



Section 3B

Noise Impact Reevaluation and Final Design Barrier Report

February 19, 2014

**SR 46 from West of US 441 to East of Vista View
Lake County, Florida**

Financial Project ID: 238275-2-32-02

**Prepared for:
Florida Department of Transportation
District 5
Environmental Management Office
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EXECUTIVE SUMMARY

In March 2012, a Noise Study Report was prepared for the Wekiva Parkway Project Development and Environment (PD&E) Study. Based on that noise analysis, the Florida Department of Transportation (FDOT) committed to evaluate further project-related noise impacts throughout the corridor. This Final Design Noise Impact Reevaluation is being conducted to fulfill that commitment for Section 3B of the Wekiva Parkway (SR 46 from west of US 441 to east of Vista View) in Mt. Dora. Impact reevaluation procedures follow *Title 23, Code of Federal Regulations (C.F.R.), Part 772: Procedures for Abatement of Highway Traffic Noise and Construction Noise* (July 13, 2010), Part II, Chapter 17 of the FDOT’s *Project Development and Environment Manual* (revised May 24, 2011) and *Chapter 335.17, Florida Statutes*. This Reevaluation also adheres to current Federal Highway Administration (FHWA) traffic noise analysis guidelines contained in *Report FHWA-HEP-10-025, Highway Traffic Noise: Analysis and Abatement Guidance*, revised January 2011.

PART 1: NOISE IMPACT REEVALUATION SUMMARY

The Reevaluation efforts predict a moderate 4.5 dB(A) average noise increase over existing conditions upon completion of the interchange modification and widening of SR 46 through the study corridor. As a result, 25 noise-sensitive receptors are predicted to either approach by one decibel or exceed the FHWA Noise Abatement Criterion (NAC) of 67.0 dB(A) for residential land uses. A tabular summary of the impacted sites is presented below in Table ES-1

Table ES-1: Project Noise Impacts					
Common Noise Environment	NAC Activity Category	Represented Noise Sites	Avg. Existing Noise Level (dB(A))	Avg. Project Noise Level (dB(A))	Noise Level Change Over Existing (dB(A))
Lake Franklin	B	11 Single-Family residences	62.3	66.5	4.2
Southern Mobile Home Park	B	9 Single-family residences	63.9	68.5	4.6
Summerbrooke	B	2 Single-family residences	58.9	66.7	8.1
Scattered Site R2	B	1 Single-family residence	62.2	66.0	3.8
Hacienda Hill	B	2 Single-family residences	63.5	66.6	3.1

NOISE BARRIER ANALYSIS

To abate for traffic noise impacts, noise barriers were evaluated for four of the five impacted Common Noise Environments; a summary of which is provided below in Table ES-2. Three of the analyzed barriers meet both the FHWA 5.0 dB(A) minimum noise reduction requirement and FDOT's 7.0 dB(A) abatement design goal. However, these barriers for Lake Franklin, Summerbrooke and Hacienda Hill are not considered cost-reasonable because they exceed the \$42,000 cost per benefitted receptor cost criteria.

The barrier analyzed to abate traffic noise impacts at the single-family receptor R2 is not feasible due to its inability to achieve FHWA's requirement that a minimum of *two* impacted receptors must benefit from a barrier.

This Reevaluation concurs with the findings of the 2012 Noise Study Report, which indicated that only one barrier, the Southernaire wall, is both reasonable and feasible.

Feasible Noise Barrier	Number of Impacted Sites	Number of Benefitted Noise Sites	Avg. Noise Reduction (dB(A))	Wall Length	Optimum Wall Height	Estimated Barrier Cost	Cost Per Benefitted Receptor	Barrier Reasonable ?
Lake Franklin	11 Single-Family residences	8	8.3	1,514'	14'	\$635,880	\$79,485	No.
Southernaire Mobile Home Park	9 Single-family residences	17	9.5	900'	Varies 10'-14'	\$350,280	\$20,605	Yes
Summerbrooke	2 Single-family residences	7	5.5	880'	22'	\$580,000	\$82,857	No
Scattered Site R2	1 Single-family residence	1	Not Feasible					No
Hacienda Hill	2 Single-family residences	2	6.5	576'	14'	\$241,920	\$120,960	No

STATEMENT OF LIKELIHOOD

Based on the noise analysis performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at 11 impacted Activity Category B residences in the Lake Franklin neighborhood; 2 residences in the Southernaire Mobile Home Park; the single-family residence represented by R2; the 2 residences in the Summerbrooke subdivision; and the 2 residences in the Hacienda Hill subdivision.

The Florida Department of Transportation is committed to construction of the Southernaire Mobile Home Park noise barrier summarized below in Table E-3. This commitment is contingent upon the following conditions:

- Community input concerning types, heights, and locations of the noise barrier(s) is solicited and the affected property owners support construction of the noise barrier.
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.
- Any other mitigating circumstances revealed during the final design have been analyzed and resolved.

Table ES-3: Recommended Noise Barrier: Southernaire Mobile Home Park							
Number of Impacted Residences	Number of Benefited Residences	Avg. Noise Reduction dB(A)	Approx. Total Wall Length	Optimized Height		Estimated Barrier Cost	Cost per Benefited Residence
				Design Station Number	Wall Height		
9	6	9.5	900'	SR 40 Sta. 28+00 to US 441 Sta. 449+79	14'	\$350,280	\$20,605
				US 441 Sta. 449+79 to Sta. 451+43	12'		
				US 441 Sta. 451+20 to Sta. 452+90	10'		

PART 2: FINAL DESIGN NOISE BARRIER ANALYSIS

Further engineering evaluation of the recommended Southernaire Mobile Home Park noise barrier did not identify any constraints to construction with the length and height dimensions shown above in Table ES-3. Consequently, the Department met with the property owner and mobile home park residents to present the recommended barrier and to distribute opinion survey forms.

Nine of the impacted or benefited residents responded to the survey. Of those respondents, 89% voted for the noise barrier. The majority aesthetic choice was Ashlar Stone in light tan. The Department met separately with representatives of the property owner, Equity Lifestyle Properties. They are also in favor of the noise barrier and concur with the residents' choice of Ashlar Stone in light tan. Refer to Appendix C for a compilation of these surveys.

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DEFINITIONS

The following are the definitions of terms used in this Noise Study Report. These terms are also contained in the guiding publication put forth by the Florida Department of Transportation (FDOT): *Project Development and Environment (PD&E) Manual, Part 2, Chapter 17, revised May 24, 2011.*

- **Approach Criteria.** Approaching the criteria means within one decibel (dB) of the appropriate Federal Highway Administration (FHWA) Noise Abatement Criteria (refer to definition below).
- **Benefited Receptor.** The recipient of an abatement measure that receives a noise reduction at or above the minimum 5.0 dB(A) FHWA requirement.
- **Common Noise Environment.** A group of receptors within the same FHWA Activity Category (Refer to Table 1) that are exposed to similar noise sources and levels; traffic volumes, traffic mix, and speed; and topographic features. Generally, common noise environments occur between two secondary noise sources, such as interchanges, intersections and/or crossroads. A common noise environment involves a group of impacted receptors that would benefit from the same noise barrier or noise barrier system (i.e. overlapping/continuous noise barriers).
- **Date of Public Knowledge.** The approval date of the Categorical Exclusion (CE), the Finding of No Significant Impact (FONSI), the Record of Decision (ROD), State Environmental Impact Report (SEIR) or Non-major State Action (NMSA). Any noise sensitive receptor that is permitted between the completion of the Noise Study Report and the Date of Public Knowledge will be analyzed for traffic noise impacts and possible noise abatement considered during the design phase of the project.
- **Decibel.** A unit of sound level measurement. For traffic noise purposes, the A-weighted scale is used which closely approximates the frequency range of human hearing. The A-weighted decibel is abbreviated dB(A).
- **Design Year.** The future year used to estimate the probable traffic volume for which a roadway is designed. For this project, Design Year is 2039.
- **Impacted Receptor.** A noise sensitive receptor that has a traffic noise impact.
- **Leq.** The equivalent steady-state sound level that, in a stated period of time, contains the same acoustic energy as the time-varying sound level during the same time period.
- **Noise Abatement Criteria (NAC).** The noise level, depending on Activity Category, at which noise abatement must be considered. Refer to Table 1 in the body of this report.

- **Noise Barrier.** A physical obstruction that is constructed between the highway noise source and the noise sensitive receptor(s) that lowers the noise level. Noise barriers include stand-alone noise walls, noise berms (earth or other materials), and combination berm/wall systems.
- **Noise Reduction Design Goal.** The optimum desired noise reduction determined by calculating the difference between future build noise levels with abatement to future noise levels without abatement. The noise reduction design goal for the State of Florida is 7.0 dB(A) for at least one impacted receptor.
- **Permitted.** Vacant land is not noise-sensitive and is excluded from this traffic noise analysis. However, such property will be analyzed in this noise study if the local agency with jurisdiction has granted a building permit for a specific edifice associated with a noise sensitive land use prior to the project's Date of Public Knowledge.
- **Receptor.** A discrete or representative location of a noise sensitive area(s).
- **Residence.** A dwelling unit. Either a single family (sf) residence or each dwelling unit in a multifamily (mf) dwelling.
- **Statement of Likelihood.** A statement provided in the environmental clearance document based on the feasibility and reasonableness analysis completed at the time of the environmental document is being approved.
- **Substantial Noise Increase.** This is an increase of 15.0 or more decibels above the existing noise level as a direct result of the transportation improvement project.
- **Traffic Noise Impacts.** Design year build condition noise levels that approach or exceed the FHWA NAC; or design year build condition noise levels that create a substantial noise increase over existing noise levels.

INTRODUCTION

The Florida Department of Transportation (FDOT) District 5 is continuing project development on Segment 3B, the Lake County West portion of the planned Wekiva Parkway. In March 2012, a Noise Study Report was prepared for the entire Wekiva Parkway Project Development and Environment (PD&E) project. That report identified project noise impacts to residential neighborhoods bordering the Mount Dora US 441/SR 46 interchange in the Wekiva 3B segment, and subsequently recommended further consideration of a noise barrier for residences located in the interchange’s southwest quadrant.

In March 2013, the City of Mount Dora Council selected a modified at-grade, signalized intersection with a flyover ramp concept for the reconstruction of the US 441/SR 46 interchange (refer to Figure 1). This preferred design differs from the design that was evaluated as part of the 2012 PD&E project. As such, a reevaluation of potential project noise impacts and possible noise abatement consideration is required in accordance with *Title 23, Code of Federal Regulations (C.F.R.), Part 772: Procedures for Abatement of Highway Traffic Noise and Construction Noise* (July 13, 2010), Part II, Chapter 17 of the FDOT’s *Project Development and Environment Manual* (revised May 24, 2011) and Chapter 335.17, Florida Statutes. The procedures followed for this Reevaluation also adhere to current Federal Highway Administration (FHWA) traffic noise analysis guidelines contained in Report FHWA-HEP-10-025, *Highway Traffic Noise: Analysis and Abatement Guidance*, revised December 2011.



Figure 1: Preferred Interchange Configuration

PROJECT IMPROVEMENTS

The final design changes to the 2012 PD&E interchange configuration involve a southerly shift in the horizontal alignment and a lower vertical elevation of the proposed southbound-eastbound flyover ramp. The project entails reconfiguring the existing SR 46/US 441 interchange by eliminating the current US 441 overpass and lowering the roadway to match the existing SR 46 elevation with an at-grade signalized intersection. This intersection will replace the two existing ramp termini east and west of US 441. The southbound to eastbound movement will be accommodated with a two-lane flyover ramp will carry traffic over this intersection.

The project will also widen SR 46 to a six-lane controlled access urban arterial. This section would provide a 22-foot raised median, three 12-foot travel lanes in each direction, 4-foot designated bike lanes, curb and gutter, and 5-foot sidewalks. The speed limit would be reduced to 45 mph. The proposed typical sections are included in this report in Appendix A and further engineering detail can be obtained in the project's Preliminary Engineering Report and in the Final Design engineering plans.

NOISE IMPACT REEVALUATION ANALYSIS

METHODOLOGY

Traffic noise is a combination of noises produced by the engine, exhaust, and tires and is never constant. The noise level is always changing with the number, type and speed of the vehicles that produce the noise. As such, the noise metric used to describe this combination of noise is referred to as “L_{eq}”. This metric allows for the fluctuations of daily traffic noise to be analyzed in terms of steady noise levels with the same acoustic energy, and thus, is the level of constant sound. Constant sound is quantified by a meter that measures units called decibels (dB). For highway traffic noise, an adjustment or weighting of the high and low-pitched sounds is applied to approximate the way an average person hears. These adjusted sounds are called “A-weighted decibels” and are expressed as “dB(A)”.

Identification of Noise-Sensitive Receptor Sites

Land use plays an important role in traffic noise analyses. To determine which land uses are “noise-sensitive”, this noise impact analysis used the FHWA Noise Abatement Criteria (NAC). Shown on the following page in Table 1, these criteria are divided into individual land use activity categories. For each of these categories, the FHWA has established noise levels at which noise abatement must be considered.

Additionally, FDOT requires noise abatement consideration for all noise levels that approach within one decibel of the FHWA abatement criteria. These “approach” levels are also identified on Table 1.

One final criterion for determining project impacts occurs when project noise levels are *below* the NAC but the predicted project-related noise levels show a substantial increase (+15 dB(A) or more) over existing levels. For example, if existing noise levels are 41.0 dB(A) and project-related noise levels are 56.0 dB(A), noise abatement consideration is required due to the 15.0 dB(A) increase.

Following the FDOT noise rule set forth in Chapter 17 of the PD&E Manual, all undeveloped noise sensitive property with active building permits within the project corridor, or newly developed properties that were not included in the 2012 Noise Study Report, were analyzed for traffic noise impacts and possible noise abatement consideration as part of this Reevaluation. The Summerbrooke subdivision north of SR 46 is there only area within the project corridor with new and ongoing construction.

Table 1: Noise Abatement Criteria (Hourly A-Weighted Sound Level-decibels (dB(A)))				
Activity Category	Activity Leq(h) ¹		Evaluation Location	Description of Activity Category
	FHWA	FDOT		
A	57.0	56.0	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	67.0	66.0	Exterior	Residential.
C ²	67.0	66.0	Exterior	Active sports areas, amphitheatres, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, golf courses, places of worship, playgrounds, public meeting rooms, public/non-profit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52.0	51.0	Interior	Auditoriums, daycare centers, hospitals libraries, medical facilities, places of worship, public meeting rooms, public/nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E ²	72.0	71.0	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.
<p>(Based on Table 1 of 23 CFR Part 772)</p> <p>¹ The Leq(h) Activity Criteria values are for impact determination only, and are not design standards for noise abatement measures.</p> <p>² Includes undeveloped lands permitted for this activity category.</p> <p><i>Note:</i> 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.</p>				

An illustration of typical exterior and interior noises and their associated decibel level is presented on the following page in Table 2.

Table 2: Comparative Noise Levels		
Outside Activity	dB(A)	Inside Activity
	110	Rock Band
Jet Flyover at 1,000 ft.		
	100	
Gas Lawn Mower at 3 ft.		
	90	
Diesel Truck at 50 mph (at 50 ft.)		Food Blender at 3 ft.
	80	Garbage Disposal at 3 ft.
Busy Urban Area Daytime		
FHWA Activity Category "E"	72	
Gas Mower at 100 ft.	70	Vacuum Cleaner at 10 ft.
FHWA Activity Category "B/C"	67	
		Busy Restaurant
Heavy Traffic at 300 ft.	60	Normal Speech at 3 ft.
		Large Business Office
FHWA Activity Category "A"	57	
	52	FHWA Activity Category "D"
Quiet Urban Daytime	50	
Quiet Urban Nighttime	40	Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night
	20	
	10	
Threshold of Human Hearing	0	Threshold of Human Hearing

Sources: California Dept. of Transportation Technical Noise Supplement, Oct. 1998, Aviation Noise Effects Report No. FAA-EE-85-2

Noise Prediction Model Validation

The 2012 Noise Study Report followed all current noise impact analyses regulations and procedures. However, updated field measurements were required to validate the FHWA Traffic Noise Model (TNM) - version 2.5 for use in this Reevaluation. A series of three 10-minute measurements were taken at the FDOT right of way line adjacent to Southernaire Mobile Home Park Receptor S4 (refer to Figure 2, Sheet 1).

The Extech Instruments Model 407780 Type 2 Integrating Sound Level Meter, calibrated at 114.0 dB(A) with an Extech Instruments Model 407766 calibrator, was adjusted to the A-weighted frequency scale which makes it respond more like a human ear. During each 10-minute measurement session, traffic data was collected and included the number of cars, medium trucks (delivery-type trucks/two axles, six wheels), buses, motorcycles, and heavy trucks (tractor-trailers, concrete trucks/more than two axles) traversing the measurement site. The travel speed for each type of vehicle was recorded using a Bushnell Speedster hand-held radar gun.

TNM predicted within the 3.0-decibel acceptance range noise levels for each of the 10-minute sessions. The model, therefore, is considered validated and acceptable for predicting noise levels for this Reevaluation effort.

Changes to Traffic Input Data

Traffic data used in the 2012 Noise Study Report was not made available for this Reevaluation effort. As such, Level of Service (LOS) “C” traffic data for the 2039 design year was obtained from the current FDOT Level of Service Manual included in this report as Appendix B.

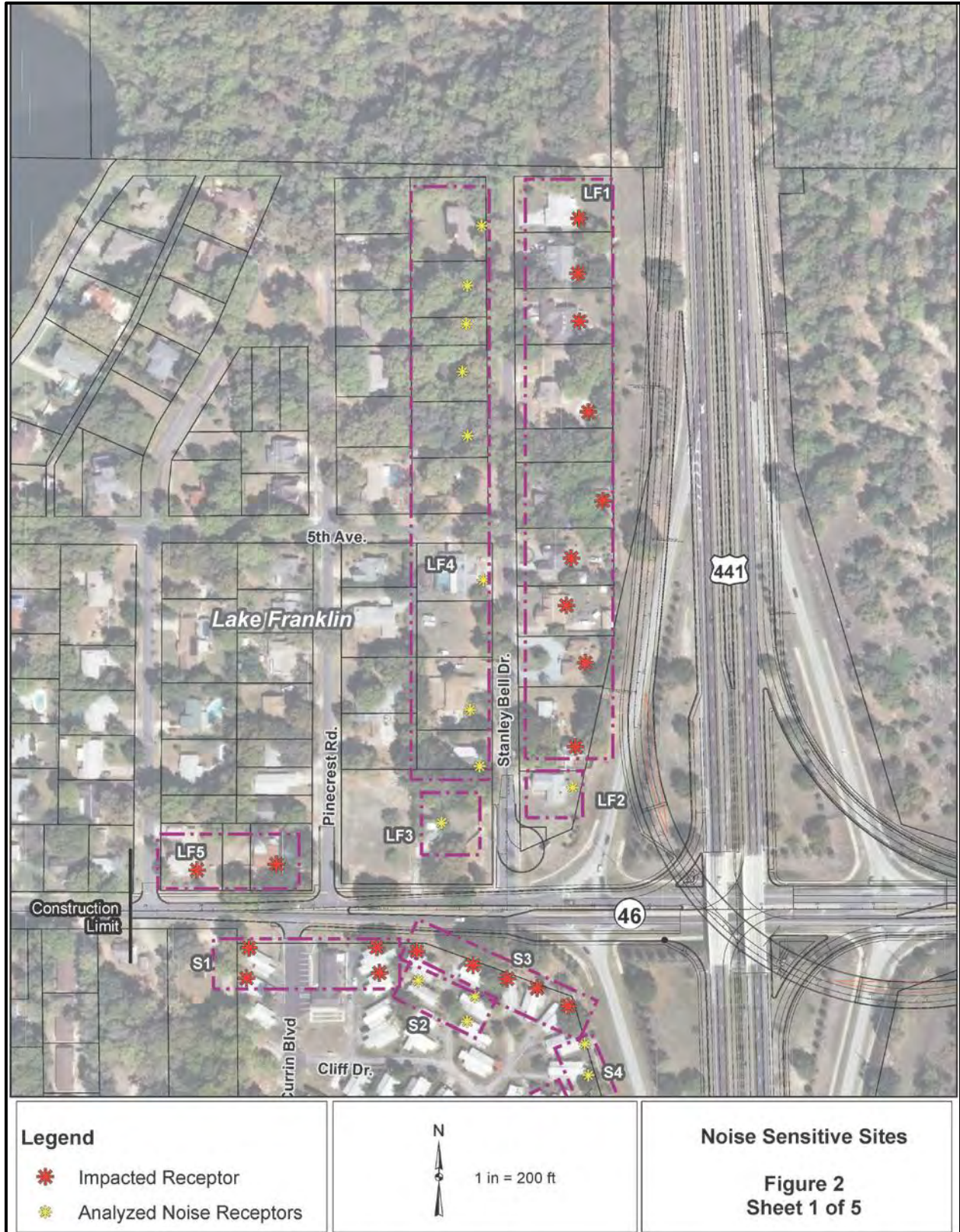
NOISE IMPACT REEVALUATION RESULTS

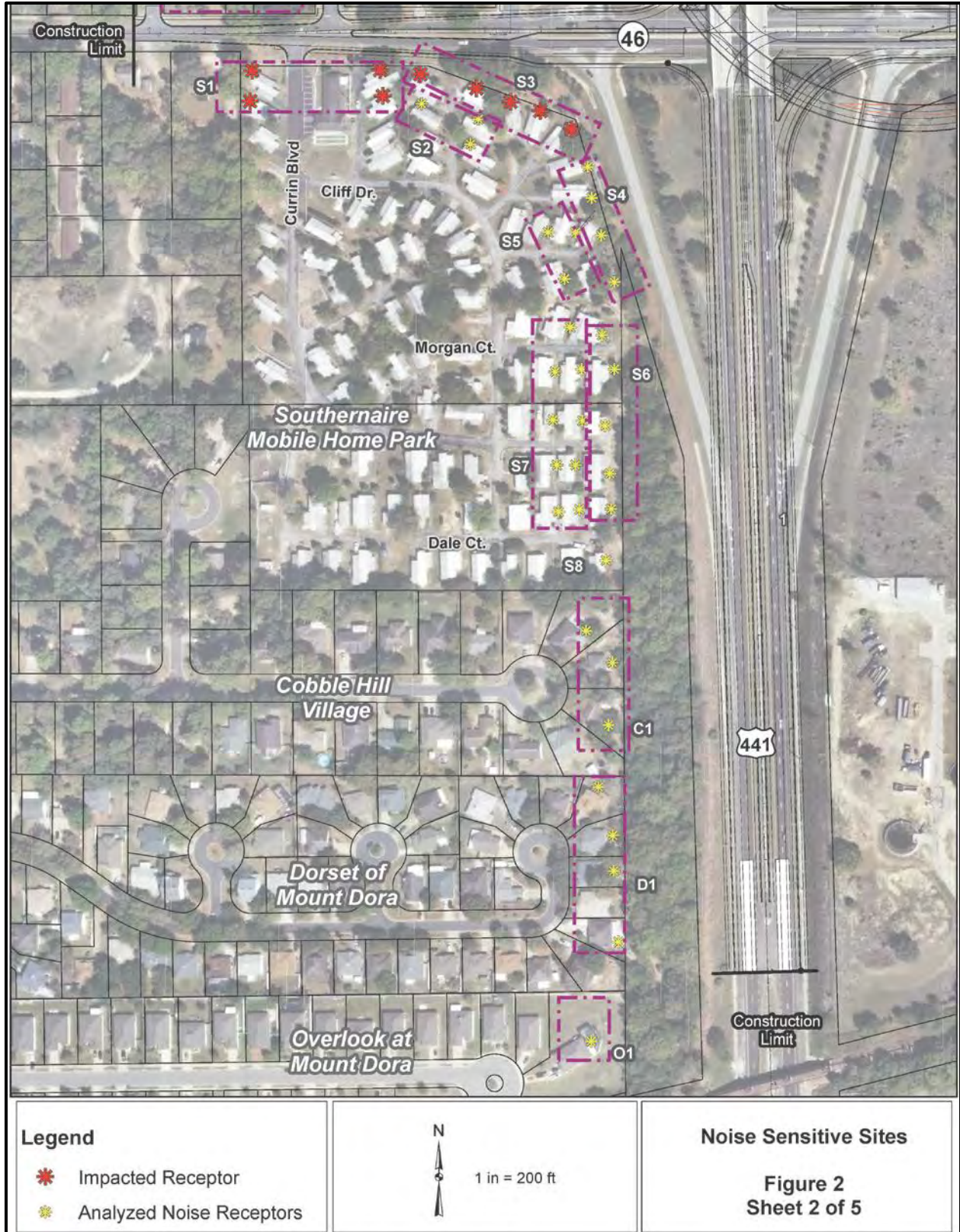
Because more detailed engineering data is available during the project’s final design phase, a more exact prediction of project noise impacts is possible. Overall, predicted noise impacts from the final design interchange design are fewer than those predicted for PD&E interchange configuration. The Reevaluation identified 25 noise-sensitive receptors that are predicted to approach by one decibel or exceed the FHWA Noise Abatement Criterion (NAC) of 67.0 dB(A) for residential land uses as summarized on the following page in Table 3. Further reference to the NAC in this report will focus on this 66.0 dBA approach criterion.

Table 3: Reevaluation Impact Summary									
Reevaluated Noise-Sensitive Receptors			Existing Scenario	2012 PD&E Study		2013 Final Design Reevaluation			Consider Abatement? Yes or No
Representative Receptor ID	# Receptor Sites Represented	NAC Category /Approach Criterion ¹ (dB(A))		Design Year		Distance from closest edge of pavement	Projected Noise Level (dB(A))	Distance from closest edge of pavement	
			Common Noise Environment: Lake Franklin						
LF1	9 sf	B/66.0	61.3	143'	71.0 (#74,76,78)	134'	66.6	5.3	Yes
LF2	1 sf	B/66.0	64.7	124'	72.0 (#73)	97'	65.2	0.5	No
LF3	1 sf	B/66.0	59.7	72'	71.0 (#72)	128'	62.8	3.1	No
LF4	8 sf	B/66.0	58.4	499'	61.0 (#75)	262'	61.0	2.6	No
LF5	2 sf	B/66.0	63.3	n/a	n/a	61'	66.4	3.1	Yes
Common Noise Environment: SW Quadrant of Interchange									
<i>Southernaire Mobile Home Park</i>									
S1	4 mf	B/66.0	65.5	81'	67.0 (#70)	49'	68.9	3.4	Yes
S2	3 mf	B/66.0	60.2	n/a	n/a	112'	65.3	5.1	No
S3	5 mf	B/66.0	62.4	118'	68.0 (#69, 71)	82'	68.2	5.8	Yes
S4	4 mf	B/66.0	63.7	175'	69.0 (#68)	203'	65.0	1.3	No
S5	3 mf	B/66.0	60.2	440'	62.0 (#67)	281'	62.4	2.2	No
S6	5 mf	B/66.0	63.4	184'	68.0 (#66)	176'	65.3	1.9	No
S7	9 mf	B/66.0	58.9	421'	61.0 (#64)	277'	61.5	2.6	No
S8	1 mf	B/66.0	61.4	n/a	n/a	194'	64.6	3.2	No
<i>Cobble Hill Village</i>									
C1	3 sf	B/66.0	60.0	179'	66.0 (#63)	200'	64.7	4.7	No
<i>Dorset of Mount Dora</i>									
D1	4 sf	B/66.0	59.7	160'	67.0 (#61)	196'	64.8	5.1	No
<i>Overlook at Mount Dora</i>									
O1	1 sf	B/66.0	58.0	219'	65.0 (#59)	279'	62.7	4.7	No

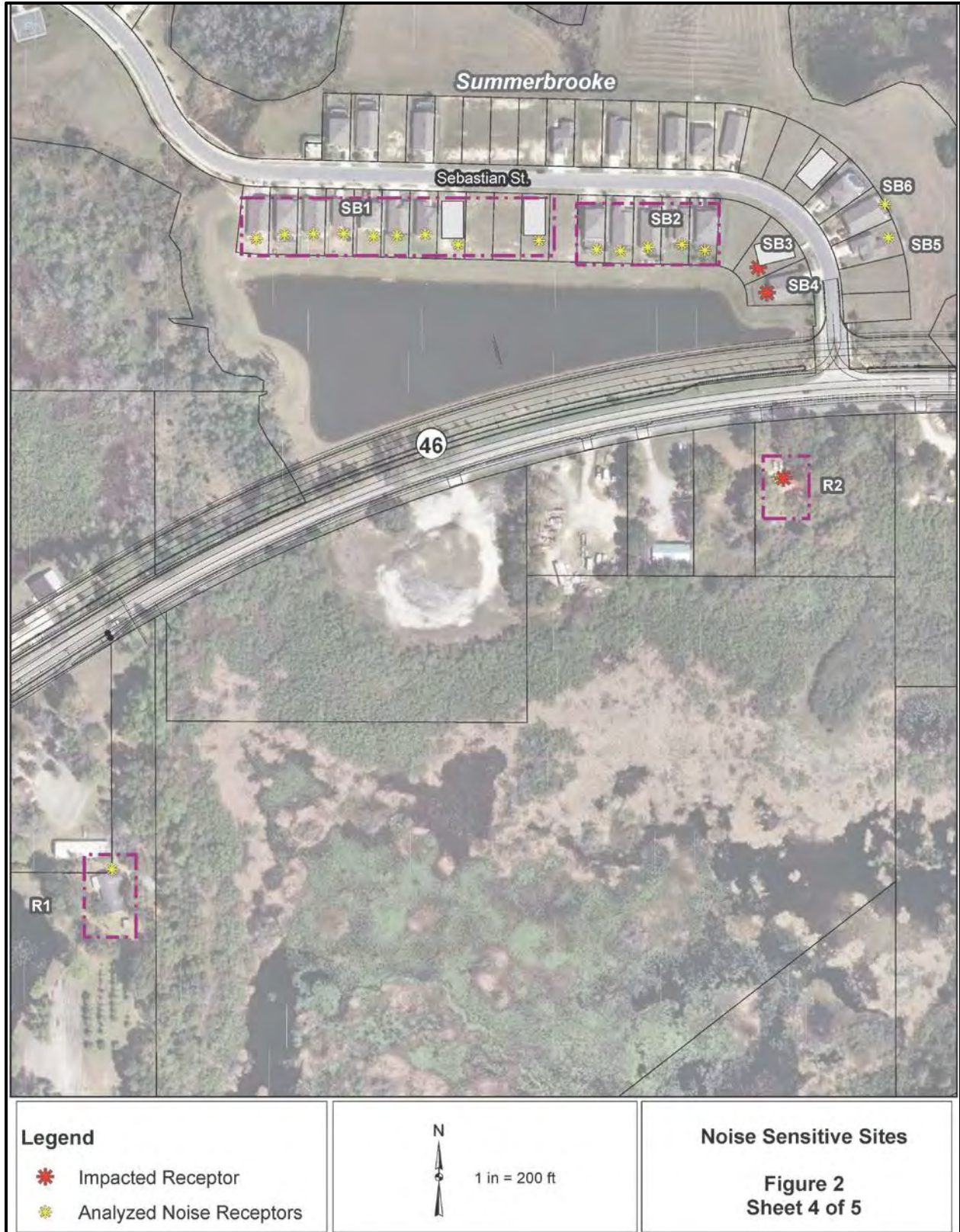
Table 3: Reevaluation Impact Summary										
Reevaluated Noise-Sensitive Receptors			Existing Scenario	2012 PD&E Study		2013 Final Design Reevaluation			Consider Abatement? Yes or No	
Representative Receptor ID (PDE Identifier)	# Receptor Sites Represented	NAC Category /Approach Criterion ¹ (dB(A))		Design Year	Distance from closest edge of pavement	Projected Noise Level (dB(A) (PDE Identifier)	Distance from closest edge of pavement	Projected Noise Level (dB(A))		Change From Existing (dB(A))
Common Noise Environment: Veranda Apartments										
V1	Pool	C/66.0	55.0	274'	64.0 (#81)	304'	61.3	6.3	No	
V2	1 mf	B/66.0	55.4	232'	65.0 (#83)	193'	63.3	7.9	No	
Common Noise Environment: Sunset Pond										
P1	2 sf	B/66.0	60.9	59'	67.0 (#80)	84'	59.7	1.2	No	
P2	3 sf	B/66.0	52.8	403'	62.0 (#79)	417'	54.3	1.5	No	
Common Noise Environment: Summerbrooke										
SB1	9 sf	B/66.0	52.0	309'	62.0 (#88)	345'	59.2	7.2	No	
SB2	5 sf	B/66.0	56.5	221'	64.0 (#89)	205'	64.1	7.6	No	
SB3	1 sf	B/66.0	58.2	n/a	n/a	129'	66.1	7.9	Yes	
SB4	1 sf	B/66.0	59.6	81'	70.0 (#91)	81'	67.9	8.3	Yes	
SB5	1 sf	B/66.0	56.4	n/a	n/a	165'	64.1	7.7	No	
SB6	1 sf	B/66.0	54.5	164'	66.0 (#92)	227'	62.0	7.5	No	
Scattered Residential Land Uses										
R1	1 sf	B/66.0	52.8	533'	58.0 (#86)	399'	59.2	6.4	No	
R2	1 sf	B/66.0	62.2	162'	65.0 (#87)	130'	66.0	3.8	Yes	
R3	1 sf	B/66.0	60.1	n/a	n/a	200'	62.9	2.8	No	
Common Noise Environment: Hacienda Hill										
HH1	2 sf	B/66.0	63.5	42'	68.0 (#95, 96)	100'	66.6	3.1	Yes	
HH2	2 sf	B/66.0	57.9	164'	63.0 (#97)	93'	62.8	4.9	No	
Notes: sf = Single-Family Dwelling Unit mf = Multi-Family Dwelling Unit										
¹ = Refer to Table C-1 in Appendix C for clarification of FHWA Noise Abatement Criteria.										

The Figure 2 series beginning on the following page illustrates the location of the 95 noise-sensitive receptors that were reevaluated for noise impacts and identifies the 25 sites where project noise impacts are predicted.











As shown in Figure 2, impacts are predicted in the Lake Franklin neighborhood for those residences closest to US 441 and along SR 46. While none of the residences in this common noise environment currently experience traffic noise impacts, once the interchange modification project is complete, noise levels are predicted to increase from a negligible 0.5 dB(A) at the residence closest to the interchange(LF2), to 5.3 dB(A) for the nine residences directly adjacent to US 441 (LF1). A total of 11 residences approach the FHWA Noise Abatement Criterion (NAC) of 66.0 dB(A) with an average noise level of 66.5 dB(A). Consequently, noise abatement consideration is required.

Similarly, the receptors along SR 46 in the Southernaire Mobile Home Park are also predicted to experience noise impacts that exceed the NAC, particularly for the receptors adjacent to SR 46 and nearest the interchange (S1 and S3). Currently, these receptors are not impacted by traffic noise. However, once the interchange modification is constructed, noise levels will increase from 3.4 to 5.8 dB(A), thus bringing the noise levels to 68.9 dB(A) and 68.2 dB(A), respectively.

The Summerbrooke subdivision is another Common Noise Environment predicted to experience higher noise levels once the widening portion of the project is completed. Predicted noise level increases over existing conditions range between 7.2 dB(A) to 8.3 dB(A). While not considered substantial, this level of noise increase will be noticeable to affected residents. Similar to the 2012 noise study, only the two residences closest to SR 46 are predicted to have noise impacts: 66.1 dB(A) at SB3 and 67.9 dB(A) at SB4. Likewise, the single-family residence (R2) directly across SR 46 from the subdivision will also be impacted by traffic noise with noise levels that approach the NAC.

At the project's eastern terminus, two receptors (HH1) in the Hacienda Hill subdivision are predicted to experience a moderate increase in traffic noise over existing conditions, with a project-related noise level that approaches the NAC at 66.6 dB(A). Thus, they too require noise abatement consideration.

NOISE ABATEMENT CONSIDERATION

The 2012 PD&E Noise Study Report analyzed three noise barriers at the following locations: Lake Franklin, Summerbrooke and the residential area in the southwest quadrant of the interchange. Only the southwest quadrant noise barrier was considered reasonable and feasible to carry forward to final design. However, this Final Design Reevaluation will re-analyze each of the aforementioned impacted areas.

Feasibility Analysis

When analyzing noise barriers two main factors are considered; the first factor is feasibility. Feasibility focuses on the barrier's ability to reduce traffic noise at affected properties. Noise barriers reduce the sound that enters a community from a busy roadway by reflecting it back across the road and by forcing the noise to take a longer path over and around the barrier. In order to be effective, a barrier must block the impacted receptor's line of sight to the noise source. FHWA requires that noise barriers achieve a minimum noise reduction of 5.0 dB(A) at two impacted receptors. This is the point at which a lowered noise level is readily noticeable and is the threshold for determining whether a site benefits from a barrier.

The FDOT also requires these barriers to be positioned 5-feet inside the FDOT rights of way to facilitate construction and future maintenance. They cannot obstruct safe access to adjacent properties and streets. They must also allow adequate driver visibility from an adjacent driveway or side street.

Reasonableness Analysis

The total cost of an economically reasonable barrier cannot exceed \$42,000 per benefited receptor, including costs associated with additional right of way and/or easements. For this Reevaluation, estimated barrier costs were calculated using the current FDOT statewide average of \$30 per square foot. In addition to cost, the barrier must also meet the FDOT abatement design goal of 7.0 dB(A) for at least one impacted site behind the analyzed barrier.

LAKE FRANKLIN NOISE BARRIER

To determine feasibility of providing abatement for the 9 residences along Stanley Bell Drive represented by Lake Franklin receptor LF1, a 1,514-foot long noise wall was analyzed inside the FDOT western right of way on US 441 (refer to Figure 3 on the following page). The represented residences were separated into individual analysis receptors for the abatement analysis. For instance, new analysis receptor LF1b represents one residence represented by LF1 in previous sections of this report.



Summarized below in Table 4, various wall heights were assessed for maximum effectiveness; the goal being to first achieve the FHWA 5.0 dB(A) minimum noise reduction requirement at two impacted receptors, and then to attain the FDOT noise reduction design goal of 7.0 dB(A) at one receptor. With a height of 12 feet, the noise barrier achieves both of these requirements; but not within the \$42,000 cost per benefited receptor criterion. Thus, abatement at this location is not cost reasonable.

Table 4: Lake Franklin Noise Barrier Analysis					
Receptor	No. of Sites Represented	Build Noise Level (dB(A))	Predicted Insertion Loss (dB(A))		
			Height: 10'	12'	14'
			Length: 1,514'	1,514'	1,514'
LF1a	1	66.6	<5.0	<5.0	<5.0
1b	1	66.0	<5.0	<5.0	<5.0
1c	1	66.1	<5.0	<5.0	5.5
1d	2	67.5	7.3	8.4	9.3
1e	4	66.6	5.4	7.2	8.3
LF2	1	65.2	5.4	6.5	7.2
LF3	1	62.8	<5.0	<5.0	<5.0
LF4	8	61.0	<5.0	<5.0	<5.0
<i>Impacted/Not Benefited</i>			3	3	2
<i>Impacted/Benefited</i>			6	6	7
<i>Not Impacted/Benefited</i>			1	1	1
Total Benefited Receptors			7	7	8
Avg. Noise Reduction (dB(A))			6.0	7.4	8.3
Total Cost			\$ 454,200	\$ 545,040	\$ 635,880
Cost Per Benefited Receptor			\$ 64,886	\$ 77,863	\$ 79,485
Conclusion: Barrier is not cost reasonable.					

The topography of the Lake Franklin neighborhood presents a challenge to providing noise abatement for the two impacted residences represented by LF1a and 1b. These receptors are at a higher elevation than US 441. Consequently, the noise barrier constructed inside the FDOT right of way line, even at the maximum height of 22 feet, does not provide the minimum 5.0 dB(A) of noise reduction.

Other impacted receptors that do not benefit from a noise barrier are represented by LF5. Because of adjacent side streets requiring access to SR 46, the site cannot feasibly accommodate a noise barrier with sufficient length to achieve the minimum 5.0 dB(A) of noise reduction.

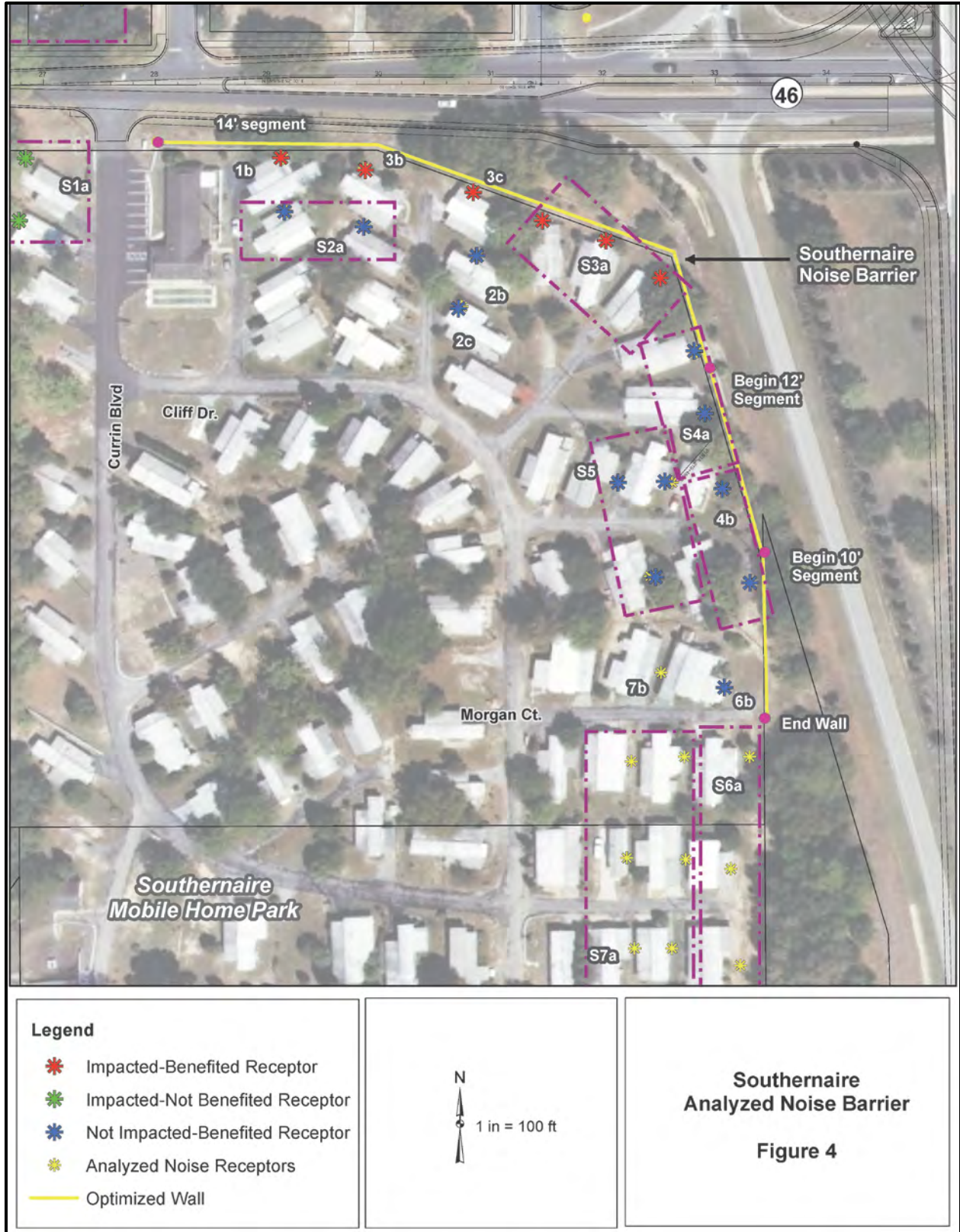
SOUTHERNAIRE NOISE BARRIER

This Reevaluation resulted in fewer traffic noise impacts to the residential communities in the southwest quadrant of the SR 46/ US 441 interchange than those calculated in the 2012 PD&E noise analysis. In that previous analysis, 29 residences in four neighborhoods located southwest of the interchange were predicted to experience noise levels that required abatement consideration. Consequently, a 1,979-foot noise barrier was evaluated with a uniform height of 16 feet. With these dimensions, the barrier was found to be both reasonable and feasible and recommended for further evaluation in the final design phase of project development.

The interchange modifications introduced as part of the final design phase of project development (reduced flyover elevation, alignment shift to the east, replacement of overpass with at-grade intersection), in conjunction with more available engineering detail, enabled this Reevaluation to gain a better understanding of project-related noise impacts. As a result, project impacts are now predicted to occur only at nine units in the Southernaire Mobile Home Park with none occurring in the adjacent neighborhoods to the south.

The Reevaluation barrier was assessed at varying heights to determine at what height the FHWA 5.0 dB(A) minimum noise abatement criterion would be met; at what height the FDOT 7.0 dB(A) noise reduction design goal would be met; and to determine the most cost-reasonable dimension therein. This resulted in an optimized barrier with heights varying from 14 feet along SR 46 to 10 feet along US 441.

The 900-linear foot barrier, shown on the following page in Figure 4, begins with a height of 14 feet just east of the Southernaire entrance road at SR 46 Station 28+05 and continues at this height for approximately 585 feet to US 441 Station 449+80. From that point, the barrier continues with a height of 12 feet for approximately 168 feet until Station 451+20 where it transitions to 10 feet for the final 148-foot linear segment terminating at approximate US 441 Station 452+90. It is at this point along the Southernaire/FDOT right of way that the tree zone begins to obstruct the view of US 441 from the mobile home park. Providing the 10-foot tall segment north of this location will shield the residential line of sight of passing truck traffic on US 441 and benefit additional receptors.



As illustrated in Table 5, optimizing the barrier panel heights allows the barrier to provide beneficial noise reduction to an additional 11 non-impacted mobile homes. All dimension combinations shown on this table meet both the FHWA and FDOT abatement requirements and all are considered cost reasonable. However, the optimized scenario is the most cost-effective. Please note that several Southernaire receptors were analyzed separately for the abatement analysis and are identified as “b” and “c”.

Table 5: Southernaire Noise Barrier Analysis					
Receptor	No. of Sites Represented	Build Noise Level (dB(A))	Predicted Insertion Loss (dB(A))		
			Height: Uniform 10'	Uniform 12'	Optimized 10-14'
			Length: 900'	900'	900'
S1a	2	68.9	<5.0	<5.0	<5.0
1b	1	68.9	5.4	8.9	11.1
S2a	2	64.7	<5.0	6.1	7.2
2b	1	65.3	6.5	7.6	8.3
2c	1	63.5	<5.0	5.5	6.3
S3a	3	68.2	10.4	11.6	12.7
3b	1	68.9	6.5	9.7	11.5
3c	1	69.2	11.3	12.6	13.6
S4a	2	65.0	8.0	9.3	9.6
4b	2	65.0	8.0	9.3	9.5
S5	3	62.4	<5.0	<5.0	5.0
6b	1	65.3	<5.0	<5.0	<5.0
7b	1	62.6	<5.0	<5.0	<5.0
<i>Impacted/Not Benefited</i>			2	2	2
<i>Impacted/Benefited</i>			6	6	6
<i>Not Impacted/Benefited</i>			5	8	11
Total Benefited Receptors			11	14	17
Avg. Noise Reduction (dB(A))			8.1	8.9	9.5
Total Cost			\$ 270,000	\$ 324,000	\$ 350,280
Cost Per Benefited Receptor			\$ 24,545	\$ 23,143	\$ 20,605
<i>Conclusion: Barrier is feasible and cost reasonable.</i>					

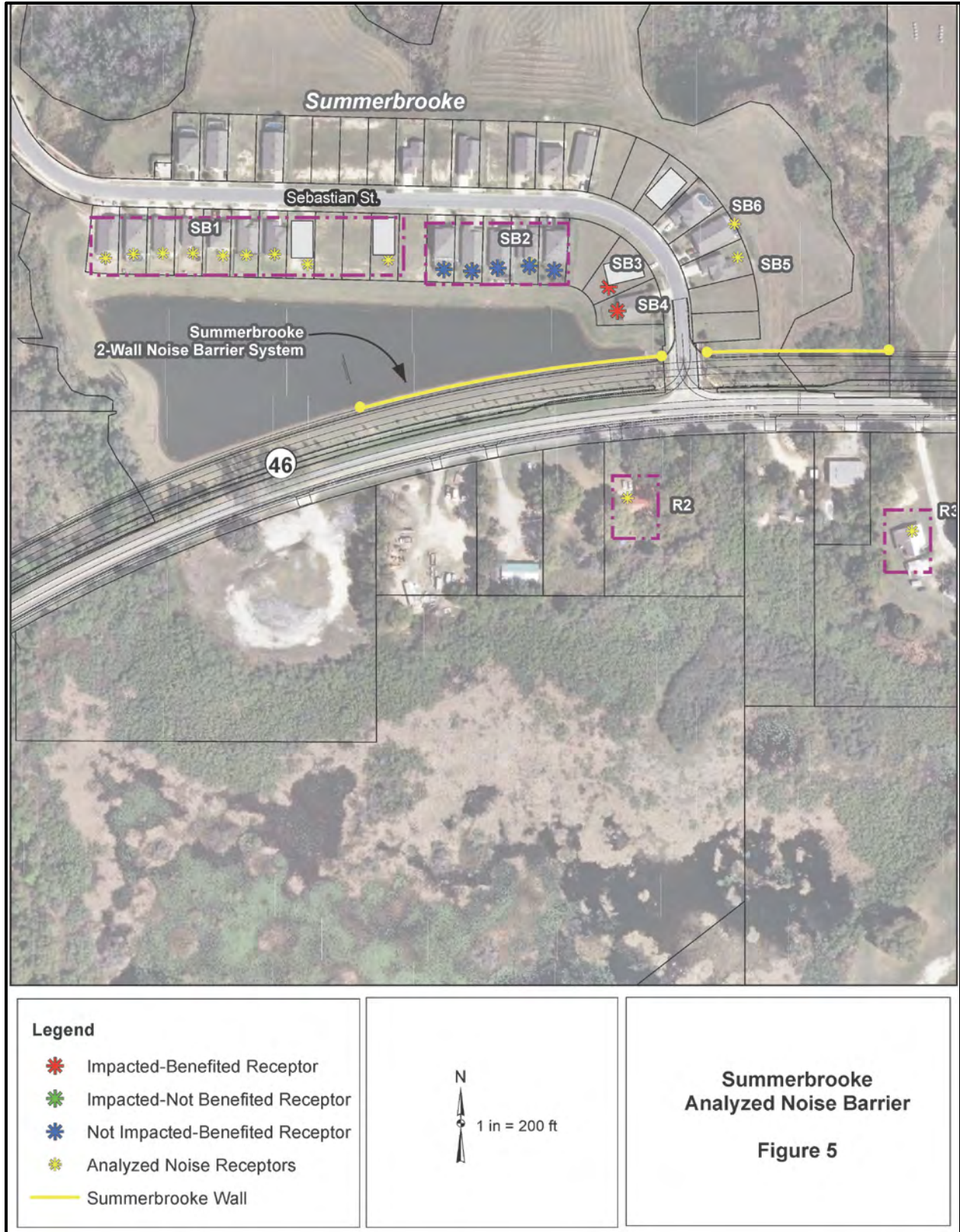
The only two impacted receptors that do not benefit from the recommend noise barrier are represented by S1. These two mobile homes are located west of the Southernaire entrance road (Currin Boulevard) and therefore, receive no benefit from the noise barrier. Site limitations caused by the adjacent residential driveway to the west and Currin Boulevard to the east prohibit a wall of sufficient length to be constructed. Hence, noise abatement for these two residences is not feasible.

SUMMERBROOKE NOISE BARRIER

The 2012 PD&E noise analysis indicated that project noise impacts would be apparent for a section of this subdivision. As such, a 1,342-linear foot noise barrier was evaluated at heights ranging between 10 and 14 feet. While able to meet both the FHWA and FDOT abatement criteria, the analysis concluded that a noise barrier exceeded the FDOT’s cost guideline and was therefore unreasonable for construction. The Reevaluation analysis used more detailed engineering, including more accurate topography, and analyzed only existing residences and those with active building permits in the analysis per the FDOT noise rule. Consequently fewer impacted receptors were identified for abatement consideration.

Side street access to SR 46 presents a challenge to designing a continuous barrier for this subdivision. Illustrated on the following page in Figure 5, the analyzed noise barrier consists of a two-wall system: the East wall segment is 330 linear feet and the West wall segment is 550 linear feet. As summarized below in Table 6, the barrier system only meets the FHWA 5.0 dB(A) minimum noise reduction requirement with the maximum-allowable height of 22 feet. However, the barrier system cannot achieve the FDOT 7.0 dB(A) abatement design goal, nor does the barrier meet the \$42,000 cost per benefited receptor requirement. This Reevaluation analysis concurs with the 2012 conclusion; noise abatement at this location is not reasonable.

Table 6: Summerbrooke Noise Barrier Analysis					
Receptor	No. of Sites Represented	Build Noise Level (dB(A))	Predicted Insertion Loss (dB(A))		
			Height: 16'	18'	22'
			Total Length: 880'	880'	880'
SB1	9 sf	59.2	<5.0	<5.0	<5.0
SB2	5 sf	64.1	<5.0	<5.0	5.5
SB3	1 sf	66.1	<5.0	<5.0	5.4
SB4	1 sf	67.9	<5.0	<5.0	5.6
SB5	1 sf	64.1	<5.0	<5.0	<5.0
SB6	1 sf	62.0	<5.0	<5.0	<5.0
<i>Impacted/Not Benefited</i>			2	2	0
<i>Impacted/Benefited</i>			0	0	2
<i>Not Impacted/Benefited</i>			0	0	5
Total Benefited Receptors			0	0	7
Avg. Noise Reduction (dB(A))			n/a	n/a	5.5
Total Cost			n/a	n/a	\$ 580,000
Cost Per Benefited Receptor			n/a	n/a	\$ 82,857
Conclusion: Barrier does not achieve FDOT abatement design goal nor is it cost-reasonable.					



HACIENDA HILL NOISE BARRIER

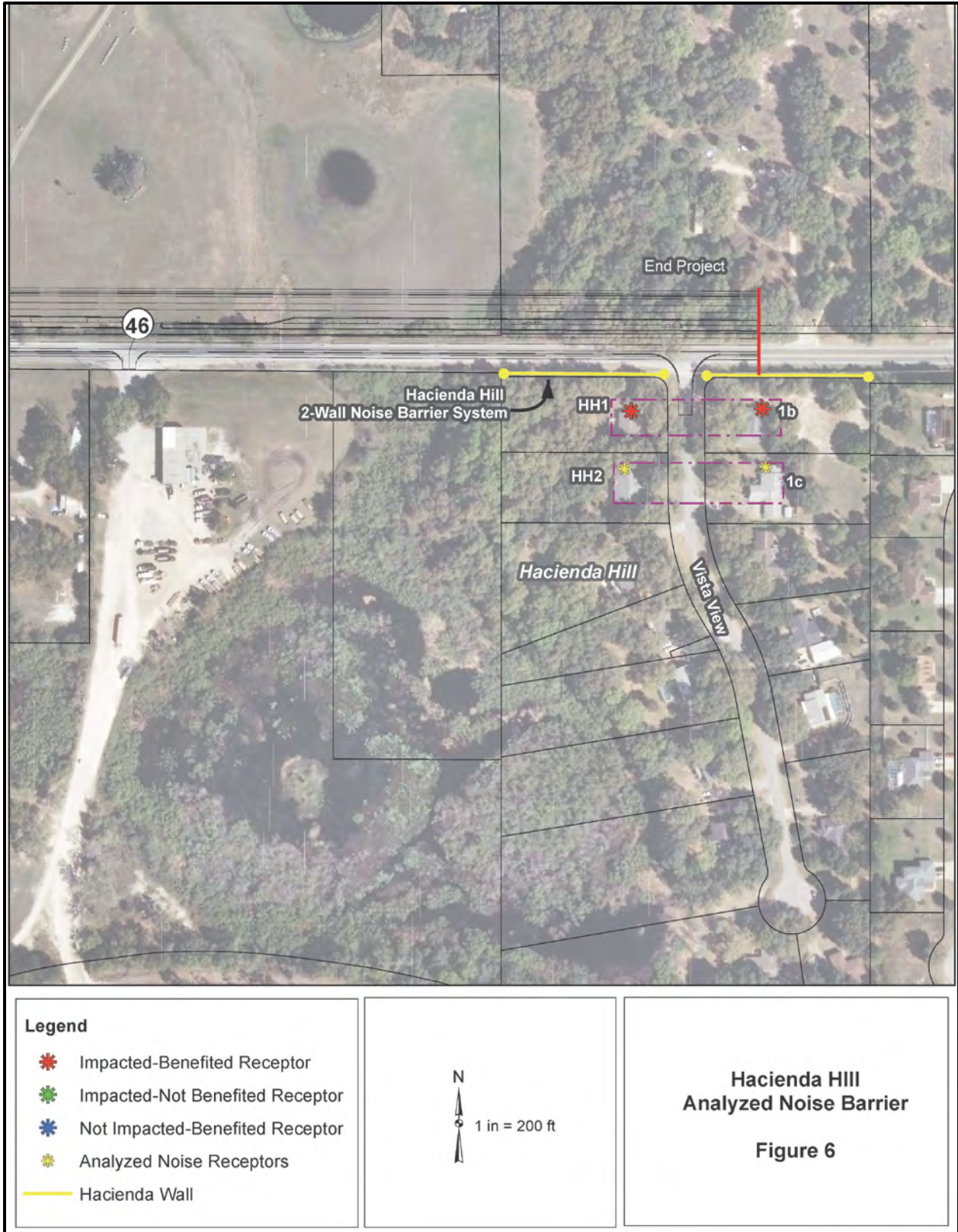
Side street access to SR 46 presents a challenge to designing a continuous barrier for the two impacted residences, which for this barrier analysis, were separated into two distinct receptors, HH1 and 1b. As illustrated on the following page in Figure 6, the analyzed noise barrier consists of a two-wall system: the East wall segment is 289 linear feet and the West wall segment is 287 linear feet.

Summarized below in Table 7, the reevaluation determined that at heights above 14 feet, the barrier system meets both the FHWA 5.0 dB(A) minimum noise reduction requirement and FDOT’s 7.0 dB(A) abatement design goal. However, the wall does not meet the \$42,000 cost per benefited receptor requirement. This Reevaluation concurs with the previous PD&E Study conclusion that noise abatement at this location is not reasonable.

Table 7: Hacienda Hill Noise Barrier Analysis					
Receptor	No. of Sites Represented	Build Noise Level (dB(A))	Predicted Insertion Loss (dB(A))		
			Height: 12'	14'	16'
			Total Length: 576'	576'	576'
HH1	1 sf	68.0	5.6	5.9	6.1
1b	1 sf	66.6	6.5	7.0	7.3
HH2	1 sf	63.0	<5.0	<5.0	<5.0
2b	1 sf	62.9	<5.0	<5.0	<5.0
<i>Impacted/Not Benefited</i>			0	0	0
Impacted/Benefited			2	2	2
Not Impacted/Benefited			0	0	0
Total Benefited Receptors			2	2	2
Avg. Noise Reduction (dB(A))			6.0	6.5	6.7
Total Cost			\$207,360	\$241,920	\$276,480
Cost Per Benefited Receptor			\$103,680	\$120,960	\$138,240
Conclusion: Barrier is not cost-reasonable.					

SINGLE-RECEPTOR LOCATIONS

For a noise barrier to be feasible, it must achieve at least 5.0 dB(A) in noise reduction at a minimum of *two* impacted sites. Areas where only a single-impacted receptor would be located behind a noise barrier inherently cannot achieve this requirement. This situation occurs at receptor R2, shown previously on Figure 2 sheet 4 of 5. Consequently, noise abatement for this impacted receptor is not considered feasible due to inability to meet the FHWA noise reduction requirement.



STATEMENT OF LIKELIHOOD

Based on the noise analysis performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at 11 impacted Activity Category B residences in the Lake Franklin neighborhood; two residences in the Southernaire Mobile Home Park, the single-family residence represented by R2, the two residences in the Summerbrooke subdivision, and the two residences in the Hacienda Hill subdivision.

The Florida Department of Transportation is committed to construction of the Southernaire Mobile Home Park noise barrier summarized below in Table 8. This commitment is contingent upon the following conditions:

- Community input concerning types, heights, and locations of the noise barrier(s) is solicited and the affected property owners support construction of the noise barrier.
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.
- Any other mitigating circumstances revealed during the final design have been analyzed and resolved.

Table 8: Recommended Noise Barrier: Southernaire Mobile Home Park							
Number of Impacted Residences	Number of Benefitted Residences	Avg. Noise Reduction dB(A)	Approx. Total Wall Length	Optimized Height		Estimated Barrier Cost	Cost per Benefitted Residence
				Design Station Number	Wall Height		
9	6	9.5	900'	SR 40 Sta. 28+00 to US 441 Sta. 449+79	14'	\$350,280	\$20,605
				US 441 Sta. 449+79 to Sta. 451+43	12'		
				US 441 Sta. 451+20 to Sta. 452+90	10'		

CONSTRUCTION NOISE AND VIBRATION IMPACTS

Trucks, earth moving and pile driving equipment, pumps, and generators are construction noise and vibration sources. Peak noise levels from these types of equipment are in short duration and may vary from 70.0 dB(A) to 100.0 dB(A). Construction of the proposed project will have a temporary noise and vibration impact on all noise-sensitive receptor sites previously identified in Table 1 of this Reevaluation. There are no additional land uses within and/or near the project study area, that are construction and/or noise sensitive.

The contractor will adhere to the most current FDOT Standard Specifications for Road and Bridge Construction, and any special provisions in the construction contract that are related to the control of noise and vibration impacts. The FDOT Standard Specifications contain the following requirements for construction noise and vibration control:

- The contractor shall operate only factory recommended exhaust mufflers on internal combustion engines;
- Pile driving operations will be restricted to the hours between 7:00 am and 10:00 pm to avoid interfering with any adjacent noise and/or vibration sensitive land uses or a different foundation design will be considered (i.e., a drilled shaft);
- Preformed pile holes will be required where they are in proximity to vibration-sensitive land uses to maximize vibration transfer;
- Back up alarm noise from heavy equipment and trucks will be minimized by requiring the contractor to operate in forward passes or in a figure eight pattern when dumping, spreading, or compacting material;
- Adequate equipment maintenance procedures will be used to insure that the elimination of unnecessary noise caused by loose body parts on all construction equipment;
- Excessive tailgate banging by haul trucks will be prohibited;
- All stationary equipment shall be screened from noise-sensitive receptor sites if the equipment is to operate beyond normal working hours. If feasible, the equipment shall be screened during normal working hours to reduce noise impacts; and
- When feasible, the contractor shall establish haul routes to direct vehicles away from developed areas and ensure that noise from hauling operations is kept to a minimum.

The Construction Engineer in cooperation with the appropriate FDOT Environmental Specialist will address specific noise impact problems that may arise during construction of the project.

BIBLIOGRAPHY

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- Noise Study Report: Wekiva Parkway Project Development and Environment Study*. FDOT, March 2012.
- Procedures for Abatement of Highway Traffic Noise and Construction Noise, 23 C.F.R. Part 772*, revised July 13, 2010.
- Project Development and Environment Manual: Part II, Chapter 17*, Florida Department of Transportation, Revised May 24, 2011.

PART 2: FINAL DESIGN NOISE BARRIER ANALYSIS

APPROVED NOISE BARRIER: SOUTHERNAIRE MOBILE HOME PARK

Further engineering evaluation of the recommended Southernaire Mobile Home Park noise barrier did not identify any constraints to construction. Before the design of this barrier can proceed, the Department is required to obtain approval from the impacted and/or benefited property owners and renters. The mobile home park is owned by Equity Lifestyle Properties and the mobile homes, while the structures are individually owned, the actual property is leased from Equity.

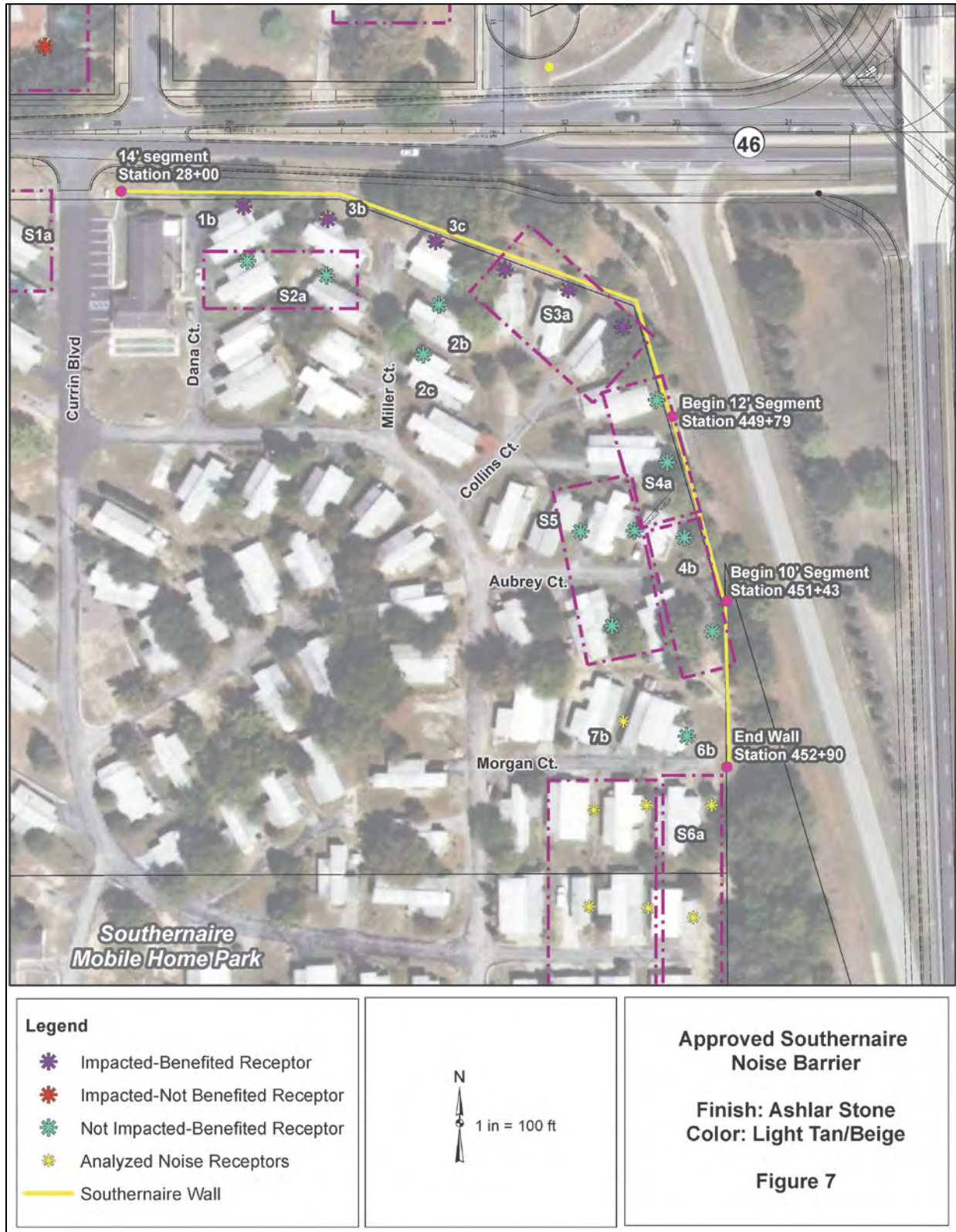
PUBLIC INVOLVEMENT

The main objective of the public involvement process at this phase of project development is to inform the impacted and/or benefited property owner and residents of the recommended barrier dimensions shown on the following table and to solicit their viewpoints.

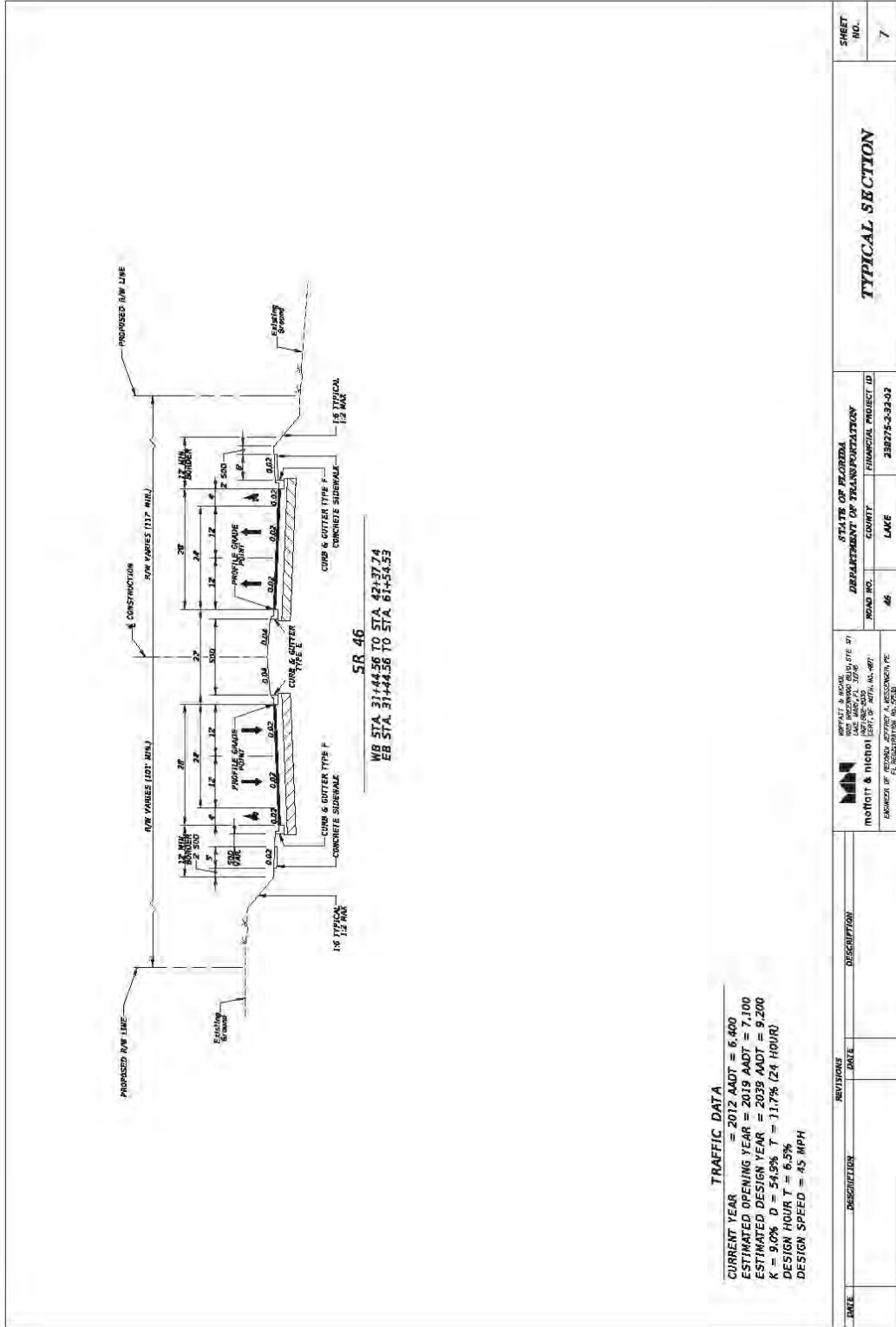
Table 9: Recommended Noise Barrier: Southernaire Mobile Home Park							
Number of Impacted Residences	Number of Benefited Residences	Avg. Noise Reduction dB(A)	Approx. Total Wall Length	Optimized Height		Estimated Barrier Cost	Cost per Benefited Residence
				Design Station Number	Wall Height		
9	6	9.5	900'	SR 40 Sta. 28+00 to US 441 Sta. 449+79	14'	\$350,280	\$20,605
				US 441 Sta. 449+79 to Sta. 451+43	12'		
				US 441 Sta. 451+20 to Sta. 452+90	10'		

On August 14, 2013, the FDOT project team met with residents to present the noise barrier, answer questions, and discuss the aesthetic choices. At this meeting, opinion surveys were distributed and residents were asked to express their opinions. Nine of the impacted or benefited residents responded to the official resident survey. Of those respondents, 89% voted for construction of the recommended noise barrier. The majority aesthetic choice was Ashlar Stone in light tan.

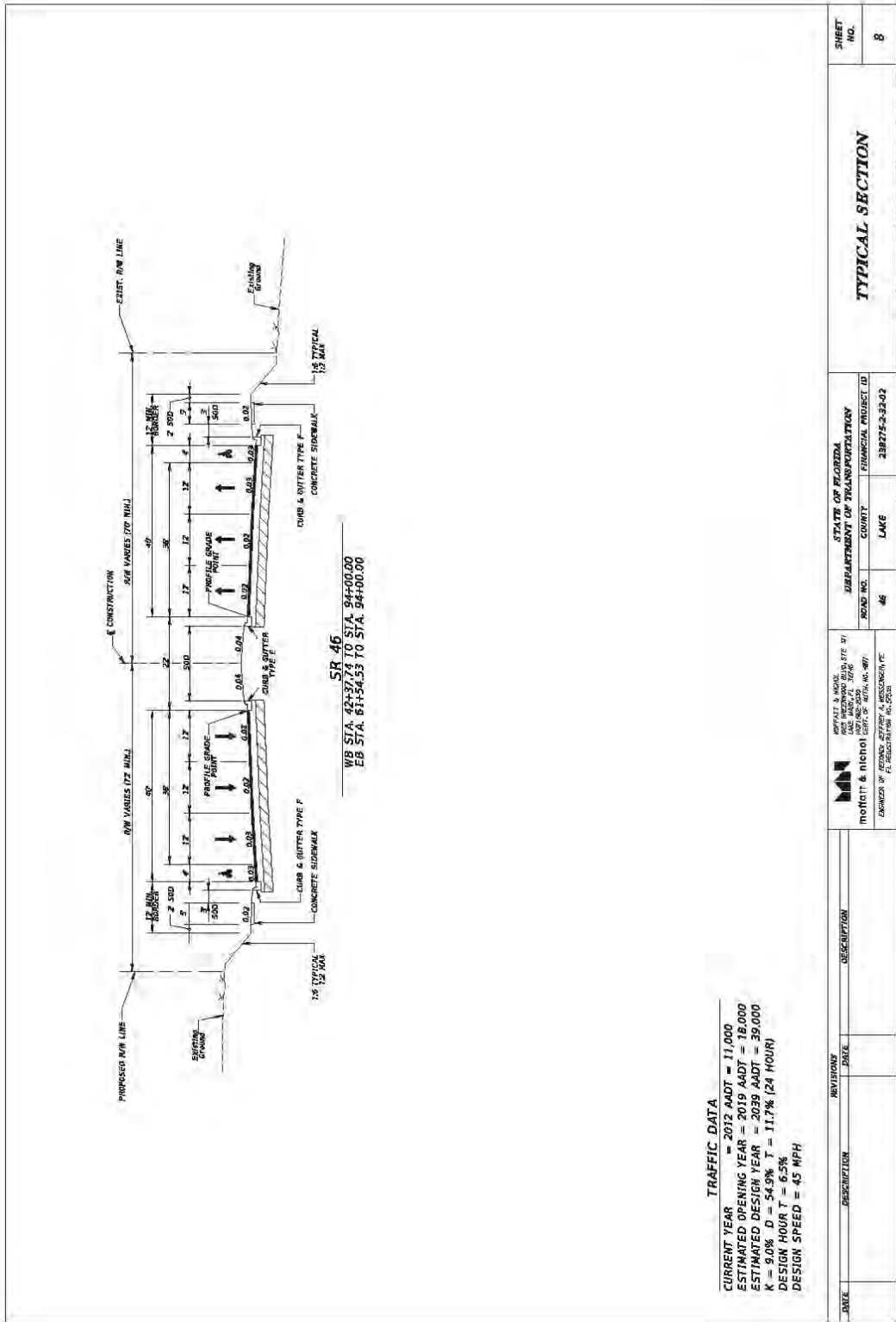
On November 12, 2013, the Department met separately with representatives of property owner Equity Lifestyle Properties. The property owner is also in favor of the noise barrier and concurs with the residents' choice of Ashlar Stone in light tan. Refer to Appendix C for a compilation of these surveys.



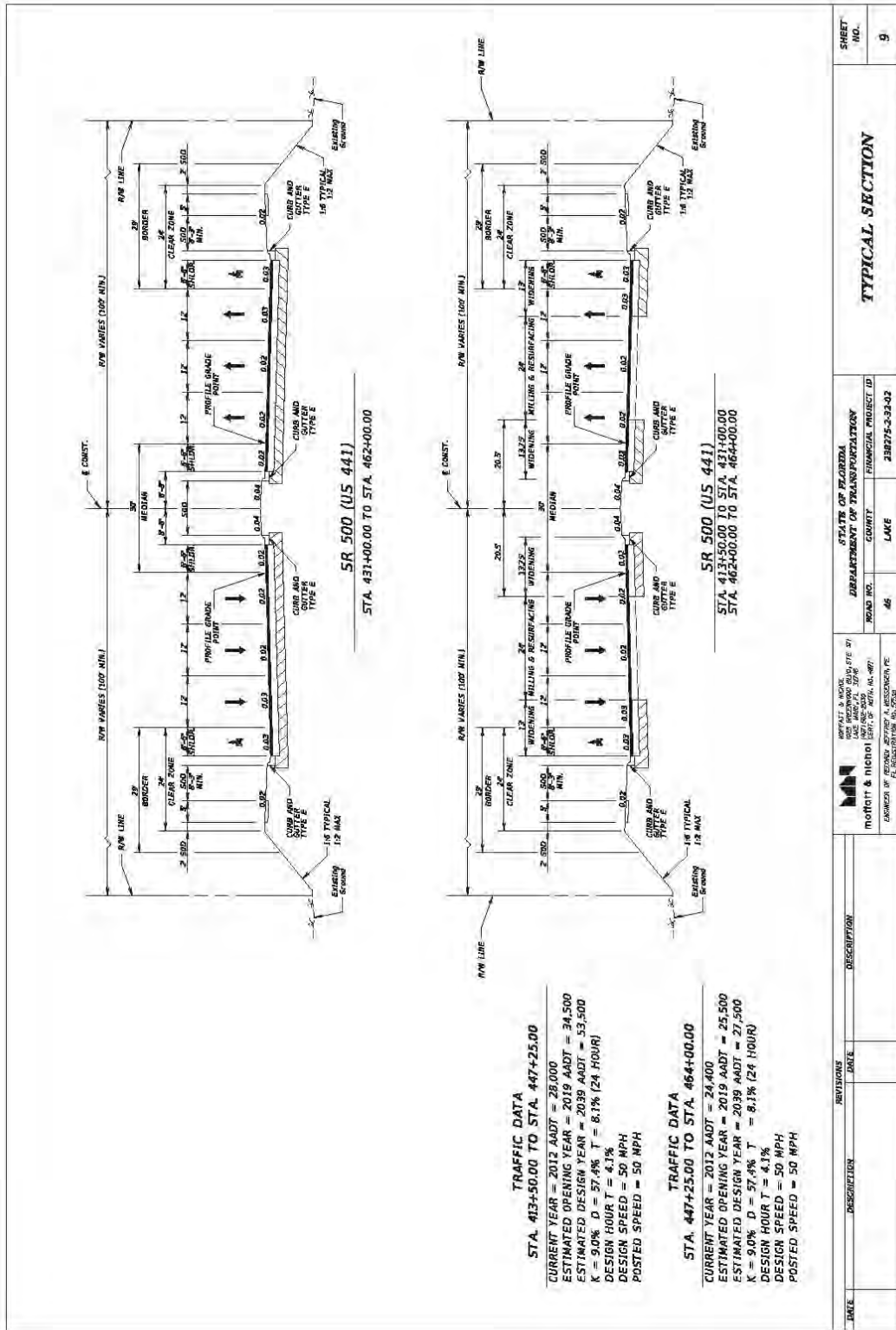
Section 3B: SR 46 from W. of US 441 to E. of Vista View (FPN 238275-2-32-02)



Section 3B: SR 46 from W. of US 441 to E. of Vista View (FPN 238275-2-32-02)

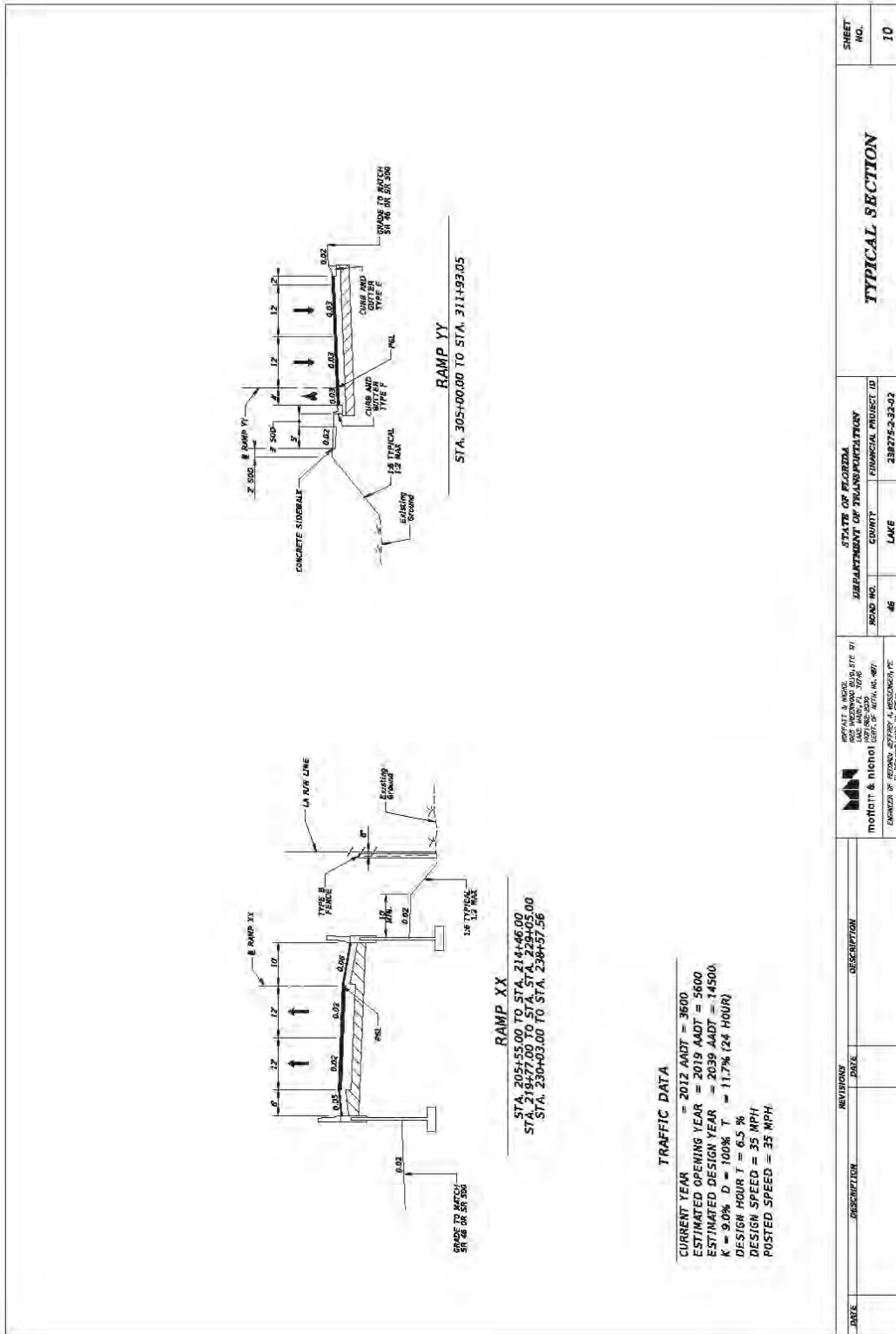


Section 3B: SR 46 from W. of US 441 to E. of Vista View (FPN 238275-2-32-02)



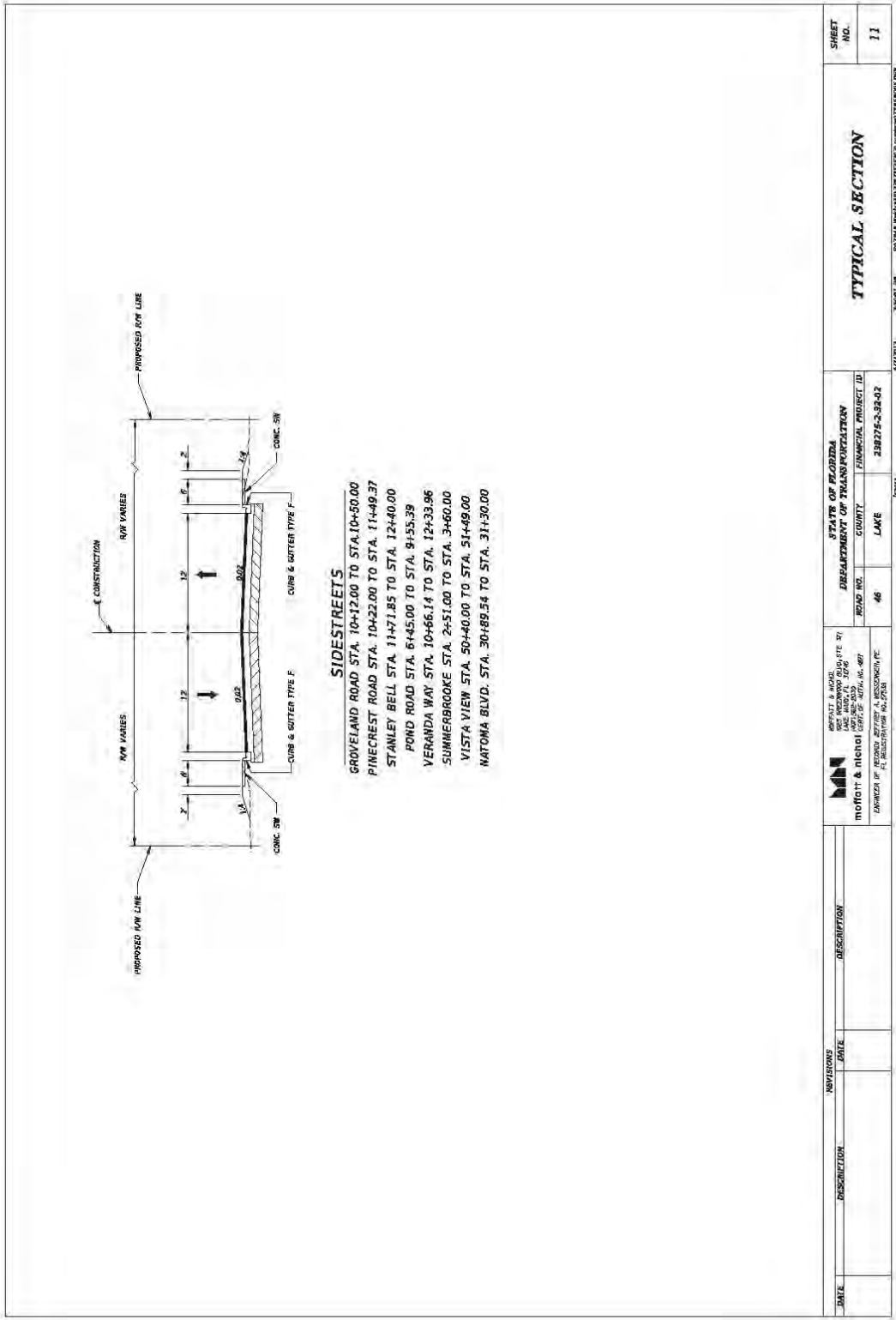
DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

MOFFITT & NICHOL ENGINEERS & ARCHITECTS 1000 W. UNIVERSITY BLVD., SUITE 100 TAMPA, FL 33606-1000 PHONE: 813-973-1000 FAX: 813-973-1001 WWW.MNENR.COM		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD NO. 46 COUNTY LAKE FINANCIAL PROJECT ID 238275-2-32-02	SHEET NO. 9
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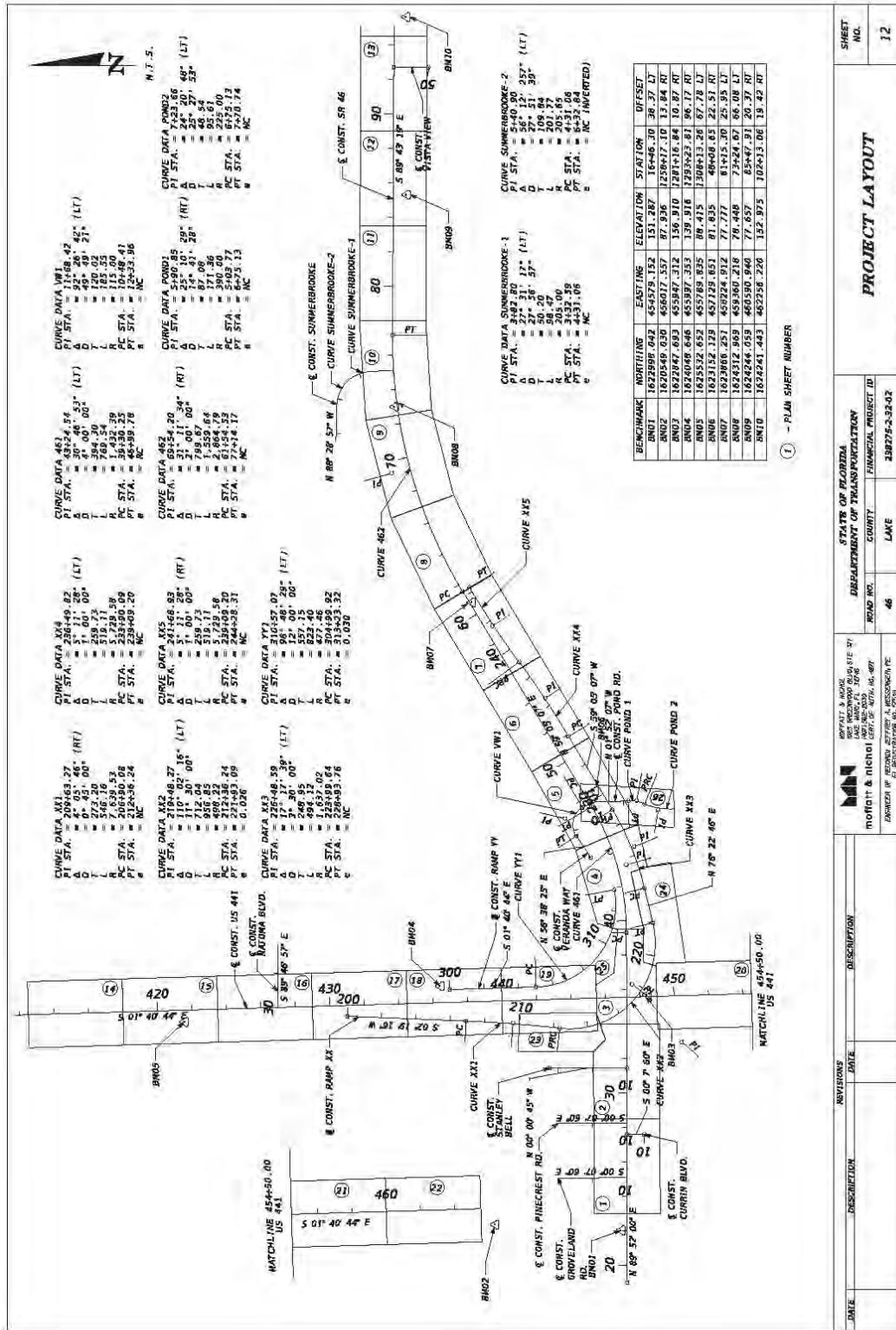


DATE	DESCRIPTION	REVISION	DATE	DESCRIPTION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		PROJECT NO. 46 LANE 238275-2-32-02	
COUNTY LANE		FUNDING PROJECT ID 238275-2-32-02	
PROJECT & WORK AND DRAWING DATE, SITE #, COUNTY, DISTRICT, AND SHEET NO. PROJECT NO. 46 COUNTY OF BREVARD, DISTRICT OF 1, SHEET NO. 10		DATE 5/7/2012 SCALE AS SHOWN	
ENGINEER OF RECORD: JAMES A. HENDERSON, P.E. CONSULTING ENGINEER		SHEET NO. 10	
TYPICAL SECTION			



Section 3B: SR 46 from W. of US 441 to E. of Vista View (FPN 238275-2-32-02)



Section 3B: SR 46 from W. of US 441 to E. of Vista View (FPN 238275-2-32-02)

TNM Traffic Input Data

2012 Existing	Count	K	D	Direction	MT	HT	CARS	SPEED	T= 6.6%	
		9.7%	52.0%		4.0%	2.6%	93.4%			
SR 46 W. 441	6099	592	308	EB	12	8	287	45		
			284	WB	11	7	265			
SR 46 E 441	Count	K	D	Direction	MT	HT	CARS	SPEED	T= 9.7%	
		9.2%	56.2%		6.4%	3.3%	93.6%			
10404	957	538	419	EB	34	18	504	45		
				WB	27	14	392			
441 - N. 46	Count	K	D	Direction		MT	HT	CARS	SPEED	
		8.2%	52.0%			5.7%	2.9%	91.4%		
	26505	2173	1130		NB L1	565	32	16	517	50
					L2	565	32	16	517	
			1043		SB L1	522	29	15	477	
					L2	522	29	15	477	
441 - S. 46	Count	K	D	Direction		MT	HT	CARS	SPEED	
		8.1%	55.9%			6.3%	3.3%	90.4%		
	23123	1873	1047		NB L1	585	37	19	529	50
					L2	585	37	19	529	
			826		SB L1	413	26	13	374	
					L2	413	26	13	374	
ML		RAMPS	dhv	Matches Mainline (ML)			SPEED			
441 N	Sb off	352	20	10	322	35				
441 S	NB Off	197	12	6	178					
46 E	NB On	292	19	10	273					
46 W	SB On	161	6	4	150					

TNM Traffic Input Data

2039 BUILD	2012 LOS C	K 9.0%	D 54.9%	Direction		MT	HT	CARS	SPEED			
						3.6%	2.3%	94.1%				
SR 46 6-Lane	58400	5256	2886	EB L1	962	35	22	905	45			
				L2	962	35	22	905				
				L3	962	35	22	905				
			2370	WB L1	790	28	18	744				
				L2	790	28	18	744				
				L3	790	28	18	744				
SR 46 4-Lane	37900	3411	1873	EB L1	936	34	21	881	45			
				L2	936	34	21	881				
			1538	WB L1	789	28	17	724				
				L2	789	28	17	724				
SR 46 2-Lane	16800	1512	830	EB	-	30	19	781	35			
			682	WB	-	25	15	642				
441 - 4 LANE	2012 LOS C	K 9.0%	D 57.4%	Direction		MT	HT	CARS	SPEED			
	37900	3411	1958	NB L1	979	35	22	921		50		
				L2	979	35	22	921				
			1453	SB L1	727	26	16	684				
				L2	727	26	16	684				
			441 - 6 Lane	58400	5256	3017	NB L1	1006	25		16	964
L2							1006	25	16		964	
L3	1006	25					16	964				
2239	SB L1	746				19	12	716				
	L2	746				19	12	716				
	L3	746				19	12	716				
RAMPS				dhv	MT	HT	CARS	SPEED				
Ramp XX					2.5%	1.6%	95.9%					
SB/EB				1498	37	24	1437	35				
Lane 1				749	19	12	718					
Lane 2				749	19	12	718					
EB/SB-On				64	2	1	61	35				
Ramp YY												
WB/NB				1112	28	18	1066	35				
Lane 1				556	14	9	533					
Lane 2				556	14	9	533					
SB/WB				193	5	3	185	35				
NB/EB				153	4	2	147	35				
EB/NB				184	5	3	176					

Table 2
SR 46 Design Traffic Report
YR 2012 Existing Traffic Volumes

Roadway / Segment	Traffic Count Date	Type of Count	Measured Characteristics									Axle Adj. ¹	Seasonal Adj. ²	Adjusted AADT ³
			ADT	Peak Hr.	NB/EB	SB/WB	Peak Time	"K"	"D"	"T ₂₄ "	"T _f "			
Mainline Characteristics														
SR 46														
West of US 441	9/4/2012 to 9/5/2012	48-Hour Classification	6,099	594	285	309	4:45-5:45 PM	9.7%	52.0%	6.6%	5.3%	1.00	1.05	6,400
West of Round Lake Road	9/4/2012 to 9/5/2012	48-Hour Classification	10,404	954	418	536	7:30-8:30 AM	9.2%	56.2%	9.7%	8.4%	1.00	1.05	11,000
East of Round Lake Road	9/4/2012 to 9/5/2012	48-Hour Classification	9,375	852	462	390	5:00-6:00 PM	9.1%	54.2%	10.7%	5.9%	1.00	1.05	9,800
Side Street Characteristics														
US 441														
North of SR 46	9/4/2012 to 9/5/2012	48-Hour Classification	26,505	2,177	1,132	1,045	5:00-6:00 PM	8.2%	52.0%	10.4%	8.5%	1.00	1.05	28,000
South of SR 46	9/4/2012 to 9/5/2012	48-Hour Classification	23,123	1,871	1,046	825	4:15-5:15 PM	8.1%	55.9%	11.5%	9.5%	1.00	1.05	24,500
Round Lake Road														
North of SR 46	9/4/2012 to 9/5/2012	48-Hour BI Directional	2,390	410	195	215	7:45-8:45 AM	17.2%	52.4%	NA	NA	0.96	1.05	2,400
South of SR 46	9/4/2012 to 9/5/2012	48-Hour BI Directional	4,100	436	248	188	7:30-8:30 AM	10.6%	56.9%	NA	NA	0.96	1.05	4,100
US 441 @ SR 46 Ramps														
US 441 (SB Off Ramp to SR 46)	9/4/2012 to 9/5/2012	48-Hour Directional	3,701	352	0	352	5:15-6:15 PM	9.5%	100.0%	NA	NA	0.94	1.05	3,700
SR 46 (On Ramp to NB US 441)	9/4/2012 to 9/5/2012	48-Hour Directional	3,463	292	292	0	7:45-8:45 AM	8.4%	100.0%	NA	NA	0.94	1.05	3,400
US 441 (NB Off Ramp to SR 46)	9/4/2012 to 9/5/2012	48-Hour Directional	1,850	197	197	0	4:30-5:30 PM	10.6%	100.0%	NA	NA	0.94	1.05	1,800
SR 46 (On Ramp to SB US 441)	9/4/2012 to 9/5/2012	48-Hour Directional	1,788	161	0	161	7:30-8:30 AM	9.0%	100.0%	NA	NA	0.94	1.05	1,800

Notes:

1. Axle Adjustment factors were obtained from the 2011 FTI DVD.
2. Most Recent Seasonal Adjustment factors were obtained from the 2011 FTI DVD.
3. Measured ADT * Axle Adjustment * Seasonal Adjustment = Adjusted AADT

August 14, 2013 meeting with Southernaire Mobile Home Park residents – Sign in Sheet

*email
Robin N*

SOUTHERNAIRE MHP NOISE STUDY MEETING - AUG. 14, 2013

NAME	ADDRESS
VINCENT J NASTASI	36 Culbrey Ct
SANDRA WRIGHT	6 Curran Blvd.
ADA mundo	3 Curran Blvd
Walter Ann Goodrick	51 Dean Court
Richard Sharon	77 Cliff Dr.
Joseph W. Oxford	215 Tampa Ave
Sharon Simon	community map 1700 Sanford Rd mt da Plea. NOK
Ron Cruz	42 Morgan Ct.
R. T. Friend	73 Cliff Dr.
Dorothy Fiskel	47 Dean Ct.
Dean Shugars	108 Lisa Dr.
Marshall Streyt	112 LISA DR
Robert Bryant	112 Lisa Dr.
Therese Simoneau	16 Dana Ct.
Cathy HART	14 Dana Ct.
Lou Cruz	42 Morgan Ct

Aesthetic Choices Presented



Ashlar Stone – Light Tan



Ashlar Stone – Light Grey



Split-faced Block: Light
Tan

Resident's Survey Forms



Southern Mobile Home Park Noise Barrier Survey
SR 46/US 441 Interchange (Wekiva 3B)
FPID: 238275-2-32-02
City of Mt. Dora, Lake County

As part of the proposed improvements to the SR 46/US 441 interchange, the Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the roadway right-of-way adjacent to the Southern Mobile Home Park. A noise barrier is a permanent structure primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property. One of those disadvantages is that a noise barrier can create a shadow zone that can adversely impact or result in the death of nearby vegetation. Please refer to the Noise Barrier Information Sheet provided in this package for a listing of potential disadvantages of this noise barrier.

Responses to this survey will be used in the decision-making process about whether the proposed noise barrier should be built. Only the input from the Southern Mobile Home Park property owner and the impacted and/or benefited residents will be tabulated.

We ask that you complete, sign and return the entire survey form to the FDOT by August 31, 2013. Your expeditious reply would be greatly appreciated.

1. Are you in favor of FDOT constructing the proposed noise wall?
 In Favor Opposed

2. If you are in favor of the noise wall, which finish do you prefer?
 Ashlar Stone Split Face Block

3. If you are in favor of the noise wall, which color choice do you prefer?
 Light Tan Light Grey

Additional Comments: _____

Name of person completing this Survey: Therese Simonneau

Status of person completing this Survey (check one): Renter Legal Representative

Address: 16 Dana Court

Telephone number: 352-434-4743 Signature: Therese Simonneau

Return this survey electronically to: info@wekivaparkway.com or mail to:

Mary Brooks
Public Information Officer
Wekiva Parkway (SR 429)
c/o Florida Department of Transportation
133 S. Semoran Boulevard
Orlando, Florida 32807



**Southernaire Mobile Home Park Noise Barrier Survey
 SR 46/US 441 Interchange (Wekiva 3B)
 FPID: 238275-2-32-02
 City of Mt. Dora, Lake County**

As part of the proposed improvements to the SR 46/US 441 interchange, the Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the roadway right-of-way adjacent to the Southernaire Mobile Home Park. A noise barrier is a permanent structure primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property. One of those disadvantages is that a noise barrier can create a shadow zone that can adversely impact or result in the death of nearby vegetation. Please refer to the Noise Barrier Information Sheet provided in this package for a listing of potential disadvantages of this noise barrier.

Responses to this survey will be used in the decision-making process about whether the proposed noise barrier should be built. Only the input from the Southernaire Mobile Home Park property owner and the impacted and/or benefited residents will be tabulated.

We ask that you complete, sign and return the entire survey form to the FDOT by August 31, 2013. Your expeditious reply would be greatly appreciated.

1. Are you in favor of FDOT constructing the proposed noise wall?
 In Favor Opposed

2. If you are in favor of the noise wall, which finish do you prefer?
 Ashlar Stone Split Face Block

3. If you are in favor of the noise wall, which color choice do you prefer?
 Light Tan Light Grey

Additional Comments: _____

Name of person completing this Survey: Adela Muro 40

Status of person completing this Survey (check one): Renter Legal Representative

Address: 3 Currier Blvd

Telephone number: 352-735-5905 Signature: Adela Muro 40

Return this survey electronically to: info@wekivaparkway.com or mail to:

**Mary Brooks
 Public Information Officer
 Wekiva Parkway (SR 429)
 c/o Florida Department of Transportation
 133 S. Semoran Boulevard
 Orlando, Florida 32807**



Southernaire Mobile Home Park Noise Barrier Survey
SR 46/US 441 Interchange (Wekiva 3B)
FPID: 238275-2-32-02
City of Mt. Dora, Lake County

As part of the proposed improvements to the SR 46/US 441 interchange, the Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the roadway right-of-way adjacent to the Southernaire Mobile Home Park. A noise barrier is a permanent structure primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property. One of those disadvantages is that a noise barrier can create a shadow zone that can adversely impact or result in the death of nearby vegetation. Please refer to the Noise Barrier Information Sheet provided in this package for a listing of potential disadvantages of this noise barrier.

Responses to this survey will be used in the decision-making process about whether the proposed noise barrier should be built. Only the input from the Southernaire Mobile Home Park property owner and the impacted and/or benefited residents will be tabulated.

We ask that you complete, sign and return the entire survey form to the FDOT by August 31, 2013. Your expeditious reply would be greatly appreciated.

1. Are you in favor of FDOT constructing the proposed noise wall?
 In Favor Opposed

2. If you are in favor of the noise wall, which finish do you prefer?
 Ashlar Stone Split Face Block

3. If you are in favor of the noise wall, which color choice do you prefer?
 Light Tan Light Grey

Additional Comments: _____

Name of person completing this Survey: Cathy Sims HART

Status of person completing this Survey (check one): Renter Legal Representative

Address: 14 DANA CT

Telephone number: 352-408-5510 Signature: Cathy Sims Hart

Return this survey electronically to: info@wekivaparkway.com or mail to:

Mary Brooks
Public Information Officer
Wekiva Parkway (SR 429)
c/o Florida Department of Transportation
133 S. Semoran Boulevard
Orlando, Florida 32807



Southernaire Mobile Home Park Noise Barrier Survey
SR 46/US 441 Interchange (Wekiva 3B)
FPID: 238275-2-32-02
City of Mt. Dora, Lake County

As part of the proposed improvements to the SR 46/US 441 interchange, the Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the roadway right-of-way adjacent to the Southernaire Mobile Home Park. A noise barrier is a permanent structure primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property. One of those disadvantages is that a noise barrier can create a shadow zone that can adversely impact or result in the death of nearby vegetation. Please refer to the Noise Barrier Information Sheet provided in this package for a listing of potential disadvantages of this noise barrier.

Responses to this survey will be used in the decision-making process about whether the proposed noise barrier should be built. Only the input from the Southernaire Mobile Home Park property owner and the impacted and/or benefited residents will be tabulated.

We ask that you complete, sign and return the entire survey form to the FDOT by August 31, 2013. Your expeditious reply would be greatly appreciated.

1. Are you in favor of FDOT constructing the proposed noise wall?
 In Favor Opposed

2. If you are in favor of the noise wall, which finish do you prefer?
 Ashlar Stone Split Face Block

3. If you are in favor of the noise wall, which color choice do you prefer?
 Light Tan Light Grey

Additional Comments: _____

Name of person completing this Survey: Paul O Rozeq

Status of person completing this Survey (check one): Renter Legal Representative

Address: 20 m. clur ct Mount Dora FL 32757

Telephone number: 352-383-0456 Signature: _____

Return this survey electronically to: info@wekivaparkway.com or mail to:

Mary Brooks
Public Information Officer
Wekiva Parkway (SR 429)
c/o Florida Department of Transportation
133 S. Semoran Boulevard
Orlando, Florida 32807



Southernaire Mobile Home Park Noise Barrier Survey
SR 46/US 441 Interchange (Wekiva 3B)
FPID: 238275-2-32-02
City of Mt. Dora, Lake County

As part of the proposed improvements to the SR 46/US 441 interchange, the Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the roadway right-of-way adjacent to the Southernaire Mobile Home Park. A noise barrier is a permanent structure primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property. One of those disadvantages is that a noise barrier can create a shadow zone that can adversely impact or result in the death of nearby vegetation. Please refer to the Noise Barrier Information Sheet provided in this package for a listing of potential disadvantages of this noise barrier.

Responses to this survey will be used in the decision-making process about whether the proposed noise barrier should be built. Only the input from the Southernaire Mobile Home Park property owner and the impacted and/or benefited residents will be tabulated.

We ask that you complete, sign and return the entire survey form to the FDOT by August 31, 2013. Your expeditious reply would be greatly appreciated.

- Are you in favor of FDOT constructing the proposed noise wall?
 In Favor Opposed
- If you are in favor of the noise wall, which finish do you prefer?
 Ashlar Stone Split Face Block
- If you are in favor of the noise wall, which color choice do you prefer?
 Light Tan Light Grey

Additional Comments: _____

Name of person completing this Survey: Susan Cruz

Status of person completing this Survey (check one): Renter Legal Representative

Address: 23 Miller

Telephone number: 352-978-5730 Signature: Susan Cruz

Return this survey electronically to: info@wekivaparkway.com or mail to:

Mary Brooks
Public Information Officer
Wekiva Parkway (SR 429)
c/o Florida Department of Transportation
133 S. Semoran Boulevard
Orlando, Florida 32807



Southernaire Mobile Home Park Noise Barrier Survey
SR 46/US 441 Interchange (Wekiva 3B)
FPID: 238275-2-32-02
City of Mt. Dora, Lake County

As part of the proposed improvements to the SR 46/US 441 interchange, the Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the roadway right-of-way adjacent to the Southernaire Mobile Home Park. A noise barrier is a permanent structure primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property. One of those disadvantages is that a noise barrier can create a shadow zone that can adversely impact or result in the death of nearby vegetation. Please refer to the Noise Barrier Information Sheet provided in this package for a listing of potential disadvantages of this noise barrier.

Responses to this survey will be used in the decision-making process about whether the proposed noise barrier should be built. Only the input from the Southernaire Mobile Home Park property owner and the impacted and/or benefited residents will be tabulated.

We ask that you complete, sign and return the entire survey form to the FDOT by August 31, 2013. Your expeditious reply would be greatly appreciated.

1. Are you in favor of FDOT constructing the proposed noise wall?
 In Favor Opposed

2. If you are in favor of the noise wall, which finish do you prefer?
 Ashlar Stone Split Face Block

3. If you are in favor of the noise wall, which color choice do you prefer?
 Light Tan Light Grey

Additional Comments: _____

Name of person completing this Survey: Pam Baker

Status of person completing this Survey (check one): Renter Legal Representative

Address: 35 Aubrey Ct

Telephone number: 407 404-7890 Signature: [Signature]

Return this survey electronically to: info@wekivaparkway.com or mail to:

Mary Brooks
Public Information Officer
Wekiva Parkway (SR 429)
c/o Florida Department of Transportation
133 S. Semoran Boulevard
Orlando, Florida 32807



**Southernaire Mobile Home Park Noise Barrier Survey
 SR 46/US 441 Interchange (Wekiva 3B)
 FPID: 238275-2-32-02
 City of Mt. Dora, Lake County**

As part of the proposed improvements to the SR 46/US 441 interchange, the Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the roadway right-of-way adjacent to the Southernaire Mobile Home Park. A noise barrier is a permanent structure primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property. One of those disadvantages is that a noise barrier can create a shadow zone that can adversely impact or result in the death of nearby vegetation. Please refer to the Noise Barrier Information Sheet provided in this package for a listing of potential disadvantages of this noise barrier.

Responses to this survey will be used in the decision-making process about whether the proposed noise barrier should be built. Only the input from the Southernaire Mobile Home Park property owner and the impacted and/or benefited residents will be tabulated.

We ask that you complete, sign and return the entire survey form to the FDOT by August 31, 2013. Your expeditious reply would be greatly appreciated.

1. Are you in favor of FDOT constructing the proposed noise wall?
 _____ In Favor X Opposed

2. If you are in favor of the noise wall, which finish do you prefer?
 _____ Ashlar Stone _____ Split Face Block

3. If you are in favor of the noise wall, which color choice do you prefer?
 _____ Light Tan _____ Light Grey

Additional Comments: it dont have to be that high

Name of person completing this Survey: _____

Status of person completing this Survey (check one): Renter Legal Representative

Address: 36 Aubrey Ct

Telephone number: 407 716 2122 Signature: Aloncent J. Kostas
Lucy A. Fatta

Return this survey electronically to: info@wekivaparkway.com or mail to:

**Mary Brooks
 Public Information Officer
 Wekiva Parkway (SR 429)
 c/o Florida Department of Transportation
 133 S. Semoran Boulevard
 Orlando, Florida 32807**



**Southernaire Mobile Home Park Noise Barrier Survey
 SR 46/US 441 Interchange (Wekiva 3B)
 FPID: 238275-2-32-02
 City of Mt. Dora, Lake County**

As part of the proposed improvements to the SR 46/US 441 interchange, the Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the roadway right-of-way adjacent to the Southernaire Mobile Home Park. A noise barrier is a permanent structure primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property. One of those disadvantages is that a noise barrier can create a shadow zone that can adversely impact or result in the death of nearby vegetation. Please refer to the Noise Barrier Information Sheet provided in this package for a listing of potential disadvantages of this noise barrier.

Responses to this survey will be used in the decision-making process about whether the proposed noise barrier should be built. Only the input from the Southernaire Mobile Home Park property owner and the impacted and/or benefited residents will be tabulated.

We ask that you complete, sign and return the entire survey form to the FDOT by August 31, 2013. Your expeditious reply would be greatly appreciated.

1. Are you in favor of FDOT constructing the proposed noise wall?
 In Favor Opposed

2. If you are in favor of the noise wall, which finish do you prefer?
 Ashlar Stone Split Face Block

3. If you are in favor of the noise wall, which color choice do you prefer?
 Light Tan Light Grey

Additional Comments: _____

Name of person completing this Survey: Dorothy Osmon

Status of person completing this Survey (check one): Renter Legal Representative

Address: 38 Aubrey Ct.

Telephone number: 352-735-1874 Signature: Dorothy Osmon

Return this survey electronically to: info@wekivaparkway.com or mail to:

**Mary Brooks
 Public Information Officer
 Wekiva Parkway (SR 429)
 c/o Florida Department of Transportation
 133 S. Semoran Boulevard
 Orlando, Florida 32807**



Southernaire Mobile Home Park Noise Barrier Survey
SR 46/US 441 Interchange (Wekiva 3B)
FPID: 238275-2-32-02
City of Mt. Dora, Lake County

As part of the proposed improvements to the SR 46/US 441 interchange, the Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the roadway right-of-way adjacent to the Southernaire Mobile Home Park. A noise barrier is a permanent structure primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property. One of those disadvantages is that a noise barrier can create a shadow zone that can adversely impact or result in the death of nearby vegetation. Please refer to the Noise Barrier Information Sheet provided in this package for a listing of potential disadvantages of this noise barrier.

Responses to this survey will be used in the decision-making process about whether the proposed noise barrier should be built. Only the input from the Southernaire Mobile Home Park property owner and the impacted and/or benefited residents will be tabulated.

We ask that you complete, sign and return the entire survey form to the FDOT by August 31, 2013. Your expeditious reply would be greatly appreciated.

1. Are you in favor of FDOT constructing the proposed noise wall?
 In Favor Opposed
2. If you are in favor of the noise wall, which finish do you prefer?
 Ashlar Stone Split Face Block
3. If you are in favor of the noise wall, which color choice do you prefer?
 Light Tan Light Grey

Additional Comments: _____

Name of person completing this Survey: Lou Cruz (Lulu Cruz)

Status of person completing this Survey (check one): Renter Legal Representative

Address: 42 Morgan Ct

Telephone number: 352-735-5254 Signature: Lulu m Cruz

Return this survey electronically to: info@wekivaparkway.com or mail to:

Mary Brooks
Public Information Officer
Wekiva Parkway (SR 429)
c/o Florida Department of Transportation
133 S. Semoran Boulevard
Orlando, Florida 32807

Property Owner Survey Form



**Southernaire Mobile Home Park Noise Barrier Survey
 SR 46/US 441 Interchange (Wekiva 3B)
 (SR 46 from 0.2 miles W of US 441 to W. of Vista View Lane)
 FPID: 238275-2-32-02
 City of Mt. Dora, Lake County**

As part of the proposed improvements to the SR 46/US 441 interchange, the Florida Department of Transportation (FDOT) is considering construction of a precast concrete post and panel noise barrier within the roadway right-of-way adjacent to the Southernaire Mobile Home Park. As an owner of property near the proposed noise barrier location, FDOT is seeking your position regarding support for or opposition to the noise barrier.

A noise barrier is a permanent structure primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property. One of those disadvantages is that a noise barrier can create a shadow zone that can adversely impact or result in the death of nearby vegetation. Please refer to the Noise Barrier Information Sheet provided in this package for a listing of potential disadvantages of this noise barrier.

If you are in support of the noise barrier, FDOT requires that you also agree to the following conditions. If you or any other affected property owner does not agree to the conditions, then the noise barrier length may be decreased or the barrier may not be constructed.

1. If required, the property owner will honor an access permit for the purpose of temporary access for constructing the noise barrier.
2. The property owner will relinquish to FDOT any light, air or view rights between their property and S.R. 951 that are affected by the noise barrier.
3. The property owner will not pursue compensation for damages of any kind or inverse condemnation as a result of the placement and construction of the noise barrier within the FDOT right-of-way.

Before giving further consideration to a noise barrier at the designated location, the FDOT requires documented support in favor of the barrier from affected property owners. If the majority of property owners do not indicate support, a barrier will not be constructed. If a majority of affected property owners indicate support, then the FDOT is committed to constructing the barrier within a time frame consistent with the scheduled roadway construction period and FDOT Noise Abatement Policy. If during the design process it is determined that a noise barrier is not a feasible and reasonable measure for reducing traffic noise, then a noise barrier will not be constructed. The final decision regarding any aspect of the noise barrier will rest solely with the FDOT.

This questionnaire has been distributed to you as an affected property owner to document your support for or opposition to the proposed noise barrier. We ask that you complete, sign and return the entire survey form to the FDOT by November 19, 2013. Your expeditious reply would be greatly appreciated.

1. Are you in favor of constructing a noise barrier between the proposed improvements to US-441 and your property to reduce traffic noise levels (check one)?

Yes No

2. If you answered Yes to question 1 above, please see the attached Noise Wall Aesthetics package to answer the following:

A. Which color shown in the attached aesthetics package do you prefer? (Check one)

Grey Light Beige

B. Which texture shown in the attached aesthetics package do you prefer (check one)?

i. Panels – Ashlar Stone

ii. Panels – Split Face Running Bond Block with a Fractured Fin Horizontal Band at top

Additional Comments: see attached letter

Name of person completing this Survey: Dawn Rumpf, Vice President

Status of person completing this Survey (check one): Property Owner Legal Representative

Address: 5100 West Lemon St. Tampa, FL 33609

Telephone number: 813-282-5917 Signature: Dawn Rumpf

Return this survey electronically to: info@wekivaparkway.com or mail to:

Mary Brooks
Public Information Officer
Wekiva Parkway (SR 429)
c/o Florida Department of Transportation
133 S. Semoran Boulevard
Orlando, Florida 32807

Equity *LifeStyle* Properties

Tampa Regional Office
5100 West Lemon Street - Tampa, FL 33609
PH: 813-282-5917 - Fax: 813-289-7628

December 12, 2013

Wekiva Parkway (SR 429)
c/o Florida Department Of Transportation
133 S. Semoran Boulevard
Orlando, Florida 32807

RE: Southernaire Mobile Home Park Noise Barrier Survey

Equity Lifestyle Properties is in agreement with having the proposed improvements/noise barrier completed at Southernaire Mobile Home Park located in Mt. Dora, Florida, if the additional signage noted below is granted as requested.

Southernaire will be affected both positively and negatively with the installation of of the noise barrier. The proposed wall will be a benefit to the community because it will reduce the levels of noise that the new highway will cause. However, Southernaire will be severely negatively affected, because the wall will block the community from future prospects, resulting in a major loss of sales and rentals, thus a loss in revenue.

Equity Lifestyle Properties proposes that the Florida Department Of Transportation pay for and install two monument signs: one located at the North East corner of the property in front of the new proposed wall (exhibit A, number 1), the second located at the entrance on the north side of the community (exhibit A, number 2). We would like number 1, erected above the new wall, approximately five feet higher than the wall.

These monument signs, which will include the community name and phone number, would be utilized as a way for Southernaire to be seen from the road way. We estimate the cost of these monuments signs to be approximately \$9000 each.

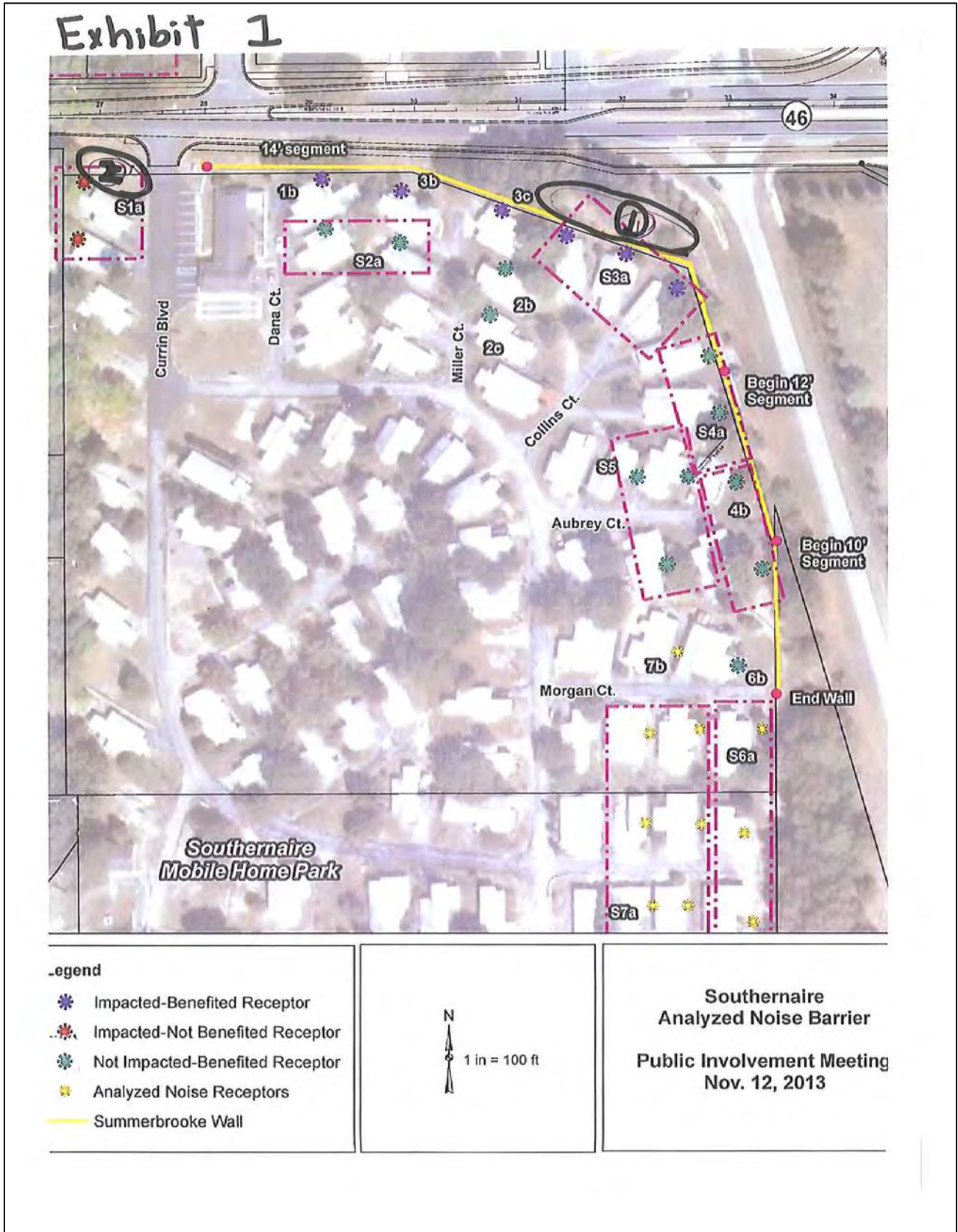
Additionally we request the sound barrier installation be completed before the road work begins.

Thank you for your consideration with this matter.

Sincerely,



Dawn Rumpf
Vice President



1/21/2014

XFINITY Connect

XFINITY Connect

rsoetp@comcast.net

± Font Size ±

Re: FDOT Wekiva Parkway Section 3B - Southernaire MHP Property Owner Noise Survey

From : Megan Bunting <midfloridalakes_mgr@equitylifestyle.com> Mon, Jan 20, 2014 08:43 PM
Subject : Re: FDOT Wekiva Parkway Section 3B - Southernaire MHP Property Owner Noise Survey
To : info@wekivaparkway.com
Cc : dawn rumpf <dawn_rumpf@equitylifestyle.com>, Sharon Simon <coachwoodcolony_mgr@equitylifestyle.com>, Joseph Oxford <Joseph_Oxford@equitylifestyle.com>, Mark Mitchell <Mark_Mitchell@equitylifestyle.com>, Medhat Hassan <Medhat.Hassan@dot.state.fl.us>, Ashraf Elmaghrahy <Ashraf.Elmaghrahy@dot.state.fl.us>, Richard Rocktoff <rrocktoff@moffattnichol.com>, William Walsh <william.walsh@dot.state.fl.us>, rsoetp@comcast.net

Mary,

Thank you for your response.

We are still in favor of the noise wall. Please proceed.

Thank you.

Megan Bunting

On Thursday, January 9, 2014, wrote:

Dear Ms. Rumpf and Ms. Bunting,

The Florida Department of Transportation would like to thank you for returning the completed property owner's Southernaire MHP Noise Barrier Survey, as part of the design of Wekiva Parkway Section 3B. This information was shared with and reviewed by the FDOT and consultant design staff.

Your accompanying letter states that Equity Lifestyle Properties is in agreement with having the noise barrier constructed at your community – contingent upon the Department erecting two monument signs on the property.

As has been mentioned previously, there is no taking of property planned at the mobile home park as part of this project. Therefore, the Department will only be covering the cost for the design and construction of the noise wall.

Any construction of signs on private property would have to be coordinated with the local authorizing municipality.

Please advise at your earliest convenience if you still want the noise wall built in this location as part of this project. You are, of course, also welcome to contact me by phone if you care to discuss this matter further. Thank you.

Mary Brooks
Public Information Officer
Wekiva Parkway (SR 429)
407-694-5505
info@wekivaparkway.com
www.wekivaparkway.com

----- Original Message -----

Subject: RE: FDOT Wekiva Parkway Section 3B - Southernaire MHP Property Owner Noise Survey
From: <info@wekivaparkway.com>
Date: Fri, December 13, 2013 1:41 pm

http://web.mail.comcast.net/zimbra/h/printmessage?fid=195559&tz=America/New_York&dir=1

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