SR 52 PD&E STUDY REEVALUATION

Florida Department of Transportation
Project Development and Environment (PD&E) Study Reevaluation

FINAL
Noise Study Report

SR 52 From East of Suncoast Parkway to West of I-75

WPI Segment No. 256243 1
FAP No. 1851-108

Florida Department of Transportation
District Seven
Tampa, Florida

June 5, 2007

FINAL
NOISE STUDY REPORT

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From East of the Suncoast Parkway to West of I-75
Pasco County, Florida

WPI Segment Number: 256243 1

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The proposed action includes widening SR 52 from the existing two-lane rural roadway to a six-lane urban and six-lane rural divided roadway. The study limits extend approximately 13.9 miles, from east of the Suncoast Parkway to west of I-75 in Pasco County, Florida.

Florida Department of Transportation
District Seven
Tampa, Florida

Prepared By:
PB Americas, Inc.
Tampa, Florida

June 5, 2007

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study Reevaluation of a previously approved study of the SR 52 project corridor from east of the Suncoast Parkway to west of I-75 in Pasco County. The Reevaluation assessed the engineering and environmental effects associated with the widening of the existing two-lane rural roadway to a six-lane divided urban and rural roadway for the segment of SR 52 from east of the Suncoast Parkway to west of I-75, approximately 13.9 miles.

In July 1988, the Federal Highway Administration (FHWA) approved the Environmental Assessment/Finding of No Significant Impact for the SR 52 PD&E Study from US 19 to I-75 (SR 93). The 1988 study proposed widening SR 52 to a multilane divided highway for approximately 23.3 miles. A six-lane divided urban cross section was proposed from US 19 to Moon Lake Road, and a four-lane rural cross section was proposed from Moon Lake Road to I-75. For this Reevaluation, a six-lane divided urban roadway is proposed from east of the Suncoast Parkway to Shady Hills Road, and a six-lane divided rural roadway is proposed from Shady Hills Road to west of I-75.

Since the original PD&E Study, two Design Change Reevaluations have been conducted within the project limits. The first Reevaluation (FHWA approved December 17, 2001) covered the segment from the Suncoast Parkway to US 41. The second Reevaluation (FHWA approved February 2, 2007) covered the segment from the Suncoast Parkway to I-75.

This Noise Study Report has been prepared according to the methodology established in Title 23 Code of Federal Regulations, Part 772 and Part 2, Chapter 17 of the FDOT Project Development and Environment Manual. The objectives of the noise study were to identify noise sensitive sites adjacent to the project corridor, compare and evaluate traffic noise levels at these sites with and without the proposed project, and evaluate the need for, and the effectiveness of, noise abatement measures.

The design year (2030) Build Alternative noise levels are predicted to approach or exceed the FHWA Noise Abatement Criteria (NAC) for 16 residences; one residence in the Quail Ridge Golf and Country Club and fifteen residences adjacent to SR 52 from Kent Grove Drive to US 41. The noise levels at these affected sites range from 66.4 to 72.6 dBA. None of the 16 residences affected by the Build Alternative are predicted to approach or exceed the NAC in the existing condition or the 2030 No-Build Alternative.

Abatement alternatives were evaluated for the proposed affected sites. These included traffic management measures, alignment modifications, property acquisition, land use controls, and noise barriers.

Results from the noise barrier analyses indicate that barriers would either not be feasible or would not provide the minimum required reduction in traffic noise at a cost below the cost reasonableness criteria. Therefore, there appears to be no apparent solution available to mitigate the traffic noise at the 16 affected residences.

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1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) conducted a Reevaluation of the previously approved Project Development and Environment (PD&E) Study for the segment of SR 52 from east of the Suncoast Parkway to west of I-75 in Pasco County, Florida. The Reevaluation examined changes in the engineering and environmental effects between the originally selected alternative and the proposed design improvements.

In July 1988, the Federal Highway Administration (FHWA) approved the Environmental Assessment/Finding of No Significant Impact (EA/FONSI) for the SR 52 PD&E Study from US 19 to I-75 (SR 93). The 1988 study proposed widening SR 52 to a multilane divided highway for approximately 23.3 miles, and replacing a low level bridge over Bear Creek, located approximately 1.5 miles east of US 19. A six-lane divided urban roadway was proposed from US 19 to Moon Lake Road, and a four-lane rural roadway was proposed from Moon Lake Road to I-75. For this Reevaluation, a six-lane divided urban roadway is proposed from east of the Suncoast Parkway to Shady Hills Road, and a six-lane divided rural roadway is proposed from Shady Hills Road to west of I-75.

1.1 Project Description

The FDOT is proposing improvements to SR 52 from the Suncoast Parkway to I-75 in Pasco County, Florida, a distance of approximately 16 miles. The proposed improvements consist of widening the existing two-lane rural roadway to a six-lane divided urban highway from the Suncoast Parkway to Shady Hills Road and a six-lane divided rural highway from Shady Hills Road to east of I-75 to accommodate present and future traffic demands.

SR 52 is an east-west arterial highway in Pasco County, beginning at US 19 and terminating at the US 98 Dade City Bypass. The FDOT proposed improvements to SR 52 from east of the Suncoast Parkway to west of I-75 in Pasco County, a distance of approximately 13.9 miles. The proposed improvements consist of widening the existing two-lane rural roadway to a six-lane divided urban and rural roadway to accommodate present and future traffic demands. The project location is shown in Figure 1.

1.2 Existing Facility

The existing SR 52 roadway is typically a two-lane rural facility with one 12-foot travel lane in each direction and 12-foot shoulders (4 feet paved). The roadway cross section varies throughout the length of the project. Turn lanes have been added at certain intersections. The existing right-of-way varies in width with a minimum of 100 feet.

SR 52 From East of Suncoast Parkway to West of I-75

WPI Seg. No. 256243 1 / FPN 1851-108

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PROJECT LOCATION MAP

FIGURE 1

1.3 Proposed Improvements

1.3.1 Typical Section

In the EA/FONSI, the typical section proposed for the limits covered by this reevaluation provided a 52-foot median separating two 12-foot lanes for each direction of travel. Ten-foot shoulders would be provided on each side of the roadway. Five feet of the 10-foot width would be paved which would accommodate bicyclists. The total right-of-way width for this typical section totaled 212 feet.

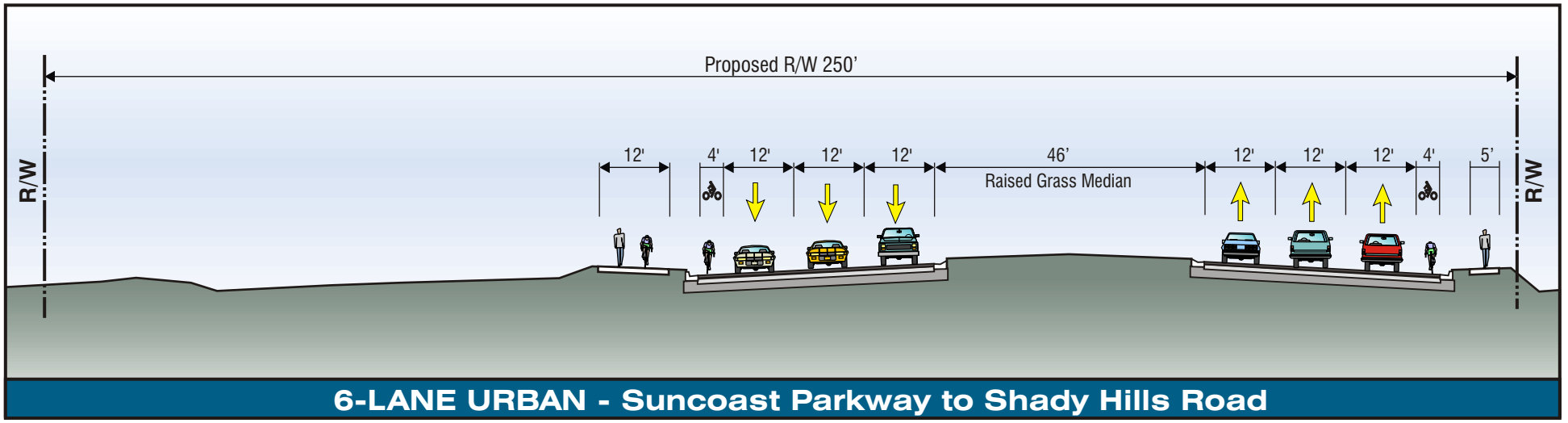
For the proposed design change, from the Suncoast Parkway to Shady Hills Road, the typical section provides a 46-foot raised grass median, separating three 12-foot lanes for each direction of travel. Four-foot bike lanes are provided on each side of the facility. A 5-foot sidewalk will be provided along the south side of the roadway and a 12-foot multi-use path will be provided on the north side of the roadway. From Shady Hills Road to I-75, the rural typical section provides a 46-foot median, separating three 12-foot lanes for each direction of travel. Ten-foot shoulders (5 feet paved) will accommodate bicyclists. A 12-foot multi-use path will be provided on the north side of the roadway. The proposed roadway typical sections are shown in Figure 2.

1.3.2 Alignment

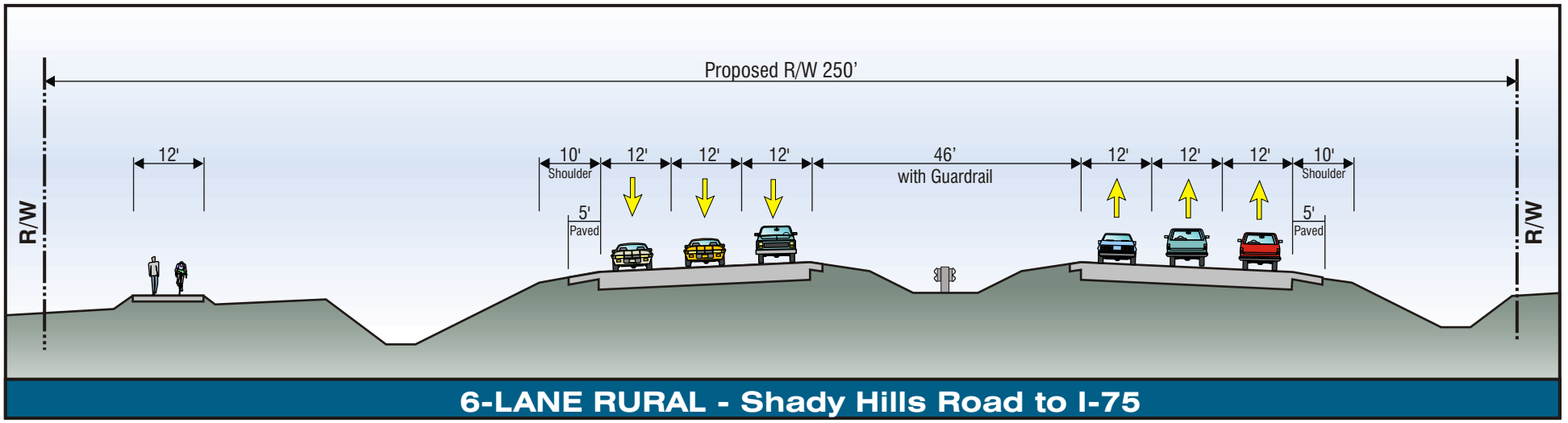
The recommended alignment for the SR 52 project corridor was evaluated and compared to the approved EA/FONSI. The alignment is consistent with the 1988 study from the Suncoast Parkway to 3,400 feet west of Ehren Cutoff. From approximately 3,400 feet west of Ehren Cutoff to I-75, the proposed alignment is shifted to the north. This keeps the proposed multi-use path on the north side of the roadway, without a need for a bridge over SR 52 if the alignment from the approved EA/FONSI is used.

1.3.3 Design Change Reevaluation

Since the original PD&E Study, two Design Change Reevaluations have been conducted within the project limits. The first Reevaluation (FHWA approved December 17, 2001) covered the segment from the Suncoast Parkway to US 41. It kept the same alignment as the original PD&E Study, but changed the typical section from a 212-foot wide rural facility to a 156-foot wide urban facility. The second Reevaluation (FHWA approved February 2, 2007) covered the segment from the Suncoast Parkway to I-75. It provides for a 250-foot rural typical section. An alignment shift to the south was studied in the vicinity of Kent Grove Drive and the CSX Railroad. However, it was decided to keep the alignment to the north, consistent with the original PD&E Study. From US 41 to Ehren Cutoff, the alignment is consistent with the original PD&E Study. From Ehren Cutoff to I-75, the alignment is shifted to the north.



6-LANE URBAN - Suncoast Parkway to Shady Hills Road



6-LANE RURAL - Shady Hills Road to I-75

SR 52 From East of Suncoast Parkway to West of I-75 WPI Seg. No. 256243 1 / FPN 1851-108	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	**PROPOSED ROADWAY TYPICAL SECTIONS**	FIGURE 2

1.4 Purpose

This Noise Study Report has been prepared according to the methodology established in Title 23 Code of Federal Regulations, Part 772 and Part 2, Chapter 17 of the FDOT Project Development and Environment Manual. The objectives of the noise study were to identify noise sensitive sites adjacent to the project corridor, compare and evaluate traffic noise levels at these sites with and without the proposed project, and evaluate the need for, and the effectiveness of, noise abatement measures.

2.0 TRAFFIC NOISE ANALYSIS

This Noise Study Technical Memorandum has been prepared according to the methodology established in Title 23 Code of Federal Regulations (CFR), Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, and the FDOT Project Development and Environment Manual, Part 2, Chapter 17 (October 6, 2003). All noise levels described in this Reevaluation are expressed in A-weighted decibels (dBA) in terms of one-hour equivalent continuous noise level – LAeq1h. All predicted noise levels were produced using the FHWA's TNM 2.5.

2.1 Study Objectives

The objectives of the noise study are to identify noise sensitive sites adjacent to the project corridor, compare and evaluate traffic noise levels at these sites with and without the proposed project, and evaluate the need for, and the effectiveness of, noise abatement measures. Predicted isopleths for future noise levels are also included. The isopleths will assist local officials in establishing setback requirements for future noise-sensitive land uses.

2.2 Noise Sensitive Sites

Noise sensitive sites are defined as properties where frequent exterior human use occurs and where a lowered noise level would be of benefit. These sites are often referred to as receivers. Noise sensitive sites within the project corridor consist of single-family and multi-family residences. Noise sensitive land uses listed from west to east are described below. For the purpose of this study, the residences were grouped into five noise sensitive areas (NSA). All referenced street names and receiver numbers are shown on the concept plans in Appendix A.

NSA 1 - Quail Ridge Golf and Country Club at Quail Ridge Drive

The Quail Ridge Golf and Country Club, represented by Receivers 1-01 through 1-09, consists of single-family estate homes north of SR 52 at Quail Ridge Drive. The closest home (Receiver 1-03) is located more than 200 feet north of the existing alignment. A six-foot tall brick privacy wall extends along the community, approximately 160 feet north of SR 52. The Pasco County Property Appraiser Office records show the homes in this community were built from 1988 to 1999, after the 1988 PD&E Study was approved.

NSA 2 - Single-family residences from Kent Grove Drive to US 41

This area includes single-family residences located north and south of SR 52 from west of Kent Grove Drive to west of US 41 (SR 45). Receivers 2-01 through 2-13 are west of the CSX Seaboard Coastline Railroad. Receivers 2-14 through 2-30 are east of the railroad. Residences are located adjacent to the existing SR 52 right-of-way with driveways or private roads connecting to the roadway. The Pasco County Property Appraiser Office records show the homes in this community were built from 1953 to 1981. This cluster of homes was included in the noise analysis for the 1988 PD&E Study. Homes along Kent Grove Drive and north of SR 52 were built from 1996 to 2003, after the 1988 PD&E Study was approved.

NSA 3 – Single-family residences along US 41/SR 52 intersection and Pilot Country Airport

Residences along US 41 south of SR 52 are represented by Receivers 3-01 to 3-03 and residences in the vicinity of Pilot Country Airport are represented by Receivers 3-04 to 3-09. These communities consist of single-family homes. Most of the residences along US 41 are situated behind commercial properties. A portion of the community near Pilot Country Airport is behind an airplane hangar or office building.

NSAs 4 and 5 - Single-family residences east of US 41 to Old Pasco Road

Residences east of US 41 to I-75 consist of isolated single-family ranch homes. The homes are represented by Receivers 4-01 to 4-14 and 5-01 to 5-05.

2.3 Noise Abatement Criteria

To evaluate traffic noise, the FHWA has established Noise Abatement Criteria (NAC). As shown in Table 1, the NAC vary according to land use activity.

When predicted traffic noise levels “approach” or exceed the NAC, or when predicted traffic noise levels increase substantially from existing levels, the FHWA requires that noise abatement measures be considered. The FDOT defines the word “approach” as within 1 dBA of the NAC, and that a substantial increase occurs if noise levels are predicted to increase by 15 dBA or more as a direct result of the transportation improvement project.

Table 1
Noise Abatement Criteria

Activity Category	LAeq1h (dBA)	Description of Activity
A	57 Exterior	Lands on which serenity and quietness of extraordinary significance serve an important public purpose and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties or activities not included in Categories A or B.
D	--	Undeveloped lands.
E	52 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: Title 23 CFR, Part 772

To validate the computer noise model, field measurements were taken at locations within the project area that are representative of noise sensitive sites within the study limits. Field measurements were conducted according to procedures described in Measurement of Highway-Related Noise (FHWA, 1996). Noise levels were measured with a calibrated Quest 2900 sound level meter equipped with a microphone and windshield. The microphone was mounted approximately 5 feet above ground level, which correlates to the average height of the human ear. Traffic volumes by vehicle classification and vehicle speeds were recorded during each 10-minute measuring period. The locations of the noise measurements are shown on the concept plans in Appendix A. Table 2 presents the field measurements and the validation results.

Table 2
Noise Model Validation

Location	Date	Time	Field Measured (dBA)	Computer Predicted (dBA)	Difference (dBA)
South side of SR 52 east of Old Pasco Road (M-01) 100 feet from the edge of pavement	8/12/05	2:27 p.m.	63.4	65.9	2.5
		2:39 p.m.	63.3	64.8	1.5
		2:50 p.m.	64.2	65.1	0.9
North side of SR 52 at Quail Ridge Community (M-02) 75 feet from the edge of pavement	8/12/05	3:29 p.m.	65.7	67.1	1.4
		3:42 p.m.	65.2	67.6	2.4
		3:54 p.m.	65.4	67.5	2.1

The noise level prediction model is within an acceptable level of accuracy if measured and predicted noise levels are within the FDOT tolerance standard of 3 dBA. As shown above, the ability of TNM 2.5 to accurately predict noise levels for this project was confirmed. The existing noise levels and computer predicted levels are provided in Appendix B.

2.4 Traffic Parameters

Input parameters necessary to run TNM 2.5 include detailed roadway geometry, receiver locations, propagation characteristics, shielding, and traffic data. The propagation path along SR 52 is primarily soft (i.e., vegetated cover). Projected existing conditions and design year (2030) average daily traffic (ADT) volumes, vehicle classifications, and speeds for each segment were obtained from the Traffic Forecast Report and Design Traffic Report. The design-hour traffic volumes are 10.28 percent of the ADT. Design-hour traffic volumes were divided by vehicle classifications of 96 percent cars, 2 percent medium trucks and 2 percent heavy trucks. The traffic data used are summarized in Appendix C.

Noise level predictions were made for the traffic characteristics that yield the worst hourly traffic noise on a regular basis. Generally, the worst hourly traffic volume is the peak-hour level of service (LOS) C or demand LOS, whichever is less.

2.5 Noise Contours

The FHWA considers land uses such as residences, motels, schools, churches, recreation areas, and parks to be incompatible with highway noise at a level of 67 dBA. In order to reduce the possibility of additional noise sensitive sites being located within an area with traffic noise of this level, noise level contours were developed for the future improved roadway. These noise contours delineate the distance from the improved roadway's edge of pavement where the FHWA's NAC would be approached (within 1 dBA of the NAC or 66 dBA) and are depicted in Table 3. The contours do not include any shielding of noise by structures between the receiver and roadway.

The 66 dBA contour for the proposed six-lane improvement is shown on the concept plans in Appendix A.

Table 3
66-dBA Noise Level Contours for Design Year (2030) Alternatives

Segment of SR 52	Distance
Suncoast Parkway to Shady Hills Road	150 feet
Shady Hills Road to US 41	200 feet
US 41 to Ehren Cutoff	200 feet
Ehren Cutoff to Bellamy Brothers Boulevard	200 feet
Bellamy Brothers Blvd to Old Pasco Road	175 feet
Old Pasco Road to I-75	225 feet

2.6 Noise Analysis Results

Predicted future noise levels of the Build Alternative were calculated and compared to the No-Build Alternative and to the existing condition noise levels at 86 noise sensitive sites adjacent to SR 52.

Table 4 presents the predicted existing and future traffic noise levels with the existing two-lane roadway (Existing/No-Build) and with the proposed six-lane improvement to SR 52 (Build). As shown in Table 4, none of the evaluated sites are predicted to experience a substantial increase (i.e., an increase of 15 or more decibels above the existing noise level as a direct result of the Build Alternative). The locations of the sites modeled are presented on the concept plans in Appendix A. The TNM 2.5 input and output files are shown in Appendix D.

Table 4
Predicted Traffic Noise Levels

Noise Sensitive Area (NSA)	TNM Receiver Numbers[1]	Number of Sites Evaluated	Predicted Minimum – Maximum LAeq1h (dBA)[2]			Average Difference Existing vs. Build (dBA)	Number of Sites Affected[3]
			Existing Condition	No-Build Alternative	Build Alternative		
1	1-01 to 1-09	9	44.5 – 55.8	44.5 – 55.8	51.1 – 66.4	7.5	1
2	2-01 to 2-30	45	50.3 – 70.3	50.3 – 70.3	56.5 – 72.6	4.1	15
3	3-01 to 3-09	9	43.9 – 62.5	43.9 – 62.6	48.7 – 64.5	3.4	0
4	4-01 to 4-14	14	47.2 – 62.1	47.4 – 62.1	51.6 – 65.2	4.1	0
5	5-01 and 5-05	9	52.6 – 66.8	52.6 – 66.8	56.6 – 65.2	4.2	0
	Total:	86				**Total:**	16

Notes: [1]The locations of the residences modeled are shown on the concept plans in Appendix A.

[2]The predicted noise levels by receiver are provided in Appendix B.

[3]The term affected is defined as the sites that are predicted to experience noise levels that approach or exceed the NAC as a result of the Build Alternative.

NSA 1

NSA 1 represents nine residences located at the Quail Ridge Community north of SR 52 and east of Shady Hills Road. With the proposed improvements, traffic noise levels are predicted to increase between 6.3 to 11.3 dBA. One residence, represented by receiver 1-03, is predicted to exceed the NAC with the Build Alternative. Since there is only one residence affected by the Build Alternative, noise abatement measures were not considered for this area.

NSA 2

NSA 2 represents 45 residences along SR 52 between Kent Grove Drive and US 41. With the proposed improvements, the traffic noise levels predicted increases are between 2.2 to 6.7 dBA. Fifteen residences represented by receiver 2-02, 2-03, 2-05, and 2-22 to 2-26 are predicted to exceed the NAC with the Build Alternative. The results of the abatement measures analysis are provided in Section 3.4.

It is anticipated that the proposed alignment would relocate four residences represented by receivers 2-14 to 2-17, two residences represented by receiver 2-18, and two residences represented by 2-21a and 2-21b. These residences were not included in the Build Alternative noise analysis.

NSA 3

NSA 3 represents nine residences located east of the intersection of US 41 and SR 52, and in a community adjacent to the Pilot Country Airport. With the proposed improvements, traffic noise levels are predicted to increase between 2.0 to 4.8 dBA. Since noise levels at these residences are not expected to approach or exceed the NAC with the Build Alternative, noise abatement measures were not considered for this area.

NSA 4

NSA 4 represents 14 single-family ranch homes that are located along SR 52 from east of US 41 to I-75. With the proposed improvements, traffic noise levels are predicted to increase between 1.7 to 7.0 dBA. Since noise levels at these residences are not expected to approach or exceed the NAC with the Build Alternative, noise abatement measures were not considered for this area.

It is anticipated that the proposed alignment would relocate one residence (represented by receiver 4-11) north of the existing SR 52 right-of-way. This residence was not included in the Build Alternative noise analysis.

NSA 5

NSA 5 represents nine single-family ranch homes and mobile homes that are located on either side of SR 52 in the vicinity of Old Pasco Road. It is anticipated that the proposed alignment would relocate three residences represented by receiver 5-3, three residences represented by receiver 5-4, and one residence represented by receiver 5-5. These residences exhibited a predicted noise level, which exceeded the NAC with the Existing and No-Build Alternatives. These residences were not included in the Build Alternative noise analysis.

With the proposed improvements, traffic noise levels are predicted to increase between 4.0 to 4.4 dBA. Since noise levels at the remaining residences are not expected to approach or exceed the NAC with the Build Alternative, noise abatement measures were not considered for this area.

3.0 EVALUATION OF ABATEMENT ALTERNATIVES

The FDOT considers abatement alternatives when predicted traffic noise levels approach, meet or exceed the NAC. Since noise levels along the study corridor were determined to exceed the NAC for Activity Category B at NSA 2, the feasibility and reasonableness of noise abatement measures were evaluated. As outlined in the PD&E Manual, Part 2, Chapter 17, these measures may include traffic management, alignment modifications, property acquisition, and noise barriers.

3.1 Traffic Management

Traffic system management measures that limit motor vehicle speeds and reduce traffic volumes can be effective noise mitigation measures. However, these measures also negate a roadway's ability to accommodate forecasted traffic volumes. For example, if speeds on SR 52 were reduced, the capacity of the roadway to handle motor vehicle traffic would also be reduced. Therefore, reducing traffic speeds and/or volumes is inconsistent with the goal of improving the capacity of the roadway.

Measures that prohibit truck traffic on roadways can also be effective noise mitigation measures. However, SR 52 is a regional facility, providing access along the corridor. Prohibiting trucks on the roadway would put an unreasonable hardship on the existing land uses adjacent to SR 52 that require truck access. Therefore, traffic management measures are not considered a reasonable or feasible abatement measure for this project.

3.2 Alignment Modifications

Alignment modifications generally involve orienting and/or shifting the roadway at sufficient distances from noise sensitive areas so as to minimize traffic noise. Alignment alternatives to the north and south of the existing alignment were evaluated during the 1988 PD&E Study and again during this Reevaluation.

The recommended alignment for the segment from the Suncoast Parkway to I-75 was adjusted or shifted to the north or south to minimize potential engineering and environmental effects. However, these alignment changes would not substantially reduce noise levels.

3.3 Property Acquisition

To be considered reasonable, the FDOT PD&E Manual states that the amount of funds to be used for noise abatement should not exceed $35,000 per benefited receiver (noise sensitive site). Property and homes within this area far exceed this value; therefore, property acquisition is not considered a reasonable abatement measure.

3.4 Noise Barriers

Noise barriers reduce noise levels by blocking the propagation path between the roadway and noise sensitive sites. To be effective in reducing traffic noise levels, a noise barrier must be relatively long, continuous (with no intermittent openings for driveways), and sufficiently high enough to provide the necessary reduction in noise levels.

In order for a barrier to be considered reasonable, it must meet the following minimum conditions:

- Provide at least a 5 dBA reduction in traffic noise with a design goal of 10 dBA or more desired; and

- Barrier construction costs are not to exceed $35,000 per benefited receiver unless a higher level of expenditure can be justified by other circumstances. The current unit cost used to evaluate economic reasonableness is $25 per square foot.

Additional factors to be considered when evaluating noise barriers as a potential noise abatement measure include the feasibility of constructing a barrier at the desired location, driver/pedestrian sight distance (safety), ingress and egress requirements to and from affected properties, right-of-way requirements including access rights/easements for construction and/or maintenance, drainage, utility conflicts, land use stability, antiquity, the desires of the affected property owners, and aesthetics.

3.4.1 Noise Barrier Analysis

Based on the predicted traffic noise levels resulting from a future six-lane improvement, noise barriers were modeled within the proposed right-of-way adjacent to each of the affected 15 residences along SR 52 from Kent Grove Drive to US 41. A line-of-sight review was also conducted to ensure that safety requirements are maintained. A discussion for each of the modeled noise barriers is provided below.

Noise Barrier 1

With the proposed six-lane improvements, four residences represented by receivers 2-02, 2-03, and 2-05 (represents two homes) are predicted to experience noise levels that approach or exceed the NAC. The residences are located on the south side of SR 52, across from the intersection of Kent Grove Drive. A continuous but relatively short noise barrier was modeled; the barrier length was limited by driveway openings. The barrier could not be modeled in front of residences represented by Receivers 2-02 and 2-03 due to numerous driveway openings. Heights of 10 to 12 feet were evaluated for a 419-foot long barrier, and heights of 14 to 22 feet were evaluated for a 210-foot long barrier. The results of the noise barrier evaluation are provided in Table 5.

Table 5
Noise Barrier 1 Evaluation

Wall Height	#/Rec 5 dBA	#/Rec 6 dBA	#/Rec 7 dBA	#/Rec 8 dBA	#/Rec 9 dBA	#/Rec 10 dBA	Avg IL	Total Cost[1]	Total Benefited Receiver[2]	Cost/ Receiver
10 feet	-	1	-	-	-	-	6.8	$104,750	2	$52,375
12 feet	-	1	-	-	-	-	6.9	$125,700	2	$62,850
14 feet	1	-	-	-	-	-	5.0	$73,500	2	$36,750
16 feet	1	-	-	-	-	-	5.2	$84,000	2	$42,000
18 feet	1	-	-	-	-	-	5.3	$94,500	2	$47,250
20 feet	1	-	-	-	-	-	5.4	$105,000	2	$52,500
22 feet	1	-	-	-	-	-	5.4	$115,500	2	$57,750

Notes: [1] Cost is calculated based on $25 per square foot.

[2] Receivers included in cost analysis are those receiving at least a 5 dBA insertion loss (IL).

The evaluation determined that a noise barrier could provide an average insertion loss of at least 5 dBA for barrier heights of 10 feet or higher. However, the cost exceeds the reasonableness criteria of $35,000 per benefited receiver. Therefore, a noise barrier at this location was determined not to be cost reasonable.

Noise Barriers 2 and 3

With the proposed six-lane improvements, 11 residences represented by receivers 2-22 (two homes), 2-23, 2-24 (two homes), 2-25 and 2-26 (five homes) are predicted to experience noise levels that approach or exceed the NAC. The residences are located on the south side of SR 52, east of the CSX Seaboard Coastline Railroad. Noise barriers were modeled in front of residences represented by receivers 2-25 and 2-26. An opening was provided to accommodate for a private driveway. Noise barriers could not be modeled in front of residences represented by receivers 2-22 to 2-24 due to numerous driveway openings. Heights of 10 to 22 feet were evaluated for a combined total 237-foot long barrier. The results of the noise barrier evaluation are provided in Table 6.

Table 6
Noise Barriers 2 and 3 Evaluation

Wall Height	#/Rec 5 dBA	#/Rec 6 dBA	#/Rec 7 dBA	#/Rec 8 dBA	#/Rec 9 dBA	#/Rec 10 dBA	Avg IL	Total Cost[1]	Total Benefited Receiver[2]	Cost/ Receiver
10 feet	-	-	-	-	-	-	<5	$59,250	0	N/A
12 feet	-	-	-	-	-	-	<5	$71,100	0	N/A
14 feet	-	-	-	-	-	-	<5	$82,950	0	N/A
16 feet	-	-	-	-	-	-	<5	$94,800	0	N/A
18 feet	-	-	-	-	-	-	<5	$106,650	0	N/A
20 feet	-	-	-	-	-	-	<5	$118,500	0	N/A
22 feet	-	-	-	-	-	-	<5	$130,350	0	N/A

Notes: [1] Cost is calculated based on $25 per square foot.

[2] Receivers included in cost analysis are those receiving at least a 5 dBA insertion loss (IL).

The evaluation determined that a noise barrier could not provide an average insertion loss of at least 5 dBA for any barrier height. Therefore, a noise barrier at this location was determined not to be feasible.

4.0 CONSTRUCTION NOISE AND VIBRATION

During the construction phase of the project, short-term noise levels may be generated by mobile and stationary construction equipment. The range of construction noise depends on the noise characteristics of the equipment and activities involved (e.g., pile driving), the construction schedule (time of day and duration of activity), and the distance from noise-sensitive sites.

During the Reevaluation, only residences were identified as potential vibration-sensitive sites. Construction noise will be temporary at any location and will be controlled by adherence to the most recent edition of the FDOT's Standard Specifications for Road and Bridge Construction.

5.0 PUBLIC COORDINATION

Local officials can promote compatibility between land development and highways. A copy of this Noise Study Report will be provided to local agencies responsible for controlling land use. The 66 dBA noise contour previously described in Section 2.5 and other predicted noise levels provided in this report can be used to restrict development of exterior land uses associated with residences, motels, schools, churches, and recreational facilities that would be considered incompatible with traffic noise generated from SR 52. Local officials can use the noise contour data to establish compatible development of currently undeveloped parcels or compatible redevelopment in areas where land use changes.

6.0 CONCLUSIONS AND COMMITMENTS

Noise levels at 86 residences were modeled using TNM 2.5. The average increase in noise levels from the existing condition to the Build Alternative is 4.5 dBA. No substantial increases above the existing noise levels were predicted.

The design year (2030) Build Alternative noise levels are predicted to approach or exceed the NAC for 16 residences; one residence in the Quail Ridge Golf and Country Club and fifteen residences adjacent to SR 52 from Kent Grove Drive to US 41. The noise levels at these affected sites range from 66.4 to 72.6 dBA. None of the 16 residences affected by the Build Alternative are predicted to approach or exceed the NAC in the existing condition or the 2030 No-Build Alternative.

Noise Barriers 1, 2 and 3 were evaluated at NSA 2. A noise barrier was not evaluated at NSA 1 since only one residence had predicted results, which exceeded the NAC and the driveway opening would prevent the modeling of a continuous and effective noise barrier. Noise barriers were not evaluated for NSAs 3, 4 and 5 since noise levels at the sensitive receivers at those locations were not predicted to exceed the NAC with the Build Alternative.

Noise Barrier 1 considered at NSA 2 was determined to be feasible but not a cost reasonable abatement measure for future traffic noise. Noise Barriers 2 and 3 were determined to be not feasible. Based on the noise analysis performed to date, there appears to be no apparent solution available to mitigate the traffic noise at the 16 affected residences.

REFERENCES

1. 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, April 2001. Available from US Department of Transportation, Washington DC.

2. Florida Statute 335.17, State Highway Construction; Means of Noise Abatement, 1989. 1 page. Available from FDOT.

3. Florida Department of Transportation Project Development and Environment Manual, Part 2, Chapter 17, October 2003. Available from FDOT, Tallahassee, Florida.

4. Federal Highway Administration Report Number FHWA-PD-96-046, Measurement of Highway-Related Noise, Cynthia S.Y. Lee and Gregg Fleming; May 1996; 206 pages. Available from National Technical Information Service (NTIS), 5285 Port Royal Road, Springfield, VA 22161.

5. Federal Highway Administration Report Number FHWA-PD-96-009, FHWA Traffic Noise Model, Version 2.1 Users Guide. February 2003, 192 pages. Available from McTrans Center, University of Florida, Gainesville, Florida.

6. Federal Highway Administration Technical Advisory T6160.2. Analysis of Highway Construction Noise, March 13, 1984; 4 pages. Available from FHWA and FDOT.

7. Florida Department of Transportation Standard Specifications for Road and Bridge Construction, 1999; 798 pages. Available from FDOT Maps and Publications, Mail Station 12, 605 Suwannee Street, Tallahassee, FL 32399-0450.

8. Florida Department of Transportation SR 52 PD&E Study Reevaluation Traffic Forecast Report, January 2006. Available from FDOT District Seven, Tampa, Florida.

9. Florida Department of Transportation SR 52 PD&E Study Reevaluation Design Traffic Report, January 2006. Available from FDOT District Seven, Tampa, Florida.

10. Pasco County, Florida 2005 Aerial Photography.

Appendix A
Concept Plans with Noise Study Data

BEGIN PROJECT

SUNCOAST PARKWAY

TOLL 589

N

0 50 200

Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

PARKVIEW HOMES AT DEERFIELD LAKES

OAK RAMBLE DR

END PROPOSED LIMITED ACCESS RIGHT OF WAY

380 385 390 395 400 405

SR 52

SR 52
EXIST.
LA R/W

℄ CONSTRUCTION

GAS LINE

GAS LINE

PROP RW 250'

EVACUATION ROUTE

(FHP)
FLORIDA
HIGHWAY
PATROL

FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES COMMISION

DIVISION OF FORESTRY GOWERS FORESTRY STATION

MATCHLINE 406+00

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- EXISTING L/A RIGHT-OF-WAY
- PROPOSED L/A RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- B POTENTIAL BUSINESS ACQUIRED

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

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5405 West Cypress St., Suite 300
Tampa, Florida 33607

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 1

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PARKVIEW HOMES AT DEERFIELD LAKES

SHADY HILLS RD

OAK RAMBLE DR

DEERBROOK BLVD

N

0 50 200

Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

EXIST. R/W

PROP R/W

410

415

420

425

430

EXIST. R/W

PROP R/W

EXIST. R/W

MATCHLINE 406+00

MATCHLINE 433+00

SR 52

GAS LINE

PROP RW 250'

℄ CONSTRUCTION

EVACUATION ROUTE

- CURVE NO. 1
D= 3° 00' 00"
L= 695.27'
R= 1910.00'
e= 0.077
Design Speed= 60 MPH

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- B POTENTIAL BUSINESS ACQUIRED

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REVISIONS					
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					PRELIMINARY

PB 100 YEARS

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

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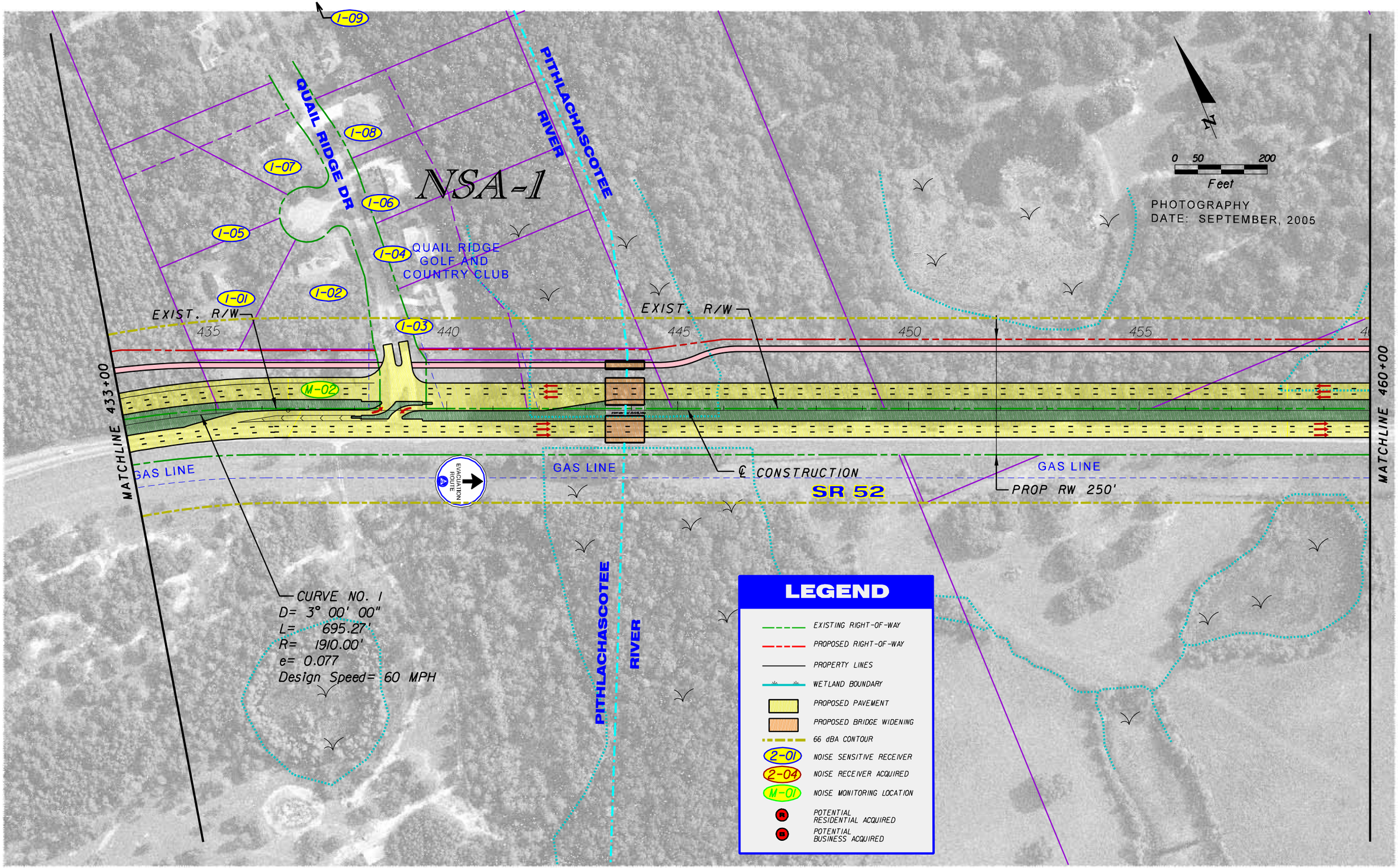

REVISIONS					
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 3

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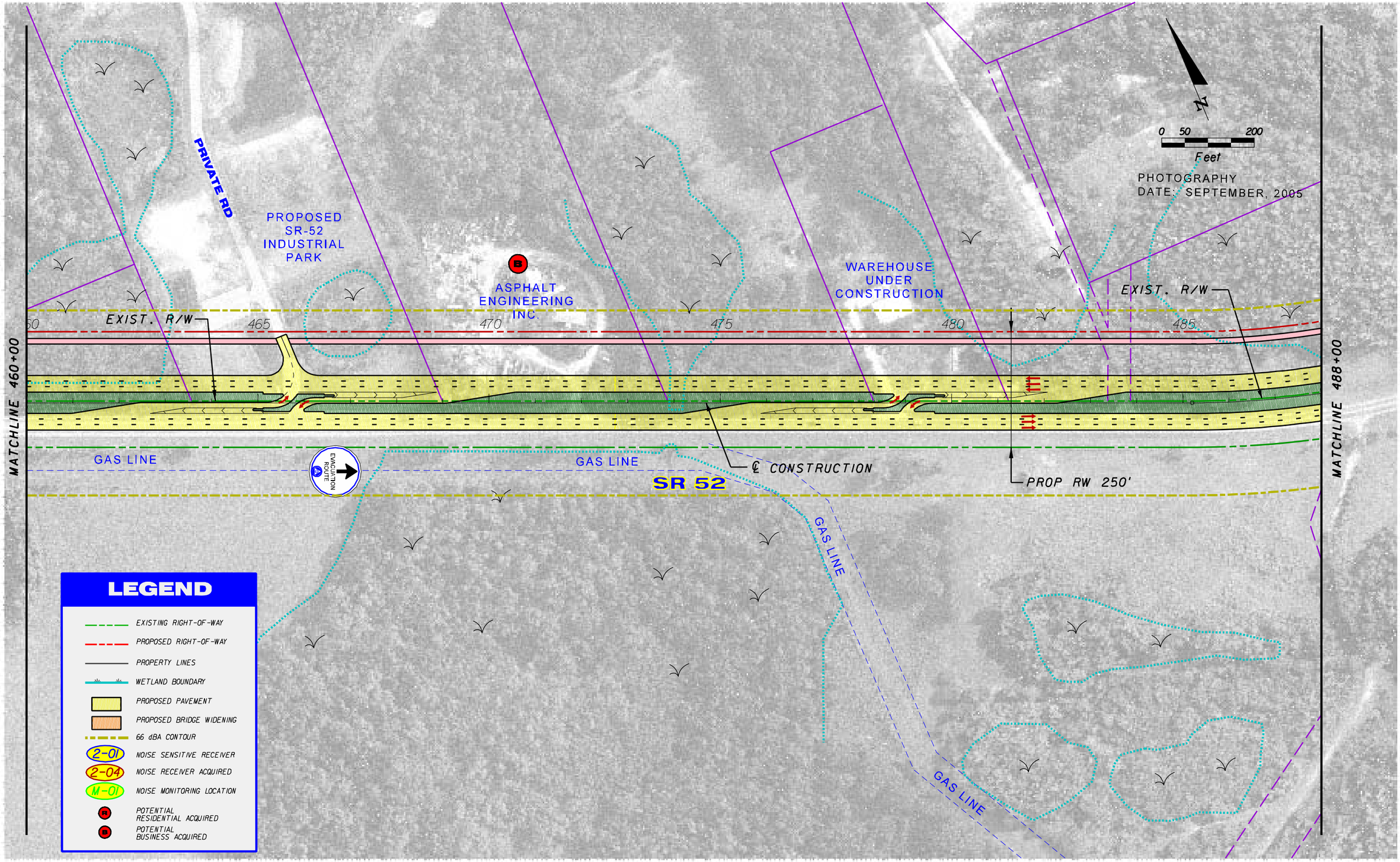

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- B POTENTIAL BUSINESS ACQUIRED

REVISIONS					
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					PRELIMINARY

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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 4

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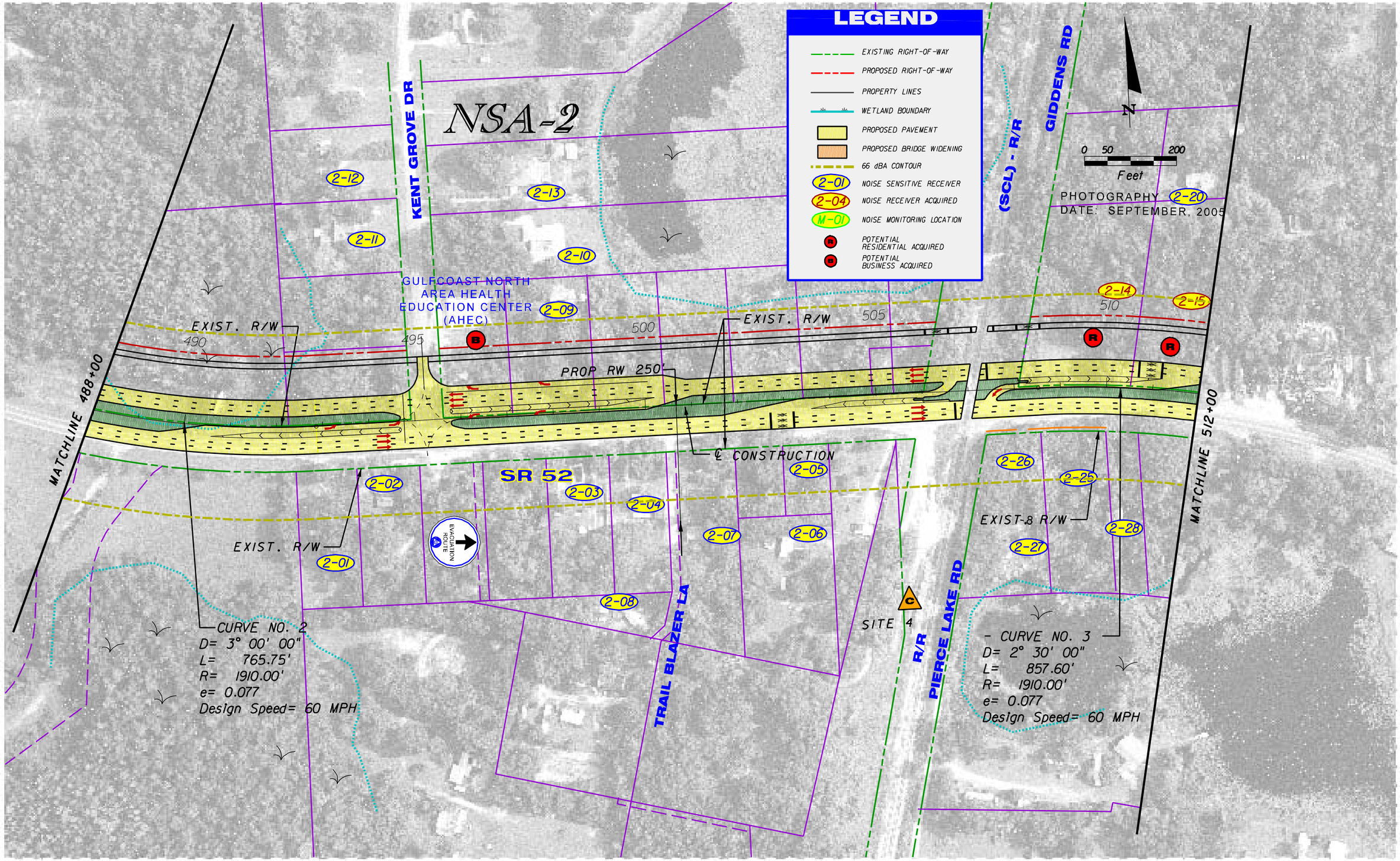

REVISIONS					
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					PRELIMINARY

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 5

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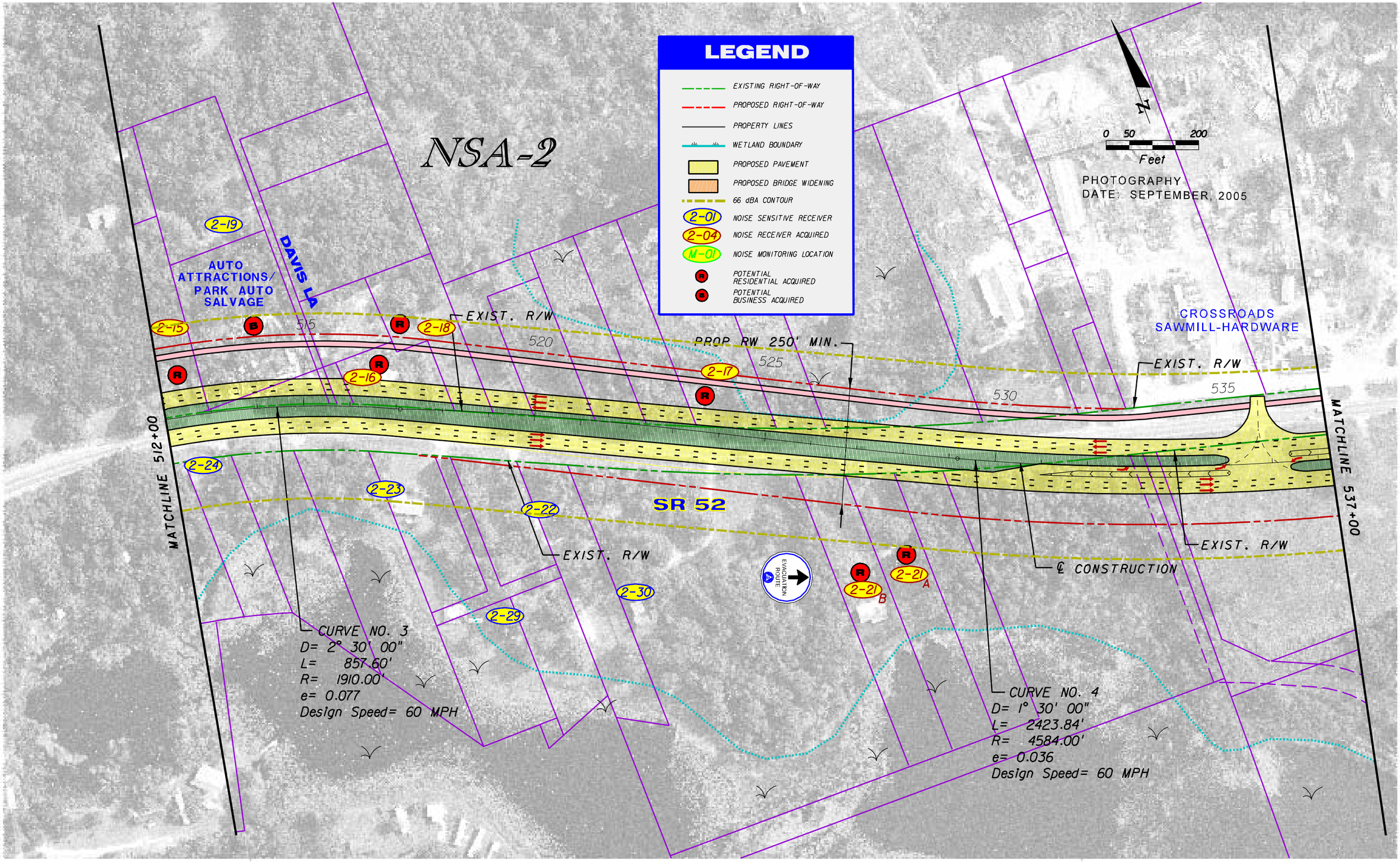

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

PB 100 YEARS

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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 6

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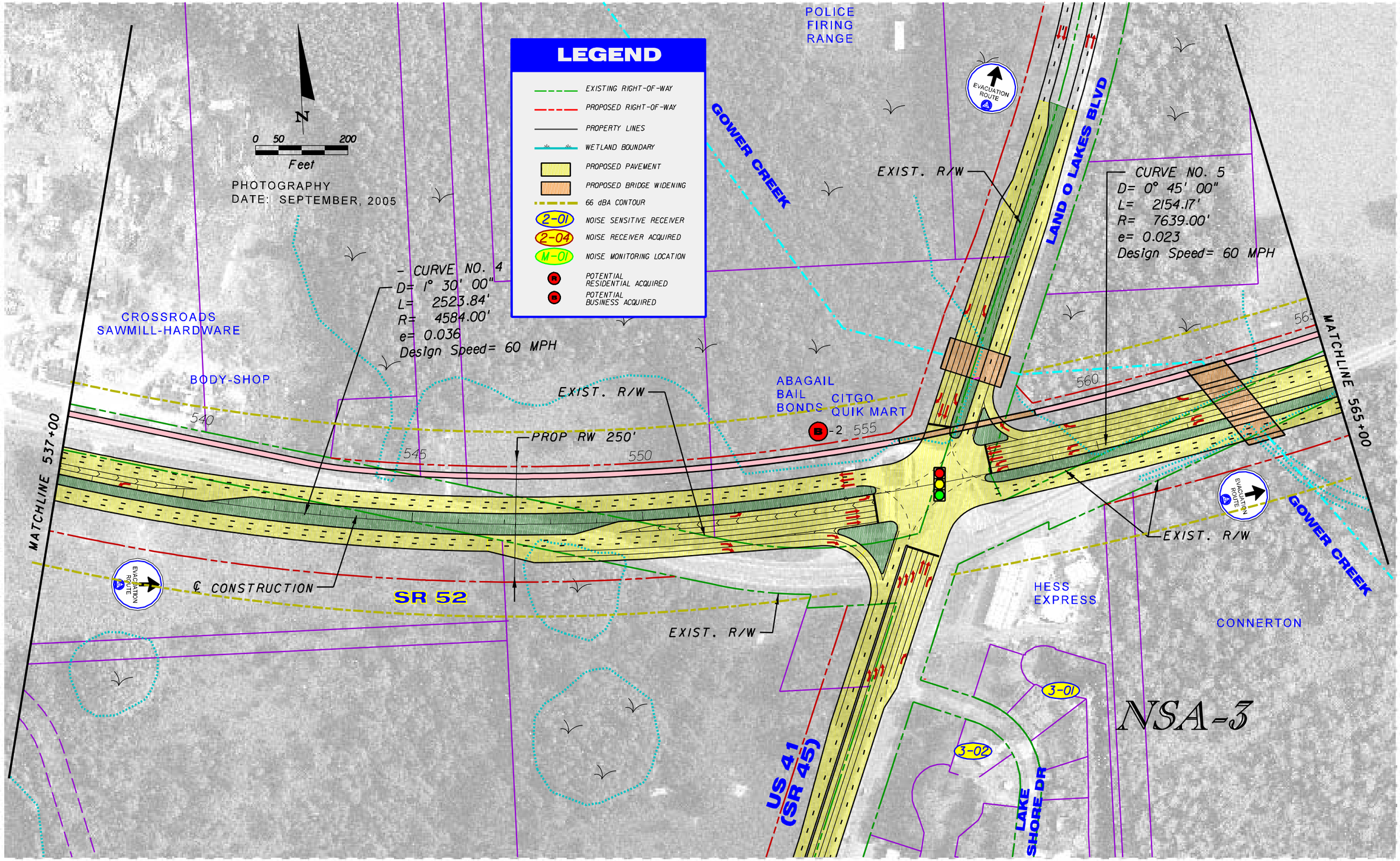

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 7

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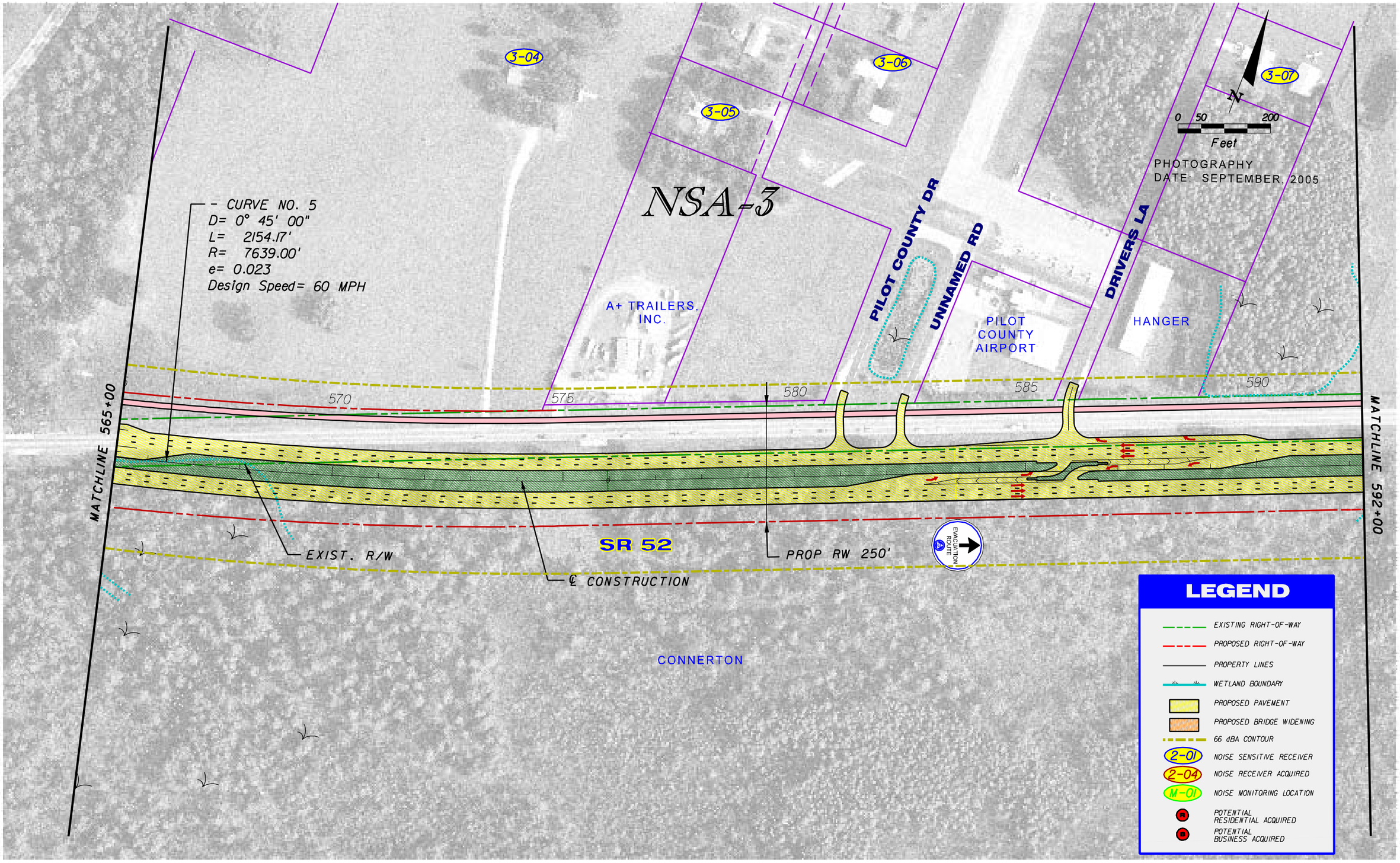

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 8

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NSA-3

N

0 50 200

Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

PASCO TRAILS
SUBSTATION #25

WITHLACOOCHEE RIVER
ELECTRIC COOPERATIVE,
INC.

ANGUS
CERTIFIED
CATTLE

3-09

3-08

PROP RW 250'

595

600

605

610

615

MATCHLINE 592+00

EXIST R/W

EVACUATION ROUTE

SR 52

℄ CONSTRUCTION

MATCHLINE 619+00

- CURVE NO. 6
D= 3° 00' 00"
L= 821.78'
R= 1910.00'
e= 0.077
Design Speed= 60 MPH

CONNERTON

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- B POTENTIAL BUSINESS ACQUIRED

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PLOT DATE: 4/24/2007

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

PB 100 YEARS

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 9

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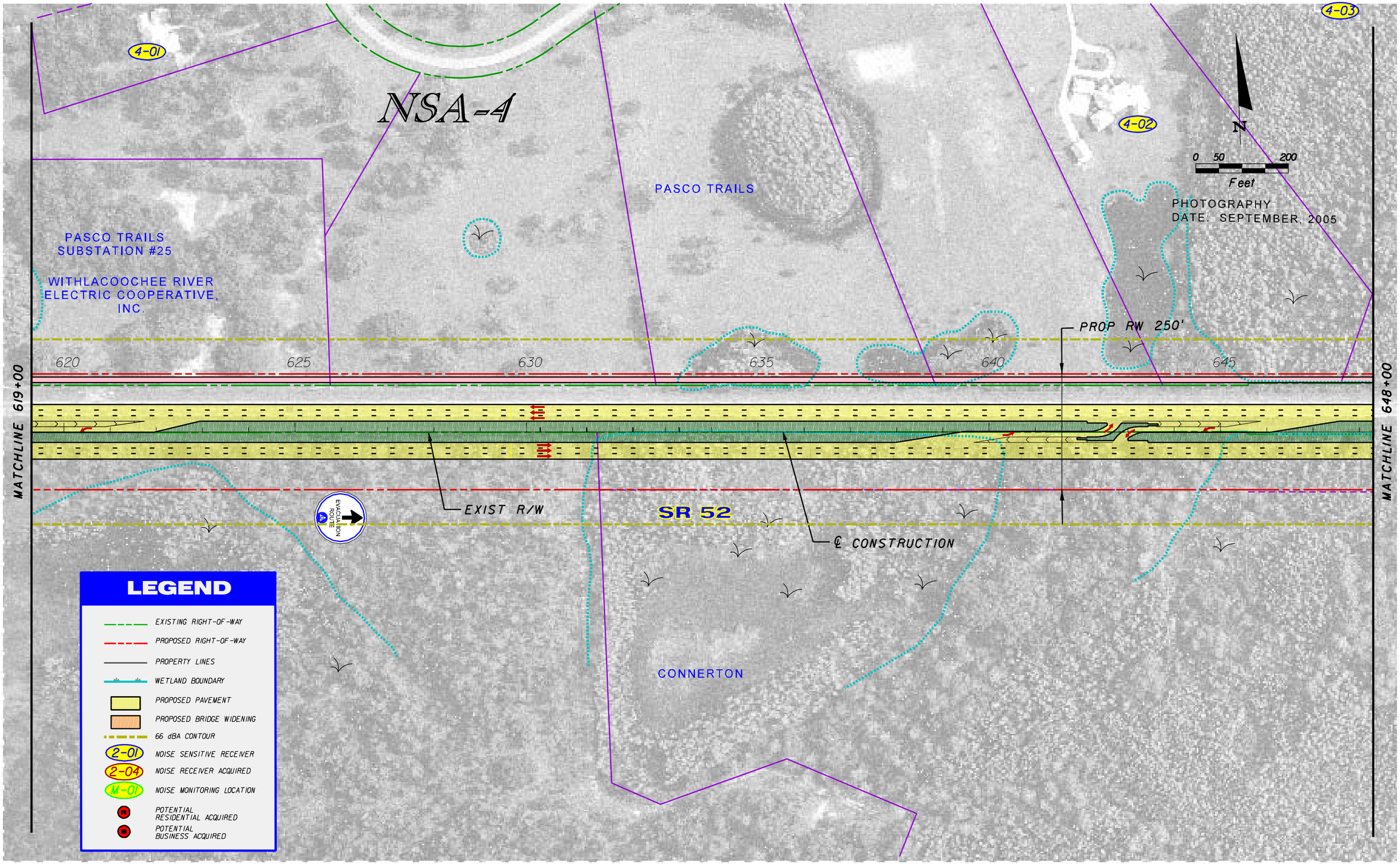

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

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Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 10

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PRIVATE PARK

PASCO TRAILS BLVD

PASCO TRAILS

SECRETARIAT RD

N

0 50 200

Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

650 655 660 665 670 675

MATCHLINE 648+00

MATCHLINE 677+00

EVACUATION ROUTE

EXIST R/W

SR 52

℄ CONSTRUCTION

PROP RW 250'

CONNERTON

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- B POTENTIAL BUSINESS ACQUIRED

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

Parsons Brinckerhoff
Quade & Douglas, Inc.
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 11

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N

0 50 200
Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

MATCHLINE 677+00

680 685 690 695 700

PROP RW 250'

EXIST R/W

EVACUATION ROUTE

SR 52

℄ CONSTRUCTION

MATCHLINE 704+00

- CURVE NO. 7
D= 3° 00' 00"
L= 505.13'
R= 1910.00'
e= 0.077
Design Speed= 60 MPH

CONNERTON

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- B POTENTIAL BUSINESS ACQUIRED

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 12

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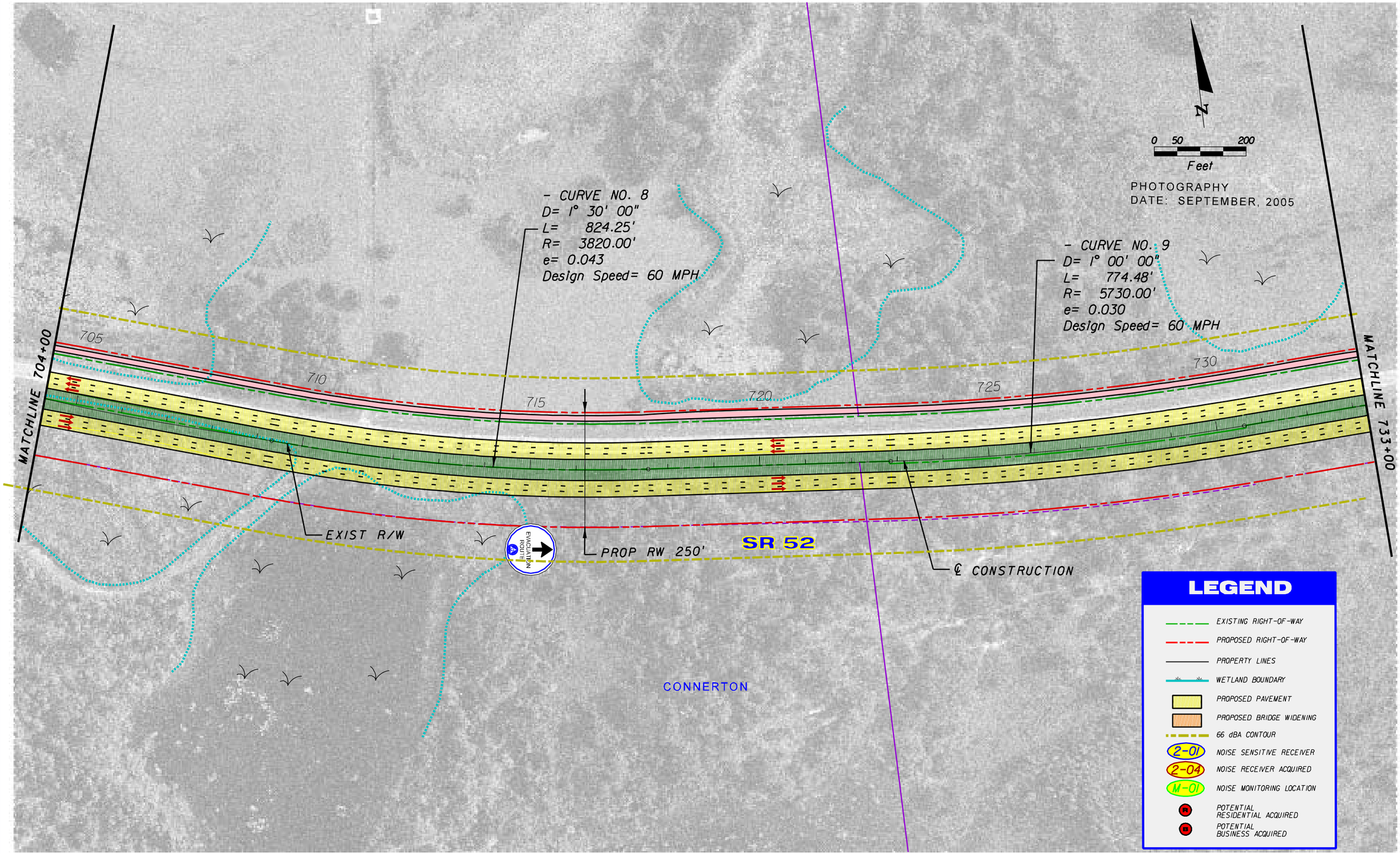

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

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Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 13

USER: Conlzares 4/24/2007 11:48:25 AM \\TPACAD\SYS\Projects\256243121O1_52Reeval\eng\plan\NS13-6LN.dgn

NSA-4

4-04

PROP RW 250'

735 740 745 750 755 760

MATCHLINE 733+00

MATCHLINE 762+00

EXIST R/W

SR 52

EVACUATION ROUTE

℄ CONSTRUCTION

- CURVE NO. 10
D= 1° 00' 00"
L= 677.57'
R= 5730.00'
e= 0.030
Design Speed= 60 MPH

CONNERTON

RADIO CONTROLLED
FLYING FIELD
HOME OF
BAY CITY FLYERS
TAMPA, FLORIDA

PRIVATE RD

N

0 50 200
Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- B POTENTIAL BUSINESS ACQUIRED

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PLOT DATE: 4/24/2007

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

Parsons Brinckerhoff Quade & Douglas, Inc.
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Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 14

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PHILLIPS HWY
(PRIVATE ROAD)

4-G RANCH

CONNERTON

N

0 50 200
Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

- CURVE NO. 11
D= 3° 30' 00"
L= 788.53'
R= 1637.00'
e= 0.087
Design Speed= 60 MPH

765 770 775 780 785 790

PROP RW 250'

EXIST R/W

℄ CONSTRUCTION

SR 52

EVACUATION ROUTE

MATCHLINE 762+00

MATCHLINE 791+00

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- B POTENTIAL BUSINESS ACQUIRED

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

Parsons Brinckerhoff Quade & Douglas, Inc.
5405 West Cypress St., Suite 300
Tampa, Florida 33607

PB 100 YEARS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 15

DESIGN FILE LOCATION: \\TPACAD\SYS\Projects\256243\201_52Reeval\emo\plan\NS15-6LN.dgn
PLOT DATE: 4/24/2007

USER: Canizares 4/24/2007 11:49:03 AM \\TPACAD\SYS\Projects\256243\201_52Reeval\emo\plan\NS15-6LN.dgn

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- B POTENTIAL BUSINESS ACQUIRED

N

0 50 200
Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

795 800 805 810 815

MATCHLINE 791+00

MATCHLINE 819+00

SR 52

EXIST R/W

PROP RW 250'

℄ CONSTRUCTION

EVACUATION ROUTE

- CURVE NO. 12
D= 3° 30' 00"
L= 634.75'
R= 1637.00'
e= 0.087
Design Speed= 60 MPH

CONNERTON

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

PB 100 YEARS

Parsons Brinckerhoff Quade & Douglas, Inc.
5405 West Cypress St., Suite 300
Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 16

DESIGN FILE LOCATION: \\TPACAD\SYS\Projects\256243121O1_52Reeval\emo\plan\N5I6-6LN.dgn
PLOT DATE: 4/24/2007

USER: Canizares 4/24/2007 11:49:19 AM \\TPACAD\SYS\Projects\256243121O1_52Reeval\emo\plan\N5I6-6LN.dgn

N

0 50 200

Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

820 825 830 835 840 845

MATCHLINE 819+00

MATCHLINE 848+00

PROP RW 250'

EXIST R/W

SR 52

℄ CONSTRUCTION

EVACUATION ROUTE

DIRT DEVILS SPEEDWAY

CONNERTON

CR 583 - EHREN CUTOFF

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- POTENTIAL RESIDENTIAL ACQUIRED
- POTENTIAL BUSINESS ACQUIRED

DESIGN FILE LOCATION: \\TPACAD\SYS\Projects\256243\2101_52Reeval\emo\plan\NS17-6LN.dgn
PLOT DATE: 4/24/2007

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

PB 100 YEARS
Parsons Brinckerhoff Quade & Douglas, Inc.
5405 West Cypress St., Suite 300
Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 17

USER: Conlzares 4/24/2007 11:49:38 AM \\TPACAD\SYS\Projects\256243\2101_52Reeval\emo\plan\NS17-6LN.dgn

N

0 50 200

Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

BARTHLE
BROTHERS
RANCH

850 855 860 865 870 875

MATCHLINE 848+00

MATCHLINE 877+00

EXIST R/W

PROP RW 250'

EVACUATION ROUTE

SR 52

℄ CONSTRUCTION

RODRIGUEZ
TREE FARM &
NURSERY

4-05

NSA-4

4-06

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- B POTENTIAL BUSINESS ACQUIRED

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

PB 100 YEARS

Parsons Brinckerhoff
Quade & Douglas, Inc.
5405 West Cypress St., Suite 300
Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 18

DESIGN FILE LOCATION: \\TPACAD\SYS\Projects\256243\21\01_52Reeval\emo\plan\NS18-6LN.dgn
PLOT DATE: 4/24/2007

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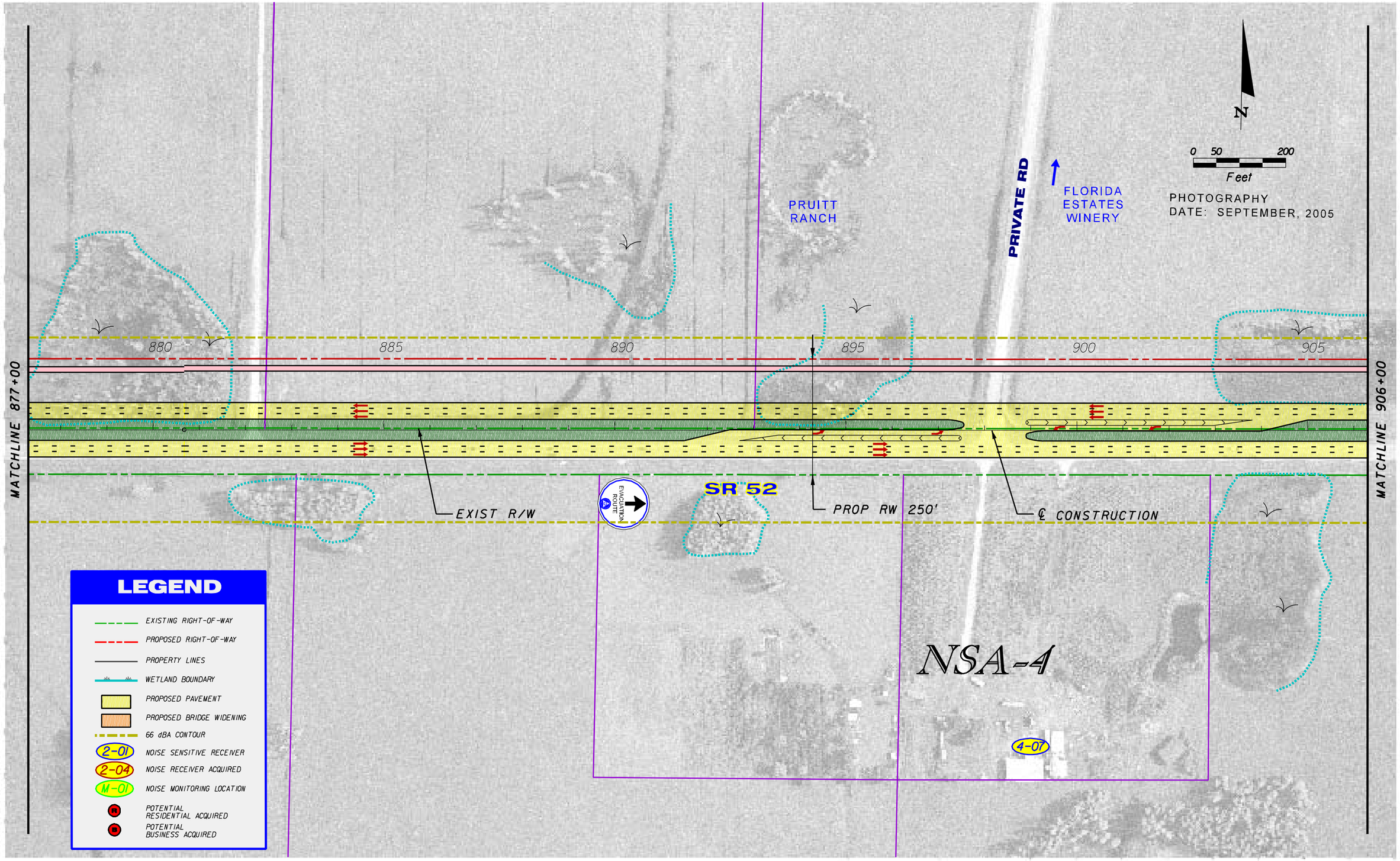

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PLOT DATE: 4/24/2007

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

PB 100 YEARS
Parsons Brinckerhoff Quade & Douglas, Inc.
5405 West Cypress St., Suite 300
Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 19

USER: Canizares 4/24/2007 11:50:19 AM \\TPACAD\SYS\Projects\256243121O1_52Reeval\emo\planNS19-6LN.dgn

N

0 50 200

Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

910 915 920 925 930 935

MATCHLINE 906+00

MATCHLINE 935+00

EXIST R/W

SR 52

EVACUATION ROUTE

PROP RW 250'

℄ CONSTRUCTION

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- POTENTIAL RESIDENTIAL ACQUIRED
- POTENTIAL BUSINESS ACQUIRED

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

Parsons Brinckerhoff Quade & Douglas, Inc.
5405 West Cypress St., Suite 300
Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 20

DESIGN FILE LOCATION: \\TPACAD\SYS\Projects\256243\2101_52Reeval\emo\plan\NS20-6LN.dgn
PLOT DATE: 4/24/2007

USER: Conizares 4/24/2007 11:50:39 AM \\TPACAD\SYS\Projects\256243\2101_52Reeval\emo\plan\NS20-6LN.dgn

PRIVATE RD (UNNAMED)

CYRESS CREEK

PRIVATE RD (UNNAMED)

N

0 50 200

Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

940 945 950 955 960

MATCHLINE 935+00

MATCHLINE 964+00

EXIST R/W

EVACUATION ROUTE

SR 52

PROP RW 250'

℄ CONSTRUCTION

NSA-4

4-08

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- POTENTIAL BUSINESS ACQUIRED

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

PB 100 YEARS

Parsons Brinckerhoff Quade & Douglas, Inc.
5405 West Cypress St., Suite 300
Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 21

DESIGN FILE LOCATION: \\TPACAD\SYS\Projects\256243121O1_52Reeval\emo\plan\S21-6LN.dgn
PLOT DATE: 4/24/2007

USER: canizares 4/24/2007 11:50:51 AM \\TPACAD\SYS\Projects\256243121O1_52Reeval\emo\plan\S21-6LN.dgn

N

0 50 200

Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

965 970 975 980 985 990

MATCHLINE 964+00

MATCHLINE 993+00

EXIST R/W

EVACUATION ROUTE

SR 52

PROP RW 250'

℄ CONSTRUCTION

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- B POTENTIAL BUSINESS ACQUIRED

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

Parsons Brinckerhoff Quade & Douglas, Inc.
5405 West Cypress St., Suite 300
Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 22

DESIGN FILE LOCATION: \\TPACAD\SYS\Projects\256243\201_52Reeval\emo\planNS22-6LN.dgn
PLOT DATE: 4/24/2007

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NSA-4

N

0 50 200

Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

ELECTRICAL TRANSFER STATION

WITHLACOOCHEE RIVER ELECTRIC COOPERATIVE, INC.

4-09 4-10 4-11

995 1000 1005 1010 1015 1020

MATCHLINE 993+00

MATCHLINE 1022+00

EXIST R/W

EVACUATION ROUTE

SR 52

PROP RW 250'

℄ CONSTRUCTION

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- B POTENTIAL BUSINESS ACQUIRED

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

Parsons Brinckerhoff Quade & Douglas, Inc.
5405 West Cypress St., Suite 300
Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 23

DESIGN FILE LOCATION: \\TPACAD\SYS\Projects\25624312101_52Reeval\emo\plan\NS23-6LN.dgn
PLOT DATE: 4/24/2007

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NSA-4

NSA-4

4-14

4-13

4-12

CR 581
BELLAMY BROTHERS BLVD

KESMER
FARMS

N

0 50 200
Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

1025 1030 1035 1040 1045 1050

PROP RW 250'

NEON COWBOY
(CLOSED)

MATCHLINE 1022+00

MATCHLINE 1051+00

SR 52

EXIST R/W

℄ CONSTRUCTION

EVACUATION ROUTE

TRAILERS

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- B POTENTIAL BUSINESS ACQUIRED

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

PB 100 YEARS

Parsons Brinckerhoff Quade & Douglas, Inc.
5405 West Cypress St., Suite 300
Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 24

DESIGN FILE LOCATION: \\TPACAD\SYS\Projects\256243121(01_52Reeval\emo\planN524-6LN.dgn
PLOT DATE: 4/24/2007

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N

0 50 200

Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

ABANDONED

1055 1060 1065 1070 1075 108

MATCHLINE 1051+00

MATCHLINE 1080+00

EXIST R/W

PROP RW 250'

℄ CONSTRUCTION

EVACUATION ROUTE

SR 52

RICE RD

METALFAB, INC.

J.S. CASH, INC.

PASCO JUVENILE DETENTION CENTER

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- R POTENTIAL RESIDENTIAL ACQUIRED
- B POTENTIAL BUSINESS ACQUIRED

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

PB 100 YEARS

Parsons Brinckerhoff Quade & Douglas, Inc.
5405 West Cypress St., Suite 300
Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 25

DESIGN FILE LOCATION: \\TPACAD\SYS\Projects\256243121O1_52Reeval\emo\plan\SR525-6LN.dgn
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N

0 50 200
Feet

PHOTOGRAPHY
DATE: SEPTEMBER, 2005

DON'S AUTO SALVAGE

OSSIE MURPHY RD

TRAILER PARK

R-8

PROP RW 250'

EXIST R/W

℄ CONSTRUCTION

SR 52

OLD PASCO RD

MATCHLINE 1080+00

MATCHLINE 1109+00

1085 1090 1095 1100 1105

5-01 5-02 5-03 5-04 5-05 M-01

NSA-5

NSA-5

EVACUATION ROUTE

LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINES
- WETLAND BOUNDARY
- PROPOSED PAVEMENT
- PROPOSED BRIDGE WIDENING
- 66 dBA CONTOUR
- 2-01 NOISE SENSITIVE RECEIVER
- 2-04 NOISE RECEIVER ACQUIRED
- M-01 NOISE MONITORING LOCATION
- POTENTIAL RESIDENTIAL ACQUIRED
- POTENTIAL BUSINESS ACQUIRED

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

PB 100 YEARS

Parsons Brinckerhoff Quade & Douglas, Inc.
5405 West Cypress St., Suite 300
Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 26

DESIGN FILE LOCATION: \\TPACAD\SYS\Projects\256243121O1_52Reeval\emo\plan\N526-6LN.dgn
PLOT DATE: 4/25/2007

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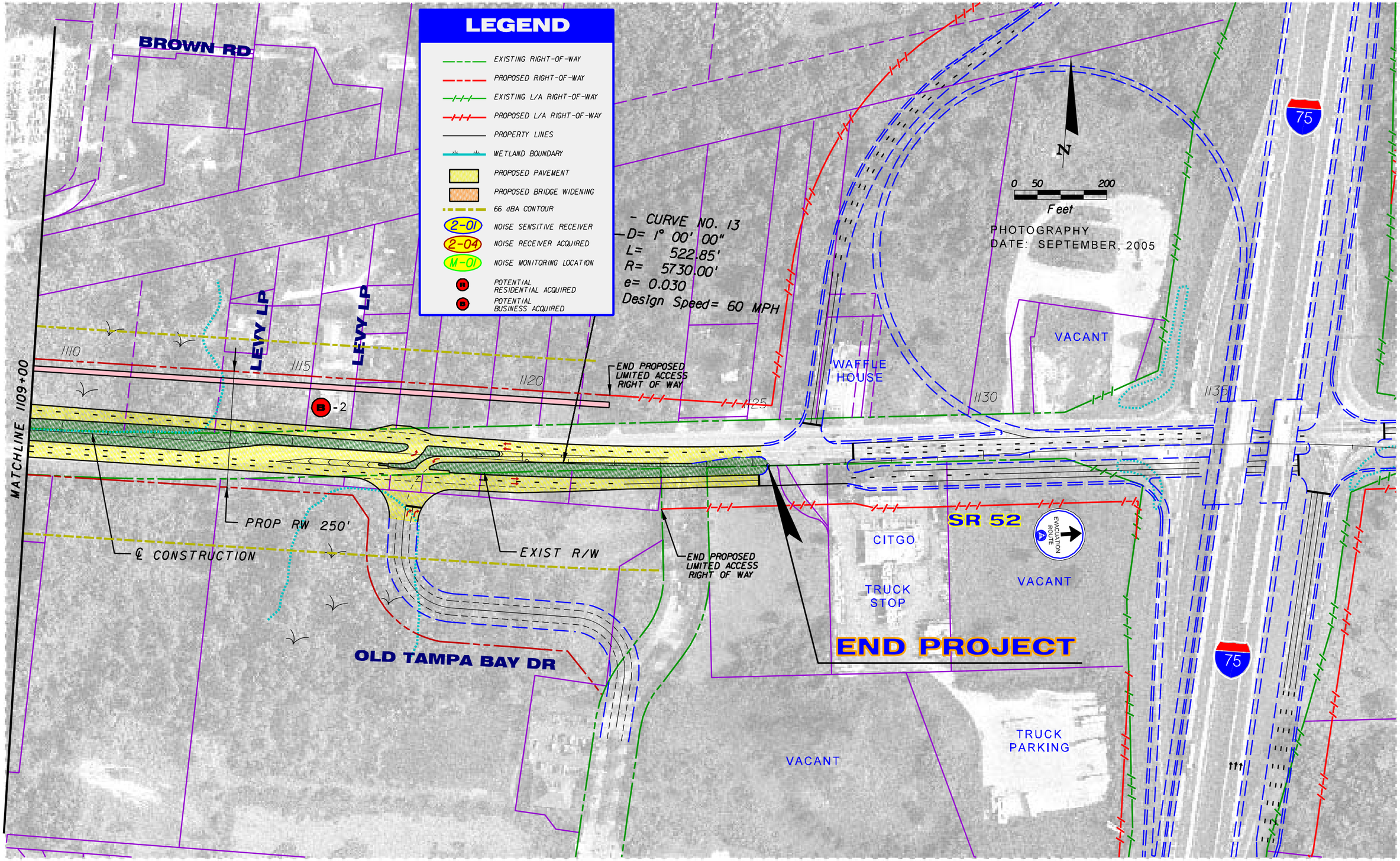

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
					PRELIMINARY

PB 100 YEARS

Parsons Brinckerhoff Quade & Douglas, Inc.
5405 West Cypress St., Suite 300
Tampa, Florida 33607

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 52	PASCO	256243-1-21-01

CONCEPT PLAN SHEET
SR 52 PD&E REEVALUATION
(Suncoast Pkwy to I-75)

SHEET NO. 27

DESIGN FILE LOCATION: \\TPACAD\SYS\Projects\256243121O1_52Reeval\eng\plan\NS27-6LN.dgn
PLOT DATE: 4/24/2007

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Appendix B
Existing Noise Measurement and Predicted Noise Level Data

SR 52 Reevaluation 2006

From east of the Suncoast Expressway to west of I-75 in Pasco County, Florida

TNM 2.5 Predicted Results

Updated November 2006

NSA	Receiver	Site	Receiver	No.	Dwelling Units	Existing Condition	2030 No-Build	2030 Build	Build vs. Exist Diff.	Build vs. No-Build Diff.	Exceeds NAC	No. of Affect
1	Quail Ridge	S.F. resid.	Receiver1-01	1	1	55.8	55.8	64.2	8.4	8.4	NO	NONE
1		S.F. resid.	Receiver1-02	2	1	55.3	55.3	64.0	8.7	8.7	NO	NONE
1		S.F. resid.	Receiver1-03	3	1	55.1	55.1	66.4	11.3	11.3	YES	1
1		S.F. resid.	Receiver1-04	4	1	53.5	53.5	60.6	7.1	7.1	NO	NONE
1		S.F. resid.	Receiver1-05	5	1	52.6	52.6	59.2	6.6	6.6	NO	NONE
1		S.F. resid.	Receiver1-06	6	1	51.5	51.5	57.8	6.3	6.3	NO	NONE
1		S.F. resid.	Receiver1-07	7	1	49.9	49.9	56.2	6.3	6.3	NO	NONE
1		S.F. resid.	Receiver1-08	8	1	48.8	48.8	55.2	6.4	6.4	NO	NONE
1		S.F. resid.	Receiver1-09	9	1	44.5	44.5	51.1	6.6	6.6	NO	NONE
1												
2	Residences between Kent Grove Drive and US 41	S.F. resid.	Receiver2-01	10	1	58.7	58.7	62.4	3.7	3.7	NO	NONE
2		S.F. resid.	Receiver2-02	11	1	67.3	67.3	70.3	3.0	3.0	YES	1
2		S.F. resid.	Receiver2-03	12	1	64.4	64.4	67.4	3.0	3.0	YES	1
2		S.F. resid.	Receiver2-04	13	1	63.1	63.1	65.5	2.4	2.4	NO	NONE
2		S.F. resid.	Receiver2-05	14	2	66.7	66.7	68.9	2.2	2.2	YES	2
2		S.F. resid.	Receiver2-06	15	1	58.7	58.7	61.8	3.1	3.1	NO	NONE
2		S.F. resid.	Receiver2-07	16	1	59.1	59.1	62.1	3.0	3.0	NO	NONE
2		S.F. resid.	Receiver2-08	17	1	54.7	54.7	58.5	3.8	3.8	NO	NONE
2		S.F. resid.	Receiver2-09	18	1	57.8	57.8	64.5	6.7	6.7	NO	NONE
2		S.F. resid.	Receiver2-10	19	1	54.3	54.3	60.1	5.8	5.8	NO	NONE
2		S.F. resid.	Receiver2-11	20	1	52.8	52.8	58.6	5.8	5.8	NO	NONE
2		S.F. resid.	Receiver2-12	21	1	50.3	50.3	56.5	6.2	6.2	NO	NONE
2		S.F. resid.	Receiver2-13	22	1	51.3	51.3	57.2	5.9	5.9	NO	NONE
2		S.F. resid.	Receiver2-14	23	1	58.2	58.2	TAKE	N/A	N/A	N/A	N/A
2		S.F. resid.	Receiver2-15	24	1	58.6	58.6	TAKE	N/A	N/A	N/A	N/A
2		S.F. resid.	Receiver2-16	25	1	65.5	65.5	TAKE	N/A	N/A	N/A	N/A
2		S.F. resid.	Receiver2-17	26	1	62.7	62.7	TAKE	N/A	N/A	N/A	N/A
2		S.F. resid.	Receiver2-18	27	2	59.9	59.9	TAKE	N/A	N/A	N/A	N/A
2		S.F. resid.	Receiver2-19	28	1	52.5	52.5	58.9	6.4	6.4	NO	NONE
2		S.F. resid.	Receiver2-20	29	2	52.1	52.1	58.4	6.3	6.3	NO	NONE
2		S.F. resid.	Receiver2-21a	31	1	57.5	57.5	TAKE	N/A	N/A	N/A	N/A
2		S.F. resid.	Receiver2-21b	73	1	56.6	56.6	TAKE	N/A	N/A	N/A	N/A
2		S.F. resid.	Receiver2-22	32	2	63.5	63.5	66.5	3.0	3.0	YES	2
2		S.F. resid.	Receiver2-23	33	1	64.4	64.4	67.5	3.1	3.1	YES	1
2		S.F. resid.	Receiver2-24	34	2	70.3	70.3	72.6	2.3	2.3	YES	2
2		S.F. resid.	Receiver2-25	35	1	63.7	63.7	67.0	3.3	3.3	YES	1
2		S.F. resid.	Receiver2-26	36	5	65.8	65.8	68.9	3.1	3.1	YES	5
2		S.F. resid.	Receiver2-27	37	5	56.7	56.7	60.6	3.9	3.9	NO	NONE
2		S.F. resid.	Receiver2-28	38	1	58.4	58.4	62.2	3.8	3.8	NO	NONE
2		S.F. resid.	Receiver2-29	39	2	54.1	54.1	58.2	4.1	4.1	NO	NONE
2		S.F. resid.	Receiver2-30	40	1	55.9	55.9	59.9	4.0	4.0	NO	NONE
2												
3	Subdivision at US41/SR 52	S.F. resid.	Receiver3-01	42	1	54.8	54.8	57.3	2.5	2.5	NO	NONE
3		S.F. resid.	Receiver3-02	43	1	53.0	53.0	55.9	2.9	2.9	NO	NONE
3		S.F. resid.	Receiver3-03	44	1	43.9	43.9	48.7	4.8	4.8	NO	NONE
3		S.F. resid.	Receiver3-04	46	1	48.1	48.2	52.3	4.2	4.1	NO	NONE
3		S.F. resid.	Receiver3-05	47	1	49.6	49.7	53.5	3.9	3.8	NO	NONE
3		S.F. resid.	Receiver3-06	48	1	48.8	48.9	52.6	3.8	3.7	NO	NONE
3		S.F. resid.	Receiver3-07	49	1	48.9	49.0	52.8	3.9	3.8	NO	NONE
3		S.F. resid.	Receiver3-08	50	1	62.5	62.6	64.5	2.0	1.9	NO	NONE
3		S.F. resid.	Receiver3-09	51	1	58.9	59.0	61.2	2.3	2.2	NO	NONE
3												
4	Residences between US 41 and Old Pasco Road	S.F. resid.	Receiver4-01	53	1	48.9	49.0	53.1	4.2	4.1	NO	NONE
4		S.F. resid.	Receiver4-02	54	1	51.1	51.2	55.0	3.9	3.8	NO	NONE
4		S.F. resid.	Receiver4-03	55	1	47.2	47.4	51.6	4.4	4.2	NO	NONE
4		S.F. resid.	Receiver4-04	56	1	59.4	59.5	62.5	3.1	3.0	NO	NONE
4		S.F. resid.	Receiver4-05	57	1	56.9	56.9	58.6	1.7	1.7	NO	NONE
4		S.F. resid.	Receiver4-06	58	1	51.4	51.4	54.6	3.2	3.2	NO	NONE
4		S.F. resid.	Receiver4-07	59	1	50.9	50.9	54.4	3.5	3.5	NO	NONE
4		S.F. resid.	Receiver4-08	60	1	50.7	50.7	54.3	3.6	3.6	NO	NONE
4		S.F. resid.	Receiver4-09	61	1	58.2	58.2	65.2	7.0	7.0	NO	NONE
4		S.F. resid.	Receiver4-10	62	1	55.3	55.3	60.0	4.7	4.7	NO	NONE
4		S.F. resid.	Receiver4-11	63	1	62.1	62.1	TAKE	N/A	N/A	N/A	N/A
4		S.F. resid.	Receiver4-12	64	1	57.3	57.3	62.5	5.2	5.2	NO	NONE
4		S.F. resid.	Receiver4-13	65	1	54.4	54.4	58.7	4.3	4.3	NO	NONE
4		S.F. resid.	Receiver4-14	66	1	49.8	49.8	54.4	4.6	4.6	NO	NONE
4												
5	Mobile Home Park	S.F. resid.	Receiver5-01	67	1	52.6	52.6	56.6	4.0	4.0	NO	NONE
5		S.F. resid.	Receiver50-2	68	1	60.8	60.8	65.2	4.4	4.4	NO	NONE
5		S.F. resid.	Receiver5-03	69	3	66.0	66.0	TAKE	N/A	N/A	N/A	N/A
5		S.F. resid.	Receiver5-04	70	3	66.8	66.8	TAKE	N/A	N/A	N/A	N/A
5		S.F. resid.	Receiver5-05	71	1	63.2	63.2	TAKE	N/A	N/A	N/A	N/A
5												

Appendix C
Traffic Data

SR 52 Reevaluation 2006

From east of the Suncoast Expressway to west of I-75 in Pasco County, Florida

Updated March 2006

Traffic Data for Noise Study
Existing Condition 2005

SR 52 Mainline

Mainline Traffic Segment	Number of Lanes	LOS C ADT	Demand ADT	Directional Peak-Hour					% MT	% HT	% Bus	% MC	K-factor	D-factor	Bi-directiona	Posted Speed
				Cars	MT	HT	Bus	MC								
Veterans to Shady Hills	2	13000	21905	677	8	21	1	3	1.2%	3.0%	0.2%	0.5%	9%	58%		55
Shady Hills to US 41	2	13000	21175	677	8	21	1	3	1.2%	3.0%	0.2%	0.5%	9%	58%		55
US 41 to Ehren Cutoff	2	13000	12690	632	15	37	5	5	2.2%	5.3%	0.7%	0.7%	9%	58%		55
Ehren Cutoff to Bellamy Brothers	2	13000	14450	648	16	38	5	5	2.2%	5.3%	0.7%	0.7%	9%	58%		55
Bellamy Brothers to Old Pasco	2	13000	16305	647	20	36	4	4	2.9%	5.1%	0.5%	0.6%	9%	58%		55
Old Pasco to I-75	2	13000	16840	647	20	36	4	4	2.9%	5.1%	0.5%	0.6%	9%	58%		55
				0	0	0	0	0								

Traffic Data for Noise Study
No-Build 2030

SR 52 Mainline

Mainline Traffic Segment	Number of Lanes	LOS C ADT	Demand ADT	Directional Peak-Hour					% MT	% HT	% Bus	% MC	K-factor	D-factor	Bi-directiona	Posted Speed
				Cars	MT	HT	Bus	MC								
Veterans to Shady Hills	2	13000	27775	677	8	21	1	3	1.2%	3.0%	0.2%	0.5%	9%	58%		55
Shady Hills to US 41	2	13000	36120	677	8	21	1	3	1.2%	3.0%	0.2%	0.5%	9%	58%		55
US 41 to Ehren Cutoff	2	13000	28480	653	16	38	5	0	2.2%	5.3%	0.7%	0.0%	9%	58%		55
Ehren Cutoff to Bellamy Brothers	2	13000	25515	648	16	38	5	5	2.2%	5.3%	0.7%	0.7%	9%	58%		55
Bellamy Brothers to Old Pasco	2	13000	23790	647	20	36	4	4	2.9%	5.1%	0.5%	0.6%	9%	58%		55
Old Pasco to I-75	2	13000	35855	647	20	36	4	4	2.9%	5.1%	0.5%	0.6%	9%	58%		55
				0	0	0	0	0								

Traffic Data for Noise Study
Build 2030

SR 52 Mainline

Mainline Traffic Segment	Number of Lanes	LOS C ADT	Demand ADT	Directional Peak-Hour					% MT	% HT	% Bus	% MC	K-factor	D-factor	Bi-directiona	Posted Speed
				Cars	MT	HT	Bus	MC								
Veterans to Shady Hills	3	49300	27775	1446	18	46	2	7	1.2%	3.0%	0.2%	0.5%	9%	58%		45
Shady Hills to US 41	3	49300	36120	1881	23	59	3	9	1.2%	3.0%	0.2%	0.5%	9%	58%		55
US 41 to Ehren Cutoff	3	49300	28480	1419	34	83	11	11	2.2%	5.3%	0.7%	0.7%	9%	58%		55
Ehren Cutoff to Bellamy Brothers	3	49300	25515	1271	30	75	10	10	2.2%	5.3%	0.7%	0.7%	9%	58%		55
Bellamy Brothers to Old Pasco	3	49300	23790	1183	37	66	7	8	2.9%	5.1%	0.5%	0.6%	9%	58%		55
Old Pasco to I-75	3	49300	35855	1783	56	100	10	11	2.9%	5.1%	0.5%	0.6%	9%	58%		55
				0	0	0	0	0								

Appendix D
TNM 2.5 Input and Output Files

FDOT District 7
R. Magsanoc (PBQD)
11 November 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SR 52 Reevaluation 2006
RUN: Existing Condition
BARRIER DESIGN: INPUT HEIGHTS
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.
ATMOSPHERICS: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1-1	1	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
Receiver1-2	2	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
Receiver1-3	3	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Receiver1-4	4	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
Receiver1-5	5	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Receiver1-6	6	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
Receiver1-7	7	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
Receiver1-8	8	1	0.0	48.8	66	48.8	10	----	48.8	0.0	8	-8.0
Receiver1-9	9	1	0.0	44.5	66	44.5	10	----	44.5	0.0	8	-8.0
Receiver2-1	10	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Receiver2-2	11	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
Receiver2-3	12	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Receiver2-4	13	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
Receiver2-5	14	2	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
Receiver2-6	15	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Receiver2-7	16	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
Receiver2-8	17	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
Receiver2-9	18	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
Receiver2-10	19	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
Receiver2-11	20	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
Receiver2-12	21	1	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
Receiver2-13	22	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
Receiver2-14	23	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0

Receiver2-15	24	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Receiver2-16	25	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Receiver2-17	26	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Receiver2-18	27	2	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
Receiver2-19	28	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
Receiver2-20	29	2	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
Receiver2-21a	31	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Receiver2-22	32	2	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Receiver2-23	33	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Receiver2-24	34	2	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
Receiver2-25	35	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Receiver2-26	36	5	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Receiver2-27	37	5	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
Receiver2-28	38	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Receiver2-29	39	2	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
Receiver2-30	40	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Receiver3-1	42	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Receiver3-2	43	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
Receiver3-3	44	1	0.0	43.9	66	43.9	10	----	43.9	0.0	8	-8.0
Receiver3-4	46	1	0.0	48.1	66	48.1	10	----	48.1	0.0	8	-8.0
Receiver3-5	47	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
Receiver3-6	48	1	0.0	48.8	66	48.8	10	----	48.8	0.0	8	-8.0
Receiver3-7	49	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0
Receiver3-8	50	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
Receiver3-9	51	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Receiver4-1	53	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0
Receiver4-2	54	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
Receiver4-3	55	1	0.0	47.2	66	47.2	10	----	47.2	0.0	8	-8.0
Receiver4-4	56	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Receiver4-5	57	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
Receiver4-6	58	1	0.0	51.4	66	51.4	10	----	51.4	0.0	8	-8.0
Receiver4-7	59	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
Receiver4-8	60	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
Receiver4-9	61	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Receiver4-10	62	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
Receiver4-11	63	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Receiver4-12	64	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Receiver4-13	65	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Receiver4-14	66	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
Receiver5-1	67	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Receiver5-2	68	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0

Receiver5-3	69	3	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Receiver5-4	70	3	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
Receiver5-5	71	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
Receiver2-21b	73	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0

Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		86	0.0	0.0	0.0							
All Impacted		11	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

FDOT District 7				11 November 2006									
R. Magsanoc (PBQD)				TNM 2.5									
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:	SR 52 Reevaluation 2006												
RUN:	Existing Condition												
Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
SR 52 EB Suncoast to Shady Hills	point1	1	677	55	8	55	21	55	1	55	3	55	
	point2	2	677	55	8	55	21	55	1	55	3	55	
	point3	3	677	55	8	55	21	55	1	55	3	55	
	point4	4	677	55	8	55	21	55	1	55	3	55	
	point5	5	677	55	8	55	21	55	1	55	3	55	
	point6	6	677	55	8	55	21	55	1	55	3	55	
	point7	7	677	55	8	55	21	55	1	55	3	55	
	point8	8	677	55	8	55	21	55	1	55	3	55	
	point9	9	677	55	8	55	21	55	1	55	3	55	
	point10	10	677	55	8	55	21	55	1	55	3	55	
	point11	11	677	55	8	55	21	55	1	55	3	55	
	point12	12	677	55	8	55	21	55	1	55	3	55	
	point13	13	677	55	8	55	21	55	1	55	3	55	
	point14	14	677	55	8	55	21	55	1	55	3	55	
	point15	15	677	55	8	55	21	55	1	55	3	55	
	point16	16	677	55	8	55	21	55	1	55	3	55	
	point17	17	677	55	8	55	21	55	1	55	3	55	
	point18	18	677	55	8	55	21	55	1	55	3	55	
	point19	19	677	55	8	55	21	55	1	55	3	55	
	point20	20	677	55	8	55	21	55	1	55	3	55	
	point21	21	677	55	8	55	21	55	1	55	3	55	
	point22	22	677	55	8	55	21	55	1	55	3	55	

	point23	23	677	55	8	55	21	55	1	55	3	55
	point24	24	677	55	8	55	21	55	1	55	3	55
	point25	25										
SR 52 EB Shady Hills to US 41	point104	104	677	55	8	55	21	55	1	55	3	55
	point103	103	677	55	8	55	21	55	1	55	3	55
	point102	102	677	55	8	55	21	55	1	55	3	55
	point101	101	677	55	8	55	21	55	1	55	3	55
	point100	100	677	55	8	55	21	55	1	55	3	55
	point99	99	677	55	8	55	21	55	1	55	3	55
	point98	98	677	55	8	55	21	55	1	55	3	55
	point97	97	677	55	8	55	21	55	1	55	3	55
	point96	96	677	55	8	55	21	55	1	55	3	55
	point95	95	677	55	8	55	21	55	1	55	3	55
	point94	94	677	55	8	55	21	55	1	55	3	55
	point93	93	677	55	8	55	21	55	1	55	3	55
	point92	92	677	55	8	55	21	55	1	55	3	55
	point91	91	677	55	8	55	21	55	1	55	3	55
	point90	90	677	55	8	55	21	55	1	55	3	55
	point89	89	677	55	8	55	21	55	1	55	3	55
	point88	88	677	55	8	55	21	55	1	55	3	55
	point87	87	677	55	8	55	21	55	1	55	3	55
	point86	86	677	55	8	55	21	55	1	55	3	55
	point85	85	677	55	8	55	21	55	1	55	3	55
	point84	84	677	55	8	55	21	55	1	55	3	55
	point83	83	677	55	8	55	21	55	1	55	3	55
	point82	82	677	55	8	55	21	55	1	55	3	55
	point81	81	677	55	8	55	21	55	1	55	3	55
	point80	80	677	55	8	55	21	55	1	55	3	55
	point79	79	677	55	8	55	21	55	1	55	3	55
	point78	78	677	55	8	55	21	55	1	55	3	55
	point77	77	677	55	8	55	21	55	1	55	3	55
	point76	76	677	55	8	55	21	55	1	55	3	55
	point75	75	677	55	8	55	21	55	1	55	3	55
	point74	74	677	55	8	55	21	55	1	55	3	55

	point73	73	677	55	8	55	21	55	1	55	3	55
	point72	72	677	55	8	55	21	55	1	55	3	55
	point71	71	677	55	8	55	21	55	1	55	3	55
	point70	70	677	55	8	55	21	55	1	55	3	55
	point69	69	677	55	8	55	21	55	1	55	3	55
	point68	68	677	55	8	55	21	55	1	55	3	55
	point67	67	677	55	8	55	21	55	1	55	3	55
	point66	66	677	55	8	55	21	55	1	55	3	55
	point65	65	677	55	8	55	21	55	1	55	3	55
	point64	64	677	55	8	55	21	55	1	55	3	55
	point63	63	677	55	8	55	21	55	1	55	3	55
	point62	62	677	55	8	55	21	55	1	55	3	55
	point61	61	677	55	8	55	21	55	1	55	3	55
	point60	60	677	55	8	55	21	55	1	55	3	55
	point59	59	677	55	8	55	21	55	1	55	3	55
	point58	58	677	55	8	55	21	55	1	55	3	55
	point57	57	677	55	8	55	21	55	1	55	3	55
	point56	56	677	55	8	55	21	55	1	55	3	55
	point55	55	677	55	8	55	21	55	1	55	3	55
	point54	54	677	55	8	55	21	55	1	55	3	55
	point53	53	677	55	8	55	21	55	1	55	3	55
	point52	52	677	55	8	55	21	55	1	55	3	55
	point51	51	677	55	8	55	21	55	1	55	3	55
	point50	50	677	55	8	55	21	55	1	55	3	55
	point49	49	677	55	8	55	21	55	1	55	3	55
	point48	48	677	55	8	55	21	55	1	55	3	55
	point47	47	677	55	8	55	21	55	1	55	3	55
	point46	46	677	55	8	55	21	55	1	55	3	55
	point45	45	677	55	8	55	21	55	1	55	3	55
	point44	44	677	55	8	55	21	55	1	55	3	55
	point43	43	677	55	8	55	21	55	1	55	3	55
	point42	42	677	55	8	55	21	55	1	55	3	55
	point41	41	677	55	8	55	21	55	1	55	3	55
	point40	40	677	55	8	55	21	55	1	55	3	55

	point39	39	677	55	8	55	21	55	1	55	3	55
	point38	38	677	55	8	55	21	55	1	55	3	55
	point37	37	677	55	8	55	21	55	1	55	3	55
	point36	36	677	55	8	55	21	55	1	55	3	55
	point35	35	677	55	8	55	21	55	1	55	3	55
	point34	34	677	55	8	55	21	55	1	55	3	55
	point33	33	677	55	8	55	21	55	1	55	3	55
	point32	32	677	55	8	55	21	55	1	55	3	55
	point31	31	677	55	8	55	21	55	1	55	3	55
	point30	30	677	55	8	55	21	55	1	55	3	55
	point29	29	677	55	8	55	21	55	1	55	3	55
	point28	28	677	55	8	55	21	55	1	55	3	55
	point27	27	677	55	8	55	21	55	1	55	3	55
	point26	26										
SR 52 WB Shady Hills to US 41	point199	199	677	55	8	55	21	55	1	55	3	55
	point198	198	677	55	8	55	21	55	1	55	3	55
	point197	197	677	55	8	55	21	55	1	55	3	55
	point196	196	677	55	8	55	21	55	1	55	3	55
	point195	195	677	55	8	55	21	55	1	55	3	55
	point194	194	677	55	8	55	21	55	1	55	3	55
	point193	193	677	55	8	55	21	55	1	55	3	55
	point192	192	677	55	8	55	21	55	1	55	3	55
	point191	191	677	55	8	55	21	55	1	55	3	55
	point190	190	677	55	8	55	21	55	1	55	3	55
	point189	189	677	55	8	55	21	55	1	55	3	55
	point188	188	677	55	8	55	21	55	1	55	3	55
	point187	187	677	55	8	55	21	55	1	55	3	55
	point186	186	677	55	8	55	21	55	1	55	3	55
	point185	185	677	55	8	55	21	55	1	55	3	55
	point184	184	677	55	8	55	21	55	1	55	3	55
	point183	183	677	55	8	55	21	55	1	55	3	55
	point182	182	677	55	8	55	21	55	1	55	3	55
	point181	181	677	55	8	55	21	55	1	55	3	55
	point180	180	677	55	8	55	21	55	1	55	3	55

	point179	179	677	55	8	55	21	55	1	55	3	55
	point178	178	677	55	8	55	21	55	1	55	3	55
	point177	177	677	55	8	55	21	55	1	55	3	55
	point176	176	677	55	8	55	21	55	1	55	3	55
	point175	175	677	55	8	55	21	55	1	55	3	55
	point174	174	677	55	8	55	21	55	1	55	3	55
	point173	173	677	55	8	55	21	55	1	55	3	55
	point172	172	677	55	8	55	21	55	1	55	3	55
	point171	171	677	55	8	55	21	55	1	55	3	55
	point170	170	677	55	8	55	21	55	1	55	3	55
	point169	169	677	55	8	55	21	55	1	55	3	55
	point168	168	677	55	8	55	21	55	1	55	3	55
	point167	167	677	55	8	55	21	55	1	55	3	55
	point166	166	677	55	8	55	21	55	1	55	3	55
	point165	165	677	55	8	55	21	55	1	55	3	55
	point164	164	677	55	8	55	21	55	1	55	3	55
	point163	163	677	55	8	55	21	55	1	55	3	55
	point162	162	677	55	8	55	21	55	1	55	3	55
	point161	161	677	55	8	55	21	55	1	55	3	55
	point160	160	677	55	8	55	21	55	1	55	3	55
	point159	159	677	55	8	55	21	55	1	55	3	55
	point158	158	677	55	8	55	21	55	1	55	3	55
	point157	157	677	55	8	55	21	55	1	55	3	55
	point156	156	677	55	8	55	21	55	1	55	3	55
	point155	155	677	55	8	55	21	55	1	55	3	55
	point154	154	677	55	8	55	21	55	1	55	3	55
	point153	153	677	55	8	55	21	55	1	55	3	55
	point152	152	677	55	8	55	21	55	1	55	3	55
	point151	151	677	55	8	55	21	55	1	55	3	55
	point150	150	677	55	8	55	21	55	1	55	3	55
	point149	149	677	55	8	55	21	55	1	55	3	55
	point148	148	677	55	8	55	21	55	1	55	3	55
	point147	147	677	55	8	55	21	55	1	55	3	55
	point146	146	677	55	8	55	21	55	1	55	3	55

	point145	145	677	55	8	55	21	55	1	55	3	55
	point144	144	677	55	8	55	21	55	1	55	3	55
	point143	143	677	55	8	55	21	55	1	55	3	55
	point142	142	677	55	8	55	21	55	1	55	3	55
	point141	141	677	55	8	55	21	55	1	55	3	55
	point140	140	677	55	8	55	21	55	1	55	3	55
	point139	139	677	55	8	55	21	55	1	55	3	55
	point138	138	677	55	8	55	21	55	1	55	3	55
	point137	137	677	55	8	55	21	55	1	55	3	55
	point136	136	677	55	8	55	21	55	1	55	3	55
	point135	135	677	55	8	55	21	55	1	55	3	55
	point134	134	677	55	8	55	21	55	1	55	3	55
	point133	133	677	55	8	55	21	55	1	55	3	55
	point132	132	677	55	8	55	21	55	1	55	3	55
	point131	131	677	55	8	55	21	55	1	55	3	55
	point130	130	677	55	8	55	21	55	1	55	3	55
	point129	129	677	55	8	55	21	55	1	55	3	55
	point128	128	677	55	8	55	21	55	1	55	3	55
	point127	127	677	55	8	55	21	55	1	55	3	55
	point126	126	677	55	8	55	21	55	1	55	3	55
	point125	125	677	55	8	55	21	55	1	55	3	55
	point124	124	677	55	8	55	21	55	1	55	3	55
	point123	123	677	55	8	55	21	55	1	55	3	55
	point122	122	677	55	8	55	21	55	1	55	3	55
	point121	121	677	55	8	55	21	55	1	55	3	55
	point120	120	677	55	8	55	21	55	1	55	3	55
	point119	119	677	55	8	55	21	55	1	55	3	55
	point118	118	677	55	8	55	21	55	1	55	3	55
	point117	117	677	55	8	55	21	55	1	55	3	55
	point116	116	677	55	8	55	21	55	1	55	3	55
	point115	115	677	55	8	55	21	55	1	55	3	55
	point114	114	677	55	8	55	21	55	1	55	3	55
	point113	113	677	55	8	55	21	55	1	55	3	55
	point112	112	677	55	8	55	21	55	1	55	3	55

	point111	111	677	55	8	55	21	55	1	55	3	55
	point110	110	677	55	8	55	21	55	1	55	3	55
	point109	109	677	55	8	55	21	55	1	55	3	55
	point108	108	677	55	8	55	21	55	1	55	3	55
	point107	107	677	55	8	55	21	55	1	55	3	55
	point106	106	677	55	8	55	21	55	1	55	3	55
	point105	105										
SR 52 WB Suncoast to Shady Hills	point200	200	677	55	8	55	21	55	1	55	3	55
	point201	201	677	55	8	55	21	55	1	55	3	55
	point202	202	677	55	8	55	21	55	1	55	3	55
	point203	203	677	55	8	55	21	55	1	55	3	55
	point204	204	677	55	8	55	21	55	1	55	3	55
	point205	205	677	55	8	55	21	55	1	55	3	55
	point206	206	677	55	8	55	21	55	1	55	3	55
	point207	207	677	55	8	55	21	55	1	55	3	55
	point208	208	677	55	8	55	21	55	1	55	3	55
	point209	209	677	55	8	55	21	55	1	55	3	55
	point210	210	677	55	8	55	21	55	1	55	3	55
	point211	211	677	55	8	55	21	55	1	55	3	55
	point212	212	677	55	8	55	21	55	1	55	3	55
	point213	213	677	55	8	55	21	55	1	55	3	55
	point214	214	677	55	8	55	21	55	1	55	3	55
	point215	215	677	55	8	55	21	55	1	55	3	55
	point216	216	677	55	8	55	21	55	1	55	3	55
	point217	217	677	55	8	55	21	55	1	55	3	55
	point218	218	677	55	8	55	21	55	1	55	3	55
	point219	219	677	55	8	55	21	55	1	55	3	55
	point220	220	677	55	8	55	21	55	1	55	3	55
	point221	221	677	55	8	55	21	55	1	55	3	55
	point222	222	677	55	8	55	21	55	1	55	3	55
	point223	223	677	55	8	55	21	55	1	55	3	55
	point224	224	677	55	8	55	21	55	1	55	3	55
	point225	225	677	55	8	55	21	55	1	55	3	55
	point226	226										

SR 52 EB US 41 to Ehren Cutoff	point230	230	632	55	15	55	37	55	5	55	5	55
	point231	231	632	55	15	55	37	55	5	55	5	55
	point232	232	632	55	15	55	37	55	5	55	5	55
	point233	233	632	55	15	55	37	55	5	55	5	55
	point234	234	632	55	15	55	37	55	5	55	5	55
	point235	235	632	55	15	55	37	55	5	55	5	55
	point236	236	632	55	15	55	37	55	5	55	5	55
	point237	237	632	55	15	55	37	55	5	55	5	55
	point238	238	632	55	15	55	37	55	5	55	5	55
	point239	239	632	55	15	55	37	55	5	55	5	55
	point240	240	632	55	15	55	37	55	5	55	5	55
	point241	241	632	55	15	55	37	55	5	55	5	55
	point242	242	632	55	15	55	37	55	5	55	5	55
	point243	243	632	55	15	55	37	55	5	55	5	55
	point244	244	632	55	15	55	37	55	5	55	5	55
	point245	245	632	55	15	55	37	55	5	55	5	55
	point246	246	632	55	15	55	37	55	5	55	5	55
	point247	247	632	55	15	55	37	55	5	55	5	55
	point248	248	632	55	15	55	37	55	5	55	5	55
	point249	249	632	55	15	55	37	55	5	55	5	55
	point250	250	632	55	15	55	37	55	5	55	5	55
	point251	251	632	55	15	55	37	55	5	55	5	55
	point252	252	632	55	15	55	37	55	5	55	5	55
	point253	253	632	55	15	55	37	55	5	55	5	55
	point254	254	632	55	15	55	37	55	5	55	5	55
	point255	255	632	55	15	55	37	55	5	55	5	55
	point256	256	632	55	15	55	37	55	5	55	5	55
	point257	257	632	55	15	55	37	55	5	55	5	55
	point258	258	632	55	15	55	37	55	5	55	5	55
	point259	259	632	55	15	55	37	55	5	55	5	55
	point384	384	632	55	15	55	37	55	5	55	5	55
	point260	260	632	55	15	55	37	55	5	55	5	55
	point261	261	632	55	15	55	37	55	5	55	5	55
	point262	262	632	55	15	55	37	55	5	55	5	55

	point263	263	632	55	15	55	37	55	5	55	5	55
	point264	264	632	55	15	55	37	55	5	55	5	55
	point265	265	632	55	15	55	37	55	5	55	5	55
	point266	266	632	55	15	55	37	55	5	55	5	55
	point267	267	632	55	15	55	37	55	5	55	5	55
	point268	268	632	55	15	55	37	55	5	55	5	55
	point269	269	632	55	15	55	37	55	5	55	5	55
	point270	270	632	55	15	55	37	55	5	55	5	55
	point271	271	632	55	15	55	37	55	5	55	5	55
	point272	272	632	55	15	55	37	55	5	55	5	55
	point273	273	632	55	15	55	37	55	5	55	5	55
	point274	274	632	55	15	55	37	55	5	55	5	55
	point275	275	632	55	15	55	37	55	5	55	5	55
	point276	276	632	55	15	55	37	55	5	55	5	55
	point277	277	632	55	15	55	37	55	5	55	5	55
	point278	278	632	55	15	55	37	55	5	55	5	55
	point390	390	632	55	15	55	37	55	5	55	5	55
	point386	386	632	55	15	55	37	55	5	55	5	55
	point387	387	632	55	15	55	37	55	5	55	5	55
	point279	279	632	55	15	55	37	55	5	55	5	55
	point392	392										
SR 52 WB Old Pasco to I-75	point306	306	647	55	20	55	36	55	4	55	4	55
	point307	307	647	55	20	55	36	55	4	55	4	55
	point308	308	647	55	20	55	36	55	4	55	4	55
	point309	309	647	55	20	55	36	55	4	55	4	55
	point398	398										
SR 52 WB US 41 to Ehren Cutoff	point393	393	632	55	15	55	37	55	5	55	5	55
	point331	331	632	55	15	55	37	55	5	55	5	55
	point332	332	632	55	15	55	37	55	5	55	5	55
	point333	333	632	55	15	55	37	55	5	55	5	55
	point388	388	632	55	15	55	37	55	5	55	5	55
	point385	385	632	55	15	55	37	55	5	55	5	55
	point389	389	632	55	15	55	37	55	5	55	5	55
	point334	334	632	55	15	55	37	55	5	55	5	55

	point335	335	632	55	15	55	37	55	5	55	5	55
	point336	336	632	55	15	55	37	55	5	55	5	55
	point337	337	632	55	15	55	37	55	5	55	5	55
	point338	338	632	55	15	55	37	55	5	55	5	55
	point339	339	632	55	15	55	37	55	5	55	5	55
	point340	340	632	55	15	55	37	55	5	55	5	55
	point341	341	632	55	15	55	37	55	5	55	5	55
	point342	342	632	55	15	55	37	55	5	55	5	55
	point343	343	632	55	15	55	37	55	5	55	5	55
	point344	344	632	55	15	55	37	55	5	55	5	55
	point345	345	632	55	15	55	37	55	5	55	5	55
	point346	346	632	55	15	55	37	55	5	55	5	55
	point347	347	632	55	15	55	37	55	5	55	5	55
	point348	348	632	55	15	55	37	55	5	55	5	55
	point349	349	632	55	15	55	37	55	5	55	5	55
	point350	350	632	55	15	55	37	55	5	55	5	55
	point351	351	632	55	15	55	37	55	5	55	5	55
	point352	352	632	55	15	55	37	55	5	55	5	55
	point383	383	632	55	15	55	37	55	5	55	5	55
	point353	353	632	55	15	55	37	55	5	55	5	55
	point354	354	632	55	15	55	37	55	5	55	5	55
	point355	355	632	55	15	55	37	55	5	55	5	55
	point356	356	632	55	15	55	37	55	5	55	5	55
	point357	357	632	55	15	55	37	55	5	55	5	55
	point358	358	632	55	15	55	37	55	5	55	5	55
	point359	359	632	55	15	55	37	55	5	55	5	55
	point360	360	632	55	15	55	37	55	5	55	5	55
	point361	361	632	55	15	55	37	55	5	55	5	55
	point362	362	632	55	15	55	37	55	5	55	5	55
	point363	363	632	55	15	55	37	55	5	55	5	55
	point364	364	632	55	15	55	37	55	5	55	5	55
	point365	365	632	55	15	55	37	55	5	55	5	55
	point366	366	632	55	15	55	37	55	5	55	5	55
	point367	367	632	55	15	55	37	55	5	55	5	55

	point368	368	632	55	15	55	37	55	5	55	5	55
	point369	369	632	55	15	55	37	55	5	55	5	55
	point370	370	632	55	15	55	37	55	5	55	5	55
	point371	371	632	55	15	55	37	55	5	55	5	55
	point372	372	632	55	15	55	37	55	5	55	5	55
	point373	373	632	55	15	55	37	55	5	55	5	55
	point374	374	632	55	15	55	37	55	5	55	5	55
	point375	375	632	55	15	55	37	55	5	55	5	55
	point376	376	632	55	15	55	37	55	5	55	5	55
	point377	377	632	55	15	55	37	55	5	55	5	55
	point378	378	632	55	15	55	37	55	5	55	5	55
	point379	379	632	55	15	55	37	55	5	55	5	55
	point380	380	632	55	15	55	37	55	5	55	5	55
	point381	381	632	55	15	55	37	55	5	55	5	55
	point382	382										
SR 52 EB Ehren Cutoff to Bellamy Bros	point394	394	648	55	16	55	38	55	5	55	5	55
	point280	280	648	55	16	55	38	55	5	55	5	55
	point281	281	648	55	16	55	38	55	5	55	5	55
	point282	282	648	55	16	55	38	55	5	55	5	55
	point301	301	648	55	16	55	38	55	5	55	5	55
	point303	303	648	55	16	55	38	55	5	55	5	55
	point304	304	648	55	16	55	38	55	5	55	5	55
	point305	305	648	55	16	55	38	55	5	55	5	55
	point283	283	648	55	16	55	38	55	5	55	5	55
	point284	284	648	55	16	55	38	55	5	55	5	55
	point285	285										
SR 52 WB Ehren Cutoff to Bellamy Bros	point395	395	648	55	16	55	38	55	5	55	5	55
	point322	322	648	55	16	55	38	55	5	55	5	55
	point323	323	648	55	16	55	38	55	5	55	5	55
	point324	324	648	55	16	55	38	55	5	55	5	55
	point325	325	648	55	16	55	38	55	5	55	5	55
	point326	326	648	55	16	55	38	55	5	55	5	55
	point327	327	648	55	16	55	38	55	5	55	5	55
	point328	328	648	55	16	55	38	55	5	55	5	55

	point329	329	648	55	16	55	38	55	5	55	5	55
	point330	330	648	55	16	55	38	55	5	55	5	55
	point391	391										
SR 52 EB Bellamy Bros to Old Pasco	point396	396	647	55	20	55	36	55	4	55	4	55
	point286	286	647	55	20	55	36	55	4	55	4	55
	point287	287	647	55	20	55	36	55	4	55	4	55
	point288	288	647	55	20	55	36	55	4	55	4	55
	point289	289	647	55	20	55	36	55	4	55	4	55
	point290	290	647	55	20	55	36	55	4	55	4	55
	point302	302	647	55	20	55	36	55	4	55	4	55
	point291	291	647	55	20	55	36	55	4	55	4	55
	point292	292	647	55	20	55	36	55	4	55	4	55
	point293	293	647	55	20	55	36	55	4	55	4	55
	point294	294	647	55	20	55	36	55	4	55	4	55
	point295	295	647	55	20	55	36	55	4	55	4	55
	point296	296										
SR 52 WB Bellamy Bros to Old Pasco	point399	399	647	55	20	55	36	55	4	55	4	55
	point310	310	647	55	20	55	36	55	4	55	4	55
	point311	311	647	55	20	55	36	55	4	55	4	55
	point312	312	647	55	20	55	36	55	4	55	4	55
	point313	313	647	55	20	55	36	55	4	55	4	55
	point314	314	647	55	20	55	36	55	4	55	4	55
	point315	315	647	55	20	55	36	55	4	55	4	55
	point316	316	647	55	20	55	36	55	4	55	4	55
	point317	317	647	55	20	55	36	55	4	55	4	55
	point318	318	647	55	20	55	36	55	4	55	4	55
	point319	319	647	55	20	55	36	55	4	55	4	55
	point320	320	647	55	20	55	36	55	4	55	4	55
	point321	321										
SR 52 EB Old Pasco to I-75	point400	400	647	55	20	55	36	55	4	55	4	55
	point297	297	647	55	20	55	36	55	4	55	4	55
	point298	298	647	55	20	55	36	55	4	55	4	55
	point299	299	647	55	20	55	36	55	4	55	4	55
	point300	300										

FDOT District 7						10 November 2006					
R. Magsanoc (PBQD)						TNM 2.5					
INPUT: RECEIVERS											
PROJECT/CONTRACT:	SR 52 Reevaluation 2006										
RUN:	Existing Condition										
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
			X	Y	Z	above	Existing	Impact Criteria		NR	In
						Ground	LAeq1h	LAeq1h	Sub'l	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Receiver1-1	1	1	482,922.8	1,453,367.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-2	2	1	483,110.2	1,453,304.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-3	3	1	483,261.3	1,453,169.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-4	4	1	483,273.5	1,453,334.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-5	5	1	482,966.2	1,453,501.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-6	6	1	483,289.3	1,453,440.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-7	7	1	483,122.1	1,453,595.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-8	8	1	483,309.2	1,453,596.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-9	9	1	483,333.8	1,453,961.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-1	10	1	488,191.8	1,450,785.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-2	11	1	488,301.7	1,450,950.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-3	12	1	488,735.2	1,450,909.9	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-4	13	1	488,866.8	1,450,876.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-5	14	2	489,222.6	1,450,937.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-6	15	1	489,217.4	1,450,793.9	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-7	16	1	489,029.5	1,450,799.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-8	17	1	488,797.8	1,450,669.5	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-9	18	1	488,700.2	1,451,306.5	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-10	19	1	488,746.5	1,451,420.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-11	20	1	488,292.5	1,451,479.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-12	21	1	488,250.5	1,451,614.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-13	22	1	488,686.8	1,451,561.2	0.00	4.92	0.00	66	10.0	8.0	Y

Receiver2-14	23	1	489,905.2	1,451,291.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-15	24	1	490,114.5	1,451,257.5	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-16	25	1	490,506.0	1,450,994.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-17	26	1	491,231.7	1,450,737.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-18	27	2	490,691.2	1,451,039.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-19	28	1	490,343.0	1,451,407.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-20	29	2	490,075.9	1,451,482.4	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-21a	31	1	491,461.2	1,450,180.9	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-22	32	2	490,768.8	1,450,593.9	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-23	33	1	490,468.6	1,450,751.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-24	34	2	490,119.2	1,450,939.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-25	35	1	489,807.6	1,450,889.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-26	36	5	489,665.5	1,450,933.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-27	37	5	489,689.2	1,450,744.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-28	38	1	489,895.1	1,450,778.4	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-29	39	2	490,612.1	1,450,405.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-30	40	1	490,887.4	1,450,353.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-1	42	1	494,548.7	1,449,526.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-2	43	1	494,349.6	1,449,408.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-3	44	1	494,204.4	1,448,682.4	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-4	46	1	495,689.7	1,451,281.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-5	47	1	496,125.1	1,451,321.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-6	48	1	496,428.8	1,451,554.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-7	49	1	497,223.8	1,451,828.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-8	50	1	498,580.7	1,451,509.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-9	51	1	499,289.5	1,451,559.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-1	53	1	500,656.5	1,452,005.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-2	54	1	502,793.1	1,451,757.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-3	55	1	503,188.0	1,452,060.9	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-4	56	1	512,668.0	1,450,197.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-5	57	1	524,906.3	1,450,137.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-6	58	1	525,326.5	1,449,878.9	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-7	59	1	528,065.6	1,449,904.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-8	60	1	532,148.4	1,449,975.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-9	61	1	539,021.9	1,451,002.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-10	62	1	539,781.4	1,451,139.5	0.00	4.92	0.00	66	10.0	8.0	Y

Receiver4-11	63	1	539,867.5	1,450,947.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-12	64	1	540,743.4	1,451,073.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-13	65	1	540,890.2	1,451,185.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-14	66	1	542,501.2	1,451,458.4	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver5-1	67	1	547,403.3	1,450,334.4	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver5-2	68	1	548,248.8	1,450,633.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver5-3	69	3	548,319.8	1,450,962.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver5-4	70	3	548,598.2	1,450,947.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver5-5	71	1	548,815.9	1,450,997.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-21b	73	1	491,361.4	1,450,187.4	0.00	4.92	0.00	66	10.0	8.0	Y

FDOT District 7
R. Magsanoc (PBQD)
10 November 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SR 52 Reevaluation 2006
RUN: No-Build 2030
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1-1	1	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
Receiver1-2	2	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
Receiver1-3	3	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Receiver1-4	4	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
Receiver1-5	5	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Receiver1-6	6	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
Receiver1-7	7	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
Receiver1-8	8	1	0.0	48.8	66	48.8	10	----	48.8	0.0	8	-8.0
Receiver1-9	9	1	0.0	44.5	66	44.5	10	----	44.5	0.0	8	-8.0
Receiver2-1	10	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Receiver2-2	11	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
Receiver2-3	12	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Receiver2-4	13	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
Receiver2-5	14	2	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
Receiver2-6	15	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Receiver2-7	16	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
Receiver2-8	17	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
Receiver2-9	18	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
Receiver2-10	19	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
Receiver2-11	20	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
Receiver2-12	21	1	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
Receiver2-13	22	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
Receiver2-14	23	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0

Receiver2-15	24	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Receiver2-16	25	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Receiver2-17	26	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Receiver2-18	27	2	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
Receiver2-19	28	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
Receiver2-20	29	2	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
Receiver2-21a	31	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Receiver2-22	32	2	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Receiver2-23	33	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Receiver2-24	34	2	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
Receiver2-25	35	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Receiver2-26	36	5	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Receiver2-27	37	5	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
Receiver2-28	38	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Receiver2-29	39	2	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
Receiver2-30	40	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Receiver3-1	42	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Receiver3-2	43	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
Receiver3-3	44	1	0.0	43.9	66	43.9	10	----	43.9	0.0	8	-8.0
Receiver3-4	46	1	0.0	48.2	66	48.2	10	----	48.2	0.0	8	-8.0
Receiver3-5	47	1	0.0	49.7	66	49.7	10	----	49.7	0.0	8	-8.0
Receiver3-6	48	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0
Receiver3-7	49	1	0.0	49.0	66	49.0	10	----	49.0	0.0	8	-8.0
Receiver3-8	50	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Receiver3-9	51	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
Receiver4-1	53	1	0.0	49.0	66	49.0	10	----	49.0	0.0	8	-8.0
Receiver4-2	54	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
Receiver4-3	55	1	0.0	47.4	66	47.4	10	----	47.4	0.0	8	-8.0
Receiver4-4	56	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Receiver4-5	57	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
Receiver4-6	58	1	0.0	51.4	66	51.4	10	----	51.4	0.0	8	-8.0
Receiver4-7	59	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
Receiver4-8	60	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
Receiver4-9	61	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Receiver4-10	62	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
Receiver4-11	63	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Receiver4-12	64	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Receiver4-13	65	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Receiver4-14	66	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
Receiver5-1	67	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Receiver5-2	68	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0

Receiver5-3	69	3	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Receiver5-4	70	3	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
Receiver5-5	71	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
Receiver2-21b	73	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0

Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		86	0.0	0.0	0.0							
All Impacted		11	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

FDOT District 7				10 November 2006									
R. Magsanoc (PBQD)				TNM 2.5									
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:	SR 52 Reevaluation 2006												
RUN:	No-Build 2030												
Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
SR 52 EB Suncoast to Shady Hills	point1	1	677	55	8	55	21	55	1	55	3	55	
	point2	2	677	55	8	55	21	55	1	55	3	55	
	point3	3	677	55	8	55	21	55	1	55	3	55	
	point4	4	677	55	8	55	21	55	1	55	3	55	
	point5	5	677	55	8	55	21	55	1	55	3	55	
	point6	6	677	55	8	55	21	55	1	55	3	55	
	point7	7	677	55	8	55	21	55	1	55	3	55	
	point8	8	677	55	8	55	21	55	1	55	3	55	
	point9	9	677	55	8	55	21	55	1	55	3	55	
	point10	10	677	55	8	55	21	55	1	55	3	55	
	point11	11	677	55	8	55	21	55	1	55	3	55	
	point12	12	677	55	8	55	21	55	1	55	3	55	
	point13	13	677	55	8	55	21	55	1	55	3	55	
	point14	14	677	55	8	55	21	55	1	55	3	55	
	point15	15	677	55	8	55	21	55	1	55	3	55	
	point16	16	677	55	8	55	21	55	1	55	3	55	
	point17	17	677	55	8	55	21	55	1	55	3	55	
	point18	18	677	55	8	55	21	55	1	55	3	55	
	point19	19	677	55	8	55	21	55	1	55	3	55	
	point20	20	677	55	8	55	21	55	1	55	3	55	
	point21	21	677	55	8	55	21	55	1	55	3	55	
	point22	22	677	55	8	55	21	55	1	55	3	55	

	point23	23	677	55	8	55	21	55	1	55	3	55
	point24	24	677	55	8	55	21	55	1	55	3	55
	point25	25										
SR 52 EB Shady Hills to US 41	point104	104	677	55	8	55	21	55	1	55	3	55
	point103	103	677	55	8	55	21	55	1	55	3	55
	point102	102	677	55	8	55	21	55	1	55	3	55
	point101	101	677	55	8	55	21	55	1	55	3	55
	point100	100	677	55	8	55	21	55	1	55	3	55
	point99	99	677	55	8	55	21	55	1	55	3	55
	point98	98	677	55	8	55	21	55	1	55	3	55
	point97	97	677	55	8	55	21	55	1	55	3	55
	point96	96	677	55	8	55	21	55	1	55	3	55
	point95	95	677	55	8	55	21	55	1	55	3	55
	point94	94	677	55	8	55	21	55	1	55	3	55
	point93	93	677	55	8	55	21	55	1	55	3	55
	point92	92	677	55	8	55	21	55	1	55	3	55
	point91	91	677	55	8	55	21	55	1	55	3	55
	point90	90	677	55	8	55	21	55	1	55	3	55
	point89	89	677	55	8	55	21	55	1	55	3	55
	point88	88	677	55	8	55	21	55	1	55	3	55
	point87	87	677	55	8	55	21	55	1	55	3	55
	point86	86	677	55	8	55	21	55	1	55	3	55
	point85	85	677	55	8	55	21	55	1	55	3	55
	point84	84	677	55	8	55	21	55	1	55	3	55
	point83	83	677	55	8	55	21	55	1	55	3	55
	point82	82	677	55	8	55	21	55	1	55	3	55
	point81	81	677	55	8	55	21	55	1	55	3	55
	point80	80	677	55	8	55	21	55	1	55	3	55
	point79	79	677	55	8	55	21	55	1	55	3	55
	point78	78	677	55	8	55	21	55	1	55	3	55
	point77	77	677	55	8	55	21	55	1	55	3	55
	point76	76	677	55	8	55	21	55	1	55	3	55
	point75	75	677	55	8	55	21	55	1	55	3	55
	point74	74	677	55	8	55	21	55	1	55	3	55

	point73	73	677	55	8	55	21	55	1	55	3	55
	point72	72	677	55	8	55	21	55	1	55	3	55
	point71	71	677	55	8	55	21	55	1	55	3	55
	point70	70	677	55	8	55	21	55	1	55	3	55
	point69	69	677	55	8	55	21	55	1	55	3	55
	point68	68	677	55	8	55	21	55	1	55	3	55
	point67	67	677	55	8	55	21	55	1	55	3	55
	point66	66	677	55	8	55	21	55	1	55	3	55
	point65	65	677	55	8	55	21	55	1	55	3	55
	point64	64	677	55	8	55	21	55	1	55	3	55
	point63	63	677	55	8	55	21	55	1	55	3	55
	point62	62	677	55	8	55	21	55	1	55	3	55
	point61	61	677	55	8	55	21	55	1	55	3	55
	point60	60	677	55	8	55	21	55	1	55	3	55
	point59	59	677	55	8	55	21	55	1	55	3	55
	point58	58	677	55	8	55	21	55	1	55	3	55
	point57	57	677	55	8	55	21	55	1	55	3	55
	point56	56	677	55	8	55	21	55	1	55	3	55
	point55	55	677	55	8	55	21	55	1	55	3	55
	point54	54	677	55	8	55	21	55	1	55	3	55
	point53	53	677	55	8	55	21	55	1	55	3	55
	point52	52	677	55	8	55	21	55	1	55	3	55
	point51	51	677	55	8	55	21	55	1	55	3	55
	point50	50	677	55	8	55	21	55	1	55	3	55
	point49	49	677	55	8	55	21	55	1	55	3	55
	point48	48	677	55	8	55	21	55	1	55	3	55
	point47	47	677	55	8	55	21	55	1	55	3	55
	point46	46	677	55	8	55	21	55	1	55	3	55
	point45	45	677	55	8	55	21	55	1	55	3	55
	point44	44	677	55	8	55	21	55	1	55	3	55
	point43	43	677	55	8	55	21	55	1	55	3	55
	point42	42	677	55	8	55	21	55	1	55	3	55
	point41	41	677	55	8	55	21	55	1	55	3	55
	point40	40	677	55	8	55	21	55	1	55	3	55

	point39	39	677	55	8	55	21	55	1	55	3	55
	point38	38	677	55	8	55	21	55	1	55	3	55
	point37	37	677	55	8	55	21	55	1	55	3	55
	point36	36	677	55	8	55	21	55	1	55	3	55
	point35	35	677	55	8	55	21	55	1	55	3	55
	point34	34	677	55	8	55	21	55	1	55	3	55
	point33	33	677	55	8	55	21	55	1	55	3	55
	point32	32	677	55	8	55	21	55	1	55	3	55
	point31	31	677	55	8	55	21	55	1	55	3	55
	point30	30	677	55	8	55	21	55	1	55	3	55
	point29	29	677	55	8	55	21	55	1	55	3	55
	point28	28	677	55	8	55	21	55	1	55	3	55
	point27	27	677	55	8	55	21	55	1	55	3	55
	point26	26										
SR 52 WB Shady Hills to US 41	point199	199	677	55	8	55	21	55	1	55	3	55
	point198	198	677	55	8	55	21	55	1	55	3	55
	point197	197	677	55	8	55	21	55	1	55	3	55
	point196	196	677	55	8	55	21	55	1	55	3	55
	point195	195	677	55	8	55	21	55	1	55	3	55
	point194	194	677	55	8	55	21	55	1	55	3	55
	point193	193	677	55	8	55	21	55	1	55	3	55
	point192	192	677	55	8	55	21	55	1	55	3	55
	point191	191	677	55	8	55	21	55	1	55	3	55
	point190	190	677	55	8	55	21	55	1	55	3	55
	point189	189	677	55	8	55	21	55	1	55	3	55
	point188	188	677	55	8	55	21	55	1	55	3	55
	point187	187	677	55	8	55	21	55	1	55	3	55
	point186	186	677	55	8	55	21	55	1	55	3	55
	point185	185	677	55	8	55	21	55	1	55	3	55
	point184	184	677	55	8	55	21	55	1	55	3	55
	point183	183	677	55	8	55	21	55	1	55	3	55
	point182	182	677	55	8	55	21	55	1	55	3	55
	point181	181	677	55	8	55	21	55	1	55	3	55
	point180	180	677	55	8	55	21	55	1	55	3	55

	point179	179	677	55	8	55	21	55	1	55	3	55
	point178	178	677	55	8	55	21	55	1	55	3	55
	point177	177	677	55	8	55	21	55	1	55	3	55
	point176	176	677	55	8	55	21	55	1	55	3	55
	point175	175	677	55	8	55	21	55	1	55	3	55
	point174	174	677	55	8	55	21	55	1	55	3	55
	point173	173	677	55	8	55	21	55	1	55	3	55
	point172	172	677	55	8	55	21	55	1	55	3	55
	point171	171	677	55	8	55	21	55	1	55	3	55
	point170	170	677	55	8	55	21	55	1	55	3	55
	point169	169	677	55	8	55	21	55	1	55	3	55
	point168	168	677	55	8	55	21	55	1	55	3	55
	point167	167	677	55	8	55	21	55	1	55	3	55
	point166	166	677	55	8	55	21	55	1	55	3	55
	point165	165	677	55	8	55	21	55	1	55	3	55
	point164	164	677	55	8	55	21	55	1	55	3	55
	point163	163	677	55	8	55	21	55	1	55	3	55
	point162	162	677	55	8	55	21	55	1	55	3	55
	point161	161	677	55	8	55	21	55	1	55	3	55
	point160	160	677	55	8	55	21	55	1	55	3	55
	point159	159	677	55	8	55	21	55	1	55	3	55
	point158	158	677	55	8	55	21	55	1	55	3	55
	point157	157	677	55	8	55	21	55	1	55	3	55
	point156	156	677	55	8	55	21	55	1	55	3	55
	point155	155	677	55	8	55	21	55	1	55	3	55
	point154	154	677	55	8	55	21	55	1	55	3	55
	point153	153	677	55	8	55	21	55	1	55	3	55
	point152	152	677	55	8	55	21	55	1	55	3	55
	point151	151	677	55	8	55	21	55	1	55	3	55
	point150	150	677	55	8	55	21	55	1	55	3	55
	point149	149	677	55	8	55	21	55	1	55	3	55
	point148	148	677	55	8	55	21	55	1	55	3	55
	point147	147	677	55	8	55	21	55	1	55	3	55
	point146	146	677	55	8	55	21	55	1	55	3	55

	point145	145	677	55	8	55	21	55	1	55	3	55
	point144	144	677	55	8	55	21	55	1	55	3	55
	point143	143	677	55	8	55	21	55	1	55	3	55
	point142	142	677	55	8	55	21	55	1	55	3	55
	point141	141	677	55	8	55	21	55	1	55	3	55
	point140	140	677	55	8	55	21	55	1	55	3	55
	point139	139	677	55	8	55	21	55	1	55	3	55
	point138	138	677	55	8	55	21	55	1	55	3	55
	point137	137	677	55	8	55	21	55	1	55	3	55
	point136	136	677	55	8	55	21	55	1	55	3	55
	point135	135	677	55	8	55	21	55	1	55	3	55
	point134	134	677	55	8	55	21	55	1	55	3	55
	point133	133	677	55	8	55	21	55	1	55	3	55
	point132	132	677	55	8	55	21	55	1	55	3	55
	point131	131	677	55	8	55	21	55	1	55	3	55
	point130	130	677	55	8	55	21	55	1	55	3	55
	point129	129	677	55	8	55	21	55	1	55	3	55
	point128	128	677	55	8	55	21	55	1	55	3	55
	point127	127	677	55	8	55	21	55	1	55	3	55
	point126	126	677	55	8	55	21	55	1	55	3	55
	point125	125	677	55	8	55	21	55	1	55	3	55
	point124	124	677	55	8	55	21	55	1	55	3	55
	point123	123	677	55	8	55	21	55	1	55	3	55
	point122	122	677	55	8	55	21	55	1	55	3	55
	point121	121	677	55	8	55	21	55	1	55	3	55
	point120	120	677	55	8	55	21	55	1	55	3	55
	point119	119	677	55	8	55	21	55	1	55	3	55
	point118	118	677	55	8	55	21	55	1	55	3	55
	point117	117	677	55	8	55	21	55	1	55	3	55
	point116	116	677	55	8	55	21	55	1	55	3	55
	point115	115	677	55	8	55	21	55	1	55	3	55
	point114	114	677	55	8	55	21	55	1	55	3	55
	point113	113	677	55	8	55	21	55	1	55	3	55
	point112	112	677	55	8	55	21	55	1	55	3	55

	point111	111	677	55	8	55	21	55	1	55	3	55
	point110	110	677	55	8	55	21	55	1	55	3	55
	point109	109	677	55	8	55	21	55	1	55	3	55
	point108	108	677	55	8	55	21	55	1	55	3	55
	point107	107	677	55	8	55	21	55	1	55	3	55
	point106	106	677	55	8	55	21	55	1	55	3	55
	point105	105										
SR 52 WB Suncoast to Shady Hills	point200	200	677	55	8	55	21	55	1	55	3	55
	point201	201	677	55	8	55	21	55	1	55	3	55
	point202	202	677	55	8	55	21	55	1	55	3	55
	point203	203	677	55	8	55	21	55	1	55	3	55
	point204	204	677	55	8	55	21	55	1	55	3	55
	point205	205	677	55	8	55	21	55	1	55	3	55
	point206	206	677	55	8	55	21	55	1	55	3	55
	point207	207	677	55	8	55	21	55	1	55	3	55
	point208	208	677	55	8	55	21	55	1	55	3	55
	point209	209	677	55	8	55	21	55	1	55	3	55
	point210	210	677	55	8	55	21	55	1	55	3	55
	point211	211	677	55	8	55	21	55	1	55	3	55
	point212	212	677	55	8	55	21	55	1	55	3	55
	point213	213	677	55	8	55	21	55	1	55	3	55
	point214	214	677	55	8	55	21	55	1	55	3	55
	point215	215	677	55	8	55	21	55	1	55	3	55
	point216	216	677	55	8	55	21	55	1	55	3	55
	point217	217	677	55	8	55	21	55	1	55	3	55
	point218	218	677	55	8	55	21	55	1	55	3	55
	point219	219	677	55	8	55	21	55	1	55	3	55
	point220	220	677	55	8	55	21	55	1	55	3	55
	point221	221	677	55	8	55	21	55	1	55	3	55
	point222	222	677	55	8	55	21	55	1	55	3	55
	point223	223	677	55	8	55	21	55	1	55	3	55
	point224	224	677	55	8	55	21	55	1	55	3	55
	point225	225	677	55	8	55	21	55	1	55	3	55
	point226	226										

SR 52 EB US 41 to Ehren Cutoff	point230	230	648	55	16	55	38	55	5	55	5	55
	point231	231	648	55	16	55	38	55	5	55	5	55
	point232	232	648	55	16	55	38	55	5	55	5	55
	point233	233	648	55	16	55	38	55	5	55	5	55
	point234	234	648	55	16	55	38	55	5	55	5	55
	point235	235	648	55	16	55	38	55	5	55	5	55
	point236	236	648	55	16	55	38	55	5	55	5	55
	point237	237	648	55	16	55	38	55	5	55	5	55
	point238	238	648	55	16	55	38	55	5	55	5	55
	point239	239	648	55	16	55	38	55	5	55	5	55
	point240	240	648	55	16	55	38	55	5	55	5	55
	point241	241	648	55	16	55	38	55	5	55	5	55
	point242	242	648	55	16	55	38	55	5	55	5	55
	point243	243	648	55	16	55	38	55	5	55	5	55
	point244	244	648	55	16	55	38	55	5	55	5	55
	point245	245	648	55	16	55	38	55	5	55	5	55
	point246	246	648	55	16	55	38	55	5	55	5	55
	point247	247	648	55	16	55	38	55	5	55	5	55
	point248	248	648	55	16	55	38	55	5	55	5	55
	point249	249	648	55	16	55	38	55	5	55	5	55
	point250	250	648	55	16	55	38	55	5	55	5	55
	point251	251	648	55	16	55	38	55	5	55	5	55
	point252	252	648	55	16	55	38	55	5	55	5	55
	point253	253	648	55	16	55	38	55	5	55	5	55
	point254	254	648	55	16	55	38	55	5	55	5	55
	point255	255	648	55	16	55	38	55	5	55	5	55
	point256	256	648	55	16	55	38	55	5	55	5	55
	point257	257	648	55	16	55	38	55	5	55	5	55
	point258	258	648	55	16	55	38	55	5	55	5	55
	point259	259	648	55	16	55	38	55	5	55	5	55
	point384	384	648	55	16	55	38	55	5	55	5	55
	point260	260	648	55	16	55	38	55	5	55	5	55
	point261	261	648	55	16	55	38	55	5	55	5	55
	point262	262	648	55	16	55	38	55	5	55	5	55

	point263	263	648	55	16	55	38	55	5	55	5	55
	point264	264	648	55	16	55	38	55	5	55	5	55
	point265	265	648	55	16	55	38	55	5	55	5	55
	point266	266	648	55	16	55	38	55	5	55	5	55
	point267	267	648	55	16	55	38	55	5	55	5	55
	point268	268	648	55	16	55	38	55	5	55	5	55
	point269	269	648	55	16	55	38	55	5	55	5	55
	point270	270	648	55	16	55	38	55	5	55	5	55
	point271	271	648	55	16	55	38	55	5	55	5	55
	point272	272	648	55	16	55	38	55	5	55	5	55
	point273	273	648	55	16	55	38	55	5	55	5	55
	point274	274	648	55	16	55	38	55	5	55	5	55
	point275	275	648	55	16	55	38	55	5	55	5	55
	point276	276	648	55	16	55	38	55	5	55	5	55
	point277	277	648	55	16	55	38	55	5	55	5	55
	point278	278	648	55	16	55	38	55	5	55	5	55
	point390	390	648	55	16	55	38	55	5	55	5	55
	point386	386	648	55	16	55	38	55	5	55	5	55
	point387	387	648	55	16	55	38	55	5	55	5	55
	point279	279	648	55	16	55	38	55	5	55	5	55
	point392	392										
SR 52 WB Old Pasco to I-75	point306	306	647	55	20	55	36	55	4	55	4	55
	point307	307	647	55	20	55	36	55	4	55	4	55
	point308	308	647	55	20	55	36	55	4	55	4	55
	point309	309	647	55	20	55	36	55	4	55	4	55
	point398	398										
SR 52 WB US 41 to Ehren Cutoff	point393	393	648	55	16	55	38	55	5	55	5	55
	point331	331	648	55	16	55	38	55	5	55	5	55
	point332	332	648	55	16	55	38	55	5	55	5	55
	point333	333	648	55	16	55	38	55	5	55	5	55
	point388	388	648	55	16	55	38	55	5	55	5	55
	point385	385	648	55	16	55	38	55	5	55	5	55
	point389	389	648	55	16	55	38	55	5	55	5	55
	point334	334	648	55	16	55	38	55	5	55	5	55

	point335	335	648	55	16	55	38	55	5	55	5	55
	point336	336	648	55	16	55	38	55	5	55	5	55
	point337	337	648	55	16	55	38	55	5	55	5	55
	point338	338	648	55	16	55	38	55	5	55	5	55
	point339	339	648	55	16	55	38	55	5	55	5	55
	point340	340	648	55	16	55	38	55	5	55	5	55
	point341	341	648	55	16	55	38	55	5	55	5	55
	point342	342	648	55	16	55	38	55	5	55	5	55
	point343	343	648	55	16	55	38	55	5	55	5	55
	point344	344	648	55	16	55	38	55	5	55	5	55
	point345	345	648	55	16	55	38	55	5	55	5	55
	point346	346	648	55	16	55	38	55	5	55	5	55
	point347	347	648	55	16	55	38	55	5	55	5	55
	point348	348	648	55	16	55	38	55	5	55	5	55
	point349	349	648	55	16	55	38	55	5	55	5	55
	point350	350	648	55	16	55	38	55	5	55	5	55
	point351	351	648	55	16	55	38	55	5	55	5	55
	point352	352	648	55	16	55	38	55	5	55	5	55
	point383	383	648	55	16	55	38	55	5	55	5	55
	point353	353	648	55	16	55	38	55	5	55	5	55
	point354	354	648	55	16	55	38	55	5	55	5	55
	point355	355	648	55	16	55	38	55	5	55	5	55
	point356	356	648	55	16	55	38	55	5	55	5	55
	point357	357	648	55	16	55	38	55	5	55	5	55
	point358	358	648	55	16	55	38	55	5	55	5	55
	point359	359	648	55	16	55	38	55	5	55	5	55
	point360	360	648	55	16	55	38	55	5	55	5	55
	point361	361	648	55	16	55	38	55	5	55	5	55
	point362	362	648	55	16	55	38	55	5	55	5	55
	point363	363	648	55	16	55	38	55	5	55	5	55
	point364	364	648	55	16	55	38	55	5	55	5	55
	point365	365	648	55	16	55	38	55	5	55	5	55
	point366	366	648	55	16	55	38	55	5	55	5	55
	point367	367	648	55	16	55	38	55	5	55	5	55

	point368	368	648	55	16	55	38	55	5	55	5	55
	point369	369	648	55	16	55	38	55	5	55	5	55
	point370	370	648	55	16	55	38	55	5	55	5	55
	point371	371	648	55	16	55	38	55	5	55	5	55
	point372	372	648	55	16	55	38	55	5	55	5	55
	point373	373	648	55	16	55	38	55	5	55	5	55
	point374	374	648	55	16	55	38	55	5	55	5	55
	point375	375	648	55	16	55	38	55	5	55	5	55
	point376	376	648	55	16	55	38	55	5	55	5	55
	point377	377	648	55	16	55	38	55	5	55	5	55
	point378	378	648	55	16	55	38	55	5	55	5	55
	point379	379	648	55	16	55	38	55	5	55	5	55
	point380	380	648	55	16	55	38	55	5	55	5	55
	point381	381	648	55	16	55	38	55	5	55	5	55
	point382	382										
SR 52 EB Ehren Cutoff to Bellamy Bros	point394	394	648	55	16	55	38	55	5	55	5	55
	point280	280	648	55	16	55	38	55	5	55	5	55
	point281	281	648	55	16	55	38	55	5	55	5	55
	point282	282	648	55	16	55	38	55	5	55	5	55
	point301	301	648	55	16	55	38	55	5	55	5	55
	point303	303	648	55	16	55	38	55	5	55	5	55
	point304	304	648	55	16	55	38	55	5	55	5	55
	point305	305	648	55	16	55	38	55	5	55	5	55
	point283	283	648	55	16	55	38	55	5	55	5	55
	point284	284	648	55	16	55	38	55	5	55	5	55
	point285	285										
SR 52 WB Ehren Cutoff to Bellamy Bros	point395	395	648	55	16	55	38	55	5	55	5	55
	point322	322	648	55	16	55	38	55	5	55	5	55
	point323	323	648	55	16	55	38	55	5	55	5	55
	point324	324	648	55	16	55	38	55	5	55	5	55
	point325	325	648	55	16	55	38	55	5	55	5	55
	point326	326	648	55	16	55	38	55	5	55	5	55
	point327	327	648	55	16	55	38	55	5	55	5	55
	point328	328	648	55	16	55	38	55	5	55	5	55

	point329	329	648	55	16	55	38	55	5	55	5	55
	point330	330	648	55	16	55	38	55	5	55	5	55
	point391	391										
SR 52 EB Bellamy Bros to Old Pasco	point396	396	647	55	20	55	36	55	4	55	4	55
	point286	286	647	55	20	55	36	55	4	55	4	55
	point287	287	647	55	20	55	36	55	4	55	4	55
	point288	288	647	55	20	55	36	55	4	55	4	55
	point289	289	647	55	20	55	36	55	4	55	4	55
	point290	290	647	55	20	55	36	55	4	55	4	55
	point302	302	647	55	20	55	36	55	4	55	4	55
	point291	291	647	55	20	55	36	55	4	55	4	55
	point292	292	647	55	20	55	36	55	4	55	4	55
	point293	293	647	55	20	55	36	55	4	55	4	55
	point294	294	647	55	20	55	36	55	4	55	4	55
	point295	295	647	55	20	55	36	55	4	55	4	55
	point296	296										
SR 52 WB Bellamy Bros to Old Pasco	point399	399	647	55	20	55	36	55	4	55	4	55
	point310	310	647	55	20	55	36	55	4	55	4	55
	point311	311	647	55	20	55	36	55	4	55	4	55
	point312	312	647	55	20	55	36	55	4	55	4	55
	point313	313	647	55	20	55	36	55	4	55	4	55
	point314	314	647	55	20	55	36	55	4	55	4	55
	point315	315	647	55	20	55	36	55	4	55	4	55
	point316	316	647	55	20	55	36	55	4	55	4	55
	point317	317	647	55	20	55	36	55	4	55	4	55
	point318	318	647	55	20	55	36	55	4	55	4	55
	point319	319	647	55	20	55	36	55	4	55	4	55
	point320	320	647	55	20	55	36	55	4	55	4	55
	point321	321										
SR 52 EB Old Pasco to I-75	point400	400	647	55	20	55	36	55	4	55	4	55
	point297	297	647	55	20	55	36	55	4	55	4	55
	point298	298	647	55	20	55	36	55	4	55	4	55
	point299	299	647	55	20	55	36	55	4	55	4	55
	point300	300										

FDOT District 7 | 10 November 2006
R. Magsanoc (PBQD) | TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: SR 52 Reevaluation 2006
RUN: No-Build 2030

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active In Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Receiver1-1	1	1	482,922.8	1,453,367.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-2	2	1	483,110.2	1,453,304.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-3	3	1	483,261.3	1,453,169.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-4	4	1	483,273.5	1,453,334.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-5	5	1	482,966.2	1,453,501.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-6	6	1	483,289.3	1,453,440.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-7	7	1	483,122.1	1,453,595.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-8	8	1	483,309.2	1,453,596.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver1-9	9	1	483,333.8	1,453,961.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-1	10	1	488,191.8	1,450,785.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-2	11	1	488,301.7	1,450,950.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-3	12	1	488,735.2	1,450,909.9	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-4	13	1	488,866.8	1,450,876.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-5	14	2	489,222.6	1,450,937.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-6	15	1	489,217.4	1,450,793.9	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-7	16	1	489,029.5	1,450,799.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-8	17	1	488,797.8	1,450,669.5	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-9	18	1	488,700.2	1,451,306.5	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-10	19	1	488,746.5	1,451,420.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-11	20	1	488,292.5	1,451,479.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-12	21	1	488,250.5	1,451,614.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-13	22	1	488,686.8	1,451,561.2	0.00	4.92	0.00	66	10.0	8.0	Y

Receiver2-14	23	1	489,905.2	1,451,291.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-15	24	1	490,114.5	1,451,257.5	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-16	25	1	490,506.0	1,450,994.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-17	26	1	491,231.7	1,450,737.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-18	27	2	490,691.2	1,451,039.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-19	28	1	490,343.0	1,451,407.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-20	29	2	490,075.9	1,451,482.4	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-21a	31	1	491,461.2	1,450,180.9	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-22	32	2	490,768.8	1,450,593.9	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-23	33	1	490,468.6	1,450,751.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-24	34	2	490,119.2	1,450,939.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-25	35	1	489,807.6	1,450,889.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-26	36	5	489,665.5	1,450,933.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-27	37	5	489,689.2	1,450,744.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-28	38	1	489,895.1	1,450,778.4	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-29	39	2	490,612.1	1,450,405.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-30	40	1	490,887.4	1,450,353.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-1	42	1	494,548.7	1,449,526.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-2	43	1	494,349.6	1,449,408.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-3	44	1	494,204.4	1,448,682.4	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-4	46	1	495,689.7	1,451,281.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-5	47	1	496,125.1	1,451,321.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-6	48	1	496,428.8	1,451,554.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-7	49	1	497,223.8	1,451,828.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-8	50	1	498,580.7	1,451,509.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-9	51	1	499,289.5	1,451,559.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-1	53	1	500,656.5	1,452,005.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-2	54	1	502,793.1	1,451,757.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-3	55	1	503,188.0	1,452,060.9	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-4	56	1	512,668.0	1,450,197.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-5	57	1	524,906.3	1,450,137.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-6	58	1	525,326.5	1,449,878.9	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-7	59	1	528,065.6	1,449,904.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-8	60	1	532,148.4	1,449,975.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-9	61	1	539,021.9	1,451,002.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-10	62	1	539,781.4	1,451,139.5	0.00	4.92	0.00	66	10.0	8.0	Y

Receiver4-11	63	1	539,867.5	1,450,947.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-12	64	1	540,743.4	1,451,073.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-13	65	1	540,890.2	1,451,185.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-14	66	1	542,501.2	1,451,458.4	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver5-1	67	1	547,403.3	1,450,334.4	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver5-2	68	1	548,248.8	1,450,633.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver5-3	69	3	548,319.8	1,450,962.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver5-4	70	3	548,598.2	1,450,947.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver5-5	71	1	548,815.9	1,450,997.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-21b	73	1	491,361.4	1,450,187.4	0.00	4.92	0.00	66	10.0	8.0	Y

FDOT District 7	10 November 2006
R. Magsanoc (PBQD)	TNM 2.5
	Calculated with TNM 2.5
RESULTS: SOUND LEVELS	
PROJECT/CONTRACT:	SR 52 Reevaluation 2006
RUN:	Build 2030 (Analysis 10/26/06)
BARRIER DESIGN:	INPUT HEIGHTS
	Average pavement type shall be used unless
	a State highway agency substantiates the use
ATMOSPHERICS:	68 deg F, 50% RH
	of a different type with approval of FHWA.

Receiver													
Name	No.	#DUs	Existing	No Barrier					With Barrier			
			LAeq1h	LAeq1h		Increase over existing		Type	Calculated	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc	Impact	LAeq1h	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1-1	1	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Receiver1-2	2	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver1-3	3	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
Receiver1-4	4	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Receiver1-5	5	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
Receiver1-6	6	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
Receiver1-7	7	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
Receiver1-8	8	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Receiver1-9	9	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
Receiver2-1	10	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Receiver2-3	12	1	0.0	67.4	66	67.4	10	Snd Lvl	67.3	0.1	8	-7.9
Receiver2-4	13	1	0.0	65.5	66	65.5	10	----	64.8	0.7	8	-7.3
Receiver2-6	15	1	0.0	61.8	66	61.8	10	----	58.1	3.7	8	-4.3
Receiver2-7	16	1	0.0	62.1	66	62.1	10	----	59.4	2.7	8	-5.3
Receiver2-8	17	1	0.0	58.5	66	58.5	10	----	57.8	0.7	8	-7.3
Receiver2-10	19	1	0.0	60.1	66	60.1	10	----	57.3	2.8	8	-5.2
Receiver2-11	20	1	0.0	58.6	66	58.6	10	----	58.4	0.2	8	-7.8
Receiver2-12	21	1	0.0	56.5	66	56.5	10	----	56.3	0.2	8	-7.8
Receiver2-13	22	1	0.0	57.2	66	57.2	10	----	55.8	1.4	8	-6.6
Receiver2-19	28	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Receiver2-20	29	2	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Receiver2-22	32	2	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Receiver2-23	33	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0

Receiver2-26	36	5	0.0	68.9	66	68.9	10	Snd Lvl	65.1	3.8	8	-4.2
Receiver2-27	37	5	0.0	60.6	66	60.6	10	----	58.3	2.3	8	-5.7
Receiver2-28	38	1	0.0	62.2	66	62.2	10	----	60.6	1.6	8	-6.4
Receiver2-29	39	2	0.0	58.2	66	58.2	10	----	58.1	0.1	8	-7.9
Receiver2-30	40	1	0.0	59.9	66	59.9	10	----	59.8	0.1	8	-7.9
Receiver3-1	42	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Receiver3-2	43	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Receiver3-3	44	1	0.0	48.7	66	48.7	10	----	48.7	0.0	8	-8.0
Receiver3-4	46	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
Receiver3-5	47	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
Receiver3-6	48	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Receiver3-7	49	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
Receiver3-8	50	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Receiver3-9	51	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
Receiver4-1	53	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Receiver4-2	54	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Receiver4-3	55	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
Receiver4-4	56	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
Receiver4-5	57	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Receiver4-6	58	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
Receiver4-7	59	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Receiver4-8	60	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
Receiver4-9	61	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Receiver4-10	62	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver4-11	63	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Receiver4-12	64	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
Receiver4-13	65	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Receiver4-14	66	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Receiver5-1	67	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Receiver5-2	68	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Receiver5-3	69	3	0.0	77.6	66	77.6	10	Snd Lvl	77.6	0.0	8	-8.0
Receiver5-5	71	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Receiver2-2	75	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
Receiver2-5	77	2	0.0	68.9	66	68.9	10	Snd Lvl	60.2	8.7	8	0.7
Receiver2-25	78	1	0.0	67.0	66	67.0	10	Snd Lvl	62.8	4.2	8	-3.8
Receiver2-24	79	2	0.0	72.6	66	72.6	10	Snd Lvl	72.6	0.0	8	-8.0
Receiver2-9	81	1	0.0	64.5	66	64.5	10	----	58.7	5.8	8	-2.2

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB

All Selected		75	0.0	0.7	8.7							
All Impacted		21	0.0	1.4	8.7							
All that meet NR Goal		2	8.7	8.7	8.7							

FDOT District 7				10 November 2006									
R. Magsanoc (PBQD)				TNM 2.5									
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:	SR 52 Reevaluation 2006												
RUN:	Build 2030 (Analysis 10/26/06)												
Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
SR 52 EB (A) Veterans to Shady Hills	point391	391	482	45	6	45	15	45	1	45	2	45	
	point392	392											
SR 52 EB (B) Veterans to Shady Hills	point393	393	482	45	6	45	15	45	1	45	2	45	
	point394	394											
SR 52 EB (C) Veterans to Shady Hills	point395	395	482	45	6	45	15	45	1	45	2	45	
	point396	396											
SR 52 WB (A) Veterans to Shady Hills	point397	397	482	45	6	45	15	45	1	45	2	45	
	point398	398											
SR 52 WB (B) Veterans to Shady Hills	point399	399	482	45	6	45	15	45	1	45	2	45	
	point400	400											
SR 52 WB (C) Veterans to Shady Hills	point401	401	482	45	6	45	15	45	1	45	2	45	
	point402	402											
SR 52 EB (A) Shady Hills to US 41	point438	438	627	55	8	55	20	55	1	55	3	55	
	point437	437	627	55	8	55	20	55	1	55	3	55	
	point436	436	627	55	8	55	20	55	1	55	3	55	
	point435	435	627	55	8	55	20	55	1	55	3	55	
	point434	434	627	55	8	55	20	55	1	55	3	55	
	point433	433	627	55	8	55	20	55	1	55	3	55	
	point432	432	627	55	8	55	20	55	1	55	3	55	
	point431	431	627	55	8	55	20	55	1	55	3	55	
	point430	430	627	55	8	55	20	55	1	55	3	55	
	point429	429	627	55	8	55	20	55	1	55	3	55	

	point428	428	627	55	8	55	20	55	1	55	3	55
	point427	427	627	55	8	55	20	55	1	55	3	55
	point426	426	627	55	8	55	20	55	1	55	3	55
	point425	425	627	55	8	55	20	55	1	55	3	55
	point423	423	627	55	8	55	20	55	1	55	3	55
	point422	422	627	55	8	55	20	55	1	55	3	55
	point421	421	627	55	8	55	20	55	1	55	3	55
	point420	420	627	55	8	55	20	55	1	55	3	55
	point419	419	627	55	8	55	20	55	1	55	3	55
	point418	418	627	55	8	55	20	55	1	55	3	55
	point417	417	627	55	8	55	20	55	1	55	3	55
	point416	416	627	55	8	55	20	55	1	55	3	55
	point415	415	627	55	8	55	20	55	1	55	3	55
	point414	414	627	55	8	55	20	55	1	55	3	55
	point413	413	627	55	8	55	20	55	1	55	3	55
	point412	412	627	55	8	55	20	55	1	55	3	55
	point411	411	627	55	8	55	20	55	1	55	3	55
	point1086	1086	627	55	8	55	20	55	1	55	3	55
	point410	410	627	55	8	55	20	55	1	55	3	55
	point409	409	627	55	8	55	20	55	1	55	3	55
	point408	408	627	55	8	55	20	55	1	55	3	55
	point407	407	627	55	8	55	20	55	1	55	3	55
	point406	406	627	55	8	55	20	55	1	55	3	55
	point405	405	627	55	8	55	20	55	1	55	3	55
	point1089	1089	627	55	8	55	20	55	1	55	3	55
	point404	404	627	55	8	55	20	55	1	55	3	55
	point1092	1092	627	55	8	55	20	55	1	55	3	55
	point403	403										
SR 52 EB (B) Shady Hills to US 41	point474	474	627	55	8	55	20	55	1	55	3	55
	point473	473	627	55	8	55	20	55	1	55	3	55
	point472	472	627	55	8	55	20	55	1	55	3	55
	point471	471	627	55	8	55	20	55	1	55	3	55
	point470	470	627	55	8	55	20	55	1	55	3	55
	point469	469	627	55	8	55	20	55	1	55	3	55

	point468	468	627	55	8	55	20	55	1	55	3	55
	point467	467	627	55	8	55	20	55	1	55	3	55
	point466	466	627	55	8	55	20	55	1	55	3	55
	point465	465	627	55	8	55	20	55	1	55	3	55
	point464	464	627	55	8	55	20	55	1	55	3	55
	point463	463	627	55	8	55	20	55	1	55	3	55
	point462	462	627	55	8	55	20	55	1	55	3	55
	point461	461	627	55	8	55	20	55	1	55	3	55
	point459	459	627	55	8	55	20	55	1	55	3	55
	point458	458	627	55	8	55	20	55	1	55	3	55
	point457	457	627	55	8	55	20	55	1	55	3	55
	point456	456	627	55	8	55	20	55	1	55	3	55
	point455	455	627	55	8	55	20	55	1	55	3	55
	point454	454	627	55	8	55	20	55	1	55	3	55
	point453	453	627	55	8	55	20	55	1	55	3	55
	point452	452	627	55	8	55	20	55	1	55	3	55
	point451	451	627	55	8	55	20	55	1	55	3	55
	point450	450	627	55	8	55	20	55	1	55	3	55
	point449	449	627	55	8	55	20	55	1	55	3	55
	point448	448	627	55	8	55	20	55	1	55	3	55
	point447	447	627	55	8	55	20	55	1	55	3	55
	point1087	1087	627	55	8	55	20	55	1	55	3	55
	point446	446	627	55	8	55	20	55	1	55	3	55
	point445	445	627	55	8	55	20	55	1	55	3	55
	point444	444	627	55	8	55	20	55	1	55	3	55
	point443	443	627	55	8	55	20	55	1	55	3	55
	point442	442	627	55	8	55	20	55	1	55	3	55
	point441	441	627	55	8	55	20	55	1	55	3	55
	point1090	1090	627	55	8	55	20	55	1	55	3	55
	point440	440	627	55	8	55	20	55	1	55	3	55
	point1093	1093	627	55	8	55	20	55	1	55	3	55
	point439	439										
SR 52 EB (C) Shady Hills to US 41	point510	510	627	55	8	55	20	55	1	55	3	55
	point509	509	627	55	8	55	20	55	1	55	3	55

	point508	508	627	55	8	55	20	55	1	55	3	55
	point507	507	627	55	8	55	20	55	1	55	3	55
	point506	506	627	55	8	55	20	55	1	55	3	55
	point505	505	627	55	8	55	20	55	1	55	3	55
	point504	504	627	55	8	55	20	55	1	55	3	55
	point503	503	627	55	8	55	20	55	1	55	3	55
	point502	502	627	55	8	55	20	55	1	55	3	55
	point501	501	627	55	8	55	20	55	1	55	3	55
	point500	500	627	55	8	55	20	55	1	55	3	55
	point499	499	627	55	8	55	20	55	1	55	3	55
	point498	498	627	55	8	55	20	55	1	55	3	55
	point497	497	627	55	8	55	20	55	1	55	3	55
	point495	495	627	55	8	55	20	55	1	55	3	55
	point494	494	627	55	8	55	20	55	1	55	3	55
	point493	493	627	55	8	55	20	55	1	55	3	55
	point492	492	627	55	8	55	20	55	1	55	3	55
	point491	491	627	55	8	55	20	55	1	55	3	55
	point490	490	627	55	8	55	20	55	1	55	3	55
	point489	489	627	55	8	55	20	55	1	55	3	55
	point488	488	627	55	8	55	20	55	1	55	3	55
	point487	487	627	55	8	55	20	55	1	55	3	55
	point486	486	627	55	8	55	20	55	1	55	3	55
	point485	485	627	55	8	55	20	55	1	55	3	55
	point484	484	627	55	8	55	20	55	1	55	3	55
	point483	483	627	55	8	55	20	55	1	55	3	55
	point1088	1088	627	55	8	55	20	55	1	55	3	55
	point482	482	627	55	8	55	20	55	1	55	3	55
	point481	481	627	55	8	55	20	55	1	55	3	55
	point480	480	627	55	8	55	20	55	1	55	3	55
	point479	479	627	55	8	55	20	55	1	55	3	55
	point478	478	627	55	8	55	20	55	1	55	3	55
	point477	477	627	55	8	55	20	55	1	55	3	55
	point1091	1091	627	55	8	55	20	55	1	55	3	55
	point476	476	627	55	8	55	20	55	1	55	3	55

	point1094	1094	627	55	8	55	20	55	1	55	3	55
	point475	475										
SR 52 WB (A) Shady Hills to US 41	point547	547	627	55	8	55	20	55	1	55	3	55
	point546	546	627	55	8	55	20	55	1	55	3	55
	point545	545	627	55	8	55	20	55	1	55	3	55
	point544	544	627	55	8	55	20	55	1	55	3	55
	point543	543	627	55	8	55	20	55	1	55	3	55
	point542	542	627	55	8	55	20	55	1	55	3	55
	point541	541	627	55	8	55	20	55	1	55	3	55
	point540	540	627	55	8	55	20	55	1	55	3	55
	point539	539	627	55	8	55	20	55	1	55	3	55
	point538	538	627	55	8	55	20	55	1	55	3	55
	point537	537	627	55	8	55	20	55	1	55	3	55
	point536	536	627	55	8	55	20	55	1	55	3	55
	point535	535	627	55	8	55	20	55	1	55	3	55
	point534	534	627	55	8	55	20	55	1	55	3	55
	point533	533	627	55	8	55	20	55	1	55	3	55
	point532	532	627	55	8	55	20	55	1	55	3	55
	point531	531	627	55	8	55	20	55	1	55	3	55
	point530	530	627	55	8	55	20	55	1	55	3	55
	point529	529	627	55	8	55	20	55	1	55	3	55
	point528	528	627	55	8	55	20	55	1	55	3	55
	point527	527	627	55	8	55	20	55	1	55	3	55
	point526	526	627	55	8	55	20	55	1	55	3	55
	point525	525	627	55	8	55	20	55	1	55	3	55
	point524	524	627	55	8	55	20	55	1	55	3	55
	point522	522	627	55	8	55	20	55	1	55	3	55
	point521	521	627	55	8	55	20	55	1	55	3	55
	point520	520	627	55	8	55	20	55	1	55	3	55
	point519	519	627	55	8	55	20	55	1	55	3	55
	point518	518	627	55	8	55	20	55	1	55	3	55
	point517	517	627	55	8	55	20	55	1	55	3	55
	point516	516	627	55	8	55	20	55	1	55	3	55
	point515	515	627	55	8	55	20	55	1	55	3	55

	point553	553	627	55	8	55	20	55	1	55	3	55
	point552	552	627	55	8	55	20	55	1	55	3	55
	point551	551	627	55	8	55	20	55	1	55	3	55
	point550	550	627	55	8	55	20	55	1	55	3	55
	point549	549	627	55	8	55	20	55	1	55	3	55
	point548	548										
SR 52 EB (A) Ehren Cutoff to Bellamy Br	point839	839	424	55	10	55	25	55	3	55	3	55
	point937	937	424	55	10	55	25	55	3	55	3	55
	point920	920	424	55	10	55	25	55	3	55	3	55
	point926	926	424	55	10	55	25	55	3	55	3	55
	point934	934	424	55	10	55	25	55	3	55	3	55
	point928	928	424	55	10	55	25	55	3	55	3	55
	point840	840										
SR 52 WB (A) Ehren Cutoff to Bellamy B	point843	843	424	55	10	55	25	55	3	55	3	55
	point930	930	424	55	10	55	25	55	3	55	3	55
	point933	933	424	55	10	55	25	55	3	55	3	55
	point925	925	424	55	10	55	25	55	3	55	3	55
	point923	923	424	55	10	55	25	55	3	55	3	55
	point938	938	424	55	10	55	25	55	3	55	3	55
	point844	844										
SR 52 WB (B) Ehren Cutoff to Bellamy Br	point845	845	424	55	10	55	25	55	3	55	3	55
	point931	931	424	55	10	55	25	55	3	55	3	55
	point932	932	424	55	10	55	25	55	3	55	3	55
	point924	924	424	55	10	55	25	55	3	55	3	55
	point922	922	424	55	10	55	25	55	3	55	3	55
	point939	939	424	55	10	55	25	55	3	55	3	55
	point846	846										
SR 52 EB (A) Bellamy Bros to Old Pasco	point847	847	394	55	12	55	22	55	2	55	3	55
	point848	848										
SR 52 EB (B) Bellamy Bros to Old Pasco	point849	849	394	55	12	55	22	55	2	55	3	55
	point850	850										
SR 52 WB (A) Bellamy Bros to Old Pasc	point855	855	394	55	12	55	22	55	2	55	3	55
	point854	854	394	55	12	55	22	55	2	55	3	55
	point853	853	394	55	12	55	22	55	2	55	3	55

	point852	852	394	55	12	55	22	55	2	55	3	55
	point851	851										
SR 52 WB (C) Bellamy Bros to Old Pasco	point860	860	394	55	12	55	22	55	2	55	3	55
	point859	859	394	55	12	55	22	55	2	55	3	55
	point858	858	394	55	12	55	22	55	2	55	3	55
	point857	857	394	55	12	55	22	55	2	55	3	55
	point856	856										
SR 52 EB (B) Old Pasco to I-75	point864	864	594	55	19	55	33	55	3	55	4	55
	point863	863	594	55	19	55	33	55	3	55	4	55
	point862	862	594	55	19	55	33	55	3	55	4	55
	point861	861										
SR 52 EB (A) Old Pasco to I-75	point868	868	594	55	19	55	33	55	3	55	4	55
	point867	867	594	55	19	55	33	55	3	55	4	55
	point866	866	594	55	19	55	33	55	3	55	4	55
	point865	865										
SR 52 WB (A) Old Pasco to I-75	point873	873	594	55	19	55	33	55	3	55	4	55
	point872	872	594	55	19	55	33	55	3	55	4	55
	point871	871	594	55	19	55	33	55	3	55	4	55
	point870	870	594	55	19	55	33	55	3	55	4	55
	point869	869										
SR 52 WB (C) Old Pasco to I-75	point878	878	594	55	19	55	33	55	3	55	4	55
	point877	877	594	55	19	55	33	55	3	55	4	55
	point876	876	594	55	19	55	33	55	3	55	4	55
	point875	875	594	55	19	55	33	55	3	55	4	55
	point874	874										
SR 52 WB (B) Shady Hills to US 41	point915	915	627	55	8	55	20	55	1	55	3	55
	point914	914	627	55	8	55	20	55	1	55	3	55
	point913	913	627	55	8	55	20	55	1	55	3	55
	point912	912	627	55	8	55	20	55	1	55	3	55
	point911	911	627	55	8	55	20	55	1	55	3	55
	point910	910	627	55	8	55	20	55	1	55	3	55
	point909	909	627	55	8	55	20	55	1	55	3	55
	point908	908	627	55	8	55	20	55	1	55	3	55
	point907	907	627	55	8	55	20	55	1	55	3	55

	point906	906	627	55	8	55	20	55	1	55	3	55
	point905	905	627	55	8	55	20	55	1	55	3	55
	point904	904	627	55	8	55	20	55	1	55	3	55
	point903	903	627	55	8	55	20	55	1	55	3	55
	point902	902	627	55	8	55	20	55	1	55	3	55
	point901	901	627	55	8	55	20	55	1	55	3	55
	point900	900	627	55	8	55	20	55	1	55	3	55
	point899	899	627	55	8	55	20	55	1	55	3	55
	point898	898	627	55	8	55	20	55	1	55	3	55
	point897	897	627	55	8	55	20	55	1	55	3	55
	point896	896	627	55	8	55	20	55	1	55	3	55
	point895	895	627	55	8	55	20	55	1	55	3	55
	point894	894	627	55	8	55	20	55	1	55	3	55
	point893	893	627	55	8	55	20	55	1	55	3	55
	point892	892	627	55	8	55	20	55	1	55	3	55
	point890	890	627	55	8	55	20	55	1	55	3	55
	point889	889	627	55	8	55	20	55	1	55	3	55
	point888	888	627	55	8	55	20	55	1	55	3	55
	point887	887	627	55	8	55	20	55	1	55	3	55
	point886	886	627	55	8	55	20	55	1	55	3	55
	point885	885	627	55	8	55	20	55	1	55	3	55
	point884	884	627	55	8	55	20	55	1	55	3	55
	point883	883	627	55	8	55	20	55	1	55	3	55
	point882	882	627	55	8	55	20	55	1	55	3	55
	point881	881	627	55	8	55	20	55	1	55	3	55
	point880	880	627	55	8	55	20	55	1	55	3	55
	point879	879										
SR 52 WB () Old Pasco to I-75	point944	944	594	55	19	55	33	55	3	55	4	55
	point943	943	594	55	19	55	33	55	3	55	4	55
	point942	942	594	55	19	55	33	55	3	55	4	55
	point941	941	594	55	19	55	33	55	3	55	4	55
	point940	940										
SR 52 EB (C) Old Pasco to I-75	point948	948	594	55	19	55	33	55	3	55	4	55
	point947	947	594	55	19	55	33	55	3	55	4	55

	point946	946	594	55	19	55	33	55	3	55	4	55
	point945	945										
SR 52 EB (C) Bellamy Bros to Old Pasco	point949	949	394	55	12	55	22	55	2	55	3	55
	point950	950										
SR 52 WB (B) Bellamy Bros to Old Pasco	point955	955	394	55	12	55	22	55	2	55	3	55
	point954	954	394	55	12	55	22	55	2	55	3	55
	point953	953	394	55	12	55	22	55	2	55	3	55
	point952	952	394	55	12	55	22	55	2	55	3	55
	point951	951										
SR 52 WB (C) Ehren Cutoff to Bellamy Br	point964	964	424	55	10	55	25	55	3	55	3	55
	point963	963	424	55	10	55	25	55	3	55	3	55
	point962	962	424	55	10	55	25	55	3	55	3	55
	point961	961	424	55	10	55	25	55	3	55	3	55
	point960	960	424	55	10	55	25	55	3	55	3	55
	point959	959	424	55	10	55	25	55	3	55	3	55
	point958	958	424	55	10	55	25	55	3	55	3	55
	point957	957	424	55	10	55	25	55	3	55	3	55
	point956	956										
SR 52 EB (C) Ehren Cutoff to Bellamy Br	point976	976	424	55	10	55	25	55	3	55	3	55
	point975	975	424	55	10	55	25	55	3	55	3	55
	point974	974	424	55	10	55	25	55	3	55	3	55
	point973	973	424	55	10	55	25	55	3	55	3	55
	point972	972	424	55	10	55	25	55	3	55	3	55
	point971	971	424	55	10	55	25	55	3	55	3	55
	point970	970	424	55	10	55	25	55	3	55	3	55
	point969	969	424	55	10	55	25	55	3	55	3	55
	point968	968	424	55	10	55	25	55	3	55	3	55
	point967	967	424	55	10	55	25	55	3	55	3	55
	point966	966	424	55	10	55	25	55	3	55	3	55
	point965	965										
SR 52 WB (A) US 41 to Ehren Cutoff	point1022	1022	473	55	11	55	28	55	4	55	4	55
	point1021	1021	473	55	11	55	28	55	4	55	4	55
	point1020	1020	473	55	11	55	28	55	4	55	4	55
	point1019	1019	473	55	11	55	28	55	4	55	4	55

	point1018	1018	473	55	11	55	28	55	4	55	4	55
	point1017	1017	473	55	11	55	28	55	4	55	4	55
	point1016	1016	473	55	11	55	28	55	4	55	4	55
	point1015	1015	473	55	11	55	28	55	4	55	4	55
	point1014	1014	473	55	11	55	28	55	4	55	4	55
	point1013	1013	473	55	11	55	28	55	4	55	4	55
	point1012	1012	473	55	11	55	28	55	4	55	4	55
	point1011	1011	473	55	11	55	28	55	4	55	4	55
	point1010	1010	473	55	11	55	28	55	4	55	4	55
	point1009	1009	473	55	11	55	28	55	4	55	4	55
	point1008	1008	473	55	11	55	28	55	4	55	4	55
	point1007	1007	473	55	11	55	28	55	4	55	4	55
	point1006	1006	473	55	11	55	28	55	4	55	4	55
	point1005	1005	473	55	11	55	28	55	4	55	4	55
	point1004	1004	473	55	11	55	28	55	4	55	4	55
	point1003	1003	473	55	11	55	28	55	4	55	4	55
	point1002	1002	473	55	11	55	28	55	4	55	4	55
	point1001	1001	473	55	11	55	28	55	4	55	4	55
	point1000	1000	473	55	11	55	28	55	4	55	4	55
	point999	999	473	55	11	55	28	55	4	55	4	55
	point998	998	473	55	11	55	28	55	4	55	4	55
	point997	997	473	55	11	55	28	55	4	55	4	55
	point996	996	473	55	11	55	28	55	4	55	4	55
	point995	995	473	55	11	55	28	55	4	55	4	55
	point994	994	473	55	11	55	28	55	4	55	4	55
	point993	993	473	55	11	55	28	55	4	55	4	55
	point992	992	473	55	11	55	28	55	4	55	4	55
	point991	991	473	55	11	55	28	55	4	55	4	55
	point990	990	473	55	11	55	28	55	4	55	4	55
	point989	989	473	55	11	55	28	55	4	55	4	55
	point988	988	473	55	11	55	28	55	4	55	4	55
	point987	987	473	55	11	55	28	55	4	55	4	55
	point986	986	473	55	11	55	28	55	4	55	4	55
	point985	985	473	55	11	55	28	55	4	55	4	55

	point984	984	473	55	11	55	28	55	4	55	4	55
	point983	983	473	55	11	55	28	55	4	55	4	55
	point982	982	473	55	11	55	28	55	4	55	4	55
	point981	981	473	55	11	55	28	55	4	55	4	55
	point980	980	473	55	11	55	28	55	4	55	4	55
	point979	979	473	55	11	55	28	55	4	55	4	55
	point978	978	473	55	11	55	28	55	4	55	4	55
	point622	622	473	55	11	55	28	55	4	55	4	55
	point621	621	473	55	11	55	28	55	4	55	4	55
	point620	620	473	55	11	55	28	55	4	55	4	55
	point619	619	473	55	11	55	28	55	4	55	4	55
	point618	618	473	55	11	55	28	55	4	55	4	55
	point617	617	473	55	11	55	28	55	4	55	4	55
	point616	616	473	55	11	55	28	55	4	55	4	55
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	point614	614	473	55	11	55	28	55	4	55	4	55
	point613	613	473	55	11	55	28	55	4	55	4	55
	point612	612										
SR 52 WB (B) US 41 to Ehren Cutoff	point736	736	473	55	11	55	28	55	4	55	4	55
	point735	735	473	55	11	55	28	55	4	55	4	55
	point734	734	473	55	11	55	28	55	4	55	4	55
	point733	733	473	55	11	55	28	55	4	55	4	55
	point732	732	473	55	11	55	28	55	4	55	4	55
	point731	731	473	55	11	55	28	55	4	55	4	55
	point730	730	473	55	11	55	28	55	4	55	4	55
	point729	729	473	55	11	55	28	55	4	55	4	55
	point728	728	473	55	11	55	28	55	4	55	4	55
	point727	727	473	55	11	55	28	55	4	55	4	55
	point726	726	473	55	11	55	28	55	4	55	4	55
	point725	725	473	55	11	55	28	55	4	55	4	55
	point724	724	473	55	11	55	28	55	4	55	4	55
	point723	723	473	55	11	55	28	55	4	55	4	55
	point722	722	473	55	11	55	28	55	4	55	4	55
	point721	721	473	55	11	55	28	55	4	55	4	55

	point720	720	473	55	11	55	28	55	4	55	4	55
	point719	719	473	55	11	55	28	55	4	55	4	55
	point718	718	473	55	11	55	28	55	4	55	4	55
	point717	717	473	55	11	55	28	55	4	55	4	55
	point716	716	473	55	11	55	28	55	4	55	4	55
	point715	715	473	55	11	55	28	55	4	55	4	55
	point714	714	473	55	11	55	28	55	4	55	4	55
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	point712	712	473	55	11	55	28	55	4	55	4	55
	point711	711	473	55	11	55	28	55	4	55	4	55
	point710	710	473	55	11	55	28	55	4	55	4	55
	point709	709	473	55	11	55	28	55	4	55	4	55
	point708	708	473	55	11	55	28	55	4	55	4	55
	point707	707	473	55	11	55	28	55	4	55	4	55
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	point705	705	473	55	11	55	28	55	4	55	4	55
	point704	704	473	55	11	55	28	55	4	55	4	55
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	point702	702	473	55	11	55	28	55	4	55	4	55
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	point693	693	473	55	11	55	28	55	4	55	4	55
	point692	692	473	55	11	55	28	55	4	55	4	55
	point917	917	473	55	11	55	28	55	4	55	4	55
	point632	632	473	55	11	55	28	55	4	55	4	55
	point631	631	473	55	11	55	28	55	4	55	4	55
	point630	630	473	55	11	55	28	55	4	55	4	55
	point629	629	473	55	11	55	28	55	4	55	4	55

	point628	628	473	55	11	55	28	55	4	55	4	55
	point627	627	473	55	11	55	28	55	4	55	4	55
	point626	626	473	55	11	55	28	55	4	55	4	55
	point625	625	473	55	11	55	28	55	4	55	4	55
	point624	624	473	55	11	55	28	55	4	55	4	55
	point623	623										
SR 52 WB (C) US 41 to Ehren Cutoff	point690	690	473	55	11	55	28	55	4	55	4	55
	point689	689	473	55	11	55	28	55	4	55	4	55
	point688	688	473	55	11	55	28	55	4	55	4	55
	point687	687	473	55	11	55	28	55	4	55	4	55
	point686	686	473	55	11	55	28	55	4	55	4	55
	point685	685	473	55	11	55	28	55	4	55	4	55
	point684	684	473	55	11	55	28	55	4	55	4	55
	point683	683	473	55	11	55	28	55	4	55	4	55
	point682	682	473	55	11	55	28	55	4	55	4	55
	point681	681	473	55	11	55	28	55	4	55	4	55
	point680	680	473	55	11	55	28	55	4	55	4	55
	point679	679	473	55	11	55	28	55	4	55	4	55
	point678	678	473	55	11	55	28	55	4	55	4	55
	point677	677	473	55	11	55	28	55	4	55	4	55
	point676	676	473	55	11	55	28	55	4	55	4	55
	point675	675	473	55	11	55	28	55	4	55	4	55
	point674	674	473	55	11	55	28	55	4	55	4	55
	point673	673	473	55	11	55	28	55	4	55	4	55
	point672	672	473	55	11	55	28	55	4	55	4	55
	point671	671	473	55	11	55	28	55	4	55	4	55
	point670	670	473	55	11	55	28	55	4	55	4	55
	point669	669	473	55	11	55	28	55	4	55	4	55
	point668	668	473	55	11	55	28	55	4	55	4	55
	point667	667	473	55	11	55	28	55	4	55	4	55
	point666	666	473	55	11	55	28	55	4	55	4	55
	point665	665	473	55	11	55	28	55	4	55	4	55
	point664	664	473	55	11	55	28	55	4	55	4	55
	point663	663	473	55	11	55	28	55	4	55	4	55

	point662	662	473	55	11	55	28	55	4	55	4	55
	point661	661	473	55	11	55	28	55	4	55	4	55
	point660	660	473	55	11	55	28	55	4	55	4	55
	point659	659	473	55	11	55	28	55	4	55	4	55
	point658	658	473	55	11	55	28	55	4	55	4	55
	point657	657	473	55	11	55	28	55	4	55	4	55
	point656	656	473	55	11	55	28	55	4	55	4	55
	point655	655	473	55	11	55	28	55	4	55	4	55
	point654	654	473	55	11	55	28	55	4	55	4	55
	point653	653	473	55	11	55	28	55	4	55	4	55
	point652	652	473	55	11	55	28	55	4	55	4	55
	point651	651	473	55	11	55	28	55	4	55	4	55
	point650	650	473	55	11	55	28	55	4	55	4	55
	point649	649	473	55	11	55	28	55	4	55	4	55
	point648	648	473	55	11	55	28	55	4	55	4	55
	point647	647	473	55	11	55	28	55	4	55	4	55
	point646	646	473	55	11	55	28	55	4	55	4	55
	point916	916	473	55	11	55	28	55	4	55	4	55
	point643	643	473	55	11	55	28	55	4	55	4	55
	point642	642	473	55	11	55	28	55	4	55	4	55
	point641	641	473	55	11	55	28	55	4	55	4	55
	point640	640	473	55	11	55	28	55	4	55	4	55
	point639	639	473	55	11	55	28	55	4	55	4	55
	point638	638	473	55	11	55	28	55	4	55	4	55
	point637	637	473	55	11	55	28	55	4	55	4	55
	point636	636	473	55	11	55	28	55	4	55	4	55
	point635	635	473	55	11	55	28	55	4	55	4	55
	point634	634										
SR 52 EB (A) US 41 to Ehren Cutoff	point593	593	473	55	11	55	28	55	4	55	4	55
	point592	592	473	55	11	55	28	55	4	55	4	55
	point591	591	473	55	11	55	28	55	4	55	4	55
	point590	590	473	55	11	55	28	55	4	55	4	55
	point589	589	473	55	11	55	28	55	4	55	4	55
	point588	588	473	55	11	55	28	55	4	55	4	55

	point587	587	473	55	11	55	28	55	4	55	4	55
	point586	586	473	55	11	55	28	55	4	55	4	55
	point1072	1072	473	55	11	55	28	55	4	55	4	55
	point1073	1073	473	55	11	55	28	55	4	55	4	55
	point1071	1071	473	55	11	55	28	55	4	55	4	55
	point1070	1070	473	55	11	55	28	55	4	55	4	55
	point1069	1069	473	55	11	55	28	55	4	55	4	55
	point1068	1068	473	55	11	55	28	55	4	55	4	55
	point1067	1067	473	55	11	55	28	55	4	55	4	55
	point1066	1066	473	55	11	55	28	55	4	55	4	55
	point1065	1065	473	55	11	55	28	55	4	55	4	55
	point1064	1064	473	55	11	55	28	55	4	55	4	55
	point1063	1063	473	55	11	55	28	55	4	55	4	55
	point1062	1062	473	55	11	55	28	55	4	55	4	55
	point1061	1061	473	55	11	55	28	55	4	55	4	55
	point1060	1060	473	55	11	55	28	55	4	55	4	55
	point1059	1059	473	55	11	55	28	55	4	55	4	55
	point1058	1058	473	55	11	55	28	55	4	55	4	55
	point1057	1057	473	55	11	55	28	55	4	55	4	55
	point1056	1056	473	55	11	55	28	55	4	55	4	55
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	point1053	1053	473	55	11	55	28	55	4	55	4	55
	point1052	1052	473	55	11	55	28	55	4	55	4	55
	point1051	1051	473	55	11	55	28	55	4	55	4	55
	point1050	1050	473	55	11	55	28	55	4	55	4	55
	point1049	1049	473	55	11	55	28	55	4	55	4	55
	point1048	1048	473	55	11	55	28	55	4	55	4	55
	point1047	1047	473	55	11	55	28	55	4	55	4	55
	point1046	1046	473	55	11	55	28	55	4	55	4	55
	point1045	1045	473	55	11	55	28	55	4	55	4	55
	point1044	1044	473	55	11	55	28	55	4	55	4	55
	point1043	1043	473	55	11	55	28	55	4	55	4	55
	point1042	1042	473	55	11	55	28	55	4	55	4	55

	point1041	1041	473	55	11	55	28	55	4	55	4	55
	point1040	1040	473	55	11	55	28	55	4	55	4	55
	point1039	1039	473	55	11	55	28	55	4	55	4	55
	point1038	1038	473	55	11	55	28	55	4	55	4	55
	point1037	1037	473	55	11	55	28	55	4	55	4	55
	point1036	1036	473	55	11	55	28	55	4	55	4	55
	point1035	1035	473	55	11	55	28	55	4	55	4	55
	point1034	1034	473	55	11	55	28	55	4	55	4	55
	point1033	1033	473	55	11	55	28	55	4	55	4	55
	point1032	1032	473	55	11	55	28	55	4	55	4	55
	point1031	1031	473	55	11	55	28	55	4	55	4	55
	point1030	1030	473	55	11	55	28	55	4	55	4	55
	point1029	1029	473	55	11	55	28	55	4	55	4	55
	point1028	1028	473	55	11	55	28	55	4	55	4	55
	point1027	1027	473	55	11	55	28	55	4	55	4	55
	point1026	1026	473	55	11	55	28	55	4	55	4	55
	point1025	1025	473	55	11	55	28	55	4	55	4	55
	point1024	1024	473	55	11	55	28	55	4	55	4	55
	point1023	1023										
SR 52 EB (B) US 41 to Ehren Cutoff	point602	602	473	55	11	55	28	55	4	55	4	55
	point601	601	473	55	11	55	28	55	4	55	4	55
	point600	600	473	55	11	55	28	55	4	55	4	55
	point599	599	473	55	11	55	28	55	4	55	4	55
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	point596	596	473	55	11	55	28	55	4	55	4	55
	point595	595	473	55	11	55	28	55	4	55	4	55
	point918	918	473	55	11	55	28	55	4	55	4	55
	point738	738	473	55	11	55	28	55	4	55	4	55
	point788	788	473	55	11	55	28	55	4	55	4	55
	point787	787	473	55	11	55	28	55	4	55	4	55
	point786	786	473	55	11	55	28	55	4	55	4	55
	point785	785	473	55	11	55	28	55	4	55	4	55
	point784	784	473	55	11	55	28	55	4	55	4	55

	point783	783	473	55	11	55	28	55	4	55	4	55
	point782	782	473	55	11	55	28	55	4	55	4	55
	point781	781	473	55	11	55	28	55	4	55	4	55
	point780	780	473	55	11	55	28	55	4	55	4	55
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	point777	777	473	55	11	55	28	55	4	55	4	55
	point776	776	473	55	11	55	28	55	4	55	4	55
	point775	775	473	55	11	55	28	55	4	55	4	55
	point774	774	473	55	11	55	28	55	4	55	4	55
	point773	773	473	55	11	55	28	55	4	55	4	55
	point772	772	473	55	11	55	28	55	4	55	4	55
	point771	771	473	55	11	55	28	55	4	55	4	55
	point770	770	473	55	11	55	28	55	4	55	4	55
	point769	769	473	55	11	55	28	55	4	55	4	55
	point768	768	473	55	11	55	28	55	4	55	4	55
	point767	767	473	55	11	55	28	55	4	55	4	55
	point766	766	473	55	11	55	28	55	4	55	4	55
	point765	765	473	55	11	55	28	55	4	55	4	55
	point764	764	473	55	11	55	28	55	4	55	4	55
	point763	763	473	55	11	55	28	55	4	55	4	55
	point762	762	473	55	11	55	28	55	4	55	4	55
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	point760	760	473	55	11	55	28	55	4	55	4	55
	point759	759	473	55	11	55	28	55	4	55	4	55
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	point757	757	473	55	11	55	28	55	4	55	4	55
	point756	756	473	55	11	55	28	55	4	55	4	55
	point755	755	473	55	11	55	28	55	4	55	4	55
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	point753	753	473	55	11	55	28	55	4	55	4	55
	point752	752	473	55	11	55	28	55	4	55	4	55
	point751	751	473	55	11	55	28	55	4	55	4	55
	point750	750	473	55	11	55	28	55	4	55	4	55

	point749	749	473	55	11	55	28	55	4	55	4	55
	point748	748	473	55	11	55	28	55	4	55	4	55
	point747	747	473	55	11	55	28	55	4	55	4	55
	point746	746	473	55	11	55	28	55	4	55	4	55
	point745	745	473	55	11	55	28	55	4	55	4	55
	point744	744	473	55	11	55	28	55	4	55	4	55
	point743	743	473	55	11	55	28	55	4	55	4	55
	point742	742	473	55	11	55	28	55	4	55	4	55
	point741	741										
SR 52 EB (C) US 41 to Ehren Cutoff	point611	611	473	55	11	55	28	55	4	55	4	55
	point610	610	473	55	11	55	28	55	4	55	4	55
	point609	609	473	55	11	55	28	55	4	55	4	55
	point608	608	473	55	11	55	28	55	4	55	4	55
	point607	607	473	55	11	55	28	55	4	55	4	55
	point606	606	473	55	11	55	28	55	4	55	4	55
	point605	605	473	55	11	55	28	55	4	55	4	55
	point604	604	473	55	11	55	28	55	4	55	4	55
	point919	919	473	55	11	55	28	55	4	55	4	55
	point838	838	473	55	11	55	28	55	4	55	4	55
	point837	837	473	55	11	55	28	55	4	55	4	55
	point836	836	473	55	11	55	28	55	4	55	4	55
	point835	835	473	55	11	55	28	55	4	55	4	55
	point834	834	473	55	11	55	28	55	4	55	4	55
	point833	833	473	55	11	55	28	55	4	55	4	55
	point832	832	473	55	11	55	28	55	4	55	4	55
	point831	831	473	55	11	55	28	55	4	55	4	55
	point830	830	473	55	11	55	28	55	4	55	4	55
	point829	829	473	55	11	55	28	55	4	55	4	55
	point828	828	473	55	11	55	28	55	4	55	4	55
	point827	827	473	55	11	55	28	55	4	55	4	55
	point826	826	473	55	11	55	28	55	4	55	4	55
	point825	825	473	55	11	55	28	55	4	55	4	55
	point824	824	473	55	11	55	28	55	4	55	4	55
	point823	823	473	55	11	55	28	55	4	55	4	55

	point822	822	473	55	11	55	28	55	4	55	4	55
	point821	821	473	55	11	55	28	55	4	55	4	55
	point820	820	473	55	11	55	28	55	4	55	4	55
	point819	819	473	55	11	55	28	55	4	55	4	55
	point818	818	473	55	11	55	28	55	4	55	4	55
	point817	817	473	55	11	55	28	55	4	55	4	55
	point816	816	473	55	11	55	28	55	4	55	4	55
	point815	815	473	55	11	55	28	55	4	55	4	55
	point814	814	473	55	11	55	28	55	4	55	4	55
	point813	813	473	55	11	55	28	55	4	55	4	55
	point812	812	473	55	11	55	28	55	4	55	4	55
	point811	811	473	55	11	55	28	55	4	55	4	55
	point810	810	473	55	11	55	28	55	4	55	4	55
	point809	809	473	55	11	55	28	55	4	55	4	55
	point808	808	473	55	11	55	28	55	4	55	4	55
	point807	807	473	55	11	55	28	55	4	55	4	55
	point806	806	473	55	11	55	28	55	4	55	4	55
	point805	805	473	55	11	55	28	55	4	55	4	55
	point804	804	473	55	11	55	28	55	4	55	4	55
	point803	803	473	55	11	55	28	55	4	55	4	55
	point802	802	473	55	11	55	28	55	4	55	4	55
	point801	801	473	55	11	55	28	55	4	55	4	55
	point800	800	473	55	11	55	28	55	4	55	4	55
	point799	799	473	55	11	55	28	55	4	55	4	55
	point798	798	473	55	11	55	28	55	4	55	4	55
	point797	797	473	55	11	55	28	55	4	55	4	55
	point796	796	473	55	11	55	28	55	4	55	4	55
	point795	795	473	55	11	55	28	55	4	55	4	55
	point794	794	473	55	11	55	28	55	4	55	4	55
	point793	793	473	55	11	55	28	55	4	55	4	55
	point792	792	473	55	11	55	28	55	4	55	4	55
	point791	791	473	55	11	55	28	55	4	55	4	55
	point790	790										
SR 52 EB (B) Ehren Cutoff to Bellamy	point1085	1085	424	55	10	55	25	55	3	55	3	55

	point1084	1084	424	55	10	55	25	55	3	55	3	55
	point1083	1083	424	55	10	55	25	55	3	55	3	55
	point1082	1082	424	55	10	55	25	55	3	55	3	55
	point1081	1081	424	55	10	55	25	55	3	55	3	55
	point1080	1080	424	55	10	55	25	55	3	55	3	55
	point1079	1079	424	55	10	55	25	55	3	55	3	55
	point1078	1078	424	55	10	55	25	55	3	55	3	55
	point1077	1077	424	55	10	55	25	55	3	55	3	55
	point1076	1076	424	55	10	55	25	55	3	55	3	55
	point1075	1075	424	55	10	55	25	55	3	55	3	55
	point1074	1074										

FDOT District 7						10 November 2006						
R. Magsanoc (PBQD)						TNM 2.5						
INPUT: RECEIVERS												
PROJECT/CONTRACT:	SR 52 Reevaluation 2006											
RUN:	Build 2030 (Analysis 10/26/06)											
Receiver												
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria					Active
			X	Y	Z	above	Existing	Impact Criteria		NR		In
						Ground	LAeq1h	LAeq1h	Sub'l	Goal		Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB		
Receiver1-1	1	1	482,922.8	1,453,367.2	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver1-2	2	1	483,110.2	1,453,304.8	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver1-3	3	1	483,261.3	1,453,169.2	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver1-4	4	1	483,273.5	1,453,334.8	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver1-5	5	1	482,966.2	1,453,501.6	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver1-6	6	1	483,289.3	1,453,440.8	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver1-7	7	1	483,122.1	1,453,595.0	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver1-8	8	1	483,309.2	1,453,596.8	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver1-9	9	1	483,333.8	1,453,961.0	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver2-1	10	1	488,191.8	1,450,785.0	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver2-3	12	1	488,735.2	1,450,909.9	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver2-4	13	1	488,866.8	1,450,876.2	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver2-6	15	1	489,217.4	1,450,793.9	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver2-7	16	1	489,029.5	1,450,799.8	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver2-8	17	1	488,797.8	1,450,669.5	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver2-10	19	1	488,746.5	1,451,420.6	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver2-11	20	1	488,292.5	1,451,479.1	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver2-12	21	1	488,250.5	1,451,614.2	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver2-13	22	1	488,686.8	1,451,561.2	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver2-19	28	1	490,343.0	1,451,407.8	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver2-20	29	2	490,075.9	1,451,482.4	0.00	4.92	0.00	66	10.0	8.0		Y
Receiver2-22	32	2	490,768.8	1,450,593.9	0.00	4.92	0.00	66	10.0	8.0		Y

Receiver2-23	33	1	490,468.6	1,450,751.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-26	36	5	489,665.5	1,450,933.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-27	37	5	489,689.2	1,450,744.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-28	38	1	489,895.1	1,450,778.4	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-29	39	2	490,612.1	1,450,405.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-30	40	1	490,887.4	1,450,353.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-1	42	1	494,548.7	1,449,526.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-2	43	1	494,349.6	1,449,408.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-3	44	1	494,204.4	1,448,682.4	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-4	46	1	495,689.7	1,451,281.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-5	47	1	496,125.1	1,451,321.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-6	48	1	496,428.8	1,451,554.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-7	49	1	497,223.8	1,451,828.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-8	50	1	498,580.7	1,451,509.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver3-9	51	1	499,289.5	1,451,559.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-1	53	1	500,656.5	1,452,005.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-2	54	1	502,793.1	1,451,757.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-3	55	1	503,188.0	1,452,060.9	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-4	56	1	512,668.0	1,450,197.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-5	57	1	524,906.3	1,450,137.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-6	58	1	525,326.5	1,449,878.9	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-7	59	1	528,065.6	1,449,904.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-8	60	1	532,148.4	1,449,975.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-9	61	1	539,021.9	1,451,002.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-10	62	1	539,781.4	1,451,139.5	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-11	63	1	539,867.5	1,450,947.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-12	64	1	540,743.4	1,451,073.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-13	65	1	540,890.2	1,451,185.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver4-14	66	1	542,501.2	1,451,458.4	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver5-1	67	1	547,403.3	1,450,334.4	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver5-2	68	1	548,248.8	1,450,633.1	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver5-3	69	3	548,319.8	1,450,962.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver5-5	71	1	548,815.9	1,450,997.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-2	75	1	488,301.7	1,450,950.6	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-5	77	2	489,222.6	1,450,937.8	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-25	78	1	489,807.6	1,450,889.2	0.00	4.92	0.00	66	10.0	8.0	Y

Receiver2-24	79	2	490,119.2	1,450,939.2	0.00	4.92	0.00	66	10.0	8.0	Y
Receiver2-9	81	1	488,693.5	1,451,305.8	0.00	4.92	0.00	66	10.0	8.0	Y