR 826	55	3,289	2,177	3	4,580	3,289	3,289	1.30%	1.06%	0.34%	0.22%	1,064	14	12	4	2
Westbound / Southbound																	
SB SR 826	SB SR 826 Mainline at north end	55	5,792	6,772	5	7,680	6,772	6,772	0.92%	1.31%	0.33%	0.15%	1,318	12	18	4	2
	SB SR 826 to WB SR 836 Ramp	55	481	90	1	1,450	481	481	0.98%	2.62%	0.27%	0.17%	461	5	13	1	1
	SB SR 826 mainline between off-ramps	55	5,311	6,682	5	7,680	6,682	6,682	0.92%	1.31%	0.33%	0.15%	1,301	12	17	4	2
	SB SR 826 off-ramp to Flagler St	35	1,752	1,103	2	2,680	1,752	1,752	0.50%	1.51%	0.19%	0.27%	853	5	13	2	3
	SB SR 826 mainline between off-ramp to Flager and on-ramp from SR 836 on-ramp	55	3,559	5,579	4	6,080	5,579	5,579	0.92%	1.31%	0.33%	0.15%	1,357	13	18	5	2
	EB SR 836 to CD road along SB SR 826	25	436	471	1	1,340	471	471	0.98%	2.62%	0.27%	0.17%	452	5	12	1	1
	EB SR 836 to SB SR 826 ramp	55	528	653	1	1,450	653	653	0.98%	2.62%	0.27%	0.17%	627	6	17	2	1
	WB SR 836 to SB SR 826 ramp	55	1,778	1,179	2	2,900	1,778	1,778	0.98%	2.62%	0.27%	0.17%	851	9	24	3	2
	Merge of SR 836 ramps onto SB SR 826	55	2,306	1,832	2	2,680	2,306	2,306	0.98%	2.62%	0.27%	0.17%	1,106	12	30	3	2
	Merge of off-ramps to Flagler St	35	2,188	1,574	2	2,680	2,188	2,188	0.50%	1.51%	0.19%	0.27%	1,066	6	17	2	3
	SB SR 826 Mainline between SR 836 on-ramp to FL-968 on-ramp	55	5,865	7,411	5	7,680	7,411	7,411	0.92%	1.31%	0.33%	0.15%	1,442	14	19	5	2
	Off-ramp from CD road to Flagler St	25	849	843	1	1,340	849	849	0.50%	1.51%	0.19%	0.27%	828	4	13	2	2
	CD road along SB SR 826 before merge with Flagler St on-ramp	35	1,339	731	1	1,340	1,339	1,339	0.50%	1.51%	0.19%	0.27%	1,305	7	20	3	4
	Off-ramp to Mall of the Americas	25	379	256	1	1,340	379	379	0.50%	1.51%	0.19%	0.27%	369	2	6	1	1
	Loop on ramp from Flagler St to CD road	25	812	1,073	1	1,220	1,073	1,073	0.50%	1.51%	0.19%	0.27%	1,047	5	16	2	3
	CD road along SB SR 826 after merge with Flagler St on-ramp	45	2,151	1,804	2	2,680	2,151	2,151	0.50%	1.51%	0.19%	0.27%	1,049	6	16	2	3
	On-ramp from CD road	55	1,096	1,055	1	1,340	1,096	1,096	0.50%	1.51%	0.19%	0.27%	1,068	6	17	2	3
	SB SR 826 Mainline between FL-968 on-ramp and 8th St on-ramp	55	6,961	8,466	5	7,680	8,466	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	CD road off-ramps to SW 8th St	40	1,055	749	2	2,680	1,055	1,055	0.50%	1.51%	0.19%	0.27%	514	3	8	1	2
	Off-ramp to WB SW 8th St	20	571	601	1	1,340	601	601	0.50%	1.51%	0.19%	0.27%	586	3	9	1	2
	Off-ramp to EB SW 8th St	40	484	148	1	1,220	484	484	0.50%	1.51%	0.19%	0.27%	473	2	7	1	1
	SB SR 826 on-ramp from 8th St	45	643	1,123	1	1,340	1,123	1,123	0.50%	1.51%	0.19%	0.27%	1,095	6	17	2	3
	SB SR 826 Mainline between 8th St on-ramp and 24th St off-ramp	55	7,604	9,589	6	10,320	9,589	9,589	0.92%	1.31%	0.33%	0.15%	1,555	15	21	5	2

Table 2.2.1 - Traffic Data for Noise Modeling - Existing Conditions: Freeway and Ramps (Sheet 3 of 3)

Roadway Segment		Speed Limit	2017 Existing Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
SB SR 826	SB SR 826 off-ramp to 24th St	25	984	1,481	1	1,340	1,481	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	SB SR 826 Mainline between 24th St off-ramp and on-ramp	55	6,620	8,108	6	10,320	8,108	8,108	0.92%	1.31%	0.33%	0.15%	1,315	12	18	4	2
	SB SR 826 on-ramp from 24th St	20	599	828	1	1,220	828	828	0.50%	1.51%	0.19%	0.27%	808	4	12	2	2
	SB SR 826 Mainline between 24th St on-ramp and FL-976 off-ramp	55	7,219	8,936	6	10,320	8,936	8,936	0.92%	1.31%	0.33%	0.15%	1,448	14	20	5	2
	SB SR 826 off-ramp to FL-976	45	1,351	1,446	2	2,680	1,446	1,446	0.50%	1.51%	0.19%	0.27%	704	4	11	2	2
	SB SR 826 Mainline from FL-976 off-ramp to SR-874 off-ramp	55	5,868	7,490	6	10,320	7,490	7,490	0.92%	1.31%	0.33%	0.15%	1,214	12	16	4	2
	SB SR 826 off-ramp to SR-874	45	703	1,010	1	1,340	1,010	1,010	0.40%	1.34%	0.08%	0.42%	987	4	14	1	4
	On-ramp from SW 40th St	45	856	1,416	3	4,580	1,416	1,416	0.50%	1.51%	0.19%	0.27%	461	2	7	1	1
	SB SR 826 Mainline between SR-874 off-ramp and diverge from SR 826	55	5,165	6,480	6	10,320	6,480	6,480	0.92%	1.31%	0.33%	0.15%	1,050	10	14	4	2
	SB SR 826 split, SR-874 begin	55	1,407	2,469	3	4,580	2,469	2,469	0.40%	1.34%	0.08%	0.42%	805	3	11	1	3
	SB SR 826 Mainline over SR-874	55	3,758	4,011	3	4,580	4,011	4,011	0.92%	1.31%	0.33%	0.15%	1,302	12	17	4	2
	Diverge from CD to SR 874	45	422	791	2	2,680	791	791	0.40%	1.34%	0.08%	0.42%	385	2	6	1	2
	CD ramp along SB SR 826	45	1,137	1,635	2	2,680	1,635	1,635	0.50%	1.51%	0.19%	0.27%	797	4	13	2	2
	SB SR 826 on-ramp from FL-976	45	476	578	1	1,340	578	578	0.50%	1.51%	0.19%	0.27%	563	3	9	1	2
	Off-ramp to SW 56th St	45	661	1,057	2	2,680	1,057	1,057	0.50%	1.51%	0.19%	0.27%	515	3	8	1	2
	SB SR 826 over 56th St	55	4,234	4,589	4	6,080	4,589	4,589	0.92%	1.31%	0.33%	0.15%	1,115	11	15	4	2
	SB SR 826 on-ramp from 56th St	45	231	375	1	1,340	375	375	0.50%	1.51%	0.19%	0.27%	365	2	6	1	1
	SB SR 826 Mainline between 56th St on-ramp and off-ramp to FL-986	55	4,465	4,964	4	6,080	4,964	4,964	0.92%	1.31%	0.33%	0.15%	1,207	12	16	4	2
	SB SR 826 off-ramp to FL-986	35	1,120	1,069	2	2,680	1,120	1,120	0.50%	1.51%	0.19%	0.27%	545	3	9	1	2
	SB SR 826 Mainline over FL-986	55	3,345	3,895	3	4,580	3,895	3,895	0.58%	0.82%	0.20%	0.15%	1,275	7	11	3	2
	SB SR 826 on-ramp from FL-986	45	290	313	1	1,340	313	313	0.50%	1.51%	0.19%	0.27%	304	2	5	1	1
	SB SR 826 Mainline between FL-986 on ramp and 88th St off-ramp	55	3,635	4,208	3	4,580	4,208	4,208	0.58%	0.82%	0.20%	0.15%	1,379	8	11	3	2
	SB SR 826 off-ramp toward 88th St	45	1,568	1,638	2	2,680	1,638	1,638	0.50%	1.51%	0.19%	0.27%	798	4	13	2	2
	SB SR 826 Mainline between off-ramp toward 88th St and on-ramp from 88th St	55	2,067	2,570	2	3,020	2,570	2,570	1.12%	2.66%	0.56%	0.13%	1,227	15	34	7	2
	SB SR 826 off-ramp to WB 88th St	35	739	760	1	1,340	760	760	0.50%	1.51%	0.19%	0.27%	742	4	11	1	2
	SB SR 826 off-ramp (loop) to EB 88th St	30	696	481	1	1,220	696	696	0.50%	1.51%	0.19%	0.27%	679	4	10	1	2
	SB SR 826 on-ramp from 88th St	45	69	109	1	1,340	109	109	0.50%	1.51%	0.19%	0.27%	106	1	2	0	0
	SB SR 826 south end	55	2,136	2,679	2	3,020	2,679	2,679	1.12%	2.66%	0.56%	0.13%	1,279	15	36	8	2
SWB SR 874	After diverting from SR 826	55	1,829	3,260	3	4,580	3,260	3,260	1.30%	1.06%	0.34%	0.22%	1,055	14	12	4	2

* LOS "C" volumes obtained from Table 7 of FDOT's Level of Service Handbook (2013) and HCM 2000 (Volume adjustments have been applied as appropriate)

[1] Vehicle split percentages based on Annual Vehicle Classification Counts from FDOT count stations documented in "Traffic Factor Calcs" tab

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

Prepared By: Winston Harris, P.E. (Print Name) Date: 4/21/2022

TRAFFIC DATA FOR PALMETTO EXPRESSWAY (SR 826) PD&E NOISE STUDY
FDOT DISTRICT 6

FPID NUMBER: 432639-1-22-02

Table 2.2.2 - Traffic Data for Noise Modeling - Existing Conditions: Arterial Roadways (Sheet 1 of 3)

Roadway Segment		Speed Limit	2017 Existing Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
Eastbound / Northbound																	
NB US 1	SW 112th St to SW 104th St	45	2,996	2,047	3	3,087	2,996	2,996	1.38%	0.82%	0.15%	0.50%	971	14	8	1	5
	SW 104th St to NB SR 826 Ramp	45	3,688	2,433	3	2,940	3,688	2,940	1.38%	0.82%	0.15%	0.50%	952	14	8	1	5
	NB SR 826 Ramp to SW 98th St	45	1,553	1,118	3	2,940	1,553	1,553	1.38%	0.82%	0.15%	0.50%	503	7	4	1	3
	SW 98th St to the north	45	1,637	1,171	3	2,940	1,637	1,637	1.38%	0.82%	0.15%	0.50%	530	8	4	1	3
EB SW 112th St	West of US 1	35	293	297	1	389	297	297	0.32%	0.73%	0.11%	0.35%	293	1	2	0	1
	East of US 1	35	297	341	1	296	341	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
EB SW 104th St	West of US 1	35	679	560	2	767	679	679	0.32%	0.73%	0.11%	0.35%	334	1	3	1	1
	East of US 1	35	351	606	1	389	606	389	0.32%	0.73%	0.11%	0.35%	384	1	3	0	1
EB SW 98th St	West of SW 77th Ave	30	317	128	1	370	317	317	0.32%	0.73%	0.11%	0.35%	313	1	2	0	1
	SW 77th Ave to S Dadeland Blvd	30	615	268	1	296	615	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
	S Dadeland Blvd to Busway	30	616	270	1	296	616	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
	Busway to US 1	30	616	264	1	296	616	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
	East of US 1/SR 826	30	254	337	1	296	337	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
EB SW 88th St	SW 79th Ave to SW 77th Ave	45	2,458	1,752	3	2,940	2,458	2,458	0.94%	0.71%	0.30%	0.38%	800	8	6	2	3
	SW 77th Ave to SB SR 826 on-ramp	45	2,827	2,121	3	2,940	2,827	2,827	0.94%	0.71%	0.30%	0.38%	919	9	7	3	4
	SB SR 826 on-ramp to SB SR 826 off-ramp (loop)	45	1,848	1,334	3	2,940	1,848	1,848	0.94%	0.71%	0.30%	0.38%	602	6	4	2	2
	SB SR 826 off-eamp (loop) to NB SR 826 Ramp Terminal Intersection	45	2,544	1,815	3	2,940	2,544	2,544	0.94%	0.71%	0.30%	0.38%	828	8	6	3	3
	NB SR 826 Ramp Terminal Intersection to SW 73rd Pl	45	2,607	1,863	3	2,940	2,607	2,607	0.94%	0.71%	0.30%	0.38%	849	8	6	3	3
	SW 73rd Pl to Dadeland Blvd	45	1,863	1,471	3	2,940	1,863	1,863	0.94%	0.71%	0.30%	0.38%	607	6	4	2	2
EB SW 72nd St	West of SW 77th Ct	40	1,337	1,113	2	1,910	1,337	1,337	0.48%	0.46%	0.19%	0.99%	654	3	3	2	7
	SW 77th Ct to SB SR 826 Ramp Terminal Intersection	40	1,553	1,150	3	2,940	1,553	1,553	0.48%	0.46%	0.19%	0.99%	508	2	2	1	5
	SB SR 826 Ramps to NB SR 826 Ramps	40	1,922	1,523	3	2,940	1,922	1,922	0.48%	0.46%	0.19%	0.99%	628	3	3	1	6
	East of NB SR 826 Ramp Terminal Intersection	40	1,693	1,112	2	1,910	1,693	1,693	0.48%	0.46%	0.19%	0.99%	828	4	4	2	9
EB SW 56th St	West of SW 77th Ct	35	1,204	1,031	2	730	1,204	730	2.85%	2.76%	1.14%	0.99%	336	11	10	4	4
	SW 77th Ct to SB SR 826 Ramp Terminal Intersection	40	1,433	1,045	2	1,910	1,433	1,433	2.85%	2.76%	1.14%	0.99%	661	21	20	8	7
	SB SR 826 Ramps to NB SR 826 Ramps	40	1,574	1,147	2	1,910	1,574	1,574	2.85%	2.76%	1.14%	0.99%	725	23	22	9	8
	East of NB SR 826 Ramp Terminal Intersection	40	1,629	911	2	1,910	1,629	1,629	2.85%	2.76%	1.14%	0.99%	751	23	23	10	8
EB SW 40th St	SW 79th Ave to SW 7800 Block	40	2,057	1,617	4	3,970	2,057	2,057	0.85%	1.35%	0.32%	1.10%	494	5	7	2	6
	SW 7800 Block to SB SR 826 Ramp Terminal Intersection	40	2,373	1,728	4	3,970	2,373	2,373	0.85%	1.35%	0.32%	1.10%	571	5	8	2	7
	SB SR 826 Ramps to NB SR 826 Ramps	40	3,109	2,024	3	3,087	3,109	3,087	0.85%	1.35%	0.32%	1.10%	992	9	14	3	11
	NB SR 826 Ramp Terminal Intersection to SW 74th Ave	40	3,443	2,277	3	2,940	3,443	2,940	0.85%	1.35%	0.32%	1.10%	945	8	13	3	11
	SW 74th Ave to SW 72nd Ave	40	3,637	2,166	3	2,940	3,637	2,940	0.85%	1.35%	0.32%	1.10%	945	8	13	3	11
EB SW 24th St	SW 82nd Ave to SW 79th Ave	40	1,257	1,517	3	2,940	1,517	1,517	0.83%	1.31%	0.31%	1.10%	487	4	7	2	6
	SW 79th Ave to SB SR 826 Ramp Terminal Intersection	40	1,795	1,695	3	2,940	1,795	1,795	0.83%	1.31%	0.31%	1.10%	576	5	8	2	7
	SB SR 826 Ramps to NB SR 826 Ramps	40	2,263	2,067	3	3,087	2,263	2,263	0.83%	1.31%	0.31%	1.10%	728	6	10	2	8
	NB SR 826 Ramp Terminal Intersection to SW 75th Ave	40	2,263	2,077	3	2,940	2,263	2,263	0.83%	1.31%	0.31%	1.10%	728	6	10	2	8
	SW 75th Ave to SW 74th Ave	40	2,008	1,812	3	3,087	2,008	2,008	0.83%	1.31%	0.31%	1.10%	645	6	9	2	7

Table 2.2.2 - Traffic Data for Noise Modeling - Existing Conditions: Arterial Roadways (Sheet 2 of 3)

Roadway Segment		Speed Limit	2017 Existing Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
EB SW 8th St	SW 82nd Ave to SB SR 826 Ramp Terminal Intersection	45	2,355	2,118	3	2,940	2,355	2,355	0.65%	0.97%	0.18%	0.42%	768	5	8	1	3
	SB SR 826 Ramps to NB SR 826 Ramps	45	2,524	1,679	3	2,940	2,524	2,524	0.65%	0.97%	0.18%	0.42%	823	5	8	1	4
	NB SR 826 Ramp Terminal Intersection to NB SR 826 on-ramp	45	2,303	1,623	2	1,910	2,303	1,910	0.65%	0.97%	0.18%	0.42%	933	6	10	2	4
	NB SR 826 on-ramp to SW 74th Ave	35	2,303	1,623	2	730	2,303	730	0.65%	0.97%	0.18%	0.42%	355	3	4	1	2
EB Flagler St	SW 79th Ave to SB SR 826 Ramp Terminal Intersection	40	2,381	2,037	3	2,940	2,381	2,381	0.63%	1.46%	0.32%	0.31%	772	5	12	3	2
	SB SR 826 Ramps to NB SR 826 Ramps	40	2,368	1,938	3	2,940	2,368	2,368	0.63%	1.46%	0.32%	0.31%	767	5	12	3	2
	NB SR 826 Ramp Terminal Intersection to SW 74th Ave	40	2,180	1,833	3	2,940	2,180	2,180	0.63%	1.46%	0.32%	0.31%	707	5	11	2	2
Westbound / Southbound																	
WB Flagler St	SW 74th Ave to NB SR 826 Ramp Terminal Intersection	40	1,794	2,460	3	3,087	2,460	2,460	0.63%	1.46%	0.32%	0.31%	797	5	12	3	3
	NB SR 826 Ramps to SB SR 826 Ramps	40	1,833	2,874	3	3,087	2,874	2,874	0.63%	1.46%	0.32%	0.31%	932	6	14	3	3
	SB SR 826 Ramp Terminal Intersection to SW 79th Ave	40	1,675	2,553	3	3,087	2,553	2,553	0.63%	1.46%	0.32%	0.31%	828	5	12	3	3
WB SW 8th St	SW 74th Ave to NB SR 826 on-ramp	35	1,955	2,529	2	730	2,529	730	0.65%	0.97%	0.18%	0.42%	355	3	4	1	2
	NB SR 826 on-ramp to NB SR 826 Ramp Terminal Intersection	45	1,341	2,263	2	1,910	2,263	1,910	0.65%	0.97%	0.18%	0.42%	933	6	10	2	4
	NB SR 826 Ramps to SB SR 826 Ramps	45	1,597	3,027	2	1,910	3,027	1,910	0.65%	0.97%	0.18%	0.42%	933	6	10	2	4
	SB SR 826 Ramp Terminal Intersection to SW 82nd Ave	45	1,840	3,092	3	2,940	3,092	2,940	0.65%	0.97%	0.18%	0.42%	958	6	10	2	4
WB SW 24th St	SW 74th Ave to SW 75th Ave	40	1,285	1,702	3	2,940	1,702	1,702	0.83%	1.31%	0.31%	1.10%	547	5	7	2	6
	SW 75th Ave to NB SR 826 Ramp Terminal Intersection	40	1,538	2,251	3	2,940	2,251	2,251	0.83%	1.31%	0.31%	1.10%	724	6	10	2	8
	NB SR 826 Ramps to SB SR 826 Ramps	40	1,502	2,379	3	3,087	2,379	2,379	0.83%	1.31%	0.31%	1.10%	765	7	10	2	9
	SB SR 826 Ramp Terminal Intersection to SW 79th Ave	40	1,513	2,693	3	2,940	2,693	2,693	0.83%	1.31%	0.31%	1.10%	866	7	12	3	10
	SW 79th Ave to SW 82nd Ave	40	1,354	2,090	3	2,940	2,090	2,090	0.83%	1.31%	0.31%	1.10%	672	6	9	2	8
WB SW 40th St	SW 72nd Ave to SW 74th Ave	40	2,055	2,719	3	2,940	2,719	2,719	0.85%	1.35%	0.32%	1.10%	873	8	12	3	10
	SW 74th Ave to NB SR 826 Ramp Terminal Intersection	40	2,176	3,468	4	3,970	3,468	3,468	0.85%	1.35%	0.32%	1.10%	834	8	12	3	10
	NB SR 826 Ramps to SB SR 826 Ramps	40	1,718	3,067	3	2,940	3,067	2,940	0.85%	1.35%	0.32%	1.10%	945	8	13	3	11
	SB SR 826 Ramp Terminal Intersection to SW 7800 Block	40	1,505	2,801	4	3,970	2,801	2,801	0.85%	1.35%	0.32%	1.10%	674	6	10	2	8
	SW 7800 Block to SW 79th Ave	40	1,423	2,623	4	3,970	2,623	2,623	0.85%	1.35%	0.32%	1.10%	632	6	9	2	7
WB SW 56th St	East of NB SR 826 Ramp Terminal Intersection	40	814	1,972	2	1,910	1,972	1,910	2.85%	2.76%	1.14%	0.99%	880	27	27	11	10
	NB SR 826 Ramps to SB SR 826 Ramps	40	708	1,876	2	1,910	1,876	1,876	2.85%	2.76%	1.14%	0.99%	864	27	26	11	10
	SB SR 826 Ramp Terminal Intersection to SW 77th Ct	40	997	2,456	2	1,910	2,456	1,910	2.85%	2.76%	1.14%	0.99%	880	27	27	11	10
	West of SW 77th Ct	35	975	2,380	2	730	2,380	730	2.85%	2.76%	1.14%	0.99%	336	11	10	4	4
WB SW 72nd St	East of NB SR 826 Ramp Terminal Intersection	40	905	1,852	2	1,910	1,852	1,852	0.48%	0.46%	0.19%	0.99%	905	5	5	2	9
	NB SR 826 Ramps to SB SR 826 Ramps	40	765	1,408	2	1,910	1,408	1,408	0.48%	0.46%	0.19%	0.99%	688	4	3	2	7
	SB SR 826 Ramp Terminal Intersection to SW 77th Ct	40	1,226	1,791	2	1,910	1,791	1,791	0.48%	0.46%	0.19%	0.99%	876	5	4	2	9
	West of SW 77th Ct	40	1,263	1,608	2	1,910	1,608	1,608	0.48%	0.46%	0.19%	0.99%	786	4	4	2	8
WB SW 88th St	Dadeland Blvd to SW 73rd Pl	45	926	1,923	4	3,970	1,923	1,923	0.94%	0.71%	0.30%	0.38%	468	5	4	2	2
	SW 73rd Pl to NB SR 826 Ramp Terminal Intersection	45	1,045	2,430	3	3,087	2,430	2,430	0.94%	0.71%	0.30%	0.38%	791	8	6	2	3
	NB SR 826 Ramp Terminal Intersection to SB SR 826 off-ramp	45	615	1,495	3	2,940	1,495	1,495	0.94%	0.71%	0.30%	0.38%	486	5	4	1	2
	SB SR 826 off-ramp to SB SR 826 on-ramp	45	1,354	2,255	3	2,940	2,255	2,255	0.94%	0.71%	0.30%	0.38%	735	7	5	2	3
	SB SR 826 on-ramp to SW 77th Ave	45	1,390	2,314	3	2,940	2,314	2,314	0.94%	0.71%	0.30%	0.38%	753	7	6	2	3
	SW 77th Ave to SW 79th Ave	45	1,313	2,271	3	2,940	2,271	2,271	0.94%	0.71%	0.30%	0.38%	740	7	5	2	3

Table 2.2.2 - Traffic Data for Noise Modeling - Existing Conditions: Arterial Roadways (Sheet 3 of 3)

Roadway Segment		Speed Limit	2017 Existing Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
WB SW 98th St	East of US 1/SR 826	30	271	190	1	389	271	271	0.32%	0.73%	0.11%	0.35%	267	1	2	0	1
	US 1 to Busway	30	375	688	1	370	688	370	0.32%	0.73%	0.11%	0.35%	365	1	3	0	1
	Busway to S Dadeland Blvd	30	242	677	1	370	677	370	0.32%	0.73%	0.11%	0.35%	365	1	3	0	1
	S Dadeland Blvd to SW 77th Ave	30	240	1,005	1	389	1,005	389	0.32%	0.73%	0.11%	0.35%	384	1	3	0	1
	West of SW 77th Ave	30	148	611	1	389	611	389	0.32%	0.73%	0.11%	0.35%	384	1	3	0	1
WB SW 104th St	East of US 1	35	499	478	2	767	499	499	0.32%	0.73%	0.11%	0.35%	245	1	2	1	1
	West of US 1	35	402	967	2	730	967	730	0.32%	0.73%	0.11%	0.35%	358	1	3	1	2
WB SW 112th St	East of US 1	35	220	242	1	389	242	242	0.32%	0.73%	0.11%	0.35%	238	1	2	0	1
	West of US 1	35	392	669	1	370	669	370	0.32%	0.73%	0.11%	0.35%	365	1	3	0	1
SB US 1	From the north to SW 98th St	45	959	2,485	3	2,940	2,485	2,485	1.38%	0.82%	0.15%	0.50%	805	11	7	1	4
	SW 98th St to SB SR 826 Ramp	45	848	1,851	2	1,910	1,851	1,851	1.38%	0.82%	0.15%	0.50%	898	13	8	2	5
	SB SR 826 Ramp to SW 104th St	45	2,984	4,530	4	4,169	4,530	4,169	1.38%	0.82%	0.15%	0.50%	1,011	15	9	2	5
	SW 104th St to SW 112th St	45	2,717	3,609	3	3,087	3,609	3,087	1.38%	0.82%	0.15%	0.50%	1,000	14	8	2	5

* LOS "C" volumes obtained from Table 7 of FDOT's Level of Service Handbook (2013) and HCM 2000 (Volume adjustments have been applied as appropriate)

[1] Vehicle split percentages based on Annual Vehicle Classification Counts from FDOT count stations in addition to classification counts performed during SR 826/Palmetto Expressway PD&E Study.

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

Prepared By: Winston Harris, P.E. (Print Name) Date: 4/21/2022

TRAFFIC DATA FOR PALMETTO EXPRESSWAY (SR 826) PD&E NOISE STUDY
FDOT DISTRICT 6

FPID NUMBER: 432639-1-22-02

Table 2.3.1 - Traffic Data for Noise Modeling - Future (2045) No-Build Conditions: Freeway and Ramps (Sheet 1 of 3)

Roadway Segment		Speed Limit	2045 No Build Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
Eastbound / Northbound																	
NB SR 826	Ramp diverting from NB US 1	45	2,822	2,536	2	2,680	2,822	2,680	1.12%	2.66%	0.56%	0.13%	1,279	15	36	8	2
	Ramp from NB US 1 after SW 100th St	45	3,318	2,694	2	2,680	3,318	2,680	1.12%	2.66%	0.56%	0.13%	1,279	15	36	8	2
	Ramp diverting to SW 88th St	35	162	150	1	1,340	162	162	0.50%	1.51%	0.19%	0.27%	159	1	2	0	0
	NB SR 826 Mainline over SW 88th St	55	3,156	2,544	2	3,020	3,156	3,020	1.12%	2.66%	0.56%	0.13%	1,442	17	40	9	2
	Loop on-ramp from EB SW 88th St	45	1,133	702	1	1,340	1,133	1,133	0.50%	1.51%	0.19%	0.27%	1,105	6	17	2	3
	NB SR 826 Mainline over canal	55	4,289	3,246	3	4,580	4,289	4,289	0.58%	0.82%	0.20%	0.15%	1,405	8	12	3	2
	On-ramp from WB SW 88th St and Dadeland Mall	45	1,316	1,622	1	1,340	1,622	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	NB SR 826 Mainline to SW 72nd St off-ramp	55	5,605	4,868	3	4,580	5,605	4,580	0.58%	0.82%	0.20%	0.15%	1,500	9	13	3	2
	NB SR 826 off-ramp to 72nd St	35	481	360	1	1,340	481	481	0.50%	1.51%	0.19%	0.27%	470	2	7	1	1
	NB SR 826 over 72nd St	55	5,124	4,508	3	4,580	5,124	4,580	0.58%	0.82%	0.20%	0.15%	1,500	9	13	3	2
	NB SR 826 from 72nd St on-ramp	45	1,375	1,473	2	2,680	1,473	1,473	0.50%	1.51%	0.19%	0.27%	718	4	11	2	2
	NB SR 826 Mainline to SW 56th St off-ramp	55	6,499	5,981	3	5,580	6,499	5,580	0.92%	1.31%	0.33%	0.15%	1,810	17	24	6	3
	NB SR 826 off-ramp to SW 56th St	45	685	596	1	1,340	685	685	0.50%	1.51%	0.19%	0.27%	669	3	10	1	2
	NB SR 826 Mainline to braided ramp	55	5,814	5,385	4	7,080	5,814	5,814	0.92%	1.31%	0.33%	0.15%	1,415	13	19	5	2
	NB SR 826 off-ramp/braided ramp	35	685	717	1	1,340	717	717	0.50%	1.51%	0.19%	0.27%	699	4	11	1	2
	On-ramp/braided ramp from SW 56th St	45	1,339	1,214	2	2,680	1,339	1,339	0.50%	1.51%	0.19%	0.27%	652	4	10	2	2
	NB SR 826 Mainline over SW 56th St	55	5,129	4,668	3	4,580	5,129	4,580	0.92%	1.31%	0.33%	0.15%	1,486	14	20	5	2
	Braided off-ramp to SW 40th St	35	746	756	2	2,680	756	756	0.50%	1.51%	0.19%	0.27%	368	2	6	1	1
	Braided on-ramp from SW 56th St	45	1,278	1,175	1	1,340	1,278	1,278	0.50%	1.51%	0.19%	0.27%	1,248	6	19	2	3
	Ramp from SR 874 merging with braided ramp	45	943	794	1	1,340	943	943	0.40%	1.34%	0.08%	0.42%	921	4	13	1	4
	Combined ramps (braided ramp and ramp from SR 874)	45	1,689	1,550	2	2,680	1,689	1,689	0.50%	1.51%	0.19%	0.27%	822	5	13	2	3
	NB SR 826 Mainline before SR 874 merge	55	6,407	5,843	4	6,080	6,407	6,080	0.92%	1.31%	0.33%	0.15%	1,479	14	20	5	2
	SR 874 merge Sys-Sys Ramp with NB SR 826	55	3,532	3,237	3	4,580	3,532	3,532	0.40%	1.34%	0.08%	0.42%	1,150	5	16	1	5
	NB SR 826 after SR 874 merge	55	9,939	9,080	6	10,320	9,939	9,939	0.92%	1.31%	0.33%	0.15%	1,612	15	22	5	3
	Loop on-ramp from SW 40th St	35	740	473	1	1,220	740	740	0.50%	1.51%	0.19%	0.27%	722	4	11	1	2
	NB SR 826 Mainline over SW 40th St	55	10,679	9,553	6	10,320	10,679	10,320	0.92%	1.31%	0.33%	0.15%	1,672	16	23	6	3
	On-ramp from SW 40th St	45	1,086	1,240	1	1,340	1,240	1,240	0.50%	1.51%	0.19%	0.27%	1,210	6	19	2	3
	NB SR 826 Mainline north of SW 40th St	55	11,765	10,793	6	10,320	11,765	10,320	0.92%	1.31%	0.33%	0.15%	1,672	16	23	6	3
	Off-ramp to SW 24th St	35	1,278	1,073	1	1,340	1,278	1,278	0.50%	1.51%	0.19%	0.27%	1,248	6	19	2	3
	NB SR 826 Mainline between off-ramp to 24th St and on-ramp from 24th St	55	10,487	9,720	6	10,320	10,487	10,320	0.92%	1.31%	0.33%	0.15%	1,672	16	23	6	3
	NB SR 826 on-ramp from 24th St	35	1,110	922	1	1,220	1,110	1,110	0.50%	1.51%	0.19%	0.27%	1,082	6	17	2	3
	NB SR 826 Mainline between on-ramp from 24th St and off-ramp to 8th St	55	11,597	10,642	6	10,320	11,597	10,320	0.92%	1.31%	0.33%	0.15%	1,672	16	23	6	3
	NB SR 826 off-ramp 8th St	25	1,583	1,901	2	2,680	1,901	1,901	0.50%	1.51%	0.19%	0.27%	926	5	15	2	3
	NB SR 826 Mainline between off-ramp 8th St and on-ramp 8th St	55	10,014	8,741	5	7,680	10,014	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	NB SR 826 on-ramp from 8th St	45	1,143	819	1	1,340	1,143	1,143	0.50%	1.51%	0.19%	0.27%	1,115	6	17	2	3
	NB SR 826 Mainline from on-ramp 8th St to second on-ramp 8th St	55	11,157	9,560	6	10,320	11,157	10,320	0.92%	1.31%	0.33%	0.15%	1,672	16	23	6	3

Table 2.3.1 - Traffic Data for Noise Modeling - Future (2045) No-Build Conditions: Freeway and Ramps (Sheet 2 of 3)

Roadway Segment		Speed Limit	2045 No Build Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
NB SR 826	NB SR 826 second on-ramp from 8th St	45	779	335	1	1,340	779	779	0.50%	1.51%	0.19%	0.27%	760	4	12	1	2
	NB SR 826 between SW 8th St to Express Lane diverge[3]	55	11,936	9,895	6	11,320	11,936	11,320	0.92%	1.31%	0.33%	0.15%	1,836	17	25	6	3
	NB SR 826 Express Lane diverge to Flagler St	55	10,949	9,148	6	10,320	10,949	10,320	0.92%	1.31%	0.33%	0.15%	1,672	16	23	6	3
	Off-ramp to Flagler and SR 836	45	1,930	1,610	2	2,680	1,930	1,930	0.50%	1.51%	0.19%	0.27%	940	5	15	2	3
	NB SR 826 off-ramp to Flagler St	35	705	805	1	1,220	805	805	0.50%	1.51%	0.19%	0.27%	785	4	12	2	2
	On-ramp from Flagler St	45	1,907	1,712	2	2,680	1,907	1,907	0.50%	1.51%	0.19%	0.27%	929	5	15	2	3
	Merge of ramp from Flagler St and off-ramp from NB SR 826	55	3,132	2,517	3	4,580	3,132	3,132	0.50%	1.51%	0.19%	0.27%	1,018	5	16	2	3
	Two lane ramp going east	45	1,798	1,189	2	2,680	1,798	1,798	0.50%	1.51%	0.19%	0.27%	875	5	14	2	3
	NB SR 826 Mainline between off-ramp to Flagler St and ramp to SR 836	55	9,019	7,538	6	10,320	9,019	9,019	0.92%	1.31%	0.33%	0.15%	1,462	14	20	5	2
	Off-ramp to SR 836	55	2,396	2,804	3	4,580	2,804	2,804	0.98%	2.62%	0.27%	0.17%	896	9	25	3	2
	Two-lane ramp going east	55	1,585	2,109	2	2,900	2,109	2,109	0.98%	2.62%	0.27%	0.17%	1,011	11	28	3	2
	Two-lane ramp going west	55	811	695	2	2,900	811	811	0.98%	2.62%	0.27%	0.17%	389	4	11	1	1
	NB SR 826 mainline under SR 836 ramps	55	6,623	4,734	4	6,080	6,623	6,080	0.92%	1.31%	0.33%	0.15%	1,479	14	20	5	2
	On-ramp from Flagler St	45	1,334	1,328	1	1,340	1,334	1,334	0.50%	1.51%	0.19%	0.27%	1,300	7	20	3	4
	NB SR 826 mainline under SR 836 ramps again	55	7,957	6,062	3	4,580	7,957	4,580	0.92%	1.31%	0.33%	0.15%	1,486	14	20	5	2
NB SR 826 Express Lane	Diverge from Mainline SR 826	55	987	747	1	1,340	987	987	0.92%	1.31%	0.33%	0.15%	961	9	13	3	1
	From on-ramp to north of SR 836[2]	55	987	747	1	1,450	987	987	0.92%	1.31%	0.33%	0.15%	961	9	13	3	1
NEB SR 874	Before merging with SR 826	55	4,475	4,031	3	4,580	4,475	4,475	1.30%	1.06%	0.34%	0.22%	1,449	19	16	5	3
Westbound / Southbound																	
SB SR 826	SB SR 826 Mainline at north end	55	8,166	9,200	5	7,680	9,200	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	SB SR 826 to WB SR 836 Ramp	55	749	245	1	1,450	749	749	0.98%	2.62%	0.27%	0.17%	719	7	20	2	1
	SB SR 826 mainline between off-ramps	55	7,417	8,955	5	7,680	8,955	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	SB SR 826 off-ramp to Flagler St	35	2,622	2,024	2	2,680	2,622	2,622	0.50%	1.51%	0.19%	0.27%	1,277	7	20	3	4
	SB SR 826 mainline between off-ramp to Flager and on ramp from SR 836 on ramp	55	4,795	6,931	4	6,080	6,931	6,080	0.92%	1.31%	0.33%	0.15%	1,479	14	20	5	2
	EB SR 836 to CD road along SB SR 826	25	501	593	1	1,340	593	593	0.98%	2.62%	0.27%	0.17%	568	6	16	2	1
	EB SR 836 to SB SR 826 ramp	55	563	750	1	1,450	750	750	0.98%	2.62%	0.27%	0.17%	720	7	20	2	1
	WB SR 836 to SB SR 826 ramp	55	2,981	1,827	2	2,900	2,981	2,900	0.98%	2.62%	0.27%	0.17%	1,391	14	38	4	3
	Merge of SR 836 ramps onto SB SR 826	55	3,544	2,577	2	2,680	3,544	2,680	0.98%	2.62%	0.27%	0.17%	1,285	13	35	4	3
	Merge of off-ramps to Flagler St	35	3,123	2,617	2	2,680	3,123	2,680	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	SB SR 826 Mainline between SR 836 on-ramp and Express Lane merge	55	8,339	9,508	5	7,680	9,508	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	Express Lane merge to FL-968 on-ramp	55	9,261	10,471	5	7,680	10,471	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	Off-ramp from CD road to Flagler St	25	1,695	1,594	1	1,340	1,695	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	CD road along SB SR 826 before merge with Flagler St on-ramp	35	1,428	1,023	1	1,340	1,428	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	Off-ramp to Mall of the Americas	25	434	233	1	1,340	434	434	0.50%	1.51%	0.19%	0.27%	423	2	7	1	1
	Loop on ramp from Flagler St to CD road	25	1,033	1,332	1	1,220	1,332	1,220	0.50%	1.51%	0.19%	0.27%	1,191	6	18	2	3
	CD road along SB SR 826 after merge with Flagler St on-ramp	45	2,461	2,355	2	2,680	2,461	2,461	0.50%	1.51%	0.19%	0.27%	1,199	6	19	3	4
	On-ramp from CD road	55	1,250	1,130	1	1,340	1,250	1,250	0.50%	1.51%	0.19%	0.27%	1,220	6	19	2	3
	SB SR 826 Mainline between FL-968 on-ramp and 8th St on-ramp	55	10,511	11,601	5	7,680	11,601	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2

Table 2.3.1 - Traffic Data for Noise Modeling - Future (2045) No-Build Conditions: Freeway and Ramps (Sheet 3 of 3)

Roadway Segment		Speed Limit	2045 No Build Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
SB SR 826	CD road off-ramps to SW 8th st	40	1,211	1,225	2	2,680	1,225	1,225	0.50%	1.51%	0.19%	0.27%	598	3	9	1	2
	Off-ramp to WB SW 8th St	20	650	690	1	1,340	690	690	0.50%	1.51%	0.19%	0.27%	674	3	10	1	2
	Off-ramp to EB SW 8th St	40	561	535	1	1,220	561	561	0.50%	1.51%	0.19%	0.27%	547	3	8	1	2
	SB SR 826 on-ramp from 8th St	45	1,167	1,575	1	1,340	1,575	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	SB SR 826 Mainline between 8th St on-ramp and 24th St off-ramp	55	11,678	13,176	6	10,320	13,176	10,320	0.92%	1.31%	0.33%	0.15%	1,672	16	23	6	3
	SB SR 826 off-ramp to 24th St	25	1,187	1,652	1	1,340	1,652	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	SB SR 826 Mainline between 24th St off-ramp and on-ramp	55	10,491	11,524	6	10,320	11,524	10,320	0.92%	1.31%	0.33%	0.15%	1,672	16	23	6	3
	SB SR 826 on-ramp from 24th St	20	835	1,030	1	1,220	1,030	1,030	0.50%	1.51%	0.19%	0.27%	1,004	5	16	2	3
	SB SR 826 Mainline between 24th St on-ramp and FL-976 off-ramp	55	1,326	12,554	6	10,320	12,554	10,320	0.92%	1.31%	0.33%	0.15%	1,672	16	23	6	3
	SB SR 826 off-ramp to FL-976	45	2,036	2,063	2	2,680	2,063	2,063	0.50%	1.51%	0.19%	0.27%	1,006	5	16	2	3
	SB SR 826 Mainline from FL-976 off-ramp to SR-874 off-ramp	55	9,290	10,491	6	10,320	10,491	10,320	0.92%	1.31%	0.33%	0.15%	1,672	16	23	6	3
	SB SR 826 off-ramp to FL-874	45	992	1,810	1	1,340	1,810	1,340	0.40%	1.34%	0.08%	0.42%	1,310	5	18	1	6
	On-ramp from SW 40th St	45	1,745	2,097	3	4,580	2,097	2,097	0.50%	1.51%	0.19%	0.27%	681	4	11	1	2
	SB SR 826 Mainline between SR-874 off-ramp and diverge from SR 826	55	8,298	8,681	6	10,320	8,681	8,681	0.92%	1.31%	0.33%	0.15%	1,408	13	19	5	2
	SB SR 826 split, SR-874 begin	55	3,327	3,506	3	4,580	3,506	3,506	0.40%	1.34%	0.08%	0.42%	1,142	5	16	1	5
	SB SR 826 Mainline over SR-874	55	4,971	5,175	3	4,580	5,175	4,580	0.92%	1.31%	0.33%	0.15%	1,486	14	20	5	2
	Diverge from CD to SR-874	45	958	1,347	2	2,680	1,347	1,347	0.40%	1.34%	0.08%	0.42%	658	3	9	1	3
	CD ramp along SB SR 826	45	1,779	2,560	2	2,680	2,560	2,560	0.50%	1.51%	0.19%	0.27%	1,246	7	20	3	4
	SB SR 826 on-ramp from SR 976	45	638	936	1	1,340	936	936	0.50%	1.51%	0.19%	0.27%	912	5	14	2	3
	Off-ramp to SW 56th St	45	1,141	1,624	2	2,680	1,624	1,624	0.50%	1.51%	0.19%	0.27%	792	4	12	2	2
	SB SR 826 over 56th St	55	5,609	6,111	4	6,080	6,111	6,080	0.92%	1.31%	0.33%	0.15%	1,479	14	20	5	2
	SB SR 826 on-ramp from 56th St	45	418	578	1	1,340	578	578	0.50%	1.51%	0.19%	0.27%	563	3	9	1	2
	SB SR 826 Mainline between 56th St on-ramp and off-ramp to SR 986	55	6,027	6,689	4	6,080	6,689	6,080	0.92%	1.31%	0.33%	0.15%	1,479	14	20	5	2
	SB SR 826 off-ramp to SR 986	35	1,396	1,545	2	2,680	1,545	1,545	0.50%	1.51%	0.19%	0.27%	753	4	12	2	2
	SB SR 826 Mainline over SR 986	55	4,631	5,144	3	4,580	5,144	4,580	0.58%	0.82%	0.20%	0.15%	1,500	9	13	3	2
	SB SR 826 on-ramp from SR 986	45	332	353	1	1,340	353	353	0.50%	1.51%	0.19%	0.27%	344	2	5	1	1
	SB SR 826 Mainline between SR 986 on ramp and 88th St off-ramp	55	4,963	5,497	3	4,580	5,497	4,580	0.58%	0.82%	0.20%	0.15%	1,500	9	13	3	2
	SB SR 826 off-ramp toward 88th St	45	2,537	2,620	2	2,680	2,620	2,620	0.50%	1.51%	0.19%	0.27%	1,276	7	20	3	4
	SB SR 826 Mainline between off-ramp toward 88th St and on-ramp from 88th St	55	2,426	2,877	2	3,020	2,877	2,877	1.12%	2.66%	0.56%	0.13%	1,375	16	38	8	2
	SB SR 826 off-ramp to WB 88th St	35	985	1,028	1	1,340	1,028	1,028	0.50%	1.51%	0.19%	0.27%	1,003	5	15	2	3
	SB SR 826 off-ramp (loop) to EB 88th St	30	1,205	1,160	1	1,220	1,205	1,205	0.50%	1.51%	0.19%	0.27%	1,176	6	18	2	3
	SB SR 826 on-ramp from 88th St	45	98	223	1	1,340	223	223	0.50%	1.51%	0.19%	0.27%	218	1	3	0	1
	SB SR 826 south end	55	2,524	3,100	2	3,020	3,100	3,020	1.12%	2.66%	0.56%	0.13%	1,442	17	40	9	2
SB SR 826 Express Lanes	North of SR 836 to end of express lanes[2]	55	922	963	1	1,450	963	963	0.92%	1.31%	0.33%	0.15%	937	9	13	3	1
	End of express lanes merge	55	922	963	1	1,340	963	963	0.92%	1.31%	0.33%	0.15%	937	9	13	3	1
SWB SR 874	After diverting from SR 826	55	4,285	4,853	3	4,580	4,853	4,580	1.30%	1.06%	0.34%	0.22%	1,483	20	16	5	3

* LOS "C" volumes obtained from Table 7 of FDOT's Level of Service Handbook (2013) and HCM 2000 (Volume adjustments have been applied as appropriate)

[1] Vehicle split percentages based on Annual Vehicle Classification Counts from FDOT count stations documented in "Traffic Factor Cales" tab

[2]Using LOS C Volumes for 1 lane System-to-System ramps for express lanes

[3]Treating mainline lane between SW 8th St on ramp and diverge to express lanes as an Auxiliary Lane

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

Prepared By: Winston Harris, P.E. (Print Name) Date: 4/21/2022

TRAFFIC DATA FOR PALMETTO EXPRESSWAY (SR 826) PD&E NOISE STUDY
FDOT DISTRICT 6

FPID NUMBER: 432639-1-22-02

Table 2.3.2 - Traffic Data for Noise Modeling - Future (2045) No-Build Conditions: Arterial Roadways (Sheet 1 of 3)

Roadway Segment		Speed Limit	2045 No Build Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
Eastbound / Northbound																	
NB US 1	SW 112th St to SW 104th St	45	3,115	2,349	3	3,087	3,115	3,087	1.38%	0.82%	0.15%	0.50%	1,000	14	8	2	5
	SW 104th St to NB SR 826 Ramp	45	4,345	3,483	3	2,940	4,345	2,940	1.38%	0.82%	0.15%	0.50%	952	14	8	1	5
	NB SR 826 Ramp to SW 98th St	45	1,784	1,283	3	2,940	1,784	1,784	1.38%	0.82%	0.15%	0.50%	578	8	5	1	3
	SW 98th St to the north	45	1,880	1,341	3	2,940	1,880	1,880	1.38%	0.82%	0.15%	0.50%	609	9	5	1	3
EB SW 112th St	West of US 1	35	456	471	1	389	471	389	0.32%	0.73%	0.11%	0.35%	384	1	3	0	1
	East of US 1	35	529	599	1	296	599	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
EB SW 104th St	West of US 1	35	909	983	2	767	983	767	0.32%	0.73%	0.11%	0.35%	376	1	3	1	2
	East of US 1	35	682	1,012	1	389	1,012	389	0.32%	0.73%	0.11%	0.35%	384	1	3	0	1
EB SW 98th St	West of SW 77th Ave	30	365	147	1	370	365	365	0.32%	0.73%	0.11%	0.35%	360	1	3	0	1
	SW 77th Ave to S Dadeland Blvd	30	708	308	1	296	708	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
	S Dadeland Blvd to Busway	30	709	310	1	296	709	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
	Busway to US 1	30	708	304	1	296	708	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
	East of US 1/SR 826	30	293	389	1	296	389	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
EB SW 88th St	SW 79th Ave to SW 77th Ave	45	2,767	2,030	3	2,940	2,767	2,767	0.94%	0.71%	0.30%	0.38%	899	9	7	3	4
	SW 77th Ave to SB SR 826 on-ramp	45	3,190	2,453	3	2,940	3,190	2,940	0.94%	0.71%	0.30%	0.38%	957	9	7	3	4
	SB SR 826 on-ramp to SB SR 826 off-ramp (loop)	45	1,959	1,528	3	2,940	1,959	1,959	0.94%	0.71%	0.30%	0.38%	638	6	5	2	2
	SB SR 826 off-ramp (loop) to NB SR 826 Ramp Terminal Intersection	45	3,164	2,688	3	2,940	3,164	2,940	0.94%	0.71%	0.30%	0.38%	957	9	7	3	4
	NB SR 826 Ramp Terminal Intersection to SW 73rd Pl	45	3,250	2,762	3	2,940	3,250	2,940	0.94%	0.71%	0.30%	0.38%	957	9	7	3	4
	SW 73rd Pl to Dadeland Blvd	45	2,206	2,213	3	2,940	2,213	2,213	0.94%	0.71%	0.30%	0.38%	721	7	5	2	3
EB SW 72nd St	West of SW 77th Ct	40	1,535	1,159	2	1,910	1,535	1,535	0.48%	0.46%	0.19%	0.99%	750	4	4	2	8
	SW 77th Ct to SB SR 826 Ramp Terminal Intersection	40	1,783	1,202	3	2,940	1,783	1,783	0.48%	0.46%	0.19%	0.99%	581	3	3	1	6
	SB SR 826 Ramps to NB SR 826 Ramps	40	2,342	1,991	3	2,940	2,342	2,342	0.48%	0.46%	0.19%	0.99%	764	4	4	1	8
	East of NB SR 826 Ramp Terminal Intersection	40	2,132	1,580	2	1,910	2,132	1,910	0.48%	0.46%	0.19%	0.99%	933	5	5	2	10
EB SW 56th St	West of SW 77th Ct	35	1,482	1,478	2	730	1,482	730	2.85%	2.76%	1.14%	0.99%	336	11	10	4	4
	SW 77th Ct to SB SR 826 Ramp Terminal Intersection	40	1,745	1,494	2	1,910	1,745	1,745	2.85%	2.76%	1.14%	0.99%	805	25	24	10	9
	SB SR 826 Ramps to NB SR 826 Ramps	40	2,160	1,909	2	1,910	2,160	1,910	2.85%	2.76%	1.14%	0.99%	880	27	27	11	10
	East of NB SR 826 Ramp Terminal Intersection	40	2,212	1,671	2	1,910	2,212	1,910	2.85%	2.76%	1.14%	0.99%	880	27	27	11	10
EB SW 40th St	SW 79th Ave to SW 7800 Block	40	2,696	2,385	4	3,970	2,696	2,696	0.85%	1.35%	0.32%	1.10%	649	6	9	2	8
	SW 7800 Block to SB SR 826 Ramp Terminal Intersection	40	3,060	2,512	4	3,970	3,060	3,060	0.85%	1.35%	0.32%	1.10%	736	7	10	3	9
	SB SR 826 Ramps to NB SR 826 Ramps	40	3,596	2,817	3	3,087	3,596	3,087	0.85%	1.35%	0.32%	1.10%	992	9	14	3	11
	NB SR 826 Ramp Terminal Intersection to SW 74th Ave	40	3,907	3,171	3	2,940	3,907	2,940	0.85%	1.35%	0.32%	1.10%	945	8	13	3	11
	SW 74th Ave to SW 72nd Ave	40	3,922	3,060	3	2,940	3,922	2,940	0.85%	1.35%	0.32%	1.10%	945	8	13	3	11
EB SW 24th St	SW 82nd Ave to SW 79th Ave	40	2,136	1,938	3	2,940	2,136	2,136	0.83%	1.31%	0.31%	1.10%	687	6	9	2	8
	SW 79th Ave to SB SR 826 Ramp Terminal Intersection	40	2,544	2,115	3	2,940	2,544	2,544	0.83%	1.31%	0.31%	1.10%	818	7	11	3	9
	SB SR 826 Ramps to NB SR 826 Ramps	40	2,873	2,544	3	3,087	2,873	2,873	0.83%	1.31%	0.31%	1.10%	923	8	13	3	11
	NB SR 826 Ramp Terminal Intersection to SW 75th Ave	40	2,963	2,555	3	2,940	2,963	2,940	0.83%	1.31%	0.31%	1.10%	945	8	13	3	11
	SW 75th Ave to SW 74th Ave	40	2,536	2,059	3	3,087	2,536	2,536	0.83%	1.31%	0.31%	1.10%	815	7	11	3	9

Table 2.3.2 - Traffic Data for Noise Modeling - Future (2045) No-Build Conditions: Arterial Roadways (Sheet 2 of 3)

Roadway Segment		Speed Limit	2045 No Build Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
EB SW 8th St	SW 82nd Ave to SB SR 826 Ramp Terminal Intersection	45	3,222	2,679	3	2,940	3,222	2,940	0.65%	0.97%	0.18%	0.42%	958	6	10	2	4
	SB SR 826 Ramps to NB SR 826 Ramps	45	3,128	2,541	3	2,940	3,128	2,940	0.65%	0.97%	0.18%	0.42%	958	6	10	2	4
	NB SR 826 Ramp Terminal Intersection to NB SR 826 on-ramp	45	2,809	2,630	2	1,910	2,809	1,910	0.65%	0.97%	0.18%	0.42%	933	6	10	2	4
	NB SR 826 on-ramp to SW 74th Ave	35	2,809	2,630	2	730	2,809	730	0.65%	0.97%	0.18%	0.42%	355	3	4	1	2
EB Flagler St	SW 79th Ave to SB SR 826 Ramp Terminal Intersection	40	2,649	2,885	3	2,940	2,885	2,885	0.63%	1.46%	0.32%	0.31%	936	6	14	3	3
	SB SR 826 Ramps to NB SR 826 Ramps	40	3,296	3,187	3	2,940	3,296	2,940	0.63%	1.46%	0.32%	0.31%	954	6	14	3	3
	NB SR 826 Ramp Terminal Intersection to SW 74th Ave	40	2,545	2,468	3	2,940	2,545	2,545	0.63%	1.46%	0.32%	0.31%	825	5	12	3	3
Westbound / Southbound																	
WB Flagler St	SW 74th Ave to NB SR 826 Ramp Terminal Intersection	40	2,709	3,626	3	3,087	3,626	3,087	0.63%	1.46%	0.32%	0.31%	1,002	6	15	3	3
	NB SR 826 Ramps to SB SR 826 Ramps	40	2,169	3,279	3	3,087	3,279	3,087	0.63%	1.46%	0.32%	0.31%	1,002	6	15	3	3
	SB SR 826 Ramp Terminal Intersection to SW 79th Ave	40	1,922	3,041	3	3,087	3,041	3,041	0.63%	1.46%	0.32%	0.31%	987	6	15	3	3
WB SW 8th St	SW 74th Ave to NB SR 826 on-ramp	35	2,350	2,977	2	730	2,977	730	0.65%	0.97%	0.18%	0.42%	355	3	4	1	2
	NB SR 826 on-ramp to NB SR 826 Ramp Terminal Intersection	45	1,576	2,651	2	1,910	2,651	1,910	0.65%	0.97%	0.18%	0.42%	933	6	10	2	4
	NB SR 826 Ramps to SB SR 826 Ramps	45	2,339	3,644	2	1,910	3,644	1,910	0.65%	0.97%	0.18%	0.42%	933	6	10	2	4
	SB SR 826 Ramp Terminal Intersection to SW 82nd Ave	45	2,477	3,432	3	2,940	3,432	2,940	0.65%	0.97%	0.18%	0.42%	958	6	10	2	4
WB SW 24th St	SW 74th Ave to SW 75th Ave	40	1,954	2,540	3	2,940	2,540	2,540	0.83%	1.31%	0.31%	1.10%	817	7	11	3	9
	SW 75th Ave to NB SR 826 Ramp Terminal Intersection	40	2,271	3,141	3	2,940	3,141	2,940	0.83%	1.31%	0.31%	1.10%	945	8	13	3	11
	NB SR 826 Ramps to SB SR 826 Ramps	40	2,328	3,258	3	3,087	3,258	3,087	0.83%	1.31%	0.31%	1.10%	992	9	14	3	11
	SB SR 826 Ramp Terminal Intersection to SW 79th Ave	40	2,356	3,516	3	2,940	3,516	2,940	0.83%	1.31%	0.31%	1.10%	945	8	13	3	11
	SW 79th Ave to SW 82nd Ave	40	2,209	2,778	3	2,940	2,778	2,778	0.83%	1.31%	0.31%	1.10%	893	8	12	3	10
WB SW 40th St	SW 72nd Ave to SW 74th Ave	40	2,852	3,395	3	2,940	3,395	2,940	0.85%	1.35%	0.32%	1.10%	945	8	13	3	11
	SW 74th Ave to NB SR 826 Ramp Terminal Intersection	40	3,113	4,355	4	3,970	4,355	3,970	0.85%	1.35%	0.32%	1.10%	956	9	14	3	11
	NB SR 826 Ramps to SB SR 826 Ramps	40	2,750	3,838	3	2,940	3,838	2,940	0.85%	1.35%	0.32%	1.10%	945	8	13	3	11
	SB SR 826 Ramp Terminal Intersection to SW 7800 Block	40	2,420	3,499	4	3,970	3,499	3,499	0.85%	1.35%	0.32%	1.10%	842	8	12	3	10
	SW 7800 Block to SW 79th Ave	40	2,243	3,216	4	3,970	3,216	3,216	0.85%	1.35%	0.32%	1.10%	774	7	11	3	9
WB SW 56th St	East of NB SR 826 Ramp Terminal Intersection	40	1,595	2,444	2	1,910	2,444	1,910	2.85%	2.76%	1.14%	0.99%	880	27	27	11	10
	NB SR 826 Ramps to SB SR 826 Ramps	40	960	1,989	2	1,910	1,989	1,910	2.85%	2.76%	1.14%	0.99%	880	27	27	11	10
	SB SR 826 Ramp Terminal Intersection to SW 77th Ct	40	1,268	2,620	2	1,910	2,620	1,910	2.85%	2.76%	1.14%	0.99%	880	27	27	11	10
	West of SW 77th Ct	35	1,242	2,533	2	730	2,533	730	2.85%	2.76%	1.14%	0.99%	336	11	10	4	4
WB SW 72nd St	East of NB SR 826 Ramp Terminal Intersection	40	1,539	2,322	2	1,910	2,322	1,910	0.48%	0.46%	0.19%	0.99%	933	5	5	2	10
	NB SR 826 Ramps to SB SR 826 Ramps	40	878	1,620	2	1,910	1,620	1,620	0.48%	0.46%	0.19%	0.99%	792	4	4	2	8
	SB SR 826 Ramp Terminal Intersection to SW 77th Ct	40	1,383	2,023	2	1,910	2,023	1,910	0.48%	0.46%	0.19%	0.99%	933	5	5	2	10
	West of SW 77th Ct	40	1,418	1,812	2	1,910	1,812	1,812	0.48%	0.46%	0.19%	0.99%	886	5	4	2	9
WB SW 88th St	Dadeland Blvd to SW 73rd Pl	45	2,205	2,876	4	3,970	2,876	2,876	0.94%	0.71%	0.30%	0.38%	702	7	5	2	3
	SW 73rd Pl to NB SR 826 Ramp Terminal Intersection	45	2,599	3,575	3	3,087	3,575	3,087	0.94%	0.71%	0.30%	0.38%	1,005	10	7	3	4
	NB SR 826 Ramp Terminal Intersection to SB SR 826 Off Ramp	45	1,456	2,410	3	2,940	2,410	2,410	0.94%	0.71%	0.30%	0.38%	784	8	6	2	3
	SB SR 826 Off Ramp to SB SR 826 On Ramp	45	2,431	3,189	3	2,940	3,189	2,940	0.94%	0.71%	0.30%	0.38%	957	9	7	3	4
	SB SR 826 On Ramp to SW 77th Ave	45	2,431	3,189	3	2,940	3,189	2,940	0.94%	0.71%	0.30%	0.38%	957	9	7	3	4
	SW 77th Ave to SW 79th Ave	45	2,342	3,238	3	2,940	3,238	2,940	0.94%	0.71%	0.30%	0.38%	957	9	7	3	4

Table 2.3.2 - Traffic Data for Noise Modeling - Future (2045) No-Build Conditions: Arterial Roadways (Sheet 3 of 3)

Roadway Segment		Speed Limit	2045 No Build Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
WB SW 98th St	East of US 1/SR 826	30	311	218	1	389	311	311	0.32%	0.73%	0.11%	0.35%	307	1	2	0	1
	US 1 to Busway	30	431	790	1	370	790	370	0.32%	0.73%	0.11%	0.35%	365	1	3	0	1
	Busway to S Dadeland Blvd	30	278	778	1	370	778	370	0.32%	0.73%	0.11%	0.35%	365	1	3	0	1
	S Dadeland Blvd to SW 77th Ave	30	273	1,106	1	389	1,106	389	0.32%	0.73%	0.11%	0.35%	384	1	3	0	1
	West of SW 77th Ave	30	167	653	1	389	653	389	0.32%	0.73%	0.11%	0.35%	384	1	3	0	1
WB SW 104th St	East of US 1	35	880	896	2	767	896	767	0.32%	0.73%	0.11%	0.35%	376	1	3	1	2
	West of US 1	35	569	1,225	2	730	1,225	730	0.32%	0.73%	0.11%	0.35%	358	1	3	1	2
WB SW 112th St	East of US 1	35	373	566	1	389	566	389	0.32%	0.73%	0.11%	0.35%	384	1	3	0	1
	West of US 1	35	630	818	1	370	818	370	0.32%	0.73%	0.11%	0.35%	365	1	3	0	1
SB US 1	From the north to SW 98th St	45	1,249	3,096	3	2,940	3,096	2,940	1.38%	0.82%	0.15%	0.50%	952	14	8	1	5
	SW 98th St to SB SR 826 Ramp	45	1,120	2,368	2	1,910	2,368	1,910	1.38%	0.82%	0.15%	0.50%	927	13	8	2	5
	SB SR 826 Ramp to SW 104th St	45	3,645	5,467	4	4,169	5,467	4,169	1.38%	0.82%	0.15%	0.50%	1,011	15	9	2	5
	SW 104th St to SW 112th St	45	2,971	3,997	3	3,087	3,997	3,087	1.38%	0.82%	0.15%	0.50%	1,000	14	8	2	5

* LOS "C" volumes obtained from Table 7 of FDOT's Level of Service Handbook (2013) and HCM 2000 (Volume adjustments have been applied as appropriate)

[1] Vehicle split percentages based on Annual Vehicle Classification Counts from FDOT count stations in addition to classification counts performed during SR 826/Palmetto Expressway PD&E Study.

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

Prepared By: Winston Harris, P.E. (Print Name) Date: 4/21/2022

TRAFFIC DATA FOR PALMETTO EXPRESSWAY (SR 826) PD&E NOISE STUDY
FDOT DISTRICT 6

FPID NUMBER: 432639-1-22-02

Table 2.4.1 - Traffic Data for Noise Modeling - Future (2045) Build Conditions: Freeway and Ramps (Sheet 1 of 4)

Roadway Segment		Speed Limit	2045 Build Traffic (vph)		Number of Lanes	LOS C Volume*[2]	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
Eastbound / Northbound																	
	Ramp diverting from NB US 1	45	3,437	2,829	2	2,680	3,437	2,680	1.12%	2.66%	0.56%	0.13%	1,279	15	36	8	2
	Ramp from NB US 1 after SW 100th St	45	3,933	2,987	2	2,680	3,933	2,680	1.12%	2.66%	0.56%	0.13%	1,279	15	36	8	2
	Ramp diverting to SW 88th St	35	171	145	1	1,340	171	171	0.50%	1.51%	0.19%	0.27%	167	1	3	0	0
	NB 826 before Express Lane Diverge	45	3,762	2,842	2	3,020	3,762	3,020	1.12%	2.66%	0.56%	0.13%	1,442	17	40	9	2
	NB SR 826 Mainline over SW 88th St	55	3,762	2,842	2	3,020	3,762	3,020	1.12%	2.66%	0.56%	0.13%	1,442	17	40	9	2
	Loop on-ramp from EB SW 88th St	45	1,106	778	1	1,340	1,106	1,106	0.50%	1.51%	0.19%	0.27%	1,078	6	17	2	3
	NB SR 826 Mainline over canal	55	4,868	3,620	3	4,580	4,868	4,580	0.58%	0.82%	0.20%	0.15%	1,500	9	13	3	2
	On-ramp from WB SW 88th St and Dadeland Mall	45	1,331	1,618	1	1,340	1,618	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	NB SR 826 Mainline to SW 72nd St off-ramp	55	6,199	5,238	4	6,080	6,199	6,080	0.58%	0.82%	0.20%	0.15%	1,493	9	13	3	2
	NB SR 826 off-ramp to 72nd St	35	483	416	1	1,340	483	483	0.50%	1.51%	0.19%	0.27%	472	2	7	1	1
	NB SR 826 over 72nd St to expressway diverge	55	5,716	4,822	4	6,080	5,716	5,716	0.58%	0.82%	0.20%	0.15%	1,404	8	12	3	2
	NB SR 826 between express lane diverge and 72nd st merge	55	4,878	3,795	4	6,080	4,878	4,878	0.92%	1.31%	0.33%	0.15%	1,187	11	16	4	2
	NB SR 826 from 72nd St on-ramp	45	1,377	1,598	1	1,340	1,598	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	NB SR 826 Mainline to SW 56th St off-ramp	55	6,255	5,393	4	7,080	6,255	6,255	0.92%	1.31%	0.33%	0.15%	1,522	14	21	5	2
	NB SR 826 off-ramp to SW 56th St	45	735	619	1	1,340	735	735	0.50%	1.51%	0.19%	0.27%	717	4	11	1	2
	NB SR 826 Mainline to braided ramp	55	5,520	4,774	4	7,080	5,520	5,520	0.92%	1.31%	0.33%	0.15%	1,342	13	18	5	2
	NB SR 826 off-ramp/braided ramp	35	626	627	1	1,340	627	627	0.50%	1.51%	0.19%	0.27%	612	3	9	1	2
	On-ramp/braided ramp from SW 56th St	45	1,567	1,262	2	2,680	1,567	1,567	0.50%	1.51%	0.19%	0.27%	764	4	12	2	2
NB SR 826	NB SR 826 Mainline over SW 56th St	55	4,894	4,147	3	4,580	4,894	4,580	0.92%	1.31%	0.33%	0.15%	1,486	14	20	5	2
	Braided off-ramp to SW 40th St	35	722	645	2	2,680	722	722	0.50%	1.51%	0.19%	0.27%	351	2	6	1	1
	Braided on-ramp from SW 56th St	45	1,471	1,244	1	1,340	1,471	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	Ramp from SR 874 merging with braided ramp	45	927	909	1	1,340	927	927	0.40%	1.34%	0.08%	0.42%	906	4	12	1	4
	Combined ramps (braided ramp and ramp from SR 874)	45	1,649	1,554	2	2,680	1,649	1,649	0.50%	1.51%	0.19%	0.27%	804	4	13	2	2
	NB SR 826 Mainline before SR 874 merge	55	6,365	5,391	4	6,080	6,365	6,080	0.92%	1.31%	0.33%	0.15%	1,479	14	20	5	2
	SR 874 merge Sys-Sys Ramp with NB SR 826	55	1,813	1,498	2	3,020	1,813	1,813	0.40%	1.34%	0.08%	0.42%	886	4	12	1	4
	NB SR 826 after SR 874 merge	55	8,178	6,889	6	10,320	8,178	8,178	0.92%	1.31%	0.33%	0.15%	1,325	13	18	5	2
	Loop on-ramp from SW 40th St	35	740	467	1	1,220	740	740	0.50%	1.51%	0.19%	0.27%	722	4	11	1	2
	NB SR 826 Mainline over SW 40th St	55	8,918	7,356	6	10,320	8,918	8,918	0.92%	1.31%	0.33%	0.15%	1,446	14	19	5	2
	On-ramp from SW 40th St	45	1,002	1,174	1	1,340	1,174	1,174	0.50%	1.51%	0.19%	0.27%	1,145	6	18	2	3
	NB SR 826 Mainline north of SW 40th St	55	9,920	8,530	5	7,680	9,920	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	Off-ramp to SW 24th St	35	1,368	1,121	1	1,340	1,368	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	NB SR 826 Mainline between off-ramp to 24th St and on-ramp from 24th St	55	8,552	7,409	5	7,680	8,552	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	NB SR 826 on-ramp from 24th St	35	1,078	877	1	1,220	1,078	1,078	0.50%	1.51%	0.19%	0.27%	1,052	5	16	2	3
	NB SR 826 Mainline between on-ramp from 24th St and off-ramp to 8th St	55	9,630	8,286	5	7,680	9,630	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	NB SR 826 off-ramp 8th St	25	1,870	1,924	2	2,680	1,924	1,924	0.50%	1.51%	0.19%	0.27%	937	5	15	2	3
	NB SR 826 Mainline between off-ramp 8th St and on-ramp 8th St	55	7,760	6,362	4	6,080	7,760	6,080	0.92%	1.31%	0.33%	0.15%	1,479	14	20	5	2
	NB SR 826 on-ramp from 8th St	45	1,100	819	1	1,340	1,100	1,100	0.50%	1.51%	0.19%	0.27%	1,072	6	17	2	3

Table 2.4.1 - Traffic Data for Noise Modeling - Future (2045) Build Conditions: Freeway and Ramps (Sheet 2 of 4)

Roadway Segment		Speed Limit	2045 Build Traffic (vph)		Number of Lanes	LOS C Volume*[2]	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
NB SR 826	NB SR 826 Mainline from on-ramp 8th St to second on-ramp 8th St	55	8,860	7,181	5	7,680	8,860	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	NB SR 826 second on-ramp from 8th St	45	682	307	1	1,340	682	682	0.50%	1.51%	0.19%	0.27%	666	3	10	1	2
	NB SR 826 between SW 8th St to Express Lane diverge	55	9,542	7,488	6	11,320	9,542	9,542	0.92%	1.31%	0.33%	0.15%	1,320	15	21	5	2
	NB SR 826 Express Lane diverge to Flagler St	55	9,542	7,488	6	10,320	9,542	9,542	0.92%	1.31%	0.33%	0.15%	1,547	15	21	5	2
	Off-ramp to Flagler and SR 836	45	2,163	1,529	2	2,680	2,163	2,163	0.50%	1.51%	0.19%	0.27%	1,054	6	17	2	3
	NB SR 826 off-ramp to Flagler St	35	705	822	1	1,220	822	822	0.50%	1.51%	0.19%	0.27%	802	4	12	2	2
	On-ramp from Flagler St	45	1,912	1,674	2	2,680	1,912	1,912	0.50%	1.51%	0.19%	0.27%	931	5	15	2	3
	Merge of ramp from Flagler St and off-ramp from NB SR 826	55	3,370	2,381	3	4,580	3,370	3,370	0.50%	1.51%	0.19%	0.27%	1,095	6	17	2	3
	Two lane ramp going east	45	1,715	1,164	2	2,680	1,715	1,715	0.50%	1.51%	0.19%	0.27%	835	5	13	2	3
	NB SR 826 Mainline between off-ramp to Flagler St and ramp to SR 836	55	7,379	5,959	5	7,680	7,379	7,379	0.92%	1.31%	0.33%	0.15%	1,436	14	19	5	2
	Off-ramp to SR 836	55	1,099	1,339	3	4,580	1,339	1,339	0.98%	2.62%	0.27%	0.17%	428	4	12	1	1
	Two-lane ramp going east	55	288	644	2	2,900	644	644	0.98%	2.62%	0.27%	0.17%	308	3	9	1	1
	Two-lane ramp going west	55	811	695	2	2,900	811	811	0.98%	2.62%	0.27%	0.17%	389	4	11	1	1
	NB SR 826 mainline before 836 interchange	55	6,280	4,620	3	4,580	6,280	4,580	0.92%	1.31%	0.33%	0.15%	1,486	14	20	5	2
	NB SR 826 btw Express Lanes merge and on-ramp from Flagler St	55	6,780	5,166	4	6,080	6,780	6,080	0.92%	1.31%	0.33%	0.15%	1,479	14	20	5	2
	On-ramp from Flagler St	45	1,655	1,217	1	1,340	1,655	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	NB SR 826 mainline under SR 836 ramps again	55	8,435	6,383	4	6,080	8,435	6,080	0.92%	1.31%	0.33%	0.15%	1,479	14	20	5	2
NB SR 826 Express Lane	NB Express Lane on-ramp at SW 72nd St	45	838	1,027	1	1,450	1,027	1,027	0.58%	0.82%	0.20%	0.15%	1,009	6	8	2	2
	NB Express Lane between SW 72nd St and SR 874	55	838	1,027	1	1,450	1,027	1,027	0.92%	1.31%	0.33%	0.15%	1,000	9	13	3	2
	NB Express Lanes over Coral Way and SW 8th St	55	2,315	2,227	2	3,020	2,315	2,315	0.92%	1.31%	0.33%	0.15%	1,126	11	15	4	2
	NB Express Lanes south of SR 836 Ramp	55	2,315	2,227	2	3,020	2,315	2,315	0.92%	1.31%	0.33%	0.15%	1,126	11	15	4	2
	NB Express Lane Ramp to SR 836	55	1,377	1,288	1	1,450	1,377	1,377	0.98%	2.62%	0.27%	0.17%	1,322	13	36	4	2
	NB Express Lanes north of SR 836 Ramp	55	938	939	1	1,450	939	939	0.92%	1.31%	0.33%	0.15%	914	9	12	3	1
	NB Express Lane Ramp to SR 826 mainline	55	500	546	1	1,450	546	546	0.92%	1.31%	0.33%	0.15%	531	5	7	2	1
	NB Express Lanes to the north	55	438	393	1	1,450	438	438	0.92%	1.31%	0.33%	0.15%	426	4	6	1	1
NEB SR 874	NEB SR 874 to the Express lane ramp begin	55	4,217	3,607	3	4,580	4,217	4,217	1.30%	1.06%	0.34%	0.22%	1,365	18	15	5	3
	NEB SR 874 Express lane ramp begin	55	1,477	1,200	1	1,450	1,477	1,450	0.40%	1.34%	0.08%	0.42%	1,418	6	19	1	6
	SR 874 Express Lane to SR 826 Express Lane	55	1,477	1,200	1	1,450	1,477	1,450	0.40%	1.34%	0.08%	0.42%	1,418	6	19	1	6
	NEB SR 874 Mainline before ramp to SR 826	55	2,740	2,407	3	4,580	2,740	2,740	1.30%	1.06%	0.34%	0.22%	886	12	10	3	2
	SR 874 Express Lanes before merge with SR 826 Express Lanes	55	1,477	1,200	1	1,450	1,477	1,450	0.40%	1.34%	0.08%	0.42%	1,418	6	19	1	6
Westbound / Southbound																	
SB SR 826	SB SR 826 Mainline at north end	55	9,373	9,660	5	7,680	9,660	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	SB SR 826 to WB SR 836 Ramp	55	791	209	1	1,450	791	791	0.98%	2.62%	0.27%	0.17%	759	8	21	2	1
	SB SR 826 mainline between off-ramps	55	8,582	9,451	5	7,680	9,451	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	SB SR 826 off-ramp to Flagler St	35	2,643	2,276	2	2,680	2,643	2,643	0.50%	1.51%	0.19%	0.27%	1,288	7	20	3	4
	SB SR 826 between Flagler St off-ramp and express lane on-ramp	55	5,939	7,175	5	7,680	7,175	7,175	0.92%	1.31%	0.33%	0.15%	1,396	13	19	5	2
	SB SR 826 mainline between off-ramp to Flager and on ramp from SR 836 on ramp	55	4,990	6,658	4	6,080	6,658	6,080	0.92%	1.31%	0.33%	0.15%	1,479	14	20	5	2
	EB SR 836 to CD road along SB SR 826	25	501	593	1	1,340	593	593	0.98%	2.62%	0.27%	0.17%	568	6	16	2	1
	EB SR 836 to SB SR 826 ramp	55	563	750	1	1,450	750	750	0.98%	2.62%	0.27%	0.17%	720	7	20	2	1
	WB SR 836 to SB SR 826 ramp	55	1,185	892	2	2,900	1,185	1,185	0.98%	2.62%	0.27%	0.17%	568	6	16	2	1
	Merge of SR 836 ramps onto SB SR 826	55	1,748	1,642	2	2,680	1,748	1,748	0.98%	2.62%	0.27%	0.17%	837	9	23	3	2
	SB SR 826 Mainline after SR 836 ramps	55	6,738	8,300	4	6,080	8,300	6,080	0.92%	1.31%	0.33%	0.15%	1,479	14	20	5	2

Table 2.4.1 - Traffic Data for Noise Modeling - Future (2045) Build Conditions: Freeway and Ramps (Sheet 3 of 4)

Roadway Segment		Speed Limit	2045 Build Traffic (vph)		Number of Lanes	LOS C Volume*[2]	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
SB SR 826	SB SR 826 Mainline after SR 836 ramps	55	6,738	8,300	4	6,080	8,300	6,080	0.92%	1.31%	0.33%	0.15%	1,479	14	20	5	2
	Off-ramp from CD road to Flagler St	25	1,950	1,698	1	1,340	1,950	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	CD road along SB SR 826 before merge with Flagler St on-ramp	35	1,194	1,171	2	1,340	1,194	1,194	0.50%	1.51%	0.19%	0.27%	582	3	9	1	2
	Off-ramp to Mall of the Americas	25	435	355	1	1,340	435	435	0.50%	1.51%	0.19%	0.27%	424	2	7	1	1
	Loop on ramp from Flagler St to CD road	25	1,226	1,338	1	1,220	1,338	1,220	0.50%	1.51%	0.19%	0.27%	1,191	6	18	2	3
	CD road along SB SR 826 after merge with Flagler St on-ramp	45	2,420	2,509	3	0	2,509	0	0.50%	1.51%	0.19%	0.27%	0	0	0	0	0
	On-ramp from CD road	55	1,053	1,251	1	1,340	1,251	1,251	0.50%	1.51%	0.19%	0.27%	1,221	6	19	2	3
	SB SR 826 Mainline between FL-968 on-ramp and 8th St on-ramp	55	7,791	9,551	5	7,680	9,551	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	CD road off-ramps to SW 8th st	40	1,367	1,258	2	2,680	1,367	1,367	0.50%	1.51%	0.19%	0.27%	665	4	11	2	2
	Off-ramp to WB SW 8th St	20	806	690	1	1,340	806	806	0.50%	1.51%	0.19%	0.27%	786	4	12	2	2
	Off-ramp to EB SW 8th St	40	561	568	1	1,220	568	568	0.50%	1.51%	0.19%	0.27%	553	3	9	1	2
	SB SR 826 on-ramp from 8th St	45	1,045	1,630	1	1,340	1,630	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	SB SR 826 Mainline between 8th St on-ramp and 24th St off-ramp	55	8,836	11,181	6	10,320	11,181	10,320	0.92%	1.31%	0.33%	0.15%	1,672	16	23	6	3
	SB SR 826 off-ramp to 24th St	25	1,215	1,746	1	1,340	1,746	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	SB SR 826 Mainline between 24th St off-ramp and on-ramp	55	7,621	9,435	5	7,680	9,435	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	SB SR 826 on-ramp from 24th St	20	689	1,030	1	1,220	1,030	1,030	0.50%	1.51%	0.19%	0.27%	1,004	5	16	2	3
	SB SR 826 Mainline between 24th St on-ramp and SR 976 off-ramp	55	8,310	10,465	6	10,320	10,465	10,320	0.92%	1.31%	0.33%	0.15%	1,672	16	23	6	3
	SB SR 826 off-ramp to SR 976	45	2,007	1,962	2	2,680	2,007	2,007	0.50%	1.51%	0.19%	0.27%	979	5	15	2	3
	SB SR 826 Mainline from SR 976 off-ramp to SR 874 off-ramp	55	6,303	8,503	5	7,680	8,503	7,680	0.92%	1.31%	0.33%	0.15%	1,495	14	20	5	2
	SB SR 826 off-ramp to SR 874	45	902	1,817	1	1,340	1,817	1,340	0.40%	1.34%	0.08%	0.42%	1,310	5	18	1	6
	On-ramp from SW 40th St	45	1,784	2,195	3	4,580	2,195	2,195	0.50%	1.51%	0.19%	0.27%	714	4	11	1	2
	SB SR 826 Mainline between SR-874 off-ramp and diverge from SR 826	55	5,401	6,686	5	7,680	6,686	6,686	0.92%	1.31%	0.33%	0.15%	1,302	12	17	4	2
	SB SR 826 split, SR-874 begin	55	1,372	1,605	3	4,580	1,605	1,605	0.40%	1.34%	0.08%	0.42%	524	2	7	0	2
	SB SR 826 Mainline over SR-874	55	4,029	5,081	3	4,580	5,081	4,580	0.92%	1.31%	0.33%	0.15%	1,486	14	20	5	2
	Diverge from CD to SR-874	45	942	1,333	1	1,340	1,333	1,333	0.40%	1.34%	0.08%	0.42%	1,303	5	18	1	6
	CD ramp along SB SR 826	45	1,744	2,679	2	2,680	2,679	2,679	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	SB SR 826 on-ramp from FL-976	45	691	1,063	1	1,340	1,063	1,063	0.50%	1.51%	0.19%	0.27%	1,037	5	16	2	3
	Off-ramp to SW 56th St	45	1,053	1,616	2	2,680	1,616	1,616	0.50%	1.51%	0.19%	0.27%	788	4	12	2	2
	SB SR 826 over 56th St	55	4,720	6,144	4	6,080	6,144	6,080	0.92%	1.31%	0.33%	0.15%	1,479	14	20	5	2
	SB SR 826 on-ramp from 56th St	45	518	586	1	1,340	586	586	0.50%	1.51%	0.19%	0.27%	571	3	9	1	2
	SB SR 826 Mainline between 56th St on-ramp and off-ramp to FL-986	55	5,238	6,730	4	6,080	6,730	6,080	0.92%	1.31%	0.33%	0.15%	1,479	14	20	5	2
	SB SR 826 off-ramp to FL-986	35	1,325	1,573	2	2,680	1,573	1,573	0.50%	1.51%	0.19%	0.27%	767	4	12	2	2
	SB SR 826 between 72nd st diverge and express lane merge	55	3,913	5,157	4	6,080	5,157	5,157	0.92%	1.31%	0.33%	0.15%	1,254	12	17	4	2
	SB SR 826 Mainline over FL-986	55	5,206	5,901	4	6,080	5,901	5,901	0.58%	0.82%	0.20%	0.15%	1,449	9	12	3	2
	SB SR 826 on-ramp from FL-986	45	332	356	1	1,340	356	356	0.50%	1.51%	0.19%	0.27%	347	2	5	1	1
	SB SR 826 Mainline between FL-986 on ramp and 88th St off-ramp	55	5,538	6,257	4	6,080	6,257	6,080	0.58%	0.82%	0.20%	0.15%	1,493	9	13	3	2
	SB SR 826 off-ramp toward 88th St	45	2,785	2,618	2	2,680	2,785	2,680	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4
	SB SR 826 Mainline between off-ramp toward 88th St and on-ramp from 88th St	55	2,753	3,639	2	3,020	3,639	3,020	1.12%	2.66%	0.56%	0.13%	1,442	17	40	9	2
	SB SR 826 off-ramp to WB 88th St	35	1,580	1,419	1	1,340	1,580	1,340	0.50%	1.51%	0.19%	0.27%	1,306	7	20	3	4

Table 2.4.1 - Traffic Data for Noise Modeling - Future (2045) Build Conditions: Freeway and Ramps (Sheet 4 of 4)

Roadway Segment		Speed Limit	2045 Build Traffic (vph)		Number of Lanes	LOS C Volume*[2]	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
SB SR 826	SB SR 826 off-ramp (loop) to EB 88th St	30	1,205	1,199	1	1,220	1,205	1,205	0.50%	1.51%	0.19%	0.27%	1,176	6	18	2	3
	SB SR 826 on-ramp from 88th St	45	138	502	1	1,340	502	502	0.50%	1.51%	0.19%	0.27%	489	3	8	1	1
	SB SR 826 mainline before final express lane ramp	55	2,891	4,141	2	3,020	4,141	3,020	1.12%	2.66%	0.56%	0.13%	1,442	17	40	9	2
	SB SR 826 south end	55	2,891	4,141	2	3,020	4,141	3,020	1.12%	2.66%	0.56%	0.13%	1,442	17	40	9	2
SB SR 826 Express Lanes	SB Express Lanes from the north	55	382	422	1	1,450	422	422	0.92%	1.31%	0.33%	0.15%	410	4	6	1	1
	SB Express Lane Ramp to SR 826 mainline	55	949	517	1	1,450	949	949	0.92%	1.31%	0.33%	0.15%	924	9	12	3	1
	SB Express Lanes north of SR 836 Ramp	55	1,331	939	1	1,450	1,331	1,331	0.92%	1.31%	0.33%	0.15%	1,296	12	17	4	2
	SB Express Lane Ramp from SR 836	55	1,532	1,448	1	1,450	1,532	1,450	0.98%	2.62%	0.27%	0.17%	1,391	14	38	4	3
	SB Express Lanes south of SR 836 Ramp	55	2,863	2,387	2	3,020	2,863	2,863	0.92%	1.31%	0.33%	0.15%	1,393	13	19	5	2
	SB Express Lanes over SW 8th St and Coral Way	55	2,863	2,387	2	3,020	2,863	2,863	0.92%	1.31%	0.33%	0.15%	1,393	13	19	5	2
	SB Express Lane between SR 874 and SW 72nd St	55	1,293	744	1	1,450	1,293	1,293	0.92%	1.31%	0.33%	0.15%	1,258	12	17	4	2
	SB Express Lane Off-Ramp @ SW 72nd St	55	1,293	744	1	1,340	1,293	1,293	0.58%	0.82%	0.20%	0.15%	1,270	7	11	3	2
SWB SR 874	SR 874 express lanes diverge from SR 826 express lanes	55	1,570	1,643	1	1,450	1,643	1,450	0.40%	1.34%	0.08%	0.42%	1,418	6	19	1	6
	826 Express Lanes to 874 Express Lanes	55	1,570	1,643	1	1,450	1,643	1,450	0.40%	1.34%	0.08%	0.42%	1,418	6	19	1	6
	Diverting from SR 826 to expressway lanes merge with SR 874	55	2,314	2,938	3	4,580	2,938	2,938	1.30%	1.06%	0.34%	0.22%	951	13	10	3	2
	Express Lanes end on 874	55	1,570	1,643	1	1,450	1,643	1,450	0.40%	1.34%	0.08%	0.42%	1,418	6	19	1	6
	After expressway lanes merge with SR 874	55	3,884	4,581	3	4,580	4,581	4,580	1.30%	1.06%	0.34%	0.22%	1,483	20	16	5	3

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* LOS "C" volumes obtained from Table 7 of FDOT's Level of Service Handbook (2013) and HCM 2000 (Volume adjustments have been applied as appropriate)

[1] Vehicle split percentages based on Annual Vehicle Classification Counts from FDOT count stations documented in "Traffic Factor Calcs" tab

[2]Using LOS C Volumes for 1 lane System-to-System ramps for express lanes

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

Prepared By: Winston Harris, P.E. (Print Name) Date: 4/21/2022

TRAFFIC DATA FOR PALMETTO EXPRESSWAY (SR 826) PD&E NOISE STUDY
FDOT DISTRICT 6

ROAD NAME: PALMETTO EXPRESSWAY (SR 826) PD&E NOISE STUDY

Table 2.4.2 - Traffic Data for Noise Modeling - Future (2045) Build Conditions: Arterial Roadways (Sheet 1 of 3)

Roadway Segment		Speed Limit	2045 Build Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
Eastbound / Northbound																	
NB US 1	SW 112th St to SW 104th St	45	3,095	2,438	3	3,087	3,095	3,087	1.38%	0.82%	0.15%	0.50%	1,000	14	8	2	5
	SW 104th St to NB SR 826 Ramp	45	4,455	3,587	3	2,940	4,455	2,940	1.38%	0.82%	0.15%	0.50%	952	14	8	1	5
	NB SR 826 Ramp to SW 98th St	45	1,779	1,280	3	2,940	1,779	1,779	1.38%	0.82%	0.15%	0.50%	576	8	5	1	3
	SW 98th St to the north	45	1,873	1,340	3	2,940	1,873	1,873	1.38%	0.82%	0.15%	0.50%	606	9	5	1	3
EB SW 112th St	West of US 1	35	435	389	1	389	435	389	0.32%	0.73%	0.11%	0.35%	384	1	3	0	1
	East of US 1	35	442	533	1	296	533	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
EB SW 104th St	West of US 1	35	1,040	895	2	767	1,040	767	0.32%	0.73%	0.11%	0.35%	376	1	3	1	2
	East of US 1	35	744	753	1	389	753	389	0.32%	0.73%	0.11%	0.35%	384	1	3	0	1
EB SW 98th St	West of SW 77th Ave	30	365	147	1	370	365	365	0.32%	0.73%	0.11%	0.35%	360	1	3	0	1
	SW 77th Ave to S Dadeland Blvd	30	708	308	1	296	708	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
	S Dadeland Blvd to Busway	30	709	310	1	296	709	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
	Busway to US 1	30	708	304	1	296	708	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
	East of US 1/SR 826	30	296	392	1	296	392	296	0.32%	0.73%	0.11%	0.35%	292	1	2	0	1
EB SW 88th St	SW 79th Ave to SW 77th Ave	45	2,882	2,307	3	2,940	2,882	2,882	0.94%	0.71%	0.30%	0.38%	938	9	7	3	4
	SW 77th Ave to SB SR 826 on-ramp	45	3,306	2,729	3	2,940	3,306	2,940	0.94%	0.71%	0.30%	0.38%	957	9	7	3	4
	SB SR 826 on-ramp to SB SR 826 off-ramp (loop)	45	2,785	2,618	3	2,940	2,785	2,785	0.94%	0.71%	0.30%	0.38%	905	9	7	3	4
	SB SR 826 off-ramp (loop) to NB SR 826 Ramp Terminal Intersection	45	3267	2648	3	2,940	3,267	2,940	0.94%	0.71%	0.30%	0.38%	957	9	7	3	4
	NB SR 826 Ramp Terminal Intersection to SW 73rd Pl	45	3353	2717	3	2,940	3,353	2,940	0.94%	0.71%	0.30%	0.38%	957	9	7	3	4
	SW 73rd Pl to Dadeland Blvd	45	2,413	2,033	3	2,940	2,413	2,413	0.94%	0.71%	0.30%	0.38%	785	8	6	2	3
EB SW 72nd St	West of SW 77th Ct	40	1,822	1,311	2	1,910	1,822	1,822	0.48%	0.46%	0.19%	0.99%	891	5	4	2	9
	SW 77th Ct to SB SR 826 Ramp Terminal Intersection	40	2,366	2,117	3	2,940	2,366	2,366	0.48%	0.46%	0.19%	0.99%	771	4	4	2	8
	SB SR 826 Ramps to NB SR 826 Ramps	40	2,092	1,565	3	2,940	2,092	2,092	0.48%	0.46%	0.19%	0.99%	683	3	3	1	7
	East of NB SR 826 Ramp Terminal Intersection	40	1,750	1,370	3	2,940	1,750	1,750	0.48%	0.46%	0.19%	0.99%	570	3	3	1	6
EB SW 56th St	West of SW 77th Ct	35	1,884	1,557	2	730	1,884	730	2.85%	2.76%	1.14%	0.99%	336	11	10	4	4
	SW 77th Ct to SB SR 826 Ramp Terminal Intersection	40	1,884	1,557	2	1,910	1,884	1,884	2.85%	2.76%	1.14%	0.99%	868	27	26	11	10
	SB SR 826 Ramps to NB SR 826 Ramps	40	2,252	1,941	2	1,910	2,252	1,910	2.85%	2.76%	1.14%	0.99%	880	27	27	11	10
	East of NB SR 826 Ramp Terminal Intersection	40	2,230	1,706	2	1,910	2,230	1,910	2.85%	2.76%	1.14%	0.99%	880	27	27	11	10
EB SW 40th St	SW 79th Ave to SW 7800 Block	40	2,843	2,299	4	3,970	2,843	2,843	2.85%	2.76%	1.14%	0.99%	656	20	20	8	7
	SW 7800 Block to SB SR 826 Ramp Terminal Intersection	40	3,207	2,426	4	3,970	3,207	3,207	0.85%	1.35%	0.32%	1.10%	772	7	11	3	9
	SB SR 826 Ramps to NB SR 826 Ramps	40	3,585	2,697	3	3,087	3,585	3,087	0.85%	1.35%	0.32%	1.10%	992	9	14	3	11
	NB SR 826 Ramp Terminal Intersection to SW 74th Ave	40	3,903	3,069	3	2,940	3,903	2,940	0.85%	1.35%	0.32%	1.10%	945	8	13	3	11
	SW 74th Ave to SW 72nd Ave	40	3953	3091	3	2,940	3,953	2,940	0.85%	1.35%	0.32%	1.10%	945	8	13	3	11
EB SW 24th St	SW 82nd Ave to SW 79th Ave	40	2,248	2,078	3	2,940	2,248	2,248	0.83%	1.31%	0.31%	1.10%	723	6	10	2	8
	SW 79th Ave to SB SR 826 Ramp Terminal Intersection	40	2,640	2,225	3	2,940	2,640	2,640	0.83%	1.31%	0.31%	1.10%	848	7	12	3	10
	SB SR 826 Ramps to NB SR 826 Ramps	40	3,081	2,633	3	3,087	3,081	3,081	0.83%	1.31%	0.31%	1.10%	992	8	13	3	11
	NB SR 826 Ramp Terminal Intersection to SW 75th Ave	40	3,215	2,644	3	2,940	3,215	2,940	0.83%	1.31%	0.31%	1.10%	945	8	13	3	11
	SW 75th Ave to SW 74th Ave	40	2696	2180	3	3,087	2,696	2,696	0.83%	1.31%	0.31%	1.10%	867	7	12	3	10

Table 2.4.2 - Traffic Data for Noise Modeling - Future (2045) Build Conditions: Arterial Roadways (Sheet 2 of 3)

Roadway Segment		Speed Limit	2045 Build Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
EB SW 8th St	SW 82nd Ave to SB SR 826 Ramp Terminal Intersection	45	3,092	2,712	3	2,940	3,092	2,940	0.65%	0.97%	0.18%	0.42%	958	6	10	2	4
	SB SR 826 Ramps to NB SR 826 Ramps	45	3,110	2,607	3	2,940	3,110	2,940	0.65%	0.97%	0.18%	0.42%	958	6	10	2	4
	NB SR 826 Ramp Terminal Intersection to NB SR 826 on-ramp	45	2,931	2,687	2	1,910	2,931	1,910	0.65%	0.97%	0.18%	0.42%	933	6	10	2	4
	NB SR 826 on-ramp to SW 74th Ave	35	2,775	2,532	2	730	2,775	730	0.65%	0.97%	0.18%	0.42%	355	3	4	1	2
EB Flagler St	SW 79th Ave to SB SR 826 Ramp Terminal Intersection	40	2,557	2,743	3	2,940	2,743	2,743	0.63%	1.46%	0.32%	0.31%	889	6	13	3	3
	SB SR 826 Ramps to NB SR 826 Ramps	40	3,130	3,056	3	2,940	3,130	2,940	0.63%	1.46%	0.32%	0.31%	954	6	14	3	3
	NB SR 826 Ramp Terminal Intersection to SW 74th Ave	40	2627	2283	3	2,940	2,627	2,627	0.63%	1.46%	0.32%	0.31%	851	6	13	3	3
Westbound / Southbound																	
WB Flagler St	SW 74th Ave to NB SR 826 Ramp Terminal Intersection	40	2,922	3,395	3	3,087	3,395	3,087	0.63%	1.46%	0.32%	0.31%	1,002	6	15	3	3
	NB SR 826 Ramps to SB SR 826 Ramps	40	2,199	3,299	3	3,087	3,299	3,087	0.63%	1.46%	0.32%	0.31%	1,002	6	15	3	3
	SB SR 826 Ramp Terminal Intersection to SW 79th Ave	40	2078	3135	3	2,940	3,135	2,940	0.63%	1.46%	0.32%	0.31%	954	6	14	3	3
WB SW 8th St	SW 74th Ave to NB SR 826 on-ramp	35	2,229	3,008	2	730	3,008	730	0.65%	0.97%	0.18%	0.42%	355	3	4	1	2
	NB SR 826 on-ramp to NB SR 826 Ramp Terminal Intersection	45	2,219	3,036	2	1,910	3,036	1,910	0.65%	0.97%	0.18%	0.42%	933	6	10	2	4
	NB SR 826 Ramps to SB SR 826 Ramps	45	1,045	1,630	2	1,910	1,630	1,630	0.65%	0.97%	0.18%	0.42%	795	6	8	2	4
	NB SR 826 Ramps to SB SR 826 Ramps 3 Lanes	45	1,045	1,630	3	2,940	1,630	1,630	0.65%	0.97%	0.18%	0.42%	531	4	5	1	2
	SB SR 826 Ramp Terminal Intersection to SW 82nd Ave	45	2,772	3,554	3	2,940	3,554	2,940	0.65%	0.97%	0.18%	0.42%	958	6	10	2	4
WB SW 24th St	SW 74th Ave to SW 75th Ave	40	1,960	2,448	3	2,940	2,448	2,448	0.83%	1.31%	0.31%	1.10%	786	7	11	3	9
	SW 75th Ave to NB SR 826 Ramp Terminal Intersection	40	2,266	3,069	3	2,940	3,069	2,940	0.83%	1.31%	0.31%	1.10%	945	8	13	3	11
	NB SR 826 Ramps to SB SR 826 Ramps	40	2,422	3,302	3	3,087	3,302	3,087	0.83%	1.31%	0.31%	1.10%	992	9	14	3	11
	SB SR 826 Ramp Terminal Intersection to SW 79th Ave	40	2,552	3,662	3	2,940	3,662	2,940	0.83%	1.31%	0.31%	1.10%	945	8	13	3	11
	SW 79th Ave to SW 82nd Ave	40	2399	2938	3	2,940	2,938	2,938	0.83%	1.31%	0.31%	1.10%	944	8	13	3	11
WB SW 40th St	SW 72nd Ave to SW 74th Ave	40	2,852	3,425	3	2,940	3,425	2,940	0.85%	1.35%	0.32%	1.10%	945	8	13	3	11
	SW 74th Ave to NB SR 826 Ramp Terminal Intersection	40	3,061	4,359	4	3,970	4,359	3,970	0.85%	1.35%	0.32%	1.10%	956	9	14	3	11
	NB SR 826 Ramps to SB SR 826 Ramps	40	2,661	3,900	3	2,940	3,900	2,940	0.85%	1.35%	0.32%	1.10%	945	8	13	3	11
	SB SR 826 Ramp Terminal Intersection to SW 7800 Block	40	2,506	3,395	4	3,970	3,395	3,395	0.85%	1.35%	0.32%	1.10%	818	7	12	3	9
	SW 7800 Block to SW 79th Ave	40	2354	3133	4	3,970	3,133	3,133	0.85%	1.35%	0.32%	1.10%	753	7	11	3	9
WB SW 56th St	East of NB SR 826 Ramp Terminal Intersection	40	1,820	2,418	2	1,910	2,418	1,910	2.85%	2.76%	1.14%	0.99%	880	27	27	11	10
	NB SR 826 Ramps to SB SR 826 Ramps	40	988	2,010	2	1,910	2,010	1,910	2.85%	2.76%	1.14%	0.99%	880	27	27	11	10
	SB SR 826 Ramp Terminal Intersection to SW 77th Ct	40	1,155	2,655	2	1,910	2,655	1,910	2.85%	2.76%	1.14%	0.99%	880	27	27	11	10
	West of SW 77th Ct	35	1,120	2,568	2	730	2,568	730	2.85%	2.76%	1.14%	0.99%	336	11	10	4	4
WB SW 72nd St	East of NB SR 826 Ramp Terminal Intersection	40	1,542	2,372	2	1,910	2,372	1,910	0.48%	0.46%	0.19%	0.99%	933	5	5	2	10
	NB SR 826 Ramps to SB SR 826 Ramps	40	923	1,739	3	2,940	1,739	1,739	0.48%	0.46%	0.19%	0.99%	567	3	3	1	6
	SB SR 826 Ramp Terminal Intersection to SW 77th Ct	40	1,371	2,150	2	1,910	2,150	1,910	0.48%	0.46%	0.19%	0.99%	933	5	5	2	10
	West of SW 77th Ct	40	1,406	1,939	2	1,910	1,939	1,910	0.48%	0.46%	0.19%	0.99%	933	5	5	2	10
WB SW 88th St	Dadeland Blvd to SW 73rd Pl	45	2,259	2,808	4	3,970	2,808	2,808	0.94%	0.71%	0.30%	0.38%	685	7	5	2	3
	SW 73rd Pl to NB SR 826 Ramp Terminal Intersection	45	2,669	3,682	3	3,087	3,682	3,087	0.94%	0.71%	0.30%	0.38%	1,005	10	7	3	4
	NB SR 826 Ramp Terminal Intersection to SB SR 826 off-ramp	45	2,785	2,618	3	2,940	2,785	2,785	0.94%	0.71%	0.30%	0.38%	905	9	7	3	4
	SB SR 826 off-ramp to SB SR 826 on-ramp	45	2,785	2,618	3	2,940	2,785	2,785	0.94%	0.71%	0.30%	0.38%	905	9	7	3	4
	SB SR 826 on-ramp to SW 77th Ave	45	2,621	3,444	3	2,940	3,444	2,940	0.94%	0.71%	0.30%	0.38%	957	9	7	3	4
	SW 77th Ave to SW 79th Ave	45	2,532	3,261	3	2,940	3,261	2,940	0.94%	0.71%	0.30%	0.38%	957	9	7	3	4

Table 2.4.2 - Traffic Data for Noise Modeling - Future (2045) Build Conditions: Arterial Roadways (Sheet 3 of 3)

Roadway Segment		Speed Limit	2045 Build Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks[1]	Percent Medium Trucks[1]	Percent Buses[1]	Percent Motorcycles[1]	Cars per lane	Heavy Trucks per lane	Medium Trucks per Lane	Buses per lane	Motorcycles per lane
			AM	PM													
WB SW 98th St	East of US 1/SR 826	30	304	219	1	389	304	304	0.32%	0.73%	0.11%	0.35%	300	1	2	0	1
	US 1 to Busway	30	421	780	1	370	780	370	0.32%	0.73%	0.11%	0.35%	365	1	3	0	1
	Busway to S Dadeland Blvd	30	278	778	1	370	778	370	0.32%	0.73%	0.11%	0.35%	365	1	3	0	1
	S Dadeland Blvd to SW 77th Ave	30	273	1,106	1	389	1,106	389	0.32%	0.73%	0.11%	0.35%	384	1	3	0	1
	West of SW 77th Ave	30	167	653	1	389	653	389	0.32%	0.73%	0.11%	0.35%	384	1	3	0	1
WB SW 104th St	East of US 1	35	899	881	2	767	899	767	0.32%	0.73%	0.11%	0.35%	376	1	3	1	2
	West of US 1	35	656	1,163	2	730	1,163	730	0.32%	0.73%	0.11%	0.35%	358	1	3	1	2
WB SW 112th St	East of US 1	35	331	571	1	389	571	389	0.32%	0.73%	0.11%	0.35%	384	1	3	0	1
	West of US 1	35	753	936	1	370	936	370	0.32%	0.73%	0.11%	0.35%	365	1	3	0	1
SB US 1	From the north to SW 98th St	45	1,411	3,082	3	2,940	3,082	2,940	1.38%	0.82%	0.15%	0.50%	952	14	8	1	5
	SW 98th St to SB SR 826 Ramp	45	1,284	2,366	2	1,910	2,366	1,910	1.38%	0.82%	0.15%	0.50%	927	13	8	2	5
	SB SR 826 Ramp to SW 104th St	45	4,452	6,283	4	4,169	6,283	4,169	1.38%	0.82%	0.15%	0.50%	1,011	15	9	2	5
	SW 104th St to SW 112th St	45	3,631	4,676	4	4,169	4,676	4,169	1.38%	0.82%	0.15%	0.50%	1,011	15	9	2	5
	SW 104th St to SW 112th St	45	3,631	4,676	3	3,087	4,676	3,087	1.38%	0.82%	0.15%	0.50%	1,000	14	8	2	5

\\miafile01\transportation\p\4326391\202_826_US1\Traffic\Traffic for Noise GIS KH\For Noise\[SR 826 - Arterials Traffic for Noise_KH_JM_WF_9-30-2019.xlsx]Future Build

* LOS "C" volumes obtained from Table 7 of FDOT's Level of Service Handbook (2013) and HCM 2000 (Volume adjustments have been applied as appropriate)

[1] Vehicle split percentages based on Annual Vehicle Classification Counts from FDOT count stations in addition to classification counts performed during SR 826/Palmetto Expressway PD&E Study.

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

Prepared By: Winston Harris, P.E. Date: 4/21/2022

Print Name

APPENDIX B

Table 3.1 – Noise Monitoring Data and TNM Validation Results

Table 3.1-1 - Noise Monitoring Data and TNM 2.5 Validation Results (Sheet 1 of 3)

General Information		Begin Time	End Time	Travel Lanes - SR 826	Distance to Nearest Traffic Lane (feet)	Cars		Medium Trucks		Heavy Trucks		Buses		Motorcycles		Monitored Leq (h) dB(A)	TNM Predicted Leq (h) dB(A)	Difference Leq (h) dB(A)	Predicted Levels Within +/- 3 dB(A) of Monitored Levels?
Monitor Site Identification Number	Monitoring Location / Station (Date)					Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)				
MS1-1	Veterans Wayside Park - East of US 1 / Station 1038+40 (November 21, 2019)	9:35 AM	9:45 AM	Northbound	50	2,160	31	42	30	12	10	---	---	6	28	64.3	64.9	0.6	YES
				Southbound		1,632	31	30	30	6	10	---	---	---	---				
		9:45 AM	9:55 AM	Northbound		2,094	27	54	28	12	30	12	31	12	23	63.1	64.7	1.6	YES
				Southbound		2,196	27	48	28	30	30	---	---	---	---				
		9:55 AM	10:05 AM	Northbound		2,136	27	42	31	6	27	---	---	12	14	64.8	64.3	-0.5	YES
				Southbound		1,860	27	24	31	54	27	---	---	---	---				
MS1-2	Veterans Wayside Park - East of US 1 / Station 1038+40 (November 21, 2019)	9:35 AM	9:45 AM	Northbound	100	2,160	31	42	30	12	10	---	---	6	28	61.5	63.2	1.7	YES
				Southbound		1,632	31	30	30	6	10	---	---	---	---				
		9:45 AM	9:55 AM	Northbound		2,094	27	54	28	12	30	12	31	12	23	60.9	63.1	2.2	YES
				Southbound		2,196	27	48	28	30	30	---	---	---	---				
		9:55 AM	10:05 AM	Northbound		2,136	27	42	31	6	27	---	---	12	14	62.4	62.7	0.3	YES
				Southbound		1,860	27	24	31	54	27	---	---	---	---				
MS2-1	Colony Apartments - 111 Freedom Court; West of SR 826 / Station 37+00 (November 21, 2019)	1:05 PM	1:15 PM	Southbound	102	1,386	64	30	59	24	53	---	---	18	55	63.9	66.6	2.7	YES
		1:15 PM	1:25 PM	Southbound		1,578	61	36	56	18	46	56	---	---	---	63.4	66.4	3.0	YES
		1:25 PM	1:35 PM	Southbound		1,620	61	48	57	30	54	---	---	---	---	64.2	66.8	2.6	YES
MS2-2	Colony Apartments - 201 Freedom Court ; Second Floor Walkway; West of SR 826 / Station 37+00 (November 21, 2019)	1:05 PM	1:15 PM	Southbound	108	1,386	64	30	59	24	53	---	---	18	55	68.8	68.5	-0.3	YES
		1:15 PM	1:25 PM	Southbound		1,578	61	36	56	18	46	56	---	---	---	68.6	68.3	-0.3	YES
		1:25 PM	1:35 PM	Southbound		1,620	61	48	57	30	54	---	---	---	---	69.4	68.7	-0.7	YES
MS3-1	Dadeland Park Apartments - Unit 108; East of SR 826 / Station 2024+00 (November 20, 2019)	11:20 AM	11:30 AM	Northbound	100	2,664	62	102	51	18	51	6	49	---	---	68.8	70.3	1.5	YES
				Southbound		2,862	57	90	47	36	57	18	46	6	57				
		11:30 AM	11:40 AM	Northbound		3,228	61	30	50	24	52	12	49	12	52	69.1	70.5	1.4	YES
				Southbound		2,718	56	24	56	24	58	---	---	---	---				
		11:40 AM	11:50 AM	Northbound		2,808	61	48	53	48	47	6	43	6	56	69.7	70.3	0.6	YES
				Southbound		2,616	59	84	54	24	49	6	65	---	55				
MS3-2	Dadeland Park Apartments - Unit 208; Second Floor Walkway; East of SR 826 / Station 2024+00 (November 20, 2019)	11:20 AM	11:30 AM	Northbound	100	2,664	62	102	51	18	51	6	49	---	---	70.6	71.9	1.3	YES
				Southbound		2,862	57	90	47	36	57	18	46	6	57				
		11:30 AM	11:40 AM	Northbound		3,228	61	30	50	24	52	12	49	12	52	71.6	72.1	0.5	YES
				Southbound		2,718	56	24	56	24	58	---	---	---	---				
		11:40 AM	11:50 AM	Northbound		2,808	61	48	53	48	47	6	43	6	56	71.9	71.9	0.0	YES
				Southbound		2,616	59	84	54	24	49	6	65	---	55				

Table 3.1-1 - Noise Monitoring Data and TNM 2.5 Validation Results (Sheet 2 of 3)

General Information		Begin Time	End Time	Travel Lanes - SR 826	Distance to Nearest Traffic Lane (feet)	Cars		Medium Trucks		Heavy Trucks		Buses		Motorcycles		Monitored Leq (h) dB(A)	TNM Predicted Leq (h) dB(A)	Difference Leq (h) dB(A)	Predicted Levels Within +/- 3 dB(A) of Monitored Levels?
Monitor Site Identification Number	Monitoring Location / Station (Date)					Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)				
MS4-1	7700 SW 78th Street; Single Family Residence; West of SR 826 / Station 2035+00 (November 20, 2019)	11:20 AM	11:30 AM	Northbound	135	2,664	62	102	51	18	51	6	49	---	---	66.2	68.4	2.2	YES
				Southbound		2,862	57	90	47	36	47	18	46	6	57				
		11:30 AM	11:40 AM	Northbound		3,228	61	30	50	24	52	12	49	12	52	66.1	67.9	1.8	YES
				Southbound		2,718	56	24	56	24	58	---	---	---	---				
		11:40 AM	11:50 AM	Northbound		2,808	61	48	53	48	47	6	43	6	56	66.7	68.5	1.8	YES
				Southbound		2,616	59	84	54	24	49	6	65	---	55				
MS5-1	7700 SW 36th Street; Single Family Residence; West of SR 826 and 12-Foot Tall Shoulder Mounted Noise Barrier/ Station 129+00 (November 20, 2019)	2:10 PM	2:20 PM	Northbound	45	7,050	75	162	60	114	64	12	60	18	64	64.8	64.4	-0.4	YES
				Northbound On-Ramp from Bird Road		1,020	75	18	60	24	64	6	60	---	---				
				Southbound		7,734	62	150	57	78	57	24	50	24	56				
				Southbound Off-Ramp to Bird Road		1,350	62	30	57	30	57	---	---	12	56				
		2:20 PM	2:30 PM	Northbound		7,818	74	132	56	114	64	18	49	---	---	64.3	64.6	0.3	YES
				Northbound On-Ramp from Bird Road		1,008	74	18	56	18	64	6	49	6	57				
				Southbound		7,812	64	192	55	48	60	42	58	---	---				
				Southbound Off-Ramp to Bird Road		1,608	64	54	55	12	60	---	---	---	---				
		2:30 PM	2:40 PM	Northbound		7,608	73	174	59	108	60	54	61	18	56	64.0	64.6	0.6	YES
				Northbound On-Ramp from Bird Road		810	73	12	59	30	60	---	---	---	---				
				Southbound		7,680	65	168	58	36	60	58	46	18	61				
				Southbound Off-Ramp to Bird Road		1,494	65	24	58	18	60	---	---	---	---				
MS5-2	7712 SW 36th Street; Single Family Residence; Second Row; West of SR 826 and 12-Foot Tall Shoulder Mounted Noise Barrier/ Station 129+00 (November 20, 2019)	2:10 PM	2:20 PM	Northbound	130	7,050	75	162	60	114	64	12	60	18	64	63.8	61.8	-2.0	YES
				Northbound On-Ramp from Bird Road		1,020	75	18	60	24	64	6	60	---	---				
				Southbound		7,734	62	150	57	78	57	24	50	24	56				
				Southbound Off-Ramp to Bird Road		1,350	62	30	57	30	57	---	---	12	56				
		2:20 PM	2:30 PM	Northbound		7,818	74	132	56	114	64	18	49	---	---	63.3	61.9	-1.4	YES
				Northbound On-Ramp from Bird Road		1,008	74	18	56	18	64	6	49	6	57				
				Southbound		7,812	64	192	55	48	60	42	58	---	---				
				Southbound Off-Ramp to Bird Road		1,608	64	54	55	12	60	---	---	---	---				
		2:30 PM	2:40 PM	Northbound		7,608	73	174	59	108	60	54	61	18	56	63.4	61.9	-1.5	YES
				Northbound On-Ramp from Bird Road		810	73	12	59	30	60	---	---	---	---				
				Southbound		7,680	65	168	58	36	60	58	46	18	61				
				Southbound Off-Ramp to Bird Road		1,494	65	24	58	18	60	---	---	---	---				

Table 3.1-1 - Noise Monitoring Data and TNM 2.5 Validation Results (Sheet 3 of 3)

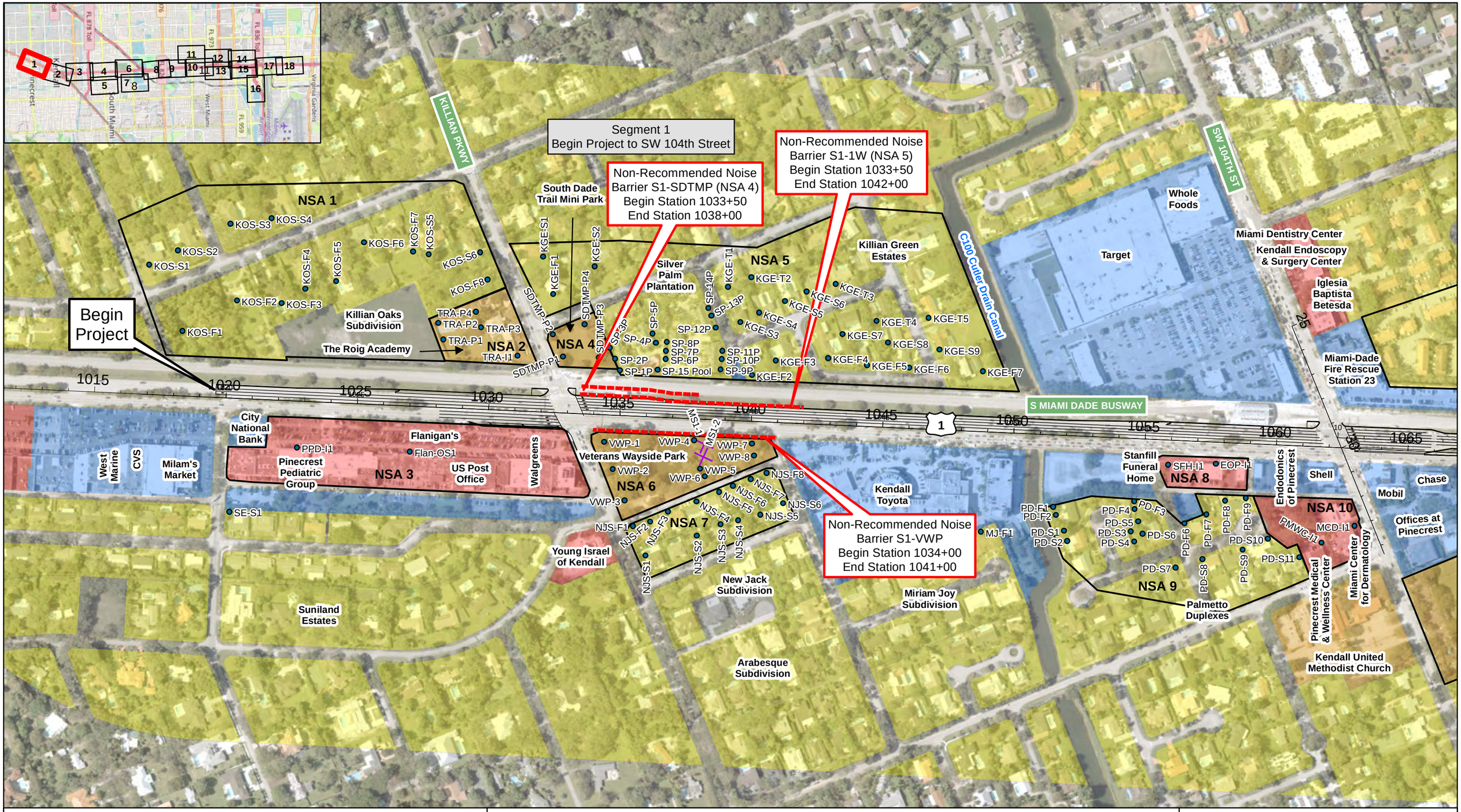
General Information		Begin Time	End Time	Travel Lanes - SR 826	Distance to Nearest Traffic Lane (feet)	Cars		Medium Trucks		Heavy Trucks		Buses		Motorcycles		Monitored Leq (h) dB(A)	TNM Predicted Leq (h) dB(A)	Difference Leq (h) dB(A)	Predicted Levels Within +/- 3 dB(A) of Monitored Levels?
Monitor Site Identification Number	Monitoring Location / Station (Date)					Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)				
MS6-1	7591 SW 36th Street; Single Family Residence; East of SR 826 and 12-Foot Tall Shoulder Mounted Noise Barrier/ Station 129+00 (November 20, 2019)	2:10 PM	2:20 PM	Northbound	76	7,050	75	162	60	114	64	12	60	18	64	66.0	66.8	0.8	YES
				Northbound On-Ramp from Bird Road		1,020	75	18	60	24	64	6	60	---	---				
				Southbound		7,734	62	150	57	78	57	24	50	24	56				
				Southbound Off-Ramp to Bird Road		1,350	62	30	57	30	57	---	---	12	56				
		2:20 PM	2:30 PM	Northbound		7,818	74	132	56	114	64	18	49	---	---	66.6	66.9	0.3	YES
				Northbound On-Ramp from Bird Road		1,008	74	18	56	18	64	6	49	6	57				
				Southbound		7,812	64	192	55	48	60	42	58	---	---				
				Southbound Off-Ramp to Bird Road		1,608	64	54	55	12	60	---	---	---	---				
		2:30 PM	2:40 PM	Northbound		7,608	73	174	59	108	60	54	61	18	56	66.4	66.7	0.3	YES
				Northbound On-Ramp from Bird Road		810	73	12	59	30	60	---	---	---	---				
				Southbound		7,680	65	168	58	36	60	58	46	18	61				
				Southbound Off-Ramp to Bird Road		1,494	65	24	58	18	60	---	---	---	---				
MS6-2	7581 SW 36th Street; Single Family Residence; Second Row; East of SR 826 and 12-Foot Tall Shoulder Mounted Noise Barrier/ Station 129+00 (November 20, 2019)	2:10 PM	2:20 PM	Northbound	140	7,050	75	162	60	114	64	12	60	18	64	63.0	64.2	1.2	YES
				Northbound On-Ramp from Bird Road		1,020	75	18	60	24	64	6	60	---	---				
				Southbound		7,734	62	150	57	78	57	24	50	24	56				
				Southbound Off-Ramp to Bird Road		1,350	62	30	57	30	57	---	---	12	56				
		2:20 PM	2:30 PM	Northbound		7,818	74	132	56	114	64	18	49	---	---	63.1	64.3	1.2	YES
				Northbound On-Ramp from Bird Road		1,008	74	18	56	18	64	6	49	6	57				
				Southbound		7,812	64	192	55	48	60	42	58	---	---				
				Southbound Off-Ramp to Bird Road		1,608	64	54	55	12	60	---	---	---	---				
		2:30 PM	2:40 PM	Northbound		7,608	73	174	59	108	60	54	61	18	56	64.5	64.1	-0.4	YES
				Northbound On-Ramp from Bird Road		810	73	12	59	30	60	---	---	---	---				
				Southbound		7,680	65	168	58	36	60	58	46	18	61				
				Southbound Off-Ramp to Bird Road		1,494	65	24	58	18	60	---	---	---	---				

X:\P\Noise_Studies\Palmetto_ELs_PD&E\Noise_Monitoring\[Table_3_1-1_SR826EL_Noise Monitoring_Data_Summary_8-

Minimum	60.9	61.8	-2.0
Maximum	71.9	72.1	3.0
Average Difference Between TNM 2.5 Predicted Levels and Monitored Levels			0.7

APPENDIX C

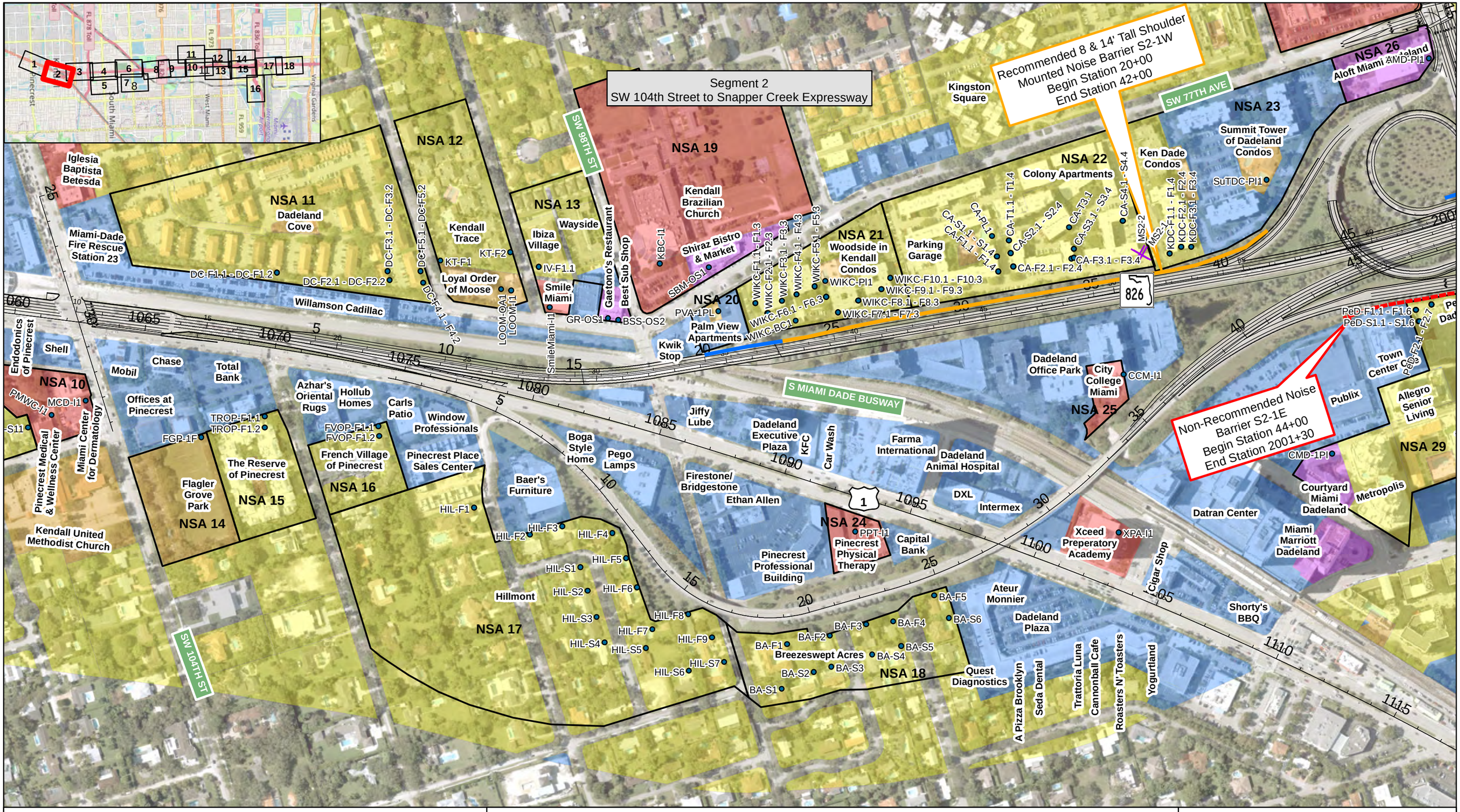
Figure 3.2 – Noise Analysis Map

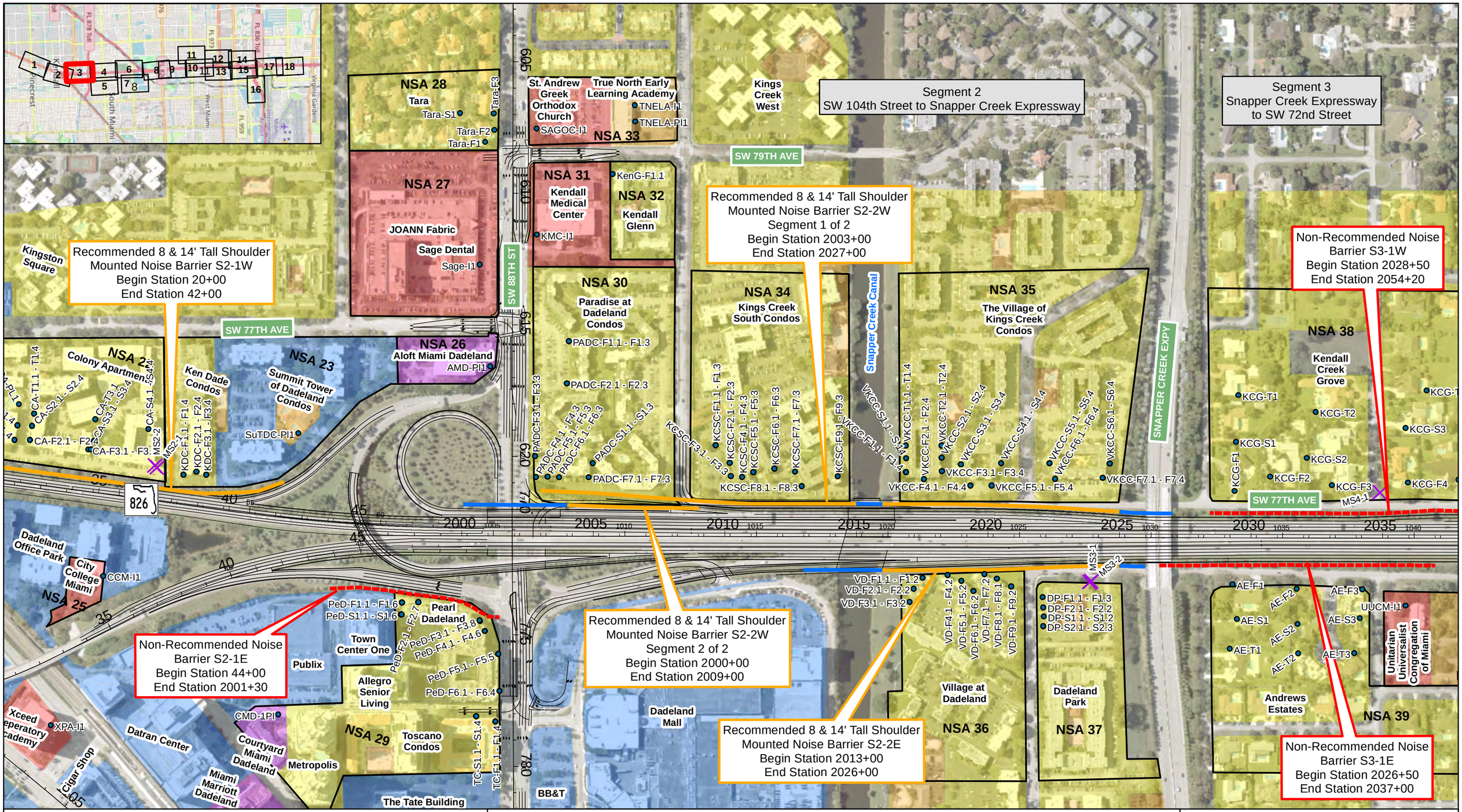


SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: September 2024

Figure 3.2
Noise Analysis Map
Sheet 1 of 18


Segment 2
SW 104th Street to Snapper Creek Expressway
Recommended 8 & 14' Tall Shoulder Mounted Noise Barrier S2-1W
Begin Station 20+00
End Station 42+00
Non-Recommended Noise Barrier S2-1E
Begin Station 44+00
End Station 2001+30
NSA 10
NSA 11
NSA 12
NSA 13
NSA 14
NSA 15
NSA 16
NSA 17
NSA 18
NSA 19
NSA 20
NSA 21
NSA 22
NSA 23
NSA 24
NSA 25
NSA 26
NSA 29
SW 98TH ST
SW 77TH AVE
SW 104TH ST
S MIAMI DADE BUSWAY
826
1
Iglesia Baptista Betesda
Miami-Dade Fire Rescue Station 23
Dadeland Cove
Kendall Trace
Loyal Order of Moose
Willamson Cadillac
Kendall United Methodist Church
Endodonics of Pinecrest
Shell
Mobil
Chase
Total Bank
Offices at Pinecrest
Azhar's Oriental Rugs
Hollub Homes
Carls Patio
Window Professionals
Pinecrest Medical & Wellness Center
Miami Center for Dermatology
Flagler Grove Park
The Reserve of Pinecrest
French Village of Pinecrest
Pinecrest Place Sales Center
Hillmont
Baer's Furniture
Boga Style Home
Pego Lamps
Firestone/ Bridgestone
Ethan Allen
Pinecrest Professional Building
Pinecrest Physical Therapy
Capital Bank
Jiffy Lube
Dadeland Executive Plaza
KFC
Car Wash
Farma International
Dadeland Animal Hospital
DXL
Intermex
Xceed Preperatory Academy
Cigar Shop
Datran Center
Miami Marriott Dadeland
Courtyard Miami Dadeland
Metropolis
Ateur Monnier
Dadeland Plaza
Shorty's BBQ
Quest Diagnostics
A Pizza Brooklyn
Seda Dental
Trattoria Luna
Cannonball Cafe
Roasters N' Toasters
Yogurtland
Breezeswept Acres
Kwik Stop
Palm View Apartments
Smile Miami
Ibiza Village
Wayside
Gaetono's Restaurant
Best Sub Shop
Shiraz Bistro & Market
Kendall Brazilian Church
Kingston Square
Colony Apartments
Ken Dade Condos
Summit Tower of Dadeland Condos
Woodside in Kendall Condos
Parking Garage
Dadeland Office Park
City College Miami
Publix
Town Center
Allegro Senior Living
Aloft Miami
Miami-Dade Fire Rescue Station 29
Pinecrest Gardens
Pinecrest Library
Pinecrest Police Department
Pinecrest Fire Rescue Station 46
Pinecrest Fire Rescue Station 47
Pinecrest Fire Rescue Station 48
Pinecrest Fire Rescue Station 49
Pinecrest Fire Rescue Station 50
Pinecrest Fire Rescue Station 51
Pinecrest Fire Rescue Station 52
Pinecrest Fire Rescue Station 53
Pinecrest Fire Rescue Station



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
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Date: September 2024

Noise Sensitive Receptors
Monitoring Sites

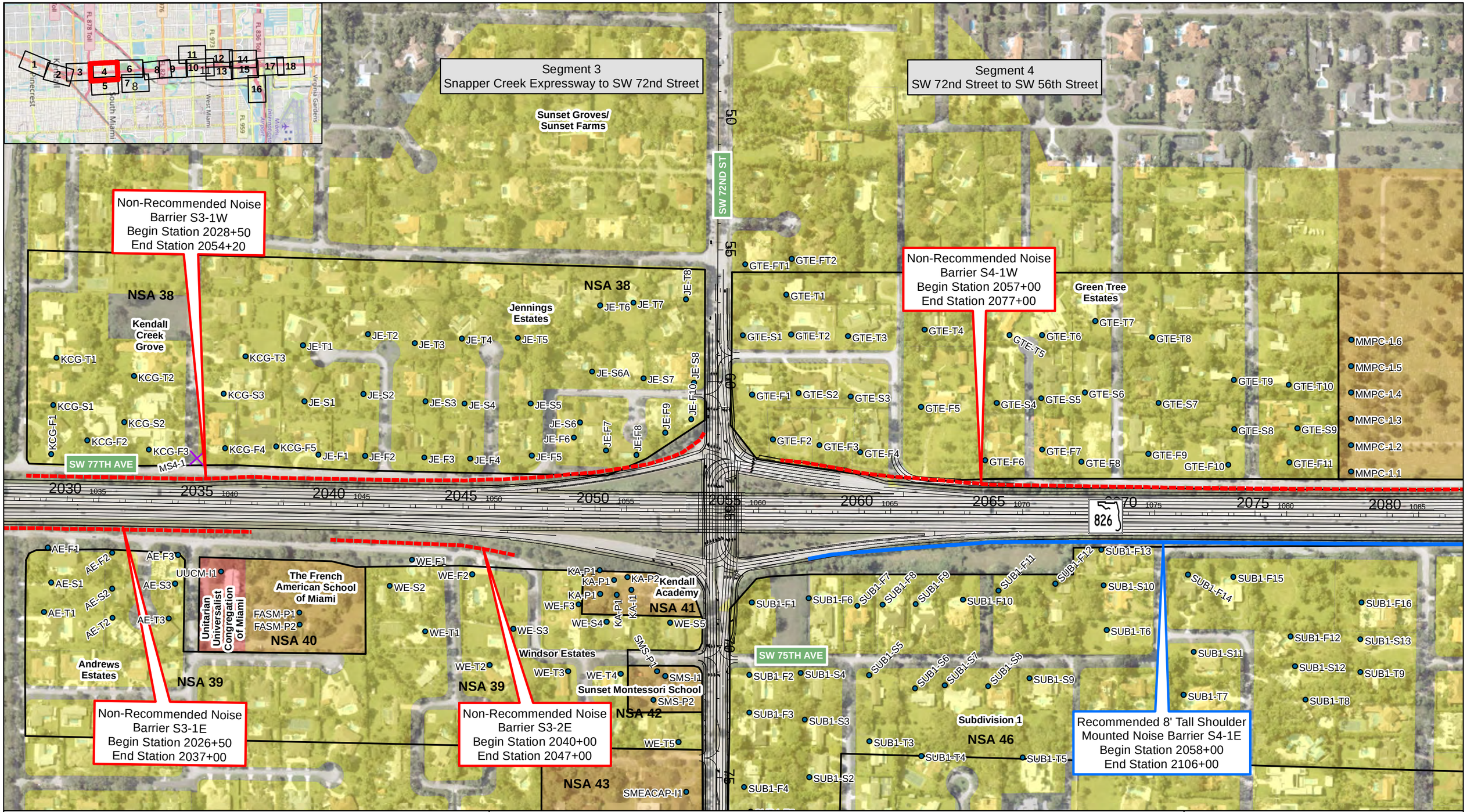
Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
C: Other Sensitive Land Use
D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 3 of 18



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

FDOT

Date: September 2024

Noise Sensitive Receptors
Monitoring Sites

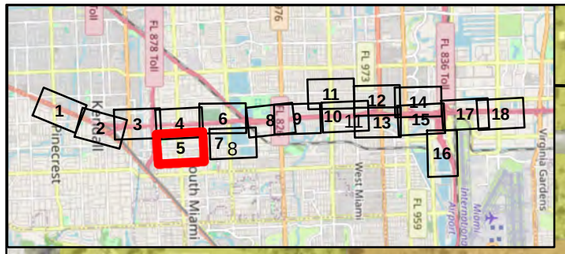
Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
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E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 4 of 18



Non-Recommended Noise Barrier S3-2E
Begin Station 2040+00
End Station 2047+00

Recommended 8' Tall Shoulder Mounted Noise Barrier S4-1E
Begin Station 2058+00
End Station 2106+00

SMS-P2
NSA 42
WE-T5
NSA 43
SMEACAP-I1
St. Matthew Episcopal Anglican Church and Pre-School
SMEACAP-P1

SUB1-F3
SUB1-S3
SUB1-T3
Subdivision 1
NSA 46
SUB1-T4
SUB1-T5
SUB1-T8
SUB1-S2
SUB1-F4
SUB1-F5
SUB1-S1

SPS-F1
SPS-S1
NSA 47
SPS-F2

SPS-F3
SPS-S2
SP-C1
SPS-F4
Sudlow Park
SPS-F5
SP-C2
NSA 48
NSA 49
Sudlow Park Subdivision
SP-C3
SPS-F6
SPS-S3
SPS-F7

RRPM-S1
RRPM-F1
RRPM-S2
RRPM-F2
Radcliff/ Royal Palm Manor
NSA 44
RRPM-T1
RRPM-S3
RRPM-F3
RRPM-F4

SPS-S4
NSA 50
SPS-F8
SPS-T1

SW 72ND AVE

PM-F2
PM-F5
PM-F6
PM-F1
PM-F3
PM-F4
NSA 51
Palm Miami

South Miami Lutheran Church & School
NSA 45
SMLCS-B1
SMLCS-I1

SW 72ND ST

Segment 3
Snapper Creek Expressway to SW 72nd Street

Segment 4
SW 72nd Street to SW 56th Street

SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: September 2024

Noise Sensitive Receptors
Monitoring Sites

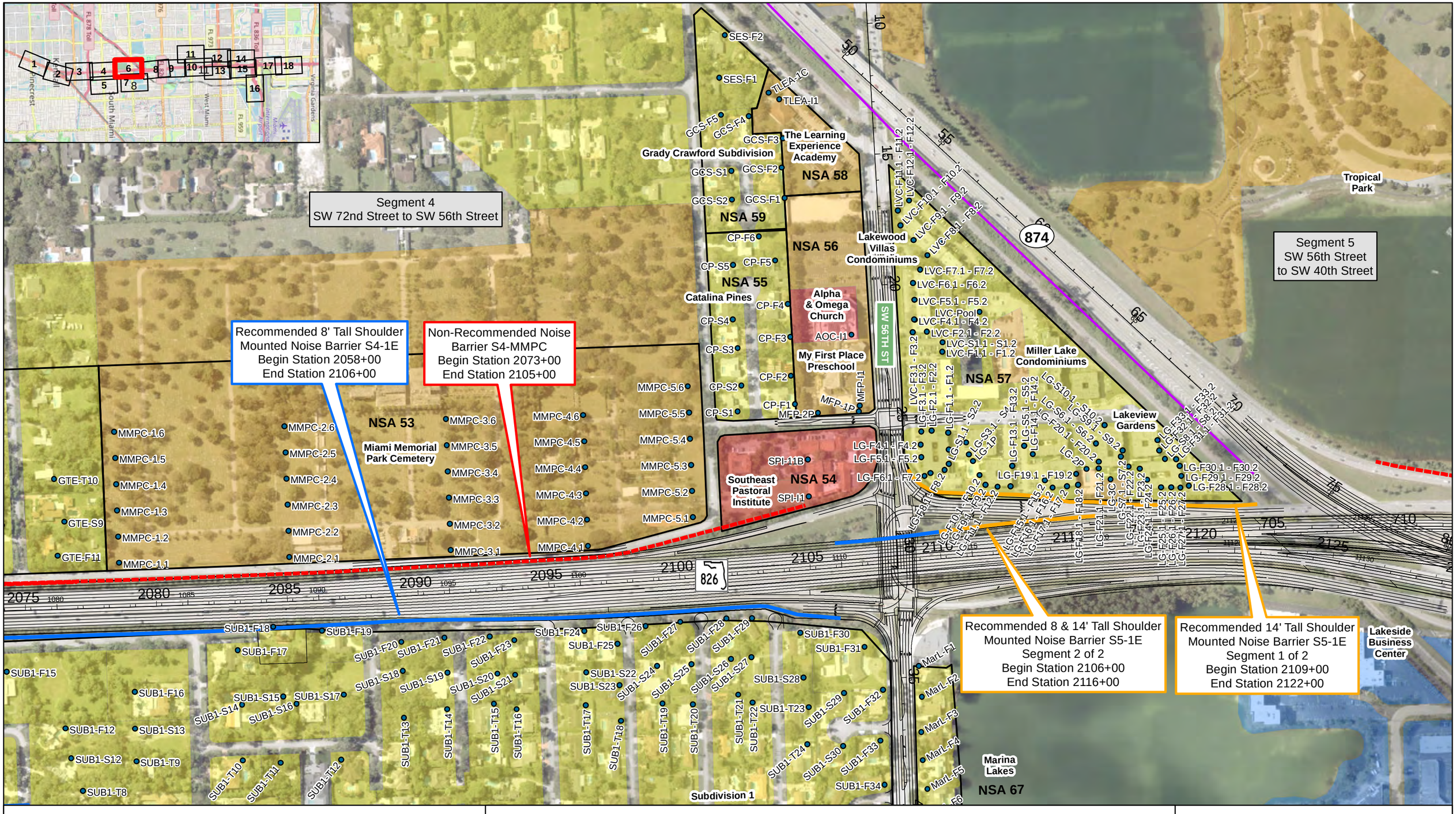
Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
C: Other Sensitive Land Use
D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 5 of 18



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to NW 25th Street
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Noise Sensitive Receptors
Monitoring Sites

Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
C: Other Sensitive Land Use
D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 6 of 18



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
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FDOT

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Noise Sensitive Receptors
Monitoring Sites

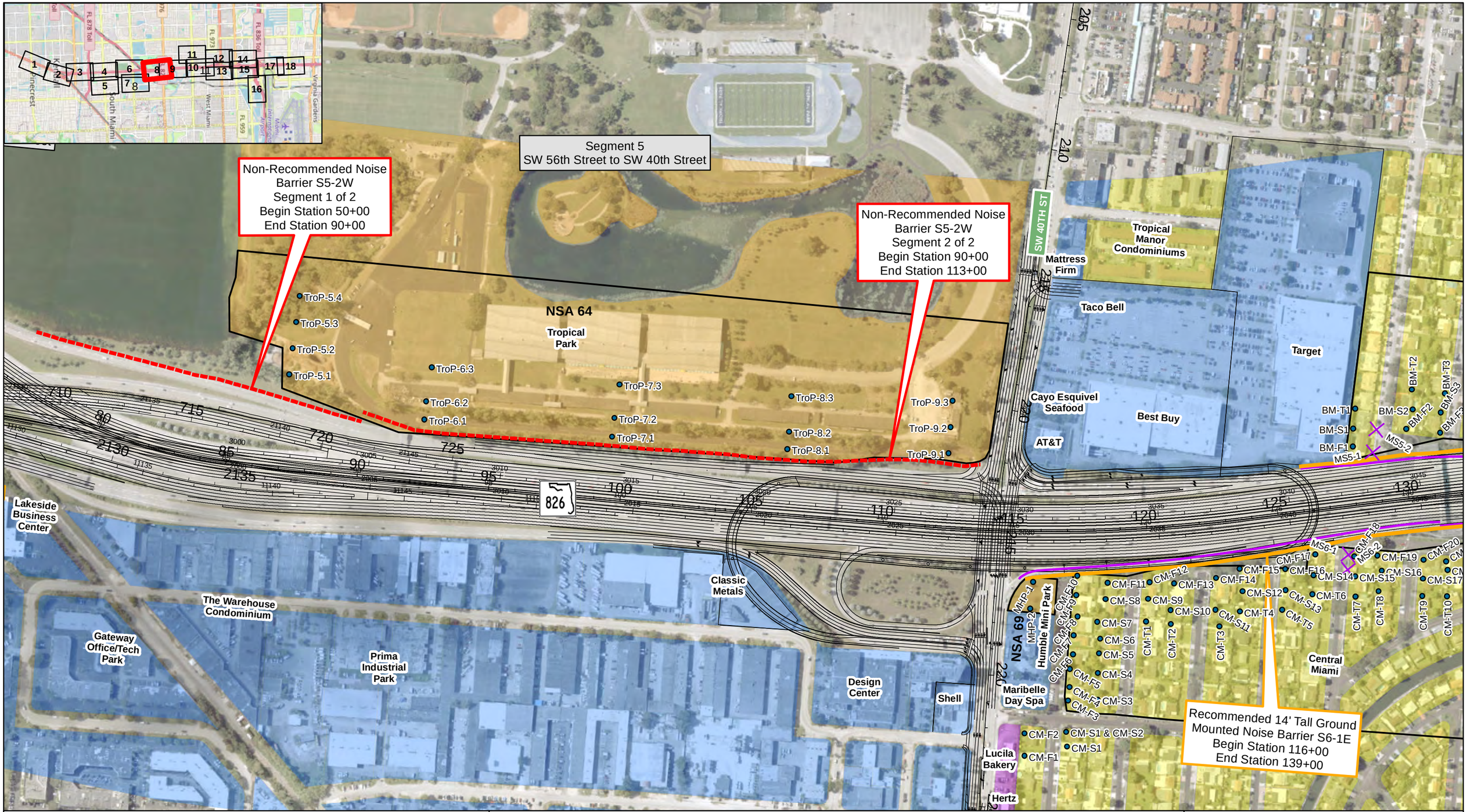
Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
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D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 7 of 18



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to NW 25th Street
Miami-Dade County, Florida
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Noise Sensitive Receptors
Monitoring Sites

Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
C: Other Sensitive Land Use
D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 8 of 18

Segment 6
SW 40th Street to SW 24th Street

Non-Recommended Noise Barrier S5-2W
Segment 2 of 2
Begin Station 90+00
End Station 113+00

Recommended 14' Tall Shoulder Mounted Noise Barrier S6-1W
Begin Station 127+00
End Station 167+00

Recommended 14' Tall Ground Mounted Noise Barrier S6-1E
Begin Station 116+00
End Station 139+00

NSA 72

NSA 70

NSA 69

SW 40TH ST

SW 77TH AVE

SW 76TH AVE

Tropical Manor Condominiums

Mattress Firm

Taco Bell

Target

Cayo Esquivel Seafood

Best Buy

AT&T

Baker Manor

Sunrise Manor

Central Miami

Humble Mini Park

Design Center

Shell

Maribelle Day Spa

Lucila Bakery

Hertz

826

SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: September 2024

Noise Sensitive Receptors
Monitoring Sites

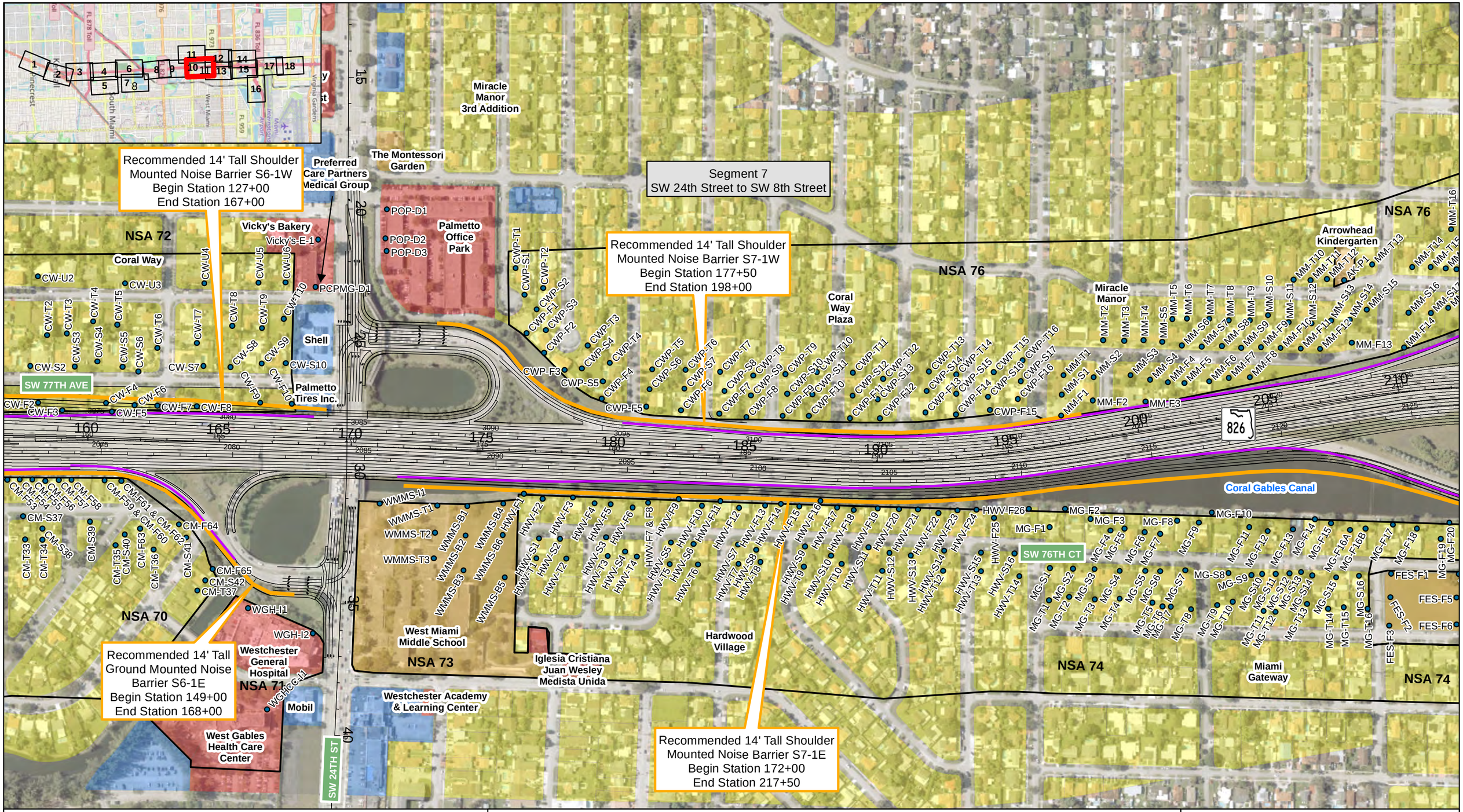
Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
C: Other Sensitive Land Use
D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 9 of 18



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to NW 25th Street
Miami-Dade County, Florida
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Date: September 2024

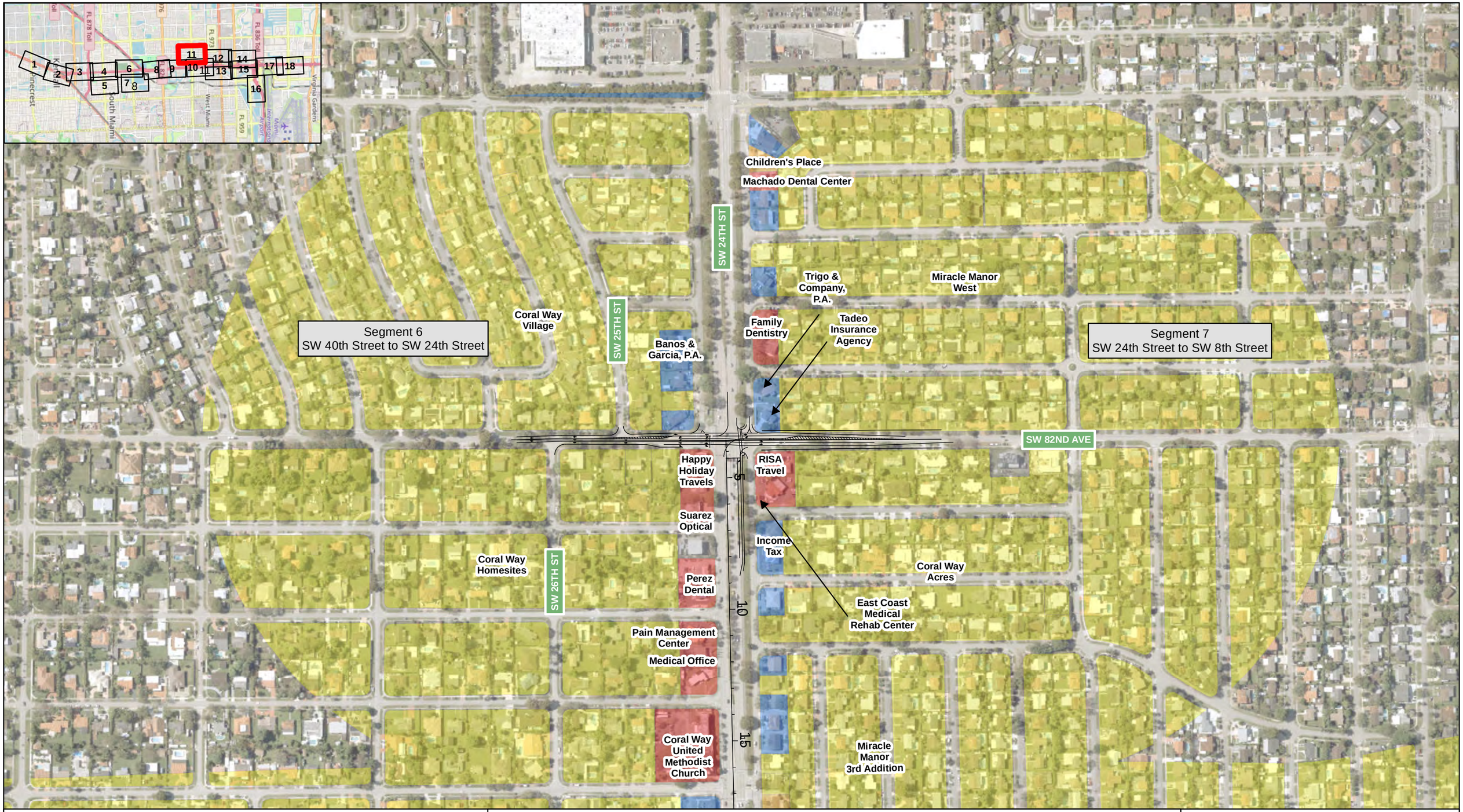
Noise Sensitive Receptors
Monitoring Sites

Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
C: Other Sensitive Land Use
D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

Figure 3.2
Noise Analysis Map
Sheet 10 of 18



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
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Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: September 2024

Noise Sensitive Receptors
Monitoring Sites

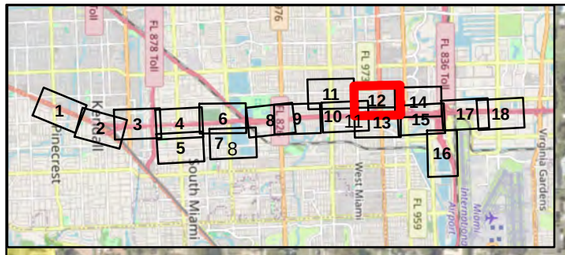
Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
C: Other Sensitive Land Use
D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 11 of 18



A&Y Medical Rehab Center
AYMRC-Interior
DRMC-Interior
PBH-Interior
Sabucedo Nephrology Group
SNG-Interior
41
Premiere Banquet Hall
NSA 82
Becerra's Family Dentistry
SW 8TH ST
My First School
BFD-Interior
Juventus Cosmetic Surgery
JCS-Interior
NSA 92
Flagami West Segment A1
FLWA1-F1
FLWA1-F2
FLWA1-S1
FLWA1-F3
FLWA1-S2
FLWA1-S3
FLWA1-F4
FLWA1-S4
FLWA1-F5
FLWA1-S5
FLWA1-F6
FLWA1-F7
FLWA1-F8
FLWA1-F9
CBT College
SW 82ND AVE
Oasis Medical Center
AVS-F6
AVS-F5
Ana Vivian Subdivision
AVS-F4
OMC-I1
NSA 81
NSA 80
Segment 7
SW 24th Street to SW 8th Street
AVS-F3
Medicus Health Group
MHG-I1
AVS-F2
NHP-I1
AVS-F1
NHP-P1
New Horizon Preschool
GLA-F7
GLA-F6
Mojitos
Moj-1E
GLA-F5
NSA 79
GLA-F4
Wellmax Medical Center
WMC-I1
GLA-F3
Palmetto Sports Cars
Glademoor
GLA-F2
GLA-F1
Shell
Tires Plus
Tamiami Canal
MM-F33
MM-F32
MM-F31
MM-F30
MM-F29
MM-F28
MM-F27
MM-F26
MM-F25
MM-F24
MM-F23
MM-F22
MM-T20
MM-T21
MM-T22
MM-T23
MM-S26
MM-S25
MM-S24
MM-S23
MM-S22
MM-T19
MM-T18
MM-T17
MM-T16
NSA 76
Arrowhead Kindergarten
MM-T14
MM-T15
MM-S18
MM-S19
MM-S20
MM-S21
MM-T13
MM-T10
MM-T11
MM-T12
AK-P1
MM-F18
MM-F19
MM-F20
MM-F21
Miracle Manor
MM-T2
MM-T3
MM-T4
MM-S5
MM-T5
MM-T6
MM-S6
MM-T7
MM-S7
MM-T8
MM-S8
MM-T9
MM-S9
MM-S10
MM-S11
MM-S12
MM-S13
MM-S14
MM-S15
MM-S16
MM-S17
MM-F15
MM-F16
MM-F17
MM-F14
MM-F13
MM-F12
MM-F11
MM-F10
MM-F9
MM-F8
MM-F7
MM-F6
MM-F5
MM-F4
MM-S4
MM-S3
MM-T1
MM-S2
CWP-T13
CWP-T14
CWP-S15
CWP-T15
CWP-T16
CWP-S17
NSA 76
FLWA2-F1.1
FLWA2-F1.2
FLWA2-F1.3
FLWA2-F1.4
FLWA2-F1.5
FLWA2-F1.6
FLWA2-F1.7
FLWA2-F2
FLWA2-S1
FLWA2-F3
FLWA2-S2
FLWA2-F4
Segment 8
SW 8th Street
to W Flagler Street
FLWA2-S3
FLWA2-F5
FLWA2-F6
FLWA2-S4
NSA 91
Flagami West Segment A2
FLWA2-F7
FLWA2-F8
FLWA2-S5
Recommended 14' Tall Shoulder Mounted Noise Barrier S8-2SW
Begin Station 1873+00
End Station 224+50
FLWA2-F9
FLWA2-S6
FLWA2-F10
FLWA2-F11
FLWA2-S7
FLWA2-F12
FLWA2-S8
FLWA2-F13
FLWA2-F14
FLWA2-S9
FLWA2-S10
FLWA2-F15.1
FLWA2-F15.2
FLWA2-F16
CENTRAL BLVD
SW 79TH AVE
NSA 90
Flagami West
FLW-F1
FLW-S1
FLW-F2.1
FLW-F2.2
FLW-S2
FLW-F3
FLW-F4
FLW-F5
FLW-F6
FLW-F7
FLW-F8.2
FLW-F8.1
FLW-S3
FLW-S4
FLW-S5
FLW-S6
FLW-T1
FLW-T2.2
FLW-T2.1
FLW-T3
FLW-S9.1
FLW-T4
FLW-T6
FLW-T7
FLW-T5
FLW-S7.2
FLW-S7.1
FLW-S8.1
FLW-S8.2
FLW-S9.2
FLW-F9
FLW-F10
FLW-F11
FLW-F12
FLW-S10
FLW-F13
FLW-S11
FLW-S12
FLW-S13.2
FLW-S13.1
FLW-F8
FLW-T8
FLW-T9
FLW-T10
FLW-T11
FLW-T12
FLW-T13
FLW-T14
FLW-S15
FLW-S14
FLW-S16
FLW-S17
FLW-S18.2
FLW-S18.1
FLW-F17.2
FLW-F17.1
FLW-F16
FLW-F18
FLW-F19
FLW-F22
FLW-F23
Recommended 14' Tall Shoulder Mounted Noise Barrier S8-1SW
Begin Station 231+00
End Station 2248+00
Segment 8
SW 8th Street
to W Flagler Street
FLWB-F7
Flagami West Segment B
NSA 96
FLWB-F5
FLWB-F4
Midway Retirement
FLWB-F3
NSA 95
FLWB-S2
FLWB-S1
NSA 93
Seminole Elementary S
SES-F3
SES-F2
1800
1850
1900
1950
3130
210
215

SR 826/Palmetto Expressway from
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Noise Sensitive Receptors
Monitoring Sites

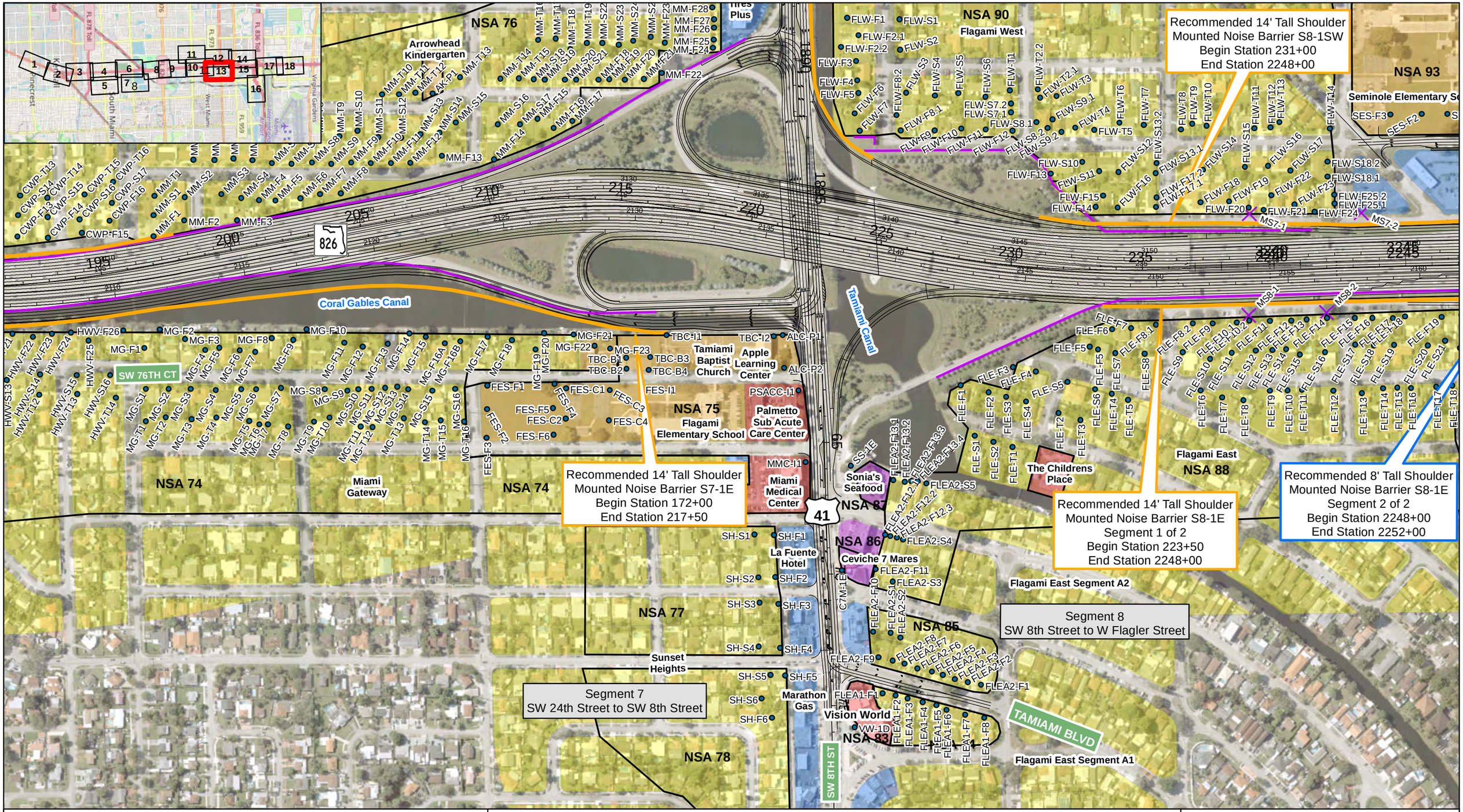
Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
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D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 12 of 18



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
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Noise Sensitive Receptors
Monitoring Sites

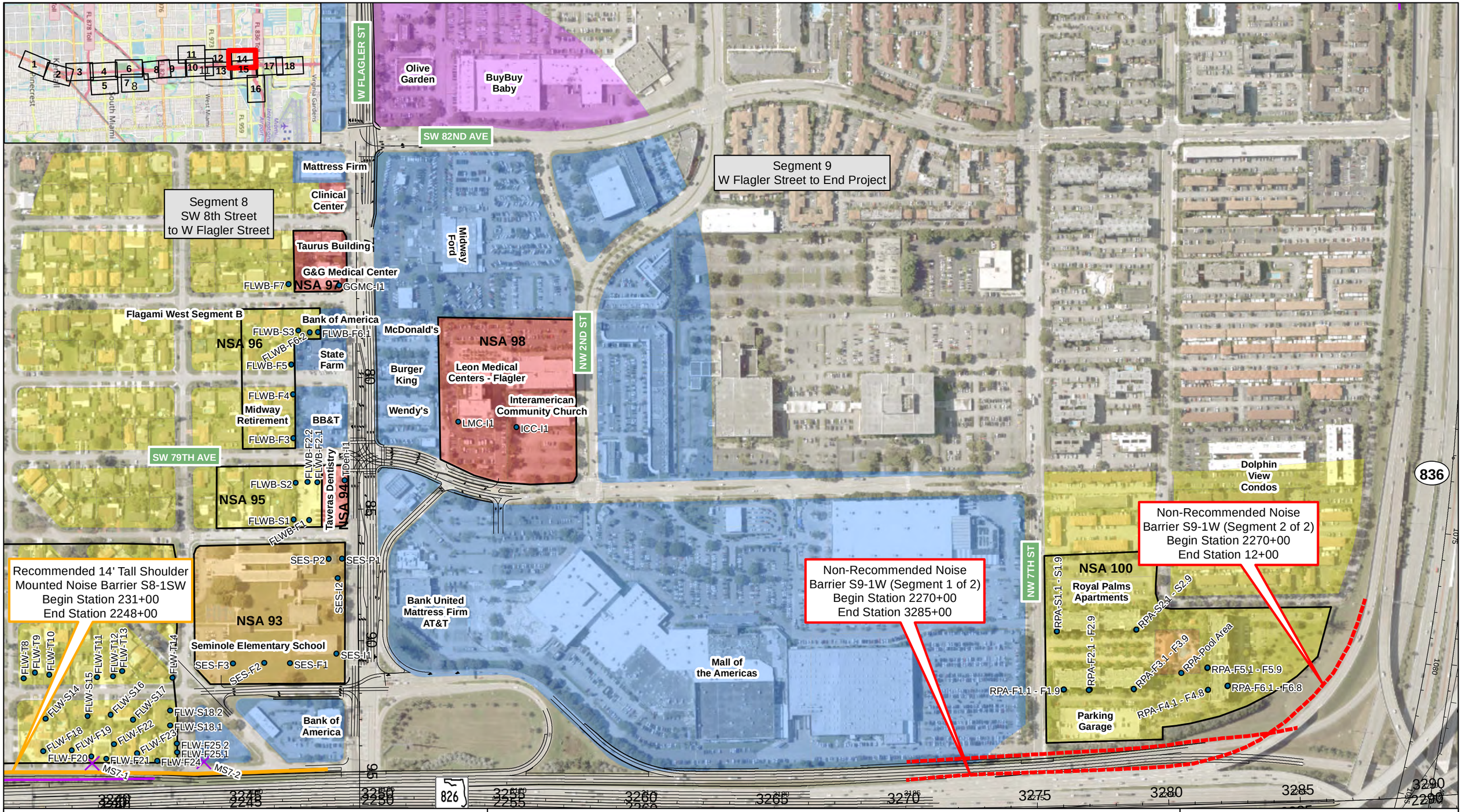
Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
C: Other Sensitive Land Use
D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 13 of 18



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: September 2024

Noise Sensitive Receptors
Monitoring Sites

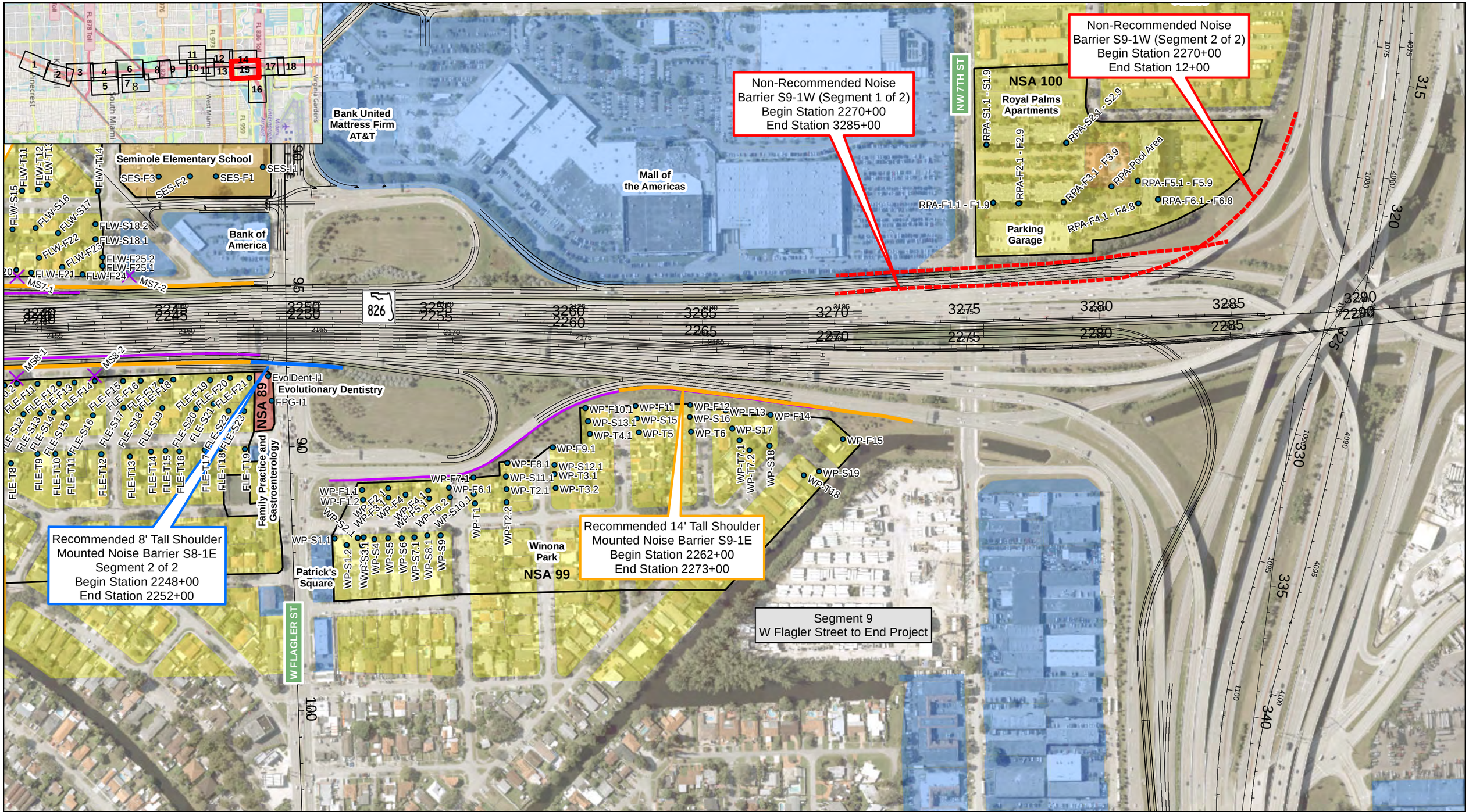
Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
C: Other Sensitive Land Use
D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 14 of 18



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: September 2024

Noise Sensitive Receptors
Monitoring Sites

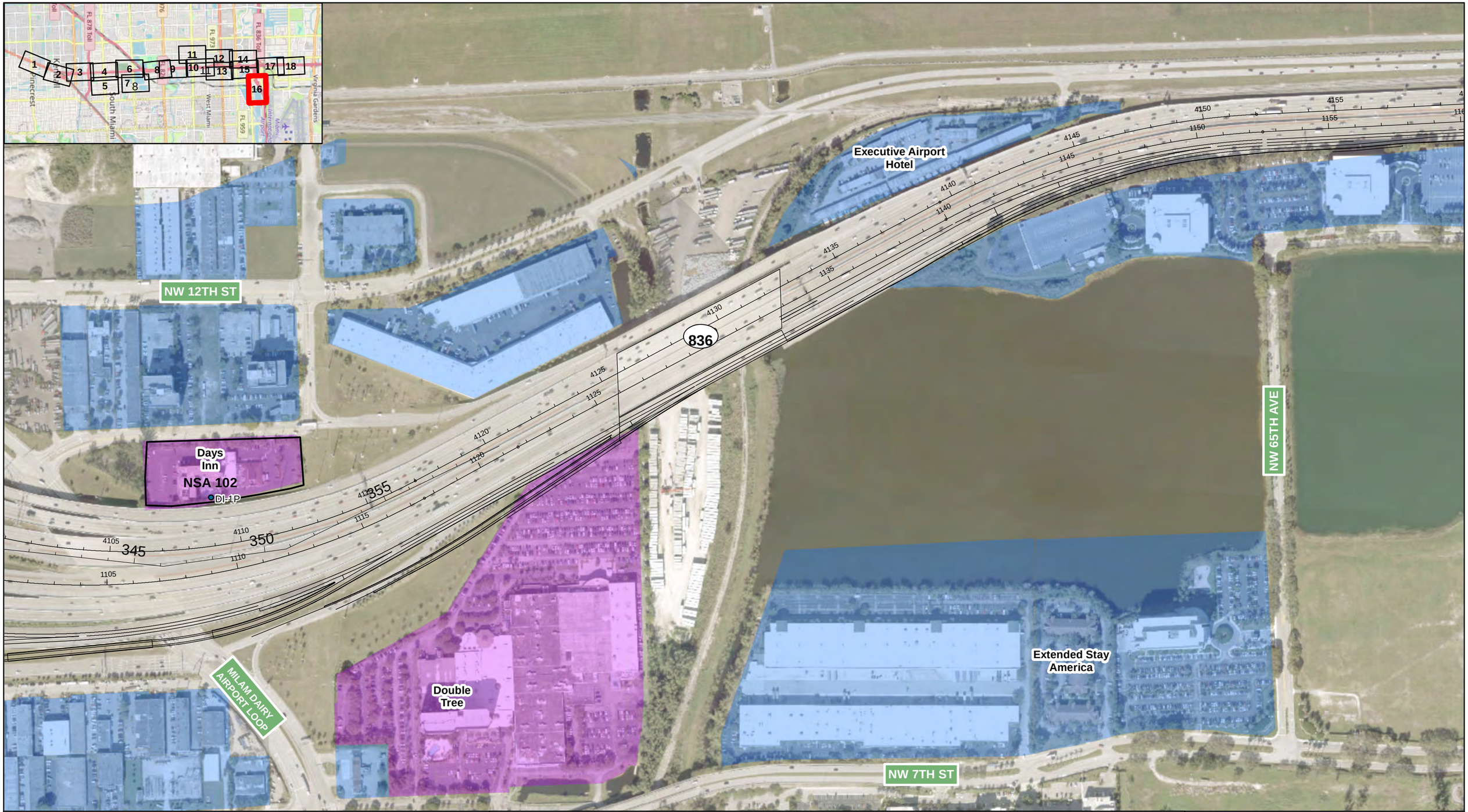
Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
C: Other Sensitive Land Use
D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 15 of 18



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: September 2024

Noise Sensitive Receptors
Monitoring Sites

Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
C: Other Sensitive Land Use
D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 16 of 18



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: September 2024

Noise Sensitive Receptors
Monitoring Sites

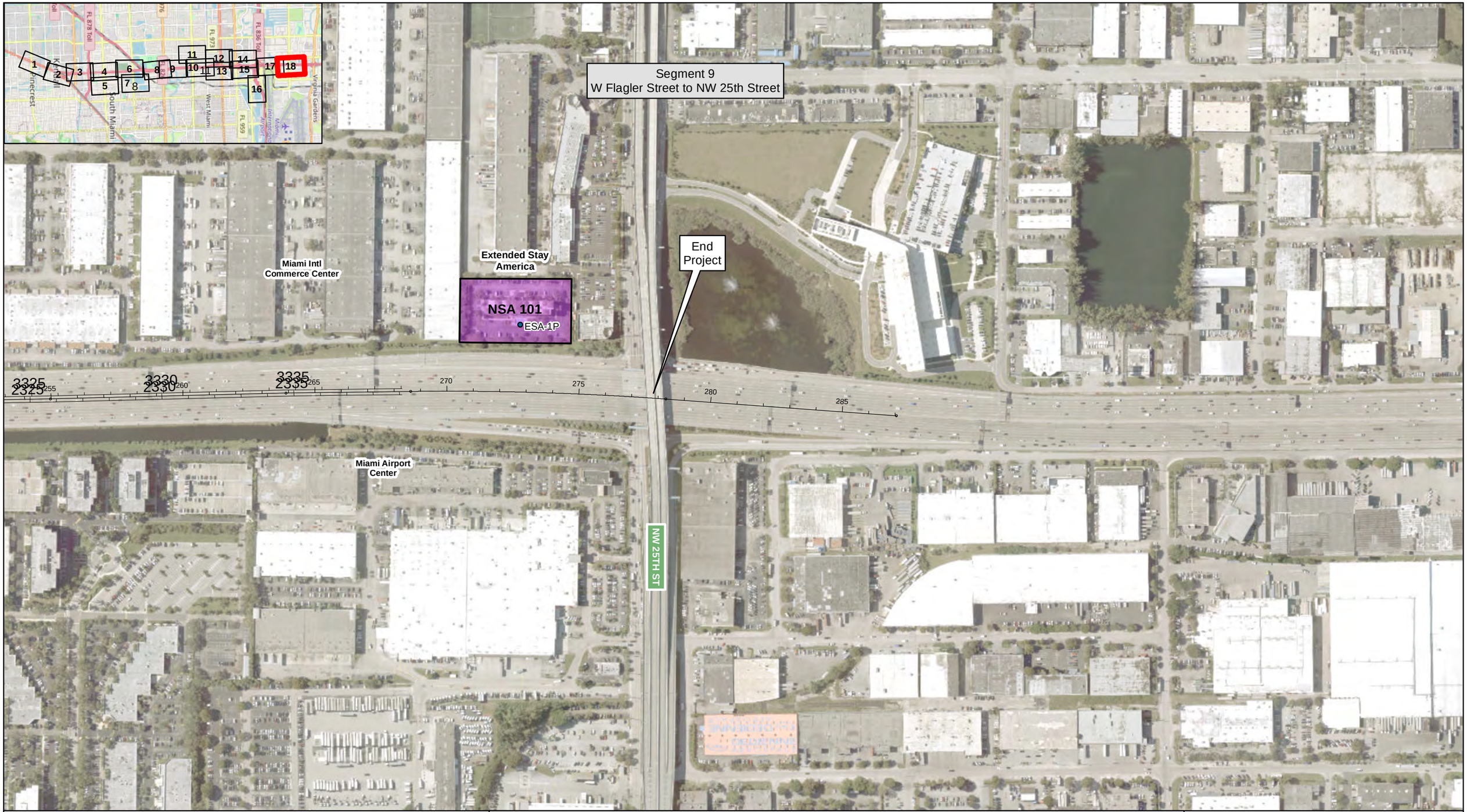
Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
C: Other Sensitive Land Use
D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 17 of 18



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: September 2024

Noise Sensitive Receptors
Monitoring Sites

Recommended Noise Barrier
8-Foot Tall
14-Foot Tall
Non-Recommended Noise Barrier
Existing Noise Barrier

Proposed Improvements
Noise Sensitive Areas

Land Use by Noise Activity Category
B: Residential
C: Other Sensitive Land Use
D: Institutional (Interior)
E: Sensitive Commercial
F: Non-Sensitive Developed
G: Vacant

0 125 250 500 Feet

Figure 3.2
Noise Analysis Map
Sheet 18 of 18

APPENDIX D

Table 3.2.1 – Location and Description of Representative Receptor Sites and Noise Analysis Results

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 1 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Segment Number 1 (SR 826 from North of SW 116th Street to SW 104th Street)												
Noise Study Area 1 - See Figure 3.2 Sheet 1 (Segment 1)												
Killian Oak Subdivision - West of US 1 and South of Killian Parkway	KOS-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	1018+24	62.7	63.0	63.1	Below / No	0.3	0.4	---
	KOS-F2	First Row Single Family Residence	1		1020+26	58.4	58.6	59.0	Below / No	0.2	0.6	---
	KOS-F3	First Row Single Family Residence	1		1021+95	58.7	58.9	59.5	Below / No	0.2	0.8	---
	KOS-F4	First Row Single Family Residence	1		1022+83	57.5	57.8	58.4	Below / No	0.3	0.9	---
	KOS-F5	First Row Single Family Residence	1		1023+99	57.4	57.7	58.3	Below / No	0.3	0.9	---
	KOS-F6	First Row Single Family Residence	1		1024+99	53.8	54.1	55.3	Below / No	0.3	1.5	---
	KOS-F7	First Row Single Family Residence	1		1026+86	55.5	55.9	56.8	Below / No	0.4	1.3	---
	KOS-F8	First Row Single Family Residence	1		1029+75	58.3	58.7	59.3	Below / No	0.4	1.0	---
	KOS-S1	Second Row Single Family Residence	1		1016+86	56.3	56.6	56.7	Below / No	0.3	0.4	---
	KOS-S2	Second Row Single Family Residence	1		1017+92	54.6	54.9	55.0	Below / No	0.3	0.4	---
	KOS-S3	Second Row Single Family Residence	1		1019+88	51.9	52.2	52.4	Below / No	0.3	0.5	---
	KOS-S4	Second Row Single Family Residence	1		1021+43	51.0	51.2	51.7	Below / No	0.2	0.7	---
	KOS-S5	Second Row Single Family Residence	1		1027+46	55.9	56.2	57.1	Below / No	0.3	1.2	---
	KOS-S6	Second Row Single Family Residence	1		1029+43	58.0	58.5	58.9	Below / No	0.5	0.9	---
					Minimum	51.0	51.2	51.7	---	0.2	0.4	---
					Maximum	62.7	63.0	63.1	---	0.5	1.5	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		0	0	0	---	---	---	---
Noise Study Area 2 - See Figure 3.2 Sheet 1 (Segment 1)												
The Roig Academy - West of US 1 and South of Killian Parkway	TRA-P1	Basketball Court	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	1028+16	63.6	63.8	65.2	Below / No	0.2	1.6	---
	TRA-P2	Basketball Court	1 (Special Land Use)		1027+94	61.2	61.5	62.7	Below / No	0.3	1.5	---
	TRA-P3	School Playground	1 (Special Land Use)		1029+58	61.2	61.6	62.8	Below / No	0.4	1.6	---
	TRA-P4	School Playground	1 (Special Land Use)		1029+36	59.8	60.1	61.1	Below / No	0.3	1.3	---
	TRA-I1	School Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	1031+01	40.9	41.2	42.5	Below / No	-0.3	1.6	---
					Minimum	40.9	41.2	42.5	---	-0.3	1.3	---
					Maximum	63.6	63.8	65.2	---	0.4	1.6	---
				Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)		0	0	0	---	---	---	---
Noise Study Area 3 Residential - See Figure 3.2 Sheet 1 (Segment 1)												
Suniland Estates - East of US 1 and South of Killian Parkway	SE-S1	Second Row Single Family Residence	1	Residential NAC B - 66 dB(A)	1020+32	51.2	51.5	51.5	Below / No	0.3	0.3	---
					Minimum	51.2	51.5	51.5	---	0.3	0.3	---
					Maximum	51.2	51.5	51.5	---	0.3	0.3	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		0	0	0	---	---	---	---
Noise Study Area 3 Special Land Use - See Figure 3.2 Sheet 1 (Segment 1)												
Pinecrest Pediatric Group - East of US 1 and South of Killian Parkway	PPD-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	1022+78	41.5	41.8	42.0	Below / No	-0.3	0.5	---
Flanigan's - East of US 1 and South of Killian Parkway	Flan-OS1	Restaurant - Outdoor Seating	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	1027+08	67.3	67.6	68.1	Below / No	0.3	0.8	---
					Minimum	41.5	41.8	42.0	---	-0.3	0.5	---
					Maximum	67.3	67.6	68.1	---	0.3	0.8	---
				Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)		0	0	0	---	---	---	---
Noise Study Area 4 - See Figure 3.2 Sheet 1 (Segment 1)												
South Dade Trail Mini Park - West of US1 and North of Killian Parkway	SDTMP-P1	Passive Recreational	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	1032+81	66.7	66.9	68.3	Exceeds / Yes	0.2	1.6	S1-1SDTMP
	SDTMP-P2	Passive Recreational	1 (Special Land Use)		1032+31	64.6	64.9	65.6	Below / No	0.3	1.0	
	SDTMP-P3	Passive Recreational	1 (Special Land Use)		1034+32	66.6	66.7	68.1	Exceeds / Yes	0.1	1.5	
	SDTMP-P4	Passive Recreational	1 (Special Land Use)		1033+51	60.7	60.9	62.0	Below / No	0.2	1.3	
					Minimum	60.7	60.9	62.0	---	0.1	1.0	---
					Maximum	66.7	66.9	68.3	---	0.3	1.6	---
				Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than Noise Abatement Criteria (NAC)		2	2	2	---	---	---	---
Noise Study Area 5 Residential - See Figure 3.2 Sheet 1 (Segment 1)												
Silver Palm Plantation - West of US 1 and North of Killian Parkway	SP-1P	First Row First Floor Multi-Family Residence - Patio	1	Residential NAC B - 66 dB(A)	1034+92	68.0	68.1	69.4	Exceeds / Yes	0.1	1.4	S1-1W
	SP-2P	First Row First Floor Multi-Family Residence - Patio	1		1034+73	64.6	64.7	65.9	Below / No	0.1	1.3	
	SP-3P	First Row First Floor Multi-Family Residence - Patio	1		1034+51	62.5	62.7	64.0	Below / No	0.2	1.5	
	SP-4P	First Row First Floor Multi-Family Residence - Patio	1		1036+24	55.8	55.9	57.0	Below / No	0.1	1.2	
	SP-5P	First Row First Floor Multi-Family Residence - Patio	1		1036+11	51.7	51.8	52.9	Below / No	0.1	1.2	
	SP-6P	First Row First Floor Multi-Family Residence - Patio	1		1036+65	62.6	62.7	63.6	Below / No	0.1	1.0	
	SP-7P	First Row First Floor Multi-Family Residence - Patio	1		1036+65	57.5	57.6	58.7	Below / No	0.1	1.2	
	SP-8P	First Row First Floor Multi-Family Residence - Patio	1		1036+66	55.1	55.2	56.3	Below / No	0.1	1.2	
	SP-9P	First Row First Floor Multi-Family Residence - Patio	1		1038+75	65.0	65.0	66.6	Approaches / Yes	0.0	1.6	
	SP-10P	First Row First Floor Multi-Family Residence - Patio	1		1038+78	59.6	59.6	61.0	Below / No	0.0	1.4	
	SP-11P	First Row First Floor Multi-Family Residence - Patio	1		1038+79	57.5	57.6	58.9	Below / No	0.1	1.4	
	SP-12P	First Row First Floor Multi-Family Residence - Patio	1		1038+50	53.4	53.5	54.5	Below / No	0.1	1.1	
	SP-13P	First Row First Floor Multi-Family Residence - Patio	1		1038+31	49.6	49.6	50.8	Below / No	0.0	1.2	
	SP-14P	First Row First Floor Multi-Family Residence - Patio	1		1038+18	48.9	49.0	50.1	Below / No	0.1	1.2	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 2 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Killian Green Estates - West of US 1 and North of Killian Parkway	KGE-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	1032+26	59.4	59.7	60.4	Below / No	0.3	1.0	S1-1W (Continued)
	KGE-F2	First Row Single Family Residence	1		1039+68	66.5	66.6	68.0	Exceeds / Yes	0.1	1.5	
	KGE-F3	First Row Single Family Residence	1		1040+83	63.6	63.7	65.4	Below / No	0.1	1.8	
	KGE-F4	First Row Single Family Residence	1		1042+82	63.1	63.2	65.0	Below / No	0.1	1.9	
	KGE-F5	First Row Single Family Residence	1		1044+30	63.9	64.0	65.8	Below / No	0.1	1.9	
	KGE-F6	First Row Single Family Residence	1		1045+91	63.9	64.0	65.8	Below / No	0.1	1.9	
	KGE-F7	First Row Single Family Residence	1		1048+72	63.1	63.2	65.2	Below / No	0.1	2.1	
	KGE-S1	Second Row Single Family Residence	1		1031+81	56.9	57.2	58.1	Below / No	0.3	1.2	
	KGE-S2	Second Row Single Family Residence	1		1033+80	54.4	54.6	55.9	Below / No	0.2	1.5	
	KGE-S3	Second Row Single Family Residence	1		1039+42	53.0	53.1	54.3	Below / No	0.1	1.3	
	KGE-S4	Second Row Single Family Residence	1		1040+12	53.6	53.7	54.9	Below / No	0.1	1.3	
	KGE-S5	Second Row Single Family Residence	1		1041+07	43.1	43.2	54.9	Below / No	0.1	11.8	
	KGE-S6	Second Row Single Family Residence	1		1041+88	51.5	51.5	53.0	Below / No	0.0	1.5	
	KGE-S7	Second Row Single Family Residence	1		1043+32	55.8	55.9	57.3	Below / No	0.1	1.5	
	KGE-S8	Second Row Single Family Residence	1		1045+07	57.1	57.2	59.0	Below / No	0.1	1.9	
	KGE-S9	Second Row Single Family Residence	1		1047+03	59.6	59.7	61.6	Below / No	0.1	2.0	
	KGE-T1	Third Row Single Family Residence	1		1038+89	49.6	49.7	50.5	Below / No	0.1	0.9	
	KGE-T2	Third Row Single Family Residence	1		1039+75	47.9	48.1	48.8	Below / No	0.2	0.9	
	KGE-T3	Third Row Single Family Residence	1		1042+98	49.4	49.4	50.6	Below / No	0.0	1.2	
	KGE-T4	Third Row Single Family Residence	1		1044+60	54.5	54.6	55.9	Below / No	0.1	1.4	
	KGE-T5	Third Row Single Family Residence	1		1046+56	54.6	54.7	56.3	Below / No	0.1	1.7	
					Minimum	43.1	43.2	48.8	---	0.0	0.9	---
					Maximum	68.0	68.1	69.4	---	0.3	11.8	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						2	2	3	---	---	---	---
Noise Study Area 5 Special Land Use - See Figure 3.2 Sheet 1 (Segment 1)												
Killian Green Estates - West of US 1 and North of Killian Parkway	SP-15 Pool	Community Pool	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	1036+34	62.9	63.0	64.1	Below / No	0.1	1.2	---
					Minimum	62.9	63.0	64.1	---	0.1	1.2	---
					Maximum	62.9	63.0	64.1	---	0.1	1.2	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 6 - See Figure 3.2 Sheet 1 (Segment 1)												
Veterans Wayside Park - East of US1 and North of Killian Parkway	VWP-1	Passive Recreational	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	1034+45	71.5	71.7	72.2	Exceeds / Yes	0.2	0.7	S1-VMP
	VWP-2	Passive Recreational	1 (Special Land Use)		1034+82	66.0	66.3	67.1	Exceeds / Yes	0.3	1.1	
	VWP-3	Passive Recreational	1 (Special Land Use)		1035+32	62.9	63.5	64.1	Below / No	0.6	1.2	
	VWP-4	Passive Recreational	1 (Special Land Use)		1037+86	73.4	73.5	73.9	Exceeds / Yes	0.1	0.5	
	VWP-5	Passive Recreational	1 (Special Land Use)		1038+12	67.3	67.4	68.2	Exceeds / Yes	0.1	0.9	
	VWP-6	Passive Recreational	1 (Special Land Use)		1038+33	63.9	64.0	64.9	Below / No	0.1	1.0	
	VWP-7	Passive Recreational	1 (Special Land Use)		1040+06	73.0	73.1	73.6	Exceeds / Yes	0.1	0.6	
	VWP-8	Passive Recreational	1 (Special Land Use)		1040+17	68.9	69.0	69.5	Exceeds / Yes	0.1	0.6	
					Minimum	62.9	63.5	64.1	---	0.1	0.5	---
					Maximum	73.4	73.5	73.9	---	0.6	1.2	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than Noise Abatement Criteria (NAC)						6	6	6	---	---	---	---
Noise Study Area 7 - See Figure 3.2 Sheet 1 (Segment 1)												
New Jack Subdivision - East of US1 and North of Killian Parkway	NJS-F1	First Row Multi-Family Residence	2	Residential NAC B - 66 dB(A)	1035+69	61.7	62.4	62.8	Below / No	0.7	1.1	---
	NJS-F2	First Row Multi-Family Residence	2		1036+33	59.2	59.4	60.3	Below / No	0.2	1.1	---
	NJS-F3	First Row Multi-Family Residence	2		1036+99	59.8	60.0	60.9	Below / No	0.2	1.1	---
	NJS-F4	First Row Multi-Family Residence	2		1038+21	60.7	60.8	61.8	Below / No	0.1	1.1	---
	NJS-F5	First Row Multi-Family Residence	2		1038+90	61.6	61.6	62.5	Below / No	0.0	0.9	---
	NJS-F6	First Row Multi-Family Residence	2		1039+42	62.4	62.5	63.4	Below / No	0.1	1.0	---
	NJS-F7	First Row Multi-Family Residence	2		1040+09	63.7	63.8	64.5	Below / No	0.1	0.8	---
	NJS-F8	First Row Multi-Family Residence	2		1040+67	65.4	65.4	66.1	Approaches / Yes	0.0	0.7	Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access
	NJS-S1	First Row Single Family Residence	1		1036+21	60.1	61.3	61.4	Below / No	1.2	1.3	---
	NJS-S2	First Row Single Family Residence	1		1038+12	51.0	51.1	52.0	Below / No	0.1	1.0	---
	NJS-S3	First Row Single Family Residence	1		1039+01	51.0	51.1	52.2	Below / No	0.1	1.2	---
	NJS-S4	First Row Single Family Residence	1		1039+67	52.4	52.5	53.5	Below / No	0.1	1.1	---
	NJS-S5	First Row Single Family Residence	1		1040+50	55.3	55.4	56.3	Below / No	0.1	1.0	---
	NJS-S6	First Row Single Family Residence	1		1041+30	60.0	60.0	61.1	Below / No	0.0	1.1	---
					Minimum	51.0	51.1	52.0	---	0.0	0.7	---
					Maximum	65.4	65.4	66.1	---	1.2	1.3	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	2	---	---	---	---
Noise Study Area 8 - See Figure 3.2 Sheet 1 (Segment 1)												
Stanfill Funeral Home - East of US1 and South of SW 104th Street	SFH-I1	Funeral Home Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	1055+94	46.9	47.0	47.5	Below / No	0.1	0.6	---
Endodontics of Pinecrest - East of US1 and South of SW 104th Street	EOP-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	1058+05	48.2	48.3	48.8	Below / No	0.1	0.6	---
					Minimum	46.9	47.0	47.5	---	0.1	0.6	---
					Maximum	48.2	48.3	48.8	---	0.1	0.6	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 9 - See Figure 3.2 Sheet 1 (Segment 1)												
Palmetto Duplexes - East of US1 and South of SW 104th Street	PD-F1	First Row First Floor Multi-Family Residence - Patio	1	Residential NAC B - 66 dB(A)	1051+65	59.1	59.2	59.9	Below / No	0.1	0.8	---
	PD-F2	First Row First Floor Multi-Family Residence - Patio	1		1051+77	56.0	56.1	56.7	Below / No	0.1	0.7	---
	PD-F3	First Row First Floor Multi-Family Residence - Patio	1		1054+37	59.5	59.5	60.4	Below / No	0.0	0.9	---
	PD-F4	First Row First Floor Multi-Family Residence - Patio	1		1054+36	57.9	58.0	59.0	Below / No	0.1	1.1	---
	PD-F6	First Row First Floor Multi-Family Residence - Patio	2		1056+68	53.8	53.8	54.7	Below / No	0.0	0.9	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 3 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Palmetto Duplexes - East of US1 and South of SW 104th Street	PD-F7	First Row First Floor Multi-Family Residence - Patio	2	Residential NAC B - 66 dB(A)	1057+48	53.0	53.1	54.0	Below / No	0.1	1.0	---
	PD-F8	First Row First Floor Multi-Family Residence - Patio	2		1058+17	56.0	56.1	57.0	Below / No	0.1	1.0	---
	PD-F9	First Row First Floor Multi-Family Residence - Patio	2		1058+95	57.7	57.8	58.7	Below / No	0.1	1.0	---
	PD-S1	Second Row First Floor Multi-Family Residence - Patio	1		1052+09	51.6	51.7	52.4	Below / No	0.1	0.8	---
	PD-S2	Second Row First Floor Multi-Family Residence - Patio	1		1052+22	50.5	50.5	51.3	Below / No	0.0	0.8	---
	PD-S3	Second Row First Floor Multi-Family Residence - Patio	1		1054+15	54.3	54.4	55.4	Below / No	0.1	1.1	---
	PD-S4	Second Row First Floor Multi-Family Residence - Patio	1		1054+25	52.8	52.9	54.0	Below / No	0.1	1.2	---
	PD-S5	Second Row First Floor Multi-Family Residence - Patio	1		1054+45	55.7	55.8	56.8	Below / No	0.1	1.1	---
	PD-S6	Second Row First Floor Multi-Family Residence - Patio	1		1054+59	50.8	50.8	51.9	Below / No	0.0	1.1	---
	PD-S7	Second Row First Floor Multi-Family Residence - Patio	2		1056+43	51.4	51.4	52.3	Below / No	0.0	0.9	---
	PD-S8	Second Row First Floor Multi-Family Residence - Patio	2		1057+40	50.2	50.3	51.2	Below / No	0.1	1.0	---
	PD-S9	Second Row First Floor Multi-Family Residence - Patio	1		1058+92	49.9	50.0	50.8	Below / No	0.1	0.9	---
	PD-S10	Second Row First Floor Multi-Family Residence - Patio	1		1059+86	52.8	52.9	53.6	Below / No	0.1	0.8	---
	PD-S11	Second Row First Floor Multi-Family Residence - Patio	2		1061+02	52.7	52.9	53.6	Below / No	0.2	0.9	---
					Minimum	49.9	50.0	50.8	---	0.0	0.7	---
					Maximum	59.5	59.5	60.4	---	0.2	1.2	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		0	0	0	---	---	---	---
Noise Study Area 10 - See Figure 3.2 Sheet 1 (Segment 1)												
Pinecrest Medical & Wellness Center - East of US1 and South of SW 104th Street	PMWC-I1	Medical Facility Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	1061+64	29.5	29.8	30.3	Below / No	0.3	0.8	---
Miami Center for Dermatology - East of US1 and South of SW 104th Street	MCD-I1	Medical Facility Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	1062+90	38.7	39.0	39.9	Below / No	0.3	1.2	---
					Minimum	29.5	29.8	30.3	---	0.3	0.8	---
					Maximum	38.7	39.0	39.9	---	0.3	1.2	---
				Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than Noise Abatement Criteria (NAC)		0	0	0	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 4 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Segment Number 2 (SR 826 from SW 104th Street to Snapper Creek Expressway)												
Noise Study Area 11 - See Figure 3.2 Sheets 2 and 3 (Segment 2)												
Dadeland Cove - West of SR 826 and North of SW 104th Street	DC-F1.1	First Row Multi-Family Residence - Patio	10	Residential NAC B - 66 dB(A)	1069+24	44.3	44.4	45.9	Below / No	0.1	1.6	---
	DC-F1.2	First Row Multi-Family Residence - Patio	10		1069+18	45.4	45.6	46.7	Below / No	0.2	1.3	---
	DC-F2.1	First Row Multi-Family Residence - Patio	2		1073+80	58.7	58.9	59.5	Below / No	0.2	0.8	---
	DC-F2.2	First Row Multi-Family Residence - Patio	2		1073+75	61.0	61.2	61.6	Below / No	0.2	0.6	---
	DC-F3.1	First Row Multi-Family Residence - Patio	2		1073+73	57.7	57.9	58.3	Below / No	0.2	0.6	---
	DC-F3.2	First Row Multi-Family Residence - Patio	2		1073+68	60.3	60.5	60.7	Below / No	0.2	0.4	---
	DC-F4.2	First Row Multi-Family Residence - Patio	2		1075+07	64.1	64.3	64.8	Below / No	0.2	0.7	---
	DC-F4.1	First Row Multi-Family Residence - Patio	2		1075+01	58.0	58.1	58.5	Below / No	0.1	0.5	---
	DC-F5.1	First Row Multi-Family Residence - Patio	2		1074+95	57.5	57.6	57.8	Below / No	0.1	0.3	---
	DC-F5.2	First Row Multi-Family Residence - Patio	2		1074+90	60.1	60.3	60.2	Below / No	0.2	0.1	---
					Minimum	44.3	44.4	45.9	---	0.1	0.1	---
					Maximum	64.1	64.3	64.8	---	0.2	1.6	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	0.0	0.0	---
Noise Study Area 12 Residential - See Figure 3.2 Sheet 2 (Segment 2)												
Kendall Trace - West of SR 826 and South of SW 98th Street	KT-F1	First Row Multi-Family Residence - Patio	1	Residential NAC B - 66 dB(A)	1075+50	56.2	56.3	56.2	Below / No	0.1	0.0	---
	KT-F2	First Row Multi-Family Residence - Patio	1		1077+92	53.7	53.8	54.4	Below / No	0.1	0.7	---
					Minimum	53.7	53.8	54.4	---	0.1	0.0	---
					Maximum	56.2	56.3	56.2	---	0.1	0.7	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Noise Study Area 12 Special Land Use - See Figure 3.2 Sheet 2 (Segment 2)												
Loyal Order of Moose - West of SR 826 and South of SW 98th Street	LOOM-I1	Professional Organization	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	1078+10	36.6	36.8	33.5	Below / No	0.2	-3.1	---
	LOOM-OA1	Professional Organization	1 (Special Land Use)		1077+90	36.4	36.6	36.4	Below / No	0.2	0.0	---
					Minimum	36.4	36.6	33.5	---	0.2	-3.1	---
					Maximum	36.6	36.8	36.4	---	0.2	-3.1	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 13 Residential - See Figure 3.2 Sheet 2 (Segment 2)												
Ibiza Village - West of SR 826 and South of SW 98th Street	IV-F1.1	First Row First Floor Multi-Family Residence - Patio	1	Residential NAC B - 66 dB(A)	1079+06	56.8	57.0	56.7	Below / No	0.2	-0.1	---
	IV-F1.2	First Row Second Floor Multi-Family Residence - Balcony	1		1079+06	59.3	59.5	58.6	Below / No	0.2	-0.7	---
	IV-F1.3	First Row Third Floor Multi-Family Residence - Balcony	1		1079+06	61.7	61.9	61.5	Below / No	0.2	-0.2	---
					Minimum	56.8	57.0	56.7	---	0.2	-0.7	---
					Maximum	61.7	61.9	61.5	---	0.2	-0.1	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Noise Study Area 13 Special Land Use- See Figure 3.2 Sheet 2 (Segment 2)												
Smile Miami - West of SR 826 and South of SW 98th Street	SmileMiami-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	1079+85	37.7	37.9	37.4	Below / No	0.2	-0.3	---
Gaetono's Restaurant - West of SR 826 and South of SW 98th Street	GR-OS1	Restaurant Exterior Use	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	1081+98	62.3	62.4	62.3	Below / No	0.1	0.0	---
Best Sub Shop - West of SR 826 and South of SW 98th Street	BSS-OS2	Restaurant Exterior Use	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	1082+35	62.4	62.5	62.4	Below / No	0.1	0.0	---
					Minimum	37.7	37.9	37.4	---	0.1	-0.3	---
					Maximum	62.4	62.5	62.4	---	0.2	0.0	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 14 - See Figure 3.2 Sheet 2 (Segment 2)												
Flagler Grove Park - East of SR 826 and North of SW 104th Street	FGP-1F	Sports Field and Benches	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	1067+68	51.4	51.5	52.3	Below / No	0.1	0.9	---
					Minimum	51.4	51.5	52.3	---	0.1	0.9	---
					Maximum	51.4	51.5	52.3	---	0.1	0.9	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 15 - See Figure 3.2 Sheet 2 (Segment 2)												
The Reserve of Pinecrest - East of SR 826 and North of SW 104th Street	TROP-F1.1	First Row First Floor Multi-Family Residence - Patio	1	Residential NAC B - 66 dB(A)	1070+03	60.7	60.8	61.0	Below / No	0.1	0.3	---
	TROP-F1.2	First Row Second Floor Multi-Family Residence - Balcony	1		1070+03	63.2	63.3	64.1	Below / No	0.1	0.9	---
					Minimum	60.7	60.8	61.0	---	0.1	0.3	---
					Maximum	63.2	63.3	64.1	---	0.1	0.9	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0.0	0	0	---	---	---	---
Noise Study Area 16 - See Figure 3.2 Sheet 2 (Segment 2)												
French Village of Pinecrest - East of SR 826 and North of SW 104th Street	FVOP-F1.1	First Row First Floor Multi-Family Residence - Patio	1	Residential NAC B - 66 dB(A)	1074+40	60.7	60.7	61.0	Below / No	0.0	0.3	---
	FVOP-F1.2	First Row Second Floor Multi-Family Residence - Balcony	1		1074+37	63.4	63.5	64.3	Below / No	0.1	0.9	---
					Minimum	60.7	60.7	61.0	---	0.0	0.3	---
					Maximum	63.4	63.5	64.3	---	0.1	0.9	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Noise Study Area 17 - See Figure 3.2 Sheet 2 (Segment 2)												
Hillmont - East of SR 826 and North of SW 104th Street	HIL-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	1078+77	56.1	56.3	56.7	Below / No	0.2	0.6	---
	HIL-F2	First Row Single Family Residence	1		1081+18	55.0	55.0	55.2	Below / No	0.0	0.2	---
	HIL-F3	First Row Single Family Residence	1		1082+34	59.6	59.7	59.7	Below / No	0.1	0.1	---
	HIL-F4	First Row Single Family Residence	1		1084+32	65.2	65.2	65.2	Below / No	0.0	0.0	---
	HIL-F5	First Row Single Family Residence	1		1085+12	63.0	63.0	63.0	Below / No	0.0	0.0	---
	HIL-F6	First Row Single Family Residence	1		1085+87	59.0	59.0	59.1	Below / No	0.0	0.1	---
	HIL-F7	First Row Single Family Residence	1		1086+96	57.5	57.5	57.7	Below / No	0.0	0.2	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 5 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Hillmont - East of SR 826 and North of SW 104th Street	HIL-F8	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	1088+14	58.8	58.8	58.9	Below / No	0.0	0.1	---
	HIL-F9	First Row Single Family Residence	1		1089+26	58.1	58.1	58.2	Below / No	0.0	0.1	---
	HIL-S1	Second Row Single Family Residence	1		1083+46	55.7	55.7	55.9	Below / No	0.0	0.2	---
	HIL-S2	Second Row Single Family Residence	1		1084+00	54.5	54.5	54.8	Below / No	0.0	0.3	---
	HIL-S3	Second Row Single Family Residence	1		1084+65	52.8	52.8	53.1	Below / No	0.0	0.3	---
	HIL-S4	Second Row Single Family Residence	1		1085+25	52.5	52.5	52.8	Below / No	0.0	0.3	---
	HIL-S5	Second Row Single Family Residence	1		1086+94	55.6	55.7	55.8	Below / No	0.1	0.2	---
	HIL-S6	Second Row Single Family Residence	1		1088+81	54.1	54.2	54.3	Below / No	0.1	0.2	---
	HIL-S7	Second Row Single Family Residence	1		1089+99	56.5	56.6	56.6	Below / No	0.1	0.1	---
					Minimum	52.5	52.5	52.8	---	0.0	0.0	---
					Maximum	65.2	65.2	65.2	---	0.2	0.6	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Noise Study Area 18 - See Figure 3.2 Sheet 2 (Segment 2)												
Breezeswept Acres - East of SR 826 and North of SW 98th Street	BA-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	1092+07	59.7	59.7	59.7	Below / No	0.0	0.0	---
	BA-F2	First Row Single Family Residence	1		1093+52	59.5	59.5	59.5	Below / No	0.0	0.0	---
	BA-F3	First Row Single Family Residence	1		1094+72	60.0	60.1	60.0	Below / No	0.1	0.0	---
	BA-F4	First Row Single Family Residence	1		1095+70	59.8	59.9	59.8	Below / No	0.1	0.0	---
	BA-F5	First Row Single Family Residence	1		1096+89	60.9	61.0	60.7	Below / No	0.1	-0.2	---
	BA-S1	Second Row Single Family Residence	1		1092+33	50.3	50.4	50.5	Below / No	0.1	0.2	---
	BA-S2	Second Row Single Family Residence	1		1093+35	55.5	55.5	55.6	Below / No	0.0	0.1	---
	BA-S3	Second Row Single Family Residence	1		1093+93	54.5	54.5	54.6	Below / No	0.0	0.1	---
	BA-S4	Second Row Single Family Residence	1		1095+32	54.1	54.1	54.2	Below / No	0.0	0.1	---
	BA-S5	Second Row Single Family Residence	1		1096+30	56.2	56.2	56.3	Below / No	0.0	0.1	---
	BA-S6	Second Row Single Family Residence	1		1097+72	57.6	57.7	57.5	Below / No	0.1	-0.1	---
					Minimum	50.3	50.4	50.5	---	0.0	-0.2	---
					Maximum	60.9	61.0	60.7	---	0.1	0.2	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Noise Study Area 19 - See Figure 3.2 Sheet 2 (Segment 2)												
Kendall Brazilian Church - West of SR 826 and North of SW 98th Street	KBC-I1	Place of Worship Interior Use	1 (Special Land Use)	Place of Worship Interior NAC D - 51 dB(A)	1083+27	31.3	31.4	32.8	Below / No	0.1	1.5	---
Shiraz Bistro & Market - West of SR 826 and North of SW 98th Street	SBM-OS1	Restaurant Exterior Use	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	1085+01	55.2	55.2	56.4	Below / No	0.0	1.2	---
					Minimum	31.3	31.4	32.8	---	0.0	1.2	---
					Maximum	55.2	55.2	56.4	---	0.1	1.5	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 20 - See Figure 3.2 Sheet 2 (Segment 2)												
Palm View Apartments - West of SR 826 and North of SW 98th Street	PVA-1PL	Pool Area	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	1085+80	47.3	47.4	49.1	Below / No	0.1	1.8	---
					Minimum	47.3	47.4	49.1	---	0.1	1.8	---
					Maximum	47.3	47.4	49.1	---	0.1	1.8	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 21 Residential - See Figure 3.2 Sheet 2 (Segment 2)												
Woodside in Kendall Condos - West of SR 826 and North of SW 98th Street	WIKC-F1.1	First Row First Floor Multi-Family Residence - Patio	1	Residential NAC B - 66 dB(A)	1087+00	57.6	57.5	57.6	Below / No	-0.1	0.0	S2-2W
	WIKC-F1.2	First Row Second Floor Multi-Family Residence - Balcony	1		1087+00	59.8	59.8	59.9	Below / No	0.0	0.1	
	WIKC-F1.3	First Row Third Floor Multi-Family Residence - Balcony	1		1087+00	62.7	62.8	63.4	Below / No	0.1	0.7	
	WIKC-F2.1	First Row First Floor Multi-Family Residence - Patio	2		1087+35	59.7	59.5	59.9	Below / No	-0.2	0.2	
	WIKC-F2.2	First Row Second Floor Multi-Family Residence - Balcony	2		1087+35	62.4	62.4	62.2	Below / No	0.0	-0.2	
	WIKC-F2.3	First Row Third Floor Multi-Family Residence - Balcony	2		1087+36	65.0	65.0	65.8	Below / No	0.0	0.8	
	WIKC-F3.1	First Row First Floor Multi-Family Residence - Patio	2		1087+90	60.2	60.2	60.0	Below / No	0.0	-0.2	
	WIKC-F3.2	First Row Second Floor Multi-Family Residence - Balcony	2		1087+90	63.7	63.8	62.5	Below / No	0.1	-1.2	
	WIKC-F3.3	First Row Third Floor Multi-Family Residence - Balcony	2		1087+90	64.6	64.8	64.6	Below / No	0.2	0.0	
	WIKC-F4.1	First Row First Floor Multi-Family Residence - Patio	2		1088+36	60.6	60.6	59.9	Below / No	0.0	-0.7	
	WIKC-F4.2	First Row Second Floor Multi-Family Residence - Balcony	2		1088+36	63.7	63.8	62.2	Below / No	0.1	-1.5	
	WIKC-F4.3	First Row Third Floor Multi-Family Residence - Balcony	2		1088+36	64.4	64.5	64.4	Below / No	0.1	0.0	
	WIKC-F5.1	First Row First Floor Multi-Family Residence - Patio	2		1088+92	60.4	60.5	59.4	Below / No	0.1	-1.0	
	WIKC-F5.2	First Row Second Floor Multi-Family Residence - Balcony	2		1088+92	62.4	62.6	61.0	Below / No	0.2	-1.4	
	WIKC-F5.3	First Row Third Floor Multi-Family Residence - Balcony	2		1088+92	63.5	63.6	64.2	Below / No	0.1	0.7	
	WIKC-F6.1	First Row First Floor Multi-Family Residence - Patio	3		1089+45	60.6	60.7	59.7	Below / No	0.1	-0.9	
	WIKC-F6.2	First Row Second Floor Multi-Family Residence - Balcony	3		1089+45	63.9	64.0	62.4	Below / No	0.1	-1.5	
	WIKC-F6.3	First Row Third Floor Multi-Family Residence - Balcony	3		1089+45	64.5	64.6	66.1	Approaches / Yes	0.1	1.6	
	WIKC-F7.1	First Row First Floor Multi-Family Residence - Patio	3		1090+07	63.8	63.8	63.0	Below / No	0.0	-0.8	
	WIKC-F7.2	First Row Second Floor Multi-Family Residence - Balcony	3		1090+07	68.1	68.3	67.8	Exceeds / Yes	0.2	-0.3	
	WIKC-F7.3	First Row Third Floor Multi-Family Residence - Balcony	3		1090+07	68.6	68.8	71.4	Exceeds / Yes	0.2	2.8	
	WIKC-F8.1	First Row First Floor Multi-Family Residence - Patio	3		1090+67	62.9	63.0	60.8	Below / No	0.1	-2.1	
	WIKC-F8.2	First Row Second Floor Multi-Family Residence - Balcony	3		1090+67	64.5	64.7	65.1	Below / No	0.2	0.6	
	WIKC-F8.3	First Row Third Floor Multi-Family Residence - Balcony	3		1090+67	66.7	66.8	69.2	Exceeds / Yes	0.1	2.5	
	WIKC-F9.1	First Row First Floor Multi-Family Residence - Patio	2		1091+40	64.7	64.9	63.9	Below / No	0.2	-0.8	
	WIKC-F9.2	First Row Second Floor Multi-Family Residence - Balcony	2		1091+40	66.5	66.7	68.0	Exceeds / Yes	0.2	1.5	
	WIKC-F9.3	First Row Third Floor Multi-Family Residence - Balcony	2		1091+40	67.0	67.2	69.8	Exceeds / Yes	0.2	2.8	
	WIKC-F10.1	First Row First Floor Multi-Family Residence - Patio	2		1091+56	60.5	60.7	59.1	Below / No	0.2	-1.4	
	WIKC-F10.2	First Row Second Floor Multi-Family Residence - Balcony	2		1091+56	61.5	61.7	61.6	Below / No	0.2	0.1	
	WIKC-F10.3	First Row Third Floor Multi-Family Residence - Balcony	2		1091+56	63.2	63.3	65.4	Below / No	0.1	2.2	
					Minimum	57.6	57.5	57.6	---	-0.2	-2.1	---
					Maximum	68.6	68.8	71.4	---	0.2	2.8	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						13	13	16	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 6 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Area 21 Special Land Use - See Figure 3.2 Sheet 2 (Segment 2)												
Woodside in Kendall Condos - West of SR 826 and North of SW 98th Street	WIKC-BC1	Basketball Court	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	1088+62	62.1	62.0	61.5	Below / No	-0.1	-0.6	S2-2W (Continued)
	WIKC-Pl1	Community Pool	1 (Special Land Use)		1089+13	59.9	60.0	59.3	Below / No	0.1	-0.6	
					Minimum	59.9	60.0	59.3	---	-0.1	-0.6	---
					Maximum	62.1	62.0	61.5	---	0.1	-0.6	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Noise Study Area 22 Residential - See Figure 3.2 Sheets 2 and 3 (Segment 2)												
Colony Apartments - West of SR 826 and North of SW 98th Street	CA-F1.1	First Row First Floor Multi-Family Residence - Patio	2	Residential NAC B - 66 dB(A)	1095+31	64.2	64.5	62.6	Below / No	0.3	-1.6	S2-2W (Continued)
	CA-F1.2	First Row Second Floor Multi-Family Residence - Balcony	2		1095+31	65.3	65.6	67.1	Exceeds / Yes	0.3	1.8	
	CA-F1.3	First Row Third Floor Multi-Family Residence - Balcony	2		1095+31	65.7	66.1	68.2	Exceeds / Yes	0.4	2.5	
	CA-F1.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		1095+31	65.8	66.2	68.0	Exceeds / Yes	0.4	2.2	
	CA-F2.1	First Row First Floor Multi-Family Residence - Patio	2		1095+75	62.1	62.3	61.8	Below / No	0.2	-0.3	
	CA-F2.2	First Row Second Floor Multi-Family Residence - Balcony	2		1095+75	63.4	63.6	66.1	Approaches / Yes	0.2	2.7	
	CA-F2.3	First Row Third Floor Multi-Family Residence - Balcony	2		1095+75	64.0	64.2	67.3	Exceeds / Yes	0.2	3.3	
	CA-F2.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		1095+75	64.1	64.4	67.2	Exceeds / Yes	0.3	3.1	
	CA-F3.1	First Row First Floor Multi-Family Residence - Patio	2		1097+67	64.4	64.9	61.6	Below / No	0.5	-2.8	
	CA-F3.2	First Row Second Floor Multi-Family Residence - Balcony	2		1097+67	65.4	65.9	65.8	Below / No	0.5	0.4	
	CA-F3.3	First Row Third Floor Multi-Family Residence - Balcony	2		1097+67	65.7	66.2	66.9	Approaches / Yes	0.5	1.2	
	CA-F3.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		1097+67	65.7	66.1	66.6	Approaches / Yes	0.4	0.9	
	CA-S1.1	Second Row First Floor Multi-Family Residence - Patio	1		1095+17	60.6	60.9	58.7	Below / No	0.3	-1.9	
	CA-S1.2	Second Row Second Floor Multi-Family Residence - Balcony	1		1095+17	61.3	61.6	62.4	Below / No	0.3	1.1	
	CA-S1.3	Second Row Third Floor Multi-Family Residence - Balcony	1		1095+17	61.9	62.3	64.2	Below / No	0.4	2.3	
	CA-S1.4	Second Row Fourth Floor Multi-Family Residence - Balcony	1		1095+17	62.2	62.5	64.6	Below / No	0.3	2.4	
	CA-S2.1	Second Row First Floor Multi-Family Residence - Patio	2		1095+52	58.5	58.7	57.3	Below / No	0.2	-1.2	
	CA-S2.2	Second Row Second Floor Multi-Family Residence - Balcony	2		1095+52	59.1	59.4	61.0	Below / No	0.3	1.9	
	CA-S2.3	Second Row Third Floor Multi-Family Residence - Balcony	2		1095+52	60.2	60.4	62.6	Below / No	0.2	2.4	
	CA-S2.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2		1095+52	60.5	60.7	63.4	Below / No	0.2	2.9	
	CA-S3.1	Second Row First Floor Multi-Family Residence - Patio	2		1097+57	61.1	61.5	57.8	Below / No	0.4	-3.3	
	CA-S3.2	Second Row Second Floor Multi-Family Residence - Balcony	2		1097+57	61.8	62.2	62.0	Below / No	0.4	0.2	
	CA-S3.3	Second Row Third Floor Multi-Family Residence - Balcony	2		1097+57	62.3	62.7	63.2	Below / No	0.4	0.9	
	CA-S3.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2		1097+57	62.3	62.8	63.1	Below / No	0.5	0.8	
	CA-S4.1	Second Row First Floor Multi-Family Residence - Patio	2		1098+90	57.8	58.2	56.4	Below / No	0.4	-1.4	
	CA-S4.2	Second Row Second Floor Multi-Family Residence - Balcony	2		1098+90	58.9	59.3	61.2	Below / No	0.4	2.3	
	CA-S4.3	Second Row Third Floor Multi-Family Residence - Balcony	2		1098+90	60.0	60.5	61.8	Below / No	0.5	1.8	
	CA-S4.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2		1098+90	60.8	61.2	62.7	Below / No	0.4	1.9	
	CA-T1.1	Third Row First Floor Multi-Family Residence - Patio	1		1095+33	56.0	56.2	54.3	Below / No	0.2	-1.7	
	CA-T1.2	Third Row Second Floor Multi-Family Residence - Balcony	1		1095+33	56.4	56.7	57.6	Below / No	0.3	1.2	
	CA-T1.3	Third Row Third Floor Multi-Family Residence - Balcony	1		1095+33	57.5	57.7	59.7	Below / No	0.2	2.2	
	CA-T1.4	Third Row Fourth Floor Multi-Family Residence - Balcony	1		1095+33	58.0	58.3	60.7	Below / No	0.3	2.7	
	CA-T3.1	Third Row First Floor Multi-Family Residence - Patio	1		1097+15	54.6	55.1	52.0	Below / No	0.5	-2.6	
					Minimum	54.6	55.1	52.0	---	0.2	-3.3	---
					Maximum	65.8	66.2	68.2	---	0.5	3.3	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	8	16	---	---	---	---
Noise Study Area 22 Special Land Use - See Figure 3.2 Sheets 2 and 3 (Segment 2)												
Colony Apartments - West of SR 826 and North of SW 98th Street	CA-PL1	Community Pool	1	Recreational NAC C - 66 dB(A)	1094+71	54.7	54.9	53.6	Below / No	0.2	-1.1	S2-2W (Continued)
					Minimum	54.7	54.9	53.6	---	0.2	-1.1	---
					Maximum	54.7	54.9	53.6	---	0.2	-1.1	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Noise Study Area 23 Residential - See Figure 3.2 Sheets 2 and 3 (Segment 2)												
Ken Dade Condos - West of SR 826 and South of SW 88th Street	KDC-F1.1	First Row First Floor Multi-Family Residence - Patio	1	Residential NAC B - 66 dB(A)	1100+86	68.7	69.1	70.5	Exceeds / Yes	0.4	1.8	S2-2W (Continued)
	KDC-F1.2	First Row Second Floor Multi-Family Residence - Balcony	1		1100+86	70.2	70.6	72.7	Exceeds / Yes	0.4	2.5	
	KDC-F1.3	First Row Third Floor Multi-Family Residence - Balcony	1		1100+86	70.6	71.1	72.7	Exceeds / Yes	0.5	2.1	
	KDC-F1.4	First Row Fourth Floor Multi-Family Residence - Balcony	1		1100+86	70.6	71.0	72.9	Exceeds / Yes	0.4	2.3	
	KDC-F2.1	First Row First Floor Multi-Family Residence - Patio	1		1101+02	67.7	68.1	69.1	Exceeds / Yes	0.4	1.4	
	KDC-F2.2	First Row Second Floor Multi-Family Residence - Balcony	1		1101+02	69.1	69.6	71.5	Exceeds / Yes	0.5	2.4	
	KDC-F2.3	First Row Third Floor Multi-Family Residence - Balcony	1		1101+02	69.7	70.1	71.7	Exceeds / Yes	0.4	2.0	
	KDC-F2.4	First Row Fourth Floor Multi-Family Residence - Balcony	1		1101+02	69.7	70.1	71.7	Exceeds / Yes	0.4	2.0	
	KDC-F3.1	First Row First Floor Multi-Family Residence - Patio	1		1101+29	68.4	68.9	69.7	Exceeds / Yes	0.5	1.3	
	KDC-F3.2	First Row Second Floor Multi-Family Residence - Balcony	1		1101+29	69.9	70.4	72.5	Exceeds / Yes	0.5	2.6	
	KDC-F3.3	First Row Third Floor Multi-Family Residence - Balcony	1		1101+29	70.5	70.9	72.6	Exceeds / Yes	0.4	2.1	
	KDC-F3.4	First Row Fourth Floor Multi-Family Residence - Balcony	1		1101+29	70.5	70.9	72.8	Exceeds / Yes	0.4	2.3	
					Minimum	67.7	68.1	69.1	---	0.4	1.3	---
					Maximum	70.6	71.1	72.9	---	0.5	2.6	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						12	12	12	---	---	---	---
Noise Study Area 23 Special Land Use - See Figure 3.2 Sheets 2 and 3 (Segment 2)												
Summit Tower of Dadeland Condos - West of SR 826 and South of SW 88th Street	SuTDC-Pl1	Community Pool	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	1102+89	58.4	59.2	56.9	Below / No	0.8	-1.5	---
					Minimum	58.4	59.2	56.9	---	0.8	-1.5	---
					Maximum	58.4	59.2	56.9	---	0.8	-1.5	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	0.0	0.0	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 7 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Area 24 - See Figure 3.2 Sheet 2 (Segment 2)												
Pinecrest Physical Therapy - East of SR 826 and North of SW 104th Street	PPT-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	1093+23	41.3	41.9	41.9	Below / No	0.6	0.6	---
					Minimum	41.3	41.9	41.9	---	0.6	0.6	---
					Maximum	41.3	41.9	41.9	---	0.6	0.6	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	0.0	0.0	---
Noise Study Area 25 - See Figure 3.2 Sheets 2 and 3 (Segment 2)												
City College Miami - East of SR 826 and North of SW 104th Street	CCM-I1	College Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	1100+73	34.1	34.2	34.2	Below / No	0.1	0.1	---
Xceed Preparatory Academy - East of SR 826 and North of SW 104th Street	XPA-I1	School Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	1102+65	37.1	37.6	37.5	Below / No	0.5	0.4	---
					Minimum	34.1	34.2	34.2	---	0.1	0.1	---
					Maximum	37.1	37.6	37.5	---	0.5	0.4	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	0.0	0.0	---
Noise Study Area 26 - See Figure 3.2 Sheets 2 and 3 (Segment 2)												
Aloft Miami Dade - West of SR 826 and North of SW 88th Street	AMD-PI1	Pool Area	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	1106+27	70.7	71.8	72.1	Exceeds / Yes	1.1	1.4	Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access; Insufficient Right of Way to Construct Noise Barrier at this Location
					Minimum	70.7	71.8	72.1	---	1.1	1.4	---
					Maximum	70.7	71.8	72.1	---	1.1	1.4	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						1	1	1	---	0.0	0.0	---
Noise Study Area 27 - See Figure 3.2 Sheets 2 and 3 (Segment 2)												
Sage Dental - West of SR 826 and North of SW 88th Street	Sage-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	1103+94	42.7	43.5	43.6	Below / No	0.8	0.9	---
					Minimum	42.7	43.5	43.6	---	0.8	0.9	---
					Maximum	42.7	43.5	43.6	---	0.8	0.9	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	0.0	0.0	---
Noise Study Area 28 - See Figure 3.2 Sheet 3 (Segment 2)												
Tara - West of SR 826 and North of SW 88th Street	Tara-F1	First Row Multi-Family Residence - Patio	1	Residential NAC B - 66 dB(A)	1101+67	66.9	67.8	68.0	Exceeds / Yes	0.9	1.1	Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access; Insufficient Right of Way to Construct Noise Barrier at this Location
	Tara-F2	First Row Multi-Family Residence - Patio	1		1101+66	70.6	71.6	71.7	Exceeds / Yes	1.0	1.1	
	Tara-F3	First Row Multi-Family Residence - Patio	1		1101+33	70.5	71.4	71.5	Exceeds / Yes	0.9	1.0	
	Tara-S1	First Row Multi-Family Residence - Patio	1		1100+51	51.3	52.2	52.1	Below / No	0.9	0.8	
					Minimum	51.3	52.2	52.1	---	0.9	0.8	---
					Maximum	70.6	71.6	71.7	---	1.0	1.1	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						3	3	3	---	---	---	---
Noise Study Area 29 Residential - See Figure 3.2 Sheets 2 and 3 (Segment 2)												
Pearl Dadeland - East of SR 826 and North of SW 88th Street	PeD-F1.1	First Row Second Floor Multi-Family Residence - Balcony	1	Residential NAC B - 66 dB(A)	1109+27 & 46+56	64.3	64.7	65.7	Below / No	0.4	1.4	S2-1E
	PeD-F1.2	First Row Third Floor Multi-Family Residence - Balcony	1		1109+27 & 46+56	65.9	66.3	67.2	Exceeds / Yes	0.4	1.3	
	PeD-F1.3	First Row Fourth Floor Multi-Family Residence - Balcony	1		1109+27 & 46+56	66.8	67.3	68.5	Exceeds / Yes	0.5	1.7	
	PeD-F1.4	First Row Fifth Floor Multi-Family Residence - Balcony	1		1109+27 & 46+56	67.7	68.2	69.3	Exceeds / Yes	0.5	1.6	
	PeD-F1.5	First Row Sixth Floor Multi-Family Residence - Balcony	1		1109+27 & 46+56	68.5	69.0	69.9	Exceeds / Yes	0.5	1.4	
	PeD-F1.6	First Row Seventh Floor Multi-Family Residence - Balcony	1		1109+27 & 46+56	69.4	69.9	70.6	Exceeds / Yes	0.5	1.2	
	PeD-F2.1	First Row Second Floor Multi-Family Residence - Balcony	3		1109+75 & 47+36	63.9	64.5	65.0	Below / No	0.6	1.1	
	PeD-F2.2	First Row Third Floor Multi-Family Residence - Balcony	3		1109+75 & 47+36	65.6	66.2	66.5	Approaches / Yes	0.6	0.9	
	PeD-F2.3	First Row Fourth Floor Multi-Family Residence - Balcony	3		1109+75 & 47+36	66.7	67.2	67.8	Exceeds / Yes	0.5	1.1	
	PeD-F2.4	First Row Fifth Floor Multi-Family Residence - Balcony	3		1109+75 & 47+36	68.0	68.5	68.8	Exceeds / Yes	0.5	0.8	
	PeD-F2.5	First Row Sixth Floor Multi-Family Residence - Balcony	3		1109+75 & 47+36	69.2	69.8	70.0	Exceeds / Yes	0.6	0.8	
	PeD-F2.6	First Row Seventh Floor Multi-Family Residence - Balcony	3		1109+75 & 47+36	69.9	70.5	70.9	Exceeds / Yes	0.6	1.0	
	PeD-F2.7	First Row Eighth Floor Multi-Family Residence - Balcony	3		1109+75 & 47+36	70.3	70.8	71.4	Exceeds / Yes	0.5	1.1	
	PeD-F3.1	First Row First Floor Multi-Family Residence - Patio	1		1111+66 & 2000+79	68.3	69.6	69.1	Exceeds / Yes	1.3	0.8	
	PeD-F3.2	First Row Second Floor Multi-Family Residence - Balcony	1		1111+68 & 2000+80	70.3	71.5	71.0	Exceeds / Yes	1.2	0.7	
	PeD-F3.3	First Row Third Floor Multi-Family Residence - Balcony	1		1111+68 & 2000+80	70.6	71.7	71.1	Exceeds / Yes	1.1	0.5	
	PeD-F3.4	First Row Fourth Floor Multi-Family Residence - Balcony	1		1111+68 & 2000+80	70.8	71.9	71.2	Exceeds / Yes	1.1	0.4	
	PeD-F3.5	First Row Fifth Floor Multi-Family Residence - Balcony	1		1111+68 & 2000+80	70.9	71.9	71.4	Exceeds / Yes	1.0	0.5	
	PeD-F3.6	First Row Sixth Floor Multi-Family Residence - Balcony	1		1111+68 & 2000+80	71.2	72.2	71.7	Exceeds / Yes	1.0	0.5	
	PeD-F3.7	First Row Seventh Floor Multi-Family Residence - Balcony	1		1111+68 & 2000+80	71.4	72.3	72.3	Exceeds / Yes	0.9	0.9	
	PeD-F3.8	First Row Eighth Floor Multi-Family Residence - Balcony	1		1111+66 & 2000+79	71.5	72.4	72.5	Exceeds / Yes	0.9	1.0	
	PeD-F4.1	First Row Third Floor Multi-Family Residence - Balcony	1		1112+02 & 2001+03	71.3	72.5	72.2	Exceeds / Yes	1.2	0.9	
	PeD-F4.2	First Row Fourth Floor Multi-Family Residence - Balcony	2		1112+02 & 2001+03	71.4	72.5	72.1	Exceeds / Yes	1.1	0.7	
	PeD-F4.3	First Row Fifth Floor Multi-Family Residence - Balcony	3		1112+02 & 2001+03	71.4	72.5	72.2	Exceeds / Yes	1.1	0.8	
	PeD-F4.4	First Row Sixth Floor Multi-Family Residence - Balcony	4		1112+02 & 2001+03	71.5	72.6	72.4	Exceeds / Yes	1.1	0.9	
	PeD-F4.5	First Row Seventh Floor Multi-Family Residence - Balcony	3		1112+02 & 2001+03	71.7	72.7	72.6	Exceeds / Yes	1.0	0.9	
	PeD-F4.6	First Row Eighth Floor Multi-Family Residence - Balcony	3		1112+02 & 2001+03	71.7	72.8	72.9	Exceeds / Yes	1.1	1.2	
	PeD-F5.1	First Row Third Floor Multi-Family Residence - Balcony	4		1112+85 & 2001+40	73.8	75.1	75.4	Exceeds / Yes	1.3	1.6	
	PeD-F5.2	First Row Fourth Floor Multi-Family Residence - Balcony	5		1112+86 & 2001+41	74.0	75.3	75.6	Exceeds / Yes	1.3	1.6	
	PeD-F5.3	First Row Fifth Floor Multi-Family Residence - Balcony	5		1112+86 & 2001+41	73.9	75.3	75.6	Exceeds / Yes	1.4	1.7	
	PeD-F5.4	First Row 6th Floor Multi-Family Residence - Balcony	5		1112+86 & 2001+41	73.9	75.3	75.6	Exceeds / Yes	1.4	1.7	
	PeD-F5.5	First Row Seventh Floor Multi-Family Residence - Balcony	5		1112+86 & 2001+41	73.9	75.2	75.6	Exceeds / Yes	1.3	1.7	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 8 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Pearl Dadeland - East of SR 826 and North of SW 88th Street	PeD-F6.1	First Row Third Floor Multi-Family Residence - Balcony	1	Residential NAC B - 66 dB(A)	1113+76 & 2001+46	75.5	76.5	76.5	Exceeds / Yes	1.0	1.0	S2-1E (Continued)
	PeD-F6.2	First Row Fourth Floor Multi-Family Residence - Balcony	1		1113+76 & 2001+46	75.3	76.3	76.3	Exceeds / Yes	1.0	1.0	
	PeD-F6.3	First Row Fixth Floor Multi-Family Residence - Balcony	1		1113+76 & 2001+46	75.2	76.3	76.2	Exceeds / Yes	1.1	1.0	
	PeD-F6.4	First Row Sixth Floor Multi-Family Residence - Balcony	1		1113+76 & 2001+46	75.2	76.2	76.2	Exceeds / Yes	1.0	1.0	
	PeD-S1.1	Second Row Second Floor Multi-Family Residence - Balcony	1		1109+53 & 46+52	60.2	60.5	62.1	Below / No	0.3	1.9	
	PeD-S1.2	Second Row Third Floor Multi-Family Residence - Balcony	1		1109+53 & 46+52	62.0	62.4	63.8	Below / No	0.4	1.8	
	PeD-S1.3	Second Row Fourth Floor Multi-Family Residence - Balcony	1		1109+53 & 46+52	62.5	62.9	65.1	Below / No	0.4	2.6	
	PeD-S1.4	Second Row Fifth Floor Multi-Family Residence - Balcony	1		1109+53 & 46+52	62.6	63.0	65.3	Below / No	0.4	2.7	
	PeD-S1.5	Second Row Sixth Floor Multi-Family Residence - Balcony	1		1109+53 & 46+52	62.6	63.0	65.4	Below / No	0.4	2.8	
	PeD-S1.6	Second Row Seventh Floor Multi-Family Residence - Balcony	1		1109+54 & 46+54	63.3	63.7	65.7	Below / No	0.4	2.4	
					Minimum	60.2	60.5	62.1	---	0.3	0.4	---
					Maximum	75.5	76.5	76.5	---	1.4	2.8	---
		Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				71	75	75	---	---	---	---
Toscano Condos - East of SR 826 and North of SW 88th Street	TC-F1.1	First Row Third Floor Multi-Family Residence - Balcony	5	Residential NAC B - 66 dB(A)	1114+44 & 2001+42	74.7	75.6	75.5	Exceeds / Yes	0.9	0.8	Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access; Insufficient Right of Way to Construct Noise Barrier at this Location
	TC-F1.2	First Row Fourth Floor Multi-Family Residence - Balcony	5		1114+44 & 2001+42	74.8	75.6	75.6	Exceeds / Yes	0.8	0.8	
	TC-F1.3	First Row Fifth Floor Multi-Family Residence - Balcony	5		1114+44 & 2001+42	74.6	75.5	75.4	Exceeds / Yes	0.9	0.8	
	TC-F1.4	First Row Sixth Floor Multi-Family Residence - Balcony	5		1114+44 & 2001+42	74.6	75.4	75.4	Exceeds / Yes	0.8	0.8	
	TC-S1.1	Second Row Third Floor Multi-Family Residence - Balcony	2		1113+79 & 2000+57	65.3	65.9	65.9	Below / No	0.6	0.6	
	TC-S1.2	Second Row Fourth Floor Multi-Family Residence - Balcony	2		1113+79 & 2000+57	65.0	65.7	65.7	Below / No	0.7	0.7	
	TC-S1.3	Second Row Fifth Floor Multi-Family Residence - Balcony	2		1113+79 & 2000+57	64.9	65.6	65.6	Below / No	0.7	0.7	
	TC-S1.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2		2000+57	64.7	65.4	65.4	Below / No	0.7	0.7	
					Minimum	64.7	65.4	65.4	---	0.6	0.6	---
					Maximum	74.8	75.6	75.6	---	0.9	0.8	---
		Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				20	20	20	---	---	---	---
Noise Study Area 29 Special Land Use - See Figure 3.2 Sheets 2 and 3 (Segment 2)												
Courtyard Miami Dadeland - East of SR 826 and North of SW 88th Street	CMD-1Pl	Pool Area	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	1108+70 & 40+16	55.7	55.8	54.3	Below / No	0.1	-1.4	---
					Minimum	55.7	55.8	54.3	---	0.1	-1.4	---
					Maximum	55.7	55.8	54.3	---	0.1	-1.4	---
		Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)				0	0	0	---	---	---	---
Noise Study Area 30 - See Figure 3.2 Sheet 3 (Segment 2)												
Paradise at Dadeland Condos - West of SR 826 and North of SW 88th Street	PADC-F1.1	First Row First Floor Multi-Family Residence - Patio	1	Residential NAC B - 66 dB(A)	2004+05	62.7	63.4	63.9	Below / No	0.7	1.2	S2-2W
	PADC-F1.2	First Row Second Floor Multi-Family Residence - Balcony	1		2004+05	66.1	66.8	66.9	Approaches / Yes	0.7	0.8	
	PADC-F1.3	First Row Third Floor Multi-Family Residence - Balcony	1		2004+05	66.9	67.7	67.7	Exceeds / Yes	0.8	0.8	
	PADC-F2.1	First Row First Floor Multi-Family Residence - Patio	1		2003+98	62.6	63.4	63.8	Below / No	0.8	1.2	
	PADC-F2.2	First Row Second Floor Multi-Family Residence - Balcony	1		2003+98	66.1	67.0	67.1	Exceeds / Yes	0.9	1.0	
	PADC-F2.3	First Row Third Floor Multi-Family Residence - Balcony	1		2003+98	66.9	67.8	67.9	Exceeds / Yes	0.9	1.0	
	PADC-F3.1	First Row First Floor Multi-Family Residence - Patio	1		2002+79	71.8	72.8	72.8	Exceeds / Yes	1.0	1.0	
	PADC-F3.3	First Row Third Floor Multi-Family Residence - Balcony	1		2002+79	72.5	73.5	73.3	Exceeds / Yes	1.0	0.8	
	PADC-F3.2	First Row Second Floor Multi-Family Residence - Balcony	1		2002+79	72.5	73.5	73.4	Exceeds / Yes	1.0	0.9	
	PADC-F4.1	First Row First Floor Multi-Family Residence - Patio	1		2002+83	70.8	71.7	71.2	Exceeds / Yes	0.9	0.4	
	PADC-F4.2	First Row Second Floor Multi-Family Residence - Balcony	1		2002+83	72.0	72.9	72.0	Exceeds / Yes	0.9	0.0	
	PADC-F4.3	First Row Third Floor Multi-Family Residence - Balcony	1		2002+83	72.2	73.1	72.6	Exceeds / Yes	0.9	0.4	
	PADC-F5.3	First Row Third Floor Multi-Family Residence - Balcony	2		2003+26	70.1	71.0	70.4	Exceeds / Yes	0.9	0.3	
	PADC-F5.2	First Row Second Floor Multi-Family Residence - Balcony	2		2003+26	69.5	70.4	68.8	Exceeds / Yes	0.9	-0.7	
	PADC-F5.1	First Row First Floor Multi-Family Residence - Patio	2		2003+26	66.7	67.6	66.7	Approaches / Yes	0.9	0.0	
	PADC-F6.1	First Row First Floor Multi-Family Residence - Patio	2		2003+67	65.2	66.1	65.3	Below / No	0.9	0.1	
	PADC-F6.2	First Row Second Floor Multi-Family Residence - Balcony	2		2003+67	68.3	69.1	67.7	Exceeds / Yes	0.8	-0.6	
	PADC-F6.3	First Row Third Floor Multi-Family Residence - Balcony	2		2003+67	69.3	70.1	69.8	Exceeds / Yes	0.8	0.5	
	PADC-F7.1	First Row First Floor Multi-Family Residence - Patio	3		2004+83	63.2	64.0	63.8	Below / No	0.8	0.6	
	PADC-F7.2	First Row Second Floor Multi-Family Residence - Balcony	3		2004+83	66.2	67.0	66.2	Approaches / Yes	0.8	0.0	
	PADC-F7.3	First Row Third Floor Multi-Family Residence - Balcony	3		2004+83	67.7	68.5	69.3	Exceeds / Yes	0.8	1.6	
	PADC-S1.1	First Row First Floor Multi-Family Residence - Patio	1		2004+98	57.5	58.3	57.2	Below / No	0.8	-0.3	
	PADC-S1.2	First Row Second Floor Multi-Family Residence - Balcony	1		2004+98	59.5	60.3	60.8	Below / No	0.8	1.3	
	PADC-S1.3	First Row Third Floor Multi-Family Residence - Balcony	1		2004+98	61.1	61.9	62.8	Below / No	0.8	1.7	
					Minimum	57.5	58.3	57.2	---	0.7	-0.7	---
					Maximum	72.5	73.5	73.4	---	1.0	1.7	---
		Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				26	28	26	---	---	---	---
Noise Study Area 31 - See Figure 3.2 Sheet 3 (Segment 2)												
Kendall Medical Center - West of SR 826 and North of SW 88th Street	KMC-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	2002+84	46.5	46.9	46.8	Below / No	0.4	0.3	---
					Minimum	46.5	46.9	46.8	---	0.4	0.3	---
					Maximum	46.5	46.9	46.8	---	0.4	0.3	---
		Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)				0	0	0	---	---	---	---
Noise Study Area 32 - See Figure 3.2 Sheet 3 (Segment 2)												
Kendall Glen - West of SR 826 and North of SW 88th Street	KenG-F1.1	First Row First Floor Multi-Family Residence - Patio	1	Residential NAC B - 66 dB(A)	2005+70	51.7	52.6	53.9	Below / No	0.9	2.2	---
	KenG-F1.2	First Row Second Floor Multi-Family Residence - Balcony	1		2005+70	55.7	56.5	56.9	Below / No	0.8	1.2	---
					Minimum	51.7	52.6	53.9	---	0.8	1.2	---
					Maximum	55.7	56.5	56.9	---	0.9	2.2	---
		Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				0	0	0	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 9 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Area 33 - See Figure 3.2 Sheet 3 (Segment 2)												
St. Andrew Greek Orthodox Church - West of SR 826 and North of SW 88th Street	SAGOC-I1	Place of Worship Interior Use	1 (Special Land Use)	Place of Worship Interior NAC D - 51 dB(A)	2002+81	46.4	47.1	47.3	Below / No	0.7	0.9	---
True North Early Learning Academy - West of SR 826 and North of SW 88th Street	TNELA-Pl1	Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2006+56	50.9	51.8	52.7	Below / No	0.9	1.8	---
	TNELA-I1	School Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	2006+55	26.1	27.0	27.7	Below / No	0.9	1.6	---
					Minimum	26.1	27.0	27.7	---	0.7	0.9	---
					Maximum	50.9	51.8	52.7	---	0.9	1.8	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 34 - See Figure 3.2 Sheet 3 (Segment 2)												
Kings Creek South Condos - West of SR 826 and North of SW 88th Street	KCSC-F1.1	First Row First Floor Multi-Family Residence - Patio	2	Residential NAC B - 66 dB(A)	2009+65	60.3	60.9	61.1	Below / No	0.6	0.8	S2-2W (Continued)
	KCSC-F1.2	First Row Second Floor Multi-Family Residence - Balcony	2		2009+65	61.2	61.9	62.5	Below / No	0.7	1.3	
	KCSC-F1.3	First Row Third Floor Multi-Family Residence - Balcony	2		2009+65	62.9	63.7	64.8	Below / No	0.8	1.9	
	KCSC-F2.1	First Row First Floor Multi-Family Residence - Patio	3		2010+17	61.4	62.0	62.5	Below / No	0.6	1.1	
	KCSC-F2.3	First Row Third Floor Multi-Family Residence - Balcony	3		2010+17	65.3	66.1	66.7	Approaches / Yes	0.8	1.4	
	KCSC-F2.2	First Row Second Floor Multi-Family Residence - Balcony	3		2010+17	62.7	63.4	64.0	Below / No	0.7	1.3	
	KCSC-F3.1	First Row First Floor Multi-Family Residence - Patio	1		2010+30	63.8	64.6	64.1	Below / No	0.8	0.3	
	KCSC-F3.2	First Row Third Floor Multi-Family Residence - Balcony	1		2010+30	68.7	69.6	70.0	Exceeds / Yes	0.9	1.3	
	KCSC-F3.3	First Row Second Floor Multi-Family Residence - Balcony	1		2010+30	65.8	66.7	67.0	Exceeds / Yes	0.9	1.2	
	KCSC-F4.1	First Row First Floor Multi-Family Residence - Patio	2		2010+58	64.5	65.3	64.9	Below / No	0.8	0.4	
	KCSC-F4.2	First Row Second Floor Multi-Family Residence - Balcony	2		2010+58	67.1	68.1	68.2	Exceeds / Yes	1.0	1.1	
	KCSC-F4.3	First Row Third Floor Multi-Family Residence - Balcony	2		2010+58	69.6	70.6	71.1	Exceeds / Yes	1.0	1.5	
	KCSC-F5.1	First Row First Floor Multi-Family Residence - Patio	4		2011+07	61.3	62.4	61.3	Below / No	1.1	0.0	
	KCSC-F5.2	First Row Second Floor Multi-Family Residence - Balcony	4		2011+07	63.6	64.7	64.5	Below / No	1.1	0.9	
	KCSC-F5.3	First Row Third Floor Multi-Family Residence - Balcony	4		2011+07	66.8	67.9	67.7	Exceeds / Yes	1.1	0.9	
	KCSC-F6.1	First Row First Floor Multi-Family Residence - Patio	1		2011+88	63.1	64.1	64.1	Below / No	1.0	1.0	
	KCSC-F6.2	First Row Second Floor Multi-Family Residence - Balcony	1		2011+88	65.3	66.2	66.5	Approaches / Yes	0.9	1.2	
	KCSC-F6.3	First Row Third Floor Multi-Family Residence - Balcony	1		2011+88	68.1	69.2	69.2	Exceeds / Yes	1.1	1.1	
	KCSC-F7.1	First Row First Floor Multi-Family Residence - Patio	2		2012+66	63.1	64.0	64.2	Below / No	0.9	1.1	
	KCSC-F7.2	First Row Second Floor Multi-Family Residence - Balcony	2		2012+66	65.3	66.3	66.9	Approaches / Yes	1.0	1.6	
	KCSC-F7.3	First Row Second Floor Multi-Family Residence - Balcony	2		2012+66	68.0	69.1	69.0	Exceeds / Yes	1.1	1.0	
	KCSC-F8.1	First Row First Floor Multi-Family Residence - Patio	4		2012+93	65.3	66.4	66.1	Approaches / Yes	1.1	0.8	
	KCSC-F8.2	First Row Second Floor Multi-Family Residence - Balcony	4		2012+93	69.7	70.9	71.0	Exceeds / Yes	1.2	1.3	
	KCSC-F8.3	First Row Third Floor Multi-Family Residence - Balcony	4		2012+93	71.7	72.8	73.4	Exceeds / Yes	1.1	1.7	
	KCSC-F9.1	First Row First Floor Multi-Family Residence - Patio	1		2014+45	61.3	62.4	63.3	Below / No	1.1	2.0	
	KCSC-F9.2	First Row Second Floor Multi-Family Residence - Balcony	1		2014+45	65.2	66.2	67.2	Exceeds / Yes	1.0	2.0	
	KCSC-F9.3	First Row Third Floor Multi-Family Residence - Balcony	1		2014+45	67.2	68.4	69.0	Exceeds / Yes	1.2	1.8	
					Minimum	60.3	60.9	61.1	---	0.6	0.0	---
					Maximum	71.7	72.8	73.4	---	1.2	2.0	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						21	33	33	---	---	---	---
Noise Study Area 35 - See Figure 3.2 Sheet 3 (Segment 2)												
The Village of Kings Creek Condos - West of SR 826 and South of SW Snapper Creek Expressway	VKCC-F1.1	First Row First Floor Multi-Family Residence - Patio	2	Residential NAC B - 66 dB(A)	2016+88	62.6	63.7	64.5	Below / No	1.1	1.9	S2-2W (Continued)
	VKCC-F1.2	First Row Second Floor Multi-Family Residence - Balcony	2		2016+89	65.9	67.0	67.4	Exceeds / Yes	1.1	1.5	
	VKCC-F1.3	First RowThird Floor Multi-Family Residence - Balcony	2		2016+89	67.8	69.0	69.4	Exceeds / Yes	1.2	1.6	
	VKCC-F1.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		2016+89	68.5	69.6	70.8	Exceeds / Yes	1.1	2.3	
	VKCC-F2.1	First Row First Floor Multi-Family Residence - Patio	2		2017+57	66.0	67.0	67.5	Exceeds / Yes	1.0	1.5	
	VKCC-F2.2	First Row Second Floor Multi-Family Residence - Balcony	2		2017+57	69.9	71.0	71.4	Exceeds / Yes	1.1	1.5	
	VKCC-F2.3	First Row Third Floor Multi-Family Residence - Balcony	2		2017+57	71.1	72.2	73.1	Exceeds / Yes	1.1	2.0	
	VKCC-F2.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		2017+57	71.7	72.7	73.8	Exceeds / Yes	1.0	2.1	
	VKCC-F3.1	First Row First Floor Multi-Family Residence - Patio	2		2018+25	62.7	63.7	63.8	Below / No	1.0	1.1	
	VKCC-F3.2	First Row Second Floor Multi-Family Residence - Balcony	2		2018+25	67.1	68.1	68.6	Exceeds / Yes	1.0	1.5	
	VKCC-F3.3	First Row Third Floor Multi-Family Residence - Balcony	2		2018+25	68.2	69.3	70.0	Exceeds / Yes	1.1	1.8	
	VKCC-F3.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		2018+25	68.6	69.7	70.9	Exceeds / Yes	1.1	2.3	
	VKCC-F4.1	First Row First Floor Multi-Family Residence - Patio	2		2019+34	66.7	67.6	67.7	Exceeds / Yes	0.9	1.0	
	VKCC-F4.2	First Row Second Floor Multi-Family Residence - Balcony	2		2019+34	70.4	71.5	72.1	Exceeds / Yes	1.1	1.7	
	VKCC-F4.3	First Row Third Floor Multi-Family Residence - Balcony	2		2019+34	71.1	72.2	73.4	Exceeds / Yes	1.1	2.3	
	VKCC-F4.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		2019+34	71.8	72.8	74.0	Exceeds / Yes	1.0	2.2	
	VKCC-F5.1	First Row First Floor Multi-Family Residence - Balcony	2		2020+17	67.3	68.2	67.8	Exceeds / Yes	0.9	0.5	
	VKCC-F5.2	First Row Second Floor Multi-Family Residence - Balcony	2		2020+17	70.5	71.6	72.4	Exceeds / Yes	1.1	1.9	
	VKCC-F5.3	First Row Third Floor Multi-Family Residence - Balcony	2		2020+17	71.1	72.2	73.5	Exceeds / Yes	1.1	2.4	
	VKCC-F5.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		2020+17	71.8	72.8	74.0	Exceeds / Yes	1.0	2.2	
	VKCC-F6.1	First Row First Floor Multi-Family Residence - Patio	4		2022+55	68.4	69.3	68.6	Exceeds / Yes	0.9	0.2	
	VKCC-F6.2	First Row Second Floor Multi-Family Residence - Balcony	4		2022+55	70.5	71.6	72.6	Exceeds / Yes	1.1	2.1	
	VKCC-F6.3	First Row Third Floor Multi-Family Residence - Balcony	4		2022+55	71.1	72.2	73.6	Exceeds / Yes	1.1	2.5	
	VKCC-F6.4	First Row Fourth Floor Multi-Family Residence - Balcony	4		2022+55	71.8	72.8	74.0	Exceeds / Yes	1.0	2.2	
	VKCC-F7.1	Second Row First Floor Multi-Family Residence - Patio	4		2024+35	68.3	69.2	67.2	Exceeds / Yes	0.9	-1.1	
	VKCC-F7.2	First Row Second Floor Multi-Family Residence - Balcony	4		2024+35	70.2	71.2	72.0	Exceeds / Yes	1.0	1.8	
	VKCC-F7.3	First Row Third Floor Multi-Family Residence - Balcony	4		2024+35	70.8	71.8	73.0	Exceeds / Yes	1.0	2.2	
	VKCC-F7.4	First Row Fourth Floor Multi-Family Residence - Balcony	4		2024+35	71.6	72.4	73.6	Exceeds / Yes	0.8	2.0	
	VKCC-S1.1	Second Row First Floor Multi-Family Residence - Balcony	2		2016+89	60.4	61.4	62.2	Below / No	1.0	1.8	
	VKCC-S1.2	Second Row Second Floor Multi-Family Residence - Balcony	2		2016+89	62.8	63.8	64.7	Below / No	1.0	1.9	
	VKCC-S1.3	Second Row Third Floor Multi-Family Residence - Balcony	2		2016+89	65.2	66.3	66.5	Approaches / Yes	1.1	1.3	
	VKCC-S1.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2		2016+89	66.2	67.3	68.3	Exceeds / Yes	1.1	2.1	
	VKCC-S2.1	First Row First Floor Multi-Family Residence - Patio	2		2018+23	59.0	60.0	60.6	Below / No	1.0	1.6	
	VKCC-S2.2	First Row Second Floor Multi-Family Residence - Balcony	2		2018+23	63.7	64.8	65.2	Below / No	1.1	1.5	
	VKCC-S2.3	Second Row Third Floor Multi-Family Residence - Balcony	2		2018+23	64.9	66.1	66.4	Approaches / Yes	1.2	1.5	
	VKCC-S2.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2		2018+23	65.5	66.6	67.5	Exceeds / Yes	1.1	2.0	
	VKCC-S3.1	Second Row First Floor Multi-Family Residence - Patio	2		2018+97	61.3	62.3	62.8	Below / No	1.0	1.5	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 10 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
The Village of Kings Creek Condos - West of SR 826 and South of SW Snapper Creek Expressway	VKCC-S3.2	Second Row Second Floor Multi-Family Residence - Balcony	2	Residential NAC B - 66 dB(A)	2018+97	65.4	66.5	66.3	Approaches / Yes	1.1	0.9	
	VKCC-S3.3	Second Row Third Floor Multi-Family Residence - Balcony	2		2018+97	66.8	67.9	68.1	Exceeds / Yes	1.1	1.3	
	VKCC-S3.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2		2018+97	67.3	68.4	69.5	Exceeds / Yes	1.1	2.2	
	VKCC-S4.1	Second Row First Floor Multi-Family Residence - Patio	2		2020+50	63.9	64.8	63.7	Below / No	0.9	-0.2	
	VKCC-S4.2	Second Row Second Floor Multi-Family Residence - Balcony	2		2020+50	66.4	67.4	68.9	Exceeds / Yes	1.0	2.5	
	VKCC-S4.3	Second Row Third Floor Multi-Family Residence - Balcony	2		2020+50	67.5	68.6	69.7	Exceeds / Yes	1.1	2.2	
	VKCC-S4.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2		2020+50	68.2	69.1	70.6	Exceeds / Yes	0.9	2.4	
	VKCC-S5.1	Second Row First Floor Multi-Family Residence - Patio	2		2022+33	63.1	64.0	63.5	Below / No	0.9	0.4	
	VKCC-S5.2	Second Row Second Floor Multi-Family Residence - Balcony	2		2022+33	65.6	66.6	68.0	Exceeds / Yes	1.0	2.4	
	VKCC-S5.3	Second Row Third Floor Multi-Family Residence - Balcony	2		2022+33	66.7	67.8	68.9	Exceeds / Yes	1.1	2.2	
	VKCC-S5.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2		2022+33	67.4	68.4	69.8	Exceeds / Yes	1.0	2.4	
	VKCC-S6.1	Second Row Fixth Floor Multi-Family Residence - Balcony	4		2024+62	63.5	64.2	61.3	Below / No	0.7	-2.2	S2-2W (Continued)
	VKCC-S6.2	Second Row Second Floor Multi-Family Residence - Balcony	4		2024+62	65.5	66.3	66.2	Approaches / Yes	0.8	0.7	
	VKCC-S6.3	Second Row Third Floor Multi-Family Residence - Balcony	4		2024+62	66.4	67.3	67.6	Exceeds / Yes	0.9	1.2	
	VKCC-S6.4	Second Row Fourth Floor Multi-Family Residence - Balcony	4		2024+62	67.3	68.0	69.1	Exceeds / Yes	0.7	1.8	
	VKCC-T1.1	Third Row Fourth Floor Multi-Family Residence - Balcony	2		2016+88	58.8	59.8	60.6	Below / No	1.0	1.8	
	VKCC-T1.2	Third Row Fourth Floor Multi-Family Residence - Balcony	2		2016+88	61.1	62.1	62.9	Below / No	1.0	1.8	
	VKCC-T1.3	Third Row Fourth Floor Multi-Family Residence - Balcony	2		2016+88	62.9	64.0	64.6	Below / No	1.1	1.7	
	VKCC-T1.4	Third Row Fourth Floor Multi-Family Residence - Balcony	2		2016+88	64.4	65.5	65.8	Below / No	1.1	1.4	
	VKCC-T2.1	Third Row First Floor Multi-Family Residence - Patio	2		2018+23	56.4	57.4	58.0	Below / No	1.0	1.6	
	VKCC-T2.2	Third Row Second Floor Multi-Family Residence - Balcony	2		2018+23	60.8	61.7	62.4	Below / No	0.9	1.6	
	VKCC-T2.3	Third Row Third Floor Multi-Family Residence - Balcony	2		2018+23	62.0	63.0	63.7	Below / No	1.0	1.7	
	VKCC-T2.4	Third Row Fourth Floor Multi-Family Residence - Balcony	2		2018+23	63.1	64.1	64.9	Below / No	1.0	1.8	
					Minimum	56.4	57.4	58.0	---	0.7	-2.2	---
					Maximum	71.8	72.8	74.0	---	1.2	2.5	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						90	106	106	---	---	---	---
Noise Study Area 36 - See Figure 3.2 Sheet 3 (Segment 2)												
Village at Dadeland - East of SR 826 and South of Snapper Creek Expressway	VD-F1.1	First Row First Floor Multi-Family Residence - Patio	2	Residential NAC B - 66 dB(A)	2017+52	67.5	68.1	67.9	Exceeds / Yes	0.6	0.4	S2-2E
	VD-F1.2	First Row Second Floor Multi-Family Residence - Balcony	2		2017+52	73.1	73.7	74.3	Exceeds / Yes	0.6	1.2	
	VD-F2.1	First Row First Floor Multi-Family Residence - Patio	2		2017+19	64.6	65.2	65.8	Below / No	0.6	1.2	
	VD-F2.2	First Row Second Floor Multi-Family Residence - Balcony	2		2017+19	69.4	70.0	71.5	Exceeds / Yes	0.6	2.1	
	VD-F3.1	Second Row First Floor Multi-Family Residence - Patio	2		2017+03	62.1	62.6	63.2	Below / No	0.5	1.1	
	VD-F3.2	Second Row Second Floor Multi-Family Residence - Balcony	2		2017+03	65.4	66.0	68.3	Exceeds / Yes	0.6	2.9	
	VD-F4.1	First Row First Floor Multi-Family Residence - Patio	2		2018+47	69.4	69.9	70.6	Exceeds / Yes	0.5	1.2	
	VD-F4.2	First Row Second Floor Multi-Family Residence - Balcony	2		2018+47	74.1	74.7	75.7	Exceeds / Yes	0.6	1.6	
	VD-F5.1	First Row First Floor Multi-Family Residence - Patio	2		2019+01	67.9	68.4	69.2	Exceeds / Yes	0.5	1.3	
	VD-F5.2	First Row Second Floor Multi-Family Residence - Balcony	2		2019+01	72.6	73.2	74.5	Exceeds / Yes	0.6	1.9	
	VD-F6.1	First Row First Floor Multi-Family Residence - Patio	2		2019+46	62.7	63.3	64.0	Below / No	0.6	1.3	
	VD-F6.2	First Row Second Floor Multi-Family Residence - Balcony	2		2019+46	67.0	67.6	68.5	Exceeds / Yes	0.6	1.5	
	VD-F7.1	First Row First Floor Multi-Family Residence - Patio	2		2019+88	71.8	72.4	72.7	Exceeds / Yes	0.6	0.9	
	VD-F7.2	First Row Second Floor Multi-Family Residence - Balcony	2		2019+88	74.3	74.9	76.7	Exceeds / Yes	0.6	2.4	
	VD-F8.1	First Row First Floor Multi-Family Residence - Patio	2		2020+34	70.9	71.5	70.6	Exceeds / Yes	0.6	-0.3	
	VD-F8.2	First Row Second Floor Multi-Family Residence - Balcony	2		2020+34	73.4	74.0	75.6	Exceeds / Yes	0.6	2.2	
	VD-F9.1	First Row First Floor Multi-Family Residence - Patio	2		2020+81	69.3	69.9	68.6	Exceeds / Yes	0.6	-0.7	
	VD-F9.2	First Row Second Floor Multi-Family Residence - Balcony	2		2020+81	71.9	72.5	74.0	Exceeds / Yes	0.6	2.1	
					Minimum	62.1	62.6	63.2	---	0.5	-0.7	---
					Maximum	74.3	74.9	76.7	---	0.6	2.9	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						28	30	30	---	---	---	---
Noise Study Area 37 - See Figure 3.2 Sheet 3 (Segment 2)												
Dadeland Park - East of SR 826 and South of Snapper Creek Expressway	DP-F1.1	First Row First Floor Multi-Family Residence - Patio	2	Residential NAC B - 66 dB(A)	2022+09	66.9	67.5	66.0	Approaches / Yes	0.6	-0.9	S2-2E (Continued)
	DP-F1.2	First Row Second Floor Multi-Family Residence - Balcony	2		2022+09	69.1	69.7	70.7	Exceeds / Yes	0.6	1.6	
	DP-F1.3	First Row Third Floor Multi-Family Residence - Balcony	2		2022+09	69.9	70.6	71.8	Exceeds / Yes	0.7	1.9	
	DP-F2.1	First Row Third Floor Multi-Family Residence - Balcony	1		2022+12	65.9	66.5	67.4	Exceeds / Yes	0.6	1.5	
	DP-F2.2	First Row Third Floor Multi-Family Residence - Balcony	1		2022+12	67.0	67.7	68.9	Exceeds / Yes	0.7	1.9	
	DP-S1.1	Second Row Second Floor Multi-Family Residence - Balcony	1		2022+13	64.1	64.8	65.5	Below / No	0.7	1.4	
	DP-S1.2	Second Row Third Floor Multi-Family Residence - Balcony	1		2022+13	65.5	66.1	66.9	Approaches / Yes	0.6	1.4	
	DP-S2.1	Second Row First Floor Multi-Family Residence - Patio	2		2022+15	60.9	61.6	60.1	Below / No	0.7	-0.8	
	DP-S2.2	Second Row Second Floor Multi-Family Residence - Balcony	2		2022+15	63.3	64.0	64.6	Below / No	0.7	1.3	
	DP-S2.3	Second Row Third Floor Multi-Family Residence - Balcony	2		2022+15	64.7	65.3	66.0	Approaches / Yes	0.6	1.3	
					Minimum	60.9	61.6	60.1	---	0.6	-0.9	---
					Maximum	69.9	70.6	71.8	---	0.7	1.9	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						7	9	11	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 11 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Segment Number 3 (Snapper Creek Expressway to SW 7nd Street/Sunset Drive)												
Noise Study Area 38 - See Figure 3.2 Sheets 3 through 5 (Segment 3)												
Kendall Creek Grove - West of SR 826 and North of Snapper Creek Expressway	KCG-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2029+37	70.0	71.0	68.6	Exceeds / Yes	1.0	-1.4	S3-1W
	KCG-S1	Second Row Single Family Residence	1		2029+42	59.9	60.7	59.0	Below / No	0.8	-0.9	
	KCG-T1	Third Row Single Family Residence	1		2029+51	50.2	51.2	52.4	Below / No	1.0	2.2	
	KCG-F2	First Row Single Family Residence	1		2030+73	67.3	68.2	66.0	Approaches / Yes	0.9	-1.3	
	KCG-S2	Second Row Single Family Residence	1		2032+11	61.9	62.8	61.3	Below / No	0.9	-0.6	
	KCG-T2	Third Row Single Family Residence	1		2032+45	52.4	53.3	52.8	Below / No	0.9	0.4	
	KCG-F3	First Row Single Family Residence	1		2033+07	68.6	69.5	67.5	Exceeds / Yes	0.9	-1.1	
	KCG-F4	First Row Single Family Residence	1		2035+96	68.7	69.6	68.4	Exceeds / Yes	0.9	-0.3	
	KCG-S3	Second Row Single Family Residence	1		2035+87	53.9	54.8	54.8	Below / No	0.9	0.9	
	KCG-T3	Third Row Single Family Residence	1		2036+66	52.9	53.9	53.9	Below / No	1.0	1.0	
	KCG-F5	First Row Single Family Residence	1		2037+88	68.2	69.1	69.2	Exceeds / Yes	0.9	1.0	
					Minimum	50.2	51.2	52.4	---	0.8	-1.4	---
					Maximum	70.0	71.0	69.2	---	1.0	2.2	---
		Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				5	5	5	---	---	---	---
Jennings Estates - West of SR 826 and North of Snapper Creek Expressway	JE-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2039+50	69.5	70.6	70.4	Exceeds / Yes	1.1	0.9	S3-1W (Continued)
	JE-S1	Second Row Single Family Residence	1		2038+92	57.6	58.7	57.2	Below / No	1.1	-0.4	
	JE-T1	Third Row Single Family Residence	1		2038+82	51.4	52.5	52.9	Below / No	1.1	1.5	
	JE-F2	First Row Single Family Residence	1		2041+25	69.3	70.6	70.7	Exceeds / Yes	1.3	1.4	
	JE-S2	Second Row Single Family Residence	1		2041+14	58.3	59.4	57.7	Below / No	1.1	-0.6	
	JE-T2	Third Row Single Family Residence	1		2041+29	52.8	54.1	53.5	Below / No	1.3	0.7	
	JE-F3	First Row Single Family Residence	1		2043+50	69.5	70.8	71.6	Exceeds / Yes	1.3	2.1	
	JE-S3	Second Row Single Family Residence	1		2043+51	58.5	59.7	57.9	Below / No	1.2	-0.6	
	JE-T3	Third Row Single Family Residence	1		2043+06	52.7	53.9	53.5	Below / No	1.2	0.8	
	JE-F4	First Row Single Family Residence	1		2045+24	69.2	70.5	69.9	Exceeds / Yes	1.3	0.7	
	JE-S4	Second Row Single Family Residence	1		2044+98	59.2	60.4	59.5	Below / No	1.2	0.3	
	JE-T4	Third Row Single Family Residence	1		2044+85	53.2	54.2	54.1	Below / No	1.0	0.9	
	JE-F5	First Row Single Family Residence	1		2047+57	66.6	68.0	67.1	Exceeds / Yes	1.4	0.5	
	JE-S5	Second Row Single Family Residence	1		2047+48	60.4	61.5	59.8	Below / No	1.1	-0.6	
	JE-T5	Third Row Single Family Residence	1		2046+96	55.6	56.7	55.9	Below / No	1.1	0.3	
	JE-F6	First Row Single Family Residence	1		2049+16	64.7	66.0	63.6	Below / No	1.3	-1.1	
	JE-F7	First Row Single Family Residence	1		2050+39	65.5	67.7	64.8	Below / No	2.2	-0.7	
	JE-S6	Second Row Single Family Residence	1		2050+55	59.3	60.6	59.4	Below / No	1.3	0.1	
	JE-S6A	Second Row Single Family Residence	1		2049+82	56.5	57.5	57.1	Below / No	1.0	0.6	
	JE-T6	Third Row Single Family Residence	1		2050+07	54.9	55.8	55.7	Below / No	0.9	0.8	
	JE-F8	First Row Single Family Residence	1		2051+55	66.0	71.6	67.1	Exceeds / Yes	5.6	1.1	
	JE-S7	Second Row Single Family Residence	1		2051+77	57.9	58.9	58.1	Below / No	1.0	0.2	
	JE-T7	Third Row Single Family Residence	1		2051+35	56.3	57.1	57.4	Below / No	0.8	1.1	
	JE-F9	First Row Single Family Residence	1		2052+62	65.3	67.9	65.4	Below / No	2.6	0.1	
	JE-F10	First Row Single Family Residence	1		2053+76	69.4	71.4	70.3	Exceeds / Yes	2.0	0.9	
	JE-S8	Second Row Single Family Residence	1		2053+69	67.1	67.7	67.4	Exceeds / Yes	0.6	0.3	
	JE-T8	Third Row Single Family Residence	2		2053+36	63.5	64.1	64.3	Below / No	0.6	0.8	
					Minimum	51.4	52.5	52.9	---	0.6	-1.1	---
					Maximum	69.5	71.6	71.6	---	5.6	2.1	---
		Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				8	11	8	---	---	---	---
Noise Study Area 39 - See Figure 3.2 Sheets 3 through 5 (Segment 3)												
Andrews Estates - East of SR 826 and North of Snapper Creek Expressway	AE-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2029+22	71.1	71.8	71.1	Exceeds / Yes	0.7	0.0	S3-1E
	AE-S1	Second Row Single Family Residence	1		2029+40	62.6	63.3	61.6	Below / No	0.7	-1.0	
	AE-T1	Third Row Single Family Residence	1		2029+18	59.1	59.9	58.3	Below / No	0.8	-0.8	
	AE-F2	First Row Single Family Residence	1		2031+66	69.8	70.4	69.4	Exceeds / Yes	0.6	-0.4	
	AE-S2	Second Row Single Family Residence	1		2031+75	61.0	61.7	59.9	Below / No	0.7	-1.1	
	AE-T2	Third Row Single Family Residence	1		2031+82	57.2	58.0	56.9	Below / No	0.8	-0.3	
	AE-F3	First Row Single Family Residence	1		2034+31	69.9	70.5	70.8	Exceeds / Yes	0.6	0.9	
	AE-S3	Second Row Single Family Residence	1		2034+40	62.8	63.4	62.0	Below / No	0.6	-0.8	
	AE-T3	Third Row Single Family Residence	1		2034+32	55.4	56.2	55.9	Below / No	0.8	0.5	
					Minimum	55.4	56.2	55.9	---	0.6	-1.1	---
					Maximum	71.1	71.8	71.1	---	0.8	0.9	---
		Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				3	3	3	---	---	---	---
Windsor Estates - East of SR 826 and North of Snapper Creek Expressway	WE-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2043+11	69.2	70.1	70.2	Exceeds / Yes	0.9	1.0	S3-2E
	WE-S2	Second Row Single Family Residence	1		2042+29	64.6	65.5	63.4	Below / No	0.9	-1.2	
	WE-T1	Third Row Single Family Residence	1		2043+66	58.8	59.7	58.0	Below / No	0.9	-0.8	
	WE-F2	First Row Single Family Residence	1		2045+40	67.5	68.5	66.5	Approaches / Yes	1.0	-1.0	
	WE-S3	Second Row Single Family Residence	1		2046+99	59.7	60.7	59.1	Below / No	1.0	-0.6	
	WE-T2	Third Row Single Family Residence	1		2046+12	57.8	58.7	57.3	Below / No	0.9	-0.5	
	WE-F3	First Row Single Family Residence	1		2049+44	63.8	64.7	62.2	Below / No	0.9	-1.6	
	WE-T3	Third Row Single Family Residence	1		2049+09	58.0	58.8	57.6	Below / No	0.8	-0.4	
	WE-S4	Second Row Single Family Residence	1		2050+51	62.5	63.4	61.6	Below / No	0.9	-0.9	
	WE-T4	Third Row Single Family Residence	1		2051+07	58.6	59.4	58.3	Below / No	0.8	-0.3	
	WE-S5	First Row Single Family Residence	1		2052+90	64.0	64.8	63.8	Below / No	0.8	-0.2	
	WE-T5	Third Row Single Family Residence	1		2053+27	61.6	61.9	63.7	Below / No	0.3	2.1	
					Minimum	57.8	58.7	57.3	---	0.3	-1.6	---
					Maximum	69.2	70.1	70.2	---	1.0	2.1	---
		Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				2	2	2	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 12 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Area 40 - See Figure 3.2 Sheets 3 through 5 (Segment 3)												
Unitarian Universalist Congregation of Miami - East of SR 826 and North of Snapper Creek Expressway	UUCM-I1	Place of Worship Interior Use	1 (Special Land Use)	Place of Worship Interior NAC D - 51 dB(A)	2035+88	42.1	42.7	41.8	Below / No	0.6	-0.3	---
The French American School of Miami - East of SR 826 and North of Snapper Creek Expressway	FASM-P1	School Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2038+88	62.2	63.0	61.5	Below / No	0.8	-0.7	---
	FASM-P2	School Playground	1 (Special Land Use)		2038+90	60.6	61.4	59.8	Below / No	0.8	-0.8	---
					Minimum	42.1	42.7	41.8	---	0.6	-0.8	---
					Maximum	62.2	63.0	61.5	---	0.8	-0.3	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 41 - See Figure 3.2 Sheets 4 and 5 (Segment 3)												
Kendall Academy - East of SR 826 and South of 72nd Street	KA-P1	School Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2050+22	64.9	65.7	64.7	Below / No	0.8	-0.2	---
	KA-P1	School Playground	1 (Special Land Use)		2050+25	64.4	65.3	63.1	Below / No	0.9	-1.3	---
	KA-P2	School Playground	1 (Special Land Use)		2051+26	63.1	63.8	62.7	Below / No	0.7	-0.4	---
	KA-P1	School Playground	1 (Special Land Use)		2050+90	61.1	62.0	61.1	Below / No	0.9	0.0	---
	KA-P1	School Playground	1 (Special Land Use)		2050+88	63.7	64.6	62.9	Below / No	0.9	-0.8	---
	KA-I1	School Interior Use	1 (Special Land Use)		2051+43	64.1	64.9	63.4	Below / No	0.8	-0.7	---
					Minimum	61.1	62.0	61.1	---	0.7	-1.3	---
					Maximum	64.9	65.7	64.7	---	0.9	0.0	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 42 - See Figure 3.2 Sheets 4 and 5 (Segment 3)												
Sunset Montessori School - East of SR 826 and South of 72nd Street	SMS-P1	School Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2052+43	60.2	60.8	60.4	Below / No	0.6	0.2	---
	SMS-P2	School Playground	1 (Special Land Use)		2052+31	56.0	56.5	56.9	Below / No	0.5	0.9	---
	SMS-I1	School Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	2052+74	36.2	36.9	37.1	Below / No	0.7	0.9	---
					Minimum	36.2	36.9	37.1	---	0.5	0.2	---
					Maximum	60.2	60.8	60.4	---	0.7	0.9	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 43 - See Figure 3.2 Sheet 5 (Segment 3)												
St. Matthew Episcopal Anglican Church and Pre-School - East of SR 826 and South of 72nd Street	SMEACAP-P1	School Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	2052+41	31.6	32.1	33.0	Below / No	0.5	1.4	---
St. Matthew Episcopal Anglican Church and Pre-School - East of SR 826 and South of 72nd Street	SMEACAP-I1	Court	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2053+59	64.4	64.7	66.1	Approaches / Yes	0.3	1.7	---
					Minimum	31.6	32.1	33.0	---	0.3	1.4	---
					Maximum	64.4	64.7	66.1	---	0.5	1.7	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 44 - See Figure 3.2 Sheet 5 (Segment 3)												
Radcliff/Royal Palm Manor - East of SR 826 and South of 72nd Street	RRPM-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2053+63	63.8	64.1	65.9	Below / No	0.3	2.1	---
	RRPM-S1	Second Row Single Family Residence	1		2051+09	53.1	53.6	54.0	Below / No	0.5	0.9	---
	RRPM-F2	First Row Single Family Residence	1		2053+84	65.8	66.1	67.5	Exceeds / Yes	0.3	1.7	Not Feasible - An Effective Noise Barrier Would Block the Driveway Used to Access the Property
	RRPM-S2	Second Row Single Family Residence	1		2051+17	51.6	52.1	52.8	Below / No	0.5	1.2	---
	RRPM-F3	First Row Single Family Residence	1		2053+78	64.7	65.1	66.6	Approaches / Yes	0.4	1.9	Not Feasible - An Effective Noise Barrier Would Block the Driveway Used to Access the Property
	RRPM-F4	First Row Single Family Residence	1		2053+91	66.1	66.6	67.5	Exceeds / Yes	0.5	1.4	
	RRPM-S3	Second Row Single Family Residence	1		2051+84	53.5	53.8	54.1	Below / No	0.3	0.6	---
	RRPM-T1	Third Row Single Family Residence	1		2050+62	51.9	52.3	52.6	Below / No	0.4	0.7	---
					Minimum	51.6	52.1	52.6	---	0.3	0.6	---
					Maximum	66.1	66.6	67.5	---	0.5	2.1	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						1	2	3	---	---	---	---
Noise Study Area 45 - See Figure 3.2 Sheet 5 (Segment 3)												
South Miami Lutheran Church & School - East of SR 826 and South of 72nd Street	SMLCS-B1	Place of Worship Interior Use	1 (Special Land Use)	Place of Worship Interior NAC D - 51 dB(A)	2053+33	34.4	34.9	35.5	Below / No	0.5	1.1	---
South Miami Lutheran Church & School - East of SR 826 and South of 72nd Street	SMLCS-I1	Bench	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2053+77	64.1	64.8	65.0	Below / No	0.7	0.9	---
					Minimum	34.4	34.9	35.5	---	0.5	0.9	---
					Maximum	64.1	64.8	65.0	---	0.7	1.1	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 13 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Segment Number 4 (SW 72nd Street/Sunset Drive to SW 56th Street/Miller Road)												
Noise Study Area 46 - See Figure 3.2 Sheets 4 through 8 (Segment 4)												
Residential Subdivision 1 - East of SR 826 and North of SW 72nd Street	SUB1-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2055+97	67.2	67.8	69.0	Exceeds / Yes	0.6	1.8	S4-1E
	SUB1-F2	First Row Single Family Residence	1		2055+90	64.6	65.2	66.0	Approaches / Yes	0.6	1.4	
	SUB1-F3	First Row Single Family Residence	1		2055+91	63.9	64.4	65.4	Below / No	0.5	1.5	
	SUB1-F4	First Row Single Family Residence	1		2055+74	65.0	65.5	66.6	Approaches / Yes	0.5	1.6	
	SUB1-F5	First Row Single Family Residence	1		2055+99	62.9	63.3	64.2	Below / No	0.4	1.3	
	SUB1-F6	First Row Single Family Residence	1		2058+11	65.8	66.4	66.2	Approaches / Yes	0.6	0.4	
	SUB1-S4	Second Row Single Family Residence	1		2057+83	59.0	59.8	59.5	Below / No	0.8	0.5	
	SUB1-S3	Second Row Single Family Residence	1		2057+99	56.6	57.3	57.5	Below / No	0.7	0.9	
	SUB1-S2	Second Row Single Family Residence	1		2058+18	53.9	54.6	54.7	Below / No	0.7	0.8	
	SUB1-S1	Second Row Single Family Residence	1		2058+10	52.7	53.3	53.8	Below / No	0.6	1.1	
	SUB1-F7	First Row Single Family Residence	1		2059+96	64.6	65.4	65.6	Below / No	0.8	1.0	
	SUB1-F8	First Row Single Family Residence	1		2060+91	64.2	64.9	65.9	Below / No	0.7	1.7	
	SUB1-S5	Second Row Single Family Residence	1		2060+42	55.4	56.2	56.3	Below / No	0.8	0.9	
	SUB1-T3	Third Row Single Family Residence	1		2060+45	53.7	54.5	54.8	Below / No	0.8	1.1	
	SUB1-F9	First Row Single Family Residence	1		2062+17	63.3	64.0	66.2	Approaches / Yes	0.7	2.9	
	SUB1-S6	Second Row Single Family Residence	1		2062+17	53.9	54.7	55.5	Below / No	0.8	1.6	
	SUB1-T4	Third Row Single Family Residence	1		2062+41	52.2	53.0	53.6	Below / No	0.8	1.4	
	SUB1-F10	First Row Single Family Residence	1		2063+96	63.4	64.2	67.5	Exceeds / Yes	0.8	4.1	
	SUB1-S7	Second Row Single Family Residence	1		2063+29	53.8	54.6	56.3	Below / No	0.8	2.5	
	SUB1-F11	First Row Single Family Residence	1		2065+30	63.8	64.7	68.8	Exceeds / Yes	0.9	5.0	
	SUB1-S8	Second Row Single Family Residence	1		2064+93	53.4	54.2	56.4	Below / No	0.8	3.0	
	SUB1-F12	First Row Single Family Residence	2		2067+45	64.4	65.2	69.3	Exceeds / Yes	0.8	4.9	
	SUB1-S9	Second Row Single Family Residence	2		2066+50	53.8	54.7	56.8	Below / No	0.9	3.0	
	SUB1-T5	Third Row Single Family Residence	1		2066+26	51.0	51.8	53.3	Below / No	0.8	2.3	
	SUB1-F13	First Row Single Family Residence	1		2069+19	71.1	71.9	75.7	Exceeds / Yes	0.8	4.6	
	SUB1-S10	Second Row Single Family Residence	1		2069+29	62.2	63.0	67.1	Exceeds / Yes	0.8	4.9	
	SUB1-T6	Third Row Single Family Residence	1		2069+41	56.5	57.3	60.7	Below / No	0.8	4.2	
	SUB1-F14	First Row Single Family Residence	1		2072+47	65.7	66.5	70.6	Exceeds / Yes	0.8	4.9	
	SUB1-S11	Second Row Single Family Residence	1		2072+71	55.3	56.1	58.5	Below / No	0.8	3.2	
	SUB1-T7	Third Row Single Family Residence	2		2072+34	53.3	54.1	56.7	Below / No	0.8	3.4	
	SUB1-F15	First Row Single Family Residence	1		2074+20	65.0	65.8	70.2	Exceeds / Yes	0.8	5.2	
	SUB1-F12	First Row Single Family Residence	1		2076+37	57.9	58.6	62.9	Below / No	0.7	5.0	
	SUB1-S12	Second Row Single Family Residence	1		2076+55	55.5	56.3	59.9	Below / No	0.8	4.4	
	SUB1-T8	Third Row Single Family Residence	1		2076+96	53.8	54.5	57.9	Below / No	0.7	4.1	
	SUB1-F16	First Row Single Family Residence	1		2079+06	62.0	62.8	67.4	Exceeds / Yes	0.8	5.4	
	SUB1-S13	Second Row Single Family Residence	1		2079+02	56.8	57.6	61.9	Below / No	0.8	5.1	
	SUB1-T9	Third Row Single Family Residence	1		2079+03	55.5	56.2	59.5	Below / No	0.7	4.0	
	SUB1-F17	First Row Single Family Residence	1		2083+04	66.7	67.5	72.5	Exceeds / Yes	0.8	5.8	
	SUB1-S14	Second Row Single Family Residence	1		2083+13	59.2	60.0	64.3	Below / No	0.8	5.1	
	SUB1-T10	Third Row Single Family Residence	1		2083+07	54.2	55.0	57.5	Below / No	0.8	3.3	
	SUB1-F18	First Row Single Family Residence	1		2084+43	72.6	73.4	77.2	Exceeds / Yes	0.8	4.6	
	SUB1-S15	Second Row Single Family Residence	1		2084+69	60.3	61.1	64.9	Below / No	0.8	4.6	
	SUB1-S16	Second Row Single Family Residence	1		2085+19	58.7	59.5	63.3	Below / No	0.8	4.6	
	SUB1-T11	Third Row Single Family Residence	1		2084+48	53.3	54.0	55.7	Below / No	0.7	2.4	
	SUB1-F19	First Row Single Family Residence	1		2086+27	70.4	71.2	76.9	Exceeds / Yes	0.8	6.5	
	SUB1-S17	Second Row Single Family Residence	1		2086+99	59.3	60.1	64.2	Below / No	0.8	4.9	
	SUB1-T12	Third Row Single Family Residence	1		2086+77	54.2	55.0	57.1	Below / No	0.8	2.9	
	SUB1-F20	First Row Single Family Residence	1		2089+26	67.8	68.7	73.6	Exceeds / Yes	0.9	5.8	
	SUB1-S18	Second Row Single Family Residence	1		2089+26	60.3	61.3	65.5	Below / No	1.0	5.2	
	SUB1-T13	Third Row Single Family Residence	1		2089+21	55.1	56.0	59.0	Below / No	0.9	3.9	
	SUB1-F21	First Row Single Family Residence	1		2090+90	68.3	69.3	74.9	Exceeds / Yes	1.0	6.6	
	SUB1-S19	Second Row Single Family Residence	1		2090+94	60.6	61.7	66.5	Approaches / Yes	1.1	5.9	
	SUB1-T14	Third Row Single Family Residence	1		2090+86	55.8	56.8	60.3	Below / No	1.0	4.5	
	SUB1-F22	First Row Single Family Residence	1		2092+62	67.6	68.6	75.0	Exceeds / Yes	1.0	7.4	
	SUB1-S20	Second Row Single Family Residence	1		2092+84	60.3	61.3	65.4	Below / No	1.0	5.1	
	SUB1-T15	Third Row Single Family Residence	1		2092+63	52.0	52.9	53.9	Below / No	0.9	1.9	
	SUB1-F23	First Row Single Family Residence	1		2093+55	64.4	65.4	73.1	Exceeds / Yes	1.0	8.7	
	SUB1-S21	Second Row Single Family Residence	1		2093+50	59.8	60.8	64.9	Below / No	1.0	5.1	
	SUB1-T16	Third Row Single Family Residence	1		2093+48	55.2	55.9	58.4	Below / No	0.7	3.2	
	SUB1-F24	First Row Single Family Residence	1		2096+23	64.7	65.4	73.0	Exceeds / Yes	0.7	8.3	
	SUB1-S22	Second Row Single Family Residence	1		2096+21	58.0	59.0	63.3	Below / No	1.0	5.3	
	SUB1-T17	Third Row Single Family Residence	1		2096+12	56.0	56.8	59.2	Below / No	0.8	3.2	
	SUB1-F25	First Row Single Family Residence	1		2097+47	63.3	64.0	71.1	Exceeds / Yes	0.7	7.8	
	SUB1-S23	Second Row Single Family Residence	1		2097+45	62.3	62.3	64.4	Below / No	0.0	2.1	
	SUB1-T18	Third Row Single Family Residence	1		2097+41	57.6	58.0	60.1	Below / No	0.4	2.5	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 14 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Residential Subdivision 1 - East of SR 826 and North of SW 72nd Street	SUB1-F26	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2098+59	65.2	65.6	73.1	Exceeds / Yes	0.4	7.9	S4-1E (Continued)
	SUB1-S24	Second Row Single Family Residence	1		2098+93	61.4	61.7	64.4	Below / No	0.3	3.0	
	SUB1-T19	Third Row Single Family Residence	1		2099+05	56.6	57.2	58.1	Below / No	0.6	1.5	
	SUB1-F27	First Row Single Family Residence	1		2099+91	66.2	66.4	71.3	Exceeds / Yes	0.2	5.1	
	SUB1-S25	Second Row Single Family Residence	1		2100+23	63.0	62.7	64.0	Below / No	-0.3	1.0	
	SUB1-T20	Third Row Single Family Residence	1		2100+18	59.6	59.5	60.5	Below / No	-0.1	0.9	
	SUB1-F28	First Row Single Family Residence	1		2101+67	67.5	67.1	69.9	Exceeds / Yes	-0.4	2.4	
	SUB1-S26	Second Row Single Family Residence	1		2101+73	60.8	60.8	61.7	Below / No	0.0	0.9	
	SUB1-T21	Third Row Single Family Residence	1		2101+91	59.4	59.2	59.8	Below / No	-0.2	0.4	
	SUB1-F29	First Row Single Family Residence	1		2102+64	66.4	66.2	69.1	Exceeds / Yes	-0.2	2.7	
	SUB1-S27	Second Row Single Family Residence	1		2102+51	61.1	60.9	61.1	Below / No	-0.2	0.0	
	SUB1-T22	Third Row Single Family Residence	1		2102+43	59.0	58.9	59.2	Below / No	-0.1	0.2	
	SUB1-F30	First Row Single Family Residence	1		2104+43	63.8	63.8	64.8	Below / No	0.0	1.0	
	SUB1-S28	Second Row Single Family Residence	1		2104+42	60.0	59.9	60.1	Below / No	-0.1	0.1	
	SUB1-T23	Third Row Single Family Residence	1		2104+52	58.9	59.0	59.3	Below / No	0.1	0.4	
	SUB1-T24	Third Row Single Family Residence	1		2104+37	57.9	57.8	58.1	Below / No	-0.1	0.2	
	SUB1-F31	First Row Single Family Residence	1		2106+82	67.4	67.9	68.5	Exceeds / Yes	0.5	1.1	
	SUB1-F32	First Row Single Family Residence	1		2107+37	71.4	71.9	73.6	Exceeds / Yes	0.5	2.2	
	SUB1-S29	Second Row Single Family Residence	1		2105+90	60.0	60.1	61.6	Below / No	0.1	1.6	
	SUB1-F33	First Row Single Family Residence	1		2107+11	69.4	69.8	72.1	Exceeds / Yes	0.4	2.7	
	SUB1-S30	Second Row Single Family Residence	1		2105+71	58.3	58.4	59.8	Below / No	0.1	1.5	
	SUB1-F34	First Row Single Family Residence	1		2107+13	70.6	71.1	73.1	Exceeds / Yes	0.5	2.5	
	SUB1-F35	First Row Single Family Residence	1		2107+05	70.1	70.6	72.7	Exceeds / Yes	0.5	2.6	
	SUB1-F36	First Row Single Family Residence	1		2106+98	69.4	69.9	72.0	Exceeds / Yes	0.5	2.6	
	SUB1-F37	First Row Single Family Residence	1		2106+83	68.9	69.4	71.8	Exceeds / Yes	0.5	2.9	
	SUB-S31	Second Row Single Family Residence	1		2105+39	55.6	55.9	57.9	Below / No	0.3	2.3	
	SUB-S32	Second Row Single Family Residence	1		2105+34	56.2	56.4	58.0	Below / No	0.2	1.8	
	SUB1-S33	Second Row Single Family Residence	1		2105+09	56.0	56.2	58.4	Below / No	0.2	2.4	
					Minimum	51.0	51.8	53.3	---	-0.4	0.0	---
					Maximum	72.6	73.4	77.2	---	1.1	8.7	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		18	20	35	---	---	---	---
Noise Study Area 47 - See Figure 3.2 Sheet 5 (Segment 4)												
Sudlow Park Subdivision - East of SR 826 and North of SW 72nd Street	SPS-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2056+20	61.1	61.6	62.6	Below / No	0.5	1.5	---
	SPS-F2	First Row Single Family Residence	1		2055+70	65.8	66.2	67.4	Exceeds / Yes	0.4	1.6	Not Acoustically Feasible - Isolated Residence
	SPS-S1	Second Row Single Family Residence	1		2057+88	52.9	53.5	53.9	Below / No	0.6	1.0	---
					Minimum	52.9	53.5	53.9	---	0.4	1.0	---
					Maximum	65.8	66.2	67.4	---	0.6	1.6	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		0	1	1	---	---	---	---
Noise Study Area 48 - See Figure 3.2 Sheet 5 (Segment 4)												
Sudlow Park - East of SR 826 and North of SW 72nd Street	SP-C1	Passive Neighborhood Park	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2055+44	68.9	69.4	70.5	Exceeds / Yes	0.5	1.6	Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access; Insufficient Right of Way to Construct Noise Barrier at this Location
	SP-C2	Passive Neighborhood Park	1 (Special Land Use)		2056+39	60.0	60.5	62.0	Below / No	0.5	2.0	
	SP-C3	Passive Neighborhood Park	1 (Special Land Use)		2055+48	68.9	69.3	70.2	Exceeds / Yes	0.4	1.3	
					Minimum	60.0	60.5	62.0	---	0.4	1.3	---
					Maximum	68.9	69.4	70.5	---	0.5	2.0	---
				Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)		2	2	2	---	---	---	---
Noise Study Area 49 - See Figure 3.2 Sheet 5 (Segment 4)												
Sudlow Park Subdivision - East of SR 826 and North of SW 72nd Street	SPS-F3	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2056+58	59.0	59.4	61.2	Below / No	0.4	2.2	---
	SPS-S2	Second Row Single Family Residence	1		2059+10	50.6	51.2	52.2	Below / No	0.6	1.6	---
	SPS-F4	First Row Single Family Residence	1		2057+23	56.5	56.9	58.6	Below / No	0.4	2.1	---
	SPS-F5	First Row Single Family Residence	1		2057+49	56.1	56.5	58.0	Below / No	0.4	1.9	---
	SPS-F6	First Row Single Family Residence	1		2056+94	57.8	58.2	59.7	Below / No	0.4	1.9	---
	SPS-F7	First Row Single Family Residence	1		2057+02	57.4	57.8	59.4	Below / No	0.4	2.0	---
	SPS-S3	Second Row Single Family Residence	1		2059+08	49.4	49.9	51.2	Below / No	0.5	1.8	---
					Minimum	49.4	49.9	51.2	---	0.4	1.6	---
					Maximum	59.0	59.4	61.2	---	0.6	2.2	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		0	0	0	---	---	---	---
Noise Study Area 50 - See Figure 3.2 Sheet 5 (Segment 4)												
Sudlow Park Subdivision - East of SR 826 and North of SW 72nd Street	SPS-F8	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2056+28	61.5	61.9	63.3	Below / No	0.4	1.8	---
	SPS-S4	Second Row Single Family Residence	3		2057+92	53.6	53.9	54.9	Below / No	0.3	1.3	---
	SPS-T1	Third Row Single Family Residence	1		2062+09	52.7	52.8	53.0	Below / No	0.1	0.3	---
					Minimum	52.7	52.8	53.0	---	0.1	0.3	---
					Maximum	61.5	61.9	63.3	---	0.4	1.8	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		0	0	0	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 15 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Area 51 - See Figure 3.2 Sheet 5 (Segment 4)												
Palm Miami - East of SR 826 and North of SW 72nd Street	PM-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2056+24	61.3	61.8	62.7	Below / No	0.5	1.4	---
	PM-F2	First Row Single Family Residence	1		2057+73	59.9	60.1	62.0	Below / No	0.2	2.1	---
	PM-F3	First Row Single Family Residence	1		2058+58	54.1	54.4	55.1	Below / No	0.3	1.0	---
	PM-F4	First Row Single Family Residence	2		2059+57	52.8	53.0	53.5	Below / No	0.2	0.7	---
	PM-F5	First Row Single Family Residence	1		2060+79	60.8	60.9	60.9	Below / No	0.1	0.1	---
	PM-F6	First Row Single Family Residence	1		2062+94	59.4	59.4	59.5	Below / No	0.0	0.1	---
					Minimum	52.8	53.0	53.5	---	0.0	0.1	---
					Maximum	61.3	61.8	62.7	---	0.5	2.1	---
		Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				0	0	0	---	---	---	---
Noise Study Area 52 - See Figure 3.2 Sheets 4 through 6 (Segment 4)												
Green Tree Estates - West of SR 826 and North of SW 72nd Street	GTE-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2055+92	64.7	65.4	66.4	Approaches / Yes	0.7	1.7	S4-1W
	GTE-S1	Second Row Single Family Residence	1		2055+55	65.7	66.3	67.1	Exceeds / Yes	0.6	1.4	
	GTE-FT1	First Row Single Family Residence	1		2055+62	64.4	65.0	65.6	Below / No	0.6	1.2	
	GTE-F2	First Row Single Family Residence	1		2056+84	64.4	65.2	66.5	Approaches / Yes	0.8	2.1	
	GTE-S2	Second Row Single Family Residence	1		2057+70	60.4	61.1	61.5	Below / No	0.7	1.1	
	GTE-T2	Third Row Single Family Residence	1		2057+39	58.5	59.2	59.4	Below / No	0.7	0.9	
	GTE-T1	Third Row Single Family Residence	1		2057+19	58.6	59.3	59.3	Below / No	0.7	0.7	
	GTE-FT2	Second Row Single Family Residence	1		2058+17	56.6	57.4	57.6	Below / No	0.8	1.0	
	GTE-F3	First Row Single Family Residence	1		2058+63	63.3	64.1	65.4	Below / No	0.8	2.1	
	GTE-F4	First Row Single Family Residence	1		2060+17	63.4	64.2	66.0	Approaches / Yes	0.8	2.6	
	GTE-S3	Second Row Single Family Residence	1		2059+66	58.9	59.7	60.5	Below / No	0.8	1.6	
	GTE-T3	Third Row Single Family Residence	1		2059+55	56.2	57.0	57.4	Below / No	0.8	1.2	
	GTE-F5	First Row Single Family Residence	1		2062+46	59.8	60.6	61.8	Below / No	0.8	2.0	
	GTE-T4	Third Row Single Family Residence	1		2062+45	54.4	55.2	56.0	Below / No	0.8	1.6	
	GTE-F6	First Row Single Family Residence	1		2064+91	66.5	67.3	70.1	Exceeds / Yes	0.8	3.6	
	GTE-S4	Second Row Single Family Residence	1		2065+34	58.6	59.4	60.6	Below / No	0.8	2.0	
	GTE-T5	Third Row Single Family Residence	1		2065+68	52.5	53.3	54.3	Below / No	0.8	1.8	
	GTE-F7	First Row Single Family Residence	1		2067+07	63.0	63.9	66.5	Approaches / Yes	0.9	3.5	
	GTE-S5	Second Row Single Family Residence	1		2067+02	55.4	56.2	57.5	Below / No	0.8	2.1	
	GTE-T6	Third Row Single Family Residence	1		2066+91	52.9	53.7	54.8	Below / No	0.8	1.9	
	GTE-F8	First Row Single Family Residence	1		2068+56	66.2	67.0	70.1	Exceeds / Yes	0.8	3.9	
	GTE-S6	Second Row Single Family Residence	1		2068+67	55.6	56.4	58.0	Below / No	0.8	2.4	
	GTE-T7	Third Row Single Family Residence	1		2068+91	52.6	53.4	54.6	Below / No	0.8	2.0	
	GTE-F9	First Row Single Family Residence	1		2070+86	53.0	53.8	56.1	Below / No	0.8	3.1	
	GTE-S7	Second Row Single Family Residence	1		2070+49	56.6	57.4	59.0	Below / No	0.8	2.4	
	GTE-T8	Third Row Single Family Residence	1		2071+08	53.8	54.6	55.6	Below / No	0.8	1.8	
	GTE-F10	First Row Single Family Residence	1		2073+51	66.7	67.5	71.5	Exceeds / Yes	0.8	4.8	
	GTE-S8	Second Row Single Family Residence	1		2073+04	60.1	60.9	63.1	Below / No	0.8	3.0	
	GTE-T9	Third Row Single Family Residence	1		2074+18	55.0	55.8	57.3	Below / No	0.8	2.3	
	GTE-F11	First Row Single Family Residence	1		2075+60	66.3	67.1	70.8	Exceeds / Yes	0.8	4.5	
	GTE-S9	Second Row Single Family Residence	1		2075+40	59.5	60.3	62.0	Below / No	0.8	2.5	
	GTE-T10	Third Row Single Family Residence	1		2076+27	55.5	56.3	58.0	Below / No	0.8	2.5	
					Minimum	52.5	53.3	54.3	---	0.6	0.7	---
					Maximum	66.7	67.5	71.5	---	0.9	4.8	---
		Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				4	5	9	---	---	---	---
Noise Study Area 53 - See Figure 3.2 Sheets 4 and 6 through 8 (Segment 4)												
Miami Memorial Park Cemetery - West of SR 826 and South of SW 56th Street	MMPC-1.1	Cemetery (Western Property Line)	1 (Special Land Use)	Cemetery Exterior NAC C - 66 dB(A)	2078+63	67.8	68.7	73.8	Exceeds / Yes	0.9	6.0	S4-2W
	MMPC-1.2	Cemetery (100' West of Property Line)	1 (Special Land Use)		2078+63	63.2	64.0	66.7	Approaches / Yes	0.8	3.5	
	MMPC-1.3	Cemetery (200' West of Property Line)	1 (Special Land Use)		2078+62	60.0	60.8	62.9	Below / No	0.8	2.9	
	MMPC-1.4	Cemetery (300' West of Property Line)	1 (Special Land Use)		2078+62	57.6	58.4	60.4	Below / No	0.8	2.8	
	MMPC-1.5	Cemetery (400' West of Property Line)	1 (Special Land Use)		2078+62	55.8	56.6	58.2	Below / No	0.8	2.4	
	MMPC-1.6	Cemetery (500' West of Property Line)	1 (Special Land Use)		2078+61	54.3	55.1	56.7	Below / No	0.8	2.4	
	MMPC-2.1	Cemetery (Western Property Line)	1 (Special Land Use)		2085+15	67.9	68.7	74.2	Exceeds / Yes	0.8	6.3	
	MMPC-2.2	Cemetery (100' West of Property Line)	1 (Special Land Use)		2085+15	61.2	62.0	64.9	Below / No	0.8	3.7	
	MMPC-2.3	Cemetery (200' West of Property Line)	1 (Special Land Use)		2085+16	58.9	59.8	62.1	Below / No	0.9	3.2	
	MMPC-2.4	Cemetery (300' West of Property Line)	1 (Special Land Use)		2085+16	57.6	58.4	60.4	Below / No	0.8	2.8	
	MMPC-2.5	Cemetery (400' West of Property Line)	1 (Special Land Use)		2085+17	56.1	57.0	58.7	Below / No	0.9	2.6	
	MMPC-2.6	Cemetery (500' West of Property Line)	1 (Special Land Use)		2085+17	55.0	55.8	57.4	Below / No	0.8	2.4	
	MMPC-3.1	Cemetery (Western Property Line)	1 (Special Land Use)		2091+34	68.6	69.7	73.9	Exceeds / Yes	1.1	5.3	
	MMPC-3.2	Cemetery (100' West of Property Line)	1 (Special Land Use)		2091+36	64.2	65.3	67.7	Exceeds / Yes	1.1	3.5	
	MMPC-3.3	Cemetery (200' West of Property Line)	1 (Special Land Use)		2091+38	61.2	62.2	64.3	Below / No	1.0	3.1	
	MMPC-3.4	Cemetery (300' West of Property Line)	1 (Special Land Use)		2091+40	58.8	59.8	61.8	Below / No	1.0	3.0	
	MMPC-3.5	Cemetery (400' West of Property Line)	1 (Special Land Use)		2091+42	57.2	58.1	59.9	Below / No	0.9	2.7	
	MMPC-3.6	Cemetery (500' West of Property Line)	1 (Special Land Use)		2091+44	55.8	56.7	58.4	Below / No	0.9	2.6	
	MMPC-4.1	Cemetery (Western Property Line)	1 (Special Land Use)		2096+59	69.9	71.0	74.3	Exceeds / Yes	1.1	4.4	
	MMPC-4.2	Cemetery (100' West of Property Line)	1 (Special Land Use)		2096+61	65.6	66.6	69.1	Exceeds / Yes	1.0	3.5	
	MMPC-4.3	Cemetery (200' West of Property Line)	1 (Special Land Use)		2096+64	62.4	63.4	69.4	Exceeds / Yes	1.0	7.0	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 16 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Miami Memorial Park Cemetery - West of SR 826 and South of SW 56th Street	MMPC-4.4	Cemetery (300' West of Property Line)	1 (Special Land Use)	Cemetery Exterior NAC C - 66 dB(A)	2096+66	60.1	61.0	63.2	Below / No	0.9	3.1	S4-2W (Continued)
	MMPC-4.5	Cemetery (400' West of Property Line)	1 (Special Land Use)		2096+69	58.4	59.3	61.2	Below / No	0.9	2.8	
	MMPC-4.6	Cemetery (500' West of Property Line)	1 (Special Land Use)		2096+72	56.9	57.7	59.5	Below / No	0.8	2.6	
	MMPC-5.1	Cemetery (Western Property Line)	1 (Special Land Use)		2100+66	65.4	66.2	69.3	Exceeds / Yes	0.8	3.9	
	MMPC-5.2	Cemetery (100' West of Property Line)	1 (Special Land Use)		2100+69	62.6	63.3	65.2	Below / No	0.7	2.6	
	MMPC-5.3	Cemetery (200' West of Property Line)	1 (Special Land Use)		2100+72	60.8	61.4	62.9	Below / No	0.6	2.1	
	MMPC-5.4	Cemetery (300' West of Property Line)	1 (Special Land Use)		2100+75	58.2	58.8	60.3	Below / No	0.6	2.1	
	MMPC-5.5	Cemetery (400' West of Property Line)	1 (Special Land Use)		2100+78	56.7	57.4	59.0	Below / No	0.7	2.3	
	MMPC-5.6	Cemetery (500' West of Property Line)	1 (Special Land Use)		2100+81	56.0	56.7	58.4	Below / No	0.7	2.4	
					Minimum	54.3	55.1	56.7	---	0.6	2.1	---
					Maximum	69.9	71.0	74.3	---	1.1	7.0	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						4	6	9	---	---	---	---
Noise Study Area 54 - See Figure 3.2 Sheets 6 through 8 (Segment 4)												
Southeast Pastoral Institute - West of SR 826 and South of SW 56th Street	SPI-1B	Bench	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2105+23	57.1	57.7	59.5	Below / No	0.6	2.4	---
	SPI-I1	School Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	2105+15	39.1	40.0	43.0	Below / No	0.9	3.9	---
					Minimum	39.1	40.0	43.0	---	0.6	2.4	---
					Maximum	57.1	57.7	59.5	---	0.9	3.9	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Areas 55 through 64 - See Segment 5												
Noise Study Area 65 - See Figure 3.2 Sheets 6 through 8 (Segment 4)												
Blue Lake Subdivision - East of SR 826 and South of SW 56th Street	BLS-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2106+24	63.0	63.4	66.3	Approaches / Yes	0.4	3.3	---
	BLS-F2	First Row Single Family Residence	1		2106+80	69.9	70.4	72.6	Exceeds / Yes	0.5	2.7	Not Feasible - An Effective Noise Barrier Would Block the Driveway Used to Access the Property
	BLS-F3	First Row Single Family Residence	1		2106+75	69.8	70.3	72.6	Exceeds / Yes	0.5	2.8	
	BLS-F4	First Row Single Family Residence	1		2106+63	68.9	69.4	72.0	Exceeds / Yes	0.5	3.1	
	BLS-S5	Second Row Single Family Residence	1		2106+60	69.1	69.6	72.2	Exceeds / Yes	0.5	3.1	
	BLS-F6	First Row Single Family Residence	1		2106+12	64.0	64.4	67.5	Exceeds / Yes	0.4	3.5	
	BLS-F7	First Row Single Family Residence	1		2106+00	64.1	64.6	67.7	Exceeds / Yes	0.5	3.6	
	BLS-F8	First Row Single Family Residence	1		2105+91	63.4	63.8	66.9	Approaches / Yes	0.4	3.5	---
	BLS-F9	First Row Single Family Residence	1		2105+89	63.8	64.3	67.3	Exceeds / Yes	0.5	3.5	Not Feasible - An Effective Noise Barrier Would Block the Driveway Used to Access the Property
	BLS-F10	First Row Single Family Residence	1		2105+97	65.4	65.9	68.7	Exceeds / Yes	0.5	3.3	
	BLS-F11	First Row Single Family Residence	1		2105+74	63.7	64.2	66.7	Approaches / Yes	0.5	3.0	---
	BLS-S1	Second Row Single Family Residence	1		2105+01	54.0	54.3	55.8	Below / No	0.3	1.8	---
	BLS-S4	Second Row Single Family Residence	1		2104+91	60.0	60.3	62.0	Below / No	0.3	2.0	---
	BLS-T2	Third Row Single Family Residence	1		2102+17	51.8	52.1	53.6	Below / No	0.3	1.8	---
	BLS-T3	Third Row Single Family Residence	1		2102+45	50.9	51.3	52.9	Below / No	0.4	2.0	---
	BLS-T4	Third Row Single Family Residence	1		2102+28	51.7	52.2	53.9	Below / No	0.5	2.2	---
	BLS-T5	Third Row Single Family Residence	1		2103+70	56.7	57.0	58.4	Below / No	0.3	1.7	---
					Minimum	50.9	51.3	52.9	---	0.3	1.7	---
					Maximum	69.9	70.4	72.6	---	0.5	3.6	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						4	4	11	---	---	---	---
Noise Study Area 66 - See Figure 3.2 Sheet 8 (Segment 4)												
Carole Helms Manor - East of SR 826 and South of SW 56th Street	CHM-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2106+26	69.3	70.2	71.6	Exceeds / Yes	0.9	2.3	Not Acoustically Feasible - Isolated Residence
	CHM-S1	Second Row Single Family Residence	1		2104+81	61.7	61.9	62.8	Below / No	0.2	1.1	---
					Minimum	61.7	61.9	62.8	---	0.2	1.1	---
					Maximum	69.3	70.2	71.6	---	0.9	2.3	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						1	1	1	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 17 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Segment Number 5 (SW 56th Street/Miller Road to SW 40th Street/Bird Road) - NSA 67 through NSA 68												
Noise Study Area 67 - See Figure 3.2 Sheet 8 (Segment 5)												
Marina Lakes - East of SR 874 and North of SW 56th Street	MarL-F1	Second Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2108+80	71.7	71.8	73.9	Exceeds / Yes	0.1	2.2	Not Feasible - An Effective Noise Barrier Would Block the Driveway Used to Access the Property)
	MarL-F2	Second Row Single Family Residence	1		2108+83	70.2	70.3	73.0	Exceeds / Yes	0.1	2.8	
	MarL-F3	Second Row Single Family Residence	1		2108+69	70.7	70.8	73.6	Exceeds / Yes	0.1	2.9	
	MarL-F4	Second Row Single Family Residence	1		2108+65	70.2	70.4	73.4	Exceeds / Yes	0.2	3.2	
	MarL-F5	Second Row Single Family Residence	1		2108+73	68.5	68.6	71.9	Exceeds / Yes	0.1	3.4	
	MarL-F6	Second Row Single Family Residence	1		2108+56	69.7	69.8	73.0	Exceeds / Yes	0.1	3.3	
	MarL-F7	Second Row Single Family Residence	1		2108+38	70.9	71.1	74.1	Exceeds / Yes	0.2	3.2	
	MarL-F8	Second Row Single Family Residence	1		2108+41	68.8	69.0	72.4	Exceeds / Yes	0.2	3.6	
	MarL-F9	Second Row Single Family Residence	1		2108+24	69.7	69.9	73.0	Exceeds / Yes	0.2	3.3	
	MarL-F10	Second Row Single Family Residence	1		2108+23	68.6	68.8	72.1	Exceeds / Yes	0.2	3.5	
	MarL-F11	Second Row Single Family Residence	1		2108+07	69.5	69.7	72.8	Exceeds / Yes	0.2	3.3	
	MarL-F12	Second Row Single Family Residence	1		2108+10	68.2	68.4	71.7	Exceeds / Yes	0.2	3.5	
	MarL-F13	Second Row Single Family Residence	1		2108+11	67.2	67.4	70.8	Exceeds / Yes	0.2	3.6	
	MarL-F14	Second Row Single Family Residence	1		2108+08	66.9	67.1	70.5	Exceeds / Yes	0.2	3.6	
	MarL-F15	Second Row Single Family Residence	1		2107+86	68.6	68.8	72.0	Exceeds / Yes	0.2	3.4	
	MarL-F16	Second Row Single Family Residence	1		2107+66	70.6	70.8	73.3	Exceeds / Yes	0.2	2.7	
	MarL-F18	Second Row Single Family Residence	1		2109+55	61.7	61.9	63.6	Below / No	0.2	1.9	
	MarL-F17	Second Row Single Family Residence	1		2108+19	64.9	65.2	67.7	Exceeds / Yes	0.3	2.8	
	MarL-F19	Second Row Single Family Residence	1		2110+81	60.1	60.3	61.9	Below / No	0.2	1.8	
	MarL-F21	Second Row Single Family Residence	1		2113+45	59.7	59.8	60.5	Below / No	0.1	0.8	
	MarL-F22	Second Row Single Family Residence	1		2114+77	60.4	60.4	60.7	Below / No	0.0	0.3	
					Minimum	59.7	59.8	60.5	---	0.0	0.3	---
					Maximum	71.7	71.8	74.1	---	0.3	3.6	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		16	16	17	---	---	---	---
Noise Study Area 68 - See Figure 3.2 Sheet 8 (Segment 5)												
Bridgepoint - East of SR 874 and North of SW 56th Street	Bri-F1	Second Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2108+00	62.4	63.3	65.2	Below / No	0.9	2.8	---
	Bri-F2	Second Row Single Family Residence	1		2108+51	60.5	61.1	63.0	Below / No	0.6	2.5	---
	Bri-F3	Second Row Single Family Residence	1		2108+91	59.5	60.1	62.0	Below / No	0.6	2.5	---
	Bri-F4	Second Row Single Family Residence	1		2109+21	58.7	59.3	61.2	Below / No	0.6	2.5	---
	Bri-F5	Second Row Single Family Residence	1		2109+55	58.4	58.9	60.9	Below / No	0.5	2.5	---
	Bri-F6	Second Row Single Family Residence	1		2110+10	56.4	56.9	58.8	Below / No	0.5	2.4	---
	Bri-S1	Second Row Single Family Residence	1		2107+96	62.7	63.6	65.5	Below / No	0.9	2.8	---
	Bri-S2	Second Row Single Family Residence	1		2110+13	55.7	56.3	58.2	Below / No	0.6	2.5	---
	Bri-F7	Second Row Single Family Residence	1		2111+24	55.1	55.5	57.6	Below / No	0.4	2.5	---
	Bri-F8	Second Row Single Family Residence	1		2111+76	56.0	56.2	58.1	Below / No	0.2	2.1	---
	Bri-F9	Second Row Single Family Residence	1		2112+21	56.1	56.3	58.1	Below / No	0.2	2.0	---
	Bri-F10	Second Row Single Family Residence	1		2112+56	56.5	56.7	58.1	Below / No	0.2	1.6	---
	Bri-F11	Second Row Single Family Residence	1		2112+85	55.7	55.9	57.4	Below / No	0.2	1.7	---
	Bri-F12	Second Row Single Family Residence	1		2113+43	54.3	54.5	55.8	Below / No	0.2	1.5	---
	Bri-S3	Second Row Single Family Residence	1		2111+08	54.5	54.9	56.9	Below / No	0.4	2.4	---
	Bri-S4	Second Row Single Family Residence	1		2113+62	52.6	52.9	54.5	Below / No	0.3	1.9	---
					Minimum	52.6	52.9	54.5	---	0.2	1.5	---
					Maximum	62.7	63.6	65.5	---	0.9	2.8	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		0	0	0	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 18 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Segment Number 5 (SW 56th Street/Miller Road to SW 40th Street/Bird Road) - NSA 55 through NSA 64												
Noise Study Area 55 - See Figure 3.2 Sheets 6 through 8 (Segment 5)												
Catalina Pines - East of SR 874 and South of SW 56th Street	CP-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2104+90	55.9	57.0	59.4	Below / No	1.1	3.5	---
	CP-F2	First Row Single Family Residence	1		2104+84	55.2	56.4	59.2	Below / No	1.2	4.0	---
	CP-F3	First Row Single Family Residence	1		2104+93	53.8	54.9	57.6	Below / No	1.1	3.8	---
	CP-F4	First Row Single Family Residence	1		2104+93	53.4	54.6	57.0	Below / No	1.2	3.6	---
	CP-F5	First Row Single Family Residence	1		2104+57	53.2	54.2	56.4	Below / No	1.0	3.2	---
	CP-F6	First Row Single Family Residence	1		2104+01	52.7	53.7	55.9	Below / No	1.0	3.2	---
	CP-S1	Second Row Single Family Residence	1		2102+66	55.9	57.3	60.5	Below / No	1.4	4.6	---
	CP-S2	Second Row Single Family Residence	1		2102+89	55.7	57.1	59.9	Below / No	1.4	4.2	---
	CP-S3	Second Row Single Family Residence	1		2102+85	55.1	56.3	59.0	Below / No	1.2	3.9	---
	CP-S4	Single Row Single Family Residence	1		2102+73	54.4	55.6	58.0	Below / No	1.2	3.6	---
	CP-S5	Second Row Single Family Residence	1		2102+90	53.3	54.5	56.7	Below / No	1.2	3.4	---
					Minimum	52.7	53.7	55.9	---	1.0	3.2	---
					Maximum	55.9	57.3	60.5	---	1.4	4.6	---
		Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				0	0	0	---	---	---	---
Noise Study Area 56 - See Figure 3.2 Sheets 6 through 8 (Segment 5)												
My First Place Preschool - East of SR 874 and South of SW 56th Street	MFP-1P	Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2107+34	63.5	64.1	68.4	Exceeds / Yes	0.6	4.9	Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access
	MFP-2P	Playground	1 (Special Land Use)		2105+77	56.3	57.1	60.3	Below / No	0.8	4.0	---
	MFP-I1	School Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	2107+40	38.5	39	43.7	Below / No	0.5	5.2	---
Alpha & Omega Church - East of SR 874 and South of SW 56th Street	AOC-I1	Place of Worship Interior Use	1 (Special Land Use)	Place of Worship Interior NAC D - 51 dB(A)	2107+32	58.9	59.1	63.6	Below / No	0.2	4.7	---
					Minimum	38.5	39.0	43.7	---	0.2	4.0	---
					Maximum	63.5	64.1	68.4	---	0.8	5.2	---
		Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)				0	0	1	---	---	---	---
Noise Study Area 57 Residential - See Figure 3.2 Sheets 6 through 9 (Segment 5)												
Lakeview Gardens - East of SR 874 and North of SW 56th Street	LG-F1.1	First Row First Floor Multifamily Residence	1	Residential NAC B - 66 dB(A)	2110+63	53.8	55.2	57.7	Below / No	1.4	3.9	S5-1E
	LG-F1.2	First Row Second Floor Multifamily Residence	1		2110+63	55.4	56.8	60	Below / No	1.4	4.6	
	LG-F2.1	First Row First Floor Multifamily Residence	1		2110+04	58.0	58.3	62.1	Below / No	0.3	4.1	
	LG-F2.2	First Row Second Floor Multifamily Residence	1		2110+04	61.8	62	64.5	Below / No	0.2	2.7	
	LG-F3.1	First Row First Floor Multifamily Residence	1		2109+65	64.9	65.3	68.5	Exceeds / Yes	0.4	3.6	
	LG-F3.2	First Row Second Floor Multifamily Residence	1		2109+65	67.7	68.2	70.3	Exceeds / Yes	0.5	2.6	
	LG-F4.1	First Row First Floor Multifamily Residence	1		2109+59	65.9	66.4	69.2	Exceeds / Yes	0.5	3.3	
	LG-F4.2	First Row Second Floor Multifamily Residence	1		2109+59	68.4	68.9	70.9	Exceeds / Yes	0.5	2.5	
	LG-F5.1	First Row First Floor Multifamily Residence	1		2109+57	66.4	67	69.6	Exceeds / Yes	0.6	3.2	
	LG-F5.2	First Row Second Floor Multifamily Residence	2		2109+57	68.7	69.3	71.2	Exceeds / Yes	0.6	2.5	
	LG-F6.1	First Row First Floor Multifamily Residence	1		2109+57	67.3	68.1	70.6	Exceeds / Yes	0.8	3.3	
	LG-F6.2	First Row Second Floor Multifamily Residence	1		2109+57	69.3	70	72.1	Exceeds / Yes	0.7	2.8	
	LG-F7.1	First Row First Floor Multifamily Residence	1		2110+02	63.6	65	68	Exceeds / Yes	1.4	4.4	
	LG-F7.2	First Row Second Floor Multifamily Residence	1		2110+02	66.0	67.3	69.7	Exceeds / Yes	1.3	3.7	
	LG-F8.1	First Row First Floor Multifamily Residence	1		2110+52	61.9	63.5	66.6	Approaches / Yes	1.6	4.7	
	LG-F8.2	First Row Second Floor Multifamily Residence	1		2110+52	64.4	65.8	68.6	Exceeds / Yes	1.4	4.2	
	LG-F9.1	First Row First Floor Multifamily Residence	1		2111+90	58.6	60.4	63.5	Below / No	1.8	4.9	
	LG-F9.2	First Row Second Floor Multifamily Residence	1		2111+90	62.7	64.3	67.6	Exceeds / Yes	1.6	4.9	
	LG-F10.1	First Row First Floor Multifamily Residence	1		2111+87	58.6	60.3	62.7	Below / No	1.7	4.1	
	LG-F10.2	First Row Second Floor Multifamily Residence	1		2111+87	61.1	62.6	65.8	Below / No	1.5	4.7	
	LG-F11.1	First Row First Floor Multifamily Residence	1		2112+36	58.1	59.8	62	Below / No	1.7	3.9	
	LG-F11.2	First Row Second Floor Multifamily Residence	1		2112+36	63.3	65	68	Exceeds / Yes	1.7	4.7	
	LG-F12.1	First Row First Floor Multifamily Residence	1		2112+85	57.9	59.5	61	Below / No	1.6	3.1	
	LG-F12.2	First Row Second Floor Multifamily Residence	1		2112+85	63.0	64.7	67.3	Exceeds / Yes	1.7	4.3	
	LG-F13.1	First Row First Floor Multifamily Residence	2		2112+94	56.0	57.4	59.4	Below / No	1.4	3.4	
	LG-F13.2	First Row Second Floor Multifamily Residence	2		2112+94	59.6	61	62.3	Below / No	1.4	2.7	
	LG-F14.1	First Row First Floor Multifamily Residence	3		2113+66	55.7	57.1	59.3	Below / No	1.4	3.6	
	LG-F14.2	First Row Second Floor Multifamily Residence	3		2113+66	57.9	59.3	61.1	Below / No	1.4	3.2	
	LG-F15.1	First Row First Floor Multifamily Residence	2		2114+35	54.1	55.6	57.8	Below / No	1.5	3.7	
	LG-F15.2	First Row Second Floor Multifamily Residence	2		2114+35	58.3	59.7	61.9	Below / No	1.4	3.6	
	LG-F16.1	First Row First Floor Multifamily Residence	1		2114+44	56.6	58.1	58.9	Below / No	1.5	2.3	
	LG-F16.2	First Row Second Floor Multifamily Residence	1		2114+44	59.0	60.5	62.4	Below / No	1.5	3.4	
	LG-F17.1	First Row First Floor Multifamily Residence	1		2114+98	56.5	58.1	59.1	Below / No	1.6	2.6	
	LG-F17.2	First Row Second Floor Multifamily Residence	1		2114+98	58.7	60.2	62.2	Below / No	1.5	3.5	
	LG-F18.1	First Row First Floor Multifamily Residence	1		2115+39	56.8	58.3	59.5	Below / No	1.5	2.7	
	LG-F18.2	First Row Second Floor Multifamily Residence	1		2115+39	58.8	60.2	62	Below / No	1.4	3.2	
	LG-F19.1	First Row First Floor Multifamily Residence	1		2115+36	55.2	56.6	59.2	Below / No	1.4	4.0	
	LG-F19.2	First Row Second Floor Multifamily Residence	1		2115+36	57.4	58.9	62.9	Below / No	1.5	5.5	
	LG-F20.1	First Row First Floor Multifamily Residence	1		2116+22	54.9	56.3	58.5	Below / No	1.4	3.6	
	LG-F20.2	First Row Second Floor Multifamily Residence	1		2116+22	57.4	58.8	61.9	Below / No	1.4	4.5	
	LG-F21.1	First Row First Floor Multifamily Residence	1		2116+63	56.5	57.9	60.1	Below / No	1.4	3.6	
	LG-F21.2	First Row Second Floor Multifamily Residence	1		2116+63	58.8	60.2	63.4	Below / No	1.4	4.6	
	LG-F22.1	First Row First Floor Multifamily Residence	1		2117+12	56.2	57.6	59.8	Below / No	1.4	3.6	
	LG-F22.2	First Row Second Floor Multifamily Residence	1		2117+12	58.6	60	62.9	Below / No	1.4	4.3	
	LG-F23.1	First Row First Floor Multifamily Residence	1		2117+76	54.6	56	58.1	Below / No	1.4	3.5	
	LG-F23.2	First Row Second Floor Multifamily Residence	1		2117+76	57.1	58.5	61.4	Below / No	1.4	4.3	
	LG-F24.1	First Row First Floor Multifamily Residence	1		2117+77	54.8	56.3	57.9	Below / No	1.5	3.1	
	LG-F24.2	First Row Second Floor Multifamily Residence	1		2117+77	56.9	58.3	60.6	Below / No	1.4	3.7	
	LG-F25.1	First Row First Floor Multifamily Residence	1		2117+84	56.7	58.3	59.7	Below / No	1.6	3.0	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 19 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
	LG-F25.2	First Row Second Floor Multifamily Residence	1		2117+84	58.6	60.1	62.1	Below / No	1.5	3.5	
	LG-F26.1	First Row First Floor Multifamily Residence	2		2118+34	56.6	58.1	59.3	Below / No	1.5	2.7	
	LG-F26.2	First Row Second Floor Multifamily Residence	2		2118+34	58.2	59.8	61.9	Below / No	1.6	3.7	
	LG-F27.1	First Row First Floor Multifamily Residence	1		2118+85	56.6	58.2	59.5	Below / No	1.6	2.9	
	LG-F27.2	First Row Second Floor Multifamily Residence	1		2118+85	58.2	59.8	61.8	Below / No	1.6	3.6	
	LG-F28.1	First Row First Floor Multifamily Residence	1		2119+22	56.2	57.7	59.3	Below / No	1.5	3.1	
	LG-F28.2	First Row Second Floor Multifamily Residence	1		2119+22	58.0	59.6	61.7	Below / No	1.6	3.7	
	LG-F29.1	First Row First Floor Multifamily Residence	1		2119+19	56.5	57.9	60	Below / No	1.4	3.5	
	LG-F29.2	First Row Second Floor Multifamily Residence	1		2119+19	58.5	59.9	62.1	Below / No	1.4	3.6	
	LG-F30.1	First Row First Floor Multifamily Residence	1		2119+10	56.6	58	59.7	Below / No	1.4	3.1	
	LG-F30.2	First Row Second Floor Multifamily Residence	1		2119+10	58.4	59.8	61.7	Below / No	1.4	3.3	
	LG-F31.1	First Row First Floor Multifamily Residence	2		2118+76	53.5	54.7	55.8	Below / No	1.2	2.3	
	LG-F31.2	First Row Second Floor Multifamily Residence	2		2118+76	55.4	56.7	57.9	Below / No	1.3	2.5	
	LG-F32.1	First Row First Floor Multifamily Residence	1		2118+47	54.6	55.9	58	Below / No	1.3	3.4	
	LG-F32.2	First Row Second Floor Multifamily Residence	1		2118+47	56.4	57.7	59.9	Below / No	1.3	3.5	
	LG-F33.1	First Row First Floor Multifamily Residence	1		2118+42	55.9	57.3	59	Below / No	1.4	3.1	
	LG-F33.2	First Row Second Floor Multifamily Residence	1		2118+42	57.3	58.7	60.7	Below / No	1.4	3.4	
	LG-F34.1	First Row First Floor Multifamily Residence	1		2118+37	57.2	58.6	60.1	Below / No	1.4	2.9	
	LG-F34.2	First Row Second Floor Multifamily Residence	1		2118+37	58.9	60.3	62	Below / No	1.4	3.1	
	LG-F35.1	First Row First Floor Multifamily Residence	1		2118+00	54.6	55.9	56.7	Below / No	1.3	2.1	
	LG-F35.2	First Row Second Floor Multifamily Residence	1		2118+00	56.5	57.7	58.7	Below / No	1.2	2.2	
	LG-F36.1	First Row First Floor Multifamily Residence	1		2117+25	55.2	56.5	57.9	Below / No	1.3	2.7	
	LG-F36.2	First Row Second Floor Multifamily Residence	1		2117+25	57.0	58.3	59.4	Below / No	1.3	2.4	
	LG-F37.1	First Row First Floor Multifamily Residence	1		2116+74	52.6	53.9	54.9	Below / No	1.3	2.3	
	LG-F37.2	First Row Second Floor Multifamily Residence	1		2116+74	54.4	55.7	56.8	Below / No	1.3	2.4	
	LG-F38.1	First Row First Floor Multifamily Residence	1		2116+42	55.6	56.8	58.6	Below / No	1.2	3.0	
	LG-F38.2	First Row Second Floor Multifamily Residence	1		2116+42	57.2	58.5	60.3	Below / No	1.3	3.1	
	LG-F39.1	First Row First Floor Multifamily Residence	1		2116+40	55.6	56.9	58.4	Below / No	1.3	2.8	
Lakeview Gardens - East of SR 874 and North of SW 56th Street	LG-F39.2	First Row Second Floor Multifamily Residence	1	Residential NAC B - 66 dB(A)	2116+40	57.3	58.6	60.5	Below / No	1.3	3.2	S5-1E (Continued)
	LG-F40.1	First Row First Floor Multifamily Residence	1		2116+31	56.0	57.3	58	Below / No	1.3	2.0	
	LG-F40.2	First Row Second Floor Multifamily Residence	1		2116+31	57.6	58.9	59.6	Below / No	1.3	2.0	
	LG-F41.1	First Row First Floor Multifamily Residence	1		2115+96	54.9	56.2	56.9	Below / No	1.3	2.0	
	LG-F41.2	First Row Second Floor Multifamily Residence	1		2115+96	56.5	57.8	58.4	Below / No	1.3	1.9	
	LG-S1.1	Second Row First Floor Multifamily Residence	1		2110+60	55.6	57	59.9	Below / No	1.4	4.3	
	LG-S1.2	Second Row Second Floor Multifamily Residence	1		2110+60	55.6	59	62.1	Below / No	3.4	6.5	
	LG-S2.1	Second Row First Floor Multifamily Residence	2		2110+63	54.9	56.3	58.8	Below / No	1.4	3.9	
	LG-S2.2	Second Row Second Floor Multifamily Residence	2		2110+63	56.5	58	61.2	Below / No	1.5	4.7	
	LG-S3.1	Second Row First Floor Multifamily Residence	1		2111+37	57.0	58.3	61.8	Below / No	1.3	4.8	
	LG-S3.2	Second Row Second Floor Multifamily Residence	1		2111+37	58.7	60	64.5	Below / No	1.3	5.8	
	LG-S4.1	Second Row First Floor Multifamily Residence	1		2111+38	54.5	55.9	59.2	Below / No	1.4	4.7	
	LG-S4.2	Second Row Second Floor Multifamily Residence	1		2111+38	56.3	57.8	61.8	Below / No	1.5	5.5	
	LG-S5.1	Second Row First Floor Multifamily Residence	1		2113+55	53.7	55.4	57.2	Below / No	1.7	3.5	
	LG-S5.2	Second Row Second Floor Multifamily Residence	1		2113+55	55.9	57.5	59.1	Below / No	1.6	3.2	
	LG-S6.1	Second Row First Floor Multifamily Residence	2		2116+16	53.6	55	57.5	Below / No	1.4	3.9	
	LG-S6.2	Second Row Second Floor Multifamily Residence	2		2116+16	56.5	57.9	60.2	Below / No	1.4	3.7	
	LG-S7.1	Second Row First Floor Multifamily Residence	2		2117+24	53.6	55	57.2	Below / No	1.4	3.6	
	LG-S7.2	Second Row Second Floor Multifamily Residence	2		2117+24	56.5	57.8	59.7	Below / No	1.3	3.2	
	LG-S8.1	Second Row First Floor Multifamily Residence	1		2118+27	49.5	50.8	52	Below / No	1.3	2.5	
	LG-S8.2	Second Row Second Floor Multifamily Residence	1		2118+27	52.7	54	55.3	Below / No	1.3	2.6	
	LG-S9.1	Second Row First Floor Multifamily Residence	2		2117+22	53.8	55.1	57	Below / No	1.3	3.2	
	LG-S9.2	Second Row Second Floor Multifamily Residence	2		2117+22	56.3	57.6	58.7	Below / No	1.3	2.4	
	LG-S10.1	Second Row First Floor Multifamily Residence	1		2116+38	52.4	53.6	54.9	Below / No	1.2	2.5	
	LG-S10.2	Second Row Second Floor Multifamily Residence	1		2116+38	54.4	55.6	56.9	Below / No	1.2	2.5	
	LG-S11.1	Second Row First Floor Multifamily Residence	1		2116+00	54.8	56.1	57.8	Below / No	1.3	3.0	
	LG-S11.2	Second Row Second Floor Multifamily Residence	1		2116+00	56.9	58.2	60.1	Below / No	1.3	3.2	
	LG-S12.1	Second Row First Floor Multifamily Residence	1		2115+40	52.5	53.9	54.6	Below / No	1.4	2.1	
	LG-S12.2	Second Row Second Floor Multifamily Residence	1		2115+40	54.4	55.8	56.5	Below / No	1.4	2.1	
					Minimum	49.5	50.8	52.0	---	0.2	1.9	---
					Maximum	69.3	70.0	72.1	---	3.4	6.5	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		8	9	16	---	---	---	---
	LVC-F1.1	First Row First Floor Multifamily Residence	1		2110+74	54.4	54.9	58.9	Below / No	0.5	4.5	
	LVC-F1.2	First Row Second Floor Multifamily Residence	1		2110+74	57.5	58	61.6	Below / No	0.5	4.1	
	LVC-F2.1	First Row First Floor Multifamily Residence	1		2110+14	57.0	57.4	61.8	Below / No	0.4	4.8	
	LVC-F2.2	First Row Second Floor Multifamily Residence	1		2110+14	60.6	61	64.3	Below / No	0.4	3.7	
	LVC-F3.1	First Row First Floor Multifamily Residence	1		2109+79	59.2	59.5	64.1	Below / No	0.3	4.9	
	LVC-F3.2	First Row Second Floor Multifamily Residence	1		2109+79	62.4	62.7	66.2	Approaches / Yes	0.3	3.8	
	LVC-F4.1	First Row First Floor Multifamily Residence	1		2109+76	61.0	61.1	65.3	Below / No	0.1	4.3	
	LVC-F4.2	First Row Second Floor Multifamily Residence	1		2109+75	63.3	63.4	66.9	Approaches / Yes	0.1	3.6	
Lakewood Villas Condominiums - East of SR 874 and North of SW 56th Street	LVC-F5.1	First Row First Floor Multifamily Residence	2	Residential NAC B - 66 dB(A)	2109+80	61.2	61.3	65.1	Below / No	0.1	3.9	S5-1W
	LVC-F5.2	First Row Second Floor Multifamily Residence	2		2109+80	64.1	64.3	67.2	Exceeds / Yes	0.2	3.1	
	LVC-F6.1	First Row First Floor Multifamily Residence	1		2109+81	61.2	61.3	64.3	Below / No	0.1	3.1	
	LVC-F6.2	First Row Second Floor Multifamily Residence	1		2109+81	64.1	64.2	66.6	Approaches / Yes	0.1	2.5	
	LVC-F7.1	First Row First Floor Multifamily Residence	2		2110+12	56.9	57.1	57.6	Below / No	0.2	0.7	
	LVC-F7.2	First Row Second Floor Multifamily Residence	2		2110+12	60.4	60.5	61	Below / No	0.1	0.6	
	LVC-F8.1	First Row First Floor Multifamily Residence	2		2110+42	55.7	55.8	57.4	Below / No	0.1	1.7	
	LVC-F8.2	First Row Second Floor Multifamily Residence	2		2110+42	59.3	59.4	60.5	Below / No	0.1	1.2	
	LVC-F9.1	First Row First Floor Multifamily Residence	2		2109+95	59.5	59.6	61.4	Below / No	0.1	1.9	
	LVC-F9.2	First Row Second Floor Multifamily Residence	2		2109+95	62.8	63	64.3	Below / No	0.2	1.5	
	LVC-F10.1	First Row First Floor Multifamily Residence	1		2109+52	64.5	64.6	65.2	Below / No	0.1	0.7	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 20 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Lakewood Villas Condominiums - East of SR 874 and North of SW 56th Street	LVC-F10.2	First Row Second Floor Multifamily Residence	1	Residential NAC B - 66 dB(A)	2109+52	65.8	65.8	66.5	Approaches / Yes	0.0	0.7	S5-1W (Continued)
	LVC-F11.1	First Row First Floor Multifamily Residence	1		2109+50	64.7	64.7	65.1	Below / No	0.0	0.4	
	LVC-F11.2	First Row Second Floor Multifamily Residence	1		2109+50	65.7	65.8	66.2	Approaches / Yes	0.1	0.5	
	LVC-F12.1	First Row First Floor Multifamily Residence	1		2109+91	60.4	60.7	61.1	Below / No	0.3	0.7	
	LVC-F12.2	First Row Second Floor Multifamily Residence	1		2109+91	63.1	63.3	63.8	Below / No	0.2	0.7	
	LVC-F13.1	First Row First Floor Multifamily Residence	5		2110+76	55.2	56.4	57	Below / No	1.2	1.8	
	LVC-F13.2	First Row Second Floor Multifamily Residence	5		2110+92	57.0	58.1	58.8	Below / No	1.1	1.8	
	LVC-F14.1	First Row First Floor Multifamily Residence	4		2111+66	55.7	57	57.4	Below / No	1.3	1.7	
	LVC-F14.2	First Row Second Floor Multifamily Residence	4		2111+81	57.1	58.4	58.9	Below / No	1.3	1.8	
	LVC-S1.1	Second Row First Floor Multifamily Residence	1		2110+72	54.2	54.7	58.7	Below / No	0.5	4.5	
	LVC-S1.2	Second Row Second Floor Multifamily Residence	1		2110+72	57.4	57.9	61.4	Below / No	0.5	4.0	
					Minimum	54.2	54.7	57.0	---	0.0	0.4	---
					Maximum	65.8	65.8	67.2	---	1.3	4.9	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	7	---	---	---	---
Miller Lake Condominiums - East of SR 826 and North of SW 56th Street	MLC-F1.1	First Row First Floor Multi-Family Residence	2	Residential NAC B - 66 dB(A)	2114+51	55.4	56.8	57.2	Below / No	1.4	1.8	S5-1W (Continued)
	MLC-F1.2	First Row Second Floor Multifamily Residence	2		2114+59	57.0	58.4	58.9	Below / No	1.4	1.9	
	MLC-F1.3	First Row Second Floor Multifamily Residence	2		2114+66	59.7	61.1	61.4	Below / No	1.4	1.7	
	MLC-F2.1	First Row First Floor Multifamily Residence	2		2115+10	55.6	56.9	57.9	Below / No	1.3	2.3	
	MLC-F2.2	First Row Second Floor Multifamily Residence	2		2115+10	56.8	58.2	59.3	Below / No	1.4	2.5	
	MLC-F2.3	First Row Third Floor Multifamily Residence	2		2115+10	59.9	61.3	62.3	Below / No	1.4	2.4	
	MLC-F3.1	First Row First Floor Multifamily Residence	2		2114+32	51.5	52.7	53.7	Below / No	1.2	2.2	
	MLC-F3.2	First Row Second Floor Multifamily Residence	2		2114+31	53.0	54.3	55.2	Below / No	1.3	2.2	
	MLC-F3.3	First Row Third Floor Multi-Family Residence	2		2114+31	55.0	56.3	57.3	Below / No	1.3	2.3	
	MLC-S1.1	Second Row Second Floor Multifamily Residence	2		2115+09	54.5	55.9	56.9	Below / No	1.4	2.4	
	MLC-S1.2	Second Row Second Floor Multifamily Residence	2		2115+08	55.8	57.1	58.1	Below / No	1.3	2.3	
	MLC-S1.3	Second Row Third Floor Multifamily Residence	2		2115+08	59.3	60.6	61.8	Below / No	1.3	2.5	
	MLC-S2.1	Scond Row First Floor Multi-Family Residence	2		2114+28	51.0	52.2	53.2	Below / No	1.2	2.2	
	MLC-S2.2	Second Row Second Floor Multifamily Residence	2		2114+28	52.6	53.8	54.6	Below / No	1.2	2.0	
	MLC-S2.3	Second Row Third Floor Multifamily Residence	2		2114+28	54.5	55.8	56.7	Below / No	1.3	2.2	
					Minimum	51.0	52.2	53.2	---	1.2	1.7	---
					Maximum	59.9	61.3	62.3	---	1.4	2.5	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Noise Study Area 57 Special Land Use- See Figure 3.2 Sheets 6 through 9 (Segment 5)												
Lakeview Gardens - East of SR 874 and North of SW 56th Street	LG-1P	Community Pool	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2111+44	58.4	59.8	63.1	Below / No	1.4	4.7	---
	LG-2P	Community Pool	1 (Special Land Use)		2115+76	56.2	57.6	59.5	Below / No	1.4	3.3	---
	LG-3C	Tennis Courts	1 (Special Land Use)		2116+96	56.7	58.2	59.8	Below / No	1.5	3.1	---
Lakewood Villas Condominiums - East of SR 874 and North of SW 56th Street	LVC-Pool	Community Pool	1 (Special Land Use)		2112+18	54.4	54.9	58.9	Below / No	0.5	4.5	---
					Minimum	54.4	54.9	58.9	---	0.5	3.1	---
					Maximum	58.4	59.8	63.1	---	1.5	4.7	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 58 - See Figure 3.2 Sheets 6 and 7 (Segment 5)												
The Learning Experience Academy - East of SR 874 and South of SW 56th Street	TLEA-1C	Basketball Court	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2104+82	56.3	57.5	57.6	Below / No	1.2	1.3	---
	TLEA-I1	School Interior	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	2105+23	31.5	32.7	32.5	Below / No	1.2	1.0	---
					Minimum	31.5	32.7	32.5	---	1.2	1.0	---
					Maximum	56.3	57.5	57.6	---	1.2	1.3	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 59 - See Figure 3.2 Sheets 6 through 8 (Segment 5)												
Grady Crawford Subdivision - East of SR 826 between and South of SW 56th Street	GCS-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2105+13	52.5	53.6	54.8	Below / No	1.1	2.3	---
	GCS-F2	First Row Single Family Residence	1		2105+11	51.3	52.4	53.8	Below / No	1.1	2.5	---
	GCS-F3	First Row Single Family Residence	1		2105+25	53.2	54.4	54.8	Below / No	1.2	1.6	---
	GCS-F4	First Row Single Family Residence	1		2103+97	52.2	53.5	54	Below / No	1.3	1.8	---
	GCS-F5	First Row Single Family Residence	1		2102+87	52.3	53.6	54.5	Below / No	1.3	2.2	---
	GCS-S1	Second Row Single Family Residence	1		2103+10	51.1	52.2	54.2	Below / No	1.1	3.1	---
	GCS-S2	Second Row Single Family Residence	1		2103+04	51.9	53.1	55	Below / No	1.2	3.1	---
					Minimum	51.1	52.2	53.8	---	1.1	1.6	---
					Maximum	53.2	54.4	55.0	---	1.3	3.1	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Sunkist Estates South - East of SR 874 and South of SW 56th Street	SES-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2102+90	54.0	55.0	55.5	Below / No	1.0	1.5	---
	SES-F2	First Row Single Family Residence	1		2103+25	55.4	56.7	57.4	Below / No	1.3	2.0	---
					Minimum	54.0	55.0	55.5	---	1.0	1.5	---
					Maximum	55.4	56.7	57.4	---	1.3	2.0	---
Total Number of Residential Sites Equal to or Greater than 66.0 dB(A)						0	0	0	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 21 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Area 64 - See Figure 3.2 Sheets 6 through 10 (Segment 5)												
Tropical Park - West of SR 826 and South of SW 40th Street	TroP-1.1	Passive Recreational	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	50+93	66.2	68.4	67.6	Exceeds / Yes	2.2	1.4	S5-2W
	TroP-1.2	Passive Recreational	1 (Special Land Use)		50+91	62.3	63.5	64.1	Below / No	1.2	1.8	
	TroP-1.3	Passive Recreational	1 (Special Land Use)		50+88	61.4	62.6	62.2	Below / No	1.2	0.8	
	TroP-2.1	Passive Recreational	1 (Special Land Use)		61+72	69.9	71.4	68.0	Exceeds / Yes	1.5	-1.9	
	TroP-2.2	Passive Recreational	1 (Special Land Use)		61+69	66.0	67.6	64.0	Below / No	1.6	-2.0	
	TroP-2.3	Passive Recreational	1 (Special Land Use)		61+67	64.0	65.5	62.1	Below / No	1.5	-1.9	
	TroP-3.1	Passive Recreational	1 (Special Land Use)		64+48	69.7	71.2	68.3	Exceeds / Yes	1.5	-1.4	
	TroP-3.2	Passive Recreational	1 (Special Land Use)		64+45	66.6	68.1	65.5	Below / No	1.5	-1.1	
	TroP-3.3	Passive Recreational	1 (Special Land Use)		64+42	64.4	66.0	63.4	Below / No	1.6	-1.0	
	TroP-3.4	Passive Recreational	1 (Special Land Use)		64+40	62.5	64.1	61.6	Below / No	1.6	-0.9	
	TroP-4.1	Passive Recreational	1 (Special Land Use)		67+08	69.4	70.9	71.4	Exceeds / Yes	1.5	2.0	
	TroP-4.2	Passive Recreational	1 (Special Land Use)		67+05	66.2	67.8	67.0	Exceeds / Yes	1.6	0.8	
	TroP-4.3	Passive Recreational	1 (Special Land Use)		67+03	64.1	65.7	64.1	Below / No	1.6	0.0	
	TroP-5.1	Passive Recreational	1 (Special Land Use)		87+08	67.7	68.7	68.4	Exceeds / Yes	1.0	0.7	
	TroP-5.2	Passive Recreational	1 (Special Land Use)		87+12	65.0	66.1	64.7	Below / No	1.1	-0.3	
	TroP-5.3	Passive Recreational	1 (Special Land Use)		87+17	63.4	64.5	62.6	Below / No	1.1	-0.8	
	TroP-5.4	Passive Recreational	1 (Special Land Use)		87+21	61.9	63.0	61.4	Below / No	1.1	-0.5	
	TroP-6.1	Passive Recreational	1 (Special Land Use)		92+35	72.0	72.8	70.4	Exceeds / Yes	0.8	-1.6	
	TroP-6.2	Passive Recreational	1 (Special Land Use)		92+39	70.0	70.9	68.1	Exceeds / Yes	0.9	-1.9	
	TroP-6.3	Passive Recreational	1 (Special Land Use)		92+43	59.4	60.4	59.1	Below / No	1.0	-0.3	
	TroP-7.1	Passive Recreational	1 (Special Land Use)		99+49	71.4	72.4	70.5	Exceeds / Yes	1.0	-0.9	
	TroP-7.2	Passive Recreational	1 (Special Land Use)		99+53	69.3	70.4	68.1	Exceeds / Yes	1.1	-1.2	
	TroP-7.3	Passive Recreational	1 (Special Land Use)		99+57	59.0	60.2	59.4	Below / No	1.2	0.4	
	TroP-8.1	Passive Recreational	1 (Special Land Use)		106+17	68.9	70.1	69.4	Exceeds / Yes	1.2	0.5	
	TroP-8.2	Passive Recreational	1 (Special Land Use)		106+16	67.1	68.2	67.9	Exceeds / Yes	1.1	0.8	
	TroP-8.3	Passive Recreational	1 (Special Land Use)		106+16	60.1	61.3	62.7	Below / No	1.2	2.6	
	TroP-9.1	Passive Recreational	1 (Special Land Use)		112+30	67.6	69.6	68.8	Exceeds / Yes	2.0	1.2	
	TroP-9.2	Passive Recreational	1 (Special Land Use)		112+31	65.4	66.9	66.1	Approaches / Yes	1.5	0.7	
	TroP-9.3	Passive Recreational	1 (Special Land Use)		112+32	63.1	64.5	62.7	Below / No	1.4	-0.4	
					Minimum	59.0	60.2	59.1	---	0.8	-2.0	---
					Maximum	72.0	72.8	71.4	---	2.2	2.6	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						15	18	14	---	---	---	---
Noise Study Areas 65 through 67 - See Segment 4												

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 22 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Segment Number 6 (SW 40th Street/Bird Road to SW 24th Street/Coral Way)												
Noise Study Area 69 - See Figure 3.2 Sheets 9 and 10 (Segment 6)												
Humble Mini Park - East of SR 826 and North of SW 40th Street	MHP-1	Passive Recreational	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	115+72	64.4	66.7	70.3	Exceeds / Yes	2.3	5.9	Insufficient Right of Way Along Bird Road to Construct Noise Barrier at this Location
	MHP-2	Passive Recreational	1 (Special Land Use)		115+62	64.7	67.0	68.8	Exceeds / Yes	2.3	4.1	
					Minimum	64.4	66.7	68.8	---	2.3	4.1	---
					Maximum	64.7	67.0	70.3	---	2.3	5.9	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	2	2	---	---	---	---
Noise Study Area 70 - See Figure 3.2 Sheets 9 through 12 (Segment 6)												
Central Miami - East of SR 826 and South of SW 76th Avenue	CM-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	115+49	66.1	67.0	66.3	Approaches / Yes	0.9	0.2	Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access
	CM-F2	First Row Single Family Residence	1		115+47	66.5	67.5	66.9	Approaches / Yes	1.0	0.4	
	CM-F3	First Row Single Family Residence	1		116+95	62.1	63.9	63.9	Below / No	1.8	1.8	S6-1E
	CM-F4	First Row Single Family Residence	1		117+01	62.2	64.2	64.2	Below / No	2.0	2.0	
	CM-F5	First Row Single Family Residence	1		117+02	62.2	64.4	64.8	Below / No	2.2	2.6	
	CM-F6	First Row Single Family Residence	1		117+13	62.1	64.5	65.0	Below / No	2.4	2.9	
	CM-F7	First Row Single Family Residence	1		117+17	62.0	64.6	65.3	Below / No	2.6	3.3	
	CM-F8	First Row Single Family Residence	1		117+33	61.2	63.8	64.1	Below / No	2.6	2.9	
	CM-F9	First Row Single Family Residence	1		117+28	61.5	64.7	65.2	Below / No	3.2	3.7	
	CM-F10	First Row Single Family Residence	1		117+35	58.9	61.7	71.7	Exceeds / Yes	2.8	12.8	
	CM-F11	First Row Single Family Residence	1		118+45	62.3	65.8	66.5	Approaches / Yes	3.5	4.2	
	CM-F12	First Row Single Family Residence	1		119+98	62.6	65.8	68.4	Exceeds / Yes	3.2	5.8	
	CM-F13	First Row Single Family Residence	1		120+87	62.5	65.4	68.2	Exceeds / Yes	2.9	5.7	
	CM-F14	First Row Single Family Residence	1		122+43	61.5	64.2	68.5	Exceeds / Yes	2.7	7.0	
	CM-F15	First Row Single Family Residence	1		123+32	60.0	62.3	69.4	Exceeds / Yes	2.3	9.4	
	CM-F16	First Row Single Family Residence	1		125+01	60.2	62.3	69.2	Exceeds / Yes	2.1	9.0	
	CM-F17	First Row Single Family Residence	1		126+22	59.9	61.5	71.6	Exceeds / Yes	1.6	11.7	
	CM-F18	First Row Single Family Residence	1		127+67	62.4	63.6	71.3	Exceeds / Yes	1.2	8.9	
	CM-F19	First Row Single Family Residence	1		128+55	63.0	64.1	72.6	Exceeds / Yes	1.1	9.6	
	CM-F20	First Row Single Family Residence	1		130+35	62.1	63.0	71.8	Exceeds / Yes	0.9	9.7	
	CM-F21	First Row Single Family Residence	1		131+24	61.7	62.7	71.5	Exceeds / Yes	1.0	9.8	
	CM-F22	First Row Single Family Residence	1		132+99	61.8	62.9	71.4	Exceeds / Yes	1.1	9.6	
	CM-F23	First Row Single Family Residence	1		133+42	61.6	62.7	71.0	Exceeds / Yes	1.1	9.4	
	CM-F24	First Row Single Family Residence	1		134+22	61.6	62.8	71.0	Exceeds / Yes	1.2	9.4	
	CM-F25	First Row Single Family Residence	1		135+68	59.0	60.0	66.9	Approaches / Yes	1.0	7.9	
	CM-F26	First Row Single Family Residence	1		136+17	58.4	59.4	65.5	Below / No	1.0	7.1	
	CM-F27	First Row Single Family Residence	1		136+93	59.3	60.3	66.1	Approaches / Yes	1.0	6.8	
	CM-F28	First Row Single Family Residence	1		137+57	62.9	63.9	74.8	Exceeds / Yes	1.0	11.9	
	CM-F29	First Row Single Family Residence	1		138+36	62.3	63.3	74.3	Exceeds / Yes	1.0	12.0	
	CM-F30	First Row Single Family Residence	1		138+95	61.2	62.4	72.5	Exceeds / Yes	1.2	11.3	
	CM-F31	First Row Single Family Residence	1		139+54	64.6	65.9	70.5	Exceeds / Yes	1.3	5.9	
	CM-F32	First Row Single Family Residence	1		140+21	64.4	65.8	67.4	Exceeds / Yes	1.4	3.0	
	CM-F33	First Row Single Family Residence	1		141+50	65.0	66.0	65.7	Below / No	1.0	0.7	
	CM-F34	First Row Single Family Residence	1		142+42	64.9	65.9	64.9	Below / No	1.0	0.0	
	CM-F35	First Row Single Family Residence	1		143+20	65.2	66.2	65.5	Below / No	1.0	0.3	
	CM-F36	First Row Single Family Residence	1		143+79	64.3	65.3	64.5	Below / No	1.0	0.2	
	CM-F37	First Row Single Family Residence	1		144+75	65.3	66.3	65.7	Below / No	1.0	0.4	
	CM-F38	First Row Single Family Residence	1		145+72	65.7	66.6	66.4	Approaches / Yes	0.9	0.7	
	CM-F39	First Row Single Family Residence	1		146+08	65.4	66.3	66.2	Approaches / Yes	0.9	0.8	
	CM-F40	First Row Single Family Residence	1		146+62	65.3	66.3	66.3	Approaches / Yes	1.0	1.0	
	CM-F41	First Row Single Family Residence	1		147+40	64.8	65.7	65.0	Below / No	0.9	0.2	
	CM-F42	First Row Single Family Residence	1		148+17	65.9	66.8	69.3	Exceeds / Yes	0.9	3.4	
	CM-F43	First Row Single Family Residence	1		148+98	64.3	65.3	73.8	Exceeds / Yes	1.0	9.5	
	CM-F44	First Row Single Family Residence	1		150+07	64.7	65.7	77.1	Exceeds / Yes	1.0	12.4	
	CM-F45	First Row Single Family Residence	1		150+42	65.7	66.6	78.9	Exceeds / Yes	0.9	13.2	
	CM-F46	First Row Single Family Residence	1		151+15	64.1	65.1	76.3	Exceeds / Yes	1.0	12.2	
	CM-F47	First Row Single Family Residence	1		151+71	64.4	65.5	76.2	Exceeds / Yes	1.1	11.8	
	CM-F48	First Row Single Family Residence	1		152+42	65.1	66.1	77.2	Exceeds / Yes	1.0	12.1	
	CM-F49	First Row Single Family Residence	1		153+34	64.9	66.3	76.6	Exceeds / Yes	1.4	11.7	
	CM-F50	First Row Single Family Residence	1		154+03	63.4	66.2	76.5	Exceeds / Yes	2.8	13.1	
	CM-F51	First Row Single Family Residence	1		154+65	63.8	66.2	75.8	Exceeds / Yes	2.4	12.0	
	CM-F52	First Row Single Family Residence	1		155+75	63.3	65.9	74.3	Exceeds / Yes	2.6	11.0	
	CM-F53	First Row Single Family Residence	1		156+84	64.8	65.8	75.9	Exceeds / Yes	1.0	11.1	
	CM-F54	First Row Single Family Residence	1		157+39	64.6	65.6	74.5	Exceeds / Yes	1.0	9.9	
	CM-F55	First Row Single Family Residence	1		157+87	64.7	65.7	74.3	Exceeds / Yes	1.0	9.6	
	CM-F56	First Row Single Family Residence	1		158+36	64.7	65.7	72.4	Exceeds / Yes	1.0	7.7	
	CM-F57	First Row Single Family Residence	1		158+88	65.2	66.1	71.7	Exceeds / Yes	0.9	6.5	
	CM-F58	First Row Single Family Residence	1		159+38	64.7	65.6	71.7	Exceeds / Yes	0.9	7.0	
	CM-F59 & CM-F60	First Row Single Family Residence	2		160+00	64.1	64.9	69.0	Exceeds / Yes	0.8	4.9	
	CM-F61 & CM-F62	First Row Single Family Residence	2		161+10	62.6	63.5	66.8	Approaches / Yes	0.9	4.2	
	CM-F63	First Row Single Family Residence	1		162+22	58.9	60.2	62.3	Below / No	1.3	3.4	
	CM-F64	First Row Single Family Residence	1		163+50	58.0	59.2	61.0	Below / No	1.2	3.0	
	CM-F65	First Row Single Family Residence	1		164+84	57.6	59.5	60.7	Below / No	1.9	3.1	
	CM-S1 & CM-S2	Second Row Single Family Residence	2		116+90	61.8	63.3	63.2	Below / No	1.5	1.4	
	CM-S3	Second Row Single Family Residence	1		117+97	61.0	62.8	63.3	Below / No	1.8	2.3	
	CM-S4	Second Row Single Family Residence	1		117+99	61.5	63.6	64.1	Below / No	2.1	2.6	
	CM-S5	Second Row Single Family Residence	1		118+05	61.4	63.7	64.5	Below / No	2.3	3.1	
	CM-S6	Second Row Single Family Residence	1		118+11	61.3	63.7	64.8	Below / No	2.4	3.5	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 23 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Central Miami - East of SR 826 and South of SW 76th Avenue	CM-S7	Second Row Single Family Residence	1	Residential NAC B - 66 dB(A)	118+03	60.1	62.7	63.3	Below / No	2.6	3.2	S6-1E (Continued)
	CM-S8	Second Row Single Family Residence	1		118+35	60.3	63.2	64.8	Below / No	2.9	4.5	
	CM-S9	Second Row Single Family Residence	1		119+89	60.4	63.0	64.6	Below / No	2.6	4.2	
	CM-S10	Second Row Single Family Residence	1		120+83	56.6	58.8	60.3	Below / No	2.2	3.7	
	CM-S11	Second Row Single Family Residence	1		122+28	61.3	63.4	64.0	Below / No	2.1	2.7	
	CM-S12	Second Row Single Family Residence	1		123+38	59.9	62.2	64.9	Below / No	2.3	5.0	
	CM-S13	Second Row Single Family Residence	1		124+93	57.2	59.5	64.5	Below / No	2.3	7.3	
	CM-S14	Second Row Single Family Residence	1		126+05	59.5	61.3	68.1	Exceeds / Yes	1.8	8.6	
	CM-S15	Second Row Single Family Residence	1		127+61	59.4	61.1	65.6	Below / No	1.7	6.2	
	CM-S16	Second Row Single Family Residence	1		128+65	55.8	57.8	58.4	Below / No	2.0	2.6	
	CM-S17	Second Row Single Family Residence	1		130+26	58.9	60.0	65.8	Below / No	1.1	6.9	
	CM-S18	Second Row Single Family Residence	1		131+23	56.6	57.8	63.4	Below / No	1.2	6.8	
	CM-S19	Second Row Single Family Residence	1		132+93	56.8	58.1	63.6	Below / No	1.3	6.8	
	CM-S20	Second Row Single Family Residence	1		134+15	56.4	57.8	64.5	Below / No	1.4	8.1	
	CM-S21	Second Row Single Family Residence	1		137+47	59.0	60.1	65.7	Below / No	1.1	6.7	
	CM-S22	Second Row Single Family Residence	1		139+02	58.4	59.7	63.5	Below / No	1.3	5.1	
	CM-S23	Second Row Single Family Residence	1		139+71	58.3	59.6	62.6	Below / No	1.3	4.3	
	CM-S24	Second Row Single Family Residence	1		140+80	58.4	59.7	62.2	Below / No	1.3	3.8	
	CM-S25	Second Row Single Family Residence	1		142+23	57.8	59.1	61.5	Below / No	1.3	3.7	
	CM-S26	Second Row Single Family Residence	1		142+83	57.7	58.9	61.3	Below / No	1.2	3.6	
	CM-S27	Second Row Single Family Residence	1		144+20	57.8	59.0	60.7	Below / No	1.2	2.9	
	CM-S28	Second Row Single Family Residence	1		145+31	57.2	58.4	59.6	Below / No	1.2	2.4	
	CM-S29	Second Row Single Family Residence	1		147+33	58.1	59.3	58.5	Below / No	1.2	0.4	
	CM-S30	Second Row Single Family Residence	1		147+88	57.5	58.7	59.9	Below / No	1.2	2.4	
	CM-S31	Second Row Single Family Residence	1		149+78	58.1	59.2	61.4	Below / No	1.1	3.3	
	CM-S32	Second Row Single Family Residence	1		150+42	57.6	58.7	60.7	Below / No	1.1	3.1	
	CM-S33	Second Row Single Family Residence	1		152+43	58.6	59.6	62.0	Below / No	1.0	3.4	
	CM-S34	Second Row Single Family Residence	1		153+09	58.1	59.3	61.7	Below / No	1.2	3.6	
	CM-S35	Second Row Single Family Residence	1		155+13	58.7	59.8	62.7	Below / No	1.1	4.0	
	CM-S36	Second Row Single Family Residence	1		155+69	58.8	59.9	62.8	Below / No	1.1	4.0	
	CM-S37	Second Row Single Family Residence	1		157+57	58.4	59.6	60.8	Below / No	1.2	2.4	
	CM-S38	Second Row Single Family Residence	1		158+25	58.5	59.7	60.6	Below / No	1.2	2.1	
	CM-S39	Second Row Single Family Residence	1		160+08	58.8	60.1	61.1	Below / No	1.3	2.3	
	CM-S40	Second Row Single Family Residence	1		161+43	58.6	59.7	62.0	Below / No	1.1	3.4	
	CM-S41	Second Row Single Family Residence	1		163+12	57.8	59.0	62.4	Below / No	1.2	4.6	
	CM-S42	Second Row Single Family Residence	1		164+56	54.4	57.1	57.2	Below / No	2.7	2.8	
	CM-T1	Third Row Single Family Residence	1		119+77	60.0	62.2	63.1	Below / No	2.2	3.1	
	CM-T2	Third Row Single Family Residence	1		120+65	58.5	60.7	62.2	Below / No	2.2	3.7	
	CM-T3	Third Row Single Family Residence	1		122+36	57.3	59.4	61.2	Below / No	2.1	3.9	
	CM-T4	Third Row Single Family Residence	1		123+15	57.4	59.8	63.1	Below / No	2.4	5.7	
	CM-T5	Third Row Single Family Residence	1		124+72	56.0	58.4	63.3	Below / No	2.4	7.3	
	CM-T6	Third Row Single Family Residence	1		125+91	56.9	58.9	64.7	Below / No	2.0	7.8	
	CM-T7	Third Row Single Family Residence	1		127+53	57.2	59.1	62.8	Below / No	1.9	5.6	
	CM-T8	Third Row Single Family Residence	1		128+43	55.4	57.3	61.4	Below / No	1.9	6.0	
	CM-T10 and CM-T9	Third Row Single Family Residence	1		131+16	56.2	57.8	61.2	Below / No	1.6	5.0	
	CM-T11	Third Row Single Family Residence	1		132+50	56.8	58.4	62.3	Below / No	1.6	5.5	
	CM-T12	Third Row Single Family Residence	1		132+97	56.5	58.1	61.9	Below / No	1.6	5.4	
	CM-T13	Third Row Single Family Residence	1		133+48	56.3	57.8	61.6	Below / No	1.5	5.3	
	CM-T14	Third Row Single Family Residence	1		134+27	56.6	58.1	61.9	Below / No	1.5	5.3	
	CM-T15	Third Row Single Family Residence	1		134+89	56.8	58.1	62.3	Below / No	1.3	5.5	
	CM-T16	Third Row Single Family Residence	1		135+69	56.4	57.9	61.7	Below / No	1.5	5.3	
	CM-T17	Third Row Single Family Residence	1		136+48	55.9	57.4	61.0	Below / No	1.5	5.1	
	CM-T18	Third Row Single Family Residence	1		137+39	55.3	56.4	60.1	Below / No	1.1	4.8	
	CM-T19	Third Row Single Family Residence	1		139+61	56.2	57.6	59.6	Below / No	1.4	3.4	
	CM-T20	Third Row Single Family Residence	1		140+25	55.8	57.2	58.3	Below / No	1.4	2.5	
	CM-T21	Third Row Single Family Residence	1		142+21	56.2	57.5	58.9	Below / No	1.3	2.7	
	CM-T22	Third Row Single Family Residence	1		142+76	55.9	57.2	58.4	Below / No	1.3	2.5	
	CM-T23	Third Row Single Family Residence	1		144+18	57.2	58.4	59.5	Below / No	1.2	2.3	
	CM-T24	Third Row Single Family Residence	1		145+29	56.0	57.2	58.7	Below / No	1.2	2.7	
	CM-T25	Third Row Single Family Residence	1		147+14	55.0	56.3	56.9	Below / No	1.3	1.9	
	CM-T26	Third Row Single Family Residence	1		147+82	55.2	56.4	57.1	Below / No	1.2	1.9	
	CM-T27	Third Row Single Family Residence	1		149+89	53.8	55.0	55.7	Below / No	1.2	1.9	
	CM-T28	Third Row Single Family Residence	1		150+59	53.9	55.1	54.5	Below / No	1.2	0.6	
	CM-T29	Third Row Single Family Residence	1		152+41	51.6	52.9	52.1	Below / No	1.3	0.5	
	CM-T30	Third Row Single Family Residence	1		153+00	55.2	56.5	58.6	Below / No	1.3	3.4	
	CM-T31	Third Row Single Family Residence	1		155+11	55.7	56.9	59.2	Below / No	1.2	3.5	
	CM-T32	Third Row Single Family Residence	1		155+74	54.5	55.7	56.7	Below / No	1.2	2.2	
	CM-T33	Third Row Single Family Residence	1		157+57	55.9	57.2	58.3	Below / No	1.3	2.4	
	CM-T34	Third Row Single Family Residence	1		158+38	55.2	57.3	57.8	Below / No	2.1	2.6	
	CM-T35	Third Row Single Family Residence	1		161+18	58.5	59.7	61.4	Below / No	1.2	2.9	
	CM-T36	Third Row Single Family Residence	1		162+54	55.1	56.3	57.6	Below / No	1.2	2.5	
	CM-T37	Third Row Single Family Residence	1		164+26	55.2	57.5	58.2	Below / No	2.3	3.0	
					Minimum	51.6	52.9	52.1	---	0.8	0.0	---
					Maximum	66.5	67.5	78.9	---	3.5	13.2	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						2	15	49	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 24 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Area 71 - See Figure 3.2 Sheets 11 and 12 (Segment 6)												
Westchester General Hospital - East of SR 826 and South of SW 24th Street	WGH-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	166+26	36.1	38.4	37.1	Below / No	2.3	1.0	---
	WGH-I2	Medical Facility Interior Use	1 (Special Land Use)		168+77	36.6	45.7	38.9	Below / No	9.1	2.3	---
	WGHCC-I1	Medical Facility Interior Use	1 (Special Land Use)		167+12	27.5	34.6	29.8	Below / No	7.1	2.3	---
					Minimum	27.5	34.6	29.8	---	2.3	1.0	---
					Maximum	36.6	45.7	38.9	---	9.1	2.3	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 72 Residential - See Figure 3.2 Sheets 10 through 12 (Segment 6)												
Baker Manor - West of SR 826 and North of SW 40th Street	BM-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	128+14	62.3	64.1	69.9	Exceeds / Yes	1.8	7.6	S6-1W
	BM-F2	First Row Single Family Residence	1		130+15	60.8	62.3	68.4	Exceeds / Yes	1.5	7.6	
	BM-F3	First Row Single Family Residence	1		131+36	61.2	62.9	69.0	Exceeds / Yes	1.7	7.8	
	BM-F4	First Row Single Family Residence	1		132+73	61.1	62.7	69.1	Exceeds / Yes	1.6	8.0	
	BM-F5	First Row Single Family Residence	1		133+76	61.3	62.9	69.5	Exceeds / Yes	1.6	8.2	
	BM-F6	First Row Single Family Residence	1		135+51	61.8	63.3	To Be Relocated	Below / No	1.5	---	
	BM-F7	First Row Single Family Residence	1		136+43	62.1	63.4	To Be Relocated	Below / No	1.3	---	
	BM-F8	First Row Single Family Residence	1		137+85	62.6	63.8	To Be Relocated	Below / No	1.2	---	
	BM-F9	First Row Single Family Residence	1		138+48	63.2	64.5	To Be Relocated	Below / No	1.3	---	
	BM-F10	First Row Single Family Residence	1		140+49	63.7	64.9	To Be Relocated	Below / No	1.2	---	
	BM-F11	First Row Single Family Residence	1		141+56	64.2	65.4	To Be Relocated	Below / No	1.2	---	
	BM-F12	First Row Single Family Residence	1		143+50	64.7	65.9	To Be Relocated	Below / No	1.2	---	
	BM-S1	Second Row Single Family Residence	1		128+23	62.7	60.8	65.3	Below / No	-1.9	2.6	
	BM-S2	Second Row Single Family Residence	1		130+44	56.7	58.2	63.4	Below / No	1.5	6.7	
	BM-S3	Second Row Single Family Residence	1		131+43	57.1	58.5	63.9	Below / No	1.4	6.8	
	BM-S4	Second Row Single Family Residence	1		132+95	56.6	58.2	64.4	Below / No	1.6	7.8	
	BM-S5	Second Row Single Family Residence	1		133+90	57.2	58.7	65.4	Below / No	1.5	8.2	
	BM-S6	Second Row Single Family Residence	1		135+18	56.0	57.5	67.3	Exceeds / Yes	1.5	11.3	
	BM-S7	Second Row Single Family Residence	1		136+46	57.9	59.1	68.4	Exceeds / Yes	1.2	10.5	
	BM-S8	Second Row Single Family Residence	1		137+81	57.5	58.7	69.0	Exceeds / Yes	1.2	11.5	
	BM-S9	Second Row Single Family Residence	1		139+09	58.6	59.8	69.7	Exceeds / Yes	1.2	11.1	
	BM-S10	Second Row Single Family Residence	1		140+60	58.5	59.7	70.8	Exceeds / Yes	1.2	12.3	
	BM-S11	Second Row Single Family Residence	1		141+65	58.9	60.1	72.5	Exceeds / Yes	1.2	13.6	
	BM-S12	Second Row Single Family Residence	1		143+57	57.7	58.8	73.7	Exceeds / Yes	1.1	16.0	
	BM-T1	Third Row Single Family Residence	1		128+41	61.7	57.5	61.3	Below / No	-4.2	-0.4	
	BM-T2	Third Row Single Family Residence	1		130+47	53.4	54.6	58.6	Below / No	1.2	5.2	
	BM-T3	Third Row Single Family Residence	1		131+62	55.5	56.9	62.0	Below / No	1.4	6.5	
	BM-T4	Third Row Single Family Residence	1		133+04	54.6	56.0	60.8	Below / No	1.4	6.2	
	BM-T5	Third Row Single Family Residence	1		133+97	55.5	57.0	62.3	Below / No	1.5	6.8	
	BM-T6	Third Row Single Family Residence	1		135+34	55.1	56.4	62.4	Below / No	1.3	7.3	
	BM-T7	Third Row Single Family Residence	1		136+52	55.9	57.2	64.0	Below / No	1.3	8.1	
	BM-T8	Third Row Single Family Residence	1		138+09	56.1	57.3	64.3	Below / No	1.2	8.2	
	BM-T9	Third Row Single Family Residence	1		139+08	56.3	57.5	64.3	Below / No	1.2	8.0	
	BM-T10	Third Row Single Family Residence	1		140+43	51.1	52.4	53.9	Below / No	1.3	2.8	
	BM-T11	Third Row Single Family Residence	1		141+64	57.0	58.2	65.1	Below / No	1.2	8.1	
	BM-T12	Third Row Single Family Residence	1		143+58	54.8	56.0	62.3	Below / No	1.2	7.5	
	BM-U1	Fourth Row Single Family Residence	2		135+35	56.4	57.9	61.9	Below / No	1.5	5.5	
	BM-U2	Fourth Row Single Family Residence	2		137+88	55.1	56.6	62.9	Below / No	1.5	7.8	
	BM-U3	Fourth Row Single Family Residence	2		140+39	54.8	56.1	62.1	Below / No	1.3	7.3	
	BM-U4	Fourth Row Single Family Residence	2		143+78	55.1	56.3	61.0	Below / No	1.2	5.9	
					Minimum	51.1	52.4	53.9	---	-4.2	-0.4	---
					Maximum	64.7	65.9	73.7	---	1.8	16.0	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	12	---	---	---	---
Sunrise Manor - West of SR 826 and North of SW 40th Street	SM-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	144+23	64.1	65.2	To Be Relocated	Below / No	1.1	---	S6-1W (Continued)
	SM-F2	First Row Single Family Residence	1		146+28	62.2	63.3	73.6	Exceeds / Yes	1.1	11.4	
	SM-F3	First Row Single Family Residence	1		147+05	62.6	63.7	74.7	Exceeds / Yes	1.1	12.1	
	SM-F4	First Row Single Family Residence	1		147+79	62.6	63.7	74.8	Exceeds / Yes	1.1	12.2	
	SM-F5	First Row Single Family Residence	1		148+60	62.6	63.7	74.7	Exceeds / Yes	1.1	12.1	
	SM-F6	First Row Single Family Residence	1		149+33	62.5	63.5	74.7	Exceeds / Yes	1.0	12.2	
	SM-F7	First Row Single Family Residence	1		150+12	62.6	63.6	74.7	Exceeds / Yes	1.0	12.1	
	SM-F8	First Row Single Family Residence	1		150+86	62.5	63.5	75.0	Exceeds / Yes	1.0	12.5	
	SM-F9	First Row Single Family Residence	1		152+27	62.5	63.4	74.8	Exceeds / Yes	0.9	12.3	
	SM-F10	First Row Single Family Residence	1		153+29	62.2	63.2	74.8	Exceeds / Yes	1.0	12.6	
	SM-F11	First Row Single Family Residence	1		154+82	61.4	62.4	74.2	Exceeds / Yes	1.0	12.8	
	SM-F12	First Row Single Family Residence	1		155+15	66.5	67.6	To Be Relocated	Below / No	1.1	---	
	SM-S1	Second Row Single Family Residence	1		144+11	58.3	59.3	69.7	Exceeds / Yes	1.0	11.4	
	SM-S2	Second Row Single Family Residence	1		145+77	56.8	57.9	63.3	Below / No	1.1	6.5	
	SM-S3	Second Row Single Family Residence	1		146+48	56.2	57.3	60.4	Below / No	1.1	4.2	
	SM-S4	Second Row Single Family Residence	1		147+25	55.7	56.8	58.9	Below / No	1.1	3.2	
	SM-S5	Second Row Single Family Residence	1		148+40	55.6	56.8	57.8	Below / No	1.2	2.2	
	SM-S6	Second Row Single Family Residence	1		149+38	56.2	57.4	61.0	Below / No	1.2	4.8	
	SM-S7	Second Row Single Family Residence	1		150+15	56.4	57.6	61.4	Below / No	1.2	5.0	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 25 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Sunrise Manor - West of SR 826 and North of SW 40th Street	SM-S8	Second Row Single Family Residence	1	Residential NAC B - 66 dB(A)	150+84	58.1	59.0	66.1	Approaches / Yes	0.9	8.0	S6-1W (Continued)
	SM-S9	Second Row Single Family Residence	1		152+38	57.0	58.0	64.4	Below / No	1.0	7.4	
	SM-S10	Second Row Single Family Residence	1		153+30	58.1	59.0	67.3	Exceeds / Yes	0.9	9.2	
	SM-S11	Second Row Single Family Residence	1		154+90	57.1	58.1	66.2	Approaches / Yes	1.0	9.1	
	SM-S12	Second Row Single Family Residence	1		155+74	60.9	61.9	73.9	Exceeds / Yes	1.0	13.0	
	SM-T1	Third Row Single Family Residence	1		144+33	54.3	55.6	59.4	Below / No	1.3	5.1	
	SM-T2	Third Row Single Family Residence	1		146+38	54.1	55.4	58.4	Below / No	1.3	4.3	
	SM-T3	Third Row Single Family Residence	1		147+16	54.0	55.2	57.7	Below / No	1.2	3.7	
	SM-T4	Third Row Single Family Residence	1		147+91	54.3	55.5	57.6	Below / No	1.2	3.3	
	SM-T5	Third Row Single Family Residence	1		148+67	53.9	55.2	57.5	Below / No	1.3	3.6	
	SM-T6	Third Row Single Family Residence	1		149+44	54.5	55.8	57.4	Below / No	1.3	2.9	
	SM-T7	Third Row Single Family Residence	1		150+18	54.3	55.5	57.5	Below / No	1.2	3.2	
	SM-T8	Third Row Single Family Residence	1		150+90	55.6	56.7	60.1	Below / No	1.1	4.5	
	SM-T9	Third Row Single Family Residence	1		152+29	51.7	53.0	53.4	Below / No	1.3	1.7	
	SM-T10	Third Row Single Family Residence	1		153+30	56.2	57.2	63.0	Below / No	1.0	6.8	
	SM-T11	Third Row Single Family Residence	1		154+97	55.8	56.8	61.1	Below / No	1.0	5.3	
	SM-T12	Third Row Single Family Residence	1		155+78	57.0	58.2	67.7	Exceeds / Yes	1.2	10.7	
	SM-U1	Fourth Row Single Family Residence	1		155+83	55.4	56.6	63.4	Below / No	1.2	8.0	
					Minimum	51.7	53.0	53.4	---	0.9	1.7	---
					Maximum	66.5	67.6	75.0	---	1.3	13.0	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						1	1	16	---	---	---	---
Coral Way - West of SR 826 and South of SW 24th Street	CW-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	156+51	64.7	65.8	To Be Relocated	Below / No	1.1	---	S6-1W (Continued)
	CW-F2	First Row Single Family Residence	1		157+84	64.0	65.1	To Be Relocated	Below / No	1.1	---	
	CW-F3	First Row Single Family Residence	1		159+10	63.4	64.5	To Be Relocated	Below / No	1.1	---	
	CW-F4	First Row Single Family Residence	1		160+00	61.9	63.1	To Be Relocated	Below / No	1.2	---	
	CW-F5	First Row Single Family Residence	1		160+90	60.3	61.5	To Be Relocated	Below / No	1.2	---	
	CW-F6	First Row Single Family Residence	1		161+76	60.9	62.3	To Be Relocated	Below / No	1.4	---	
	CW-F7	First Row Single Family Residence	1		162+62	60.5	61.9	To Be Relocated	Below / No	1.4	---	
	CW-F8	First Row Single Family Residence	1		164+11	59.2	60.7	To Be Relocated	Below / No	1.5	---	
	CW-F9	First Row Single Family Residence	1		166+51	59.8	61.6	To Be Relocated	Below / No	1.8	---	
	CW-F10	First Row Single Family Residence	1		167+70	58.8	62.2	To Be Relocated	Below / No	3.4	---	
	CW-S1	First Row Single Family Residence	1		156+63	60.5	61.5	72.5	Exceeds / Yes	1.0	12.0	
	CW-S2	Second Row Single Family Residence	1		157+85	59.3	60.5	70.5	Exceeds / Yes	1.2	11.2	
	CW-S3	Second Row Single Family Residence	1		159+51	59.3	60.5	69.9	Exceeds / Yes	1.2	10.6	
	CW-S4	Second Row Single Family Residence	1		160+36	58.9	59.9	68.4	Exceeds / Yes	1.0	9.5	
	CW-S5	Second Row Single Family Residence	1		161+30	59.9	61.3	68.5	Exceeds / Yes	1.4	8.6	
	CW-S6	Second Row Single Family Residence	1		161+90	59.5	61.1	68.1	Exceeds / Yes	1.6	8.6	
	CW-S7	Second Row Single Family Residence	1		164+33	59.4	61.4	66.3	Approaches / Yes	2.0	6.9	
	CW-S8	Second Row Single Family Residence	1		165+34	59.7	61.8	65.9	Below / No	2.1	6.2	
	CW-S9	Second Row Single Family Residence	1		166+52	59.5	62.0	65.4	Below / No	2.5	5.9	
	CW-S10	Second Row Single Family Residence	1		167+38	59.5	62.8	65.6	Below / No	3.3	6.1	
	CW-T1	Third Row Single Family Residence	1		156+68	56.5	57.6	64.0	Below / No	1.1	7.5	
	CW-T2	Third Row Single Family Residence	1		158+48	56.2	57.4	58.6	Below / No	1.2	2.4	
	CW-T3	Third Row Single Family Residence	1		159+36	55.2	56.6	58.2	Below / No	1.4	3.0	
	CW-T4	Third Row Single Family Residence	1		160+20	55.8	57.4	60.0	Below / No	1.6	4.2	
	CW-T5	Third Row Single Family Residence	1		161+10	56.1	57.8	61.0	Below / No	1.7	4.9	
	CW-T6	Third Row Single Family Residence	1		162+59	57.3	58.9	64.8	Below / No	1.6	7.5	
	CW-T7	Third Row Single Family Residence	1		164+06	57.1	59.1	62.7	Below / No	2.0	5.6	
	CW-T8	Third Row Single Family Residence	1		165+37	56.0	58.8	61.5	Below / No	2.8	5.5	
	CW-T9	Third Row Single Family Residence	1		166+49	56.2	59.6	61.2	Below / No	3.4	5.0	
	CW-T10	Third Row Single Family Residence	1		167+28	56.6	61.2	61.9	Below / No	4.6	5.3	
	CW-U1	Fourth Row Single Family Residence	1		156+70	56.1	57.3	61.3	Below / No	1.2	5.2	
	CW-U2	Fourth Row Single Family Residence	2		158+16	54.8	56.6	60.7	Below / No	1.8	5.9	
	CW-U3	Fourth Row Single Family Residence	3		161+38	55.7	57.9	62.3	Below / No	2.2	6.6	
	CW-U4	Fourth Row Single Family Residence	2		164+31	55.6	59.0	62.9	Below / No	3.4	7.3	
	CW-U5	Fourth Row Single Family Residence	2		166+31	55.6	59.9	62.8	Below / No	4.3	7.2	
	CW-U6	Fourth Row Single Family Residence	1		167+31	56.3	60.7	62.5	Below / No	4.4	6.2	
					Minimum	54.8	56.6	58.2	---	1.0	2.4	---
					Maximum	64.7	65.8	72.5	---	4.6	12.0	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	7	---	---	---	---
Noise Study Area 72 Special Land Use- See Figure 3.2 Sheets 10 through 12 (Segment 6)												
Preferred Care Partners Medical Group - West of SR 826 and South of SW 24th Street	PCPMG-D1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	168+46	41.8	43.0	43.6	Below / No	1.2	1.8	---
Vicky's Bakery - West of SR 826 and South of SW 24th Street	Vicky's-E-1	Restaurant Exterior Use	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	168+70	68.9	70.1	71.1	Exceeds / Yes	1.2	2.2	---
					Minimum	41.8	43.0	43.6	---	1.2	1.4	---
					Maximum	68.9	70.1	70.3	---	1.2	1.8	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						1	1	1	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 26 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Segment Number 7 (SW 24th Street/Coral Way to SW 8th Street)												
Noise Study Area 73 - See Figure 3.2 Sheets 11 and 12 (Segment 7)												
West Miami Middle School - East of SR 826 and North of SW 24th Street	WMMS-T1	Basketball Court	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	173+34	62.7	63.8	64.6	Below / No	1.1	1.9	---
	WMMS-T2	Basketball Court	1 (Special Land Use)		173+28	61.3	62.4	63.8	Below / No	1.1	2.5	---
	WMMS-T3	Basketball Court	1 (Special Land Use)		173+27	59.7	60.9	62.9	Below / No	1.2	3.2	---
	WMMS-B1	Baseball Field	1 (Special Land Use)		174+49	62.4	63.4	64.7	Below / No	1.0	2.3	---
	WMMS-B2	Baseball Field	1 (Special Land Use)		174+45	61.3	62.4	64.4	Below / No	1.1	3.1	---
	WMMS-B3	Basebal Field	1 (Special Land Use)		174+42	59.9	61.1	63.1	Below / No	1.2	3.2	---
	WMMS-B4	Baseball Field	1 (Special Land Use)		175+85	62.4	63.5	65.1	Below / No	1.1	2.7	---
	WMMS-B5	Baseball Field	1 (Special Land Use)		176+00	59.9	61.0	63.3	Below / No	1.1	3.4	---
	WMMS-B6	Baseball Field	1 (Special Land Use)		175+87	61.2	62.3	64.6	Below / No	1.1	3.4	---
	WMMS-I1	Educational Facility Interior Use	1 (Special Land Use)		171+16	42.7	43.9	43.6	Below / No	1.2	0.9	---
					Minimum	42.7	43.9	43.6	---	1.0	0.9	---
					Maximum	62.7	63.8	65.1	---	1.2	3.4	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 74 - See Figure 3.2 Sheets 11 through 14 (Segment 7)												
Hardwood Village - East of SR 826 and North of SW 24th Street	HWV-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	176+61	63.2	64.2	64.2	Below / No	1.0	1.0	S7-1E
	HWV-F2	First Row Single Family Residence	1		177+33	63.6	64.6	65.9	Below / No	1.0	2.3	
	HWV-F3	First Row Single Family Residence	1		178+48	64.3	65.3	67.0	Meets / Yes	1.0	2.7	
	HWV-F4	First Row Single Family Residence	1		179+32	64.6	65.5	68.2	Exceeds / Yes	0.9	3.6	
	HWV-F5	First Row Single Family Residence	1		179+93	64.8	65.8	68.7	Exceeds / Yes	1.0	3.9	
	HWV-F6	First Row Single Family Residence	1		180+77	64.1	65.1	68.8	Exceeds / Yes	1.0	4.7	
	HWV-F7 & F8	First Row Single Family Residence	2		181+48	64.7	65.7	70.7	Exceeds / Yes	1.0	6.0	
	HWV-F9	First Row Single Family Residence	1		182+49	64.9	65.9	73.4	Exceeds / Yes	1.0	8.5	
	HWV-F10	First Row Single Family Residence	1		183+40	63.9	64.8	72.6	Exceeds / Yes	0.9	8.7	
	HWV-F11	First Row Single Family Residence	1		184+08	64.6	65.6	74.7	Exceeds / Yes	1.0	10.1	
	HWV-F12	First Row Single Family Residence	1		184+80	63.7	64.7	73.1	Exceeds / Yes	1.0	9.4	
	HWV-F13	First Row Single Family Residence	1		185+79	64.1	65.0	73.8	Exceeds / Yes	0.9	9.7	
	HWV-F14	First Row Single Family Residence	1		186+39	64.2	65.1	73.5	Exceeds / Yes	0.9	9.3	
	HWV-F15	First Row Single Family Residence	1		187+09	63.8	64.7	72.5	Exceeds / Yes	0.9	8.7	
	HWV-F16	First Row Single Family Residence	1		187+83	63.9	64.8	72.5	Exceeds / Yes	0.9	8.6	
	HWV-F17	First Row Single Family Residence	1		188+53	63.5	64.4	71.5	Exceeds / Yes	0.9	8.0	
	HWV-F18	First Row Single Family Residence	1		189+14	62.5	63.3	70.4	Exceeds / Yes	0.8	7.9	
	HWV-F19	First Row Single Family Residence	1		190+01	63.3	64.1	70.4	Exceeds / Yes	0.8	7.1	
	HWV-F20	First Row Single Family Residence	1		190+76	63.1	63.9	69.9	Exceeds / Yes	0.8	6.8	
	HWV-F21	First Row Single Family Residence	1		191+48	61.7	62.4	68.5	Exceeds / Yes	0.7	6.8	
	HWV-F22	First Row Single Family Residence	1		192+19	62.8	63.5	68.7	Exceeds / Yes	0.7	5.9	
	HWV-F23	First Row Single Family Residence	1		192+88	62.9	63.6	68.7	Exceeds / Yes	0.7	5.8	
	HWV-F24	First Row Single Family Residence	1		193+57	63.0	63.7	68.4	Exceeds / Yes	0.7	5.4	
	HWV-F25	First Row Single Family Residence	1		194+21	61.7	62.4	67.9	Exceeds / Yes	0.7	6.2	
	HWV-F26	First Row Single Family Residence	1		195+44	62.6	63.3	68.9	Exceeds / Yes	0.7	6.3	
	HWV-S1	Second Row Single Family Residence	1		177+25	60.3	61.4	63.9	Below / No	1.1	3.6	
	HWV-S2	Second Row Single Family Residence	1		178+05	59.9	61.1	63.2	Below / No	1.2	3.3	
	HWV-S3	Second Row Single Family Residence	1		179+78	58.8	59.9	62.1	Below / No	1.1	3.3	
	HWV-S4	Second Row Single Family Residence	1		180+62	58.9	59.9	62.3	Below / No	1.0	3.4	
	HWV-S5	Second Row Single Family Residence	2		182+26	52.4	53.5	62.1	Below / No	1.1	9.7	
	HWV-S6	Second Row Single Family Residence	1		183+11	58.5	59.5	62.0	Below / No	1.0	3.5	
	HWV-S7	Second Row Single Family Residence	1		184+80	57.7	58.6	61.4	Below / No	0.9	3.7	
	HWV-S8	Second Row Single Family Residence	1		185+63	57.6	58.5	61.4	Below / No	0.9	3.8	
	HWV-S9	Second Row Single Family Residence	1		187+36	57.2	58.0	60.5	Below / No	0.8	3.3	
	HWV-S10	Second Row Single Family Residence	1		188+31	57.1	57.9	60.9	Below / No	0.8	3.8	
	HWV-S11	Second Row Single Family Residence	1		189+66	56.9	57.6	61.1	Below / No	0.7	4.2	
	HWV-S12	Second Row Single Family Residence	1		190+40	55.3	55.9	59.6	Below / No	0.6	4.3	
	HWV-S13	Second Row Single Family Residence	1		191+30	55.8	56.4	60.0	Below / No	0.6	4.2	
	HWV-S14	Second Row Single Family Residence	1		192+31	56.8	57.5	61.1	Below / No	0.7	4.3	
	HWV-S15	Second Row Single Family Residence	1		193+58	55.7	56.4	59.9	Below / No	0.7	4.2	
	HWV-S16	Second Row Single Family Residence	1		194+89	56.4	56.9	61.4	Below / No	0.5	5.0	
	HWV-T1	Third Row Single Family Residence	1		177+17	59.9	61.1	63.3	Below / No	1.2	3.4	
	HWV-T2	Third Row Single Family Residence	1		178+31	54.7	55.8	56.6	Below / No	1.1	1.9	
	HWV-T3	Third Row Single Family Residence	2		179+71	58.0	59.1	61.1	Below / No	1.1	3.1	
	HWV-T4	Third Row Single Family Residence	2		180+70	54.0	55.0	56.0	Below / No	1.0	2.0	
	HWV-T5	Third Row Single Family Residence	1		182+25	56.9	57.9	60.1	Below / No	1.0	3.2	
	HWV-T6	Third Row Single Family Residence	1		183+31	55.9	56.9	58.4	Below / No	1.0	2.5	
	HWV-T7	Third Row Single Family Residence	1		184+85	55.4	56.4	58.4	Below / No	1.0	3.0	
	HWV-T8	Third Row Single Family Residence	1		185+58	55.4	56.3	58.1	Below / No	0.9	2.7	
	HWV-T9	Third Row Single Family Residence	1		187+33	55.3	56.2	58.2	Below / No	0.9	2.9	
	HWV-T10	Third Row Single Family Residence	1		188+75	54.0	54.6	58.1	Below / No	0.6	4.1	
	HWV-T11	Third Row Single Family Residence	1		190+14	55.0	55.7	58.2	Below / No	0.7	3.2	
	HWV-T12	Third Row Single Family Residence	1		192+23	54.7	55.4	58.2	Below / No	0.7	3.5	
	HWV-T13	Third Row Single Family Residence	1		193+51	55.2	55.8	58.7	Below / No	0.6	3.5	
	HWV-T14	Third Row Single Family Residence	1		194+79	55.6	56.2	59.6	Below / No	0.6	4.0	
Miami Gateway - East of SR 826 and North of SW 24th Street	MG-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	196+09	60.4	61.0	66.6	Approaches / Yes	0.6	6.2	S7-1E (Continued)
	MG-F2	First Row Single Family Residence	2		196+78	62.5	63.1	68.9	Exceeds / Yes	0.6	6.4	
	MG-F3	First Row Single Family Residence	2		197+72	61.7	62.3	68.2	Exceeds / Yes	0.6	6.5	
	MG-F4	First Row Single Family Residence	1		198+35	59.7	60.3	66.2	Approaches / Yes	0.6	6.5	
	MG-F5	First Row Single Family Residence	4		198+88	58.9	59.5	64.9	Below / No	0.6	6.0	
	MG-F9	First Row Single Family Residence	2		201+71	60.5	60.8	68.7	Exceeds / Yes	0.3	8.2	
	MG-F6	First Row Single Family Residence	1		199+63	59.2	59.5	66.6	Approaches / Yes	0.3	7.4	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 27 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Miami Gateway - East of SR 826 and North of SW 24th Street	MG-F7	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	200+20	59.4	59.8	67.1	Exceeds / Yes	0.4	7.7	S7-1E (Continued)
	MG-F8	First Row Single Family Residence	2		200+91	61.3	61.6	69.2	Exceeds / Yes	0.3	7.9	
	MG-F10	First Row Single Family Residence	2		202+27	62.1	62.4	69.8	Exceeds / Yes	0.3	7.7	
	MG-F11	First Row Single Family Residence	1		203+58	61.1	61.4	69.3	Exceeds / Yes	0.3	8.2	
	MG-F12	First Row Single Family Residence	1		204+24	60.6	60.9	69.1	Exceeds / Yes	0.3	8.5	
	MG-F13	First Row Single Family Residence	1		205+20	60.4	60.7	69.1	Exceeds / Yes	0.3	8.7	
	MG-F14	First Row Single Family Residence	2		206+08	61.9	62.2	70.3	Exceeds / Yes	0.3	8.4	
	MG-F15	First Row Single Family Residence	2		206+67	61.4	61.7	69.9	Exceeds / Yes	0.3	8.5	
	MG-F16A	First Row Single Family Residence	2		207+34	60.6	60.8	69.1	Exceeds / Yes	0.2	8.5	
	MG-F16B	First Row Single Family Residence	2		207+95	60.9	61.1	69.3	Exceeds / Yes	0.2	8.4	
	MG-F17	First Row Single Family Residence	2		209+11	60.9	61.3	69.2	Exceeds / Yes	0.4	8.3	
	MG-F18	First Row Single Family Residence	1		210+17	60.8	61.1	68.8	Exceeds / Yes	0.3	8.0	
	MG-F19	First Row Single Family Residence	1		211+29	60.1	60.4	67.5	Exceeds / Yes	0.3	7.4	
	MG-F20	First Row Single Family Residence	3		211+76	60.7	61.1	68.7	Exceeds / Yes	0.4	8.0	
	MG-F21	First Row Single Family Residence	1		213+20	61.1	61.6	68.8	Exceeds / Yes	0.5	7.7	
	MG-F22	First Row Single Family Residence	1		214+28	60.5	60.8	67.1	Exceeds / Yes	0.3	6.6	
	MG-F23	First Row Single Family Residence	1		215+33	60.7	61.1	66.4	Approaches / Yes	0.4	5.7	
	MG-S1	Second Row Single Family Residence	1		195+86	56.1	56.7	60.2	Below / No	0.6	4.1	
	MG-S2	Second Row Single Family Residence	1		196+71	55.6	56.1	58.9	Below / No	0.5	3.3	
	MG-S3	Second Row Single Family Residence	2		197+53	55.7	56.3	59.2	Below / No	0.6	3.5	
	MG-S4	Second Row Single Family Residence	2		198+46	55.9	56.4	59.7	Below / No	0.5	3.8	
	MG-S5	Second Row Single Family Residence	2		199+72	55.4	55.9	58.0	Below / No	0.5	2.6	
	MG-S6	Second Row Single Family Residence	2		199+97	55.4	55.8	58.0	Below / No	0.4	2.6	
	MG-S7	Second Row Single Family Residence	1		200+92	56.7	57.1	61.2	Below / No	0.4	4.5	
	MG-S8	Second Row Single Family Residence	1		202+53	56.7	57.0	61.4	Below / No	0.3	4.7	
	MG-S9	Second Row Single Family Residence	1		203+37	56.3	56.6	60.2	Below / No	0.3	3.9	
	MG-S10 & MG-S11	Second Row Single Family Residence	2		203+85	56.2	56.6	59.8	Below / No	0.4	3.6	
	MG-S12	Second Row Single Family Residence	1		204+43	56.4	56.7	60.8	Below / No	0.3	4.4	
	MG-S13	Second Row Single Family Residence	2		205+00	56.5	56.7	61.6	Below / No	0.2	5.1	
	MG-S14	Second Row Single Family Residence	1		205+66	57.0	57.3	60.4	Below / No	0.3	3.4	
	MG-S15	Second Row Single Family Residence	1		206+54	55.8	56.1	58.6	Below / No	0.3	2.8	
	MG-S16	Second Row Single Family Residence	2		207+52	55.6	55.9	58.3	Below / No	0.3	2.7	
	MG-T1	Third Row Single Family Residence	2		195+66	54.5	55.1	58.0	Below / No	0.6	3.5	
	MG-T2	Third Row Single Family Residence	2		196+41	54.5	55.0	57.4	Below / No	0.5	2.9	
	MG-T3	Third Row Single Family Residence	2		197+35	54.3	54.5	57.1	Below / No	0.2	2.8	
	MG-T4	Third Row Single Family Residence	2		198+29	54.0	54.5	56.7	Below / No	0.5	2.7	
	MG-T5	Third Row Single Family Residence	1		199+38	54.1	54.6	56.5	Below / No	0.5	2.4	
	MG-T6	Third Row Single Family Residence	1		199+73	54.2	54.7	56.8	Below / No	0.5	2.6	
	MG-T7	Third Row Single Family Residence	1		200+05	54.2	54.7	56.7	Below / No	0.5	2.5	
	MG-T8	Third Row Single Family Residence	2		200+91	54.4	54.8	57.7	Below / No	0.4	3.3	
	MG-T9	Third Row Single Family Residence	1		201+91	54.5	54.8	56.6	Below / No	0.3	2.1	
	MG-T10	Third Row Single Family Residence	2		202+51	54.0	54.4	56.4	Below / No	0.4	2.4	
	MG-T11 & MG-T12	Third Row Single Family Residence	2		204+08	53.3	53.7	55.1	Below / No	0.4	1.8	
	MG-T13	Third Row Single Family Residence	1		205+29	53.8	54.2	55.5	Below / No	0.4	1.7	
	MG-T14	Third Row Single Family Residence	1		206+04	54.5	54.9	55.9	Below / No	0.4	1.4	
	MG-T15	Third Row Single Family Residence	1		206+65	53.8	54.1	55.2	Below / No	0.3	1.4	
	MG-T16	Third Row Single Family Residence	1		207+53	55.1	55.4	57.3	Below / No	0.3	2.2	
					Minimum	52.4	53.5	55.1	---	0.2	1.0	---
					Maximum	64.9	65.9	74.7	---	1.2	10.1	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		0	0	59	---	---	---	---
Noise Study Area 75 - See Figure 3.2 Sheets 13 and 14 (Segment 7)												
Tamiami Baptist Church - East of SR 826 and South of SW 8th Street	TBC-B1	Tennis Court	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	215+64	59.8	60.2	64.6	Below / No	0.4	4.8	---
	TBC-B2	Tennis Court	1 (Special Land Use)		215+73	59.1	59.4	62.8	Below / No	0.3	3.7	---
	TBC-B3	Tennis Court	1 (Special Land Use)		217+01	60.4	60.8	64.7	Below / No	0.4	4.3	---
	TBC-B4	Tennis Court	1 (Special Land Use)		217+03	59.3	59.6	63.1	Below / No	0.3	3.8	---
	TBC-I1	Place of Worship Interior Use	1 (Special Land Use)	Place of Worship Interior NAC D - 51 dB(A)	217+56	39.0	39.6	43.7	Below / No	0.6	4.7	---
	TBC-I2	Place of Worship Interior Use	1 (Special Land Use)		221+62	41.3	41.7	42.4	Below / No	0.4	1.1	---
Apple Learning Center - East of SR 826 and South of SW 8th Street	ALC-P1	Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	221+95	67.9	68.5	69.1	Exceeds / Yes	0.6	1.2	Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access
	ALC-P2	Playground	1 (Special Land Use)		222+23	66.7	67.0	68.3	Exceeds / Yes	0.3	1.6	
Flagami Elementary School - East of SR 826 and South of SW 8th Street	FES-F1	Passive Recreational	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	208+73	54.9	55.2	56.8	Below / No	0.3	1.9	---
	FES-F2	Passive Recreational	1 (Special Land Use)		208+55	55.5	55.7	57.2	Below / No	0.2	1.7	---
	FES-F3	Passive Recreational	1 (Special Land Use)		208+31	55.4	55.6	56.8	Below / No	0.2	1.4	---
	FES-F4	Passive Recreational	1 (Special Land Use)		212+18	54.8	55.1	56.3	Below / No	0.3	1.5	---
	FES-F5	Passive Recreational	1 (Special Land Use)		212+03	55.5	55.7	56.3	Below / No	0.2	0.8	---
	FES-F6	Passive Recreational	1 (Special Land Use)		211+99	55.7	56.0	56.6	Below / No	0.3	0.9	---
	FES-C1	Basketball Court	1 (Special Land Use)		212+80	56.1	56.4	56.6	Below / No	0.3	0.5	---
	FES-C2	Basketball Court	1 (Special Land Use)		212+75	56.3	56.5	57.4	Below / No	0.2	1.1	---
	FES-C3	Basketball Court	1 (Special Land Use)		215+23	58.2	58.5	59.8	Below / No	0.3	1.6	---
	FES-C4	Basketball Court	1 (Special Land Use)		215+36	53.9	54.2	55.3	Below / No	0.3	1.4	---
	FES-I1	Educational Facility Interior Use	1 (Special Land Use)		216+83	58.4	58.7	61.7	Below / No	0.3	3.3	---
	PSACC-I1	Medical Facility Interior Use	1 (Special Land Use)		222+92	47.2	47.5	49.8	Below / No	0.3	2.6	---
Miami Medical Center - East of SR 826 and South of SW 8th Street	MMC-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	223+67	47.2	47.5	49.8	Below / No	0.3	2.6	---
					Minimum	39.0	39.6	42.4	---	0.2	0.5	---
					Maximum	67.9	68.5	69.1	---	0.6	4.8	---
				Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)		0	0	1	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 28 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Area 76 Residential - See Figure 3.2 Sheets 11 and 12 (Segment 7)												
Coral Way Plaza - West of SR 826 and North of SW 24th Street	CWP-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	176+38	50.2	51.5	59.7	Below / No	1.3	9.5	S7-1W
	CWP-F2	First Row Single Family Residence	1		177+21	60.8	62.5	61.1	Below / No	1.7	0.3	
	CWP-F3	First Row Single Family Residence	1		178+01	62.7	64.2	63.3	Below / No	1.5	0.6	
	CWP-F4	First Row Single Family Residence	1		179+45	65.1	66.7	66.3	Approaches / Yes	1.6	1.2	
	CWP-F5	First Row Single Family Residence	1		181+16	64.9	66.1	72.6	Exceeds / Yes	1.2	7.7	
	CWP-F6	First Row Single Family Residence	1		182+27	64.9	66.1	76.0	Exceeds / Yes	1.2	11.1	
	CWP-F7	First Row Single Family Residence	1		183+94	64.8	66.0	76.6	Exceeds / Yes	1.2	11.8	
	CWP-F8	First Row Single Family Residence	1		184+97	65.6	66.5	77.7	Exceeds / Yes	0.9	12.1	
	CWP-F9	First Row Single Family Residence	1		186+49	65.6	66.3	77.2	Exceeds / Yes	0.7	11.6	
	CWP-F10	First Row Single Family Residence	1		187+34	65.5	66.2	76.8	Exceeds / Yes	0.7	11.3	
	CWP-F11	First Row Single Family Residence	1		189+03	65.7	66.3	77.5	Exceeds / Yes	0.6	11.8	
	CWP-F12	First Row Single Family Residence	1		190+11	65.6	66.2	77.4	Exceeds / Yes	0.6	11.8	
	CWP-F13	First Row Single Family Residence	1		192+17	65.1	65.6	77.1	Exceeds / Yes	0.5	12.0	
	CWP-F14	First Row Single Family Residence	1		193+13	65.6	66.1	77.2	Exceeds / Yes	0.5	11.6	
	CWP-F15	First Row Single Family Residence	1		194+49	65.2	65.8	76.6	Exceeds / Yes	0.6	11.4	
	CWP-F16	First Row Single Family Residence	1		195+70	64.7	65.2	75.5	Exceeds / Yes	0.5	10.8	
	CWP-S1	Second Row Single Family Residence	1		176+40	56.6	58.1	57.3	Below / No	1.5	0.7	
	CWP-S2	Second Row Single Family Residence	1		176+88	54.7	56.0	54.8	Below / No	1.3	0.1	
	CWP-S3	Second Row Single Family Residence	1		177+10	57.5	58.9	56.8	Below / No	1.4	-0.7	
	CWP-S4	Second Row Single Family Residence	1		178+66	63.5	64.8	64.1	Below / No	1.3	0.6	
	CWP-S5	Second Row Single Family Residence	1		179+47	63.5	64.8	64.1	Below / No	1.3	0.6	
	CWP-S6	Second Row Single Family Residence	1		181+26	62.7	63.9	66.2	Approaches / Yes	1.2	3.5	
	CWP-S7	Second Row Single Family Residence	1		182+59	60.0	61.0	67.2	Exceeds / Yes	1.0	7.2	
	CWP-S8	Second Row Single Family Residence	1		184+10	56.7	57.7	60.9	Below / No	1.0	4.2	
	CWP-S9	Second Row Single Family Residence	1		185+12	56.4	57.4	57.5	Below / No	1.0	1.1	
	CWP-S10	Second Row Single Family Residence	1		186+49	59.9	60.7	68.7	Exceeds / Yes	0.8	8.8	
	CWP-S11	Second Row Single Family Residence	1		187+44	57.5	58.2	63.3	Below / No	0.7	5.8	
	CWP-S12	Second Row Single Family Residence	1		189+01	60.5	61.1	68.9	Exceeds / Yes	0.6	8.4	
	CWP-S13	Second Row Single Family Residence	1		190+03	59.4	60.0	67.4	Exceeds / Yes	0.6	8.0	
	CWP-S14	Second Row Single Family Residence	1		192+21	59.6	60.3	67.8	Exceeds / Yes	0.7	8.2	
	CWP-S15	Second Row Single Family Residence	1		193+22	60.8	61.4	69.9	Exceeds / Yes	0.6	9.1	
	CWP-S16	Second Row Single Family Residence	1		194+61	55.9	56.6	57.0	Below / No	0.7	1.1	
	CWP-S17	Second Row Single Family Residence	1		195+89	59.8	60.4	67.9	Exceeds / Yes	0.6	8.1	
	CWP-T1	Third Row Single Family Residence	1		176+03	55.8	57.1	56.2	Below / No	1.3	0.4	
	CWP-T2	Third Row Single Family Residence	1		177+10	55.5	56.7	56.2	Below / No	1.2	0.7	
	CWP-T3	Third Row Single Family Residence	1		178+86	62.8	63.9	64.1	Below / No	1.1	1.3	
	CWP-T4	Third Row Single Family Residence	1		179+72	53.9	55.1	55.9	Below / No	1.2	2.0	
	CWP-T5	Third Row Single Family Residence	1		181+34	60.1	61.2	63.3	Below / No	1.1	3.2	
	CWP-T6	Third Row Single Family Residence	1		182+61	53.8	54.9	54.9	Below / No	1.1	1.1	
	CWP-T7	Third Row Single Family Residence	1		183+92	58.6	59.7	65.1	Below / No	1.1	6.5	
	CWP-T8	Third Row Single Family Residence	1		185+17	54.2	55.1	55.2	Below / No	0.9	1.0	
	CWP-T9	Third Row Single Family Residence	1		186+40	58.4	59.1	64.8	Below / No	0.7	6.4	
	CWP-T10	Third Row Single Family Residence	1		187+60	55.4	56.3	56.4	Below / No	0.9	1.0	
	CWP-T11	Third Row Single Family Residence	1		189+01	58.2	58.8	64.3	Below / No	0.6	6.1	
	CWP-T12	Third Row Single Family Residence	1		190+25	53.0	53.8	54.0	Below / No	0.8	1.0	
	CWP-T13	Third Row Single Family Residence	1		192+18	57.7	58.3	63.6	Below / No	0.6	5.9	
	CWP-T14	Third Row Single Family Residence	1		193+29	58.7	59.4	65.9	Below / No	0.7	7.2	
	CWP-T15	Third Row Single Family Residence	1		194+84	57.7	58.3	61.9	Below / No	0.6	4.2	
	CWP-T16	Third Row Single Family Residence	1		196+08	58.8	59.4	64.5	Below / No	0.6	5.7	
					Minimum	50.2	51.5	54.0	---	0.5	-0.7	---
					Maximum	65.7	66.7	77.7	---	1.7	12.1	---
					Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)	0	10	21	---	---	---	---
Miracle Manor - West of SR 826 and North of SW 24th Street	MM-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	197+20	65.7	66.1	81.2	Exceeds / Yes	0.4	15.5	S7-1W (Continued)
	MM-F2	First Row Single Family Residence	1		198+47	65.2	65.6	70.9	Exceeds / Yes	0.4	5.7	
	MM-F3	First Row Single Family Residence	1		200+44	65.3	65.7	66.5	Approaches / Yes	0.4	1.2	
	MM-F4	First Row Single Family Residence	1		201+40	63.9	64.3	65.3	Below / No	0.4	1.4	
	MM-F5	First Row Single Family Residence	1		202+00	64.2	64.6	65.5	Below / No	0.4	1.3	
	MM-F6	First Row Single Family Residence	1		202+95	64.1	64.5	65.3	Below / No	0.4	1.2	
	MM-F7	First Row Single Family Residence	1		203+71	63.3	63.6	64.5	Below / No	0.3	1.2	
	MM-F8	First Row Single Family Residence	1		204+50	64.0	64.3	65.0	Below / No	0.3	1.0	
	MM-F9	First Row Single Family Residence	1		205+16	60.2	60.4	61.4	Below / No	0.2	1.2	
	MM-F10	First Row Single Family Residence	1		205+88	60.8	61.0	62.0	Below / No	0.2	1.2	
	MM-F11	First Row Single Family Residence	1		206+63	61.2	61.4	62.4	Below / No	0.2	1.2	
	MM-F12	First Row Single Family Residence	2		207+36	61.5	61.7	62.5	Below / No	0.2	1.0	
	MM-F13	First Row Single Family Residence	2		208+51	61.3	61.5	62.2	Below / No	0.2	0.9	
	MM-F14	First Row Single Family Residence	2		210+35	61.0	61.2	61.6	Below / No	0.2	0.6	
	MM-F15	First Row Single Family Residence	1		211+96	56.6	56.8	57.3	Below / No	0.2	0.7	
	MM-F16	First Row Multi-Family Residence	2		212+49	59.9	60.1	60.9	Below / No	0.2	1.0	
	MM-F17	First Row Multi-Family Residence	2		213+13	59.9	60.1	60.7	Below / No	0.2	0.8	
	MM-F18	First Row Single Family Residence	2		213+96	59.1	59.2	59.7	Below / No	0.1	0.6	
	MM-F19	First Row Single Family Residence	2		214+30	59.1	59.3	59.7	Below / No	0.2	0.6	
	MM-F20	First Row Single Family Residence	2		214+78	59.3	59.5	60.0	Below / No	0.2	0.7	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 29 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
	MM-F21	First Row Single Family Residence	2		215+38	59.1	59.4	60.3	Below / No	0.3	1.2	
	MM-F22	First Row Single Family Residence	2		215+92	58.9	59.3	60.3	Below / No	0.4	1.4	
	MM-F23	Second Row Single Family Residence	2		215+91	57.3	57.6	57.9	Below / No	0.3	0.6	
	MM-F24	First Row Single Family Residence	1		217+46	58.8	59.2	59.7	Below / No	0.4	0.9	
	MM-F25	First Row Single Family Residence	1		217+44	58.3	58.8	58.8	Below / No	0.5	0.5	
	MM-F26	First Row Single Family Residence	1		217+39	58.1	58.5	58.8	Below / No	0.4	0.7	
	MM-F27	First Row Single Family Residence	1		217+34	55.3	55.6	56.0	Below / No	0.3	0.7	
	MM-F28	First Row Single Family Residence	1		217+22	54.5	54.7	54.8	Below / No	0.2	0.3	
	MM-F29	First Row Single Family Residence	1		217+22	53.6	53.9	54.1	Below / No	0.3	0.5	
	MM-F30	First Row Single Family Residence	1		217+13	56.4	56.8	57.3	Below / No	0.4	0.9	
	MM-F31	First Row Single Family Residence	2		217+04	57.7	58.1	58.3	Below / No	0.4	0.6	
	MM-F32	First Row Single Family Residence	2		216+90	57.8	58.2	58.3	Below / No	0.4	0.5	
	MM-F33	First Row Single Family Residence	1		216+79	57.6	58.0	58.1	Below / No	0.4	0.5	
	MM-S1	Second Row Single Family Residence	1		197+35	58.9	59.3	61.1	Below / No	0.4	2.2	
	MM-S2	Second Row Single Family Residence	1		198+64	60.5	60.9	62.2	Below / No	0.4	1.7	
	MM-S3	Second Row Single Family Residence	1		200+03	60.0	60.5	63.1	Below / No	0.5	3.1	
	MM-S4	Second Row Single Family Residence	1		200+75	62.5	62.9	63.9	Below / No	0.4	1.4	
	MM-S5	Second Row Single Family Residence	1		201+43	58.4	58.8	60.0	Below / No	0.4	1.6	
	MM-S6	Second Row Single Family Residence	1		202+19	58.2	58.5	59.7	Below / No	0.3	1.5	
	MM-S7	Second Row Single Family Residence	1		202+93	57.8	58.1	59.0	Below / No	0.3	1.2	
	MM-S8	Second Row Single Family Residence	1		203+69	57.9	58.2	59.2	Below / No	0.3	1.3	
	MM-S9	Second Row Single Family Residence	1		204+41	59.5	59.8	60.7	Below / No	0.3	1.2	
	MM-S10	Second Row Single Family Residence	1		205+55	56.0	56.3	57.1	Below / No	0.3	1.1	
	MM-S11	Second Row Single Family Residence	1		206+34	55.8	56.1	56.7	Below / No	0.3	0.9	
	MM-S12	Second Row Single Family Residence	1		207+02	55.3	55.6	56.1	Below / No	0.3	0.8	
	MM-S13	Second Row Single Family Residence	1		207+87	56.5	56.7	57.4	Below / No	0.2	0.9	
	MM-S14	Second Row Single Family Residence	1		208+55	56.4	56.7	57.2	Below / No	0.3	0.8	
	MM-S15	Second Row Single Family Residence	1		209+19	57.7	57.9	58.7	Below / No	0.2	1.0	
	MM-S16	Second Row Single Family Residence	2		210+61	58.7	58.8	59.8	Below / No	0.1	1.1	
	MM-S17	Second Row Single Family Residence	2		211+36	59.4	59.5	60.3	Below / No	0.1	0.9	
Miracle Manor - West of SR 826 and North of SW 24th Street	MM-S18	Second Row Single Family Residence	2	Residential NAC B - 66 dB(A)	211+90	57.3	57.5	58.0	Below / No	0.2	0.7	S7-1W (Continued)
	MM-S19	Second Row Single Family Residence	2		212+24	57.5	57.7	58.2	Below / No	0.2	0.7	
	MM-S20	Second Row Single Family Residence	2		212+89	58.0	58.2	58.6	Below / No	0.2	0.6	
	MM-S21	Second Row Single Family Residence	2		213+25	58.6	58.8	59.2	Below / No	0.2	0.6	
	MM-S22	Second Row Single Family Residence	2		214+03	55.2	55.4	56.0	Below / No	0.2	0.8	
	MM-S23	Second Row Single Family Residence	2		214+52	54.8	55.1	55.9	Below / No	0.3	1.1	
	MM-S24	Second Row Single Family Residence	2		214+96	55.8	56.0	56.5	Below / No	0.2	0.7	
	MM-S25	Second Row Single Family Residence	2		215+46	56.5	56.7	57.0	Below / No	0.2	0.5	
	MM-S26	Second Row Single Family Residence	2		215+64	56.4	56.6	56.9	Below / No	0.2	0.5	
	MM-T1	Third Row Single Family Residence	1		197+52	56.5	57.0	57.7	Below / No	0.5	1.2	
	MM-T2	Third Row Single Family Residence	1		199+22	57.9	58.4	59.6	Below / No	0.5	1.7	
	MM-T3	Third Row Single Family Residence	1		200+00	57.3	57.8	58.8	Below / No	0.5	1.5	
	MM-T4	Third Row Single Family Residence	1		200+73	57.3	57.7	59.0	Below / No	0.4	1.7	
	MM-T5	Third Row Single Family Residence	1		201+94	55.1	55.6	56.1	Below / No	0.5	1.0	
	MM-T6	Third Row Single Family Residence	1		202+50	55.7	56.1	56.9	Below / No	0.4	1.2	
	MM-T7	Third Row Single Family Residence	1		203+32	55.4	55.8	56.5	Below / No	0.4	1.1	
	MM-T8	Third Row Single Family Residence	1		204+06	55.6	56.0	56.8	Below / No	0.4	1.2	
	MM-T9	Third Row Single Family Residence	1		204+73	55.7	56.0	56.7	Below / No	0.3	1.0	
	MM-T10	Third Row Single Family Residence	1		206+72	56.6	56.8	57.7	Below / No	0.2	1.1	
	MM-T11	Third Row Single Family Residence	1		207+35	56.9	57.1	58.0	Below / No	0.2	1.1	
	MM-T12	Third Row Single Family Residence	1		207+95	57.0	57.2	58.0	Below / No	0.2	1.0	
	MM-T13	Third Row Single Family Residence	1		209+58	56.7	56.9	57.5	Below / No	0.2	0.8	
	MM-T14	Third Row Single Family Residence	2		210+85	57.0	57.2	57.9	Below / No	0.2	0.9	
	MM-T15	Third Row Single Family Residence	2		211+43	57.3	57.5	58.0	Below / No	0.2	0.7	
	MM-T16	Third Row Single Family Residence	2		212+10	54.6	54.9	55.8	Below / No	0.3	1.2	
	MM-T17	Third Row Single Family Residence	2		212+63	54.7	55.0	56.0	Below / No	0.3	1.3	
	MM-T18	Third Row Single Family Residence	2		213+06	54.2	54.4	55.6	Below / No	0.2	1.4	
	MM-T19	Third Row Single Family Residence	2		213+56	54.9	55.1	56.0	Below / No	0.2	1.1	
	MM-T20	Third Row Single Family Residence	2		213+83	55.6	55.8	56.1	Below / No	0.2	0.5	
	MM-T21	Third Row Single Family Residence	2		214+41	56.2	56.4	56.5	Below / No	0.2	0.3	
	MM-T22	Third Row Single Family Residence	2		214+74	56.3	56.5	56.7	Below / No	0.2	0.4	
	MM-T23	Third Row Single Family Residence	2		215+21	56.4	56.6	56.9	Below / No	0.2	0.5	
					Minimum	53.6	53.9	54.1	---	0.1	0.3	---
					Maximum	65.7	66.1	81.2	---	0.5	15.5	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		0	1	3	---	---	---	---
Noise Study Area 76 Special Land Use - See Figure 3.2 Sheets 11 and 12 (Segment 7)												
Palmetto Office Park - West of SR 826 and North of SW 24th Street	POP-D1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	171+11	41.3	42.0	41.9	Below / No	0.7	0.6	---
	POP-D2		1 (Special Land Use)		171+05	41.3	42.0	42.0	Below / No	0.7	0.7	---
	POP-D3		1 (Special Land Use)		171+08	40.5	41.2	41.2	Below / No	0.7	0.7	---
Arrowhead Kindergarten - West of SR 826 and South of SW 8th Street	NHP-1P	Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	216+83	59.9	60.2	60.1	Below / No	0.3	0.2	---
					Minimum	40.5	41.2	41.2	---	0.3	0.2	---
					Maximum	59.9	60.2	60.1	---	0.7	0.7	---
				Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)		0	0	0	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 30 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Area 77 - See Figure 3.2 Sheet 13 (Segment 7)												
Sunset Heights - East of SR 826 and South of SW 8th Street	SH-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	223+00	56.3	56.7	59.2	Below / No	0.4	2.9	---
	SH-F2	First Row Multi-Family Residence	2		223+33	54.7	54.8	58.8	Below / No	0.1	4.1	---
	SH-F3	First Row Single Family Residence	1		223+64	54.4	54.6	59.6	Below / No	0.2	5.2	---
	SH-F4	First Row Multi-Family Residence	2		224+00	52.0	52.2	53.3	Below / No	0.2	1.3	---
	SH-S1	Second Row Single Family Residence	1		222+26	53.9	54.3	56.2	Below / No	0.4	2.3	---
	SH-S2	Second Row Single Family Residence	1		222+70	52.4	52.6	55.5	Below / No	0.2	3.1	---
	SH-S3	Second Row Single Family Residence	1		222+93	52.4	52.7	55.7	Below / No	0.3	3.3	---
	SH-S4	Second Row Multi-Family Residence	2		223+19	51.6	51.8	53.0	Below / No	0.2	1.4	---
					Minimum	51.6	51.8	53.0	---	0.1	1.3	---
					Maximum	56.3	56.7	59.6	---	0.4	5.2	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Noise Study Area 78 - See Figure 3.2 Sheet 13 (Segment 7)												
Sunset Heights - East of SR 826 and South of SW 8th Street	SH-F5	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	224+38	53.6	53.8	56.2	Below / No	0.2	2.6	---
	SH-F6	First Row Single Family Residence	1		224+17	50.0	50.3	51.1	Below / No	0.3	1.1	---
	SH-S5	First Row Single Family Residence	1		223+83	52.1	52.3	53.6	Below / No	0.2	1.5	---
	SH-S6	First Row Single Family Residence	1		223+66	51.0	51.3	51.8	Below / No	0.3	0.8	---
					Minimum	50.0	50.3	51.1	---	0.2	0.8	---
					Maximum	53.6	53.8	56.2	---	0.3	2.6	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Noise Study Area 79 - See Figure 3.2 Sheet 14 (Segment 7)												
Mojitos - West of SR 826 and South of SW 8th Street	Moj-1E	Restaurant Exterior Use	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	218+02	74.3	74.5	74.3	Exceeds / Yes	0.2	0.0	Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access; Insufficient Right of Way to Construct Noise Barrier at this Location
Wellmax Medical Center - West of SR 826 and South of SW 8th Street	WMC-I1	Medical Facility Interior Use	1	Medical Facility Interior NAC D - 51 dB(A)	218+43	47.3	47.5	47.5	Below / No	0.2	0.2	---
					Minimum	47.3	47.5	47.5	---	0.2	0.0	---
					Maximum	74.3	74.5	74.3	---	0.2	0.2	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						1	0	1	---	---	---	---
Noise Study Area 80 - See Figure 3.2 Sheet 14 (Segment 7)												
Oasis Medical Center - West of SR 826 and South of SW 8th Street	OMC-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	216+49	36.9	37.2	37.9	Below / No	0.3	1.0	---
Medicus Health Group - West of SR 826 and South of SW 8th Street	MHG-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	216+67	32.3	32.6	32.5	Below / No	0.3	0.2	---
New Horizon Preschool - West of SR 826 and South of SW 8th Street	NHP-1P	Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	216+83	59.9	60.2	60.1	Below / No	0.3	0.2	---
	NHP-I1	Institutional Facility Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	216+84	35.0	35.4	35.5	Below / No	0.4	0.5	---
					Minimum	32.3	32.6	32.5	---	0.3	0.2	---
					Maximum	59.9	60.2	60.1	---	0.4	1.0	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 81 - See Figure 3.2 Sheet 14												
Ana Vivian Subdivision - West of SR 826 and South of SW 8th Street	AVS-F1	First Row Multi-Family Residence	2	Residential NAC B - 66 dB(A)	216+15	53.9	54.3	54.1	Below / No	0.4	0.2	---
	AVS-F2	First Row Multi-Family Residence	2		216+08	49.0	49.3	49.6	Below / No	0.3	0.6	---
	AVS-F3	First Row Multi-Family Residence	2		215+99	46.6	46.9	47.6	Below / No	0.3	1.0	---
	AVS-F4	First Row Multi-Family Residence	2		215+86	49.1	49.5	50.3	Below / No	0.4	1.2	---
	AVS-F5	First Row Multi-Family Residence	2		215+81	53.4	53.8	54.6	Below / No	0.4	1.2	---
	AVS-F6	First Row Multi-Family Residence	2		215+84	57.6	58.0	61.6	Below / No	0.4	4.0	---
					Minimum	46.6	46.9	47.6	---	0.3	0.2	---
					Maximum	57.6	58.0	61.6	---	0.4	4.0	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Glademoor - West of SR 826 and South of SW 8th Street	GLA-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	216+49	56.2	56.6	56.8	Below / No	0.4	0.6	---
	GLA-F2	First Row Single Family Residence	1		216+44	56.1	56.5	56.7	Below / No	0.4	0.6	---
	GLA-F3	First Row Single Family Residence	1		216+34	54.2	54.5	54.9	Below / No	0.3	0.7	---
	GLA-F4	First Row Multi-Family Residence	2		216+05	52.9	53.2	53.5	Below / No	0.3	0.6	---
	GLA-F5	First Row Single Family Residence	1		216+06	50.7	51.0	51.5	Below / No	0.3	0.8	---
	GLA-F6	First Row Single Family Residence	1		216+06	49.9	50.2	50.7	Below / No	0.3	0.8	---
	GLA-F7	First Row Single Family Residence	1		215+96	50.4	50.7	51.1	Below / No	0.3	0.7	---
					Minimum	49.9	50.2	50.7	---	0.3	0.6	---
					Maximum	56.2	56.6	56.8	---	0.4	0.8	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Noise Study Area 82 - See Figure 3.2 Sheet 14 (Segment 7)												
Becerra's Family Dentistry - West of SR 826 and South of SW 8th Street	BFD-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	215+76	31.5	31.9	31.8	Below / No	0.4	0.3	---
Juventus Cosmetic Surgery - West of SR 826 and South of SW 8th Street	JCS-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	215+99	32.0	32.4	34.0	Below / No	0.4	2.0	---
					Minimum	31.5	31.9	31.8	---	0.4	0.3	---
					Maximum	32.0	32.4	34.0	---	0.4	2.0	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 31 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Segment Number 8 (SW 8th Street to West Flagler Street)												
Noise Study Area 83 - See Figure 3.2 Sheet 13 (Segment 8)												
Vision World - East of SR 826 and North of SW 8th Street	VW-1D	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	227+10	36.4	36.4	36.5	Below / No	0.0	0.1	---
					Minimum	36.4	36.4	36.5	---	0.0	0.1	---
					Maximum	36.4	36.4	36.5	---	0.0	0.1	---
				Total Number of Residential Sites Equal to or Greater than 66.0 dB(A)		0	0	0	---	---	---	---
Noise Study Area 84 - See Figure 3.2 Sheet 13 (Segment 8)												
Flagami East Segment A1 - East of SR 826 and North of SW 8th Street	FLEA1-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	227+75	57.3	57.3	59.9	Below / No	0.0	2.6	---
	FLEA1-F2	First Row Single Family Residence	1		228+13	58.0	58.1	59.6	Below / No	0.1	1.6	---
	FLEA1-F3	First Row Single Family Residence	2		228+46	58.3	58.4	59.1	Below / No	0.1	0.8	---
	FLEA1-F4	First Row Single Family Residence	1		228+88	58.4	58.5	58.7	Below / No	0.1	0.3	---
	FLEA1-F5	First Row Single Family Residence	2		229+24	58.4	58.5	58.6	Below / No	0.1	0.2	---
	FLEA1-F6	First Row Single Family Residence	1		229+51	57.6	57.7	59.1	Below / No	0.1	1.5	---
	FLEA1-F7	First Row Single Family Residence	1		230+00	56.4	56.5	57.5	Below / No	0.1	1.1	---
	FLEA1-F8	First Row Single Family Residence	1		230+45	55.4	55.6	57.4	Below / No	0.2	2.0	---
					Minimum	55.4	55.6	57.4	---	0.0	0.2	---
					Maximum	58.4	58.5	59.9	---	0.2	2.6	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		0	0	0	---	---	---	---
Noise Study Area 85 - See Figure 3.2 Sheet 13 (Segment 8)												
Flagami East Segment A1 - East of SR 826 and North of SW 8th Street	FLEA2-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	230+35	52.7	52.7	54.0	Below / No	0.0	1.3	---
	FLEA2-F2	First Row Single Family Residence	1		229+99	54.3	54.3	55.5	Below / No	0.0	1.2	---
	FLEA2-F3	First Row Single Family Residence	1		229+64	55.4	55.5	56.6	Below / No	0.1	1.2	---
	FLEA2-F4	First Row Single Family Residence	1		229+31	55.5	55.5	56.1	Below / No	0.0	0.6	---
	FLEA2-F5	First Row Single Family Residence	1		229+01	56.3	56.3	56.3	Below / No	0.0	0.0	---
	FLEA2-F6	First Row Single Family Residence	1		228+61	57.0	57.0	56.9	Below / No	0.0	-0.1	---
	FLEA2-F7	First Row Single Family Residence	1		228+24	55.5	55.6	56.3	Below / No	0.1	0.8	---
	FLEA2-F8	First Row Single Family Residence	1		227+81	56.3	56.3	57.6	Below / No	0.0	1.3	---
	FLEA2-F9	First Row Single Family Residence	1		227+46	55.5	55.5	57.2	Below / No	0.0	1.7	---
	FLEA2-F10	First Row Single Family Residence	1		227+16	53.4	53.7	55.4	Below / No	0.3	2.0	---
	FLEA2-S1	Second Row Single Family Residence	1		227+70	54.4	54.7	57.1	Below / No	0.3	2.7	---
	FLEA2-S2	Second Row Single Family Residence	1		228+01	54.3	54.6	57.1	Below / No	0.3	2.8	---
					Minimum	52.7	52.7	54.0	---	0.0	-0.1	---
					Maximum	57.0	57.0	57.6	---	0.3	2.8	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		0	0	0	---	---	---	---
Noise Study Area 86 - See Figure 3.2 Sheet 13 (Segment 8)												
Ceviche 7 Mares - East of SR 826 and North of SW 8th Street	C7M-1E	Restaurant Exterior Use	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	225+76	63.7	63.7	68.0	Below / No	0.0	4.3	---
					Minimum	63.7	63.7	68.0	---	0.0	4.3	---
					Maximum	63.7	63.7	68.0	---	0.0	4.3	---
				Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)		0	0	0	---	---	---	---
Noise Study Area 87 - See Figure 3.2 Sheet 13 (Segment 8)												
Sonia's Seafood - East of SR 826 and North of SW 8th Street	SS-1E	Restaurant Exterior Use	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	225+39	66.7	67.1	70.2	Below / No	0.4	3.5	---
					Minimum	66.7	67.1	0.0	---	0.4	3.5	---
					Maximum	66.7	67.1	70.2	---	0.4	3.5	---
				Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)		0	0	0	---	---	---	---
Noise Study Area 88 Residential - See Figure 3.2 Sheet 13 (Segment 8)												
Flagami East Segment A2 - East of SR 826 and North of SW 8th Street	FLEA2-F11	First Row Multi-Family Residence	2	Residential NAC B - 66 dB(A)	226+94	54.3	54.6	57.3	Below / No	0.3	3.0	
	FLEA2-F12.1	First Row Single Family Residence	1		227+02	56.6	57.0	58.6	Below / No	0.4	2.0	
	FLEA2-F12.2	First Row Single Family Residence	1		227+20	56.9	57.2	58.7	Below / No	0.3	1.8	
	FLEA2-F12.3	First Row Single Family Residence	1		227+42	57.2	57.5	58.7	Below / No	0.3	1.5	
	FLEA2-F13.1	First Row Single Family Residence	2		226+98	60.3	60.6	62.2	Below / No	0.3	1.9	
	FLEA2-F13.2	First Row Single Family Residence	1		227+37	60.3	60.6	62.0	Below / No	0.3	1.7	
	FLEA2-F13.3	First Row Single Family Residence	1		227+59	60.2	60.5	61.8	Below / No	0.3	1.6	
	FLEA2-F13.4	First Row Single Family Residence	1		227+80	60.2	60.5	61.8	Below / No	0.3	1.6	
	FLEA2-S3	Second Row Single Family Residence	1		227+51	55.4	55.7	58.7	Below / No	0.3	3.3	
	FLEA2-S4	Second Row Single Family Residence	1		227+61	57.5	57.8	59.0	Below / No	0.3	1.5	
	FLEA2-S5	Second Row Single Family Residence	1		228+08	60.2	60.5	61.6	Below / No	0.3	1.4	
	FLE-F1	First Row Single Family Residence	1		228+73	59.4	60.0	63.1	Below / No	0.6	3.7	
	FLE-F2	First Row Multi-Family Residence	2		229+69	58.8	59.2	62.2	Below / No	0.4	3.4	
	FLE-F3	First Row Multi-Family Residence	2		230+42	59.3	59.7	62.7	Below / No	0.4	3.4	S8-1E
	FLE-F4	First Row Single Family Residence	2		231+22	59.2	59.6	62.6	Below / No	0.4	3.4	
	FLE-F5	First Row Multi-Family Residence	1		233+05	56.3	56.9	62.0	Below / No	0.6	5.7	
	FLE-F5	First Row Multi-Family Residence	1		233+35	57.9	58.4	63.2	Below / No	0.5	5.3	
	FLE-F6	First Row Multi-Family Residence	4		233+85	63.0	63.6	69.9	Exceeds / Yes	0.6	6.9	
	FLE-F7	First Row Multi-Family Residence	2		234+54	63.0	63.6	70.1	Exceeds / Yes	0.6	7.1	
	FLE-F8.1	First Row Single Family Residence	2		235+46	63.3	63.9	70.3	Exceeds / Yes	0.6	7.0	
	FLE-F8.2	First Row Multi-Family Residence	2		236+86	63.8	64.4	70.6	Exceeds / Yes	0.6	6.8	
	FLE-F9	First Row Multi-Family Residence	2		237+62	64.0	64.6	70.8	Exceeds / Yes	0.6	6.8	
	FLE-F10.1	First Row Multi-Family Residence	2		238+53	64.1	64.8	71.1	Exceeds / Yes	0.7	7.0	
	FLE-F10.2	First Row Multi-Family Residence	2		239+00	64.2	64.9	71.1	Exceeds / Yes	0.7	6.9	
	FLE-F11	First Row Multi-Family Residence	2		239+78	64.1	64.7	70.3	Exceeds / Yes	0.6	6.2	
	FLE-F12	First Row Multi-Family Residence	2		2240+60	64.1	64.7	69.8	Exceeds / Yes	0.6	5.7	
	FLE-F13	First Row Multi-Family Residence	2		2241+18	64.2	64.8	69.5	Exceeds / Yes	0.6	5.3	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 32 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
	FLE-F14	First Row Multi-Family Residence	2		2241+96	64.4	64.9	69.3	Exceeds / Yes	0.5	4.9	
	FLE-F15	First Row Multi-Family Residence	2		2243+02	64.2	64.7	68.1	Exceeds / Yes	0.5	3.9	
	FLE-F16	First Row Multi-Family Residence	2		2243+68	64.0	64.5	67.4	Exceeds / Yes	0.5	3.4	
	FLE-F17	First Row Multi-Family Residence	2		2244+46	63.7	64.2	66.4	Approaches / Yes	0.5	2.7	
	FLE-F18	First Row Multi-Family Residence	2		2244+92	63.7	64.1	66.1	Approaches / Yes	0.4	2.4	
	FLE-F19	First Row Multi-Family Residence	2		2246+32	63.7	64.2	64.8	Below / No	0.5	1.1	
	FLE-F20	First Row Multi-Family Residence	2		2247+09	65.7	66.3	64.6	Below / No	0.6	-1.1	
	FLE-F21	First Row Multi-Family Residence	2		2247+83	68.5	69.1	66.1	Approaches / Yes	0.6	-2.4	
	FLE-S1	Second Row Multi-Family Residence	1		229+40	59.7	60.0	61.4	Below / No	0.3	1.7	
	FLE-S2	Second Row Multi-Family Residence	1		230+02	59.0	59.3	60.6	Below / No	0.3	1.6	
	FLE-S3	Second Row Single Family Residence	1		230+30	58.4	58.7	61.4	Below / No	0.3	3.0	
	FLE-S4	Second Row Single Family Residence	1		230+96	57.6	58.0	60.4	Below / No	0.4	2.8	
	FLE-S5	Second Row Multi-Family Residence	4		232+31	59.2	59.6	62.1	Below / No	0.4	2.9	
	FLE-S6	Second Row Multi-Family Residence	4		233+26	58.4	58.7	60.6	Below / No	0.3	2.2	
	FLE-S7	Second Row Multi-Family Residence	1		233+97	56.5	57.0	60.4	Below / No	0.5	3.9	
	FLE-S8	Second Row Single Family Residence	1		235+02	57.5	58.0	60.6	Below / No	0.5	3.1	
	FLE-S9	Second Row Multi-Family Residence	2		236+45	59.3	59.9	63.8	Below / No	0.6	4.5	
	FLE-S10	Second Row Multi-Family Residence	2		237+47	58.3	58.8	61.4	Below / No	0.5	3.1	
	FLE-S11	Second Row Multi-Family Residence	2		238+31	58.9	59.4	60.8	Below / No	0.5	1.9	
	FLE-S12	Second Row Multi-Family Residence	2		239+22	58.4	59.0	60.8	Below / No	0.6	2.4	
	FLE-S13	Second Row Multi-Family Residence	2		239+85	57.8	58.3	60.3	Below / No	0.5	2.5	
	FLE-S14	Second Row Single Family Residence	1		2240+37	57.9	58.4	60.3	Below / No	0.5	2.4	
	FLE-S15	Second Row Multi-Family Residence	2		2240+89	57.7	58.3	61.1	Below / No	0.6	3.4	
	FLE-S16	Second Row Multi-Family Residence	2		2241+85	59.6	60.1	63.2	Below / No	0.5	3.6	
Flagami East Segment A2 - East of SR 826 and North of SW 8th Street	FLE-S17	Second Row Multi-Family Residence	2	Residential NAC B - 66 dB(A)	2243+01	60.6	61.1	64.6	Below / No	0.5	4.0	S8-1E (Continued)
	FLE-S18	Second Row Multi-Family Residence	2		2243+71	59.1	59.7	62.2	Below / No	0.6	3.1	
	FLE-S19	Second Row Multi-Family Residence	2		2244+48	58.9	59.5	61.8	Below / No	0.6	2.9	
	FLE-S20	Second Row Multi-Family Residence	2		2245+76	59.9	60.5	62.0	Below / No	0.6	2.1	
	FLE-S21	Second Row Multi-Family Residence	2		2246+44	59.8	60.4	61.6	Below / No	0.6	1.8	
	FLE-S22	Second Row Single Family Residence	1		2247+01	62.1	62.8	62.7	Below / No	0.7	0.6	
	FLE-S23	Second Row Single Family Residence	1		2247+62	65.1	65.9	65.2	Below / No	0.8	0.1	
	FLE-T1	Third Row Single Family Residence	1		230+63	58.5	58.8	60.0	Below / No	0.3	1.5	
	FLE-T2	Third Row Single Family Residence	1		232+06	57.6	58.0	60.0	Below / No	0.4	2.4	
	FLE-T3	Third Row Multi-Family Residence	2		232+79	57.7	58.1	59.8	Below / No	0.4	2.1	
	FLE-T4	Third Row Multi-Family Residence	1		233+84	58.1	58.5	59.9	Below / No	0.4	1.8	
	FLE-T5	Third Row Multi-Family Residence	2		234+40	57.8	58.2	59.4	Below / No	0.4	1.6	
	FLE-T6	Third Row Single Family Residence	1		237+08	56.8	57.3	58.6	Below / No	0.5	1.8	
	FLE-T7	Third Row Multi-Family Residence	2		237+89	57.2	57.8	58.9	Below / No	0.6	1.7	
	FLE-T8	Third Row Multi-Family Residence	2		238+70	56.5	57.1	58.5	Below / No	0.6	2.0	
	FLE-T9	Third Row Multi-Family Residence	2		239+71	57.1	57.7	59.1	Below / No	0.6	2.0	
	FLE-T10	Third Row Multi-Family Residence	1		240+39	57.3	57.9	59.4	Below / No	0.6	2.1	
	FLE-T11	Third Row Multi-Family Residence	2		240+94	57.4	58.1	59.5	Below / No	0.7	2.1	
	FLE-T12	Third Row Single Family Residence	1		219+00	58.6	59.3	60.8	Below / No	0.7	2.2	
	FLE-T13	Third Row Single Family Residence	1		219+00	59.1	59.9	60.9	Below / No	0.8	1.8	
	FLE-T14	Third Row Single Family Residence	1		219+00	59.8	60.6	61.6	Below / No	0.8	1.8	
	FLE-T15	Third Row Single Family Residence	1		219+00	59.9	60.8	61.9	Below / No	0.9	2.0	
	FLE-T16	Third Row Multi-Family Residence	2		219+00	60.3	61.1	62.5	Below / No	0.8	2.2	
	FLE-T17	Third Row Single Family Residence	2		219+00	61.1	62.1	62.8	Below / No	1.0	1.7	
	FLE-T18	Third Row Single Family Residence	2		219+00	62.3	63.2	63.4	Below / No	0.9	1.1	
	FLE-T19	Third Row Single Family Residence	2		219+00	65.6	66.5	66.3	Approaches / Yes	0.9	0.7	
					Minimum	54.3	54.6	57.3	---	0.3	-2.4	---
					Maximum	68.5	69.1	71.1	---	1.0	7.1	---
					Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)	2	6	36	---	---	---	---
Noise Study Area 88 Special Land Use - See Figure 3.2 Sheet 13 (Segment 8)												
Family Practice and Gastroentology - East of SR 826 and South of Flagler Street	FPG-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	2248+68	49.0	49.5	49.3	Below / No	0.5	0.3	---
					Minimum	49.0	49.5	49.3	---	0.5	0.3	---
					Maximum	49.0	49.5	49.3	---	0.5	0.3	---
					Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)	0	0	0	---	---	---	---
Noise Study Area 89 - See Figure 3.2 Sheet 13 (Segment 8)												
Evolutionary Dentistry - East of SR 826 and South of Flagler Street	EvolDent-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	2248+55	48.8	49.3	48.8	Below / No	0.5	0.0	---
					Minimum	48.8	49.3	48.8	---	0.5	0.0	---
					Maximum	48.8	49.3	48.8	---	0.5	0.0	---
					Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)	0	0	0	---	---	---	---
Noise Study Area 90 - See Figure 3.2 Sheets 13 and 14 (Segment 8)												
Flagami West - West of SR 826 and North of SW 8th Street	FLW-F1	First Row Multi-Family Residence	2	Residential NAC B - 66 dB(A)	222+18	66.2	66.8	67.1	Exceeds / Yes	0.6	0.9	S8-1SW
	FLW-F2.1	First Row Single Family Residence	2		222+73	61.7	62.3	62.8	Below / No	0.6	1.1	
	FLW-F2.2	First Row Single Family Residence	2		222+16	67.1	67.7	68.6	Exceeds / Yes	0.6	1.5	
	FLW-F3	First Row Single Family Residence	1		222+82	63.0	63.6	64.5	Below / No	0.6	1.5	
	FLW-F4	First Row Multi-Family Residence	2		223+00	62.2	62.5	63.8	Below / No	0.3	1.6	
	FLW-F5	First Row Multi-Family Residence	2		223+12	62.7	63.1	64.9	Below / No	0.4	2.2	
	FLW-F6	First Row Single Family Residence	1		223+12	64.3	64.7	66.3	Approaches / Yes	0.4	2.0	
	FLW-F7	First Row Single Family Residence	1		223+42	63.1	63.5	65.0	Below / No	0.4	1.9	
	FLW-F8.1	First Row Multi-Family Residence	1		224+95	60.4	60.6	60.8	Below / No	0.2	0.4	
	FLW-F8.2	First Row Multi-Family Residence	1		224+83	59.8	60.0	59.6	Below / No	0.2	-0.2	
	FLW-F9	First Row Multi-Family Residence	2		226+24	60.5	60.7	60.7	Below / No	0.2	0.2	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 33 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Flagami West - West of SR 826 and North of SW 8th Street	FLW-F10	First Row Multi-Family Residence	2	Residential NAC B - 66 dB(A)	227+27	60.9	61.1	61.1	Below / No	0.2	0.2	S8-1SW (Continued)
	FLW-F11	First Row Multi-Family Residence	2		228+30	60.0	60.3	60.6	Below / No	0.3	0.6	
	FLW-F12	First Row Multi-Family Residence	2		229+46	59.5	59.8	60.4	Below / No	0.3	0.9	
	FLW-F13	First Row Multi-Family Residence	2		231+27	58.6	59.0	60.1	Below / No	0.4	1.5	
	FLW-F14	First Row Multi-Family Residence	2		233+19	63.4	63.8	71.4	Exceeds / Yes	0.4	8.0	
	FLW-F15	First Row Multi-Family Residence	2		233+48	59.6	60.0	67.1	Exceeds / Yes	0.4	7.5	
	FLW-F16	First Row Multi-Family Residence	2		234+07	64.1	64.5	72.8	Exceeds / Yes	0.4	8.7	
	FLW-F17.1	First Row Multi-Family Residence	1		235+58	64.7	65.0	72.5	Exceeds / Yes	0.3	7.8	
	FLW-F17.2	First Row Multi-Family Residence	1		235+61	61.9	62.3	68.2	Exceeds / Yes	0.4	6.3	
	FLW-F18	First Row Multi-Family Residence	2		237+27	65.5	65.9	72.3	Exceeds / Yes	0.4	6.8	
	FLW-F19	First Row Multi-Family Residence	2		238+36	65.5	65.9	71.8	Exceeds / Yes	0.4	6.3	
	FLW-F20	First Row Multi-Family Residence	2		239+10	65.7	66.1	71.8	Exceeds / Yes	0.4	6.1	
	FLW-F21	First Row Multi-Family Residence	1		239+67	65.9	66.3	71.7	Exceeds / Yes	0.4	5.8	
	FLW-F22	First Row Multi-Family Residence	2		239+97	58.5	59.0	64.0	Below / No	0.5	5.5	
	FLW-F23	First Row Multi-Family Residence	2		3240+84	67.0	67.6	71.0	Exceeds / Yes	0.6	4.0	
	FLW-F24	First Row Multi-Family Residence	2		3241+60	67.9	69.2	69.9	Exceeds / Yes	1.3	2.0	
	FLW-F25.1	First Row Multi-Family Residence	1		3242+28	67.6	69.2	67.0	Meets / Yes	1.6	-0.6	
	FLW-F25.2	First Row Multi-Family Residence	1		3242+28	65.7	66.1	64.3	Below / No	0.4	-1.4	
	FLW-S1	Second Row Single Family Residence	2		224+14	59.6	59.9	59.2	Below / No	0.3	-0.4	
	FLW-S2	Second Row Single Family Residence	1		224+38	59.2	59.6	59.0	Below / No	0.4	-0.2	
	FLW-S3	Second Row Single Family Residence	1		224+65	59.3	59.5	58.8	Below / No	0.2	-0.5	
	FLW-S4	Second Row Single Family Residence	1		226+01	57.1	57.4	57.5	Below / No	0.3	0.4	
	FLW-S5	Second Row Multi-Family Residence	2		226+92	57.3	57.6	57.9	Below / No	0.3	0.6	
	FLW-S6	Second Row Multi-Family Residence	2		228+08	57.4	57.7	57.8	Below / No	0.3	0.4	
	FLW-S7.1	Second Row Multi-Family Residence	1		229+29	55.3	55.7	57.1	Below / No	0.4	1.8	
	FLW-S7.2	Second Row Multi-Family Residence	1		229+25	55.9	56.3	56.9	Below / No	0.4	1.0	
	FLW-S8.1	Second Row Multi-Family Residence	1		230+52	59.9	60.2	60.3	Below / No	0.3	0.4	
	FLW-S8.2	Second Row Multi-Family Residence	1		231+06	59.2	59.5	59.9	Below / No	0.3	0.7	
	FLW-S9.1	Second Row Multi-Family Residence	1		231+19	60.1	60.4	60.5	Below / No	0.3	0.4	
	FLW-S9.2	Second Row Multi-Family Residence	1		231+63	59.4	59.8	60.1	Below / No	0.4	0.7	
	FLW-S10	Second Row Multi-Family Residence	2		232+60	60.3	60.7	61.0	Below / No	0.4	0.7	
	FLW-S11	Second Row Multi-Family Residence	2		233+32	60.4	60.8	62.9	Below / No	0.4	2.5	
	FLW-S12	Second Row Multi-Family Residence	2		234+12	60.3	60.7	62.8	Below / No	0.4	2.5	
	FLW-S13.1	Second Row Multi-Family Residence	1		235+59	60.1	60.5	64.0	Below / No	0.4	3.9	
	FLW-S13.2	Second Row Multi-Family Residence	1		235+64	58.2	58.7	62.1	Below / No	0.5	3.9	
	FLW-S14	Second Row Multi-Family Residence	2		237+36	58.6	59.0	61.2	Below / No	0.4	2.6	
	FLW-S15	Second Row Multi-Family Residence	2		239+09	58.4	58.8	60.3	Below / No	0.4	1.9	
	FLW-S16	Second Row Multi-Family Residence	2		239+88	57.6	58.1	59.9	Below / No	0.5	2.3	
	FLW-S17	Second Row Multi-Family Residence	2		3240+71	59.1	59.5	60.0	Below / No	0.4	0.9	
	FLW-S18.1	Second Row Multi-Family Residence	1		3242+12	63.7	64.1	62.3	Below / No	0.4	-1.4	
	FLW-S18.2	Second Row Multi-Family Residence	1		3242+14	63.4	63.7	61.8	Below / No	0.3	-1.6	
	FLW-T1	Third Row Multi-Family Residence	2		229+12	57.1	57.4	57.7	Below / No	0.3	0.6	
	FLW-T2.1	Third Row Multi-Family Residence	1		230+45	59.2	59.5	59.7	Below / No	0.3	0.5	
	FLW-T2.2	Third Row Multi-Family Residence	1		230+42	59.0	59.4	59.5	Below / No	0.4	0.5	
	FLW-T3	Third Row Multi-Family Residence	2		231+21	59.3	59.6	59.5	Below / No	0.3	0.2	
	FLW-T4	Third Row Single Family Residence	1		232+23	59.2	59.5	59.7	Below / No	0.3	0.5	
	FLW-T5	Third Row Single Family Residence	1		233+08	58.5	58.8	59.4	Below / No	0.3	0.9	
	FLW-T6	Third Row Single Family Residence	1		234+11	58.3	58.7	59.1	Below / No	0.4	0.8	
	FLW-T7	Third Row Single Family Residence	1		235+17	58.5	58.9	59.8	Below / No	0.4	1.3	
	FLW-T8	Third Row Single Family Residence	1		236+61	58.4	58.9	60.3	Below / No	0.5	1.9	
	FLW-T9	Third Row Single Family Residence	1		237+05	58.1	58.5	59.5	Below / No	0.4	1.4	
	FLW-T10	Third Row Single Family Residence	1		237+59	57.9	58.3	58.9	Below / No	0.4	1.0	
	FLW-T11	Third Row Multi-Family Residence	2		239+40	58.1	58.5	58.9	Below / No	0.4	0.8	
	FLW-T12	Third Row Multi-Family Residence	2		240+01	58.9	59.3	59.6	Below / No	0.4	0.7	
	FLW-T13	Third Row Multi-Family Residence	3		3240+36	58.7	59.2	59.1	Below / No	0.5	0.4	
	FLW-T14	Third Row Multi-Family Residence	2		3242+26	61.9	62.3	60.9	Below / No	0.4	-1.0	
					Minimum	55.3	55.7	56.9	---	0.2	-1.6	---
					Maximum	67.9	69.2	72.8	---	1.6	8.7	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)		9	13	25	---	---	---	---
Noise Study Area 91 - See Figure 3.2 Sheet 14 (Segment 8)												
Flagami West Segment A2 - West of SR 826 and North of SW 8th Street	FLWA2-F1.1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	219+09	67.2	67.8	67.8	Exceeds / Yes	0.6	0.6	S8-2W
	FLWA2-F1.2	First Row Single Family Residence	2		219+48	65.3	65.9	65.7	Below / No	0.6	0.4	
	FLWA2-F1.3	First Row Single Family Residence	1		221+29	55.0	55.5	60.9	Below / No	0.5	5.9	
	FLWA2-F1.4	First Row Single Family Residence	1		221+98	51.4	51.8	60.8	Below / No	0.4	9.4	
	FLWA2-F1.5	First Row Single Family Residence	1		222+82	50.4	50.8	59.9	Below / No	0.4	9.5	
	FLWA2-F1.6	First Row Single Family Residence	1		223+76	51.1	51.5	59.6	Below / No	0.4	8.5	
	FLWA2-F1.7	First Row Single Family Residence	1		224+79	50.8	51.3	58.0	Below / No	0.5	7.2	
	FLWA2-F2	First Row Single Family Residence	2		219+48	66.2	66.8	66.6	Approaches / Yes	0.6	0.4	
	FLWA2-F3	First Row Single Family Residence	2		219+75	65.3	65.9	65.8	Below / No	0.6	0.5	
	FLWA2-F4	First Row Single Family Residence	2		220+09	64.6	65.3	65.0	Below / No	0.7	0.4	
	FLWA2-F5	First Row Single Family Residence	2		220+30	64.4	65.1	64.5	Below / No	0.7	0.1	
	FLWA2-F6	First Row Single Family Residence	2		220+19	66.3	66.9	66.4	Approaches / Yes	0.6	0.1	
	FLWA2-F7	First Row Single Family Residence	2		220+42	65.9	66.5	65.9	Below / No	0.6	0.0	
	FLWA2-F8	First Row Single Family Residence	2		220+50	64.7	65.4	64.7	Below / No	0.7	0.0	
	FLWA2-F9	First Row Single Family Residence	1		220+73	66.3	67.0	66.3	Approaches / Yes	0.7	0.0	
	FLWA2-F10	First Row Single Family Residence	2		220+85	66.6	67.2	66.5	Approaches / Yes	0.6	-0.1	
	FLWA2-F11	First Row Single Family Residence	1		221+36	62.8	63.4	62.3	Below / No	0.6	-0.5	
	FLWA2-F12	First Row Single Family Residence	2		220+90	67.1	67.7	67.1	Exceeds / Yes	0.6	0.0	
	FLWA2-F13	First Row Single Family Residence	1		221+64	64.7	65.3	64.6	Below / No	0.6	-0.1	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 34 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Flagami West Segment A2 - West of SR 826 and North of SW 8th Street	FLWA2-F14	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	221+94	64.4	65.0	64.4	Below / No	0.6	0.0	S8-2W (Continued)
	FLWA2-F15.1	First Row Single Family Residence	1		221+61	67.3	67.9	67.7	Exceeds / Yes	0.6	0.4	
	FLWA2-F15.2	First Row Single Family Residence	1		222+24	62.4	63.0	63.1	Below / No	0.6	0.7	
	FLWA2-F16	First Row Single Family Residence	1		222+17	65.4	66.1	66.1	Approaches / Yes	0.7	0.7	
	FLWA2-S1	Second Row Single Family Residence	2		221+49	54.9	55.3	56.1	Below / No	0.4	1.2	
	FLWA2-S2	Second Row Single Family Residence	1		221+74	54.2	54.6	54.3	Below / No	0.4	0.1	
	FLWA2-S3	Second Row Single Family Residence	1		222+03	54.0	54.4	54.0	Below / No	0.4	0.0	
	FLWA2-S4	Second Row Single Family Residence	1		222+38	53.3	53.7	53.5	Below / No	0.4	0.2	
	FLWA2-S5	Second Row Single Family Residence	1		222+67	53.6	54.0	53.7	Below / No	0.4	0.1	
	FLWA2-S6	Second Row Single Family Residence	1		222+80	54.9	55.3	55.0	Below / No	0.4	0.1	
	FLWA2-S7	Second Row Single Family Residence	2		222+93	56.4	56.8	56.4	Below / No	0.4	0.0	
	FLWA2-S8	Second Row Single Family Residence	2		223+20	57.4	57.8	56.8	Below / No	0.4	-0.6	
	FLWA2-S9	Second Row Single Family Residence	1		223+76	57.6	58.0	57.5	Below / No	0.4	-0.1	
	FLWA2-S10	Second Row Single Family Residence	1		223+96	58.1	58.5	57.9	Below / No	0.4	-0.2	
Minimum						50.4	50.8	53.5	---	0.4	-0.6	---
Maximum						67.3	67.9	67.8	---	0.7	9.5	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						11	14	12	---	---	---	---
Noise Study Area 92 - See Figure 3.2 Sheet 14 (Segment 8)												
Flagami West Segment A1 - West of SR 826 and North of SW 8th Street	FLWA1-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	218+40	61.5	62.0	62.8	Below / No	0.5	1.3	---
	FLWA1-F2	First Row Single Family Residence	1		218+39	63.2	63.8	64.3	Below / No	0.6	1.1	---
	FLWA1-F3	First Row Single Family Residence	1		218+49	64.4	65.0	64.7	Below / No	0.6	0.3	---
	FLWA1-F4	First Row Single Family Residence	1		218+95	64.0	64.5	64.0	Below / No	0.5	0.0	---
	FLWA1-F5	First Row Single Family Residence	1		218+90	65.0	65.6	65.0	Below / No	0.6	0.0	---
	FLWA1-F6	First Row Single Family Residence	1		219+21	64.6	65.2	65.4	Below / No	0.6	0.8	---
	FLWA1-F7	First Row Single Family Residence	1		221+00	55.1	55.5	59.9	Below / No	0.4	4.8	---
	FLWA1-F8	First Row Single Family Residence	1		222+29	52.1	52.5	61.0	Below / No	0.4	8.9	---
	FLWA1-F9	First Row Single Family Residence	1		224+29	51.1	51.6	59.3	Below / No	0.5	8.2	---
	FLWA1-S1	Second Row Single Family Residence	2		220+20	55.7	56.1	56.4	Below / No	0.4	0.7	---
	FLWA1-S2	Second Row Single Family Residence	2		220+26	56.3	56.7	57.1	Below / No	0.4	0.8	---
	FLWA1-S3	Second Row Single Family Residence	1		220+61	55.9	56.3	56.7	Below / No	0.4	0.8	---
	FLWA1-S4	Second Row Single Family Residence	1		220+91	54.4	54.8	55.2	Below / No	0.4	0.8	---
	FLWA1-S5	Second Row Single Family Residence	1		221+17	53.9	54.4	55.1	Below / No	0.5	1.2	---
Minimum						51.1	51.6	55.1	---	0.4	0.0	---
Maximum						65.0	65.6	65.4	---	0.6	8.9	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Noise Study Area 93 - See Figure 3.2 Sheet 15 (Segment 8)												
Seminole Elementary School - West of SR 826 and South of Flagler Street	SES-P1	Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	3248+69	71.7	72.4	71.6	Exceeds / Yes	0.7	-0.1	Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access; Insufficient Right of Way to Construct Noise Barrier at this Location)
	SES-P2	Playground	1 (Special Land Use)		3248+20	66.4	67.1	66.5	Approaches / Yes	0.7	0.1	
	SES-F1	Passive Recreational	1 (Special Land Use)		3246+71	62.3	62.9	62.3	Below / No	0.6	0.0	---
	SES-F2	Playground	1 (Special Land Use)		3245+75	61.7	62.2	61.1	Below / No	0.5	-0.6	---
	SES-F3	Passive Recreational	1 (Special Land Use)		3244+58	61.9	62.5	61.0	Below / No	0.6	-0.9	---
	SES-I1	School Interior Use	1 (Special Land Use)		3248+44	45.2	45.9	45.6	Below / No	0.7	0.4	---
	SES-I2	School Interior Use	1 (Special Land Use)		3248+52	45.2	45.9	45.4	Below / No	0.7	0.2	---
Minimum						45.2	45.9	45.4	---	0.5	-0.9	---
Maximum						71.7	72.4	71.6	---	0.7	0.4	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						3	3	3	---	---	---	---
Noise Study Area 94 - See Figure 3.2 Sheet 15 (Segment 8)												
Taveras Dentistry - West of SR 826 and South of Flagler Street	TDen-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	3248+82	47.6	48.3	47.1	Below / No	0.7	-0.5	---
Minimum						47.6	48.3	47.1	---	0.7	-0.5	---
Maximum						47.6	48.3	47.1	---	0.7	-0.5	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 95 - See Figure 3.2 Sheet 15 (Segment 8)												
Flagami West Segment B - West of SR 826 and South of Flagler Street	FLWB-F1	First Row Single Family Residence	2	Residential NAC B - 66 dB(A)	3247+52	60.5	61.2	61.0	Below / No	0.7	0.5	---
	FLWB-F2.1	First Row Single Family Residence	1		3247+84	60.8	61.5	60.7	Below / No	0.7	-0.1	---
	FLWB-F2.2	First Row Single Family Residence	1		3247+61	60.2	60.8	60.2	Below / No	0.6	0.0	---
	FLWB-S1	Second Row Single Family Residence	2		3246+95	56.9	57.5	57.8	Below / No	0.6	0.9	---
	FLWB-S2	Second Row Single Family Residence	2		3247+06	58.0	58.6	58.3	Below / No	0.6	0.3	---
Minimum						56.9	57.5	57.8	---	0.6	-0.1	---
Maximum						60.8	61.5	61.0	---	0.7	0.9	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 35 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Area 96 - See Figure 3.2 Sheet 15 (Segment 8)												
Flagami West Segment B - West of SR 826 and South of Flagler Street	FLWB-F3	First Row Single Family Residence	2	Residential NAC B - 66 dB(A)	3247+01	58.1	58.7	58.1	Below / No	0.6	0.0	---
	FLWB-F4	First Row Multi-Family Residence	2		3247+03	57.3	58.0	56.8	Below / No	0.7	-0.5	---
	FLWB-F5	First Row Single Family Residence	2		3246+98	56.3	57.0	55.7	Below / No	0.7	-0.6	---
	FLWB-F6.1	First Row Single Family Residence	1		3247+95	57.8	58.6	57.9	Below / No	0.8	0.1	---
	FLWB-F6.2	First Row Single Family Residence	1		3247+65	57.2	57.9	56.9	Below / No	0.7	-0.3	---
	FLWB-F7	First Row Single Family Residence	2		3246+94	56.1	56.8	55.1	Below / No	0.7	-1.0	---
	FLWB-S3	First Row Single Family Residence	2		3247+25	56.0	56.7	55.7	Below / No	0.7	-0.3	---
					Minimum	56.0	56.7	55.1	---	0.6	-1.0	---
					Maximum	58.1	58.7	58.1	---	0.8	0.1	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Noise Study Area 97 - See Figure 3.2 Sheet 15 (Segment 8)												
G&G Medical Center - West of SR 826 and South of Flagler Street	GGMC-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	3248+70	45.7	46.4	45.3	Below / No	0.7	-0.4	---
					Minimum	45.7	46.4	45.3	---	0.7	-0.4	---
					Maximum	45.7	46.4	45.3	---	0.7	-0.4	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 36 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Noise Study Segment Number 9 (Flagler Street to SR 836)												
Noise Study Area 98 - See Figure 3.2 Sheet 15 (Segment 9)												
Leon Medical Centers Flagler - West of SR 826 and North of Flagler Street	LMC-I1	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	3252+91	31.5	32.1	32.6	Below / No	0.6	1.1	---
Interamerican Community Church - West of SR 826 and North of Flagler Street	ICC-I1	Place of Worship Interior Use	1 (Special Land Use)	Place of Worship Interior NAC D - 51 dB(A)	3254+99	29.8	30.3	30.0	Below / No	0.5	0.2	---
					Minimum	29.8	30.3	30.0	---	0.5	0.2	---
					Maximum	31.5	32.1	32.6	---	0.6	1.1	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)						0	0	0	---	---	---	---
Noise Study Area 99 - See Figure 3.2 Sheets 15 and 16 (Segment 9)												
Winona Park - East of SR 826 and North of Flagler Street	WP-F1.1	First Row Multi-Family Residence	1	Residential NAC B - 66 dB(A)	2252+21	61.2	62.7	63.0	Below / No	1.5	1.8	S9-1E
	WP-F1.2	First Row Multi-Family Residence	1		2252+25	61.3	62.5	62.9	Below / No	1.2	1.6	
	WP-F2.1	First Row Multi-Family Residence	2		2253+23	58.0	59.7	60.0	Below / No	1.7	2.0	
	WP-F3.1	First Row Multi-Family Residence	2		2253+25	54.2	55.4	55.7	Below / No	1.2	1.5	
	WP-F4	First Row Single Family Residence	1		2253+92	56.4	57.7	58.0	Below / No	1.3	1.6	
	WP-F4.1	First Row Multi-Family Residence	2		2254+87	55.8	57.2	57.7	Below / No	1.4	1.9	
	WP-F5.1	First Row Multi-Family Residence	2		2254+86	52.8	54.2	54.5	Below / No	1.4	1.7	
	WP-F6.1	First Row Multi-Family Residence	1		2255+62	55.6	57.0	57.5	Below / No	1.4	1.9	
	WP-F6.2	First Row Single Family Residence	1		2255+68	54.3	55.8	56.0	Below / No	1.5	1.7	
	WP-F7.1	First Row Multi-Family Residence	2		2256+57	56.9	58.7	58.8	Below / No	1.8	1.9	
	WP-F8.1	First Row Multi-Family Residence	2		2257+86	56.6	57.7	58.0	Below / No	1.1	1.4	
	WP-F9.1	First Row Multi-Family Residence	2		2259+59	59.4	60.6	60.8	Below / No	1.2	1.4	
	WP-F10.1	First Row Multi-Family Residence	2		2260+75	60.8	62.4	64.5	Below / No	1.6	3.7	
	WP-F11	First Row Single Family Residence	1		2262+64	63.3	64.3	70.8	Exceeds / Yes	1.0	7.5	
	WP-F12	First Row Single Family Residence	1		2264+68	62.8	63.9	72.2	Exceeds / Yes	1.1	9.4	
	WP-F13	First Row Single Family Residence	1		2266+01	61.5	62.5	70.7	Exceeds / Yes	1.0	9.2	
	WP-F14	First Row Single Family Residence	1		2267+68	61.2	62.4	67.9	Exceeds / Yes	1.2	6.7	
	WP-F15	First Row Single Family Residence	1		2270+40	59.6	60.8	62.4	Below / No	1.2	2.8	
	WP-S1.1	Second Row Multi-Family Residence	1		2251+15	66.2	67.2	67.5	Exceeds / Yes	1.0	1.3	
	WP-S1.2	Second Row Multi-Family Residence	1		2251+62	60.2	61.0	61.6	Below / No	0.8	1.4	
	WP-S2.1	Second Row Multi-Family Residence	1		2252+06	62.0	63.0	63.4	Below / No	1.0	1.4	
	WP-S3.1	Second Row Multi-Family Residence	1		2252+30	61.1	62.1	62.5	Below / No	1.0	1.4	
	WP-S3.2	Second Row Multi-Family Residence	2		2252+25	59.3	60.1	60.4	Below / No	0.8	1.1	
	WP-S4	Second Row Single Family Residence	1		2252+73	60.1	61.0	61.5	Below / No	0.9	1.4	
	WP-S5	Second Row Single Family Residence	1		2253+28	58.8	59.8	60.3	Below / No	1.0	1.5	
	WP-S6	Second Row Single Family Residence	1		2253+82	57.9	58.8	59.2	Below / No	0.9	1.3	
	WP-S7.1	Second Row Multi-Family Residence	2		2254+32	57.5	58.4	58.8	Below / No	0.9	1.3	
	WP-S8.1	Second Row Multi-Family Residence	2		2254+83	57.2	58.1	58.5	Below / No	0.9	1.3	
	WP-S9	Second Row Single Family Residence	1		2255+36	57.1	58.0	58.3	Below / No	0.9	1.2	
	WP-S10.1	Second Row Multi-Family Residence	2		2256+59	55.1	56.4	56.8	Below / No	1.3	1.7	
	WP-S11.1	Second Row Multi-Family Residence	2		2257+84	55.0	56.8	57.2	Below / No	1.8	2.2	
	WP-S12.1	Second Row Multi-Family Residence	2		2259+70	56.5	57.6	57.9	Below / No	1.1	1.4	
	WP-S13.1	Second Row Multi-Family Residence	2		2260+89	56.2	58.7	57.2	Below / No	2.5	1.0	
	WP-S15	Second Row Single Family Residence	1		2262+73	60.1	61.0	64.7	Below / No	0.9	4.6	
	WP-S16	Second Row Single Family Residence	1		2264+70	59.1	60.3	67.5	Exceeds / Yes	1.2	8.4	
	WP-S17	Second Row Single Family Residence	1		2266+28	58.6	59.6	66.8	Approaches / Yes	1.0	8.2	
	WP-S18	Second Row Single Family Residence	1		2267+69	58.9	60.0	65.6	Below / No	1.1	6.7	
	WP-S19	Second Row Single Family Residence	1		2269+54	59.9	60.8	63.5	Below / No	0.9	3.6	
	WP-T1	Third Row Single Family Residence	1		2256+66	55.5	56.5	56.7	Below / No	1.0	1.2	
	WP-T2.1	Third Row Multi-Family Residence	2		2257+89	54.7	55.9	56.2	Below / No	1.2	1.5	
	WP-T2.2	Third Row Single Family Residence	1		2257+91	55.0	55.9	56.4	Below / No	0.9	1.4	
	WP-T3.1	Third Row Multi-Family Residence	2		2259+72	56.6	57.7	58.0	Below / No	1.1	1.4	
	WP-T3.2	Third Row Multi-Family Residence	1		2259+81	58.4	59.2	59.7	Below / No	0.8	1.3	
	WP-T4.1	Third Row Multi-Family Residence	2		2260+98	57.8	59.1	59.3	Below / No	1.3	1.5	
	WP-T5	Third Row Single Family Residence	1		2262+83	60.1	60.9	63.2	Below / No	0.8	3.1	
	WP-T6	Third Row Single Family Residence	1		2264+77	58.7	59.6	65.3	Below / No	0.9	6.6	
	WP-T7.1	Third Row Multi-Family Residence	1		2266+58	58.6	59.4	65.1	Below / No	0.8	6.5	
	WP-T7.2	Third Row Multi-Family Residence	1		2266+96	58.0	58.6	62.6	Below / No	0.6	4.6	
	WP-T18	Third Row Single Family Residence	1		2268+99	59.9	60.7	63.6	Below / No	0.8	3.7	
					Minimum	52.8	54.2	54.5	---	0.6	1.0	---
					Maximum	66.2	67.2	72.2	---	2.5	9.4	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						1	1	7	---	---	---	---
Noise Study Area 100 Residential - See Figure 3.2 Sheet 15 (Segment 9)												
Royal Palms Apartments - West of SR 826 and North of NW 7th Street	RPA-F1.1	First Row First Floor Multi-Family Residence	2	Residential NAC B - 66 dB(A)	3276+15	58.7	59.2	59.7	Below / No	0.5	1.0	S9-1W
	RPA-F1.2	First Row Second Floor Multi-Family Residence	2		3276+11	61.9	62.5	63.3	Below / No	0.6	1.4	
	RPA-F1.3	First Row Third Floor Multi-Family Residence	2		3276+11	65.2	65.8	66.7	Approaches / Yes	0.6	1.5	
	RPA-F1.4	First Row Fourth Floor Multi-Family Residence	2		3276+11	66.9	67.5	68.3	Exceeds / Yes	0.6	1.4	
	RPA-F1.5	First Row Fifth Floor Multi-Family Residence	2		3276+11	68.2	68.9	69.4	Exceeds / Yes	0.7	1.2	
	RPA-F1.6	First Row Sixth Floor Multi-Family Residence	2		3276+11	68.9	69.6	70.1	Exceeds / Yes	0.7	1.2	
	RPA-F1.7	First Row Seventh Floor Multi-Family Residence	2		3276+11	69.3	70.0	70.5	Exceeds / Yes	0.7	1.2	
	RPA-F1.8	First Row Eighth Floor Multi-Family Residence	2		3276+11	69.5	70.2	70.9	Exceeds / Yes	0.7	1.4	
	RPA-F1.9	First Row Ninth Floor Multi-Family Residence	2		3276+11	69.7	70.4	71.1	Exceeds / Yes	0.7	1.4	
	RPA-F2.1	First Row First Floor Multi-Family Residence	4		3277+07	57.0	57.6	58.3	Below / No	0.6	1.3	
	RPA-F2.2	First Row Second Floor Multi-Family Residence	4		3277+07	60.5	61.1	62.1	Below / No	0.6	1.6	
	RPA-F2.3	First Row Third Floor Multi-Family Residence	4		3277+07	64.7	65.3	66.6	Approaches / Yes	0.6	1.9	
	RPA-F2.4	First Row Fourth Floor Multi-Family Residence	4		3277+07	66.7	67.5	68.2	Exceeds / Yes	0.8	1.5	

Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 37 of 37)

Name of Noise Sensitive Area/Site	Representative Noise Receptor Site Designation	Noise Sensitive Site Description	Number of Noise Sensitive Sites Represented	Noise Abatement Activity Category - Criteria	Station Number	TNM Predicted Noise Levels (dBA)			Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Difference Between Existing Conditions and No-Build Alternative	Difference Between Existing Conditions and Build Alternative	Common Noise Environment (CNE) Identification Number / Comments
						Existing Conditions	Design Year (2055)					
							No-Build Alternative	Build Alternative				
Royal Palms Apartments - West of SR 826 and North of NW 7th Street	RPA-F2.5	First Row Fifth Floor Multi-Family Residence	4	Residential NAC B - 66 dB(A)	3277+07	68.0	68.8	69.1	Exceeds / Yes	0.8	1.1	S9-1W (Continued)
	RPA-F2.6	First Row Sixth Floor Multi-Family Residence	4		3277+07	68.6	69.4	69.9	Exceeds / Yes	0.8	1.3	
	RPA-F2.7	First Row Seventh Floor Multi-Family Residence	4		3277+07	69.0	69.7	70.3	Exceeds / Yes	0.7	1.3	
	RPA-F2.8	First Row Eighth Floor Multi-Family Residence	4		3277+07	69.3	70.1	70.7	Exceeds / Yes	0.8	1.4	
	RPA-F2.9	First Row Ninth Floor Multi-Family Residence	4		3277+07	69.4	70.2	70.9	Exceeds / Yes	0.8	1.5	
	RPA-F3.1	First Row First Floor Multi-Family Residence	3		3278+80	58.8	59.7	60.4	Below / No	0.9	1.6	
	RPA-F3.2	First Row Second Floor Multi-Family Residence	3		3278+78	60.6	61.5	62.9	Below / No	0.9	2.3	
	RPA-F3.3	First Floor Third Floor Multi-Family Residence	3		3278+78	64.7	65.7	66.1	Approaches / Yes	1.0	1.4	
	RPA-F3.4	First Row Fourth Floor Multi-Family Residence	3		3278+78	66.6	67.5	68.0	Exceeds / Yes	0.9	1.4	
	RPA-F3.5	First Row Fifth Floor Multi-Family Residence	3		3278+78	67.4	68.3	68.8	Exceeds / Yes	0.9	1.4	
	RPA-F3.6	First Row Sixth Floor Multi-Family Residence	3		3278+78	68.0	68.9	69.4	Exceeds / Yes	0.9	1.4	
	RPA-F3.7	First Row Seventh Floor Multi-Family Residence	3		3278+78	68.4	69.3	69.9	Exceeds / Yes	0.9	1.5	
	RPA-F3.8	First Row Eighth Floor Multi-Family Residence	3		3278+78	68.7	69.6	70.3	Exceeds / Yes	0.9	1.6	
	RPA-F3.9	First Row Ninth Floor Multi-Family Residence	3		3278+78	68.9	69.8	70.6	Exceeds / Yes	0.9	1.7	
	RPA-F4.1	First Row First Floor Multi-Family Residence	3		3281+56	58.5	59.6	60.2	Below / No	1.1	1.7	
	RPA-F4.2	First Row First Floor Multi-Family Residence	3		3281+56	60.5	61.7	62.5	Below / No	1.2	2.0	
	RPA-F4.3	First Row First Floor Multi-Family Residence	3		3281+56	63.6	64.8	65.0	Below / No	1.2	1.4	
	RPA-F4.4	First Row First Floor Multi-Family Residence	3		3281+56	64.4	65.6	66.1	Approaches / Yes	1.2	1.7	
	RPA-F4.5	First Row First Floor Multi-Family Residence	3		3281+56	65.3	66.3	66.8	Approaches / Yes	1.0	1.5	
	RPA-F4.6	First Row First Floor Multi-Family Residence	3		3281+56	65.8	66.7	67.2	Exceeds / Yes	0.9	1.4	
	RPA-F4.7	First Row First Floor Multi-Family Residence	3		3281+56	66.2	67.1	67.8	Exceeds / Yes	0.9	1.6	
	RPA-F4.8	First Row First Floor Multi-Family Residence	3		3281+56	66.6	67.5	68.3	Exceeds / Yes	0.9	1.7	
	RPA-F5.1	First Row First Floor Multi-Family Residence	2		3281+55	56.5	57.5	58.8	Below / No	1.0	2.3	
	RPA-F5.2	First Row First Floor Multi-Family Residence	2		3281+55	58.2	59.2	60.3	Below / No	1.0	2.1	
	RPA-F5.3	First Row First Floor Multi-Family Residence	2		3281+55	60.9	62.1	62.2	Below / No	1.2	1.3	
	RPA-F5.4	First Row First Floor Multi-Family Residence	2		3281+55	62.5	63.6	64.2	Below / No	1.1	1.7	
	RPA-F5.5	First Row First Floor Multi-Family Residence	2		3281+55	63.5	64.5	64.9	Below / No	1.0	1.4	
	RPA-F5.6	First Row First Floor Multi-Family Residence	2		3281+55	64.0	64.9	65.4	Below / No	0.9	1.4	
	RPA-F5.7	First Row First Floor Multi-Family Residence	2		3281+55	64.5	65.4	66.1	Approaches / Yes	0.9	1.6	
	RPA-F5.8	First Row First Floor Multi-Family Residence	2		3281+55	64.9	65.8	66.6	Approaches / Yes	0.9	1.7	
	RPA-F6.1	First Row First Floor Multi-Family Residence	2		3282+31	57.7	58.6	58.7	Below / No	0.9	1.0	
	RPA-F6.2	First Row Second Floor Multi-Family Residence	2		3282+31	59.7	60.7	62.7	Below / No	1.0	3.0	
	RPA-F6.3	First Row Third Floor Multi-Family Residence	2		3282+31	62.4	63.6	65.0	Below / No	1.2	2.6	
	RPA-F6.4	First Row Fourth Floor Multi-Family Residence	2		3282+31	63.1	64.3	65.9	Below / No	1.2	2.8	
	RPA-F6.5	First Row Fifth Floor Multi-Family Residence	2		3282+31	63.2	64.4	66.3	Approaches / Yes	1.2	3.1	
	RPA-F6.6	First Row Sixth Floor Multi-Family Residence	2		3282+31	63.3	64.5	66.5	Approaches / Yes	1.2	3.2	
	RPA-F6.7	First Row Seventh Floor Multi-Family Residence	2		3282+31	63.3	64.4	66.5	Approaches / Yes	1.1	3.2	
	RPA-F6.8	First Row Eighth Floor Multi-Family Residence	2		3282+31	63.6	64.8	67.0	Meets / Yes	1.2	3.4	
	RPA-S1.1	Second Row First Floor Multi-Family Residence	5		3275+94	56.5	57.0	57.5	Below / No	0.5	1.0	
	RPA-S1.2	Second Row First Floor Multi-Family Residence	5		3275+91	59.6	60.1	60.7	Below / No	0.5	1.1	
	RPA-S1.3	Second Row First Floor Multi-Family Residence	5		3275+91	61.6	62.1	62.7	Below / No	0.5	1.1	
	RPA-S1.4	Second Row First Floor Multi-Family Residence	5		3275+91	62.8	63.4	63.6	Below / No	0.6	0.8	
	RPA-S1.5	Second Row First Floor Multi-Family Residence	5		3275+91	63.5	64.1	64.3	Below / No	0.6	0.8	
	RPA-S1.6	Second Row First Floor Multi-Family Residence	5		3275+91	64.3	64.9	65.0	Below / No	0.6	0.7	
	RPA-S1.7	Second Row First Floor Multi-Family Residence	5		3275+91	64.7	65.3	65.6	Below / No	0.6	0.9	
	RPA-S1.8	Second Row First Floor Multi-Family Residence	5		3275+91	65.1	65.7	66.0	Approaches / Yes	0.6	0.9	
	RPA-S1.9	Second Row First Floor Multi-Family Residence	5		3275+91	65.5	66.1	66.4	Approaches / Yes	0.6	0.9	
	RPA-S2.1	Second Row First Floor Multi-Family Residence	5		3278+93	54.7	55.5	56.7	Below / No	0.8	2.0	
	RPA-S2.2	Second Row Second Floor Multi-Family Residence	5		3278+93	56.3	57.0	58.3	Below / No	0.7	2.0	
	RPA-S2.3	Second Row Third Floor Multi-Family Residence	5		3278+93	57.1	57.9	59.2	Below / No	0.8	2.1	
	RPA-S2.4	Second Row Fourth Floor Multi-Family Residence	5		3278+93	58.4	59.4	60.4	Below / No	1.0	2.0	
	RPA-S2.5	Second Row Fifth Floor Multi-Family Residence	5		3278+93	59.3	60.3	61.2	Below / No	1.0	1.9	
	RPA-S2.6	Second Row Sixth Floor Multi-Family Residence	5		3278+93	59.6	60.6	61.5	Below / No	1.0	1.9	
	RPA-S2.7	Second Row Seventh Floor Multi-Family Residence	5		3278+93	59.9	60.9	61.8	Below / No	1.0	1.9	
	RPA-S2.8	Second Row Eighth Floor Multi-Family Residence	5		3278+93	60.1	61.1	62.2	Below / No	1.0	2.1	
	RPA-S2.9	Second Row Ninth Floor Multi-Family Residence	5		3278+93	60.9	61.9	63.2	Below / No	1.0	2.3	
					Minimum	54.7	55.5	56.7	---	0.5	0.7	---
					Maximum	69.7	70.4	71.1	---	1.2	3.4	---
					Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)	60	71	100	---	---	---	---
Noise Study Area 100 Special Land Use- See Figure 3.2 Sheet 15 (Segment 9)												
Royal Palms Apartments - West of SR 826 and North of NW 7th Street	RPA-Pool Area	Community Pool	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	3280+55	58.5	59.5	60.2	Below / No	1.0	1.7	---
					Minimum	58.5	59.5	60.2	---	1.0	1.7	---
					Maximum	58.5	59.5	60.2	---	1.0	1.7	---
					Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)	0	0	0	---	---	---	---
Noise Study Area 101 Special Land Use- See Figure 3.2 Sheet 18 (Segment 9)												
Extended Stay America - West of SR 826 and South of NW 25th Street	ESA-1P	Pool Area	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	3344+20	66.7	67.6	67.6	Below / No	0.9	0.9	---
					Minimum	66.7	67.6	67.6	---	0.9	0.9	---
					Maximum	66.7	67.6	67.6	---	0.9	0.9	---
					Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)	0	0	0	---	---	---	---
Noise Study Area 102 Special Land Use- See Figure 3.2 Sheet 16 (Segment 9)												
Days Inn - East of SR 826 and North of SR 836	DI-1P	Pool Area	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	348+00 (SR 836)	70.4	71.1	71.7	Exceeds / Yes	0.7	1.3	Not Feasible due to Constuctability Issues and Additional Costs
					Minimum	70.4	71.1	71.7	---	0.7	1.3	---
					Maximum	70.4	71.1	71.7	---	0.7	1.3	---
					Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)	0	0	1	---	---	---	---

APPENDIX E

Noise Barrier Analyses Tables

(4.1.1 – 4.9.2)

Table 4.1.1 - Noise Barrier Analyses for Common Noise Environment CNE S1-1W (NSA 5 Silver Palm Plantation and Killian Green Estates)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
NSA 5 (Silver Palm Plantation and Killian Green Estates - West of US 1 between Killian Parkway and 104th Street/ Station 1030+00 to Station 1060+00/ Segment 1)	GM-CD1	Ground Mounted	Between Northbound Busway and Southbound US 1	14	850	1033+50	1042+00	3	3	7	10	6.4	8.0	$357,000	$35,700	YES	--
	GM-CD2	Ground Mounted	Between Northbound Busway and Southbound US 1	16	850	1033+50	1042+00	3	3	8	11	6.8	8.7	$408,000	$37,091	YES	---
	GM-CD3	Ground Mounted	Between Northbound Busway and Southbound US 1	18	850	1033+50	1042+00	3	3	8	11	7.2	9.2	$459,000	$41,727	YES	Represents the optimal conceptual noise barrier design at this location but is not recommended for further consideration and public input during the project's design phase. The additional construction costs associated with utility relocations (i.e., overhead electric) and drainage modifications to accommodate the noise barrier at this location would result in an exceedance of the Reasonableness Cost Criteria.
	GM-CD4	Ground Mounted	Between Northbound Busway and Southbound US 1	20	850	1033+50	1042+00	3	3	8	11	7.5	9.7	$510,000	$46,364	NO	---
	GM-CD5	Ground Mounted	Between Northbound Busway and Southbound US 1	22	850	1033+50	1042+00	3	3	8	11	7.8	10	$561,000	$51,000	NO	---

Table 4.1.2.1 - Noise Barrier Analyses for Common Noise Environment CNE S1-1SDTMP (NSA 4 South Dade Trail Mini Park)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Total Estimated Cost	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Percent of Impacted Area Benefited	Does Barrier Design Meet 7 dB(A) Noise Reduction Goal At Any Site?	Does Barrier Design Provide 5 dB(A) Noise Reduction For Entire Exterior Area of Use Impacted?	Usage Required to be Cost Reasonable (Person Hours per Day)	Actual Usage Likely to Exceed Required Usage to be Cost Reasonable	Conceptual Noise Barrier Design Recommended for further Consideration and Public Input?	Comments
NSA 4 (South Dade Trail Mini Park - West of US 1 between Killian Parkway and 104th Street/ Station 1033+00 to Station 1035+00/ Segment 1)	SDTMP-CD1	Ground Mounted	Between Northbound Busway and Southbound US 1	18	450	1033+50	1038+00	$243,000	4.9	--	0%	NO	NO	342	NO	NO	Lowest cost conceptual noise barrier design; Conceptual Barrier Design not recommended for further consideration or public input during the project's design phase since the Cost Reasonable Criteria and the minimum noise reduction design goal of 7 dB(A) are not met.
	SDTMP-CD2	Ground Mounted	Between Northbound Busway and Southbound US 1	20	450	1033+50	1038+00	$270,000	5.0	5.0	25%	NO	NO	380	NO	NO	---
	SDTMP-CD3	Ground Mounted	Between Northbound Busway and Southbound US 1	22	450	1033+50	1038+00	$297,000	5.0	5.0	25%	NO	NO	417	NO	NO	---

Table 4.1.2.2 - Conceptual Noise Barrier Design - Usage Analysis for South Dade Trail Mini Park - NSA 4 (CNE S1-1SDTMP)

Item	Criteria	Actual Usage	Needed Usage to Meet FDOT's Cost Reasonableness Criteria (Input Data)			Units
			Conceptual Noise Barrier Design Number			
			SDTMP-CD1	SDTMP-CD2	SDTMP-CD3	
1	Enter Length of Proposed Noise Barrier	---	450	450	450	feet
2	Enter Height of Proposed Noise Barrier	---	18	20	22	feet
3	Total Square Feet of Proposed Noise Barrier (Multiply item 1 by Item 2)	---	8,100	9,000	9,900	$feet^2$
4	Enter the average amount of time that a person stays at the site per visit	**Unknown**	1	1	1	hours
5	Enter the average number of people that use this site per day that will receive at least 5 dB(A) benefit from abatement at the site	**Unknown**	**342**	**380**	**417**	persons
6	Total Person Hours per Day Benefited by Noise Barrier (Multiply Item 4 by Item 5)	---	342	380	417	person-hours
7	Average Square Foot of Noise Barrier per Person Hour (Divide Item 3 by Item 6)	---	23.71	23.71	23.71	$feet^2$/person-hours
8	Cost per Person Hour per Square Foot of Noise Barrier (Multiply Item 7 by $42,000)	N/A	$995,935	$995,935	$995,935	$/person-hours/$ft^2$
9	Does item 8 exceed the "abatement cost factor" of: $995,935/person-hour/$ft^2$?	N/A	No	No	No	Yes/No
10	If item 9 is no, abatement is cost reasonable.	N/A	N/A	N/A	N/A	---
11	If item 9 is yes, abatement is not cost reasonable.	N/A	N/A	N/A	N/A	---

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Source: FDOT Report - A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations (2009)

Table 4.1.3.1 - Noise Barrier Analyses for Common Noise Environment CNE S1-VMP (NSA 6 Veterans Wayside Park)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Total Estimated Cost	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Percent of Impacted Area Benefited	Does Barrier Design Meet 7 dB(A) Noise Reduction Goal At Any Site?	Does Barrier Design Provide 5 dB(A) Noise Reduction For Entire Exterior Area of Use Impacted?	Usage Required to be Cost Reasonable (Person Hours per Day)	Actual Usage Likely to Exceed Required Usage to be Cost Reasonable	Conceptual Noise Barrier Design Recommended for further Consideration and Public Input?	Comments
NSA 6 (Veterans Wayside Park - East of US 1 and North of Killian Parkway/ Station 1035+00 to Station 1040+00/ Segment 1)	VWP-CD1	Ground Mounted	Eastern Right-of-Way Line of US 1	18	650	1034+00	1040+50	$351,000	8.5	14.6	70%	YES	NO	493	NO	NO	Lowest cost conceptual noise barrier design; Conceptual Barrier Design not recommended for further consideration or public input during the project's design phase since the Cost Reasonable Criteria is not met.
	VWP-CD2	Ground Mounted	Eastern Right-of-Way Line of US 1	20	650	1034+00	1040+50	$390,000	8.7	15.2	70%	YES	NO	548	NO	NO	---
	VWP-CD3	Ground Mounted	Eastern Right-of-Way Line of US 1	22	650	1034+00	1040+50	$429,000	8.9	15.6	70%	YES	NO	603	NO	NO	---

Table 4.1.3.2 - Conceptual Noise Barrier Design - Usage Analysis for Veterans Park - NSA 6 (CNE S1-VMP)

Item	Criteria	Actual Usage	Needed Usage to Meet FDOT's Cost Reasonableness Criteria (Input Data)			Units
			Conceptual Noise Barrier Design Number			
			VMP-CD1	VMP-CD2	VMP-CD3	
1	Enter Length of Proposed Noise Barrier	---	650	650	650	feet
2	Enter Height of Proposed Noise Barrier	---	18	20	22	feet
3	Total Square Feet of Proposed Noise Barrier (Multiply item 1 by Item 2)	---	11,700	13,000	14,300	$feet^2$
4	Enter the average amount of time that a person stays at the site per visit	**Unknown**	1	1	1	hours
5	Enter the average number of people that use this site per day that will receive at least 5 dB(A) benefit from abatement at the site	**Unknown**	493	548	603	persons
6	Total Person Hours per Day Benefited by Noise Barrier (Multiply Item 4 by Item 5)	---	493	548	603	person-hours
7	Average Square Foot of Noise Barrier per Person Hour (Divide Item 3 by Item 6)	---	23.71	23.71	23.71	$feet^2$/person-hours
8	Cost per Person Hour per Square Foot of Noise Barrier (Multiply Item 7 by $42,000)	N/A	$995,935	$995,935	$995,935	$/person-hours/$ft^2$
9	Does item 8 exceed the "abatement cost factor" of: $995,935/person-hour/$ft^2$?	N/A	No	No	No	Yes/No
10	If item 9 is no, abatement is cost reasonable.	N/A	N/A	N/A	N/A	---
11	If item 9 is yes, abatement is not cost reasonable.	N/A	N/A	N/A	N/A	---

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Source: FDOT Report - A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations (2009)

Table 4.2.1 - Noise Barrier Analyses for Common Noise Environment CNE S2-1E (NSA 29 Pearl Dadeland and Toscano Condos)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
NSA 29 (Pearl Dadeland and Toscano Condos - East of SR 826 between 104th Street and Snapper Creek Expressway/ Station 35+00 to Station 2000+00/ Segment 2)	GM-CD1	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	16	660	44+00	2001+30	95	0	2	2	5.8	6.4	$316,800	$158,400	NO	---
	GM-CD2	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	18	660	44+00	2001+30	95	0	5	5	8.0	8.6	$356,400	$71,280	NO	Lowest cost conceptual noise barrier design; Conceptual Barrier Design not recommended for further consideration or public input during the project's design phase since the Cost Reasonable Criteria is not met.
	GM-CD3	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	20	660	44+00	2001+30	95	0	5	5	9.8	10.3	$396,000	$79,200	NO	---
	GM-CD4	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	22	660	44+00	2001+30	95	0	5	5	10.5	11.6	$435,600	$87,120	NO	---

Table 4.2.2 - Noise Barrier Analyses for Common Noise Environment CNE S2-1W (NSAs 21, 22 and 23 - Woodside Kendall Condos, Colony Apartments, Ken Dade Condos, and Summit Tower of Dadeland Condos)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
NSA 21, 22 and 23 (Woodside Kendall Condos, Colony Apartments, Ken Dade Condos, and Summit Tower of Dadeland - West of SR 826 between 104th Street and Snapper Creek Expressway/ Station 15+00 to Station 2000+00/ Segment 2)	SM-CD1	Shoulder Mounted	Outside Shoulder of Southbound SR 826	8	2,200	20+00	42+00	44	15	7	22	5.8	6.5	$528,000	$24,000	YES	Barrier design does not meet FDOT's Noise Abatement Design Goal of achieving a 7 dB(A) reduction at an impacted site.
	SM-CD2	Shoulder Mounted	Outside Shoulder of Southbound SR 826	8	300	20+00	23+00	44	39	82	121	8.0	11.4	$870,000	$7,190	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Note that any of the 14-foot-tall shoulder mounted noise barrier to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
				14	1,900	23+00	42+00										

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Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the Final Design phase.

Table 4.2.3 - Noise Barrier Analyses for Common Noise Environment CNE S2-2E (NSA 36 and NSA 37 Village at Dadeland and Dadeland Park)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
NSA 36 and NSA 37 (Village at Dadeland and Dadeland Park - East of SR 826 between 104th Street and Snapper Creek Expressway/ Station 2000+00 to Station 2027+00/ Segment 2)	SM-CD1	Shoulder Mounted	Outside Shoulder of Northbound SR 826	8	1,400	2013+00	2027+00	41	10	2	12	5.9	7.7	$336,000	$28,000	YES	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Northbound SR 826	8	100	2013+00	2014+00	41	41	11	52	8.9	11.8	$426,000	$8,192	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Note that any of the 14-foot-tall shoulder mounted noise barrier to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
				14	900	2014+00	2025+00										
				8	100	2025+00	2026+00										

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Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the Final Design phase.

Table 4.2.4 - Noise Barrier Analyses for Common Noise Environment CNE S2-2W (NSAs 30 , 34 and 35 - Paradise at Dadeland Condos, Kings Creek South Condos and The Village at Kings Creek Condos)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
NSA 30, 34 and 35 (Paradise at Dadeland Condos, Kings Creek South Condos and The Village at Kings Creek Condos - West of SR 826 between 104th Street and Snapper Creek Expressway/ Station 2000+00 to Station 2027+00/ Segment 2)	SM-CD1	Shoulder Mounted	Segment 1 of 2 - Outside Shoulder of Southbound SR 826 Off Ramp to SW 88th Street	8	2,400	2003+00	2027+00	165	0	0	0	---	---	$576,000	N/A	NO	---
			Segment 2 of 2 - Outside Shoulder of Southbound SR 826	8	800	2000+00	2008+00										
	SM-CD2	Shoulder Mounted	Segment 1 of 2 - Outside Shoulder of Southbound SR 826 Off Ramp to SW 88th Street	14	1,200	2003+00	2015+00	165	83	55	138	6.9	9.8	$1,236,000	$8,957	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration in the project's final design phase and public input; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy
				8	100	2015+00	2016+00										
				14	900	2016+00	2025+00										
				8	200	2025+00	2027+00										
			Segment 2 of 2 - Outside Shoulder of Southbound SR 826	8	300	2000+00	2003+00										
				14	500	2003+00	2008+00										

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Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the Final Design phase.

Table 4.3.1 - Noise Barrier Analyses for Common Noise Environment CNE S3-1E (NSA 39 Andrews Estates)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
NSA 39 (Andrews Estates - East of SR 826 between Snapper Creek Expressway and SW 72nd Street/Station 2025+00 to Station 2040+00/ Segment 3)	SM-CD1	Shoulder Mounted	Outside Shoulder of Northbound SR 826	8	1,050	2027+25	2036+75	3	2	0	2	5.1	5.1	$252,000	$126,000	NO	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Northbound SR 826	14	775	2026+00	2035+25	3	3	0	3	6.4	7.2	$325,500	$108,500	NO	---
	GM-CD1	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	14	760	2028+40	2036	3	3	0	3	6.6	7.3	$319,200	$106,400	NO	---
	GM-CD2	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	16	640	2028+60	2035+00	3	3	0	3	5.8	7.1	$307,200	$102,400	NO	Lowest cost conceptual noise barrier design; Conceptual Barrier Design not recommended for further consideration or public input during the project's design phase since Cost Reasonable Criteria is not met.
	GM-CD3	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	18	640	2028+60	2035+00	3	3	0	3	6.1	7.5	$345,600	$115,200	NO	---
	GM-CD4	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	20	840	2028+60	2037+00	3	3	2	5	6.7	9.5	$504,000	$100,800	NO	---
	GM-CD5	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	22	1,000	2027+00	2037+00	3	3	3	6	7.8	10.4	$660,000	$110,000	NO	---

Table 4.3.2 - Noise Barrier Analyses for Common Noise Environment CNE S3-2E (NSA 39 Windsor Estates)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
NSA 39 (Windsor Estates - East of SR 826 between Snapper Creek Expressway and SW 72nd Street/ Station 2040+00 to Station 2055+00/ Segment 3)	SM-CD1	Shoulder Mounted	Outside Shoulder of Northbound SR 826	8	1,160	2038+00	2049+50	2	1	0	1	5.5	5.5	$278,400	$278,400	NO	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Northbound SR 826	14	600	2041+00	2047+00	2	2	0	2	6.6	8.8	$252,000	$126,000	NO	---
	GM-CD1	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	14	500	2042+00	2047+00	2	2	0	2	6.2	7.3	$210,000	$105,000	NO	Lowest cost conceptual noise barrier design; Conceptual Barrier Design not recommended for further consideration or public input during the project's design phase since the Cost Reasonable Criteria is not met.
	GM-CD2	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 8262	16	500	2042+00	2047+00	2	2	0	2	6.8	7.8	$240,000	$120,000	NO	---
	GM-CD3	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	18	500	2042+00	2047+00	2	2	0	2	7.2	8.1	$270,000	$135,000	NO	---
	GM-CD4	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	20	500	2042+00	2047+00	2	2	0	2	7.6	8.4	$300,000	$150,000	NO	---
	GM-CD5	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	22	500	2042+00	2047+00	2	2	0	2	7.8	8.6	$330,000	$165,000	NO	---

Table 4.3.3 - Noise Barrier Analyses for Common Noise Environment CNE S3-1W (NSA 38 Kendall Creek Grove and Jennings Estates)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
NSA 38 (Kendall Creek Grove and Jennings Estates - West of SR 826 between Snapper Creek Expressway and SW 72nd Street/ Station 2025+00 to Station 2055+00/ Segment 3)	SM-CD1	Shoulder Mounted	Outside Shoulder of Southbound SR 826	8	3,000	2025+00	2054+20	13	5	0	5	5.5	6.0	$720,000	$144,000	NO	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Southbound SR 826	14	2,540	2028+00	2053+75	13	11	3	14	7.5	10.4	$1,066,800	$76,200	NO	Lowest cost conceptual noise barrier design; Conceptual Barrier Design not recommended for further consideration or public input during the project's design phase since the Cost Reasonable Criteria is not met.
	GM-CD1	Ground Mounted	Western Right-of-Way Line of Southbound SR 826	14	2,650	2028+00	2054+00	13	11	3	14	7.2	9.9	$1,113,000	$79,500	NO	---
	GM-CD2	Ground Mounted	Western Right-of-Way Line of Southbound SR 826	16	2,650	2028+00	2054+00	13	12	3	15	7.7	10.5	$1,272,000	$84,800	NO	---
	GM-CD3	Ground Mounted	Western Right-of-Way Line of Southbound SR 826	18	2,650	2028+00	2054+00	13	12	4	16	8.1	11.2	$1,431,000	$89,438	NO	---
	GM-CD4	Ground Mounted	Western Right-of-Way Line of Southbound SR 826	20	2,650	2028+00	2054+00	13	12	4	16	8.6	11.7	$1,590,000	$99,375	NO	---
	GM-CD5	Ground Mounted	Western Right-of-Way Line of Southbound SR 826	22	2,650	2028+00	2054+00	13	12	6	18	8.6	12.3	$1,749,000	$97,167	NO	

Table 4.4.1 - Noise Barrier Analyses for Common Noise Environment CNE S4-1E (NSA 46 Residential Subdivision 1)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
NSA 46 (Residential Subdivision 1 - East of SR 826 and North of SW 72nd Street/ Station 2055+00 to Station 2110+00/ Segment 4)	SM-CD1	Shoulder Mounted	Outside Shoulder of Northbound SR 826	8	5,070	2056+00	2106+00	35	21	3	24	7.1	9.7	$1,349,490	$56,229	NO	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Northbound SR 826	8 to 12	4,870	2058+00	2106+00	35	24	9	33	7.0	13.2	$1,349,490	$40,894	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase.
	SM-CD3	Shoulder Mounted	Outside Shoulder of Northbound SR 826	14	5,070	2056+00	2106+00	35	24	16	40	8.7	14.7	$2,129,400	$53,235	NO	---
	GM-CD1	Ground Mounted	Eastern Right-of-Way Line of SR 826	14	5,200	2056+00	2106+00	35	23	14	37	8.2	15.1	$2,184,000	$59,027	NO	---
	GM-CD2	Ground Mounted	Eastern Right-of-Way Line of SR 826	16	5,200	2056+00	2106+00	35	24	16	40	8.7	16.1	$2,496,000	$62,400	NO	---
	GM-CD3	Ground Mounted	Eastern Right-of-Way Line of SR 826	18	5,200	2056+00	2106+00	35	24	18	42	9.1	16.9	$2,808,000	$66,857	NO	---
	GM-CD4	Ground Mounted	Eastern Right-of-Way Line of SR 826	20	5,200	2056+00	2106+00	35	24	18	42	9.6	17.6	$3,120,000	$74,286	NO	---
	GM-CD5	Ground Mounted	Eastern Right-of-Way Line of SR 826	22	5,200	2056+00	2106+00	35	24	21	45	9.8	18.2	$3,432,000	$76,267	NO	---

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Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the Final Design phase.

Table 4.4.2 - Noise Barrier Analyses for Common Noise Environment CNE S4-1W (NSA 52 Green Tree Estates)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
NSA 52 (Green Tree Estates - West of SR 826 and North of SW 72nd Street/ Station 2055+00 to Station 2077+00/ Segment 4)	SM-CD1	Shoulder Mounted	Outside Shoulder of Southbound SR 826	8	2,210	2055+20	2077+00	9	0	0	0	---	---	$530,400	N/A	NO	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Southbound SR 826	14	2,210	2055+20	2077+00	9	7	1	8	6.9	8.3	$928,200	$116,025	NO	---
	GM-CD1	Ground Mounted	Western Right-of-Way Line of SR 826	16	2,500	2055+00	2080+00	9	7	3	10	7.1	9.7	$1,200,000	$120,000	NO	---
	GM-CD2	Ground Mounted	Western Right-of-Way Line of SR 826	18	2,300	2056+00	2079+00	9	7	4	11	7.3	10.1	$1,242,000	$112,909	NO	Lowest cost conceptual noise barrier design; Conceptual Barrier Design not recommended for further consideration or public input during the project's design phase since the Cost Reasonable Criteria is not met.
	GM-CD3	Ground Mounted	Western Right-of-Way Line of SR 826	20	2,300	2056+00	2079+00	9	7	4	11	7.8	10.7	$1,380,000	$125,455	NO	---
	GM-CD4	Ground Mounted	Western Right-of-Way Line of SR 826	22	2,300	2056+00	2079+00	9	7	7	14	7.6	11.1	$1,518,000	$108,429	NO	---

Table 4.4.3.1 - Noise Barrier Analyses for Common Noise Environment CNE S4-2W (NSA 53 Miami Memorial Park Cemetery)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Total Estimated Cost	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Percent of Impacted Area Benefited	Does Barrier Design Meet 7 dB(A) Noise Reduction Goal At Any Site?	Does Barrier Design Provide 5 dB(A) Noise Reduction For Entire Exterior Area of Use Impacted?	Usage Required to be Cost Reasonable (Person Hours per Day)	Actual Usage Likely to Exceed Required Usage to be Cost Reasonable	Conceptual Noise Barrier Design Recommended for further Consideration and Public Input?	Comments
NSA 53 (Miami Memorial Park Cemetery - West of SR 826 and North of SW 72nd Street/ Station 2055+00 to Station 2077+00/ Segment 4)	MMPC-CD1	Ground Mounted	Western Right-of-Way Line of SR 826	18	3,200	2073+00	2105+00	$1,728,000	8.1	12.7	100%	YES	NO	2,429	NO	NO	Lowest cost conceptual noise barrier design; Conceptual Barrier Design not recommended for further consideration or public input during the project's design phase since the Cost Reasonable Criteria is not met.
	MMPC-CD2	Ground Mounted	Western Right-of-Way Line of SR 826	20	3,200	2073+00	2105+00	$1,920,000	8.3	13.4	100%	YES	NO	2,699	NO	NO	---
	MMPC-CD3	Ground Mounted	Western Right-of-Way Line of SR 826	22	3,200	2073+00	2105+00	$2,112,000	8.3	14.0	100%	YES	NO	2,969	NO	NO	---

Table 4.4.3.2 - Conceptual Noise Barrier Design - Usage Analysis for Miami Memorial Park Cemetery - NSA 53 (CNE S4-2W)

Item	Criteria	Actual Usage	Needed Usage to Meet FDOT's Cost Reasonableness Criteria (Input Data)			Units
			Conceptual Noise Barrier Design Number			
			MMPC-CD1	MMPC-CD2	MMPC-CD3	
1	Enter Length of Proposed Noise Barrier	---	3,200	3,200	3,200	feet
2	Enter Height of Proposed Noise Barrier	---	18	20	22	feet
3	Total Square Feet of Proposed Noise Barrier (Multiply item 1 by Item 2)	---	57,600	64,000	70,400	$feet^2$
4	Enter the average amount of time that a person stays at the site per visit	**Unknown**	1	1	1	hours
5	Enter the average number of people that use this site per day that will receive at least 5 dB(A) benefit from abatement at the site	**Unknown**	**2,429**	**2,699**	**2,969**	persons
6	Total Person Hours per Day Benefited by Noise Barrier (Multiply Item 4 by Item 5)	---	2,429	2,699	2,969	person-hours
7	Average Square Foot of Noise Barrier per Person Hour (Divide Item 3 by Item 6)	---	23.71	23.71	23.71	$feet^2$/person-hours
8	Cost per Person Hour per Square Foot of Noise Barrier (Multiply Item 7 by $42,000)	N/A	$995,935	$995,935	$995,935	$/person-hours/$ft^2$
9	Does item 8 exceed the "abatement cost factor" of: $995,935/person-hour/$ft^2$?	N/A	No	No	No	Yes/No
10	If item 9 is no, abatement is cost reasonable.	N/A	N/A	N/A	N/A	---
11	If item 9 is yes, abatement is not cost reasonable.	N/A	N/A	N/A	N/A	---

Source: FDOT Report - A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations (2009)

Table 4.5.1 - Noise Barrier Analyses for Common Noise Environment CNE S5-1E (NSA 57 Lakewood Villas, Miller Lake, and Lakeview Gardens - East Side)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
NSA 57 (Lakewood Villas, Miller Lake, and Lakeview Gardens (East Side) - North of 56th Street and Between SR 826 and SR 874/ Station 2107+00 to Station 2120+00 (SR 826)/ Segment 5)	SM-CD1	Shoulder Mounted	Segment 1 of 2 - Outside Shoulder of Southbound SR 826 Off Ramp to SW 56th Street	8	1,300	2109+00	2122+00	16	0	2	2	5.2	5.3	$552,000	$276,000	NO	---
			Segment 2 of 2- Outside Shoulder of Southbound SR 826	8	1,000	2106+00	2116+00										
	SM-CD2	Shoulder Mounted	Segment 1 of 2 - Outside Shoulder of Southbound SR 826 Off Ramp to SW 56th Street	14	1,300	2109+00	2122+00	16	4	36	40	6.7	10.5	$786,000	$19,650	YES	---
			Segment 2 of 2 - Outside Shoulder of Southbound SR 826	8	1,000	2106+00	2116+00										
	SM-CD3	Shoulder Mounted	Segment 1 of 2 - Outside Shoulder of Southbound SR 826 Off Ramp to SW 56th Street	14	1,300	2109+00	2122+00	16	4	50	54	6.5	11.1	$894,000	$16,556	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
			Segment 2 of 2 - Outside Shoulder of Southbound SR 826	8	400	2106+00	2110+00										
				14	600	2110+00	2116+00										

Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the Final Design phase.

Table 4.5.2.1 - Noise Barrier Analyses for Common Noise Environment S5-1W (NSA 64 Tropical Park)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Total Estimated Cost	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Percent of Impacted Area Benefited	Does Barrier Design Meet 7 dB(A) Noise Reduction Goal At Any Site?	Does Barrier Design Provide 5 dB(A) Noise Reduction For Entire Exterior Area of Use Impacted?	Usage Required to be Cost Reasonable (Person Hours per Day)	Actual Usage Likely to Exceed Required Usage to be Cost Reasonable	Conceptual Noise Barrier Design Recommended for further Consideration and Public Input?	Comments
NSA 64 (Tropical Park - West of SR 826 and North of SW 56th Street/ Station 50+00 to Station 110+00/ Segment 5)	TP-CD1	Shoulder Mounted	Segment 1 of 2 - Outside Shoulder of Southbound SR 826	8	3,850	50+00	90+00	$2,166,000	7.6	11.1	71%	YES	NO	3,045	NO	NO	Lowest cost conceptual noise barrier design; Conceptual Barrier Design not recommended for further consideration or public input during the project's design phase since the Cost Reasonable Criteria is not met.
		Ground Mounted	Segment 2 of 2 - Western Right-of-Way Line of SR 826	18	2,300	90+00	113+00										
	TP-CD2	Shoulder Mounted	Segment 1 of 2 - Outside Shoulder of Southbound SR 826	8	3,850	50+00	90+00	$2,442,000	8.3	12.2	71%	YES	NO	3,433	NO	NO	---
		Ground Mounted	Segment 2 of 2 - Western Right-of-Way Line of SR 826	22	2,300	90+00	113+00										
	TP-CD3	Shoulder Mounted	Segment 1 of 3 - Outside Shoulder of Southbound SR 826	8	200	50+00	52+00	$3,099,000	8.2	12.3	78%	YES	NO	4,354	NO	NO	---
		Shoulder Mounted	Segment 2 of 3 - Outside Shoulder of Southbound SR 826	14	3,650	52+00	90+00										
		Ground Mounted	Segmen 3 of 3 - Western Right-of-Way Line of SR 826	22	2,300	90+00	113+00										

Table 4.5.2.2 - Conceptual Noise Barrier Design - Usage Analysis for Tropical Park - NSA 64 (CNE S5-1W)

Item	Criteria	Actual Usage	Needed Usage to Meet FDOT's Cost Reasonableness Criteria (Input Data)			Units
			Conceptual Noise Barrier Design Number			
			TP-CD1	TP-CD2	TP-CD3	
1	Enter Length of Proposed Noise Barrier	---	3,850/2,300	3,850/2,300	200/3,850/2,300	feet
2	Enter Height of Proposed Noise Barrier	---	8/18	8/22	8/14/22	feet
3	Total Square Feet of Proposed Noise Barrier (Multiply item 1 by Item 2)	---	72,200	81,400	103,235	$feet^2$
4	Enter the average amount of time that a person stays at the site per visit	**Unknown**	1	1	1	hours
5	Enter the average number of people that use this site per day that will receive at least 5 dB(A) benefit from abatement at the site	**Unknown**	**3,045**	**3,433**	**4,354**	persons
6	Total Person Hours per Day Benefited by Noise Barrier (Multiply Item 4 by Item 5)	---	3,045	3,433	4,354	person-hours
7	Average Square Foot of Noise Barrier per Person Hour (Divide Item 3 by Item 6)	---	23.71	23.71	23.71	$feet^2$/person-hours
8	Cost per Person Hour per Square Foot of Noise Barrier (Multiply Item 7 by $42,000)	N/A	$995,935	$995,935	$995,935	$/person-hours/$ft^2$
9	Does item 8 exceed the "abatement cost factor" of: $995,935/person-hour/$ft^2$?	N/A	No	No	No	Yes/No
10	If item 9 is no, abatement is cost reasonable.	N/A	N/A	N/A	N/A	---
11	If item 9 is yes, abatement is not cost reasonable.	N/A	N/A	N/A	N/A	---

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Source: FDOT Report - A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations (2009)

Table 4.6.1 - Noise Barrier Analyses for Common Noise Environment CNE S6-1E (NSA 70 Central Miami Subdivision)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's 7.0 dB(A) Noise Reduction Design Goal?	Comments
Replacement Noise Barrier Options for the Existing 8' to 12' Tall Noise Barrier IDs: 1A/1B (FM No. 249648-1)/ L1A (S-1)/:1B (S-2) (FM No. 249035-1) Physically Impacted by Project Improvements																	
NSA 70 (Central Miami Subdivision - East of SR 826 Between SW 40th Street and SW 24th Street/Station 115+00 to Station 175+00/ Segment 6)	SM-CD1	Shoulder Mounted	Outside Shoulder of Northbound SR 826	8	2,360	116+00	139+00	49	20	0	20	7.0	8.1	$1,054,800	Not Applicable-Replacement Barrier	YES	---
				8	2,035	149+00	168+00										
	SM-CD2	Shoulder Mounted	Outside Shoulder of Northbound SR 826	14	2,360	116+00	139+00	49	33	0	33	9.6	14.1	$1,845,900	Not Applicable-Replacement Barrier	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces portions of existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barrier to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
				14	2,035	149+00	168+00										

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Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the Final Design phase.

Table 4.6.2 - Noise Barrier Analyses for Common Noise Environment CNE S6-1W (NSA 72 Baker Way Manor, Sunrise Manor, and Coral Way)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's 7.0 dB(A) Noise Reduction Design Goal?	Comments
Replacement Noise Barrier Options for the Existing 8' to 12' Tall Noise Barrier IDs: 2A/2B (FM No. 249648-1)/ 2A (S-3)/ 2B (S-4) (FM No. 249035-1) Physically Impacted by Project Improvements																	
NSA 72 (Baker Way Manor, Sunrise Manor and Coral Way - West of SR 826 between SW 24th St and SW 40th Street/ Station 115+00 to Station 175+00/ Segment 6)	SM-CD1	Shoulder Mounted	Outside Shoulder of Southbound SR 826	8	4,400	125+00	169+00	35	14	0	14	5.9	6.4	$1,056,000	Not Applicable-Replacement Barrier	NO	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Southbound SR 826	14	4,000	127+00	167+00	35	32	8	40	7.4	9.9	$1,680,000	Not Applicable-Replacement Barrier	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barrier to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
	GM-CD1	Ground Mounted	Western Right-of-Way Line of SR 826	14	4,230	127+00	168+00	35	29	1	30	9.1	14.6	$1,776,600	Not Applicable-Replacement Barrier	NO	---
	GM-CD2	Ground Mounted	Western Right-of-Way Line of SR 826	16	4,230	127+00	168+00	35	30	4	34	9.5	15.7	$2,030,400	Not Applicable-Replacement Barrier	NO	---
	GM-CD3	Ground Mounted	Western Right-of-Way Line of SR 826	18	4,230	127+00	168+00	35	34	8	42	9.4	16.6	$2,284,200	Not Applicable-Replacement Barrier	NO	---
	GM-CD4	Ground Mounted	Western Right-of-Way Line of SR 826	20	4,230	127+00	168+00	35	34	13	47	9.6	17.3	$2,538,000	Not Applicable-Replacement Barrier	NO	---
	GM-CD5	Ground Mounted	Western Right-of-Way Line of SR 826	22	4,230	127+00	168+00	35	34	15	49	10.1	18.0	$2,791,800	Not Applicable-Replacement Barrier	NO	---

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Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the Final Design phase.

Table 4.7.1 - Noise Barrier Analyses for Common Noise Environment CNE S7-1E (NSA 74 Hardwood Village and Miami Gateway)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's 7.0 dB(A) Noise Reduction Design Goal?	Comments
Replacement Noise Barrier Options for the Existing 8' to 12' Tall Noise Barrier IDs: 4A/4B (FM No. 249648-1)/ 19 (FM No. 249649-1) Physically Impacted by Project Improvements																	
NSA 74 (Hardwood Village and Miami Gateway Communities - East of SR 826 between SW 24th Street and SW 8th Street/ Station 170+00 to Station 220+00/ Segment 7)	SM-CD1	Shoulder Mounted	Outside Shoulder of Northbound SR 826	8	4,470	172+00	217+50	59	30	0	30	5.5	7.2	$1,072,800	Not Applicable-Replacement Barrier	YES	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Northbound SR 826	14	4,470	172+00	217+50	59	59	4	63	7.6	11.2	$1,877,400	Not Applicable-Replacement Barrier	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barrier to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
	SM-CD3	Shoulder Mounted	Outside Shoulder of Northbound SR 826	8	600	172+00	178+00	59	59	4	63	7.7	11.2	$1,769,400	Not Applicable-Replacement Barrier	YES	---
				14	3,870	178+00	217+50										
	SM-CD4	Shoulder Mounted	Outside Shoulder of Northbound SR 826	8	900	172+00	181+00	59	55	4	59	7.7	11.2	$1,715,400	Not Applicable-Replacement Barrier	YES	Represents an in kind noise barrier replacement (i.e., the same heights and lengths of the existing noise barrier to be replaced).
				14	3,570	181+00	217+50										

Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the Final Design phase.

Table 4.7.2 - Noise Barrier Analyses for Common Noise Environment CNE S7-1W (NSA 76 Coral Way Plaza and Miracle Manor Communities)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's 7.0 dB(A) Noise Reduction Design Goal?	Comments
Replacement Noise Barrier Options for the Existing 8' to 12' Tall Noise Barrier IDs: 6A (FM No. 249648-1)/ 18 (FM No. 249649-1) Physically Impacted by Project Improvements																	
NSA 76 (Coral Way Plaza and Miracle Manor Communities - West of SR 826 between SW 24th Street and SW 8th Street/ Station 170+00 to Station 220+00/ Segment 7)	SM-CD1	Shoulder Mounted	Outside Shoulder of Southbound SR 826	8	1,770	180+00	198+00	24	15	0	15	6.4	10.8	$424,800	Not Applicable-Replacement Barrier	YES	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Southbound SR 826	14	2,580	173+00	198+00	24	22	9	31	8.8	16.6	$1,083,600	Not Applicable-Replacement Barrier	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barrier to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

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Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the Final Design phase.

Table 4.8.1 - Noise Barrier Analyses for Common Noise Environment CNE S8-1E (NSA 88 Flagami East)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's 7.0 dB(A) Noise Reduction Design Goal?	Comments
Replacement Noise Barrier Options for the Existing 8' to 12' Tall Noise Barrier IDs: E1B (FM No. 249581-1)/ 20 (FM No. 249649-1) Physically Impacted by Project Improvements																	
NSA 88 (Flagami East - East of SR 826 and North of SW 8th Street/ Station 220+00 to Station 2250+00/ Segment 8)	SM-CD1	Shoulder Mounted	Outside Shoulder of SR 826 Northbound On Ramp from SW 8th Street	8	1,940	233+50	2252+00	36	0	0	0	--	4.8	$465,600	Not Applicable-Replacement Barrier	NO	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of SR 826 Northbound On Ramp from SW 8th Street	14	1,450	233+50	2248+00	36	30	4	34	6.6	7.9	$609,000	Not Applicable-Replacement Barrier	YES	---
	SM-CD3	Shoulder Mounted	Outside Shoulder of SR 826 Northbound On Ramp from SW 8th Street	14	1,450	233+50	2248+00	36	30	6	36	6.7	7.9	$705,000	Not Applicable-Replacement Barrier	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder noise barrier to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
				8	400	2248+00	2252+00										

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Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the Final Design phase.

Table 4.8.2 - Noise Barrier Analyses for Common Noise Environment CNE S8-1W (NSA 90 Flagami West)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's 7.0 dB(A) Noise Reduction Design Goal?	Comments
Replacement Noise Barrier Options for the Northern Segment of the 8' to 12' Tall Existing Noise Barrier ID: 12/12A (FM No. 249649-1) Physically Impacted by Project Improvements																	
NSA 90 (Flagami West - West of SR 826 and North of SW 8th Street/ Station 1875+00 to Station 1890+00/ Segment 8)	SM-CD1	Shoulder Mounted	Outside Shoulder of Southbound SR 826	8	2,100	230+00	2251+00	21	5	0	5	5.7	6.0	$504,000	Not Applicable-Replacement Barrier	NO	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Southbound SR 826	14	1,700	231+00	2248+00	21	20	3	23	7.8	9.8	$714,000	Not Applicable-Replacement Barrier	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder noise barrier to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

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Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the Final Design phase.

Table 4.8.3 - Noise Barrier Analyses for Common Noise Environment CNE S8-2W (NSA 90 and NSA 91 Flagami West)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
NSA 90 and NSA 91 (Flagami West - West of SR 826 and North of SW 8th Street/ Station 1875+00 to Station 1890+00/ Segment 8)	SM-CD1	Shoulder Mounted	Outside Shoulder of Westbound SW 8th Street	8	2,270	1873+00	224+50	16	15	22	37	6.3	7.3	$544,800	$14,724	Yes	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Westbound SW 8th Street	14	2,270	1873+00	224+50	16	16	25	41	8.6	10.5	$953,400	$23,254	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder noise barrier to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the Final Design phase.

Table 4.9.1 - Noise Barrier Analyses for Common Noise Environment CNE S9-1E (NSA 99 Winona Park Subdivision)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's 7.0 dB(A) Noise Reduction Design Goal?	Comments
Replacement Noise Barrier Options for the Northern Segment of the 8' to 12' Tall Existing Noise Barrier E2A/E2B (FM No. 249581-1) Physically Impacted by Project Improvements																	
NSA 99 (Winona Park Subdivision - East of SR 826 Between W Flagler Street and SR 836/Station 3250+00 to Station 3270+00/ Segment 9)	SM-CD1	Shoulder Mounted	Outside Shoulder of Northbound On Ramp from Flagler Street to SR 836 Ramps	12 8	610 510	2262+00 2268+00	2268+00 2272+00	7	6	4	10	7.4	8.7	$342,000	Not Applicable-Replacement Barrier	YES	Represents an in kind noise barrier replacement (i.e., the same heights and lengths of the existing noise barrier to be replaced).
	SM-CD2	Shoulder Mounted	Outside Shoulder of Northbound On Ramp from Flagler Street to SR 836 Ramps	12	1,120	2262+00	2273+00	7	6	4	10	10.5	14.3	$403,200	Not Applicable-Replacement Barrier	YES	---
	SM-CD3	Shoulder Mounted	Outside Shoulder of Northbound On Ramp from Flagler Street to SR 836 Ramps	14	1,120	2262+00	2273+00	7	6	4	10	10.8	15.3	$470,400	Not Applicable-Replacement Barrier	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder noise barrier to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

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Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the Final Design phase.

Table 4.9.2 - Noise Barrier Analyses for Common Noise Environment CNE S9-1W (NSA 100 Royal Palm Apartments)

Noise Sensitive Area (General Location/Station Range/SR 826 Segment Number)	Conceptual Noise Barrier Design Number	Noise Barrier Type (Segment Name)	Noise Barrier Location	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
NSA 100 (Royal Palm Apartment - West of SR 826 Between W Flagler Street and SR 836/Station 3265+00 to Station 3290+00/ Segment 9)	SM-CD1	Shoulder Mounted	Segment 1 of 2 - Outside Shoulder of Southbound SR 826	14	1,500	2270+00	3285+00	100	24	18	42	5.5	6.2	$1,491,000	$35,500	NO	Lowest cost conceptual noise barrier design; Conceptual Barrier Design not recommended for further consideration or public input during the project's design phase since the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence is not met.
			Segment 2 of 2 - Outside Shoulder of Southbound Ramp from SR 836 to SR 826		2,050	2270+00	12+00 (SR 836 Ramp)										
	GM-CD1	Ground Mounted	Eastern Right-of-Way Line of Southbound SR 826	18	900	3278+00	3285+00	100	0	0	0	4.8	4.8	$486,000	N/A	NO	---
	GM-CD2	Ground Mounted	Eastern Right-of-Way Line of Southbound SR 826	20	900	3278+00	3285+00	100	2	0	2	5.3	5.3	$540,000	$270,000	NO	---
	GM-CD3	Ground Mounted	Eastern Right-of-Way Line of Southbound SR 826	22	900	3278+00	3285+00	100	4	0	4	5.8	5.8	$594,000	$148,500	NO	---

SR 826/Palmetto Expressway PD&E Study

From US 1/SR 5/Dixie Highway to NW 25th Street
Miami-Dade County, Florida

