

Appendix 4.2.2-B Noise Impact Tables

Table 1. Summary of Impact Contour Distances for East-West Corridor Brevard (EW) County and Alternative A

Pop. Density	Existing Ambient Noise from Pop. Density (Ldn)	Track Alignment	County	Category 1		Category 2		Category 3	
				Mod. Impact (feet)	Severe Impact (feet)	Mod. Impact (feet)	Severe Impact (feet)	Mod. Impact (feet)	Severe Impact (feet)
Alternative A – Section H9, H8 and H7									
<1000	35 to 45	At-grade	Brevard (EW)	100	none	105	none	none	none
<1000	35 to 45	Elevated	Brevard (EW)	325	55	345	60	65	none
1000-3000	50	At-grade	Brevard (EW)	100	none	105	none	none	none
1000-3000	50	Elevated	Brevard (EW)	230	55	240	60	65	none
Alternative A – Section H6, H5, H4, H3 and H2									
<1000	35 to 45	At-grade	Orange (East)	125	none	130	none	none	none
<1000	35 to 45	Elevated	Orange (East)	385	70	400	75	85	none
1000-3000	50	At-grade	Orange (East)	125	none	130	none	none	none
1000-3000	50	Elevated	Orange (East)	245	70	250	75	85	none
Alternative A – Section H1									
<1000	35 to 45	At-grade	Orange (West)	none	none	none	none	none	none
<1000	35 to 45	Elevated	Orange (West)	none	none	none	none	none	none
1000-3000	50	At-grade	Orange (West)	none	none	none	none	none	none
1000-3000	50	Elevated	Orange (West)	none	none	none	none	none	none

Source: AMEC

Table 2. Summary of Impact Contour Distances for East-West Corridor Alternative C

Pop. Density	Existing Ambient Noise from Pop. Density (Ldn)	Track Alignment	County	Category 1		Category 2		Category 3	
				Mod. Impact (feet)	Severe Impact (feet)	Mod. Impact (feet)	Severe Impact (feet)	Mod. Impact (feet)	Severe Impact (feet)
Alternative C – Section H6 and H2									
<1000	35 to 45	At-grade	Orange (East)	125	none	130	none	none	none
<1000	35 to 45	Elevated	Orange (East)	385	70	400	75	85	none
1000-3000	50	At-grade	Orange (East)	125	none	130	none	none	none
1000-3000	50	Elevated	Orange (East)	245	70	250	75	85	none
Alternative C – Section H5									
<1000	35 to 45	At-grade	Orange (East)	290	80	285	80	105	none
<1000	35 to 45	Elevated	Orange (East)	750	175	530	180	240	60
1000-3000	50	At-grade	Orange (East)	195	80	165	80	105	none
1000-3000	50	Elevated	Orange (East)	325	145	270	145	170	60
Alternative C – Section H4 and H3									
<1000	35 to 45	At-grade	Orange (East)	225	none	235	none	55	none
<1000	35 to 45	Elevated	Orange (East)	520	135	530	145	175	none
1000-3000	50	At-grade	Orange (East)	160	None	165	none	55	none
1000-3000	50	Elevated	Orange (East)	325	135	270	145	145	none
Alternative C – Section H1									
<1000	35 to 45	At-grade	Orange (West)	none	None	none	none	none	none
<1000	35 to 45	Elevated	Orange (West)	none	None	none	none	none	none
1000-3000	50	At-grade	Orange (West)	none	None	none	none	none	none
1000-3000	50	Elevated	Orange (West)	none	None	none	none	none	none

Source: AMEC

Table 3. Summary of Impact Contour Distances for East-West Corridor Alternative E

Pop. Density	Existing Ambient Noise from Pop. Density (Ldn)	Track Alignment	County	Category 1		Category 2		Category 3	
				Mod. Impact (feet)	Severe Impact (feet)	Mod. Impact (feet)	Severe Impact (feet)	Mod. Impact (feet)	Severe Impact (feet)
Alternative E – Section H6 and H2									
<1000	35 to 45	At-grade	Orange (East)	125	none	130	none	none	none
<1000	35 to 45	Elevated	Orange (East)	385	70	400	75	85	none
1000-3000	50	At-grade	Orange (East)	125	none	130	none	none	none
1000-3000	50	Elevated	Orange (East)	245	70	250	75	85	none
Alternative E – Section H3, H4 and H5									
<1000	35 to 45	At-grade	Orange (East)	225	none	235	none	55	none
<1000	35 to 45	Elevated	Orange (East)	520	135	530	145	175	none
1000-3000	50	At-grade	Orange (East)	160	none	165	none	55	none
1000-3000	50	Elevated	Orange (East)	325	135	270	145	145	none
Alternative E – Section H1									
<1000	35 to 45	At-grade	Orange (West)	none	none	none	none	none	none
<1000	35 to 45	Elevated	Orange (West)	none	none	none	none	none	none
1000-3000	50	At-grade	Orange (West)	none	none	none	none	none	none
1000-3000	50	Elevated	Orange (West)	none	none	none	none	none	none

Source: AMEC

Table 4. Summary of Impact Contour Distances for North-South Corridor

Pop. Density	Existing Ambient Noise from Pop. Density	Track Alignment	County	Category 1		Category 2		Category 3	
				Mod. Impact (feet)	Severe Impact (feet)	Mod. Impact (feet)	Severe Impact (feet)	Mod. Impact (feet)	Severe Impact (feet)
North-South Corridor Alternative – Palm Beach									
<1000	35 to 45	Mainline	Palm Beach	60	none	none	none	none	none
<1000	35 to 45	Crossing	Palm Beach	2090	450	590	75	555	55
1000-3000	50	Mainline	Palm Beach	60	none	none	none	none	none
1000-3000	50	Crossing	Palm Beach	950	285	345	75	345	55
3000-10,000	55	Mainline	Palm Beach	60	none	none	none	none	none
3000-10,000	55	Crossing	Palm Beach	705	285	345	75	345	55
10,000-30,000	60	Mainline	Palm Beach	60	none	none	none	none	none
10,000-30,000	60	Crossing	Palm Beach	345	215	245	75	240	55
>30,000	65	Mainline	Palm Beach	60	none	none	none	none	none
>30,000	65	Crossing	Palm Beach	255	145	245	75	150	55
North-South Corridor Alternative – Martin									
<1000	35 to 45	Mainline	Martin	60	none	none	none	none	none
<1000	35 to 45	Crossing	Martin	2110	465	625	75	570	60
1000-3000	50	Mainline	Martin	60	none	none	none	none	none
1000-3000	50	Crossing	Martin	945	290	350	75	345	60
3000-10,000	55	Mainline	Martin	60	none	none	none	none	none
3000-10,000	55	Crossing	Martin	700	290	350	75	345	60
10,000-30,000	60	Mainline	Martin	60	none	none	none	none	none
10,000-30,000	60	Crossing	Martin	345	215	245	75	240	60
>30,000	65	Mainline	Martin	none	none	none	none	none	none
>30,000	65	Crossing	Martin	255	145	245	75	150	60
North-South Corridor Alternative – St. Lucie									
<1000	35 to 45	Mainline	St. Lucie	80	none	none	none	none	none
<1000	35 to 45	Crossing	St. Lucie	2115	460	620	75	570	60
1000-3000	50	Mainline	St. Lucie	80	none	none	none	none	none
1000-3000	50	Crossing	St. Lucie	950	290	345	75	345	60
3000-10,000	55	Mainline	St. Lucie	80	none	none	none	none	none
3000-10,000	55	Crossing	St. Lucie	705	290	345	75	345	60
10,000-30,000	60	Mainline	St. Lucie	80	none	none	none	none	none
10,000-30,000	60	Crossing	St. Lucie	345	215	245	75	240	60
>30,000	65	Mainline	St. Lucie	60	none	none	none	none	none
>30,000	65	Crossing	St. Lucie	255	145	245	75	150	60
North-South Corridor Alternative – Indian River									
<1000	35 to 45	Mainline	Indian River	100	none	none	none	none	none
<1000	35 to 45	Crossing	Indian River	2110	460	600	75	565	55
1000-3000	50	Mainline	Indian River	100	none	none	none	none	none
1000-3000	50	Crossing	Indian River	955	290	345	75	345	55

Pop. Density	Existing Ambient Noise from Pop. Density	Track Alignment	County	Category 1		Category 2		Category 3	
				Mod. Impact (feet)	Severe Impact (feet)	Mod. Impact (feet)	Severe Impact (feet)	Mod. Impact (feet)	Severe Impact (feet)
3000-10,000	55	Mainline	Indian River	100	none	none	none	none	none
3000-10,000	55	Crossing	Indian River	710	290	345	75	345	55
10,000-30,000	60	Mainline	Indian River	100	none	none	none	none	none
10,000-30,000	60	Crossing	Indian River	345	220	245	75	240	55
>30,000	65	Mainline	Indian River	70	none	none	none	none	none
>30,000	65	Crossing	Indian River	260	145	245	75	150	55
North-South Corridor Alternative – Brevard (NS)									
<1000	35 to 45	Mainline	Brevard (NS)	80	none	none	none	none	none
<1000	35 to 45	Crossing	Brevard (NS)	2100	455	600	75	560	55
1000-3000	50	Mainline	Brevard (NS)	80	none	none	none	none	none
1000-3000	50	Crossing	Brevard (NS)	950	285	345	75	345	55
3000-10,000	55	Mainline	Brevard (NS)	80	none	none	none	none	none
3000-10,000	55	Crossing	Brevard (NS)	705	285	345	75	345	55
10,000-30,000	60	Mainline	Brevard (NS)	80	none	none	none	none	none
10,000-30,000	60	Crossing	Brevard (NS)	345	220	245	75	240	55
>30,000	65	Mainline	Brevard (NS)	65	none	none	none	none	none
>30,000	65	Crossing	Brevard (NS)	255	145	245	75	150	55

Source: AMEC