DESIGN NOISE STUDY REPORT

State Road (SR) 7
From SR 704 (Okeechobee Boulevard) to
County Road (CR) 809A (Northlake Boulevard)
Mile Post (MP) 0.00 to 8.536

Palm Beach County, Florida

Financial Project ID Nos: 229664-6-52-01 and 229664-7-52-01
ETDM Number: 8127

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR

3400 West Commercial Boulevard

Fort Lauderdale, Florida

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.

October 2026

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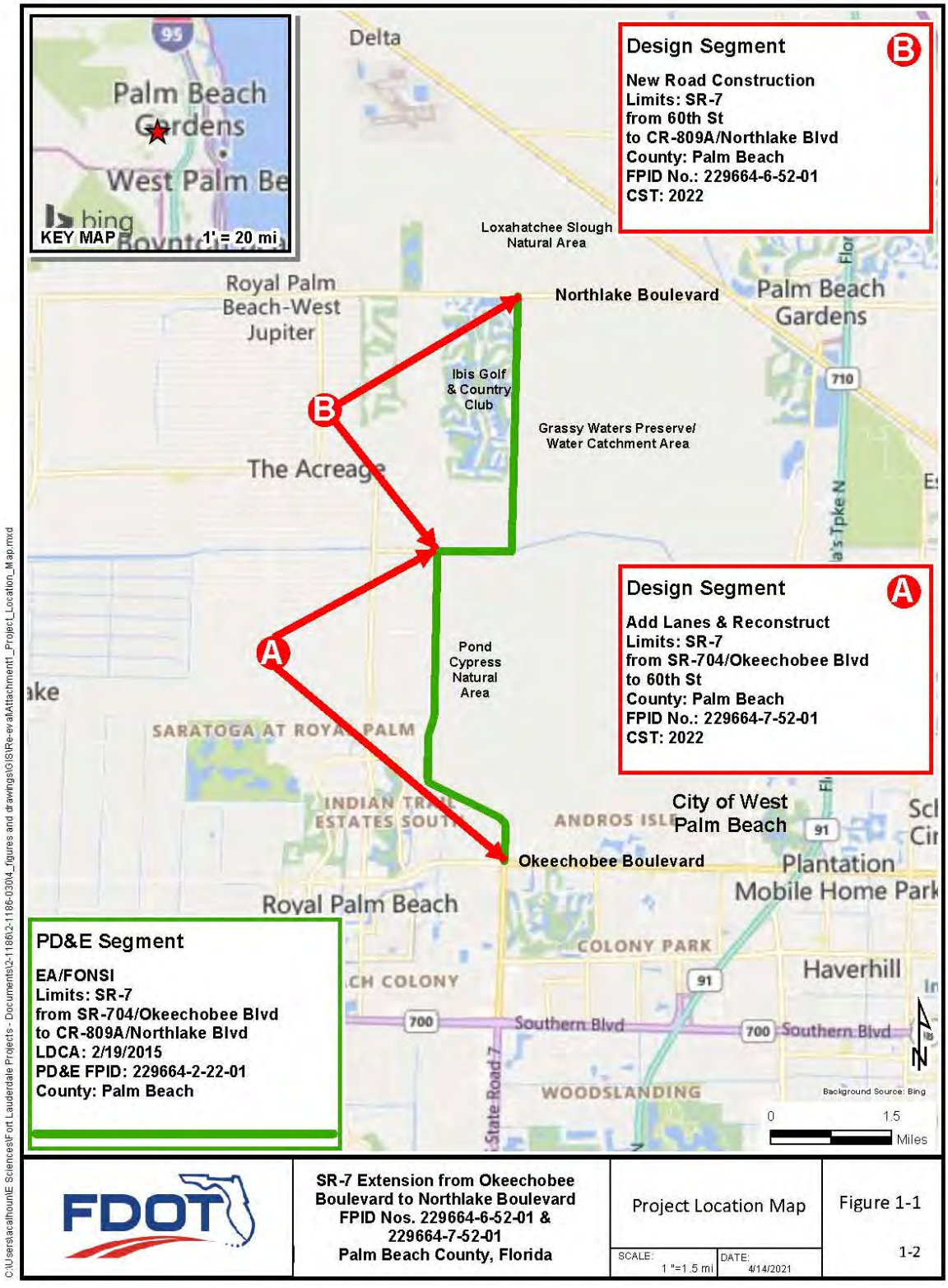
1.0 Introduction

The Florida Department of Transportation (FDOT), District Four, conducted a Project Development and Environment (PD&E) Study to extend State Road (SR) 7 from SR 704 (Okeechobee Boulevard) to CR 809A (Northlake Boulevard) in Palm Beach County, Florida (Financial Project ID (FPID): No. 229664-2-22-01). The FDOT's Office of Environmental Management (OEM) approved the Finding of No Significant Impact (FONSI) Determination Form on February 19, 2015 which represents the Location Design Concept Acceptance (LDCA) for the recommended Build Alternative. As part of the PD&E Study, a traffic noise study was performed. The results and recommendations are summarized in a Noise Study Report, dated July 2014. The project is currently in the Final Design phase with two segments (A and B). As shown in the Project Location Map (**Figure 1-1**), Design Segment A extends from Okeechobee Boulevard to 60th Street (FPID: 229664-7-52-01/Replaces 229664-4-52-01) and Design Segment B extends from 60th Street to Northlake Boulevard Street (FPID: 229664-6-52-01/Replaces 229664-3-52-01). In fulfillment of a PD&E Study commitment, a traffic noise study was also performed during the Final Design phase to re-evaluate the feasibility and reasonableness of the noise barriers recommended for further consideration during the PD&E Study.

The purpose of this report is to summarize the methodology, results, and recommendations of the traffic noise study performed during the project's Final Design phase. The project improvements are described in **Section 1.1**. The results of the previous noise study, and a summary of the noise abatement commitments from the PD&E Study are presented in **Section 1.2**. The design improvements are described in **Section 1.3**. Pages referenced from the 2014 PD&E Noise Study Report and 2015 Environmental Assessment (EA)/FONSI referenced in this report are included in **Appendices A** and **B,** respectively.

1.1 Project Description

This project proposes to extend SR 7 from its current termination point at SR 704 (Okeechobee Boulevard) to CR 809A (Northlake Boulevard) in Palm Beach County, Florida for a distance of 8.5 miles (see Figure 1-1). The project is located west of the Florida's Turnpike between the Village of Royal Palm Beach and the City of West Palm Beach. The SR 7 project segment from Okeechobee Boulevard to 60th Street (FPID: 229664-7-52-01) includes the widening of the existing two-lane, undivided roadway to a four-lane, divided roadway. The SR 7 project segment from 60th Street to Northlake Boulevard (FPID: 229664-6-52-01) includes a new four-lane, divided roadway. This segment's alignment begins at 60th Street and runs east along the southern bank of the M-Canal, it then turns north with a bridge crossing over the M-Canal, and continues north to Northlake Boulevard with a second bridge over the Ibis Preserve Spillway. The improvements associated with the two project segments are also shown in the Project Location Map from the EA/FONSI (see **Figure 1** in **Appendix B**).


Design Segment
B
New Road Construction
Limits: SR-7
from 60th St
to CR-809A/Northlake Blvd
County: Palm Beach
FPID No.: 229664-6-52-01
CST: 2022
Design Segment
A
Add Lanes & Reconstruct
Limits: SR-7
from SR-704/Okeechobee Blvd
to 60th St
County: Palm Beach
FPID No.: 229664-7-52-01
CST: 2022
PD&E Segment
EA/FONSI
Limits: SR-7
from SR-704/Okeechobee Blvd
to CR-809A/Northlake Blvd
LDCA: 2/19/2015
PD&E FPID: 229664-2-22-01
County: Palm Beach
KEY MAP
1" = 20 mi
Delta
Loxahatchee Slough Natural Area
Northlake Boulevard
Royal Palm Beach-West Jupiter
Palm Beach Gardens
Ibis Golf & Country Club
Grassy Waters Preserve/ Water Catchment Area
The Acreage
Pond Cypress Natural Area
SARATOGA AT ROYAL PALM
INDIAN TRAIL ESTATES SOUTH
ANDROS ISLE
City of West Palm Beach
Okeechobee Boulevard
Plantation Mobile Home Park
Royal Palm Beach
COLONY PARK
Haverhill
WOODSLANDING
Southern Blvd
Background Source: Bing
0
1.5
Miles
N
SR-7 Extension from Okeechobee Boulevard to Northlake Boulevard
FPID Nos. 229664-6-52-01 & 229664-7-52-01
Palm Beach County, Florida
Project Location Map
Figure 1-1
SCALE: 1 "=1.5 mi
DATE: 4/14/2021
1-2
C:\Users\tacalhoun\IE Sciences\Fort Lauderdale Projects - Documents\2-1186\2-1186-0304_figures and drawings\GIS\ReEvalAttachment1_Project_Location_Map.mxd

The Design Change and Construction Advertisement Re-evaluation Form signed by OEM on January 28, 2022, indicates the proposed SR 7 typical section from Okeechobee Boulevard to 60th Street consists of two 11-foot wide travel lanes, a six-foot wide buffered bike lane, and a six-foot wide sidewalk in each direction. The existing two-lane roadway will be resurfaced and will serve northbound traffic, and two new lanes will be constructed to serve southbound traffic. The northbound and southbound lanes will be divided by a raised median, varying in width from 40.5 to 42.0 feet. New signalized intersections are proposed at the intersections of the Porto Sol residential entrance and SR7, Orange Grove Boulevard and SR 7, and Persimmon Boulevard and SR 7. In addition, the existing single-lane, two-leg roundabout, at the intersection of 60th Street and SR 7 is proposed to be widened to a two-lane, three-leg roundabout. The added third leg of the roundabout will connect to the extension of SR 7 segment extending from 60th Street to Northlake Boulevard.

The proposed SR 7 typical section from 60th Street to Northlake Boulevard consists of two 11-foot wide travel lanes in each direction, a 12-foot wide shared use path on the south (60th Street to M-Canal) and east sides (M-Canal to Northlake Boulevard) of the roadway, and a reduced 15.5-foot wide raised median. This project segment includes a two-lane, three-leg roundabout at the intersection of SR 7 and Sandhill Way East and at the existing eastern entrance to the Ibis Golf & Country Club Residential Community. In addition, a new traffic signal is proposed at the intersection of Northlake Boulevard and SR 7.

1.2 Summary of PD&E Results and Commitments

The 2014 PD&E Noise Study was prepared in accordance with Title 23 Code of Federal Regulations (CFR) Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (July 2010). The evaluation followed the methodology and policy established by the FDOT and documented in the PD&E Manual, Part 2, Chapter 17 (May 24, 2011). The PD&E noise study evaluated noise sensitive sites along proposed SR 7 extension between Okeechobee Boulevard and Northlake Boulevard. Traffic noise impacts were predicted for the design year (2040) conditions associated with the proposed extension of SR 7. Design year (2040) noise levels at 41 residences were predicted to experience future build traffic noise levels that approach, meet or exceed the Noise Abatement Criteria (NAC) for Activity Category B. Seventeen of these impacted residences are located within the Baywinds/Mezzano communities identified as Noise Study Area (NSA) A and 24 within the Ibis Reserve Apartments (formerly AMLI Apartments) identified as NSA F (see **Table 6** and **Figures 11** and **12** in **Appendix A**). Noise barriers were evaluated as an abatement measure for each of the impacted residential areas.

The 2014 PD&E Noise Study Report indicated that noise barriers were a potentially feasible and cost reasonable noise abatement measure for the 41 impacted receptors located within Baywinds/Mezzano communities and Ibis Reserve Apartments. For the 17 impacted receptors within the Baywinds/Mezzano communities, a 16-foot tall noise barrier extending 1,539 feet (see **Figure 11** in **Appendix A**), was determined to meet the FDOT's noise reduction design goal of 7.0 dB(A) and was below FDOT's reasonableness cost criteria of $42,000 per benefited receptor (see **Table 5** in **Appendix A**). This conceptual noise barrier benefited 57 residents at an estimated cost of $738,720 or $12,960 per benefited receptor. Therefore, a noise barrier at this location (NSA A) was recommended for further consideration during the project's Final Design phase.

For the impacted receptors within the Ibis Reserve Apartments (formerly AMLI Apartments), a 20-foot tall noise barrier extending 851 feet (see **Figure 12** in **Appendix A**) was determined to meet FDOT's noise reduction design goal of 7.0 dB(A) and was below FDOT's reasonableness cost criteria of $42,000 per benefited receptor (see **Table 5** in **Appendix A**). This conceptual noise barrier benefited 19 residents at an estimated cost of $510,397 or $26,863 per benefited receptor. Therefore, a noise barrier at this location (NSA F) was recommended for further consideration during the design phase of the proposed improvements.

The Statement of Likelihood in the 2014 PD&E Noise Study Report and Section 4.12 Noise of the February 2015 FONSI indicated that: The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise-impacted locations identified on **Figures 11** and **12** and in **Table 4** in **Appendix A** (i.e., NSA A and NSA F) contingent upon the following conditions:

- Detailed noise analyses during the final design process supports the need, feasibility and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barrier 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.

1.3 Design Improvements

The current proposed roadway design improvements and typical sections are shown in the Final Design/Contract Plans for Project Segments A (FPID: 229664-7-52-01) & B (FPID: 229664-6-52-01) included in **Appendices C** and **D**, respectively. The approved Typical Section Package for Segments A & B and a comparison of the PD&E, 2017 Design, and 2020 Design typical sections north of M Canal are included in **Appendix E**. For reference, the typical sections recommended for the Build Alternative included in PD&E Noise Study Report are included in **Appendix A**.

A review of the current project design concepts and previous Re-evaluations was performed to determine if any major changes in the proposed project (i.e., Recommended Build Alternative) have occurred since the approval of the FONSI on February 19, 2015. The FDOT's Statewide Environmental Project Tracker (SWEPT) currently lists three Re-evaluations for FPID: 229664-2-22-01.

- #1. Construction Advertisement Re-evaluation for FPID: 229664-4 and 229664-3 (February 26, 2016) – Indicated no major design changes since the approved FONSI.
- #2. Construction Advertisement Re-evaluation for FPIDs: 229664-3 and 229664-4 (February 22, 2018) – Indicated no major design changes since the approved FONSI. However, the proposed typical sections were modified to include 11-foot wide travel lanes versus the 12-foot wide travel lanes recommended during the PD&E Study. The reduction of the width of the travel lanes by 1-foot would not be expected to result in increased design year traffic noise levels or additional traffic noise impacts along the project corridor.

- #3. Design Change and Construction Advertisement Re-evaluation for FPID: 229664-2-22-01 (January 28, 2022) – Indicated that there were major design changes since the approved FONSI. Section 4 of the January 28, 2022 Re-evaluation describes the design changes since the approved FONSI and have been included in **Appendix B** for reference. Based on a review of the design changes, none are anticipated to result in increased design year traffic noise levels or additional traffic noise impacts along the project corridor. The reduction of the median width from 22 feet to 15.5 feet between 60th Street and Northlake Boulevard are considered a positive design change since they would increase the distance between the nearest proposed travel lane and adjacent noise sensitive sites.

The SWEPT project file will also include any future Re-evaluations.

2.0 METHODOLOGY

This study was conducted based on the methodology described in FDOT's *PD&E Manual* (i.e., Part 2, Chapter 18, Highway Traffic Noise dated, July 1, 2020), the *Traffic Noise Modeling and Analysis Practitioners Handbook* dated 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). Chapter 18 in the 2020 PD&E Manual was used for this design noise study to reflect the version that was effective when the Design Change and Construction Advertisement Re-evaluation for FPID: 229664-2-22-01 (January 28, 2022) was performed.

The noise study involved the following procedures to determine if noise impacts have changed along the project corridor and to re-evaluate the feasibility and reasonableness of the noise abatement measures recommended during the PD&E Study.

- A review of the 2014 PD&E Noise Study Report and environmental document to identify all potentially impacted noise sensitive sites and any commitments concerning noise abatement within the project limits (see **Section 1.2**);
- A review of the current project design to determine if any major changes in the proposed project occurred since the date of the approved environmental document (see **Section 1.3**);
- A review of the existing land use to determine if additional noise sensitive sites have been built since the completion of the 2014 PD&E Noise Study Report and a review of the building permits that were issued before February 19, 2015, within this project area by Palm Beach County. This time frame represents the time between which the noise study was completed and the Date of Public Knowledge;
- Prediction of future design year traffic noise levels and assessment of traffic noise impacts (see **Section 3.2**); and
- Consideration of Noise Barriers as a Noise Abatement Measure at receptor sites impacted by traffic noise (see **Section 3.2**).

The following sections describe the noise metrics, traffic noise model, traffic data, and the noise abatement criteria used in this noise analysis. **Section 2.3** summarizes the methodology used to evaluate the feasibility and reasonableness of noise barriers.

2.1 Noise Metrics

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.

The public reaction to noise levels is usually a function of location (i.e., urban, suburban, or rural), time of day, fluctuations, duration, and the individual listening. Under normal conditions, a change in noise level of at least 3 dB(A) is required for the average person to perceive a difference. Examples of the magnitude of change in either traffic volume, vehicle speed, and/or distance from the noise source to the receptor, is necessary to result in a 3 dB(A) increase include:

- A doubling in hourly traffic volumes with no change in speed;
- An increase in vehicular speed of 15 miles per hour (mph); or
- A reduction in the distance by half between the receptor and the noise source (e.g., vehicle traffic).

A decrease of 10 dB(A) is perceived by the listener to be a halving of noise levels while an increase of 10 dB(A) is perceived as a doubling of the noise level.

2.2 Traffic Noise Modeling and Traffic Data

Federal Highway Administration (FHWA) Traffic Noise Model (TNM) Version 2.5 (February 2004) was used to predict future traffic noise levels and to analyze the effectiveness of noise barriers, where warranted. The TNM 2.5 model was also used in the 2014 PD&E Noise Study. 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, buildings, etc.), ground surface type (hard or soft), and topography.

Noise receptor sites, representing the residences within Baywinds and Ibis Reserve Apartments (formerly AMLI Apartments), adjacent to SR 7 were used as inputs to the TNM 2.5 to predict noise levels associated with the future design (2040) conditions. Consistent with the 2014 PD&E Noise Study Report, traffic noise levels were predicted at the edge of these residences closest to the nearest primary roadway. In addition, the same receptor site designations were used to facilitate comparison to the 2014 PD&E Noise Study. The proposed horizontal and vertical roadway geometry and ground elevations used in the TNM were based on the Final Design Plans for Project Segments A & B (see **Appendices C** and **D**) as well as available design survey and LiDAR data.

Traffic volumes representative of Level of Service (LOS) C or demand (whichever is less) was used as input data into TNM 2.5. This volume represents the highest traffic volume travelling at the highest average speed. **Table 2-2** summarizes the peak hour demand traffic volumes and LOS "C" volumes and the traffic data used in the prediction of design year (2040) traffic noise levels by vehicle type including a posted speed of 45 miles per hour (mph) and a 4.0% truck factor (i.e., 3.0% medium trucks and 1.0% heavy trucks). Consistent with the 2014 PD&E Noise Study, the design year (2040) traffic data used in this noise study was obtained from the SR 7 Extension PD&E Study Design Traffic Technical Memorandum (October 2010). The Level of Service (LOS) "C" volumes were derived from Table 7 of FDOT's 2020 Quality/Level of Service Handbook.

2.3 Noise Abatement Criteria (NAC)

The FHWA has established NAC for land use activity categories, which are presented in **Table 2-3**. 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 warranted. Noise abatement measures must be considered when predicted design year noise levels associated with a project approach, meet, or exceed the FHWA's 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 exterior areas of frequent human use occur 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 or B including parks and recreational areas, medical facilities, schools, and places of worship (Activity Category C); and commercial

Table 2-2 Traffic Data for Noise Modeling

Roadway Segment		Speed Limit	AM	PM	Number of Lanes	Median	LOS C Volume*	Highest Peak Volume	Volume used in TNM	Percent Medium Trucks[1]	Percent Heavy Trucks[1]	Volume used in TNM	Total Cars	Total Medium Trucks	Total Heavy Trucks	Cars per lane	Medium Trucks per Lane	Heavy Trucks per lane
Design Year 2040 Directional Volumes (Build Conditions)																		
SR 7 (Between Okeechobee Boulevard and Roebuck Road)	Northbound	45	1,580	1,780	2	Divided	2,006	1,780	1,780	3.0%	1.0%	1,780	1,709	53	18	854	27	9
	Southbound	45	2,015	1,705	2	Divided	1,910	2,015	1,910	3.0%	1.0%	1,910	1,834	57	19	916	29	10
SR 7 (Between 60th Street and Ibis Golf Club Entrance)	Northbound	45	1,355	695	2	Divided	1,910	1,355	1,355	3.0%	1.0%	1,355	1,300	41	14	650	21	7
	Southbound	45	675	1,360	2	Divided	1,910	1,360	1,360	3.0%	1.0%	1,360	1,305	41	14	652	21	7
SR 7 (Between Ibis Golf Club and Northlake Boulevard)	Northbound	45	1,375	645	2	Divided	1,910	1,375	1,375	3.0%	1.0%	1,375	1,320	41	14	660	21	7
	Southbound	45	660	1,360	2	Divided	1,910	1,360	1,360	3.0%	1.0%	1,360	1,305	41	14	652	21	7

X:\P\Noise_Studies\FDOT_D4_DW\SR7_Extension\Noise Study Report Addendum\Appendices\[Table2.2-1_SR7_Extension_04_06_2021.xlsx]Design Phase

Source: Design Traffic Technical Memorandum SR 7 PD&E Study October 2010.

* LOS "C" volumes obtained from Table 7 of FDOT's 2020 Quality/Level of Service Handbook (Volume adjustments have been applied as appropriate).

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

Prepared By: Brian Kirkpatrick, P.E. Date: 8/14/2022

Print Name

Table 2-3 Noise Abatement Criteria [Hourly A-Weighted Sound Level-decibels (dB(A))]

Activity Category	Activity Leq(h)[1]		Evaluation Location	Description of Activity Category
	FHWA	FDOT		
A	57	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.

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

The residential areas being evaluated for noise abatement fall within Activity Category B. For Activity Category B, FDOT's NAC is 66.0 dB(A). As described in the following section, noise abatement measures, in the form of noise barriers, must be considered when predicted design year noise levels equal or exceed this NAC level.

2.4 Noise Abatement Measures

Per federal regulation (23 CFR 772) and FDOT's *PD&E Manual, Part 2, Chapter 18, Highway Traffic Noise*, dated July 1, 2020, when traffic noise associated with a proposed project is predicted to approach [i.e., by 1.0 dB(A)], meet, or exceed the FHWA's NAC at a noise sensitive site, noise abatement is considered. The most common and effective noise abatement measure is the construction of a noise barrier. 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., with no intermittent openings), and have sufficient height to block the path between the noise source and the receptor site. Evaluated noise abatement measures, in the form of a noise barrier, must be considered reasonable and feasible to be recommended for design and construction. The FHWA's *Analysis and Abatement Guidance* (January 2011) indicates the ends of the noise barriers should, in general, extend in each direction four times as the distance from the receptor site to the noise barrier. The PD&E noise studies identified noise barriers as the only viable abatement measure that could be implemented as part of the project. Other abatement measures that were considered, but determined to be not feasible and/or reasonable for this project, include traffic management, alignment modification, and buffer zones.

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 the ability of the noise barrier to provide a reduction of at least 5 dB(A) to the impacted receptor sites. For example, given the topography of a particular 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.

Once a noise barrier is determined to be feasible, the reasonableness of a noise barrier is evaluated. Reasonableness implies that common sense and good judgment were applied in a decision related to noise abatement. The following three reasonable factors must be collectively achieved in order for the noise barrier to be deemed reasonable: the cost effectiveness of the noise barrier, the achievement of

the noise reduction design goal, and the consideration of the viewpoints of the benefited property owners and residents. To be deemed reasonable, the noise barrier needs to be below FDOT's reasonable cost criterion described below, must attain FDOT's noise reduction design goal of 7 dB(A) at one or more benefitted receptor sites, and be supported by a majority of the benefited receptor sites.

When determining the cost reasonableness of a noise barrier design for a residential area, $42,000 per benefited receptor is looked upon as the limit using the standard construction cost of $30.00 per square foot. A benefited receptor site is defined as a noise sensitive site that will obtain a minimum of 5.0 dB(A) of noise reduction as a result of the construction of a noise barrier regardless of whether or not they are identified as impacted. Only benefited receptor sites are included in the calculation of reasonable cost for a noise barrier. A noise barrier must achieve the established noise reduction design goal. To meet the noise reduction design goal, a noise barrier must attain the noise reduction design goal of 7 dB(A) at one or more benefited receptor sites.

If the noise abatement measure has been determined to be reasonable and feasible and recommended for public input, the viewpoint of the impacted and benefited property owners must also be considered. During the Final Design phase of the project, a more detailed process is implemented including public surveys, to determine the wishes of the benefited receptor sites at locations where noise abatement measures have been recommended. Each benefited receptor, including both the owner and tenant (in the case of rental properties), is given the opportunity to provide input regarding their desires to have the proposed 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.

3.0 Traffic Noise Analysis

The 2014 PD&E Study identified six NSAs potentially impacted by traffic noise associated with the project (NSA A through NSA F). These include the following, starting from the south end of the project:

- NSA A Baywinds and Mezzano, multi-family residential;
- NSA B Porto Sol, single family residential;
- NSA C Royal Palm, single family residential;
- NSA D The Acreage, single family residential;
- NSA E Ibis Golf & Country Club South of Sandhill Way, multi-family residential;
- NSA F Ibis Golf & Country Club North of Sandhill Way and Ibis Reserve Apartments (formerly AMLI Apartments), multi-family residential.

The locations of these NSAs and the representative receptors that were modeled to assess traffic noise impacts are depicted on **Figures 8**, **9**, and **10** which are included in **Appendix A** for reference. As shown on these figures, only two of these six NSAs (i.e., A and F) were previously identified as being impacted by design year (2040) traffic noise levels associated with the recommended Build Alternative and warrant consideration of noise abatement measures. The predicted design year (2040) noise levels for the other noise receptor sites along the project corridor presented in the 2014 Noise Study Report were below the NAC of 66.0 dB(A) for Activity Category B and were not considered for noise abatement measures. Since no design changes have occurred (see Sections 1.2, 1.4 and 3.1) that would change the predicted noise levels at these receptor sites or increase the number of impacted sites, they were not reanalyzed as part of the current noise study.

A review of the aerial images on Google Earth dated January 2022 was also performed to identify any new noise sensitive sites, including new developments, along the project corridor since the completion of the 2014 PD&E Noise Study that may have obtained construction permits prior to the date of public knowledge. After the date of public knowledge which represents the date the environmental document was approved, FDOT is no longer responsible for providing noise abatement. Based on the review of the current aerial images, no other noise sensitive areas/sites were identified along the project corridor that were not previously evaluated as part of the 2014 PD&E Noise Study Report (i.e., NSA A through NSA F). Therefore, other than Baywinds and Mezzano communities/NSA A and the Ibis Reserve Apartments (formerly AMLI Apartments)/NSA F, no additional noise sensitive areas need to be assessed for traffic noise impacts or considered for noise abatement measures as part of the current design noise study.

3.1 Predicted Noise Levels and Abatement Analysis

The project's design phase traffic noise analysis for the Baywinds and Mezzano communities/NSA A and the Ibis Reserve Apartments (formerly AMLI Apartments)/NSA F are described in **Sections 3.1.1** and **3.1.2**, respectively. The feasibility and reasonableness of the noise barriers recommended for further consideration for the impacted residences associated with these two communities were re-evaluated in accordance with the 2014 PD&E Noise Study commitment (see **Section 1.2)**.

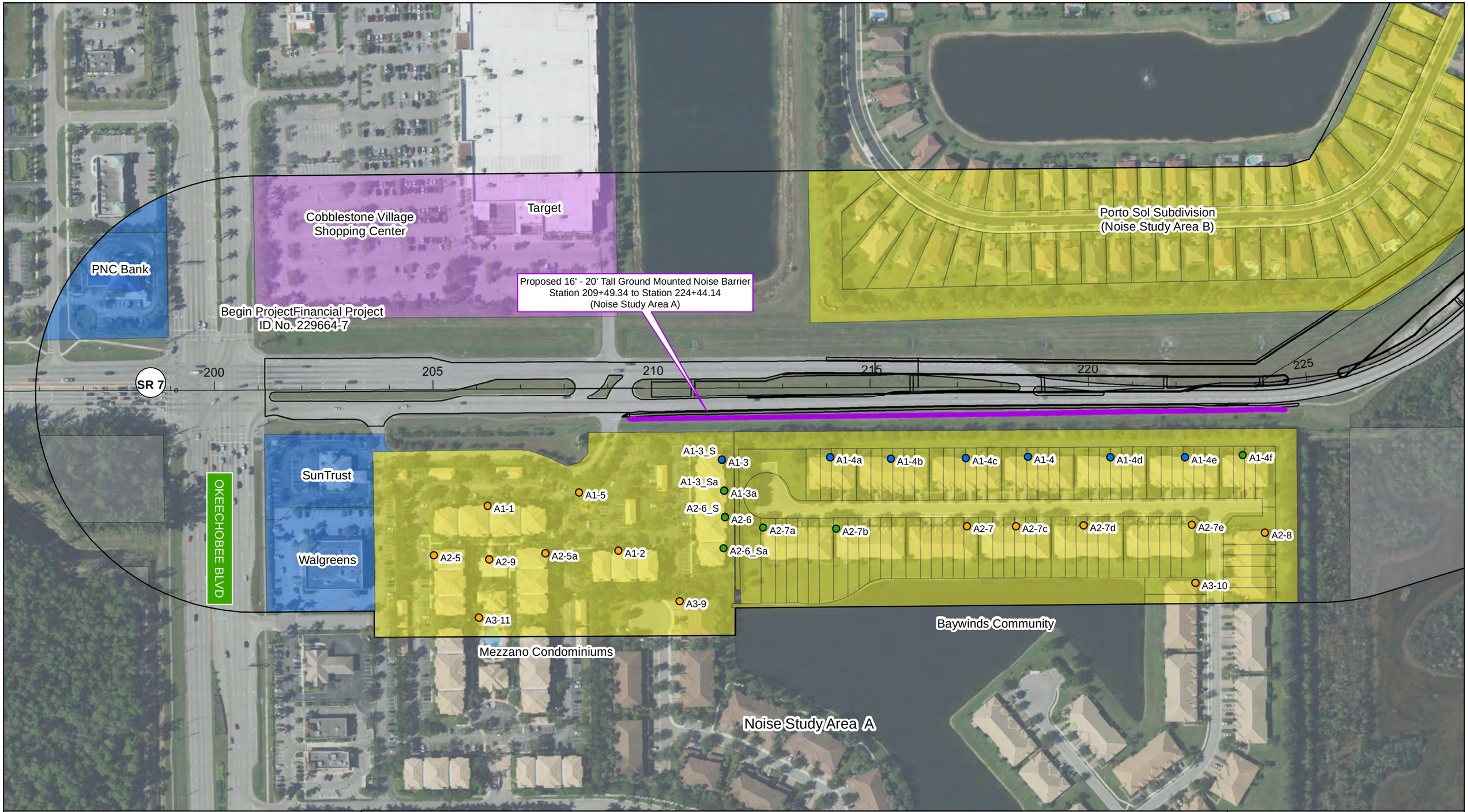
3.1.1 Noise Sensitive Area A (NSA A) Baywinds and Mezzano Communities

Noise Sensitive Area A (NSA A) includes the multi-family residences associated with the Baywinds Condominiums and Mezzano Community, located east of SR 7 and north of Okeechobee Boulevard. Thirty representative noise sensitive receptor sites representing 120 residences in these communities were assessed for potential traffic noise impacts associated with the project improvements. The locations of these receptor sites are depicted on **Figure 3-1** and described in **Table 3-1**. **Table 3-1** also summarizes the predicted design year (2040) noise levels at each of 30 representative receptor sites based on the proposed improvements in the Final Design Plans. The predicted design year (2040) noise levels at these receptor sites range from 42.0 dB(A) to 67.4 dB(A). Thirty-five of the 120 residences within these communities are predicted to experience design year (2040) traffic noise levels that exceed the NAC of 66.0 dB(A) for Activity Category B; therefore, are considered impacted by the project and warrant the consideration of noise abatement measures. The locations of the impacted receptor sites are shown as red dots on **Figure 3-1**. In comparison to the 2014 PD&E Noise Study, the maximum predicted design year (2040) noise levels are slightly higher (i.e., 67.4 dB(A) versus 66.8 dB(A) resulting in an increase of the number of impacted residences from 17 to 35. Also, the noise levels for residences located in the second row are significantly lower than those in the 2014 PD&E Noise Study Report. This is the result of adding building rows to represent the buildings within the community to the noise model.

The results of the noise barrier analysis from the 2014 PD&E Noise Study are presented in **Appendix A**. The 2014 PD&E Noise Study Report recommended a 16-foot tall and 1,539 feet long barrier north of the entrance to the Baywinds and Mezzano Community to be further considered during the project design phase (see **Figure 11** in **Appendix A**).

In accordance with 2014 PD&E Noise Study commitment, reasonableness and feasibility of noise barriers were re-evaluated for the impacted residences in this community during the project's design phase. Consistent with the 2014 PD&E Noise Study, noise barriers were considered the only viable noise abatement option for the 35 impacted residences at this location (NSA A). Site conditions at this location, including access driveways, drainage facilities, and overhead utilities, do not limit the construction of a noise barrier using standard construction methods. Currently, no existing, conforming, and legally permitted outdoor advertising signs are in the area.

During the design phase and based on additional design data, the height of the recommended noise barrier was increased from 16 feet to between 17 and 21 feet to maintain a constant top wall elevation of 41.92 feet and the length was decreased to 1,500 feet from 1,539 feet to avoid conflicts with proposed improvements (see **Table 3-2**). The recommended noise barrier benefits 16 receptors (representing 63 residences), including all 35 impacted residences, and provides 7 dB(A) or more of noise reduction to at least one benefited receptor. The total cost of this barrier is $905,370 which translates into $14,371 per benefited receptor. This cost meets the FDOT's allowable cost criteria of $42,000 per benefited receptor. Also, the majority of the property owners surveyed supported the construction of a noise barrier at this location as described in Section 4.0. Therefore, the proposed noise barrier design for NSA A is recommended for construction. The design plans for the recommended noise barrier for this location are shown in **Appendix F**.



SR 7 Extension from Okeechobee Boulevard to Northlake Boulevard
Financial Project ID Nos.: 229664-6 & 229664-7

FDOT

Receptor Sites
- Impacted and Benefited
- Not Impacted but Benefited
- Not Impacted or Benefited

- Proposed Noise Barrier
- Proposed Improvements
- 500-Foot Buffer

Land Use by Noise Activity Category
- B: Residential, 66.0 dB(A)
- E: Sensitive Commercial, 66.0 dB(A)
- F: Non-Sensitive Developed, N/A
- G: Vacant

0 75 150 300 Feet

Figure 3-1
Noise Analysis Map
Mezzano and Baywinds Communities

Table 3-1 Summary of Predicted Noise Levels for Baywinds and Mezzano Communities (Noise Sensitive Area A)

Location	Representative Noise Receptor Sites			2014 PD&E Study - Predicted Noise Level for Build Alternative (Design Year 2040 [dB(A)]	2022 Design Noise Study - Predicted Noise Level for Build Alternative (Design Year 2040) [dB(A)]	Noise Abatement Criteria Status for Build Alternative (Design Year 2040)	Difference (2016 PD&E Study & Design Noise Study) dB(A)	Recommended Conceptual Barrier Design / Recommended for Design and Construction	
	PD&E Noise Study Representative Noise Receptor Site Name	Noise Abatement Activity Category (Description)	Number of Sites Represented					Predicted Noise Level (Design Year 2040) - With Noise Barrier [dB(A)]	Predicted Noise Reduction dB(A)
Noise Sensitive Area A (SR 7/Baywinds and Mezzano Communities)	A1-1	B (Multi-Family Residential)	6	65.1	58.4	Below	-6.7	57.6	0.8
	A1-2	B (Multi-Family Residential)	4	61.5	55.7	Below	-5.8	55.4	0.3
	A1-3	B (Multi-Family Residential)	1	65.1	65.8	Below	0.7	51.6	14.2
	A1-3a	B (Multi-Family Residential)	2	62.2	60.0	Below	-2.2	47.6	12.4
	A1-3_S[1]	B (Multi-Family Residential)	1	66.8	67.4	Exceeds	0.6	52.0	15.4
	A1-3_Sa[1]	B (Multi-Family Residential)	2	64.3	61.7	Below	-2.6	48.8	12.9
	A1-4	B (Multi-Family Residential)	6	66.1	66.2	Approaches	0.1	52.9	13.3
	A1-4a	B (Multi-Family Residential)	4	66.1	66.4	Approaches	0.3	53.9	12.5
	A1-4b	B (Multi-Family Residential)	6	66.0	66.3	Approaches	0.3	53.3	13.0
	A1-4c	B (Multi-Family Residential)	6	65.8	66.1	Approaches	0.3	54.7	11.4
	A1-4d	B (Multi-Family Residential)	6	65.8	66.4	Approaches	0.6	52.8	13.6
	A1-4e	B (Multi-Family Residential)	6	65.8	66.4	Approaches	0.6	54.0	12.4
	A1-4f	B (Multi-Family Residential)	4	65.7	65.9	Below	0.2	58.1	7.8
	A1-5	B (Multi-Family Residential)	1	64.8	61.9	Below	-2.9	60.5	1.4
	A2-5	B (Multi-Family Residential)	4	65.7	53.4	Below	-12.3	53.4	0.0
	A2-5a	B (Multi-Family Residential)	4	57.7	55.0	Below	-2.7	53.0	2.0
	A2-6	B (Multi-Family Residential)	4	59.2	57.2	Below	-2.0	46.0	11.2
	A2-6_S[1]	B (Multi-Family Residential)	2	61.6	59.1	Below	-2.5	47.1	12.0
	A2-6_Sa[1]	B (Multi-Family Residential)	1	59.8	56.6	Below	-3.2	45.2	11.4
	A2-7	B (Multi-Family Residential)	6	57.2	42.3	Below	-14.9	40.9	1.4
	A2-7a	B (Multi-Family Residential)	6	59.4	58.1	Below	-1.3	46.6	11.5
	A2-7b	B (Multi-Family Residential)	6	58.4	51.4	Below	-7.0	43.1	8.3
	A2-7c	B (Multi-Family Residential)	6	57.0	42.4	Below	-14.6	40.2	2.2
	A2-7d	B (Multi-Family Residential)	6	56.9	42.3	Below	-14.6	39.6	2.7
	A2-7e	B (Multi-Family Residential)	6	57.5	42.4	Below	-15.1	40.1	2.3
	A2-8	B (Multi-Family Residential)	7	59.0	53.6	Below	-5.4	53.0	0.6
	A2-9	B (Multi-Family Residential)	1	60.5	42.0	Below	-18.5	41.2	0.8
	A3-9	B (Multi-Family Residential)	2	59.1	52.7	Below	-6.4	49.2	3.5
	A3-10	B (Multi-Family Residential)	3	57.5	48.3	Below	-9.2	48.1	0.2
	A3-11	B (Multi-Family Residential)	1	58.5	49.3	Below	-9.2	47.1	2.2
			Minimum	56.9	42.0	---	---	39.6	0.0
			Maximum	66.8	67.4	---	---	60.5	15.4
			Average	61.7	56.3	---	---	49.4	6.9
			Total Number of Sites Equal to or Greater than 66.0 dB(A)	17	35	---	---	0	---
			Total Number of Sites Benefited	---	---	---	---	---	63

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Notes:

Blue Highlighted Cells Represent Predicted Noise Levels that Equal or Exceed 66 dB(A); Green Highlighted Cells Represent Noise Receptor Sites Benefited [i.e. will receive a noise reduction of at least 5.0 dB(A)].

[1] Second floor receptors, 15 feet above ground level

Table 3-2 Noise Barrier Analysis and Recommendations for SR 7 For NSA A (Mezzano Condominiums and Baywinds Communities) and for NSA F (Ibis Reserve Apartments)

General Location (Cross Streets)	Noise Sensitive Site Name / Type of Noise Sensitive Site (Noise Abatement Criteria Activity Category)	2014 SR 7 PD&E Noise Study - Ground Mounted Noise Barrier Recommendations		Design Phase - Noise Barrier Recommendations					Number of Impacted Receptors (Number of Sites Represented)	Number of Impacted/ Benefited Receptor Sites	Total Number of Benefited Receptor Sites (Number of Sites Represented)	Maximum Noise Reduction for Impacted Receptor Sites dB(A)	Average Noise Reduction for all Benefited Receptor dB(A)	Estimated Construction Cost (30$ per Square Foot)	Barrier System Cost per Benefited Receptor Site	Proposed Noise Barrier Design Meets FDOT's Reasonable Noise Abatement Cost Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Construction?
		Height (feet) / Segment Number	Length (feet)	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Comments									
SR 7 From Okeechobee Boulevard to 60 Street North (FPID: 229664-7)																	
North of Okeechobee Boulevard and East of SR 7	Mezzano Condominiums and Baywinds Community (Noise Study Area A) / Activity Category B (Residential)	16	1,539	17 to 20	1,500	209+49.34	224+44.15	The height of the noise barrier was revised to maintain a constant top wall elevation of 41.92 feet.	7 (35)	7 (35)	16 (63)	15.4	6.9	$905,370	$14,371	Yes	Yes
SR 7 From 60 Street North to Northlake Boulevard (FPID: 229664-6)																	
South of Northlake Boulevard and West of SR 7	Ibis Reserve Apartments / Previously Amli Apartments (Noise Study Area F) Activity Category B (Residential)	20 / Segment 1 (North)	851	21 / Segment 1 (North)	210	643+08.61	645+18.52	The design and limits of the noise barrier were revised to avoid conflicts with the two entrance roads into the community and to minimize impacts to existing sidewalks.	8 (24)	5 (17)	5 (17)	10.9	7.9	$389,670	$22,922	Yes	Yes
		20 / Segment 2 (South)		21 / Segment 2 (South)	400	637+51.51	641+51.51										

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3.1.2 Noise Sensitive Area F (NSA F) Ibis Reserve Apartments (formerly AMLI Apartments)

Noise Sensitive Area F (NSA F) includes 52 multi-family residences represented by 13 receptor sites associated with the Ibis Reserve Apartments (formerly AMLI Apartments) that are located west of SR 7 and south of Northlake Boulevard (see **Figure 3-2 and Table 3-3**). The prediction of the design year (2040) noise levels at the 13 receptor sites is based on the roadway design information in the project's Final Design Plans are summarized in **Table 3.3**. The predicted design year (2040) noise levels at these receptor sites range from 51.4 dB(A) to 68.7 dB(A). Twenty-four of the 52 residences are predicted to experience design year (2040) traffic noise levels that meet or exceed the FDOT's NAC of 66.0 dB(A) for Activity Category B; therefore, are considered impacted by the project and warrant the consideration of noise abatement measures. The locations of the impacted receptor sites are shown as red dots on **Figure 3-2**. The number of impacted residences (i.e., 24) is consistent with the results of the 2014 PD&E Study. It should be noted that the predicted noise levels for second and third row receptor sites (F2-4 through F3-8) are significantly lower than the 2014 PD&E Noise Study Report results. This is the result of adding building rows to the model to represent the buildings within the community.

The results of the noise barrier analysis from the 2014 PD&E Noise Study are presented in **Appendix A**. The 2014 PD&E Study recommended a 20-foot tall noise barrier consisting of two segments with a total length of 851 feet to be further considered during the project design phase (see **Figure 12** in **Appendix A**). The main entrance road into this community limits the ability to have a continuous noise barrier at this location (see **Figure 3-2**). Another access driveway limits extending this noise barrier further to the north of this residential community than what is proposed.

In accordance with the 2014 PD&E Noise Study commitments, reasonableness and feasibility of noise barriers were re-evaluated for the impacted residences in this community during the project's design phase. Consistent with the 2014 PD&E Noise Study, noise barriers were considered the only viable noise abatement option for the 24 impacted residences at this location (NSA F). Site conditions at this location, including access driveways, drainage facilities, and overhead utilities, do not limit the construction of a noise barrier using standard construction methods. Currently, no existing, conforming, and legally permitted outdoor advertising signs are in the area.

During the project's design phase, modification to the recommended PD&E Study noise barrier limits were warranted to account for site conditions along SR 7 western right-of-way line. The southern limit of recommended noise barrier was reduced to avoid blocking access to a driveway and was reduced in the vicinity of the main entrance road to maintain or avoid impacts to existing sidewalks. The recommended design phase noise barrier consists of two segments extending 210 feet to the north at a height of 21 feet and 400 feet to the south at a height of 21 feet of the Ibis Reserve Apartments entrance (see **Table 3-2**). The barrier benefits 17 of the 24 impacted residences and provides 7 dB(A) or more of noise reduction to at least one benefited receptor. The total cost of this barrier is $389,670 or $22,922 per benefited receptor. This value is below FDOT's allowable cost criteria of $42,000 per benefited receptor. Also, the property owner responding to the noise barrier survey was in support of the recommended noise barrier at this location as described in Section 4.0. Therefore, the proposed noise barrier design for NSA F is recommended for construction. For reference, the design plans for recommended noise barrier for this location is shown in **Appendix G**.



SR 7 Extension from
Okeechobee Boulevard
to Northlake Boulevard
Financial Project ID Nos.:
229664-6 & 229664-7

Receptor Sites
- Impacted and Benefited
- Impacted but Not Benefited
- Not Impacted or Benefited

- Proposed Noise Barrier
- Proposed Improvements
- 500-Foot Buffer

Land Use by Noise Activity Category
- B: Residential, 66.0 dB(A)
- E: Sensitive Commercial, 66.0 dB(A)
- F: Non-Sensitive Developed, N/A
- G: Vacant

0 55 110 220 Feet

Figure 3-2
Noise Analysis Map
Ibis Reserve Apartments

Table 3-3 Summary of Predicted Noise Levels for Ibis Reserve Apartments (Noise Sensitive Area F)

Location	Representative Noise Receptor Sites			2014 PD&E Study - Predicted Noise Level for Build Alternative (Design Year 2040 [dB(A)]	Design Noise Study - Predicted Noise Level for Build Alternative (Design Year 2040) [dB(A)]	Noise Abatement Criteria Status for Build Alternative (Design Year 2040)	Difference (2016 PD&E Study & Design Noise Study) dB(A)	Recommended Conceptual Barrier Design / Recommended for Design and Construction	
	PD&E Noise Study Representative Noise Receptor Site Name	Noise Abatement Activity Category (Description)	Number of Sites Represented					Predicted Noise Level (Design Year 2040) - With Noise Barrier [dB(A)]	Predicted Noise Reduction dB(A)
Ibis Reserve Apartments (Noise Sensitive Area F) / West of SR 7 and South of Northlake Boulevard	F1-3a	B (Multi-Family Residential)	2	66.3	67.9	Exceeds	1.6	65.4	2.5
	F1-3b	B (Multi-Family Residential)	6	67.1	68.2	Exceeds	1.1	59.6	8.6
	F1-3	B (Multi-Family Residential)	2	67.4	68.7	Exceeds	1.3	57.8	10.9
	F1-3c	B (Multi-Family Residential)	4	67.2	68	Exceeds	0.8	60.1	7.9
	F1-3d	B (Multi-Family Residential)	2	68.7	66.9	Approaches	-1.8	64.9	2.0
	F1-3e	B (Multi-Family Residential)	3	67.7	66.2	Approaches	-1.5	64.3	1.9
	F1-3f	B (Multi-Family Residential)	3	68.7	66.7	Approaches	-2.0	61.6	5.1
	F1-3g	B (Multi-Family Residential)	2	67.5	68.3	Exceeds	0.8	61.6	6.7
	F2-4	B (Multi-Family Residential)	6	63.2	51.4	Below	-11.8	51.1	0.3
	F2-5	B (Multi-Family Residential)	6	63.1	55.9	Below	-7.2	52.0	3.9
	F2-6	B (Multi-Family Residential)	6	63.0	55.6	Below	-7.4	55.3	0.3
	F3-7	B (Multi-Family Residential)	4	60.4	54.6	Below	-5.8	53.1	1.5
	F3-8	B (Multi-Family Residential)	6	61.3	52.6	Below	-8.7	51.8	0.8
			Minimum	60.4	51.4	---	---	51.1	0.3
			Maximum	68.7	68.7	---	---	65.4	10.9
			Average	60.1	56.1	---	---	52.6	3.5
			Total Number of Sites Equal to or Greater than 66.0 dB(A)	24	24	---	---	0	---
			Total Number of Sites Benefited	---	---	---	---	---	17

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Notes:

Blue Highlighted Cells Represent Predicted Noise Levels that Equal or Exceed 66 dB(A); Green Highlighted Cells Represent Noise Receptor Sites Benefited [i.e. will receive a noise reduction of at least 5.0 dB(A)].

4.0 Public Involvement

Coordination with local agencies, community officials, and the public has been accomplished during the development of this project. Project stakeholders have had the opportunity to comment on traffic noise associated with the proposed project at multiple public meetings. These include the Public Kick-off Meeting held on September 27, 2005; the Corridor Alternatives Workshop held on May 24, 2006; the Corridor Announcement Meeting held on June 5, 2007; the Alternatives Workshop No. 1 held on April 16, 2008; and the Alternatives Workshop No. 2 held on May 5, 2010. The Public Hearing was held on March 21, 2012. The results and recommendations of the Noise Study Report were available at the Public Hearing. The locations where noise barriers were recommended for further consideration and public input during the design phase were presented to the public in the form of exhibit boards. A Design Workshop was also held on January 28, 2021. Recently, a Virtual Public Meeting was held on Tuesday, February 24, 2026 and an In-Person Public Meeting was held on Thursday, February 26, 2026. A summary of these two public meetings including comments and questions related to the design noise study results and noise barrier recommendations is provided on the FDOT SR 7 Website - Final Public Meeting Summary:

- FDOT: SR 7 - Documents and Publications

In accordance with Part 2, Chapter 18 of FDOT's PD&E Manual, benefitted residential property owners associated with the Baywinds and Mezzano communities and the Ibis Preserve Apartments were surveyed in April 2015 to determine their support for the recommended noise barriers. Benefited property owners are those that would receive at least 5 dB(A) of noise reduction from the recommended noise barrier design. The noise barrier surveys were sent out in April 2015. A sample of the noise barrier survey package for the Baywinds and Mezzano communities is included in **Appendix H**. Of the 35 property owners within the Baywinds and Mezzano communities surveyed, 32 supported and three were not supportive of the recommended noise barrier at this location. The Ibis Preserve Apartments property owner responding to the noise barrier survey was in support of the recommended noise barrier at this location. Based on the survey responses, the recommended noise barriers were recommended for further consideration for design and construction.

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), and the FDOT's PD&E Manual, Part 2, Chapter 18, Highway Traffic Noise (July 1, 2020) for the SR 7 project corridor, which extends from Okeechobee Boulevard to Northlake Boulevard. Design year traffic noise levels (2040) for the Build Alternative will approach, meet, or exceed the FHWA's NAC at 59 residences located along the project corridor. Thirty-five of the 59 residences occur within the Baywinds Condominiums and Mezzano Community/NSA A located east of SR 7 and north of Okeechobee Boulevard. Twenty-four of the 59 residences occur within Ibis Reserve Apartments (formerly AMLI Apartments)/NSA F located west of SR 7 and south of Northlake Boulevard. Therefore, the feasibility and reasonableness of noise barriers were evaluated for those noise sensitive sites predicted to be impacted by design year (2040) traffic noise associated with the SR 7 improvements.

For the 35 residences in Baywinds and Mezzano Communities that approach, meet, or exceed the FHWA's NAC, a 17 to 20-foot tall noise barrier extending 1,500 feet along the eastern right-of-way of SR 7 was determined to be feasible and reasonable abatement measure and has been designed (see **Table 3-2** and **Figure 3-1**). The proposed noise barrier benefits 63 residences, including all 35 impacted residences, and provides 7 dB(A) or more of noise reduction to at least one benefited receptor. The total cost of the barrier is $905,370 or $14,371 per benefited receptor that meets the FDOT's allowable cost criteria of $42,000 per benefited receptor. Also, a majority of respondents from the noise barrier survey were in support of the construction of the recommended noise barrier at this location.

For the 24 residences in Ibis Reserve Apartments (formerly AMLI Apartments) that approach, meet, or exceed the FHWA's NAC, two 21-foot tall noise barrier segments extending 210 feet to the north and 400 feet to the south of the Ibis Reserve Apartments entrance was determined to be feasible and reasonable abatement measure and has been designed (see **Table 3-2** and **Figure 3-2**). The proposed noise barrier benefits 17 of the 24 impacted residences and provides 7 dB(A) or more of noise reduction to at least one benefited receptor. The total cost of the barrier is $389,670 or $22,922 per benefited receptor that meets the FDOT's allowable cost criteria of $42,000 per benefited receptor. Also, the property owner responding to the noise barrier survey was in support of the recommended noise barrier at this location.

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. A list of typical construction noise and vibration sensitive sites can be found on page 18-47 of Part 2, Chapter 18 "Highway Traffic Nosie" of FDOT's PD&E Manual (July 1, 2020).

There are noise and vibration sensitive sites along the project corridor. The noise sensitive locations represent residential areas located on both sides of SR 7. Construction 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.

An assessment of these sites should take place prior to construction to identify any needed abatement measures during construction. Section 335.02, Florida Statutes, 2003, exempts the FDOT from compliance with local ordinances; however, the FDOT policy is to follow the requirement of local ordinances to a reasonable extent. If unanticipated noise and/or vibration issues arise during the construction process, the Project Engineer, in concert with the District Noise Specialist and the Contractor, may investigate additional methods of controlling these impacts on a case-by-case basis.

7.0 References

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

Federal Highway Administration Report FHWA-HEP-10-025, “Highway Traffic Noise: Analysis and Abatement Guidance”, December 2011

“FHWA Traffic Noise Model (FHWA TNM) User’s Guide”, January 1998 and Version 2.5 Addendum, April 2004

Federal Highway Administration Report Number FHWA-HEP-18-605, “Noise Measurement Handbook”, July 2018

Federal Highway Administration Report FHWA-HEP-06-015, “Construction Noise Handbook”, Final Report August 2006

Florida Department of Transportation. “A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations”, July 22, 2009

Florida Department of Transportation. "Highway Traffic Noise", Part 2, Chapter 18. Project Development and Environment Manual, July 1, 2020

Florida Department of Transportation “Traffic Noise Modeling and Analysis Practitioners Handbook”, December 31, 2018

Florida Department of Transportation 2020 FDOT Design Manual (Topic 625-000-002), Chapter 264, “Noise Walls and Perimeter Walls”

Florida Department of Transportation "Standard Specifications for Road and Bridge Construction", July 2020

APPENDIX A

Referenced Pages from July 2014 PD&E Noise Study Report

Noise Study Report

SR 7 Extension Project Development and Environment (PD&E) Study
From SR 704 (Okeechobee Boulevard) to CR 809A (Northlake Boulevard)
MP 0.000 to MP 8.536
Palm Beach County, Florida
Financial Project ID No. 229664-2-22-01
Federal Aid Project No. 4752-030-P
ETDM No. 8127



Florida Department of Transportation
District 4

July 2014

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District Four, is conducting a Project Development and Environment (PD&E) Study that proposes to extend State Road 7 (SR 7) from SR 704 (Okeechobee Boulevard) to CR 809A (Northlake Boulevard) in Palm Beach County, Florida. The project length is 8.5 miles. The purpose of the PD&E Study is to evaluate engineering and environmental data and document information that will assist in determining the type, preliminary design, and location of the proposed extension. The study will meet the requirements of the National Environmental Policy Act (NEPA) which will allow the project to qualify for federal-aid funding of subsequent development phases (design, right-of-way acquisition, and construction).

This Noise Study Report (NSR) was prepared as part of this PD&E Study. This Noise Study Report identifies noise sensitive sites adjacent to the project corridor. It also includes a traffic noise impact analysis, which was conducted for the extension of SR 7 from its current termination at Okeechobee Boulevard to Northlake Boulevard. The traffic noise impact analysis was performed following the noise guidelines in the Florida Department of Transportation Project Development and Environment Manual, Part 2, Chapter 17, dated May 24, 2011. The report describes the noise modeling results of the existing, No-Build, and Build alternatives; compares the noise sound levels to the noise abatement criteria; and describes abatement for the build alternatives.

The base year in this study is 2009, the opening year is 2020, and the design year is 2040. Under the existing conditions (2009), the sound levels are predicted to range between 46.2 and 62.7 dBA. Under the No-Build conditions (2040), the range is between 46.7 and 65.2 dBA. Under the Recommended Alternative (2040), the range is between 53.5 and 68.7 dBA. Individual receptors would have an increase between existing conditions and Build ranging between 3.1 and 12.5 dBA. The Recommended Alternative impacts 41 receptors, 17 in the Baywinds development and 24 at the Amli Apartments.

Noise barriers were studied for the Baywinds development, which is located within Noise Study Area (NSA) A on Figure 8 and the Amli Apartments, which is located within NSA F on Figure 10. The barriers were analyzed to determine if they could effectively reduce the traffic noise level at the impacted receptors, and if the cost of doing so was reasonable given the number of residences predicted for the barrier to protect.

The barrier analysis for NSA A shows that a barrier of 16 feet in height would be feasible and would achieve the greatest number of impacted residences receiving at least 7 dBA insertion loss in addition to the greatest number of benefited residences (at least 5 dBA insertion loss). The barrier is approximately 1,539 feet in length and 16 feet in height, with a total cost of $738,720.

The number of benefited residences receiving an insertion loss of 5 dBA or more is 57, resulting in an average cost per residence of $12,960 (refer to Table 5). Since this cost is well below the upper limit of $42,000, the barrier would be cost reasonable.

The barrier analysis for NSA F shows that a barrier of 20 feet in height would achieve the greatest number of impacted residences receiving at least 7 dBA insertion loss, and the greatest number of benefited residences. The barrier is approximately 851 feet in length, and 20 feet in height, with a total cost of $510,397. The number of benefited residences receiving an insertion loss of 5 dBA or more is 19, resulting in an average cost per residence of $26,863. Since this cost is well below the upper limit of $42,000; the barrier would be cost reasonable.

There are five receptors at the Amli Apartments which were impacted, but for which the noise barriers do not mitigate the impacts. These receptors are located in the vicinity of where a break in the barrier is required to allow for driveway access into the development.

There are no other locations at which noise abatement was found to be not reasonable or feasible.

Community input would be required to determine the residents' desire for the construction of the barrier. Additionally, a detailed noise analysis may be required during the final design process to further analyze the need for abatement—as well as the specific height and length that should be constructed—based upon the ultimate design of the roadway.

To assist with land use control of the undeveloped areas along the corridor, the distances at which the sound level would be 56 dBA and 66 dBA were estimated (56 dBA for Activity Category A and 66 for Activity Categories B and C). The distances range between 625 feet and 1,050 feet for Activity Category A, and between 40 feet and 170 feet for Activity Categories B and C (refer to Table 8). The distance at which the sound level would be 71 dBA was investigated, but it was found that the sound level would not reach 71 dBA outside of the right-of-way.

4 TRAFFIC NOISE ANALYSIS

4.1 Noise Sensitive Areas

Project mapping, aerial photography, and field reviews were used to identify noise sensitive land uses. Land use data was retrieved from the Palm Beach County Property Appraiser GIS data in 2009 and field visits were conducted in August 2010. Areas with the NAC activity category with a common noise environment were grouped together into a Noise Sensitive Areas (NSAs). Following are the NSA's, starting from the south:

- NSA A: Baywinds, townhouses located east of the alignment
- NSA B: Porto Sol, new single family residential development located west of the alignment – the majority of the units is either built or under construction. While not all of the units have building permits, to assess the worst-case scenario, it is assumed that all will have permits by the time the Finding of No Significant Impact is recorded.
- NSA C: Royal Palm Beach, single family residences located west of the alignment
- NSA D: The Acreage, single family residences located west of the alignment
- NSA E: Ibis Golf & Country Club – south portion, townhouses located west of the alignment
- NSA F: Ibis Golf & Country Club – north portion and Amli Apartments, located west of the alignment

Figures 8 through 10 show the NSAs and the representative receptors that were modeled to identify impacts.

4.2 Measured Noise Levels

Noise monitoring was conducted at seven locations (Figures 8 through 10) to determine the existing ambient sound levels in the study area and to validate the accuracy of the noise model in predicting traffic noise levels within the study area. Additionally, for areas that currently experience minimal traffic, the ambient sound level was used as the existing noise level since the noise model would not accurately predict sound levels in those areas without traffic.

Noise monitoring was performed in October and November 2008, and was then performed in December 2010 to account for the addition of traffic on the County's 2-lane extension of SR 7 during both the morning and evening peak periods. Following FDOT procedures, three 10-minute measurements were taken at each site during both the evening and morning monitoring periods. A Bruel and Kjaer Model 2236 sound analyzer was used to measure existing sound levels. The analyzer was calibrated, then tripod-mounted and equipped with a wind screen to eliminate noise associated with wind blowing across the microphone. The weather was dry, with a slight wind and average humidity, with temperatures ranging from the mid 30's to high 70's.

Traffic volume, speed, and composition data were collected simultaneously with noise monitoring to validate the noise model. This data, as well as roadway and terrain geometries were used to develop a model of the area using FHWA's *Traffic Noise Model (TNM)* noise prediction software, version 2.5. The resulting modeled traffic noise levels were compared with the monitored traffic noise levels. This was done to validate the model. Generally, the difference between the monitored and modeled traffic noise levels should be within 3 dBA.

Table 2 summarizes the results of the field monitoring program, comparing the monitored traffic noise levels to the TNM modeled traffic noise levels (Appendix A shows the detailed monitoring data).

Figure 8 – NSAs A and B

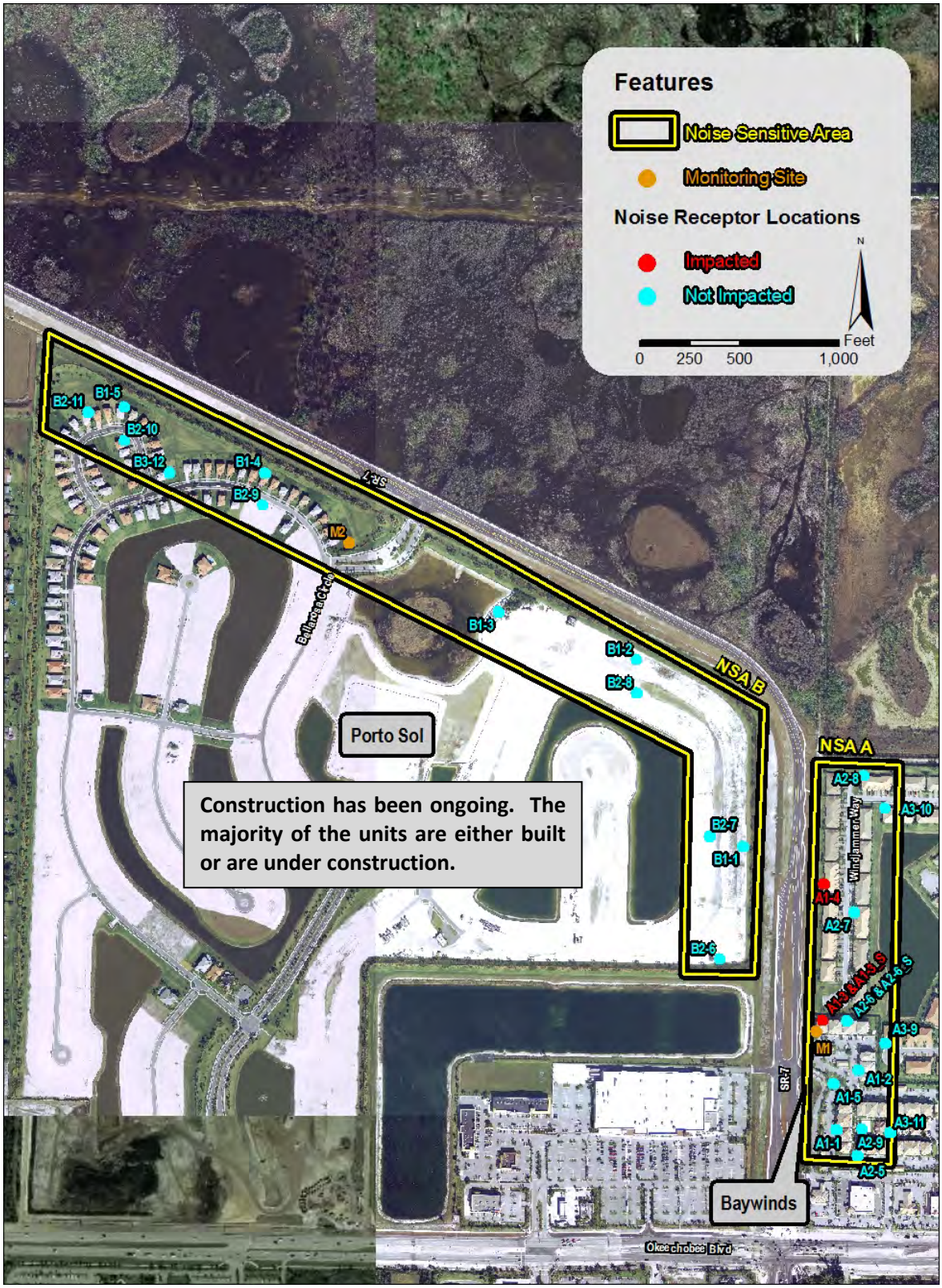


Figure 9 – NSAs C and D

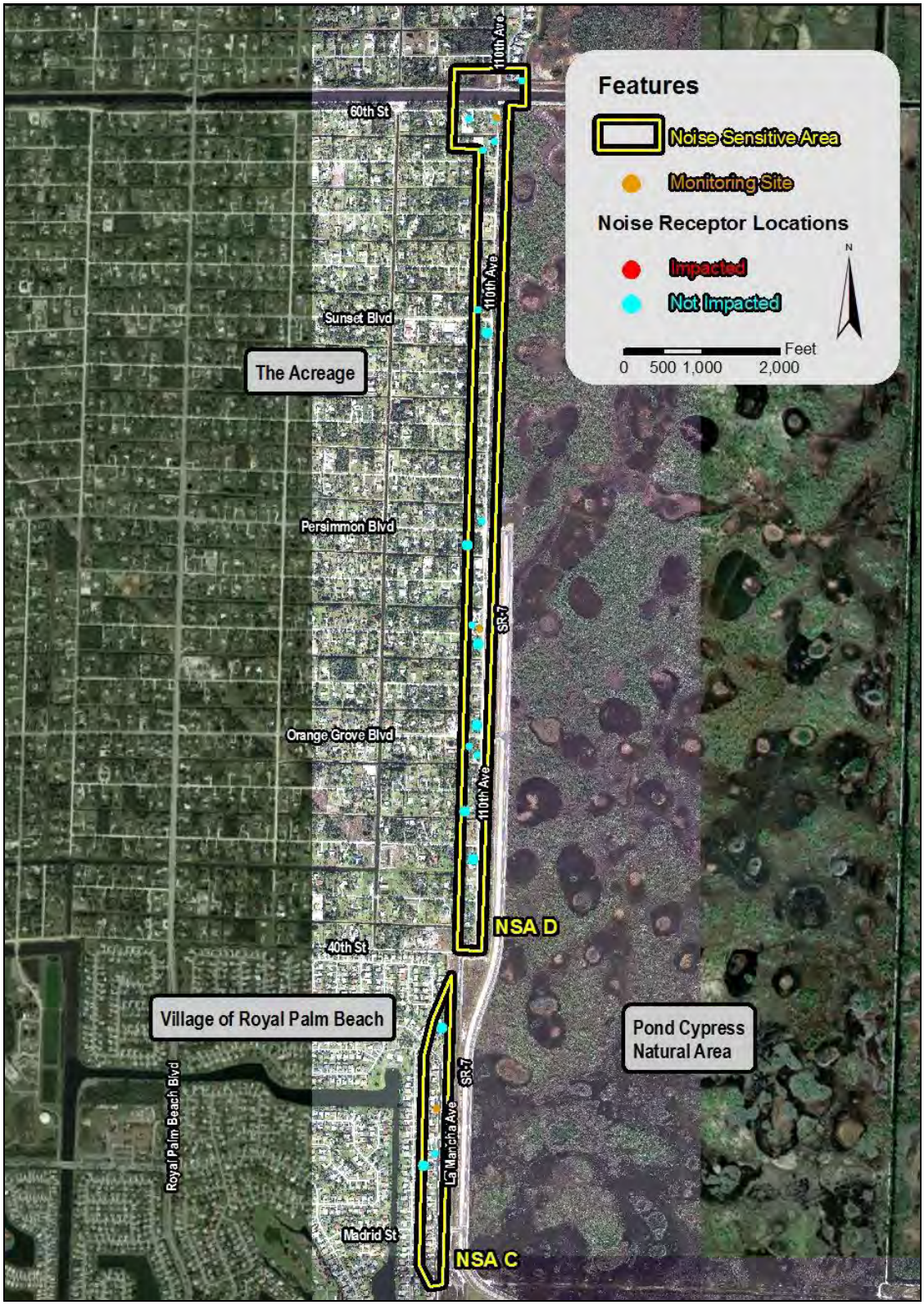
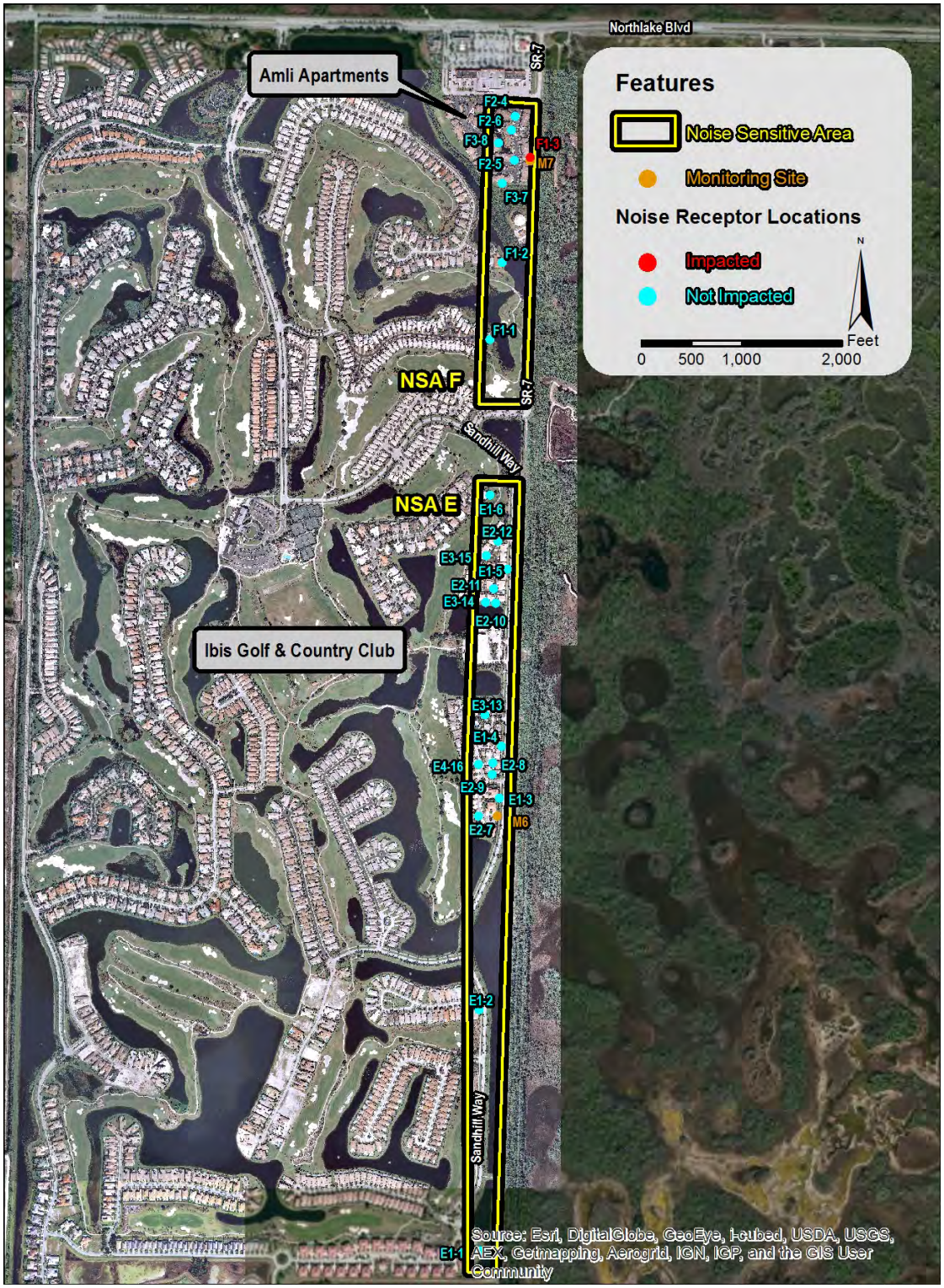


Figure 10 – NSAs E and F



4.5 Recommended Alternative

Subsequent to this analysis, the alternatives were refined and a Recommended Alternative was identified (typical sections are provided in Appendix C). Sound levels were reassessed for the Recommended Alternative and are shown in Table 4. The sound levels associated with the Recommended Alternative are predicted to range between 53.5 and 68.7 dBA. Two receptors in NSA A (A1-3 and A1-4 – the same described above at the Baywinds development) and one receptor in NSA F (F1-3 at the Amli Apartments) approach or exceed the NAC, each of which are discussed in the section below. The increase in future sound levels over existing conditions ranges from 3.1 to 12.5 dBA, which is less than the substantial increase of 15.0 dBA as defined by FDOT.

Receptors A1-3 and A1-4 are first row receptors in the Baywinds development, located along and adjacent to Windjammer Way, as shown on Figure 8 above. Receptors A1-3 and A1-4 have predicted future sound levels of 66.8 and 66.1, respectively. As shown in Figure 10 above, F1-3 is located at the first row of Amli Apartments in NSA F and has a predicted future sound level of 67.4 dBA. All three of these sound levels are above the residential approach NAC of 66.0 dBA. A total of 41 receptors would be impacted by the Recommended Alternative – 17 at the Baywinds development and 24 at the Amli Apartments.

Table 4: TNM Modeling Results for the Recommended Alternative

Residence Location	Receptor ID	Row	Existing Sound Level	No-Build Sound Level	Recommended Alternative
NSA A Baywinds	A1-1	1	61.2	62.8	65.1
	A1-2		57.7	59.7	61.5
	A1-3		61.3	62.5	65.1
	A1-3_S[1]		62.7	64.2	66.8
	A1-4		62.1	63.6	66.1
	A1-5		61.1	62.6	64.8
	A2-5	2	62.4	64.2	65.7
	A2-6		56.1	57.8	59.2
	A2-6_S[1]		57	58.8	61.6
	A2-7		53.7	56.5	57.2
	A2-8		54.7	62.8	59.0
	A2-9		57.2	58.9	60.5
	A3-9	3	55.1	57.5	59.1
	A3-10		53.3	59.8	57.5
	A3-11		55	57	58.5
NSA B Porto Sol	B1-1	1	59.1	61.2	63.9
	B1-2		58.8	60	64.4
	B1-3		57.3	58.5	62.4
	B1-4		59	60.1	64.5
	B1-5		58.3	59.4	63.9
	B2-6	2	58.1	60	62.2
	B2-7		55.5	57.5	60.0
	B2-8		55.2	56.8	60.1
	B2-9		53.7	55	58.5
	B2-10		52.8	54	57.8
	B2-11		55.3	56.3	60.9
	B3-12	3	53.8	55	59.0
NSA C Royal Palm Beach	C1-1	1	52.6	53.7	58.4
	C1-2		54.4	55.5	59.3
	C2-3	2	49.8	50.9	54.8

- Exceeds NAC of 66 dBA

[1] Second floor receptor, 15 feet above ground level. [2] While not all of the units have building permits, to assess the worst-case scenario, it is assumed that all will have permits by the time the FONSI is recorded. Additionally, since there are no impacts, the number of units with building permits does not affect the reasonableness decision for a barrier.

Table 4 (continued): TNM Modeling Results for the Recommended Alternative

Residence Location	Receptor ID	Row	Existing Sound Level	No-Build Sound Level	Recommended Alternative
NSA D The Acreage	D1-1	1	55.4	56.6	60.4
	D1-2		54.5	56.6	59.9
	D1-3		52.9	57.5	59.5
	D1-4		52.2	56.2	58.6
	D1-5		46.2	56	58.7
	D1-6[2]		47.3	53.6	56.4
	D1-7[2]		47.3	52	55.8
	D1-8[2]		47.3	52.3	56.8
	D1-9[2]		47.3	51.1	56.5
	D2-10	2	53.1	54.4	57.5
	D2-11		52.3	57.2	58.9
	D2-12		50.4	54.5	56.8
	D2-13		47.7	54.9	56.6
	D2-14[2]		47.3	51.3	53.5
	D2-15[2]		47.3	49.6	53.5
	D2-16[2]		47.3	46.7	54.6
NSA E Ibis Golf & Country Club (south)	E1-1[3]	1	52.6	52.6	61.7
	E1-2[3]		52.6	52.6	61.1
	E1-3[3]		52.6	52.6	64.0
	E1-4[3]		52.6	52.6	64.2
	E1-5[3]		52.6	52.6	64.3
	E1-6[3]		52.6	52.6	60.5
	E2-7[3]	2	52.6	52.6	60.1
	E2-8[3]		52.6	52.6	61.3
	E2-9[3]		52.6	52.6	60.2
	E2-10[3]		52.6	52.6	61.7
	E2-11[3]		52.6	52.6	60.4
	E2-12[3]		52.6	52.6	61.2
	E3-13[3]	3	52.6	52.6	60.2
	E3-14[3]		52.6	52.6	60.0
	E3-15[3]		52.6	52.6	58.8
	E4-16[3]	4	52.6	52.6	58.0
NSA F Ibis Golf & Country Club (north)	F1-1	1	52.6	55.8	59.6
	F1-2		54.4	57.6	61.2
	F1-3		61.6	65.2	67.4
	F2-4	2	57.5	60.7	63.2
	F2-5		54.4	57.5	63.1
	F2-6		56.3	59.4	63.0
	F3-7		53.2	56.3	60.4
	F3-8	3	54.5	57.6	61.3

[2] No TNM roadway traffic to model at this location in Existing conditions; the monitored ambient noise level was reported instead. [3] No TNM roadway traffic to model at this location in Existing or No-Build conditions; the monitored ambient noise level was reported instead.

Source: Jacobs, 2011

4.6 Noise Abatement Measures

Traffic noise abatement measures were considered for the impacted area in NSA A and NSA F. Possible mitigation measures include: traffic management measures, alteration of horizontal and vertical alignments, acquisition of property rights for construction of noise barriers, construction of noise barriers, and acquisition of real property or interests therein (predominantly unimproved property) to serve as buffer zones.

Traffic management measures which are effective in reducing traffic noise include prohibiting truck traffic, or limiting it to only daylight hours, and reducing speed limits. However, implementing either of these measures would not meet the project's objectives.

Different horizontal alignments were analyzed as part of the four Build alternatives (sound levels for different alternatives are shown in Table 3); however, the alternatives that had reductions in sound levels had greater wetland and threatened and endangered species impacts, and were therefore not chosen as the Recommended Alternative.

Due to the proximity of the environmental features and the existing developments and those currently under construction, changes to the vertical alignment and/or buffer zones would not be feasible. Therefore, noise barriers are the most reasonable method to reduce traffic noise impacts.

Noise barriers were evaluated for the central/north portion of NSA A and the north portion of NSA F to determine the feasibility and cost effectiveness of mitigating the predicted traffic noise impacts described above. The approximate locations of each barrier are shown on Figures 11 and 12.

When considering noise barriers, reasonableness and feasibility factors need to be evaluated. For a barrier to be feasible, the barrier must reduce the traffic noise level by at least 5 dBA for a minimum of two impacted receptors. However, the noise reduction design goal is to achieve a traffic noise level reduction of at least 7 dBA. To assess the feasibility of the barrier, additional modeling receptors were added to the model to represent each building in the impacted area (refer to Figures 11 and 12).

Figure 11 – Proposed Barrier Protecting Baywinds in NSA A



Figure 12 – Proposed Barrier Protecting Ibis in NSA F



For a barrier to be reasonable, it must be cost effective when comparing the cost of the barrier to the number of receptors that would be benefitted by the barrier. Barrier cost is calculated using a factor of $30 per square foot. To be reasonable, the cost per benefited receptor must generally be equal to or below $42,000. The barrier analyzed for NSA A is approximately 1,539 feet in length, and the barrier analyzed for NSA F is approximately 851 feet in length. Table 5 shows the results of the noise barrier analysis.

Table 5 – Noise Barrier Analysis Results

Barrier Height (feet)	Noise Reduction at Impacted Receptors[1]			Number of Benefited Receptors[2]			Average Reduction for Benefited Receptors (dB(A))[1]	Total Estimated Cost[3]	Cost per Benefited Receptor[4]
	5 -5.9 dB(A)	6 – 6.9 dB(A)	> 7 dB(A)	Impacted	Not Impacted	Total			
Baywinds (17 Impacted Receptors)									
8	0	0	0	0	0	0	NA	$369,360	NA
10	0	16	0	16	23	39	6.1	$461,700	$11,838
12	0	0	16	16	25	41	7.5	$554,040	$13,513
14	1	0	16	17	33	50	7.8	$646,380	$12,928
16	0	0	17	17	40	57	8.5	$738,720	$12,960
18	0	0	17	17	40	57	9.3	$831,060	$14,580
20	0	0	17	17	40	57	10.1	$923,400	$16,200
22	0	0	17	17	40	57	10.7	$1,015,740	$17,820
Amli Apartments (24 Impacted Receptors)									
8	0	0	0	0	0	0	NA	$204,159	NA
10	0	0	0	0	0	0	NA	$255,198	NA
12	10	0	0	10	0	10	5.5	$306,238	$30,624
14	4	2	8	14	0	14	6.8	$357,278	$25,520
16	3	4	10	17	0	17	7.1	$408,317	$24,019
18	5	4	10	19	0	19	7.2	$459,357	$24,177
20	5	0	14	19	0	19	7.5	$510,397	$26,863
22	5	0	14	19	0	19	7.7	$561,436	$29,549

The barrier analysis shows that in NSA A a barrier of 16 feet in height would achieve the greatest number of impacted residences receiving at least 7 dBA insertion loss and the greatest number of benefited residences receiving at least 5 dBA insertion loss (refer to Table 5). In NSA F a barrier of 20 feet in height would achieve the greatest number of impacted residences receiving at least 7 dBA insertion loss. Since more than two of the impacted receptors in each NSA receive at least a 5 dBA insertion loss, the barrier would be feasible. This cost is well below the upper limit of $42,000 for both barriers; therefore the barriers would be reasonable. Table 6 shows the insertion loss at each receptor.

Table 6 – Predicted Noise Reduction for All Build Alternatives (L_{eq}, dBA)

Receptors	Dwelling Units Represented by Each Receptor	No Barrier Sound Level	Sound Level	Insertion Loss
Baywinds development – 16-foot Barrier				
A1-1	6	65.1	65.0	0.1
A1-2	4	61.5	60.8	0.7
A1-3	1	65.1	55.4	9.7
A1-3a	2	62.2	53.9	8.3
A1-3_S[1]	1	66.8	59.0	7.8
A1-3_S-a[1]	2	64.3	56.8	7.5
A1-4	6	66.1	56.0	10.1
A1-4a	4	66.1	56.7	9.4
A1-4b	6	66.0	56.4	9.6
A1-4c	6	65.8	56.1	9.7
A1-4d	6	65.8	55.8	10
A1-4e	6	65.8	55.7	10.1
A1-4f	4	65.7	55.6	10.1
A1-5	1	64.8	64.1	0.7
A2-5	4	65.7	65.7	0
A2-5a	4	57.7	56.7	1.0
A2-6	4	59.2	52.4	6.8
A2-6_S[1]	2	61.6	54.8	6.8
A2-6_S-a[1]	1	59.8	54.6	5.2
A2-7	6	57.2	53.1	4.1
A2-7a	6	59.4	53.7	5.7
A2-7b	6	58.4	53.7	4.7
A2-7c	6	57.0	53.0	4.0
A2-7d	6	56.9	52.8	4.1
A2-7e	6	57.5	54.9	2.6
A2-8	7	59.0	57.6	1.4
A2-9	1	60.5	60.2	0.3
A3-9	2	59.1	58.1	1.0
A3-10	3	57.5	56.7	0.8
A3-11	1	58.5	58.4	0.1

Table 6 (continued) – Predicted Noise Reduction for All Build Alternatives (L_{eq}, dBA)

Receptors	Dwelling Units Represented by Each Receptor	No Barrier Sound Level	Sound Level	Insertion Loss
Amli Apartments– 20-foot Barrier				
F1-3	2	67.4	58.8	8.6
F1-3a	2	66.3	57.7	8.6
F1-3b	6	67.1	57.2	9.9
F1-3c	4	67.2	60.2	7
F1-3d	2	68.7	66.2	2.5
F1-3e	3	67.7	65.1	2.6
F1-3f	3	68.7	63.3	5.4
F1-3g	2	67.5	62.2	5.3

[1] Second floor receptor, 15 feet above ground level.

##	- Exceeds impact threshold of 66 dBA
##	- Noise reduction of 7.0 dBA or greater
##	- Noise reduction between 5.0 and 6.9 dBA

Source: Jacobs, 2011

Finally, other factors need to be considered to determine the reasonableness and feasibility of providing noise abatement and include the following.

- Design and construction – such as whether or not a noise barrier can be constructed using standard construction methods and techniques. Factors to be considered include terrain changes, utilities, safety, bridges, and overpasses;
- Safety – maintaining a clear recovery zone and sight distance;
- Access – maintaining ingress and egress to properties;
- Right-of-way needs – includes access rights, easements for construction and/or maintenance, and land acquisition for the barrier itself;
- Maintenance – retain access for maintenance crews;
- Drainage – consider the need to direct water along, under, or away from a noise barrier;
- Utilities – consider the location of overhead and underground utilities and the impact of noise barrier on utilities and the reverse;
- Viewpoint of the benefited receptors – if a majority of the benefited residents and property owners are not in favor of the noise barrier, the Department would not construct the barrier;

Although a barrier may meet the feasibility and reasonableness factors described above, the reasonableness of providing noise abatement in the form of a noise barrier is subject to a detailed review in design and subsequent reevaluations.

5 CONCLUSIONS

A traffic noise impact analysis was conducted to determine if sensitive noise receptors would be impacted by the increased traffic noise associated with the project.

Under the Recommended Alternative with no traffic noise barriers, traffic noise levels are predicted to range between 53.5 and 68.7 dBA, which are between 3.1 and 12.5 dBA more than existing conditions. Without the construction of traffic noise barriers, 41 residences are predicted to be impacted by the project.

Only receptors in the Baywinds development within NSA A (Figure 8) and in the Amli Apartments within NSA F (Figure 10) would be impacted by the Recommended Alternative. Noise barriers were studied for NSA A and NSA F to determine the feasibility and cost effectiveness of mitigating the traffic noise impacts. The barriers were analyzed to determine if they could effectively reduce the traffic noise level at the impacted receptors, and then if the cost for the barriers was reasonable given the number of residences that each would be predicted to protect.

The barrier analysis for NSA A shows that a barrier of 16 feet in height would achieve the greatest number of impacted residences receiving at least 7 dBA insertion loss, and the greatest number of benefited residences (at least 5 dBA insertion loss). The barrier is approximately 1,539 feet in length, and 16 feet in height, with a total cost of $738,720. The number of benefited residences receiving an insertion loss of 5 dBA or more is 57, resulting in an average cost per residence of $12,960 (refer to Table 7). This cost is well below the upper limit of $42,000; therefore the barrier would be reasonable.

The barrier analysis for NSA F shows that a barrier of 20 feet in height would achieve the greatest number of impacted residences receiving at least 7 dBA insertion loss, and the greatest number of benefited residences. The barrier is approximately 851 feet in length, and 20 feet in height, with a total cost of $510,397. The number of benefited residences receiving an insertion loss of 5 dBA or more is 19, resulting in an average cost per residence of $26,863. This cost is well below the upper limit of $42,000; therefore the barrier would be reasonable.

Table 7 – Summary of Traffic Noise Barrier Analysis

Noise Sensitive Area	Barrier Height (ft.)	Barrier Length (ft.)	Barrier Cost	Benefited Residences*	Cost per Benefited Residence	Feasible	Cost Effective
A	16	1,539	$738,720	57	$12,960	Yes	Yes
F	20	851	$510,397	19	$26,863	Yes	Yes
* Benefited Residences would receive at least a 5 dBA reduction of traffic noise levels due to the barrier.							

Source: Jacobs, 2011

There are five receptors at the Amli Apartments which were impacted, but for which the noise barriers do not mitigate the impacts. These receptors are located in the vicinity of where a break in the barrier is required to allow for driveway access into the development.

There are no other locations at which noise abatement was found to be not reasonable or feasible.

The Florida Department of Transportation is committed to the construction of feasible and reasonable noise abatement measures at the noise-impacted locations identified on Figures 11 and 12 and in Table 4 contingent upon the following conditions:

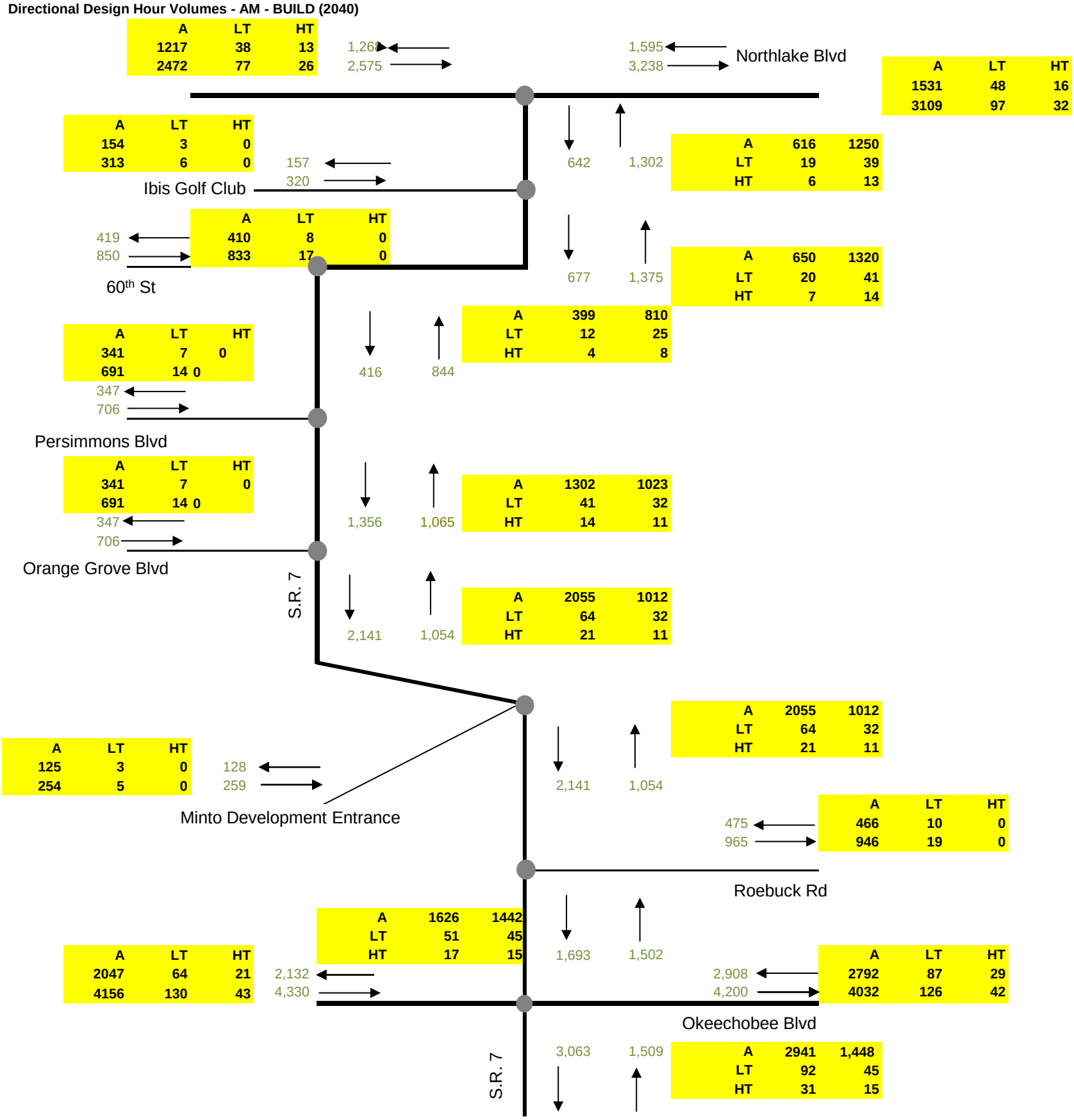
- Detailed noise analysis during the final design process supports the need, feasibility and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barrier 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.

If, during the final design phase, abatement is no longer considered feasible or reasonable 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 the final design phase and at a time before the construction advertisement is approved.

APPENDIX B

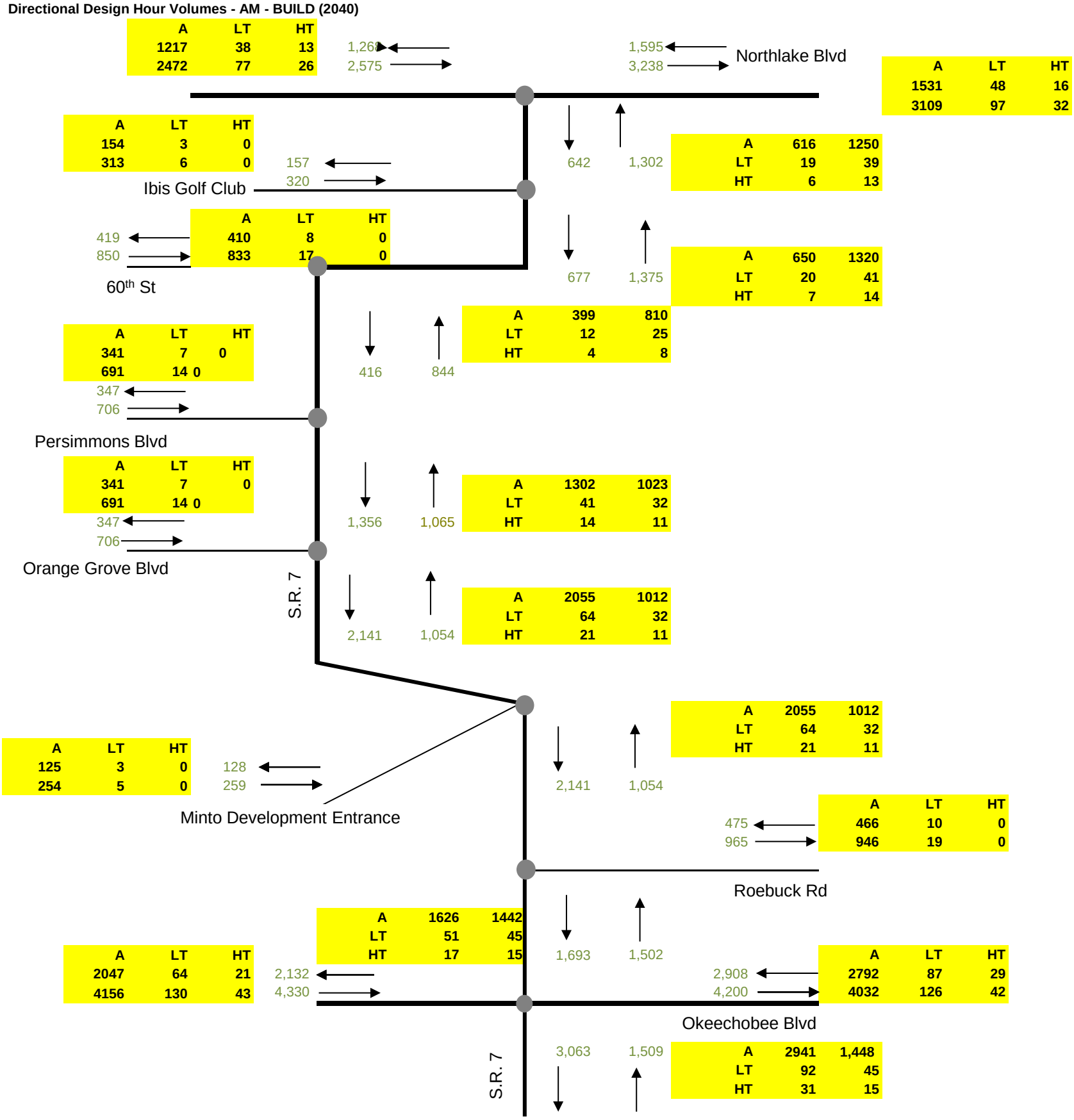
TRAFFIC DATA USED IN THE NOISE ANALYSIS

Directional Design Hour Volumes - AM - BUILD (2040)



Note: A = Automobiles; LT = Light Trucks; HT = Heavy Trucks.

Directional Design Hour Volumes - AM - BUILD (2040)



Note: A = Automobiles; LT = Light Trucks; HT = Heavy Trucks.

APPENDIX C

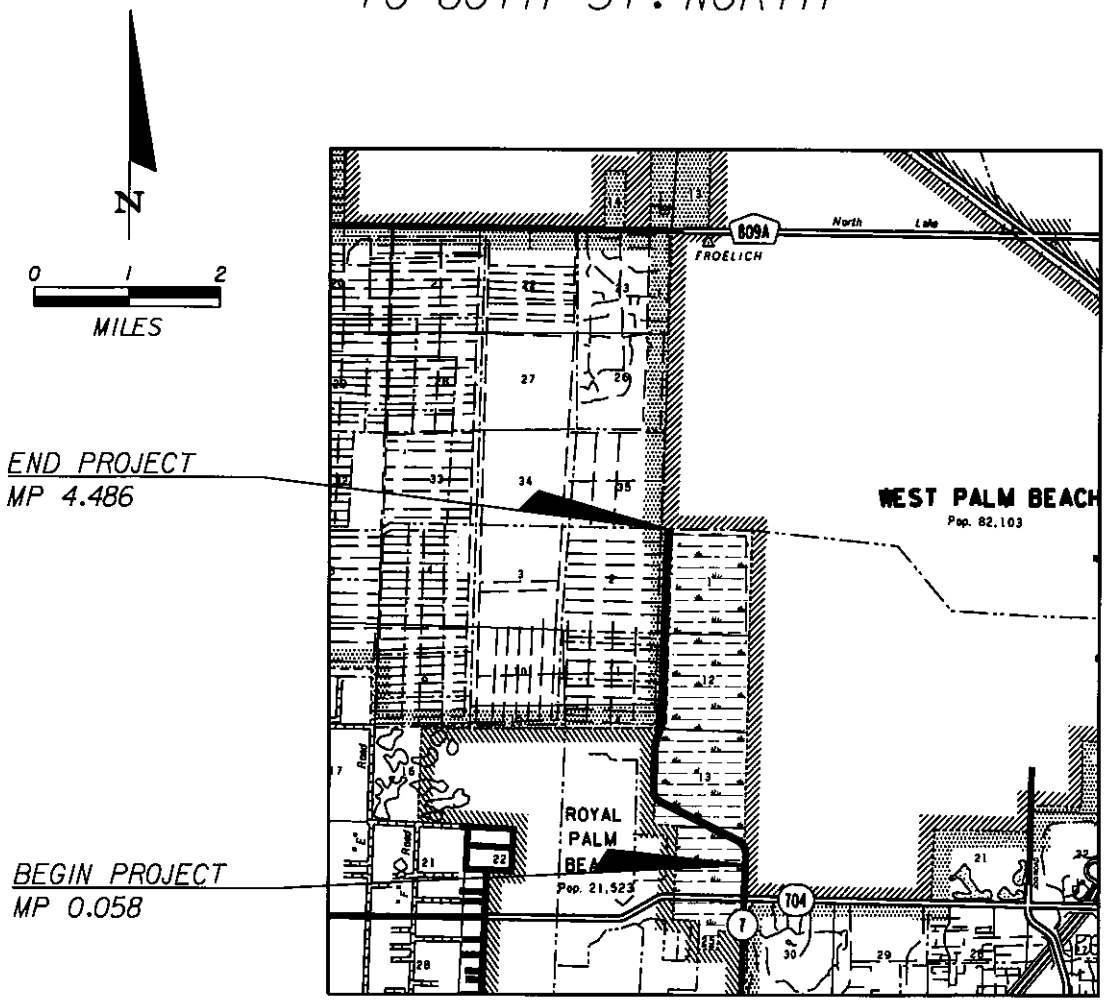
TYPICAL SECTIONS FOR THE RECOMMENDED ALTERNATIVE

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

STATE ROAD 7
PALM BEACH COUNTY

FINANCIAL PROJECT ID 229664-4-32-01
FROM NORTH OF SR 704 (OKEECHOBEE BLVD.)
TO 60TH ST. NORTH



PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 229664-4-32-01 COUNTY (SECTION) PALM BEACH

PROJECT DESCRIPTION SR 7 FROM NO. OF SR 704 (OKEECHOBEE BLVD.) TO 60TH ST. NORTH

PROJECT CONTROLS

FUNCTIONAL CLASSIFICATION

( ) RURAL
(X) URBAN

( )	FREEWAY/EXPWY.	( )	MAJOR COLL.
(X)	PRINCIPAL ART.	( )	MINOR COLL.
( )	MINOR ART.	( )	LOCAL

HIGHWAY SYSTEM

Yes	No	
(X)	( )	NATIONAL HIGHWAY SYSTEM
( )	(X)	FLORIDA INTRASTATE HIGHWAY SYSTEM
( )	(X)	STRATEGIC INTERMODIAL SYSTEM
(X)	( )	STATE HIGHWAY SYSTEM
( )	(X)	OFF STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

CRITERIA

(X) NEW CONSTRUCTION / RECONSTRUCTION
( ) RRR INTERSTATE / FREEWAY
( ) RRR NON-INTERSTATE / FREEWAY
( ) TDLC / NEW CONSTRUCTION / RECONSTRUCTION
( ) TDLC / RRR
( ) MANUAL OF UNIFORM MINIMUM STANDARDS (FLORIDA GREENBOOK)(OFF-STATE HIGHWAY SYSTEM ONLY)

TRAFFIC

	YEAR	AADT
CURRENT	2009	4,600
OPENING	2020	37,400
DESIGN	2040	47,600

		DISTRIBUTION	
DESIGN SPEED	45	K	9%
POSTED SPEED	45	D	67%
		T_{24}	8%

DESIGN SPEED APPROVALS

DISTRICT DESIGN ENGINEER _____ DATE _____

DISTRICT TRAFFIC OPERATIONS ENGINEER _____ DATE _____

LIST ANY POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION ELEMENTS:

NONE

LIST MAJOR STRUCTURES LOCATION/DESCRIPTION - REQUIRING INDEPENDENT STRUCTURE DESIGN:

N/A

LIST MAJOR UTILITIES WITHIN PROJECT CORRIDOR:

AT&T, WEST PALM BEACH UTILITIES, COMCAST, FLORIDA PUBLIC UTILITIES, FP&L, PALM BEACH COUNTY WATER UTILITIES

LIST OTHER INFORMATION PERTINENT TO DESIGN OF PROJECT:

N/A

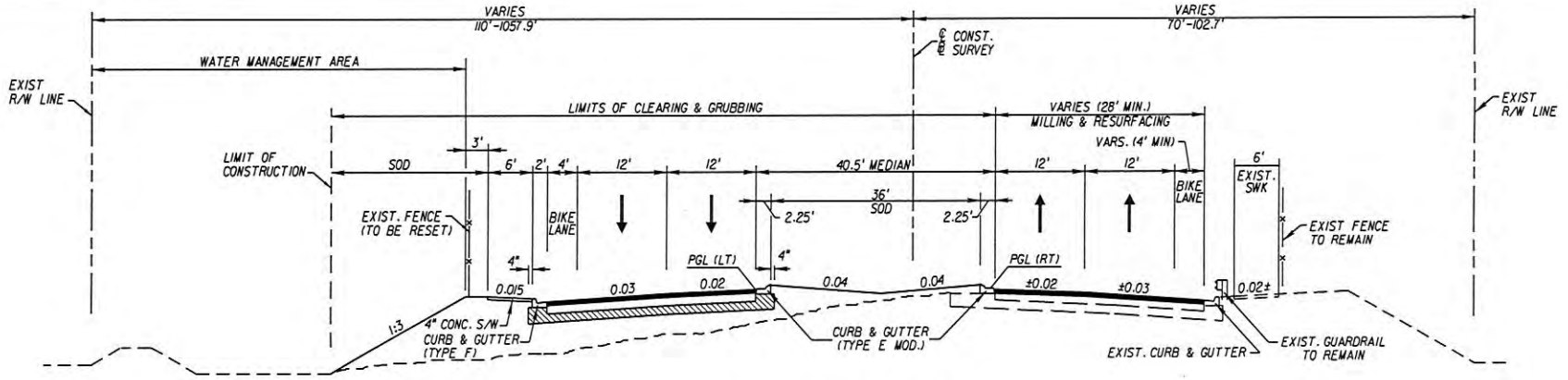
PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 229664-4-32-01 FEDERAL AID PROJECT NO. 4752-032 COUNTY NAME PALM BEACH

SECTION NO. 93270000 ROAD DESIGNATION SR 7 LIMITS/MILEPOST MP 0.058 TO MP 4.486

PROJECT DESCRIPTION SR 7 FROM NORTH OF SR 704/ OKEECHOBEE BLVD. TO 60TH ST. NORTH.

PROPOSED ROADWAY TYPICAL SECTION



DESIGN SPEED = 45 M.P.H.

NORTH OF OKEECHOBEE BLVD. TO PERSIMMON BLVD.

STA 223+00.11 TO STA 382+00.00

MAVERICK K. MARSHALL LICENSE No. 52704 STATE OF FLORIDA PROFESSIONAL ENGINEER

APPROVED BY: Maverick Marshall, PE.	FDOT CONCURRENCE	RECOMMENDED BY:	PALM BEACH COUNTY CONCURRENCE
Engineer Of Record Signature 5/7/14 Date	HOWARD A. WEBB, PE Date FDOT District Design Engineer	RICHARD YOUNG, P.E. Date FDOT District Project Development Engineer	OMELIO A. FERNANDEZ, P.E. Date Director, Roadway Production Division

$USER$ $DATE$ $TIME$ $FILE$

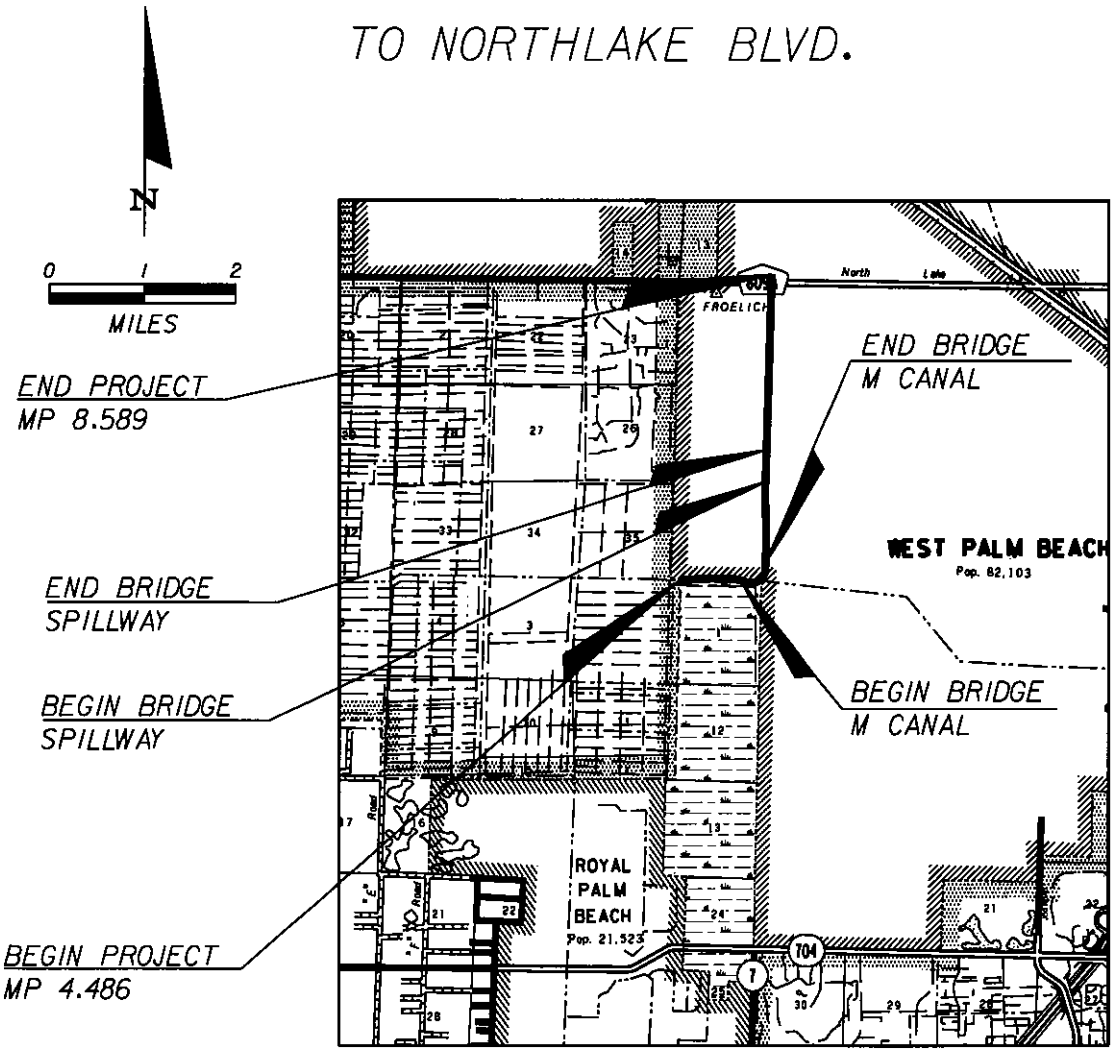
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

STATE ROAD 7
PALM BEACH COUNTY

FINANCIAL PROJECT ID 229664-3-52-01

FROM 60TH ST. NORTH
TO NORTHLAKE BLVD.



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PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 229664-3-52-01 COUNTY (SECTION) PALM BEACH

PROJECT DESCRIPTION SR 7 FROM 60TH ST. NORTH TO NORTHLAKE BLVD.

PROJECT CONTROLS

FUNCTIONAL CLASSIFICATION

( ) RURAL
(X) URBAN

( )	FREEWAY/EXPWY.	( )	MAJOR COLL.
(X)	PRINCIPAL ART.	( )	MINOR COLL.
( )	MINOR ART.	( )	LOCAL

HIGHWAY SYSTEM

Yes	No	
(X)	( )	NATIONAL HIGHWAY SYSTEM
( )	(X)	FLORIDA INTRASTATE HIGHWAY SYSTEM
( )	(X)	STRATEGIC INTERMODIAL SYSTEM
(X)	( )	STATE HIGHWAY SYSTEM
( )	(X)	OFF STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

CRITERIA

(X) NEW CONSTRUCTION / RECONSTRUCTION
( ) RRR INTERSTATE / FREEWAY
( ) RRR NON-INTERSTATE / FREEWAY
( ) TDLC / NEW CONSTRUCTION / RECONSTRUCTION
( ) TDLC / RRR
( ) MANUAL OF UNIFORM MINIMUM STANDARDS (FLORIDA GREENBOOK) (OFF-STATE HIGHWAY SYSTEM ONLY)

TRAFFIC

	YEAR	AADT
CURRENT	2011	N/A
OPENING	2020	17,900
DESIGN	2040	22,800

DESIGN SPEED 45
POSTED SPEED 45

DISTRIBUTION
K 9%
D 67%
T_{24} 8%

DESIGN SPEED APPROVALS

DISTRICT DESIGN ENGINEER _____ DATE _____

DISTRICT TRAFFIC OPERATIONS ENGINEER _____ DATE _____

LIST ANY POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION ELEMENTS:

NONE

LIST MAJOR STRUCTURES LOCATION/DESCRIPTION - REQUIRING INDEPENDENT STRUCTURE DESIGN:

SR 7 BRIDGE OVER M CANAL
SR 7 BRIDGE OVER SPILLWAY

LIST MAJOR UTILITIES WITHIN PROJECT CORRIDOR:

AT&T, WEST PALM BEACH UTILITIES, COMCAST, FLORIDA PUBLIC UTILITIES, FP&L

LIST OTHER INFORMATION PERTINENT TO DESIGN OF PROJECT:

ROUNDABOUTS AT 60TH STREET NORTH AND IBIS ENTRANCE

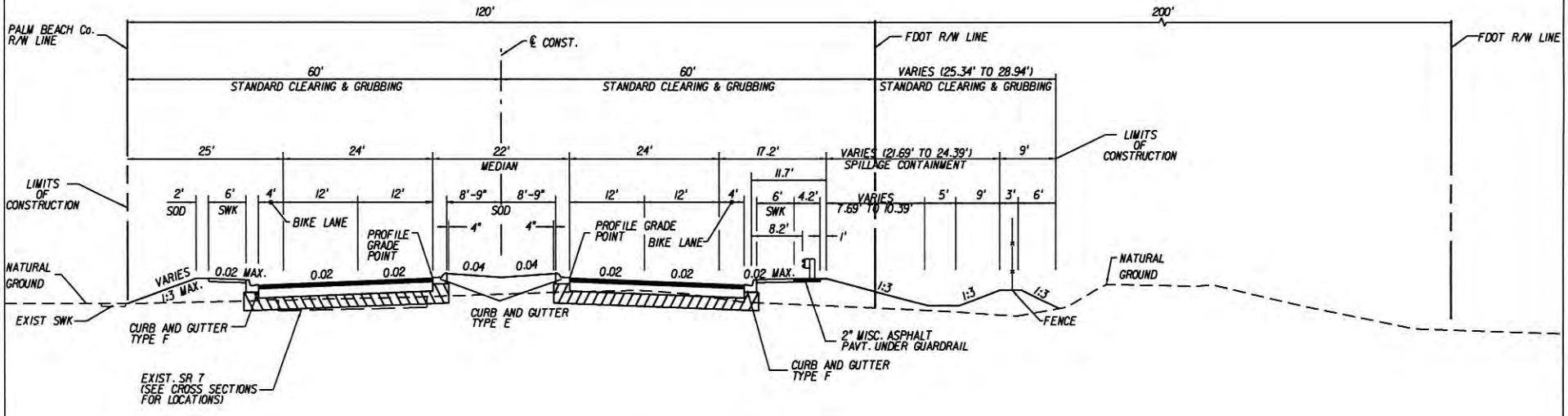
PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 229664-3-52-01 FEDERAL AID PROJECT NO. 4752-036 COUNTY NAME PALM BEACH

SECTION NO. 93270000 ROAD DESIGNATION SR 7 LIMITS/MILEPOST M.P. 4.486 TO M.P. 8.589

PROJECT DESCRIPTION SR 7 FROM 60TH ST. NORTH TO NORTHLAKE BLVD.

PROPOSED ROADWAY TYPICAL SECTION



DESIGN SPEED = 45 MPH
FROM PALM BEACH COUNTY RIGHT OF WAY TO NORTHLAKE BLVD.
STA. 508+80.00 TO STA. 652+64.37

APPROVED BY: MARTIN H. WORKMAN, P.E.	FDOT CONCURRENCE	RECOMMENDED BY:	PALM BEACH COUNTY CONCURRENCE
4.7.2014			
Engineer Of Record Signature — Date	HOWARD A. WEBB, P.E. — Date FDOT District Design Engineer	RICHARD YOUNG, P.E. — Date FDOT District Project Development Engineer	OMELIO A. FERNANDEZ, P.E. — Date Director, Roadway Production Division

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APPENDIX B

Referenced Pages from February 2015 Findings of No Significant Impact (FONSI)/Section 4(f) de Minimis and Design Change and Construction Advertisement Re-evaluation Form (January 28, 2022)

Federal Highway Administration
Florida Division

ADMINISTRATIVE ACTION

FINDING OF NO SIGNIFICANT IMPACT (FONSI)/SECTION 4(f) *DE MINIMIS*

U.S. Department of Transportation

Federal Highway Administration and

Florida Department of Transportation, District Four

Financial Project Number: 229664-2-22-01
Federal Project Number: 4752-030-P
Efficient Transportation Decision Making (ETDM) No. 8127

SR 7 from SR 704 (Okeechobee Boulevard) to CR 809A (Northlake Boulevard)
Palm Beach County, Florida

The proposed action is: Extend SR 7 to CR 809A (Northlake Boulevard). Includes the widening of SR 7 from two to four lanes from SR 704 (Okeechobee Boulevard) to 60th Street, construction of a four lane divided facility from 60th Street to the east entrance of the Ibis Golf and Country Club, and widening of an existing County roadway from two to four lanes from the east entrance of the Ibis Golf and Country Club to Northlake Boulevard; a bridge crossing of the M-Canal; roundabouts at 60th Street and the entrance to the Ibis Golf and Country Club Community. Project length is 8.5 miles.

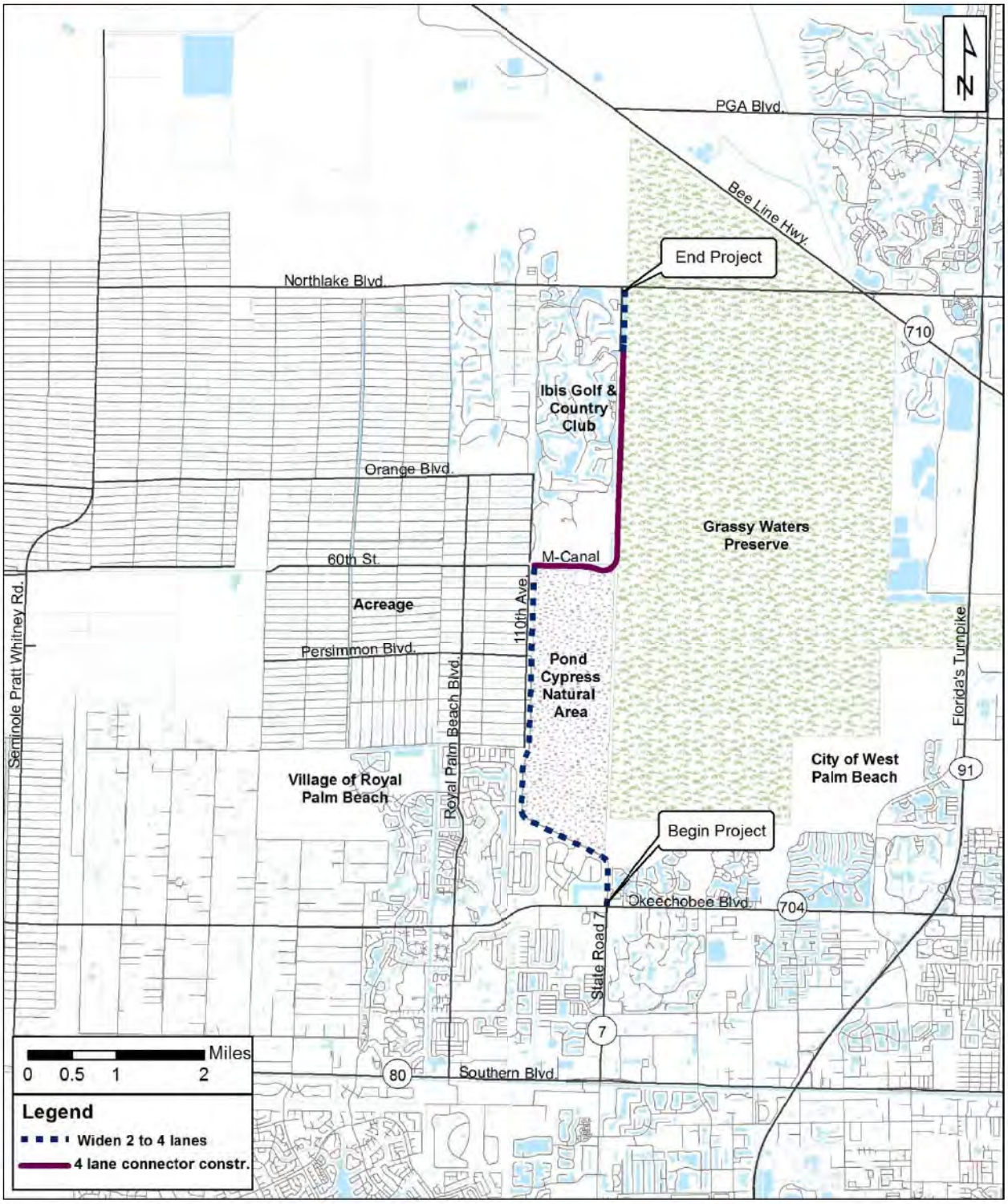
Submitted pursuant to 42 U.S.C. 4332 (2)(c)

2-19-15
Date

for Buddy Cunill
Division Administrator
Federal Highway Administration

The proposed action will not have a significant effect on the human environment. Proposed improvements are generally located within existing right of way reserved for transportation purposes and will not result in any relocations. Based on a Biological Opinion dated November 13, 2014, the US Fish and Wildlife Service determined that the construction and operation of the proposed action is not likely to jeopardize the continued existence of the Everglade snail kite. Unavoidable impacts to the wetlands and habitats will be mitigated for in accordance with local, state, and federal permitting agencies.

Figure 1: Project Location Map



either the No-Build or Build Alternatives. Therefore, the project passes the screening model.

This document does not incorporate an analysis of the Green House Gasses (GHG) emissions or climate change effects of each of the alternatives because the potential change in GHG emissions is very small in the context of the affected environment. Because of the insignificance of the GHG impacts, those local impacts will not be meaningful to a decision on the environmentally preferable alternative or to a choice among alternatives. For these reasons, no alternatives-level GHG analysis has been performed for this project. An Air Quality Screening Memorandum was prepared.

4.12 NOISE

A traffic noise impact analysis was conducted for the project. The analysis conducted is consistent with the latest FHWA guidance document "Highway Traffic Noise: Analysis and Abatement Guidance." It is also consistent with the revised noise guidance from FDOT's PD&E Manual, Part 2, Chapter 17, dated May 24, 2011.

The traffic noise impact analysis began with the identification of noise sensitive areas for evaluation. These noise sensitive areas were identified as follows:

- Area A: Baywinds; townhouses located east of the alignment.
- Area B: Porto Sol; new single family residential development located west of the alignment.
- Area C: Royal Palm Beach; single family residences located west of the alignment.
- Area D: The Acreage; single family residences located west of the alignment.
- Area E: Ibis Golf & Country Club – south portion; townhouses located west of the alignment.
- Area F: Ibis Golf & Country Club – north portion and Amli Apartments; located west of the alignment.

The FHWA has established noise abatement criteria to identify noise impacts from roadway projects. Federal Regulation 23 CFR 772 states that: "Noise impacts occur when the predicted traffic noise levels approach or exceed the noise abatement criteria levels, or when the predicted traffic noise levels substantially exceed the existing noise levels." For residential land uses, FHWA identifies 67 dBA (weighted decibel scale) as the threshold for determining if a noise impact would occur. FDOT goes beyond the federal requirement and uses 66 dBA as the threshold. In addition, FDOT considers that noise levels would be substantially exceeded if sound levels increase by 15.0 dBA or more over existing conditions.

For this project, existing sound levels range between 46.2 and 62.7 dBA. Under the No-Build Alternative for the year 2040, noise levels would range between 46.7 and 65.2 dBA. For the West, Center, and East Alignment Alternatives, noise levels in the year 2040 would range between 53.5 and 66.8 dBA. The area where the 66.0 dBA threshold would be exceeded is in the Baywinds community and would involve 17 receptors. This community is located just north of the SR 7 and Okeechobee Boulevard intersection. These impacts would occur regardless of the Build Alternative selected.

For the Preferred Alternative (a modified version of the West Alignment Alternative), noise levels in the year 2040 would range between 53.5 and 68.7 dBA. The area where the 66.0 dBA threshold would be exceeded is in the Baywinds community with 17 receptors and the Amli Apartments with 24 receptors. The Amli Apartments are located adjacent to the Ibis Golf and Country Club and just south of Northlake Boulevard.

Noise levels are expected to increase along other parts of the project by 2040 regardless of the Build Alternative selected. Within the Porto Sol community, sound levels are expected to increase from 59.1 dBA (existing) to 64.6 dBA (2040). Within Royal Palm Beach, sound levels are expected to increase from 54.4 dBA to 59.4 dBA. The Acreage community could experience an increase from 55.4 dBA to 60.5 dBA, and the southern half of the Ibis Golf and Country Club could experience an increase of noise from 52.6 dBA to 64.7 dBA. The receptors within these segments are not considered impacted since the thresholds established by the FDOT and FHWA were not exceeded.

A noise barrier wall was analyzed to determine if it could effectively reduce the traffic noise level at the impacted receptors and if the cost of doing so was reasonable given the number of receptors predicted for the noise barrier to protect. For the Baywinds community, the noise barrier analysis shows that a barrier of 16 feet in height would be reasonable and would achieve the greatest number of receptors receiving a noise reduction of at least 5 dBA. The proposed barrier is approximately 1,539 feet in length and 16 feet in height. The number of benefited receptors receiving an insertion loss of 5 dBA or more is 57, resulting in an average cost per receptor of $12,960. Since this cost is well below the upper limit of $42,000, the barrier would be cost feasible. A map showing the impacted receptors which would benefit from a noise wall is shown in **Figure 4-12**.

For the Amli Apartments under the Preferred Alternative, the noise barrier analysis shows that a barrier of 20 feet in height would be reasonable and would achieve the greatest number of receptors receiving a noise reduction of at least 5 dBA. The proposed barrier is approximately 851 feet in length and 20 feet in height. The number of benefited receptors receiving an insertion loss of 5 dBA or more is 19, resulting in an average cost per receptor of $26,863. Since this cost is well below the upper limit of $42,000, the barrier would be cost feasible. A map showing the impacted receptors which would benefit from a noise wall is shown in **Figure 4-13**.

Community input would be required to determine their desire for the construction of the noise barrier. In addition, a detailed noise analysis may be required during the final design process to further analyze the need for a noise barrier—as well as the specific height and length that should be constructed—based upon the ultimate design of the

roadway. The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise-impacted locations identified on **Figures 4-12** and **4-13** contingent upon the following conditions:

- Detailed noise analysis during the final design process supports the need, feasibility and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barrier 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.

If, during the final design phase, abatement is no longer considered feasible or reasonable 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 the final design phase and at a time before the construction advertisement is approved.

Figure 4-12: Potential Noise Wall along Baywinds Community (All Build Alternatives)



Figure 4-13: Potential Noise Wall along the Amli Apartments (West Alignment Alternative - Modified)



CHAPTER 6: COMMITMENTS AND RECOMMENDATIONS

6.1 COMMITMENTS

In order to minimize the impacts of this project on the human environment, the FDOT is committed to the following measures:

- Construction of the project will not begin until the ownership of the parcels of land known as the "Rangeline Corridor from Okeechobee Boulevard to the M-Canal," Rangeline Corridor from Northlake Boulevard to SR 710," and "Rangeline Corridor from SR 710 to Jupiter Farms" has been transferred to Palm Beach County's Environmental Resource Management and are protected in perpetuity by conservation easement(s) with USFWS listed on the easement(s) as having third party rights to enforce the easement(s) and enjoin activities that are not related to conservation. A copy of the signed conservation easement(s) will be provided to USFWS prior to construction. Construction will not begin until USFWS has acknowledged receipt of the signed conservation easement with third party rights.

- A non-wasting endowment fund of at least $255,617.40 for the long-term maintenance and management of the three "Rangeline Corridors" will be established. The endowment fund will be placed into an account created by the Palm Beach County Board of County Commissioners that specifically mandates that the funds will be used only for activities related to maintenance and management of the three Rangeline Corridors, and the account will be managed by Palm Beach County's Environmental Resources Management. A letter showing proof of the endowment fund will be provided to USFWS. Construction will not begin until USFWS has acknowledged receipt of the letter showing proof of the endowment fund.

- Appropriate measures will be taken during construction to avoid contact with any listed species. In the event of locating a dead, injured, or sick threatened or endangered species, initial notification will be made to the nearest USFWS Law Enforcement Office in Vero Beach and secondary notification will be made to the Florida Fish and Wildlife Conservation Center in West Palm Beach.

- Care will be taken in handling sick or injured specimens (of any federally listed species) to ensure effective treatment and care or in the handling of dead specimens to preserve biological material in the best possible state for later analysis as to the cause of death. In the event of locating an injured or sick specimen, initial notification will be made to the USFWS Law Enforcement Office in Vero Beach and secondary notification will be made to the Florida Fish and Wildlife Conservation Center in West Palm Beach. In conjunction with the care of sick or injured individuals, or preservation of biological materials from a dead animal, the finder has the responsibility to carry out instructions provided by Law

Enforcement to ensure that evidence intrinsic to the specimen is not unnecessarily disturbed.

- Suitable mitigation to offset both direct and secondary wetland impacts will occur. This includes the restoration, enhancement, and preservation of the un-used right of way between the M-Canal and Northlake Boulevard.

- All stormwater outfalls will be directed to the west to existing stormwater systems rather than to the wetlands located within Pond Cypress Natural Area or Grassy Waters Preserve.

- The standard FDOT Construction Precautions for the Eastern Indigo Snake will be adhered to during construction of the project.

- In order to protect the snail kite and its foraging habitat during the construction phase, the FDOT will commit to the following actions:

    1. Exotic plant species removal during construction within any native snail kite habitat remaining within the project ROW;

    2. Implementation of a project-specific Snail Kite Management Plan prior to and during construction. The management plan includes monitoring of nesting activity, guidance for construction scheduling, and contractor education;

    3. Annual snail kite nesting season surveys prior to, and during construction;

    4. Coordination with USFWS regarding the results of the surveys, and application of the buffers with regard to construction activities as appropriate;

    5. Weekly nest monitoring at any time the buffers have been employed; and

    6. Compilation of a final report, detailing all activities undertaken related to protection of the snail kite during construction, and as prescribed within the project-specific Snail Kite Management Plan.

- Concerning the wood stork, the FDOT has estimated the total prey biomass that will be lost as a result of the project, and ample mitigation opportunities have been identified to offset this impact. The FDOT will coordinate with USFWS regarding the details of the mitigation plan at the time of the project permitting.

- Florida sandhill cranes have been observed foraging in the project area, therefore, the impact area will be surveyed for sandhill crane nests prior to construction if within nesting season (January through June). If sandhill crane nests are located, the FDOT will coordinate with FWC as appropriate.

- Should project construction begin just prior to or during the Bald Eagle nesting season (October 1 through March 15), the FDOT will commit to conducting a pre-construction nest survey in appropriate habitat that is located within and up to 660 feet from the project limits. Should an active nest be located, the FDOT

will coordinate with USFWS, and conduct monitoring activities, if required, in accordance with the 2007 USFWS Bald Eagle Nest Monitoring Guidelines.

- An environmental scientist as part of the FDOT Construction Engineering and Inspection (CEI) team will be employed to monitor nesting activity of protected bird species.

- Restored wetlands within the 56 acres of unused right of way between the M-Canal and Northlake Boulevard will be monitored for usage by listed species. A monitoring plan will be submitted to the SFWMD, USACOE, and USFWS.

- The FDOT will commit to conducting a pre-construction survey for the gopher tortoise and then completing any permitting and relocation activities as appropriate.

- The construction plans will include wildlife fencing along the east and south sides of the corridor and wildlife crossings that will allow for the safe passage between the Ibis Mitigation Area and Grassy Waters Preserve.

- If roadway lighting is warranted, FDOT will provide a lighting system that reduces light trespass onto adjacent properties to the greatest extent possible.

- The Florida Department of Transportation is committed to the construction of feasible and reasonable noise abatement measures contingent upon the following conditions:

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

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

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

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

- A roundabout will be provided at the intersections of 60th Street and the east entrance of the Ibis Golf and Country Club.

- Coordination will continue during the design and construction phases of this project with the public in general, state and federal permitting agencies, and adjacent cities and local jurisdictions who have expressed interest in this project such as Palm Beach County, City of West Palm Beach, Village of Royal Palm Beach, and the Indian Trail Improvement District to address any other issues that may arise.

1. GENERAL PROJECT INFORMATION

A. Re-evaluation Type: Design Change, Construction Advertisement

B. Original approved Environmental Document:

Document Type: EA/FONSI

Date of Approval: 02/19/2015

Project Numbers:

8127	229664-2-22-01	4752-030-P
ETDM (if applicable)	Financial Management	Federal-Aid

Project Name: SR-7 FROM SR-704/OKEECHOBEE BLVD TO NORTHLAKE BLVD

Project Location: FDOT District 4 (Palm Beach County)

Project Limits: From SR 704/Okeechobee Blvd to CR 809A/Northlake Blvd

C. Prior Re-evaluation(s):

FM Number	Type				Date District Approved	Date Lead Agency Consultation	Date Lead Agency Approved (if applicable)
	PE	DC	ROW	CON			
229664-4-52-01 & 229664-3-52-01	☐	☐	☐	☒	02/09/2016		02/26/2016
Description of Approval: This was a Construction Advertisement Re-evaluation for 229664-4. Segment 229664-3 was included in this Re-evaluation but was not going to construction. Segment 229664-4 was never advertised for construction, and the two segments were re-evaluated in 2018.							
229664-3	☐	☐	☐	☒	02/15/2018		02/22/2018
Description of Approval: **229664-3: SR-7 from 60th Street to CR-809A (Northlake Blvd.)** - This project proposed a new 4-lane divided roadway consisting of two 11-foot wide travel lanes, a six-foot wide buffered bike lane, and a six-foot wide sidewalk in each direction. Each direction of traffic was to be divided by a 22-foot wide raised median. The maximum median width in this segment was reduced from 42 feet to 22 feet to minimize environmental impacts to the adjacent Pond Cypress Natural Area and the Water Catchment Area (also known as Grassy Waters Preserve). A new two-lane, three-leg roundabout was proposed at the intersection of SR-7 and Sandhill Way East and the existing east entrance to the Ibis Golf & Country Club Residential Community. In addition, a new traffic signal was proposed at the intersection of Northlake Boulevard and SR-7.							
229664-4	☐	☐	☐	☒	02/15/2018		02/22/2018
Description of Approval: **FM 229664-4: SR-7 from SR-704 (Okeechobee Boulevard) to 60th Street -** This project included widening of the existing two-lane, undivided roadway to a four-lane, divided roadway. The proposed four-lane roadway included two 11-foot wide travel lanes, a six-foot wide buffered bike lane, and a six-foot wide sidewalk in each direction. The existing two							

-lane roadway was to be resurfaced and was to serve the northbound traffic. Two new lanes were to be constructed to serve the southbound traffic. The northbound and southbound lanes were to be divided by a raised median, varying in width from 40.5 to 42 feet. New signalized intersections were proposed at the intersections of the Porto Sol residential entrance and SR-7, Orange Grove Boulevard and SR-7, and Persimmon Boulevard and SR-7. In addition, the existing single-lane, two-leg roundabout, at the intersection of 60th Street and SR-7, at the north end of the segment, was proposed to be widened to a two-lane, three-leg roundabout. The added third leg of the roundabout was proposed to accommodate the extension of SR-7 to the east and north.

D. Project or project segment(s) being evaluated

FAP Number	FM Number	Project/ Segment Name	Project/ Segment Location	Type				Project/ Segment Letting Type	Funding
				PE	DC	ROW	CON		
	229664-6-52-01	SR-7 FROM 60TH STREET TO NORTH LAKE BLVD	District 4 - PALM BEACH	☐	☒	☐	☒	Design-Bid-Build	State
	229664-7-52-01	SR-7 FROM SR-704/OKEECHOBEE BLVD TO 60TH STREET	District 4 - PALM BEACH	☐	☒	☐	☒	Design-Bid-Build	State

2. PROJECT DESCRIPTION

This re-evaluation is for the construction of SR-7 from Okeechobee Boulevard to Northlake Boulevard. FM 229664-7 replaces FM 229664-4 and FM 229664-6 replaces FM 229664-3.

This re-evaluation documents changes to the project's design to address concerns identified in the previous permitting effort. This project consists of two segments (**Attachment 1 - Project Location Map**):

- FM 229664-7: SR-7 from Okeechobee Boulevard to 60th Street
- FM 229664-6: SR-7 from 60th Street to Northlake Boulevard

FM 229664-7: **SR-7 from Okeechobee Boulevard to 60th Street** - This project segment includes the widening of the existing two-lane, undivided roadway to a four-lane, divided roadway from Okeechobee Boulevard to 60th Street.

This project segment consists of two 11-foot wide travel lanes, a six-foot wide buffered bike lane, and a six-foot wide sidewalk in each direction. The existing two-lane roadway will be resurfaced and will serve northbound traffic, and two new lanes will be constructed to serve southbound traffic. The northbound and southbound lanes will be divided by a raised median, varying in width from 40.5 to 42 feet (**Attachment 2 - Signed Typical Sections**). New signalized intersections are proposed at the intersections of the Porto Sol residential entrance and SR-7, Orange Grove Boulevard and SR-7, and Persimmon Boulevard and SR-7. In addition, the existing single-lane, two-leg roundabout, at the intersection of 60th Street and SR-7 is proposed to be widened to a two-lane, three-leg roundabout. The added third leg of the roundabout will connect to the extension of SR-7 to the east and north.

FM 229664-6: **SR-7 from 60th Street to Northlake Boulevard** - This project segment is a new four-lane, divided roadway. The project alignment begins at 60th Street and runs east along the southern bank of the M-Canal, it then turns north with a bridge crossing over the M-Canal, and continues north to Northlake Boulevard with a second bridge over the Ibis Preserve Spillway.

This project segment consists of two 11-foot wide travel lanes in each direction, a 12-foot wide shared use path on the south (60th Street to M-Canal) and east sides (M-Canal to Northlake Boulevard) of the roadway, and a reduced 15.5-foot wide raised median (**Attachment 2**). This project segment includes a two-lane, three-leg roundabout at the intersection of SR-7 and Sandhill Way East and at the existing eastern entrance to the Ibis Golf & Country Club Residential Community. The roundabout is proposed to accommodate the extension of SR-7. In addition, a new traffic signal is proposed at the intersection of Northlake Boulevard and SR-7.

3. CHANGES IN APPLICABLE LAW OR REGULATION

Are there changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or subsequent Re-evaluation(s)? Yes
Since the 2018 Re-evaluations, the listing status has changed for eight state listed species. Changes in listing status were a result of the Florida Fish and Wildlife Conservation Commission's (FWC) Imperiled Species Management Plan (ISMP), approved in November 2016 but later amended in 2018. Per the amendments, the Florida pine snake (*Pituophis melanoleucus mugitus*), little blue heron (*Egretta caerulea*), roseate spoonbill (*Platalea ajaja*), and tricolored heron (*Egretta tricolor*) changed from species of special concern (SSC) to stated-listed threatened and the Florida mouse (*Podomys floridanus*), limpkin (*Aramus guarauna*), snowy egret (*Egretta thula*), and white Ibis (*Eudocimus albus*) were de-listed.

The U.S. Fish and Wildlife Service (USFWS) consultation area for the federally protected, Florida bonneted bat (*Eumops floridanus*) was modified in 2019 and includes the project area.

On December 22, 2020, the Florida Department of Environmental Protection (FDEP) assumed Section 404 permitting responsibilities for certain Waters of the United States (WOTUS) within the State of Florida. Generally, these WOTUS include those located greater than 300 feet from a traditional navigable water or tidal water body. The USACE will retain jurisdiction of traditional navigable waters, tidal water bodies, and adjacent wetlands within 300 feet of these waters. This project is within retained waters and the USACE will remain the jurisdictional agency for this project.

4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

Are there major design changes, including but not limited to changes in the alignment(s), typical section(s), drainage/stormwater requirements, design control and criteria, or temporary road or bridge? Yes
Most of the changes are part of the project segment from 60th Street to Northlake Boulevard (FM 229664-6). The only change in the project segment from Okeechobee Boulevard to 60th Street (FM 229664-7) is the construction of a rock trench (50% porosity) within the grass median of this segment to compensate for flood zone encroachment for the east-west segment of the SR-7 extension along the south side of the M-Canal (from 60th Street to M-Canal).

The design changes for the project segment from 60th Street to Northlake Boulevard (FM 229664-6) are summarized in the table below. This project segment is shown as two segments in this table to illustrate the design changes from the 60th Street to south of the M-Canal portion and the north of the M-Canal to Northlake Boulevard portion of the project.

Project Segment	Design Element	2018 Design	2020 Design
229664-6: SR-7 from 60th Street to south of M-Canal	Median Width	22 feet	15.5 feet
	Sidewalk/Bike Lanes	Two six-foot sidewalks and two six-foot bike lanes	One 12-foot shared use path on the south side of the road.
	Drainage	Open ditch on southside of road	A curb and gutter system collects and conveys stormwater to the SR-7 drainage system and is discharged into an existing joint use pond.
	Floodplain Compensation	Not Required	Construction of a rock trench (50% porosity) within the grass median of existing SR-7 segment (from Okeechobee Boulevard to 60th Street).
229664-6: SR-7 from north of M-Canal to Northlake Boulevard	Median Width	22 feet	15.5 feet
	Sidewalk/Bike Lanes	Two six-foot sidewalks and two six-foot bike lanes	One 12-foot shared use path on the east side of road
	Drainage	Stormwater runoff collected and treated in roadside swale, with a discharge into the Ibis Lakes pond system	Relocated discharge from Ibis Lakes pond system to Northlake Boulevard ROW, and added a conveyance channel as part of stormwater treatment train. Added sheet pile to stabilize the conveyance channel, and reduce wetland impacts.
	Floodplain Compensation	Not Required	0.2 acres is located within Zone A. Proposed storage compensation includes scraping down the existing ground to the water table, or below, within the SR-7 ROW north of the encroachment
	Retaining Wall	Used in limited areas	Limits extended to further optimize capacity of conveyance channel, increase stabilization, and reduce wetland impacts.
	Spillway Bridge	Three-span bridge with two rows of piles in the spillway	One-span bridge with no piles in the spillway

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? Yes

Virtual Public Workshop (January 28, 2021)

FDOT held two Virtual Public Workshops, one at 1:00 p.m. and one at 5:30 p.m. The purpose of the workshop was to allow residents and interested parties the opportunity to review the updated proposed design for the project and help answer questions and gather input. In total 323 people (207 at 1:00 and 116 at 5:30) attended the virtual sessions on January 28, including elected officials. After presenting the project information, representatives from the FDOT and project team were available to answer questions and respond to the public's comments and concerns. The public were able to pre-submit comments, type comments into the questions and comment box, and send comments via email and through the project website up until February 8, 2021. The FDOT received over 300 comments prior to, during, and after the Virtual Public Workshop. A meeting summary has been uploaded to the project file which contains the public comments and responses from FDOT. Below is a list of the main questions presented in the comments.

Sidewalk and bicycle lanes

Traffic lights
Ibis logistics and access to the Publix Shopping Center
NEPA and EIS concerns
Roadway alternatives
Roadway lighting
Noise Study and Noise Barriers
New developments and impacts on noise and traffic
Speed limit
Comments for and against the project
Concerns about Northlake and traffic
Project landscaping
Schedule and project next steps including necessary permits
Concern for water quality and Grassy Preserve
Wildlife and environmental concerns
Accidents and emergency response
Questions on current litigation and project delays
Cost of project
Vehicle turn movements and access
Property value impacts
Truck traffic and engine brake restrictions
Breakdown lane
Construction impacts and phasing / detours
Speeding and accidents

IBIS Golf and Country Club Meeting (April 22, 2021)

FDOT had a meeting with representatives from the Ibis Golf and Country Club to discuss questions and concerns regarding SR 7 from the 60th Street roundabout to Northlake Boulevard. The discussion centered around access to IBIS' east entrance gate from SR 7, noise concerns, landscaping, and fencing. The FDOT explained that the noise issues were evaluated in the noise study and additional noise barriers to the proposed were not warranted. Relating to noise, aesthetics, and light trespass; the FDOT is agreeable to further discussions to provide additional landscaping, if funding permits. IBIS expressed interest in a 10-foot tall fence, like the fencing along the east side of SR 7 and the Water Catchment Area. FDOT stated that a six-foot fence will be constructed. IBIS asked if the service entrance to their landscape maintenance yard would accommodate the type of vehicles that access the area (landscape trucks, and pickups, often pulling flatbed trailers). FDOT stated that they believed so; but will review, confirm, and adjust, if needed. IBIS asked if the roundabout at the IBIS east gate be revised to allow northbound traffic to turn west into IBIS. FDOT conditionally agreed that, subject to approval of the gatehouse relocation plan, they will revise the roundabout as requested. IBIS representatives also requested to change the lane configuration of the eastern IBIS exit to allow exiting northbound traffic to enter the outside lane of the roundabout, instead of the inside lane of the roundabout as currently designed, due to a concern with IBIS' elderly residents having to cross both lanes of traffic to enter the roundabout to go north. FDOT agreed to take another look at the roundabout to see if changes could be made. IBIS requested that the entrance roadway to IBIS be graded due to a three-foot elevation difference. FDOT agreed to evaluate if they obtain the required license agreement to perform the work outside of the right of way. A PDF email documenting the comments and responses from this meeting has been uploaded to the project file.

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Segment FM Number: 229664-6-52-01

Currently Adopted CFP-LRTP	Comments
Yes	

Phase	TIP/STIP	Currently Approved	$	FY	Comments
PE (Final Design)	TIP	No	0 0 0 0 0	2022 2023 2024 2025 2026	See comments below.
PE (Final Design)	STIP	Yes	847,616 0 0 0 0	2022 2023 2024 2025 2026	See comments below.
PE TIP Comments	There is a difference in the TIP and STIP of $847,616 for PE in FY 2022-2023. This difference is less than $2,000,000. Also, the total of all phases is only a 1.318% difference of the total project costs, and is below the 20% Amendment threshold. Therefore, no amendment is required.				
PE STIP Comments	There is a difference in the TIP and STIP of $847,616 for PE in FY 2022-2023. This difference is less than $2,000,000. Also, the total of all phases is only a 1.318% difference of the total project costs, and is below the 20% Amendment threshold. Therefore, no amendment is required.				
R/W	TIP	No	0 0 0 0 0	2022 2023 2024 2025 2026	TIP/STIP Amendment is not needed.
R/W	STIP	No	0 0 0 0 0	2022 2023 2024 2025 2026	TIP/STIP Amendment is not needed.
Construction	TIP	Yes	58,507,377 112,084 0 0 0	2022 2023 2024 2025 2026	See comments below.
Construction	STIP	Yes	58,507,377 109,213 0 0 0	2022 2023 2024 2025 2026	See comments below.
Construction TIP Comments	There is a difference in the TIP and STIP of $2,871 for CST in FY 2023-2024. This difference is less than $2,000,000. Also, the total of all phases is only a 0.005% difference of the total project costs, and is below the 20% Amendment threshold. Therefore, no amendment is required.				
Construction STIP	There is a difference in the TIP and STIP of $2,871 for CST in FY 2023-2024. This difference is less than $2,000,000.				

Comments	Also, the total of all phases is only a 0.005% difference of the total project costs, and is below the 20% Amendment threshold. Therefore, no amendment is required.

Segment FM Number: 229664-7-52-01

Currently Adopted CFP-LRTP	Comments
Yes	

Phase	TIP/STIP	Currently Approved	$	FY	Comments
PE (Final Design)	TIP	No	0 0 0 0 0	2022 2023 2024 2025 2026	TIP/STIP Amendment is not needed.
PE (Final Design)	STIP	No	0 0 0 0 0	2022 2023 2024 2025 2026	TIP/STIP Amendment is not needed.
R/W	TIP	No	0 0 0 0 0	2022 2023 2024 2025 2026	TIP/STIP Amendment is not needed.
R/W	STIP	No	0 0 0 0 0	2022 2023 2024 2025 2026	TIP/STIP Amendment is not needed.
Construction	TIP	Yes	20,677,288 106,487 0 0 0	2022 2023 2024 2025 2026	See comments below.
Construction	STIP	Yes	20,677,288 103,759 0 0 0	2022 2023 2024 2025 2026	See comments below.
Construction TIP Comments	There is a difference in the TIP and STIP of $2,728 for CST in FY 2023-2024. This difference is less than $2,000,000. Also, it is only a 0.01% difference of the total project costs, and is below the 20% Amendment threshold. Therefore, no amendment is required.				
Construction STIP Comments	There is a difference in the TIP and STIP of $2,728 for CST in FY 2023-2024. This difference is less than $2,000,000. Also, it is only a 0.01% difference of the total project costs, and is below the 20% Amendment threshold. Therefore, no amendment is required.				

[3 - Attachment 3 TIP, STIP, and LRTP Pages]

7. EVALUATION OF CHANGES IN IMPACTS

a. SOCIAL & ECONOMIC

Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects? No

Are there changes in right-of-way needs? No

There are no changes in right-of-way (ROW) needs from the 2018 Re-evaluation. Below is a status update of ROW activities since the 2018 Re-evaluation.

- The drainage outfall location has been changed from the Ibis Lakes pond system to County-owned property north of Northlake Boulevard; therefore, acquisition of a drainage outfall easement to the Ibis Lake pond system is no longer needed.
- The radio tower parcel has been acquired.
- The roadway right-of-way transfer from Palm Beach County to FDOT and from FDOT to Palm Beach County is nearing completion.
- The Pond Cypress Natural Area (PCNA) parcel needed for the bridge crossing over the M-Canal was transferred to Palm Beach County Public Works from Palm Beach County Environmental Resource Management. At the same time, Palm Beach County Engineering transferred 3.282 acres of roadway right of way back to Palm Beach County Environmental Resource Management's PCNA in exchange.

Is there a change in anticipated relocation(s)? No

There are no changes in relocation since the previous re-evaluation.

Are there changes in impacts to Prime or Unique Farmlands? N/A

b. CULTURAL

Are there changes in impacts to cultural resources pursuant to Section 106 of the National Historic Preservation Act (historic sites/districts and archaeological sites)? No

Impacts to historical and archaeological resources were re-evaluated in 2021. A historic resources survey resulted in the identification of one previously recorded historic resource: M-Canal (8PB14880). This resource was recorded within the project Area of Potential Effect (APE) as a part of the 2011 Cultural Resources Assessment Survey (CRAS). This resource was determined ineligible for listing in the National Register by the State Historic Preservation Office (SHPO) on July 29, 2011. The M-Canal remains ineligible as part of the current historical evaluation.

The CRAS Re-evaluation indicated a low archaeological potential within the archaeological APE. Review of the Florida Master Site File revealed that previously recorded archaeological sites were not identified within the archaeological APE. Most of the archaeological APE consisted of spoil form the adjacent canal and contained standing water, buried utilities, berms, and ditches; therefore, shovel tests were not conducted. The field survey confirmed a low archaeological potential within the archaeological APE.

The CRAS Re-evaluation (included in SWEPT project file) was sent to the SHPO on February 18, 2021, stating that no historic properties or archaeological resources will be affected by the proposed project. The SHPO sent concurrence of

this determination on March 2, 2021 (**Attachment 4 - Signed SHPO Letter**).
[4 - Attachment 4 SHPO Concurrence]

Are there changes in effects to Section 4(f) of the Department of Transportation Act protected resources or other protected public lands? No

Are there changes in impacts to lands purchased under Section 6(f) of the Land and Water Conservation Fund Act? No

Are there changes in impacts to recreational areas or protected lands? No

c. NATURAL

Are there changes in impacts to protected species and habitat, wetlands and other surface waters, and/or essential fish habitat? Yes

Protected Species and Habitat

Florida pine snake (*Pituophis melanoleucus mugitus*)
There is a lack of suitable habitat for the Florida pine snake in the project area. The effect determination for this state listed species is "No Effect Anticipated".

Little blue heron (*Egretta caerulea*), tricolored heron (*Egretta tricolor*), and roseate spoonbill (*Platalea ajaja*)
Wetland (wading bird habitat) impacts will be offset through credit purchase/deductions from Pine Glades Mitigation Area, Dupuis Reserve, Loxahatchee Mitigation Bank, and creation of a 47-acre onsite mitigation area. The effects determination for these state listed species is "No Adverse Effect Anticipated".

Wood stork (*Mycteria americana*)
The current design results in impacts to long hydroperiod wetlands that provide suitable wood stork foraging habitat. The impact to wood stork foraging was calculated at 145.6 kilograms. A deduction of 145.6 kilograms of foraging credits have been deducted from FDOT's balance of long hydroperiod wood stork foraging credits with DuPuis Reserve.

Florida bonneted bat (*Eumops floridanus*)
The USFWS Florida bonneted bat Consultation Area was expanded in 2019, and now includes the project area. Because of this regulatory change, the FDOT has performed acoustic surveys for the project segment from 60th Street to Northlake Boulevard (FM 229664-6) due to the potential for habitat impacts. Habitat impacts will not occur from the Okeechobee Boulevard to 60th Street project segment (FM# 229664-7). The proposed methodology followed the USFWS guidance and was approved by USFWS prior to initiating the field work. The acoustic surveys were conducted between December 2020 and February 2021. The survey results indicated that Florida bonneted bats were not present along the SR 7 Extension project corridor (Florida bonneted bat Biological Assessment included in SWEPT project file). The USFWS Florida Bonneted Bat Consultation Key was consulted, and the proposed project resulted in the following sequential determination: 1a > 2a> 3b > 6b = "No Effect" on the Florida bonneted bat, therefore, consultation with the USFWS is not required. While USFWS concurrence is not required, FDOT provided the survey results to the USFWS. In a letter from the USFWS to the FDOT dating October 5, 2021 (**Attachment 5**), the USFWS supported the FDOT effects determination for

the Florida bonneted bat and stated that further coordination is not required for this project.

Everglade snail kite (*Rostrhamus sociabilis plumbeus*)

There are no new impacts to the Everglade snail kite; however, the FDOT has continued to conduct annual Everglade snail kite nesting season surveys within the project construction limits, and within the Limited Activity Buffer Zone (1,640 feet) of the project construction limits. In 2014, a snail kite nest was documented approximately 1,600 feet east of the proposed construction limits (Nest number GW 2 N1, 2014); since that time, nests have not been documented within the survey area. The table below summarized the results of the snail kite surveys conducted between 2010 and 2018 and in 2020. A survey was not conducted in 2019 because the project was going to construction. Construction was put on hold, the project was re-evaluated, and nest surveys were re-initiated.

Nests Identified Near the Project Corridor (2010 - 2020)		
Year	Nest ID	Feet from Right-of-Way
2010	GW 6 N10	530.1 Right of Station 615
2011	GW 2 N4	161.5 Right of Station 610
2012	GW 2 N5	573.7 Right of Station 615
2013	GW 2 N6	529.9 Right of Station 615
2014	GW 2 N1	1,680 Right of Station 489
2015 - 2018	No Nests Observed	
2019	Survey Not Conducted - Project Was Going to Construction	
2020	No Nests Observed	

Mitigation for impacts to Everglade snail kite habitat will be fulfilled by transferring ownership of the Rangeline (FDOT transportation ROW) to Palm Beach County Environmental Resources Management. Through production of sketch and legal transfer documents for the agreed Rangeline parcels to be transferred to Palm Beach County, it has been determined that these parcels total 213.814 acres.

The FDOT met with the USFWS in a teleconference on July 7, 2021, to discuss the proposed project design and help determine if consultation reinitiation would be required. In a letter from the USFWS to the FDOT dating October 5, 2021 (**Attachment 5**), the USFWS stated that based on the information provided by the FDOT, the USFWS finds that the project will not adversely affect the Everglade snail kite in a manner that was not considered in the 2014 Biological Opinion for the project. The USFWS determined that reinitiation of formal consultation for the project is not required.

Wetlands and Surface Waters

Recent design refinements have produced a five percent reduction in wetland impacts. Proposed impacts and mitigation are outlined within the project's Compensatory Mitigation Plan, which was submitted with the South Florida Water Management District (SFWMD) Environmental Resource Permit Application No. 200930-4370 and the USACE Section 404 Permit Application. The FDOT and Palm Beach County are co-applicants. Impacts for the project previously permitted totaled 60.23 acres; the current application requests approval for impact to 57.04 acres of wetland habitat. Secondary impacts have also been reduced from 143.34 acres to 114.04 acres. Wetland impacts will be offset through credit purchase/deductions from Pine Glades Mitigation Area, Dupuis Reserve, Loxahatchee Mitigation Bank, and creation of a 47-acre onsite mitigation area. Detailed information related to UMAM is contained within the Compensatory Mitigation

Plan (included in the Project File). A summary of mitigation credit purchase/deductions are included in the table below.

Summary of Mitigation Credit Purchase/Deductions: FDOT and Palm Beach County			
Mitigation Location	**Herbaceous Credits**	**Forested Credits**	**Total**
Pine Glades (Palm Beach County)	15.15	27.13	42.28
DuPuis Reserved	18.85	20.64	39.49
Loxahatchee Mitigation Bank	0.00	0.66	0.66
Totals	**34.00**	**48.43**	**82.43**

[5 - Attachment 5 USFWS Concurrence Leter]

Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier resources, Wild and Scenic Rivers, Nationwide Rivers Inventory Rivers, and/or Outstanding Florida Waters? No

Are there changes in impacts to Floodplains or Water Resources? Yes

Discharge of stormwater to the Ibis Lakes pond system (where it would then flow into the Ibis Preserve and the Water Catchment Area has been eliminated; this is an additional improvement to the drainage design and provides further protection to water quality within the Water Catchment Area south of Northlake Boulevard.

According to the National Flood Insurance Rate Map Community Panel Numbers 12099C0554F, 12099C0552F, and 12099C0364F (October 5, 2017 map revision), the PCNA is designated as Zone AE with a base flood elevation of 18.20 feet-NAVD (19.65 feet-NGVD). Flood zone encroachment for the east-west segment of the SR-7 extension along the south side of the M-Canal (from 60th Street to M-Canal) will be compensated for by construction a rock trench (50% porosity) within the grass median of the existing southern SR-7 segment (from Okeechobee Boulevard to 60th Street).

The effective National Flood Insurance Program flood insurance rate maps show part of the proposed State Road 7 extension north of the M Canal in a special flood hazard area designated zone A. A special flood hazard area is an area inundated by the base flood. Base flood elevations have a one percent chance of being exceeded in any given year. The National Flood Insurance Program has not determined base flood elevations in zone A special flood hazard areas. Effective maps also show the M Canal near the proposed State Road 7 extension in a special flood hazard area designated zone AE. The National Flood Insurance Program determined that the base flood elevation in this zone AE is 19.1 feet above the North American Vertical Datum of 1988. The undetermined base flood elevation in the part of the proposed State Road 7 extension north of the M Canal is likely less than 19.1 feet above the North American Vertical Datum of 1988 because conveyance in the M Canal is greater in the A zone than in the AE zone, to the west. The Florida Department of Transportation calculated floodplain storage compensation based on the upper-limit 19.1-foot flood elevation in the A zone. This upper-limit flood elevation results in more floodplain compensation than the undetermined base flood elevation would require in the A zone, because the upper limit flood elevation is rarer than the undetermined base flood elevation, in the A zone. The Florida Department of Transportation proposes to compensate for floodplain storage due to the rarer flood by excavating ground to the water table elevation within the extended State Road 7 right of way, north of the M Canal, as shown in the drainage report (September, 2020) in the project file.

d. PHYSICAL

Are there changes in Air Quality? No

What is the status of Highway Traffic Noise?

The original PD&E noise study (July, 2014) was reviewed and the assumptions, project conditions, and results are still valid. The proposed noise barriers have not been changed or updated since approval of the previous Construction Advertisement Re-evaluation on February 22, 2018. The proposed noise barrier for the Baywinds / Mezzano community will be constructed as recommended in the PD&E Study. The Amli Apartments have been renamed to Ibis Reserve Apartments and have new ownership. A Noise Barrier Survey was sent to the new owners in which they were in favor of a noise barrier. The noise barrier for Ibis Reserve Apartments, as recommended in the PD&E Study, will be constructed as part of this project.

What is the status of Contamination?

Based on the Contamination Screening Evaluation Report (CSER) prepared in August 2014 as part of the project's PD&E Study, a total of eight sites were identified as potential contamination concerns within the project corridor. No High Risk sites were identified. Two of the eight sites, Ibis Golf Club Maintenance Facility (8001 East Sandhill Way) and Ibis Sunoco (10140 Northlake Boulevard), were identified as Medium Risk for contamination. There were four Low Risk sites identified and two No Risk sites.

In December 2020, FDOT re-evaluated the two Medium Risk sites listed in the 2014 CSER. The corridor was also re-screened using the FDEP Contamination Locator Map (CLM) to review for new sites of concern. A current review of the FDEP CLM did not identify new known contaminated sites within a 500-foot radius of the project corridor.

The first Medium Risk site reported in the 2014 CSER is the Ibis Golf Club Maintenance Facility, FDEP No. 9102257 (8001 East Sandhill Way), which is approximately 300 feet west of the project corridor. The site contained two Underground Storage Tanks that were removed in 2003. During the tank closure, soil and groundwater testing indicated petroleum levels above the State criteria. Remedial actions included removal of approximately 358 tons of contaminated soil and groundwater monitoring. A "No Further Action" (NFA) was issued from Palm Beach County Environmental Resource Management on May 11, 2004. The site currently stores and mixes liquid fertilizers, herbicides, pesticides, and fungicides. These materials are stored on shelves and steel containers. The site has a 1,000-gallon and a 300-gallon storage tank for fertilizer storage with secondary containment. File reviews since the closure indicates that the site did not have major violations from annual inspections. Based on the annual site inspections, lack of contamination concerns, and NFA, Level II contamination testing is not warranted at this site. Contamination impacts are not expected.

The second Medium Risk site reported in the 2014 CSER is the Ibis Sunoco, FDEP No. 980118, (10140 Northlake Boulevard), which is approximately 650 feet west of the project corridor. This site received NFA in 2003 and does not have current violations. Further information on file indicating contamination concern was not found. Due to the location and receiving NFA, Level II contamination testing is not warranted at this site. Contamination impacts are not expected.

Existing bridges are not located on the project corridor; therefore, involvement with asbestos containing materials and lead-based paint is not expected.

Are there changes in impacts to Utilities and Railroads? No

Are there changes in impacts to Navigation? N/A

8. COMMITMENT STATUS

Are there prior commitments from the Environmental Document or previously approved re-evaluation(s)? Yes

Are there new environmental commitments? Yes

List new environmental commitments added since approval of the original Environmental Document or most recent Re-evaluation.
Implementation of a site specific turbidity monitoring plan and daily inspection of turbidity controls during construction.

[6 - Project Commitment Record]

9. STATUS OF PERMITS

Federal

Segment	Name	Descriptor	Status	Date
229664-6-52-01	USACE Section 10 or Section 404 Permit	App. No.: SAJ-2015-01094	Applied For	05/18/2021
229664-7-52-01	USACE Section 10 or Section 404 Permit	App. No.: SAJ-2015-01094	Applied For	05/18/2021

State

Segment	Name	Descriptor	Status	Date
229664-6-52-01	DEP or WMD Environmental Resource Permit (ERP)	Permit No.: 50-10429-P	Obtained	04/16/2021
229664-7-52-01	DEP or WMD Environmental Resource Permit (ERP)	Permit No.: 50-10429-P	Obtained	04/16/2021
229664-6-52-01	DEP National Pollutant Discharge Elimination System Permit	Will be obtained by contractor	Needed	
229664-7-52-01	DEP National Pollutant Discharge Elimination System Permit	Will be obtained by contractor	Needed	

Local

Segment	Name	Status	Date
229664-7-52-01	Indian Trail Improvement District Special Permit (SP-0096)	Obtained	11/25/2019
229664-6-52-01	Palm Beach County Land Development Division Right-of-Way Construction Permit	Obtained	06/08/2021

Other
None anticipated.

10. CONCLUSION

☒ The project has been re-evaluated pursuant to 23 CFR § 771.129. The FDOT has determined that no changes to the project affect the original decision. Therefore, the Administrative Action remains valid and the project can advance.

11. DISTRICT REVIEW AND APPROVAL

Name and title of FDOT Preparer: Andrew Calhoun: Environmental Specialist

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

OEM approval required?Yes

Ann Broadwell — January 13, 2022

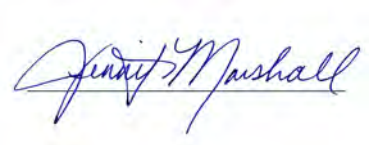
District approving authority or designee — Date

Electronically signed within SWEPT
on January 13, 2022 8:35:13 AM EST
(electronic signature on file)

12. OEM CONCURRENCE

Jennifer Marshall, P.E. — January 28, 2022

Print Name — Date



Director of the Office of Environmental Management or Designee

Electronically signed within SWEPT
on January 28, 2022 11:17:57 AM EST
(electronic signature on file)

13. Links to Supporting Documentation

1 - 22966422201-EA-D4-Attachment1_Project_Location_Map-2021-0414.pdf

2 - 22966422201-EA-D4-Attachment2_Signed_Typical_Sections-2021-0817.pdf

3 - 22966422201-EA-D4-Attachment3_TIP_STIP_LRTP-2021-1222.pdf

4 - 22966422201-EA-D4-Attachment_4_SHPO_Concurrence-2021-0408.pdf

5 - 22966422201-EA-D4-Attachment5_USFWStoFDOT-2021-1006.pdf

6 - 22966422201-EA-D4-229664-6_-7_PCR_1.25.22-2022-0125.pdf

APPENDIX C

Referenced Sheets from Contract Plans/Design Plans for SR 7 Design Segment A (FPID: 229664-7-52-101)

CONTRACT PLANS COMPONENTS

ROADWAY PLANS
SIGNING AND PAVEMENT MARKING PLANS
SIGNALIZATION PLANS
LIGHTING PLANS

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2	SIGNATURE SHEET
3 - 7	DRAINAGE MAP
8 - 10	EXISTING DRAINAGE STRUCTURE DATA
11 - 13	TYPICAL SECTION
14 - 15	TYPICAL SECTION DETAILS
16 - 19	SUMMARY OF DRAINAGE STRUCTURES
20	OPTIONAL MATERIALS TABULATION
21 - 25	PROJECT LAYOUT
26 - 31	PROJECT CONTROL
32	GENERAL NOTES
33 - 76	ROADWAY PLAN
77 - 119	ROADWAY PROFILE
120 - 122	GRADING DETAIL
123 - 126	DRAINAGE DETAILS
127	INTERSECTION LAYOUT 60TH STREET
128	ROADWAY SOIL SURVEY
129 - 217	CROSS SECTIONS
218 - 219	STORM WATER POLLUTION PREVENTION PLAN
220 - 236	EROSION CONTROL PLAN
237 - 238	CONST SEQUENCE PLAN TYPICAL SECTION
239 - 241	TEMPORARY TRAFFIC CONTROL PLANS
242 - 250	TEMPORARY TRAFFIC CONTROL DETAILS
UTV-1	VERIFIED UTILITY LOCATE
BW-1 - BW-4	SOUND BARRIER CONTROL DRAWINGS
GR-1 - GR-2	REPORT OF CORE BORINGS SOUND BARRIER
SQ-1 - SQ-29	SUMMARY OF QUANTITIES

DEVELOPMENTAL STANDARD PLANS:

GOVERNING DESIGN STANDARDS:

Florida Department of Transportation, FY 2021-22 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: http://www.fdot.gov/design/standardplans

GOVERNING STANDARD SPECIFICATIONS:

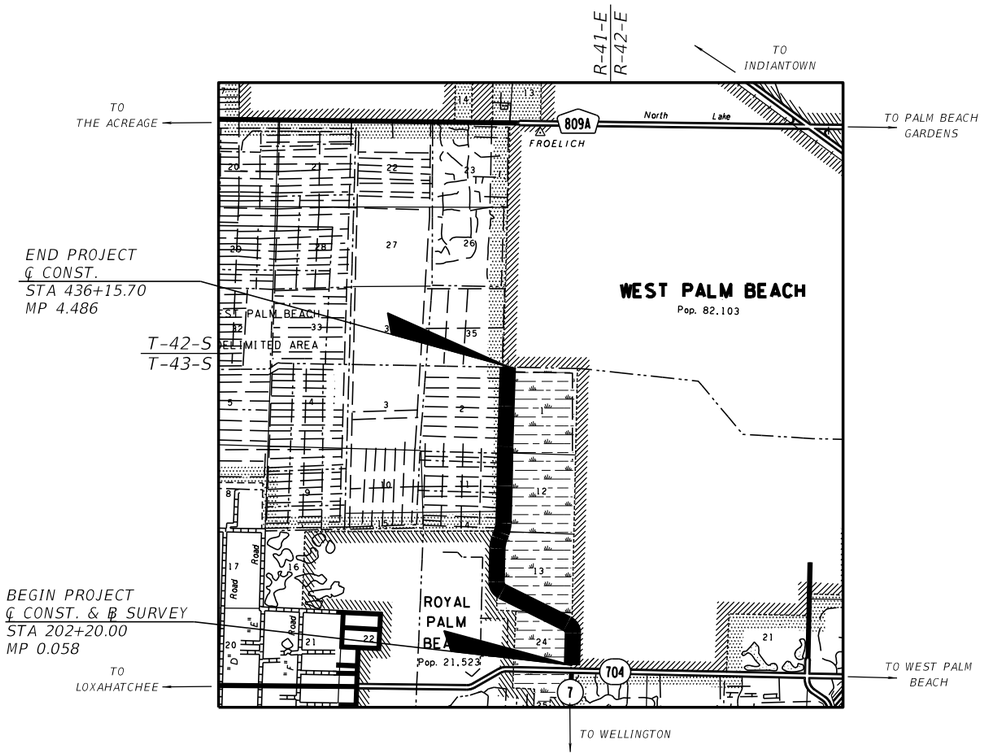
Florida Department of Transportation, January 2021 Standard Specifications for Road and Bridge Construction at the following website: http://www.fdot.gov/programmanagement/Implemented/SpecBooks

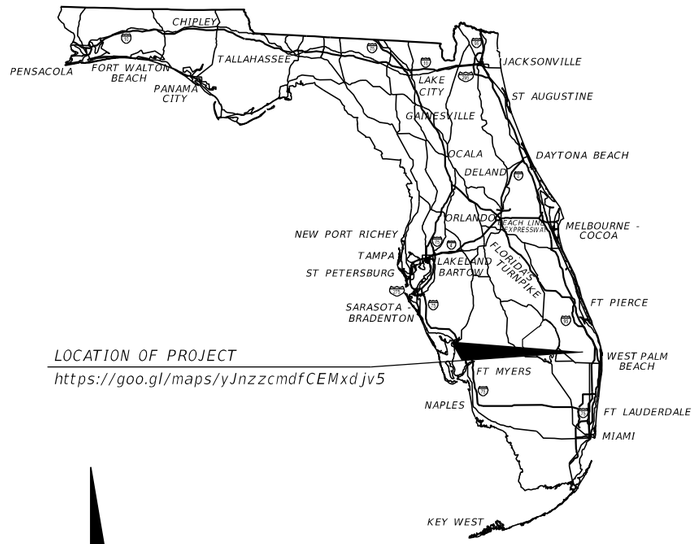
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT ID 229664-7-52-01
(FEDERAL FUNDS)
PALM BEACH COUNTY (93270)

STATE ROAD NO. 7
FROM SR 704 (OKEECHOBEE BLVD.) TO 60TH STREET





LOCATION OF PROJECT
https://goo.gl/maps/yJnzzcmdfCEMxdjv5

N

THIS PROJECT TO BE LET TO CONTRACT WITH FINANCIAL PROJECT ID(S):
229664-6-52-01

ROADWAY PLANS ENGINEER OF RECORD:

ROSS S. SHILLINGFORD, P.E. #56901
STANTEC CONSULTING SERVICES INC.
2056 VISTA PARKWAY SUITE 100
WEST PALM BEACH, FLORIDA 33411
CONTRACT No. C9212
VENDOR NO. VF 112-167-170

FDOT PROJECT MANAGER:

FAUSTO GOMEZ, P.E.

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
T4584	22	1

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

FOX DEVELOPMENT
CONTROL ELEV = 18.00' (NGVD)
25 YR 3 DAY ELEV = 21.13' (NGVD)
100 YR 3 DAY ELEV = 22.50' (NGVD)
SFWMD PERMIT # 50-03464-S

TARGET

PORTO SOL
CONTROL ELEV = 16.50' (NGVD)

SR 704 (OKEECHOBEE BLVD)

BEGIN PROJECT
STA. 202+20.00 ℄ CONST. SR 7

R/W LINE

TARGET ENTRANCE

1/4 SECTION LINE 24, TWP 43S, RGN 41E

EXIST. 18"X24" RCP PIPE

EXIST. 18" RCP PIPE

EAST SECTION LINE 24, TWP 43S, RGN 41E

WEST SECTION LINE 19, TWP 43S, RGN 42E

NORTH SECTION LINE 30, TWP 43S, RGN 42E

SOUTH SECTION LINE 19, TWP 43S, RGN 42E

0.94 AC 0.28 AC 0.73 AC 0.52 AC 0.27 AC 0.11 AC 0.10 AC 1.60 AC

0.62 AC 0.32 AC 0.69 AC 0.73 AC 0.50 AC 0.11 AC 0.16 AC

200 205 210 215 220 225

SR 7

℄ SURVEY & ℄ OF CONST. SR 7

CONST. 18" RCP PIPE

S-103 S-106 S-109 S-112

S-109A S-110

EXIST. 18" RCP PIPE

CONST. 18" RCP PIPE

CONST. 24" RCP PIPE

BEGIN CONSTRUCTION
BEGIN MILLING AND RESURFACING
STA. 201+15.25 ℄ CONST. SR 7

MATCHLINE 226+00.00

BAYWIND SUBDIVISION

NOTE:
DO NOT USE INFORMATION ON THIS SHEET FOR CONSTRUCTION PURPOSES. THIS SHEET IS IN THE PLANS FOR DOCUMENTATION AND TO ASSIST CONSTRUCTION PERSONNEL WITH DRAINAGE CONCERNS.

0 50 200
Feet

PORTO SOL
CONTROL ELEV = 16.50' (NGVD)

REGALD DR

EXIST. 18" RCP PIPE

CONST. 18" RCP PIPE

EXIST. 24" RCP PIPE

S-115 S-114 S-113 S-119 S-117 S-121 S-120 S-123 S-125 S-126A S-127 S-127A S-127B S-128B S-128A S-129

1.60 AC 0.59 AC 0.12 AC 0.13 AC 0.12 AC 0.15 AC 0.22 AC 0.23 AC 0.57 AC 0.62 AC 0.67 AC 0.66 AC 0.10 AC 0.32 AC 0.50 AC 0.38 AC

230 235 240 245 250

SR 7

℄ SURVEY & ℄ OF CONST. SR 7

MATCHLINE 254+00.00

EAST SECTION LINE 24, TWP 43S, RGN 41E
EAST SECTION LINE 24, TWP 43S, RGN 42E

NORTH SECTION LINE 24, TWP 43S, RGN 41E
SOUTH SECTION LINE 13, TWP 43S, RGN 41E

POND CYPRESS
CONTROL ELEV = 17.05' NAVD (18.50' NGVD)
25 YR 3 DAY ELEV = 17.55' NAVD (19.00' NGVD)
100 YR 3 DAY ELEV = 17.62' NAVD (19.07' NGVD)
SFWMD PERMIT # 50-05422-P

PALM BEACH COUNTY

CONTROL STRUCTURE = 139, 142, 145, 148, 151

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BRETT A. FULLER, P.E.
P.E. NO.: 78486
WGI, INC.
2035 VISTA PARKWAY
WEST PALM BEACH, FL 33411

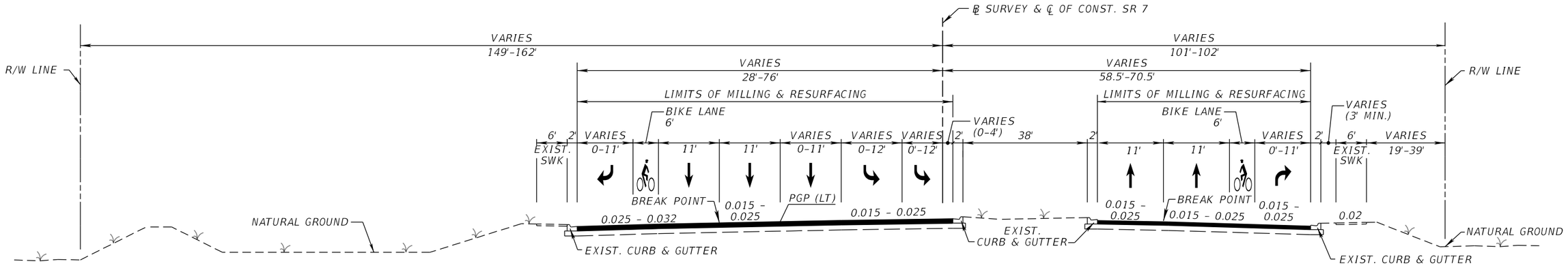
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

DRAINAGE MAP

SHEET NO. 3

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TYPICAL SECTION NO. 1
SR 7

STA 202+20.00 TO STA 215+11.00

TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 37,400
ESTIMATED OPENING YEAR = 2024 AADT = 39,200
ESTIMATED DESIGN YEAR = 2044 AADT = 50,000
K = 9% D = 67% T = 8% (24 HOUR)
DESIGN HOUR T = 4%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

MILLING

MILL EXISTING ASPHALT PAVEMENT (2 ½" AVG. DEPTH)

RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC C) (1")
FRICTION COURSE FC-12.5 (1 ½") (PG 76-22) (TRAFFIC C)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BRETT A. FULLER, P.E.
P.E. NO.: 78486
WGI, INC.
2035 VISTA PARKWAY
WEST PALM BEACH, FLORIDA 33411

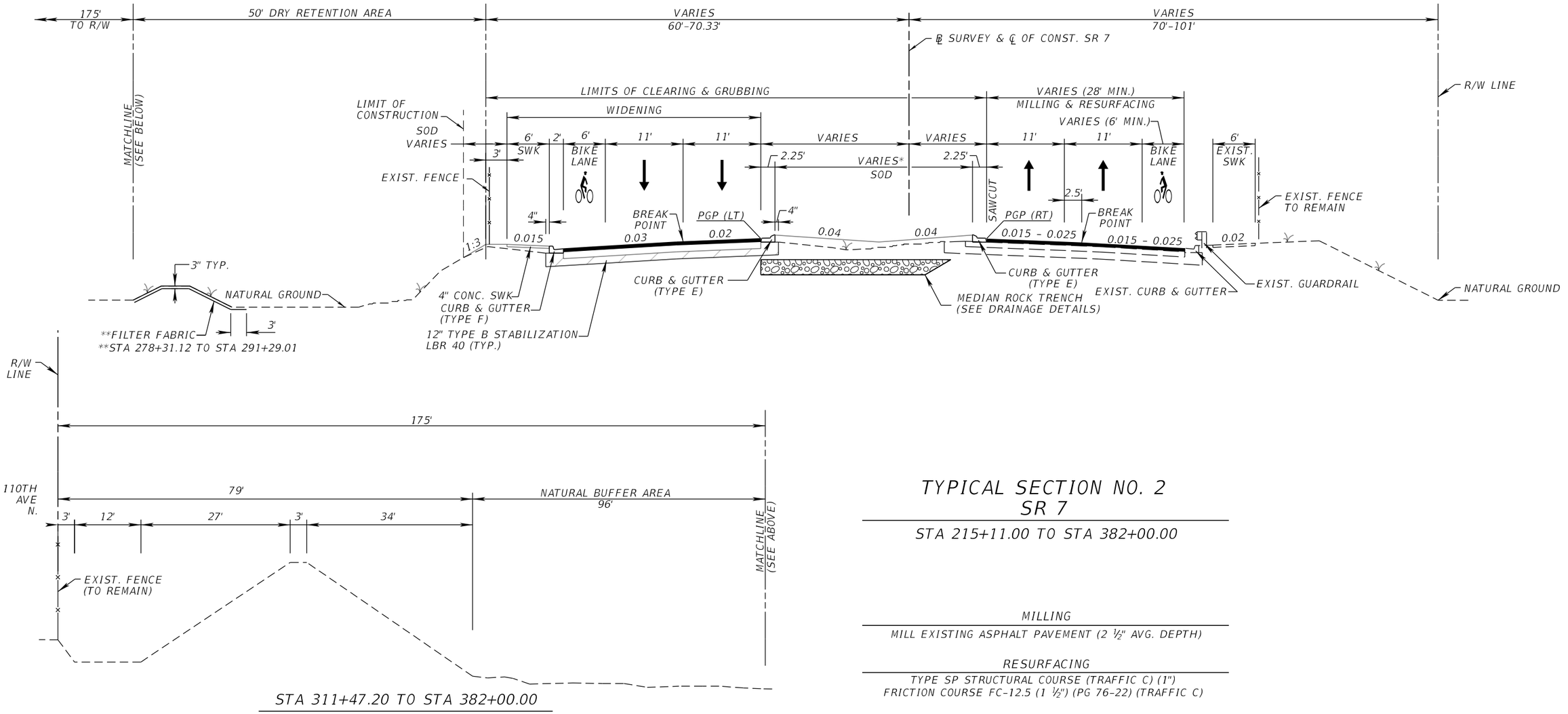
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

TYPICAL SECTION

SHEET NO. 11

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STA 311+47.20 TO STA 382+00.00

TYPICAL SECTION NO. 2
SR 7

STA 215+11.00 TO STA 382+00.00

MILLING

MILL EXISTING ASPHALT PAVEMENT (2 ½" AVG. DEPTH)

RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC C) (1")
FRICTION COURSE FC-12.5 (1 ½") (PG 76-22) (TRAFFIC C)

WIDENING

OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (4 ½")
AND FRICTION COURSE FC-12.5 (1 ½") (PG 76-22) (TRAFFIC C)

NEW CONSTRUCTION

OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (4 ½")
AND FRICTION COURSE FC-12.5 (1 ½") (PG 76-22) (TRAFFIC C)

NOTE: PAVEMENT DESIGN FOR NEW CONSTRUCTION SHALL BE USED FOR SIDE STREET CONNECTIONS.

TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 37,400
ESTIMATED OPENING YEAR = 2024 AADT = 39,200
ESTIMATED DESIGN YEAR = 2044 AADT = 50,000
K = 9% D = 67% T = 8% (24 HOUR)
DESIGN HOUR T = 4%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

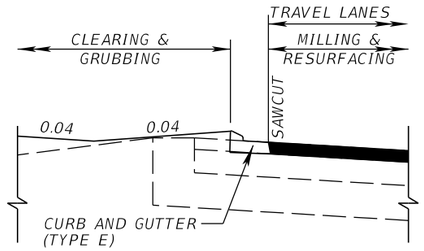
BRETT A. FULLER, P.E.
P.E. NO.: 78486
WGI, INC.
2035 VISTA PARKWAY
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

TYPICAL SECTION

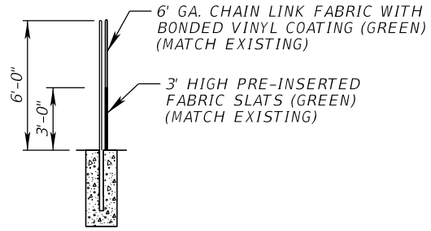
SHEET NO. 12



CURB PAD DETAIL FOR MILLING & RESURFACING

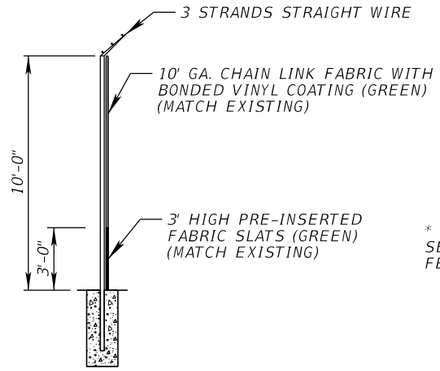
STA. 215+31.52 TO STA. 218+74.22 (NB)
STA. 220+34.87 TO STA. 429+81.14 (NB)

THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT TO 6" BELOW GRADE AND COMPACT EXISTING BASE OR SUBGRADE MATERIAL



TYPE B FENCE DETAIL NO. 1

6' CHAIN LINK FENCE W/ FABRIC SLATS AT BOTTOM
STA. 280+55.00 TO STA. 290+67.00 (SB)
STA. 335+00.00 TO STA. 335+10.00 (SB)
STA. 351+83.00 TO STA. 354+18.14 (SB)
STA. 354+79.57 TO STA. 360+00.00 (SB)
STA. 378+22.00 TO STA. 380+51.37 (SB)
STA. 381+29.87 to STA. 430+97.07 (SB)

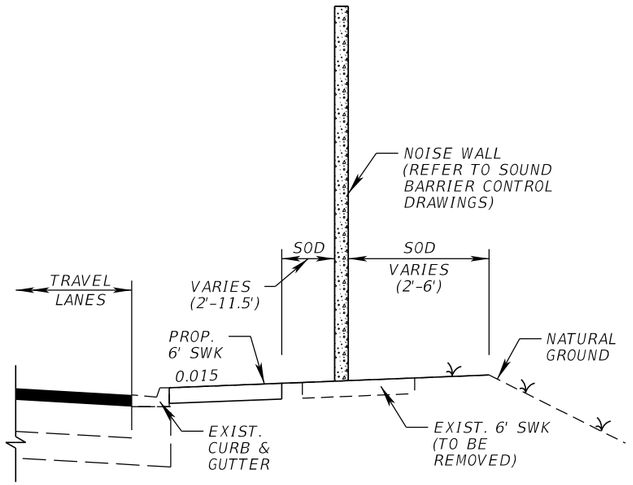


REFER TO STD PLAN 550-002 FOR FURTHER INFORMATION

TYPE B FENCE DETAIL NO. 2

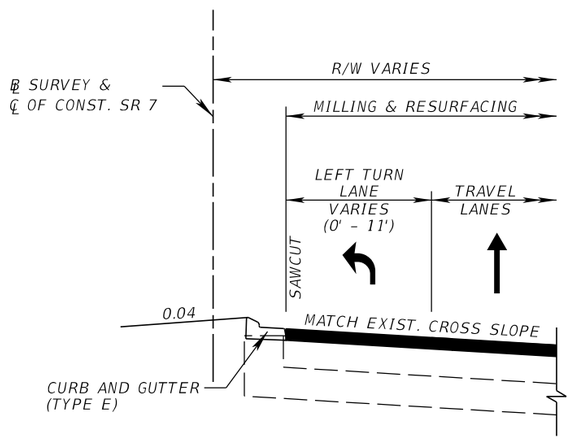
10' CHAIN LINK FENCE W/ STRAIGHT WIRE TOP AND FABRIC SLATS AT BOTTOM
STA. 241+93.00 TO STA. 251+01.00 (NB)
STA. 347+32.00 TO STA. 357+48.00 (NB)
STA. 373+52+00 TO STA. 383+80.00 (NB)
STA. 432+77.97 TO STA. 433+74.83 (NB)
STA. 435+77.53 TO STA. 436+65.11 (WB)
STA. 435+30.80 TO STA. 435+50.20 (WB)

* SEE CONSTRUCTION SEQUENCE PLAN TYPICAL SECTION ON SHEET 231 FOR TEMPORARY FENCE LOCATION DETAIL.



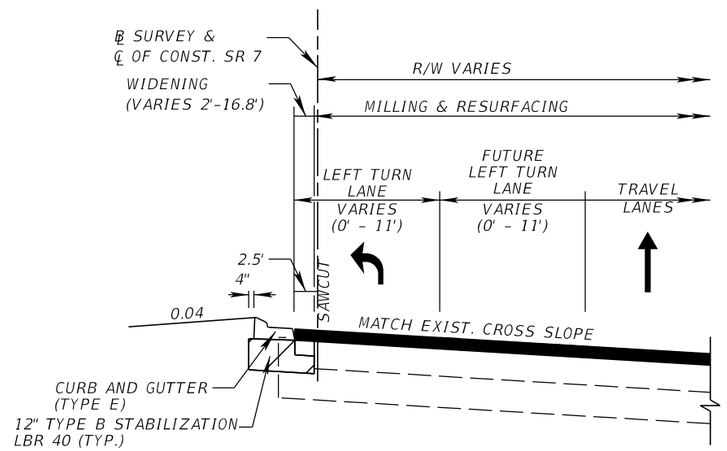
NOISE WALL DETAIL

STA. 209+49.34 TO STA. 224+44.15 (NB)



LEFT TURN MILL AND RESURFACE DETAIL, N.T.S.

STA. 242+93.18 TO STA. 247+68.68 (NB)



DUAL LEFT TURN MILL AND RESURFACE DETAIL, N.T.S.

STA. 347+83.46 TO STA. 354+11.77 (NB)
STA. 374+02.00 TO STA. 380+49.37 (NB)

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BRETT A. FULLER, P.E.
P.E. NO.: 78486
WGI, INC.
2035 VISTA PARKWAY
WEST PALM BEACH, FLORIDA 33411

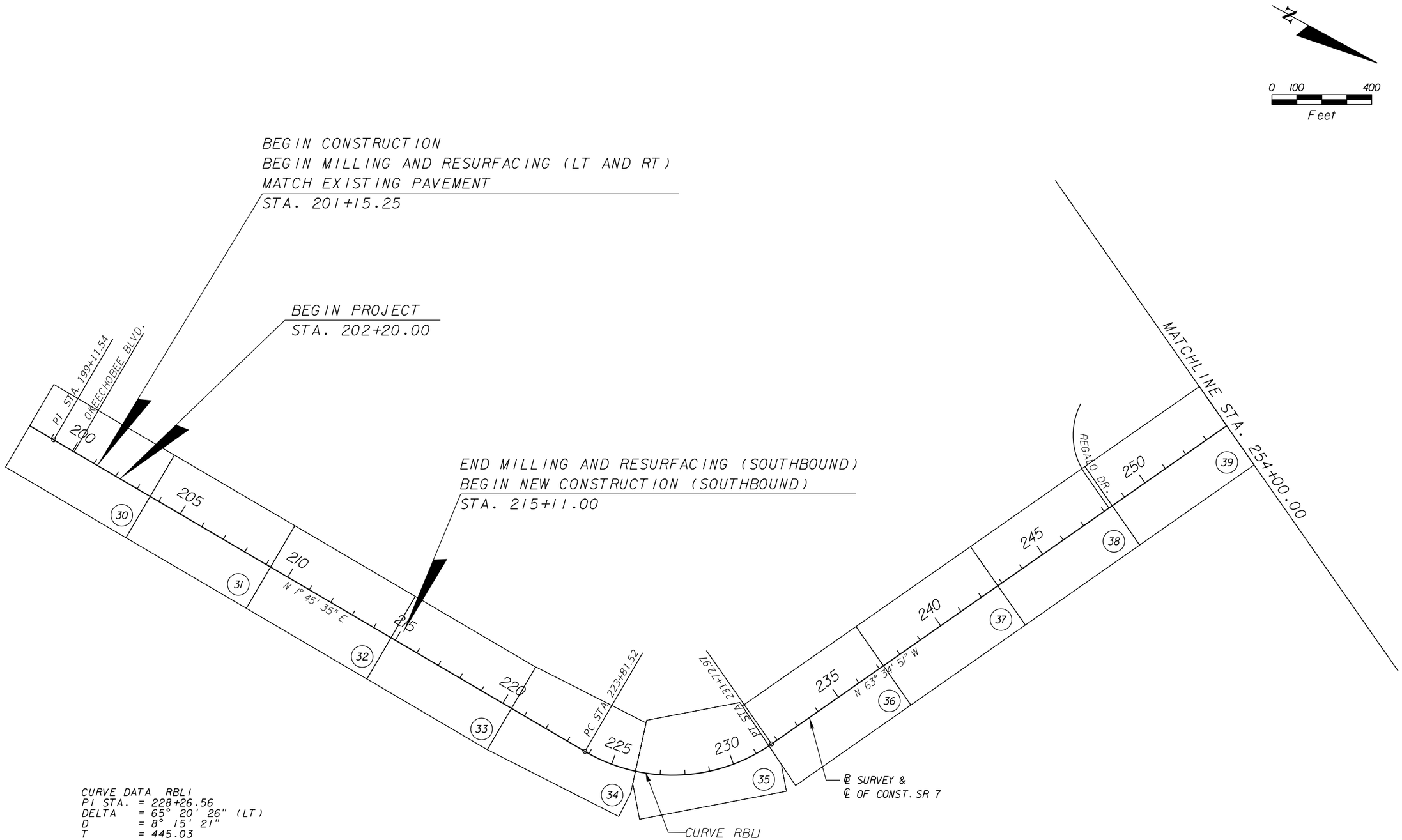
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

TYPICAL SECTION DETAILS

SHEET NO. 14

$USER$ $DATE$ $TIME$ $FILE$



CURVE DATA RBLI
PI STA. = 228+26.56
DELTA = 65° 20' 26" (LT)
D = 8° 15' 21"
T = 445.03
L = 791.44
R = 694.00
PC STA. = 223+81.52
PT STA. = 231+72.97

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ROSS S. SHILLINGFORD, P.E.
P.E. LICENSE NUMBER 56901
STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

PROJECT LAYOUT

SHEET NO. 21

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

jollveros 2/16/2021 3:28:36 PM U:\2024\80537\2296647520\roadway\PLAYR001.dgn

0 10 40
Feet

W(B) FOX DEVELOPMENT W(B) R/W LINE W(B)
+11.00 163.77' LT
NPW(B) 36" RECLAIMED WATER NPW(B)
+11.00 147.33' LT
GOV. QUARTER LINE

162' VARIES VARIES VARIES 102'

9 18" RCP 8 18" RCP 7 18" RCP

LIMITS OF MILLING AND RESURFACING MATCH EXISTING PAVEMENT
EXIST. C&G TO REMAIN
EXIST. 6' SWK TO REMAIN
BEGIN 6' SWK
BEGIN SWK TAPER
+00.11 / 68.89' LT
END SWK TAPER
+10.11 / 68.73' LT
2" & 6" IRRIGATION SLEEVES (SEE STD PLANS INDEX 591-001)
END IRRIGATION SLEEVE
STA. 209+78.45 / 0.00' LT
EXIST. CURB & GUTTER TO REMAIN
+00.00 13.88' LT
+90.61 14.50' LT
+98.11 14.56' LT
SR 7
BEGIN TRANSITION TYPE F TO TYPE E CURB
STA. 212+99.65 (29.02' LT)
END TRANSITION TYPE F TO TYPE E CURB
STA. 213+05.51 (30.27' LT)
+08.29 (32.40' LT)
+00.00 24.41' LT
+59.82 14.79' LT
EXIST. C&G TO BE REMOVED
BEGIN TYPE F C&G
+00.11 / 62.45' LT
SAWCUT
EXIST. C&G TO BE REMOVED
CONST. C&G TYPE E
210 211 212 213 214
BEGIN ROCK TRENCH
210+00.00 / 0.00' RT
℄ SURVEY & ℄ OF CONST. SR 7
SECTION LINE
N 01° 45' 35" E
LIMITS OF MILLING AND RESURFACING MATCH EXISTING PAVEMENT
EXIST. C&G TO REMAIN
END TRANSITION TYPE F TO TYPE E CURB
STA. 212+26.00
+00.00 16.43' RT
EXIST. C&G TO BE REMOVED
+00.00 21.31' RT
+90.73 19.32' RT
+98.23 19.15' RT
BEGIN TRANSITION TYPE F TO TYPE E CURB
BEGIN WIDENING
STA. 212+20.00 (22.61' RT)
SAW CUT
+20.00 (24.61' RT)
CONST. C&G TYPE E
EXISTING CONDUIT TO REMAIN REFER TO SIGNALIZATION PLAN
+54.45 59.96' RT
+03.57 56.69' RT
CR F
CONST. 6' SWK
EXIST. C&G TO REMAIN
BEGIN NOISE WALL
REFER TO NOISE WALL PLAN SHEETS
+49.34 / 71.31' RT
REMOVE EXIST SWK
PROPOSED NOISE WALL
EXISTING CONDUIT TO BE REMOVED REFER TO SIGNALIZATION PLAN
EXIST. VAULT TO REMAIN
EXIST. PULL BOX TO BE REMOVED
BEGIN SWK RECONSTRUCTION
STA 209+32.80
23 kV OH ELECTRIC
R/W LINE
BANYAN SUBDIVISION

149' VARIES VARIES VARIES 101'

MATCHLINE STA. 209+20.00
MATCHLINE STA. 214+80.00

PROP. NOISE WALL
DENOTES MILLING & RESURFACING
ROCK TRENCH
DENOTES WIDENING

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

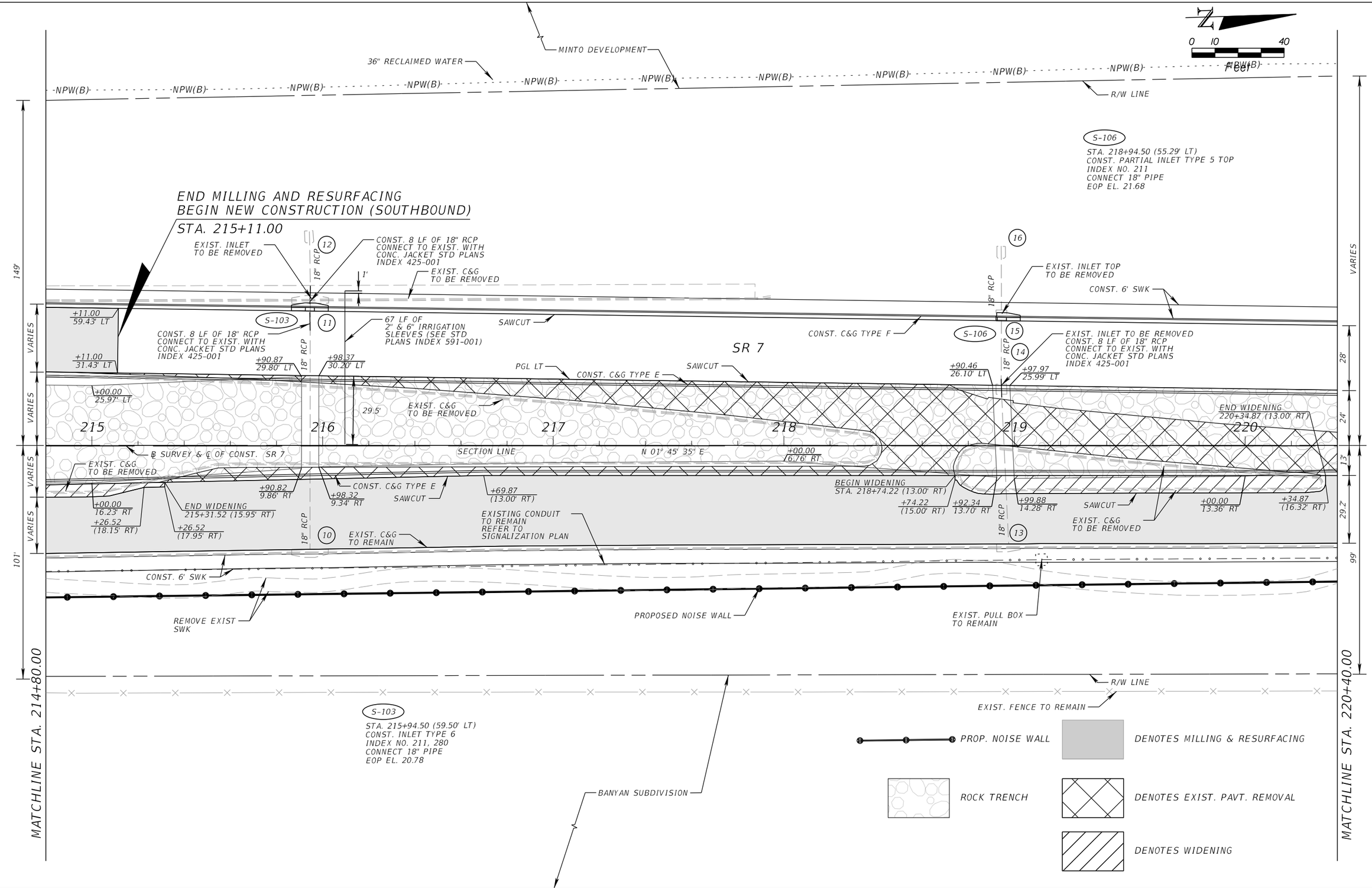
BRETT A. FULLER, P.E.
P.E. NO.: 78486
WGI, INC.
2035 VISTA PARKWAY
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

ROADWAY PLAN

SHEET NO. 35



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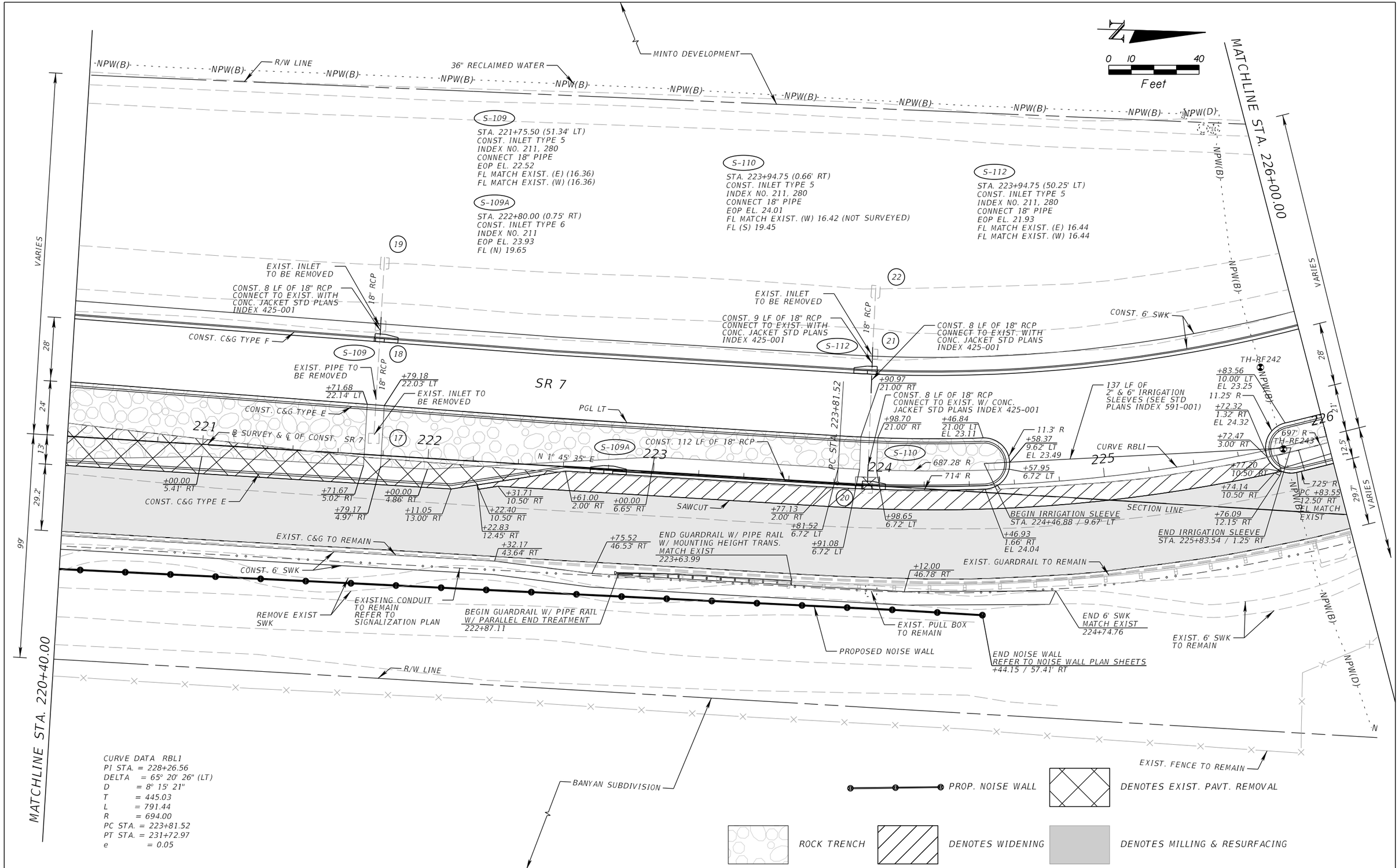
BRETT A. FULLER, P.E.
P.E. NO.: 78486
WGI, INC.
2035 VISTA PARKWAY
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

ROADWAY PLAN

SHEET NO. 36



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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

ROADWAY PLAN

SHEET NO. 37

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℄ SURVEY
℄ OF CONST. SR 7

16' PROP. NOISE WALL

22.21

2" PVC CONDUIT

Exist. R/W

23.12

2" PVC CONDUIT

Exist. R/W

22.49

2" PVC CONDUIT

Exist. R/W

℄ SURVEY
℄ OF CONST. SR 7

100 80 60 40 20 0 20 40 60 80 100

Regular Exc.		Embankment	
A	V	A	V
1.7	3	2.0	4
0.0	0	0.0	0
0.0	0	0.0	0

210+00.00

209+00.00

208+00.00

SCALE:
1" = 20' HORIZONTAL
1" = 10' VERTICAL

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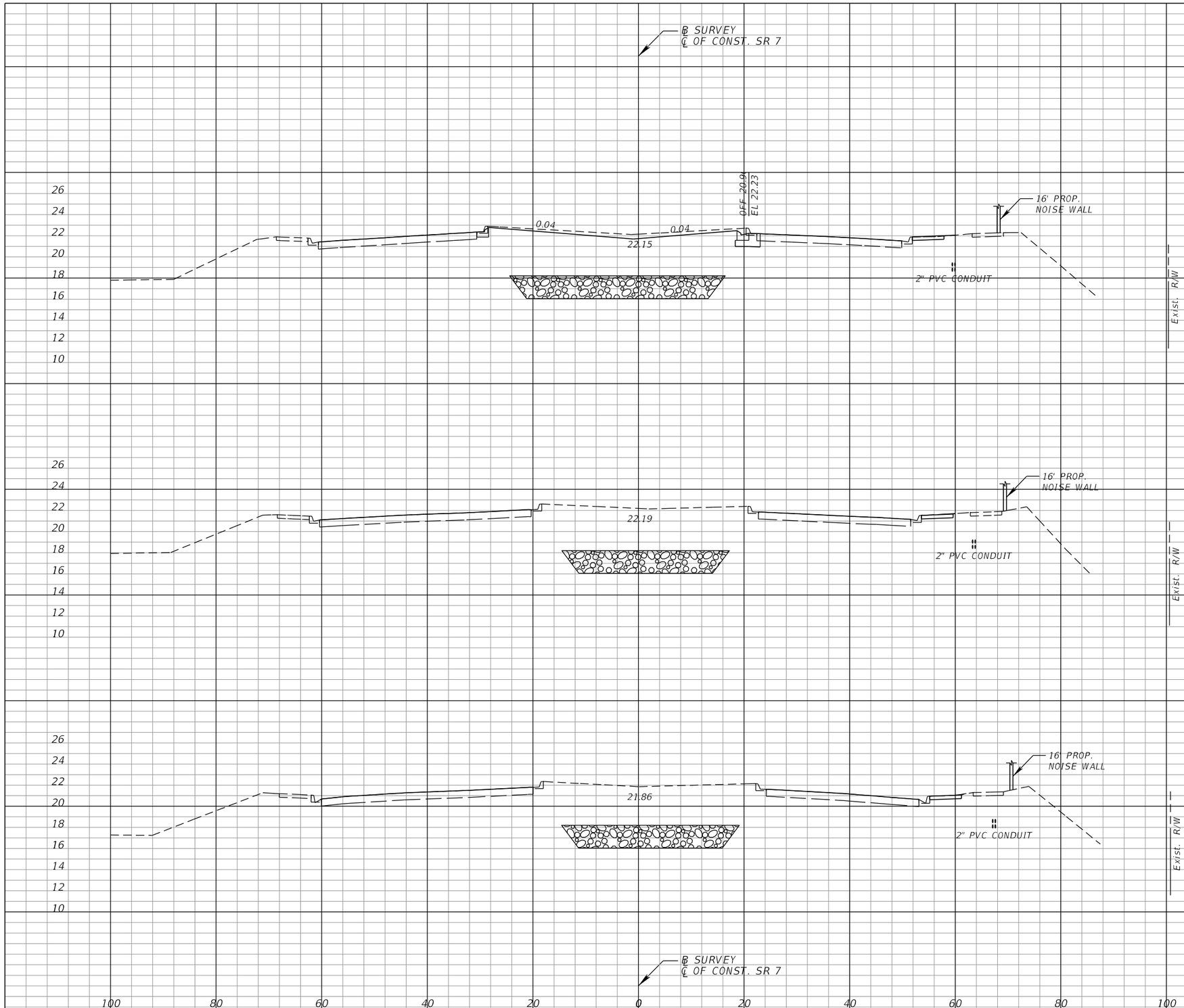
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WGI, INC
2035 VISTA PARKWAY
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

CROSS SECTIONS

SHEET NO. 131



	Regular Exc.		Embankment	
	A	V	A	V
213+00.00	17.8	37	2.0	7
212+00.00	2.2	8	2.0	7
211+00.00	2.0	7	1.9	7

SCALE:
1" = 20' HORIZONTAL
1" = 10' VERTICAL

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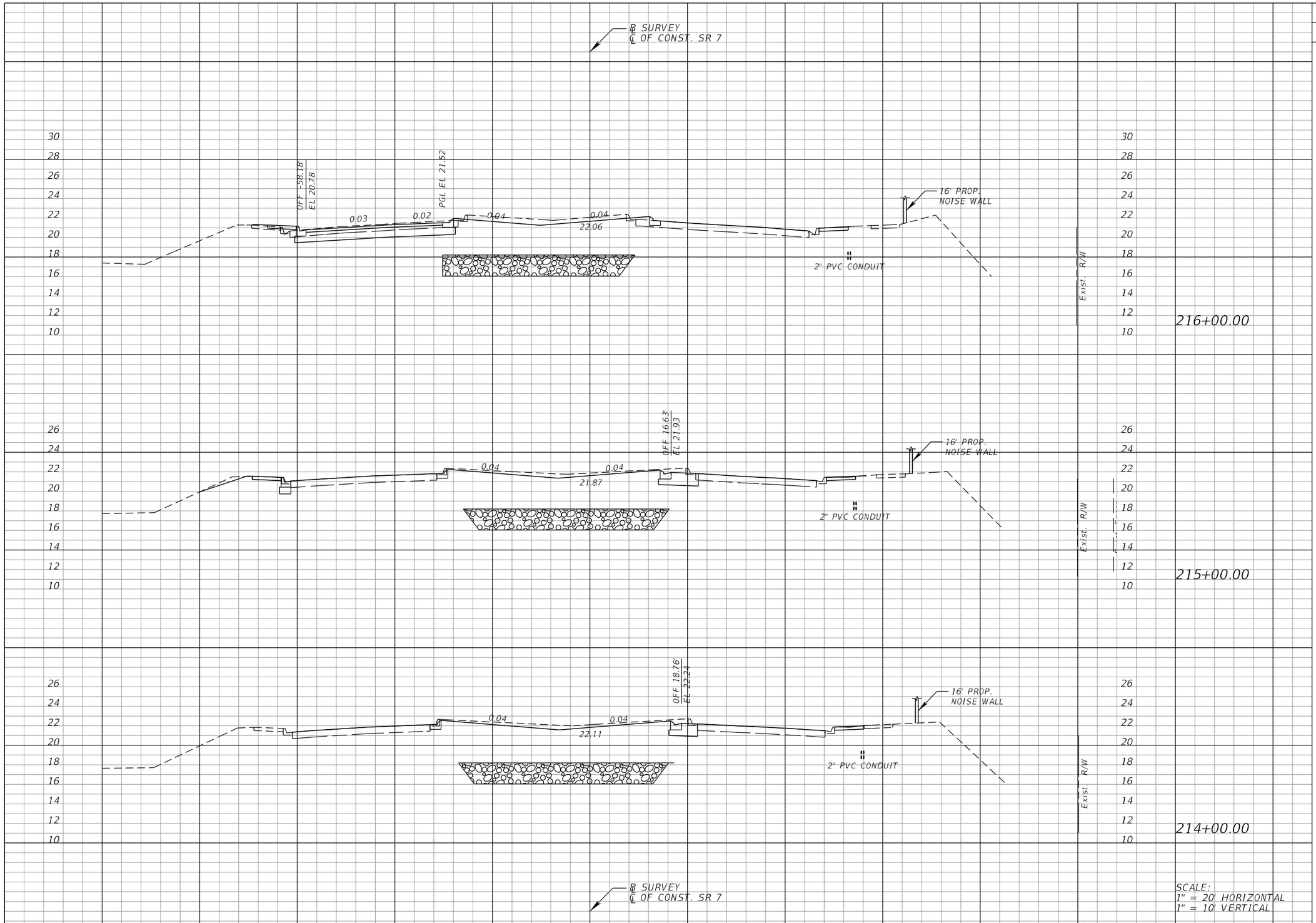
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WGI, INC
2035 VISTA PARKWAY
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

CROSS SECTIONS

SHEET NO. 132



Regular Exc.		Embankment	
A	V	A	V
26.5	103	12.0	22
29.1	92	0.1	4
20.4	71	2.0	7

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REVISIONS			
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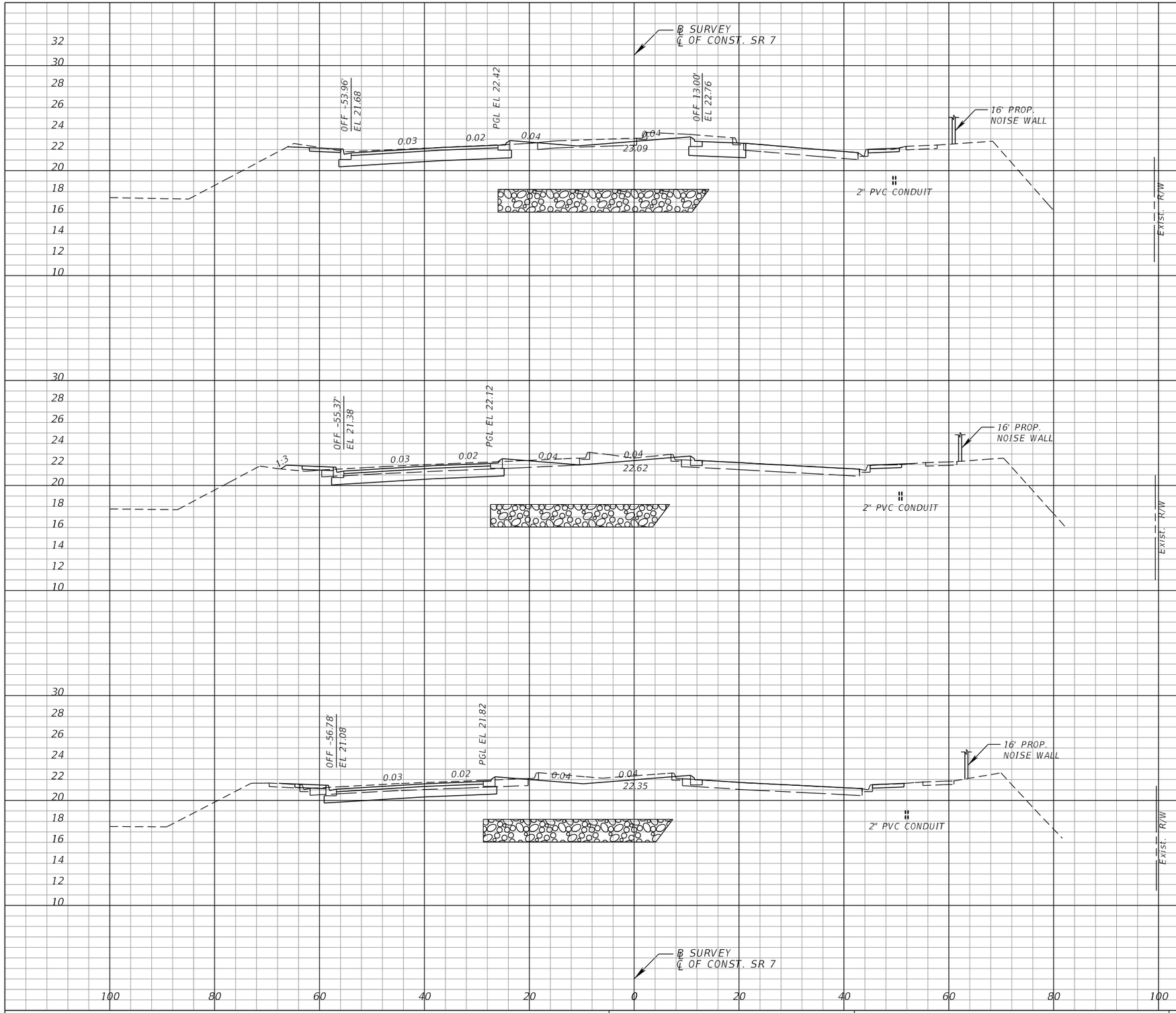
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2035 VISTA PARKWAY
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

CROSS SECTIONS

SHEET NO. 133



Regular Exc.		Embankment	
A	V	A	V
70.0	169	16.4	72
21.2	86	22.4	74
25.4	96	17.7	55

SCALE:
1" = 20' HORIZONTAL
1" = 10' VERTICAL

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REVISIONS			
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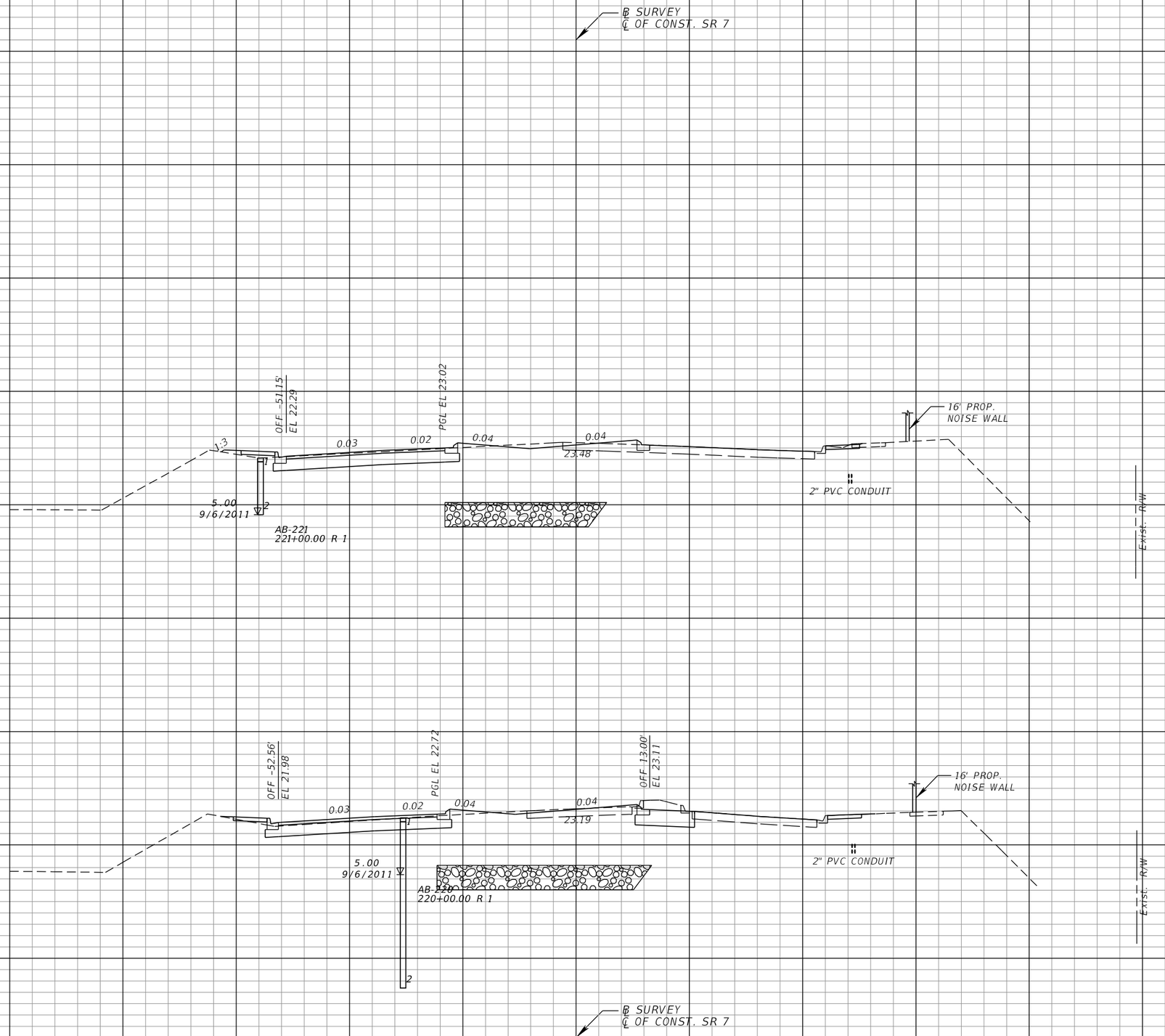
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P.E. NO.: 78486
WGI, INC
2035 VISTA PARKWAY
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

CROSS SECTIONS

SHEET NO.
134



Regular Exc.		Embankment	
A	V	A	V
430		196	
	180		82
54.2		24.4	
	230		75

SCALE:
1" = 20' HORIZONTAL
1" = 10' VERTICAL

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DATE	DESCRIPTION	DATE	DESCRIPTION

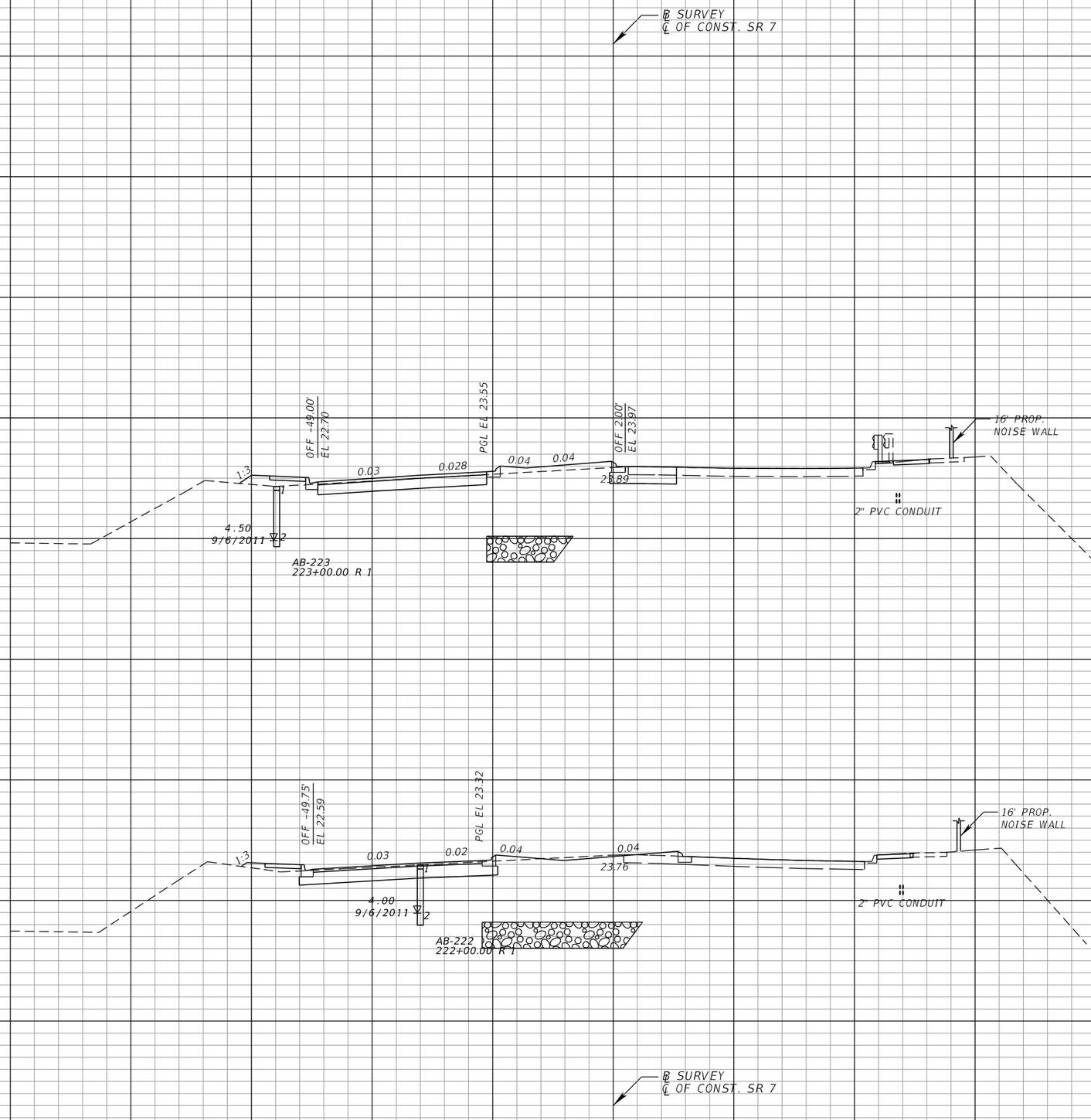
BRETT A. FULLER, P.E.
P.E. NO.: 78486
WGI, INC
2035 VISTA PARKWAY
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

CROSS SECTIONS

SHEET NO. 135



Regular Exc.		Embankment	
A	V	A	V
33.3		16.0	
	138		63
41.0		17.9	
	156		70

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

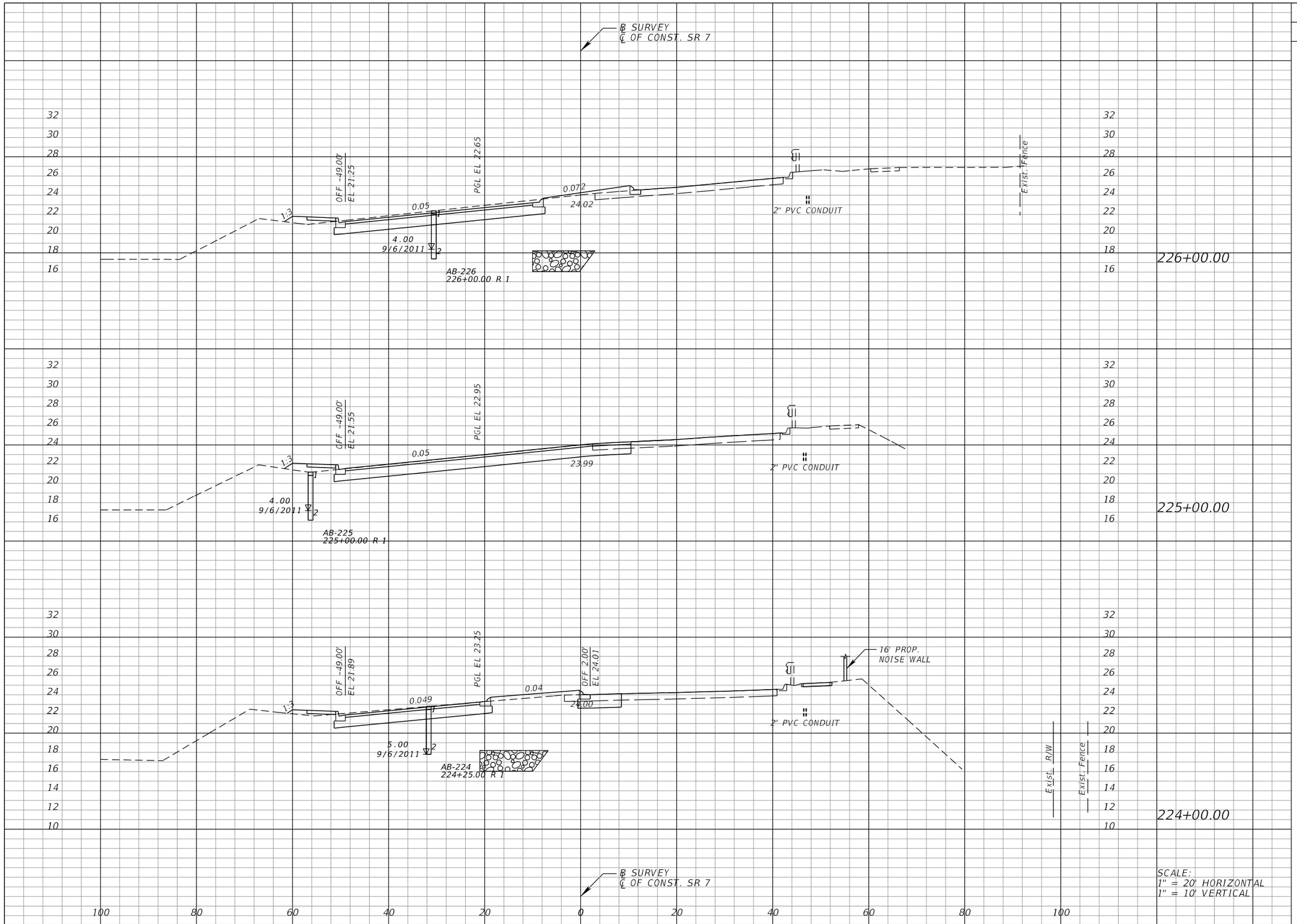
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WGI, INC
2035 VISTA PARKWAY
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

CROSS SECTIONS

SHEET NO. 136



Regular Exc.		Embankment	
A	V	A	V
63.3	242	17.1	41
67.4	211	5.2	34
46.5	148	12.9	54

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REVISIONS			
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WGI, INC
2035 VISTA PARKWAY
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

CROSS SECTIONS

SHEET NO. 137

NOISE WALL DATA TABLES

PROJECT REQUIREMENTS								Table Date 1-15-21
WALL NO. (1)	REQUIRED: YES			REQUIRED TEXTURES:				PANEL TYPE (FLUSH/ RECESSED/ EITHER)
	GRAPHICS (1)	COLORED COATINGS (2)	PRECAST POST CAP (2)	PANELS:		POSTS:		
				FRONT FACE	BACK FACE	FRONT FACE	BACK FACE	
NW1	NO	YES	NO	TYPE "B"	TYPE "B"	TYPE "A"	TYPE "A"	RECESSED

(1) See Control Drawings.
(2) The post and cap color shall be per Federal Color Chart, Federal Standard No. 595C color 36622.

SUMMARY OF FOUNDATIONS AND WALL QUANTITIES							Table Date 1-15-21
WALL NO.	STATION TO STATION	FOUNDATION (3)	TOP OR SIDE INSTALLED (T, S)	TOP OF WALL ELEV. (FT)	BOTTOM OF WALL ELEV. (FT)	POST LENGTH (FT)	AREA (SF)
NW1	209+49.34 TO 218+29.28	1	T	41.92	20.90	21.02	18,496
NW1	218+29.28 TO 220+69.26	1	T	41.92	21.90	20.02	4,804
NW1	220+69.26 TO 222+49.25	1	T	41.92	22.90	19.02	3,423
NW1	222+49.25 TO 223+88.67	1	T	41.92	23.90	18.02	2,512
NW1	223+88.67 TO 224+44.15	1	T	41.92	24.90	17.02	944

(3) 1 = Loose Granular Soils (4≤N≤9)
2 = Medium Dense Granular Soil (10≤N≤40)
SD = Special Design details (See Contract Plans)

LIMITS OF ANTI-GRAFFITI COATING (4)				Table Date 1-15-21
WALL NO.	STATION TO STATION	FRONT FACE/ BACK FACE/ BOTH (5)	MINIMUM HEIGHT (6)	AREA (SF)
NW1	209+49.34 TO 218+29.28	BOTH	21.02	36,993
NW1	218+29.28 TO 220+69.26	BOTH	20.02	9,609
NW1	220+69.26 TO 222+49.25	BOTH	19.02	6,847
NW1	222+49.25 TO 223+88.67	BOTH	18.02	5,025
NW1	223+88.67 TO 224+44.15	BOTH	17.02	1,889

(4) Coat limits shown in table with non-sacrificial anti-graffiti coating matching the wall color.
(5) Includes Posts and Panels.
(6) Height is measured from finished grade.

GENERAL NOTES:

1. Work these Data Tables with Index No. 534-200.
2. Noise Walls shall meet the project aesthetic requirements as depicted in the above table and elsewhere in the plans.
3. Front Face indicates roadway side of wall. Back Face indicates non-roadway side of wall.
4. Wind Speed is 170 MPH.

AESTHETIC REQUIREMENTS AND GENERAL NOTES

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BIDDABILITY PLANS - NOT FOR CONSTRUCTION

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

Eric Huskey, P.E.
P.E. License Number 56593
Stanley Consultants, Inc.
1641 Worthington Rd, Suite 400
West Palm Beach, Florida 33409
Certificate of Authorization 1978

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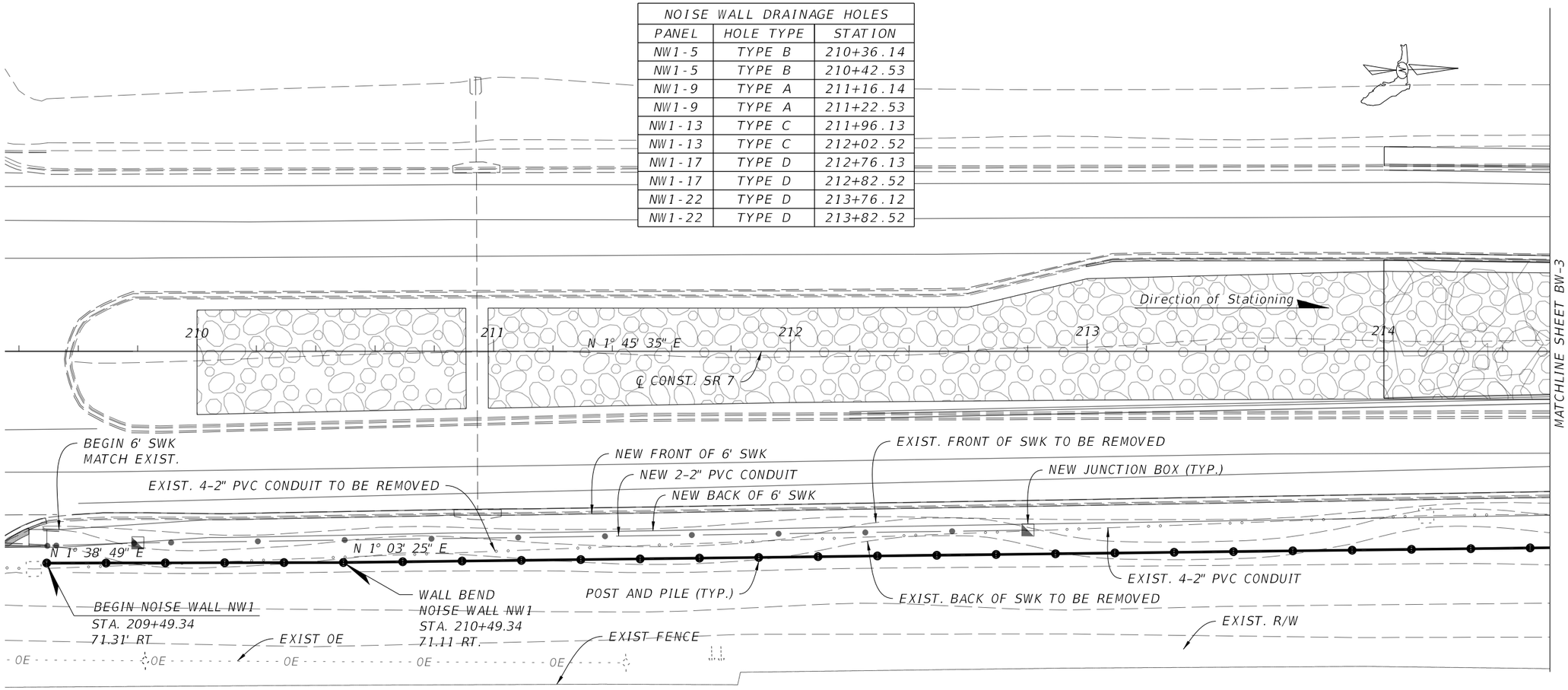
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

SHEET TITLE: SOUND BARRIER CONTROL DRAWINGS
REF. DWG. NO.:
PROJECT NAME: SR 7 FROM SR 704 (OKEECHOBEE BLVD.) TO 60TH STREET
SHEET NO.: BW-1

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NOISE WALL DRAINAGE HOLES		
PANEL	HOLE TYPE	STATION
NW1-5	TYPE B	210+36.14
NW1-5	TYPE B	210+42.53
NW1-9	TYPE A	211+16.14
NW1-9	TYPE A	211+22.53
NW1-13	TYPE C	211+96.13
NW1-13	TYPE C	212+02.52
NW1-17	TYPE D	212+76.13
NW1-17	TYPE D	212+82.52
NW1-22	TYPE D	213+76.12
NW1-22	TYPE D	213+82.52



PLAN AND ELEVATION (1 OF 3)

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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West Palm Beach, Florida 33409
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

SHEET TITLE: NOISE WALL CONTROL DRAWINGS (1 OF 3)

PROJECT NAME: SR 7 FROM SR 704 (OKEECHOBEE BLVD.) TO 60TH STREET

REF. DWG. NO.:

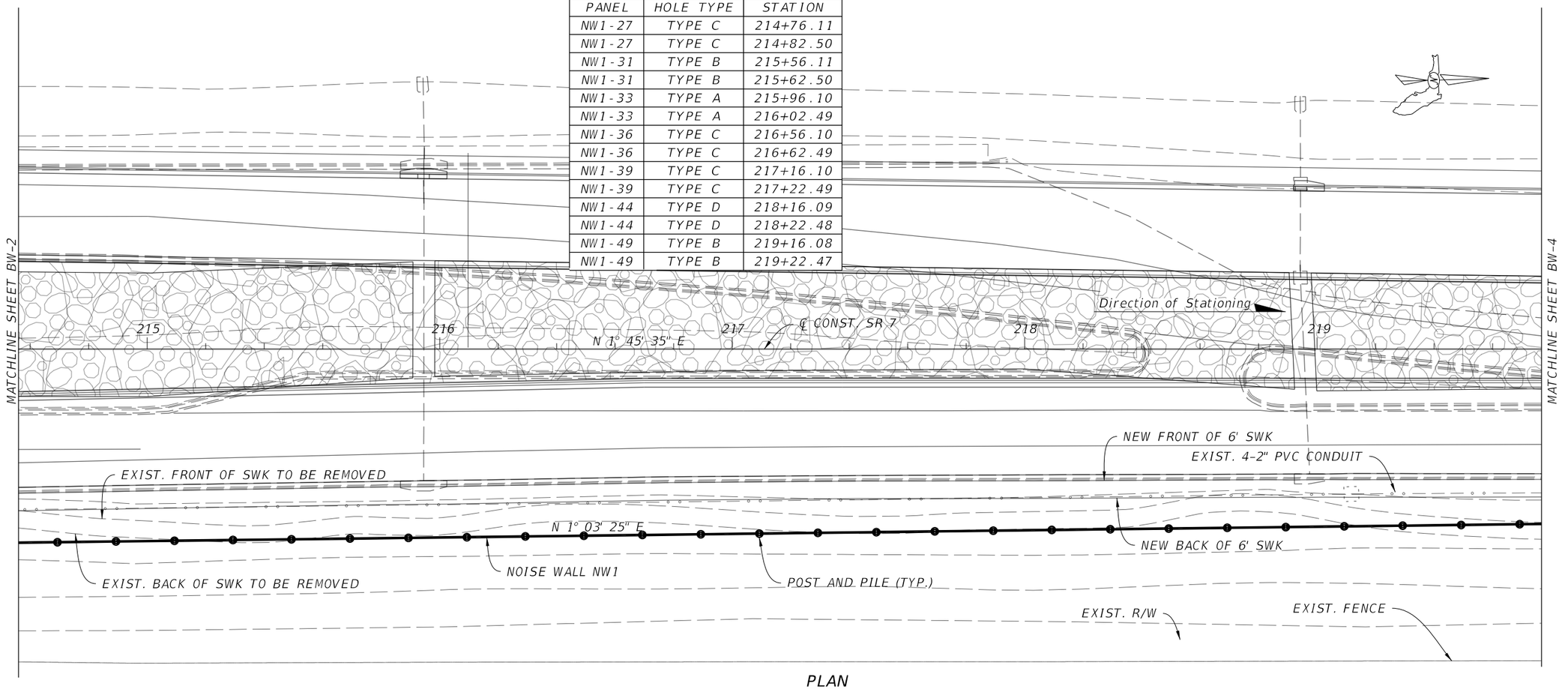
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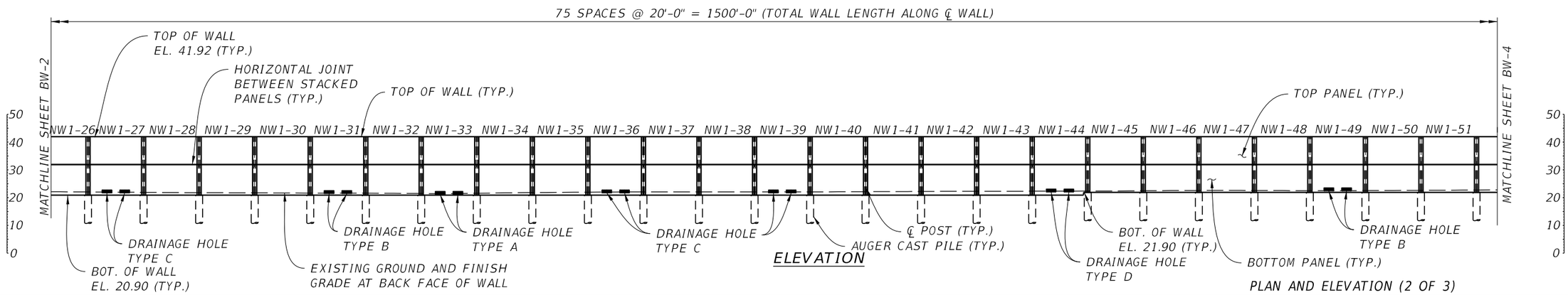
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BIDDABILITY PLANS - NOT FOR CONSTRUCTION

NOISE WALL DRAINAGE HOLES		
PANEL	HOLE TYPE	STATION
NW1-27	TYPE C	214+76.11
NW1-27	TYPE C	214+82.50
NW1-31	TYPE B	215+56.11
NW1-31	TYPE B	215+62.50
NW1-33	TYPE A	215+96.10
NW1-33	TYPE A	216+02.49
NW1-36	TYPE C	216+56.10
NW1-36	TYPE C	216+62.49
NW1-39	TYPE C	217+16.10
NW1-39	TYPE C	217+22.49
NW1-44	TYPE D	218+16.09
NW1-44	TYPE D	218+22.48
NW1-49	TYPE B	219+16.08
NW1-49	TYPE B	219+22.47



PLAN



ELEVATION

PLAN AND ELEVATION (2 OF 3)

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BIDDABILITY PLANS - NOT FOR CONSTRUCTION

REVISIONS

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

SHEET TITLE: NOISE WALL CONTROL DRAWINGS (2 OF 3)

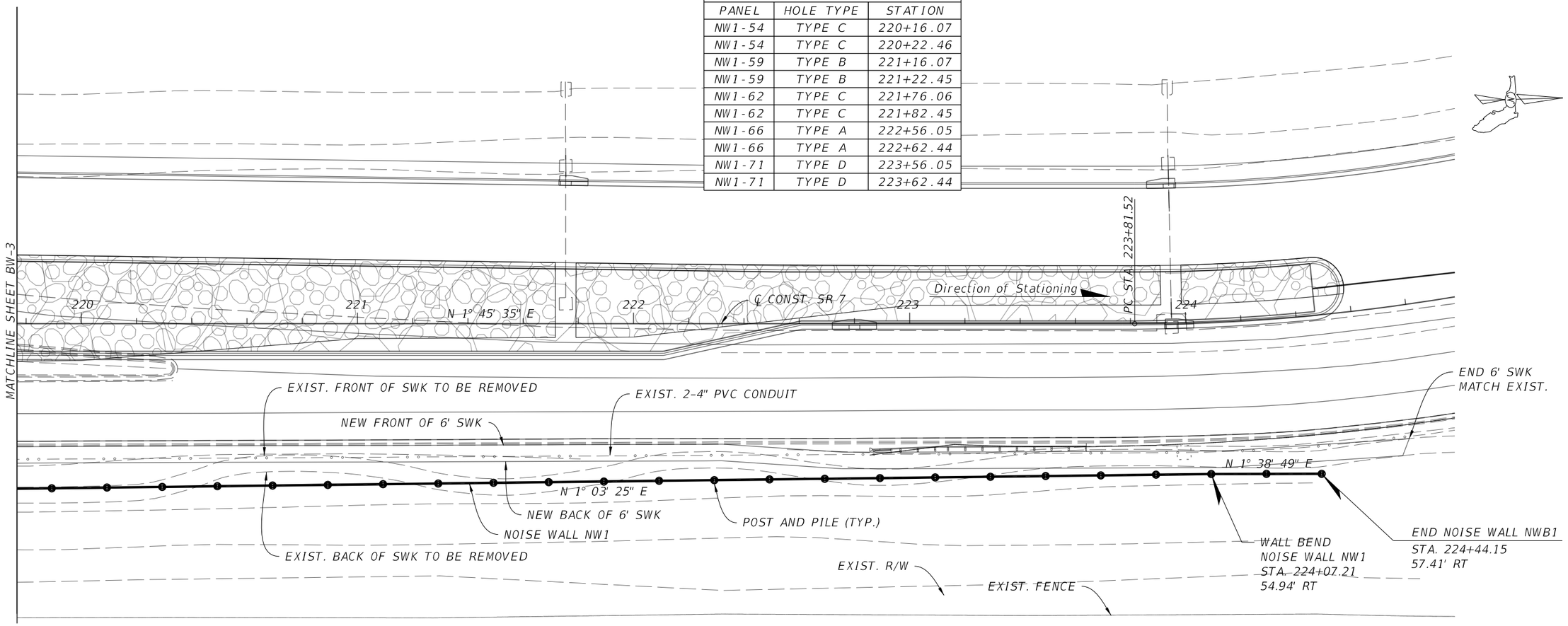
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PROJECT NAME: SR 7 FROM SR 704 (OKEECHOBEE BLVD.) TO 60TH STREET

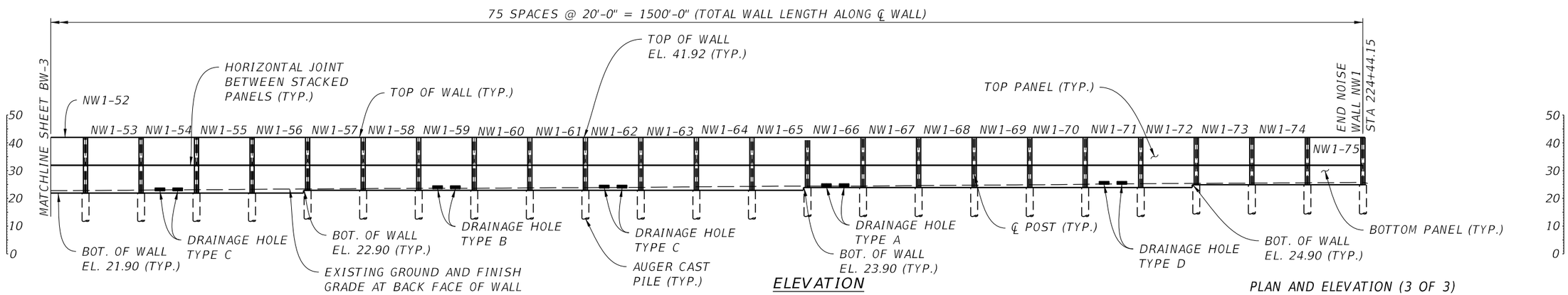
SHEET NO.: BW-3

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NOISE WALL DRAINAGE HOLES		
PANEL	HOLE TYPE	STATION
NW1-54	TYPE C	220+16.07
NW1-54	TYPE C	220+22.46
NW1-59	TYPE B	221+16.07
NW1-59	TYPE B	221+22.45
NW1-62	TYPE C	221+76.06
NW1-62	TYPE C	221+82.45
NW1-66	TYPE A	222+56.05
NW1-66	TYPE A	222+62.44
NW1-71	TYPE D	223+56.05
NW1-71	TYPE D	223+62.44



PLAN



ELEVATION

PLAN AND ELEVATION (3 OF 3)

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

SHEET TITLE: NOISE WALL CONTROL DRAWINGS (3 OF 3)

REF. DWG. NO.

PROJECT NAME: SR 7 FROM SR 704 (OKEECHOBEE BLVD.) TO 60TH STREET

SHEET NO. BW - 4

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BIDDABILITY PLANS - NOT FOR CONSTRUCTION

APPENDIX D

Referenced Sheets from Contract Plans/Design Plans for SR 7 Design Segment B (FPID: 229664-6-52-101)

CONTRACT PLANS COMPONENTS

ROADWAY PLANS
SIGNING AND PAVEMENT MARKING PLANS
SIGNALIZATION PLANS
LIGHTING PLANS
STRUCTURE PLANS

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2	SIGNATURE SHEET
3 - 10	SUMMARY OF PAY ITEMS
11 - 19	DRAINAGE MAP
20 - 28	TYPICAL SECTION
29-36	SUMMARY OF DRAINAGE STRUCTURES
37	OPTIONAL MATERIALS TABULATION
38 - 41	PROJECT LAYOUT
42 - 47	PROJECT CONTROL
48 - 49	GENERAL NOTES
50 - 93	ROADWAY PLAN
94 - 95	DRIVEWAY PROFILES
96 - 97	INTERSECTION DETAILS
98 - 142	ROADWAY PROFILE
143 - 194	DRAINAGE STRUCTURES
195 - 196	DRAINAGE DETAILS
197	SHEET PILE WALL DETAIL
198	ROADWAY SOIL SURVEY
199 - 212	SOIL PROFILES
213 - 380	CROSS SECTIONS
381 - 383	STORMWATER POLLUTION PREVENTION PLAN
384 - 399	EROSION CONTROL PLAN
400 - 418	TEMPORARY TRAFFIC CONTROL PLANS
419	TYPICAL GRADING SECTION
420 - 449	GRADING PLANS
SQ1 - SQ40	SUMMARY OF QUANTITIES

DEVELOPMENTAL STANDARD PLANS:

GOVERNING STANDARD PLANS:

Florida Department of Transportation, FY2021-22 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: http://www.fdot.gov/design/standardplans

APPLICABLE IRs:

Standard Plans for Bridge Construction are included in the Structures Plans Component

GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, Jan 2021 Standard Specifications for Road and Bridge Construction at the following website: http://www.fdot.gov/programmanagement/Implemented/SpecBooks

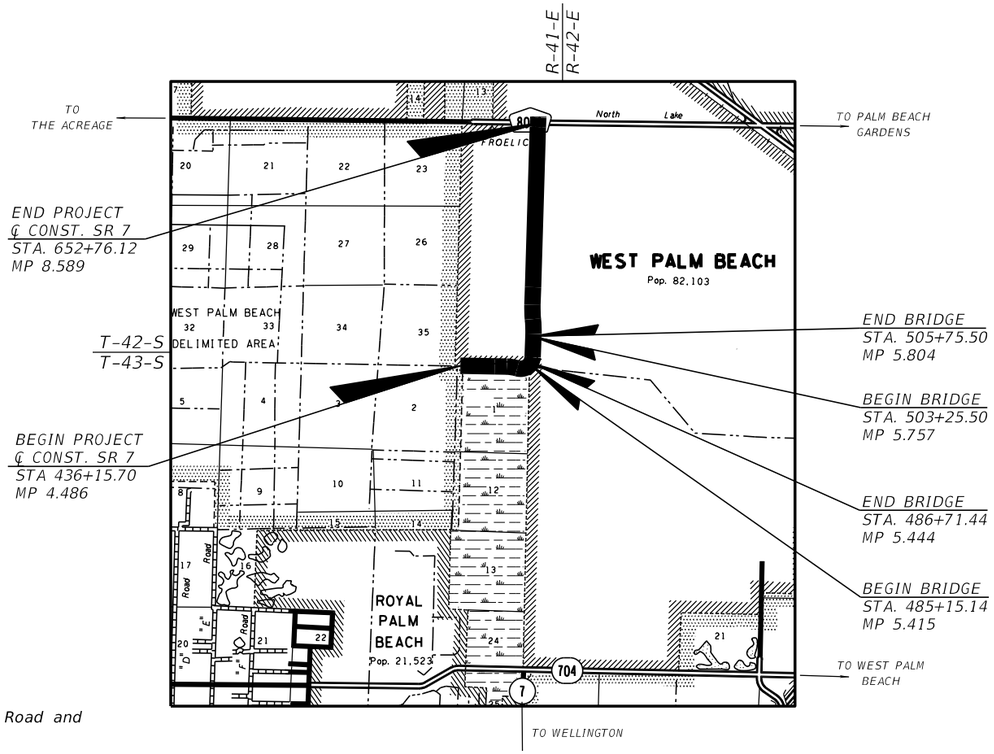
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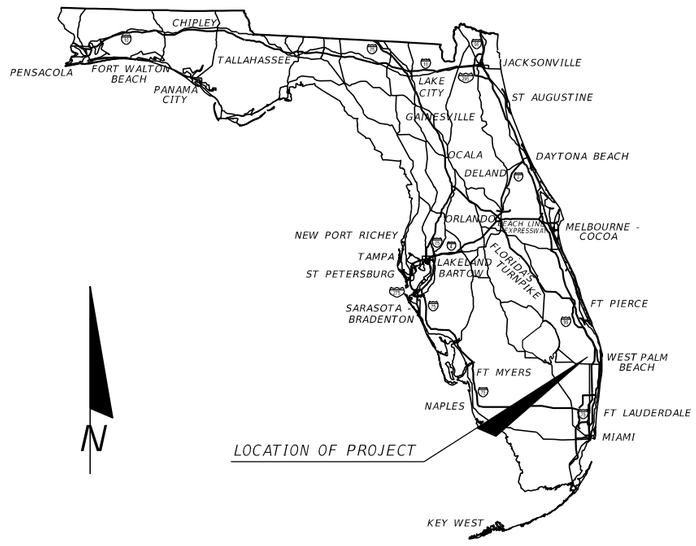
CONTRACT PLANS

FINANCIAL PROJECT ID 229664-6-52-01
(FEDERAL FUNDS)
PALM BEACH COUNTY (93270)

STATE ROAD NO. 7
FROM 60TH STREET TO NORTHLAKE BLVD.



THIS PROJECT TO BE LET TO CONTRACT WITH FINANCIAL PROJECT ID(S):
229664-7-52-01



BIDDABILITY SUBMITTAL
FEBRUARY 2021

ROADWAY PLANS
ENGINEER OF RECORD:
ROSS S. SHILLINGFORD, P.E. #56901
STANTEC CONSULTING SERVICES INC.
2056 VISTA PARKWAY SUITE 100
WEST PALM BEACH, FLORIDA 33411
CONTRACT No. C9212
VENDOR NO. VF 112-167-170

FDOT PROJECT MANAGER:
FAUSTO GOMEZ, P.E.

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
T4584	22	1 1

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SHGWT = 16.99 NAVD

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SHGWT = 16.99 NAVD

40 20 0 -20

21.91 S-701 (-) 0.400% (+) 0.300% (+) 0.300% (-) 0.350% (-) 0.350% (+) 0.300% (+) 0.300% (-) 0.300% (-) 0.300% (+) 0.400% (+) 0.400% (-) 0.300% (-) 0.300% (+) 0.400% (+) 0.400% (-) 0.300% (+) 0.400% (-) 0.500% 24.46

20.30

PI +71.00 EL. 20.82
PI +21.00 EL. 21.57
S-710
S-709
S-708
S-707
PI +71.00 EL. 20.70
S-711
PI +21.00 EL. 21.45
PI +71.00 EL. 20.70
PI +21.00 EL. 21.70
PI +71.00 EL. 20.95
PI +84.00 EL. 22.20
PI +27.00 EL. 21.47
PI +86.00 EL. 22.51
+70.00 EL. 22.04
22.15
22.26
21.94
+02.00 EL. 21.93
20.52
K = 258
232' V.C.

SCALE: 1" = 200' HORIZONTAL
1" = 20' VERTICAL

625+00 630+00 635+00 640+00 645+00 650+00

IBIS GOLF & COUNTRY CLUB

IBIS RESERVE

PUBLIX

BASIN 4 (NORTH)

MATCHLINE STA. 623+00.00

EXIST. R/W LINE

IBIS WATER TREATMENT PLANT

WATER MANAGEMENT TRACT 8-9 (P.B. 13, PG. 117)

IBIS RESERVE CIRCLE

BANK ATLANTIC

MATCHLINE STA. 651+00.00

SOUTH SECTION LINE 13, TWP 42S, RGN 41E
NORTH SECTION LINE 24, TWP 42S RGN 41E

0.29 AC 0.53 AC 0.64 AC 0.04 AC 0.05 AC 0.48 AC 0.58 AC 0.45 AC 0.50 AC 0.14 AC 0.08 AC 0.46 AC 0.18 AC 0.56 AC 0.14 AC 0.08 AC 0.03 AC 0.44 AC 0.60 AC 0.07 AC 0.09 AC 0.05 AC 0.14 AC 0.46 AC 0.67 AC 1.96 AC 3.31 AC

N 2° 03' 39" E
N 1° 44' 12" E
N 2° 44' 12" E

14x23 HE
19x30 HE

S-701 S-704 S-705 S-706 S-707 S-708 S-709 S-710 S-711 S-712 S-713 S-714 S-715 S-716 S-717 S-718 S-719 S-720 S-721 S-722 S-723

OLD R/W LINE (VOID)
CONVEYANCE CHANNEL
℄ CONST SR 7

WATER CATCHMENT AREA

EXIST. R/W LINE

EAST SECTION LINE 24, TWP 42S RGN 41E
WEST SECTION LINE 19, TWP 42S RGN 42E

EAST SECTION LINE 13, TWP 42S RGN 41E
WEST SECTION LINE 18, TWP 42S RGN 42E

0 50 200
Feet

NOTE: DO NOT USE THE INFORMATION ON THIS SHEET FOR CONSTRUCTION PURPOSES. THIS SHEET IS IN THE PLANS FOR DOCUMENTATION AND TO ASSIST CONSTRUCTION PERSONNEL WITH DRAINAGE CONCERNS.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ROSS S. SHILLINGFORD, P.E.
P.E. LICENSE NUMBER 56901
STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

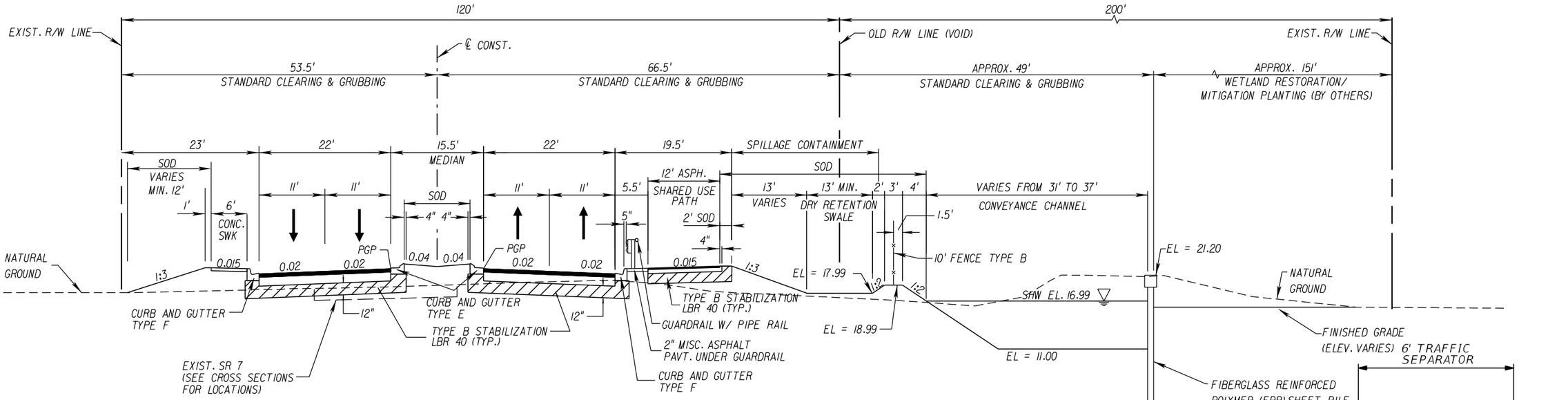
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

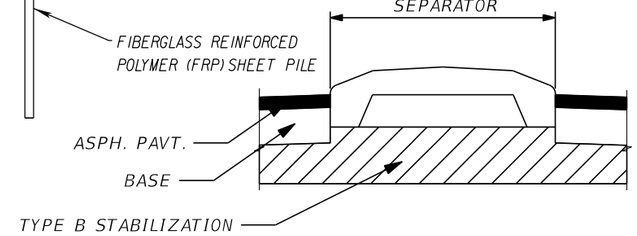
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

DRAINAGE MAP

SHEET NO. 18

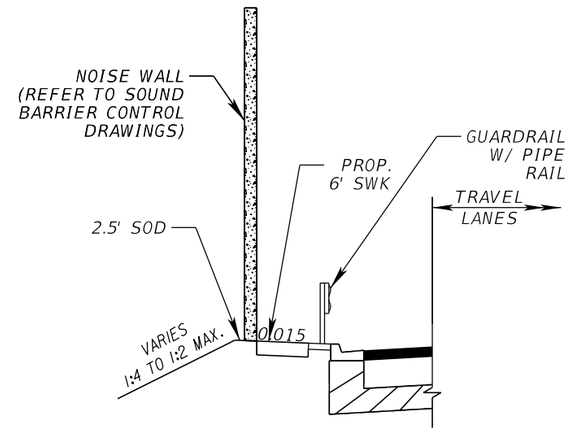
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TYPE I 6 FT. TRAFFIC SEPARATOR DETAIL (N.T.S.)

STA. 626+53.65 TO STA. 628+43.83
STA. 632+90.36 TO STA. 634+80.19
STA. 650+92.02 TO STA. 651+87.22



NOISE WALL DETAIL

STA. 637+51.51 TO STA. 641+51.51 (SB)
STA. 643+08.61 TO STA. 645+18.52 (SB)

Note 1. Width varies from 31' (Sta. 623+30 to 651+95) to 37' (Sta. 617+10 to 622+70).

TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 17,900
ESTIMATED OPENING YEAR = 2024 AADT = 18,700
ESTIMATED DESIGN YEAR = 2044 AADT = 24,000
K = 9% D = 67% T = 8% (24 HOUR)
DESIGN HOUR T = 4%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

SR-7

IBIS ENTRANCE TO NORTHLAKE BLVD.
STA. 614+20.00 TO STA. 652+76.12
NEW CONSTRUCTION

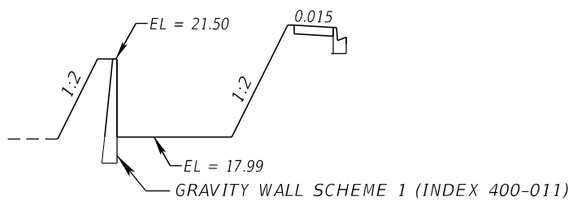
OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC C)(1½")
AND FRICTION COURSE FC-12.5 (TRAFFIC C)(1½") PG 76-22

NEW CONSTRUCTION W/ REDUCED BASE CLEARANCE
(IBIS ENTRANCE CONNECTION & STA. 650+50.00 TO STA. 652+30.71)

OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC C)(3")
AND FRICTION COURSE FC-12.5 (TRAFFIC C)(1½") PG 76-22

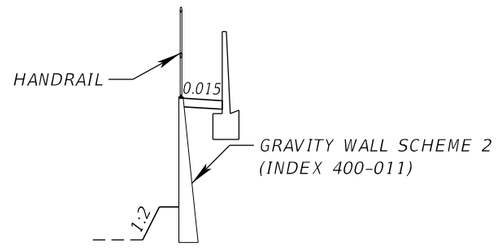
SHARED USE PATH

OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC C)(1½")



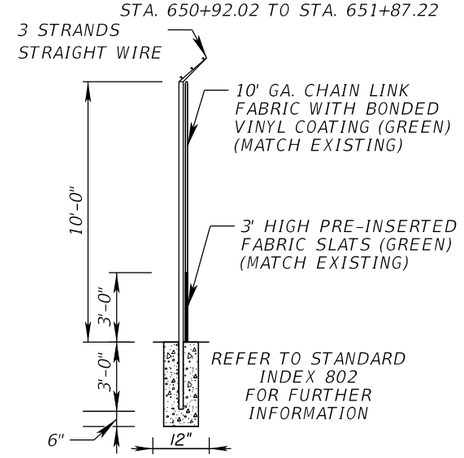
GRAVITY WALL DETAIL #1 (N.T.S.)

STA. 615+11.50 TO 622+26.49 LT



GRAVITY WALL DETAIL #2 (N.T.S.)

STA. 627+41.74 TO STA. 628+66.39 LT



10' TYPE B FENCE DETAIL

10' CHAIN LINK FENCE W/ STRAIGHT WIRE
TOP AND FABRIC SLATS AT BOTTOM

STA. 614+00.00 TO STA. 651+84.00 RT

REVISIONS			
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ROSS S. SHILLINGFORD, P.E.
P.E. LICENSE NUMBER 56901
STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

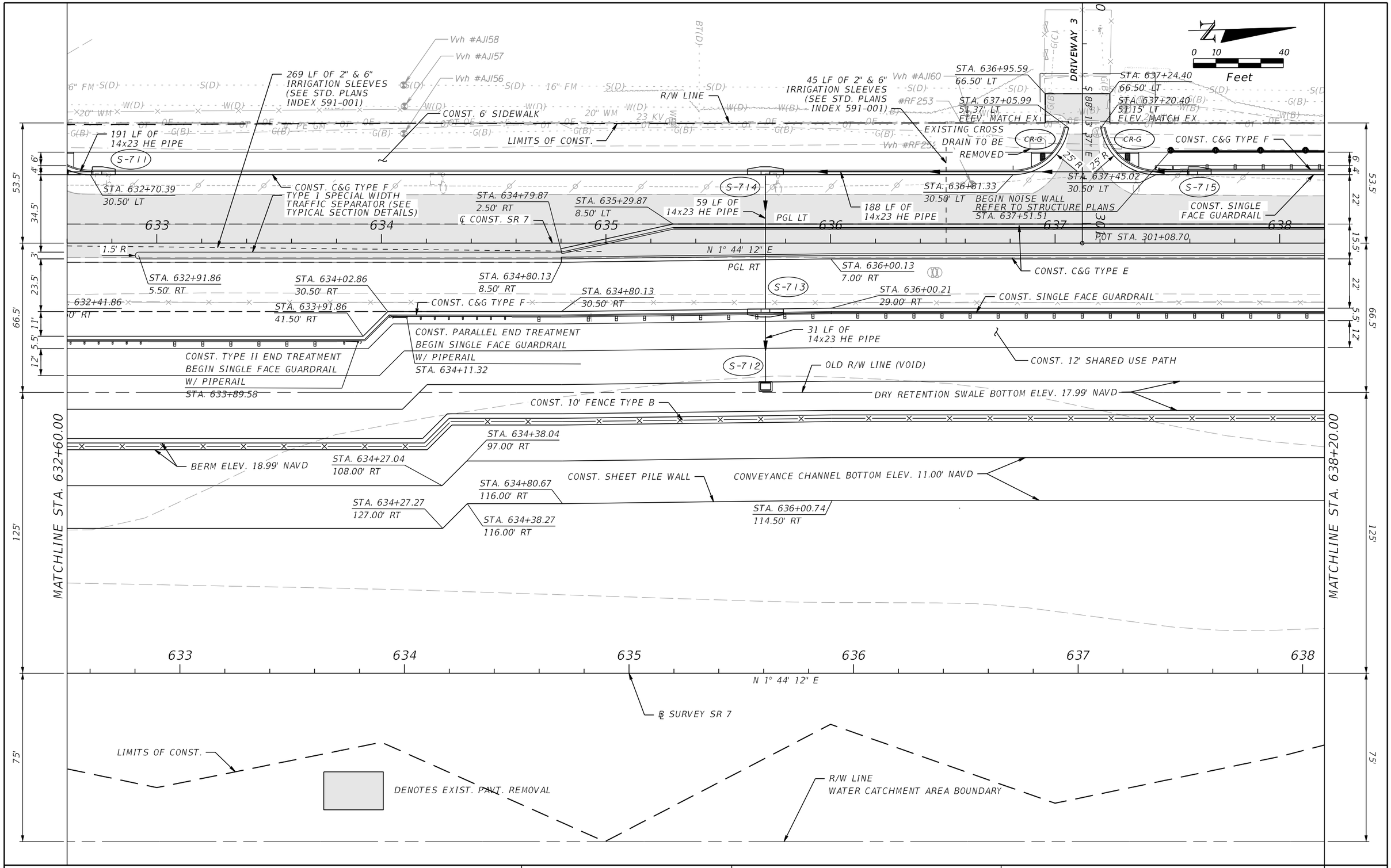
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

TYPICAL SECTION

SHEET NO. 25

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REVISIONS			
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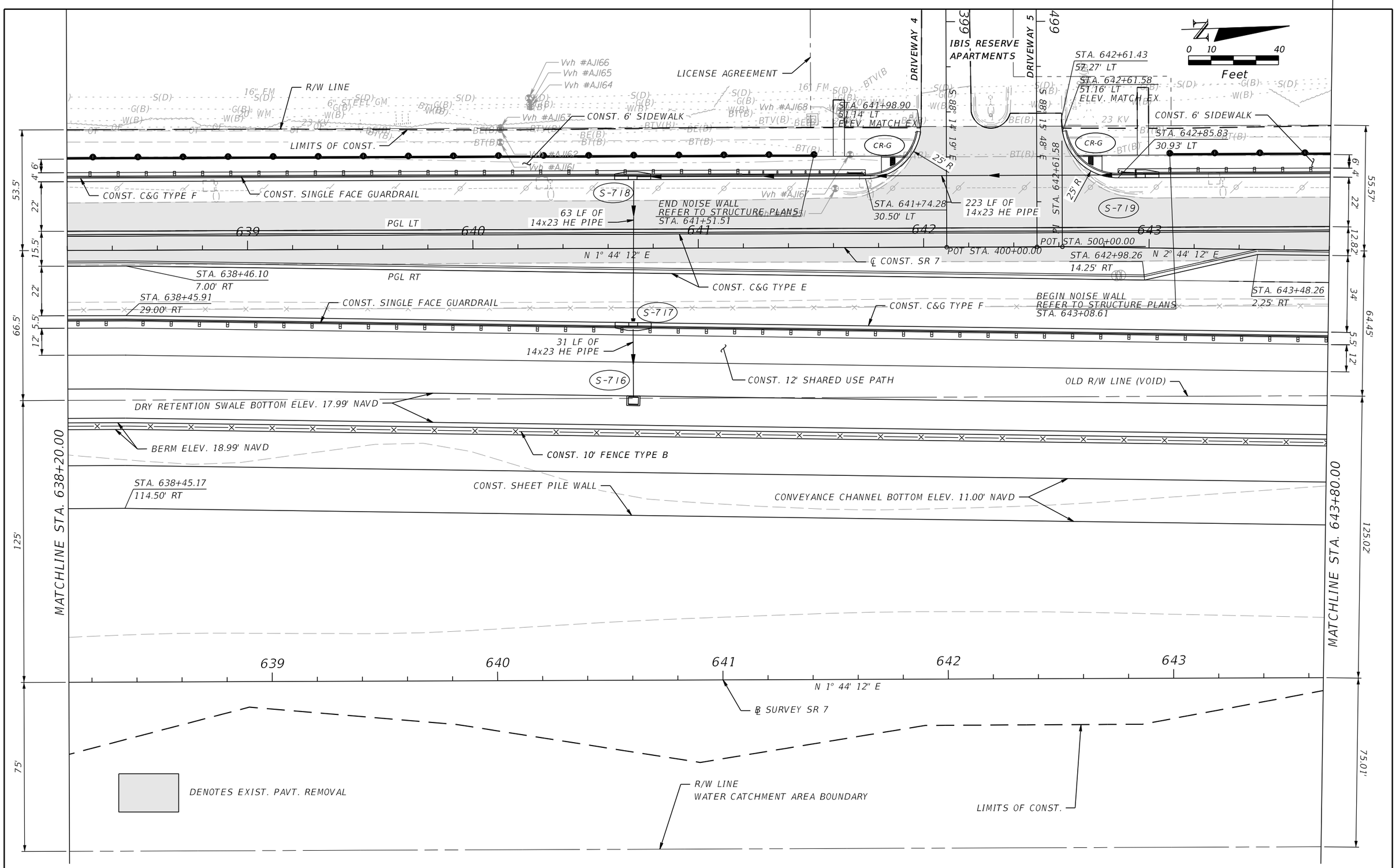
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

ROADWAY PLAN (39)

SHEET NO. 88

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2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

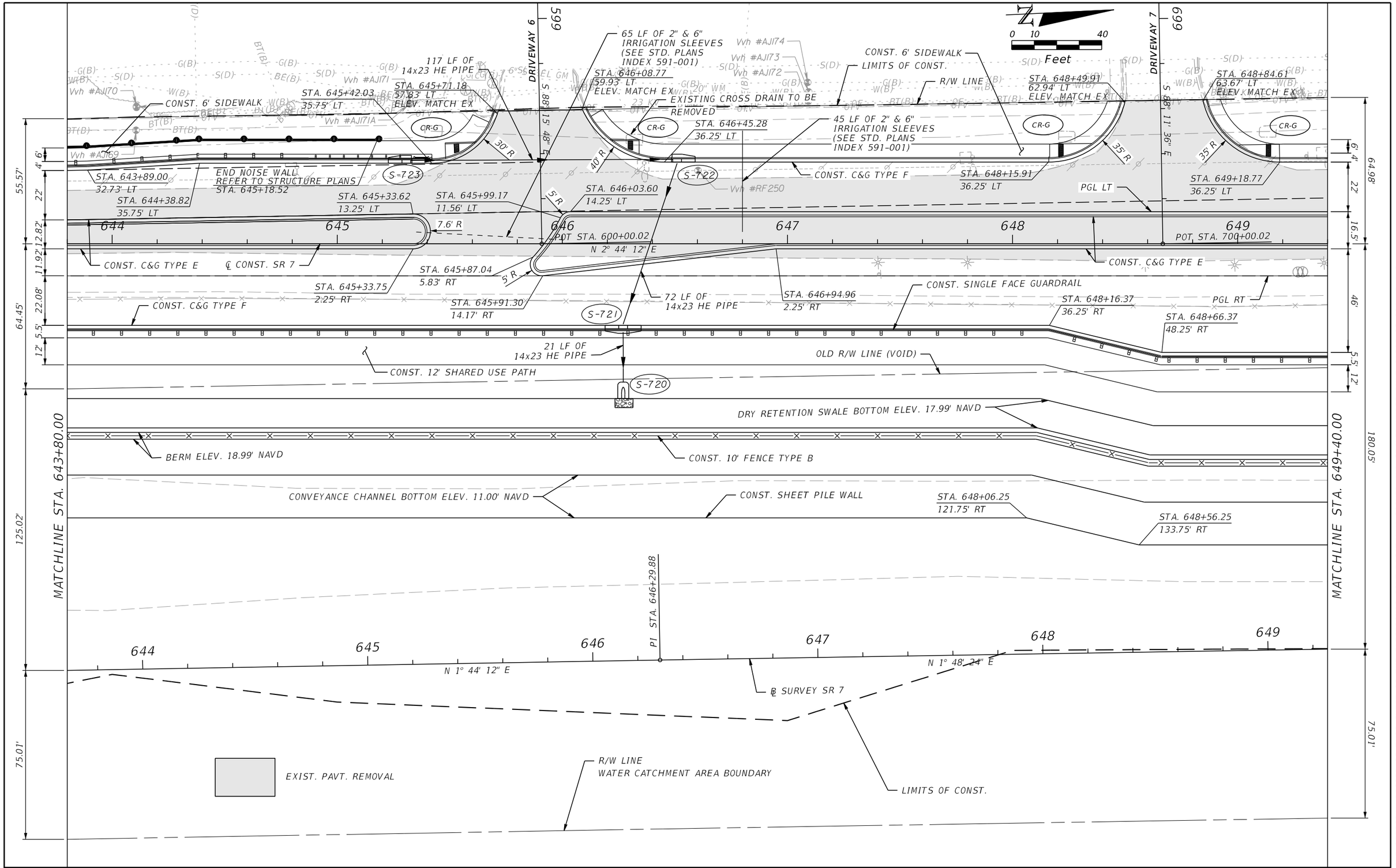
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

ROADWAY PLAN (40)

SHEET NO. 89

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joliveros 2/16/2021 11:18:54 AM Default U:\2024180537\2296646520\roadway\PLANRD40.dgn



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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ROSS S. SHILLINGFORD, P.E.
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STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

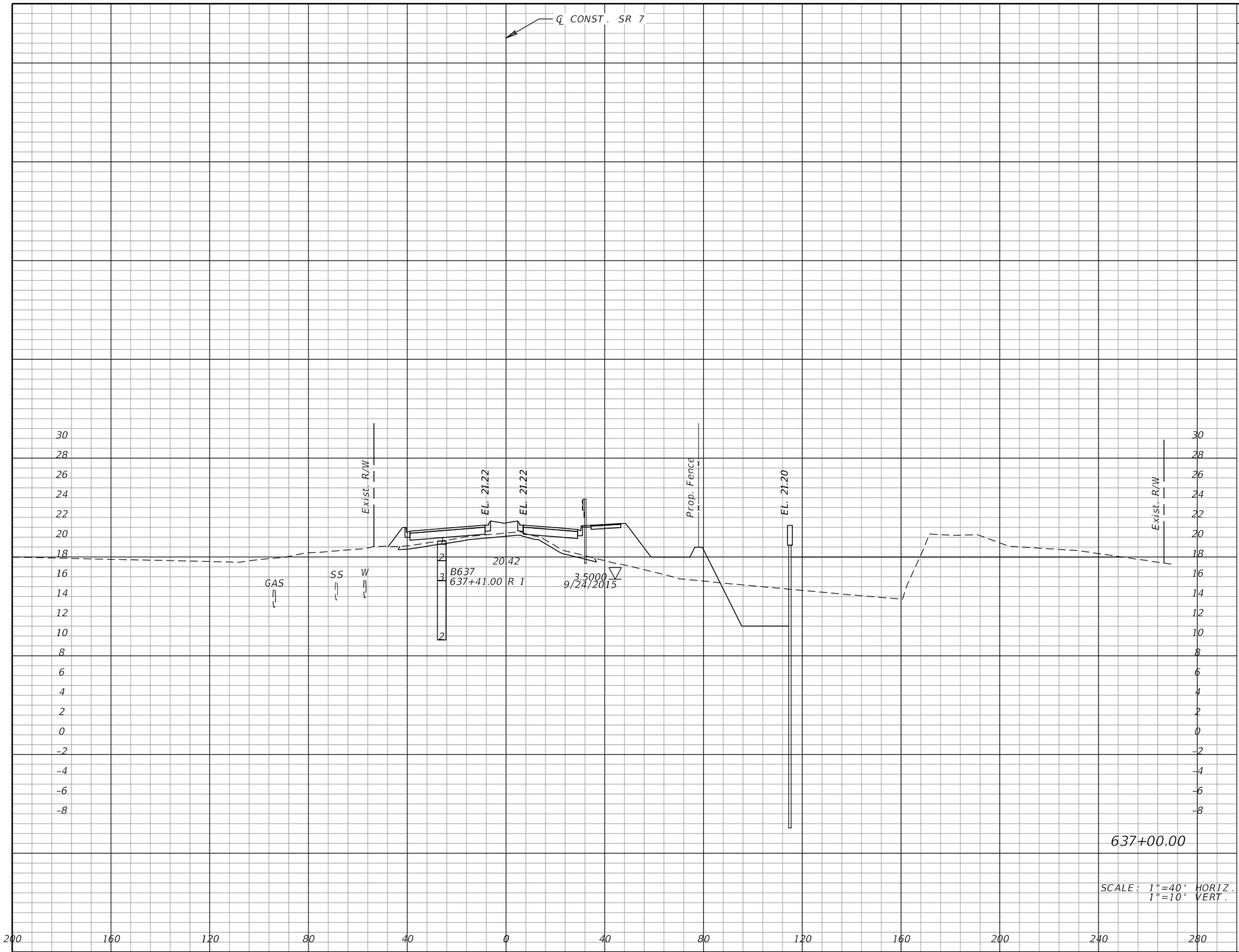
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

ROADWAY PLAN (41)

SHEET NO. 90

joliveros 2/16/2021 11:19:06 AM Default U:\2024180537\22966465201\roadway\PLANRD41.dgn



SCALE: 1"=40' HORIZ.
1"=10' VERT.

Subsoil Exc.		Regular Exc.		Embankment	
A	V	A	V	A	V
27	81	193	583	408	1596

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

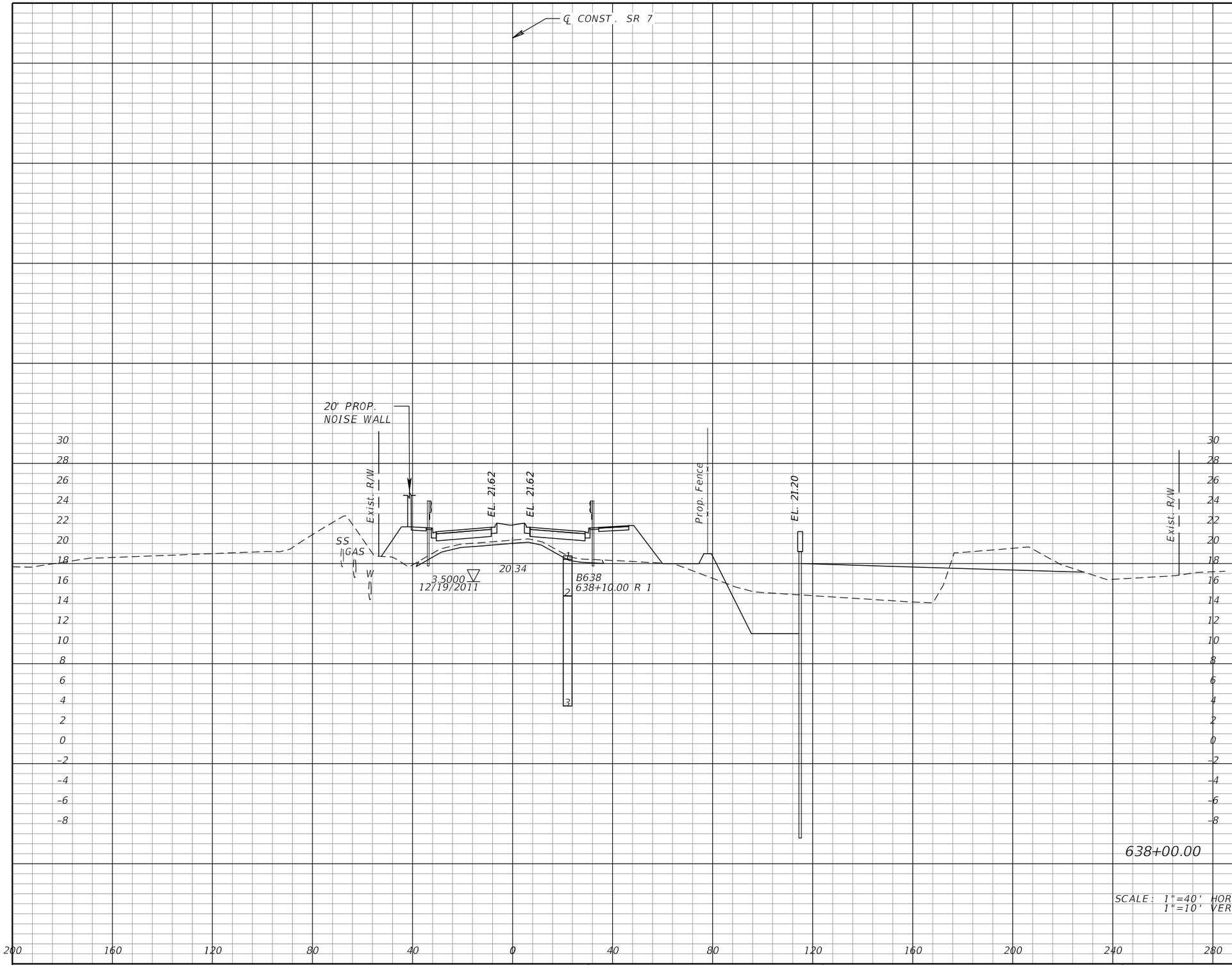
ROSS S. SHILLINGFORD, P.E.
P.E. LICENSE NUMBER 56901
STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

CROSS SECTIONS

SHEET NO. 366



Subsoil Exc.		Regular Exc.		Embankment	
A	V	A	V	A	V
26	98	180	691	429	1550

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

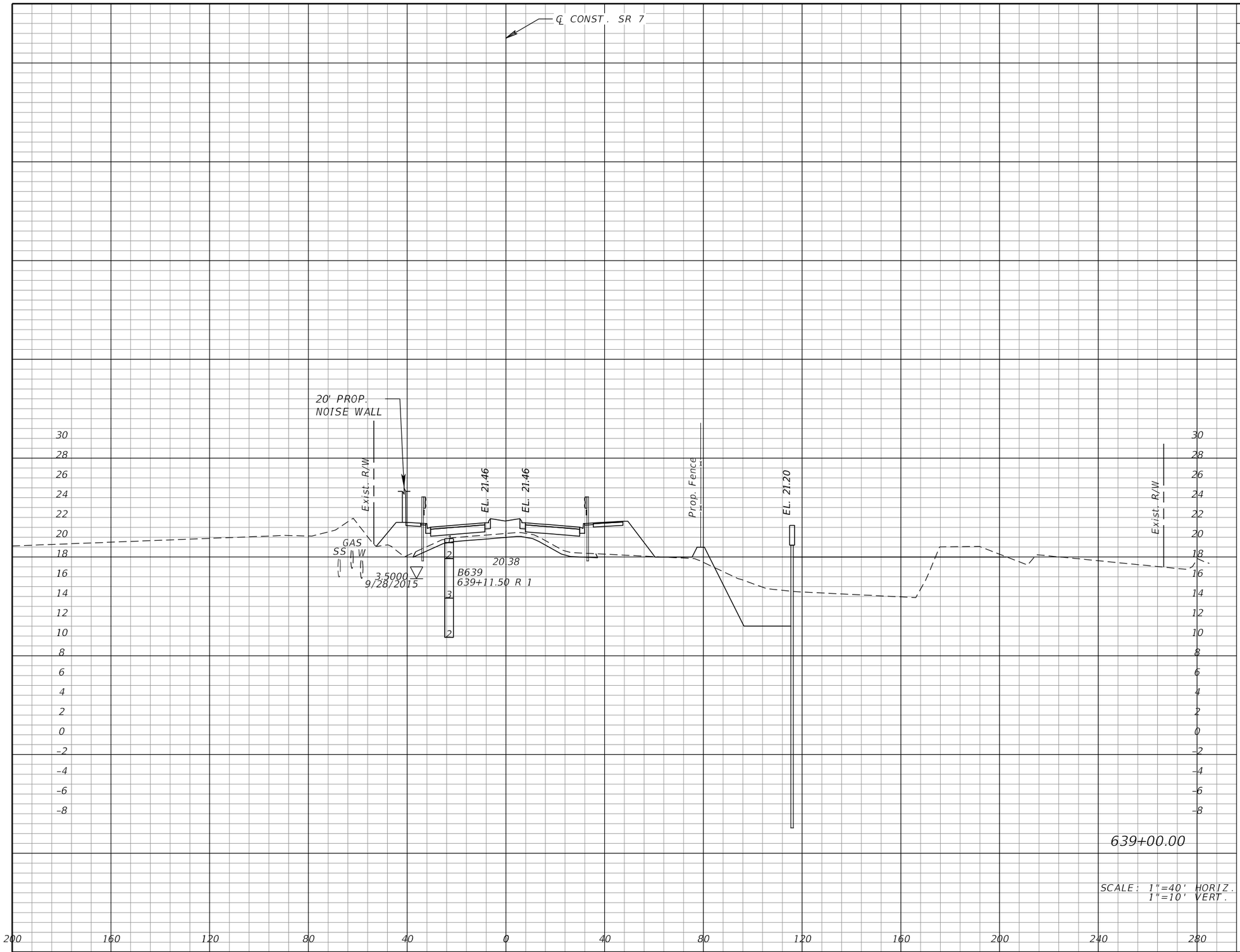
ROSS S. SHILLINGFORD, P.E.
P.E. LICENSE NUMBER 56901
STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

CROSS SECTIONS

SHEET NO. 367



Subsoil Exc.		Regular Exc.		Embankment	
A	V	A	V	A	V
31	106	125	565	418	1569

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REVISIONS			
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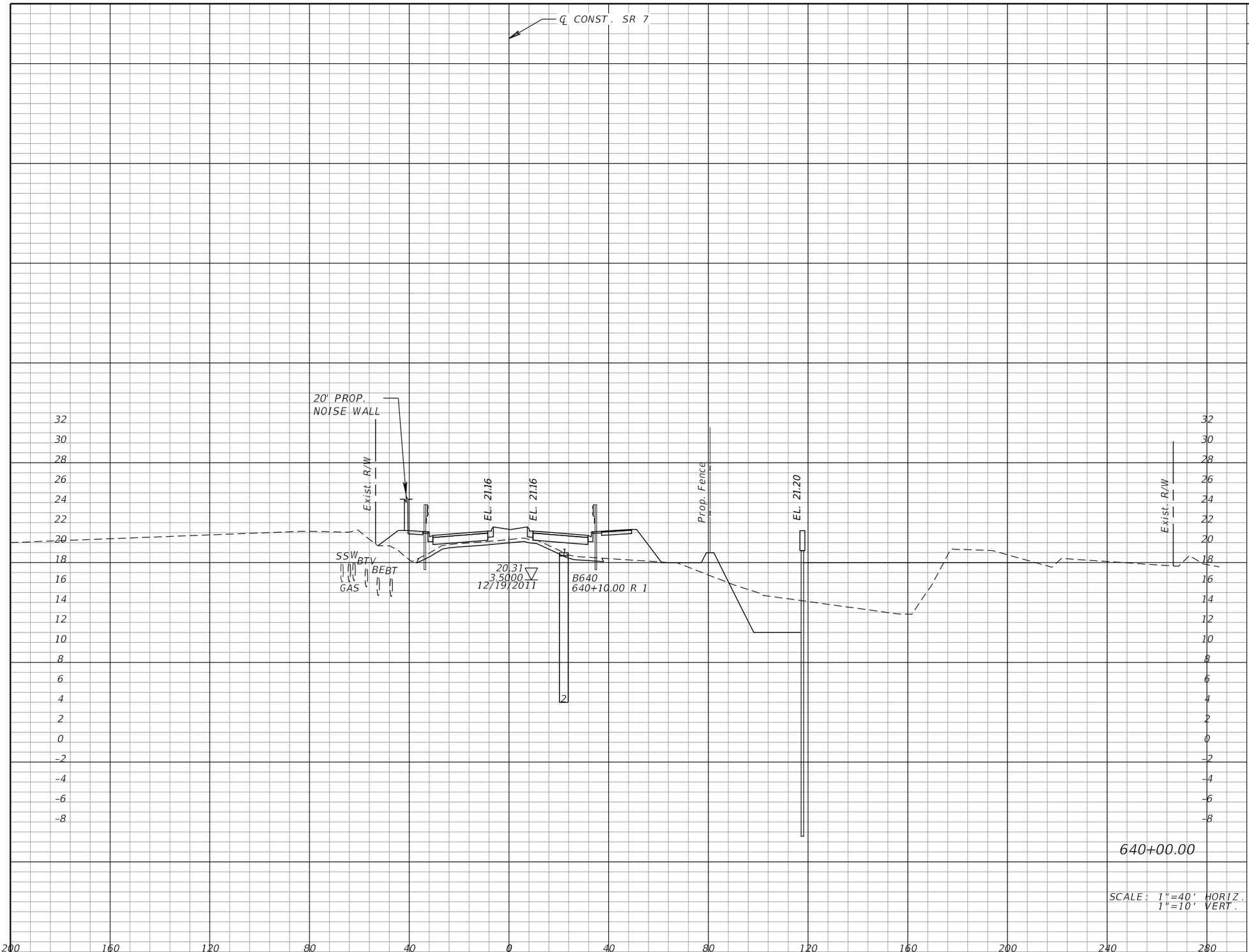
ROSS S. SHILLINGFORD, P.E.
P.E. LICENSE NUMBER 56901
STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

CROSS SECTIONS

SHEET NO. 368



Subsoil Exc.		Regular Exc.		Embankment	
A	V	A	V	A	V
26	106	122	457	420	1552

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REVISIONS			
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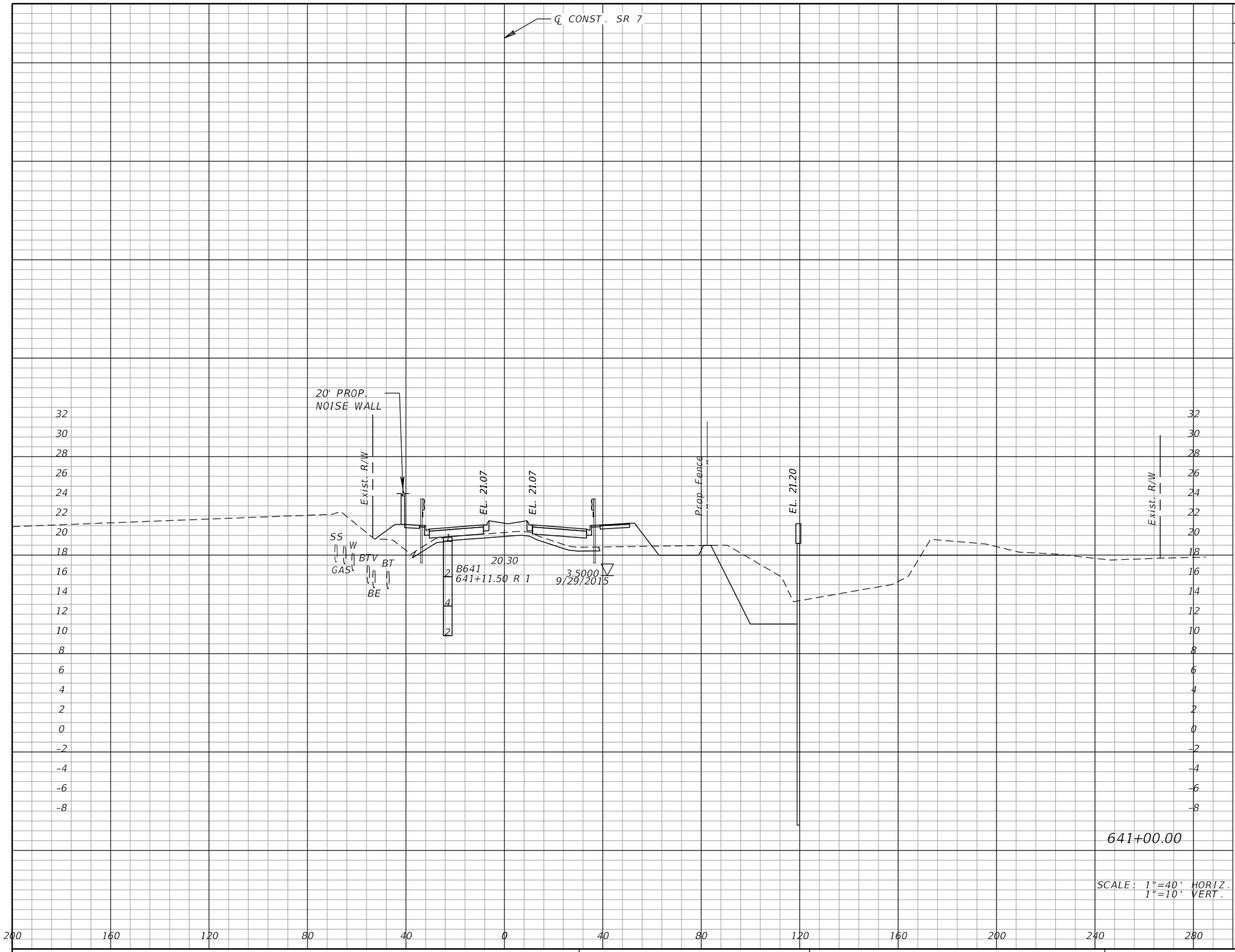
ROSS S. SHILLINGFORD, P.E.
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STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

CROSS SECTIONS

SHEET NO. 369



Subsoil Exc.		Regular Exc.		Embankment	
A	V	A	V	A	V
0	48	215	624	278	1293

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REVISIONS			
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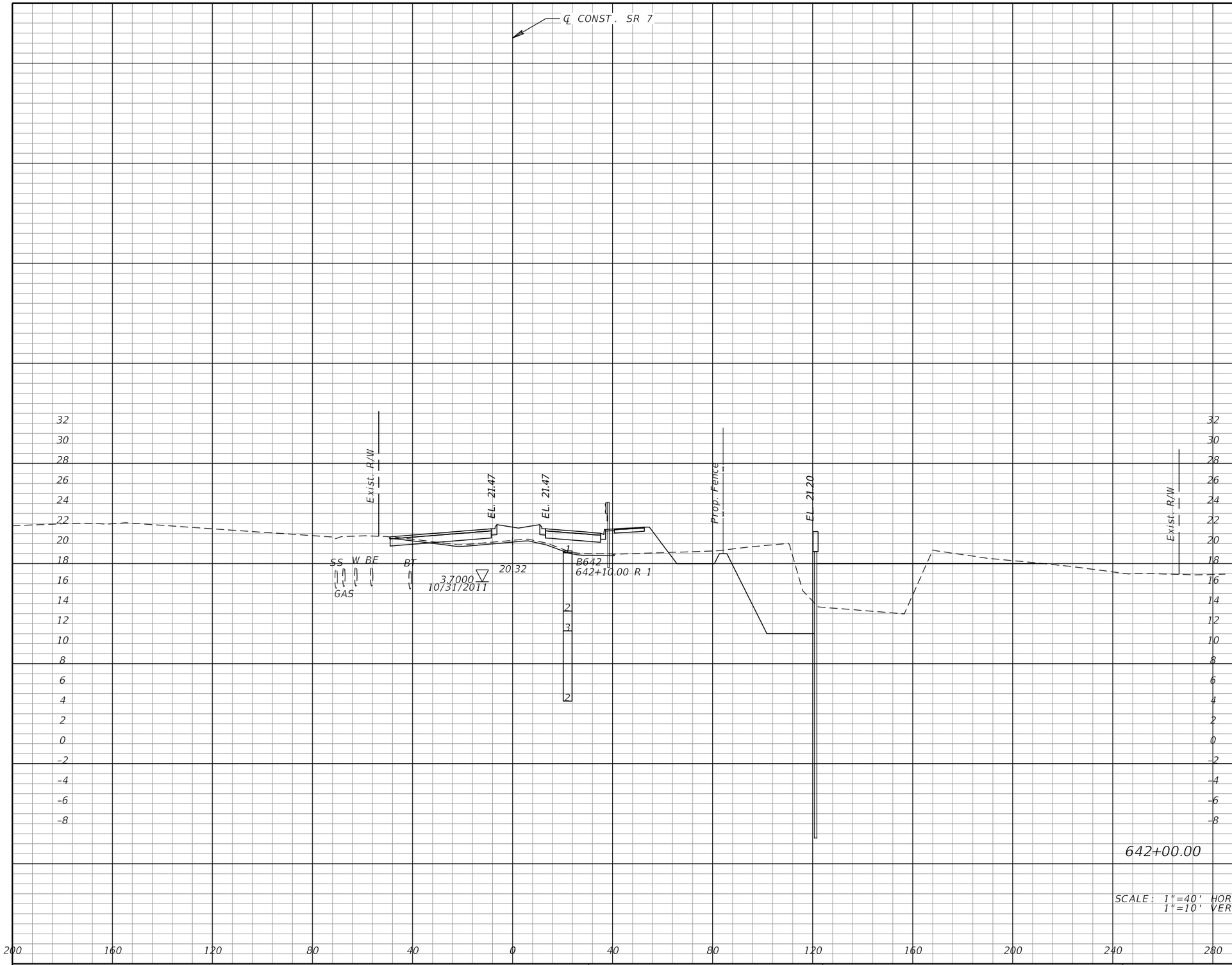
ROSS S. SHILLINGFORD, P.E.
P.E. LICENSE NUMBER 56901
STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

CROSS SECTIONS

SHEET NO. 370



Subsoil Exc.		Regular Exc.		Embankment	
A	V	A	V	A	V
12	22	263	885	308	1085

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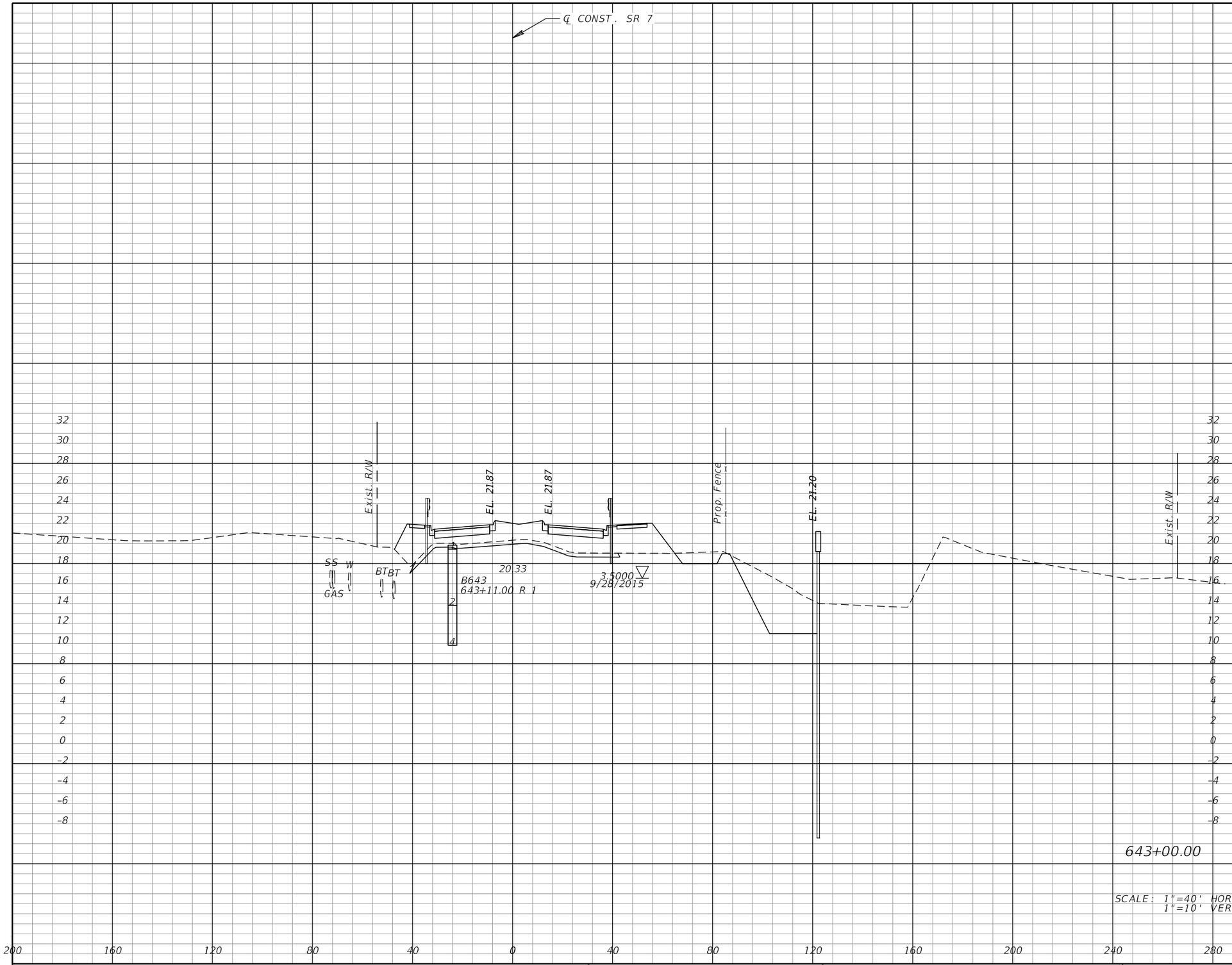
ROSS S. SHILLINGFORD, P.E.
P.E. LICENSE NUMBER 56901
STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

CROSS SECTIONS

SHEET NO. 371



Subsoil Exc.		Regular Exc.		Embankment	
A	V	A	V	A	V
35	87	198	854	392	1296

SCALE: 1"=40' HORIZ.
1"=10' VERT.

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REVISIONS			
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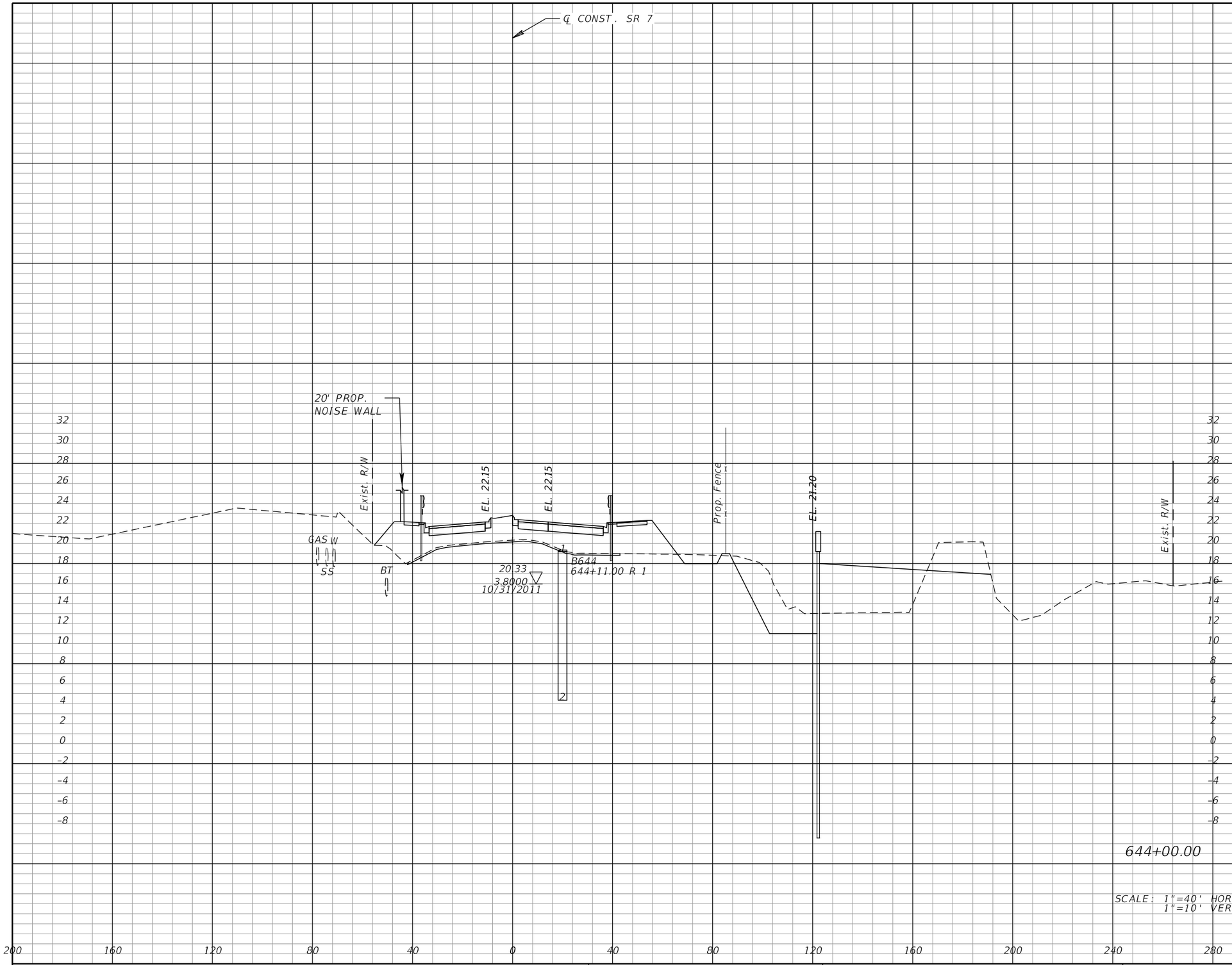
ROSS S. SHILLINGFORD, P.E.
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2056 VISTA PARKWAY, SUITE 100
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

CROSS SECTIONS

SHEET NO. 372



SCALE: 1"=40' HORIZ.
1"=10' VERT.

Subsoil Exc.		Regular Exc.		Embankment	
A	V	A	V	A	V
15	93	187	713	432	1526

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REVISIONS			
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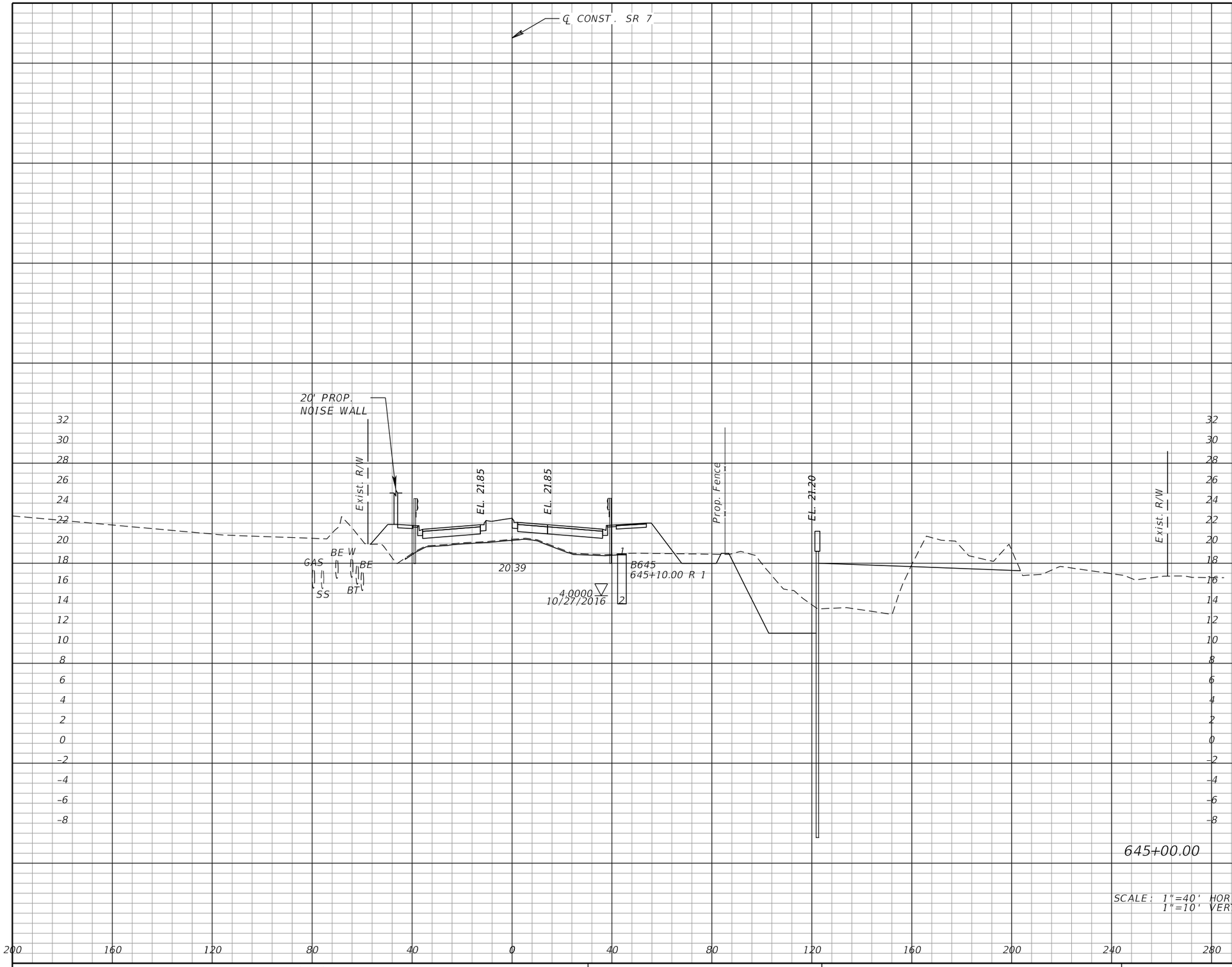
ROSS S. SHILLINGFORD, P.E.
P.E. LICENSE NUMBER 56901
STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

CROSS SECTIONS

SHEET NO. 373



SCALE: 1"=40' HORIZ.
1"=10' VERT.

Subsoil Exc.		Regular Exc.		Embankment	
A	V	A	V	A	V
9	44	234	780	356	1459

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

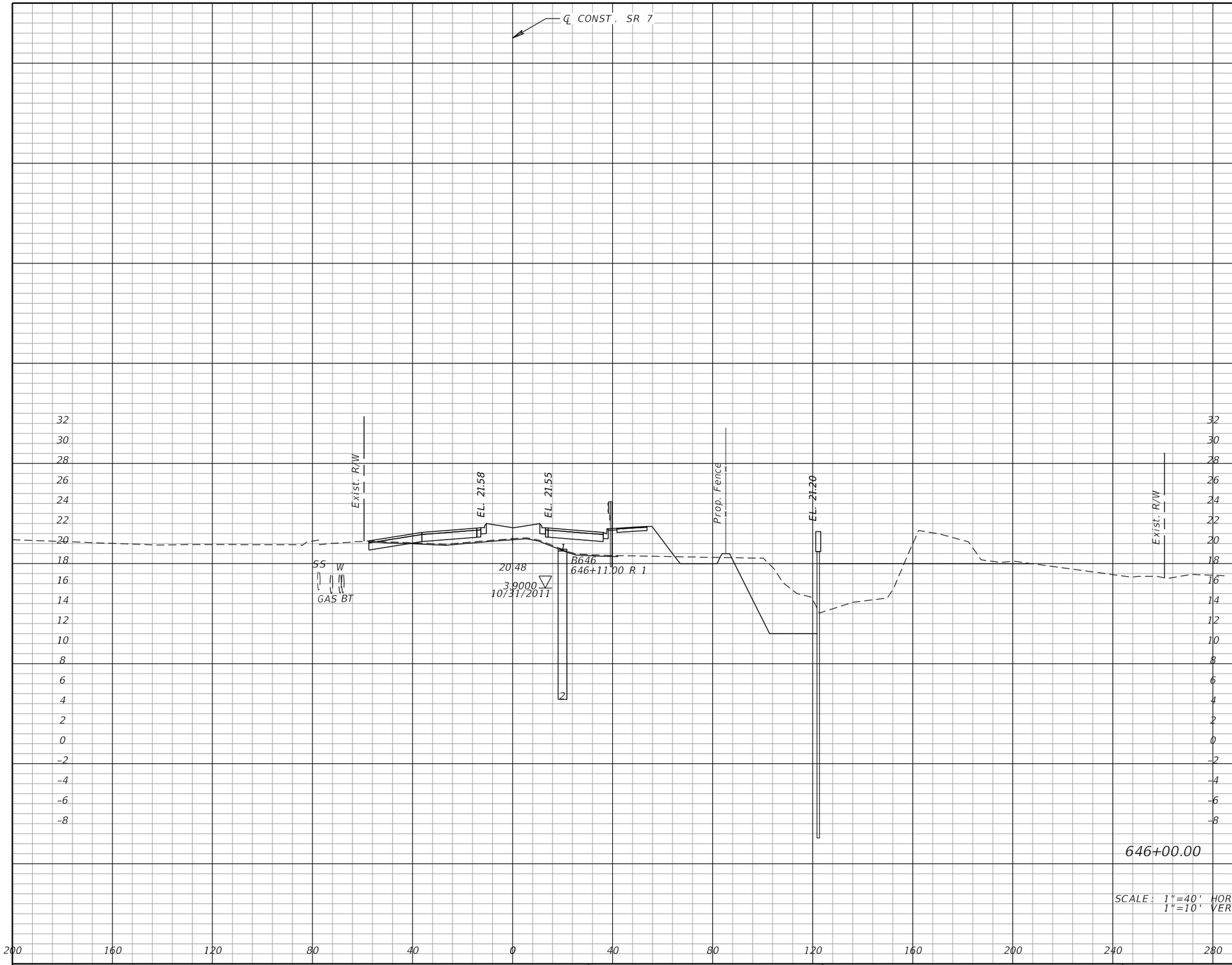
ROSS S. SHILLINGFORD, P.E.
P.E. LICENSE NUMBER 56901
STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

CROSS SECTIONS

SHEET NO. 374



Subsoil Exc.		Regular Exc.		Embankment	
A	V	A	V	A	V
8	31	237	872	262	1144

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REVISIONS			
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WEST PALM BEACH, FLORIDA 33411

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

CROSS SECTIONS

SHEET NO. 375

APPENDIX E

Typical Section Packages FPIDs: 229664-7-52-01 (Segment A) and 229664-6-52-01 (Segment B) and Typical Section Comparisons North of M Canal: PD&E 2017, Design, and 2020 Design

STATE OF FLORIDA

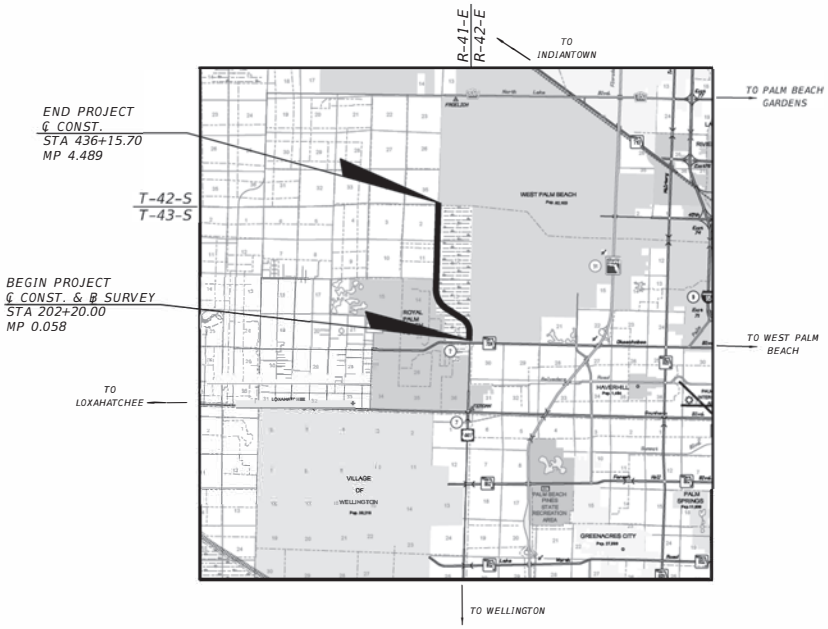
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 229664-7-52-01

PALM BEACH COUNTY (93270)

STATE ROAD NO. 7



APPROVED BY:

ROSS SHILLINGFORD LICENSE No 56901 STATE OF FLORIDA PROFESSIONAL ENGINEER

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Ross S Shillingford
2021.03.16 14:51:04 -04'00'

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC COPIES.

STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FL 33411
ROSS S. SHILLINGFORD, P.E.
P.E. LICENSE NUMBER 56901

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

TYPICAL SECTION PACKAGE

1	COVER SHEET
2	TYPICAL SECTION NO. 1
3	TYPICAL SECTION NO. 2
4	TYPICAL SECTION NO. 3

TYPICAL SECTION CONCURRENCE

John Olson — Digitally signed by John Olson Date: 2021.04.27 17:47:11 -04'00'

JOHN OLSON, P.E.
FDOT DISTRICT DESIGN ENGINEER

N/A
FDOT DISTRICT STRUCTURES DESIGN ENGINEER

Cesar J Martinez — Digitally signed by: Cesar J Martinez Date: 2021.03.26 15:39:19 -04'00'

CESAR J MARTINEZ, P.E.
FDOT DISTRICT PROJECT DEVELOPMENT MANAGER

DESIGN SPEED AND POSTED SPEED CONCURRENCE:

Mark Plass — Digitally signed by Mark Plass Date: 2021.03.23 14:29:05 -04'00'

MARK PLASS, P.E.
FDOT DISTRICT TRAFFIC OPERATIONS ENGINEER

John Olson — Digitally signed by John Olson Date: 2021.04.27 17:47:27 -04'00'

JOHN OLSON, P.E.
FDOT DISTRICT DESIGN ENGINEER

CONTEXT CLASSIFICATION CONCURRENCE:

Lawrence E Wallace — Digitally signed by Lawrence E Wallace Date: 2021.04.08 11:50:00 -04'00'

LAWRENCE E WALLACE
FDOT DISTRICT BICYCLE/PEDESTRIAN/ COMPLETE STREETS COORDINATOR

SHEET NO. 1

2/17/2021 4:47:01 PM

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	(X)	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
(X)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

- (X) NATIONAL HIGHWAY SYSTEM
- ( ) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- ( ) 1 – FREEWAY
- ( ) 2 – RESTRICTIVE w/Service Roads
- (X) 3 – RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 – NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 – RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 – NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 – BOTH MEDIAN TYPES

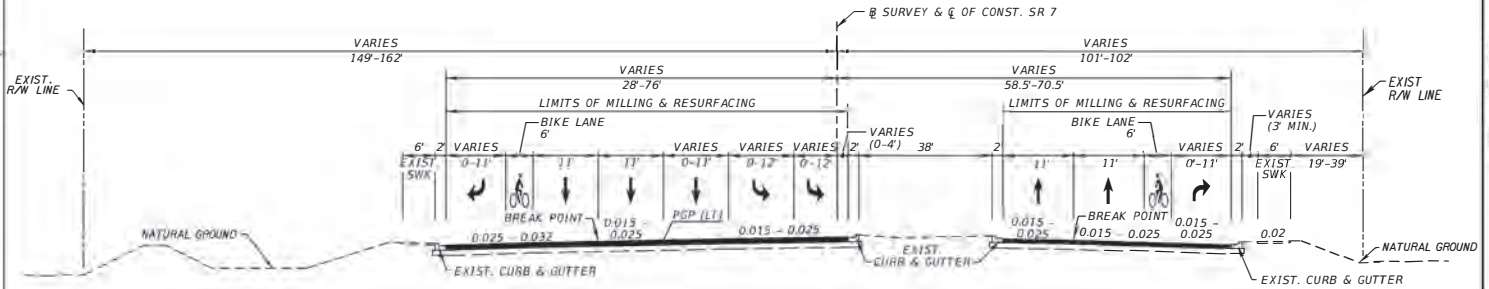
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

6' BUFFERED BIKE LANE WIDTH

TYPICAL SECTION No. 1



SR 7

MP 0.058 TO MP 0.303

STA 202+20.00 TO STA 215+11.00

TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 37,400
ESTIMATED OPENING YEAR = 2024 AADT = 39,200
ESTIMATED DESIGN YEAR = 2044 AADT = 50,000
K = 9% D = 67% T = 8% (24 HOUR)
DESIGN HOUR T = 4%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
229664-7-52-01	2

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

PROJECT CONTROLS

CONTEXT CLASSIFICATION

(X)	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
(X)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

(X) NATIONAL HIGHWAY SYSTEM
( ) STRATEGIC INTERMODAL SYSTEM
(X) STATE HIGHWAY SYSTEM
( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

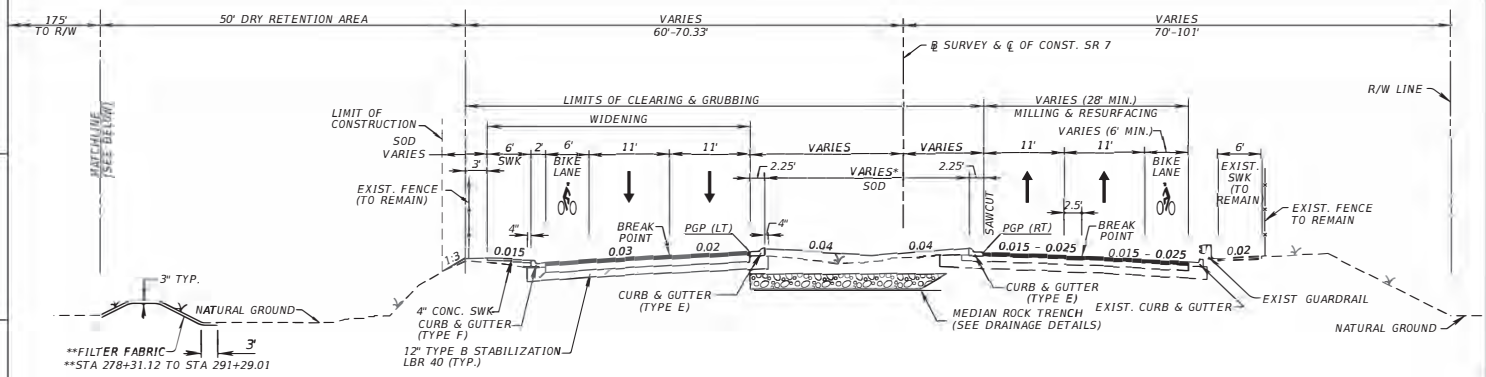
CRITERIA

(X) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

6' BUFFERED BIKE LANE WIDTH

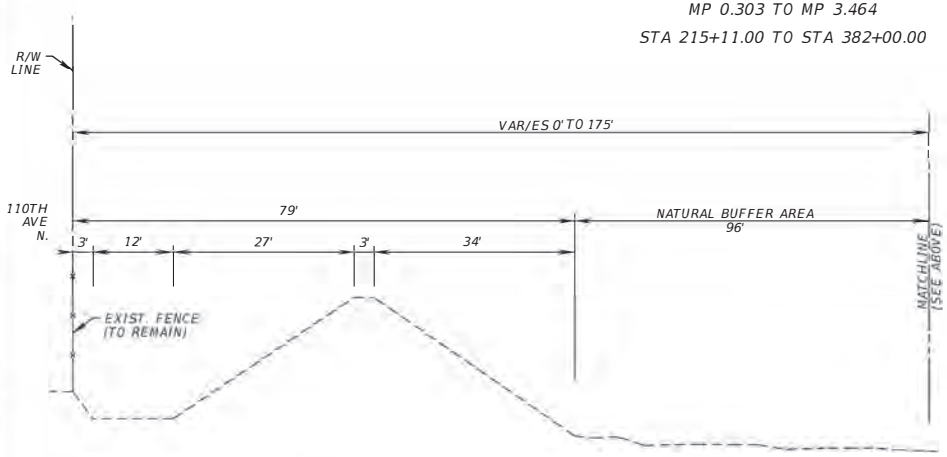
TYPICAL SECTION No. 2



SR 7

MP 0.303 TO MP 3.464

STA 215+11.00 TO STA 382+00.00



TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 37,400
ESTIMATED OPENING YEAR = 2024 AADT = 39,200
ESTIMATED DESIGN YEAR = 2044 AADT = 50,000
K = 9% D = 67% T = 8% (24 HOUR)
DESIGN HOUR T = 4%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
229664-7-52-01	3

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

PROJECT CONTROLS

CONTEXT CLASSIFICATION

(X)	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
(X)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

- (X) NATIONAL HIGHWAY SYSTEM
- ( ) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

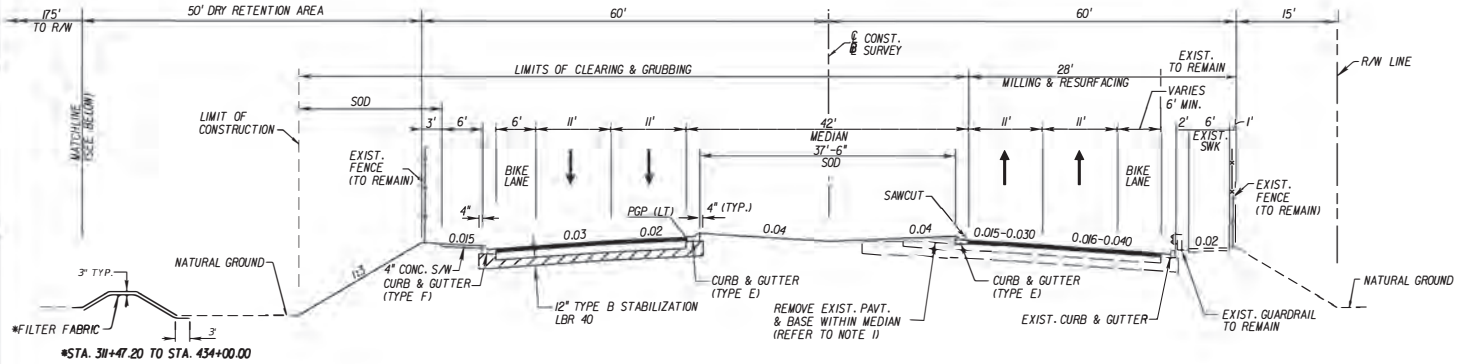
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

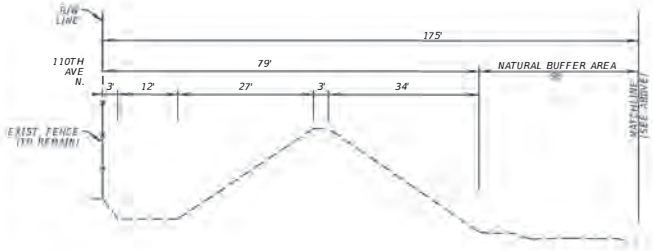
6 FOOT BUFFERED BIKE LANE WIDTH

TYPICAL SECTION No. 3



NOTE:
1. REMOVE EXISTING ASPHALT AND BASE. SUBSTITUTE WITH GOOD SOILS TO PERMIT ACCEPTABLE PERCOLATION FOR PLANTING IN MEDIAN ISLANDS.

SR 7
MP 3.464 TO MP 4.489
STA. 382+00.00 TO STA. 436+15.70



TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 37,400
ESTIMATED OPENING YEAR = 2024 AADT = 39,200
ESTIMATED DESIGN YEAR = 2044 AADT = 50,000
K = 9% D = 67% T = 8% (24 HOUR)
DESIGN HOUR T = 4%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
229664-7-52-01	4

2/17/2021 4:47:17 PM

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

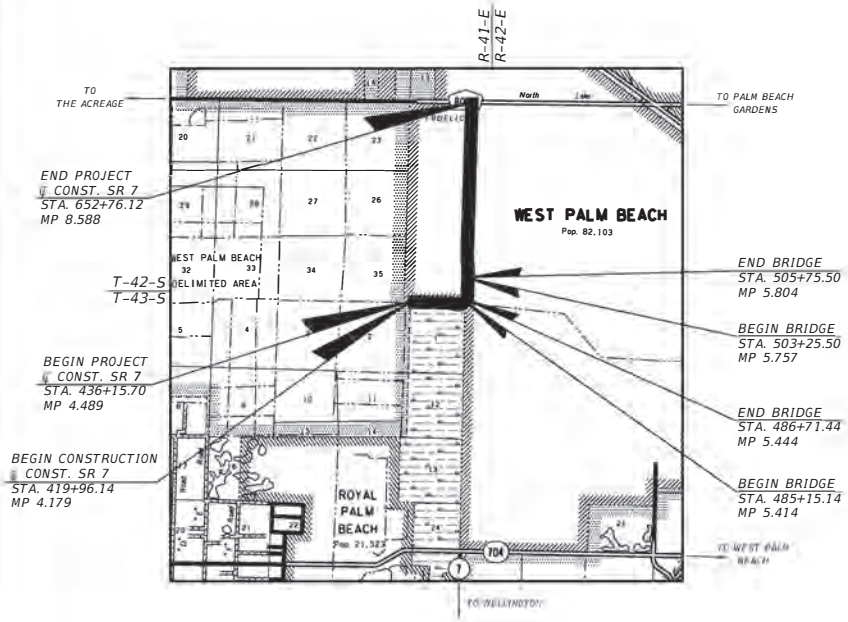
TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 229664-6-52-01

PALM BEACH COUNTY (93270)

STATE ROAD NO. 7

FROM 60TH STREET TO NORTHLAKE BLVD.



APPROVED BY:

ROSS S. SHILLINGFORD LICENSE No 56901 STATE OF FLORIDA PROFESSIONAL ENGINEER

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Ross S Shillingford
2021.03.16 14:48:25 -04'00'

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC COPIES.

STANTEC CONSULTING SERVICES, INC.
2056 VISTA PARKWAY, SUITE 100
WEST PALM BEACH, FL 33411
ROSS S. SHILLINGFORD, P.E.
P.E. LICENSE NUMBER 56901

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

TYPICAL SECTION PACKAGE

SHEET NO	SHEET DESCRIPTION
1	COVER SHEET
2	TYPICAL SECTION NO. 1
3	TYPICAL SECTION NO. 2
4	TYPICAL SECTION NO. 3
5	TYPICAL SECTION NO. 4
6	TYPICAL SECTION NO. 5
7	TYPICAL SECTION NO. 6
8	TYPICAL SECTION NO. 7

TYPICAL SECTION CONCURRENCE

John Olson — Digitally signed by John Olson Date: 2021.04.27 17:26:01 -04'00'

JOHN OLSON, P.E.
FDOT DISTRICT DESIGN ENGINEER

Ramon A Otero — 2021.03.26 15:50:35 -04'00'

RAMON OTERO, P.E.
FDOT DISTRICT STRUCTURES DESIGN ENGINEER

Cesar J Martinez — Digitally signed by: Cesar J Martinez Date: 2021.03.26 15:29:34 -04'00'

CESAR J MARTINEZ, P.E.
FDOT DISTRICT PROJECT DEVELOPMENT MANAGER

DESIGN SPEED AND POSTED SPEED CONCURRENCE:

Mark Plass — Digitally signed by Mark Plass Date: 2021.03.23 14:31:01 -04'00'

MARK PLASS, P.E.
FDOT DISTRICT TRAFFIC OPERATIONS ENGINEER

John Olson — Digitally signed by John Olson Date: 2021.04.27 17:26:24 -04'00'

JOHN OLSON, P.E.
FDOT DISTRICT DESIGN ENGINEER

CONTEXT CLASSIFICATION CONCURRENCE:

Lawrence E Wallace — Digitally signed by Lawrence E Wallace Date: 2021.04.09 09:12:37 -04'00'

LAWRENCE E WALLACE
FDOT DISTRICT BICYCLE/PEDESTRIAN/ COMPLETE STREETS COORDINATOR

SHEET NO. 1

2/17/2021 3:30:03 PM

PROJECT CONTROLS

CONTEXT CLASSIFICATION

(X)	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
(X)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

- (X) NATIONAL HIGHWAY SYSTEM
- ( ) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

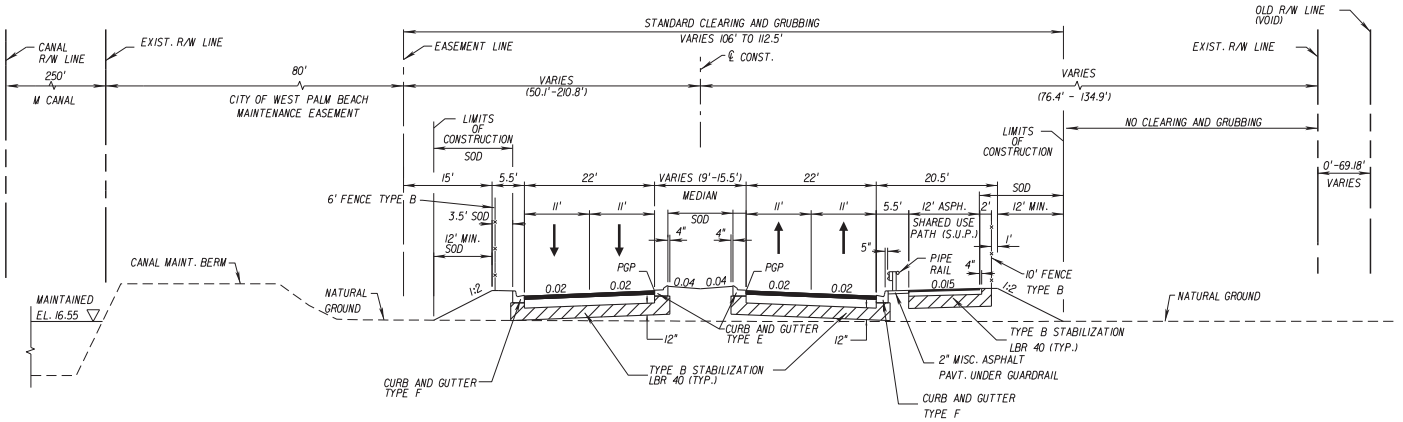
- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 1



60TH ST. NORTH TO M CANAL
(EAST ALONG M CANAL)
MP 4.486 TO MP 5.274
STA. 436+15.70 TO 477+78.00

TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 17,900
ESTIMATED OPENING YEAR = 2024 AADT = 18,700
ESTIMATED DESIGN YEAR = 2044 AADT = 24,000
K = 9% D = 67% T = 8% (24 HOUR)
DESIGN HOUR T = 4%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
229664-6-52-01	2

2/17/2021 3:30:04 PM

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

PROJECT CONTROLS

CONTEXT CLASSIFICATION

(X) C1 : NATURAL
( ) C2 : RURAL
( ) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY
( ) C3C : SUBURBAN COMM.
( ) C4 : URBAN GENERAL
( ) C5 : URBAN CENTER
( ) C6 : URBAN CORE

FUNCTIONAL CLASSIFICATION

( ) INTERSTATE
( ) FREEWAY/EXPWY.
(X) PRINCIPAL ARTERIAL
( ) MINOR ARTERIAL
( ) MAJOR COLLECTOR
( ) MINOR COLLECTOR
( ) LOCAL

HIGHWAY SYSTEM

(X) NATIONAL HIGHWAY SYSTEM
( ) STRATEGIC INTERMODAL SYSTEM
(X) STATE HIGHWAY SYSTEM
( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

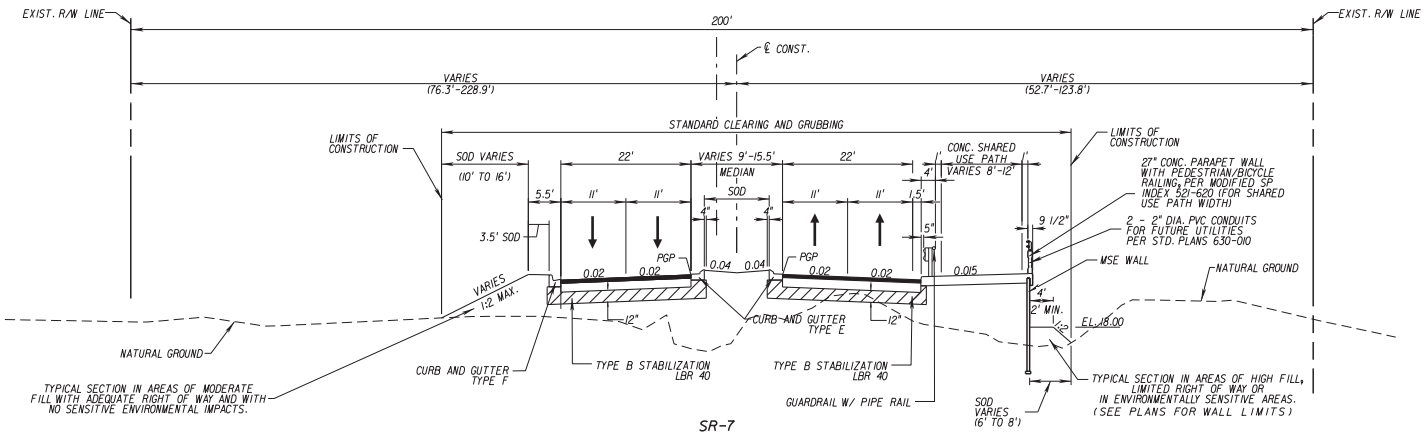
( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

CRITERIA

(X) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 2



SR-7

SOUTH OF M CANAL TO NORTH OF THE SPILLWAY BRIDGE

MP 5.274 TO MP 5.414	STA. 477+78.00 TO STA. 485+15.14
MP 5.531 TO MP 5.757	STA. 491+31.70 TO STA. 503+25.50
MP 5.804 TO MP 5.894	STA. 505+75.50 TO 510+49.98

TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 17,900
ESTIMATED OPENING YEAR = 2024 AADT = 18,700
ESTIMATED DESIGN YEAR = 2044 AADT = 24,000
K = 9% D = 67% T = 8% (24 HOUR)
DESIGN HOUR T = 4%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
229664-6-52-01	3

2/17/2021 3:30:05 PM

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

PROJECT CONTROLS

CONTEXT CLASSIFICATION

(X)	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
(X)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

(X) NATIONAL HIGHWAY SYSTEM
( ) STRATEGIC INTERMODAL SYSTEM
(X) STATE HIGHWAY SYSTEM
( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

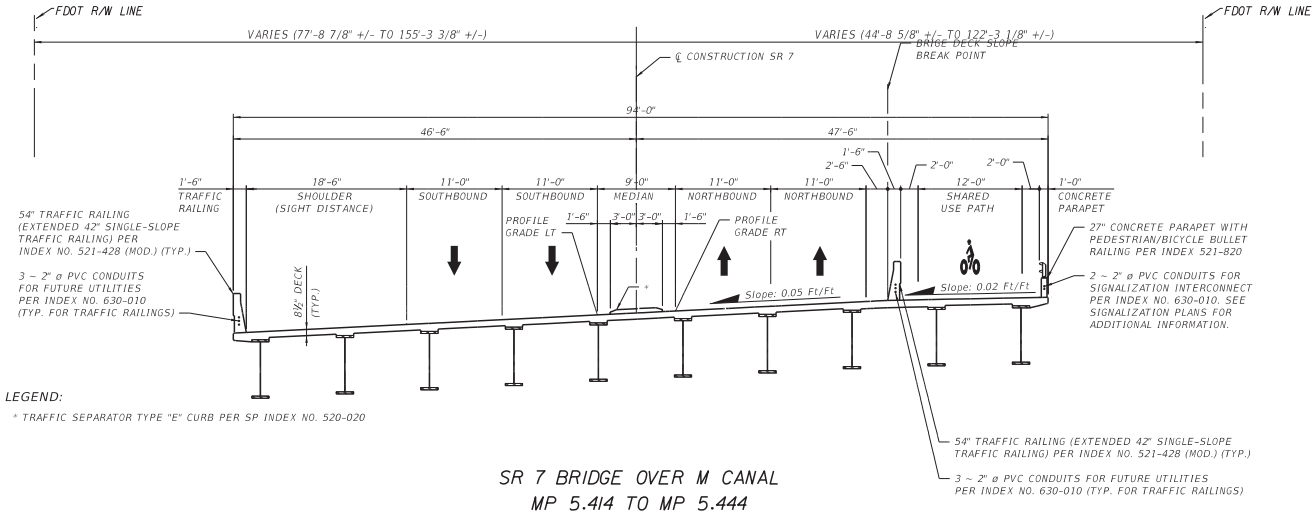
( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

CRITERIA

(X) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 3



LEGEND:

* TRAFFIC SEPARATOR TYPE "E" CURB PER SP INDEX NO. 520-020

SR 7 BRIDGE OVER M CANAL
MP 5.414 TO MP 5.444
STA. 485+15.14 TO STA. 486+71.44

TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 17,900
ESTIMATED OPENING YEAR = 2024 AADT = 18,700
ESTIMATED DESIGN YEAR = 2044 AADT = 24,000
K = 9% D = 67% T = 8% (24 HOUR)
DESIGN HOUR T = 4%
DESIGN SPEED = 40 MPH
POSTED SPEED = 40 MPH

FINANCIAL PROJECT ID	SHEET NO.
229664-6-52-01	4

2/17/2021 3:30:05 PM

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

PROJECT CONTROLS

CONTEXT CLASSIFICATION

(X)	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
(X)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

- (X) NATIONAL HIGHWAY SYSTEM
- ( ) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

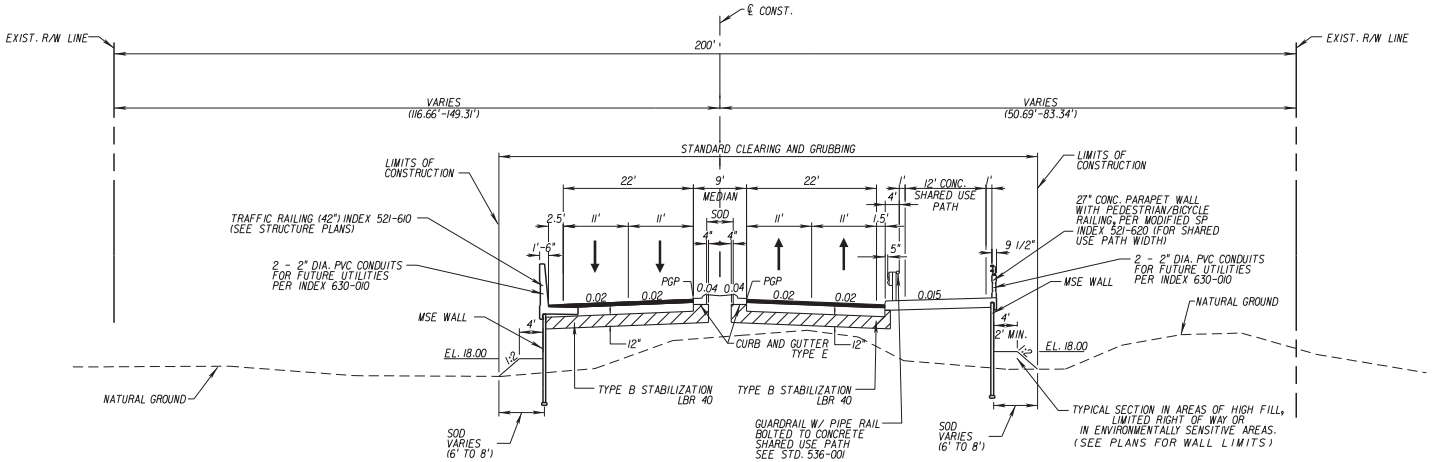
- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 4



SR-7
NORTH OF THE M CANAL BRIDGE TO 443 FEET NORTH OF THE M CANAL BRIDGE
MP 5.444 TO MP 5.531
STA. 486+71.44 TO STA. 491+31.70

TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 17,900
ESTIMATED OPENING YEAR = 2024 AADT = 18,700
ESTIMATED DESIGN YEAR = 2044 AADT = 24,000
K = 9% D = 67% T = 8% (24 HOUR)
DESIGN HOUR T = 4%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
229664-6-52-01	5

2/17/2021 3:30:06 PM

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

PROJECT CONTROLS

CONTEXT CLASSIFICATION

(X)	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
(X)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

(X) NATIONAL HIGHWAY SYSTEM
( ) STRATEGIC INTERMODAL SYSTEM
(X) STATE HIGHWAY SYSTEM
( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

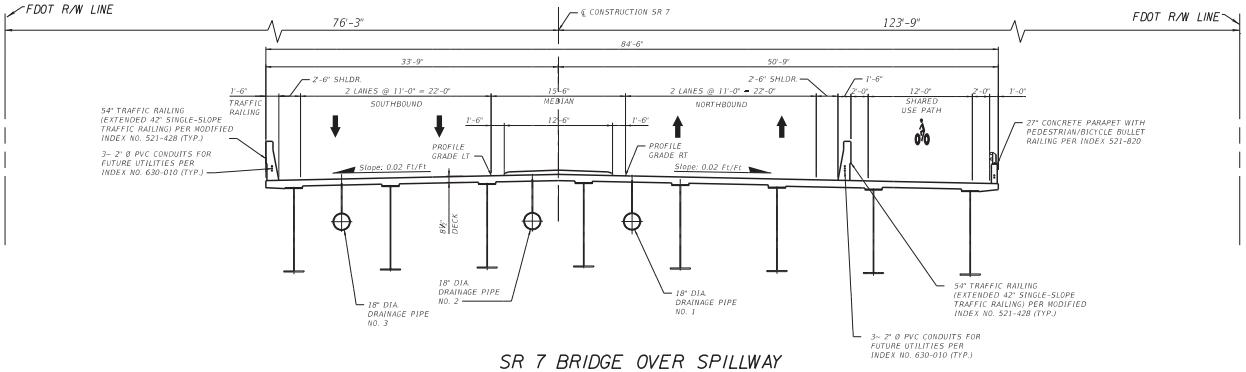
( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

CRITERIA

(X) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 5



SR 7 BRIDGE OVER SPILLWAY
MP 5.757 TO MP 5.804
STA. 503+25.50 TO STA. 505+75.50

TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 17,900
ESTIMATED OPENING YEAR = 2024 AADT = 18,700
ESTIMATED DESIGN YEAR = 2044 AADT = 24,000
K = 9% D = 67% T = 8% (24 HOUR)
DESIGN HOUR T = 4%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
229664-6-52-01	6

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

(X) C1 : NATURAL
( ) C2 : RURAL
( ) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY
( ) C3C : SUBURBAN COMM.
( ) C4 : URBAN GENERAL
( ) C5 : URBAN CENTER
( ) C6 : URBAN CORE

FUNCTIONAL CLASSIFICATION

( ) INTERSTATE
( ) FREEWAY/EXPWY.
(X) PRINCIPAL ARTERIAL
( ) MINOR ARTERIAL
( ) MAJOR COLLECTOR
( ) MINOR COLLECTOR
( ) LOCAL

HIGHWAY SYSTEM

(X) NATIONAL HIGHWAY SYSTEM
( ) STRATEGIC INTERMODAL SYSTEM
(X) STATE HIGHWAY SYSTEM
( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

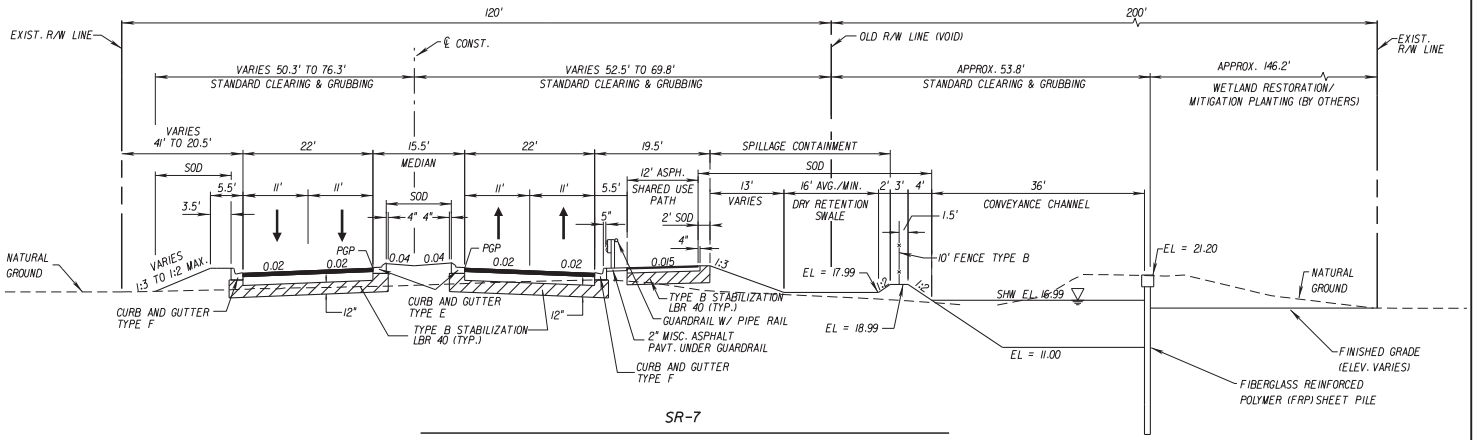
( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

CRITERIA

(X) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 6



SR-7

FROM NORTH OF THE SPILLWAY BRIDGE TO IBIS ENTRANCE
MP 5.894 TO MP 7.858
STA. 510+49.98 TO STA. 614+20.00

TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 17,900
ESTIMATED OPENING YEAR = 2024 AADT = 18,700
ESTIMATED DESIGN YEAR = 2044 AADT = 24,000
K = 9% D = 67% T = 8% (24 HOUR)
DESIGN HOUR T = 4%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
229664-6-52-01	7

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

(X)	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
(X)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

- (X) NATIONAL HIGHWAY SYSTEM
- ( ) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

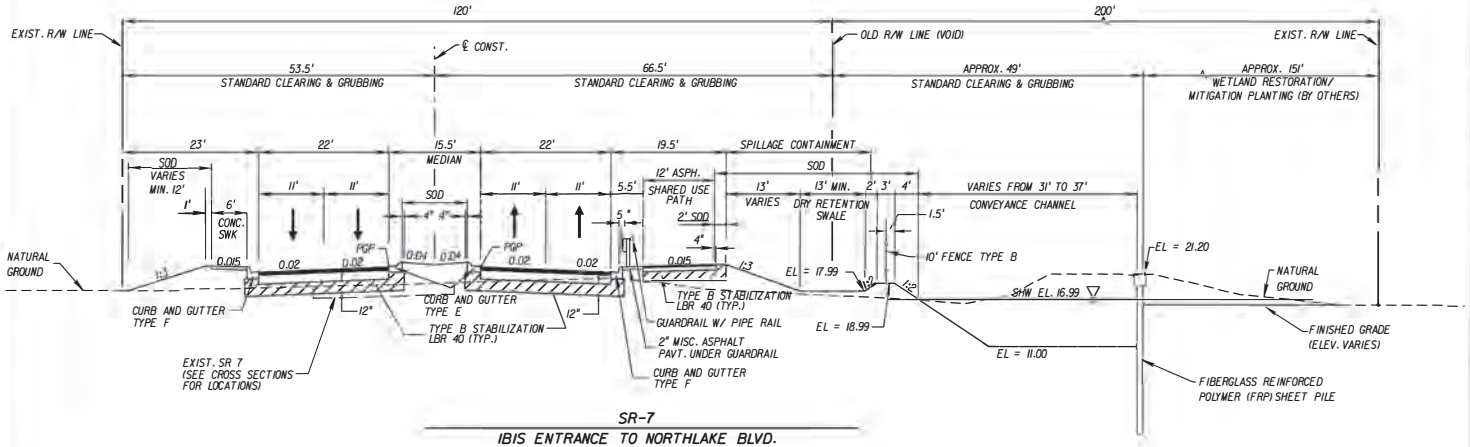
- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 7



SR-7
IBIS ENTRANCE TO NORTHLAKE BLVD.
MP 7.858 TO MP 8.588
STA. 614+20.00 TO STA. 652+76.12

TRAFFIC DATA

CURRENT YEAR = 2020 AADT = 17,900
ESTIMATED OPENING YEAR = 2024 AADT = 18,700
ESTIMATED DESIGN YEAR = 2044 AADT = 24,000
K = 9% D = 67% T = 8% (24 HOUR)
DESIGN HOUR T = 4%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
229664-6-52-01	8

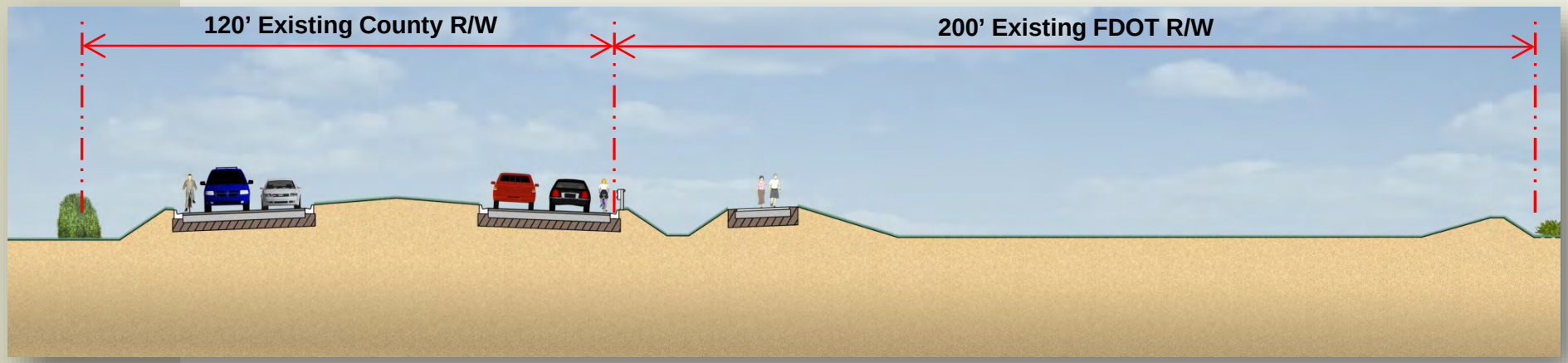
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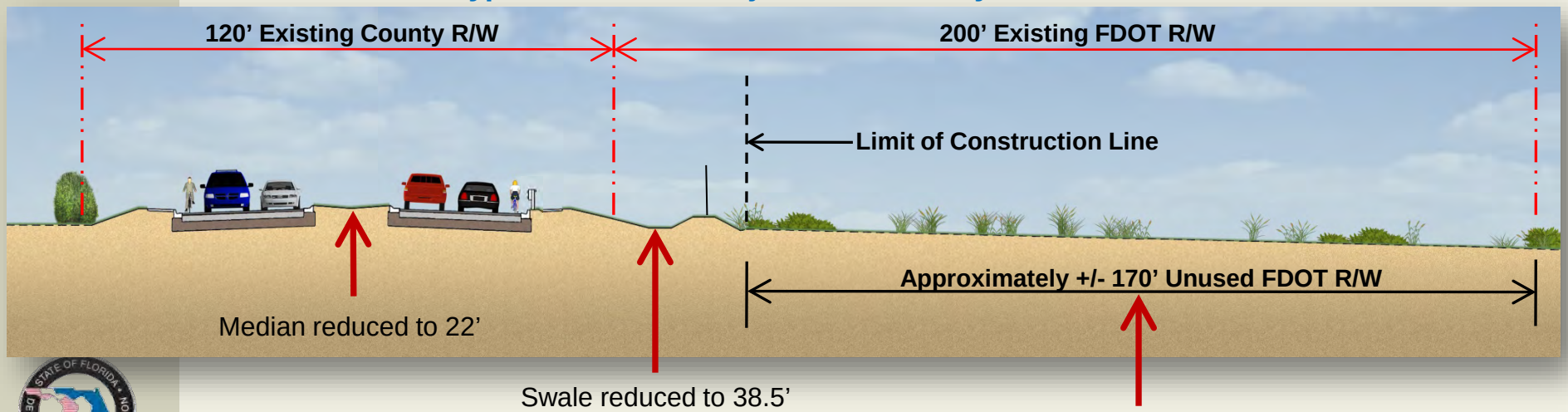
TYPICAL SECTION COMPARISIONS: PD&E, 2017 DESIGN, & 2020 DESIGN

2015 PD&E - Preferred Typical Section

Original Typical Section – Adjacent to Grassy Waters Preserve



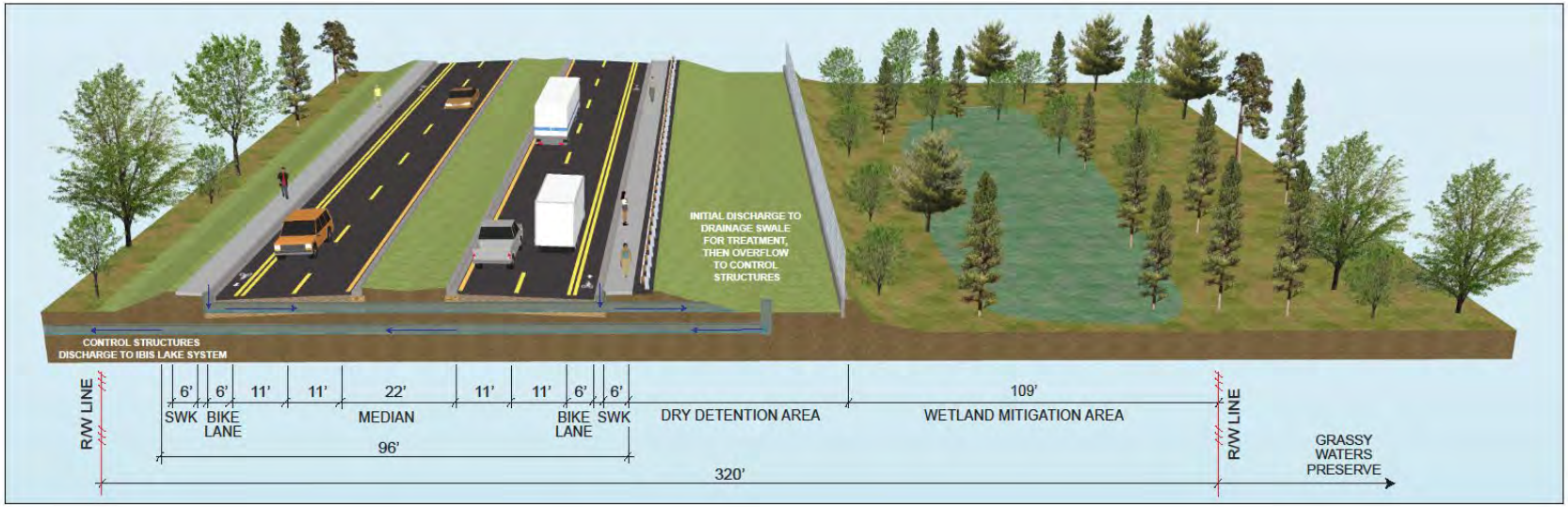
Reduced Typical Section – Adjacent to Grassy Waters Preserve

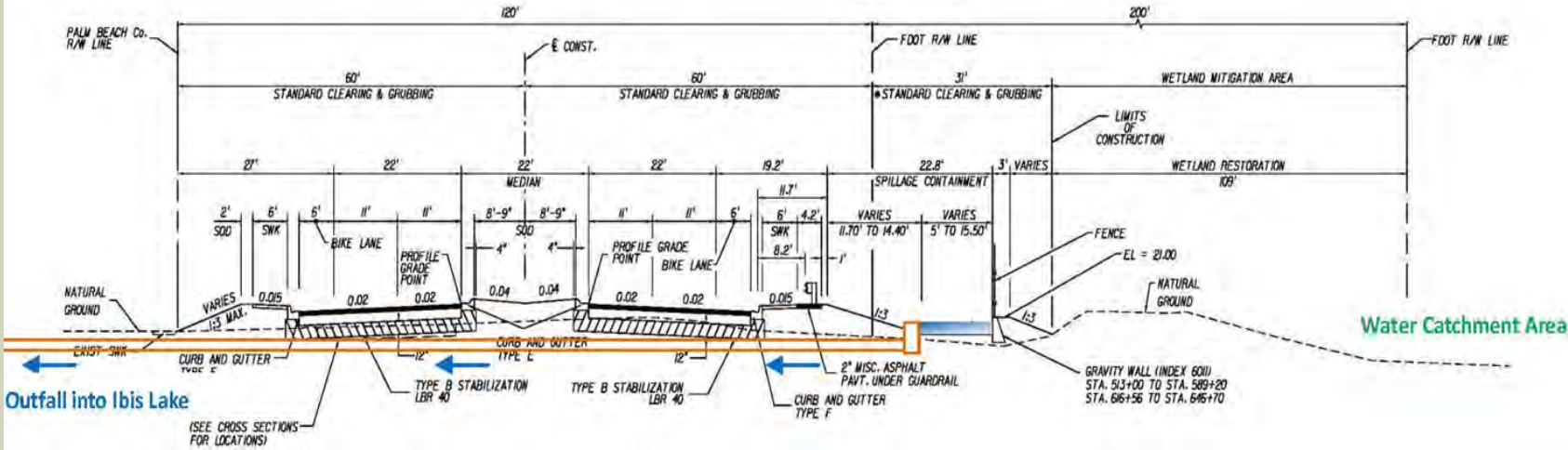


Approximately 54 acres of unused R/W saved next to Grassy Waters Preserve

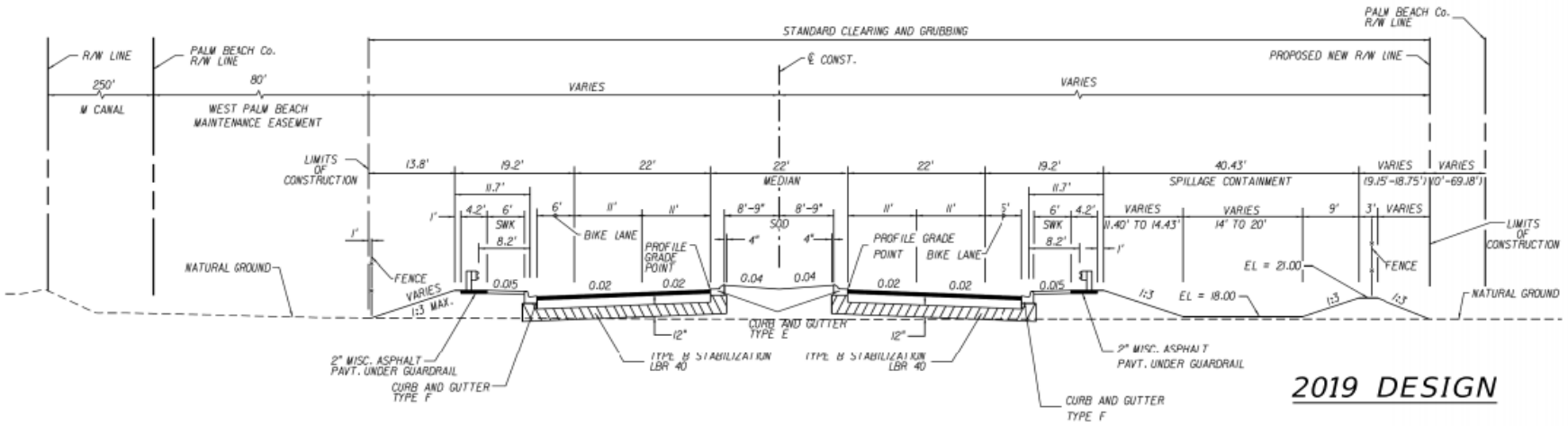
R/W = Right of Way

2017 Design- Permitted Typical Section

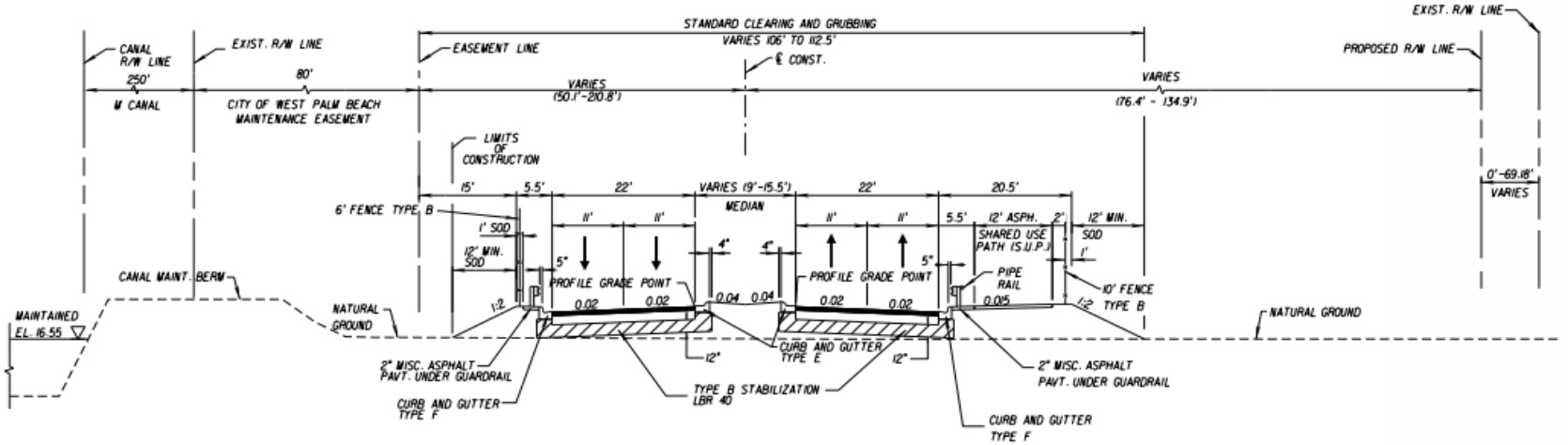




2020 Update - Typical Section, South of M Canal



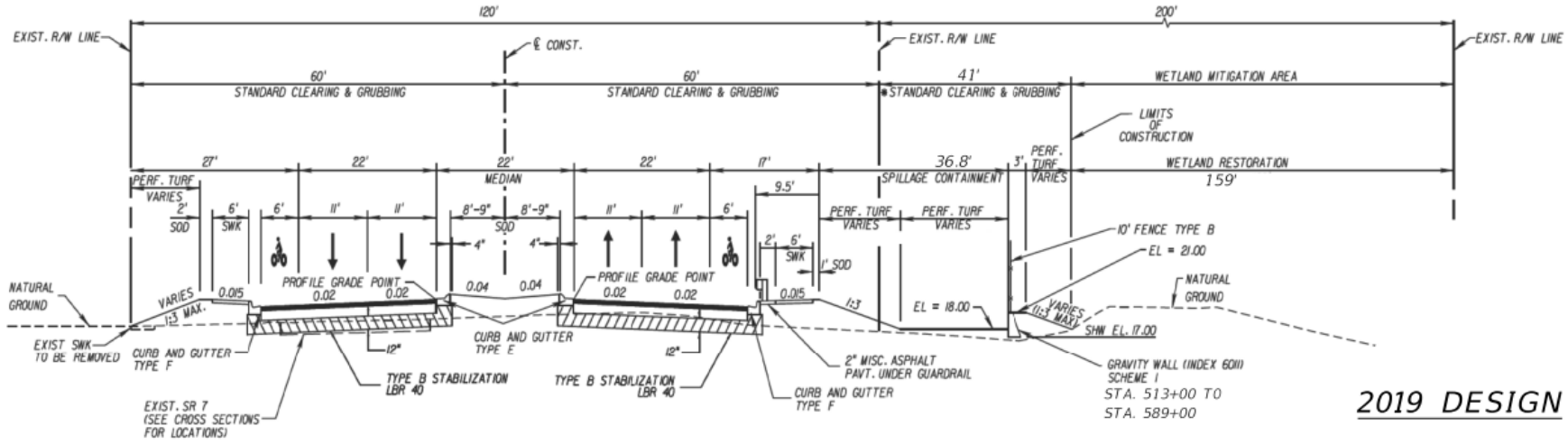
2019 DESIGN



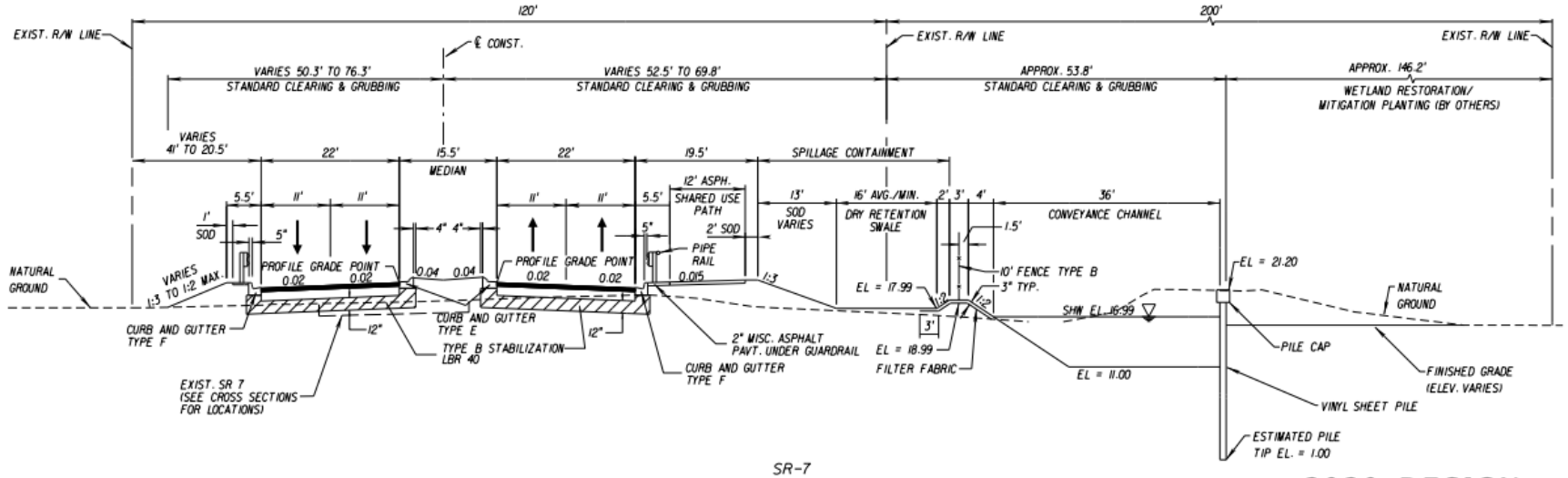
DESIGN SPEED = 45 MPH
60TH ST. NORTH TO M CANAL
(EAST ALONG M CANAL)
STA. 436+15.00 TO 477+78.00

2020 DESIGN

2020 Update - Typical Section, north of M Canal



2019 DESIGN



2020 DESIGN

SR-7

FROM NORTH OF THE SPILLWAY BRIDGE TO IBIS ENTRANCE
STA. 509+13.85 TO STA. 612+23

2020 Update - Typical Section, north of M Canal



APPENDIX F

Sound Barrier Control Drawings for Baywinds and Mezzano Communities (Noise Study Area A)

NOISE WALL DATA TABLES

PROJECT REQUIREMENTS								Table Date 1-15-21
WALL NO. (1)	REQUIRED: YES			REQUIRED TEXTURES:				PANEL TYPE (FLUSH/ RECESSED/ EITHER)
	GRAPHICS (1)	COLORED COATINGS (2)	PRECAST POST CAP (2)	PANELS:		POSTS:		
				FRONT FACE	BACK FACE	FRONT FACE	BACK FACE	
NW1	NO	YES	NO	TYPE "B"	TYPE "B"	TYPE "A"	TYPE "A"	RECESSED

(1) See Control Drawings.
(2) The post and cap color shall be per Federal Color Chart, Federal Standard No. 595C color 36622.

SUMMARY OF FOUNDATIONS AND WALL QUANTITIES							Table Date 1-15-21
WALL NO.	STATION TO STATION	FOUNDATION (3)	TOP OR SIDE INSTALLED (T, S)	TOP OF WALL ELEV. (FT)	BOTTOM OF WALL ELEV. (FT)	POST LENGTH (FT)	AREA (SF)
NW1	209+49.34 TO 218+29.28	1	T	41.92	20.90	21.02	18,496
NW1	218+29.28 TO 220+69.26	1	T	41.92	21.90	20.02	4,804
NW1	220+69.26 TO 222+49.25	1	T	41.92	22.90	19.02	3,423
NW1	222+49.25 TO 223+88.67	1	T	41.92	23.90	18.02	2,512
NW1	223+88.67 TO 224+44.15	1	T	41.92	24.90	17.02	944

(3) 1 = Loose Granular Soils (4≤N≤9)
2 = Medium Dense Granular Soil (10≤N≤40)
SD = Special Design details (See Contract Plans)

LIMITS OF ANTI-GRAFFITI COATING (4)				Table Date 1-15-21
WALL NO.	STATION TO STATION	FRONT FACE/ BACK FACE/ BOTH (5)	MINIMUM HEIGHT (6)	AREA (SF)
NW1	209+49.34 TO 218+29.28	BOTH	21.02	36,993
NW1	218+29.28 TO 220+69.26	BOTH	20.02	9,609
NW1	220+69.26 TO 222+49.25	BOTH	19.02	6,847
NW1	222+49.25 TO 223+88.67	BOTH	18.02	5,025
NW1	223+88.67 TO 224+44.15	BOTH	17.02	1,889

(4) Coat limits shown in table with non-sacrificial anti-graffiti coating matching the wall color.
(5) Includes Posts and Panels.
(6) Height is measured from finished grade.

GENERAL NOTES:

1. Work these Data Tables with Index No. 534-200.
2. Noise Walls shall meet the project aesthetic requirements as depicted in the above table and elsewhere in the plans.
3. Front Face indicates roadway side of wall. Back Face indicates non-roadway side of wall.
4. Wind Speed is 170 MPH.

AESTHETIC REQUIREMENTS AND GENERAL NOTES

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BIDDABILITY PLANS - NOT FOR CONSTRUCTION

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

Eric Huskey, P.E.
P.E. License Number 56593
Stanley Consultants, Inc.
1641 Worthington Rd, Suite 400
West Palm Beach, Florida 33409
Certificate of Authorization 1978

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DESIGNED BY: SRK 07-15
CHECKED BY: EH 11-20

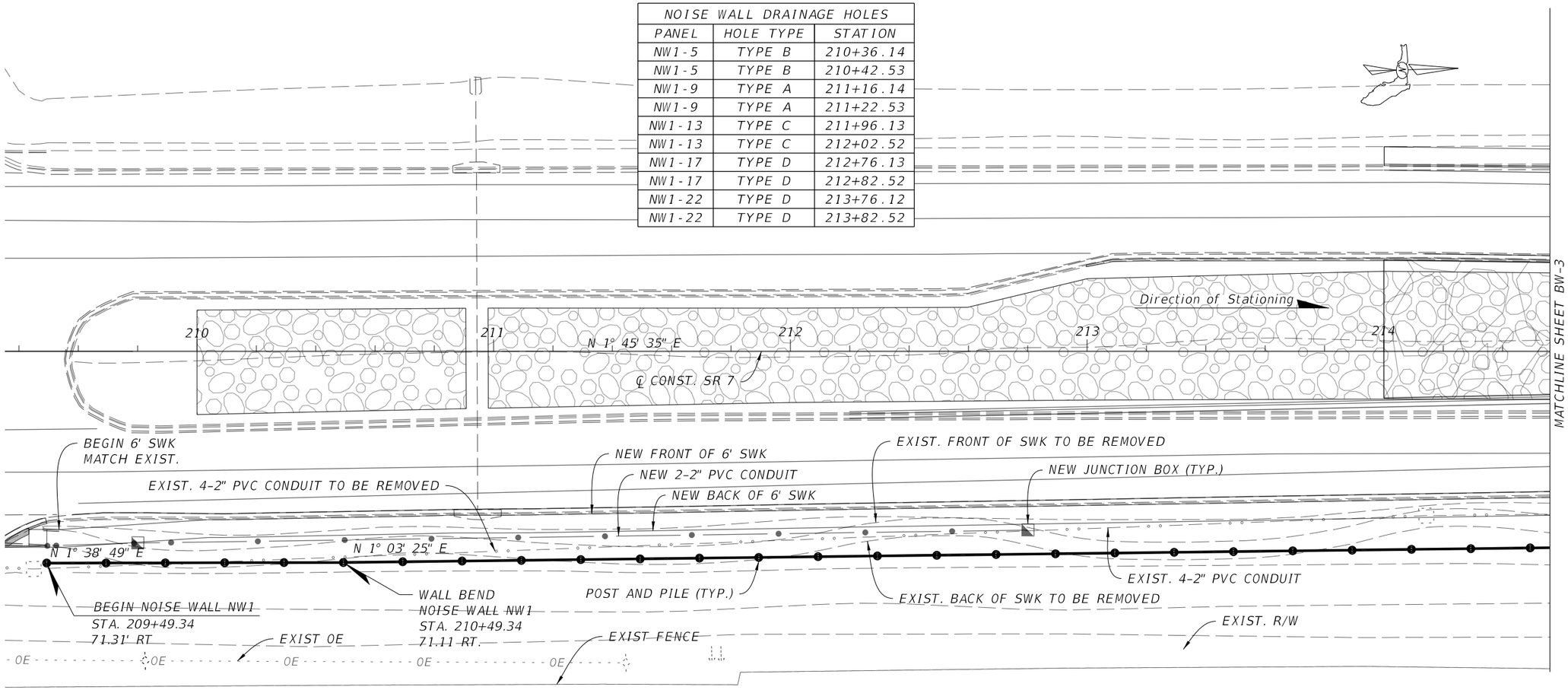
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

SHEET TITLE: SOUND BARRIER CONTROL DRAWINGS
REF. DWG. NO.:
PROJECT NAME: SR 7 FROM SR 704 (OKEECHOBEE BLVD.) TO 60TH STREET
SHEET NO.: BW-1

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NOISE WALL DRAINAGE HOLES		
PANEL	HOLE TYPE	STATION
NW1-5	TYPE B	210+36.14
NW1-5	TYPE B	210+42.53
NW1-9	TYPE A	211+16.14
NW1-9	TYPE A	211+22.53
NW1-13	TYPE C	211+96.13
NW1-13	TYPE C	212+02.52
NW1-17	TYPE D	212+76.13
NW1-17	TYPE D	212+82.52
NW1-22	TYPE D	213+76.12
NW1-22	TYPE D	213+82.52



PLAN AND ELEVATION (1 OF 3)

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

SHEET TITLE: NOISE WALL CONTROL DRAWINGS (1 OF 3)

PROJECT NAME: SR 7 FROM SR 704 (OKEECHOBEE BLVD.) TO 60TH STREET

REF. DWG. NO.:

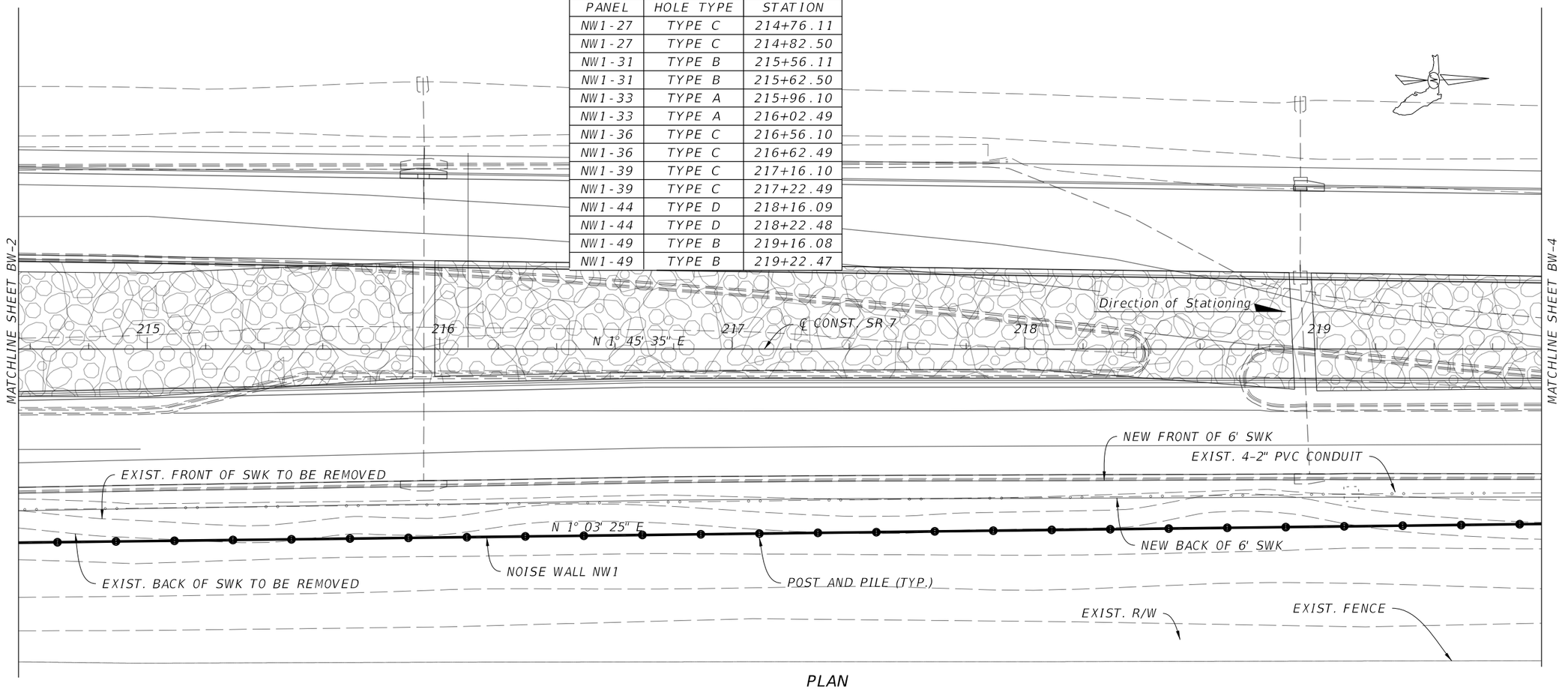
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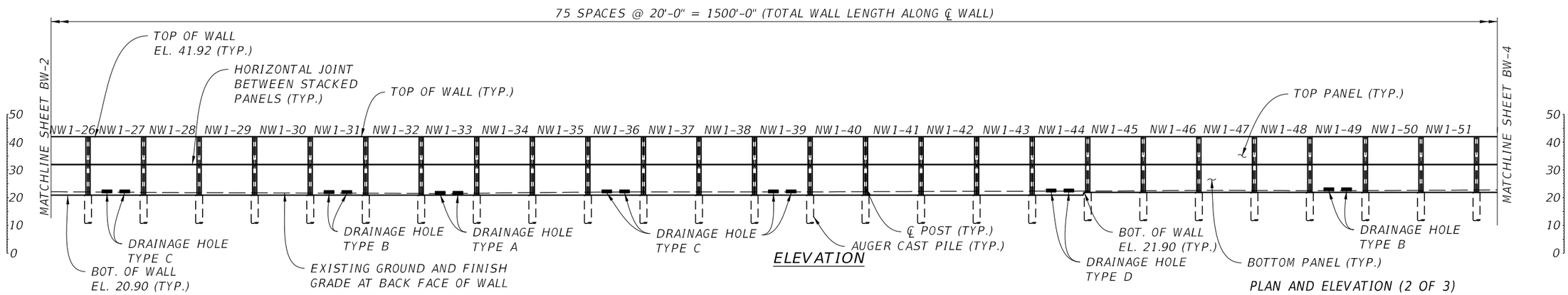
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BIDDABILITY PLANS - NOT FOR CONSTRUCTION

NOISE WALL DRAINAGE HOLES		
PANEL	HOLE TYPE	STATION
NW1-27	TYPE C	214+76.11
NW1-27	TYPE C	214+82.50
NW1-31	TYPE B	215+56.11
NW1-31	TYPE B	215+62.50
NW1-33	TYPE A	215+96.10
NW1-33	TYPE A	216+02.49
NW1-36	TYPE C	216+56.10
NW1-36	TYPE C	216+62.49
NW1-39	TYPE C	217+16.10
NW1-39	TYPE C	217+22.49
NW1-44	TYPE D	218+16.09
NW1-44	TYPE D	218+22.48
NW1-49	TYPE B	219+16.08
NW1-49	TYPE B	219+22.47



PLAN



ELEVATION

PLAN AND ELEVATION (2 OF 3)

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BIDDABILITY PLANS - NOT FOR CONSTRUCTION

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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Stanley Consultants, Inc.
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West Palm Beach, Florida 33409
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CHECKED BY: EH 11-20

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

SHEET TITLE: NOISE WALL CONTROL DRAWINGS (2 OF 3)

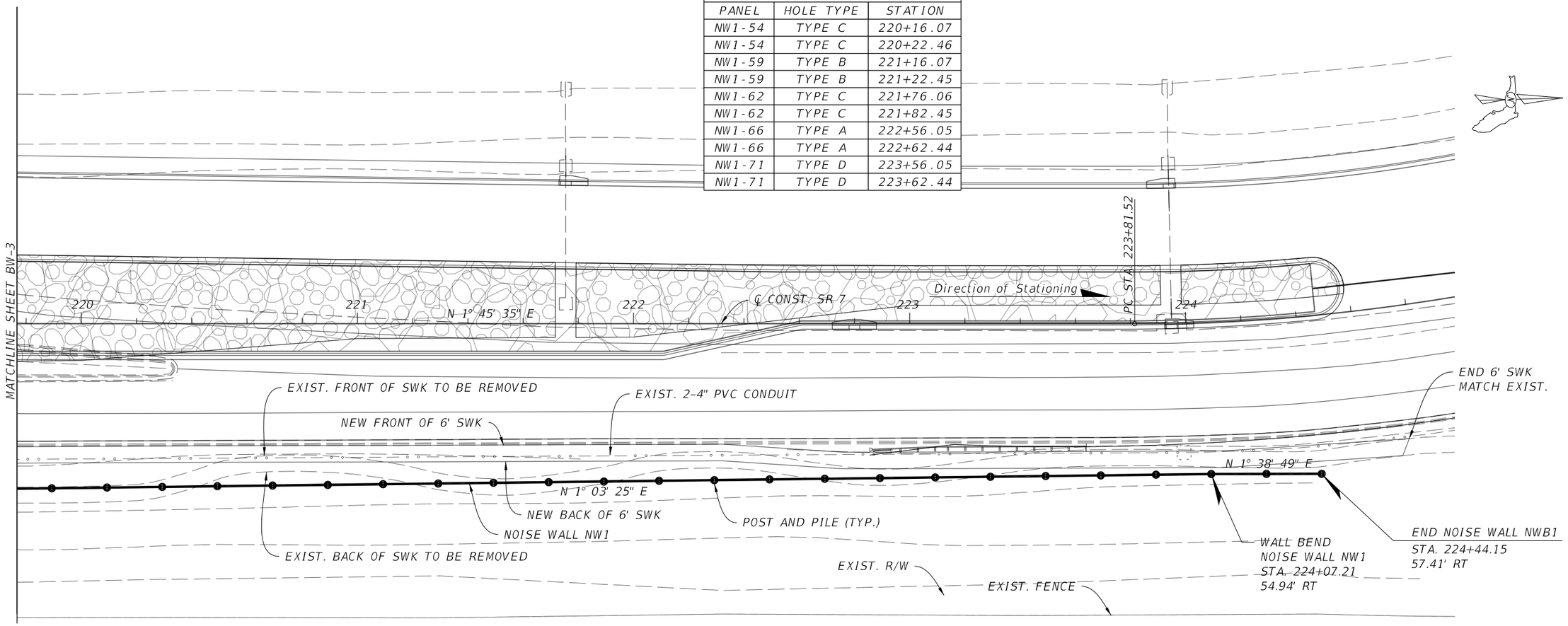
REF. DWG. NO.:

PROJECT NAME: SR 7 FROM SR 704 (OKEECHOBEE BLVD.) TO 60TH STREET

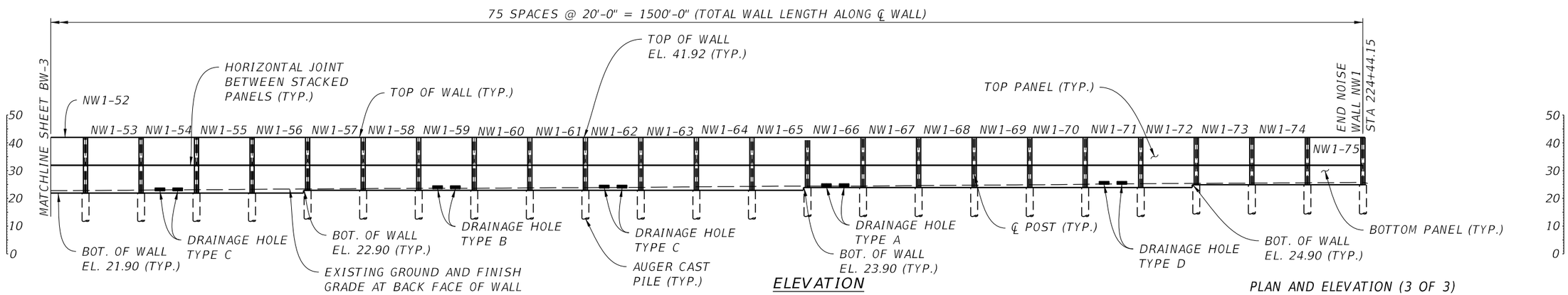
SHEET NO.: BW-3

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NOISE WALL DRAINAGE HOLES		
PANEL	HOLE TYPE	STATION
NW1-54	TYPE C	220+16.07
NW1-54	TYPE C	220+22.46
NW1-59	TYPE B	221+16.07
NW1-59	TYPE B	221+22.45
NW1-62	TYPE C	221+76.06
NW1-62	TYPE C	221+82.45
NW1-66	TYPE A	222+56.05
NW1-66	TYPE A	222+62.44
NW1-71	TYPE D	223+56.05
NW1-71	TYPE D	223+62.44



PLAN



ELEVATION

PLAN AND ELEVATION (3 OF 3)

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-7-52-01

SHEET TITLE: NOISE WALL CONTROL DRAWINGS (3 OF 3)

REF. DWG. NO.

PROJECT NAME: SR 7 FROM SR 704 (OKEECHOBEE BLVD.) TO 60TH STREET

SHEET NO. BW - 4

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BIDDABILITY PLANS - NOT FOR CONSTRUCTION

APPENDIX G

Sound Barrier Control Drawings for Ibis Reserve Apartments (Noise Study Area F)

NOISE WALLS DATA TABLES

PROJECT REQUIREMENTS

Table Date 12-29-20

WALL NO. (1)	REQUIRED: YES			REQUIRED TEXTURES:				PANEL TYPE (FLUSH/ RECESSED/ EITHER)
	GRAPHICS (1)	COLORED COATINGS (2)	PRECAST POST CAP (2)	PANELS:		POSTS:		
				FRONT FACE	BACK FACE	FRONT FACE	BACK FACE	
NW1	NO	YES	NO	TYPE "B"	TYPE "B"	TYPE "B"	TYPE "B"	FLUSH
NW2	NO	YES	NO	TYPE "B"	TYPE "B"	TYPE "B"	TYPE "B"	FLUSH

(1) SEE CONTROL DRAWINGS.
(2) THE POST AND PANEL COLOR SHALL BE PER FEDERAL COLOR CHART, FEDERAL STANDARD NO. 595C COLOR 36622.

SUMMARY OF FOUNDATIONS AND WALL QUANTITIES

Table Date 12-29-20

WALL NO.	STATION TO STATION	FOUNDATION (3)	TOP OR SIDE INSTALLED (T, S)	TOP OF WALL ELEV. (FT)	BOTTOM OF WALL ELEV. (FT)	POST LENGTH (FT) (6)	AREA (SF)
NW1	637+51.51 TO 641+51.51	1	T	41.6	20.2	21.4	8,560
NW2	643+08.61 TO 645+18.52	1	T	42.1	21.0	21.1	4,429

(3) 1 = Loose Granular Soils (4≤N≤9)
2 = Medium Dense Granular Soil (10≤N≤40)
SD = Special Design details (See Contract Plans)

LIMITS OF ANTI-GRAFFITI COATING (4)

Table Date 12-29-20

WALL NO.	STATION TO STATION	FRONT FACE/ BACK FACE/ BOTH (5)	MINIMUM HEIGHT (6)	AREA (SF)
NW1	637+51.51 TO 641+51.51	BOTH	21.4	17,120
NW2	643+08.61 TO 645+18.52	BOTH	21.1	8,858

(4) COAT LIMITS SHOWN IN TABLE WITH NON-SACRIFICIAL ANTI-GRAFFITI COATING MATCHING THE WALL COLOR.
(5) INCLUDES POSTS AND PANELS.
(6) HEIGHT IS MEASURED FROM FINISHED GRADE.

GENERAL NOTES:

1. WORK THESE DATA TABLES WITH INDEX NO. 534-200.
2. NOISE WALLS SHALL MEET THE PROJECT AESTHETIC REQUIREMENTS AS DEPICTED IN THE ABOVE TABLE AND ELSEWHERE IN THE PLANS.
3. FRONT FACE INDICATES ROADWAY SIDE OF WALL. BACK FACE INDICATES NON-ROADWAY SIDE OF WALL.
4. WIND SPEED IS 170 MPH.
5. BE AWARE OF THE SLOPING GROUND BEHIND THE SIDEWALK WHEN DETERMINING THE LENGTH OF THE AUGER PILE. IF THE AUGER PILE IS WITHIN PILE DIAMETER * 2.5 OF THE SLOPE, THE LENGTH OF THE PILE SHALL BE INCREASED BY THE DIFFERENCE BETWEEN THE PILE DIAMETER * 2.5 AND THE ACTUAL DISTANCE TO THE SLOPE.
6. THE OFFSET IS DEFINED AS THE DISTANCE FROM THE ℄ CONST. SR 7 TO THE ℄ OF THE POST.

AESTHETIC REQUIREMENTS AND GENERAL NOTES

NOT FOR CONSTRUCTION
PRELIMINARY AND SUBJECT TO CHANGE

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DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

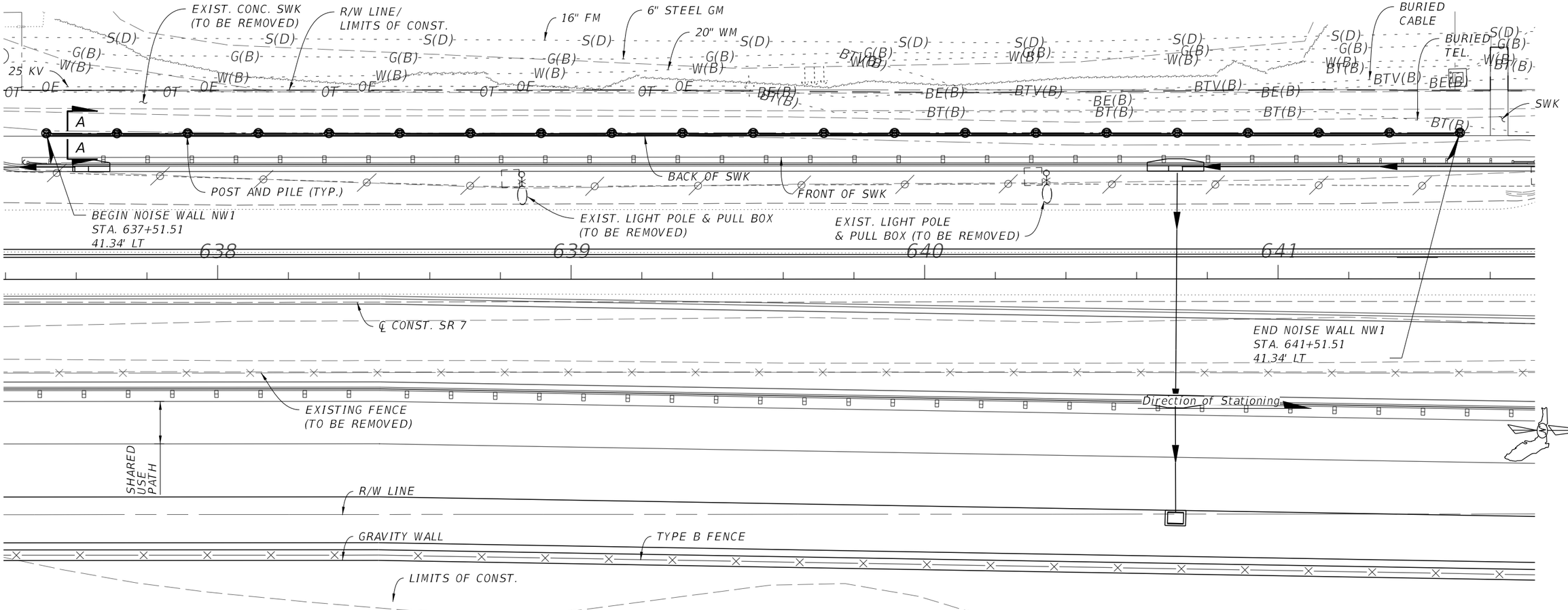
ERIC HUSKEY, P.E.
P.E. LICENSE NO. 56593
STANLEY CONSULTANTS, INC.
1641 WORTHINGTON ROAD, SUITE 400
WEST PALM BEACH, FLORIDA 33409

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DESIGNED BY: LS 2-21
CHECKED BY: EH 2-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

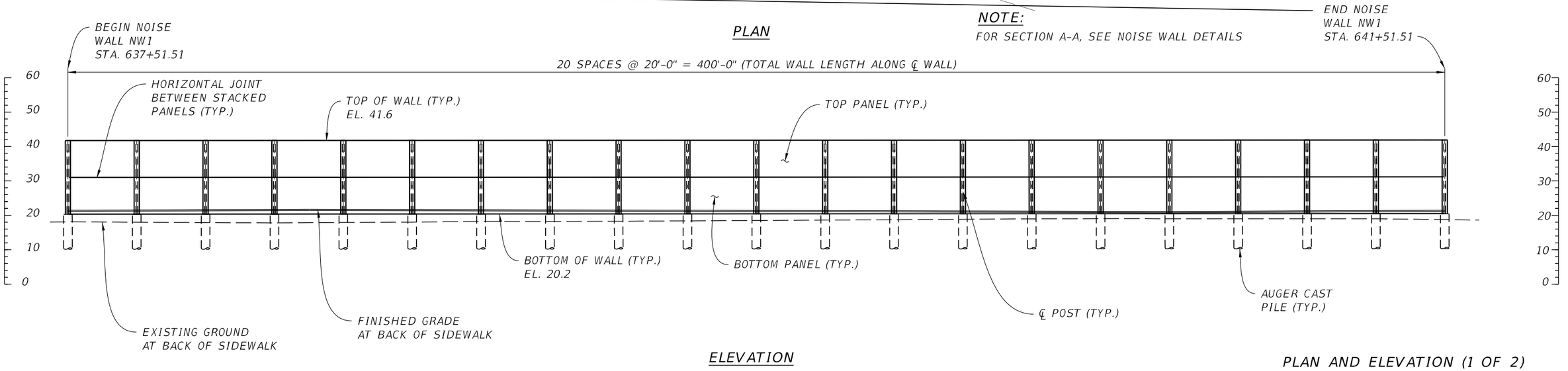
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

SHEET TITLE: NOISE WALL CONTROL DRAWING (1 OF 3)
REF. DWG. NO.:
PROJECT NAME: SR 7 FROM 60TH ST. TO NORTHLAKE BLVD.
SHEET NO.: BW2-1



NOTE:
FOR SECTION A-A, SEE NOISE WALL DETAILS

PLAN



ELEVATION

PLAN AND ELEVATION (1 OF 2)

NOT FOR CONSTRUCTION
PRELIMINARY AND SUBJECT TO CHANGE

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

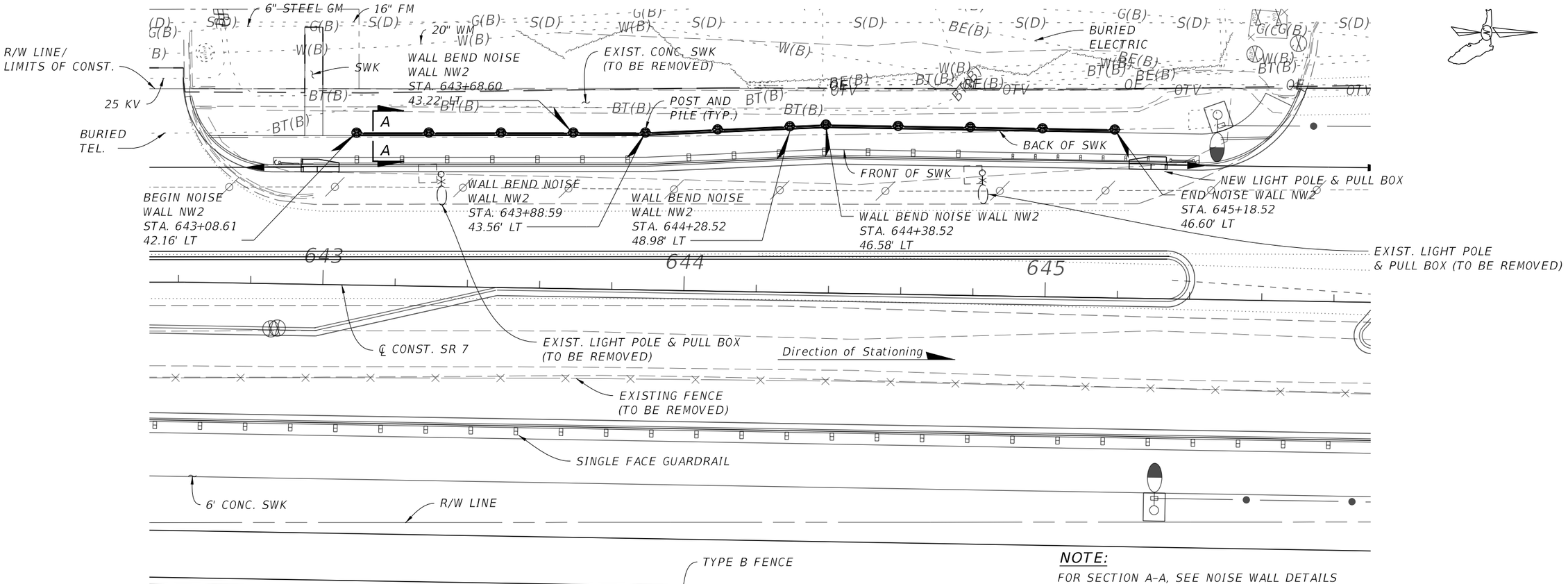
ERIC HUSKEY, P.E.
P.E. LICENSE NO. 56593
STANLEY CONSULTANTS, INC.
1641 WORTHINGTON ROAD, SUITE 400
WEST PALM BEACH, FLORIDA 33409

DRAWN BY: LS 2-21
CHECKED BY: EH 2-21
DESIGNED BY: LS 2-21
CHECKED BY: EH 2-21

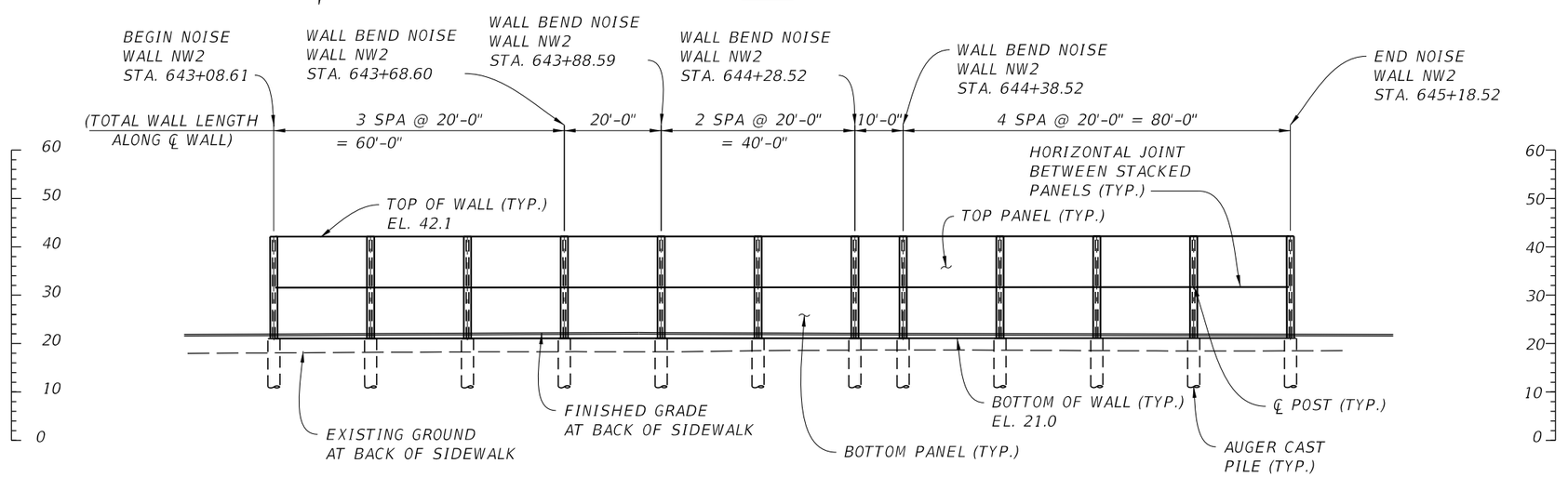
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

SHEET TITLE: NOISE WALL CONTROL DRAWING (2 OF 3)
REF. DWG. NO.
PROJECT NAME: SR 7 FROM 60TH ST. TO NORTHLAKE BLVD.
SHEET NO. BW2-2



PLAN



ELEVATION

NOTE:
FOR SECTION A-A, SEE NOISE WALL DETAILS

PLAN AND ELEVATION (2 OF 2)

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ERIC HUSKEY, P.E.
P.E. LICENSE NO. 56593
STANLEY CONSULTANTS, INC.
1641 WORTHINGTON ROAD, SUITE 400
WEST PALM BEACH, FLORIDA 33409

DRAWN BY: LS 2-21
CHECKED BY: EH 2-21
DESIGNED BY: LS 2-21
CHECKED BY: EH 2-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

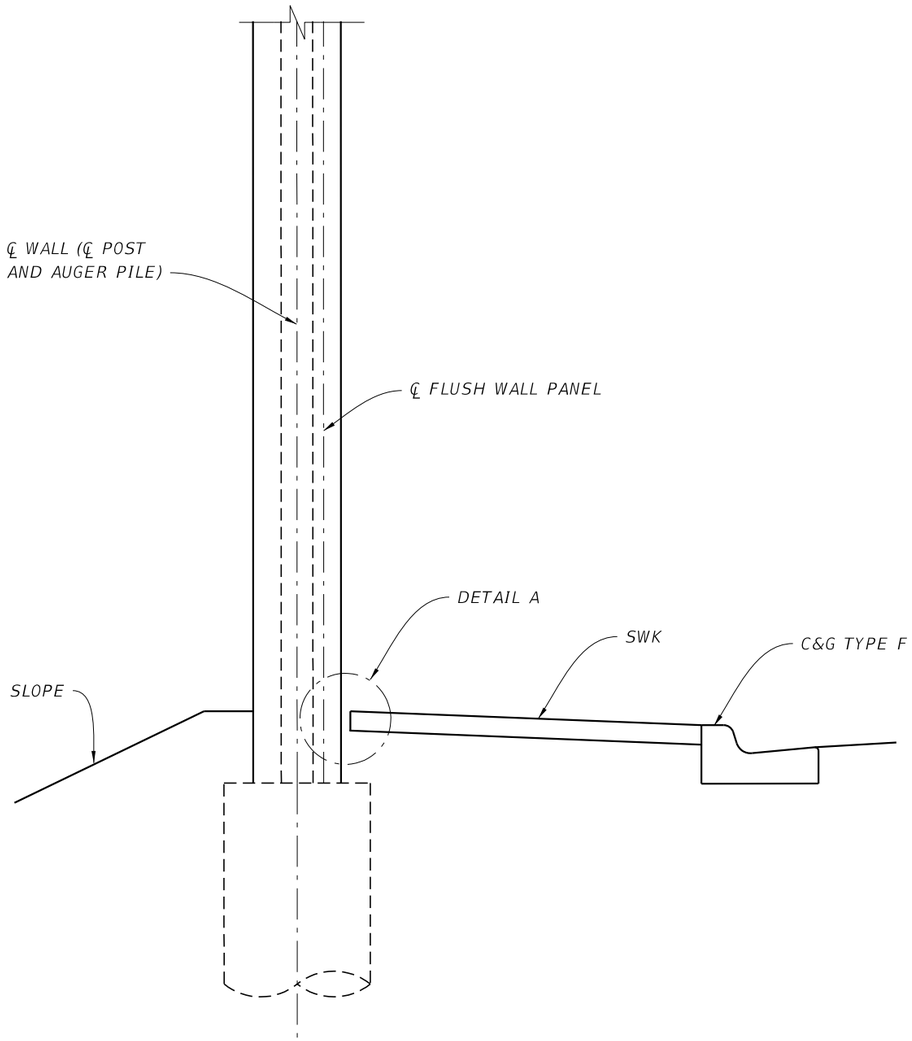
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

SHEET TITLE: NOISE WALL CONTROL DRAWING (3 of 3)
REF. DWG. NO.
PROJECT NAME: SR 7 FROM 60TH ST. TO NORTHLAKE BLVD.
SHEET NO. BW2-3

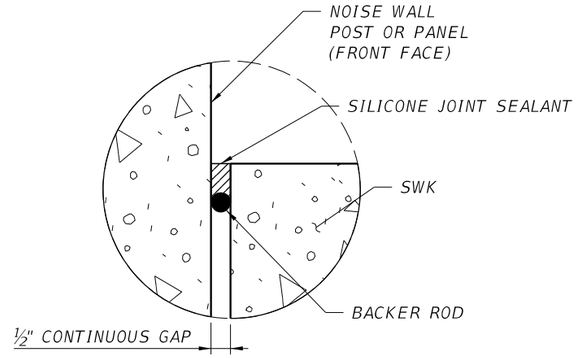
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NOT FOR CONSTRUCTION
PRELIMINARY AND SUBJECT TO CHANGE

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SECTION A-A



DETAIL A

NOTES:

1. SEE NOISE WALL - CONTROL DRAWINGS FOR THE LOCATION OF SECTION A-A.

NOISE WALL AND SIDEWALK INSTALLATION SEQUENCE:

1. CONSTRUCT AUGER PILE AND INSTALL NOISE WALL POSTS.
3. CONSTRUCT SIDEWALK.
4. INSTALL NOISE WALL PANELS.
5. GRADE SLOPE ON THE BACK SIDE OF NOISE WALL POSTS.
6. INSTALL SILICONE SEALANT AND BACKER ROD OVER THE LENGTH OF THE NOISE WALL.

NOT FOR CONSTRUCTION
PRELIMINARY AND SUBJECT TO CHANGE

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ERIC HUSKEY, P.E.
P.E. LICENSE NO. 56593
STANLEY CONSULTANTS, INC.
1641 WORTHINGTON ROAD, SUITE 400
WEST PALM BEACH, FLORIDA 33409

DRAWN BY: LS 2-21
CHECKED BY: EH 2-21
DESIGNED BY: LS 2-21
CHECKED BY: EH 2-21

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

SHEET TITLE: NOISE WALL DETAILS

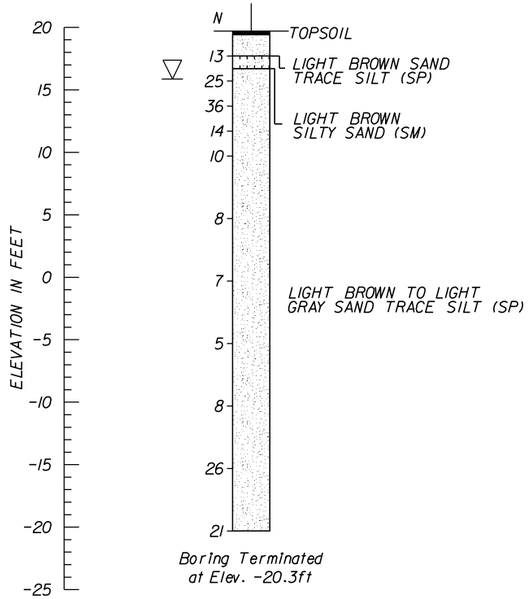
REF. DWG. NO.:

PROJECT NAME: SR 7 FROM 60TH ST. TO NORTHLAKE BLVD.

SHEET NO.: BW2-4

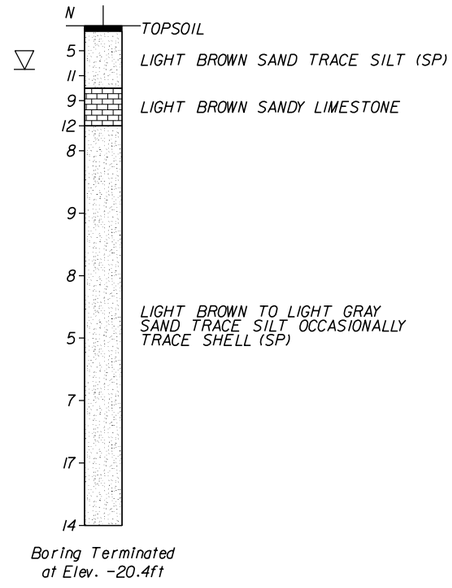
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BOR # WB-22
STA. 637+51.44 CL_SR7_REV03
OFF. 24' LT
ELEV. 19.7
DATE 9/25/2015
HAMMER Auto
RIG D-50
NORTHING 899971.25
EASTING 917873.98
LATITUDE 26.856902
LONGITUDE -80.252216

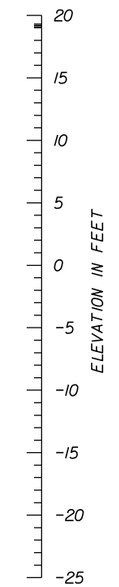


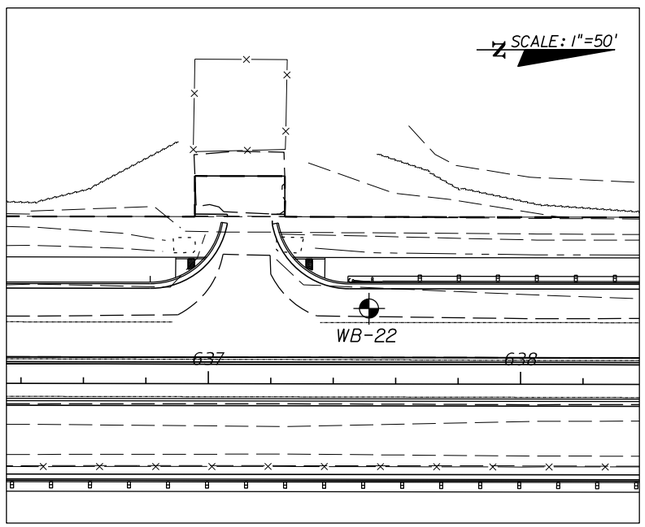
Boring Terminated at Elev. -20.3ft

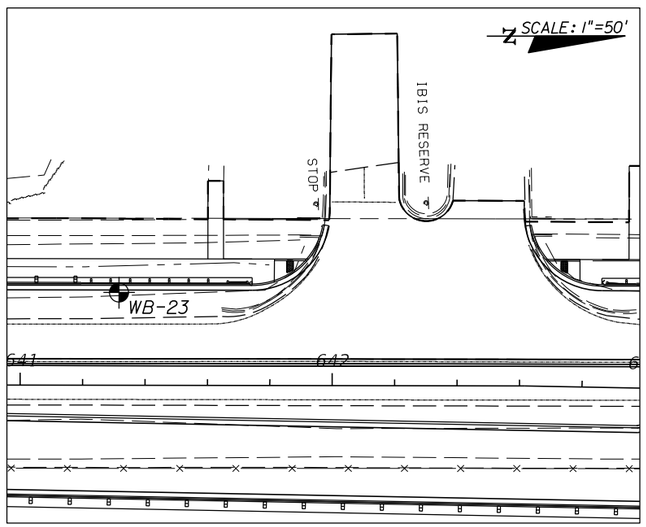
BOR # WB-23
STA. 641+31.65 CL_SR7_REV03
OFF. 30' LT
ELEV. 19.4
DATE 9/29/2015
HAMMER Auto
RIG D-50
NORTHING 900351.18
EASTING 917889.45
LATITUDE 26.856939
LONGITUDE -80.251050



Boring Terminated at Elev. -20.4ft







Topsoil
Limestone
Sand
Shelly Sand
Silty Sand
Gravelly Sand

NOTES:

∇ ENCOUNTERED WATER TABLE DURING DRILLING

N NUMBERS TO THE LEFT OF BORINGS INDICATE SPT VALUE FOR 12" PENETRATION. (UNLESS OTHERWISE NOTED.)

MC=	NATURAL MOISTURE CONTENT (%)
-200=	FINES PASSING #200 SIEVE (%)
OC=	ORGANIC CONTENT (%)
LL=	LIQUID LIMIT (%)
PI=	PLASTICITY INDEX (%)
NP=	INDICATES NON-PLASTIC
WOH=	WEIGHT OF HAMMER

STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

STANDARD PENETRATION TEST DATA

SPOON INSIDE DIA.	1.375 inches
SPOON OUTSIDE DIA.	2.0 inches
AVG. HAMMER DROP	30.0 inches
HAMMER WEIGHT	140.0 pounds

SPT CONSISTENCY CHART

SILTS AND CLAYS

CONSISTENCY	SAFETY HAMMER SPT N-VALUE (BLOW/FOOT)	AUTOMATIC HAMMER SPT N-VALUE (BLOW/FOOT)
VERY SOFT	LESS THAN 2	LESS THAN 1
SOFT	2 - 4	1 - 3
FIRM	4 - 8	3 - 6
STIFF	8 - 15	6 - 12
VERY STIFF	15 - 30	12 - 24
HARD	GREATER THAN 30	GREATER THAN 24

SPT DENSITY CHART

GRANULAR MATERIALS

RELATIVE DENSITY	SAFETY HAMMER SPT N-VALUE (BLOW/FOOT)	AUTOMATIC HAMMER SPT N-VALUE (BLOW/FOOT)
VERY LOOSE	LESS THAN 4	LESS THAN 3
LOOSE	4 - 10	3 - 8
MEDIUM	10 - 30	8 - 24
DENSE	30 - 50	24 - 40
VERY DENSE	GREATER THAN 50	GREATER THAN 40

ENVIRONMENTAL CLASSIFICATION

SUBSTRUCTURE:

CONCRETE: SLIGHTLY AGGRESSIVE
STEEL: SLIGHTLY AGGRESSIVE

SUPERSTRUCTURE: SLIGHTLY AGGRESIVE

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 5J-17.062, F.A.C.

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

RAJ KRISHNASAMY, P.E.
P.E. LICENSE NUMBER 53567
TIERRA SOUTH FLORIDA
2765 VISTA PARKWAY, S-10
WEST PALM BEACH, FL 33411

DRAWN BY, NG 09-2020
CHECKED BY, NM 09-2020
DESIGNED BY, NM 09-2020
CHECKED BY, RK 09-2020

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

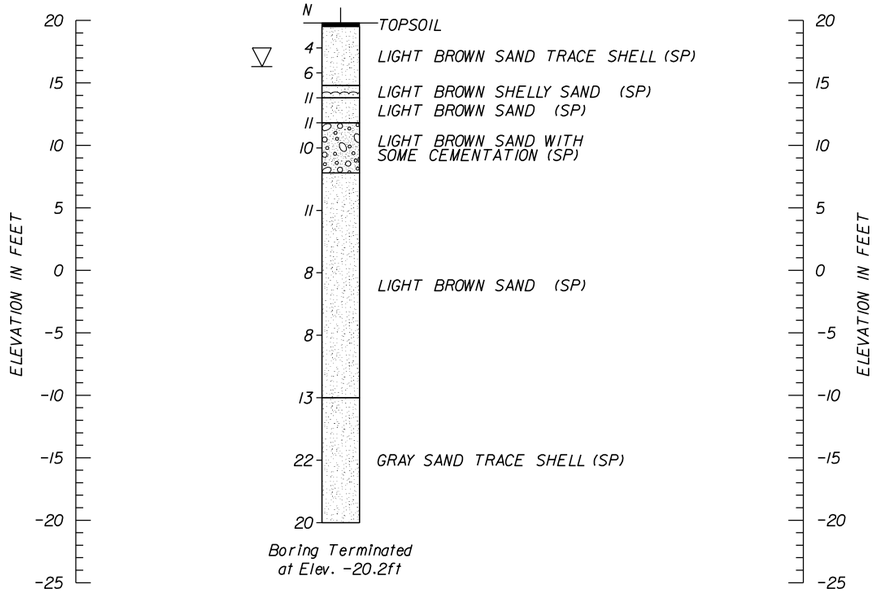
SHEET TITLE: REPORT OF CORE BORINGS NOISE WALLS

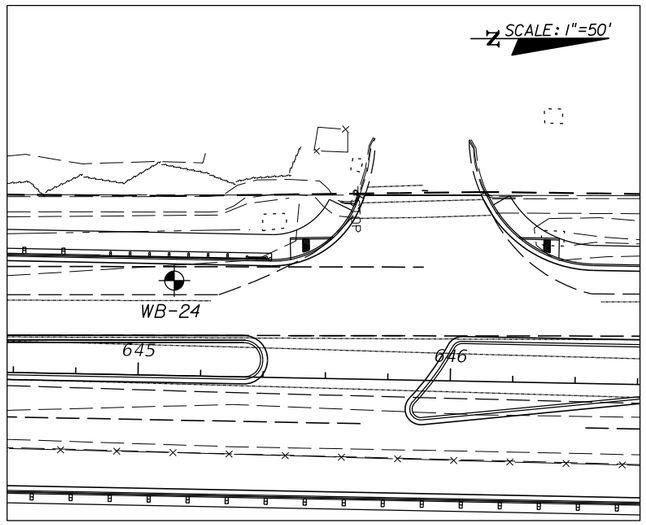
PROJECT NAME: SR 7 FROM 60TH STREET TO NORTHLAKE BOULEVARD

REF. DWG. NO.

SHEET NO. BW2-5

BOR # WB-24
STA. 645+11.00 CL_SR7_REV03
OFF. 30' LT
ELEV. 19.8
DATE 9/15/2015
HAMMER Auto
RIG D-50
NORTHING 900730.75
EASTING 917904.61
LATITUDE 26.856974
LONGITUDE -80.249886





Topsoil
Sand
Shelly Sand
Gravelly Sand

NOTES:

▽ ENCOUNTERED WATER TABLE DURING DRILLING

N NUMBERS TO THE LEFT OF BORINGS INDICATE SPT VALUE FOR 12" PENETRATION. (UNLESS OTHERWISE NOTED.)

MC=	NATURAL MOISTURE CONTENT (%)
-200=	FINES PASSING #200 SIEVE (%)
OC=	ORGANIC CONTENT (%)
LL=	LIQUID LIMIT (%)
PI=	PLASTICITY INDEX (%)
NP=	INDICATES NON-PLASTIC
WOH=	WEIGHT OF HAMMER

STRATA BOUNDARIES ARE APPROXIMATE AND MAY VARY BETWEEN OR AWAY FROM BORING LOCATIONS.

STANDARD PENETRATION TEST DATA

SPOON INSIDE DIA.	1.375 inches
SPOON OUTSIDE DIA.	2.0 inches
AVG. HAMMER DROP	30.0 inches
HAMMER WEIGHT	140.0 pounds

SPT CONSISTENCY CHART

SILTS AND CLAYS

CONSISTENCY	SAFETY HAMMER SPT N-VALUE (BLOW/FOOT)	AUTOMATIC HAMMER SPT N-VALUE (BLOW/FOOT)
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SPT DENSITY CHART

GRANULAR MATERIALS

RELATIVE DENSITY	SAFETY HAMMER SPT N-VALUE (BLOW/FOOT)	AUTOMATIC HAMMER SPT N-VALUE (BLOW/FOOT)
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ENVIRONMENTAL CLASSIFICATION

SUBSTRUCTURE:

CONCRETE: SLIGHTLY AGGRESSIVE
STEEL: SLIGHTLY AGGRESSIVE

SUPERSTRUCTURE: SLIGHTLY AGGRESIVE

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

RAJ KRISHNASAMY, P.E.
P.E. LICENSE NUMBER 53567
TIERRA SOUTH FLORIDA
2765 VISTA PARKWAY, S-10
WEST PALM BEACH, FL 33411

DRAWN BY, NG 09-2020
CHECKED BY, NM 09-2020
DESIGNED BY, NM 09-2020
CHECKED BY, RK 09-2020

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 7	PALM BEACH	229664-6-52-01

SHEET TITLE: REPORT OF CORE BORINGS NOISE WALLS

REF. DWG. NO.

PROJECT NAME: SR 7 FROM 60TH STREET TO NORTHLAKE BOULEVARD

SHEET NO. BW2-6

APPENDIX H

Sample Nois Barrier Survey Package

Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

JIM BOXOLD
SECRETARY

April 6, 2015

Mrs. Valerie Duffey
2285 Windjammer Way
West Palm Beach, Fl. 33411

Subject: State Road 7 Extension - Noise Barrier Survey
Financial Management Numbers: 229664-4-52-01
Parcel No. 74424319100000900

Dear Mrs. Duffey:

As part of the planned improvements associated with the State Road 7 Extension Project, the Florida Department of Transportation (FDOT) is considering the construction of a noise barrier in the vicinity of your property to reduce traffic noise levels for the residences within Baywinds. This noise barrier was recommended for further consideration at this location during the S.R. 7 Project Development and Environment (PD&E) Study phase of the project (www.SR7extension.com). The S.R. 7 Extension Project in northern Palm Beach County, Florida, extends from just north of S.R. 704 (Okeechobee Blvd.) to County Road 809A (Northlake Blvd.), for a total project length of approximately 8.6 miles. The project includes the widening of an existing County roadway from two to four lanes from Okeechobee Boulevard to 60th Street, construction of a four lane divided facility from 60th Street to the east entrance of the Ibis Golf and Country Club, and widening of an existing County roadway from two to four lanes from the east entrance of the Ibis Golf and Country Club to Northlake Boulevard.

As part of FDOT's traffic noise evaluation process for the S.R. 7 Extension Project, FDOT is seeking input from you, as the property owner, to verify your support or opposition to the construction of the recommended noise barrier (see attached Traffic Noise Program brochure). If constructed, the noise barrier will be located within the S.R. 7 right of way. The approximate limits of the proposed noise barrier are depicted in red on the attached figure labeled “Locations of Noise Barriers Under Evaluation”. The proposed noise barrier is to be a 16 foot tall noise barrier approximately 1,539 feet in length along the Baywinds community.

Not all residents will experience the same amount of traffic noise reduction with the proposed noise barrier. The actual reduction at each residence depends upon the location of the residence with respect to the north and south ends of the barrier and the barrier itself. The noise reduction design goal is to achieve a traffic noise level reduction of at least 7.0 dBA as a result of the proposed noise barrier. Increases/reductions in traffic noise of 1 to 3 dBA are not considered audible to most people, while increases/reductions of 5 dBA are considered readily detectable. Increases of 10 dBA are perceived as “doubling” of noise, and reductions of 10 dBA are perceived as “halving” of noise.

SAMPLE

Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

JIM BOXOLD
SECRETARY

A noise barrier is primarily designed to reduce traffic noise from a roadway. However, there are other advantages and disadvantages to having a noise barrier adjacent to your property, which are mentioned in the Traffic Noise Program Brochure and Noise Barrier Survey Form. Although FDOT will take reasonable steps to minimize adverse effects, the construction of the noise barrier may also have a temporary effect on the occupants of the adjacent residences. As a property owner who may be affected if the noise barrier is constructed at the recommended location, the FDOT is offering you the opportunity to express a preference for one of the two noise barrier options presented on the attached **NOISE BARRIER SURVEY FORM.** Please read and consider the options carefully and indicate a preference by checking the appropriate box. Please return the signed form in the enclosed postage paid envelope which is addressed to FDOT. Your preference regarding this matter is very important to FDOT and will be one of several important considerations that will be used in reaching a final decision concerning the construction of this noise barrier.

The survey form must be returned to the FDOT by April 27, 2015. After this date, the FDOT will incorporate your feedback into the final decision regarding construction of the noise barrier. Once this decision has been made, we will notify you by mail regarding the final determination. For additional information, please contact Fausto Gomez, FDOT Project Manager at (954) 777-4466 or Shandra Davis-Sanders, FDOT Noise Specialist at (954) 677- 7896. We appreciate your cooperation and attention to this matter.

SAMPLE

Sincerely,

Fausto Gomez, P.E., Project Manager
FDOT District Four

Attachments:
Traffic Noise Program Brochure
Locations of Noise Barriers Under Evaluation
Noise Barrier Survey Form

cc: Richard Young, FDOT
Shandra Davis-Sanders, FDOT

Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

JIM BOXOLD
SECRETARY

NOISE BARRIER SURVEY FORM
FOR STATE ROAD 7 EXTENSION PROJECT
Financial Management Numbers: 229664-4-52-01

PROPERTY OWNER

Mrs. Valerie Duffey
2285 Windjammer Way
West Palm Beach, Fl. 33411
Parcel No. 74424319100000900

RESIDENTIAL COMMUNITY

Baywinds

OPTIONS

Please place an X in the box next to the appropriate response regarding which noise abatement option that you would prefer:

☐ **1. Noise Abatement (Noise Barrier)**

This option, as currently proposed by the Florida Department of Transportation, meets Federal and State noise abatement criteria. This includes a 16 foot tall noise barrier approximately 1,539 feet in length along the Baywinds community. By selecting this option, you are also acknowledging your understanding that the noise barrier may affect the amount of sunlight to your property, may alter the view from your property, and may restrict the air flow on to and off of your property.

☐ **2. No Noise Abatement (No Noise Barrier)**

This option would provide **NO** noise abatement between S.R.7 and your property.

SURVEY DOCUMENTATION

Name of Person(s) Completing this Survey (Print):_____

Status of Person(s) Completing this Survey (Check One):_____

Property Owner(s) ☐_____Legal Representative ☐ _____Title:_____

Mailing Address: _____

Telephone Number:_____ Email:_____

Signature(s): _____

Please complete and return this survey form to the Florida Department of Transportation in the enclosed stamped envelope by April 27, 2015. Your expeditious reply would be greatly appreciated. For additional information, please contact Fausto Gomez, FDOT Project Manager at (954) 777-4466 or Shandra Davis-Sanders, FDOT Noise Specialist at (954) 677-7896.

SAMPLE

State of Florida
Department of Transportation



SAMPLE

Locations of Noise Barriers Under Evaluation

Proposed Barrier Protecting Baywinds in NSA A