NOISE STUDY REPORT

Interstate 95 (I-95) / State Road 9 (SR 9)
Project Development and Environment Study

Project Study Limits:
Miami-Dade/Broward County Line to North of Griffin Road

Efficient Transportation and Decision Making (ETDM) Number: 14500
Financial Project Identification Number (FPID): 439170-1-22-02

Broward County, Florida

Prepared for:

FDOT District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309

APRIL 2026

DRAFT

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

NOISE STUDY REPORT

Interstate 95 (I-95) / State Road 9 (SR 9)
Project Development and Environment Study

Project Study Limits:
Miami-Dade/Broward County Line to North of Griffin Road

Efficient Transportation and Decision Making (ETDM) Number: 14500
Financial Project Identification Number (FPID): 439170-1-22-02

Broward County, Florida

Prepared for:

FDOT District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309

Prepared by:
RS&H, Inc.
3125 West Commerical Boulevard, Suite 130
Fort Lauderdale, FL 33309

APRIL 2026

DRAFT

TABLE OF CONTENTS

LIST O5F FIGURES

LIST OF TABLES

LIST OF APPENDICES

1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) District Four is conducting a Project Development and Environment (PD&E) Study for Interstate 95 (I-95)/State Road 9 (S.R. 9) in Broward County, Florida. The project proposes to improve traffic operations at the existing interchanges and cross streets and enhance the managed lanes along I-95 from the Miami-Dade/Broward County Line to north of Griffin Road, a distance of approximately 6.5 miles (*see* **Figure 1.1**). This project is within the City of Hallandale Beach, Town of Pembroke Park, City of Hollywood, and City of Dania Beach. The existing interchanges and cross streets that will be evaluated for transportation improvements include Sheridan Street (S.R. 822), Stirling Road (S.R. 848), and Griffin Road (S.R. 818). Improvements to the bicycle and pedestrian accommodation along the cross streets will also be considered as part of the project.

As part of this PD&E Study, a traffic noise study was performed. 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 the Federal Highway Administration (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 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. The project limits include the proposed improvements from South of Hallandale Beach Boulevard (S.R. 858) to North of Hollywood Boulevard (S.R. 820) associated with a recently completed I-95 PD&E Study

(FPID#: 436903-1-22-02). A Noise Study Report dated May 2025 was prepared for this project and is available in State-Wide Environmental Project Tracker (SWEPT). Pages referenced in this Noise Study Report from the PER are included in **Appendix F**.

Figure 1.1 – Project Location Map

1.1 PROJECT DESCRIPTION

I-95 is the primary north-south interstate facility that links all major cities along the Atlantic Seaboard and is one of the most important transportation systems in southeast Florida. I-95 is one of the two major expressways, Florida's Turnpike being the other, that connects major employment centers and residential areas within the South Florida tri-county area. I-95 is part of the State's Strategic Intermodal System (SIS), the National Highway System, and is designated as an evacuation route along the east coast of Florida.

I-95, within the study limits, is functionally classified as an Urban Principal Arterial Interstate and has a posted speed limit of 65 miles per hour. This segment consists of eight general use lanes (four in each direction) and the managed lanes vary between four (two in each direction) and two lanes (one in each direction). The access management classification for the I-95 study corridor is Class 1. There is a total of six existing interchanges within the study limits; however, only three interchanges in the northern section are proposed for improvements as part of this project (see **Figure 1.1**). All three of these interchanges have a diamond configuration. The cross streets at the interchanges are all six lane divided facilities with varying functional classifications. Sheridan Street is classified as an Urban Principal Arterial Other to the west of the I-95 interchange, and to the east it is classified as an Urban Minor Arterial. Stirling Road is classified an Urban Minor Arterial. Griffin Road is classified as an Urban Principal Arterial.

The existing I-95 mainline roadway section varies slightly. It consists primarily of four 11-foot-wide express lanes (two in each direction) and eight 11-foot to 12-foot-wide general use lanes (four in each direction) with 12-foot-wide auxiliary lanes at select locations. A three-foot wide buffer area with pavement markings and express lane markers separates the general use lanes from the express lanes with five-foot to 12-foot wide inside shoulders, 12-foot-wide outside shoulders, and a 2.5-foot-wide center barrier wall. One express lane exists in each direction between Miami-Dade County and Hallandale Beach Boulevard in Broward County. **Figures 1.2** shows the existing I-95 roadway typical section within the study limits.

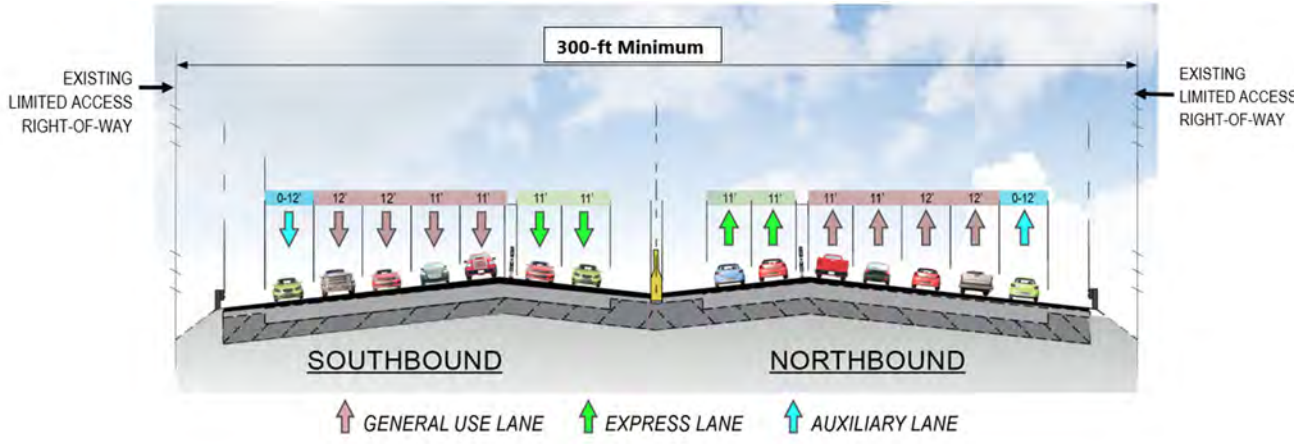


Figure 1.2: Existing I-95 Typical Section

The existing limited access right-of-way varies slightly within the study limits. The right-of-way is generally consistent throughout the corridor at a minimum of 300-ft wide and at the interchanges widens further to accommodate entrance and exit ramps.

1.2 PROPOSED IMPROVEMENTS

Alternatives evaluated during the PD&E Study include the No-Build Alternative and two Build Alternatives. Alternatives were developed to evaluate interchange alternatives that will address existing and projected traffic operating deficiencies along this section of I-95. In order to keep up with the growing traffic demand within the study area, two 'Build' alternatives were developed for each I-95 interchange at Sheridan Street, Stirling Road, and Griffin Road. For Sheridan Street, a sub alternative was developed for one of the alternatives. Two (2) Build alternatives were also developed for the intersection of Griffin Road at Old Griffin Road. In addition, I-95 mainline improvements consisting of auxiliary lanes and elevated braided express lanes were considered from the Miami-Dade/Broward County line to north of Griffin Road. A summary of the alternative analysis from PER (i.e., Section 1.4 Alternative Analysis Summary) is included in **Appendix F** (see pages 1-5 through 1-9).

1.2.1 NO-BUILD ALTERNATIVE

The 'No-Build' Alternative maintains the existing I-95 corridor with no improvements other than routine maintenance. However, adjacent or ongoing projects are considered. No traffic capacity, operation, safety, mobility, or evacuation improvements will be implemented under this alternative to the I-95 mainline, the express lanes, or the three arterials (Sheridan Street, Stirling Road, and Griffin Road) within the study area.

The No-Build Alternative includes the existing transportation network and any funded, planned or programmed improvements open to traffic by the design year 2045. The No-Build Alternative includes currently planned and programmed improvements that are elements of the MPO's Transportation Improvement Program, the 2045 Cost Feasible LRTP, the FDOT's Adopted Five Year Work Program, any local government comprehensive plans and/or any development mitigation improvement projects that are elements of approved development orders.

The 'No-Build' Alternative includes currently planned and programmed improvements. One of the programmed improvements are the safety short-term interim improvements at the Hallandale Beach Boulevard, Pembroke Road and Hollywood Boulevard interchanges. The No-Build Alternative includes the ongoing District Four I-95 Express Phase 3C Construction Project between south of Hollywood Boulevard and north of I-595. This project will add additional express lane access points (northbound egress and southbound ingress) within the Hollywood Boulevard Interchange. The No-Build Alternative also includes the District Six I-95 Planning Study between US 1 (Downtown Miami) and the Miami-Dade/Broward County Line. This study is proposing to add mainline capacity and interchange improvements.

In May 2021, District Six began an I-95 PD&E Study, FPID#: 414964-1-22-01, between south of Miami Gardens Drive (SR 860) and the Miami-Dade/Broward County Line. The objective of the PD&E Study was to evaluate the recommendations from the District Six I-95 Planning Study. The preferred alternative from the District Six PD&E Study was considered part of the No-Build Alternative conditions.

A detailed description of the No-Build Alternative, including typical sections, advantages and disadvantages. is included in **Appendix F** [see Section 5.1 No-Build (No-Action) Alternative, pages 5-1 through 5-6].

1.2.2 BUILD ALTERNATIVES

The Build Alternatives were developed by first giving consideration to alternatives developed and analyzed under previous studies such as the I-95 Broward Interchange Masterplan, the Old Griffin Road and Griffin Road Concept Development (CD), I-95 Corridor Planning Study (CPS), and I-95 PD&E Study from south of Hallandale Beach Boulevard to north of Hollywood Boulevard (S.R. 820) (FPID# 436903-122-02). The 'Build' alternatives consist of three components: 1) interchange improvements for I-95 at Sheridan Street, Stirling Road, and Griffin Road, 2) improvements at the intersection of Griffin Road and Old Griffin Road, and 3) entrance/exit express lane improvements and auxiliary lanes. An overview and description of the development of the Build Alternatives evaluated from the PER is included in **Appendix F** (see Section 5.4 Build Alternatives, pages 5-7 through 5-27).

1.2.3 PREFERRED ALTERNATIVE

The evaluation of transportation projects to identify the most desirable alternative considers a broad range of evaluation criteria that address the concerns of key stakeholders and meet the project's purpose and need. In this study, both the No-Build and Build Alternatives were assessed using a set of selected variables and parameters that were analyzed for inclusion in an evaluation matrix. The evaluation matrix developed for this project compares each alternative evaluated in detail, including the No-Build Alternative with respect to right-of-way impacts, environmental, engineering, and safety considerations, as well as costs. The results of the evaluation are summarized in the evaluation matrix in from the PER included in **Appendix F** (see Table 5-3: Evaluation Matrix, page 5-110 and Section 4.6 Selection of the Preferred Alternative, page 5-111).

Based on review of the evaluation matrix, the following components are recommended as the preferred alternative:

- I-95 'Build' Mainline - Improvements consisting of added auxiliary lanes and braided express lanes at two locations (northbound just south of Sheridan Street and southbound just south of Pembroke Road). This alternative was selected

over the 'No-Build' alternative as it meets the purpose and need of the study, improving mainline operations and enhancing safety.

- I-95 at Sheridan Street: Alternative A - Diamond Interchange (modify existing) was selected over Alternative B: Northbound to Westbound Flyover as Alternative B was discarded due to substantial right-of-way acquisition needed, constructability issues, and high cost of construction. Alternative A achieves overall LOS E in design year 2050 for the interchange. However, this is only for a few hours of the day during the peak hours. The rest of the time, the interchange will operate at LOS D or better during the design year 2050.
- I-95 at Stirling Road: Alternative B – Diverging Diamond Interchange (DDI) was selected over Alternative A: Diamond Interchange Improvements (modify existing) because although both alternatives provide overall LOS D for the interchange in design year 2050, it provides higher reserve capacity while impacts are both similar.
- I-95 at Griffin Road Interchange: Alternative A – Diamond Interchange (modify existing) was selected over Alternative B: Diverging Diamond Interchange (DDI). Although both alternatives result in overall LOS D in the design year 2050 with similar impacts, the DDI was discarded due to safety concerns resulting from the proximity of the FECR tracks and adjacent intersection on the west side.
- Griffin Road at Old Griffin Road Intersection – Alternative B: Stop Controlled Eastbound was selected over Alternative A: Free Flow Eastbound as the City of Dania Beach did not support removing the signal for the eastbound direction. The City supports maintaining the existing signal as they feel it is safer for vehicles entering and exiting from the property on the south side which provides access to Le Méridien Dania Beach and Design Center of the Americas (DCOTA).

The Preferred Alternative Concept Plans from Appendix J from the PER are included in **Appendix F** (see Sheet No.1 through No. 29). The proposed improvements associated with this PD&E Study are shown in black and bridge improvements are shown in gray on the Concep Plans.

2.0 METHODOLOGY

This study was conducted based on the methodology described in the FDOT's PD&E Manual, Part 2, Chapter 18, *Highway Traffic Noise* (July 31, 2024), the FDOT's *Traffic Noise Modeling and Analysis Practitioners Handbook* (December 31, 2018), 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 at sites exceeding FDOT's Noise Abatement Criteria (see ***Section 4.0***).

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 at an exterior area representing approximately ten feet inside the building at the side closest to the roadway. Building noise reduction factors and window conditions identified in Table 18-3 in Part 2, Chapter 18 of the

PD&E Manual (July 1, 2023) were used to estimate noise reduction due to the physical structure.

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

2.1 NOISE METRIC

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

Table 2.1 - Sound Levels of Typical Noise Sources and Environments

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

Source: California Dept. of Transportation Technical Noise Supplement, September 2013, Page 2-20.

2.2 TRAFFIC DATA

Predicted traffic noise levels are primarily dependent on traffic volumes, vehicle mix, and vehicle speeds. The traffic volumes used in this noise analysis is from the *Project's Systems Interchange Modification Report (SIMR) SR 9/I-95 from Miami-Dade County Line to North of Griffin Road (S.R. 818)* (February 2026). The peak hour volumes for the Existing Conditions (2021) and design hour volumes for the future design year (2055) conditions for the No-Build Alternative and the Build Alternatives from this SIMR were used in the noise modeling and are shown in **Figures 3-5, 5-7, and 7-6,** respectively, in **Appendix A**. Consistent with Chapter 18 of the PD&E Manual, the maximum peak-hourly traffic representing LOS C, or demand LOS of A, B, or C was 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. Since the existing I-95 volumes exceeded LOS C volumes, the existing noise levels are representative of the No-Build conditions.

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 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

Table 2.2 – Noise Abatement Criteria [Hourly A-Weighted Sound Level dB(A)]

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

(Based on Table 1 of 23 CFR Part 772)
[1] The Leq(h) Activity Criteria values are for impact determination only, and are not a design standard for noise abatement measures.
[2] Includes undeveloped lands permitted for this activity category.
Note: FDOT defines that a substantial noise increase occurs when the existing noise level is predicted to be exceeded by 15 decibels or more as a result of the transportation improvement project. When this occurs, the requirement for abatement consideration will be followed.

areas of use (Activity Category E). Noise sensitive sites also include interior use areas where no exterior activities occur for facilities such as auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, recording studios, schools, and television studios (Activity Category D). Categories F and G, which include commercial and developed properties without exterior areas of use, do not have noise abatement criteria levels. Category F includes land uses such as industrial and retail facilities that are not considered noise sensitive. Category G includes undeveloped lands.

2.4 NOISE ABATEMENT MEASURES

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

Other abatement measures that were considered but were determined not to be feasible or reasonable for this project include traffic management, alignment modification, and property acquisition. Traffic management measures such as traffic control devices, prohibition of certain vehicle types, time-use restriction for certain vehicle types, modified speed limits, and exclusive lane designation applied for the purpose of reducing traffic noise levels would impede the operational characteristics of this facility. The project corridor includes existing commercial and residential development on both sides of I-95. 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 at least two impacted receptor sites. For example, given the topography of a location, can the minimum noise reduction [5 dB(A)] be achieved given certain access, drainage, utility, safety, and maintenance requirements? In addition, for a noise barrier to be considered acoustically feasible, at least two impacted receptor sites must achieve at least a 5 dB(A) reduction.

Reasonableness implies that common sense and good judgment were applied in a decision related to noise abatement. Reasonableness includes the consideration of the cost of abatement, the amount of noise abatement benefit, and the consideration of the viewpoints of the impacted and benefited property owners and tenants. To be deemed reasonable, the estimated cost of the noise barrier, or other noise abatement measure, needs to be equal to or below FDOT's reasonable cost criteria (described below), must attain FDOT's noise reduction design goal of 7 dB(A) at one or more benefited receptor sites, and must be supported by a majority of the property owners and tenants benefited by the proposed abatement measure.

The evaluation of noise barriers for impacted residential areas (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 $64,000 per benefited receptor is considered the upper limit, using the FDOT's current the standard construction cost of $40.00 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 evaluated according to FDOT's "Methodology to Evaluate Highway Traffic Noise at Special Land Uses" (July 2025).

Special Land Uses (SLUs) are non-residential noise sensitive sites that are listed in FHWA's NAC Activity Categories A, C, D, and E. In this methodology, SLUs are assigned an Equivalent Residence (ER) based on the person-hours of use at the SLU in order to evaluate the reasonableness and feasibility of a noise barrier.

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 of this report.

3.0 TRAFFIC NOISE ANALYSIS

The project corridor includes 12 existing noise barriers/systems that provide benefits to most of the adjacent noise sensitive sites. The location and description of the existing noise barriers are summarized below and are depicted in **Figure 3.1** located at the end of **Section 3.2.** As described in **Section 4.0**, segments of these existing noise barriers will be physically impacted by the proposed project improvements and will require that they be removed and replaced.

- Ground-mounted noise barrier along the western right-of-way line of the South Florida Rail Corridor (SFRC), 3,450 feet long, 22 feet tall (FDOT ID Number: 86070800SB0000); Constructed in 2006. (Miami-Date/Broward County Line to south of Hallandale Beach Boulevard)
- Ground-mounted noise barrier along the eastern right-of-way line of I-95, 4,390 feet long, 16 feet tall [FDOT ID Number: 87270-3409 (I-95 2)]; Constructed in 1988 (Ives Dairy Road to Miami-Dade/Broward County Line.
- Ground-mounted noise barrier along the eastern right-of-way line of I-95, 3,440 feet long, 16 feet tall (FDOT ID Number: 86070000NB00000); Constructed in 1991 (Miami-Date/Broward County Line to south of Hallandale Beach Boulevard).
- Ground-mounted noise barrier along the eastern right-of-way line of I-95, 3,540 feet long, 16 feet tall (FDOT ID Number: 86070000NB0156); Constructed in 1991 (North of Pembroke Road).
- Ground-mounted noise barrier along the eastern right-of-way line of I-95, 1,350 feet long, 16 to 18 feet tall (FDOT ID Number: 86070000NB0222); Constructed in 1991 (South of Hollywood Boulevard).
- Ground-mounted noise barrier along the eastern right-of-way line of I-95, 1,050 feet long, 20 feet tall (FDOT ID Number: CD20) Constructed in 2013, and a shoulder-mounted noise barrier along the I-95 northbound outside shoulder, 1,350 long, 14-foot-tall (FDOT ID Number: CD20); Constructed in 2015 (North of Hollywood Boulevard to Johnson Street).
- Shoulder-mounted noise barrier along the I-95 southbound outside shoulder, 1,800 feet long, 14 feet tall (FDOT ID Number: CD4); Constructed in 2015 (North of Johnson Street).
- Shoulder-mounted noise barrier along the I-95 southbound outside shoulder, 590 feet long, 8 feet tall (FDOT ID Number: CD6); Constructed in 2015 (North of Johnson Street).

- Shoulder-mounted noise barrier along the I-95 southbound outside shoulder, ~1,100 feet long, 8 feet tall (FDOT ID Number: Not Available); Recently Constructed 2024/2025 (North and South of Taft Street.
- Ground-mounted noise barriers (2) along the western right-of-way line of I-95, 987 feet long and 16 feet tall [FDOT ID Number: Wall 4(1) SB0360] and 1,234 feet long,16 feet tall; [FDOT ID Number: Wall 4(2) SB0360]; Constructed in 1991 (North of Taff Street).
- Ground-mounted noise barriers (3) along the northbound Sheridan Street I-95 off ramp, 550 feet long, 16 feet tall [FDOT ID Number: Wall 3 (3) NB0372]; Constructed in 1992; 1,200 feet long and 15 feet tall [FDOT ID Number Wall 3 (4&5) NB0382]; Constructed in 1991; and 335 feet long and 16 feet tall [FDOT ID Number Wall 3 (6) NB0404]; Constructed in 1991(South of Sheridan Street).
- Ground-mounted noise barrier along the northbound Sheridan Street I-95 on-ramp, 400 feet long and 12 feet tall North of Sheridan Street (FDOT ID Number: NB0416).

3.1 MODEL VALIDATION

Noise measurements were collected at six representative locations representing 16 monitoring sites (MS1-1 through MS6-2) within the project limits to verify that TNM-predicted existing levels are representative of actual levels along I-95, Hallandale Beach Boulevard, and Pembroke Road; and to confirm that traffic noise is the main, or dominant, source. Noise measurements at these sites were taken on November 7, 2025 or on March 3, 2026. The locations of these monitoring sites are described in **Table 3.1 Appendix B** and depicted in **Figure 3.1** located at the end of **Section 3.2.**

The noise level monitoring was completed using Larson-Davis Model 870 sound-level analyzers, in accordance with the methodology established by the FHWA and documented in *Noise Measurement Handbook - 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. Weather data was collected with a

handheld Kestrel 3000 wind and weather meter. No precipitation occurred during the noise measurements resulting in dry pavement conditions.

Traffic information, such as the number of passenger cars and trucks, as well as, average speeds, were collected at the time of noise monitoring. A K15-K Doppler Radar Gun was used to obtain average operating speeds for cars, medium trucks, heavy trucks, buses, and motorcycles. The dates, times, traffic data, and the measured noise levels are presented in **Table 3.1** in **Appendix B**. 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 six measured noise levels at the three monitoring locations were +/- 3.0 dB(A) of the TNM-predicted levels (see **Table 3.1** in **Appendix B**). 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 for this project.

3.2 PREDICTED NOISE LEVELS AND IMPACT ANALYSIS

To facilitate the noise impact analysis, the project was divided into six noise study segments as listed in **Table 3.2**. In addition, 25 noise sensitive areas (i.e., 1W to 25) were identified along the project corridor that will be potentially impacted by traffic noise associated with the project. These noise sensitive land uses include single and multi-family residences, education facilities, places of worship, recreational areas, and restaurants with outdoor seating.

Each of these noise sensitive areas which are referred to as Noise Study Areas (NSAs) were evaluated for traffic noise impacts as part of this noise study. The locations of these NSAs are depicted in **Figure 3.1** in **Appendix B** located at the end of **Section 3.1.**

Existing land uses within the project area were also categorized by FHWA's NAC Activity Categories and are depicted in **Figure 3.2** in **Appendix C**. The locations of the representative sites used in the noise analysis are also presented in **Figure 3.2** and are described in **Table 3.3 in Appendix D**. For consistency with the May

2025 PD&E Noise Study for the I-95 PD&E Study from south of Hallandale Beach Boulevard to north of Hollywood Boulevard (S.R. 820) (FPID# 436903-1-22-01), the same representative sites were included in this noise analysis along with additional representative sites designated by alphanumeric characters (e.g., CCS1A and CCS1B). The locations of the representative receptor sites are shown in **Figure 3.2**.

Table 3.2 – Noise Study Segments

Segment Number	Segment Limits
1	North of Ives Dairy Road to Hallandale Beach Boulevard
2	Hallandale Beach Boulevard to Pembroke Road
3	Pembroke Road to Hollywood Boulevard
4	Hollywood Boulevard to North of Johnston Street
5	North of Johnston Street to North of Sheridan Street
6	North of Sheridan Street to North of Griffin Road

Table 3.3 lists the representative noise sensitive receptors by general area, approximate location, and number of sites represented. Each of the representative receptor sites was given a unique designation (e.g., PL-F1 and PL-S1). The alphanumeric character(s) typically represents the name and location of the noise sensitive receptor site (e.g., "PL" for Park Lake Estates residential community 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 Park Lake Estates, Receptors Sites PL-F1 through PL-S4 were used to designate the noise sensitive sites within this residential community).

Table 3.3 in **Appendix D** also includes the predicted Existing/No-Build and design year (2055) Build Alternative noise levels. Predicted design year (2055) noise levels for the Build Alternative were compared to the NAC and to the predicted existing conditions noise levels to assess potential noise impacts associated with the project. As identified in **Table 3.3** in **Appendix D** and summarized in **Table 3.4** 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 (2055) traffic noise levels will approach, meet, or exceed the

Alternative, design year (2055) traffic noise levels will approach, meet, or exceed the NAC at 203 residences (NAC B) along the project corridor and at seven non-residential/special land use sites (NACs C and E). The proposed improvements associated with the Build Alternative do not result in any substantial noise increases (i.e., greater than 15 dB(A) over existing levels).

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

0 240 480 960 Feet

N

Noise Study Segment 1
(Ives Dairy Road to
Hallandale Beach Boulevard)

Ives Estates Park
(NSA 1W)

Miami-Dade / Broward County Line

IVES DAIRY RD

Florida Department
of Transportation

Begin Project

South Florida Rail Corridor

170 175 180 185 190 195 95 200 205 210 215 220 225 230 235 240 245 250

Existing ~22' Tall Ground
Mounted Noise Barrier
(FDOT ID No. 86070800SB0000)

Holiday Mobile Estates
(NSA 3W)

Park Lake Estates
(NSA 2W)

Green Acres Village
(NSA 2W/3W)

Highland Lakes
(NSA 4E)

Existing ~16' Tall Ground
Mounted Noise Barrier
[FDOT ID No. 87270-3409 (I-95 2)]

Highland Gardens
(NSA 4E)

Ro-Len Lake Gardens
(NSA 4E)

Existing ~16' Tall Ground
Mounted Noise Barrier
(FDOT ID No. Wall 1 (2) NB0000)

Lakeside Estates
(NSA 4E)

Existing ~15' Tall Ground
Mounted Noise Barrier
FDOT ID No. Wall 1 (2) NB0023

Parkside Manor
(NSA 4E)

Existing ~18' Tall Ground
Mounted Noise Barrier
(FDOT NO. Wall 1 (3) NB0051

Best
Western
(NSA 6E)

HALLANDALE BEACH BLVD

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

Legend

- Noise Monitoring Sites
- Existing Noise Barrier

FIGURE 3.1
NOISE STUDY AREA (NSA) MAP
Sheet 1 of 6

0 240 480 960 Feet

N

Noise Study Segment 2
(Hallandale Beach Boulevard to
Pembroke Road)

Noise Study Segment 3
(Pembroke Road to
Hollywood Boulevard)

PEMBROKE RD

S PARK RD

Orangebrook Golf
& Country Club
(NSA 10W)

Orangebrook Golf
& Country Club
(NSA 10W)

Pembroke
Business
Park

Lakeshore Mobile
Home Park
(NSA 5W)

Bamboo Mobile
Home Park
(NSA 5W)

Public
Storage

South Florida Rail Corridor

DashMart

Express
Roofing
Supply

255 260 265 270 275 280 285 290 95 295 300 305 310 315 320 325 330 95

HyCOMB USA

Imperial
Stone

Gnj Manufacturing
Isaac's Designs
Uzzi Amphibious Gear

Wedgewood
Business Park

Global Supply

Lanier James
Education Center
(NSA 7E)

Johnson
Apartments
(NSA 8E)

Choices Children's
Academy
(NSA 9E)

New Birth Faith
Tabernacle Church

Meekins
Addition No.1
(NSA 8E)

Hallandale
High School

South
Hollywood
(NSA 14E)

Existing ~16' Tall Ground
Mounted Noise Barrier
(FDOT ID No. 86070000NB0156)

McNicol
Community
Center
(NSA 13E)

Bermack
Heights
(NSA 14E)

The Town
Colony Condominiums
(NSA 14E)

Hollywood Little
Ranches
(NSA 14E)

Jaxon
Heights
(NSA 14E)

Existing ~16' to 18' Ground
Mounted Barrier
(FDOT ID No. 86070000NB0222)

Hollywood Little
Ranches South
(NSA 14E)

The Kiddie Kollege
of Hollywood
(NSA 15E)

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

Legend

- Noise Monitoring Sites
- Existing Noise Barrier

FIGURE 3.1
NOISE STUDY AREA (NSA)
MAP
Sheet 2 of 6

0 240 480 960 Feet

Noise Study Segment 4 (Hollywood Boulevard to Johnson Street)

Noise Study Segment 5 (Johnston Street to North of Sheridan Street)

HOLLYWOOD BLVD

JOHNSON ST

TAFT ST

Orangebrook Golf & Country Club (NSA 10W)

Central Golf Sec of Hollywood (NSA 12W)

Orangebrook Golf Estates (NSA 19W)

Orangebrook Golf Estates (NSA 19W)

Greater Hollywood YMCA Family Center

Rotary Park

Hollywood Canal

Meyerhoff Joseph Senior Center

Lions Park (NSA 18W)

Hollywood Dog Park (NSA 18W)

Knights of Columbus (NSA 20W)

Stanley Goldman Memorial Park (NSA 18W)

Lakeview Heights (NSA 19W)

Existing ~8' and 14' Tall Shoulder Mounted Noise Barrier (FDOT ID No. CD4)

Existing ~8' Tall Shoulder Mounted Noise Barrier (FDOT ID No. Unavailable)

Hollywood Jaycee Hall (NSA 11W)

Stan Goldman Park (NSA 18W)

Public Storage

Chevron

Johnson Square Plaza

Heico Corporation

Hollywood Station

South Florida Rail Corridor

325 330 335 340 345 350 355 360 365 370 375 380 385 390 395 400

95 95

MS1-1

MS1-2

MS2-1

MS2-2

MS2-3

MS3-1

MS3-2

MS3-3

Hollwood Little Ranches (NSA 22E)

Existing ~14' Tall Shoulder Mounted Noise Barrier/~8' Tall Across and North of Johnson St Bridge (FDOT ID No. CD20)

Existing ~8' Tall Shoulder Mounted Noise Barrier (FDOT ID No. CD6)

Existing ~20' Tall Ground Mounted Noise Barrier (FDOT ID No. CD20)

Former Sunset Golf Course Property (Permanently Closed)

Sunset Isles (NSA 23W)

Existing ~8' Tall Shoulder Mounted Noise Barrier (FDOT ID No. CD6)

Existing ~16' to 18' Ground Mounted Barrier (FDOT ID No. 86070000NB0222)

The Kiddie Kollege of Hollywood (NSA 15E)

St. John's Lutheran Church (NSA 16E)

Stratford's Bar and Grill (NSA 17E)

Cliff's Restaurant (NSA 21E)

Orangebrook Villas (NSA 21E)

Orangebrook Club (NSA 21E)

Broward Shrine

Sha'arei Bina School (NSA 21E)

Existing ~12' Tall Shoulder Mounted Noise Barrier (FDOT ID No. CD6)

Hollywood Little Ranches South (NSA 14E)

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

Legend

- Noise Monitoring Sites
- Existing Noise Barrier

FIGURE 3.1
NOISE STUDY AREA (NSA) MAP
Sheet 3 of 6

0 240 480 960 Feet

5

North of Sheridan Street)

Noise Study Segment 6
(North of Sheridan Street
to North of Griffin Road)

SHERIDAN ST

STIRLING RD

Yellow Green
Farmers Market

South Florida Rail Corridor

Existing ~16' Tall Ground
Mounted Noise Barrier
(FDOT ID No. Wall 4 (2) SB0360)

Sheridan St
Tri-Rail Station

MS4-2

Existing ~16' Tall Ground
Mounted Noise Barrier
(FDOT ID No. Wall 4 (1) SB0360)

MS4-3

MS4-1

405

410

415

420

425

430

435

440

445

450

455

460

465

470

475

480

485

Ideal Collision

Holiday Inn
Ft. Lauderdale-Airport

Shell

Triumph Hoisery
Corporation

Wiener Musuem of
Decorative Arts

Vinylize
Wraps

Denny's

Days Inn

Thermo Air Inc.

COX Media
Group Miami

Lux Construction
Group

UPS
(Permanently
Closed)

Silver
Airways

EcoEssential
Products

Judith
Norman
Furniture

Mircom
Engineered
Systems

The Door
Shop

The Vitamin Shoppe

Shimons Cars

Jerry
Pair &
Associates

The
Plant
Guy

Toyota
Nationwide

Existing ~16' Tall Ground
Mounted Noise Barrier
(FDOT ID No. Wall 3 (3) NB0372)

Existing ~15' Tall Ground
Mounted Noise Barrier
(FDOT ID No. Wall 3 (4&5) NB0382)

Existing ~16' Tall Ground
Mounted Noise Barrier
(FDOT ID No. Wall 3 (6) NB0404)

MS5-2

MS5-3

MS5-1

Existing ~12' Tall Ground
Mounted Noise Barrier
(FDOT ID No. Wall 3 (7) NB0416)

Regal Cinemas Oakwood
Stadium 18 Movie Theater

TGI Fridays

Oakwood
Shopping
Center

Just for
Sports
Shoe Store

Wendy's

Oakwood
Business
Center

The Movers Group

Miller's
Ale House

The Home
Depot

Hotolos
Hollywood

2520
Living

PDQ Dania
Beach

Outback
Steakhouse

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

Legend

- Noise Monitoring Sites
- Existing Noise Barrier

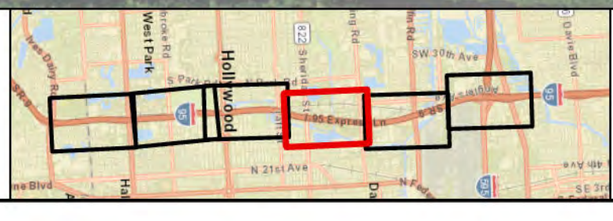


FIGURE 3.1
NOISE STUDY AREA (NSA)
MAP
Sheet 4 of 6

0 240 480 960 Feet

Noise Study Segment 6
(North of Sheridan Street
to North of Griffin Road)

Ken's Automotive
K&P Mechanical Solutions
Oakbend Marina Evolvere
Ravenswood Bus Terminal
Tigertail Lake Recreational Center
Broward Transit Center
Broward Machine LLC
CMC Rebar
Top Gear
CMC Rebar
KLS Auto Body
Redline Media Group
Wholly Smoke Bar-Q
Motron X
US Brick Block Systems
Broward Impact Window and Door
PVC Fence Wholesale
Divers Direct
Bass Pro Shops
Courtyard by Marriott
International Game Fish Association
GRIFFIN RD
Wendy's
Fairfield Inn and Suites
Homewood Suites
StorageMart
Bluestar Marine
Locktight Impact Windows, Doors &...
Northcoast Trailer Park
Nautical Ventures Marina & Service Center
Rustic Inn Crabhouse
Island Joe's Cafe
Hughes Power Systems
Vapes & Co DMS Contractors
Vacant Commercial Parcel
485 490 495 500 505 510 515 520 525 530 535 540 545 550 555 560 565
Le Meridien Hotel
Design Center of the Americas
Eggersmann Kitchens
Dania Pointe Shopping Center
Vacant Commercial Parcel
ERC Office Installations
Ocean Waterway Mobile Home Park (NSA 25E)
MS-6.2
MS-6.1
OLD GRIFFIN RD
Avery Place
AC Hotel
CRS Appliance
Dania Plumbing Services
United Wholesale Grocers
Rhythmic Art Gymnastics
Wave Electronics
The Landing
Melaleuca Gardens (NSA 25E)

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

Legend

- Noise Monitoring Sites
- Existing Noise Barrier

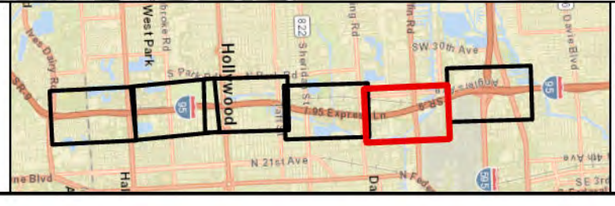
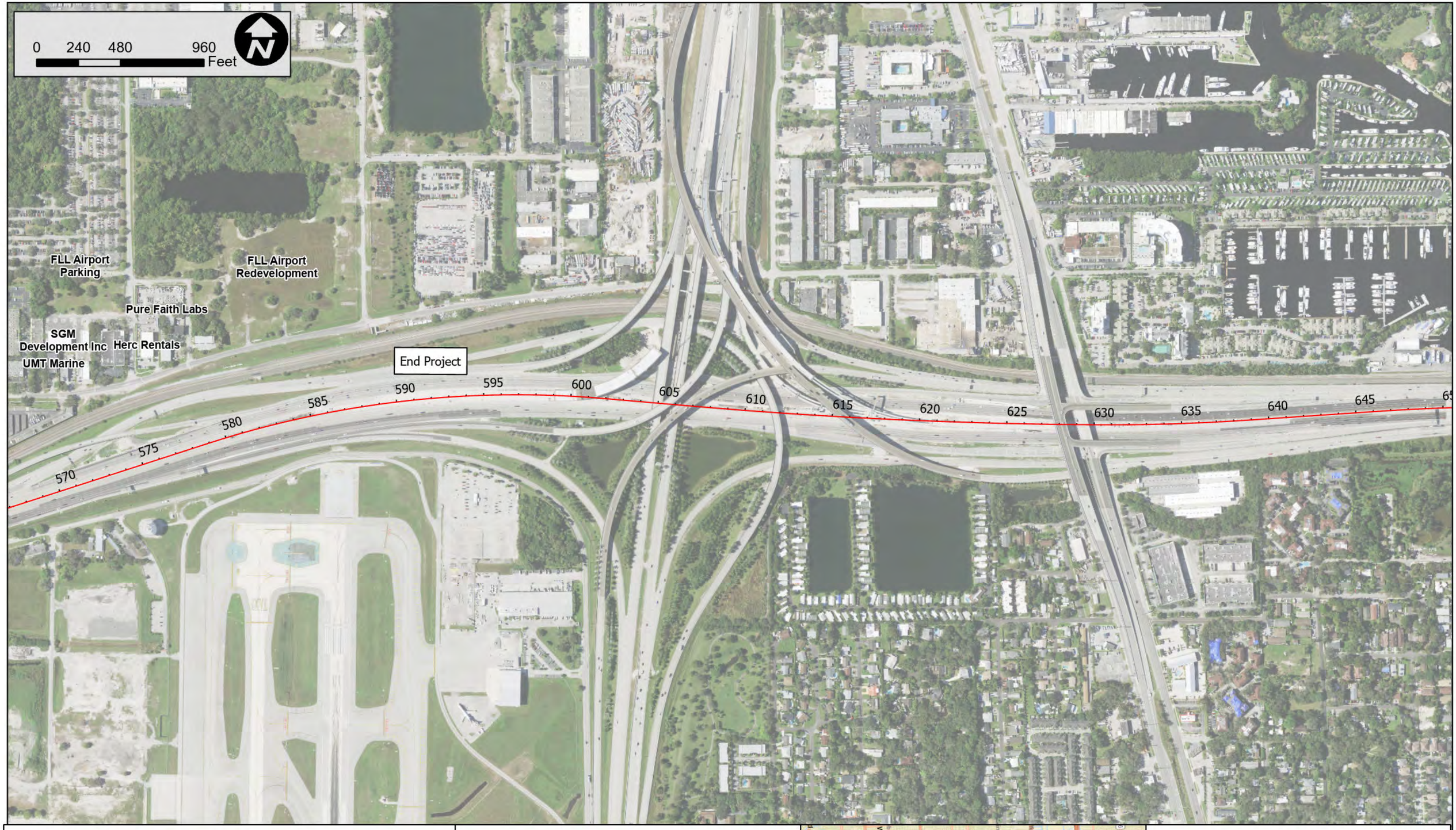


FIGURE 3.1
NOISE STUDY AREA (NSA) MAP
Sheet 5 of 6



I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

Legend

- Noise Monitoring Sites
- Existing Noise Barrier

FIGURE 3.1
NOISE STUDY AREA (NSA) MAP
Sheet 6 of 6

Table 3.4 - Summary of Traffic Noise Impacts by Noise Study Area

Noise Study Area (NSA) 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 (Receptor Sites)?	Noise Barriers Potentially Feasible?	Common Noise Environment (CNE) ID / Noise Barrier Analysis Section
Noise Study Segment Number 1 (North of Ives Dairy Road to Hallandale Beach Boulevard) / Noise Study Areas - NSA 1W through NSA 4E							
NSA 1 W (Special Land Use)	Ives Estates Park - West of I-95 between Ives Dairy Road and Miami-Dade/Broward County Line	Recreational NAC C - 66 dB(A	YES	---	1 (12)	YES	CNE 1-W / Section 4.1.1
NSA 2W (Residential)	Park Lake Estates and Green Acres Village - West of I-95 between Miami-Dade/Broward County Line and South of Hallandale Beach Boulevard	Residential NAC B - 66 dB(A)	NO	0	---	---	---
NSA 3W (Residential)	Green Acres Village and Holiday Mobile Estates - South of Hallandale Beach Boulevard and West of I-95	Residential NAC B - 66 dB(A)	YES	3	---	YES (Possibly Insufficient Right-of-Way Along Hallandale Beach Boulevard to Construct Noise Barrier at this Location)	CNE 2-W / Section 4.1.2
NSA 4E (Residential)	Highland Lakes, Highland Gardens, Ro-Len Lake Gardens, Lakeside Estates, Parkside Manor - East of I-95 between Ives Dairy Road and Hallandale Beach Boulevard	Residential NAC B - 66 dB(A)	YES	59	---	YES (Replacement Noise Barriers)	CNE 3-E / Section 4.1.3
Noise Study Segment Number 2 (Hallandale Beach Boulevard and Pembroke Road) / Noise Study Areas - NSA 5W through NSA 9E							
NSA 5W (Residential)	Lakeshore and Bamboo Mobile Home Parks - West of I-95 and North of Hallandale Beach Boulevard	Residential NAC B - 66 dB(A)	NO	0	---	---	---
NSA 6E (Special Land Use)	Best Western Hotel Pool - East of I-95 and North of Hallandale Beach Boulevard	Sensitive Commercial NAC E - 71 dB(A)	NO	---	0	---	---
NSA 7E (Special Land Use)	Lanier James Education Center - East of I-95 and South of Pembroke Road	Recreational (Sports Fields) NAC C - 66 dB(A	YES	---	1 (6)	YES	CNE 4-E / Section 4.2.1
		Institutional Interior NAC D - 51 dB(A)	NO	---	0	---	---
NSA 8E (Residential)	Johnson Apartments, Meekins Addition No.1, and Carver Heights - East of I-95 and South of Pembroke Road	Residential NAC B - 66 dB(A)	YES	3	---	YES	CNE 5-E / Section 4.2.2
NSA 9E (Special Land Use)	Choices Children's Academy Playground - East of I-95 and South of Pembroke Road	Recreational NAC C - 66 dB(A	YES	---	1 (4)	YES	CNE 6-E / Section 4.2.3
Noise Study Segment Number 3 (Pembroke Road to Hollywood Boulevard) / Noise Study Areas - NSA 10W through NSA 17E							
NSA 10W (Special Land Use)	Orangebrook Golf & Country Club - West of I-95 between Pembroke Road and Hollywood Boulevard	Recreational NAC C - 66 dB(A	*YES*	---	1 (2)	YES	CNE 7-W / Section 4.3.1
NSA 11W (Special Land Use)	Hollywood Jaycee Hall - West of I-95 and South of Hollywood Boulevard	Outdoor Use Area NAC C - 66 dB(A	*NO*	---	0	---	---
		Institutional Interior NAC D - 51 dB(A)	*NO*	---	0	---	---
NSA 12W (Residential)	Central Golf Section of Hollywood Subdivision - West of I-95 and South of Hollywood Boulevard	Residential NAC B - 66 dB(A)	*YES*	2	---	NO - An Effective Noise Barrier Would Block the Driveway Used to Access the Property (Not Feasible)	---
NSA 13E (Special Land Use)	McNichol Middle School - East of I-95 and North of Pembroke Road	Outdoor Use Area NAC C - 66 dB(A	NO	---	0	---	---
		Institutional Interior NAC D - 51 dB(A)	NO	---		---	---
NSA 14E (Residential)	South Hollywood, Bermack Heights, The Town Colony Condominiums, Jaxon Heights, and Hollywood Little Ranches - East of I-95 between Pembroke Road and Hollywood Boulevard	Residential NAC B - 66 dB(A)	*YES*	111	---	YES (Replacement Noise Barriers)	CNE 8-E / Section 4.3.2
NSA 15E (Special Land Use)	The Kiddie Kollege of Hollywood Playground - East of I-95 and South of Hollywood Boulevard	Recreational NAC C - 66 dB(A	NO	---	0	---	---
NSA 16E (Special Land Use)	St. John's Lutheran Church Playground - East of I-95 and South of Hollywood Boulevard	Recreational NAC C - 66 dB(A	*YES*	---	1 (3)	YES	CNE 8-E / Section 4.3.2
NSA 17E (Special Land Use)	Stratford's Bar and Grill (Outdoor Seating) - East of I-95 and South of Hollywood Boulevard	Sensitive Commercial NAC E - 71 dB(A)	NO	---	0	---	---
Noise Study Segment Number 4 (Hollywood Boulevard to North of Johnston Street) / Noise Study Areas - NSA 18W through NSA 22E							
NSA 18W (Special Land Use)	Lions Park - West of I-95 and North of Hollywood Boulevard	Recreational NAC C - 66 dB(A	*YES*	---	1 (1)	NO - An Effective Noise Barrier Would Block the Driveway Used to Access the Property (Not Feasible)	---
	Stan Goldman Park and Hollywood Dog Park - West of I-95 and North of Hollywood Boulevard	Recreational NAC C - 66 dB(A	*YES*	---	1 (3)	YES	CNE 9-W / Section 4.4.1
NSA 19W (Residential)	Orangebrook Golf Estates and Lakeview Heights - West of I-95 and North of Hollywood Boulevard	Residential NAC B - 66 dB(A)	*YES*	33	---	YES (Replacement Noise Barriers)	CNE 11-W / Section 4.4.2
NSA 20W (Special Land Use)	Knights of Columbus - West of I-95 and South of Johnston Street	Institutional Interior NAC D - 51 dB(A)	NO	---	0	---	---
NSA 21E (Special Land Uses and Residential)	Cliff's Restaurant (Outdoor Seating) - East of I-95 and North of Hollywood Boulevard	Sensitive Commercial NAC E - 71 dB(A)	NO	---	0	---	---
	Orangebrook Village - East of I-95 and North of Hollywood Boulevard	Residential NAC B - 66 dB(A)	NO	0	---	---	---
	Broward Shrine Club Outdoor Seating - East of I-95 and North of Hollywood Boulevard	Institutional NAC C - 66 dB(A)	NO	---	0	---	---
	Sha'arel Bina School - East of I-95 and North of Hollywood Boulevard	Institutional Interior NAC D - 51 dB(A)	NO	---	0	---	---
NSA 22E (Residential)	Hollywood Little Ranches (North of Hollywood Boulevard)	Residential NAC B - 66 dB(A)	*YES*	27	---	YES (Replacement Noise Barriers)	CNE 10-E / Section 4.4.3
Noise Study Segment Number 5 (North of Johnston Street to North of Sheridan Street) / Noise Study Areas - NSA 23E through NSA 24W							
NSA 23E (Residential)	Sunset Isles, Watergate Condominiums, Aqua Villa, and Homesites Subdivision - East of I-95 from South of Taff Street to North of Sheridan Street	Residential NAC B - 66 dB(A)	*YES*	109	---	YES (Replacement Noise Barriers)	CNE 12-E / Section 4.5.1
NSA 24W (Residential)	Cortland Hollywood Apartments and the Charles F Vollman Park - West of I-95 and between Taff Street and Sheridan Street	Residential NAC B - 66 dB(A)	*YES*	115	1 (33)	YES (Replacement Noise Barriers)	CNE 13-W / Section 4.5.2
Noise Study Segment Number 6 (North of Sheridan Street to North of Griffin Road) / Noise Study Areas - NSA 25E							
NSA 25E (Residential)	Ocean Waterway Mobile Home Park and Melaleuca Gardens - East of I-95 and South of Griffin Road	Residential NAC B - 66 dB(A)	NO	0	---	---	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				462	---	---	---
Total Number of Non-Residential / Special Land Use Sites Equal to or Greater than the Noise Abatement Criteria (NAC)				---	8	---	---

4.0 NOISE ABATEMENT ANALYSIS

The FDOT noise policy requires that the reasonableness and feasibility of noise abatement be considered when the FHWA NAC is approached, met, or exceeded at a noise sensitive site. The most common and effective noise abatement measure for projects such as this is the construction of noise barriers. NSAs were divided into common noise environments (CNEs) to facilitate the evaluation of noise barriers at the impacted receptor sites along the project corridor that were described in **Section 3.2** and in **Table 3.6**. 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 3.3** in **Appendix D** and **Table 3.4**, 14 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., 1-W) and identifies the side of the road in which they are located (e.g., W - West). The analysis of noise barriers and recommendations are summarized by each of the six noise study segments (i.e., 1 through 6) and by CNE in **Section 4.1** through **Section 4.6**. Due to the number of tables associated with the noise barrier analysis (**Tables 4.1.1.1** through **4.6.1.1**), these have been included in **Appendix E**. The locations and limits of the noise barriers (both recommended and not recommended) are depicted on **Figure 3.2 in Appendix C.**

4.1 NORTH OF IVES DAIRY ROAD TO HALLANDALE BEACH BOULEVARD (SEGMENT 1)

Noise Study Segment 1 extends along I-95 from Ives Dairy Road to Hallandale Boulevard and includes four NSAs, 1W through 4E (see **Figure 3.1**, **Sheet 1**).

- NSA 1W represents a regional park (i.e., Ives Estates Park) located west of I-95.
- NSA 2W represents residences within Park Lake Estates and Green Acres Village communities located west of I-95.
- NSA 3W represents residences with Green Acres Village and Holiday Mobile Estates communities located south of Hallandale Beach Boulevard.
- NSA 4E represents residences within Highland Lakes, Highland Gardens, Ro-Len Lake Gardens, Lakeside Estates, and Parkside Manor communities located east of I-95.

Noise sensitive sites in three of the four NSAs in Segment 1 (i.e., 1W, 3W, and 4E) are predicted to be impacted by design year traffic noise levels (see **Table 3.4**). The evaluation of noise barriers at these NSAs is presented in **Sections 4.1.1**, **4.1.2**, and **4.1.3**, respectively.

Evaluation of noise barriers for NSA 2W was not warranted. None of the residences with Park Lake Estates and Green Acres Village communities west of I-95 were predicted to be impacted by design year traffic noise levels associated with the project. The lack of noise impacts to these communities is attributed to an existing 22-foot-tall noise barrier that is located along the western right-of-way line of the SFRC (FDOT Barrier Number: 86070800SB0000.). This noise barrier was constructed in 2007 to abate traffic noise from a previous I-95 widening project and will not be physically impacted by the current project improvements.

4.1.1 COMMON NOISE ENVIRONMENT CNE 1-W (IVES ESTATES PARK/NSA 1W)

CNE 1-W encompasses the exterior areas associated with the Ives Estates Park located ~185 feet west of I-95 between Ives Dairy Road and the Miami-Dade/Broward County Line (see **Figure 3.2**, **Sheet 1** in **Appendix C**). Ives Estates Park is a large regional park located west of the SFRC and includes several sports fields including soccer fields, football stadium, baseball field. There is a 22-foot-tall existing noise barrier (FDOT ID Number: 86070800SB0000) just north of Ives Estates Park (see **Figure 3.2**, **Sheet 1** in **Appendix C**). The predicted design year (2055) traffic noise levels with the Build Alternative within Ives Estates Park ranged

from 57.4 to 71.5 dB(A), averaging 1.3 dB(A) lower than existing levels. The lower traffic noise levels are attributed to the proposed concrete barrier walls along the southbound off ramp to Ives Dairy Road and the outside shoulder of I-95 southbound lanes that block some of the I-95 mainline traffic noise. Also, the proposed southbound collector distributor road along this segment of I-95 will be on a MSE wall that will block some of the I-95 mainline traffic noise. Twelve of the receptor sites modeled are predicted to be impacted by design year (2055) noise levels (see **Table 3.3** in **Appendix D**). Therefore, noise barriers were considered as a noise abatement measure at this location.

Four ground mounted conceptual noise barrier designs of varying dimensions were evaluated along the western right-of-way line of the SFRC to reduce traffic noise levels at this location. The results of the noise barrier analysis are summarized in **Table 4.1.1.1**. All four conceptual noise barrier designs meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited site. Of the four conceptual barrier designs evaluated, CD 1W-4 is the lowest cost conceptual barrier design that benefits 100 percent of the impacted area. Conceptual barrier design CD 1W-4 represents a 22-foot-tall ground mounted noise barrier that extends approximately 1,730 feet, from Station 179+20 to Station 196+50. This barrier would provide an average reduction of 8.1 dB(A) and a maximum noise reduction of 12.2 dB(A). The estimated construction cost of this conceptual barrier design is $1,141,800.

The FDOT's Special Land Use Methodology was used to determine if conceptual noise barrier design CD 1W-4 would meet the reasonable cost criteria. For CD 1W-4 to meet the cost criteria requires a daily usage rate of 1,605 person-hours per day of the areas being benefited by this conceptual noise barrier design (see **Table 4.1.1.2**). It is not reasonable to assume that this area would experience this level of use on a typical day. The use of this area is intermittent and limited to the eastern side of the park, which is mainly passive recreation. Based on the analysis performed, noise barriers are not considered reasonable at this location since they do not meet FDOT's required cost criteria. Therefore, noise barriers are not recommended for further consideration at this location during the project's design phase.

4.1.2 COMMON NOISE ENVIRONMENT CNE 2-W (GREEN ACRES VILLAGE AND HOLIDAY MOBILE ESTATES/NSA 3W)

CNE 2-W encompasses the residences associated with Green Acres Village and Holiday Mobile Estates located on the west side of I-95 / SFRC and south side of Hallandale Beach Boulevard and east of South Park Road (see **Figure 3.2**, **Sheet 2** in **Appendix C**). The predicted design year (2055) traffic noise levels with the Build Alternative within these communities ranged from 58.3 to 67.2 dB(A), averaging 0.2 dB(A) higher than existing levels. Three residences within Green Acres Village are predicted to be impacted by design year (2055) noise levels (see **Table 3.3** in **Appendix D**). Therefore, noise barriers were considered as a noise abatement measure at this location. There are no existing noise barriers along this segment of Hallandale Beach Boulevard.

Four ground mounted conceptual noise barrier designs of varying dimensions were evaluated along the southern right-of-way line of Hallandale Beach Boulevard to reduce traffic noise levels at these impacted residences. The results of the noise barrier analysis are summarized in **Table 4.1.2.1**. All four conceptual noise barrier designs evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence and meet the reasonable cost criteria of equal to or less than $64,000 per benefited receptor site. Of the four conceptual noise barrier designs evaluated, CD 2W-2 represents the optimal noise barrier design at this location. However, there appears to be insufficient right-of-way to construct a noise barrier along the southside of Hallandale Beach Boulevard. Therefore, noise barriers are not considered feasible at this location. However, noise barriers are recommended for further evaluation during the project's design phase when additional design information including topographical survey would be available to confirm the available right-of-way at this location.

CD 2W-2 represents the optimal noise barrier design at this location. CD 2W-2 includes two 10-foot-tall ground mounted noise segments both located along Hallandale Beach Boulevard southern right-of-way line. Segment 1 is located west of the entrance road to Green Acres Village and extends 590 feet to the entrance road to Holiday Mobile Estates. Segment 2 located to the east of the entrance road to Green Acres Village and extends 170 feet. This conceptual

noise barrier design would benefit 20 residences including the three impacted residences within the Green Acres Village community. The optimized noise barrier design at this location would provide an average noise reduction of 6.8 dB(A) at the benefited receptor sites with a maximum reduction of 8.8 dB(A). The estimated construction cost of this conceptual barrier design is $228,000 or $11,400 per benefited receptor site. Additional noise barrier analysis will be performed during the project's design phase to assess the reasonableness and feasibility of a noise barrier at this location including Conceptual Noise Barrier Design CD 2W-2.

4.1.3 COMMON NOISE ENVIRONMENT CNE 3-E (HIGHLAND GARDENS AND PARKSIDE MANOR COMMUNITIES/NSA 4E)

CNE 3-E encompasses the single and multi-family residences associated with Highland Lakes, Highland Gardens, Ro-Len Lake Gardens, Lakeside Estates, and Parkside Manor communities located on the east side of I-95 between Ives Dairy Road and Hallandale Beach Boulevard (see **Figure 3.2**, **Sheets 1** and **2** in **Appendix C**). The residences in these communities are currently being benefited by two existing ~16-foot continuous ground mounted noise barrier segments (see **Figure 3.1**, **Sheet 1**). These noise barriers are located along I-95 eastern right-of-way line extending from north of Ives Dairy Road to south of Hallandale Beach Boulevard [FDOT ID Numbers: 87270-3409 (I-95 2) and 86070000NB00000]. However, the proposed project improvements will physically impact these existing noise barriers and require certain segments to be removed including a 200-foot-long segment in the vicinity of the Miami-Dade/Broward County Line (Station ~204+80 to ~206+80) and the last 1,000 feet of the northern segment (Station ~231+00 to ~241+00). The remaining segments of these two existing noise barriers will not be affected and will remain in place.

With these two noise barrier segments removed, the predicted design year (2055) noise levels for the Build Alternative within these communities ranged from 58.0 to 77.8 dB(A), approximately 3.4 dB(A) higher than existing levels. Fifty-nine residences within these communities are predicted to be impacted by design year (2055) noise levels (see **Table 3.3** in **Appendix D**). Therefore, replacement and supplemental noise barriers were evaluated as a noise abatement measure at this location.

The results of the analysis to determine the replacement noise barrier system for these two barrier segments physically impacted by the project are summarized in **Table 4.1.3.1.** For the 200-foot-long segment of the existing noise barrier impacted by the project, it recommended that it be replaced in-kind with a 16-foot-tall ground mounted noise barrier between Stations 204+80 to ~206+80 (i.e., Conceptual Noise Barrier Design CD 3E-1S). The recommended replacement noise barrier would benefit both impacted residences adjacent to the replacement noise barrier and would provide an average noise reduction of 9.5 dB(A) at the two benefited receptor sites with a maximum reduction of 12.4 dB(A). The estimated construction cost of this conceptual noise barrier design is $96,000 or $48,000 per benefited receptor site. Since this is a replacement noise barrier, the reasonable cost criteria of equal to or less than $64,000 per benefited receptor site is not applicable. The two impacted residences to the south (Receptors HG-F1.2 and HG-F1.3) and six multi-family residences to the north (Receptors RG-F1, RG-F.1.1, and RG-F1.2) of the replacement noise barrier are located behind a 16-foot-tall noise barrier that is not being physically impacted by the project.

For the 1,000-foot-long segment of the existing noise barrier impacted by the project, four conceptual shoulder-mounted noise barrier designs were evaluated as a replacement noise barrier and to reduce traffic noise levels at the 49 impacted residences in this area. 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. All four conceptual noise barrier designs evaluated 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 $64,000 per benefited receptor site is not applicable. Of the conceptual noise barrier designs evaluated, CD 3E-4N represents the optimal noise barrier design at this location since it maximizes the amount of noise reduction to the impacted residences.

Conceptual Noise Barrier Design CD 3E-4N represents two shoulder mounted noise barriers. The first shoulder-mounted noise barrier is intended to replace the existing 16-foot-tall ground mounted and would be 14-feet tall starting at Station 231+00 and continuing to Station 241+80 for a length of 1,080 feet. The second shoulder barrier represents a supplemental noise barrier to be located along I-95 northbound off ramp to Hallandale Beach Boulevard. The second shoulder

mounted noise barrier would have a height of 8 feet and would extend from Station 235+80 to Station 242+80 for a length of 700 feet. An 8-foot-tall shoulder-mounted noise barrier is the maximum allowable height on MSE walls and bridges. The recommended noise barrier would benefit 48 residences, including 42 of the 49 impacted residences, and would provide an average noise reduction of 7.8 dB(A) at benefited receptor sites with a maximum reduction of 11.5 dB(A). The estimated construction cost of this conceptual noise barrier design is $621,200 or $12,950 per benefited receptor site.

Both Conceptual Noise Barrier Design CD 3E-1S and CD 3E-4N are recommended for further consideration and public input during the project's design phase as replacement noise barriers. 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 a noise barrier 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 HALLANDALE BEACH BOULEVARD AND PEMBROKE ROAD (SEGMENT 2)

Noise Study Segment 2 extends along I-95 from Hallandale Beach Boulevard to Pembroke Road and includes five NSAs, 5W through 9E (see **Figure 3.1**, **Sheet 2**).

- NSA 5W represents residences within Lakeshore and Bamboo Mobile Home Parks (NSA 5W) west of I-95.
- NSA 6E represents a pool area associated with the Best Western Hotel located east of I-95.
- NSA 7E represents Linear James Education Center located east of I-95.
- NSA 8E represent residences with Johnson Apartments and Meekins Addition No. 1 subdivision located east of I-95.
- NSA 9E represents a playground associated with Choices Children's Academy located east of I-95.

Noise sensitive sites in three of the five NSAs in Segment 2 (i.e., 7E, 8E, and 9E) are predicted to be impacted by design year traffic noise levels (see **Table 3.4**). The evaluation of noise barriers at these impacted NSAs are presented in **Sections 4.2.1** through **4.2.3**.

Evaluation of noise barriers for NSA 5W and NSA 6E were not warranted. None of the noise receptor sites associated with the NSA 5W [i.e., LM-F1 with a predicted design year (2055) of 64.9 dB(A)] and NSA 6E [i.e., BW-R1 and BW-R2 with predicted design year (2055) noise levels of 66.5 dB(A) and 63.6 dB(A), respectively] were predicted to be impacted by design year noise levels associated with the project (see **Table 3.4**).

4.2.1 COMMON NOISE ENVIRONMENT CNE 4-E (LANIER JAMES EDUCATION CENTER /NSA 7E)

CNE 4-E encompasses the impacted basketball court and school playground associated with the Lanier James Education Center located east of I-95 and south of Pembroke Road (see **Figure 3.2**, **Sheet 4** in **Appendix C**).

The predicted design year (2055) traffic noise levels with the Build Alternative at the basketball court and playground ranged from 66.4 to 70.6 dB(A), averaging 1.9 dB(A) lower than existing levels. The lower traffic noise levels are attributed to the proposed concrete barrier walls versus guard rail along the northbound off ramp to Pembroke Road, the proposed northbound collector distributor road, and the outside shoulder of I-95 northbound lanes that block some of the I-95 mainline traffic noise. Also, the proposed southbound collector distributor road along this segment of I-95 on a MSE wall will block some of the I-95 mainline traffic noise. All six of the receptor sites modeled at this location (LJ-R1.1 through LJ-R2.2) representing the entire basketball court and playground are predicted to be impacted by design year (2055) noise levels (see **Table 3.3** in **Appendix D**). Therefore, noise barriers were considered as a noise abatement measure at this location. There are no existing noise barriers along this roadway segment.

The results of the noise barrier and usage analyses are summarized in **Table 4.2.1.1** and **Table 4.2.1.2**, respectively. Four conceptual noise barrier designs of varying dimensions were evaluated at this location. Two of the four conceptual noise barrier designs evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence and provides benefit to the entire playground. CD 4E-3 represents the optimized cost conceptual barrier design at this location consisting of a 14-foot-tall ground mounted noise barrier along the outside shoulder of the I-95 northbound lanes. This conceptual barrier design benefits 100 percent of the impacted playground area, provides an average reduction of 6.6 dB(A), and a maximum noise reduction of 7.0 dB(A). The estimated construction cost of this conceptual barrier design is $336,000.

FDOT's Special Land Use Methodology was used to determine if conceptual design noise barrier design CD 4E-3 would meet the reasonable cost criteria. For CD 4E-3 to meet the cost criteria requires a daily usage rate of 472 person-hours per day of the school's playground and the basketball court benefited by the conceptual barrier designs (see **Table 4.2.2.2**). Due to the small size of the playground (i.e., ~0.1 acres) and only one basketball court, it is not reasonable to assume that these areas would experience this level of use on a typical day. Based on the analysis performed, noise barriers are not considered reasonable at this location since they do not meet FDOT's required cost criteria. Therefore, noise barriers are not recommended for further consideration at this location during the project's design phase. Although noise barriers are not recommended for further consideration at this location, the recommended noise barrier system for CNE 5-E (i.e., Meekins Addition No.1 Subdivision/Johson Apartments NSA 8E) would provide and average of 6.9 dB(A) of incidental benefit to the basketball court and playground associated with Lanier James Education Center (see **Section 4.2.2** and **Table 4.2.1.1**).

4.2.2 Common Noise Environment CNE 5-E (Meekins Addition No.1 Subdivision/Johson Apartments NSA 8E)

CNE 5-E encompasses the impacted residences within the Meekins Addition No. 1 subdivision and Johnsons Apartments that are located on the east side of I-95 and south of Pembroke Road (see **Figure 3.2**, **Sheet 4** in **Appendix C**). The predicted design year (2055) traffic noise level with the Build Alternative within these communities ranged from 59.1 to 68.3 dB(A), approximately 1 dB(A) lower than existing levels. The lower traffic noise levels are attributed to the elevated sections of the proposed northbound collector distributor road on a MSE wall that block some of the I-95 mainline traffic noise. Three residences within these residential areas are predicted to be impacted by design year (2055) noise levels (see **Table 3.3** in **Appendix D**). Therefore, noise barriers were considered as a noise abatement measure at this location. There are no existing noise barriers along this roadway segment.

Four ground mounted conceptual noise barrier designs of varying dimensions were evaluated at this location. The results of the noise barrier analysis are summarized in **Table 4.2.2.1**. Only one of the four conceptual noise barrier designs (i.e., CD 5E-4) evaluated meets the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence and the reasonable cost criteria of equal to or less than $64,000 per benefited receptor site. Conceptual Noise Barrier

Design CD 5E-4 represents a noise barrier system with two 14-foot-tall shoulder mounted segments. The first 14-foot-tall shoulder mounted noise barrier would be located along the I-95 northbound off ramp to Pembroke Road and have a length of 1,000 feet extending from Station 277+00 to Station 287+00. The second 14-foot-tall shoulder mounted noise barrier would be located along the outside shoulder of I-95 northbound lanes and have a length of 600 feet extending from Station 281+00 to 287+00. The recommended noise barrier would benefit 19 residences, including 3 of the impacted residences, and would provide an average noise reduction of 7.4 dB(A) at benefited receptor sites with a maximum reduction of 9.3 dB(A). In addition, CD 5E-4 would provide an average of 6.9 dB(A) of incidental benefit to the impacted non-residential receptor sites associated with CNE 4-E representing a basketball court and a playground associated with Lanier James Education Center and 3.0 dB(A) to CNE 6-E representing a playground associated with Choices Children's Academy. The estimated construction cost of this conceptual noise barrier design is $672,000 or $35,368 per benefited receptor site.

Conceptual Noise Barrier Design CD 5E-4 is recommended for further consideration and public input during the project's design phase. 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 a noise barrier 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 CNE 6-E (CHOICES CHILDREN'S ACADEMY /NSA 9E)

CNE 6-E encompasses the impacted playground area of the Choices Children's Academy located east of I-95 and south of Pembroke Road (see **Figure 3.2**, **Sheet 4** in **Appendix C**).

The predicted design year (2055) traffic noise levels with the Build Alternative within this playground ranged from 67.2 to 68.5 dB(A), averaging 1.4 dB(A) lower than existing levels. The lower traffic noise levels are attributed to the proposed concrete barrier walls versus guard rail along the northbound off ramp to Pembroke Road, the proposed northbound collector distributor road, and the

outside shoulder of I-95 northbound lanes that block some of the I-95 mainline traffic noise. All four of the receptor sites modeled at this location (CCA-R1.1 through CCA-R1.4) representing the entire playground area are predicted to be impacted by design year (2055) noise levels (see **Table 3.3** in **Appendix D**). Therefore, noise barriers were considered as a noise abatement measure at this location. There are no existing noise barriers along this roadway segment.

Four conceptual noise barrier designs of varying dimensions were evaluated at this location. The results of the noise barrier analysis are summarized in **Table 4.2.3.1**. Only one of the four conceptual noise barrier designs evaluated (i.e., CD 6NE-4) meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence and provides benefit to the entire playground. CD 6E-4 represents the optimized cost conceptual barrier design at this location consisting of a 18-foot-tall ground mounted noise barrier along I-95 eastern right-of-way line and a 14-tall shoulder mounted noise barrier along the outside shoulder of the I-95 northbound off ramp to Pembroke Road. This conceptual barrier design benefits 100 percent of the impacted playground area, provides an average reduction of 6.4 dB(A). and a maximum noise reduction of 7.0 dB(A). The estimated construction cost of this conceptual barrier design is $584,400.

FDOT's Special Land Use Methodology was used to determine if conceptual design noise barrier design CD 6E-4 would meet the reasonable cost criteria. For CD 6E-4 to meet the cost criteria requires a daily usage rate of 821 person-hours per day of the school's playground benefited by the conceptual barrier designs (see **Table 4.2.3.2**). Due to the small size of the playground (i.e., ~0.1 acres), it is not reasonable to assume that these areas would experience this level of use on a typical day. Based on the analysis performed, noise barriers are not considered reasonable at this location since they do not meet FDOT's required cost criteria. Therefore, noise barriers are not recommended for further consideration at this location during the project's design phase. Although noise barriers are not recommended for further consideration at this location, the recommended noise barrier system for CNE 5-E (i.e., Meekins Addition No.1 Subdivision/Johson Apartments NSA 8E) would provide an average of 3.0 dB(A) of incidental benefit to the playground associated with Lanier James Education Center (see **Section 4.2.2** and **Table 4.2.3.1**).

4.3 PEMBROKE ROAD TO HOLLYWOOD BOULEVARD (SEGMENT 3)

Noise Study Segment 3 extends along I-95 from Pembroke Road to Hollywood Boulevard and includes eight NSAs, 10W through 17E (see **Figure 3.1**, **Sheets 2** and **3**).

- NSA 10W represents a golf course associated with Orangebrook Golf and Country Club located west of I-95.
- NSA 11W represents the Hollywood Jaycee Hall located west of I-95.
- NSA 12W represents residences within Central Golf Section of Hollywood subdivision located west of I-95 and south of Hollywood Boulevard.
- NSA 13E represents the McNichol Middle School located east of I-95 and north of Pembroke Road.
- NSA 14E represents the residences within the South Hollywood, Bermack Heights, The Town Colony Condominiums, Jaxon Heights, and Hollywood Little Ranches South communities located east of I-95.
- NSA 15E represents the Kiddie Kollege of Hollywood located east of I-95.
- NSA 16E represents St. John's Lutheran Church located east of I-95.
- NSA 17E represents the outdoor seating associated with the Stratford's Bar and Grill located east of I-95 and south of Hollywood Boulevard.

Noise sensitive sites in four of the eight NSAs in Segment 3 (i.e., 10W, 12W, 14E, and 16E) are predicted to be impacted by design year (2055) traffic noise levels (see **Table 3.4**). The evaluation of noise barriers for NSAs 10W and 14E/16E is presented in **Sections 4.3.1** and **4.3.2**, respectively. The noise barriers evaluated for NSA 14E included NSA 16E (St. John's Lutheran Church) due to the proximity of each of these NSAs. Noise barriers were not evaluated for the impacted residences (i.e., CG-F2 and CG-F3) associated with NSA 12W (i.e., Central Golf Section of Hollywood subdivision) since noise barriers are not considered feasible. An effective noise barrier at this location would block access to the residence and to Calle Largo Drive.

Evaluation of noise barriers for NSAs 11W, 13E, 15E, and 17E were not warranted. None of the noise receptor sites associated with the 11W, 13E, 15E, and 17E were predicted to be impacted by design year (2055) noise levels associated with the project (see **Table 3.4**). For NSA 11W, the maximum design year noise (2055) levels was 61.6 dB(A) at Receptor HJ-2C. For NSA 13E, the maximum design year noise (2055) levels was 62.2 dB(A) at Receptor MS-2C. For NSA 15E, the maximum design

year noise (2055) levels was 64.9 dB(A) at Receptor KK-1C. For NSA 17E, the maximum design year noise (2055) levels was 63.4 dB(A) at Receptor SB-1E.

4.3.1 COMMON NOISE ENVIRONMENT CNE 7-W (ORANGEBROOK GOLF & COUNTRY CLUB/NSA 10W)

CNE 7-W encompasses the noise sensitive areas of a golf course (i.e., tees and greens) associated with the Orangebrook Golf & Country Club located west of the SFRC and ~160 feet to ~320 feet west of I-95. The golf course extends from Pembroke Road to Hollywood Boulevard (see **Figure 3.2**, **Sheets 4** and **5** in **Appendix C**). Five greens (i.e., Nos. 5, 6, 7, 8, and 10) and six tees (Nos. 5, 6, 7, 8, 10, and 11) are adjacent to SFRC/I-95. There are no existing noise barriers along this roadway segment.

The predicted design year (2055) traffic noise levels with the Build Alternative at the closest greens and tees associated with the golf course ranged from 55.7 to 66.7 dB(A), averaging 3.3 dB(A) lower than existing levels (see **Table 3.3** in **Appendix D**). The lower traffic noise levels are attributed to the elevated sections of the proposed southbound collector distributor road on a MSE wall that block some of the I-95 mainline traffic noise.

Two of the receptor sites modeled are predicted to be impacted by design year (2055) noise levels (see **Table 3.3** in **Appendix D**). The two receptor sites [OCG-Green 10(E) and OCG-Tee 11(E)] are located at the south end of the golf course. Therefore, noise barriers were considered at the south end of the golf course. The results of the noise barrier analysis for these two areas are summarized in **Table 4.3.1.1**.

Four conceptual noise barrier designs were evaluated to reduce traffic noise levels at the two impacted receptor sites [OCG-Tee 10(E) and OCG-Tee 11(E)]. Two of these conceptual noise barrier designs evaluated (CD 7W-3 and CD 7W-4) meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited site. CD 7W-4 represents the lowest cost conceptual barrier design that benefits 100 percent of the impacted area. Conceptual barrier design CD 7W-4 represents a 22-foot-tall ground mounted noise barrier that extends 260 feet, from Station 289+40 to Station 292+00. This barrier would provide an average reduction of 6.1 dB(A) and a maximum noise reduction of 7.0 dB(A). The estimated construction cost of this conceptual barrier design is $171,600.

FDOT's Special Land Use Methodology was used to determine if conceptual design noise barrier design CD 7W-4 would meet the reasonable cost criteria. For CD 7W-4 to meet the cost criteria requires a daily usage rate of 241 person-hours per day of the tees and greens benefited by the conceptual barrier designs (see **Tables 4.3.1.2**). It is not reasonable to assume that this area would experience this level of use on a typical day for a number of reasons; the use of the golf course is intermittent, the number of tees and green being benefited is limited, and a limited number of golfers (i.e., typically one to four) using these areas (i.e., ~15 minute per hole). Based on the analysis performed, noise barriers are not considered reasonable at this location since they do not meet FDOT's required cost criteria. Therefore, noise barriers are not recommended for further consideration at this location during the project's design phase.

4.3.2 Common Noise Environment CNE 8-E (South Hollywood, Bermack Heights, The Town Colony Condominiums, Jaxon Heights, and Hollywood Little Ranches South/NSA 14E and St. John's Lutheran Church/NSA16E)

CNE 8-E encompasses the impacted single and multi-family residences within the South Hollywood, Bermack Heights, The Town Colony Condominiums, Jaxon Heights, and Hollywood Little Ranches South communities located on the east side of I-95 and between Pembroke Road and Hollywood Boulevard. CNE 8-E also includes the playground area St. John's Lutheran Church (i.e., NSA 16E). These residential areas and playground are currently being benefited by two existing ~16-foot continuous ground mounted noise barrier segments (see **Figure 3.2**, **Sheets 4** and **5**). These noise barriers are located along I-95 eastern right-of-way line extending from north of Pembroke Road to south of Hollywood Boulevard [FDOT ID Numbers: 86070000NB0156 and 86070000NB0222]. The proposed project improvements will physically impact these existing noise barriers. The existing noise barrier segment from Station 298+30 to Station 337+40 is expected to be removed. The southern segment of the 16-tall noise barrier along the on ramp from Pembroke Road will not be affected and will remain in place (Station 289+50 to 298+30).

With the existing noise barrier segment removed, the predicted design year (2055) noise levels for the Build Alternative within these residential communities ranged from 61.7 to 75.7 dB(A), approximately 5.0 dB(A) higher than existing levels. One hundred eleven residences within these communities are predicted to be impacted by design year (2055) noise levels (see **Table 3.3** in **Appendix D**). In

addition, three receptor sites representing the playground area at this location (SL-1C, SL-2C, and SL_3C) are predicted to be impacted by design year (2055) noise levels. Therefore, replacement and supplemental noise barriers were evaluated as a noise abatement measure at this location.

The results of the analysis to determine the replacement noise barrier system for the noise barrier segment physically impacted by the project are summarized in **Table 4.3.2.1**. Three conceptual noise barrier designs were evaluated as a replacement barrier system to reduce traffic noise levels at the 111 impacted residences and school playground. 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. All three conceptual noise barrier designs evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. Since this is a replacement noise barrier, the reasonable cost criteria of equal to or less than $64,000 per benefited receptor site is not applicable. Of the conceptual noise barrier designs evaluated, CD 8E-3 represents the optimal noise barrier design since it maximizes the amount of noise reduction to the impacted noise sensitive sites.

Conceptual Noise Barrier Design CD 8E-3 represents a continuous 14-foot-tall shoulder mounted noise barrier extending 4,720 feet from Station 293+80 to Station 341+00. With CD 8E-3, the existing 16-foot-tall noise barrier between Stations 326+50 and 332+50 would be removed. The last shoulder mounted barrier segment represents a supplemental noise barrier to be located along I-95 northbound off ramp to Hollywood Beach Boulevard. The recommended noise barrier would benefit 96 of the 111 impacted residences and would provide an average noise reduction of 8.2 dB(A) at benefited receptor sites with a maximum reduction of 12.6 dB(A). In addition, it would provide an average of 5.6 dB(A) of incidental benefit to St. John's Lutheran Church playground (i.e., NSA 16E). The estimated construction cost of this conceptual noise barrier design is $1,982,400 or $20,650 per benefited receptor site.

Conceptual Noise Barrier Design CD 8E-3 is recommended for further consideration and public input during the project's design phase as replacement noise barrier system. 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 a noise barrier 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.

4.4 HOLLYWOOD BOULEVARD TO NORTH OF JOHNSTON STREET (SEGMENT 4)

Noise Study Segment 4 extends along I-95 from Hollywood Boulevard to north of Johnson Street and includes five NSAs, 18W through 22E (see **Figure 3.1**, **Sheet 3**).

- NSA 18W represents Lions Park, Stan Goldman Park and Hollywood Dog Park located west of I-95 and north of Hollywood Boulevard.
- NSA 19W represents the residences within Orangebrook Golf Estates, Lakeview Heights, and Arthur Street Homes west of I-95.
- NSA 20W represents Knights of Columbus meeting hall located west of I-95.
- NSA 21E represents Cliff's Restaurant, Broward Shrine Club, Sha'arel Bina School, and residences associated with Orangebrook Village located west of I-95 and north of Hollywood Boulevard.
- NSA 22E represents the residences within the Hollywood Little Ranches communities.

Noise sensitive sites in three of the five NSAs (i.e., 18W, 19W, and 22E) in Segment 4 are predicted to be impacted by design year (2055) traffic noise levels (see **Table 3.4**). The evaluation of noise barriers at these NSAs except for Lions Park is presented in **Sections 4.4.1, 4.4.2,** and **4.4.3**, respectively. Noise barriers were not considered feasible at Lions Park within NSA 18W located adjacent to Hollywood Boulevard. An effective noise barrier at this location would block access to the park.

Evaluation of noise barriers for the residences within Orangebrook Golf Estates associated with NSA 19W, the Knights of Columbus meeting hall (i.e., NSA 20W), and the noise sensitive receptors associated with NSA 21E were not warranted. None of the noise receptor sites associated with these NSAs were predicted to be impacted by design year (2055) noise levels. The lack of noise impacts to NSA 21E noise sensitive receptors is attributed to an existing 20-foot-tall noise barrier located along I-95 eastern right-of-way line (FDOT Barrier Number: CD20). This noise barrier was constructed in 2015 to abate traffic noise from a previous I-95

widening project and will not be physically impacted by the current project improvements.

4.4.1 COMMON NOISE ENVIRONMENT CNE 9-W (STAN GOLDMAN PARK/NSA 18W)

CNE 9-W encompasses the impacted outdoor use areas associated with the Stan Goldman Park located on the west side of I-95 and between Hollywood Boulevard and Johnson Street Road (see **Figure 3.2**, **Sheet 6** in **Appendix C**). Stan Goldman Park is a regional park located west of the SFRC / I-95. The southern end of the park includes several trails and the Hollywood Dog Park. The Tri-Rail's Hollywood Station is located between SFRC / I-95 and the southern portion of the park. The northern segment of the park includes tennis courts and a skate park. The Public Storage facility is located between SFRC / I-95 and the northern portion of the park. There are no existing noise barriers along this roadway segment.

The predicted design year (2055) traffic noise levels with the Build Alternative within Stan Goldman ranged from 60.4 to 67.6 dB(A), averaging 3.1 dB(A) lower than existing levels. The lower traffic noise levels are attributed to the elevated sections of the proposed southbound collector distributor road on a MSE wall that block some of the I-95 mainline traffic noise and to the proposed concrete barrier walls versus guard rail along the southbound off ramp to Hollywood Boulevard. Three of the receptor sites modeled are predicted to be impacted by design year (2055) noise levels (see **Table 3.3** in **Appendix D**). Therefore, noise barriers were considered as a noise abatement measure at this location.

The results of the noise barrier and usage analyses are summarized in **Table 4.4.1.1** and **Table 4.4.1.2**, respectively. Four ground mounted conceptual noise barrier designs of varying dimensions were evaluated along the western right-of-way line of I-95 to reduce traffic noise levels at this location. None of the four conceptual noise barrier designs meet the minimum noise reduction design goal of 7.0 dB(A) for at least one benefited site. The maximum reduction of 6.1 dB(A) is associated with Conceptual Noise Barrier Design CD 9W-4. Based on the noise barrier analysis performed, noise barriers are not considered reasonable at this location since they do not meet FDOT's required abatement design goal of 7.0 dB(A). Therefore, noise barriers are not recommended for further consideration in the design phase at this location.

4.4.2 Common Noise Environment CNE 11-W (Lakeview Heights and Arthur Street Homes/NSA 19W)

CNE 11-W encompasses the impacted single residences within the Lakeview Heights and Arthur Street Homes communities located on the west side of I-95 between Johnston Street and Taff Street (see **Figure 3.2**, **Sheets 6** and **7** in **Appendix C**). The residences in this community are currently being benefited by a noise barrier (FDOT ID Numbers: CD4) that consists of a 14-foot tall shoulder mounted noise barrier along the I-95 Southbound outside shoulder. Hollywood Boulevard northbound on ramp to I-95 that transitions to an 8-foot tall shoulder mounted noise wall across the Hollywood Canal Bridge (see **Figure 3.1**, **Sheet 3**). However, the proposed project improvements will physically impact this existing 8-foot and 14-foot tall shoulder mounted noise barriers and it will need to be removed.

With the existing shoulder mounted noise barrier segment removed, the predicted design year (2055) noise levels for the Build Alternative within these residential communities ranged from 60.3 to 73.2 dB(A), representing an average increase of 3.4 dB(A) over existing levels. Thirty-three residences within these communities are predicted to be impacted by design year (2055) noise levels (see **Table 3.3** in **Appendix D**). Therefore, replacement and supplemental noise barriers were evaluated as a noise abatement measure at this location.

The results of the analysis to determine the replacement noise barrier system for the noise barrier segment physically impacted by the project are summarized in **Table 4.4.2.1**. Three conceptual noise barrier designs were evaluated as a replacement barrier system and to reduce traffic noise levels at the 33 impacted residences. Only replacement and supplemental shoulder mounted barriers were considered. Ground mounted noise barriers 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 especially in the vicinity of the Johnston Street Overpass and the Hollywood Canal Bridge. All three of the conceptual noise barrier designs evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. Since this is a replacement noise barrier, the reasonable cost criteria of equal to or less than $64,000 per benefited receptor site is not applicable. Of the conceptual noise barrier designs evaluated, CD 11W-3 represents the optimal noise barrier design since it maximizes the amount of noise reduction to the impacted residences.

Conceptual Noise Barrier Design CD 11W-3 represents a continuous 8-foot and 14-foot-tall shoulder mounted noise. The 14-foot shoulder mounted noise barrier extends 1,720 feet from Station 370+00 to Station 388+00 (i.e., to the south bridge approach of the Hollywood Canal Bridge) and would represent an in-kind replacement of the existing noise barrier. The 8-foot-foot tall shoulder mounted noise barrier would extend 415 feet from Station 388+00 to 392+00 across the Hollywood Canal Bridge that represents an in-kind replacement and supplemental noise barrier that maximizes the noise reduction to the impacted residences in these communities. The recommended noise barrier would benefit 34 residences, including the 32 of the impacted residences, and would provide an average noise reduction of 8.0 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 $1,096,000 or $32,235 per benefited receptor site.

Conceptual Noise Barrier Design CD 11W-3 is recommended for further consideration and public input during the project's design phase as replacement noise barrier system. 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 a noise barrier 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.

4.4.3 COMMON NOISE ENVIRONMENT CNE 10-E (HOLLYWOOD LITTLE RANCHES/NSA 22E)

CNE 10-E encompasses the impacted single and multi-family residences within the Hollywood Little Ranches community located on the east side of I-95 and between Hollywood Boulevard and Johnson Street (see **Figure 3.2**, **Sheet 6** in **Appendix C**). The residences in this community are currently being benefited by a noise barrier system (FDOT ID Numbers: CD20) that consists of a 20-foot-tall ground mounted noise barrier along the eastern right-of-way line of I-95 and a 14-foot tall shoulder mounted noise barrier along the Hollywood Boulevard northbound on ramp to I-95 that transitions to an 8-foot tall shoulder mounted noise wall across the Johnston Street Bridge (see **Figure 3.1**, **Sheet 3**). However, the proposed project improvements will physically impact the existing 8-foot and 14-foot tall shoulder mounted noise barriers and it will need to be removed. The existing 20-foot-tall ground mounted noise barrier segment will not be affected and will remain in place.

With the existing shoulder mounted noise barrier segment removed, the predicted design year (2055) noise levels for the Build Alternative within these residential communities ranged from 55.9 to 76.0 dB(A), representing an average increase of 6.8 dB(A) over existing levels. Twenty-seven residences within these communities are predicted to be impacted by design year (2055) noise levels (see **Table 3.3** in **Appendix D**). Therefore, replacement and supplemental noise barriers were evaluated as a noise abatement measure at this location.

The results of the analysis to determine the replacement noise barrier system for the noise barrier segment physically impacted by the project are summarized in **Table 4.4.3.1**. Five conceptual noise barrier designs were evaluated as a replacement barrier system and to reduce traffic noise levels at the 27 impacted residences. Only replacement and supplemental shoulder mounted barriers were considered. Ground mounted noise barriers 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 especially in the vicinity of the Johnson Street overpass. All five of the conceptual noise barrier designs evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. Since this is a replacement noise barrier, the reasonable cost criteria of equal to or less than $64,000 per benefited receptor site is not applicable. Of the conceptual noise barrier designs evaluated, CD 10E-5 represents the optimal

noise barrier design since it maximizes the amount of noise reduction to the impacted residences.

Conceptual Noise Barrier Design CD 10E-5 represents a continuous 8-foot and 14-foot-tall shoulder mounted noise. The 14-foot shoulder mounted noise barrier extends 1,350 feet from Station 355+20 to Station 368+70 (i.e., to the south bridge approach of the Johnson Street overpass) and would represent an in-kind replacement of the existing noise barrier. The 8-foot-foot tall shoulder mounted noise barrier would extend 150 feet from Station 368+70 to 370+20 across the Johnston Street Bridge and transition to a 14 foot extending an additional 710 feet between Stations 370+20 to Station 377+30 and represents a supplemental noise barrier that maximizes the noise reduction to the impacted residences in the vicinity of Johnson Street overpass. The recommended noise barrier would benefit 29 residences, including the 27 impacted residences, and would provide an average noise reduction of 8.8 dB(A) at benefited receptor sites with a maximum reduction of 12.8 dB(A). The estimated construction cost of this conceptual noise barrier design is $1,201,600 or $41,434 per benefited receptor site.

Conceptual Noise Barrier Design CD 10E-5 is recommended for further consideration and public input during the project's design phase as replacement noise barrier system. 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 a noise barrier 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 NORTH OF JOHNSTON TO NORTH OF SHERIDAN STREET (SEGMENT 5)

Noise Study Segment 5 extends along I-95 from north of Johnson Street to north of Sheridan Street and includes NSA 23E and NSA 24W (see **Figure 3.2**, **Sheets 7** and **8 in Appendix C**).

- NSA 23E represents the residences within Sunset Isles, Watergate Condominiums, Aqua Villa, and Homesites Subdivision. located east of I-95 from south of Taff Street to north of Sheridan Street.
- NSA 24W represents the multi-family residences within Cortland Hollywood Apartments and the Charles F. Vollman Park located west of I-95 and between Taff Street and Sheridan Street.

Noise sensitive sites within NSAs 23E and 24W are predicted to be impacted by design year (2055) traffic noise levels (see **Table 3.4**). The evaluation of noise barriers at these two NSAs is presented in **Sections 4.5.1** and **4.5.2**, respectively.

4.5.1 COMMON NOISE ENVIRONMENT CNE 12-E (Sunset Isles, Watergate Condominiums, Aqua Villa, and Homesites Subdivision/NSA 23E)

CNE 12-E encompasses the impacted single and multi-family residences within multiple residential communities including Sunset Isles, Watergate Condominiums, Aqua Villa, and Homesites Subdivision located on the east side of I-95 from south of Taff Street to north of Sheridan Street (see **Figure 3.2**, **Sheets 7 and 8** in **Appendix C**). As shown in **Figure 3.1 Sheets 3** and **4,** the residences in these communities are currently being benefited by multiple ground and shoulder mounted noise barriers located along I-95 outside shoulder, existing right-of-way line, and the Sheridan Street on and off ramps. However, the proposed project improvements will physically impact these existing noise barriers and they will need to be removed and replaced.

With the existing shoulder mounted noise barrier segment removed, the predicted design year (2055) noise levels for the Build Alternative within these residential communities ranged from 62.7 to 80.8 dB(A), representing an average increase of 5.1 dB(A) over existing levels. One hundred and nine residences within these communities are predicted to be impacted by design year (2055) noise levels (see **Table 3.3** in **Appendix D**). Therefore, replacement and supplemental noise barriers were evaluated as a noise abatement measure at this location.

The results of the analysis to determine the replacement noise barrier system for the noise barrier segments physically impacted by the project are summarized in **Table 4.5.1.1**. Two conceptual noise barrier designs were evaluated as a replacement barrier system and to reduce traffic noise levels at the 109 impacted residences. Only replacement and supplemental shoulder mounted barriers were considered. Ground mounted noise barriers 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 especially in the vicinity of the Taft Street and Sheridan Street overpasses. Both of the conceptual noise barrier designs evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. Since this is a replacement noise barrier, the reasonable cost criteria of equal to or less than $64,000 per benefited receptor site is not applicable. Of the two conceptual noise barrier designs evaluated, CD 12E-2 represents the optimal noise barrier design since it maximizes the amount of noise reduction to the impacted residences.

Conceptual Noise Barrier Design CD 12E-2 represents a barrier system with four separate segments of 8-foot and 14-foot-tall shoulder mounted noise barrier (see **Table 4.5.1.1** and **Figure 3.2 Sheets 7** and **8**). The recommended noise barrier would benefit 107 residences, including 86 of the impacted residences, and would provide an average noise reduction of 7.8 dB(A) at benefited receptor sites with a maximum reduction of 15.1 dB(A). The estimated construction cost of this conceptual noise barrier design is $4,013,600 or $37,510 per benefited receptor site.

Conceptual Noise Barrier Design CD 12E-2 is recommended for further consideration and public input during the project's design phase as replacement noise barrier system. 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 a noise barrier 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 CNE 13-W (Charles F. Vollman Park and Cortland Hollywood Apartments/NSA 24W)

CNE 13-W encompasses the impacted multi-family residences within the Cortland Hollywood Apartments and Charles F. Vollman Park located on the west side of I-95 between Taff Street and Sheridan Street (see **Figure 3.2**, **Sheet 7** in **Appendix C**). As shown in **Figure 3.1 Sheets 3** and **4,** the residences in this community are currently being benefited by a barrier system consisting of a shoulder mounted located along I-95 outside shoulder and two ground mounted noise barriers located along the existing right-of-way line and along the shoulder of the Sheridan Street on ramp. However, the proposed project improvements will physically impact these existing noise barriers and they will need to be removed and replaced.

With the existing shoulder mounted noise barrier segment removed, the predicted design year (2055) noise levels for the Build Alternative for the residences within Cortland Hollywood Apartments ranged from 53.9 to 80.4 dB(A), representing an average increase of 8.3 dB(A) over existing levels. One hundred and fifteen residences within these communities are predicted to be impacted by design year (2055) noise levels (see **Table 3.3** in **Appendix D**). The predicted design year (2055) noise levels for the passive recreational receptors within Charles F. Vollman Park ranged from 62.8 to 69.1 dB(A), representing an average increase of 5.2 dB(A) over existing levels. Thirty-three of the 67 receptors (i.e., ~50 percent) representing the passive recreational areas are predicted to be impacted by design year (2055) noise levels (see **Table 3.3** in **Appendix D**). Therefore, replacement and supplemental noise barriers were evaluated as a noise abatement measure at this location.

The results of the analysis to determine the replacement noise barrier are summarized in **Table 4.5.2.1**. Two conceptual noise barrier designs were evaluated as a replacement barrier system and to reduce traffic noise levels at the 115 impacted residences and the 33 recreational receptors. Only replacement and supplemental shoulder mounted barriers were considered. Ground mounted noise barriers 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 especially in the vicinity of the Hollywood Canal Bridge and the Taft Street and Sheridan Street overpasses. Both of the conceptual noise barrier designs evaluated meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. Since this is a replacement noise barrier, the

reasonable cost criteria of equal to or less than $64,000 per benefited receptor site is not applicable.

Of the two conceptual noise barrier designs evaluated, CD 13W-3 represents the optimal noise barrier design since it maximizes the amount of noise reduction to the impacted residences and the passive recreational areas of Charles F. Vollman Park. Conceptual Noise Barrier Design CD 12W-2 represents a continuous 8-foot and 14-foot-tall shoulder mounted noise barrier extending 2,450 along the outside shoulder of I-95 southbound lanes (see **Table 4.5.1.1** and **Figure 3.2 Sheets 7** and **8 in Appendix C**). The estimated construction cost of this conceptual noise barrier design is $1,276,000 or $12,760 per benefited residential receptor site.

4.6 North of Sheridan Street to North of Griffin Road (Segment 6)

Noise Study Segment 6 extends along I-95 from north of Sheridan Street to north of Griffin Old and includes NSA 25E (see **Figure 3.1**, **Sheets 3 through 6**).

- NSA 25W represents residences within Ocean Waterway Mobile Home Park and Melaleuca Gardens located east of I-95 and south of Griffin Road along Old Griffin Road (see **Figure 3-2**, **Sheet 10** in **Appendix C**).

None of the noise receptor sites associated with the NSA 25W were predicted to be impacted by design year (2055) noise levels associated with the project (see **Table 3.4**). The maximum predicted noise level Within Ocean Waterway Mobile Home Park and Melaleuca Gardens communities is 64.3 dB(A) at Receptor OW-F1. Therefore, evaluation of noise barriers were not performed or warranted for NSA 25W.

5.0 CONCLUSIONS

A traffic noise study was performed in accordance with *23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise* (July 13, 2010), the FDOT's PD&E Manual, Part 2, Chapter 18*, Highway Traffic Noise* (July 31, 2024), and *FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook* (December 31, 2018).

Design year (2055) traffic noise levels for the preferred alternative will approach [i.e., within 1 dB(A)], meet, or exceed the NAC at 462 residences and eight special land use sites within the project limits within 16 NSAs. In accordance with FHWA and FDOT policies, the feasibility and reasonableness of noise barriers were considered for these impacted noise sensitive sites. The feasibility of noise barriers by NSA is presented in **Table 3.4** at the end of **Section 3.2**.

Noise barriers were not considered a feasible abatement measure at two of the 16 impacted NSAs [i.e., 12W and 18W (Lions Park)] since an effective noise barrier at these locations would block direct access to these noise sensitive areas. NSA 12W represents two impacted residences within Central Golf Section of Hollywood subdivision located west of I-95 and south of Hollywood Boulevard. The southern portion of NSA 18W represents the outdoor use areas associated with Lions Park, a special land use site, located west of I-95 and north of Hollywood Boulevard. The locations of this subdivision and park are depicted in **Figure 3.2**, **Sheet 6, in Appendix C**.

Noise barriers were evaluated for 460 residences and for six of the special land use sites [i.e., NSAs 1W, 7E, 9E, 10W, and 18W (Stan Goldman Park), 13-W (Charles F. Vollman Park] that approach, meet, or exceed the NAC. Thirteen separate CNEs were used to assess noise barriers at these locations (i.e., CNE 1-W through CNE 13-W). The results of the noise barrier analysis for each of these CNEs are summarized in **Table 5.1** at the end of **Section 5.0**, as well as in **Sections 4.1.1** through **4.6.1**. Of the 13 CNEs presented in **Table 5.1**, noise barriers are recommended for further consideration during the project's design phase and for public input at eight locations (CNEs 2-W, 3-E, 5-E, 8-E, 10-E, 11-W, 12-E, and 13-W). Noise barriers are not recommended for further consideration at five locations (CNEs 1-W, 4-E, 6-E, 7-W, and 9-W). The locations and limits of the noise barriers (both recommended and not recommended) are depicted on **Figure 3.2 in Appendix C** and presented in **Table 5.1**.

Noise barriers at one (i.e., CNE 2-W) of the eight CNEs where noise barriers have been recommended for further consideration during the project's design phase are not currently considered feasible. The optimal conceptual barrier design at this location meets FDOT's noise barrier cost criteria of equal to or less than $64,000 per benefited receptor site and FDOT's noise reduction reasonableness criteria of 7 dB(A) at one or more impacted sites. However, there does not appear to be sufficient right-of-way to construct a noise barrier at this location along the southside of Hallandale Beach Boulevard in the vicinity of the Green Acres Villages and Holiday Mobile Estates communities. Although noise barriers are not currently considered feasible, they are recommended for further evaluation at this location during the project's design phase when additional design information including topographical survey would be available to confirm the available right-of-way at this location. The recommended noise barrier system at this location is expected to reduce traffic noise by at least 5 dB(A) at 20 residences including the three impacted residences within these residential communities. The estimated cost of the recommended noise barrier system is $304,000.

Noise barriers at six of the eight CNEs where noise barriers have been recommended for further consideration represent replacement noise barrier systems (i.e., CNEs 3-E, 8-E, 10-E, 11-W, 12-E, and 13-W). At these six 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 and replaced. The conceptual designs of these replacement noise barriers would be, at a minimum, an in-kind replacement or optimized with supplemental noise barriers to maximize the amount of noise reduction at the impacted noise sensitive receptors. In addition, the recommended conceptual noise barrier designs will meet the minimum noise reduction design goal of 7 dB(A) for at least one benefited residence. Since these are replacement noise barriers, the reasonable cost criteria of equal to or less than $64,000 per benefited receptor site is not applicable in accordance with FDOT's noise policy.

The eight locations where noise barrier recommended for further consideration during the design phase are expected to reduce traffic noise by at least 5 dB(A) at 455 residences including 375 of the 462 impacted residences. In addition, the recommended noise barrier system for CNE 8-E would provide an average of 5.6 dB(A) of incidental benefit to one of the impacted special land uses (i.e., NSA 16E representing a playground associated with St. John's Lutheran Church).

The estimated cost of the recommended noise barriers is $12,387,200. 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, an engineering constructability review is conducted to confirm that the noise barrier is feasible, and support for a noise barrier 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 five CNEs that represent non-residential/special land use sites (i.e., CNEs 1-W, 4-E, 6-E, 7-W, and 9-W). The usage of the special land use sites was less than required to be cost reasonable. Although noise barriers are not recommended for further consideration at these impacted special land uses, two of the five CNEs (i.e., 4-E and 6-E) would receive incidental benefit from the recommended noise barrier system for CNE 5-E. CNE 5-E would provide an average of 6.9 dB(A) of incidental benefit to CNE 4-E representing a basketball court and a playground associated with Lanier James Education Center and 3.0 dB(A) to CNE 6-E representing a playground associated with Choices Children's Academy.

Based on the noise analysis performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at 87 of the 462 impacted residences or at five of the 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 reasonable and feasible noise abatement measures (i.e., recommended noise barriers) at the noise impacted locations identified in **Table 5.1** and **Figure 3.2 in Appendix C** contingent upon the following conditions:

- Final recommendations on the construction of abatement measures are 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

Noise Study Area Name / Number	Common Noise Environment (CNE) Identification Number/ (Conceptual Noise Barrier Design Number)	Optimized Conceptual Noise Barrier Design					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 ($40 per square foot)	Average Cost/Site Benefited	Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $64,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal and Feasible?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
		Noise Barrier Type (Segment)	Height (feet)	Length (feet)	Begin Station Number	End Station Number											
Ives Estates Park - West of I-95 between Ives Dairy Road and Miami-Dade / Broward County Line / NSA 1 W	CNE 1-W (CD 1W-4)	Ground Mounted	22	1,730	179+20	196+50	Special Land Use	--	--	--	8.1	12.2	$1,522,400	--	NO (Usage of Park Recreational Facilities Less Than Required to be Cost Reasonable)	NO	Represents the optimal conceptual noise barrier design; Does not meet the Reasonableness Cost Criteria for special land uses; Noise barriers are not recommended for further consideration and public input during the project's design phase at this location.
Green Acres Village and Holiday Mobile Estates - South of Hallandale Beach Boulevard and West of I-95 / NSA 3W	CNE 2-W (CD 2W-2)	Ground Mounted (Segment 1 of 2)	10	590	132+00	137+90	3	3	17	20	6.8	8.8	$304,000	$15,200	NO (Not Feasible - Insufficient Right-of-way to Constructed Noise Barrier)	***Yes (See Comments)***	Not considered a feasible abatement measure due to insufficient existing right-of-way to accommodate a noise barrier at this location; Noise barriers are recommended to be further evaluated at this location during the project's design phase when additional design information including topographical survey would be available.
		Ground Mounted (Segment 2 of 2)	10	170	138+30	140+00											
Highland Gardens and Parkside Manor Communities - East of I-95 and between Ives Dairy Road and Hallandale Beach Boulevard / NSA 4E	CNE 3-E (CD 3E-1S and CD 3E-4N)	South Segment - Replacement Ground Mounted Noise Barrier	16	200	204+80	206+80	10	2	0	2	9.5	12.4	$128,000	$64,000	NO (Not Required - In-Kind Replacement Noise Barrier)	***Yes (Replacement Noise Barriers)***	Two segments of the existing ground mounted noise barrier are physically impacted by the widening of I-95 and require replacement; Represents the optimal conceptual replacement noise barrier system design and is recommended for further consideration and public input in the project's design phase.
		North Segment - Replacement Shoulder Mounted Noise Barriers	14	1,080	231+00	241+80	49	42	6	48	7.8	11.5	$828,800	$17,267	YES (Not Required - Replacement Noise Barrier System)		
		North Segment - Supplemental Shoulder Mounted Noise Barrier	8	700	235+80	242+80											
Lanier James Education Center - East of I-95 and South of Pembroke Road / NSA 7E	CNE 4-E (CD 4E-4)	Shoulder Mounted (I-95 Northbound)	14	800	277+00	285+00	Special Land Use	---	---	---	6.2	6.5	$448,000	---	NO (Not Reasonable - Does not meet FDOT's required abatement design goal of 7.0 dB(A)	NO	Represents the optimal conceptual noise barrier design; Does not meet the minimum noise reduction design goal of 7 dB(A); Noise barriers are not recommended for further consideration or public input during the project's design phase at this location. However, would Receive Incidental Noise Reduction Benefit from Conceptual Noise Barrier Design CD 5E-4 Recommended for Meekins Addition No.1 Subdivision and Johnson Apartments (NSA 8E).
Meekins Addition No.1 Subdivision and Johnson Apartments - East of I-95 and South of Pembroke Road / NSA 8E	CNE 5-E (CD 5E-4)	Outside Shoulder: I-95 Northbound	14	1,000	277+00	287+00	3	3	16	19	7.4	9.3	$896,000	$47,158	YES	**YES**	Represents the optimal conceptual noise barrier design; Does meet the Cost Reasonable Criteria and the minimum noise reduction design goal of 7 dB(A); Noise barriers are recommended for further consideration and public input during the project's design phase at this location. Segments of the 14-foot tall shoulder mounted noise barrier on an MSE wall will require a design variation; Lanier James Education Center and Choices Children's Academy playground would receive incidental benefit from this conceptual noise barrier design.
		Outside Shoulder: I-95 Northbound Off Ramp to Pembroke Road	14	600	281+00	287+00											
Choices Children's Academy - East of I-95 and South of Pembroke Road / NSA 9E	CNE 6-E (CD 6E-4)	Ground Mounted (I-95 Eastern Right-of-Way Line)	18	460	284+00	287+60	Special Land Use	---	---	---	6.4	7.0	$779,200	---	NO (Usage of Park Recreational Facilities Less Than Required to be Cost Reasonable)	NO	Represents the optimal conceptual noise barrier design; Does not meet the Reasonableness Cost Criteria for special land uses; Noise barriers are not recommended for further consideration or public input during the project's design phase at this location. However, would Receive Incidental Noise Reduction Benefit from Conceptual Noise Barrier Design CD 5E-4 Recommended for Meekins Addition No.1 Subdivision and Johnson Apartments (NSA 8E).
		Shoulder Mounted (I-95 Northbound Off Ramp to Pembroke Road)	14	800	279+00	287+00											
Orangebrook Golf & Country Club - West of I-95 between Pembroke Road and Hollywood Boulevard / NSA 10W	CNE 7-W (CD 7W-4)	Ground Mounted Noise Barrier (South Segment)	22	260	289+40	292+00	Special Land Use	--	--	--	6.1	7.0	$228,800	--	NO (Usage of Golf Course Less Than Required to be Cost Reasonable)	NO	Represents the optimal conceptual noise barrier design; Does not meet the Reasonableness Cost Criteria for special land uses; Noise barriers are not recommended for further consideration or public input during the project's design phase at this location.
South Hollywood, Bermack Heights, The Town Colony Condominiums, Jaxon Heights, and Hollywood Little Ranches South Communities - East of I-95 between Pembroke Road and Hollywood Boulevard / NSA 14E and St. John's Lutheran Church / NSA 16E	CNE 8-E (CD 8E-3)	Segment 1 of 4 - Replacement Shoulder Mounted Noise Barrier	14	3,350	293+80	327+30	111	96	0	96	8.2	12.6	$2,643,200	$27,533	YES (Not Required - Replacement Noise Barrier System)	***Yes (Replacement Noise Barriers)***	Segments of the existing noise barrier are physically impacted by the widening of I-95 and require replacement; Represents the optimal conceptual replacement noise barrier system design and is recommended for further consideration and public input in the project's design phase; St. John's Lutheran Church playground would receive incidental benefit from this conceptual noise barrier design.
		Segment 2 of 4 - Replacement Shoulder Mounted Noise Barrier	14	470	327+30	332+00											
		Segment 3 of 4 - Replacement Shoulder Mounted Noise Barrier	14	540	332+00	337+40											
		Segment 4 of 4 - Supplemental Shoulder Mounted Noise Barrier	14	360	337+40	341+00											
Stan Goldman Park and Hollywood Dog Park - West of I-95 and North of Hollywood Boulevard / NSA 18W	CNE 9-W (CD 9W-4)	Ground Mounted Noise Barrier (I-95 Western Right-of-Way Line)	22	1,500	346+00	361+00	Special Land Use	---	---	---	5.9	6.1	$1,320,000	---	NO (Not Reasonable - Does not meet FDOT's required abatement design goal of 7.0 dB(A)	NO	Represents the optimal conceptual noise barrier design; Does not meet the minimum noise reduction design goal of 7 dB(A); Noise barriers are not recommended for further consideration or public input during the project's design phase at this location.
Hollywood Little Ranches - East of I-95 and North of Hollywood Boulevard / NSA 22E	CNE 10-E (CD 10E-4)	Segment 1 of 2 - Replacement Shoulder Mounted Noise Barrier	14	1,350	355+20	368+70	27	27	2	29	8.8	12.8	$1,201,600	$41,434	YES (Not Required - Replacement Noise Barrier System)	***Yes (Replacement Noise Barriers)***	Represents the optimal conceptual replacement noise barrier system design and is recommended for further consideration and public input in the project's design phase; Segments of the existing noise barrier are physically impacted by the widening of I-95 and require replacement; 14-foot tall shoulder mounted noise barrier will require a design variation since it will be on an MSE wall.
			8	150	368+70	370+20											
		Segment 2 of 2 - Supplemental Shoulder Mounted Noise Barrier	14	710	370+20	377+30											

Table 5.1 - Noise Barrier Evaluation Summary and Recommendations (Continued)

Noise Study Area Name / Number	Common Noise Environment (CNE) Identification Number/ (Conceptual Noise Barrier Design Number)	Optimized Conceptual Noise Barrier Design					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 ($40 per square foot)	Average Cost/Site Benefited	Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $64,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal and Feasible?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
		Noise Barrier Type (Segment)	Height (feet)	Length (feet)	Begin Station Number	End Station Number											
Lakeview Heights and Arthur Street Homes - West of I-95 between Johnston Street and Taff Street / NSA 19W	CNE 11-W (CD 11W-3)	Shoulder Mounted Noise Barrier	14	1,720	370+00	368+00	33	32	2	34	8.0	10.5	$1,096,000	$32,235	YES (Not Required - Replacement Noise Barrier)	***Yes (Replacement Noise Barriers)***	Represents the optimal conceptual replacement noise barrier design and is recommended for further consideration and public input in the project's design phase; The existing noise barrier is physically impacted by the widening of I-95 and require replacement.
			8	415	388+00	392+00											
Sunset Isles, Watergate Condominiums, Aqua Villa, and Homesites Subdivision - East of I-95 from South of Taff Street to North of Sheridan Street / NSA 23E	CNE 12-E (CD 12E-2)	1 of 4 - Replacement / Supplemental I-95 Northbound Shoulder Mounted Noise Barrier	14	710	377+30	384+40	109	86	21	107	7.8	15.1	$4,013,600	$37,510	YES (Not Required - Replacement Noise Barrier)	***Yes (Replacement Noise Barriers)***	Represents the optimal conceptual replacement noise barrier design and is recommended for further consideration and public input in the project's design phase; The existing noise barriers are physically impacted by the widening of I-95 and require replacement; 14-foot tall shoulder mounted noise barrier will require a design variation since it will be on an MSE wall.
			8	1,440	384+40	398+80											
			14	440	398+80	403+20											
		2 of 4 - Replacement I-95 Northbound Off Ramp to Sheridan Street Shoulder Mounted Noise Barrier	14	2,080	403+20	424+00											
		3 of 4 - Supplemental I-95 Northbound Shoulder Mounted Noise Barrier	14	1,300	411+00	424+00											
			8	200	424+00	426+00											
			14	800	426+00	434+00											
		4 of 4 - Replacement / Supplemental I-95 Northbound On Ramp from Sheridan Street Shoulder Mounted Noise Barrier	14	900	426+00	335+00											
Cortland Hollywood Apartments and Charles F. Vollman Park (West of I-95 and North of Taff Street and South of Sheridan Street / NSA 24W	CNE 13-W (CD 13W-2)	I-95 Southbound and Sheridan Street On Ramp Outside Shoulders and Across the Taft Street Bridge (Station 395+00 to Station 397+00)	8	400	393+00	397+00	115	84	16	100	9.9	15.6	$1,276,000	$12,760	YES (Not Required - Replacement Noise Barrier System)	***Yes (Replacement Noise Barriers)***	Represents the optimal conceptual replacement noise barrier system design and is recommended for further consideration and public input in the project's design phase; The existing noise barriers will be physically impacted by the widening of I-95 and require replacement; 14-foot tall shoulder mounted noise barrier will require a design variation since it will be on an MSE wall.
			14	2,050	397+00	417+50											

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 occurred during the development of this project. Local and community officials had the opportunity to comment on the proposed project at the public meetings. A Virtual Alternatives Public Workshop was held on Wednesday 29, 2025 using the GoToWebinar Platform and the In-Person on Thursday, November 6, 2025. Public Hearing was held on Tuesday, April 8, 2025 at the Dr. Martin Luther King Jr. Community Center, 2400 Charleston Street, Hollywood, Florida. A summary of the public involvement activities is included in Section 6.2 Project Involvement of the PER.

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 Broward County, City of Hollywood, City of Hallandale Beach, City of Dania Beach, and the Town of Pembroke Park. 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 I-95 to the limits of the area predicted to approach [i.e., within 1 dB(A)] the NAC in the design year (2055). The contours do not consider any shielding of noise provided by structures between the receptor and the proposed travel lanes. Within the project corridor, the distance between the proposed edge of the outside travel lane and the contour at various locations are presented in **Table 7.1**. To minimize the potential for incompatible land use, noise sensitive land uses should be located beyond this distance.

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

I-95 Roadway Segment		Distance from Proposed Nearest Travel Lane to Noise Contour (Feet)	
		66 dB(A) - Activity Category B/C	71 dB(A) - Activity Category E
Ives Dairy Road to Hallandale Beach Boulevard	West of I-95	345	145
	East of I-95	385	195
Hallandale Beach Boulevard to Pembroke Road	West of I-95	295	125
	East of I-95	220	25
Pembroke Road to Hollywood Boulevard	West of I-95	190	115
	East of I-95	255	125
Hollywood Boulevard to North of Griffin Road	West of I-95	255	75
	East of I-95	465	240

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

Federal Highway Administration Report, "Highway Traffic Noise Analysis and Abatement Policy and Guidance",https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide03.cfm

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

Federal Highway Administration Report Number FHWA-HEP-18-065, "Noise Measurement Handbook", July 1, 2018

Federal Highway Administration Report Number FHWA-HEP-18-066, "Noise Measurement Field Guide", July 1, 2018

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

Florida Department of Transportation. "Highway Traffic Noise", Part 2, Chapter 18. Project Development and Environment Manual, Florida Department of Transportation, Tallahassee, July 31, 2024

Florida Department of Transportation "Traffic Noise Modeling and Analysis Practitioners Handbook", September 2025

Florida Department of Transportation. "2025 FDOT Design Manual", Topic No. 625-000-002, Chapter 264, Noise Walls and Perimeter Walls, January 1, 2025

Florida Department of Transportation "Standard Specifications for Road and Bridge Construction", FY 2026-27

Florida Department of Transportation "
Methodology to Evaluate Highway Traffic Noise at Special Land Uses", July 2025

APPENDIX A

Traffic Data for Noise Modeling

SYSTEMS INTERCHANGE MODIFICATION REPORT (SIMR)

SR 9/I-95 from Miami-Dade County Line to North of Griffin Road (SR 818)

Financial Project Identification Numbers: 439170-1-22-02

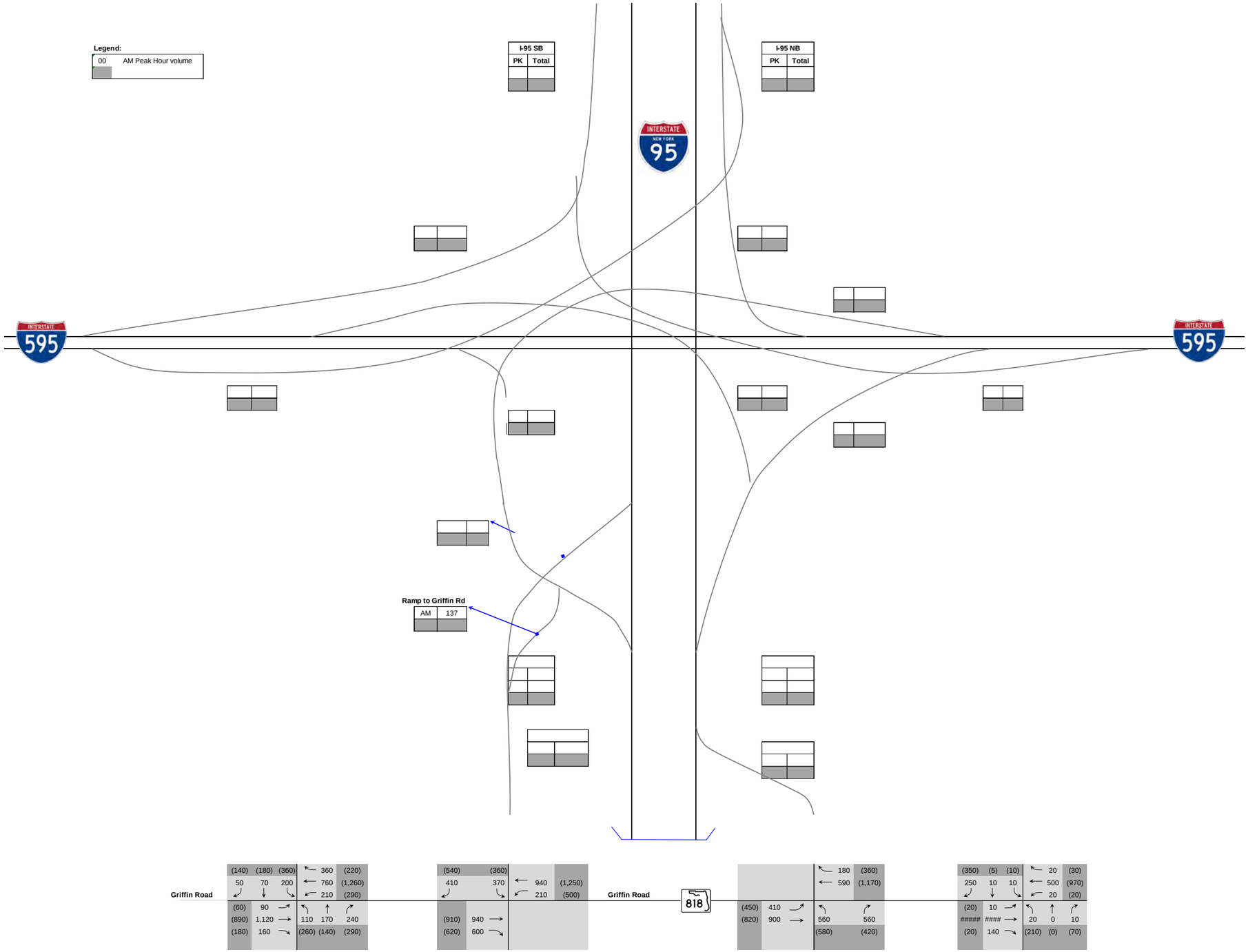
Broward County, Florida

Prepared for

Florida Department of Transportation
District Four

DRAFT REPORT

February 2026



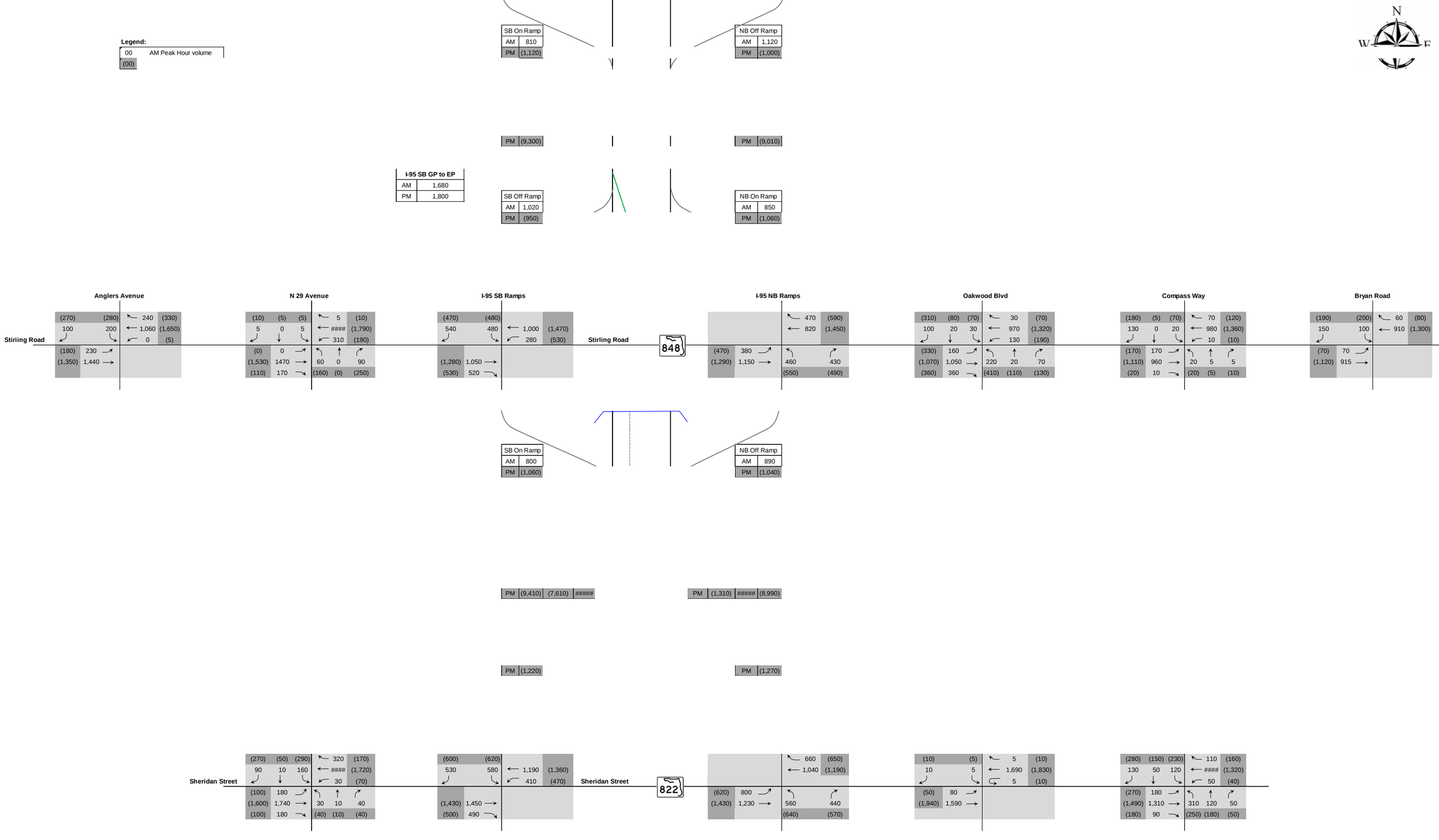
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Existing Year (2021) Peak Hour Volumes**

Figure No.: 3-5

Sheet 1 of 3

Legend:

00	AM Peak Hour volume
(00)	



SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road
Project Development and Environment Study
FPID: 430170-1-22-02

Title:

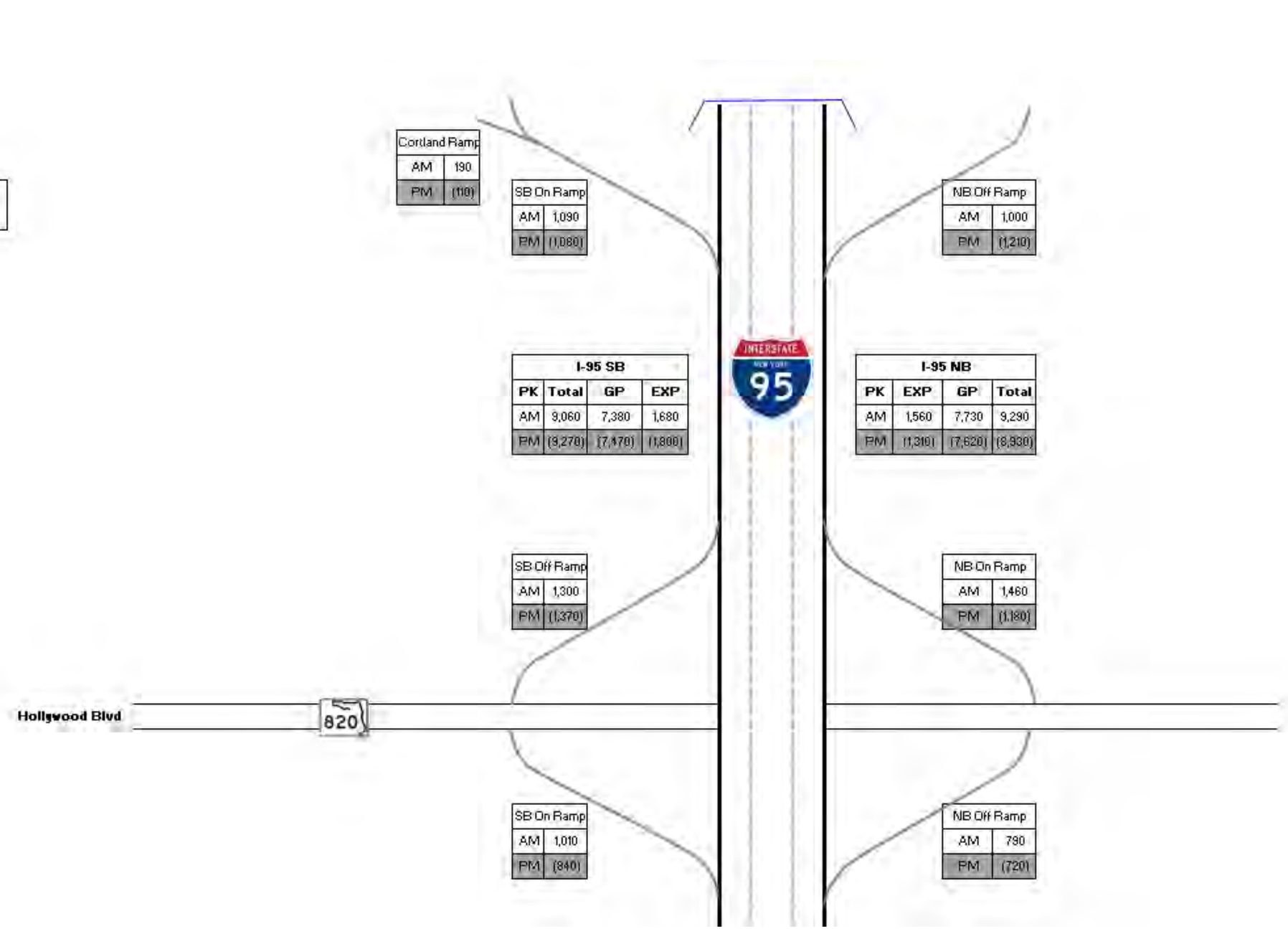
Existing Year (2021) Peak Hour Volumes

Figure No.: 3-5

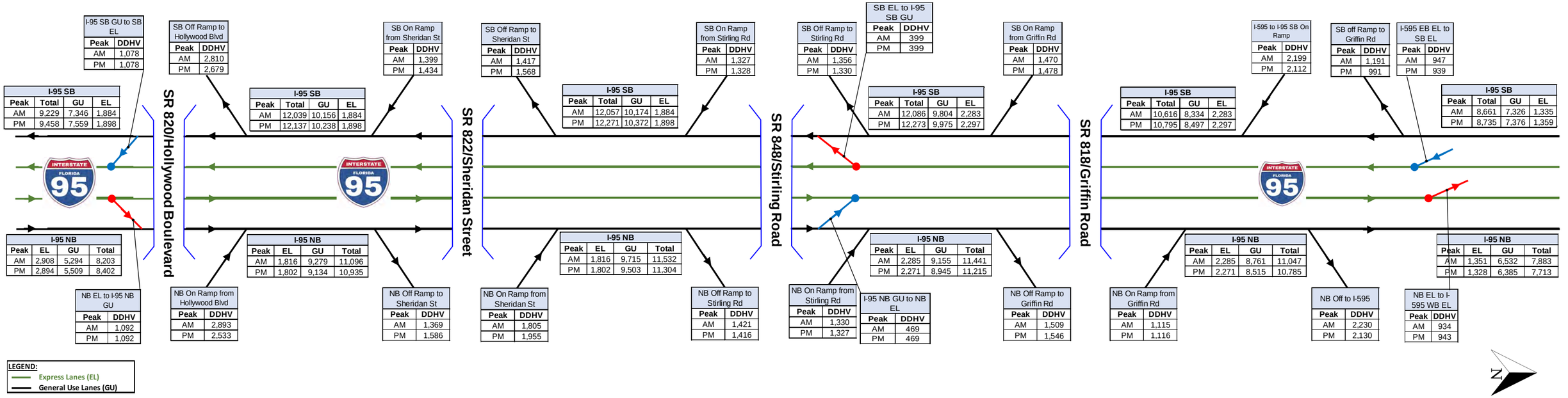
Sheet 2 of 3

Legend:

00	AM Peak Hour volume
(00)	PM Peak Hour volume



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Existing Year (2021) Peak Hour Volumes**	Figure No.: 3-5 Sheet 3 of 3



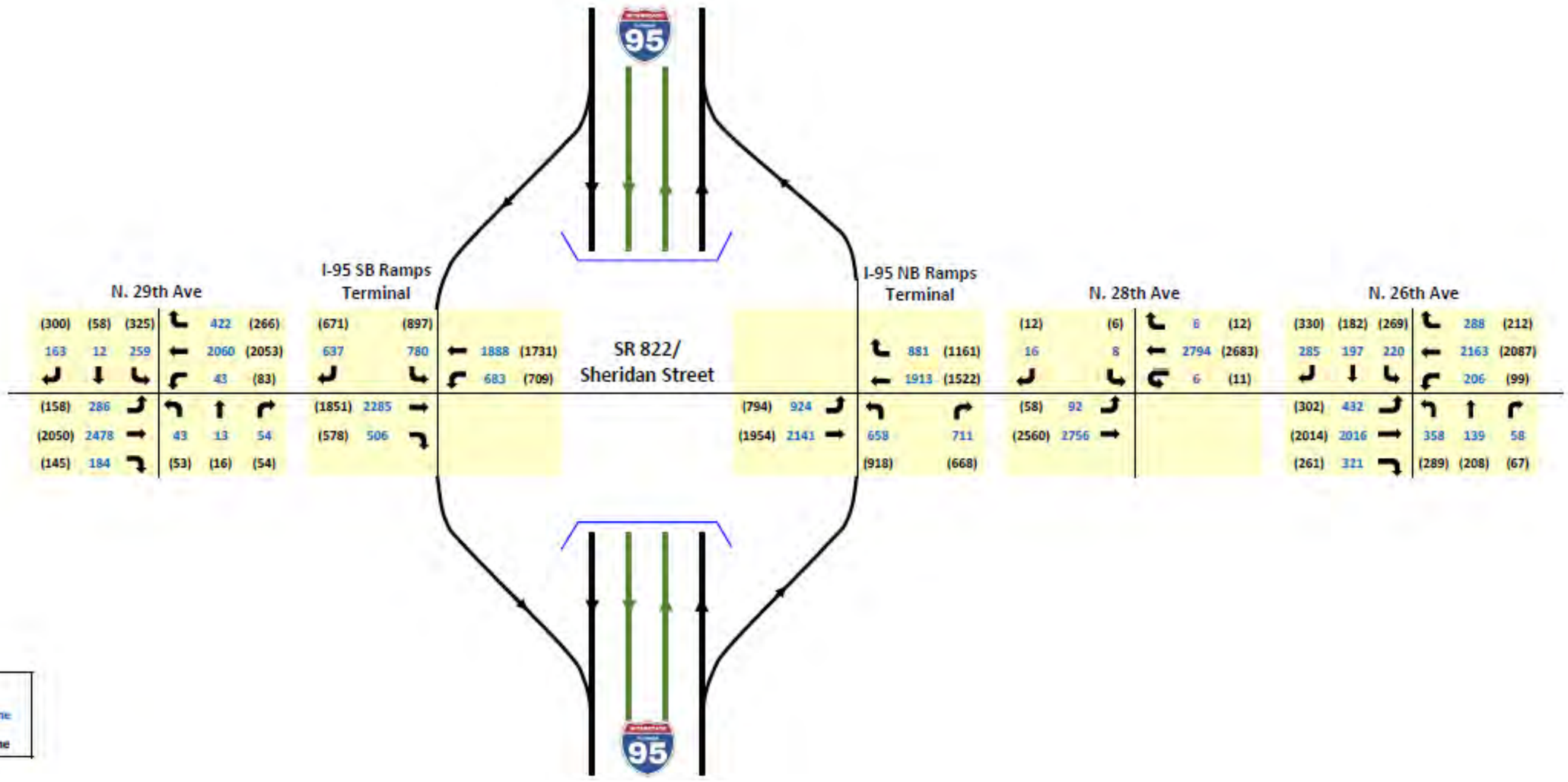
SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road
Project Development and Environment Study
FPID: 430170-1-22-02

Title:

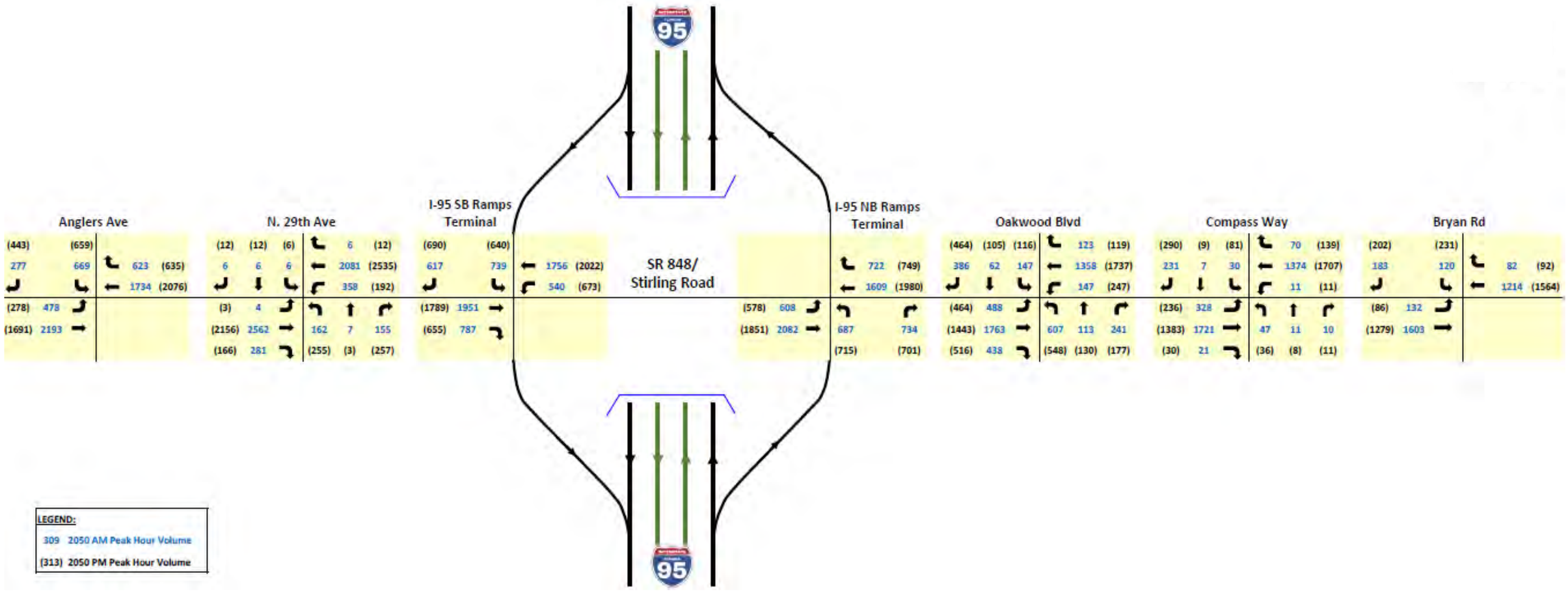
2050 No Build Traffic Forecast – AM and PM Peaks

Figure No.: 5-7

Sheet 1 of 4



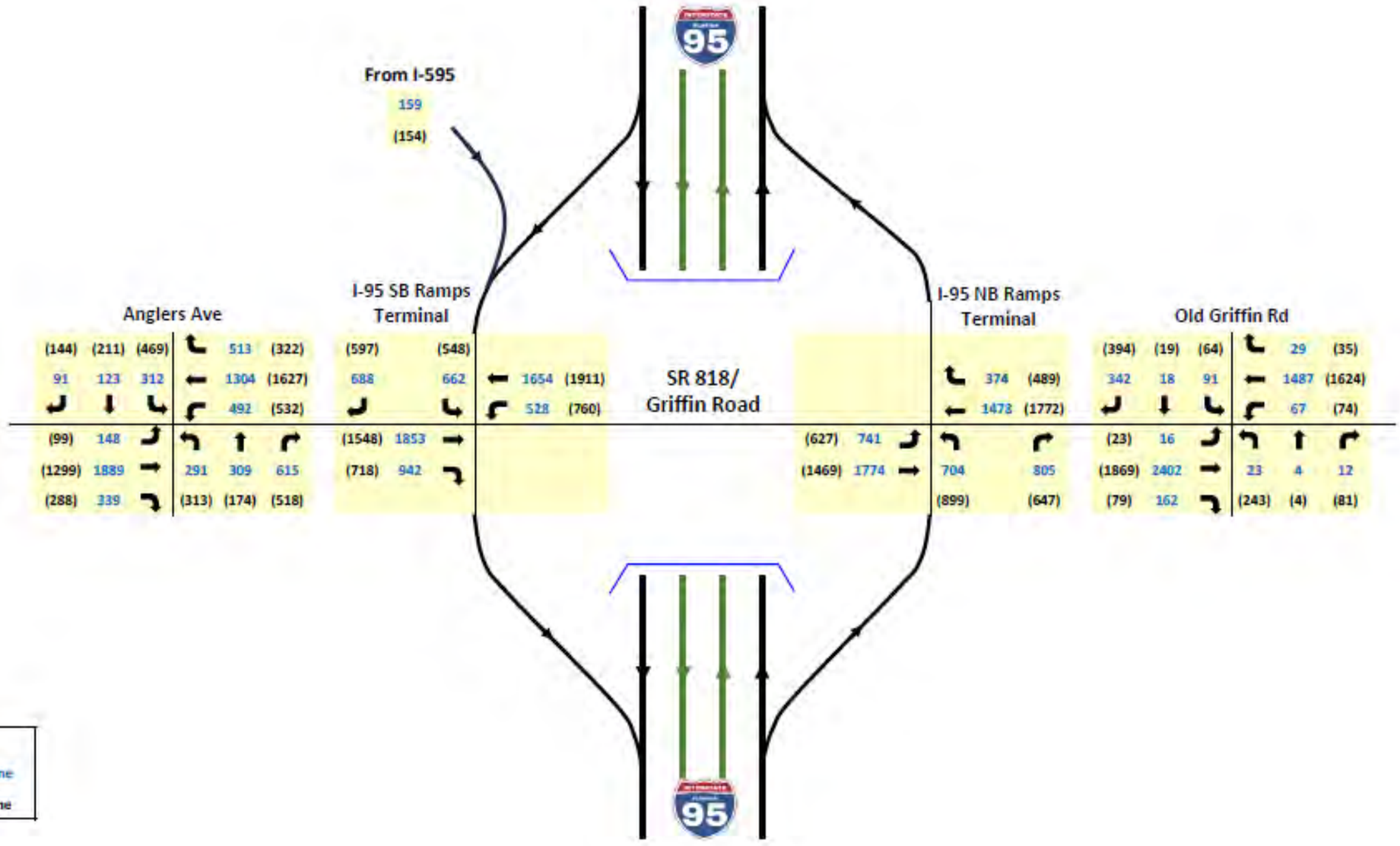
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2050 No Build Traffic Forecast – AM and PM Peaks**	Figure No.: 5-7 Sheet 2 of 4



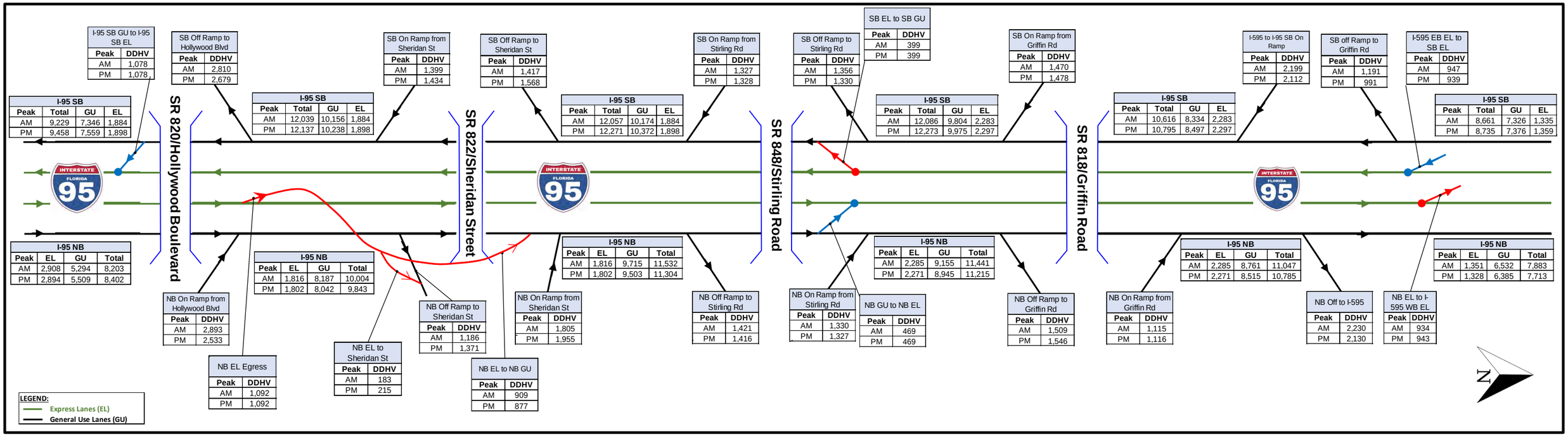
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2050 No Build Traffic Forecast – AM and PM Peaks**

Figure No.: 5-7

Sheet 3 of 4



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2050 No Build Traffic Forecast – AM and PM Peaks**	Figure No.: 5-7 Sheet 4 of 4



SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road
Project Development and Environment Study
FPID: 430170-1-22-02

Title:

2050 Preferred Alternative AM and PM Peak Hour Volumes

Figure 7-6
Sheet 1 of 1

APPENDIX B

Table 3.1 - Noise Monitoring Data and TNM 2.5 Validation Results

Table 3.1 - Noise Monitoring Data and TNM 2.5 Validation Results

General Information		Begin Time	End Time	Travel Lanes	Distance to Nearest Traffic Lane (feet)	Cars		Medium Trucks		Heavy Trucks		Buses		Motorcycles		Monitored Leq (h) dB(A)	TNM Predicted Leq (h) dB(A)	Difference Leq (h) dB(A)	Predicted Levels Within +/- 3 dB(A) of Monitored Levels?
Monitor Site Identification Number	Monitoring Location / Road Name (Date)					Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)	Vehicles per Hour	Speed (mph)				
MS1-1	Holiday Home Estates / South of Hallandale Beach Boulevard and West of I-95 (November 5, 2020)	10:10 AM	10:20 AM	Eastbound	50	1,104	34.3	42	33.1	6	34.3	---	---	12	34.3	67.0	65.7	-1.3	YES
				Westbound		1,050	38.8	30	32.3	6	29.5	6	20.0	---	---				
		10:20 AM	10:30 AM	Eastbound		1,128	31.3	24	33.8	18	27.0	6	34.0	12	31.3	66.7	65.2	-1.5	YES
				Westbound		1,062	38.5	18	20.0	---	---	---	---	---	---				
		10:30 AM	10:40 AM	Eastbound		1,032	33.8	24	33.8	42	27.4	6	27.0	6	33.8	67.4	66.3	-1.1	YES
				Westbound		978	39.3	12	36.0	24	29.0	---	---	6	39.3				
MS1-2	Holiday Home Estates / South of Hallandale Beach Boulevard and West of I-95 (November 5, 2020)	10:10 AM	10:20 AM	Eastbound	100	1,104	34.3	42	33.1	6	34.3	---	---	12	34.3	64.2	61.7	-2.5	YES
				Westbound		1,050	38.8	30	32.3	6	29.5	6	20.0	---	---				
		10:20 AM	10:30 AM	Eastbound		1,128	31.3	24	33.8	18	27.0	6	34.0	12	31.3	64.3	61.3	-3.0	YES
				Westbound		1,062	38.5	18	20.0	---	---	---	---	---	---				
		10:30 AM	10:40 AM	Eastbound		1,032	33.8	24	33.8	42	27.4	6	27.0	6	33.8	64.9	62.4	-2.5	YES
				Westbound		978	39.3	12	36.0	24	29.0	---	---	6	39.3				
MS2-1	Hollywood Little Ranches Subdivision / East of I-95 and South of Johnson Street (November 5, 2020)	12:30 PM	12:40 PM	Northbound	150	6,192	56.0	276	55.7	234	54.4	---	---	---	---	63.3	60.6	-2.7	YES
				Southbound		6,378	62.0	144	54.8	222	53.7	---	---	6	62.0				
		12:40 PM	12:50 PM	Northbound		6,102	54.8	234	54.3	240	51.4	---	---	12	54.8	63.2	60.6	-2.6	YES
				Southbound		6,186	62.5	186	57.0	246	58.0	---	---	12	62.5				
		12:50 PM	1:00 PM	Northbound		7,140	53.7	274	51.3	280	51.7	---	---	14	56.0	62.7	60.3	-2.4	YES
				Southbound		7,482	45.5	192	39.5	312	40.2	---	---	12	49.0				
MS2-2	Hollywood Little Ranches Subdivision / East of I-95 and South of Johnson Street (November 5, 2020)	12:30 PM	12:40 PM	Northbound	250	6,192	56.0	276	55.7	234	54.4	---	---	---	---	61.7	59.6	-2.1	YES
				Southbound		6,378	62.0	144	54.8	222	53.7	---	---	6	62.0				
		12:40 PM	12:50 PM	Northbound		6,102	54.8	234	54.3	240	51.4	---	---	12	54.8	61.3	59.6	-1.7	YES
				Southbound		6,186	62.5	186	57.0	246	58.0	---	---	12	62.5				
		12:50 PM	1:00 PM	Northbound		7,140	53.7	274	51.3	280	51.7	---	---	14	56.0	61.1	59.2	-1.9	YES
				Southbound		7,482	45.5	192	39.5	312	40.2	---	---	12	49.0				
MS3-1	Carver Heights Subdivision / South of Pembroke Road and East of I-95 (November 5, 2020)	5:40 PM	5:50 PM	Eastbound	50	1,182	31.4	6	16.0	---	---	---	---	---	---	64.7	64.0	-0.7	YES
				Westbound		1,410	34.5	18	31.0	12	31.0	6	31.0	6	33.0				
		5:50 PM	6:00 PM	Eastbound		1,260	34.9	6	34.9	---	---	---	---	6	28.0	64.6	64.8	0.2	YES
				Westbound		1,230	34.9	12	34.9	6	37.0	---	---	6	34.9				
		6:00 PM	6:10 PM	Eastbound		1,266	33.2	---	---	6	---	---	---	6	26.0	64.2	64.6	0.4	YES
				Westbound		1,176	36.2	12	32.0	6	---	6	32.0	---	---				
MS3-2	Carver Heights Subdivision / South of Pembroke Road and East of I-95 (November 5, 2020)	5:40 PM	5:50 PM	Eastbound	100	1,182	31.4	6	16.0	---	---	---	---	---	---	62.1	60.4	-1.7	YES
				Westbound		1,410	34.5	18	31.0	12	31.0	6	31.0	6	33.0				
		5:50 PM	6:00 PM	Eastbound		1,260	34.9	6	34.9	---	---	---	---	6	28.0	61.6	60.9	-0.7	YES
				Westbound		1,230	34.9	12	34.9	6	37.0	---	---	6	34.9				
		6:00 PM	6:10 PM	Eastbound		1,266	33.2	---	---	6	---	---	---	6	26.0	61.3	60.8	-0.5	YES
				Westbound		1,176	36.2	12	32.0	6	---	6	32.0	---	---				

X:\P\Noise_Studies\I-95_Hallandale_PDE\Noise_Monitoring\[Table_3-1_I-95Hollywood_Noise Monitoring Data Summary_7-25-2021.xlsx]Table3-1_NSR

Minimum	61.1	59.2	-3.0
Maximum	67.4	66.3	0.4
Average Difference Between TNM 2.5 Predicted Levels and Monitored Levels			-1.6

APPENDIX C

Figure 3.2 - Noise Analysis Map

0 130 260 520 Feet

N

Noise Study Segment 1
(Ives Dairy Road to
Hallandale Beach Boulevard)

Sungas Corp
of FLA

Mariner Commons LLC

IVES DAIRY RD

Florida Department
of Transportation

Ives Estates Park
(NSA 1W)

Noise Barriers Evaluated -
Not Recommended
Common Noise Environment CNE 1-W
FPID No. 436903-1-22-02

Miami-Dade / Broward County Line

IP-1.4
IP-1.3
IP-1.2
IP-1.1
IP-2.4
IP-2.3
IP-2.2
IP-2.1
IP-3.4
IP-3.3
IP-3.2
IP-3.1
IP-4.5
IP-4.4
IP-4.3
IP-4.2
IP-4.1
IP-5.5
IP-5.4
IP-5.3
IP-5.2
IP-5.1
IP-6.5
IP-6.4
IP-6.3
IP-6.2
IP-6.1
IP-7.5
IP-7.4
IP-7.3
IP-7.2
IP-7.1
IP-8.5
IP-8.4
IP-8.3
IP-8.2
IP-8.1
PL-S1
PL-S2
PL-F1
PL-F2

South Florida Rail Corridor

Begin Project

170 175 180 185 190 195 200 205 210

95

HL-F1 HL-F1
HL-S1
HL-T1
HL-F2
HL-S2
HL-T2
HG-F1
HG-S1
HG-T1
HG-F1.1
HG-S1.1
HG-T1.1
HG-F1.2
HG-S1.2
HG-T1.2
HG-F1.3
HG-S1.3
HG-T1.3
HG-F2
HG-S2
HG-T2
RG-F1
RG-F1.1
RG-F1.2
RG-F1.3
RG-F2
RG-S1
RG-S2

Existing ~16' Tall Ground
Mounted Noise Barrier
[FDOT ID No. 87270-3409 (I-95 2)]

~16' Tall Recommended Replacement
Ground Mounted Noise Barrier
Common Noise Environment CNE 3-E (South)
FPID No. 436903-1-22-02

Highland Lakes
(NSA 4E)

Highland Gardens
(NSA 4E)

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

South Florida Rail Corridor
Proposed Monitoring Sites
Receptor Sites

Noise Barriers
- Existing Noise Barrier to Remain
- Replacement of Existing Noise Barrier
- Recommended/Supplemental Noise Barrier
- Noise Barrier Not Feasible
- Not Recommended Noise Barrier

Land Uses 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 1 of 11

0 130 260 520 Feet

Noise Study Segment 1
(Ives Dairy Road to
Hallandale Beach Boulevard)

Holiday Mobile Estates
(NSA 3W)

Noise Barriers Not Feasible Due to Insufficient Right-of-Way
10' Tall Ground Mounted Noise Barriers
To Be Further Evaluated in the Design Phase
Common Noise Environment CNE 2-W

Park Lake Estates
(NSA 2W)

Green Acres Village
(NSA 2W/3W)

Existing ~22' Tall Ground
Mounted Noise Barrier
(FDOT ID No. 86070800SB0000)

S PARK RD

HALLANDALE BEACH BLVD

HP-F8
HP-S8
HP-F7
HP-F6
HP-R2
HP-F5
HP-R1
HP-F4
HP-F3
HP-F2
HP-F1
GA-S12
GA-F12
GA-S8
GA-F8
GA-S7
GA-F7
GA-S6
GA-S5
GA-F5
GA-F4
GA-F2
GA-F3
GA-S3
GA-S1
GA-F1
PL-S3
PL-F3
PL-S4
PL-F4

Capital
Contractor
Services

Mattress
1 One

South Florida Rail Corridor (SFRC)

Patio
Furniture
Warehouse

Scarletts
People's Pawn
and Jewelry

Advance Auto Parts

Elegant
Beauty
Salon

A Birth Center

Vertical Cable

Liberty Financing

210 215 220 225 95 230 235 240 245 250

HG-F3
LE-F1
LE-F2
RG-F2
RG-F1.3
RG-S2
RG-S3
RG-S4
LE-S1
LE-S2
LE-F2.1
LE-F2.2
LE-S2.1
LE-T2.2
LE-F2.3
LE-S2.3
LE-F2.4
LE-F3
LE-F3.1
PM-F1.1
PM-F1.2
PM-S1.1
PM-S1.2
PM-F1.3
PM-F1.4
PM-F1
PM-F2.1
PM-F2
LE-S2.2
LE-T2.3
LE-S2.4
LE-S3
LE-S3.2
PM-S1.3
PM-S1
PM-S2

Lakeside Estates
(NSA 4E)

Existing ~16' Tall Ground
Mounted Noise Barrier
(FDOT ID No. Wall 1 (2) NB0000)

Ro-Len Lake Gardens
(NSA 4E)

Existing ~15' Tall Ground
Mounted Noise Barrier
(FDOT ID No. Wall 1 (2) NB0023)

14' Tall Recommended Replacement
Shoulder Mounted Noise Barrier
Common Noise Environment CNE 3-E (North)

14' Tall Recommended Supplemental
Shoulder Mounted Noise Barrier
Common Noise Environment CNE 3-E (North)

Hallandale Elementary School

Sunset Lake Park

Parkside Manor
(NSA 4E)

BW-R1 E Pool
BW-R2 E Pool

Best Western
(NSA 6E)

Wendy's

Exxon
Gas

Taco
Bell

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

South Florida Rail Corridor
Proposed Monitoring Sites
Receptor Sites

Noise Barriers
- Existing Noise Barrier to Remain
- Replacement of Existing Noise Barrier
- Recommended/Supplemental Noise Barrier
- Noise Barrier Not Feasible
- Not Recommended Noise Barrier

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

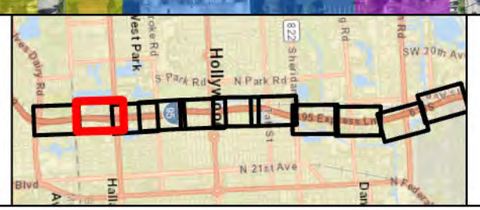


FIGURE 3.2
NOISE ANALYSIS MAP
Sheet 2 of 11

0 130 260 520 Feet

Noise Study Segment 2 (Hallandale Beach Boulevard to Pembroke Road)

HALLANDALE BEACH BLVD

PEMBROKE RD

Lakeshore Mobile Home Park (NSA 5W)

Bamboo Mobile Home Park (NSA 5W)

Pembroke Business Park

Public Storage

South Florida Rail Corridor (SFRC)

Mattress 1 One

Advance Auto Parts

Elegant Beauty Salon

A Birth Center

Vertical Cable

Liberty Financing

CORS-AIR

Travertine Mart

Dr's Toy Store

CT Motorsports R/C Tracks

Daniels Antiques

Tops Cabinet

DashMart

Signature Auto Gallery

Supreme Hotel & Restaurant Supply

Modern Miami

Artisan Furniture and Finds

Cabinets To Go

Elegant House

Orkin

Express Roofing Supply

Valrose Premier Shade Structures

245 250 255 260 265 270 275 280 285

95

HyCOMB USA

Imperial Stone

Gnj Manufacturing Isaac's Designs Uzzi Amphibious Gear

Wedgewood Business Park

Global Supply

Park Shore

Best Western (NSA 6E)

Wendy's

Exxon Gas

Taco Bell

Denny's

Burger King

Noise Barriers Evaluated - Not Recommended (2 Segments) Common Noise Environments CNEs 4-E (NSA 7E) & 6-E (NSA 9E)

Lanier James Education Center (NSA 7E)

14' Tall Recommended Shoulder Mounted Noise Barriers (2 Segments) Common Noise Environments CNEs 5-E (NSA 8E)

Johnson Apartments (NSA 8E)

Meekins Addition No.1 (NSA 8E)

Choices Children's Academy (NSA 9E)

Megacenter Storage & Office

New Birth Faith Tabernacle Church

Hallandale High School

Meekins Addition No.1

Florida Stonecraft

HP-F1 GA-S12 GA-F12 GA-S8 GA-F8 GA-S7 GA-F7 GA-S6 GA-S5 GA-F5 GA-F4 GA-F3 GA-S3 LM-F1

BW-R1 E Pool BW-R2 E Pool

LJ-I1 LJ-R1.1 LJ-R1.2 LJ-R1.3 LJ-R1.4 LJ-R2.1 LJ-R2.2

CCA-R1.1 CCA-R1.2 CCA-R1.3 CCA-R1.4

MA-F1 MA-F2 MA-F3 MA-F4 MA-F5 MA-F6 MA-F7 MA-F8 MA-F9 MA-S1 MA-S3 MA-S4 MA-T1 MA-T3 MA-T4 MA-U3 MA-U4

South Florida Rail Corridor
Proposed Monitoring Sites
Receptor Sites

Noise Barriers
- Existing Noise Barrier to Remain
- Replacement of Existing Noise Barrier
- Recommended/Supplemental Noise Barrier
- Noise Barrier Not Feasible
- Not Recommended Noise Barrier

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

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

FIGURE 3.2
NOISE ANALYSIS MAP
Sheet 3 of 11

0 130 260 520 Feet

PEMBROKE RD

Pembroke Business Park

Public Storage

Orangebrook Golf & Country Club (NSA 10W)

Noise Barrier Evaluated - Not Recommended Common Noise Environment 7-W

OGC-Tee 11(W)
OGC-Green 10(W)
OGC-Green 10(E)
OGC-Tee 11(E)
OGC-Tee 5(SW)
OGC-Tee 10(S)
OGC-Tee 5(NE)
OGC-Tee 10(N)
OGC-Green 5(W)
OGC-Green 5(E)
OGC-Tee 6(S)
OGC-Tee 6(N)

South Florida Rail Corridor (SFRC)

Signature Auto Gallery
Supreme Hotel & Restaurant Supply
Modern Miami
Artisan Furniture and Finds
Cabinets To Go
Elegant House
Orkin
Express Roofing Supply
Valrose Premier Shade Structures
Hollywood Woodwork
Golf Coast Casual Living
Training Pit Corss Fit
Casino Pawn
Resurrection Drums
Elegant Beauty Supplies Corporate Office
Streeter's Catering

270 275 280 285 290 295 300 305 310

95

Global Supply
Park Shore
LJ-H1
LJ-R1.1
LJ-R1.2
LJ-R1.3
LJ-R1.4
LJ-R2.1
LJ-R2.2
Lanier James Education Center (NSA 7E)
Noise Barriers Evaluated - Not Recommended (2 Segments) Common Noise Environments CNEs 4-E (NSA 7E) & 6-E (NSA 9E)
MA-F3
MA-S3
MA-F2
MA-F1
MA-T3
MA-U3
MA-S1
MA-T1
Johnson Apartments (NSA 8E)
14' Tall Recommended Shoulder Mounted Noise Barriers (2 Segments) Common Noise Environments CNEs 5-E (NSA 8E)
CCA-R1-3
CCA-R1-4
CCA-R1-1
CCA-R1-2
MA-F4
MA-S4
MA-T4
MA-F5
MA-F6
MA-F7
MA-U4
Meekins Addition No.1 (NSA 8E)
Choices Children's Academy (NSA 9E)
Megacenter Storage & Office
MA-F8
New Birth Faith Tabernacle Church

SH-F1
SH-F2
SH-F3
Connections for Business
Kosher Motors
Family Tire
Shell Gas
SH-S2
SH-T2
SH-F1.1
SH-F1.2
SH-F1.3
SH-S3
SH-T3
SH-R3
SH-S3.1
South Hollywood (NSA 14E)
Existing ~16' Tall Ground Mounted Noise Barrier (FDOT ID No. 86070000NB0156)
BH-T1
BH-T3
Bermack Heights (NSA 14E)

BH-F1
BH-S1
BH-F2
BH-S2
BH-F3
BH-S3
BH-F4
BH-S4
BH-T4
TC-P1
TC-F1
The Town Colony Condominiums (NSA 14E)
14' Tall Recommended Replacement Shoulder Mounted Noise Barrier Common Noise Environment CNE 8-E

JH-F1
JH-S1
JH-T1
JH-R1
JH-F2
JH-S2
JH-T2
JH-R2
Jaxon Heights (NSA 14E)

Hollywood Seventh-day Adventist Church

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

South Florida Rail Corridor
Proposed Monitoring Sites
Receptor Sites

Noise Barriers
- Existing Noise Barrier to Remain
- Replacement of Existing Noise Barrier
- Recommended/Supplemental Noise Barrier
- Noise Barrier Not Feasible
- Not Recommended Noise Barrier

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

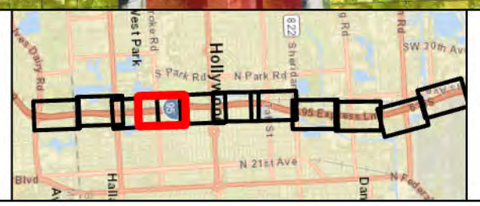


FIGURE 3.2
NOISE ANALYSIS MAP
Sheet 4 of 11

0 130 260 520 Feet

Noise Study Segment 3 (Pembroke Road to Hollywood Boulevard)

Central Golf Sec of Hollywood (NSA 12W)

Orangebrook Golf Estates (NSA 19W)

Lions Park (NSA 18W)

Noise Barrier Evaluated - Not Recommended Common Noise Environment CNE 9-W

Stan Goldman Park (NSA 18W)

Orangebrook Golf & Country Club (NSA 10W)

Hollywood Jaycee Hall (NSA 11W)

Hollywood Station

310 315 320 325 330 95 335 340 345 350

14' Tall Recommended Replacement Shoulder Mounted Noise Barrier Common Noise Environment CNE 8-E

Existing ~16' to 18' Ground Mounted Barrier to be Removed (FDOT ID No. 86070000NB0222)

14' Tall Recommended Replacement Shoulder Mounted Noise Barrier Common Noise Environment CNE 8-E

14' Tall Recommended Replacement Shoulder Mounted Noise Barrier Common Noise Environment CNE 8-E

The Kiddie Kollege of Hollywood (NSA 15E)

Hollywood Little Ranches (NSA 14E)

Aukela Christian Military Academy

Jaxon Heights (NSA 14E)

Hollywood Little Ranches South (NSA 14E)

St. John's Lutheran Church (NSA 16E)

Stratford's Bar and Grill (NSA 17E)

Cliff's Restaurant (NSA 21E)

Orangebrook Villas (NSA 21E)

Broward Shrine Club (NSA 21E)

Sha'arei Bina School (NSA 21E)

Hollwood Gateway Inn

Fast Signs Goodyear

Sprint Dandee Donuts

Harbor Freight

St. Gregorios Orthodox Church of India

Shell Gas

Labor for Hire U-Haul

HOLLYWOOD BLVD

Miami Subs Grill

IHOP

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

South Florida Rail Corridor
Proposed Monitoring Sites
Receptor Sites

Noise Barriers
- Existing Noise Barrier to Remain
- Replacement of Existing Noise Barrier
- Recommended/Supplemental Noise Barrier
- Noise Barrier Not Feasible
- Not Recommended Noise Barrier

Land Uses 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 11

0 130 260 520 Feet

Noise Study Segment 4 (Hollywood Boulevard to Johnson Street)

Noise Study Segment 5 (Johnston Street to North of Sheridan Street)

Orangebrook Golf Estates (NSA 19W)

Orangebrook Golf Estates (NSA 19W)

Lions Park (NSA 18W)

Noise Barrier Evaluated - Not Recommended Common Noise Environment CNE 9-W

Hollywood Dog Park (NSA 18W)

Knights of Columbus (NSA 20W)

Stan Goldman Memorial Park (NSA 18W)

Marathon Gas

Clean Paws

Stan Goldman Park (NSA 18W)

Public Storage

Chevron

Johnson Square Plaza

8' to 14' Tall Recommended Replacement Shoulder Mounted Noise Barrier Common Noise Environment CNE 11-W

Lakeview Heights (NSA 19W)

Arthur Street Homes (NSA 19W)

Hollywood Station

South Florida Rail Corridor (SFRC)

345 350 355 360 95 365 370 375 380 385

OGE-F1 OGE-F2 OGE-F3 OGE-F4 LP-1C LP-2C LP-3C SP-1C SP-2C SP-3C SP-4C SP-5C SP-6C SP-7C SP-8C SP-9C SP-10C SP-11C SP-12C SP-13C SP-14C SP-15C KC-1I SP-16C SP-17C LV-T1 LV-S1 LV-F1 LV-T2 LV-S2 LV-F2 LV-T3

MS1-1 MS1-2 HLR-F1 HLR-F2 HLR-F3 HLR-F4 HLR-F5 HLR-F6 HLR-F7 HLR-F8 HLR-S2 HLR-S4 HLR-S5 HLR-S6 HLR-S8 HLR-T2 HLR-T4 HLR-T5 HLR-R2 HLR-R4

MS2-1 MS2-2 MS2-3 SI-F1 SI-S1 SI-T2

Existing ~20' Tall Ground Mounted Noise Barrier (FDOT ID. No. CD20)

14' Tall Recommended Supplemental Shoulder Mounted Noise Barrier Common Noise Environments CNE 10-E & 12-E

14' Tall Recommended Replacement Shoulder Mounted Noise Barrier/ 8' Tall Across Johnson St Bridge Common Noise Environment CNE 10-E

Hollywood Little Ranches (NSA 22E)

Former Sunset Golf Course Property (Permanently Closed)

JOHNSON ST

HOLLYWOOD BLVD

OV-F1 OV-S1 BSC-1C BSC-2C SBS-1I CR-1E

Cliff's Restaurant (NSA 21E)

Orangebrook Villas (NSA 21E)

Broward Shrine Club (NSA 21E)

Sha'arei Bina School (NSA 21E)

Sunshine Elementary Charter School & Paragon Academy Middle School

Hollywood Gateway Inn

Fast Signs Goodyear

Sprint Dandee Donuts

Harbor Freight

St. Gregorios Orthodox Church of India

Miami Subs Grill

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

South Florida Rail Corridor
Proposed Monitoring Sites
Receptor Sites

Noise Barriers
- Existing Noise Barrier to Remain
- Replacement of Existing Noise Barrier
- Recommended/Supplemental Noise Barrier
- Noise Barrier Not Feasible
- Not Recommended Noise Barrier

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

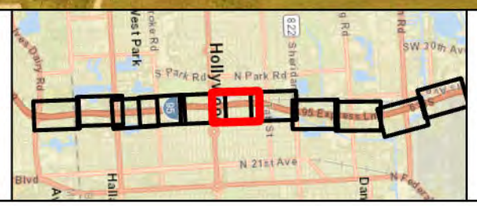


FIGURE 3.2
NOISE ANALYSIS MAP
Sheet 6 of 11

0 130 260 520 Feet

Rotary Park

Hollywood Canal

Taft St

Meyerhoff Joseph Senior Center

Noise Study Segment 5 (Johnston Street to North of Sheridan Street)

Arthur Street Homes (NSA 19W)

Heico Corporation

8 to 14' Tall Recommended Replacement Shoulder Mounted Noise Barrier Common Noise Environment CNE 13-W

Yellow Green Farmers Market

Classic Party Rentals

Howard's Best LLC

South Florida Rail Corridor

LV-T2 LV-T3 LV-S2 LV-S3 LV-F2 LV-F3

8' Tall Recommended Supplemental Shoulder Mounted Noise Barrier Common Noise Environment CNE 11-W

Charles F. Vollman Park (NSA 24W) Receptors N-V1 to N-V67

CA-T1.3A - TA1.3C

Cortland Hollywood Apartments (NSA 24W)

Sheridan St Tri-Rail Station

CA-T1.2A - TA1.2C

CA-T1.1A - TA.1C

CA-S1A - CA-S1C

CA-S2.2A - CA-S2.2C

CA-S3.2A - CA-S3.2C

CA-S4.2A - CA-S4.2C

CA-F1A - CA-F1C

CA-S3.1A - CA-S3.1C

MS4-2

CA-S2.1A - CA-S2.1C

CA-F2A - CA-F2C

CA-S6.3A - CA-S6.3C

CA-S4.1A - CA-S4.1C

CA-S6.2A - CA-S6.2C

MS4-3

CA-F3A - CA-F3C

CA-S5.1A - CA-S5.1C

CA-S5.2A - CA-S5.2C

CA-S6.1A - CA-S6.1C

MS4-1

CA-F4A - CA-F4C

380 385 390 395 400 405 410 415 420 425

SI-F1 SI-F2 SI-F3 SI-S1 SI-S2 SI-T2

MS2-1 MS2-2 MS2-3

TH-F1

MS3-1 MS3-2 MS3-3

WC-F1 WC-S1 WC-T1

LH-F1 LH-F2 LH-S1 LH-S2 LH-F3 LH-S3 LH-F4 LH-F5 LH-S4 LH-S5

Sunset Isles (NSA 23E)

8' to 14' Tall Recommended Replacement Shoulder Mounted Noise Barrier Common Noise Environment CNE 12-E

Watergate Condominiums (NSA 23E)

14' Tall Recommended Replacement Shoulder Mounted Noise Barrier Common Noise Environment CNE 12-E

8 to 14' Tall Recommended Supplemental Shoulder Mounted Noise Barrier Common Noise Environment CNE 12-E

Aqua Villa (NSA 23)

Homesites Subdivision (NSA 23E)

Chevron

Sheridan St

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

South Florida Rail Corridor
Proposed Monitoring Sites
Receptor Sites

Noise Barriers
- Existing Noise Barrier to Remain
- Replacement of Existing Noise Barrier
- Recommended/Supplemental Noise Barrier
- Noise Barrier Not Feasible
- Not Recommended Noise Barrier

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

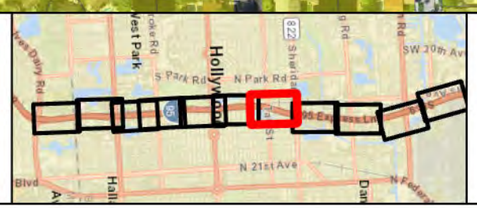


FIGURE 3.2
NOISE ANALYSIS MAP
Sheet 7 of 11

0 130 260 520 Feet

Noise Study Segment 6
(North of Sheridan Street
to North of Griffin Road)

Ideal Collision
Holiday Inn
Ft. Lauderdale-Airport
Wellkids
Pediatrics
Shell
Cali
Coffee
DA Studios
Gili's Sub
Shop Cafe
Sheridan St
N 29th Ave
Wiener Musuem of
Decorative Arts
Solomon
Electric
McDonald's
Denny's
Days Inn
Thermo Air Inc.
COX Media
Group Miami
National
Funerals
Hollywood
Auto
Gallery
Hollywood
Lux
Construction
Group
Natura
Viamade
UPS
(Permanently
Closed)
Silver
Airways
EcoEssential
Products
Judith
Norman
Furniture
Mircom
Engineered
Systems
The Door Shop
Niagara
Distributors,
Inc
The Vitamin
Shoppe
Blue Ribbon
Tag and
Label Corp
Shimons Cars
Jerry Pair &
Associates
Broward
Factory
Service
Ceramic
Matrix
Toyota
Nationwide
Carvana
Hollywood
420
425
430
435
440
445
450
455
460
465
95
LH1-F4
LH1-F5
LH1-S4
LH1-S5
Chevron
LH2-F1
MS5-2
LH2-F2
LH2-S1
MS5-3
MS5-1
Homesites
Subdivision
(NSA 23E)
14' Tall Recommended Replacement
Shoulder Mounted Noise Barrier
Common Noise Environment CNE 12-E
8 to 14' Tall Recommended Supplemental
Shoulder Mounted Noise Barrier
Common Noise Environment CNE 12-E
Regal Cinemas Oakwood
Stadium 18 Movie Theater
Red
Lobster
Volcano
Hot Pot
& Korean BBQ
TGI
Fridays
Oakwood
Shopping
Center
Just for
Sports
Shoe Store
Wendy's
Broward
Regional
Health Planning Council
The Movers Gr
Oakwood
Business
Center
Oakwood Plaza
Miller's
Ale House
The Home
Depot

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

South Florida Rail Corridor
Proposed Monitoring Sites
Receptor Sites

Noise Barriers
- Existing Noise Barrier to Remain
- Replacement of Existing Noise Barrier
- Recommended/Supplemental Noise Barrier
- Noise Barrier Not Feasible
- Not Recommended Noise Barrier

Land Uses 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 11

0 130 260 520 Feet

Noise Study Segment 6
(North of Sheridan Street
to North of Griffin Road)

Vacant
Clarion Partners
Vacant
Gold Coast Crane
Aaron's Window Treatments
Vinylize Wraps
Ken's Automotive
Tri Sea Stabilizers
SiteOne Landscape Supply
K&P Mechanical Solutions
B&F Technologies
Oakbend Marina Evolvere
Quality Boat & Yacht Repair
Mr. M's Sandwich Shop
Ziami Distillery
Broward Machine LLC
The Door Shop
Blue Ribbon Tag and Label Corp
Pro Locksmith Solutions LLC
QC Metallurgical
Impact Computers & Electronics, Inc
Stirling Rd
Vims World
CMC Rebar
Top Gear
CMC Rebar
BLP
Tigertail of Hollywood
Comfort Suites Fort Lauderdale Airport South & Cruise Port
Home2 Suites by Hilton
KLS Auto Body
Redline Media Group
Carvana Hollywood
Displayarama
Barton G. Event Design and Production
Surf Style
Alfie's
4150 N 28 Terrace LLC
Las Vegas Cuban Cuisine
Air Pros Hollywood
Jeff's Plants and Soils
Jeff's Plants and Soils
Four Points
Jeff's Plants and Soils
Zady Millworks
Wholly Smoke Bar-Q
Motron X
US Brick Block Systems
Broward Impact Window and Door
Poseidon Interiors
PVC Fence Wholesale
465
470
475
480
95
485
490
495
500
505
Dixie BBQ Kosher Restaurant
Oakwood Plaza
Oakwood Plaza
Mobil
Springhill Suites
Hyatt Place
Hyatt House
Burger King
Panda Express
Dania Pointe
Dania Pointe Shopping Center
McDonald's
Oakwood Plaza
Taco Bell
Chipotle Mexican Grill
Hilton Garden Inn
Dania Pointe
Vacant Commercial Parcel

South Florida Rail Corridor
Proposed Monitoring Sites
Receptor Sites

Noise Barriers
- Existing Noise Barrier to Remain
- Replacement of Existing Noise Barrier
- Recommended/Supplemental Noise Barrier
- Noise Barrier Not Feasible
- Not Recommended Noise Barrier

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

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

FIGURE 3.2
NOISE ANALYSIS MAP
Sheet 9 of 11

Noise Study Segment 6
(North of Sheridan Street
to North of Griffin Road)

Ravenswood Bus Terminal
Tigertail Lake Recreational Center
Humane Society of Broward County
Broward Transit Center
Courtyard by Marriott
CMC Rebar
CMC Rebar
Redline Media Group
US Brick Block Systems
Divers Direct
Bass Pro Shops
International Game Fish Association
Dunkin Donuts
Wendy's
Fairfield Inn and Suites
InterMarine Boats Headquarters
Homewood Suites
Northcoast Trailer Park
Nautical Ventures Marina & Service Center
StorageMart
Exotic Bus and Limo, HCB Test & Yacht Center
Nextran Truck Centers
Academy Bus FLL Terminal
CubeSmart
Vacant Commercial Parcel
Lauderdale Small Boat Club Inc
Le Meridien Hotel
Design Center of the Americas
Eggersmann Kitchens
Dania Pointe Shopping Center
Vacant Commercial Parcel
Vacant Commercial Parcel
ERC Office Installations
Ocean Waterway Mobile Home Park (NSA 25E)
Dania Plumbing Services
United Wholesale Grocers
CRS Appliance
Rhythmic Art Gymnastics
Wave Electronics
Melaleuca Gardens (NSA 25E)
Griffin Rd
Old Griffin Rd
Fort Lauderdale Hollywood International Airport

OW-F1
OW-S1
OW-S2
OW-F2
OW-S3
MS-6.2
MS-6.1
OW-F3
OW-S4
OW-F4
OW-S5
OW-F5
MG-F1
MG-F2
MG-F3

500 505 510 515 520 525 530 535 540 545 550 555 560 565 570 575
95

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

South Florida Rail Corridor
Proposed Monitoring Sites
Receptor Sites

Noise Barriers
- Existing Noise Barrier to Remain
- Replacement of Existing Noise Barrier
- Recommended/Supplemental Noise Barrier
- Noise Barrier Not Feasible
- Not Recommended Noise Barrier

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

FIGURE 3.2
NOISE ANALYSIS MAP
Sheet 10 of 11

0 130 260 520 Feet

FLL Airport Parking

FLL Airport Redevelopment

FLL Airport Redevelopment/Avis

Noise Study Segment 6 (North of Sheridan Street to North of Griffin Road)

Pure Faith Labs

Intoxalock Ignition Interlock

Vapes & Co

Ocean Exotic Fort Lauderdale

DMS Contractors

Rental Cars

Insulati

SGM Develop Inc

SGM Development Inc

Piusi USA INC

Herc Rentals

Fortschritt Automobile

Grycon General Contractor Services

Airport Commerce Park

UMT Marine

SGM Development Inc

Banyan Bay Marine Center

Rustic Inn Crabhouse

Island Joe's Cafe

M&E Food Store Sub Shop & Deli

Hughes Power Systems

End Project

590

585

580

575

570

565

560

555

550

95

CubeSmart

Academy Bus FLL Terminal

Nautical Ventures Marina & Service Center

Nextran Truck Centers

Fort Lauderdale Hollywood International Airport

Lauderdale Small Boat Club Inc

South Florida Rail Corridor

Proposed Monitoring Sites

Receptor Sites

Noise Barriers

- Existing Noise Barrier to Remain
- Replacement of Existing Noise Barrier
- Recommended/Supplemental Noise Barrier
- Noise Barrier Not Feasible
- Not Recommended Noise Barrier

Land Uses by Noise Activity Category

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

I-95 (SR 9) PD&E Study
From Miami-Dade/Broward County Line
To North of Griffin Road
Broward County, Florida
FPID No. 439170-1-22-02

FDOT

April 2026

FIGURE 3.2
NOISE ANALYSIS MAP
Sheet 11 of 11

APPENDIX D

Table 3.3 - Location and Description of Representative Receptor Sites and Noise Analysis Results

Table 3.3 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 1 of 10)

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	TNM Predicted Noise Levels (dBA)		Difference Between Existing Conditions and Build Alternative	Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Common Noise Environment (CNE) Identification Number / Comments
					Existing / No Build Conditions	Build Alternative (Design Year 2055)			
North of Ives Dairy Road to Hallandale Beach Boulevard - Noise Study Segment Number 1 / Noise Study Areas - NSA 1W through NSA 4E									
Noise Study Area 1W (Segment Number 1 - Ives Dairy Road to Hallandale Beach Boulevard and West of I-95) See Figure 3.2 Sheet 1									
Ives Estates Park - West of I-95 between Ives Dairy Road and Miami-Dade/Broward County Line (NSA 1W)	IP-1.1	Passive Recreational	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	67.2	68.3	1.1	Exceeds / Yes	CNE 1-W
	IP-1.2	Passive Recreational	1 (Special Land Use)		65.3	66.7	1.4	Approaches / Yes	
	IP-1.3	Passive Recreational	1 (Special Land Use)		63.7	65.0	1.3	Below / No	
	IP-1.4	Passive Recreational	1 (Special Land Use)		62.4	63.6	1.2	Below / No	
	IP-2.1	Passive Recreational	1 (Special Land Use)		68.7	71.5	2.8	Exceeds / Yes	
	IP-2.2	Passive Recreational	1 (Special Land Use)		67.0	69.4	2.4	Exceeds / Yes	
	IP-2.3	Passive Recreational	1 (Special Land Use)		66.0	67.8	1.8	Exceeds / Yes	
	IP-2.4	Passive Recreational	1 (Special Land Use)		64.2	65.6	1.4	Below / No	
	IP-3.1	Passive Recreational	1 (Special Land Use)		68.8	70.8	2.0	Exceeds / Yes	
	IP-3.2	Passive Recreational	1 (Special Land Use)		67.3	69.0	1.7	Exceeds / Yes	
	IP-3.3	Passive Recreational	1 (Special Land Use)		66.4	68.0	1.6	Exceeds / Yes	
	IP-3.4	Passive Recreational	1 (Special Land Use)		65.1	66.4	1.3	Approaches / Yes	
	IP-4.1	Baseball Field	1 (Special Land Use)		71.5	70.6	-0.9	Exceeds / Yes	
	IP-4.2	Baseball Field	1 (Special Land Use)		69.8	68.5	-1.3	Exceeds / Yes	
	IP-4.3	Baseball Field	1 (Special Land Use)		68.3	66.8	-1.5	Approaches / Yes	
	IP-4.4	Baseball Field	1 (Special Land Use)		67.0	65.4	-1.6	Below / No	
	IP-4.5	Baseball Field	1 (Special Land Use)		65.5	64.0	-1.5	Below / No	
	IP-5.1	Football Field	1 (Special Land Use)		70.8	65.2	-5.6	Below / No	
	IP-5.2	Football Field	1 (Special Land Use)		68.8	64.1	-4.7	Below / No	
	IP-5.3	Football Field	1 (Special Land Use)		66.6	63.1	-3.5	Below / No	
	IP-5.4	Football Field	1 (Special Land Use)		64.7	61.7	-3.0	Below / No	
	IP-5.5	Football Field	1 (Special Land Use)		65.0	62.0	-3.0	Below / No	
	IP-6.1	Football Field	1 (Special Land Use)		66.7	62.8	-3.9	Below / No	
	IP-6.2	Football Field	1 (Special Land Use)		70.2	63.5	-6.7	Below / No	
	IP-6.3	Football Field	1 (Special Land Use)		68.0	61.4	-6.6	Below / No	
	IP-6.4	Football Field	1 (Special Land Use)		62.3	59.6	-2.7	Below / No	
	IP-6.5	Football Field	1 (Special Land Use)		65.8	60.6	-5.2	Below / No	
	IP-7.1	Soccer Field	1 (Special Land Use)		63.6	61.5	-2.1	Below / No	
	IP-7.2	Soccer Field	1 (Special Land Use)		62.8	60.5	-2.3	Below / No	
	IP-7.3	Soccer Field	1 (Special Land Use)		61.5	59.5	-2.0	Below / No	
	IP-7.4	Soccer Field	1 (Special Land Use)		60.9	58.9	-2.0	Below / No	
	IP-7.5	Soccer Field	1 (Special Land Use)		59.9	58.2	-1.7	Below / No	
	IP-8.1	Soccer Field	1 (Special Land Use)		63.2	61.4	-1.8	Below / No	
	IP-8.2	Soccer Field	1 (Special Land Use)		61.8	60.1	-1.7	Below / No	
	IP-8.3	Soccer Field	1 (Special Land Use)		60.3	58.9	-1.4	Below / No	
	IP-8.4	Soccer Field	1 (Special Land Use)		59.6	58.3	-1.3	Below / No	
	IP-8.5	Soccer Field	1 (Special Land Use)		58.6	57.4	-1.2	Below / No	
				Minimum	58.6	57.4	-1.2	---	---
				Maximum	71.5	71.5	0.0	---	---
				Average	65.3	63.9	-1.3	---	---
				Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)	17	12	-5.0	---	---
Noise Study Area 2W (Segment Number 1 - Ives Dairy Road to Hallandale Beach Boulevard and West of I-95) See Figure 3.2 Sheets 1 and 2									
Park Lake Estates / Green Acres Village - West of I-95 between Miami-Dade/Broward County Line and South of Hallandale Beach Boulevard (NSA 2W)	PL-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	57.8	56.9	-0.9	Below / No	---
	PL-S1	Second Row Single Family Residence	1		59.6	57.6	-2.0	Below / No	
	PL-F2	First Row Single Family Residence	32		55.9	55.7	-0.2	Below / No	
	PL-S2	Second Row Single Family Residence	29		59.1	58.9	-0.2	Below / No	
	PL-F3	First Row Single Family Residence	14		58.2	53.9	-4.3	Below / No	
	PL-S3	Second Row Single Family Residence	15		58.1	57.5	-0.6	Below / No	
	PL-F4	First Row Single Family Residence	15		55.9	54.2	-1.7	Below / No	
	PL-S4	Second Row Single Family Residence	15		56.0	56.3	0.3	Below / No	
	GA-F1	First Row Single Family Residence	5		54.0	54.5	0.5	Below / No	
	GA-S1	Second Row Single Family Residence	5		56.3	58.5	2.2	Below / No	
	GA-F2	First Row Single Family Residence	9		57.7	58.1	0.4	Below / No	
				Minimum	54.0	53.9	-0.1	---	---
				Maximum	59.6	58.9	-0.7	---	---
				Average	57.1	56.6	-0.6	---	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)	0	0	0	---	---

Table 3.3 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 2 of 10)

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	TNM Predicted Noise Levels (dBA)		Difference Between Existing Conditions and Build Alternative	Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Common Noise Environment (CNE) Identification Number / Comments
					Existing / No Build Conditions	Build Alternative (Design Year 2055)			
Noise Study Area 3W (Segment Number 1 - Ives Dairy Road to Hallandale Beach Boulevard and West of I-95) See Figure 3.2 Sheet 2									
Green Acres Village / Holiday Mobile Estates - West of I-95 between Miami-Dade/Broward County Line and South of Hallandale Beach Boulevard (NSA 3W)	GA-F3	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	66.3	66.8	0.5	Approaches / Yes	CNE 2-W
	GA-S3	Second Row Single Family Residence	1		58.3	58.8	0.5	Below / No	
	GA-F4	First Row Single Family Residence	1		60.8	60.9	0.1	Below / No	
	GA-F5	First Row Single Family Residence	2		66.5	67.2	0.7	Exceeds / Yes	
	GA-S5	Second Row Single Family Residence	1		63.7	64.2	0.5	Below / No	
	GA-S6	Second Row Single Family Residence	1		63.4	63.9	0.5	Below / No	
	GA-F7	First Row Single Family Residence	3		65.1	65.8	0.7	Below / No	
	GA-S7	Second Row Single Family Residence	3		62.7	63.1	0.4	Below / No	
	GA-F8	First Row Single Family Residence	2		65.0	65.7	0.7	Below / No	
	GA-S8	Second Row Single Family Residence	2		62.2	62.6	0.4	Below / No	
	GA-F9	First Row Single Family Residence	2		65.0	65.6	0.6	Below / No	
	GA-S9	Second Row Single Family Residence	2		62.2	62.3	0.1	Below / No	
	HP-F1	First Row Single Family Residence	1		65.4	65.4	0.0	Below / No	
	HP-F2	First Row Single Family Residence	2		62.0	62.0	0.0	Below / No	
	HP-F3	First Row Single Family Residence	1		62.1	62.1	0.0	Below / No	
	HP-F4	First Row Single Family Residence	2		59.2	59.0	-0.2	Below / No	
	HP-F5	First Row Single Family Residence	2		59.1	58.5	-0.6	Below / No	
	HP-F6	First Row Single Family Residence	2		58.7	58.3	-0.4	Below / No	
	HP-F7	First Row Single Family Residence	1		58.8	58.5	-0.3	Below / No	
	HP-F8	First Row Single Family Residence	1		64.8	64.8	0.0	Below / No	
	HP-S8	Second Row Single Family Residence	1		61.4	61.3	-0.1	Below / No	
	HP-R1	Community Pool	---		62.2	62.2	0.0	Below / No	
	HP-R2	Community Playground	---		65.4	65.3	-0.1	Below / No	
				Minimum	58.3	58.3	0.0	---	---
				Maximum	66.5	67.2	0.7	---	---
				Average	62.6	62.8	0.2	---	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)	3	3	0	---	---
Noise Study Area 4E (Segment Number 1 - Ives Dairy Road to Hallandale Beach Boulevard and East of I-95) See Figure 3.2 Sheets 1 and 2									
Highland Lakes, Highland Gardens, Ro-Len Lake Gardens, Lakeside Estates, Parkside Manor - East of I-95 between Ives Dairy Road and Hallandale Beach Boulevard (NSA 4E)	HL-F1	First Row Single Family Residence	3	Residential NAC B - 66 dB(A)	62.0	62.7	0.7	Below / No	CNE 3-E
	HL-S1	Second Row Single Family Residence	3		60.0	61.0	1.0	Below / No	
	HL-T1	Third Row Single Family Residence	3		58.2	59.1	0.9	Below / No	
	HL-F2	First Row Single Family Residence	3		63.6	63.4	-0.2	Below / No	
	HL-S2	Second Row Single Family Residence	3		60.4	60.6	0.2	Below / No	
	HL-T2	Third Row Single Family Residence	3		58.7	59.1	0.4	Below / No	
	HG-F1	First Row Single Family Residence	8		63.6	63.2	-0.4	Below / No	
	HG-S1	Second Row Single Family Residence	6		60.0	60.2	0.2	Below / No	
	HG-T1	Third Row Single Family Residence	6		57.6	58.0	0.4	Below / No	
	HG-F1.1	First Row Single Family Residence	1		65.5	65.6	0.1	Below / No	
	HG-S1.1	Second Row Single Family Residence	5		61.0	61.6	0.6	Below / No	
	HG-T1.1	Third Row Single Family Residence	5		58.2	58.9	0.7	Below / No	
	HG-F1.2	First Row Single Family Residence	1		64.9	66.2	1.3	Approaches / Yes	
	HG-S1.2	Second Row Single Family Residence	1		59.4	61.2	1.8	Below / No	
	HG-T1.2	Third Row Single Family Residence	2		57.8	59.3	1.5	Below / No	
	HG-F1.3	First Row Single Family Residence	1		64.8	68.0	3.2	Exceeds / Yes	
	HG-S1.3	Second Row Single Family Residence	1		61.1	65.8	4.7	Below / No	
	HG-T1.3	Third Row Single Family Residence	1		57.6	61.5	3.9	Below / No	
	HG-F2	First Row Single Family Residence	1		64.9	77.8	12.9	Exceeds / Yes	
	HG-S2	Second Row Single Family Residence	1		60.3	67.8	7.5	Exceeds / Yes	
	HG-T2	Third Row Single Family Residence	1		58.3	63.3	5.0	Below / No	
	RG-F1	First Row Multi-Family Residence	2		63.2	69.5	6.3	Exceeds / Yes	
	RG-F1.1	First Row Multi-Family Residence	2		63.2	67.7	4.5	Exceeds / Yes	
	RG-F1.2	First Row Multi-Family Residence	2		63.0	66.3	3.3	Approaches / Yes	
	RG-F1.3	First Row Multi-Family Residence	2		62.8	65.6	2.8	Below / No	
	RG-F2	First Row Multi-Family Residence	2		62.7	65.4	2.7	Below / No	
	RG-S1	Second Row Multi-Family Residence	2		59.0	63.7	4.7	Below / No	
	RG-S2	Second Row Multi-Family Residence	8		58.9	60.6	1.7	Below / No	
	HG-F3	First Row Multi-Family Residence	42		61.3	63.8	2.5	Below / No	
	RG-S3	Second Row Multi-Family Residence	30		58.3	59.5	1.2	Below / No	
	RG-S4	Second Row Multi-Family Residence	2		58.9	60.2	1.3	Below / No	
	LE-F1	First Row Single Family Residence	8		62.9	65.0	2.1	Below / No	
	LE-S1	Second Row Single Family Residence	7		58.6	60.2	1.6	Below / No	
	LE-F2	First Row Single Family Residence	9		62.2	64.6	2.4	Below / No	
	LE-S2	Second Row Single Family Residence	10		57.9	59.3	1.4	Below / No	
	LE-F2.1	First Row Multi-Family Residence	1		63.8	65.7	1.9	Below / No	
	LE-S2.1	Second Row Multi-Family Residence	2		61.7	64.2	2.5	Below / No	

Table 3.3 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 3 of 10)

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	TNM Predicted Noise Levels (dBA)		Difference Between Existing Conditions and Build Alternative	Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Common Noise Environment (CNE) Identification Number / Comments
					Existing / No Build Conditions	Build Alternative (Design Year 2055)			
Highland Lakes, Highland Gardens, Ro-Len Lake Gardens, Lakeside Estates, Parkside Manor - East of I-95 between Ives Dairy Road and Hallandale Beach Boulevard (NSA 4E Continued)	LE-T2.2	Third Row Multi-Family Residence	1	Residential NAC B - 66 dB(A)	59.7	60.7	1.0	Below / No	CNE 3-E (Continued)
	LE-F2.2	First Row Multi-Family Residence	3		63.5	66.0	2.5	Approaches / Yes	
	LE-S2.2	Second Row Multi-Family Residence	4		58.2	61.2	3.0	Below / No	
	LE-F2.3	First Row Multi-Family Residence	4		63.8	67.9	4.1	Exceeds / Yes	
	LE-S2.3	Second Row Multi-Family Residence	4		61.6	66.8	5.2	Approaches / Yes	
	LE-T2.3	Third Row Multi-Family Residence	2		59.3	61.2	1.9	Below / No	
	LE-F2.4	First Row Multi-Family Residence	2		63.9	72.2	8.3	Exceeds / Yes	
	LE-S2.4	Second Row Multi-Family Residence	2		59.2	61.4	2.2	Below / No	
	LE-F3	First Row Multi-Family Residence	1		64.0	75.0	11.0	Exceeds / Yes	
	LE-S3	Second Row Multi-Family Residence	10		60.6	63.4	2.8	Below / No	
	LE-F3.1	First Row Multi-Family Residence	1		64.4	75.1	10.7	Exceeds / Yes	
	LE-S3.2	Second Row Multi-Family Residence	1		60.9	65.0	4.1	Below / No	
	PM-F1.1	First Row Multi-Family Residence	5		64.1	75.2	11.1	Exceeds / Yes	
	PM-F1.2	First Row Multi-Family Residence	5		63.9	72.1	8.2	Exceeds / Yes	
	PM-S1.1	Second Row Multi-Family Residence	2		63.1	67.2	4.1	Exceeds / Yes	
	PM-S1.2	Second Row Multi-Family Residence	4		64.3	70.0	5.7	Exceeds / Yes	
	PM-F1.3	First Row Multi-Family Residence	4		65.1	70.3	5.2	Exceeds / Yes	
	PM-S1.3	Second Row Multi-Family Residence	4		60.5	63.1	2.6	Below / No	
	PM-F1.4	First Row Multi-Family Residence	4		65.2	69.7	4.5	Exceeds / Yes	
	PM-F1	First Row Multi-Family Residence	4		64.7	69.8	5.1	Exceeds / Yes	
	PM-S1	Second Row Multi-Family Residence	4		60.9	63.5	2.6	Below / No	
	PM-F2.1	First Row Multi-Family Residence	4		63.3	69.2	5.9	Exceeds / Yes	
	PM-F2	First Row Multi-Family Residence	2		63.7	69.4	5.7	Exceeds / Yes	
	PM-S2	Second Row Multi-Family Residence	1		61.5	62.9	1.4	Below / No	
				Minimum	57.6	58.0	0.4	---	---
				Maximum	65.5	77.8	12.3	---	---
				Average	61.6	65.0	3.4	---	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)	0	59	59	---	---
Hallandale Beach Boulevard to Pembroke Road - Noise Study Segment Number 2 / Noise Study Areas - NSA 5W through NSA 9E									
Noise Study Area 5W (Segment Number 2 - Hallandale Beach Boulevard to Pembroke Road and West of I-95) See Figure 3.2 Sheet 3									
Lakeshore and Bamboo Mobile Home Parks - West of I-95 and North of Hallandale Beach Boulevard (NSA 5W)	LM-F1	First Row Single Family Residence	3	Residential NAC B - 66 dB(A)	54.5	64.9	10.4	Below / No	---
Noise Study Area 6E (Segment Number 2 - Hallandale Beach Boulevard to Pembroke Road and East of I-95 See Figure 3.2 Sheet 3									
Best Western Hotel Pool - East of I-95 and North of Hallandale Beach Boulevard (NSA 6E)	BW-R1	Hotel Pool West End	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	68.6	66.5	-2.1	Below / No	---
	BW-R2	Hotel Pool East End	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	66.6	63.6	-3.0	Below / No	---
Noise Study Area 7E (Segment Number 2 - Hallandale Beach Boulevard to Pembroke Road and East of I-95) See Figure 3.2 Sheet 4									
Lanier James Education Center - East of I-95 and South of Pembroke Road (NSA 7E)	LJ-I1	School Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	49.0	43.9	-5.1	Below / No	CNE 4-E
	LJ-R1.1	Basketball Court	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	73.5	70.1	-3.4	Exceeds / Yes	
	LJ-R1.2	Basketball Court	1 (Special Land Use)		73.3	70.6	-2.7	Exceeds / Yes	
	LJ-R1.3	Basketball Court	1 (Special Land Use)		70.5	68.5	-2.0	Exceeds / Yes	
	LJ-R1.4	Basketball Court	1 (Special Land Use)		70.7	69.0	-1.7	Exceeds / Yes	
	LJ-R2.1	School Playground	1 (Special Land Use)		68.5	67.5	-1.0	Exceeds / Yes	
	LJ-R2.2	School Playground	1 (Special Land Use)		67.0	66.4	-0.6	Approaches / Yes	
				Minimum	49.0	43.9	-5.1	---	---
				Maximum	73.5	70.6	-2.9	---	---
				Average	67.5	65.1	-2.4	---	---
				Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)	6	6	0	---	---
Noise Study Area 8E (Segment Number 2 - Hallandale Beach Boulevard to Pembroke Road and East of I-95) See Figure 3.2 Sheet 4									
Johnson Apartments, Meekins Addition No. 1, Carver Heights - East of I-95 and South of Pembroke Road (NSA 8E)	MA-F1	First Row Multi-Family Residence (Johnson Apartments)	1	Residential NAC B - 66 dB(A)	68.3	67.7	-0.6	Exceeds / Yes	CNE 5-E
	MA-F2	First Row Multi-Family Residence (Johnson Apartments)	1		67.2	65.3	-1.9	Below / No	
	MA-S1	Second Row Single Family Residence	1		66.3	65.8	-0.5	Below / No	
	MA-T1	Third Row Single Family Residence	1		66.3	65.9	-0.4	Below / No	
	MA-F3	First Row Single Family Residence	2		70.1	68.3	-1.8	Exceeds / Yes	
	MA-S3	Second Row Single Family Residence	1		64.3	63.9	-0.4	Below / No	
	MA-T3	Third Row Single Family Residence	1		63.0	62.6	-0.4	Below / No	
	MA-U3	Fourth Row Single Family Residence	1		63.6	63.4	-0.2	Below / No	
	MA-F4	First Row Single Family Residence	1		67.9	65.9	-2.0	Below / No	
	MA-S4	Second Row Single Family Residence	4		67.4	65.5	-1.9	Below / No	
	MA-T4	Third Row Single Family Residence	3		67.1	65.9	-1.2	Below / No	
	MA-U4	Fourth Row Single Family Residence	1		65.2	64.8	-0.4	Below / No	
	MA-F5	First Row Multi-Family Residence	2		65.2	63.8	-1.4	Below / No	
	MA-F6	First Row Multi-Family Residence	2		64.5	63.1	-1.4	Below / No	
	MA-F7	First Row Multi-Family Residence	2		63.5	62.1	-1.4	Below / No	

Table 3.3 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 4 of 10)

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	TNM Predicted Noise Levels (dBA)		Difference Between Existing Conditions and Build Alternative	Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Common Noise Environment (CNE) Identification Number / Comments
					Existing / No Build Conditions	Build Alternative (Design Year 2055)			
Johnson Apartments, Meekins Addition No. 1, Carver Heights - East of I-95 and South of Pembroke Road (NSA 8E) Continued	MA-F8	First Row Multi-Family Residence	1	Residential NAC B - 66 dB(A)	61.2	60.7	-0.5	Below / No	CNE 5-E (Continued)
	MA-F9	First Row Multi-Family Residence	1		60.5	60.1	-0.4	Below / No	
	MA-F10	First Row Multi-Family Residence	1		60.3	59.1	-1.2	Below / No	
	CH-F1	First Row Multi-Family Residence	1		60.8	59.3	-1.5	Below / No	
	CH-F2	First Row Multi-Family Residence	1		63.5	62.1	-1.4	Below / No	
Minimum					60.3	59.1	-1.2	---	---
Maximum					70.1	68.3	-1.8	---	---
Average					64.8	63.8	-1.0	---	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)					14	3	-11	---	---
Noise Study Area 9E (Segment Number 2 - Hallandale Beach Boulevard to Pembroke Road East of I-95) See Figure 3.2 Sheet 4									
Choices Children's Academy Playground - East of I-95 and South of Pembroke Road (NSA 9E)	CCA-R1.1	School Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	68.6	67.4	-1.2	Exceeds / Yes	CNE 6-E
	CCA-R1.2	School Playground	1 (Special Land Use)		68.6	67.2	-1.4	Exceeds / Yes	
	CCA-R1.3	School Playground	1 (Special Land Use)		70.0	68.5	-1.5	Exceeds / Yes	
	CCA-R1.4	School Playground	1 (Special Land Use)		69.5	67.8	-1.7	Exceeds / Yes	
Minimum					68.6	67.2	-1.4	---	---
Maximum					70.0	68.5	-1.5	---	---
Average					69.2	67.7	-1.4	---	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)					4	4	0	---	---
Pembroke Road to Hollywood Boulevard - Noise Study Segment Number 3 / Noise Study Areas - NSA 10W through NSA 17E									
Noise Study Area 10W (Segment Number 3 - Pembroke Road to Hollywood Boulevard and West of I-95) See Figure 3.2 Sheets 4 and 5									
Orangebrook Golf & Country Club - West of I-95 between Pembroke Road and Hollywood Boulevard (NSA 10W)	OGC-Tee 5(NE)	Golf Course (South)	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	62.5	63.5	1.0	Below / No	CNE 7-W
	OGC-Tee 5(SW)	Golf Course (South)	1 (Special Land Use)		62.8	63.4	0.6	Below / No	
	OGC-Green 5(W)	Golf Course (South)	1 (Special Land Use)		62.9	61.9	-1.0	Below / No	
	OGC-Green 5(E)	Golf Course (South)	1 (Special Land Use)		63.8	62.6	-1.2	Below / No	
	OGC-Tee 6(S)	Golf Course (South)	1 (Special Land Use)		62.2	60.3	-1.9	Below / No	
	OGC-Green 6(E)	Golf Course (North)	1 (Special Land Use)		70.2	64.6	-5.6	Below / No	
	OGC-Green 6(W)	Golf Course (North)	1 (Special Land Use)		69.1	63.2	-5.9	Below / No	
	OGC-Tee 6(N)	Golf Course (South)	1 (Special Land Use)		63.3	59.5	-3.8	Below / No	
	OCG-Tee 7(S)	Golf Course (North)	1 (Special Land Use)		72.4	63.5	-8.9	Below / No	
	OGC-Green 7(E)	Golf Course (North)	1 (Special Land Use)		66.6	61.1	-5.5	Below / No	
	OGC-Tee 7 (N)	Golf Course (North)	1 (Special Land Use)		66.6	55.7	-10.9	Below / No	
	OGC-Green 7(W)	Golf Course (North)	1 (Special Land Use)		66.2	60.1	-6.1	Below / No	
	OCG-Tee 8(E)	Golf Course (North)	1 (Special Land Use)		66.7	61.5	-5.2	Below / No	
	OCG-Tee 8(W)	Golf Course (North)	1 (Special Land Use)		66.2	60.5	-5.7	Below / No	
	OGC-Green 8(E)	Golf Course (North)	1 (Special Land Use)		63.7	56.8	-6.9	Below / No	
	OGC-Green 8(W)	Golf Course (North)	1 (Special Land Use)		63.9	56.6	-7.3	Below / No	
	OGC-Tee 10(S)	Golf Course (South)	1 (Special Land Use)		64.4	65.5	1.1	Below / No	
	OGC-Tee 10(N)	Golf Course (South)	1 (Special Land Use)		63.4	64.8	1.4	Below / No	
	OGC-Green 10(E)	Golf Course (South)	1 (Special Land Use)		66.0	66.3	0.3	Approaches / Yes	
	OGC-Green 10(W)	Golf Course (South)	1 (Special Land Use)		65.4	65.6	0.2	Below / No	
	OGC-Tee 11(E)	Golf Course (South)	1 (Special Land Use)		67.0	66.7	-0.3	Approaches / Yes	
	OGC-Tee 11(W)	Golf Course (South)	1 (Special Land Use)		64.3	63.7	-0.6	Below / No	
Minimum					62.2	55.7	-6.5	---	---
Maximum					72.4	66.7	-5.7	---	---
Average					65.4	62.2	-3.3	---	---
Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)					10	2	-8	---	---
Noise Study Area 11W (Segment Number 3 - Pembroke Road to Hollywood Boulevard and West of I-95) See Figure 3.2 Sheet 5									
Hollywood Jaycee Hall - West of I-95 and South of Hollywood Boulevard (NSA 11W)	HJ-1I	Meeting Hall - Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	42.1	36.9	-5.2	Below / No	---
	HJ-2C	Park Benches (2)	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	66.5	61.6	-4.9	Below / No	---
Noise Study Area 12W (Segment Number 3 - Pembroke Road to Hollywood Boulevard and West of I-95) See Figure 3.2 Sheet 5									
Central Golf Section of Hollywood Subdivision - West of I-95 and South of Hollywood Boulevard (NSA 12W)	CG-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	64.2	64.9	0.7	Below / No	---
	CG-F1.2	First Row Single Family Residence	2		63.4	63.8	0.4	Below / No	---
	CG-F1.3	First Row Single Family Residence	2		63.9	63.9	0.0	Below / No	---
	CG-S1	Second Row Single Family Residence	1		63.0	62.7	-0.3	Below / No	---
	CG-F2	First Row Single Family Residence	1		69.0	68.2	-0.8	Exceeds / Yes	Not Feasible - An Effective Noise Barrier Would Block the Driveway Used to Access the Property
	CG-F3	First Row Single Family Residence	1		67.9	66.9	-1.0	Approaches / Yes	
Minimum					63.0	62.7	-0.3	---	---
Maximum					69.0	68.2	-0.8	---	---
Average					65.2	65.1	-0.2	---	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)					2	2	0	---	---
Noise Study Area 13E (Segment Number 3 - Pembroke Road to Hollywood Boulevard and East of I-95) See Figure 3.2 Sheet 4									
McNichol Middle School - East of I-95 and North of Pembroke Road (NSA 13E)	MS-1I	School - Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	43.4	41.7	-1.7	Below / No	---
	MS-2C	Outdoor Use Area (Four Picnic Tables)	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	63.6	62.2	-1.4	Below / No	---

Table 3.3 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 5 of 10)

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	TNM Predicted Noise Levels (dBA)		Difference Between Existing Conditions and Build Alternative	Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Common Noise Environment (CNE) Identification Number / Comments
					Existing / No Build Conditions	Build Alternative (Design Year 2055)			
Noise Study Area 14E (Segment Number 3 - Pembroke Road to Hollywood Boulevard and East of I-95) See Figure 3.2 Sheets 4 and 5									
South Hollywood, Bermack Heights, The Town Colony Condominiums, Jaxon Heights, and Hollywood Little Ranches South - East of I-95 between Pembroke Road and Hollywood Boulevard (NSA 14E)	SH-F1	First Row Single Family Residence	5	Residential NAC B - 66 dB(A)	66.0	63.6	-2.4	Below / No	CNE 8-E
	SH-F2	First Row Single Family Residence	1		63.3	61.7	-1.6	Below / No	
	SH-S2	Second Row Single Family Residence	4		67.1	65.1	-2.0	Below / No	
	SH-T2	Third Row Single Family Residence	1		66.1	64.4	-1.7	Below / No	
	SH-F1.1	First Row Single Family Residence	1		66.2	64.5	-1.7	Below / No	
	SH-F1.2	First Row Single Family Residence	6		65.5	63.8	-1.7	Below / No	
	SH-F1.3	First Row Single Family Residence	2		64.5	63.0	-1.5	Below / No	
	SH-F3	First Row Single Family Residence	5		63.2	61.8	-1.4	Below / No	
	SH-S3	Second Row Single Family Residence	1		64.9	62.7	-2.2	Below / No	
	SH-T3	Third Row Single Family Residence	1		64.1	62.8	-1.3	Below / No	
	SH-R3	Fourth Row Single Family Residence	1		63.2	62.1	-1.1	Below / No	
	SH-S3.1	Second Row Single Family Residence	1		63.5	62.1	-1.4	Below / No	
	BH-F1	First Row Single Family Residence	1		62.3	73.0	10.7	Exceeds / Yes	
	BH-S1	Second Row Single Family Residence	2		65.0	67.3	2.3	Exceeds / Yes	
	BH-T1	Third Row Single Family Residence	1		63.7	62.2	-1.5	Below / No	
	BH-F2	First Row Single Family Residence	1		63.7	72.2	8.5	Exceeds / Yes	
	BH-S2	Second Row Single Family Residence	3		64.8	67.9	3.1	Exceeds / Yes	
	BH-F3	First Row Single Family Residence	1		63.4	72.4	9.0	Exceeds / Yes	
	BH-S3	Second Row Single Family Residence	2		64.6	67.2	2.6	Exceeds / Yes	
	BH-T3	Third Row Single Family Residence	2		61.8	62.5	0.7	Below / No	
	BH-F4	First Row Single Family Residence	1		62.6	72.9	10.3	Exceeds / Yes	
	BH-S4	Second Row Single Family Residence	1		64.1	68.4	4.3	Exceeds / Yes	
	BH-T4	Third Row Single Family Residence	3		63.6	66.6	3.0	Approaches / Yes	
	TC-P1	Community Pool (The Town Colony Condominiums)	---		63.0	75.5	12.5	Exceeds / Yes	
	TC-F1	First Row Single Family Residence	32		64.0	73.2	9.2	Exceeds / Yes	
	JH-F1	First Row Single Family Residence	2		63.0	75.4	12.4	Exceeds / Yes	
	JH-S1	Second Row Single Family Residence	2		61.6	71.8	10.2	Exceeds / Yes	
	JH-T1	Third Row Single Family Residence	2		59.9	68.8	8.9	Exceeds / Yes	
	JH-R1	Fourth Row Single Family Residence	2		58.6	66.5	7.9	Approaches / Yes	
	JH-F2	First Row Single Family Residence	2		64.4	73.8	9.4	Exceeds / Yes	
	JH-S2	Second Row Single Family Residence	2		62.9	70.2	7.3	Exceeds / Yes	
	JH-T2	Third Row Single Family Residence	2		60.2	67.9	7.7	Exceeds / Yes	
	JH-R2	Fourth Row Single Family Residence	2		58.9	65.7	6.8	Below / No	
	JH-F3	First Row Single Family Residence	4		64.4	72.2	7.8	Exceeds / Yes	
	HL-F1	First Row Single Family Residence	1		65.0	75.5	10.5	Exceeds / Yes	
	HL-S1	Second Row Single Family Residence	8		62.0	70.9	8.9	Exceeds / Yes	
	HL-T1	Third Row Single Family Residence	2		60.6	69.0	8.4	Exceeds / Yes	
	HL-R1	Fourth Row Single Family Residence	3		59.5	67.1	7.6	Exceeds / Yes	
	HL-F2	First Row Single Family Residence	2		62.3	74.2	11.9	Exceeds / Yes	
	HL-S2	Second Row Single Family Residence	2		61.4	69.7	8.3	Exceeds / Yes	
	HL-T2	Third Row Single Family Residence	4		60.2	67.7	7.5	Exceeds / Yes	
	HL-T3	First Row Single Family Residence	1		61.5	75.7	14.2	Exceeds / Yes	
	HL-S3	Second Row Single Family Residence	1		61.0	73.1	12.1	Exceeds / Yes	
	HL-F3	Third Row Single Family Residence	3		60.9	70.1	9.2	Exceeds / Yes	
	HL-F4	First Row Single Family Residence	4		62.1	70.7	8.6	Exceeds / Yes	
	HL-F5	First Row Single Family Residence	15		65.3	69.0	3.7	Exceeds / Yes	
	HL-S5	Second Row Single Family Residence	11		65.9	65.7	-0.2	Below / No	
	HL-T5	Third Row Single Family Residence	1		65.8	65.8	0.0	Below / No	
	HL-R5	Fourth Row Single Family Residence	1		64.9	65.4	0.5	Below / No	
				Minimum	58.6	61.7	3.1	---	---
				Maximum	67.1	75.7	8.6	---	---
				Average	63.2	68.2	5.0	---	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)	11	111	100	---	---
Noise Study Area 15E (Segment Number 3 - Pembroke Road to Hollywood Boulevard and East of I-95) See Figure 3.2 Sheet 5									
The Kiddie Kollege of Hollywood - East of I-95 and South of Hollywood Boulevard (NSA 15E)	KK-1C	School Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	61.4	64.9	3.5	Below / No	---
Noise Study Area 16E (Segment Number 3 - Pembroke Road to Hollywood Boulevard and East of I-95) See Figure 3.2 Sheet 5									
St. John's Lutheran Church - East of I-95 and South of Hollywood Boulevard (NSA 16E)	SL-1C	School Playground	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	68.1	68.4	0.3	Exceeds / Yes	CNE 8-E
	SL-2C	School Playground	1 (Special Land Use)		66.5	66.0	-0.5	Approaches / Yes	
	SL-3C	School Playground	1 (Special Land Use)		68.7	66.9	-1.8	Approaches / Yes	
	SL-4I	School - Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	43.6	41.6	-2.0	Below / No	---

Table 3.3 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 6 of 10)

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	TNM Predicted Noise Levels (dBA)		Difference Between Existing Conditions and Build Alternative	Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Common Noise Environment (CNE) Identification Number / Comments
					Existing / No Build Conditions	Build Alternative (Design Year 2055)			
Noise Study Area 17E (Segment Number 3 - Pembroke Road to Hollywood Boulevard and East of I-95 See Figure 3.2 Sheet 5									
Stratford's Bar and Grill (Outdoor Seating) - East of I-95 and South of Hollywood Boulevard (NSA 17E)	SB-1E	Restaurant Exterior Use	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	68.2	63.4	-4.8	Below / No	---
Hollywood Boulevard to Johnston Street - Noise Study Segment Number 4 / Noise Study Areas - NSA 18W through NSA 22E									
Noise Study Area 18W (Segment Number 4 - North of Hollywood Boulevard and West of I-95) - See Figure 3.2 Sheets 5 and 6									
Lions Park - West of I-95 and North of Hollywood Boulevard (NSA 18W)	LP-1C	Passive Recreational / Trail	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	66.2	62.7	-3.5	Below / No	Not Feasible - An Effective Noise Barrier Would Block the Driveway Used to Access the Property
	LP-2C	Passive Recreational / Trail	1 (Special Land Use)		71.6	68.1	-3.5	Exceeds / Yes	
	LP-3C	Passive Recreational / Trail	1 (Special Land Use)		67.2	63.7	-3.5	Below / No	
Stan Goldman Park and Hollywood Dog Park - West of I-95 and North of Hollywood Boulevard (NSA 18W)	SP-1C	Passive Recreational / Trail	1 (Special Land Use)		69.9	66.3	-3.6	Approaches / Yes	CNE 9-W
	SP-2C	Passive Recreational / Trail	1 (Special Land Use)		66.1	62.8	-3.3	Below / No	
	SP-3C	Passive Recreational	1 (Special Land Use)		63.7	62.7	-1.0	Below / No	
	SP-4C	Passive Recreational / Trail	1 (Special Land Use)		64.7	62.0	-2.7	Below / No	
	SP-5C	Passive Recreational	1 (Special Land Use)		67.0	63.3	-3.7	Below / No	
	SP-6C	Passive Recreational / Trail	1 (Special Land Use)		65.5	61.9	-3.6	Below / No	
	SP-7C	Passive Recreational	1 (Special Land Use)		68.4	63.9	-4.5	Below / No	
	SP-8C	Passive Recreational / Trail	1 (Special Land Use)		66.8	62.4	-4.4	Below / No	
	SP-9C	Passive Recreational / Trail	1 (Special Land Use)		69.4	65.0	-4.4	Below / No	
	SP-10C	Passive Recreational / Trail	1 (Special Land Use)		67.1	63.1	-4.0	Below / No	
	SP-11C	Passive Recreational / Trail	1 (Special Land Use)		70.2	66.9	-3.3	Approaches / Yes	
	SP-12C	Passive Recreational / Trail	1 (Special Land Use)		66.9	64.1	-2.8	Below / No	
	SP-13C	Passive Recreational / Dog Park	1 (Special Land Use)		70.4	67.6	-2.8	Exceeds / Yes	
	SP-14C	Passive Recreational / Dog Park	1 (Special Land Use)		67.7	65.4	-2.3	Below / No	
	SP-15C	Passive Recreational / Dog Park	1 (Special Land Use)		65.8	63.9	-1.9	Below / No	
	SP-17C	Skatepark	1 (Special Land Use)		59.1	60.4	1.3	Below / No	
	SP-18C	Tennis Courts	1 (Special Land Use)		62.8	62.3	-0.5	Below / No	
				Minimum	59.1	60.4	1.3	---	---
				Maximum	71.6	68.1	-3.5	---	---
				Average	66.8	63.9	-2.9	---	---
				Total Number of Non-Residential / Special Land Use Receptor Sites Equal to or Greater than the Noise Abatement Criteria (NAC)	14	4	10	---	---
Noise Study Area 19W (Segment Number 4 - North of Hollywood Boulevard and West of I-95) See Figure 3.1 Sheets 6 and 7									
Orangebrook Golf Estates - West of I-95 and North of Hollywood Boulevard (NSA 19W)	OGE-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	67.9	64.6	-3.3	Below / No	---
	OGE-F2	First Row Single Family Residence	1		65.3	61.8	-3.5	Below / No	---
	OGE-F3	First Row Single Family Residence	1		63.9	60.3	-3.6	Below / No	---
	OGE-F4	First Row Single Family Residence	1		63.9	61.1	-2.8	Below / No	---
	LH-1F	First Row Single Family Residence	1		61.7	61.8	0.1	Below / No	---
	LH-2F	Second Row Single Family Residence	1		61.3	61.3	0.0	Below / No	---
Lakeview Heights and Arthur Street Homes (South of Sheridan Street and West of I-95 (NSA 19W)	LV-F1	First Row Single Family Residence	2		62.9	68.5	5.6	Exceeds / Yes	CNE 11-W
	LV-F2	First Row Single Family Residence	10		63.1	73.2	10.1	Exceeds / Yes	
	LV-F3	First Row Single Family Residence	2		64.1	66.8	2.7	Approaches / Yes	
	LV-S1	Second Row Single Family Residence	1		61.5	66.3	4.8	Approaches / Yes	
	LV-S2	Second Row Single Family Residence	6		61.3	71.8	10.5	Exceeds / Yes	
	LV-S3	Second Row Single Family Residence	1		62.3	64.8	2.5	Below / No	
	LV-T1	Third Row Single Family Residence	2		58.9	65.3	6.4	Below / No	
	LV-T2	Third Row Single Family Residence	6		59.8	70.4	10.6	Exceeds / Yes	
	LV-T3	Second Row Single Family Residence	6		57.2	68.3	11.1	Exceeds / Yes	
				Minimum	57.2	60.3	3.1	---	---
				Maximum	67.9	73.2	5.3	---	---
				Average	62.3	65.8	3.4	---	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)	1	33	32	---	---
Noise Study Area 20W (Segment Number 4 - North of Hollywood Boulevard and West of I-95) See Figure 3.2 Sheet 6									
Knights of Columbus - West of I-95 and South of Johnston Street (NSA 20W)	KC-1I	Meeting Hall - Interior Use	1 (Special Land Use)	Institutional Interior NAC D - 51 dB(A)	36.5	37.6	1.1	Below / No	---
Noise Study Area 21E (Segment Number 4 - North of Hollywood Boulevard and East of I-95) See Figure 3.2 Sheet 6									
Cliff's Restaurant, Orangebrook Village, Broward Shrine Club, and Sha'arel Bina School - East of I-95 and North of Hollywood Boulevard (NSA 21E)	CR-1E	Restaurant - Outdoor Seating	1 (Special Land Use)	Sensitive Commercial NAC E - 71 dB(A)	72.7	68.0	-4.7	Below / No	---
	OV-F1	First Row Multi-Family Residential	8	Residential NAC B - 66 dB(A)	63.9	61.9	-2.0	Below / No	---
	OV-S1	Second Row Multi-Family Residential	8		62.5	59.5	-3.0	Below / No	---
	BSC-1C	Meeting Hall - Outdoor Use Area	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	63.1	62.2	-0.9	Below / No	---
	BSC-2C	Meeting Hall - Outdoor Use Area	1 (Special Land Use)		58.8	58.9	0.1	Below / No	---
	SBS-1I	Basketball Court and Volley Ball Court	1 (Special Land Use)		61.2	60.8	-0.4	Below / No	---

Table 3.3 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 7 of 10)

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	TNM Predicted Noise Levels (dBA)		Difference Between Existing Conditions and Build Alternative	Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Common Noise Environment (CNE) Identification Number / Comments
					Existing / No Build Conditions	Build Alternative (Design Year 2055)			
Noise Study Area 22E (Segment Number 4 - North of Hollywood Boulevard and East of I-95) See Figure 3.2 Sheet 6									
Hollywood Little Ranches - North of Hollywood Boulevard (NSA 22E)	HLR-F1	First Row Multi-Family Residential	5	Residential NAC B - 66 dB(A)	55.0	55.9	0.9	Below / No	CNE 10-E
	HLR-F2	First Row Multi-Family Residential	2		62.4	76.0	13.6	Exceeds / Yes	
	HLR-S2	Second Row Multi-Family Residential	2		61.1	73.5	12.4	Exceeds / Yes	
	HLR-T2	Third Row Multi-Family Residential	2		60.3	71.7	11.4	Exceeds / Yes	
	HLR-R2	Fourth Row Multi-Family Residential	2		60.8	70.4	9.6	Exceeds / Yes	
	HLR-F3	First Row Multi-Family Residential	10		62.7	72.3	9.6	Exceeds / Yes	
	HLR-F4	First Row Single Family Residence	1		62.0	70.7	8.7	Exceeds / Yes	
	HLR-S4	Second Row Single Family Residence	1		59.2	67.8	8.6	Exceeds / Yes	
	HLR-T4	Third Row Single Family Residence	1		58.0	65.8	7.8	Below / No	
	HLR-R4	Fourth Row Single Family Residence	1		57.4	66.1	8.7	Approaches / Yes	
	HLR-F5	First Row Single Family Residence	1		62.1	68.5	6.4	Exceeds / Yes	
	HLR-S5	Second Row Single Family Residence	1		61.2	66.7	5.5	Approaches / Yes	
	HLR-T5	Third Row Single Family Residence	1	Residential NAC B - 66 dB(A	60.9	66.3	5.4	Approaches / Yes	
	HLR-F6	Fourth Row Single Family Residence	1		62.6	68.0	5.4	Exceeds / Yes	
	HLR-S6	Second Row Single Family Residence	1		60.3	64.9	4.6	Below / No	
	HLR-F7	First Row Single Family Residence	1		63.3	67.8	4.5	Exceeds / Yes	
	HLR-F8	First Row Single Family Residence	1		66.4	66.3	-0.1	Approaches / Yes	
	HLR-S8	Second Row Single Family Residence	1		64.5	64.3	-0.2	Below / No	
				Minimum	55.0	55.9	0.9	---	---
				Maximum	66.4	76.0	9.6	---	---
				Average	61.1	67.9	6.8	---	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)	1	27	26	---	---
Johnston Street to North of Sheridan Street - Noise Study Segment Number 5 / Noise Study Areas - NSA 23E and NSA 24W									
Noise Study Area 23E (Segment Number 5 - North of Johnston Street to North of Sheridan Street and East of I-95) See Figure 3.2 Sheets 6 through 8									
Sunset Isles, Watergate Condominiums, Aqua Villa, and Homesites Subdivision - East of I-95 from South of Taff Street to North of Sheridan Street / NSAs 23E	SI-F1	Single Family Residence, First Row	1	Residential NAC B - 66 dB(A)	69.3	80.8	11.5	Exceeds / Yes	CNE 12-E
	SI-F2	Single Family Residence, First Row	2		67.7	74.1	6.4	Exceeds / Yes	
	SI-F3	Single Family Residence, First Row	4		65.9	68.2	2.3	Exceeds / Yes	
	TH-F1	Multi-Family Residence, First Row	5		63.3	66.0	2.7	Approaches / Yes	
	WC-F1	Multi-Family Residence, First Row	20		61.7	70.2	8.5	Exceeds / Yes	
	LH-F1	Single Family Residence, First Row	1		61.6	62.7	1.1	Below / No	
	LH-F2	Single Family Residence, First Row	2		61.2	64.4	3.2	Below / No	
	SI-S1	Single Family Residence, Second Row	2		64.2	77.0	12.8	Exceeds / Yes	
	SI-S2	Single Family Residence, Second Row	13		64.4	67.3	2.9	Exceeds / Yes	
	WC-S1	Multi-Family Residence, Second Row	8		62.7	69.3	6.6	Exceeds / Yes	
	LH-S1	Single Family Residence, Second Row	1		63.1	65.7	2.6	Below / No	
	LH-S2	Single Family Residence, Second Row	1		63.1	66.2	3.1	Approaches / Yes	
	SI-T1	Single Family Residence, Third Row	1		60.7	69.7	9.0	Exceeds / Yes	
	SI-T2	Single Family Residence, Third Row	8		59.0	65.7	6.7	Below / No	
	WC-T1	Multi-Family Residence, Third Row	8		59.7	67.4	7.7	Exceeds / Yes	
	LH-F3	Single Family Residence, First Row	26		64.9	68.3	3.4	Exceeds / Yes	
	LH-F4 (R?)	Single Family Residence, First Row	2		65.9	69.2	3.3	Exceeds / Yes	
	LH-F5 (R?)	Single Family Residence, First Row	1		67.9	68.6	0.7	Exceeds / Yes	
	LH2-F1	Single Family Residence, First Row	6		61.0	71.7	10.7	Exceeds / Yes	
	LH2-F2	Single Family Residence, First Row	2		64.0	70.6	6.6	Exceeds / Yes	
	LH-S3	Single Family Residence, Second Row	14		64.8	65.1	0.3	Below / No	
	LH-S4	Single Family Residence, Second Row	1		64.1	66.8	2.7	Approaches / Yes	
	LH-S5	Single Family Residence, Second Row	1		64.2	66.7	2.5	Approaches / Yes	
	LH2-S1	Single Family Residence, Second Row	5		64.0	68.6	4.6	Exceeds / Yes	
				Minimum	59.0	62.7	3.7	---	---
				Maximum	69.3	80.8	11.5	---	---
				Average	63.7	68.8	5.1	---	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)	4	109	105	---	---
Noise Study Area 24W (Segment Number 5 - North of Johnston Street to North of Sheridan Street and West of I-95) See Figure 3.2 Sheet 7									
Charles F. Vollman Park (North of Taft Street and West of I-95 - (NSA 24W)	N-V1	Passive Recreational (100' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	64.0	68.0	4.0	Exceeds / Yes	CNE 13W
	N-V2	Passive Recreational (100' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.9	68.6	4.7	Exceeds / Yes	
	N-V3	Passive Recreational (100' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.8	69.4	5.6	Exceeds / Yes	
	N-V4	Passive Recreational (100' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.7	70.2	6.5	Exceeds / Yes	
	N-V5	Passive Recreational (100' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.9	71.6	7.7	Exceeds / Yes	
	N-V6	Passive Recreational (100' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		64.3	73.9	9.6	Exceeds / Yes	
	N-V7	Passive Recreational (150' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.1	65.6	2.5	Below / No	
	N-V8	Passive Recreational (150' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.2	65.8	2.6	Below / No	
	N-V9	Passive Recreational (150' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.3	66.0	2.7	Approaches / Yes	
	N-V10	Passive Recreational (150' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.5	66.5	3.0	Approaches / Yes	
	N-V11	Passive Recreational (150' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.6	66.9	3.3	Approaches / Yes	
	N-V12	Passive Recreational (150' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.7	67.4	3.7	Exceeds / Yes	

Table 3.3 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 8 of 10)

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	TNM Predicted Noise Levels (dBA)		Difference Between Existing Conditions and Build Alternative	Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Common Noise Environment (CNE) Identification Number / Comments
					Existing / No Build Conditions	Build Alternative (Design Year 2055)			
Charles F. Vollman Park (North of Taft Street and West of I-95 - (NSA 24W Continued)	N-V13	Passive Recreational (150' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)	Recreational NAC C - 66 dB(A)	63.7	67.8	4.1	Exceeds / Yes	CNE 13-W (Continued)
	N-V14	Passive Recreational (150' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.8	68.5	4.7	Exceeds / Yes	
	N-V15	Passive Recreational (150' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.8	69.3	5.5	Exceeds / Yes	
	N-V16	Passive Recreational (150' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.9	71.3	7.4	Exceeds / Yes	
	N-V17	Passive Recreational (150' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.9	74.6	10.7	Exceeds / Yes	
	N-V18	Passive Recreational (200' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		62.7	64.9	2.2	Below / No	
	N-V19	Passive Recreational (200' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		62.8	64.9	2.1	Below / No	
	N-V20	Passive Recreational (200' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		62.8	65.0	2.2	Below / No	
	N-V21	Passive Recreational (200' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.0	65.4	2.4	Below / No	
	N-V22	Passive Recreational (200' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.1	65.9	2.8	Below / No	
	N-V23	Passive Recreational (200' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.3	66.6	3.3	Approaches / Yes	
	N-V24	Passive Recreational (200' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.4	67.1	3.7	Exceeds / Yes	
	N-V25	Passive Recreational (200' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.5	68.1	4.6	Exceeds / Yes	
	N-V26	Passive Recreational (200' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.5	70.9	7.4	Exceeds / Yes	
	N-V27	Passive Recreational (200' West of I-95 Proposed Southbound Lanes)	1 (Special Land Use)		63.2	71.6	8.4	Exceeds / Yes	
	N-V28	Passive Recreational (250' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		62.1	63.8	1.7	Below / No	
	N-V29	Passive Recreational (250' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		62.2	64.1	1.9	Below / No	
	N-V30	Passive Recreational (250' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		62.3	64.4	2.1	Below / No	
	N-V31	Passive Recreational (250' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		62.5	64.8	2.3	Below / No	
	N-V32	Passive Recreational (250' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		62.5	65.1	2.6	Below / No	
	N-V33	Passive Recreational (250' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		62.6	65.8	3.2	Below / No	
	N-V34	Passive Recreational (250' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		62.7	66.6	3.9	Approaches / Yes	
	N-V35	Passive Recreational (250' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		62.7	68.9	6.2	Exceeds / Yes	
	N-V36	Passive Recreational (250' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		62.6	69.9	7.3	Exceeds / Yes	
	N-V37	Passive Recreational (250' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		62.5	70.5	8.0	Exceeds / Yes	
	N-V38	Passive Recreational (300' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		61.5	63.2	1.7	Below / No	
	N-V39	Passive Recreational (300' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		61.6	63.4	1.8	Below / No	
	N-V40	Passive Recreational (300' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		61.4	63.1	1.7	Below / No	
	N-V41	Passive Recreational (300' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		61.4	63.2	1.8	Below / No	
	N-V42	Passive Recreational (300' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		61.9	64.6	2.7	Below / No	
	N-V43	Passive Recreational (300' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		62.0	66.2	4.2	Approaches / Yes	
	N-V44	Passive Recreational (300' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		62.0	67.5	5.5	Exceeds / Yes	
	N-V45	Passive Recreational (300' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		61.6	67.3	5.7	Exceeds / Yes	
	N-V46	Passive Recreational (300' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		62.0	68.7	6.7	Exceeds / Yes	
	N-V47	Passive Recreational (300' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		61.8	69.1	7.3	Exceeds / Yes	
	N-V48	Passive Recreational (300' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		61.6	68.9	7.3	Exceeds / Yes	
	N-V49	Passive Recreational (350' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		60.9	62.8	1.9	Below / No	
	N-V50	Passive Recreational (350' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		60.8	62.8	2.0	Below / No	
	N-V51	Passive Recreational (350' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		61.3	65.3	4.0	Below / No	
	N-V52	Passive Recreational (350' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		61.1	65.7	4.6	Below / No	
	N-V53	Passive Recreational (350' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		60.8	65.0	4.2	Below / No	
	N-V54	Passive Recreational (350' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		60.7	65.8	5.1	Below / No	
	N-V55	Passive Recreational (350' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		61.0	67.1	6.1	Exceeds / Yes	
	N-V56	Passive Recreational (350' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		60.6	66.9	6.3	Approaches / Yes	
	N-V57	Passive Recreational (350' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		60.5	66.9	6.4	Approaches / Yes	
	N-V58	Passive Recreational (400' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		60.6	65.4	4.8	Below / No	
	N-V59	Passive Recreational (400' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		60.6	65.8	5.2	Below / No	
	N-V60	Passive Recreational (400' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		60.4	65.8	5.4	Below / No	
	N-V61	Passive Recreational (400' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		59.8	65.1	5.3	Below / No	
	N-V62	Passive Recreational (400' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		59.5	65.1	5.6	Below / No	
	N-V63	Passive Recreational (450' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		59.7	64.9	5.2	Below / No	
	N-V64	Passive Recreational (450' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		59.5	64.9	5.4	Below / No	
	N-V65	Passive Recreational (450' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		58.7	63.8	5.1	Below / No	
	N-V66	Passive Recreational (450' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		59.1	64.6	5.5	Below / No	
	N-V67	Passive Recreational (400' West of -95 Proposed Southbound Lanes)	1 (Special Land Use)		58.6	64.0	5.4	Below / No	
				Minimum	58.6	62.8	4.2	---	---
				Maximum	62.0	69.1	7.1	---	---
				Average	60.6	65.8	5.2	---	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)	0	33	33	---	---
Cortland Hollywood Apartments (South of Sheridan Street and West of I-95 - (NSA 24W Continued)	CA-F1A	Multi-Family Residence - Patio	4	Residential NAC B - 66 dB(A)	63.5	78.0	14.5	Exceeds / Yes	CNE 13-W (Continued)
	CA-F1B	Multi-Family Residence - 2nd Floor Balcony	4		67.3	78.9	11.6	Exceeds / Yes	
	CA-F1C	Multi-Family Residence - 3rd Floor Balcony	4		74.8	79.2	4.4	Exceeds / Yes	
	CA-F2A	Multi-Family Residence - Patio	4		63.9	79.4	15.5	Exceeds / Yes	
	CA-F2B	Multi-Family Residence - 2nd Floor Balcony	4		67.2	80.2	13.0	Exceeds / Yes	
	CA-F2C	Multi-Family Residence - 3rd Floor Balcony	4		75.0	80.4	5.4	Exceeds / Yes	
	CA-F3A	Multi-Family Residence - Patio	6		60.9	76.9	16.0	Exceeds / Yes	

Table 3.3 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 9 of 10)

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	TNM Predicted Noise Levels (dBA)		Difference Between Existing Conditions and Build Alternative	Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Common Noise Environment (CNE) Identification Number / Comments
					Existing / No Build Conditions	Build Alternative (Design Year 2055)			
Cortland Hollywood Apartments (South of Sheridan Street and West of I-95 - (NSA 24W Continued)	CA-F3B	Multi-Family Residence - 2nd Floor Balcony	6	Residential NAC B - 66 dB(A)	63.2	77.9	14.7	Exceeds / Yes	CNE 13-W (Continued)
	CA-F3C	Multi-Family Residence - 3rd Floor Balcony	6		68.9	78.0	9.1	Exceeds / Yes	
	CA-F4A	Multi-Family Residence - Patio	6		62.7	75.5	12.8	Exceeds / Yes	
	CA-F4B	Multi-Family Residence - 2nd Floor Balcony	6		66.4	77.6	11.2	Exceeds / Yes	
	CA-F4C	Multi-Family Residence - 3rd Floor Balcony	6		73.7	77.8	4.1	Exceeds / Yes	
	CA-S1A	Multi-Family Residence - Patio	5		62.9	72.5	9.6	Exceeds / Yes	
	CA-S1B	Multi-Family Residence - 2nd Floor Balcony	5		65.1	74.5	9.4	Exceeds / Yes	
	CA-S1C	Multi-Family Residence - 3rd Floor Balcony	5		68.9	75.1	6.2	Exceeds / Yes	
	CA-S2.1A	Multi-Family Residence - Patio	1		52.5	64.4	11.9	Below / No	
	CA-S2.1B	Multi-Family Residence - 2nd Floor Balcony	1		54.3	64.2	9.9	Below / No	
	CA-S2.1C	Multi-Family Residence - 3rd Floor Balcony	1		61.3	66.9	5.6	Approaches / Yes	
	CA-S2.2A	Multi-Family Residence - Patio	1		50.8	58.8	8.0	Below / No	
	CA-S2.2B	Multi-Family Residence - 2nd Floor Balcony	1		51.0	60.1	9.1	Below / No	
	CA-S2.2C	Multi-Family Residence - 3rd Floor Balcony	1		53.9	60.9	7.0	Below / No	
	CA-S3.1A	Multi-Family Residence - Patio	1		48.0	55.7	7.7	Below / No	
	CA-S3.1B	Multi-Family Residence - 2nd Floor Balcony	1		49.8	57.3	7.5	Below / No	
	CA-S3.1C	Multi-Family Residence - 3rd Floor Balcony	1		53.0	58.2	5.2	Below / No	
	CA-S3.2A	Multi-Family Residence - Patio	2		49.1	53.9	4.8	Below / No	
	CA-S3.2B	Multi-Family Residence - 2nd Floor Balcony	3		49.0	54.1	5.1	Below / No	
	CA-S3.2C	Multi-Family Residence - 3rd Floor Balcony	3		52.6	56.1	3.5	Below / No	
	CA-S4.1A	Multi-Family Residence - Patio	7		58.8	72.6	13.8	Exceeds / Yes	
	CA-S4.1B	Multi-Family Residence - 2nd Floor Balcony	7		61.0	73.8	12.8	Exceeds / Yes	
	CA-S4.1C	Multi-Family Residence - 3rd Floor Balcony	7		65.5	74.1	8.6	Exceeds / Yes	
	CA-S4.2A	Multi-Family Residence - Patio	2		53.6	64.8	11.2	Below / No	
	CA-S4.2B	Multi-Family Residence - 2nd Floor Balcony	2		54.8	66.6	11.8	Approaches / Yes	
	CA-S4.2C	Multi-Family Residence - 3rd Floor Balcony	2		57.5	67.3	9.8	Exceeds / Yes	
	CA-S5.1A	Multi-Family Residence - Patio	1		52.7	65.3	12.6	Below / No	
	CA-S5.1B	Multi-Family Residence - 2nd Floor Balcony	1		54.6	66.3	11.7	Approaches / Yes	
	CA-S5.1C	Multi-Family Residence - 3rd Floor Balcony	1		58.3	66.8	8.5	Approaches / Yes	
	CA-S5.2A	Multi-Family Residence - Patio	1		54.3	67.9	13.6	Exceeds / Yes	
	CA-S5.2B	Multi-Family Residence - 2nd Floor Balcony	1		56.5	68.6	12.1	Exceeds / Yes	
	CA-S5.2C	Multi-Family Residence - 3rd Floor Balcony	1		60.0	69.2	9.2	Exceeds / Yes	
	CA-S6.1A	Multi-Family Residence - Patio	1		52.7	59.9	7.2	Below / No	
	CA-S6.1B	Multi-Family Residence - 2nd Floor Balcony	1		53.1	61.3	8.2	Below / No	
	CA-S6.1C	Multi-Family Residence - 3rd Floor Balcony	1		56.4	62.4	6.0	Below / No	
	CA-S6.2A	Multi-Family Residence - Patio	2		59.3	61.2	1.9	Below / No	
	CA-S6.2B	Multi-Family Residence - 2nd Floor Balcony	2		60.5	64.3	3.8	Below / No	
	CA-S6.2C	Multi-Family Residence - 3rd Floor Balcony	2		62.3	66.1	3.8	Approaches / Yes	
	CA-S6.3A	Multi-Family Residence - Patio	1		59.2	60.6	1.4	Below / No	
	CA-S6.3B	Multi-Family Residence - 2nd Floor Balcony	1		60.4	64.0	3.6	Below / No	
	CA-S6.3C	Multi-Family Residence - 3rd Floor Balcony	1		61.8	65.5	3.7	Below / No	
	CA-T1.1A	Multi-Family Residence - Patio	3		59.1	64.1	5.0	Below / No	
	CA-T1.1B	Multi-Family Residence - 2nd Floor Balcony	3		60.0	67.7	7.7	Exceeds / Yes	
	CA-T1.1C	Multi-Family Residence - 3rd Floor Balcony	3		62.5	69.5	7.0	Exceeds / Yes	
	CA-T1.2A	Multi-Family Residence - Patio	1		55.7	59.4	3.7	Below / No	
	CA-T1.2B	Multi-Family Residence - 2nd Floor Balcony	1		57.1	63.4	6.3	Below / No	
	CA-T1.2C	Multi-Family Residence - 3rd Floor Balcony	1		58.2	65.7	7.5	Below / No	
	CA-T1.3A	Multi-Family Residence - Patio	1		57.3	61.8	4.5	Below / No	
	CA-T1.3B	Multi-Family Residence - 2nd Floor Balcony	1		58.9	65.1	6.2	Below / No	
	CA-T1.3C	Multi-Family Residence - 3rd Floor Balcony	1		60.4	67.1	6.7	Exceeds / Yes	
Minimum					48.0	53.9	5.9	---	---
Maximum					75.0	80.4	5.4	---	---
Average					59.2	67.5	8.3	---	---
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)					39	115	76	---	---

Table 3.3 - Location and Description of Representative Noise Sensitive Receptor Sites and Noise Analysis Results (Sheet 10 of 10)

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	TNM Predicted Noise Levels (dBA)		Difference Between Existing Conditions and Build Alternative	Noise Abatement Criteria Status / Consideration of Noise Abatement Warranted? Yes or No	Common Noise Environment (CNE) Identification Number / Comments
					Existing / No Build Conditions	Build Alternative (Design Year 2055)			
North of Sheridan Street to North of Griffin Road - Noise Study Segment Number 6 / Noise Study Areas - NSA 25E									
Noise Study Area 25E (Segment Number 6 - South of Old Griffin Road and West of I-95) See Figure 3.2 Sheet 10									
Ocean Waterway Mobile Home Park (South of Griffin Road and West of I-95 (NSA 25E)	OW-F1	First Row Single Family Residence	1	Residential NAC B - 66 dB(A)	64.3	64.3	0.0	Below / No	---
	OW-S1	Second Row Single Family Residence	1		62.5	62.5	0.0	Below / No	---
	OS-F2	First Row Single Family Residence	6		61.4	61.4	0.0	Below / No	---
	OW-S2	Second Row Single Family Residence	3		56.7	56.8	0.1	Below / No	---
	OW-F3	First Row Single Family Residence	5		62.0	62.3	0.3	Below / No	---
	OW-S3	Second Row Single Family Residence	2		55.4	55.8	0.4	Below / No	---
	OW-F4	First Row Single Family Residence	7		60.1	61.9	1.8	Below / No	---
	OW-S4	Second Row Single Family Residence	3		54.3	55.8	1.5	Below / No	---
	OW-F5	First Row Single Family Residence	5		58.3	59.6	1.3	Below / No	---
	OW-S5	Second Row Single Family Residence	6		52.3	53.6	1.3	Below / No	---
Melaleuca Gardens (South of Griffin Road and West of I-95 (NSA 25E)	MG-F1	First Row Single Family Residence	1		58.0	58.1	0.1	Below / No	---
	MG-F2	First Row Single Family Residence	2		57.4	57.9	0.5	Below / No	---
	MG-F3	First Row Single Family Residence	3		53.2	53.7	0.5	Below / No	---
				Minimum	52.3	53.6	1.3	---	---
				Maximum	64.3	64.3	0.0	---	---
				Average	58.1	58.7	0.6	---	---
				Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)	0	0	0	---	---

APPENDIX E

Noise Barrier Analyses Tables (4.1.1.1 – 4.6.1.1)

Table 4.1.1.1 - Noise Barrier Analyses for Common Noise Environment CNE 1-W (Ives Estates Park / NSA 1W)

Noise Barrier Descriptions						Total Estimated Cost	Maximum Noise Reduction dB(A)	Average Noise Reduction dB(A)	Percent of Impacted Area Benefited	Does Barrier Design Meet 7 dB(A) Reduction Goal At Any Site?	Does Barrier Design Provide 5 dB(A) 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	Does Barrier Design Meet FDOT's Noise Reduction and Cost Reasonableness Criteria?	Conceptual Noise Barrier Design Recommended for further Consideration and Public Input?
Noise Barrier Conceptual Design	Noise Barrie Type (Location)	Height (Feet)	Length (feet)	Begin Station	End Station										
Ives Estates Park (Outdoor Use/Sports Area - Regional Park) / Common Noise Environment CNE 1-W (West of I-95 between Ives Diary Road and Miami-Dade / Broward County Line - Noise Study Area NSA 1W) See Figure 3-2 Sheet 1															
CD 1W-1	Ground Mounted (Western SFRC Right-of-Way Line)	16	1,730	179+20	196+50	$830,400	10.1	6.9	90%	YES	NO	1,167	NO	NO	NO
CD 1W-2	Ground Mounted (I-95 Eastern Right-of-Way Line)	18	1,730	179+20	196+50	$934,200	10.9	7.4	100%	YES	NO	1,313	NO	NO	NO
CD 1W-3	Ground Mounted (I-95 Eastern Right-of-Way Line)	20	1,730	179+20	196+50	$1,038,000	11.7	7.9	100%	YES	NO	1,459	NO	NO	NO
CD 1W-4	Ground Mounted (I-95 Eastern Right-of-Way Line)	22	1,730	179+20	196+50	$1,141,800	12.2	8.1	100%	YES	YES	1,605	NO	NO	NO

Table 4.1.1.2 - Conceptual Noise Barrier Design - Usage Analysis for Ives Estates Park/NSA 1W (CNE 1-W)

Item	Criteria	Actual Usage	Minimum Usage Required to Meet FDOT's Cost Reasonableness Criteria (Input Data)				Units
			Conceptual Noise Barrier Design Number				
			CD 1W-1	CD 1W-2	CD 1W-3	CD 1W-4	
1	Enter Length of Proposed Noise Barrier	---	1,730	1,730	1,730	1,730	feet
2	Enter Height of Proposed Noise Barrier	---	16	18	20	22	feet
3	Total Square Feet of Proposed Noise Barrier (Multiply item 1 by Item 2)	---	27,680	31,140	34,600	38,060	$feet^2$
4	Enter the average amount of time that a person stays at the site per visit	**Unavailable**	---	---	---	---	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	**Unavailable**	---	---	---	---	persons
6	Total Person Hours per Day Benefited by Noise Barrier (Multiply Item 4 by Item 5 - N/A) - Minimum Usage Required to Meet FDOT's Cost Reasonableness Criteria (Divide Item 3 by 7)	---	1,167	1,313	1,459	1,605	person-hours
7	Average Square Foot of Noise Barrier per Person Hour (Divide Item 3 by Item 6)	---	23.71	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	$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	NO	Yes/No
10	If item 9 is no, abatement is cost reasonable.	N/A	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	N/A	---

X:\P\Noise_Studies\I-95_Hallandale_PDE\Noise Study Report 2024\Tables\[Table_3_2_3-2_SLU Worksheet_Hollywood_1-8-2025.xlsx]Ives Estates Park Tab 4.1.1.2

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

Table 4.1.2.1 - Noise Barrier Analyses for Common Noise Environment CNE 2-W (Green Acres Village and Holiday Mobile Estates/NSA 3W)

Noise Sensitive Area Name / Number	Conceptual Noise Barrier Design Number	Noise Barrier Type	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 and Feasible?	Comments
Green Acres Village and Holiday Mobile Estates - South of Hallandale Beach Boulevard and West of I-95 / NSA 3W	CD 2W-1	Ground Mounted	Back of Sidewalk: South of Eastbound Hallandale Beach Boulevard Lanes	8	590	132+00	137+90	3	3	9	12	6.8	7.5	$182,400	$15,200	NO (Not Feasible - Insufficient Right-of-way to Constructed Noise Barrier)	---
				8	170	138+30	140+00										
	CD 2W-2	Ground Mounted	Back of Sidewalk: South of Eastbound Hallandale Beach Boulevard Lanes	10	590	132+00	137+90	3	3	17	20	6.8	8.8	$228,000	$11,400	NO (Not Feasible - Insufficient Right-of-way to Constructed Noise Barrier)	Represents the optimal conceptual noise barrier design; Not considered a feasible abatement measure due to insufficient existing right-of-way to accommodate a noise barrier at this location; Noise barriers are recommended to be further evaluated at this location during the project's design phase when additional design information including topographical survey would be available.
				10	170	138+30	140+00										
	CD 2W-3	Ground Mounted	Back of Sidewalk: South of Eastbound Hallandale Beach Boulevard Lanes	12	590	132+00	137+90	3	3	17	20	7.3	9.5	$273,600	$13,680	NO (Not Feasible - Insufficient Right-of-way to Constructed Noise Barrier)	---
				12	170	138+30	140+00										
	CD 2W-3	Ground Mounted	Back of Sidewalk: South of Eastbound Hallandale Beach Boulevard Lanes	14	590	132+00	137+90	3	3	18	21	7.6	10.0	$319,200	$15,200	NO (Not Feasible - Insufficient Right-of-way to Constructed Noise Barrier)	---
				14	170	138+30	140+00										

X:\P\Noise_Studies\I-95_Hallandale_PDE\Noise Study Report 2024\Tables\[Tables_5-1_I-95_Hollywood_NoiseBarrierAnalysis&Summary_1-ill-2025.xlsx]HME_SW_Hal_6-20-21

Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase.

Table 4.1.3.1 - Noise Barrier Analyses for Common Noise Environment CNE 3-E (Highland Gardens and Parkside Manor Communities/NSA 4E)

Noise Sensitive Area Name / 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 ($40 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $64,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
Highland Gardens and Parkside Manor Communities - East of I-95 and between Ives Dairy Road and Hallandale Beach Boulevard / NSA 4E	Highland Gardens (South Segment - Replacement Noise Barrier)																
	CD 3E-1S	South Segment - Replacement Ground Mounted Noise Barrier	I-95 West Right-of-way Line (Miami-Dade/Broward County Line)	16	200	204+80	206+80	10	2	0	2	9.5	12.4	$128,000	$64,000	No (Not Applicable - Replacement Noise Barrier	Represents an in-kind replacement noise barrier and is recommended for further consideration and public input in the project's design phase; Segments of the existing noise barrier are physically impacted by the widening of I-95 and require replacement.
	Parkside Manor (North Segment - Replacement Noise Barrier/System)																
	CD 3E-1N	North Segment -Shoulder Mounted	Outside Shoulder: I-95 Northbound Off Ramp to Hallandale Beach Boulevard	8	1,080	231+00	241+80	49	9	0	9	7.5	9.0	$345,600	$38,400	YES (Replacement Noise Barrier)	---
	CD 3E-2N	North Segment -Shoulder Mounted	Outside Shoulder: I-95 Northbound Off Ramp to Hallandale Beach Boulevard	8	1,080	231+00	241+80	49	38	3	41	6.6	10.1	$649,600	$15,844	YES (Replacement Noise Barrier System)	---
			Outside Shoulder: I-95 Northbound CD Road On Ramp South of Hallandale Beach Boulevard (Supplemental)	8	950	233+80	243+30										
	CD 3E-3N	North Segment -Shoulder Mounted	Outside Shoulder: I-95 Northbound Off Ramp to Hallandale Beach Boulevard	14	1,080	231+00	241+80	49	27	1	28	7.6	11.2	$604,800	$21,600	YES (Replacement Noise Barrier)	---
	CD 3E-4N	North Segment -Shoulder Mounted	Outside Shoulder: I-95 Northbound Off Ramp to Hallandale Beach Boulevard (Supplemental)	8	700	235+80	242+80	49	42	6	48	7.8	11.5	$828,800	$17,267	YES (Replacement Noise Barrier System)	Represents the optimal conceptual replacement noise barrier design and is recommended for further consideration and public input in the project's design phase; Segments of the existing noise barrier are physically impacted by the widening of I-95 and require replacement.
			Outside Shoulder: I-95 Northbound CD Road On Ramp South of Hallandale Beach Boulevard	14	1,080	231+00	241+80										

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

Table 4.2.1.1: Noise Barrier Analyses for Common Noise Environment CNE 4-E (Lanier James Education Center/NSA 7E)

Noise Barrier Descriptions						Total Estimated Cost	Maximum Noise Reduction dB(A)	Average Noise Reduction dB(A)	Percent of Impacted Area Benefited	Does Barrier Design Meet 7 dB(A) Reduction Goal At Any Site?	Does Barrier Design Provide 5 dB(A) 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	Does Barrier Design Meet FDOT's Noise Reduction and Cost Reasonableness Criteria?	Conceptual Noise Barrier Design Recommended for further Consideration and Public Input?
Noise Barrier Conceptual Design	Noise Barrie Type (Location)	Height (Feet)	Length (feet)	Begin Station	End Station										
Lanier James Education Center (Basketball Court) / Common Noise Environment CNE 4-E (East of I-95 between Hallandale Beach Boulevard and Pembroke Road - Noise Study Area NSA 7E) See Figure 3-2 Sheet 5															
CD 4E-1	Ground Mounted (I-95 Eastern Right-of-Way Line)	22	300	275+00	278+00	$198,000	0.2	0.1	0%	NO	NO	278	NO	NO	NO
CD 4E-2	Shoulder Mounted (I-95 Northbound Off Ramp to Pembroke Road)	14	400	274+30	278+30	$168,000	0.2	0.2	0%	NO	NO	177	NO	NO	NO
CD 4E-3	Shoulder Mounted (I-95 Northbound)	14	800	272+50	280+50	$336,000	7.0	6.6	100%	NO	NO	472	NO	NO	NO
CD 4E-4	Shoulder Mounted (I-95 Northbound)	14	800	277+00	285+00	$462,000	8.0	7.4	100%	NO	YES	649	NO	NO	NO
	Shoulder Mounted (I-95 Northbound Off Ramp to Pembroke Road)	14	300	275+30	278+30										
Incidental Noise Reduction Benefit from Conceptual Noise Barrier Design CD 5E-4 Recommended for Meekins Addition No.1 Subdivision and Johnson Apartments (NSA 8E)															
CD 5E-4	Shoulder Mounted (I-95 Northbound)	14	1,000	277+00	287+00	---	7.5	6.9	100%	---	---	---	---	---	YES
	Shoulder Mounted (I-95 Northbound Off Ramp to Pembroke Road)	14	500	281+00	286+00										

Table 4.2.1.2 - Conceptual Noise Barrier Design - Usage Analysis for Lanier James Education Center/NSA 7E (CNE 4-E)

Item	Criteria	Actual Usage	Minimum Usage Required to Meet FDOT's Cost Reasonableness Criteria (Input Data)				Units
			Conceptual Noise Barrier Design Number				
			CD 4E-1	CD 4E-2	CD 4E-3	CD 4E-4	
1	Enter Length of Proposed Noise Barrier Segments	---	300	400	800	300/800	feet
2	Enter Height of Proposed Noise Barrier Segments	---	22	14	14	14/14	feet
3	Total Square Feet of Proposed Noise Barrier System (Multiply item 1 by Item 2)	---	6,600	4,200	11,200	15,400	$feet^2$
4	Enter the average amount of time that a person stays at the site per visit	**Unavailable**	---	---	---	---	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	**Unavailable**	---	---	---	---	persons
6	Total Person Hours per Day Benefited by Noise Barrier System (Multiply Item 4 by Item 5 - N/A) - Minimum Usage Required to Meet FDOT's Cost Reasonableness Criteria (Divide Item 3 by 7)	---	278	177	472	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	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	$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	NO	Yes/No
10	If item 9 is no, abatement is cost reasonable.	N/A	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	N/A	---

X:\P\Noise_Studies\I-85_Hallandale_PDE\Noise Study Report 2024\Tables\[Table_3_2_3-2_SLU Worksheet_Hollywood_2-16-2025.xlsx]Choice Childrens Academy

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

Table 4.2.2.1 - Noise Barrier Analyses for Common Noise Environment CNE 5-E (Meekins Addition No.1 Subdivision and Johnson Apartments/NSA 8E)

Noise Sensitive Area Name / 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 ($40 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $64,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
Meekins Addition No.1 Subdivision and Johnson Apartments - East of I-95 and South of Pembroke Road / NSA 8E	CD 5E-1	Ground Mounted	I-95 Eastern Right-of-way Line South of Pembroke Road	22	610	281+00	287+00	3	0	0	0	---	0.2	$536,800	---	NO	---
	CD 5E-2	Shoulder Mounted	Outside Shoulder: I-95 Northbound Off Ramp to Pembroke Road	14	600	281+00	287+00	3	0	0	0	---	0.3	$336,000	---	NO	---
	CD 5E-3	Shoulder Mounted	Outside Shoulder: I-95 Northbound	8	1,100	277+00	288+00	3	3	12	15	5.7	6.8	$632,000	$42,133	YES	---
		Shoulder Mounted	Outside Shoulder: I-95 Northbound Off Ramp to Pembroke Road	14	500	281+00	286+00										
	CD 5E-4	Shoulder Mounted	Outside Shoulder: I-95 Northbound	14	1,000	277+00	287+00	3	3	16	19	7.4	9.3	$896,000	$47,158	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase;
		Shoulder Mounted	Outside Shoulder: I-95 Northbound Off Ramp to Pembroke Road	14	600	281+00	287+00										

X:\P\Noise_Studies\I-95_GriffinRd_PDE\Noise Report 2nd Draft\Tables\[Tables_5-1_I-95_Hollywood_NoiseBarrierAnalysis&Summary_4-6-2026.xlsx]JC_Apts_Park_4-1-26

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

Table 4.2.3.1: Noise Barrier Analyses for Common Noise Environment CNE 6-E (Choice Children's Academy/NSA 9E)

Noise Barrier Descriptions						Total Estimated Cost	Maximum Noise Reduction dB(A)	Average Noise Reduction dB(A)	Percent of Impacted Area Benefited	Does Barrier Design Meet 7 dB(A) Reduction Goal At Any Site?	Does Barrier Design Provide 5 dB(A) 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	Does Barrier Design Meet FDOT's Noise Reduction and Cost Reasonableness Criteria?	Conceptual Noise Barrier Design Recommended for further Consideration and Public Input?
Noise Barrier Conceptual Design	Noise Barrie Type (Location)	Height (Feet)	Length (feet)	Begin Station	End Station										
Choice Children's Academy (Playground) / Common Noise Environment CNE 6-E (East of I-95 between Hallandale Beach Boulevard and Pembroke Road - Noise Study Area NSA 9E) See Figure 3-2 Sheet 5															
CD 6E-1	Ground Mounted (I-95 Eastern Right-of-Way Line)	22	460	284+00	287+60	$303,600	3.5	2.0	0%	NO	NO	427	NO	NO	NO
CD 6E-2	Shoulder Mounted (I-95 Northbound Off Ramp to Pembroke Road)	14	500	281+40	286+40	$210,000	0.8	0.5	0%	YES	NO	295	NO	NO	NO
CD 6E-3	Shoulder Mounted (I-95 Northbound)	14	800	279+00	287+00	$336,000	3.3	2.5	0%	YES	NO	472	NO	NO	NO
CD 6E-4	Ground Mounted (I-95 Eastern Right-of-Way Line)	18	460	284+00	287+60	$584,400	7.0	6.4	100%	YES	NO	821	NO	NO	NO
	Shoulder Mounted (I-95 Northbound Off Ramp to Pembroke Road)	14	800	279+00	287+00										
Incidental Noise Reduction Benefit from Conceptual Noise Barrier Design CD 5E-4 Recommended for Meekins Addition No.1 Subdivision and Johnson Apartments (NSA 8E)															
CD 5E-4	Shoulder Mounted (I-95 Northbound)	14	1,000	277+00	287+00	---	3.9	3.0	0%	---	---	---	---	---	YES
	Shoulder Mounted (I-95 Northbound Off Ramp to Pembroke Road)	14	500	281+00	286+00										

Table 4.2.3.2 - Conceptual Noise Barrier Design - Usage Analysis for Choice Childrens Academy/NSA 9E (CNE 6-E)

Item	Criteria	Actual Usage	Minimum Usage Required to Meet FDOT's Cost Reasonableness Criteria (Input Data)				Units
			Conceptual Noise Barrier Design Number				
			CD 6E-1	CD 6E-2	CD 6E-3	CD 6E-4	
1	Enter Length of Proposed Noise Barrier Segments	---	460	500	800	460/800	feet
2	Enter Height of Proposed Noise Barrier Segments	---	22	14	14	18/14	feet
3	Total Square Feet of Proposed Noise Barrier System (Multiply item 1 by Item 2)	---	10,120	7,000	11,200	19,480	$feet^2$
4	Enter the average amount of time that a person stays at the site per visit	**Unavailable**	---	---	---	---	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	**Unavailable**	---	---	---	---	persons
6	Total Person Hours per Day Benefited by Noise Barrier System (Multiply Item 4 by Item 5 - N/A) - Minimum Usage Required to Meet FDOT's Cost Reasonableness Criteria (Divide Item 3 by 7)	---	427	295	472	821	person-hours
7	Average Square Foot of Noise Barrier per Person Hour (Divide Item 3 by Item 6)	---	23.71	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	$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	NO	Yes/No
10	If item 9 is no, abatement is cost reasonable.	N/A	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	N/A	---

X:\P\Noise_Studies\I-95_Hallandale_PDE\Noise Study Report 2024\Tables\[Table_3_3-1_I-95_SLU_BarrierAnalysisSummary_2-16-2024.xlsx]CCA_SLU 2-13-2025

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

Table 4.3.1.1 - Noise Barrier Analyses for Common Noise Environment CNE 7-W (Orangebrook Golf & Country Club/NSA 10W)

Noise Barrier Descriptions						Total Estimated Cost	Maximum Noise Reduction dB(A)	Average Noise Reduction dB(A)	Percent of Impacted Area Benefited	Does Barrier Design Meet 7 dB(A) Reduction Goal At Any Site?	Does Barrier Design Provide 5 dB(A) 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	Does Barrier Design Meet FDOT's Noise Reduction and Cost Reasonableness Criteria?	Conceptual Noise Barrier Design Recommended for further Consideration and Public Input?
Noise Barrier Conceptual Design	Noise Barrie Type (Location)	Height (Feet)	Length (feet)	Begin Station	End Station										
Orangebrook Golf & County Club (Golf Course - North of Pembroke Road) / Common Noise Environment CNE 7-W (Noise Study Area NSA 10W) See Figure 3-2 Sheets 4 and 6															
CD 7W-1	Ground Mounted (Western SFRC Right-of-Way Line)	16	480	289+00	293+80	$230,400	6.1	5.5	100%	NO	YES	324	NO	NO	NO
CD 7W-2	Ground Mounted (I-95 Eastern Right-of-Way Line)	18	480	289+00	293+80	$259,200	6.8	6.1	100%	NO	YES	364	NO	NO	NO
CD 7W-3	Ground Mounted (I-95 Eastern Right-of-Way Line)	20	340	289+20	292+60	$204,000	7.3	6.4	100%	YES	YES	287	NO	NO	NO
CD 7W-4	Ground Mounted (I-95 Eastern Right-of-Way Line)	22	260	289+40	292+00	$171,600	7.0	6.1	100%	YES	YES	241	NO	NO	NO

Table 4.3.1.2 - Conceptual Noise Barrier Design - Usage Analysis for Orangebrook Golf and Country Club/NSA 10W (CNE 7-W)

Item	Criteria	Actual Usage	Minimum Usage Required to Meet FDOT's Cost Reasonableness Criteria (Input Data)				Units
			Conceptual Noise Barrier Design Number				
			CD 6W-1S	CD 6W-2S	CD 6W-3S	CD 6W-4S	
1	Enter Length of Proposed Noise Barrier	---	480	480	340	260	feet
2	Enter Height of Proposed Noise Barrier	---	16	18	20	22	feet
3	Total Square Feet of Proposed Noise Barrier (Multiply item 1 by Item 2)	---	7,680	8,640	6,800	5,720	$feet^2$
4	Enter the average amount of time that a person stays at the site per visit	**Unavailable**	---	---	---	---	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	**Unavailable**	---	---	---	---	persons
6	Total Person Hours per Day Benefited by Noise Barrier (Multiply Item 4 by Item 5 - N/A) - Minimum Usage Required to Meet FDOT's Cost Reasonableness Criteria (Divide Item 3 by 7)	---	324	364	287	241	person-hours
7	Average Square Foot of Noise Barrier per Person Hour (Divide Item 3 by Item 6)	---	23.71	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	$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	NO	Yes/No
10	If item 9 is no, abatement is cost reasonable.	N/A	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	N/A	---

X:\P\Noise_Studies\I-95_Hallandale_PDE\Noise Study Report 2024\Tables\[Table_3_2_3-2_SLU Worksheet_Hollywood_1-8-2025.xlsx]Orangebrook GC South

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

Table 4.3.2.1 - Noise Barrier Analyses for Common Noise Environment CNE 8-E (South Hollywood, Bermack Heights, The Town Colony Condominiums, Jaxon Heights, and Hollywood Little Ranches/NSA 14E and St. John's Lutheran Church/NSA 16E)

Noise Sensitive Area Name / 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 ($40 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $64,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
South Hollywood, Bermack Heights, The Town Colony Condominiums, Jaxon Heights, and Hollywood Little Ranches South - East of I-95 between Pembroke Road and Hollywood Boulevard / NSA 14E and St. John's Lutheran Church / NSA 16E	CD 8E-1	Shoulder Mounted (Replacement Barrier System)	Outside Shoulder: I-95 Northbound Lanes and Off Ramp to Hollywood Boulevard	8	4,630	293+80	340+10	111	48	0	48	7.1	8.5	$1,481,600	$30,867	YES (Replacement Noise Barrier System)	---
	CD 8E-2	Shoulder Mounted (Replacement)	Outside Shoulder: I-95 Northbound Lanes and Off Ramp to Hollywood Boulevard (298+30 to 307+00 MSE Wall)	14	3,350	293+80	327+30	111	96	0	96	8.5	14.0	$2,380,000	$24,792	YES (Replacement Noise Barrier System)	---
		Ground Mounted (Existing)	I-95 Eastern Right-of-way Line	16 to 18	630	326+50	332+50										
		Shoulder Mounted (Replacement)	Outside Shoulder: I-95 Northbound Off Ramp to Hollywood Boulevard	14	540	332+00	337+40										
		Shoulder Mounted (Supplemental)	Outside Shoulder: I-95 Northbound Off Ramp to Hollywood Boulevard	14	360	337+40	341+00										
	CD 8E-3	Shoulder Mounted (Replacement)	Outside Shoulder: I-95 Northbound Lanes and Off Ramp to Hollywood Boulevard	14	3,350	293+80	327+30	111	96	0	96	8.2	12.6	$2,643,200	$27,533	YES (Replacement Noise Barrier System)	Represents the optimal conceptual replacement noise barrier design and is recommended for further consideration and public input in the project's design phase; Segments of the existing noise barrier are physically impacted by the widening of I-95 and require replacement; St. John's Lutheran Church playground would receive incidental benefit from this conceptual noise barrier design.
		Shoulder Mounted (Replacement)	Outside Shoulder: I-95 Northbound Off Ramp to Hollywood Boulevard	14	470	327+30	332+00										
		Shoulder Mounted (Replacement)	Outside Shoulder: I-95 Northbound Off Ramp to Hollywood Boulevard	14	540	332+00	337+40										
		Shoulder Mounted (Supplemental)	Outside Shoulder: I-95 Northbound Off Ramp to Hollywood Boulevard	14	360	337+40	341+00										

X:\P\Noise_Studies\I-95_GriffinRd_PDE\Noise Report 2nd Draft\Tables\[Tables_5-1_I-95_Hollywood_NoiseBarrierAnalysis&Summary_4-6-2026.xlsx]NE_PEM_6-30-21 1-2-2024

Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase.

Table 4.4.1.1: Noise Barrier Analyses for Common Noise Environment CNE 9-W (Stan Goldman Park and Hollywood Dog Park/NSA 18W)

Noise Barrier Descriptions						Total Estimated Cost	Maximum Noise Reduction dB(A)	Average Noise Reduction dB(A)	Percent of Impacted Area Benefited	Does Barrier Design Meet 7 dB(A) Reduction Goal At Any Site?	Does Barrier Design Provide 5 dB(A) 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	Does Barrier Design Meet FDOT's Noise Reduction and Cost Reasonableness Criteria?	Conceptual Noise Barrier Design Recommended for further Consideration and Public Input?
Noise Barrier Conceptual Design	Noise Barrie Type (Location)	Height (Feet)	Length (feet)	Begin Station	End Station										
Stan Goldman Park (Passive Recreation/Trails) / Common Noise Environmental CNE 9-W (West of I-95 and North of Hollywood Boulevard - Noise Study Area NSA 18W) See Figure 3-2 Sheet 7															
CD 9W-1	Ground Mounted (Western I-95 Right-of-Way Line / Eastern of SFRC Right-of-way Line)	16	1,600	345+00	361+00	$768,000	4.4	4.0	0%	NO	NO	1,080	NO	NO	NO
CD 9W-2	Ground Mounted (Western I-95 Right-of-Way Line / Eastern of SFRC Right-of-way Line)	18	1,600	345+00	361+00	$864,000	4.9	4.7	0%	NO	NO	1,215	NO	NO	NO
CD 9W-3	Ground Mounted (Western I-95 Right-of-Way Line / Eastern of SFRC Right-of-way Line)	20	1,600	345+00	361+00	$960,000	5.5	5.3	100%	NO	YES	1,349	NO	NO	NO
CD 9W-4	Ground Mounted (Western I-95 Right-of-Way Line / Eastern of SFRC Right-of-way Line)	22	1,500	346+00	361+00	$990,000	6.1	5.9	100%	NO	YES	1,392	NO	NO	NO

Table 4.4.1.2 - Conceptual Noise Barrier Design - Usage Analysis for Stan Goldman Park and Hollywood Dog Park/NSA 18W (CNE 9-W)

Item	Criteria	Actual Usage	Minimum Usage Required to Meet FDOT's Cost Reasonableness Criteria (Input Data)				Units
			Conceptual Noise Barrier Design Number				
			CD 9W-1	CD 9W-2	CD 9W-3	CD 9W-4	
1	Enter Length of Proposed Noise Barrier	---	1,600	1,600	1,600	1,500	feet
2	Enter Height of Proposed Noise Barrier	---	16	18	20	22	feet
3	Total Square Feet of Proposed Noise Barrier (Multiply item 1 by Item 2)	---	25,600	28,800	32,000	33,000	$feet^2$
4	Enter the average amount of time that a person stays at the site per visit	**Unavailable**	---	---	---	---	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	**Unavailable**	---	---	---	---	persons
6	Total Person Hours per Day Benefited by Noise Barrier (Multiply Item 4 by Item 5 - N/A) - Minimum Usage Required to Meet FDOT's Cost Reasonableness Criteria (Divide Item 3 by 7)	---	1,080	1,215	1,349	1,392	person-hours
7	Average Square Foot of Noise Barrier per Person Hour (Divide Item 3 by Item 6)	---	23.71	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	$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	NO	Yes/No
10	If item 9 is no, abatement is cost reasonable.	N/A	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	N/A	---

X:\P\Noise_Studies\I-95_Hallandale_PDE\Noise Study Report 2024\Tables\[Table_3_2_3-2_SLU Worksheet_Hollywood_1-8-2025.xlsx]SGP

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

Table 4.4.2.1 - Noise Barrier Analyses for Common Noise Environment CNE 11W (Lakeview Heights and Arthur Street Homes/NSA 19W)

Noise Sensitive Area Name / 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 ($40 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $64,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
Lakeview Heights and Arthur Street Homes (West of I-95 and between Johnston Street and Taff Street (NSA 19W)	CD 11W-1	Shoulder Mounted	Outside Shoulder: I-95 Southbound; On Bridge Station 388+00 to 389+20	8	2,135	370+00	392+00	33	21	0	21	6.8	9.3	$683,200	$32,533	YES (Replacement Noise Barrier)	---
	CD 11W-2	Shoulder Mounted	Outside Shoulder: I-95 Southbound	14	1,720	370+00	388+00	33	28	1	29	7.9	10.5	$963,200	$33,214	YES (Replacement Noise Barrier)	Represents a conceptual noise barrier design between the Johnston Street Bridge and the Hollywood Canal Bridge to the north.
	CD 11W-3	Shoulder Mounted	Outside Shoulder: I-95 Southbound; On Bridge Station 388+00 to 389+20	14	1,720	370+00	388+00	33	32	2	34	8.0	10.5	$1,096,000	$32,235	YES (Replacement Noise Barrier)	Represents the optimal conceptual replacement noise barrier design and is recommended for further consideration and public input in the project's design phase; Segments of the existing noise barrier are physically impacted by the widening of I-95 and require replacement.
				8	415	388+00	392+00										

X:\P\Noise_Studies\I-95_GriffinRd_PDE\Noise Report 2nd Draft\Tables\[Tables_5-1_I-95_Hollywood_NoiseBarrierAnalysis&Summary_4-6-2026.xlsx]HLR_N_4-5-26

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 10-E (Hollywood Little Ranches/NSA 22E)

Noise Sensitive Area Name / 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 ($40 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $64,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
Hollywood Little Ranches - East of I-95 and North of Hollywood Boulevard / NSAs 22E	CD 10E-1	Shoulder Mounted	Outside Shoulder: I-95 Northbound On Ramp from Hollywood Boulevard; On MSE Wall from Station 358+00 to 368+70 and 370+20 to 375+40; On Bridge Station 368+70 to 370+20	8	1,350	355+20	368+70	27	21	0	21	6.8	9.3	$432,000	$20,571	YES (Replacement Noise Barrier)	---
	CD 10E-2	Shoulder Mounted	Outside Shoulder: I-95 Northbound On Ramp from Hollywood Boulevard; On MSE Wall from Station 358+00 to 368+70 and 370+20 to 375+40; On Bridge Station 368+70 to 370+20	8	2,210	355+20	377+30	27	22	0	22	6.7	9.3	$707,200	$32,145	YES (Replacement Noise Barrier)	---
	CD 10E-3	Shoulder Mounted	Outside Shoulder: I-95 Northbound On Ramp from Hollywood Boulevard; On MSE Wall from Station 358+00 to 368+70 and 370+20 to 375+40; On Bridge Station 368+70 to 370+20	14	1,350	355+20	368+70	27	25	0	25	8.8	12.8	$756,000	$30,240	YES (Replacement Noise Barrier)	---
	CD 10E-4	Shoulder Mounted	Outside Shoulder: I-95 Northbound On Ramp from Hollywood Boulevard; On MSE Wall from Station 358+00 to 368+70 and 370+20 to 375+40; On Bridge Station 368+70 to 370+20	14	1,350	355+20	368+70	27	26	2	28	8.9	12.8	$1,031,200	$36,829	YES (Replacement Noise Barrier)	---
				8	860	368+70	377+30										
	CD 10E-5	Shoulder Mounted	Outside Shoulder: I-95 Northbound On Ramp from Hollywood Boulevard; On MSE Wall from Station 358+00 to 368+70 and 370+20 to 375+40; On Bridge Station 368+70 to 370+20	14	1,350	355+20	368+70	27	27	2	29	8.8	12.8	$1,201,600	$41,434	YES (Replacement Noise Barrier)	Represents the optimal conceptual replacement noise barrier design and is recommended for further consideration and public input in the project's design phase; Segments of the existing noise barrier are physically impacted by the widening of I-95 and require replacement; 14-foot tall shoulder mounted noise barrier will require a design variation since it will be on an MSE wall.
				8	150	386+70	370+20										
				14	710	370+20	377+30										

X:\P\Noise_Studies\I-95_GriffinRd_PDE\Noise Report 2nd Draft\Tables\[Tables_5-1_I-95_Hollywood_NoiseBarrierAnalysis&Summary_4-6-2026.xlsx]HLR_N_4-5-26

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

Table 4.5.1.1 - Noise Barrier Analyses for Common Noise Environment CNE 12E (Sunset Isles, Watergate Condominiums, Aqua Villa, and Homesites Subdivision/NSA 23E)

Noise Sensitive Area Name / 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 ($40 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $64,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
Sunset Isles, Watergate Condominiums, Aqua Villa, and Homesites Subdivision - East of I-95 from South of Taff Street to North of Sheridan Street / NSA 23E	CD 12E-1	Shoulder Mounted (Segment 1)	I-95 Northbound Outside Shoulder (South of Northbound Express Lane Off Ramp Merge to Sheridan Street)	8	2,590	377+30	403+20	109	71	4	75	6.4	10.2	$2,518,400	$33,579	YES (Replacement Noise Barrier)	---
		Shoulder Mounted (Segment 2)	I-95 Northbound Off Ramp to Sheridan Street After Northbound Express Lane Off Ramp Merge	8	2,080	403+20	424+00										
		Shoulder Mounted (Segment 3)	I-95 Northbound Outside Shoulder (After Off Ramp to Sheridan Street)	8	2,300	411+00	434+00										
		Shoulder Mounted (Segment 4)	I-95 Northbound On Ramp from Sheridan Street	8	900	426+00	335+00										
	CD 12E-2	Shoulder Mounted (Segment 1)	I-95 Northbound Outside Shoulder (South of Northbound Express Lane Off Ramp Merge to Sheridan Street)	14	710	377+30	384+40	109	86	21	107	7.8	15.1	$4,013,600	$37,510	YES (Replacement Noise Barrier)	Represents the optimal conceptual replacement noise barrier design and is recommended for further consideration and public input in the project's design phase; Segments of the existing noise barrier are physically impacted by the widening of I-95 and require replacement; 14-foot tall shoulder mounted noise barrier will require a design variation since it will be on an MSE wall.
			I-95 Northbound Outside Shoulder (South of Northbound Express Lane Off Ramp Merge to Sheridan Street - MSE Wall Segment and Across Hollywood Canal and Taff Street Bridges)	8	1,440	384+40	398+80										
			I-95 Northbound Outside Shoulder (South of Northbound Express Lane Off Ramp Merge to Sheridan Street and North of Taff Street Bridge)	14	440	398+80	403+20										
		Shoulder Mounted (Segment 2)	I-95 Northbound Off Ramp to Sheridan Street After Northbound Express Lane Off Ramp Merge	14	2,080	403+20	424+00										
		Shoulder Mounted (Segment 3)	I-95 Northbound Outside Shoulder (After Off Ramp to Sheridan Street)	14	1,300	411+00	424+00										
			I-95 Northbound Outside Shoulder (Sheridan Street Bridge)	8	200	424+00	426+00										
			I-95 Northbound Outside Shoulder (After Sheridan Street Bridge)	14	800	426+00	434+00										
		Shoulder Mounted (Segment 4)	I-95 Northbound On Ramp from Sheridan Street	14	900	426+00	335+00										

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

Table 4.5.2.1 - Noise Barrier Analyses for Common Noise Environment CNE 11-W (Cortland Hollywood Apartments and Charles F. Volliman Park/NSA 24W)

Noise Sensitive Area Name / 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 (Residential / Park)	Number of Impacted/ Benefited Receptor Sites (Residential / Park)	Number of Benefited Receptor Sites/ Not Impacted (Residential / Park)	Total Number of Benefited Receptor Sites (Residential / Park)	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($40 per square foot)	Average Cost/Residential Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $64,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Comments
Cortland Hollywood Apartments and Charles F. Vollman Park (West of I-95 and North of Taff Street and South of Sheridan Street (NSA 24W)	CD 13W-1	Shoulder Mounted	I-95 Southbound and Sheridan Street On Ramp Outside Shoulders and Across the Taft Street Bridge (Station 395+00 to Station 397+00)	8	2,450	393+00	417+50	115 / 33	44 / 17	11 / 12	55 / 29	7.4 / 5.2	11.2 / 8.6	$784,000	$14,255	YES (Replacement Noise Barrier)	---
	CD 13W-2	Shoulder Mounted	I-95 Southbound and Sheridan Street On Ramp Outside Shoulders and Across the Taft Street Bridge (Station 395+00 to Station 397+00)	8	400	393+00	397+00	115 / 33	84 / 31	16 / 15	100 / 46	9.9 / 7.5	15.6 / 11.8	$1,276,000	$12,760	YES (Replacement Noise Barrier)	Represents the optimal conceptual replacement noise barrier design and is recommended for further consideration and public input in the project's design phase; The existing noise barriers are physically impacted by the widening of I-95 and require replacement;14-foot tall shoulder mounted noise barrier will require a design variation since it will be on an MSE wall.
				14	2,050	397+00	417+50										

X:\P\Noise_Studies\I-95_GriffinRd_PDE\Noise Report 2nd Draft\Tables\[Tables_5-1_I-95_Hollywood_NoiseBarrierAnalysis&Summary_4-6-2026.xlsx]C._Apts_Park_4-5-26

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

APPENDIX F

Referenced Pages from I-95 PD&E Study Preliminary Engineering Report – FPID#: 436903-1-22-02 (March 2026)

PRELIMINARY ENGINEERING REPORT

Florida Department of Transportation

District 4

I-95 (S.R. 9) Project Development and Environment (PD&E) Study

Miami-Dade/Broward County Line to north of Griffin Road

Broward, Florida

Financial Management Number: 439170-1-22-02

ETDM Number: 14500

March 2026

DRAFT – SUBJECT TO CHANGE

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

GFT INFRASTRUCTURE, INC.
5713 CORPORATE WAY
SUITE 200
WEST PALM BEACH, FL 33407

1. The FDOT will continue to coordinate with the City of Hollywood and Dania Beach regarding landscaping within the interchanges.

2. As per the Florida bonneted bat consultation key, Best Management Practices (BMPs) are required and will be implemented.

3. The most recent version of United States Fish and Wildlife Service's (USFWS') Standard Protection Measures for the Eastern Indigo Snake will be implemented during construction.

4. The USFWS and FWC Standard Manatee Construction Conditions for In-Water Work will be utilized during construction.

5. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and the proposed project is located within the consultation area, FDOT commits to re-initiating consultation with the USFWS during the design and permitting phase of the project to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.

6. FDOT will coordinate with USFWS as necessary upon finalization of the West Indian manatee Critical Habitat (CH) if the Preferred Alternative falls within the designated area.

7. If the listing status of the tricolored bat is elevated by USFWS to threatened or endangered and the Preferred Alternative is located within the Consultation Area (CA), FDOT commits to reinitiating consultation with the USFWS during the design and permitting phase of the project to determine the appropriate survey methodology.

8. The Florida Department of Transportation is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations identified in the Noise Study Report contingent upon the following conditions:

    a. Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;

    b. Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;

    c. Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;

    d. Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and

    e. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

1.4 Alternatives Analysis Summary

The objective of this PD&E Study is to evaluate interchange alternatives that will address existing and projected traffic operating deficiencies along this section of I-95. In order to keep up with the

growing traffic demand within the study area, two 'Build' alternatives were developed for each I-95 interchange at Sheridan Street, Stirling Road, and Griffin Road. For Sheridan Street, a sub alternative was developed for one of the alternatives. Two (2) 'Build' alternatives were also developed for the intersection of Griffin Road at Old Griffin Road. In addition, I-95 mainline improvements consisting of auxiliary lanes and elevated braided express lanes were considered from the Miami-Dade/Broward County line to north of Griffin Road.

'No-Build' Alternative

The 'No-Build' Alternative maintains the existing I-95 corridor with no improvements other than routine maintenance. However, adjacent or ongoing projects are considered. No traffic capacity, operation, safety, mobility, or evacuation improvements will be implemented under this alternative to the I-95 mainline, the express lanes, or the three arterials (Sheridan Street, Stirling Road, and Griffin Road) within the study area.

I-95 at Sheridan Street Interchange

Two (2) alternatives and one sub-alternative were evaluated for the interchange of I-95 at Sheridan Street and are summarized as follows.

Alternative A: Diamond Interchange (Modify Existing) – This alternative consists of modifying the existing diamond interchange with additional turn lanes at the ramp terminal intersections. The proposed northbound and southbound off-ramps consist of triple left turns and dual right turns. Dual right turn lanes from eastbound on Sheridan Street to southbound I-95 and westbound Sheridan Street to northbound I-95 are also proposed. The proposed improvements are anticipated to produce LOS E in the AM and PM peak hours for the design year 2050. However, outside of the peak hours, the interchange is anticipated to operate at LOS D or better. Modifying the existing diamond allows for improving the operations of the interchange while minimizing right-of-way acquisition. The bus ramp connecting onto the I-95 southbound ramp will need to be modified due to changes in the profile. The southbound on-ramp to I-95 from Sheridan Street has a profile that is designed for 30 mph. The bus access ramp will likely be designed for 25 mph.

Alternative B: Northbound to Westbound Flyover (Median Alignment) – This alternative consists of implementing a flyover from the median going northbound to westbound on Sheridan Street. The flyover improves the operation of the interchange by eliminating the majority of northbound to westbound turns. The northbound to westbound at-grade left-turn movement still remains to provide local traffic access to the side streets just west of I-95. This alternative produces LOS C and D in the AM and PM peak hours in the design year 2050, respectively. However, it does require a substantial amount of right-of-way acquisition, has increased construction cost, and poses constructability challenges. For these reasons, this alternative was eliminated from further evaluation.

Alternative C: Northbound to Westbound Flyover (East Alignment) – This is a sub-alternative which is similar to Alternative B, where it introduces a northbound to westbound flyover. However, the flyover is proposed from the outside instead of from the median. Similarly, the east alignment flyover improves the operation of the interchange by eliminating the majority of northbound to westbound turns. The northbound to westbound at-grade left-turn movement still remains to provide local traffic access to the side streets just west of I-95. This alternative produces LOS C and D in the AM and PM peak hours in

the design year 2050, respectively. However, it does require even more right-of-way than the median flyover concept, has increased construction cost, and poses constructability challenges. Due to the extensive right-of-way impacts associated with the concept, this alternative was discarded from further evaluation.

I-95 at Stirling Road Interchange

Two (2) alternatives were evaluated for the interchange of I-95 at Stirling Road and are summarized as follows.

Alternative A: Diamond Interchange (Modify Existing) – This alternative consists of modifying the existing diamond interchange with additional turn lanes at the ramp terminal intersections. The proposed northbound off-ramp consists of triple left turns and dual right turns. The proposed southbound off-ramp consists of dual left turns and dual right turns. The proposed improvements are anticipated to produce LOS D in the AM and PM peak hours for the design year 2050. Modifying the existing diamond allows for improving the operations of the interchange while minimizing right-of-way acquisition. This alternative was eliminated as it provides less reserve capacity than Alternative B (see below).

Alternative B: Diverging Diamond Interchange (DDI) – This alternative consists of reconfiguring the existing diamond interchange to a Diverging Diamond Interchange (DDI). A DDI improves traffic flow and safety by temporarily shifting traffic to the left side of the road between freeway ramps, allowing for free-flowing, unhindered left turns onto the highway. This design significantly reduces conflict points compared to traditional intersections, enhancing safety while often serving higher traffic volumes at a lower cost. The proposed improvements are anticipated to produce LOS D in the AM and PM peak hours for the design year 2050. Implementing the DDI allows for improving the operations of the interchange while minimizing right-of-way acquisition and provides higher reserve capacity than modifying the existing diamond interchange as described for Alternative A.

I-95 at Griffin Road Interchange

Two (2) alternatives were evaluated for the interchange of I-95 at Griffin Road and are summarized as follows.

Alternative A: Diamond Interchange (Modify Existing) – This alternative consists of modifying the existing diamond interchange with additional turn lanes at the ramp terminal intersections. The proposed northbound off-ramp consists of triple left turns and dual right turns. The proposed southbound off-ramp consists of triple left turns and triple right turns. The proposed improvements are anticipated to produce LOS D in the AM and PM peak hours for the design year 2050. Modifying the existing diamond allows for improving the operations of the interchange while minimizing right-of-way acquisition.

Alternative B: Diverging Diamond (DDI) – This alternative consists of reconfiguring the existing diamond interchange to a DDI. The proposed improvements are anticipated to produce LOS D in the AM and PM peak hours for the design year 2050. Implementing the DDI allows for improving the operations of the interchange while minimizing right-of-way acquisition and provides higher reserve capacity than modifying the existing diamond interchange as described for Alternative A. However, due to safety concerns resulting from proximity of the railroad tracks on the west side of I-95 and adjacent intersection, this alternative was discarded from in depth evaluation.

Griffin Road at Old Griffin Road Intersection

Two (2) alternatives were evaluated for the intersection of Griffin Road at Old Griffin Road and are summarized as follows.

Alternative A: Free Flow Eastbound – This alternative consists of modifying the existing intersection at Griffin Road and Old Griffin Road by eliminating the signal for the east bound movement on Griffin Road. This allows for free-flow travel for eastbound traffic. The westbound signal will still remain and the westbound to southbound left turn will be made when there is a break in eastbound traffic. The proposed signalized intersection is anticipated to produce LOS D in the AM and PM peak hours for the design year 2050. On the south side of the intersection, vehicles looking to go westbound on Griffin Road will turn right and loop around under the Griffin Road Bridge. This loop provides an option to go westbound on Griffin Road or to get on a slip ramp to go northbound onto I-95. Right-of-way acquisition for the intersection improvements is not needed. However, a corner clip of right-of-way is needed for the northbound on-ramp to I-95. This alternative was not supported by the City of Dania Beach and therefore, was eliminated.

Alternative B: Stop Controlled Eastbound – This alternative consists of maintaining signals for both the eastbound and westbound movements on Griffin Road at Old Griffin Road. The proposed signals are anticipated to produce LOS D in the AM and PM peak hours for the design year 2050. On the south side of the intersection, vehicles looking to go westbound on Griffin Road will turn right and loop around under the Griffin Road Bridge. This loop provides an option to go westbound on Griffin Road or to get on a slip ramp to go northbound onto I-95. Right-of-way acquisition for the intersection improvements is not needed. However, a corner clip of right-of-way is needed for the northbound on-ramp to I-95. The City of Dania Beach supports maintaining the existing signal as they feel it is safer for vehicles entering and exiting from the property on the south side which provides access to Le Méridien Dania Beach and Design Center of the Americas (DCOTA).

I-95 Mainline 'Build' Improvements

The mainline of I-95 is generally comprised of two (2) express lanes, four general purpose lanes, and in some locations, auxiliary lanes between interchanges. Although capacity improvements for the mainline are not the intent of the study, additional auxiliary lanes are proposed. In addition, elevated express lanes for exits and entrances were evaluated but were only found to be feasible at the following two locations based on geometric and operational constraints:

1) Southbound elevated express lane exit south of Pembroke Road
2) Northbound elevated express lane exit south of Sheridan Street

The proposed mainline improvements will require milling and overbuild in several areas to accommodate cross slope correction. Below is a summary of the various mainline improvements by segment.

I-95 between Ives Dairy Road to Hallandale Beach Boulevard (Section A) – Within this segment, coming from Miami-Dade County, there is no change in the typical section. The mainline will continue to operate with two express lanes and four general purpose lanes in each direction. The two (2) auxiliary lanes in the northbound direction and one in the southbound direction will also be maintained. No additional auxiliary lanes are proposed.

I-95 between Hallandale Beach Boulevard and Pembroke Road (Section B) – Within this segment, there is no change in the lane configurations. However, the inside shoulder in the northbound direction is proposed to be widened from six-ft to 12-ft, which will shift the lanes by six-ft to the outside. To not increase the mainline footprint, the additional six-ft outside widening will come from the separation of the I-95 mainline and northbound on-ramp from Hallandale Beach Boulevard.

I-95 between Pembroke Road and Hollywood Boulevard (Section C) – Within this segment, there is no change in the lane configurations. However, the existing 16-ft between the express lanes and general lanes which accounts for exiting the express lanes is proposed to be reduced to a three-ft separation with express lane marker. The remaining 13-ft will go to the inside shoulder, and the express lane exit is proposed to be moved to the inside as a braid over I-95 further north.

I-95 between Hollywood Boulevard and Sheridan Street (Section D) – To accommodate an elevated express lane exit ramp from the median, the mainline consisting of two express lanes, four general purpose lanes, and one auxiliary lane is proposed to be widened by 36-ft to the outside in the northbound direction. In the southbound direction, the mainline is proposed to be widened by 12-ft to accommodate an additional auxiliary lane for a total of two. The median modification does create a slight shift in the alignment to the east south of Sheridan Street.

I-95 between Sheridan Street and Stirling Road (Section E) – Within this segment, the mainline consists of two express lanes, four general purpose lanes, and one auxiliary lane in each direction in the 'No-Build' condition. The proposed improvements consist of widening 12-ft to the outside in both directions to allow for an additional general-purpose lane in each direction.

I-95 between Stirling Road and Griffin Road (Section F) – Within this segment, the mainline consists of two express lanes, four general purpose lanes, and one auxiliary lane in each direction in the 'No-Build' condition. The proposed improvements consist of widening 12-ft to the outside in both directions to allow for an additional general-purpose lane in each direction.

I-95 between Griffin Road and I-595 (Section G) – Within this segment, the mainline consists of two express lanes, four general purpose lanes, and one auxiliary lane in each direction in the 'No-Build' condition. There is also one auxiliary lane in the northbound direction. The proposed improvements consist of widening 12-ft to the outside in the northbound direction to allow for an additional general-purpose lane. In the southbound direction, the express lane buffer is proposed to be reduced from four-ft to 1.4-ft and the four general purpose lanes are proposed to be reduced from 12-ft wide lanes to 11-ft wide each. This provides for total savings of 6.4-ft in pavement width. This additional width, along with 4.4-ft of pavement widening to the outside is proposed to accommodate an additional 11-ft wide general-purpose lane in the southbound direction. This does require resetting the barrier in the southbound direction between the outside shoulder of the I-95 mainline and the inside shoulder of the adjacent I-95 southbound on-ramp. The inside shoulder of the ramp is also being reduced from 10.4-ft to six-ft. In the northbound direction, 12-ft widening to the outside is proposed to include an additional general-purpose lane.

5.0 ALTERNATIVES ANALYSIS

5.1 No-Build (No-Action) Alternative

The 'No-Build' Alternative includes the existing transportation network, and any funded, planned or programmed improvements open to traffic by the design year 2045. The 'No-Build' Alternative includes only those improvements that are elements of the Broward Metropolitan Planning Organization's (MPO's) Transportation Improvement Program, Broward MPO's Route to 2050 also known as the 2050 Metropolitan Transportation Plan (MTP), the FDOT's Adopted Five Year Work Program, any local government comprehensive plans and/or any development mitigation improvement projects that are elements of approved development orders. The 'No-Build' Alternative includes currently planned and programmed improvements. One (1) of the programmed improvements is the short-term interim safety improvements at the Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard interchanges. The 'No-Build' Alternative includes FDOT District Four's I-95 Express Phase 3C Construction Project between south of Hollywood Boulevard and north of I-595. This project will add additional express lane access points (northbound egress and southbound ingress) within the Hollywood Boulevard Interchange. The 'No-Build' Alternative also includes the District Six I-95 Planning Study between US 1 (Downtown Miami) and the Miami-Dade/Broward County Line. This study proposes adding mainline capacity and interchange improvements. In late 2025, District Six completed an I-95 PD&E Study, FPID#414964-1-22-01, between south of Miami Gardens Drive (S.R. 860) and the Miami-Dade/Broward County Line. The objective of the PD&E Study was to evaluate the recommendations from the FDOT District Six I-95 Planning Study. The preferred alternative from the District Six PD&E Study was considered part of the 'No-Build' Alternative conditions. Under the 'No-Build' Alternative, no modifications or improvements are implemented for the mainline of I-95, Hallandale Beach Boulevard, Pembroke Road, Hollywood Boulevard, Sheridan Street, Stirling Road, and Griffin Road other than the improvements mentioned above as part of other projects. Four (4) general purpose lanes with two express lanes and one auxiliary lane in each direction would continue to be available to accommodate future year traffic volumes on I-95 and all side street arterial connections at the six interchanges within the study limits would continue to operate under their current configurations. The current configuration of the I-95 mainline and its interchanges would continue to constrain traffic operations at the existing interchanges, cross streets, and managed lanes, and will also not address existing and future traffic demand and safety issues within the study limits. The primary advantages of the 'No-Build' alternative are that it does not directly require any capital, or expenditure of state/federal transportation trust funds, and it produces no physical or social impacts. The primary disadvantages of the 'No-Build' Alternative are numerous and are as follows:

- It produces poorer level-of-service and increased traffic congestion.
- It increases air pollution due to increased traffic congestion.
- It reduces safety, which in turn may lead to increased motor vehicle crashes, property damage, and injuries/fatalities.
- It is non-conforming to the Broward MPO's Route to 2050 MTP.
- It increases passenger travel-time and degrades the quality of life for the traveling public.
- Emergency vehicle access and hurricane/emergency clearance time is degraded.
- Increased user costs occur due to traffic congestion.

In summary, there are more disadvantages than advantages. The three I-95 'No-Build' roadway cross sections (includes Phase 3C) between interchanges are depicted in Figure 5-1. Figure 5-2 shows the 'No-Build' network line diagram.

FIGURE 5-1(a): 'NO-BUILD' ALTERNATIVE ROADWAY SECTION BETWEEN IVES DAIRY ROAD AND HALLANDALE BEACH BOULEVARD

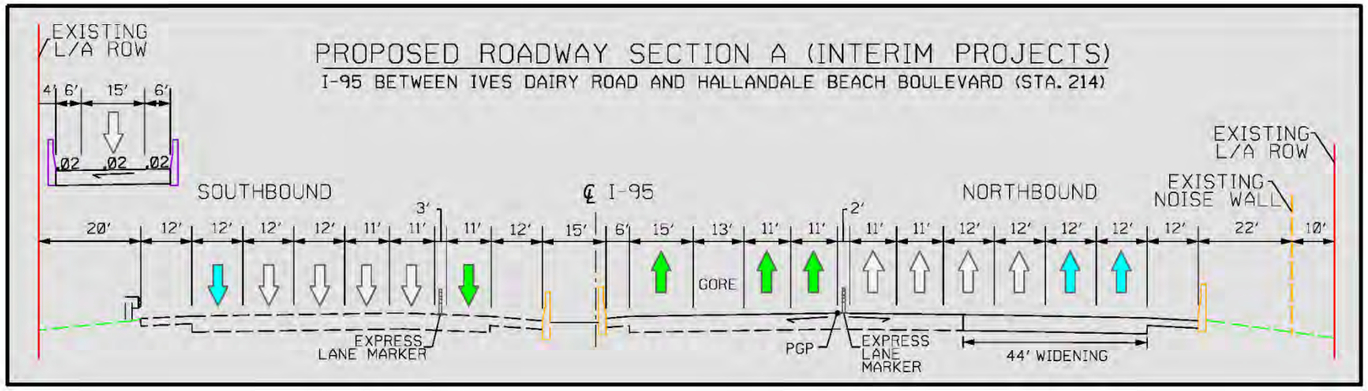


FIGURE 5-1(b): 'NO-BUILD' ALTERNATIVE ROADWAY SECTION BETWEEN HALLANDALE BEACH BOULEVARD AND PEMBROKE ROAD

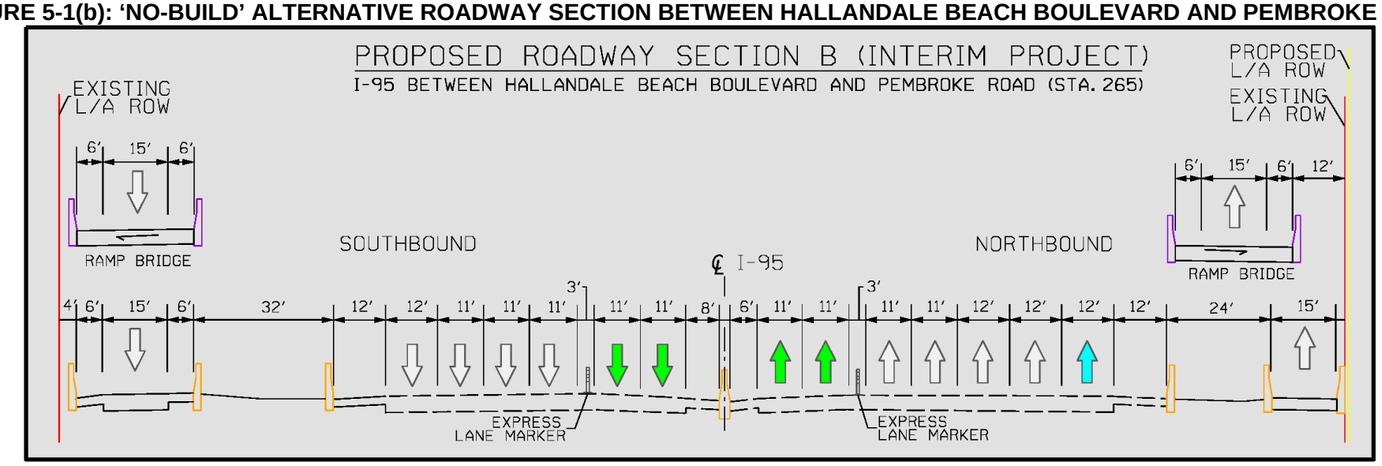


FIGURE 5-1(c): 'NO-BUILD' ALTERNATIVE ROADWAY SECTION BETWEEN PEMBROKE ROAD AND HOLLYWOOD BOULEVARD

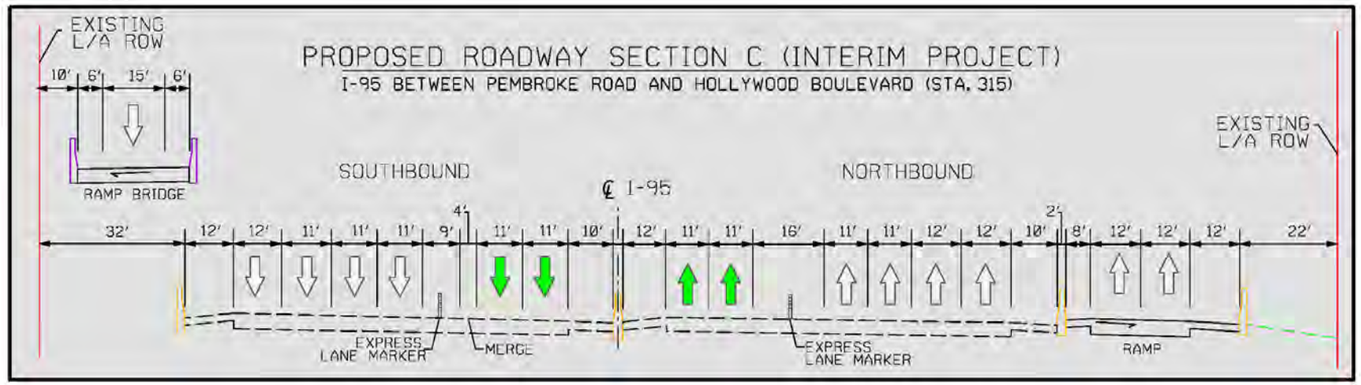


FIGURE 5-1(d): 'NO-BUILD' ALTERNATIVE ROADWAY SECTION BETWEEN HOLLYWOOD BOULEVARD AND SHERIDAN STREET

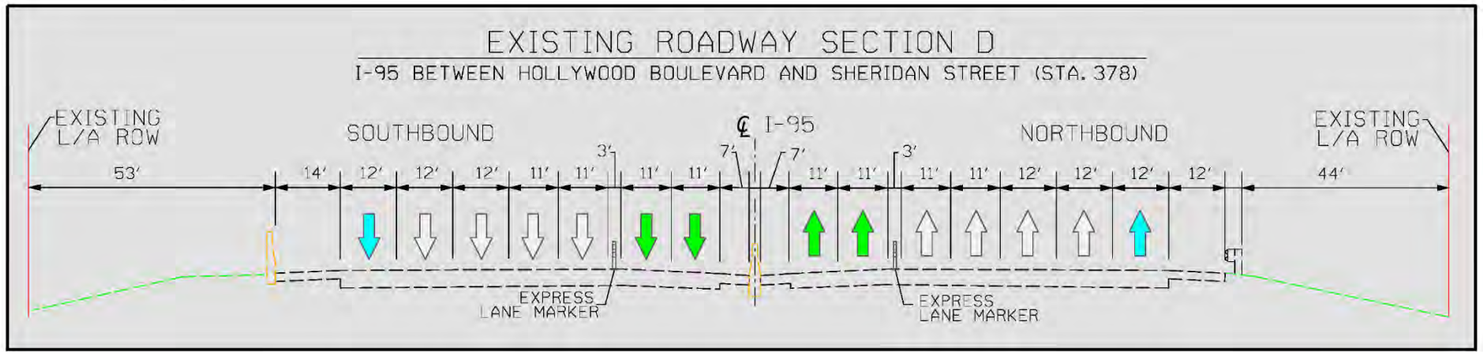


FIGURE 5-1(e): 'NO-BUILD' ALTERNATIVE ROADWAY SECTION BETWEEN SHERIDAN STREET AND STIRLING ROAD

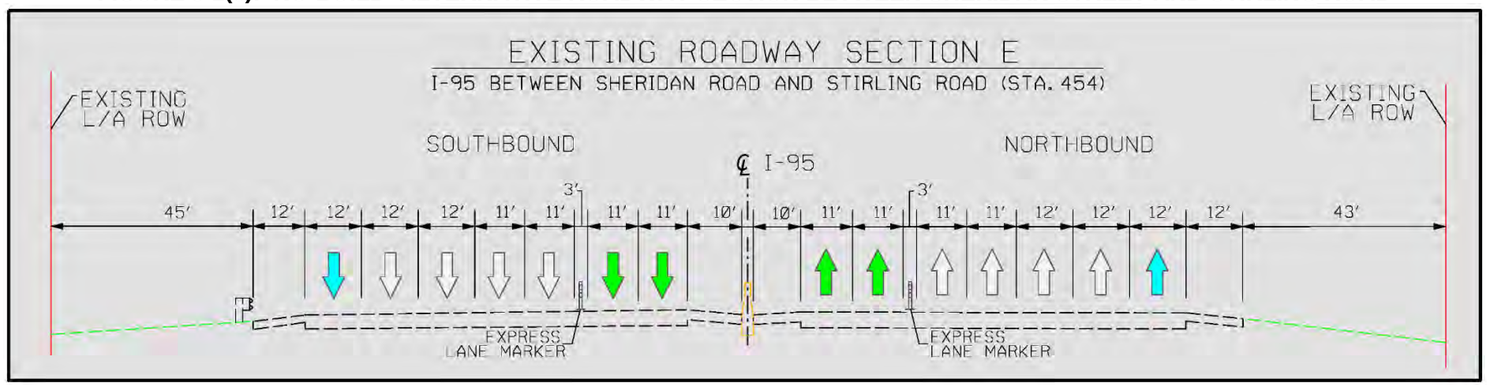


FIGURE 5-1(f): 'NO-BUILD' ALTERNATIVE ROADWAY SECTION BETWEEN STIRLING ROAD AND GRIFFIN ROAD

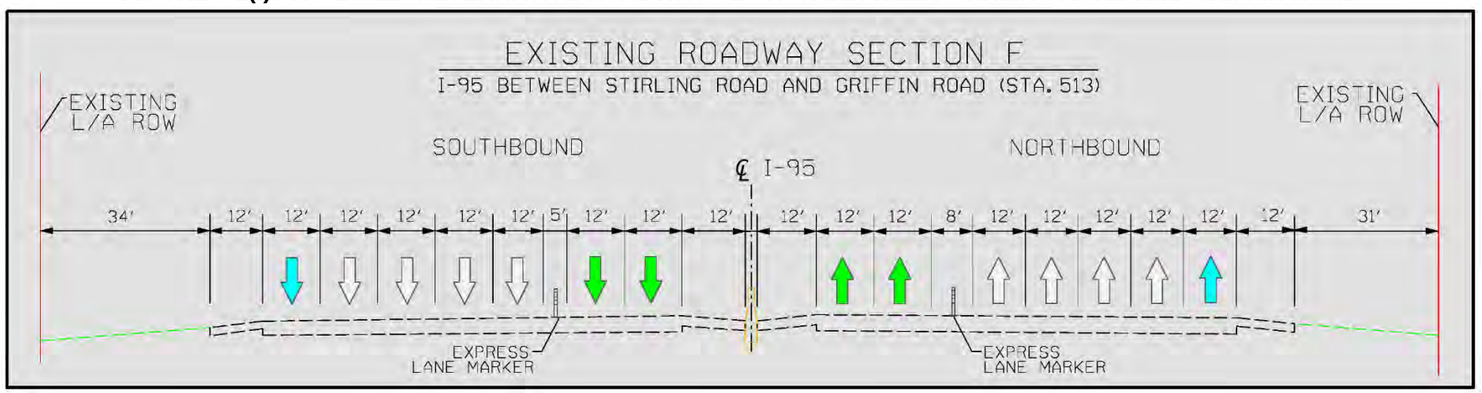


FIGURE 5-1(g): 'NO-BUILD' ALTERNATIVE ROADWAY SECTION BETWEEN GRIFFIN ROAD AND I-595

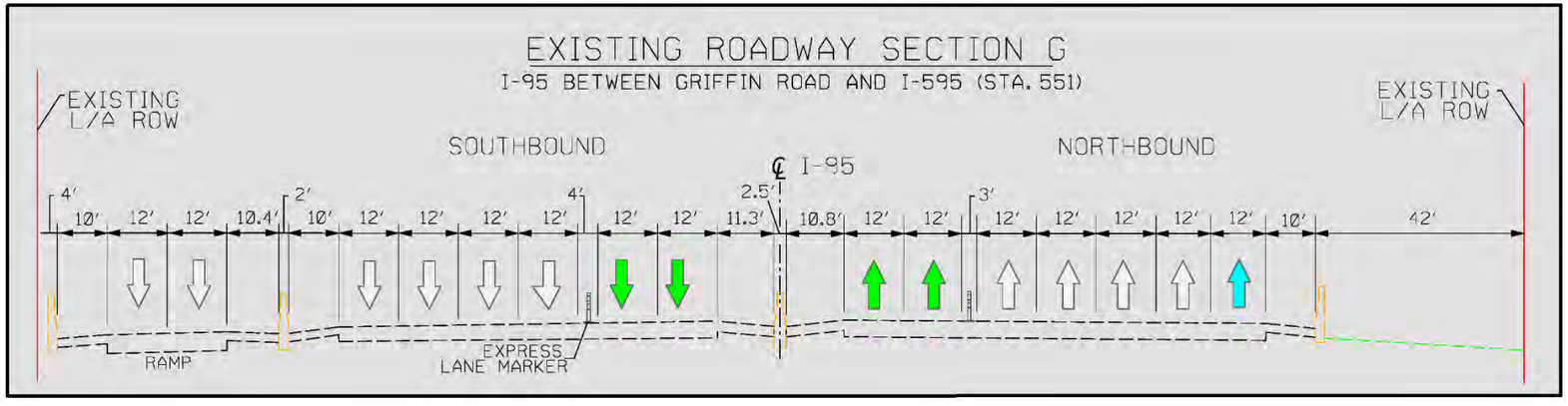


FIGURE 5-2(a): 'NO-BUILD' NETWORK LINE DIAGRAM

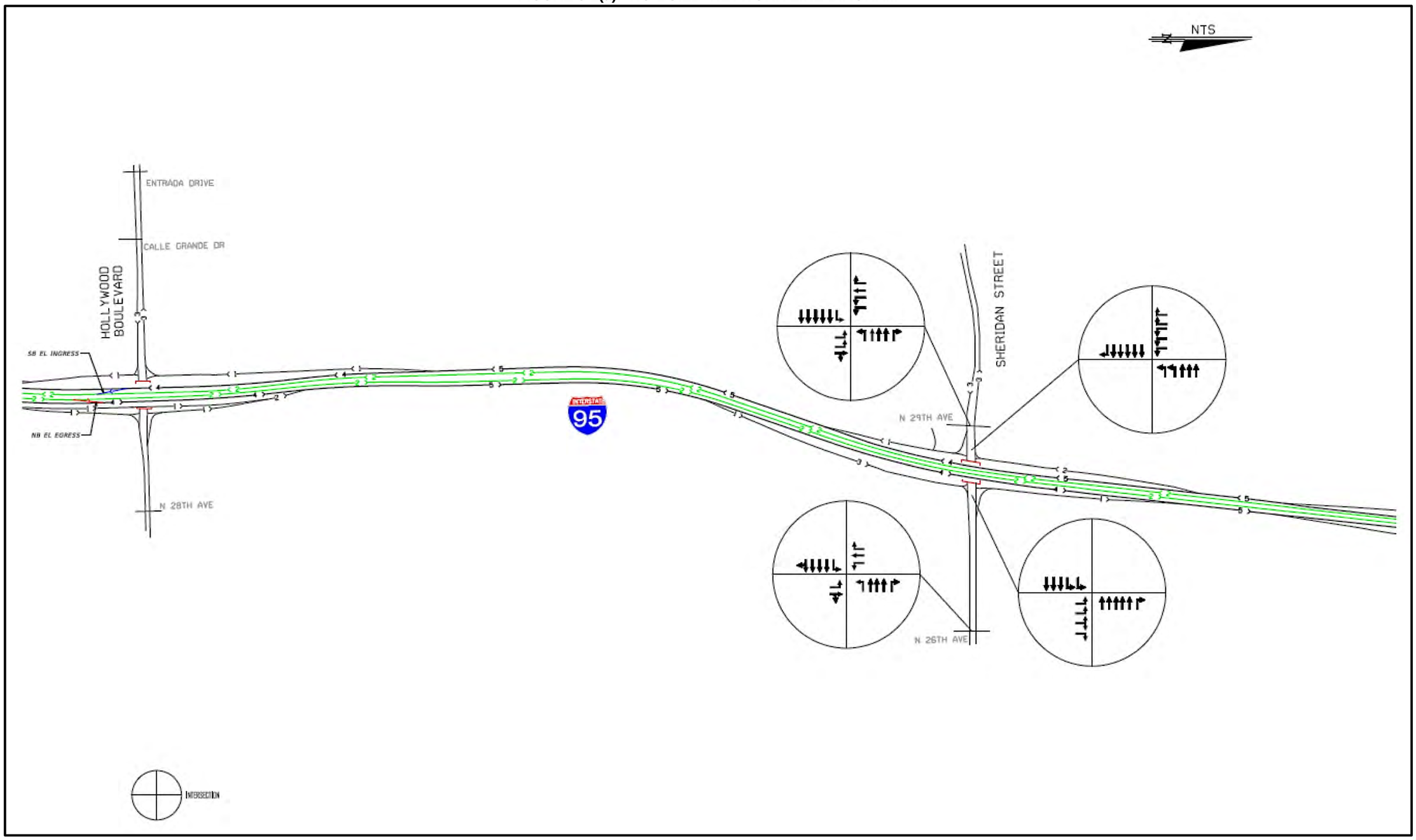
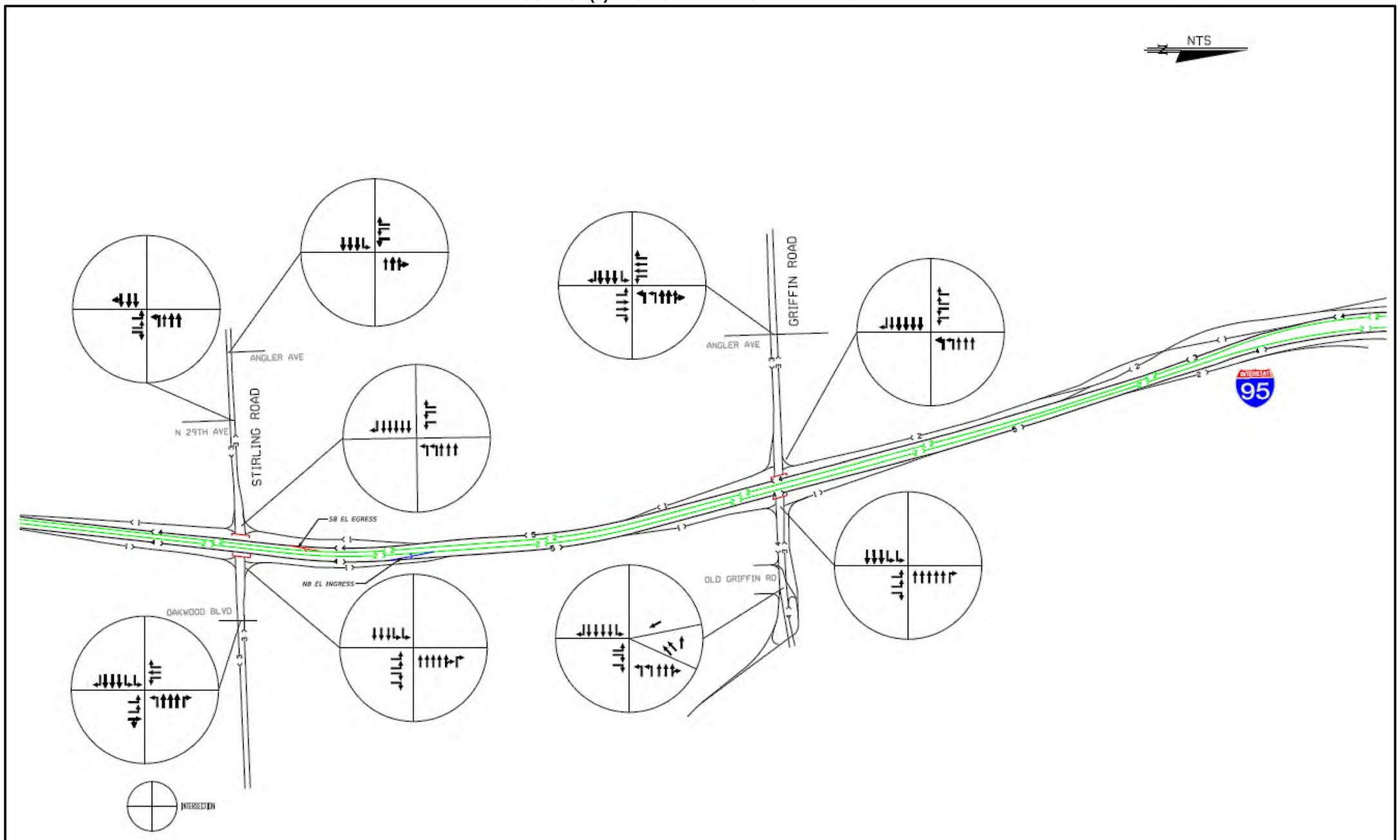


FIGURE 5-2(b): 'NO-BUILD' NETWORK LINE DIAGRAM



5.2 Transportation Systems Management and Operations (TSM&O) Alternative

The project corridor includes numerous Transportation Systems Management and Operations (TSM&O) features for the existing managed lanes system (see Section 2.2.25). The corridor will continue to operate with managed lanes in the future. The proposed project does not consider a stand-alone TSM&O alternative as TSM&O improvements alone will fail to meet the purpose and need of the project. However, these elements are inherently included in all the 'Build' alternatives.

5.3 Multimodal Alternative(s)

The study corridor includes commuter rail (Tri-Rail), local transit on the arterials, and express bus service from Broward to Miami. The corridor will continue to operate with these multimodal alternatives in the future. The Broward Complete Streets Masterplan shows marked bike lanes for Griffin Road west of I-95. The alternatives include bicycle and pedestrian accommodation within the I-95 interchanges for the side streets at Sheridan Street, Stirling Road, and Griffin Road. The proposed improvements do not include a stand-alone multimodal alternative as they do not serve the purpose and need of the study. However, the modes mentioned above are addressed in all the 'Build' alternatives.

5.4 'Build' Alternatives

The 'Build' alternatives were developed by first giving consideration to alternatives developed and analyzed under previous studies such as the I-95 Broward Interchange Masterplan, the Old Griffin Road and Griffin Road Concept Development (CD), I-95 Corridor Planning Study (CPS), and I-95 PD&E Study from south of Hallandale Beach Boulevard to north of Hollywood Boulevard (S.R. 820) (FPID# 436903-1). The 'Build' alternatives consist of three components: 1) interchange improvements for I-95 at Sheridan Street, Stirling Road, and Griffin Road, 2) improvements at the intersection of Griffin Road and Old Griffin Road, and 3) entrance/exit express lane improvements and auxiliary lanes. The three 'Build' alternative components are summarized in this section.

I-95 at Sheridan Street Interchange

Two (2) alternatives and one sub-alternative were evaluated for the interchange of I-95 at Sheridan Street and are summarized as follows.

Alternative A: Diamond Interchange (Modify Existing) – This alternative consists of modifying the existing diamond interchange with additional turn lanes at the ramp terminal intersections. The proposed northbound and southbound off-ramps consist of triple left turns and dual right turns. Dual right turn lanes from eastbound on Sheridan Street to southbound I-95 and westbound Sheridan Street to northbound I-95 are also proposed. The proposed improvements are anticipated to produce LOS E in the AM and PM peak hours for the design year 2050. However, outside of the peak hours, the interchange is anticipated to operate at LOS D or better. Modifying the existing diamond allows for improving the operations of the interchange while minimizing right-of-way acquisition. The bus ramp connecting onto the I-95 southbound ramp will need to be modified due to changes in the profile. The southbound on-ramp to I-95 from Sheridan Street has a profile that is designed for 30mph. The bus access ramp will likely be designed for 25 mph. The modified diamond concept is shown in Figure 5-3(a).

Alternative B: Northbound to Westbound Flyover (Median Alignment) – This alternative consists of implementing a flyover from the median going northbound to

westbound on Sheridan Street. The flyover improves the operation of the interchange by eliminating the majority of northbound to westbound turns. The northbound to westbound at-grade left-turn movement still remains to provide local traffic access to the side streets just west of I-95. This alternative produces LOS C and D in the AM and PM peak hours in the design year 2050, respectively. However, it does require a substantial amount of right-of-way acquisition, has increased construction cost, and poses constructability challenges. The median flyover concept is shown in Figure 5-3(b).

Alternative C: Northbound to Westbound Flyover (East Alignment) – This is a sub-alternative that is similar to Alternative B, where it introduces a northbound to westbound flyover. However, the flyover is proposed from the outside instead of from the median. Similarly, east alignment flyover improves the operation of the interchange by eliminating the majority of northbound to westbound turns. The northbound to westbound at-grade left-turn movement still remains to provide local traffic access to the side streets just west of I-95. This alternative produces LOS C and D in the AM and PM peak hours in the design year 2050, respectively. However, it does require even more right-of-way than the median flyover concept, has increased construction cost, and poses constructability challenges. Due to the extensive right-of-way impacts associated with the concept, this alternative was discarded from further evaluation. The east alignment flyover concept is shown in Figure 5-3(c).

FIGURE 5-3(a): I-95 AT SHERIDAN STREET INTERCHANGE – ALTERNATIVE A: DIAMOND INTERCHANGE (MODIFY EXISTING)

FIGURE 5-3(b): I-95 AT SHERIDAN STREET INTERCHANGE – ALTERNATIVE B: NORTHBOUND TO WESTBOUND FLYOVER (MEDIAN ALIGNMENT)

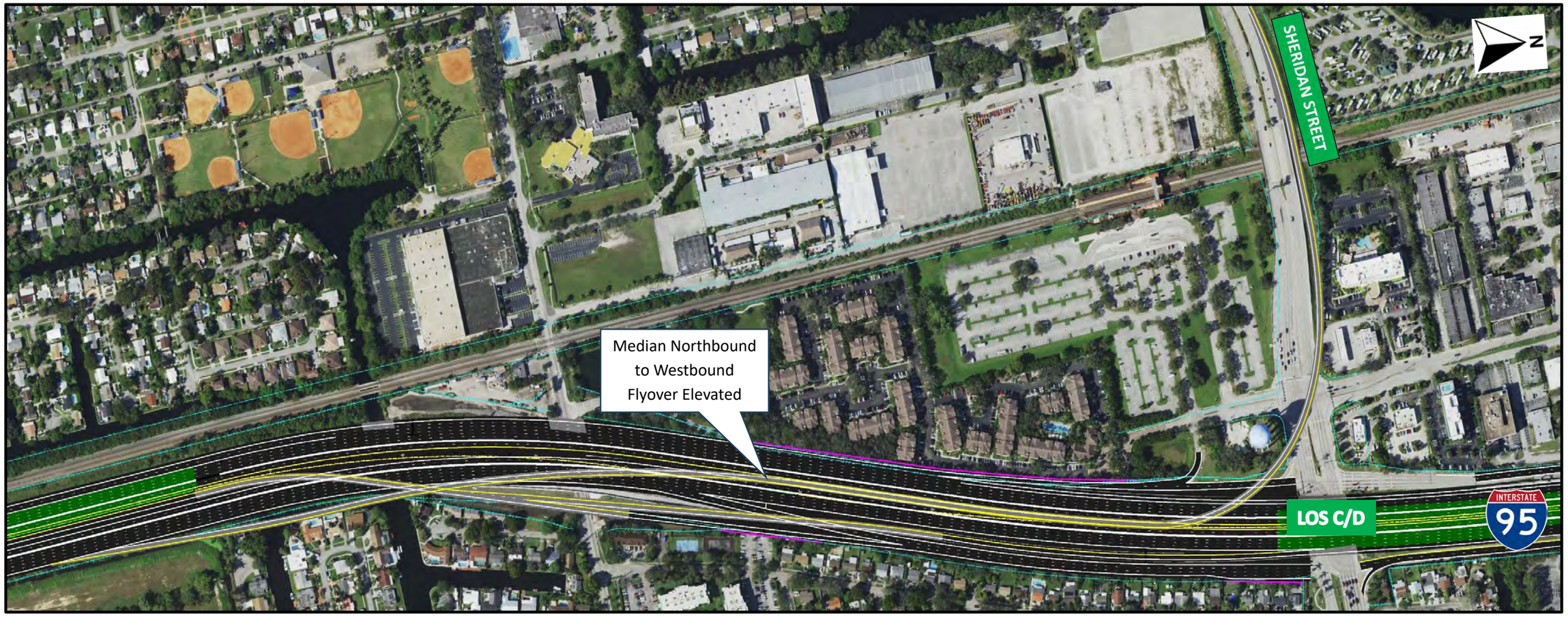


FIGURE 5-3(c): I-95 AT SHERIDAN STREET INTERCHANGE – ALTERNATIVE C: NORTHBOUND TO WESTBOUND FLYOVER (EAST ALIGNMENT)

I-95 at Stirling Road Interchange

Two (2) alternatives were evaluated for the interchange of I-95 at Stirling Road and are summarized as follows.

Alternative A: Diamond Interchange (Modify Existing) – This alternative consists of modifying the existing diamond interchange with additional turn lanes at the ramp terminal intersections. The proposed northbound off-ramp consists of triple left turns and dual right turns. The proposed southbound off-ramp consists of dual left turns and dual right turns. The proposed improvements are anticipated to produce LOS D in the AM and PM peak hours for the design year 2050. Modifying the existing diamond allows for improving the operations of the interchange while minimizing right-of-way acquisition. The modified diamond concept is shown in Figure 5-4(a).

Alternative B: Diverging Diamond Interchange (DDI) – This alternative consists of reconfiguring the existing diamond interchange to a Diverging Diamond Interchange (DDI). A DDI improves traffic flow and safety by temporarily shifting traffic to the left side of the road between freeway ramps, allowing for free-flowing, unhindered left turns onto the highway. This design significantly reduces conflict points compared to traditional intersections, enhancing safety while often serving higher traffic volumes at a lower cost. The proposed improvements are anticipated to produce LOS D in the AM and PM peak hours for the design year 2050. Implementing the DDI allows for improving the operations of the interchange while minimizing right-of-way acquisition and provides higher reserve capacity than modifying the existing diamond interchange as described for Alternative A. The DDI concept is shown in Figure 5-4(b).

FIGURE 5-4(a): I-95 AT STIRLING ROAD INTERCHANGE – ALTERNATIVE A: DIAMOND INTERCHANGE (MODIFY EXISTING)

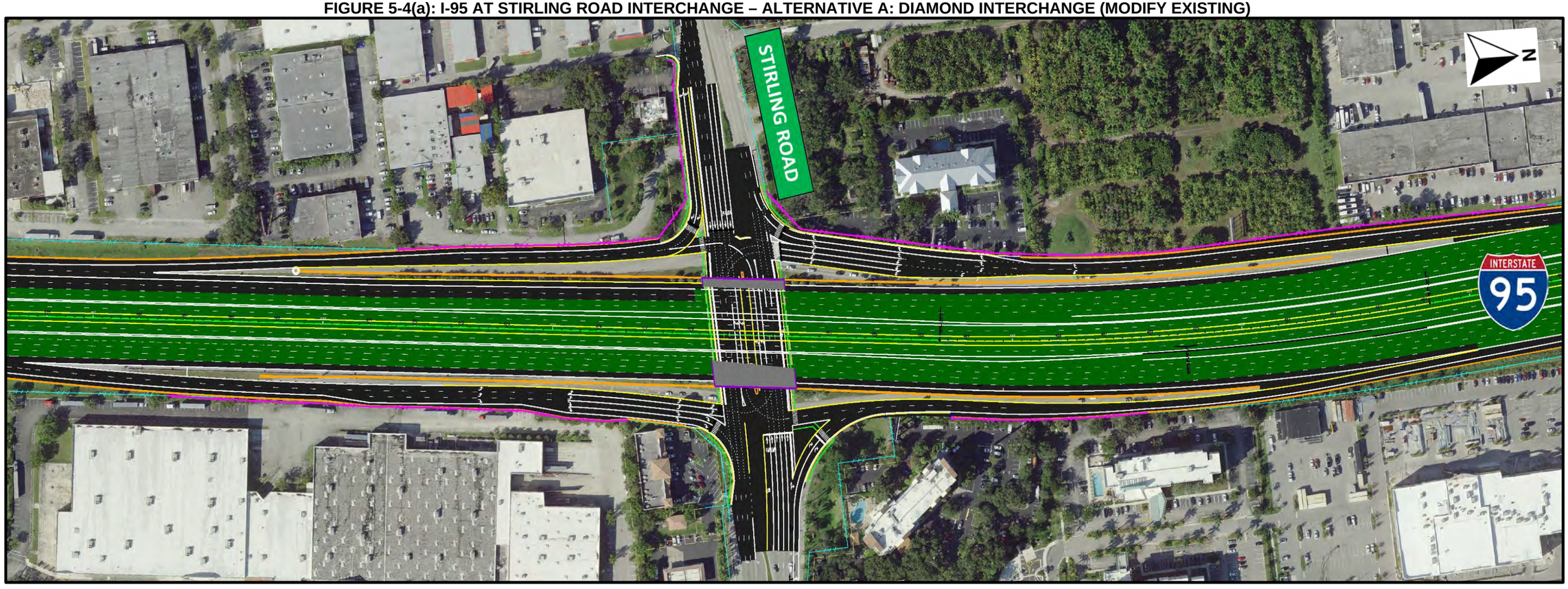


FIGURE 5-4(b): I-95 AT STIRLING ROAD INTERCHANGE – ALTERNATIVE A: DIVERGING DIAMOND INTERCHANGE (DDI)

I-95 at Griffin Road

Two (2) alternatives were evaluated for the interchange of I-95 at Griffin Road and are summarized as follows.

Alternative A: Diamond Interchange (Modify Existing) – This alternative consists of modifying the existing diamond interchange with additional turn lanes at the ramp terminal intersections. The proposed northbound off-ramp consists of triple left turns and dual right turns. The proposed southbound off-ramp consists of triple left turns and triple right turns. The proposed improvements are anticipated to produce LOS D in the AM and PM peak hours for the design year 2050. Modifying the existing diamond allows for improving the operations of the interchange while minimizing right-of-way acquisition. The modified diamond concept is shown in Figure 5-5(a).

Alternative B: Diverging Diamond (DDI) – This alternative consists of reconfiguring the existing diamond interchange to a DDI. The proposed improvements are anticipated to produce LOS D in the AM and PM peak hours for the design year 2050. Implementing the DDI allows for improving the operations of the interchange while minimizing right-of-way acquisition and provides higher reserve capacity than modifying the existing diamond interchange as described for Alternative A. However, due to safety concerns resulting from proximity of the railroad tracks on the west side of I-95 and adjacent intersection, this alternative was discarded from in depth evaluation. The DDI concept is shown in Figure 5-5(b).

FIGURE 5-5(a): I-95 AT GRIFFIN ROAD INTERCHANGE – ALTERNATIVE A: DIAMOND INTERCHANGE (MODIFY EXISTING)

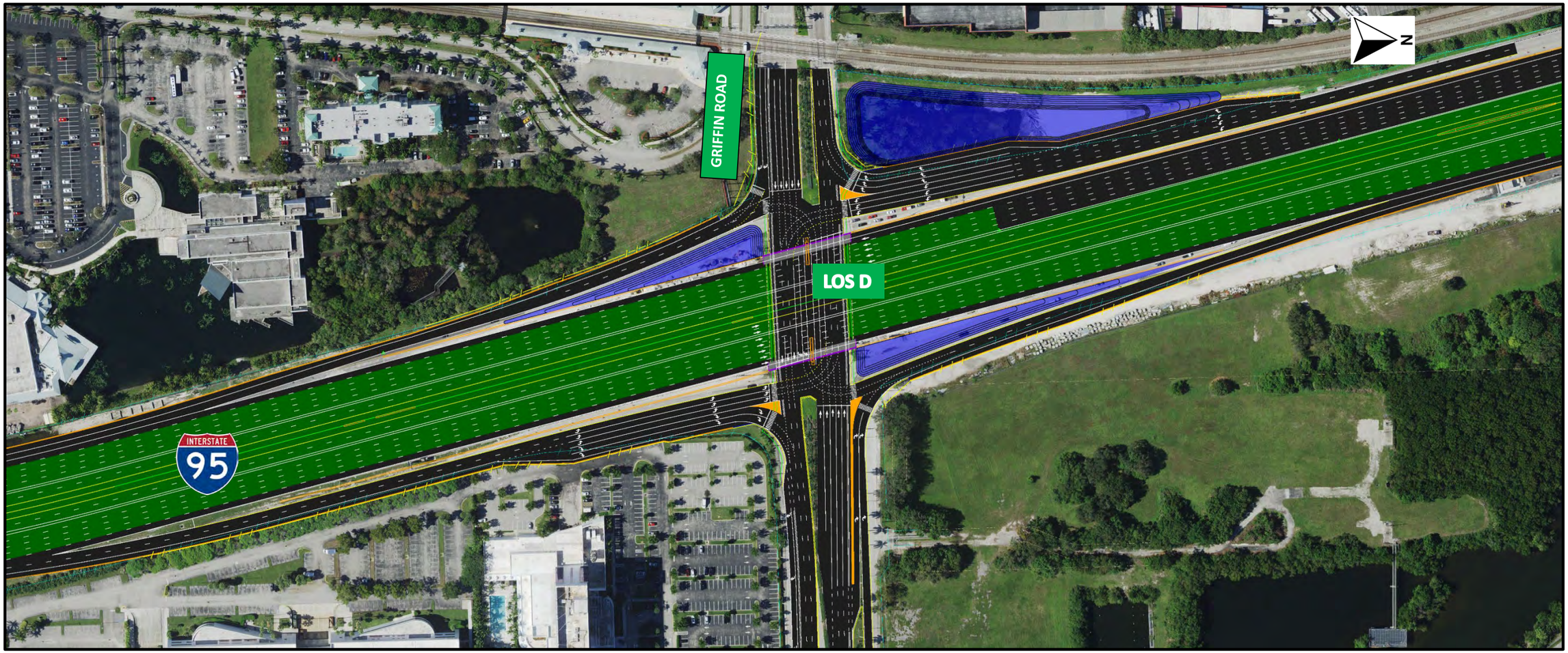


FIGURE 5-5(b): I-95 AT GRIFFIN ROAD INTERCHANGE – ALTERNATIVE B: DIVERGING DIAMOND INTERCHANGE (DDI)

Griffin Road at Old Griffin Road Intersection

Two (2) alternatives were evaluated for the intersection of Griffin Road at Old Griffin Road and are summarized as follows.

Alternative A: Free Flow Eastbound – This alternative consists of modifying the existing intersection at Griffin Road and Old Griffin Road by eliminating the signal for the east bound movement on Griffin Road. This allows for free-flow travel for eastbound traffic. The westbound signal will still remain and the westbound to southbound left turn will be made when there is a break in eastbound traffic. The proposed signalized intersection is anticipated to produce LOS D in the AM and PM peak hours for the design year 2050. On the south side of the intersection, vehicles looking to go westbound on Griffin Road will turn right and loop around under the Griffin Road Bridge. This loop provides an option to go westbound on Griffin Road or to get on a slip ramp to go northbound onto I-95. Right-of-way acquisition for the intersection improvements is not needed. However, a corner clip of right-of-way is needed for the northbound on-ramp to I-95. The Free-Flow Eastbound concept is shown in Figure 5-6(a).

Alternative B: Stop Controlled Eastbound – This alternative consists of maintaining signals for both the eastbound and westbound movements on Griffin Road at Old Griffin Road. The proposed signals are anticipated to produce LOS D in the AM and PM peak hours for the design year 2050. On the south side of the intersection, vehicles looking to go westbound on Griffin Road will turn right and loop around under the Griffin Road Bridge. This loop provides an option to go westbound on Griffin Road or to get on a slip ramp to go northbound onto I-95. Right-of-way acquisition for the intersection improvements is not needed. However, a corner clip of right-of-way is needed for the northbound on-ramp to I-95. The Stop Controlled Eastbound concept is shown in Figure 5-6(b).

FIGURE 5-6(a): GRIFFIN ROAD AT OLD GRIFFIN ROAD INTERSECTION – ALTERNATIVE A: FREE FLOW EASTBOUND

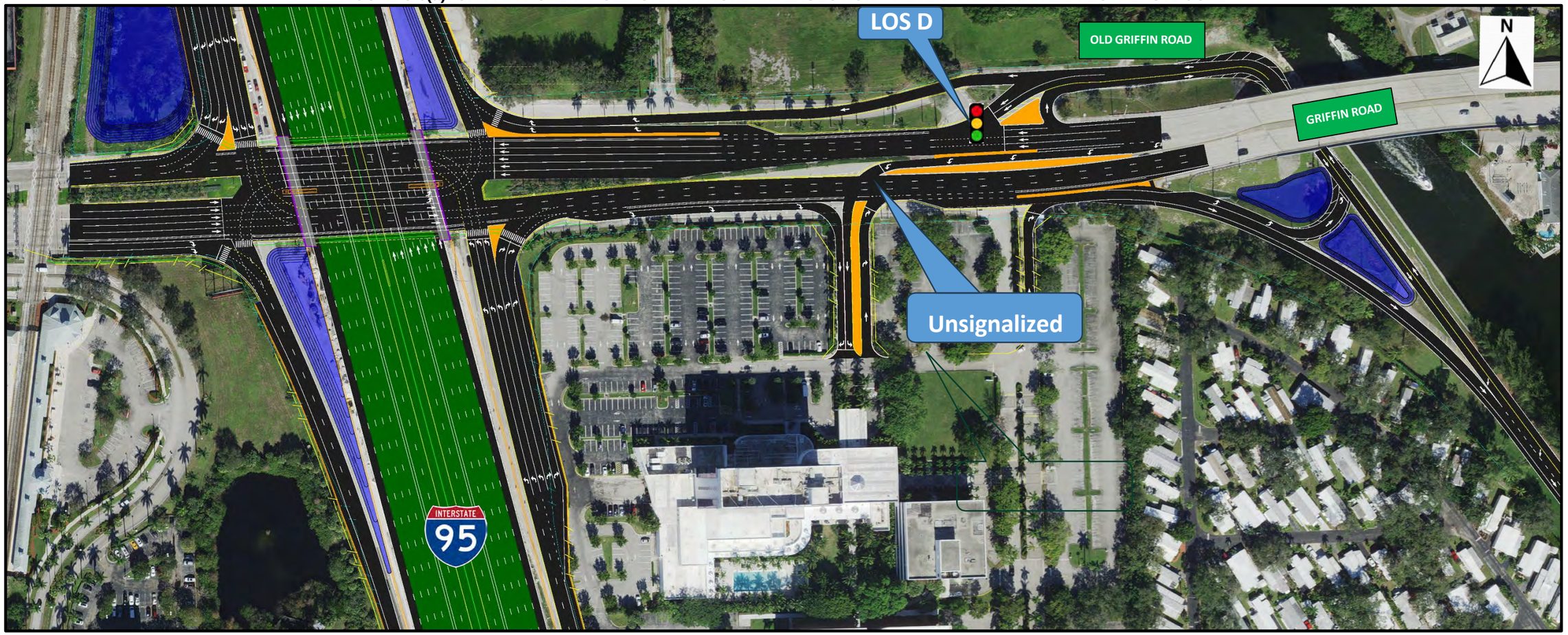


FIGURE 5-6(b): GRIFFIN ROAD AT OLD GRIFFIN ROAD INTERSECTION – ALTERNATIVE B: STOP CONTROLLED EASTBOUND

I-95 Mainline 'Build' Improvements

The mainline of I-95 is generally comprised of two express lanes, four to five general purpose lanes, and in some locations, up to two auxiliary lanes between interchanges in each direction. Although capacity improvements for the mainline are not the intent of the study, additional auxiliary lanes are proposed. In addition, elevated express lanes for exits and entrances were evaluated but were only found to be feasible at the following two locations based on geometric and operational constraints:

3) Southbound elevated express lane exit south of Pembroke Road
4) Northbound elevated express lane exit south of Sheridan Street

Figure 5-7 and Figure 5-8 depict the two elevated express lane exits southbound south of Pembroke Road and northbound south of Sheridan Street, respectively.

The proposed mainline improvements will require milling and overbuild in several areas to accommodate cross slope correction. Below is a summary of the various mainline improvements by segment.

I-95 between Ives Dairy Road to Hallandale Beach Boulevard (Section A) – Within this segment, there is no change in the typical section. The mainline will continue to operate with two express lanes and four general purpose lanes in each direction. The two (2) auxiliary lanes in the northbound direction and one in the southbound direction will also be maintained. No additional auxiliary lanes are proposed. Figure 5-9(a) depicts the mainline within this segment.

I-95 between Hallandale Beach Boulevard and Pembroke Road (Section B) – Within this segment, there is no proposed change in the lane configurations. However, the inside shoulder in the northbound direction is proposed to be widened from six-ft to 12-ft, which will shift the lanes by six-ft to the outside. To avoid increasing the mainline footprint, the additional six-ft outside widening is accounted for from the separation of the I-95 mainline and northbound on-ramp from Hallandale Beach Boulevard. Figure 5-9(b) depicts the proposed mainline within this segment.

I-95 between Pembroke Road and Hollywood Boulevard (Section C) – Within this segment, there is no change in the lane configurations. However, the existing 16-ft between the express lanes and general lanes which accounts for exiting the express lanes is proposed to be reduced to a three-ft separation with express lane marker. The remaining 13-ft gets accounted for in the inside shoulder. The express lane exit is proposed to be moved to the inside as a braid over I-95 further north. Figure 5-9(c) depicts the proposed mainline within this segment.

FIGURE 5-7: SOUTHBOUND ELEVATED EXPRESS LANE EXIT SOUTH OF PEMBROKE ROAD

FIGURE 5-8: NORTHBOUND ELEVATED EXPRESS LANE EXIT SOUTH OF SHERIDAN STREET

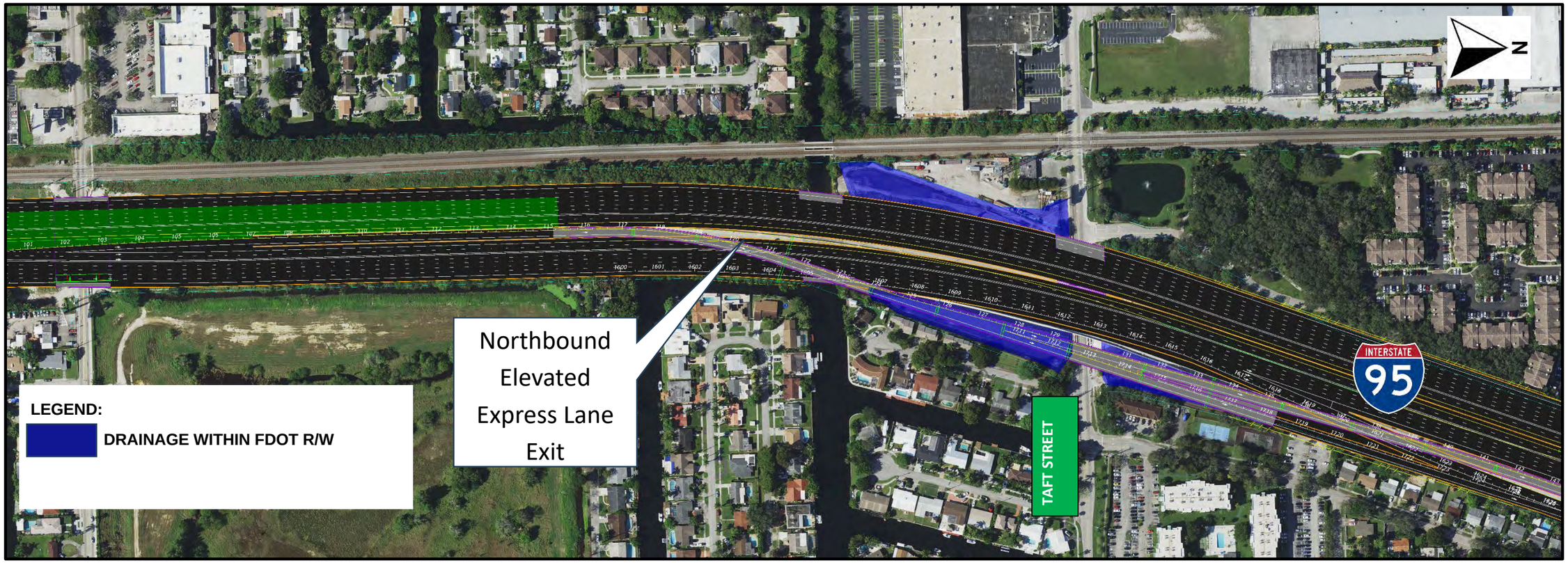


FIGURE 5-9(a): 'BUILD' ALTERNATIVE ROADWAY SECTION BETWEEN IVES DAIRY ROAD AND HALLANDALE BEACH BOULEVARD

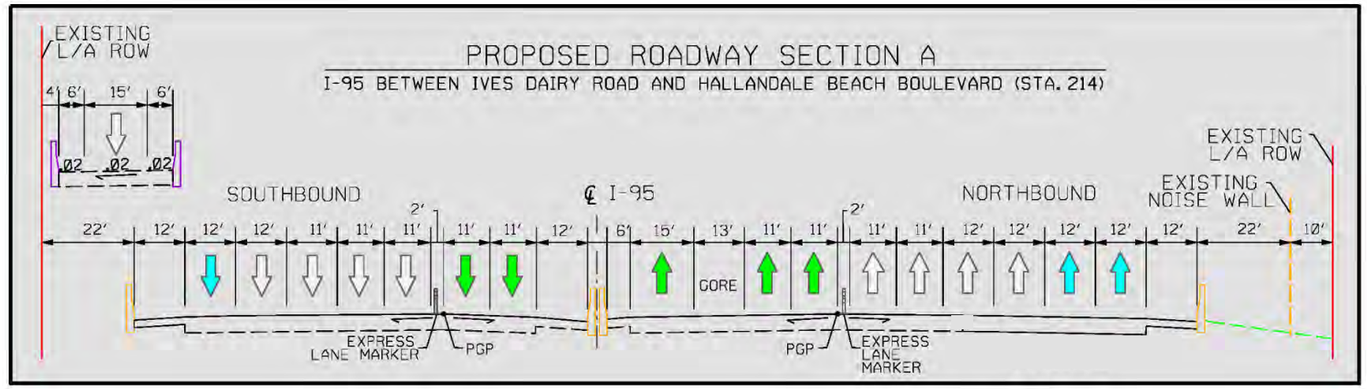


FIGURE 5-9(b): 'BUILD' ALTERNATIVE ROADWAY SECTION BETWEEN HALLANDALE BEACH BOULEVARD AND PEMBROKE ROAD

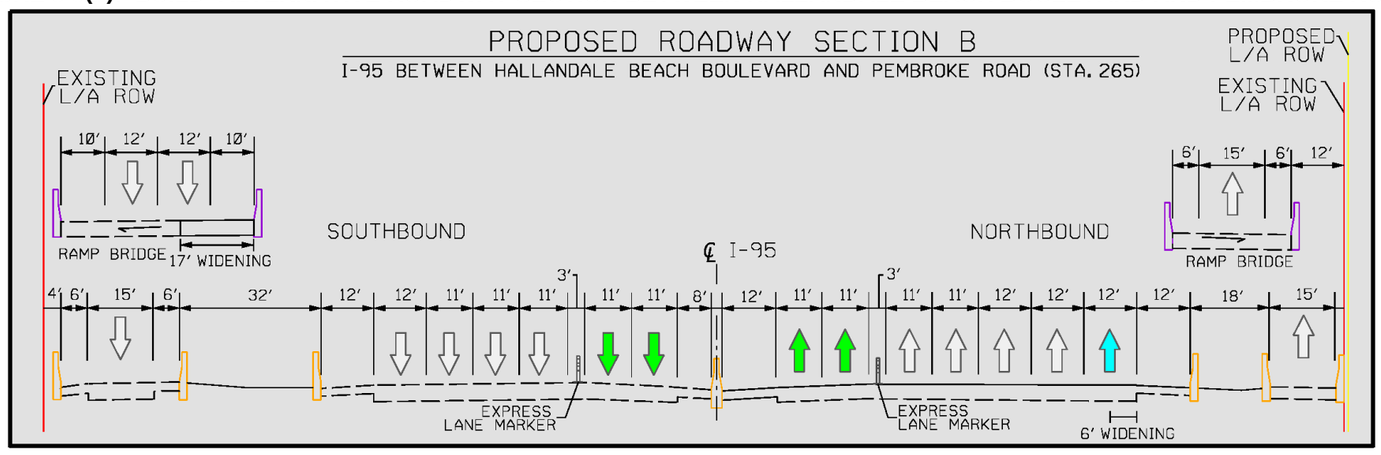
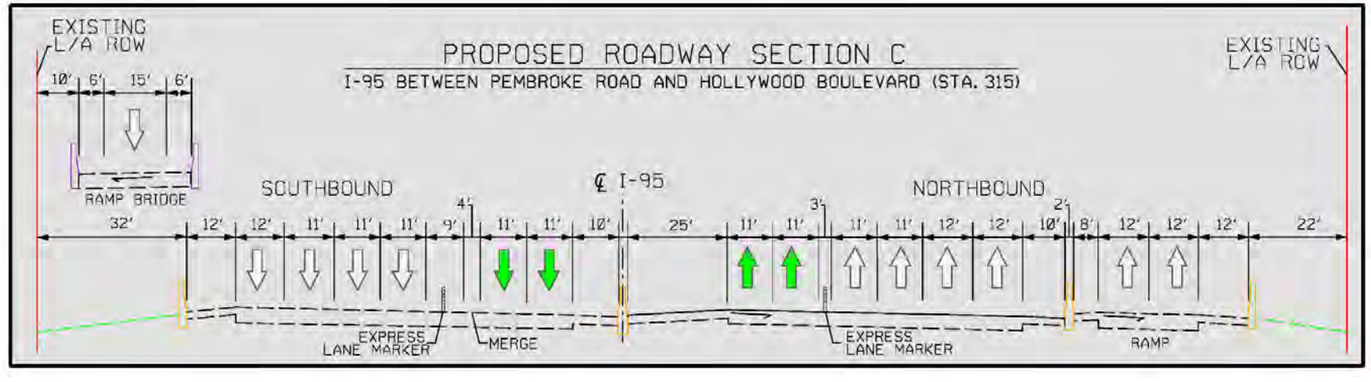


FIGURE 5-9(c): 'BUILD' ALTERNATIVE ROADWAY SECTION BETWEEN PEMBROKE ROAD AND HOLLYWOOD BOULEVARD



I-95 between Hollywood Boulevard and Sheridan Street (Section D) – To accommodate an elevated express lane exit ramp from the median, the mainline consisting of two express lanes, four general purpose lanes, and one auxiliary lane is proposed to be widened by 36-ft to the outside in the northbound direction. In the southbound direction, the mainline is proposed to be widened by 12-ft to accommodate an additional auxiliary lane for a total of two. The median modification does consists of a slight shift in the alignment to the east south of Sheridan Street. Figure 5-9(d) depicts the proposed mainline within this segment.

I-95 between Sheridan Street and Stirling Road (Section E) – Within this segment, the mainline consists of two express lanes, four general purpose lanes, and one auxiliary lane in each direction in the 'No-Build' condition. The proposed improvements consist of widening 12-ft to the outside in both directions to allow for an additional general-purpose lane in each direction. Figure 5-9(e) depicts the proposed mainline within this segment.

I-95 between Stirling Road and Griffin Road (Section F) – Within this segment, the mainline consists of two express lanes, four general purpose lanes, and one auxiliary lane in each direction in the 'No-Build' condition. The proposed improvements consist of widening 12-ft to the outside in both directions to allow for an additional general-purpose lane in each direction. Figure 5-9(f) depicts the proposed mainline within this segment.

I-95 between Griffin Road and I-595 (Section G) – Within this segment, the mainline consists of two express lanes, four general purpose lanes, and one auxiliary lane in each direction in the 'No-Build' condition. There is also one auxiliary lane in the northbound direction. The proposed improvements consist of widening 12-ft to the outside in the northbound direction to allow for an additional general-purpose lane. In the southbound direction, the express lane buffer is proposed to be reduced from four-ft to 1.4-ft and the four general purpose lanes are proposed to be reduced from 12-ft wide lanes to 11-ft wide each. This provides for total savings of 6.4-ft in pavement width. This additional width, along with 4.4-ft of pavement widening to the outside is proposed to accommodate an additional 11-ft wide general-purpose lane in the southbound direction. This does require resetting the barrier in the southbound direction between the outside shoulder of the I-95 mainline and the inside shoulder of the adjacent I-95 southbound on-ramp. The inside shoulder of the ramp is also being reduced from 10.4-ft to six-ft. In the northbound direction, 12-ft widening to the outside is proposed to include an additional general-purpose lane. Figure 5-9(g) depicts the proposed mainline within this segment.

FIGURE 5-9(d): 'BUILD' ALTERNATIVE ROADWAY SECTION BETWEEN HOLLYWOOD BOULEVARD AND SHERIDAN STREET

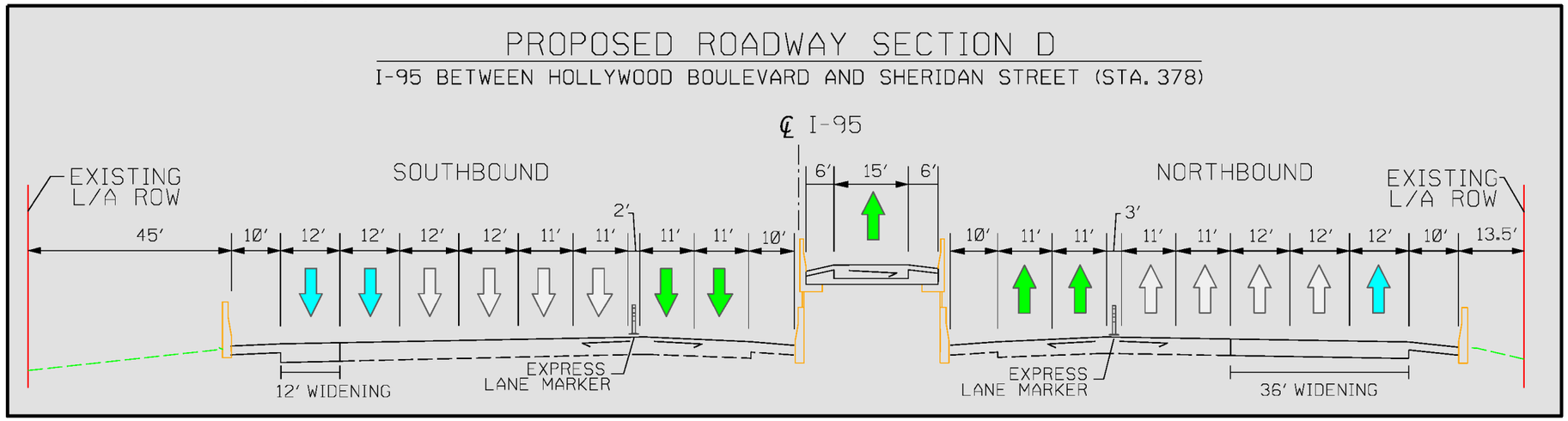


FIGURE 5-9(e): 'BUILD' ALTERNATIVE ROADWAY SECTION BETWEEN SHERIDAN STREET AND STIRLING ROAD

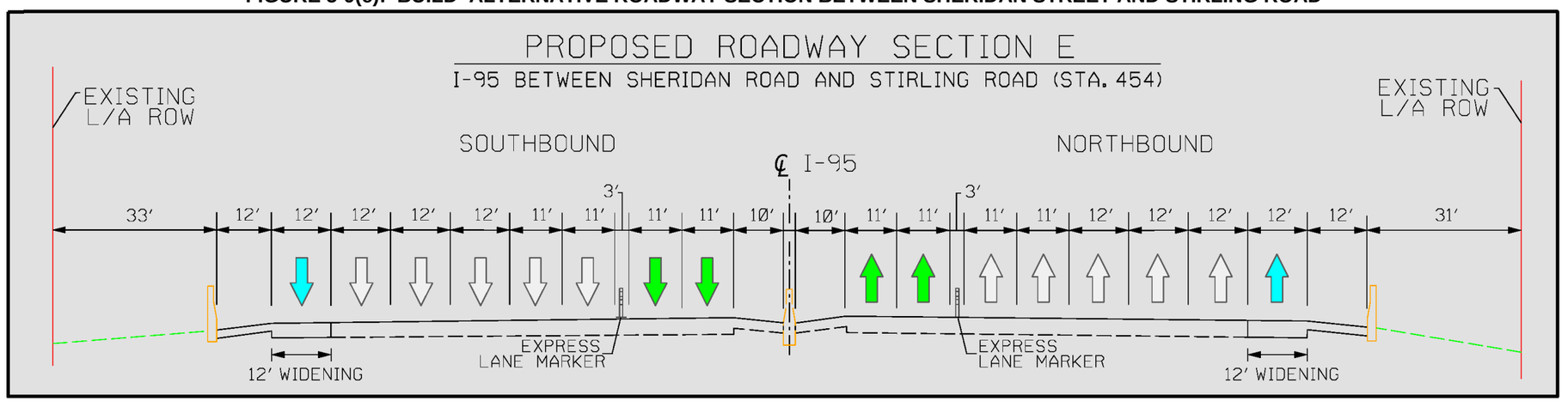


FIGURE 5-9(f): 'BUILD' ALTERNATIVE ROADWAY SECTION BETWEEN STIRLING ROAD AND GRIFFIN ROAD

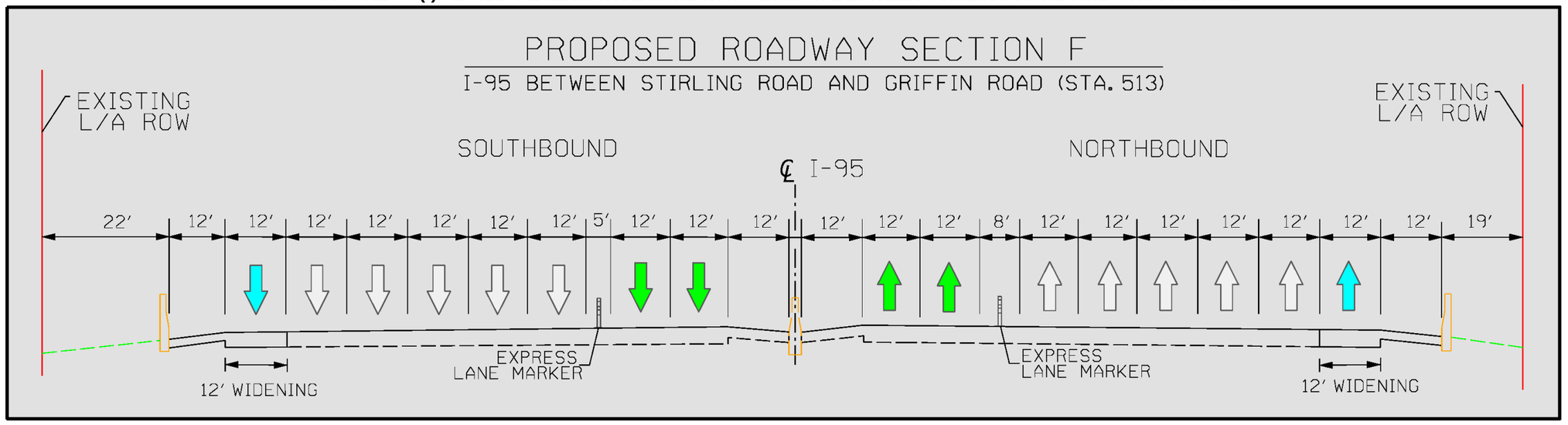


FIGURE 5-9(g): 'BUILD' ALTERNATIVE ROADWAY SECTION BETWEEN GRIFFIN ROAD AND I-595

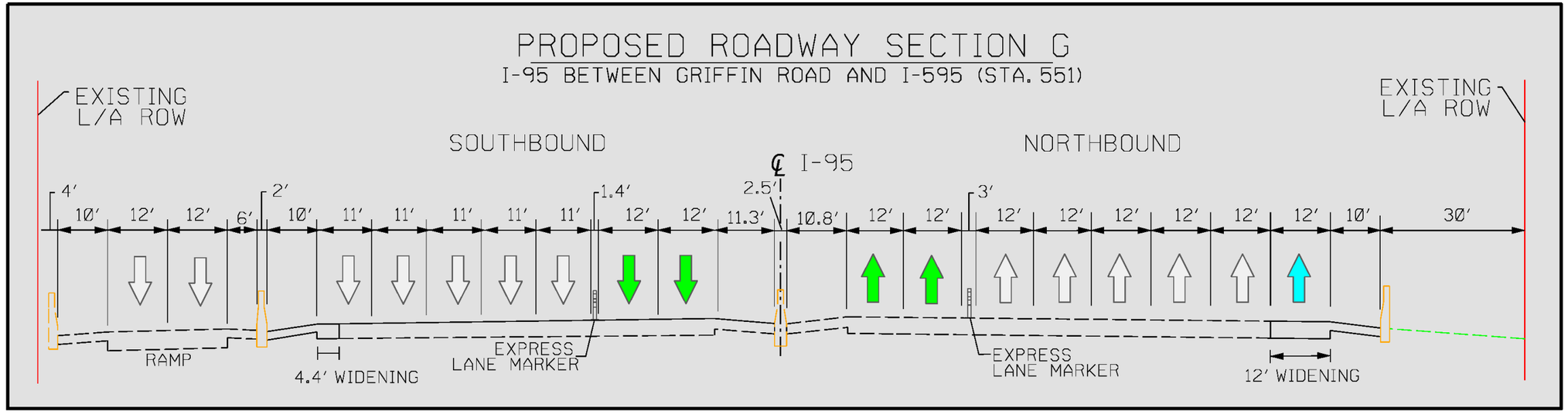


TABLE 5-13: EVALUATION MATRIX

	Evaluation Criteria	Alternatives: I 95 Mainline and Interchanges						
				One of each Alternative below to be combined with I 95 Mainline 'Build Alternative				
		No Build Alternative	I 95 Mainline 'Build Alternative	Alternative A: Sheridan Street Diamond Interchange (Modify Existing)	Alternative B: Sheridan Street NB to WB Flyover	Alternative A: Stirling Road - Diamond Interchange (Modify Existing)	Alternative B: Stirling Road Diverging Diamond Interchange (DDI)	Alternative: Griffin Road - Diamond Interchange (Modify Existing
R/W IMPACTS	Residential Impacts							
	Number of Parcels Potentially Impacted	0	8	0	7	0	0	0
	Number of Residences Relocated	0	3	0	1	0	0	0
	Business Impacts							
	Number of Parcels Potentially Impacted	0	0	0	2	5	3	4
	Number of Businesses Relocated	0	0	0	0	1	0	0
	Unimproved Properties Impacted	0	0	0	0	0	0	1
ENVIRONMENTAL	Section 4(f) / Public Lands							
	Number of Sites Potentially Impacted	N/A	2	0	1	0	0	0
	Historic/Archeological							
	Number of NRHP-eligible Historic Sites Potentially Impacted	0	0	0	1 NRHP-eligible resource - no adverse effects expected	0	0	0
	Number of Archeological Sites Potentially Impacted	0	3 Sites - None NRHP-listed, no adverse effects expected	0	0	1 Site - not NRHP-listed, no adverse effects expected	0	1 Site - not NRHP-listed, no adverse effects expected
	Wetlands and Surface Waters (acres impacted)	0	3.25	0	0	0	0	0.55
	Aquatic Preserves / Outstanding Florida Waters	No involvement	No involvement	No involvement	No involvement	No involvement	No involvement	No involvement
	Wild and Scenic Rivers (Impacted)	No involvement	No involvement	No involvement	No involvement	No involvement	No involvement	No involvement
	Floodplains Encroachment	N/A	Yes, with compensation	Yes, with compensation	Yes, with compensation	Yes, with compensation	Yes, with compensation	Yes, with compensation
	Threatened and Endangered Species	None	Low	Low	Low	Low	Low	Low
	Water Quality	No change	Standards Met	Standards Met	Standards Met	Standards Met	Standards Met	Standards Met
	Farmlands (acres impacted, no ponds)	0	0	0	0	0	0	0
	Noise Impacts	No change	Yes	Yes	Yes	No	No	No
	Potential Contamination Sites							
	Number of High Risk Contamination Sites	0	2	0	1	0	0	1
	Number of Medium Risk Contamination Sites	0	8	1	2	1	1	1
ENGINEERING & SAFETY	Utilities							
	Utilities Poles Impacted (distribution, transmission)	0	Yes	Yes	Yes	Yes	Yes	Yes
	Traffic Operations	Low/Low	Medium	Low	Medium	Medium	Medium	Medium
	Access	No change	No change	No change	No change	No change	No change	No change
	Vehicle Safety	Low	Medium	Medium	Medium	Medium	Medium	Medium
	Bike/Ped. Safety	Medium	N/A	Medium	Medium	Medium	Low	Medium
	Constructability (high, moderate, low)	N/A	Medium	High	Low	High	Medium	High
COST	Costs*							
	Construction	$0	$383,399,800	$24,944,400	$94,638,100	$21,705,900	$23,091,400	$11,809,900
	Design Cost	$0	$49,841,974	$3,242,772	$12,302,953	$2,821,767	$3,001,882	$1,535,287
	Right-of-Way Acquisition*	$0	$2,385,750	$0	$7,392,050	$2,194,220	$1,387,850	$2,014,190
	Construction Engineering and Inspection (CEI)	$0	$40,256,979	$2,619,162	$9,937,001	$2,279,120	$2,424,597	$1,240,040
	Total Project Costs	$0	$475,884,503	$30,806,334	$124,270,104	$29,001,007	$29,905,729	$16,599,417

Note: Griffin Road cost estimate includes cost for improvements at Old Griffin Road intersection.
*Right-of-way cost shown is associated to roadway improvements only and does not include right-of-way acquisition costs for offsite drainage ponds.

5.6 Selection of the Preferred Alternative

The evaluation of transportation projects to identify the most desirable alternative typically considers a broad range of evaluation criteria that address the concerns of key stakeholders and meet the project's purpose and need. In this study, both the 'No-Build' and 'Build' alternatives were assessed using a set of selected variables and parameters that were analyzed for inclusion in the evaluation matrix.

The evaluation methodology employed combines comparative analyses to ensure a comprehensive assessment and to support the recommendation of a preferred alternative. The results of the evaluation are summarized in the evaluation matrix previously shown in Table 5-13.

Based on review of the evaluation matrix, the following components are recommended as the preferred alternative:

- **I-95 'Build' Mainline** - Improvements consisting of added auxiliary lanes and braided express lanes at two locations (northbound just south of Sheridan Street and southbound just south of Pembroke Road). This alternative was selected over the 'No-Build' alternative as it meets the purpose and need of the study, improving mainline operations and enhancing safety.

- **I-95 at Sheridan Street:** Alternative A - Diamond Interchange (modify existing) was selected over Alternative B: Northbound to Westbound Flyover as Alternative B was discarded due to substantial right-of-way acquisition needed, constructability issues, and high cost of construction. Alternative A achieves overall LOS E in design year 2050 for the interchange. However, this is only for a few hours of the day during the peak hours. The rest of the time, the interchange will operate at LOS D or better during the design year 2050.

- **I-95 at Stirling Road:** Alternative B – Diverging Diamond Interchange (DDI) was selected over Alternative A: Diamond Interchange Improvements (modify existing) because although both alternatives provide overall LOS D for the interchange in design year 2050, it provides higher reserve capacity while impacts are both similar.

- **I-95 at Griffin Road Interchange:** Alternative A – Diamond Interchange (modify existing) was selected over Alternative B: Diverging Diamond Interchange (DDI). Although both alternatives result in overall LOS D in the design year 2050 with similar impacts, the DDI was discarded due to safety concerns resulting from the proximity of the FECR tracks and adjacent intersection on the west side.

- **Griffin Road at Old Griffin Road Intersection** – Alternative B: Stop Controlled Eastbound was selected over Alternative A: Free Flow Eastbound as the City of Dania Beach did not support removing the signal for the eastbound direction. The City supports maintaining the existing signal as they feel it is safer for vehicles entering and exiting from the property on the south side which provides access to Le Méridien Dania Beach and Design Center of the Americas (DCOTA).

APPENDIX J

CONCEPT PLANS

CROWS SCHOOL OF SOCCER

BEGIN STUDY LIMITS
STATION 206+47

MIAMI-DADE COUNTY

BROWARD COUNTY

E LAKE SHORE DR

MARINE DR

1"=100'

SFRC/CSX

99 200 201 202 203 204 205 206 207 208 209 210 211 212 213 2

INTERSTATE 95

SW 11TH AVE

LEGEND

- PROPOSED POND (WITHIN FDOT R/W)
- POTENTIAL OFFSITE POND (NEW R/W)
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY BRIDGE IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#436903-1-22-01 AND PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C PROJECT FPID#409354-2-52-01
- PROPOSED FDOT D6 PD&E STUDY IMPROVEMENTS FPID#414964-1-22-01
- EXISTING R/W
- PROPOSED R/W

R/W = RIGHT OF WAY

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 1

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD05.dgn : CL - PLAN 1 [SHEET]
alafortune 3/4/2026 1:53:39 PM

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

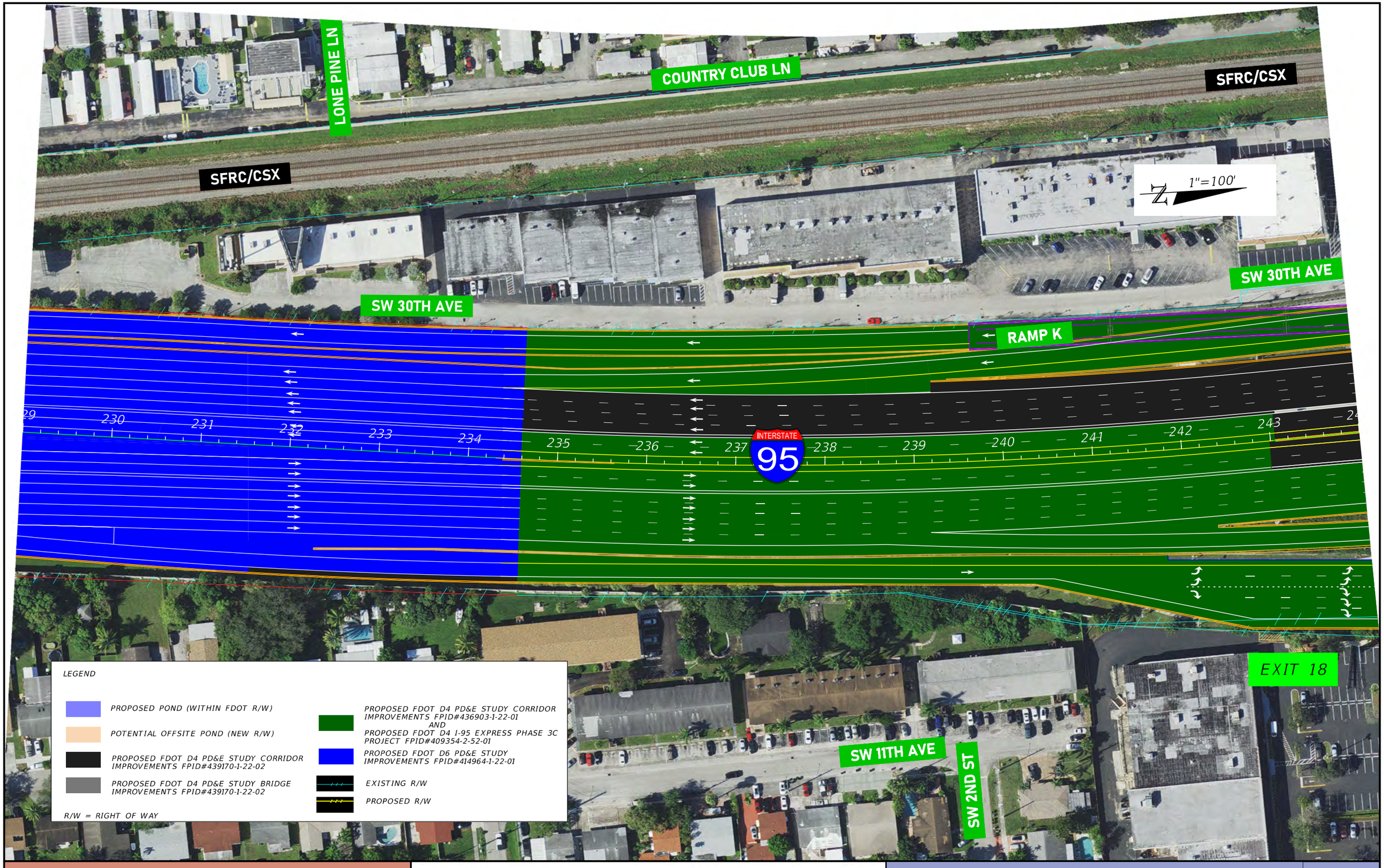
I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 2

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD05.dgn : CL - PLAN 2 [SHEET]
alafortune 3/4/2026 1:53:54 PM



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

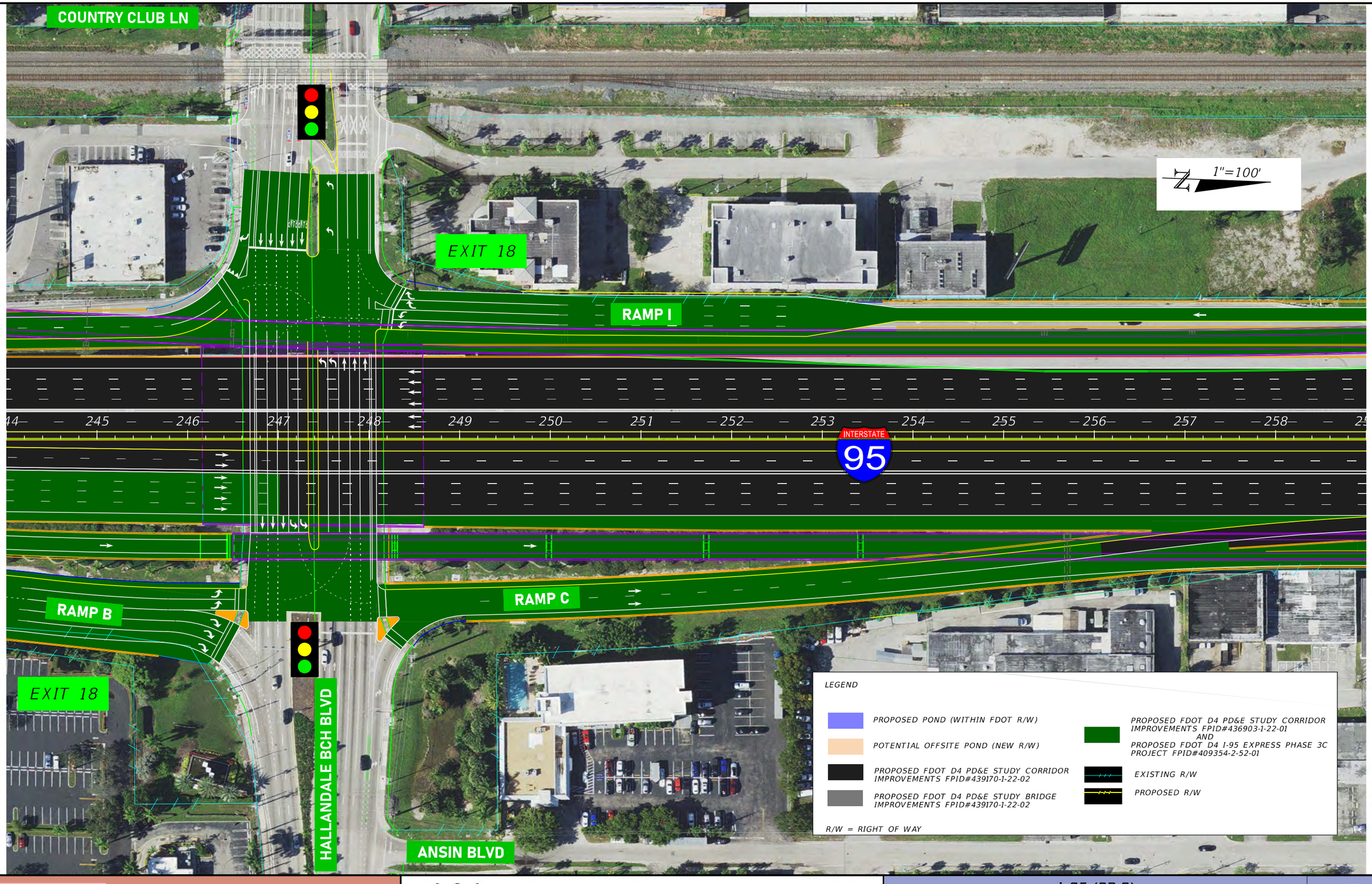
I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 3

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD05.dgn : CL - PLAN 3 [SHEET]
alafortune 3/4/2026 1:54:10 PM



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 4

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD05.dgn : CL - PLAN 4 [SHEET]
alafortune 3/4/2026 1:54:25 PM

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

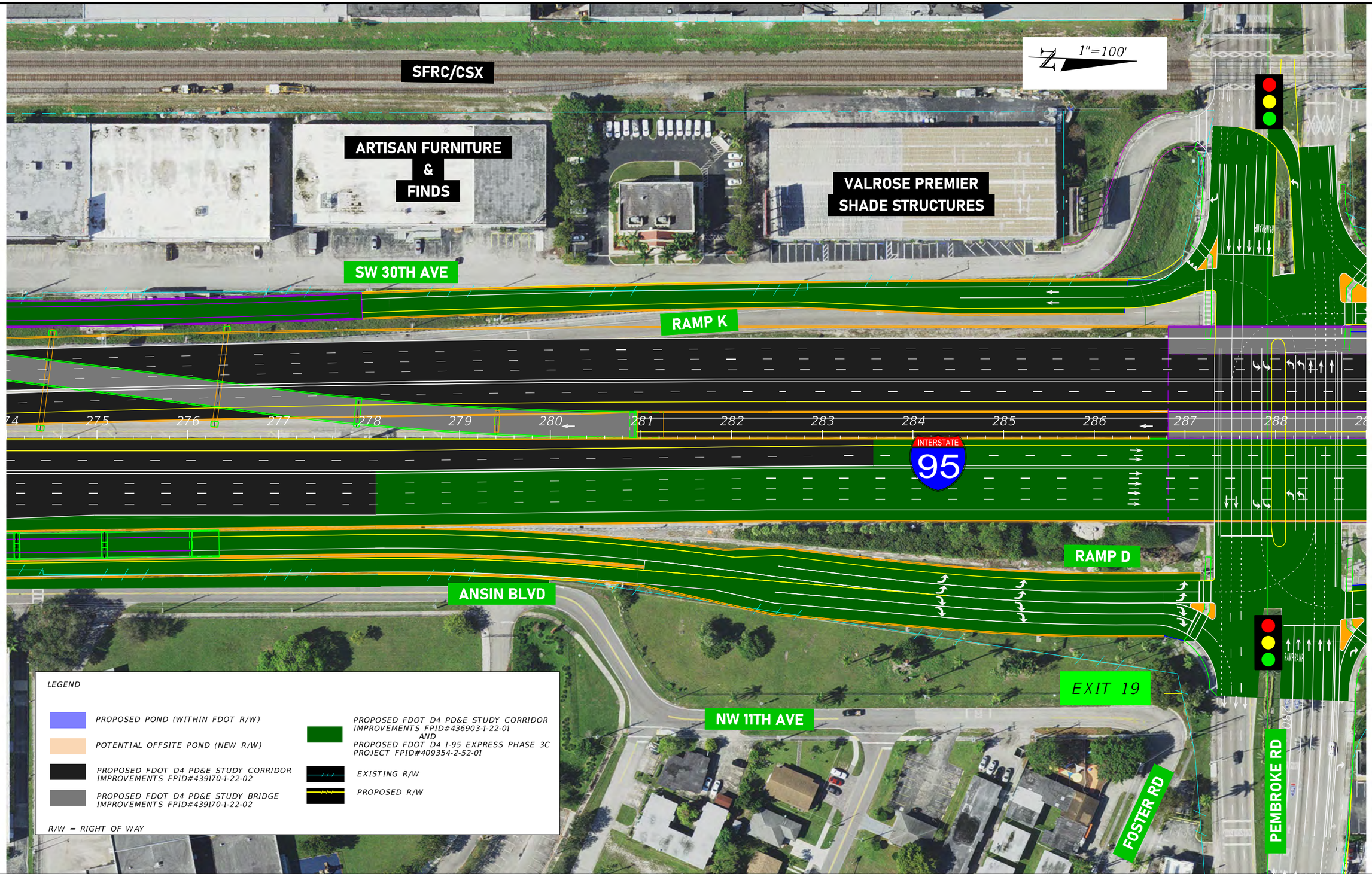
I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 5

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD05.dgn : CL - PLAN 5 [SHEET]
alafortune 3/4/2026 1:54:40 PM



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

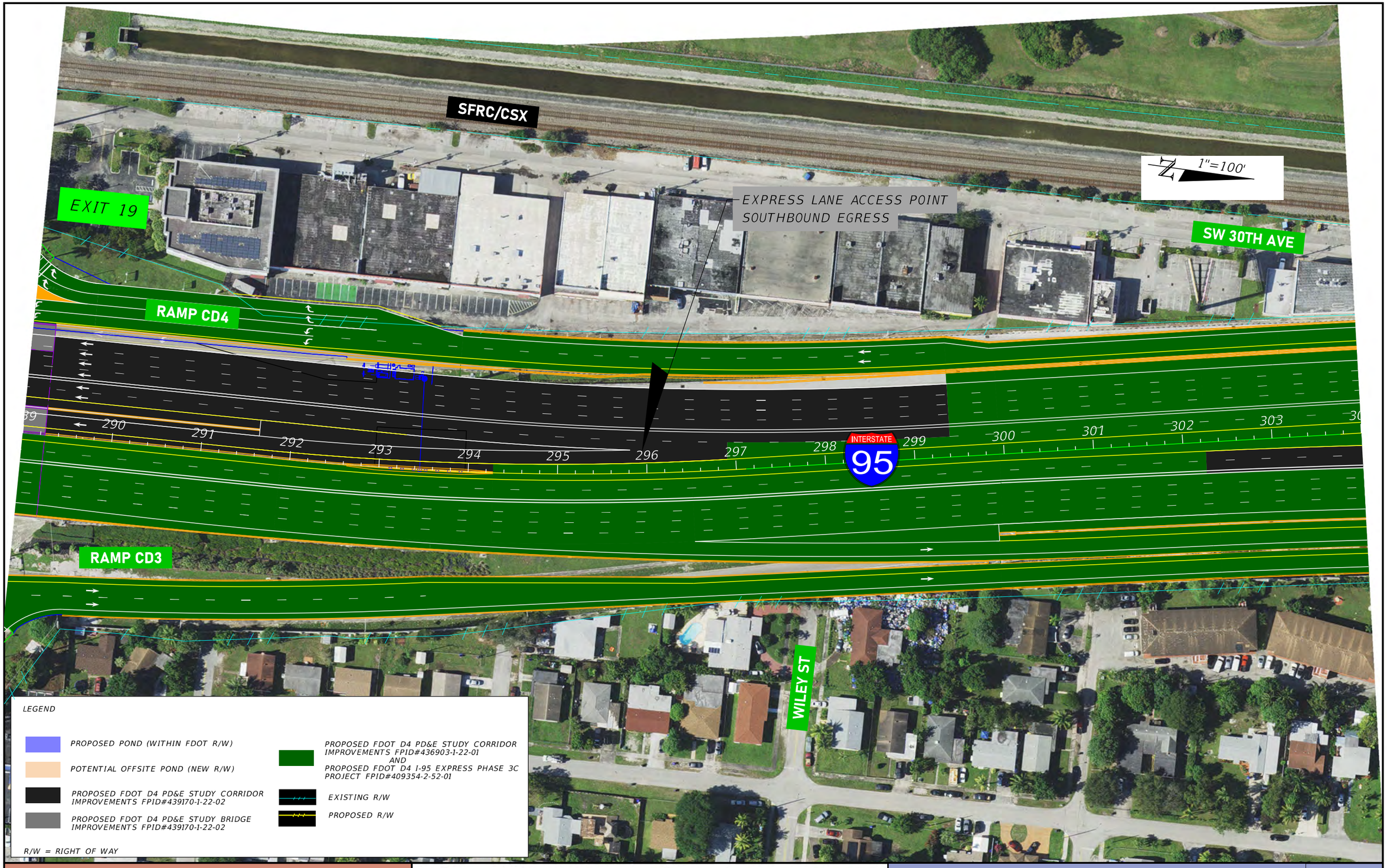
I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 6

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD05.dgn : CL - PLAN 6 [SHEET]
alafortune 3/4/2026 1:54:55 PM



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 7

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD05.dgn : CL - PLAN 7 [SHEET]
alafortune 3/4/2026 1:55:09 PM

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 8

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD06.dgn : CL - PLAN 1 [SHEET]
alafortune 3/4/2026 1:55:29 PM

ORANGEBROOK GOLF & COUNTRY CLUB

SFRC/CSX

1"=100'

319 320 321 322 323 324 325 326 327 328 329 330 331 332 333

INTERSTATE 95

S 29TH TERR

MONROE ST

S 29TH CT

LEGEND

- PROPOSED POND (WITHIN FDOT R/W)
- POTENTIAL OFFSITE POND (NEW R/W)
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#439170-1-22-01
- PROPOSED FDOT D4 PD&E STUDY BRIDGE IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#436903-1-22-01 AND PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C PROJECT FPID#409354-2-52-01
- PROPOSED FDOT D6 PD&E STUDY IMPROVEMENTS FPID#414964-1-22-01
- EXISTING R/W
- PROPOSED R/W

R/W = RIGHT OF WAY

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

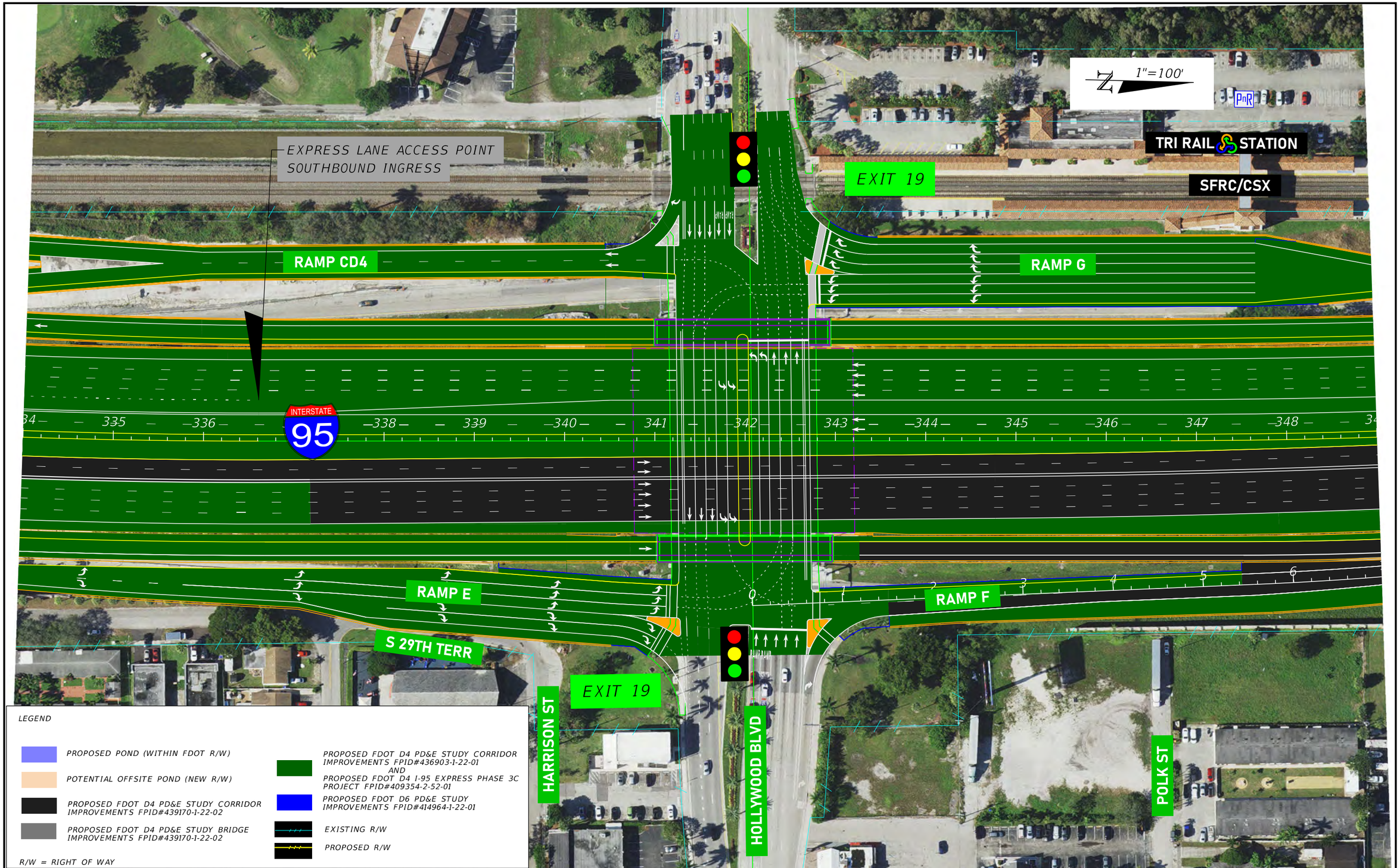
I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 9

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD06.dgn : CL - PLAN 2 [SHEET]
alafortune 3/4/2026 1:55:44 PM



LEGEND

- PROPOSED POND (WITHIN FDOT R/W)
- POTENTIAL OFFSITE POND (NEW R/W)
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY BRIDGE IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#436903-1-22-01 AND PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C PROJECT FPID#409354-2-52-01
- PROPOSED FDOT D6 PD&E STUDY IMPROVEMENTS FPID#414964-1-22-01
- EXISTING R/W
- PROPOSED R/W

R/W = RIGHT OF WAY

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 10

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD06.dgn : CL - PLAN 3 [SHEET]
alafortune 3/4/2026 1:55:59 PM

1"=100'

INTERSTATE 95

TAYLOR ST

FILMORE ST

PIERCE ST

LEGEND

- PROPOSED POND (WITHIN FDOT R/W)
- POTENTIAL OFFSITE POND (NEW R/W)
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY BRIDGE IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#436903-1-22-01 AND PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C PROJECT FPID#409354-2-52-01
- PROPOSED FDOT D6 PD&E STUDY IMPROVEMENTS FPID#414964-1-22-01
- EXISTING R/W
- PROPOSED R/W

R/W = RIGHT OF WAY

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9)
CONCEPT PLANS
PREFERRED ALTERNATIVE

SHEET NO. 11

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD06.dgn : CL - PLAN 4 [SHEET]
alafortune 3/4/2026 1:56:14 PM

KNIGHTS RD

JOHNSON ST

GRANT ST

HAYES ST

1"=100'

EXPRESS LANE ACCESS POINT
NOTHBOUND EGRESS

SFRC/CSX

INTERSTATE 95

LEGEND

- PROPOSED POND (WITHIN FDOT R/W)
- POTENTIAL OFFSITE POND (NEW R/W)
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY BRIDGE IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#436903-1-22-01 AND PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C PROJECT FPID#409354-2-52-01
- PROPOSED FDOT D6 PD&E STUDY IMPROVEMENTS FPID#414964-1-22-01
- EXISTING R/W
- PROPOSED R/W

R/W = RIGHT OF WAY

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 12

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD06.dgn : CL - PLAN 5 [SHEET]
alafortune 3/4/2026 1:56:29 PM

GARFIELD ST

ARTHUR ST

N 30TH CT

HOLLYWOOD CANAL

SWALE 9-1

1"=100'

SFRC/CSX

INTERSTATE 95

N 29TH CT

CLEVELAND ST

MCKINLEY ST

HOLLYWOOD CANAL

N 29TH CT

SWALE 9-2

LEGEND

- PROPOSED POND (WITHIN FDOT R/W)
- POTENTIAL OFFSITE POND (NEW R/W)
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY BRIDGE IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#436903-1-22-01 AND PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C PROJECT FPID#409354-2-52-01
- PROPOSED FDOT D6 PD&E STUDY IMPROVEMENTS FPID#414964-1-22-01
- EXISTING R/W
- PROPOSED R/W

R/W = RIGHT OF WAY

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

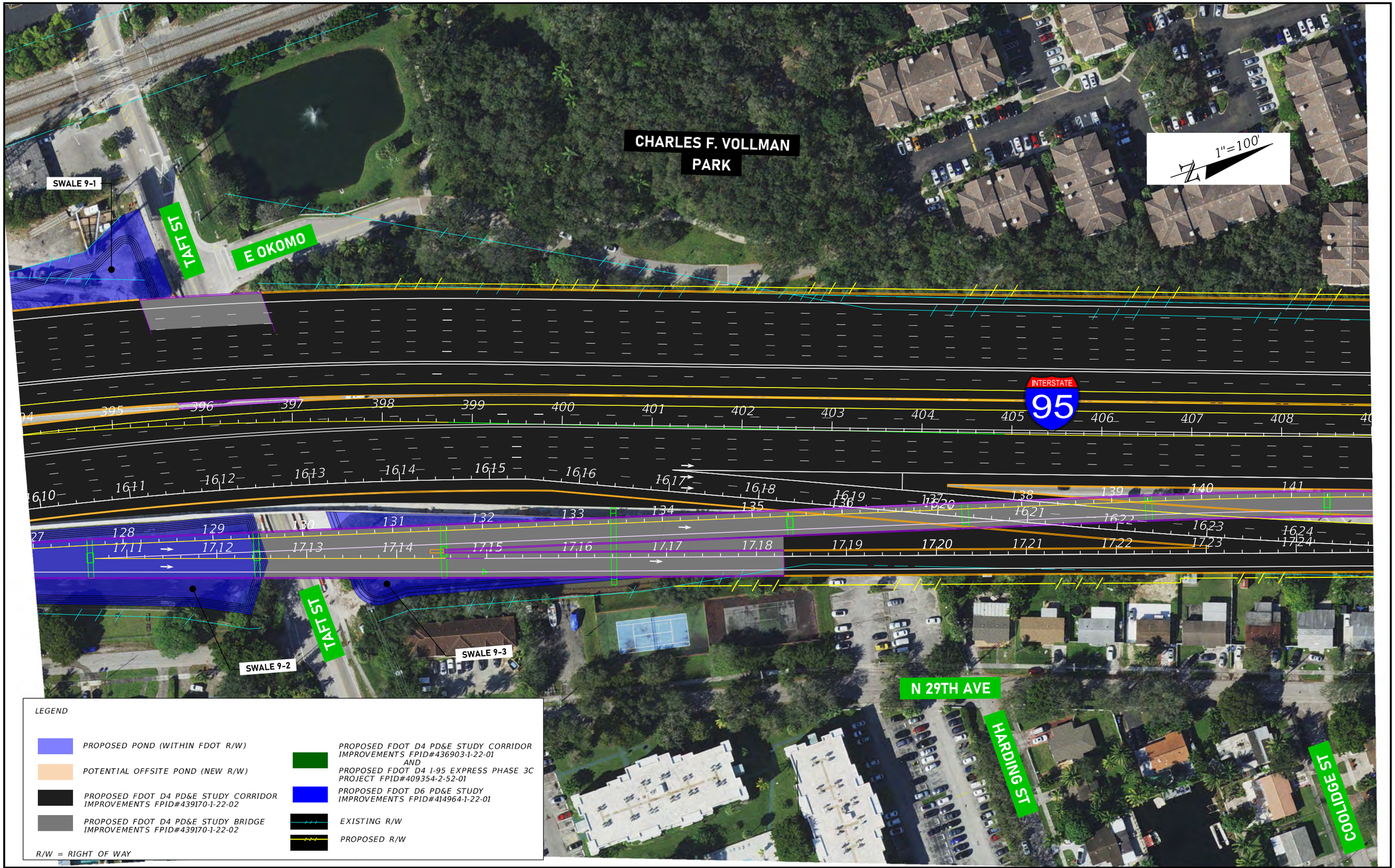
I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 13

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD07.dgn : CL - PLAN 1 [SHEET]
alafortune 3/4/2026 1:56:48 PM



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 14

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD07.dgn : CL - PLAN 2 [SHEET]
alafortune 3/4/2026 1:57:03 PM

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

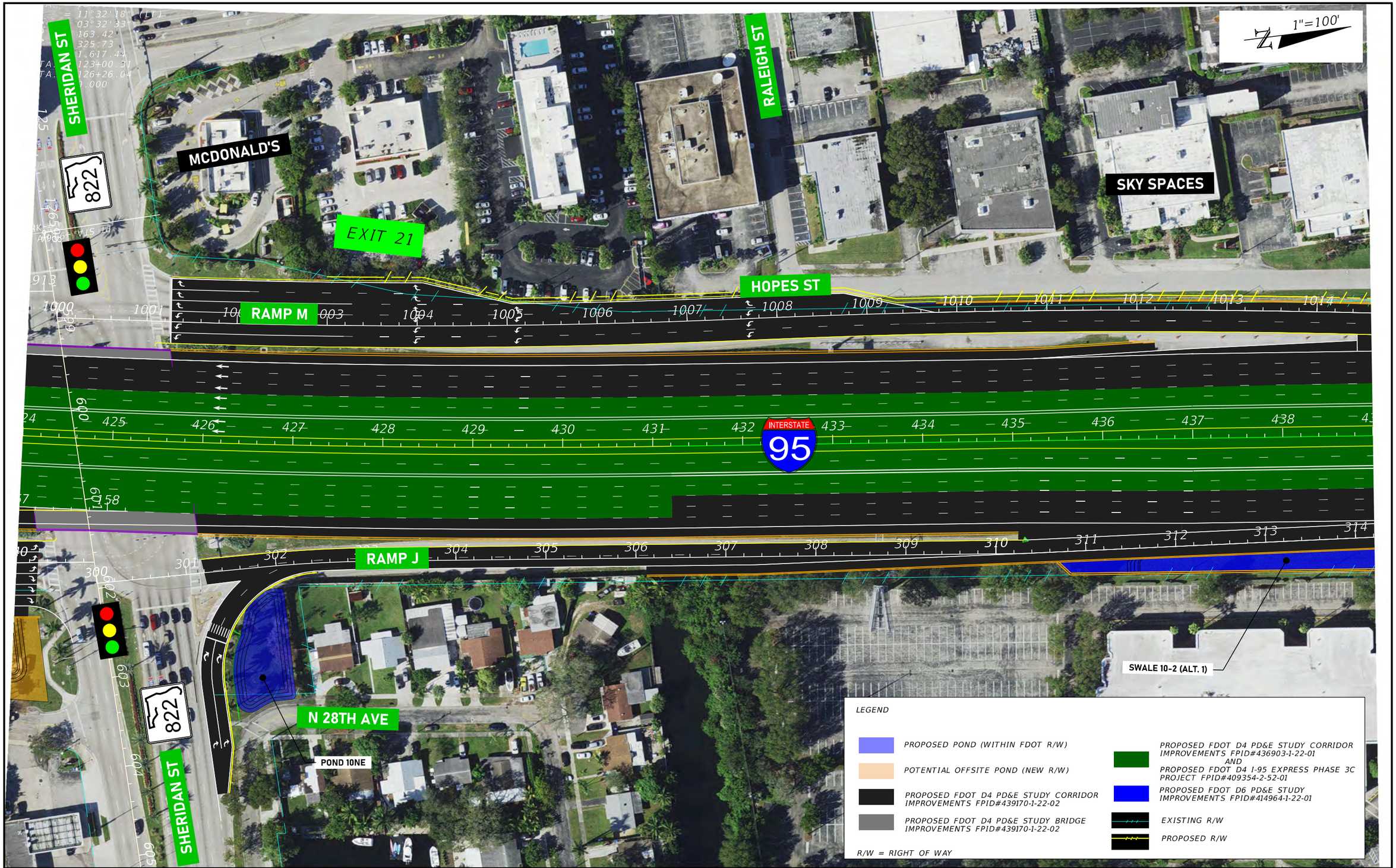
I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 15

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD07.dgn : CL - PLAN 3 [SHEET]
alafortune 3/4/2026 1:57:19 PM



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 16

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD07.dgn : CL - PLAN 4 [SHEET]
alafortune 3/4/2026 1:57:35 PM

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 17

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD07.dgn : CL - PLAN 5 [SHEET]
alafortune 3/4/2026 1:57:51 PM

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 18

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD07.dgn : CL - PLAN 6 [SHEET]
alafortune 3/4/2026 1:58:07 PM

POND 12 SW

LAS VEGAS CUBAN CUISINE

FOUR POINTS BY SHERATON FORT LAUDERDALE

SWALE 11NW

N 28 TERRACE

EXIT 22

1"=100'

RAMP L

RAMP P

RAMP N

EXIT 22

RAMP O

SWALE 11 NE

STIRLING RD

848

TOUCHFREE CAR WASH

POND 12 SE

INTERSTATE 95

LEGEND

- PROPOSED POND (WITHIN FDOT R/W)
- POTENTIAL OFFSITE POND (NEW R/W)
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY BRIDGE IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#436903-1-22-01 AND PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C PROJECT FPID#409354-2-52-01
- PROPOSED FDOT D6 PD&E STUDY IMPROVEMENTS FPID#414964-1-22-01
- EXISTING R/W
- PROPOSED R/W

R/W = RIGHT OF WAY

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 19

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 20

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 21

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD08.dgn : CL - PLAN 3 [SHEET]
alafortune 3/4/2026 1:58:56 PM

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 22

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD08.dgn : CL - PLAN 4 [SHEET]
alafortune 3/4/2026 1:59:14 PM

GULF STREAM WAY

SFRC/CSX

POND 13A-1

SWALE 12 NW

1"=100'

RAMP R

RAMP T

EXIT 23

RAMP Q

RAMP S

GRIFFIN RD

EXIT 23

LE MERIDIEN

SWALE 13A-2

INTERSTATE 95

LEGEND

- PROPOSED POND (WITHIN FDOT R/W)
- POTENTIAL OFFSITE POND (NEW R/W)
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY BRIDGE IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#436903-1-22-01 AND PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C PROJECT FPID#409354-2-52-01
- PROPOSED FDOT D6 PD&E STUDY IMPROVEMENTS FPID#414964-1-22-01
- EXISTING R/W
- PROPOSED R/W

R/W = RIGHT OF WAY

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 23

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD08.dgn : CL - PLAN 5 [SHEET]
alafortune 3/4/2026 1:59:29 PM

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

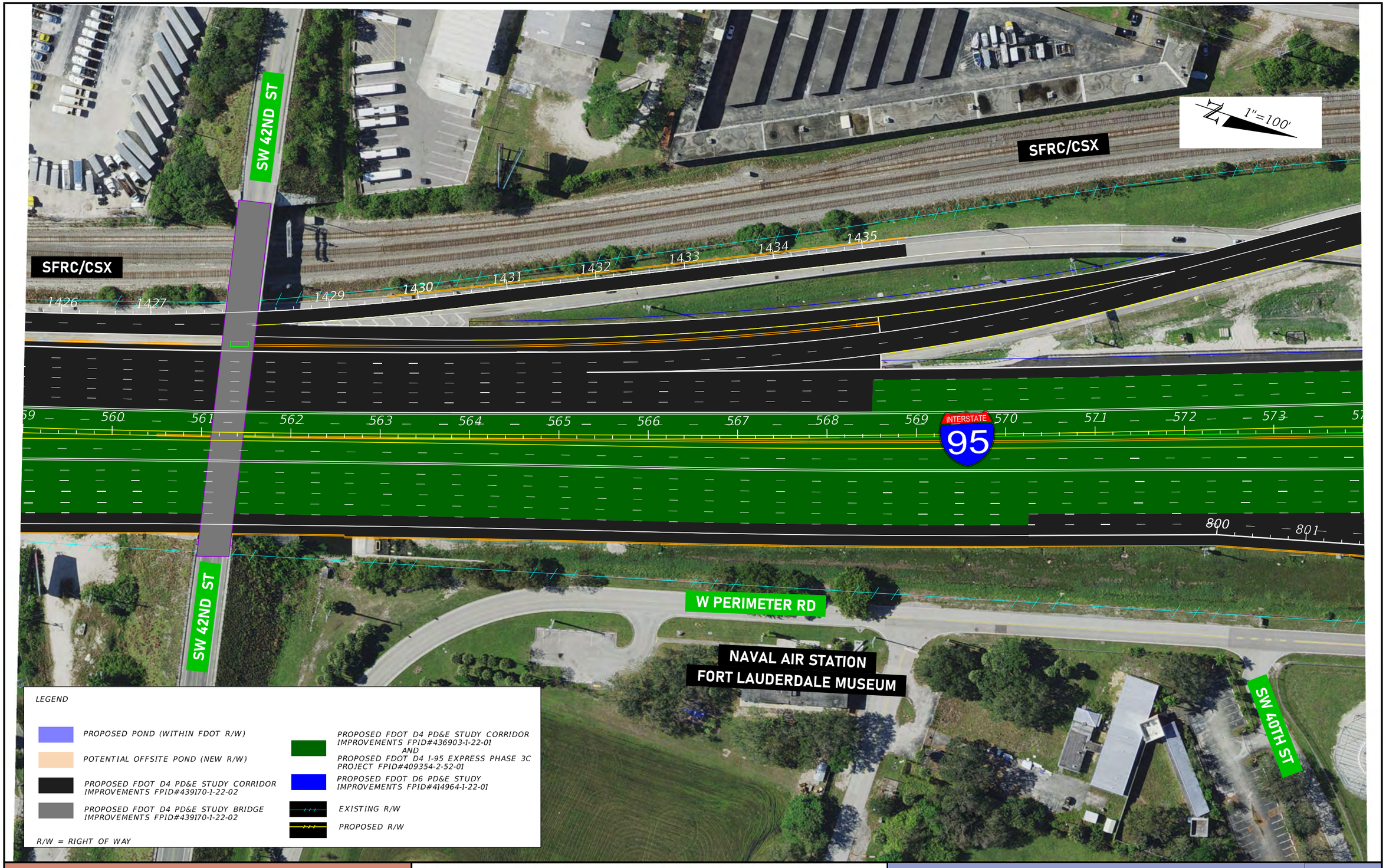
I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 24

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD08.dgn : CL - PLAN 6 [SHEET]
alafortune 3/4/2026 1:59:45 PM



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

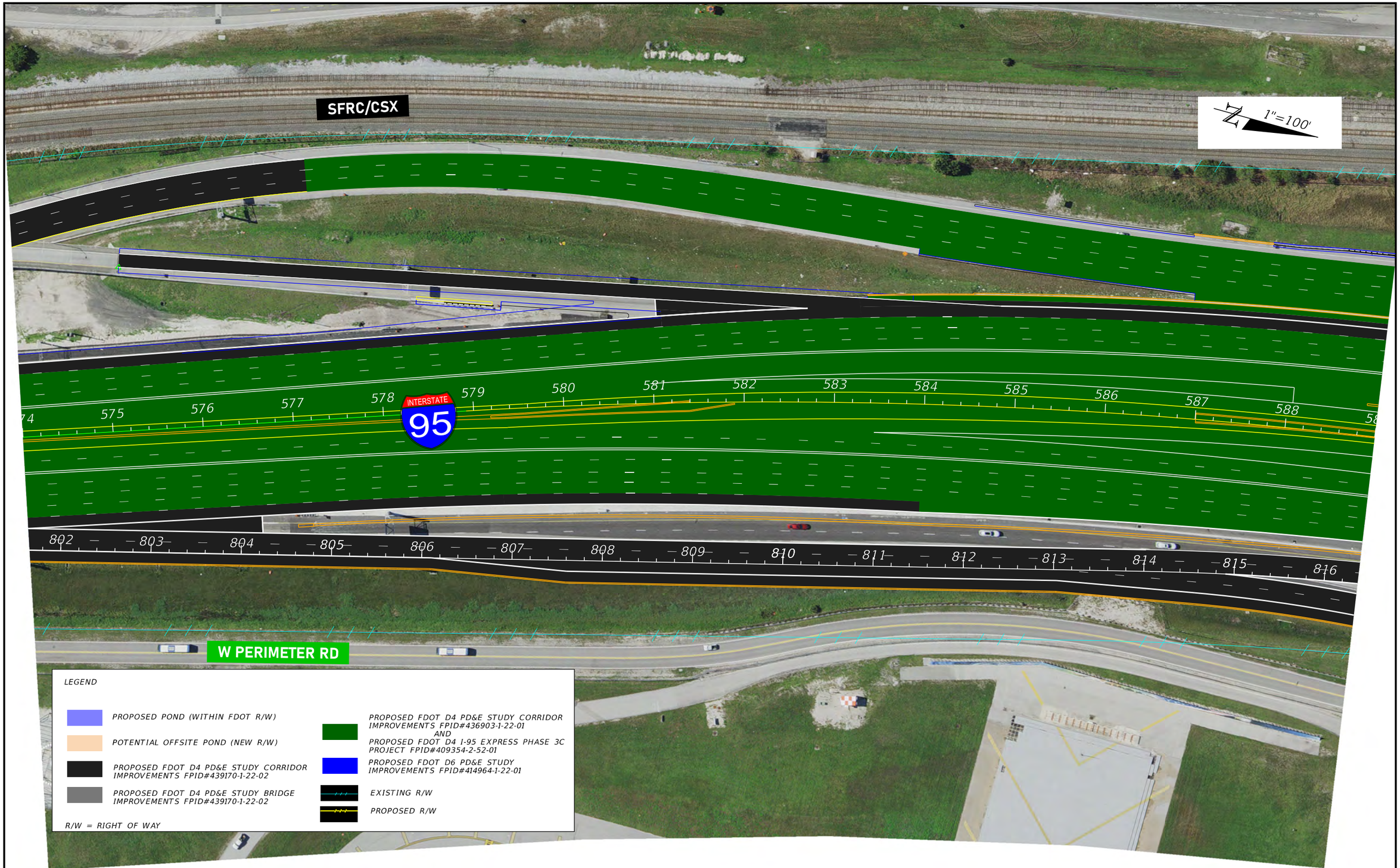
I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 25

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD08.dgn : CL - PLAN 7 [SHEET]
alafortune 3/4/2026 2:00:01 PM



FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

INTERSTATE 95

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9)
CONCEPT PLANS
PREFERRED ALTERNATIVE

SHEET NO.
26

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD08.dgn ; CL - PLAN 8 [SHEET]
alafortune 3/4/2026 2:00:17 PM

1"=100'

589 590 591 592 593 594 595 INTERSTATE 95 596 597 598 599 600 601 602 603

817 818

LEGEND

- PROPOSED POND (WITHIN FDOT R/W)
- POTENTIAL OFFSITE POND (NEW R/W)
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY BRIDGE IMPROVEMENTS FPID#439170-1-22-02
- PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#436903-1-22-01 AND PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C PROJECT FPID#409354-2-52-01
- PROPOSED FDOT D6 PD&E STUDY IMPROVEMENTS FPID#414964-1-22-01
- EXISTING R/W
- PROPOSED R/W

R/W = RIGHT OF WAY

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

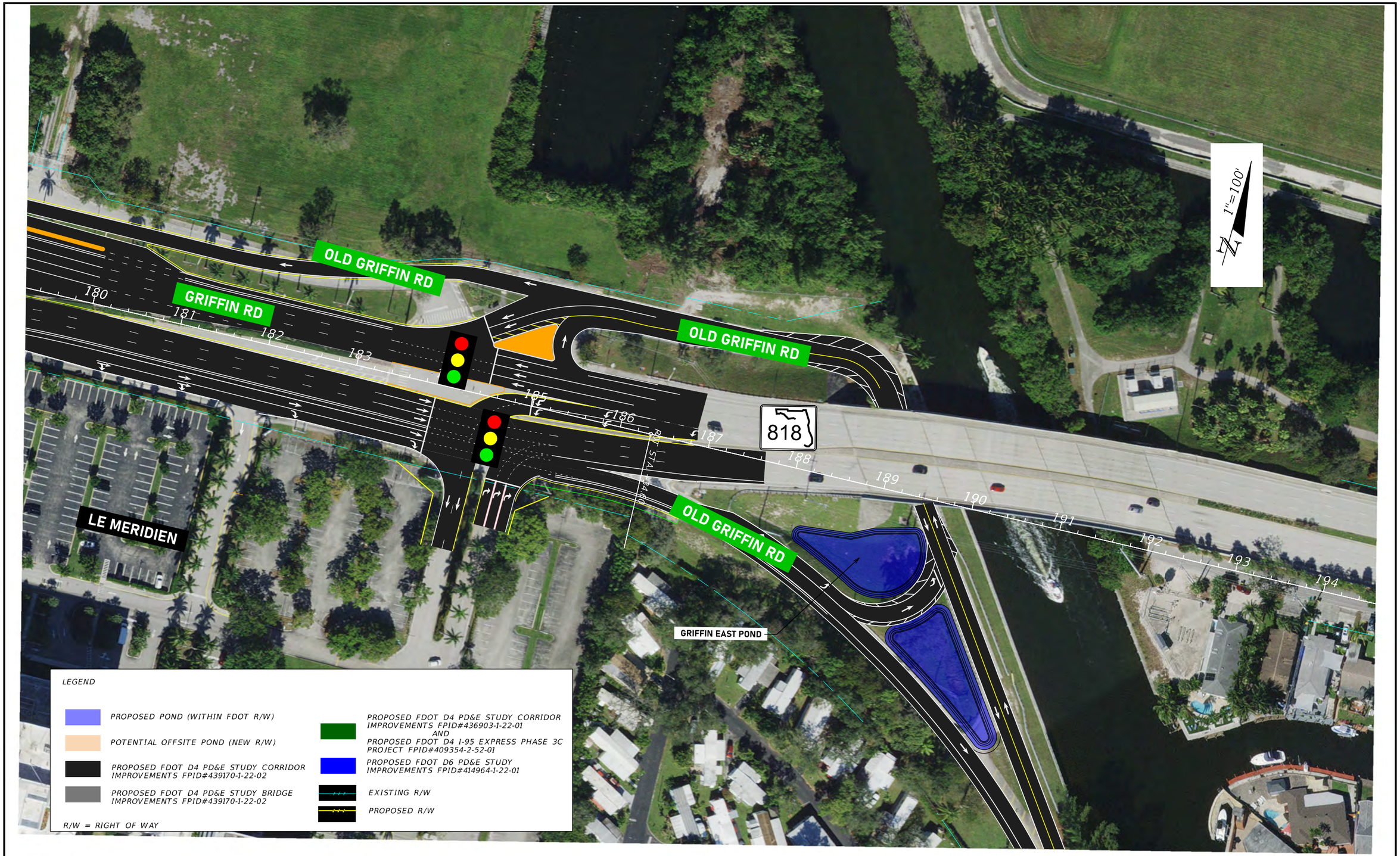
I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

I-95 (SR 9) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 27

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD08.dgn ; CL - PLAN 9 [SHEET]
alafortune 3/4/2026 2:00:40 PM



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

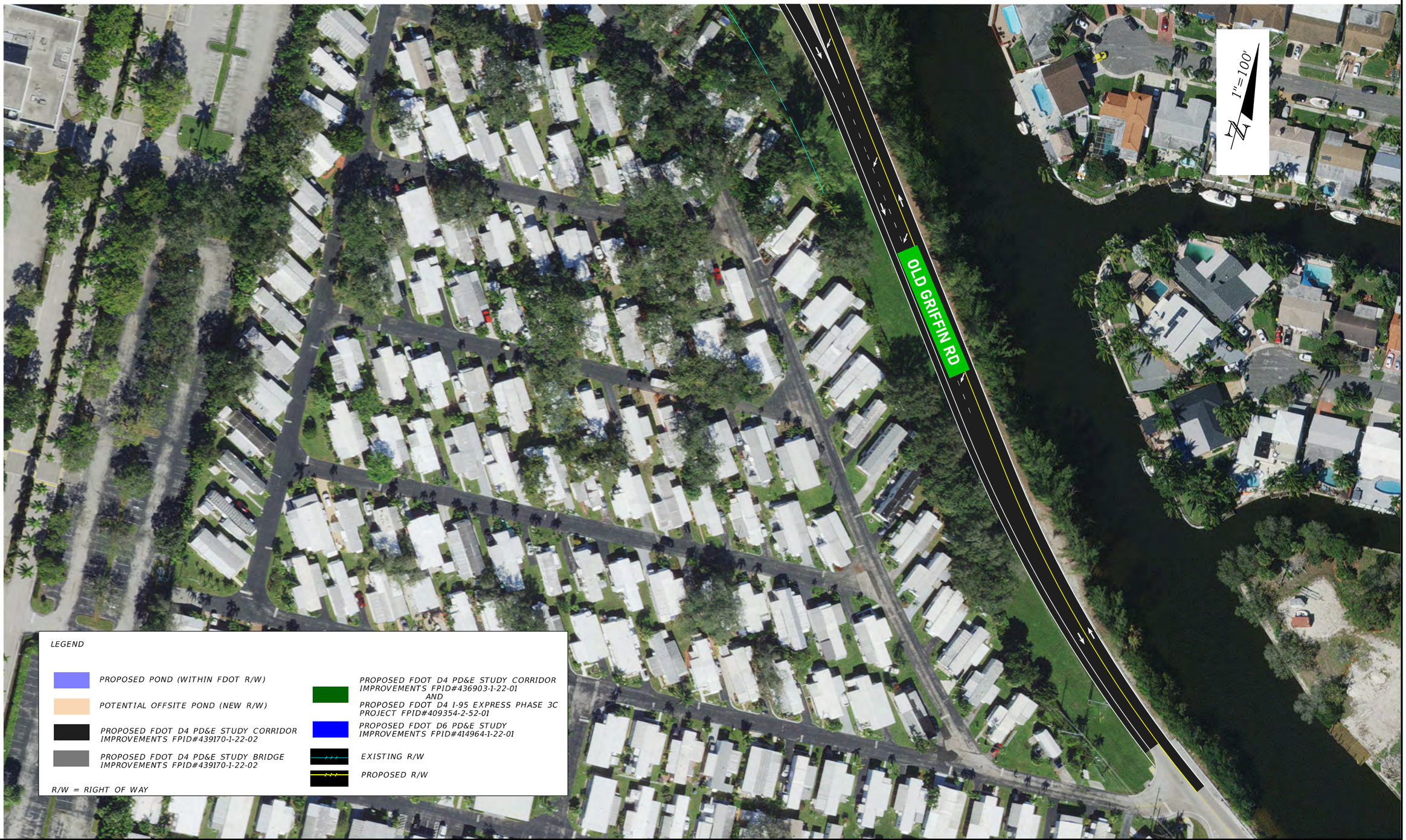
MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

GRIFFIN ROAD (SR 818) CONCEPT PLANS PREFERRED ALTERNATIVE

SHEET NO. 28



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

MARCH 2026

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From Miami-Dade/Broward County Line to North of Griffin Road
FPID No.: 439170-1-22-02
ETDM No.: 14254

GRIFFIN ROAD (SR 818)
CONCEPT PLANS
PREFERRED ALTERNATIVE

SHEET NO. 29

P:\FL23013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANRD09.dgn : UNNAMED PLAN - PLAN 3 [SHEET]
alafortune 3/4/2026 2:01:16 PM

Interstate 95 (I-95) / State Road 9 (SR 9)
Project Development and Environment Study
Broward County, Florida