

NOISE STUDY REPORT

SR 826/Palmetto Expressway Express Lanes 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 SR 836/Dolphin Expressway
Miami-Dade County, Florida

Prepared for:



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

OCTOBER 2019

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 December 14, 2016 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 SR 836 (Dolphin Expressway), a distance of approximately seven miles (see [Figure 1.1](#)). The PD&E Study is proposing corridor improvements that will add highway and interchange capacity with the implementation of an express lanes system and interchange improvements. The project is in Miami-Dade County, Florida and is contained within unincorporated Miami-Dade. 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 policy, *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* (January 14, 2019), and FDOT's *Traffic Noise Modeling and Analysis Practitioners Handbook* (January 1, 2016).

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; and
- 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.

The purpose of this Noise Study Report (NSR) is to present 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

As part of the PD&E Study, the following improvements are being evaluated to add highway and interchange capacity along SR 826 from US 1 to SR 836:

- Implementation of dynamically priced express lanes;
- Access and ramp connections to and from the express lanes (ingress and egress access points);
- Interchange improvements – Modification of existing entrance and exit ramps serving the interchanges within the project limits; and
- 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.

SR 826, between US 1 and SR 874 (Don Shula Expressway), consists primarily of six travel lanes (three lanes in each direction). Between SR 874 and SR 836, the corridor consists primarily of ten travel lanes (five lanes in each direction) and two undesignated High Occupancy Vehicle (HOV) lanes (one in each direction). This segment of SR 826 is functionally classified as a Divided Urban Principal Arterial 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 ten existing interchanges within the project limits. Eight of the ten interchanges provide connection to arterial/collector facilities. The other two are major system-to-system interchanges (SR 826 with SR 874 and SR 826 with SR 836). These system-to-system interchanges provide a connection between major expressways, which services and distributes traffic originating from or destined to the north, south, east, and west portions of Miami-Dade County.

1.1.1 Purpose and Need of the Project

The overall goals and objectives of this PD&E Study are described below:

- Evaluate the implementation of an express lanes system that will improve safety, capacity, operations, regional express lane network connectivity, expressway/interchange access, mobility and emergency evacuation;
- Identify the appropriate express lanes typical section that, combined with strategic ingress and egress locations, will service the users of the area and achieve the Purpose and Need;
- Provide relief from existing and projected traffic congestion;
- Improve the safety of the SR 826 mainline corridor by addressing speed differentials and lane weaving deficiencies between interchanges;
- Support the optimal operations of the existing roadway network;
- Maintain consistency with the current SR 826 Express Lanes Project, from SR 836 to I-75, and local projects; and
- Once a conceptual alternative is selected, the improvements will be prioritized based on the area needs (short-term vs. long-term), logical segmentation and funding.

The need for this project is to add capacity to the SR 826 corridor to meet future transportation demand, improve travel time reliability and to provide long-term mobility options. Other 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 – The project traverses four of the six transportation planning areas (Central, Northwest, South, and West) as identified within the Miami-Dade Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan. The greatest population and employment growth between the years 2010 and 2040 within Miami-Dade County is expected to occur within the South transportation planning area. 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 anticipated to grow modestly between this same period. Population within Central is projected to increase by 27.9% and employment by 32.5%. Population within Northwest is projected to increase by 20% and employment by 41.9%. Population within West is projected to increase

by 12.5% and employment by 42.5%. The projected growth in the area will result in a significant increase in travel demand and further deteriorate the conditions of the already congested SR 826 corridor.

Safety – According to the FDOT Crash Analysis Reporting System there were a total of 2,531 crashes along the corridor within the project limits between the years 2011 and 2013, of which 1,522 (60.1%) were rear-end crashes and 259 (10.2%) were fixed object crashes. These types of crashes can be attributed to the heavy levels of congestion and operational weaving conditions within the project area. The majority of the total crashes occurred between milepost 5.7 and 6.8 (between SW 24th Street and north of Flagler Street), resulting in 811 injuries and one fatality.

Safety along the corridor will be enhanced with the construction of the express lanes. Implementing express lanes will improve mobility, reduce congestion and provide additional travel options along the corridor. Diverting some of the future traffic volumes from the general use lanes to the express lanes, will help increase gaps along the general use lanes providing more space for vehicles entering SR 826. The express lanes will also help reduce tailgating and improve traffic flow while separating long distance trips from local trips. Separating these trips will reduce weaving and sideswipe crashes. The express lanes will also create added capacity helping 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 SR 826 corridor provides system-level connections to I-75, Florida's Turnpike, SR 874, 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 Miami International Airport north and east of SR 836 and to the Dadeland Mall at SW 88th Street/Kendall Drive. This SR 826 southern segment (from US 1 to SR 836) is the final segment of a larger express lanes project for the SR 826 corridor. The northern segment, which extends from SR 836 to I-75, is already under construction. When complete, this regional system will greatly improve capacity, 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 2014 Miami-Dade County Freight Plan Update. The addition of express lanes along SR 826 would create a more efficient roadway network, improving traffic flow in the general use lanes. While trucks are not allowed in express lanes, the enhanced traffic conditions 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. Increasing the capacity of the SR 826 corridor will reduce evacuation times needed for residents of Miami-Dade County during emergency and hurricane evacuations.

1.1.2 Description of the Existing Facility

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 selected 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 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 median barrier wall, and outside barrier walls. The two typical sections for SR 826 are depicted in [Figure 1.2](#) and [Figure 1.3](#).

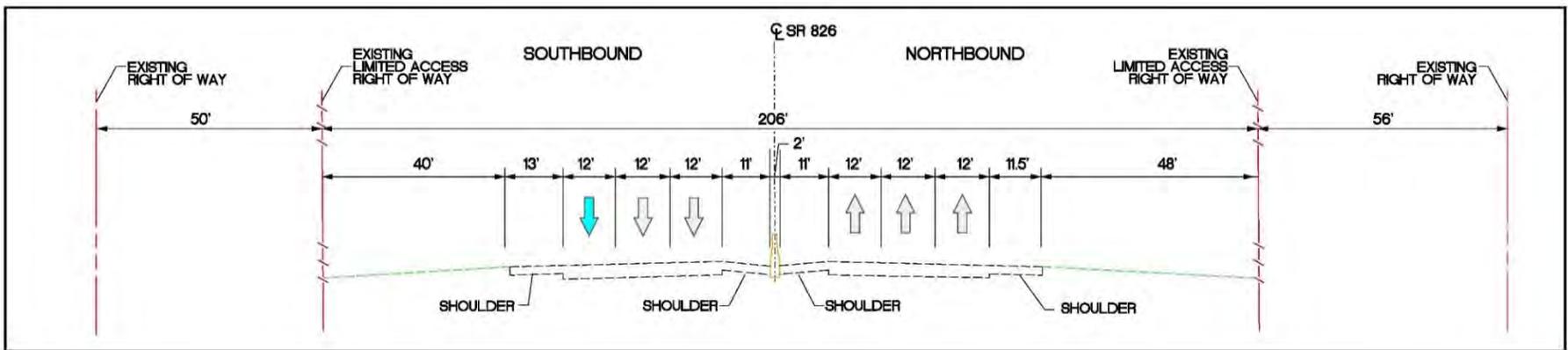


Figure 1.2 - Existing Roadway Typical Section between US 1 and SR 874

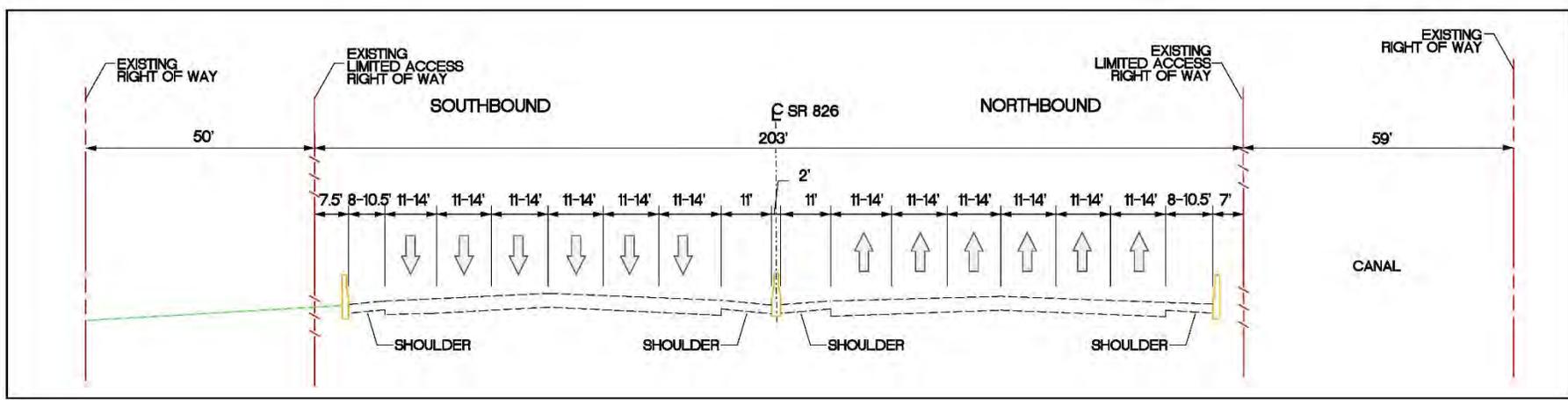
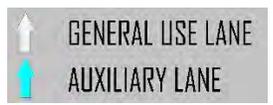


Figure 1.3 - Existing Roadway Typical Section between SR 874 and SR 836

The existing limited access right of way varies within the study limits. The right of way 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 right of way along the corridor.

Table 1.1 – Summary of Existing Right of Way

	Roadway Section	Right of Way Width (feet)
US 1	SW 104 th Street – SR 826	118
SR 826	SW 98 th Street – SW 88 th Street (Northbound Ramp)	154
	SW 98 th Street – SW 88 th Street (Southbound Ramp)	147
	SW 88 th 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 th Street	200
	SW 8 th Street – Flagler Street	250
	Flagler Street – SR 836	460
SR 874	Miller Drive – SR 826	248

Source: FDOT ROW Survey

1.2 PROPOSED IMPROVEMENTS

1.2.1 ALTERNATIVES CONSIDERED

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

Build Alternatives – The objective of this PD&E Study is to evaluate alternatives that will address existing and projected traffic operating deficiencies along this section of SR 826. In order to keep up with the growing traffic demand within the study area, three build alternatives were considered in this PD&E Study. All three alternatives propose to add express lanes (extend to the south) along this segment of SR 826 with access points at selected locations to enter and exit the express lanes system. Alternative 2 was selected as the recommended alternative.

The recommended alternative proposes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836. The express lanes system will begin and end one lane on SR 874 and one lane north of US 1. This alternative proposes four express lanes access points, which includes a SR 836 ramp flyover system-to-system connecting SR 826 northbound to SR 836 eastbound and SR 836 westbound to SR 826 southbound median-to-median (see [Figure 1.4](#)). The express lanes will have a direct connection with the Miami-Dade Transit (MDT) US 1 South Miami-Dade Busway Corridor. In the northbound direction, buses will enter the express lanes facility just north of SW 98th Street through a proposed intersection connection with the South Miami-Dade Busway (under the southbound ramp from SR 826). Buses will continue north at-grade along the east side of the SR 826 southbound lanes. Just south of SW 88th Street, the buses will continue north entering/merging with the SR 826 northbound lanes separated by express lane markers. Buses only will continue north until just north of SW 72nd Street where personal cars will be able to access the express lanes facility. In the southbound direction, personal cars will exit the express lanes facility just north of SW 72nd Street. The express lane will continue south (buses only) at-grade along the east side of the SR 826 southbound lanes buffer separated, until reaching the proposed intersection with the Busway. Buses will have the option to travel northbound or southbound along the Busway.

The recommended alternative roadway typical section between US 1 and SR 874 will consist primarily of six 12-foot wide general use lanes (three lanes in each direction) with 12-foot wide auxiliary lanes at selected locations, two 12-foot wide express 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 express lane markers, and outside barrier walls. Between SR 874 and SR 836 the corridor will

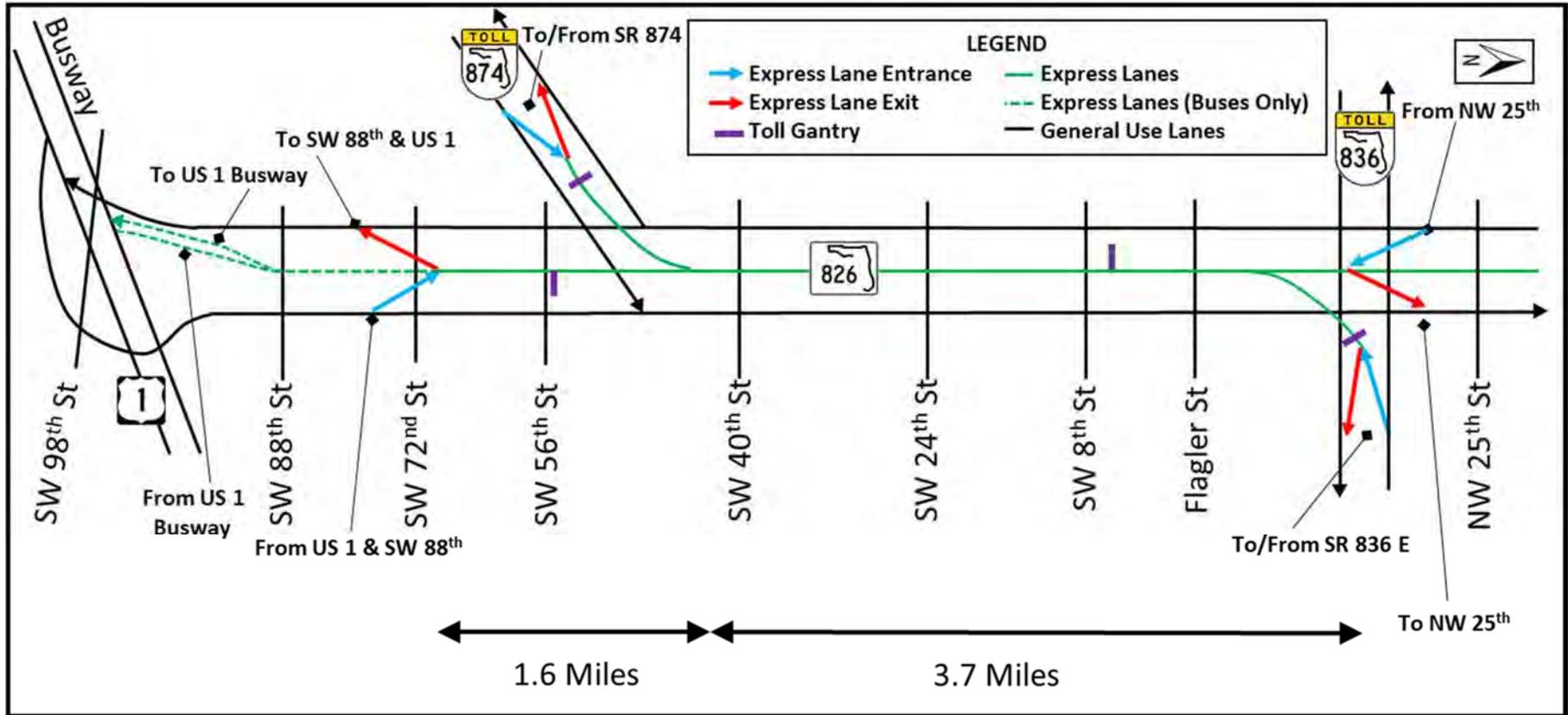


Figure 1.4 – Recommended Alternative Schematic Line Diagram

consist primarily of ten 11-foot to 12-foot wide general use lanes (five lanes in the northbound direction and five lanes in the southbound direction) with 11-foot 12-foot wide auxiliary lanes at selected locations, four 11-foot to 12-foot wide express lanes (two lanes in each direction), 10-foot to 12-foot wide inside and outside shoulders, a 2-foot wide median barrier wall, 2-foot to 4-foot wide buffer with express lane markers, and outside barrier walls. The two express lanes along this section of SR 826 will be implemented by converting the existing inside lane (undesignated HOV lane) to an express lane and by adding a second express lane through widening. The two typical sections for SR 826 are depicted in [Figure 1.5](#) and [Figure 1.6](#). The express lanes will be constructed along SR 826 with major widening to the outside, approximately 10-36 feet, with a new set of bridge overpasses crossing over SR 874.

The recommended alternative is also proposing interchange, intersection and arterial improvements to support the optimal operations of the corridor. [Figure 1.7](#) depicts all the improvements proposed by the recommended alternative.

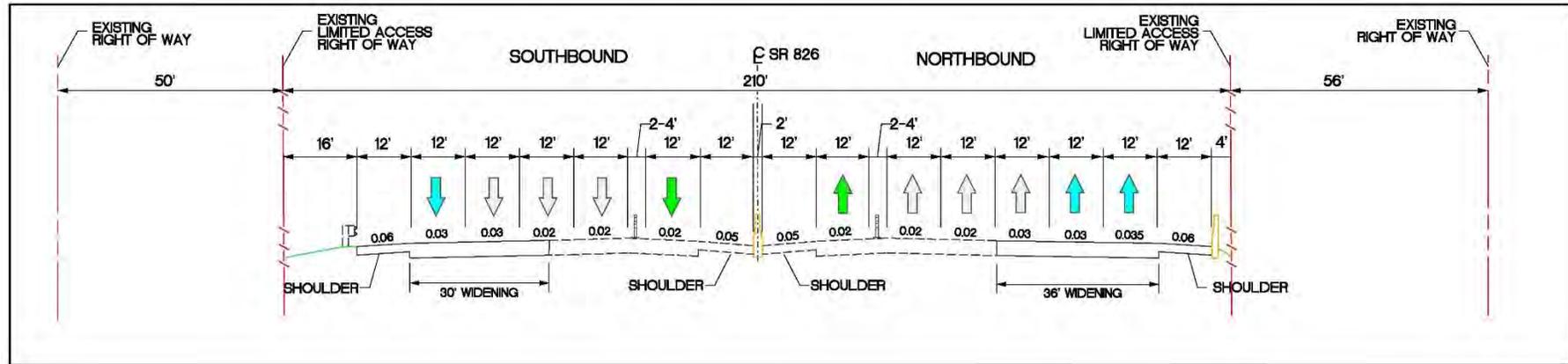


Figure 1.5 – Recommended Alternative Roadway Typical Section between US 1 and SR 874

- GENERAL USE LANE
- AUXILIARY LANE
- EXPRESS LANE

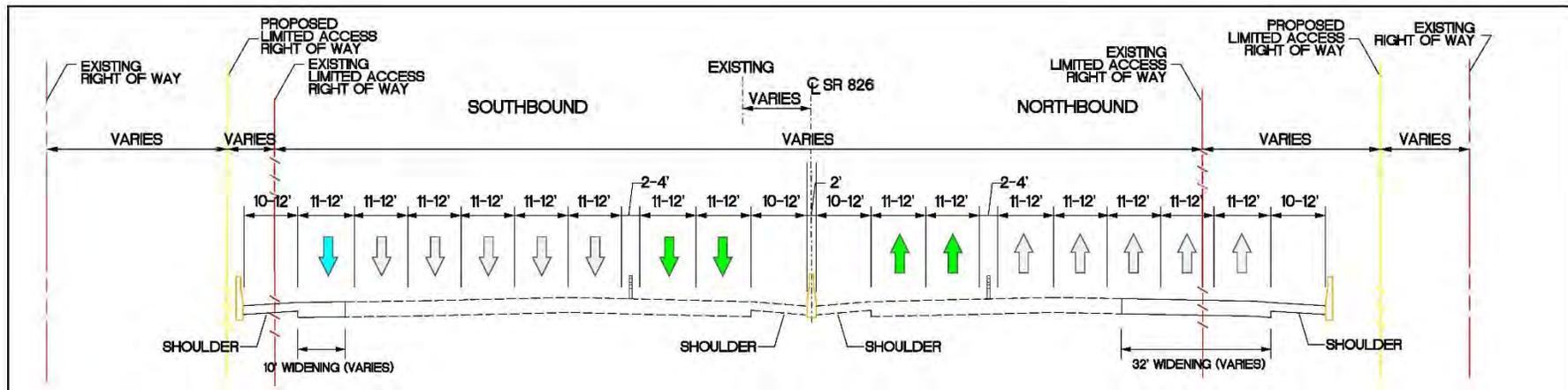
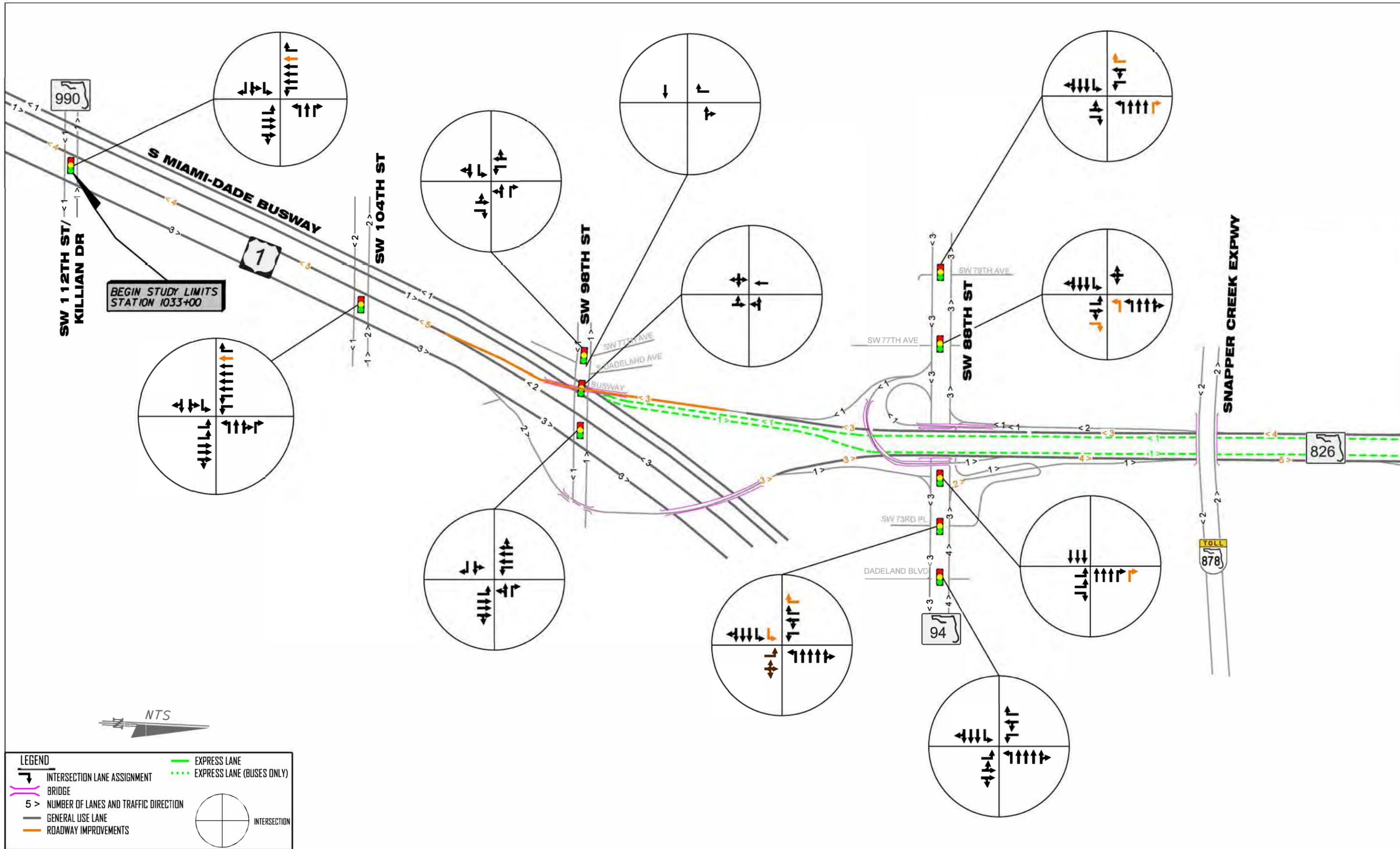


Figure 1.6 – Recommended Alternative Roadway Typical Section between SR 874 and SR 836



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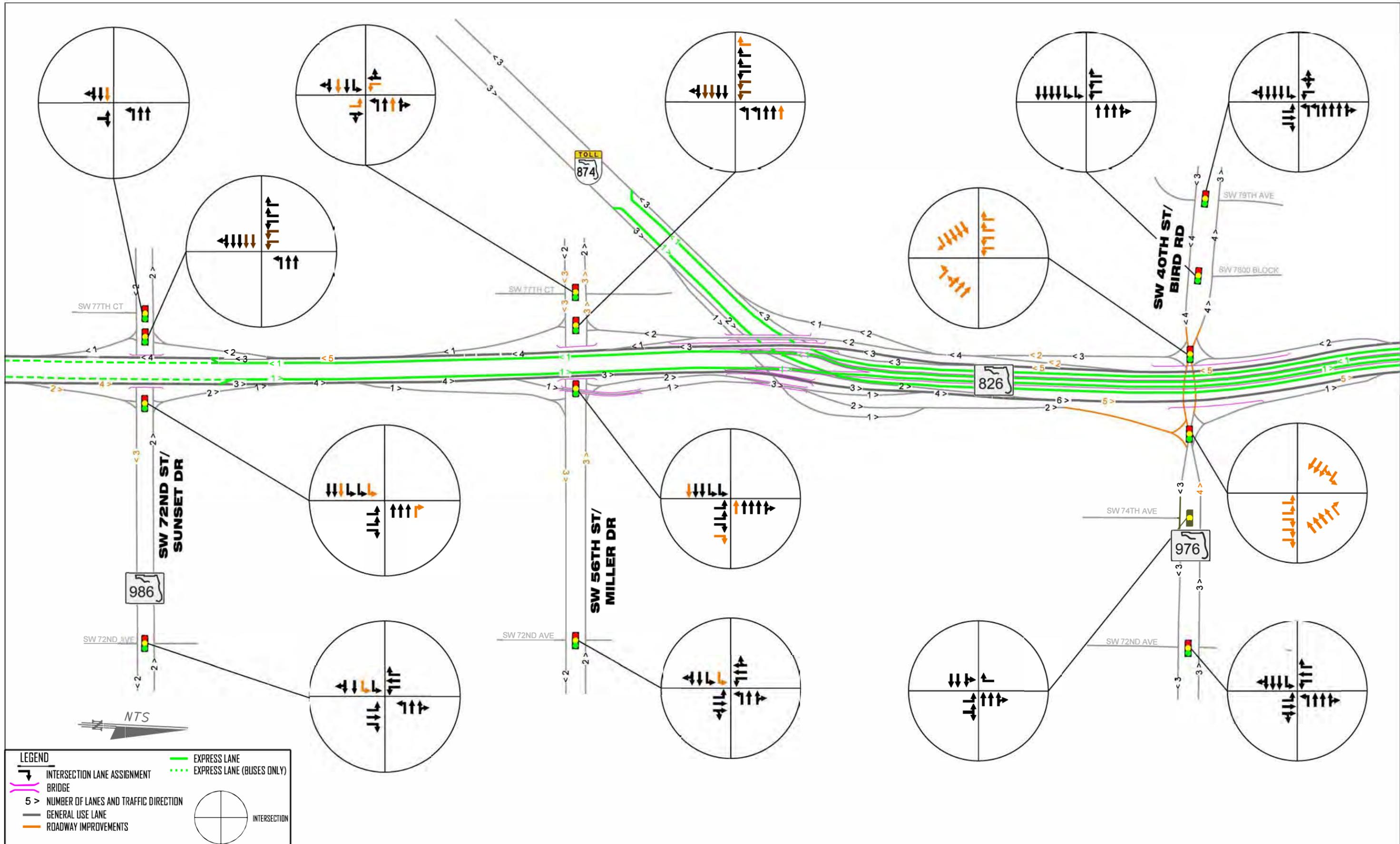
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**RECOMMENDED ALTERNATIVE
 LANE GEOMETRY AND CONFIGURATION**



LEGEND

- INTERSECTION LANE ASSIGNMENT
- BRIDGE
- NUMBER OF LANES AND TRAFFIC DIRECTION
- GENERAL USE LANE
- ROADWAY IMPROVEMENTS
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- INTERSECTION



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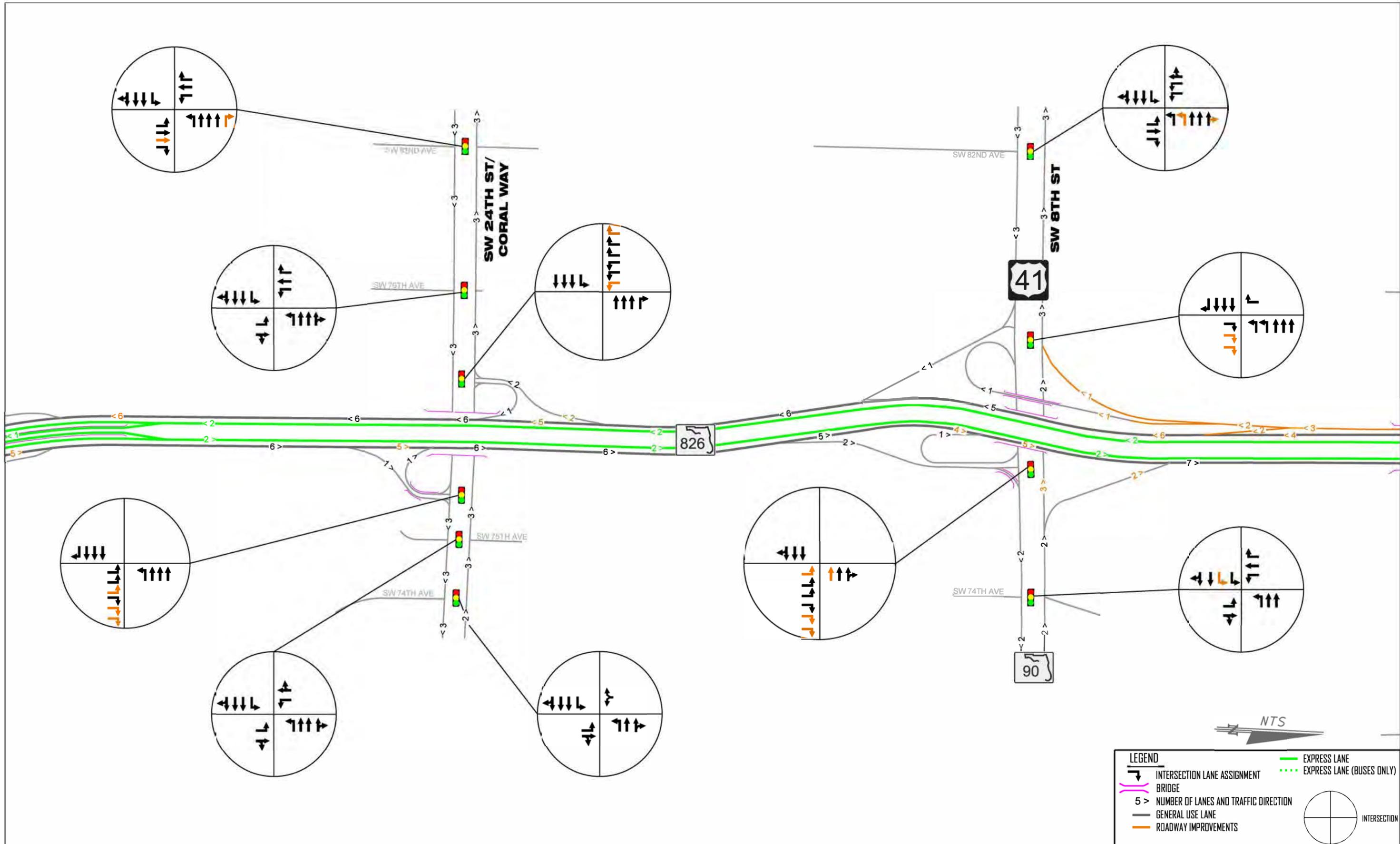
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**RECOMMENDED ALTERNATIVE
 LANE GEOMETRY AND CONFIGURATION**

FIGURE
 17
 14



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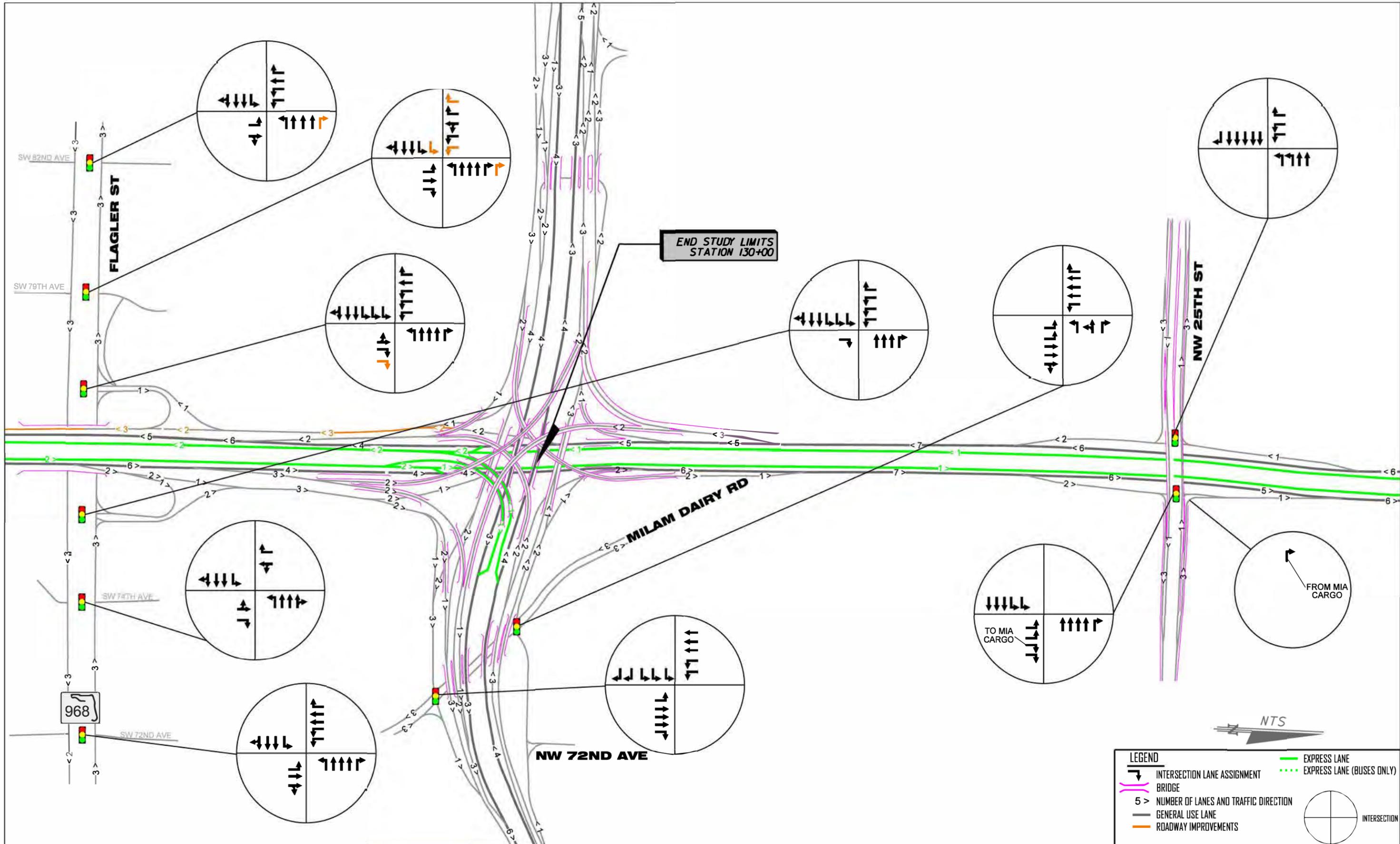
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**RECOMMENDED ALTERNATIVE
 LANE GEOMETRY AND CONFIGURATION**

FIGURE
 1.7

15



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**RECOMMENDED ALTERNATIVE
 LANE GEOMETRY AND CONFIGURATION**

FIGURE
 1.7

16

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* (January 14, 2019) 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 3.3**).

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 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 (January 14, 2019) 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
Jet Fly-over at 1000 ft	---110---	Rock Band
Gas Lawn Mower at 3 ft	---100---	
Diesel Truck at 50 ft, at 50 mph	---90---	Food Blender at 1 m (3 ft)
Noise Urban Area (Daytime)	---80---	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower at 100 ft	---70---	Vacuum Cleaner at 10 ft
Commercial Area	---60---	Normal Speech at 3 ft
Heavy Traffic at 300 ft	---60---	Large Business Office
Quiet Urban Daytime	---50---	Dishwasher Next Room
Quiet Urban Nighttime	---40---	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	---30---	Library
Quiet Rural Nighttime	---20---	Bedroom at Night, Concert Hall (Background)
	---10---	
Lowest Threshold of Human Hearing	---0---	Lowest Threshold of Human Hearing

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

2.2 TRAFFIC DATA

The traffic data used in the noise analysis is from two traffic reports including: *SR 826/Palmetto Expressway Express Lanes PD&E Study PD&E Traffic Data Collection Report (April 2019)* and *Project Traffic Forecast Memorandum (April 2019)*. 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 in [Table 2.2.1](#) through [Table 2.4.2](#), 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 Chapter 18 of the PD&E Manual, "Maximum peak-hourly traffic representing Level of Service (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 specifically covered in Category A (i.e., lands on which serenity and quiet are of

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, amphitheatres, 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.

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 *Analysis and Abatement Guidance* (January 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. Acquisition of right of way from the noise sensitive properties impacted by the project would be more expensive and disruptive than the other noise abatement measures.

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 impacted 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.

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 the 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 right of way 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) wall. 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.

3.0 TRAFFIC NOISE ANALYSIS

3.1 MODEL VALIDATION

Noise measurements were collected at six representative locations representing 12 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 October 22th, 2019 or October 23th, 2019. The locations of these monitoring sites are described in [Table 3.1](#) in [Appendix B](#), and depicted in [Figure 3.2](#), which is in [Appendix C](#).

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 - Final Report*, June 2018 (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. 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 [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 18 measured noise levels at the six monitoring locations were within +/- 3.0 dB(A) of the TNM-predicted levels (see [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.

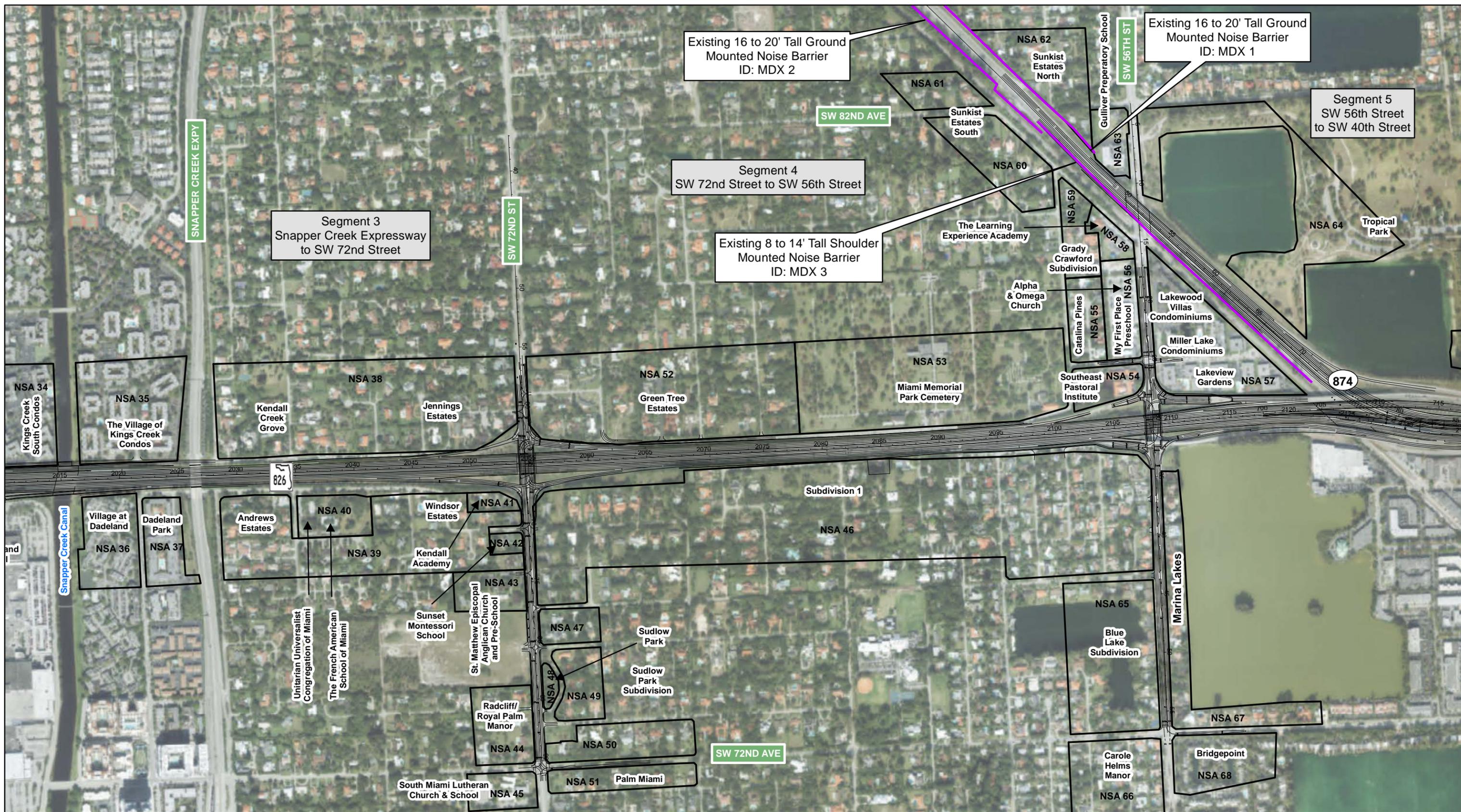
3.2 PREDICTED NOISE LEVELS AND IMPACT ANALYSIS

To facilitate the noise impact analysis, the project was divided into nine noise study segments as listed below. In addition, 100 noise sensitive areas were identified along the project corridor that will be 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 - Noise Study Area \(NSA\) and Land Use Map](#) located at the end of [Section 3.2](#). Figure 3.1 also depicts the location and describes the 10 existing noise barriers within the project limits.

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 SR 836

Existing land uses within the project area were also categorized by FHWA's NAC Activity Categories and are depicted in [Figure 3.2 - Noise Analysis Map](#) in [Appendix B](#). The locations of the representative sites used in the noise analysis are also presented in [Figure 3.2](#) and are described in [Table 3.2.1 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results in Appendix D](#). [Table 3.2.1](#) lists the representative noise sensitive receptors by general area, approximate location, and number of sites represented. Station numbers are also provided in [Table 3.2.1](#) 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).

[Table 3.2.1](#) also includes the predicted existing and future design year (2045) No-Build and Build Alternative noise levels. Predicted design year (2045) 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 [Table 3.2.1](#) and summarized in [Table 3.2.2 - Summary of Traffic Noise Impacts by Noise Study Area](#) at the end of [Section 3.2](#), traffic noise impacts occur and will require consideration of noise abatement measures (i.e., noise barriers). With the recommended Build Alternative, design year (2045) traffic noise levels will approach, meet, or exceed the NAC at 824 residences (NAC B) along the project corridor and at 12 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 exterior 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
 SR 836/Dolphin Expressway Express Lanes
 Miami-Dade County, Florida
 FPID: 432639-1-22-01



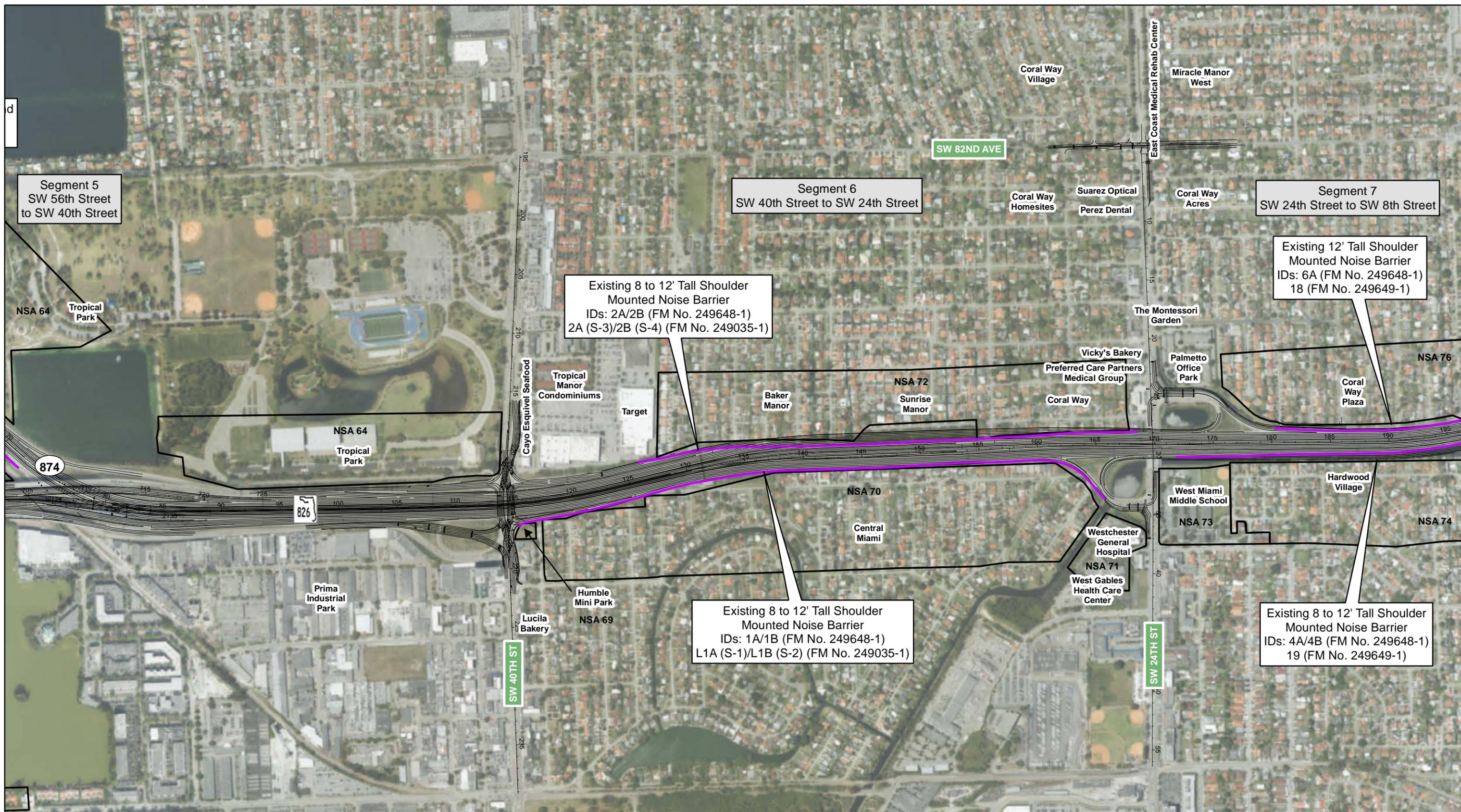
Date: October 2019

Legend

- Existing Noise Barrier
- Proposed Improvements
- Noise Sensitive Areas



Figure 3.1
 Noise Study Area (NSA)
 and Land Use Map
 Sheet 2 of 4



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway Express Lanes Miami-Dade County, Florida
 FPID: 432639-1-22-01

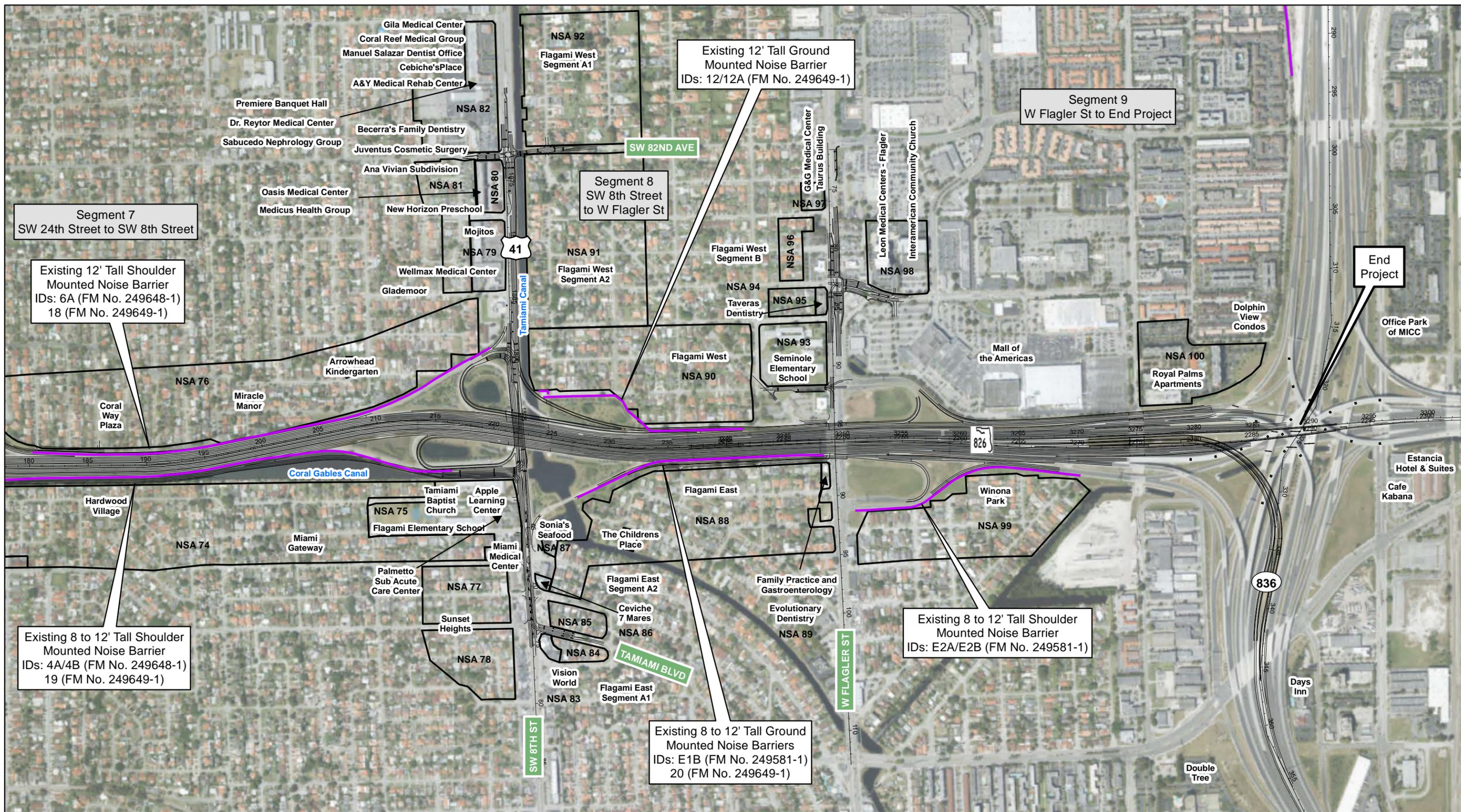


Date: October 2019

Legend

- Existing Noise Barrier
- Proposed Improvements
- Noise Sensitive Areas

Figure 3.1
 Noise Study Area (NSA)
 and Land Use Map
 Sheet 3 of 4



SR 826/Palmetto Expressway from
 US 1/SR 5/South Dixie Highway to
 SR 836/Dolphin Expressway Express Lanes
 Miami-Dade County, Florida
 FPID: 432639-1-22-01



Date: October 2019

Legend

- Existing Noise Barrier
- Proposed Improvements
- Noise Sensitive Areas



0 300 600 1,200
 Feet

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

Table 3.2.2 - 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 - 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	Residential NAC B - 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 - 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	27	---	Yes	S2-1W / Section 4.2.2
Noise Study Area 21 (Special Land Use)	Woodside in Kendall Condos - 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 - 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	72	---	Yes	S2-1E / Section 4.2.1
Noise Study Area 29 (Residential)	Toscana Condos - East of SR 826 and North of SW 88th Street	Residential NAC B - 66 dB(A)	YES	22	---	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 (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	23	---	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	---	---	---	---
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	---	---	---	---

Table 3.2.2 - 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 34	Kings Creek South Condos - West of SR 826 and North of SW 88th Street	Residential NAC B - 66 dB(A)	YES	29	---	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	32	---	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	9	---	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	3	---	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	2	---	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	33	---	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	7	---	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	17	---	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	4	---	Yes	S5-1W / Section 4.5.2
	Miller Lake Condominiums - East of SR 826 between and North of SW 56th Street	Residential NAC B - 66 dB(A)	YES	8	---	Yes	S5-1W / Section 4.5.2
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 60	Sunkist Estates South - East of SR 874 and South of SW 56th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 61	Sunkist Estates South - West of SR 874 and South of SW 56th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 62	Sunkist Estates North - West of SR 874 and South of SW 56th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 63	Gulliver Preparatory School - West of SR 874 and South of SW 56th Street	Institutional Interior NAC D - 51 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	S5-2W / Section 4.5.3
Noise Study Area 65	Blue Lake Subdivision - East of SR 826 and South of SW 56th Street	Residential NAC B - 66 dB(A)	YES	8	---	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 3.2.2 - Summary of Traffic Noise Impacts by Noise Study Area (Sheet 3 of 4)

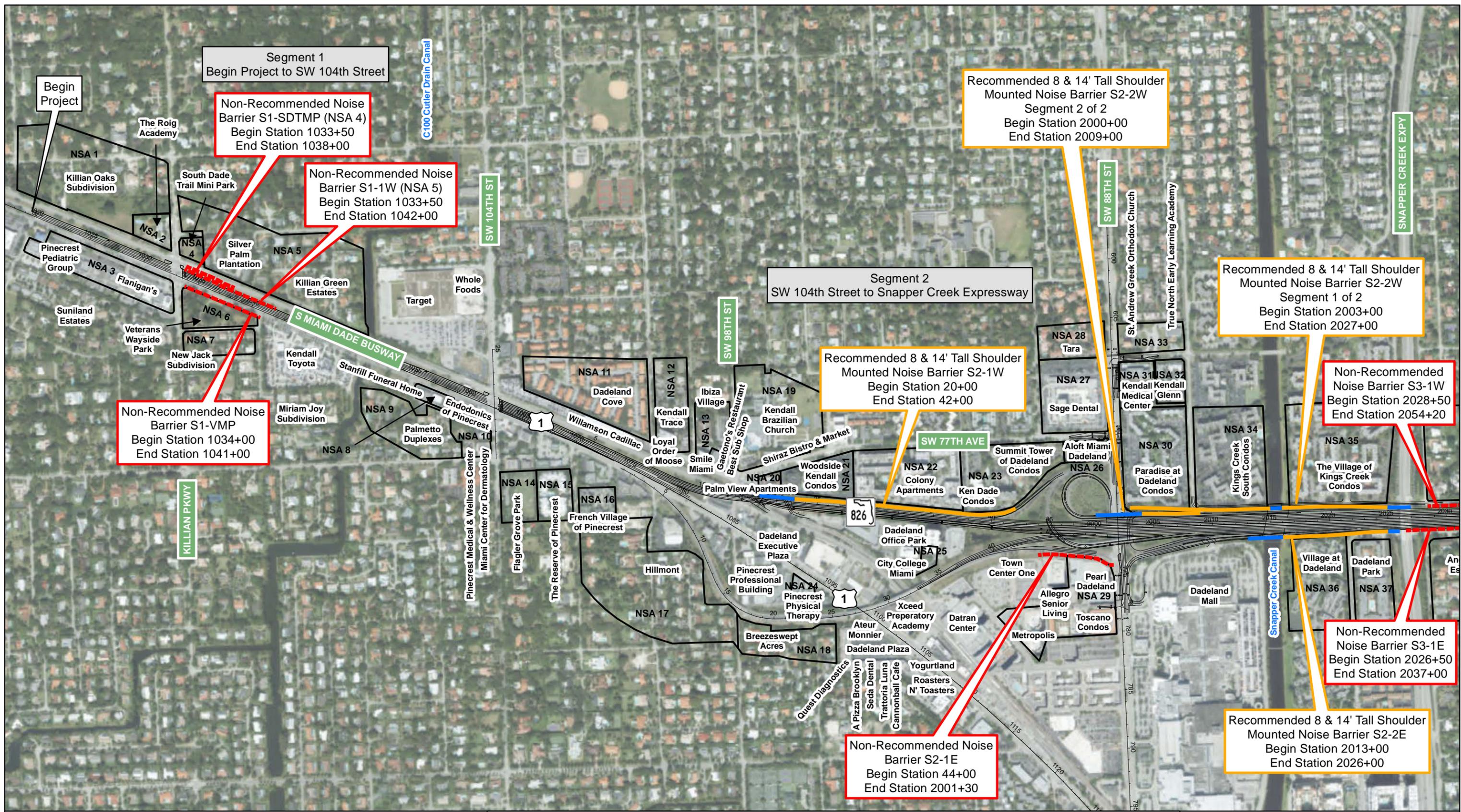
Noise Study Area Number	Representative Noise Receptor Site Designation	Noise Abatement Activity Category - Criteria	Impacted by Traffic Noise?	Number of Residential Sites Impacted	Number of Special Land Uses Impacted?	Noise Barriers Potentially Feasible?	Common Noise Environment (CNE) ID / Noise Barrier 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	53	---	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	---	---	---	---
Noise Study Area 76 (Residential)	Miami Medical Center - East of SR 826 and South of SW 8th Street	Medical Facility Interior NAC D - 51 dB(A)	NO	---	---	---	---
	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	---	---	---	---
Noise Study Area 77	Arrowhead Kindergarten - West of SR 826 and South of SW 8th Street	Recreational NAC C - 66 dB(A)	NO	---	---	---	---
	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	---	---	---	---
Noise Study Area 81	New Horizon Preschool - West of SR 826 and South of SW 8th Street	Institutional Interior NAC D - 51 dB(A)	NO	---	---	---	---
	Ana Vivian Subdivision - West of SR 826 and South of SW 8th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
Noise Study Area 82	Glademoor - West of SR 826 and South of SW 8th Street	Residential NAC B - 66 dB(A)	NO	---	---	---	---
	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 Gastroenterology - 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 3.2.2 - 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 SR 836)							
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	---	---	---	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				824	---	---	---
Total Number of Non-Residential / Special Land Use Sites Equal to or Greater than the Noise Abatement Criteria (NAC)				---	12	---	---

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, meets 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. To facilitate the evaluation of noise barriers at the impacted receptor sites along the project corridor that are described in [Section 3.2](#) and in [Table 3.2.1](#), contiguous NSAs were grouped together into common noise environments (CNEs). 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 [Table 3.2.1](#) and [3.2.2](#), 25 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 4.9.1), 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](#).



Segment 1
Begin Project to SW 104th Street

Non-Recommended Noise Barrier S1-SDTMP (NSA 4)
Begin Station 1033+50
End Station 1038+00

Non-Recommended Noise Barrier S1-1W (NSA 5)
Begin Station 1033+50
End Station 1042+00

Recommended 8 & 14' Tall Shoulder Mounted Noise Barrier S2-2W
Segment 2 of 2
Begin Station 2000+00
End Station 2009+00

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

Recommended 8 & 14' Tall Shoulder Mounted Noise Barrier S2-2W
Segment 1 of 2
Begin Station 2003+00
End Station 2027+00

Non-Recommended Noise Barrier S1-VMP
Begin Station 1034+00
End Station 1041+00

Non-Recommended Noise Barrier S3-1W
Begin Station 2028+50
End Station 2054+20

Non-Recommended Noise Barrier S2-1E
Begin Station 44+00
End Station 2001+30

Non-Recommended Noise Barrier S3-1E
Begin Station 2026+50
End Station 2037+00

Recommended 8 & 14' Tall Shoulder Mounted Noise Barrier S2-2E
Begin Station 2013+00
End Station 2026+00

SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway Express Lanes Miami-Dade County, Florida
FPID: 432639-1-22-01



Date: October 2019

- Recommended Noise Barrier** ——— Non-Recommended Noise Barrier
- Height**
- 8-Foot Tall
 - 14-Foot Tall
 - - - - Existing Noise Barrier To Be Replaced
 - Existing Noise Barrier
 - Proposed Improvements
 - Noise Sensitive Areas

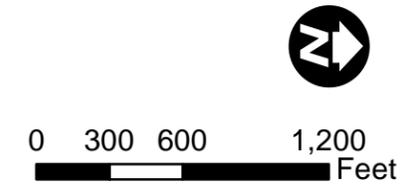
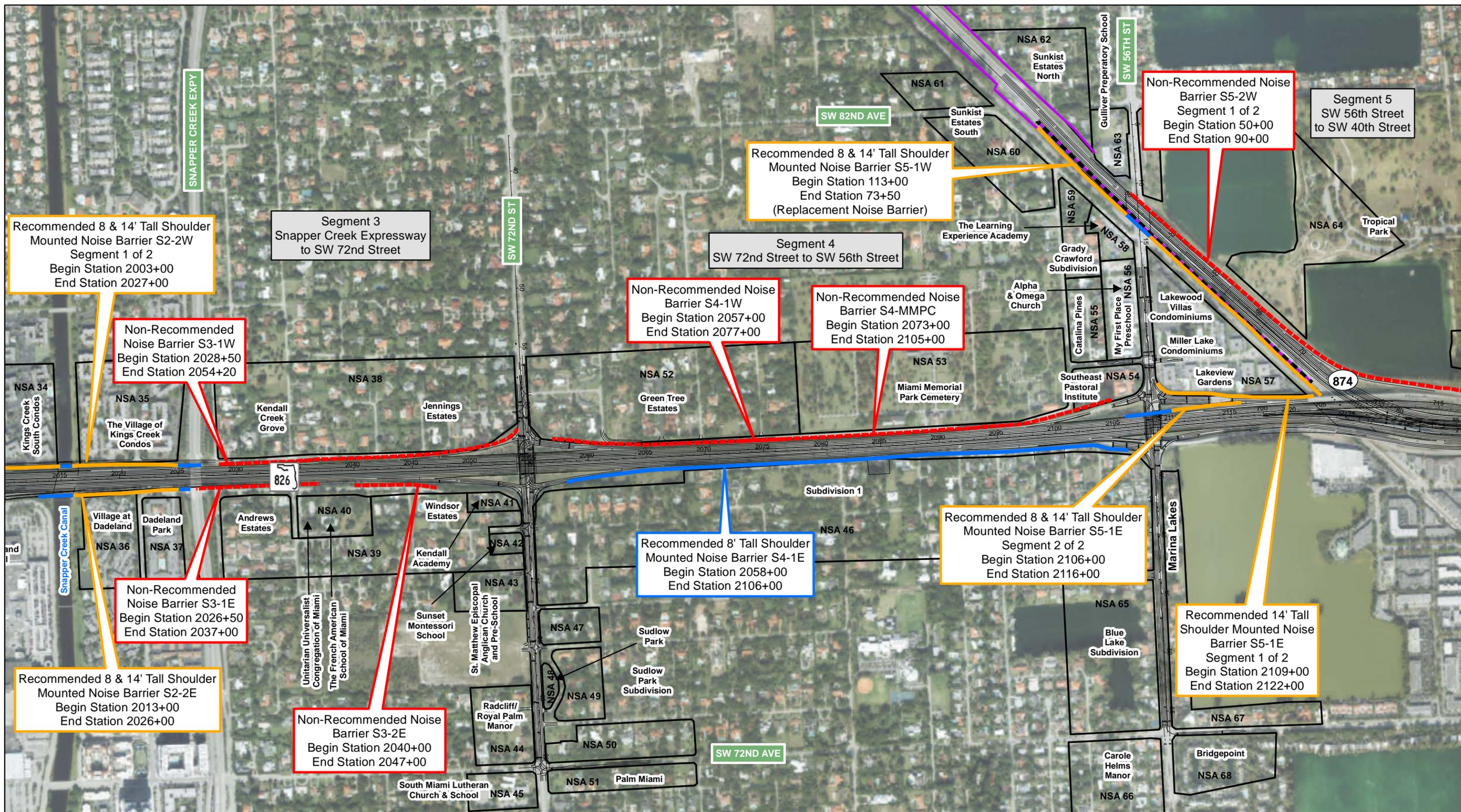


Figure 4.1
Noise Barrier Recommendation Map
Sheet 1 of 4



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway Express Lanes Miami-Dade County, Florida
 FPID: 432639-1-22-01



Date: October 2019

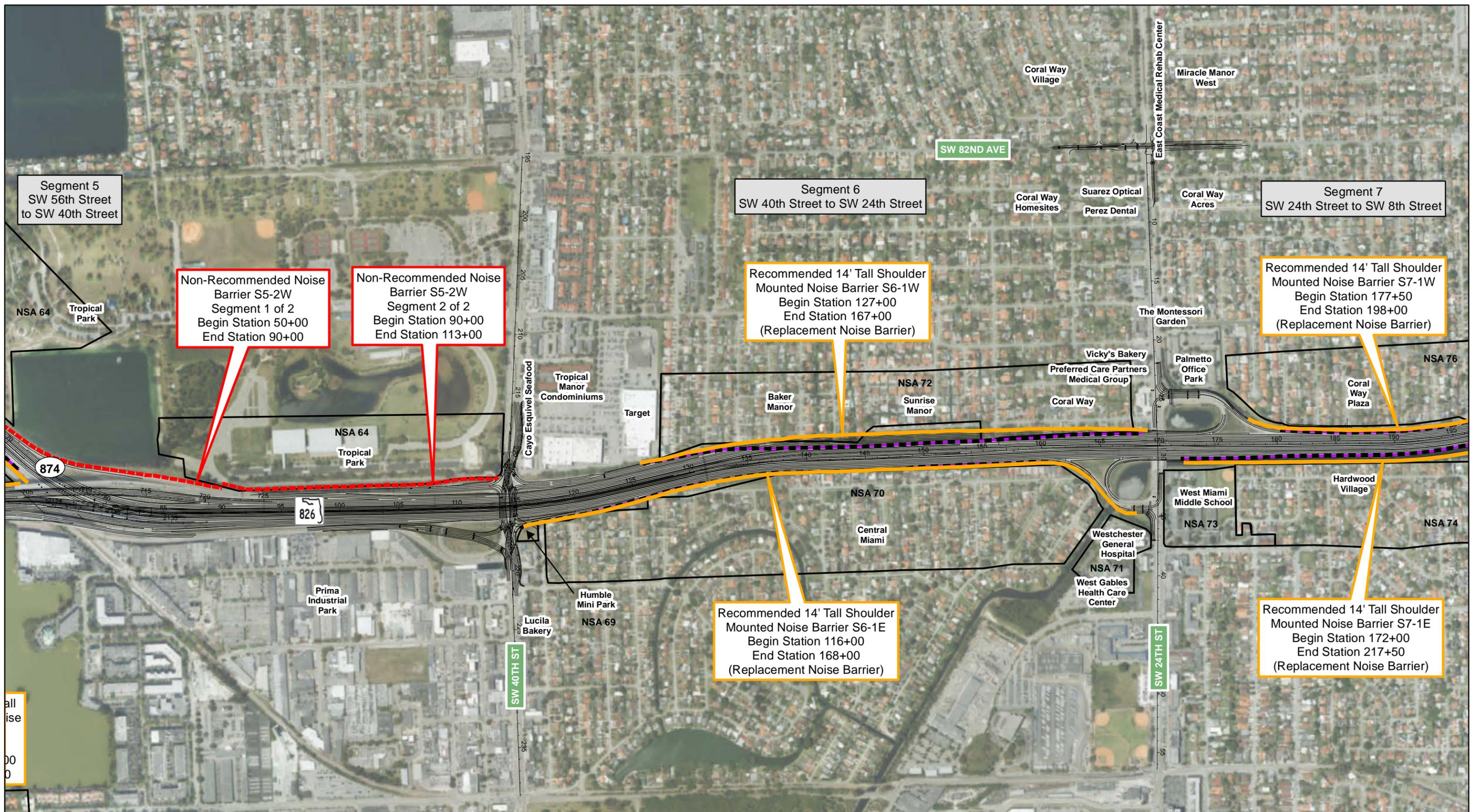
Recommended Noise Barrier - - - - Non-Recommended Noise Barrier

Height

- 8-Foot Tall
- 14-Foot Tall
- - - - Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Proposed Improvements
- Noise Sensitive Areas

0 300 600 1,200 Feet

Figure 4.1
 Noise Barrier Recommendation Map
 Sheet 2 of 4



Segment 5
SW 56th Street
to SW 40th Street

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

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

Segment 6
SW 40th Street to SW 24th Street

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

Segment 7
SW 24th Street to SW 8th Street

Recommended 14' Tall Shoulder
Mounted Noise Barrier S7-1W
Begin Station 177+50
End Station 198+00
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder
Mounted Noise Barrier S6-1E
Begin Station 116+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)

SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
SR 836/Dolphin Expressway Express Lanes
Miami-Dade County, Florida
FPID: 432639-1-22-01



Date: October 2019

- Recommended Noise Barrier** - - - Non-Recommended Noise Barrier
- Height**
- 8-Foot Tall
 - 14-Foot Tall
 - - - Existing Noise Barrier To Be Replaced
 - Existing Noise Barrier
 - Proposed Improvements
 - Noise Sensitive Areas

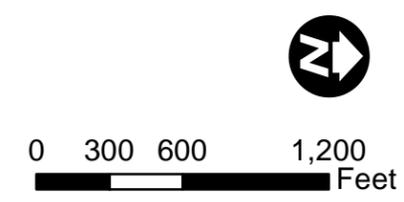
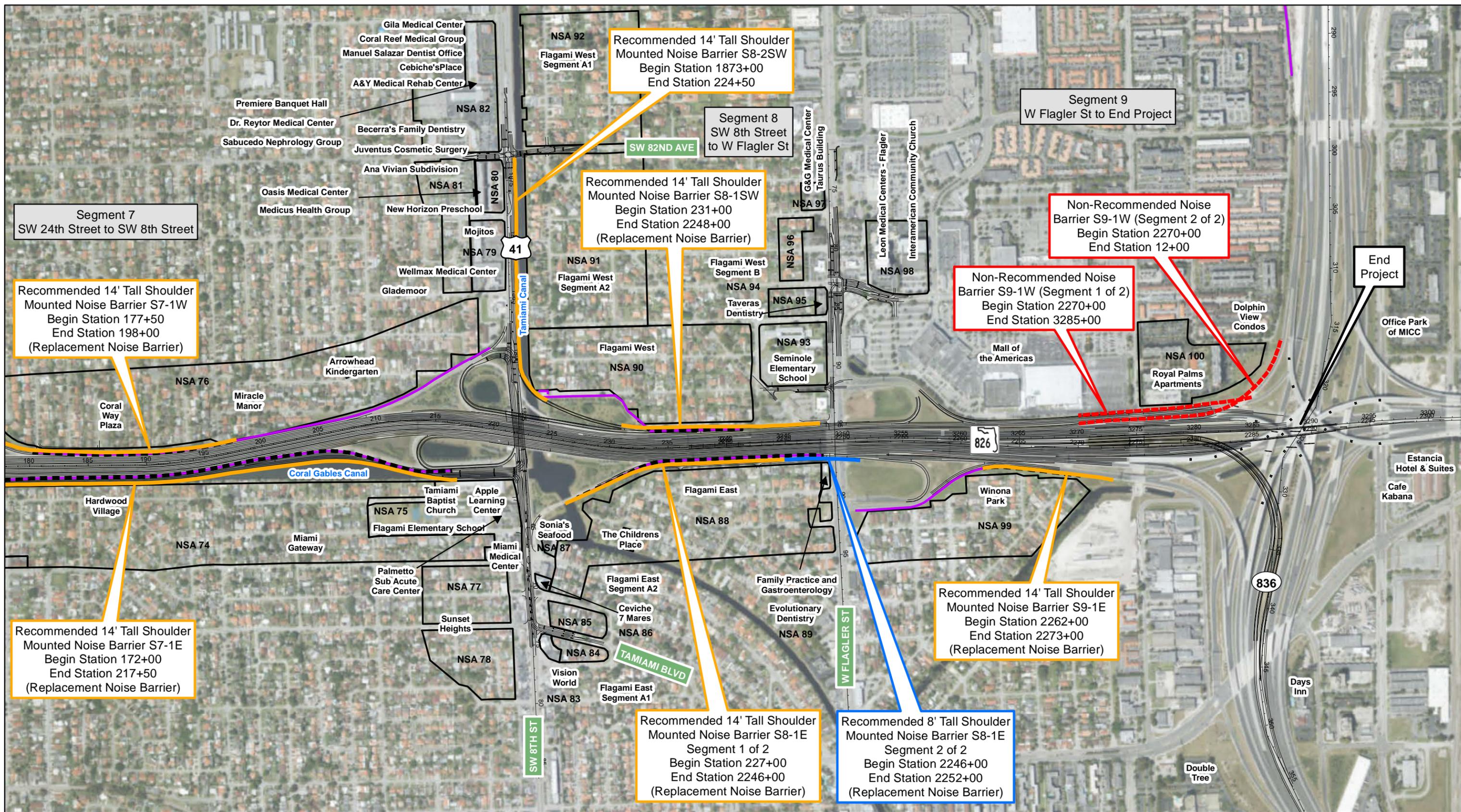


Figure 4.1
Noise Barrier
Recommendation Map
Sheet 3 of 4



SR 826/Palmetto Expressway from
 US 1/SR 5/South Dixie Highway to
 SR 836/Dolphin Expressway Express Lanes
 Miami-Dade County, Florida
 FPID: 432639-1-22-01



Date: October 2019

- Recommended Noise Barrier** - - - - Non-Recommended Noise Barrier
- Height**
- 8-Foot Tall
 - 14-Foot Tall
 - - - - Existing Noise Barrier To Be Replaced
 - Existing Noise Barrier
 - Proposed Improvements
 - Noise Sensitive Areas



Figure 4.1
 Noise Barrier
 Recommendation Map
 Sheet 4 of 4

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 (2045) traffic noise levels (see [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 (2045) 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 [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. Although each of the five conceptual noise barrier designs evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence and three meets the reasonable cost criteria of equal to or less than \$42,000 per benefited receptor site, a noise barrier

is not recommended for further consideration at this location. Overhead utilities and drainage facilities currently exist along 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 (2045) 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 [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 impacted 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 (2045) 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 [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 impacted 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 700 feet, from Station 1034+00 to Station 1041+00. This noise barrier would benefit 75 percent of the impacted area, providing an average noise reduction of 7.3 dB(A) and a maximum noise reduction of 14.9 dB(A). The estimated construction cost of this conceptual noise barrier design is \$378,000.

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 531 persons per day, each spending a minimum of one hour at this park (see [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 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.

4.2 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 (2045) traffic noise levels (see [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 due to existing adjacent cross streets that would limit the ability to construct an effective noise barrier without blocking access. In addition, 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 (2045) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 94 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 [Table 4.2.1](#). Four conceptual noise barrier designs were evaluated to reduce traffic noise levels at the 94 impacted residences. All four of the conceptual noise barrier designs evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence.

Of the conceptual noise barrier designs evaluated, GM-CD1 (CNE S2-1E) represents the lowest cost conceptual noise barrier design, at a total cost of \$316,800, or \$63,360 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 (2045) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 55 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 *Table 4.2.2*. Two conceptual shoulder mounted noise barrier designs were evaluated to reduce traffic noise levels at the 55 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. Each of the conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. The recommended noise barrier would benefit 132 residences, including 51 of the 55 impacted residences, and would provide an average noise reduction of 9.9 dB(A) at benefited receptor sites with a maximum noise reduction of 13.7 dB(A). The estimated construction cost of this conceptual noise barrier design is \$870,000 or \$6,591 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 (2045) 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 [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. Conceptual noise barrier design SM-CD1 does meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. The recommended noise barrier would benefit 50 residences, including all 41 of the impacted residences, and would provide an average noise reduction of 8.8 dB(A) at benefited receptor sites with a maximum noise reduction of 11.9 dB(A). The estimated construction cost of this conceptual noise barrier design is \$426,000 or \$8,520 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 (2045) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 158 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 [Table 4.2.4](#). Two conceptual shoulder mounted noise barrier designs were evaluated to reduce traffic noise levels at the 158 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 119 residences, including 60 of the 158 impacted residences, and would provide an average noise reduction of 7.0 dB(A) at benefited receptor sites with a maximum noise reduction of 9.5 dB(A). The estimated construction

cost of this conceptual noise barrier design is \$1,260,000 or \$10,588 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 2009+00 for a length of 900 feet. The total length of both barriers is 3,300 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 (2045) traffic noise levels (see [Table 3.2.1](#)). 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 (2045) 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 [Table 4.3.1](#). Nine conceptual noise barrier designs were evaluated to reduce traffic noise levels at the 3 impacted residences.

Of the conceptual noise barrier designs evaluated, SM-CD2 (CNE S3-1E) represents the lowest cost conceptual noise barrier design, at a total cost of \$441,000, or \$55,125 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. Each of the conceptual noise barrier design evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. 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 (2045) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at three 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 [Table 4.3.2](#). Seven conceptual noise barrier designs were evaluated to reduce traffic noise levels at the three 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 \$294,000, or \$98,000 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 lower density of impacted residences within this area. Each of the conceptual noise barrier designs evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. 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.

4.3.3 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 (2045) 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 [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 \$1,121,400, or \$56,070 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. Each of the conceptual noise barrier

designs evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. 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.

4.4 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 (2045) traffic noise levels (see [Table 3.2.1](#)). 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. 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 (2045) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 33 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 [Table 4.4.1](#). Seven conceptual noise barrier designs were evaluated to reduce traffic noise levels at the 33 impacted residences.

Of the conceptual noise barrier designs evaluated, SM-CD1 (CNE S4-1E) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community. Each of the conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. The recommended noise barrier would benefit 28 residences, including 20 of the 33 impacted residences, and would provide an average noise reduction of 6.9 dB(A) at benefited receptor sites with a maximum reduction of 10.1 dB(A). The estimated construction cost of this conceptual noise barrier design is \$1,156,800 or \$41,314 per benefited residence. Therefore, Conceptual Noise Barrier Design SM-CD1 (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-CD1 (CNE S4-1E) represents a shoulder mounted noise barrier. The noise barrier would be an 8-foot tall shoulder mounted barrier starting at Station 2058+00 and continue to Station 2106+00 for a length of 4,820 feet.

Conceptual Noise Barrier Design SM-CD1 (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 (2045) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 7 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 [Table 4.4.2](#). Seven conceptual noise barrier designs were evaluated to reduce traffic noise levels at the 7 impacted residences.

Of the conceptual noise barrier designs evaluated, SM-CD1 (CNE S4-1W) represents the lowest cost conceptual noise barrier design, at a total cost of \$480,000, or \$53,333 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. Each of the seven conceptual noise barrier designs evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. 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.

4.4.3 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 (2045) 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 [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 impacted 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 53 percent of the impacted area, providing an average noise reduction of 7.9 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 [Table 4.4.3.2](#)). Due to the type the 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.

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

Segment 5 extends along SR 874 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 twelve NSAs in Segment 5 (NSA 57 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 (2045) traffic noise levels (see [Table 3.2.1](#)). The evaluation of noise barriers at NSA 57 is presented in [Sections 4.5.1 and 4.5.2](#). Noise barriers were not evaluated for NSAs 65 or 67 since construction of noise barriers for these NSAs would block the driveway access for the impacted residences. 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 4.5.3](#). Since the noise receptor sites associated with the seven other NSAs in Segment 5 (i.e., 58, 59, 60, 61, 62, 63, and 68) were not predicted to be impacted, noise barriers were not considered at these locations.

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

Common Noise Environment S5-1E encompasses the impacted single and multi-family residences within the Lakeview Gardens, Lakewood Villas Condominiums, and the Miller Lake Condominiums communities located east of SR 874 and north of SW 56th Street (see [Figure 4.1, Sheet 2](#)).

There are no existing noise barriers along this roadway segment. Design year (2045) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 29 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 [Table 4.5.1](#). Three conceptual shoulder mounted noise barrier designs were evaluated to reduce traffic noise levels at the 29 impacted residences. This noise barrier analysis was conducted to reduce noise impacts associated with traffic noise along SR 826. [Section 4.5.2](#) discusses the replacement barrier along SR 874.

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. 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 impacted residence. The recommended noise barrier would benefit 60 residences, including 6 of the 29 impacted residences, and would provide an average noise reduction of 6.9 dB(A) at benefited receptor sites with a maximum reduction of 12.0 dB(A). The estimated construction cost of this conceptual noise barrier design is \$894,000 or \$14,900 per benefited residence. Therefore, Conceptual Noise Barrier Design SM-CD1 (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 continue 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 continue 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 57)

Common Noise Environment S5-1W encompasses the impacted single and multi-family residences within the Lakeview Gardens, Lakewood Villas Condominiums, and the Miller Lake Condominiums communities located east of SR 874 and north of SW 56th Street (see [Figure 4.1, Sheet 2](#)). The residences in this community are currently being benefited by an existing 8-foot to 14-foot tall shoulder mounted noise barrier located along the west side of the SR 874 northbound from SW 82nd Street to SW 40th Street (see [Figure 4.1, Sheet 2](#)).

The entire existing noise barrier will be physically impacted by the proposed mainline and ramp improvements. Without the existing noise barrier, design year (2045) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 29 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 [Table 4.5.2](#). Two conceptual shoulder mounted noise barrier designs were evaluated as a replacement noise barrier and to reduce traffic noise levels at the 29 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 conceptual noise barrier designs evaluated, SM-CD2 (CNE S5-1W) represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to this community. Only one (SM-CD2) conceptual noise barrier design meets the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. 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 S5-1W) represents a shoulder mounted noise barrier. The noise barrier would be a combination of 8-foot and 14-foot tall shoulder mounted barrier starting at SR 874 Station 113+00 and continue to Station 73+50 for a length of 3,250 feet. An 8-foot tall noise barrier is the maximum allowable height for a noise barrier on a bridge.

The recommended noise barrier would benefit 49 residences, including 10 of the 29 impacted residences, and would provide an average noise reduction of 6.5 dB(A) at benefited receptor sites with a maximum reduction of 9.5 dB(A). The estimated construction cost of this conceptual noise barrier design is \$1,311,000.

Conceptual Noise Barrier Design SM-CD2 (CNE S5-1W) 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.

4.5.3 Common Noise Environment S5-2W (NSA 64)

Common Noise Environment S5-2W 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 (2045) 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 [Table 4.5.3.1](#). 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 impacted site.

Of the three noise barrier concepts evaluated for this site, TP-CD1 (CNE S5-2W) 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 S5-2W) 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 3,045 persons per day, each spending a minimum of one hour at this park (see [Table 4.5.3.2](#)). Due to the type the 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 (2045) traffic noise levels (see [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. Since the noise receptor sites associated with the 2 other NSAs in Segment 6 (i.e., 69 and 71) were not predicted to be impacted, noise barriers were not considered or evaluated as an abatement option at these locations.

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 entire existing noise barrier will be physically impacted by the proposed mainline and ramp improvements. Without the existing noise barrier, design year (2045) noise levels for the Build Alternative are predicted to approach, meet, or exceed the NAC of 67 dB(A) at 53 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 [Table 4.6.1](#). Three conceptual shoulder mounted noise barrier designs were evaluated as a replacement noise barrier and to reduce traffic noise levels at the 53 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 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. Each of the conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. 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 a shoulder mounted noise barrier. The noise barrier would be a 14-foot tall shoulder mounted barrier starting at Station 116+00 and continue to Station 168+00 for a length of 5,180 feet.

The recommended noise barrier would benefit 45 residences, including 45 of the 53 impacted residences, and would provide an average noise reduction of 10.5

dB(A) at benefited receptor sites with a maximum reduction of 14.3 dB(A). The estimated construction cost of this conceptual noise barrier design is \$2,175,600.

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 being benefited by an existing 8-foot to 12-foot tall shoulder mounted noise barrier located along the west side of the 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 [Table 3.2.1](#) (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 (2045) 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 [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.

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. Each of the conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. 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 continue 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 (2045) traffic noise levels (see [Table 3.2.1](#)). 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 (2045) 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 [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. 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. Each of the conceptual noise

barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. 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 continue to Station 217+50 for a length of 4,470 feet.

The recommended noise barrier would benefit 63 residences, including all of 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 (2045) 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 [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. 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. Both conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. 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 177+50 and continue to Station 198+00 for a length of 2,040 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 30 residences, including 22 of the 24 impacted residences, and would provide an average noise reduction of 7.7 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 \$856,800.

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 (2045) traffic noise levels (see [Table 3.2.1](#)). 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 entire existing noise barrier will be physically impacted by the proposed mainline and ramp improvements. Without the existing noise barrier, design year

(2045) 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 results of the noise barrier analysis for this area are summarized in [Table 4.8.1](#). Four conceptual shoulder mounted noise barrier designs were evaluated as a replacement noise barrier and to reduce traffic noise levels at the 36 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.

Three of the four conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. 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 227+00 and continue to Station 2246+00 for a length of 2,040 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 2246+00 to Station 2252+00 for a length of 600 feet. An 8-foot tall shoulder mounted noise barrier is the maximum allowable height on bridges.

The recommended noise barrier would benefit 38 residences, including 30 of the 36 impacted residences, and would provide an average noise reduction of 6.6 dB(A) at benefited receptor sites with a maximum reduction of 8.2 dB(A). The estimated construction cost of this conceptual noise barrier design is \$1,000,800.

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 (2045) 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 [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 continue 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 (2045) 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 [Table 4.8.3](#). Two conceptual shoulder mounted noise barrier designs were evaluated to reduce traffic noise levels at the 16 impacted residences. Ground mounted noise barriers were not considered feasible at this location due to insufficient available right of way.

Both conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. 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 continue to Station 224+50 for a length of 2,270 feet. The recommended noise barrier would benefit 41 residences, including all of 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 W FLAGLER STREET TO SR 836 (SEGMENT 9)

Segment 9 extends along SR 826 from Flagler Street to SR 836 and includes the NSAs located on the north side of Flagler Street (see [Figure 4.1, Sheet 4](#)). The three NSAs within this segment were evaluated for traffic noise impacts within Segment 9 (NSA 98 through 100). Two of the NSAs (i.e., 99 and 100) have residential sites predicted to be impacted by design year (2045) traffic noise levels (see [Table 3.2.1](#)). The evaluation of noise barriers at the two NSAs is presented in the [Sections 4.9.1](#) and [4.9.2](#). Since the noise receptor sites associated with the other NSA in

Segment 9 (i.e., 98) 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 (2045) 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 [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. 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.

All three conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. 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 (2045) 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 [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 impacted 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 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. 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* (January 14, 2019), and *FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook* (January 1, 2016).

Design year (2045) traffic noise levels for the Build Alternative will approach, meet, or exceed the NAC at 824 residences and 12 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 those impacted noise sensitive sites.

Noise barriers were not considered a feasible abatement option at 56 impacted residences within NSAs 7, 28, 29, 44, 47, 65, 66, 67 and eight special land use sites within NSAs 26, 48, 56, 69, 72, 75, 79, and 93. Noise barriers at these locations would restrict access to these sites and/or other properties, would require additional right of way to be acquired, or represents an isolated impacted residence. The locations of these NSAs are depicted in [Figure 4.1](#). The feasibility of noise barriers by NSA is presented in [Table 3.2.2](#) in [Section 3.2](#).

Noise barriers were evaluated for 768 of 824 residences and four of the 12 special land use sites that approach, meet, or exceed the NAC. Twenty-five 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 25 CNEs presented in [Table 5.1](#), noise barriers are recommended for further consideration during the project's design phase and for public input at 14 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 14 CNEs where noise barriers are recommended include: S2-1W, S2-2E, S2-2W, S4-1E, S5-1E, S5-1W, S6-1E, S6-1W, S7-1E, S7-1W, S8-1E, S8-1SW, S8-2SW, and S9-1E. Noise barriers at six of the 14 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 impacted sites.

Noise barriers at eight of the 14 CNEs where noise barriers have been recommended for further consideration represent replacement noise barriers (i.e., S5-1W, 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 impacted 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 14 CNEs are expected to reduce traffic noise by at least 5 dB(A) at 720 residences including 310 of the 824 impacted residences along the project corridor. The estimated cost of the recommended noise barriers is \$15,646,200. 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 S5-2W). 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 impacted 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 for providing noise abatement to the impacted residences (i.e., patios) associated with the high-rise residential buildings (i.e., up to nine floors) in the vicinity of Kendall Drive and SR 836. The patios 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 514 of the 824 impacted residences or at 12 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 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	700	1034+00	1041+00	Special Land Use	--	--	--	7.3	14.9	\$378,000	--	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)	16	660	44+00	2001+30	94	0	5	5	6.2	7.5	\$316,800	\$63,360	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	55	51	81	132	9.9	13.7	\$870,000	\$6,591	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	9	50	8.8	11.9	\$426,000	\$8,520	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	158	60	59	119	7	9.5	\$1,260,000	\$10,588	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	400	2000+00	2004+00											
14	500		2004+00	2009+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	SM-CD4 (Shoulder Mounted Noise Barrier)	14	1,050	2026+50	2037+00	3	3	5	8	7.3	10.4	\$441,000	\$55,125	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	700	2040+00	2047+00	3	3	0	3	8.9	9.8	\$294,000	\$98,000	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	2,670	2028+50	2054+20	13	8	12	20	6.6	7.9	\$1,121,400	\$56,070	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-CD1 (Shoulder Mounted Noise Barrier)	8	4,820	2058+00	2106+00	33	20	8	28	6.9	10.1	\$1,156,800	\$41,314	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	SM-CD1 (Shoulder Mounted Noise Barrier)	8	2,000	2057+00	2077+00	7	7	2	9	6.6	7.9	\$480,000	\$53,333	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	29	6	54	60	6.9	12.0	\$894,000	\$14,900	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											
Lakewood Villas, Miller Lake, and Lakeview Gardens (West Side) - North of 56th Street and Between SR 826 and SR 874 / NSA 57	S5-1W	SM-CD2 (Shoulder Mounted Noise Barrier)	14	950	113+00 (SR 874)	50+50 (SR 874)	29	10	39	49	6.5	9.5	\$1,311,000	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; Represents an in-kind replacement noise 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.
			8	300	50+50 (SR 874)	53+50 (SR 874)											
			14	2,000	53+50 (SR 874)	73+50 (SR 874)											
Tropical Park - West of SR 826 and North of SW 56th Street / NSA 64	S5-2W	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 (Shoulder 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	5,180	116+00	168+00	53	45	0	45	10.5	14.3	\$2,175,600	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 per FDOT's noise policy.
Baker Way Manor, Sunrise Manor and Coral Way - West of SR 826 between SW 24th St 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	Existing Shoulder Mounted Noise Barrier Segment to Remain	12	1,175	198+00	215+50	N/A										
		SM-CD2 (Replacement Shoulder Mounted Noise Barrier)	14	2,040	177+50	198+00	24	22	8	30	7.7	11.2	\$856,800	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	2,040	227+00	2246+00	36	30	8	38	6.6	8.2	\$1,000,800	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	600	2246+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 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	Existing Shoulder Mounted Noise Barrier Segment to Remain	12	1175	2251+00	2262+00									N/A		
		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_HLs_PD&E\Noise Study Report\Tables\Tables_5-1_SSR826E1_NoiseBarrierAnalysis&Summary_10-15-2019.xlsx\SummaryTable

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.

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 (2045). 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 (2045) 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", Federal Register, Vol. 75, No. 133, Tuesday, July 13, 2010; pages 39834-39839.

Federal Highway Administration Report FHWA-HEP-10-025, "Highway Traffic Noise: Analysis and Abatement Guidance", June 2010 (revised December 2010); 76 pages.

Federal Highway Administration Report FHWA-PD-96-009, "FHWA Traffic Noise Model, Version 1.0 User's Guide", January 1998; 192 pages + supplements.

Federal Highway Administration Report Number FHWA-PD-96-046, "Measurement of Highway-Related Noise", Cynthia S.Y. Lee and Gregg Fleming; May, 1996; 206 pages.

Federal Highway Administration Report FHWA-HEP-06-015, "FHWA Highway Construction Noise Handbook: Final Report". August 2006; 185 pages.

Florida Department of Transportation. "Highway Traffic Noise", Part 2, Chapter 18. Project Development and Environment Manual, Florida Department of Transportation, Tallahassee, January 14, 2019.

Florida Department of Transportation. "Design Manual, Topic No. 625-000-002", Part 2, Section 264, Noise Walls and Perimeter Walls, 2018.

Florida Department of Transportation "Standard Specifications for Road and Bridge Construction", August 2019.

Florida Department of Transportation "Traffic Noise Modeling and Analysis Practitioners Handbook", January 2016.

University of Central Florida "A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations", Roger L. Wayson and John M. MacDonald, Updated July 22, 2009; 64 pp. Available from: Florida Department of Transportation, Environmental Management Office, 605 Suwannee Street, M.S. 37, Tallahassee, FL 32399-0450.

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	Existing Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks	Percent Medium Trucks	Percent Buses	Percent Motorcycles	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 Flagler 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	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	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: 9/30/2019

**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-camp (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	Existing Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks	Percent Medium Trucks	Percent Buses	Percent Motorcycles	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	Existing 2017 Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks [†]	Percent Medium Trucks [†]	Percent Buses	Percent Motorcycles [†]	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

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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)

[†] 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: 9/30/2019

**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	Percent Medium Trucks	Percent Buses	Percent Motorcycles	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	Percent Medium Trucks	Percent Buses	Percent Motorcycles	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 Flagler 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	No Build 2045 Traffic (vph)		Number of Lanes	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Heavy Trucks	Percent Medium Trucks	Percent Buses	Percent Motorcycles	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

\\unat01\transportation\p4350912202_826_L31\1\table\1\table for Noise GIS\RTI\Future Noise\SB_826 - Freeway Traffic for Noise_RTI_M_01_29_2019.xlsx#q=unat01

* 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: 9/30/2019

**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	Percent Medium Trucks	Percent Buses	Percent Motorcycles	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	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

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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 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: 9/30/2019

**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																	
NB SR 826	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 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*	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 Flagler 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 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

* 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

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: 9/30/2019

**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	3,267	2,648	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	3,353	2,717	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	3,953	3,091	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	2,696	2,180	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	2,627	2,283	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	2,078	3,135	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	2,399	2,938	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	2,354	3,133	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

\\marion\transportation\GIS\2019\2020_S&C_US1\Traffic\Traffic for Noise GIS K11\For Noise\SR 826 - Arterial Traffic for Noise_A01_M_01_29_302019.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.
Print Name

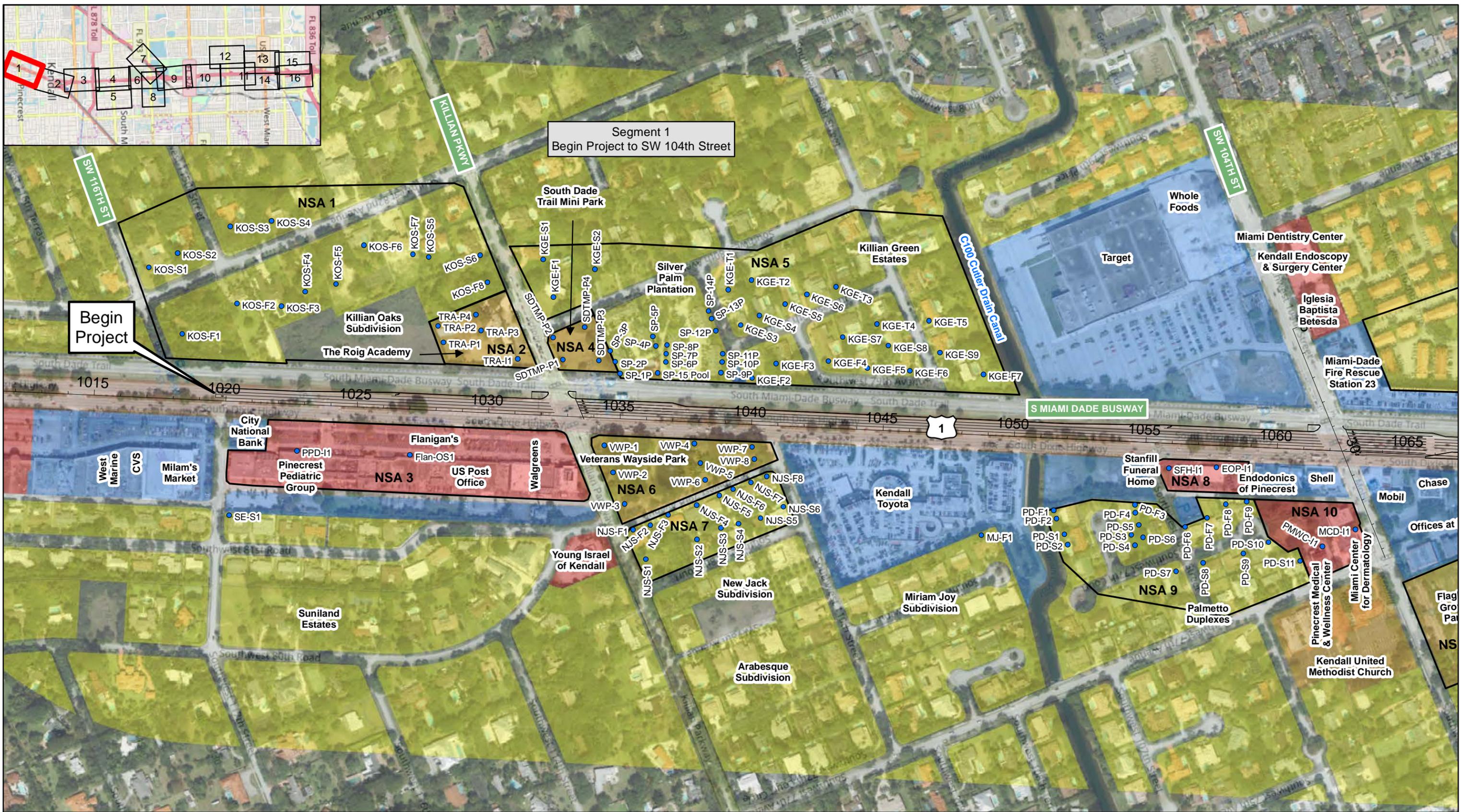
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APPENDIX B

Table 3.1 - Noise Monitoring Data and TNM Validation Results (Pending)

APPENDIX C

Figure 3.2 - Noise Analysis Map



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway Express Lanes Miami-Dade County, Florida
 FPID: 432639-1-22-01



Date: October 2019

● Receptor Sites	Land Use by Noise Activity Category	■ D: Institutional (Interior)
— Existing Noise Barrier	■ B: Residential	■ E: Sensitive Commercial
— Proposed Improvements	■ C: Other Sensitive Land Use	■ F: Non-Sensitive Developed
□ Noise Sensitive Areas		■ G: Vacant

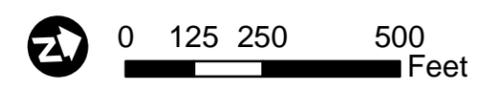
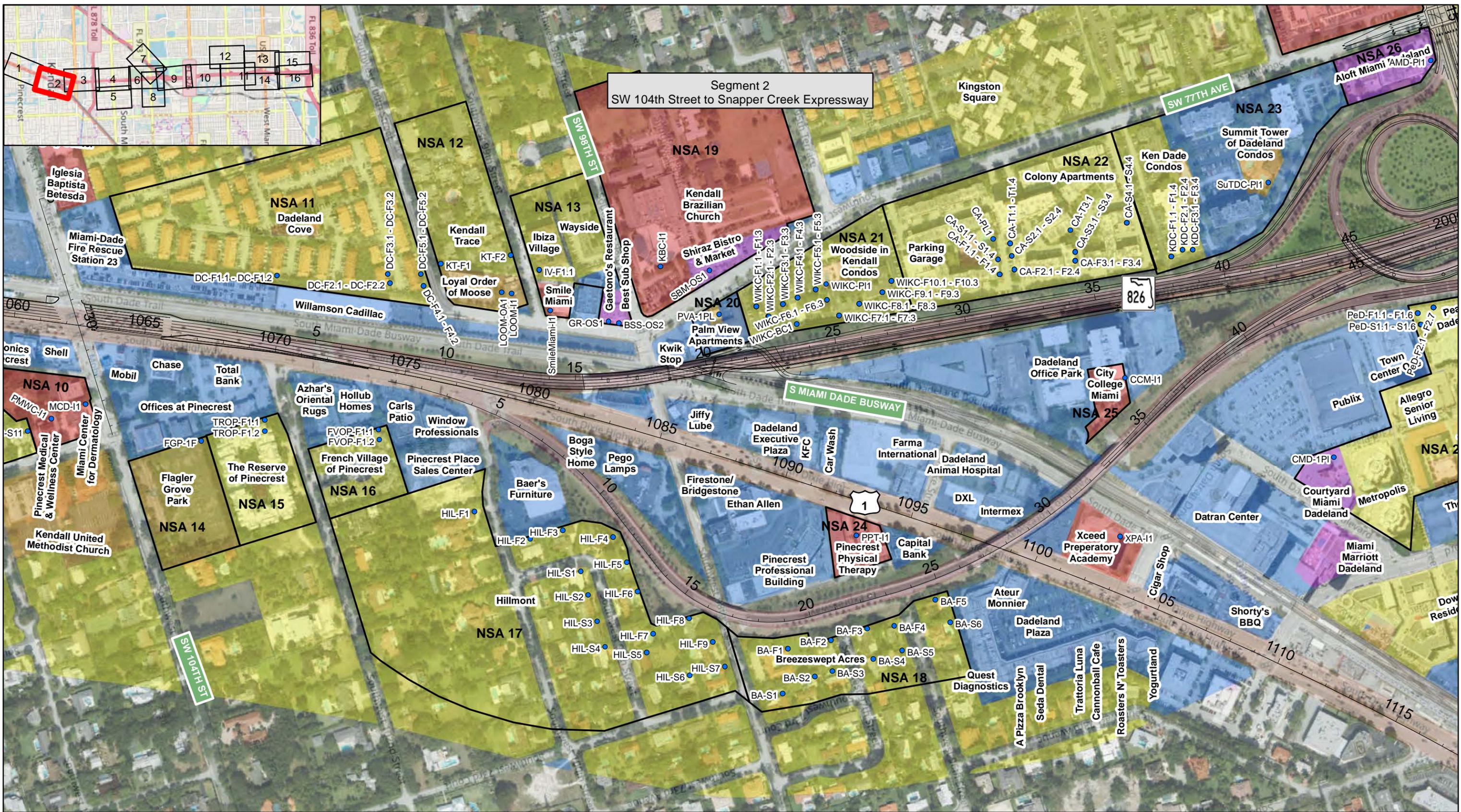


Figure 3.2
 Noise Analysis Map
 Sheet 1 of 16



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway Express Lanes Miami-Dade County, Florida
 FPID: 432639-1-22-01

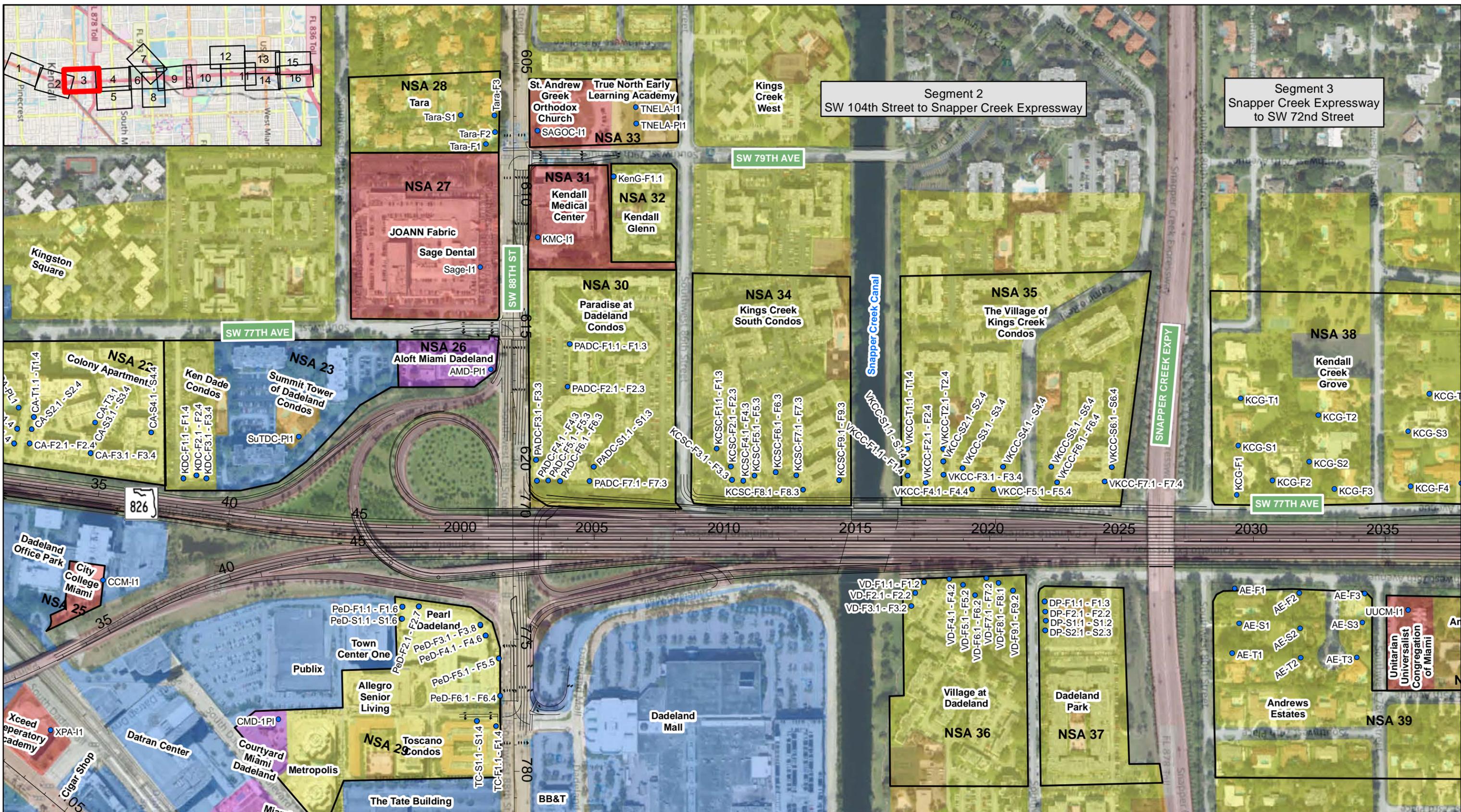


Date: October 2019

● Receptor Sites	Land Use by Noise Activity Category	■ D: Institutional (Interior)
— Existing Noise Barrier	■ B: Residential	■ E: Sensitive Commercial
— Proposed Improvements	■ C: Other Sensitive Land Use	■ F: Non-Sensitive Developed
□ Noise Sensitive Areas		■ G: Vacant

0 125 250 500 Feet

Figure 3.2
 Noise Analysis Map
 Sheet 2 of 16



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway Express Lanes Miami-Dade County, Florida
 FPID: 432639-1-22-01



Date: October 2019

- Receptor Sites
 - 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

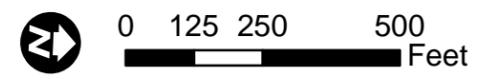
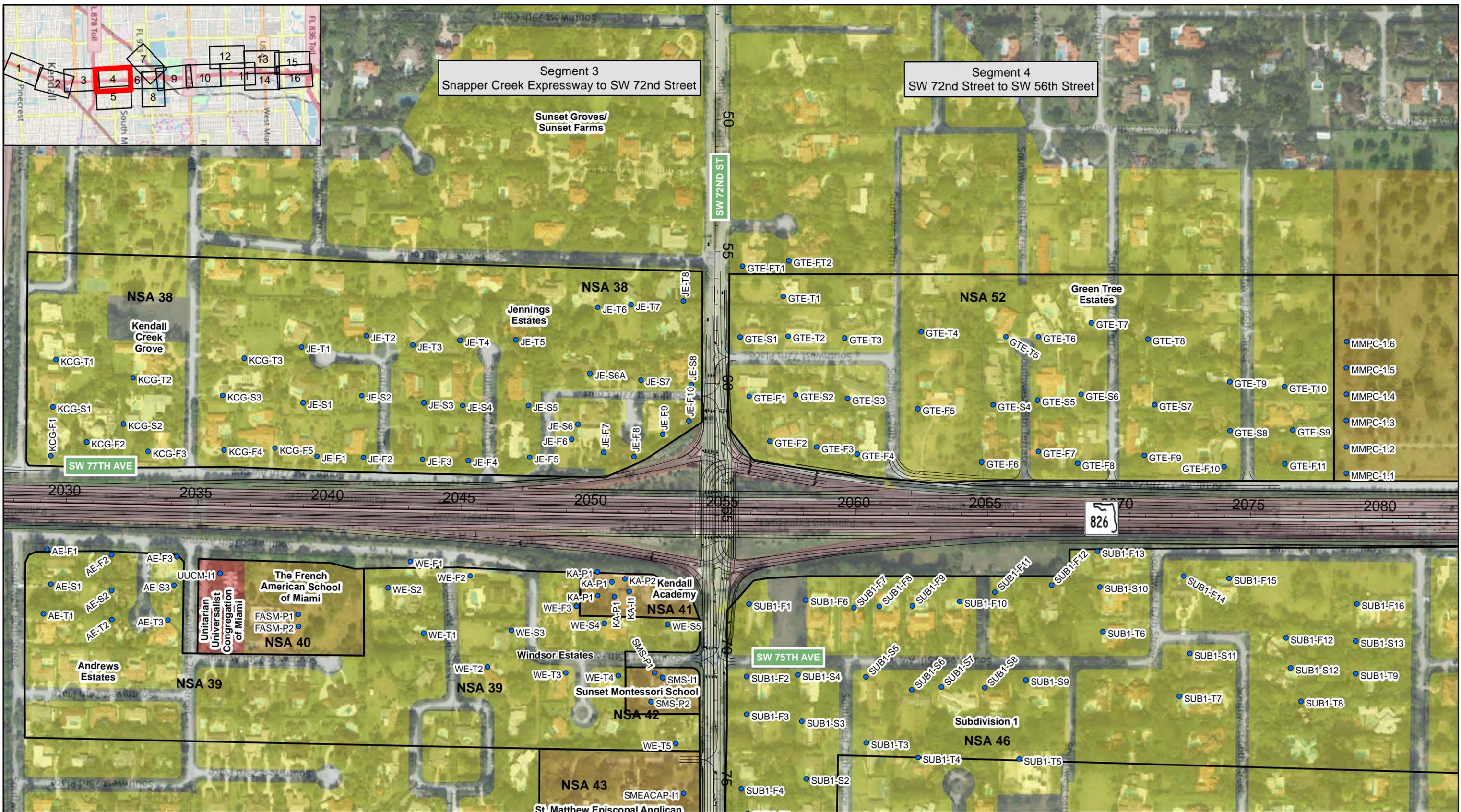


Figure 3.2
 Noise Analysis Map
 Sheet 3 of 16



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway Express Lanes Miami-Dade County, Florida
 FPID: 432639-1-22-01



Date: October 2019

<ul style="list-style-type: none"> ● Receptor Sites Existing Noise Barrier Proposed Improvements Noise Sensitive Areas 	<p>Land Use by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential C: Other Sensitive Land Use 	<ul style="list-style-type: none"> D: Institutional (Interior) E: Sensitive Commercial F: Non-Sensitive Developed G: Vacant
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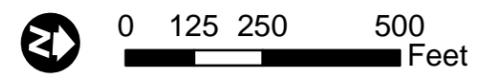
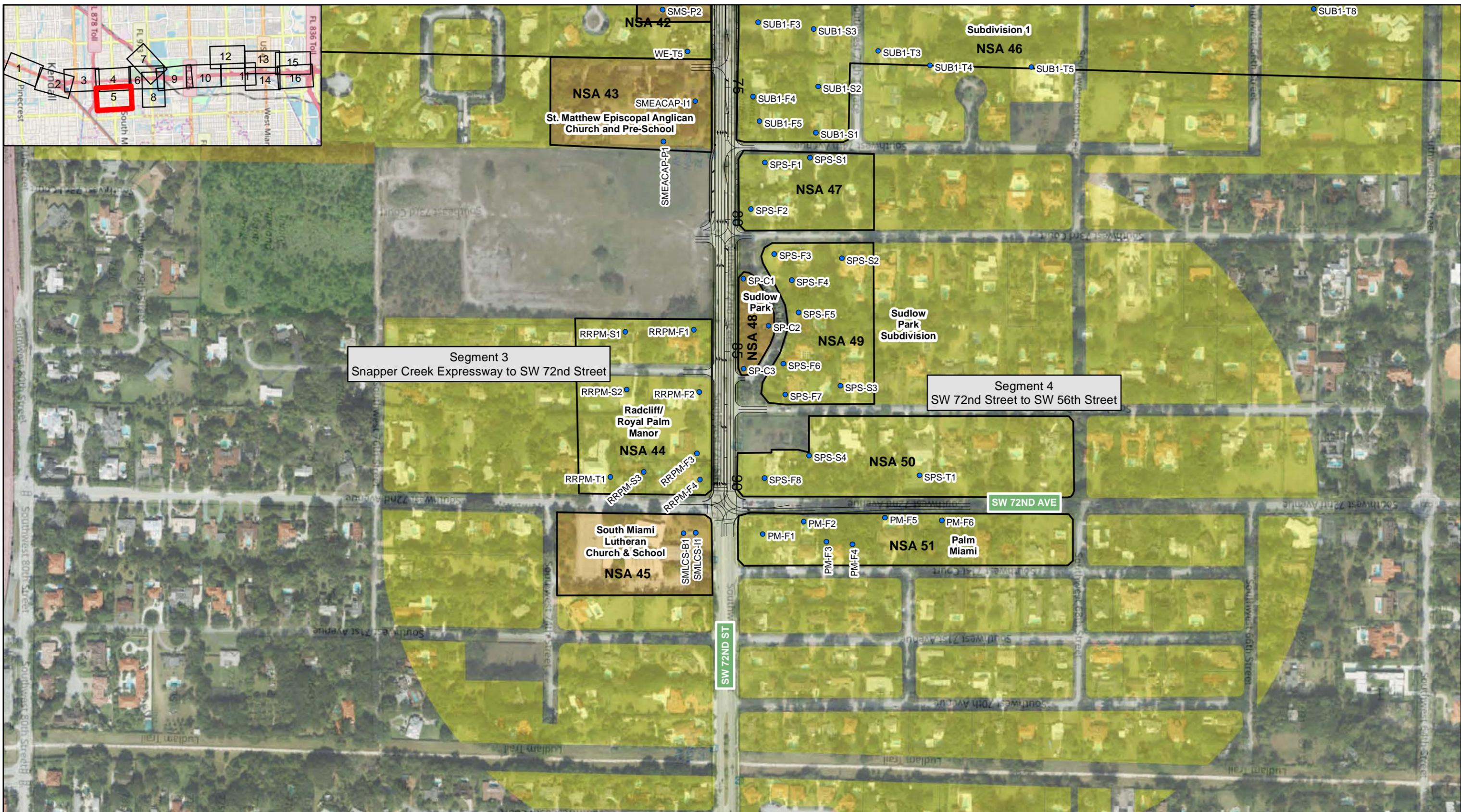


Figure 3.2
 Noise Analysis Map
 Sheet 4 of 16



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway Express Lanes Miami-Dade County, Florida
 FPID: 432639-1-22-01



Date: October 2019

- Receptor Sites
 - 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

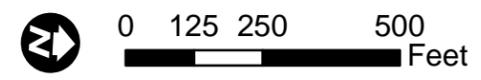
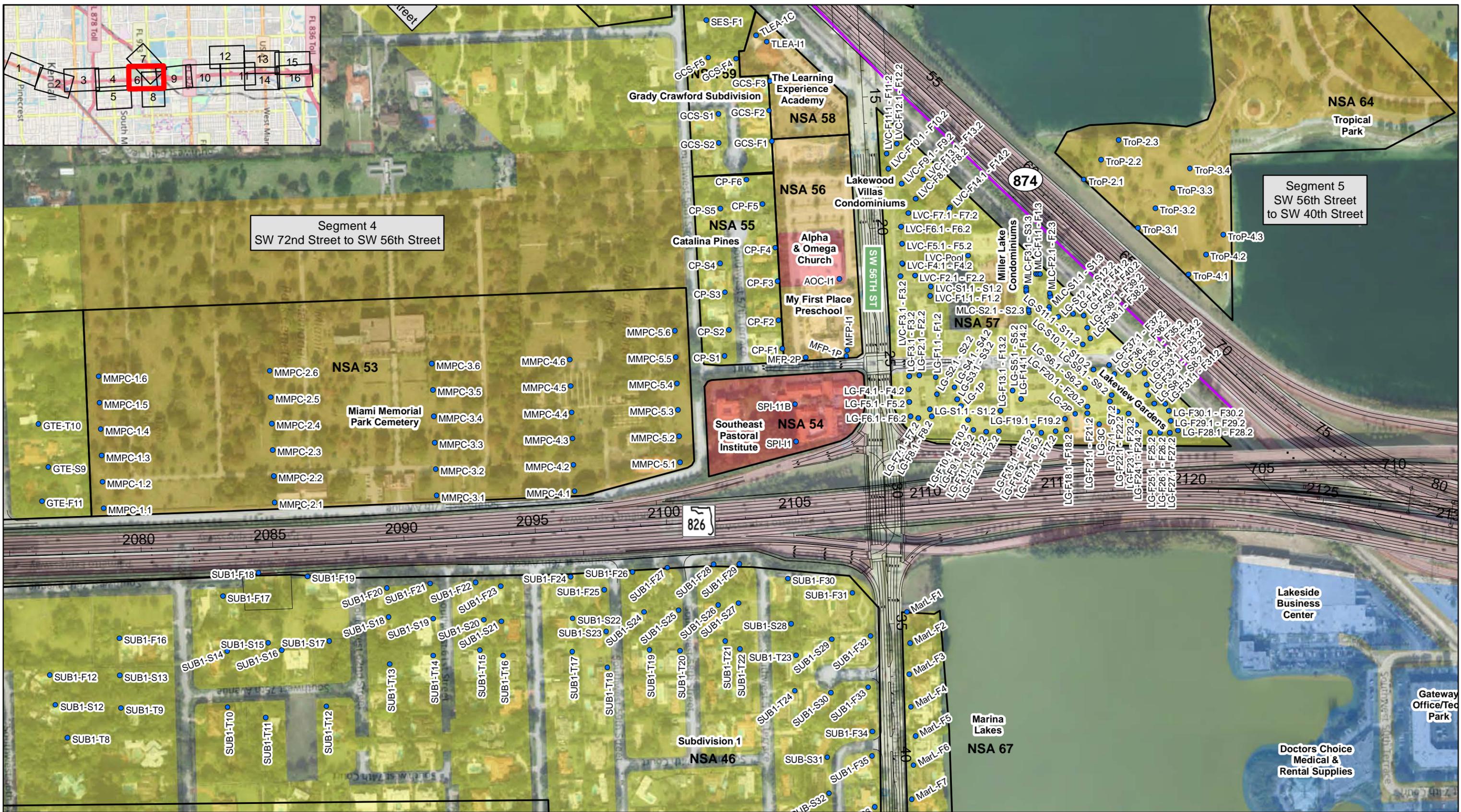


Figure 3.2
 Noise Analysis Map
 Sheet 5 of 16



SR 826/Palmetto Expressway from
 US 1/SR 5/South Dixie Highway to
 SR 836/Dolphin Expressway Express Lanes
 Miami-Dade County, Florida
 FPID: 432639-1-22-01

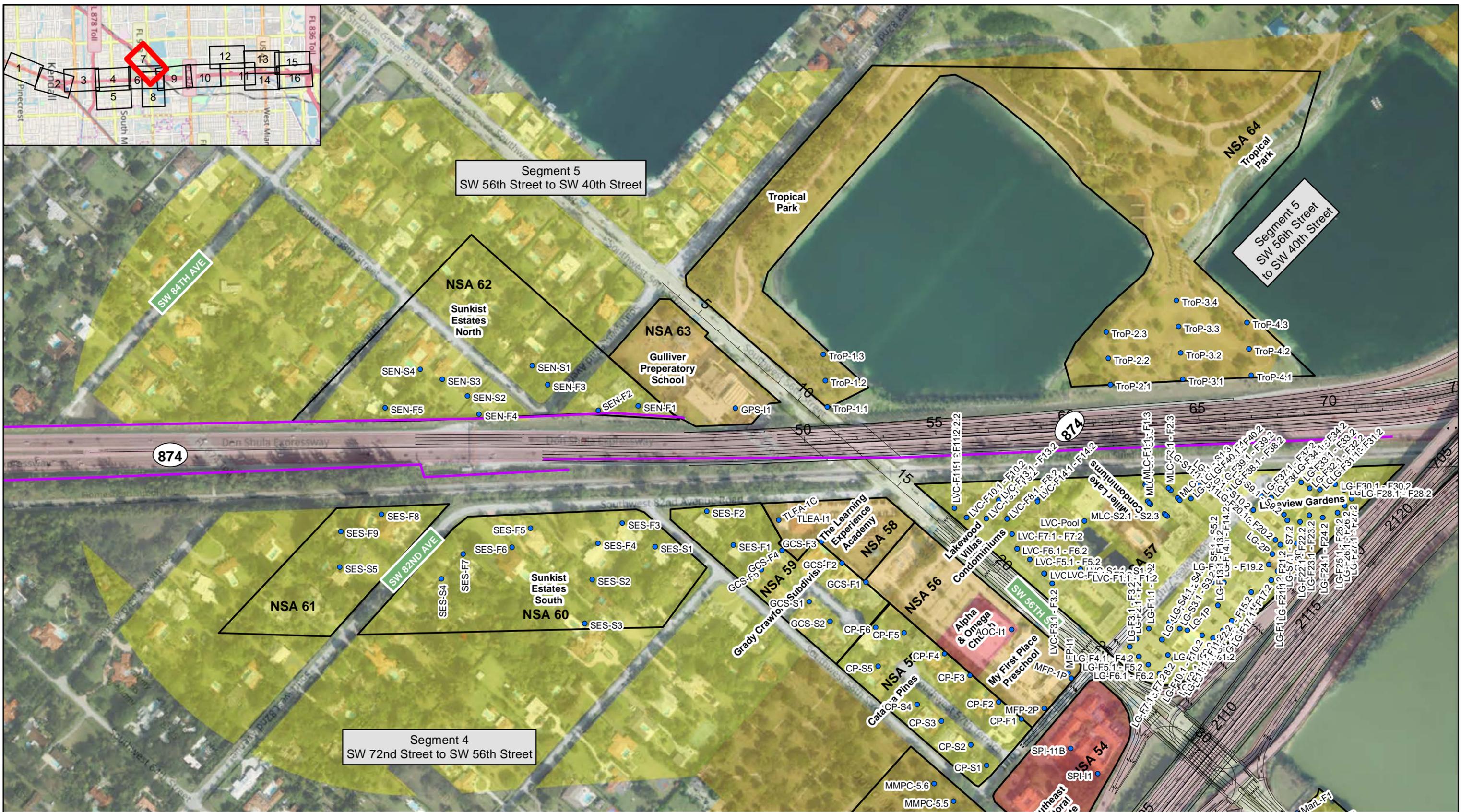


Date: October 2019

- Receptor Sites
 - 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 6 of 16



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway Express Lanes Miami-Dade County, Florida
 FPID: 432639-1-22-01

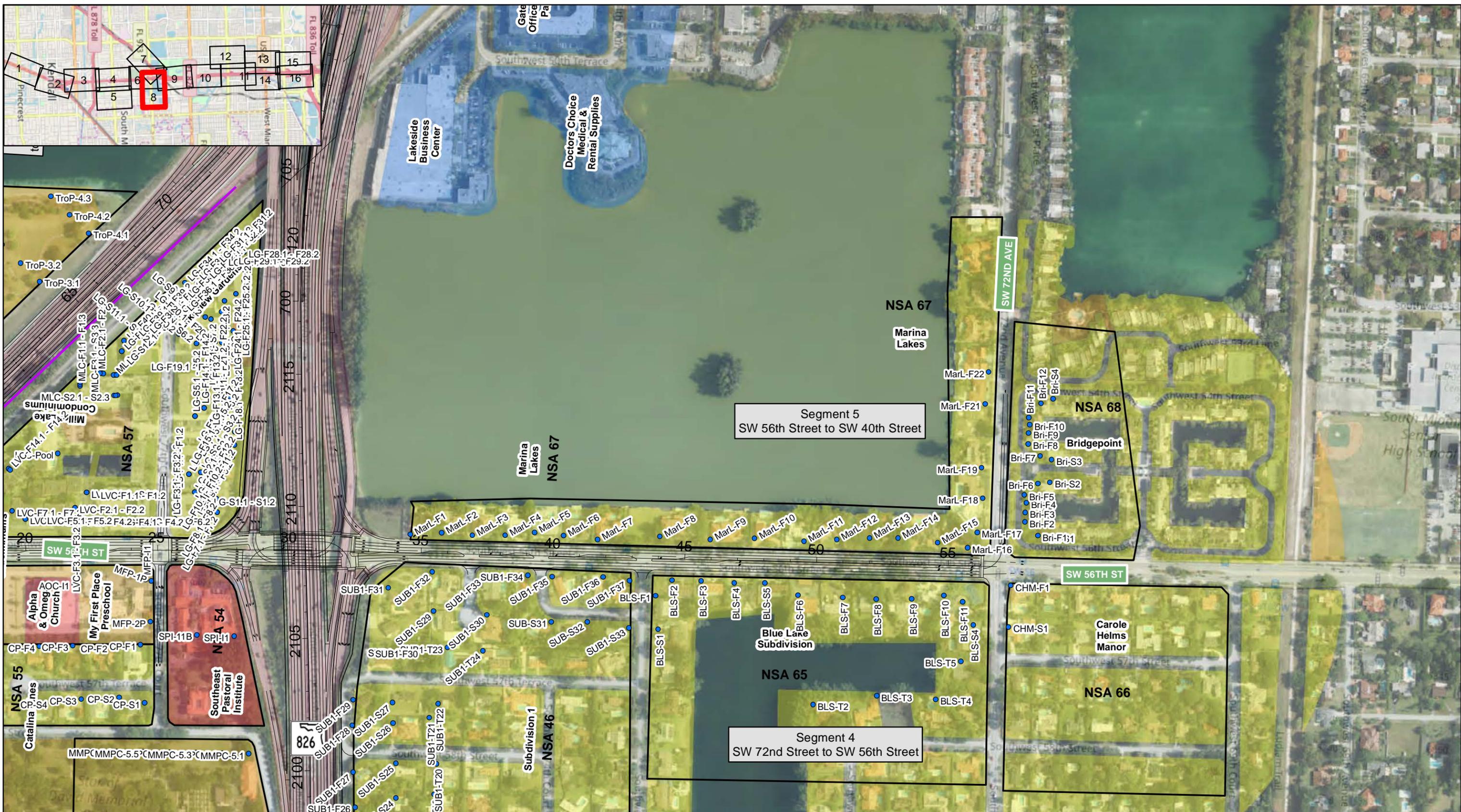


Date: October 2019

● Receptor Sites	Land Use by Noise Activity Category	■ D: Institutional (Interior)
— Existing Noise Barrier	■ B: Residential	■ E: Sensitive Commercial
— Proposed Improvements	■ C: Other Sensitive Land Use	■ F: Non-Sensitive Developed
□ Noise Sensitive Areas		■ G: Vacant

0 125 250 500 Feet

Figure 3.2
 Noise Analysis Map
 Sheet 7 of 16



SR 826/Palmetto Expressway from
 US 1/SR 5/South Dixie Highway to
 SR 836/Dolphin Expressway Express Lanes
 Miami-Dade County, Florida
 FPID: 432639-1-22-01



Date: October 2019

- Receptor Sites
 - 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

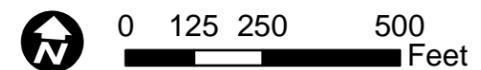
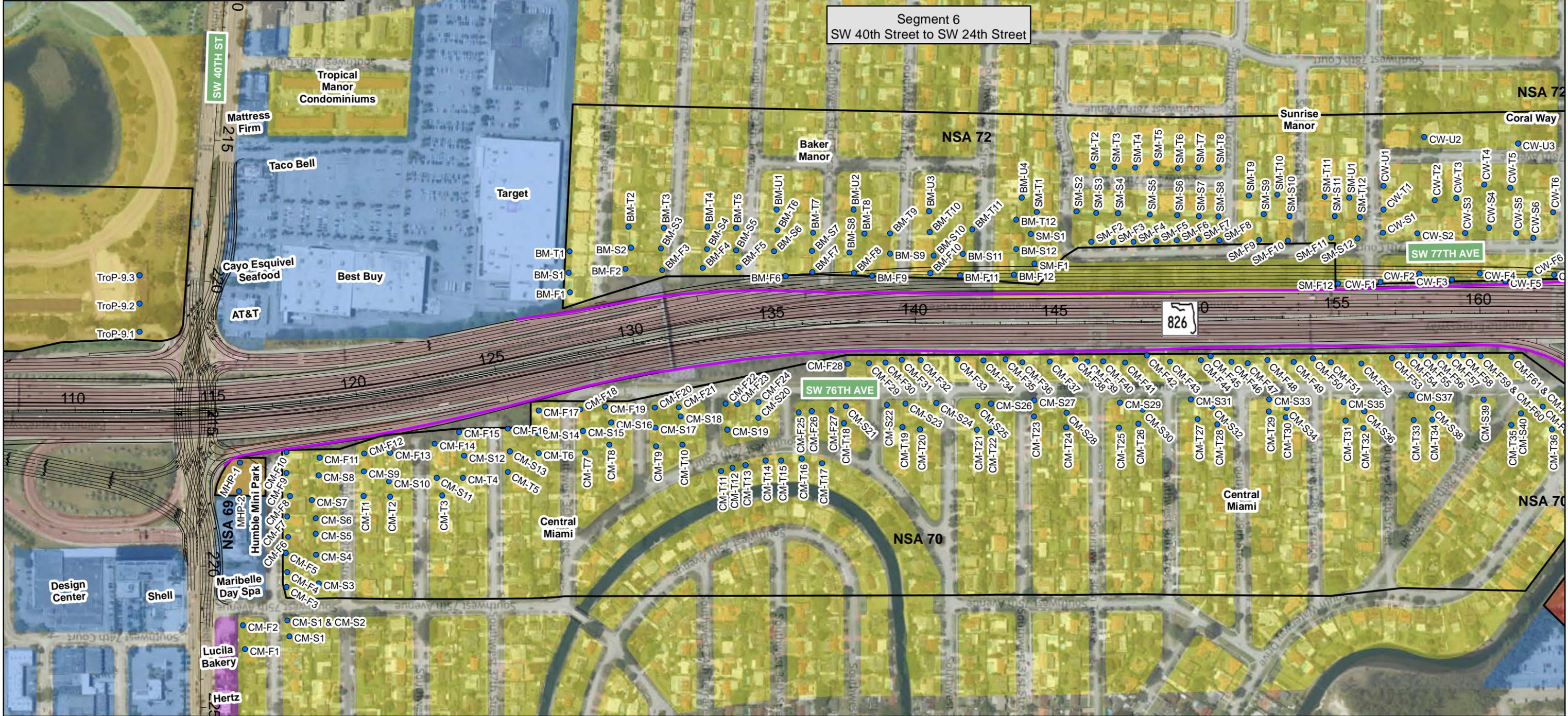
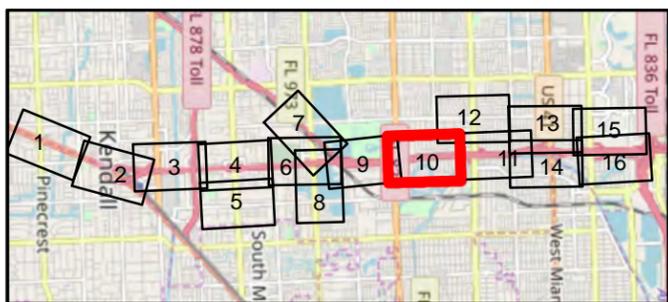


Figure 3.2
 Noise Analysis Map
 Sheet 8 of 16



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway Express Lanes Miami-Dade County, Florida
 FPID: 432639-1-22-01

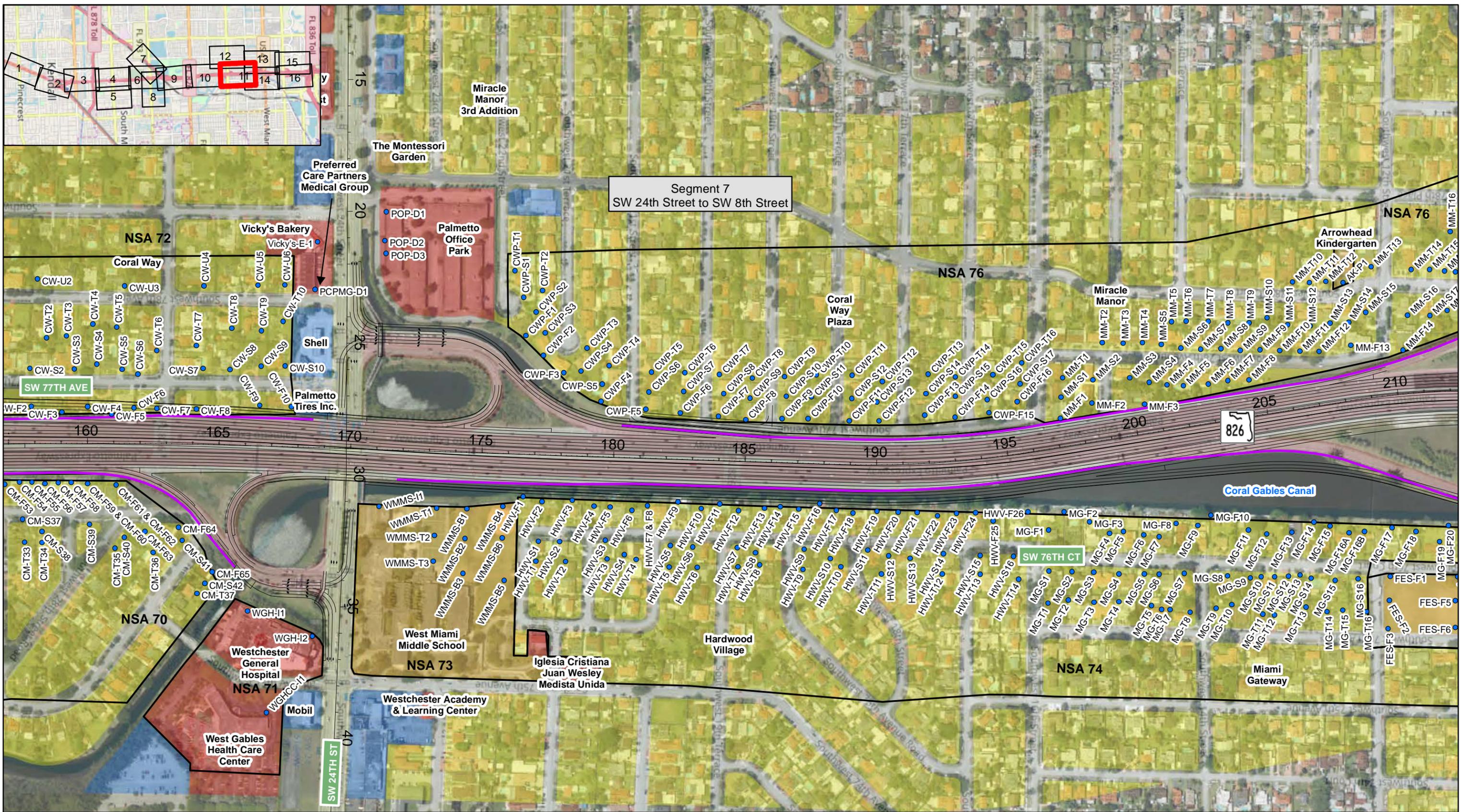


Date: October 2019

● Receptor Sites	Land Use by Noise Activity Category	■ D: Institutional (Interior)
— Existing Noise Barrier	■ B: Residential	■ E: Sensitive Commercial
— Proposed Improvements	■ C: Other Sensitive Land Use	■ F: Non-Sensitive Developed
□ Noise Sensitive Areas		■ G: Vacant

0 125 250 500 Feet

Figure 3.2
 Noise Analysis Map
 Sheet 10 of 16



SR 826/Palmetto Expressway from
 US 1/SR 5/South Dixie Highway to
 SR 836/Dolphin Expressway Express Lanes
 Miami-Dade County, Florida
 FPID: 432639-1-22-01

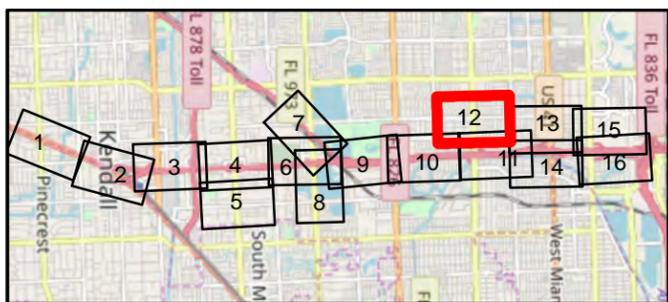


Date: October 2019

● Receptor Sites	Land Use by Noise Activity Category	■ D: Institutional (Interior)
— Existing Noise Barrier	■ B: Residential	■ E: Sensitive Commercial
— Proposed Improvements	■ C: Other Sensitive Land Use	■ F: Non-Sensitive Developed
□ Noise Sensitive Areas		■ G: Vacant

0 125 250 500 Feet

Figure 3.2
 Noise Analysis Map
 Sheet 11 of 16



Note: Detailed noise analysis was not performed for the proposed intersection improvements at SW 24th Street and SW 82nd Avenue.



Segment 6
SW 40th Street to SW 24th Street

Segment 7
SW 24th Street to SW 8th Street

SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway Express Lanes Miami-Dade County, Florida
FPID: 432639-1-22-01



Date: October 2019

- Receptor Sites
 - 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

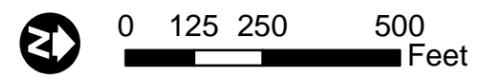
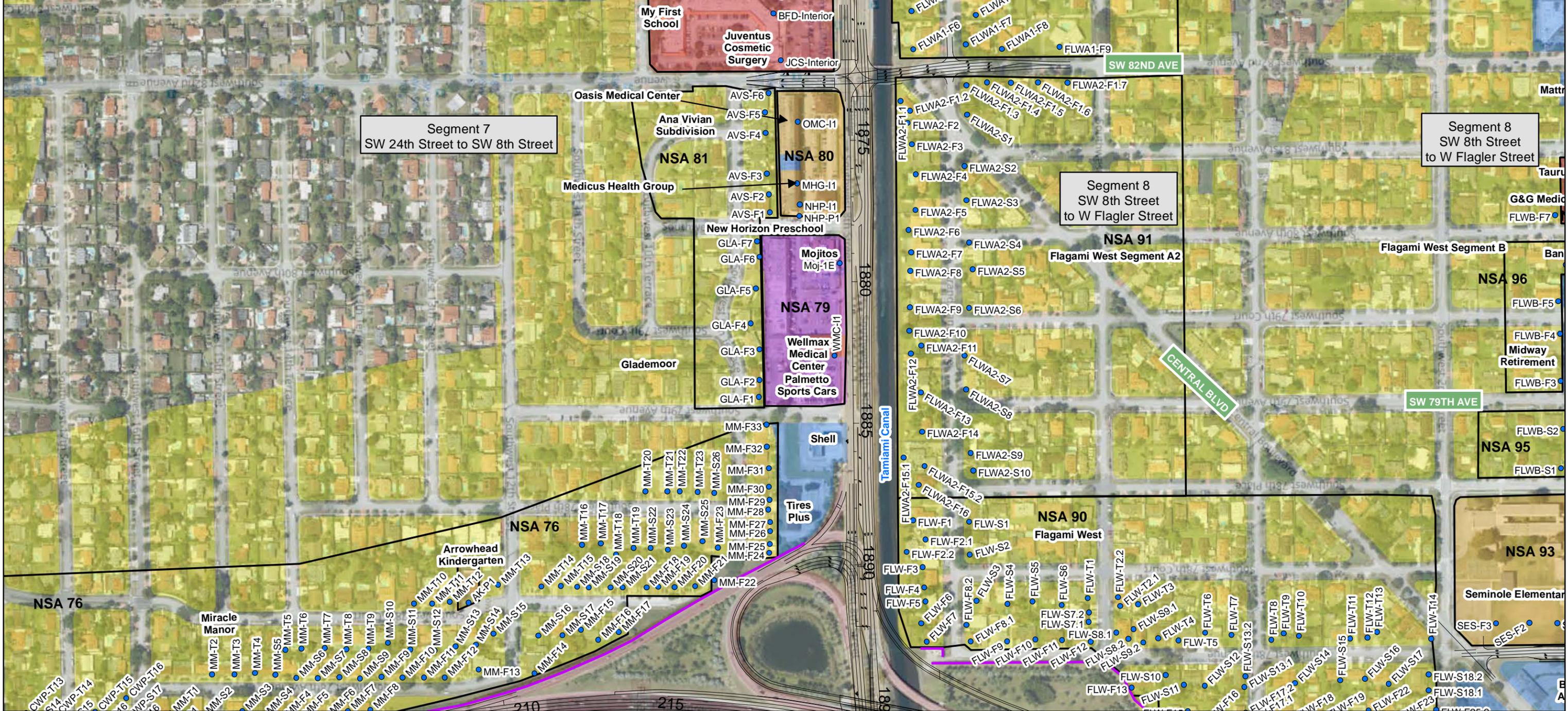
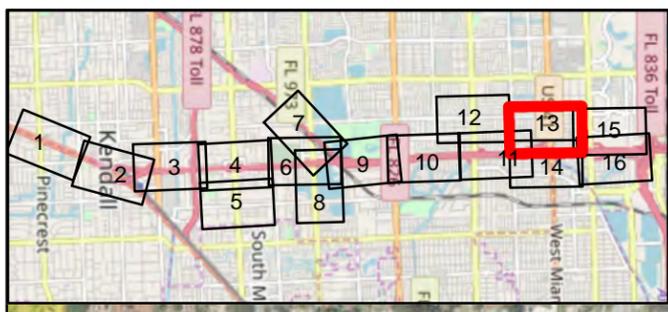


Figure 3.2
Noise Analysis Map
Sheet 12 of 16



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway Express Lanes Miami-Dade County, Florida
 FPID: 432639-1-22-01

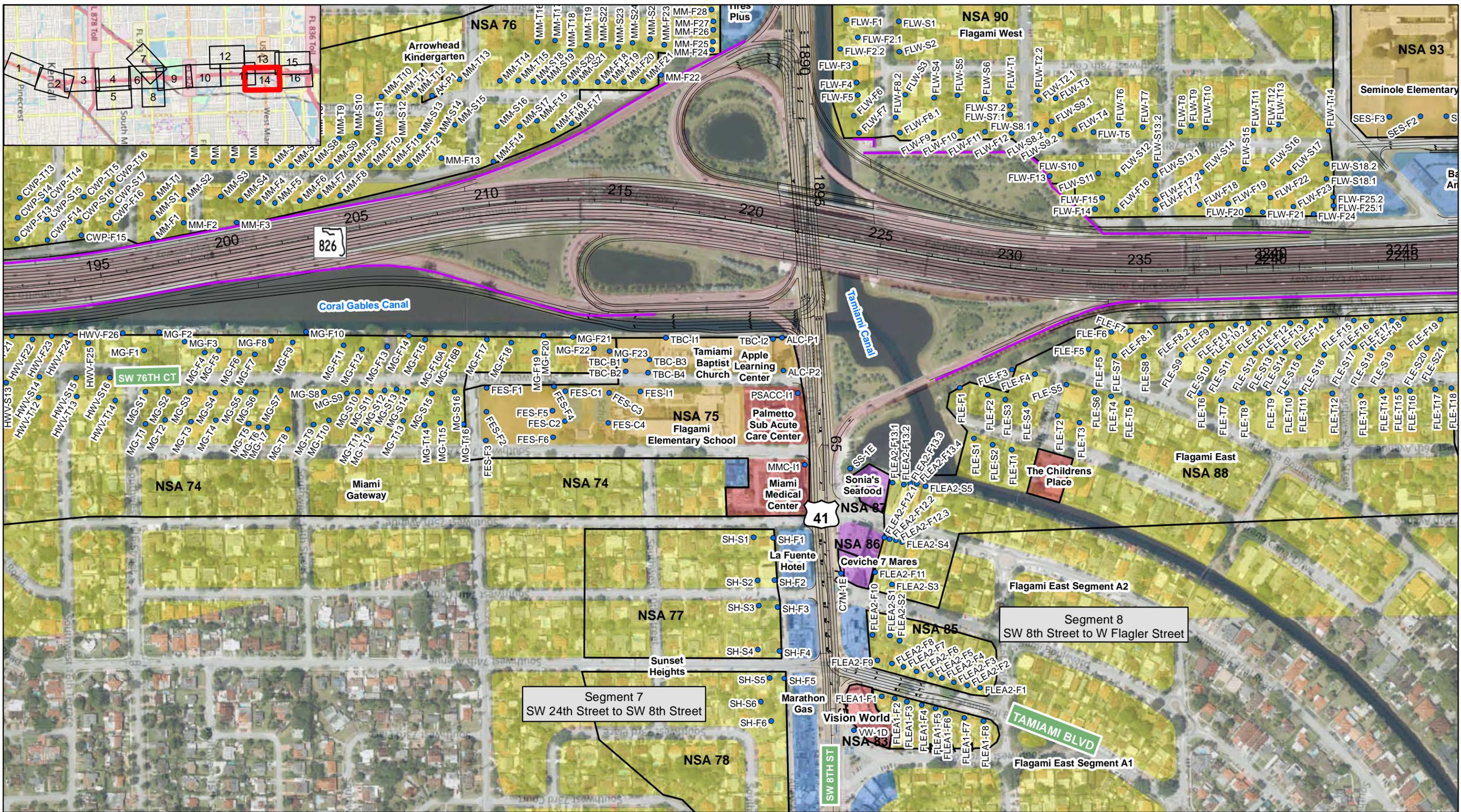


Date: October 2019

- Receptor Sites
 - 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 13 of 16



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway Express Lanes Miami-Dade County, Florida
 FPID: 432639-1-22-01



Date: October 2019

- Receptor Sites
 - 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

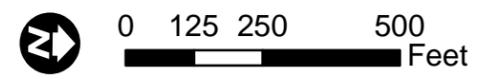


Figure 3.2
 Noise Analysis Map
 Sheet 14 of 16



SR 826/Palmetto Expressway from
 US 1/SR 5/South Dixie Highway to
 SR 836/Dolphin Expressway Express Lanes
 Miami-Dade County, Florida
 FPID: 432639-1-22-01

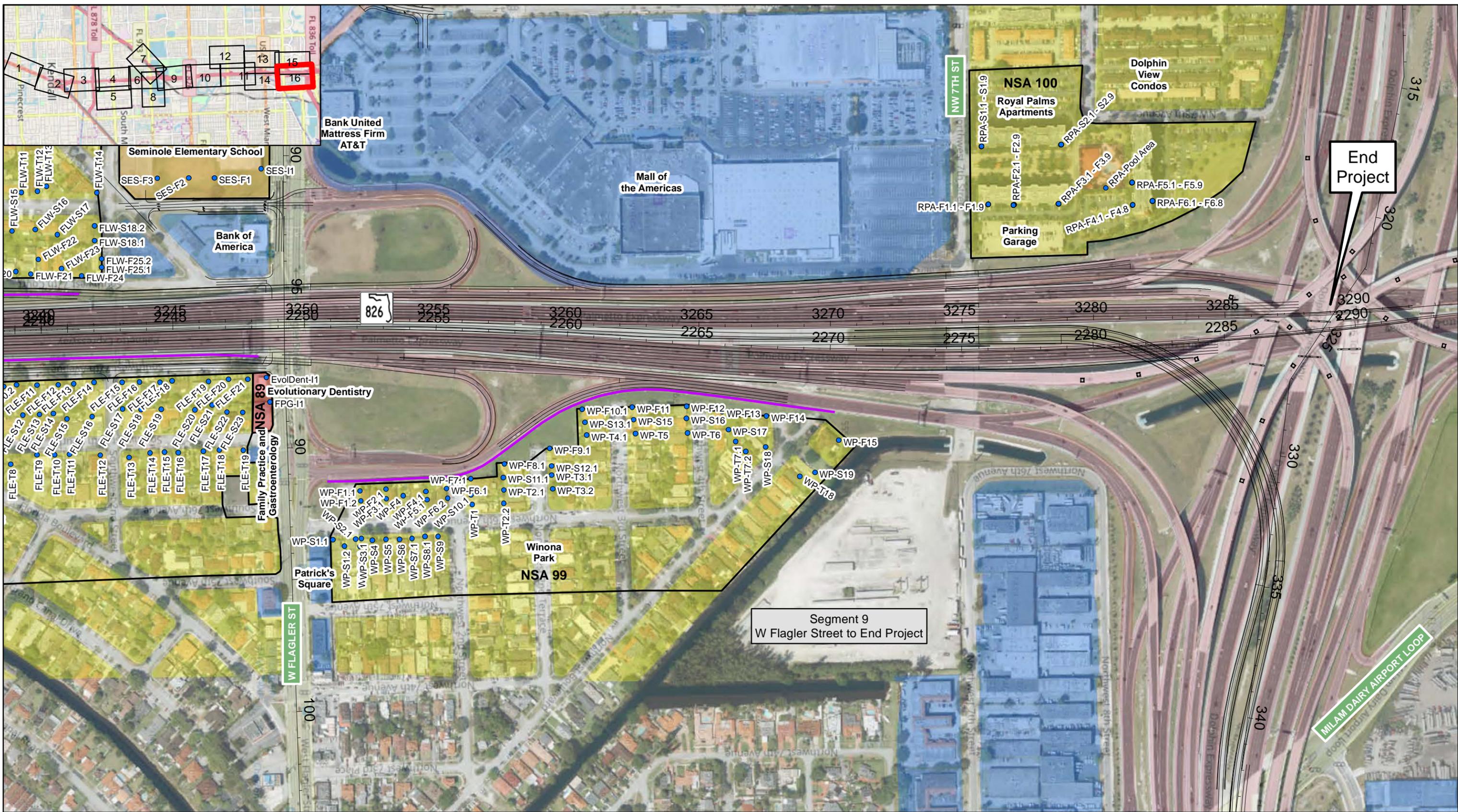


Date: October 2019

- Receptor Sites
 - 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 15 of 16



SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway Express Lanes Miami-Dade County, Florida
 FPID: 432639-1-22-01



Date: October 2019

- Receptor Sites
 - 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

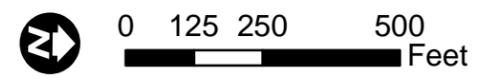


Figure 3.2
 Noise Analysis Map
 Sheet 16 of 16

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 (2040)					
							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	68.0	Below / No	0.3	0.7	---
Minimum						41.5	41.8	42.0	---	-0.3	0.5	---
Maximum						67.3	67.6	68.0	---	0.3	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	---	---	---	---
Noise Study Area 4 - See Figure 3.2 Sheet 1 (Segment 1)												
South Dade Trail Mini Park - West of US 1 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	50.7	Below / No	0.0	1.1	
	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 (2040)					
							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	52.9	Below / No	0.0	1.4	
	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	50.5	Below / No	0.0	1.1	
	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	56.2	Below / No	0.1	1.6			
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 US 1 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	72.1	Exceeds / Yes	0.2	0.6	S1-VMP
	VWP-2	Passive Recreational	1 (Special Land Use)		1034+82	66.0	66.3	67.0	Meets / Yes	0.3	1.0	
	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	73.8	Exceeds / Yes	0.1	0.4	
	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	73.5	Exceeds / Yes	0.1	0.5	
	VWP-8	Passive Recreational	1 (Special Land Use)		1040+17	68.9	69.0	69.6	Exceeds / Yes	0.1	0.7	
Minimum						62.9	63.5	64.1	---	0.1	0.4	---
Maximum						73.4	73.5	73.8	---	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 US 1 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	Not Feasible - Adjacent to a Cross Street; An Effective Noise Barrier Would Block Access
	NJS-F2	First Row Multi-Family Residence	2		1036+33	59.2	59.4	60.2	Below / No	0.2	1.0	
	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	64.6	Below / No	0.1	0.9	
	NJS-F8	First Row Multi-Family Residence	2		1040+67	65.4	65.4	66.2	Approaches / Yes	0.0	0.8	
	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	51.9	Below / No	0.1	0.9	
	NJS-S3	First Row Single Family Residence	1		1039+01	51.0	51.1	51.8	Below / No	0.1	0.8	
	NJS-S4	First Row Single Family Residence	1		1039+67	52.4	52.5	53.1	Below / No	0.1	0.7	
	NJS-S5	First Row Single Family Residence	1		1040+50	55.3	55.4	56.0	Below / No	0.1	0.7	
	NJS-S6	First Row Single Family Residence	1		1041+30	60.0	60.0	60.8	Below / No	0.0	0.8	
Minimum						51.0	51.1	51.8	---	0.0	0.7	---
Maximum						65.4	65.4	66.2	---	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 US 1 and South of SW 104 th 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 US 1 and South of SW 104 th 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	48.7	Below / No	0.1	0.5	---
Minimum						46.9	47.0	47.5	---	0.1	0.5	---
Maximum						48.2	48.3	48.7	---	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 US 1 and South of SW 104 th 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 (2040)					
							No-Build Alternative	Build Alternative				
Palmetto Duplexes - East of US1 and South of SW 104 th Street	PD-F7	First Row First Floor Multi-Family Residence - Patio	2	Residential NAC B - 66 dB(A)	1057+48	53.0	53.1	53.9	Below / No	0.1	0.9	---
	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	52.2	Below / No	0.0	0.8	---
	PD-S8	Second Row First Floor Multi-Family Residence - Patio	2		1057+40	50.2	50.3	51.0	Below / No	0.1	0.8	---
	PD-S9	Second Row First Floor Multi-Family Residence - Patio	1		1058+92	49.9	50.0	50.5	Below / No	0.1	0.6	---
	PD-S10	Second Row First Floor Multi-Family Residence - Patio	1		1059+86	52.8	52.9	53.5	Below / No	0.1	0.7	---
PD-S11	Second Row First Floor Multi-Family Residence - Patio	2	1061+02	52.7	52.9	53.1	Below / No	0.2	0.4	---		
Minimum						49.9	50.0	50.5	---	0.0	0.4	---
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 104 th Street	PMWC-11	Medical Facility Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	1061+64	29.5	29.8	29.9	Below / No	0.3	0.4	---
Miami Center for Dermatology - East of US1 and South of SW 104 th Street	MCD-11	Medical Facility Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	1062+90	29.5	29.8	29.9	Below / No	0.3	0.4	---
Minimum						29.5	29.8	29.9	---	0.3	0.4	---
Maximum						29.5	29.8	29.9	---	0.3	0.4	---
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 (2040)					
							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	45.3	Below / No	0.1	1.0	---
	DC-F1.2	First Row Multi-Family Residence - Patio	10		1069+18	45.4	45.6	46.3	Below / No	0.2	0.9	---
	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	61.8	Below / No	0.2	0.8	---
	DC-F3.1	First Row Multi-Family Residence - Patio	2		1073+73	57.7	57.9	58.5	Below / No	0.2	0.8	---
	DC-F3.2	First Row Multi-Family Residence - Patio	2		1073+68	60.3	60.5	61.1	Below / No	0.2	0.8	---
	DC-F4.2	First Row Multi-Family Residence - Patio	2		1075+07	64.1	64.3	65.0	Below / No	0.2	0.9	---
	DC-F4.1	First Row Multi-Family Residence - Patio	2		1075+01	58.0	58.1	58.8	Below / No	0.1	0.8	---
	DC-F5.1	First Row Multi-Family Residence - Patio	2		1074+95	57.5	57.6	58.5	Below / No	0.1	1.0	---
	DC-F5.2	First Row Multi-Family Residence - Patio	2		1074+90	60.1	60.3	60.9	Below / No	0.2	0.8	---
Minimum						44.3	44.4	45.3	---	0.1	0.8	---
Maximum						64.1	64.3	65.0	---	0.2	1.0	---
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	57.0	Below / No	0.1	0.8	---
	KT-F2	First Row Multi-Family Residence - Patio	1		1077+92	53.7	53.8	54.9	Below / No	0.1	1.2	---
Minimum						53.7	53.8	54.9	---	0.1	0.8	---
Maximum						56.2	56.3	57.0	---	0.1	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 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	37.6	Below / No	0.2	1.2	---
Minimum						36.4	36.6	33.5	---	0.2	-3.1	---
Maximum						36.6	36.8	37.6	---	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	58.3	Below / No	0.2	1.5	---
	IV-F1.2	First Row Second Floor Multi-Family Residence - Balcony	1		1079+06	59.3	59.5	60.7	Below / No	0.2	1.4	---
	IV-F1.3	First Row Third Floor Multi-Family Residence - Balcony	1		1079+06	61.7	61.9	62.9	Below / No	0.2	1.2	---
Minimum						56.8	57.0	58.3	---	0.2	1.2	---
Maximum						61.7	61.9	62.9	---	0.2	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 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	38.7	Below / No	0.2	1.0	---
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	62.5	Below / No	0.1	0.2	---
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	38.7	---	0.1	0.0	---
Maximum						62.4	62.5	62.5	---	0.2	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 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	52.2	Below / No	0.1	0.8	---
Minimum						51.4	51.5	52.2	---	0.1	0.8	---
Maximum						51.4	51.5	52.2	---	0.1	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 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	61.1	Below / No	0.1	0.4	---
	TROP-F1.2	First Row Second Floor Multi-Family Residence - Balcony	1		1070+03	63.2	63.3	63.9	Below / No	0.1	0.7	---
Minimum						60.7	60.8	61.1	---	0.1	0.4	---
Maximum						63.2	63.3	63.9	---	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	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	61.1	Below / No	0.0	0.4	---
	FVOP-F1.2	First Row Second Floor Multi-Family Residence - Balcony	1		1074+37	63.4	63.5	64.2	Below / No	0.1	0.8	---
Minimum						60.7	60.7	61.1	---	0.0	0.4	---
Maximum						63.4	63.5	64.2	---	0.1	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 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	56.6	Below / No	0.2	0.5	---
	HIL-F2	First Row Single Family Residence	1		1081+18	55.0	55.0	55.3	Below / No	0.0	0.3	---
	HIL-F3	First Row Single Family Residence	1		1082+34	59.6	59.7	59.8	Below / No	0.1	0.2	---
	HIL-F4	First Row Single Family Residence	1		1084+32	65.2	65.2	65.3	Below / No	0.0	0.1	---
	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	57.6	Below / No	0.0	0.1	---

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 (2040)					
							No-Build Alternative	Build Alternative				
Hillmont - East of SR 826 and North of SW 104 th 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	54.7	Below / No	0.0	0.2	---
	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	---
					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	65.3	---	0.2	0.5	---
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 18 - See Figure 3.2 Sheet 2 (Segment 2)												
Breeseswept Acres - East of SR 826 and North of SW 98 th 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	60.1	Below / No	0.1	0.1	---
	BA-F4	First Row Single Family Residence	1		1095+70	59.8	59.9	59.9	Below / No	0.1	0.1	---
	BA-F5	First Row Single Family Residence	1		1096+89	60.9	61.0	61.0	Below / No	0.1	0.1	---
	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	56.2	Below / No	0.0	0.0	---
BA-S6	Second Row Single Family Residence	1	1097+72	57.6	57.7	57.8	Below / No	0.1	0.2	---		
Minimum						50.3	50.4	50.5	---	0.0	0.0	---
Maximum						60.9	61.0	61.0	---	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 98 th Street	KBC-11	Place of Worship Interior Use	1 (Special Land Use)	Place of Worship Interior NAC D - 51 dB(A)	1083+27	31.3	31.4	31.8	Below / No	0.1	0.5	---
Shiraz Bistro & Market - West of SR 826 and North of SW 98 th Street	SBM-OS1	Restaurant Exterior Use	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	1085+01	55.2	55.2	55.9	Below / No	0.0	0.7	---
Minimum						31.3	31.4	31.8	---	0.0	0.5	---
Maximum						55.2	55.2	55.9	---	0.1	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	---	---	---	---
Noise Study Area 20 - See Figure 3.2 Sheet 2 (Segment 2)												
Palm View Apartments - West of SR 826 and North of SW 98 th Street	PVA-1PL	Pool Area	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	1085+80	47.3	47.4	48.4	Below / No	0.1	1.1	---
Minimum						47.3	47.4	48.4	---	0.1	1.1	---
Maximum						47.3	47.4	48.4	---	0.1	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 21 Residential - See Figure 3.2 Sheet 2 (Segment 2)												
Woodside in Kendall Condos - West of SR 826 and North of SW 98 th 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	58.2	Below / No	-0.1	0.6	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	64.3	Below / No	0.1	1.6	
	WIKC-F2.1	First Row First Floor Multi-Family Residence - Patio	2		1087+35	59.7	59.5	60.5	Below / No	-0.2	0.8	
	WIKC-F2.2	First Row Second Floor Multi-Family Residence - Balcony	2		1087+35	62.4	62.4	62.8	Below / No	0.0	0.4	
	WIKC-F2.3	First Row Third Floor Multi-Family Residence - Balcony	2		1087+36	65.0	65.0	66.8	Approaches / Yes	0.0	1.8	
	WIKC-F3.1	First Row First Floor Multi-Family Residence - Patio	2		1087+90	60.2	60.2	61.1	Below / No	0.0	0.9	
	WIKC-F3.2	First Row Second Floor Multi-Family Residence - Balcony	2		1087+90	63.7	63.8	63.1	Below / No	0.1	-0.6	
	WIKC-F3.3	First Row Third Floor Multi-Family Residence - Balcony	2		1087+90	64.6	64.8	66.5	Approaches / Yes	0.2	1.9	
	WIKC-F4.1	First Row First Floor Multi-Family Residence - Patio	2		1088+36	60.6	60.6	61.3	Below / No	0.0	0.7	
	WIKC-F4.2	First Row Second Floor Multi-Family Residence - Balcony	2		1088+36	63.7	63.8	65.6	Below / No	0.1	1.9	
	WIKC-F4.3	First Row Third Floor Multi-Family Residence - Balcony	2		1088+36	64.4	64.5	66.2	Approaches / Yes	0.1	1.8	
	WIKC-F5.1	First Row First Floor Multi-Family Residence - Patio	2		1088+92	60.4	60.5	60.7	Below / No	0.1	0.3	
	WIKC-F5.2	First Row Second Floor Multi-Family Residence - Balcony	2		1088+92	62.4	62.6	64.5	Below / No	0.2	2.1	
	WIKC-F5.3	First Row Third Floor Multi-Family Residence - Balcony	2		1088+92	63.5	63.6	65.2	Below / No	0.1	1.7	
	WIKC-F6.1	First Row First Floor Multi-Family Residence - Patio	3		1089+45	60.6	60.7	61.5	Below / No	0.1	0.9	
	WIKC-F6.2	First Row Second Floor Multi-Family Residence - Balcony	3		1089+45	63.9	64.0	65.9	Below / No	0.1	2.0	
	WIKC-F6.3	First Row Third Floor Multi-Family Residence - Balcony	3		1089+45	64.5	64.6	66.4	Approaches / Yes	0.1	1.9	
	WIKC-F7.1	First Row First Floor Multi-Family Residence - Patio	3		1090+07	63.8	63.8	65.7	Below / No	0.0	1.9	
	WIKC-F7.2	First Row Second Floor Multi-Family Residence - Balcony	3		1090+07	68.1	68.3	70.7	Exceeds / Yes	0.2	2.6	
WIKC-F7.3	First Row Third Floor Multi-Family Residence - Balcony	3	1090+07	68.6	68.8	70.8	Exceeds / Yes	0.2	2.2			
WIKC-F8.1	First Row First Floor Multi-Family Residence - Patio	3	1090+67	62.9	63.0	63.5	Below / No	0.1	0.6			
WIKC-F8.2	First Row Second Floor Multi-Family Residence - Balcony	3	1090+67	64.5	64.7	66.7	Approaches / Yes	0.2	2.2			
WIKC-F8.3	First Row Third Floor Multi-Family Residence - Balcony	3	1090+67	66.7	66.8	68.7	Exceeds / Yes	0.1	2.0			
WIKC-F9.1	First Row First Floor Multi-Family Residence - Patio	2	1091+40	64.7	64.9	67.2	Exceeds / Yes	0.2	2.5			
WIKC-F9.2	First Row Second Floor Multi-Family Residence - Balcony	2	1091+40	66.5	66.7	68.8	Exceeds / Yes	0.2	2.3			
WIKC-F9.3	First Row Third Floor Multi-Family Residence - Balcony	2	1091+40	67.0	67.2	69.3	Exceeds / Yes	0.2	2.3			
WIKC-F10.1	First Row First Floor Multi-Family Residence - Patio	2	1091+56	60.5	60.7	62.8	Below / No	0.2	2.3			
WIKC-F10.2	First Row Second Floor Multi-Family Residence - Balcony	2	1091+56	61.5	61.7	64.1	Below / No	0.2	2.6			
WIKC-F10.3	First Row Third Floor Multi-Family Residence - Balcony	2	1091+56	63.2	63.3	65.2	Below / No	0.1	2.0			
Minimum						57.6	57.5	58.2	---	-0.2	-0.6	---
Maximum						68.6	68.8	70.8	---	0.2	2.6	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						13	13	27	---	---	---	---

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 (2040)								
							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 98 th Street	WIKC-BC1	Basketball Court	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	1088+62	62.1	62.0	63.0	Below / No	-0.1	0.9	S2-2W (Continued)			
	WIKC-PI1	Community Pool	1 (Special Land Use)		1089+13	59.9	60.0	60.4	Below / No	0.1	0.5				
Minimum						59.9	60.0	60.4	---	-0.1	0.5	---			
Maximum						62.1	62.0	63.0	---	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 22 Residential - See Figure 3.2 Sheets 2 and 3 (Segment 2)															
Colony Apartments - West of SR 826 and North of SW 98 th 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	66.1	Approaches / Yes	0.3	1.9	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	67.4	Exceeds / Yes	0.4	1.7				
	CA-F1.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		1095+31	65.8	66.2	67.2	Exceeds / Yes	0.4	1.4				
	CA-F2.1	First Row First Floor Multi-Family Residence - Patio	2		1095+75	62.1	62.3	65.1	Below / No	0.2	3.0				
	CA-F2.2	First Row Second Floor Multi-Family Residence - Balcony	2		1095+75	63.4	63.6	66.2	Approaches / Yes	0.2	2.8				
	CA-F2.3	First Row Third Floor Multi-Family Residence - Balcony	2		1095+75	64.0	64.2	66.4	Approaches / Yes	0.2	2.4				
	CA-F2.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		1095+75	64.1	64.4	66.4	Approaches / Yes	0.3	2.3				
	CA-F3.1	First Row First Floor Multi-Family Residence - Patio	2		1097+67	64.4	64.9	64.8	Below / No	0.5	0.4				
	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	66.0	Approaches / Yes	0.5	0.3				
	CA-F3.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		1097+67	65.7	66.1	65.8	Below / No	0.4	0.1				
	CA-S1.1	Second Row First Floor Multi-Family Residence - Patio	1		1095+17	60.6	60.9	62.1	Below / No	0.3	1.5				
	CA-S1.2	Second Row Second Floor Multi-Family Residence - Balcony	1		1095+17	61.3	61.6	63.3	Below / No	0.3	2.0				
	CA-S1.3	Second Row Third Floor Multi-Family Residence - Balcony	1		1095+17	61.9	62.3	63.7	Below / No	0.4	1.8				
	CA-S1.4	Second Row Fourth Floor Multi-Family Residence - Balcony	1		1095+17	62.2	62.5	63.8	Below / No	0.3	1.6				
	CA-S2.1	Second Row First Floor Multi-Family Residence - Patio	2		1095+52	58.5	58.7	60.6	Below / No	0.2	2.1				
	CA-S2.2	Second Row Second Floor Multi-Family Residence - Balcony	2		1095+52	59.1	59.4	61.9	Below / No	0.3	2.8				
	CA-S2.3	Second Row Third Floor Multi-Family Residence - Balcony	2		1095+52	60.2	60.4	62.4	Below / No	0.2	2.2				
	CA-S2.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2		1095+52	60.5	60.7	62.7	Below / No	0.2	2.2				
	CA-S3.1	Second Row First Floor Multi-Family Residence - Patio	2		1097+57	61.1	61.5	61.0	Below / No	0.4	-0.1				
	CA-S3.2	Second Row Second Floor Multi-Family Residence - Balcony	2		1097+57	61.8	62.2	62.1	Below / No	0.4	0.3				
	CA-S3.3	Second Row Third Floor Multi-Family Residence - Balcony	2		1097+57	62.3	62.7	62.3	Below / No	0.4	0.0				
	CA-S3.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2		1097+57	62.3	62.8	62.3	Below / No	0.5	0.0				
	CA-S4.1	Second Row First Floor Multi-Family Residence - Patio	2		1098+90	57.8	58.2	59.5	Below / No	0.4	1.7				
	CA-S4.2	Second Row Second Floor Multi-Family Residence - Balcony	2		1098+90	58.9	59.3	61.3	Below / No	0.4	2.4				
	CA-S4.3	Second Row Third Floor Multi-Family Residence - Balcony	2		1098+90	60.0	60.5	62.2	Below / No	0.5	2.2				
	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	57.5	Below / No	0.2	1.5				
	CA-T1.2	Third Row Second Floor Multi-Family Residence - Balcony	1		1095+33	56.4	56.7	59.1	Below / No	0.3	2.7				
	CA-T1.3	Third Row Third Floor Multi-Family Residence - Balcony	1		1095+33	57.5	57.7	59.8	Below / No	0.2	2.3				
CA-T1.4	Third Row Fourth Floor Multi-Family Residence - Balcony	1	1095+33	58.0	58.3	60.1	Below / No	0.3	2.1						
CA-T3.1	Third Row First Floor Multi-Family Residence - Patio	1	1097+15	54.6	55.1	54.6	Below / No	0.5	0.0						
Minimum						54.6	55.1	54.6	---	0.2	-0.1	---			
Maximum						65.8	66.2	67.4	---	0.5	3.0	---			
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 98 th Street	CA-PL1	Community Pool	1	Recreational NAC C - 66 dB(A)	1094+71	54.7	54.9	56.0	Below / No	0.2	1.3	S2-2W (Continued)			
Minimum						54.7	54.9	56.0	---	0.2	1.3	---			
Maximum						54.7	54.9	56.0	---	0.2	1.3	---			
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 23 Residential - See Figure 3.2 Sheets 2 and 3 (Segment 2)															
Ken Dade Condos - West of SR 826 and South of SW 88 th 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	71.2	Exceeds / Yes	0.4	2.5	S2-2W (Continued)			
	KDC-F1.2	First Row Second Floor Multi-Family Residence - Balcony	1		1100+86	70.2	70.6	72.4	Exceeds / Yes	0.4	2.2				
	KDC-F1.3	First Row Third Floor Multi-Family Residence - Balcony	1		1100+86	70.6	71.1	72.6	Exceeds / Yes	0.5	2.0				
	KDC-F1.4	First Row Fourth Floor Multi-Family Residence - Balcony	1		1100+86	70.6	71.0	72.5	Exceeds / Yes	0.4	1.9				
	KDC-F2.1	First Row First Floor Multi-Family Residence - Patio	1		1101+02	67.7	68.1	70.0	Exceeds / Yes	0.4	2.3				
	KDC-F2.2	First Row Second Floor Multi-Family Residence - Balcony	1		1101+02	69.1	69.6	71.4	Exceeds / Yes	0.5	2.3				
	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	71.6	Exceeds / Yes	0.4	1.9				
	KDC-F3.1	First Row First Floor Multi-Family Residence - Patio	1		1101+29	68.4	68.9	70.9	Exceeds / Yes	0.5	2.5				
	KDC-F3.2	First Row Second Floor Multi-Family Residence - Balcony	1		1101+29	69.9	70.4	72.4	Exceeds / Yes	0.5	2.5				
	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	72.6	Exceeds / Yes	0.4	2.1				
	Minimum						67.7	68.1	70.0	---	0.4		1.9	---	
	Maximum						70.6	71.1	72.6	---	0.5		2.5	---	
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 88 th Street	SuTDC-PI1	Community Pool	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	1102+89	58.4	59.2	60.5	Below / No	0.8	2.1	---			
Minimum						58.4	59.2	60.5	---	0.8	2.1	---			
Maximum						58.4	59.2	60.5	---	0.8	2.1	---			
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 (2040)					
							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 104 th Street	PPT-11	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 104 th Street	CCM-11	College Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	1100+73	34.1	34.2	32.7	Below / No	0.1	-1.4	---
Xceed Preparatory Academy - East of SR 826 and North of SW 104 th Street	XPA-11	School Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	1102+65	37.1	37.6	37.4	Below / No	0.5	0.3	---
Minimum						34.1	34.2	32.7	---	0.1	-1.4	---
Maximum						37.1	37.6	37.4	---	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	---	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 88 th Street	AMD-P11	Pool Area	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	1106+27	70.7	71.8	72.2	Exceeds / Yes	1.1	1.5	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	72.2	---	1.1	1.5	---
Maximum						70.7	71.8	72.2	---	1.1	1.5	---
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 88 th Street	Sage-11	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 88 th 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	71.6	Exceeds / Yes	1.0	1.0	
	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	52.3	Below / No	0.9	1.0	
	Minimum						51.3	52.2	52.3	---	0.9	
Maximum						70.6	71.6	71.6	---	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 88 th 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	65.6	Below / No	0.4	1.3	S2-1E
	PeD-F1.2	First Row Third Floor Multi-Family Residence - Balcony	1		1109+27 & 46+56	65.9	66.3	66.3	Approaches / Yes	0.4	0.4	
	PeD-F1.3	First Row Fourth Floor Multi-Family Residence - Balcony	1		1109+27 & 46+56	66.8	67.3	67.1	Exceeds / Yes	0.5	0.3	
	PeD-F1.4	First Row Fifth Floor Multi-Family Residence - Balcony	1		1109+27 & 46+56	67.7	68.2	68.3	Exceeds / Yes	0.5	0.6	
	PeD-F1.5	First Row Sixth Floor Multi-Family Residence - Balcony	1		1109+27 & 46+56	68.5	69.0	69.4	Exceeds / Yes	0.5	0.9	
	PeD-F1.6	First Row Seventh Floor Multi-Family Residence - Balcony	1		1109+27 & 46+56	69.4	69.9	70.3	Exceeds / Yes	0.5	0.9	
	PeD-F2.1	First Row Second Floor Multi-Family Residence - Balcony	3		1109+75 & 47+36	63.9	64.5	64.8	Below / No	0.6	0.9	
	PeD-F2.2	First Row Third Floor Multi-Family Residence - Balcony	3		1109+75 & 47+36	65.6	66.2	65.8	Below / No	0.6	0.2	
	PeD-F2.3	First Row Fourth Floor Multi-Family Residence - Balcony	3		1109+75 & 47+36	66.7	67.2	66.8	Approaches / Yes	0.5	0.1	
	PeD-F2.4	First Row Fifth Floor Multi-Family Residence - Balcony	3		1109+75 & 47+36	68.0	68.5	68.5	Exceeds / Yes	0.5	0.5	
	PeD-F2.5	First Row Sixth Floor Multi-Family Residence - Balcony	3		1109+75 & 47+36	69.2	69.8	70.1	Exceeds / Yes	0.6	0.9	
	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	71.1	Exceeds / Yes	0.5	0.8	
	PeD-F3.1	First Row First Floor Multi-Family Residence - Patio	1		1111+66 & 2000+79	68.3	69.6	69.6	Exceeds / Yes	1.3	1.3	
	PeD-F3.2	First Row Second Floor Multi-Family Residence - Balcony	1		1111+68 & 2000+80	70.3	71.5	71.7	Exceeds / Yes	1.2	1.4	
	PeD-F3.3	First Row Third Floor Multi-Family Residence - Balcony	1		1111+68 & 2000+80	70.6	71.7	71.8	Exceeds / Yes	1.1	1.2	
	PeD-F3.4	First Row Fourth Floor Multi-Family Residence - Balcony	1		1111+68 & 2000+80	70.8	71.9	72.0	Exceeds / Yes	1.1	1.2	
	PeD-F3.5	First Row Fifth Floor Multi-Family Residence - Balcony	1		1111+68 & 2000+80	70.9	71.9	72.0	Exceeds / Yes	1.0	1.1	
	PeD-F3.6	First Row Sixth Floor Multi-Family Residence - Balcony	1		1111+68 & 2000+80	71.2	72.2	72.2	Exceeds / Yes	1.0	1.0	
	PeD-F3.7	First Row Seventh Floor Multi-Family Residence - Balcony	1		1111+68 & 2000+80	71.4	72.3	72.6	Exceeds / Yes	0.9	1.2	
	PeD-F3.8	First Row Eighth Floor Multi-Family Residence - Balcony	1		1111+66 & 2000+79	71.5	72.4	72.8	Exceeds / Yes	0.9	1.3	
	PeD-F4.1	First Row Third Floor Multi-Family Residence - Balcony	1		1112+02 & 2001+03	71.3	72.5	72.8	Exceeds / Yes	1.2	1.5	
	PeD-F4.2	First Row Fourth Floor Multi-Family Residence - Balcony	2		1112+02 & 2001+03	71.4	72.5	72.7	Exceeds / Yes	1.1	1.3	
	PeD-F4.3	First Row Fifth Floor Multi-Family Residence - Balcony	3		1112+02 & 2001+03	71.4	72.5	72.8	Exceeds / Yes	1.1	1.4	
	PeD-F4.4	First Row Sixth Floor Multi-Family Residence - Balcony	4		1112+02 & 2001+03	71.5	72.6	72.8	Exceeds / Yes	1.1	1.3	
PeD-F4.5	First Row Seventh Floor Multi-Family Residence - Balcony	3	1112+02 & 2001+03	71.7	72.7	72.9	Exceeds / Yes	1.0	1.2			
PeD-F4.6	First Row Eighth Floor Multi-Family Residence - Balcony	3	1112+02 & 2001+03	71.7	72.8	73.1	Exceeds / Yes	1.1	1.4			
PeD-F5.1	First Row Third Floor Multi-Family Residence - Balcony	4	1112+85 & 2001+40	73.8	75.1	75.6	Exceeds / Yes	1.3	1.8			
PeD-F5.2	First Row Fourth Floor Multi-Family Residence - Balcony	5	1112+86 & 2001+41	74.0	75.3	75.8	Exceeds / Yes	1.3	1.8			
PeD-F5.3	First Row Fifth Floor Multi-Family Residence - Balcony	5	1112+86 & 2001+41	73.9	75.3	75.8	Exceeds / Yes	1.4	1.9			
PeD-F5.4	First Row Sixth Floor Multi-Family Residence - Balcony	5	1112+86 & 2001+41	73.9	75.3	75.7	Exceeds / Yes	1.4	1.8			
PeD-F5.5	First Row Seventh Floor Multi-Family Residence - Balcony	5	1112+86 & 2001+41	73.9	75.2	75.7	Exceeds / Yes	1.3	1.8			

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 (2040)					
							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	76.6	Exceeds / Yes	1.0	1.1	S2-1E (Continued)
	PeD-F6.2	First Row Fourth Floor Multi-Family Residence - Balcony	1		1113+76 & 2001+46	75.3	76.3	76.4	Exceeds / Yes	1.0	1.1	
	PeD-F6.3	First Row Fifth Floor Multi-Family Residence - Balcony	1		1113+76 & 2001+46	75.2	76.3	76.3	Exceeds / Yes	1.1	1.1	
	PeD-F6.4	First Row Sixth Floor Multi-Family Residence - Balcony	1		1113+76 & 2001+46	75.2	76.2	76.3	Exceeds / Yes	1.0	1.1	
	PeD-S1.1	Second Row Second Floor Multi-Family Residence - Balcony	1		1109+53 & 46+52	60.2	60.5	61.9	Below / No	0.3	1.7	
	PeD-S1.2	Second Row Third Floor Multi-Family Residence - Balcony	1		1109+53 & 46+52	62.0	62.4	62.5	Below / No	0.4	0.5	
	PeD-S1.3	Second Row Fourth Floor Multi-Family Residence - Balcony	1		1109+53 & 46+52	62.5	62.9	63.0	Below / No	0.4	0.5	
	PeD-S1.4	Second Row Fifth Floor Multi-Family Residence - Balcony	1		1109+53 & 46+52	62.6	63.0	63.1	Below / No	0.4	0.5	
	PeD-S1.5	Second Row Sixth Floor Multi-Family Residence - Balcony	1		1109+53 & 46+52	62.6	63.0	63.9	Below / No	0.4	1.3	
	PeD-S1.6	Second Row Seventh Floor Multi-Family Residence - Balcony	1		1109+54 & 46+54	63.3	63.7	64.6	Below / No	0.4	1.3	
Minimum						60.2	60.5	61.9	---	0.3	0.1	---
Maximum						75.5	76.5	76.6	---	1.4	1.9	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						71	75	72	---	---	---	---
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	66.0	Approaches / Yes	0.6	0.7	
	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	0.7	---
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	22	---	---	---	---
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-1PI	Pool Area	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	1108+70 & 40+16	55.7	55.8	54.9	Below / No	0.1	-0.8	---
Minimum						55.7	55.8	54.9	---	0.1	-0.8	---
Maximum						55.7	55.8	54.9	---	0.1	-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 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	63.7	Below / No	0.7	1.0	S2-2W
	PADC-F1.2	First Row Second Floor Multi-Family Residence - Balcony	1		2004+05	66.1	66.8	66.8	Approaches / Yes	0.7	0.7	
	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	63.5	Below / No	0.8	0.9	
	PADC-F2.2	First Row Second Floor Multi-Family Residence - Balcony	1		2003+98	66.1	67.0	66.9	Approaches / Yes	0.9	0.8	
	PADC-F2.3	First Row Third Floor Multi-Family Residence - Balcony	1		2003+98	66.9	67.8	67.7	Exceeds / Yes	0.9	0.8	
	PADC-F3.1	First Row First Floor Multi-Family Residence - Patio	1		2002+79	71.8	72.8	72.9	Exceeds / Yes	1.0	1.1	
	PADC-F3.3	First Row Third Floor Multi-Family Residence - Balcony	1		2002+79	72.5	73.5	73.6	Exceeds / Yes	1.0	1.1	
	PADC-F3.2	First Row Second Floor Multi-Family Residence - Balcony	1		2002+79	72.5	73.5	73.7	Exceeds / Yes	1.0	1.2	
	PADC-F4.1	First Row First Floor Multi-Family Residence - Patio	1		2002+83	70.8	71.7	71.9	Exceeds / Yes	0.9	1.1	
	PADC-F4.2	First Row Second Floor Multi-Family Residence - Balcony	1		2002+83	72.0	72.9	73.0	Exceeds / Yes	0.9	1.0	
	PADC-F4.3	First Row Third Floor Multi-Family Residence - Balcony	1		2002+83	72.2	73.1	73.5	Exceeds / Yes	0.9	1.3	
	PADC-F5.3	First Row Third Floor Multi-Family Residence - Balcony	2		2003+26	70.1	71.0	71.5	Exceeds / Yes	0.9	1.4	
	PADC-F5.2	First Row Second Floor Multi-Family Residence - Balcony	2		2003+26	69.5	70.4	70.3	Exceeds / Yes	0.9	0.8	
	PADC-F5.1	First Row First Floor Multi-Family Residence - Patio	2		2003+26	66.7	67.6	67.7	Exceeds / Yes	0.9	1.0	
	PADC-F6.1	First Row First Floor Multi-Family Residence - Patio	2		2003+67	65.2	66.1	65.9	Below / No	0.9	0.7	
	PADC-F6.2	First Row Second Floor Multi-Family Residence - Balcony	2		2003+67	68.3	69.1	69.0	Exceeds / Yes	0.8	0.7	
	PADC-F6.3	First Row Third Floor Multi-Family Residence - Balcony	2		2003+67	69.3	70.1	70.6	Exceeds / Yes	0.8	1.3	
	PADC-F7.1	First Row First Floor Multi-Family Residence - Patio	3		2004+83	63.2	64.0	63.5	Below / No	0.8	0.3	
	PADC-F7.2	First Row Second Floor Multi-Family Residence - Balcony	3		2004+83	66.2	67.0	65.8	Below / No	0.8	-0.4	
PADC-F7.3	First Row Third Floor Multi-Family Residence - Balcony	3	2004+83	67.7	68.5	69.6	Exceeds / Yes	0.8	1.9			
PADC-S1.1	First Row First Floor Multi-Family Residence - Patio	1	2004+98	57.5	58.3	57.0	Below / No	0.8	-0.5			
PADC-S1.2	First Row Second Floor Multi-Family Residence - Balcony	1	2004+98	59.5	60.3	59.0	Below / No	0.8	-0.5			
PADC-S1.3	First Row Third Floor Multi-Family Residence - Balcony	1	2004+98	61.1	61.9	62.3	Below / No	0.8	1.2			
Minimum						57.5	58.3	57.0	---	0.7	-0.5	---
Maximum						72.5	73.5	73.7	---	1.0	1.9	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						26	28	23	---	---	---	---
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-11	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	53.8	Below / No	0.9	2.1	---
	KenG-F1.2	First Row Second Floor Multi-Family Residence - Balcony	1		2005+70	55.7	56.5	56.8	Below / No	0.8	1.1	---
	Minimum						51.7	52.6	53.8	---	0.8	1.1
Maximum						55.7	56.5	56.8	---	0.9	2.1	---
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 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 (2040)					
							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 88 th Street	SAGOC-11	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 88 th Street	TNELA-PI1	Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2006+56	50.9	51.8	52.6	Below / No	0.9	1.7	---
	TNELA-11	School Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	2006+55	26.1	27.0	27.5	Below / No	0.9	1.4	---
Minimum						26.1	27.0	27.5	---	0.7	0.9	---
Maximum						50.9	51.8	52.6	---	0.9	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 34 - See Figure 3.2 Sheet 3 (Segment 2)												
Kings Creek South Condos - West of SR 826 and North of SW 88 th 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	60.6	Below / No	0.6	0.3	S2-2W (Continued)
	KCSC-F1.2	First Row Second Floor Multi-Family Residence - Balcony	2		2009+65	61.2	61.9	62.7	Below / No	0.7	1.5	
	KCSC-F1.3	First Row Third Floor Multi-Family Residence - Balcony	2		2009+65	62.9	63.7	65.1	Below / No	0.8	2.2	
	KCSC-F2.1	First Row First Floor Multi-Family Residence - Patio	3		2010+17	61.4	62.0	62.0	Below / No	0.6	0.6	
	KCSC-F2.3	First Row Third Floor Multi-Family Residence - Balcony	3		2010+17	65.3	66.1	67.4	Exceeds / Yes	0.8	2.1	
	KCSC-F2.2	First Row Second Floor Multi-Family Residence - Balcony	3		2010+17	62.7	63.4	64.5	Below / No	0.7	1.8	
	KCSC-F3.1	First Row First Floor Multi-Family Residence - Patio	1		2010+30	63.8	64.6	63.8	Below / No	0.8	0.0	
	KCSC-F3.2	First Row Third Floor Multi-Family Residence - Balcony	1		2010+30	68.7	69.6	70.9	Exceeds / Yes	0.9	2.2	
	KCSC-F3.3	First Row Second Floor Multi-Family Residence - Balcony	1		2010+30	65.8	66.7	67.6	Exceeds / Yes	0.9	1.8	
	KCSC-F4.1	First Row First Floor Multi-Family Residence - Patio	2		2010+58	64.5	65.3	64.5	Below / No	0.8	0.0	
	KCSC-F4.2	First Row Second Floor Multi-Family Residence - Balcony	2		2010+58	67.1	68.1	68.7	Exceeds / Yes	1.0	1.6	
	KCSC-F4.3	First Row Third Floor Multi-Family Residence - Balcony	2		2010+58	69.6	70.6	71.7	Exceeds / Yes	1.0	2.1	
	KCSC-F5.1	First Row First Floor Multi-Family Residence - Patio	4		2011+07	61.3	62.4	61.0	Below / No	1.1	-0.3	
	KCSC-F5.2	First Row Second Floor Multi-Family Residence - Balcony	4		2011+07	63.6	64.7	64.9	Below / No	1.1	1.3	
	KCSC-F5.3	First Row Third Floor Multi-Family Residence - Balcony	4		2011+07	66.8	67.9	68.4	Exceeds / Yes	1.1	1.6	
	KCSC-F6.1	First Row First Floor Multi-Family Residence - Patio	1		2011+88	63.1	64.1	63.8	Below / No	1.0	0.7	
	KCSC-F6.2	First Row Second Floor Multi-Family Residence - Balcony	1		2011+88	65.3	66.2	67.0	Exceeds / Yes	0.9	1.7	
	KCSC-F6.3	First Row Third Floor Multi-Family Residence - Balcony	1		2011+88	68.1	69.2	69.9	Exceeds / Yes	1.1	1.8	
	KCSC-F7.1	First Row First Floor Multi-Family Residence - Patio	2		2012+66	63.1	64.0	64.0	Below / No	0.9	0.9	
	KCSC-F7.2	First Row Second Floor Multi-Family Residence - Balcony	2		2012+66	65.3	66.3	67.4	Exceeds / Yes	1.0	2.1	
KCSC-F7.3	First Row Third Floor Multi-Family Residence - Balcony	2	2012+66	68.0	69.1	69.7	Exceeds / Yes	1.1	1.7			
KCSC-F8.1	First Row First Floor Multi-Family Residence - Patio	4	2012+93	65.3	66.4	65.8	Below / No	1.1	0.5			
KCSC-F8.2	First Row Second Floor Multi-Family Residence - Balcony	4	2012+93	69.7	70.9	72.2	Exceeds / Yes	1.2	2.5			
KCSC-F8.3	First Row Third Floor Multi-Family Residence - Balcony	4	2012+93	71.7	72.8	73.8	Exceeds / Yes	1.1	2.1			
KCSC-F9.1	First Row First Floor Multi-Family Residence - Patio	1	2014+45	61.3	62.4	62.9	Below / No	1.1	1.6			
KCSC-F9.2	First Row Second Floor Multi-Family Residence - Balcony	1	2014+45	65.2	66.2	67.3	Exceeds / Yes	1.0	2.1			
KCSC-F9.3	First Row Third Floor Multi-Family Residence - Balcony	1	2014+45	67.2	68.4	69.3	Exceeds / Yes	1.2	2.1			
Minimum						60.3	60.9	60.6	---	0.6	-0.3	---
Maximum						71.7	72.8	73.8	---	1.2	2.5	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						21	33	29	---	---	---	---
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	64.3	Below / No	1.1	1.7	S2-2W (Continued)
	VKCC-F1.2	First Row Second Floor Multi-Family Residence - Balcony	2		2016+89	65.9	67.0	67.7	Exceeds / Yes	1.1	1.8	
	VKCC-F1.3	First Row Third Floor Multi-Family Residence - Balcony	2		2016+89	67.8	69.0	69.9	Exceeds / Yes	1.2	2.1	
	VKCC-F1.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		2016+89	68.5	69.6	70.6	Exceeds / Yes	1.1	2.1	
	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	71.8	Exceeds / Yes	1.1	1.9	
	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	73.7	Exceeds / Yes	1.0	2.0	
	VKCC-F3.1	First Row First Floor Multi-Family Residence - Patio	2		2018+25	62.7	63.7	63.7	Below / No	1.0	1.0	
	VKCC-F3.2	First Row Second Floor Multi-Family Residence - Balcony	2		2018+25	67.1	68.1	68.4	Exceeds / Yes	1.0	1.3	
	VKCC-F3.3	First Row Third Floor Multi-Family Residence - Balcony	2		2018+25	68.2	69.3	69.6	Exceeds / Yes	1.1	1.4	
	VKCC-F3.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		2018+25	68.6	69.7	70.6	Exceeds / Yes	1.1	2.0	
	VKCC-F4.1	First Row First Floor Multi-Family Residence - Patio	2		2019+34	66.7	67.6	67.6	Exceeds / Yes	0.9	0.9	
	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	73.0	Exceeds / Yes	1.1	1.9	
	VKCC-F4.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		2019+34	71.8	72.8	73.6	Exceeds / Yes	1.0	1.8	
	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	72.2	Exceeds / Yes	1.1	1.7	
	VKCC-F5.3	First Row Third Floor Multi-Family Residence - Balcony	2		2020+17	71.1	72.2	73.1	Exceeds / Yes	1.1	2.0	
	VKCC-F5.4	First Row Fourth Floor Multi-Family Residence - Balcony	2		2020+17	71.8	72.8	73.6	Exceeds / Yes	1.0	1.8	
	VKCC-F6.1	First Row First Floor Multi-Family Residence - Patio	4		2022+55	68.4	69.3	68.7	Exceeds / Yes	0.9	0.3	
	VKCC-F6.2	First Row Second Floor Multi-Family Residence - Balcony	4		2022+55	70.5	71.6	72.2	Exceeds / Yes	1.1	1.7	
	VKCC-F6.3	First Row Third Floor Multi-Family Residence - Balcony	4		2022+55	71.1	72.2	73.2	Exceeds / Yes	1.1	2.1	
	VKCC-F6.4	First Row Fourth Floor Multi-Family Residence - Balcony	4		2022+55	71.8	72.8	73.7	Exceeds / Yes	1.0	1.9	
	VKCC-F7.1	Second Row First Floor Multi-Family Residence - Patio	4		2024+35	68.3	69.2	68.8	Exceeds / Yes	0.9	0.5	
	VKCC-F7.2	First Row Second Floor Multi-Family Residence - Balcony	4		2024+35	70.2	71.2	72.1	Exceeds / Yes	1.0	1.9	
	VKCC-F7.3	First Row Third Floor Multi-Family Residence - Balcony	4		2024+35	70.8	71.8	73.1	Exceeds / Yes	1.0	2.3	
	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	62.1	Below / No	1.0	1.7	
	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	66.8	Approaches / Yes	1.1	1.6	
	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	60.4	Below / No	1.0	1.4	
VKCC-S2.2	First Row Second Floor Multi-Family Residence - Balcony	2	2018+23	63.7	64.8	64.9	Below / No	1.1	1.2			
VKCC-S2.3	Second Row Third Floor Multi-Family Residence - Balcony	2	2018+23	64.9	66.1	66.1	Approaches / Yes	1.2	1.2			
VKCC-S2.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2	2018+23	65.5	66.6	67.2	Exceeds / Yes	1.1	1.7			
VKCC-S3.1	Second Row First Floor Multi-Family Residence - Patio	2	2018+97	61.3	62.3	62.6	Below / No	1.0	1.3			

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 (2040)					
							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	66.6	Approaches / Yes	1.1	1.2	S2-2W (Continued)
	VKCC-S3.3	Second Row Third Floor Multi-Family Residence - Balcony	2		2018+97	66.8	67.9	68.0	Exceeds / Yes	1.1	1.2	
	VKCC-S3.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2		2018+97	67.3	68.4	69.3	Exceeds / Yes	1.1	2.0	
	VKCC-S4.1	Second Row First Floor Multi-Family Residence - Patio	2		2020+50	63.9	64.8	63.6	Below / No	0.9	-0.3	
	VKCC-S4.2	Second Row Second Floor Multi-Family Residence - Balcony	2		2020+50	66.4	67.4	68.0	Exceeds / Yes	1.0	1.6	
	VKCC-S4.3	Second Row Third Floor Multi-Family Residence - Balcony	2		2020+50	67.5	68.6	69.0	Exceeds / Yes	1.1	1.5	
	VKCC-S4.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2		2020+50	68.2	69.1	70.1	Exceeds / Yes	0.9	1.9	
	VKCC-S5.1	Second Row First Floor Multi-Family Residence - Patio	2		2022+33	63.1	64.0	63.1	Below / No	0.9	0.0	
	VKCC-S5.2	Second Row Second Floor Multi-Family Residence - Balcony	2		2022+33	65.6	66.6	67.0	Exceeds / Yes	1.0	1.4	
	VKCC-S5.3	Second Row Third Floor Multi-Family Residence - Balcony	2		2022+33	66.7	67.8	68.1	Exceeds / Yes	1.1	1.4	
	VKCC-S5.4	Second Row Fourth Floor Multi-Family Residence - Balcony	2		2022+33	67.4	68.4	69.2	Exceeds / Yes	1.0	1.8	
	VKCC-S6.1	Second Row Fifth Floor Multi-Family Residence - Balcony	4		2024+62	63.5	64.2	64.7	Below / No	0.7	1.2	
	VKCC-S6.2	Second Row Second Floor Multi-Family Residence - Balcony	4		2024+62	65.5	66.3	67.8	Exceeds / Yes	0.8	2.3	
	VKCC-S6.3	Second Row Third Floor Multi-Family Residence - Balcony	4		2024+62	66.4	67.3	68.4	Exceeds / Yes	0.9	2.0	
	VKCC-S6.4	Second Row Fourth Floor Multi-Family Residence - Balcony	4		2024+62	67.3	68.0	69.8	Exceeds / Yes	0.7	2.5	
	VKCC-T1.1	Third Row Fourth Floor Multi-Family Residence - Balcony	2		2016+88	58.8	59.8	60.5	Below / No	1.0	1.7	
	VKCC-T1.2	Third Row Fourth Floor Multi-Family Residence - Balcony	2		2016+88	61.1	62.1	63.0	Below / No	1.0	1.9	
	VKCC-T1.3	Third Row Fourth Floor Multi-Family Residence - Balcony	2		2016+88	62.9	64.0	65.1	Below / No	1.1	2.2	
	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	57.8	Below / No	1.0	1.4	
	VKCC-T2.2	Third Row Second Floor Multi-Family Residence - Balcony	2		2018+23	60.8	61.7	62.6	Below / No	0.9	1.8	
	VKCC-T2.3	Third Row Third Floor Multi-Family Residence - Balcony	2		2018+23	62.0	63.0	63.6	Below / No	1.0	1.6	
	VKCC-T2.4	Third Row Fourth Floor Multi-Family Residence - Balcony	2		2018+23	63.1	64.1	64.4	Below / No	1.0	1.3	
	Minimum					56.4	57.4	57.8	---	0.7	-0.3	
Maximum					71.8	72.8	73.7	---	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	68.4	Exceeds / Yes	0.6	0.9	S2-2E
	VD-F1.2	First Row Second Floor Multi-Family Residence - Balcony	2		2017+52	73.1	73.7	75.4	Exceeds / Yes	0.6	2.3	
	VD-F2.1	First Row First Floor Multi-Family Residence - Patio	2		2017+19	64.6	65.2	66.0	Approaches / Yes	0.6	1.4	
	VD-F2.2	First Row Second Floor Multi-Family Residence - Balcony	2		2017+19	69.4	70.0	71.7	Exceeds / Yes	0.6	2.3	
	VD-F3.1	Second Row First Floor Multi-Family Residence - Patio	2		2017+03	62.1	62.6	63.5	Below / No	0.5	1.4	
	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	70.5	Exceeds / Yes	0.5	1.1	
	VD-F4.2	First Row Second Floor Multi-Family Residence - Balcony	2		2018+47	74.1	74.7	76.5	Exceeds / Yes	0.6	2.4	
	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	74.9	Exceeds / Yes	0.6	2.3	
	VD-F6.1	First Row First Floor Multi-Family Residence - Patio	2		2019+46	62.7	63.3	63.8	Below / No	0.6	1.1	
	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	71.6	Exceeds / Yes	0.6	-0.2	
	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	69.7	Exceeds / Yes	0.6	-1.2	
	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	68.1	Exceeds / Yes	0.6	-1.2	
	VD-F9.2	First Row Second Floor Multi-Family Residence - Balcony	2		2020+81	71.9	72.5	74.1	Exceeds / Yes	0.6	2.2	
Minimum					62.1	62.6	63.5	---	0.5	-1.2	---	
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	32	---	---	---	---	
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	65.7	Below / No	0.6	-1.2	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	71.7	Exceeds / Yes	0.7	1.8	
	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	66.8	Approaches / Yes	0.6	1.3	
	DP-S2.1	Second Row First Floor Multi-Family Residence - Patio	2		2022+15	60.9	61.6	59.8	Below / No	0.7	-1.1	
	DP-S2.2	Second Row Second Floor Multi-Family Residence - Balcony	2		2022+15	63.3	64.0	64.7	Below / No	0.7	1.4	
	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	59.8	---	0.6	-1.2	---	
Maximum					69.9	70.6	71.7	---	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	9	---	---	---	---	

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 (2040)					
							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	72.8	Exceeds / Yes	1.0	2.8	S3-1W
	KCG-S1	Second Row Single Family Residence	1		2029+42	59.9	60.7	62.6	Below / No	0.8	2.7	
	KCG-T1	Third Row Single Family Residence	1		2029+51	50.2	51.2	51.5	Below / No	1.0	1.3	
	KCG-F2	First Row Single Family Residence	1		2030+73	67.3	68.2	70.2	Exceeds / Yes	0.9	2.9	
	KCG-S2	Second Row Single Family Residence	1		2032+11	61.9	62.8	65.1	Below / No	0.9	3.2	
	KCG-T2	Third Row Single Family Residence	1		2032+45	52.4	53.3	54.0	Below / No	0.9	1.6	
	KCG-F3	First Row Single Family Residence	1		2033+07	68.6	69.5	71.5	Exceeds / Yes	0.9	2.9	
	KCG-F4	First Row Single Family Residence	1		2035+96	68.7	69.6	71.3	Exceeds / Yes	0.9	2.6	
	KCG-S3	Second Row Single Family Residence	1		2035+87	53.9	54.8	56.3	Below / No	0.9	2.4	
	KCG-T3	Third Row Single Family Residence	1		2036+66	52.9	53.9	55.3	Below / No	1.0	2.4	
	KCG-F5	First Row Single Family Residence	1		2037+88	68.2	69.1	70.1	Exceeds / Yes	0.9	1.9	
	Minimum					50.2	51.2	51.5	---	0.8	1.3	
Maximum					70.0	71.0	72.8	---	1.0	3.2	---	
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	71.5	Exceeds / Yes	1.1	2.0	S3-1W (Continued)
	JE-S1	Second Row Single Family Residence	1		2038+92	57.6	58.7	57.4	Below / No	1.1	-0.2	
	JE-T1	Third Row Single Family Residence	1		2038+82	51.4	52.5	53.2	Below / No	1.1	1.8	
	JE-F2	First Row Single Family Residence	1		2041+25	69.3	70.6	71.6	Exceeds / Yes	1.3	2.3	
	JE-S2	Second Row Single Family Residence	1		2041+14	58.3	59.4	58.2	Below / No	1.1	-0.1	
	JE-T2	Third Row Single Family Residence	1		2041+29	52.8	54.1	53.8	Below / No	1.3	1.0	
	JE-F3	First Row Single Family Residence	1		2043+50	69.5	70.8	72.3	Exceeds / Yes	1.3	2.8	
	JE-S3	Second Row Single Family Residence	1		2043+51	58.5	59.7	58.2	Below / No	1.2	-0.3	
	JE-T3	Third Row Single Family Residence	1		2043+06	52.7	53.9	53.6	Below / No	1.2	0.9	
	JE-F4	First Row Single Family Residence	1		2045+24	69.2	70.5	71.0	Exceeds / Yes	1.3	1.8	
	JE-S4	Second Row Single Family Residence	1		2044+98	59.2	60.4	59.9	Below / No	1.2	0.7	
	JE-T4	Third Row Single Family Residence	1		2044+85	53.2	54.2	54.4	Below / No	1.0	1.2	
	JE-F5	First Row Single Family Residence	1		2047+57	66.6	68.0	69.7	Exceeds / Yes	1.4	3.1	
	JE-S5	Second Row Single Family Residence	1		2047+48	60.4	61.5	60.8	Below / No	1.1	0.4	
	JE-T5	Third Row Single Family Residence	1		2046+96	55.6	56.7	56.2	Below / No	1.1	0.6	
	JE-F6	First Row Single Family Residence	1		2049+16	64.7	66.0	64.8	Below / No	1.3	0.1	
	JE-F7	First Row Single Family Residence	1		2050+39	65.5	67.7	65.6	Below / No	2.2	0.1	
	JE-S6	Second Row Single Family Residence	1		2050+55	59.3	60.6	59.7	Below / No	1.3	0.4	
	JE-S6A	Second Row Single Family Residence	1		2049+82	56.5	57.5	57.6	Below / No	1.0	1.1	
	JE-T6	Third Row Single Family Residence	1		2050+07	54.9	55.8	56.1	Below / No	0.9	1.2	
JE-F8	First Row Single Family Residence	1	2051+55	66.0	71.6	66.7	Approaches / Yes	5.6	0.7			
JE-S7	Second Row Single Family Residence	1	2051+77	57.9	58.9	58.4	Below / No	1.0	0.5			
JE-T7	Third Row Single Family Residence	1	2051+35	56.3	57.1	57.7	Below / No	0.8	1.4			
JE-F9	First Row Single Family Residence	1	2052+62	65.3	67.9	65.6	Below / No	2.6	0.3			
JE-F10	First Row Single Family Residence	1	2053+76	69.4	71.4	70.0	Exceeds / Yes	2.0	0.6			
JE-S8	Second Row Single Family Residence	1	2053+69	67.1	67.7	67.5	Exceeds / Yes	0.6	0.4			
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	53.2	---	0.6	-0.3	---	
Maximum					69.5	71.6	72.3	---	5.6	3.1	---	
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	72.3	Exceeds / Yes	0.7	1.2	S3-1E
	AE-S1	Second Row Single Family Residence	1		2029+40	62.6	63.3	62.4	Below / No	0.7	-0.2	
	AE-T1	Third Row Single Family Residence	1		2029+18	59.1	59.9	59.0	Below / No	0.8	-0.1	
	AE-F2	First Row Single Family Residence	1		2031+66	69.8	70.4	72.2	Exceeds / Yes	0.6	2.4	
	AE-S2	Second Row Single Family Residence	1		2031+75	61.0	61.7	61.9	Below / No	0.7	0.9	
	AE-T2	Third Row Single Family Residence	1		2031+82	57.2	58.0	58.3	Below / No	0.8	1.1	
	AE-F3	First Row Single Family Residence	1		2034+31	69.9	70.5	73.0	Exceeds / Yes	0.6	3.1	
	AE-S3	Second Row Single Family Residence	1		2034+40	62.8	63.4	65.8	Below / No	0.6	3.0	
	AE-T3	Third Row Single Family Residence	1		2034+32	55.4	56.2	58.6	Below / No	0.8	3.2	
Minimum					55.4	56.2	58.3	---	0.6	-0.2	---	
Maximum					71.1	71.8	73.0	---	0.8	3.2	---	
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	72.2	Exceeds / Yes	0.9	3.0	S3-2E
	WE-S2	Second Row Single Family Residence	1		2042+29	64.6	65.5	66.6	Approaches / Yes	0.9	2.0	
	WE-T1	Third Row Single Family Residence	1		2043+66	58.8	59.7	61.2	Below / No	0.9	2.4	
	WE-F2	First Row Single Family Residence	1		2045+40	67.5	68.5	69.8	Exceeds / Yes	1.0	2.3	
	WE-S3	Second Row Single Family Residence	1		2046+99	59.7	60.7	59.9	Below / No	1.0	0.2	
	WE-T2	Third Row Single Family Residence	1		2046+12	57.8	58.7	58.8	Below / No	0.9	1.0	
	WE-F3	First Row Single Family Residence	1		2049+44	63.8	64.7	63.1	Below / No	0.9	-0.7	
	WE-T3	Third Row Single Family Residence	1		2049+09	58.0	58.8	58.4	Below / No	0.8	0.4	
	WE-S4	Second Row Single Family Residence	1		2050+51	62.5	63.4	62.6	Below / No	0.9	0.1	
	WE-T4	Third Row Single Family Residence	1		2051+07	58.6	59.4	58.8	Below / No	0.8	0.2	
	WE-S5	First Row Single Family Residence	1		2052+90	64.0	64.8	64.5	Below / No	0.8	0.5	
WE-T5	Third Row Single Family Residence	1	2053+27	61.6	61.9	62.7	Below / No	0.3	1.1			
Minimum					57.8	58.7	58.4	---	0.3	-0.7	---	
Maximum					69.2	70.1	72.2	---	1.0	3.0	---	
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)					2	2	3	---	---	---	---	

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 (2040)					
							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-11	Place of Worship Interior Use	1 (Special Land Use)	Place of Worship Interior NAC D - 51 dB(A)	2035+88	42.1	42.7	45.0	Below / No	0.6	2.9	---
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	64.3	Below / No	0.8	2.1	---
	FASM-P2	School Playground	1 (Special Land Use)		2038+90	60.6	61.4	62.4	Below / No	0.8	1.8	---
Minimum						42.1	42.7	45.0	---	0.6	1.8	---
Maximum						62.2	63.0	64.3	---	0.8	2.9	---
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 41 - See Figure 3.2 Sheets 4 and 5 (Segment 3)												
Kendall Academy - East of SR 826 and South of 72 nd Street	KA-P1	School Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2050+22	64.9	65.7	65.8	Below / No	0.8	0.9	---
	KA-P1	School Playground	1 (Special Land Use)		2050+25	64.4	65.3	64.2	Below / No	0.9	-0.2	---
	KA-P2	School Playground	1 (Special Land Use)		2051+26	63.1	63.8	63.6	Below / No	0.7	0.5	---
	KA-P1	School Playground	1 (Special Land Use)		2050+90	61.1	62.0	62.4	Below / No	0.9	1.3	---
	KA-P1	School Playground	1 (Special Land Use)		2050+88	63.7	64.6	64.0	Below / No	0.9	0.3	---
	KA-I1	School Interior Use	1 (Special Land Use)		2051+43	64.1	64.9	64.4	Below / No	0.8	0.3	---
Minimum						61.1	62.0	62.4	---	0.7	-0.2	---
Maximum						64.9	65.7	65.8	---	0.9	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 42 - See Figure 3.2 Sheets 4 and 5 (Segment 3)												
Sunset Montessori School - East of SR 826 and South of 72 nd Street	SMS-P1	School Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2052+43	60.2	60.8	60.3	Below / No	0.6	0.1	---
	SMS-P2	School Playground	1 (Special Land Use)		2052+31	56.0	56.5	56.5	Below / No	0.5	0.5	---
	SMS-I1	School Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	2052+74	36.2	36.9	36.9	Below / No	0.7	0.7	---
Minimum						36.2	36.9	36.9	---	0.5	0.1	---
Maximum						60.2	60.8	60.3	---	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	---	---	---	---
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 72 nd Street	SMEACAP-P1	School Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	2052+41	31.6	32.1	32.5	Below / No	0.5	0.9	---
St. Matthew Episcopal Anglican Church and Pre-School - East of SR 826 and South of 72 nd Street	SMEACAP-I1	Court	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2053+59	64.4	64.7	65.1	Below / No	0.3	0.7	---
Minimum						31.6	32.1	32.5	---	0.3	0.7	---
Maximum						64.4	64.7	65.1	---	0.5	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 44 - See Figure 3.2 Sheet 5 (Segment 3)												
Radcliff/Royal Palm Manor - East of SR 826 and South of 72 nd Street	RRPM-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2053+63	63.8	64.1	64.7	Below / No	0.3	0.9	---
	RRPM-S1	Second Row Single Family Residence	1		2051+09	53.1	53.6	53.7	Below / No	0.5	0.6	---
	RRPM-F2	First Row Single Family Residence	1		2053+84	65.8	66.1	66.3	Approaches / Yes	0.3	0.5	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	52.5	Below / No	0.5	0.9	---
	RRPM-F3	First Row Single Family Residence	1		2053+78	64.7	65.1	65.3	Below / No	0.4	0.6	---
	RRPM-F4	First Row Single Family Residence	1		2053+91	66.1	66.6	66.6	Approaches / Yes	0.5	0.5	Not Feasible - An Effective Noise Barrier Would Block the Driveway Used to Access the Property
	RRPM-S3	Second Row Single Family Residence	1		2051+84	53.5	53.8	54.0	Below / No	0.3	0.5	---
	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	52.5	---	0.3	0.5	---
Maximum						66.1	66.6	66.6	---	0.5	0.9	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						1	2	2	---	---	---	---
Noise Study Area 45 - See Figure 3.2 Sheet 5 (Segment 3)												
South Miami Lutheran Church & School - East of SR 826 and South of 72 nd 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	35.1	Below / No	0.5	0.7	---
South Miami Lutheran Church & School - East of SR 826 and South of 72 nd Street	SMLCS-I1	Bench	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2053+77	64.1	64.8	64.6	Below / No	0.7	0.5	---
Minimum						34.4	34.9	35.1	---	0.5	0.5	---
Maximum						64.1	64.8	64.6	---	0.7	0.7	---
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 (2040)					
							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 72 nd Street	SUB1-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2055+97	67.2	67.8	68.4	Exceeds / Yes	0.6	1.2	S4-1E
	SUB1-F2	First Row Single Family Residence	1		2055+90	64.6	65.2	64.6	Below / No	0.6	0.0	
	SUB1-F3	First Row Single Family Residence	1		2055+91	63.9	64.4	63.9	Below / No	0.5	0.0	
	SUB1-F4	First Row Single Family Residence	1		2055+74	65.0	65.5	65.0	Below / No	0.5	0.0	
	SUB1-F5	First Row Single Family Residence	1		2055+99	62.9	63.3	62.6	Below / No	0.4	-0.3	
	SUB1-F6	First Row Single Family Residence	1		2058+11	65.8	66.4	66.5	Approaches / Yes	0.6	0.7	
	SUB1-S4	Second Row Single Family Residence	1		2057+83	59.0	59.8	59.6	Below / No	0.8	0.6	
	SUB1-S3	Second Row Single Family Residence	1		2057+99	56.6	57.3	57.1	Below / No	0.7	0.5	
	SUB1-S2	Second Row Single Family Residence	1		2058+18	53.9	54.6	54.3	Below / No	0.7	0.4	
	SUB1-S1	Second Row Single Family Residence	1		2058+10	52.7	53.3	53.0	Below / No	0.6	0.3	
	SUB1-F7	First Row Single Family Residence	1		2059+96	64.6	65.4	66.1	Approaches / Yes	0.8	1.5	
	SUB1-F8	First Row Single Family Residence	1		2060+91	64.2	64.9	66.5	Approaches / Yes	0.7	2.3	
	SUB1-S5	Second Row Single Family Residence	1		2060+42	55.4	56.2	56.6	Below / No	0.8	1.2	
	SUB1-T3	Third Row Single Family Residence	1		2060+45	53.7	54.5	54.9	Below / No	0.8	1.2	
	SUB1-F9	First Row Single Family Residence	1		2062+17	63.3	64.0	66.9	Approaches / Yes	0.7	3.6	
	SUB1-S6	Second Row Single Family Residence	1		2062+17	53.9	54.7	55.8	Below / No	0.8	1.9	
	SUB1-T4	Third Row Single Family Residence	1		2062+41	52.2	53.0	53.7	Below / No	0.8	1.5	
	SUB1-F10	First Row Single Family Residence	1		2063+96	63.4	64.2	67.9	Exceeds / Yes	0.8	4.5	
	SUB1-S7	Second Row Single Family Residence	1		2063+29	53.8	54.6	56.8	Below / No	0.8	3.0	
	SUB1-F11	First Row Single Family Residence	1		2065+30	63.8	64.7	68.9	Exceeds / Yes	0.9	5.1	
	SUB1-S8	Second Row Single Family Residence	1		2064+93	53.4	54.2	56.1	Below / No	0.8	2.7	
	SUB1-F12	First Row Single Family Residence	2		2067+45	64.4	65.2	69.4	Exceeds / Yes	0.8	5.0	
	SUB1-S9	Second Row Single Family Residence	2		2066+50	53.8	54.7	57.3	Below / No	0.9	3.5	
	SUB1-T5	Third Row Single Family Residence	1		2066+26	51.0	51.8	53.1	Below / No	0.8	2.1	
	SUB1-F13	First Row Single Family Residence	1		2069+19	71.1	71.9	76.5	Exceeds / Yes	0.8	5.4	
	SUB1-S10	Second Row Single Family Residence	1		2069+29	62.2	63.0	66.5	Approaches / Yes	0.8	4.3	
	SUB1-T6	Third Row Single Family Residence	1		2069+41	56.5	57.3	60.0	Below / No	0.8	3.5	
	SUB1-F14	First Row Single Family Residence	1		2072+47	65.7	66.5	69.4	Exceeds / Yes	0.8	3.7	
	SUB1-S11	Second Row Single Family Residence	1		2072+71	55.3	56.1	57.4	Below / No	0.8	2.1	
	SUB1-T7	Third Row Single Family Residence	2		2072+34	53.3	54.1	55.5	Below / No	0.8	2.2	
	SUB1-F15	First Row Single Family Residence	1		2074+20	65.0	65.8	68.8	Exceeds / Yes	0.8	3.8	
	SUB1-F12	First Row Single Family Residence	1		2076+37	57.9	58.6	60.6	Below / No	0.7	2.7	
	SUB1-S12	Second Row Single Family Residence	1		2076+55	55.5	56.3	57.8	Below / No	0.8	2.3	
	SUB1-T8	Third Row Single Family Residence	1		2076+96	53.8	54.5	55.9	Below / No	0.7	2.1	
	SUB1-F16	First Row Single Family Residence	1		2079+06	62.0	62.8	66.1	Approaches / Yes	0.8	4.1	
	SUB1-S13	Second Row Single Family Residence	1		2079+02	56.8	57.6	59.4	Below / No	0.8	2.6	
	SUB1-T9	Third Row Single Family Residence	1		2079+03	55.5	56.2	57.5	Below / No	0.7	2.0	
	SUB1-F17	First Row Single Family Residence	1		2083+04	66.7	67.5	71.1	Exceeds / Yes	0.8	4.4	
SUB1-S14	Second Row Single Family Residence	1	2083+13	59.2	60.0	61.9	Below / No	0.8	2.7			
SUB1-T10	Third Row Single Family Residence	1	2083+07	54.2	55.0	56.2	Below / No	0.8	2.0			
SUB1-F18	First Row Single Family Residence	1	2084+43	72.6	73.4	78.6	Exceeds / Yes	0.8	6.0			
SUB1-S15	Second Row Single Family Residence	1	2084+69	60.3	61.1	63.6	Below / No	0.8	3.3			
SUB1-S16	Second Row Single Family Residence	1	2085+19	58.7	59.5	60.9	Below / No	0.8	2.2			
SUB1-T11	Third Row Single Family Residence	1	2084+48	53.3	54.0	55.1	Below / No	0.7	1.8			
SUB1-F19	First Row Single Family Residence	1	2086+27	70.4	71.2	77.5	Exceeds / Yes	0.8	7.1			
SUB1-S17	Second Row Single Family Residence	1	2086+99	59.3	60.1	61.8	Below / No	0.8	2.5			
SUB1-T12	Third Row Single Family Residence	1	2086+77	54.2	55.0	55.9	Below / No	0.8	1.7			
SUB1-F20	First Row Single Family Residence	1	2089+26	67.8	68.7	70.4	Exceeds / Yes	0.9	2.6			
SUB1-S18	Second Row Single Family Residence	1	2089+26	60.3	61.3	61.9	Below / No	1.0	1.6			
SUB1-T13	Third Row Single Family Residence	1	2089+21	55.1	56.0	56.7	Below / No	0.9	1.6			
SUB1-F21	First Row Single Family Residence	1	2090+90	68.3	69.3	70.8	Exceeds / Yes	1.0	2.5			
SUB1-S19	Second Row Single Family Residence	1	2090+94	60.6	61.7	62.2	Below / No	1.1	1.6			
SUB1-T14	Third Row Single Family Residence	1	2090+86	55.8	56.8	57.4	Below / No	1.0	1.6			
SUB1-F22	First Row Single Family Residence	1	2092+62	67.6	68.6	70.7	Exceeds / Yes	1.0	3.1			
SUB1-S20	Second Row Single Family Residence	1	2092+84	60.3	61.3	62.1	Below / No	1.0	1.8			
SUB1-T15	Third Row Single Family Residence	1	2092+63	52.0	52.9	53.8	Below / No	0.9	1.8			
SUB1-F23	First Row Single Family Residence	1	2093+55	64.4	65.4	68.8	Exceeds / Yes	1.0	4.4			
SUB1-S21	Second Row Single Family Residence	1	2093+50	59.8	60.8	61.4	Below / No	1.0	1.6			
SUB1-T16	Third Row Single Family Residence	1	2093+48	55.2	55.9	56.7	Below / No	0.7	1.5			
SUB1-F24	First Row Single Family Residence	1	2096+23	64.7	65.4	67.4	Exceeds / Yes	0.7	2.7			
SUB1-S22	Second Row Single Family Residence	1	2096+21	58.0	59.0	60.0	Below / No	1.0	2.0			
SUB1-T17	Third Row Single Family Residence	1	2096+12	56.0	56.8	57.2	Below / No	0.8	1.2			
SUB1-F25	First Row Single Family Residence	1	2097+47	63.3	64.0	66.5	Approaches / Yes	0.7	3.2			
SUB1-S23	Second Row Single Family Residence	1	2097+45	62.3	62.3	62.6	Below / No	0.0	0.3			
SUB1-T18	Third Row Single Family Residence	1	2097+41	57.6	58.0	58.1	Below / No	0.4	0.5			

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 (2040)					
							No-Build Alternative	Build Alternative				
Residential Subdivision 1 - East of SR 826 and North of SW 72 nd Street	SUB1-F26	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2098+59	65.2	65.6	67.2	Exceeds / Yes	0.4	2.0	S4-1E (Continued)
	SUB1-S24	Second Row Single Family Residence	1		2098+93	61.4	61.7	62.7	Below / No	0.3	1.3	
	SUB1-T19	Third Row Single Family Residence	1		2099+05	56.6	57.2	57.7	Below / No	0.6	1.1	
	SUB1-F27	First Row Single Family Residence	1		2099+91	66.2	66.4	66.9	Approaches / Yes	0.2	0.7	
	SUB1-S25	Second Row Single Family Residence	1		2100+23	63.0	62.7	62.9	Below / No	-0.3	-0.1	
	SUB1-T20	Third Row Single Family Residence	1		2100+18	59.6	59.5	59.8	Below / No	-0.1	0.2	
	SUB1-F28	First Row Single Family Residence	1		2101+67	67.5	67.1	66.4	Approaches / Yes	-0.4	-1.1	
	SUB1-S26	Second Row Single Family Residence	1		2101+73	60.8	60.8	61.2	Below / No	0.0	0.4	
	SUB1-T21	Third Row Single Family Residence	1		2101+91	59.4	59.2	59.6	Below / No	-0.2	0.2	
	SUB1-F29	First Row Single Family Residence	1		2102+64	66.4	66.2	65.8	Below / No	-0.2	-0.6	
	SUB1-S27	Second Row Single Family Residence	1		2102+51	61.1	60.9	61.0	Below / No	-0.2	-0.1	
	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	63.1	Below / No	0.0	-0.7	
	SUB1-S28	Second Row Single Family Residence	1		2104+42	60.0	59.9	59.8	Below / No	-0.1	-0.2	
	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	66.9	Approaches / Yes	0.5	-0.5	
	SUB1-F32	First Row Single Family Residence	1		2107+37	71.4	71.9	72.5	Exceeds / Yes	0.5	1.1	
	SUB1-S29	Second Row Single Family Residence	1		2105+90	60.0	60.1	61.0	Below / No	0.1	1.0	
	SUB1-F33	First Row Single Family Residence	1		2107+11	69.4	69.8	71.1	Exceeds / Yes	0.4	1.7	
	SUB1-S30	Second Row Single Family Residence	1		2105+71	58.3	58.4	59.3	Below / No	0.1	1.0	
	SUB1-F34	First Row Single Family Residence	1		2107+13	70.6	71.1	72.1	Exceeds / Yes	0.5	1.5	
	SUB1-F35	First Row Single Family Residence	1		2107+05	70.1	70.6	71.6	Exceeds / Yes	0.5	1.5	
	SUB1-F36	First Row Single Family Residence	1		2106+98	69.4	69.9	71.0	Exceeds / Yes	0.5	1.6	
SUB1-F37	First Row Single Family Residence	1	2106+83	68.9	69.4	70.8	Exceeds / Yes	0.5	1.9			
SUB-S31	Second Row Single Family Residence	1	2105+39	55.6	55.9	57.1	Below / No	0.3	1.5			
SUB-S32	Second Row Single Family Residence	1	2105+34	56.2	56.4	57.3	Below / No	0.2	1.1			
SUB1-S33	Second Row Single Family Residence	1	2105+09	56.0	56.2	57.5	Below / No	0.2	1.5			
Minimum						51.0	51.8	53.0	---	-0.4	-1.1	---
Maximum						72.6	73.4	78.6	---	1.1	7.1	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						18	20	33	---	---	---	---
Noise Study Area 47 - See Figure 3.2 Sheet 5 (Segment 4)												
Sudlow Park Subdivision - East of SR 826 and North of SW 72 nd Street	SPS-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2056+20	61.1	61.6	62.0	Below / No	0.5	0.9	---
	SPS-F2	First Row Single Family Residence	1		2055+70	65.8	66.2	66.8	Approaches / Yes	0.4	1.0	Not Acoustically Feasible - Isolated Residence
	SPS-S1	Second Row Single Family Residence	1		2057+88	52.9	53.5	53.7	Below / No	0.6	0.8	---
Minimum						52.9	53.5	53.7	---	0.4	0.8	---
Maximum						65.8	66.2	66.8	---	0.6	1.0	---
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 72 nd Street	SP-C1	Passive Neighborhood Park	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2055+44	68.9	69.4	70.0	Exceeds / Yes	0.5	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
	SP-C2	Passive Neighborhood Park	1 (Special Land Use)		2056+39	60.0	60.5	61.3	Below / No	0.5	1.3	
	SP-C3	Passive Neighborhood Park	1 (Special Land Use)		2055+48	68.9	69.3	69.8	Exceeds / Yes	0.4	0.9	
Minimum						60.0	60.5	61.3	---	0.4	0.9	---
Maximum						68.9	69.4	70.0	---	0.5	1.3	---
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 72 nd Street	SPS-F3	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2056+58	59.0	59.4	60.4	Below / No	0.4	1.4	---
	SPS-S2	Second Row Single Family Residence	1		2059+10	50.6	51.2	51.9	Below / No	0.6	1.3	---
	SPS-F4	First Row Single Family Residence	1		2057+23	56.5	56.9	57.8	Below / No	0.4	1.3	---
	SPS-F5	First Row Single Family Residence	1		2057+49	56.1	56.5	57.1	Below / No	0.4	1.0	---
	SPS-F6	First Row Single Family Residence	1		2056+94	57.8	58.2	58.9	Below / No	0.4	1.1	---
	SPS-F7	First Row Single Family Residence	1		2057+02	57.4	57.8	58.7	Below / No	0.4	1.3	---
	SPS-S3	Second Row Single Family Residence	1		2059+08	49.4	49.9	50.7	Below / No	0.5	1.3	---
Minimum						49.4	49.9	50.7	---	0.4	1.0	---
Maximum						59.0	59.4	60.4	---	0.6	1.4	---
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 72 nd Street	SPS-F8	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2056+28	61.5	61.9	62.8	Below / No	0.4	1.3	---
	SPS-S4	Second Row Single Family Residence	3		2057+92	53.6	53.9	54.3	Below / No	0.3	0.7	---
	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	62.8	---	0.4	1.3	---
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 (2040)					
							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 72 nd Street	PM-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2056+24	61.3	61.8	62.4	Below / No	0.5	1.1	---
	PM-F2	First Row Single Family Residence	1		2057+73	59.9	60.1	61.8	Below / No	0.2	1.9	---
	PM-F3	First Row Single Family Residence	1		2058+58	54.1	54.4	54.9	Below / No	0.3	0.8	---
	PM-F4	First Row Single Family Residence	2		2059+57	52.8	53.0	53.3	Below / No	0.2	0.5	---
	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	53.3	---	0.0	0.1	---
Maximum						61.3	61.8	62.4	---	0.5	1.9	---
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 52 - See Figure 3.2 Sheets 4 through 6 (Segment 4)												
Green Tree Estates - West of SR 826 and North of SW 72 nd Street	GTE-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2055+92	64.7	65.4	65.6	Below / No	0.7	0.9	S4-1W
	GTE-S1	Second Row Single Family Residence	1		2055+55	65.7	66.3	66.8	Approaches / Yes	0.6	1.1	
	GTE-FT1	First Row Single Family Residence	1		2055+62	64.4	65.0	65.4	Below / No	0.6	1.0	
	GTE-F2	First Row Single Family Residence	1		2056+84	64.4	65.2	65.6	Below / No	0.8	1.2	
	GTE-S2	Second Row Single Family Residence	1		2057+70	60.4	61.1	60.9	Below / No	0.7	0.5	
	GTE-T2	Third Row Single Family Residence	1		2057+39	58.5	59.2	59.2	Below / No	0.7	0.7	
	GTE-T1	Third Row Single Family Residence	1		2057+19	58.6	59.3	59.2	Below / No	0.7	0.6	
	GTE-FT2	Second Row Single Family Residence	1		2058+17	56.6	57.4	57.5	Below / No	0.8	0.9	
	GTE-F3	First Row Single Family Residence	1		2058+63	63.3	64.1	65.2	Below / No	0.8	1.9	
	GTE-F4	First Row Single Family Residence	1		2060+17	63.4	64.2	66.4	Approaches / Yes	0.8	3.0	
	GTE-S3	Second Row Single Family Residence	1		2059+66	58.9	59.7	61.2	Below / No	0.8	2.3	
	GTE-T3	Third Row Single Family Residence	1		2059+55	56.2	57.0	57.2	Below / No	0.8	1.0	
	GTE-F5	First Row Single Family Residence	1		2062+46	59.8	60.6	62.4	Below / No	0.8	2.6	
	GTE-T4	Third Row Single Family Residence	1		2062+45	54.4	55.2	56.5	Below / No	0.8	2.1	
	GTE-F6	First Row Single Family Residence	1		2064+91	66.5	67.3	70.2	Exceeds / Yes	0.8	3.7	
	GTE-S4	Second Row Single Family Residence	1		2065+34	58.6	59.4	61.5	Below / No	0.8	2.9	
	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	66.7	Approaches / Yes	0.9	3.7	
	GTE-S5	Second Row Single Family Residence	1		2067+02	55.4	56.2	57.8	Below / No	0.8	2.4	
	GTE-T6	Third Row Single Family Residence	1		2066+91	52.9	53.7	54.9	Below / No	0.8	2.0	
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	57.9	Below / No	0.8	2.3			
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	56.0	Below / No	0.8	3.0			
GTE-S7	Second Row Single Family Residence	1	2070+49	56.6	57.4	59.1	Below / No	0.8	2.5			
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	71.9	Exceeds / Yes	0.8	5.2			
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	57.8	Below / No	0.8	2.8			
GTE-F11	First Row Single Family Residence	1	2075+60	66.3	67.1	71.3	Exceeds / Yes	0.8	5.0			
GTE-S9	Second Row Single Family Residence	1	2075+40	59.5	60.3	62.4	Below / No	0.8	2.9			
GTE-T10	Third Row Single Family Residence	1	2076+27	55.5	56.3	57.8	Below / No	0.8	2.3			
Minimum						52.5	53.3	54.3	---	0.6	0.5	---
Maximum						66.7	67.5	71.9	---	0.9	5.2	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						4	5	7	---	---	---	---
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 56 th 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	73.6	Exceeds / Yes	0.9	5.8	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	60.2	Below / No	0.8	2.6	
	MMPC-1.5	Cemetery (400' West of Property Line)	1 (Special Land Use)		2078+62	55.8	56.6	58.1	Below / No	0.8	2.3	
	MMPC-1.6	Cemetery (500' West of Property Line)	1 (Special Land Use)		2078+61	54.3	55.1	56.5	Below / No	0.8	2.2	
	MMPC-2.1	Cemetery (Western Property Line)	1 (Special Land Use)		2085+15	67.9	68.7	73.6	Exceeds / Yes	0.8	5.7	
	MMPC-2.2	Cemetery (100' West of Property Line)	1 (Special Land Use)		2085+15	61.2	62.0	64.6	Below / No	0.8	3.4	
	MMPC-2.3	Cemetery (200' West of Property Line)	1 (Special Land Use)		2085+16	58.9	59.8	61.8	Below / No	0.9	2.9	
	MMPC-2.4	Cemetery (300' West of Property Line)	1 (Special Land Use)		2085+16	57.6	58.4	60.2	Below / No	0.8	2.6	
	MMPC-2.5	Cemetery (400' West of Property Line)	1 (Special Land Use)		2085+17	56.1	57.0	58.4	Below / No	0.9	2.3	
	MMPC-2.6	Cemetery (500' West of Property Line)	1 (Special Land Use)		2085+17	55.0	55.8	57.2	Below / No	0.8	2.2	
	MMPC-3.1	Cemetery (Western Property Line)	1 (Special Land Use)		2091+34	68.6	69.7	71.8	Exceeds / Yes	1.1	3.2	
	MMPC-3.2	Cemetery (100' West of Property Line)	1 (Special Land Use)		2091+36	64.2	65.3	66.7	Approaches / Yes	1.1	2.5	
	MMPC-3.3	Cemetery (200' West of Property Line)	1 (Special Land Use)		2091+38	61.2	62.2	63.6	Below / No	1.0	2.4	
	MMPC-3.4	Cemetery (300' West of Property Line)	1 (Special Land Use)		2091+40	58.8	59.8	61.2	Below / No	1.0	2.4	
	MMPC-3.5	Cemetery (400' West of Property Line)	1 (Special Land Use)		2091+42	57.2	58.1	59.5	Below / No	0.9	2.3	
MMPC-3.6	Cemetery (500' West of Property Line)	1 (Special Land Use)	2091+44	55.8	56.7	58.0	Below / No	0.9	2.2			
MMPC-4.1	Cemetery (Western Property Line)	1 (Special Land Use)	2096+59	69.9	71.0	72.7	Exceeds / Yes	1.1	2.8			
MMPC-4.2	Cemetery (100' West of Property Line)	1 (Special Land Use)	2096+61	65.6	66.6	68.4	Exceeds / Yes	1.0	2.8			
MMPC-4.3	Cemetery (200' West of Property Line)	1 (Special Land Use)	2096+64	62.4	63.4	68.6	Exceeds / Yes	1.0	6.2			

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 (2040)					
							No-Build Alternative	Build Alternative				
Miami Memorial Park Cemetery - West of SR 826 and South of SW 56 th 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	62.9	Below / No	0.9	2.8	S4-2W (Continued)
	MMPC-4.5	Cemetery (400' West of Property Line)	1 (Special Land Use)		2096+69	58.4	59.3	60.9	Below / No	0.9	2.5	
	MMPC-4.6	Cemetery (500' West of Property Line)	1 (Special Land Use)		2096+72	56.9	57.7	59.1	Below / No	0.8	2.2	
	MMPC-5.1	Cemetery (Western Property Line)	1 (Special Land Use)		2100+66	65.4	66.2	68.4	Exceeds / Yes	0.8	3.0	
	MMPC-5.2	Cemetery (100' West of Property Line)	1 (Special Land Use)		2100+69	62.6	63.3	64.5	Below / No	0.7	1.9	
	MMPC-5.3	Cemetery (200' West of Property Line)	1 (Special Land Use)		2100+72	60.8	61.4	62.4	Below / No	0.6	1.6	
	MMPC-5.4	Cemetery (300' West of Property Line)	1 (Special Land Use)		2100+75	58.2	58.8	59.6	Below / No	0.6	1.4	
	MMPC-5.5	Cemetery (400' West of Property Line)	1 (Special Land Use)		2100+78	56.7	57.4	58.4	Below / No	0.7	1.7	
	MMPC-5.6	Cemetery (500' West of Property Line)	1 (Special Land Use)	2100+81	56.0	56.7	57.8	Below / No	0.7	1.8		
Minimum						54.3	55.1	56.5	---	0.6	1.4	---
Maximum						69.9	71.0	73.6	---	1.1	6.2	---
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 56 th Street	SPI-1B	Bench	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2105+23	57.1	57.7	59.1	Below / No	0.6	2.0	---
	SPI-1I	School Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	2105+15	39.1	40.0	42.0	Exceeds / Yes	0.9	2.9	---
Minimum						39.1	40.0	42.0	---	0.6	2.0	---
Maximum						57.1	57.7	59.1	---	0.9	2.9	---
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 56 th Street	BLS-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2106+24	63.0	63.4	65.3	Below / No	0.4	2.3	Not Feasible - An Effective Noise Barrier Would Block the Driveway Used to Access the Property
	BLS-F2	First Row Single Family Residence	1		2106+80	69.9	70.4	71.6	Exceeds / Yes	0.5	1.7	
	BLS-F3	First Row Single Family Residence	1		2106+75	69.8	70.3	71.6	Exceeds / Yes	0.5	1.8	
	BLS-F4	First Row Single Family Residence	1		2106+63	68.9	69.4	71.0	Exceeds / Yes	0.5	2.1	
	BLS-S5	Second Row Single Family Residence	1		2106+60	69.1	69.6	71.2	Exceeds / Yes	0.5	2.1	
	BLS-F6	First Row Single Family Residence	1		2106+12	64.0	64.4	66.5	Approaches / Yes	0.4	2.5	
	BLS-F7	First Row Single Family Residence	1		2106+00	64.1	64.6	66.7	Approaches / Yes	0.5	2.6	---
	BLS-F8	First Row Single Family Residence	1		2105+91	63.4	63.8	65.9	Below / No	0.4	2.5	
	BLS-F9	First Row Single Family Residence	1		2105+89	63.8	64.3	66.4	Approaches / Yes	0.5	2.6	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	67.6	Exceeds / Yes	0.5	2.2	
	BLS-F11	First Row Single Family Residence	1		2105+74	63.7	64.2	65.6	Below / No	0.5	1.9	---
	BLS-S1	Second Row Single Family Residence	1		2105+01	54.0	54.3	55.0	Below / No	0.3	1.0	---
	BLS-S4	Second Row Single Family Residence	1		2104+91	60.0	60.3	61.0	Below / No	0.3	1.0	---
	BLS-T2	Third Row Single Family Residence	1		2102+17	51.8	52.1	52.9	Below / No	0.3	1.1	---
	BLS-T3	Third Row Single Family Residence	1		2102+45	50.9	51.3	52.0	Below / No	0.4	1.1	---
	BLS-T4	Third Row Single Family Residence	1		2102+28	51.7	52.2	52.9	Below / No	0.5	1.2	---
BLS-T5	Third Row Single Family Residence	1	2103+70	56.7	57.0	57.5	Below / No	0.3	0.8	---		
Minimum						50.9	51.3	52.0	---	0.3	0.8	---
Maximum						69.9	70.4	71.6	---	0.5	2.6	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						4	4	8	---	---	---	---
Noise Study Area 66 - See Figure 3.2 Sheet 8 (Segment 4)												
Carole Helms Manor - East of SR 826 and South of SW 56 th Street	CHM-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2106+26	69.3	70.2	69.9	Exceeds / Yes	0.9	0.6	Not Acoustically Feasible - Isolated Residence
	CHM-S1	Second Row Single Family Residence	1		2104+81	61.7	61.9	62.1	Below / No	0.2	0.4	---
Minimum						61.7	61.9	62.1	---	0.2	0.4	---
Maximum						69.3	70.2	69.9	---	0.9	0.6	---
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 (2040)					
							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 56 th Street	MarL-F1	Second Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2108+80	71.7	71.8	72.9	Exceeds / Yes	0.1	1.2	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	72.0	Exceeds / Yes	0.1	1.8	
	MarL-F3	Second Row Single Family Residence	1		2108+69	70.7	70.8	72.7	Exceeds / Yes	0.1	2.0	
	MarL-F4	Second Row Single Family Residence	1		2108+65	70.2	70.4	72.5	Exceeds / Yes	0.2	2.3	
	MarL-F5	Second Row Single Family Residence	1		2108+73	68.5	68.6	71.0	Exceeds / Yes	0.1	2.5	
	MarL-F6	Second Row Single Family Residence	1		2108+56	69.7	69.8	72.1	Exceeds / Yes	0.1	2.4	
	MarL-F7	Second Row Single Family Residence	1		2108+38	70.9	71.1	73.2	Exceeds / Yes	0.2	2.3	
	MarL-F8	Second Row Single Family Residence	1		2108+41	68.8	69.0	71.5	Exceeds / Yes	0.2	2.7	
	MarL-F9	Second Row Single Family Residence	1		2108+24	69.7	69.9	72.1	Exceeds / Yes	0.2	2.4	
	MarL-F10	Second Row Single Family Residence	1		2108+23	68.6	68.8	71.2	Exceeds / Yes	0.2	2.6	
	MarL-F11	Second Row Single Family Residence	1		2108+07	69.5	69.7	71.9	Exceeds / Yes	0.2	2.4	
	MarL-F12	Second Row Single Family Residence	1		2108+10	68.2	68.4	70.8	Exceeds / Yes	0.2	2.6	
	MarL-F13	Second Row Single Family Residence	1		2108+11	67.2	67.4	69.9	Exceeds / Yes	0.2	2.7	
	MarL-F14	Second Row Single Family Residence	1		2108+08	66.9	67.1	69.6	Exceeds / Yes	0.2	2.7	
	MarL-F15	Second Row Single Family Residence	1		2107+86	68.6	68.8	71.1	Exceeds / Yes	0.2	2.5	
	MarL-F16	Second Row Single Family Residence	1		2107+66	70.6	70.8	72.4	Exceeds / Yes	0.2	1.8	
	MarL-F18	Second Row Single Family Residence	1		2109+55	61.7	61.9	62.9	Below / No	0.2	1.2	
	MarL-F17	Second Row Single Family Residence	1		2108+19	64.9	65.2	66.7	Approaches / Yes	0.3	1.8	
	MarL-F19	Second Row Single Family Residence	1		2110+81	60.1	60.3	61.4	Below / No	0.2	1.3	
	MarL-F21	Second Row Single Family Residence	1		2113+45	59.7	59.8	60.2	Below / No	0.1	0.5	
	MarL-F22	Second Row Single Family Residence	1		2114+77	60.4	60.4	60.6	Below / No	0.0	0.2	
	Minimum						59.7	59.8	60.2	---	0.0	
Maximum						71.7	71.8	73.2	---	0.3	2.7	---
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 56 th Street	Bri-F1	Second Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2108+00	62.4	63.3	63.3	Below / No	0.9	0.9	---
	Bri-F2	Second Row Single Family Residence	1		2108+51	60.5	61.1	61.5	Below / No	0.6	1.0	---
	Bri-F3	Second Row Single Family Residence	1		2108+91	59.5	60.1	60.6	Below / No	0.6	1.1	---
	Bri-F4	Second Row Single Family Residence	1		2109+21	58.7	59.3	59.9	Below / No	0.6	1.2	---
	Bri-F5	Second Row Single Family Residence	1		2109+55	58.4	58.9	59.7	Below / No	0.5	1.3	---
	Bri-F6	Second Row Single Family Residence	1		2110+10	56.4	56.9	57.4	Below / No	0.5	1.0	---
	Bri-S1	Second Row Single Family Residence	1		2107+96	62.7	63.6	63.6	Below / No	0.9	0.9	---
	Bri-S2	Second Row Single Family Residence	1		2110+13	55.7	56.3	56.7	Below / No	0.6	1.0	---
	Bri-F7	Second Row Single Family Residence	1		2111+24	55.1	55.5	56.5	Below / No	0.4	1.4	---
	Bri-F8	Second Row Single Family Residence	1		2111+76	56.0	56.2	57.4	Below / No	0.2	1.4	---
	Bri-F9	Second Row Single Family Residence	1		2112+21	56.1	56.3	57.5	Below / No	0.2	1.4	---
	Bri-F10	Second Row Single Family Residence	1		2112+56	56.5	56.7	57.5	Below / No	0.2	1.0	---
	Bri-F11	Second Row Single Family Residence	1		2112+85	55.7	55.9	56.8	Below / No	0.2	1.1	---
	Bri-F12	Second Row Single Family Residence	1		2113+43	54.3	54.5	55.1	Below / No	0.2	0.8	---
	Bri-S3	Second Row Single Family Residence	1		2111+08	54.5	54.9	55.6	Below / No	0.4	1.1	---
	Bri-S4	Second Row Single Family Residence	1		2113+62	52.6	52.9	53.6	Below / No	0.3	1.0	---
Minimum						52.6	52.9	53.6	---	0.2	0.8	---
Maximum						62.7	63.6	63.6	---	0.9	1.4	---
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 (2040)					
							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 56 th Street	CP-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2104+90	55.9	57.0	59.5	Below / No	1.1	3.6	---
	CP-F2	First Row Single Family Residence	1		2104+84	55.2	56.4	58.9	Below / No	1.2	3.7	---
	CP-F3	First Row Single Family Residence	1		2104+93	53.8	54.9	57.4	Below / No	1.1	3.6	---
	CP-F4	First Row Single Family Residence	1		2104+93	53.4	54.6	57.5	Below / No	1.2	4.1	---
	CP-F5	First Row Single Family Residence	1		2104+57	53.2	54.2	57.0	Below / No	1.0	3.8	---
	CP-F6	First Row Single Family Residence	1		2104+01	52.7	53.7	56.3	Below / No	1.0	3.6	---
	CP-S1	Second Row Single Family Residence	1		2102+66	55.9	57.3	59.8	Below / No	1.4	3.9	---
	CP-S2	Second Row Single Family Residence	1		2102+89	55.7	57.1	59.4	Below / No	1.4	3.7	---
	CP-S3	Second Row Single Family Residence	1		2102+85	55.1	56.3	58.7	Below / No	1.2	3.6	---
	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	57.0	Below / No	1.2	3.7	---
Minimum						52.7	53.7	56.3	---	1.0	3.6	---
Maximum						55.9	57.3	59.8	---	1.4	4.1	---
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 56 - See Figure 3.2 Sheets 6 through 8 (Segment 5)												
My First Place Preschool - East of SR 874 and South of SW 56 th Street	MFP-1P	Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2107+34	63.5	64.1	66.9	Approaches / Yes	0.6	3.4	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	59.5	Below / No	0.8	3.2	---
	MFP-I1	School Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	2107+40	38.5	39	42	Below / No	0.5	3.5	---
Alpha & Omega Church - East of SR 874 and South of SW 56 th 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	61.3	Below / No	0.2	2.4	---
Minimum						38.5	39.0	42.0	---	0.2	2.4	---
Maximum						63.5	64.1	66.9	---	0.8	3.5	---
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 56 th Street	LG-F1.1	First Row First Floor Multifamily Residence	1	Residential NAC B - 66 dB(A)	2110+63	53.8	55.2	57.3	Below / No	1.4	3.5	S5-1E
	LG-F1.2	First Row Second Floor Multifamily Residence	1		2110+63	55.4	56.8	59.4	Below / No	1.4	4.0	
	LG-F2.1	First Row First Floor Multifamily Residence	1		2110+04	58.0	58.3	61.3	Below / No	0.3	3.3	
	LG-F2.2	First Row Second Floor Multifamily Residence	1		2110+04	61.8	62	63.6	Below / No	0.2	1.8	
	LG-F3.1	First Row First Floor Multifamily Residence	1		2109+65	64.9	65.3	67.6	Exceeds / Yes	0.4	2.7	
	LG-F3.2	First Row Second Floor Multifamily Residence	1		2109+65	67.7	68.2	69.4	Exceeds / Yes	0.5	1.7	
	LG-F4.1	First Row First Floor Multifamily Residence	1		2109+59	65.9	66.4	68.3	Exceeds / Yes	0.5	2.4	
	LG-F4.2	First Row Second Floor Multifamily Residence	1		2109+59	68.4	68.9	69.9	Exceeds / Yes	0.5	1.5	
	LG-F5.1	First Row First Floor Multifamily Residence	1		2109+57	66.4	67	68.6	Exceeds / Yes	0.6	2.2	
	LG-F5.2	First Row Second Floor Multifamily Residence	2		2109+57	68.7	69.3	70.1	Exceeds / Yes	0.6	1.4	
	LG-F6.1	First Row First Floor Multifamily Residence	1		2109+57	67.3	68.1	69.4	Exceeds / Yes	0.8	2.1	
	LG-F6.2	First Row Second Floor Multifamily Residence	1		2109+57	69.3	70	70.7	Exceeds / Yes	0.7	1.4	
	LG-F7.1	First Row First Floor Multifamily Residence	1		2110+02	63.6	65	66.3	Approaches / Yes	1.4	2.7	
	LG-F7.2	First Row Second Floor Multifamily Residence	1		2110+02	66.0	67.3	67.9	Exceeds / Yes	1.3	1.9	
	LG-F8.1	First Row First Floor Multifamily Residence	1		2110+52	61.9	63.5	64.9	Below / No	1.6	3.0	
	LG-F8.2	First Row Second Floor Multifamily Residence	1		2110+52	64.4	65.8	66.8	Approaches / Yes	1.4	2.4	
	LG-F9.1	First Row First Floor Multifamily Residence	1		2111+90	58.6	60.4	61.9	Below / No	1.8	3.3	
	LG-F9.2	First Row Second Floor Multifamily Residence	1		2111+90	62.7	64.3	66.3	Approaches / Yes	1.6	3.6	
	LG-F10.1	First Row First Floor Multifamily Residence	1		2111+87	58.6	60.3	61	Below / No	1.7	2.4	
	LG-F10.2	First Row Second Floor Multifamily Residence	1		2111+87	61.1	62.6	64.1	Below / No	1.5	3.0	
	LG-F11.1	First Row First Floor Multifamily Residence	1		2112+36	58.1	59.8	60.4	Below / No	1.7	2.3	
	LG-F11.2	First Row Second Floor Multifamily Residence	1		2112+36	63.3	65	67.2	Exceeds / Yes	1.7	3.9	
	LG-F12.1	First Row First Floor Multifamily Residence	1		2112+85	57.9	59.5	60	Below / No	1.6	2.1	
	LG-F12.2	First Row Second Floor Multifamily Residence	1		2112+85	63.0	64.7	66.6	Approaches / Yes	1.7	3.6	
	LG-F13.1	First Row First Floor Multifamily Residence	2		2112+94	56.0	57.4	58.6	Below / No	1.4	2.6	
	LG-F13.2	First Row Second Floor Multifamily Residence	2		2112+94	59.6	61	62.1	Below / No	1.4	2.5	
	LG-F14.1	First Row First Floor Multifamily Residence	3		2113+66	55.7	57.1	59	Below / No	1.4	3.3	
	LG-F14.2	First Row Second Floor Multifamily Residence	3		2113+66	57.9	59.3	60.9	Below / No	1.4	3.0	
	LG-F15.1	First Row First Floor Multifamily Residence	2		2114+35	54.1	55.6	56.2	Below / No	1.5	2.1	
	LG-F15.2	First Row Second Floor Multifamily Residence	2		2114+35	58.3	59.7	61.6	Below / No	1.4	3.3	
	LG-F16.1	First Row First Floor Multifamily Residence	1		2114+44	56.6	58.1	58.4	Below / No	1.5	1.8	
	LG-F16.2	First Row Second Floor Multifamily Residence	1		2114+44	59.0	60.5	61.4	Below / No	1.5	2.4	
	LG-F17.1	First Row First Floor Multifamily Residence	1		2114+98	56.5	58.1	58.6	Below / No	1.6	2.1	
LG-F17.2	First Row Second Floor Multifamily Residence	1	2114+98	58.7	60.2	61.5	Below / No	1.5	2.8			
LG-F18.1	First Row First Floor Multifamily Residence	1	2115+39	56.8	58.3	59.1	Below / No	1.5	2.3			
LG-F18.2	First Row Second Floor Multifamily Residence	1	2115+39	58.8	60.2	61.5	Below / No	1.4	2.7			
LG-F19.1	First Row First Floor Multifamily Residence	1	2115+36	55.2	56.6	58.5	Below / No	1.4	3.3			
LG-F19.2	First Row Second Floor Multifamily Residence	1	2115+36	57.4	58.9	62.5	Below / No	1.5	5.1			
LG-F20.1	First Row First Floor Multifamily Residence	1	2116+22	54.9	56.3	57.6	Below / No	1.4	2.7			
LG-F20.2	First Row Second Floor Multifamily Residence	1	2116+22	57.4	58.8	61.3	Below / No	1.4	3.9			
LG-F21.1	First Row First Floor Multifamily Residence	1	2116+63	56.5	57.9	59.3	Below / No	1.4	2.8			
LG-F21.2	First Row Second Floor Multifamily Residence	1	2116+63	58.8	60.2	62.6	Below / No	1.4	3.8			
LG-F22.1	First Row First Floor Multifamily Residence	1	2117+12	56.2	57.6	59	Below / No	1.4	2.8			
LG-F22.2	First Row Second Floor Multifamily Residence	1	2117+12	58.6	60	62.3	Below / No	1.4	3.7			
LG-F23.1	First Row First Floor Multifamily Residence	1	2117+76	54.6	56	57	Below / No	1.4	2.4			
LG-F23.2	First Row Second Floor Multifamily Residence	1	2117+76	57.1	58.5	60.7	Below / No	1.4	3.6			
LG-F24.1	First Row First Floor Multifamily Residence	1	2117+77	54.8	56.3	56.9	Below / No	1.5	2.1			
LG-F24.2	First Row Second Floor Multifamily Residence	1	2117+77	56.9	58.3	60.3	Below / No	1.4	3.4			
LG-F25.1	First Row First Floor Multifamily Residence	1	2117+84	56.7	58.3	59	Below / No	1.6	2.3			

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 (2040)					
							No-Build Alternative	Build Alternative				
Lakeview Gardens - East of SR 874 and North of SW 56 th Street	LG-F25.2	First Row Second Floor Multifamily Residence	1	Residential NAC B - 66 dB(A)	2117+84	58.6	60.1	61.3	Below / No	1.5	2.7	S5-1E (Continued)
	LG-F26.1	First Row First Floor Multifamily Residence	2		2118+34	56.6	58.1	58.8	Below / No	1.5	2.2	
	LG-F26.2	First Row Second Floor Multifamily Residence	2		2118+34	58.2	59.8	61.1	Below / No	1.6	2.9	
	LG-F27.1	First Row First Floor Multifamily Residence	1		2118+85	56.6	58.2	58.7	Below / No	1.6	2.1	
	LG-F27.2	First Row Second Floor Multifamily Residence	1		2118+85	58.2	59.8	61.2	Below / No	1.6	3.0	
	LG-F28.1	First Row First Floor Multifamily Residence	1		2119+22	56.2	57.7	59.1	Below / No	1.5	2.9	
	LG-F28.2	First Row Second Floor Multifamily Residence	1		2119+22	58.0	59.6	63	Below / No	1.6	5.0	
	LG-F29.1	First Row First Floor Multifamily Residence	1		2119+19	56.5	57.9	59.5	Below / No	1.4	3.0	
	LG-F29.2	First Row Second Floor Multifamily Residence	1		2119+19	58.5	59.9	63.9	Below / No	1.4	5.4	
	LG-F30.1	First Row First Floor Multifamily Residence	1		2119+10	56.6	58	59.9	Below / No	1.4	3.3	
	LG-F30.2	First Row Second Floor Multifamily Residence	1		2119+10	58.4	59.8	64.9	Below / No	1.4	6.5	
	LG-F31.1	First Row First Floor Multifamily Residence	2		2118+76	53.5	54.7	57.6	Below / No	1.2	4.1	
	LG-F31.2	First Row Second Floor Multifamily Residence	2		2118+76	55.4	56.7	62.8	Below / No	1.3	7.4	
	LG-F32.1	First Row First Floor Multifamily Residence	1		2118+47	54.6	55.9	58.1	Below / No	1.3	3.5	
	LG-F32.2	First Row Second Floor Multifamily Residence	1		2118+47	56.4	57.7	63	Below / No	1.3	6.6	
	LG-F33.1	First Row First Floor Multifamily Residence	1		2118+42	55.9	57.3	59.5	Below / No	1.4	3.6	
	LG-F33.2	First Row Second Floor Multifamily Residence	1		2118+42	57.3	58.7	64.2	Below / No	1.4	6.9	
	LG-F34.1	First Row First Floor Multifamily Residence	1		2118+37	57.2	58.6	61.3	Below / No	1.4	4.1	
	LG-F34.2	First Row Second Floor Multifamily Residence	1		2118+37	58.9	60.3	66.2	Approaches / Yes	1.4	7.3	
	LG-F35.1	First Row First Floor Multifamily Residence	1		2118+00	54.6	55.9	59.2	Below / No	1.3	4.6	
	LG-F35.2	First Row Second Floor Multifamily Residence	1		2118+00	56.5	57.7	64.5	Below / No	1.2	8.0	
	LG-F36.1	First Row First Floor Multifamily Residence	1		2117+25	55.2	56.5	63	Below / No	1.3	7.8	
	LG-F36.2	First Row Second Floor Multifamily Residence	1		2117+25	57.0	58.3	64.3	Below / No	1.3	7.3	
	LG-F37.1	First Row First Floor Multifamily Residence	1		2116+74	52.6	53.9	57	Below / No	1.3	4.4	
	LG-F37.2	First Row Second Floor Multifamily Residence	1		2116+74	54.4	55.7	61.7	Below / No	1.3	7.3	
	LG-F38.1	First Row First Floor Multifamily Residence	1		2116+42	55.6	56.8	60.2	Below / No	1.2	4.6	
	LG-F38.2	First Row Second Floor Multifamily Residence	1		2116+42	57.2	58.5	64.3	Below / No	1.3	7.1	
	LG-F39.1	First Row First Floor Multifamily Residence	1		2116+40	55.6	56.9	60.9	Below / No	1.3	5.3	
	LG-F39.2	First Row Second Floor Multifamily Residence	1		2116+40	57.3	58.6	65.1	Below / No	1.3	7.8	
	LG-F40.1	First Row First Floor Multifamily Residence	1		2116+31	56.0	57.3	62.2	Below / No	1.3	6.2	
	LG-F40.2	First Row Second Floor Multifamily Residence	1		2116+31	57.6	58.9	67.4	Exceeds / Yes	1.3	9.8	
	LG-F41.1	First Row First Floor Multifamily Residence	1		2115+96	54.9	56.2	61.2	Below / No	1.3	6.3	
	LG-F41.2	First Row Second Floor Multifamily Residence	1		2115+96	56.5	57.8	65.8	Below / No	1.3	9.3	
	LG-S1.1	Second Row First Floor Multifamily Residence	1		2110+60	55.6	57	59.1	Below / No	1.4	3.5	
	LG-S1.2	Second Row Second Floor Multifamily Residence	1		2110+60	55.6	59	61.4	Below / No	3.4	5.8	
	LG-S2.1	Second Row First Floor Multifamily Residence	2		2110+63	54.9	56.3	58.2	Below / No	1.4	3.3	
	LG-S2.2	Second Row Second Floor Multifamily Residence	2		2110+63	56.5	58	60.5	Below / No	1.5	4.0	
	LG-S3.1	Second Row First Floor Multifamily Residence	1		2111+37	57.0	58.3	59.9	Below / No	1.3	2.9	
	LG-S3.2	Second Row Second Floor Multifamily Residence	1		2111+37	58.7	60	62.5	Below / No	1.3	3.8	
	LG-S4.1	Second Row First Floor Multifamily Residence	1		2111+38	54.5	55.9	57.3	Below / No	1.4	2.8	
	LG-S4.2	Second Row Second Floor Multifamily Residence	1		2111+38	56.3	57.8	60	Below / No	1.5	3.7	
	LG-S5.1	Second Row First Floor Multifamily Residence	1		2113+55	53.7	55.4	57	Below / No	1.7	3.3	
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	56.7	Below / No	1.4	3.1			
LG-S6.2	Second Row Second Floor Multifamily Residence	2	2116+16	56.5	57.9	59.4	Below / No	1.4	2.9			
LG-S7.1	Second Row First Floor Multifamily Residence	2	2117+24	53.6	55	56.9	Below / No	1.4	3.3			
LG-S7.2	Second Row Second Floor Multifamily Residence	2	2117+24	56.5	57.8	59.6	Below / No	1.3	3.1			
LG-S8.1	Second Row First Floor Multifamily Residence	1	2118+27	49.5	50.8	53.3	Below / No	1.3	3.8			
LG-S8.2	Second Row Second Floor Multifamily Residence	1	2118+27	52.7	54	58.1	Below / No	1.3	5.4			
LG-S9.1	Second Row First Floor Multifamily Residence	2	2117+22	53.8	55.1	57.5	Below / No	1.3	3.7			
LG-S9.2	Second Row Second Floor Multifamily Residence	2	2117+22	56.3	57.6	61.5	Below / No	1.3	5.2			
LG-S10.1	Second Row First Floor Multifamily Residence	1	2116+38	52.4	53.6	56.5	Below / No	1.2	4.1			
LG-S10.2	Second Row Second Floor Multifamily Residence	1	2116+38	54.4	55.6	60.9	Below / No	1.2	6.5			
LG-S11.1	Second Row First Floor Multifamily Residence	1	2116+00	54.8	56.1	56.9	Below / No	1.3	2.1			
LG-S11.2	Second Row Second Floor Multifamily Residence	1	2116+00	56.9	58.2	60	Below / No	1.3	3.1			
LG-S12.1	Second Row First Floor Multifamily Residence	1	2115+40	52.5	53.9	57.4	Below / No	1.4	4.9			
LG-S12.2	Second Row Second Floor Multifamily Residence	1	2115+40	54.4	55.8	61.4	Below / No	1.4	7.0			
					Minimum	49.5	50.8	53.3	---	0.2	1.4	---
					Maximum	69.3	70.0	70.7	---	3.4	9.8	---
					Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)	8	9	17	---	---	---	---
Lakewood Villas Condominiums - East of SR 874 and North of SW 56 th Street	LVC-F1.1	First Row First Floor Multifamily Residence	1	Residential NAC B - 66 dB(A)	2110+74	54.4	54.9	57.6	Below / No	0.5	3.2	S5-1W
	LVC-F1.2	First Row Second Floor Multifamily Residence	1		2110+74	57.5	58	60.3	Below / No	0.5	2.8	
	LVC-F2.1	First Row First Floor Multifamily Residence	1		2110+14	57.0	57.4	60.4	Below / No	0.4	3.4	
	LVC-F2.2	First Row Second Floor Multifamily Residence	1		2110+14	60.6	61	62.9	Below / No	0.4	2.3	
	LVC-F3.1	First Row First Floor Multifamily Residence	1		2109+79	59.2	59.5	62.5	Below / No	0.3	3.3	
	LVC-F3.2	First Row Second Floor Multifamily Residence	1		2109+79	62.4	62.7	64.7	Below / No	0.3	2.3	
	LVC-F4.1	First Row First Floor Multifamily Residence	1		2109+76	61.0	61.1	63.9	Below / No	0.1	2.9	
	LVC-F4.2	First Row Second Floor Multifamily Residence	1		2109+75	63.3	63.4	65.5	Below / No	0.1	2.2	
	LVC-F5.1	First Row First Floor Multifamily Residence	2		2109+80	61.2	61.3	63.7	Below / No	0.1	2.5	
	LVC-F5.2	First Row Second Floor Multifamily Residence	2		2109+80	64.1	64.3	66	Approaches / Yes	0.2	1.9	
	LVC-F6.1	First Row First Floor Multifamily Residence	1		2109+81	61.2	61.3	63	Below / No	0.1	1.8	
	LVC-F6.2	First Row Second Floor Multifamily Residence	1		2109+81	64.1	64.2	65.5	Below / No	0.1	1.4	
	LVC-F7.1	First Row First Floor Multifamily Residence	2		2110+12	56.9	57.1	57.1	Below / No	0.2	0.2	
	LVC-F7.2	First Row Second Floor Multifamily Residence	2		2110+12	60.4	60.5	60.5	Below / No	0.1	0.1	
	LVC-F8.1	First Row First Floor Multifamily Residence	2		2110+42	55.7	55.8	56.4	Below / No	0.1	0.7	
	LVC-F8.2	First Row Second Floor Multifamily Residence	2		2110+42	59.3	59.4	59.8	Below / No	0.1	0.5	
	LVC-F9.1	First Row First Floor Multifamily Residence	2		2109+95	59.5	59.6	60.4	Below / No	0.1	0.9	
	LVC-F9.2	First Row Second Floor Multifamily Residence	2		2109+95	62.8	63	63.5	Below / No	0.2	0.7	
LVC-F10.1	First Row First Floor Multifamily Residence	1	2109+52	64.5	64.6	64.8	Below / No	0.1	0.3			

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 (2040)					
							No-Build Alternative	Build Alternative				
Lakewood Villas Condominiums - East of SR 874 and North of SW 56 th Street	LVC-F10.2	First Row Second Floor Multifamily Residence	1	Residential NAC B - 66 dB(A)	2109+52	65.8	65.8	66.2	Approaches / Yes	0.0	0.4	S5-1W (Continued)
	LVC-F11.1	First Row First Floor Multifamily Residence	1		2109+50	64.7	64.7	65.5	Below / No	0.0	0.8	
	LVC-F11.2	First Row Second Floor Multifamily Residence	1		2109+50	65.7	65.8	67.1	Exceeds / Yes	0.1	1.4	
	LVC-F12.1	First Row First Floor Multifamily Residence	1		2109+91	60.4	60.7	62.7	Below / No	0.3	2.3	
	LVC-F12.2	First Row Second Floor Multifamily Residence	1		2109+91	63.1	63.3	65.8	Below / No	0.2	2.7	
	LVC-F13.1	First Row First Floor Multifamily Residence	5		2110+76	55.2	56.4	60.5	Below / No	1.2	5.3	
	LVC-F13.2	First Row Second Floor Multifamily Residence	5		2110+92	57.0	58.1	64.5	Below / No	1.1	7.5	
	LVC-F14.1	First Row First Floor Multifamily Residence	4		2111+66	55.7	57	60.4	Below / No	1.3	4.7	
	LVC-F14.2	First Row Second Floor Multifamily Residence	4		2111+81	57.1	58.4	64.6	Below / No	1.3	7.5	
	LVC-S1.1	Second Row First Floor Multifamily Residence	1		2110+72	54.2	54.7	57.3	Below / No	0.5	3.1	
	LVC-S1.2	Second Row Second Floor Multifamily Residence	1		2110+72	57.4	57.9	60.2	Below / No	0.5	2.8	
Minimum						54.2	54.7	56.4	---	0.0	0.1	---
Maximum						65.8	65.8	67.1	---	1.3	7.5	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	4	---	---	---	---
Miller Lake Condominiums - East of SR 826 and North of SW 56 th Street	MLC-F1.1	First Row First Floor Multi-Family Residence	2	Residential NAC B - 66 dB(A)	2114+51	55.4	56.8	61.6	Below / No	1.4	6.2	S5-1W (Continued)
	MLC-F1.2	First Row Second Floor Multifamily Residence	2		2114+59	57.0	58.4	66.7	Approaches / Yes	1.4	9.7	
	MLC-F1.3	First Row Second Floor Multifamily Residence	2		2114+66	59.7	61.1	69.2	Exceeds / Yes	1.4	9.5	
	MLC-F2.1	First Row First Floor Multifamily Residence	2		2115+10	55.6	56.9	61.5	Below / No	1.3	5.9	
	MLC-F2.2	First Row Second Floor Multifamily Residence	2		2115+10	56.8	58.2	65.5	Below / No	1.4	8.7	
	MLC-F2.3	First Row Third Floor Multifamily Residence	2		2115+10	59.9	61.3	68.4	Exceeds / Yes	1.4	8.5	
	MLC-F3.1	First Row First Floor Multifamily Residence	2		2114+32	51.5	52.7	53.8	Below / No	1.2	2.3	
	MLC-F3.2	First Row Second Floor Multifamily Residence	2		2114+31	53.0	54.3	57.9	Below / No	1.3	4.9	
	MLC-F3.3	First Row Third Floor Multi-Family Residence	2		2114+31	55.0	56.3	60.5	Below / No	1.3	5.5	
	MLC-S1.1	Second Row Second Floor Multifamily Residence	2		2115+09	54.5	55.9	59.9	Below / No	1.4	5.4	
	MLC-S1.2	Second Row Second Floor Multifamily Residence	2		2115+08	55.8	57.1	63.5	Below / No	1.3	7.7	
	MLC-S1.3	Second Row Third Floor Multifamily Residence	2		2115+08	59.3	60.6	66.5	Approaches / Yes	1.3	7.2	
	MLC-S2.1	Second Row First Floor Multi-Family Residence	2		2114+28	51.0	52.2	53	Below / No	1.2	2.0	
	MLC-S2.2	Second Row Second Floor Multifamily Residence	2		2114+28	52.6	53.8	56.8	Below / No	1.2	4.2	
MLC-S2.3	Second Row Third Floor Multifamily Residence	2	2114+28	54.5	55.8	59.5	Below / No	1.3	5.0			
Minimum						51.0	52.2	53.0	---	1.2	2.0	---
Maximum						59.9	61.3	69.2	---	1.4	9.7	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	8	---	---	---	---
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 56 th Street	LG-1P	Community Pool	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2111+44	58.4	59.8	61.4	Below / No	1.4	3.0	---
	LG-2P	Community Pool	1 (Special Land Use)		2115+76	56.2	57.6	58.9	Below / No	1.4	2.7	---
	LG-3C	Tennis Courts	1 (Special Land Use)		2116+96	56.7	58.2	59.0	Below / No	1.5	2.3	---
Lakewood Villas Condominiums - East of SR 874 and North of SW 56 th Street	LVC-Pool	Community Pool	1 (Special Land Use)		2112+18	54.4	54.9	57.6	Below / No	0.5	3.2	---
Minimum						54.4	54.9	57.6	---	0.5	2.3	---
Maximum						58.4	59.8	61.4	---	1.5	3.2	---
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 56 th Street	TLEA-1C	Basketball Court	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	2104+82	56.3	57.5	60.8	Below / No	1.2	4.5	---
	TLEA-1I	School Interior	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	2105+23	31.5	32.7	35.7	Below / No	1.2	4.2	---
Minimum						31.5	32.7	35.7	---	1.2	4.2	---
Maximum						56.3	57.5	60.8	---	1.2	4.5	---
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 59 - See Figure 3.2 Sheets 6 through 8 (Segment 5)												
Grady Crawford Subdivision - East of SR 826 between and South of SW 56 th Street	GCS-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2105+13	52.5	53.6	55.9	Below / No	1.1	3.4	---
	GCS-F2	First Row Single Family Residence	1		2105+11	51.3	52.4	54.5	Below / No	1.1	3.2	---
	GCS-F3	First Row Single Family Residence	1		2105+25	53.2	54.4	55.6	Below / No	1.2	2.4	---
	GCS-F4	First Row Single Family Residence	1		2103+97	52.2	53.5	58.3	Below / No	1.3	6.1	---
	GCS-F5	First Row Single Family Residence	1		2102+87	52.3	53.6	57.4	Below / No	1.3	5.1	---
	GCS-S1	Second Row Single Family Residence	1		2103+10	51.1	52.2	54.4	Below / No	1.1	3.3	---
	GCS-S2	Second Row Single Family Residence	1		2103+04	51.9	53.1	54.9	Below / No	1.2	3.0	---
Minimum						51.1	52.2	54.4	---	1.1	2.4	---
Maximum						53.2	54.4	58.3	---	1.3	6.1	---
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 56 th Street	SES-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2102+90	54.0	55.0	59.5	Below / No	1.0	5.5	---
	SES-F2	First Row Single Family Residence	1		2103+25	55.4	56.7	61.4	Below / No	1.3	6.0	---
Minimum						54.0	55.0	59.5	---	1.0	5.5	---
Maximum						55.4	56.7	61.4	---	1.3	6.0	---
Total Number of Residential Sites Equal to or Greater than 66.0 dB(A)						0	0	0	---	---	---	---
Noise Study Area 60 - See Figure 3.2 Sheet 7 (Segment 5)												
Sunkist Estates South - East of SR 874 and South of SW 56 th Street	SES-F3	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2100+70	55.2	56.6	62.2	Below / No	1.4	7.0	---
	SES-F4	First Row Single Family Residence	1		2099+44	53.9	55.3	60.1	Below / No	1.4	6.2	---
	SES-F5	First Row Single Family Residence	1		2098+19	55.9	57.2	59.9	Below / No	1.3	4.0	---
	SES-F6	First Row Single Family Residence	1		2097+19	53.8	55.2	56	Below / No	1.4	2.2	---

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 (2040)					
							No-Build Alternative	Build Alternative				
Sunkist Estates South - East of SR 874 and South of SW 56 th Street	SES-F7	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2095+79	53.2	54.6	56.2	Below / No	1.4	3.0	---
	SES-S1	Second Row Single Family Residence	1		2100+83	54.3	55.6	59.8	Below / No	1.3	5.5	---
	SES-S2	Second Row Single Family Residence	1		2098+23	50.9	52.2	53.9	Below / No	1.3	3.0	---
	SES-S3	Second Row Single Family Residence	1		2096+63	51.1	52.4	54.6	Below / No	1.3	3.5	---
	SES-S4	Second Row Single Family Residence	1		2094+52	51.4	52.7	53.2	Below / No	1.3	1.8	---
					Minimum	50.9	52.2	53.2	---	1.3	1.8	---
					Maximum	55.9	57.2	62.2	---	1.4	7.0	---
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 61 - See Figure 3.2 Sheet 7 (Segment 5)												
Sunkist Estates South - West of SR 874 and South of SW 56 th Street	SES-F8	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2094+91	56.9	58.3	58.7	Below / No	1.4	1.8	---
	SES-F9	First Row Single Family Residence	1		2093+40	54.1	55.4	55.2	Below / No	1.3	1.1	---
	SES-S5	Second Row Single Family Residence	1		2092+25	51.1	52.4	52.6	Below / No	1.3	1.5	---
					Minimum	51.1	52.4	52.6	---	1.3	1.1	---
					Maximum	56.9	58.3	58.7	---	1.4	1.8	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						0	0	0	---	---	---	---
Noise Study Area 62 - See Figure 3.2 Sheet 7 (Segment 5)												
Sunkist Estates North - West of SR 874 and South of SW 56 th Street	SEN-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	2104+74	58.9	60.3	59.3	Below / No	1.4	0.4	---
	SEN-F2	First Row Single Family Residence	1		2103+56	55.8	57.2	56.9	Below / No	1.4	1.1	---
	SEN-F3	First Row Single Family Residence	1		2103+04	57.9	59.3	59.2	Below / No	1.4	1.3	---
	SEN-F4	First Row Single Family Residence	1		2100+31	57.8	59.2	59.2	Below / No	1.4	1.4	---
	SEN-F5	First Row Single Family Residence	1		2098+08	57.8	59.3	59.1	Below / No	1.5	1.3	---
	SEN-S1	Second Row Single Family Residence	1		2103+23	54.3	55.7	55.6	Below / No	1.4	1.3	---
	SEN-S2	Second Row Single Family Residence	1		2100+56	56.7	58.2	58.1	Below / No	1.5	1.4	---
	SEN-S3	Second Row Single Family Residence	1		2100+41	55.4	56.8	56.6	Below / No	1.4	1.2	---
	SEN-S4	Second Row Single Family Residence	1		2100+14	54	55.4	55.2	Below / No	1.4	1.2	---
					Minimum	54.0	55.4	55.2	---	1.4	0.4	---
					Maximum	58.9	60.3	59.3	---	1.5	1.4	---
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 63 - See Figure 3.2 Sheet 7 (Segment 5)												
Gulliver Preparatory School - West of SR 874 and South of SW 56 th Street	GPS-I1	Educational Facility Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	2107+17	37.2	38.5	37.7	Below / No	1.3	0.5	---
					Minimum	62.2	63.5	62.7	---	1.3	0.5	---
					Maximum	62.2	63.5	62.7	---	1.3	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 64 - See Figure 3.2 Sheets 6 through 10 (Segment 5)												
Tropical Park - West of SR 826 and South of SW 40 th 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 (2040)					
							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 40 th 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 76 th 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	
	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	71.5	Exceeds / Yes	1.2	9.1	
	CM-F19	First Row Single Family Residence	1		128+55	63.0	64.1	72.7	Exceeds / Yes	1.1	9.7	
	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	74.9	Exceeds / Yes	1.0	12.0	
	CM-F29	First Row Single Family Residence	1		138+36	62.3	63.3	75.0	Exceeds / Yes	1.0	12.7	
	CM-F30	First Row Single Family Residence	1		138+95	61.2	62.4	74.2	Exceeds / Yes	1.2	13.0	
	CM-F31	First Row Single Family Residence	1		139+54	64.6	65.9	77.7	Exceeds / Yes	1.3	13.1	
	CM-F32	First Row Single Family Residence	1		140+21	64.4	65.8	77.0	Exceeds / Yes	1.4	12.6	
	CM-F33	First Row Single Family Residence	1		141+50	65.0	66.0	77.7	Exceeds / Yes	1.0	12.7	
	CM-F34	First Row Single Family Residence	1		142+42	64.9	65.9	77.2	Exceeds / Yes	1.0	12.3	
	CM-F35	First Row Single Family Residence	1		143+20	65.2	66.2	78.3	Exceeds / Yes	1.0	13.1	
	CM-F36	First Row Single Family Residence	1		143+79	64.3	65.3	76.6	Exceeds / Yes	1.0	12.3	
CM-F37	First Row Single Family Residence	1	144+75	65.3	66.3	77.5	Exceeds / Yes	1.0	12.2			
CM-F38	First Row Single Family Residence	1	145+72	65.7	66.6	78.2	Exceeds / Yes	0.9	12.5			
CM-F39	First Row Single Family Residence	1	146+08	65.4	66.3	77.5	Exceeds / Yes	0.9	12.1			
CM-F40	First Row Single Family Residence	1	146+62	65.3	66.3	77.6	Exceeds / Yes	1.0	12.3			
CM-F41	First Row Single Family Residence	1	147+40	64.8	65.7	76.6	Exceeds / Yes	0.9	11.8			
CM-F42	First Row Single Family Residence	1	148+17	65.9	66.8	79.3	Exceeds / Yes	0.9	13.4			
CM-F43	First Row Single Family Residence	1	148+98	64.3	65.3	76.4	Exceeds / Yes	1.0	12.1			
CM-F44	First Row Single Family Residence	1	150+07	64.7	65.7	77.5	Exceeds / Yes	1.0	12.8			
CM-F45	First Row Single Family Residence	1	150+42	65.7	66.6	79.0	Exceeds / Yes	0.9	13.3			
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	77.3	Exceeds / Yes	1.0	12.2			
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	74.2	Exceeds / Yes	1.0	9.5			
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	72.0	Exceeds / Yes	0.9	6.8			
CM-F58	First Row Single Family Residence	1	159+38	64.7	65.6	70.5	Exceeds / Yes	0.9	5.8			
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	65.9	Below / No	0.9	3.3			
CM-F63	First Row Single Family Residence	1	162+22	58.9	60.2	62.4	Below / No	1.3	3.5			
CM-F64	First Row Single Family Residence	1	163+50	58.0	59.2	61.1	Below / No	1.2	3.1			
CM-F65	First Row Single Family Residence	1	164+84	57.6	59.5	60.8	Below / No	1.9	3.2			
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 (2040)					
							No-Build Alternative	Build Alternative				
Central Miami - East of SR 826 and South of SW 76 th 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	65.9	Below / No	1.7	6.5	
	CM-S16	Second Row Single Family Residence	1		128+65	55.8	57.8	58.5	Below / No	2.0	2.7	
	CM-S17	Second Row Single Family Residence	1		130+26	58.9	60.0	65.7	Below / No	1.1	6.8	
	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	65.8	Below / No	1.1	6.8	
	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	63.0	Below / No	1.3	4.7	
	CM-S24	Second Row Single Family Residence	1		140+80	58.4	59.7	63.7	Below / No	1.3	5.3	
	CM-S25	Second Row Single Family Residence	1		142+23	57.8	59.1	62.9	Below / No	1.3	5.1	
	CM-S26	Second Row Single Family Residence	1		142+83	57.7	58.9	62.3	Below / No	1.2	4.6	
	CM-S27	Second Row Single Family Residence	1		144+20	57.8	59.0	61.7	Below / No	1.2	3.9	
	CM-S28	Second Row Single Family Residence	1		145+31	57.2	58.4	61.0	Below / No	1.2	3.8	
	CM-S29	Second Row Single Family Residence	1		147+33	58.1	59.3	59.7	Below / No	1.2	1.6	
	CM-S30	Second Row Single Family Residence	1		147+88	57.5	58.7	61.1	Below / No	1.2	3.6	
	CM-S31	Second Row Single Family Residence	1		149+78	58.1	59.2	61.3	Below / No	1.1	3.2	
	CM-S32	Second Row Single Family Residence	1		150+42	57.6	58.7	60.9	Below / No	1.1	3.3	
	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	60.9	Below / No	1.2	2.5	
	CM-S38	Second Row Single Family Residence	1		158+25	58.5	59.7	60.7	Below / No	1.2	2.2	
	CM-S39	Second Row Single Family Residence	1		160+08	58.8	60.1	61.3	Below / No	1.3	2.5	
	CM-S40	Second Row Single Family Residence	1		161+43	58.6	59.7	62.1	Below / No	1.1	3.5	
	CM-S41	Second Row Single Family Residence	1		163+12	57.8	59.0	61.5	Below / No	1.2	3.7	
	CM-S42	Second Row Single Family Residence	1		164+56	54.4	57.1	57.1	Below / No	2.7	2.7	
	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	63.0	Below / No	1.9	5.8			
CM-T8	Third Row Single Family Residence	1	128+43	55.4	57.3	61.3	Below / No	1.9	5.9			
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	61.8	Below / No	1.5	5.4			
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	59.9	Below / No	1.4	3.7			
CM-T20	Third Row Single Family Residence	1	140+25	55.8	57.2	58.7	Below / No	1.4	2.9			
CM-T21	Third Row Single Family Residence	1	142+21	56.2	57.5	59.7	Below / No	1.3	3.5			
CM-T22	Third Row Single Family Residence	1	142+76	55.9	57.2	59.2	Below / No	1.3	3.3			
CM-T23	Third Row Single Family Residence	1	144+18	57.2	58.4	60.3	Below / No	1.2	3.1			
CM-T24	Third Row Single Family Residence	1	145+29	56.0	57.2	59.3	Below / No	1.2	3.3			
CM-T25	Third Row Single Family Residence	1	147+14	55.0	56.3	57.0	Below / No	1.3	2.0			
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	54.6	Below / No	1.2	0.7			
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	58.7	Below / No	1.3	3.5			
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	56.8	Below / No	1.2	2.3			
CM-T33	Third Row Single Family Residence	1	157+57	55.9	57.2	58.6	Below / No	1.3	2.7			
CM-T34	Third Row Single Family Residence	1	158+38	55.2	57.3	57.9	Below / No	2.1	2.7			
CM-T35	Third Row Single Family Residence	1	161+18	58.5	59.7	61.6	Below / No	1.2	3.1			
CM-T36	Third Row Single Family Residence	1	162+54	55.1	56.3	57.2	Below / No	1.2	2.1			
CM-T37	Third Row Single Family Residence	1	164+26	55.2	57.5	58.3	Below / No	2.3	3.1			
Minimum						51.6	52.9	52.1	---	0.8	0.2	---
Maximum						66.5	67.5	79.3	---	3.5	13.4	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)						2	15	53	---	---	---	---

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 (2040)					
							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 24 th 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-11	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 40 th 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 40 th 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 (2040)					
							No-Build Alternative	Build Alternative				
Sunrise Manor - West of SR 826 and North of SW 40 th 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 24 th 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 24 th 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 24 th 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	70.3	Exceeds / Yes	1.2	1.4	---
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 (2040)					
							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 24 th 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	Baseball 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-B11	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 24 th 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 24 th 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-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 (2040)						
							No-Build Alternative	Build Alternative					
Miami Gateway - East of SR 826 and North of SW 24 th 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 8 th 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 8 th 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 8 th 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 8 th 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 (2040)					
							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 24 th 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 24 th 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 (2040)					
							No-Build Alternative	Build Alternative				
Miracle Manor - West of SR 826 and North of SW 24 th Street	MM-F21	First Row Single Family Residence	2	Residential NAC B - 66 dB(A)	215+38	59.1	59.4	60.3	Below / No	0.3	1.2	S7-1W (Continued)
	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	
	MM-S18	Second Row Single Family Residence	2		211+90	57.3	57.5	58.0	Below / No	0.2	0.7	
	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 24 th 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 8 th 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 (2040)					
							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 8 th 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 8 th 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 8 th 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 8 th Street	WMC-11	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 8 th Street	OMC-11	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 8 th Street	MHG-11	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 8 th 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-11	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 8 th 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 8 th 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 8 th Street	BFD-11	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 8 th Street	JCS-11	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 (2040)					
							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 8 th 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 8 th 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 8 th 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 8 th 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 8 th 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 8 th 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	S8-1E
	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	61.5	Below / No	0.3	1.2	
	FLEA2-F13.2	First Row Single Family Residence	1		227+37	60.3	60.6	61.4	Below / No	0.3	1.1	
	FLEA2-F13.3	First Row Single Family Residence	1		227+59	60.2	60.5	61.4	Below / No	0.3	1.2	
	FLEA2-F13.4	First Row Single Family Residence	1		227+80	60.2	60.5	61.4	Below / No	0.3	1.2	
	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	61.3	Below / No	0.3	1.1	
	FLE-F1	First Row Single Family Residence	1		228+73	59.4	60.0	63.9	Below / No	0.6	4.5	
	FLE-F2	First Row Multi-Family Residence	2		229+69	58.8	59.2	63.1	Below / No	0.4	4.3	
	FLE-F3	First Row Multi-Family Residence	2		230+42	59.3	59.7	64.2	Below / No	0.4	4.9	
	FLE-F4	First Row Single Family Residence	2		231+22	59.2	59.6	63.5	Below / No	0.4	4.3	
	FLE-F5	First Row Multi-Family Residence	1		233+05	56.3	56.9	61.4	Below / No	0.6	5.1	
	FLE-F5	First Row Multi-Family Residence	1		233+35	57.9	58.4	61.9	Below / No	0.5	4.0	
	FLE-F6	First Row Multi-Family Residence	4		233+85	63.0	63.6	68.7	Exceeds / Yes	0.6	5.7	
	FLE-F7	First Row Multi-Family Residence	2		234+54	63.0	63.6	69.0	Exceeds / Yes	0.6	6.0	
	FLE-F8.1	First Row Single Family Residence	2		235+46	63.3	63.9	69.6	Exceeds / Yes	0.6	6.3	
	FLE-F8.2	First Row Multi-Family Residence	2		236+86	63.8	64.4	70.9	Exceeds / Yes	0.6	7.1	
	FLE-F9	First Row Multi-Family Residence	2		237+62	64.0	64.6	71.3	Exceeds / Yes	0.6	7.3	
	FLE-F10.1	First Row Multi-Family Residence	2		238+53	64.1	64.8	71.6	Exceeds / Yes	0.7	7.5	
	FLE-F10.2	First Row Multi-Family Residence	2		239+00	64.2	64.9	71.7	Exceeds / Yes	0.7	7.5	
FLE-F11	First Row Multi-Family Residence	2	239+78	64.1	64.7	70.9	Exceeds / Yes	0.6	6.8			
FLE-F12	First Row Multi-Family Residence	2	2240+60	64.1	64.7	70.4	Exceeds / Yes	0.6	6.3			
FLE-F13	First Row Multi-Family Residence	2	2241+18	64.2	64.8	70.2	Exceeds / Yes	0.6	6.0			

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 (2040)					
							No-Build Alternative	Build Alternative				
Flagami East Segment A2 - East of SR 826 and North of SW 8 th Street	FLE-F14	First Row Multi-Family Residence	2	Residential NAC B - 66 dB(A)	2241+96	64.4	64.9	69.9	Exceeds / Yes	0.5	5.5	S8-1E (Continued)
	FLE-F15	First Row Multi-Family Residence	2		2243+02	64.2	64.7	68.6	Exceeds / Yes	0.5	4.4	
	FLE-F16	First Row Multi-Family Residence	2		2243+68	64.0	64.5	67.9	Exceeds / Yes	0.5	3.9	
	FLE-F17	First Row Multi-Family Residence	2		2244+46	63.7	64.2	66.8	Approaches / Yes	0.5	3.1	
	FLE-F18	First Row Multi-Family Residence	2		2244+92	63.7	64.1	66.4	Approaches / Yes	0.4	2.7	
	FLE-F19	First Row Multi-Family Residence	2		2246+32	63.7	64.2	65.2	Below / No	0.5	1.5	
	FLE-F20	First Row Multi-Family Residence	2		2247+09	65.7	66.3	64.9	Below / No	0.6	-0.8	
	FLE-F21	First Row Multi-Family Residence	2		2247+83	68.5	69.1	66.0	Approaches / Yes	0.6	-2.5	
	FLE-S1	Second Row Multi-Family Residence	1		229+40	59.7	60.0	61.9	Below / No	0.3	2.2	
	FLE-S2	Second Row Multi-Family Residence	1		230+02	59.0	59.3	61.3	Below / No	0.3	2.3	
	FLE-S3	Second Row Single Family Residence	1		230+30	58.4	58.7	62.2	Below / No	0.3	3.8	
	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	62.4	Below / No	0.4	3.2	
	FLE-S6	Second Row Multi-Family Residence	4		233+26	58.4	58.7	61.3	Below / No	0.3	2.9	
	FLE-S7	Second Row Multi-Family Residence	1		233+97	56.5	57.0	60.1	Below / No	0.5	3.6	
	FLE-S8	Second Row Single Family Residence	1		235+02	57.5	58.0	60.5	Below / No	0.5	3.0	
	FLE-S9	Second Row Multi-Family Residence	2		236+45	59.3	59.9	64.0	Below / No	0.6	4.7	
	FLE-S10	Second Row Multi-Family Residence	2		237+47	58.3	58.8	61.3	Below / No	0.5	3.0	
	FLE-S11	Second Row Multi-Family Residence	2		238+31	58.9	59.4	61.1	Below / No	0.5	2.2	
	FLE-S12	Second Row Multi-Family Residence	2		239+22	58.4	59.0	61.2	Below / No	0.6	2.8	
	FLE-S13	Second Row Multi-Family Residence	2		239+85	57.8	58.3	60.7	Below / No	0.5	2.9	
	FLE-S14	Second Row Single Family Residence	1		2240+37	57.9	58.4	60.7	Below / No	0.5	2.8	
	FLE-S15	Second Row Multi-Family Residence	2		2240+89	57.7	58.3	61.5	Below / No	0.6	3.8	
	FLE-S16	Second Row Multi-Family Residence	2		2241+85	59.6	60.1	63.5	Below / No	0.5	3.9	
	FLE-S17	Second Row Multi-Family Residence	2		2243+01	60.6	61.1	65.1	Below / No	0.5	4.5	
	FLE-S18	Second Row Multi-Family Residence	2		2243+71	59.1	59.7	62.6	Below / No	0.6	3.5	
	FLE-S19	Second Row Multi-Family Residence	2		2244+48	58.9	59.5	62.1	Below / No	0.6	3.2	
	FLE-S20	Second Row Multi-Family Residence	2		2245+76	59.9	60.5	62.4	Below / No	0.6	2.5	
	FLE-S21	Second Row Multi-Family Residence	2		2246+44	59.8	60.4	62.1	Below / No	0.6	2.3	
	FLE-S22	Second Row Single Family Residence	1		2247+01	62.1	62.8	63.2	Below / No	0.7	1.1	
	FLE-S23	Second Row Single Family Residence	1		2247+62	65.1	65.9	65.4	Below / No	0.8	0.3	
	FLE-T1	Third Row Single Family Residence	1		230+63	58.5	58.8	60.7	Below / No	0.3	2.2	
	FLE-T2	Third Row Single Family Residence	1		232+06	57.6	58.0	59.9	Below / No	0.4	2.3	
	FLE-T3	Third Row Multi-Family Residence	2		232+79	57.7	58.1	60.0	Below / No	0.4	2.3	
FLE-T4	Third Row Multi-Family Residence	1	233+84	58.1	58.5	60.7	Below / No	0.4	2.6			
FLE-T5	Third Row Multi-Family Residence	2	234+40	57.8	58.2	60.1	Below / No	0.4	2.3			
FLE-T6	Third Row Single Family Residence	1	237+08	56.8	57.3	58.8	Below / No	0.5	2.0			
FLE-T7	Third Row Multi-Family Residence	2	237+89	57.2	57.8	59.2	Below / No	0.6	2.0			
FLE-T8	Third Row Multi-Family Residence	2	238+70	56.5	57.1	58.8	Below / No	0.6	2.3			
FLE-T9	Third Row Multi-Family Residence	2	239+71	57.1	57.7	59.5	Below / No	0.6	2.4			
FLE-T10	Third Row Multi-Family Residence	1	240+39	57.3	57.9	59.7	Below / No	0.6	2.4			
FLE-T11	Third Row Multi-Family Residence	2	240+94	57.4	58.1	59.7	Below / No	0.7	2.3			
FLE-T12	Third Row Single Family Residence	1	219+00	58.6	59.3	61.1	Below / No	0.7	2.5			
FLE-T13	Third Row Single Family Residence	1	219+00	59.1	59.9	61.2	Below / No	0.8	2.1			
FLE-T14	Third Row Single Family Residence	1	219+00	59.8	60.6	61.9	Below / No	0.8	2.1			
FLE-T15	Third Row Single Family Residence	1	219+00	59.9	60.8	62.2	Below / No	0.9	2.3			
FLE-T16	Third Row Multi-Family Residence	2	219+00	60.3	61.1	62.8	Below / No	0.8	2.5			
FLE-T17	Third Row Single Family Residence	2	219+00	61.1	62.1	63.0	Below / No	1.0	1.9			
FLE-T18	Third Row Single Family Residence	2	219+00	62.3	63.2	63.6	Below / No	0.9	1.3			
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	-2.5	---
Maximum						68.5	69.1	71.7	---	1.0	7.5	---
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 Gastroenterology - East of SR 826 and South of Flagler Street	FPG-11	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	2248+68	49.0	49.5	49.2	Below / No	0.5	0.2	---
Minimum						49.0	49.5	49.2	---	0.5	0.2	---
Maximum						49.0	49.5	49.2	---	0.5	0.2	---
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-11	Medical Facility Interior Use	1 (Special Land Use)	Medical Facility Interior NAC D - 51 dB(A)	2248+55	48.8	49.3	48.6	Below / No	0.5	-0.2	---
Minimum						48.8	49.3	48.6	---	0.5	-0.2	---
Maximum						48.8	49.3	48.6	---	0.5	-0.2	---
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 8 th 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 (2040)					
							No-Build Alternative	Build Alternative				
Flagami West - West of SR 826 and North of SW 8 th 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 8 th 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 (2040)					
							No-Build Alternative	Build Alternative				
Flagami West Segment A2 - West of SR 826 and North of SW 8 th 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 8 th 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	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)
	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 (2040)					
							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-11	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 (2040)					
							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-11	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-11	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 16 (Segment 9)												
Royal Palms Apartments - West of SR 826 and North of NW 7 th 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 (2040)					
							No-Build Alternative	Build Alternative				
Royal Palms Apartments - West of SR 826 and North of NW 7 th 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 16 (Segment 9)												
Royal Palms Apartments - West of SR 826 and North of NW 7 th 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	---	---	---	---

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APPENDIX E
Noise Barrier Analyses Tables
(4.1.1 – 4.9.2)

Table 4.1.1 - Noise Barrier Analyses for Common Noise Environment CNE 1-1W (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	---

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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 4.1.2.1 - 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	---

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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 4.1.2.2 - 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	700	1034+00	1041+00	\$378,000	14.9	7.3	75%	YES	NO	531	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	700	1034+00	1041+00	\$420,000	15.5	7.5	75%	YES	NO	590	NO	NO	---
	VWP-CD3	Ground Mounted	Eastern Right-of-Way Line of US 1	22	700	1034+00	1041+00	\$462,000	16.0	7.6	75%	YES	NO	649	NO	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 4.1.3.2 - 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	---	700	700	700	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)	---	12,600	14,000	15,400	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	531	590	649	persons
6	Total Person Hours per Day Benefited by Noise Barrier (Multiply Item 4 by Item 5)	---	531	590	649	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	94	0	5	5	6.2	7.5	\$316,800	\$63,360	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 826	18	660	44+00	2001+30	94	0	5	5	8.4	9.3	\$356,400	\$71,280	NO	---
	GM-CD3	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	20	660	44+00	2001+30	94	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	94	0	5	5	10.8	11.6	\$435,600	\$87,120	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 4.2.2 - 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	55	28	58	86	6.8	8.5	\$528,000	\$6,140	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	55	51	81	132	9.9	13.7	\$870,000	\$6,591	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											

 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	8	0	8	5.8	6.7	\$336,000	\$42,000	NO	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 Northbound SR 826	8	100	2013+00	2014+00	41	41	9	50	8.8	11.9	\$426,000	\$8,520	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	158	0	0	0	0.0	4.2	\$576,000	N/A	NO	Barrier design does not FDOT's Noise Abatement Design Goal of achieving a 7 dB(A) reduction at an impacted site.
			Segment 2 of 2 - Outside Shoulder of Southbound SR 826	8	900	2000+00	2009+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	158	60	59	119	7	9.5	\$1,260,000	\$10,588	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										
				8	400	2000+00	2004+00										
				14	500	2004+00	2009+00										
				Segment 2 of 2 - Outside Shoulder of Southbound SR 826	8	400	2000+00	2004+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	2026+50	2037+00	3	3	0	3	7.1	7.4	\$252,000	\$84,000	NO	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Northbound SR 826	10	1,050	2026+50	2037+00	3	3	2	5	7.0	8.6	\$315,000	\$63,000	NO	---
	SM-CD3	Shoulder Mounted	Outside Shoulder of Northbound SR 826	12	1,050	2026+50	2037+00	3	3	3	6	7.4	9.8	\$378,000	\$63,000	NO	---
	SM-CD4	Shoulder Mounted	Outside Shoulder of Northbound SR 826	14	1,050	2026+50	2037+00	3	3	5	8	7.3	10.4	\$441,000	\$55,125	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-CD1	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	14	840	2028+60	2037+00	3	3	2	5	7.3	9.7	\$352,800	\$70,560	NO	---
	GM-CD2	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	16	960	2027+40	2037+00	3	3	4	7	7.7	11	\$460,800	\$65,829	NO	---
	GM-CD3	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	18	960	2027+40	2037+00	3	3	5	8	9.2	12.1	\$518,400	\$64,800	NO	---
	GM-CD4	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	20	960	2027+40	2037+00	3	3	5	8	8.1	12.1	\$576,000	\$72,000	NO	---
	GM-CD5	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	22	1,000	2027+00	2037+00	3	3	5	8	8.5	12.7	\$660,000	\$82,500	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 4.3.2 - 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	1,000	2042+00	2052+00	3	1	0	1	6.0	6.0	\$240,000	\$240,000	NO	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Northbound SR 826	14	1,000	2042+00	2052+00	3	2	1	3	6.9	8.9	\$420,000	\$140,000	NO	---
	GM-CD1	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	14	700	2040+00	2047+00	3	3	0	3	8.9	9.8	\$294,000	\$98,000	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 826	16	700	2040+00	2047+00	3	3	0	3	8.1	10.4	\$336,000	\$112,000	NO	---
	GM-CD3	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	18	700	2040+00	2047+00	3	3	0	3	8.5	10.9	\$378,000	\$126,000	NO	---
	GM-CD4	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	20	700	2040+00	2047+00	3	3	0	3	8.8	11.3	\$420,000	\$140,000	NO	---
	GM-CD5	Ground Mounted	Eastern Right-of-Way Line of Northbound SR 826	22	700	2040+00	2047+00	3	3	0	3	9.1	11.6	\$462,000	\$154,000	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 4.3.3 - 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	2,670	2028+50	2054+20	13	10	1	11	7.0	8.0	\$640,800	\$58,255	NO	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Southbound SR 826	14	2,670	2028+50	2054+20	13	8	12	20	6.6	7.9	\$1,121,400	\$56,070	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	12	3	15	8.5	10.8	\$1,113,000	\$74,200	NO	---
	GM-CD2	Ground Mounted	Western Right-of-Way Line of Southbound SR 826	16	2,650	2028+00	2054+00	13	12	4	16	8.9	11.5	\$1,272,000	\$79,500	NO	---
	GM-CD3	Ground Mounted	Western Right-of-Way Line of Southbound SR 826	18	2,650	2028+00	2054+00	13	12	5	17	9.2	12.1	\$1,431,000	\$84,176	NO	---
	GM-CD4	Ground Mounted	Western Right-of-Way Line of Southbound SR 826	20	2,650	2028+00	2054+00	13	12	6	18	9.4	12.7	\$1,590,000	\$88,333	NO	---
	GM-CD5	Ground Mounted	Western Right-of-Way Line of Southbound SR 826	22	2,650	2028+00	2054+00	13	12	9	21	9.2	13.2	\$1,749,000	\$83,286	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 4.4.1 - 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	4,820	2058+00	2106+00	33	20	8	28	6.9	10.1	\$1,156,800	\$41,314	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase.
	SM-CD2	Shoulder Mounted	Outside Shoulder of Northbound SR 826	14	4,820	2058+00	2106+00	33	25	17	42	8.8	15.8	\$2,024,400	\$48,200	NO	---
	GM-CD1	Ground Mounted	Eastern Right-of-Way Line of SR 826	14	5,160	2056+50	2106+00	33	22	7	29	7.4	15.1	\$2,167,200	\$74,731	NO	---
	GM-CD2	Ground Mounted	Eastern Right-of-Way Line of SR 826	16	5,160	2056+50	2106+00	33	23	10	33	7.8	16.1	\$2,476,800	\$75,055	NO	---
	GM-CD3	Ground Mounted	Eastern Right-of-Way Line of SR 826	18	5,160	2056+50	2106+00	33	23	11	34	8.3	17.1	\$2,786,400	\$81,953	NO	---
	GM-CD4	Ground Mounted	Eastern Right-of-Way Line of SR 826	20	5,160	2056+50	2106+00	33	23	14	37	8.5	17.7	\$3,096,000	\$83,676	NO	---
	GM-CD5	Ground Mounted	Eastern Right-of-Way Line of SR 826	22	5,160	2056+50	2106+00	33	23	16	39	8.8	18.3	\$3,405,600	\$87,323	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	2,000	2057+00	2077+00	7	7	2	9	6.6	7.9	\$480,000	\$53,333	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.
	SM-CD2	Shoulder Mounted	Outside Shoulder of Southbound SR 826	14	2,000	2057+00	2077+00	7	7	7	14	8.3	11.2	\$840,000	\$60,000	NO	---
	GM-CD1	Ground Mounted	Western Right-of-Way Line of SR 826	14	2,000	2057+00	2077+00	7	6	0	6	7.5	8.4	\$840,000	\$140,000	NO	---
	GM-CD2	Ground Mounted	Western Right-of-Way Line of SR 826	16	2,000	2057+00	2077+00	7	6	1	7	7.4	8.9	\$960,000	\$137,143	NO	---
	GM-CD3	Ground Mounted	Western Right-of-Way Line of SR 826	18	2,000	2057+00	2077+00	7	7	2	9	7.6	9.3	\$1,080,000	\$120,000	NO	---
	GM-CD4	Ground Mounted	Western Right-of-Way Line of SR 826	20	2,000	2057+00	2077+00	7	7	4	11	7.7	9.8	\$1,200,000	\$109,091	NO	---
	GM-CD5	Ground Mounted	Western Right-of-Way Line of SR 826	22	2,000	2057+00	2077+00	7	7	5	12	7.9	10.4	\$1,320,000	\$110,000	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 4.4.3.1 - 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	7.9	12.7	53%	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	8.1	13.4	60%	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	8.2	14.1	67%	YES	NO	2,969	NO	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 4.4.3.2 - Conceptual Noise Barrier Design - Usage Analysis for Miami Memorial Park Cemetery (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	---

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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	29	3	3	6	5.6	5.8	\$552,000	\$92,000	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	29	6	32	38	6.9	10.7	\$786,000	\$20,684	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	29	6	54	60	6.9	12.0	\$894,000	\$14,900	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											

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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 4.5.3.1 - Noise Barrier Analyses for Common Noise Environment CNE S5-2W (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		Segment 3 of 3 - Western Right-of-Way Line of SR 826	22	2,300	90+00	113+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 4.5.3.2 - Conceptual Noise Barrier Design - Usage Analysis for Tropical Park - NSA 64 (CNE S5-2W)

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	5,180	116+00	168+00	53	32	0	32	7.4	8.7	\$1,243,200	Not Applicable- Replacement Barrier	YES	---
	SM-CD2	Shoulder Mounted	Outside Shoulder of Northbound SR 826	14	5,180	116+00	168+00	53	45	0	45	10.5	14.3	\$2,175,600	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.
	SM-CD3	Shoulder Mounted	Outside Shoulder of Northbound SR 826	8	820	159+00	168+00	53	40	0	40	10.8	14.3	\$2,028,000	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).
				14	4,360	116+00	159+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										

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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. 36.5

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	2,040	177+50	198+00	24	22	8	30	7.7	11.2	\$856,800	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 4.8.2 - 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.

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.

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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 4.9.1 - 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	610	2262+00	2268+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).
				8	510	2268+00	2272+00										
	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 impacted 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	---

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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.

SR 826/Palmetto Expressway PD&E Study

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
Miami-Dade County, Florida

