



Arizona Department of Transportation

Environmental Planning

## **Final Noise Report**

**State Route 303 Loop (Estrella)  
MC 85 – Van Buren Street**

**Project No. 303L MA 100 H6870 01C  
Federal No. RARF-303-A(ASO)S**

**September 1, 2022**

**Submittal Number 1**

*All information contained in this document is the property of ADOT. ADOT approval is required prior to reproduction or distribution.*

# **Final Noise Report**

State Route 303 Loop (Estrella)  
MC 85 – Van Buren Street

**Project No. 303 MA 100 H6870 01C**  
**Federal No. RARF-303-A(ASO)T**

**Prepared for:**

Arizona Department of Transportation  
Environmental Planning  
1611 West Jackson Street, EM02  
Phoenix, Arizona 85007

**Prepared by:**

AZTEC Engineering  
501 N 44<sup>th</sup> St, Suite 300  
Phoenix, AZ 85008

September 1, 2022

*All information contained in this document is the property of ADOT. ADOT approval is required prior to reproduction or distribution.*

# EXECUTIVE SUMMARY

This noise technical report has been developed in support of final design to extend the State Route 303 Loop (SR 303L) north of MC 85 to Van Buren as part of an interim phase from the 2018 Location/Design Concept Report (L/DCR) and Final Environmental Assessment (EA) for the SR303L State Route 30 (SR 30) to Interstate 10. The project limits would extend from Thomas Rd on SR 303L to MC 85 (approximately milepost [MP] 105 to MP 101) within the City of Goodyear, Maricopa County, AZ. The noise analysis was analyzed from Van Buren to Elwood Street because most of the construction items will occur between Van Buren Street and Elwood Street.

The noise impact determination used in this analysis is based on Arizona Department of Transportation's (ADOT) Noise Abatement Requirements (NAR), dated May 4, 2017. The ADOT NAR complies with 23 Code of Federal Regulations (CFR) 772 that outlines the Federal Highway Administration's (FHWA) procedures for highway traffic noise analysis and establishes the Noise Abatement Criteria (NAC). The FHWA NAC specify noise level impact thresholds for different categories of land use and activities. Homes, churches, schools, and parks are classified as Categories B and C, and the allowable hourly equivalent sound level ( $L_{eq}$ ) for these categories is 67 "A"-weighted decibels (dBA). The ADOT NAR determines impacts as traffic noise levels approach the limits specified in the FHWA NAC. ADOT defines "approach" as one (1) dBA below the NAC for Categories A, B, C, D, and E; no noise impact threshold occurs for Categories F and G. Therefore, for Categories B and C, ADOT will consider mitigation for receivers when predicted traffic noise levels are 66 dBA or higher. Additionally, ADOT will consider mitigation if noise levels from the transportation project are predicted to increase substantially. A substantial noise level increase is equal to or greater than 15 dBA.

This noise analysis evaluated the existing condition and Build condition. The existing condition was analyzed by conducting ambient noise levels within the project areas. The monitoring noise levels ranged from 50 to 65 dBA. The Build condition was evaluated based on predicted noise levels from the 2050 design year for the proposed SR 303L configuration. A total of 209 receivers were modeled to generate noise levels for different categories of land use and activities.

The following table summarizes the results of the recommended noise mitigation/barriers determined in accordance with the ADOT NAR guidelines for this project. The noise barrier locations/limits are shown in Appendix A. A total of nine (9) separate new noise barriers are recommended. Barrier SB1 is recommended for new residential development of the CTC at Canyon Trails MLD subdivision at the southwest quadrant between Van Buren Street and SR 303L. Barriers SB2 and SB3 are recommended for single family homes at the Crestwood at Canyon Trails subdivision along southbound SR 303L north of Yuma Road. Barriers SB4, SB5, and SB6 are recommended for single family homes at the Cottonflower and Sin Lomas subdivisions along southbound SR 303L between Yuma Road and Lower Buckeye Road. Barriers NB1 and NB2 are recommended for single family homes at the Canyon Trails Unit 4 South subdivision along northbound SR 303L between Yuma Road and Lower Buckeye Road.

Barrier NB3 is recommended for new residential development at the El Cidro Phase III subdivision along Elwood Street Ramp D.

The noise barrier locations and termini described in this report are subject to adjustments during final design to accommodate design features not considered during the noise analysis and this report.

NOISE BARRIER SUMMARY						
State Route 303 Loop (Estrella), MC 85 – Van Buren Street						
Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft <sup>2</sup> )	Total Barrier Cost	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
SB1 (Sta 1281+55 to Sta 1267+45)	14	1,400	19,596	\$809,760	41	\$19,750
SB2 (Sta 1260+50 to Sta 1240+35)	10 – 12	2,033	21,121	\$813,735	39	\$34,871
SB3 (Sta 1242+91 to Sta 1228+43)	10 – 12	1,441	15,607	\$546,245		
SB4 (Sta 1224+07 to Sta 1214+63)	12	944	11,329	\$396,515	128	\$21,018
SB5 (Sta 1216+34 to Sta 1168+39)	12 – 14	4,772	59,265	\$2,214,075		
SB6 (Sta 1169+94 to Sta 1167+50)	12	190	2,279	\$79,765		
NB1 (Sta 1212+94 to Sta 1216+28)	12	334	4,002	\$140,070	97	\$26,361
NB2 (Sta 1214+34 to Sta 1170+90)	10 – 12	4,360	51,219	\$1,909,165		
NB3 (Sta 1170+90 to Sta 1159+54)	12	1,209	14,507	\$507,745		
<b>Total for Recommended Barriers</b>	<b>10 – 14</b>	<b>16,683</b>	<b>198,925</b>	<b>7,417,075</b>	<b>305</b>	<b>\$24,318</b>
Notes:						
<sup>[1]</sup> Total cost of the noise barrier is based on the unit cost of \$35 per square foot off-structure and \$85 per square foot on-structure.						
<sup>[2]</sup> Barrier SB1 includes a length of approximately 177' bridge section. Barrier SB2 includes a length of approximately 149' bridge section. Barrier SB5 includes a length of approximately 233' bridge section. Barrier NB2 includes a length of approximately 233' bridge section.						



## TABLE OF CONTENTS

---

EXECUTIVE SUMMARY .....	i
1.0 INTRODUCTION .....	1
2.0 FUNDAMENTALS OF TRAFFIC NOISE .....	5
2.1 Sound, Noise, and Acoustics .....	5
2.2 Frequency .....	5
2.3 Sound Pressure Levels and Decibels .....	5
2.4 Addition of Decibels .....	5
2.5 A-Weighted Decibels .....	6
2.6 Human Response to Changes in Noise Levels .....	7
2.7 Noise Descriptors .....	7
2.8 Weather Conditions .....	7
3.0 TRAFFIC NOISE ANALYSIS .....	10
3.1 FHWA and ADOT Noise Criteria .....	10
3.2 Sensitive Land Uses in the Study Area .....	11
3.3 Existing Noise Levels .....	11
3.4 TNM 2.5 Modeling Approach and Assumptions .....	12
3.5 Construction Noise Impacts .....	14
4.0 NOISE MITIGATION EVALUATION .....	16
4.1 Noise Mitigation Guidelines .....	16
4.2 Substantial Noise Level Increase .....	17
4.3 Noise Modeling Results .....	18
5.0 CONCLUSION AND RECOMMENDATION .....	22
6.0 STATEMENT OF LIKELIHOOD .....	22
References .....	24
Glossary of Terms .....	25
TNM Model Runs Description .....	26

## APPENDICES

---

A. Noise Receiver and Potentially Recommended Barrier Locations .....	A1-A4
B. Noise Level Monitoring Results .....	B1–B62
C. Future Traffic Volumes .....	C1–C3
D. Predicted Noise Levels .....	D1-D7
E. Barrier Analysis for New Barriers .....	E1-E4
F. Recommended Barrier Dimensions and Coordinates .....	F1-F9
G. FHWA Traffic Noise Model (TNM) 2.5 Output Tables (TNM Model to EP) .....	G1-G228

## LIST OF TABLES

---

1. Typical A-Weighted Noise Levels .....	6
2. Noise Abatement Criteria .....	10
3. Location of Modeled Receivers .....	11
4. Noise Level Measurements Summary .....	12
5. Construction Noise Levels at Various Distances from the Equipment .....	14
6. Substantial Noise Level Increases .....	17
7. Barrier Summary Section 2 – Van Buren Street to Yuma Road .....	19
8. Barrier Summary Section 3 – Yuma Road to MC 85 .....	21
9. Recommended Barrier Summary .....	22

## LIST OF FIGURES

---

1. Project Location Map .....	3
2. Project Vicinity Map .....	4
3. Wind Direction Effects on Traffic Noise .....	8
4. Temperature Lapse Effects on Traffic Noise .....	9

## LIST OF ACRONYMS

---

ADA	- Americans with Disabilities Act
ADOT	- Arizona Department of Transportation
ANSI	- American National Standards Institute
CFR	- Code of Federal Regulations
dB	- decibel
dBA	- “A”-weighted decibel
EA	- Environmental Assessment
FCDMC	- Flood Control District of Maricopa County
FHWA	- Federal Highway Administration
FONSI	- Finding of No Significant Impact
ft	- feet
GP	- general purpose
Hz	- hertz
kHz	- kilohertz
L/DCR	- Location/Design Concept Report
$L_{Aeq(h)}$	- hourly “A”- weighted steady state sound level
$L_{eq}$	- steady state (equivalent) sound level
$L_{max}$	- maximum sound level
$L_{min}$	- minimum sound level
LOS	- level of service
MAG	- Maricopa Association of Governments
MP	- milepost
mph	- miles per hour
MON	- monitoring location
NAC	- Noise Abatement Criteria
NAR	- Noise Abatement Requirements
NEPA	- National Environmental Policy Act
ROW	- right-of-way
SFH	- single family home
SPL	- sound pressure level
SR 303L	- State Route 303 Loop
TCE	- temporary construction easements
TI	- traffic interchange
TNM 2.5	- Traffic Noise Model version 2.5
$\mu\text{Pa}$	- micro-Pascals

# 1.0 INTRODUCTION

The Arizona Department of Transportation (ADOT) is planning to extend the State Route 303 Loop (SR 303L) north of MC 85 to Van Buren as part of an interim phase from the 2018 Location/Design Concept Report (L/DCR) and Final Environmental Assessment (EA) for the SR303L State Route 30 (SR 30) to Interstate 10. The project limits would extend from Thomas Rd on SR 303L to MC 85 (approximately milepost [MP] 105 to MP 101) within the City of Goodyear, Maricopa County, AZ. New right-of-way (ROW) and temporary construction easements (TCE) will be required for this project and will be finalized during design. The noise analysis was analyzed from Van Buren to Elwood Street because most of the construction items will occur between Van Buren Street and Elwood Street.

Currently, Cotton Lane south of I-10 serves as a major arterial providing limited regional connectivity within the City of Goodyear. It accommodates traffic generated by new development in the West Valley extending south of MC85 and across the Gila River. Extensive growth has occurred for both commercial and residential areas causing additional traffic volumes on local arterials and increasing commuting periods. The purpose of this project is to expand the freeway that will increase capacity and decrease existing and future traffic congestion.

## The scope of work

- Constructing three general purpose lanes in each direction
- Constructing transition lanes from freeway end to Cotton Lane near Elwood Street
- Completing the south half of the Van Buren diamond Traffic Interchange (TI)
- Constructing a full diamond TI at Yuma Road
- Constructing a half diamond TI at Elwood Street
- Constructing grade separated bridges over Lilac Street/Canyon Trails Boulevard and Lower Buckeye Road
- Potentially constructing a full diamond TI at Lower Buckeye
- Constructing one-way frontage roads in each direction to maintain local access, including connections to the major arterial streets
- Replacing neighborhood retention basins along Cotton Lane with a storm drain system and connecting the Canyon Trails channel to the Loop 303 Outfall Channel
- Connecting on-site and off-site drainages to Flood Control District of Maricopa County (FCDMC) Outfall Channel and repairing channel as necessary
- Replacing agricultural tailwater ditches where applicable
- Constructing first flush basin north of railroad and east of Citrus Road near FCDMC Outfall Channel
- Removing and replacing FCDMC fencing
- Constructing new Americans with Disabilities Act (ADA) features specifically sidewalks, where applicable
- Installing FMS signage, signalization, and lighting
- Relocating utilities within existing Cotton Lane ROW and in arterial street crossings
- Constructing retaining walls that will incorporate aesthetic patterns that highlights the City of Goodyear's history

- Constructing nine (9) new sound walls with similar patterns as the retaining walls
- Obliterating roadway striping north of Van Buren Street to Thomas Road
- Restriping the roadway
- Removing, replacing, and/or installing traffic signs
- Installing detection loops
- Landscaping new freeway with rocks and vegetation
- Staging and stockpiling within the project limits

This study was performed in accordance with Code of Federal Regulations (CFR) Title 23, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, that provide procedures for conducting noise analyses to protect the public's health and welfare. Furthermore, this analysis is performed in accordance with the ADOT Noise Abatement Requirements (NAR) dated May 4, 2017.

FIGURE 1. Project Location Map

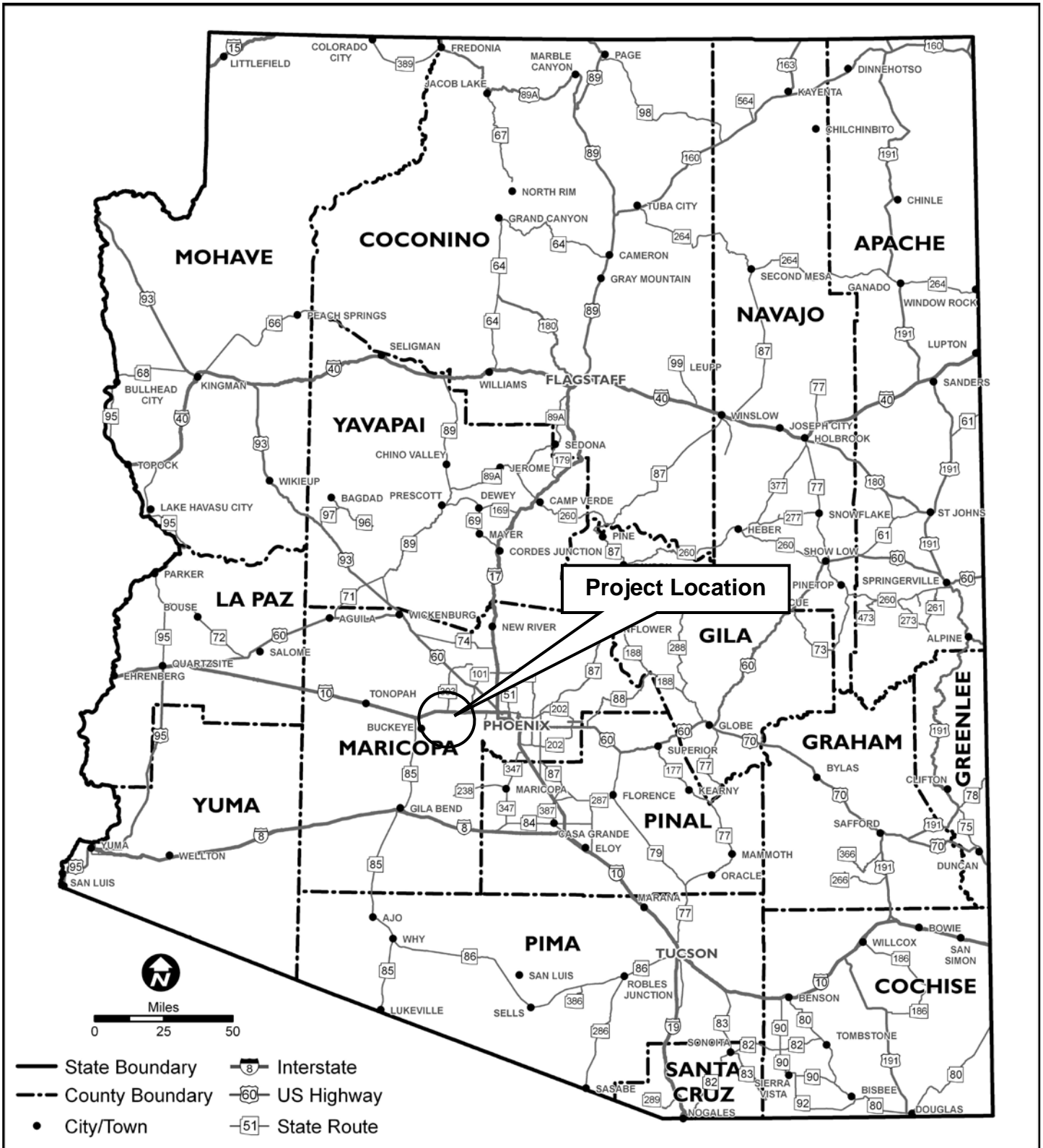
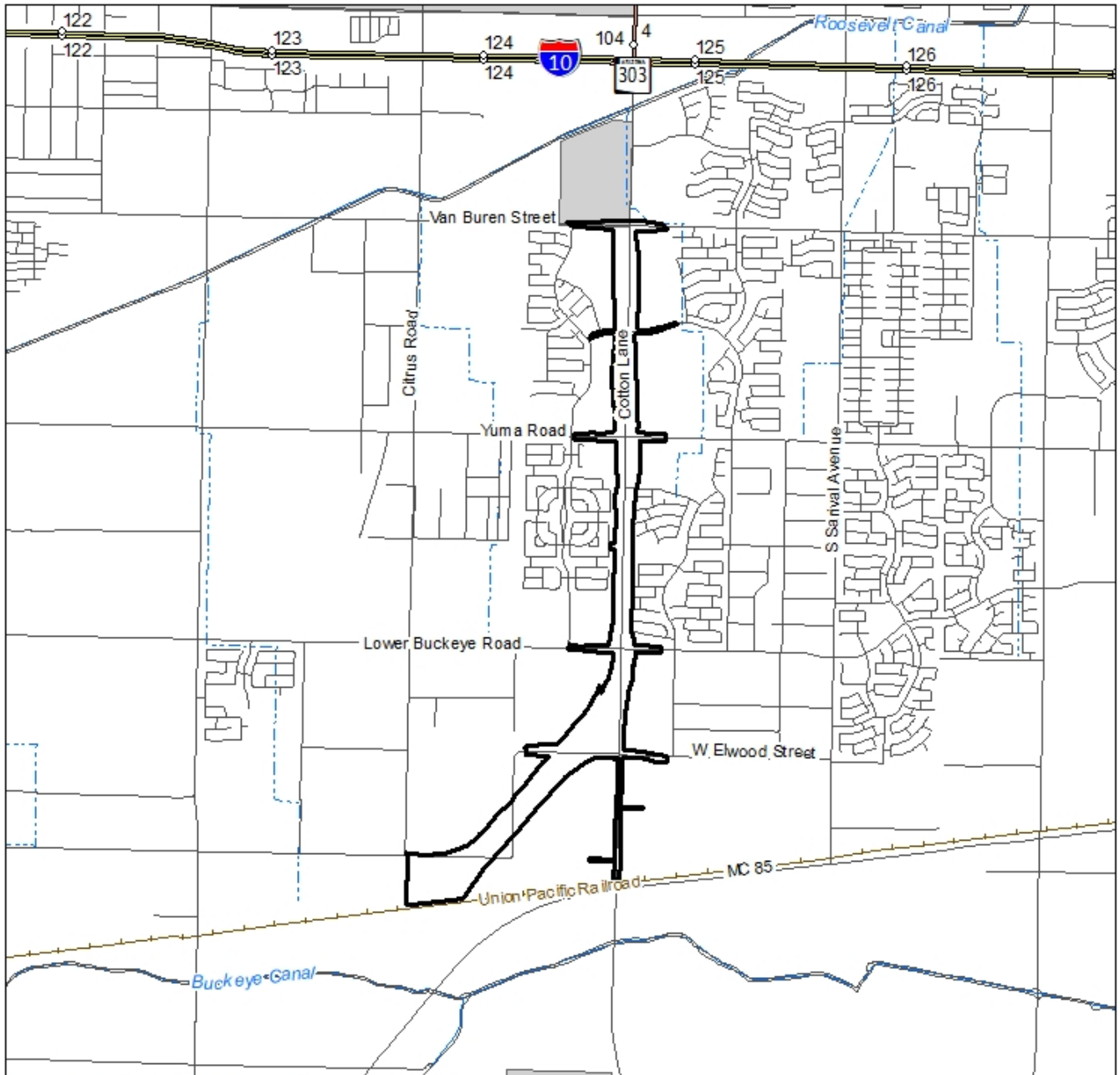
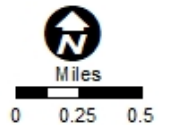


FIGURE 2. Project Vicinity Map



Source: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); BLM (2013)

- |                               |               |                      |                            |
|-------------------------------|---------------|----------------------|----------------------------|
| ◊ Mileposts                   | — Local Roads | ~ Ephemeral Drainage | ▭ Project Location         |
| — Interstate                  | — Railroads   | ~ Perennial Drainage | ▭ Private                  |
| — State Route (Urban Freeway) |               |                      | ▭ Arizona State Trust Land |



Map Disclaimer: This map is intended for general siting purposes only.

## **2.0 FUNDAMENTALS OF TRAFFIC NOISE**

### **2.1 Sound, Noise, and Acoustics**

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is often defined as unwanted sound which is loud, unexpected, or annoying.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between them. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determine the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

### **2.2 Frequency**

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

### **2.3 Sound Pressure Levels and Decibels**

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals ( $\mu\text{Pa}$ ). One  $\mu\text{Pa}$  is approximately one hundred billionth (0.0000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000  $\mu\text{Pa}$ . Because of this huge range of values, sound is rarely expressed in terms of  $\mu\text{Pa}$ . Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB). The threshold of hearing for young people is about 0 dB, which corresponds to 20  $\mu\text{Pa}$ .

### **2.4 Addition of Decibels**

Because decibels are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces an SPL of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB—rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level that is 5 dB louder than just one source.



## 2.5 A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz, and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an “A-weighted” sound level (expressed in units of dBA) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale levels of those sounds. To demonstrate, Table 1 describes typical A-weighted noise levels for various noise sources. Other weighting networks have been devised to address high noise levels or other special problems (e.g., B-, C-, and D-scales), but these scales are rarely used in conjunction with highway-traffic noise. Noise levels for traffic noise reports are typically reported in terms of A-weighted decibels or dBA.

TABLE 1 Typical A-Weighted Noise Levels		
Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1000 feet	— 100 —	
Gas lawn mower at 3 feet	— 90 —	
Diesel truck at 50 feet at 50 mph	— 80 —	Food blender at 3 feet Garbage disposal at 3 feet
Noisy urban area, daytime	— 70 —	Vacuum cleaner at 10 feet Normal speech at 3 feet
Gas lawn mower, 100 feet Commercial area	— 60 —	
Heavy traffic at 300 feet	— 50 —	Large business office Dishwasher next room
Quiet urban daytime	— 40 —	Theater, large conference room (background)
Quiet urban nighttime	— 30 —	Library
Quiet suburban nighttime	— 20 —	Bedroom at night
Quiet rural nighttime	— 10 —	Broadcast/recording studio
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: ADOT 2008.

## 2.6 Human Response to Changes in Noise Levels

As discussed above, doubling sound energy results in a 3 dB increase in sound. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different than what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1 dB changes in sound levels, when exposed to steady, single-frequency (“pure-tone”) signals in the mid-frequency (1,000 Hz–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness. Therefore, comparatively, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3 dB increase in sound, would generally be perceived as barely detectable.

## 2.7 Noise Descriptors

Noise in our daily environment fluctuates over time. Some fluctuations are minor, but some are substantial. Some noise levels occur in regular patterns, but others are random. Some noise levels fluctuate rapidly, but others slowly. Some noise levels vary widely, but others are relatively constant. Various noise descriptors have been developed to describe time-varying noise levels. The most commonly used noise descriptors in traffic noise analysis are:

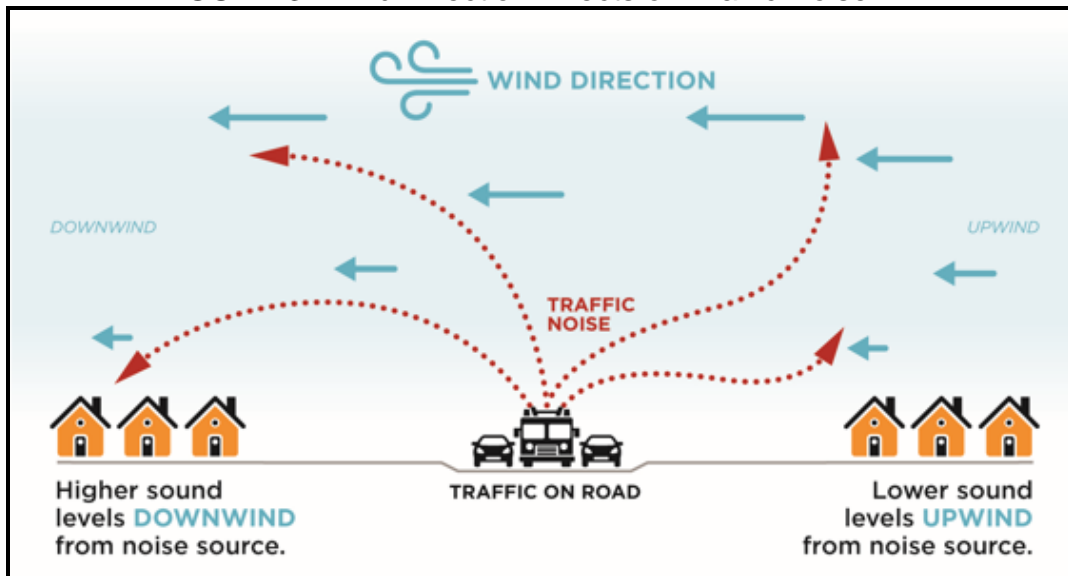
- **Equivalent Sound Level ( $L_{eq}$ ):**  $L_{eq}$  represents an average of the sound energy occurring over a specified period. In effect,  $L_{eq}$  is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The 1-hour A-weighted equivalent sound level [ $L_{Aeq(h)}$ ] is the energy average of A-weighted sound levels occurring during a one-hour period and is the basis for noise abatement criteria used by ADOT and FHWA.
- **Maximum Sound Level ( $L_{max}$ ):**  $L_{max}$  is the highest instantaneous sound level measured during a specified period.
- **Minimum Sound Level ( $L_{min}$ ):**  $L_{min}$  is the lowest instantaneous sound level measured during a specified period.

## 2.8 Weather Conditions

Changes in weather conditions also affect how well a noise barrier performs. Temperature inversions and downwind conditions can increase sound levels in neighborhoods protected by a noise barrier. Temperature lapses and upwind conditions can further reduce sound levels in neighborhoods protected by a noise barrier. The changes in sound levels will depend on the specific wind and temperature conditions.

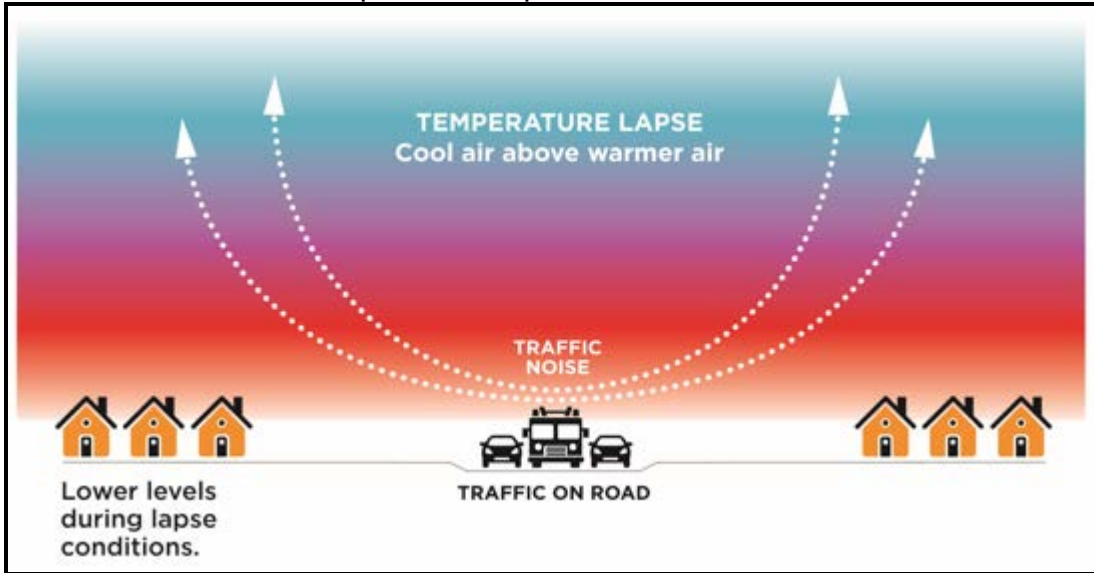
Changing wind speeds above ground level can cause sound waves to bend toward or away from the earth — a process called refraction. The change in sound level depends on the differences in wind speeds above ground and wind direction. You might notice that sound levels are higher when the wind is blowing from the highway toward you (downwind), as illustrated below. Conversely, you might notice that sound levels are lower when the wind is blowing away from you and toward the highway (upwind).

FIGURE 3. Wind Direction Effects on Traffic Noise



The temperature of the air above ground changes with height. A temperature lapse occurs when the air above ground is cooler than the air near the ground. Temperature lapses are common during the day. Lapses cause sound waves to bend away from the earth and reduce sound levels in nearby communities, as illustrated below. You might notice that sound levels are lower during the day than at night even though there may be more traffic on the road.

FIGURE 4. Temperature Lapse Effects on Traffic Noise



# 3.0 TRAFFIC NOISE ANALYSIS

## 3.1 FHWA and ADOT Noise Criteria

ADOT considers mitigation for receivers predicted to be impacted by increased noise levels associated with a proposed transportation improvement project. This analysis determines the traffic noise impacts based upon FHWA’s Noise Abatement Criteria (NAC), which is referred to in the ADOT NAR dated May 4, 2017. The FHWA NAC specify an allowable traffic noise level for different categories of land uses and activities, as can be seen in Table 2.

The ADOT NAR describes impacts if the noise level “approaches” the allowable limits of the FHWA NAC. ADOT defines “approach” as one (1) dBA below the NAC for Categories A, B, C, D, and E and there is no noise impact threshold for Categories F and G. Homes, churches, schools, and parks are classified in Categories B and C, and the allowable hourly  $L_{eq}$  for these categories is 67 dBA.

Activity Category	$L_{Aeq(h)}$ <sup>[1]</sup> , dBA	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B <sup>[2]</sup>	67 (Exterior)	Residential
C <sup>[2]</sup>	67 (Exterior)	Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
E <sup>[2]</sup>	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	---	Undeveloped lands that are not permitted
Notes: [1]. The hourly equivalent sound level, $L_{Aeq(h)}$ , represents the A-weighted sound level that contains the same amount of acoustic energy as the actual time-varying A-weighted sound level over one hour. [2]. Includes undeveloped lands permitted for this activity category.		
Source: ADOT NAR Rev 2017-05-04		

For Categories B and C, ADOT will consider mitigation for receivers with exterior traffic noise levels that are equal to or exceed 66 dBA. For Category E, ADOT will consider mitigation for receivers with exterior traffic noise levels that are equal to or exceed 71 dBA. Additionally,

ADOT will consider mitigation if the transportation improvement project is predicted to result in a substantial increase in noise level compared to the existing measured noise levels. A substantial noise level increase is equal to or greater than 15 dBA. In determining and reducing traffic noise impacts, exterior areas are given primary consideration and ADOT generally will consider mitigation only where frequent human use occurs.

### 3.2 Sensitive Land Uses in the Study Area

Land within the study area mainly belongs to private owners. Existing land uses within the project area consist of residential, commercial, retail, and vacant. Residential land use fall into Activity Category B and includes existing single family homes, apartments, and new developments. Activity Category E includes Avondale Moose Lodge that will be demolished because of ROW take. Activity Category F includes future grocery store, commercial, and industrial buildings. Existing and future land uses within the project area were examined using Maricopa Association of Governments (MAG) Land Use Explorer maps.

### 3.3 Existing Noise Levels

Existing noise-sensitive land uses within the project area were identified using land-use maps, aerial photographs, and site reconnaissance. The noise analysis of this project used three (3) geographical sections that correspond to noise receiver locations.

In total, 209 noise receivers were evaluated in the noise model for different land use categories and activities. The modeled noise receivers represent different activity categories such as residential (Category B) and undeveloped lands (Category G). Each modeled noise receiver was assigned a two part identifier, such as EX or WX. E stands for northbound and W stands for southbound of SR303, and followed by an arbitrary sequential number X.

Table 3 shows the description of the sections and the number of modeled receivers in each section.

TABLE 3 Location of Modeled Receivers		
Section	Number of Modeled Receivers	Description of Section
1	26	I-10 to Van Buren Street
2	99	Van Buren Street to Yuma Road
3	84	Yuma Road to MC 85
Total Number of Modeled Receivers		209

Ten (10) different sites were selected for noise monitoring within the project area (monitoring locations are labeled “MON”) to document existing traffic noise levels. Noise monitoring was conducted on May 17 and 18, 2022. During the monitoring, weather conditions (temperature, relative humidity, wind speed and direction, and sky condition) were documented (see Appendix B). A Larson Davis System 824 with sound level meter and real-time analyzer, which complies with ANSI S1.4 and Type I Standards, was used during the noise monitoring. The noise monitoring followed the procedures specified in the report FHWA-PD-96-046/DOT-

VNTC-FHWA-96-5, *Measurement of Highway-Related Noise*. The monitoring results are summarized in Table 4.

Section	Monitor Number	Address/Description	Monitoring Result Leq, dBA
1	MON-1	Agricultural field north of Van Buren Street (approximately 72 feet east of Cotton Lane)	65
2	MON-2	Vacant undeveloped area south of Van Buren Street (approximately 115 feet west of Cotton Lane)	63
	MON-2a	Cul-de-sac south of Van Buren Street (approximately 275 feet west of Cotton Lane)	52
	MON-3	Agricultural field north of Canyons Trail Boulevard (approximately 320 feet east of Cotton Lane)	58
	MON-4	Common community space east of 173 <sup>rd</sup> Avenue (approximately 310 feet west of Cotton Lane)	50
3	MON-5	Cul-de-sac along Mohave Street (approximately 200 feet east of Cotton Lane)	57
	MON-6	Common community space at Meade Lane (approximately 230 feet west of Cotton Lane)	50
	MON-7	Community common area along Hammond Street (approximately 230 feet east of Cotton Lane)	58
	MON-8	Undeveloped areas east of SRP canal south of Lower Buckeye Road (approximately 220 feet west of Cotton Lane)	60
	MON-9	Agricultural field south of Lower Buckeye Road (approximately 230 feet east of Cotton Lane)	60
Note: MON-2 is located on the east side of the drainage channel and was monitored for information purposes only.			

The monitored noise levels represent the existing noise conditions within the project area. The average ambient noise levels from the measurements ranged from 50 dBA to 65 dBA. The lowest monitored noise level was recorded from site MON-4 at the common community space east of 173<sup>rd</sup> Avenue. The highest monitored noise level was recorded from site MON-1 on the agricultural field north of Van Buren Street. Detailed noise level monitoring information is located in Appendix B of this report.

### 3.4 TNM 2.5 Modeling Approach and Assumptions

The FHWA-approved highway noise computer model Traffic Noise Model (TNM) 2.5 was used for the noise-level computations and mitigation analysis. Standard English units of measurement were used throughout this analysis.

Traffic noise levels are affected mainly by roadway geometry, traffic volumes, traffic speeds, traffic mix (percentage of cars, medium trucks and heavy trucks), and shielding effects between noise sources and receivers. These variables were input into the TNM 2.5 model to predict future 2050 design year noise levels at the sensitive receiver locations. If the predicted unmitigated noise levels are less than the NAR threshold of 66 dBA, no noise impacts would occur and no noise mitigation is warranted. Otherwise, mitigation consisting of noise barriers within the ROW would be evaluated. The barrier heights are then adjusted to achieve predicted mitigated noise levels of less than 66 dBA as applicable. Noise barriers are

recommended if they meet the ADOT NAR “feasible” and “reasonable” criteria. Noise barriers are considered the most cost effective and accepted technique to mitigate traffic noise, and may consist of earth berms, concrete/masonry walls, or a combination of the two.

### **Roadway Geometry**

The proposed horizontal and vertical geometry of SR 303 mainline, ramps, and frontage roads utilized in this analysis were obtained from the 60% design files and the terrain model provided by AZTEC Engineering. Speed was modeled 5 miles per hour (mph) higher than posted speed limit.

### **Traffic Volumes**

The FHWA NAC criteria specify that the noisiest condition be modeled for the project design year. In general this should reflect level of service (LOS) C traffic conditions during the peak noise hour, with traffic moving at 5 miles per hour above the posted speed limits. If future peak hour traffic volumes are less than maximum LOS C volumes, future peak hour traffic volumes will be utilized. For this project, PM peak hour volumes for SR 303 mainline, ramps, frontage roads, and cross streets were used in the noise model. The traffic volumes used in this analysis are included in Appendix C.

### **Traffic Mix**

Traffic mix is the percentage of vehicles by type, typically including cars, medium trucks, and heavy trucks. Traffic mix is an important factor on the magnitude of noise levels. Generally, heavy trucks generate more noise than cars and medium trucks. Therefore, the higher the percentage of heavy trucks, the louder the noise levels would be.

Vehicle types are defined as follows:

- Cars: All vehicles with two axles and four wheels designed primarily for passenger transportation or cargo (light trucks). Generally, the gross vehicle weight is less than 10,000 pounds.
- Medium Trucks: All vehicles having two axles and six wheels designed for the transportation of cargo. Generally, the gross vehicle weight is greater than 10,000 pounds but less than 26,400 pounds.
- Heavy Trucks: All vehicles having three or more axles and designed for the transportation of cargo. Generally, the gross weight is greater than 26,400 pounds.

The traffic mix percentage used in this analysis is provided by MAG’s traffic demand model and is included in Appendix C.

### **Traffic Speed**

For the Build condition, SR 303 mainline was modeled at operating speed of 70 mph (5 mph above the posted speed limit). The service TI on-ramp and off-ramp speeds were modeled at 50 mph. The frontage road and cross street speeds were modeled at 50 mph.



## Shielding Effects

TNM 2.5 can account for the noise shielding effects created by existing noise barriers, privacy walls, buildings, and terrain changes that are an obstruction between noise sources and receivers. Neighborhood privacy walls and large commercial or apartment buildings were modeled as barriers. Cut-and-fill slopes and corresponding elevation changes were modeled as terrain lines. Rows of homes in neighborhoods were modeled as building rows. Also included in the model were “hard soil” ground type and existing privacy walls measuring approximately 6 feet high that typically shield residential subdivisions. Assumptions included average pavement type and default weather. These default assumptions are the FHWA-recommended values.

### 3.5 Construction Noise Impacts

Depending on the nature of construction operations, duration of noise could last from seconds (e.g. a truck passing a customer) to months (e.g. constructing a bridge). Construction noise is also intermittent and depends on the type of operation, location, and function of the equipment as well as the equipment usage cycle. Construction equipment is typically considered as a point source, as opposed to traffic which is considered as a line source; therefore, the noise level decreases, theoretically, by 6 dB(A) per doubling the distance from it, as opposed to 3 dB(A) for line source. Noise levels, at various distances using listed equipment are shown in Table 5. ADOT has set forth guidelines for construction noise in the *Standard Specifications for Road and Bridge Construction*, 2008. Per ADOT specifications 104.08 Prevention of Air and Noise Pollution:

“The contractor shall comply with all local sound control and noise rules, regulations and ordinances which apply to any work pursuant to the contract. Each internal combustion engine used for any purpose on the work or related to the work shall be equipped with a muffler or a type recommended by the manufacturer. No internal combustion engine shall be operated on the work without its muffler being in good working condition.”

Equipment	Land Use	Residential	Descriptor		L10
	R_300 ft	R_600 ft	R_900 ft	R_1200 ft	R_1500 ft
Auger Drill Rig	64.8	58.8	55.3	52.8	50.8
Boring Jack Power Unit	67.4	61.4	57.9	55.4	53.4
Compactor (ground)	63.7	57.7	54.1	51.6	49.7
Concrete Mixer Truck	62.3	56.2	52.7	50.2	48.3
Dump Truck	59.9	53.9	50.4	47.9	45.9
Excavator	64.2	58.1	54.6	52.1	50.2
Generator	65.1	59.0	55.5	53.0	51.1
Compressor (air)	61.1	55.1	51.6	49.1	47.1
Grader	68.5	62.4	58.9	56.4	54.5

Warning Horn	57.6	51.6	48.1	45.6	43.6
All Other Equipment > 5 HP	69.4	63.4	59.9	57.4	55.4
Bar Bender	60.4	54.4	50.9	48.4	46.5
Concrete Pump Truck	61.8	55.8	52.3	49.8	47.9
Soil Mix Drill Rig	64.4	58.4	54.9	52.4	50.4
Concrete Saw	70.0	64.0	60.5	58.0	56.0
Auger Drill Rig	64.8	58.8	55.3	52.8	50.8
Roller	60.4	54.4	50.9	48.4	46.5

Ground vibration and ground-born noise can also be a source of annoyance to individuals who live or work close to vibration-generating activities. Pile driving, demolition activity, blasting, and crack-and-seat operations are the primary sources of vibration, while the impact pile driving can be the most significant source of vibration at construction sites. It is recommended to apply methods that may be practical and appropriate in specific situations, to reduce vibration to an acceptable level. Such measures may be:

- Jetting,
- Predrilling
- Cast-in-place or auger cast piles
- Non-displacement piles
- Pile cushioning
- Using alternative non-impact drivers
- Scheduling activities to minimize disturbance at near-construction sites

To minimize noise impacts on the neighborhoods during construction, the following mitigation measures will be followed:

- Exhaust systems on equipment will be kept in good working order, in accordance with Section 104.08, *Prevention of Air and Noise Pollution* of the ADOT Standard Specifications for Road and Bridge Construction;
- Engine enclosures and intake silencers will be used where appropriate;
- Equipment will be maintained on a regular basis;
- New equipment will meet new noise emission standards;
- Stationary equipment will be located as far away from neighborhoods as possible; and
- The public shall be notified of construction operations and schedules by the ADOT's Communications office during construction.

## 4.0 NOISE MITIGATION EVALUATION

### 4.1 Noise Mitigation Guidelines

The ADOT NAR adopted in 2017 provides guidelines for noise abatement based on both the “feasible” and “reasonable” criteria. The ADOT NAR defines “feasibility” based on engineering and acoustical considerations (e.g., if a barrier can be built given the topography of the location; considering access, drainage, safety, or maintenance requirements, can a substantial noise reduction be achieved? are other noise sources present in the area? etc.). According to the ADOT NAR, engineering feasibility factors of abatement shall include:

- Safety – noise barriers will not be constructed in such a way as to create a potential safety hazard or to inhibit response to a safety emergency.
- Barrier height – due to safety, structural and wind load considerations, ADOT will not normally construct barriers higher than 20 feet, as a stand-alone structure. However, a wall segment height may be up to 24 feet.
- Topography – the topography of the local area may potentially preclude the use or reduce the effectiveness of noise abatement measures such as barriers and berms.
- Drainage – any noise abatement measure constructed must provide for adequate drainage, both as a safety concern and to prolong the lifespan of the roadway.
- Utilities – in the event of a conflict between existing or planned utilities and potential noise abatement measures, any extra cost involved with utility relocation or modification may be included in the wall cost when comparing against the cost-per-benefited-receptor.
- Maintenance requirements – abatement measures must be designed and constructed in such a way as to allow access to perform maintenance activities both for the barrier and for adjacent properties.
- Access to adjacent properties – abatement measures must not be designed or constructed in a manner that denies access to any property adjacent to the barrier.
- Overall project purposes – the use of abatement measures must be consistent with the overall purpose of the project.

For a noise abatement measure to be acoustically feasible ADOT requires achievement of at least a five (5) dBA highway traffic noise reduction at 50% of impacted receptors.

The “reasonable” criterion implies that common sense and good judgment were applied in arriving at a decision. According to the ADOT NAR, reasonability of abatement shall include, but not be limited to:

- Viewpoints or preferences of property owners and residents – The preferences of the property owners and residents of the benefited receptors of a noise barrier will be taken into account when determining whether the barrier is considered reasonable.
- Noise reduction design goal – Noise barriers should be designed to reduce projected unmitigated noise levels by at least seven (7) dBA for benefited receptors closest to the transportation facility. To be considered reasonable, at least half of the benefited receptors in the first row shall achieve this level of noise reduction.

- Cost effectiveness – The maximum reasonable cost of abatement is \$49,000 per benefited receptor (cost-per-benefited-receptor) with barrier costs calculated at \$35 per square foot, \$85 per square foot if constructed on a structure.

## 4.2 Substantial Noise Level Increase

The projected increases in noise levels for receivers that were monitored are shown in Table 6. The monitoring results represent the existing noise levels. The TNM 2.5 2050 unmitigated column represents the future predicted noise levels in the Build Condition. The difference between these two values, the Arithmetic Increase column, is the projected increase in noise levels.

TABLE 6 Substantial Noise Level Increases					
Section	Monitor Number	Noise Receiver	Noise Level Leq, dBA		
			Monitoring Result	TNM 2.5 2050 unmitigated	Arithmetic Increase
1	MON-1	E13	65	64	-1
2	MON-2	---	63	76	13
	MON-2a	---	52	68	16
	MON-3	---	58	64	6
	MON-4	---	50	72	22
3	MON-5	---	57	71	14
	MON-6	---	50	69	19
	MON-7	---	58	69	11
	MON-8	---	60	72	12
	MON-9	---	60	68	8

The arithmetic increases between the monitoring levels and future predicted noise levels range from -1 to 22 dBA. Monitoring sites MON-2a, MON-4, MON-6 show a significant increase of equal to or greater than 15 dBA. As a result, noise mitigation was evaluated due to the substantial noise level increases predicted for these monitoring sites.

### 4.3 Noise Modeling Results

Appendix A shows noise receivers and recommended barrier locations and Appendix D shows the predicted noise levels for the Build condition based on the results of the TNM 2.5 modeling. Modeling results are rounded to the nearest decibel before comparisons are made. In some cases, this can result in relative changes that may not appear intuitive. For example, the difference between sound levels of 64.4 and 64.5 dBA is 0.1 dBA. However, after rounding to the nearest whole number, the difference is reported as 1 dBA. Noise modeling and results were divided into Sections 1 through 3 and are discussed below.

#### **Section 1: I-10 to Van Buren Street**

Section 1 has 26 modeled receivers representing receptors of three future residential developments on the permitted undeveloped land northbound side of SR 303L. The City of Goodyear record check showed that there are no construction permits issued for these future residential developments. Based on the noise analysis, the noise levels for these developments are predicted to be less than Category B threshold of 66 dBA assuming there would be a subdivision perimeter wall of 10 ft high. Developers are responsible for providing mitigation to attenuate future noise levels in compliance with the City of Goodyear Article 9-1, “Freeway Development Overlay District” (Revised July 26, 2017).

#### **Section 2: Van Buren Street to Yuma Road**

Section 2 has 99 modeled receivers representing receptors in residential, retail, and undeveloped land for new residential developments. The noise levels of 17 receivers are greater than or equal to the ADOT NAR threshold of 66 dBA in NAC Category B. As a result, evaluation of noise mitigation for these receivers is warranted.

Receivers W1 through W14 (except for W4, W8 and W12) represent receptors within the new residential development under construction. The predicted noise levels of nine receivers of them are greater than Category B threshold of 66 dBA. Noise barrier SB1 on the southbound side of SR 303L was evaluated to shield receivers representing these sensitive receptors. The barrier was evaluated along the proposed freeway edge from Station 1281+55 to 1267+45. The height for the barrier segments would be 14 feet above freeway pavement. The cost-per-benefited receptor is less than the ADOT NAR criteria of \$49,000. In addition, barrier SB1 also meets acoustic feasibility and noise reduction design goal. As a result, new barrier SB1 is potentially recommended.

Receivers W15 through W38 (except for W24, W25, W26, and W32) represent receptors of a future residential development (Canyon Trails South) on the undeveloped land southbound side of SR303L. The City of Goodyear record check showed that Canyon Trails South was fully permitted on February 15, 2022. Based on the noise analysis, one receiver W22 with noise level is greater than Category B threshold of 66 dBA assuming there would be a subdivision perimeter wall of 10 ft high. Abatement for lands permitted after the Date of Public Knowledge for this project is not eligible for federal aid. Developers are responsible for providing mitigation to attenuate future noise levels in compliance with the City of Goodyear Article 9-1, “Freeway Development Overlay District” (Revised July 26, 2017).

Receivers W42, W44, W46, W46a, W50, W52, and W53 represent single family homes at the Crestwood at Canyon Trails subdivision along southbound SR 303L north of Yuma Road. The predicted noise levels of all seven receivers are greater than Category B threshold of 66 dBA. Noise barriers SB2 and SB3 on the southbound side of SR 303L were evaluated to shield receivers representing these sensitive receptors. The barriers were evaluated along the proposed freeway edge from Station 1260+50 to 1228+43. The height for the barrier segments would be 10 to 12 feet above freeway pavement. The cost-per-benefited receptor is less than the ADOT NAR criteria of \$49,000. In addition, barriers SB2 and SB3 also meet acoustic feasibility and noise reduction design goal. As a result, new barriers SB2 and SB3 are recommended for construction.

Receivers E28 through E64 (except for E35, E36, E39, E42, E45, E49, E55, E59, and E61) represent receptors of two future residential developments (Estrella Springs and Suncrest Vista) on the undeveloped land northbound side of SR 303L. The City of Goodyear record check showed that there are no construction permits issued for these future residential developments. Based on the noise analysis, the noise levels for these developments are predicted to be less than Category B threshold of 66 dBA assuming there would be a subdivision perimeter wall of 10 ft high. Developers are responsible for providing mitigation to attenuate future noise levels in compliance with the City of Goodyear Article 9-1, “Freeway Development Overlay District” (Revised July 26, 2017).

The predicted noise levels of new developments will be made available to the local officials with the responsibility for making zoning/permitting decisions for that location along with the following statement: “This information is presented purely to assist with noise-compatible land use planning decision making. Abatement for lands permitted after the Date of Public Knowledge for this project is not eligible for federal aid.”

Barrier Summary for Section 2 is shown in Table 7.

Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft <sup>2</sup> )	Total Barrier Cost <sup>[1]</sup>	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
SB1 (Sta 1281+55 to Sta 1267+45)	14	1,400	19,596	\$809,760	41	\$19,750
SB2 (Sta 1260+50 to Sta 1240+35)	10 – 12	2,033	21,121	\$813,735	39	\$34,871
SB3 (Sta 1242+91 to Sta 1228+43)	10 – 12	1,441	15,607	\$546,245		
<b>Total for Recommended Barriers</b>	<b>10 – 14</b>	<b>4,874</b>	<b>56,324</b>	<b>2,169,740</b>	<b>80</b>	<b>\$27,122</b>

Notes:  
<sup>[1]</sup> Total cost of the noise barrier is based on the unit cost of \$35 per square foot off-structure and \$85 per square foot on-structure.  
<sup>[2]</sup> Barrier SB1 includes a length of approximately 177’ bridge section. Barrier SB2 includes a length of approximately 149’ bridge section.

### **Section 3: Yuma Road to MC 85**

Section 3 has 84 modeled receivers representing receptors in residential and undeveloped land for new residential developments. The noise levels of 51 receivers are greater than or equal to the ADOT NAR threshold of 66 dBA in NAC Category B. As a result, evaluation of noise mitigation for these receivers is warranted.

Receivers W57 through W87 represent single family homes at the Cottonflower and Sin Lomas subdivisions along southbound SR 303L between Yuma Road and Lower Buckeye Road. The predicted noise levels of 24 receivers are greater than Category B threshold of 66 dBA. Noise barriers SB4, SB5, and SB6 on the southbound side of SR 303L were evaluated to shield receivers representing these sensitive receptors. The barriers were evaluated along the proposed freeway edge from Station 1224+07 to 1167+50. The southern end of SB6 needs to stop at Station 1167+50 because this is the mainline construction limit for the south end of the project. The height for the barrier segments would be 12 to 14 feet above freeway pavement. The cost-per-benefited receptor is less than the ADOT NAR criteria of \$49,000. In addition, barriers SB4, SB5, and SB6 also meet acoustic feasibility and noise reduction design goal. As a result, new barriers SB4, SB5, and SB6 are recommended for construction.

Receiver E70 represents receptors of one future residential development (DeRosier Ranch) on the undeveloped land on the southeast quadrant between SR 303L and Yuma Road. The City of Goodyear record check showed that there are no construction permits issued for this future residential development. Based on the noise analysis, the noise level for this development is predicted to be equal to Category B threshold of 66 dBA assuming there would be a subdivision perimeter wall of 10 ft high. Developers are responsible for providing mitigation to attenuate future noise levels in compliance with the City of Goodyear Article 9-1, "Freeway Development Overlay District" (Revised July 26, 2017).

Receivers E71 through E99 represent single family homes at the Canyon Trails Unit 4 South subdivision and permitted undeveloped land for new residential development along northbound SR 303L between Yuma Road and Dunlap Road. The predicted noise levels of 20 receivers are greater than Category B threshold of 66 dBA. Noise barriers NB1, NB2, and NB3 on the northbound side of SR 303L were evaluated to shield receivers representing these sensitive receptors. The barriers were evaluated along the proposed freeway edge from Station 1212+94 to 1159+54. The height for the barrier segments would be 10 to 12 feet above freeway pavement. The cost-per-benefited receptor is less than the ADOT NAR criteria of \$49,000. In addition, barriers NB1, NB2, and NB3 also meet acoustic feasibility and noise reduction design goal. As a result, new barriers NB1, NB2, and NB3 are recommended for construction.

Barrier Summary for Section 3 is shown in Table 8.

TABLE 8  
Barrier Summary Section 3 – Yuma Road to MC 85

Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft <sup>2</sup> )	Total Barrier Cost	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
SB4 (Sta 1224+07 to Sta 1214+63)	12	944	11,329	\$396,515	128	\$21,018
SB5 (Sta 1216+34 to Sta 1168+39)	12 – 14	4,772	59,265	\$2,214,075		
SB6 (Sta 1169+94 to Sta 1167+50)	12	190	2,279	\$79,765		
NB1 (Sta 1212+94 to Sta 1216+28)	12	334	4,002	\$140,070	97	\$26,361
NB2 (Sta 1214+34 to Sta 1170+90)	10 – 12	4,360	51,219	\$1,909,165		
NB3 (Sta 1170+90 to Sta 1159+54)	12	1,209	14,507	\$507,745		
<b>Total for Recommended Barriers</b>	<b>10 – 14</b>	<b>11,809</b>	<b>142,601</b>	<b>5,247,335</b>	<b>225</b>	<b>\$23,322</b>

Notes:

<sup>[1]</sup> Total cost of the noise barrier is based on the unit cost of \$35 per square foot off-structure and \$85 per square foot on-structure.

<sup>[2]</sup> Barrier SB5 includes a length of approximately 233' bridge section. Barrier NB2 includes a length of approximately 233' bridge section.



## 5.0 CONCLUSION AND RECOMMENDATION

This noise report provides the existing monitored and future predicted 2050 design year noise levels and recommendations for mitigation measures in accordance with the ADOT NAR for the SR 303L freeway project. This study evaluates impacts predicted to result from traffic noise levels during the noisiest conditions that would result from the planned improvements to SR 303L freeway.

Table 9 below summarizes the results of the recommended noise mitigation/barriers determined in accordance with the ADOT NAR guidelines for the project. A total of nine (9) separate new noise barriers are recommended. Barrier SB1 is recommended for new residential development of the CTC at Canyon Trails MLD subdivision at the southwest quadrant between Van Buren Street and SR 303L. Barriers SB2 and SB3 are recommended for single family homes at the Crestwood at Canyon Trails subdivision along southbound SR 303L north of Yuma Road. Barriers SB4, SB5, and SB6 are recommended for single family homes at the Cottonflower and Sin Lomas subdivisions along southbound SR 303L between Yuma Road and Lower Buckeye Road. Barriers NB1 and NB2 are recommended for single family homes at the Canyon Trails Unit 4 South subdivision along northbound SR 303L between Yuma Road and Lower Buckeye Road. Barrier NB3 is recommended for new residential development at the El Cidro Phase III subdivision along Elwood Street Ramp D. The noise barrier locations and termini described in this report are subject to adjustments during final design to accommodate design features not considered during the noise analysis

Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft <sup>2</sup> )	Total Barrier Cost	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
SB1 (Sta 1281+55 to Sta 1267+45)	14	1,400	19,596	\$809,760	41	\$19,750
SB2 (Sta 1260+50 to Sta 1240+35)	10 – 12	2,033	21,121	\$813,735	39	\$34,871
SB3 (Sta 1242+91 to Sta 1228+43)	10 – 12	1,441	15,607	\$546,245		
SB4 (Sta 1224+07 to Sta 1214+63)	12	944	11,329	\$396,515	128	\$21,018
SB5 (Sta 1216+34 to Sta 1168+39)	12 – 14	4,772	59,265	\$2,214,075		
SB6 (Sta 1169+94 to Sta 1167+50)	12	190	2,279	\$79,765		
NB1 (Sta 1212+94 to Sta 1216+28)	12	334	4,002	\$140,070	97	\$26,361
NB2 (Sta 1214+34 to Sta 1170+90)	10 – 12	4,360	51,219	\$1,909,165		
NB3 (Sta 1170+90 to Sta 1159+54)	12	1,209	14,507	\$507,745		
<b>Total for Recommended Barriers</b>	<b>10 – 14</b>	<b>16,683</b>	<b>198,925</b>	<b>7,417,075</b>	<b>305</b>	<b>\$24,318</b>
Notes:						
<sup>[1]</sup> Total cost of the noise barrier is based on the unit cost of \$35 per square foot off-structure and \$85 per square foot on-structure.						
<sup>[2]</sup> Barrier SB1 includes a length of approximately 177' bridge section. Barrier SB2 includes a length of approximately 149' bridge section. Barrier SB5 includes a length of approximately 233' bridge section. Barrier NB2 includes a length of approximately 233' bridge section.						

## 6.0 STATEMENT OF LIKELIHOOD

This statement of likelihood is to be included in the environmental document since feasibility and reasonableness determinations may change due to changes in project design after approval of the environmental document. This report contains a preliminary location and physical description of noise abatement measures determined feasible and reasonable in the preliminary analysis. The final recommendations on the construction of abatement measures described within the report are to be determined during the completion of the project's final design and the public involvement processes, in line with ADOT's Instruction on Solicitation of Viewpoints in Project Type I Noise Analysis.

## References

Arizona Department of Transportation, *Noise Abatement Requirements*, May 2017.

Arizona Department of Transportation, *Standard Specifications for Road and Bridge Construction*, 2008.

City of Goodyear, Article 9-1, *Freeway Development Overlay District*,  
<https://www.goodyearaz.gov/home/showpublisheddocument/7658/636366693587200000>  
(Revised July 26, 2017).

National Cooperative Highway Research Program, *Supplemental Guidance on the Application of FHWA's Traffic Noise Model (TNM)*, March 2014.

U.S. Code of Federal Regulations, Title 23, Part 772. *Procedures for Abatement of Highway Traffic Noise and Construction Noise*.

U.S. Department of Transportation, Federal Highway Administration, *FHWA Roadway Construction Noise Model User's Guide*, January 2006.

U.S. Department of Transportation, Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, June 1995.

U.S. Department of Transportation, Federal Highway Administration, *Highway Traffic Noise Prediction Model*, FHWA-RD-77-108, December 1978.

U.S. Department of Transportation, Federal Highway Administration, *Measurement of Highway-Related Noise*, FHWA-PD-96-046, May 1996.

# Glossary of Terms

**Design Year** – The future year used to estimate the probable traffic volume for which a highway is designed. Normally, traffic estimates are projected 20 years into the future from the estimated start date of construction.

**Existing Sound Level** – The current noise level, made up of all natural and manmade noises normally present within a particular area. The existing sound level provides a reference point for determining noise impacts when transportation improvements or new highways are being considered.

**Insertion Loss** – A term used in noise analysis describing the projected noise reduction that results when a noise barrier is placed between a noise source and a receiver.

**$L_{eq}$**  – The equivalent steady-state, A-weighted sound level which, in a stated period of time, would contain the same acoustical energy as the time-varying sound levels during the same period.

**Noise Receiver** – The technical term used in noise modeling to describe the location of a potential noise impact.

**Shielding** – Any construction or natural barrier which, when interposed between the noise source and the receiver, will provide an excess reduction in roadway noise.

## TNM Model Runs Description

TNM File Name	Description
<b>Build Condition</b>	
S1_NorthofVB	Section 1 northbound side receivers between I-10 and Van Buren Street. No noise barriers are recommended.
S2NB_VBtoYuma	Section 2 northbound side receivers between Van Buren Street and Yuma Road. No noise barriers are recommended.
S2SB_VBtoYuma_v2	Section 2 southbound side receivers between Van Buren Street and Yuma Road. New barriers SB1, SB2, and SB3 are recommended.
S3NB_YumatoMC85_v3	Section 3 northbound side receivers between Yuma Road and MC 85. New barriers NB1, NB2, and NB3 are recommended.
S3SB_YumatoMC85_v3	Section 3 southbound side receivers between Yuma Road and MC 85. New barriers SB4, SB5, and SB6 are recommended.

# **APPENDIX A**

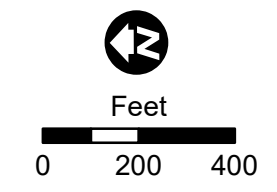
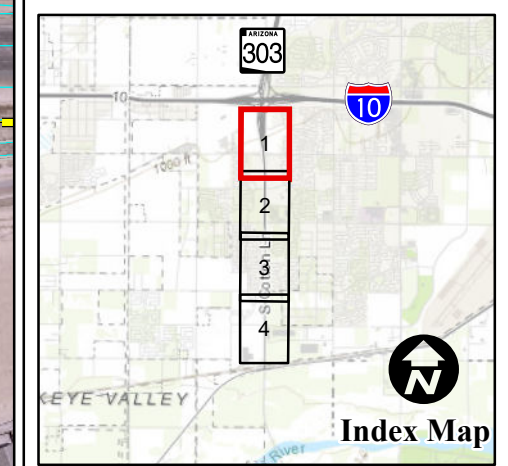
## **Noise Receiver and Potentially Recommended Barrier Locations**





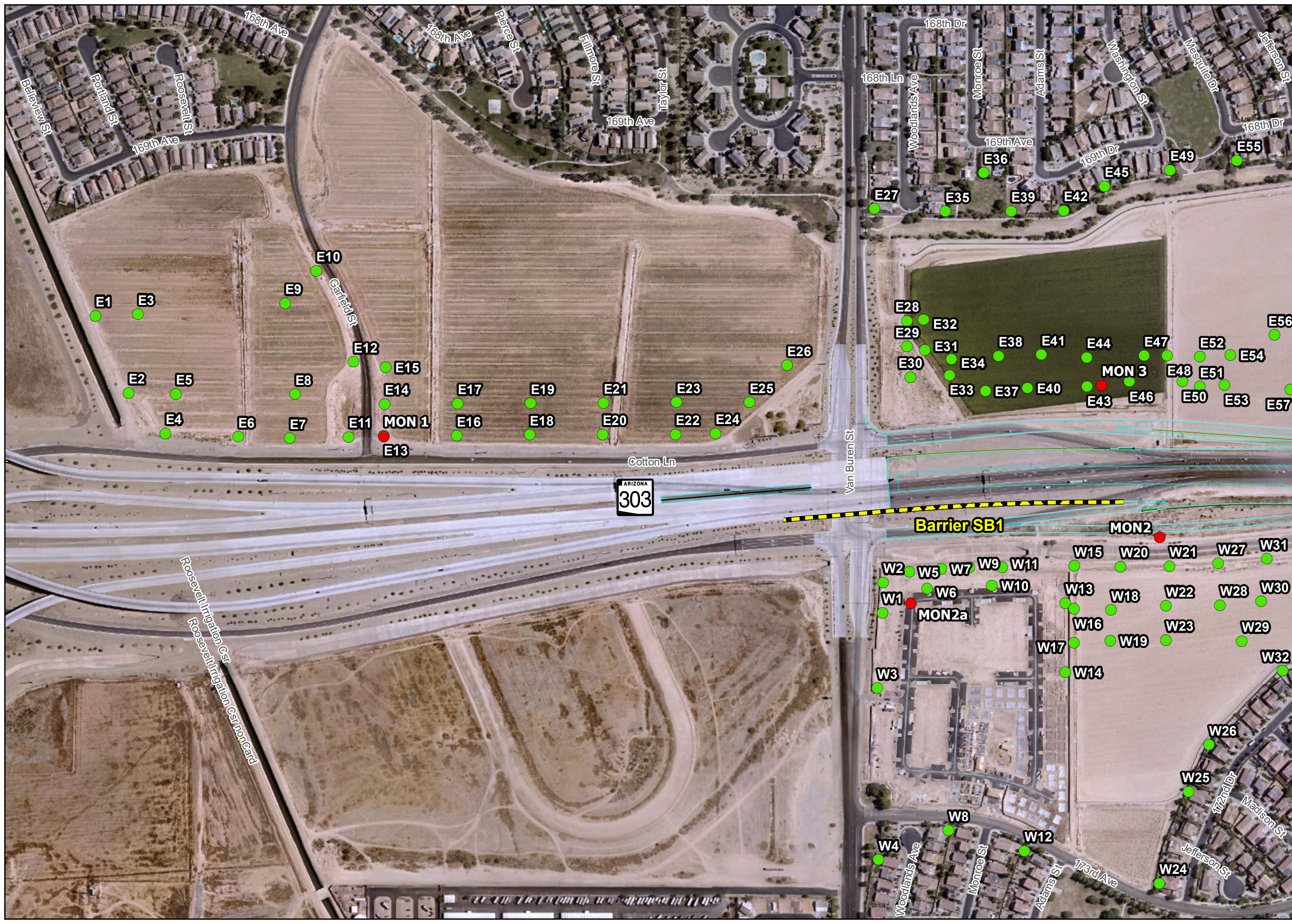
**Legend**

- Monitoring Sites
- Noise Receivers
- Recommended Noise Barriers



Source:  
 ADOT ATIS (2013); AZTEC (2022)  
 MAG Aerial photography (accessed in 2022)

Map Disclaimer: This map is intended for general siting purposes only.

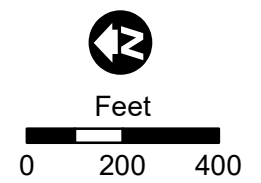
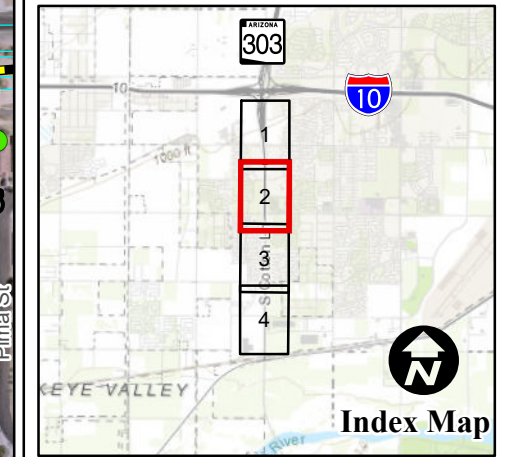
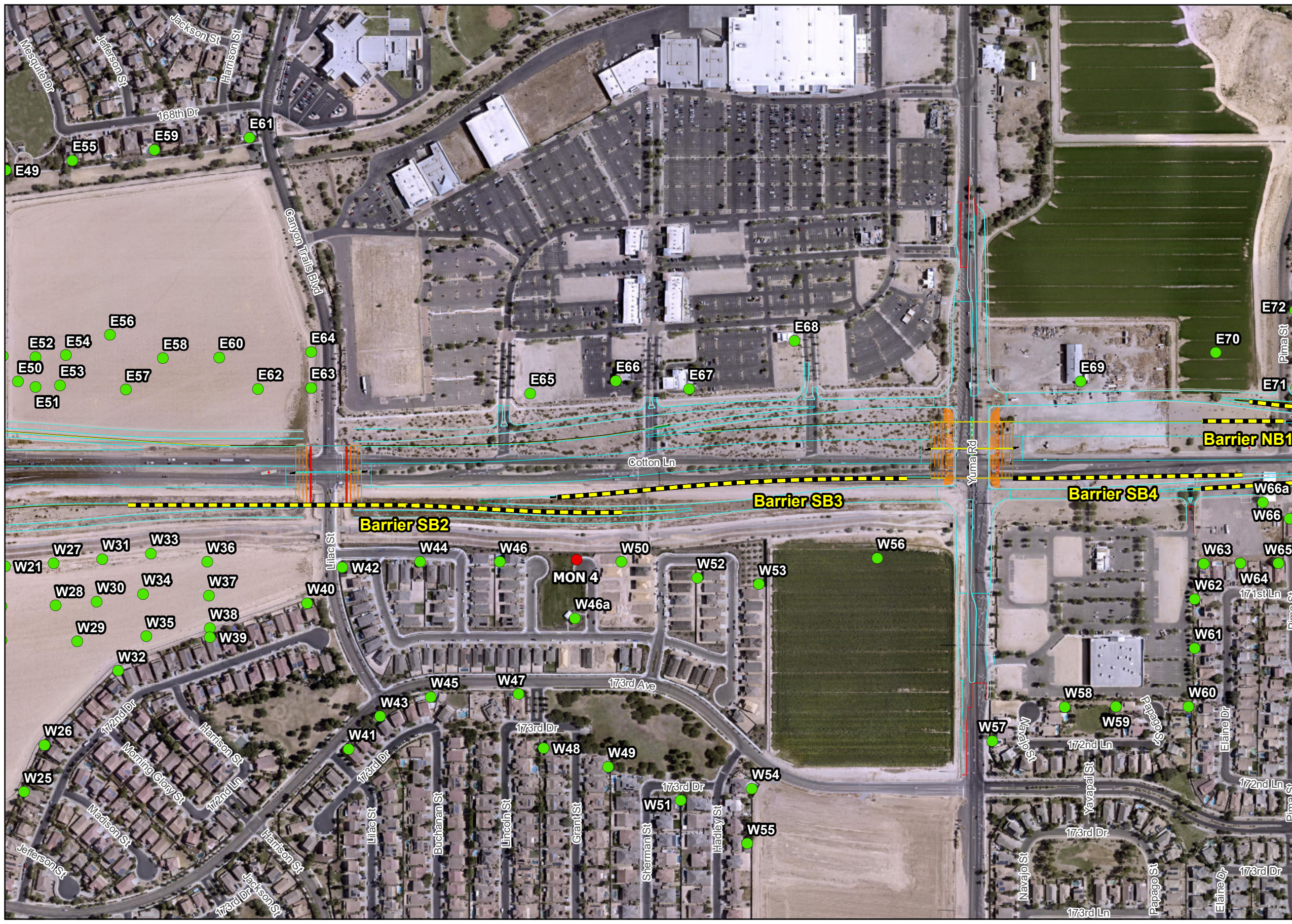






**Legend**

- Monitoring Sites
- Noise Receivers
- Recommended Noise Barriers



Source:  
 ADOT ATIS (2013); AZTEC (2022)  
 MAG Aerial photography (accessed in 2022)

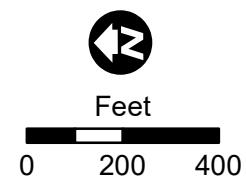
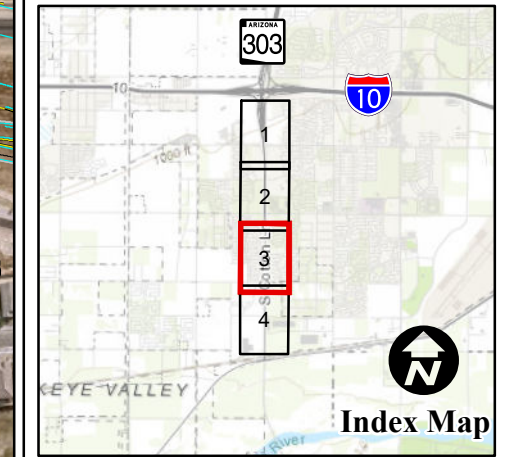
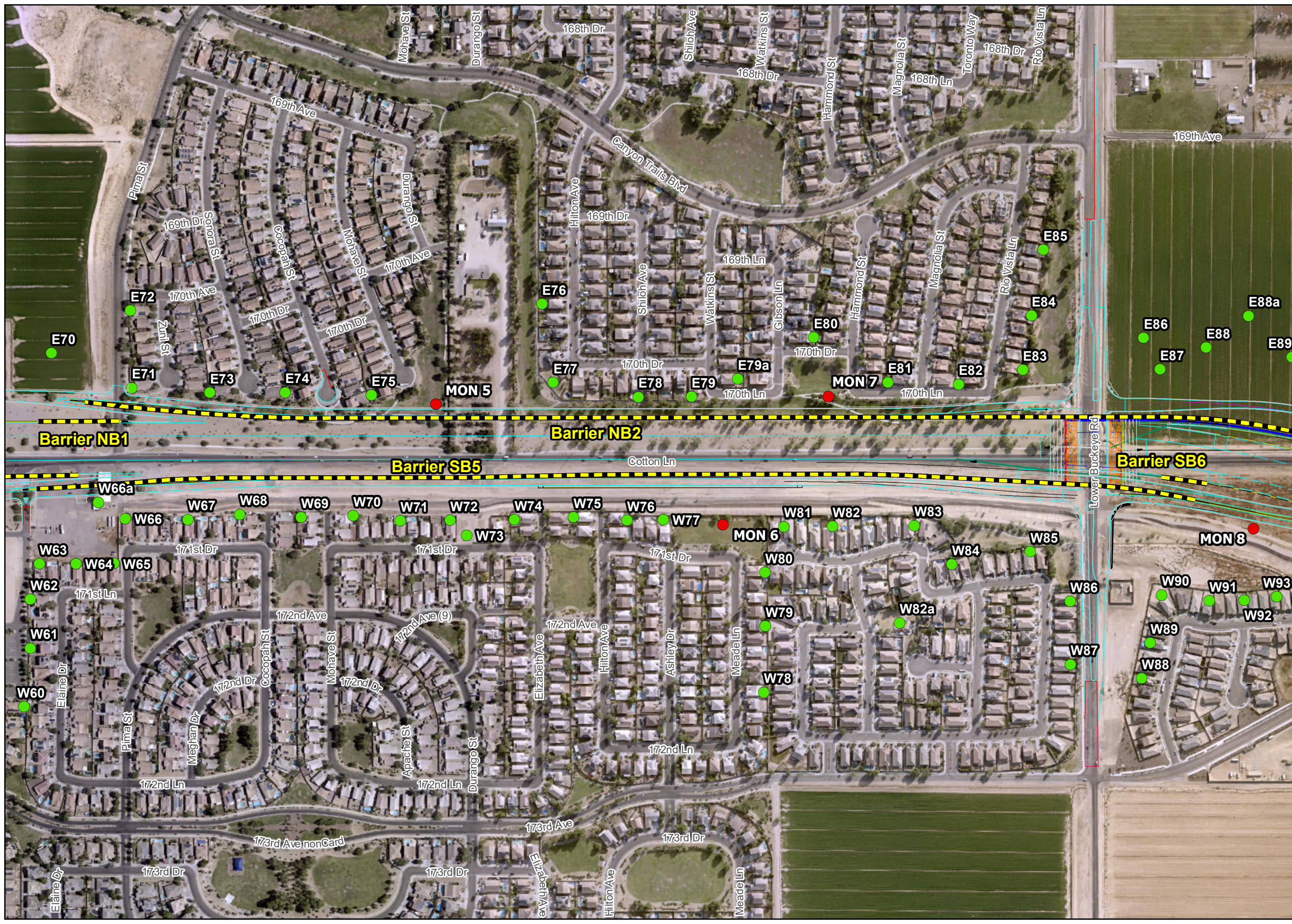
Map Disclaimer: This map is intended for general siting purposes only.





**Legend**

- Monitoring Sites
- Noise Receivers
- Recommended Noise Barriers



Source:  
 ADOT ATIS (2013); AZTEC (2022)  
 MAG Aerial photography (accessed in 2022)

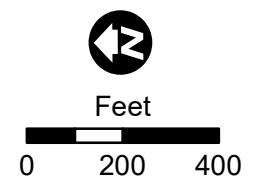
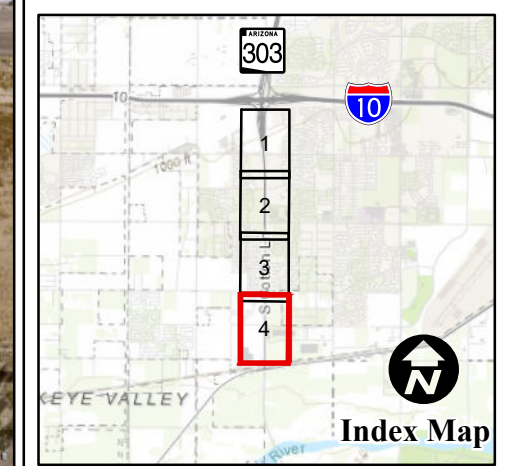
Map Disclaimer: This map is intended for general siting purposes only.





**Legend**

- Monitoring Sites
- Noise Receivers
- Recommended Noise Barriers



Source:  
 ADOT ATIS (2013); AZTEC (2022)  
 MAG Aerial photography (accessed in 2022)

Map Disclaimer: This map is intended for general siting purposes only.



# **APPENDIX B**

## **Noise Level Monitoring Results**

**ROADWAY TRAFFIC  
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: MC 85 – Van Buren Street Date: 05/18/2022

Site Number/Description: MON 1, (Lat/Long: 33.45545, -112.4265), Site of future residential neighborhood

Agricultural field north of Van Buren Street, approximately 72 feet east of Cotton Lane

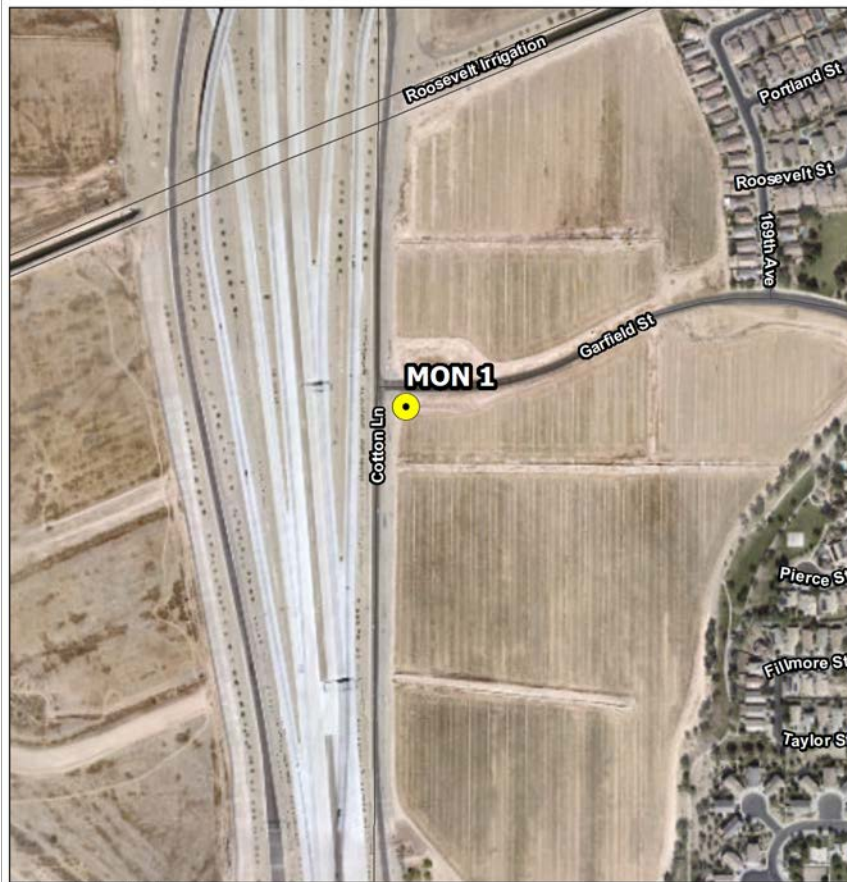
Prepared by/Crew: Brandi Harris, Cheyenne Herzog-Lowrance, Homaira Parveen, David Shu

Temperature: 85 °F Relative Humidity: 18 % Wind & Direction: 8 mph/E Sky: Fair

SLM Make/Model: LDL 824 Calibration Make/Model: LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 45 Observed Speed (mph): 45



State Route 303 Loop (Estrella),  
MC 85 - Van Buren Street

RARF-303-A(ASO)S  
303L MA 105 H6870 01C

- Monitoring Location
- Project Limits
- Interstate
- State Route



Source: ADOT ATIS (2007); Maricopa County Imagery (2021)

Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L <sub>MIN</sub>	L <sub>EQ</sub>	L <sub>MAX</sub>	Auto	Med. Trk.	Hvy. Trk.
1	8:20 am	10 mins	51.3	63.3	73.3	---	---	---
2	8:30 am	10 mins	59.5	65.5	77.1	---	---	---
3	8:40 am	10 mins	49.4	65.4	75.1	---	---	---

Run 2 at approx. 7 mins 40 secs – overhead jet plane; Run 3 at approx. 1 min and 40 secs – overhead plane (lasted almost 1 min), and at 4 mins 45 sec – overhead plane



**Figure 1. Looking north**



**Figure 2. Looking west**

**ROADWAY TRAFFIC  
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: MC 85 – Van Buren Street Date: 05/18/2022

Site Number/Description: MON 2, (Lat/Long: 33.447, -112.4278), Site of future residential neighborhood

Vacant undeveloped area south of Van Buren Street, approximately 115 feet west of Cotton Lane (frontage road)

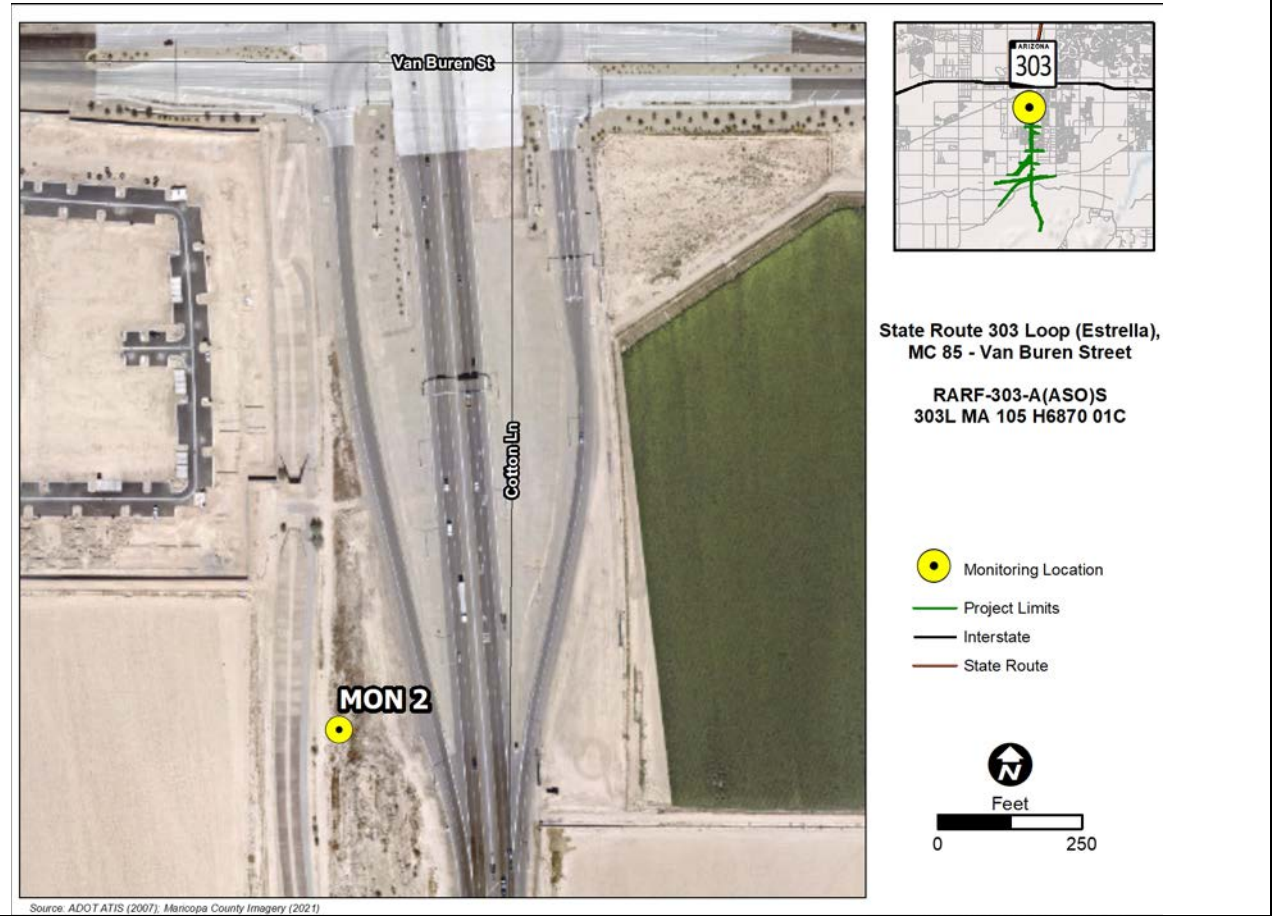
Prepared by/Crew: Brandi Harris, Cheyenne Herzog-Lowrance, Homaira Parveen, David Shu

Temperature: 89 °F Relative Humidity: 15 % Wind & Direction: 7 mph/VAR Sky: Fair

SLM Make/Model: LDL 824 Calibration Make/Model: LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 45 Observed Speed (mph): 45



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L <sub>MIN</sub>	L <sub>EQ</sub>	L <sub>MAX</sub>	Auto	Med. Trk.	Hvy. Trk.
1	9:12 am	10 mins	52.8	63.2	70.4	---	---	---
2	9:22 am	10 mins	53.5	62.4	67.7	---	---	---
3	9:32 am	10 mins	53.1	62.4	69.3	---	---	---

Active construction occurring just northeast of monitoring location, construction equipment can be heard through all three runs. Run 1 at approx. 2 mins 20 secs and 4 mins 24 secs – overhead jet plane





**Figure 1. Looking south**



**Figure 2. Looking west**

**ROADWAY TRAFFIC  
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: MC 85 – Van Buren Street Date: 05/18/2022

Site Number/Description: MON 2a, (Lat/Long: 33.44946, -112.4287), Residential neighborhood

Cul-de-sac south of Van Buren Street, approximately 275 feet west of Cotton Lane (frontage road)

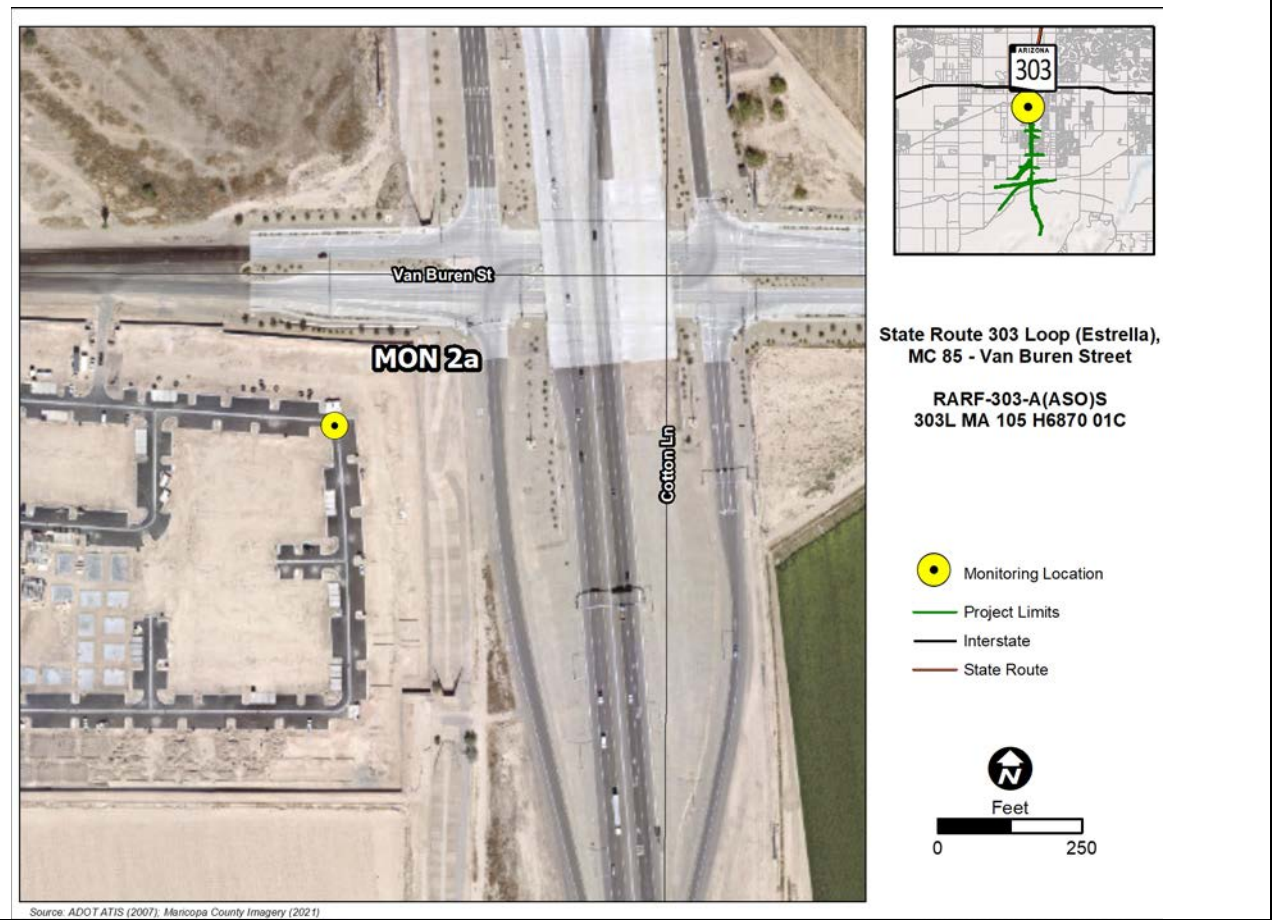
Prepared by/Crew: Brandi Harris, Cheyenne Herzog-Lowrance, Homaira Parveen, David Shu

Temperature: 94 °F Relative Humidity: 11 % Wind & Direction: 9 mph/SE Sky: Fair

SLM Make/Model: LDL 824 Calibration Make/Model: LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 45 Observed Speed (mph): 45



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L <sub>MIN</sub>	L <sub>EQ</sub>	L <sub>MAX</sub>	Auto	Med. Trk.	Hvy. Trk.
1	10:06 am	10 mins	41.9	54.0	70.6	---	---	---
2	10:16 am	10 mins	42.9	53.3	70.2	---	---	---
3	10:26 am	10 mins	43.0	49.1	63.1	---	---	---

Run 1 at approx. 4 mins 48 secs – dog barking, Run 2 at approx. 8 secs – dog barking, and at approx. 9 mins 44 secs – loud car in neighborhood; Run 3 at approx. 9 mins 20 secs – loud car door slams





**Figure 1. Looking south**



**Figure 2. Looking east**

**ROADWAY TRAFFIC  
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: MC 85 – Van Buren Street Date: 05/18/2022

Site Number/Description: MON 3, (Lat/Long: 33.44734, -112.4258), Site of future residential neighborhood

Agricultural field north of Canyons Trail Boulevard, approximately 320 feet east of Cotton Lane

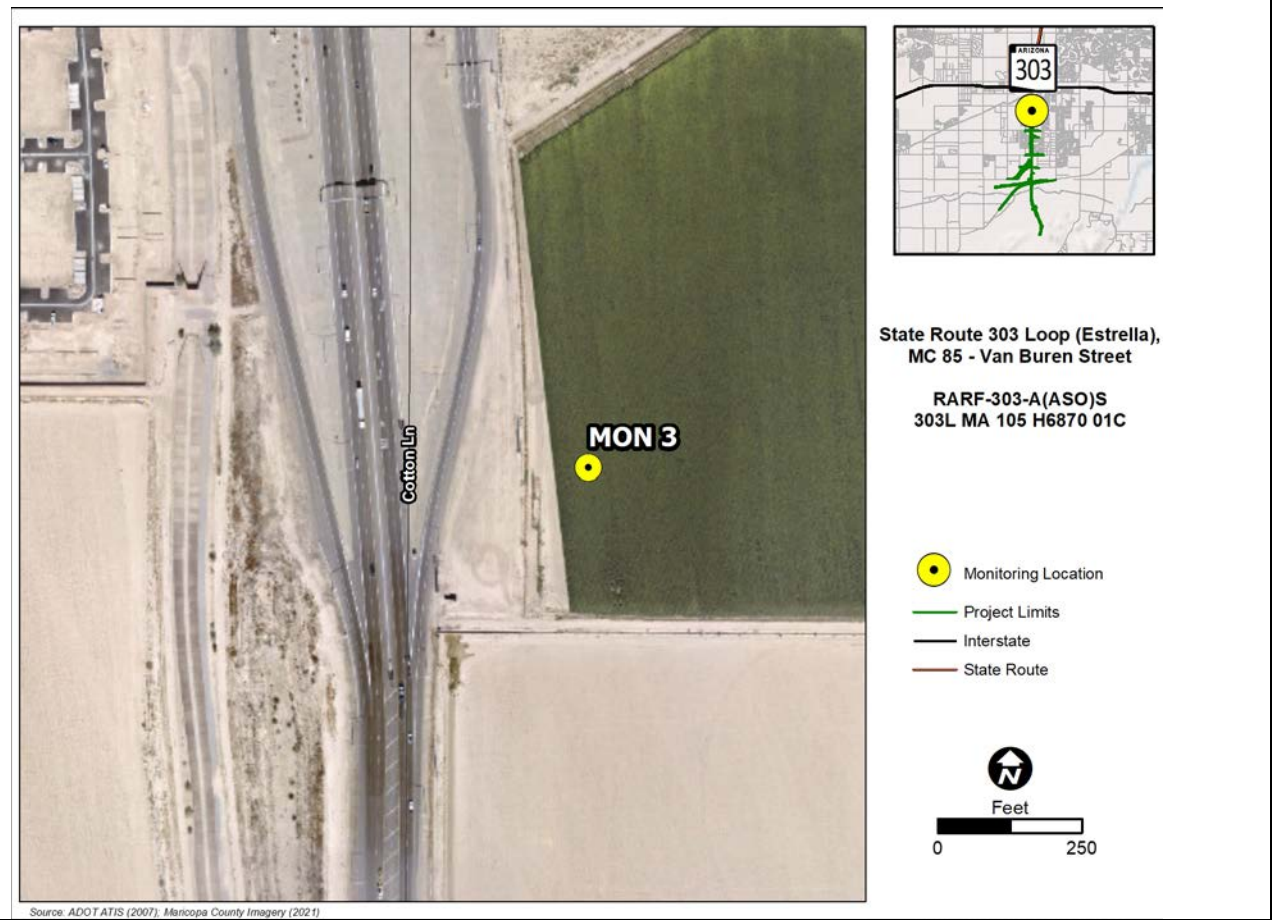
Prepared by/Crew: Brandi Harris, Cheyenne Herzog-Lowrance, Homaira Parveen, David Shu

Temperature: 81 °F Relative Humidity: 22 % Wind & Direction: 8 mph/SE Sky: Fair

SLM Make/Model: LDL 824 Calibration Make/Model: LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 45 Observed Speed (mph): 45



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L <sub>MIN</sub>	L <sub>EQ</sub>	L <sub>MAX</sub>	Auto	Med. Trk.	Hvy. Trk.
1	7:27 am	10 mins	45.5	56.9	68.9	---	---	---
2	7:37 am	10 mins	43.2	57.4	72.2	---	---	---
3	7:47 am	10 mins	46.3	59.3	73.6	---	---	---

Run 1 at approx. 5 mins 32 secs – loud motorcycle in neighborhood; Run 3 at approx. 3 mins and 40 secs – overhead plane





**Figure 1. Looking south**



**Figure 2. Looking west**

**ROADWAY TRAFFIC  
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: MC 85 – Van Buren Street Date: 05/17/2022

Site Number/Description: MON 4, (Lat/Long: 33.44011, -112.4281), Residential neighborhood

Common community space east of 173<sup>rd</sup> Ave, approximately 310 feet west of Cotton Lane

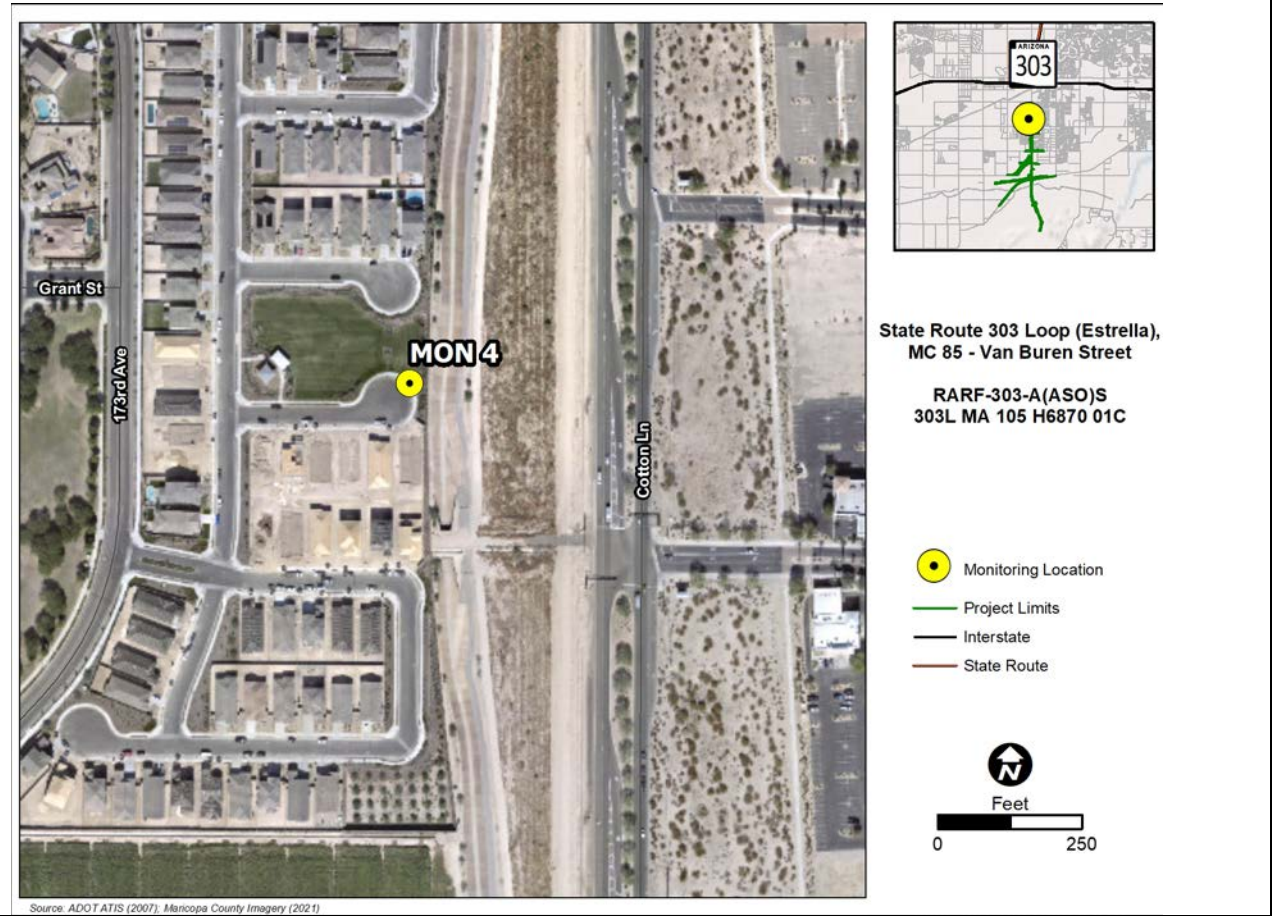
Prepared by/Crew: Brandi Harris, Cheyenne Herzog-Lowrance, Homaira Parveen, David Shu

Temperature: 91 °F Relative Humidity: 11 % Wind & Direction: 6 mph/N Sky: Fair

SLM Make/Model: LDL 824 Calibration Make/Model: LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 45 Observed Speed (mph): 45



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L <sub>MIN</sub>	L <sub>EQ</sub>	L <sub>MAX</sub>	Auto	Med. Trk.	Hvy. Trk.
1	10:17 am	10 mins	39.5	48.0	62.8	---	---	---
2	10:27 am	10 mins	32.7	48.9	64.3	---	---	---
3	10:37 am	10 mins	38.8	53.0	65.8	---	---	---

Run 1 at approx. 2 mins 10 secs – Loud birds chirping, and at approx. 8 mins 6 secs – Loud truck in neighborhood; Run 2 at approx. 42 secs – Loud birds chirping; Run 3 at approx. 6 mins 30 secs, approx. 7 mins 53 secs, and approx. 8 mins 50 secs – Overhead plane, and at approx. 9 mins 36 secs – Paused reading due to lots of overhead plane noise





**Figure 1. Looking south**



**Figure 2. Looking west**

**ROADWAY TRAFFIC  
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: MC 85 – Van Buren Street Date: 05/17/2022

Site Number/Description: MON 5, (Lat/Long: 33.42854, -112.426), Residential neighborhood

Cul-de-sac along Mohave Street, approximately 200 feet east of Cotton Lane

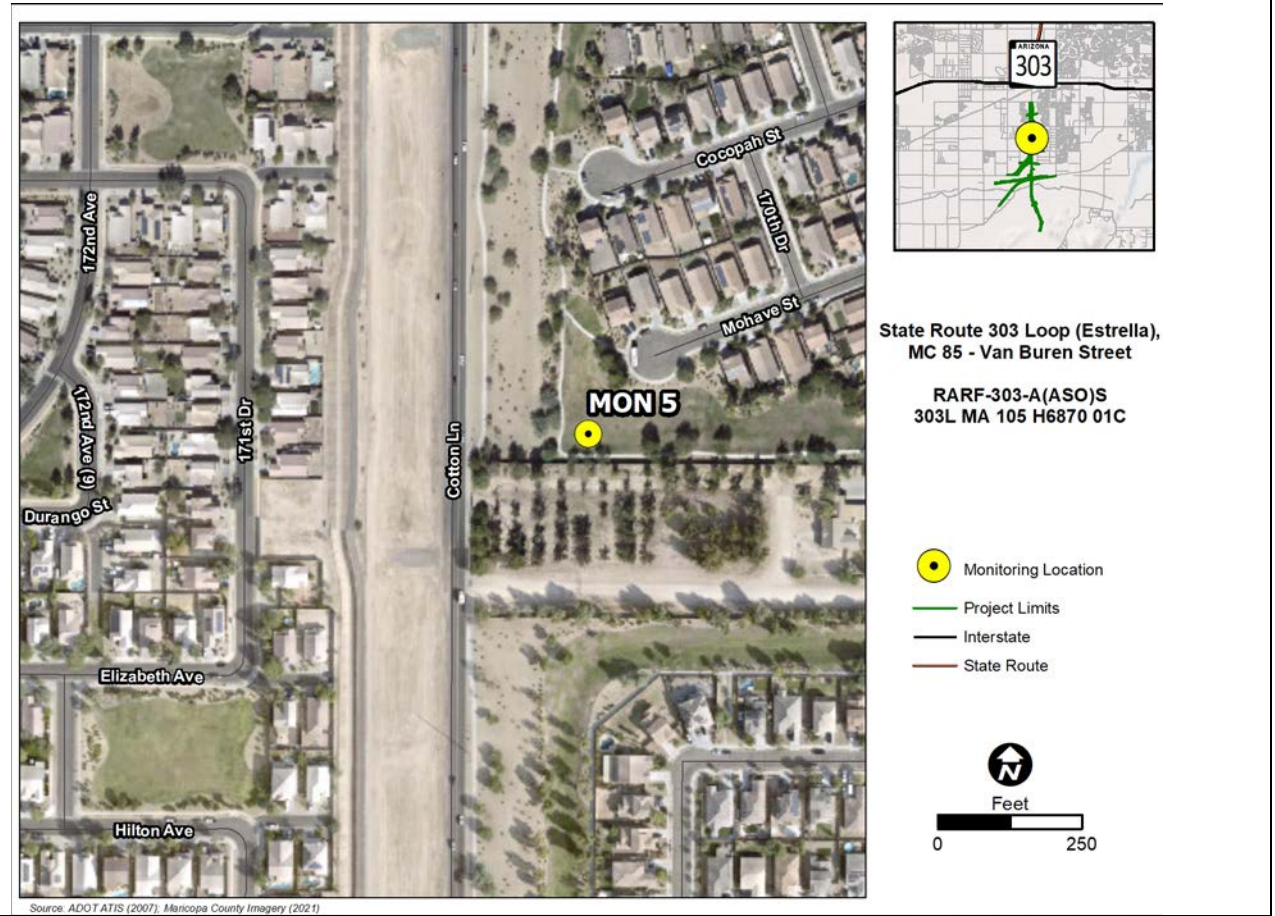
Prepared by/Crew: Brandi Harris, Cheyenne Herzog-Lowrance, Homaira Parveen, David Shu

Temperature: 76 °F Relative Humidity: 18 % Wind & Direction: 9 mph/SE Sky: Fair

SLM Make/Model: LDL 824 Calibration Make/Model: LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 45 Observed Speed (mph): 45



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L <sub>MIN</sub>	L <sub>EQ</sub>	L <sub>MAX</sub>	Auto	Med. Trk.	Hvy. Trk.
1	6:37 am	10 mins	46.8	56.8	65.7	---	---	---
2	6:50 am	10 mins	46.3	56.0	64.9	---	---	---
3	7:01	10 mins	47.4	57.8	76.5	---	---	---

Monitoring location within a grassy landscaped common area. Nesting birds chirping throughout all three files; Run 2- at approximately 1 min 07 secs - resident walking dog stops to talk to noise meter operator; Run 3 at approximately 56 secs - loud horn honking; Run 3 at approximately 1 minute 52 seconds - overhead plane





**Figure 1. Looking north**



**Figure 2. Looking west**

**ROADWAY TRAFFIC  
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: MC 85 – Van Buren Street Date: 05/17/2022

Site Number/Description: MON 6, (Lat/Long: 33.4253, -112.4277), Residential neighborhood

Common community space at Meade Lane, approximately 230 feet west of Cotton Lane

Prepared by/Crew: Brandi Harris, Cheyenne Herzog-Lowrance, Homaira Parveen, David Shu

Temperature: 89 °F Relative Humidity: 12 % Wind & Direction: 5 mph/VAR Sky: Fair

SLM Make/Model: LDL 824 Calibration Make/Model: LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 45 Observed Speed (mph): 45



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L <sub>MIN</sub>	L <sub>EQ</sub>	L <sub>MAX</sub>	Auto	Med. Trk.	Hvy. Trk.
1	9:23 am	10 mins	42.2	48.7	56.9	---	---	---
2	9:33 am	10 mins	42.3	51.7	62.7	---	---	---
3	9:43 am	10 mins	40.6	50.2	62.1	---	---	---

Run 2 at approx. 8 mins 39 secs – loud vehicle in neighborhood





**Figure 1. Looking south**



**Figure 2. Looking east**

**ROADWAY TRAFFIC  
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: MC 85 – Van Buren Street Date: 05/17/2022

Site Number/Description: MON 7, (Lat/Long: 33.42411, -112.4259), Residential neighborhood

Community common area along Hammond Street, approximately 230 feet east of Cotton Lane

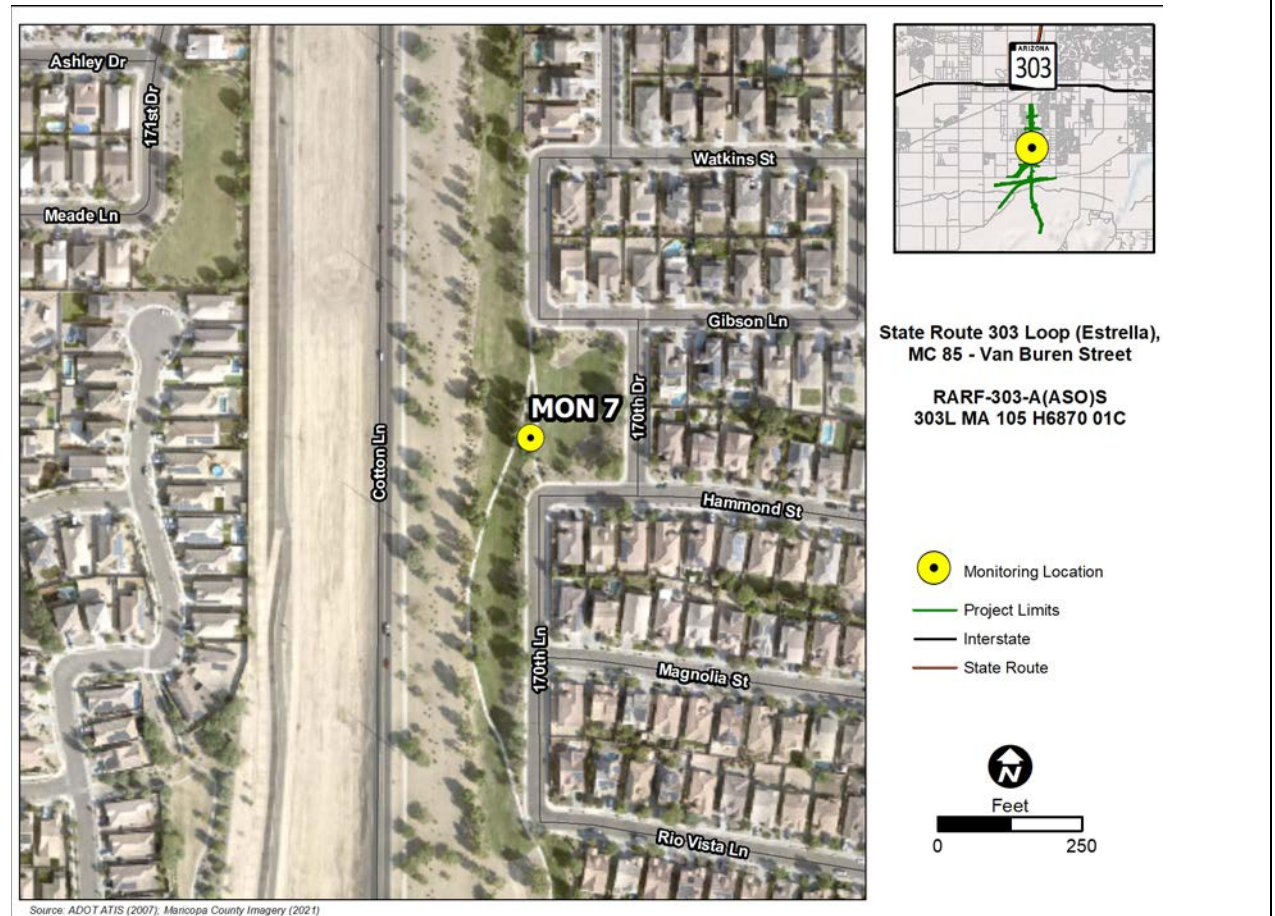
Prepared by/Crew: Brandi Harris, Cheyenne Herzog-Lowrance, Homaira Parveen, David Shu

Temperature: 81 °F Relative Humidity: 16 % Wind & Direction: 10 mph/SE Sky: Fair

SLM Make/Model: LDL 824 Calibration Make/Model: LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 45 Observed Speed (mph): 45



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L <sub>MIN</sub>	L <sub>EQ</sub>	L <sub>MAX</sub>	Auto	Med. Trk.	Hvy. Trk.
1	7:34 am	10 mins	44.8	58.6	73.3	---	---	---
2	7:45 am	10 mins	46.8	59.9	73.6	---	---	---
3	7:55 am	10 mins	46.2	56.9	67.5	---	---	---

Run1: at approximately 4 mins and 8 secs – Loud construction truck; Run 2: at approximately 1 min 28 secs – landscaper begins works, loud lawnmower, at approximately 2 mins and 23 secs – loud weedwhacker, at approximately 6 mins and 12 secs – Large overly loud truck in neighborhood, at approximately 8 mins and 2 secs – Large overly loud truck in neighborhood





**Figure 1. Looking south**



**Figure 2. Looking west**

**ROADWAY TRAFFIC  
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: MC 85 – Van Buren Street Date: 05/17/2022

Site Number/Description: MON 8, (Lat/Long: 33.4196, -112.4278), Adjacent to future residential neighborhood

Undeveloped areas east of SRP canal south of Lower Buckeye Road, approximately 220 feet west of Cotton Lane

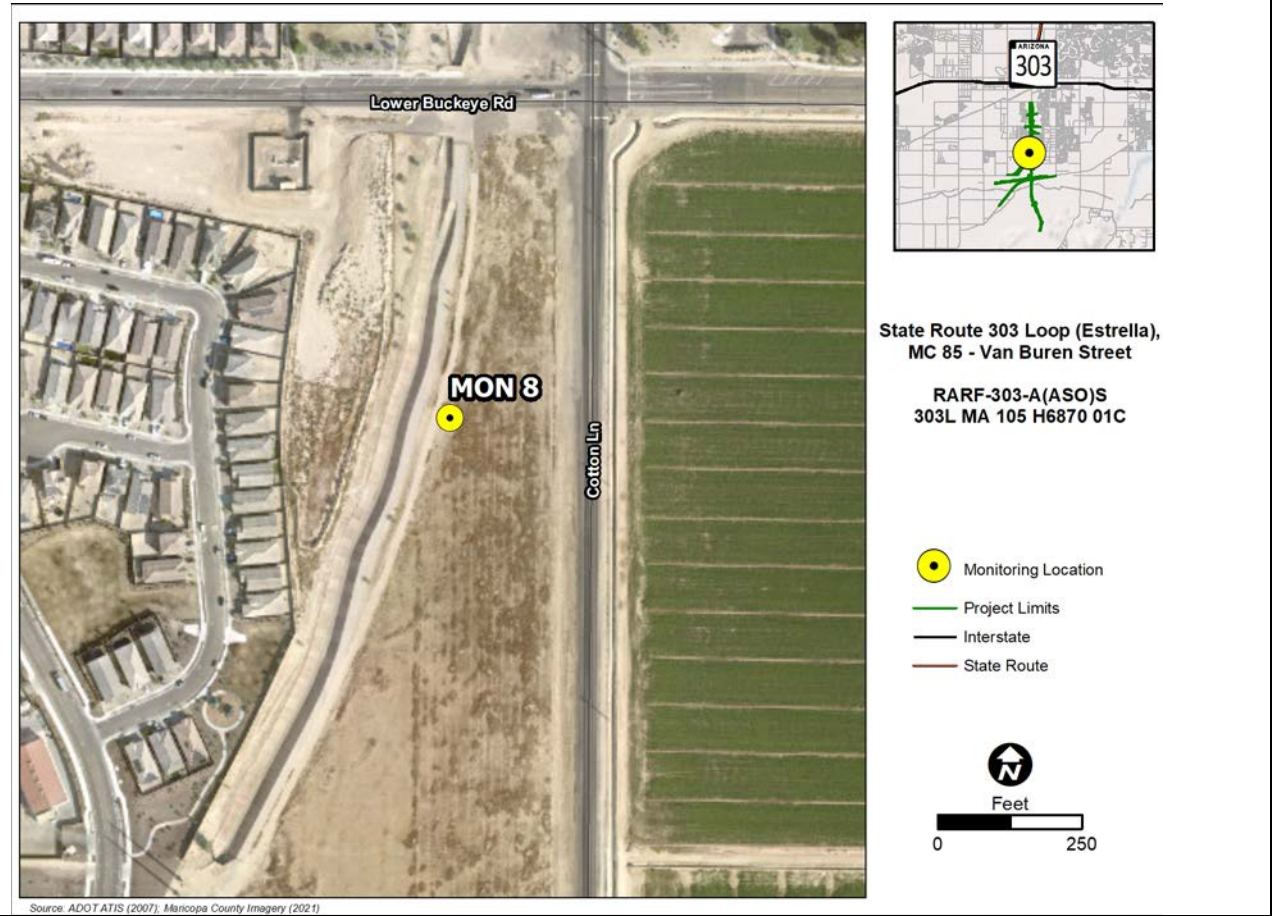
Prepared by/Crew: Brandi Harris, Cheyenne Herzog-Lowrance, Homaira Parveen, David Shu

Temperature: 85 °F Relative Humidity: 16 % Wind & Direction: 6 mph/VAR Sky: Fair

SLM Make/Model: LDL 824 Calibration Make/Model: LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 45 Observed Speed (mph): 45



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L <sub>MIN</sub>	L <sub>EQ</sub>	L <sub>MAX</sub>	Auto	Med. Trk.	Hvy. Trk.
1	8:23 am	10 mins	42.8	61.9	77.4	---	---	---
2	8:33 am	10 mins	44.5	60.0	70.5	---	---	---
3	8:43 am	10 mins	44.8	59.5	72.0	---	---	---

Lots of loud construction vehicles through out all runs. Run1 at approx. 2 mins 8 sec, 4 mins 12 sec, 6 mins 46 secs, 7 mins 9 secs, and 8 mins 22 secs – loud construction equipment; Run 2 at approx. 34 secs, and 1 min and 47 secs – loud construction equipment; Run 3 at approx. 1 min and 41 secs, 6 mins and 13 secs, 8 mins and 3 secs – loud construction equipment, and at approx. 8 mins and 19 secs – Loud motorcycle in neighborhood





**Figure 1. Looking south**



**Figure 2. Looking east**

**ROADWAY TRAFFIC  
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: MC 85 – Van Buren Street Date: 05/18/2022

Site Number/Description: MON 9, (Lat/Long: 33.41822, -112.426), Agricultural site of residential neighborhood

Agricultural field south of Lower Buckeye Road, approximately 230 feet east of Cotton Lane

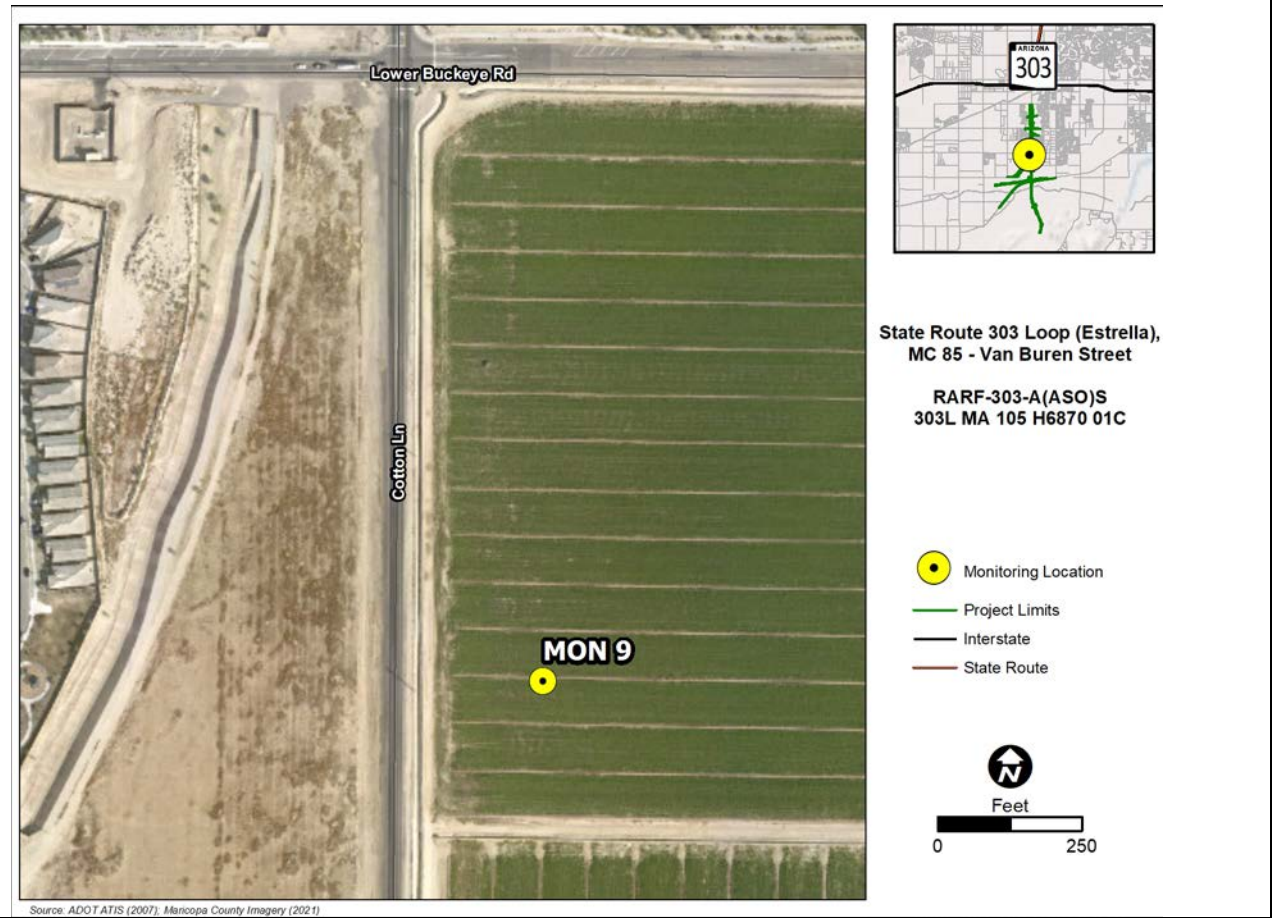
Prepared by/Crew: Brandi Harris, Cheyenne Herzog-Lowrance, Homaira Parveen, David Shu

Temperature: 78 °F Relative Humidity: 24 % Wind & Direction: 5 mph/E Sky: Fair

SLM Make/Model: LDL 824 Calibration Make/Model: LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 45 Observed Speed (mph): 45



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L <sub>MIN</sub>	L <sub>EQ</sub>	L <sub>MAX</sub>	Auto	Med. Trk.	Hvy. Trk.
1	6:23 am	10 mins	47.7	61.0	67.9	---	---	---
2	6:33 am	10 mins	48.5	59.9	68.8	---	---	---
3	6:43 am	10 mins	47.8	58.1	67.1	---	---	---

Construction occurring at parcel directly south, some level of construction noise (e.g., beeping, backhoe scraping etc.) is present during the length of all three files; Run 2 at approx. 4 mins 32 secs – lots of birds begin high pitch chirping





**Figure 1. Looking north**



**Figure 2. Looking south**

# Calibration Certificate

Certificate Number 2021008561

**Customer:**

Aztec Engineering  
501 N 44th Street Suite 300  
Phoenix, AZ 85008, United States

<b>Model Number</b>	824	<b>Procedure Number</b>	D0001.8442
<b>Serial Number</b>	A3505	<b>Technician</b>	Sean Childs
<b>Test Results</b>	<b>Pass</b>	<b>Calibration Date</b>	16 Jul 2021
<b>Initial Condition</b>	AS RECEIVED same as shipped	<b>Calibration Due</b>	1 Jul 2023
<b>Description</b>	Larson Davis Model 824 Firmware Revision: 4.290	<b>Temperature</b>	23.82 °C ± 0.01 °C
		<b>Humidity</b>	52.1 %RH ± 0.5 %RH
		<b>Static Pressure</b>	86.21 kPa ± 0.03 kPa

**Evaluation Method** Tested electrically using Larson Davis PRM902 S/N 5661 and an ADP005 input adaptor substituted for the microphone.

Data reported in dB re 20 µPa assuming a microphone sensitivity of 44.5 mV/Pa.

**Compliance Standards** Compliant to Manufacturer Specifications and the following standards:

IEC 61672:2002 Class 1	ANSI S1.4-1983 Type 1
IEC 61260:2001 Class 1	ANSI S1.11-1986 Type 1D
IEC 60651:2001 Type 1	IEC 60804:2000 Type 1

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the International System of Units (SI) through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2017.

**Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.**

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with JCGM 100:2008 (ISO/IEC Guide 98-3:2008) Evaluation of measurement data - Guide to the expression of uncertainty in measurement. A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

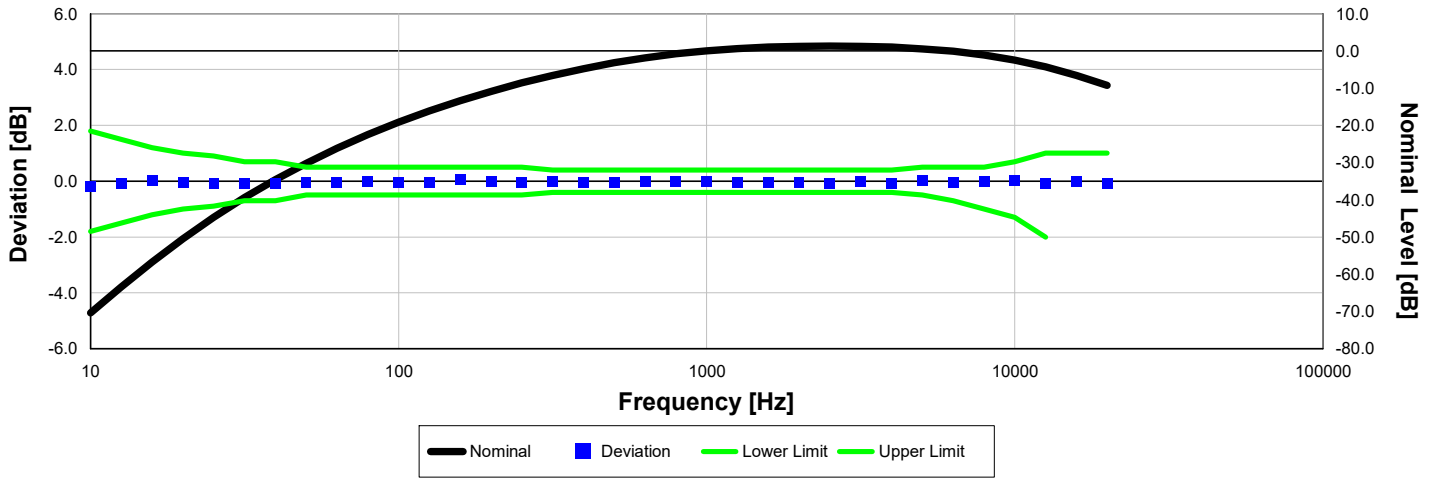
This report may not be reproduced, except in full, unless permission for the publication of an approved abstract is obtained in writing from the organization issuing this report.

## Standards Used

Description	Cal Date	Cal Due	Cal Standard
Hart Scientific 2626-H Temperature Probe	02/04/2021	08/04/2022	006767
SRS DS360 Ultra Low Distortion Generator	01/21/2021	01/21/2022	007710



### A-weight Filter Response

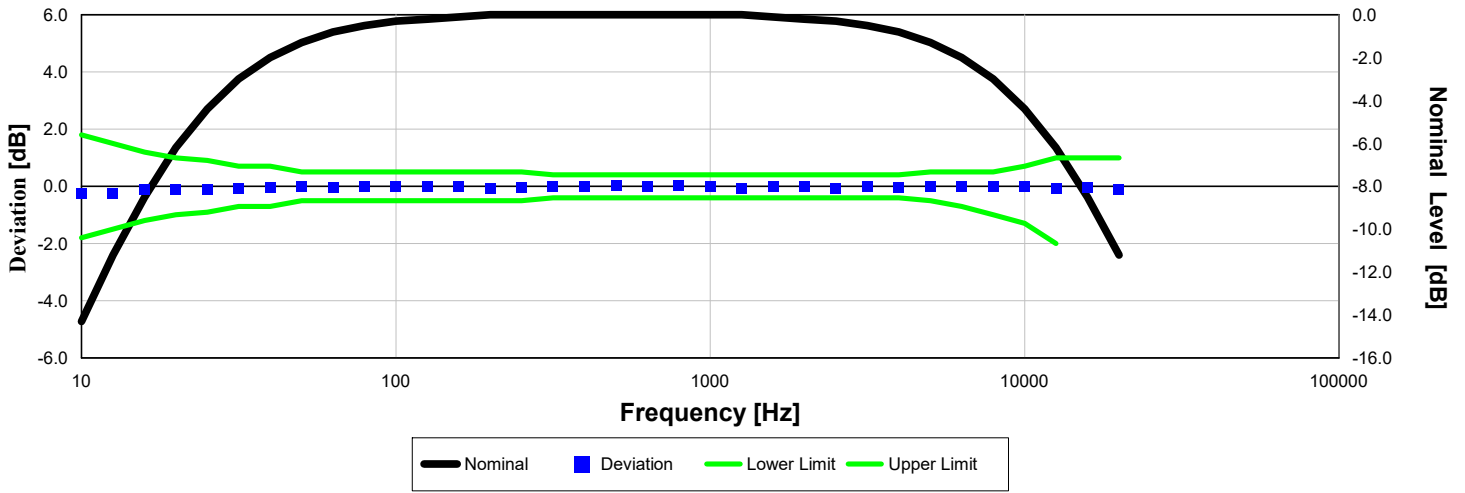


Electrical signal test of frequency weighting for compliance to IEC 60651:2001 6.1 and 9.2.2; ANSI S1.4:1983 5.1 and 8.2.1; IEC 60804:2000 5.1

Frequency [Hz]	Measured Level [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
10.00	-70.60	-0.20	-1.80	1.80	0.15	Pass
12.59	-63.48	-0.08	-1.50	1.50	0.15	Pass
15.85	-56.67	0.03	-1.20	1.20	0.15	Pass
19.95	-50.56	-0.06	-1.00	1.00	0.15	Pass
25.12	-44.78	-0.08	-0.90	0.90	0.15	Pass
31.62	-39.49	-0.09	-0.70	0.70	0.15	Pass
39.81	-34.70	-0.10	-0.70	0.70	0.15	Pass
50.12	-30.26	-0.06	-0.50	0.50	0.15	Pass
63.10	-26.24	-0.04	-0.50	0.50	0.15	Pass
79.43	-22.51	-0.01	-0.50	0.50	0.15	Pass
100.00	-19.15	-0.05	-0.50	0.50	0.15	Pass
125.89	-16.14	-0.04	-0.50	0.50	0.15	Pass
158.49	-13.36	0.04	-0.50	0.50	0.15	Pass
199.53	-10.92	-0.02	-0.50	0.50	0.15	Pass
251.19	-8.66	-0.06	-0.50	0.50	0.15	Pass
316.23	-6.63	-0.03	-0.40	0.40	0.15	Pass
398.11	-4.84	-0.04	-0.40	0.40	0.15	Pass
501.19	-3.26	-0.06	-0.40	0.40	0.15	Pass
630.96	-1.91	-0.01	-0.40	0.40	0.15	Pass
794.33	-0.81	-0.01	-0.40	0.40	0.15	Pass
1,000.00	0.00	0.00	-0.40	0.40	0.15	Pass
1,258.93	0.55	-0.05	-0.40	0.40	0.15	Pass
1,584.89	0.96	-0.04	-0.40	0.40	0.15	Pass
1,995.26	1.15	-0.05	-0.40	0.40	0.15	Pass
2,511.89	1.23	-0.07	-0.40	0.40	0.15	Pass
3,162.28	1.17	-0.03	-0.40	0.40	0.15	Pass
3,981.07	0.93	-0.07	-0.40	0.40	0.15	Pass
5,011.87	0.52	0.02	-0.50	0.50	0.15	Pass
6,309.57	-0.16	-0.06	-0.70	0.50	0.15	Pass
7,943.28	-1.11	-0.01	-1.00	0.50	0.15	Pass
10,000.00	-2.49	0.01	-1.30	0.70	0.15	Pass
12,589.25	-4.38	-0.08	-2.00	1.00	0.15	Pass
15,848.93	-6.63	-0.03	-7.40	1.00	0.15	Pass
19,952.62	-9.37	-0.07	-8.70	1.00	0.15	Pass

-- End of measurement results--

### C-weight Filter Response

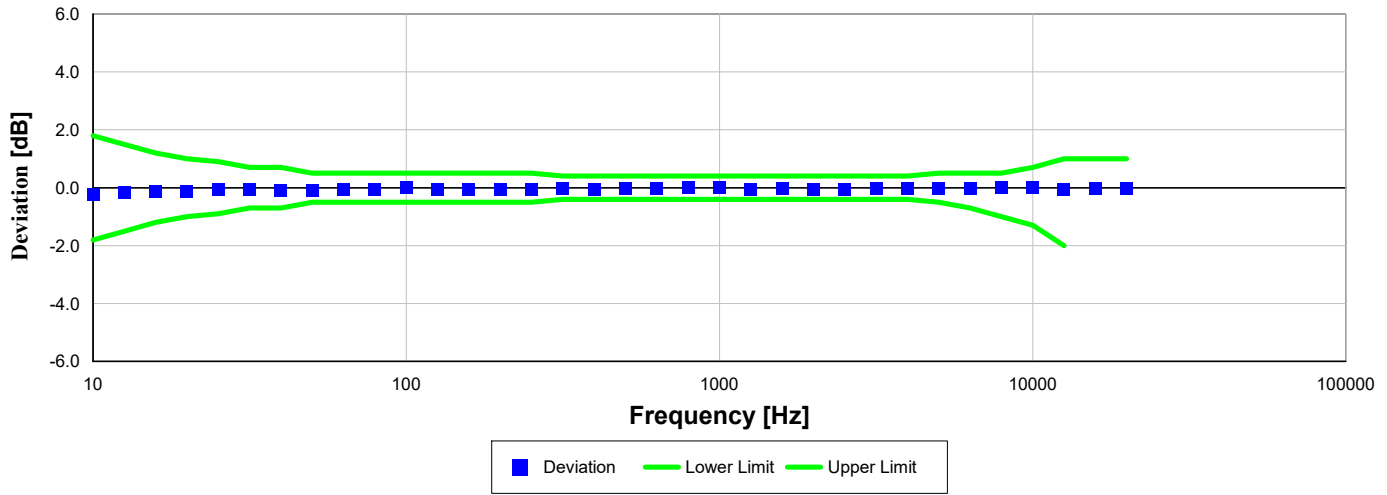


Electrical signal test of frequency weighting for compliance to IEC 60651:2001 6.1 and 9.2.2; ANSI S1.4:1983 5.1 and 8.2.1; IEC 60804:2000 5.1

Frequency [Hz]	Measured Level [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
10.00	-14.54	-0.24	-1.80	1.80	0.15	Pass
12.59	-11.44	-0.24	-1.50	1.50	0.15	Pass
15.85	-8.63	-0.13	-1.20	1.20	0.15	Pass
19.95	-6.33	-0.13	-1.00	1.00	0.15	Pass
25.12	-4.49	-0.09	-0.90	0.90	0.15	Pass
31.62	-3.06	-0.06	-0.70	0.70	0.15	Pass
39.81	-2.04	-0.04	-0.70	0.70	0.15	Pass
50.12	-1.30	0.00	-0.50	0.50	0.15	Pass
63.10	-0.83	-0.03	-0.50	0.50	0.15	Pass
79.43	-0.49	0.01	-0.50	0.50	0.15	Pass
100.00	-0.30	0.00	-0.50	0.50	0.15	Pass
125.89	-0.20	0.00	-0.50	0.50	0.15	Pass
158.49	-0.10	0.00	-0.50	0.50	0.15	Pass
199.53	-0.07	-0.07	-0.50	0.50	0.15	Pass
251.19	-0.05	-0.05	-0.50	0.50	0.15	Pass
316.23	0.00	0.00	-0.40	0.40	0.15	Pass
398.11	0.00	0.00	-0.40	0.40	0.15	Pass
501.19	0.02	0.02	-0.40	0.40	0.15	Pass
630.96	0.00	0.00	-0.40	0.40	0.15	Pass
794.33	0.02	0.02	-0.40	0.40	0.15	Pass
1,000.00	0.00	0.00	-0.40	0.40	0.15	Pass
1,258.93	-0.07	-0.07	-0.40	0.40	0.15	Pass
1,584.89	-0.10	0.00	-0.40	0.40	0.15	Pass
1,995.26	-0.20	0.00	-0.40	0.40	0.15	Pass
2,511.89	-0.36	-0.06	-0.40	0.40	0.15	Pass
3,162.28	-0.52	-0.02	-0.40	0.40	0.15	Pass
3,981.07	-0.83	-0.03	-0.40	0.40	0.15	Pass
5,011.87	-1.30	0.00	-0.50	0.50	0.15	Pass
6,309.57	-2.02	-0.02	-0.70	0.50	0.15	Pass
7,943.28	-3.01	-0.01	-1.00	0.50	0.15	Pass
10,000.00	-4.40	0.00	-1.30	0.70	0.15	Pass
12,589.25	-6.27	-0.07	-2.00	1.00	0.15	Pass
15,848.93	-8.54	-0.04	-7.40	1.00	0.15	Pass
19,952.62	-11.30	-0.10	-8.70	1.00	0.15	Pass

-- End of measurement results--

### Flat-weight (Z-weight) Filter Response



Electrical signal test of frequency weighting for compliance to IEC 60651:2001 6.1 and 9.2.2; ANSI S1.4:1983 5.1 and 8.2.1; IEC 60804:2000 5.1

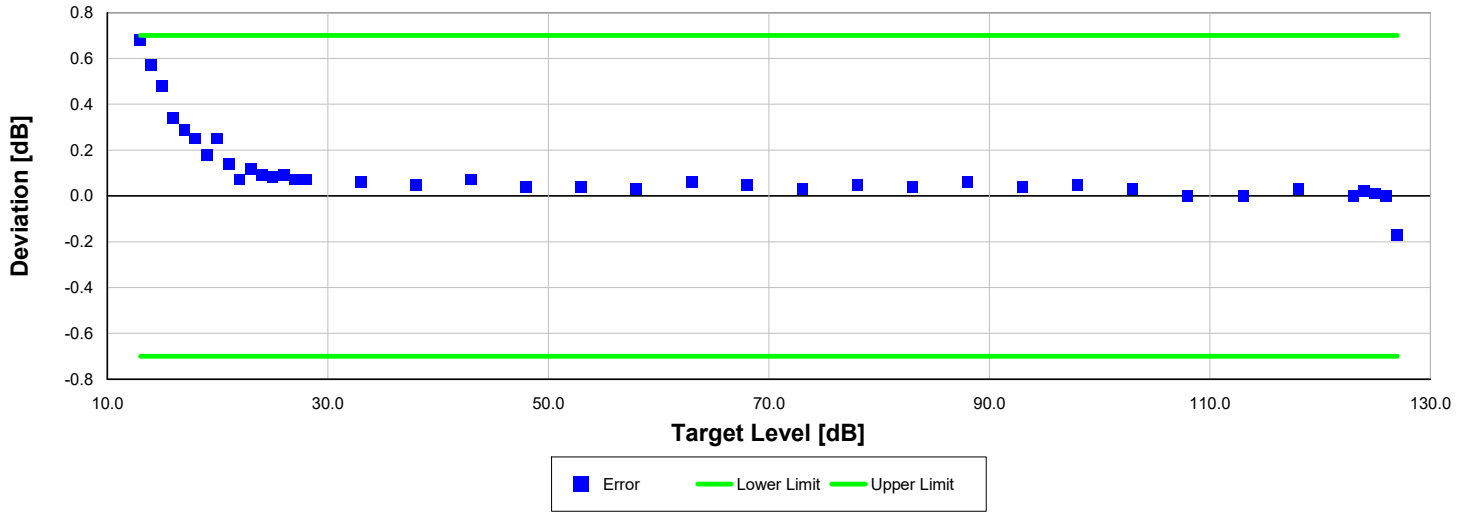
Frequency [Hz]	Measured Level [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
10.00	-6.22	-0.22	-1.80	1.80	0.15	Pass
12.59	-4.37	-0.17	-1.50	1.50	0.15	Pass
15.85	-3.03	-0.13	-1.20	1.20	0.15	Pass
19.95	-2.03	-0.13	-1.00	1.00	0.15	Pass
25.12	-1.35	-0.05	-0.90	0.90	0.15	Pass
31.62	-0.85	-0.05	-0.70	0.70	0.15	Pass
39.81	-0.59	-0.09	-0.70	0.70	0.15	Pass
50.12	-0.38	-0.08	-0.50	0.50	0.15	Pass
63.10	-0.25	-0.05	-0.50	0.50	0.15	Pass
79.43	-0.15	-0.05	-0.50	0.50	0.15	Pass
100.00	-0.09	0.01	-0.50	0.50	0.15	Pass
125.89	-0.07	-0.07	-0.50	0.50	0.15	Pass
158.49	-0.05	-0.05	-0.50	0.50	0.15	Pass
199.53	-0.05	-0.05	-0.50	0.50	0.15	Pass
251.19	-0.05	-0.05	-0.50	0.50	0.15	Pass
316.23	-0.02	-0.02	-0.40	0.40	0.15	Pass
398.11	-0.05	-0.05	-0.40	0.40	0.15	Pass
501.19	-0.02	-0.02	-0.40	0.40	0.15	Pass
630.96	-0.02	-0.02	-0.40	0.40	0.15	Pass
794.33	0.00	0.00	-0.40	0.40	0.15	Pass
1,000.00	0.00	0.00	-0.40	0.40	0.15	Pass
1,258.93	-0.05	-0.05	-0.40	0.40	0.15	Pass
1,584.89	-0.02	-0.02	-0.40	0.40	0.15	Pass
1,995.26	-0.05	-0.05	-0.40	0.40	0.15	Pass
2,511.89	-0.05	-0.05	-0.40	0.40	0.15	Pass
3,162.28	-0.02	-0.02	-0.40	0.40	0.15	Pass
3,981.07	-0.02	-0.02	-0.40	0.40	0.15	Pass
5,011.87	-0.02	-0.02	-0.50	0.50	0.15	Pass
6,309.57	-0.02	-0.02	-0.70	0.50	0.15	Pass
7,943.28	0.00	0.00	-1.00	0.50	0.15	Pass
10,000.00	0.00	0.00	-1.30	0.70	0.15	Pass
12,589.25	-0.05	-0.05	-2.00	1.00	0.15	Pass
15,848.93	-0.02	-0.02	-7.40	1.00	0.15	Pass
19,952.62	-0.02	-0.02	-8.70	1.00	0.15	Pass

-- End of measurement results--





### A-weighted Log Linearity: 1,000.00 Hz



Level linearity measured for compliance to IEC 60651:2001 7.9 and 7.10; ANSI S1.4:1983 3.2

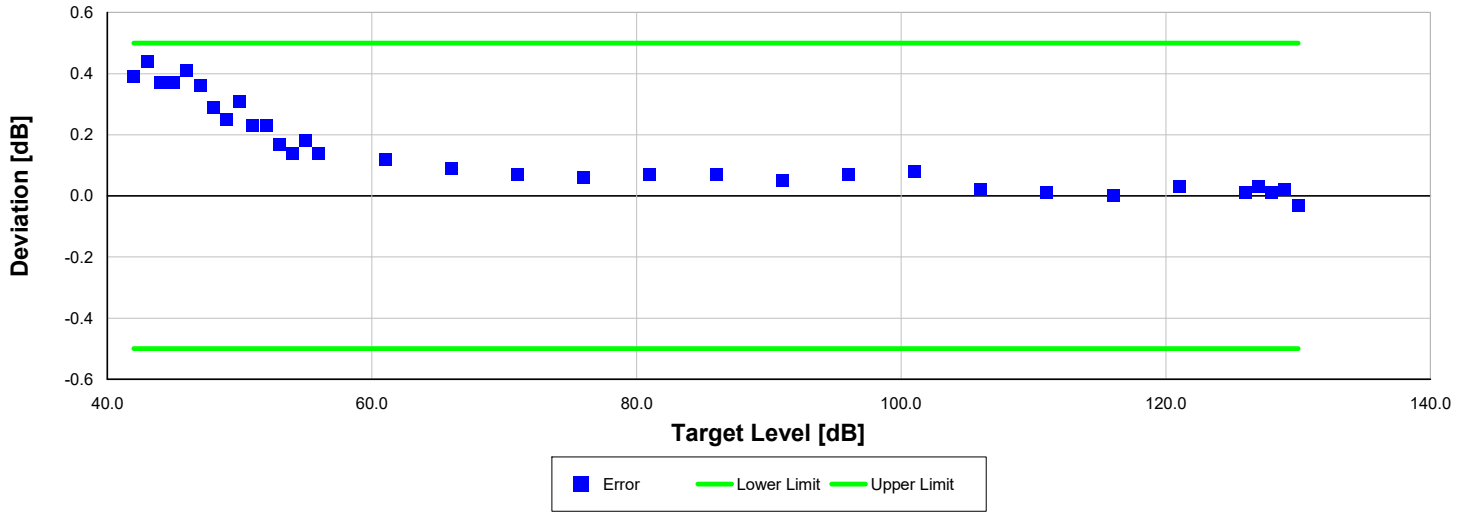
Target Level [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
13.00	0.68	-0.70	0.70	0.19	Pass
14.00	0.57	-0.70	0.70	0.18	Pass
15.00	0.48	-0.70	0.70	0.18	Pass
16.00	0.34	-0.70	0.70	0.18	Pass
17.00	0.29	-0.70	0.70	0.18	Pass
18.00	0.25	-0.70	0.70	0.18	Pass
19.00	0.18	-0.70	0.70	0.18	Pass
20.00	0.25	-0.70	0.70	0.17	Pass
21.00	0.14	-0.70	0.70	0.17	Pass
22.00	0.07	-0.70	0.70	0.17	Pass
23.00	0.12	-0.70	0.70	0.17	Pass
24.00	0.09	-0.70	0.70	0.17	Pass
25.00	0.08	-0.70	0.70	0.17	Pass
26.00	0.09	-0.70	0.70	0.17	Pass
27.00	0.07	-0.70	0.70	0.17	Pass
28.00	0.07	-0.70	0.70	0.17	Pass
33.00	0.06	-0.70	0.70	0.17	Pass
38.00	0.05	-0.70	0.70	0.17	Pass
43.00	0.07	-0.70	0.70	0.17	Pass
48.00	0.04	-0.70	0.70	0.17	Pass
53.00	0.04	-0.70	0.70	0.17	Pass
58.00	0.03	-0.70	0.70	0.17	Pass
63.00	0.06	-0.70	0.70	0.17	Pass
68.00	0.05	-0.70	0.70	0.17	Pass
73.00	0.03	-0.70	0.70	0.17	Pass
78.00	0.05	-0.70	0.70	0.17	Pass
83.00	0.04	-0.70	0.70	0.17	Pass
88.00	0.06	-0.70	0.70	0.17	Pass
93.00	0.04	-0.70	0.70	0.17	Pass
98.00	0.05	-0.70	0.70	0.17	Pass
103.00	0.03	-0.70	0.70	0.16	Pass
108.00	0.00	-0.70	0.70	0.16	Pass
113.00	0.00	-0.70	0.70	0.16	Pass
118.00	0.03	-0.70	0.70	0.16	Pass
123.00	0.00	-0.70	0.70	0.16	Pass
124.00	0.02	-0.70	0.70	0.16	Pass
125.00	0.01	-0.70	0.70	0.16	Pass



Target Level [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
126.00	0.00	-0.70	0.70	0.16	Pass
127.00	-0.17	-0.70	0.70	0.16	Pass

-- End of measurement results--

### A-weighted Peak Log Linearity: 1,000.00 Hz



Level linearity measured for compliance to IEC 60651:2001 7.9 and 7.10; ANSI S1.4:1983 3.2

Target Level [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
42.00	0.39	-0.50	0.50	0.17	Pass
43.00	0.44	-0.50	0.50	0.17	Pass
44.00	0.37	-0.50	0.50	0.17	Pass
45.00	0.37	-0.50	0.50	0.17	Pass
46.00	0.41	-0.50	0.50	0.17	Pass
47.00	0.36	-0.50	0.50	0.17	Pass
48.00	0.29	-0.50	0.50	0.17	Pass
49.00	0.25	-0.50	0.50	0.17	Pass
50.00	0.31	-0.50	0.50	0.17	Pass
51.00	0.23	-0.50	0.50	0.17	Pass
52.00	0.23	-0.50	0.50	0.17	Pass
53.00	0.17	-0.50	0.50	0.17	Pass
54.00	0.14	-0.50	0.50	0.17	Pass
55.00	0.18	-0.50	0.50	0.17	Pass
56.00	0.14	-0.50	0.50	0.17	Pass
61.00	0.12	-0.50	0.50	0.17	Pass
66.00	0.09	-0.50	0.50	0.17	Pass
71.00	0.07	-0.50	0.50	0.17	Pass
76.00	0.06	-0.50	0.50	0.17	Pass
81.00	0.07	-0.50	0.50	0.17	Pass
86.00	0.07	-0.50	0.50	0.17	Pass
91.00	0.05	-0.50	0.50	0.17	Pass
96.00	0.07	-0.50	0.50	0.17	Pass
101.00	0.08	-0.50	0.50	0.17	Pass
106.00	0.02	-0.50	0.50	0.16	Pass
111.00	0.01	-0.50	0.50	0.16	Pass
116.00	0.00	-0.50	0.50	0.16	Pass
121.00	0.03	-0.50	0.50	0.16	Pass
126.00	0.01	-0.50	0.50	0.16	Pass
127.00	0.03	-0.50	0.50	0.16	Pass
128.00	0.01	-0.50	0.50	0.16	Pass
129.00	0.02	-0.50	0.50	0.16	Pass
130.00	-0.03	-0.50	0.50	0.16	Pass

-- End of measurement results--





**Linearity**

Measured for compliance to IEC 60651:2001 7.9 and 7.10; ANSI S1.4:1983 3.2

Measurement	Result
Differential Linearity	Pass

-- End of measurement results--

**Range**

Measured in A-weight at 1000 Hz for compliance to manufacturer specifications

Measurement	Measured Level [dB]	Lower limit [dB]	Expanded Uncertainty [dB]	Result
Primary Indicator Range	115.00	105.00	0.35	Pass
Dynamic Range	121.87	110.00	0.35	Pass

-- End of measurement results--

**Broadband Noise Floor**

Electrical noise only (doesn't include microphone noise).

Weighting	Measured Level [dB]	Upper limit [dB]	Result
A	5.13	15.00	Pass

-- End of measurement results--

**Gain**

Measured for compliance to manufacturer specifications

Measurement	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
10 dB Gain	0.01	-0.10	0.10	0.15	Pass
20 dB Gain	0.00	-0.10	0.10	0.15	Pass
30 dB Gain	0.00	-0.10	0.10	0.15	Pass
40 dB Gain	0.01	-0.10	0.10	0.15	Pass
50 dB Gain	0.00	-0.10	0.10	0.15	Pass

-- End of measurement results--

**Positive Pulse Crest Factor****200  $\mu$ s pulse tests at 2.0, 12.0, 22.0, 32.0 dB below Overload Limit**

Crest Factor measured according to IEC 60651:2001 9.4.2 and ANSI S1.4:1983 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
126.00	3	OVLD	$\pm 0.50$	0.15 $\pm$	Pass
	5	OVLD	$\pm 1.00$	0.15 $\pm$	Pass
	10	OVLD	$\pm 1.50$	0.22 $\pm$	Pass
106.00	3	-0.09	$\pm 0.50$	0.15 $\pm$	Pass
	5	-0.13	$\pm 1.00$	0.15 $\pm$	Pass
	10	-0.09	$\pm 1.50$	0.22 $\pm$	Pass
86.00	3	-0.10	$\pm 0.50$	0.15 $\pm$	Pass
	5	-0.10	$\pm 1.00$	0.15 $\pm$	Pass
	10	-0.05	$\pm 1.50$	0.22 $\pm$	Pass

-- End of measurement results--

**Negative Pulse Crest Factor****200  $\mu$ s pulse tests at 2.0, 12.0, 22.0, 32.0 dB below Overload Limit**

Crest Factor measured according to IEC 60651:2001 9.4.2 and ANSI S1.4:1983 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
126.00	3	OVLD	$\pm 0.50$	0.15 $\pm$	Pass
	5	OVLD	$\pm 1.00$	0.15 $\pm$	Pass
	10	OVLD	$\pm 1.50$	0.22 $\pm$	Pass
106.00	3	-0.09	$\pm 0.50$	0.15 $\pm$	Pass
	5	-0.06	$\pm 1.00$	0.15 $\pm$	Pass
	10	-0.06	$\pm 1.50$	0.22 $\pm$	Pass
86.00	3	-0.05	$\pm 0.50$	0.15 $\pm$	Pass
	5	-0.07	$\pm 1.00$	0.15 $\pm$	Pass
	10	-0.23	$\pm 1.50$	0.22 $\pm$	Pass

-- End of measurement results--

**Tone Burst****2kHz tone burst tests at 2.0, 12.0, 22.0, 32.0 dB below Overload Limit**

Tone burst response measured according to IEC 60651:2001 9.4.2 and ANSI S1.4:1983 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
126.00	3	OVLD	$\pm 0.50$	0.22	Pass
	5	OVLD	$\pm 1.00$	0.23	Pass
106.00	3	-0.32	$\pm 0.50$	0.22	Pass
	5	-0.19	$\pm 1.00$	0.23	Pass
86.00	3	0.26	$\pm 0.50$	0.22	Pass
	5	0.32	$\pm 1.00$	0.23	Pass

-- End of measurement results--

**Slow Detector**

Toneburst response measured according to IEC 60651:2001 9.4.1 and ANSI S1.4:1983 8.4.1

Amplitude [dB]	Duration [ms]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
124.00	500	-4.11	-4.55	-3.55	0.50	Pass
104.00	500	-4.09	-4.55	-3.55	0.50	Pass
84.00	500	-4.06	-4.55	-3.55	0.50	Pass

-- End of measurement results--

**Fast Detector**

Toneburst response measured according to IEC 60651:2001 9.4.1 and ANSI S1.4:1983 8.4.1

Amplitude [dB]	Duration [ms]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
124.00	200.00	-0.73	-1.48	-0.48	0.22	Pass
104.00	200.00	-0.81	-1.48	-0.48	0.22	Pass
84.00	200.00	-0.94	-1.48	-0.48	0.22	Pass

-- End of measurement results--

### Impulse Detector - Repeat

Impulse Detector measured according to IEC 60651:2001 9.4.3 and ANSI S1.4:1983 8.4.3

Amplitude [dB]	Repetition Rate [Hz]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
128.00	100.00	-2.66	-3.71	-1.71	0.23	Pass
	20.00	-6.92	-9.57	-5.57	0.23	Pass
	2.00	-8.64	-10.76	-6.76	0.23	Pass
108.00	100.00	-2.68	-3.71	-1.71	0.23	Pass
	20.00	-7.28	-9.57	-5.57	0.23	Pass
	2.00	-8.74	-10.76	-6.76	0.23	Pass
88.00	100.00	-2.68	-3.71	-1.71	0.23	Pass
	20.00	-7.53	-9.57	-5.57	0.23	Pass
	2.00	-8.85	-10.76	-6.76	0.23	Pass

-- End of measurement results--

### Impulse Detector - Single

Impulse Detector measured according to IEC 60651:2001 9.4.3 and ANSI S1.4:1983 8.4.3

Amplitude [dB]	Duration [ms]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
128.00	20.00	-3.69	-5.11	-2.11	0.15	Pass
	5.00	-8.78	-10.76	-6.76	0.15	Pass
	2.00	-12.67	-14.55	-10.55	0.15	Pass
108.00	20.00	-3.63	-5.11	-2.11	0.15	Pass
	5.00	-8.81	-10.76	-6.76	0.15	Pass
	2.00	-12.55	-14.55	-10.55	0.15	Pass
88.00	20.00	-3.67	-5.11	-2.11	0.15	Pass
	5.00	-8.85	-10.76	-6.76	0.15	Pass
	2.00	-12.58	-14.55	-10.55	0.15	Pass

-- End of measurement results--

### Board 01 Frequency Counter

Measured for compliance to manufacturer specifications

Amplitude [dB]	Frequency [Hz]	Test Result [Hz]	Lower limit [Hz]	Upper limit [Hz]	Expanded Uncertainty [Hz]	Result
122.60	100.00	100.01	99.00	101.00	0.03	Pass
	1,000.00	1,000.05	990.00	1,010.00	0.05	Pass
	8,000.00	8,000.44	7,920.00	8,080.00	0.71	Pass
93.60	100.00	100.00	99.00	101.00	0.03	Pass
	1,000.00	1,000.06	990.00	1,010.00	0.05	Pass
	8,000.00	8,000.44	7,920.00	8,080.00	0.71	Pass

-- End of measurement results--

### Board 02 Frequency Counter

Measured for compliance to manufacturer specifications

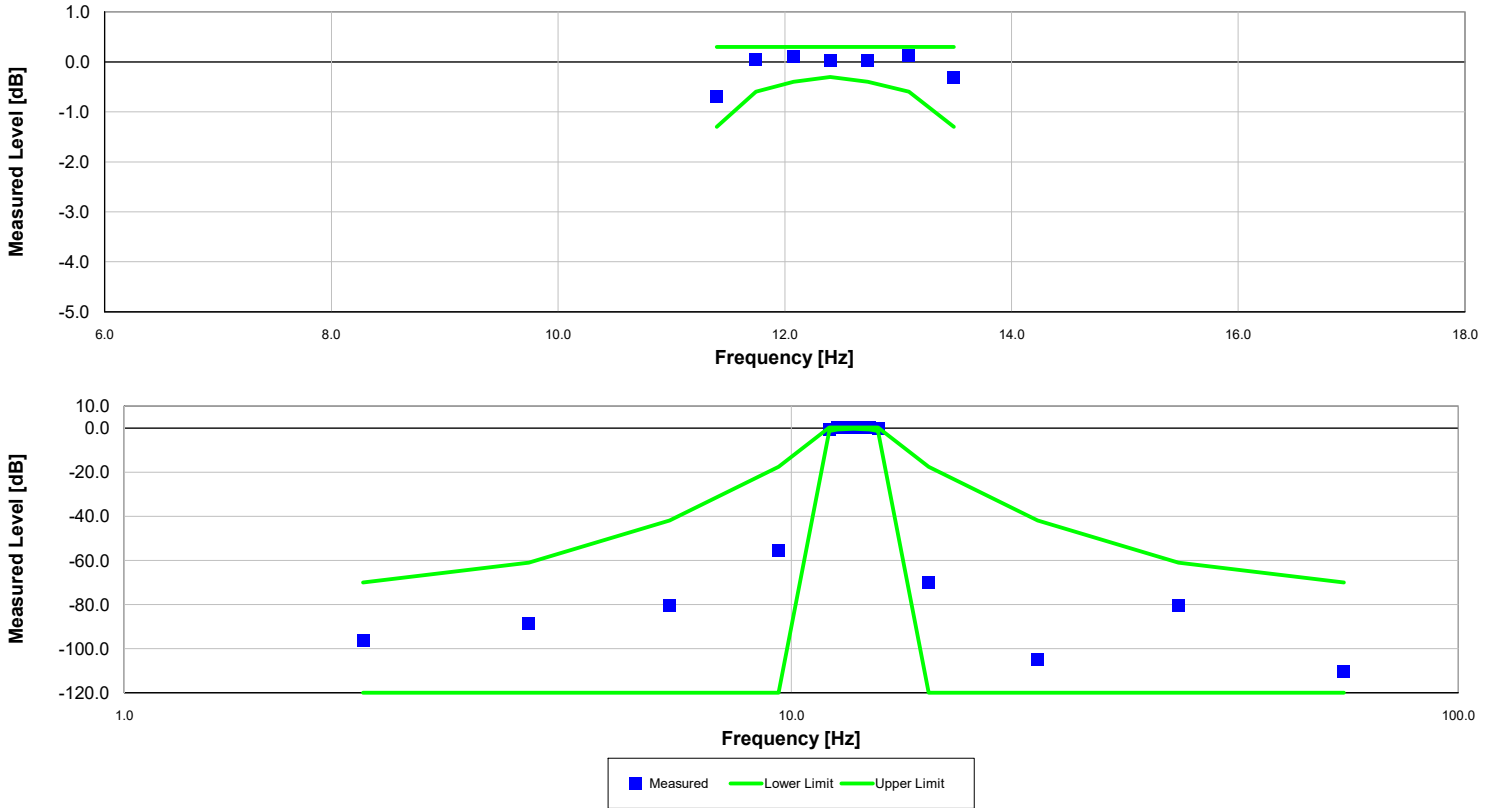
Amplitude [dB]	Frequency [Hz]	Test Result [Hz]	Lower limit [Hz]	Upper limit [Hz]	Expanded Uncertainty [Hz]	Result
122.60	100.00	99.99	99.00	101.00	0.03	Pass
	1,000.00	999.99	990.00	1,010.00	0.05	Pass
	8,000.00	7,999.99	7,920.00	8,080.00	0.71	Pass
93.60	100.00	99.99	99.00	101.00	0.03	Pass
	1,000.00	1,000.05	990.00	1,010.00	0.05	Pass
	8,000.00	7,999.99	7,920.00	8,080.00	0.71	Pass

-- End of measurement results--





1/3 Octave Filter: 12.5 Hz

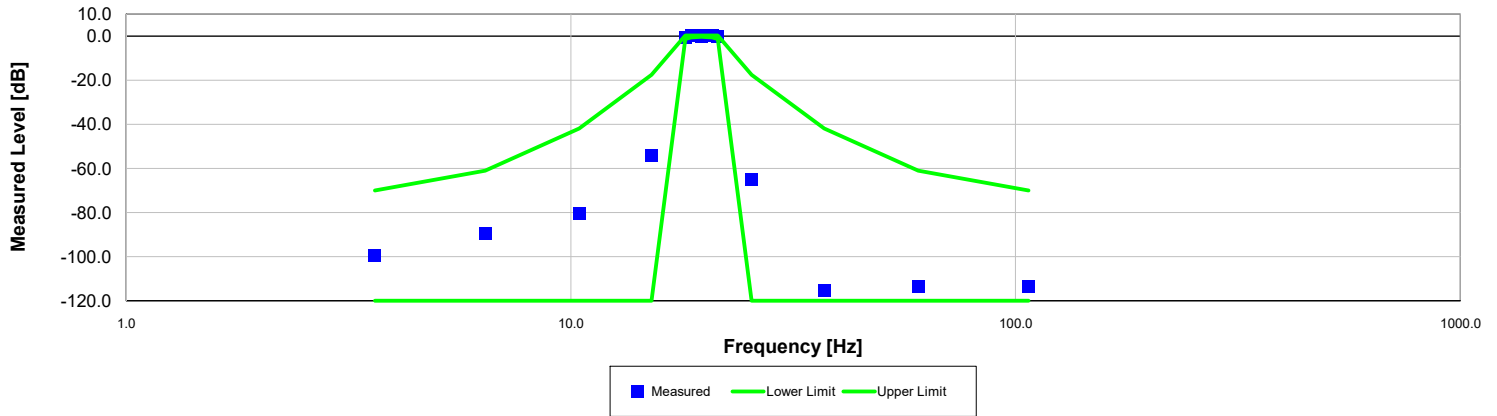
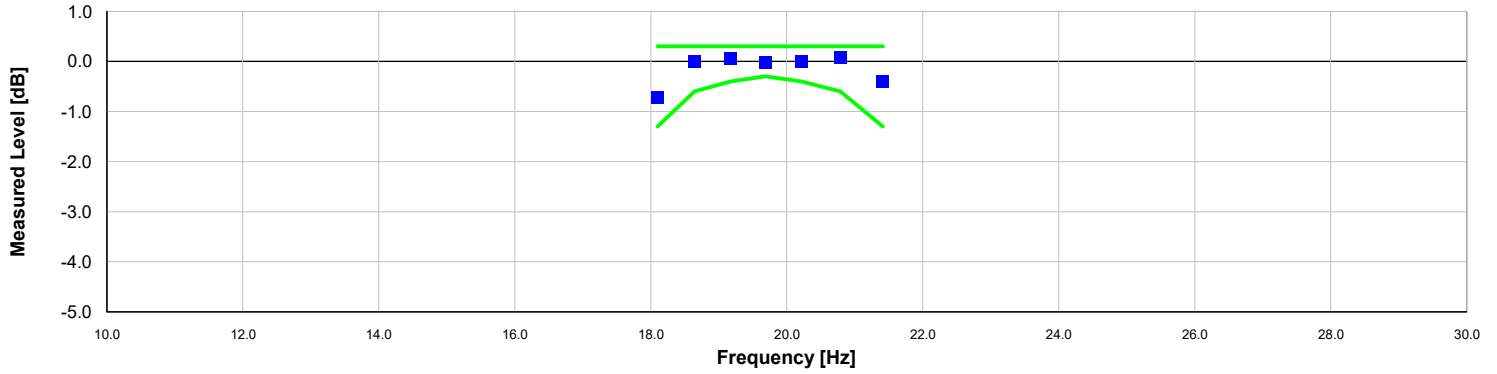


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
2.28	-96.57	-∞	-70.00	1.60	Pass
4.04	-88.70	-∞	-61.00	1.80	Pass
6.57	-80.64	-∞	-42.00	1.11	Pass
9.57	-55.48	-∞	-17.50	0.54	Pass
11.40	-0.69	-1.30	0.30	0.15	Pass
11.74	0.05	-0.60	0.30	0.15	Pass
12.08	0.10	-0.40	0.30	0.15	Pass
12.40	0.03	-0.30	0.30	0.15	Pass
12.73	0.03	-0.40	0.30	0.15	Pass
13.10	0.12	-0.60	0.30	0.15	Pass
13.49	-0.32	-1.30	0.30	0.15	Pass
16.07	-69.99	-∞	-17.50	1.60	Pass
23.40	-104.83	-∞	-42.00	2.60	Pass
38.07	-80.55	-∞	-61.00	2.90	Pass
67.40	-110.65	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 20 Hz

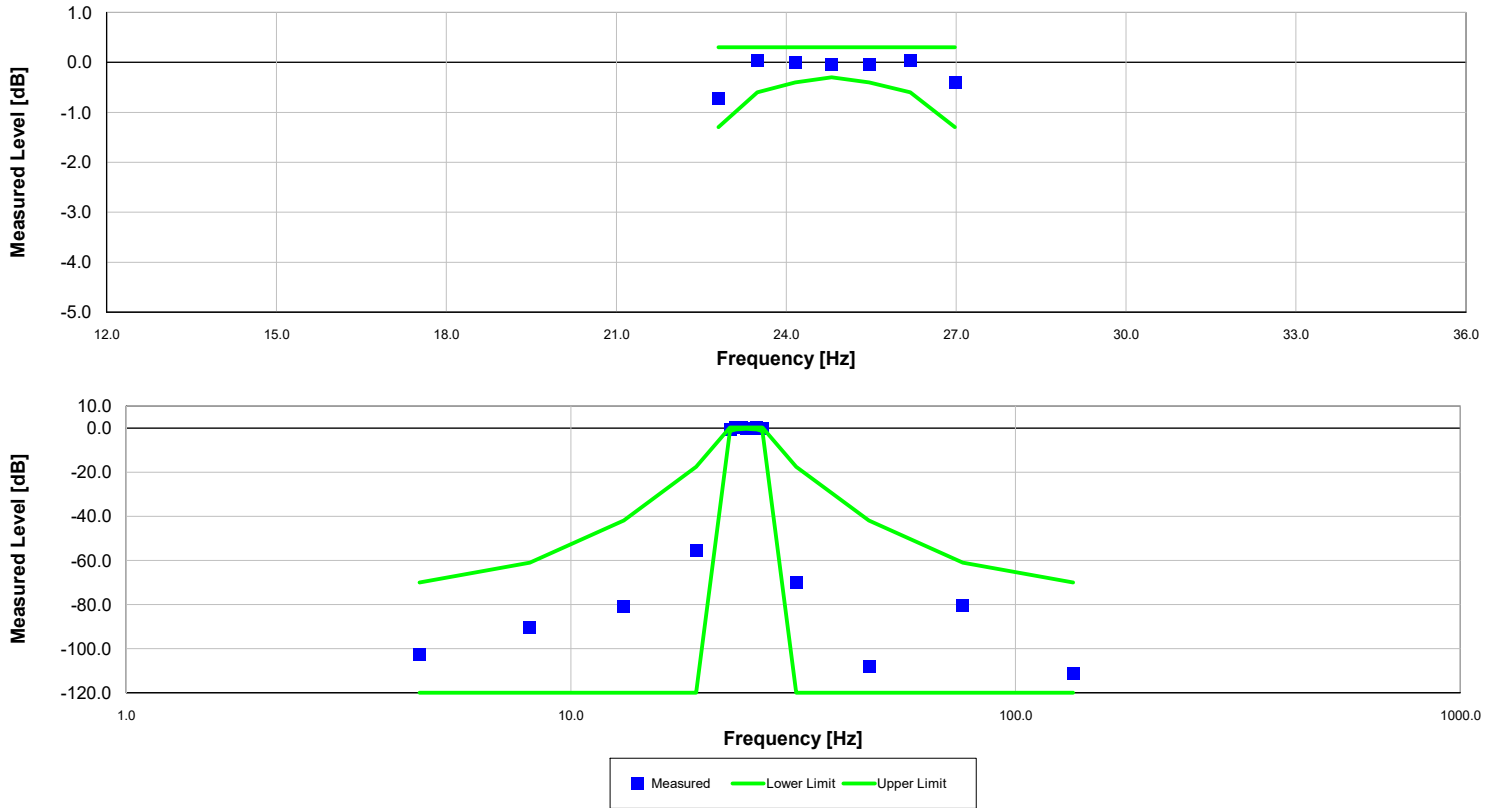


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
3.62	-99.75	-∞	-70.00	1.60	Pass
6.41	-89.58	-∞	-61.00	1.80	Pass
10.43	-80.57	-∞	-42.00	1.11	Pass
15.19	-54.26	-∞	-17.50	0.54	Pass
18.10	-0.72	-1.30	0.30	0.15	Pass
18.64	0.00	-0.60	0.30	0.15	Pass
19.17	0.05	-0.40	0.30	0.15	Pass
19.69	-0.03	-0.30	0.30	0.15	Pass
20.21	0.00	-0.40	0.30	0.15	Pass
20.79	0.07	-0.60	0.30	0.15	Pass
21.41	-0.40	-1.30	0.30	0.15	Pass
25.51	-65.03	-∞	-17.50	1.60	Pass
37.15	-115.56	-∞	-42.00	2.60	Pass
60.43	-113.53	-∞	-61.00	2.90	Pass
106.99	-113.41	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 25 Hz



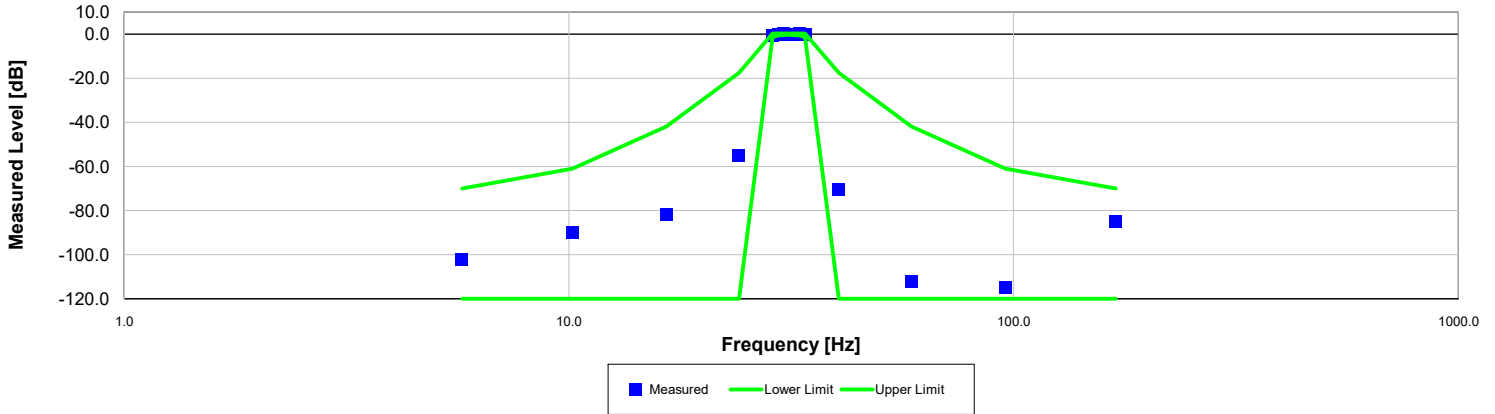
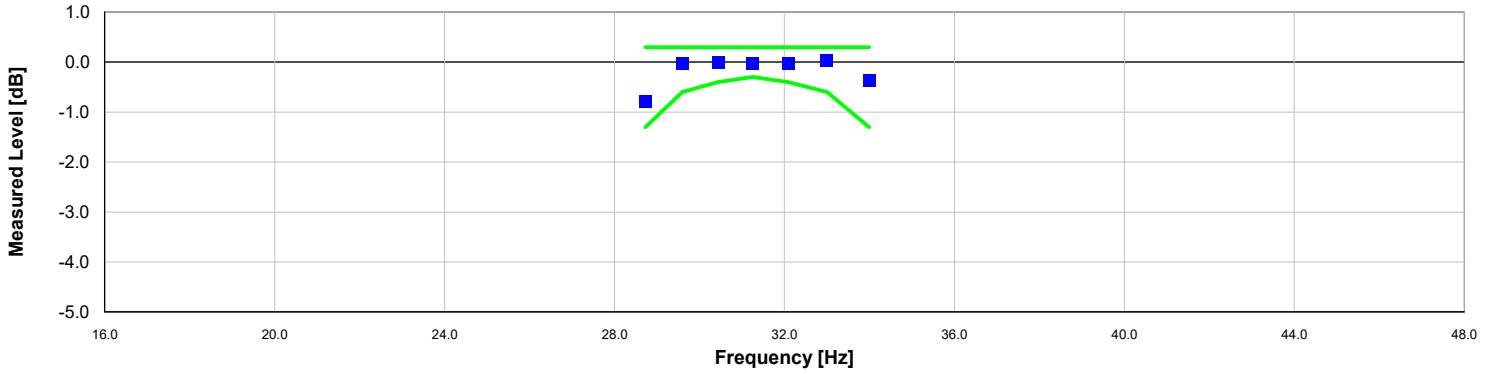
Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
4.56	-102.89	-∞	-70.00	1.60	Pass
8.08	-90.44	-∞	-61.00	1.80	Pass
13.14	-81.15	-∞	-42.00	1.11	Pass
19.14	-55.51	-∞	-17.50	0.54	Pass
22.80	-0.72	-1.30	0.30	0.15	Pass
23.49	0.03	-0.60	0.30	0.15	Pass
24.16	0.00	-0.40	0.30	0.15	Pass
24.80	-0.05	-0.30	0.30	0.15	Pass
25.47	-0.05	-0.40	0.30	0.15	Pass
26.19	0.03	-0.60	0.30	0.15	Pass
26.98	-0.40	-1.30	0.30	0.15	Pass
32.14	-69.82	-∞	-17.50	1.60	Pass
46.80	-108.00	-∞	-42.00	2.60	Pass
76.13	-80.57	-∞	-61.00	2.90	Pass
134.80	-111.46	-∞	-70.00	2.70	Pass

-- End of measurement results--



1/3 Octave Filter: 31.5 Hz

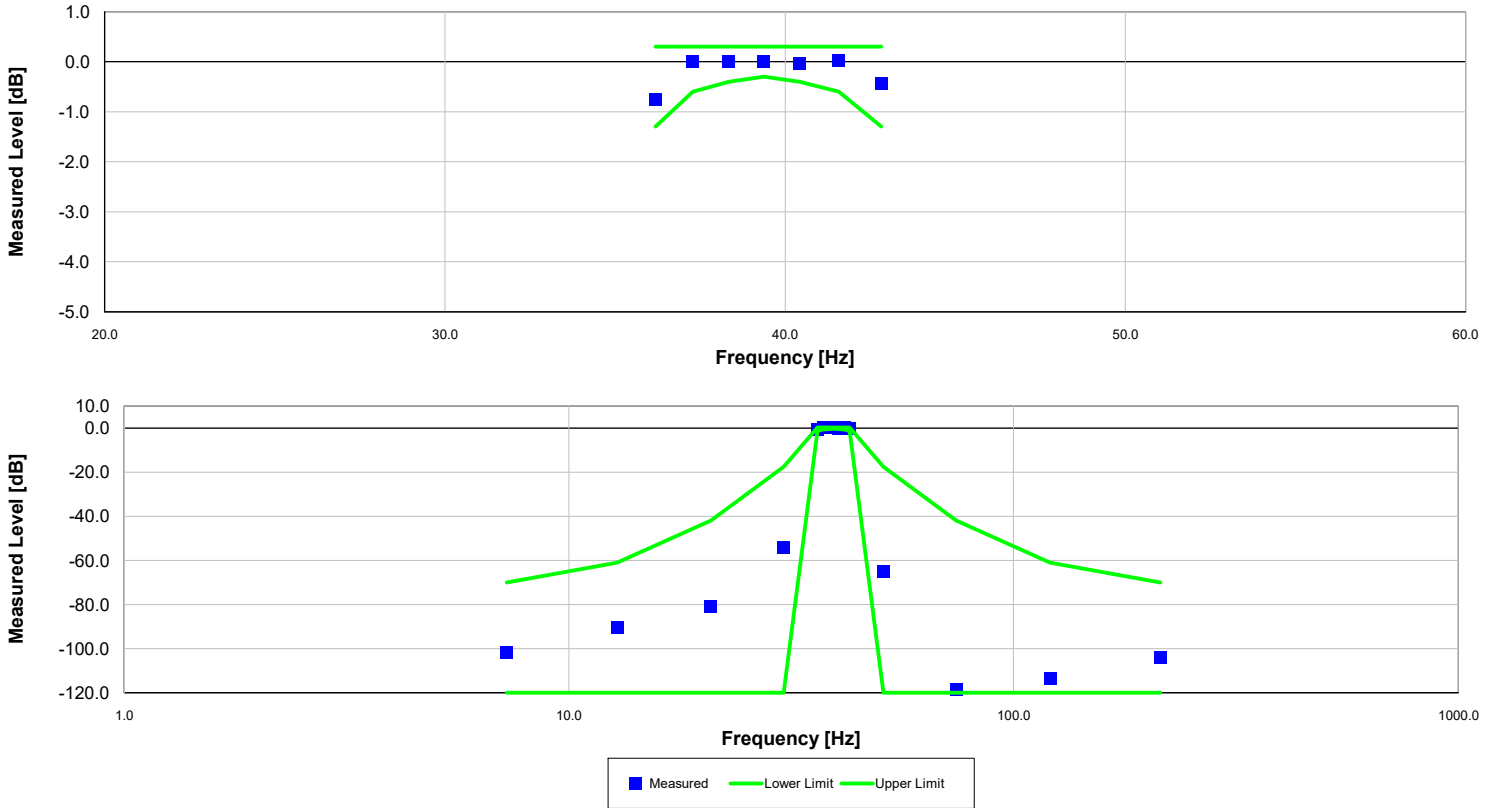


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
5.75	-102.18	-∞	-70.00	1.60	Pass
10.18	-89.85	-∞	-61.00	1.80	Pass
16.56	-81.79	-∞	-42.00	1.11	Pass
24.12	-55.13	-∞	-17.50	0.54	Pass
28.73	-0.78	-1.30	0.30	0.15	Pass
29.59	-0.03	-0.60	0.30	0.15	Pass
30.44	0.00	-0.40	0.30	0.15	Pass
31.25	-0.03	-0.30	0.30	0.15	Pass
32.09	-0.03	-0.40	0.30	0.15	Pass
33.00	0.03	-0.60	0.30	0.15	Pass
33.99	-0.38	-1.30	0.30	0.15	Pass
40.49	-70.34	-∞	-17.50	1.60	Pass
58.97	-112.20	-∞	-42.00	2.60	Pass
95.92	-115.09	-∞	-61.00	2.90	Pass
169.84	-85.07	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 40 Hz

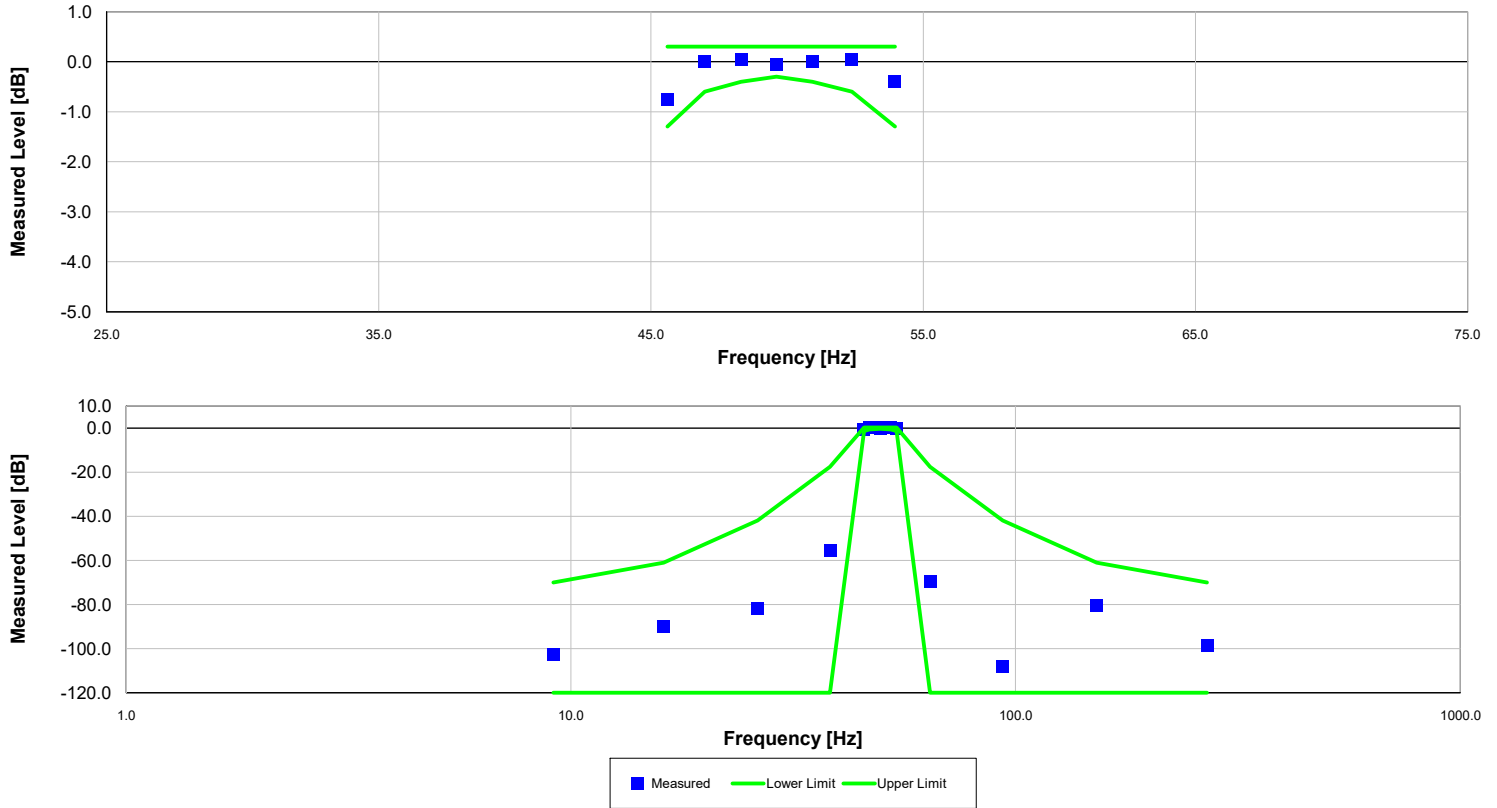


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
7.24	-101.89	-∞	-70.00	1.60	Pass
12.83	-90.46	-∞	-61.00	1.80	Pass
20.87	-81.08	-∞	-42.00	1.11	Pass
30.39	-54.32	-∞	-17.50	0.54	Pass
36.20	-0.75	-1.30	0.30	0.15	Pass
37.29	0.00	-0.60	0.30	0.15	Pass
38.35	0.00	-0.40	0.30	0.15	Pass
39.37	0.00	-0.30	0.30	0.15	Pass
40.43	-0.03	-0.40	0.30	0.15	Pass
41.57	0.03	-0.60	0.30	0.15	Pass
42.83	-0.43	-1.30	0.30	0.15	Pass
51.01	-64.96	-∞	-17.50	1.60	Pass
74.29	-118.53	-∞	-42.00	2.60	Pass
120.86	-113.50	-∞	-61.00	2.90	Pass
213.98	-104.10	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 50 Hz



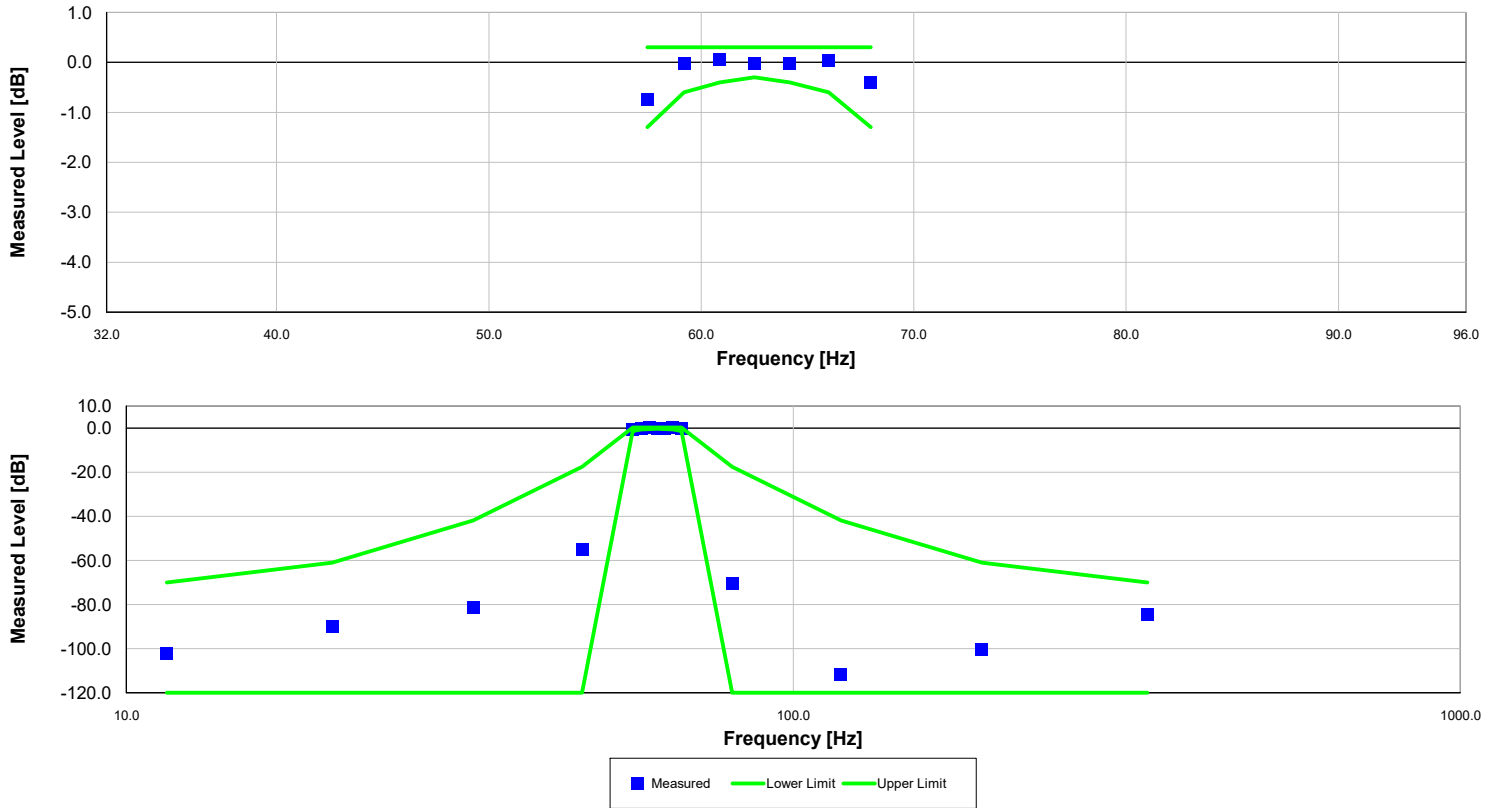
Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
9.13	-102.67	-∞	-70.00	1.60	Pass
16.16	-89.82	-∞	-61.00	1.80	Pass
26.29	-81.74	-∞	-42.00	1.11	Pass
38.29	-55.46	-∞	-17.50	0.54	Pass
45.60	-0.75	-1.30	0.30	0.15	Pass
46.98	0.00	-0.60	0.30	0.15	Pass
48.31	0.05	-0.40	0.30	0.15	Pass
49.61	-0.05	-0.30	0.30	0.15	Pass
50.93	0.00	-0.40	0.30	0.15	Pass
52.38	0.05	-0.60	0.30	0.15	Pass
53.96	-0.40	-1.30	0.30	0.15	Pass
64.27	-69.67	-∞	-17.50	1.60	Pass
93.60	-107.96	-∞	-42.00	2.60	Pass
152.27	-80.64	-∞	-61.00	2.90	Pass
269.60	-98.81	-∞	-70.00	2.70	Pass

-- End of measurement results--



1/3 Octave Filter: 63 Hz

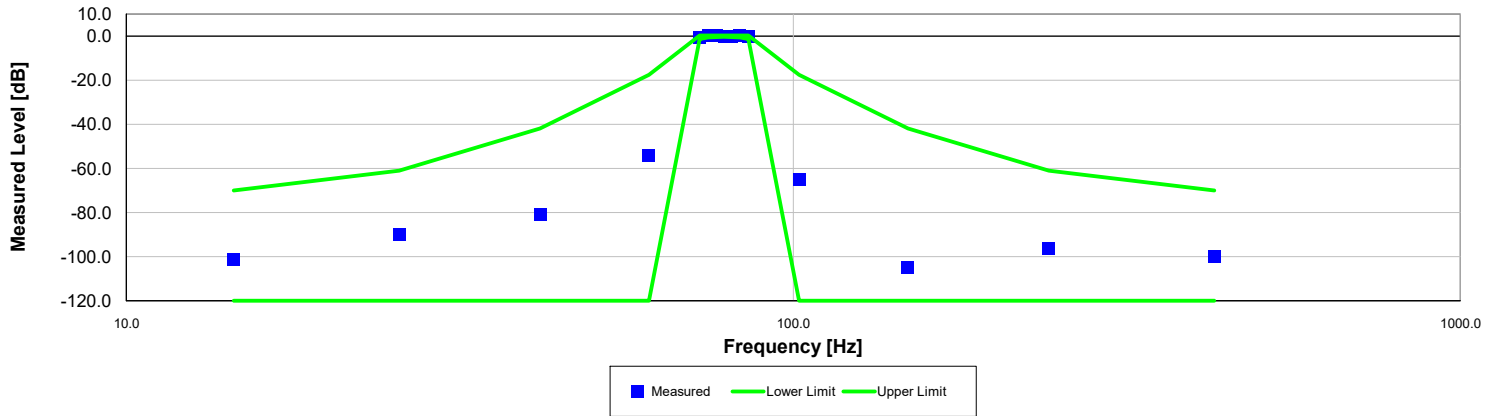
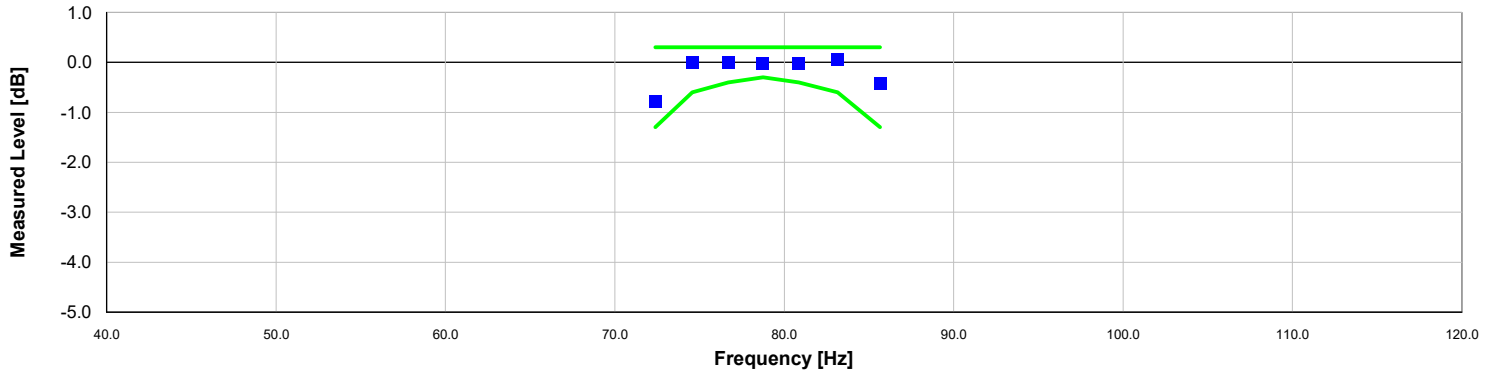


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
11.50	-102.48	-∞	-70.00	1.60	Pass
20.36	-90.14	-∞	-61.00	1.80	Pass
33.12	-81.35	-∞	-42.00	1.11	Pass
48.24	-55.00	-∞	-17.50	0.54	Pass
57.46	-0.75	-1.30	0.30	0.15	Pass
59.19	-0.03	-0.60	0.30	0.15	Pass
60.87	0.05	-0.40	0.30	0.15	Pass
62.50	-0.03	-0.30	0.30	0.15	Pass
64.17	-0.03	-0.40	0.30	0.15	Pass
66.00	0.03	-0.60	0.30	0.15	Pass
67.99	-0.40	-1.30	0.30	0.15	Pass
80.98	-70.40	-∞	-17.50	1.60	Pass
117.93	-111.96	-∞	-42.00	2.60	Pass
191.85	-100.25	-∞	-61.00	2.90	Pass
339.67	-84.81	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 80 Hz

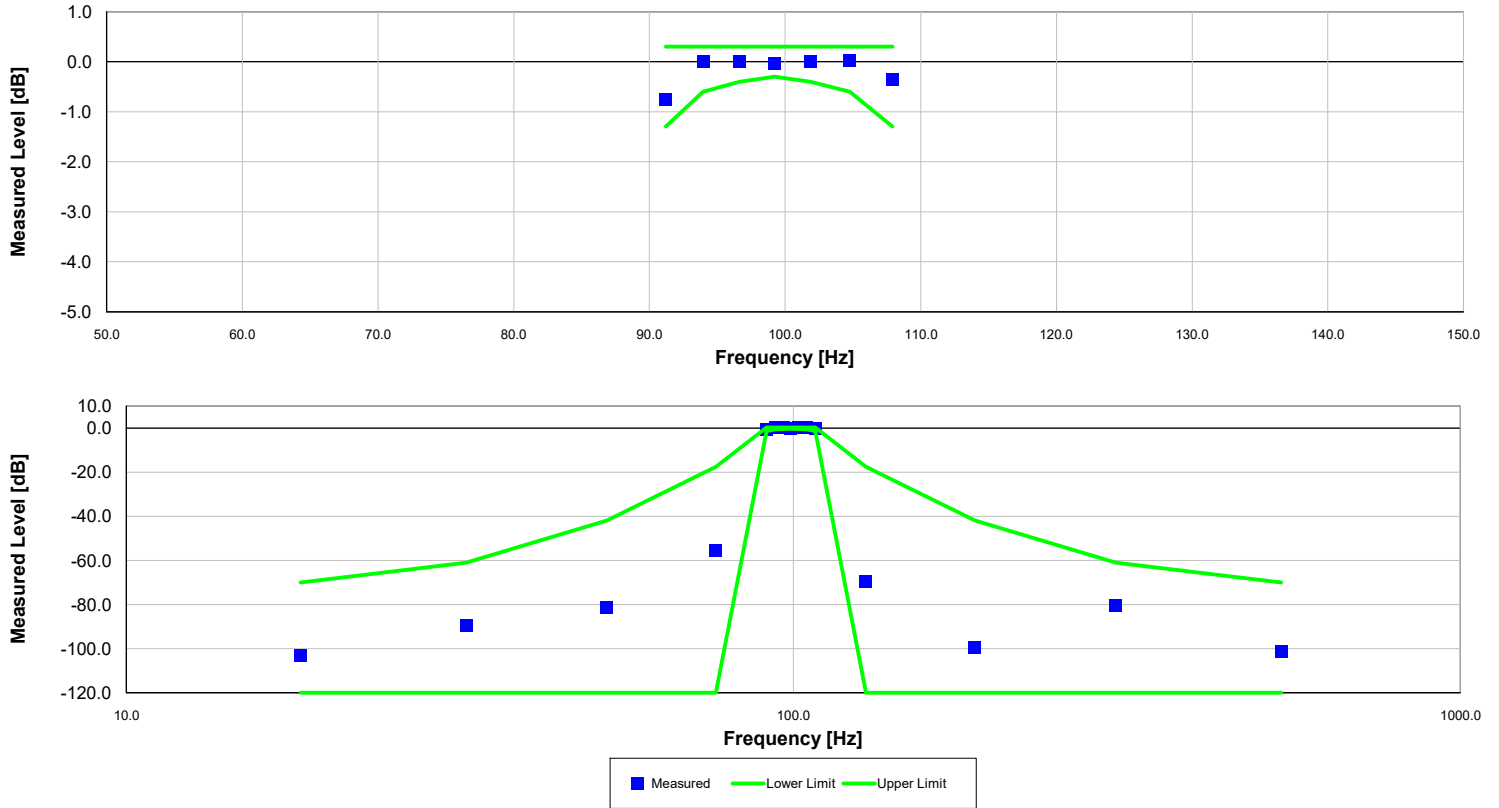


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
14.49	-101.13	-∞	-70.00	1.60	Pass
25.65	-90.09	-∞	-61.00	1.80	Pass
41.73	-81.03	-∞	-42.00	1.11	Pass
60.78	-54.26	-∞	-17.50	0.54	Pass
72.39	-0.78	-1.30	0.30	0.15	Pass
74.57	0.00	-0.60	0.30	0.15	Pass
76.69	0.00	-0.40	0.30	0.15	Pass
78.75	-0.03	-0.30	0.30	0.15	Pass
80.85	-0.03	-0.40	0.30	0.15	Pass
83.15	0.05	-0.60	0.30	0.15	Pass
85.66	-0.43	-1.30	0.30	0.15	Pass
102.03	-64.85	-∞	-17.50	1.60	Pass
148.59	-105.18	-∞	-42.00	2.60	Pass
241.71	-96.39	-∞	-61.00	2.90	Pass
427.96	-100.13	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 100 Hz

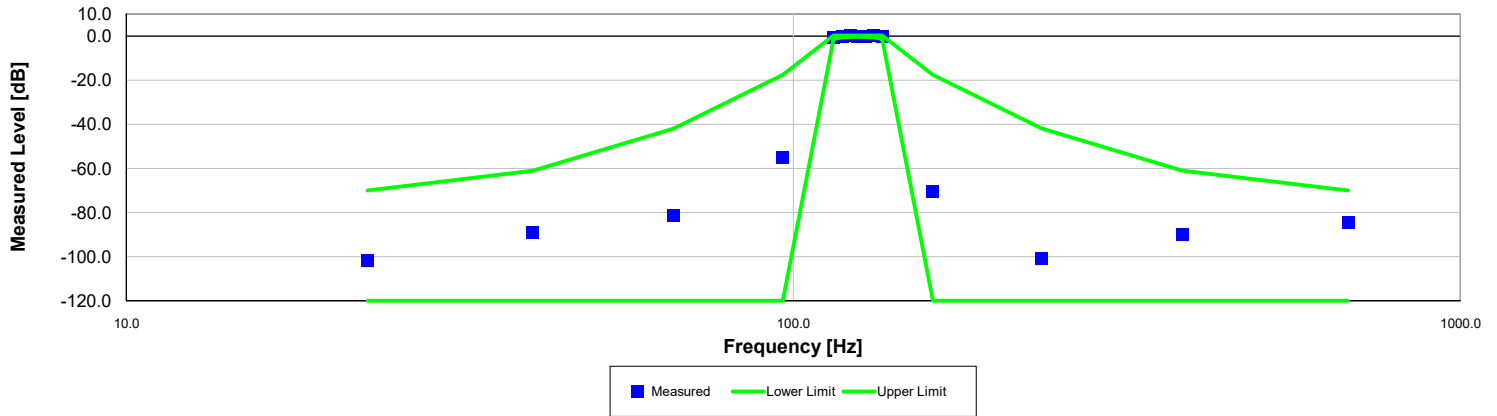
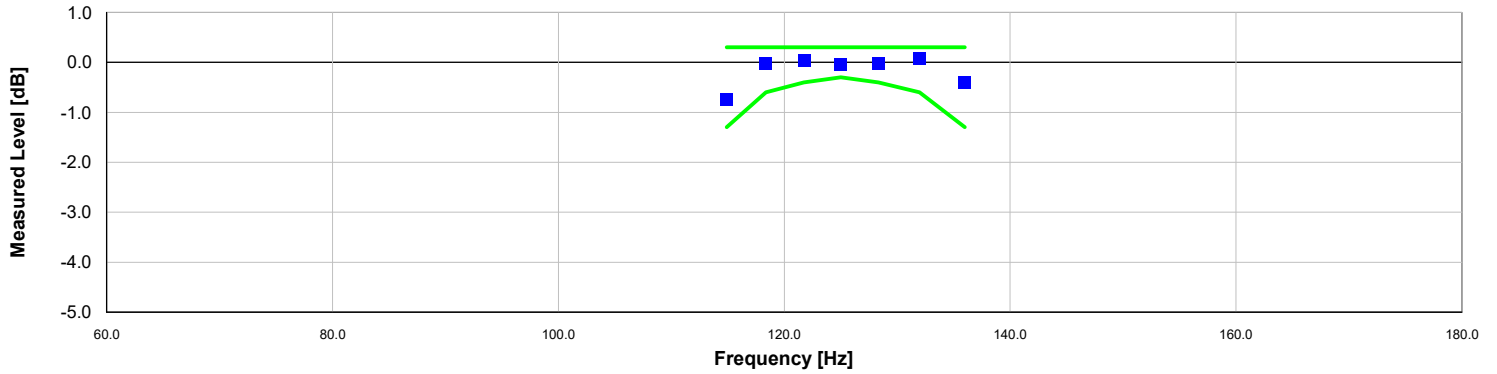


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
18.26	-103.10	-∞	-70.00	1.60	Pass
32.32	-89.58	-∞	-61.00	1.80	Pass
52.58	-81.46	-∞	-42.00	1.11	Pass
76.57	-55.46	-∞	-17.50	0.54	Pass
91.21	-0.75	-1.30	0.30	0.15	Pass
93.96	0.00	-0.60	0.30	0.15	Pass
96.63	0.00	-0.40	0.30	0.15	Pass
99.21	-0.03	-0.30	0.30	0.15	Pass
101.87	0.00	-0.40	0.30	0.15	Pass
104.76	0.03	-0.60	0.30	0.15	Pass
107.92	-0.35	-1.30	0.30	0.15	Pass
128.54	-69.70	-∞	-17.50	1.60	Pass
187.21	-99.77	-∞	-42.00	2.60	Pass
304.54	-80.35	-∞	-61.00	2.90	Pass
539.19	-101.23	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 125 Hz



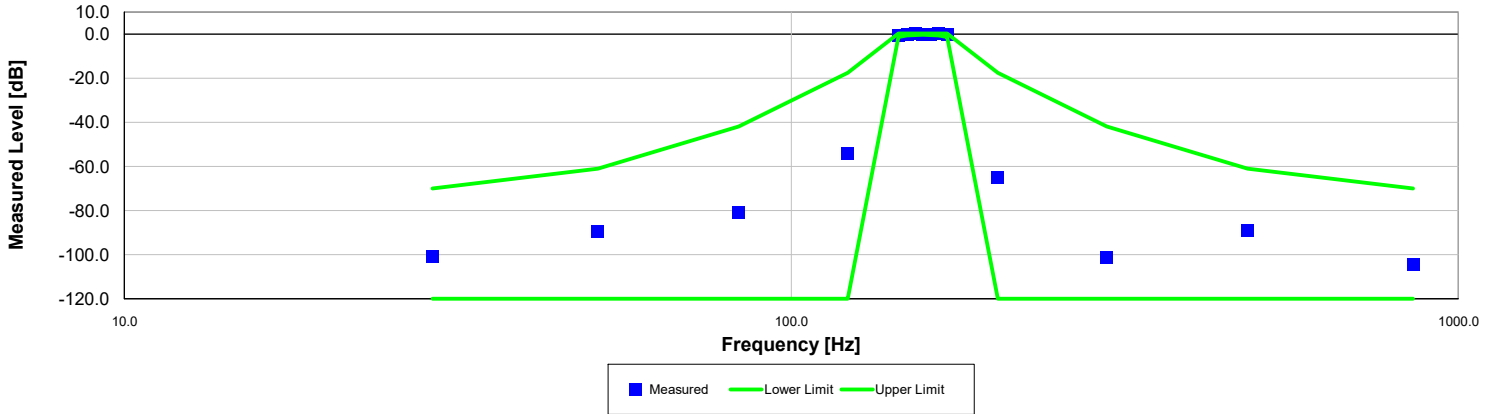
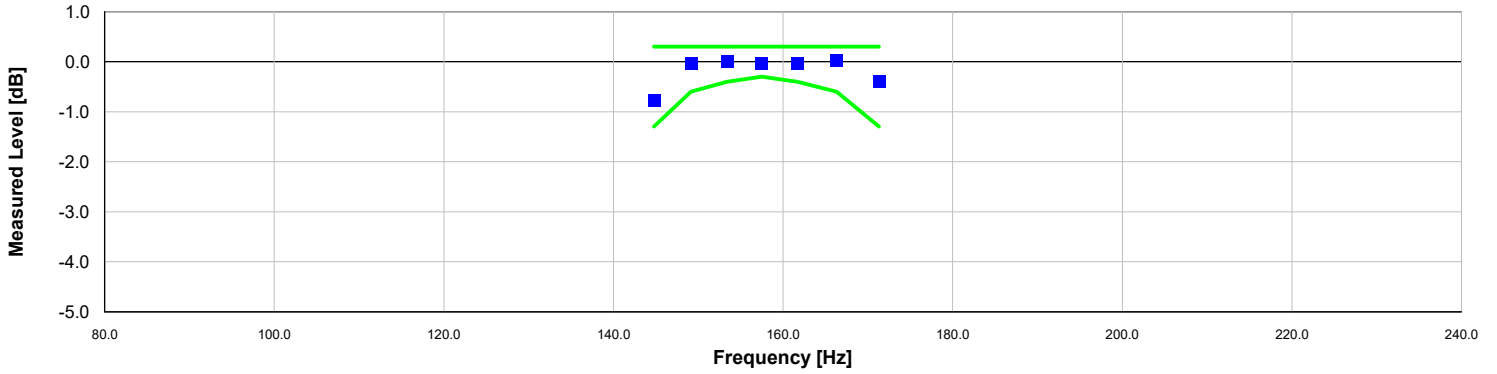
Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
23.00	-101.86	-∞	-70.00	1.60	Pass
40.72	-89.31	-∞	-61.00	1.80	Pass
66.24	-81.49	-∞	-42.00	1.11	Pass
96.48	-55.03	-∞	-17.50	0.54	Pass
114.92	-0.75	-1.30	0.30	0.15	Pass
118.38	-0.03	-0.60	0.30	0.15	Pass
121.74	0.03	-0.40	0.30	0.15	Pass
125.00	-0.05	-0.30	0.30	0.15	Pass
128.34	-0.03	-0.40	0.30	0.15	Pass
131.99	0.07	-0.60	0.30	0.15	Pass
135.97	-0.40	-1.30	0.30	0.15	Pass
161.96	-70.40	-∞	-17.50	1.60	Pass
235.87	-100.94	-∞	-42.00	2.60	Pass
383.69	-90.18	-∞	-61.00	2.90	Pass
679.34	-84.78	-∞	-70.00	2.70	Pass

-- End of measurement results--



1/3 Octave Filter: 160 Hz

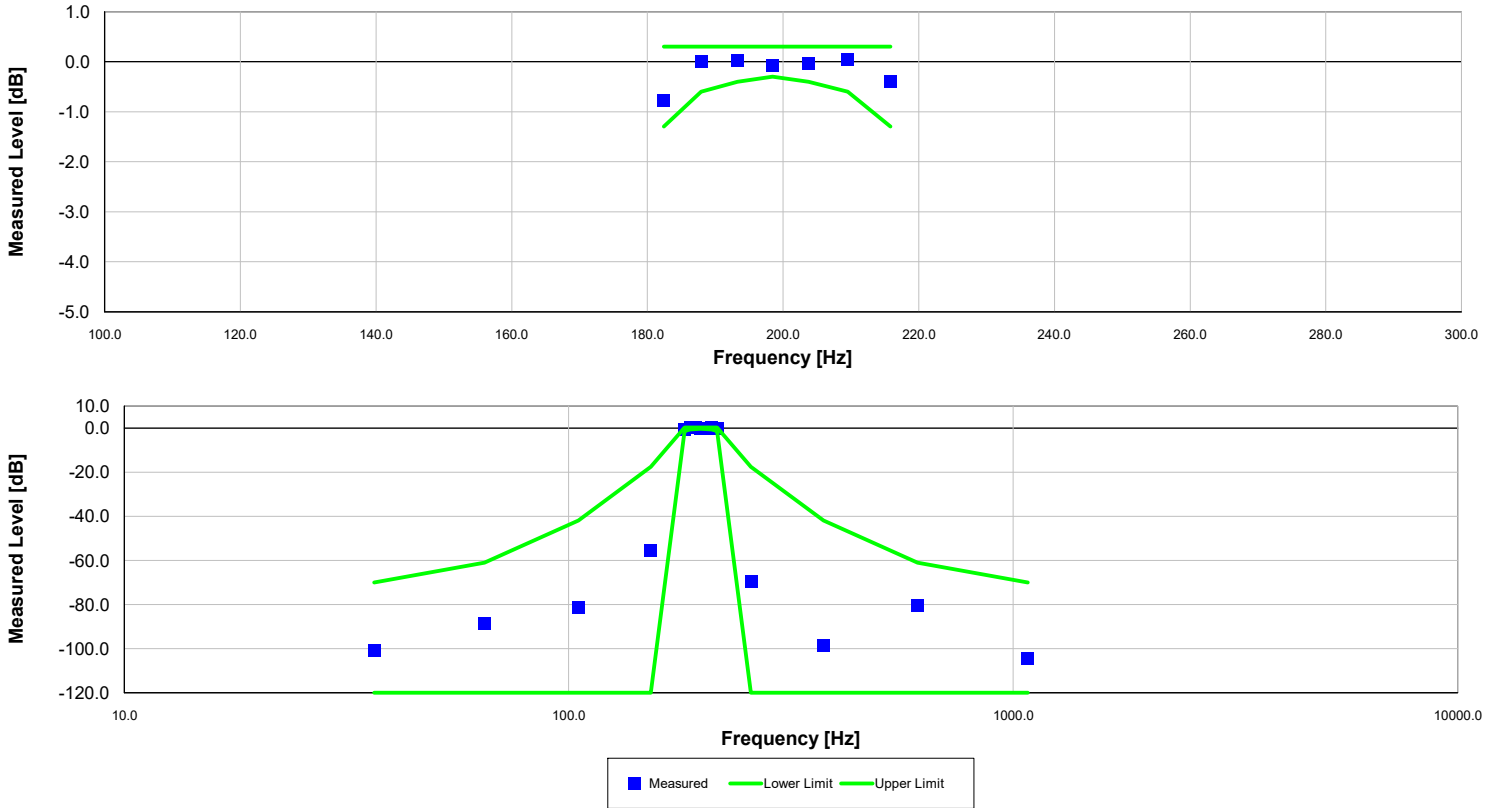


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
28.98	-101.05	-∞	-70.00	1.60	Pass
51.31	-89.43	-∞	-61.00	1.80	Pass
83.46	-81.08	-∞	-42.00	1.11	Pass
121.55	-54.26	-∞	-17.50	0.54	Pass
144.78	-0.78	-1.30	0.30	0.15	Pass
149.15	-0.03	-0.60	0.30	0.15	Pass
153.39	0.00	-0.40	0.30	0.15	Pass
157.49	-0.03	-0.30	0.30	0.15	Pass
161.70	-0.03	-0.40	0.30	0.15	Pass
166.30	0.03	-0.60	0.30	0.15	Pass
171.31	-0.40	-1.30	0.30	0.15	Pass
204.05	-65.04	-∞	-17.50	1.60	Pass
297.18	-101.17	-∞	-42.00	2.60	Pass
483.42	-89.00	-∞	-61.00	2.90	Pass
855.92	-104.34	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 200 Hz

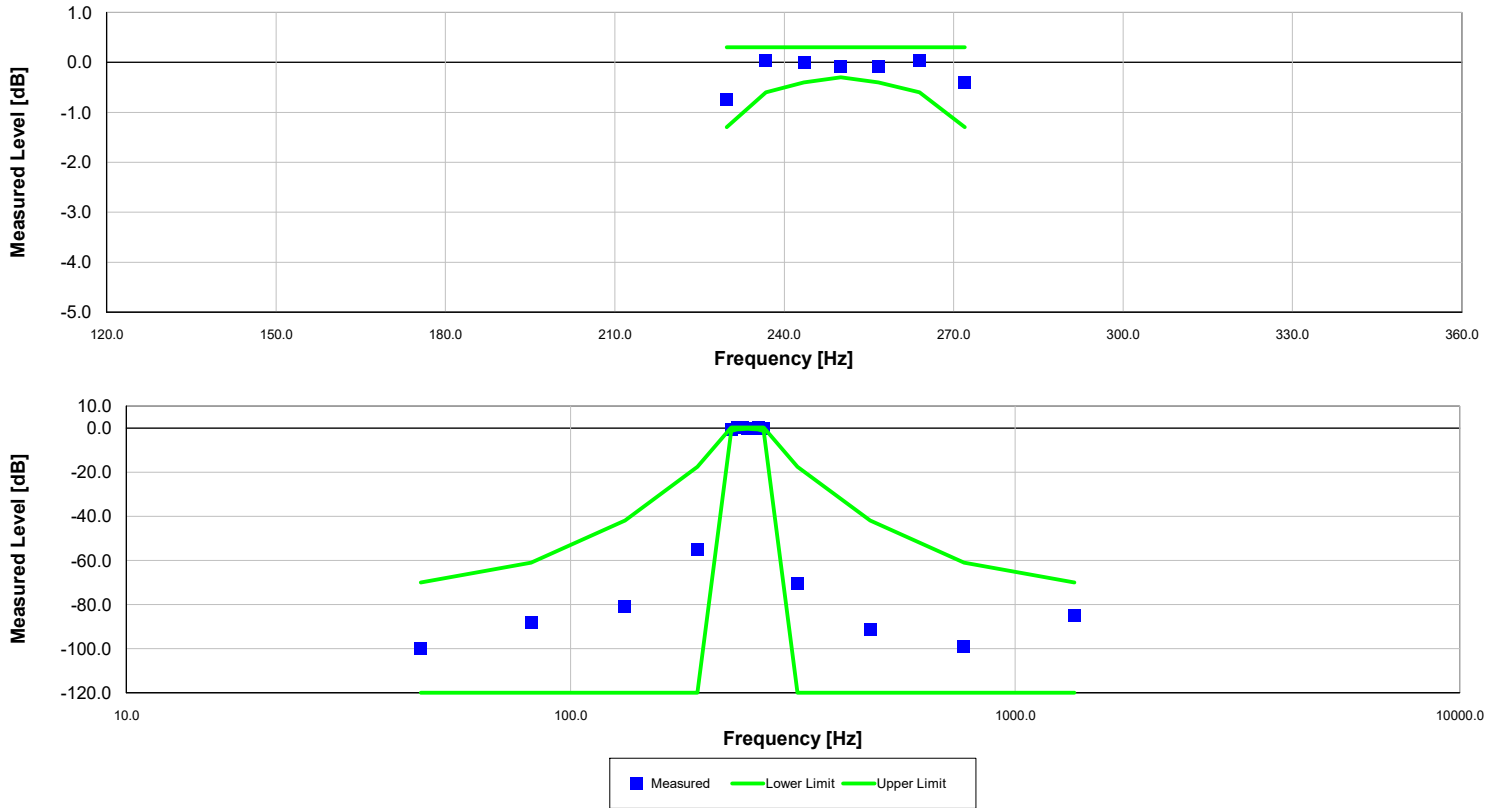


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
36.51	-100.81	-∞	-70.00	1.60	Pass
64.64	-88.54	-∞	-61.00	1.80	Pass
105.16	-81.49	-∞	-42.00	1.11	Pass
153.15	-55.41	-∞	-17.50	0.54	Pass
182.42	-0.78	-1.30	0.30	0.15	Pass
187.91	0.00	-0.60	0.30	0.15	Pass
193.25	0.03	-0.40	0.30	0.15	Pass
198.43	-0.08	-0.30	0.30	0.15	Pass
203.73	-0.03	-0.40	0.30	0.15	Pass
209.52	0.05	-0.60	0.30	0.15	Pass
215.84	-0.40	-1.30	0.30	0.15	Pass
257.09	-69.73	-∞	-17.50	1.60	Pass
374.42	-98.46	-∞	-42.00	2.60	Pass
609.08	-80.35	-∞	-61.00	2.90	Pass
1,078.39	-104.46	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 250 Hz

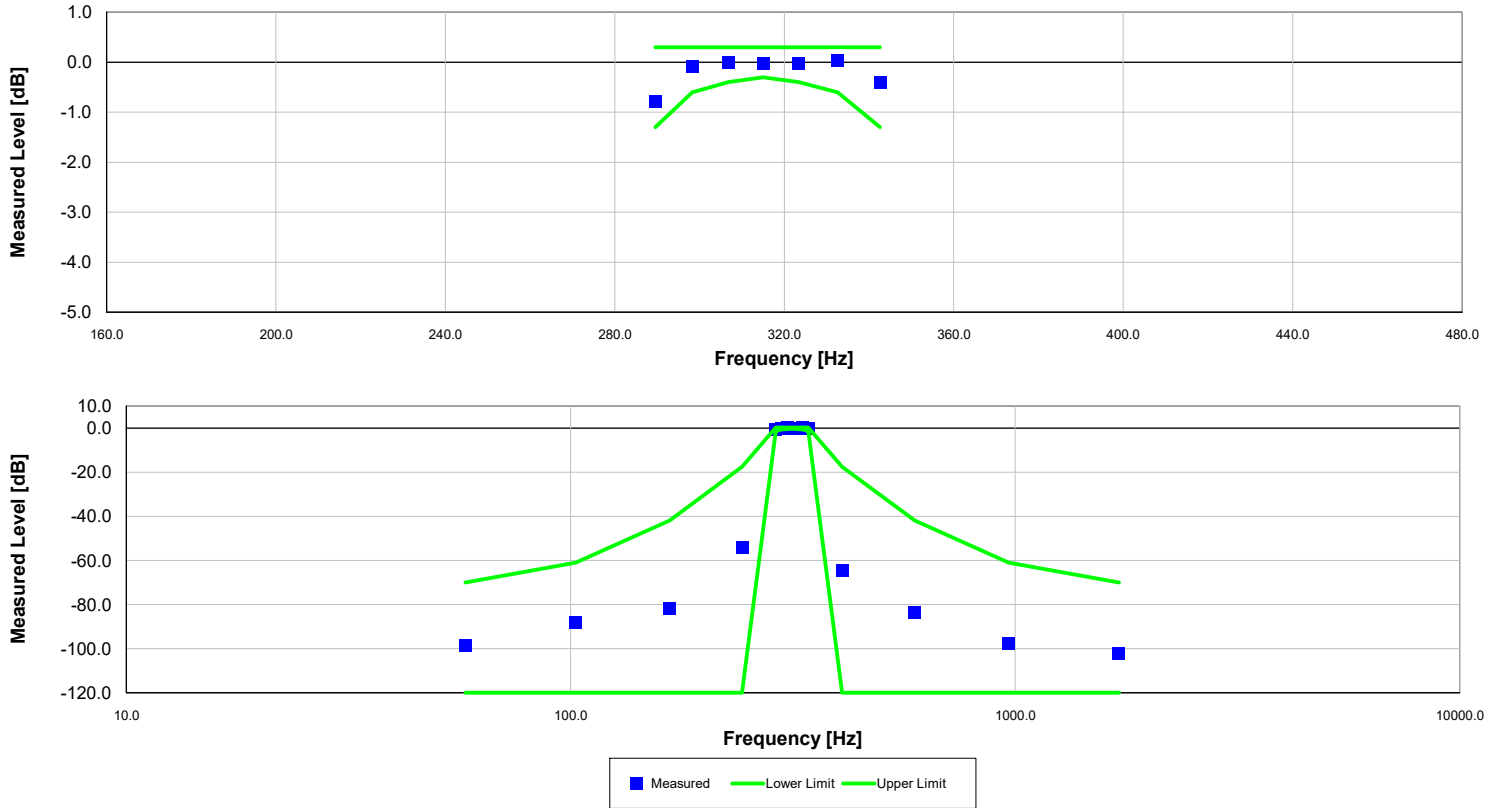


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
46.00	-99.92	-∞	-70.00	1.60	Pass
81.45	-88.11	-∞	-61.00	1.80	Pass
132.49	-81.18	-∞	-42.00	1.11	Pass
192.95	-55.00	-∞	-17.50	0.54	Pass
229.83	-0.75	-1.30	0.30	0.15	Pass
236.76	0.03	-0.60	0.30	0.15	Pass
243.48	0.00	-0.40	0.30	0.15	Pass
250.00	-0.08	-0.30	0.30	0.15	Pass
256.69	-0.08	-0.40	0.30	0.15	Pass
263.98	0.03	-0.60	0.30	0.15	Pass
271.94	-0.40	-1.30	0.30	0.15	Pass
323.91	-70.34	-∞	-17.50	1.60	Pass
471.74	-91.55	-∞	-42.00	2.60	Pass
767.39	-99.24	-∞	-61.00	2.90	Pass
1,358.69	-85.04	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 315 Hz



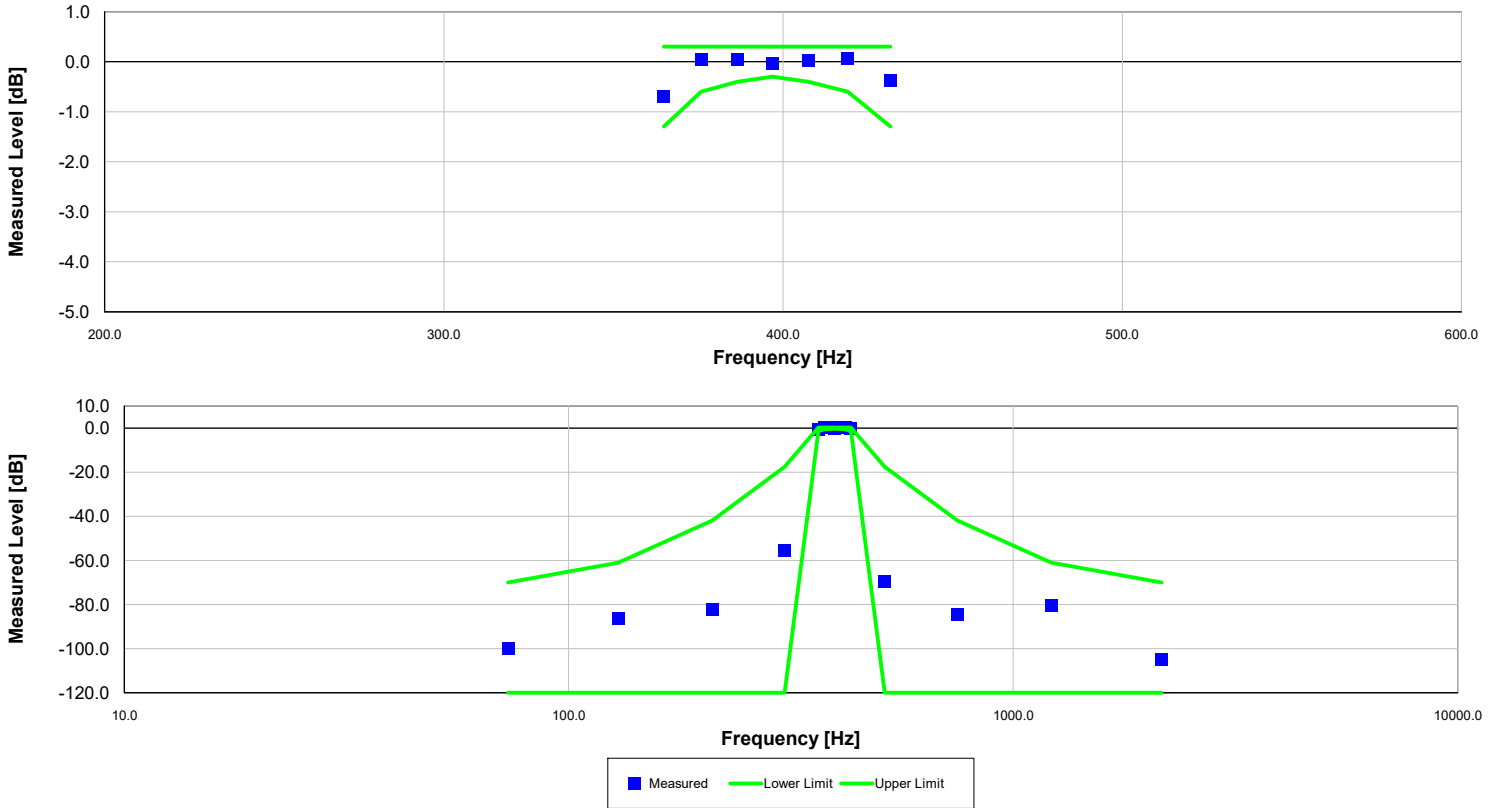
Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
57.96	-98.77	-∞	-70.00	1.60	Pass
102.61	-88.24	-∞	-61.00	1.80	Pass
166.93	-81.94	-∞	-42.00	1.11	Pass
243.11	-54.29	-∞	-17.50	0.54	Pass
289.57	-0.78	-1.30	0.30	0.15	Pass
298.29	-0.08	-0.60	0.30	0.15	Pass
306.77	0.00	-0.40	0.30	0.15	Pass
314.98	-0.03	-0.30	0.30	0.15	Pass
323.41	-0.03	-0.40	0.30	0.15	Pass
332.60	0.03	-0.60	0.30	0.15	Pass
342.62	-0.40	-1.30	0.30	0.15	Pass
408.10	-64.83	-∞	-17.50	1.60	Pass
594.35	-83.43	-∞	-42.00	2.60	Pass
966.85	-97.59	-∞	-61.00	2.90	Pass
1,711.84	-102.32	-∞	-70.00	2.70	Pass

-- End of measurement results--



1/3 Octave Filter: 400 Hz

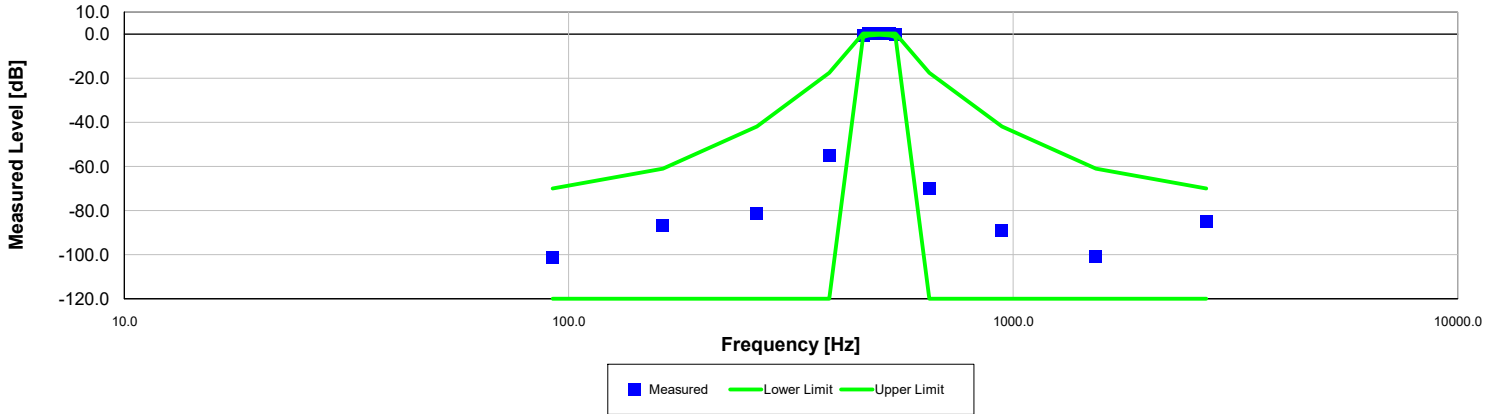
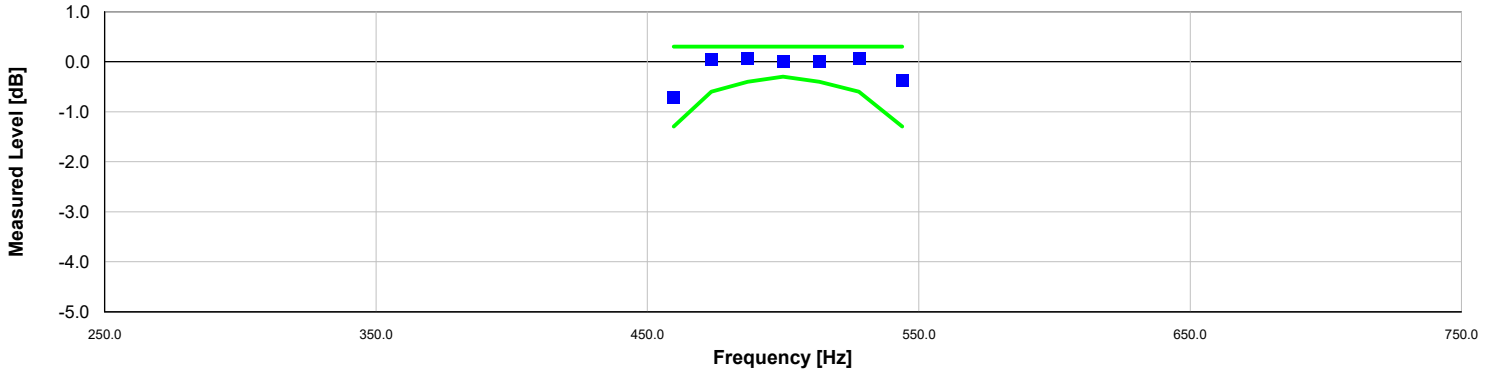


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
73.02	-99.85	-∞	-70.00	1.60	Pass
129.29	-86.34	-∞	-61.00	1.80	Pass
210.31	-82.18	-∞	-42.00	1.11	Pass
306.29	-55.39	-∞	-17.50	0.54	Pass
364.83	-0.69	-1.30	0.30	0.15	Pass
375.83	0.05	-0.60	0.30	0.15	Pass
386.51	0.05	-0.40	0.30	0.15	Pass
396.85	-0.03	-0.30	0.30	0.15	Pass
407.47	0.03	-0.40	0.30	0.15	Pass
419.05	0.07	-0.60	0.30	0.15	Pass
431.68	-0.38	-1.30	0.30	0.15	Pass
514.18	-69.58	-∞	-17.50	1.60	Pass
748.84	-84.64	-∞	-42.00	2.60	Pass
1,218.15	-80.55	-∞	-61.00	2.90	Pass
2,156.78	-104.95	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 500 Hz

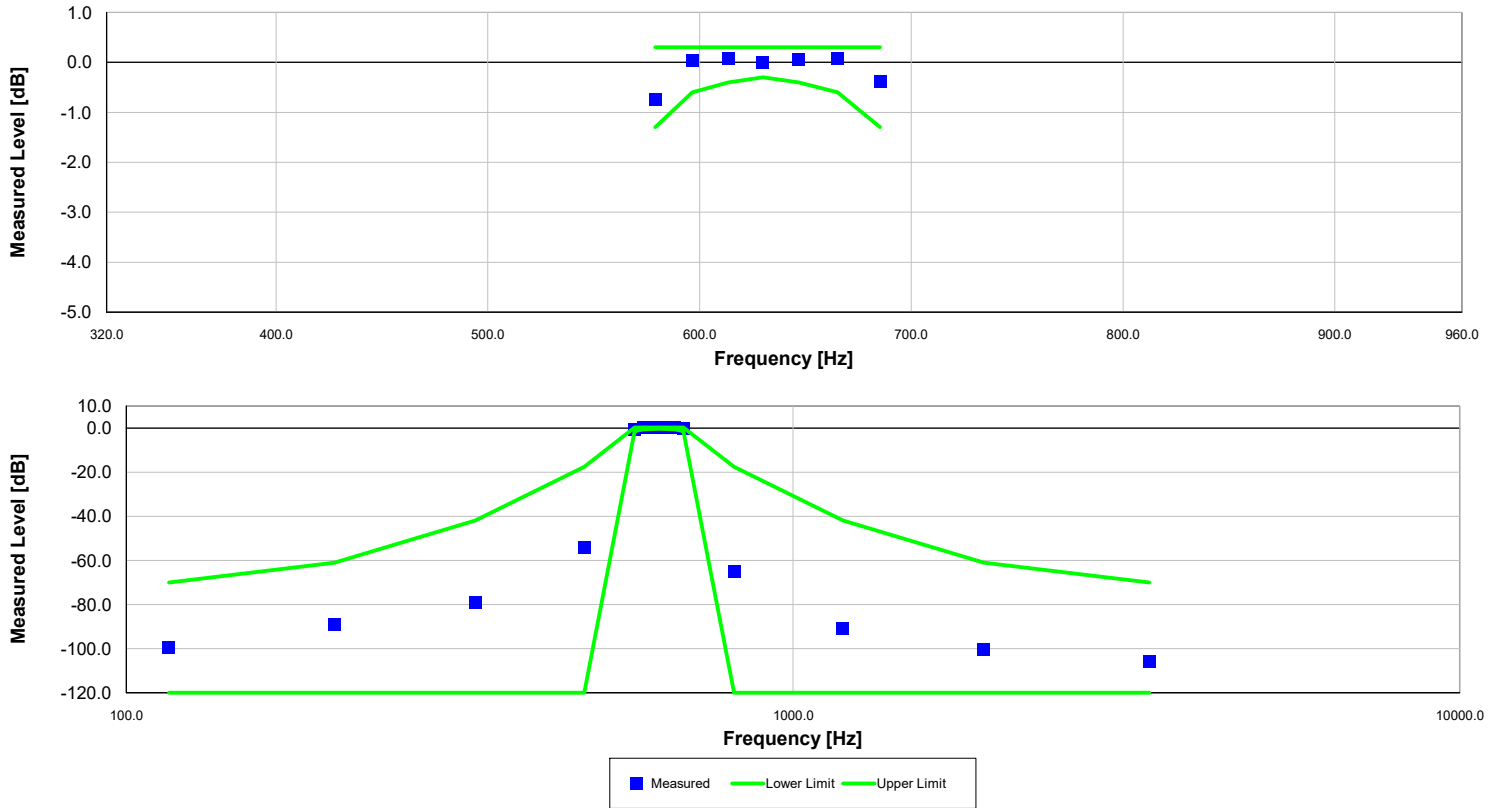


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
92.00	-101.47	-∞	-70.00	1.60	Pass
162.89	-86.86	-∞	-61.00	1.80	Pass
264.98	-81.54	-∞	-42.00	1.11	Pass
385.91	-54.97	-∞	-17.50	0.54	Pass
459.66	-0.72	-1.30	0.30	0.15	Pass
473.51	0.05	-0.60	0.30	0.15	Pass
486.97	0.07	-0.40	0.30	0.15	Pass
500.00	0.00	-0.30	0.30	0.15	Pass
513.38	0.00	-0.40	0.30	0.15	Pass
527.97	0.07	-0.60	0.30	0.15	Pass
543.88	-0.38	-1.30	0.30	0.15	Pass
647.82	-70.05	-∞	-17.50	1.60	Pass
943.47	-88.93	-∞	-42.00	2.60	Pass
1,534.77	-100.89	-∞	-61.00	2.90	Pass
2,717.37	-85.10	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 630 Hz

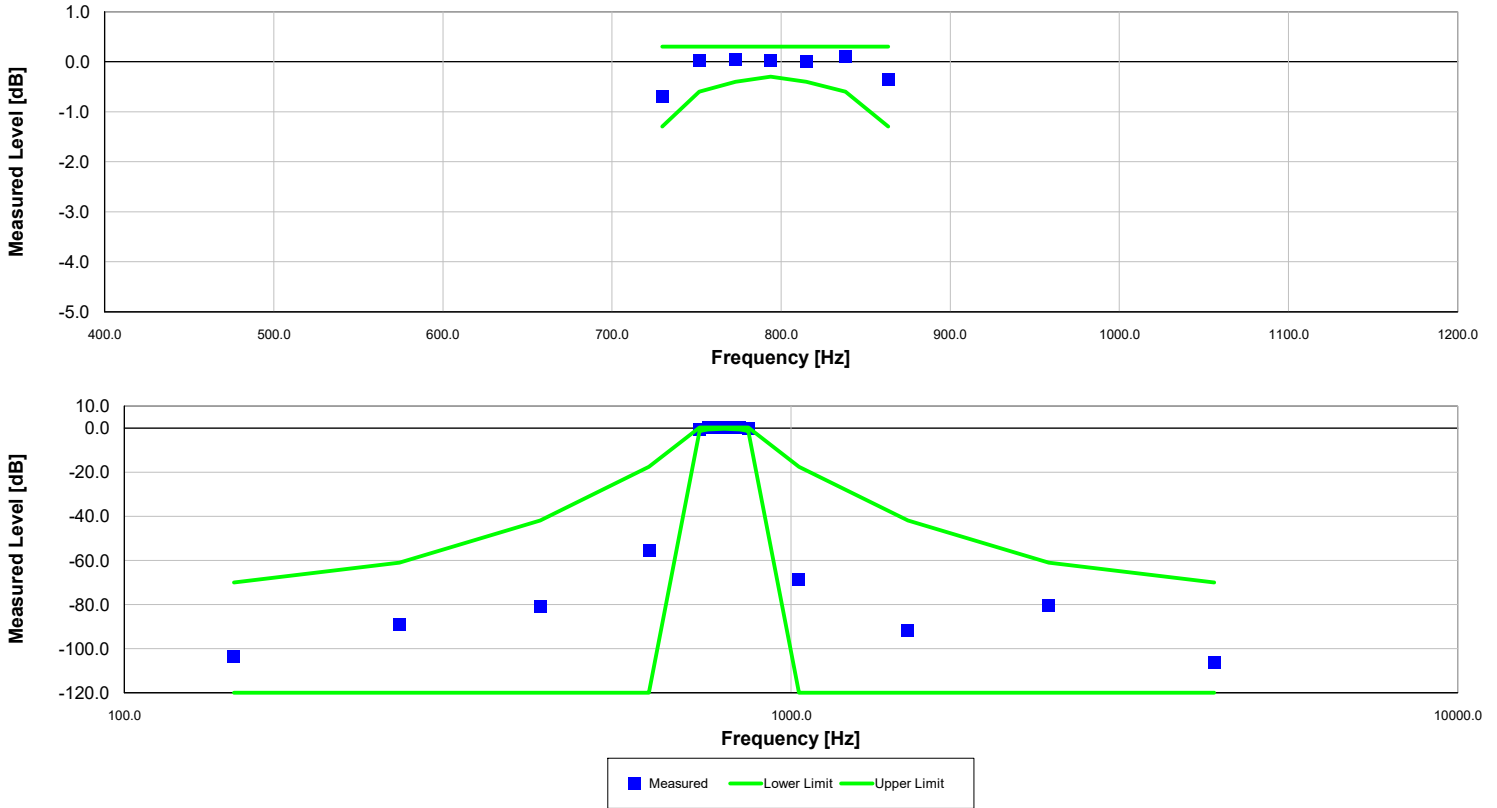


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
115.91	-99.58	-∞	-70.00	1.60	Pass
205.23	-89.05	-∞	-61.00	1.80	Pass
333.85	-79.08	-∞	-42.00	1.11	Pass
486.21	-54.21	-∞	-17.50	0.54	Pass
579.14	-0.75	-1.30	0.30	0.15	Pass
596.59	0.03	-0.60	0.30	0.15	Pass
613.54	0.07	-0.40	0.30	0.15	Pass
629.96	0.00	-0.30	0.30	0.15	Pass
646.82	0.05	-0.40	0.30	0.15	Pass
665.20	0.07	-0.60	0.30	0.15	Pass
685.25	-0.38	-1.30	0.30	0.15	Pass
816.21	-64.85	-∞	-17.50	1.60	Pass
1,188.70	-90.77	-∞	-42.00	2.60	Pass
1,933.69	-100.58	-∞	-61.00	2.90	Pass
3,423.67	-105.93	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 800 Hz



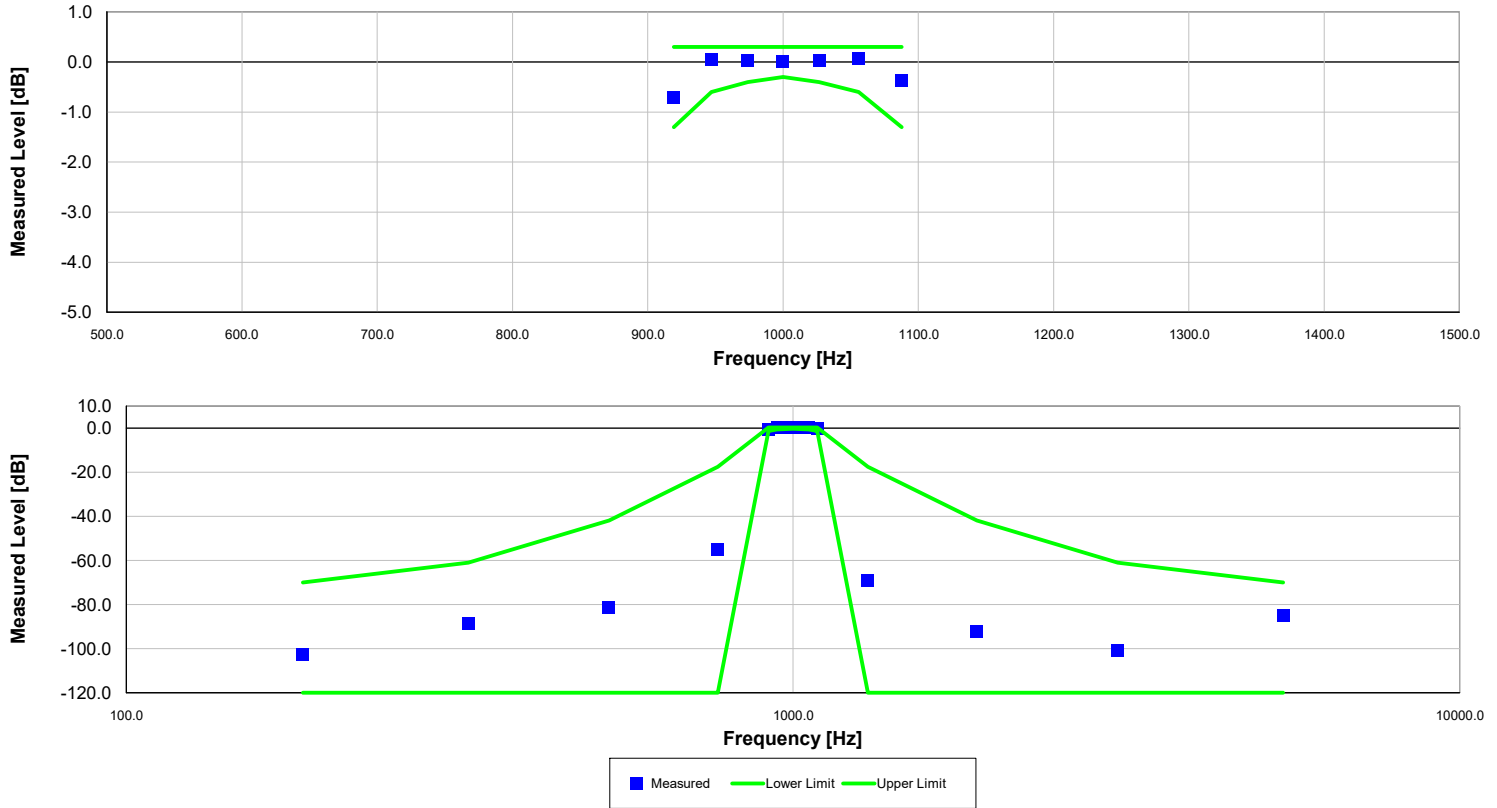
Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
146.04	-103.84	-∞	-70.00	1.60	Pass
258.57	-88.96	-∞	-61.00	1.80	Pass
420.63	-81.06	-∞	-42.00	1.11	Pass
612.59	-55.32	-∞	-17.50	0.54	Pass
729.66	-0.69	-1.30	0.30	0.15	Pass
751.65	0.03	-0.60	0.30	0.15	Pass
773.02	0.05	-0.40	0.30	0.15	Pass
793.70	0.03	-0.30	0.30	0.15	Pass
814.94	0.00	-0.40	0.30	0.15	Pass
838.10	0.10	-0.60	0.30	0.15	Pass
863.36	-0.35	-1.30	0.30	0.15	Pass
1,028.36	-68.62	-∞	-17.50	1.60	Pass
1,497.67	-91.87	-∞	-42.00	2.60	Pass
2,436.30	-80.57	-∞	-61.00	2.90	Pass
4,313.56	-106.36	-∞	-70.00	2.70	Pass

-- End of measurement results--



1/3 Octave Filter: 1000 Hz

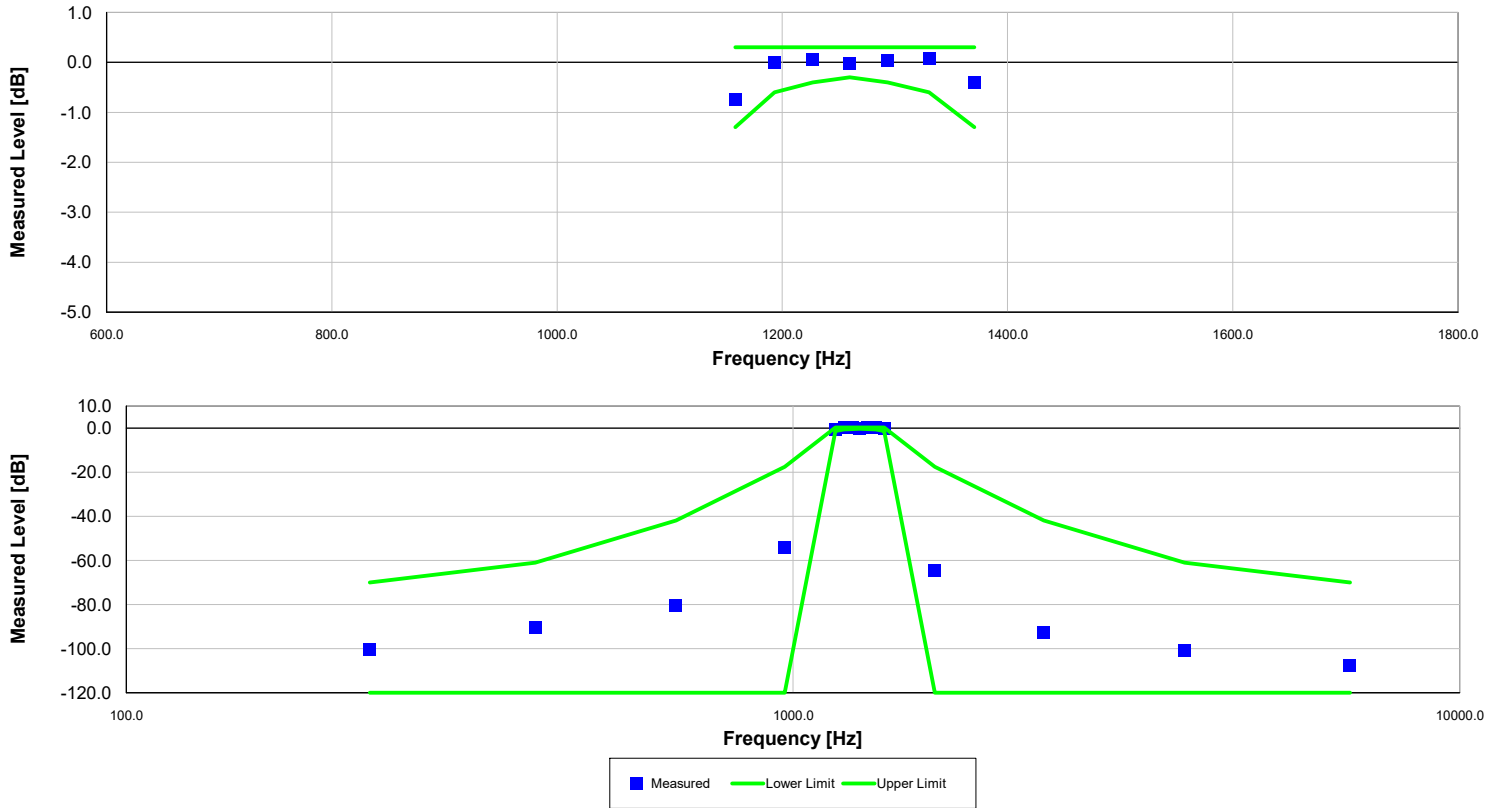


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
184.00	-102.78	-∞	-70.00	1.60	Pass
325.78	-88.81	-∞	-61.00	1.80	Pass
529.96	-81.39	-∞	-42.00	1.11	Pass
771.81	-55.03	-∞	-17.50	0.54	Pass
919.32	-0.72	-1.30	0.30	0.15	Pass
947.02	0.05	-0.60	0.30	0.15	Pass
973.94	0.03	-0.40	0.30	0.15	Pass
1,000.00	0.00	-0.30	0.30	0.15	Pass
1,026.76	0.03	-0.40	0.30	0.15	Pass
1,055.94	0.07	-0.60	0.30	0.15	Pass
1,087.76	-0.38	-1.30	0.30	0.15	Pass
1,295.65	-69.11	-∞	-17.50	1.60	Pass
1,886.95	-92.42	-∞	-42.00	2.60	Pass
3,069.55	-101.05	-∞	-61.00	2.90	Pass
5,434.74	-85.20	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 1250 Hz

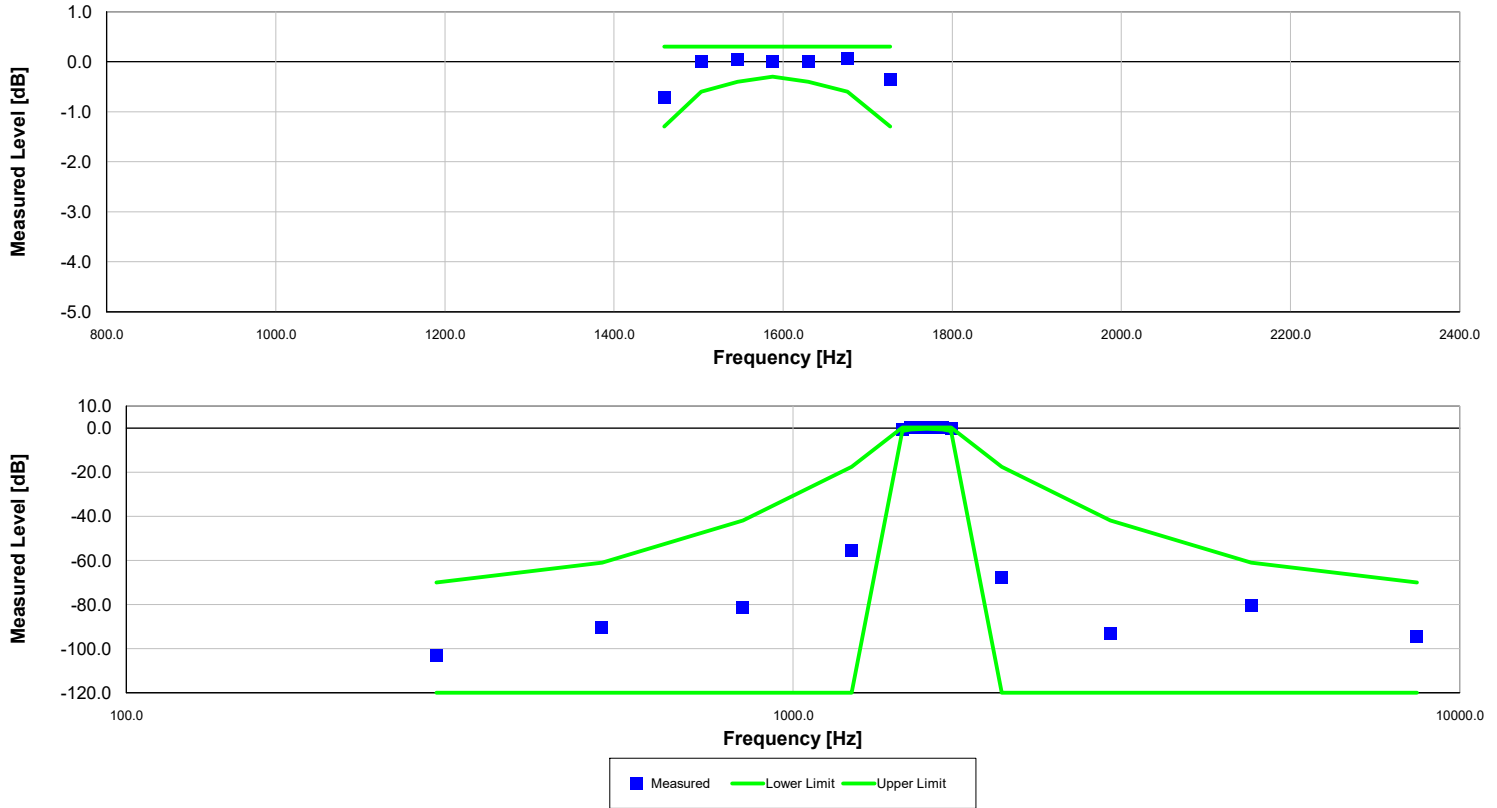


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
231.83	-100.44	-∞	-70.00	1.60	Pass
410.46	-90.44	-∞	-61.00	1.80	Pass
667.70	-80.42	-∞	-42.00	1.11	Pass
972.42	-54.14	-∞	-17.50	0.54	Pass
1,158.27	-0.75	-1.30	0.30	0.15	Pass
1,193.18	0.00	-0.60	0.30	0.15	Pass
1,227.09	0.05	-0.40	0.30	0.15	Pass
1,259.92	-0.03	-0.30	0.30	0.15	Pass
1,293.63	0.03	-0.40	0.30	0.15	Pass
1,330.40	0.07	-0.60	0.30	0.15	Pass
1,370.49	-0.40	-1.30	0.30	0.15	Pass
1,632.42	-64.48	-∞	-17.50	1.60	Pass
2,377.41	-92.72	-∞	-42.00	2.60	Pass
3,867.39	-101.05	-∞	-61.00	2.90	Pass
6,847.35	-107.47	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 1600 Hz

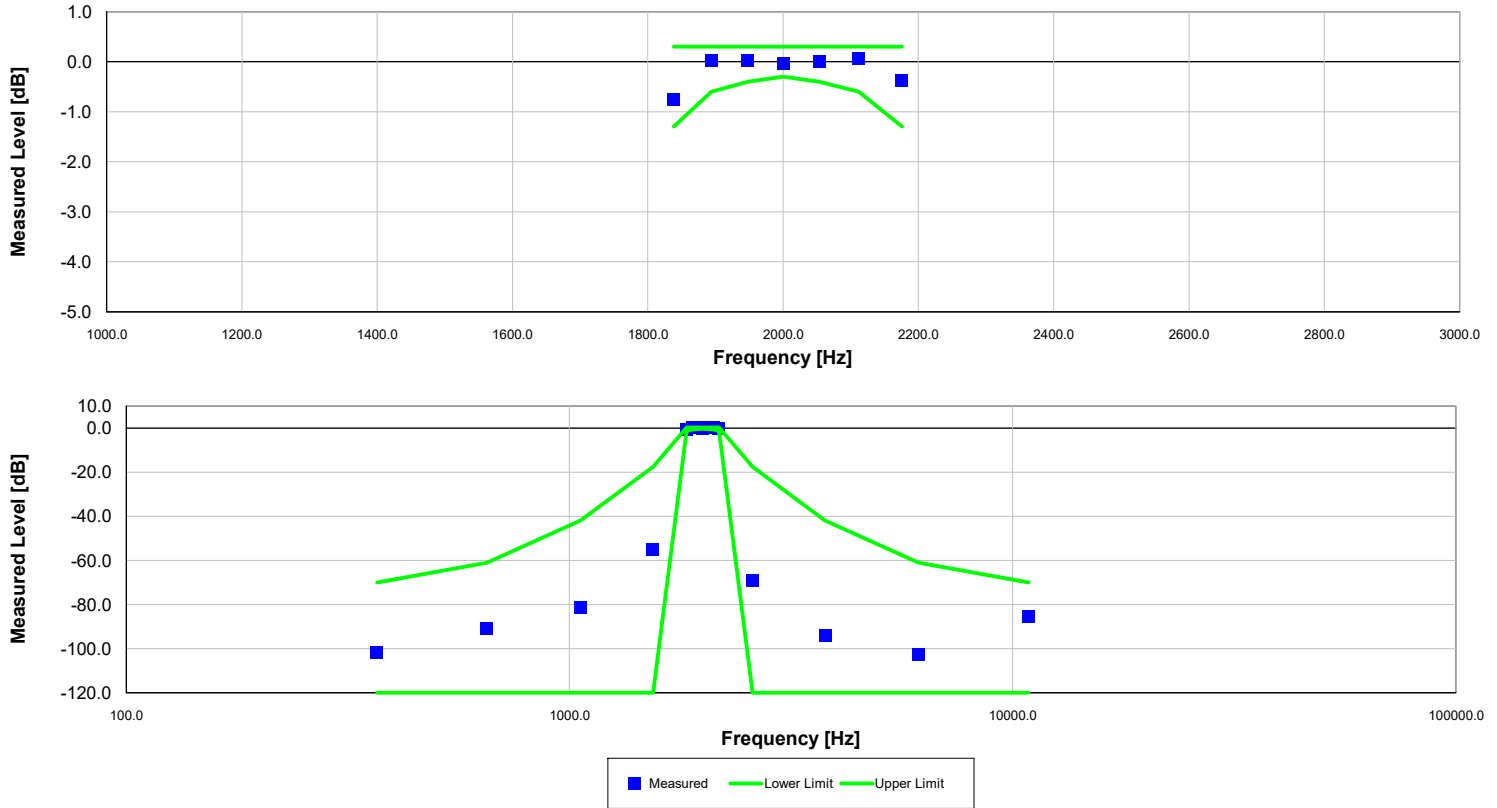


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
292.08	-103.10	-∞	-70.00	1.60	Pass
517.15	-90.28	-∞	-61.00	1.80	Pass
841.25	-81.46	-∞	-42.00	1.11	Pass
1,225.18	-55.32	-∞	-17.50	0.54	Pass
1,459.33	-0.72	-1.30	0.30	0.15	Pass
1,503.31	0.00	-0.60	0.30	0.15	Pass
1,546.03	0.05	-0.40	0.30	0.15	Pass
1,587.40	0.00	-0.30	0.30	0.15	Pass
1,629.88	0.00	-0.40	0.30	0.15	Pass
1,676.20	0.07	-0.60	0.30	0.15	Pass
1,726.71	-0.35	-1.30	0.30	0.15	Pass
2,056.72	-67.94	-∞	-17.50	1.60	Pass
2,995.34	-93.40	-∞	-42.00	2.60	Pass
4,872.60	-80.49	-∞	-61.00	2.90	Pass
8,627.12	-94.63	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 2000 Hz



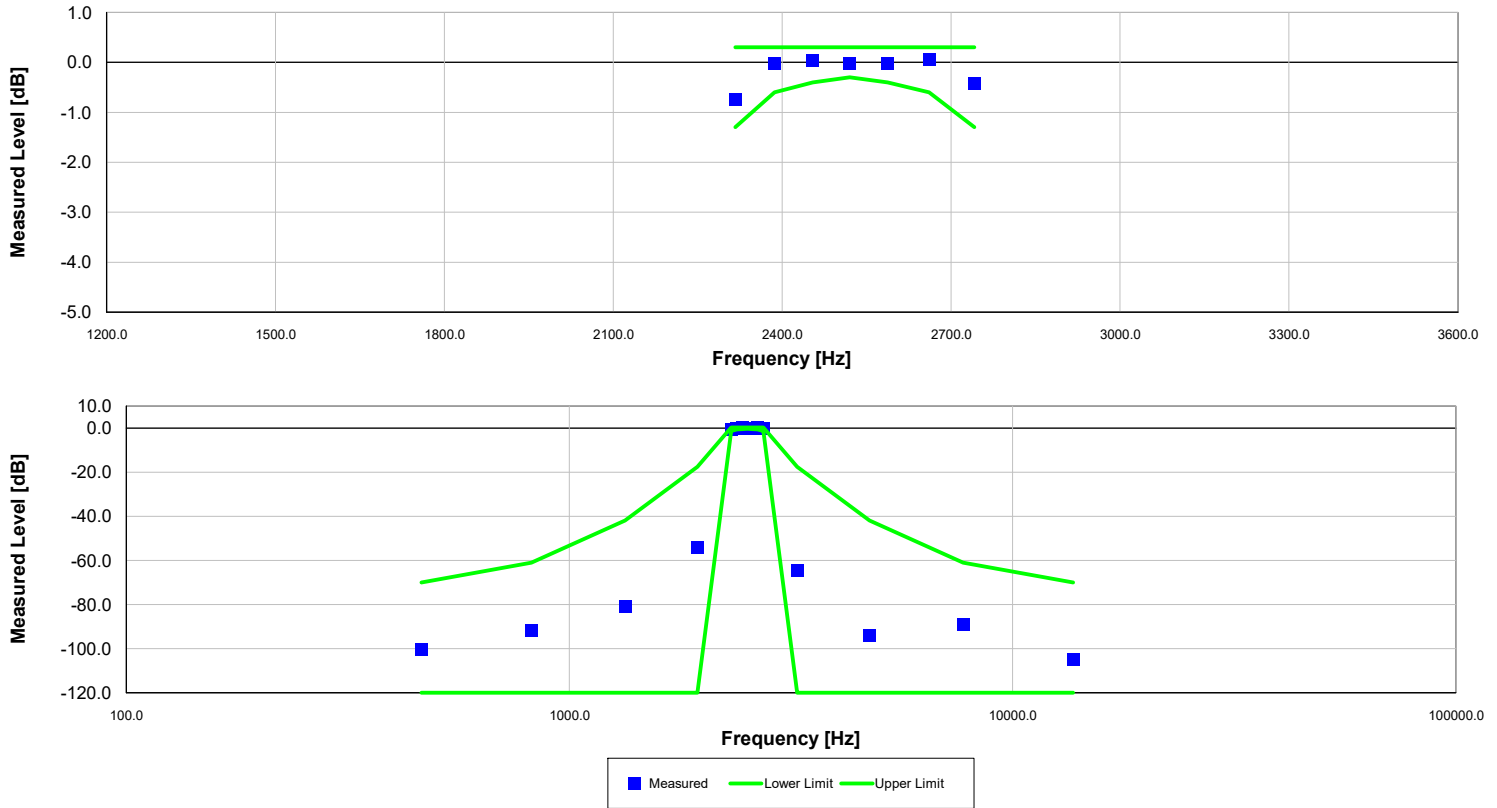
Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
368.00	-102.03	-∞	-70.00	1.60	Pass
651.56	-90.97	-∞	-61.00	1.80	Pass
1,059.91	-81.60	-∞	-42.00	1.11	Pass
1,543.63	-54.91	-∞	-17.50	0.54	Pass
1,838.64	-0.75	-1.30	0.30	0.15	Pass
1,894.05	0.03	-0.60	0.30	0.15	Pass
1,947.88	0.03	-0.40	0.30	0.15	Pass
2,000.00	-0.03	-0.30	0.30	0.15	Pass
2,053.52	0.00	-0.40	0.30	0.15	Pass
2,111.88	0.07	-0.60	0.30	0.15	Pass
2,175.52	-0.38	-1.30	0.30	0.15	Pass
2,591.30	-69.19	-∞	-17.50	1.60	Pass
3,773.90	-93.86	-∞	-42.00	2.60	Pass
6,139.09	-102.64	-∞	-61.00	2.90	Pass
10,869.49	-85.29	-∞	-70.00	2.70	Pass

-- End of measurement results--



1/3 Octave Filter: 2500 Hz

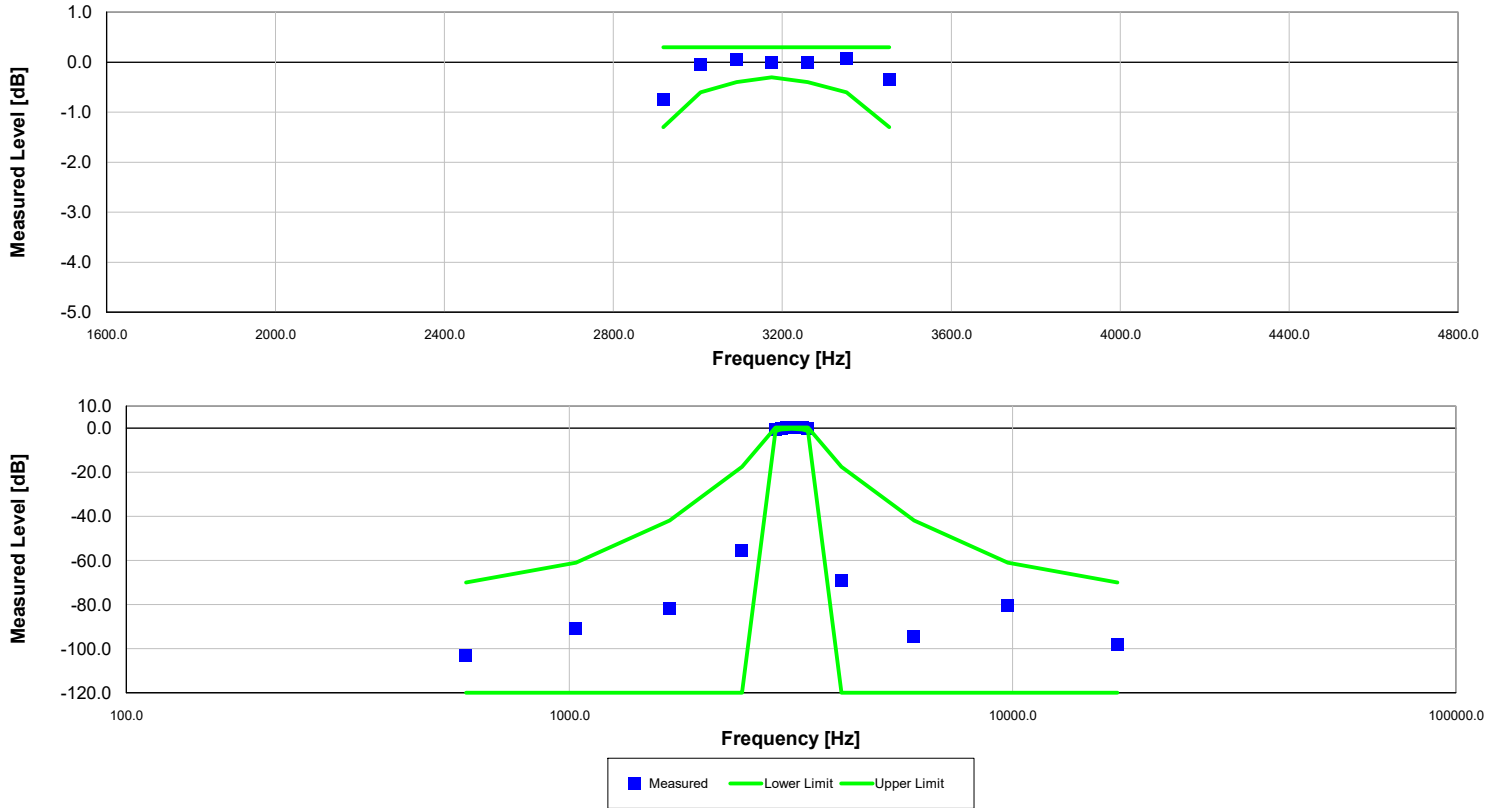


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
463.65	-100.32	-∞	-70.00	1.60	Pass
820.92	-91.73	-∞	-61.00	1.80	Pass
1,335.41	-81.08	-∞	-42.00	1.11	Pass
1,944.85	-54.16	-∞	-17.50	0.54	Pass
2,316.54	-0.75	-1.30	0.30	0.15	Pass
2,386.35	-0.03	-0.60	0.30	0.15	Pass
2,454.17	0.03	-0.40	0.30	0.15	Pass
2,519.84	-0.03	-0.30	0.30	0.15	Pass
2,587.27	-0.03	-0.40	0.30	0.15	Pass
2,660.80	0.05	-0.60	0.30	0.15	Pass
2,740.98	-0.43	-1.30	0.30	0.15	Pass
3,264.83	-64.67	-∞	-17.50	1.60	Pass
4,754.81	-93.86	-∞	-42.00	2.60	Pass
7,734.77	-89.32	-∞	-61.00	2.90	Pass
13,694.69	-104.78	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 3150 Hz

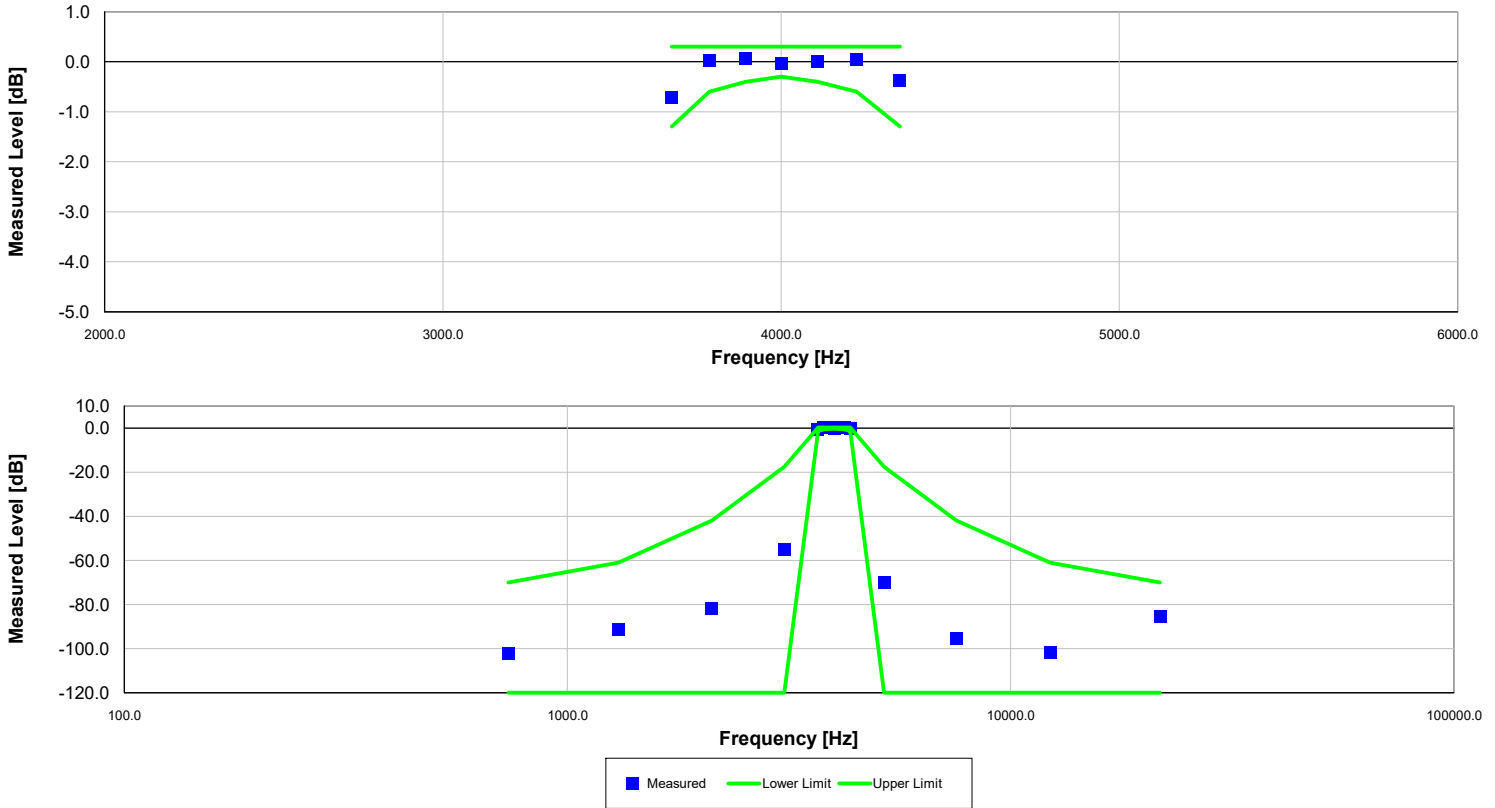


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
584.17	-103.14	-∞	-70.00	1.60	Pass
1,034.29	-91.15	-∞	-61.00	1.80	Pass
1,682.51	-81.74	-∞	-42.00	1.11	Pass
2,450.36	-55.35	-∞	-17.50	0.54	Pass
2,918.66	-0.75	-1.30	0.30	0.15	Pass
3,006.62	-0.05	-0.60	0.30	0.15	Pass
3,092.06	0.05	-0.40	0.30	0.15	Pass
3,174.80	0.00	-0.30	0.30	0.15	Pass
3,259.76	0.00	-0.40	0.30	0.15	Pass
3,352.40	0.07	-0.60	0.30	0.15	Pass
3,453.42	-0.35	-1.30	0.30	0.15	Pass
4,113.43	-69.19	-∞	-17.50	1.60	Pass
5,990.69	-94.39	-∞	-42.00	2.60	Pass
9,745.20	-80.34	-∞	-61.00	2.90	Pass
17,254.23	-98.24	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 4000 Hz

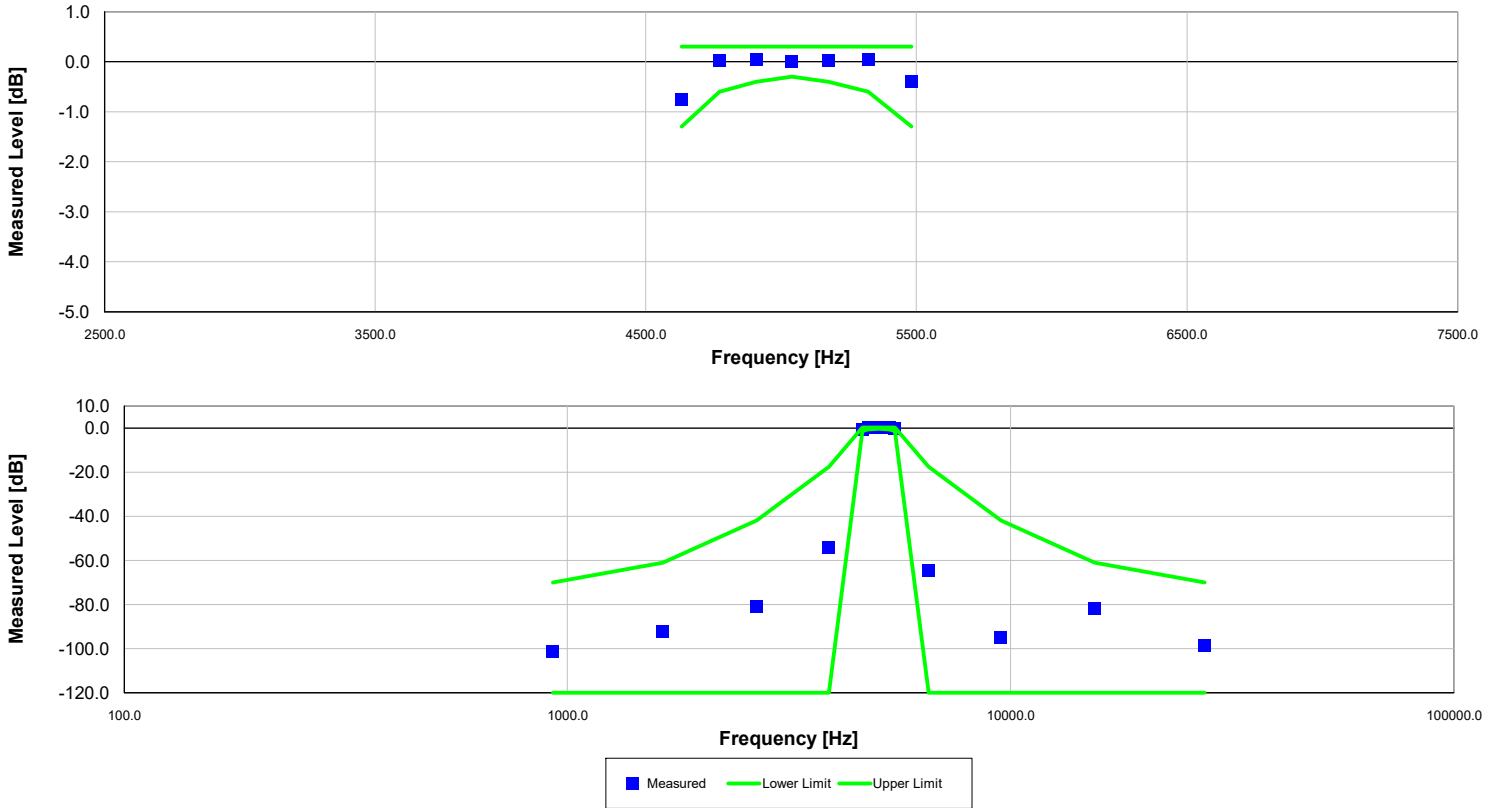


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
736.01	-102.38	-∞	-70.00	1.60	Pass
1,303.12	-91.38	-∞	-61.00	1.80	Pass
2,119.82	-81.82	-∞	-42.00	1.11	Pass
3,087.25	-54.94	-∞	-17.50	0.54	Pass
3,677.28	-0.72	-1.30	0.30	0.15	Pass
3,788.10	0.03	-0.60	0.30	0.15	Pass
3,895.76	0.07	-0.40	0.30	0.15	Pass
4,000.00	-0.03	-0.30	0.30	0.15	Pass
4,107.03	0.00	-0.40	0.30	0.15	Pass
4,223.76	0.05	-0.60	0.30	0.15	Pass
4,351.04	-0.38	-1.30	0.30	0.15	Pass
5,182.60	-70.24	-∞	-17.50	1.60	Pass
7,547.79	-95.60	-∞	-42.00	2.60	Pass
12,278.19	-101.78	-∞	-61.00	2.90	Pass
21,738.97	-85.43	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 5000 Hz



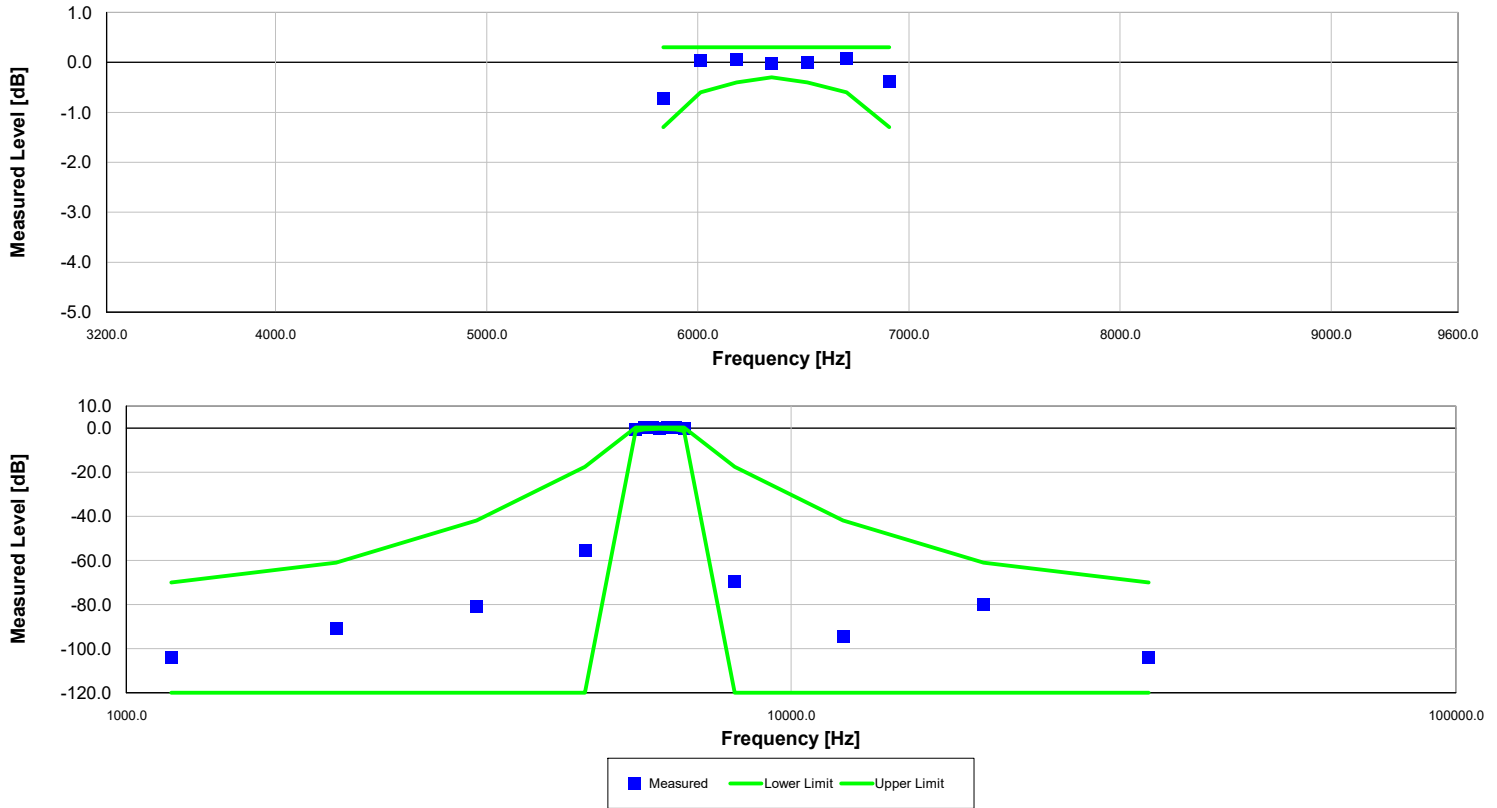
Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
927.31	-101.25	-∞	-70.00	1.60	Pass
1,641.83	-92.12	-∞	-61.00	1.80	Pass
2,670.81	-80.93	-∞	-42.00	1.11	Pass
3,889.70	-54.18	-∞	-17.50	0.54	Pass
4,633.08	-0.75	-1.30	0.30	0.15	Pass
4,772.70	0.03	-0.60	0.30	0.15	Pass
4,908.34	0.05	-0.40	0.30	0.15	Pass
5,039.68	0.00	-0.30	0.30	0.15	Pass
5,174.54	0.03	-0.40	0.30	0.15	Pass
5,321.60	0.05	-0.60	0.30	0.15	Pass
5,481.97	-0.40	-1.30	0.30	0.15	Pass
6,529.66	-64.78	-∞	-17.50	1.60	Pass
9,509.63	-94.86	-∞	-42.00	2.60	Pass
15,469.55	-81.77	-∞	-61.00	2.90	Pass
27,389.39	-98.53	-∞	-70.00	2.70	Pass

-- End of measurement results--



1/3 Octave Filter: 6300 Hz

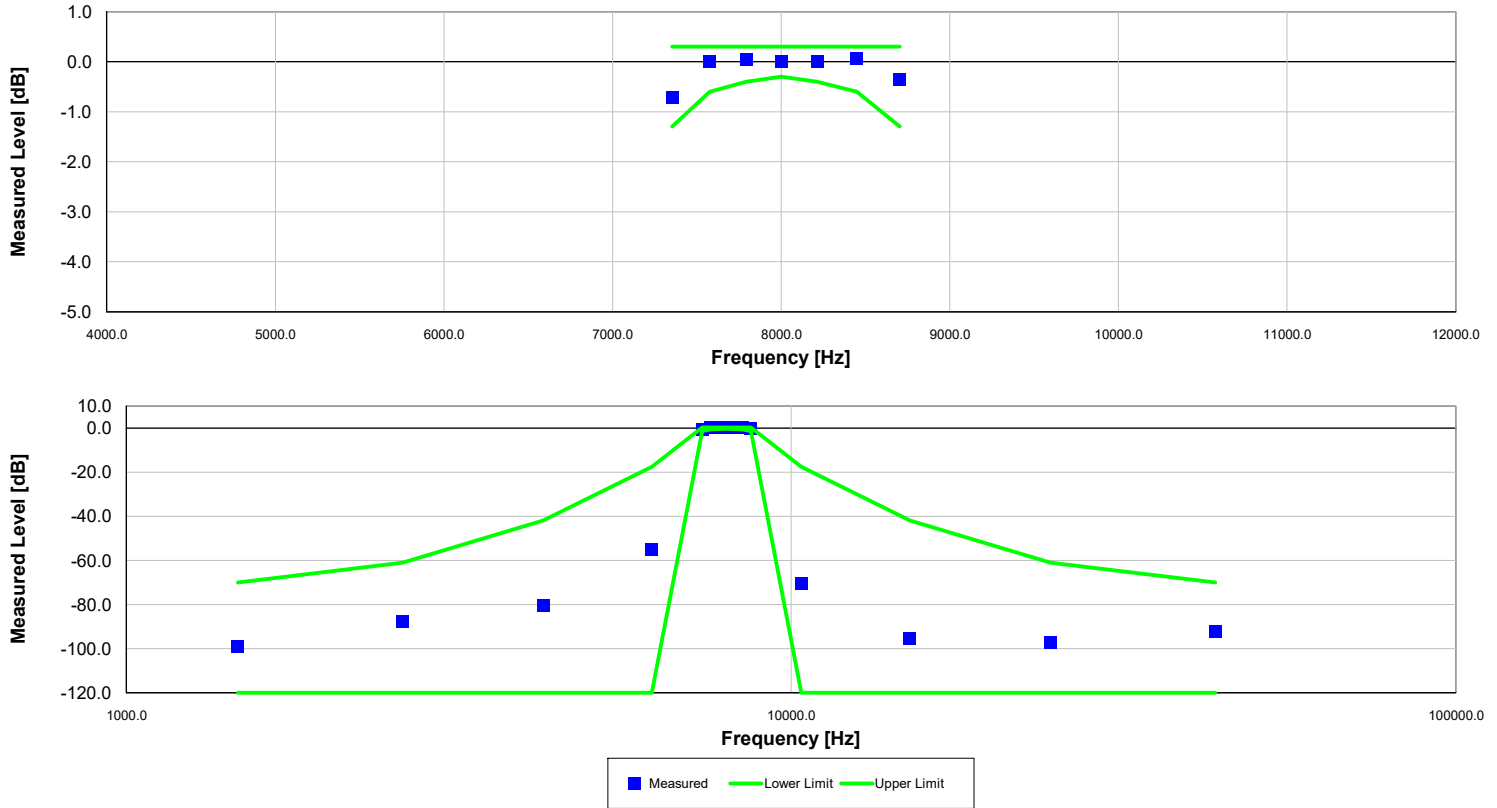


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
1,168.34	-103.89	-∞	-70.00	1.60	Pass
2,068.58	-91.15	-∞	-61.00	1.80	Pass
3,365.01	-81.06	-∞	-42.00	1.11	Pass
4,900.71	-55.32	-∞	-17.50	0.54	Pass
5,837.32	-0.72	-1.30	0.30	0.15	Pass
6,013.23	0.03	-0.60	0.30	0.15	Pass
6,184.13	0.05	-0.40	0.30	0.15	Pass
6,349.60	-0.03	-0.30	0.30	0.15	Pass
6,519.51	0.00	-0.40	0.30	0.15	Pass
6,704.79	0.07	-0.60	0.30	0.15	Pass
6,906.85	-0.38	-1.30	0.30	0.15	Pass
8,226.86	-69.61	-∞	-17.50	1.60	Pass
11,981.38	-94.49	-∞	-42.00	2.60	Pass
19,490.41	-80.18	-∞	-61.00	2.90	Pass
34,508.47	-104.00	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 8000 Hz

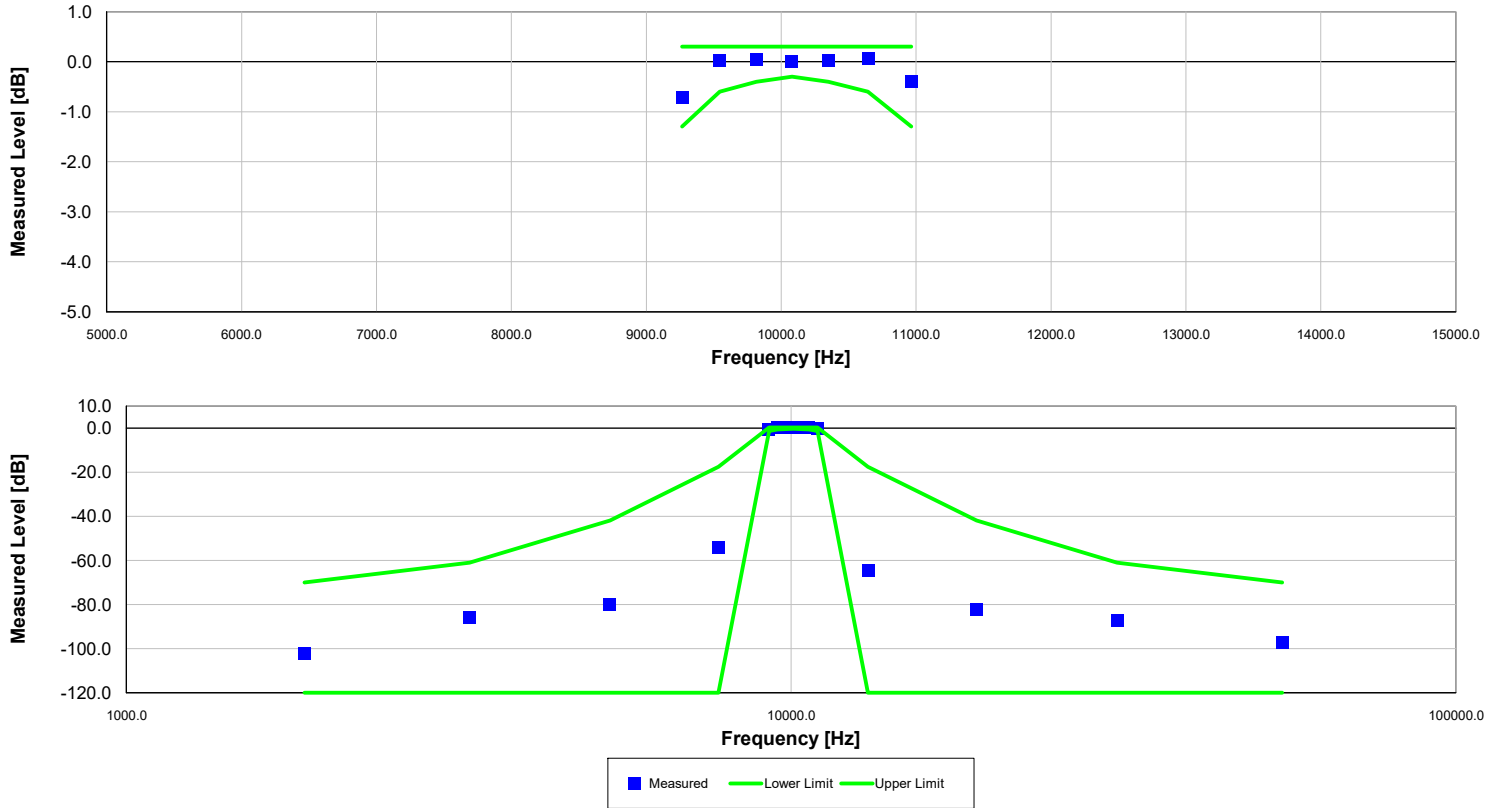


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
1,472.01	-99.32	-∞	-70.00	1.60	Pass
2,606.25	-87.68	-∞	-61.00	1.80	Pass
4,239.65	-80.64	-∞	-42.00	1.11	Pass
6,174.51	-54.91	-∞	-17.50	0.54	Pass
7,354.56	-0.72	-1.30	0.30	0.15	Pass
7,576.20	0.00	-0.60	0.30	0.15	Pass
7,791.51	0.05	-0.40	0.30	0.15	Pass
8,000.00	0.00	-0.30	0.30	0.15	Pass
8,214.07	0.00	-0.40	0.30	0.15	Pass
8,447.51	0.07	-0.60	0.30	0.15	Pass
8,702.08	-0.35	-1.30	0.30	0.15	Pass
10,365.20	-70.62	-∞	-17.50	1.60	Pass
15,095.59	-95.62	-∞	-42.00	2.60	Pass
24,556.37	-97.30	-∞	-61.00	2.90	Pass
43,477.94	-92.10	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 10000 Hz

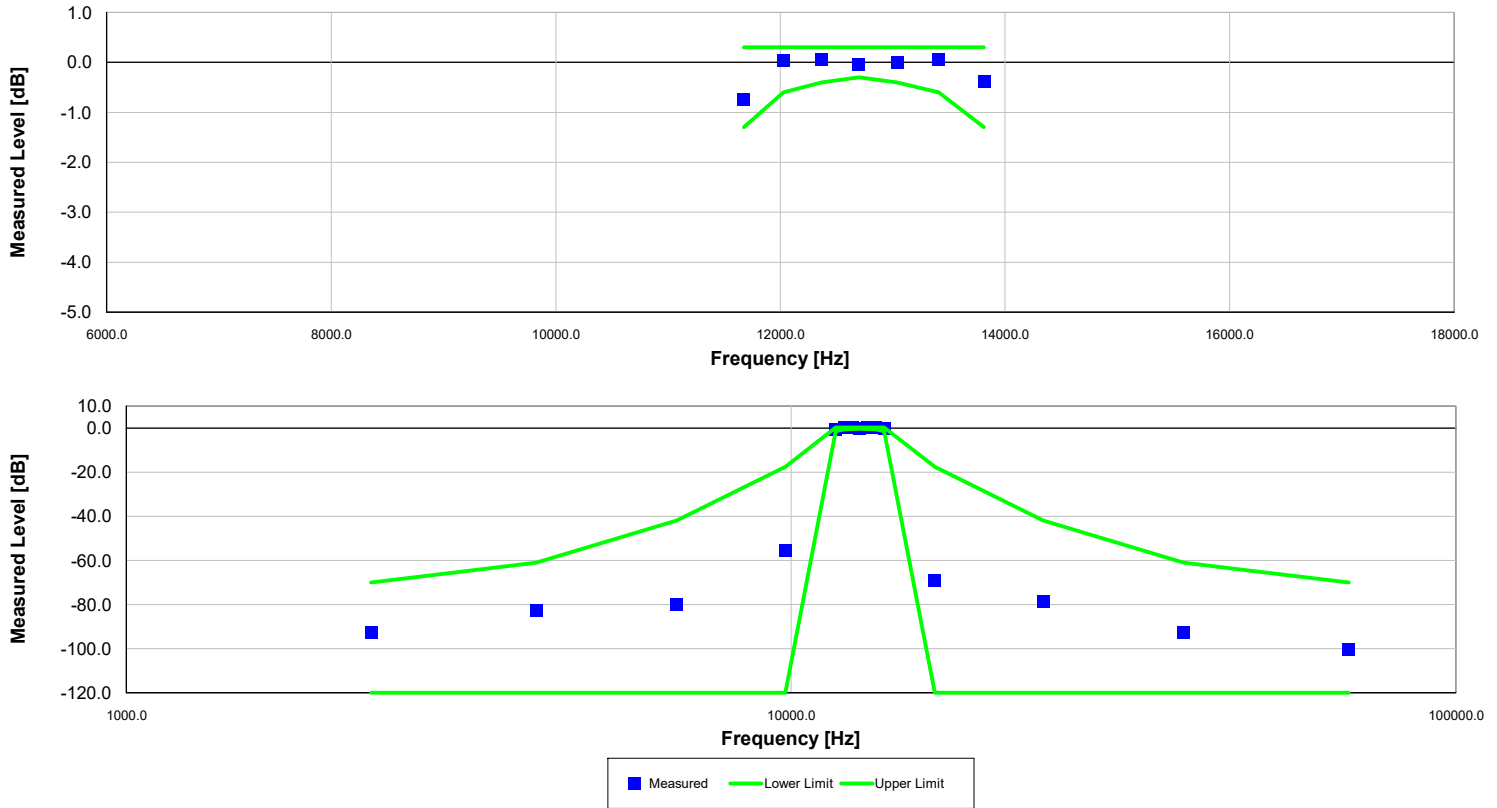


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
1,854.62	-102.32	-∞	-70.00	1.60	Pass
3,283.67	-85.83	-∞	-61.00	1.80	Pass
5,341.62	-79.87	-∞	-42.00	1.11	Pass
7,779.39	-54.16	-∞	-17.50	0.54	Pass
9,266.17	-0.72	-1.30	0.30	0.15	Pass
9,545.41	0.03	-0.60	0.30	0.15	Pass
9,816.69	0.05	-0.40	0.30	0.15	Pass
10,079.37	0.00	-0.30	0.30	0.15	Pass
10,349.08	0.03	-0.40	0.30	0.15	Pass
10,643.20	0.07	-0.60	0.30	0.15	Pass
10,963.94	-0.40	-1.30	0.30	0.15	Pass
13,059.33	-64.82	-∞	-17.50	1.60	Pass
19,019.25	-82.52	-∞	-42.00	2.60	Pass
30,939.09	-87.12	-∞	-61.00	2.90	Pass
54,778.78	-97.27	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 12500 Hz



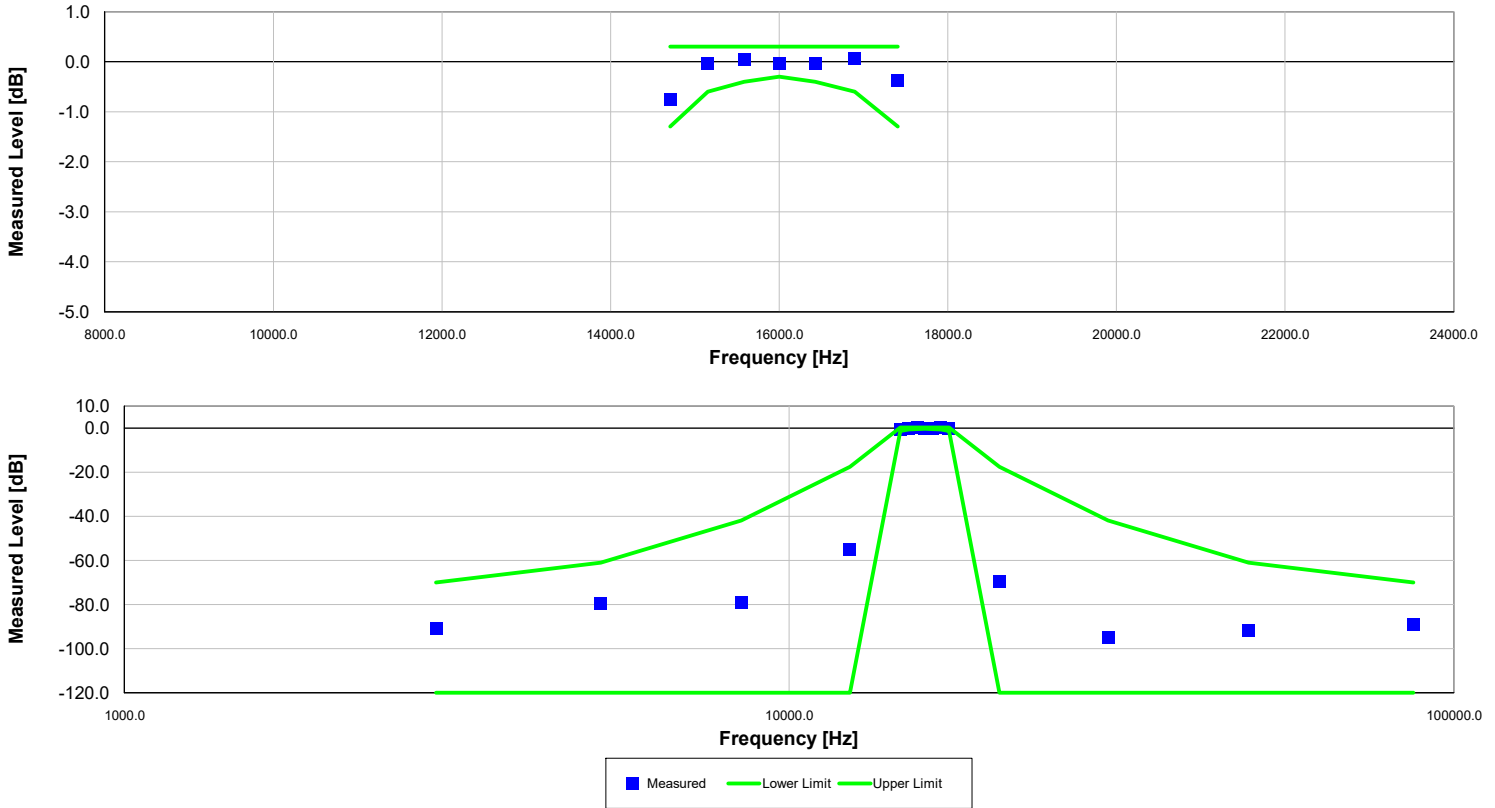
Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
2,336.67	-92.59	-∞	-70.00	1.60	Pass
4,137.16	-82.57	-∞	-61.00	1.80	Pass
6,730.02	-80.03	-∞	-42.00	1.11	Pass
9,801.42	-55.35	-∞	-17.50	0.54	Pass
11,674.64	-0.75	-1.30	0.30	0.15	Pass
12,026.46	0.03	-0.60	0.30	0.15	Pass
12,368.25	0.05	-0.40	0.30	0.15	Pass
12,699.21	-0.05	-0.30	0.30	0.15	Pass
13,039.02	0.00	-0.40	0.30	0.15	Pass
13,409.59	0.05	-0.60	0.30	0.15	Pass
13,813.70	-0.38	-1.30	0.30	0.15	Pass
16,453.72	-68.99	-∞	-17.50	1.60	Pass
23,962.75	-78.61	-∞	-42.00	2.60	Pass
38,980.81	-92.64	-∞	-61.00	2.90	Pass
69,016.93	-100.58	-∞	-70.00	2.70	Pass

-- End of measurement results--



1/3 Octave Filter: 16000 Hz

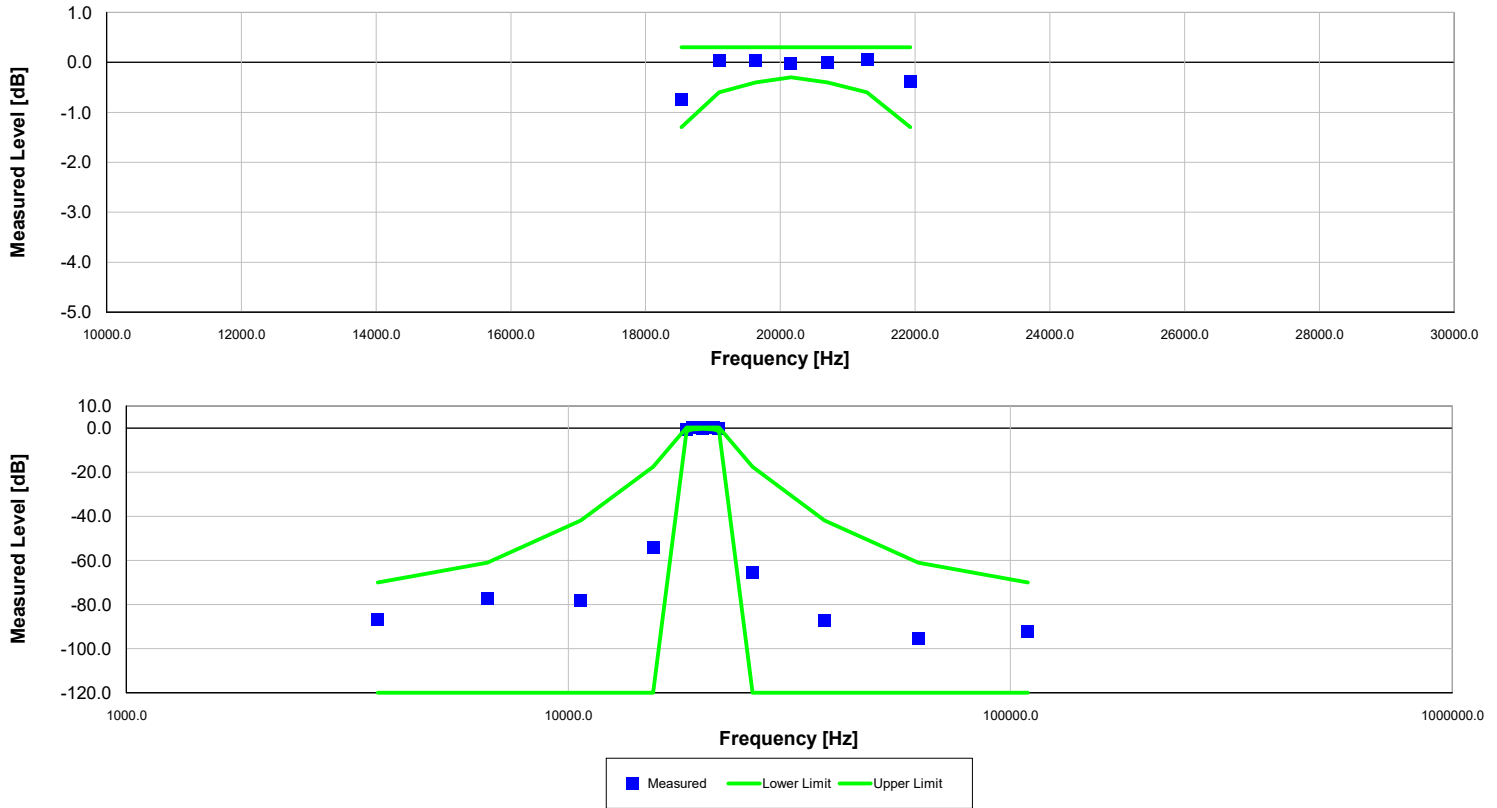


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
2,944.02	-91.15	-∞	-70.00	1.60	Pass
5,212.50	-79.40	-∞	-61.00	1.80	Pass
8,479.30	-79.05	-∞	-42.00	1.11	Pass
12,349.02	-55.00	-∞	-17.50	0.54	Pass
14,709.12	-0.75	-1.30	0.30	0.15	Pass
15,152.39	-0.03	-0.60	0.30	0.15	Pass
15,583.02	0.05	-0.40	0.30	0.15	Pass
16,000.00	-0.03	-0.30	0.30	0.15	Pass
16,428.14	-0.03	-0.40	0.30	0.15	Pass
16,895.02	0.07	-0.60	0.30	0.15	Pass
17,404.17	-0.38	-1.30	0.30	0.15	Pass
20,730.39	-69.43	-∞	-17.50	1.60	Pass
30,191.18	-95.05	-∞	-42.00	2.60	Pass
49,112.75	-91.73	-∞	-61.00	2.90	Pass
86,955.89	-89.09	-∞	-70.00	2.70	Pass

-- End of measurement results--

1/3 Octave Filter: 20000 Hz



Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

Frequency [Hz]	Measured Level [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
3,709.23	-86.79	-∞	-70.00	1.60	Pass
6,567.33	-77.18	-∞	-61.00	1.80	Pass
10,683.25	-78.07	-∞	-42.00	1.11	Pass
15,558.79	-54.16	-∞	-17.50	0.54	Pass
18,532.33	-0.75	-1.30	0.30	0.15	Pass
19,090.82	0.03	-0.60	0.30	0.15	Pass
19,633.38	0.03	-0.40	0.30	0.15	Pass
20,158.74	-0.03	-0.30	0.30	0.15	Pass
20,698.16	0.00	-0.40	0.30	0.15	Pass
21,286.40	0.05	-0.60	0.30	0.15	Pass
21,927.88	-0.38	-1.30	0.30	0.15	Pass
26,118.66	-65.52	-∞	-17.50	1.60	Pass
38,038.50	-87.22	-∞	-42.00	2.60	Pass
61,878.19	-95.50	-∞	-61.00	2.90	Pass
109,557.56	-92.38	-∞	-70.00	2.70	Pass

-- End of measurement results--

Signatory: Sean Childs

LARSON DAVIS - A PCB PIEZOTRONICS DIV.  
 1681 West 820 North  
 Provo, UT 84601, United States  
 716-684-0001



# **APPENDIX C**

## **Future Traffic Volumes**

**2050 MAG Traffic Demand Model Data for Noise Model**

	PM peak hour volumes		
I-10 EB Segments	Cars	MT	HT
West of Ramp NE	3,089	900	505
Ramp NE to Ramp SE	3,988	977	509
East of Ramp SE	5,052	1,235	545

	Peak Hour Volumes		
I-10 WB Segments	Cars	MT	HT
West of Ramp WN	5,371	711	424
Ramp WN to Ramp WS	7,581	933	456
East of Ramp WS	9,071	1,025	464

	PM peak hour volumes		
SR 303 NB Segments	Cars	MT	HT
North of Ramp NW	1,601	305	19
Ramp NW to Ramp NE	2,312	447	110
Ramp NE to Ramp VB-RB	3,026	528	114
Ramp VB-RB to Ramp YM-RD	3,526	557	114
Ramp YM-RD to Ramp YM-RB	2,640	492	104
Ramp YM-RB to Ramp CO-RD	3,209	516	106
South of Ramp CO-RD	2,087	452	103

	PM peak hour volumes		
SR 303 SB Segments	Cars	MT	HT
North of Ramp ES	1,805	263	34
Ramp ES to Ramp WS	2,400	458	106
Ramp WS to Ramp VB-RA	3,954	554	114
Ramp VB-RA to Ramp YM-RC	4,430	575	115
Ramp YM-RC to Ramp YM-RA	3,372	511	111
Ramp YM-RA to Ramp CO-RC	3,890	526	111
South of Ramp CO-RC	2,522	430	102

	PM peak hour volumes		
Directional Ramps	Cars	MT	HT
EN	807	148	24
ES	598	191	72
NE	736	61	3
NW	711	142	91
SE	1,110	268	38
SW	1,226	120	30
WS	1,554	96	8
WN	2,092	231	34
Directional HOV	418	-	-



**2050 MAG Traffic Demand Model Data for Noise Model**

Frontage Roads	PM peak hour volumes		
	Cars	MT	HT
NB (North of WB FR)	174	5	0
NB (WB FR to EB FR)	122	-	-
NB (EB FR to Van Buren)	360	18	1
NB (Van Buren to Canyon Trail)	369	7	1
NB (Canyon Trail to Yuma)	277	5	0
NB (Yuma to Durango)	98	3	0
NB (Durango to LowerBuckeye)	41	1	0
NB (LowerBuckeye to Elwood)	691	69	3
SB (North of WB FR)	620	29	2
SB (WB FR to EB FR)	488	21	1
SB (EB FR to Van Buren)	448	15	1
SB (Van Buren to Canyon Trail)	253	4	0
SB (Canyon Trail to Yuma)	379	5	0
SB (Yuma to Durango)	323	5	0
SB (Durango to LowerBuckeye)	114	5	0
SB (LowerBuckeye to Elwood)	621	60	3
EB (West of SB FR)	200	10	1
EB (SB FR to NB FR)	205	10	1
EB (NB FR to Sarival)	190	11	1
WB (West of SB FR)	334	9	0
WB (SB FR to NB FR)	321	14	1
WB (NB FR to Sarival)	376	16	1

On-Ramps & Off-Ramps	PM peak hour volumes		
	Cars	MT	HT
Sarival Avenue EB On-Ramp	556	44	4
Sarival Avenue WB Off-Ramp	669	32	2
Ramp VB-RA	477	21	1
Ramp YM-RC	1,058	64	5
Ramp YM-RA	518	15	1
Ramp CO-RC	890	86	4
Ramp VB-RB	500	29	0
Ramp YM-RD	886	65	10
Ramp YM-RB	570	24	2
Ramp CO-RD	147	15	1

**2050 MAG Traffic Demand Model Data for Noise Model**

Cross Streets	PM peak hour volumes		
	Cars	MT	HT
Sarival Avenue SB (North of WB FR)	843	29	2
Sarival Avenue SB (WB FR to EB FR)	1,176	39	3
Sarival Avenue SB (South of EB FR)	1,043	24	2
Sarival Avenue NB (North WB FR)	652	17	1
Sarival Avenue NB (WB FR to EB FR)	692	12	1
Sarival Avenue NB (South of EB FR)	925	29	3
Van Buren EB (West of SB FR)	750	27	1
Van Buren EB (East of NB FR)	673	20	1
Van Buren WB (West of SB FR)	1,251	32	1
Van Buren WB (East of NB FR)	948	18	1
Lilac EB	193	3	0
Lilac WB	305	5	0
Canyon Trail EB	699	10	1
Canyon Trail WB	369	5	0
Yuma EB (West of SB FR)	919	49	3
Yuma EB (East of NB FR)	936	29	4
Yuma WB (West of SB FR)	1,450	71	5
Yuma WB (East of NB FR)	1,376	45	11
Lower Buckeye EB (West of SB FR)	546	44	1
Lower Buckeye EB (East of NB FR)	822	37	6
Lower Buckeye WB (West of SB FR)	1,006	49	1
Lower Buckeye WB (East of NB FR)	1,113	18	1
Elwood (West of Cotton Ln)	1,720	93	2
Elwood (East of Cotton Ln)	3,040	143	6
Cotton Ln NB	1,160	35	2
Cotton Ln SB	1,010	36	1

Source: From MAG 2050 Traffic Demand Model

# **APPENDIX D**

## **Predicted Noise Levels**

SR303 Loop Phase 1 MC 85 to Van Buren, H6870 01D

Section 1, I-10 to Van Buren Street

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
E1	B	3	Single Family Home	---	60	---	---	Noise levels are less than Category B threshold of 66 dBA assuming 10 ft high wall for new development subdivision. Developers are responsible for providing mitigation to attenuate future noise levels in compliance with the City of Goodyear Article 9-1, "Freeway Development Overlay District" (Revised July 26, 2017).
E2	B	3	Single Family Home	---	61	---	---	
E3	B	3	Single Family Home	---	63	---	---	
E4	B	3	Single Family Home	---	62	---	---	
E5	B	3	Single Family Home	---	63	---	---	
E6	B	3	Single Family Home	---	64	---	---	
E7	B	3	Single Family Home	---	64	---	---	
E8	B	3	Single Family Home	---	64	---	---	
E9	B	3	Single Family Home	---	63	---	---	
E10	B	3	Single Family Home	---	62	---	---	
E11	B	3	Single Family Home	---	62	---	---	
E12	B	3	Single Family Home	---	62	---	---	
E13	B	3	Single Family Home	---	64	---	---	
E14	B	3	Single Family Home	---	62	---	---	
E15	B	3	Single Family Home	---	62	---	---	
E16	B	3	Single Family Home	---	64	---	---	
E17	B	3	Single Family Home	---	62	---	---	
E18	B	3	Single Family Home	---	64	---	---	
E19	B	3	Single Family Home	---	62	---	---	
E20	B	3	Single Family Home	---	64	---	---	
E21	B	3	Single Family Home	---	63	---	---	
E22	B	3	Single Family Home	---	63	---	---	
E23	B	3	Single Family Home	---	63	---	---	
E24	B	3	Single Family Home	---	62	---	---	
E25	B	3	Single Family Home	---	63	---	---	
E26	B	3	Single Family Home	---	63	---	---	
MON 1	---	---	Monitoring site 1	65	---	---	---	



SR303 Loop Phase 1 MC 85 to Van Buren, H6870 01D

Section 2, Van Buren Street to Yuma Road, SB

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
W1	B	2	Single Family Home	---	67	62	5	Noise Barrier SB1 is recommended
W2	B	2	Single Family Home	---	70	64	6	
W3	B	2	Single Family Home	---	65	60	5	
W4	B	3	Single Family Home	---	62	---	---	
W5	B	3	Single Family Home	---	66	62	4	
W6	B	6	Single Family Home	---	69	63	6	
W7	B	4	Single Family Home	---	70	63	7	
W8	B	3	Single Family Home	---	62	---	---	
W9	B	3	Single Family Home	---	69	63	6	
W10	B	6	Single Family Home	---	69	63	6	
W11	B	5	Single Family Home	---	67	60	7	
W12	B	3	Single Family Home	---	62	---	---	
W13	B	6	Single Family Home	---	67	60	7	
W14	B	5	Single Family Home	---	65	59	6	
W15	B	3	Single Family Home (New Development)	---	61	---	---	One receiver with noise level is greater than Category B threshold of 66 dBA assuming 10 ft high wall for new development subdivision. Developers are responsible for providing mitigation to attenuate future noise levels in compliance with the City of Goodyear Article 9-1, "Freeway Development Overlay District" (Revised July 26, 2017).
W16	B	3	Single Family Home (New Development)	---	58	---	---	
W17	B	3	Single Family Home (New Development)	---	58	---	---	
W18	B	3	Single Family Home (New Development)	---	62	---	---	
W19	B	3	Single Family Home (New Development)	---	62	---	---	
W20	B	3	Single Family Home (New Development)	---	62	---	---	
W21	B	3	Single Family Home (New Development)	---	63	---	---	
W22	B	3	Single Family Home (New Development)	---	66	---	---	
W23	B	3	Single Family Home (New Development)	---	65	---	---	
W24	B	3	Single Family Home	---	54	---	---	
W25	B	3	Single Family Home	---	55	---	---	
W26	B	3	Single Family Home	---	55	---	---	
W27	B	3	Single Family Home (New Development)	---	63	---	---	
W28	B	3	Single Family Home (New Development)	---	63	---	---	
W29	B	3	Single Family Home (New Development)	---	62	---	---	
W30	B	3	Single Family Home (New Development)	---	63	---	---	
W31	B	3	Single Family Home (New Development)	---	63	---	---	
W32	B	3	Single Family Home	---	56	---	---	
W33	B	3	Single Family Home (New Development)	---	62	---	---	
W34	B	3	Single Family Home (New Development)	---	60	---	---	
W35	B	3	Single Family Home (New Development)	---	61	---	---	
W36	B	3	Single Family Home (New Development)	---	61	---	---	
W37	B	3	Single Family Home (New Development)	---	63	---	---	
W38	B	3	Single Family Home (New Development)	---	62	---	---	
W39	B	3	Single Family Home	---	56	---	---	
W40	B	3	Single Family Home	---	62	56	6	Noise Barriers SB2 and SB3 are recommended
W41	B	3	Single Family Home	---	59	---	---	
W42	B	3	Single Family Home	---	69	62	7	
W43	B	3	Single Family Home	---	60	---	---	
W44	B	7	Single Family Home	---	70	62	8	
W45	B	3	Single Family Home	---	60	---	---	
W46	B	6	Single Family Home	---	70	63	7	
W46a	B	5	Community gazebo	---	68	62	6	

SR303 Loop Phase 1 MC 85 to Van Buren, H6870 01D

Section 2, Van Buren Street to Yuma Road, SB

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
W47	B	4	Single Family Home	---	60	---	---	Noise Barriers SB2 and SB3 are recommended
W48	B	4	Single Family Home	---	59	---	---	
W49	B	3	Single Family Home	---	62	---	---	
W50	B	6	Single Family Home	---	72	64	8	
W51	B	4	Single Family Home	---	56	---	---	
W52	B	6	Single Family Home	---	71	64	7	
W53	B	3	Single Family Home	---	70	63	7	Noise levels are below 66 dBA
W54	B	2	Single Family Home	---	59	---	---	
W55	B	2	Single Family Home	---	59	---	---	
W56	F	1	Future Grocery Store	---	70	---	---	No noise level threshold for Category F
MON 2a	---	---	Monitoring site 2b	52	---	---	---	
MON 2	---	---	Monitoring site 2	63	---	---	---	
MON 4	---	---	Monitoring site 4	50	---	---	---	

Note:

Highlighted cells denote impacted receivers.

SR303 Loop Phase 1 MC 85 to Van Buren, H6870 01D

Section 2, Van Buren Street to Yuma Road, NB

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes	
E27	B	3	Single Family Home	---	56	---	---	Noise levels are less than Category B threshold of 66 dBA assuming 10 ft high wall for new development subdivision. Developers are responsible for providing mitigation to attenuate future noise levels in compliance with the City of Goodyear Article 9-1, "Freeway Development Overlay District" (Revised July 26, 2017).	
E28	B	3	Apartments (New Development)	---	59	---	---		
E29	B	3	Apartments (New Development)	---	60	---	---		
E30	B	3	Apartments (New Development)	---	64	---	---		
E31	B	3	Apartments (New Development)	---	52	---	---		
E32	B	3	Apartments (New Development)	---	52	---	---		
E33	B	3	Apartments (New Development)	---	64	---	---		
E34	B	3	Apartments (New Development)	---	50	---	---		
E35	B	3	Single Family Home	---	56	---	---		
E36	B	3	Single Family Home	---	56	---	---		
E37	B	3	Apartments (New Development)	---	64	---	---		
E38	B	3	Apartments (New Development)	---	59	---	---		
E39	B	3	Single Family Home	---	54	---	---		
E40	B	3	Apartments (New Development)	---	64	---	---		
E41	B	3	Apartments (New Development)	---	60	---	---		
E42	B	3	Single Family Home	---	54	---	---		
E43	B	3	Apartments (New Development)	---	64	---	---		
E44	B	3	Apartments (New Development)	---	59	---	---		
E45	B	3	Single Family Home	---	55	---	---		
E46	B	3	Apartments (New Development)	---	60	---	---		
E47	B	3	Apartments (New Development)	---	63	---	---		
E48	B	3	Apartments (New Development)	---	62	---	---		
E49	B	3	Single Family Home	---	56	---	---		
E50	B	3	Apartments (New Development)	---	65	---	---		
E51	B	3	Apartments (New Development)	---	65	---	---		
E52	B	3	Apartments (New Development)	---	59	---	---		
E53	B	3	Apartments (New Development)	---	65	---	---		
E54	B	3	Apartments (New Development)	---	63	---	---		
E55	B	3	Single Family Home	---	56	---	---		
E56	B	3	Apartments (New Development)	---	64	---	---		
E57	B	3	Apartments (New Development)	---	64	---	---		
E58	B	3	Apartments (New Development)	---	65	---	---		
E59	B	3	Single Family Home	---	57	---	---		
E60	B	3	Apartments (New Development)	---	64	---	---		
E61	B	3	Single Family Home	---	56	---	---		
E62	B	3	Apartments (New Development)	---	65	---	---		
E63	B	3	Apartments (New Development)	---	64	---	---		
E64	B	3	Apartments (New Development)	---	63	---	---		
E65	F	1	Commercial	---	71	---	---		No noise level threshold for Category F
E66	F	1	Commercial	---	73	---	---		
E67	F	1	Commercial	---	75	---	---		
E68	F	1	Commercial	---	71	---	---		
MON 3	---	---	Monitoring site 3	58	---	---	---		

SR303 Loop Phase 1 MC 85 to Van Buren, H6870 01D

Section 3, Yuma Road to MC 85, SB

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
W57	B	2	Single Family Home	---	61	59	2	Noise Barriers SB4, SB5, and SB6 are recommended
W58	B	2	Single Family Home	---	60	58	2	
W59	B	2	Single Family Home	---	60	57	3	
W60	B	2	Single Family Home	---	62	58	4	
W61	B	3	Single Family Home	---	64	59	5	
W62	B	3	Single Family Home	---	63	59	4	
W63	B	2	Single Family Home	---	65	59	6	
W64	B	3	Single Family Home	---	65	59	6	
W65	B	2	Single Family Home	---	66	60	6	
W66	B	5	Single Family Home	---	69	64	5	
W66a	E	1	Avondale Moose Lodge (Demolised)	---	78	68	10	
W67	B	7	Single Family Home	---	69	64	5	
W68	B	6	Single Family Home	---	69	64	5	
W69	B	6	Single Family Home	---	70	64	6	
W70	B	6	Single Family Home	---	74	65	9	
W71	B	6	Single Family Home	---	73	65	8	
W72	B	6	Single Family Home	---	74	65	9	
W73	G	1	open space	---	72	64	8	
W74	B	5	Single Family Home	---	76	65	11	
W75	B	4	Single Family Home	---	76	65	11	
W76	B	4	Single Family Home	---	74	64	10	
W77	B	3	Single Family Home	---	74	64	10	
W78	B	6	Single Family Home	---	66	60	6	
W79	B	6	Single Family Home	---	68	61	7	
W80	B	6	Single Family Home	---	70	63	7	
W81	B	6	Single Family Home	---	72	63	9	
W82	B	8	Single Family Home	---	73	63	10	
W82a	B	1	Single Family Home	---	68	61	7	
W83	B	7	Single Family Home	---	69	62	7	
W84	B	6	Single Family Home	---	68	61	7	
W85	B	7	Single Family Home	---	68	62	6	
W86	B	2	Single Family Home	---	66	61	5	
W87	B	3	Single Family Home	---	64	59	5	
W88	B	3	Single Family Home	---	65	62	3	
W89	B	3	Single Family Home	---	65	63	2	
W90	B	2	Single Family Home	---	67	64	3	
W91	B	3	Single Family Home	---	67	64	3	
W92	B	3	Single Family Home	---	67	65	2	
W93	B	3	Single Family Home	---	67	66	1	
W94	B	2	Single Family Home	---	67	66	1	
W95	B	2	Single Family Home	---	66	65	1	
W96	B	1	Single Family Home	---	65	64	1	
W97	B	2	Single Family Home	---	64	63	1	
W98	B	2	Single Family Home	---	64	63	1	
W99	B	2	Single Family Home	---	64	64	0	
W100	B	3	Single Family Home	---	64	64	0	
W101	B	3	Single Family Home	---	65	64	1	

SR303 Loop Phase 1 MC 85 to Van Buren, H6870 01D

Section 3, Yuma Road to MC 85, SB

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
W102	B	3	Single Family Home	---	65	65	0	Noise Barriers SB4, SB5, and SB6 are recommended
W103	B	2	Single Family Home	---	65	64	1	
MON 6	---	---	Monitoring site 6	50	---	---	---	
MON 8	---	---	Monitoring site 8	60	---	---	---	

Note:

Highlighted cells denote impacted receivers.



SR303 Loop Phase 1 MC 85 to Van Buren, H6870 01D  
Section 3, Yuma Road to MC 85, NB

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
E69	F	1	Psychic tiffany reader and advisor	---	72	71	1	No noise level threshold for Category F
E70	B	1	Single Family Home (New Development)	---	66	---	---	Noise level is equal to Category B threshold of 66 dBA assuming 10 ft high wall for new development subdivision. Developers are responsible for providing mitigation to attenuate future noise levels in compliance with the City of Goodyear Article 9-1, "Freeway Development Overlay District" (Revised July 26, 2017).
E71	B	3	Single Family Home	---	72	65	7	Noise Barriers NB1, NB2, and NB3 are recommended
E72	B	4	Single Family Home	---	68	63	5	
E73	B	6	Single Family Home	---	67	60	7	
E74	B	6	Single Family Home	---	71	65	6	
E75	B	6	Single Family Home	---	76	65	11	
E76	B	4	Single Family Home	---	67	60	7	
E77	B	5	Single Family Home	---	70	63	7	
E78	B	6	Single Family Home	---	70	62	8	
E79	B	5	Single Family Home	---	68	60	8	
E79a	B	6	Single Family Home	---	71	63	8	
E80	B	6	Single Family Home	---	70	61	9	
E81	B	6	Single Family Home	---	70	62	8	
E82	B	6	Single Family Home	---	69	61	8	
E83	B	3	Single Family Home	---	68	61	7	
E84	B	3	Single Family Home	---	66	59	7	
E85	B	4	Single Family Home	---	64	57	7	
E86	B	3	Single Family Home (New Development)	---	67	61	6	
E87	B	3	Single Family Home (New Development)	---	67	62	5	
E88	B	3	Single Family Home (New Development)	---	65	61	4	
E88a	B	10	Single Family Home (New Development)	---	54	52	2	
E89	B	3	Single Family Home (New Development)	---	65	61	4	
E90	B	3	Single Family Home (New Development)	---	68	62	6	
E91	B	3	Single Family Home (New Development)	---	67	63	4	
E92	B	3	Single Family Home (New Development)	---	69	64	5	
E93	B	3	Single Family Home (New Development)	---	63	61	2	
E95	B	3	Single Family Home (New Development)	---	62	61	1	
E94	B	3	Single Family Home (New Development)	---	65	65	0	
E96	B	3	Single Family Home (New Development)	---	64	64	0	
E97	B	3	Single Family Home (New Development)	---	64	64	0	
E98	B	3	Single Family Home (New Development)	---	65	65	0	
E99	B	3	Single Family Home (New Development)	---	64	64	0	
E100	F	1	Industrial building	---	67	---	---	No noise level threshold for Category F
E101	F	1	Industrial building	---	65	---	---	
MON 5	---	---	Monitoring site 5	57	---	---	---	
MON 7	---	---	Monitoring site 7	58	---	---	---	
MON 9	---	---	Monitoring site 9	60	---	---	---	

Note:  
Highlighted cells denote impacted receivers.

# **APPENDIX E**

## **Barrier Analysis for New Barriers**

**Table 1**  
**Barrier Analysis [New Barrier SB1 (Sta 1281+55 to Sta 1267+45)]**

Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
W1	67	62	5	Y	Y	Y	-
W2	70	64	6	Y	Y	Y	N
W3	65	60	5	N	Y	N	-
W5	66	62	4	Y	N	N	N
W6	69	63	6	Y	Y	Y	-
W7	70	63	7	Y	Y	Y	Y
W9	69	63	6	Y	Y	Y	N
W10	69	63	6	Y	Y	Y	-
W11	67	60	7	Y	Y	Y	Y
W13	67	60	7	Y	Y	Y	Y
W14	65	59	6	N	Y	N	-

Notes:

Cells highlighted in yellow denote first row receivers.

34 out of 37 (92%) impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is met.

15 out of 23 (65%) first row receptors can achieve 7 dBA or more noise reduction. 7 dBA design goal is met.

Noise levels W/O Barriers for receivers are calculated assuming privacy wall would not exist.

**Table 2**  
**Barrier Analysis [New Barriers SB2 (Sta 1260+50 to Sta 1240+35)**  
**& SB3 (Sta 1242+91 to Sta 1228+43)]**

Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
W25	59	56	3	N	N	N	-
W26	59	56	3	N	N	N	-
W32	59	56	3	N	N	N	-
W39	61	57	4	N	N	N	-
W40	62	56	6	N	Y	N	-
W42	69	62	7	Y	Y	Y	Y
W44	70	62	8	Y	Y	Y	Y
W46	70	63	7	Y	Y	Y	Y
W46a	68	62	6	Y	Y	Y	-
W50	72	64	8	Y	Y	Y	Y
W52	71	64	7	Y	Y	Y	Y
W53	70	63	7	Y	Y	Y	Y

Notes:

Cells highlighted in yellow denote first row receivers.

36 out of 36 (100%) impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is met.

13 out of 13 (100%) first row receptors can achieve 7 dBA or more noise reduction. 7 dBA design goal is met.

**Table 3**  
**Barrier Analysis [New Barriers SB4 (Sta 1224+07 to Sta 1214+63)**  
**& SB5 (Sta 1216+34 to Sta 1168+39) & SB6 (Sta 1169+94 to Sta 1167+50)]**

Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
W57	61	59	2	N	N	N	-
W58	60	58	2	N	N	N	-
W59	60	57	3	N	N	N	-
W60	62	58	4	N	N	N	-
W61	64	59	5	N	Y	N	-
W62	63	59	4	N	N	N	-
W63	65	59	6	N	Y	N	N
W64	65	59	6	N	Y	N	N
W65	66	60	6	Y	Y	Y	N
W66	69	64	5	Y	Y	Y	N
W66a	78	68	10	Y	Y	Y	-
W67	69	64	5	Y	Y	Y	N
W68	69	64	5	Y	Y	Y	N
W69	70	64	6	Y	Y	Y	N
W70	74	65	9	Y	Y	Y	Y
W71	73	65	8	Y	Y	Y	Y
W72	74	65	9	Y	Y	Y	Y
W73	72	64	8	Y	Y	Y	-
W74	76	65	11	Y	Y	Y	Y
W75	76	65	11	Y	Y	Y	Y
W76	74	64	10	Y	Y	Y	Y
W77	74	64	10	Y	Y	Y	Y
W78	66	60	6	Y	Y	Y	-
W79	68	61	7	Y	Y	Y	-
W80	70	63	7	Y	Y	Y	Y
W81	72	63	9	Y	Y	Y	Y
W82	73	63	10	Y	Y	Y	Y
W82a	68	61	7	Y	Y	Y	-
W83	69	62	7	Y	Y	Y	Y
W84	68	61	7	Y	Y	Y	-
W85	68	62	6	Y	Y	Y	N
W86	66	61	5	Y	Y	Y	N
W87	64	59	5	N	Y	N	-
W88	65	62	3	N	N	N	-
W89	65	63	2	N	N	N	-
W90	67	64	3	Y	N	N	-
W91	67	64	3	Y	N	N	-
W92	67	65	2	Y	N	N	-
W93	67	66	1	Y	N	N	-
W94	67	66	1	Y	N	N	-
W95	66	65	1	Y	N	N	-
W96	65	64	1	N	N	N	-
W97	64	63	1	N	N	N	-
W98	64	63	1	N	N	N	-
W99	64	64	0	N	N	N	-
W100	64	64	0	N	N	N	-
W101	65	64	1	N	N	N	-
W102	65	65	0	N	N	N	-
W103	65	64	1	N	N	N	-

Notes:

Cells highlighted in yellow denote first row receivers.

117 out of 132 (88%) impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is met.

33 out of 57 (58%) first row receptors can achieve 7 dBA or more noise reduction. 7 dBA design goal is met.



**Table 4**  
**Barrier Analysis [New Barriers NB1 (Sta 1212+94 to Sta 1216+28)**  
**& NB2 (Sta 1214+34 to Sta 1170+90)+A32 & NB3 (Sta 1170+90 to Sta 1159+54)]**

Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
E69	72	71	1	Y	N	N	-
E70	72	68	4	Y	N	N	-
E71	72	65	7	Y	Y	Y	Y
E72	68	63	5	Y	Y	Y	-
E73	67	60	7	Y	Y	Y	Y
E74	71	65	6	Y	Y	Y	N
E75	76	65	11	Y	Y	Y	Y
E76	67	60	7	Y	Y	Y	-
E77	70	63	7	Y	Y	Y	Y
E78	70	62	8	Y	Y	Y	Y
E79	68	60	8	Y	Y	Y	Y
E79a	71	63	8	Y	Y	Y	Y
E80	70	61	9	Y	Y	Y	Y
E81	70	62	8	Y	Y	Y	Y
E82	69	61	8	Y	Y	Y	Y
E83	68	61	7	Y	Y	Y	Y
E84	66	59	7	Y	Y	Y	-
E85	64	57	7	N	Y	N	-
E86	67	61	6	Y	Y	Y	-
E87	67	62	5	Y	Y	Y	N
E88	65	61	4	N	N	N	-
E89	65	61	4	N	N	N	-
E90	68	62	6	Y	Y	Y	N
E91	67	63	4	Y	N	N	N
E92	69	64	5	Y	Y	Y	N
E93	63	61	2	N	N	N	-

Notes:

Cells highlighted in yellow denote first row receivers.

97 out of 99 (98%) impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is met.

25 out of 45 (56%) first row receptors can achieve 7 dBA or more noise reduction. 7 dBA design goal is met.

# **APPENDIX F**

## **Recommended Barrier Dimensions and Coordinates**

Project Name: SR 303 Loop Phase 1 MC 85 to Van Buren Street, H6870 01D

Barrier Name: Barrier SB1

Barrier Segment	Point No.	Stationing <sup>[1]</sup>	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) <sup>[2]</sup>	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	1281+55.787	544,244.00	892,123.10	1,012.67	1,026.67	200	14
	2	1279+55.779	544,262.10	891,923.90	1,012.91	1,026.91		
2	2	1279+55.779	544,262.10	891,923.90	1,012.91	1,026.91	200	14
	3	1277+55.846	544,278.00	891,724.60	1,013.14	1,027.14		
3	3	1277+55.846	544,278.00	891,724.60	1,013.14	1,027.14	200	14
	4	1275+54.074	544,292.80	891,525.10	1,012.01	1,026.01		
4	4	1275+54.074	544,292.80	891,525.10	1,012.01	1,026.01	200	14
	5	1273+51.527	544,303.80	891,325.40	1,008.60	1,022.60		
5	5	1273+51.527	544,303.80	891,325.40	1,008.60	1,022.60	200	14
	6	1271+48.967	544,310.60	891,125.50	1,003.91	1,017.91		
6	6	1271+48.967	544,310.60	891,125.50	1,003.91	1,017.91	200	14
	7	1269+46.504	544,313.30	890,925.60	999.05	1,013.05		
7	7	1269+46.504	544,313.30	890,925.60	999.05	1,013.05	200	14
	8	1267+45.784	544,312.70	890,725.90	995.38	1,009.38		

**Notes:**

<sup>[1]</sup> The noise barrier stationings are relative to the SR303 centerline stationings.

<sup>[2]</sup> The noise barrier bottom elevations are derived from proposed DTM.

<sup>[3]</sup> The noise barrier coordinate points are for noise modeling purposes. Final designers need to refine the wall alignment to match other design features if needed.

Project Name: SR 303 Loop Phase 1 MC 85 to Van Buren Street, H6870 01D

Barrier Name: Barrier SB2

Barrier Segment	Point No.	Stationing <sup>(1)</sup>	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) <sup>(2)</sup>	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	1260+50.000	544,297.50	890,030.20	996.45	1,006.45	200	10
	2	1258+50.000	544,296.50	889,830.20	999.10	1,009.10		
2	2	1258+50.000	544,296.50	889,830.20	999.10	1,009.10	200	10
	3	1256+50.000	544,295.50	889,630.20	1,001.74	1,011.74		
3	3	1256+50.000	544,295.50	889,630.20	1,001.74	1,011.74	200	10
	4	1254+50.000	544,294.50	889,430.20	1,004.25	1,014.25		
4	4	1254+50.000	544,294.50	889,430.20	1,004.25	1,014.25	32	10
	5	1254+18.510	544,294.40	889,398.70	1,004.70	1,014.70		
5	5	1254+18.510	544,294.40	889,398.70	1,004.70	1,014.70	200	10
	6	1252+18.508	544,293.50	889,198.70	1,005.43	1,015.43		
6	6	1252+18.508	544,293.50	889,198.70	1,005.43	1,015.43	200	10
	7	1250+18.505	544,292.50	888,998.70	1,004.33	1,014.33		
7	7	1250+18.505	544,292.50	888,998.70	1,004.33	1,016.33	200	12
	8	1248+19.896	544,287.70	888,798.80	1,001.32	1,013.32		
8	8	1248+19.896	544,287.70	888,798.80	1,001.32	1,013.32	200	12
	9	1246+23.289	544,277.00	888,599.10	996.53	1,008.53		
9	9	1246+23.289	544,277.00	888,599.10	996.53	1,006.53	200	10
	10	1244+27.460	544,264.80	888,399.50	991.41	1,001.41		
10	10	1244+27.460	544,264.80	888,399.50	991.41	1,001.41	200	10
	11	1242+31.807	544,258.20	888,199.60	985.56	995.56		
11	11	1242+31.807	544,258.20	888,199.60	985.56	995.56	200	10
	12	1240+36.344	544,257.30	887,999.60	977.82	987.82		
12	12	1240+36.344	544,257.30	887,999.60	977.82	987.82	1	10
	13	1240+35.661	544,257.30	887,998.90	977.79	987.79		

**Notes:**

<sup>(1)</sup> The noise barrier stationings are relative to the SR303 centerline stationings.

<sup>(2)</sup> The noise barrier bottom elevations are derived from proposed DTM.

<sup>(3)</sup> The noise barrier coordinate points are for noise modeling purposes. Final designers need to refine the wall alignment to match other design features if needed.

Project Name: SR 303 Loop Phase 1 MC 85 to Van Buren Street, H6870 01D

Barrier Name: Barrier SB3

Barrier Segment	Point No.	Stationing <sup>[1]</sup>	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) <sup>[2]</sup>	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	1242+91.901	544,320.70	888,264.60	989.36	1,001.36	200	12
	2	1240+94.405	544,334.30	888,065.10	984.69	996.69		
2	2	1240+94.405	544,334.30	888,065.10	984.69	996.69	200	12
	3	1238+95.743	544,351.80	887,865.80	980.30	992.30		
3	3	1238+95.743	544,351.80	887,865.80	980.30	992.30	200	12
	4	1236+93.273	544,367.70	887,666.50	977.90	989.90		
4	4	1236+93.273	544,367.70	887,666.50	977.90	987.90	200	10
	5	1234+90.688	544,379.50	887,466.80	977.87	987.87		
5	5	1234+90.688	544,379.50	887,466.80	977.87	987.87	200	10
	6	1232+88.207	544,387.10	887,267.00	980.20	990.20		
6	6	1232+88.207	544,387.10	887,267.00	980.20	990.20	200	10
	7	1230+85.638	544,390.60	887,067.00	984.49	994.49		
7	7	1230+85.638	544,390.60	887,067.00	984.49	994.49	200	10
	8	1228+84.274	544,390.50	886,867.00	987.72	997.72		
8	8	1228+84.274	544,390.50	886,867.00	987.72	997.72	41	10
	9	1228+43.574	544,390.30	886,826.30	988.14	998.14		

**Notes:**

<sup>[1]</sup> The noise barrier stationings are relative to the SR303 centerline stationings.

<sup>[2]</sup> The noise barrier bottom elevations are derived from proposed DTM.

<sup>[3]</sup> The noise barrier coordinate points are for noise modeling purposes. Final designers need to refine the wall alignment to match other design features if needed.



Project Name: SR 303 Loop Phase 1 MC 85 to Van Buren Street, H6870 01D

Barrier Name: Barrier SB4

Barrier Segment	Point No.	Stationing <sup>[1]</sup>	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) <sup>[2]</sup>	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	1224+07.671	544,388.70	886,390.40	987.95	999.95	200	12
	2	1222+07.674	544,389.30	886,190.40	984.98	996.98		
2	2	1222+07.674	544,389.30	886,190.40	984.98	996.98	200	12
	3	1220+07.684	544,391.40	885,990.40	980.21	992.21		
3	3	1220+07.684	544,391.40	885,990.40	980.21	992.21	200	12
	4	1218+07.693	544,393.50	885,790.40	974.67	986.67		
4	4	1218+07.693	544,393.50	885,790.40	974.67	986.67	200	12
	5	1216+07.702	544,395.60	885,590.40	969.16	981.16		
5	5	1216+07.702	544,395.60	885,590.40	969.16	981.16	144	12
	6	1214+63.609	544,397.10	885,446.30	965.65	977.65		

Notes:

<sup>[1]</sup> The noise barrier stationings are relative to the SR303 centerline stationings.

<sup>[2]</sup> The noise barrier bottom elevations are derived from proposed DTM.

<sup>[3]</sup> The noise barrier coordinate points are for noise modeling purposes. Final designers need to refine the wall alignment to match other design features if needed.

Project Name: SR 303 Loop Phase 1 MC 85 to Van Buren Street, H6870 01D

Barrier Name: Barrier SB5

Barrier Segment	Point No.	Stationing <sup>(1)</sup>	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) <sup>(2)</sup>	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	1216+34.700	544,341.90	885,617.60	961.51	973.51	200	12
	2	1214+35.017	544,352.40	885,417.90	960.89	972.89		
2	2	1214+35.017	544,352.40	885,417.90	960.89	972.89	200	12
	3	1212+35.490	544,365.40	885,218.30	960.44	972.44		
3	3	1212+35.490	544,365.40	885,218.30	960.44	974.44	200	14
	4	1210+35.992	544,378.80	885,018.70	958.09	972.09		
4	4	1210+35.992	544,378.80	885,018.70	958.09	972.09	200	14
	5	1208+36.048	544,382.80	884,818.80	956.69	970.69		
5	5	1208+36.048	544,382.80	884,818.80	956.69	970.69	200	14
	6	1206+36.048	544,382.00	884,618.80	955.71	969.71		
6	6	1206+36.048	544,382.00	884,618.80	955.71	969.71	200	14
	7	1204+36.048	544,381.20	884,418.80	954.71	968.71		
7	7	1204+36.048	544,381.20	884,418.80	954.71	968.71	200	14
	8	1202+36.048	544,380.50	884,218.80	956.28	970.28		
8	8	1202+36.048	544,380.50	884,218.80	956.28	968.28	200	12
	9	1200+36.048	544,379.70	884,018.80	955.33	967.33		
9	9	1200+36.048	544,379.70	884,018.80	955.33	967.33	200	12
	10	1198+36.050	544,379.90	883,818.80	954.34	966.34		
10	10	1198+36.050	544,379.90	883,818.80	954.34	966.34	200	12
	11	1196+36.090	544,383.10	883,618.80	953.37	965.37		
11	11	1196+36.090	544,383.10	883,618.80	953.37	965.37	200	12
	12	1194+36.131	544,386.40	883,418.80	952.44	964.44		
12	12	1194+36.131	544,386.40	883,418.80	952.44	964.44	200	12
	13	1192+36.154	544,388.70	883,218.90	951.50	963.50		
13	13	1192+36.154	544,388.70	883,218.90	951.50	963.50	200	12
	14	1190+36.154	544,388.00	883,018.90	950.92	962.92		
14	14	1190+36.154	544,388.00	883,018.90	950.92	962.92	200	12
	15	1188+36.154	544,387.20	882,818.90	951.52	963.52		
15	15	1188+36.154	544,387.20	882,818.90	951.52	963.52	200	12
	16	1186+36.154	544,386.50	882,618.90	950.71	962.71		
16	16	1186+36.154	544,386.50	882,618.90	950.71	962.71	200	12
	17	1184+36.154	544,385.60	882,418.90	954.04	966.04		
17	17	1184+36.154	544,385.60	882,418.90	954.04	966.04	200	12
	18	1182+36.154	544,384.80	882,218.90	958.07	970.07		
18	18	1182+36.154	544,384.80	882,218.90	958.07	970.07	200	12
	19	1180+36.268	544,377.30	882,019.00	961.40	973.40		
19	19	1180+36.268	544,377.30	882,019.00	961.40	973.40	200	12
	20	1178+36.551	544,365.90	881,819.30	963.79	975.79		
20	20	1178+36.551	544,365.90	881,819.30	963.79	975.79	200	12
	21	1176+36.857	544,354.10	881,619.70	965.33	977.33		
21	21	1176+36.857	544,354.10	881,619.70	965.33	977.33	200	12
	22	1174+36.700	544,342.30	881,420.00	964.22	976.22		
22	22	1174+36.700	544,342.30	881,420.00	964.22	976.22	200	12
	23	1172+28.395	544,329.50	881,220.40	963.56	975.56		
23	23	1172+28.395	544,329.50	881,220.40	963.56	975.56	200	12
	24	1170+19.756	544,304.50	881,022.00	962.34	974.34		
24	24	1170+19.756	544,304.50	881,022.00	962.34	974.34	172	12
	25	1168+39.990	544,271.70	880,853.10	960.12	972.12		

Notes:

<sup>(1)</sup> The noise barrier stationings are relative to the SR303 centerline stationings.

<sup>(2)</sup> The noise barrier bottom elevations are derived from proposed DTM.

<sup>(3)</sup> The noise barrier coordinate points are for noise modeling purposes. Final designers need to refine the wall alignment to match other design features if needed.

Project Name: SR 303 Loop Phase 1 MC 85 to Van Buren Street, H6870 01D

Barrier Name: Barrier SB6

Barrier Segment	Point No.	Stationing <sup>[1]</sup>	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) <sup>[2]</sup>	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	1169+94.945	544,366.10	880,990.50	965.22	977.22	190	12
	2	1168+00	544,338.10	880,802.70	964.46	976.46		

Notes:

<sup>[1]</sup> The noise barrier stationings are relative to the SR303 centerline stationings.

<sup>[2]</sup> The noise barrier bottom elevations are derived from proposed DTM.

<sup>[3]</sup> The noise barrier coordinate points are for noise modeling purposes. Final designers need to refine the wall alignment to match other design features if needed.

Project Name: SR 303 Loop Phase 1 MC 85 to Van Buren Street, H6870 01D

Barrier Name: Barrier NB1

Barrier Segment	Point No.	Stationing <sup>[1]</sup>	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) <sup>[2]</sup>	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	1212+94.747	544,618.20	885,276.60	961.84	973.84	115	12
	2	1214+09.438	544,616.90	885,391.30	964.45	976.45		
2	2	1214+09.438	544,616.90	885,391.30	964.45	976.45	200	12
	3	1216+09.440	544,617.70	885,591.30	969.08	981.08		
3	3	1216+09.440	544,617.70	885,591.30	969.08	981.08	19	12
	4	1216+28.239	544,617.70	885,610.10	969.59	981.59		

**Notes:**

<sup>[1]</sup> The noise barrier stationings are relative to the SR303 centerline stationings.

<sup>[2]</sup> The noise barrier bottom elevations are derived from proposed DTM.

<sup>[3]</sup> The noise barrier coordinate points are for noise modeling purposes. Final designers need to refine the wall alignment to match other design features if needed.

Project Name: SR 303 Loop Phase 1 MC 85 to Van Buren Street, H6870 01D

Barrier Name: Barrier NB2

Barrier Segment	Point No.	Stationing <sup>(1)</sup>	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) <sup>(2)</sup>	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	1214+34.655	544,698.30	885,416.20	959.06	969.06	150	10
	2	1212+86.079	544,680.50	885,267.70	959.80	969.80		
2	2	1212+86.079	544,680.50	885,267.70	959.80	969.80	200	10
	3	1210+87.103	544,660.10	885,068.80	960.25	970.25		
3	3	1210+87.103	544,660.10	885,068.80	960.25	970.25	200	10
	4	1208+87.645	544,644.20	884,869.40	958.82	968.82		
4	4	1208+87.645	544,644.20	884,869.40	958.82	970.82	200	12
	5	1206+87.904	544,633.00	884,669.70	957.98	969.98		
5	5	1206+87.904	544,633.00	884,669.70	957.98	969.98	200	12
	6	1204+88.083	544,627.20	884,469.90	956.63	968.63		
6	6	1204+88.083	544,627.20	884,469.90	956.63	968.63	200	12
	7	1202+88.082	544,626.40	884,269.90	956.36	968.36		
7	7	1202+88.082	544,626.40	884,269.90	956.36	968.36	200	12
	8	1200+88.081	544,625.70	884,069.90	955.35	967.35		
8	8	1200+88.081	544,625.70	884,069.90	955.35	967.35	200	12
	9	1198+88.079	544,624.90	883,869.90	954.38	966.38		
9	9	1198+88.079	544,624.90	883,869.90	954.38	966.38	200	12
	10	1196+88.078	544,624.20	883,669.90	953.39	965.39		
10	10	1196+88.078	544,624.20	883,669.90	953.39	965.39	200	12
	11	1194+88.076	544,623.40	883,469.90	952.42	964.42		
11	11	1194+88.076	544,623.40	883,469.90	952.42	964.42	200	12
	12	1192+88.075	544,622.70	883,269.90	951.43	963.43		
12	12	1192+88.075	544,622.70	883,269.90	951.43	963.43	200	12
	13	1190+88.073	544,621.90	883,069.90	950.61	962.61		
13	13	1190+88.073	544,621.90	883,069.90	950.61	962.61	200	12
	14	1188+88.072	544,621.20	882,869.90	950.65	962.65		
14	14	1188+88.072	544,621.20	882,869.90	950.65	962.65	200	12
	15	1186+88.071	544,620.40	882,669.90	951.35	963.35		
15	15	1186+88.071	544,620.40	882,669.90	951.35	963.35	215	12
	16	1184+73.069	544,619.70	882,454.90	953.15	965.15		
16	16	1184+73.069	544,619.70	882,454.90	953.15	965.15	200	12
	17	1182+73.068	544,619.00	882,254.90	957.07	969.07		
17	17	1182+73.068	544,619.00	882,254.90	957.07	969.07	200	12
	18	1180+73.067	544,618.20	882,054.90	960.70	972.70		
18	18	1180+73.067	544,618.20	882,054.90	960.70	972.70	200	12
	19	1178+73.065	544,617.50	881,854.90	963.47	975.47		
19	19	1178+73.065	544,617.50	881,854.90	963.47	975.47	200	12
	20	1176+73.064	544,616.70	881,654.90	966.56	978.56		
20	20	1176+73.064	544,616.70	881,654.90	966.56	978.56	200	12
	21	1174+73.063	544,616.00	881,454.90	970.65	982.65		
21	21	1174+73.063	544,616.00	881,454.90	970.65	982.65	200	12
	22	1172+78.644	544,615.20	881,254.90	971.39	983.39		
22	22	1172+78.644	544,615.20	881,254.90	971.39	983.39	195	12
	23	1170+90.283	544,614.50	881,059.50	971.86	983.86		

**Notes:**

<sup>(1)</sup> The noise barrier stationings are relative to the SR303 centerline stationings.

<sup>(2)</sup> The noise barrier bottom elevations are derived from proposed DTM.

<sup>(3)</sup> The noise barrier coordinate points are for noise modeling purposes. Final designers need to refine the wall alignment to match other design features if needed.



Project Name: SR 303 Loop Phase 1 MC 85 to Van Buren Street, H6870 01D

Barrier Name: Barrier NB3

Barrier Segment	Point No.	Stationing <sup>[1]</sup>	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) <sup>[2]</sup>	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	1170+90.283	544,614.50	881,059.50	971.86	983.86	200	12
	2	1168+98.684	544,608.80	880,859.60	971.06	983.06		
2	2	1168+98.684	544,608.80	880,859.60	971.06	983.06	200	12
	3	1167+07.565	544,589.30	880,860.60	967.60	979.60		
3	3	1167+07.565	544,589.30	880,860.60	967.60	979.60	200	12
	4	1165+16.719	544,554.50	880,463.60	960.73	972.73		
4	4	1165+16.719	544,554.50	880,463.60	960.73	972.73	200	12
	5	1163+26.848	544,516.00	880,267.30	952.73	964.73		
5	5	1163+26.848	544,516.00	880,267.30	952.73	964.73	200	12
	6	1161+40.071	544,484.60	880,069.80	944.67	956.67		
6	6	1161+40.071	544,484.60	880,069.80	944.67	956.67	200	12
	7	1159+61.703	544,472.20	879,870.20	937.01	949.01		
7	7	1159+61.703	544,472.20	879,870.20	937.01	949.01	9	12
	8	1159+54.000	544,472.10	879,861.30	936.73	948.73		

**Notes:**

<sup>[1]</sup> The noise barrier stationings are relative to the SR303 centerline stationings.

<sup>[2]</sup> The noise barrier bottom elevations are derived from proposed DTM.

<sup>[3]</sup> The noise barrier coordinate points are for noise modeling purposes. Final designers need to refine the wall alignment to match other design features if needed.

## **APPENDIX G**

**FHWA Traffic Noise Model (TNM) 2.5 Output Tables  
(TNM Model to EP)**



INPUT: ROADWAYS

SR303 Van Buren to MC 85

		31+00.00	30	545,466.3	896,506.3	991.62				Average	
		32+00.00	31	545,377.4	896,552.0	991.04				Average	
		33+00.00	32	545,292.1	896,604.2	991.03				Average	
		33+50.00	33	545,250.9	896,632.6	991.24				Average	
		34+00.00	34	545,210.9	896,662.5	991.52				Average	
		35+00.00	35	545,134.2	896,726.7	992.08				Average	
		36+00.00	36	545,062.6	896,796.4	992.64				Average	
		37+00.00	37	544,996.2	896,871.2	993.20				Average	
		38+00.00	38	544,935.6	896,950.7	993.76				Average	
		39+00.00	39	544,881.1	897,034.5	994.32					
I-10 WB Frontage Rd	36.0	116+00.00	855	549,749.2	896,245.4	1,003.30				Average	
		115+75.00	854	549,724.3	896,247.3	1,002.90				Average	
		114+00.00	853	549,549.8	896,260.4	1,001.30				Average	
		113+75.00	852	549,524.8	896,262.2	1,001.40				Average	
		112+00.00	851	549,350.3	896,275.3	1,002.10				Average	
		110+00.00	850	549,150.9	896,290.3	1,002.90				Average	
		108+00.00	849	548,951.5	896,305.3	1,003.70				Average	
		106+00.00	848	548,752.0	896,320.3	1,004.50				Average	
		104+00.00	847	548,552.6	896,335.2	1,005.30				Average	
		102+00.00	846	548,353.1	896,350.2	1,006.10				Average	
		100+58.87	845	548,212.4	896,360.8	1,006.70				Average	
		100+50.00	844	548,203.6	896,361.4	1,006.70				Average	
		100+00.00	843	548,153.7	896,365.4	1,007.00				Average	
		98+50.00	842	548,004.4	896,379.3	1,008.30				Average	
		98+00.00	841	547,954.6	896,384.5	1,008.90				Average	
		96+00.00	840	547,756.1	896,408.9	1,011.30				Average	
		94+79.81	839	547,637.2	896,426.0	1,012.30				Average	
		94+00.00	838	547,558.3	896,438.0	1,012.60				Average	
		92+00.00	837	547,360.5	896,468.0	1,011.70				Average	
		90+00.00	836	547,162.8	896,498.0	1,009.70				Average	
		89+00.00	835	547,063.9	896,513.0	1,008.70				Average	
		88+00.00	834	546,965.1	896,528.1	1,008.10				Average	
		87+00.00	833	546,866.2	896,543.1	1,008.30				Average	
		86+00.00	832	546,767.3	896,558.1	1,008.90				Average	
		84+00.00	831	546,569.6	896,588.1	1,010.10				Average	
		82+00.00	830	546,371.9	896,618.2	1,011.40				Average	
		81+42.63	829	546,315.2	896,626.8	1,011.70				Average	
		80+00.00	828	546,173.5	896,642.9	1,012.60				Average	
		78+00.00	827	545,973.6	896,647.6	1,013.80				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		76+00.00	826	545,774.4	896,631.5	1,015.00				Average	
		74+83.89	825	545,659.8	896,612.5	1,015.70				Average	
		74+00.00	824	545,577.5	896,596.4	1,016.20				Average	
		73+00.00	823	545,479.4	896,577.1	1,016.90				Average	Y
		72+00.00	822	545,381.3	896,557.8	1,017.10				Average	Y
		71+00.00	821	545,283.2	896,538.5	1,016.60				Average	Y
		70+77.16	820	545,260.7	896,534.1	1,016.40				Average	
		70+00.00	819	545,184.8	896,520.7	1,015.80				Average	
		68+00.00	818	544,985.9	896,500.5	1,014.10				Average	
		66+53.05	817	544,839.0	896,498.9	1,012.90				Average	
		66+50.00	816	544,835.9	896,499.0	1,012.90				Average	
		66+00.00	815	544,785.9	896,500.4	1,012.60				Average	
		64+50.00	814	544,636.0	896,504.6	1,012.50				Average	
		64+00.00	813	544,586.0	896,506.0	1,012.70				Average	
		62+50.00	812	544,436.1	896,510.2	1,013.30					
SR303L NB Frontage Rd	24.0	11+00.00	856	544,601.2	891,947.3	994.10				Average	
		12+00.00	857	544,582.7	892,045.5	994.60				Average	
		14+00.00	858	544,545.6	892,242.1	995.50				Average	
		15+18.10	859	544,523.8	892,358.1	996.00				Average	
		16+00.00	860	544,510.3	892,438.9	996.40				Average	
		18+00.00	861	544,492.1	892,638.0	997.30				Average	
		18+84.50	862	544,490.7	892,722.5	997.70				Average	
		20+00.00	863	544,491.4	892,838.0	998.30				Average	
		22+00.00	864	544,492.5	893,038.0	999.20				Average	
		24+00.00	865	544,493.6	893,238.0	1,000.10				Average	
		26+00.00	866	544,494.7	893,438.0	1,001.00				Average	
		28+00.00	867	544,495.8	893,638.0	1,001.90				Average	
		30+00.00	868	544,496.9	893,838.0	1,002.80				Average	
		32+00.00	869	544,498.0	894,038.0	1,003.80				Average	
		33+96.23	870	544,499.1	894,234.2	1,005.10				Average	
		34+00.00	871	544,499.2	894,238.0	1,005.10				Average	
		36+00.00	872	544,503.9	894,437.9	1,007.50				Average	
		38+00.00	873	544,515.6	894,637.5	1,010.30				Average	
		38+88.53	874	544,523.0	894,725.8	1,011.50				Average	
		40+00.00	875	544,533.2	894,836.8	1,013.10				Average	
		40+75.94	876	544,540.1	894,912.4	1,014.10				Average	
		42+00.00	877	544,546.1	895,036.3	1,015.90				Average	
		42+20.00	878	544,546.1	895,056.3	1,016.20				Average	
		44+00.00	879	544,533.1	895,235.7	1,016.60				Average	



**INPUT: ROADWAYS**

**SR303 Van Buren to MC 85**

		45+20.00	880	544,512.0	895,353.8	1,014.50				Average
		46+00.00	881	544,492.5	895,431.4	1,012.50				Average
		46+02.47	882	544,485.8	895,455.5	1,012.40				
Sarival Ramp C	24.0	11+00.00	2242	549,824.1	896,237.8	1,003.80				Average
		12+00.00	2243	549,975.9	896,214.9	1,003.40				Average
		13+00.00	2244	550,074.9	896,200.8	1,004.40				Average
		14+00.00	2245	550,173.9	896,186.6	1,006.00				Average
		15+00.00	2246	550,272.9	896,172.5	1,007.70				Average
		16+00.00	2247	550,371.9	896,158.4	1,009.30				Average
		17+00.00	2248	550,470.9	896,144.2	1,010.90				Average
		18+00.00	2249	550,569.9	896,130.1	1,012.50				Average
		19+00.00	2250	550,668.9	896,115.9	1,014.20				Average
		20+00.00	2251	550,767.9	896,101.8	1,015.50				Average
		20+96.49	2252	550,863.4	896,088.1	1,016.30				Average
		21+00.00	2253	550,866.9	896,087.6	1,016.40				Average
		22+00.00	2254	550,966.0	896,074.1	1,016.60				Average
		23+00.00	2255	551,065.2	896,061.9	1,016.40				
Sarival Ramp D	24.0	11+00.00	2256	549,822.8	895,771.7	1,003.10				Average
		12+00.00	2257	549,975.6	895,765.9	1,002.80				Average
		13+00.00	2258	550,075.6	895,763.0	1,003.90				Average
		14+00.00	2259	550,175.6	895,760.6	1,005.70				Average
		15+00.00	2260	550,275.6	895,758.9	1,007.50				Average
		16+00.00	2261	550,375.5	895,757.7	1,009.20				Average
		17+00.00	2262	550,475.5	895,757.1	1,011.00				Average
		18+00.00	2263	550,575.5	895,757.1	1,012.80				Average
		18+50.00	2264	550,625.5	895,757.3	1,013.70				Average
		19+00.00	2265	550,675.5	895,757.7	1,014.50				Average
		20+00.00	2266	550,775.5	895,758.9	1,015.70				Average
		21+00.00	2267	550,875.5	895,760.6	1,016.40				Average
		22+00.00	2268	550,975.5	895,762.9	1,016.50				Average
		22+50.00	2269	551,025.5	895,764.3	1,016.40				Average
		23+00.00	2270	551,075.5	895,765.8	1,016.20				Average
		23+10.23	2271	551,085.7	895,766.2	1,016.20				
Ramp WS	12.0	12+00.00	2456	548,501.9	896,208.1	1,020.20				Average
		13+00.00	68	548,402.5	896,219.2	1,019.70				Average
		13+88.24	69	548,314.9	896,229.6	1,019.60				Average
		14+00.00	70	548,303.2	896,231.0	1,019.20				Average
		15+00.00	71	548,204.0	896,243.2	1,018.70				Average
		16+00.00	72	548,104.7	896,255.5	1,018.30				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		17+00.00	73	548,005.5	896,267.7	1,017.90				Average	
		18+00.00	74	547,906.2	896,279.9	1,017.50				Average	
		19+00.00	75	547,807.0	896,292.1	1,017.10				Average	
		19+49.23	76	547,758.1	896,298.1	1,016.80				Average	
		20+00.00	77	547,707.7	896,304.3	1,016.60				Average	
		21+00.00	78	547,608.5	896,316.5	1,016.10				Average	
		22+00.00	79	547,509.2	896,328.7	1,015.60				Average	
		23+00.00	80	547,410.0	896,341.0	1,015.50				Average	
		24+00.00	81	547,310.7	896,353.2	1,016.00				Average	
		25+00.00	82	547,211.5	896,365.4	1,017.10				Average	
		26+00.00	83	547,112.2	896,377.6	1,018.80				Average	
		27+00.00	84	547,013.0	896,389.8	1,021.20				Average	
		28+00.00	85	546,913.7	896,402.0	1,024.20				Average	
		29+00.00	86	546,814.5	896,414.2	1,027.80				Average	
		30+00.00	87	546,715.2	896,426.5	1,031.80				Average	
		31+00.00	88	546,616.0	896,438.7	1,035.70				Average	Y
		32+00.00	89	546,516.7	896,450.9	1,039.60				Average	Y
		33+00.00	90	546,417.5	896,463.1	1,043.60				Average	Y
		34+00.00	91	546,318.2	896,475.3	1,047.50				Average	Y
		35+00.00	92	546,219.0	896,487.5	1,051.50				Average	Y
		36+00.00	93	546,119.7	896,499.7	1,055.40				Average	Y
		36+02.18	94	546,117.6	896,500.0	1,055.50				Average	Y
		37+00.00	95	546,020.2	896,509.6	1,059.30				Average	Y
		38+00.00	96	545,920.3	896,514.3	1,063.30				Average	Y
		39+00.00	97	545,820.3	896,514.0	1,067.20				Average	Y
		40+00.00	98	545,720.5	896,508.7	1,071.20				Average	Y
		41+00.00	99	545,621.1	896,498.3	1,075.10				Average	Y
		41+50.00	100	545,571.6	896,491.2	1,077.10				Average	Y
		42+00.00	101	545,522.3	896,482.8	1,079.00				Average	Y
		43+00.00	102	545,424.4	896,462.4	1,082.40				Average	Y
		44+00.00	103	545,327.6	896,437.1	1,085.30				Average	Y
		45+00.00	104	545,232.3	896,406.9	1,087.80				Average	Y
		46+00.00	105	545,138.6	896,372.0	1,089.70				Average	Y
		47+00.00	106	545,046.9	896,332.3	1,091.10				Average	Y
		48+00.00	107	544,957.2	896,288.0	1,092.00				Average	Y
		49+00.00	108	544,869.9	896,239.3	1,092.40				Average	Y
		50+00.00	109	544,785.2	896,186.2	1,092.30				Average	Y
		51+00.00	110	544,703.2	896,128.9	1,091.60				Average	Y
		52+00.00	111	544,624.3	896,067.5	1,090.50				Average	Y

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		53+00.00	112	544,548.6	896,002.2	1,088.90				Average	Y
		53+50.00	113	544,512.0	895,968.2	1,087.90				Average	Y
		54+00.00	114	544,476.2	895,933.2	1,086.80				Average	Y
		55+00.00	115	544,407.5	895,860.6	1,084.70				Average	Y
		56+00.00	116	544,342.5	895,784.6	1,082.50				Average	Y
		57+00.00	117	544,281.5	895,705.4	1,080.40				Average	Y
		58+00.00	118	544,224.5	895,623.2	1,078.20				Average	Y
		59+00.00	119	544,171.8	895,538.3	1,076.10				Average	Y
		60+00.00	120	544,123.4	895,450.7	1,074.00				Average	Y
		61+00.00	121	544,079.5	895,360.9	1,071.80				Average	Y
		62+00.00	122	544,040.3	895,268.9	1,069.70				Average	Y
		62+50.00	123	544,022.4	895,222.2	1,068.60				Average	Y
		63+00.00	124	544,005.7	895,175.1	1,067.50				Average	Y
		64+00.00	125	543,975.9	895,079.7	1,064.90				Average	Y
		65+00.00	126	543,951.0	894,982.8	1,061.80				Average	Y
		66+00.00	127	543,931.0	894,884.9	1,058.20				Average	Y
		66+50.00	128	543,922.9	894,835.5	1,056.30				Average	Y
		67+00.00	129	543,916.0	894,786.0	1,054.30				Average	Y
		68+00.00	130	543,906.0	894,686.5	1,050.30				Average	Y
		69+00.00	131	543,901.1	894,586.6	1,046.20				Average	Y
		70+00.00	132	543,901.2	894,486.7	1,042.20				Average	Y
		71+00.00	133	543,906.4	894,386.8	1,038.20				Average	Y
		72+00.00	134	543,916.6	894,287.3	1,034.20				Average	Y
		72+88.61	135	543,929.9	894,199.7	1,030.60				Average	
		73+00.00	136	543,931.8	894,188.5	1,030.20				Average	
		74+00.00	137	543,949.0	894,090.0	1,026.20				Average	
		75+00.00	138	543,966.2	893,991.5	1,022.10				Average	
		76+00.00	139	543,983.4	893,893.0	1,018.10				Average	
		77+00.00	140	544,000.5	893,794.5	1,014.10				Average	
		78+00.00	141	544,017.7	893,695.9	1,010.30				Average	
		79+00.00	142	544,034.9	893,597.4	1,007.10				Average	
		80+00.00	143	544,052.1	893,498.9	1,004.50				Average	
		81+00.00	144	544,069.2	893,400.4	1,002.40				Average	
		82+00.00	145	544,086.4	893,301.9	1,000.80				Average	
		83+00.00	146	544,103.6	893,203.4	1,001.60				Average	
		84+00.00	147	544,120.8	893,104.9	1,002.50				Average	
		85+00.00	148	544,138.0	893,006.3	1,002.90				Average	
		86+00.00	149	544,155.1	892,907.8	1,003.70				Average	
		87+00.00	150	544,172.3	892,809.3	1,004.90				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		88+00.00	151	544,189.5	892,710.8	1,005.90				Average	
		88+33.14	152	544,195.2	892,678.2	1,006.30				Average	
		89+00.00	153	544,206.4	892,612.2	1,006.90				Average	
		90+00.00	154	544,222.0	892,513.5	1,007.90				Average	
		90+29.62	155	544,226.4	892,484.2	1,008.30				Average	
		91+00.00	156	544,236.4	892,414.5	1,009.20				Average	
		92+00.00	157	544,249.5	892,315.4	1,010.70				Average	
		93+00.00	158	544,261.3	892,216.1	1,012.10				Average	
		94+00.00	159	544,271.7	892,116.6	1,013.10				Average	
		95+00.00	160	544,280.9	892,017.0	1,013.60					
Ramp NE	12.0	14+00.00	2457	544,401.0	892,801.2	1,002.30				Average	
		15+00.00	166	544,399.3	892,901.1	1,002.70				Average	
		16+00.00	167	544,398.8	893,001.1	1,003.10				Average	
		17+00.00	168	544,399.7	893,101.1	1,003.50				Average	
		17+06.87	169	544,399.8	893,108.0	1,003.60				Average	
		17+45.20	170	544,400.5	893,146.3	1,003.80				Average	
		18+00.00	171	544,401.6	893,201.1	1,004.00				Average	
		19+00.00	172	544,403.7	893,301.1	1,004.50				Average	
		20+00.00	173	544,405.8	893,401.1	1,004.90				Average	
		21+00.00	174	544,408.0	893,501.1	1,005.30				Average	
		22+00.00	175	544,410.1	893,601.0	1,005.80				Average	
		23+00.00	176	544,412.2	893,701.0	1,006.40				Average	
		24+00.00	177	544,414.3	893,801.0	1,007.30				Average	
		25+00.00	178	544,416.4	893,901.0	1,008.60				Average	
		26+00.00	179	544,418.5	894,000.9	1,010.30				Average	
		27+00.00	180	544,420.6	894,100.9	1,012.30				Average	
		28+00.00	181	544,422.7	894,200.9	1,014.70				Average	
		29+00.00	182	544,424.8	894,300.9	1,017.30				Average	
		30+00.00	183	544,426.9	894,400.9	1,019.80				Average	
		31+00.00	184	544,429.0	894,500.8	1,022.40				Average	
		32+00.00	185	544,431.1	894,600.8	1,025.00				Average	
		33+00.00	186	544,433.2	894,700.8	1,027.50				Average	
		33+96.27	187	544,435.2	894,797.0	1,030.00				Average	
		34+00.00	188	544,435.3	894,800.8	1,030.10				Average	
		35+00.00	189	544,441.9	894,900.5	1,032.60				Average	
		36+00.00	190	544,456.7	894,999.4	1,035.20				Average	
		37+00.00	191	544,479.6	895,096.7	1,037.50				Average	Y
		38+00.00	192	544,510.5	895,191.8	1,039.20				Average	Y
		39+00.00	193	544,549.2	895,284.0	1,040.30				Average	Y

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		40+00.00	194	544,595.4	895,372.6	1,040.90			Average	Y
		41+00.00	195	544,648.7	895,457.2	1,040.90			Average	Y
		42+00.00	196	544,708.9	895,537.0	1,040.30			Average	Y
		43+00.00	197	544,775.5	895,611.6	1,039.10			Average	
		44+00.00	198	544,848.0	895,680.4	1,037.40			Average	
		45+00.00	199	544,926.0	895,742.9	1,035.10			Average	
		46+00.00	200	545,008.9	895,798.8	1,032.20			Average	
		46+50.00	201	545,052.0	895,824.2	1,030.60			Average	
		47+00.00	202	545,096.1	895,847.7	1,029.10			Average	
		48+00.00	203	545,187.1	895,889.1	1,026.70			Average	
		49+00.00	204	545,281.2	895,922.9	1,025.00			Average	
		50+00.00	205	545,377.7	895,948.7	1,024.00			Average	
		51+00.00	206	545,476.1	895,966.5	1,023.70			Average	
		51+21.61	207	545,497.6	895,969.3	1,023.70			Average	
		51+50.00	208	545,525.7	895,972.6	1,023.80			Average	
		51+50.43	209	545,526.2	895,972.7	1,023.80			Average	
		52+00.00	210	545,575.4	895,978.2	1,023.70			Average	
		53+00.00	211	545,674.9	895,988.2	1,023.60			Average	
		54+00.00	212	545,774.6	895,996.8	1,023.50			Average	
		55+00.00	213	545,874.3	896,004.0	1,023.40			Average	
		56+00.00	214	545,974.1	896,009.7	1,023.00				
Ramp NW	12.0	16+00.00	2458	544,304.5	894,018.9	1,012.00			Average	
		17+00.00	222	544,305.0	894,118.9	1,012.50			Average	
		17+26.94	223	544,305.4	894,145.8	1,012.70			Average	
		18+00.00	224	544,307.0	894,218.9	1,013.00			Average	
		19+00.00	225	544,310.2	894,318.8	1,013.70			Average	
		20+00.00	226	544,314.7	894,418.7	1,014.80			Average	
		21+00.00	227	544,320.5	894,518.5	1,016.30			Average	
		21+33.58	228	544,322.8	894,552.0	1,016.90			Average	
		22+00.00	229	544,327.4	894,618.3	1,018.10			Average	
		23+00.00	230	544,334.3	894,718.1	1,020.40			Average	
		24+00.00	231	544,341.2	894,817.8	1,023.00			Average	
		25+00.00	232	544,348.1	894,917.6	1,026.00			Average	
		26+00.00	233	544,355.1	895,017.3	1,029.20			Average	Y
		26+29.10	234	544,357.1	895,046.4	1,030.10			Average	Y
		27+00.00	235	544,359.8	895,117.2	1,032.40			Average	Y
		28+00.00	236	544,356.2	895,217.1	1,035.60			Average	Y
		29+00.00	237	544,343.8	895,316.3	1,038.80			Average	Y
		30+00.00	238	544,322.9	895,414.1	1,042.00			Average	Y



INPUT: ROADWAYS

SR303 Van Buren to MC 85

		31+00.00	239	544,293.6	895,509.6	1,045.20				Average	Y
		32+00.00	240	544,256.0	895,602.3	1,048.40				Average	Y
		33+00.00	241	544,210.5	895,691.3	1,051.60				Average	Y
		34+00.00	242	544,157.4	895,776.0	1,054.50				Average	Y
		35+00.00	243	544,097.1	895,855.8	1,056.80				Average	Y
		36+00.00	244	544,030.2	895,930.0	1,058.50				Average	Y
		37+00.00	245	543,957.0	895,998.0	1,059.60				Average	Y
		38+00.00	246	543,878.1	896,059.5	1,060.10				Average	Y
		39+00.00	247	543,794.2	896,113.8	1,060.00				Average	Y
		40+00.00	248	543,705.9	896,160.6	1,059.30				Average	Y
		41+00.00	249	543,613.8	896,199.6	1,058.00					
HOV-10-SR303L	36.0	22+00.00	2463	547,693.2	896,145.5	1,018.30				Average	
		23+00.00	587	547,593.3	896,149.4	1,018.60				Average	
		24+00.00	588	547,493.4	896,152.7	1,018.90				Average	
		25+00.00	589	547,393.4	896,155.4	1,019.20				Average	
		26+00.00	590	547,293.4	896,157.5	1,019.50				Average	
		27+00.00	591	547,193.4	896,159.0	1,019.90				Average	
		28+00.00	592	547,093.4	896,159.9	1,020.30				Average	
		29+00.00	593	546,993.4	896,160.2	1,020.70				Average	
		30+00.00	594	546,893.4	896,160.0	1,021.10				Average	
		31+00.00	595	546,793.5	896,159.1	1,021.50				Average	
		32+00.00	596	546,693.5	896,157.6	1,022.20				Average	
		33+00.00	597	546,593.5	896,155.6	1,023.50				Average	
		34+00.00	598	546,493.5	896,152.9	1,025.40				Average	
		35+00.00	599	546,393.6	896,149.7	1,027.90				Average	
		35+72.45	600	546,321.2	896,146.9	1,030.10				Average	
		36+00.00	601	546,293.6	896,145.8	1,031.00				Average	
		37+00.00	602	546,193.7	896,141.9	1,034.70				Average	
		38+00.00	603	546,093.8	896,137.9	1,038.70				Average	Y
		39+00.00	604	545,993.9	896,133.9	1,042.70				Average	Y
		40+00.00	605	545,894.0	896,129.9	1,046.70				Average	Y
		40+50.00	606	545,844.0	896,128.0	1,048.70				Average	Y
		41+00.00	607	545,794.0	896,126.0	1,050.70				Average	Y
		42+00.00	608	545,694.1	896,122.0	1,054.10				Average	Y
		43+00.00	609	545,594.2	896,118.0	1,056.90				Average	Y
		43+18.76	610	545,575.5	896,117.3	1,057.40				Average	Y
		44+00.00	611	545,494.2	896,116.9	1,059.20				Average	Y
		45+00.00	612	545,394.5	896,124.4	1,060.90				Average	Y
		46+00.00	613	545,295.9	896,140.5	1,062.00				Average	Y

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		47+00.00	614	545,199.0	896,165.2	1,062.60				Average	Y
		48+00.00	615	545,104.6	896,198.2	1,062.60				Average	Y
		48+50.00	616	545,058.6	896,217.8	1,062.30				Average	Y
		49+00.00	617	545,013.5	896,239.3	1,062.00				Average	Y
		50+00.00	618	544,926.3	896,288.2	1,061.40				Average	Y
		51+00.00	619	544,843.7	896,344.5	1,060.80				Average	Y
		52+00.00	620	544,766.4	896,407.8	1,060.20				Average	Y
		53+00.00	621	544,694.8	896,477.6	1,059.60				Average	Y
		54+00.00	622	544,629.6	896,553.4	1,059.00				Average	Y
		55+00.00	623	544,571.2	896,634.5	1,058.40				Average	Y
		56+00.00	624	544,520.2	896,720.5	1,057.80				Average	Y
		57+00.00	625	544,476.8	896,810.6	1,057.20				Average	Y
		58+00.00	626	544,441.4	896,904.1	1,056.50				Average	Y
		59+00.00	627	544,414.3	897,000.3	1,055.30				Average	Y
		60+00.00	628	544,395.7	897,098.5	1,053.70				Average	Y
		61+00.00	629	544,385.8	897,198.0	1,051.80					
I-10 EB HOV Lane-2	20.0	6632+00.0	2578	549,897.8	895,973.7	1,027.50				Average	Y
		6634+00.0	1122	550,097.2	895,958.0	1,026.20				Average	
		6634+50.0	1123	550,147.0	895,954.1	1,025.80				Average	
		6636+00.0	1124	550,296.5	895,942.3	1,024.50				Average	
		6637+27.2	1125	550,423.4	895,932.3	1,023.40				Average	
		6638+00.0	1126	550,495.8	895,926.7	1,022.80				Average	
		6640+00.0	1127	550,695.0	895,912.6	1,021.10				Average	
		6641+00.0	1128	550,794.7	895,906.2	1,020.20				Average	
		6642+00.0	1129	550,894.3	895,900.2	1,019.40				Average	
		6644+00.0	1130	551,093.8	895,889.5	1,018.00					
I-10 WB HOV Lane-2	20.0	6632+00.0	2579	549,889.0	896,012.5	1,027.50				Average	Y
		6630+00.0	1432	549,689.6	896,028.1	1,028.10				Average	Y
		6628+00.0	1431	549,490.2	896,043.8	1,028.00				Average	
		6626+00.0	1430	549,290.8	896,059.5	1,027.30				Average	
		6625+50.0	1429	549,241.0	896,063.4	1,027.00				Average	
		6624+00.0	1428	549,091.5	896,075.2	1,026.10				Average	
		6622+00.0	1427	548,892.1	896,090.8	1,024.90				Average	
		6620+00.0	1426	548,692.7	896,106.5	1,023.70				Average	
		6618+00.0	1425	548,493.3	896,122.2	1,022.50					
I-10 EB Frontage Rd-2	32.0	57+25	2588	543,920.8	895,471.6	1,013.60				Average	
		57+50.00	729	543,953.0	895,468.7	1,014.60				Average	
		58+00.00	730	544,002.8	895,464.4	1,015.60				Average	
		58+57.81	731	544,060.4	895,459.4	1,016.30				Average	Y

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		60+00.00	732	544,202.3	895,450.6	1,016.70				Average	Y
		61+50.00	733	544,352.3	895,448.9	1,014.70				Average	Y
		62+00.00	734	544,402.3	895,450.1	1,013.60				Average	
		62+90	735	544,485.4	895,453.6	1,011.50					
I-10 EB Frontage Rd-2-2	32.0	62+90	2589	544,487.6	895,453.9	1,011.50				Average	
		64+00.00	736	544,601.8	895,463.6	1,009.60				Average	
		65+84.83	737	544,784.9	895,488.4	1,007.30				Average	
		66+00.00	738	544,799.8	895,490.9	1,007.20				Average	
		68+00.00	739	544,997.1	895,524.1	1,006.60				Average	
		69+00.00	740	545,095.7	895,540.7	1,007.00				Average	
		70+00.00	741	545,194.3	895,557.3	1,007.60				Average	
		72+00.00	742	545,391.5	895,590.6	1,008.80				Average	
		74+00.00	743	545,588.7	895,623.8	1,010.00				Average	
		76+00.00	744	545,785.9	895,657.0	1,011.20				Average	
		78+00.00	745	545,983.2	895,690.2	1,012.40				Average	
		80+00.00	746	546,180.4	895,723.5	1,013.60				Average	
		82+00.00	747	546,377.6	895,756.7	1,014.80				Average	
		84+00.00	748	546,574.8	895,789.9	1,015.60				Average	
		86+00.00	749	546,772.1	895,823.1	1,015.60				Average	
		86+59.68	750	546,830.9	895,833.0	1,015.50				Average	
		88+00.00	751	546,969.8	895,852.9	1,014.90				Average	
		90+00.00	752	547,169.1	895,869.5	1,013.80				Average	
		91+66.11	753	547,335.1	895,872.7	1,012.90				Average	
		92+00.00	754	547,369.0	895,872.4	1,012.70				Average	
		94+00.00	755	547,569.0	895,870.4	1,011.60				Average	
		96+00.00	756	547,769.0	895,868.4	1,010.40				Average	
		98+00.00	757	547,969.0	895,866.4	1,009.30				Average	
		100+00.00	758	548,169.0	895,864.4	1,008.20				Average	
		102+00.00	759	548,369.0	895,862.5	1,007.10				Average	
		102+17.87	760	548,386.8	895,862.3	1,007.00				Average	
		104+00.00	761	548,568.9	895,857.6	1,006.00				Average	
		106+00.00	762	548,768.5	895,845.8	1,004.80				Average	
		107+11.15	763	548,879.3	895,836.2	1,004.20				Average	
		108+00.00	764	548,967.7	895,827.9	1,003.70				Average	
		110+00.00	765	549,167.0	895,810.9	1,002.60				Average	
		112+00.00	766	549,366.5	895,796.3	1,001.50				Average	
		113+00.00	767	549,466.3	895,789.8	1,000.90				Average	
		114+00.00	768	549,566.1	895,783.9	1,001.00				Average	
		115+00.00	769	549,665.9	895,778.6	1,002.30				Average	

**INPUT: ROADWAYS**

**SR303 Van Buren to MC 85**

		115+81.50	770	549,747.3	895,774.7	1,003.90					
SR303L NB Frontage Rd-2	36.0	57+00.00	2590	544,441.1	896,510.9	1,013.00				Average	
		58+00.00	894	544,462.0	896,614.4	1,014.50				Average	
		60+00.00	895	544,501.3	896,810.5	1,017.50				Average	
		62+00.00	896	544,544.6	897,059.1	1,020.50					
SR 303 SB Frontage Rd	24.0	62+00.00	2647	543,940.7	897,057.2	1,020.90				Average	
		60+00.00	2646	543,953.7	896,788.5	1,019.20				Average	Y
		58+43.37	2645	543,974.2	896,633.2	1,017.90				Average	Y
		58+00.00	2644	543,981.6	896,590.5	1,017.60				Average	Y
		57+32.00	2643	543,993.2	896,523.5	1,017.00					
Sarival NB-2	36.0	23+00	2664	549,814.9	896,270.4	1,004.80				Average	
		24+00	2665	549,815.4	896,370.4	1,004.90				Average	
		26+00	2666	549,816.4	896,570.3	1,004.50				Average	
		28+00	2667	549,817.5	896,770.3	1,005.50					
Sarival NB-1	36.0	18+00	2670	549,812.3	895,770.4	1,004.10				Average	
		20+00	2671	549,813.4	895,970.4	1,004.40				Average	
		22+00	2672	549,814.4	896,170.4	1,004.70				Average	
		23+00	2673	549,814.9	896,270.4	1,004.80					
Sarival SB	36.0	28+00	2680	549,757.5	896,770.7	1,005.50				Average	
		26+00	2681	549,756.4	896,570.7	1,004.50				Average	
		24+00	2682	549,755.4	896,370.7	1,004.90				Average	
		23+00	2683	549,754.9	896,270.7	1,004.80					
Sarival SB-2	36.0	23+00	2684	549,754.9	896,270.7	1,004.80				Average	
		22+00	2685	549,754.4	896,170.7	1,004.70				Average	
		20+00	2686	549,753.4	895,970.7	1,004.40				Average	
		18+00	2687	549,752.3	895,770.7	1,004.10					
Sarival SB-3	36.0	18+00	2688	549,752.3	895,770.7	1,004.10				Average	
		17+00	2689	549,751.8	895,670.7	1,003.80				Average	
		16+00	2690	549,751.3	895,570.7	1,003.40				Average	
		14+00	2691	549,750.3	895,370.7	1,002.40					
Sarival NB-2	36.0	14+00	2695	549,810.3	895,370.4	1,002.40				Average	
		16+00	2677	549,811.3	895,570.4	1,003.40				Average	
		17+00	2678	549,811.8	895,670.4	1,003.80				Average	
		18+00	2679	549,812.3	895,770.4	1,004.10					
I-10 EB 5th Lane-2-2-2	36.0	6592+00.0	2706	545,901.4	896,013.1	1,023.40				Average	
		6594+00.0	1201	546,101.2	896,021.1	1,022.60				Average	
		6596+00.0	1202	546,301.1	896,029.0	1,021.80				Average	
		6596+24.7	1203	546,325.8	896,030.0	1,021.70				Average	
		6598+00.0	1204	546,500.7	896,036.3	1,021.00				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		6600+00.0	1205	546,700.4	896,041.9	1,020.20				Average	
		6602+00.0	1206	546,900.1	896,045.7	1,019.40				Average	
		6603+50.0	1207	547,049.9	896,047.4	1,018.80				Average	
		6604+00.0	1208	547,099.8	896,047.7	1,018.60				Average	
		6606+00.0	1209	547,299.5	896,048.0	1,018.10				Average	
		6608+00.0	1210	547,499.3	896,046.6	1,018.00				Average	
		6610+00.0	1211	547,699.0	896,043.4	1,018.30				Average	
		6612+00.0	1212	547,898.7	896,038.5	1,019.00				Average	
		6613+50.0	1213	548,048.4	896,033.7	1,019.80				Average	
		6614+00.0	1214	548,098.3	896,031.9	1,020.10				Average	
		6616+00.0	1215	548,297.8	896,023.5	1,021.30					
I-10 EB GPL 2nd lane-2-2-2	40.0	6592+00.0	2707	545,900.0	896,049.1	1,023.40				Average	
		6594+00.0	993	546,099.8	896,057.1	1,022.60				Average	
		6596+00.0	994	546,299.6	896,065.0	1,021.80				Average	
		6596+24.7	995	546,324.4	896,066.0	1,021.70				Average	
		6598+00.0	996	546,499.6	896,072.3	1,021.00				Average	
		6600+00.0	997	546,699.5	896,077.9	1,020.20				Average	
		6602+00.0	998	546,899.5	896,081.7	1,019.40				Average	
		6603+50.0	999	547,049.6	896,083.4	1,018.80				Average	
		6604+00.0	1000	547,099.6	896,083.7	1,018.60				Average	
		6606+00.0	1001	547,299.6	896,084.0	1,018.10				Average	
		6608+00.0	1002	547,499.7	896,082.6	1,018.00				Average	
		6610+00.0	1003	547,699.7	896,079.4	1,018.30				Average	
		6612+00.0	1004	547,899.7	896,074.5	1,019.00				Average	
		6613+50.0	1005	548,049.7	896,069.7	1,019.80				Average	
		6614+00.0	1006	548,099.6	896,067.8	1,020.10				Average	
		6616+00.0	1007	548,299.5	896,059.4	1,021.30					
I-10 EB 5th Lane-2-2-2-2	36.0	6616+00.0	2708	548,297.8	896,023.5	1,021.30				Average	
		6618+00.0	1216	548,497.3	896,013.3	1,022.50				Average	
		6620+00.0	1217	548,696.7	896,001.4	1,023.70				Average	
		6622+00.0	1218	548,896.0	895,987.8	1,024.90				Average	
		6623+34.3	1219	549,029.7	895,977.7	1,025.70				Average	
		6624+00.0	1220	549,095.2	895,972.6	1,026.10				Average	
		6625+50.0	1221	549,244.8	895,960.8	1,027.00				Average	
		6626+00.0	1222	549,294.6	895,956.9	1,027.30				Average	
		6628+00.0	1223	549,494.0	895,941.2	1,028.00				Average	
		6630+00.0	1224	549,693.4	895,925.5	1,028.10				Average	Y
		6632+00.0	2576	549,892.8	895,909.9	1,027.50				Average	Y
		6634+00.0	1226	550,092.1	895,894.2	1,026.20				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		6634+50.0	1227	550,142.0	895,890.3	1,025.80				Average	
		6636+00.0	1228	550,291.5	895,878.5	1,024.50				Average	
		6637+27.2	1229	550,418.3	895,868.5	1,023.40				Average	
		6638+00.0	1230	550,491.0	895,862.9	1,022.80				Average	
		6640+00.0	1231	550,690.8	895,848.7	1,021.10				Average	
		6641+00.0	1232	550,790.7	895,842.3	1,020.20				Average	
		6642+00.0	1233	550,890.7	895,836.3	1,019.40				Average	
		6644+00.0	1234	551,090.6	895,825.6	1,018.00					
I-10 EB GPL 2nd lane-2-2-2	40.0	6616+00.0	2709	548,299.5	896,059.4	1,021.30				Average	
		6618+00.0	1008	548,499.3	896,049.3	1,022.50				Average	
		6620+00.0	1009	548,699.0	896,037.4	1,023.70				Average	
		6622+00.0	1010	548,898.6	896,023.7	1,024.90				Average	
		6623+34.3	1011	549,032.6	896,013.6	1,025.70				Average	
		6624+00.0	1012	549,098.0	896,008.4	1,026.10				Average	
		6625+50.0	1013	549,247.6	895,996.7	1,027.00				Average	
		6626+00.0	1014	549,297.4	895,992.8	1,027.30				Average	
		6628+00.0	1015	549,496.8	895,977.1	1,028.00				Average	
		6630+00.0	1016	549,696.2	895,961.4	1,028.10				Average	Y
		6632+00.0	2577	549,895.6	895,945.7	1,027.50				Average	Y
		6634+00.0	1018	550,095.0	895,930.1	1,026.20				Average	
		6634+50.0	1019	550,144.8	895,926.1	1,025.80				Average	
		6636+00.0	1020	550,294.4	895,914.4	1,024.50				Average	
		6637+27.2	1021	550,421.2	895,904.4	1,023.40				Average	
		6638+00.0	1022	550,493.7	895,898.8	1,022.80				Average	
		6640+00.0	1023	550,693.2	895,884.7	1,021.10				Average	
		6641+00.0	1024	550,792.9	895,878.2	1,020.20				Average	
		6642+00.0	1025	550,892.7	895,872.2	1,019.40				Average	
		6644+00.0	1026	551,092.4	895,861.6	1,018.00					
I-10 WB 5th Lane-2-2	36.0	6606+00.0	2725	547,299.8	896,266.8	1,018.10				Average	
		6604+00.0	1532	547,099.4	896,272.1	1,018.60				Average	
		6603+50.0	1531	547,049.3	896,272.9	1,018.80				Average	
		6602+00.0	1530	546,899.0	896,274.3	1,019.40				Average	
		6600+00.0	1529	546,698.6	896,273.6	1,020.20				Average	
		6598+00.0	1528	546,498.2	896,269.8	1,021.00				Average	
		6596+18.6	1527	546,316.5	896,263.8	1,021.80				Average	
		6596+00.0	1526	546,297.9	896,263.1	1,021.80				Average	
		6594+00.0	1525	546,098.0	896,255.2	1,022.60				Average	
		6592+00.0	1524	545,898.2	896,247.2	1,023.40				Average	
		6590+00.0	1523	545,698.3	896,239.3	1,024.20				Average	



INPUT: ROADWAYS

SR303 Van Buren to MC 85

		6588+00.0	1522	545,498.5	896,231.3	1,025.00				Average	
		6586+00.0	1521	545,298.7	896,223.3	1,025.80				Average	
		6584+00.0	1520	545,098.8	896,215.4	1,026.60				Average	
		6582+00.0	1519	544,899.0	896,207.4	1,027.40				Average	
		6580+00.0	1518	544,699.1	896,199.5	1,028.20				Average	
		6578+00.0	1517	544,499.3	896,191.5	1,029.00				Average	Y
		6576+00.0	1516	544,299.4	896,183.6	1,029.60				Average	Y
		6574+00.0	1515	544,099.6	896,175.6	1,029.80				Average	Y
		6572+00.0	1514	543,899.8	896,167.7	1,029.50				Average	Y
		6570+00.0	1513	543,699.9	896,159.7	1,028.80				Average	
		6568+00.0	1512	543,500.1	896,151.8	1,027.70					
I-10 WB 2nd Lane-2-2	40.0	6606+00.0	2726	547,298.6	896,230.8	1,018.10				Average	
		6604+00.0	1312	547,098.8	896,236.1	1,018.60				Average	
		6603+50.0	1311	547,048.8	896,236.9	1,018.80				Average	
		6602+00.0	1310	546,898.9	896,238.3	1,019.40				Average	
		6600+00.0	1309	546,699.0	896,237.6	1,020.20				Average	
		6598+00.0	1308	546,499.1	896,233.8	1,021.00				Average	
		6596+18.6	1307	546,318.0	896,227.9	1,021.80				Average	
		6596+00.0	1306	546,299.3	896,227.1	1,021.80				Average	
		6594+00.0	1305	546,099.5	896,219.2	1,022.60				Average	
		6592+00.0	1304	545,899.6	896,211.2	1,023.40				Average	
		6590+00.0	1303	545,699.8	896,203.3	1,024.20				Average	
		6588+00.0	1302	545,499.9	896,195.3	1,025.00				Average	
		6586+00.0	1301	545,300.1	896,187.4	1,025.80				Average	
		6584+00.0	1300	545,100.2	896,179.4	1,026.60				Average	
		6582+00.0	1299	544,900.4	896,171.5	1,027.40				Average	
		6580+00.0	1298	544,700.6	896,163.5	1,028.20				Average	
		6578+00.0	1297	544,500.7	896,155.6	1,029.00				Average	Y
		6576+00.0	1296	544,300.9	896,147.6	1,029.60				Average	Y
		6574+00.0	1295	544,101.0	896,139.7	1,029.80				Average	Y
		6572+00.0	1294	543,901.2	896,131.7	1,029.50				Average	Y
		6570+00.0	1293	543,701.3	896,123.8	1,028.80				Average	
		6568+00.0	1292	543,501.5	896,115.8	1,027.70					
I-10 WB 5th Lane-2-2	36.0	6618+00.0	2727	548,498.3	896,186.0	1,022.50				Average	
		6616+00.0	1540	548,298.9	896,201.7	1,021.30				Average	
		6614+00.0	1539	548,099.6	896,217.4	1,020.10				Average	
		6613+50.0	1538	548,049.7	896,221.3	1,019.80				Average	
		6612+00.0	1537	547,900.2	896,233.0	1,019.00				Average	
		6611+97.1	1536	547,897.3	896,233.3	1,019.00				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		6610+00.0	1535	547,700.2	896,247.3	1,018.30				Average	
		6608+00.0	1534	547,500.1	896,258.5	1,018.00				Average	
		6606+00.0	1533	547,299.8	896,266.8	1,018.10					
I-10 WB 2nd Lane-2-2	40.0	6618+00.0	2728	548,495.5	896,150.1	1,022.50				Average	
		6616+00.0	1320	548,296.1	896,165.8	1,021.30				Average	
		6614+00.0	1319	548,096.7	896,181.5	1,020.10				Average	
		6613+50.0	1318	548,046.9	896,185.4	1,019.80				Average	
		6612+00.0	1317	547,897.3	896,197.1	1,019.00				Average	
		6611+97.1	1316	547,894.5	896,197.4	1,019.00				Average	
		6610+00.0	1315	547,697.9	896,211.4	1,018.30				Average	
		6608+00.0	1314	547,498.4	896,222.6	1,018.00				Average	
		6606+00.0	1313	547,298.6	896,230.8	1,018.10					
I-10 WB 5th Lane-2	36.0	6644+00.0	2729	551,090.1	895,991.9	1,018.20				Average	
		6642+00.0	1557	550,890.7	896,002.6	1,019.60				Average	
		6641+00.0	1556	550,791.0	896,008.7	1,020.40				Average	
		6640+00.0	1555	550,691.3	896,015.1	1,021.30				Average	
		6638+00.0	1554	550,492.1	896,029.3	1,023.00				Average	
		6637+35.4	1553	550,427.8	896,034.3	1,023.50				Average	
		6636+00.0	1552	550,292.8	896,044.9	1,024.70				Average	
		6634+50.0	1551	550,143.2	896,056.7	1,025.90				Average	
		6634+00.0	1550	550,093.4	896,060.6	1,026.30				Average	
		6632+00.0	2581	549,894.0	896,076.3	1,027.50				Average	Y
		6630+00.0	1548	549,694.6	896,091.9	1,028.10				Average	Y
		6628+00.0	1547	549,495.2	896,107.6	1,028.00				Average	
		6626+00.0	1546	549,295.9	896,123.3	1,027.30				Average	
		6625+50.0	1545	549,246.0	896,127.2	1,027.00				Average	
		6624+00.0	1544	549,096.5	896,139.0	1,026.10				Average	
		6622+00.0	1543	548,897.1	896,154.6	1,024.90				Average	
		6620+00.0	1542	548,697.7	896,170.3	1,023.70				Average	
		6618+00.0	1541	548,498.3	896,186.0	1,022.50					
I-10 WB 2nd Lane-2	40.0	6644+00.0	2730	551,088.3	895,955.9	1,018.20				Average	
		6642+00.0	1337	550,888.6	895,966.7	1,019.60				Average	
		6641+00.0	1336	550,788.7	895,972.7	1,020.40				Average	
		6640+00.0	1335	550,688.9	895,979.2	1,021.30				Average	
		6638+00.0	1334	550,489.4	895,993.4	1,023.00				Average	
		6637+35.4	1333	550,425.0	895,998.4	1,023.50				Average	
		6636+00.0	1332	550,290.0	896,009.0	1,024.70				Average	
		6634+50.0	1331	550,140.4	896,020.8	1,025.90				Average	
		6634+00.0	1330	550,090.6	896,024.7	1,026.30				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		6632+00.0	2580	549,891.2	896,040.4	1,027.50				Average	Y
		6630+00.0	1328	549,691.8	896,056.1	1,028.10				Average	Y
		6628+00.0	1327	549,492.4	896,071.7	1,028.00				Average	
		6626+00.0	1326	549,293.0	896,087.4	1,027.30				Average	
		6625+50.0	1325	549,243.2	896,091.3	1,027.00				Average	
		6624+00.0	1324	549,093.7	896,103.1	1,026.10				Average	
		6622+00.0	1323	548,894.3	896,118.8	1,024.90				Average	
		6620+00.0	1322	548,694.9	896,134.4	1,023.70				Average	
		6618+00.0	1321	548,495.5	896,150.1	1,022.50					
SR303L_NB_Outside_1	24.0	300+00.00	2737	544,302.1	893,977.7	1,012.00				Average	
		301+75.00	1755	544,288.3	894,152.2	1,013.40				Average	
		302+00.00	1756	544,286.3	894,177.1	1,013.60				Average	
		302+00.72	1757	544,286.3	894,177.8	1,013.60				Average	
		304+00.00	1758	544,272.4	894,375.8	1,014.10				Average	
		306+00.00	1759	544,262.0	894,574.8	1,012.70				Average	
		308+00.00	1760	544,255.2	894,773.9	1,009.60				Average	
		310+00.00	1761	544,252.0	894,973.2	1,004.70				Average	
		310+75.00	1762	544,251.7	895,047.9	1,002.40				Average	
		311+50.00	1763	544,251.9	895,122.6	1,000.00				Average	
		312+00.00	1764	544,252.4	895,172.4	998.40				Average	
		314+00.00	1765	544,256.3	895,371.6	993.30				Average	
		316+00.00	1766	544,263.9	895,570.7	990.00				Average	
		318+00.00	1767	544,275.1	895,769.6	988.50				Average	
		319+50.00	1768	544,285.8	895,918.7	988.60				Average	
		320+00.00	1769	544,289.8	895,968.3	988.80				Average	
		322+00.00	1770	544,308.2	896,166.7	989.60				Average	
		324+00.00	1771	544,330.1	896,364.7	990.40				Average	
		325+00.00	1772	544,342.4	896,463.6	990.80				Average	
		326+00.00	1773	544,355.6	896,562.3	991.20				Average	
		328+00.00	1774	544,384.6	896,759.5	992.60				Average	
		330+00.00	1775	544,417.2	896,956.0	994.50				Average	
		332+00.00	1776	544,453.3	897,151.9	997.00					
SR303L_NB_Inside_1	24.0	300+00.00	2738	544,266.3	893,974.9	1,012.00				Average	
		301+75.00	1671	544,252.4	894,149.3	1,013.40				Average	
		302+00.00	1672	544,250.4	894,174.2	1,013.60				Average	
		302+00.72	1673	544,250.4	894,175.0	1,013.60				Average	
		304+00.00	1674	544,236.4	894,373.6	1,014.10				Average	
		306+00.00	1675	544,226.0	894,573.3	1,012.70				Average	
		308+00.00	1676	544,219.2	894,773.0	1,009.60				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		310+00.00	1677	544,216.0	894,972.9	1,004.70				Average	
		310+75.00	1678	544,215.7	895,047.9	1,002.40				Average	
		311+50.00	1679	544,215.9	895,122.8	1,000.00				Average	
		312+00.00	1680	544,216.4	895,172.8	998.40				Average	
		314+00.00	1681	544,220.4	895,372.6	993.30				Average	
		316+00.00	1682	544,228.0	895,572.4	990.00				Average	
		318+00.00	1683	544,239.2	895,772.0	988.50				Average	
		319+50.00	1684	544,249.9	895,921.5	988.60				Average	
		320+00.00	1685	544,254.0	895,971.3	988.80				Average	
		322+00.00	1686	544,272.4	896,170.3	989.60				Average	
		324+00.00	1687	544,294.3	896,369.0	990.40				Average	
		325+00.00	1688	544,306.7	896,468.2	990.80				Average	
		326+00.00	1689	544,319.9	896,567.3	991.20				Average	
		328+00.00	1690	544,349.0	896,765.0	992.60				Average	
		330+00.00	1691	544,381.7	896,962.2	994.50				Average	
		332+00.00	1692	544,417.9	897,158.8	997.00					
SR303L_NB_Outside_2	24.0	288+00.00	2739	544,397.0	892,781.5	1,004.50				Average	
		290+00.00	1748	544,381.2	892,980.8	1,004.40				Average	
		291+50.00	1749	544,369.3	893,130.4	1,005.20				Average	
		292+00.00	1750	544,365.4	893,180.2	1,005.60				Average	
		294+00.00	1751	544,349.6	893,379.6	1,007.20				Average	
		296+00.00	1752	544,333.8	893,579.0	1,008.80				Average	
		298+00.00	1753	544,317.9	893,778.3	1,010.40				Average	
		300+00.00	1754	544,302.1	893,977.7	1,012.00					
SR303L_NB_Inside_2	24.0	288+00.00	2740	544,361.1	892,778.6	1,004.50				Average	
		290+00.00	1664	544,345.3	892,978.0	1,004.40				Average	
		291+50.00	1665	544,333.4	893,127.5	1,005.20				Average	
		292+00.00	1666	544,329.5	893,177.4	1,005.60				Average	
		294+00.00	1667	544,313.7	893,376.8	1,007.20				Average	
		296+00.00	1668	544,297.9	893,576.1	1,008.80				Average	
		298+00.00	1669	544,282.1	893,775.5	1,010.40				Average	
		300+00.00	1670	544,266.3	893,974.9	1,012.00					
SR303L_SB_Outside_2	24.0	288+00.00	2747	544,223.8	893,118.8	1,005.20				Average	
		290+00.00	2088	544,235.6	892,969.3	1,004.40				Average	
		288+00.00	2087	544,251.5	892,769.9	1,004.50				Average	
		286+00.00	2086	544,267.3	892,570.6	1,006.10				Average	
		284+00.00	2085	544,277.5	892,371.2	1,009.00				Average	
		283+50.00	2084	544,284.9	892,170.2	1,014.60					
SR303L_SB_Inside_2	24.0	291+50.00	2748	544,247.7	893,120.7	1,005.20				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		290+00.00	1832	544,259.6	892,971.2	1,004.40				Average	
		288+00.00	1831	544,275.4	892,771.8	1,004.50				Average	
		286+00.00	1830	544,291.2	892,572.5	1,006.10				Average	
		284+00.00	1829	544,307.0	892,373.1	1,009.00				Average	
		283+50.00	1828	544,315.1	892,171.3	1,014.60					
SR303L NB Frontage Rd-2	36.0	46+02.47	2751	544,485.8	895,455.5	1,012.40				Average	
		47+13.73	883	544,461.5	895,540.8	1,009.70				Average	
		48+00.00	884	544,439.9	895,624.3	1,007.50				Average	
		49+20.00	885	544,416.1	895,741.9	1,004.50				Average	
		50+00.00	886	544,404.4	895,821.0	1,002.90				Average	
		52+00.00	887	544,389.6	896,020.4	1,002.40				Average	
		53+20.00	888	544,390.8	896,140.3	1,004.50				Average	
		54+00.00	889	544,395.8	896,220.2	1,006.50				Average	
		55+00.00	890	544,406.7	896,319.6	1,009.00				Average	
		56+00.00	891	544,422.8	896,418.3	1,011.30				Average	
		56+18.41	892	544,426.4	896,436.3	1,011.60				Average	
		57+00.00	893	544,440.9	896,509.8	1,013.00					
I-10 WB Frontage Rd-2	36.0	62+50.00	2752	544,436.1	896,510.2	1,013.30				Average	
		62+00.00	811	544,386.1	896,511.5	1,013.50				Average	Y
		60+00.00	810	544,186.2	896,517.1	1,014.90				Average	Y
		58+50.00	809	544,036.2	896,521.3	1,016.50				Average	Y
		58+00.00	808	543,986.2	896,522.7	1,017.10					
I-10 WB Frontage Rd-2-2	36.0	58+00.00	2753	543,986.2	896,522.7	1,017.10				Average	
		56+00.00	807	543,786.3	896,528.3	1,019.50				Average	Y
		54+00.00	806	543,586.4	896,533.9	1,021.90					
I-10 WB HOV Lane-2	20.0	6644+00.0	2762	551,087.0	895,928.0	1,018.20				Average	
		6642+00.0	1441	550,886.9	895,938.7	1,019.60				Average	
		6641+00.0	1440	550,787.0	895,944.8	1,020.40				Average	
		6640+00.0	1439	550,687.0	895,951.3	1,021.30				Average	
		6638+00.0	1438	550,487.3	895,965.5	1,023.00				Average	
		6637+35.4	1437	550,422.8	895,970.5	1,023.50				Average	
		6636+00.0	1436	550,287.8	895,981.1	1,024.70				Average	
		6634+50.0	1435	550,138.2	895,992.9	1,025.90				Average	
		6634+00.0	1434	550,088.4	895,996.8	1,026.30				Average	
		6632+00.0	1433	549,889.0	896,012.5	1,027.50					
SR303L_SB_Inside_1	24.0	332+00.00	2772	544,270.6	897,159.1	996.90				Average	
		330+00.00	1859	544,240.0	896,961.4	994.40				Average	
		328+00.00	1858	544,212.8	896,763.1	992.50				Average	
		326+00.00	1857	544,189.0	896,564.5	991.20				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		325+00.00	1856	544,178.3	896,465.0	990.70					
SR303L_SB_Outside_1	24.0	332+00.00	2773	544,246.9	897,163.0	996.90				Average	
		330+00.00	2115	544,216.3	896,964.8	994.40				Average	
		328+00.00	2114	544,189.0	896,766.2	992.50				Average	
		326+00.00	2113	544,165.1	896,567.1	991.20				Average	
		325+00.00	2112	544,154.5	896,467.4	990.70					
Ramp SW-2	24.0	18+00.00	2774	544,203.1	897,186.5	995.30				Average	
		18+39.76	453	544,191.0	897,148.6	994.50				Average	
		18+85.00	454	544,176.2	897,105.9	993.70				Average	
		19+00.00	455	544,170.9	897,091.9	993.40				Average	
		20+00.00	456	544,130.4	897,000.5	991.90				Average	
		21+00.00	457	544,081.6	896,913.3	990.90				Average	
		22+00.00	458	544,024.7	896,831.0	990.50				Average	
		23+00.00	459	543,960.4	896,754.5	990.70				Average	
		24+00.00	460	543,889.1	896,684.4	991.40				Average	
		25+00.00	461	543,811.6	896,621.3	992.70				Average	
		26+00.00	462	543,728.5	896,565.8	994.60				Average	
		27+00.00	463	543,640.5	896,518.3	997.00				Average	
		27+85.00	464	543,562.5	896,484.6	999.50					
Ramp SE-2	36.0	42+00.00	2775	544,069.1	897,213.3	1,048.10				Average	Y
		42+50.00	525	544,055.9	897,165.0	1,048.60				Average	Y
		42+57.88	526	544,053.8	897,157.4	1,048.70				Average	Y
		43+00.00	527	544,043.5	897,116.6	1,049.00				Average	Y
		44+00.00	528	544,025.2	897,018.3	1,049.90				Average	Y
		45+00.00	529	544,015.9	896,918.8	1,050.70				Average	Y
		46+00.00	530	544,015.7	896,818.8	1,051.60				Average	Y
		47+00.00	531	544,024.6	896,719.3	1,052.40				Average	Y
		48+00.00	532	544,042.4	896,620.9	1,053.20				Average	Y
		49+00.00	533	544,069.1	896,524.6	1,054.10				Average	Y
		50+00.00	534	544,104.4	896,431.0	1,054.90				Average	Y
		51+00.00	535	544,148.0	896,341.1	1,055.80				Average	Y
		52+00.00	536	544,199.6	896,255.5	1,056.60				Average	Y
		53+00.00	537	544,258.8	896,174.9	1,057.40				Average	Y
		54+00.00	538	544,325.0	896,100.0	1,058.30				Average	Y
		55+00.00	539	544,397.7	896,031.4	1,059.10				Average	Y
		56+00.00	540	544,476.4	895,969.7	1,060.00				Average	Y
		57+00.00	541	544,560.3	895,915.4	1,060.80				Average	Y
		58+00.00	542	544,648.8	895,868.9	1,061.50				Average	Y
		59+00.00	543	544,741.1	895,830.6	1,061.70				Average	Y



INPUT: ROADWAYS

SR303 Van Buren to MC 85

		60+00.00	544	544,836.5	895,800.8	1,061.60				Average	Y
		61+00.00	545	544,934.3	895,779.8	1,061.10				Average	Y
		62+00.00	546	545,033.5	895,767.8	1,060.20				Average	Y
		63+00.00	547	545,133.4	895,764.8	1,058.90				Average	Y
		63+87.40	548	545,220.7	895,769.6	1,057.50				Average	Y
		64+00.00	549	545,233.2	895,770.8	1,057.30				Average	
		65+00.00	550	545,332.8	895,780.2	1,055.20				Average	
		66+00.00	551	545,432.3	895,789.7	1,052.80				Average	
		67+00.00	552	545,531.9	895,799.1	1,050.00				Average	
		68+00.00	553	545,631.4	895,808.6	1,047.00				Average	
		69+00.00	554	545,731.0	895,818.0	1,044.00				Average	
		70+00.00	555	545,830.5	895,827.5	1,041.00				Average	
		71+00.00	556	545,930.1	895,836.9	1,038.00				Average	
		72+00.00	557	546,029.6	895,846.4	1,035.00				Average	
		73+00.00	558	546,129.2	895,855.8	1,032.00				Average	
		74+00.00	559	546,228.7	895,865.3	1,029.00				Average	
		75+00.00	560	546,328.3	895,874.7	1,026.00				Average	
		75+50.00	561	546,378.1	895,879.5	1,024.50				Average	
		76+00.00	562	546,427.8	895,884.2	1,023.10				Average	
		77+00.00	563	546,527.4	895,893.6	1,020.50				Average	
		78+00.00	564	546,627.0	895,903.1	1,018.30				Average	
		79+00.00	565	546,726.5	895,912.5	1,016.60				Average	
		80+00.00	566	546,826.1	895,922.0	1,015.30				Average	
		81+00.00	567	546,925.6	895,931.5	1,014.50				Average	
		82+00.00	568	547,025.2	895,940.9	1,014.10				Average	
		83+00.00	569	547,124.7	895,950.4	1,014.10				Average	
		83+50.00	570	547,174.5	895,955.1	1,014.20				Average	
		84+00.00	571	547,224.3	895,959.8	1,014.40				Average	
		85+00.00	572	547,323.8	895,969.3	1,014.90				Average	
		85+91.02	573	547,414.4	895,977.9	1,015.20				Average	
		86+00.00	574	547,423.4	895,978.7	1,015.30				Average	
		87+00.00	575	547,523.0	895,987.3	1,015.70				Average	
		88+00.00	576	547,622.7	895,994.5	1,016.10				Average	
		89+00.00	577	547,722.6	896,000.1	1,016.60				Average	
		89+78.43	578	547,800.9	896,003.6	1,016.90				Average	
		90+00.00	579	547,822.5	896,004.4	1,017.00				Average	
		91+00.00	580	547,922.4	896,007.2	1,017.40				Average	
		92+00.00	581	548,022.4	896,008.5	1,017.80				Average	
		93+00.00	582	548,122.4	896,008.4	1,018.20				Average	

**INPUT: ROADWAYS**

**SR303 Van Buren to MC 85**

		94+00.00	583	548,222.4	896,006.8	1,018.60				Average	
		95+00.00	584	548,322.4	896,003.8	1,019.00					
I-10 EB HOV Lane-2-2-2	20.0	6568+00.0	2782	543,500.9	895,981.8	1,027.70				Average	
		6568+75.8	1084	543,576.5	895,984.7	1,028.10				Average	
		6570+00.0	1085	543,700.6	895,989.6	1,028.80				Average	
		6572+00.0	1086	543,900.4	895,997.6	1,029.50				Average	Y
		6574+00.0	1087	544,100.3	896,005.5	1,029.80				Average	Y
		6576+00.0	1088	544,300.1	896,013.5	1,029.60				Average	Y
		6578+00.0	1089	544,500.0	896,021.4	1,029.00				Average	Y
		6580+00.0	1090	544,699.8	896,029.4	1,028.20				Average	
		6582+00.0	1091	544,899.6	896,037.3	1,027.40				Average	
		6584+00.0	1092	545,099.5	896,045.3	1,026.60				Average	
		6586+00.0	1093	545,299.3	896,053.2	1,025.80				Average	
		6588+00.0	1094	545,499.2	896,061.2	1,025.00				Average	
		6590+00.0	1095	545,699.0	896,069.1	1,024.20				Average	
		6592+00.0	1096	545,898.8	896,077.1	1,023.40					
I-10 EB GPL 2nd lane-2-2-2	40.0	6568+00.0	2783	543,501.9	895,953.8	1,027.70				Average	
		6568+75.8	980	543,577.6	895,956.7	1,028.10				Average	
		6570+00.0	981	543,701.7	895,961.7	1,028.80				Average	
		6572+00.0	982	543,901.5	895,969.6	1,029.50				Average	Y
		6574+00.0	983	544,101.4	895,977.6	1,029.80				Average	Y
		6576+00.0	984	544,301.2	895,985.5	1,029.60				Average	Y
		6578+00.0	985	544,501.1	895,993.5	1,029.00				Average	Y
		6580+00.0	986	544,700.9	896,001.4	1,028.20				Average	
		6582+00.0	987	544,900.7	896,009.4	1,027.40				Average	
		6584+00.0	988	545,100.6	896,017.3	1,026.60				Average	
		6586+00.0	989	545,300.4	896,025.3	1,025.80				Average	
		6588+00.0	990	545,500.3	896,033.2	1,025.00				Average	
		6590+00.0	991	545,700.1	896,041.2	1,024.20				Average	
		6592+00.0	992	545,900.0	896,049.1	1,023.40					
I-10 EB 5th Lane-2-2-2	36.0	6568+00.0	2784	543,503.2	895,917.9	1,027.70				Average	
		6568+75.8	1188	543,579.0	895,920.7	1,028.10				Average	
		6570+00.0	1189	543,703.1	895,925.7	1,028.80				Average	
		6572+00.0	1190	543,903.0	895,933.6	1,029.50				Average	Y
		6574+00.0	1191	544,102.8	895,941.6	1,029.80				Average	Y
		6576+00.0	1192	544,302.7	895,949.5	1,029.60				Average	Y
		6578+00.0	1193	544,502.5	895,957.5	1,029.00				Average	Y
		6580+00.0	1194	544,702.3	895,965.4	1,028.20				Average	
		6582+00.0	1195	544,902.2	895,973.4	1,027.40				Average	

**INPUT: ROADWAYS**

**SR303 Van Buren to MC 85**

		6584+00.0	1196	545,102.0	895,981.3	1,026.60				Average	
		6586+00.0	1197	545,301.9	895,989.3	1,025.80				Average	
		6588+00.0	1198	545,501.7	895,997.2	1,025.00				Average	
		6590+00.0	1199	545,701.5	896,005.2	1,024.20				Average	
		6592+00.0	1200	545,901.4	896,013.1	1,023.40					
Ramp ES-2	12.0	28+00.00	2785	543,472.1	895,694.6	1,034.70				Average	
		29+00.00	307	543,555.6	895,639.7	1,037.40				Average	
		30+00.00	308	543,633.5	895,577.1	1,039.40				Average	Y
		31+00.00	309	543,705.3	895,507.5	1,040.80				Average	Y
		32+00.00	310	543,770.1	895,431.4	1,041.60				Average	Y
		33+00.00	311	543,827.5	895,349.5	1,041.80				Average	Y
		34+00.00	312	543,877.0	895,262.7	1,041.30				Average	Y
		35+00.00	313	543,918.0	895,171.5	1,040.10				Average	Y
		36+00.00	314	543,950.3	895,076.9	1,038.40				Average	
		37+00.00	315	543,973.6	894,979.7	1,036.00				Average	
		37+69.80	316	543,984.3	894,910.7	1,034.10				Average	
		38+00.00	317	543,988.0	894,880.8	1,033.20				Average	
		39+00.00	318	544,000.1	894,781.5	1,030.50				Average	
		40+00.00	319	544,012.3	894,682.3	1,027.80				Average	
		41+00.00	320	544,024.4	894,583.0	1,025.10				Average	
		42+00.00	321	544,036.6	894,483.7	1,022.40				Average	
		43+00.00	322	544,048.7	894,384.5	1,019.60				Average	
		44+00.00	323	544,060.9	894,285.2	1,016.90				Average	
		44+50.00	324	544,067.0	894,235.6	1,015.60				Average	
		45+00.00	325	544,073.0	894,186.0	1,014.20				Average	
		46+00.00	326	544,085.2	894,086.7	1,011.90				Average	
		47+00.00	327	544,097.3	893,987.4	1,009.90				Average	
		48+00.00	328	544,109.5	893,888.2	1,008.20				Average	
		49+00.00	329	544,121.6	893,788.9	1,007.00				Average	
		49+50.00	330	544,127.7	893,739.3	1,006.40				Average	
		50+00.00	331	544,133.8	893,689.7	1,006.00				Average	
		51+00.00	332	544,145.9	893,590.4	1,005.10				Average	
		51+27.58	333	544,149.3	893,563.0	1,004.80				Average	
		52+00.00	334	544,158.1	893,491.1	1,004.60				Average	
		53+00.00	335	544,170.2	893,391.9	1,004.40				Average	
		54+00.00	336	544,182.4	893,292.6	1,004.20				Average	
		55+00.00	337	544,194.5	893,193.4	1,004.10				Average	
		56+00.00	338	544,206.7	893,094.1	1,004.00					
Ramp EN-2	24.0	46+00.00	2786	543,485.9	895,679.6	1,061.00				Average	Y

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		46+61.53	385	543,547.3	895,675.4	1,062.60				Average	Y
		47+00.00	386	543,585.8	895,673.4	1,063.60				Average	Y
		48+00.00	387	543,685.7	895,674.4	1,066.20				Average	Y
		49+00.00	388	543,785.2	895,684.0	1,068.80				Average	Y
		50+00.00	389	543,883.5	895,702.3	1,071.40				Average	Y
		51+00.00	390	543,979.8	895,729.1	1,074.00				Average	Y
		52+00.00	391	544,073.4	895,764.2	1,076.60				Average	Y
		53+00.00	392	544,163.6	895,807.3	1,079.20				Average	Y
		54+00.00	393	544,249.7	895,858.1	1,081.80				Average	Y
		54+50.00	394	544,291.0	895,886.3	1,083.10				Average	Y
		55+00.00	395	544,331.1	895,916.2	1,084.30				Average	Y
		56+00.00	396	544,407.0	895,981.2	1,086.40				Average	Y
		57+00.00	397	544,477.0	896,052.5	1,087.80				Average	Y
		58+00.00	398	544,540.6	896,129.7	1,088.70				Average	Y
		59+00.00	399	544,597.1	896,212.2	1,089.10				Average	Y
		60+00.00	400	544,646.3	896,299.2	1,088.80				Average	Y
		61+00.00	401	544,687.7	896,390.2	1,088.00				Average	Y
		62+00.00	402	544,721.0	896,484.5	1,086.70				Average	Y
		63+00.00	403	544,745.9	896,581.3	1,084.70				Average	Y
		64+00.00	404	544,762.4	896,679.9	1,082.20				Average	Y
		64+57.06	405	544,767.9	896,736.7	1,080.50				Average	Y
		65+00.00	406	544,770.9	896,779.5	1,079.10				Average	Y
		65+50.00	407	544,774.5	896,829.4	1,077.40				Average	Y
		66+00.00	408	544,778.1	896,879.2	1,075.60				Average	Y
		67+00.00	409	544,785.3	896,979.0	1,071.90					
I-10 EB Frontage Rd-2	32.0	55+00.00	2787	543,604.3	895,499.1	1,009.10				Average	
		56+00.00	727	543,803.6	895,481.8	1,011.70				Average	
		57+25	728	543,919.6	895,471.8	1,013.60					
SR303L_NB_Inside_3	24.0	1282+00.00	3134	544,408.5	892,180.5	1,014.60				Average	
		284+00.00	1661	544,392.7	892,379.9	1,009.00				Average	
		286+00.00	1662	544,376.9	892,579.3	1,006.10				Average	
		288+00.00	1663	544,361.1	892,778.6	1,004.50					
SR303L_NB_Outside_3	24.0	1282+00.00	3135	544,444.4	892,183.3	1,014.60				Average	
		284+00.00	1745	544,428.6	892,382.7	1,009.00				Average	
		286+00.00	1746	544,412.8	892,582.1	1,006.10				Average	
		288+00.00	1747	544,397.0	892,781.5	1,004.50					
SBFR-YM-VB	24.0	62+00.00	3731	544,179.6	891,752.7	990.40				Average	
		61+00.00	3730	544,185.4	891,652.8	990.10				Average	
		60+00.00	3729	544,191.2	891,553.0	990.20				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		59+00.00	3728	544,196.9	891,453.2	990.90				Average	
		58+00.00	3727	544,201.7	891,353.3	991.80				Average	
		57+00.00	3726	544,204.9	891,253.3	992.60				Average	
		56+00.00	3725	544,206.4	891,153.3	992.90				Average	
		55+00.00	3724	544,206.4	891,053.3	992.70				Average	
		54+00.00	3723	544,204.8	890,953.4	991.90				Average	
		53+00.00	3722	544,202.8	890,853.4	990.60				Average	
		52+00.00	3721	544,202.4	890,753.4	989.20				Average	
		51+00.00	3720	544,203.6	890,653.4	988.00				Average	
		50+00.00	3719	544,206.3	890,553.4	987.10				Average	
		49+00.00	3718	544,210.6	890,453.5	986.40				Average	
		48+00.00	3717	544,216.5	890,353.7	985.90				Average	
		47+00.00	3716	544,224.0	890,254.0	985.40				Average	
		46+00.00	3715	544,233.0	890,154.4	984.80					
VB-RA	24.0	27+00.00	3774	544,190.8	891,766.0	993.40	Onramp	15.00	100	Average	
		26+00.00	3773	544,196.6	891,666.2	990.40				Average	
		25+00.00	3772	544,202.4	891,566.4	990.40				Average	
		24+00.00	3771	544,208.2	891,466.5	991.10				Average	
		23+00.00	3770	544,218.0	891,367.1	992.00				Average	
		22+00.00	3769	544,229.1	891,267.7	993.00				Average	
		21+00.00	3768	544,240.1	891,168.3	993.60				Average	
		20+00.00	3767	544,251.1	891,068.9	994.20				Average	
		19+00.00	3766	544,262.1	890,969.5	994.40				Average	
		18+00.00	3765	544,272.8	890,870.1	994.40				Average	
		17+00.00	3764	544,282.4	890,770.5	994.10				Average	
		16+00.00	3763	544,290.6	890,670.9	993.70				Average	
		15+00.00	3762	544,297.4	890,571.1	993.30				Average	
		14+00.00	3761	544,302.9	890,471.3	993.10				Average	
		13+00.00	3760	544,307.1	890,371.3	993.20				Average	
		12+00.00	3759	544,310.0	890,271.4	993.80				Average	
		11+00.00	3758	544,311.5	890,171.4	994.80				Average	
		10+00.00	3757	544,311.7	890,071.4	996.20					
VanBuren_EB2	36.0	point4182	4182	544,535.4	891,806.5	992.60				Average	
		point4172	4172	544,931.9	891,812.1	991.80					
VanBuren_WB1	36.0	point4184	4184	544,260.2	891,891.2	991.40				Average	
		point4179	4179	543,925.4	891,887.0	991.90					
SR303L_SB_Outside_3	30.0	1282+00.0	3065	544,284.9	892,170.2	1,014.60				Average	
		1280+00.0	3066	544,292.0	891,970.6	1,015.90				Average	
		1278+00.0	3067	544,306.6	891,771.2	1,015.70				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1276+00.0	3068	544,321.9	891,572.6	1,013.00				Average
		1274+00.0	3069	544,333.7	891,374.8	1,010.00				Average
		1272+00.0	3070	544,341.5	891,176.8	1,005.60				Average
		1270+00.0	3071	544,345.3	890,978.7	1,000.80				Average
		1268+00.0	3072	544,345.2	890,780.0	996.60				Average
		1266+00.0	3073	544,344.2	890,580.0	994.30				Average
		1264+00.0	3074	544,343.2	890,380.0	993.90				Average
		1262+00.0	3075	544,342.2	890,180.0	995.30				Average
		1261+00.0	4252	544,341.7	890,080.0	996.60				
SR303L_SB_Inside_3	30.0	1282+00.0	2996	544,315.1	892,171.3	1,014.60				Average
		1280+00.0	2997	544,327.9	891,971.7	1,015.90				Average
		1278+00.0	2998	544,342.5	891,772.2	1,015.70				Average
		1276+00.0	2999	544,357.8	891,573.4	1,013.70				Average
		1274+00.0	3000	544,369.7	891,375.2	1,010.70				Average
		1272+00.0	3001	544,377.5	891,176.7	1,006.30				Average
		1270+00.0	3002	544,381.2	890,978.1	1,001.50				Average
		1268+00.0	3003	544,380.1	890,779.0	997.30				Average
		1266+00.0	3004	544,376.1	890,579.0	995.00				Average
		1264+00.0	3005	544,372.0	890,379.1	994.50				Average
		1262+00.0	3006	544,367.9	890,179.1	995.90				Average
		1261+00.0	4253	544,366.5	890,079.1	997.10				
I-10 EB HOV Lane-2-2-2-2	20.0	point4290	4290	545,898.8	896,077.1	1,023.40				Average
		6594+00.0	1097	546,098.7	896,085.0	1,022.60				Average
		6596+00.0	1098	546,298.5	896,093.0	1,021.80				Average
		6596+24.7	1099	546,323.3	896,094.0	1,021.70				Average
		6598+00.0	1100	546,498.7	896,100.3	1,021.00				Average
		6600+00.0	1101	546,698.9	896,105.8	1,020.20				Average
		6602+00.0	1102	546,899.1	896,109.7	1,019.40				Average
		6603+50.0	1103	547,049.3	896,111.4	1,018.80				Average
		6604+00.0	1104	547,099.4	896,111.7	1,018.60				Average
		6606+00.0	1105	547,299.7	896,112.0	1,018.10				Average
		6608+00.0	1106	547,500.0	896,110.6	1,018.00				Average
		6610+00.0	1107	547,700.3	896,107.4	1,018.30				Average
		6612+00.0	1108	547,900.5	896,102.5	1,019.00				Average
		6613+50.0	1109	548,050.7	896,097.7	1,019.80				Average
		6614+00.0	1110	548,100.7	896,095.8	1,020.10				Average
		6616+00.0	1111	548,300.8	896,087.4	1,021.30				
I-10 EB HOV Lane-2-2-2-2-2	20.0	point4291	4291	548,300.8	896,087.4	1,021.30				Average
		6618+00.0	1112	548,500.9	896,077.2	1,022.50				Average



INPUT: ROADWAYS

SR303 Van Buren to MC 85

		6620+00.0	1113	548,700.8	896,065.3	1,023.70				Average	
		6622+00.0	1114	548,900.6	896,051.7	1,024.90				Average	
		6623+34.3	1115	549,034.8	896,041.5	1,025.70				Average	
		6624+00.0	1116	549,100.2	896,036.4	1,026.10				Average	
		6625+50.0	1117	549,249.8	896,024.6	1,027.00				Average	
		6626+00.0	1118	549,299.6	896,020.7	1,027.30				Average	
		6628+00.0	1119	549,499.0	896,005.0	1,028.00				Average	
		6630+00.0	1120	549,698.4	895,989.3	1,028.10				Average	Y
		6632+00.0	1121	549,897.8	895,973.7	1,027.50					
I-10 WB HOV Lane-2-2	20.0	point4292	4292	547,297.7	896,202.8	1,018.10				Average	
		6604+00.0	1416	547,098.2	896,208.1	1,018.60				Average	
		6603+50.0	1415	547,048.4	896,208.9	1,018.80				Average	
		6602+00.0	1414	546,898.8	896,210.3	1,019.40				Average	
		6600+00.0	1413	546,699.3	896,209.6	1,020.20				Average	
		6598+00.0	1412	546,499.8	896,205.9	1,021.00				Average	
		6596+18.6	1411	546,319.1	896,199.9	1,021.80				Average	
		6596+00.0	1410	546,300.4	896,199.2	1,021.80				Average	
		6594+00.0	1409	546,100.6	896,191.2	1,022.60				Average	
		6592+00.0	1408	545,900.7	896,183.3	1,023.40				Average	
		6590+00.0	1407	545,700.9	896,175.3	1,024.20				Average	
		6588+00.0	1406	545,501.0	896,167.4	1,025.00				Average	
		6586+00.0	1405	545,301.2	896,159.4	1,025.80				Average	
		6584+00.0	1404	545,101.4	896,151.4	1,026.60				Average	
		6582+00.0	1403	544,901.5	896,143.5	1,027.40				Average	
		6580+00.0	1402	544,701.7	896,135.5	1,028.20				Average	
		6578+00.0	1401	544,501.8	896,127.6	1,029.00				Average	Y
		6576+00.0	1400	544,302.0	896,119.6	1,029.60				Average	Y
		6574+00.0	1399	544,102.1	896,111.7	1,029.80				Average	Y
		6572+00.0	1398	543,902.3	896,103.7	1,029.50				Average	Y
		6570+00.0	1397	543,702.5	896,095.8	1,028.80				Average	
		6568+00.0	1396	543,502.6	896,087.8	1,027.70					
I-10 WB HOV Lane-2-2	20.0	point4293	4293	548,493.3	896,122.2	1,022.50				Average	
		6616+00.0	1424	548,293.9	896,137.9	1,021.30				Average	
		6614+00.0	1423	548,094.5	896,153.5	1,020.10				Average	
		6613+50.0	1422	548,044.7	896,157.5	1,019.80				Average	
		6612+00.0	1421	547,895.2	896,169.2	1,019.00				Average	
		6611+97.1	1420	547,892.3	896,169.5	1,019.00				Average	
		6610+00.0	1419	547,696.2	896,183.4	1,018.30				Average	
		6608+00.0	1418	547,497.0	896,194.6	1,018.00				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		6606+00.0	1417	547,297.7	896,202.8	1,018.10					
SR303L_SB_Outside_1-2	24.0	point4299	4299	544,154.5	896,467.4	990.70					Average
		324+00.00	2111	544,144.6	896,367.7	990.30					Average
		322+00.00	2110	544,127.5	896,167.9	989.50					Average
		320+00.00	2109	544,113.7	895,967.9	988.70					Average
		319+60.00	2108	544,111.3	895,927.8	988.60					Average
		318+00.00	2107	544,103.3	895,767.6	988.50					Average
		316+00.00	2106	544,096.2	895,567.2	990.10					Average
		314+00.00	2105	544,092.6	895,366.8	993.40					
SR303L_SB_Inside_1-2	24.0	point4300	4300	544,178.3	896,465.0	990.70					Average
		324+00.00	1855	544,168.5	896,365.4	990.30					Average
		322+00.00	1854	544,151.4	896,166.0	989.50					Average
		320+00.00	1853	544,137.6	895,966.4	988.70					Average
		319+60.00	1852	544,135.3	895,926.5	988.60					Average
		318+00.00	1851	544,127.2	895,766.6	988.50					Average
		316+00.00	1850	544,120.2	895,566.6	990.10					Average
		314+00.00	1849	544,116.6	895,366.5	993.40					
SR303L_SB_Inside_1-2-2	24.0	point4301	4301	544,116.6	895,366.5	993.40					Average
		312+00.00	1848	544,116.3	895,166.4	998.60					Average
		311+60.00	1847	544,116.7	895,126.4	999.80					Average
		310+75.00	1846	544,117.9	895,041.4	1,002.60					Average
		310+00.00	1845	544,119.4	894,966.4	1,004.80					Average
		308+00.00	1844	544,125.9	894,766.4	1,009.70					Average
		306+00.00	1843	544,135.8	894,566.5	1,012.80					Average
		304+00.00	1842	544,149.0	894,366.9	1,014.10					Average
		303+46.29	1841	544,153.1	894,313.3	1,014.10					Average
		302+00.00	1840	544,164.7	894,167.4	1,013.60					Average
		301+75.00	1839	544,166.7	894,142.5	1,013.40					Average
		300+00.00	1838	544,180.5	893,968.1	1,012.00					Average
		298+00.00	1837	544,196.3	893,768.7	1,010.40					Average
		296+00.00	1836	544,212.1	893,569.3	1,008.80					Average
		294+00.00	1835	544,228.0	893,370.0	1,007.20					Average
		292+00.00	1834	544,243.8	893,170.6	1,005.60					Average
		291+50.00	1833	544,247.7	893,120.7	1,005.20					
SR303L_SB_Outside_1-2-2	24.0	point4302	4302	544,092.6	895,366.8	993.40					Average
		312+00.00	2104	544,092.3	895,166.3	998.60					Average
		311+60.00	2103	544,092.7	895,126.2	999.80					Average
		310+75.00	2102	544,093.9	895,041.0	1,002.60					Average
		310+00.00	2101	544,095.5	894,965.8	1,004.80					Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		308+00.00	2100	544,102.0	894,765.4	1,009.70				Average
		306+00.00	2099	544,111.8	894,565.1	1,012.80				Average
		304+00.00	2098	544,125.1	894,365.1	1,014.10				Average
		303+46.29	2097	544,129.2	894,311.4	1,014.10				Average
		302+00.00	2096	544,140.8	894,165.6	1,013.60				Average
		301+75.00	2095	544,142.8	894,140.6	1,013.40				Average
		300+00.00	2094	544,156.6	893,966.2	1,012.00				Average
		298+00.00	2093	544,172.4	893,766.8	1,010.40				Average
		296+00.00	2092	544,188.2	893,567.4	1,008.80				Average
		294+00.00	2091	544,204.0	893,368.1	1,007.20				Average
		292+00.00	2090	544,219.8	893,168.7	1,005.60				Average
		291+50.00	2089	544,223.8	893,118.8	1,005.20				
SR 303 SB Frontage Rd-2	24.0	point4303	4303	543,993.2	896,523.5	1,017.00				Average
		56+46.61	2642	544,007.8	896,439.4	1,014.70				Average
		56+00.00	2641	544,015.2	896,393.3	1,013.50				Average
		54+00.00	2640	544,031.6	896,194.1	1,008.10				Average
		53+50.00	2639	544,031.9	896,144.1	1,006.80				Average
		52+00.00	2638	544,023.7	895,994.4	1,004.20				Average
		50+11.98	2637	543,994.1	895,808.8	1,005.20				Average
		50+00.00	2636	543,991.5	895,797.1	1,005.40				Average
		49+50.00	2635	543,980.8	895,748.3	1,006.50				Average
		48+00.00	2634	543,948.7	895,601.8	1,010.20				Average
		46+50.00	2633	543,916.6	895,455.2	1,014.00				
SR 303 SB Frontage Rd-2-2	24.0	point4304	4304	543,916.6	895,455.2	1,014.00				Average
		46+00.00	2632	543,905.9	895,406.4	1,015.10				Average
		44+00.00	2631	543,863.2	895,211.0	1,017.50				Average
		42+50.00	2630	543,831.1	895,064.5	1,017.00				Average
		42+29.44	2629	543,826.7	895,044.4	1,016.70				Average
		42+00.00	2628	543,820.6	895,015.6	1,016.50				Average
		40+00.00	2627	543,791.1	894,817.9	1,014.50				Average
		38+00.00	2626	543,782.5	894,618.2	1,012.50				Average
		36+00.00	2625	543,794.8	894,418.6	1,010.50				Average
		34+62.78	2624	543,815.3	894,283.0	1,009.10				Average
		34+00.00	2623	543,826.9	894,221.3	1,008.50				Average
		32+00.00	2622	543,863.8	894,024.7	1,006.50				Average
		31+00.00	2621	543,882.3	893,926.4	1,005.50				Average
		30+00.00	2620	543,900.8	893,828.2	1,004.60				Average
		29+00.00	2619	543,919.3	893,729.9	1,004.10				Average
		28+00.00	2618	543,937.7	893,631.6	1,003.70				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		26+00.00	2617	543,974.7	893,435.1	1,002.90				Average
		24+00.00	2616	544,011.6	893,238.5	1,002.10				Average
		22+62.26	2615	544,037.1	893,103.1	1,001.50				Average
		22+00.00	2614	544,048.2	893,041.9	1,001.30				Average
		21+00.00	2613	544,064.8	892,943.3	1,000.90				Average
		20+00.00	2612	544,079.6	892,844.4	1,000.20				Average
		19+00.00	2611	544,092.7	892,745.2	998.90				Average
		18+00.00	2610	544,104.1	892,645.9	997.30				Average
		16+00.00	2609	544,121.6	892,446.6	994.10				Average
		14+00.00	2608	544,132.1	892,246.9	990.90				Average
		12+98.16	2607	544,134.8	892,145.1	989.70				Average
		12+00.00	2606	544,136.5	892,047.0	989.40				Average
		11+00.00	2605	544,138.3	891,947.0	990.00				Average
		10+65.00	2604	544,138.9	891,912.0	990.30				
SR303L_NB_Outside_4-2-2	30.0	point4307	4307	544,512.2	890,179.1	995.60				Average
		1264+00.00	2936	544,513.2	890,379.1	994.10				Average
		1266+00.00	2935	544,514.2	890,579.1	994.60				Average
		1268+00.00	2934	544,515.2	890,779.1	996.90				Average
		1270+00.00	2933	544,515.2	890,980.2	1,001.00				Average
		1272+00.00	2932	544,511.4	891,181.8	1,005.80				Average
		1274+00.00	2931	544,503.5	891,383.2	1,010.20				Average
		1276+00.00	2930	544,491.5	891,584.5	1,013.30				Average
		1278+00.00	2929	544,476.1	891,784.6	1,015.70				Average
		1280+00.00	2928	544,460.2	891,984.0	1,015.90				Average
		1282+00.00	2927	544,444.4	892,183.3	1,014.60				
SR303L_NB_Inside_4-2-2	30.0	point4308	4308	544,476.2	890,179.3	996.30				Average
		1264+00.00	2867	544,477.2	890,379.3	994.90				Average
		1266+00.00	2866	544,478.2	890,579.3	995.30				Average
		1268+00.00	2865	544,479.2	890,779.3	997.60				Average
		1270+00.00	2864	544,479.3	890,979.9	1,001.70				Average
		1272+00.00	2863	544,475.4	891,180.7	1,006.50				Average
		1274+00.00	2862	544,467.6	891,381.4	1,011.00				Average
		1276+00.00	2861	544,455.6	891,582.0	1,014.00				Average
		1278+00.00	2860	544,440.2	891,781.8	1,015.70				Average
		1280+00.00	2859	544,424.4	891,981.1	1,015.90				Average
		1282+00.00	2858	544,408.5	892,180.5	1,014.60				
VB-RB-2	12.0	point4309	4309	544,551.4	890,148.9	995.10				Average
		18+00.00	3740	544,558.8	890,248.6	993.70				Average
		19+00.00	3741	544,566.3	890,348.3	992.20				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		20+00.000	3742	544,573.8	890,448.1	991.10				Average
		21+00.000	3743	544,581.2	890,547.8	990.60				Average
		22+00.000	3744	544,588.7	890,647.5	985.20				Average
		23+00.000	3745	544,596.2	890,747.2	985.30				Average
		24+00.000	3746	544,603.6	890,846.9	991.80				Average
		25+00.000	3747	544,608.1	890,946.8	991.40				Average
		26+00.000	3748	544,608.3	891,046.8	990.60				Average
		27+00.000	3749	544,604.6	891,146.8	989.90				Average
		28+00.000	3750	544,599.1	891,246.6	989.00				Average
		29+00.000	3751	544,592.0	891,346.4	988.50				Average
		30+00.000	3752	544,583.8	891,446.0	989.00				Average
		31+00.000	3753	544,575.6	891,545.7	990.00				Average
		32+00.000	3754	544,567.3	891,645.3	991.00				Average
		33+00.000	3755	544,559.1	891,745.0	992.00				Average
		point4287	4287	544,555.0	891,794.8	992.00				
NBFR-YM-VB-2-2-2	24.0	point4310	4310	544,599.5	890,151.5	981.90				Average
		47+00.000	3603	544,607.8	890,251.1	982.60				Average
		48+00.000	3604	544,616.3	890,350.8	983.90				Average
		49+00.000	3605	544,623.4	890,450.5	985.80				Average
		50+00.000	3606	544,628.8	890,550.4	988.40				Average
		51+00.000	3607	544,632.7	890,650.3	990.70				Average
		52+00.000	3608	544,635.0	890,750.3	992.10				Average
		53+00.000	3609	544,635.7	890,850.3	992.60				Average
		54+00.000	3610	544,634.9	890,950.3	992.20				Average
		55+00.000	3611	544,632.5	891,050.2	991.30				Average
		56+00.000	3612	544,628.5	891,150.2	990.30				Average
		57+00.000	3613	544,623.0	891,250.0	989.40				Average
		58+00.000	3614	544,615.8	891,349.7	989.00				Average
		59+00.000	3615	544,607.6	891,449.4	989.50				Average
		60+00.000	3616	544,599.4	891,549.1	990.50				Average
		61+00.000	3617	544,591.1	891,648.7	991.50				Average
		62+00.000	3618	544,582.9	891,748.4	992.00				Average
		point4286	4286	544,578.8	891,798.2	992.00				
VanBuren_EB1-2	36.0	point4312	4312	543,926.5	891,830.1	992.20				Average
		point4169	4169	544,258.6	891,810.5	991.50				
VanBuren_WB2-2	36.0	point4315	4315	544,931.1	891,877.8	991.80				Average
		point4176	4176	544,528.5	891,886.4	992.70				

INPUT: TRAFFIC FOR LAeq1h Volumes

SR303 Van Buren to MC 85

AZTEC Engineering		18 August 2022											
AZTEC Engineering		TNM 2.5											
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:		SR303 Van Buren to MC 85											
RUN:		SR 303, North of Van Buren											
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
Ramp WN	12+00.00	5	2092	60	231	60	34	60	0	0	0	0	
	13+00.00	6	2092	60	231	60	34	60	0	0	0	0	
	14+00.00	7	2092	60	231	60	34	60	0	0	0	0	
	15+00.00	8	2092	60	231	60	34	60	0	0	0	0	
	16+00.00	9	2092	60	231	60	34	60	0	0	0	0	
	17+00.00	10	2092	60	231	60	34	60	0	0	0	0	
	17+30.92	11	2092	60	231	60	34	60	0	0	0	0	
	18+00.00	12	2092	60	231	60	34	60	0	0	0	0	
	18+25.00	13	2092	60	231	60	34	60	0	0	0	0	
	19+00.00	14	2092	60	231	60	34	60	0	0	0	0	
	19+38.23	15	2092	60	231	60	34	60	0	0	0	0	
	20+00.00	16	2092	60	231	60	34	60	0	0	0	0	
	21+00.00	17	2092	60	231	60	34	60	0	0	0	0	
	22+00.00	18	2092	60	231	60	34	60	0	0	0	0	
	23+00.00	19	2092	60	231	60	34	60	0	0	0	0	
	24+00.00	20	2092	60	231	60	34	60	0	0	0	0	
	25+00.00	21	2092	60	231	60	34	60	0	0	0	0	
	25+25.00	22	2092	60	231	60	34	60	0	0	0	0	
	25+50.00	23	2092	60	231	60	34	60	0	0	0	0	
	26+00.00	24	2092	60	231	60	34	60	0	0	0	0	
	26+31.71	25	2092	60	231	60	34	60	0	0	0	0	
	27+00.00	26	2092	60	231	60	34	60	0	0	0	0	
	28+00.00	27	2092	60	231	60	34	60	0	0	0	0	



**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	29+00.00	28	2092	60	231	60	34	60	0	0	0	0
	30+00.00	29	2092	60	231	60	34	60	0	0	0	0
	31+00.00	30	2092	60	231	60	34	60	0	0	0	0
	32+00.00	31	2092	60	231	60	34	60	0	0	0	0
	33+00.00	32	2092	60	231	60	34	60	0	0	0	0
	33+50.00	33	2092	60	231	60	34	60	0	0	0	0
	34+00.00	34	2092	60	231	60	34	60	0	0	0	0
	35+00.00	35	2092	60	231	60	34	60	0	0	0	0
	36+00.00	36	2092	60	231	60	34	60	0	0	0	0
	37+00.00	37	2092	60	231	60	34	60	0	0	0	0
	38+00.00	38	2092	60	231	60	34	60	0	0	0	0
	39+00.00	39										
I-10 WB Frontage Rd	116+00.00	855	376	50	16	50	1	50	0	0	0	0
	115+75.00	854	376	50	16	50	1	50	0	0	0	0
	114+00.00	853	376	50	16	50	1	50	0	0	0	0
	113+75.00	852	376	50	16	50	1	50	0	0	0	0
	112+00.00	851	376	50	16	50	1	50	0	0	0	0
	110+00.00	850	376	50	16	50	1	50	0	0	0	0
	108+00.00	849	376	50	16	50	1	50	0	0	0	0
	106+00.00	848	376	50	16	50	1	50	0	0	0	0
	104+00.00	847	376	50	16	50	1	50	0	0	0	0
	102+00.00	846	376	50	16	50	1	50	0	0	0	0
	100+58.87	845	376	50	16	50	1	50	0	0	0	0
	100+50.00	844	376	50	16	50	1	50	0	0	0	0
	100+00.00	843	376	50	16	50	1	50	0	0	0	0
	98+50.00	842	376	50	16	50	1	50	0	0	0	0
	98+00.00	841	376	50	16	50	1	50	0	0	0	0
	96+00.00	840	376	50	16	50	1	50	0	0	0	0
	94+79.81	839	376	50	16	50	1	50	0	0	0	0
	94+00.00	838	376	50	16	50	1	50	0	0	0	0
	92+00.00	837	376	50	16	50	1	50	0	0	0	0
	90+00.00	836	376	50	16	50	1	50	0	0	0	0
	89+00.00	835	376	50	16	50	1	50	0	0	0	0
	88+00.00	834	376	50	16	50	1	50	0	0	0	0
	87+00.00	833	376	50	16	50	1	50	0	0	0	0
	86+00.00	832	376	50	16	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	84+00.00	831	376	50	16	50	1	50	0	0	0	0
	82+00.00	830	376	50	16	50	1	50	0	0	0	0
	81+42.63	829	376	50	16	50	1	50	0	0	0	0
	80+00.00	828	376	50	16	50	1	50	0	0	0	0
	78+00.00	827	376	50	16	50	1	50	0	0	0	0
	76+00.00	826	376	50	16	50	1	50	0	0	0	0
	74+83.89	825	376	50	16	50	1	50	0	0	0	0
	74+00.00	824	376	50	16	50	1	50	0	0	0	0
	73+00.00	823	376	50	16	50	1	50	0	0	0	0
	72+00.00	822	376	50	16	50	1	50	0	0	0	0
	71+00.00	821	376	50	16	50	1	50	0	0	0	0
	70+77.16	820	376	50	16	50	1	50	0	0	0	0
	70+00.00	819	376	50	16	50	1	50	0	0	0	0
	68+00.00	818	376	50	16	50	1	50	0	0	0	0
	66+53.05	817	376	50	16	50	1	50	0	0	0	0
	66+50.00	816	376	50	16	50	1	50	0	0	0	0
	66+00.00	815	376	50	16	50	1	50	0	0	0	0
	64+50.00	814	376	50	16	50	1	50	0	0	0	0
	64+00.00	813	376	50	16	50	1	50	0	0	0	0
	62+50.00	812										
SR303L NB Frontage Rd	11+00.00	856	360	50	18	50	1	50	0	0	0	0
	12+00.00	857	360	50	18	50	1	50	0	0	0	0
	14+00.00	858	360	50	18	50	1	50	0	0	0	0
	15+18.10	859	360	50	18	50	1	50	0	0	0	0
	16+00.00	860	360	50	18	50	1	50	0	0	0	0
	18+00.00	861	360	50	18	50	1	50	0	0	0	0
	18+84.50	862	360	50	18	50	1	50	0	0	0	0
	20+00.00	863	360	50	18	50	1	50	0	0	0	0
	22+00.00	864	360	50	18	50	1	50	0	0	0	0
	24+00.00	865	360	50	18	50	1	50	0	0	0	0
	26+00.00	866	360	50	18	50	1	50	0	0	0	0
	28+00.00	867	360	50	18	50	1	50	0	0	0	0
	30+00.00	868	360	50	18	50	1	50	0	0	0	0
	32+00.00	869	360	50	18	50	1	50	0	0	0	0
	33+96.23	870	360	50	18	50	1	50	0	0	0	0
	34+00.00	871	360	50	18	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	36+00.00	872	360	50	18	50	1	50	0	0	0	0
	38+00.00	873	360	50	18	50	1	50	0	0	0	0
	38+88.53	874	360	50	18	50	1	50	0	0	0	0
	40+00.00	875	360	50	18	50	1	50	0	0	0	0
	40+75.94	876	360	50	18	50	1	50	0	0	0	0
	42+00.00	877	360	50	18	50	1	50	0	0	0	0
	42+20.00	878	360	50	18	50	1	50	0	0	0	0
	44+00.00	879	360	50	18	50	1	50	0	0	0	0
	45+20.00	880	360	50	18	50	1	50	0	0	0	0
	46+00.00	881	360	50	18	50	1	50	0	0	0	0
	46+02.47	882										
Sarival Ramp C	11+00.00	2242	669	50	32	50	2	50	0	0	0	0
	12+00.00	2243	669	50	32	50	2	50	0	0	0	0
	13+00.00	2244	669	50	32	50	2	50	0	0	0	0
	14+00.00	2245	669	50	32	50	2	50	0	0	0	0
	15+00.00	2246	669	50	32	50	2	50	0	0	0	0
	16+00.00	2247	669	50	32	50	2	50	0	0	0	0
	17+00.00	2248	669	50	32	50	2	50	0	0	0	0
	18+00.00	2249	669	50	32	50	2	50	0	0	0	0
	19+00.00	2250	669	50	32	50	2	50	0	0	0	0
	20+00.00	2251	669	50	32	50	2	50	0	0	0	0
	20+96.49	2252	669	50	32	50	2	50	0	0	0	0
	21+00.00	2253	669	50	32	50	2	50	0	0	0	0
	22+00.00	2254	669	50	32	50	2	50	0	0	0	0
	23+00.00	2255										
Sarival Ramp D	11+00.00	2256	556	50	44	50	4	50	0	0	0	0
	12+00.00	2257	556	50	44	50	4	50	0	0	0	0
	13+00.00	2258	556	50	44	50	4	50	0	0	0	0
	14+00.00	2259	556	50	44	50	4	50	0	0	0	0
	15+00.00	2260	556	50	44	50	4	50	0	0	0	0
	16+00.00	2261	556	50	44	50	4	50	0	0	0	0
	17+00.00	2262	556	50	44	50	4	50	0	0	0	0
	18+00.00	2263	556	50	44	50	4	50	0	0	0	0
	18+50.00	2264	556	50	44	50	4	50	0	0	0	0
	19+00.00	2265	556	50	44	50	4	50	0	0	0	0
	20+00.00	2266	556	50	44	50	4	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	21+00.00	2267	556	50	44	50	4	50	0	0	0	0
	22+00.00	2268	556	50	44	50	4	50	0	0	0	0
	22+50.00	2269	556	50	44	50	4	50	0	0	0	0
	23+00.00	2270	556	50	44	50	4	50	0	0	0	0
	23+10.23	2271										
Ramp WS	12+00.00	2456	1554	60	96	60	8	60	0	0	0	0
	13+00.00	68	1554	60	96	60	8	60	0	0	0	0
	13+88.24	69	1554	60	96	60	8	60	0	0	0	0
	14+00.00	70	1554	60	96	60	8	60	0	0	0	0
	15+00.00	71	1554	60	96	60	8	60	0	0	0	0
	16+00.00	72	1554	60	96	60	8	60	0	0	0	0
	17+00.00	73	1554	60	96	60	8	60	0	0	0	0
	18+00.00	74	1554	60	96	60	8	60	0	0	0	0
	19+00.00	75	1554	60	96	60	8	60	0	0	0	0
	19+49.23	76	1554	60	96	60	8	60	0	0	0	0
	20+00.00	77	1554	60	96	60	8	60	0	0	0	0
	21+00.00	78	1554	60	96	60	8	60	0	0	0	0
	22+00.00	79	1554	60	96	60	8	60	0	0	0	0
	23+00.00	80	1554	60	96	60	8	0	0	0	0	0
	24+00.00	81	1554	60	96	60	8	60	0	0	0	0
	25+00.00	82	1554	60	96	60	8	60	0	0	0	0
	26+00.00	83	1554	60	96	60	8	60	0	0	0	0
	27+00.00	84	1554	60	96	60	8	60	0	0	0	0
	28+00.00	85	1554	60	96	60	8	60	0	0	0	0
	29+00.00	86	1554	60	96	60	8	60	0	0	0	0
	30+00.00	87	1554	60	96	60	8	60	0	0	0	0
	31+00.00	88	1554	60	96	60	8	60	0	0	0	0
	32+00.00	89	1554	60	96	60	8	60	0	0	0	0
	33+00.00	90	1554	60	96	60	8	60	0	0	0	0
	34+00.00	91	1554	60	96	60	8	60	0	0	0	0
	35+00.00	92	1554	60	96	60	8	60	0	0	0	0
	36+00.00	93	1554	60	96	60	8	60	0	0	0	0
	36+02.18	94	1554	60	96	60	8	60	0	0	0	0
	37+00.00	95	1554	60	96	60	8	60	0	0	0	0
	38+00.00	96	1554	60	96	60	8	60	0	0	0	0
	39+00.00	97	1554	60	96	60	8	60	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	40+00.00	98	1554	60	96	60	8	60	0	0	0	0
	41+00.00	99	1554	60	96	60	8	60	0	0	0	0
	41+50.00	100	1554	60	96	60	8	60	0	0	0	0
	42+00.00	101	1554	60	96	60	8	60	0	0	0	0
	43+00.00	102	1554	60	96	60	8	60	0	0	0	0
	44+00.00	103	1554	60	96	60	8	60	0	0	0	0
	45+00.00	104	1554	60	96	60	8	60	0	0	0	0
	46+00.00	105	1554	60	96	60	8	60	0	0	0	0
	47+00.00	106	1554	60	96	60	8	60	0	0	0	0
	48+00.00	107	1554	60	96	60	8	60	0	0	0	0
	49+00.00	108	1554	60	96	60	8	60	0	0	0	0
	50+00.00	109	1554	60	96	60	8	60	0	0	0	0
	51+00.00	110	1554	60	96	60	8	60	0	0	0	0
	52+00.00	111	1554	60	96	60	8	60	0	0	0	0
	53+00.00	112	1554	60	96	60	8	60	0	0	0	0
	53+50.00	113	1554	60	96	60	8	60	0	0	0	0
	54+00.00	114	1554	60	96	60	8	60	0	0	0	0
	55+00.00	115	1554	60	96	60	8	60	0	0	0	0
	56+00.00	116	1554	60	96	60	8	60	0	0	0	0
	57+00.00	117	1554	60	96	60	8	60	0	0	0	0
	58+00.00	118	1554	60	96	60	8	60	0	0	0	0
	59+00.00	119	1554	60	96	60	8	60	0	0	0	0
	60+00.00	120	1554	60	96	60	8	60	0	0	0	0
	61+00.00	121	1554	60	96	60	8	60	0	0	0	0
	62+00.00	122	1554	60	96	60	8	60	0	0	0	0
	62+50.00	123	1554	60	96	60	8	60	0	0	0	0
	63+00.00	124	1554	60	96	60	8	60	0	0	0	0
	64+00.00	125	1554	60	96	60	8	60	0	0	0	0
	65+00.00	126	1554	60	96	60	8	60	0	0	0	0
	66+00.00	127	1554	60	96	60	8	60	0	0	0	0
	66+50.00	128	1554	60	96	60	8	60	0	0	0	0
	67+00.00	129	1554	60	96	60	8	60	0	0	0	0
	68+00.00	130	1554	60	96	60	8	60	0	0	0	0
	69+00.00	131	1554	60	96	60	8	60	0	0	0	0
	70+00.00	132	1554	60	96	60	8	60	0	0	0	0
	71+00.00	133	1554	60	96	60	8	60	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	72+00.00	134	1554	60	96	60	8	60	0	0	0	0
	72+88.61	135	1554	60	96	60	8	60	0	0	0	0
	73+00.00	136	1554	60	96	60	8	60	0	0	0	0
	74+00.00	137	1554	60	96	60	8	60	0	0	0	0
	75+00.00	138	1554	60	96	60	8	60	0	0	0	0
	76+00.00	139	1554	60	96	60	8	60	0	0	0	0
	77+00.00	140	1554	60	96	60	8	60	0	0	0	0
	78+00.00	141	1554	60	96	60	8	60	0	0	0	0
	79+00.00	142	1554	60	96	60	8	60	0	0	0	0
	80+00.00	143	1554	60	96	60	8	60	0	0	0	0
	81+00.00	144	1554	60	96	60	8	60	0	0	0	0
	82+00.00	145	1554	60	96	60	8	60	0	0	0	0
	83+00.00	146	1554	60	96	60	8	60	0	0	0	0
	84+00.00	147	1554	60	96	60	8	60	0	0	0	0
	85+00.00	148	1554	60	96	60	8	60	0	0	0	0
	86+00.00	149	1554	60	96	60	8	60	0	0	0	0
	87+00.00	150	1554	60	96	60	8	60	0	0	0	0
	88+00.00	151	1554	60	96	60	8	60	0	0	0	0
	88+33.14	152	1554	60	96	60	8	60	0	0	0	0
	89+00.00	153	1554	60	96	60	8	60	0	0	0	0
	90+00.00	154	1554	60	96	60	8	60	0	0	0	0
	90+29.62	155	1554	60	96	60	8	60	0	0	0	0
	91+00.00	156	1554	60	96	60	8	60	0	0	0	0
	92+00.00	157	1554	60	96	60	8	60	0	0	0	0
	93+00.00	158	1554	60	96	60	8	60	0	0	0	0
	94+00.00	159	1554	60	96	60	8	60	0	0	0	0
	95+00.00	160										
Ramp NE	14+00.00	2457	736	60	61	60	3	60	0	0	0	0
	15+00.00	166	736	60	61	60	3	60	0	0	0	0
	16+00.00	167	736	60	61	60	3	60	0	0	0	0
	17+00.00	168	736	60	61	60	3	60	0	0	0	0
	17+06.87	169	736	60	61	60	3	60	0	0	0	0
	17+45.20	170	736	60	61	60	3	60	0	0	0	0
	18+00.00	171	736	60	61	60	3	60	0	0	0	0
	19+00.00	172	736	60	61	60	3	60	0	0	0	0
	20+00.00	173	736	60	61	60	3	60	0	0	0	0



**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	21+00.00	174	736	60	61	60	3	60	0	0	0	0
	22+00.00	175	736	60	61	60	3	60	0	0	0	0
	23+00.00	176	736	60	61	60	3	60	0	0	0	0
	24+00.00	177	736	60	61	60	3	60	0	0	0	0
	25+00.00	178	736	60	61	60	3	60	0	0	0	0
	26+00.00	179	736	60	61	60	3	60	0	0	0	0
	27+00.00	180	736	60	61	60	3	60	0	0	0	0
	28+00.00	181	736	60	61	60	3	60	0	0	0	0
	29+00.00	182	736	60	61	60	3	60	0	0	0	0
	30+00.00	183	736	60	61	60	3	60	0	0	0	0
	31+00.00	184	736	60	61	60	3	60	0	0	0	0
	32+00.00	185	736	60	61	60	3	60	0	0	0	0
	33+00.00	186	736	60	61	60	3	60	0	0	0	0
	33+96.27	187	736	60	61	60	3	60	0	0	0	0
	34+00.00	188	736	60	61	60	3	60	0	0	0	0
	35+00.00	189	736	60	61	60	3	60	0	0	0	0
	36+00.00	190	736	60	61	60	3	60	0	0	0	0
	37+00.00	191	736	60	61	60	3	60	0	0	0	0
	38+00.00	192	736	60	61	60	3	60	0	0	0	0
	39+00.00	193	736	60	61	60	3	60	0	0	0	0
	40+00.00	194	736	60	61	60	3	60	0	0	0	0
	41+00.00	195	736	60	61	60	3	60	0	0	0	0
	42+00.00	196	736	60	61	60	3	60	0	0	0	0
	43+00.00	197	736	60	61	60	3	60	0	0	0	0
	44+00.00	198	736	60	61	60	3	60	0	0	0	0
	45+00.00	199	736	60	61	60	3	60	0	0	0	0
	46+00.00	200	736	60	61	60	3	60	0	0	0	0
	46+50.00	201	736	60	61	60	3	60	0	0	0	0
	47+00.00	202	736	60	61	60	3	60	0	0	0	0
	48+00.00	203	736	60	61	60	3	60	0	0	0	0
	49+00.00	204	736	60	61	60	3	60	0	0	0	0
	50+00.00	205	736	60	61	60	3	60	0	0	0	0
	51+00.00	206	736	60	61	60	3	60	0	0	0	0
	51+21.61	207	736	60	61	60	3	60	0	0	0	0
	51+50.00	208	736	60	61	60	3	60	0	0	0	0
	51+50.43	209	736	60	61	60	3	60	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	52+00.00	210	736	60	61	60	3	60	0	0	0	0
	53+00.00	211	736	60	61	60	3	60	0	0	0	0
	54+00.00	212	736	60	61	60	3	60	0	0	0	0
	55+00.00	213	736	60	61	60	3	60	0	0	0	0
	56+00.00	214										
Ramp NW	16+00.00	2458	711	60	142	60	91	60	0	0	0	0
	17+00.00	222	711	60	142	60	91	60	0	0	0	0
	17+26.94	223	711	60	142	60	91	60	0	0	0	0
	18+00.00	224	711	60	142	60	91	60	0	0	0	0
	19+00.00	225	711	60	142	60	91	60	0	0	0	0
	20+00.00	226	711	60	142	60	91	60	0	0	0	0
	21+00.00	227	711	60	142	60	91	60	0	0	0	0
	21+33.58	228	711	60	142	60	91	60	0	0	0	0
	22+00.00	229	711	60	142	60	91	60	0	0	0	0
	23+00.00	230	711	60	142	60	91	60	0	0	0	0
	24+00.00	231	711	60	142	60	91	60	0	0	0	0
	25+00.00	232	711	60	142	60	91	60	0	0	0	0
	26+00.00	233	711	60	142	60	91	60	0	0	0	0
	26+29.10	234	711	60	142	60	91	60	0	0	0	0
	27+00.00	235	711	60	142	60	91	60	0	0	0	0
	28+00.00	236	711	60	142	60	91	60	0	0	0	0
	29+00.00	237	711	60	142	60	91	60	0	0	0	0
	30+00.00	238	711	60	142	60	91	60	0	0	0	0
	31+00.00	239	711	60	142	60	91	60	0	0	0	0
	32+00.00	240	711	60	142	60	91	60	0	0	0	0
	33+00.00	241	711	60	142	60	91	60	0	0	0	0
	34+00.00	242	711	60	142	60	91	60	0	0	0	0
	35+00.00	243	711	60	142	60	91	60	0	0	0	0
	36+00.00	244	711	60	142	60	91	60	0	0	0	0
	37+00.00	245	711	60	142	60	91	60	0	0	0	0
	38+00.00	246	711	60	142	60	91	60	0	0	0	0
	39+00.00	247	711	60	142	60	91	60	0	0	0	0
	40+00.00	248	711	60	142	60	91	60	0	0	0	0
	41+00.00	249										
HOV-10-SR303L	22+00.00	2463	418	60	0	0	0	0	0	0	0	0
	23+00.00	587	418	60	0	0	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	24+00.00	588	418	60	0	0	0	0	0	0	0	0
	25+00.00	589	418	60	0	0	0	0	0	0	0	0
	26+00.00	590	418	60	0	0	0	0	0	0	0	0
	27+00.00	591	418	60	0	0	0	0	0	0	0	0
	28+00.00	592	418	60	0	0	0	0	0	0	0	0
	29+00.00	593	418	60	0	0	0	0	0	0	0	0
	30+00.00	594	418	60	0	0	0	0	0	0	0	0
	31+00.00	595	418	60	0	0	0	0	0	0	0	0
	32+00.00	596	418	60	0	0	0	0	0	0	0	0
	33+00.00	597	418	60	0	0	0	0	0	0	0	0
	34+00.00	598	418	60	0	0	0	0	0	0	0	0
	35+00.00	599	418	60	0	0	0	0	0	0	0	0
	35+72.45	600	418	60	0	0	0	0	0	0	0	0
	36+00.00	601	418	60	0	0	0	0	0	0	0	0
	37+00.00	602	418	60	0	0	0	0	0	0	0	0
	38+00.00	603	418	60	0	0	0	0	0	0	0	0
	39+00.00	604	418	60	0	0	0	0	0	0	0	0
	40+00.00	605	418	60	0	0	0	0	0	0	0	0
	40+50.00	606	418	60	0	0	0	0	0	0	0	0
	41+00.00	607	418	60	0	0	0	0	0	0	0	0
	42+00.00	608	418	60	0	0	0	0	0	0	0	0
	43+00.00	609	418	60	0	0	0	0	0	0	0	0
	43+18.76	610	418	60	0	0	0	0	0	0	0	0
	44+00.00	611	418	60	0	0	0	0	0	0	0	0
	45+00.00	612	418	60	0	0	0	0	0	0	0	0
	46+00.00	613	418	60	0	0	0	0	0	0	0	0
	47+00.00	614	418	60	0	0	0	0	0	0	0	0
	48+00.00	615	418	60	0	0	0	0	0	0	0	0
	48+50.00	616	418	60	0	0	0	0	0	0	0	0
	49+00.00	617	418	60	0	0	0	0	0	0	0	0
	50+00.00	618	418	60	0	0	0	0	0	0	0	0
	51+00.00	619	418	60	0	0	0	0	0	0	0	0
	52+00.00	620	418	60	0	0	0	0	0	0	0	0
	53+00.00	621	418	60	0	0	0	0	0	0	0	0
	54+00.00	622	418	60	0	0	0	0	0	0	0	0
	55+00.00	623	418	60	0	0	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	56+00.00	624	418	60	0	0	0	0	0	0	0	0
	57+00.00	625	418	60	0	0	0	0	0	0	0	0
	58+00.00	626	418	60	0	0	0	0	0	0	0	0
	59+00.00	627	418	60	0	0	0	0	0	0	0	0
	60+00.00	628	418	60	0	0	0	0	0	0	0	0
	61+00.00	629										
I-10 EB HOV Lane-2	6632+00.00	2578	1684	70	0	0	0	0	0	0	0	0
	6634+00.00	1122	1684	70	0	0	0	0	0	0	0	0
	6634+50.00	1123	1684	70	0	0	0	0	0	0	0	0
	6636+00.00	1124	1684	70	0	0	0	0	0	0	0	0
	6637+27.21	1125	1684	70	0	0	0	0	0	0	0	0
	6638+00.00	1126	1684	70	0	0	0	0	0	0	0	0
	6640+00.00	1127	1684	70	0	0	0	0	0	0	0	0
	6641+00.00	1128	1684	70	0	0	0	0	0	0	0	0
	6642+00.00	1129	1684	70	0	0	0	0	0	0	0	0
	6644+00.00	1130										
I-10 WB HOV Lane-2	6632+00.00	2579	3023	70	0	0	0	0	0	0	0	0
	6630+00.00	1432	3023	70	0	0	0	0	0	0	0	0
	6628+00.00	1431	3023	70	0	0	0	0	0	0	0	0
	6626+00.00	1430	3023	70	0	0	0	0	0	0	0	0
	6625+50.00	1429	3023	70	0	0	0	0	0	0	0	0
	6624+00.00	1428	3023	70	0	0	0	0	0	0	0	0
	6622+00.00	1427	3023	70	0	0	0	0	0	0	0	0
	6620+00.00	1426	3023	70	0	0	0	0	0	0	0	0
	6618+00.00	1425										
I-10 EB Frontage Rd-2	57+25	2588	205	50	10	50	1	50	0	0	0	0
	57+50.00	729	205	50	10	50	1	50	0	0	0	0
	58+00.00	730	205	50	10	50	1	50	0	0	0	0
	58+57.81	731	205	50	10	50	1	50	0	0	0	0
	60+00.00	732	205	50	10	50	1	50	0	0	0	0
	61+50.00	733	205	50	10	50	1	50	0	0	0	0
	62+00.00	734	205	50	10	50	1	50	0	0	0	0
	62+90	735										
I-10 EB Frontage Rd-2-2	62+90	2589	190	50	11	50	1	50	0	0	0	0
	64+00.00	736	190	50	11	50	1	50	0	0	0	0
	65+84.83	737	190	50	11	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	66+00.00	738	190	50	11	50	1	50	0	0	0	0
	68+00.00	739	190	50	11	50	1	50	0	0	0	0
	69+00.00	740	190	50	11	50	1	50	0	0	0	0
	70+00.00	741	190	50	11	50	1	50	0	0	0	0
	72+00.00	742	190	50	11	50	1	50	0	0	0	0
	74+00.00	743	190	50	11	50	1	50	0	0	0	0
	76+00.00	744	190	50	11	50	1	50	0	0	0	0
	78+00.00	745	190	50	11	50	1	50	0	0	0	0
	80+00.00	746	190	50	11	50	1	50	0	0	0	0
	82+00.00	747	190	50	11	50	1	50	0	0	0	0
	84+00.00	748	190	50	11	50	1	50	0	0	0	0
	86+00.00	749	190	50	11	50	1	50	0	0	0	0
	86+59.68	750	190	50	11	50	1	50	0	0	0	0
	88+00.00	751	190	50	11	50	1	50	0	0	0	0
	90+00.00	752	190	50	11	50	1	50	0	0	0	0
	91+66.11	753	190	50	11	50	1	50	0	0	0	0
	92+00.00	754	190	50	11	50	1	50	0	0	0	0
	94+00.00	755	190	50	11	50	1	50	0	0	0	0
	96+00.00	756	190	50	11	50	1	50	0	0	0	0
	98+00.00	757	190	50	11	50	1	50	0	0	0	0
	100+00.00	758	190	50	11	50	1	50	0	0	0	0
	102+00.00	759	190	50	11	50	1	50	0	0	0	0
	102+17.87	760	190	50	11	50	1	50	0	0	0	0
	104+00.00	761	190	50	11	50	1	50	0	0	0	0
	106+00.00	762	190	50	11	50	1	50	0	0	0	0
	107+11.15	763	190	50	11	50	1	50	0	0	0	0
	108+00.00	764	190	50	11	50	1	50	0	0	0	0
	110+00.00	765	190	50	11	50	1	50	0	0	0	0
	112+00.00	766	190	50	11	50	1	50	0	0	0	0
	113+00.00	767	190	50	11	50	1	50	0	0	0	0
	114+00.00	768	190	50	11	50	1	50	0	0	0	0
	115+00.00	769	190	50	11	50	1	50	0	0	0	0
	115+81.50	770										
SR303L NB Frontage Rd-2	57+00.00	2590	174	50	5	50	0	0	0	0	0	0
	58+00.00	894	174	50	5	50	0	0	0	0	0	0
	60+00.00	895	174	50	5	50	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	62+00.00	896										
SR 303 SB Frontage Rd	62+00.00	2647	620	50	29	50	2	50	0	0	0	0
	60+00.00	2646	620	50	29	50	2	50	0	0	0	0
	58+43.37	2645	620	50	29	50	2	50	0	0	0	0
	58+00.00	2644	620	50	29	50	2	50	0	0	0	0
	57+32.00	2643										
Sarival NB-2	23+00	2664	652	50	17	50	1	50	0	0	0	0
	24+00	2665	652	50	17	50	1	50	0	0	0	0
	26+00	2666	652	50	17	50	1	50	0	0	0	0
	28+00	2667										
Sarival NB-1	18+00	2670	692	50	12	50	1	50	0	0	0	0
	20+00	2671	692	50	12	50	1	50	0	0	0	0
	22+00	2672	692	50	12	50	1	50	0	0	0	0
	23+00	2673										
Sarival SB	28+00	2680	843	50	29	50	2	50	0	0	0	0
	26+00	2681	843	50	29	50	2	50	0	0	0	0
	24+00	2682	843	50	29	50	2	50	0	0	0	0
	23+00	2683										
Sarival SB-2	23+00	2684	1176	50	39	50	3	50	0	0	0	0
	22+00	2685	1176	50	39	50	3	50	0	0	0	0
	20+00	2686	1176	50	39	50	3	50	0	0	0	0
	18+00	2687										
Sarival SB-3	18+00	2688	1043	50	24	50	2	50	0	0	0	0
	17+00	2689	1043	50	24	50	2	50	0	0	0	0
	16+00	2690	1043	50	24	50	2	50	0	0	0	0
	14+00	2691										
Sarival NB-2	14+00	2695	925	50	29	50	3	50	0	0	0	0
	16+00	2677	925	50	29	50	3	50	0	0	0	0
	17+00	2678	925	50	29	50	3	50	0	0	0	0
	18+00	2679										
I-10 EB 5th Lane-2-2-2	6592+00.00	2706	1330	70	489	70	255	70	0	0	0	0
	6594+00.00	1201	0	70	489	70	255	70	0	0	0	0
	6596+00.00	1202	1330	70	489	70	255	70	0	0	0	0
	6596+24.77	1203	1330	70	489	70	255	70	0	0	0	0
	6598+00.00	1204	1330	70	489	70	255	70	0	0	0	0
	6600+00.00	1205	1330	70	489	70	255	70	0	0	0	0



**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	6602+00.00	1206	1330	70	489	70	255	70	0	0	0	0
	6603+50.00	1207	1330	70	489	70	255	70	0	0	0	0
	6604+00.00	1208	1330	70	489	70	255	70	0	0	0	0
	6606+00.00	1209	1330	70	489	70	255	70	0	0	0	0
	6608+00.00	1210	1330	70	489	70	255	70	0	0	0	0
	6610+00.00	1211	1330	70	489	70	255	70	0	0	0	0
	6612+00.00	1212	1330	70	489	70	255	70	0	0	0	0
	6613+50.00	1213	1330	70	489	70	255	70	0	0	0	0
	6614+00.00	1214	1330	70	489	70	255	70	0	0	0	0
	6616+00.00	1215										
I-10 EB GPL 2nd lane-2-2-2	6592+00.00	2707	1330	70	489	70	255	70	0	0	0	0
	6594+00.00	993	1330	70	489	70	255	70	0	0	0	0
	6596+00.00	994	1330	70	489	70	255	70	0	0	0	0
	6596+24.77	995	1330	70	489	70	255	70	0	0	0	0
	6598+00.00	996	1330	70	489	70	255	70	0	0	0	0
	6600+00.00	997	1330	70	489	70	255	70	0	0	0	0
	6602+00.00	998	1330	70	489	70	255	70	0	0	0	0
	6603+50.00	999	1330	70	489	70	255	70	0	0	0	0
	6604+00.00	1000	1330	70	489	70	255	70	0	0	0	0
	6606+00.00	1001	1330	70	489	70	255	70	0	0	0	0
	6608+00.00	1002	1330	70	489	70	255	70	0	0	0	0
	6610+00.00	1003	1330	70	489	70	255	70	0	0	0	0
	6612+00.00	1004	1330	70	489	70	255	70	0	0	0	0
	6613+50.00	1005	1330	70	489	70	255	70	0	0	0	0
	6614+00.00	1006	1330	70	489	70	255	70	0	0	0	0
	6616+00.00	1007										
I-10 EB 5th Lane-2-2-2-2	6616+00.00	2708	1684	70	618	70	273	70	0	0	0	0
	6618+00.00	1216	1684	70	618	70	273	70	0	0	0	0
	6620+00.00	1217	1684	70	618	70	273	70	0	0	0	0
	6622+00.00	1218	1684	70	618	70	273	70	0	0	0	0
	6623+34.32	1219	1684	70	618	70	273	70	0	0	0	0
	6624+00.00	1220	1684	70	618	70	273	70	0	0	0	0
	6625+50.00	1221	1684	70	618	70	273	70	0	0	0	0
	6626+00.00	1222	1684	70	618	70	273	70	0	0	0	0
	6628+00.00	1223	1684	70	618	70	273	70	0	0	0	0
	6630+00.00	1224	1684	70	618	70	273	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	6632+00.00	2576	1684	70	618	70	273	70	0	0	0	0
	6634+00.00	1226	1684	70	618	70	273	70	0	0	0	0
	6634+50.00	1227	1684	70	618	70	273	70	0	0	0	0
	6636+00.00	1228	1684	70	618	70	273	70	0	0	0	0
	6637+27.21	1229	1684	70	618	70	273	70	0	0	0	0
	6638+00.00	1230	1684	70	618	70	273	70	0	0	0	0
	6640+00.00	1231	1684	70	618	70	273	70	0	0	0	0
	6641+00.00	1232	1684	70	618	70	273	70	0	0	0	0
	6642+00.00	1233	1684	70	618	70	273	70	0	0	0	0
	6644+00.00	1234										
I-10 EB GPL 2nd lane-2-2-2-2	6616+00.00	2709	1684	70	618	70	273	70	0	0	0	0
	6618+00.00	1008	1684	70	618	70	273	70	0	0	0	0
	6620+00.00	1009	1684	70	618	70	273	70	0	0	0	0
	6622+00.00	1010	1684	70	618	70	273	70	0	0	0	0
	6623+34.32	1011	1684	70	618	70	273	70	0	0	0	0
	6624+00.00	1012	1684	70	618	70	273	70	0	0	0	0
	6625+50.00	1013	1684	70	618	70	273	70	0	0	0	0
	6626+00.00	1014	1684	70	618	70	273	70	0	0	0	0
	6628+00.00	1015	1684	70	618	70	273	70	0	0	0	0
	6630+00.00	1016	1684	70	618	70	273	70	0	0	0	0
	6632+00.00	2577	1684	70	618	70	273	70	0	0	0	0
	6634+00.00	1018	1684	70	618	70	273	70	0	0	0	0
	6634+50.00	1019	1684	70	618	70	273	70	0	0	0	0
	6636+00.00	1020	1684	70	618	70	273	70	0	0	0	0
	6637+27.21	1021	1684	70	618	70	273	70	0	0	0	0
	6638+00.00	1022	1684	70	618	70	273	70	0	0	0	0
	6640+00.00	1023	1684	70	618	70	273	70	0	0	0	0
	6641+00.00	1024	1684	70	618	70	273	70	0	0	0	0
	6642+00.00	1025	1684	70	618	70	273	70	0	0	0	0
	6644+00.00	1026										
I-10 WB 5th Lane-2-2	6606+00.00	2725	1790	70	356	70	212	70	0	0	0	0
	6604+00.00	1532	1790	70	356	70	212	70	0	0	0	0
	6603+50.00	1531	1790	70	356	70	212	70	0	0	0	0
	6602+00.00	1530	1790	70	356	70	212	70	0	0	0	0
	6600+00.00	1529	1790	70	356	70	212	70	0	0	0	0
	6598+00.00	1528	1790	70	356	70	212	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	6596+18.67	1527	1790	70	356	70	212	70	0	0	0	0
	6596+00.00	1526	1790	70	356	70	212	70	0	0	0	0
	6594+00.00	1525	1790	70	356	70	212	70	0	0	0	0
	6592+00.00	1524	1790	70	356	70	212	70	0	0	0	0
	6590+00.00	1523	1790	70	356	70	212	70	0	0	0	0
	6588+00.00	1522	1790	70	356	70	212	70	0	0	0	0
	6586+00.00	1521	1790	70	356	70	212	70	0	0	0	0
	6584+00.00	1520	1790	70	356	70	212	70	0	0	0	0
	6582+00.00	1519	1790	70	356	70	212	70	0	0	0	0
	6580+00.00	1518	1790	70	356	70	212	70	0	0	0	0
	6578+00.00	1517	1790	70	356	70	212	70	0	0	0	0
	6576+00.00	1516	1790	70	356	70	212	70	0	0	0	0
	6574+00.00	1515	1790	70	356	70	212	70	0	0	0	0
	6572+00.00	1514	1790	70	356	70	212	70	0	0	0	0
	6570+00.00	1513	1790	70	356	70	212	70	0	0	0	0
	6568+00.00	1512										
I-10 WB 2nd Lane-2-2	6606+00.00	2726	1790	70	356	70	212	70	0	0	0	0
	6604+00.00	1312	1790	70	356	70	212	70	0	0	0	0
	6603+50.00	1311	1790	70	356	70	212	70	0	0	0	0
	6602+00.00	1310	1790	70	356	70	212	70	0	0	0	0
	6600+00.00	1309	1790	70	356	70	212	70	0	0	0	0
	6598+00.00	1308	1790	70	356	70	212	70	0	0	0	0
	6596+18.67	1307	1790	70	356	70	212	70	0	0	0	0
	6596+00.00	1306	1790	70	356	70	212	70	0	0	0	0
	6594+00.00	1305	1790	70	356	70	212	70	0	0	0	0
	6592+00.00	1304	1790	70	356	70	212	70	0	0	0	0
	6590+00.00	1303	1790	70	356	70	212	70	0	0	0	0
	6588+00.00	1302	1790	70	356	70	212	70	0	0	0	0
	6586+00.00	1301	1790	70	356	70	212	70	0	0	0	0
	6584+00.00	1300	1790	70	356	70	212	70	0	0	0	0
	6582+00.00	1299	1790	70	356	70	212	70	0	0	0	0
	6580+00.00	1298	1790	70	356	70	212	70	0	0	0	0
	6578+00.00	1297	1790	70	356	70	212	70	0	0	0	0
	6576+00.00	1296	1790	70	356	70	212	70	0	0	0	0
	6574+00.00	1295	1790	70	356	70	212	70	0	0	0	0
	6572+00.00	1294	1790	70	356	70	212	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	6570+00.00	1293	1790	70	356	70	212	70	0	0	0	0
	6568+00.00	1292										
I-10 WB 5th Lane-2-2	6618+00.00	2727	2527	70	466	70	228	70	0	0	0	0
	6616+00.00	1540	2527	70	466	70	228	70	0	0	0	0
	6614+00.00	1539	2527	70	466	70	228	70	0	0	0	0
	6613+50.00	1538	2527	70	466	70	228	70	0	0	0	0
	6612+00.00	1537	2527	70	466	70	228	70	0	0	0	0
	6611+97.11	1536	2527	70	466	70	228	70	0	0	0	0
	6610+00.00	1535	2527	70	466	70	228	70	0	0	0	0
	6608+00.00	1534	2527	70	466	70	228	70	0	0	0	0
	6606+00.00	1533										
I-10 WB 2nd Lane-2-2	6618+00.00	2728	2527	70	466	70	228	70	0	0	0	0
	6616+00.00	1320	2527	70	466	70	228	70	0	0	0	0
	6614+00.00	1319	2527	70	466	70	228	70	0	0	0	0
	6613+50.00	1318	2527	70	466	70	228	70	0	0	0	0
	6612+00.00	1317	2527	70	466	70	228	70	0	0	0	0
	6611+97.11	1316	2527	70	466	70	228	70	0	0	0	0
	6610+00.00	1315	2527	70	466	70	228	70	0	0	0	0
	6608+00.00	1314	2527	70	466	70	228	70	0	0	0	0
	6606+00.00	1313										
I-10 WB 5th Lane-2	6644+00.00	2729	3023	70	512	70	232	70	0	0	0	0
	6642+00.00	1557	3023	70	512	70	232	70	0	0	0	0
	6641+00.00	1556	3023	70	512	70	232	70	0	0	0	0
	6640+00.00	1555	3023	70	512	70	232	70	0	0	0	0
	6638+00.00	1554	3023	70	512	70	232	70	0	0	0	0
	6637+35.42	1553	3023	70	512	70	232	70	0	0	0	0
	6636+00.00	1552	3023	70	512	70	232	70	0	0	0	0
	6634+50.00	1551	3023	70	512	70	232	70	0	0	0	0
	6634+00.00	1550	3023	70	512	70	232	70	0	0	0	0
	6632+00.00	2581	3023	70	512	70	232	70	0	0	0	0
	6630+00.00	1548	3023	70	512	70	232	70	0	0	0	0
	6628+00.00	1547	3023	70	512	70	232	70	0	0	0	0
	6626+00.00	1546	3023	70	512	70	232	70	0	0	0	0
	6625+50.00	1545	3023	70	512	70	232	70	0	0	0	0
	6624+00.00	1544	3023	70	512	70	232	70	0	0	0	0
	6622+00.00	1543	3023	70	512	70	232	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	6620+00.00	1542	3023	70	512	70	232	70	0	0	0	0
	6618+00.00	1541										
I-10 WB 2nd Lane-2	6644+00.00	2730	3023	70	512	70	232	70	0	0	0	0
	6642+00.00	1337	3023	70	512	70	232	70	0	0	0	0
	6641+00.00	1336	3023	70	512	70	232	70	0	0	0	0
	6640+00.00	1335	3023	70	512	70	232	70	0	0	0	0
	6638+00.00	1334	3023	70	512	70	232	70	0	0	0	0
	6637+35.42	1333	3023	70	512	70	232	70	0	0	0	0
	6636+00.00	1332	3023	70	512	70	232	70	0	0	0	0
	6634+50.00	1331	3023	70	512	70	232	70	0	0	0	0
	6634+00.00	1330	3023	70	512	70	232	70	0	0	0	0
	6632+00.00	2580	3023	70	512	70	232	70	0	0	0	0
	6630+00.00	1328	3023	70	512	70	232	70	0	0	0	0
	6628+00.00	1327	3023	70	512	70	232	70	0	0	0	0
	6626+00.00	1326	3023	70	512	70	232	70	0	0	0	0
	6625+50.00	1325	3023	70	512	70	232	70	0	0	0	0
	6624+00.00	1324	3023	70	512	70	232	70	0	0	0	0
	6622+00.00	1323	3023	70	512	70	232	70	0	0	0	0
	6620+00.00	1322	3023	70	512	70	232	70	0	0	0	0
	6618+00.00	1321										
SR303L_NB_Outside_1	300+00.00	2737	801	70	153	70	10	70	0	0	0	0
	301+75.00	1755	801	70	153	70	10	70	0	0	0	0
	302+00.00	1756	801	70	153	70	10	70	0	0	0	0
	302+00.72	1757	801	70	153	70	10	70	0	0	0	0
	304+00.00	1758	801	70	153	70	10	70	0	0	0	0
	306+00.00	1759	801	70	153	70	10	70	0	0	0	0
	308+00.00	1760	801	70	153	70	10	70	0	0	0	0
	310+00.00	1761	801	70	153	70	10	70	0	0	0	0
	310+75.00	1762	801	70	153	70	10	70	0	0	0	0
	311+50.00	1763	801	70	153	70	10	70	0	0	0	0
	312+00.00	1764	801	70	153	70	10	70	0	0	0	0
	314+00.00	1765	801	70	153	70	10	70	0	0	0	0
	316+00.00	1766	801	70	153	70	10	70	0	0	0	0
	318+00.00	1767	801	70	153	70	10	70	0	0	0	0
	319+50.00	1768	801	70	153	70	10	70	0	0	0	0
	320+00.00	1769	801	70	153	70	10	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	322+00.00	1770	801	70	153	70	10	70	0	0	0	0
	324+00.00	1771	801	70	153	70	10	70	0	0	0	0
	325+00.00	1772	801	70	153	70	10	70	0	0	0	0
	326+00.00	1773	801	70	153	70	10	70	0	0	0	0
	328+00.00	1774	801	70	153	70	10	70	0	0	0	0
	330+00.00	1775	801	70	153	70	10	70	0	0	0	0
	332+00.00	1776										
SR303L_NB_Inside_1	300+00.00	2738	801	70	153	70	10	70	0	0	0	0
	301+75.00	1671	801	70	153	70	10	70	0	0	0	0
	302+00.00	1672	801	70	153	70	10	70	0	0	0	0
	302+00.72	1673	801	70	153	70	10	70	0	0	0	0
	304+00.00	1674	801	70	153	70	10	70	0	0	0	0
	306+00.00	1675	801	70	153	70	10	70	0	0	0	0
	308+00.00	1676	801	70	153	70	10	70	0	0	0	0
	310+00.00	1677	801	70	153	70	10	70	0	0	0	0
	310+75.00	1678	801	70	153	70	10	70	0	0	0	0
	311+50.00	1679	801	70	153	70	10	70	0	0	0	0
	312+00.00	1680	801	70	153	70	10	70	0	0	0	0
	314+00.00	1681	801	70	153	70	10	70	0	0	0	0
	316+00.00	1682	801	70	153	70	10	70	0	0	0	0
	318+00.00	1683	801	70	153	70	10	70	0	0	0	0
	319+50.00	1684	801	70	153	70	10	70	0	0	0	0
	320+00.00	1685	801	70	153	70	10	70	0	0	0	0
	322+00.00	1686	801	70	153	70	10	70	0	0	0	0
	324+00.00	1687	801	70	153	70	10	70	0	0	0	0
	325+00.00	1688	801	70	153	70	10	70	0	0	0	0
	326+00.00	1689	801	70	153	70	10	70	0	0	0	0
	328+00.00	1690	801	70	153	70	10	70	0	0	0	0
	330+00.00	1691	801	70	153	70	10	70	0	0	0	0
	332+00.00	1692										
SR303L_NB_Outside_2	288+00.00	2739	1156	70	224	70	55	70	0	0	0	0
	290+00.00	1748	1156	70	224	70	55	70	0	0	0	0
	291+50.00	1749	1156	70	224	70	55	70	0	0	0	0
	292+00.00	1750	1156	70	224	70	55	70	0	0	0	0
	294+00.00	1751	1156	70	224	70	55	70	0	0	0	0
	296+00.00	1752	1156	70	224	70	55	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	298+00.00	1753	1156	70	224	70	55	70	0	0	0	0
	300+00.00	1754										
SR303L_NB_Inside_2	288+00.00	2740	1156	70	224	70	55	70	0	0	0	0
	290+00.00	1664	1156	70	224	70	55	70	0	0	0	0
	291+50.00	1665	1156	70	224	70	55	70	0	0	0	0
	292+00.00	1666	1156	70	224	70	55	70	0	0	0	0
	294+00.00	1667	1156	70	224	70	55	70	0	0	0	0
	296+00.00	1668	1156	70	224	70	55	70	0	0	0	0
	298+00.00	1669	1156	70	224	70	55	70	0	0	0	0
	300+00.00	1670										
SR303L_SB_Outside_2	288+00.00	2747	1200	70	229	70	53	70	0	0	0	0
	290+00.00	2088	1200	70	229	70	53	70	0	0	0	0
	288+00.00	2087	1200	70	229	70	53	70	0	0	0	0
	286+00.00	2086	1200	70	229	70	53	70	0	0	0	0
	284+00.00	2085	1200	70	229	70	53	70	0	0	0	0
	283+50.00	2084										
SR303L_SB_Inside_2	291+50.00	2748	1200	70	229	70	53	70	0	0	0	0
	290+00.00	1832	1200	70	229	70	53	70	0	0	0	0
	288+00.00	1831	1200	70	229	70	53	70	0	0	0	0
	286+00.00	1830	1200	70	229	70	53	70	0	0	0	0
	284+00.00	1829	1200	70	229	70	53	70	0	0	0	0
	283+50.00	1828										
SR303L NB Frontage Rd-2	46+02.47	2751	122	50	0	0	0	0	0	0	0	0
	47+13.73	883	122	50	0	0	0	0	0	0	0	0
	48+00.00	884	122	50	0	0	0	0	0	0	0	0
	49+20.00	885	122	50	0	0	0	0	0	0	0	0
	50+00.00	886	122	50	0	0	0	0	0	0	0	0
	52+00.00	887	122	50	0	0	0	0	0	0	0	0
	53+20.00	888	122	50	0	0	0	0	0	0	0	0
	54+00.00	889	122	50	0	0	0	0	0	0	0	0
	55+00.00	890	122	50	0	0	0	0	0	0	0	0
	56+00.00	891	122	50	0	0	0	0	0	0	0	0
	56+18.41	892	122	50	0	0	0	0	0	0	0	0
	57+00.00	893										
I-10 WB Frontage Rd-2	62+50.00	2752	321	50	14	50	1	50	0	0	0	0
	62+00.00	811	321	50	14	50	1	50	0	0	0	0



**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	60+00.00	810	321	50	14	50	1	50	0	0	0	0
	58+50.00	809	321	50	14	50	1	50	0	0	0	0
	58+00.00	808										
I-10 WB Frontage Rd-2-2	58+00.00	2753	334	50	9	50	0	0	0	0	0	0
	56+00.00	807	334	50	9	50	0	0	0	0	0	0
	54+00.00	806										
I-10 WB HOV Lane-2	6644+00.00	2762	3023	70	0	0	0	0	0	0	0	0
	6642+00.00	1441	3023	70	0	0	0	0	0	0	0	0
	6641+00.00	1440	3023	70	0	0	0	0	0	0	0	0
	6640+00.00	1439	3023	70	0	0	0	0	0	0	0	0
	6638+00.00	1438	3023	70	0	0	0	0	0	0	0	0
	6637+35.42	1437	3023	70	0	0	0	0	0	0	0	0
	6636+00.00	1436	3023	70	0	0	0	0	0	0	0	0
	6634+50.00	1435	3023	70	0	0	0	0	0	0	0	0
	6634+00.00	1434	3023	70	0	0	0	0	0	0	0	0
	6632+00.00	1433										
SR303L_SB_Inside_1	332+00.00	2772	903	70	132	70	17	70	0	0	0	0
	330+00.00	1859	903	70	132	70	17	70	0	0	0	0
	328+00.00	1858	903	70	132	70	17	70	0	0	0	0
	326+00.00	1857	903	70	132	70	17	70	0	0	0	0
	325+00.00	1856										
SR303L_SB_Outside_1	332+00.00	2773	903	70	132	70	17	70	0	0	0	0
	330+00.00	2115	903	70	132	70	17	70	0	0	0	0
	328+00.00	2114	903	70	132	70	17	70	0	0	0	0
	326+00.00	2113	903	70	132	70	17	70	0	0	0	0
	325+00.00	2112										
Ramp SW-2	18+00.00	2774	1226	60	120	60	30	60	0	0	0	0
	18+39.76	453	1226	60	120	60	30	60	0	0	0	0
	18+85.00	454	1226	60	120	60	30	60	0	0	0	0
	19+00.00	455	1226	60	120	60	30	60	0	0	0	0
	20+00.00	456	1226	60	120	60	30	60	0	0	0	0
	21+00.00	457	1226	60	120	60	30	60	0	0	0	0
	22+00.00	458	1226	60	120	60	30	60	0	0	0	0
	23+00.00	459	1226	60	120	60	30	60	0	0	0	0
	24+00.00	460	1226	60	120	60	30	60	0	0	0	0
	25+00.00	461	1226	60	120	60	30	60	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	26+00.00	462	1226	60	120	60	30	60	0	0	0	0
	27+00.00	463	1226	60	120	60	30	60	0	0	0	0
	27+85.00	464										
Ramp SE-2	42+00.00	2775	1110	60	268	60	38	60	0	0	0	0
	42+50.00	525	1110	60	268	60	38	60	0	0	0	0
	42+57.88	526	1110	60	268	60	38	60	0	0	0	0
	43+00.00	527	1110	60	268	60	38	60	0	0	0	0
	44+00.00	528	1110	60	268	60	38	60	0	0	0	0
	45+00.00	529	1110	60	268	60	38	60	0	0	0	0
	46+00.00	530	1110	60	268	60	38	60	0	0	0	0
	47+00.00	531	1110	60	268	60	38	60	0	0	0	0
	48+00.00	532	1110	60	268	60	38	60	0	0	0	0
	49+00.00	533	1110	60	268	60	38	60	0	0	0	0
	50+00.00	534	1110	60	268	60	38	60	0	0	0	0
	51+00.00	535	1110	60	268	60	38	60	0	0	0	0
	52+00.00	536	1110	60	268	60	38	60	0	0	0	0
	53+00.00	537	1110	60	268	60	38	60	0	0	0	0
	54+00.00	538	1110	60	268	60	38	60	0	0	0	0
	55+00.00	539	1110	60	268	60	38	60	0	0	0	0
	56+00.00	540	1110	60	268	60	38	60	0	0	0	0
	57+00.00	541	1110	60	268	60	38	60	0	0	0	0
	58+00.00	542	1110	60	268	60	38	60	0	0	0	0
	59+00.00	543	1110	60	268	60	38	60	0	0	0	0
	60+00.00	544	1110	60	268	60	38	60	0	0	0	0
	61+00.00	545	1110	60	268	60	38	60	0	0	0	0
	62+00.00	546	1110	60	268	60	38	60	0	0	0	0
	63+00.00	547	1110	60	268	60	38	60	0	0	0	0
	63+87.40	548	1110	60	268	60	38	60	0	0	0	0
	64+00.00	549	1110	60	268	60	38	60	0	0	0	0
	65+00.00	550	1110	60	268	60	38	60	0	0	0	0
	66+00.00	551	1110	60	268	60	38	60	0	0	0	0
	67+00.00	552	1110	60	268	60	38	60	0	0	0	0
	68+00.00	553	1110	60	268	60	38	60	0	0	0	0
	69+00.00	554	1110	60	268	60	38	60	0	0	0	0
	70+00.00	555	1110	60	268	60	38	60	0	0	0	0
	71+00.00	556	1110	60	268	60	38	60	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	72+00.00	557	1110	60	268	60	38	60	0	0	0	0
	73+00.00	558	1110	60	268	60	38	60	0	0	0	0
	74+00.00	559	1110	60	268	60	38	60	0	0	0	0
	75+00.00	560	1110	60	268	60	38	60	0	0	0	0
	75+50.00	561	1110	60	268	60	38	60	0	0	0	0
	76+00.00	562	1110	60	268	60	38	60	0	0	0	0
	77+00.00	563	1110	60	268	60	38	60	0	0	0	0
	78+00.00	564	1110	60	268	60	38	60	0	0	0	0
	79+00.00	565	1110	60	268	60	38	60	0	0	0	0
	80+00.00	566	1110	60	268	60	38	60	0	0	0	0
	81+00.00	567	1110	60	268	60	38	60	0	0	0	0
	82+00.00	568	1110	60	268	60	38	60	0	0	0	0
	83+00.00	569	1110	60	268	60	38	60	0	0	0	0
	83+50.00	570	1110	60	268	60	38	60	0	0	0	0
	84+00.00	571	1110	60	268	60	38	60	0	0	0	0
	85+00.00	572	1110	60	268	60	38	60	0	0	0	0
	85+91.02	573	1110	60	268	60	38	60	0	0	0	0
	86+00.00	574	1110	60	268	60	38	60	0	0	0	0
	87+00.00	575	1110	60	268	60	38	60	0	0	0	0
	88+00.00	576	1110	60	268	60	38	60	0	0	0	0
	89+00.00	577	1110	60	268	60	38	60	0	0	0	0
	89+78.43	578	1110	60	268	60	38	60	0	0	0	0
	90+00.00	579	1110	60	268	60	38	60	0	0	0	0
	91+00.00	580	1110	60	268	60	38	60	0	0	0	0
	92+00.00	581	1110	60	268	60	38	60	0	0	0	0
	93+00.00	582	1110	60	268	60	38	60	0	0	0	0
	94+00.00	583	1110	60	268	60	38	60	0	0	0	0
	95+00.00	584										
I-10 EB HOV Lane-2-2-2	6568+00.00	2782	1030	70	0	0	0	0	0	0	0	0
	6568+75.80	1084	1030	70	0	0	0	0	0	0	0	0
	6570+00.00	1085	1030	70	0	0	0	0	0	0	0	0
	6572+00.00	1086	1030	70	0	0	0	0	0	0	0	0
	6574+00.00	1087	1030	70	0	0	0	0	0	0	0	0
	6576+00.00	1088	1030	70	0	0	0	0	0	0	0	0
	6578+00.00	1089	1030	70	0	0	0	0	0	0	0	0
	6580+00.00	1090	1030	70	0	0	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	6582+00.00	1091	1030	70	0	0	0	0	0	0	0	0
	6584+00.00	1092	1030	70	0	0	0	0	0	0	0	0
	6586+00.00	1093	1030	70	0	0	0	0	0	0	0	0
	6588+00.00	1094	1030	70	0	0	0	0	0	0	0	0
	6590+00.00	1095	1030	70	0	0	0	0	0	0	0	0
	6592+00.00	1096										
I-10 EB GPL 2nd lane-2-2-2	6568+00.00	2783	1030	70	450	70	253	70	0	0	0	0
	6568+75.80	980	1030	70	450	70	253	70	0	0	0	0
	6570+00.00	981	1030	70	450	70	253	70	0	0	0	0
	6572+00.00	982	1030	70	450	70	253	70	0	0	0	0
	6574+00.00	983	1030	70	450	70	253	70	0	0	0	0
	6576+00.00	984	1030	70	450	70	253	70	0	0	0	0
	6578+00.00	985	1030	70	450	70	253	70	0	0	0	0
	6580+00.00	986	1030	70	450	70	253	70	0	0	0	0
	6582+00.00	987	1030	70	450	70	253	70	0	0	0	0
	6584+00.00	988	1030	70	450	70	253	70	0	0	0	0
	6586+00.00	989	1030	70	450	70	253	70	0	0	0	0
	6588+00.00	990	1030	70	450	70	253	70	0	0	0	0
	6590+00.00	991	1030	70	450	70	253	70	0	0	0	0
	6592+00.00	992										
I-10 EB 5th Lane-2-2-2	6568+00.00	2784	1030	70	450	70	253	70	0	0	0	0
	6568+75.80	1188	1030	70	450	70	253	70	0	0	0	0
	6570+00.00	1189	1030	70	450	70	253	70	0	0	0	0
	6572+00.00	1190	1030	70	450	70	253	70	0	0	0	0
	6574+00.00	1191	1030	70	450	70	253	70	0	0	0	0
	6576+00.00	1192	1030	70	450	70	253	70	0	0	0	0
	6578+00.00	1193	1030	70	450	70	253	70	0	0	0	0
	6580+00.00	1194	1030	70	450	70	253	70	0	0	0	0
	6582+00.00	1195	1030	70	450	70	253	70	0	0	0	0
	6584+00.00	1196	1030	70	450	70	253	70	0	0	0	0
	6586+00.00	1197	1030	70	450	70	253	70	0	0	0	0
	6588+00.00	1198	1030	70	450	70	253	70	0	0	0	0
	6590+00.00	1199	1030	70	450	70	253	70	0	0	0	0
	6592+00.00	1200										
Ramp ES-2	28+00.00	2785	598	60	191	60	72	60	0	0	0	0
	29+00.00	307	598	60	191	60	72	60	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	30+00.00	308	598	60	191	60	72	60	0	0	0	0
	31+00.00	309	598	60	191	60	72	60	0	0	0	0
	32+00.00	310	598	60	191	60	72	60	0	0	0	0
	33+00.00	311	598	60	191	60	72	60	0	0	0	0
	34+00.00	312	598	60	191	60	72	60	0	0	0	0
	35+00.00	313	598	60	191	60	72	60	0	0	0	0
	36+00.00	314	598	60	191	60	72	60	0	0	0	0
	37+00.00	315	598	60	191	60	72	60	0	0	0	0
	37+69.80	316	598	60	191	60	72	60	0	0	0	0
	38+00.00	317	598	60	191	60	72	60	0	0	0	0
	39+00.00	318	598	60	191	60	72	60	0	0	0	0
	40+00.00	319	598	60	191	60	72	60	0	0	0	0
	41+00.00	320	598	60	191	60	72	60	0	0	0	0
	42+00.00	321	598	60	191	60	72	60	0	0	0	0
	43+00.00	322	598	60	191	60	72	60	0	0	0	0
	44+00.00	323	598	60	191	60	72	60	0	0	0	0
	44+50.00	324	598	60	191	60	72	60	0	0	0	0
	45+00.00	325	598	60	191	60	72	60	0	0	0	0
	46+00.00	326	598	60	191	60	72	60	0	0	0	0
	47+00.00	327	598	60	191	60	72	60	0	0	0	0
	48+00.00	328	598	60	191	60	72	60	0	0	0	0
	49+00.00	329	598	60	191	60	72	60	0	0	0	0
	49+50.00	330	598	60	191	60	72	60	0	0	0	0
	50+00.00	331	598	60	191	60	72	60	0	0	0	0
	51+00.00	332	598	60	191	60	72	60	0	0	0	0
	51+27.58	333	598	60	191	60	72	60	0	0	0	0
	52+00.00	334	598	60	191	60	72	60	0	0	0	0
	53+00.00	335	598	60	191	60	72	60	0	0	0	0
	54+00.00	336	598	60	191	60	72	60	0	0	0	0
	55+00.00	337	598	60	191	60	72	60	0	0	0	0
	56+00.00	338										
Ramp EN-2	46+00.00	2786	807	60	148	60	24	60	0	0	0	0
	46+61.53	385	807	60	148	60	24	60	0	0	0	0
	47+00.00	386	807	60	148	60	24	60	0	0	0	0
	48+00.00	387	807	60	148	60	24	60	0	0	0	0
	49+00.00	388	807	60	148	60	24	60	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	50+00.00	389	807	60	148	60	24	60	0	0	0	0
	51+00.00	390	807	60	148	60	24	60	0	0	0	0
	52+00.00	391	807	60	148	60	24	60	0	0	0	0
	53+00.00	392	807	60	148	60	24	60	0	0	0	0
	54+00.00	393	807	60	148	60	24	60	0	0	0	0
	54+50.00	394	807	60	148	60	24	60	0	0	0	0
	55+00.00	395	807	60	148	60	24	60	0	0	0	0
	56+00.00	396	807	60	148	60	24	60	0	0	0	0
	57+00.00	397	807	60	148	60	24	60	0	0	0	0
	58+00.00	398	807	60	148	60	24	60	0	0	0	0
	59+00.00	399	807	60	148	60	24	60	0	0	0	0
	60+00.00	400	807	60	148	60	24	60	0	0	0	0
	61+00.00	401	807	60	148	60	24	60	0	0	0	0
	62+00.00	402	807	60	148	60	24	60	0	0	0	0
	63+00.00	403	807	60	148	60	24	60	0	0	0	0
	64+00.00	404	807	60	148	60	24	60	0	0	0	0
	64+57.06	405	807	60	148	60	24	60	0	0	0	0
	65+00.00	406	807	60	148	60	24	60	0	0	0	0
	65+50.00	407	807	60	148	60	24	60	0	0	0	0
	66+00.00	408	807	60	148	60	24	60	0	0	0	0
	67+00.00	409										
I-10 EB Frontage Rd-2	55+00.00	2787	200	50	10	50	1	50	0	0	0	0
	56+00.00	727	200	50	10	50	1	50	0	0	0	0
	57+25	728										
SR303L_NB_Inside_3	1282+00.000	3134	1513	70	264	70	57	70	0	0	0	0
	284+00.00	1661	1513	70	264	70	57	70	0	0	0	0
	286+00.00	1662	1513	70	264	70	57	70	0	0	0	0
	288+00.00	1663										
SR303L_NB_Outside_3	1282+00.000	3135	1513	70	264	70	57	70	0	0	0	0
	284+00.00	1745	1513	70	264	70	57	70	0	0	0	0
	286+00.00	1746	1513	70	264	70	57	70	0	0	0	0
	288+00.00	1747										
SBFR-YM-VB	62+00.000	3731	253	50	4	50	0	0	0	0	0	0
	61+00.000	3730	253	50	4	50	0	0	0	0	0	0
	60+00.000	3729	253	50	4	50	0	0	0	0	0	0
	59+00.000	3728	253	50	4	50	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	58+00.000	3727	253	50	4	50	0	0	0	0	0	0
	57+00.000	3726	253	50	4	50	0	0	0	0	0	0
	56+00.000	3725	253	50	4	50	0	0	0	0	0	0
	55+00.000	3724	253	50	4	50	0	0	0	0	0	0
	54+00.000	3723	253	50	4	50	0	0	0	0	0	0
	53+00.000	3722	253	50	4	50	0	0	0	0	0	0
	52+00.000	3721	253	50	4	50	0	0	0	0	0	0
	51+00.000	3720	253	50	4	50	0	0	0	0	0	0
	50+00.000	3719	253	50	4	50	0	0	0	0	0	0
	49+00.000	3718	253	50	4	50	0	0	0	0	0	0
	48+00.000	3717	253	50	4	50	0	0	0	0	0	0
	47+00.000	3716	253	50	4	50	0	0	0	0	0	0
	46+00.000	3715										
VB-RA	27+00.000	3774	477	50	21	50	1	50	0	0	0	0
	26+00.000	3773	477	50	21	50	1	50	0	0	0	0
	25+00.000	3772	477	50	21	50	1	50	0	0	0	0
	24+00.000	3771	477	50	21	50	1	50	0	0	0	0
	23+00.000	3770	477	50	21	50	1	50	0	0	0	0
	22+00.000	3769	477	50	21	50	1	50	0	0	0	0
	21+00.000	3768	477	50	21	50	1	50	0	0	0	0
	20+00.000	3767	477	50	21	50	1	50	0	0	0	0
	19+00.000	3766	477	50	21	50	1	50	0	0	0	0
	18+00.000	3765	477	50	21	50	1	50	0	0	0	0
	17+00.000	3764	477	50	21	50	1	50	0	0	0	0
	16+00.000	3763	477	50	21	50	1	50	0	0	0	0
	15+00.000	3762	477	50	21	50	1	50	0	0	0	0
	14+00.000	3761	477	50	21	50	1	50	0	0	0	0
	13+00.000	3760	477	50	21	50	1	50	0	0	0	0
	12+00.000	3759	477	50	21	50	1	50	0	0	0	0
	11+00.000	3758	477	50	21	50	1	50	0	0	0	0
	10+00.000	3757										
VanBuren_EB2	point4182	4182	673	50	20	50	1	50	0	0	0	0
	point4172	4172										
VanBuren_WB1	point4184	4184	1251	50	32	50	1	0	0	0	0	0
	point4179	4179										
SR303L_SB_Outside_3	1282+00.000	3065	1977	70	277	70	57	70	0	0	0	0



**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1280+00.000	3066	1977	70	277	70	57	70	0	0	0	0
	1278+00.000	3067	1977	70	277	70	57	70	0	0	0	0
	1276+00.000	3068	1977	70	277	70	57	70	0	0	0	0
	1274+00.000	3069	1977	70	277	70	57	70	0	0	0	0
	1272+00.000	3070	1977	70	277	70	57	70	0	0	0	0
	1270+00.000	3071	1977	70	277	70	57	70	0	0	0	0
	1268+00.000	3072	1977	70	277	70	57	70	0	0	0	0
	1266+00.000	3073	1977	70	277	70	57	70	0	0	0	0
	1264+00.000	3074	1977	70	277	70	57	70	0	0	0	0
	1262+00.000	3075	1977	70	277	70	57	70	0	0	0	0
	1261+00.000	4252										
SR303L_SB_Inside_3	1282+00.000	2996	1977	70	277	70	57	70	0	0	0	0
	1280+00.000	2997	1977	70	277	70	57	70	0	0	0	0
	1278+00.000	2998	1977	70	277	70	57	70	0	0	0	0
	1276+00.000	2999	1977	70	277	70	57	70	0	0	0	0
	1274+00.000	3000	1977	70	277	70	57	70	0	0	0	0
	1272+00.000	3001	1977	70	277	70	57	70	0	0	0	0
	1270+00.000	3002	1977	70	277	70	57	70	0	0	0	0
	1268+00.000	3003	1977	70	277	70	57	70	0	0	0	0
	1266+00.000	3004	1977	70	277	70	57	70	0	0	0	0
	1264+00.000	3005	1977	70	277	70	57	70	0	0	0	0
	1262+00.000	3006	1977	70	277	70	57	70	0	0	0	0
	1261+00.000	4253										
I-10 EB HOV Lane-2-2-2-2	point4290	4290	1330	70	0	0	0	0	0	0	0	0
	6594+00.00	1097	1330	70	0	0	0	0	0	0	0	0
	6596+00.00	1098	1330	70	0	0	0	0	0	0	0	0
	6596+24.77	1099	1330	70	0	0	0	0	0	0	0	0
	6598+00.00	1100	1330	70	0	0	0	0	0	0	0	0
	6600+00.00	1101	1330	70	0	0	0	0	0	0	0	0
	6602+00.00	1102	1330	70	0	0	0	0	0	0	0	0
	6603+50.00	1103	1330	70	0	0	0	0	0	0	0	0
	6604+00.00	1104	1330	70	0	0	0	0	0	0	0	0
	6606+00.00	1105	1330	70	0	0	0	0	0	0	0	0
	6608+00.00	1106	1330	70	0	0	0	0	0	0	0	0
	6610+00.00	1107	1330	70	0	0	0	0	0	0	0	0
	6612+00.00	1108	1330	70	0	0	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	6613+50.00	1109	1330	70	0	0	0	0	0	0	0	0
	6614+00.00	1110	1330	70	0	0	0	0	0	0	0	0
	6616+00.00	1111										
I-10 EB HOV Lane-2-2-2-2	point4291	4291	1684	70	0	0	0	0	0	0	0	0
	6618+00.00	1112	1684	70	0	0	0	0	0	0	0	0
	6620+00.00	1113	1684	70	0	0	0	0	0	0	0	0
	6622+00.00	1114	1684	70	0	0	0	0	0	0	0	0
	6623+34.32	1115	1684	70	0	0	0	0	0	0	0	0
	6624+00.00	1116	1684	70	0	0	0	0	0	0	0	0
	6625+50.00	1117	1684	70	0	0	0	0	0	0	0	0
	6626+00.00	1118	1684	70	0	0	0	0	0	0	0	0
	6628+00.00	1119	1684	70	0	0	0	0	0	0	0	0
	6630+00.00	1120	1684	70	0	0	0	0	0	0	0	0
	6632+00.00	1121										
I-10 WB HOV Lane-2-2	point4292	4292	1790	70	0	0	0	0	0	0	0	0
	6604+00.00	1416	1790	70	0	0	0	0	0	0	0	0
	6603+50.00	1415	1790	70	0	0	0	0	0	0	0	0
	6602+00.00	1414	1790	70	0	0	0	0	0	0	0	0
	6600+00.00	1413	1790	70	0	0	0	0	0	0	0	0
	6598+00.00	1412	1790	70	0	0	0	0	0	0	0	0
	6596+18.67	1411	1790	70	0	0	0	0	0	0	0	0
	6596+00.00	1410	1790	70	0	0	0	0	0	0	0	0
	6594+00.00	1409	1790	70	0	0	0	0	0	0	0	0
	6592+00.00	1408	1790	70	0	0	0	0	0	0	0	0
	6590+00.00	1407	1790	70	0	0	0	0	0	0	0	0
	6588+00.00	1406	1790	70	0	0	0	0	0	0	0	0
	6586+00.00	1405	1790	70	0	0	0	0	0	0	0	0
	6584+00.00	1404	1790	70	0	0	0	0	0	0	0	0
	6582+00.00	1403	1790	70	0	0	0	0	0	0	0	0
	6580+00.00	1402	1790	70	0	0	0	0	0	0	0	0
	6578+00.00	1401	1790	70	0	0	0	0	0	0	0	0
	6576+00.00	1400	1790	70	0	0	0	0	0	0	0	0
	6574+00.00	1399	1790	70	0	0	0	0	0	0	0	0
	6572+00.00	1398	1790	70	0	0	0	0	0	0	0	0
	6570+00.00	1397	1790	70	0	0	0	0	0	0	0	0
	6568+00.00	1396										

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

I-10 WB HOV Lane-2-2	point4293	4293	2527	70	0	0	0	0	0	0	0	0
	6616+00.00	1424	2527	70	0	0	0	0	0	0	0	0
	6614+00.00	1423	2527	70	0	0	0	0	0	0	0	0
	6613+50.00	1422	2527	70	0	0	0	0	0	0	0	0
	6612+00.00	1421	2527	70	0	0	0	0	0	0	0	0
	6611+97.11	1420	2527	70	0	0	0	0	0	0	0	0
	6610+00.00	1419	2527	70	0	0	0	0	0	0	0	0
	6608+00.00	1418	2527	70	0	0	0	0	0	0	0	0
	6606+00.00	1417										
SR303L_SB_Outside_1-2	point4299	4299	903	70	132	70	17	70	0	0	0	0
	324+00.00	2111	903	70	132	70	17	70	0	0	0	0
	322+00.00	2110	903	70	132	70	17	70	0	0	0	0
	320+00.00	2109	903	70	132	70	17	70	0	0	0	0
	319+60.00	2108	903	70	132	70	17	70	0	0	0	0
	318+00.00	2107	903	70	132	70	17	70	0	0	0	0
	316+00.00	2106	903	70	132	70	17	70	0	0	0	0
	314+00.00	2105										
SR303L_SB_Inside_1-2	point4300	4300	903	70	132	70	17	70	0	0	0	0
	324+00.00	1855	903	70	132	70	17	70	0	0	0	0
	322+00.00	1854	903	70	132	70	17	70	0	0	0	0
	320+00.00	1853	903	70	132	70	17	70	0	0	0	0
	319+60.00	1852	903	70	132	70	17	70	0	0	0	0
	318+00.00	1851	903	70	132	70	17	70	0	0	0	0
	316+00.00	1850	903	70	132	70	17	70	0	0	0	0
	314+00.00	1849										
SR303L_SB_Inside_1-2-2	point4301	4301	903	70	132	70	17	70	0	0	0	0
	312+00.00	1848	903	70	132	70	17	70	0	0	0	0
	311+60.00	1847	903	70	132	70	17	70	0	0	0	0
	310+75.00	1846	903	70	132	70	17	70	0	0	0	0
	310+00.00	1845	903	70	132	70	17	70	0	0	0	0
	308+00.00	1844	903	70	132	70	17	70	0	0	0	0
	306+00.00	1843	903	70	132	70	17	70	0	0	0	0
	304+00.00	1842	903	70	132	70	17	70	0	0	0	0
	303+46.29	1841	903	70	132	70	17	70	0	0	0	0
	302+00.00	1840	903	70	132	70	17	70	0	0	0	0
	301+75.00	1839	903	70	132	70	17	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	300+00.00	1838	903	70	132	70	17	70	0	0	0	0
	298+00.00	1837	903	70	132	70	17	70	0	0	0	0
	296+00.00	1836	903	70	132	70	17	70	0	0	0	0
	294+00.00	1835	903	70	132	70	17	70	0	0	0	0
	292+00.00	1834	903	70	132	70	17	70	0	0	0	0
	291+50.00	1833										
SR303L_SB_Outside_1-2-2	point4302	4302	903	70	132	70	17	70	0	0	0	0
	312+00.00	2104	903	70	132	70	17	70	0	0	0	0
	311+60.00	2103	903	70	132	70	17	70	0	0	0	0
	310+75.00	2102	903	70	132	70	17	70	0	0	0	0
	310+00.00	2101	903	70	132	70	17	70	0	0	0	0
	308+00.00	2100	903	70	132	70	17	70	0	0	0	0
	306+00.00	2099	903	70	132	70	17	70	0	0	0	0
	304+00.00	2098	903	70	132	70	17	70	0	0	0	0
	303+46.29	2097	903	70	132	70	17	70	0	0	0	0
	302+00.00	2096	903	70	132	70	17	70	0	0	0	0
	301+75.00	2095	903	70	132	70	17	70	0	0	0	0
	300+00.00	2094	903	70	132	70	17	70	0	0	0	0
	298+00.00	2093	903	70	132	70	17	70	0	0	0	0
	296+00.00	2092	903	70	132	70	17	70	0	0	0	0
	294+00.00	2091	903	70	132	70	17	70	0	0	0	0
	292+00.00	2090	903	70	132	70	17	70	0	0	0	0
	291+50.00	2089										
SR 303 SB Frontage Rd-2	point4303	4303	488	50	32	50	1	50	0	0	0	0
	56+46.61	2642	488	50	32	50	1	50	0	0	0	0
	56+00.00	2641	488	50	32	50	1	50	0	0	0	0
	54+00.00	2640	488	50	32	50	1	50	0	0	0	0
	53+50.00	2639	488	50	32	50	1	50	0	0	0	0
	52+00.00	2638	488	50	32	50	1	50	0	0	0	0
	50+11.98	2637	488	50	32	50	1	50	0	0	0	0
	50+00.00	2636	488	50	32	50	1	50	0	0	0	0
	49+50.00	2635	488	50	32	50	1	50	0	0	0	0
	48+00.00	2634	488	50	32	50	1	50	0	0	0	0
	46+50.00	2633										
SR 303 SB Frontage Rd-2-2	point4304	4304	448	50	15	50	1	50	0	0	0	0
	46+00.00	2632	448	50	15	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	44+00.00	2631	448	50	15	50	1	50	0	0	0	0
	42+50.00	2630	448	50	15	50	1	50	0	0	0	0
	42+29.44	2629	448	50	15	50	1	50	0	0	0	0
	42+00.00	2628	448	50	15	50	1	50	0	0	0	0
	40+00.00	2627	448	50	15	50	1	50	0	0	0	0
	38+00.00	2626	448	50	15	50	1	50	0	0	0	0
	36+00.00	2625	448	50	15	50	1	50	0	0	0	0
	34+62.78	2624	448	50	15	50	1	50	0	0	0	0
	34+00.00	2623	448	50	15	50	1	50	0	0	0	0
	32+00.00	2622	448	50	15	50	1	50	0	0	0	0
	31+00.00	2621	448	50	15	50	1	50	0	0	0	0
	30+00.00	2620	448	50	15	50	1	50	0	0	0	0
	29+00.00	2619	448	50	15	50	1	50	0	0	0	0
	28+00.00	2618	448	50	15	50	1	50	0	0	0	0
	26+00.00	2617	448	50	15	50	1	50	0	0	0	0
	24+00.00	2616	448	50	15	50	1	50	0	0	0	0
	22+62.26	2615	448	50	15	50	1	50	0	0	0	0
	22+00.00	2614	448	50	15	50	1	50	0	0	0	0
	21+00.00	2613	448	50	15	50	1	50	0	0	0	0
	20+00.00	2612	448	50	15	50	1	50	0	0	0	0
	19+00.00	2611	448	50	15	50	1	50	0	0	0	0
	18+00.00	2610	448	50	15	50	1	50	0	0	0	0
	16+00.00	2609	448	50	15	50	1	50	0	0	0	0
	14+00.00	2608	448	50	15	50	1	50	0	0	0	0
	12+98.16	2607	448	50	15	50	1	50	0	0	0	0
	12+00.00	2606	448	50	15	50	1	50	0	0	0	0
	11+00.00	2605	448	50	15	50	1	50	0	0	0	0
	10+65.00	2604										
SR303L_NB_Outside_4-2-2	point4307	4307	1513	70	264	70	57	70	0	0	0	0
	1264+00.000	2936	1513	70	264	70	57	70	0	0	0	0
	1266+00.000	2935	1513	70	264	70	57	70	0	0	0	0
	1268+00.000	2934	1513	70	264	70	57	70	0	0	0	0
	1270+00.000	2933	1513	70	264	70	57	70	0	0	0	0
	1272+00.000	2932	1513	70	264	70	57	70	0	0	0	0
	1274+00.000	2931	1513	70	264	70	57	70	0	0	0	0
	1276+00.000	2930	1513	70	264	70	57	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1278+00.000	2929	1513	70	264	70	57	70	0	0	0	0
	1280+00.000	2928	1513	70	264	70	57	70	0	0	0	0
	1282+00.000	2927										
SR303L_NB_Inside_4-2-2	point4308	4308	1513	70	264	70	57	70	0	0	0	0
	1264+00.000	2867	1513	70	264	70	57	70	0	0	0	0
	1266+00.000	2866	1513	70	264	70	57	70	0	0	0	0
	1268+00.000	2865	1513	70	264	70	57	70	0	0	0	0
	1270+00.000	2864	1513	70	264	70	57	70	0	0	0	0
	1272+00.000	2863	1513	70	264	70	57	70	0	0	0	0
	1274+00.000	2862	1513	70	264	70	57	70	0	0	0	0
	1276+00.000	2861	1513	70	264	70	57	70	0	0	0	0
	1278+00.000	2860	1513	70	264	70	57	70	0	0	0	0
	1280+00.000	2859	1513	70	264	70	57	70	0	0	0	0
	1282+00.000	2858										
VB-RB-2	point4309	4309	500	50	29	50	0	0	0	0	0	0
	18+00.000	3740	500	50	29	50	0	0	0	0	0	0
	19+00.000	3741	500	50	29	50	0	0	0	0	0	0
	20+00.000	3742	500	50	29	50	0	0	0	0	0	0
	21+00.000	3743	500	50	29	50	0	0	0	0	0	0
	22+00.000	3744	500	50	29	50	0	0	0	0	0	0
	23+00.000	3745	500	50	29	50	0	0	0	0	0	0
	24+00.000	3746	500	50	29	50	0	0	0	0	0	0
	25+00.000	3747	500	50	29	50	0	0	0	0	0	0
	26+00.000	3748	500	50	29	50	0	0	0	0	0	0
	27+00.000	3749	500	50	29	50	0	0	0	0	0	0
	28+00.000	3750	500	50	29	50	0	0	0	0	0	0
	29+00.000	3751	500	50	29	50	0	0	0	0	0	0
	30+00.000	3752	500	50	29	50	0	0	0	0	0	0
	31+00.000	3753	500	50	29	50	0	0	0	0	0	0
	32+00.000	3754	500	50	29	50	0	0	0	0	0	0
	33+00.000	3755	500	50	29	50	0	0	0	0	0	0
	point4287	4287										
NBFR-YM-VB-2-2-2	point4310	4310	369	50	7	50	1	50	0	0	0	0
	47+00.000	3603	369	50	7	50	1	50	0	0	0	0
	48+00.000	3604	369	50	7	50	1	50	0	0	0	0
	49+00.000	3605	369	50	7	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	50+00.000	3606	369	50	7	50	1	50	0	0	0	0
	51+00.000	3607	369	50	7	50	1	50	0	0	0	0
	52+00.000	3608	369	50	7	50	1	50	0	0	0	0
	53+00.000	3609	369	50	7	50	1	50	0	0	0	0
	54+00.000	3610	369	50	7	50	1	50	0	0	0	0
	55+00.000	3611	369	50	7	50	1	50	0	0	0	0
	56+00.000	3612	369	50	7	50	1	50	0	0	0	0
	57+00.000	3613	369	50	7	50	1	50	0	0	0	0
	58+00.000	3614	369	50	7	50	1	50	0	0	0	0
	59+00.000	3615	369	50	7	50	1	50	0	0	0	0
	60+00.000	3616	369	50	7	50	1	50	0	0	0	0
	61+00.000	3617	369	50	7	50	1	50	0	0	0	0
	62+00.000	3618	369	50	7	50	1	50	0	0	0	0
	point4286	4286										
VanBuren_EB1-2	point4312	4312	750	50	27	50	1	50	0	0	0	0
	point4169	4169										
VanBuren_WB2-2	point4315	4315	948	50	18	50	1	50	0	0	0	0
	point4176	4176										



AZTEC Engineering	18 August 2022
AZTEC Engineering	TNM 2.5

INPUT: BARRIERS

PROJECT/CONTRACT: SR303 Van Buren to MC 85  
 RUN: SR 303, North of Van Buren

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	\$ per	\$ per	Top	Run:Rise	\$ per			X	Y	Z	at	Seg	Ht	Perturbs	On	Important
				Unit	Unit	Width		Unit						Point	Incre-	#Up	#Dn	Struct?	Reflec-
		ft	ft	Area	Vol.		ft:ft	Length			ft	ft	ft	ft	ment				tions?
				\$/sq ft	\$/cu yd			\$/ft											
PrivacyWall4	W	0.00	99.99	0.00				0.00	3610	437	545,811.3	894,195.2	1,001.14	3.25	0.00	0	0		
									3611	438	545,727.1	894,188.6	1,001.01	3.25	0.00	0	0		
									3612	439	545,719.4	894,285.1	1,001.36	3.10	0.00	0	0		
									3613	440	545,711.2	894,387.5	1,002.63	2.73	0.00	0	0		
									3614	441	545,700.0	894,535.3	1,003.83	2.40	0.00	0	0		
									3615	442	545,692.6	894,630.3	1,004.49	1.90	0.00	0	0		
									3616	443	545,690.6	894,634.6	1,004.12	2.35					
PrivacyWall5	W	0.00	99.99	0.00				0.00	3616	444	545,690.3	894,635.3	1,004.12	7.15	0.00	0	0		
									3617	445	545,634.1	894,768.2	1,004.83	6.85	0.00	0	0		
									3618	446	545,595.4	894,860.0	1,005.52	6.80	0.00	0	0		
									3619	447	545,576.0	894,906.2	1,005.90	7.05	0.00	0	0		
									3620	448	545,527.1	895,022.6	1,006.60	7.20	0.00	0	0		
									3621	449	545,483.8	895,126.0	1,008.15	6.70	0.00	0	0		
									3622	450	545,483.0	895,127.9	1,008.29	7.30	0.00	0	0		
									3623	451	545,481.0	895,131.9	1,008.79	7.30	0.00	0	0		
									3633	452	545,666.0	895,209.8	1,009.10	7.00	0.00	0	0		
									3646	453	545,850.4	895,287.6	1,008.85	7.40	0.00	0	0		
									3660	454	546,035.0	895,365.2	1,009.45	6.65	0.00	0	0		
									3665	455	546,070.2	895,379.9	1,009.47	6.33	0.00	0	0		
									3670	456	546,254.4	895,457.6	1,009.21	6.05	0.00	0	0		
									3675	457	546,273.2	895,465.5	1,009.39	6.25	0.00	0	0		
									3680	458	546,347.0	895,496.7	1,009.83	6.50	0.00	0	0		
									3685	459	546,506.8	895,564.0	1,009.46	7.25	0.00	0	0		
									3690	460	546,546.8	895,564.5	1,009.27	7.00	0.00	0	0		
									3696	461	546,728.4	895,561.4	1,008.62	7.00	0.00	0	0		
									3697	462	546,729.0	895,561.4	1,008.62	6.40	0.00	0	0		
									3703	463	546,749.0	895,561.2	1,007.26	6.88	0.00	0	0		
									3707	464	546,889.7	895,559.5	1,006.95	6.60	0.00	0	0		
									3708	465	546,914.6	895,534.9	1,006.13	7.55					
PrivacyWall8	W	0.00	99.99	0.00				0.00	3739	489	548,338.7	895,174.2	999.68	5.60	0.00	0	0		
									3740	490	548,341.8	895,180.9	999.96	5.40	0.00	0	0		
									3741	491	548,341.3	895,181.3	1,000.05	6.00	0.00	0	0		
									3742	492	548,246.2	895,224.5	1,000.23	5.70	0.00	0	0		
									3743	493	548,242.6	895,216.2	1,000.21	5.65	0.00	0	0		
									3768	494	548,190.6	895,224.5	1,000.38	5.30	0.00	0	0		

INPUT: BARRIERS

SR303 Van Buren to MC 85

									3769	495	548,194.3	895,233.2	1,000.49	5.70	0.00	0	0		
									3770	496	548,200.2	895,245.7	1,000.43	6.05	0.00	0	0		
									3771	497	548,098.3	895,291.2	1,000.21	6.45	0.00	0	0		
									3772	498	548,049.6	895,308.5	1,001.29	6.05	0.00	0	0		
									3773	499	547,995.0	895,323.9	1,001.05	6.70	0.00	0	0		
									3774	500	547,940.5	895,334.9	1,001.01	6.70	0.00	0	0		
									3775	501	547,883.6	895,343.2	1,001.63	7.25	0.00	0	0		
									3776	502	547,869.7	895,343.4	1,001.98	6.35	0.00	0	0		
									3777	503	547,873.6	895,495.4	1,002.67	5.75	0.00	0	0		
									3778	504	547,794.2	895,588.4	1,002.63	6.05	0.00	0	0		
									3779	505	547,751.4	895,588.5	1,002.87	5.75	0.00	0	0		
									3780	506	547,751.3	895,590.1	1,003.00	5.55	0.00	0	0		
									3781	507	547,752.0	895,615.7	1,003.31	6.10	0.00	0	0		
									3782	508	547,750.0	895,615.6	1,003.69	6.05	0.00	0	0		
									3783	509	547,742.7	895,615.9	1,004.50	5.95	0.00	0	0		
									3784	510	547,740.7	895,616.2	1,004.70	6.35	0.00	0	0		
									3785	511	547,733.8	895,616.3	1,005.45	6.35	0.00	0	0		
									3786	512	547,722.6	895,616.4	1,006.59	5.75	0.00	0	0		
									3787	513	547,720.7	895,616.4	1,006.95	6.10	0.00	0	0		
									3788	514	547,716.2	895,616.8	1,007.43	6.35	0.00	0	0		
									3789	515	547,708.3	895,616.7	1,008.29	6.10	0.00	0	0		
									3790	516	547,701.0	895,616.9	1,009.04	6.00	0.00	0	0		
									3791	517	547,695.3	895,617.1	1,009.71	5.95	0.00	0	0		
									3792	518	547,627.0	895,618.9	1,010.47	5.80	0.00	0	0		
									3793	519	547,506.0	895,622.0	1,011.01	6.00	0.00	0	0		
									3794	520	547,342.0	895,626.2	1,011.74	5.95	0.00	0	0		
									3795	521	547,236.8	895,629.1	1,011.60	6.05	0.00	0	0		
									3796	522	547,234.9	895,629.0	1,011.16	5.65	0.00	0	0		
									3797	523	547,231.5	895,629.0	1,010.45	5.90	0.00	0	0		
									3798	524	547,229.4	895,629.0	1,009.86	5.75	0.00	0	0		
									3799	525	547,226.8	895,629.2	1,009.14	5.95	0.00	0	0		
									3800	526	547,225.0	895,629.2	1,008.42	5.80	0.00	0	0		
									3801	527	547,221.7	895,629.2	1,007.64	5.95	0.00	0	0		
									3802	528	547,219.7	895,629.3	1,007.22	5.70	0.00	0	0		
									3803	529	547,214.9	895,629.6	1,006.31	6.45	0.00	0	0		
									3804	530	547,215.5	895,628.7	1,006.43	5.60	0.00	0	0		
									3805	531	547,207.8	895,618.0	1,005.44	6.30	0.00	0	0		
									3806	532	547,177.8	895,573.9	1,005.02	6.45	0.00	0	0		
									3807	533	547,176.2	895,527.7	1,004.61	6.90					
PrivacyWall3	W	0.00	99.99	0.00				0.00	3587	719	546,449.8	893,902.8	998.88	6.00	0.00	0	0		
									3588	720	546,406.8	893,922.6	998.52	6.00	0.00	0	0		
									3589	721	546,273.9	893,773.0	998.27	6.50	0.00	0	0		
									3590	722	546,249.0	893,745.0	998.28	4.25	0.00	0	0		
									3591	723	546,116.2	893,595.2	997.78	4.45	0.00	0	0		
									3592	724	546,074.9	893,548.7	997.60	4.45	0.00	0	0		
									3593	725	546,076.6	893,348.7	997.44	6.03	0.00	0	0		
									3594	726	546,019.6	893,242.1	995.97	6.40					
PrivacyWall2	W	0.00	99.99	0.00				0.00	3595	727	545,888.5	893,133.8	995.55	6.95	0.00	0	0		
									3596	728	545,888.3	893,020.0	996.55	6.10	0.00	0	0		

INPUT: BARRIERS

SR303 Van Buren to MC 85

									3597	729	545,809.4	893,020.2	995.89	6.60	0.00	0	0		
									3598	730	545,757.4	892,915.2	995.75	3.95	0.00	0	0		
									3599	731	545,756.2	892,715.1	995.21	4.55	0.00	0	0		
									3600	732	545,756.2	892,636.0	994.90	4.75					
PrivacyWall1	W	0.00	99.99	0.00				0.00	3601	733	545,647.4	892,526.6	995.13	1.80	0.00	0	0		
									3602	734	545,647.2	892,408.6	994.97	3.35	0.00	0	0		
									3603	735	545,647.2	892,348.2	994.67	1.40	0.00	0	0		
									3604	736	545,646.5	892,138.8	993.71	3.60	0.00	0	0		
									3605	737	545,646.4	892,081.8	993.83	1.60	0.00	0	0		
									3606	738	545,645.5	891,901.1	993.88	2.25					
PrivacyWall6	W	0.00	99.99	0.00				0.00	772	772	546,874.6	895,417.6	1,005.35	8.00	0.00	0	0		
									773	773	546,912.4	895,396.3	1,005.20	8.00	0.00	0	0		
									774	774	546,907.5	895,184.4	1,004.88	8.00					
PrivacyWall9	W	0.00	99.99	0.00				0.00	820	820	549,071.5	895,289.8	999.31	6.00	0.00	0	0		
									821	821	549,166.7	895,417.8	999.45	6.00	0.00	0	0		
									822	822	549,227.7	895,478.8	1,000.20	6.00	0.00	0	0		
									823	823	549,319.7	895,517.2	1,000.37	6.00	0.00	0	0		
									824	824	549,718.4	895,496.1	1,000.23	6.00	0.00	0	0		
									825	825	549,717.7	895,280.9	1,000.94	6.00	0.00	0	0		
									826	826	549,086.1	895,284.3	999.45	6.00					
PrivacyWall7	W	0.00	99.99	0.00				0.00	3709	911	547,006.8	895,258.2	1,004.09	5.80	0.00	0	0		
									3710	912	547,008.3	895,310.2	1,004.35	5.85	0.00	0	0		
									3711	913	547,010.9	895,410.3	1,005.08	5.90	0.00	0	0		
									3712	914	547,013.9	895,523.1	1,005.52	5.70	0.00	0	0		
									3718	915	547,014.0	895,530.9	1,005.56	6.50	0.00	0	0		
									3719	916	547,014.9	895,562.5	1,005.53	6.50	0.00	0	0		
									3722	917	547,144.3	895,561.1	1,004.97	6.65	0.00	0	0		
									3723	918	547,144.7	895,561.0	1,004.99	6.30	0.00	0	0		
									3724	919	547,207.2	895,652.2	1,004.40	6.43	0.00	0	0		
									3725	920	547,215.0	895,663.7	1,003.84	6.30	0.00	0	0		
									3726	921	547,229.2	895,684.7	1,003.77	6.33	0.00	0	0		
									3727	922	547,249.9	895,715.0	1,004.56	6.25	0.00	0	0		
									3728	923	547,254.8	895,722.2	1,005.21	6.25	0.00	0	0		
									3729	924	547,264.3	895,736.1	1,005.75	6.30	0.00	0	0		
									3730	925	547,285.0	895,766.5	1,006.63	6.25	0.00	0	7		
									3731	926	547,297.3	895,784.2	1,007.06	6.15	0.00	0	0		
									3732	927	547,298.3	895,783.8	1,006.98	6.00	0.00	0	0		
									3733	928	547,322.9	895,783.7	1,006.41	6.28	0.00	0	0		
									3734	929	547,346.3	895,783.3	1,006.34	5.75	0.00	0	0		
									3735	930	547,396.3	895,782.7	1,005.13	6.30	0.00	0	0		
									3736	931	547,445.8	895,782.1	1,004.90	5.80	0.00	0	0		
									3737	932	547,646.0	895,779.6	1,004.41	6.10	0.00	0	0		
									3738	933	547,755.9	895,778.4	1,004.25	6.00					
Potential Developer Wall_1	W	0.00	99.99	0.00				0.00	P1	960	545,478.8	895,127.8	1,008.08	10.00	0.00	0	0		
									P2	961	545,301.6	895,051.6	1,005.95	10.00	0.00	0	0		
									P3	962	545,117.0	894,974.6	1,007.59	10.00	0.00	0	0		
									P4	963	544,933.0	894,896.3	1,006.83	10.00	0.00	0	0		
									P5	964	544,748.4	894,819.3	1,007.64	10.00	0.00	0	0		
									P6	965	544,594.6	894,754.5	1,008.90	10.00	0.00	0	0		

INPUT: BARRIERS

SR303 Van Buren to MC 85

							P7	966	544,576.7	894,555.3	1,009.58	10.00	0.00	0	0		
							P8	967	544,571.8	894,493.1	1,006.77	10.00	0.00	0	0		
							P9	968	544,570.0	894,284.1	1,005.56	10.00	0.00	0	0		
							P10	969	544,575.6	894,279.4	1,005.20	10.00	0.00	0	0		
							P11	970	544,609.4	894,282.8	1,005.17	10.00	0.00	0	0		
							P12	971	544,638.1	894,296.8	1,005.41	10.00	0.00	0	0		
							P13	972	544,681.0	894,298.8	1,005.69	10.00					
Potential Developer Wall_2	W	0.00	99.99	0.00		0.00	P1	986	544,681.6	894,219.4	1,004.90	10.00	0.00	0	0		
							P2	974	544,575.0	894,220.1	1,004.66	10.00	0.00	0	0		
							P3	975	544,569.6	894,214.7	1,005.13	10.00	0.00	0	0		
							P4	976	544,568.4	894,014.7	1,003.91	10.00	0.00	0	0		
							P5	977	544,567.7	893,897.1	1,002.92	10.00	0.00	0	0		
							P6	978	544,594.7	893,869.8	1,002.75	10.00	0.00	0	0		
							P7	979	544,794.7	893,869.0	1,002.84	10.00	0.00	0	0		
							P8	980	544,886.5	893,875.9	1,002.99	10.00	0.00	0	0		
							P9	981	544,995.9	893,897.4	1,003.43	10.00	0.00	0	0		
							P10	982	545,079.0	893,924.5	1,003.53	10.00	0.00	0	0		
							P11	983	545,181.0	893,970.3	1,003.33	10.00	0.00	0	0		
							P12	984	545,308.6	894,044.0	1,001.52	10.00					
earth berm	W	0.00	99.99	0.00		0.00	6589	987	545,610.2	895,861.4	1,053.50	0.00	0.00	0	0		
							6590	988	545,709.8	895,874.4	1,052.20	0.00	0.00	0	0		
							6592	989	545,909.0	895,898.4	1,047.00	0.00	0.00	0	0		
							6594	990	546,108.3	895,920.3	1,041.80	0.00	0.00	0	0		
							6596	991	546,307.6	895,941.2	1,036.60	0.00	0.00	0	0		
							6598	992	546,504.9	895,961.2	1,031.40	0.00	0.00	0	0		
							6600	993	546,702.5	895,971.8	1,027.20	0.00	0.00	0	0		
							6603	994	546,999.2	895,997.2	1,021.50	0.00					
Barrier 2 on Berm	W	0.00	99.99	0.00		0.00	73+50	995	546,183.7	895,810.8	1,034.00	1.00	0.00	0	0		
							76	996	546,433.1	895,829.0	1,028.20	6.80	0.00	0	0		
							80	997	546,831.3	895,866.8	1,020.10	14.90	0.00	0	0		
							83	998	547,129.6	895,898.8	1,018.00	17.00	0.00	0	0		
							85	999	547,329.3	895,911.0	1,021.20	13.80	0.00	0	0		
							86	1000	547,428.3	895,919.4	1,022.00	13.00	0.00	0	0		
							90	1001	547,824.8	895,938.6	1,025.80	9.20	0.00	0	0		
							6612+81	1002	547,969.4	895,940.0	1,026.50	8.50	0.00	0	0		
							6616+81	1003	548,369.5	895,945.5	1,026.70	8.30	0.00	0	0		
							6619+00	1004	548,586.9	895,944.8	1,026.90	8.10	0.00	0	0		
							6621+00	1005	548,785.5	895,938.4	1,026.00	9.00					
Potential Developer Wall_3	W	0.00	99.99	0.00		0.00	point1343	1343	544,773.3	893,800.7	1,002.20	10.00	0.00	0	0		
							point1344	1344	544,593.1	893,801.8	1,002.31	10.00	0.00	0	0		
							point1345	1345	544,579.2	893,786.0	1,002.04	10.00	0.00	0	0		
							point1346	1346	544,576.3	893,676.0	1,001.87	10.00	0.00	0	0		
							point1347	1347	544,575.6	893,564.2	1,001.42	10.00	0.00	0	0		
							point1348	1348	544,572.4	893,436.3	1,000.73	10.00	0.00	0	0		
							point1349	1349	544,573.9	893,285.0	1,000.12	10.00	0.00	0	0		
							point1350	1350	544,573.2	893,127.8	999.22	10.00	0.00	0	0		
							point1351	1351	544,570.6	892,985.7	998.42	10.00	0.00	0	0		
							point1352	1352	544,569.2	892,860.2	997.69	10.00	0.00	0	0		
							point1353	1353	544,566.0	892,740.1	997.04	10.00	0.00	0	0		

INPUT: BARRIERS

SR303 Van Buren to MC 85

									point1354	1354	544,568.9	892,588.2	996.54	10.00	0.00	0	0		
									point1355	1355	544,573.2	892,486.1	995.99	10.00	0.00	0	0		
									point1356	1356	544,585.9	892,362.7	995.51	10.00					
JerseyBarrier-3	W	0.00	99.99	0.00			0.00		point1469	1469	544,451.6	892,381.0	1,009.00	4.00	0.00	0	0		
									point1470	1470	544,431.6	892,581.3	1,006.10	4.00	0.00	0	0		
									point1471	1471	544,414.8	892,782.8	1,004.50	4.00	0.00	0	0		
									point1472	1472	544,413.3	892,901.0	1,002.70	4.00	0.00	0	0		
									point1473	1473	544,413.6	892,999.1	1,003.10	4.00	0.00	0	0		
									point1474	1474	544,415.5	893,104.3	1,003.60	4.00	0.00	0	0		
									point1475	1475	544,415.5	893,142.0	1,003.80	4.00	0.00	0	0		
									point1476	1476	544,416.2	893,199.4	1,004.00	4.00	0.00	0	0		
									point1477	1477	544,419.3	893,298.3	1,004.50	4.00	0.00	0	0		
									point1478	1478	544,420.0	893,399.8	1,004.90	4.00	0.00	0	0		
									point1479	1479	544,421.3	893,501.6	1,005.30	4.00					
JerseyBarrier-2	W	0.00	99.99	0.00			0.00		point1480	1480	544,527.8	891,378.8	1,010.20	4.00	0.00	0	0		
									point1481	1481	544,514.8	891,583.2	1,013.30	4.00	0.00	0	0		
									point1482	1482	544,500.3	891,784.0	1,015.70	4.00	0.00	0	0		
									point1483	1483	544,484.4	891,981.2	1,015.90	4.00	0.00	0	0		
									point1484	1484	544,470.1	892,178.6	1,014.60	4.00	0.00	0	0		
									point1485	1485	544,451.6	892,381.0	1,009.00	4.00					
Potential Developer Wall_4	W	0.00	99.99	0.00			0.00		point1486	1486	544,585.9	892,362.7	995.51	10.00	0.00	0	0		
									point1487	1487	544,650.0	892,285.9	995.30	10.00	0.00	0	0		
									point1488	1488	544,714.1	892,209.1	995.54	10.00	0.00	0	0		
									point1489	1489	544,778.2	892,132.4	995.37	10.00	0.00	0	0		
									point1490	1490	544,842.3	892,055.6	995.12	10.00	0.00	0	0		
									point1491	1491	544,895.8	891,991.5	995.12	10.00	0.00	0	0		
									point1492	1492	544,995.2	891,980.2	994.15	10.00	0.00	0	0		
									point1493	1493	545,094.5	891,968.9	993.83	10.00	0.00	0	0		
									point1494	1494	545,193.9	891,957.6	993.74	10.00	0.00	0	0		
									point1495	1495	545,288.9	891,946.8	993.87	10.00					
BuildingBarrier6	W	0.00	99.99	0.00			0.00		point1497	1497	544,637.2	893,779.0	1,002.00	15.00	0.00	0	0		
									point1498	1498	544,637.2	893,601.8	1,002.00	15.00					
BuildingBarrier1	W	0.00	99.99	0.00			0.00		point1514	1514	544,671.4	894,776.4	1,007.00	15.00	0.00	0	0		
									point1515	1515	544,671.4	894,655.7	1,007.00	15.00					
BuildingBarrier2	W	0.00	99.99	0.00			0.00		point1529	1529	544,671.4	894,639.8	1,007.00	15.00	0.00	0	0		
									point1518	1518	544,671.4	894,515.9	1,007.00	15.00					
BuildingBarrier3	W	0.00	99.99	0.00			0.00		point1531	1531	544,671.4	894,496.8	1,006.00	15.00	0.00	0	0		
									point1521	1521	544,671.4	894,363.4	1,006.00	15.00					
BuildingBarrier4	W	0.00	99.99	0.00			0.00		point1533	1533	544,646.7	894,202.0	1,004.00	15.00	0.00	0	0		
									point1524	1524	544,646.4	894,069.1	1,004.00	15.00					
BuildingBarrier5	W	0.00	99.99	0.00			0.00		point1535	1535	544,643.3	894,056.3	1,001.00	15.00	0.00	0	0		
									point1527	1527	544,643.3	893,910.2	1,001.00	15.00					
BuildingBarrier7	W	0.00	99.99	0.00			0.00		point1537	1537	544,637.2	893,581.2	1,001.00	15.00	0.00	0	0		
									point1501	1501	544,637.2	893,305.1	1,001.00	15.00					
BuildingBarrier8	W	0.00	99.99	0.00			0.00		point1539	1539	544,637.2	893,284.4	999.00	15.00	0.00	0	0		
									point1504	1504	544,637.2	893,057.8	999.00	15.00					
BuildingBarrier9	W	0.00	99.99	0.00			0.00		point1541	1541	544,633.1	893,037.2	997.00	15.00	0.00	0	0		
									point1507	1507	544,633.1	892,740.4	997.00	15.00					
BuildingBarrier10	W	0.00	99.99	0.00			0.00		point1543	1543	544,629.0	892,719.8	996.00	15.00	0.00	0	0		

**INPUT: BARRIERS**

**SR303 Van Buren to MC 85**

									point1510	1510	544,629.0	892,517.9	996.00	15.00				
BuildingBarrier11	W	0.00	99.99	0.00				0.00	point1545	1545	544,629.0	892,497.2	995.00	15.00	0.00	0	0	
									point1513	1513	544,707.3	892,353.0	995.00	15.00				

INPUT: RECEIVERS

SR303 Van Buren to MC 85

AZTEC Engineering						18 August 2022					
AZTEC Engineering						TNM 2.5					

INPUT: RECEIVERS											
PROJECT/CONTRACT:		SR303 Van Buren to MC 85									
RUN:		SR 303, North of Van Buren									

Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	
			ft	ft	ft	ft	dBA	dBA	dB	dB	
E1	750	3	545,101.8	894,948.5	1,006.00	5.00	0.00	66	15.0	7.0	
E2	751	3	544,783.0	894,813.3	1,006.80	5.00	0.00	66	15.0	7.0	
E3	752	3	545,107.2	894,773.6	1,004.52	5.00	0.00	66	15.0	7.0	
E4	753	3	544,615.8	894,662.4	1,007.34	5.00	0.00	66	15.0	7.0	
E5	754	3	544,778.0	894,619.2	1,006.24	5.00	0.00	66	15.0	7.0	Y
E6	755	3	544,600.4	894,363.6	1,005.61	5.00	0.00	66	15.0	7.0	
E7	756	3	544,593.0	894,151.8	1,004.24	5.00	0.00	66	15.0	7.0	
E8	757	3	544,774.9	894,128.5	1,004.80	5.00	0.00	66	15.0	7.0	
E9	758	3	545,148.6	894,167.2	1,004.12	5.00	0.00	66	15.0	7.0	
E10	759	3	545,281.4	894,039.6	1,002.88	5.00	0.00	66	15.0	7.0	
E11	760	3	544,597.1	893,908.6	1,000.70	5.00	0.00	66	15.0	7.0	
E12	761	3	544,905.8	893,887.2	1,002.82	5.00	0.00	66	15.0	7.0	
E13/MON1	762	3	544,601.1	893,765.0	1,002.23	5.00	0.00	66	15.0	7.0	
E14	763	3	544,732.1	893,760.6	1,000.78	5.00	0.00	66	15.0	7.0	
E15	764	3	544,882.6	893,755.5	1,002.21	5.00	0.00	66	15.0	7.0	
E16	765	3	544,601.1	893,465.0	1,000.84	5.00	0.00	66	15.0	7.0	
E17	766	3	544,732.1	893,460.6	1,000.61	5.00	0.00	66	15.0	7.0	
E18	767	3	544,601.8	893,165.0	999.24	5.00	0.00	66	15.0	7.0	
E19	768	3	544,732.1	893,160.6	998.79	5.00	0.00	66	15.0	7.0	
E20	769	3	544,602.6	892,865.0	997.42	5.00	0.00	66	15.0	7.0	
E21	770	3	544,732.1	892,860.6	997.23	5.00	0.00	66	15.0	7.0	
E22	771	3	544,601.2	892,565.0	995.97	5.00	0.00	66	15.0	7.0	



**INPUT: RECEIVERS****SR303 Van Buren to MC 85**

E23	772	3	544,732.1	892,560.6	995.91	5.00	0.00	66	15.0	7.0	
E24	773	3	544,603.8	892,400.6	995.35	5.00	0.00	66	15.0	7.0	
E25	774	3	544,732.1	892,260.6	994.84	5.00	0.00	66	15.0	7.0	
E26	775	3	544,882.6	892,104.8	994.61	5.00	0.00	66	15.0	7.0	



**INPUT: ROADWAYS**

**SR303 Van Buren to MC 85**

		284+00.00	2085	544,277.5	892,371.2	1,009.00				Average
		283+50.00	2084	544,284.9	892,170.2	1,014.60				
SR303L_SB_Inside_2	24.0	291+50.00	2748	544,247.7	893,120.7	1,005.20				Average
		290+00.00	1832	544,259.6	892,971.2	1,004.40				Average
		288+00.00	1831	544,275.4	892,771.8	1,004.50				Average
		286+00.00	1830	544,291.2	892,572.5	1,006.10				Average
		284+00.00	1829	544,307.0	892,373.1	1,009.00				Average
		283+50.00	1828	544,315.1	892,171.3	1,014.60				
SR303L_NB_Inside_3	24.0	1282+00.00	3134	544,408.5	892,180.5	1,014.60				Average
		284+00.00	1661	544,392.7	892,379.9	1,009.00				Average
		286+00.00	1662	544,376.9	892,579.3	1,006.10				Average
		288+00.00	1663	544,361.1	892,778.6	1,004.50				
SR303L_NB_Outside_3	24.0	1282+00.00	3135	544,444.4	892,183.3	1,014.60				Average
		284+00.00	1745	544,428.6	892,382.7	1,009.00				Average
		286+00.00	1746	544,412.8	892,582.1	1,006.10				Average
		288+00.00	1747	544,397.0	892,781.5	1,004.50				
SBFR-LB-YM	24.0	62+00.000	3565	544,320.6	886,467.5	965.00				Average
		61+00.000	3564	544,320.2	886,367.5	964.70				Average
		60+00.000	3563	544,319.8	886,267.5	964.00				Average
		59+00.000	3562	544,319.5	886,167.5	963.30				Average
		58+00.000	3561	544,319.1	886,067.5	962.60				Average
		57+00.000	3560	544,318.7	885,967.5	961.90				Average
		56+00.000	3559	544,318.4	885,867.5	961.70				Average
		55+00.000	3558	544,319.1	885,767.5	962.30				Average
		54+00.000	3557	544,321.5	885,667.5	963.00				Average
		53+00.000	3556	544,325.3	885,567.6	963.30				Average
		52+00.000	3555	544,329.4	885,467.7	963.00				Average
		51+00.000	3554	544,333.6	885,367.8	962.10				Average
		50+00.000	3553	544,337.7	885,267.8	961.10				Average
		49+00.000	3552	544,341.9	885,167.9	960.30				Average
		48+00.000	3551	544,346.1	885,068.0	959.80				Average
		47+00.000	3550	544,350.2	884,968.1	959.40				Average
		46+00.000	3549	544,354.4	884,868.2	959.00				Average
		45+00.000	3548	544,358.5	884,768.3	958.50				Average
		44+00.000	3547	544,361.7	884,668.3	958.10				
YM-RC	12.0	35+00.000	3678	544,318.4	889,057.0	1,005.20				Average
		34+00.000	3677	544,316.7	888,957.0	1,004.20				Average
		33+00.000	3676	544,313.8	888,857.1	1,002.70				Average
		32+00.000	3675	544,309.7	888,757.2	1,000.70				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		31+00.000	3674	544,304.5	888,657.3	998.30				Average	
		30+00.000	3673	544,298.1	888,557.5	995.80				Average	
		29+00.000	3672	544,291.7	888,457.7	993.30				Average	
		28+00.000	3671	544,286.8	888,357.8	990.50				Average	
		27+00.000	3670	544,283.4	888,257.9	987.30				Average	
		26+00.000	3669	544,281.4	888,157.9	983.70				Average	
		25+00.000	3668	544,280.9	888,057.9	979.70				Average	
		24+00.000	3667	544,281.8	887,957.9	976.10				Average	
		23+00.000	3666	544,284.1	887,857.9	973.50				Average	
		22+00.000	3665	544,288.0	887,758.0	971.80				Average	
		21+00.000	3664	544,293.2	887,658.2	971.20				Average	
		20+00.000	3663	544,299.9	887,558.4	972.00				Average	
		19+00.000	3662	544,307.1	887,458.6	971.40				Average	
		18+00.000	3661	544,314.2	887,358.9	970.80				Average	
		17+00.000	3660	544,321.2	887,259.1	970.30				Average	
		16+00.000	3659	544,326.8	887,159.3	969.80				Average	
		15+00.000	3658	544,330.8	887,059.4	969.30				Average	
		14+00.000	3657	544,333.2	886,959.4	968.80				Average	
		13+00.000	3656	544,334.0	886,859.4	968.30				Average	
		12+00.000	3655	544,333.7	886,759.4	968.20				Average	
		11+00.000	3654	544,333.3	886,659.4	967.90				Average	
		point4282	4282	544,333.1	886,609.4	967.90					
SBFR-YM-VB	24.0	62+00.000	3731	544,179.6	891,752.7	990.40				Average	
		61+00.000	3730	544,185.4	891,652.8	990.10				Average	
		60+00.000	3729	544,191.2	891,553.0	990.20				Average	
		59+00.000	3728	544,196.9	891,453.2	990.90				Average	
		58+00.000	3727	544,201.7	891,353.3	991.80				Average	
		57+00.000	3726	544,204.9	891,253.3	992.60				Average	
		56+00.000	3725	544,206.4	891,153.3	992.90				Average	
		55+00.000	3724	544,206.4	891,053.3	992.70				Average	
		54+00.000	3723	544,204.8	890,953.4	991.90				Average	
		53+00.000	3722	544,202.8	890,853.4	990.60				Average	
		52+00.000	3721	544,202.4	890,753.4	989.20				Average	
		51+00.000	3720	544,203.6	890,653.4	988.00				Average	
		50+00.000	3719	544,206.3	890,553.4	987.10				Average	
		49+00.000	3718	544,210.6	890,453.5	986.40				Average	
		48+00.000	3717	544,216.5	890,353.7	985.90				Average	
		47+00.000	3716	544,224.0	890,254.0	985.40				Average	
		46+00.000	3715	544,233.0	890,154.4	984.80				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		45+00.000	3714	544,241.6	890,054.8	984.30				Average
		44+00.000	3713	544,248.7	889,955.0	983.70				Average
		43+00.000	3712	544,254.2	889,855.2	983.10				Average
		42+00.000	3711	544,258.1	889,755.2	982.40				Average
		41+00.000	3710	544,260.4	889,655.3	981.70				Average
		40+00.000	3709	544,261.1	889,555.3	981.00				Average
		39+00.000	3708	544,260.6	889,455.3	980.30				Average
		38+00.000	3707	544,260.1	889,355.3	979.90				Average
		37+00.000	3706	544,259.6	889,255.3	980.60				
VB-RB	12.0	10+00.000	3732	544,514.6	889,450.1	1,005.00				Average
		11+00.000	3733	544,515.9	889,550.0	1,003.70				Average
		12+00.000	3734	544,518.7	889,650.0	1,002.40				Average
		13+00.000	3735	544,523.1	889,749.9	1,001.00				Average
		14+00.000	3736	544,529.1	889,849.7	999.50				Average
		15+00.000	3737	544,536.4	889,949.5	998.10				Average
		16+00.000	3738	544,543.9	890,049.2	996.60				Average
		17+00.000	3739	544,551.4	890,148.9	995.10				Average
		18+00.000	3740	544,558.8	890,248.6	993.70				Average
		19+00.000	3741	544,566.3	890,348.3	992.20				Average
		20+00.000	3742	544,573.8	890,448.1	991.10				Average
		21+00.000	3743	544,581.2	890,547.8	990.60				Average
		22+00.000	3744	544,588.7	890,647.5	985.20				Average
		23+00.000	3745	544,596.2	890,747.2	985.30				Average
		24+00.000	3746	544,603.6	890,846.9	991.80				Average
		25+00.000	3747	544,608.1	890,946.8	991.40				Average
		26+00.000	3748	544,608.3	891,046.8	990.60				Average
		27+00.000	3749	544,604.6	891,146.8	989.90				Average
		28+00.000	3750	544,599.1	891,246.6	989.00				Average
		29+00.000	3751	544,592.0	891,346.4	988.50				Average
		30+00.000	3752	544,583.8	891,446.0	989.00				Average
		31+00.000	3753	544,575.6	891,545.7	990.00				Average
		32+00.000	3754	544,567.3	891,645.3	991.00				Average
		33+00.000	3755	544,559.1	891,745.0	992.00				Average
		point4287	4287	544,555.0	891,794.8	992.00				
VB-RA	24.0	27+00.000	3774	544,190.8	891,766.0	993.40	Onramp	15.00	100	Average
		26+00.000	3773	544,196.6	891,666.2	990.40				Average
		25+00.000	3772	544,202.4	891,566.4	990.40				Average
		24+00.000	3771	544,208.2	891,466.5	991.10				Average
		23+00.000	3770	544,218.0	891,367.1	992.00				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		22+00.000	3769	544,229.1	891,267.7	993.00				Average	
		21+00.000	3768	544,240.1	891,168.3	993.60				Average	
		20+00.000	3767	544,251.1	891,068.9	994.20				Average	
		19+00.000	3766	544,262.1	890,969.5	994.40				Average	
		18+00.000	3765	544,272.8	890,870.1	994.40				Average	
		17+00.000	3764	544,282.4	890,770.5	994.10				Average	
		16+00.000	3763	544,290.6	890,670.9	993.70				Average	
		15+00.000	3762	544,297.4	890,571.1	993.30				Average	
		14+00.000	3761	544,302.9	890,471.3	993.10				Average	
		13+00.000	3760	544,307.1	890,371.3	993.20				Average	
		12+00.000	3759	544,310.0	890,271.4	993.80				Average	
		11+00.000	3758	544,311.5	890,171.4	994.80				Average	
		10+00.000	3757	544,311.7	890,071.4	996.20					
YM-RA	24.0	28+00.000	3816	544,332.7	886,501.5	965.00	Onramp	15.00	100	Average	
		27+00.000	3815	544,332.3	886,401.5	965.00				Average	
		26+00.000	3814	544,332.0	886,301.5	964.50				Average	
		25+00.000	3813	544,331.6	886,201.5	963.80				Average	
		24+00.000	3812	544,334.1	886,101.5	963.20				Average	
		23+00.000	3811	544,339.4	886,001.7	962.60				Average	
		22+00.000	3810	544,344.7	885,901.8	962.20				Average	
		21+00.000	3809	544,350.0	885,802.0	962.60				Average	
		20+00.000	3808	544,355.3	885,702.1	963.50				Average	
		19+00.000	3807	544,360.6	885,602.2	963.90				Average	
		18+00.000	3806	544,365.9	885,502.4	963.80				Average	
		17+00.000	3805	544,371.2	885,402.5	963.10				Average	
		16+00.000	3804	544,376.5	885,302.7	961.90				Average	
		15+00.000	3803	544,381.7	885,202.8	960.50				Average	
		14+00.000	3802	544,387.0	885,102.9	959.20				Average	
		13+00.000	3801	544,391.3	885,003.0	958.20				Average	
		12+00.000	3800	544,394.3	884,903.1	957.40				Average	
		11+00.000	3799	544,395.9	884,803.1	956.90				Average	
		10+00.000	3798	544,396.2	884,703.1	956.40					
LilacSt_WB1	12.0	point4097	4097	544,259.2	889,225.4	980.90				Average	
		point4096	4096	544,050.5	889,222.5	982.10				Average	
		point4095	4095	543,937.3	889,206.5	982.60					
CanyonTrailsBlvd_EB1	12.0	point4104	4104	544,580.4	889,191.5	979.70				Average	
		point4103	4103	544,738.5	889,190.5	979.10				Average	
		point4321	4321	544,863.4	889,191.4	978.85					
YumaRd_WB1	24.0	point4112	4112	544,410.5	886,605.2	966.50				Average	

**INPUT: ROADWAYS**

**SR303 Van Buren to MC 85**

		point4111	4111	544,003.9	886,601.6	966.70					
YumaRd_EB2	24.0	point4119	4119	544,620.8	886,512.5	964.80					Average
		point4118	4118	545,086.8	886,512.5	965.00					
VanBuren_EB2	36.0	point4182	4182	544,508.9	891,808.2	992.60					Average
		point4172	4172	544,852.3	891,810.2	991.80					
VanBuren_WB1	36.0	point4184	4184	544,260.2	891,891.2	991.40					Average
		point4179	4179	543,925.4	891,887.0	991.90					
SR303L_SB_Outside_3	30.0	1282+00.0	3065	544,284.9	892,170.2	1,014.60					Average
		1280+00.0	3066	544,292.0	891,970.6	1,015.90					Average
		1278+00.0	3067	544,306.6	891,771.2	1,015.70					Average
		1276+00.0	3068	544,321.9	891,572.6	1,013.00					Average
		1274+00.0	3069	544,333.7	891,374.8	1,010.00					Average
		1272+00.0	3070	544,341.5	891,176.8	1,005.60					Average
		1270+00.0	3071	544,345.3	890,978.7	1,000.80					Average
		1268+00.0	3072	544,345.2	890,780.0	996.60					Average
		1266+00.0	3073	544,344.2	890,580.0	994.30					Average
		1264+00.0	3074	544,343.2	890,380.0	993.90					Average
		1262+00.0	3075	544,342.2	890,180.0	995.30					Average
		1261+00.0	4252	544,341.7	890,080.0	996.60					
SR303L_SB_Inside_3	30.0	1282+00.0	2996	544,315.1	892,171.3	1,014.60					Average
		1280+00.0	2997	544,327.9	891,971.7	1,015.90					Average
		1278+00.0	2998	544,342.5	891,772.2	1,015.70					Average
		1276+00.0	2999	544,357.8	891,573.4	1,013.70					Average
		1274+00.0	3000	544,369.7	891,375.2	1,010.70					Average
		1272+00.0	3001	544,377.5	891,176.7	1,006.30					Average
		1270+00.0	3002	544,381.2	890,978.1	1,001.50					Average
		1268+00.0	3003	544,380.1	890,779.0	997.30					Average
		1266+00.0	3004	544,376.1	890,579.0	995.00					Average
		1264+00.0	3005	544,372.0	890,379.1	994.50					Average
		1262+00.0	3006	544,367.9	890,179.1	995.90					Average
		1261+00.0	4253	544,366.5	890,079.1	997.10					
SR303L_SB_Outside_3-2	70.0	1261+00.0	4254	544,341.7	890,080.0	996.60					Average
		1260+00.0	3076	544,341.2	889,980.0	998.00					Average
		1258+00.0	3077	544,340.2	889,780.0	1,000.60					Average
		1256+00.0	3078	544,339.2	889,580.0	1,003.20					Average
		1254+00.0	3079	544,338.2	889,380.0	1,005.50					Average
		1252+00.0	3080	544,337.3	889,180.0	1,006.10					Average
		1250+00.0	3081	544,336.3	888,980.0	1,004.80					
SR303L_SB_Inside_3-2	30.0	1261+00.0	4255	544,366.5	890,079.1	997.10					Average



INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1260+00.0	3007	544,365.2	889,979.1	998.40				Average
		1258+00.0	3008	544,364.2	889,779.1	1,001.10				Average
		1256+00.0	3009	544,363.2	889,579.1	1,003.70				Average
		1254+00.0	3010	544,362.2	889,379.1	1,006.00				Average
		1252+00.0	3011	544,361.2	889,179.1	1,006.60				Average
		1250+00.0	3012	544,360.2	888,979.1	1,005.30				
SR303L_NB_Outside_4-2	30.0	1255+00.0	4258	544,508.7	889,479.1	1,004.60				Average
		1256+00.0	2940	544,509.2	889,579.1	1,003.50				Average
		1258+00.0	2939	544,510.2	889,779.1	1,000.80				Average
		1260+00.0	2938	544,511.2	889,979.1	998.20				Average
		1262+00.0	2937	544,512.2	890,179.1	995.60				Average
		1264+00.0	2936	544,513.2	890,379.1	994.10				Average
		1266+00.0	2935	544,514.2	890,579.1	994.60				Average
		1268+00.0	2934	544,515.2	890,779.1	996.90				
SR303L_NB_Inside_4-2	30.0	1255+00.0	4259	544,474.1	889,479.3	1,005.30				Average
		1256+00.0	2871	544,473.2	889,579.3	1,004.20				Average
		1258+00.0	2870	544,474.2	889,779.3	1,001.60				Average
		1260+00.0	2869	544,475.2	889,979.3	998.90				Average
		1262+00.0	2868	544,476.2	890,179.3	996.30				Average
		1264+00.0	2867	544,477.2	890,379.3	994.90				Average
		1266+00.0	2866	544,478.2	890,579.3	995.30				Average
		1268+00.0	2865	544,479.2	890,779.3	997.60				Average
		1270+00.0	2864	544,479.3	890,979.9	1,001.70				Average
		1272+00.0	2863	544,475.4	891,180.7	1,006.50				Average
		1274+00.0	2862	544,467.6	891,381.4	1,011.00				Average
		1276+00.0	2861	544,455.6	891,582.0	1,014.00				Average
		1278+00.0	2860	544,440.2	891,781.8	1,015.70				Average
		1280+00.0	2859	544,424.4	891,981.1	1,015.90				Average
		1282+00.0	2858	544,408.5	892,180.5	1,014.60				
SR303L_SB_Outside_3-2-2	30.0	1250+00.0	4260	544,336.3	888,980.0	1,004.80				Average
		1248+00.0	3082	544,335.9	888,778.9	1,001.70				Average
		1246+00.0	3083	544,339.3	888,577.1	997.10				Average
		1244+00.0	3084	544,346.8	888,375.4	992.40				Average
		1242+00.0	3085	544,358.3	888,173.9	987.60				Average
		1240+00.0	3086	544,374.0	887,972.7	982.90				Average
		1238+00.0	3087	544,391.6	887,774.2	979.30				Average
		1236+00.0	3088	544,405.4	887,576.5	978.00				Average
		1234+00.0	3089	544,415.3	887,378.6	979.10				Average
		1232+00.0	3090	544,421.0	887,180.5	982.40				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1230+00.0	3091	544,422.8	886,982.4	986.50				Average	
		1228+00.0	3092	544,422.1	886,782.6	989.00				Average	
		1226+00.0	3093	544,421.5	886,582.5	989.60				Average	
		1224+00.0	3094	544,420.8	886,382.6	988.30				Average	
		1222+00.0	3095	544,420.2	886,182.6	985.20				Average	
		1220+00.0	3096	544,419.5	885,982.6	980.40				Average	
		1218+00.0	3097	544,418.9	885,782.6	974.80				Average	
		1216+00.0	3098	544,418.2	885,582.6	969.20				Average	
		1214+00.0	3099	544,417.6	885,382.6	964.50				Average	
		1212+00.0	3100	544,416.9	885,182.6	960.90				Average	
		1210+00.0	3101	544,416.2	884,982.6	958.50				Average	
		1208+00.0	3102	544,415.6	884,782.6	957.10				Average	
		1207+00.0	4266	544,415.2	884,682.6	956.60					
SR303L_SB_Inside_3-2-2	30.0	1250+00.0	4261	544,360.2	888,979.1	1,005.30				Average	
		1248+00.0	3013	544,359.9	888,778.2	1,002.20				Average	
		1246+00.0	3014	544,363.3	888,576.6	997.50				Average	
		1244+00.0	3015	544,370.7	888,375.1	992.80				Average	
		1242+00.0	3016	544,382.3	888,173.9	988.10				Average	
		1240+00.0	3017	544,398.0	887,972.9	983.30				Average	
		1238+00.0	3018	544,415.5	887,774.3	979.80				Average	
		1236+00.0	3019	544,429.4	887,576.4	978.50				Average	
		1234+00.0	3020	544,439.2	887,378.2	979.60				Average	
		1232+00.0	3021	544,445.0	887,179.9	982.90				Average	
		1230+00.0	3022	544,446.7	886,981.6	987.00				Average	
		1228+00.0	3023	544,446.0	886,781.7	989.40				Average	
		1226+00.0	3024	544,445.2	886,581.6	990.00				Average	
		1224+00.0	3025	544,444.5	886,381.7	988.80				Average	
		1222+00.0	3026	544,443.7	886,181.7	985.70				Average	
		1220+00.0	3027	544,443.0	885,981.7	980.80				Average	
		1218+00.0	3028	544,442.2	885,781.7	975.20				Average	
		1216+00.0	3029	544,441.4	885,581.7	969.70				Average	
		1214+00.0	3030	544,440.7	885,381.8	964.90				Average	
		1212+00.0	3031	544,439.9	885,181.8	961.30				Average	
		1210+00.0	3032	544,439.2	884,981.8	958.90				Average	
		1208+00.0	3033	544,438.4	884,781.8	957.60				Average	
		1207+00.0	4267	544,438.0	884,681.8	957.10					
SR303L_NB_Inside_4-2	30.0	1245+00.0	4264	544,488.9	888,481.6	995.40				Average	
		1246+00.0	2876	544,485.2	888,581.0	997.80				Average	
		1248+00.0	2875	544,481.9	888,779.9	1,002.40				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1250+00.0	2874	544,482.3	888,979.3	1,005.50				Average
		1252+00.0	2873	544,482.0	889,179.3	1,006.80				Average
		1254+00.0	2872	544,475.0	889,379.3	1,006.40				Average
		1255+00.0	4257	544,474.1	889,479.3	1,005.30				
SR303L_NB_Outside_4-2	60.0	1245+00.0	4265	544,512.9	888,482.5	994.90				Average
		1246+00.0	2945	544,509.2	888,581.7	997.30				Average
		1248+00.0	2944	544,505.9	888,780.0	1,001.90				Average
		1250+00.0	2943	544,506.3	888,979.1	1,005.10				Average
		1252+00.0	2942	544,507.3	889,179.1	1,006.30				Average
		1254+00.0	2941	544,508.2	889,379.1	1,005.80				Average
		1255+00.0	4256	544,508.7	889,479.1	1,004.60				
NBFR-YM-VB-2	24.0	point4280	4280	544,708.5	886,607.6	966.10				Average
		11+00.000	3567	544,707.9	886,657.6	966.10				Average
		12+00.000	3568	544,706.7	886,757.6	965.70				Average
		13+00.000	3569	544,705.4	886,857.6	965.70				Average
		14+00.000	3570	544,704.2	886,957.6	967.00				Average
		15+00.000	3571	544,702.9	887,057.6	968.30				Average
		16+00.000	3572	544,701.6	887,157.6	969.50				Average
		17+00.000	3573	544,700.4	887,257.6	970.50				Average
		18+00.000	3574	544,699.0	887,357.6	971.20				Average
		19+00.000	3575	544,696.2	887,457.5	971.60				Average
		20+00.000	3576	544,691.9	887,557.5	972.00				Average
		21+00.000	3577	544,686.0	887,657.3	972.40				Average
		22+00.000	3578	544,678.6	887,757.0	972.80				Average
		23+00.000	3579	544,669.6	887,856.6	973.20				Average
		24+00.000	3580	544,659.0	887,956.0	973.60				Average
		25+00.000	3581	544,646.9	888,055.3	974.00				Average
		26+00.000	3582	544,633.4	888,154.4	974.40				Average
		27+00.000	3583	544,621.0	888,253.6	974.80				Average
		28+00.000	3584	544,610.1	888,353.0	975.20				Average
		29+00.000	3585	544,600.8	888,452.6	975.60				Average
		30+00.000	3586	544,593.2	888,552.3	976.00				Average
		31+00.000	3587	544,587.1	888,652.1	976.40				Average
		32+00.000	3588	544,582.6	888,752.0	976.80				Average
		33+00.000	3589	544,579.7	888,851.9	977.20				Average
		34+00.000	3590	544,578.4	888,951.9	977.60				Average
		35+00.000	3591	544,578.6	889,051.9	978.20				Average
		36+00.000	3592	544,579.1	889,151.9	979.30				Average
		37+00.000	3593	544,579.6	889,251.9	979.50				

**INPUT: ROADWAYS**

**SR303 Van Buren to MC 85**

YM-RD	24.0	point4281	4281	544,696.5	886,607.7	966.10				Average
		11+00.000	3621	544,695.9	886,657.7	966.10				Average
		12+00.000	3622	544,694.7	886,757.7	965.90				Average
		13+00.000	3623	544,693.4	886,857.7	966.00				Average
		14+00.000	3624	544,692.2	886,957.7	967.20				Average
		15+00.000	3625	544,684.5	887,057.3	968.70				Average
		16+00.000	3626	544,675.4	887,156.9	970.10				Average
		17+00.000	3627	544,666.3	887,256.5	971.20				Average
		18+00.000	3628	544,657.2	887,356.1	972.30				Average
		19+00.000	3629	544,647.1	887,455.6	973.40				Average
		20+00.000	3630	544,635.3	887,554.9	974.70				Average
		21+00.000	3631	544,622.1	887,654.0	976.10				Average
		22+00.000	3632	544,607.3	887,752.9	977.80				Average
		23+00.000	3633	544,591.9	887,851.7	979.60				Average
		24+00.000	3634	544,578.0	887,950.7	981.60				Average
		25+00.000	3635	544,565.8	888,050.0	984.00				Average
		26+00.000	3636	544,555.1	888,149.4	986.50				Average
		27+00.000	3637	544,546.0	888,249.0	988.90				Average
		28+00.000	3638	544,538.5	888,348.7	991.30				Average
		29+00.000	3639	544,532.7	888,448.5	993.80				
NBFR-YM-VB-2-2	24.0	point4296	4296	544,579.6	889,251.9	979.50				Average
		38+00.000	3594	544,580.1	889,351.9	979.00				Average
		39+00.000	3595	544,580.6	889,451.9	979.10				Average
		40+00.000	3596	544,581.1	889,551.9	979.50				Average
		41+00.000	3597	544,581.6	889,651.9	979.90				Average
		42+00.000	3598	544,582.2	889,751.9	980.30				Average
		43+00.000	3599	544,584.1	889,851.9	980.70				Average
		44+00.000	3600	544,587.6	889,951.8	981.10				Average
		45+00.000	3601	544,592.8	890,051.7	981.50				Average
		46+00.000	3602	544,599.5	890,151.5	981.90				Average
		47+00.000	3603	544,607.8	890,251.1	982.60				Average
		48+00.000	3604	544,616.3	890,350.8	983.90				Average
		49+00.000	3605	544,623.4	890,450.5	985.80				Average
		50+00.000	3606	544,628.8	890,550.4	988.40				Average
		51+00.000	3607	544,632.7	890,650.3	990.70				Average
		52+00.000	3608	544,635.0	890,750.3	992.10				Average
		53+00.000	3609	544,635.7	890,850.3	992.60				Average
		54+00.000	3610	544,634.9	890,950.3	992.20				Average
		55+00.000	3611	544,632.5	891,050.2	991.30				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		56+00.000	3612	544,628.5	891,150.2	990.30				Average
		57+00.000	3613	544,623.0	891,250.0	989.40				Average
		58+00.000	3614	544,615.8	891,349.7	989.00				Average
		59+00.000	3615	544,607.6	891,449.4	989.50				Average
		60+00.000	3616	544,599.4	891,549.1	990.50				Average
		61+00.000	3617	544,591.1	891,648.7	991.50				Average
		62+00.000	3618	544,582.9	891,748.4	992.00				Average
		point4286	4286	544,578.8	891,798.2	992.00				
SBFR-YM-VB-2	24.0	point4305	4305	544,259.6	889,255.3	980.60				Average
		36+00.000	3705	544,259.1	889,155.3	980.60				Average
		35+00.000	3704	544,258.6	889,055.3	979.40				Average
		34+00.000	3703	544,258.1	888,955.3	978.60				Average
		33+00.000	3702	544,257.6	888,855.3	978.10				Average
		32+00.000	3701	544,255.9	888,755.3	977.60				Average
		31+00.000	3700	544,252.7	888,655.4	977.10				Average
		30+00.000	3699	544,247.8	888,555.5	976.60				Average
		29+00.000	3698	544,241.3	888,455.7	976.00				Average
		28+00.000	3697	544,234.5	888,355.9	975.50				Average
		27+00.000	3696	544,230.1	888,256.0	975.00				Average
		26+00.000	3695	544,228.3	888,156.0	974.50				Average
		25+00.000	3694	544,229.2	888,056.0	974.00				Average
		24+00.000	3693	544,232.7	887,956.1	973.50				Average
		23+00.000	3692	544,238.7	887,856.3	972.90				Average
		22+00.000	3691	544,247.4	887,756.7	972.40				Average
		21+00.000	3690	544,258.8	887,657.3	971.90				Average
		20+00.000	3689	544,270.7	887,558.0	971.40				Average
		19+00.000	3688	544,281.1	887,458.6	970.90				Average
		18+00.000	3687	544,289.9	887,359.0	970.40				Average
		17+00.000	3686	544,297.2	887,259.2	969.80				Average
		16+00.000	3685	544,302.8	887,159.4	969.30				Average
		15+00.000	3684	544,306.8	887,059.5	968.80				Average
		14+00.000	3683	544,309.2	886,959.5	968.30				Average
		13+00.000	3682	544,310.0	886,859.5	967.80				Average
		12+00.000	3681	544,309.7	886,759.5	967.80				Average
		11+00.000	3680	544,309.3	886,659.5	967.90				Average
		point4283	4283	544,309.1	886,609.5	967.90				
SR 303 SB Frontage Rd-2-2-2	24.0	point4307	4307	544,037.1	893,103.1	1,001.50				Average
		22+00.00	2614	544,048.2	893,041.9	1,001.30				Average
		21+00.00	2613	544,064.8	892,943.3	1,000.90				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		20+00.00	2612	544,079.6	892,844.4	1,000.20				Average
		19+00.00	2611	544,092.7	892,745.2	998.90				Average
		18+00.00	2610	544,104.1	892,645.9	997.30				Average
		16+00.00	2609	544,121.6	892,446.6	994.10				Average
		14+00.00	2608	544,132.1	892,246.9	990.90				Average
		12+98.16	2607	544,134.8	892,145.1	989.70				Average
		12+00.00	2606	544,136.5	892,047.0	989.40				Average
		11+00.00	2605	544,138.3	891,947.0	990.00				Average
		10+65.00	2604	544,138.9	891,912.0	990.30				
Ramp WS-2	12.0	point4308	4308	544,120.8	893,104.9	999.20				Average
		85+00.00	148	544,138.0	893,006.3	999.30				Average
		86+00.00	149	544,155.1	892,907.8	999.90				Average
		87+00.00	150	544,172.3	892,809.3	1,001.00				Average
		88+00.00	151	544,189.5	892,710.8	1,002.40				Average
		88+33.14	152	544,195.2	892,678.2	1,002.90				Average
		89+00.00	153	544,206.4	892,612.2	1,003.80				Average
		90+00.00	154	544,222.0	892,513.5	1,005.20				Average
		90+29.62	155	544,226.4	892,484.2	1,005.60				Average
		91+00.00	156	544,236.4	892,414.5	1,006.50				Average
		92+00.00	157	544,249.5	892,315.4	1,007.80				Average
		93+00.00	158	544,261.3	892,216.1	1,009.10				Average
		94+00.00	159	544,271.7	892,116.6	1,010.40				Average
		95+00.00	160	544,280.9	892,017.0	1,011.70				
VanBuren_EB1-2	36.0	point4316	4316	543,926.5	891,830.1	992.20				Average
		point4169	4169	544,258.6	891,810.5	991.50				
VanBuren_WB2-2	36.0	point4317	4317	544,855.4	891,880.1	991.80				Average
		point4176	4176	544,503.2	891,888.2	992.70				
LilacSt_EB1-2	12.0	point4320	4320	543,952.7	889,179.8	982.50				Average
		point4107	4107	544,059.4	889,193.0	982.20				Average
		point4140	4140	544,255.8	889,193.1	980.90				
CanyonTrailsBlvd_WB1-2	12.0	point4322	4322	544,858.0	889,220.6	978.90				Average
		point4143	4143	544,580.6	889,217.4	979.90				
SR303L_NB_Inside_4-2-2	30.0	point4325	4325	544,572.5	884,782.0	957.60				Average
		1210+00.0	2894	544,573.3	884,982.0	958.90				Average
		1212+00.0	2893	544,574.0	885,182.0	961.40				Average
		1214+00.0	2892	544,574.8	885,382.0	964.90				Average
		1216+00.0	2891	544,575.5	885,582.0	969.70				Average
		1218+00.0	2890	544,576.3	885,782.0	975.20				Average
		1220+00.0	2889	544,577.0	885,982.0	980.80				Average

**INPUT: ROADWAYS**

**SR303 Van Buren to MC 85**

		1222+00.0	2888	544,577.8	886,182.0	985.70				Average
		1224+00.0	2887	544,578.5	886,382.0	988.80				Average
		1226+00.0	2886	544,579.3	886,582.4	990.00				Average
		1228+00.0	2885	544,579.5	886,782.0	989.40				Average
		1230+00.0	2884	544,577.3	886,982.2	987.10				Average
		1232+00.0	2883	544,572.7	887,183.4	983.00				Average
		1234+00.0	2882	544,564.0	887,384.4	979.70				Average
		1236+00.0	2881	544,551.2	887,585.2	978.80				Average
		1238+00.0	2880	544,537.1	887,785.8	980.00				Average
		1240+00.0	2879	544,519.5	887,985.5	983.60				Average
		1242+00.0	2878	544,504.0	888,183.8	988.30				Average
		1244+00.0	2877	544,492.6	888,382.3	993.10				Average
		1245+00.0	4262	544,488.9	888,481.6	995.40				
SR303L_NB_Outside_4-2-2	30.0	point4326	4326	544,596.5	884,781.9	957.10	Onramp	15.00	100	Average
		1210+00.0	2963	544,597.3	884,981.9	958.40				Average
		1212+00.0	2962	544,598.0	885,181.9	960.90				Average
		1214+00.0	2961	544,598.8	885,381.9	964.50				Average
		1216+00.0	2960	544,599.5	885,581.9	969.20				Average
		1218+00.0	2959	544,600.3	885,781.9	974.80				Average
		1220+00.0	2958	544,601.0	885,981.9	980.30				Average
		1222+00.0	2957	544,601.8	886,181.9	985.20				Average
		1224+00.0	2956	544,602.5	886,381.9	988.30				Average
		1226+00.0	2955	544,603.3	886,582.4	989.50				Average
		1228+00.0	2954	544,603.5	886,781.9	989.00				Average
		1230+00.0	2953	544,601.3	886,982.1	986.60				Average
		1232+00.0	2952	544,596.7	887,183.9	982.50				Average
		1234+00.0	2951	544,587.9	887,385.4	979.20				Average
		1236+00.0	2950	544,575.1	887,586.6	978.30				Average
		1238+00.0	2949	544,561.1	887,787.7	979.60				Average
		1240+00.0	2948	544,543.3	887,987.6	983.10				Average
		1242+00.0	2947	544,527.9	888,185.4	987.90				Average
		1244+00.0	2946	544,516.6	888,383.4	992.60				Average
		1245+00.0	4263	544,512.9	888,482.5	994.90				
YM-RB-2	12.0	point4327	4327	544,617.2	884,821.9	956.90				Average
		16+00.000	3781	544,624.0	884,921.7	957.40				Average
		17+00.000	3782	544,631.9	885,021.4	958.20				Average
		18+00.000	3783	544,641.0	885,121.0	959.10				Average
		19+00.000	3784	544,651.2	885,220.4	959.80				Average
		20+00.000	3785	544,662.6	885,319.8	960.00				Average



INPUT: ROADWAYS

SR303 Van Buren to MC 85

		21+00.00	3786	544,674.6	885,419.1	959.70				Average	
		22+00.00	3787	544,686.6	885,518.4	958.80				Average	
		23+00.00	3788	544,697.4	885,617.8	958.10				Average	
		24+00.00	3789	544,704.1	885,717.5	958.10				Average	
		25+00.00	3790	544,706.3	885,817.5	958.40				Average	
		26+00.00	3791	544,705.3	885,917.5	959.80				Average	
		27+00.00	3792	544,704.0	886,017.5	961.20				Average	
		28+00.00	3793	544,702.8	886,117.5	962.20				Average	
		29+00.00	3794	544,701.5	886,217.5	963.20				Average	
		30+00.00	3795	544,700.2	886,317.5	964.20				Average	
		31+00.00	3796	544,699.0	886,417.4	964.50				Average	
		32+00.00	3797	544,697.7	886,505.3	964.70					
NBFR-LB-YM-2-2-2	24.0	point4328	4328	544,663.0	884,768.4	956.90				Average	
		46+00.00	3496	544,671.1	884,868.0	957.90				Average	
		47+00.00	3497	544,680.8	884,967.6	958.80				Average	
		48+00.00	3498	544,691.9	885,066.9	959.70				Average	
		49+00.00	3499	544,702.1	885,166.4	960.30				Average	
		50+00.00	3500	544,710.8	885,266.0	960.50				Average	
		51+00.00	3501	544,717.9	885,365.8	960.30				Average	
		52+00.00	3502	544,723.4	885,465.6	959.80				Average	
		53+00.00	3503	544,727.4	885,565.5	959.30				Average	
		54+00.00	3504	544,729.8	885,665.5	958.90				Average	
		55+00.00	3505	544,730.7	885,765.5	959.00				Average	
		56+00.00	3506	544,729.9	885,865.5	959.40				Average	
		57+00.00	3507	544,728.7	885,965.5	960.20				Average	
		58+00.00	3508	544,727.4	886,065.5	961.20				Average	
		59+00.00	3509	544,726.2	886,165.5	962.20				Average	
		60+00.00	3510	544,724.9	886,265.5	963.20				Average	
		61+00.00	3511	544,723.6	886,365.5	964.20				Average	
		62+00.00	3512	544,722.4	886,465.5	964.70					
YumaRd_EB1-2	24.0	point4330	4330	544,010.6	886,521.3	965.90				Average	
		point4152	4152	544,395.1	886,520.1	966.30					
YumaRd_WB2-2	24.0	point4331	4331	545,088.6	886,594.2	965.10				Average	
		point4148	4148	544,609.4	886,600.7	965.40					
SR303L_NB_Outside_4-2-2	24.0	point4333	4333	544,515.2	890,779.1	996.90				Average	
		1270+00.0	2933	544,515.2	890,980.2	1,001.00				Average	
		1272+00.0	2932	544,511.4	891,181.8	1,005.80				Average	
		1274+00.0	2931	544,503.5	891,383.2	1,010.20				Average	
		1276+00.0	2930	544,491.5	891,584.5	1,013.30				Average	

**INPUT: ROADWAYS****SR303 Van Buren to MC 85**

		1278+00.0	2929	544,476.1	891,784.6	1,015.70				Average	
		1280+00.0	2928	544,460.2	891,984.0	1,015.90				Average	
		1282+00.0	2927	544,444.4	892,183.3	1,014.60					

INPUT: TRAFFIC FOR LAeq1h Volumes

SR303 Van Buren to MC 85

AZTEC Engineering		18 August 2022										
AZTEC Engineering		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		SR303 Van Buren to MC 85										
RUN:		SR 303, Van Buren to Yuma, NB										
Roadway	Points											
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles	
			Autos		V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
SR303L NB Frontage Rd	11+00.00	856	360	50	18	50	1	50	0	0	0	0
	12+00.00	857	360	50	18	50	1	50	0	0	0	0
	14+00.00	858	360	50	18	50	1	50	0	0	0	0
	15+18.10	859	360	50	18	50	1	50	0	0	0	0
	16+00.00	860	360	50	18	50	1	50	0	0	0	0
	18+00.00	861	360	50	18	50	1	50	0	0	0	0
	18+84.50	862	360	50	18	50	1	50	0	0	0	0
	20+00.00	863	360	50	18	50	1	50	0	0	0	0
	22+00.00	864										
Ramp NE	14+00.00	2457	736	60	61	60	3	60	0	0	0	0
	15+00.00	166	736	60	61	60	3	60	0	0	0	0
	16+00.00	167	736	60	61	60	3	60	0	0	0	0
	17+00.00	168	736	60	61	60	3	60	0	0	0	0
	17+06.87	169	736	60	61	60	3	60	0	0	0	0
	17+45.20	170										
SR303L_NB_Outside_2	288+00.00	2739	1156	70	224	70	55	70	0	0	0	0
	290+00.00	1748	1156	70	224	70	55	70	0	0	0	0
	291+50.00	1749										
SR303L_NB_Inside_2	288+00.00	2740	1156	70	224	70	55	70	0	0	0	0
	290+00.00	1664	1156	70	224	70	55	70	0	0	0	0
	291+50.00	1665										
SR303L_SB_Outside_2	288+00.00	2747	1200	70	229	70	53	70	0	0	0	0
	290+00.00	2088	1200	70	229	70	53	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	288+00.00	2087	1200	70	229	70	53	70	0	0	0	0
	286+00.00	2086	1200	70	229	70	53	70	0	0	0	0
	284+00.00	2085	1200	70	229	70	53	70	0	0	0	0
	283+50.00	2084										
SR303L_SB_Inside_2	291+50.00	2748	1200	70	229	70	53	70	0	0	0	0
	290+00.00	1832	1200	70	229	70	53	70	0	0	0	0
	288+00.00	1831	1200	70	229	70	53	70	0	0	0	0
	286+00.00	1830	1200	70	229	70	53	70	0	0	0	0
	284+00.00	1829	1200	70	229	70	53	70	0	0	0	0
	283+50.00	1828										
SR303L_NB_Inside_3	1282+00.000	3134	1513	70	264	70	57	70	0	0	0	0
	284+00.00	1661	1513	70	264	70	57	70	0	0	0	0
	286+00.00	1662	1513	70	264	70	57	70	0	0	0	0
	288+00.00	1663										
SR303L_NB_Outside_3	1282+00.000	3135	1513	70	264	70	57	70	0	0	0	0
	284+00.00	1745	1513	70	264	70	57	70	0	0	0	0
	286+00.00	1746	1513	70	264	70	57	70	0	0	0	0
	288+00.00	1747										
SBFR-LB-YM	62+00.000	3565	323	50	5	50	0	0	0	0	0	0
	61+00.000	3564	323	50	5	50	0	0	0	0	0	0
	60+00.000	3563	323	50	5	50	0	0	0	0	0	0
	59+00.000	3562	323	50	5	50	0	0	0	0	0	0
	58+00.000	3561	323	50	5	50	0	0	0	0	0	0
	57+00.000	3560	323	50	5	50	0	0	0	0	0	0
	56+00.000	3559	323	50	5	50	0	0	0	0	0	0
	55+00.000	3558	323	50	5	50	0	0	0	0	0	0
	54+00.000	3557	323	50	5	50	0	0	0	0	0	0
	53+00.000	3556	323	50	5	50	0	0	0	0	0	0
	52+00.000	3555	323	50	5	50	0	0	0	0	0	0
	51+00.000	3554	323	50	5	50	0	0	0	0	0	0
	50+00.000	3553	323	50	5	50	0	0	0	0	0	0
	49+00.000	3552	323	50	5	50	0	0	0	0	0	0
	48+00.000	3551	323	50	5	50	0	0	0	0	0	0
	47+00.000	3550	323	50	5	50	0	0	0	0	0	0
	46+00.000	3549	323	50	5	50	0	0	0	0	0	0
	45+00.000	3548	323	50	5	50	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	44+00.000	3547										
YM-RC	35+00.000	3678	1058	50	64	50	5	50	0	0	0	0
	34+00.000	3677	1058	50	64	50	5	50	0	0	0	0
	33+00.000	3676	1058	50	64	50	5	50	0	0	0	0
	32+00.000	3675	1058	50	64	50	5	50	0	0	0	0
	31+00.000	3674	1058	50	64	50	5	50	0	0	0	0
	30+00.000	3673	1058	50	64	50	5	50	0	0	0	0
	29+00.000	3672	1058	50	64	50	5	50	0	0	0	0
	28+00.000	3671	1058	50	64	50	5	50	0	0	0	0
	27+00.000	3670	1058	50	64	50	5	50	0	0	0	0
	26+00.000	3669	1058	50	64	50	5	50	0	0	0	0
	25+00.000	3668	1058	50	64	50	5	50	0	0	0	0
	24+00.000	3667	1058	50	64	50	5	50	0	0	0	0
	23+00.000	3666	1058	50	64	50	5	50	0	0	0	0
	22+00.000	3665	1058	50	64	50	5	50	0	0	0	0
	21+00.000	3664	1058	50	64	50	5	50	0	0	0	0
	20+00.000	3663	1058	50	64	50	5	50	0	0	0	0
	19+00.000	3662	1058	50	64	50	5	50	0	0	0	0
	18+00.000	3661	1058	50	64	50	5	50	0	0	0	0
	17+00.000	3660	1058	50	64	50	5	50	0	0	0	0
	16+00.000	3659	1058	50	64	50	5	50	0	0	0	0
	15+00.000	3658	1058	50	64	50	5	50	0	0	0	0
	14+00.000	3657	1058	50	64	50	5	50	0	0	0	0
	13+00.000	3656	1058	50	64	50	5	50	0	0	0	0
	12+00.000	3655	1058	50	64	50	5	50	0	0	0	0
	11+00.000	3654	1058	50	64	50	5	50	0	0	0	0
	point4282	4282										
SBFR-YM-VB	62+00.000	3731	253	50	4	50	0	0	0	0	0	0
	61+00.000	3730	253	50	4	50	0	0	0	0	0	0
	60+00.000	3729	253	50	4	50	0	0	0	0	0	0
	59+00.000	3728	253	50	4	50	0	0	0	0	0	0
	58+00.000	3727	253	50	4	50	0	0	0	0	0	0
	57+00.000	3726	253	50	4	50	0	0	0	0	0	0
	56+00.000	3725	253	50	4	50	0	0	0	0	0	0
	55+00.000	3724	253	50	4	50	0	0	0	0	0	0
	54+00.000	3723	253	50	4	50	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	53+00.000	3722	253	50	4	50	0	0	0	0	0	0
	52+00.000	3721	253	50	4	50	0	0	0	0	0	0
	51+00.000	3720	253	50	4	50	0	0	0	0	0	0
	50+00.000	3719	253	50	4	50	0	0	0	0	0	0
	49+00.000	3718	253	50	4	50	0	0	0	0	0	0
	48+00.000	3717	253	50	4	50	0	0	0	0	0	0
	47+00.000	3716	253	50	4	50	0	0	0	0	0	0
	46+00.000	3715	253	50	4	50	0	0	0	0	0	0
	45+00.000	3714	253	50	4	50	0	0	0	0	0	0
	44+00.000	3713	253	50	4	50	0	0	0	0	0	0
	43+00.000	3712	253	50	4	50	0	0	0	0	0	0
	42+00.000	3711	253	50	4	50	0	0	0	0	0	0
	41+00.000	3710	253	50	4	50	0	0	0	0	0	0
	40+00.000	3709	253	50	4	50	0	0	0	0	0	0
	39+00.000	3708	253	50	4	50	0	0	0	0	0	0
	38+00.000	3707	253	50	4	50	0	0	0	0	0	0
	37+00.000	3706										
VB-RB	10+00.000	3732	500	50	29	50	0	0	0	0	0	0
	11+00.000	3733	500	50	29	50	0	0	0	0	0	0
	12+00.000	3734	500	50	29	50	0	0	0	0	0	0
	13+00.000	3735	500	50	29	50	0	0	0	0	0	0
	14+00.000	3736	500	50	29	50	0	0	0	0	0	0
	15+00.000	3737	500	50	29	50	0	0	0	0	0	0
	16+00.000	3738	500	50	29	50	0	0	0	0	0	0
	17+00.000	3739	500	50	29	50	0	0	0	0	0	0
	18+00.000	3740	500	50	29	50	0	0	0	0	0	0
	19+00.000	3741	500	50	29	50	0	0	0	0	0	0
	20+00.000	3742	500	50	29	50	0	0	0	0	0	0
	21+00.000	3743	500	50	29	50	0	0	0	0	0	0
	22+00.000	3744	500	50	29	50	0	0	0	0	0	0
	23+00.000	3745	500	50	29	50	0	0	0	0	0	0
	24+00.000	3746	500	50	29	50	0	0	0	0	0	0
	25+00.000	3747	500	50	29	50	0	0	0	0	0	0
	26+00.000	3748	500	50	29	50	0	0	0	0	0	0
	27+00.000	3749	500	50	29	50	0	0	0	0	0	0
	28+00.000	3750	500	50	29	50	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	29+00.000	3751	500	50	29	50	0	0	0	0	0	0
	30+00.000	3752	500	50	29	50	0	0	0	0	0	0
	31+00.000	3753	500	50	29	50	0	0	0	0	0	0
	32+00.000	3754	500	50	29	50	0	0	0	0	0	0
	33+00.000	3755	500	50	29	50	0	0	0	0	0	0
	point4287	4287										
VB-RA	27+00.000	3774	477	50	21	50	1	50	0	0	0	0
	26+00.000	3773	477	50	21	50	1	50	0	0	0	0
	25+00.000	3772	477	50	21	50	1	50	0	0	0	0
	24+00.000	3771	477	50	21	50	1	50	0	0	0	0
	23+00.000	3770	477	50	21	50	1	50	0	0	0	0
	22+00.000	3769	477	50	21	50	1	50	0	0	0	0
	21+00.000	3768	477	50	21	50	1	50	0	0	0	0
	20+00.000	3767	477	50	21	50	1	50	0	0	0	0
	19+00.000	3766	477	50	21	50	1	50	0	0	0	0
	18+00.000	3765	477	50	21	50	1	50	0	0	0	0
	17+00.000	3764	477	50	21	50	1	50	0	0	0	0
	16+00.000	3763	477	50	21	50	1	50	0	0	0	0
	15+00.000	3762	477	50	21	50	1	50	0	0	0	0
	14+00.000	3761	477	50	21	50	1	50	0	0	0	0
	13+00.000	3760	477	50	21	50	1	50	0	0	0	0
	12+00.000	3759	477	50	21	50	1	50	0	0	0	0
	11+00.000	3758	477	50	21	50	1	50	0	0	0	0
	10+00.000	3757										
YM-RA	28+00.000	3816	518	50	15	50	1	50	0	0	0	0
	27+00.000	3815	518	50	15	50	1	50	0	0	0	0
	26+00.000	3814	518	50	15	50	1	50	0	0	0	0
	25+00.000	3813	518	50	15	50	1	50	0	0	0	0
	24+00.000	3812	518	50	15	50	1	50	0	0	0	0
	23+00.000	3811	518	50	15	50	1	50	0	0	0	0
	22+00.000	3810	518	50	15	50	1	50	0	0	0	0
	21+00.000	3809	518	50	15	50	1	50	0	0	0	0
	20+00.000	3808	518	50	15	50	1	50	0	0	0	0
	19+00.000	3807	518	50	15	50	1	50	0	0	0	0
	18+00.000	3806	518	50	15	50	1	50	0	0	0	0
	17+00.000	3805	518	50	15	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	16+00.000	3804	518	50	15	50	1	50	0	0	0	0
	15+00.000	3803	518	50	15	50	1	50	0	0	0	0
	14+00.000	3802	518	50	15	50	1	50	0	0	0	0
	13+00.000	3801	518	50	15	50	1	50	0	0	0	0
	12+00.000	3800	518	50	15	50	1	50	0	0	0	0
	11+00.000	3799	518	50	15	50	1	50	0	0	0	0
	10+00.000	3798										
LilacSt_WB1	point4097	4097	305	30	5	30	0	0	0	0	0	0
	point4096	4096	305	30	5	30	0	0	0	0	0	0
	point4095	4095										
CanyonTrailsBlvd_EB1	point4104	4104	699	30	10	30	1	30	0	0	0	0
	point4103	4103	699	30	10	30	1	30	0	0	0	0
	point4321	4321										
YumaRd_WB1	point4112	4112	1450	50	71	50	5	50	0	0	0	0
	point4111	4111										
YumaRd_EB2	point4119	4119	936	50	29	50	4	50	0	0	0	0
	point4118	4118										
VanBuren_EB2	point4182	4182	673	50	20	50	1	50	0	0	0	0
	point4172	4172										
VanBuren_WB1	point4184	4184	1251	50	32	50	1	50	0	0	0	0
	point4179	4179										
SR303L_SB_Outside_3	1282+00.000	3065	1977	70	277	70	57	70	0	0	0	0
	1280+00.000	3066	1977	70	277	70	57	70	0	0	0	0
	1278+00.000	3067	1977	70	277	70	57	70	0	0	0	0
	1276+00.000	3068	1977	70	277	70	57	70	0	0	0	0
	1274+00.000	3069	1977	70	277	70	57	70	0	0	0	0
	1272+00.000	3070	1977	70	277	70	57	70	0	0	0	0
	1270+00.000	3071	1977	70	277	70	57	70	0	0	0	0
	1268+00.000	3072	1977	70	277	70	57	70	0	0	0	0
	1266+00.000	3073	1977	70	277	70	57	70	0	0	0	0
	1264+00.000	3074	1977	70	277	70	57	70	0	0	0	0
	1262+00.000	3075	1977	70	277	70	57	70	0	0	0	0
	1261+00.000	4252										
SR303L_SB_Inside_3	1282+00.000	2996	1977	70	277	70	57	70	0	0	0	0
	1280+00.000	2997	1977	70	277	70	57	70	0	0	0	0
	1278+00.000	2998	1977	70	277	70	57	70	0	0	0	0



**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1276+00.000	2999	1977	70	277	70	57	70	0	0	0	0
	1274+00.000	3000	1977	70	277	70	57	70	0	0	0	0
	1272+00.000	3001	1977	70	277	70	57	70	0	0	0	0
	1270+00.000	3002	1977	70	277	70	57	70	0	0	0	0
	1268+00.000	3003	1977	70	277	70	57	70	0	0	0	0
	1266+00.000	3004	1977	70	277	70	57	70	0	0	0	0
	1264+00.000	3005	1977	70	277	70	57	70	0	0	0	0
	1262+00.000	3006	1977	70	277	70	57	70	0	0	0	0
	1261+00.000	4253										
SR303L_SB_Outside_3-2	1261+00.00	4254	2215	70	288	70	58	70	0	0	0	0
	1260+00.000	3076	2215	70	288	70	58	70	0	0	0	0
	1258+00.000	3077	2215	70	288	70	58	70	0	0	0	0
	1256+00.000	3078	2215	70	288	70	58	70	0	0	0	0
	1254+00.000	3079	2215	70	288	70	58	70	0	0	0	0
	1252+00.000	3080	2215	70	288	70	58	70	0	0	0	0
	1250+00.000	3081										
SR303L_SB_Inside_3-2	1261+00.00	4255	2215	70	288	70	58	70	0	0	0	0
	1260+00.000	3007	2215	70	288	70	58	70	0	0	0	0
	1258+00.000	3008	2215	70	288	70	58	70	0	0	0	0
	1256+00.000	3009	2215	70	288	70	58	70	0	0	0	0
	1254+00.000	3010	2215	70	288	70	58	70	0	0	0	0
	1252+00.000	3011	2215	70	288	70	58	70	0	0	0	0
	1250+00.000	3012										
SR303L_NB_Outside_4-2	1255+00.000	4258	1513	70	264	70	57	70	0	0	0	0
	1256+00.000	2940	1513	70	264	70	57	70	0	0	0	0
	1258+00.000	2939	1513	70	264	70	57	70	0	0	0	0
	1260+00.000	2938	1513	70	264	70	57	70	0	0	0	0
	1262+00.000	2937	1513	70	264	70	57	70	0	0	0	0
	1264+00.000	2936	1513	70	264	70	57	70	0	0	0	0
	1266+00.000	2935	1513	70	264	70	57	70	0	0	0	0
	1268+00.000	2934										
SR303L_NB_Inside_4-2	1255+00.000	4259	1513	70	264	70	57	70	0	0	0	0
	1256+00.000	2871	1513	70	264	70	57	70	0	0	0	0
	1258+00.000	2870	1513	70	264	70	57	70	0	0	0	0
	1260+00.000	2869	1513	70	264	70	57	70	0	0	0	0
	1262+00.000	2868	1513	70	264	70	57	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1264+00.000	2867	1513	70	264	70	57	70	0	0	0	0
	1266+00.000	2866	1513	70	264	70	57	70	0	0	0	0
	1268+00.000	2865	1513	70	264	70	57	70	0	0	0	0
	1270+00.000	2864	1513	70	264	70	57	70	0	0	0	0
	1272+00.000	2863	1513	70	264	70	57	70	0	0	0	0
	1274+00.000	2862	1513	70	264	70	57	70	0	0	0	0
	1276+00.000	2861	1513	70	264	70	57	70	0	0	0	0
	1278+00.000	2860	1513	70	264	70	57	70	0	0	0	0
	1280+00.000	2859	1513	70	264	70	57	70	0	0	0	0
	1282+00.000	2858										
SR303L_SB_Outside_3-2-2	1250+00.000	4260	1686	70	256	70	56	70	0	0	0	0
	1248+00.000	3082	1686	70	256	70	56	70	0	0	0	0
	1246+00.000	3083	1686	70	256	70	56	70	0	0	0	0
	1244+00.000	3084	1686	70	256	70	56	70	0	0	0	0
	1242+00.000	3085	1686	70	256	70	56	70	0	0	0	0
	1240+00.000	3086	1686	70	256	70	56	70	0	0	0	0
	1238+00.000	3087	1686	70	256	70	56	70	0	0	0	0
	1236+00.000	3088	1686	70	256	70	56	70	0	0	0	0
	1234+00.000	3089	1686	70	256	70	56	70	0	0	0	0
	1232+00.000	3090	1686	70	256	70	56	70	0	0	0	0
	1230+00.000	3091	1686	70	256	70	56	70	0	0	0	0
	1228+00.000	3092	1686	70	256	70	56	70	0	0	0	0
	1226+00.000	3093	1686	70	256	70	56	70	0	0	0	0
	1224+00.000	3094	1686	70	256	70	56	70	0	0	0	0
	1222+00.000	3095	1686	70	256	70	56	70	0	0	0	0
	1220+00.000	3096	1686	70	256	70	56	70	0	0	0	0
	1218+00.000	3097	1686	70	256	70	56	70	0	0	0	0
	1216+00.000	3098	1686	70	256	70	56	70	0	0	0	0
	1214+00.000	3099	1686	70	256	70	56	70	0	0	0	0
	1212+00.000	3100	1686	70	256	70	56	70	0	0	0	0
	1210+00.000	3101	1686	70	256	70	56	70	0	0	0	0
	1208+00.000	3102	1686	70	256	70	56	70	0	0	0	0
	1207+00.000	4266										
SR303L_SB_Inside_3-2-2	1250+00.000	4261	1686	70	256	70	56	70	0	0	0	0
	1248+00.000	3013	1686	70	256	70	56	70	0	0	0	0
	1246+00.000	3014	1686	70	256	70	56	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1244+00.000	3015	1686	70	256	70	56	70	0	0	0	0
	1242+00.000	3016	1686	70	256	70	56	70	0	0	0	0
	1240+00.000	3017	1686	70	256	70	56	70	0	0	0	0
	1238+00.000	3018	1686	70	256	70	56	70	0	0	0	0
	1236+00.000	3019	1686	70	256	70	56	70	0	0	0	0
	1234+00.000	3020	1686	70	256	70	56	70	0	0	0	0
	1232+00.000	3021	1686	70	256	70	56	70	0	0	0	0
	1230+00.000	3022	1686	70	256	70	56	70	0	0	0	0
	1228+00.000	3023	1686	70	256	70	56	70	0	0	0	0
	1226+00.000	3024	1686	70	256	70	56	70	0	0	0	0
	1224+00.000	3025	1686	70	256	70	56	70	0	0	0	0
	1222+00.000	3026	1686	70	256	70	56	70	0	0	0	0
	1220+00.000	3027	1686	70	256	70	56	70	0	0	0	0
	1218+00.000	3028	1686	70	256	70	56	70	0	0	0	0
	1216+00.000	3029	1686	70	256	70	56	70	0	0	0	0
	1214+00.000	3030	1686	70	256	70	56	70	0	0	0	0
	1212+00.000	3031	1686	70	256	70	56	70	0	0	0	0
	1210+00.000	3032	1686	70	256	70	56	70	0	0	0	0
	1208+00.000	3033	1686	70	256	70	56	70	0	0	0	0
	1207+00.000	4267										
SR303L_NB_Inside_4-2	1245+00.000	4264	1763	70	278	70	57	70	0	0	0	0
	1246+00.000	2876	1763	70	278	70	57	70	0	0	0	0
	1248+00.000	2875	1763	70	278	70	57	70	0	0	0	0
	1250+00.000	2874	1763	70	278	70	57	70	0	0	0	0
	1252+00.000	2873	1763	70	278	70	57	70	0	0	0	0
	1254+00.000	2872	1763	70	278	70	57	70	0	0	0	0
	1255+00.000	4257										
SR303L_NB_Outside_4-2	1245+00.000	4265	1763	70	278	70	57	70	0	0	0	0
	1246+00.000	2945	1763	70	278	70	57	70	0	0	0	0
	1248+00.000	2944	1763	70	278	70	57	70	0	0	0	0
	1250+00.000	2943	1763	70	278	70	57	70	0	0	0	0
	1252+00.000	2942	1763	70	278	70	57	70	0	0	0	0
	1254+00.000	2941	1763	70	278	70	57	70	0	0	0	0
	1255+00.000	4256										
NBFR-YM-VB-2	point4280	4280	277	50	5	50	0	0	0	0	0	0
	11+00.000	3567	277	50	5	50	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	12+00.000	3568	277	50	5	50	0	0	0	0	0	0
	13+00.000	3569	277	50	5	50	0	0	0	0	0	0
	14+00.000	3570	277	50	5	50	0	0	0	0	0	0
	15+00.000	3571	277	50	5	50	0	0	0	0	0	0
	16+00.000	3572	277	50	5	50	0	0	0	0	0	0
	17+00.000	3573	277	50	5	50	0	0	0	0	0	0
	18+00.000	3574	277	50	5	50	0	0	0	0	0	0
	19+00.000	3575	277	50	5	50	0	0	0	0	0	0
	20+00.000	3576	277	50	5	50	0	0	0	0	0	0
	21+00.000	3577	277	50	5	50	0	0	0	0	0	0
	22+00.000	3578	277	50	5	50	0	0	0	0	0	0
	23+00.000	3579	277	50	5	50	0	0	0	0	0	0
	24+00.000	3580	277	50	5	50	0	0	0	0	0	0
	25+00.000	3581	277	50	5	50	0	0	0	0	0	0
	26+00.000	3582	277	50	5	50	0	0	0	0	0	0
	27+00.000	3583	277	50	5	50	0	0	0	0	0	0
	28+00.000	3584	277	50	5	50	0	0	0	0	0	0
	29+00.000	3585	277	50	5	50	0	0	0	0	0	0
	30+00.000	3586	277	50	5	50	0	0	0	0	0	0
	31+00.000	3587	277	50	5	50	0	0	0	0	0	0
	32+00.000	3588	277	50	5	50	0	0	0	0	0	0
	33+00.000	3589	277	50	5	50	0	0	0	0	0	0
	34+00.000	3590	277	50	5	50	0	0	0	0	0	0
	35+00.000	3591	277	50	5	50	0	0	0	0	0	0
	36+00.000	3592	277	50	5	50	0	0	0	0	0	0
	37+00.000	3593										
YM-RD	point4281	4281	886	50	65	50	10	50	0	0	0	0
	11+00.000	3621	886	50	65	50	10	50	0	0	0	0
	12+00.000	3622	886	50	65	50	10	50	0	0	0	0
	13+00.000	3623	886	50	65	50	10	50	0	0	0	0
	14+00.000	3624	886	50	65	50	10	50	0	0	0	0
	15+00.000	3625	886	50	65	50	10	50	0	0	0	0
	16+00.000	3626	886	50	65	50	10	50	0	0	0	0
	17+00.000	3627	886	50	65	50	10	50	0	0	0	0
	18+00.000	3628	886	50	65	50	10	50	0	0	0	0
	19+00.000	3629	886	50	65	50	10	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	20+00.000	3630	886	50	65	50	10	50	0	0	0	0
	21+00.000	3631	886	50	65	50	10	50	0	0	0	0
	22+00.000	3632	886	50	65	50	10	50	0	0	0	0
	23+00.000	3633	886	50	65	50	10	50	0	0	0	0
	24+00.000	3634	886	50	65	50	10	50	0	0	0	0
	25+00.000	3635	886	50	65	50	10	50	0	0	0	0
	26+00.000	3636	886	50	65	50	10	50	0	0	0	0
	27+00.000	3637	886	50	65	50	10	50	0	0	0	0
	28+00.000	3638	886	50	65	50	10	50	0	0	0	0
	29+00.000	3639										
NBFR-YM-VB-2-2	point4296	4296	369	50	7	50	1	50	0	0	0	0
	38+00.000	3594	369	50	7	50	1	50	0	0	0	0
	39+00.000	3595	369	50	7	50	1	50	0	0	0	0
	40+00.000	3596	369	50	7	50	1	50	0	0	0	0
	41+00.000	3597	369	50	7	50	1	50	0	0	0	0
	42+00.000	3598	369	50	7	50	1	50	0	0	0	0
	43+00.000	3599	369	50	7	50	1	50	0	0	0	0
	44+00.000	3600	369	50	7	50	1	50	0	0	0	0
	45+00.000	3601	369	50	7	50	1	50	0	0	0	0
	46+00.000	3602	369	50	7	50	1	50	0	0	0	0
	47+00.000	3603	369	50	7	50	1	50	0	0	0	0
	48+00.000	3604	369	50	7	50	1	50	0	0	0	0
	49+00.000	3605	369	50	7	50	1	50	0	0	0	0
	50+00.000	3606	369	50	7	50	1	50	0	0	0	0
	51+00.000	3607	369	50	7	50	1	50	0	0	0	0
	52+00.000	3608	369	50	7	50	1	50	0	0	0	0
	53+00.000	3609	369	50	7	50	1	50	0	0	0	0
	54+00.000	3610	369	50	7	50	1	50	0	0	0	0
	55+00.000	3611	369	50	7	50	1	50	0	0	0	0
	56+00.000	3612	369	50	7	50	1	50	0	0	0	0
	57+00.000	3613	369	50	7	50	1	50	0	0	0	0
	58+00.000	3614	369	50	7	50	1	50	0	0	0	0
	59+00.000	3615	369	50	7	50	1	50	0	0	0	0
	60+00.000	3616	369	50	7	50	1	50	0	0	0	0
	61+00.000	3617	369	50	7	50	1	50	0	0	0	0
	62+00.000	3618	369	50	7	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	point4286	4286										
SBFR-YM-VB-2	point4305	4305	379	50	5	50	0	0	0	0	0	0
	36+00.000	3705	379	50	5	50	0	0	0	0	0	0
	35+00.000	3704	379	50	5	50	0	0	0	0	0	0
	34+00.000	3703	379	50	5	50	0	0	0	0	0	0
	33+00.000	3702	379	50	5	50	0	0	0	0	0	0
	32+00.000	3701	379	50	5	50	0	0	0	0	0	0
	31+00.000	3700	379	50	5	50	0	0	0	0	0	0
	30+00.000	3699	379	50	5	50	0	0	0	0	0	0
	29+00.000	3698	379	50	5	50	0	0	0	0	0	0
	28+00.000	3697	379	50	5	50	0	0	0	0	0	0
	27+00.000	3696	379	50	5	50	0	0	0	0	0	0
	26+00.000	3695	379	50	5	50	0	0	0	0	0	0
	25+00.000	3694	379	50	5	50	0	0	0	0	0	0
	24+00.000	3693	379	50	5	50	0	0	0	0	0	0
	23+00.000	3692	379	50	5	50	0	0	0	0	0	0
	22+00.000	3691	379	50	5	50	0	0	0	0	0	0
	21+00.000	3690	379	50	5	50	0	0	0	0	0	0
	20+00.000	3689	379	50	5	50	0	0	0	0	0	0
	19+00.000	3688	379	50	5	50	0	0	0	0	0	0
	18+00.000	3687	379	50	5	50	0	0	0	0	0	0
	17+00.000	3686	379	50	5	50	0	0	0	0	0	0
	16+00.000	3685	379	50	5	50	0	0	0	0	0	0
	15+00.000	3684	379	50	5	50	0	0	0	0	0	0
	14+00.000	3683	379	50	5	50	0	0	0	0	0	0
	13+00.000	3682	379	50	5	50	0	0	0	0	0	0
	12+00.000	3681	379	50	5	50	0	0	0	0	0	0
	11+00.000	3680	379	50	5	50	0	0	0	0	0	0
	point4283	4283										
SR 303 SB Frontage Rd-2-2-2	point4307	4307	448	50	15	50	1	50	0	0	0	0
	22+00.00	2614	448	50	15	50	1	50	0	0	0	0
	21+00.00	0	448	50	15	50	1	50	0	0	0	0
	20+00.00	2612	448	50	15	50	1	50	0	0	0	0
	19+00.00	2611	448	50	15	50	1	50	0	0	0	0
	18+00.00	2610	448	50	15	50	1	50	0	0	0	0
	16+00.00	2609	448	50	15	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	14+00.00	2608	448	50	15	50	1	50	0	0	0	0
	12+98.16	2607	448	50	15	50	1	50	0	0	0	0
	12+00.00	2606	448	50	15	50	1	50	0	0	0	0
	11+00.00	2605	448	50	15	50	1	50	0	0	0	0
	10+65.00	2604										
Ramp WS-2	point4308	4308	1554	60	96	60	8	60	0	0	0	0
	85+00.00	148	1554	60	96	60	8	60	0	0	0	0
	86+00.00	149	1554	60	96	60	8	60	0	0	0	0
	87+00.00	150	1554	60	96	60	8	60	0	0	0	0
	88+00.00	151	1554	60	96	60	8	60	0	0	0	0
	88+33.14	152	1554	60	96	60	8	60	0	0	0	0
	89+00.00	153	1554	60	96	60	8	60	0	0	0	0
	90+00.00	154	1554	60	96	60	8	60	0	0	0	0
	90+29.62	155	1554	60	96	60	8	60	0	0	0	0
	91+00.00	156	1554	60	96	60	8	60	0	0	0	0
	92+00.00	157	1554	60	96	60	8	60	0	0	0	0
	93+00.00	158	1554	60	96	60	8	60	0	0	0	0
	94+00.00	159	1554	60	96	60	8	60	0	0	0	0
	95+00.00	160										
VanBuren_EB1-2	point4316	4316	750	50	27	50	1	50	0	0	0	0
	point4169	4169										
VanBuren_WB2-2	point4317	4317	948	50	18	50	1	50	0	0	0	0
	point4176	4176										
LilacSt_EB1-2	point4320	4320	193	30	3	30	0	0	0	0	0	0
	point4107	4107	193	30	3	30	0	0	0	0	0	0
	point4140	4140										
CanyonTrailsBlvd_WB1-2	point4322	4322	369	30	5	30	0	0	0	0	0	0
	point4143	4143										
SR303L_NB_Inside_4-2-2	point4325	4325	1320	70	246	70	52	70	0	0	0	0
	1210+00.000	2894	1320	70	246	70	52	70	0	0	0	0
	1212+00.000	2893	1320	70	246	70	52	70	0	0	0	0
	1214+00.000	2892	1320	70	246	70	52	70	0	0	0	0
	1216+00.000	2891	1320	70	246	70	52	70	0	0	0	0
	1218+00.000	2890	1320	70	246	70	52	70	0	0	0	0
	1220+00.000	2889	1320	70	246	70	52	70	0	0	0	0
	1222+00.000	2888	1320	70	246	70	52	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1224+00.000	2887	1320	70	246	70	52	70	0	0	0	0
	1226+00.000	2886	1320	70	246	70	52	70	0	0	0	0
	1228+00.000	2885	1320	70	246	70	52	70	0	0	0	0
	1230+00.000	2884	1320	70	246	70	52	70	0	0	0	0
	1232+00.000	2883	1320	70	246	70	52	70	0	0	0	0
	1234+00.000	2882	1320	70	246	70	52	70	0	0	0	0
	1236+00.000	2881	1320	70	246	70	52	70	0	0	0	0
	1238+00.000	2880	1320	70	246	70	52	70	0	0	0	0
	1240+00.000	2879	1320	70	246	70	52	70	0	0	0	0
	1242+00.000	2878	1320	70	246	70	52	70	0	0	0	0
	1244+00.000	2877	1320	70	246	70	52	70	0	0	0	0
	1245+00.000	4262										
SR303L_NB_Outside_4-2-2	point4326	4326	1320	70	246	70	52	70	0	0	0	0
	1210+00.000	2963	1320	70	246	70	52	70	0	0	0	0
	1212+00.000	2962	1320	70	246	70	52	70	0	0	0	0
	1214+00.000	2961	1320	70	246	70	52	70	0	0	0	0
	1216+00.000	2960	1320	70	246	70	52	70	0	0	0	0
	1218+00.000	2959	1320	70	246	70	52	70	0	0	0	0
	1220+00.000	2958	1320	70	246	70	52	70	0	0	0	0
	1222+00.000	2957	1320	70	246	70	52	70	0	0	0	0
	1224+00.000	2956	1320	70	246	70	52	70	0	0	0	0
	1226+00.000	2955	1320	70	246	70	52	70	0	0	0	0
	1228+00.000	2954	1320	70	246	70	52	70	0	0	0	0
	1230+00.000	2953	1320	70	246	70	52	70	0	0	0	0
	1232+00.000	2952	1320	70	246	70	52	70	0	0	0	0
	1234+00.000	2951	1320	70	246	70	52	70	0	0	0	0
	1236+00.000	2950	1320	70	246	70	52	70	0	0	0	0
	1238+00.000	2949	1320	70	246	70	52	70	0	0	0	0
	1240+00.000	2948	1320	70	246	70	52	70	0	0	0	0
	1242+00.000	2947	1320	70	246	70	52	70	0	0	0	0
	1244+00.000	2946	1320	70	246	70	52	70	0	0	0	0
	1245+00.000	4263										
YM-RB-2	point4327	4327	570	50	24	50	2	50	0	0	0	0
	16+00.000	3781	570	50	24	50	2	50	0	0	0	0
	17+00.000	3782	570	50	24	50	2	50	0	0	0	0
	18+00.000	3783	570	50	24	50	2	50	0	0	0	0



**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	19+00.000	3784	570	50	24	50	2	50	0	0	0	0
	20+00.000	3785	570	50	24	50	2	50	0	0	0	0
	21+00.000	3786	570	50	24	50	2	50	0	0	0	0
	22+00.000	3787	570	50	24	50	2	50	0	0	0	0
	23+00.000	3788	570	50	24	50	2	50	0	0	0	0
	24+00.000	3789	570	50	24	50	2	50	0	0	0	0
	25+00.000	3790	570	50	24	50	2	50	0	0	0	0
	26+00.000	3791	570	50	24	50	2	50	0	0	0	0
	27+00.000	3792	570	50	24	50	2	50	0	0	0	0
	28+00.000	3793	570	50	24	50	2	50	0	0	0	0
	29+00.000	3794	570	50	24	50	2	50	0	0	0	0
	30+00.000	3795	570	50	24	50	2	50	0	0	0	0
	31+00.000	3796	570	50	24	50	2	50	0	0	0	0
	32+00.000	3797										
NBFR-LB-YM-2-2-2	point4328	4328	98	50	3	50	0	0	0	0	0	0
	46+00.000	3496	98	50	3	50	0	0	0	0	0	0
	47+00.000	3497	98	50	3	50	0	0	0	0	0	0
	48+00.000	3498	98	50	3	50	0	0	0	0	0	0
	49+00.000	3499	98	50	3	50	0	0	0	0	0	0
	50+00.000	3500	98	50	3	50	0	0	0	0	0	0
	51+00.000	3501	98	50	3	50	0	0	0	0	0	0
	52+00.000	3502	98	50	3	50	0	0	0	0	0	0
	53+00.000	3503	98	50	3	50	0	0	0	0	0	0
	54+00.000	3504	98	50	3	50	0	0	0	0	0	0
	55+00.000	3505	98	50	3	50	0	0	0	0	0	0
	56+00.000	3506	98	50	3	50	0	0	0	0	0	0
	57+00.000	3507	98	50	3	50	0	0	0	0	0	0
	58+00.000	3508	98	50	3	50	0	0	0	0	0	0
	59+00.000	3509	98	50	3	50	0	0	0	0	0	0
	60+00.000	3510	98	50	3	50	0	0	0	0	0	0
	61+00.000	3511	98	50	3	50	0	0	0	0	0	0
	62+00.000	3512										
YumaRd_EB1-2	point4330	4330	919	50	49	50	3	50	0	0	0	0
	point4152	4152										
YumaRd_WB2-2	point4331	4331	1376	50	45	50	11	50	0	0	0	0
	point4148	4148										

**INPUT: TRAFFIC FOR LAeq1h Volumes****SR303 Van Buren to MC 85**

SR303L_NB_Outside_4-2-2	point4333	4333	1513	70	264	70	57	70	0	0	0	0
	1270+00.000	2933	1513	70	264	70	57	70	0	0	0	0
	1272+00.000	2932	1513	70	264	70	57	70	0	0	0	0
	1274+00.000	2931	1513	70	264	70	57	70	0	0	0	0
	1276+00.000	2930	1513	70	264	70	57	70	0	0	0	0
	1278+00.000	2929	1513	70	264	70	57	70	0	0	0	0
	1280+00.000	2928	1513	70	264	70	57	70	0	0	0	0
	1282+00.000	2927										

AZTEC Engineering	18 August 2022
AZTEC Engineering	TNM 2.5

INPUT: BARRIERS

PROJECT/CONTRACT: SR303 Van Buren to MC 85  
 RUN: SR 303, Van Buren to Yuma, NB

Barrier									Points										
Name	Type	Height		If Wall	If Berm	Run:Rise		Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	\$ per	\$ per	Top	Run:Rise	\$ per			X	Y	Z	at	Seg	Ht	Perturbs	On	Important
				Unit	Unit	Width		Unit						Point	Incre-	#Up	#Dn	Struct?	Reflec-
		ft	ft	Area	Vol.		ft:ft	Length			ft	ft	ft	ft	ment				tions?
				\$/sq ft	\$/cu yd			\$/ft											
PW1	W	0.00	99.99	0.00				0.00	point1123	1123	546,021.1	891,676.7	990.72	6.00	0.00	0	0		
									point1124	1124	546,021.1	891,760.3	991.26	6.00	0.00	0	0		
									point1125	1125	545,801.0	891,760.3	990.96	6.00	0.00	0	0		
									point1126	1126	545,801.0	891,671.9	991.42	6.00	0.00	0	0		
									point1127	1127	545,722.0	891,671.9	991.77	6.00	0.00	0	0		
									point1128	1128	545,722.0	891,757.5	992.25	6.00	0.00	0	0		
									point1129	1129	545,503.0	891,757.5	991.86	6.00	0.00	0	0		
									point1130	1130	545,503.0	891,648.9	991.03	6.00	0.00	0	0		
									point1131	1131	545,522.2	891,648.9	991.22	6.00					
PW2	W	0.00	99.99	0.00				0.00	point1132	1132	545,517.1	891,559.6	990.91	6.00	0.00	0	0		
									point1133	1133	545,500.2	891,544.5	989.68	6.00	0.00	0	0		
									point1134	1134	545,500.2	891,432.4	988.69	6.00	0.00	0	0		
									point1135	1135	545,612.3	891,432.4	988.73	6.00	0.00	0	0		
									point1136	1136	545,612.3	891,479.5	991.44	6.00	0.00	0	0		
									point1137	1137	545,733.4	891,479.5	988.95	6.00	0.00	0	0		
									point1138	1138	545,733.4	891,344.8	988.05	6.00	0.00	0	0		
									point1139	1139	545,753.3	891,338.9	987.96	6.00					
PW3	W	0.00	99.99	0.00				0.00	point1140	1140	545,750.4	891,312.4	987.30	6.00	0.00	0	0		
									point1141	1141	545,653.4	891,312.4	986.90	6.00	0.00	0	0		
									point1142	1142	545,653.4	891,202.0	986.56	6.00	0.00	0	0		
									point1143	1143	545,496.2	891,202.0	986.27	6.00	0.00	0	0		
									point1144	1144	545,496.2	890,977.4	986.03	6.00	0.00	0	0		
									point1145	1145	545,515.4	890,924.5	985.63	6.00	0.00	0	0		
									point1146	1146	545,556.6	890,861.2	985.23	6.00	0.00	0	0		
									point1147	1147	545,590.2	890,815.3	984.82	6.00	0.00	0	0		
									point1148	1148	545,614.5	890,767.5	984.42	6.00	0.00	0	0		
									point1149	1149	545,634.1	890,717.6	984.02	6.00	0.00	0	0		
									point1150	1150	545,645.0	890,665.1	983.62	6.00	0.00	0	0		
									point1151	1151	545,664.2	890,504.3	983.22	6.00	0.00	0	0		
									point1152	1152	545,796.3	890,520.3	982.81	6.00					
PW4	W	0.00	99.99	0.00				0.00	point1153	1153	545,787.5	890,290.6	982.41	6.00	0.00	0	0		
									point1154	1154	545,695.0	890,281.0	982.01	6.00	0.00	0	0		
									point1155	1155	545,702.3	890,198.9	981.61	6.00	0.00	0	0		
									point1156	1156	545,750.0	889,841.2	981.41	6.00	0.00	0	0		
									point1157	1157	545,797.7	889,483.5	981.20	6.00	0.00	0	0		

INPUT: BARRIERS

SR303 Van Buren to MC 85

									point1158	1158	545,884.0	889,493.9	980.80	6.00	0.00	0	0		
									point1159	1159	545,884.0	889,507.0	980.40	6.00					
Potential Developer Wall1	W	0.00	99.99	0.00			0.00		point1359	1359	545,026.7	891,730.4	991.06	10.00	0.00	0	0		
									point1360	1360	544,948.9	891,728.6	991.00	10.00	0.00	0	0		
									point1361	1361	544,871.3	891,726.8	990.94	10.00	0.00	0	0		
									point1362	1362	544,793.5	891,725.0	989.34	10.00					
BuildingBarrier1	W	0.00	99.99	0.00			0.00		point1379	1379	545,226.1	891,596.5	990.40	40.00	0.00	0	0		
									point1380	1380	545,125.0	891,596.3	990.55	40.00	0.00	0	0		
									point1381	1381	545,007.3	891,596.1	990.54	40.00	0.00	0	0		
									point1382	1382	544,883.4	891,591.1	990.28	40.00	0.00	0	0		
									point1383	1383	544,860.8	891,590.2	990.22	40.00	0.00	0	0		
									point1384	1384	544,861.4	891,532.7	989.90	40.00	0.00	0	0		
									point1385	1385	544,862.0	891,459.4	989.65	40.00	0.00	0	0		
									point1386	1386	544,862.3	891,344.5	988.86	40.00					
BuildingBarrier2	W	0.00	99.99	0.00			0.00		point1387	1387	545,239.4	891,307.4	989.27	40.00	0.00	0	0		
									point1388	1388	545,100.7	891,305.8	989.24	40.00	0.00	0	0		
									point1389	1389	544,973.2	891,304.4	988.91	40.00	0.00	0	0		
									point1390	1390	544,877.2	891,304.3	988.60	40.00	0.00	0	0		
									point1391	1391	544,781.1	891,304.2	988.45	40.00	0.00	0	0		
									point1392	1392	544,781.4	891,244.9	988.38	40.00	0.00	0	0		
									point1393	1393	544,868.7	891,243.9	988.55	40.00	0.00	0	0		
									point1394	1394	544,972.6	891,242.3	988.77	40.00	0.00	0	0		
									point1395	1395	545,074.4	891,241.8	988.87	40.00	0.00	0	0		
									point1396	1396	545,176.6	891,243.1	989.01	40.00	0.00	0	0		
									point1397	1397	545,238.4	891,244.4	989.03	40.00					
BuildingBarrier3	W	0.00	99.99	0.00			0.00		point1398	1398	545,184.0	891,121.6	988.47	40.00	0.00	0	0		
									point1399	1399	545,076.7	891,119.4	988.13	40.00	0.00	0	0		
									point1400	1400	544,959.0	891,119.4	987.83	40.00	0.00	0	0		
									point1401	1401	544,880.9	891,119.6	987.70	40.00	0.00	0	0		
									point1402	1402	544,792.0	891,119.9	987.43	40.00	0.00	0	0		
									point1403	1403	544,791.8	891,061.0	987.20	40.00	0.00	0	0		
									point1404	1404	544,909.1	891,061.2	987.40	40.00	0.00	0	0		
									point1405	1405	545,026.8	891,059.3	987.67	40.00	0.00	0	0		
									point1406	1406	545,115.5	891,060.4	987.96	40.00	0.00	0	0		
									point1407	1407	545,182.3	891,059.3	988.13	40.00					
BuildingBarrier4	W	0.00	99.99	0.00			0.00		point1408	1408	544,859.6	890,893.2	986.19	40.00	0.00	0	0		
									point1409	1409	544,805.2	890,893.9	986.07	40.00	0.00	0	0		
									point1410	1410	544,804.3	890,815.9	985.92	40.00	0.00	0	0		
									point1411	1411	544,803.2	890,737.8	985.40	40.00	0.00	0	0		
									point1412	1412	544,859.6	890,737.8	985.46	40.00					
BuildingBarrier5	W	0.00	99.99	0.00			0.00		point1413	1413	544,960.9	890,700.7	985.52	40.00	0.00	0	0		
									point1543	1543	544,833.5	890,698.9	985.42	40.00	0.00	0	0		
									point1544	1544	544,832.9	890,702.5	985.31	40.00	0.00	0	0		
									point1414	1414	544,811.2	890,700.8	985.21	40.00	0.00	0	0		
									point1415	1415	544,812.8	890,637.0	985.16	40.00	0.00	0	0		
									point1416	1416	544,963.2	890,638.2	985.38	40.00					
BuildingBarrier6	W	0.00	99.99	0.00			0.00		point1417	1417	544,967.9	890,536.8	985.08	40.00	0.00	0	0		
									point1418	1418	544,811.9	890,541.0	984.89	40.00	0.00	0	0		
									point1419	1419	544,812.5	890,478.5	982.78	40.00	0.00	0	0		

INPUT: BARRIERS

SR303 Van Buren to MC 85

									point1420	1420	544,966.8	890,476.2	983.01	40.00				
BuildingBarrier7	W	0.00	99.99	0.00			0.00	point1421	1421	544,864.2	890,431.9	982.77	40.00	0.00	0	0		
								point1422	1422	544,796.8	890,432.9	982.63	40.00	0.00	0	0		
								point1541	1541	544,794.4	890,301.7	982.43	40.00	0.00	0	0		
								point1542	1542	544,785.6	890,302.6	982.24	40.00	0.00	0	0		
								point1423	1423	544,785.7	890,285.4	982.04	40.00	0.00	0	0		
								point1424	1424	544,861.6	890,283.6	982.17	40.00					
BuildingBarrier8	W	0.00	99.99	0.00			0.00	point1425	1425	544,910.7	890,304.6	982.34	40.00	0.00	0	0		
								point1426	1426	544,910.7	890,282.6	982.28	40.00	0.00	0	0		
								point1427	1427	544,987.6	890,282.4	982.42	40.00					
Garage_2	W	0.00	99.99	0.00			0.00	point1428	1428	544,725.3	890,491.2	982.84	12.00	0.00	0	0		
								point1429	1429	544,704.6	890,490.5	982.79	12.00	0.00	0	0		
								point1430	1430	544,703.8	890,373.4	982.23	12.00	0.00	0	0		
								point1431	1431	544,725.3	890,373.4	982.23	12.00					
Garage_3	W	0.00	99.99	0.00			0.00	point1432	1432	544,727.9	890,740.4	985.32	12.00	0.00	0	0		
								point1433	1433	544,706.7	890,741.1	985.30	12.00	0.00	0	0		
								point1434	1434	544,707.3	890,651.9	985.05	12.00	0.00	0	0		
								point1435	1435	544,727.3	890,651.9	985.08	12.00					
Garage_4	W	0.00	99.99	0.00			0.00	point1436	1436	544,727.3	890,850.3	985.85	12.00	0.00	0	0		
								point1437	1437	544,707.3	890,850.3	985.84	12.00	0.00	0	0		
								point1438	1438	544,706.6	890,761.1	985.53	12.00	0.00	0	0		
								point1439	1439	544,727.9	890,760.9	985.55	12.00					
Garage_5	W	0.00	99.99	0.00			0.00	point1440	1440	544,727.9	890,960.6	986.49	12.00	0.00	0	0		
								point1441	1441	544,707.3	890,959.9	986.46	12.00	0.00	0	0		
								point1442	1442	544,706.6	890,870.6	985.90	12.00	0.00	0	0		
								point1443	1443	544,727.9	890,870.6	985.92	12.00					
Garage_6	W	0.00	99.99	0.00			0.00	point1444	1444	544,719.9	891,134.9	987.32	12.00	0.00	0	0		
								point1445	1445	544,698.7	891,133.5	987.26	12.00	0.00	0	0		
								point1446	1446	544,704.5	891,043.8	986.89	12.00	0.00	0	0		
								point1447	1447	544,725.8	891,045.1	986.96	12.00					
Garage_7	W	0.00	99.99	0.00			0.00	point1448	1448	544,712.2	891,252.8	988.07	12.00	0.00	0	0		
								point1449	1449	544,690.9	891,251.4	987.94	12.00	0.00	0	0		
								point1450	1450	544,696.8	891,161.6	987.50	12.00	0.00	0	0		
								point1451	1451	544,718.1	891,163.0	987.54	12.00					
Garage_8	W	0.00	99.99	0.00			0.00	point1452	1452	544,705.6	891,353.3	988.38	12.00	0.00	0	0		
								point1453	1453	544,685.0	891,351.3	988.32	12.00	0.00	0	0		
								point1454	1454	544,690.2	891,262.2	987.97	12.00	0.00	0	0		
								point1455	1455	544,710.8	891,264.1	988.08	12.00					
Garage_9	W	0.00	99.99	0.00			0.00	point1456	1456	544,694.8	891,495.1	989.38	12.00	0.00	0	0		
								point1457	1457	544,673.7	891,493.6	989.32	12.00	0.00	0	0		
								point1458	1458	544,680.2	891,398.8	988.97	12.00	0.00	0	0		
								point1459	1459	544,700.7	891,400.9	989.04	12.00					
Garage_10	W	0.00	99.99	0.00			0.00	point1460	1460	544,687.0	891,597.8	990.08	12.00	0.00	0	0		
								point1461	1461	544,666.4	891,597.0	990.02	12.00	0.00	0	0		
								point1462	1462	544,672.6	891,507.2	989.40	12.00	0.00	0	0		
								point1463	1463	544,693.1	891,509.3	989.46	12.00					
Potential Developer Wall4	W	0.00	99.99	0.00			0.00	point1464	1464	544,660.1	890,190.3	981.51	10.00	0.00	0	0		
								point1465	1465	544,651.3	889,296.5	978.24	10.00	0.00	0	0		
								point1466	1466	544,695.9	889,241.1	980.33	10.00	0.00	0	0		

INPUT: BARRIERS

SR303 Van Buren to MC 85

									point1467	1467	544,925.9	889,241.8	979.83	10.00	0.00	0	0		
									point1468	1468	544,948.9	889,273.4	978.79	10.00					
Garage_1	W	0.00	99.99	0.00			0.00		point1469	1469	544,692.1	889,275.2	978.41	12.00	0.00	0	0		
									point1470	1470	544,695.8	889,533.7	978.71	12.00	0.00	0	0		
									point1471	1471	544,694.6	889,779.9	980.37	12.00	0.00	0	0		
									point1472	1472	544,699.6	889,964.2	980.40	12.00	0.00	0	0		
									point1473	1473	544,694.6	890,137.3	981.49	12.00					
JerseyBarrier	W	0.00	99.99	0.00			0.00		point1474	1474	544,530.8	890,774.6	997.60	4.00	0.00	0	0		
									point1475	1475	544,530.8	890,978.6	1,001.70	4.00	0.00	0	0		
									point1476	1476	544,526.9	891,180.0	1,006.50	4.00	0.00	0	0		
									point1477	1477	544,518.9	891,378.8	1,011.00	4.00	0.00	0	0		
									point1478	1478	544,505.8	891,583.2	1,014.00	4.00	0.00	0	0		
									point1479	1479	544,491.3	891,784.0	1,015.70	4.00	0.00	0	0		
									point1480	1480	544,475.5	891,981.2	1,015.90	4.00	0.00	0	0		
									point1481	1481	544,461.1	892,178.6	1,014.60	4.00	0.00	0	0		
									point1482	1482	544,443.4	892,381.3	1,009.00	4.00	0.00	0	0		
									point1483	1483	544,426.8	892,580.0	1,006.10	4.00					
MedianBarrier-2	W	0.00	99.99	0.00			0.00		point1506	1506	544,370.9	891,973.0	1,015.90	4.00	0.00	0	0		
									point1488	1488	544,385.7	891,773.8	1,015.70	4.00	0.00	0	0		
									point1489	1489	544,401.6	891,573.9	1,013.70	4.00	0.00	0	0		
									point1490	1490	544,411.8	891,373.5	1,010.70	4.00	0.00	0	0		
									point1491	1491	544,419.7	891,175.8	1,006.30	4.00	0.00	0	0		
									point1492	1492	544,423.1	890,975.4	1,001.50	4.00	0.00	0	0		
									point1493	1493	544,424.2	890,778.0	997.30	4.00	0.00	0	0		
									point1494	1494	544,421.9	890,577.2	995.00	4.00	0.00	0	0		
									point1495	1495	544,421.9	890,376.8	994.50	4.00	0.00	0	0		
									point1496	1496	544,420.9	890,176.9	995.90	4.00	0.00	0	0		
									point1497	1497	544,418.6	889,976.0	998.40	4.00	0.00	0	0		
									point1498	1498	544,419.7	889,775.6	1,001.10	4.00	0.00	0	0		
									point1499	1499	544,416.4	889,576.9	1,003.70	4.00	0.00	0	0		
									point1500	1500	544,416.4	889,374.2	1,006.00	4.00	0.00	0	0		
									point1501	1501	544,413.9	889,177.9	1,006.60	4.00	0.00	0	0		
									point1502	1502	544,411.8	888,978.2	1,005.30	4.00	0.00	0	0		
									point1503	1503	544,411.8	888,776.7	1,002.20	4.00	0.00	0	0		
									point1504	1504	544,415.2	888,577.0	997.50	4.00	0.00	0	0		
									point1505	1505	544,425.4	888,375.1	992.80	4.00					
JerseyBarrier3	W	0.00	99.99	0.00			0.00		point1527	1527	544,538.4	888,678.5	999.60	4.00	0.00	0	0		
									point1528	1528	544,537.5	888,978.3	1,005.10	4.00	0.00	0	0		
									point1529	1529	544,539.1	889,175.3	1,006.30	4.00	0.00	0	0		
									point1530	1530	544,539.8	889,449.9	1,005.00	4.00	0.00	0	0		
									point1531	1531	544,542.0	889,649.1	1,002.40	4.00	0.00	0	0		
									point1532	1532	544,552.3	889,847.7	999.50	4.00	0.00	0	0		
									point1533	1533	544,567.1	890,047.1	996.60	4.00	0.00	0	0		
									point1534	1534	544,582.1	890,247.0	993.70	4.00	0.00	0	0		
									point1535	1535	544,597.0	890,446.7	991.10	4.00	0.00	0	0		
									point1536	1536	544,611.9	890,645.9	985.30	4.00	0.00	0	0		
									point1537	1537	544,618.4	890,742.4	985.30	4.00					
PW5	W	0.00	99.99	0.00			0.00		point1538	1538	544,660.1	890,190.3	981.51	8.00	0.00	0	0		
									point1539	1539	544,868.7	890,185.7	981.31	8.00	0.00	0	0		

**INPUT: BARRIERS**

**SR303 Van Buren to MC 85**

									point1540	1540	545,049.8	890,184.8	981.31	8.00				
Potential Developer Wall2	W	0.00	99.99	0.00				0.00	point1363	1363	544,793.5	891,725.0	989.34	10.00	0.00	0	0	
									point1364	1364	544,653.1	891,724.6	991.18	10.00	0.00	0	0	
									point1365	1365	544,623.0	891,698.6	990.50	10.00	0.00	0	0	
									point1366	1366	544,635.8	891,537.3	988.72	10.00	0.00	0	0	
									point1367	1367	544,648.5	891,383.3	989.89	10.00	0.00	0	0	
									point1368	1368	544,672.2	891,023.9	988.28	10.00	0.00	0	0	
									point1369	1369	544,676.3	890,704.7	986.11	10.00	0.00	0	0	
									point1371	1371	544,675.5	890,605.5	985.47	10.00	0.00	0	0	
									point1372	1372	544,671.7	890,495.5	982.68	10.00	0.00	0	0	
									point1373	1373	544,662.1	890,265.6	981.82	10.00	0.00	0	0	
									point1374	1374	544,660.1	890,190.3	981.51	10.00				





**INPUT: RECEIVERS****SR303 Van Buren to MC 85**

E49	772	3	545,678.1	890,525.8	983.60	5.00	0.00	66	15.0	7.0	
E50	773	3	544,807.8	890,479.7	982.78	5.00	0.00	66	15.0	7.0	
E51	774	3	544,786.3	890,407.2	982.54	5.00	0.00	66	15.0	7.0	
E52	775	3	544,908.9	890,406.6	982.77	5.00	0.00	66	15.0	7.0	
E53	776	3	544,791.4	890,306.3	982.08	5.00	0.00	66	15.0	7.0	
E54	777	3	544,915.8	890,281.5	982.29	5.00	0.00	66	15.0	7.0	
E55	778	3	545,716.0	890,250.8	982.01	5.00	0.00	66	15.0	7.0	
E56	779	3	544,997.5	890,099.7	980.87	5.00	0.00	66	15.0	7.0	
E57	780	3	544,772.1	890,035.0	980.75	5.00	0.00	66	15.0	7.0	
E58	781	3	544,901.2	889,882.2	979.11	5.00	0.00	66	15.0	7.0	
E59	782	3	545,758.3	889,913.6	981.41	5.00	0.00	66	15.0	7.0	
E60	783	3	544,902.7	889,651.1	979.11	5.00	0.00	66	15.0	7.0	
E61	784	3	545,806.3	889,522.6	980.40	5.00	0.00	66	15.0	7.0	
E62	785	3	544,773.4	889,492.9	978.97	5.00	0.00	66	15.0	7.0	
E63	786	3	544,774.8	889,274.1	978.64	5.00	0.00	66	15.0	7.0	
E64	787	3	544,923.2	889,272.8	978.70	5.00	0.00	66	15.0	7.0	
E65	788	1	544,747.8	888,372.8	976.22	5.00	0.00	66	15.0	7.0	
E66	789	1	544,798.8	888,019.8	974.12	5.00	0.00	66	15.0	7.0	
E67	790	1	544,764.8	887,719.1	972.29	5.00	0.00	66	15.0	7.0	
E68	791	1	544,959.6	887,284.2	972.08	5.00	0.00	66	15.0	7.0	
MON3	793	1	544,792.3	890,810.1	985.39	5.00	0.00	66	15.0	7.0	Y

INPUT: ROADWAYS

SR303 Van Buren to MC 85

AZTEC Engineering			18 August 2022							
AZTEC Engineering			TNM 2.5							
INPUT: ROADWAYS						Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA				
PROJECT/CONTRACT:			SR303 Van Buren to MC 85							
RUN:			SR 303, Van Buren to Yuma, SB							

Roadway Name	Width	Points			Coordinates (pavement)			Flow Control		Segment	On Struct?
		Name	No.		X	Y	Z	Control Device	Speed Constraint		
	ft				ft	ft	ft		mph	%	
SR303L NB Frontage Rd	24.0	11+00.00	856		544,601.2	891,947.3	994.10				Average
		12+00.00	857		544,582.7	892,045.5	994.60				Average
		14+00.00	858		544,545.6	892,242.1	995.50				Average
		15+18.10	859		544,523.8	892,358.1	996.00				Average
		16+00.00	860		544,510.3	892,438.9	996.40				Average
		18+00.00	861		544,492.1	892,638.0	997.30				Average
		18+84.50	862		544,490.7	892,722.5	997.70				Average
		20+00.00	863		544,491.4	892,838.0	998.30				Average
		22+00.00	864		544,492.5	893,038.0	999.20				
Ramp NE	12.0	14+00.00	2457		544,401.0	892,801.2	1,002.30				Average
		15+00.00	166		544,399.3	892,901.1	1,002.70				Average
		16+00.00	167		544,398.8	893,001.1	1,003.10				Average
		17+00.00	168		544,399.7	893,101.1	1,003.50				Average
		17+06.87	169		544,399.8	893,108.0	1,003.60				Average
		17+45.20	170		544,400.5	893,146.3	1,003.80				
SR303L_NB_Outside_2	24.0	288+00.00	2739		544,397.0	892,781.5	1,004.50				Average
		290+00.00	1748		544,381.2	892,980.8	1,004.40				Average
		291+50.00	1749		544,369.3	893,130.4	1,005.20				
SR303L_NB_Inside_2	24.0	288+00.00	2740		544,361.1	892,778.6	1,004.50				Average
		290+00.00	1664		544,345.3	892,978.0	1,004.40				Average
		291+50.00	1665		544,333.4	893,127.5	1,005.20				
SR303L_SB_Outside_2	24.0	288+00.00	2747		544,223.8	893,118.8	1,005.20				Average
		290+00.00	2088		544,235.6	892,969.3	1,004.40				Average
		288+00.00	2087		544,251.5	892,769.9	1,004.50				Average
		286+00.00	2086		544,267.3	892,570.6	1,006.10				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		284+00.00	2085	544,277.5	892,371.2	1,009.00				Average
		283+50.00	2084	544,284.9	892,170.2	1,014.60				
SR303L_SB_Inside_2	24.0	291+50.00	2748	544,247.7	893,120.7	1,005.20				Average
		290+00.00	1832	544,259.6	892,971.2	1,004.40				Average
		288+00.00	1831	544,275.4	892,771.8	1,004.50				Average
		286+00.00	1830	544,291.2	892,572.5	1,006.10				Average
		284+00.00	1829	544,307.0	892,373.1	1,009.00				Average
		283+50.00	1828	544,315.1	892,171.3	1,014.60				
SR303L_NB_Inside_3	24.0	1282+00.00	3134	544,408.5	892,180.5	1,014.60				Average
		284+00.00	1661	544,392.7	892,379.9	1,009.00				Average
		286+00.00	1662	544,376.9	892,579.3	1,006.10				Average
		288+00.00	1663	544,361.1	892,778.6	1,004.50				
SR303L_NB_Outside_3	24.0	1282+00.00	3135	544,444.4	892,183.3	1,014.60				Average
		284+00.00	1745	544,428.6	892,382.7	1,009.00				Average
		286+00.00	1746	544,412.8	892,582.1	1,006.10				Average
		288+00.00	1747	544,397.0	892,781.5	1,004.50				
SBFR-LB-YM	24.0	62+00.000	3565	544,320.6	886,467.5	965.00				Average
		61+00.000	3564	544,320.2	886,367.5	964.70				Average
		60+00.000	3563	544,319.8	886,267.5	964.00				Average
		59+00.000	3562	544,319.5	886,167.5	963.30				Average
		58+00.000	3561	544,319.1	886,067.5	962.60				Average
		57+00.000	3560	544,318.7	885,967.5	961.90				Average
		56+00.000	3559	544,318.4	885,867.5	961.70				Average
		55+00.000	3558	544,319.1	885,767.5	962.30				Average
		54+00.000	3557	544,321.5	885,667.5	963.00				Average
		53+00.000	3556	544,325.3	885,567.6	963.30				Average
		52+00.000	3555	544,329.4	885,467.7	963.00				Average
		51+00.000	3554	544,333.6	885,367.8	962.10				Average
		50+00.000	3553	544,337.7	885,267.8	961.10				Average
		49+00.000	3552	544,341.9	885,167.9	960.30				Average
		48+00.000	3551	544,346.1	885,068.0	959.80				Average
		47+00.000	3550	544,350.2	884,968.1	959.40				Average
		46+00.000	3549	544,354.4	884,868.2	959.00				Average
		45+00.000	3548	544,358.5	884,768.3	958.50				
YM-RC	12.0	35+00.000	3678	544,318.4	889,057.0	1,005.20				Average
		34+00.000	3677	544,316.7	888,957.0	1,004.20				Average
		33+00.000	3676	544,313.8	888,857.1	1,002.70				Average
		32+00.000	3675	544,309.7	888,757.2	1,000.70				Average
		31+00.000	3674	544,304.5	888,657.3	998.30				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		30+00.000	3673	544,298.1	888,557.5	995.80				Average	
		29+00.000	3672	544,291.7	888,457.7	993.30				Average	
		28+00.000	3671	544,286.8	888,357.8	990.50				Average	
		27+00.000	3670	544,283.4	888,257.9	987.30				Average	
		26+00.000	3669	544,281.4	888,157.9	983.70				Average	
		25+00.000	3668	544,280.9	888,057.9	979.70				Average	
		24+00.000	3667	544,281.8	887,957.9	976.10				Average	
		23+00.000	3666	544,284.1	887,857.9	973.50				Average	
		22+00.000	3665	544,288.0	887,758.0	971.80				Average	
		21+00.000	3664	544,293.2	887,658.2	971.20				Average	
		20+00.000	3663	544,299.9	887,558.4	972.00				Average	
		19+00.000	3662	544,307.1	887,458.6	971.40				Average	
		18+00.000	3661	544,314.2	887,358.9	970.80				Average	
		17+00.000	3660	544,321.2	887,259.1	970.30				Average	
		16+00.000	3659	544,326.8	887,159.3	969.80				Average	
		15+00.000	3658	544,330.8	887,059.4	969.30				Average	
		14+00.000	3657	544,333.2	886,959.4	968.80				Average	
		13+00.000	3656	544,334.0	886,859.4	968.30				Average	
		12+00.000	3655	544,333.7	886,759.4	968.20				Average	
		11+00.000	3654	544,333.3	886,659.4	967.90				Average	
		point4282	4282	544,333.1	886,609.4	967.90					
SBFR-YM-VB	24.0	62+00.000	3731	544,179.6	891,752.7	990.40				Average	
		61+00.000	3730	544,185.4	891,652.8	990.10				Average	
		60+00.000	3729	544,191.2	891,553.0	990.20				Average	
		59+00.000	3728	544,196.9	891,453.2	990.90				Average	
		58+00.000	3727	544,201.7	891,353.3	991.80				Average	
		57+00.000	3726	544,204.9	891,253.3	992.60				Average	
		56+00.000	3725	544,206.4	891,153.3	992.90				Average	
		55+00.000	3724	544,206.4	891,053.3	992.70				Average	
		54+00.000	3723	544,204.8	890,953.4	991.90				Average	
		53+00.000	3722	544,202.8	890,853.4	990.60				Average	
		52+00.000	3721	544,202.4	890,753.4	989.20				Average	
		51+00.000	3720	544,203.6	890,653.4	988.00				Average	
		50+00.000	3719	544,206.3	890,553.4	987.10				Average	
		49+00.000	3718	544,210.6	890,453.5	986.40				Average	
		48+00.000	3717	544,216.5	890,353.7	985.90				Average	
		47+00.000	3716	544,224.0	890,254.0	985.40				Average	
		46+00.000	3715	544,233.0	890,154.4	984.80				Average	
		45+00.000	3714	544,241.6	890,054.8	984.30				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		44+00.000	3713	544,248.7	889,955.0	983.70				Average
		43+00.000	3712	544,254.2	889,855.2	983.10				Average
		42+00.000	3711	544,258.1	889,755.2	982.40				Average
		41+00.000	3710	544,260.4	889,655.3	981.70				Average
		40+00.000	3709	544,261.1	889,555.3	981.00				Average
		39+00.000	3708	544,260.6	889,455.3	980.30				Average
		38+00.000	3707	544,260.1	889,355.3	979.90				Average
		37+00.000	3706	544,259.6	889,255.3	980.60				
VB-RB	12.0	10+00.000	3732	544,514.6	889,450.1	1,005.00				Average
		11+00.000	3733	544,515.9	889,550.0	1,003.70				Average
		12+00.000	3734	544,518.7	889,650.0	1,002.40				Average
		13+00.000	3735	544,523.1	889,749.9	1,001.00				Average
		14+00.000	3736	544,529.1	889,849.7	999.50				Average
		15+00.000	3737	544,536.4	889,949.5	998.10				Average
		16+00.000	3738	544,543.9	890,049.2	996.60				Average
		17+00.000	3739	544,551.4	890,148.9	995.10				Average
		18+00.000	3740	544,558.8	890,248.6	993.70				Average
		19+00.000	3741	544,566.3	890,348.3	992.20				Average
		20+00.000	3742	544,573.8	890,448.1	991.10				Average
		21+00.000	3743	544,581.2	890,547.8	990.60				Average
		22+00.000	3744	544,588.7	890,647.5	985.20				Average
		23+00.000	3745	544,596.2	890,747.2	985.30				Average
		24+00.000	3746	544,603.6	890,846.9	991.80				Average
		25+00.000	3747	544,608.1	890,946.8	991.40				Average
		26+00.000	3748	544,608.3	891,046.8	990.60				Average
		27+00.000	3749	544,604.6	891,146.8	989.90				Average
		28+00.000	3750	544,599.1	891,246.6	989.00				Average
		29+00.000	3751	544,592.0	891,346.4	988.50				Average
		30+00.000	3752	544,583.8	891,446.0	989.00				Average
		31+00.000	3753	544,575.6	891,545.7	990.00				Average
		32+00.000	3754	544,567.3	891,645.3	991.00				Average
		33+00.000	3755	544,559.1	891,745.0	992.00				Average
		point4287	4287	544,555.0	891,794.8	992.00				
VB-RA	24.0	27+00.000	3774	544,190.8	891,766.0	993.40	Onramp	15.00	100	Average
		26+00.000	3773	544,196.6	891,666.2	990.40				Average
		25+00.000	3772	544,202.4	891,566.4	990.40				Average
		24+00.000	3771	544,208.2	891,466.5	991.10				Average
		23+00.000	3770	544,218.0	891,367.1	992.00				Average
		22+00.000	3769	544,229.1	891,267.7	993.00				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		21+00.000	3768	544,240.1	891,168.3	993.60				Average
		20+00.000	3767	544,251.1	891,068.9	994.20				Average
		19+00.000	3766	544,262.1	890,969.5	994.40				Average
		18+00.000	3765	544,272.8	890,870.1	994.40				Average
		17+00.000	3764	544,282.4	890,770.5	994.10				Average
		16+00.000	3763	544,290.6	890,670.9	993.70				Average
		15+00.000	3762	544,297.4	890,571.1	993.30				Average
		14+00.000	3761	544,302.9	890,471.3	993.10				Average
		13+00.000	3760	544,307.1	890,371.3	993.20				Average
		12+00.000	3759	544,310.0	890,271.4	993.80				Average
		11+00.000	3758	544,311.5	890,171.4	994.80				Average
		10+00.000	3757	544,311.7	890,071.4	996.20				
YM-RA	24.0	28+00.000	3816	544,332.7	886,501.5	965.00	Onramp	15.00	100	Average
		27+00.000	3815	544,332.3	886,401.5	965.00				Average
		26+00.000	3814	544,332.0	886,301.5	964.50				Average
		25+00.000	3813	544,331.6	886,201.5	963.80				Average
		24+00.000	3812	544,334.1	886,101.5	963.20				Average
		23+00.000	3811	544,339.4	886,001.7	962.60				Average
		22+00.000	3810	544,344.7	885,901.8	962.20				Average
		21+00.000	3809	544,350.0	885,802.0	962.60				Average
		20+00.000	3808	544,355.3	885,702.1	963.50				Average
		19+00.000	3807	544,360.6	885,602.2	963.90				Average
		18+00.000	3806	544,365.9	885,502.4	963.80				Average
		17+00.000	3805	544,371.2	885,402.5	963.10				Average
		16+00.000	3804	544,376.5	885,302.7	961.90				Average
		15+00.000	3803	544,381.7	885,202.8	960.50				Average
		14+00.000	3802	544,387.0	885,102.9	959.20				Average
		13+00.000	3801	544,391.3	885,003.0	958.20				Average
		12+00.000	3800	544,394.3	884,903.1	957.40				Average
		11+00.000	3799	544,395.9	884,803.1	956.90				Average
		10+00.000	3798	544,396.2	884,703.1	956.40				
LilacSt_WB1	12.0	point4097	4097	544,259.2	889,225.4	980.90				Average
		point4096	4096	544,050.5	889,222.5	982.10				Average
		point4095	4095	543,937.3	889,206.5	982.60				
CanyonTrailsBlvd_EB1	12.0	point4104	4104	544,580.4	889,191.5	979.70				Average
		point4103	4103	544,738.5	889,190.5	979.10				Average
		point4324	4324	544,863.4	889,191.4	978.85				
YumaRd_WB1	24.0	point4112	4112	544,410.5	886,605.2	966.50				Average
		point4111	4111	544,003.9	886,601.6	966.70				

**INPUT: ROADWAYS**

**SR303 Van Buren to MC 85**

YumaRd_EB2	24.0	point4119	4119	544,620.8	886,512.5	964.80				Average
		point4118	4118	545,086.8	886,512.5	965.00				
VanBuren_EB2	36.0	point4182	4182	544,488.7	891,809.4	992.60				Average
		point4172	4172	544,852.3	891,810.2	991.80				
VanBuren_WB1	36.0	point4184	4184	544,260.2	891,891.2	991.40				Average
		point4179	4179	543,925.4	891,887.0	991.90				
SR303L_SB_Outside_3	30.0	1282+00.0	3065	544,284.9	892,170.2	1,014.60				Average
		1280+00.0	3066	544,292.0	891,970.6	1,015.90				Average
		1278+00.0	3067	544,306.6	891,771.2	1,015.70				Average
		1276+00.0	3068	544,321.9	891,572.6	1,013.00				Average
		1274+00.0	3069	544,333.7	891,374.8	1,010.00				Average
		1272+00.0	3070	544,341.5	891,176.8	1,005.60				Average
		1270+00.0	3071	544,345.3	890,978.7	1,000.80				Average
		1268+00.0	3072	544,345.2	890,780.0	996.60				Average
		1266+00.0	3073	544,344.2	890,580.0	994.30				Average
		1264+00.0	3074	544,343.2	890,380.0	993.90				Average
		1262+00.0	3075	544,342.2	890,180.0	995.30				Average
		1261+00.0	4252	544,341.7	890,080.0	996.60				
SR303L_SB_Inside_3	30.0	1282+00.0	2996	544,315.1	892,171.3	1,014.60				Average
		1280+00.0	2997	544,327.9	891,971.7	1,015.90				Average
		1278+00.0	2998	544,342.5	891,772.2	1,015.70				Average
		1276+00.0	2999	544,357.8	891,573.4	1,013.70				Average
		1274+00.0	3000	544,369.7	891,375.2	1,010.70				Average
		1272+00.0	3001	544,377.5	891,176.7	1,006.30				Average
		1270+00.0	3002	544,381.2	890,978.1	1,001.50				Average
		1268+00.0	3003	544,380.1	890,779.0	997.30				Average
		1266+00.0	3004	544,376.1	890,579.0	995.00				Average
		1264+00.0	3005	544,372.0	890,379.1	994.50				Average
		1262+00.0	3006	544,367.9	890,179.1	995.90				Average
		1261+00.0	4253	544,366.5	890,079.1	997.10				
SR303L_SB_Outside_3-2	70.0	1261+00.0	4254	544,341.7	890,080.0	996.60				Average
		1260+00.0	3076	544,341.2	889,980.0	998.00				Average
		1258+00.0	3077	544,340.2	889,780.0	1,000.60				Average
		1256+00.0	3078	544,339.2	889,580.0	1,003.20				Average
		1254+00.0	3079	544,338.2	889,380.0	1,005.50				Average
		1252+00.0	3080	544,337.3	889,180.0	1,006.10				Average
		1250+00.0	3081	544,336.3	888,980.0	1,004.80				
SR303L_SB_Inside_3-2	30.0	1261+00.0	4255	544,366.5	890,079.1	997.10				Average
		1260+00.0	3007	544,365.2	889,979.1	998.40				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1258+00.0	3008	544,364.2	889,779.1	1,001.10				Average
		1256+00.0	3009	544,363.2	889,579.1	1,003.70				Average
		1254+00.0	3010	544,362.2	889,379.1	1,006.00				Average
		1252+00.0	3011	544,361.2	889,179.1	1,006.60				Average
		1250+00.0	3012	544,360.2	888,979.1	1,005.30				
SR303L_NB_Outside_4-2	30.0	1255+00.0	4258	544,508.7	889,479.1	1,004.60				Average
		1256+00.0	2940	544,509.2	889,579.1	1,003.50				Average
		1258+00.0	2939	544,510.2	889,779.1	1,000.80				Average
		1260+00.0	2938	544,511.2	889,979.1	998.20				Average
		1262+00.0	2937	544,512.2	890,179.1	995.60				Average
		1264+00.0	2936	544,513.2	890,379.1	994.10				Average
		1266+00.0	2935	544,514.2	890,579.1	994.60				Average
		1268+00.0	2934	544,515.2	890,779.1	996.90				Average
		1270+00.0	2933	544,515.2	890,980.2	1,001.00				Average
		1272+00.0	2932	544,511.4	891,181.8	1,005.80				Average
		1274+00.0	2931	544,503.5	891,383.2	1,010.20				Average
		1276+00.0	2930	544,491.5	891,584.5	1,013.30				Average
		1278+00.0	2929	544,476.1	891,784.6	1,015.70				Average
		1280+00.0	2928	544,460.2	891,984.0	1,015.90				Average
		1282+00.0	2927	544,444.4	892,183.3	1,014.60				
SR303L_NB_Inside_4-2	30.0	1255+00.0	4259	544,474.1	889,479.3	1,005.30				Average
		1256+00.0	2871	544,473.2	889,579.3	1,004.20				Average
		1258+00.0	2870	544,474.2	889,779.3	1,001.60				Average
		1260+00.0	2869	544,475.2	889,979.3	998.90				Average
		1262+00.0	2868	544,476.2	890,179.3	996.30				Average
		1264+00.0	2867	544,477.2	890,379.3	994.90				Average
		1266+00.0	2866	544,478.2	890,579.3	995.30				Average
		1268+00.0	2865	544,479.2	890,779.3	997.60				Average
		1270+00.0	2864	544,479.3	890,979.9	1,001.70				Average
		1272+00.0	2863	544,475.4	891,180.7	1,006.50				Average
		1274+00.0	2862	544,467.6	891,381.4	1,011.00				Average
		1276+00.0	2861	544,455.6	891,582.0	1,014.00				Average
		1278+00.0	2860	544,440.2	891,781.8	1,015.70				Average
		1280+00.0	2859	544,424.4	891,981.1	1,015.90				Average
		1282+00.0	2858	544,408.5	892,180.5	1,014.60				
SR303L_SB_Outside_3-2-2	30.0	1250+00.0	4260	544,336.3	888,980.0	1,004.80				Average
		1248+00.0	3082	544,335.9	888,778.9	1,001.70				Average
		1246+00.0	3083	544,339.3	888,577.1	997.10				Average
		1244+00.0	3084	544,346.8	888,375.4	992.40				Average



INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1242+00.0	3085	544,358.3	888,173.9	987.60				Average	
		1240+00.0	3086	544,374.0	887,972.7	982.90				Average	
		1238+00.0	3087	544,391.6	887,774.2	979.30				Average	
		1236+00.0	3088	544,405.4	887,576.5	978.00				Average	
		1234+00.0	3089	544,415.3	887,378.6	979.10				Average	
		1232+00.0	3090	544,421.0	887,180.5	982.40				Average	
		1230+00.0	3091	544,422.8	886,982.4	986.50				Average	
		1228+00.0	3092	544,422.1	886,782.6	989.00				Average	
		1226+00.0	3093	544,421.5	886,582.5	989.60				Average	
		1224+00.0	3094	544,420.8	886,382.6	988.30				Average	
		1222+00.0	3095	544,420.2	886,182.6	985.20				Average	
		1220+00.0	3096	544,419.5	885,982.6	980.40				Average	
		1218+00.0	3097	544,418.9	885,782.6	974.80				Average	
		1216+00.0	3098	544,418.2	885,582.6	969.20				Average	
		1214+00.0	3099	544,417.6	885,382.6	964.50				Average	
		1212+00.0	3100	544,416.9	885,182.6	960.90				Average	
		1210+00.0	3101	544,416.2	884,982.6	958.50				Average	
		1208+00.0	3102	544,415.6	884,782.6	957.10				Average	
		1207+00.0	4266	544,415.2	884,682.6	956.60					
SR303L_SB_Inside_3-2-2	30.0	1250+00.0	4261	544,360.2	888,979.1	1,005.30				Average	
		1248+00.0	3013	544,359.9	888,778.2	1,002.20				Average	
		1246+00.0	3014	544,363.3	888,576.6	997.50				Average	
		1244+00.0	3015	544,370.7	888,375.1	992.80				Average	
		1242+00.0	3016	544,382.3	888,173.9	988.10				Average	
		1240+00.0	3017	544,398.0	887,972.9	983.30				Average	
		1238+00.0	3018	544,415.5	887,774.3	979.80				Average	
		1236+00.0	3019	544,429.4	887,576.4	978.50				Average	
		1234+00.0	3020	544,439.2	887,378.2	979.60				Average	
		1232+00.0	3021	544,445.0	887,179.9	982.90				Average	
		1230+00.0	3022	544,446.7	886,981.6	987.00				Average	
		1228+00.0	3023	544,446.0	886,781.7	989.40				Average	
		1226+00.0	3024	544,445.2	886,581.6	990.00				Average	
		1224+00.0	3025	544,444.5	886,381.7	988.80				Average	
		1222+00.0	3026	544,443.7	886,181.7	985.70				Average	
		1220+00.0	3027	544,443.0	885,981.7	980.80				Average	
		1218+00.0	3028	544,442.2	885,781.7	975.20				Average	
		1216+00.0	3029	544,441.4	885,581.7	969.70				Average	
		1214+00.0	3030	544,440.7	885,381.8	964.90				Average	
		1212+00.0	3031	544,439.9	885,181.8	961.30				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1210+00.0	3032	544,439.2	884,981.8	958.90				Average
		1208+00.0	3033	544,438.4	884,781.8	957.60				Average
		1207+00.0	4267	544,438.0	884,681.8	957.10				
SR303L_NB_Inside_4-2	30.0	1245+00.0	4264	544,488.9	888,481.6	995.40				Average
		1246+00.0	2876	544,485.2	888,581.0	997.80				Average
		1248+00.0	2875	544,481.9	888,779.9	1,002.40				Average
		1250+00.0	2874	544,482.3	888,979.3	1,005.50				Average
		1252+00.0	2873	544,482.0	889,179.3	1,006.80				Average
		1254+00.0	2872	544,475.0	889,379.3	1,006.40				Average
		1255+00.0	4257	544,474.1	889,479.3	1,005.30				
SR303L_NB_Outside_4-2	70.0	1245+00.0	4265	544,512.9	888,482.5	994.90				Average
		1246+00.0	2945	544,509.2	888,581.7	997.30				Average
		1248+00.0	2944	544,505.9	888,780.0	1,001.90				Average
		1250+00.0	2943	544,506.3	888,979.1	1,005.10				Average
		1252+00.0	2942	544,507.3	889,179.1	1,006.30				Average
		1254+00.0	2941	544,508.2	889,379.1	1,005.80				Average
		1255+00.0	4256	544,508.7	889,479.1	1,004.60				
NBFR-YM-VB-2	24.0	point4280	4280	544,708.5	886,607.6	966.10				Average
		11+00.000	3567	544,707.9	886,657.6	966.10				Average
		12+00.000	3568	544,706.7	886,757.6	965.70				Average
		13+00.000	3569	544,705.4	886,857.6	965.70				Average
		14+00.000	3570	544,704.2	886,957.6	967.00				Average
		15+00.000	3571	544,702.9	887,057.6	968.30				Average
		16+00.000	3572	544,701.6	887,157.6	969.50				Average
		17+00.000	3573	544,700.4	887,257.6	970.50				Average
		18+00.000	3574	544,699.0	887,357.6	971.20				Average
		19+00.000	3575	544,696.2	887,457.5	971.60				Average
		20+00.000	3576	544,691.9	887,557.5	972.00				Average
		21+00.000	3577	544,686.0	887,657.3	972.40				Average
		22+00.000	3578	544,678.6	887,757.0	972.80				Average
		23+00.000	3579	544,669.6	887,856.6	973.20				Average
		24+00.000	3580	544,659.0	887,956.0	973.60				Average
		25+00.000	3581	544,646.9	888,055.3	974.00				Average
		26+00.000	3582	544,633.4	888,154.4	974.40				Average
		27+00.000	3583	544,621.0	888,253.6	974.80				Average
		28+00.000	3584	544,610.1	888,353.0	975.20				Average
		29+00.000	3585	544,600.8	888,452.6	975.60				Average
		30+00.000	3586	544,593.2	888,552.3	976.00				Average
		31+00.000	3587	544,587.1	888,652.1	976.40				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		32+00.000	3588	544,582.6	888,752.0	976.80				Average
		33+00.000	3589	544,579.7	888,851.9	977.20				Average
		34+00.000	3590	544,578.4	888,951.9	977.60				Average
		35+00.000	3591	544,578.6	889,051.9	978.20				Average
		36+00.000	3592	544,579.1	889,151.9	979.30				Average
		37+00.000	3593	544,579.6	889,251.9	979.50				
YM-RD	24.0	point4281	4281	544,696.5	886,607.7	966.10	Signal	15.00	100	Average
		11+00.000	3621	544,695.9	886,657.7	966.10				Average
		12+00.000	3622	544,694.7	886,757.7	965.90				Average
		13+00.000	3623	544,693.4	886,857.7	966.00				Average
		14+00.000	3624	544,692.2	886,957.7	967.20				Average
		15+00.000	3625	544,684.5	887,057.3	968.70				Average
		16+00.000	3626	544,675.4	887,156.9	970.10				Average
		17+00.000	3627	544,666.3	887,256.5	971.20				Average
		18+00.000	3628	544,657.2	887,356.1	972.30				Average
		19+00.000	3629	544,647.1	887,455.6	973.40				Average
		20+00.000	3630	544,635.3	887,554.9	974.70				Average
		21+00.000	3631	544,622.1	887,654.0	976.10				Average
		22+00.000	3632	544,607.3	887,752.9	977.80				Average
		23+00.000	3633	544,591.9	887,851.7	979.60				Average
		24+00.000	3634	544,578.0	887,950.7	981.60				Average
		25+00.000	3635	544,565.8	888,050.0	984.00				Average
		26+00.000	3636	544,555.1	888,149.4	986.50				Average
		27+00.000	3637	544,546.0	888,249.0	988.90				Average
		28+00.000	3638	544,538.5	888,348.7	991.30				Average
		29+00.000	3639	544,532.7	888,448.5	993.80				
NBFR-YM-VB-2-2	24.0	point4296	4296	544,579.6	889,251.9	979.50				Average
		38+00.000	3594	544,580.1	889,351.9	979.00				Average
		39+00.000	3595	544,580.6	889,451.9	979.10				Average
		40+00.000	3596	544,581.1	889,551.9	979.50				Average
		41+00.000	3597	544,581.6	889,651.9	979.90				Average
		42+00.000	3598	544,582.2	889,751.9	980.30				Average
		43+00.000	3599	544,584.1	889,851.9	980.70				Average
		44+00.000	3600	544,587.6	889,951.8	981.10				Average
		45+00.000	3601	544,592.8	890,051.7	981.50				Average
		46+00.000	3602	544,599.5	890,151.5	981.90				Average
		47+00.000	3603	544,607.8	890,251.1	982.60				Average
		48+00.000	3604	544,616.3	890,350.8	983.90				Average
		49+00.000	3605	544,623.4	890,450.5	985.80				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		50+00.000	3606	544,628.8	890,550.4	988.40				Average	
		51+00.000	3607	544,632.7	890,650.3	990.70				Average	
		52+00.000	3608	544,635.0	890,750.3	992.10				Average	
		53+00.000	3609	544,635.7	890,850.3	992.60				Average	
		54+00.000	3610	544,634.9	890,950.3	992.20				Average	
		55+00.000	3611	544,632.5	891,050.2	991.30				Average	
		56+00.000	3612	544,628.5	891,150.2	990.30				Average	
		57+00.000	3613	544,623.0	891,250.0	989.40				Average	
		58+00.000	3614	544,615.8	891,349.7	989.00				Average	
		59+00.000	3615	544,607.6	891,449.4	989.50				Average	
		60+00.000	3616	544,599.4	891,549.1	990.50				Average	
		61+00.000	3617	544,591.1	891,648.7	991.50				Average	
		62+00.000	3618	544,582.9	891,748.4	992.00				Average	
		point4286	4286	544,578.8	891,798.2	992.00					
SBFR-YM-VB-2	24.0	point4305	4305	544,259.6	889,255.3	980.60				Average	
		36+00.000	3705	544,259.1	889,155.3	980.60				Average	
		35+00.000	3704	544,258.6	889,055.3	979.40				Average	
		34+00.000	3703	544,258.1	888,955.3	978.60				Average	
		33+00.000	3702	544,257.6	888,855.3	978.10				Average	
		32+00.000	3701	544,255.9	888,755.3	977.60				Average	
		31+00.000	3700	544,252.7	888,655.4	977.10				Average	
		30+00.000	3699	544,247.8	888,555.5	976.60				Average	
		29+00.000	3698	544,241.3	888,455.7	976.00				Average	
		28+00.000	3697	544,234.5	888,355.9	975.50				Average	
		27+00.000	3696	544,230.1	888,256.0	975.00				Average	
		26+00.000	3695	544,228.3	888,156.0	974.50				Average	
		25+00.000	3694	544,229.2	888,056.0	974.00				Average	
		24+00.000	3693	544,232.7	887,956.1	973.50				Average	
		23+00.000	3692	544,238.7	887,856.3	972.90				Average	
		22+00.000	3691	544,247.4	887,756.7	972.40				Average	
		21+00.000	3690	544,258.8	887,657.3	971.90				Average	
		20+00.000	3689	544,270.7	887,558.0	971.40				Average	
		19+00.000	3688	544,281.1	887,458.6	970.90				Average	
		18+00.000	3687	544,289.9	887,359.0	970.40				Average	
		17+00.000	3686	544,297.2	887,259.2	969.80				Average	
		16+00.000	3685	544,302.8	887,159.4	969.30				Average	
		15+00.000	3684	544,306.8	887,059.5	968.80				Average	
		14+00.000	3683	544,309.2	886,959.5	968.30				Average	
		13+00.000	3682	544,310.0	886,859.5	967.80				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		12+00.00	3681	544,309.7	886,759.5	967.80				Average
		11+00.00	3680	544,309.3	886,659.5	967.90				Average
		point4283	4283	544,309.1	886,609.5	967.90				
Ramp WS-2	12.0	point4307	4307	544,120.8	893,104.9	1,002.50				Average
		85+00.00	148	544,138.0	893,006.3	1,002.90				Average
		86+00.00	149	544,155.1	892,907.8	1,003.70				Average
		87+00.00	150	544,172.3	892,809.3	1,004.90				Average
		88+00.00	151	544,189.5	892,710.8	1,005.90				Average
		88+33.14	152	544,195.2	892,678.2	1,006.30				Average
		89+00.00	153	544,206.4	892,612.2	1,006.90				Average
		90+00.00	154	544,222.0	892,513.5	1,007.90				Average
		90+29.62	155	544,226.4	892,484.2	1,008.30				Average
		91+00.00	156	544,236.4	892,414.5	1,009.20				Average
		92+00.00	157	544,249.5	892,315.4	1,010.70				Average
		93+00.00	158	544,261.3	892,216.1	1,012.10				Average
		94+00.00	159	544,271.7	892,116.6	1,013.10				Average
		95+00.00	160	544,280.9	892,017.0	1,013.60				
SR 303 SB Frontage Rd-2-2-2	24.0	point4308	4308	544,037.1	893,103.1	1,001.50				Average
		22+00.00	2614	544,048.2	893,041.9	1,001.30				Average
		21+00.00	2613	544,064.8	892,943.3	1,000.90				Average
		20+00.00	2612	544,079.6	892,844.4	1,000.20				Average
		19+00.00	2611	544,092.7	892,745.2	998.90				Average
		18+00.00	2610	544,104.1	892,645.9	997.30				Average
		16+00.00	2609	544,121.6	892,446.6	994.10				Average
		14+00.00	2608	544,132.1	892,246.9	990.90				Average
		12+98.16	2607	544,134.8	892,145.1	989.70				Average
		12+00.00	2606	544,136.5	892,047.0	989.40				Average
		11+00.00	2605	544,138.3	891,947.0	990.00				Average
		10+65.00	2604	544,138.9	891,912.0	990.30				
SR303L_NB_Inside_4-2-2	30.0	point4314	4314	544,572.5	884,782.0	957.60				Average
		1210+00.0	2894	544,573.3	884,982.0	958.90				Average
		1212+00.0	2893	544,574.0	885,182.0	961.40				Average
		1214+00.0	2892	544,574.8	885,382.0	964.90				Average
		1216+00.0	2891	544,575.5	885,582.0	969.70				Average
		1218+00.0	2890	544,576.3	885,782.0	975.20				Average
		1220+00.0	2889	544,577.0	885,982.0	980.80				Average
		1222+00.0	2888	544,577.8	886,182.0	985.70				Average
		1224+00.0	2887	544,578.5	886,382.0	988.80				Average
		1226+00.0	2886	544,579.3	886,582.4	990.00				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1228+00.0	2885	544,579.5	886,782.0	989.40				Average
		1230+00.0	2884	544,577.3	886,982.2	987.10				Average
		1232+00.0	2883	544,572.7	887,183.4	983.00				Average
		1234+00.0	2882	544,564.0	887,384.4	979.70				Average
		1236+00.0	2881	544,551.2	887,585.2	978.80				Average
		1238+00.0	2880	544,537.1	887,785.8	980.00				Average
		1240+00.0	2879	544,519.5	887,985.5	983.60				Average
		1242+00.0	2878	544,504.0	888,183.8	988.30				Average
		1244+00.0	2877	544,492.6	888,382.3	993.10				Average
		1245+00.0	4262	544,488.9	888,481.6	995.40				
SR303L_NB_Outside_4-2-2	30.0	point4315	4315	544,596.5	884,781.9	957.10				Average
		1210+00.0	2963	544,597.3	884,981.9	958.40				Average
		1212+00.0	2962	544,598.0	885,181.9	960.90				Average
		1214+00.0	2961	544,598.8	885,381.9	964.50				Average
		1216+00.0	2960	544,599.5	885,581.9	969.20				Average
		1218+00.0	2959	544,600.3	885,781.9	974.80				Average
		1220+00.0	2958	544,601.0	885,981.9	980.30				Average
		1222+00.0	2957	544,601.8	886,181.9	985.20				Average
		1224+00.0	2956	544,602.5	886,381.9	988.30				Average
		1226+00.0	2955	544,603.3	886,582.4	989.50				Average
		1228+00.0	2954	544,603.5	886,781.9	989.00				Average
		1230+00.0	2953	544,601.3	886,982.1	986.60				Average
		1232+00.0	2952	544,596.7	887,183.9	982.50				Average
		1234+00.0	2951	544,587.9	887,385.4	979.20				Average
		1236+00.0	2950	544,575.1	887,586.6	978.30				Average
		1238+00.0	2949	544,561.1	887,787.7	979.60				Average
		1240+00.0	2948	544,543.3	887,987.6	983.10				Average
		1242+00.0	2947	544,527.9	888,185.4	987.90				Average
		1244+00.0	2946	544,516.6	888,383.4	992.60				Average
		1245+00.0	4263	544,512.9	888,482.5	994.90				
YM-RB-2	12.0	point4316	4316	544,617.2	884,821.9	956.90				Average
		16+00.000	3781	544,624.0	884,921.7	957.40				Average
		17+00.000	3782	544,631.9	885,021.4	958.20				Average
		18+00.000	3783	544,641.0	885,121.0	959.10				Average
		19+00.000	3784	544,651.2	885,220.4	959.80				Average
		20+00.000	3785	544,662.6	885,319.8	960.00				Average
		21+00.000	3786	544,674.6	885,419.1	959.70				Average
		22+00.000	3787	544,686.6	885,518.4	958.80				Average
		23+00.000	3788	544,697.4	885,617.8	958.10				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		24+00.000	3789	544,704.1	885,717.5	958.10				Average	
		25+00.000	3790	544,706.3	885,817.5	958.40				Average	
		26+00.000	3791	544,705.3	885,917.5	959.80				Average	
		27+00.000	3792	544,704.0	886,017.5	961.20				Average	
		28+00.000	3793	544,702.8	886,117.5	962.20				Average	
		29+00.000	3794	544,701.5	886,217.5	963.20				Average	
		30+00.000	3795	544,700.2	886,317.5	964.20				Average	
		31+00.000	3796	544,699.0	886,417.4	964.50				Average	
		32+00.000	3797	544,697.7	886,505.3	964.70					
NBFR-LB-YM-2-2-2	24.0	point4317	4317	544,663.0	884,768.4	956.90				Average	
		46+00.000	3496	544,671.1	884,868.0	957.90				Average	
		47+00.000	3497	544,680.8	884,967.6	958.80				Average	
		48+00.000	3498	544,691.9	885,066.9	959.70				Average	
		49+00.000	3499	544,702.1	885,166.4	960.30				Average	
		50+00.000	3500	544,710.8	885,266.0	960.50				Average	
		51+00.000	3501	544,717.9	885,365.8	960.30				Average	
		52+00.000	3502	544,723.4	885,465.6	959.80				Average	
		53+00.000	3503	544,727.4	885,565.5	959.30				Average	
		54+00.000	3504	544,729.8	885,665.5	958.90				Average	
		55+00.000	3505	544,730.7	885,765.5	959.00				Average	
		56+00.000	3506	544,729.9	885,865.5	959.40				Average	
		57+00.000	3507	544,728.7	885,965.5	960.20				Average	
		58+00.000	3508	544,727.4	886,065.5	961.20				Average	
		59+00.000	3509	544,726.2	886,165.5	962.20				Average	
		60+00.000	3510	544,724.9	886,265.5	963.20				Average	
		61+00.000	3511	544,723.6	886,365.5	964.20				Average	
		62+00.000	3512	544,722.4	886,465.5	964.70					
VanBuren_EB1-2	36.0	point4318	4318	543,926.5	891,830.1	992.20				Average	
		point4169	4169	544,258.6	891,810.5	991.50					
VanBuren_WB2-2	36.0	point4321	4321	544,855.4	891,880.1	991.80				Average	
		point4176	4176	544,487.4	891,890.1	992.70					
LilacSt_EB1-2	12.0	point4322	4322	543,952.7	889,179.8	982.50				Average	
		point4107	4107	544,059.4	889,193.0	982.20				Average	
		point4140	4140	544,255.8	889,193.1	980.90					
CanyonTrailsBlvd_WB1-2	12.0	point4326	4326	544,858.0	889,220.6	978.90				Average	
		point4143	4143	544,580.6	889,217.4	979.90					
YumaRd_EB1-2	24.0	point4327	4327	544,010.6	886,521.3	965.90				Average	
		point4152	4152	544,395.1	886,520.1	966.30					
YumaRd_WB2-2	24.0	point4330	4330	545,088.6	886,594.2	965.10				Average	

**INPUT: ROADWAYS**

**SR303 Van Buren to MC 85**

		point4148	4148	544,609.4	886,600.7	965.40					
--	--	-----------	------	-----------	-----------	--------	--	--	--	--	--



INPUT: TRAFFIC FOR LAeq1h Volumes

SR303 Van Buren to MC 85

AZTEC Engineering		18 August 2022										
AZTEC Engineering		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		SR303 Van Buren to MC 85										
RUN:		SR 303, Van Buren to Yuma, SB										
Roadway	Points											
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles	
			Autos									
			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
SR303L NB Frontage Rd	11+00.00	856	360	50	18	50	1	50	0	0	0	0
	12+00.00	857	360	50	18	50	1	50	0	0	0	0
	14+00.00	858	360	50	18	50	1	50	0	0	0	0
	15+18.10	859	360	50	18	50	1	50	0	0	0	0
	16+00.00	860	360	50	18	50	1	50	0	0	0	0
	18+00.00	861	360	50	18	50	1	50	0	0	0	0
	18+84.50	862	360	50	18	50	1	50	0	0	0	0
	20+00.00	863	360	50	18	50	1	50	0	0	0	0
	22+00.00	864										
Ramp NE	14+00.00	2457	736	60	61	60	3	60	0	0	0	0
	15+00.00	166	736	60	61	60	3	60	0	0	0	0
	16+00.00	167	736	60	61	60	3	60	0	0	0	0
	17+00.00	168	736	60	61	60	3	60	0	0	0	0
	17+06.87	169	736	60	61	60	3	60	0	0	0	0
	17+45.20	170										
SR303L_NB_Outside_2	288+00.00	2739	1156	70	224	70	55	70	0	0	0	0
	290+00.00	1748	1156	70	224	70	55	70	0	0	0	0
	291+50.00	1749										
SR303L_NB_Inside_2	288+00.00	2740	1156	70	224	70	55	70	0	0	0	0
	290+00.00	1664	1156	70	224	70	55	70	0	0	0	0
	291+50.00	1665										
SR303L_SB_Outside_2	288+00.00	2747	1200	70	229	70	53	70	0	0	0	0
	290+00.00	2088	1200	70	229	70	53	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	288+00.00	2087	1200	70	229	70	53	70	0	0	0	0
	286+00.00	2086	1200	70	229	70	53	70	0	0	0	0
	284+00.00	2085	1200	70	229	70	53	70	0	0	0	0
	283+50.00	2084										
SR303L_SB_Inside_2	291+50.00	2748	1200	70	229	70	53	70	0	0	0	0
	290+00.00	1832	1200	70	229	70	53	70	0	0	0	0
	288+00.00	1831	1200	70	229	70	53	70	0	0	0	0
	286+00.00	1830	1200	70	229	70	53	70	0	0	0	0
	284+00.00	1829	1200	70	229	70	53	70	0	0	0	0
	283+50.00	1828										
SR303L_NB_Inside_3	1282+00.000	3134	1513	70	264	70	57	70	0	0	0	0
	284+00.00	1661	1513	70	264	70	57	70	0	0	0	0
	286+00.00	1662	1513	70	264	70	57	70	0	0	0	0
	288+00.00	1663										
SR303L_NB_Outside_3	1282+00.000	3135	1513	70	264	70	57	70	0	0	0	0
	284+00.00	1745	1513	70	264	70	57	70	0	0	0	0
	286+00.00	1746	1513	70	264	70	57	70	0	0	0	0
	288+00.00	1747										
SBFR-LB-YM	62+00.000	3565	323	50	5	50	0	0	0	0	0	0
	61+00.000	3564	323	50	5	50	0	0	0	0	0	0
	60+00.000	3563	323	50	5	50	0	0	0	0	0	0
	59+00.000	3562	323	50	5	50	0	0	0	0	0	0
	58+00.000	3561	323	50	5	50	0	0	0	0	0	0
	57+00.000	3560	323	50	5	50	0	0	0	0	0	0
	56+00.000	3559	323	50	5	50	0	0	0	0	0	0
	55+00.000	3558	323	50	5	50	0	0	0	0	0	0
	54+00.000	3557	323	50	5	50	0	0	0	0	0	0
	53+00.000	3556	323	50	5	50	0	0	0	0	0	0
	52+00.000	3555	323	50	5	50	0	0	0	0	0	0
	51+00.000	3554	323	50	5	50	0	0	0	0	0	0
	50+00.000	3553	323	50	5	50	0	0	0	0	0	0
	49+00.000	3552	323	50	5	50	0	0	0	0	0	0
	48+00.000	3551	323	50	5	50	0	0	0	0	0	0
	47+00.000	3550	323	50	5	50	0	0	0	0	0	0
	46+00.000	3549	323	50	5	50	0	0	0	0	0	0
	45+00.000	3548										

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

YM-RC	35+00.000	3678	1058	50	64	50	5	50	0	0	0	0
	34+00.000	3677	1058	50	64	50	5	50	0	0	0	0
	33+00.000	3676	1058	50	64	50	5	50	0	0	0	0
	32+00.000	3675	1058	50	64	50	5	50	0	0	0	0
	31+00.000	3674	1058	50	64	50	5	50	0	0	0	0
	30+00.000	3673	1058	50	64	50	5	50	0	0	0	0
	29+00.000	3672	1058	50	64	50	5	50	0	0	0	0
	28+00.000	3671	1058	50	64	50	5	50	0	0	0	0
	27+00.000	3670	1058	50	64	50	5	50	0	0	0	0
	26+00.000	3669	1058	50	64	50	5	50	0	0	0	0
	25+00.000	3668	1058	50	64	50	5	50	0	0	0	0
	24+00.000	3667	1058	50	64	50	5	50	0	0	0	0
	23+00.000	3666	1058	50	64	50	5	50	0	0	0	0
	22+00.000	3665	1058	50	64	50	5	50	0	0	0	0
	21+00.000	3664	1058	50	64	50	5	50	0	0	0	0
	20+00.000	3663	1058	50	64	50	5	50	0	0	0	0
	19+00.000	3662	1058	50	64	50	5	50	0	0	0	0
	18+00.000	3661	1058	50	64	50	5	50	0	0	0	0
	17+00.000	3660	1058	50	64	50	5	50	0	0	0	0
	16+00.000	3659	1058	50	64	50	5	50	0	0	0	0
	15+00.000	3658	1058	50	64	50	5	50	0	0	0	0
	14+00.000	3657	1058	50	64	50	5	50	0	0	0	0
	13+00.000	3656	1058	50	64	50	5	50	0	0	0	0
	12+00.000	3655	1058	50	64	50	5	50	0	0	0	0
	11+00.000	3654	1058	50	64	50	5	50	0	0	0	0
	point4282	4282										
SBFR-YM-VB	62+00.000	3731	253	50	4	50	0	0	0	0	0	0
	61+00.000	3730	253	50	4	50	0	0	0	0	0	0
	60+00.000	3729	253	50	4	50	0	0	0	0	0	0
	59+00.000	3728	253	50	4	50	0	0	0	0	0	0
	58+00.000	3727	253	50	4	50	0	0	0	0	0	0
	57+00.000	3726	253	50	4	50	0	0	0	0	0	0
	56+00.000	3725	253	50	4	50	0	0	0	0	0	0
	55+00.000	3724	253	50	4	50	0	0	0	0	0	0
	54+00.000	3723	253	50	4	50	0	0	0	0	0	0
	53+00.000	3722	253	50	4	50	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	52+00.000	3721	253	50	4	50	0	0	0	0	0	0
	51+00.000	3720	253	50	4	50	0	0	0	0	0	0
	50+00.000	3719	253	50	4	50	0	0	0	0	0	0
	49+00.000	3718	253	50	4	50	0	0	0	0	0	0
	48+00.000	3717	253	50	4	50	0	0	0	0	0	0
	47+00.000	3716	253	50	4	50	0	0	0	0	0	0
	46+00.000	3715	253	50	4	50	0	0	0	0	0	0
	45+00.000	3714	253	50	4	50	0	0	0	0	0	0
	44+00.000	3713	253	50	4	50	0	0	0	0	0	0
	43+00.000	3712	253	50	4	50	0	0	0	0	0	0
	42+00.000	3711	253	50	4	50	0	0	0	0	0	0
	41+00.000	3710	253	50	4	50	0	0	0	0	0	0
	40+00.000	3709	253	50	4	50	0	0	0	0	0	0
	39+00.000	3708	253	50	4	50	0	0	0	0	0	0
	38+00.000	3707	253	50	4	50	0	0	0	0	0	0
	37+00.000	3706										
VB-RB	10+00.000	3732	500	50	29	50	0	0	0	0	0	0
	11+00.000	3733	500	50	29	50	0	0	0	0	0	0
	12+00.000	3734	500	50	29	50	0	0	0	0	0	0
	13+00.000	3735	500	50	29	50	0	0	0	0	0	0
	14+00.000	3736	500	50	29	50	0	0	0	0	0	0
	15+00.000	3737	500	50	29	50	0	0	0	0	0	0
	16+00.000	3738	500	50	29	50	0	0	0	0	0	0
	17+00.000	3739	500	50	29	50	0	0	0	0	0	0
	18+00.000	3740	500	50	29	50	0	0	0	0	0	0
	19+00.000	3741	500	50	29	50	0	0	0	0	0	0
	20+00.000	3742	500	50	29	50	0	0	0	0	0	0
	21+00.000	3743	500	50	29	50	0	0	0	0	0	0
	22+00.000	3744	500	50	29	50	0	0	0	0	0	0
	23+00.000	3745	500	50	29	50	0	0	0	0	0	0
	24+00.000	3746	500	50	29	50	0	0	0	0	0	0
	25+00.000	3747	500	50	29	50	0	0	0	0	0	0
	26+00.000	3748	500	50	29	50	0	0	0	0	0	0
	27+00.000	3749	500	50	29	50	0	0	0	0	0	0
	28+00.000	3750	500	50	29	50	0	0	0	0	0	0
	29+00.000	3751	500	50	29	50	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	30+00.000	3752	500	50	29	50	0	0	0	0	0	0
	31+00.000	3753	500	50	29	50	0	0	0	0	0	0
	32+00.000	3754	500	50	29	50	0	0	0	0	0	0
	33+00.000	3755	500	50	29	50	0	0	0	0	0	0
	point4287	4287										
VB-RA	27+00.000	3774	477	50	21	50	1	50	0	0	0	0
	26+00.000	3773	477	50	21	50	1	50	0	0	0	0
	25+00.000	3772	477	50	21	50	1	50	0	0	0	0
	24+00.000	3771	477	50	21	50	1	50	0	0	0	0
	23+00.000	3770	477	50	21	50	1	50	0	0	0	0
	22+00.000	3769	477	50	21	50	1	50	0	0	0	0
	21+00.000	3768	477	50	21	50	1	50	0	0	0	0
	20+00.000	3767	477	50	21	50	1	50	0	0	0	0
	19+00.000	3766	477	50	21	50	1	50	0	0	0	0
	18+00.000	3765	477	50	21	50	1	50	0	0	0	0
	17+00.000	3764	477	50	21	50	1	50	0	0	0	0
	16+00.000	3763	477	50	21	50	1	50	0	0	0	0
	15+00.000	3762	477	50	21	50	1	50	0	0	0	0
	14+00.000	3761	477	50	21	50	1	50	0	0	0	0
	13+00.000	3760	477	50	21	50	1	50	0	0	0	0
	12+00.000	3759	477	50	21	50	1	50	0	0	0	0
	11+00.000	3758	477	50	21	50	1	50	0	0	0	0
	10+00.000	3757										
YM-RA	28+00.000	3816	518	50	15	50	1	50	0	0	0	0
	27+00.000	3815	518	50	15	50	1	50	0	0	0	0
	26+00.000	3814	518	50	15	50	1	50	0	0	0	0
	25+00.000	3813	518	50	15	50	1	50	0	0	0	0
	24+00.000	3812	518	50	15	50	1	50	0	0	0	0
	23+00.000	3811	518	50	15	50	1	50	0	0	0	0
	22+00.000	3810	518	50	15	50	1	50	0	0	0	0
	21+00.000	3809	518	50	15	50	1	50	0	0	0	0
	20+00.000	3808	518	50	15	50	1	50	0	0	0	0
	19+00.000	3807	518	50	15	50	1	50	0	0	0	0
	18+00.000	3806	518	50	15	50	1	50	0	0	0	0
	17+00.000	3805	518	50	15	50	1	50	0	0	0	0
	16+00.000	3804	518	50	15	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	15+00.000	3803	518	50	15	50	1	50	0	0	0	0
	14+00.000	3802	518	50	15	50	1	50	0	0	0	0
	13+00.000	3801	518	50	15	50	1	50	0	0	0	0
	12+00.000	3800	518	50	15	50	1	50	0	0	0	0
	11+00.000	3799	518	50	15	50	1	50	0	0	0	0
	10+00.000	3798										
LilacSt_WB1	point4097	4097	305	30	5	30	0	0	0	0	0	0
	point4096	4096	305	30	5	30	0	0	0	0	0	0
	point4095	4095										
CanyonTrailsBlvd_EB1	point4104	4104	699	30	10	30	1	30	0	0	0	0
	point4103	4103	699	30	10	30	1	30	0	0	0	0
	point4324	4324										
YumaRd_WB1	point4112	4112	1450	50	71	50	5	50	0	0	0	0
	point4111	4111										
YumaRd_EB2	point4119	4119	936	50	29	50	4	50	0	0	0	0
	point4118	4118										
VanBuren_EB2	point4182	4182	673	50	20	50	1	50	0	0	0	0
	point4172	4172										
VanBuren_WB1	point4184	4184	1251	50	32	50	1	50	0	0	0	0
	point4179	4179										
SR303L_SB_Outside_3	1282+00.000	3065	1977	70	277	70	57	70	0	0	0	0
	1280+00.000	3066	1977	70	277	70	57	70	0	0	0	0
	1278+00.000	3067	1977	70	277	70	57	70	0	0	0	0
	1276+00.000	3068	1977	70	277	70	57	70	0	0	0	0
	1274+00.000	3069	1977	70	277	70	57	70	0	0	0	0
	1272+00.000	3070	1977	70	277	70	57	70	0	0	0	0
	1270+00.000	3071	1977	70	277	70	57	70	0	0	0	0
	1268+00.000	3072	1977	70	277	70	57	70	0	0	0	0
	1266+00.000	3073	1977	70	277	70	57	70	0	0	0	0
	1264+00.000	3074	1977	70	277	70	57	70	0	0	0	0
	1262+00.000	3075	1977	70	277	70	57	70	0	0	0	0
	1261+00.000	4252										
SR303L_SB_Inside_3	1282+00.000	2996	1977	70	277	70	57	70	0	0	0	0
	1280+00.000	2997	1977	70	277	70	57	70	0	0	0	0
	1278+00.000	2998	1977	70	277	70	57	70	0	0	0	0
	1276+00.000	2999	1977	70	277	70	57	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1274+00.000	3000	1977	70	277	70	57	70	0	0	0	0
	1272+00.000	3001	1977	70	277	70	57	70	0	0	0	0
	1270+00.000	3002	1977	70	277	70	57	70	0	0	0	0
	1268+00.000	3003	1977	70	277	70	57	70	0	0	0	0
	1266+00.000	3004	1977	70	277	70	57	70	0	0	0	0
	1264+00.000	3005	1977	70	277	70	57	70	0	0	0	0
	1262+00.000	3006	1977	70	277	70	57	70	0	0	0	0
	1261+00.000	4253										
SR303L_SB_Outside_3-2	1261+00.00	4254	2215	70	288	70	58	70	0	0	0	0
	1260+00.000	3076	2215	70	288	70	58	70	0	0	0	0
	1258+00.000	3077	2215	70	288	70	58	70	0	0	0	0
	1256+00.000	3078	2215	70	288	70	58	70	0	0	0	0
	1254+00.000	3079	2215	70	288	70	58	70	0	0	0	0
	1252+00.000	3080	2215	70	288	70	58	70	0	0	0	0
	1250+00.000	3081										
SR303L_SB_Inside_3-2	1261+00.00	4255	2215	70	288	70	58	70	0	0	0	0
	1260+00.000	3007	2215	70	288	70	58	70	0	0	0	0
	1258+00.000	3008	2215	70	288	70	58	70	0	0	0	0
	1256+00.000	3009	2215	70	288	70	58	70	0	0	0	0
	1254+00.000	3010	2215	70	288	70	58	70	0	0	0	0
	1252+00.000	3011	2215	70	288	70	58	70	0	0	0	0
	1250+00.000	3012										
SR303L_NB_Outside_4-2	1255+00.000	4258	1513	70	264	70	57	70	0	0	0	0
	1256+00.000	2940	1513	70	264	70	57	70	0	0	0	0
	1258+00.000	2939	1513	70	264	70	57	70	0	0	0	0
	1260+00.000	2938	1513	70	264	70	57	70	0	0	0	0
	1262+00.000	2937	1513	70	264	70	57	70	0	0	0	0
	1264+00.000	2936	1513	70	264	70	57	70	0	0	0	0
	1266+00.000	2935	1513	70	264	70	57	70	0	0	0	0
	1268+00.000	2934	1513	70	264	70	57	70	0	0	0	0
	1270+00.000	2933	1513	70	264	70	57	70	0	0	0	0
	1272+00.000	2932	1513	70	264	70	57	70	0	0	0	0
	1274+00.000	2931	1513	70	264	70	57	70	0	0	0	0
	1276+00.000	2930	1513	70	264	70	57	70	0	0	0	0
	1278+00.000	2929	1513	70	264	70	57	70	0	0	0	0
	1280+00.000	2928	1513	70	264	70	57	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1282+00.000	2927										
SR303L_NB_Inside_4-2	1255+00.000	4259	1513	70	264	70	57	70	0	0	0	0
	1256+00.000	2871	1513	70	264	70	57	70	0	0	0	0
	1258+00.000	2870	1513	70	264	70	57	70	0	0	0	0
	1260+00.000	2869	1513	70	264	70	57	70	0	0	0	0
	1262+00.000	2868	1513	70	264	70	57	70	0	0	0	0
	1264+00.000	2867	1513	70	264	70	57	70	0	0	0	0
	1266+00.000	2866	1513	70	264	70	57	70	0	0	0	0
	1268+00.000	2865	1513	70	264	70	57	70	0	0	0	0
	1270+00.000	2864	1513	70	264	70	57	70	0	0	0	0
	1272+00.000	2863	1513	70	264	70	57	70	0	0	0	0
	1274+00.000	2862	1513	70	264	70	57	70	0	0	0	0
	1276+00.000	2861	1513	70	264	70	57	70	0	0	0	0
	1278+00.000	2860	1513	70	264	70	57	70	0	0	0	0
	1280+00.000	2859	1513	70	264	70	57	70	0	0	0	0
	1282+00.000	2858										
SR303L_SB_Outside_3-2-2	1250+00.000	4260	1686	70	256	70	56	70	0	0	0	0
	1248+00.000	3082	1686	70	256	70	56	70	0	0	0	0
	1246+00.000	3083	1686	70	256	70	56	70	0	0	0	0
	1244+00.000	3084	1686	70	256	70	56	70	0	0	0	0
	1242+00.000	3085	1686	70	256	70	56	70	0	0	0	0
	1240+00.000	3086	1686	70	256	70	56	70	0	0	0	0
	1238+00.000	3087	1686	70	256	70	56	70	0	0	0	0
	1236+00.000	3088	1686	70	256	70	56	70	0	0	0	0
	1234+00.000	3089	1686	70	256	70	56	70	0	0	0	0
	1232+00.000	3090	1686	70	256	70	56	70	0	0	0	0
	1230+00.000	3091	1686	70	256	70	56	70	0	0	0	0
	1228+00.000	3092	1686	70	256	70	56	70	0	0	0	0
	1226+00.000	3093	1686	70	256	70	56	70	0	0	0	0
	1224+00.000	3094	1686	70	256	70	56	70	0	0	0	0
	1222+00.000	3095	1686	70	256	0	56	70	0	0	0	0
	1220+00.000	3096	1686	70	256	70	56	70	0	0	0	0
	1218+00.000	3097	1686	70	256	70	56	70	0	0	0	0
	1216+00.000	3098	1686	70	256	70	56	70	0	0	0	0
	1214+00.000	3099	1686	70	256	70	56	70	0	0	0	0
	1212+00.000	3100	1686	70	256	70	56	70	0	0	0	0



**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1210+00.000	3101	1686	70	256	70	56	70	0	0	0	0
	1208+00.000	3102	1686	70	256	70	56	70	0	0	0	0
	1207+00.000	4266										
SR303L_SB_Inside_3-2-2	1250+00.000	4261	1686	70	256	70	56	70	0	0	0	0
	1248+00.000	3013	1686	70	256	70	56	70	0	0	0	0
	1246+00.000	3014	1686	70	256	70	56	70	0	0	0	0
	1244+00.000	3015	1686	70	256	70	56	70	0	0	0	0
	1242+00.000	3016	1686	70	256	70	56	70	0	0	0	0
	1240+00.000	3017	1686	70	256	70	56	70	0	0	0	0
	1238+00.000	3018	1686	70	256	70	56	70	0	0	0	0
	1236+00.000	3019	1686	70	256	70	56	70	0	0	0	0
	1234+00.000	3020	1686	70	256	70	56	70	0	0	0	0
	1232+00.000	3021	1686	70	256	70	56	70	0	0	0	0
	1230+00.000	3022	1686	70	256	70	56	70	0	0	0	0
	1228+00.000	3023	1686	70	256	70	56	70	0	0	0	0
	1226+00.000	3024	1686	70	256	70	56	70	0	0	0	0
	1224+00.000	3025	1686	70	256	70	56	70	0	0	0	0
	1222+00.000	3026	1686	70	256	70	56	70	0	0	0	0
	1220+00.000	3027	1686	70	256	70	56	70	0	0	0	0
	1218+00.000	3028	1686	70	256	70	56	70	0	0	0	0
	1216+00.000	3029	1686	70	256	70	56	70	0	0	0	0
	1214+00.000	3030	1686	70	256	70	56	70	0	0	0	0
	1212+00.000	3031	1686	70	256	70	56	70	0	0	0	0
	1210+00.000	3032	1686	70	256	70	56	70	0	0	0	0
	1208+00.000	3033	1686	70	256	70	56	70	0	0	0	0
	1207+00.000	4267										
SR303L_NB_Inside_4-2	1245+00.000	4264	1763	70	278	70	57	70	0	0	0	0
	1246+00.000	2876	1763	70	278	70	57	70	0	0	0	0
	1248+00.000	2875	1763	70	278	70	57	70	0	0	0	0
	1250+00.000	2874	1763	70	278	70	57	70	0	0	0	0
	1252+00.000	2873	1763	70	278	70	57	70	0	0	0	0
	1254+00.000	2872	1763	70	278	70	57	70	0	0	0	0
	1255+00.000	4257										
SR303L_NB_Outside_4-2	1245+00.000	4265	1763	70	278	70	57	70	0	0	0	0
	1246+00.000	2945	1763	70	278	70	57	70	0	0	0	0
	1248+00.000	2944	1763	70	278	70	57	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1250+00.000	2943	1763	70	278	70	57	70	0	0	0	0
	1252+00.000	2942	1763	70	278	70	57	70	0	0	0	0
	1254+00.000	2941	1763	70	278	70	57	70	0	0	0	0
	1255+00.000	4256										
NBFR-YM-VB-2	point4280	4280	277	50	5	50	0	0	0	0	0	0
	11+00.000	3567	277	50	5	50	0	0	0	0	0	0
	12+00.000	3568	277	50	5	50	0	0	0	0	0	0
	13+00.000	3569	277	50	5	50	0	0	0	0	0	0
	14+00.000	3570	277	50	5	50	0	0	0	0	0	0
	15+00.000	3571	277	50	5	50	0	0	0	0	0	0
	16+00.000	3572	277	50	5	50	0	0	0	0	0	0
	17+00.000	3573	277	50	5	50	0	0	0	0	0	0
	18+00.000	3574	277	50	5	50	0	0	0	0	0	0
	19+00.000	3575	277	50	5	50	0	0	0	0	0	0
	20+00.000	3576	277	50	5	50	0	0	0	0	0	0
	21+00.000	3577	277	50	5	50	0	0	0	0	0	0
	22+00.000	3578	277	50	5	50	0	0	0	0	0	0
	23+00.000	3579	277	50	5	50	0	0	0	0	0	0
	24+00.000	3580	277	50	5	50	0	0	0	0	0	0
	25+00.000	3581	277	50	5	50	0	0	0	0	0	0
	26+00.000	3582	277	50	5	50	0	0	0	0	0	0
	27+00.000	3583	277	50	5	50	0	0	0	0	0	0
	28+00.000	3584	277	50	5	50	0	0	0	0	0	0
	29+00.000	3585	277	50	5	50	0	0	0	0	0	0
	30+00.000	3586	277	50	5	50	0	0	0	0	0	0
	31+00.000	3587	277	50	5	50	0	0	0	0	0	0
	32+00.000	3588	277	50	5	50	0	0	0	0	0	0
	33+00.000	3589	277	50	5	50	0	0	0	0	0	0
	34+00.000	3590	277	50	5	50	0	0	0	0	0	0
	35+00.000	3591	277	50	5	50	0	0	0	0	0	0
	36+00.000	3592	277	50	5	50	0	0	0	0	0	0
	37+00.000	3593										
YM-RD	point4281	4281	886	50	65	50	10	50	0	0	0	0
	11+00.000	3621	886	50	65	50	10	50	0	0	0	0
	12+00.000	3622	886	50	65	50	10	50	0	0	0	0
	13+00.000	3623	886	50	65	50	10	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	14+00.000	3624	886	50	65	50	10	50	0	0	0	0
	15+00.000	3625	886	50	65	50	10	50	0	0	0	0
	16+00.000	3626	886	50	65	50	10	50	0	0	0	0
	17+00.000	3627	886	50	65	50	10	50	0	0	0	0
	18+00.000	3628	886	50	65	50	10	50	0	0	0	0
	19+00.000	3629	886	50	65	50	10	50	0	0	0	0
	20+00.000	3630	886	50	65	50	10	50	0	0	0	0
	21+00.000	3631	886	50	65	50	10	50	0	0	0	0
	22+00.000	3632	886	50	65	50	10	50	0	0	0	0
	23+00.000	3633	886	50	65	50	10	50	0	0	0	0
	24+00.000	3634	886	50	65	50	10	50	0	0	0	0
	25+00.000	3635	886	50	65	50	10	50	0	0	0	0
	26+00.000	3636	886	50	65	50	10	50	0	0	0	0
	27+00.000	3637	886	50	65	50	10	50	0	0	0	0
	28+00.000	3638	886	50	65	50	10	50	0	0	0	0
	29+00.000	3639										
NBFR-YM-VB-2-2	point4296	4296	369	50	7	50	1	50	0	0	0	0
	38+00.000	3594	369	50	7	50	1	50	0	0	0	0
	39+00.000	3595	369	50	7	50	1	50	0	0	0	0
	40+00.000	3596	369	50	7	50	1	50	0	0	0	0
	41+00.000	3597	369	50	7	50	1	50	0	0	0	0
	42+00.000	3598	369	50	7	50	1	50	0	0	0	0
	43+00.000	3599	369	50	7	50	1	50	0	0	0	0
	44+00.000	3600	369	50	0	50	1	50	0	0	0	0
	45+00.000	3601	369	50	7	50	1	50	0	0	0	0
	46+00.000	3602	369	50	7	50	1	50	0	0	0	0
	47+00.000	3603	369	50	7	50	1	50	0	0	0	0
	48+00.000	3604	369	50	7	50	1	50	0	0	0	0
	49+00.000	3605	369	50	7	50	1	50	0	0	0	0
	50+00.000	3606	369	50	7	50	1	50	0	0	0	0
	51+00.000	3607	369	50	7	50	1	50	0	0	0	0
	52+00.000	3608	369	50	7	50	1	50	0	0	0	0
	53+00.000	3609	369	50	7	50	1	50	0	0	0	0
	54+00.000	3610	369	50	7	50	1	50	0	0	0	0
	55+00.000	3611	369	50	7	50	1	50	0	0	0	0
	56+00.000	3612	369	50	7	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	57+00.000	3613	369	50	7	50	1	50	0	0	0	0
	58+00.000	3614	369	50	7	50	1	50	0	0	0	0
	59+00.000	3615	369	50	7	50	1	50	0	0	0	0
	60+00.000	3616	369	50	7	50	1	50	0	0	0	0
	61+00.000	3617	369	50	7	50	1	50	0	0	0	0
	62+00.000	3618	369	50	7	50	1	50	0	0	0	0
	point4286	4286										
SBFR-YM-VB-2	point4305	4305	379	50	5	50	0	0	0	0	0	0
	36+00.000	3705	379	50	5	50	0	0	0	0	0	0
	35+00.000	3704	379	50	5	50	0	0	0	0	0	0
	34+00.000	3703	379	50	5	50	0	0	0	0	0	0
	33+00.000	3702	379	50	5	50	0	0	0	0	0	0
	32+00.000	3701	379	50	5	50	0	0	0	0	0	0
	31+00.000	3700	379	50	5	50	0	0	0	0	0	0
	30+00.000	3699	379	50	5	50	0	0	0	0	0	0
	29+00.000	3698	379	50	5	50	0	0	0	0	0	0
	28+00.000	3697	379	50	5	50	0	0	0	0	0	0
	27+00.000	3696	379	50	5	50	0	0	0	0	0	0
	26+00.000	3695	379	50	5	50	0	0	0	0	0	0
	25+00.000	3694	379	50	5	50	0	0	0	0	0	0
	24+00.000	3693	379	50	5	50	0	0	0	0	0	0
	23+00.000	3692	379	50	5	50	0	0	0	0	0	0
	22+00.000	3691	379	50	5	50	0	0	0	0	0	0
	21+00.000	3690	379	50	5	50	0	0	0	0	0	0
	20+00.000	3689	379	50	5	50	0	0	0	0	0	0
	19+00.000	3688	379	50	5	50	0	0	0	0	0	0
	18+00.000	3687	379	50	5	50	0	0	0	0	0	0
	17+00.000	3686	379	50	5	50	0	0	0	0	0	0
	16+00.000	3685	379	50	5	50	0	0	0	0	0	0
	15+00.000	3684	379	50	5	50	0	0	0	0	0	0
	14+00.000	3683	379	50	5	50	0	0	0	0	0	0
	13+00.000	3682	379	50	5	50	0	0	0	0	0	0
	12+00.000	3681	379	50	5	50	0	0	0	0	0	0
	11+00.000	3680	379	50	5	50	0	0	0	0	0	0
	point4283	4283										
Ramp WS-2	point4307	4307	1554	60	96	60	8	60	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	85+00.00	148	1554	60	96	60	8	60	0	0	0	0
	86+00.00	149	1554	60	96	60	8	60	0	0	0	0
	87+00.00	150	1554	60	96	60	8	60	0	0	0	0
	88+00.00	151	1554	60	96	60	8	60	0	0	0	0
	88+33.14	152	1554	60	96	60	8	60	0	0	0	0
	89+00.00	153	1554	60	96	60	8	60	0	0	0	0
	90+00.00	154	1554	60	96	60	8	60	0	0	0	0
	90+29.62	155	1554	60	96	60	8	60	0	0	0	0
	91+00.00	156	1554	60	96	60	8	60	0	0	0	0
	92+00.00	157	1554	60	96	60	8	60	0	0	0	0
	93+00.00	158	1554	60	96	60	8	60	0	0	0	0
	94+00.00	159	1554	60	96	60	8	60	0	0	0	0
	95+00.00	160										
SR 303 SB Frontage Rd-2-2-2	point4308	4308	448	50	15	50	1	50	0	0	0	0
	22+00.00	2614	448	50	15	50	1	50	0	0	0	0
	21+00.00	2613	448	50	15	50	1	50	0	0	0	0
	20+00.00	2612	448	50	15	50	1	50	0	0	0	0
	19+00.00	2611	448	50	15	50	1	50	0	0	0	0
	18+00.00	2610	448	50	15	50	1	50	0	0	0	0
	16+00.00	2609	448	50	15	50	1	50	0	0	0	0
	14+00.00	2608	448	50	15	50	1	50	0	0	0	0
	12+98.16	0 4	448	50	15	50	1	50	0	0	0	0
	12+00.00	2606	448	50	15	50	1	50	0	0	0	0
	11+00.00	2605	448	50	15	50	1	50	0	0	0	0
	10+65.00	2604										
SR303L_NB_Inside_4-2-2	point4314	4314	1320	70	246	70	52	70	0	0	0	0
	1210+00.000	2894	1320	70	246	70	52	70	0	0	0	0
	1212+00.000	2893	1320	70	246	70	52	70	0	0	0	0
	1214+00.000	2892	1320	70	246	70	52	70	0	0	0	0
	1216+00.000	2891	1320	70	246	70	52	70	0	0	0	0
	1218+00.000	2890	1320	70	246	70	52	70	0	0	0	0
	1220+00.000	2889	1320	70	246	70	52	70	0	0	0	0
	1222+00.000	2888	1320	70	246	70	52	70	0	0	0	0
	1224+00.000	2887	1320	70	246	70	52	70	0	0	0	0
	1226+00.000	2886	1320	70	246	70	52	70	0	0	0	0
	1228+00.000	2885	1320	70	246	70	52	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1230+00.000	2884	1320	70	246	70	52	70	0	0	0	0
	1232+00.000	2883	1320	70	246	70	52	70	0	0	0	0
	1234+00.000	2882	1320	70	246	70	52	70	0	0	0	0
	1236+00.000	2881	1320	70	246	70	52	70	0	0	0	0
	1238+00.000	2880	1320	70	246	70	52	70	0	0	0	0
	1240+00.000	2879	1320	70	246	70	52	70	0	0	0	0
	1242+00.000	2878	1320	70	246	70	52	70	0	0	0	0
	1244+00.000	2877	1320	70	246	70	52	70	0	0	0	0
	1245+00.000	4262										
SR303L_NB_Outside_4-2-2	point4315	4315	1320	70	246	70	52	70	0	0	0	0
	1210+00.000	2963	1320	70	246	70	52	70	0	0	0	0
	1212+00.000	2962	1320	70	246	70	52	70	0	0	0	0
	1214+00.000	2961	1320	70	246	70	52	70	0	0	0	0
	1216+00.000	2960	1320	70	246	70	52	70	0	0	0	0
	1218+00.000	2959	1320	70	246	70	52	70	0	0	0	0
	1220+00.000	2958	1320	70	246	70	52	70	0	0	0	0
	1222+00.000	2957	1320	70	246	70	52	70	0	0	0	0
	1224+00.000	2956	1320	70	246	70	52	70	0	0	0	0
	1226+00.000	2955	1320	70	246	70	52	70	0	0	0	0
	1228+00.000	2954	1320	70	246	70	52	70	0	0	0	0
	1230+00.000	2953	1320	70	246	70	52	70	0	0	0	0
	1232+00.000	2952	1320	70	246	70	52	70	0	0	0	0
	1234+00.000	2951	1320	70	246	70	52	70	0	0	0	0
	1236+00.000	2950	1320	70	246	70	52	70	0	0	0	0
	1238+00.000	2949	1320	70	246	70	52	70	0	0	0	0
	1240+00.000	2948	1320	70	246	70	52	70	0	0	0	0
	1242+00.000	2947	1320	70	246	70	52	70	0	0	0	0
	1244+00.000	2946	1320	70	246	70	52	70	0	0	0	0
	1245+00.000	4263										
YM-RB-2	point4316	4316	570	50	24	50	2	50	0	0	0	0
	16+00.000	3781	570	50	24	50	2	50	0	0	0	0
	17+00.000	3782	570	50	24	50	2	50	0	0	0	0
	18+00.000	3783	570	50	24	50	2	50	0	0	0	0
	19+00.000	3784	570	50	24	50	2	50	0	0	0	0
	20+00.000	3785	570	50	24	50	2	50	0	0	0	0
	21+00.000	3786	570	50	24	50	2	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	22+00.000	3787	570	50	24	50	2	50	0	0	0	0
	23+00.000	3788	570	50	24	50	2	50	0	0	0	0
	24+00.000	3789	570	50	24	50	2	50	0	0	0	0
	25+00.000	3790	570	50	24	50	2	50	0	0	0	0
	26+00.000	3791	570	50	24	50	2	50	0	0	0	0
	27+00.000	3792	570	50	24	50	2	50	0	0	0	0
	28+00.000	3793	570	50	24	50	2	50	0	0	0	0
	29+00.000	3794	570	50	24	50	2	50	0	0	0	0
	30+00.000	3795	570	50	24	50	2	50	0	0	0	0
	31+00.000	3796	570	50	24	50	2	50	0	0	0	0
	32+00.000	3797										
NBFR-LB-YM-2-2-2	point4317	4317	98	50	3	50	0	0	0	0	0	0
	46+00.000	3496	98	50	3	50	0	0	0	0	0	0
	47+00.000	3497	98	50	3	50	0	0	0	0	0	0
	48+00.000	3498	98	50	3	50	0	0	0	0	0	0
	49+00.000	3499	98	50	3	50	0	0	0	0	0	0
	50+00.000	3500	98	50	3	50	0	0	0	0	0	0
	51+00.000	3501	98	50	3	50	0	0	0	0	0	0
	52+00.000	3502	98	50	3	50	0	0	0	0	0	0
	53+00.000	3503	98	50	3	50	0	0	0	0	0	0
	54+00.000	3504	98	50	3	50	0	0	0	0	0	0
	55+00.000	3505	98	50	3	50	0	0	0	0	0	0
	56+00.000	3506	98	50	3	50	0	0	0	0	0	0
	57+00.000	3507	98	50	3	50	0	0	0	0	0	0
	58+00.000	3508	98	50	3	50	0	0	0	0	0	0
	59+00.000	3509	98	50	3	50	0	0	0	0	0	0
	60+00.000	3510	98	50	3	50	0	0	0	0	0	0
	61+00.000	3511	98	50	3	50	0	0	0	0	0	0
	62+00.000	3512										
VanBuren_EB1-2	point4318	4318	750	50	27	50	1	50	0	0	0	0
	point4169	4169										
VanBuren_WB2-2	point4321	4321	948	50	18	50	1	50	0	0	0	0
	point4176	4176										
LilacSt_EB1-2	point4322	4322	193	30	3	30	0	0	0	0	0	0
	point4107	4107	193	30	3	30	0	0	0	0	0	0
	point4140	4140										

**INPUT: TRAFFIC FOR LAeq1h Volumes****SR303 Van Buren to MC 85**

CanyonTrailsBlvd_WB1-2	point4326	4326	369	30	5	30	0	0	0	0	0	0
	point4143	4143										
YumaRd_EB1-2	point4327	4327	919	50	49	50	3	50	0	0	0	0
	point4152	4152										
YumaRd_WB2-2	point4330	4330	1376	50	45	50	11	50	0	0	0	0
	point4148	4148										



AZTEC Engineering	18 August 2022
AZTEC Engineering	TNM 2.5

INPUT: BARRIERS

PROJECT/CONTRACT: SR303 Van Buren to MC 85  
 RUN: SR 303, Van Buren to Yuma, SB

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	\$ per	\$ per	Top	Run:Rise	\$ per			X	Y	Z	at	Seg	Ht	Perturbs	On	Important
				Unit	Unit	Width		Unit						Point	Incre-	#Up	#Dn	Struct?	Reflec-
		ft	ft	Area	Vol.		ft:ft	Length			ft	ft	ft	ft	ment				tions?
				\$/sq ft	\$/cu yd			\$/ft											
Barrier SB1	W	0.00	99.99	0.00				0.00	1281+55.787	1006	544,244.0	892,123.1	1,012.67	10.00	2.00	4	0		
									1279+55.779	1007	544,262.1	891,923.9	1,012.91	10.00	2.00	4	0		
									1277+55.846	1008	544,278.0	891,724.6	1,013.14	10.00	2.00	4	0		
									1275+54.074	1009	544,292.8	891,525.1	1,012.01	10.00	2.00	4	0		
									1273+51.527	1010	544,303.8	891,325.4	1,008.60	10.00	2.00	4	0		
									1271+48.967	1011	544,310.6	891,125.5	1,003.91	10.00	2.00	4	0		
									1269+46.504	1012	544,313.3	890,925.6	999.05	10.00	2.00	4	0		
									1267+45.784	1013	544,312.7	890,725.9	995.38	10.00					
Barrier SB2	W	0.00	99.99	0.00				0.00	1254+18.510	1014	544,294.4	889,398.7	1,004.70	10.00	2.00	3	0		
									1252+18.508	1015	544,293.5	889,198.7	1,005.43	10.00	2.00	3	0		
									1250+18.505	1016	544,292.5	888,998.7	1,004.33	10.00	2.00	3	0		
									1248+19.896	1017	544,287.7	888,798.8	1,001.32	10.00	2.00	3	0		
									1246+23.289	1018	544,277.0	888,599.1	996.53	10.00	2.00	3	0		
									1244+27.460	1019	544,264.8	888,399.5	991.41	10.00	2.00	3	0		
									1242+31.807	1020	544,258.2	888,199.6	985.56	10.00	2.00	3	0		
									1240+36.344	1021	544,257.3	887,999.6	977.82	10.00	2.00	3	0		
									1240+35.661	1022	544,257.3	887,998.9	977.79	10.00					
Barrier SB3	W	0.00	99.99	0.00				0.00	1242+91.901	1023	544,320.7	888,264.6	989.36	10.00	2.00	3	0		
									1240+94.405	1024	544,334.3	888,065.1	984.69	10.00	2.00	3	0		
									1238+95.743	1025	544,351.8	887,865.8	980.30	10.00	2.00	3	0		
									1236+93.273	1026	544,367.7	887,666.5	977.90	10.00	2.00	3	0		
									1234+90.688	1027	544,379.5	887,466.8	977.87	10.00	2.00	3	0		
									1232+88.207	1028	544,387.1	887,267.0	980.20	10.00	2.00	3	0		
									1230+85.638	1029	544,390.6	887,067.0	984.49	10.00	2.00	3	0		
									1228+84.274	1030	544,390.5	886,867.0	987.72	10.00	2.00	3	0		
									1228+43.574	1031	544,390.3	886,826.3	988.14	10.00					
Barrier89	W	0.00	99.99	0.00				0.00	point1116	1116	542,690.5	890,525.3	991.94	8.00	0.00	0	0		
									point1117	1117	542,716.6	890,609.5	991.94	8.00	0.00	0	0		
									point1118	1118	542,893.7	890,574.0	991.94	8.00	0.00	0	0		
									point1119	1119	543,314.3	890,389.8	989.52	8.00	0.00	0	0		
									point1120	1120	543,637.2	890,071.3	987.31	8.00	0.00	0	0		
									point1121	1121	543,909.3	889,274.8	982.53	8.00	0.00	0	0		
									point1122	1122	543,814.2	889,229.0	983.15	8.00					
PW4	W	0.00	99.99	0.00				0.00	point1160	1160	542,934.8	889,413.0	983.15	8.00	0.00	0	0		
									point1161	1161	543,027.1	889,413.0	983.15	8.00	0.00	0	0		

INPUT: BARRIERS

SR303 Van Buren to MC 85

									point1162	1162	543,222.9	889,215.3	981.53	8.00	0.00	0	0		
									point1163	1163	543,222.9	889,198.7	982.82	8.00	0.00	0	0		
									point1164	1164	543,172.6	889,142.3	982.82	8.00					
PW5	W	0.00	99.99	0.00			0.00		point1165	1165	543,222.1	889,097.8	982.44	8.00	0.00	0	0		
									point1166	1166	543,271.9	889,148.3	982.94	8.00	0.00	0	0		
									point1167	1167	543,288.1	889,148.3	983.50	8.00	0.00	0	0		
									point1168	1168	543,428.0	889,012.4	980.27	8.00	0.00	0	0		
									point1169	1169	543,479.4	888,922.1	982.35	8.00	0.00	0	0		
									point1170	1170	543,505.5	888,857.7	980.02	8.00	0.00	0	0		
									point1171	1171	543,518.4	888,798.6	979.13	8.00	0.00	0	0		
									point1172	1172	543,522.9	888,750.2	978.57	8.00	0.00	0	0		
									point1173	1173	543,522.9	888,402.3	977.08	8.00	0.00	0	0		
									point1174	1174	543,509.9	888,389.6	978.77	8.00	0.00	0	0		
									point1175	1175	543,413.7	888,389.6	976.86	8.00					
PW6	W	0.00	99.99	0.00			0.00		point1176	1176	543,315.4	888,439.6	978.55	8.00	0.00	0	0		
									point1177	1177	543,329.2	888,439.6	978.18	8.00	0.00	0	0		
									point1178	1178	543,327.1	888,241.3	977.42	8.00	0.00	0	0		
									point1179	1179	543,317.5	888,241.3	977.58	8.00					
PW47	W	0.00	99.99	0.00			0.00		point1180	1180	543,238.0	888,150.8	977.89	8.00	0.00	0	0		
									point1181	1181	543,252.4	888,150.8	977.10	8.00	0.00	0	0		
									point1182	1182	543,252.4	888,046.9	974.56	8.00	0.00	0	0		
									point1183	1183	543,177.3	888,046.9	975.71	8.00	0.00	0	0		
									point1184	1184	543,177.3	887,924.3	974.81	8.00					
PW48	W	0.00	99.99	0.00			0.00		point1185	1185	543,081.5	887,854.7	976.02	8.00	0.00	0	0		
									point1186	1186	543,097.8	887,854.7	975.49	8.00	0.00	0	0		
									point1187	1187	543,097.8	887,657.2	975.26	8.00	0.00	0	0		
									point1188	1188	543,074.0	887,657.2	976.20	8.00					
PW9	W	0.00	99.99	0.00			0.00		point1189	1189	543,197.7	887,527.9	976.75	8.00	0.00	0	0		
									point1190	1190	543,137.0	887,444.3	972.64	8.00	0.00	0	0		
									point1191	1191	543,081.1	887,475.0	973.81	8.00	0.00	0	0		
									point1192	1192	542,378.8	887,475.0	975.53	8.00					
PW10	W	0.00	99.99	0.00			0.00		point1193	1193	543,959.0	889,169.3	979.82	6.00	0.00	0	0		
									point1194	1194	544,145.7	889,186.3	979.38	6.00	0.00	0	0		
									point1195	1195	544,128.7	888,660.0	977.18	6.00	0.00	0	0		
									point1196	1196	544,113.2	888,177.4	974.72	6.00	0.00	0	0		
									point1197	1197	544,103.2	887,869.2	972.94	6.00	0.00	0	0		
									point1198	1198	544,149.1	887,413.8	971.05	6.00	0.00	0	0		
									point1199	1199	543,813.1	887,417.2	972.05	6.00					
Potential Developer Wall1	W	0.00	99.99	0.00			0.00		point1323	1323	544,079.3	891,082.1	990.51	10.00	0.00	0	0		
									point1324	1324	544,071.4	890,732.5	989.29	10.00	0.00	0	0		
									point1325	1325	544,070.9	890,529.4	988.43	10.00	0.00	0	0		
									point1326	1326	544,082.7	890,307.2	986.67	10.00	0.00	0	0		
									point1327	1327	544,104.7	890,085.7	986.22	10.00	0.00	0	0		
									point1328	1328	544,127.7	889,843.7	984.60	10.00	0.00	0	0		
									point1329	1329	544,133.0	889,722.3	984.07	10.00	0.00	0	0		
									point1330	1330	544,138.3	889,600.9	983.54	10.00	0.00	0	0		
									point1331	1331	544,138.1	889,368.6	982.48	10.00	0.00	0	0		
									point1332	1332	544,137.4	889,233.6	981.29	10.00	0.00	0	0		
									point1333	1333	543,931.4	889,220.8	981.90	10.00					

**INPUT: BARRIERS**

**SR303 Van Buren to MC 85**

PW3	W	0.00	99.99	0.00				0.00	point1334	1334	544,068.4	889,710.3	984.21	6.00	0.00	0	0			
									point1335	1335	544,069.2	889,686.9	984.13	6.00	0.00	0	0			
									point1336	1336	543,976.8	889,684.2	984.40	6.00	0.00	0	0			
									point1337	1337	543,883.0	889,681.2	984.68	6.00	0.00	0	0			
									point1338	1338	543,795.3	889,678.3	984.59	6.00						
BuildingBarrier	W	0.00	99.99	0.00				0.00	point1339	1339	543,944.7	889,940.1	985.58	12.00	0.00	0	0			
									point1340	1340	543,942.8	889,961.2	985.58	12.00	0.00	0	0			
									point1341	1341	543,902.6	889,957.4	985.58	12.00	0.00	0	0			
									point1342	1342	543,902.6	889,932.5	985.58	12.00						
PW1	W	0.00	99.99	0.00				0.00	point1488	1488	543,543.0	891,760.5	994.01	6.00	0.00	0	0			
									point1489	1489	543,872.7	891,736.2	993.97	6.00	0.00	0	0			
									point1490	1490	544,039.2	891,728.3	993.27	6.00	0.00	0	0			
									point1491	1491	544,056.6	891,540.6	992.90	6.00	0.00	0	0			
									point1492	1492	544,068.1	891,328.7	993.15	6.00	0.00	0	0			
									point1493	1493	544,071.3	891,123.2	993.51	6.00	0.00	0	0			
									point1494	1494	544,024.0	891,122.1	993.28	6.00	0.00	0	0			
									point1495	1495	544,021.9	890,947.6	989.93	6.00	0.00	0	0			
									point1496	1496	543,779.7	890,950.2	991.28	6.00	0.00	0	0			
									point1497	1497	543,493.8	890,951.8	991.28	6.00						
Barrier SB2_Extension	W	0.00	99.99	0.00				0.00	1260+50.000	1498	544,297.5	890,030.2	996.45	10.00	2.00	3	0			
									1258+50.000	1499	544,296.5	889,830.2	999.10	10.00	2.00	3	0			
									1256+50.000	1500	544,295.5	889,630.2	1,001.74	10.00	2.00	3	0			
									1254+50.000	1501	544,294.5	889,430.2	1,004.25	10.00	2.00	3	0			
									1254+18.510	1502	544,294.4	889,398.7	1,004.70	10.00						



**INPUT: RECEIVERS**

**SR303 Van Buren to MC 85**

W23	772	3	543,743.8	890,553.0	988.72	5.00	0.00	66	15.0	7.0	
W24	773	3	542,744.0	890,585.2	988.28	5.00	0.00	66	15.0	7.0	
W25	774	3	543,120.6	890,462.4	988.28	5.00	0.00	66	15.0	7.0	
W26	775	3	543,312.6	890,378.0	988.56	5.00	0.00	66	15.0	7.0	
W27	776	3	544,058.7	890,336.6	986.76	5.00	0.00	66	15.0	7.0	
W28	777	3	543,886.7	890,329.0	987.10	5.00	0.00	66	15.0	7.0	
W29	778	3	543,738.1	890,241.0	986.82	5.00	0.00	66	15.0	7.0	
W30	779	3	543,901.3	890,160.2	985.93	5.00	0.00	66	15.0	7.0	
W31	780	3	544,076.6	890,136.4	985.76	5.00	0.00	66	15.0	7.0	
W32	781	3	543,615.6	890,073.8	985.89	5.00	0.00	66	15.0	7.0	
W33	782	3	544,098.7	889,936.8	985.49	5.00	0.00	66	15.0	7.0	
W34	783	3	543,932.3	889,969.0	985.58	5.00	0.00	66	15.0	7.0	
W35	784	3	543,757.3	889,957.4	985.59	5.00	0.00	66	15.0	7.0	
W36	785	3	544,064.2	889,704.4	984.21	5.00	0.00	66	15.0	7.0	
W37	786	3	543,923.8	889,699.2	984.55	5.00	0.00	66	15.0	7.0	
W38	787	3	543,788.5	889,695.8	984.57	5.00	0.00	66	15.0	7.0	
W39	788	3	543,752.2	889,695.5	984.65	5.00	0.00	66	15.0	7.0	
W40	789	3	543,889.6	889,294.3	981.00	5.00	0.00	66	15.0	7.0	
W41	790	3	543,288.8	889,127.3	982.70	5.00	0.00	66	15.0	7.0	
W42	791	3	544,038.6	889,149.6	979.48	5.00	0.00	66	15.0	7.0	
W43	792	3	543,423.6	888,996.5	982.01	5.00	0.00	66	15.0	7.0	
W44	793	7	544,059.1	888,829.5	978.15	5.00	0.00	66	15.0	7.0	
W45	794	3	543,502.5	888,789.1	979.00	5.00	0.00	66	15.0	7.0	
W46	795	6	544,056.7	888,502.2	976.57	5.00	0.00	66	15.0	7.0	
W47	796	4	543,511.2	888,427.2	978.69	5.00	0.00	66	15.0	7.0	
W48	797	4	543,289.5	888,326.1	978.50	5.00	0.00	66	15.0	7.0	
W49	798	3	543,211.4	888,061.0	977.70	5.00	0.00	66	15.0	7.0	
W50	799	6	544,052.9	888,002.2	974.25	5.00	0.00	66	15.0	7.0	
W51	800	4	543,070.2	887,763.2	975.14	5.00	0.00	66	15.0	7.0	
W52	801	6	543,987.1	887,690.0	972.61	5.00	0.00	66	15.0	7.0	
W53	802	3	543,957.9	887,436.2	971.69	5.00	0.00	66	15.0	7.0	
W54	803	2	543,119.1	887,470.1	973.92	5.00	0.00	66	15.0	7.0	
W55	804	2	542,892.4	887,490.1	974.22	5.00	0.00	66	15.0	7.0	
W56	805	1	544,063.2	886,949.9	968.26	5.00	0.00	66	15.0	7.0	
W46a	806	5	543,823.1	888,193.8	971.00	5.00	0.00	66	15.0	7.0	
MON2a	808	1	543,901.2	891,600.1	992.03	5.00	0.00	66	15.0	7.0	Y

**INPUT: RECEIVERS****SR303 Van Buren to MC 85**

MON2	809	1	544,166.4	890,574.3	987.70	5.00	0.00	66	15.0	7.0	Y
MON4	810	1	544,061.3	888,183.4	974.80	5.00	0.00	66	15.0	7.0	Y



INPUT: ROADWAYS

SR303 Van Buren to MC 85

		11+00.00	3349	544,378.5	878,726.1	926.90				Average
		10+00.00	3348	544,378.5	878,626.1	926.60				
CO-RC	24.0	41+00.00	3406	544,411.4	882,376.1	955.40				Average
		40+00.00	3405	544,410.0	882,276.2	957.40				Average
		39+00.00	3404	544,407.6	882,176.2	959.30				Average
		38+00.00	3403	544,403.9	882,076.3	961.00				Average
		37+00.00	3402	544,399.1	881,976.4	962.40				Average
		36+00.00	3401	544,393.3	881,876.5	963.60				Average
		35+00.00	3400	544,387.4	881,776.7	964.60				Average
		34+00.00	3399	544,381.5	881,676.9	965.40				Average
		33+00.00	3398	544,375.6	881,577.1	966.00				Average
		32+00.00	3397	544,369.7	881,477.2	965.80				Average
		31+00.00	3396	544,363.9	881,377.4	964.60				Average
		30+00.00	3395	544,357.9	881,277.6	964.50				Average
		29+00.00	3394	544,349.5	881,177.9	964.20				Average
		28+00.00	3393	544,337.4	881,078.7	963.70				Average
		27+00.00	3392	544,321.6	880,979.9	962.70				Average
		26+00.00	3391	544,302.2	880,881.9	961.20				Average
		25+00.00	3390	544,281.8	880,784.0	959.10				Average
		24+00.00	3389	544,261.4	880,686.1	956.50				Average
		23+00.00	3388	544,241.0	880,588.2	953.30				Average
		22+00.00	3387	544,223.5	880,489.7	949.50				Average
		21+00.00	3386	544,210.6	880,390.6	945.50				Average
		20+00.00	3385	544,202.6	880,290.9	941.70				Average
		19+00.00	3384	544,199.3	880,191.0	938.50				Average
		18+00.00	3383	544,200.8	880,091.0	936.20				Average
		17+00.00	3382	544,207.2	879,991.2	934.70				Average
		16+00.00	3381	544,218.3	879,891.8	934.00				Average
		15+00.00	3380	544,234.1	879,793.1	933.50				Average
		14+00.00	3379	544,254.7	879,695.2	932.20				Average
		13+00.00	3378	544,279.4	879,598.3	931.10				Average
		12+00.00	3377	544,304.6	879,501.6	930.40				Average
		11+00.00	3376	544,329.9	879,404.8	930.20				Average
		10+00.00	3375	544,355.2	879,308.1	930.20				
NBFR-ELW-LB	24.0	10+00.00	3407	544,458.5	878,625.7	927.10				Average
		11+00.00	3408	544,458.5	878,725.7	927.40				Average
		12+00.00	3409	544,458.5	878,825.7	927.80				Average
		13+00.00	3410	544,458.4	878,925.7	928.20				Average
		14+00.00	3411	544,458.5	879,025.7	928.60				Average



INPUT: ROADWAYS

SR303 Van Buren to MC 85

		15+00.00	3412	544,459.9	879,125.7	929.00				Average	
		16+00.00	3413	544,463.1	879,225.6	929.40				Average	
		17+00.00	3414	544,468.0	879,325.5	929.80				Average	
		18+00.00	3415	544,474.7	879,425.3	930.20				Average	
		19+00.00	3416	544,483.1	879,524.9	930.60				Average	
		20+00.00	3417	544,493.2	879,624.4	931.00				Average	
		21+00.00	3418	544,505.1	879,723.7	931.40				Average	
		22+00.00	3419	544,518.7	879,822.8	931.80				Average	
		23+00.00	3420	544,534.0	879,921.6	932.20				Average	
		24+00.00	3421	544,551.1	880,020.1	932.60				Average	
		25+00.00	3422	544,569.9	880,118.3	933.00				Average	
		26+00.00	3423	544,590.3	880,216.2	933.60				Average	
		27+00.00	3424	544,612.5	880,313.7	934.30				Average	
		28+00.00	3425	544,634.5	880,411.3	935.10				Average	
		29+00.00	3426	544,650.1	880,510.0	936.00				Average	
		30+00.00	3427	544,658.8	880,609.6	936.80				Average	
		31+00.00	3428	544,660.8	880,709.6	937.30				Average	
		32+00.00	3429	544,661.2	880,809.6	937.50				Average	
		33+00.00	3430	544,661.6	880,909.6	937.40				Average	
		34+00.00	3431	544,662.0	881,009.6	937.20				Average	
		35+00.00	3432	544,662.4	881,109.6	937.60				Average	
		36+00.00	3433	544,662.8	881,209.6	937.90					
CO-RD	24.0	10+00.00	3434	544,446.6	879,046.7	928.90				Average	
		11+00.00	3435	544,447.6	879,146.7	929.30				Average	
		12+00.00	3436	544,448.5	879,246.7	929.80				Average	
		13+00.00	3437	544,449.4	879,346.6	930.20				Average	
		14+00.00	3438	544,450.3	879,446.6	930.80				Average	
		15+00.00	3439	544,451.3	879,546.6	931.30				Average	
		16+00.00	3440	544,452.2	879,646.6	932.10				Average	
		17+00.00	3441	544,453.1	879,746.6	933.80				Average	
		18+00.00	3442	544,454.0	879,846.6	936.30				Average	
		19+00.00	3443	544,456.7	879,946.6	939.70				Average	
		20+00.00	3444	544,464.1	880,046.3	943.60				Average	
		21+00.00	3445	544,476.3	880,145.5	947.60				Average	
		22+00.00	3446	544,493.2	880,244.1	951.60				Average	
		23+00.00	3447	544,512.4	880,342.2	955.60				Average	
		24+00.00	3448	544,531.6	880,440.4	959.60				Average	
		25+00.00	3449	544,550.7	880,538.5	963.60				Average	
		26+00.00	3450	544,567.5	880,637.1	966.90				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		27+00.00	3451	544,580.9	880,736.2	969.30				Average	
		28+00.00	3452	544,590.9	880,835.7	970.80				Average	
		29+00.00	3453	544,597.3	880,935.5	971.50				Average	
		30+00.00	3454	544,600.3	881,035.4	971.50				Average	
		31+00.00	3455	544,600.7	881,135.4	971.50				Average	
		32+00.00	3456	544,601.1	881,235.4	971.50				Average	
		33+00.00	3457	544,601.5	881,335.4	971.40					
SBFR-LB-YM	24.0	62+00.00	3565	544,320.6	886,467.5	965.00				Average	
		61+00.00	3564	544,320.2	886,367.5	964.70				Average	
		60+00.00	3563	544,319.8	886,267.5	964.00				Average	
		59+00.00	3562	544,319.5	886,167.5	963.30				Average	
		58+00.00	3561	544,319.1	886,067.5	962.60				Average	
		57+00.00	3560	544,318.7	885,967.5	961.90				Average	
		56+00.00	3559	544,318.4	885,867.5	961.70				Average	
		55+00.00	3558	544,319.1	885,767.5	962.30				Average	
		54+00.00	3557	544,321.5	885,667.5	963.00				Average	
		53+00.00	3556	544,325.3	885,567.6	963.30				Average	
		52+00.00	3555	544,329.4	885,467.7	963.00				Average	
		51+00.00	3554	544,333.6	885,367.8	962.10				Average	
		50+00.00	3553	544,337.7	885,267.8	961.10				Average	
		49+00.00	3552	544,341.9	885,167.9	960.30				Average	
		48+00.00	3551	544,346.1	885,068.0	959.80				Average	
		47+00.00	3550	544,350.2	884,968.1	959.40				Average	
		46+00.00	3549	544,354.4	884,868.2	959.00				Average	
		45+00.00	3548	544,358.5	884,768.3	958.50				Average	
		44+00.00	3547	544,361.7	884,668.3	958.10				Average	
		43+00.00	3546	544,363.3	884,568.3	957.60				Average	
		42+00.00	3545	544,363.3	884,468.3	957.20				Average	
		41+00.00	3544	544,362.9	884,368.3	956.80				Average	
		40+00.00	3543	544,362.6	884,268.3	956.30				Average	
		39+00.00	3542	544,362.2	884,168.3	955.90				Average	
		38+00.00	3541	544,361.8	884,068.3	955.40				Average	
		37+00.00	3540	544,361.4	883,968.3	955.00				Average	
		36+00.00	3539	544,361.0	883,868.3	954.60				Average	
		35+00.00	3538	544,360.7	883,768.3	954.10				Average	
		34+00.00	3537	544,360.3	883,668.3	953.70					
YM-RB	12.0	10+00.00	3775	544,600.8	884,322.3	954.70				Average	
		11+00.00	3776	544,601.7	884,422.3	955.20				Average	
		12+00.00	3777	544,603.8	884,522.2	955.70				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		13+00.000	3778	544,607.1	884,622.2	956.10				Average
		14+00.000	3779	544,611.6	884,722.1	956.50				Average
		15+00.000	3780	544,617.2	884,821.9	956.90				Average
		16+00.000	3781	544,624.0	884,921.7	957.40				Average
		17+00.000	3782	544,631.9	885,021.4	958.20				Average
		18+00.000	3783	544,641.0	885,121.0	959.10				Average
		19+00.000	3784	544,651.2	885,220.4	959.80				Average
		20+00.000	3785	544,662.6	885,319.8	960.00				Average
		21+00.000	3786	544,674.6	885,419.1	959.70				Average
		22+00.000	3787	544,686.6	885,518.4	958.80				Average
		23+00.000	3788	544,697.4	885,617.8	958.10				Average
		24+00.000	3789	544,704.1	885,717.5	958.10				Average
		25+00.000	3790	544,706.3	885,817.5	958.40				Average
		26+00.000	3791	544,705.3	885,917.5	959.80				Average
		27+00.000	3792	544,704.0	886,017.5	961.20				Average
		28+00.000	3793	544,702.8	886,117.5	962.20				Average
		29+00.000	3794	544,701.5	886,217.5	963.20				Average
		30+00.000	3795	544,700.2	886,317.5	964.20				Average
		31+00.000	3796	544,699.0	886,417.4	964.50				Average
		32+00.000	3797	544,697.7	886,505.3	964.70				
YM-RA	24.0	28+00.000	3816	544,332.7	886,501.5	965.00	Onramp	15.00	100	Average
		27+00.000	3815	544,332.3	886,401.5	965.00				Average
		26+00.000	3814	544,332.0	886,301.5	964.50				Average
		25+00.000	3813	544,331.6	886,201.5	963.80				Average
		24+00.000	3812	544,334.1	886,101.5	963.20				Average
		23+00.000	3811	544,339.4	886,001.7	962.60				Average
		22+00.000	3810	544,344.7	885,901.8	962.20				Average
		21+00.000	3809	544,350.0	885,802.0	962.60				Average
		20+00.000	3808	544,355.3	885,702.1	963.50				Average
		19+00.000	3807	544,360.6	885,602.2	963.90				Average
		18+00.000	3806	544,365.9	885,502.4	963.80				Average
		17+00.000	3805	544,371.2	885,402.5	963.10				Average
		16+00.000	3804	544,376.5	885,302.7	961.90				Average
		15+00.000	3803	544,381.7	885,202.8	960.50				Average
		14+00.000	3802	544,387.0	885,102.9	959.20				Average
		13+00.000	3801	544,391.3	885,003.0	958.20				Average
		12+00.000	3800	544,394.3	884,903.1	957.40				Average
		11+00.000	3799	544,395.9	884,803.1	956.90				Average
		10+00.000	3798	544,396.2	884,703.1	956.40				

**INPUT: ROADWAYS**

**SR303 Van Buren to MC 85**

CottonLn_NB1	24.0	32+49.927	3889	544,459.5	875,304.0	913.40				Average
		32+00.000	3888	544,459.7	875,353.9	913.60				Average
		31+00.000	3887	544,459.9	875,453.9	913.80				Average
		30+00.000	3886	544,459.8	875,553.9	913.70				Average
		29+00.000	3885	544,458.8	875,653.9	913.70				Average
		28+00.000	3884	544,457.8	875,753.9	914.00				Average
		27+00.000	3883	544,456.8	875,853.9	914.30				Average
		26+00.000	3882	544,455.8	875,953.9	914.50				Average
		25+00.000	3881	544,454.8	876,053.9	914.60				Average
		24+00.000	3880	544,453.9	876,153.9	914.90				Average
		23+00.000	3879	544,453.2	876,253.9	915.20				Average
		22+00.000	3878	544,453.0	876,353.9	915.40				Average
		21+00.000	3877	544,453.3	876,453.9	915.50				Average
		20+00.000	3876	544,453.6	876,553.9	916.00				Average
		19+00.000	3875	544,454.0	876,653.9	916.40				Average
		18+00.000	3874	544,454.3	876,753.9	916.90				Average
		17+00.000	3873	544,454.6	876,853.9	917.40				Average
		16+00.000	3872	544,454.9	876,953.9	917.90				Average
		15+00.000	3871	544,455.3	877,053.9	918.40				Average
		14+00.000	3870	544,455.6	877,153.9	918.90				Average
		13+00.000	3869	544,455.9	877,253.9	919.10				Average
		12+00.000	3868	544,456.3	877,353.9	919.90				Average
		11+00.000	3867	544,456.6	877,453.9	920.30				Average
		10+00.000	3866	544,456.9	877,553.9	920.90				Average
		9+00.000	3865	544,457.2	877,653.9	921.40				Average
		8+00.000	3864	544,457.4	877,753.9	921.90				Average
		7+00.000	3863	544,456.7	877,853.9	922.60				Average
		6+00.000	3862	544,456.2	877,953.9	922.90				Average
		5+00.000	3861	544,456.6	878,053.9	923.50				Average
		4+00.000	3860	544,456.9	878,153.9	924.00				Average
		3+00.000	3859	544,457.2	878,253.9	924.40				Average
		2+00.000	3858	544,457.5	878,353.9	925.00				Average
		1+00.000	3857	544,457.9	878,453.9	925.80				Average
		0+00.000	3856	544,458.2	878,553.9	926.30				
YumaRd_WB1	24.0	point4112	4112	544,410.5	886,605.2	966.50				Average
		point4111	4111	544,003.9	886,601.6	966.70				
YumaRd_EB2	24.0	point4119	4119	544,620.8	886,512.5	964.80				Average
		point4118	4118	545,086.8	886,512.5	965.00				
LowerBuckeye_WB1	24.0	point4126	4126	544,320.9	881,308.6	939.90				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		point4125	4125	543,893.6	881,300.1	940.90					
LowerBuckeye_EB2	24.0	point4133	4133	544,620.4	881,230.7	938.30					Average
		point4132	4132	545,067.5	881,239.1	937.80					
ElwoodSt	48.0	point4161	4161	544,830.0	878,605.0	928.90					Average
		point4162	4162	544,657.8	878,610.6	928.00					Average
		point4163	4163	544,383.1	878,611.2	926.50					
CottonLn_SB1	24.0	32+51.795	4251	544,378.2	878,550.9	926.00					Average
		31+51.795	4250	544,377.9	878,450.9	924.90					Average
		30+51.795	4249	544,378.7	878,350.9	924.30					Average
		29+51.795	4248	544,379.2	878,250.9	923.80					Average
		28+51.795	4247	544,379.2	878,150.9	923.50					Average
		27+51.795	4246	544,381.2	878,050.9	923.10					Average
		26+51.795	4245	544,382.9	877,950.9	922.50					Average
		25+51.795	4244	544,384.3	877,850.9	922.30					Average
		24+51.795	4243	544,385.1	877,751.0	921.60					Average
		23+51.795	4242	544,387.3	877,651.0	921.10					Average
		22+51.795	4241	544,386.9	877,551.0	920.40					Average
		21+51.795	4240	544,386.6	877,451.0	919.90					Average
		20+51.795	4239	544,386.2	877,351.0	920.10					Average
		19+51.795	4238	544,386.1	877,251.0	920.00					Average
		18+51.795	4237	544,387.8	877,151.0	918.70					Average
		17+51.795	4236	544,389.7	877,051.0	917.40					Average
		16+51.795	4235	544,391.6	876,951.0	917.20					Average
		15+51.795	4234	544,393.5	876,851.0	917.40					Average
		14+51.795	4233	544,394.3	876,751.1	916.70					Average
		13+51.795	4232	544,393.9	876,651.1	916.30					Average
		12+51.795	4231	544,393.6	876,551.1	916.10					Average
		11+51.795	4230	544,393.3	876,451.1	915.70					Average
		10+51.795	4229	544,393.0	876,351.1	915.50					Average
		9+51.795	4228	544,392.6	876,251.1	915.80					Average
		8+51.795	4227	544,392.3	876,151.1	915.20					Average
		7+51.795	4226	544,392.0	876,051.1	914.50					Average
		6+51.795	4225	544,391.6	875,951.1	914.70					Average
		5+51.795	4224	544,391.3	875,851.1	914.50					Average
		4+51.795	4223	544,391.0	875,751.1	914.30					Average
		3+51.795	4222	544,390.7	875,651.1	914.20					Average
		2+51.795	4221	544,390.3	875,551.1	914.10					Average
		1+51.795	4220	544,390.0	875,451.1	913.70					Average
		0+51.795	4219	544,389.7	875,351.1	913.50					Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		0+00.000	4218	544,389.5	875,299.3	913.40					
SR303L_NB_Inside_4	30.0	1134+00.0	4207	542,699.3	877,920.1	952.20				Average	
		1136+00.0	4206	542,835.8	878,066.3	953.60				Average	
		1138+00.0	4205	542,972.3	878,212.4	955.00				Average	
		1140+00.0	4204	543,108.8	878,358.6	956.40				Average	
		1142+00.0	4203	543,245.3	878,504.8	957.80				Average	
		1144+00.0	4202	543,381.8	878,651.0	959.20				Average	
		1146+00.0	2926	543,518.4	878,797.3	961.00				Average	
		1148+00.0	2925	543,653.1	878,949.8	962.40				Average	
		1150+00.0	2924	543,779.6	879,109.2	963.80				Average	
		1152+00.0	2923	543,897.6	879,274.9	965.20				Average	
		1154+00.0	2922	544,006.8	879,446.7	966.60				Average	
		1156+00.0	2921	544,106.8	879,623.9	967.40				Average	
		1158+00.0	2920	544,197.4	879,806.1	967.60				Average	Y
		1160+00.0	2919	544,278.3	879,992.8	967.20				Average	Y
		1162+00.0	2918	544,349.4	880,183.4	966.40				Average	
		1164+00.0	2917	544,410.4	880,377.6	966.10				Average	
		1166+00.0	2916	544,461.2	880,574.6	966.60				Average	
		1168+00.0	2915	544,501.5	880,774.1	968.30				Average	
		1170+00.0	2914	544,531.4	880,975.3	968.70				Average	
		1172+00.0	2913	544,550.7	881,177.9	969.40				Average	
		1174+00.0	2912	544,559.4	881,381.2	969.50					
SR303L_NB_Outside_4	24.0	1134+00.0	4214	542,716.9	877,903.7	952.20				Average	
		1136+00.0	4213	542,853.4	878,049.9	953.60				Average	
		1138+00.0	4212	542,989.9	878,196.1	955.00				Average	
		1140+00.0	4211	543,126.4	878,342.2	956.40				Average	
		1142+00.0	4210	543,262.9	878,488.4	957.80				Average	
		1144+00.0	4209	543,399.4	878,634.6	959.20				Average	
		1146+00.0	2995	543,536.0	878,780.9	961.00				Average	
		1148+00.0	2994	543,671.5	878,934.4	962.40				Average	
		1150+00.0	2993	543,798.8	879,094.7	963.80				Average	
		1152+00.0	2992	543,917.5	879,261.5	965.20				Average	
		1154+00.0	2991	544,027.3	879,434.3	966.60				Average	
		1156+00.0	2990	544,128.0	879,612.6	967.40				Average	Y
		1158+00.0	2989	544,219.2	879,796.0	967.60				Average	Y
		1160+00.0	2988	544,300.6	879,983.8	967.20				Average	Y
		1162+00.0	2987	544,372.1	880,175.6	966.40				Average	
		1164+00.0	2986	544,433.5	880,371.0	966.10				Average	
		1166+00.0	2985	544,484.5	880,569.2	966.60				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1168+00.0	2984	544,525.2	880,769.9	969.30				Average
		1170+00.0	2983	544,555.2	880,972.4	969.70				Average
		1172+00.0	2982	544,574.6	881,176.3	970.40				Average
		1174+00.0	2981	544,583.4	881,380.8	970.50				
SR303L_SB_Outside_3-2-2-2	30.0	1207+00.0	4268	544,415.2	884,682.6	956.60				Average
		1206+00.0	3103	544,414.9	884,582.6	956.20				Average
		1204+00.0	3104	544,421.4	884,382.6	955.30				Average
		1202+00.0	3105	544,424.2	884,182.6	954.40				Average
		1200+00.0	3106	544,423.5	883,982.6	953.40				Average
		1198+00.0	3107	544,422.7	883,782.6	952.40				Average
		1196+00.0	3108	544,422.0	883,582.6	951.40				Average
		1194+00.0	3109	544,421.2	883,382.6	950.40				Average
		1192+00.0	3110	544,420.5	883,182.6	949.40				Average
		1190+00.0	3111	544,419.7	882,982.6	949.00				Average
		1188+00.0	3112	544,419.0	882,782.6	949.90				Average
		1186+00.0	3113	544,418.2	882,582.6	952.00				Average
		1184+00.0	3114	544,417.5	882,382.6	955.40				
SR303L_SB_Inside_3-2-2-2	30.0	1207+00.0	4269	544,438.0	884,681.8	957.10				Average
		1206+00.0	3034	544,437.6	884,581.8	956.60				Average
		1204+00.0	3035	544,444.9	884,381.7	955.50				Average
		1202+00.0	3036	544,448.2	884,181.7	954.80				Average
		1200+00.0	3037	544,447.5	883,981.7	953.80				Average
		1198+00.0	3038	544,446.7	883,781.7	952.80				Average
		1196+00.0	3039	544,445.9	883,581.7	951.80				Average
		1194+00.0	3040	544,445.2	883,381.7	950.80				Average
		1192+00.0	3041	544,444.4	883,181.7	949.80				Average
		1190+00.0	3042	544,443.7	882,981.7	949.50				Average
		1188+00.0	3043	544,442.9	882,781.7	950.40				Average
		1186+00.0	3044	544,442.2	882,581.7	952.50				Average
		1184+00.0	3045	544,441.4	882,381.7	955.90				
SR303L_NB_Inside_4-2	30.0	1204+00.0	4270	544,571.0	884,382.0	955.60				Average
		1206+00.0	2896	544,571.7	884,582.0	956.60				Average
		1208+00.0	2895	544,572.5	884,782.0	957.60				Average
		1210+00.0	2894	544,573.3	884,982.0	958.90				Average
		1212+00.0	2893	544,574.0	885,182.0	961.40				Average
		1214+00.0	2892	544,574.8	885,382.0	964.90				Average
		1216+00.0	2891	544,575.5	885,582.0	969.70				Average
		1218+00.0	2890	544,576.3	885,782.0	975.20				Average
		1220+00.0	2889	544,577.0	885,982.0	980.80				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1222+00.0	2888	544,577.8	886,182.0	985.70				Average	
		1224+00.0	2887	544,578.5	886,382.0	988.80				Average	
		1226+00.0	2886	544,579.3	886,582.4	990.00				Average	
		1228+00.0	2885	544,579.5	886,782.0	989.40				Average	
		1230+00.0	2884	544,577.3	886,982.2	987.10				Average	
		1232+00.0	2883	544,572.7	887,183.4	983.00				Average	
		1234+00.0	2882	544,564.0	887,384.4	979.70				Average	
		1236+00.0	2881	544,551.2	887,585.2	978.80					
SR303L_NB_Outside_4-2	30.0	1204+00.0	4271	544,595.0	884,381.9	955.10				Average	
		1206+00.0	2965	544,595.7	884,581.9	956.10				Average	
		1208+00.0	2964	544,596.5	884,781.9	957.10				Average	
		1210+00.0	2963	544,597.3	884,981.9	958.40				Average	
		1212+00.0	2962	544,598.0	885,181.9	960.90				Average	
		1214+00.0	2961	544,598.8	885,381.9	964.50				Average	
		1216+00.0	2960	544,599.5	885,581.9	969.20				Average	
		1218+00.0	2959	544,600.3	885,781.9	974.80				Average	
		1220+00.0	2958	544,601.0	885,981.9	980.30				Average	
		1222+00.0	2957	544,601.8	886,181.9	985.20				Average	
		1224+00.0	2956	544,602.5	886,381.9	988.30				Average	
		1226+00.0	2955	544,603.3	886,582.4	989.50				Average	
		1228+00.0	2954	544,603.5	886,781.9	989.00				Average	
		1230+00.0	2953	544,601.3	886,982.1	986.60				Average	
		1232+00.0	2952	544,596.7	887,183.9	982.50				Average	
		1234+00.0	2951	544,587.9	887,385.4	979.20				Average	
		1236+00.0	2950	544,575.1	887,586.6	978.30					
SR303L_SB_Outside_3-2-2-2	30.0	1184+00.0	4272	544,417.5	882,382.6	955.40				Average	
		1182+00.0	3115	544,416.7	882,182.6	959.40				Average	
		1180+00.0	3116	544,415.9	881,982.6	962.70				Average	
		1178+00.0	3117	544,415.2	881,782.6	965.10				Average	
		1176+00.0	3118	544,414.4	881,582.6	966.70				Average	
		1174+00.0	3119	544,413.4	881,383.6	966.60				Average	
		1172+00.0	3120	544,405.0	881,187.9	966.50				Average	
		1170+00.0	3121	544,386.5	880,993.0	965.80				Average	
		1168+00.0	3122	544,357.7	880,799.3	965.30				Average	
		1166+00.0	3123	544,318.9	880,607.3	966.60				Average	
		1164+00.0	3124	544,270.1	880,417.6	966.10				Average	
		1162+00.0	3125	544,211.5	880,230.8	966.40				Average	Y
		1160+00.0	3126	544,143.2	880,047.2	967.20				Average	Y
		1158+00.0	3127	544,065.5	879,867.4	967.60				Average	



INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1156+00.0	3128	543,978.5	879,691.9	967.40				Average	
		1154+00.0	3129	543,882.5	879,521.2	966.60				Average	
		1152+00.0	3130	543,777.7	879,355.7	965.20				Average	
		1150+00.0	3131	543,664.4	879,195.8	963.80				Average	
		1148+00.0	3132	543,542.9	879,042.1	962.40				Average	
		1146+00.0	4187	543,413.2	878,894.4	960.60				Average	
		1144+00.0	4188	543,277.1	878,748.7	959.20				Average	
		1142+00.0	4189	543,140.6	878,602.6	957.80				Average	
		1140+00.0	4190	543,004.1	878,456.4	956.40				Average	
		1138+00.0	4191	542,867.6	878,310.2	955.00				Average	
		1136+00.0	4192	542,731.1	878,164.0	953.60				Average	
		1134+00.0	4193	542,594.6	878,017.8	952.20					
SR303L_SB_Inside_3-2-2-2	30.0	1184+00.0	4273	544,441.4	882,381.7	955.90				Average	
		1182+00.0	3046	544,440.7	882,181.7	959.90				Average	
		1180+00.0	3047	544,439.9	881,981.7	963.20				Average	
		1178+00.0	3048	544,439.2	881,781.7	965.60				Average	
		1176+00.0	3049	544,438.4	881,581.7	967.20				Average	
		1174+00.0	3050	544,437.4	881,382.6	967.60				Average	
		1172+00.0	3051	544,429.0	881,186.3	967.50				Average	
		1170+00.0	3052	544,410.3	880,990.7	966.70				Average	
		1168+00.0	3053	544,381.5	880,796.4	966.30				Average	
		1166+00.0	3054	544,342.5	880,603.8	966.60				Average	
		1164+00.0	3055	544,293.6	880,413.5	966.10				Average	
		1162+00.0	3056	544,234.7	880,226.1	966.40				Average	Y
		1160+00.0	3057	544,166.1	880,042.0	967.20				Average	Y
		1158+00.0	3058	544,088.0	879,861.7	967.60				Average	Y
		1156+00.0	3059	544,000.6	879,685.7	967.40				Average	
		1154+00.0	3060	543,904.1	879,514.6	966.60				Average	
		1152+00.0	3061	543,798.8	879,348.7	965.20				Average	
		1150+00.0	3062	543,685.0	879,188.5	963.80				Average	
		1148+00.0	3063	543,562.9	879,034.5	962.40				Average	
		1146+00.0	4194	543,429.8	878,879.8	960.60				Average	
		1144+00.0	4195	543,293.3	878,733.6	959.20				Average	
		1142+00.0	4196	543,156.8	878,587.5	957.80				Average	
		1140+00.0	4197	543,020.3	878,441.3	956.40				Average	
		1138+00.0	4198	542,883.8	878,295.1	955.00				Average	
		1136+00.0	4199	542,747.3	878,148.9	953.60				Average	
		1134+00.0	4200	542,610.8	878,002.7	952.20					
NBFR-LB-YM-2	24.0	point4277	4277	544,663.2	881,319.3	938.45				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		11+00.000	3461	544,663.4	881,369.3	938.20				Average	
		12+00.000	3462	544,662.9	881,469.3	937.30				Average	
		13+00.000	3463	544,660.8	881,569.3	937.00				Average	
		14+00.000	3464	544,657.1	881,669.2	937.40				Average	
		15+00.000	3465	544,651.9	881,769.1	938.50				Average	
		16+00.000	3466	544,646.2	881,868.9	940.10				Average	
		17+00.000	3467	544,642.0	881,968.8	941.40				Average	
		18+00.000	3468	544,639.3	882,068.8	942.50				Average	
		19+00.000	3469	544,638.3	882,168.8	943.20				Average	
		20+00.000	3470	544,638.5	882,268.8	943.70				Average	
		21+00.000	3471	544,638.9	882,368.8	944.20				Average	
		22+00.000	3472	544,639.3	882,468.8	944.60				Average	
		23+00.000	3473	544,639.7	882,568.8	945.10				Average	
		24+00.000	3474	544,640.0	882,668.8	945.50				Average	
		25+00.000	3475	544,640.4	882,768.8	946.00				Average	
		26+00.000	3476	544,640.8	882,868.8	946.40				Average	
		27+00.000	3477	544,641.2	882,968.8	946.90				Average	
		28+00.000	3478	544,641.6	883,068.8	947.30				Average	
		29+00.000	3479	544,641.9	883,168.8	947.80				Average	
		30+00.000	3480	544,642.3	883,268.8	948.20				Average	
		31+00.000	3481	544,642.7	883,368.8	948.70				Average	
		32+00.000	3482	544,643.1	883,468.8	949.10				Average	
		33+00.000	3483	544,643.4	883,568.8	949.60				Average	
		34+00.000	3484	544,643.8	883,668.8	950.00					
NBFR-YM-VB-2	24.0	point4280	4280	544,708.5	886,607.6	966.10				Average	
		11+00.000	3567	544,707.9	886,657.6	966.10				Average	
		12+00.000	3568	544,706.7	886,757.6	965.70				Average	
		13+00.000	3569	544,705.4	886,857.6	965.70				Average	
		14+00.000	3570	544,704.2	886,957.6	967.00				Average	
		15+00.000	3571	544,702.9	887,057.6	968.30				Average	
		16+00.000	3572	544,701.6	887,157.6	969.50				Average	
		17+00.000	3573	544,700.4	887,257.6	970.50				Average	
		18+00.000	3574	544,699.0	887,357.6	971.20				Average	
		19+00.000	3575	544,696.2	887,457.5	971.60				Average	
		20+00.000	3576	544,691.9	887,557.5	972.00					
YM-RD	24.0	point4281	4281	544,696.5	886,607.7	966.10	Onramp	15.00	100	Average	
		11+00.000	3621	544,695.9	886,657.7	966.10				Average	
		12+00.000	3622	544,694.7	886,757.7	965.90				Average	
		13+00.000	3623	544,693.4	886,857.7	966.00				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		14+00.00	3624	544,692.2	886,957.7	967.20				Average
		15+00.00	3625	544,684.5	887,057.3	968.70				Average
		16+00.00	3626	544,675.4	887,156.9	970.10				Average
		17+00.00	3627	544,666.3	887,256.5	971.20				Average
		18+00.00	3628	544,657.2	887,356.1	972.30				Average
		19+00.00	3629	544,647.1	887,455.6	973.40				Average
		20+00.00	3630	544,635.3	887,554.9	974.70				
SR303L_NB_Outside_4-2	30.0	1174+00.0	4294	544,583.4	881,380.8	970.50				Average
		1176+00.0	2980	544,584.4	881,582.0	968.00				Average
		1178+00.0	2979	544,585.2	881,782.0	964.90				Average
		1180+00.0	2978	544,585.9	881,982.0	962.40				Average
		1182+00.0	2977	544,586.7	882,182.0	959.10				Average
		1184+00.0	2976	544,587.5	882,382.0	955.20				Average
		1186+00.0	2975	544,588.2	882,582.0	951.80				Average
		1188+00.0	2974	544,589.0	882,782.0	949.60				Average
		1190+00.0	2973	544,589.7	882,982.0	948.80				Average
		1192+00.0	2972	544,590.5	883,182.0	949.10				Average
		1194+00.0	2971	544,591.2	883,381.9	950.10				Average
		1196+00.0	2970	544,592.0	883,581.9	951.10				Average
		1198+00.0	2969	544,592.7	883,781.9	952.10				Average
		1200+00.0	2968	544,593.5	883,981.9	953.10				Average
		1202+00.0	2967	544,594.2	884,181.9	954.10				Average
		1204+00.0	2966	544,595.0	884,381.9	955.10				
SR303L_NB_Inside_4-2	30.0	1174+00.0	4295	544,559.4	881,381.2	969.50				Average
		1176+00.0	2911	544,560.4	881,582.1	967.80				Average
		1178+00.0	2910	544,561.2	881,782.1	965.40				Average
		1180+00.0	2909	544,561.9	881,982.0	962.90				Average
		1182+00.0	2908	544,562.7	882,182.0	959.60				Average
		1184+00.0	2907	544,563.5	882,382.0	955.60				Average
		1186+00.0	2906	544,564.2	882,582.0	952.30				Average
		1188+00.0	2905	544,565.0	882,782.0	950.10				Average
		1190+00.0	2904	544,565.7	882,982.0	949.20				Average
		1192+00.0	2903	544,566.5	883,182.0	949.60				Average
		1194+00.0	2902	544,567.2	883,382.0	950.60				Average
		1196+00.0	2901	544,568.0	883,582.0	951.60				Average
		1198+00.0	2900	544,568.7	883,782.0	952.60				Average
		1200+00.0	2899	544,569.5	883,982.0	953.60				Average
		1202+00.0	2898	544,570.2	884,182.0	954.60				Average
		1204+00.0	2897	544,571.0	884,382.0	955.60				

**INPUT: ROADWAYS**

**SR303 Van Buren to MC 85**

NBFR-LB-YM-2-2	24.0	point4297	4297	544,643.8	883,668.8	950.00				Average
		35+00.000	3485	544,644.2	883,768.8	950.50				Average
		36+00.000	3486	544,644.6	883,868.8	950.90				Average
		37+00.000	3487	544,644.9	883,968.8	951.40				Average
		38+00.000	3488	544,645.3	884,068.8	951.80				Average
		39+00.000	3489	544,645.7	884,168.8	952.30				Average
		40+00.000	3490	544,646.1	884,268.8	952.80				Average
		41+00.000	3491	544,646.5	884,368.8	953.50				Average
		42+00.000	3492	544,648.3	884,468.8	954.20				Average
		43+00.000	3493	544,651.6	884,568.7	955.10				Average
		44+00.000	3494	544,656.5	884,668.6	956.00				Average
		45+00.000	3495	544,663.0	884,768.4	956.90				Average
		46+00.000	3496	544,671.1	884,868.0	957.90				Average
		47+00.000	3497	544,680.8	884,967.6	958.80				Average
		48+00.000	3498	544,691.9	885,066.9	959.70				Average
		49+00.000	3499	544,702.1	885,166.4	960.30				Average
		50+00.000	3500	544,710.8	885,266.0	960.50				Average
		51+00.000	3501	544,717.9	885,365.8	960.30				Average
		52+00.000	3502	544,723.4	885,465.6	959.80				Average
		53+00.000	3503	544,727.4	885,565.5	959.30				Average
		54+00.000	3504	544,729.8	885,665.5	958.90				Average
		55+00.000	3505	544,730.7	885,765.5	959.00				Average
		56+00.000	3506	544,729.9	885,865.5	959.40				Average
		57+00.000	3507	544,728.7	885,965.5	960.20				Average
		58+00.000	3508	544,727.4	886,065.5	961.20				Average
		59+00.000	3509	544,726.2	886,165.5	962.20				Average
		60+00.000	3510	544,724.9	886,265.5	963.20				Average
		61+00.000	3511	544,723.6	886,365.5	964.20				Average
		62+00.000	3512	544,722.4	886,465.5	964.70				
SBFR-LB-YM-2	24.0	point4298	4298	544,360.3	883,668.3	953.70				Average
		33+00.000	3536	544,359.9	883,568.3	953.20				Average
		32+00.000	3535	544,359.5	883,468.3	952.80				Average
		31+00.000	3534	544,359.2	883,368.3	952.40				Average
		30+00.000	3533	544,358.8	883,268.3	951.90				Average
		29+00.000	3532	544,358.4	883,168.3	951.50				Average
		28+00.000	3531	544,358.0	883,068.3	951.00				Average
		27+00.000	3530	544,357.7	882,968.3	950.60				Average
		26+00.000	3529	544,357.3	882,868.3	950.20				Average
		25+00.000	3528	544,356.9	882,768.3	949.70				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		24+00.000	3527	544,356.5	882,668.4	949.30				Average
		23+00.000	3526	544,356.1	882,568.4	948.80				Average
		22+00.000	3525	544,355.8	882,468.4	948.40				Average
		21+00.000	3524	544,355.4	882,368.4	948.00				Average
		20+00.000	3523	544,354.8	882,268.4	947.50				Average
		19+00.000	3522	544,352.6	882,168.4	947.10				Average
		18+00.000	3521	544,348.6	882,068.5	946.60				Average
		17+00.000	3520	544,342.9	881,968.6	945.80				Average
		16+00.000	3519	544,335.5	881,868.9	944.60				Average
		15+00.000	3518	544,326.3	881,769.3	942.90				Average
		14+00.000	3517	544,316.1	881,669.9	940.80				Average
		13+00.000	3516	544,307.3	881,570.2	939.40				Average
		12+00.000	3515	544,300.3	881,470.5	939.00				Average
		11+00.000	3514	544,294.3	881,370.7	939.70				Average
		point4275	4275	544,291.4	881,320.8	939.90				
ElwoodSt-2	48.0	point4306	4306	544,383.1	878,611.2	926.50				Average
		point4164	4164	544,223.7	878,616.2	927.50				Average
		point4165	4165	544,044.0	878,640.3	927.80				Average
		point4166	4166	543,933.1	878,652.5	927.80				
SR303L_SB_Inside_3-2-2-2	30.0	point4311	4311	544,429.4	887,576.4	978.50				Average
		1234+00.0	3020	544,439.2	887,378.2	979.60				Average
		1232+00.0	3021	544,445.0	887,179.9	982.90				Average
		1230+00.0	3022	544,446.7	886,981.6	987.00				Average
		1228+00.0	3023	544,446.0	886,781.7	989.40				Average
		1226+00.0	3024	544,445.2	886,581.6	990.00				Average
		1224+00.0	3025	544,444.5	886,381.7	988.80				Average
		1222+00.0	3026	544,443.7	886,181.7	985.70				Average
		1220+00.0	3027	544,443.0	885,981.7	980.80				Average
		1218+00.0	3028	544,442.2	885,781.7	975.20				Average
		1216+00.0	3029	544,441.4	885,581.7	969.70				Average
		1214+00.0	3030	544,440.7	885,381.8	964.90				Average
		1212+00.0	3031	544,439.9	885,181.8	961.30				Average
		1210+00.0	3032	544,439.2	884,981.8	958.90				Average
		1208+00.0	3033	544,438.4	884,781.8	957.60				Average
		1207+00.0	4267	544,438.0	884,681.8	957.10				
SR303L_SB_Outside_3-2-2-2	30.0	point4312	4312	544,405.4	887,576.5	978.00				Average
		1234+00.0	3089	544,415.3	887,378.6	979.10				Average
		1232+00.0	3090	544,421.0	887,180.5	982.40				Average
		1230+00.0	3091	544,422.8	886,982.4	986.50				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1228+00.0	3092	544,422.1	886,782.6	989.00				Average
		1226+00.0	3093	544,421.5	886,582.5	989.60				Average
		1224+00.0	3094	544,420.8	886,382.6	988.30				Average
		1222+00.0	3095	544,420.2	886,182.6	985.20				Average
		1220+00.0	3096	544,419.5	885,982.6	980.40				Average
		1218+00.0	3097	544,418.9	885,782.6	974.80				Average
		1216+00.0	3098	544,418.2	885,582.6	969.20				Average
		1214+00.0	3099	544,417.6	885,382.6	964.50				Average
		1212+00.0	3100	544,416.9	885,182.6	960.90				Average
		1210+00.0	3101	544,416.2	884,982.6	958.50				Average
		1208+00.0	3102	544,415.6	884,782.6	957.10				Average
		1207+00.0	4266	544,415.2	884,682.6	956.60				
YM-RC-2	12.0	point4313	4313	544,299.9	887,558.4	972.00				Average
		19+00.000	3662	544,307.1	887,458.6	971.40				Average
		18+00.000	3661	544,314.2	887,358.9	970.80				Average
		17+00.000	3660	544,321.2	887,259.1	970.30				Average
		16+00.000	3659	544,326.8	887,159.3	969.80				Average
		15+00.000	3658	544,330.8	887,059.4	969.30				Average
		14+00.000	3657	544,333.2	886,959.4	968.80				Average
		13+00.000	3656	544,334.0	886,859.4	968.30				Average
		12+00.000	3655	544,333.7	886,759.4	968.20				Average
		11+00.000	3654	544,333.3	886,659.4	967.90				Average
		point4282	4282	544,333.1	886,609.4	967.90				
SBFR-YM-VB-2-2	24.0	point4314	4314	544,270.7	887,558.0	971.40				Average
		19+00.000	3688	544,281.1	887,458.6	970.90				Average
		18+00.000	3687	544,289.9	887,359.0	970.40				Average
		17+00.000	3686	544,297.2	887,259.2	969.80				Average
		16+00.000	3685	544,302.8	887,159.4	969.30				Average
		15+00.000	3684	544,306.8	887,059.5	968.80				Average
		14+00.000	3683	544,309.2	886,959.5	968.30				Average
		13+00.000	3682	544,310.0	886,859.5	967.80				Average
		12+00.000	3681	544,309.7	886,759.5	967.80				Average
		11+00.000	3680	544,309.3	886,659.5	967.90				Average
		point4283	4283	544,309.1	886,609.5	967.90				
YumaRd_EB1-2	24.0	point4316	4316	544,010.6	886,521.3	965.90				Average
		point4152	4152	544,395.1	886,520.1	966.30				
YumaRd_WB2-2	24.0	point4317	4317	545,088.6	886,594.2	965.10				Average
		point4148	4148	544,609.4	886,600.7	965.40				
LowerBuckeye_EB1-2	24.0	point4320	4320	543,882.4	881,243.4	942.70				Average

**INPUT: ROADWAYS****SR303 Van Buren to MC 85**

		point4160	4160	544,321.9	881,232.0	939.30					
LowerBuckeye_WB2-2	24.0	point4321	4321	545,072.7	881,297.2	939.20				Average	
		point4156	4156	544,623.2	881,309.2	939.30					

INPUT: TRAFFIC FOR LAeq1h Volumes

SR303 Van Buren to MC 85

AZTEC Engineering		18 August 2022										
AZTEC Engineering		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		SR303 Van Buren to MC 85										
RUN:		SR 303, Yuma to MC 85, NB										
Roadway	Points											
Name	Name	No.	Segment		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
SBFR-ELW-LB	36+00.000	3374	621	50	60	50	3	50	0	0	0	0
	35+00.000	3373	621	50	60	50	3	50	0	0	0	0
	34+00.000	3372	621	50	60	50	3	50	0	0	0	0
	33+00.000	3371	621	50	60	50	3	50	0	0	0	0
	32+00.000	3370	621	50	60	50	3	50	0	0	0	0
	31+00.000	3369	621	50	60	50	3	50	0	0	0	0
	30+00.000	3368	621	50	60	50	3	50	0	0	0	0
	29+00.000	3367	621	50	60	50	3	50	0	0	0	0
	28+00.000	3366	621	50	60	50	3	50	0	0	0	0
	27+00.000	3365	621	50	60	50	3	50	0	0	0	0
	26+00.000	3364	621	50	60	50	3	50	0	0	0	0
	25+00.000	3363	621	50	60	50	3	50	0	0	0	0
	24+00.000	3362	621	50	60	50	3	50	0	0	0	0
	23+00.000	3361	621	50	60	50	3	50	0	0	0	0
	22+00.000	3360	621	50	60	50	3	50	0	0	0	0
	21+00.000	3359	621	50	60	50	3	50	0	0	0	0
	20+00.000	3358	621	50	60	50	3	50	0	0	0	0
	19+00.000	3357	621	50	60	50	3	50	0	0	0	0
	18+00.000	3356	621	50	60	50	3	50	0	0	0	0
	17+00.000	3355	621	50	60	50	3	50	0	0	0	0
	16+00.000	3354	621	50	60	50	3	50	0	0	0	0
	15+00.000	3353	621	50	60	50	3	50	0	0	0	0
	14+00.000	3352	621	50	60	50	3	50	0	0	0	0



**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	13+00.000	3351	621	50	60	50	3	50	0	0	0	0
	12+00.000	3350	621	50	60	50	3	50	0	0	0	0
	11+00.000	3349	621	50	60	50	3	50	0	0	0	0
	10+00.000	3348										
CO-RC	41+00.000	3406	890	50	86	50	4	50	0	0	0	0
	40+00.000	3405	890	50	86	50	4	50	0	0	0	0
	39+00.000	3404	890	50	86	50	4	50	0	0	0	0
	38+00.000	3403	890	50	86	50	4	50	0	0	0	0
	37+00.000	3402	890	50	86	50	4	50	0	0	0	0
	36+00.000	3401	890	50	86	50	4	50	0	0	0	0
	35+00.000	3400	890	50	86	50	4	50	0	0	0	0
	34+00.000	3399	890	50	86	50	4	50	0	0	0	0
	33+00.000	3398	890	50	86	50	4	50	0	0	0	0
	32+00.000	3397	890	50	86	50	4	50	0	0	0	0
	31+00.000	3396	890	50	86	50	4	50	0	0	0	0
	30+00.000	3395	890	50	86	50	4	50	0	0	0	0
	29+00.000	3394	890	50	86	50	4	50	0	0	0	0
	28+00.000	3393	890	50	86	50	4	50	0	0	0	0
	27+00.000	3392	890	50	86	50	4	50	0	0	0	0
	26+00.000	3391	890	50	86	50	4	50	0	0	0	0
	25+00.000	3390	890	50	86	50	4	50	0	0	0	0
	24+00.000	3389	890	50	86	50	4	50	0	0	0	0
	23+00.000	3388	890	50	86	50	4	50	0	0	0	0
	22+00.000	3387	890	50	86	50	4	50	0	0	0	0
	21+00.000	3386	890	50	86	50	4	50	0	0	0	0
	20+00.000	3385	890	50	86	50	4	50	0	0	0	0
	19+00.000	3384	890	50	86	50	4	50	0	0	0	0
	18+00.000	3383	890	50	86	50	4	50	0	0	0	0
	17+00.000	3382	890	50	86	50	4	50	0	0	0	0
	16+00.000	3381	890	50	86	50	4	50	0	0	0	0
	15+00.000	3380	890	50	86	50	4	50	0	0	0	0
	14+00.000	3379	890	50	86	50	4	50	0	0	0	0
	13+00.000	3378	890	50	86	50	4	50	0	0	0	0
	12+00.000	3377	890	50	86	50	4	50	0	0	0	0
	11+00.000	3376	890	50	86	50	4	50	0	0	0	0
	10+00.000	3375										

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

NBFR-ELW-LB	10+00.000	3407	691	50	69	50	3	50	0	0	0	0
	11+00.000	3408	691	50	69	50	3	50	0	0	0	0
	12+00.000	3409	691	50	69	50	3	50	0	0	0	0
	13+00.000	3410	691	50	69	50	3	50	0	0	0	0
	14+00.000	3411	691	50	69	50	3	50	0	0	0	0
	15+00.000	3412	691	50	69	50	3	50	0	0	0	0
	16+00.000	3413	691	50	69	50	3	50	0	0	0	0
	17+00.000	3414	691	50	69	50	3	50	0	0	0	0
	18+00.000	3415	691	50	69	50	3	50	0	0	0	0
	19+00.000	3416	691	50	69	50	3	50	0	0	0	0
	20+00.000	3417	691	50	69	50	3	50	0	0	0	0
	21+00.000	3418	691	50	69	50	3	50	0	0	0	0
	22+00.000	3419	691	50	69	50	3	50	0	0	0	0
	23+00.000	3420	691	50	69	50	3	50	0	0	0	0
	24+00.000	3421	691	50	69	50	3	50	0	0	0	0
	25+00.000	3422	691	50	69	50	3	50	0	0	0	0
	26+00.000	3423	691	50	69	50	3	50	0	0	0	0
	27+00.000	3424	691	50	69	50	3	50	0	0	0	0
	28+00.000	3425	691	50	69	50	3	50	0	0	0	0
	29+00.000	3426	691	50	69	50	3	50	0	0	0	0
	30+00.000	3427	691	50	69	50	3	50	0	0	0	0
	31+00.000	3428	691	50	69	50	3	50	0	0	0	0
	32+00.000	3429	691	50	69	50	3	50	0	0	0	0
	33+00.000	3430	691	50	69	50	3	50	0	0	0	0
	34+00.000	3431	691	50	69	50	3	50	0	0	0	0
	35+00.000	3432	691	50	69	50	3	50	0	0	0	0
	36+00.000	3433										
CO-RD	10+00.000	3434	147	50	15	50	1	50	0	0	0	0
	11+00.000	3435	147	50	15	50	1	50	0	0	0	0
	12+00.000	3436	147	50	15	50	1	50	0	0	0	0
	13+00.000	3437	147	50	15	50	1	50	0	0	0	0
	14+00.000	3438	147	50	15	50	1	50	0	0	0	0
	15+00.000	3439	147	50	15	50	1	50	0	0	0	0
	16+00.000	3440	147	50	15	50	1	50	0	0	0	0
	17+00.000	3441	147	50	15	50	1	50	0	0	0	0
	18+00.000	3442	147	50	15	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	19+00.000	0	147	50	15	50	1	50	0	0	0	0
	20+00.000	3444	147	50	15	50	1	50	0	0	0	0
	21+00.000	3445	147	50	15	50	1	50	0	0	0	0
	22+00.000	3446	147	50	15	50	1	50	0	0	0	0
	23+00.000	3447	147	50	15	50	1	50	0	0	0	0
	24+00.000	3448	147	50	15	50	1	50	0	0	0	0
	25+00.000	3449	147	50	15	50	1	50	0	0	0	0
	26+00.000	3450	147	50	15	50	1	50	0	0	0	0
	27+00.000	3451	147	50	15	50	1	50	0	0	0	0
	28+00.000	3452	147	50	15	50	1	50	0	0	0	0
	29+00.000	3453	147	50	15	50	1	50	0	0	0	0
	30+00.000	3454	147	50	15	50	1	50	0	0	0	0
	31+00.000	3455	147	50	15	50	1	50	0	0	0	0
	32+00.000	3456	147	50	15	50	1	50	0	0	0	0
	33+00.000	3457										
SBFR-LB-YM	62+00.000	3565	323	50	5	50	0	0	0	0	0	0
	61+00.000	3564	323	50	5	50	0	0	0	0	0	0
	60+00.000	3563	323	50	5	50	0	0	0	0	0	0
	59+00.000	3562	323	50	5	50	0	0	0	0	0	0
	58+00.000	3561	323	50	5	50	0	0	0	0	0	0
	57+00.000	3560	323	50	5	50	0	0	0	0	0	0
	56+00.000	3559	323	50	5	50	0	0	0	0	0	0
	55+00.000	3558	323	50	5	50	0	0	0	0	0	0
	54+00.000	3557	323	50	5	50	0	0	0	0	0	0
	53+00.000	3556	323	50	5	50	0	0	0	0	0	0
	52+00.000	3555	323	50	5	50	0	0	0	0	0	0
	51+00.000	3554	323	50	5	50	0	0	0	0	0	0
	50+00.000	3553	323	50	5	50	0	0	0	0	0	0
	49+00.000	3552	323	50	5	50	0	0	0	0	0	0
	48+00.000	3551	323	50	5	50	0	0	0	0	0	0
	47+00.000	3550	323	50	5	50	0	0	0	0	0	0
	46+00.000	3549	323	50	5	50	0	0	0	0	0	0
	45+00.000	3548	323	50	5	50	0	0	0	0	0	0
	44+00.000	3547	323	50	5	50	0	0	0	0	0	0
	43+00.000	3546	323	50	5	50	0	0	0	0	0	0
	42+00.000	3545	323	50	5	50	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	41+00.000	3544	323	50	5	50	0	0	0	0	0	0
	40+00.000	3543	323	50	5	50	0	0	0	0	0	0
	39+00.000	3542	323	50	5	50	0	0	0	0	0	0
	38+00.000	3541	323	50	5	50	0	0	0	0	0	0
	37+00.000	3540	323	50	5	50	0	0	0	0	0	0
	36+00.000	3539	323	50	5	50	0	0	0	0	0	0
	35+00.000	3538	323	50	5	50	0	0	0	0	0	0
	34+00.000	3537										
YM-RB	10+00.000	3775	570	50	24	50	2	50	0	0	0	0
	11+00.000	3776	570	50	24	50	2	50	0	0	0	0
	12+00.000	3777	570	50	24	50	2	50	0	0	0	0
	13+00.000	3778	570	50	24	50	2	50	0	0	0	0
	14+00.000	3779	570	50	24	50	2	50	0	0	0	0
	15+00.000	3780	570	50	24	50	2	50	0	0	0	0
	16+00.000	3781	570	50	24	50	2	50	0	0	0	0
	17+00.000	3782	570	50	24	50	2	50	0	0	0	0
	18+00.000	3783	570	50	24	50	2	50	0	0	0	0
	19+00.000	3784	570	50	24	50	2	50	0	0	0	0
	20+00.000	3785	570	50	24	50	2	50	0	0	0	0
	21+00.000	3786	570	50	24	50	2	50	0	0	0	0
	22+00.000	3787	570	50	24	50	2	50	0	0	0	0
	23+00.000	3788	570	50	24	50	2	50	0	0	0	0
	24+00.000	3789	570	50	24	50	2	50	0	0	0	0
	25+00.000	3790	570	50	24	50	2	50	0	0	0	0
	26+00.000	3791	570	50	24	50	2	50	0	0	0	0
	27+00.000	3792	570	50	24	50	2	50	0	0	0	0
	28+00.000	3793	570	50	24	50	2	50	0	0	0	0
	29+00.000	3794	570	50	24	50	2	50	0	0	0	0
	30+00.000	3795	570	50	24	50	2	50	0	0	0	0
	31+00.000	3796	570	50	24	50	2	50	0	0	0	0
	32+00.000	3797										
YM-RA	28+00.000	3816	518	50	15	50	1	50	0	0	0	0
	27+00.000	3815	518	50	15	50	1	50	0	0	0	0
	26+00.000	3814	518	50	15	50	1	50	0	0	0	0
	25+00.000	3813	518	50	15	50	1	50	0	0	0	0
	24+00.000	3812	518	50	15	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	23+00.000	3811	518	50	15	50	1	50	0	0	0	0
	22+00.000	3810	518	50	15	50	1	50	0	0	0	0
	21+00.000	3809	518	50	15	50	1	50	0	0	0	0
	20+00.000	3808	518	50	15	50	1	50	0	0	0	0
	19+00.000	3807	518	50	15	50	1	50	0	0	0	0
	18+00.000	3806	518	50	15	50	1	50	0	0	0	0
	17+00.000	3805	518	50	15	50	1	50	0	0	0	0
	16+00.000	3804	518	50	15	50	1	50	0	0	0	0
	15+00.000	3803	518	50	15	50	1	50	0	0	0	0
	14+00.000	3802	518	50	15	50	1	50	0	0	0	0
	13+00.000	3801	518	50	15	50	1	50	0	0	0	0
	12+00.000	3800	518	50	15	50	1	50	0	0	0	0
	11+00.000	3799	518	50	15	50	1	50	0	0	0	0
	10+00.000	3798										
CottonLn_NB1	32+49.927	3889	1160	50	35	50	2	50	0	0	0	0
	32+00.000	3888	1160	50	35	50	2	50	0	0	0	0
	31+00.000	3887	1160	50	35	50	2	50	0	0	0	0
	30+00.000	3886	1160	50	35	50	2	50	0	0	0	0
	29+00.000	3885	1160	50	35	50	2	50	0	0	0	0
	28+00.000	3884	1160	50	35	50	2	50	0	0	0	0
	27+00.000	3883	1160	50	35	50	2	50	0	0	0	0
	26+00.000	3882	1160	50	35	50	2	50	0	0	0	0
	25+00.000	3881	1160	50	35	50	2	50	0	0	0	0
	24+00.000	3880	1160	50	35	50	2	50	0	0	0	0
	23+00.000	3879	1160	50	35	50	2	50	0	0	0	0
	22+00.000	3878	1160	50	35	50	2	50	0	0	0	0
	21+00.000	3877	1160	50	35	50	2	50	0	0	0	0
	20+00.000	3876	1160	50	35	50	2	50	0	0	0	0
	19+00.000	3875	1160	50	35	50	2	50	0	0	0	0
	18+00.000	3874	1160	50	35	50	2	50	0	0	0	0
	17+00.000	3873	1160	50	35	50	2	50	0	0	0	0
	16+00.000	3872	1160	50	35	50	2	50	0	0	0	0
	15+00.000	3871	1160	50	35	50	2	50	0	0	0	0
	14+00.000	3870	1160	50	35	50	2	50	0	0	0	0
	13+00.000	3869	1160	50	35	50	2	50	0	0	0	0
	12+00.000	3868	1160	50	35	50	2	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	11+00.000	3867	1160	50	35	50	2	50	0	0	0	0
	10+00.000	3866	1160	50	35	50	2	50	0	0	0	0
	9+00.000	3865	1160	50	35	50	2	50	0	0	0	0
	8+00.000	3864	1160	50	35	50	2	50	0	0	0	0
	7+00.000	3863	1160	50	35	50	2	50	0	0	0	0
	6+00.000	3862	1160	50	35	50	2	50	0	0	0	0
	5+00.000	3861	1160	50	35	50	2	50	0	0	0	0
	4+00.000	3860	1160	50	35	50	2	50	0	0	0	0
	3+00.000	3859	1160	50	35	50	2	50	0	0	0	0
	2+00.000	3858	1160	50	35	50	2	50	0	0	0	0
	1+00.000	3857	1160	50	35	50	2	50	0	0	0	0
	0+00.000	3856										
YumaRd_WB1	point4112	4112	1450	50	71	50	5	50	0	0	0	0
	point4111	4111										
YumaRd_EB2	point4119	4119	936	50	29	50	4	50	0	0	0	0
	point4118	4118										
LowerBuckeye_WB1	point4126	4126	1006	50	49	50	1	50	0	0	0	0
	point4125	4125										
LowerBuckeye_EB2	point4133	4133	822	50	37	50	6	50	0	0	0	0
	point4132	4132										
ElwoodSt	point4161	4161	3040	35	143	35	6	35	0	0	0	0
	point4162	4162	3040	35	143	35	6	35	0	0	0	0
	point4163	4163										
CottonLn_SB1	32+51.795	4251	1010	50	36	50	1	50	0	0	0	0
	31+51.795	4250	1010	50	36	50	1	50	0	0	0	0
	30+51.795	4249	1010	50	36	50	1	50	0	0	0	0
	29+51.795	4248	1010	50	36	50	1	50	0	0	0	0
	28+51.795	4247	1010	50	36	50	1	50	0	0	0	0
	27+51.795	4246	1010	50	36	50	1	50	0	0	0	0
	26+51.795	4245	1010	50	36	50	1	50	0	0	0	0
	25+51.795	4244	1010	50	36	50	1	50	0	0	0	0
	24+51.795	4243	1010	50	36	50	1	50	0	0	0	0
	23+51.795	4242	1010	50	36	50	1	50	0	0	0	0
	22+51.795	4241	1010	50	36	50	1	50	0	0	0	0
	21+51.795	4240	1010	50	36	50	1	50	0	0	0	0
	20+51.795	4239	1010	50	36	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	19+51.795	4238	1010	50	36	50	1	50	0	0	0	0
	18+51.795	4237	1010	50	36	50	1	50	0	0	0	0
	17+51.795	4236	1010	50	36	50	0	50	0	0	0	0
	16+51.795	4235	1010	50	36	50	1	50	0	0	0	0
	15+51.795	4234	1010	50	36	50	1	50	0	0	0	0
	14+51.795	4233	1010	50	36	50	1	50	0	0	0	0
	13+51.795	4232	1010	50	36	50	1	50	0	0	0	0
	12+51.795	4231	1010	50	36	50	1	50	0	0	0	0
	11+51.795	4230	1010	50	36	50	1	50	0	0	0	0
	10+51.795	4229	1010	50	36	50	1	50	0	0	0	0
	9+51.795	4228	1010	50	36	50	1	50	0	0	0	0
	8+51.795	4227	1010	50	36	50	1	50	0	0	0	0
	7+51.795	4226	1010	50	36	50	1	50	0	0	0	0
	6+51.795	4225	1010	50	36	50	1	50	0	0	0	0
	5+51.795	4224	1010	50	36	50	1	50	0	0	0	0
	4+51.795	4223	1010	50	36	50	1	50	0	0	0	0
	3+51.795	4222	1010	50	36	50	1	50	0	0	0	0
	2+51.795	4221	1010	50	36	50	1	50	0	0	0	0
	1+51.795	4220	1010	50	36	50	1	50	0	0	0	0
	0+51.795	4219	1010	50	36	50	1	50	0	0	0	0
	0+00.000	4218										
SR303L_NB_Inside_4	1134+00.000	4207	1044	70	226	70	52	70	0	0	0	0
	1136+00.000	4206	1044	70	226	70	52	70	0	0	0	0
	1138+00.000	4205	1044	70	226	70	52	70	0	0	0	0
	1140+00.000	4204	1044	70	226	70	52	70	0	0	0	0
	1142+00.000	4203	1044	70	226	70	52	70	0	0	0	0
	1144+00.000	4202	1044	70	226	70	52	70	0	0	0	0
	1146+00.000	2926	1044	70	226	70	52	70	0	0	0	0
	1148+00.000	2925	1044	70	226	70	52	70	0	0	0	0
	1150+00.000	2924	1044	70	226	70	52	70	0	0	0	0
	1152+00.000	2923	1044	70	226	70	52	70	0	0	0	0
	1154+00.000	2922	1044	70	226	70	52	70	0	0	0	0
	1156+00.000	2921	1044	70	226	70	52	70	0	0	0	0
	1158+00.000	2920	1044	70	226	70	52	70	0	0	0	0
	1160+00.000	2919	1044	70	226	70	52	70	0	0	0	0
	1162+00.000	2918	1044	70	226	70	52	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1164+00.000	2917	1044	70	226	70	52	70	0	0	0	0
	1166+00.000	2916	1044	70	226	70	52	70	0	0	0	0
	1168+00.000	2915	1044	70	226	70	52	70	0	0	0	0
	1170+00.000	2914	1044	70	226	70	52	70	0	0	0	0
	1172+00.000	2913	1044	70	226	70	52	70	0	0	0	0
	1174+00.000	2912										
SR303L_NB_Outside_4	1134+00.000	4214	1044	70	226	70	52	70	0	0	0	0
	1136+00.000	4213	1044	70	226	70	52	70	0	0	0	0
	1138+00.000	4212	1044	70	226	70	52	70	0	0	0	0
	1140+00.000	4211	1044	70	226	70	52	70	0	0	0	0
	1142+00.000	4210	1044	70	226	70	52	70	0	0	0	0
	1144+00.000	4209	1044	70	226	70	52	70	0	0	0	0
	1146+00.000	2995	1044	70	226	70	52	70	0	0	0	0
	1148+00.000	2994	1044	70	226	70	52	70	0	0	0	0
	1150+00.000	2993	1044	70	226	70	52	70	0	0	0	0
	1152+00.000	2992	1044	70	226	70	52	70	0	0	0	0
	1154+00.000	2991	1044	70	226	70	52	70	0	0	0	0
	1156+00.000	2990	1044	70	226	70	52	70	0	0	0	0
	1158+00.000	2989	1044	70	226	70	52	70	0	0	0	0
	1160+00.000	2988	1044	70	226	70	52	70	0	0	0	0
	1162+00.000	2987	1044	70	226	70	52	70	0	0	0	0
	1164+00.000	2986	1044	70	226	70	52	70	0	0	0	0
	1166+00.000	2985	1044	70	226	70	52	70	0	0	0	0
	1168+00.000	2984	1044	70	226	70	52	70	0	0	0	0
	1170+00.000	2983	1044	70	226	70	52	70	0	0	0	0
	1172+00.000	2982	1044	70	226	70	52	70	0	0	0	0
	1174+00.000	2981										
SR303L_SB_Outside_3-2-2-2	1207+00.000	4268	1945	70	263	70	56	70	0	0	0	0
	1206+00.000	3103	1945	70	263	70	56	70	0	0	0	0
	1204+00.000	3104	1945	70	263	70	56	70	0	0	0	0
	1202+00.000	3105	1945	70	263	70	56	70	0	0	0	0
	1200+00.000	3106	1945	70	263	70	56	70	0	0	0	0
	1198+00.000	3107	1945	70	263	70	56	70	0	0	0	0
	1196+00.000	3108	1945	70	263	70	56	70	0	0	0	0
	1194+00.000	3109	1945	70	263	70	56	70	0	0	0	0
	1192+00.000	3110	1945	70	263	70	56	70	0	0	0	0



**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1190+00.000	3111	1945	70	263	70	56	70	0	0	0	0
	1188+00.000	3112	1945	70	263	70	56	70	0	0	0	0
	1186+00.000	3113	1945	70	263	70	56	70	0	0	0	0
	1184+00.000	3114										
SR303L_SB_Inside_3-2-2	1207+00.000	4269	1945	70	263	70	56	70	0	0	0	0
	1206+00.000	3034	1945	70	263	70	56	70	0	0	0	0
	1204+00.000	3035	1945	70	263	70	56	70	0	0	0	0
	1202+00.000	3036	1945	70	263	70	56	70	0	0	0	0
	1200+00.000	3037	1945	70	263	70	56	70	0	0	0	0
	1198+00.000	3038	1945	70	263	70	56	70	0	0	0	0
	1196+00.000	3039	1945	70	263	70	56	70	0	0	0	0
	1194+00.000	3040	1945	70	263	70	56	70	0	0	0	0
	1192+00.000	3041	1945	70	263	70	56	70	0	0	0	0
	1190+00.000	3042	1945	70	263	70	56	70	0	0	0	0
	1188+00.000	3043	1945	70	263	70	56	0	0	0	0	0
	1186+00.000	3044	1945	70	263	70	56	70	0	0	0	0
	1184+00.000	3045										
SR303L_NB_Inside_4-2	1204+00.000	4270	1320	70	246	70	52	70	0	0	0	0
	1206+00.000	2896	1320	70	246	70	52	70	0	0	0	0
	1208+00.000	2895	1320	70	246	70	52	70	0	0	0	0
	1210+00.000	2894	1320	70	246	70	52	70	0	0	0	0
	1212+00.000	2893	1320	70	246	70	52	70	0	0	0	0
	1214+00.000	2892	1320	70	246	70	52	70	0	0	0	0
	1216+00.000	2891	1320	70	246	70	52	70	0	0	0	0
	1218+00.000	2890	1320	70	246	70	52	70	0	0	0	0
	1220+00.000	2889	1320	70	246	70	52	70	0	0	0	0
	1222+00.000	2888	1320	70	246	70	52	70	0	0	0	0
	1224+00.000	2887	1320	70	246	70	52	70	0	0	0	0
	1226+00.000	2886	1320	70	246	70	52	70	0	0	0	0
	1228+00.000	2885	1320	70	246	70	52	70	0	0	0	0
	1230+00.000	2884	1320	70	246	70	52	70	0	0	0	0
	1232+00.000	2883	1320	70	246	70	52	70	0	0	0	0
	1234+00.000	2882	1320	70	246	70	52	70	0	0	0	0
	1236+00.000	2881										
SR303L_NB_Outside_4-2	1204+00.000	4271	1320	70	246	70	52	70	0	0	0	0
	1206+00.000	2965	1320	70	246	70	52	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1208+00.000	2964	1320	70	246	70	52	70	0	0	0	0
	1210+00.000	2963	1320	70	246	70	52	70	0	0	0	0
	1212+00.000	2962	1320	70	246	70	52	70	0	0	0	0
	1214+00.000	2961	1320	70	246	70	52	70	0	0	0	0
	1216+00.000	2960	1320	70	246	70	52	70	0	0	0	0
	1218+00.000	2959	1320	70	246	70	52	70	0	0	0	0
	1220+00.000	2958	1320	70	246	70	52	70	0	0	0	0
	1222+00.000	2957	1320	70	246	70	52	70	0	0	0	0
	1224+00.000	2956	1320	70	246	70	52	70	0	0	0	0
	1226+00.000	2955	1320	70	246	70	52	70	0	0	0	0
	1228+00.000	2954	1320	70	246	70	52	70	0	0	0	0
	1230+00.000	2953	1320	70	246	70	52	70	0	0	0	0
	1232+00.000	2952	1320	70	246	70	52	70	0	0	0	0
	1234+00.000	2951	1320	70	246	70	52	70	0	0	0	0
	1236+00.000	2950										
SR303L_SB_Outside_3-2-2-2	1184+00.000	4272	1261	70	215	70	51	70	0	0	0	0
	1182+00.000	3115	1261	70	215	70	51	70	0	0	0	0
	1180+00.000	3116	1261	70	215	70	51	70	0	0	0	0
	1178+00.000	3117	1261	70	215	70	51	70	0	0	0	0
	1176+00.000	3118	1261	70	215	70	51	70	0	0	0	0
	1174+00.000	3119	1261	70	215	70	51	70	0	0	0	0
	1172+00.000	3120	1261	70	215	70	51	70	0	0	0	0
	1170+00.000	3121	1261	70	215	70	51	70	0	0	0	0
	1168+00.000	3122	1261	70	215	70	51	70	0	0	0	0
	1166+00.000	3123	1261	70	215	70	51	70	0	0	0	0
	1164+00.000	3124	1261	70	215	70	51	70	0	0	0	0
	1162+00.000	3125	1261	70	215	70	51	70	0	0	0	0
	1160+00.000	3126	1261	70	215	70	51	70	0	0	0	0
	1158+00.000	3127	1261	70	215	70	51	70	0	0	0	0
	1156+00.000	3128	1261	70	215	70	51	70	0	0	0	0
	1154+00.000	3129	1261	70	215	70	51	70	0	0	0	0
	1152+00.000	3130	1261	70	215	70	51	70	0	0	0	0
	1150+00.000	3131	1261	70	215	70	51	70	0	0	0	0
	1148+00.000	3132	1261	70	215	70	51	70	0	0	0	0
	1146+00.000	4187	1261	70	215	70	51	70	0	0	0	0
	1144+00.000	4188	1261	70	215	70	51	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1142+00.000	4189	1261	70	215	70	51	70	0	0	0	0
	1140+00.000	4190	1261	70	215	70	51	70	0	0	0	0
	1138+00.000	4191	1261	70	215	70	51	70	0	0	0	0
	1136+00.000	4192	1261	70	215	70	51	70	0	0	0	0
	1134+00.000	4193										
SR303L_SB_Inside_3-2-2-2-2	1184+00.000	4273	1261	70	215	70	51	70	0	0	0	0
	1182+00.000	3046	1261	70	215	70	51	70	0	0	0	0
	1180+00.000	3047	1261	70	215	70	51	70	0	0	0	0
	1178+00.000	3048	1261	70	215	70	51	70	0	0	0	0
	1176+00.000	3049	1261	70	215	70	51	70	0	0	0	0
	1174+00.000	3050	1261	70	215	70	51	70	0	0	0	0
	1172+00.000	3051	1261	70	215	70	51	70	0	0	0	0
	1170+00.000	3052	1261	70	215	70	51	70	0	0	0	0
	1168+00.000	3053	1261	70	215	70	51	70	0	0	0	0
	1166+00.000	3054	1261	70	215	70	51	70	0	0	0	0
	1164+00.000	3055	1261	70	215	70	51	70	0	0	0	0
	1162+00.000	3056	1261	70	215	70	51	70	0	0	0	0
	1160+00.000	3057	1261	70	215	70	51	70	0	0	0	0
	1158+00.000	3058	1261	70	215	70	51	70	0	0	0	0
	1156+00.000	3059	1261	70	215	70	51	70	0	0	0	0
	1154+00.000	3060	1261	70	215	70	51	70	0	0	0	0
	1152+00.000	3061	1261	70	215	70	51	70	0	0	0	0
	1150+00.000	3062	1261	70	215	70	51	70	0	0	0	0
	1148+00.000	3063	1261	70	215	70	51	70	0	0	0	0
	1146+00.000	4194	1261	70	215	70	51	70	0	0	0	0
	1144+00.000	4195	1261	70	215	70	51	70	0	0	0	0
	1142+00.000	4196	1261	70	215	70	51	70	0	0	0	0
	1140+00.000	4197	1261	70	215	70	51	70	0	0	0	0
	1138+00.000	4198	1261	70	215	70	51	70	0	0	0	0
	1136+00.000	4199	1261	70	215	70	51	70	0	0	0	0
	1134+00.000	4200										
NBFR-LB-YM-2	point4277	4277	41	50	1	50	0	0	0	0	0	0
	11+00.000	3461	41	50	1	50	0	0	0	0	0	0
	12+00.000	3462	41	50	1	50	0	0	0	0	0	0
	13+00.000	3463	41	50	1	50	0	0	0	0	0	0
	14+00.000	3464	41	50	1	50	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	15+00.000	3465	41	50	1	50	0	0	0	0	0	0
	16+00.000	3466	41	50	1	50	0	0	0	0	0	0
	17+00.000	3467	41	50	1	50	0	0	0	0	0	0
	18+00.000	3468	41	50	1	50	0	0	0	0	0	0
	19+00.000	3469	41	50	1	50	0	0	0	0	0	0
	20+00.000	3470	41	50	1	50	0	0	0	0	0	0
	21+00.000	3471	41	50	1	50	0	0	0	0	0	0
	22+00.000	3472	41	50	1	50	0	0	0	0	0	0
	23+00.000	3473	41	50	1	50	0	0	0	0	0	0
	24+00.000	3474	41	50	1	50	0	0	0	0	0	0
	25+00.000	3475	41	50	1	50	0	0	0	0	0	0
	26+00.000	3476	41	50	1	50	0	0	0	0	0	0
	27+00.000	3477	41	50	1	50	0	0	0	0	0	0
	28+00.000	3478	41	50	1	50	0	0	0	0	0	0
	29+00.000	3479	41	50	1	50	0	0	0	0	0	0
	30+00.000	3480	41	50	1	50	0	0	0	0	0	0
	31+00.000	3481	41	50	1	50	0	0	0	0	0	0
	32+00.000	3482	41	50	1	50	0	0	0	0	0	0
	33+00.000	3483	41	50	1	50	0	0	0	0	0	0
	34+00.000	3484										
NBFR-YM-VB-2	point4280	4280	277	50	5	50	0	0	0	0	0	0
	11+00.000	3567	277	50	5	50	0	0	0	0	0	0
	12+00.000	3568	277	50	5	50	0	0	0	0	0	0
	13+00.000	3569	277	50	5	50	0	0	0	0	0	0
	14+00.000	3570	277	50	5	50	0	0	0	0	0	0
	15+00.000	3571	277	50	5	50	0	0	0	0	0	0
	16+00.000	3572	277	50	5	50	0	0	0	0	0	0
	17+00.000	3573	277	50	5	50	0	0	0	0	0	0
	18+00.000	3574	277	50	5	50	0	0	0	0	0	0
	19+00.000	3575	277	50	5	50	0	0	0	0	0	0
	20+00.000	3576										
YM-RD	point4281	4281	886	50	65	50	10	50	0	0	0	0
	11+00.000	3621	886	50	65	50	10	50	0	0	0	0
	12+00.000	3622	886	50	65	50	10	50	0	0	0	0
	13+00.000	3623	886	50	65	50	10	50	0	0	0	0
	14+00.000	3624	886	50	65	50	10	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	15+00.000	3625	886	50	65	50	10	50	0	0	0	0
	16+00.000	3626	886	50	65	50	10	50	0	0	0	0
	17+00.000	3627	886	50	65	50	10	50	0	0	0	0
	18+00.000	3628	886	50	65	50	10	50	0	0	0	0
	19+00.000	3629	886	50	65	50	10	50	0	0	0	0
	20+00.000	3630										
SR303L_NB_Outside_4-2	1174+00.00	4294	1605	70	258	70	53	70	0	0	0	0
	1176+00.000	2980	1605	70	258	70	53	70	0	0	0	0
	1178+00.000	2979	1605	70	258	70	53	70	0	0	0	0
	1180+00.000	2978	1605	70	258	70	53	70	0	0	0	0
	1182+00.000	2977	1605	70	258	70	53	70	0	0	0	0
	1184+00.000	2976	1605	70	258	70	53	70	0	0	0	0
	1186+00.000	2975	1605	70	258	70	53	70	0	0	0	0
	1188+00.000	2974	1605	70	258	70	53	70	0	0	0	0
	1190+00.000	2973	1605	70	258	70	53	70	0	0	0	0
	1192+00.000	2972	1605	70	258	70	53	70	0	0	0	0
	1194+00.000	2971	1605	70	258	70	53	70	0	0	0	0
	1196+00.000	2970	1605	70	258	70	53	70	0	0	0	0
	1198+00.000	2969	1605	70	258	70	53	70	0	0	0	0
	1200+00.000	2968	1605	70	258	70	53	70	0	0	0	0
	1202+00.000	2967	1605	70	258	70	53	70	0	0	0	0
	1204+00.000	2966										
SR303L_NB_Inside_4-2	1174+00.000	4295	1605	70	258	70	53	70	0	0	0	0
	1176+00.000	2911	1605	70	258	70	53	70	0	0	0	0
	1178+00.000	2910	1605	70	258	70	53	70	0	0	0	0
	1180+00.000	2909	1605	70	258	70	53	70	0	0	0	0
	1182+00.000	2908	1605	70	258	70	53	70	0	0	0	0
	1184+00.000	2907	1605	70	258	70	53	70	0	0	0	0
	1186+00.000	2906	1605	70	258	70	53	70	0	0	0	0
	1188+00.000	2905	1605	70	258	70	53	70	0	0	0	0
	1190+00.000	2904	1605	70	258	70	53	70	0	0	0	0
	1192+00.000	2903	1605	70	258	70	53	70	0	0	0	0
	1194+00.000	2902	1605	70	258	70	53	70	0	0	0	0
	1196+00.000	2901	1605	70	258	70	53	70	0	0	0	0
	1198+00.000	2900	1605	70	258	70	53	70	0	0	0	0
	1200+00.000	2899	1605	70	258	70	53	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1202+00.000	2898	1605	70	258	70	53	70	0	0	0	0
	1204+00.000	2897										
NBFR-LB-YM-2-2	point4297	4297	98	50	3	50	0	0	0	0	0	0
	35+00.000	3485	98	50	3	50	0	0	0	0	0	0
	36+00.000	3486	98	50	3	50	0	0	0	0	0	0
	37+00.000	3487	98	50	3	50	0	0	0	0	0	0
	38+00.000	3488	98	50	3	50	0	0	0	0	0	0
	39+00.000	3489	98	50	3	50	0	0	0	0	0	0
	40+00.000	3490	98	50	3	50	0	0	0	0	0	0
	41+00.000	3491	98	50	3	50	0	0	0	0	0	0
	42+00.000	3492	98	50	3	50	0	0	0	0	0	0
	43+00.000	3493	98	50	3	50	0	0	0	0	0	0
	44+00.000	3494	98	50	3	50	0	0	0	0	0	0
	45+00.000	3495	98	50	3	50	0	0	0	0	0	0
	46+00.000	3496	98	50	3	50	0	0	0	0	0	0
	47+00.000	3497	98	50	3	50	0	0	0	0	0	0
	48+00.000	3498	98	50	3	50	0	0	0	0	0	0
	49+00.000	3499	98	50	3	50	0	0	0	0	0	0
	50+00.000	3500	98	50	3	50	0	0	0	0	0	0
	51+00.000	3501	98	50	3	50	0	0	0	0	0	0
	52+00.000	3502	98	50	3	50	0	0	0	0	0	0
	53+00.000	3503	98	50	3	50	0	0	0	0	0	0
	54+00.000	3504	98	50	3	50	0	0	0	0	0	0
	55+00.000	3505	98	50	3	50	0	0	0	0	0	0
	56+00.000	3506	98	50	3	50	0	0	0	0	0	0
	57+00.000	3507	98	50	3	50	0	0	0	0	0	0
	58+00.000	3508	98	50	3	50	0	0	0	0	0	0
	59+00.000	3509	98	50	3	50	0	0	0	0	0	0
	60+00.000	3510	0	50	3	50	0	0	0	0	0	0
	61+00.000	3511	98	50	3	50	0	0	0	0	0	0
	62+00.000	3512										
SBFR-LB-YM-2	point4298	4298	114	50	5	50	0	0	0	0	0	0
	33+00.000	3536	114	50	5	50	0	0	0	0	0	0
	32+00.000	3535	114	50	5	50	0	0	0	0	0	0
	31+00.000	3534	114	50	5	50	0	0	0	0	0	0
	30+00.000	3533	114	50	5	50	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	29+00.000	3532	114	50	5	50	0	0	0	0	0	0
	28+00.000	3531	114	50	5	50	0	0	0	0	0	0
	27+00.000	3530	114	50	5	50	0	0	0	0	0	0
	26+00.000	3529	114	50	5	50	0	0	0	0	0	0
	25+00.000	3528	114	50	5	50	0	0	0	0	0	0
	24+00.000	3527	114	50	5	50	0	0	0	0	0	0
	23+00.000	3526	114	50	5	50	0	0	0	0	0	0
	22+00.000	3525	114	50	5	50	0	0	0	0	0	0
	21+00.000	3524	114	50	5	50	0	0	0	0	0	0
	20+00.000	3523	114	50	5	50	0	0	0	0	0	0
	19+00.000	3522	114	50	5	50	0	0	0	0	0	0
	18+00.000	3521	114	50	5	50	0	0	0	0	0	0
	17+00.000	3520	114	50	5	50	0	0	0	0	0	0
	16+00.000	3519	114	50	5	50	0	0	0	0	0	0
	15+00.000	3518	114	50	5	50	0	0	0	0	0	0
	14+00.000	3517	114	50	5	50	0	0	0	0	0	0
	13+00.000	3516	114	50	5	50	0	0	0	0	0	0
	12+00.000	3515	114	50	5	50	0	0	0	0	0	0
	11+00.000	3514	114	50	5	50	0	0	0	0	0	0
	point4275	4275										
ElwoodSt-2	point4306	4306	1720	35	93	35	2	35	0	0	0	0
	point4164	4164	1720	35	93	35	2	35	0	0	0	0
	point4165	4165	1720	35	93	35	2	35	0	0	0	0
	point4166	4166										
SR303L_SB_Inside_3-2-2-2	point4311	4311	1686	70	256	70	56	70	0	0	0	0
	1234+00.000	3020	1686	70	256	70	56	70	0	0	0	0
	1232+00.000	3021	1686	70	256	70	56	70	0	0	0	0
	1230+00.000	3022	1686	70	256	70	56	70	0	0	0	0
	1228+00.000	3023	1686	70	256	70	56	70	0	0	0	0
	1226+00.000	3024	1686	70	256	70	56	70	0	0	0	0
	1224+00.000	3025	1686	70	256	70	56	70	0	0	0	0
	1222+00.000	3026	1686	70	256	70	56	70	0	0	0	0
	1220+00.000	3027	1686	70	256	70	56	70	0	0	0	0
	1218+00.000	3028	1686	70	256	70	56	70	0	0	0	0
	1216+00.000	3029	1686	70	256	70	56	70	0	0	0	0
	1214+00.000	3030	1686	70	256	70	56	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1212+00.000	3031	1686	70	256	70	56	70	0	0	0	0
	1210+00.000	3032	1686	70	256	70	56	70	0	0	0	0
	1208+00.000	3033	1686	70	256	70	56	70	0	0	0	0
	1207+00.000	4267										
SR303L_SB_Outside_3-2-2-2	point4312	4312	1686	70	256	70	56	70	0	0	0	0
	1234+00.000	3089	1686	70	256	70	56	70	0	0	0	0
	1232+00.000	3090	1686	70	256	70	56	70	0	0	0	0
	1230+00.000	3091	1686	70	256	70	56	70	0	0	0	0
	1228+00.000	3092	1686	70	256	70	56	70	0	0	0	0
	1226+00.000	3093	1686	70	256	70	56	70	0	0	0	0
	1224+00.000	3094	1686	70	256	70	56	70	0	0	0	0
	1222+00.000	3095	1686	70	256	70	56	70	0	0	0	0
	1220+00.000	3096	1686	70	256	70	56	70	0	0	0	0
	1218+00.000	3097	1686	70	256	70	56	70	0	0	0	0
	1216+00.000	3098	1686	70	256	70	56	70	0	0	0	0
	1214+00.000	3099	1686	70	256	70	56	70	0	0	0	0
	1212+00.000	3100	1686	70	256	70	56	70	0	0	0	0
	1210+00.000	3101	1686	70	256	70	56	70	0	0	0	0
	1208+00.000	3102	1686	70	256	70	56	70	0	0	0	0
	1207+00.000	4266										
YM-RC-2	point4313	4313	1058	50	64	50	5	50	0	0	0	0
	19+00.000	3662	1058	50	64	50	5	50	0	0	0	0
	18+00.000	3661	1058	50	64	50	5	50	0	0	0	0
	17+00.000	3660	1058	50	64	50	5	50	0	0	0	0
	16+00.000	3659	1058	50	64	50	5	50	0	0	0	0
	15+00.000	3658	1058	50	64	50	5	50	0	0	0	0
	14+00.000	3657	1058	50	64	50	5	50	0	0	0	0
	13+00.000	3656	1058	50	64	50	5	50	0	0	0	0
	12+00.000	3655	1058	50	64	50	5	50	0	0	0	0
	11+00.000	3654	1058	50	64	50	5	50	0	0	0	0
	point4282	4282										
SBFR-YM-VB-2-2	point4314	4314	379	50	5	50	0	0	0	0	0	0
	19+00.000	3688	379	50	5	50	0	0	0	0	0	0
	18+00.000	3687	379	50	5	50	0	0	0	0	0	0
	17+00.000	3686	379	50	5	50	0	0	0	0	0	0
	16+00.000	3685	379	50	5	50	0	0	0	0	0	0



**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	15+00.000	3684	379	50	5	50	0	0	0	0	0	0
	14+00.000	3683	379	50	5	50	0	0	0	0	0	0
	13+00.000	3682	379	50	5	50	0	0	0	0	0	0
	12+00.000	3681	379	50	5	50	0	0	0	0	0	0
	11+00.000	3680	379	50	5	50	0	0	0	0	0	0
	point4283	4283										
YumaRd_EB1-2	point4316	4316	919	50	49	50	3	50	0	0	0	0
	point4152	4152										
YumaRd_WB2-2	point4317	4317	1376	50	45	50	11	50	0	0	0	0
	point4148	4148										
LowerBuckeye_EB1-2	point4320	4320	546	50	44	50	1	50	0	0	0	0
	point4160	4160										
LowerBuckeye_WB2-2	point4321	4321	1113	50	18	50	1	50	0	0	0	0
	point4156	4156										

AZTEC Engineering	18 August 2022
AZTEC Engineering	TNM 2.5

INPUT: BARRIERS

PROJECT/CONTRACT: SR303 Van Buren to MC 85  
 RUN: SR 303, Yuma to MC 85, NB

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	\$ per Unit	\$ per Unit	Top Width	Run:Rise	\$ per Unit			X	Y	Z	at Point	Seg	Ht	Perturbs	On	Important
		ft	ft	\$/sq ft	\$/cu yd	ft	ft:ft	\$/ft			ft	ft	ft	ft	ft				
Barrier NB2	W	0.00	99.99	0.00				0.00	1214+34.655	1071	544,698.3	885,416.2	959.06	10.00	2.00	3	0		
									1212+86.079	1509	544,680.5	885,267.7	959.80	10.00	2.00	3	0		
									1210+87.103	1072	544,660.1	885,068.8	960.25	10.00	2.00	3	0		
									1208+87.645	1073	544,644.2	884,869.4	958.82	10.00	2.00	3	0		
									1206+87.904	1074	544,633.0	884,669.7	957.98	10.00	2.00	3	0		
									1204+88.083	1075	544,627.2	884,469.9	956.63	10.00	2.00	3	0		
									1202+88.082	1076	544,626.4	884,269.9	956.36	10.00	2.00	3	0		
									1200+88.081	1077	544,625.7	884,069.9	955.35	10.00	2.00	3	0		
									1198+88.079	1078	544,624.9	883,869.9	954.38	10.00	2.00	3	0		
									1196+88.078	1079	544,624.2	883,669.9	953.39	10.00	2.00	3	0		
									1194+88.076	1080	544,623.4	883,469.9	952.42	10.00	2.00	3	0		
									1192+88.075	1081	544,622.7	883,269.9	951.43	10.00	2.00	3	0		
									1190+88.073	1082	544,621.9	883,069.9	950.61	10.00	2.00	3	0		
									1188+88.072	1083	544,621.2	882,869.9	950.65	10.00	2.00	3	0		
									1186+88.071	1084	544,620.4	882,669.9	951.35	10.00	2.00	3	0		
									1184+73.069	1085	544,619.7	882,454.9	953.15	10.00	2.00	3	0		
									1182+73.068	1086	544,619.0	882,254.9	957.07	10.00	2.00	3	0		
									1180+73.067	1087	544,618.2	882,054.9	960.70	10.00	2.00	3	0		
									1178+73.065	1088	544,617.5	881,854.9	963.47	10.00	2.00	3	0		
									1176+73.064	1089	544,616.7	881,654.9	966.56	10.00	2.00	3	0		
									1174+73.063	1090	544,616.0	881,454.9	970.65	10.00	2.00	3	0		
									1172+78.644	1091	544,615.2	881,254.9	971.39	10.00	2.00	3	0		
									1170+90.283	1092	544,614.5	881,059.5	971.86	10.00					
Barrier NB1	W	0.00	99.99	0.00				0.00	1212+94.747	1093	544,618.2	885,276.6	961.84	10.00	2.00	3	0		
									1214+09.438	1094	544,616.9	885,391.3	964.45	10.00	2.00	3	0		
									1216+09.440	1095	544,617.7	885,591.3	969.08	10.00	2.00	3	0		
									1216+28.239	1096	544,617.7	885,610.1	969.59	10.00					
PW5	W	0.00	99.99	0.00				0.00	point1207	1207	545,240.9	883,548.3	948.72	6.00	0.00	0	0		
									point1208	1208	544,814.3	883,550.0	948.69	6.00	0.00	0	0		
									point1209	1209	544,705.7	883,465.0	948.36	6.00	0.00	0	0		
									point1210	1210	544,693.9	883,176.5	947.31	6.00	0.00	0	0		
									point1211	1211	544,692.6	882,820.7	946.34	6.00	0.00	0	0		
									point1212	1212	544,690.8	882,235.6	942.23	6.00	0.00	0	0		
									point1213	1213	544,689.9	881,977.4	941.29	6.00	0.00	0	0		
									point1214	1214	544,689.5	881,712.7	941.15	6.00	0.00	0	0		

INPUT: BARRIERS

SR303 Van Buren to MC 85

									point1215	1215	544,743.3	881,507.9	940.92	6.00	0.00	0	0		
									point1216	1216	544,742.8	881,336.6	941.01	6.00	0.00	0	0		
									point1217	1217	545,199.9	881,322.8	943.50	6.00	0.00	0	0		
									point1218	1218	545,532.1	881,321.4	942.31	6.00					
PW4	W	0.00	99.99	0.00				0.00	point1219	1219	544,736.1	884,255.4	952.36	6.00	0.00	0	0		
									point1220	1220	544,688.8	884,239.2	952.42	6.00	0.00	0	0		
									point1221	1221	544,725.0	884,134.1	952.19	6.00	0.00	0	0		
									point1222	1222	544,750.6	884,124.5	951.92	6.00					
PW3	W	0.00	99.99	0.00				0.00	point1223	1223	544,729.0	884,718.2	954.76	6.00	0.00	0	0		
									point1224	1224	544,702.2	884,701.5	954.79	6.00	0.00	0	0		
									point1225	1225	544,718.7	884,585.7	954.02	6.00	0.00	0	0		
									point1226	1226	544,677.4	884,587.5	954.00	6.00	0.00	0	0		
									point1227	1227	544,718.7	884,467.6	953.55	6.00					
PW2	W	0.00	99.99	0.00				0.00	point1228	1228	544,740.9	885,024.1	956.72	6.00	0.00	0	0		
									point1229	1229	544,740.5	884,909.0	957.07	6.00	0.00	0	0		
									point1230	1230	544,709.6	884,909.1	957.23	6.00	0.00	0	0		
									point1231	1231	544,729.2	884,771.6	955.17	6.00					
PW1	W	0.00	99.99	0.00				0.00	point1232	1232	545,086.8	885,238.3	957.59	6.00	0.00	0	0		
									point1233	1233	544,733.1	885,247.2	956.64	6.00	0.00	0	0		
									point1234	1234	544,753.0	885,096.2	957.23	6.00					
Potential Developer Wall2	W	0.00	99.99	0.00				0.00	point1469	1469	544,889.4	878,713.7	928.43	6.00	0.00	0	0		
									point1470	1470	544,825.5	878,718.7	928.30	6.00	0.00	0	0		
									point1471	1471	544,711.6	878,722.3	927.59	6.00	0.00	0	0		
									point1472	1472	544,593.6	878,722.2	926.01	6.00	0.00	0	0		
									point1473	1473	544,544.8	878,769.8	927.38	6.00	0.00	0	0		
									point1474	1474	544,545.6	878,964.4	929.14	6.00	0.00	0	0		
									point1475	1475	544,543.7	879,153.4	929.27	6.00	0.00	0	0		
									point1476	1476	544,550.4	879,324.8	929.81	6.00	0.00	0	0		
									point1477	1477	544,563.5	879,515.1	931.27	6.00	0.00	0	0		
									point1478	1478	544,657.6	879,514.7	931.10	6.00	0.00	0	0		
									point1479	1479	544,815.3	879,457.5	931.35	6.00	0.00	0	0		
									point1480	1480	545,063.3	879,370.4	930.42	6.00					
Potential Developer Wall1	W	0.00	99.99	0.00				0.00	point1492	1492	545,149.3	879,446.2	930.42	6.00	1.00	0	0		
									point1482	1482	544,807.3	879,567.8	930.43	6.00	1.00	0	0		
									point1483	1483	544,549.6	879,656.4	930.63	6.00	1.00	0	0		
									point1484	1484	544,590.9	879,897.4	931.59	6.00	1.00	0	0		
									point1485	1485	544,647.2	880,199.9	932.85	6.00	1.00	0	0		
									point1486	1486	544,702.9	880,493.6	933.84	6.00	1.00	0	0		
									point1487	1487	544,736.5	880,742.7	934.40	6.00	1.00	0	0		
									point1488	1488	544,777.5	881,064.9	935.87	6.00	1.00	0	0		
									point1489	1489	545,117.1	881,125.7	937.21	6.00	1.00	0	0		
									point1490	1490	545,379.2	881,172.6	937.78	6.00					
BuildingBarrier	W	0.00	99.99	0.00				0.00	point1493	1493	545,170.8	880,439.8	934.87	30.00	0.00	0	0		
									point1494	1494	544,873.1	880,447.9	934.59	30.00	0.00	0	0		
									point1495	1495	544,918.6	880,842.9	935.30	30.00	0.00	0	0		
									point1496	1496	545,125.3	880,880.3	935.30	30.00					
JerseyBarrier2	W	0.00	99.99	0.00				0.00	point1497	1497	543,694.5	878,904.9	962.40	4.00	0.00	0	0		
									point1498	1498	543,834.3	879,077.0	963.80	4.00	0.00	0	0		
									point1499	1499	543,945.7	879,237.8	965.20	4.00	0.00	0	0		

**INPUT: BARRIERS**

**SR303 Van Buren to MC 85**

									point1500	1500	544,049.0	879,410.8	966.60	4.00	0.00	0	0		
									point1501	1501	544,152.4	879,589.1	967.40	4.00	0.00	0	0		
									point1507	1507	544,209.2	879,708.4	967.60	4.00					
JerseyBarrier2-2	W	0.00	99.99	0.00			0.00		point1508	1508	544,251.9	879,788.4	967.60	4.00	0.00	0	0		
									point1502	1502	544,331.9	879,970.9	967.20	4.00	0.00	0	0		
									point1503	1503	544,400.3	880,165.4	966.40	4.00	0.00	0	0		
									point1504	1504	544,462.6	880,360.2	966.10	4.00	0.00	0	0		
									point1505	1505	544,510.3	880,558.4	966.60	4.00	0.00	0	0		
									point1506	1506	544,550.3	880,766.6	969.30	4.00					
Barrier NB3	W	0.00	99.99	0.00			0.00		1170+90.283	1510	544,614.5	881,059.5	971.86	10.00	2.00	3	0		
									1168+98.684	1511	544,608.8	880,859.6	971.06	10.00	2.00	3	0		
									1167+07.565	1512	544,589.3	880,660.6	967.60	10.00	2.00	3	0		
									1165+16.719	1513	544,554.5	880,463.6	960.73	10.00	2.00	3	0		
									1163+26.848	1514	544,516.0	880,267.3	952.73	10.00	2.00	3	0		
									1161+40.071	1515	544,484.6	880,069.8	944.67	10.00	2.00	3	0		
									1159+61.703	1516	544,472.2	879,870.2	937.01	10.00	2.00	3	0		
									1159+54.000	1517	544,472.1	879,861.3	936.73	10.00					



**INPUT: RECEIVERS****SR303 Van Buren to MC 85**

E91	772	4	544,687.9	880,038.8	932.59	5.00	0.00	66	15.0	7.0	Y
E92	773	9	544,584.4	879,666.2	930.58	5.00	0.00	66	15.0	7.0	
E93	774	3	544,859.2	879,620.9	930.54	5.00	0.00	66	15.0	7.0	
E95	775	3	544,793.5	879,453.8	931.52	5.00	0.00	66	15.0	7.0	
E94	776	3	544,580.8	879,491.0	931.66	5.00	0.00	66	15.0	7.0	
E96	777	3	544,561.1	879,282.8	930.00	5.00	0.00	66	15.0	7.0	
E97	778	3	544,560.8	879,064.5	929.57	5.00	0.00	66	15.0	7.0	
E98	779	3	544,560.8	878,811.9	928.31	5.00	0.00	66	15.0	7.0	
E99	780	3	544,719.3	878,735.4	928.17	5.00	0.00	66	15.0	7.0	
E100	781	1	544,235.8	877,470.1	920.40	5.00	0.00	66	15.0	7.0	
E101	782	1	544,645.5	876,376.0	913.91	5.00	0.00	66	15.0	7.0	
E88a	783	10	545,027.8	880,628.6	935.10	5.00	0.00	66	15.0	7.0	
E79a	785	6	544,779.2	882,730.6	942.85	5.00	0.00	66	15.0	7.0	
MON5	787	1	544,680.9	883,970.4	948.86	5.00	0.00	66	15.0	7.0	Y
MON7	788	1	544,704.1	882,357.4	941.70	5.00	0.00	66	15.0	7.0	Y
MON9	789	1	544,686.2	880,213.3	933.09	5.00	0.00	66	15.0	7.0	Y



INPUT: ROADWAYS

SR303 Van Buren to MC 85

		11+00.00	3349	544,378.5	878,726.1	926.90				Average
		10+00.00	3348	544,378.5	878,626.1	926.60				
CO-RC	24.0	41+00.00	3406	544,411.4	882,376.1	955.40				Average
		40+00.00	3405	544,410.0	882,276.2	957.40				Average
		39+00.00	3404	544,407.6	882,176.2	959.30				Average
		38+00.00	3403	544,403.9	882,076.3	961.00				Average
		37+00.00	3402	544,399.1	881,976.4	962.40				Average
		36+00.00	3401	544,393.3	881,876.5	963.60				Average
		35+00.00	3400	544,387.4	881,776.7	964.60				Average
		34+00.00	3399	544,381.5	881,676.9	965.40				Average
		33+00.00	3398	544,375.6	881,577.1	966.00				Average
		32+00.00	3397	544,369.7	881,477.2	965.80				Average
		31+00.00	3396	544,363.9	881,377.4	964.60				Average
		30+00.00	3395	544,357.9	881,277.6	964.50				Average
		29+00.00	3394	544,349.5	881,177.9	964.20				Average
		28+00.00	3393	544,337.4	881,078.7	963.70				Average
		27+00.00	3392	544,321.6	880,979.9	962.70				Average
		26+00.00	3391	544,302.2	880,881.9	961.20				Average
		25+00.00	3390	544,281.8	880,784.0	959.10				Average
		24+00.00	3389	544,261.4	880,686.1	956.50				Average
		23+00.00	3388	544,241.0	880,588.2	953.30				Average
		22+00.00	3387	544,223.5	880,489.7	949.50				Average
		21+00.00	3386	544,210.6	880,390.6	945.50				Average
		20+00.00	3385	544,202.6	880,290.9	941.70				Average
		19+00.00	3384	544,199.3	880,191.0	938.50				Average
		18+00.00	3383	544,200.8	880,091.0	936.20				Average
		17+00.00	3382	544,207.2	879,991.2	934.70				Average
		16+00.00	3381	544,218.3	879,891.8	934.00				Average
		15+00.00	3380	544,234.1	879,793.1	933.50				Average
		14+00.00	3379	544,254.7	879,695.2	932.20				Average
		13+00.00	3378	544,279.4	879,598.3	931.10				Average
		12+00.00	3377	544,304.6	879,501.6	930.40				Average
		11+00.00	3376	544,329.9	879,404.8	930.20				Average
		10+00.00	3375	544,355.2	879,308.1	930.20				
NBFR-ELW-LB	24.0	10+00.00	3407	544,458.5	878,625.7	927.10				Average
		11+00.00	3408	544,458.5	878,725.7	927.40				Average
		12+00.00	3409	544,458.5	878,825.7	927.80				Average
		13+00.00	3410	544,458.4	878,925.7	928.20				Average
		14+00.00	3411	544,458.5	879,025.7	928.60				Average



INPUT: ROADWAYS

SR303 Van Buren to MC 85

		15+00.000	3412	544,459.9	879,125.7	929.00				Average	
		16+00.000	3413	544,463.1	879,225.6	929.40				Average	
		17+00.000	3414	544,468.0	879,325.5	929.80				Average	
		18+00.000	3415	544,474.7	879,425.3	930.20				Average	
		19+00.000	3416	544,483.1	879,524.9	930.60				Average	
		20+00.000	3417	544,493.2	879,624.4	931.00				Average	
		21+00.000	3418	544,505.1	879,723.7	931.40				Average	
		22+00.000	3419	544,518.7	879,822.8	931.80				Average	
		23+00.000	3420	544,534.0	879,921.6	932.20				Average	
		24+00.000	3421	544,551.1	880,020.1	932.60				Average	
		25+00.000	3422	544,569.9	880,118.3	933.00				Average	
		26+00.000	3423	544,590.3	880,216.2	933.60				Average	
		27+00.000	3424	544,612.5	880,313.7	934.30				Average	
		28+00.000	3425	544,634.5	880,411.3	935.10				Average	
		29+00.000	3426	544,650.1	880,510.0	936.00				Average	
		30+00.000	3427	544,658.8	880,609.6	936.80				Average	
		31+00.000	3428	544,660.8	880,709.6	937.30				Average	
		32+00.000	3429	544,661.2	880,809.6	937.50				Average	
		33+00.000	3430	544,661.6	880,909.6	937.40				Average	
		34+00.000	3431	544,662.0	881,009.6	937.20				Average	
		35+00.000	3432	544,662.4	881,109.6	937.60				Average	
		36+00.000	3433	544,662.8	881,209.6	937.90					
CO-RD	24.0	10+00.000	3434	544,446.6	879,046.7	928.90				Average	
		11+00.000	3435	544,447.6	879,146.7	929.30				Average	
		12+00.000	3436	544,448.5	879,246.7	929.80				Average	
		13+00.000	3437	544,449.4	879,346.6	930.20				Average	
		14+00.000	3438	544,450.3	879,446.6	930.80				Average	
		15+00.000	3439	544,451.3	879,546.6	931.30				Average	
		16+00.000	3440	544,452.2	879,646.6	932.10				Average	
		17+00.000	3441	544,453.1	879,746.6	933.80				Average	
		18+00.000	3442	544,454.0	879,846.6	936.30				Average	
		19+00.000	3443	544,456.7	879,946.6	939.70				Average	
		20+00.000	3444	544,464.1	880,046.3	943.60				Average	
		21+00.000	3445	544,476.3	880,145.5	947.60				Average	
		22+00.000	3446	544,493.2	880,244.1	951.60				Average	
		23+00.000	3447	544,512.4	880,342.2	955.60				Average	
		24+00.000	3448	544,531.6	880,440.4	959.60				Average	
		25+00.000	3449	544,550.7	880,538.5	963.60				Average	
		26+00.000	3450	544,567.5	880,637.1	966.90				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		27+00.000	3451	544,580.9	880,736.2	969.30				Average	
		28+00.000	3452	544,590.9	880,835.7	962.50				Average	
		29+00.000	3453	544,597.3	880,935.5	961.50				Average	
		30+00.000	3454	544,600.3	881,035.4	971.50				Average	
		31+00.000	3455	544,600.7	881,135.4	971.50				Average	
		32+00.000	3456	544,601.1	881,235.4	971.50				Average	
		33+00.000	3457	544,601.5	881,335.4	971.40					
SBFR-LB-YM	24.0	62+00.000	3565	544,320.6	886,467.5	965.00				Average	
		61+00.000	3564	544,320.2	886,367.5	964.70				Average	
		60+00.000	3563	544,319.8	886,267.5	964.00				Average	
		59+00.000	3562	544,319.5	886,167.5	963.30				Average	
		58+00.000	3561	544,319.1	886,067.5	962.60				Average	
		57+00.000	3560	544,318.7	885,967.5	961.90				Average	
		56+00.000	3559	544,318.4	885,867.5	961.70				Average	
		55+00.000	3558	544,319.1	885,767.5	962.30				Average	
		54+00.000	3557	544,321.5	885,667.5	963.00				Average	
		53+00.000	3556	544,325.3	885,567.6	963.30				Average	
		52+00.000	3555	544,329.4	885,467.7	963.00				Average	
		51+00.000	3554	544,333.6	885,367.8	962.10				Average	
		50+00.000	3553	544,337.7	885,267.8	961.10				Average	
		49+00.000	3552	544,341.9	885,167.9	960.30				Average	
		48+00.000	3551	544,346.1	885,068.0	959.80				Average	
		47+00.000	3550	544,350.2	884,968.1	959.40				Average	
		46+00.000	3549	544,354.4	884,868.2	959.00				Average	
		45+00.000	3548	544,358.5	884,768.3	958.50				Average	
		44+00.000	3547	544,361.7	884,668.3	958.10				Average	
		43+00.000	3546	544,363.3	884,568.3	957.60				Average	
		42+00.000	3545	544,363.3	884,468.3	957.20				Average	
		41+00.000	3544	544,362.9	884,368.3	956.80				Average	
		40+00.000	3543	544,362.6	884,268.3	956.30				Average	
		39+00.000	3542	544,362.2	884,168.3	955.90				Average	
		38+00.000	3541	544,361.8	884,068.3	955.40				Average	
		37+00.000	3540	544,361.4	883,968.3	955.00				Average	
		36+00.000	3539	544,361.0	883,868.3	954.60				Average	
		35+00.000	3538	544,360.7	883,768.3	954.10				Average	
		34+00.000	3537	544,360.3	883,668.3	953.70					
YM-RB	12.0	10+00.000	3775	544,600.8	884,322.3	954.70				Average	
		11+00.000	3776	544,601.7	884,422.3	955.20				Average	
		12+00.000	3777	544,603.8	884,522.2	955.70				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		13+00.000	3778	544,607.1	884,622.2	956.10				Average
		14+00.000	3779	544,611.6	884,722.1	956.50				Average
		15+00.000	3780	544,617.2	884,821.9	956.90				Average
		16+00.000	3781	544,624.0	884,921.7	957.40				Average
		17+00.000	3782	544,631.9	885,021.4	958.20				Average
		18+00.000	3783	544,641.0	885,121.0	959.10				Average
		19+00.000	3784	544,651.2	885,220.4	959.80				Average
		20+00.000	3785	544,662.6	885,319.8	960.00				Average
		21+00.000	3786	544,674.6	885,419.1	959.70				Average
		22+00.000	3787	544,686.6	885,518.4	958.80				Average
		23+00.000	3788	544,697.4	885,617.8	958.10				Average
		24+00.000	3789	544,704.1	885,717.5	958.10				Average
		25+00.000	3790	544,706.3	885,817.5	958.40				Average
		26+00.000	3791	544,705.3	885,917.5	959.80				Average
		27+00.000	3792	544,704.0	886,017.5	961.20				Average
		28+00.000	3793	544,702.8	886,117.5	962.20				Average
		29+00.000	3794	544,701.5	886,217.5	963.20				Average
		30+00.000	3795	544,700.2	886,317.5	964.20				Average
		31+00.000	3796	544,699.0	886,417.4	964.50				Average
		32+00.000	3797	544,697.7	886,505.3	964.70				
YM-RA	18.0	28+00.000	3816	544,332.7	886,501.5	965.00	Onramp	15.00	100	Average
		27+00.000	3815	544,332.3	886,401.5	965.00				Average
		26+00.000	3814	544,332.0	886,301.5	964.50				Average
		25+00.000	3813	544,331.6	886,201.5	963.80				Average
		24+00.000	3812	544,334.1	886,101.5	963.20				Average
		23+00.000	3811	544,339.4	886,001.7	962.60				Average
		22+00.000	3810	544,344.7	885,901.8	962.20				Average
		21+00.000	3809	544,350.0	885,802.0	962.60				Average
		20+00.000	3808	544,355.3	885,702.1	963.50				Average
		19+00.000	3807	544,360.6	885,602.2	963.90				Average
		18+00.000	3806	544,365.9	885,502.4	963.80				Average
		17+00.000	3805	544,371.2	885,402.5	963.10				Average
		16+00.000	3804	544,376.5	885,302.7	961.90				Average
		15+00.000	3803	544,381.7	885,202.8	960.50				Average
		14+00.000	3802	544,387.0	885,102.9	959.20				Average
		13+00.000	3801	544,391.3	885,003.0	958.20				Average
		12+00.000	3800	544,394.3	884,903.1	957.40				Average
		11+00.000	3799	544,395.9	884,803.1	956.90				Average
		10+00.000	3798	544,396.2	884,703.1	956.40				

**INPUT: ROADWAYS**

**SR303 Van Buren to MC 85**

CottonLn_NB1	24.0	32+49.927	3889	544,459.5	875,304.0	913.40				Average
		32+00.000	3888	544,459.7	875,353.9	913.60				Average
		31+00.000	3887	544,459.9	875,453.9	913.80				Average
		30+00.000	3886	544,459.8	875,553.9	913.70				Average
		29+00.000	3885	544,458.8	875,653.9	913.70				Average
		28+00.000	3884	544,457.8	875,753.9	914.00				Average
		27+00.000	3883	544,456.8	875,853.9	914.30				Average
		26+00.000	3882	544,455.8	875,953.9	914.50				Average
		25+00.000	3881	544,454.8	876,053.9	914.60				Average
		24+00.000	3880	544,453.9	876,153.9	914.90				Average
		23+00.000	3879	544,453.2	876,253.9	915.20				Average
		22+00.000	3878	544,453.0	876,353.9	915.40				Average
		21+00.000	3877	544,453.3	876,453.9	915.50				Average
		20+00.000	3876	544,453.6	876,553.9	916.00				Average
		19+00.000	3875	544,454.0	876,653.9	916.40				Average
		18+00.000	3874	544,454.3	876,753.9	916.90				Average
		17+00.000	3873	544,454.6	876,853.9	917.40				Average
		16+00.000	3872	544,454.9	876,953.9	917.90				Average
		15+00.000	3871	544,455.3	877,053.9	918.40				Average
		14+00.000	3870	544,455.6	877,153.9	918.90				Average
		13+00.000	3869	544,455.9	877,253.9	919.10				Average
		12+00.000	3868	544,456.3	877,353.9	919.90				Average
		11+00.000	3867	544,456.6	877,453.9	920.30				Average
		10+00.000	3866	544,456.9	877,553.9	920.90				Average
		9+00.000	3865	544,457.2	877,653.9	921.40				Average
		8+00.000	3864	544,457.4	877,753.9	921.90				Average
		7+00.000	3863	544,456.7	877,853.9	922.60				Average
		6+00.000	3862	544,456.2	877,953.9	922.90				Average
		5+00.000	3861	544,456.6	878,053.9	923.50				Average
		4+00.000	3860	544,456.9	878,153.9	924.00				Average
		3+00.000	3859	544,457.2	878,253.9	924.40				Average
		2+00.000	3858	544,457.5	878,353.9	925.00				Average
		1+00.000	3857	544,457.9	878,453.9	925.80				Average
		0+00.000	3856	544,458.2	878,553.9	926.30				
YumaRd_WB1	24.0	point4112	4112	544,410.5	886,605.2	966.50				Average
		point4111	4111	544,003.9	886,601.6	966.70				
YumaRd_EB2	24.0	point4119	4119	544,620.8	886,512.5	964.80				Average
		point4118	4118	545,086.8	886,512.5	965.00				
LowerBuckeye_WB1	24.0	point4126	4126	544,320.9	881,308.6	939.90				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		point4125	4125	543,893.6	881,300.1	940.90					
LowerBuckeye_EB2	24.0	point4133	4133	544,615.1	881,229.8	938.30					Average
		point4132	4132	545,067.5	881,239.1	937.80					
ElwoodSt	48.0	point4161	4161	544,830.0	878,605.0	928.90					Average
		point4162	4162	544,657.8	878,610.6	928.00					Average
		point4163	4163	544,383.1	878,611.2	926.50					
CottonLn_SB1	24.0	32+51.795	4251	544,378.2	878,550.9	926.00					Average
		31+51.795	4250	544,377.9	878,450.9	924.90					Average
		30+51.795	4249	544,378.7	878,350.9	924.30					Average
		29+51.795	4248	544,379.2	878,250.9	923.80					Average
		28+51.795	4247	544,379.2	878,150.9	923.50					Average
		27+51.795	4246	544,381.2	878,050.9	923.10					Average
		26+51.795	4245	544,382.9	877,950.9	922.50					Average
		25+51.795	4244	544,384.3	877,850.9	922.30					Average
		24+51.795	4243	544,385.1	877,751.0	921.60					Average
		23+51.795	4242	544,387.3	877,651.0	921.10					Average
		22+51.795	4241	544,386.9	877,551.0	920.40					Average
		21+51.795	4240	544,386.6	877,451.0	919.90					Average
		20+51.795	4239	544,386.2	877,351.0	920.10					Average
		19+51.795	4238	544,386.1	877,251.0	920.00					Average
		18+51.795	4237	544,387.8	877,151.0	918.70					Average
		17+51.795	4236	544,389.7	877,051.0	917.40					Average
		16+51.795	4235	544,391.6	876,951.0	917.20					Average
		15+51.795	4234	544,393.5	876,851.0	917.40					Average
		14+51.795	4233	544,394.3	876,751.1	916.70					Average
		13+51.795	4232	544,393.9	876,651.1	916.30					Average
		12+51.795	4231	544,393.6	876,551.1	916.10					Average
		11+51.795	4230	544,393.3	876,451.1	915.70					Average
		10+51.795	4229	544,393.0	876,351.1	915.50					Average
		9+51.795	4228	544,392.6	876,251.1	915.80					Average
		8+51.795	4227	544,392.3	876,151.1	915.20					Average
		7+51.795	4226	544,392.0	876,051.1	914.50					Average
		6+51.795	4225	544,391.6	875,951.1	914.70					Average
		5+51.795	4224	544,391.3	875,851.1	914.50					Average
		4+51.795	4223	544,391.0	875,751.1	914.30					Average
		3+51.795	4222	544,390.7	875,651.1	914.20					Average
		2+51.795	4221	544,390.3	875,551.1	914.10					Average
		1+51.795	4220	544,390.0	875,451.1	913.70					Average
		0+51.795	4219	544,389.7	875,351.1	913.50					Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		0+00.000	4218	544,389.5	875,299.3	913.40					
SR303L_NB_Inside_4	30.0	1134+00.0	4207	542,699.3	877,920.1	952.20				Average	
		1136+00.0	4206	542,835.8	878,066.3	953.60				Average	
		1138+00.0	4205	542,972.3	878,212.4	955.00				Average	
		1140+00.0	4204	543,108.8	878,358.6	956.40				Average	
		1142+00.0	4203	543,245.3	878,504.8	957.80				Average	
		1144+00.0	4202	543,381.8	878,651.0	959.20				Average	
		1146+00.0	2926	543,518.4	878,797.3	961.00				Average	
		1148+00.0	2925	543,653.1	878,949.8	962.40				Average	
		1150+00.0	2924	543,779.6	879,109.2	963.80				Average	
		1152+00.0	2923	543,897.6	879,274.9	965.20				Average	
		1154+00.0	2922	544,006.8	879,446.7	966.60				Average	
		1156+00.0	2921	544,106.8	879,623.9	967.40				Average	
		1158+00.0	2920	544,197.4	879,806.1	967.60				Average	Y
		1160+00.0	2919	544,278.3	879,992.8	967.20				Average	Y
		1162+00.0	2918	544,349.4	880,183.4	966.40				Average	
		1164+00.0	2917	544,410.4	880,377.6	966.10				Average	
		1166+00.0	2916	544,461.2	880,574.6	966.60				Average	
		1168+00.0	2915	544,501.5	880,774.1	968.30				Average	
		1170+00.0	2914	544,531.4	880,975.3	968.70				Average	
		1172+00.0	2913	544,550.7	881,177.9	969.40				Average	
		1174+00.0	2912	544,559.4	881,381.2	969.50					
SR303L_NB_Outside_4	30.0	1134+00.0	4214	542,716.9	877,903.7	952.20				Average	
		1136+00.0	4213	542,853.4	878,049.9	953.60				Average	
		1138+00.0	4212	542,989.9	878,196.1	955.00				Average	
		1140+00.0	4211	543,126.4	878,342.2	956.40				Average	
		1142+00.0	4210	543,262.9	878,488.4	957.80				Average	
		1144+00.0	4209	543,399.4	878,634.6	959.20				Average	
		1146+00.0	2995	543,536.0	878,780.9	961.00				Average	
		1148+00.0	2994	543,671.5	878,934.4	962.40				Average	
		1150+00.0	2993	543,798.8	879,094.7	963.80				Average	
		1152+00.0	2992	543,917.5	879,261.5	965.20				Average	
		1154+00.0	2991	544,027.3	879,434.3	966.60				Average	
		1156+00.0	2990	544,128.0	879,612.6	967.40				Average	Y
		1158+00.0	2989	544,219.2	879,796.0	967.60				Average	Y
		1160+00.0	2988	544,300.6	879,983.8	967.20				Average	Y
		1162+00.0	2987	544,372.1	880,175.6	966.40				Average	
		1164+00.0	2986	544,433.5	880,371.0	966.10				Average	
		1166+00.0	2985	544,484.5	880,569.2	966.60				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1168+00.0	2984	544,525.2	880,769.9	969.30				Average
		1170+00.0	2983	544,555.2	880,972.4	969.70				Average
		1172+00.0	2982	544,574.6	881,176.3	970.40				Average
		1174+00.0	2981	544,583.4	881,380.8	970.50				
SR303L_SB_Outside_3-2-2-2	60.0	1207+00.0	4268	544,415.2	884,682.6	956.60				Average
		1206+00.0	3103	544,414.9	884,582.6	956.20				Average
		1204+00.0	3104	544,421.4	884,382.6	955.30				Average
		1202+00.0	3105	544,424.2	884,182.6	954.40				Average
		1200+00.0	3106	544,423.5	883,982.6	953.40				Average
		1198+00.0	3107	544,422.7	883,782.6	952.40				Average
		1196+00.0	3108	544,422.0	883,582.6	951.40				Average
		1194+00.0	3109	544,421.2	883,382.6	950.40				Average
		1192+00.0	3110	544,420.5	883,182.6	949.40				Average
		1190+00.0	3111	544,419.7	882,982.6	949.00				Average
		1188+00.0	3112	544,419.0	882,782.6	949.90				Average
		1186+00.0	3113	544,418.2	882,582.6	952.00				Average
		1184+00.0	3114	544,417.5	882,382.6	955.40				
SR303L_SB_Inside_3-2-2-2	30.0	1207+00.0	4269	544,438.0	884,681.8	957.10				Average
		1206+00.0	3034	544,437.6	884,581.8	956.60				Average
		1204+00.0	3035	544,444.9	884,381.7	955.50				Average
		1202+00.0	3036	544,448.2	884,181.7	954.80				Average
		1200+00.0	3037	544,447.5	883,981.7	953.80				Average
		1198+00.0	3038	544,446.7	883,781.7	952.80				Average
		1196+00.0	3039	544,445.9	883,581.7	951.80				Average
		1194+00.0	3040	544,445.2	883,381.7	950.80				Average
		1192+00.0	3041	544,444.4	883,181.7	949.80				Average
		1190+00.0	3042	544,443.7	882,981.7	949.50				Average
		1188+00.0	3043	544,442.9	882,781.7	950.40				Average
		1186+00.0	3044	544,442.2	882,581.7	952.50				Average
		1184+00.0	3045	544,441.4	882,381.7	955.90				
SR303L_NB_Inside_4-2	30.0	1204+00.0	4270	544,571.0	884,382.0	955.60				Average
		1206+00.0	2896	544,571.7	884,582.0	956.60				Average
		1208+00.0	2895	544,572.5	884,782.0	957.60				Average
		1210+00.0	2894	544,573.3	884,982.0	958.90				Average
		1212+00.0	2893	544,574.0	885,182.0	961.40				Average
		1214+00.0	2892	544,574.8	885,382.0	964.90				Average
		1216+00.0	2891	544,575.5	885,582.0	969.70				Average
		1218+00.0	2890	544,576.3	885,782.0	975.20				Average
		1220+00.0	2889	544,577.0	885,982.0	980.80				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1222+00.0	2888	544,577.8	886,182.0	985.70				Average	
		1224+00.0	2887	544,578.5	886,382.0	988.80				Average	
		1226+00.0	2886	544,579.3	886,582.4	990.00				Average	
		1228+00.0	2885	544,579.5	886,782.0	989.40				Average	
		1230+00.0	2884	544,577.3	886,982.2	987.10				Average	
		1232+00.0	2883	544,572.7	887,183.4	983.00				Average	
		1234+00.0	2882	544,564.0	887,384.4	979.70				Average	
		1236+00.0	2881	544,551.2	887,585.2	978.80					
SR303L_NB_Outside_4-2	30.0	1204+00.0	4271	544,595.0	884,381.9	955.10				Average	
		1206+00.0	2965	544,595.7	884,581.9	956.10				Average	
		1208+00.0	2964	544,596.5	884,781.9	957.10				Average	
		1210+00.0	2963	544,597.3	884,981.9	958.40				Average	
		1212+00.0	2962	544,598.0	885,181.9	960.90				Average	
		1214+00.0	2961	544,598.8	885,381.9	964.50				Average	
		1216+00.0	2960	544,599.5	885,581.9	969.20				Average	
		1218+00.0	2959	544,600.3	885,781.9	974.80				Average	
		1220+00.0	2958	544,601.0	885,981.9	980.30				Average	
		1222+00.0	2957	544,601.8	886,181.9	985.20				Average	
		1224+00.0	2956	544,602.5	886,381.9	988.30				Average	
		1226+00.0	2955	544,603.3	886,582.4	989.50				Average	
		1228+00.0	2954	544,603.5	886,781.9	989.00				Average	
		1230+00.0	2953	544,601.3	886,982.1	986.60				Average	
		1232+00.0	2952	544,596.7	887,183.9	982.50				Average	
		1234+00.0	2951	544,587.9	887,385.4	979.20				Average	
		1236+00.0	2950	544,575.1	887,586.6	978.30					
SR303L_SB_Outside_3-2-2-2-2	30.0	1184+00.0	4272	544,417.5	882,382.6	955.40				Average	
		1182+00.0	3115	544,416.7	882,182.6	959.40				Average	
		1180+00.0	3116	544,415.9	881,982.6	962.70				Average	
		1178+00.0	3117	544,415.2	881,782.6	965.10				Average	
		1176+00.0	3118	544,414.4	881,582.6	966.70				Average	
		1174+00.0	3119	544,413.4	881,383.6	966.60				Average	
		1172+00.0	3120	544,405.0	881,187.9	966.50				Average	
		1170+00.0	3121	544,386.5	880,993.0	965.80				Average	
		1168+00.0	3122	544,357.7	880,799.3	965.30				Average	
		1166+00.0	3123	544,318.9	880,607.3	966.60				Average	
		1164+00.0	3124	544,270.1	880,417.6	966.10				Average	
		1162+00.0	3125	544,211.5	880,230.8	966.40				Average	Y
		1160+00.0	3126	544,143.2	880,047.2	967.20				Average	Y
		1158+00.0	3127	544,065.5	879,867.4	967.60				Average	



INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1156+00.0	3128	543,978.5	879,691.9	967.40				Average	
		1154+00.0	3129	543,882.5	879,521.2	966.60				Average	
		1152+00.0	3130	543,777.7	879,355.7	965.20				Average	
		1150+00.0	3131	543,664.4	879,195.8	963.80				Average	
		1148+00.0	3132	543,542.9	879,042.1	962.40				Average	
		1146+00.0	4187	543,413.2	878,894.4	960.60				Average	
		1144+00.0	4188	543,277.1	878,748.7	959.20				Average	
		1142+00.0	4189	543,140.6	878,602.6	957.80				Average	
		1140+00.0	4190	543,004.1	878,456.4	956.40				Average	
		1138+00.0	4191	542,867.6	878,310.2	955.00				Average	
		1136+00.0	4192	542,731.1	878,164.0	953.60				Average	
		1134+00.0	4193	542,594.6	878,017.8	952.20					
SR303L_SB_Inside_3-2-2-2	30.0	1184+00.0	4273	544,441.4	882,381.7	955.90				Average	
		1182+00.0	3046	544,440.7	882,181.7	959.90				Average	
		1180+00.0	3047	544,439.9	881,981.7	963.20				Average	
		1178+00.0	3048	544,439.2	881,781.7	965.60				Average	
		1176+00.0	3049	544,438.4	881,581.7	967.20				Average	
		1174+00.0	3050	544,437.4	881,382.6	967.60				Average	
		1172+00.0	3051	544,429.0	881,186.3	967.50				Average	
		1170+00.0	3052	544,410.3	880,990.7	966.70				Average	
		1168+00.0	3053	544,381.5	880,796.4	966.30				Average	
		1166+00.0	3054	544,342.5	880,603.8	966.60				Average	
		1164+00.0	3055	544,293.6	880,413.5	966.10				Average	
		1162+00.0	3056	544,234.7	880,226.1	966.40				Average	Y
		1160+00.0	3057	544,166.1	880,042.0	967.20				Average	Y
		1158+00.0	3058	544,088.0	879,861.7	967.60				Average	Y
		1156+00.0	3059	544,000.6	879,685.7	967.40				Average	
		1154+00.0	3060	543,904.1	879,514.6	966.60				Average	
		1152+00.0	3061	543,798.8	879,348.7	965.20				Average	
		1150+00.0	3062	543,685.0	879,188.5	963.80				Average	
		1148+00.0	3063	543,562.9	879,034.5	962.40				Average	
		1146+00.0	4194	543,429.8	878,879.8	960.60				Average	
		1144+00.0	4195	543,293.3	878,733.6	959.20				Average	
		1142+00.0	4196	543,156.8	878,587.5	957.80				Average	
		1140+00.0	4197	543,020.3	878,441.3	956.40				Average	
		1138+00.0	4198	542,883.8	878,295.1	955.00				Average	
		1136+00.0	4199	542,747.3	878,148.9	953.60				Average	
		1134+00.0	4200	542,610.8	878,002.7	952.20					
NBFR-LB-YM-2	24.0	point4277	4277	544,663.2	881,319.3	938.45				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		11+00.000	3461	544,663.4	881,369.3	938.20				Average	
		12+00.000	3462	544,662.9	881,469.3	937.30				Average	
		13+00.000	3463	544,660.8	881,569.3	937.00				Average	
		14+00.000	3464	544,657.1	881,669.2	937.40				Average	
		15+00.000	3465	544,651.9	881,769.1	938.50				Average	
		16+00.000	3466	544,646.2	881,868.9	940.10				Average	
		17+00.000	3467	544,642.0	881,968.8	941.40				Average	
		18+00.000	3468	544,639.3	882,068.8	942.50				Average	
		19+00.000	3469	544,638.3	882,168.8	943.20				Average	
		20+00.000	3470	544,638.5	882,268.8	943.70				Average	
		21+00.000	3471	544,638.9	882,368.8	944.20				Average	
		22+00.000	3472	544,639.3	882,468.8	944.60				Average	
		23+00.000	3473	544,639.7	882,568.8	945.10				Average	
		24+00.000	3474	544,640.0	882,668.8	945.50				Average	
		25+00.000	3475	544,640.4	882,768.8	946.00				Average	
		26+00.000	3476	544,640.8	882,868.8	946.40				Average	
		27+00.000	3477	544,641.2	882,968.8	946.90				Average	
		28+00.000	3478	544,641.6	883,068.8	947.30				Average	
		29+00.000	3479	544,641.9	883,168.8	947.80				Average	
		30+00.000	3480	544,642.3	883,268.8	948.20				Average	
		31+00.000	3481	544,642.7	883,368.8	948.70				Average	
		32+00.000	3482	544,643.1	883,468.8	949.10				Average	
		33+00.000	3483	544,643.4	883,568.8	949.60				Average	
		34+00.000	3484	544,643.8	883,668.8	950.00					
NBFR-YM-VB-2	24.0	point4280	4280	544,708.5	886,607.6	966.10				Average	
		11+00.000	3567	544,707.9	886,657.6	966.10				Average	
		12+00.000	3568	544,706.7	886,757.6	965.70				Average	
		13+00.000	3569	544,705.4	886,857.6	965.70				Average	
		14+00.000	3570	544,704.2	886,957.6	967.00				Average	
		15+00.000	3571	544,702.9	887,057.6	968.30				Average	
		16+00.000	3572	544,701.6	887,157.6	969.50				Average	
		17+00.000	3573	544,700.4	887,257.6	970.50				Average	
		18+00.000	3574	544,699.0	887,357.6	971.20				Average	
		19+00.000	3575	544,696.2	887,457.5	971.60				Average	
		20+00.000	3576	544,691.9	887,557.5	972.00					
YM-RD	24.0	point4281	4281	544,696.5	886,607.7	966.10	Onramp	15.00	100	Average	
		11+00.000	3621	544,695.9	886,657.7	966.10				Average	
		12+00.000	3622	544,694.7	886,757.7	965.90				Average	
		13+00.000	3623	544,693.4	886,857.7	966.00				Average	

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		14+00.00	3624	544,692.2	886,957.7	967.20				Average
		15+00.00	3625	544,684.5	887,057.3	968.70				Average
		16+00.00	3626	544,675.4	887,156.9	970.10				Average
		17+00.00	3627	544,666.3	887,256.5	971.20				Average
		18+00.00	3628	544,657.2	887,356.1	972.30				Average
		19+00.00	3629	544,647.1	887,455.6	973.40				Average
		20+00.00	3630	544,635.3	887,554.9	974.70				
SR303L_NB_Outside_4-2	70.0	1174+00.0	4294	544,583.4	881,380.8	970.50				Average
		1176+00.0	2980	544,584.4	881,582.0	968.00				Average
		1178+00.0	2979	544,585.2	881,782.0	964.90				Average
		1180+00.0	2978	544,585.9	881,982.0	962.40				Average
		1182+00.0	2977	544,586.7	882,182.0	959.10				Average
		1184+00.0	2976	544,587.5	882,382.0	955.20				Average
		1186+00.0	2975	544,588.2	882,582.0	951.80				Average
		1188+00.0	2974	544,589.0	882,782.0	949.60				Average
		1190+00.0	2973	544,589.7	882,982.0	948.80				Average
		1192+00.0	2972	544,590.5	883,182.0	949.10				Average
		1194+00.0	2971	544,591.2	883,381.9	950.10				Average
		1196+00.0	2970	544,592.0	883,581.9	951.10				Average
		1198+00.0	2969	544,592.7	883,781.9	952.10				Average
		1200+00.0	2968	544,593.5	883,981.9	953.10				Average
		1202+00.0	2967	544,594.2	884,181.9	954.10				Average
		1204+00.0	2966	544,595.0	884,381.9	955.10				
SR303L_NB_Inside_4-2	30.0	1174+00.0	4295	544,559.4	881,381.2	969.50				Average
		1176+00.0	2911	544,560.4	881,582.1	967.80				Average
		1178+00.0	2910	544,561.2	881,782.1	965.40				Average
		1180+00.0	2909	544,561.9	881,982.0	962.90				Average
		1182+00.0	2908	544,562.7	882,182.0	959.60				Average
		1184+00.0	2907	544,563.5	882,382.0	955.60				Average
		1186+00.0	2906	544,564.2	882,582.0	952.30				Average
		1188+00.0	2905	544,565.0	882,782.0	950.10				Average
		1190+00.0	2904	544,565.7	882,982.0	949.20				Average
		1192+00.0	2903	544,566.5	883,182.0	949.60				Average
		1194+00.0	2902	544,567.2	883,382.0	950.60				Average
		1196+00.0	2901	544,568.0	883,582.0	951.60				Average
		1198+00.0	2900	544,568.7	883,782.0	952.60				Average
		1200+00.0	2899	544,569.5	883,982.0	953.60				Average
		1202+00.0	2898	544,570.2	884,182.0	954.60				Average
		1204+00.0	2897	544,571.0	884,382.0	955.60				

**INPUT: ROADWAYS**

**SR303 Van Buren to MC 85**

NBFR-LB-YM-2-2	24.0	point4297	4297	544,643.8	883,668.8	950.00				Average
		35+00.000	3485	544,644.2	883,768.8	950.50				Average
		36+00.000	3486	544,644.6	883,868.8	950.90				Average
		37+00.000	3487	544,644.9	883,968.8	951.40				Average
		38+00.000	3488	544,645.3	884,068.8	951.80				Average
		39+00.000	3489	544,645.7	884,168.8	952.30				Average
		40+00.000	3490	544,646.1	884,268.8	952.80				Average
		41+00.000	3491	544,646.5	884,368.8	953.50				Average
		42+00.000	3492	544,648.3	884,468.8	954.20				Average
		43+00.000	3493	544,651.6	884,568.7	955.10				Average
		44+00.000	3494	544,656.5	884,668.6	956.00				Average
		45+00.000	3495	544,663.0	884,768.4	956.90				Average
		46+00.000	3496	544,671.1	884,868.0	957.90				Average
		47+00.000	3497	544,680.8	884,967.6	958.80				Average
		48+00.000	3498	544,691.9	885,066.9	959.70				Average
		49+00.000	3499	544,702.1	885,166.4	960.30				Average
		50+00.000	3500	544,710.8	885,266.0	960.50				Average
		51+00.000	3501	544,717.9	885,365.8	960.30				Average
		52+00.000	3502	544,723.4	885,465.6	959.80				Average
		53+00.000	3503	544,727.4	885,565.5	959.30				Average
		54+00.000	3504	544,729.8	885,665.5	958.90				Average
		55+00.000	3505	544,730.7	885,765.5	959.00				Average
		56+00.000	3506	544,729.9	885,865.5	959.40				Average
		57+00.000	3507	544,728.7	885,965.5	960.20				Average
		58+00.000	3508	544,727.4	886,065.5	961.20				Average
		59+00.000	3509	544,726.2	886,165.5	962.20				Average
		60+00.000	3510	544,724.9	886,265.5	963.20				Average
		61+00.000	3511	544,723.6	886,365.5	964.20				Average
		62+00.000	3512	544,722.4	886,465.5	964.70				
SBFR-LB-YM-2	24.0	point4298	4298	544,360.3	883,668.3	953.70				Average
		33+00.000	3536	544,359.9	883,568.3	953.20				Average
		32+00.000	3535	544,359.5	883,468.3	952.80				Average
		31+00.000	3534	544,359.2	883,368.3	952.40				Average
		30+00.000	3533	544,358.8	883,268.3	951.90				Average
		29+00.000	3532	544,358.4	883,168.3	951.50				Average
		28+00.000	3531	544,358.0	883,068.3	951.00				Average
		27+00.000	3530	544,357.7	882,968.3	950.60				Average
		26+00.000	3529	544,357.3	882,868.3	950.20				Average
		25+00.000	3528	544,356.9	882,768.3	949.70				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		24+00.000	3527	544,356.5	882,668.4	949.30				Average
		23+00.000	3526	544,356.1	882,568.4	948.80				Average
		22+00.000	3525	544,355.8	882,468.4	948.40				Average
		21+00.000	3524	544,355.4	882,368.4	948.00				Average
		20+00.000	3523	544,354.8	882,268.4	947.50				Average
		19+00.000	3522	544,352.6	882,168.4	947.10				Average
		18+00.000	3521	544,348.6	882,068.5	946.60				Average
		17+00.000	3520	544,342.9	881,968.6	945.80				Average
		16+00.000	3519	544,335.5	881,868.9	944.60				Average
		15+00.000	3518	544,326.3	881,769.3	942.90				Average
		14+00.000	3517	544,316.1	881,669.9	940.80				Average
		13+00.000	3516	544,307.3	881,570.2	939.40				Average
		12+00.000	3515	544,300.3	881,470.5	939.00				Average
		11+00.000	3514	544,294.3	881,370.7	939.70				Average
		point4275	4275	544,291.4	881,320.8	939.90				
ElwoodSt-2	48.0	point4306	4306	544,383.1	878,611.2	926.50				Average
		point4164	4164	544,223.7	878,616.2	927.50				Average
		point4165	4165	544,044.0	878,640.3	927.80				Average
		point4166	4166	543,933.1	878,652.5	927.80				
SR303L_SB_Inside_3-2-2-2	30.0	point4311	4311	544,429.4	887,576.4	978.50				Average
		1234+00.0	3020	544,439.2	887,378.2	979.60				Average
		1232+00.0	3021	544,445.0	887,179.9	982.90				Average
		1230+00.0	3022	544,446.7	886,981.6	987.00				Average
		1228+00.0	3023	544,446.0	886,781.7	989.40				Average
		1226+00.0	3024	544,445.2	886,581.6	990.00				Average
		1224+00.0	3025	544,444.5	886,381.7	988.80				Average
		1222+00.0	3026	544,443.7	886,181.7	985.70				Average
		1220+00.0	3027	544,443.0	885,981.7	980.80				Average
		1218+00.0	3028	544,442.2	885,781.7	975.20				Average
		1216+00.0	3029	544,441.4	885,581.7	969.70				Average
		1214+00.0	3030	544,440.7	885,381.8	964.90				Average
		1212+00.0	3031	544,439.9	885,181.8	961.30				Average
		1210+00.0	3032	544,439.2	884,981.8	958.90				Average
		1208+00.0	3033	544,438.4	884,781.8	957.60				Average
		1207+00.0	4267	544,438.0	884,681.8	957.10				
SR303L_SB_Outside_3-2-2-2	30.0	point4312	4312	544,405.4	887,576.5	978.00				Average
		1234+00.0	3089	544,415.3	887,378.6	979.10				Average
		1232+00.0	3090	544,421.0	887,180.5	982.40				Average
		1230+00.0	3091	544,422.8	886,982.4	986.50				Average

INPUT: ROADWAYS

SR303 Van Buren to MC 85

		1228+00.0	3092	544,422.1	886,782.6	989.00				Average
		1226+00.0	3093	544,421.5	886,582.5	989.60				Average
		1224+00.0	3094	544,420.8	886,382.6	988.30				Average
		1222+00.0	3095	544,420.2	886,182.6	985.20				Average
		1220+00.0	3096	544,419.5	885,982.6	980.40				Average
		1218+00.0	3097	544,418.9	885,782.6	974.80				Average
		1216+00.0	3098	544,418.2	885,582.6	969.20				Average
		1214+00.0	3099	544,417.6	885,382.6	964.50				Average
		1212+00.0	3100	544,416.9	885,182.6	960.90				Average
		1210+00.0	3101	544,416.2	884,982.6	958.50				Average
		1208+00.0	3102	544,415.6	884,782.6	957.10				Average
		1207+00.0	4266	544,415.2	884,682.6	956.60				
YM-RC-2	12.0	point4313	4313	544,299.9	887,558.4	972.00				Average
		19+00.000	3662	544,307.1	887,458.6	971.40				Average
		18+00.000	3661	544,314.2	887,358.9	970.80				Average
		17+00.000	3660	544,321.2	887,259.1	970.30				Average
		16+00.000	3659	544,326.8	887,159.3	969.80				Average
		15+00.000	3658	544,330.8	887,059.4	969.30				Average
		14+00.000	3657	544,333.2	886,959.4	968.80				Average
		13+00.000	3656	544,334.0	886,859.4	968.30				Average
		12+00.000	3655	544,333.7	886,759.4	968.20				Average
		11+00.000	3654	544,333.3	886,659.4	967.90				Average
		point4282	4282	544,333.1	886,609.4	967.90				
SBFR-YM-VB-2-2	24.0	point4314	4314	544,270.7	887,558.0	971.40				Average
		19+00.000	3688	544,281.1	887,458.6	970.90				Average
		18+00.000	3687	544,289.9	887,359.0	970.40				Average
		17+00.000	3686	544,297.2	887,259.2	969.80				Average
		16+00.000	3685	544,302.8	887,159.4	969.30				Average
		15+00.000	3684	544,306.8	887,059.5	968.80				Average
		14+00.000	3683	544,309.2	886,959.5	968.30				Average
		13+00.000	3682	544,310.0	886,859.5	967.80				Average
		12+00.000	3681	544,309.7	886,759.5	967.80				Average
		11+00.000	3680	544,309.3	886,659.5	967.90				Average
		point4283	4283	544,309.1	886,609.5	967.90				
YumaRd_EB1-2	24.0	point4316	4316	544,010.6	886,521.3	965.90				Average
		point4152	4152	544,395.1	886,520.1	966.30				
YumaRd_WB2-2	24.0	point4317	4317	545,088.6	886,594.2	965.10				Average
		point4148	4148	544,609.4	886,600.7	965.40				
LowerBuckeye_EB1-2	24.0	point4320	4320	543,882.4	881,243.4	942.70				Average

**INPUT: ROADWAYS****SR303 Van Buren to MC 85**

		point4160	4160	544,312.6	881,232.0	939.30					
LowerBuckeye_WB2-2	24.0	point4321	4321	545,072.7	881,297.2	939.20				Average	
		point4156	4156	544,615.4	881,308.4	939.30					

INPUT: TRAFFIC FOR LAeq1h Volumes

SR303 Van Buren to MC 85

AZTEC Engineering		18 August 2022										
AZTEC Engineering		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		SR303 Van Buren to MC 85										
RUN:		SR 303, Yuma to MC 85, SB										
Roadway	Points											
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles	
			Autos		V	S	V	S	V	S	V	S
					veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
SBFR-ELW-LB	36+00.000	3374	621	50	60	50	3	50	0	0	0	0
	35+00.000	3373	621	50	60	50	3	50	0	0	0	0
	34+00.000	3372	621	50	60	50	3	50	0	0	0	0
	33+00.000	3371	621	50	60	50	3	50	0	0	0	0
	32+00.000	3370	621	50	60	50	3	50	0	0	0	0
	31+00.000	3369	621	50	60	50	3	50	0	0	0	0
	30+00.000	3368	621	50	60	50	3	50	0	0	0	0
	29+00.000	3367	621	50	60	50	3	50	0	0	0	0
	28+00.000	3366	621	50	60	50	3	50	0	0	0	0
	27+00.000	3365	621	50	60	50	3	50	0	0	0	0
	26+00.000	3364	621	50	60	50	3	50	0	0	0	0
	25+00.000	3363	621	50	60	50	3	50	0	0	0	0
	24+00.000	3362	621	50	60	50	3	50	0	0	0	0
	23+00.000	3361	621	50	60	50	3	50	0	0	0	0
	22+00.000	3360	621	50	60	50	3	50	0	0	0	0
	21+00.000	3359	621	50	60	50	3	50	0	0	0	0
	20+00.000	3358	621	50	60	50	3	50	0	0	0	0
	19+00.000	3357	621	50	60	50	3	50	0	0	0	0
	18+00.000	3356	621	50	60	50	3	50	0	0	0	0
	17+00.000	3355	621	50	60	50	3	50	0	0	0	0
	16+00.000	3354	621	50	60	50	3	50	0	0	0	0
	15+00.000	3353	621	50	60	50	3	50	0	0	0	0
	14+00.000	3352	621	50	60	50	3	50	0	0	0	0



**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	13+00.000	3351	621	50	60	50	3	50	0	0	0	0
	12+00.000	3350	621	50	60	50	3	50	0	0	0	0
	11+00.000	3349	621	50	60	50	3	50	0	0	0	0
	10+00.000	3348										
CO-RC	41+00.000	3406	890	50	86	50	4	50	0	0	0	0
	40+00.000	3405	890	50	86	50	4	50	0	0	0	0
	39+00.000	3404	890	50	86	50	4	50	0	0	0	0
	38+00.000	3403	890	50	86	50	4	50	0	0	0	0
	37+00.000	3402	890	50	86	50	4	50	0	0	0	0
	36+00.000	3401	890	50	86	50	4	50	0	0	0	0
	35+00.000	3400	890	50	86	50	4	50	0	0	0	0
	34+00.000	3399	890	50	86	50	4	50	0	0	0	0
	33+00.000	3398	890	50	86	50	4	50	0	0	0	0
	32+00.000	3397	890	50	86	50	4	50	0	0	0	0
	31+00.000	3396	890	50	86	50	4	50	0	0	0	0
	30+00.000	3395	890	50	86	50	4	50	0	0	0	0
	29+00.000	3394	890	50	86	50	4	50	0	0	0	0
	28+00.000	3393	890	50	86	50	4	50	0	0	0	0
	27+00.000	3392	890	50	86	50	4	50	0	0	0	0
	26+00.000	3391	890	50	86	50	4	50	0	0	0	0
	25+00.000	3390	890	50	86	50	4	50	0	0	0	0
	24+00.000	3389	890	50	86	50	4	50	0	0	0	0
	23+00.000	3388	890	50	86	50	4	50	0	0	0	0
	22+00.000	3387	890	50	86	50	4	50	0	0	0	0
	21+00.000	3386	890	50	86	50	4	50	0	0	0	0
	20+00.000	3385	890	50	86	50	4	50	0	0	0	0
	19+00.000	3384	890	50	86	50	4	50	0	0	0	0
	18+00.000	3383	890	50	86	50	4	50	0	0	0	0
	17+00.000	3382	890	50	86	50	4	50	0	0	0	0
	16+00.000	3381	890	50	86	50	4	50	0	0	0	0
	15+00.000	3380	890	50	86	50	4	50	0	0	0	0
	14+00.000	3379	890	50	86	50	4	50	0	0	0	0
	13+00.000	3378	890	50	86	50	4	50	0	0	0	0
	12+00.000	3377	890	50	86	50	4	50	0	0	0	0
	11+00.000	3376	890	50	86	50	4	50	0	0	0	0
	10+00.000	3375										

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

NBFR-ELW-LB	10+00.000	3407	691	50	69	50	3	50	0	0	0	0
	11+00.000	3408	691	50	69	50	3	50	0	0	0	0
	12+00.000	3409	691	50	69	50	3	50	0	0	0	0
	13+00.000	3410	691	50	69	50	3	50	0	0	0	0
	14+00.000	3411	691	50	69	50	3	50	0	0	0	0
	15+00.000	3412	691	50	69	50	3	50	0	0	0	0
	16+00.000	3413	691	50	69	50	3	50	0	0	0	0
	17+00.000	3414	691	50	69	50	3	50	0	0	0	0
	18+00.000	3415	691	50	69	50	3	50	0	0	0	0
	19+00.000	3416	691	50	69	50	3	50	0	0	0	0
	20+00.000	3417	691	50	69	50	3	50	0	0	0	0
	21+00.000	3418	691	50	69	50	3	50	0	0	0	0
	22+00.000	3419	691	50	69	50	3	50	0	0	0	0
	23+00.000	3420	691	50	69	50	3	50	0	0	0	0
	24+00.000	3421	691	50	69	50	3	50	0	0	0	0
	25+00.000	3422	691	50	69	50	3	50	0	0	0	0
	26+00.000	3423	691	50	69	50	3	50	0	0	0	0
	27+00.000	3424	691	50	69	50	3	50	0	0	0	0
	28+00.000	3425	691	50	69	50	3	50	0	0	0	0
	29+00.000	3426	691	50	69	50	3	50	0	0	0	0
	30+00.000	3427	691	50	69	50	3	50	0	0	0	0
	31+00.000	3428	691	50	69	50	3	50	0	0	0	0
	32+00.000	3429	691	50	69	50	3	50	0	0	0	0
	33+00.000	3430	691	50	69	50	3	50	0	0	0	0
	34+00.000	3431	691	50	69	50	3	50	0	0	0	0
	35+00.000	3432	691	50	69	50	3	50	0	0	0	0
	36+00.000	3433										
CO-RD	10+00.000	3434	147	50	15	50	1	50	0	0	0	0
	11+00.000	3435	147	50	15	50	1	50	0	0	0	0
	12+00.000	3436	147	50	15	50	1	50	0	0	0	0
	13+00.000	3437	147	50	15	50	1	50	0	0	0	0
	14+00.000	3438	147	50	15	50	1	50	0	0	0	0
	15+00.000	3439	147	50	15	50	1	50	0	0	0	0
	16+00.000	3440	147	50	15	50	1	50	0	0	0	0
	17+00.000	3441	147	50	15	50	1	50	0	0	0	0
	18+00.000	3442	147	50	15	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	19+00.000	3443	147	50	15	50	1	50	0	0	0	0
	20+00.000	3444	147	50	15	50	1	50	0	0	0	0
	21+00.000	3445	147	50	15	50	1	50	0	0	0	0
	22+00.000	3446	147	50	15	50	1	50	0	0	0	0
	23+00.000	3447	147	50	15	50	1	50	0	0	0	0
	24+00.000	3448	147	50	15	50	1	50	0	0	0	0
	25+00.000	3449	147	50	15	50	1	50	0	0	0	0
	26+00.000	3450	147	50	15	50	1	50	0	0	0	0
	27+00.000	3451	147	50	15	50	1	50	0	0	0	0
	28+00.000	3452	147	50	15	50	1	50	0	0	0	0
	29+00.000	3453	147	50	15	50	1	50	0	0	0	0
	30+00.000	3454	147	50	15	50	1	50	0	0	0	0
	31+00.000	3455	147	50	15	50	1	50	0	0	0	0
	32+00.000	3456	147	50	15	50	1	50	0	0	0	0
	33+00.000	3457										
SBFR-LB-YM	62+00.000	3565	323	50	5	50	0	0	0	0	0	0
	61+00.000	3564	323	50	5	50	0	0	0	0	0	0
	60+00.000	3563	323	50	5	50	0	0	0	0	0	0
	59+00.000	3562	323	50	5	50	0	0	0	0	0	0
	58+00.000	3561	323	50	5	50	0	0	0	0	0	0
	57+00.000	3560	323	50	5	50	0	0	0	0	0	0
	56+00.000	3559	323	50	5	50	0	0	0	0	0	0
	55+00.000	3558	323	50	5	50	0	0	0	0	0	0
	54+00.000	3557	323	50	5	50	0	0	0	0	0	0
	53+00.000	3556	323	50	5	50	0	0	0	0	0	0
	52+00.000	3555	323	50	5	50	0	0	0	0	0	0
	51+00.000	3554	323	50	5	50	0	0	0	0	0	0
	50+00.000	3553	323	50	5	50	0	0	0	0	0	0
	49+00.000	3552	323	50	5	50	0	0	0	0	0	0
	48+00.000	3551	323	50	5	50	0	0	0	0	0	0
	47+00.000	3550	323	50	5	50	0	0	0	0	0	0
	46+00.000	3549	323	50	5	50	0	0	0	0	0	0
	45+00.000	3548	323	50	5	50	0	0	0	0	0	0
	44+00.000	3547	323	50	5	50	0	0	0	0	0	0
	43+00.000	3546	323	50	5	50	0	0	0	0	0	0
	42+00.000	3545	323	50	5	50	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	41+00.000	3544	323	50	5	50	0	0	0	0	0	0
	40+00.000	3543	323	50	5	50	0	0	0	0	0	0
	39+00.000	3542	323	50	5	50	0	0	0	0	0	0
	38+00.000	3541	323	50	5	50	0	0	0	0	0	0
	37+00.000	3540	323	50	5	50	0	0	0	0	0	0
	36+00.000	3539	323	50	5	50	0	0	0	0	0	0
	35+00.000	3538	323	50	5	50	0	0	0	0	0	0
	34+00.000	3537										
YM-RB	10+00.000	3775	570	50	24	50	2	50	0	0	0	0
	11+00.000	3776	570	50	24	50	2	50	0	0	0	0
	12+00.000	3777	570	50	24	50	2	50	0	0	0	0
	13+00.000	3778	570	50	24	50	2	50	0	0	0	0
	14+00.000	3779	570	50	24	50	2	50	0	0	0	0
	15+00.000	3780	570	50	24	50	2	50	0	0	0	0
	16+00.000	3781	570	50	24	50	2	50	0	0	0	0
	17+00.000	3782	570	50	24	50	2	50	0	0	0	0
	18+00.000	3783	570	50	24	50	2	50	0	0	0	0
	19+00.000	3784	570	50	24	50	2	50	0	0	0	0
	20+00.000	3785	570	50	24	50	2	50	0	0	0	0
	21+00.000	3786	570	50	24	50	2	50	0	0	0	0
	22+00.000	3787	570	50	24	50	2	50	0	0	0	0
	23+00.000	3788	570	50	24	50	2	50	0	0	0	0
	24+00.000	3789	570	50	24	50	2	50	0	0	0	0
	25+00.000	3790	570	50	24	50	2	50	0	0	0	0
	26+00.000	3791	570	50	24	50	2	50	0	0	0	0
	27+00.000	3792	570	50	24	50	2	50	0	0	0	0
	28+00.000	3793	570	50	24	50	2	50	0	0	0	0
	29+00.000	3794	570	50	24	50	2	50	0	0	0	0
	30+00.000	3795	570	50	24	50	2	50	0	0	0	0
	31+00.000	3796	570	50	24	50	2	50	0	0	0	0
	32+00.000	3797										
YM-RA	28+00.000	3816	518	50	15	50	1	50	0	0	0	0
	27+00.000	3815	518	50	15	50	1	50	0	0	0	0
	26+00.000	3814	518	50	15	50	1	50	0	0	0	0
	25+00.000	3813	518	50	15	50	1	50	0	0	0	0
	24+00.000	3812	518	50	15	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	23+00.000	3811	518	50	15	50	1	50	0	0	0	0
	22+00.000	3810	518	50	15	50	1	50	0	0	0	0
	21+00.000	3809	518	50	15	50	1	50	0	0	0	0
	20+00.000	3808	518	50	15	50	1	50	0	0	0	0
	19+00.000	3807	518	50	15	50	1	50	0	0	0	0
	18+00.000	3806	518	50	15	50	1	50	0	0	0	0
	17+00.000	3805	518	50	15	50	1	50	0	0	0	0
	16+00.000	3804	518	50	15	50	1	50	0	0	0	0
	15+00.000	3803	518	50	15	50	1	50	0	0	0	0
	14+00.000	3802	518	50	15	50	1	50	0	0	0	0
	13+00.000	3801	518	50	15	50	1	50	0	0	0	0
	12+00.000	3800	518	50	15	50	1	50	0	0	0	0
	11+00.000	3799	518	50	15	50	1	50	0	0	0	0
	10+00.000	3798										
CottonLn_NB1	32+49.927	3889	1160	50	35	50	2	50	0	0	0	0
	32+00.000	3888	1160	50	35	50	2	50	0	0	0	0
	31+00.000	3887	1160	50	35	50	2	50	0	0	0	0
	30+00.000	3886	1160	50	35	50	2	50	0	0	0	0
	29+00.000	3885	1160	50	35	50	2	50	0	0	0	0
	28+00.000	3884	1160	50	35	50	2	50	0	0	0	0
	27+00.000	3883	1160	50	35	50	2	50	0	0	0	0
	26+00.000	3882	1160	50	35	50	2	50	0	0	0	0
	25+00.000	3881	1160	50	35	50	2	50	0	0	0	0
	24+00.000	3880	1160	50	35	50	2	50	0	0	0	0
	23+00.000	3879	1160	50	35	50	2	50	0	0	0	0
	22+00.000	3878	1160	50	35	50	2	50	0	0	0	0
	21+00.000	3877	1160	50	35	50	2	50	0	0	0	0
	20+00.000	3876	1160	50	35	50	2	50	0	0	0	0
	19+00.000	3875	1160	50	35	50	2	50	0	0	0	0
	18+00.000	3874	1160	50	35	50	2	50	0	0	0	0
	17+00.000	3873	1160	50	35	50	2	50	0	0	0	0
	16+00.000	3872	1160	50	35	50	2	50	0	0	0	0
	15+00.000	3871	1160	50	35	50	2	50	0	0	0	0
	14+00.000	3870	1160	50	35	50	2	50	0	0	0	0
	13+00.000	3869	1160	50	35	50	2	50	0	0	0	0
	12+00.000	3868	1160	50	35	50	2	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	11+00.000	3867	1160	50	35	50	2	50	0	0	0	0
	10+00.000	3866	1160	50	35	50	2	50	0	0	0	0
	9+00.000	3865	1160	50	35	50	2	50	0	0	0	0
	8+00.000	3864	1160	50	35	50	2	50	0	0	0	0
	7+00.000	3863	1160	50	35	50	2	50	0	0	0	0
	6+00.000	3862	1160	50	35	50	2	50	0	0	0	0
	5+00.000	3861	1160	50	35	50	2	50	0	0	0	0
	4+00.000	3860	1160	50	35	50	2	50	0	0	0	0
	3+00.000	3859	1160	50	35	50	2	50	0	0	0	0
	2+00.000	3858	1160	50	35	50	2	50	0	0	0	0
	1+00.000	3857	1160	50	35	50	2	50	0	0	0	0
	0+00.000	3856										
YumaRd_WB1	point4112	4112	1450	50	71	50	5	50	0	0	0	0
	point4111	4111										
YumaRd_EB2	point4119	4119	936	50	29	50	4	50	0	0	0	0
	point4118	4118										
LowerBuckeye_WB1	point4126	4126	1006	50	49	50	1	50	0	0	0	0
	point4125	4125										
LowerBuckeye_EB2	point4133	4133	822	50	37	50	6	50	0	0	0	0
	point4132	4132										
ElwoodSt	point4161	4161	3040	35	143	35	6	35	0	0	0	0
	point4162	4162	3040	35	143	35	6	35	0	0	0	0
	point4163	4163										
CottonLn_SB1	32+51.795	4251	1010	50	36	50	1	50	0	0	0	0
	31+51.795	4250	1010	50	36	50	1	50	0	0	0	0
	30+51.795	4249	1010	50	36	50	1	50	0	0	0	0
	29+51.795	4248	1010	50	36	50	1	50	0	0	0	0
	28+51.795	4247	1010	50	36	50	1	50	0	0	0	0
	27+51.795	4246	1010	50	36	50	1	50	0	0	0	0
	26+51.795	4245	1010	50	36	50	1	50	0	0	0	0
	25+51.795	4244	1010	50	36	50	1	50	0	0	0	0
	24+51.795	4243	1010	50	36	50	1	50	0	0	0	0
	23+51.795	4242	1010	50	36	50	1	50	0	0	0	0
	22+51.795	4241	1010	50	36	50	1	50	0	0	0	0
	21+51.795	4240	1010	50	36	50	1	50	0	0	0	0
	20+51.795	4239	1010	50	36	50	1	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	19+51.795	4238	1010	50	36	50	1	50	0	0	0	0
	18+51.795	4237	1010	50	36	50	1	50	0	0	0	0
	17+51.795	4236	1010	50	36	50	1	50	0	0	0	0
	16+51.795	4235	1010	50	36	50	1	50	0	0	0	0
	15+51.795	4234	1010	50	36	50	1	50	0	0	0	0
	14+51.795	4233	1010	50	36	50	1	50	0	0	0	0
	13+51.795	4232	1010	50	36	50	1	50	0	0	0	0
	12+51.795	4231	1010	50	36	50	1	50	0	0	0	0
	11+51.795	4230	1010	50	36	50	1	50	0	0	0	0
	10+51.795	4229	1010	50	36	50	1	50	0	0	0	0
	9+51.795	4228	1010	50	36	50	1	50	0	0	0	0
	8+51.795	4227	1010	50	36	50	1	50	0	0	0	0
	7+51.795	4226	1010	50	36	50	1	50	0	0	0	0
	6+51.795	4225	1010	50	36	50	1	50	0	0	0	0
	5+51.795	4224	1010	50	36	50	1	50	0	0	0	0
	4+51.795	4223	1010	50	36	50	1	50	0	0	0	0
	3+51.795	4222	1010	50	36	50	1	50	0	0	0	0
	2+51.795	4221	1010	50	36	50	1	50	0	0	0	0
	1+51.795	4220	1010	50	36	50	1	50	0	0	0	0
	0+51.795	4219	1010	50	36	50	1	50	0	0	0	0
	0+00.000	4218										
SR303L_NB_Inside_4	1134+00.000	4207	1044	70	226	70	52	70	0	0	0	0
	1136+00.000	4206	1044	70	226	70	52	70	0	0	0	0
	1138+00.000	4205	1044	70	226	70	52	70	0	0	0	0
	1140+00.000	4204	1044	70	226	70	52	70	0	0	0	0
	1142+00.000	4203	1044	70	226	70	52	70	0	0	0	0
	1144+00.000	4202	1044	70	226	70	52	70	0	0	0	0
	1146+00.000	2926	1044	70	226	70	52	70	0	0	0	0
	1148+00.000	2925	1044	70	226	70	52	70	0	0	0	0
	1150+00.000	2924	1044	70	226	70	52	70	0	0	0	0
	1152+00.000	2923	1044	70	226	70	52	70	0	0	0	0
	1154+00.000	2922	1044	70	226	70	52	70	0	0	0	0
	1156+00.000	2921	1044	70	226	70	52	70	0	0	0	0
	1158+00.000	2920	1044	70	226	70	52	70	0	0	0	0
	1160+00.000	2919	1044	70	226	70	52	70	0	0	0	0
	1162+00.000	2918	1044	70	226	70	52	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1164+00.000	2917	1044	70	226	70	52	70	0	0	0	0
	1166+00.000	2916	1044	70	226	70	52	70	0	0	0	0
	1168+00.000	2915	1044	70	226	70	52	70	0	0	0	0
	1170+00.000	2914	1044	70	226	70	52	70	0	0	0	0
	1172+00.000	2913	1044	70	226	70	52	70	0	0	0	0
	1174+00.000	2912										
SR303L_NB_Outside_4	1134+00.000	4214	1044	70	226	70	52	70	0	0	0	0
	1136+00.000	4213	1044	70	226	70	52	70	0	0	0	0
	1138+00.000	4212	1044	70	226	70	52	70	0	0	0	0
	1140+00.000	4211	1044	70	226	70	52	70	0	0	0	0
	1142+00.000	4210	1044	70	226	70	52	70	0	0	0	0
	1144+00.000	4209	1044	70	226	70	52	70	0	0	0	0
	1146+00.000	2995	1044	70	226	70	52	70	0	0	0	0
	1148+00.000	2994	1044	70	226	70	52	70	0	0	0	0
	1150+00.000	2993	1044	70	226	70	52	70	0	0	0	0
	1152+00.000	2992	1044	70	226	70	52	70	0	0	0	0
	1154+00.000	2991	1044	70	226	70	52	70	0	0	0	0
	1156+00.000	2990	1044	70	226	70	52	70	0	0	0	0
	1158+00.000	2989	1044	70	226	70	52	70	0	0	0	0
	1160+00.000	2988	1044	70	226	70	52	70	0	0	0	0
	1162+00.000	2987	1044	70	226	70	52	70	0	0	0	0
	1164+00.000	2986	1044	70	226	70	52	70	0	0	0	0
	1166+00.000	2985	1044	70	226	70	52	70	0	0	0	0
	1168+00.000	2984	1044	70	226	70	52	70	0	0	0	0
	1170+00.000	2983	1044	70	226	70	52	70	0	0	0	0
	1172+00.000	2982	1044	70	226	70	52	70	0	0	0	0
	1174+00.000	2981										
SR303L_SB_Outside_3-2-2-2	1207+00.000	4268	1945	70	263	70	56	70	0	0	0	0
	1206+00.000	3103	1945	70	263	70	56	70	0	0	0	0
	1204+00.000	3104	1945	70	263	70	56	70	0	0	0	0
	1202+00.000	3105	1945	70	263	70	56	70	0	0	0	0
	1200+00.000	3106	1945	70	263	70	56	70	0	0	0	0
	1198+00.000	3107	1945	70	263	70	56	70	0	0	0	0
	1196+00.000	3108	1945	70	263	70	56	70	0	0	0	0
	1194+00.000	3109	1945	70	263	70	56	70	0	0	0	0
	1192+00.000	3110	1945	70	263	70	56	70	0	0	0	0



**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1190+00.000	3111	1945	70	263	70	56	70	0	0	0	0
	1188+00.000	3112	1945	70	263	70	56	70	0	0	0	0
	1186+00.000	3113	1945	70	263	70	56	70	0	0	0	0
	1184+00.000	3114										
SR303L_SB_Inside_3-2-2	1207+00.000	4269	1945	70	263	70	56	70	0	0	0	0
	1206+00.000	3034	1945	70	263	70	56	70	0	0	0	0
	1204+00.000	3035	1945	70	263	70	56	70	0	0	0	0
	1202+00.000	3036	1945	70	263	70	56	70	0	0	0	0
	1200+00.000	3037	1945	70	263	70	56	70	0	0	0	0
	1198+00.000	3038	1945	70	263	70	56	70	0	0	0	0
	1196+00.000	3039	1945	70	263	70	56	70	0	0	0	0
	1194+00.000	3040	1945	70	263	70	56	70	0	0	0	0
	1192+00.000	3041	1945	70	263	70	56	70	0	0	0	0
	1190+00.000	3042	1945	70	263	70	56	70	0	0	0	0
	1188+00.000	3043	1945	70	263	70	56	70	0	0	0	0
	1186+00.000	3044	1945	70	263	70	56	70	0	0	0	0
	1184+00.000	3045										
SR303L_NB_Inside_4-2	1204+00.000	4270	1320	70	246	70	52	70	0	0	0	0
	1206+00.000	2896	1320	70	246	70	52	70	0	0	0	0
	1208+00.000	2895	1320	70	246	70	52	70	0	0	0	0
	1210+00.000	2894	1320	70	246	70	52	70	0	0	0	0
	1212+00.000	2893	1320	70	246	70	52	70	0	0	0	0
	1214+00.000	2892	1320	70	246	70	52	70	0	0	0	0
	1216+00.000	2891	1320	70	246	70	52	70	0	0	0	0
	1218+00.000	2890	1320	70	246	70	52	70	0	0	0	0
	1220+00.000	2889	1320	70	246	70	52	70	0	0	0	0
	1222+00.000	2888	1320	70	246	70	52	70	0	0	0	0
	1224+00.000	2887	1320	70	246	70	52	70	0	0	0	0
	1226+00.000	2886	1320	70	246	70	52	70	0	0	0	0
	1228+00.000	2885	1320	70	246	70	52	70	0	0	0	0
	1230+00.000	2884	1320	70	246	70	52	70	0	0	0	0
	1232+00.000	2883	1320	70	246	70	52	70	0	0	0	0
	1234+00.000	2882	1320	70	246	70	52	70	0	0	0	0
	1236+00.000	2881										
SR303L_NB_Outside_4-2	1204+00.000	4271	1320	70	246	70	52	70	0	0	0	0
	1206+00.000	2965	1320	70	246	70	52	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1208+00.000	2964	1320	70	246	70	52	70	0	0	0	0
	1210+00.000	2963	1320	70	246	70	52	70	0	0	0	0
	1212+00.000	2962	1320	70	246	70	52	70	0	0	0	0
	1214+00.000	2961	1320	70	246	70	52	70	0	0	0	0
	1216+00.000	2960	1320	70	246	70	52	70	0	0	0	0
	1218+00.000	2959	1320	70	246	70	52	70	0	0	0	0
	1220+00.000	2958	1320	70	246	70	52	70	0	0	0	0
	1222+00.000	2957	1320	70	246	70	52	70	0	0	0	0
	1224+00.000	2956	1320	70	246	70	52	70	0	0	0	0
	1226+00.000	2955	1320	70	246	70	52	70	0	0	0	0
	1228+00.000	2954	1320	70	246	70	52	70	0	0	0	0
	1230+00.000	2953	1320	70	246	70	52	70	0	0	0	0
	1232+00.000	2952	1320	70	246	70	52	70	0	0	0	0
	1234+00.000	2951	1320	70	246	70	52	70	0	0	0	0
	1236+00.000	2950										
SR303L_SB_Outside_3-2-2-2	1184+00.000	4272	1261	70	215	70	51	70	0	0	0	0
	1182+00.000	3115	1261	70	215	70	51	70	0	0	0	0
	1180+00.000	3116	1261	70	215	70	51	70	0	0	0	0
	1178+00.000	3117	1261	70	215	70	51	70	0	0	0	0
	1176+00.000	3118	1261	70	215	70	51	70	0	0	0	0
	1174+00.000	3119	1261	70	215	70	51	70	0	0	0	0
	1172+00.000	3120	1261	70	215	70	51	70	0	0	0	0
	1170+00.000	3121	1261	70	215	70	51	70	0	0	0	0
	1168+00.000	3122	1261	70	215	70	51	70	0	0	0	0
	1166+00.000	3123	1261	70	215	70	51	70	0	0	0	0
	1164+00.000	3124	1261	70	215	70	51	70	0	0	0	0
	1162+00.000	3125	1261	70	215	70	51	70	0	0	0	0
	1160+00.000	3126	1261	70	215	70	51	70	0	0	0	0
	1158+00.000	3127	1261	70	215	70	51	70	0	0	0	0
	1156+00.000	3128	1261	70	215	70	51	70	0	0	0	0
	1154+00.000	3129	1261	70	215	70	51	70	0	0	0	0
	1152+00.000	3130	1261	70	215	70	51	70	0	0	0	0
	1150+00.000	3131	1261	70	215	70	51	70	0	0	0	0
	1148+00.000	3132	1261	70	215	70	51	70	0	0	0	0
	1146+00.000	4187	1261	70	215	70	51	70	0	0	0	0
	1144+00.000	4188	1261	70	215	70	51	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1142+00.000	4189	1261	70	215	70	51	70	0	0	0	0
	1140+00.000	4190	1261	70	215	70	51	70	0	0	0	0
	1138+00.000	4191	1261	70	215	70	51	70	0	0	0	0
	1136+00.000	4192	1261	70	215	70	51	70	0	0	0	0
	1134+00.000	4193										
SR303L_SB_Inside_3-2-2-2-2	1184+00.000	4273	1261	70	215	70	51	70	0	0	0	0
	1182+00.000	3046	1261	70	215	70	51	70	0	0	0	0
	1180+00.000	3047	1261	70	215	70	51	70	0	0	0	0
	1178+00.000	3048	1261	70	215	70	51	70	0	0	0	0
	1176+00.000	3049	1261	70	215	70	51	70	0	0	0	0
	1174+00.000	3050	1261	70	215	70	51	70	0	0	0	0
	1172+00.000	3051	1261	70	215	70	51	70	0	0	0	0
	1170+00.000	3052	1261	70	215	70	51	70	0	0	0	0
	1168+00.000	3053	1261	70	215	70	51	70	0	0	0	0
	1166+00.000	3054	1261	70	215	70	51	70	0	0	0	0
	1164+00.000	3055	1261	70	215	70	51	70	0	0	0	0
	1162+00.000	3056	1261	70	215	70	51	70	0	0	0	0
	1160+00.000	3057	1261	70	215	70	51	70	0	0	0	0
	1158+00.000	3058	1261	70	215	70	51	70	0	0	0	0
	1156+00.000	3059	1261	70	215	70	51	70	0	0	0	0
	1154+00.000	3060	1261	70	215	70	51	70	0	0	0	0
	1152+00.000	3061	1261	70	215	70	51	70	0	0	0	0
	1150+00.000	3062	1261	70	215	70	51	70	0	0	0	0
	1148+00.000	3063	1261	70	215	70	51	70	0	0	0	0
	1146+00.000	4194	1261	70	215	70	51	70	0	0	0	0
	1144+00.000	4195	1261	70	215	70	51	70	0	0	0	0
	1142+00.000	4196	1261	70	215	70	51	70	0	0	0	0
	1140+00.000	4197	1261	70	215	70	51	70	0	0	0	0
	1138+00.000	4198	1261	70	215	70	51	70	0	0	0	0
	1136+00.000	4199	1261	70	215	70	51	70	0	0	0	0
	1134+00.000	4200										
NBFR-LB-YM-2	point4277	4277	41	50	1	50	0	0	0	0	0	0
	11+00.000	3461	41	50	1	50	0	0	0	0	0	0
	12+00.000	3462	41	50	1	50	0	0	0	0	0	0
	13+00.000	3463	41	50	1	50	0	0	0	0	0	0
	14+00.000	3464	41	50	1	50	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	15+00.000	3465	41	50	1	50	0	0	0	0	0	0
	16+00.000	3466	41	50	1	50	0	0	0	0	0	0
	17+00.000	3467	41	50	1	50	0	0	0	0	0	0
	18+00.000	3468	41	50	1	50	0	0	0	0	0	0
	19+00.000	3469	41	50	1	50	0	0	0	0	0	0
	20+00.000	3470	41	50	1	50	0	0	0	0	0	0
	21+00.000	3471	41	50	1	50	0	0	0	0	0	0
	22+00.000	3472	41	50	1	50	0	0	0	0	0	0
	23+00.000	3473	41	50	1	50	0	0	0	0	0	0
	24+00.000	3474	41	50	1	50	0	0	0	0	0	0
	25+00.000	3475	41	50	1	50	0	0	0	0	0	0
	26+00.000	3476	41	50	1	50	0	0	0	0	0	0
	27+00.000	3477	41	50	1	50	0	0	0	0	0	0
	28+00.000	3478	41	50	1	50	0	0	0	0	0	0
	29+00.000	3479	41	50	1	50	0	0	0	0	0	0
	30+00.000	3480	41	50	1	50	0	0	0	0	0	0
	31+00.000	3481	41	50	1	50	0	0	0	0	0	0
	32+00.000	3482	41	50	1	50	0	0	0	0	0	0
	33+00.000	3483	41	50	1	50	0	0	0	0	0	0
	34+00.000	3484										
NBFR-YM-VB-2	point4280	4280	277	50	5	50	0	0	0	0	0	0
	11+00.000	3567	277	50	5	50	0	0	0	0	0	0
	12+00.000	3568	277	50	5	50	0	0	0	0	0	0
	13+00.000	3569	277	50	5	50	0	0	0	0	0	0
	14+00.000	3570	277	50	5	50	0	0	0	0	0	0
	15+00.000	3571	277	50	5	50	0	0	0	0	0	0
	16+00.000	3572	277	50	5	50	0	0	0	0	0	0
	17+00.000	3573	277	50	5	50	0	0	0	0	0	0
	18+00.000	3574	277	50	5	50	0	0	0	0	0	0
	19+00.000	3575	277	50	5	50	0	0	0	0	0	0
	20+00.000	3576										
YM-RD	point4281	4281	886	50	65	50	10	50	0	0	0	0
	11+00.000	3621	886	50	65	50	10	50	0	0	0	0
	12+00.000	3622	886	50	65	50	10	50	0	0	0	0
	13+00.000	3623	886	50	65	50	10	50	0	0	0	0
	14+00.000	3624	886	50	65	50	10	50	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	15+00.000	3625	886	50	65	50	10	50	0	0	0	0
	16+00.000	3626	886	50	65	50	10	50	0	0	0	0
	17+00.000	3627	886	50	65	50	10	50	0	0	0	0
	18+00.000	3628	886	50	65	50	10	50	0	0	0	0
	19+00.000	3629	886	50	65	50	10	50	0	0	0	0
	20+00.000	3630										
SR303L_NB_Outside_4-2	1174+00.00	4294	1605	70	258	70	53	70	0	0	0	0
	1176+00.000	2980	1605	70	258	70	53	70	0	0	0	0
	1178+00.000	2979	1605	70	258	70	53	70	0	0	0	0
	1180+00.000	2978	1605	70	258	70	53	70	0	0	0	0
	1182+00.000	2977	1605	70	258	70	53	70	0	0	0	0
	1184+00.000	2976	1605	70	258	70	53	70	0	0	0	0
	1186+00.000	2975	1605	70	258	70	53	70	0	0	0	0
	1188+00.000	2974	1605	70	258	70	53	70	0	0	0	0
	1190+00.000	2973	1605	70	258	70	53	70	0	0	0	0
	1192+00.000	2972	1605	70	258	70	53	70	0	0	0	0
	1194+00.000	2971	1605	70	258	70	53	70	0	0	0	0
	1196+00.000	2970	1605	70	258	70	53	70	0	0	0	0
	1198+00.000	2969	1605	70	258	70	53	70	0	0	0	0
	1200+00.000	2968	1605	70	258	70	53	70	0	0	0	0
	1202+00.000	2967	1605	70	258	70	53	70	0	0	0	0
	1204+00.000	2966										
SR303L_NB_Inside_4-2	1174+00.000	4295	1605	70	258	70	53	70	0	0	0	0
	1176+00.000	2911	1605	70	258	70	53	70	0	0	0	0
	1178+00.000	2910	1605	70	258	70	53	70	0	0	0	0
	1180+00.000	2909	1605	70	258	70	53	70	0	0	0	0
	1182+00.000	2908	1605	70	258	70	53	70	0	0	0	0
	1184+00.000	2907	1605	70	258	70	53	70	0	0	0	0
	1186+00.000	2906	1605	70	258	70	53	70	0	0	0	0
	1188+00.000	2905	1605	70	258	70	53	70	0	0	0	0
	1190+00.000	2904	1605	70	258	70	53	70	0	0	0	0
	1192+00.000	2903	1605	70	258	70	53	70	0	0	0	0
	1194+00.000	2902	1605	70	258	70	53	70	0	0	0	0
	1196+00.000	2901	1605	70	258	70	53	70	0	0	0	0
	1198+00.000	2900	1605	70	258	70	53	70	0	0	0	0
	1200+00.000	2899	1605	70	258	70	53	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1202+00.000	2898	1605	70	258	70	53	70	0	0	0	0
	1204+00.000	2897										
NBFR-LB-YM-2-2	point4297	4297	98	50	3	50	0	0	0	0	0	0
	35+00.000	3485	98	50	3	50	0	0	0	0	0	0
	36+00.000	3486	98	50	3	50	0	0	0	0	0	0
	37+00.000	3487	98	50	3	50	0	0	0	0	0	0
	38+00.000	3488	98	50	3	50	0	0	0	0	0	0
	39+00.000	3489	98	50	3	50	0	0	0	0	0	0
	40+00.000	3490	98	50	3	50	0	0	0	0	0	0
	41+00.000	3491	98	50	3	50	0	0	0	0	0	0
	42+00.000	3492	98	50	3	50	0	0	0	0	0	0
	43+00.000	3493	98	50	3	50	0	0	0	0	0	0
	44+00.000	3494	98	50	3	50	0	0	0	0	0	0
	45+00.000	3495	98	50	3	50	0	0	0	0	0	0
	46+00.000	3496	98	50	3	50	0	0	0	0	0	0
	47+00.000	3497	98	50	3	50	0	0	0	0	0	0
	48+00.000	3498	98	50	3	50	0	0	0	0	0	0
	49+00.000	3499	98	50	3	50	0	0	0	0	0	0
	50+00.000	3500	98	50	3	50	0	0	0	0	0	0
	51+00.000	3501	98	50	3	50	0	0	0	0	0	0
	52+00.000	3502	98	50	3	50	0	0	0	0	0	0
	53+00.000	3503	98	50	3	50	0	0	0	0	0	0
	54+00.000	3504	98	50	3	50	0	0	0	0	0	0
	55+00.000	3505	98	50	3	50	0	0	0	0	0	0
	56+00.000	3506	98	50	3	50	0	0	0	0	0	0
	57+00.000	3507	98	50	3	50	0	0	0	0	0	0
	58+00.000	3508	98	50	3	50	0	0	0	0	0	0
	59+00.000	3509	98	50	3	50	0	0	0	0	0	0
	60+00.000	3510	98	50	3	50	0	0	0	0	0	0
	61+00.000	3511	98	50	3	50	0	0	0	0	0	0
	62+00.000	3512										
SBFR-LB-YM-2	point4298	4298	114	50	5	50	0	0	0	0	0	0
	33+00.000	3536	114	50	5	50	0	0	0	0	0	0
	32+00.000	3535	114	50	5	50	0	0	0	0	0	0
	31+00.000	3534	114	50	5	50	0	0	0	0	0	0
	30+00.000	3533	114	50	5	50	0	0	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	29+00.000	3532	114	50	5	50	0	0	0	0	0	0
	28+00.000	3531	114	50	5	50	0	0	0	0	0	0
	27+00.000	3530	114	50	5	50	0	0	0	0	0	0
	26+00.000	3529	114	50	5	50	0	0	0	0	0	0
	25+00.000	3528	114	50	5	50	0	0	0	0	0	0
	24+00.000	3527	114	50	5	50	0	0	0	0	0	0
	23+00.000	3526	114	50	5	50	0	0	0	0	0	0
	22+00.000	3525	114	50	5	50	0	0	0	0	0	0
	21+00.000	3524	114	50	5	50	0	0	0	0	0	0
	20+00.000	3523	114	50	5	50	0	0	0	0	0	0
	19+00.000	3522	114	50	5	50	0	0	0	0	0	0
	18+00.000	3521	114	50	5	50	0	0	0	0	0	0
	17+00.000	3520	114	50	5	50	0	0	0	0	0	0
	16+00.000	3519	114	50	5	50	0	0	0	0	0	0
	15+00.000	3518	114	50	5	50	0	0	0	0	0	0
	14+00.000	3517	114	50	5	50	0	0	0	0	0	0
	13+00.000	3516	114	50	5	50	0	0	0	0	0	0
	12+00.000	3515	114	50	5	50	0	0	0	0	0	0
	11+00.000	3514	114	50	5	50	0	0	0	0	0	0
	point4275	4275										
ElwoodSt-2	point4306	4306	1720	35	93	35	2	35	0	0	0	0
	point4164	4164	1720	35	93	35	2	35	0	0	0	0
	point4165	4165	1720	35	93	35	2	35	0	0	0	0
	point4166	4166										
SR303L_SB_Inside_3-2-2-2	point4311	4311	1686	70	256	70	56	70	0	0	0	0
	1234+00.000	3020	1686	70	256	70	56	70	0	0	0	0
	1232+00.000	3021	1686	70	256	70	56	70	0	0	0	0
	1230+00.000	3022	1686	70	256	70	56	70	0	0	0	0
	1228+00.000	3023	1686	70	256	70	56	70	0	0	0	0
	1226+00.000	3024	1686	70	256	70	56	70	0	0	0	0
	1224+00.000	3025	1686	70	256	70	56	70	0	0	0	0
	1222+00.000	3026	1686	70	256	70	56	70	0	0	0	0
	1220+00.000	3027	1686	70	256	70	56	70	0	0	0	0
	1218+00.000	3028	1686	70	256	70	56	70	0	0	0	0
	1216+00.000	3029	1686	70	256	70	56	70	0	0	0	0
	1214+00.000	3030	1686	70	256	70	56	70	0	0	0	0

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	1212+00.000	3031	1686	70	256	70	56	70	0	0	0	0
	1210+00.000	3032	1686	70	256	70	56	70	0	0	0	0
	1208+00.000	3033	1686	70	256	70	56	70	0	0	0	0
	1207+00.000	4267										
SR303L_SB_Outside_3-2-2-2	point4312	4312	1686	70	256	70	56	70	0	0	0	0
	1234+00.000	3089	1686	70	256	70	56	70	0	0	0	0
	1232+00.000	3090	1686	70	256	70	56	70	0	0	0	0
	1230+00.000	3091	1686	70	256	70	56	70	0	0	0	0
	1228+00.000	3092	1686	70	256	70	56	70	0	0	0	0
	1226+00.000	3093	1686	70	256	70	56	70	0	0	0	0
	1224+00.000	3094	1686	70	256	70	56	70	0	0	0	0
	1222+00.000	3095	1686	70	256	70	56	70	0	0	0	0
	1220+00.000	3096	1686	70	256	70	56	70	0	0	0	0
	1218+00.000	3097	1686	70	256	70	56	70	0	0	0	0
	1216+00.000	3098	1686	70	256	70	56	70	0	0	0	0
	1214+00.000	3099	1686	70	256	70	56	70	0	0	0	0
	1212+00.000	3100	1686	70	256	70	56	70	0	0	0	0
	1210+00.000	3101	1686	70	256	70	56	70	0	0	0	0
	1208+00.000	3102	1686	70	256	70	56	70	0	0	0	0
	1207+00.000	4266										
YM-RC-2	point4313	4313	1058	50	64	50	5	50	0	0	0	0
	19+00.000	3662	1058	50	64	50	5	50	0	0	0	0
	18+00.000	3661	1058	50	64	50	5	50	0	0	0	0
	17+00.000	3660	1058	50	64	50	5	50	0	0	0	0
	16+00.000	3659	1058	50	64	50	5	50	0	0	0	0
	15+00.000	3658	1058	50	64	50	5	50	0	0	0	0
	14+00.000	3657	1058	50	64	50	5	50	0	0	0	0
	13+00.000	3656	1058	50	64	50	5	50	0	0	0	0
	12+00.000	3655	1058	50	64	50	5	50	0	0	0	0
	11+00.000	3654	1058	50	64	50	5	50	0	0	0	0
	point4282	4282										
SBFR-YM-VB-2-2	point4314	4314	379	50	5	50	0	0	0	0	0	0
	19+00.000	3688	379	50	5	50	0	0	0	0	0	0
	18+00.000	3687	379	50	5	50	0	0	0	0	0	0
	17+00.000	3686	379	50	5	50	0	0	0	0	0	0
	16+00.000	3685	379	50	5	50	0	0	0	0	0	0



**INPUT: TRAFFIC FOR LAeq1h Volumes**

**SR303 Van Buren to MC 85**

	15+00.000	3684	379	50	5	50	0	0	0	0	0	0
	14+00.000	3683	379	50	5	50	0	0	0	0	0	0
	13+00.000	3682	379	50	5	50	0	0	0	0	0	0
	12+00.000	3681	379	50	5	50	0	0	0	0	0	0
	11+00.000	3680	379	50	5	50	0	0	0	0	0	0
	point4283	4283										
YumaRd_EB1-2	point4316	4316	919	50	49	50	3	50	0	0	0	0
	point4152	4152										
YumaRd_WB2-2	point4317	4317	1376	50	45	50	11	0	0	0	0	0
	point4148	4148										
LowerBuckeye_EB1-2	point4320	4320	546	50	44	50	1	50	0	0	0	0
	point4160	4160										
LowerBuckeye_WB2-2	point4321	4321	1113	50	18	50	1	50	0	0	0	0
	point4156	4156										

AZTEC Engineering	18 August 2022
AZTEC Engineering	TNM 2.5

INPUT: BARRIERS

PROJECT/CONTRACT: SR303 Van Buren to MC 85  
 RUN: SR 303, Yuma to MC 85, SB

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	\$ per Unit	\$ per Unit	Top Width	Run:Rise	\$ per Unit			X	Y	Z	at Point	Seg	Ht	Perturbs	On	Important
		ft	ft	\$/sq ft	\$/cu yd	ft	ft:ft	\$/ft			ft	ft	ft	ft	ft				
New Barrier SB4	W	0.00	99.99	0.00				0.00	1224+07.671	1032	544,388.7	886,390.4	987.95	10.00	2.00	3	0		
									1222+07.674	1033	544,389.3	886,190.4	984.98	10.00	2.00	3	0		
									1220+07.684	1034	544,391.4	885,990.4	980.21	10.00	2.00	3	0		
									1218+07.693	1035	544,393.5	885,790.4	974.67	10.00	2.00	3	0		
									1216+07.702	1036	544,395.6	885,590.4	969.16	10.00	2.00	3	0		
									1214+63.609	1037	544,397.1	885,446.3	965.65	10.00					
PW1	W	0.00	99.99	0.00				0.00	point1235	1235	543,174.3	886,491.2	971.98	6.00	0.00	0	0		
									point1236	1236	543,472.9	886,490.4	970.23	6.00	0.00	0	0		
									point1237	1237	543,471.1	886,169.5	970.03	6.00	0.00	0	0		
									point1238	1238	543,470.6	885,820.1	968.96	6.00	0.00	0	0		
									point1239	1239	543,469.7	885,655.1	969.17	6.00	0.00	0	0		
									point1240	1240	543,682.9	885,652.1	964.44	6.00	0.00	0	0		
									point1241	1241	543,908.6	885,651.3	963.88	6.00	0.00	0	0		
									point1242	1242	543,908.5	885,631.1	963.71	6.00	0.00	0	0		
									point1243	1243	544,044.9	885,630.6	963.97	6.00	0.00	0	0		
									point1244	1244	544,045.8	885,287.4	962.83	6.00	0.00	0	0		
									point1245	1245	544,301.6	885,278.7	961.31	6.00	0.00	0	0		
									point1246	1246	544,302.9	884,781.5	957.89	6.00	0.00	0	0		
									point1247	1247	544,299.0	884,544.0	956.39	6.00	0.00	0	0		
									point1248	1248	544,297.9	884,230.0	954.46	6.00	0.00	0	0		
									point1249	1249	544,296.6	883,891.3	952.37	6.00	0.00	0	0		
									point1250	1250	544,295.6	883,584.6	950.48	6.00	0.00	0	0		
									point1251	1251	544,294.6	883,278.0	949.25	6.00	0.00	0	0		
									point1252	1252	544,293.6	882,971.3	948.11	6.00	0.00	0	0		
									point1253	1253	544,293.0	882,790.4	948.43	6.00	0.00	0	0		
									point1254	1254	544,291.9	882,610.4	949.46	6.00	0.00	0	0		
									point1255	1255	544,290.3	882,338.7	946.71	6.00	0.00	0	0		
									point1256	1256	544,288.1	881,975.7	944.51	6.00	0.00	0	0		
									point1257	1257	544,280.9	881,607.8	941.94	6.00	0.00	0	0		
									point1258	1258	544,279.9	881,325.8	939.90	6.00	0.00	0	0		
									point1259	1259	544,101.1	881,327.2	941.57	6.00	0.00	0	0		
									point1260	1260	543,646.3	881,329.1	943.19	6.00	0.00	0	0		
									point1261	1261	543,469.9	881,329.9	946.48	6.00					
PW2	W	0.00	99.99	0.00				0.00	point1262	1262	543,175.8	881,191.1	943.73	6.00	0.00	0	0		
									point1263	1263	543,356.8	881,152.2	944.47	6.00	0.00	0	0		

INPUT: BARRIERS

SR303 Van Buren to MC 85

								point1264	1264	543,553.9	881,109.9	943.38	6.00	0.00	0	0		
								point1265	1265	543,751.0	881,067.6	941.93	6.00	0.00	0	0		
								point1266	1266	543,931.9	881,028.7	940.20	6.00	0.00	0	0		
								point1267	1267	543,916.7	880,920.9	939.68	6.00	0.00	0	0		
								point1268	1268	543,899.7	880,787.4	939.36	6.00	0.00	0	0		
								point1269	1269	543,896.3	880,641.8	938.69	6.00	0.00	0	0		
								point1270	1270	543,908.2	880,494.6	938.78	6.00	0.00	0	0		
								point1271	1271	543,920.1	880,347.4	937.84	6.00	0.00	0	0		
								point1272	1272	543,865.4	880,228.4	937.72	6.00	0.00	0	0		
								point1273	1273	543,780.9	880,061.7	936.86	6.00	0.00	0	0		
								point1274	1274	543,692.2	879,888.4	936.29	6.00	0.00	0	0		
								point1275	1275	543,604.9	879,731.9	936.26	6.00	0.00	0	0		
								point1276	1276	543,522.0	879,621.2	935.85	6.00	0.00	0	0		
								point1277	1277	543,441.2	879,524.0	934.49	6.00	0.00	0	0		
								point1278	1278	543,337.8	879,408.1	932.96	6.00	0.00	0	0		
								point1279	1279	543,238.5	879,288.8	931.63	6.00	0.00	0	0		
								point1280	1280	543,124.4	879,142.9	930.26	6.00	0.00	0	0		
								point1281	1281	542,983.0	878,955.3	929.19	6.00	0.00	0	0		
								point1282	1282	542,859.6	878,791.5	929.19	6.00	0.00	0	0		
								point1283	1283	542,791.4	878,701.2	929.19	6.00					
JerseyBarrier1	W	0.00	99.99	0.00			0.00	point1479	1479	544,252.9	880,424.6	966.10	4.00	0.00	0	0		
								point1472	1472	544,219.0	880,314.6	966.40	4.00					
JerseyBarrier2	W	0.00	99.99	0.00			0.00	point1480	1480	544,131.6	880,068.5	967.20	4.00	0.00	0	0		
								point1482	1482	544,047.1	879,882.7	967.60	4.00	0.00	0	0		
								point1474	1474	543,965.4	879,714.2	967.40	4.00	0.00	0	0		
								point1475	1475	543,865.1	879,531.6	966.60	4.00	0.00	0	0		
								point1483	1483	543,762.4	879,371.9	965.20	4.00	0.00	0	0		
								point1476	1476	543,648.2	879,209.4	963.80	4.00	0.00	0	0		
								point1484	1484	543,527.8	879,056.6	962.40	4.00	0.00	0	0		
								point1477	1477	543,398.8	878,909.7	960.60	4.00					
New Barrier SB5	W	0.00	99.99	0.00			0.00	1216+34.700	1485	544,341.9	885,617.6	961.51	10.00	2.00	3	0		
								1214+35.017	1486	544,352.4	885,417.9	960.89	10.00	2.00	3	0		
								1212+35.490	1487	544,365.4	885,218.3	960.44	10.00	2.00	3	0		
								1210+35.992	1488	544,378.8	885,018.7	958.09	10.00	2.00	3	0		
								1208+36.048	1489	544,382.8	884,818.8	956.69	10.00	2.00	3	0		
								1206+36.048	1490	544,382.0	884,618.8	955.71	10.00	2.00	3	0		
								1204+36.048	1491	544,381.2	884,418.8	954.71	10.00	2.00	3	0		
								1202+36.048	1492	544,380.5	884,218.8	956.28	10.00	2.00	3	0		
								1200+36.048	1493	544,379.7	884,018.8	955.33	10.00	2.00	3	0		
								1198+36.050	1494	544,379.9	883,818.8	954.34	10.00	2.00	3	0		
								1196+36.090	1495	544,383.1	883,618.8	953.37	10.00	2.00	3	0		
								1194+36.131	1496	544,386.4	883,418.8	952.44	10.00	2.00	3	0		
								1192+36.154	1497	544,388.7	883,218.9	951.50	10.00	2.00	3	0		
								1190+36.154	1498	544,388.0	883,018.9	950.92	10.00	2.00	3	0		
								1188+36.154	1499	544,387.2	882,818.9	951.52	10.00	2.00	3	0		
								1186+36.154	1500	544,386.5	882,618.9	950.71	10.00	2.00	3	0		
								1184+36.154	1501	544,385.6	882,418.9	954.04	10.00	2.00	3	0		
								1182+36.154	1502	544,384.8	882,218.9	958.07	10.00	2.00	3	0		
								1180+36.268	1503	544,377.3	882,019.0	961.40	10.00	2.00	3	0		

**INPUT: BARRIERS**

**SR303 Van Buren to MC 85**

									1178+36.551	1504	544,365.9	881,819.3	963.79	10.00	2.00	3	0		
									1176+36.857	1505	544,354.1	881,619.7	965.33	10.00	2.00	3	0		
									1174+36.700	1506	544,342.3	881,420.0	964.22	10.00	2.00	3	0		
									1172+28.395	1507	544,329.5	881,220.4	963.56	10.00	2.00	3	0		
									1170+19.756	1508	544,304.5	881,022.0	962.34	10.00	2.00	3	0		
									1168+39.990	1509	544,271.7	880,853.1	960.12	10.00					
New Barrier SB6	W	0.00	99.99	0.00				0.00	1169+94.945	1510	544,366.1	880,990.5	965.22	10.00	2.00	3	0		
									1168+00	1511	544,338.1	880,802.7	964.46	10.00					



**INPUT: RECEIVERS****SR303 Van Buren to MC 85**

W77	773	3	544,201.2	883,040.0	951.22	5.00	0.00	66	15.0	7.0	
W78	774	6	543,490.8	882,629.8	953.29	5.00	0.00	66	15.0	7.0	
W79	775	6	543,762.4	882,622.8	952.11	5.00	0.00	66	15.0	7.0	
W80	776	6	543,982.7	882,622.8	952.04	5.00	0.00	66	15.0	7.0	
W81	777	6	544,171.8	882,544.3	948.22	5.00	0.00	66	15.0	7.0	
W82	778	8	544,171.8	882,343.4	947.00	5.00	0.00	66	15.0	7.0	
W83	779	7	544,171.8	882,008.6	941.75	5.00	0.00	66	15.0	7.0	
W84	780	6	544,012.6	881,854.8	941.83	5.00	0.00	66	15.0	7.0	
W85	781	7	544,061.4	881,530.8	940.86	5.00	0.00	66	15.0	7.0	
W86	782	2	543,858.7	881,367.9	941.08	5.00	0.00	66	15.0	7.0	
W87	783	3	543,598.6	881,367.9	941.78	5.00	0.00	66	15.0	7.0	
W88	784	3	543,539.2	881,076.2	943.34	5.00	0.00	66	15.0	7.0	
W89	785	3	543,686.0	881,040.2	942.55	5.00	0.00	66	15.0	7.0	
W90	786	2	543,881.1	880,992.2	940.57	5.00	0.00	66	15.0	7.0	
W91	787	3	543,856.6	880,796.5	939.54	5.00	0.00	66	15.0	7.0	
W92	788	3	543,857.9	880,651.8	939.54	5.00	0.00	66	15.0	7.0	
W93	789	3	543,871.4	880,519.0	939.01	5.00	0.00	66	15.0	7.0	
W94	790	2	543,879.2	880,386.2	938.01	5.00	0.00	66	15.0	7.0	Y
W95	791	2	543,755.2	880,130.4	937.86	5.00	0.00	66	15.0	7.0	
W96	792	1	543,663.2	880,076.8	937.86	5.00	0.00	66	15.0	7.0	
W97	793	2	543,318.9	879,820.1	936.78	5.00	0.00	66	15.0	7.0	
W98	794	2	543,451.5	879,816.7	937.90	5.00	0.00	66	15.0	7.0	
W99	795	2	543,350.9	879,575.0	934.34	5.00	0.00	66	15.0	7.0	
W100	796	3	543,241.4	879,438.3	932.53	5.00	0.00	66	15.0	7.0	
W101	797	3	543,156.2	879,332.1	931.47	5.00	0.00	66	15.0	7.0	
W102	798	3	543,047.1	879,238.4	930.39	5.00	0.00	66	15.0	7.0	
W103	799	2	542,924.7	879,156.1	930.39	5.00	0.00	66	15.0	7.0	
MON6	801	1	544,178.4	882,792.6	945.52	5.00	0.00	66	15.0	7.0	Y
MON8	802	1	544,150.3	880,611.0	935.34	5.00	0.00	66	15.0	7.0	Y