



Arizona Department of Transportation

Environmental Planning

Draft Noise Report

SR 303L, 51st Avenue to I-17

Project No. 303 MA 136 F0562 01C
Federal No. 303-A(203)T

April 5, 2024

Submittal Number 1

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Federal No. 303-A(203)T**

Prepared for:

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

Prepared by:

AZTEC Engineering
501 N 44th St, Suite 300
Phoenix, AZ 85008

April 5, 2024

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EXECUTIVE SUMMARY

This noise technical report has been developed in support of the final design for the proposed a third general-purpose lane (GPL) in each direction on the State Route 303 Loop (Loop 303) between 51st Avenue and Interstate 17 (I-17), as well as direct-connecting system ramps to and from Loop 303 to I-17. The project limits on Loop 303 are between milepost (MP) 136.00 near 51st Avenue to the Loop 303/I-17 interchange, and along I-17 between MP 220.65 near Dixileta Drive and MP 223.30 near Dove Valley Road within the City of Phoenix, in Maricopa County, Arizona (see enclosed Figures 1 and 2). Temporary traffic control would extend 2 miles west along SR 303L, 1 mile north and south along I-17, and 1 mile east along Sonoran Desert Drive. In addition, spot overhead traffic sign installation improvements would occur on I-17 at MP 219.24 and MP 224.91.

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 conditions. The existing condition was analyzed by conducting ambient noise levels within the project areas. The monitoring noise levels ranged from 55 to 70 dBA. The Build condition was evaluated based on predicted noise levels from the 2050 design year for the proposed improvements. A total of 98 receivers were modeled to generate noise levels for different categories of land use and activities.

Table on next page summarizes the results of the potentially recommended noise mitigation/barriers determined in accordance with the ADOT NAR guidelines for the project. A total of two (2) separate new noise barriers are potentially recommended. Barriers SB1 and SB2 are recommended for single family homes along southbound I-17 between Dixileta Drive and CAP canal. The noise barrier locations and termini described in this report are subject to adjustments by final designers to accommodate final design features not considered with the detail of the noise analysis and this report.

Recommended Barrier Summary						
Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost ^[1]	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
New Barrier SB1 (Sta 1054+84 to Sta 1049+88)	14	500	6,999	\$244,965	52	\$22,279
New Barrier SB2 (Sta 1050+95 to Sta 1033+46)	14 – 16	1,750	26,101	\$913,535		
Total for Recommended Barriers	14 – 16	2,250	33,100	\$1,158,500	52	\$22,279
Notes:						
[1] Total cost of the noise barrier is based on the unit cost of \$35 per square foot.						

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LIST OF ACRONYMS

ADOT	- Arizona Department of Transportation
ANSI	- American National Standards Institute
CAP	- Central Arizona Project
CFR	- Code of Federal Regulations
dB	- decibel
dBA	- "A"-weighted decibel
DTM	- digital terrain model
FHWA	- Federal Highway Administration
ft	- feet
GP	- general purpose
Hz	- hertz
I-17	- Interstate 17
kHz	- kilohertz
L _{Aeq(h)}	- hourly "A"- weighted steady state sound level
Leq	- 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
ROW	- right-of-way
SFH	- single family home
SPL	- sound pressure level
SR	- State Route
TI	- traffic interchange
TNM 2.5	- Traffic Noise Model version 2.5
μPa	- micro-Pascals

1.0 INTRODUCTION

The Arizona Department of Transportation (ADOT) is planning to add a third general-purpose lane (GPL) in each direction on the State Route 303 Loop (Loop 303) between 51st Avenue and Interstate 17 (I-17), as well as direct-connecting system ramps to and from Loop 303 to I-17. The project limits on Loop 303 are between milepost (MP) 136.00 near 51st Avenue to the Loop 303/I-17 interchange, and along I-17 between MP 220.65 near Dixileta Drive and MP 223.30 near Dove Valley Road within the City of Phoenix, in Maricopa County, Arizona (see enclosed Figures 1 and 2). Temporary traffic control would extend 2 miles west along SR 303L, 1 mile north and south along I-17, and 1 mile east along Sonoran Desert Drive. In addition, spot overhead traffic sign installation improvements would occur on I-17 at MP 219.24 and MP 224.91.

Several northwest valley communities, including those along the Loop 303 corridor, have been identified as among the fastest growing in the region. New residential and commercial growth along the Loop 303 and I-17 corridors is contributing to increasing traffic congestion in this area. Loop 303 serves as one of the main travel routes in the west valley, stretching for approximately 35 miles from the City of Goodyear to I-17, where it becomes Sonoran Desert Drive.

This section of Loop 303 was built in 2011 as an interim facility with two 12-foot lanes in each direction of travel and a wide unpaved median, with the intention to increase capacity over time. The purpose of this project is to continue the planned expansion of the existing Loop 303 to meet future travel demands of this region, provide congestion relief for I-17 and surrounding communities, and accommodate the expanding business, residential, and economic area growth that is expected.

The scope of work for the project consists of:

- Adding a GPL in both directions on Loop 303 from just west of 51st Avenue to I-17
- Grading and paving the median along Loop 303
- Constructing flyover direct ramp connections (bridges) between Loop 303 and I-17
- Constructing new retaining walls along ramps where needed
- Widening the outside of I-17 to accommodate new ramp connections and lane tapers
- Restriping lanes on Loop 303 and I-17
- Removing and replacing pavement, curb, and gutter as needed along the existing Loop 303 and ramps
- Repairing concrete pavement on Loop 303 near MP 137.40
- Removing, replacing, and installing roadway loop detectors and CCTV equipment
- Removing, replacing and adding concrete barriers, as needed
- Removing and replacing end treatments, as needed
- Constructing noise abatement, if determined necessary through a noise evaluation
- Installing new drainage ditches and catchments, storm drains, catch basins, and manholes
- Extending existing drainage pipes, as necessary
- Installing permanent and temporary erosion control measures
- Removing, replacing and adding traffic signs, signals and ITS
- Removing, replacing, and adding overhead street lights, pull boxes, and conduit

- Installing overhead traffic structures on I-17 at northbound MP 219.24 and southbound MP 224.91
- Relocating existing utilities and installing new utilities including ITS conduit
- Staging and stockpiling equipment and construction materials within the project limits
- Vegetation removal, as needed
- Installing landscape and irrigation measures, as needed
- Removing temporary connector roads (previous I-17 connection)

The project would occur within the existing ADOT right-of-way (ROW) through private lands and ADOT easement through State Trust lands. No new ROW, easement, or temporary construction easements are required. Construction funding for this project has not yet been programmed. If obtained, construction could begin as early as spring 2025 and is expected to take approximately two years.

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

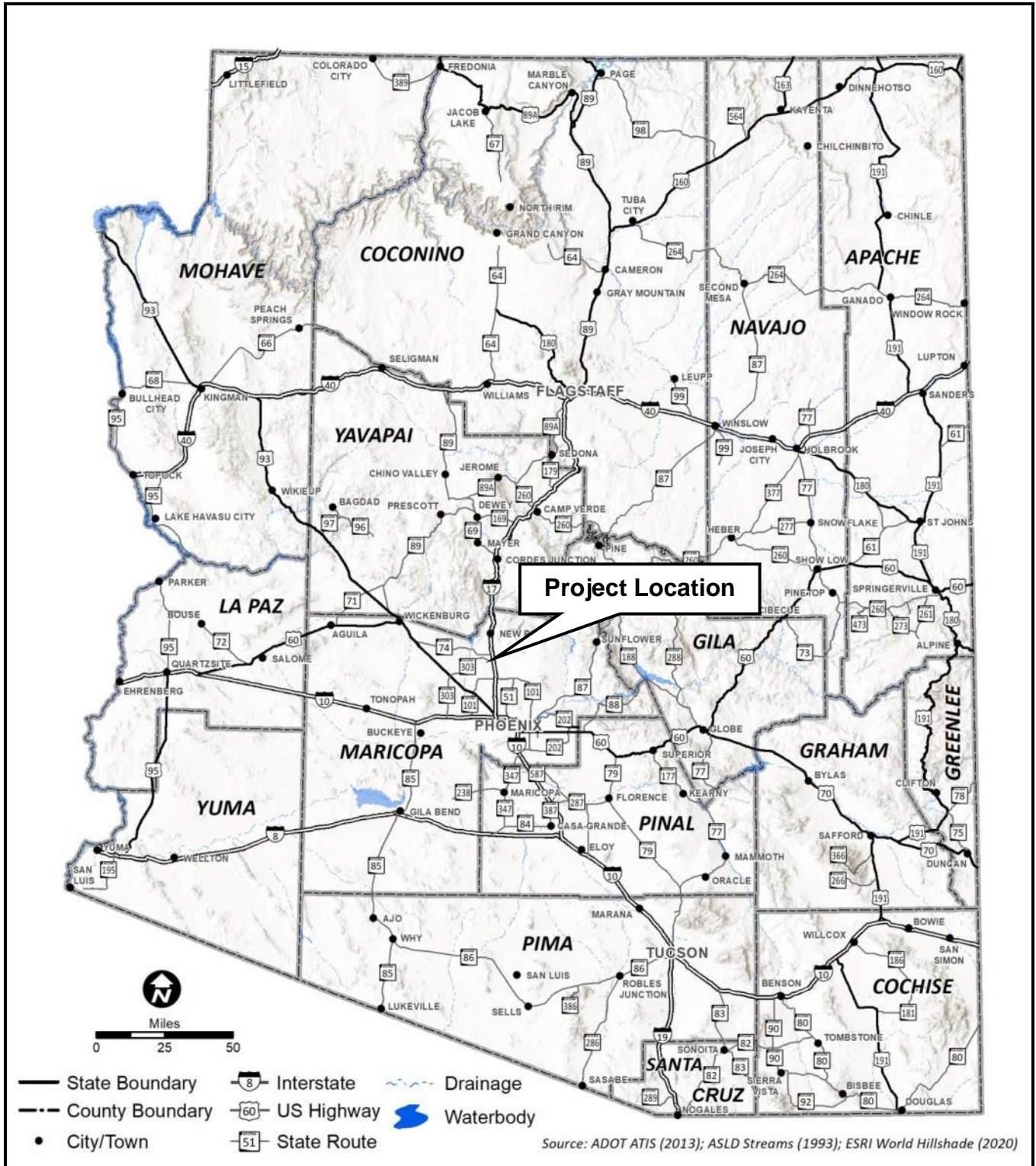
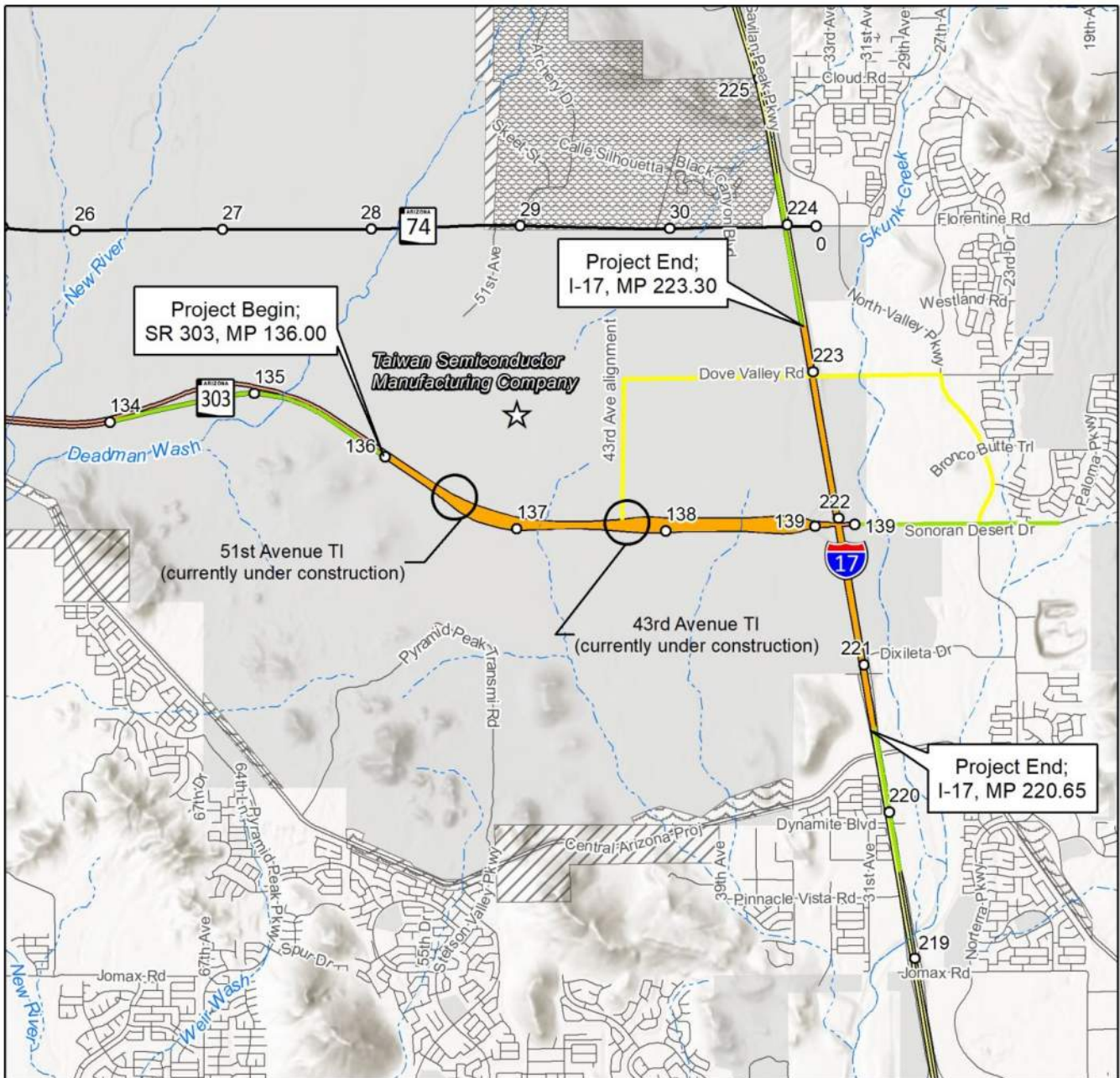


FIGURE 2. Project Vicinity Map



Source: ADOT ATIS (2013); ASLD ALRIS (2010)

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 (μPa). One μPa 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 μPa . Because of this huge range of values, sound is rarely expressed in terms of μPa . 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 μPa .

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.

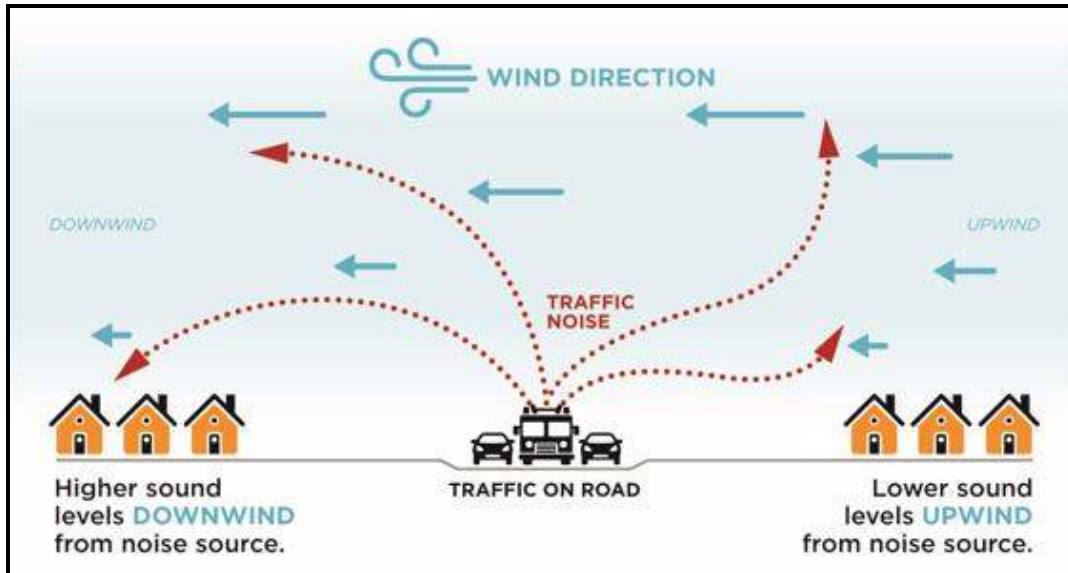
2.8 Weather Conditions

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

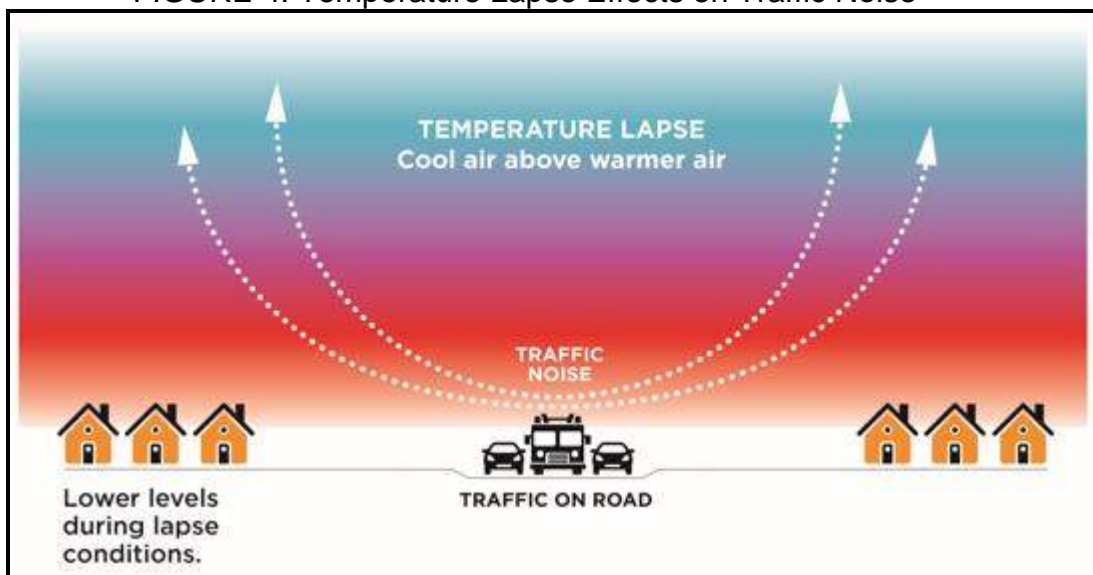
differences in wind speeds above ground and wind direction. You might notice that sound levels are higher when the wind is blowing from the highway toward you (downwind), as illustrated below. Conversely, you might notice that sound levels are lower when the wind is blowing away from you and toward the 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	$L_{Aeq(h)}$ ^[1] , 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 ^[2]	67 (Exterior)	Residential
C ^[2]	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 ^[2]	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 and the Arizona State Land Department. Existing land uses within the project area consist of residential, industrial, and vacant. Activity Category B includes the Middle Vistas subdivision under construction. Activity Category C includes Hornor Health Sonoran Crossing Medical Center. Activity Category F includes Taiwan Semiconductor Manufacturing Company (TSMC). Activity Category G includes undeveloped land for future commercial and industrial use. Existing and future land uses within the project area were examined using MAG’s 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 two (2) geographical sections that correspond to noise receiver locations.

In total, 98 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), industrial (Category F), and undeveloped lands (Category G). Each modeled noise receiver was assigned a two part identifier, such as RX. R stands for receivers, 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.

Section	Number of Modeled Receivers	Description of Section
1	28	SR 303L, between 51 st Avenue and I-17
2	70	I-17, between North of Dove Valley Road and CAP Canal
Total Number of Modeled Receivers	98	

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 December 14, 2023. 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.

TABLE 4 Noise Level Measurements Summary			
Section	Monitor Number	Address/Description	Monitoring Result Leq, dBA
1	MON-1	Utility corridor within a vacant parcel, approximately 440 feet north of SR 303	59
	MON-2	Utility corridor within a vacant parcel, approximately 800 feet north of SR	55
	MON-3	Located within private parcel below grade of I-17 currently undergoing construction, approximately 400 feet west of southbound I-17	58
	MON-4	Located within private parcel currently undergoing construction, approximately 725 feet west of southbound I-17	62
	MON-9	Located within a vacant lot below grade of the I-17, approximately 370 feet west of southbound I-17.	60
2	MON-5	Located in an undeveloped parcel several feet below elevation of I-17, approximately 275 feet east of northbound I-17.	56
	MON-6	Vacant parcel approximately 225 feet east of northbound I-17.	70
	MON-7	Vacant parcel approximately 470 feet east of northbound I-17.	66
	MON-8	Vacant parcel approximately 250 feet east of northbound I-17.	63
	MON-10	Vacant parcel approximately 150 feet east of northbound I-17.	69

The monitored noise levels represent the existing noise conditions within the project area. The average ambient noise levels from the measurements ranged from 55 dBA to 70 dBA. The lowest monitored noise level was recorded from site MON-2 on a utility corridor within a vacant parcel approximately 800 feet north of SR303L. The highest monitored noise level was recorded from site MON-6 within a vacant parcel approximately 225 feet east of northbound I-17. 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 right-of-way 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 horizontal and vertical geometry of SR 303L mainline, I-17 mainline, ramps, and frontage roads utilized in this analysis were obtained from the final design files and the digital terrain model (DTM) 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, ten (10) percent of the annual daily traffic volumes derived from the approved MAG traffic demand model were used as peak hour volumes in the noise model for SR 303L and I-17 mainlines, ramps, and frontage roads. 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 303L and I-17 mainlines were modeled at operating speed of 70 mph (5 mph above the posted speed limit). Directional ramps were modeled at 50 mph and 60 mph. 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.

Model Validation

Model validation is a process for testing a model to ensure that it produces reliable results and to confirm that traffic noise is the predominant noise source at the receptor locations. In general, validation involves comparing actual noise measurements with the noise levels predicted by the model for existing conditions at the same location. The model is considered to be verified if the model results are within ± 3 dBA of the field measurements recorded at the site for the same conditions. The seven monitoring sites (MON-1, MON-3, MON-5, MON-6, MON-8, MON-9, and MON-10) were modeled within the ± 3 dBA measured at those sites. Therefore, the entire model is considered valid.

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 “loose 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.”

TABLE 5 Construction Noise Levels at Various Distances from the Equipment					
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	---	59	63	4
	MON-2	---	55	58	3
	MON-3	---	58	64	6
	MON-4	---	62	61	-1
	MON-9	---	60	63	3
2	MON-5	---	56	63	7
	MON-6	---	70	74	4
	MON-7	---	66	66	0
	MON-8	---	63	73	10
	MON-10	---	69	76	7

The arithmetic increases between the monitoring levels and future predicted noise levels range from -1 to 10 dBA; no monitoring sites show a significant increase of equal to or greater than 15 dBA. As a result, no noise mitigation was evaluated due to the substantial noise level increases predicted for monitoring sites.

4.3 Noise Modeling Results

Appendix A shows noise receivers and potentially 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 and 2 and are discussed below.

Section 1: SR303L, between 51st Avenue and I-17

Section 1 has 28 modeled receivers representing receptors for industrial land use (noise category F) and undeveloped land (noise category G). Because there are no noise limits for noise categories F and G, no noise impact would occur and barriers were not evaluated in Section 1.

Section 2: I-17, between north of Dove Valley Road and Central Arizona Project (CAP) Canal

Section 2 has 70 modeled receivers representing receptors in residential (noise category B), medical center (noise category C), and undeveloped land (noise category G). The noise levels of 27 receivers are greater than or equal to the ADOT NAR threshold of 66 dBA in NAC Categories B and C; As a result, consideration of noise mitigation for these receivers is warranted.

The predicted noise levels at receivers E1 through E5, representing receptors of the approved Sonoran Crossing Honor Health including residential and non-residential use per MAG land use map, are greater than 66 dBA. A noise barrier NB1 on the northbound side of I-17 was evaluated to shield receivers representing these sensitive receptors. No site plan of the parcel was available at the time of the noise analysis and the parcel is beyond the project limit on the northern end on I-17. The cost-per-benefited receptor was unable to be determined and detailed barrier analysis could not be conducted. As a result, no barriers were recommended for this parcel.

Receivers E6 and E7, representing Honor Health Sonoran Crossing Medical Center, are situated on the northeast quadrant between Dove Valley Road and I-17. Most of the areas of frequent human use activities are located within the interior of the facility. A transmission loss of 25 dBA was assumed to convert the exterior noise levels to interior noise levels considering doors and windows are closed. The predicted interior noise level of the building would be less than NAC Category D threshold of 51 dBA. As a result, no noise mitigation is considered for these receptors.

The predicted noise levels at receivers W39 through W68, representing single family homes at the Middle Vistas subdivision under construction, are greater than 66 dBA. Noise barriers SB1 and SB2 on the westbound side of I-17 were evaluated to shield receivers representing these sensitive receptors. The barriers were evaluated along the east side of Dixileta Drive from

Station 1054+84 to 1049+88 and SB frontage road from Station 1050+95 to 1033+46. The height for the barrier segments would be 14 to 16 feet above ground. The cost-per-benefited receptor is less than the ADOT NAR criteria of \$49,000. In addition, barriers SB1 and SB2 also meet acoustic feasibility and noise reduction design goal. As a result, new barriers SB1 and SB2 are recommended.

Barrier Summary for Section 2 is shown in Table 7.

TABLE 7 Barrier Summary Section 2 – I-17, between north of Dove Valley Road and CAP Canal						
Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost ^[1]	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
New Barrier SB1 (Sta 1054+84 to Sta 1049+88)	14	500	6,999	\$244,965	52	\$22,279
New Barrier SB2 (Sta 1050+95 to Sta 1033+46)	14 – 16	1,750	26,101	\$913,535		
Total for Recommended Barriers	14 – 16	2,250	33,100	\$1,158,500	52	\$22,279
Notes: [1] Total cost of the noise barrier is based on the unit cost of \$35 per square foot.						

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 SR303 freeway widening project. This study evaluates impacts predicted to result from traffic noise levels during the noisiest conditions that would result from the planned improvements to SR303 and I-17 freeways.

Table 8 below summarizes the results of the potentially recommended noise mitigation/barriers determined in accordance with the ADOT NAR guidelines for the project. A total of two (2) separate new noise barriers are potentially recommended. Barriers SB1 and SB2 are recommended for single family homes along southbound I-17 between Dexileta Drive and CAP canal. The noise barrier locations and termini described in this report are subject to adjustments by final designers to accommodate final design features not considered with the detail of the noise analysis and this report.

TABLE 8 Recommended Barrier Summary						
Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost ^[1]	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
New Barrier SB1 (Sta 1054+84 to Sta 1049+88)	14	500	6,999	\$244,965	52	\$22,279
New Barrier SB2 (Sta 1050+95 to Sta 1033+46)	14 – 16	1,750	26,101	\$913,535		
Total for Recommended Barriers	14 – 16	2,250	33,100	\$1,158,500	52	\$22,279
Notes: [1] Total cost of the noise barrier is based on the unit cost of \$35 per square foot.						

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.

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
Build Condition	
SR303I17TI_B_S1	Section 1, SR303 between 51 st Avenue and I-17. No noise barriers are recommended in Section 1.
SR303I17TI_B_S2_v2	Section 2, I-17 between north of Dove Valley Road and CAP Canal. Barriers SB1 and SB2 are recommended.

APPENDIX A

Noise Receiver and Recommended Barrier Locations

Bob Stump Memorial Parkway

SR 303L

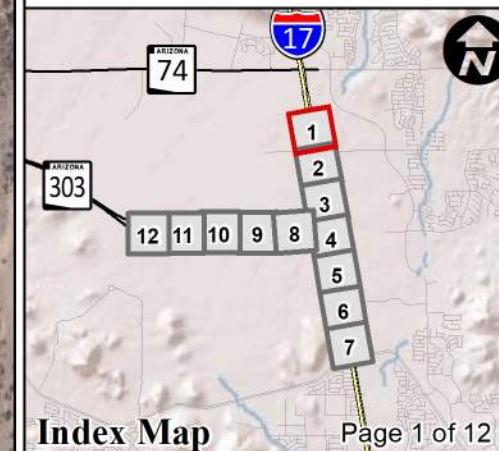
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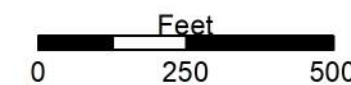
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- Mileposts
- Noise Receivers
- Monitoring Sites
- Roadway Design
- ▬ Recommended Barrier

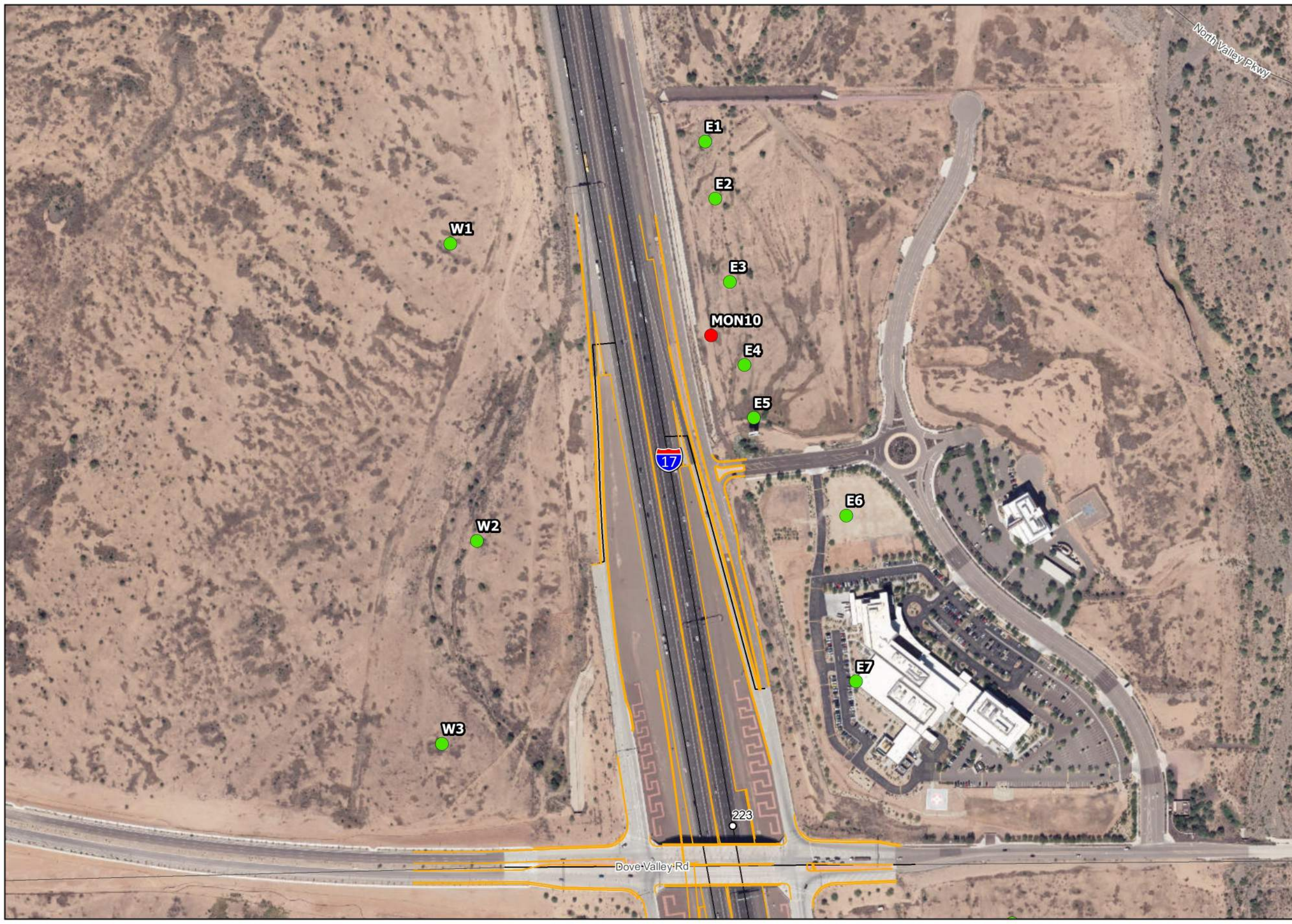


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Sources:
ADOT ATIS (2013); AZTEC (2024);
USDA NAIP Imagery (2017).

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Bob Stump Memorial Parkway

SR 303L

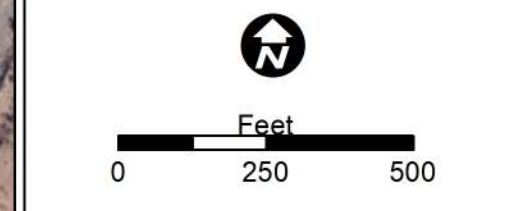
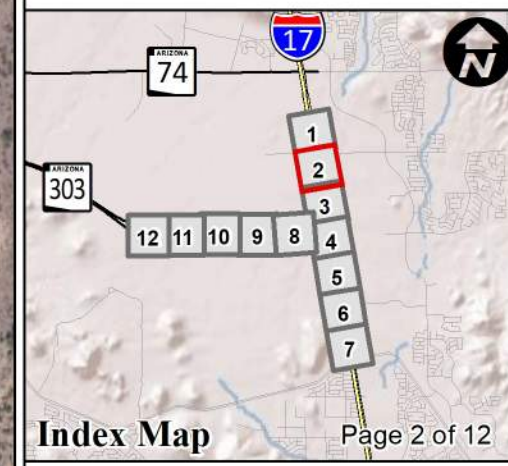
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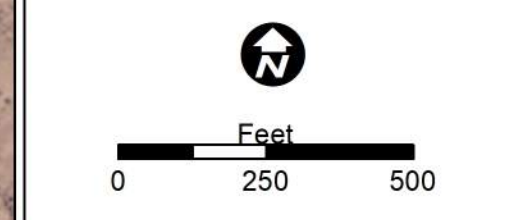
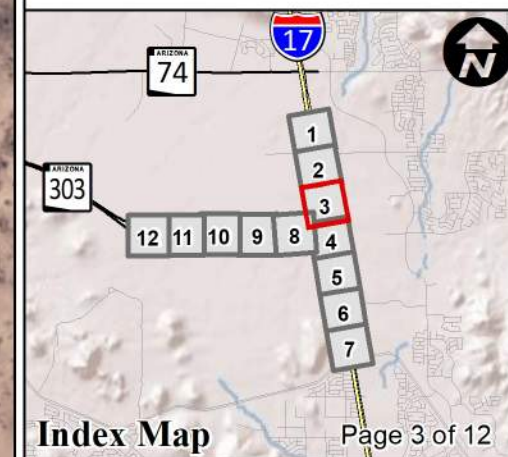


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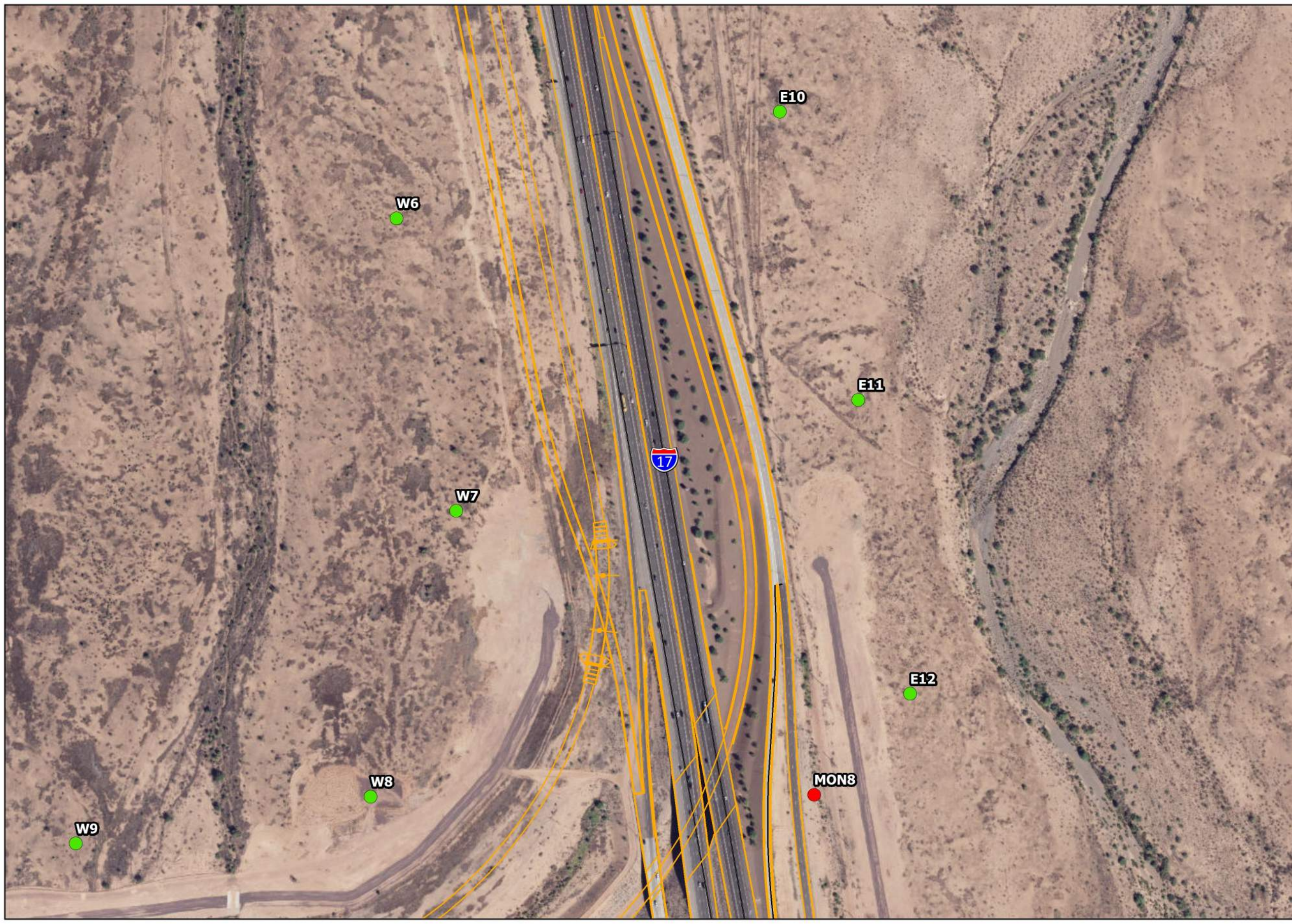
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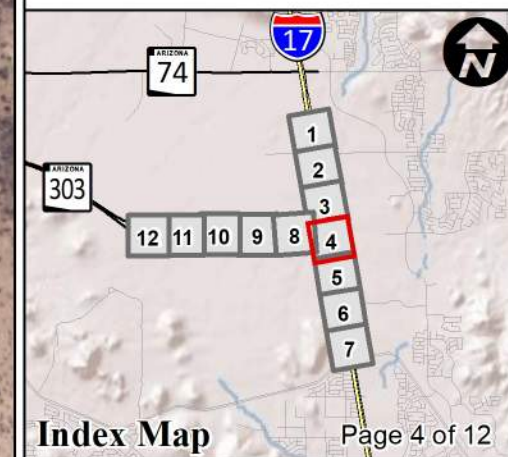
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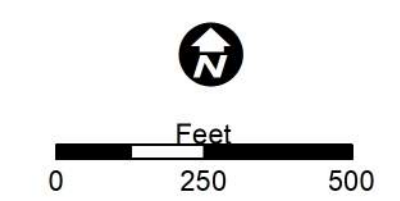
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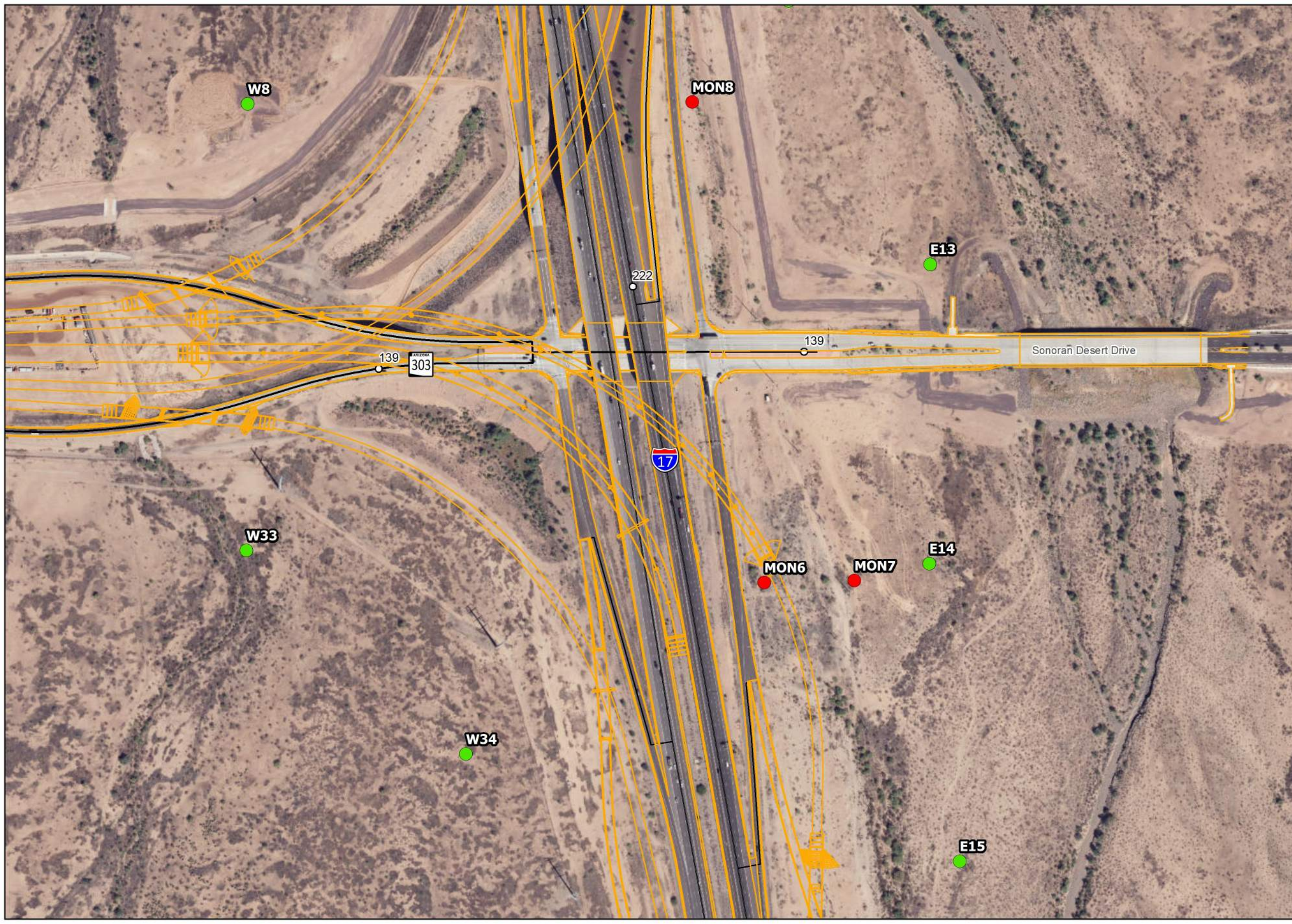


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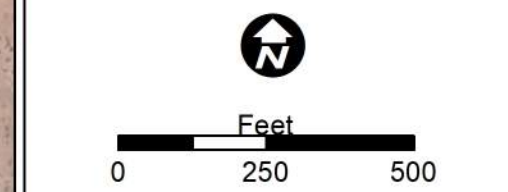
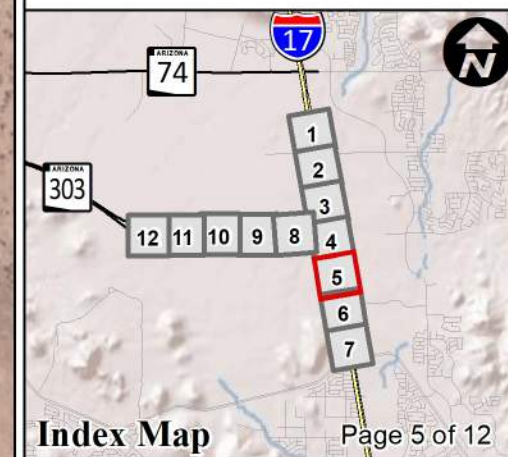
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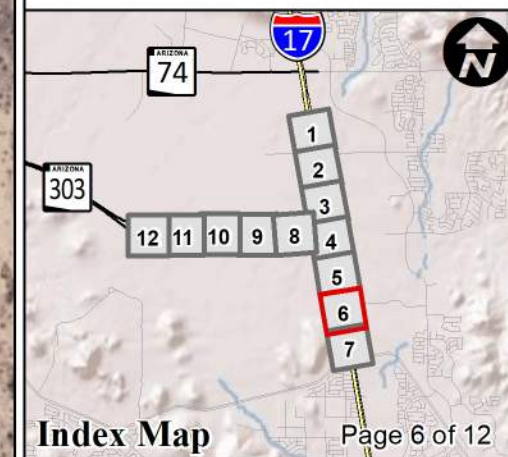
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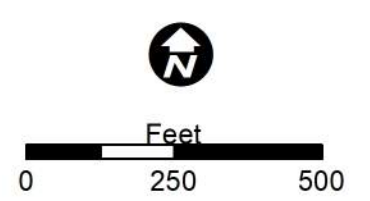
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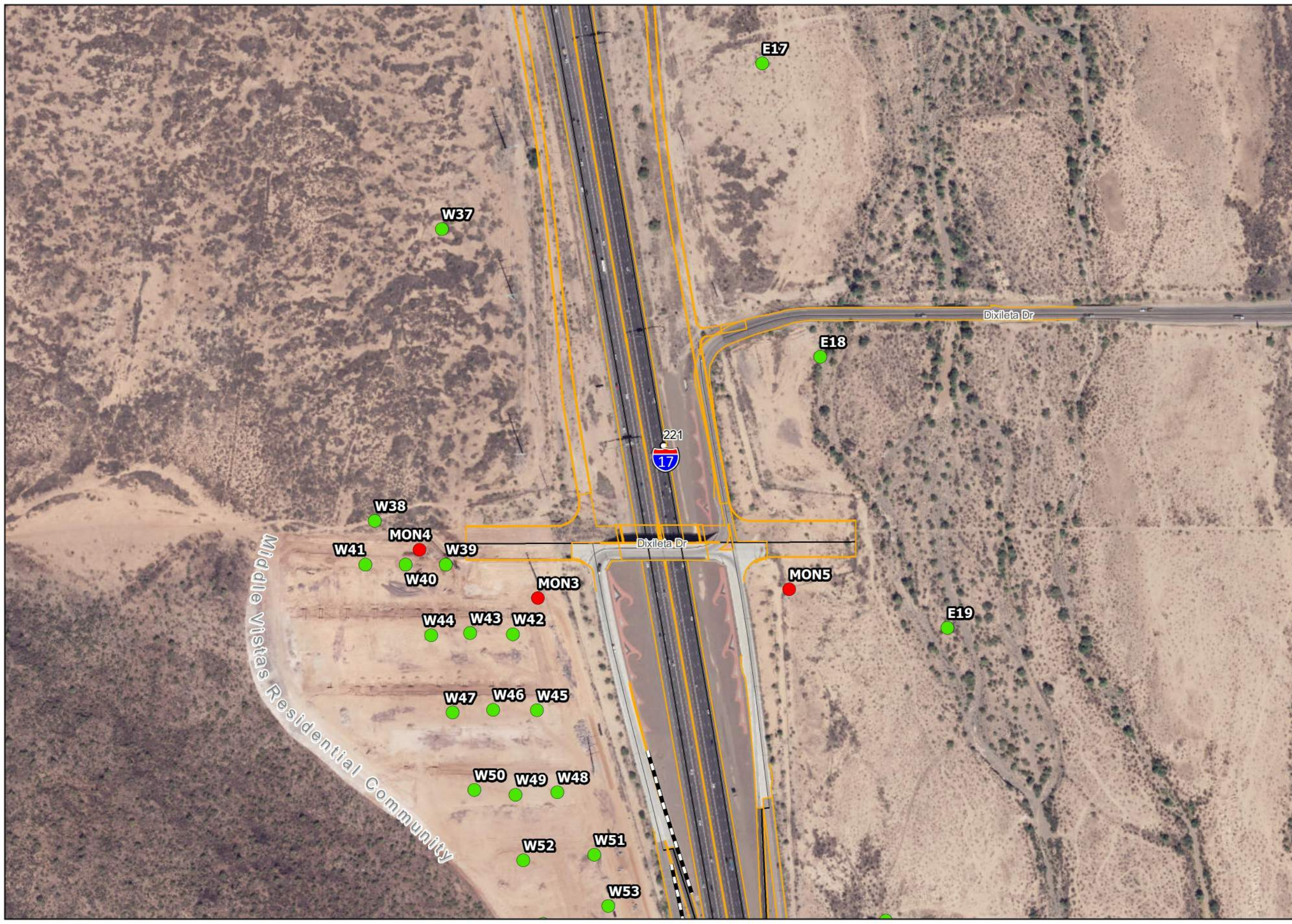


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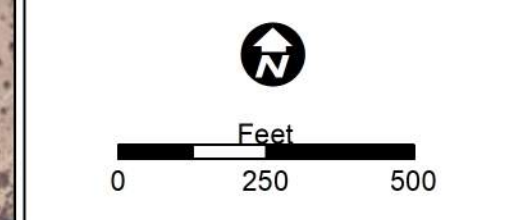
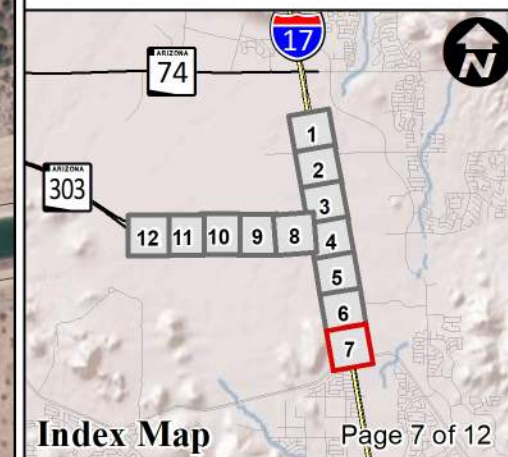
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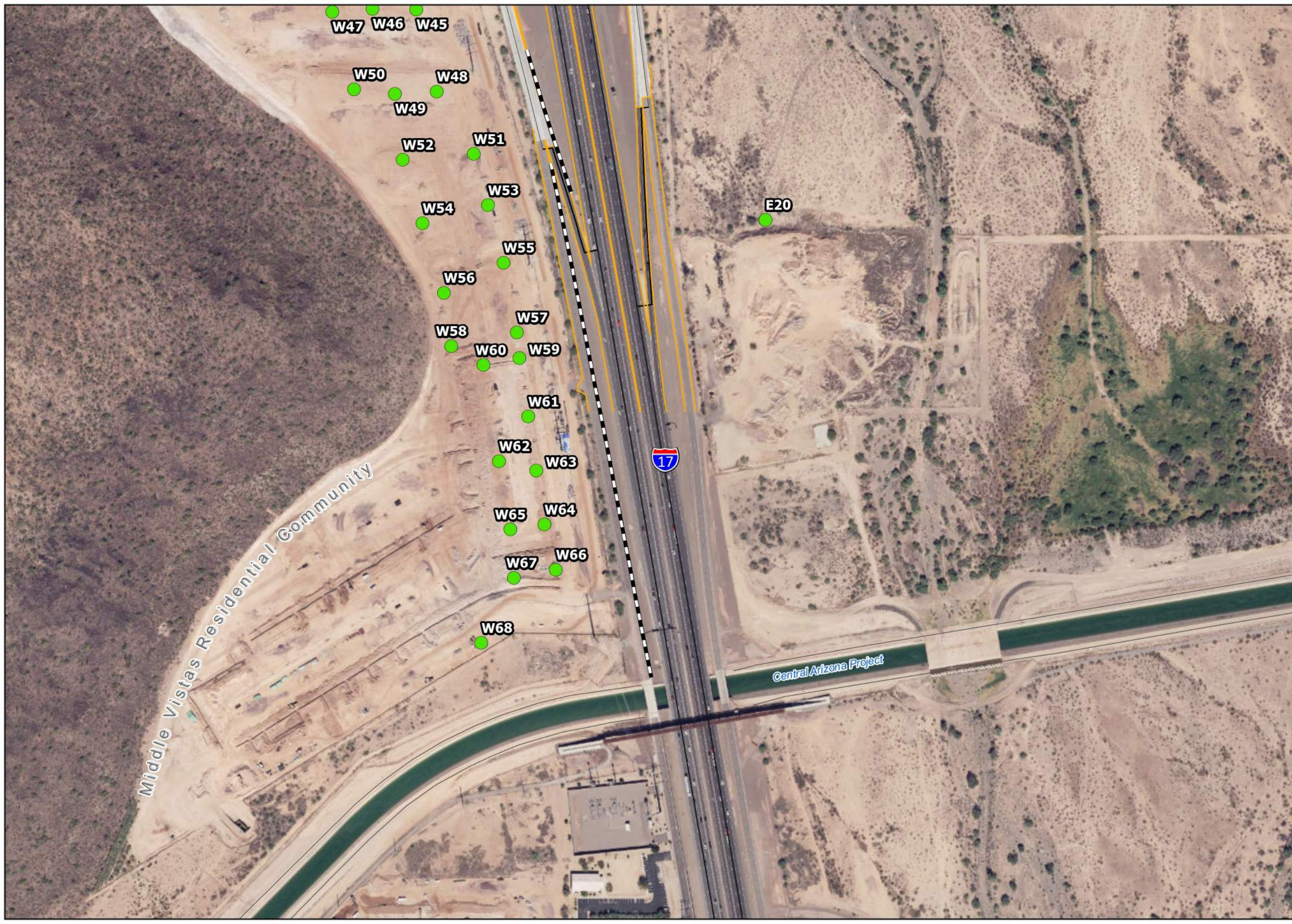
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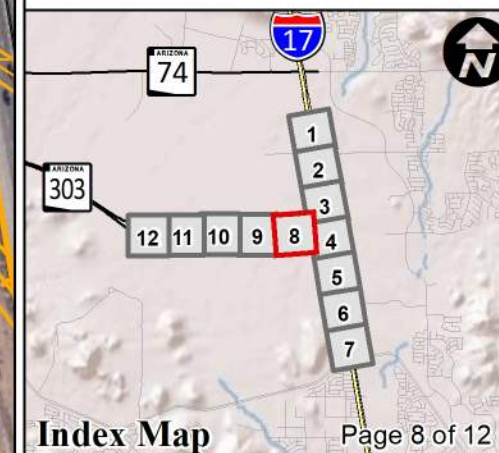
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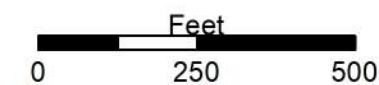
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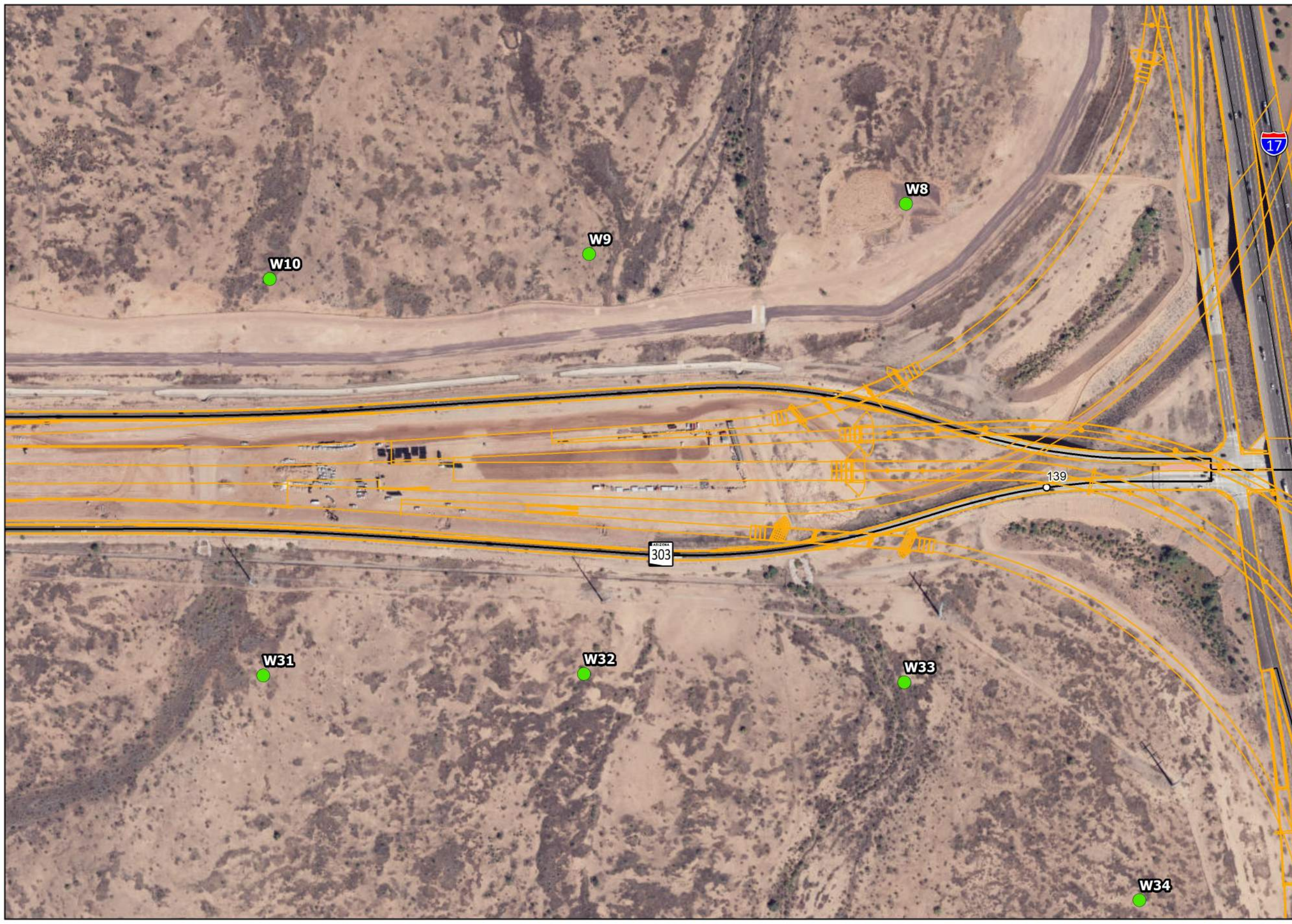


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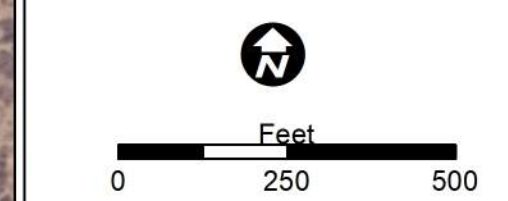
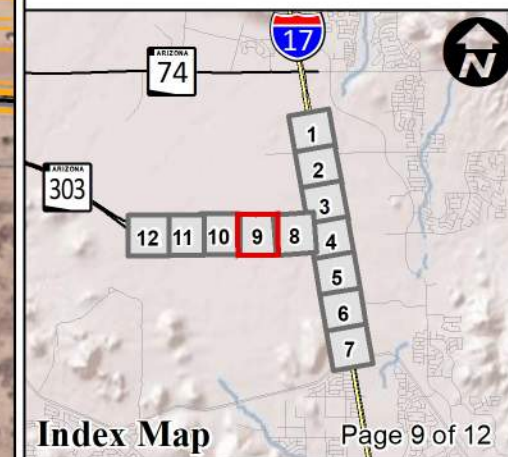
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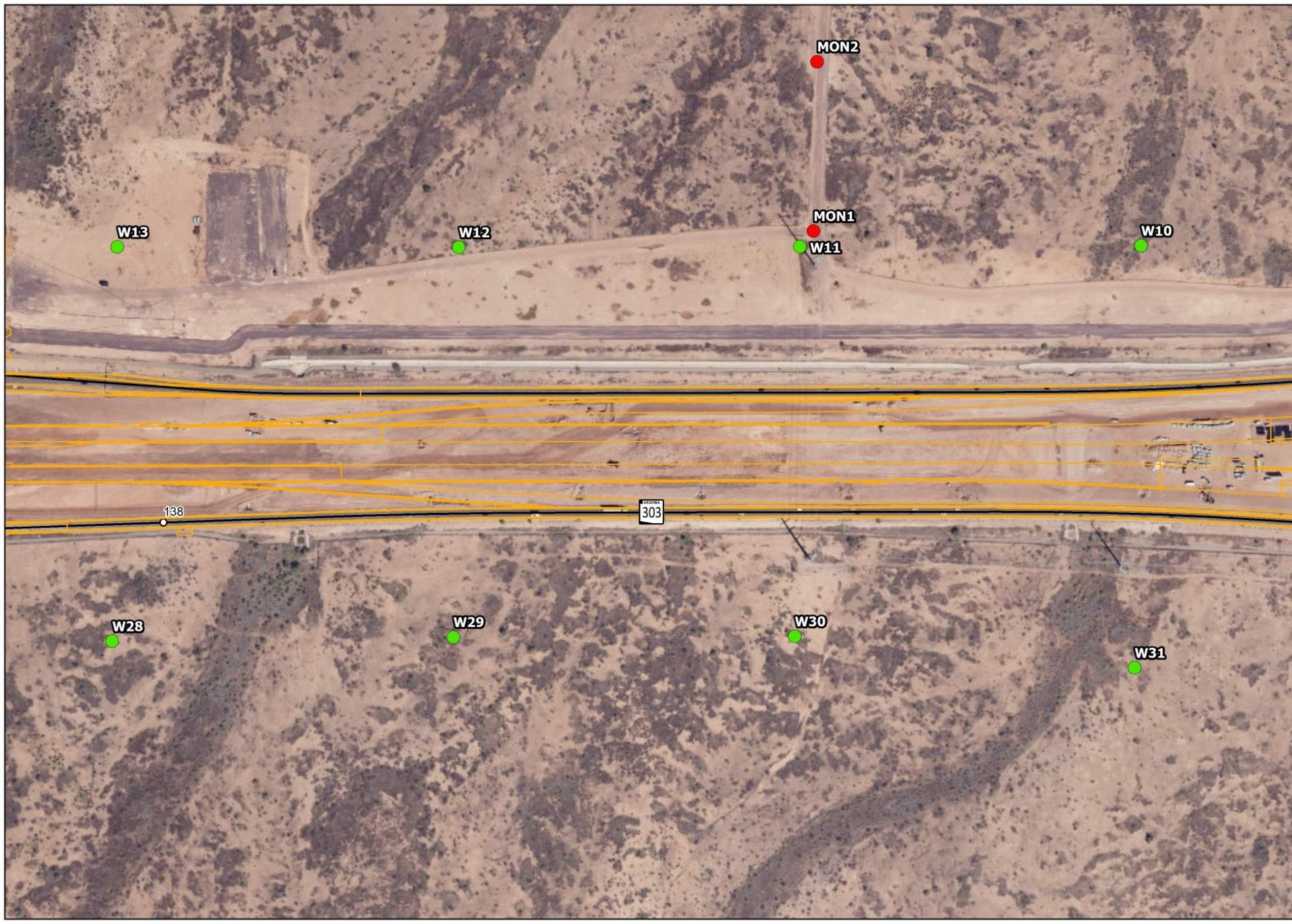


- Mileposts
- Noise Receivers
- Monitoring Sites
- Roadway Design
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Taiwan Semiconductor Manufacturing Company

43rd Ave

W15

W14

W13

W26

W27

W28

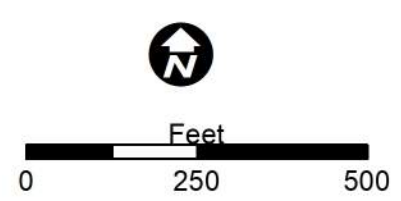
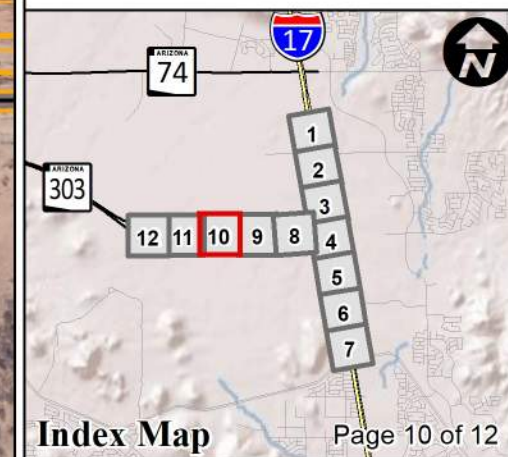
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SR 303L
51st Avenue to I-17
303 MA 136 F0562 01C
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- Mileposts
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Taiwan Semiconductor Manufacturing Company

Bob Stump Memorial Parkway

SR 303L

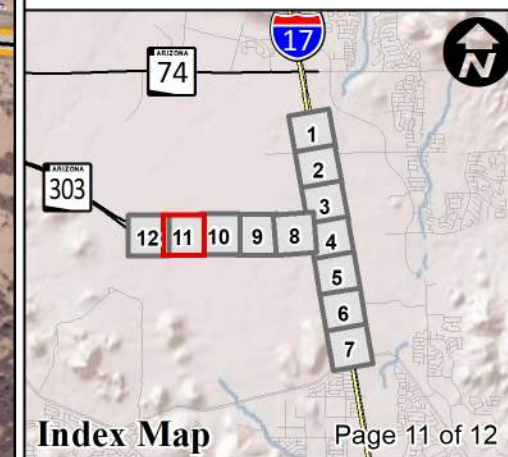
51st Avenue to I-17

303 MA 136 F0562 01C

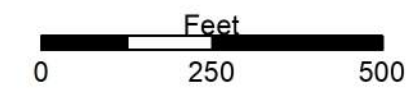
303-A(203)T



- Mileposts
- Noise Receivers
- Monitoring Sites
- Roadway Design
- ▬ Recommended Barrier



Index Map Page 11 of 12



Sources:
ADOT ATIS (2013); AZTEC (2024);
USDA NAIP Imagery (2017).

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



Bob Stump Memorial Parkway

SR 303L

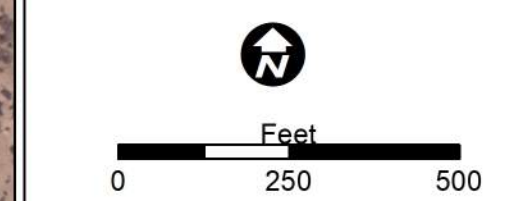
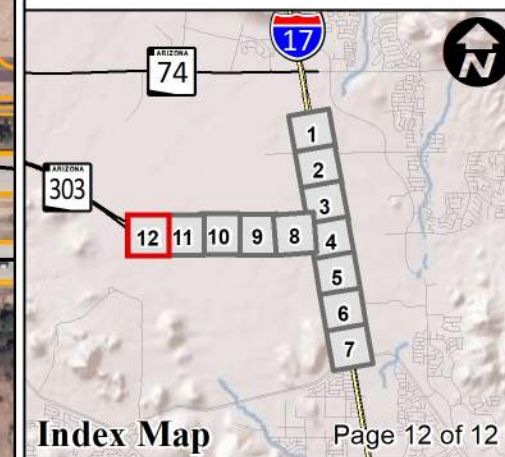
51st Avenue to I-17

303 MA 136 F0562 01C

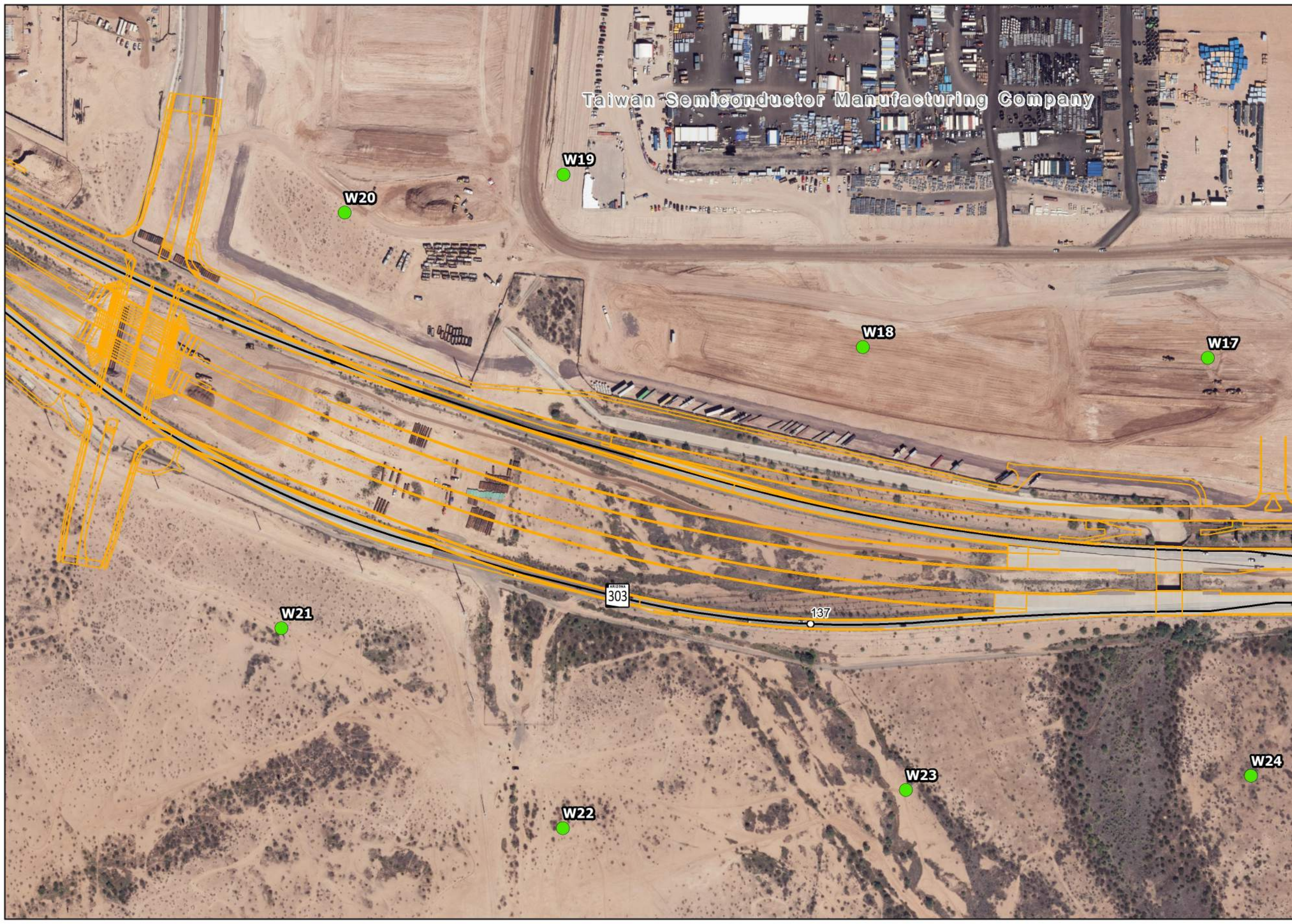
303-A(203)T



- Mileposts
- Noise Receivers
- Monitoring Sites
- Roadway Design
- ▬ Recommended Barrier



Sources:
ADOT ATIS (2013); AZTEC (2024);
USDA NAIP Imagery (2017).
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: 51st Avenue – I-17 Date: 12/14/2023

Site Number/Description: MON 1, (Lat/Long: 33.7709, -112.142)

Utility corridor within a vacant parcel, approximately 440 feet north of SR 303

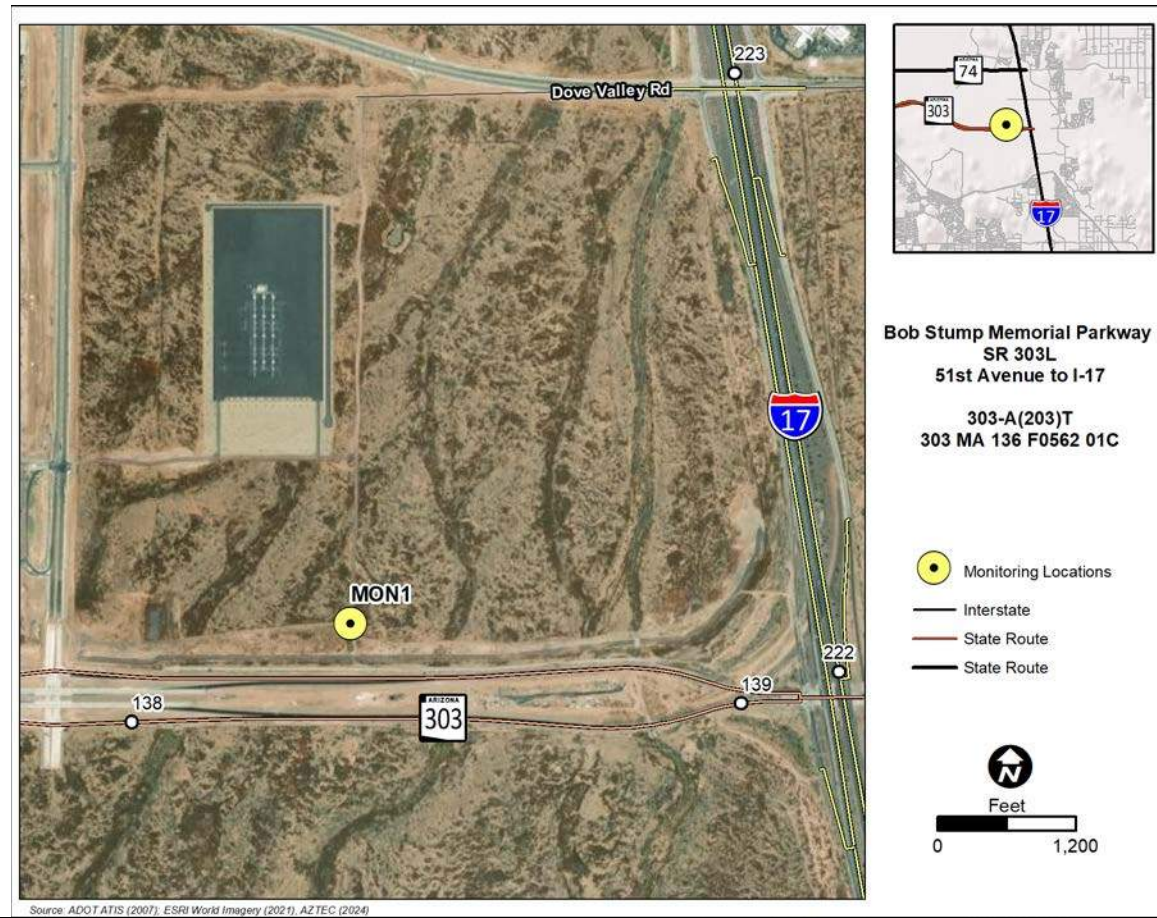
Prepared by/Crew: Brendan Leach, Homaira Parveen, David Shu

Temperature: 45 °F Relative Humidity: 44 % 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): (SR 303) 55
Observed Speed (mph): 45-60



Sample	Time		Sound Level, dBA			Traffic Count (SR 303)		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	8:06 am	10 mins	56.7	60.4	67.7	EB – 1045 WB - 372	EB – 5 WB - 5	EB – 35 WB - 38
2	8:16 am	10 mins	55.6	59.6	64.3			
3	8:27 am	10 mins	54.1	57.9	62.3			



Figure 1. Looking east



Figure 2. Looking south

**ROADWAY TRAFFIC
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: 51st Avenue – I-17 **Date:** 12/14/2023

Site Number/Description: MON 2, (Lat/Long: 33.7723, -112.143)

Utility corridor within a vacant parcel, approximately 800 feet north of SR 303

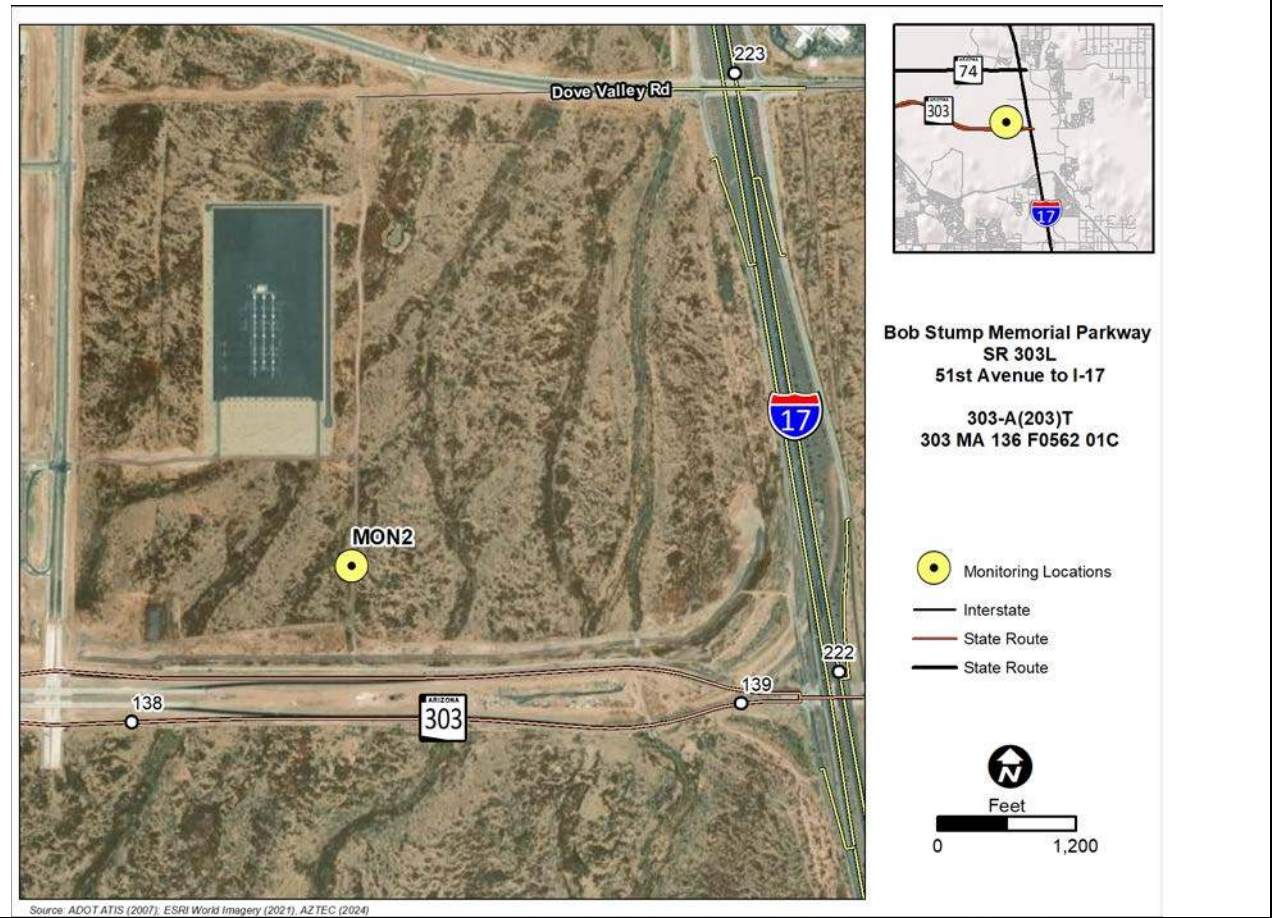
Prepared by/Crew: Brendan Leach, Homaira Parveen, David Shu

Temperature: 49 °F **Relative Humidity:** 39 % **Wind & Direction:** 6 mph/ESE **Sky:** Fair

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

Calibration:

Posted Speed Limit (mph): (SR 303) 55 **Observed Speed (mph):** 45-60



Sample	Time		Sound Level, dBA			Traffic Count (SR 303)		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	8:39 am	10 mins	52.7	54.8	58.9	EB – 1045 WB - 372	EB – 5 WB - 5	EB – 35 WB - 38
2	8:50 am	10 mins	48.3	59.7	77.8			
3	9:00 am	10 mins	44.6	49.8	60.4			

Notes: Sample 2 – Plane overhead at approximately 1 min 26 sec



Figure 1. Looking north



Figure 2. Looking west

**ROADWAY TRAFFIC
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: 51st Avenue – I-17 Date: 12/14/2023

Site Number/Description: MON 3, (Lat/Long: 33.7541, -112.128), future residential development
Located within private parcel below grade of I-17 currently undergoing construction, approximately 400 feet west of southbound I-17

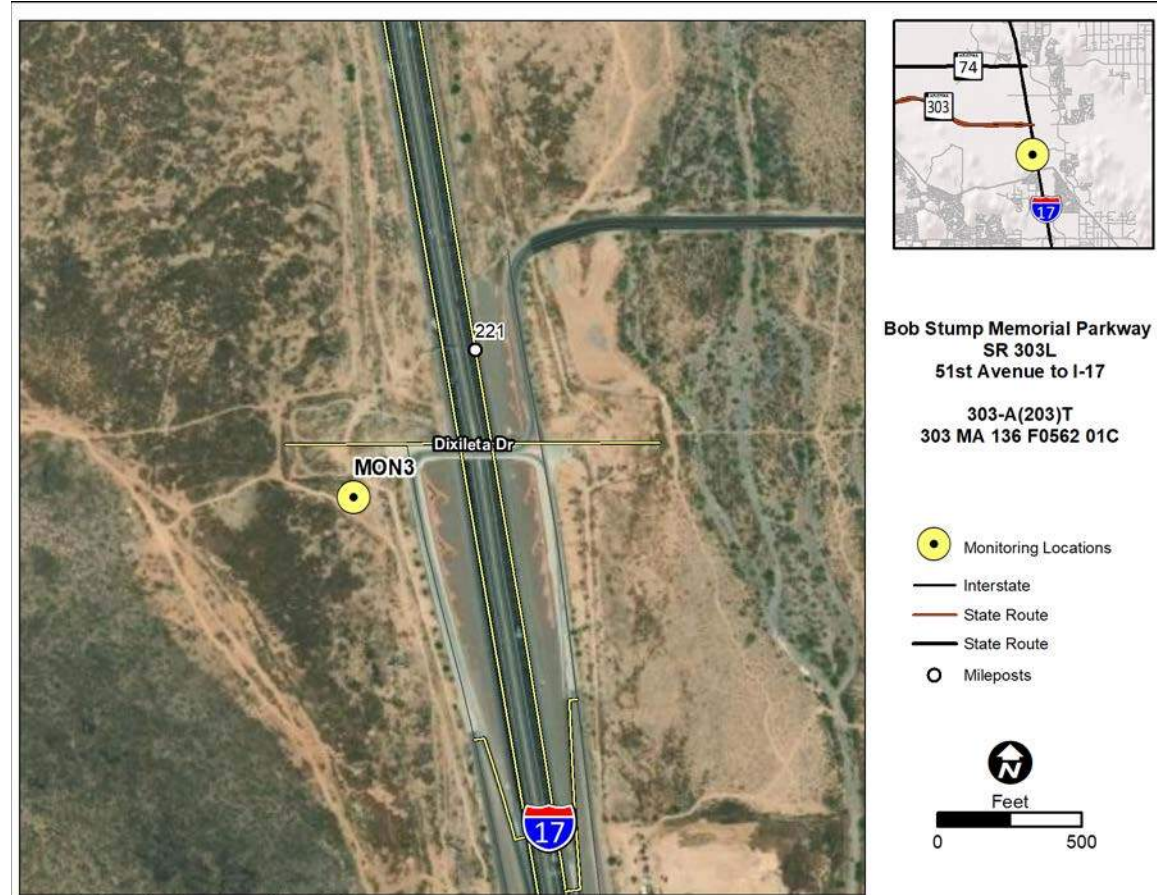
Prepared by/Crew: Brendan Leach, Homaira Parveen, David Shu

Temperature: 55 °F Relative Humidity: 31 % Wind & Direction: 5 mph/SE Sky: Fair

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

Calibration:

Posted Speed Limit (mph): (I-17) 65
Observed Speed (mph): 60-80



Sample	Time		Sound Level, dBA			Traffic Count (I-17)		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	9:36 am	10 mins	51.6	58.4	70.6	SB – 1922 NB - 1667	SB – 21 NB - 13	SB – 74 NB - 73
2	9:47 am	10 mins	53.1	58.8	73.1			
3	9:58 am	10 mins	52.3	57.8	66.8			

Notes: Parcel undergoing active construction. Construction machinery such as truck horns, engines and backup alarms occurred through out all three sample runs



Figure 1. Looking east



Figure 2. Looking south

**ROADWAY TRAFFIC
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: 51st Avenue – I-17 Date: 12/14/2023

Site Number/Description: MON 4, (Lat/Long: 33.7548, -112.129), future residential development

Located within private parcel currently undergoing construction, approximately 725 feet west of southbound I-17

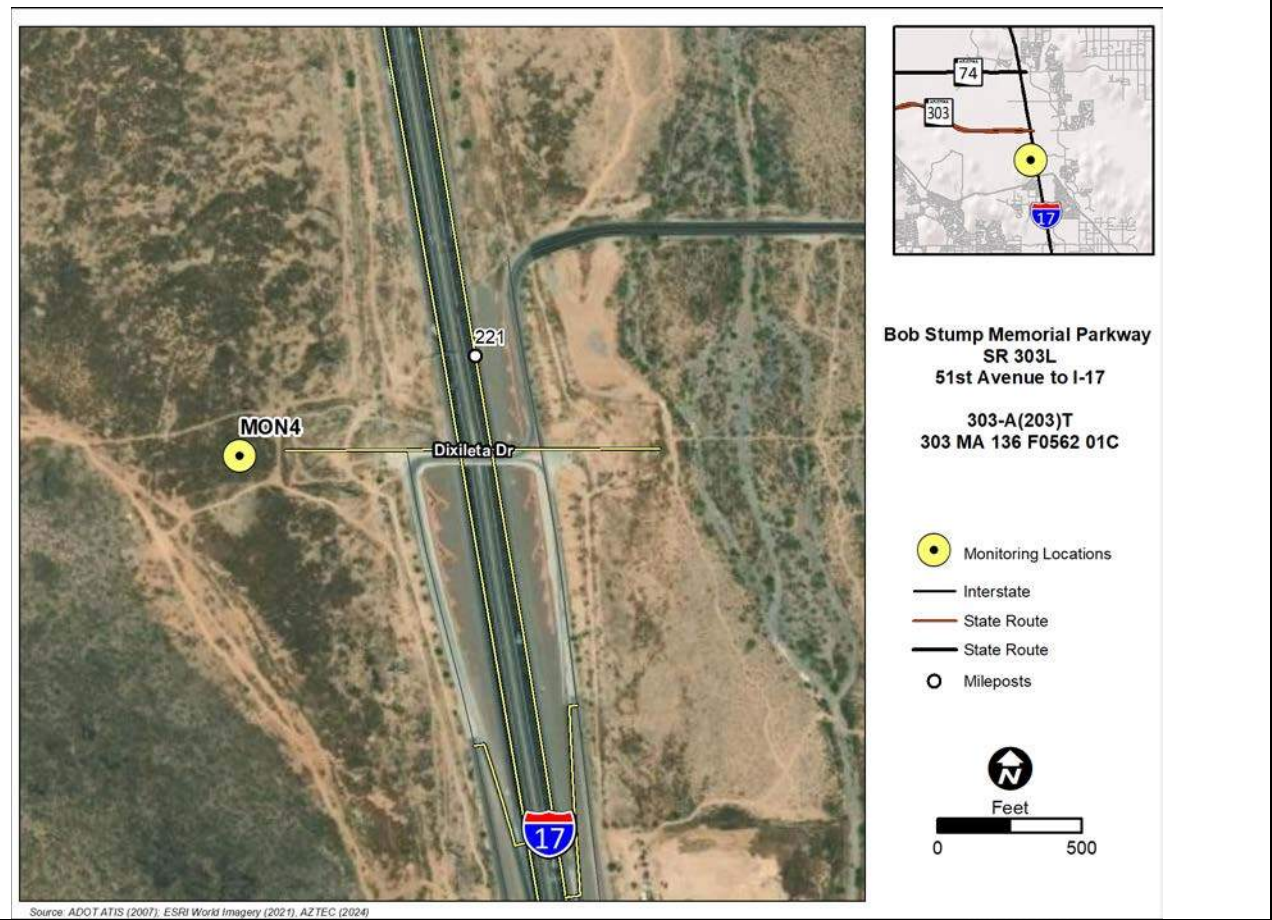
Prepared by/Crew: Brendan Leach, Homaira Parveen, David Shu

Temperature: 56 °F Relative Humidity: 28 % Wind & Direction: 5 mph/SE Sky: Fair

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

Calibration:

Posted Speed Limit (mph): (I-17) 65
Observed Speed (mph): 60-80



Sample	Time		Sound Level, dBA			Traffic Count (I-17)		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	10:13 am	10 mins	54.8	58.9	72.0	SB – 1922 NB - 1667	SB – 21 NB - 13	SB – 74 NB - 73
2	10:23 am	10 mins	54.5	62.6	80.1			
3	10:33 am	10 mins	55.1	65.2	87.2			

Notes: Parcel undergoing active construction. Construction machinery such as truck horns, engines and backup alarms occurred through out all three sample runs



Figure 1. Looking east



Figure 2. Looking south

**ROADWAY TRAFFIC
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: 51st Avenue – I-17 Date: 12/18/2023

Site Number/Description: MON 5, (Lat/Long: 33.7548, -112.129)

Located in an undeveloped parcel several feet below elevation of I-17, approximately 275 feet east of northbound I-17.

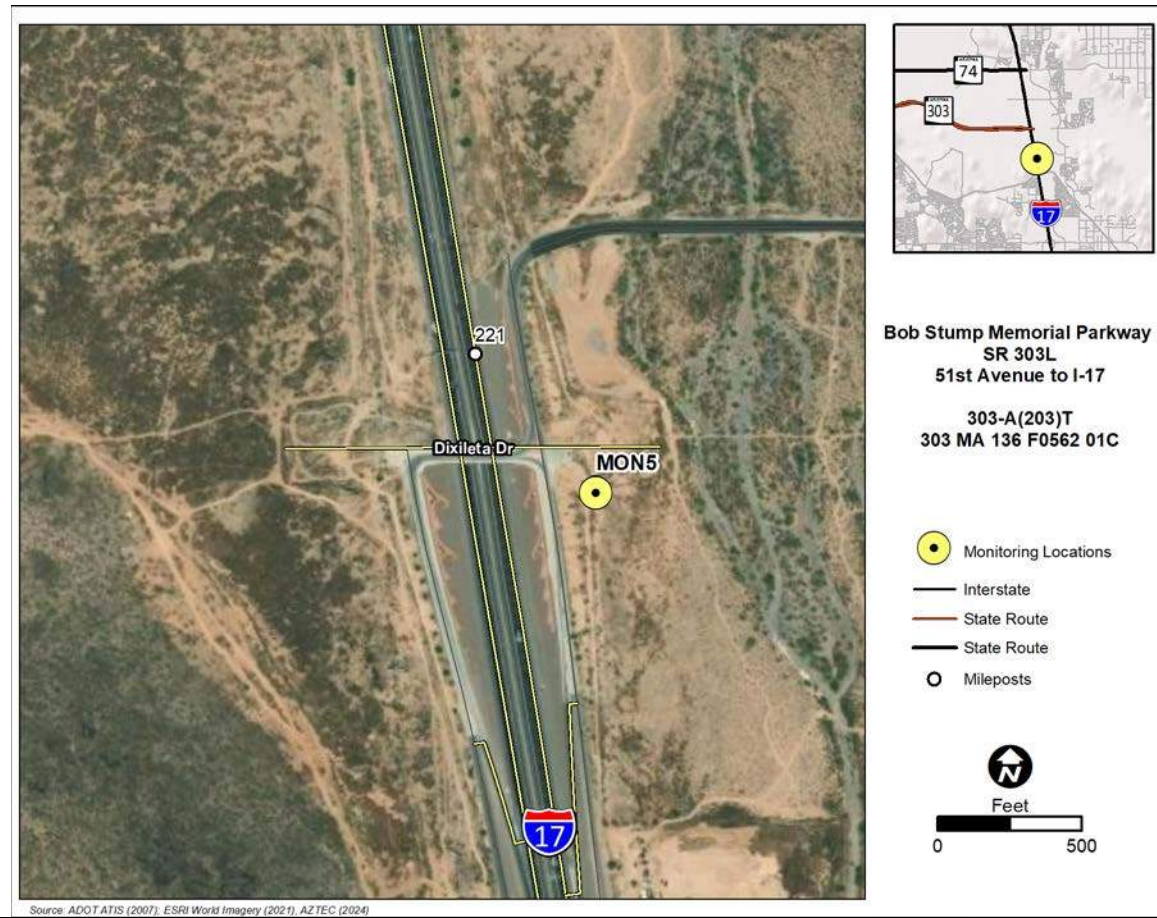
Prepared by/Crew: Brendan Leach, Homaira Parveen, David Shu

Temperature: 65 °F Relative Humidity: 20 % Wind & Direction: 7 mph/SE Sky: Fair

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

Calibration:

Posted Speed Limit (mph): (I-17) 65
Observed Speed (mph): 60-80



Sample	Time		Sound Level, dBA			Traffic Count (I-17)		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	10:11 am	10 mins	51.6	56.1	63.6	SB – 1432 NB - 1754	SB – 17 NB - 12	SB – 108 NB - 90
2	10:21 am	10 mins	52.2	55.7	62.8			
3	10:31 am	10 mins	50.7	54.8	62.9			



Figure 1. Looking south



Figure 2. Looking west

**ROADWAY TRAFFIC
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: 51st Avenue – I-17 Date: 12/18/2023

Site Number/Description: MON 6, (Lat/Long: 33.7671, -112.128)

Vacant parcel approximately 225 feet east of northbound I-17.

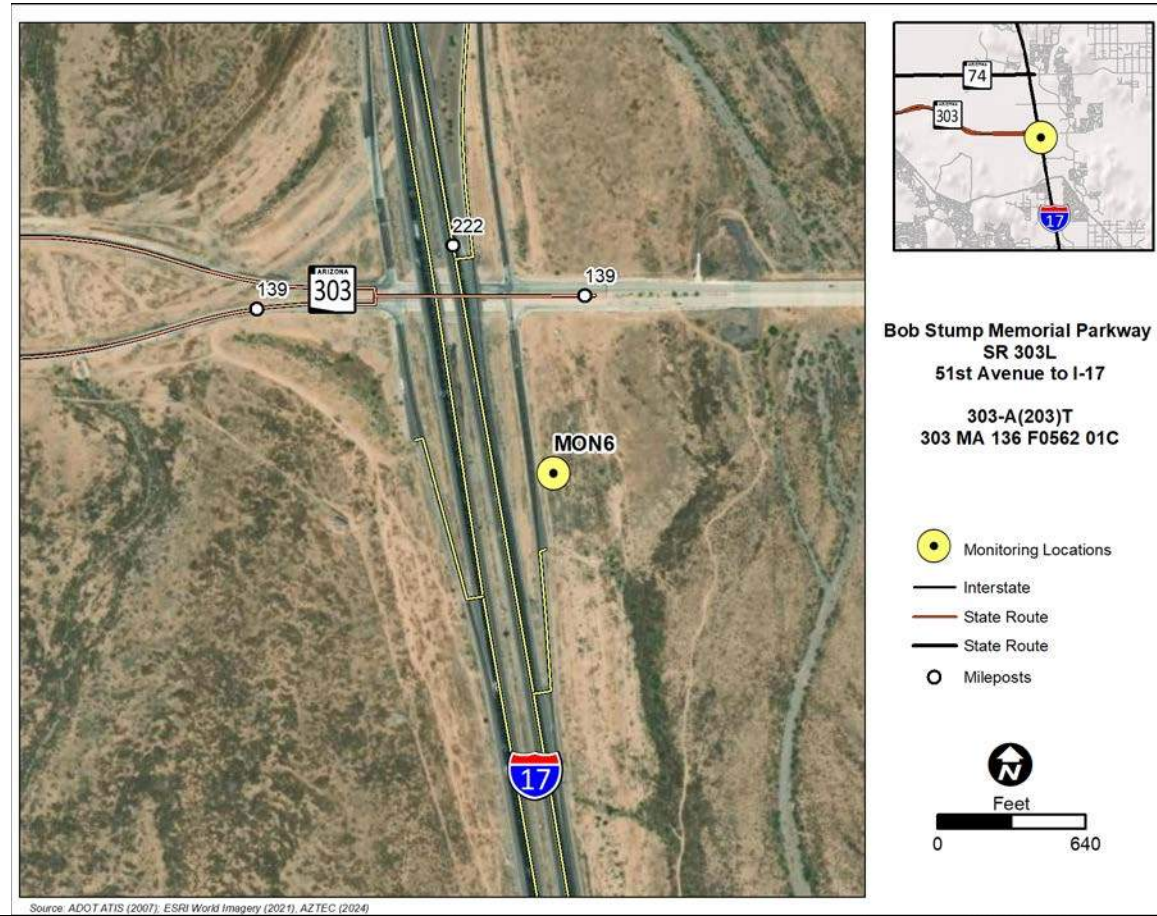
Prepared by/Crew: Brendan Leach, Homaira Parveen, David Shu

Temperature: 54 °F Relative Humidity: 34 % Wind & Direction: 6 mph/ESE Sky: Cloudy

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

Calibration:

Posted Speed Limit (mph): (I-17) 65
Observed Speed (mph): 60-80



Sample	Time		Sound Level, dBA			Traffic Count (I-17)		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	7:26 am	10 mins	65.4	70.2	74.1	SB – 1511 NB - 1531	SB – 6 NB - 15	SB – 119 NB - 65
2	7:36 am	10 mins	66.2	69.9	76.3			
3	7:47 am	10 mins	65.4	69.6	75.8			



Figure 1. Looking south



Figure 2. Looking west

**ROADWAY TRAFFIC
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: 51st Avenue – I-17 Date: 12/18/2023

Site Number/Description: MON 7, (Lat/Long: 33.7671, -112.127)

Vacant parcel approximately 470 feet east of northbound I-17.

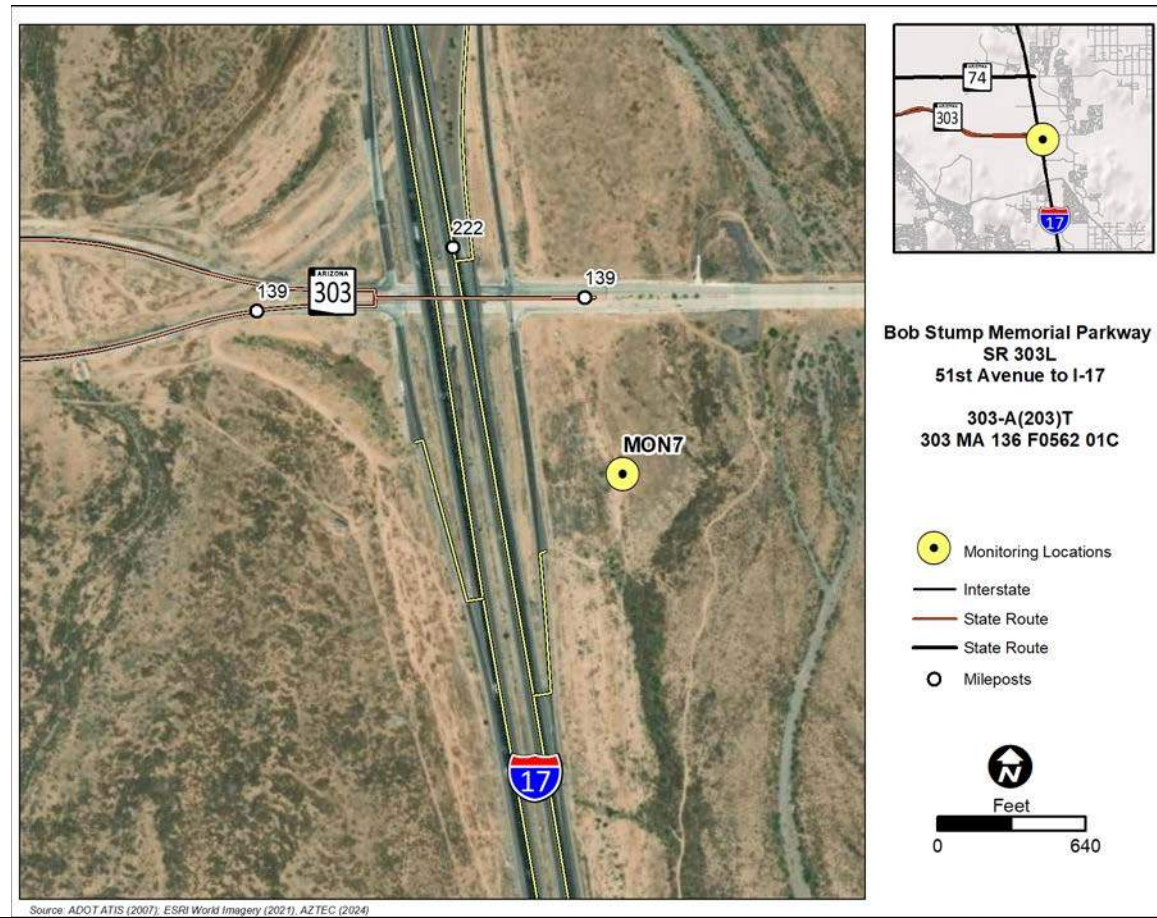
Prepared by/Crew: Brendan Leach, Homaira Parveen, David Shu

Temperature: 56 °F Relative Humidity: 29 % Wind & Direction: 6 mph/ESE Sky: Cloudy

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

Calibration:

Posted Speed Limit (mph): (I-17) 65 Observed Speed (mph): 60-80



Sample	Time		Sound Level, dBA			Traffic Count (I-17)		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	7:59 am	10 mins	62.7	66.3	70.5	SB – 1511 NB - 1531	SB – 6 NB - 15	SB – 119 NB - 65
2	8:09 am	10 mins	62.8	66.4	70.1			
3	8:19 am	10 mins	61.4	65.6	69.2			



Figure 1. Looking north



Figure 2. Looking west

**ROADWAY TRAFFIC
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: 51st Avenue – I-17 Date: 12/18/2023

Site Number/Description: MON 8, (Lat/Long: 33.7671, -112.127)

Vacant parcel approximately 250 feet east of northbound I-17.

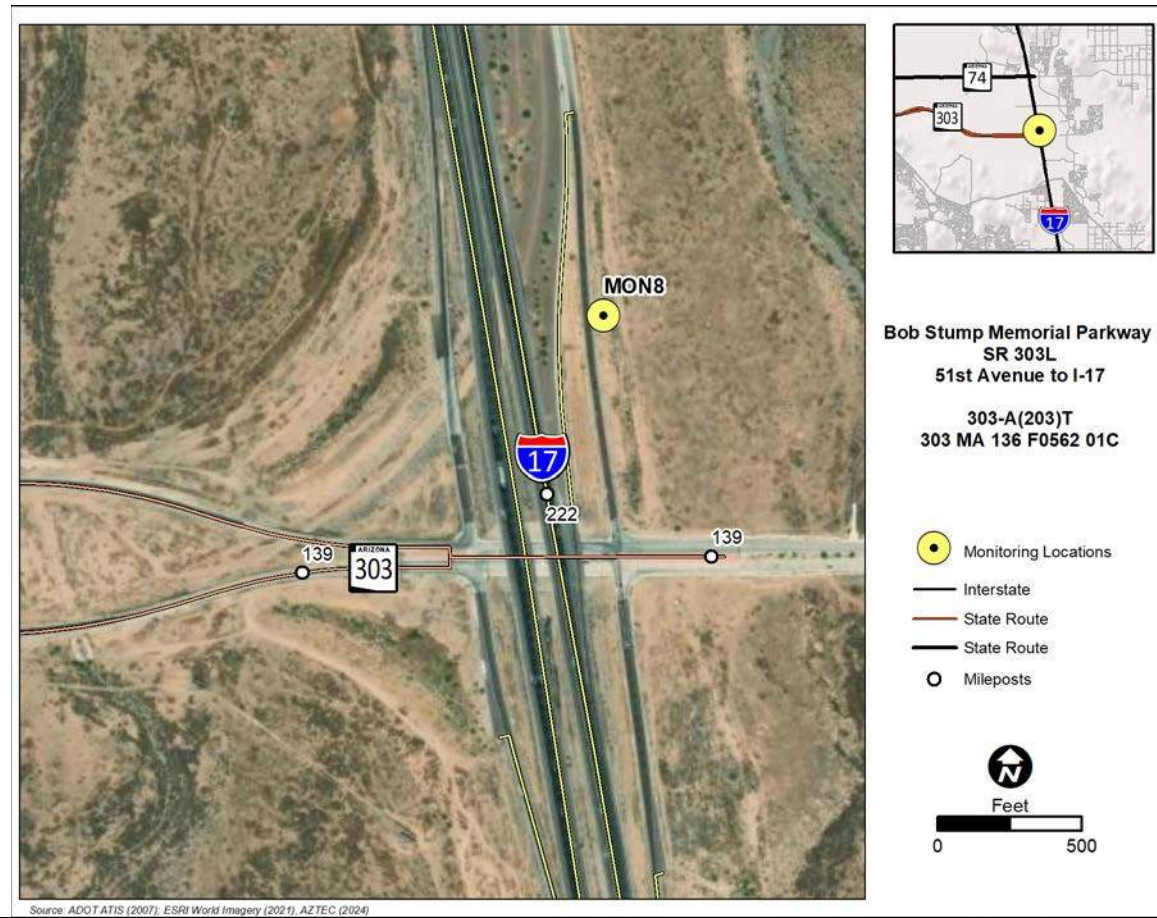
Prepared by/Crew: Brendan Leach, Homaira Parveen, David Shu

Temperature: 63 °F Relative Humidity: 22 % Wind & Direction: 7 mph/ESE Sky: Cloudy

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

Calibration:

Posted Speed Limit (mph): (I-17) 65 Observed Speed (mph): 60-80



Sample	Time		Sound Level, dBA			Traffic Count (I-17)		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	9:09 am	10 mins	57.2	63.6	75.1	SB – 1511 NB - 1531	SB – 6 NB - 15	SB – 119 NB - 65
2	9:19 am	10 mins	54.8	62.4	70.5			
3	9:29 am	10 mins	56.5	63.8	71.8			



Figure 1. Looking south



Figure 2. Looking west

**ROADWAY TRAFFIC
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: 51st Avenue – I-17 Date: 12/19/2023

Site Number/Description: MON 9, (Lat/Long: 33.7826, -112.134)

Located within a vacant lot below grade of the I-17, approximately 370 feet west of southbound I-17.

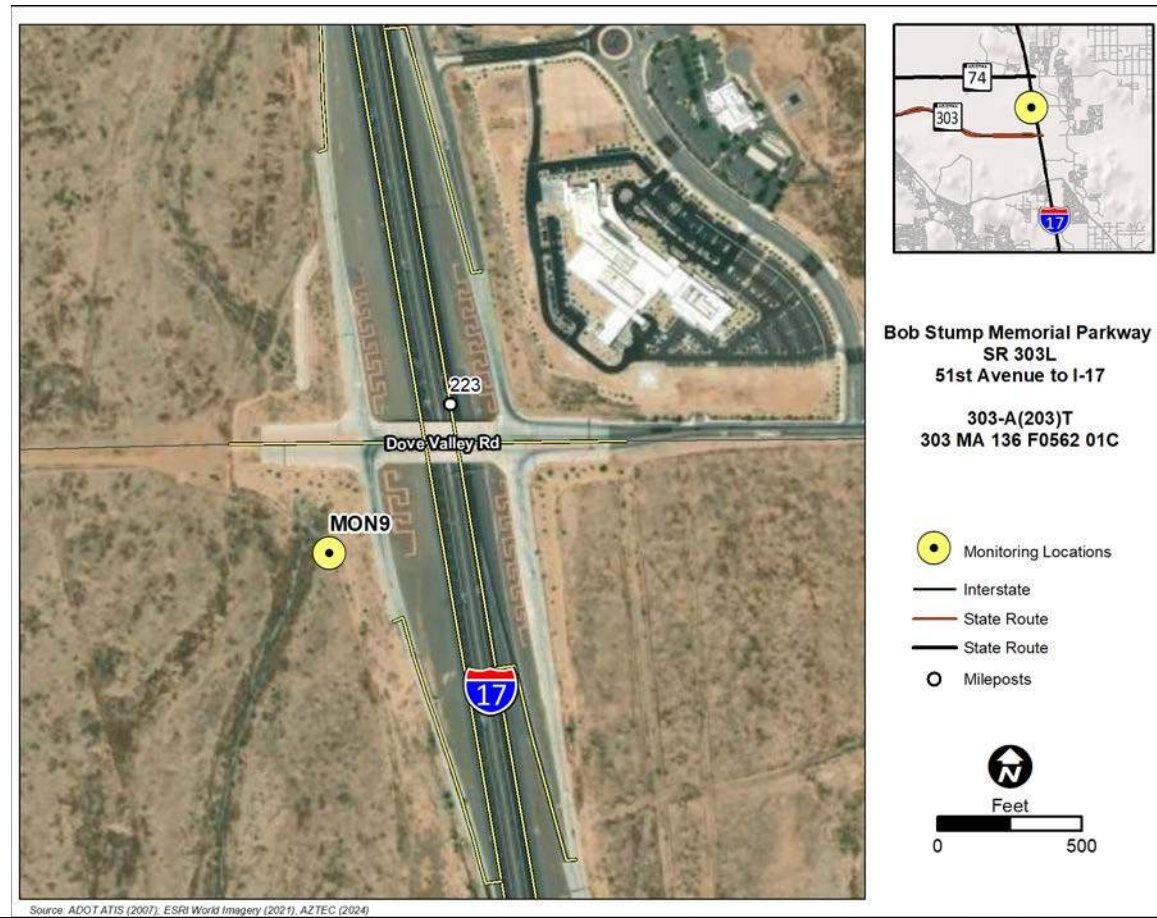
Prepared by/Crew: Sara Scofield, Homaira Parveen, David Shu

Temperature: 61 °F Relative Humidity: 34 % Wind & Direction: 7 mph/E Sky: Cloudy

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

Calibration:

Posted Speed Limit (mph): (I-17) 65
Observed Speed (mph): 60-80



Sample	Time		Sound Level, dBA			Traffic Count (I-17)		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	9:07 am	10 mins	55.2	59.7	64.1	SB – 1226 NB - 1280	SB-35 NB - 18	SB – 122 NB - 103
2	9:17 am	10 mins	55.2	60.3	64.0			
3	9:28 am	10 mins	56.0	60.2	70.4			



Figure 1. Looking east



Figure 2. Looking north

**ROADWAY TRAFFIC
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: SR 303L: 51st Avenue – I-17 Date: 12/19/2023

Site Number/Description: MON 10, (Lat/Long: 33.7886, -112.133)

Vacant parcel approximately 150 feet east of northbound I-17.

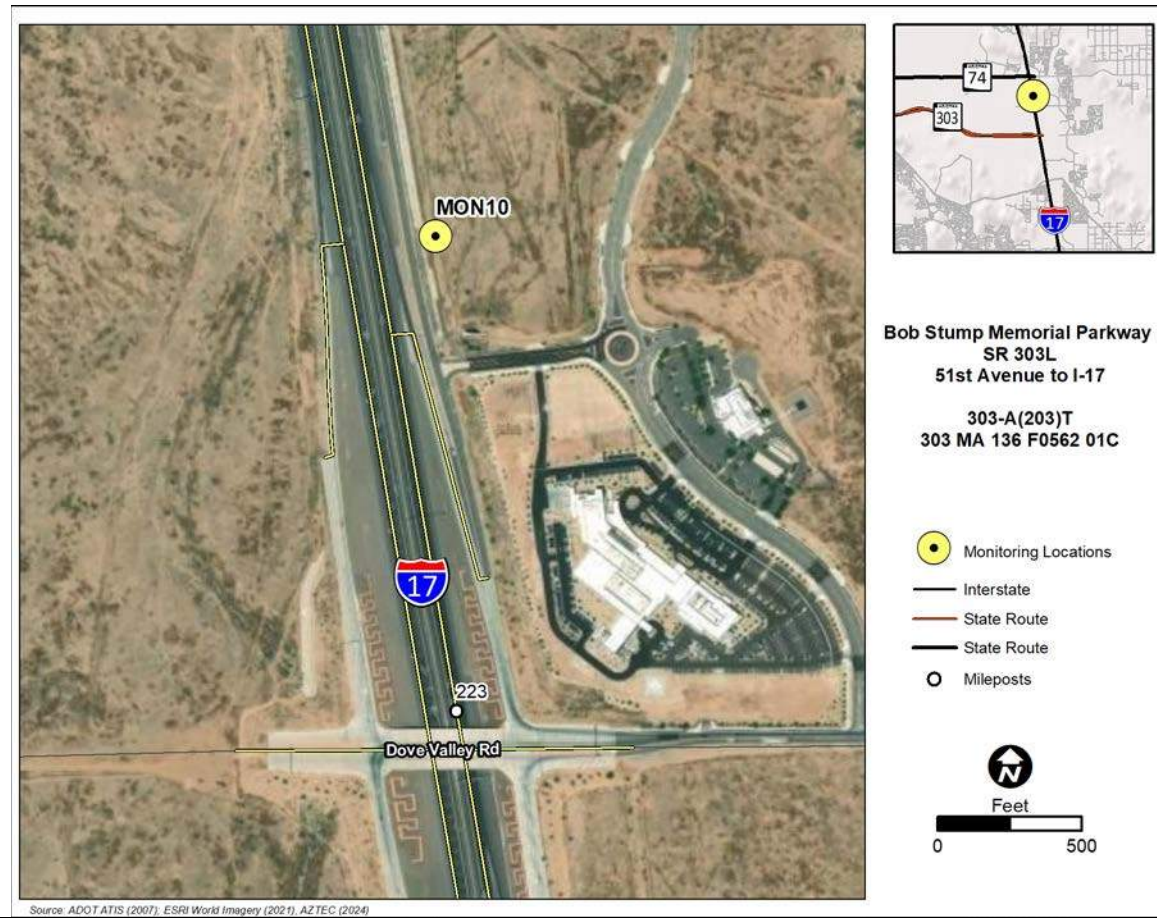
Prepared by/Crew: Sara Scofield, Homaira Parveen, David Shu

Temperature: 60 °F Relative Humidity: 35 % Wind & Direction: 3 mph/VAR Sky: Cloudy

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

Calibration:

Posted Speed Limit (mph): (I-17) 65 Observed Speed (mph): 60-80



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	8:24 am	10 mins	63.6	68.9	76.8	SB – 1226 NB - 1280	SB-35 NB - 18	SB – 122 NB - 103
2	8:34 am	10 mins	61.7	68.1	71.1			
3	8:44 am	10 mins	63.3	68.6	75.5			



Figure 1. Looking north



Figure 2. Looking west

Calibration Certificate

Certificate Number 2023011095

Customer:

Aztec Engineering

Model Number	LxT SE	Procedure Number	D0001.8378
Serial Number	0006591	Technician	Jacob Cannon
Test Results	Pass	Calibration Date	24 Aug 2023
Initial Condition	AS RECEIVED same as shipped	Calibration Due	24 Aug 2025
Description	Sound Expert LxT Class 1 Sound Level Meter Firmware Revision: 2.404	Temperature	23.67 °C ± 0.25 °C
		Humidity	53.7 %RH ± 2.0 %RH
		Static Pressure	86.44 kPa ± 0.13 kPa

Evaluation Method Tested electrically using Larson Davis PRMLxT 1L S/N 070094 and a 12.0 pF capacitor to simulate microphone capacitance. Data reported in dB re 20 µPa assuming a microphone sensitivity of 23.6 mV/Pa.

Compliance Standards Compliant to Manufacturer Specifications and the following standards when combined with Calibration Certificate from procedure D0001.8384:

IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1
IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type 1
IEC 61252:2002	ANSI S1.25 (R2007)
IEC 61672:2013 Class 1	ANSI S1.43 (R2007) 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 the ISO Guide to the Expression of Uncertainty in Measurement (GUM). 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.

Correction data from Larson Davis LxT Manual for SoundTrack LxT & SoundExpert Lxt, I770.01 Rev O Supporting Firmware Version 4.0.5, 2019-09-10

Calibration Check Frequency: 1000 Hz; Reference Sound Pressure Level: 114 dB re 20 µPa

Periodic tests were performed in accordance with procedures from IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part3.

LARSON DAVIS – A PCB DIVISION

1681 West 820 North
Provo, UT 84601, United States
716-684-0001



 **LARSON DAVIS**
A PCB DIVISION

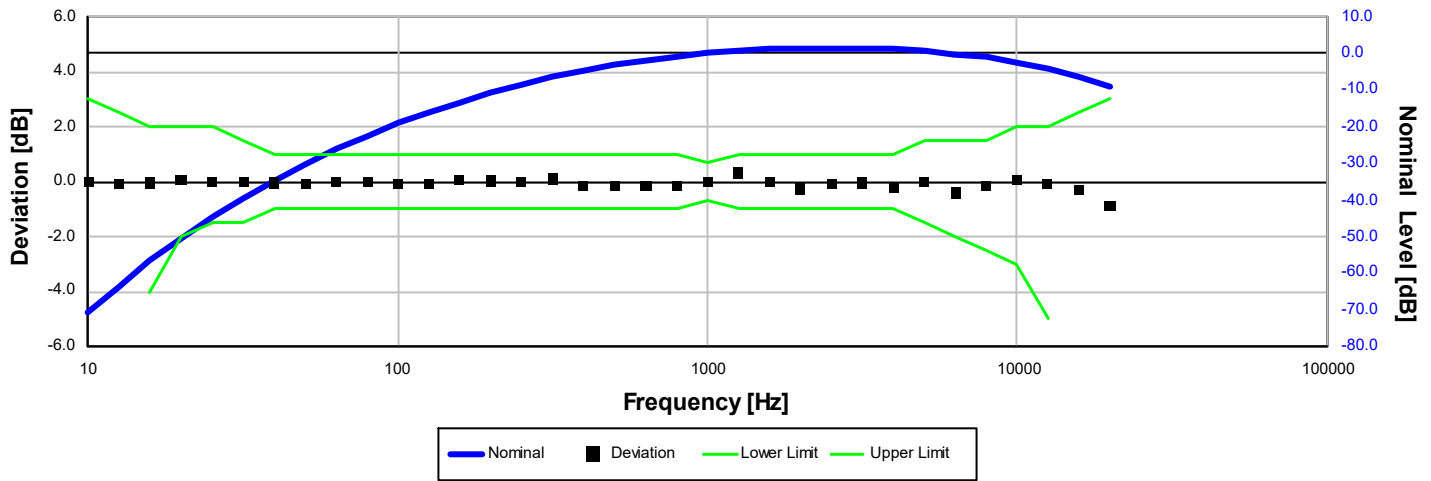
No Pattern approval for IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1 available.

The sound level meter submitted for testing successfully completed the periodic tests of IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part 3, for the environmental conditions under which the tests were performed. However, no general statement or conclusion can be made about conformance of the sound level meter to the full specifications of IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1 because (a) evidence was not publicly available, from an independent testing organization responsible for pattern approvals, to demonstrate that the model of sound level meter fully conformed to the class 1 specifications in IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1 or correction data for acoustical test of frequency weighting were not provided in the Instruction Manual and (b) because the periodic tests of IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part 3 cover only a limited subset of the specifications in IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1.

Standards Used			
Description	Cal Date	Cal Due	Cal Standard
Hart Scientific 2626-S Humidity/Temperature Sensor	2023-02-20	2024-08-20	006946
SRS DS360 Ultra Low Distortion Generator	2022-09-02	2023-09-02	007167



A-weight Filter Response



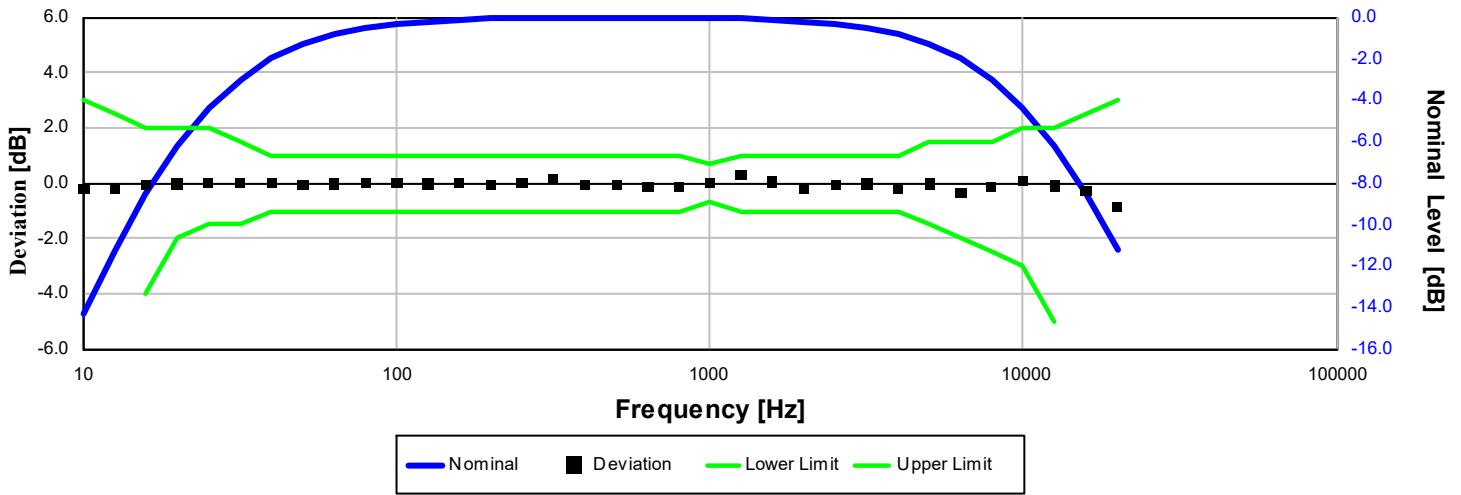
Electrical signal test of frequency weighting performed according to IEC 61672-3:2013 13 and ANSI S1.4-2014 Part 3: 13 for compliance to IEC 61672-1:2013 5.5; IEC 60651:2001 6.1 and 9.2.2; IEC 60804:2000 5; ANSI S1.4:1983 (R2006) 5.1 and 8.2.1; ANSI S1.4-2014 Part 1: 5.5

Frequency [Hz]	Test Result [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
10.00	-70.38	0.02	-inf	3.00	0.25	Pass
12.59	-63.47	-0.07	-inf	2.50	0.25	Pass
15.85	-56.73	-0.03	-4.00	2.00	0.25	Pass
19.95	-50.44	0.06	-2.00	2.00	0.25	Pass
25.12	-44.70	0.00	-1.50	2.00	0.25	Pass
31.62	-39.41	-0.01	-1.50	1.50	0.25	Pass
39.81	-34.63	-0.03	-1.00	1.00	0.25	Pass
50.12	-30.29	-0.08	-1.00	1.00	0.25	Pass
63.10	-26.21	0.00	-1.00	1.00	0.25	Pass
79.43	-22.48	0.02	-1.00	1.00	0.25	Pass
100.00	-19.19	-0.09	-1.00	1.00	0.25	Pass
125.89	-16.16	-0.06	-1.00	1.00	0.25	Pass
158.49	-13.32	0.08	-1.00	1.00	0.25	Pass
199.53	-10.86	0.04	-1.00	1.00	0.25	Pass
251.19	-8.61	-0.01	-1.00	1.00	0.25	Pass
316.23	-6.49	0.11	-1.00	1.00	0.25	Pass
398.11	-4.92	-0.11	-1.00	1.00	0.25	Pass
501.19	-3.34	-0.14	-1.00	1.00	0.25	Pass
630.96	-2.06	-0.16	-1.00	1.00	0.25	Pass
794.33	-0.95	-0.15	-1.00	1.00	0.25	Pass
1,000.00	0.00	0.00	-0.70	0.70	0.25	Pass
1,258.93	0.94	0.34	-1.00	1.00	0.25	Pass
1,584.89	1.00	0.00	-1.00	1.00	0.25	Pass
1,995.26	0.95	-0.25	-1.00	1.00	0.25	Pass
2,511.89	1.21	-0.09	-1.00	1.00	0.25	Pass
3,162.28	1.17	-0.03	-1.00	1.00	0.25	Pass
3,981.07	0.78	-0.22	-1.00	1.00	0.25	Pass
5,011.87	0.51	0.01	-1.50	1.50	0.25	Pass
6,309.57	-0.49	-0.39	-2.00	1.50	0.25	Pass
7,943.28	-1.21	-0.11	-2.50	1.50	0.25	Pass
10,000.00	-2.42	0.08	-3.00	2.00	0.25	Pass
12,589.25	-4.38	-0.08	-5.00	2.00	0.25	Pass
15,848.93	-6.87	-0.27	-16.00	2.50	0.25	Pass
19,952.62	-10.15	-0.85	-inf	3.00	0.25	Pass

-- End of measurement results--



C-weight Filter Response



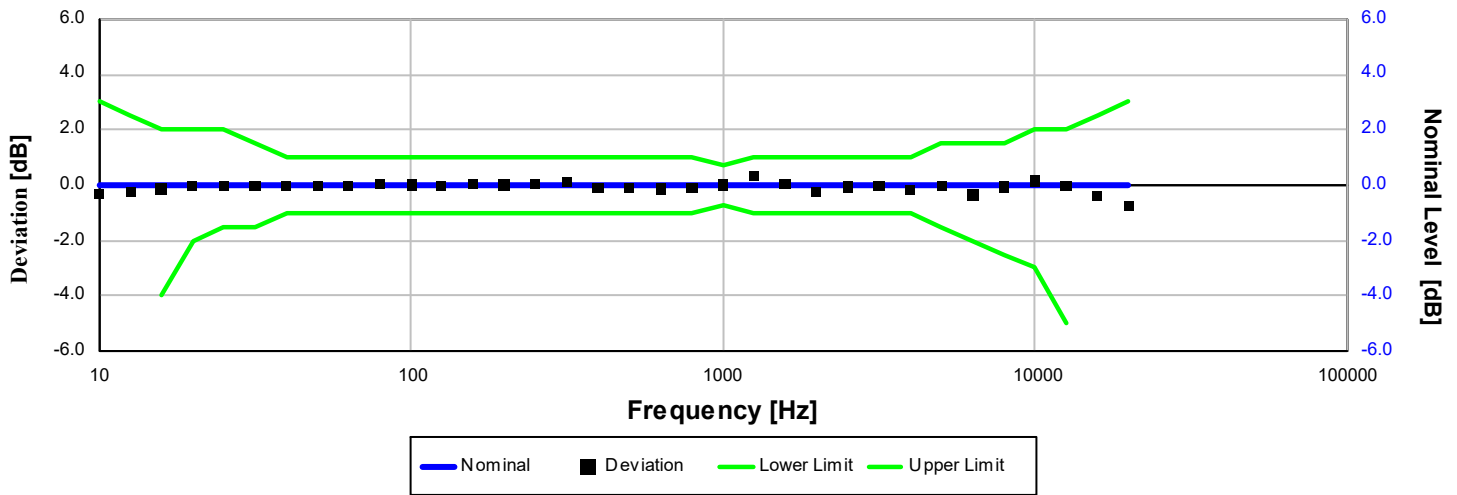
Electrical signal test of frequency weighting performed according to IEC 61672-3:2013 13 and ANSI S1.4-2014 Part 3: 13 for compliance to IEC 61672-1:2013 5.5; IEC 60651:2001 6.1 and 9.2.2; IEC 60804:2000 5; ANSI S1.4:1983 (R2006) 5.1 and 8.2.1; ANSI S1.4-2014 Part 1: 5.5

Frequency [Hz]	Test Result [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
10.00	-14.52	-0.22	-inf	3.00	0.25	Pass
12.59	-11.41	-0.21	-inf	2.50	0.25	Pass
15.85	-8.58	-0.08	-4.00	2.00	0.25	Pass
19.95	-6.23	-0.03	-2.00	2.00	0.25	Pass
25.12	-4.41	-0.01	-1.50	2.00	0.25	Pass
31.62	-2.99	0.01	-1.50	1.50	0.25	Pass
39.81	-2.00	0.00	-1.00	1.00	0.25	Pass
50.12	-1.36	-0.06	-1.00	1.00	0.25	Pass
63.10	-0.83	-0.03	-1.00	1.00	0.25	Pass
79.43	-0.48	0.02	-1.00	1.00	0.25	Pass
100.00	-0.30	0.00	-1.00	1.00	0.25	Pass
125.89	-0.23	-0.03	-1.00	1.00	0.25	Pass
158.49	-0.06	0.04	-1.00	1.00	0.25	Pass
199.53	-0.04	-0.04	-1.00	1.00	0.25	Pass
251.19	0.01	0.01	-1.00	1.00	0.25	Pass
316.23	0.14	0.14	-1.00	1.00	0.25	Pass
398.11	-0.08	-0.08	-1.00	1.00	0.25	Pass
501.19	-0.08	-0.08	-1.00	1.00	0.25	Pass
630.96	-0.13	-0.13	-1.00	1.00	0.25	Pass
794.33	-0.11	-0.11	-1.00	1.00	0.25	Pass
1,000.00	0.00	0.00	-0.70	0.70	0.25	Pass
1,258.93	0.31	0.31	-1.00	1.00	0.25	Pass
1,584.89	-0.06	0.04	-1.00	1.00	0.25	Pass
1,995.26	-0.42	-0.22	-1.00	1.00	0.25	Pass
2,511.89	-0.36	-0.06	-1.00	1.00	0.25	Pass
3,162.28	-0.53	-0.03	-1.00	1.00	0.25	Pass
3,981.07	-1.00	-0.20	-1.00	1.00	0.25	Pass
5,011.87	-1.33	-0.03	-1.50	1.50	0.25	Pass
6,309.57	-2.37	-0.37	-2.00	1.50	0.25	Pass
7,943.28	-3.11	-0.11	-2.50	1.50	0.25	Pass
10,000.00	-4.33	0.07	-3.00	2.00	0.25	Pass
12,589.25	-6.30	-0.10	-5.00	2.00	0.25	Pass
15,848.93	-8.79	-0.29	-16.00	2.50	0.25	Pass
19,952.62	-12.08	-0.88	-inf	3.00	0.25	Pass

-- End of measurement results--



Z-weight Filter Response



Electrical signal test of frequency weighting performed according to IEC 61672-3:2013 13 and ANSI S1.4-2014 Part 3: 13 for compliance to IEC 61672-1:2013 5.5; IEC 60651:2001 6.1 and 9.2.2; IEC 60804:2000 5; ANSI S1.4:1983 (R2006) 5.1 and 8.2.1; ANSI S1.4-2014 Part 1: 5.5

Frequency [Hz]	Test Result [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
10.00	-0.31	-0.31	-inf	3.00	0.25	Pass
12.59	-0.26	-0.26	-inf	2.50	0.25	Pass
15.85	-0.15	-0.15	-4.00	2.00	0.25	Pass
19.95	-0.06	-0.06	-2.00	2.00	0.25	Pass
25.12	-0.06	-0.06	-1.50	2.00	0.25	Pass
31.62	-0.03	-0.03	-1.50	1.50	0.25	Pass
39.81	-0.03	-0.03	-1.00	1.00	0.25	Pass
50.12	-0.06	-0.06	-1.00	1.00	0.25	Pass
63.10	-0.03	-0.03	-1.00	1.00	0.25	Pass
79.43	0.01	0.01	-1.00	1.00	0.25	Pass
100.00	0.00	0.00	-1.00	1.00	0.25	Pass
125.89	-0.06	-0.06	-1.00	1.00	0.25	Pass
158.49	0.03	0.03	-1.00	1.00	0.25	Pass
199.53	0.00	0.00	-1.00	1.00	0.25	Pass
251.19	0.03	0.03	-1.00	1.00	0.25	Pass
316.23	0.12	0.12	-1.00	1.00	0.25	Pass
398.11	-0.11	-0.11	-1.00	1.00	0.25	Pass
501.19	-0.11	-0.11	-1.00	1.00	0.25	Pass
630.96	-0.16	-0.16	-1.00	1.00	0.25	Pass
794.33	-0.13	-0.13	-1.00	1.00	0.25	Pass
1,000.00	0.00	0.00	-0.70	0.70	0.25	Pass
1,258.93	0.34	0.34	-1.00	1.00	0.25	Pass
1,584.89	0.02	0.02	-1.00	1.00	0.25	Pass
1,995.26	-0.26	-0.26	-1.00	1.00	0.25	Pass
2,511.89	-0.07	-0.07	-1.00	1.00	0.25	Pass
3,162.28	-0.05	-0.05	-1.00	1.00	0.25	Pass
3,981.07	-0.20	-0.20	-1.00	1.00	0.25	Pass
5,011.87	-0.05	-0.05	-1.50	1.50	0.25	Pass
6,309.57	-0.37	-0.37	-2.00	1.50	0.25	Pass
7,943.28	-0.07	-0.07	-2.50	1.50	0.25	Pass
10,000.00	0.13	0.13	-3.00	2.00	0.25	Pass
12,589.25	-0.05	-0.05	-5.00	2.00	0.25	Pass
15,848.93	-0.40	-0.40	-16.00	2.50	0.25	Pass
19,952.62	-0.74	-0.74	-inf	3.00	0.25	Pass

-- End of measurement results--



High Level Stability

Electrical signal test of high level stability performed according to IEC 61672-3:2013 21 and ANSI S1.4-2014 Part 3: 21 for compliance to IEC 61672-1:2013 5.15 and ANSI S1.4-2014 Part 1: 5.15

Measurement	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
High Level Stability	0.00	-0.10	0.10	0.01 ‡	Pass
-- End of measurement results--					

Long-Term Stability

Electrical signal test of long term stability performed according to IEC 61672-3:2013 15 and ANSI S1.4-2014 Part 3: 15 for compliance to IEC 61672-1:2013 5.14 and ANSI S1.4-2014 Part 1: 5.14

Test Duration [min]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
32	0.00	-0.10	0.10	0.07 ‡	Pass
-- End of measurement results--					

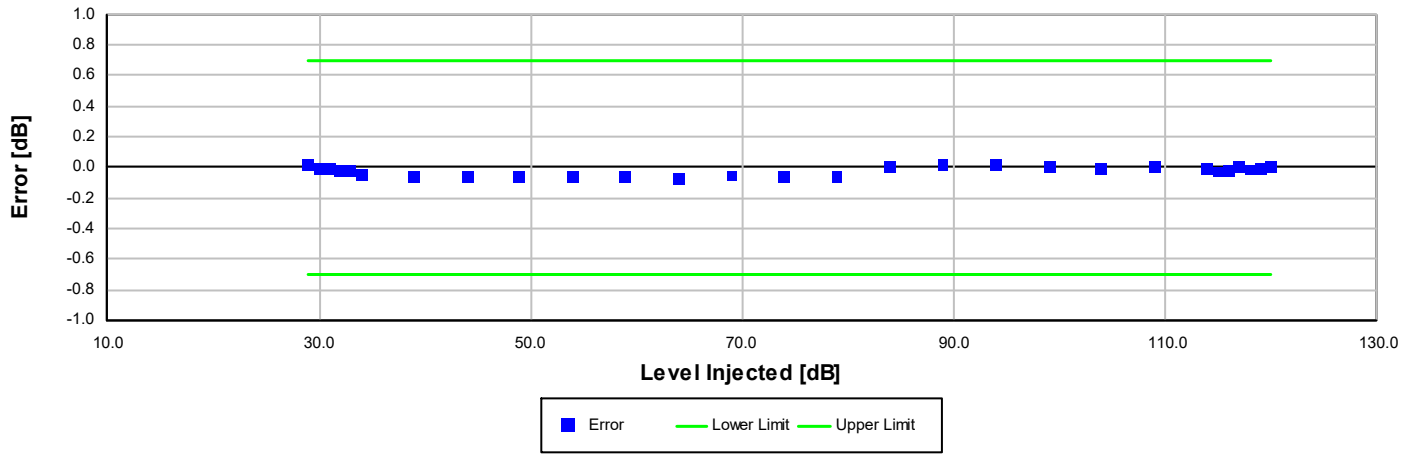
1 kHz Reference Levels

Frequency weightings and time weightings at 1 kHz (reference is A weighted Fast) performed according to IEC 61672-3:2013 14 and ANSI S1.4-2014 Part 3: 14 for compliance to IEC 61672-1:2013 5.5.9 and 5.8.3 and ANSI S1.4-2014 Part 1: 5.5.9 and 5.8.3

Measurement	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
C weight	95.84	95.64	96.04	0.15	Pass
Z weight	95.83	95.64	96.04	0.15	Pass
Slow	95.84	95.74	95.94	0.15	Pass
Impulse	95.84	95.74	95.94	0.15	Pass
-- End of measurement results--					



A-weighted Broadband Log Linearity: 8,000.00 Hz



Broadband level linearity performed according to IEC 61672-3:2013 16 and ANSI S1.4-2014 Part 3: 16 for compliance to IEC 61672-1:2013 5.6, IEC 60804:2000 6.2, IEC 61252:2002 8, ANSI S1.4 (R2006) 6.9, ANSI S1.4-2014 Part 1: 5.6, ANSI S1.43 (R2007) 6.2

Level [dB]	Error [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
29.00	0.01	-0.70	0.70	0.16	Pass
30.00	0.00	-0.70	0.70	0.35	Pass
31.00	-0.01	-0.70	0.70	0.16	Pass
32.00	-0.02	-0.70	0.70	0.16	Pass
33.00	-0.02	-0.70	0.70	0.16	Pass
34.00	-0.05	-0.70	0.70	0.16	Pass
39.00	-0.06	-0.70	0.70	0.16	Pass
44.00	-0.06	-0.70	0.70	0.16	Pass
49.00	-0.06	-0.70	0.70	0.16	Pass
54.00	-0.06	-0.70	0.70	0.16	Pass
59.00	-0.06	-0.70	0.70	0.16	Pass
64.00	-0.07	-0.70	0.70	0.16	Pass
69.00	-0.05	-0.70	0.70	0.16	Pass
74.00	-0.06	-0.70	0.70	0.16	Pass
79.00	-0.06	-0.70	0.70	0.16	Pass
84.00	0.01	-0.70	0.70	0.16	Pass
89.00	0.01	-0.70	0.70	0.16	Pass
94.00	0.01	-0.70	0.70	0.16	Pass
99.00	0.01	-0.70	0.70	0.16	Pass
104.00	-0.01	-0.70	0.70	0.15	Pass
109.00	0.00	-0.70	0.70	0.15	Pass
114.00	0.00	-0.70	0.70	0.15	Pass
115.00	-0.03	-0.70	0.70	0.15	Pass
116.00	-0.03	-0.70	0.70	0.15	Pass
117.00	0.00	-0.70	0.70	0.15	Pass
118.00	-0.01	-0.70	0.70	0.15	Pass
119.00	-0.01	-0.70	0.70	0.15	Pass
120.00	0.01	-0.70	0.70	0.15	Pass

-- End of measurement results--



Slow Detector

Toneburst response performed according to IEC 61672-3:2013 18 and ANSI S1.4-2014 Part 3: 18 for compliance to IEC 61672-1:2013 5.9, IEC 60651:2001 9.4.2, ANSI S1.4:1983 (R2006) 8.4.2 and ANSI S1.4-2014 Part 1: 5.9

Amplitude [dB]	Duration [ms]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
113.15	200	-7.55	-7.92	-6.92	0.15	Pass
	2	-27.18	-29.99	-25.99	0.15	Pass
-- End of measurement results--						

Fast Detector

Toneburst response performed according to IEC 61672-3:2013 18 and ANSI S1.4-2014 Part 3: 18 for compliance to IEC 61672-1:2013 5.9, IEC 60651:2001 9.4.2, ANSI S1.4:1983 (R2006) 8.4.2 and ANSI S1.4-2014 Part 1: 5.9

Amplitude [dB]	Duration [ms]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
113.15	200.00	-1.09	-1.48	-0.48	0.26	Pass
	2.00	-18.14	-19.49	-16.99	0.15	Pass
	0.25	-27.31	-29.99	-25.99	0.15	Pass
-- End of measurement results--						

Sound Exposure Level

Toneburst response performed according to IEC 61672-3:2013 18 and ANSI S1.4-2014 Part 3: 18 for compliance to IEC 61672-1:2013 5.9, IEC 60651:2001 9.4.2, ANSI S1.4:1983 (R2006) 8.4.2 and ANSI S1.4-2014 Part 1: 5.9

Amplitude [dB]	Duration [ms]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
113.15	200.00	-7.02	-7.49	-6.49	0.15	Pass
	2.00	-27.04	-28.49	-25.99	0.15	Pass
	0.25	-36.15	-39.02	-35.02	0.15	Pass
-- End of measurement results--						

Peak C-weight

C-weighted peak sound level performed according to IEC 61672-3:2013 19 and ANSI S1.4-2014 Part 3: 19 for compliance to IEC 61672-1:2013 5.13 and ANSI S1.4-2014 Part 1: 5.13

Level [dB]	Frequency [Hz]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
111.15	31.50	114.39	111.65	115.65	0.15	Pass
111.15	500.00	114.72	113.65	115.65	0.15	Pass
111.15	8,000.00	113.92	112.55	116.55	0.15	Pass
111.15, Negative	500.00	113.33	112.55	114.55	0.15	Pass
111.15, Positive	500.00	113.29	112.55	114.55	0.15	Pass
-- End of measurement results--						



Peak Z-weight

Z-weighted peak sound level performed according to IEC 60651:2001 9.4.4 and ANSI S1.4:1983 (R2006) 8.4.4

Amplitude [dB]	Duration[μs]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result	
112.15	100	Negative Pulse	114.36	112.01	116.01	0.15	Pass
		Positive Pulse	114.32	112.00	116.00	0.15	Pass
102.15	100	Negative Pulse	104.34	102.00	106.00	0.15	Pass
		Positive Pulse	104.28	102.01	106.01	0.15	Pass
92.15	100	Negative Pulse	94.35	92.02	96.02	0.15	Pass
		Positive Pulse	94.16	92.00	96.00	0.15	Pass
82.15	100	Negative Pulse	84.19	82.00	86.00	0.15	Pass
		Positive Pulse	84.29	81.98	85.98	0.15	Pass

-- End of measurement results--

Overload Detector

Overload indication performed according to IEC 61672-3:2013 20 and ANSI S1.4-2014 Part 3: 20 for compliance to IEC 61672-1:2013 5.11, IEC 60804:2000 9.3.5, IEC 61252:2002 11, ANSI S1.4 (R2006) 5.8, and ANSI S1.4-2014 Part 1: 5.11, ANSI S1.25 (R2007) 7.6, ANSI S1.43 (R2007) 7

Measurement	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
Positive	120.70	119.85	121.85	0.15	Pass
Negative	120.60	119.85	121.85	0.15	Pass
Difference	0.10	-1.50	1.50	0.15	Pass

-- End of measurement results--

Peak Rise Time

Peak rise time performed according to IEC 60651:2001 9.4.4 and ANSI S1.4:1983 (R2006) 8.4.4

Amplitude [dB]	Duration [μs]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result	
116.15	40	Negative Pulse	117.52	116.04	118.04	0.15	Pass
		Positive Pulse	117.47	115.99	117.99	0.15	Pass
	30	Negative Pulse	116.55	116.04	118.04	0.15	Pass
		Positive Pulse	116.29	115.99	117.99	0.15	Pass

-- End of measurement results--



Positive Pulse Crest Factor

200 μ 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 (R2006) 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
114.15	3	OVLD	± 0.50	0.15 \pm	Pass
	5	OVLD	± 1.00	0.15 \pm	Pass
	10	OVLD	± 1.50	0.15 \pm	Pass
104.15	3	-0.15	± 0.50	0.15 \pm	Pass
	5	-0.15	± 1.00	0.16 \pm	Pass
	10	OVLD	± 1.50	0.15 \pm	Pass
94.15	3	-0.14	± 0.50	0.15 \pm	Pass
	5	-0.14	± 1.00	0.15 \pm	Pass
	10	-0.15	± 1.50	0.15 \pm	Pass
84.15	3	-0.14	± 0.50	0.15 \pm	Pass
	5	-0.14	± 1.00	0.15 \pm	Pass
	10	-0.08	± 1.50	0.15 \pm	Pass

-- End of measurement results--

Negative Pulse Crest Factor

200 μ 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 (R2006) 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
114.15	3	OVLD	± 0.50	0.15 \pm	Pass
	5	OVLD	± 1.00	0.15 \pm	Pass
	10	OVLD	± 1.50	0.15 \pm	Pass
104.15	3	-0.15	± 0.50	0.15 \pm	Pass
	5	-0.11	± 1.00	0.15 \pm	Pass
	10	OVLD	± 1.50	0.15 \pm	Pass
94.15	3	-0.15	± 0.50	0.15 \pm	Pass
	5	-0.13	± 1.00	0.15 \pm	Pass
	10	-0.07	± 1.50	0.15 \pm	Pass
84.15	3	-0.12	± 0.50	0.15 \pm	Pass
	5	-0.14	± 1.00	0.15 \pm	Pass
	10	-0.09	± 1.50	0.15 \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 (R2006) 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
114.15	3	OVLD	± 0.50	0.15	Pass
	5	OVLD	± 1.00	0.15	Pass
104.15	3	-0.07	± 0.50	0.15	Pass
	5	-0.07	± 1.00	0.15	Pass
94.15	3	-0.08	± 0.50	0.15	Pass
	5	-0.05	± 1.00	0.15	Pass
84.15	3	-0.08	± 0.50	0.15	Pass
	5	0.00	± 1.00	0.15	Pass

-- End of measurement results--

Impulse Detector - Repeat

Impulse Detector measured according to IEC 60651:2001 9.4.3 and ANSI S1.4:1983 (R2006) 8.4.3

Amplitude [dB]	Repetition Rate [Hz]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
116.15	100.00	-2.87	-3.71	-1.71	0.15	Pass
	20.00	-7.67	-9.57	-5.57	0.20	Pass
	2.00	-8.88	-10.76	-6.76	0.15	Pass
Step	2.00	4.96	4.00	6.00	0.15	Pass

-- End of measurement results--

Impulse Detector - Single

Impulse Detector measured according to IEC 60651:2001 9.4.3 and ANSI S1.4:1983 (R2006) 8.4.3

Amplitude [dB]	Duration [ms]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
116.15	20.00	-3.62	-5.11	-2.11	0.15	Pass
	5.00	-8.98	-10.76	-6.76	0.16	Pass
	2.00	-12.76	-14.55	-10.55	0.16	Pass
Step	2.00	10.01	9.00	11.00	0.16	Pass

-- End of measurement results--

Gain

Gain measured according to IEC 61672-3:2013 17.3 and 17.4 and ANSI S1.4-2014 Part 3: 17.3 and 17.4

Measurement	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
0 dB Gain	84.02	83.90	84.10	0.15	Pass
0 dB Gain, Linearity	21.13	20.30	21.70	0.16	Pass
OBA Low Range	84.00	83.90	84.10	0.15	Pass
OBA Normal Range	84.00	83.20	84.80	0.15	Pass

-- End of measurement results--

Broadband Noise Floor

Self-generated noise measured according to IEC 61672-3:2013 11.2 and ANSI S1.4-2014 Part 3: 11.2

Measurement	Test Result [dB]	Upper limit [dB]	Result
A-weight Noise Floor	6.89	16.00	Pass
C-weight Noise Floor	11.55	18.00	Pass
Z-weight Noise Floor	19.90	25.00	Pass

-- End of measurement results--

Total Harmonic Distortion

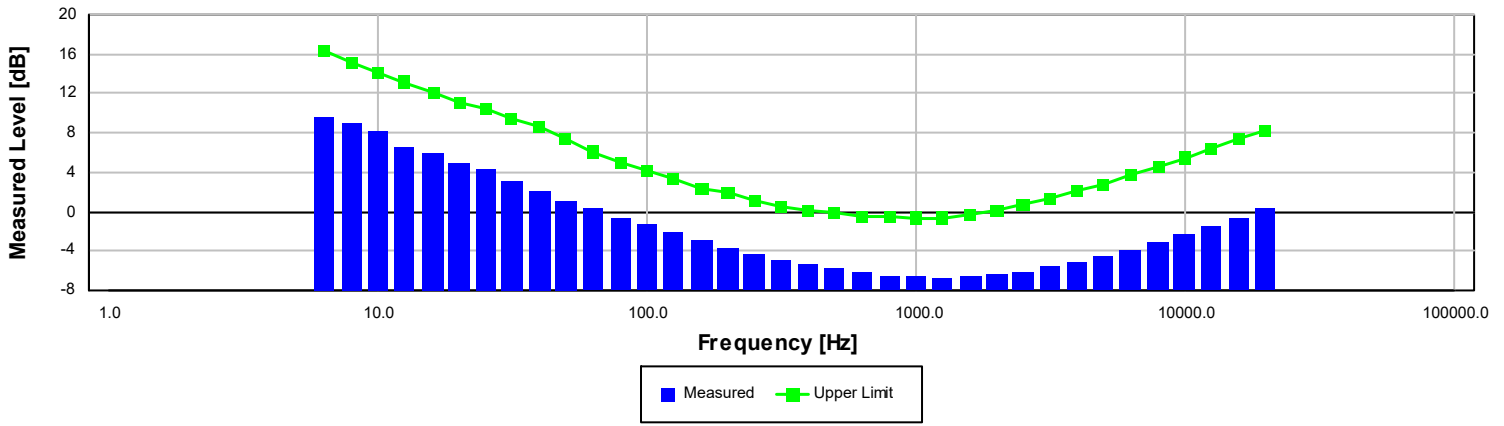
Measured using 1/3-Octave filters

Measurement	Test Result [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
10 Hz Signal	113.16	112.35	113.95	0.15	Pass
THD	-56.82		-50.00	0.01 ‡	Pass
THD+N	-55.23		-50.00	0.01 ‡	Pass

-- End of measurement results--



1/3-Octave Self-Generated Noise



The SLM is set to low range.

Frequency [Hz]	Test Result [dB]	Upper limit [dB]	Result
6.30	9.74	16.30	Pass
8.00	9.00	15.20	Pass
10.00	8.23	14.20	Pass
12.50	6.71	13.20	Pass
16.00	5.97	12.10	Pass
20.00	4.94	11.10	Pass
25.00	4.43	10.40	Pass
31.50	3.27	9.40	Pass
40.00	2.17	8.60	Pass
50.00	1.10	7.40	Pass
63.00	0.37	6.10	Pass
80.00	-0.69	5.00	Pass
100.00	-1.27	4.20	Pass
125.00	-2.14	3.30	Pass
160.00	-2.97	2.40	Pass
200.00	-3.66	1.90	Pass
250.00	-4.26	1.20	Pass
315.00	-4.91	0.60	Pass
400.00	-5.29	0.20	Pass
500.00	-5.82	-0.10	Pass
630.00	-6.10	-0.50	Pass
800.00	-6.55	-0.50	Pass
1,000.00	-6.62	-0.60	Pass
1,250.00	-6.73	-0.60	Pass
1,600.00	-6.62	-0.20	Pass
2,000.00	-6.45	0.20	Pass
2,500.00	-6.10	0.70	Pass
3,150.00	-5.60	1.40	Pass
4,000.00	-5.10	2.10	Pass
5,000.00	-4.54	2.80	Pass
6,300.00	-3.90	3.70	Pass
8,000.00	-3.16	4.60	Pass
10,000.00	-2.34	5.50	Pass
12,500.00	-1.51	6.40	Pass
16,000.00	-0.64	7.40	Pass
20,000.00	0.26	8.30	Pass

-- End of measurement results--



-- End of Report--

Signatory: Jacob Cannon

LARSON DAVIS – A PCB DIVISION
1681 West 820 North
Provo, UT 84601, United States
716-684-0001



Calibration Certificate

Certificate Number 2023011114

Customer:

Aztec Engineering

Model Number	LxT SE	Procedure Number	D0001.8384
Serial Number	0006591	Technician	Jacob Cannon
Test Results	Pass	Calibration Date	24 Aug 2023
Initial Condition	AS RECEIVED same as shipped	Calibration Due	24 Aug 2025
Description	Sound Expert LxT Class 1 Sound Level Meter Firmware Revision: 2.404	Temperature	23.9 °C ± 0.25 °C
		Humidity	51.9 %RH ± 2.0 %RH
		Static Pressure	86.49 kPa ± 0.13 kPa

Evaluation Method	Tested with:	Data reported in dB re 20 µPa.
	Larson Davis CAL291, S/N 0108	
	Larson Davis PRMLxT1L, S/N 070094	
	PCB 377B02, S/N 332595	
	Larson Davis CAL200, S/N 9079	

Compliance Standards Compliant to Manufacturer Specifications and the following standards when combined with Calibration Certificate from procedure D0001.8378:

IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1
IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type 1
IEC 61252:2002	ANSI S1.11 (R2009) Class 1
IEC 61260:2001 Class 1	ANSI S1.25 (R2007)
IEC 61672:2013 Class 1	ANSI S1.43 (R2007) 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 the ISO Guide to the Expression of Uncertainty in Measurement (GUM). 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.

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Correction data from Larson Davis LxT Manual for SoundTrack LxT & SoundExpert Lxt, I770.01 Rev O Supporting Firmware Version 4.0.5, 2019-09-10

For 1/4" microphones, the Larson Davis ADP024 1/4" to 1/2" adaptor is used with the calibrators and the Larson Davis ADP043 1/4" to

LARSON DAVIS – A PCB DIVISION

1681 West 820 North
Provo, UT 84601, United States
716-684-0001



1/2" adaptor is used with the preamplifier.

Calibration Check Frequency: 1000 Hz; Reference Sound Pressure Level: 114 dB re 20 µPa

Periodic tests were performed in accordance with procedures from IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part3.

No Pattern approval for IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1 available.

The sound level meter submitted for testing successfully completed the periodic tests of IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part 3, for the environmental conditions under which the tests were performed. However, no general statement or conclusion can be made about conformance of the sound level meter to the full specifications of IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1 because (a) evidence was not publicly available, from an independent testing organization responsible for pattern approvals, to demonstrate that the model of sound level meter fully conformed to the class 1 specifications in IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1 or correction data for acoustical test of frequency weighting were not provided in the Instruction Manual and (b) because the periodic tests of IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part 3 cover only a limited subset of the specifications in IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1.

Description	Standards Used		
	Cal Date	Cal Due	Cal Standard
Larson Davis CAL291 Residual Intensity Calibrator	2022-09-09	2023-09-09	001250
Hart Scientific 2626-S Humidity/Temperature Sensor	2023-02-20	2024-08-20	006946
Larson Davis CAL200 Acoustic Calibrator	2023-07-17	2024-07-17	007027
Larson Davis Model 831	2023-02-22	2024-02-22	007182
PCB 377A13 1/2 inch Prepolarized Pressure Microphone	2023-03-06	2024-03-06	007185
SRS DS360 Ultra Low Distortion Generator	2023-03-30	2024-03-30	007635
Larson Davis 1/2" Preamplifier for Model 831 Type 1	2022-09-28	2023-09-28	PCB0004783

Acoustic Calibration

Measured according to IEC 61672-3:2013 10 and ANSI S1.4-2014 Part 3: 10

Measurement	Test Result [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
1000 Hz	114.01	113.80	114.20	0.14	Pass

As Received Level: 111.82
Adjusted Level: 114.01

-- End of measurement results--

Loaded Circuit Sensitivity

Measurement	Test Result [dB re 1 V / Pa]	Lower Limit [dB re 1 V / Pa]	Upper Limit [dB re 1 V / Pa]	Expanded Uncertainty [dB]	Result
1000 Hz	-28.56	-29.61	-26.24	0.14	Pass

-- End of measurement results--



Acoustic Signal Tests, C-weighting

Measured according to IEC 61672-3:2013 12 and ANSI S1.4-2014 Part 3: 12 using a comparison coupler with Unit Under Test (UUT) and reference SLM using slow time-weighted sound level for compliance to IEC 61672-1:2013 5.5; ANSI S1.4-2014 Part 1: 5.5

Frequency [Hz]	Test Result [dB]	Expected [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
125	-0.20	-0.20	-1.20	0.80	0.23	Pass
1000	0.13	0.00	-0.70	0.70	0.23	Pass
8000	-2.40	-3.00	-5.50	-1.50	0.32	Pass

-- End of measurement results--

Self-generated Noise

Measured according to IEC 61672-3:2013 11.1 and ANSI S1.4-2014 Part 3: 11.1

Measurement	Test Result [dB]
A-weighted	40.60

-- End of measurement results--

-- End of Report--

Signatory: Jacob Cannon



APPENDIX C

Future Traffic Volumes

2050 Build Traffic Volumes

Roadway Segments	Modeled Peak Hour volumes (10% of ADT)		
	Cars	MT	HT
I-17 SB GPL out (South of Dixileta Dr_SB Onramp)	8,122	1,108	563
I-17 SB GPL in (South of Dixileta Dr_SB Onramp)	1,961	222	249
I-17 SB GPL out (between Ramp ES and Dixileta Dr_SB Onramp)	7,528	1,061	556
I-17 SB GPL in (between Ramp ES and Dixileta Dr_SB Onramp)	1,961	222	249
I-17 SB GPL out (between Ramp ES and Sonoran Desert Dr_SB Offramp)	4,117	642	460
I-17 SB GPL in (between Ramp ES and Sonoran Desert Dr_SB Offramp)	738	167	917
I-17 SB GPL out (between Ramp SW and Sonoran Desert Dr_SB Offramp)	4,117	642	460
I-17 SB GPL in (between Ramp SW and Sonoran Desert Dr_SB Offramp)	738	167	917
I-17 SB GPL out (north of Ramp SW)	4,475	706	468
I-17 SB GPL in (north of Ramp SW)	1,203	158	219
I-17 NB GPL out (South of Dixileta Dr_NB Offramp)	8,348	1,132	551
I-17 NB GPL in (South of Dixileta Dr_NB Offramp)	2,041	225	241
I-17 NB GPL out (between Dixileta Dr_NB Offramp and Ramp NW)	7,669	1,076	540
I-17 NB GPL in (between Dixileta Dr_NB Offramp and Ramp NW)	2,041	225	241
I-17 NB GPL out (between Ramp NW and NB offramp to FR)	4,026	620	446
I-17 NB GPL in (between Ramp NW and NB offramp to FR)	1,359	172	220
I-17 NB GPL out (between NB offramp to FR and NB onramp from FR)	4,110	675	460
I-17 NB GPL in (between NB offramp to FR and NB onramp from FR)	1,359	172	220
I-17 NB GPL out (north of NB onramp from FR)	4,352	697	471
I-17 NB GPL in (north of NB onramp from FR)	1,338	158	210
SR303 NB (west of 51stAve_NB_offramp)	4,864	577	123
SR303 NB (between 51stAve_NB_offramp and 51stAve_NB_onramp)	4,176	539	107
SR303 NB (between 51stAve_NB_onramp and 43rdAve_NB_offramp)	4,988	620	125
SR303 NB (between 43rdAve_NB_offramp and Ramp ES)	4,047	511	112
SR303 SB (west of 51stAve_SB_onramp)	4,973	600	102
SR303 SB (between 51stAve_SB_onramp and 51stAve_SB_offramp)	4,314	561	88
SR303 SB (between 51stAve_SB_offramp and 43rdAve_SB_onramp)	5,065	648	107
SR303 SB (between 43rdAve_SB_onramp and Ramp SW)	4,234	543	94
Ramp SW	855	80	13
Ramp NW	3,378	463	82
Ramp ES	3,211	427	92
Ramp EN	836	83	20
Ramp DHOV	380	36	6
Sonoran Desert Dr_EB	1,119	108	28
Sonoran Desert Dr_WB	1,295	116	32
51stAve_NB_offramp	688	38	16
51stAve_NB_onramp	811	81	18
51stAve_SB_onramp	659	39	14
51stAve_SB_offramp	751	86	19
51st Ave SB	1,380	111	27
51s Ave NB	1,402	73	26
FR_SB (between 51st Ave and 43rd Ave)	31	2	0
43rdAve_NB_offramp	940	109	13
43rdAve_SB_onramp	831	104	12
43rd Ave SB	1,100	46	27
43rd Ave NB	1,020	49	16
Dixileta Dr EB	240	8	1
Dixileta Dr WB	1,015	68	13
Dixileta Dr_SB_onramp	594	47	7
I-17 SB FR (between Dixileta Dr and Dixileta Dr SB onramp)	919	62	9

2050 Build Traffic Volumes

Roadway Segments	Modeled Peak Hour volumes (10% of ADT)		
	Cars	MT	HT
I-17 SB FR (south of Dixileta Dr SB onramp)	325	15	3
Dixileta Dr_NB_offramp	679	57	11
I-17 NB FR (south of Dixileta Dr)	213	8	2
Sonoran Desert Dr_SB_onramp	731	46	29
I-17 SB FR (between Sonoran Desert Dr and Dixileta Dr)	162	7	1
I-17 SB FR (between Dove Valley Rd and Sonoran Desert Dr)	209	3	1
Sonoran Desert Dr_NB_offramp	946	46	33
I-17 NB FR (between Sonoran Desert Dr and Dixileta Dr)	212	8	1
Sonoran Desert Dr_SB_Offramp	247	11	2
I-17 NB offramp to FR	752	28	6
I-17 NB FR (just north of Sonoran Desert Dr)	629	27	2
I-17 NB FR (between I-17 NB offramp to FR and I-17 NB onramp from FR)	1,381	55	8
I-17 NB onramp from FR	221	8	1
I-17 NB FR (just south of Dove Valley Rd)	1,160	47	7
Dove Valley Rd_SB_Onramp	1,180	41	13
Dove Valley Rd_SB_Offramp	429	12	7
Dove Valley Rd_NB_Onramp	464	17	7
Dove Valley Rd WB	1,437	34	8
Dove Valley Rd EB	934	22	8
I-17 NB FR (north of Dove Valley Rd)	151	2	7

Notes:

Peak hour volumes were used from MAG Traffic Demand Model 2050 Build condition, with 10% of ADT volumes.

Source: From MAG 2050 Traffic Demand Model

APPENDIX D

Predicted Noise Levels

SR 303L, 51st Avenue to I-17, F0562 01C

ID	NAC Category	# of Units	Description	Existing Monitoring Levels (dBA)	Future Unmitigated Noise Levels (dBA)	Future Mitigated Noise Levels (dBA)	Insertion Loss (dBA)	Mitigation Considerations
E1	G	1	Approved Sonoran Crossing Honor Health (residential & non-residential)	---	74	66	8	Property is currently undeveloped in this lot. Site plan and represented # of units for the proposed development are not available. In addition, the property is beyond project limit on the northern end. As a result, detailed barrier analysis could not be conducted. Further noise analysis may be needed in future project.
E2	G	1	Approved Sonoran Crossing Honor Health (residential & non-residential)	---	74	65	9	
E3	G	1	Approved Sonoran Crossing Honor Health (residential & non-residential)	---	74	66	8	
E4	G	1	Approved Sonoran Crossing Honor Health (residential & non-residential)	---	74	66	8	
E5	G	1	Approved Sonoran Crossing Honor Health (residential & non-residential)	---	74	68	6	No frequent exterior human use areas, interior noise levels would be less than 51 dBA with an assumed transmission loss of 25 dBA.
E6	C	1	HonorHealth Sonoran Crossing Medical Center	---	69	---	---	
E7	C	1	HonorHealth Sonoran Crossing Medical Center	---	68	---	---	
E8	G	1	Undeveloped land	---	62	---	---	
E9	G	1	Undeveloped land	---	69	---	---	
E10	G	1	Undeveloped land	---	69	---	---	
E11	G	1	Undeveloped land	---	69	---	---	
E12	G	1	Undeveloped land	---	69	---	---	
E13	G	1	Undeveloped land	---	66	---	---	
E14	G	1	Undeveloped land (future residential & non-residential, Pre-submittal/Pre-Approval sta	---	65	---	---	
E15	G	1	Undeveloped land (future residential & non-residential, Pre-submittal/Pre-Approval sta	---	65	---	---	
E16	G	1	Undeveloped land (future residential & non-residential, Pre-submittal/Pre-Approval sta	---	67	---	---	
E17	G	1	Undeveloped land (future residential & non-residential, Pre-submittal/Pre-Approval sta	---	70	---	---	
E18	G	1	Undeveloped land (future water reclamation, Pre-submittal/Pre-Approval status per M	---	65	---	---	
E19	G	1	Undeveloped land (future water reclamation, Pre-submittal/Pre-Approval status per M	---	62	---	---	
E20	G	1	Undeveloped land (future residential & non-residential, Pre-submittal/Pre-Approval sta	---	71	---	---	
W1	G	1	Undeveloped land (TSMC, industrial & office, active status)	---	70	---	---	
W2	G	1	Undeveloped land (TSMC, industrial & office, active status)	---	67	---	---	
W3	G	1	Undeveloped land (TSMC, industrial & office, active status)	---	62	---	---	
W4	G	1	Undeveloped land (TSMC, industrial & office, active status)	---	62	---	---	
W5	G	1	Undeveloped land (TSMC, industrial & office, active status)	---	69	---	---	
W6	G	1	Undeveloped land (TSMC, industrial & office, active status)	---	68	---	---	
W7	G	1	Undeveloped land (TSMC, industrial & office, active status)	---	65	---	---	
W8	G	1	Undeveloped land (TSMC, industrial & office, active status)	---	61	---	---	
W9	G	1	Undeveloped land (TSMC, industrial & office, active status)	---	63	---	---	
W10	G	1	Undeveloped land (TSMC, industrial & office, active status)	---	64	---	---	
W11	G	1	Undeveloped land (TSMC, industrial & office, active status)	---	64	---	---	
W12	G	1	Undeveloped land (TSMC, industrial & office, active status)	---	65	---	---	
W13	G	1	Undeveloped land (TSMC, industrial & office, active status)	---	66	---	---	
W14	F	1	TSMC, industrial & office	---	66	---	---	
W15	F	1	TSMC, industrial & office	---	65	---	---	
W16	F	1	TSMC, industrial & office	---	66	---	---	
W17	F	1	TSMC, industrial & office	---	65	---	---	
W18	F	1	TSMC, industrial & office	---	65	---	---	
W19	F	1	TSMC, industrial & office	---	62	---	---	
W20	F	1	TSMC, industrial & office	---	67	---	---	

No noise limits for noise category G

No noise limits for noise category F

SR 303L, 51st Avenue to I-17, F0562 01C

ID	NAC Category	# of Units	Description	Existing Monitoring Levels (dBA)	Future Unmitigated Noise Levels (dBA)	Future Mitigated Noise Levels (dBA)	Insertion Loss (dBA)	Mitigation Considerations	
W21	G	1	Undeveloped land	---	66	---	---	No noise limits for noise category G	
W22	G	1	Undeveloped land	---	60	---	---		
W23	G	1	Undeveloped land	---	61	---	---		
W24	G	1	Undeveloped land	---	63	---	---		
W25	G	1	Undeveloped land	---	66	---	---		
W26	G	1	Undeveloped land	---	65	---	---		
W27	G	1	Undeveloped land	---	62	---	---		
W28	G	1	Undeveloped land	---	66	---	---		
W29	G	1	Undeveloped land	---	65	---	---		
W30	G	1	Undeveloped land	---	64	---	---		
W31	G	1	Undeveloped land	---	62	---	---		
W32	G	1	Undeveloped land	---	63	---	---		
W33	G	1	Undeveloped land	---	64	---	---		
W34	G	1	Undeveloped land	---	67	---	---		
W35	G	1	Undeveloped land	---	69	---	---		
W36	G	1	Undeveloped land	---	71	---	---		
W37	G	1	Undeveloped land	---	71	---	---		
W38	G	1	Undeveloped land	---	61	---	---		
W39	B	2	residential under construction	---	59	59	0		Barriers SB1 and SB2 are recommended, see barrier analysis Table for details
W40	B	2	residential under construction	---	61	59	2		
W41	B	2	residential under construction	---	60	58	2		
W42	B	4	residential under construction	---	64	63	1		
W43	B	4	residential under construction	---	63	61	2		
W44	B	4	residential under construction	---	62	60	2		
W45	B	4	residential under construction	---	67	64	3		
W46	B	4	residential under construction	---	65	62	3		
W47	B	4	residential under construction	---	64	61	3		
W48	B	4	residential under construction	---	69	65	4		
W49	B	4	residential under construction	---	67	63	4		
W50	B	4	residential under construction	---	65	61	4		
W51	B	3	residential under construction	---	73	66	7		
W52	B	3	residential under construction	---	68	62	6		
W53	B	4	residential under construction	---	74	66	8		
W54	B	4	residential under construction	---	70	63	7		
W55	B	3	residential under construction	---	74	66	8		
W56	B	3	residential under construction	---	70	63	7		
W57	B	3	residential under construction	---	74	66	8		
W58	B	3	residential under construction	---	69	63	6		
W59	B	3	residential under construction	---	73	65	8		
W60	B	4	residential under construction	---	71	64	7		
W61	B	4	residential under construction	---	73	65	8		
W62	B	5	residential under construction	---	70	63	7		
W63	B	3	residential under construction	---	72	65	7		
W64	B	3	residential under construction	---	72	65	7		
W65	B	4	residential under construction	---	69	64	5		
W66	B	3	residential under construction	---	68	64	4		
W67	B	2	residential under construction	---	68	64	4		
W68	B	3	residential under construction	---	63	62	1		
MON1	---	---	Monitoring site	59	63	---	---	noise monitoring location	
MON2	---	---	Monitoring site	55	58	---	---	noise monitoring location	
MON3	---	---	Monitoring site	58	64	---	---	noise monitoring location	
MON4	---	---	Monitoring site	62	61	---	---	noise monitoring location	
MON5	---	---	Monitoring site	56	63	---	---	noise monitoring location	
MON6	---	---	Monitoring site	70	74	---	---	noise monitoring location	
MON7	---	---	Monitoring site	66	66	---	---	noise monitoring location	
MON8	---	---	Monitoring site	63	73	---	---	noise monitoring location	
MON9	---	---	Monitoring site	60	63	---	---	noise monitoring location	
MON10	---	---	Monitoring site	69	76	---	---	noise monitoring location	

Notes:
 Bolded ID indicates first row receptors for barrier analysis
 cells highlighted in yellow in [Future Unmitigated Noise Levels (dBA)] column indicate impacted receivers

APPENDIX E

Recommended Barrier Dimensions and Coordinates

Project Name: SR 303L, 51st Avenue to I-17, F0562 01C

Barrier Name: New Barrier SB1

Barrier Segment	Point No.	Stationing ^[1]	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) ^[2]	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	1054+84.228	636,346.30	1,001,638.90	1,550.06	1,564.06	200	14
	2	1052+85.500	636,402.50	1,001,447.00	1,543.09	1,557.09		
2	2	1052+85.500	636,402.50	1,001,447.00	1,543.09	1,557.09	100	14
	3	1051+86.386	636,432.60	1,001,351.60	1,540.76	1,554.76		
3	3	1051+86.386	636,432.60	1,001,351.60	1,540.76	1,554.76	100	14
	4	1050+87.546	636,464.50	1,001,256.90	1,539.18	1,553.18		
4	4	1050+87.546	636,464.50	1,001,256.90	1,539.18	1,553.18	100	14
	5	1049+88.423	636,494.60	1,001,161.50	1,538.17	1,552.17		

Notes:

^[1] The noise barrier stationings are relative to the I-17 centerline stationings.

^[2] The noise barrier bottom elevations are derived from existing DTM.

^[3] 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 303L, 51st Avenue to I-17, F0562 01C

Barrier Name: New Barrier SB2

Barrier Segment	Point No.	Stationing ^[1]	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) ^[2]	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	1050+95.854	636,426.10	1,001,258.60	1,538.79	1,552.79	50	14
	2	1050+45.886	636,436.40	1,001,209.70	1,538.09	1,552.09		
2	2	1050+45.886	636,436.40	1,001,209.70	1,538.09	1,552.09	50	14
	3	1049+95.924	636,446.90	1,001,160.80	1,537.60	1,551.60		
3	3	1049+95.924	636,446.90	1,001,160.80	1,537.60	1,551.60	50	14
	4	1049+45.938	636,456.70	1,001,111.80	1,537.45	1,551.45		
4	4	1049+45.938	636,456.70	1,001,111.80	1,537.45	1,553.45	200	16
	5	1047+46.025	636,496.80	1,000,915.80	1,536.50	1,552.50		
5	5	1047+46.025	636,496.80	1,000,915.80	1,536.50	1,552.50	200	16
	6	1045+46.055	636,534.50	1,000,719.40	1,535.92	1,551.92		
6	6	1045+46.055	636,534.50	1,000,719.40	1,535.92	1,551.92	200	16
	7	1043+46.087	636,572.40	1,000,523.00	1,535.14	1,551.14		
7	7	1043+46.087	636,572.40	1,000,523.00	1,535.14	1,551.14	200	16
	8	1041+46.142	636,611.30	1,000,326.90	1,533.46	1,549.46		
8	8	1041+46.142	636,611.30	1,000,326.90	1,533.46	1,547.46	200	14
	9	1039+46.161	636,648.30	1,000,130.30	1,531.70	1,545.70		
9	9	1039+46.161	636,648.30	1,000,130.30	1,531.70	1,545.70	200	14
	10	1037+46.187	636,685.80	999,933.90	1,530.18	1,544.18		
10	10	1037+46.187	636,685.80	999,933.90	1,530.18	1,544.18	200	14
	11	1035+46.212	636,723.20	999,737.40	1,528.60	1,542.60		
11	11	1035+46.212	636,723.20	999,737.40	1,528.60	1,542.60	200	14
	12	1033+46.267	636,762.20	999,541.20	1,527.03	1,541.03		

Notes:

^[1] The noise barrier stationings are relative to the I-17 centerline stationings.

^[2] The noise barrier bottom elevations are derived from existing DTM.

^[3] 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 F

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

AZTEC							26 March 2024					
AZTEC							TNM 2.5					
INPUT: ROADWAYS												
PROJECT/CONTRACT:		F0562-01D									Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA	
RUN:		SR303, 51st Avenue to I-17, Section 1										
Roadway Name	Width	Points Name	No.	Coordinates (pavement)			Flow Control			Segment		
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?	
	ft			ft	ft	ft		mph	%			
SR303 NB_2	30.0	1988+35.6	1	617,584.8	1,011,273.8	1,550.70				Average		
		1992+35.6	2	617,916.5	1,011,050.1	1,547.70				Average		
		1996+35.6	3	618,248.1	1,010,826.5	1,547.20				Average		
		2000+35.6	4	618,579.7	1,010,602.8	1,548.70				Average		
		2004+35.6	5	618,911.3	1,010,379.1	1,550.70				Average		
		2008+35.6	6	619,242.9	1,010,155.4	1,552.70				Average		
		2012+35.6	7	619,574.5	1,009,931.8	1,554.70				Average		
		2016+35.6	8	619,906.2	1,009,708.1	1,556.70				Average		
		2020+35.6	9	620,237.8	1,009,484.4	1,558.70						
SR303 NB_1	20.0	1988+24.9	67	617,586.0	1,011,294.7	1,550.80				Average		
		1992+24.9	68	617,917.6	1,011,071.1	1,547.80				Average		
		1996+24.9	69	618,249.3	1,010,847.4	1,547.10				Average		
		2000+24.9	70	618,580.9	1,010,623.7	1,548.70				Average		
		2004+24.9	71	618,912.5	1,010,400.0	1,550.70				Average		
		2008+24.9	72	619,244.1	1,010,176.4	1,552.70				Average		
		2012+24.9	73	619,575.7	1,009,952.7	1,554.70				Average		
		2016+24.9	74	619,907.3	1,009,729.0	1,556.70				Average		
		2020+24.9	75	620,238.9	1,009,505.3	1,558.70						
51stAve_NB_offramp	24.0	0+00.000	285	620,232.6	1,009,480.3	1,558.70				Average		
		2+00.000	286	620,395.1	1,009,363.8	1,559.60				Average		
		4+00.000	287	620,560.5	1,009,251.3	1,560.30				Average		
		6+00.000	288	620,723.5	1,009,135.4	1,561.70				Average		
		8+00.000	289	620,883.8	1,009,015.8	1,562.70				Average		
		10+00.000	290	621,041.2	1,008,892.4	1,564.60				Average		
		12+00.000	291	621,195.7	1,008,765.4	1,566.70				Average		

INPUT: ROADWAYS

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		14+00.000	292	621,347.2	1,008,634.9	1,567.70				Average
		16+00.000	293	621,496.5	1,008,501.8	1,566.70				Average
		18+00.000	294	621,648.2	1,008,371.4	1,564.80				Average
		20+00.000	295	621,811.8	1,008,256.4	1,562.80				Average
		22+00.000	296	622,041.5	1,008,116.0	1,565.00				
51stAve_NB_onramp	24.0	0+00.000	297	622,119.8	1,008,078.9	1,565.00	Onramp	15.00	100	Average
		2+00.000	298	622,359.2	1,007,976.5	1,564.00				Average
		4+00.000	299	622,545.0	1,007,902.7	1,564.90				Average
		6+00.000	300	622,730.9	1,007,828.9	1,561.70				Average
		8+00.000	301	622,916.8	1,007,755.1	1,559.80				Average
		10+00.000	302	623,104.2	1,007,685.3	1,559.00				Average
		12+00.000	303	623,294.7	1,007,624.3	1,558.70				Average
		14+00.000	304	623,487.8	1,007,572.2	1,559.40				Average
		16+00.000	305	623,683.2	1,007,529.6	1,561.80				Average
		18+00.000	306	623,881.0	1,007,500.2	1,567.00				Average
		20+00.000	307	624,080.4	1,007,484.7	1,573.20				Average
		22+00.000	308	624,280.4	1,007,483.2	1,577.40				Average
		24+00.000	309	624,480.1	1,007,494.3	1,578.30				Average
		26+00.000	310	624,679.7	1,007,507.9	1,576.30				Average
		28+00.000	311	624,879.4	1,007,517.7	1,572.50				Average
		30+00.000	312	625,079.3	1,007,524.2	1,567.80				Average
		32+00.000	313	625,279.2	1,007,530.7	1,564.90				Average
		34+00.000	314	625,479.2	1,007,534.1	1,564.30				
51stAve_SB_onramp	24.0	0+00.000	315	622,156.4	1,008,544.9	1,561.90	Onramp	15.00	100	Average
		2+00.000	316	621,925.2	1,008,658.4	1,563.00				Average
		4+00.000	317	621,745.5	1,008,746.3	1,567.80				Average
		6+00.000	318	621,567.4	1,008,837.2	1,569.50				Average
		8+00.000	319	621,391.1	1,008,931.7	1,567.10				Average
		10+00.000	320	621,216.8	1,009,029.8	1,564.30				Average
		12+00.000	321	621,043.5	1,009,129.5	1,562.40				Average
		14+00.000	322	620,872.2	1,009,232.9	1,561.40				Average
		16+00.000	323	620,703.3	1,009,340.0	1,560.30				Average
		18+00.000	324	620,535.7	1,009,449.1	1,559.80				Average
		20+00.000	325	620,368.1	1,009,558.2	1,558.80				
FR_SB_1	24.0	0+00.000	344	628,621.8	1,007,832.4	1,573.00				Average
		2+00.000	345	628,386.6	1,007,832.1	1,574.00				Average
		4+00.000	346	628,186.6	1,007,826.9	1,573.30				Average
		6+00.000	347	627,986.7	1,007,821.8	1,574.40				Average
		8+00.000	348	627,786.8	1,007,816.6	1,574.40				Average

INPUT: ROADWAYS

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		10+00.000	349	627,586.8	1,007,811.4	1,573.10				Average	
		12+00.000	350	627,386.9	1,007,806.3	1,571.70				Average	
		14+00.000	351	627,187.0	1,007,801.5	1,570.30				Average	
		16+00.000	352	626,987.0	1,007,798.4	1,569.00				Average	
		18+00.000	353	626,787.0	1,007,797.0	1,567.60				Average	
		20+00.000	354	626,587.0	1,007,797.0	1,566.60				Average	
		22+00.000	355	626,387.0	1,007,797.0	1,565.80				Average	
		24+00.000	356	626,187.0	1,007,798.3	1,565.00				Average	
		26+00.000	357	625,987.0	1,007,800.4	1,564.20				Average	
		28+00.000	358	625,787.0	1,007,802.4	1,563.40				Average	
		30+00.000	359	625,587.0	1,007,802.5	1,562.60				Average	
		32+00.000	360	625,387.0	1,007,802.6	1,561.80				Average	
		34+00.000	361	625,187.0	1,007,802.7	1,561.20				Average	
		36+00.000	362	624,987.0	1,007,802.8	1,561.80				Average	
		38+00.000	363	624,787.1	1,007,807.4	1,563.80				Average	
		40+00.000	364	624,587.4	1,007,819.2	1,565.50				Average	
		42+00.000	365	624,388.3	1,007,837.6	1,565.60				Average	
		44+00.000	366	624,190.7	1,007,868.4	1,564.40				Average	
		46+00.000	367	623,994.6	1,007,907.8	1,563.00				Average	
		48+00.000	368	623,799.3	1,007,951.2	1,561.70				Average	
		50+00.000	369	623,604.1	1,007,994.6	1,560.30				Average	
		52+00.000	370	623,408.9	1,008,038.3	1,559.30				Average	
		54+00.000	371	623,215.6	1,008,089.5	1,559.50				Average	
		56+00.000	372	623,025.2	1,008,150.7	1,560.80				Average	
		58+00.000	373	622,838.3	1,008,221.8	1,562.00				Average	
		60+00.000	374	622,655.3	1,008,302.6	1,562.20				Average	
		62+00.000	375	622,475.4	1,008,390.0	1,561.40				Average	
		64+00.000	376	622,233.2	1,008,510.4	1,561.50					
43rdAve_NB_offramp	24.0	0+00.000	377	626,579.8	1,007,536.8	1,569.90				Average	
		2+00.000	378	626,779.7	1,007,529.5	1,571.00				Average	
		4+00.000	379	626,979.6	1,007,522.7	1,572.00				Average	
		6+00.000	380	627,179.3	1,007,511.6	1,573.10				Average	
		8+00.000	381	627,378.7	1,007,496.6	1,574.10				Average	
		10+00.000	382	627,578.1	1,007,480.5	1,574.70				Average	
		12+00.000	383	627,777.4	1,007,464.3	1,574.60				Average	
		14+00.000	384	627,976.4	1,007,444.4	1,573.60				Average	
		16+00.000	385	628,175.8	1,007,429.2	1,572.40				Average	
		18+00.000	386	628,375.2	1,007,414.0	1,572.40				Average	
		20+00.000	387	628,624.4	1,007,388.9	1,572.70					

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43rdAve_SB_onramp	24.0	0+00.000	388	628,585.2	1,007,825.2	1,573.00	Onramp	15.00	100	Average	
		2+00.000	389	628,385.3	1,007,820.1	1,573.50				Average	
		4+00.000	390	628,185.6	1,007,809.2	1,574.00				Average	
		6+00.000	391	627,986.7	1,007,788.3	1,575.20				Average	
		8+00.000	392	627,787.8	1,007,767.5	1,576.20				Average	
		10+00.000	393	627,588.8	1,007,746.7	1,576.20				Average	
		12+00.000	394	627,389.9	1,007,726.1	1,575.00				Average	
		14+00.000	395	627,190.6	1,007,709.0	1,573.30				Average	
		16+00.000	396	626,991.1	1,007,695.6	1,572.20				Average	
		18+00.000	397	626,791.2	1,007,688.8	1,571.00				Average	
		20+00.000	398	626,591.3	1,007,682.8	1,570.00					
Sonoran Desert Dr_EB	24.0	0+00.000	399	628,749.3	1,007,389.9	1,573.00				Average	
		2+00.000	400	628,984.0	1,007,402.1	1,573.70				Average	
		4+00.000	401	629,183.9	1,007,409.3	1,575.20				Average	
		6+00.000	402	629,383.7	1,007,416.5	1,578.30				Average	
		8+00.000	403	629,583.6	1,007,423.7	1,582.90				Average	
		10+00.000	404	629,783.5	1,007,430.9	1,586.10				Average	
		12+00.000	405	629,983.4	1,007,436.9	1,587.30				Average	
		14+00.000	406	630,183.3	1,007,441.2	1,587.80				Average	
		16+00.000	407	630,383.3	1,007,443.7	1,588.40				Average	
		18+00.000	408	630,583.3	1,007,444.6	1,589.10				Average	
		20+00.000	409	630,783.3	1,007,445.1	1,589.70				Average	
		22+00.000	410	630,983.3	1,007,445.6	1,590.30				Average	
		24+00.000	411	631,183.3	1,007,446.1	1,590.90				Average	
		26+00.000	412	631,383.3	1,007,446.6	1,591.40				Average	
		28+00.000	413	631,583.3	1,007,447.1	1,592.00				Average	
		30+00.000	414	631,783.3	1,007,447.6	1,592.60				Average	
		32+00.000	415	631,983.3	1,007,446.7	1,593.20				Average	
		34+00.000	416	632,183.3	1,007,442.3	1,593.90				Average	
		36+00.000	417	632,383.1	1,007,434.4	1,594.40				Average	
		38+00.000	418	632,582.8	1,007,423.0	1,595.00				Average	
		40+00.000	419	632,782.3	1,007,409.5	1,595.60				Average	
		42+00.000	420	632,981.9	1,007,396.1	1,596.20				Average	
		44+00.000	421	633,181.4	1,007,382.6	1,596.70				Average	
		46+00.000	422	633,381.0	1,007,369.1	1,596.10				Average	
		48+00.000	423	633,580.9	1,007,364.9	1,594.60				Average	
		50+00.000	424	633,780.5	1,007,378.1	1,591.90				Average	
		52+00.000	425	633,978.2	1,007,408.6	1,588.80				Average	
		54+00.000	426	634,172.4	1,007,456.2	1,588.20				Average	

INPUT: ROADWAYS

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		56+00.000	427	634,363.7	1,007,514.5	1,590.10				Average	
		58+00.000	428	634,558.1	1,007,561.5	1,592.00				Average	
		60+00.000	429	634,756.4	1,007,588.0	1,593.80				Average	
		62+00.000	430	634,956.3	1,007,593.6	1,595.10				Average	
		64+00.000	431	635,156.3	1,007,592.5	1,594.30				Average	
		66+00.000	432	635,356.3	1,007,593.2	1,592.90				Average	
		68+00.000	433	635,556.3	1,007,593.9	1,591.40				Average	
		70+00.000	434	635,756.3	1,007,593.2	1,589.90				Average	
		72+00.000	435	635,956.3	1,007,593.9	1,588.40				Average	
		74+00.000	436	636,156.3	1,007,594.7	1,587.00				Average	
		76+00.000	437	636,356.2	1,007,601.3	1,587.60				Average	
		78+00.000	438	636,556.1	1,007,606.3	1,591.20				Average	
		80+00.000	439	636,756.0	1,007,611.3	1,597.10				Average	
		82+00.000	440	636,956.0	1,007,613.0	1,597.00				Average	
		84+00.000	441	637,156.0	1,007,614.7	1,597.00				Average	
		86+00.000	442	637,356.0	1,007,616.4	1,597.00					
Sonoran Desert Dr_WB	24.0	0+00.000	443	637,367.4	1,007,660.0	1,597.00				Average	
		2+00.000	444	637,167.4	1,007,659.2	1,597.00				Average	
		4+00.000	445	636,967.4	1,007,658.4	1,597.00				Average	
		6+00.000	446	636,767.4	1,007,657.5	1,597.10				Average	
		8+00.000	447	636,567.4	1,007,656.7	1,591.60				Average	
		10+00.000	448	636,367.5	1,007,661.6	1,587.70				Average	
		12+00.000	449	636,167.8	1,007,672.2	1,586.90				Average	
		14+00.000	450	635,967.8	1,007,672.0	1,588.30				Average	
		16+00.000	451	635,767.8	1,007,671.5	1,589.80				Average	
		18+00.000	452	635,567.8	1,007,670.0	1,591.20				Average	
		20+00.000	453	635,367.8	1,007,669.4	1,592.80				Average	
		22+00.000	454	635,167.8	1,007,668.9	1,594.20				Average	
		24+00.000	455	634,967.8	1,007,667.8	1,595.70				Average	
		26+00.000	456	634,768.0	1,007,676.4	1,597.00				Average	Y
		28+00.000	457	634,570.4	1,007,707.2	1,595.80				Average	Y
		30+00.000	458	634,376.8	1,007,757.7	1,594.50				Average	
		32+00.000	459	634,185.4	1,007,815.8	1,591.10				Average	
		34+00.000	460	633,990.4	1,007,860.1	1,590.80				Average	
		36+00.000	461	633,791.8	1,007,883.7	1,592.50				Average	
		38+00.000	462	633,591.8	1,007,886.5	1,594.50				Average	
		40+00.000	463	633,392.2	1,007,874.4	1,596.30				Average	
		42+00.000	464	633,192.6	1,007,861.7	1,598.10				Average	
		44+00.000	465	632,993.0	1,007,849.0	1,598.80				Average	

INPUT: ROADWAYS

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		46+00.000	466	632,793.4	1,007,836.3	1,598.30				Average	
		48+00.000	467	632,593.8	1,007,823.6	1,597.30				Average	
		50+00.000	468	632,394.2	1,007,811.9	1,596.10				Average	
		52+00.000	469	632,194.3	1,007,803.7	1,594.90				Average	
		54+00.000	470	631,994.4	1,007,799.0	1,593.70				Average	
		56+00.000	471	631,794.4	1,007,797.6	1,592.60				Average	
		58+00.000	472	631,594.4	1,007,797.1	1,591.30				Average	
		60+00.000	473	631,394.4	1,007,796.6	1,590.20				Average	
		62+00.000	474	631,194.4	1,007,796.1	1,588.70				Average	
		64+00.000	475	630,994.4	1,007,795.6	1,587.70				Average	
		66+00.000	476	630,794.4	1,007,795.2	1,586.50				Average	
		68+00.000	477	630,594.4	1,007,794.7	1,585.80				Average	
		70+00.000	478	630,394.4	1,007,794.2	1,586.40				Average	
		72+00.000	479	630,194.4	1,007,793.7	1,587.50				Average	
		74+00.000	480	629,994.4	1,007,793.2	1,588.70				Average	
		76+00.000	481	629,794.4	1,007,792.9	1,589.10				Average	
		78+00.000	482	629,594.4	1,007,795.6	1,586.10				Average	
		80+00.000	483	629,394.5	1,007,802.4	1,580.90				Average	
		82+00.000	484	629,194.8	1,007,812.7	1,577.70				Average	
		84+00.000	485	628,995.1	1,007,823.4	1,575.30				Average	
		86+00.000	486	628,750.6	1,007,839.1	1,573.30					
Sonoran Desert Dr_SB_onramp	24.0	0+00.000	781	635,255.2	1,007,576.7	1,593.00	Onramp	15.00	100	Average	
		2+00.000	782	635,292.3	1,007,350.1	1,591.60				Average	
		4+00.000	783	635,331.0	1,007,153.8	1,593.70				Average	
		6+00.000	784	635,379.1	1,006,959.7	1,596.40				Average	
		8+00.000	785	635,433.1	1,006,767.2	1,595.20				Average	
		10+00.000	786	635,486.5	1,006,574.4	1,591.10				Average	
		12+00.000	787	635,540.0	1,006,381.7	1,587.40					
I-17 NB FR_3	24.0	0+00.000	795	635,725.0	1,007,686.4	1,589.70				Average	
		2+00.000	796	635,697.9	1,007,907.2	1,589.90				Average	
		4+00.000	797	635,670.8	1,008,105.3	1,592.60				Average	
		6+00.000	798	635,646.1	1,008,303.8	1,595.50				Average	
		8+00.000	799	635,627.9	1,008,503.0	1,598.30				Average	
		10+00.000	800	635,616.0	1,008,702.6	1,600.50				Average	
		12+00.000	801	635,607.8	1,008,902.4	1,602.40				Average	
		14+00.000	802	635,594.8	1,009,102.0	1,603.90				Average	
		16+00.000	803	635,571.8	1,009,300.7	1,605.30				Average	
		18+00.000	804	635,539.1	1,009,498.0	1,606.90				Average	
		20+00.000	805	635,497.5	1,009,693.6	1,608.40					

INPUT: ROADWAYS

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I-17 Ramp EN	24.0	12+25.967	936	631,749.9	1,007,579.5	1,592.90				Average	
		16+25.877	106	632,149.9	1,007,579.5	1,594.50				Average	
		20+25.856	107	632,549.6	1,007,566.0	1,595.40				Average	
		24+25.856	108	632,949.3	1,007,550.8	1,599.40				Average	
		28+25.856	109	633,349.1	1,007,535.6	1,600.30				Average	
		32+25.856	110	633,748.8	1,007,520.4	1,594.50				Average	
		34+26.580	111	633,948.8	1,007,521.4	1,589.30				Average	
		36+27.442	112	634,147.2	1,007,546.5	1,584.00				Average	
		38+28.303	113	634,341.0	1,007,595.7	1,579.10				Average	
		40+29.165	114	634,527.4	1,007,668.2	1,575.40				Average	
		42+30.027	115	634,703.5	1,007,763.0	1,573.10				Average	
		44+30.889	116	634,866.7	1,007,878.7	1,572.00				Average	
		46+31.750	117	635,014.5	1,008,013.5	1,572.30				Average	
		48+32.612	118	635,144.6	1,008,165.3	1,574.00				Average	
		50+33.474	119	635,255.3	1,008,331.9	1,576.90				Average	
		52+34.335	120	635,344.6	1,008,510.8	1,580.90				Average	
		54+35.197	121	635,411.5	1,008,699.3	1,585.00				Average	
		56+36.059	122	635,454.7	1,008,894.6	1,589.10				Average	
		58+36.921	123	635,473.7	1,009,093.7	1,593.20				Average	
		60+37.782	124	635,468.3	1,009,293.6	1,597.20				Average	
		62+38.644	125	635,438.3	1,009,491.4	1,601.30				Average	
		64+39.168	126	635,386.1	1,009,684.4	1,605.40					
I-17 Ramp ES	24.0	12+51.474	937	631,749.9	1,007,558.7	1,592.90				Average	
		16+51.495	40	632,149.6	1,007,544.0	1,594.50				Average	
		20+51.498	41	632,548.8	1,007,518.0	1,595.40				Average	
		24+51.498	42	632,947.9	1,007,491.1	1,598.90				Average	
		28+51.498	43	633,347.0	1,007,464.2	1,606.50				Average	
		32+51.498	44	633,746.1	1,007,437.3	1,616.50				Average	Y
		36+51.498	45	634,145.2	1,007,410.3	1,615.70				Average	Y
		38+51.653	46	634,343.6	1,007,385.5	1,610.90				Average	
		40+51.815	47	634,536.7	1,007,333.4	1,604.90				Average	
		42+51.978	48	634,720.7	1,007,254.9	1,598.90				Average	
		44+52.141	49	634,891.9	1,007,151.6	1,592.90				Average	
		46+52.304	50	635,047.1	1,007,025.4	1,587.00				Average	
		48+52.467	51	635,183.1	1,006,878.8	1,581.50				Average	
		50+52.630	52	635,297.5	1,006,714.8	1,577.70				Average	
		52+52.792	53	635,387.9	1,006,536.3	1,575.60				Average	
		54+52.955	54	635,452.5	1,006,347.1	1,574.70					
SR303 SB_1	20.0	a 2147+98	938	632,549.5	1,007,670.7	1,595.70				Average	

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		a 2143+99	168	632,149.6	1,007,660.7	1,594.90				Average	
		a 2139+99	169	631,749.6	1,007,662.7	1,593.30				Average	
		a 2135+99	170	631,349.6	1,007,667.8	1,591.70				Average	
		a 2131+99	171	630,949.6	1,007,669.5	1,590.10				Average	
		a 2127+99	172	630,549.6	1,007,668.6	1,589.70				Average	
		a 2123+99	173	630,149.6	1,007,667.6	1,590.80				Average	
		a 2119+99	174	629,749.6	1,007,666.6	1,593.20				Average	
		a 2115+99	175	629,349.6	1,007,665.6	1,595.80				Average	
		a 2111+99	176	628,949.6	1,007,664.6	1,598.40				Average	Y
		a 2107+99	177	628,549.6	1,007,663.6	1,597.90				Average	Y
		a 2103+99	178	628,149.6	1,007,662.6	1,591.10				Average	
		a 2099+99	179	627,749.6	1,007,661.7	1,581.80				Average	
		a 2095+99	180	627,349.6	1,007,660.7	1,575.60				Average	
		a 2091+99	181	626,949.6	1,007,659.7	1,572.60				Average	
		a 2087+99	182	626,549.6	1,007,658.7	1,570.30					
SR303 SB_2-2	30.0	a 2148+00	939	632,549.3	1,007,694.9	1,595.70				Average	
		a 2143+99	245	632,149.6	1,007,680.2	1,594.90				Average	
		a 2139+99	246	631,749.6	1,007,680.7	1,593.30				Average	
		a 2135+99	247	631,349.6	1,007,685.8	1,591.70				Average	
		a 2131+99	248	630,949.6	1,007,687.5	1,590.10				Average	
		a 2127+99	249	630,549.6	1,007,686.6	1,589.70				Average	
		a 2123+99	250	630,149.6	1,007,685.6	1,590.80				Average	
		a 2119+99	251	629,749.6	1,007,684.6	1,593.20				Average	
		a 2115+99	252	629,349.6	1,007,683.6	1,595.80				Average	
		a 2111+99	253	628,949.6	1,007,682.6	1,598.40				Average	Y
		a 2107+99	254	628,549.6	1,007,681.6	1,597.90				Average	Y
		a 2103+99	255	628,149.6	1,007,680.6	1,591.10				Average	
		a 2099+99	256	627,749.6	1,007,679.7	1,581.80				Average	
		a 2095+99	257	627,349.6	1,007,678.7	1,575.60				Average	
		a 2091+99	258	626,949.6	1,007,677.7	1,572.60				Average	
		a 2087+99	259	626,549.6	1,007,676.7	1,570.30					
Ramp DHOV	24.0	2140+00.0	940	631,749.8	1,007,622.5	1,597.00				Average	
		2142+00.0	941	631,949.8	1,007,623.0	1,597.00				Average	
		2144+00.0	942	632,149.8	1,007,623.5	1,597.00				Average	
		2146+00.0	943	632,349.8	1,007,624.0	1,598.00				Average	
		2148+00.0	944	632,549.7	1,007,624.5	1,599.00				Average	
		2150+00.0	945	632,749.7	1,007,625.0	1,600.00				Average	
		2152+00.0	946	632,949.7	1,007,625.5	1,601.00				Average	
		2154+00.0	947	633,149.7	1,007,626.0	1,602.00				Average	

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		2156+00.0	948	633,349.7	1,007,626.4	1,603.50				Average	
		2158+00.0	949	633,549.7	1,007,626.9	1,606.00				Average	
		2160+00.0	950	633,749.7	1,007,627.4	1,609.40				Average	
		2162+00.0	951	633,949.7	1,007,627.9	1,613.70				Average	
		2164+00.0	952	634,149.7	1,007,628.4	1,618.60				Average	Y
		2166+00.0	953	634,349.7	1,007,628.9	1,623.40				Average	Y
		2168+00.0	954	634,549.7	1,007,628.6	1,628.30				Average	Y
		2170+00.0	955	634,748.0	1,007,604.3	1,633.20				Average	Y
		2172+00.0	956	634,939.0	1,007,545.9	1,638.00				Average	Y
		2174+00.0	957	635,117.0	1,007,455.3	1,642.50				Average	Y
		2176+00.0	958	635,276.6	1,007,335.1	1,644.80				Average	Y
		2178+00.0	959	635,412.8	1,007,189.1	1,644.50				Average	Y
		2180+00.0	960	635,521.7	1,007,021.6	1,641.50				Average	Y
		2182+00.0	961	635,599.7	1,006,837.7	1,636.00				Average	Y
		2184+00.0	962	635,645.3	1,006,643.2	1,627.90				Average	
		2186+00.0	963	635,679.6	1,006,446.2	1,617.20					
I-17 SB FR_2	24.0	62+00.000	1024	635,266.8	1,007,438.2	1,591.80				Average	
		60+00.000	1023	635,297.3	1,007,240.5	1,592.50				Average	
		58+00.000	1022	635,327.8	1,007,042.9	1,595.90				Average	
		56+00.000	1021	635,358.2	1,006,845.2	1,599.40				Average	
		54+00.000	1020	635,383.2	1,006,646.8	1,602.40				Average	Y
		52+00.000	1019	635,399.6	1,006,447.5	1,601.90					
51stAve_SB	36.0	point1132	1132	622,239.0	1,008,828.4	1,561.50				Average	
		point1131	1131	622,214.0	1,008,731.7	1,562.00				Average	
		point1130	1130	622,188.1	1,008,635.1	1,562.50				Average	
		point1129	1129	622,162.2	1,008,538.4	1,563.00				Average	
		point1128	1128	622,136.2	1,008,441.9	1,563.50				Average	
		point1127	1127	622,110.4	1,008,345.4	1,564.00				Average	
		point1126	1126	622,084.5	1,008,248.8	1,564.50				Average	
		point1125	1125	622,058.6	1,008,152.2	1,565.00				Average	
		point1124	1124	622,032.8	1,008,055.6	1,565.50				Average	
		point1123	1123	622,006.9	1,007,958.9	1,566.00				Average	
		point1122	1122	621,981.0	1,007,862.4	1,566.50					
I-17 SB_3-2	30.0	point1175	1175	635,086.3	1,009,589.9	1,609.50				Average	
		1131+33.5	737	635,155.0	1,009,195.9	1,610.60				Average	
		1127+33.5	738	635,220.7	1,008,801.3	1,613.80				Average	
		point1158	1158	635,247.0	1,008,603.1	1,614.70				Average	Y
		1123+33.8	739	635,273.3	1,008,404.8	1,615.60				Average	Y
		point1161	1161	635,299.8	1,008,206.6	1,616.50				Average	Y

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		1119+34.1	740	635,326.2	1,008,008.3	1,617.40				Average	
		point1146	1146	635,359.1	1,007,811.0	1,615.25				Average	Y
		1115+33.1	741	635,392.0	1,007,613.7	1,613.10				Average	Y
		point1140	1140	635,426.4	1,007,416.7	1,610.90				Average	Y
		1111+33.1	742	635,460.7	1,007,219.7	1,608.70				Average	
		1107+34.1	743	635,529.3	1,006,825.6	1,599.80				Average	
		1103+34.1	744	635,597.9	1,006,431.5	1,589.40					
I-17 SB_2-2	30.0	point1176	1176	635,104.1	1,009,593.0	1,609.50				Average	
		1131+33.5	690	635,172.8	1,009,199.0	1,610.60				Average	
		1127+33.5	691	635,238.4	1,008,804.4	1,613.80				Average	
		point1157	1157	635,264.7	1,008,606.1	1,614.70				Average	Y
		1123+33.8	692	635,291.0	1,008,407.9	1,615.60				Average	Y
		point1160	1160	635,317.4	1,008,209.6	1,616.50				Average	Y
		1119+34.1	693	635,343.9	1,008,011.4	1,617.40				Average	
		point1147	1147	635,376.9	1,007,814.1	1,615.25				Average	Y
		1115+33.3	694	635,409.8	1,007,616.8	1,613.10				Average	Y
		point1141	1141	635,444.1	1,007,419.8	1,610.90				Average	Y
		1111+33.3	695	635,478.4	1,007,222.8	1,608.70				Average	
		1107+34.1	696	635,547.0	1,006,828.7	1,599.80				Average	
		1103+34.1	697	635,615.7	1,006,434.6	1,589.40					
I-17 SB_1-2	12.0	point1177	1177	635,117.9	1,009,595.4	1,609.50				Average	
		1131+33.5	643	635,186.5	1,009,201.4	1,610.60				Average	
		1127+33.5	644	635,252.2	1,008,806.8	1,613.80				Average	
		point1156	1156	635,278.5	1,008,608.6	1,614.70				Average	Y
		1123+33.8	645	635,304.8	1,008,410.3	1,615.60				Average	Y
		point1159	1159	635,331.2	1,008,212.1	1,616.50				Average	Y
		1119+34.1	646	635,357.7	1,008,013.8	1,617.40				Average	
		point1148	1148	635,390.6	1,007,816.5	1,615.25				Average	Y
		1115+33.5	647	635,423.6	1,007,619.2	1,613.10				Average	Y
		point1142	1142	635,457.9	1,007,422.2	1,610.90				Average	Y
		1111+33.5	648	635,492.2	1,007,225.2	1,608.70				Average	
		1107+34.1	649	635,560.8	1,006,831.1	1,599.80				Average	
		1103+34.1	650	635,629.4	1,006,437.0	1,589.40					
Sonoran Desert Dr_SB_Offramp	24.0	point1183	1183	635,054.5	1,009,608.1	1,609.15				Average	
		34+00.000	883	635,066.9	1,009,508.9	1,608.90				Average	
		36+00.000	884	635,087.3	1,009,310.0	1,609.10				Average	
		38+00.000	885	635,101.9	1,009,110.5	1,609.40				Average	
		40+00.000	886	635,115.0	1,008,910.9	1,606.30				Average	
		42+00.000	887	635,125.4	1,008,711.2	1,600.50				Average	

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		44+00.000	888	635,135.8	1,008,511.5	1,598.30				Average	
		46+00.000	889	635,151.0	1,008,312.1	1,598.70				Average	Y
		48+00.000	890	635,174.4	1,008,113.4	1,596.40				Average	Y
		50+00.000	891	635,204.9	1,007,915.8	1,594.20				Average	
		52+00.000	892	635,235.6	1,007,718.1	1,593.20					
I-17 NB offramp to FR-2	12.0	point1200	1200	635,783.3	1,006,404.4	1,587.70				Average	
		4+00.000	824	635,748.9	1,006,601.4	1,592.60				Average	
		6+00.000	825	635,713.2	1,006,798.2	1,597.90				Average	
		8+00.000	826	635,680.4	1,006,995.5	1,602.90				Average	
		10+00.000	827	635,649.5	1,007,193.1	1,607.20				Average	
		12+00.000	828	635,622.5	1,007,391.3	1,610.50				Average	
		point1152	1152	635,610.9	1,007,490.6	1,611.55				Average	Y
		14+00.000	829	635,599.4	1,007,589.9	1,612.60				Average	Y
		16+00.000	830	635,578.7	1,007,788.8	1,614.70				Average	Y
		18+00.000	831	635,558.1	1,007,987.8	1,615.60				Average	
		20+00.000	832	635,539.3	1,008,186.9	1,614.90				Average	
		22+00.000	833	635,532.3	1,008,386.8	1,612.40				Average	
		24+00.000	834	635,539.1	1,008,586.6	1,608.90				Average	
		26+00.000	835	635,551.5	1,008,786.3	1,605.40				Average	
		28+00.000	836	635,559.4	1,008,986.1	1,603.10				Average	
		30+00.000	837	635,554.7	1,009,186.0	1,603.50				Average	
		32+00.000	838	635,535.8	1,009,385.2	1,605.30				Average	
		34+00.000	839	635,505.1	1,009,582.8	1,607.00				Average	
		point1136	1136	635,484.2	1,009,680.6	1,607.90					
I-17 NB_3-2-2-2	30.0	point1201	1201	635,761.5	1,006,460.0	1,589.30				Average	
		1107+34.1	508	635,690.7	1,006,853.7	1,599.70				Average	
		1111+34.6	509	635,617.2	1,007,246.9	1,608.70				Average	
		point1145	1145	635,580.5	1,007,443.5	1,610.90				Average	Y
		1115+34.5	510	635,543.8	1,007,640.1	1,613.10				Average	Y
		point1151	1151	635,507.1	1,007,836.8	1,615.30				Average	Y
		1119+34.1	511	635,470.3	1,008,033.3	1,617.50				Average	
		1123+34.0	512	635,396.9	1,008,426.5	1,615.60				Average	Y
		point1153	1153	635,360.6	1,008,623.2	1,614.70				Average	Y
		1127+34.0	513	635,324.3	1,008,819.9	1,613.80				Average	
		1131+34.0	514	635,255.4	1,009,213.9	1,610.60				Average	
		1135+34.0	515	635,186.7	1,009,607.9	1,609.50					
I-17 NB_2-2-2-2	30.0	point1202	1202	635,743.7	1,006,456.9	1,589.30				Average	
		1107+34.1	554	635,672.9	1,006,850.6	1,599.70				Average	
		1111+34.6	555	635,599.5	1,007,243.8	1,608.70				Average	

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		point1144	1144	635,562.8	1,007,440.4	1,610.90				Average	Y
		1115+34.5	556	635,526.0	1,007,637.0	1,613.10				Average	Y
		point1150	1150	635,489.3	1,007,833.6	1,615.30				Average	Y
		1119+34.1	557	635,452.6	1,008,030.2	1,617.50				Average	
		1123+34.0	558	635,379.2	1,008,423.4	1,615.60				Average	Y
		point1154	1154	635,342.9	1,008,620.1	1,614.70				Average	Y
		1127+34.0	559	635,306.5	1,008,816.8	1,613.80				Average	
		1131+34.0	560	635,237.7	1,009,210.8	1,610.60				Average	
		1135+34.0	561	635,169.0	1,009,604.9	1,609.50					
I-17 NB_1-2-2-2	12.0	point1203	1203	635,729.9	1,006,454.5	1,589.30				Average	
		1107+34.1	600	635,659.1	1,006,848.2	1,599.70				Average	
		1111+34.6	601	635,585.7	1,007,241.4	1,608.70				Average	
		point1143	1143	635,548.9	1,007,438.0	1,610.90				Average	Y
		1115+34.5	602	635,512.2	1,007,634.6	1,613.10				Average	Y
		point1149	1149	635,475.5	1,007,831.2	1,615.30				Average	Y
		1119+34.1	603	635,438.8	1,008,027.8	1,617.50				Average	
		1123+34.0	604	635,365.4	1,008,421.0	1,615.60				Average	Y
		point1155	1155	635,329.0	1,008,617.7	1,614.70				Average	Y
		1127+34.0	605	635,292.7	1,008,814.4	1,613.80				Average	
		1131+34.0	606	635,223.9	1,009,208.4	1,610.60				Average	
		1135+34.0	607	635,155.2	1,009,602.5	1,609.50					
SR303 NB_2-2	30.0	point1208	1208	620,237.8	1,009,484.4	1,558.70				Average	
		2024+35.6	10	620,569.4	1,009,260.7	1,560.70				Average	
		2028+36.4	11	620,901.0	1,009,037.1	1,563.40				Average	
		2032+36.4	12	621,232.6	1,008,813.4	1,568.50				Average	
		2036+36.4	13	621,564.2	1,008,589.7	1,577.20				Average	
		2040+35.8	14	621,900.2	1,008,372.6	1,585.40				Average	Y
		2044+35.1	15	622,249.9	1,008,178.4	1,586.20				Average	Y
		2048+34.3	16	622,612.2	1,008,008.9	1,580.20				Average	
		2052+33.6	17	622,985.3	1,007,864.7	1,572.50				Average	
		2056+32.8	18	623,367.5	1,007,746.7	1,568.00				Average	
		2060+32.1	19	623,756.9	1,007,655.4	1,570.80				Average	
		2064+31.3	20	624,151.7	1,007,591.1	1,576.60				Average	
		2068+30.6	21	624,550.0	1,007,554.3	1,576.10				Average	
		a 2071+99	22	624,949.9	1,007,544.8	1,570.00				Average	
		a 2075+99	23	625,349.9	1,007,545.8	1,565.50					
SR303 NB_1-2	20.0	point1209	1209	620,238.9	1,009,505.3	1,558.70				Average	
		2024+24.9	76	620,570.6	1,009,281.7	1,560.70				Average	
		2028+25.7	77	620,902.2	1,009,058.0	1,563.30				Average	

INPUT: ROADWAYS

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		2032+25.7	78	621,233.8	1,008,834.3	1,568.40				Average	
		2036+25.7	79	621,565.4	1,008,610.6	1,577.00				Average	
		2040+26.0	80	621,901.1	1,008,393.1	1,585.20				Average	Y
		2044+26.5	81	622,250.5	1,008,198.3	1,586.30				Average	Y
		2048+27.0	82	622,612.5	1,008,028.3	1,580.30				Average	
		2052+27.5	83	622,985.5	1,007,883.7	1,572.60				Average	
		2056+28.0	84	623,367.6	1,007,765.4	1,568.00				Average	
		2060+28.5	85	623,756.9	1,007,673.7	1,570.70				Average	
		2064+29.0	86	624,151.7	1,007,609.3	1,576.60				Average	
		2068+29.5	87	624,550.0	1,007,572.3	1,576.10				Average	
		a 2071+99	88	624,949.9	1,007,562.8	1,570.00				Average	
		a 2075+99	89	625,349.9	1,007,563.8	1,565.50					
SR303 NB_2-2-2	30.0	point1210	1210	626,549.9	1,007,548.7	1,570.40				Average	
		a 2091+99	27	626,949.9	1,007,549.7	1,572.70				Average	
		a 2095+99	28	627,349.9	1,007,550.7	1,575.70				Average	
		a 2099+99	29	627,749.9	1,007,551.7	1,581.80				Average	
		a 2103+99	30	628,149.9	1,007,552.6	1,590.90				Average	
		a 2107+99	31	628,549.9	1,007,553.6	1,597.10				Average	Y
		a 2111+99	32	628,949.9	1,007,554.6	1,598.30				Average	Y
		a 2115+99	33	629,349.9	1,007,555.6	1,595.80				Average	
		a 2119+99	34	629,749.9	1,007,556.6	1,593.20				Average	
		a 2123+99	35	630,149.9	1,007,557.6	1,590.70				Average	
		a 2127+99	36	630,549.9	1,007,558.6	1,589.40				Average	
		a 2131+99	37	630,949.9	1,007,559.5	1,589.70				Average	
		a 2135+99	38	631,349.9	1,007,560.5	1,591.30				Average	
		a 2140+00	39	631,749.9	1,007,558.7	1,592.90					
SR303 NB_1-2-2	20.0	point1211	1211	626,549.9	1,007,566.7	1,570.40				Average	
		a 2091+99	93	626,949.9	1,007,567.7	1,572.70				Average	
		a 2095+99	94	627,349.9	1,007,568.7	1,575.70				Average	
		a 2099+99	95	627,749.9	1,007,569.7	1,581.80				Average	
		a 2103+99	96	628,149.9	1,007,570.6	1,590.90				Average	
		a 2107+99	97	628,549.9	1,007,571.6	1,597.10				Average	Y
		a 2111+99	98	628,949.9	1,007,572.6	1,598.30				Average	Y
		a 2115+99	99	629,349.9	1,007,573.6	1,595.80				Average	
		a 2119+99	100	629,749.9	1,007,574.6	1,593.20				Average	
		a 2123+99	101	630,149.9	1,007,575.6	1,590.70				Average	
		a 2127+99	102	630,549.9	1,007,576.6	1,589.40				Average	
		a 2131+99	103	630,949.9	1,007,577.5	1,589.70				Average	
		a 2135+99	104	631,349.9	1,007,578.5	1,591.30				Average	

INPUT: ROADWAYS

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		a 2139+99	105	631,749.9	1,007,579.5	1,592.90					
43rdAve NB	36.0	point1253	1253	628,734.0	1,007,122.6	1,573.00				Average	
		point1251	1251	628,737.8	1,007,972.6	1,573.00					
43rdAve SB	36.0	point1254	1254	628,641.4	1,007,971.0	1,573.00				Average	
		point1255	1255	628,641.4	1,007,133.8	1,573.00					
51stAve_NB-2	36.0	point1257	1257	622,045.8	1,007,831.2	1,566.50				Average	
		point1165	1165	622,071.7	1,007,927.8	1,566.00				Average	
		point1166	1166	622,097.6	1,008,024.4	1,565.50				Average	
		point1167	1167	622,123.4	1,008,121.1	1,565.00				Average	
		point1168	1168	622,149.3	1,008,217.6	1,564.50				Average	
		point1169	1169	622,175.2	1,008,314.2	1,564.00				Average	
		point1170	1170	622,201.1	1,008,410.8	1,563.50				Average	
		point1171	1171	622,227.0	1,008,507.3	1,563.00				Average	
		point1172	1172	622,252.9	1,008,603.9	1,562.50				Average	
		point1173	1173	622,278.8	1,008,700.6	1,562.00				Average	
		point1174	1174	622,303.8	1,008,797.3	1,561.50					
SR303 NB_2-2-2	30.0	point1258	1258	625,349.9	1,007,545.8	1,565.50				Average	
		a 2079+99	24	625,749.9	1,007,546.7	1,565.60				Average	
		a 2083+99	25	626,149.9	1,007,547.7	1,568.00				Average	
		a 2087+99	26	626,549.9	1,007,548.7	1,570.40					
SR303 NB_1-2-2	20.0	point1259	1259	625,349.9	1,007,563.8	1,565.50				Average	
		a 2079+99	90	625,749.9	1,007,564.7	1,565.60				Average	
		a 2083+99	91	626,149.9	1,007,565.7	1,568.00				Average	
		a 2087+99	92	626,549.9	1,007,566.7	1,570.40					
51stAve_SB_offramp-2	24.0	point1261	1261	625,363.6	1,007,685.2	1,563.70				Average	
		4+00.000	328	625,163.6	1,007,688.5	1,564.60				Average	
		6+00.000	329	624,963.8	1,007,697.2	1,566.60				Average	
		8+00.000	330	624,764.5	1,007,713.6	1,568.40				Average	
		10+00.000	331	624,565.8	1,007,736.4	1,570.40				Average	
		12+00.000	332	624,368.0	1,007,766.3	1,571.80				Average	
		14+00.000	333	624,171.5	1,007,803.5	1,571.30				Average	
		16+00.000	334	623,976.2	1,007,846.7	1,568.40				Average	
		18+00.000	335	623,782.7	1,007,897.2	1,564.20				Average	
		20+00.000	336	623,591.0	1,007,954.1	1,561.20				Average	
		22+00.000	337	623,399.9	1,008,013.1	1,560.00				Average	
		24+00.000	338	623,208.8	1,008,072.1	1,560.10				Average	
		26+00.000	339	623,019.2	1,008,135.9	1,561.20				Average	
		28+00.000	340	622,833.7	1,008,210.7	1,562.30				Average	
		30+00.000	341	622,650.8	1,008,291.4	1,562.50				Average	

INPUT: ROADWAYS

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		32+00.000	342	622,470.9	1,008,378.9	1,561.60				Average	
		34+00.000	343	622,229.7	1,008,497.2	1,563.00					
SR303 SB_1-2	20.0	point1262	1262	625,349.6	1,007,655.8	1,564.20				Average	
		a 2071+99	186	624,949.7	1,007,654.8	1,567.50				Average	
		2067+71.2	187	624,549.8	1,007,664.5	1,573.30				Average	
		2063+71.1	188	624,151.5	1,007,702.0	1,573.60				Average	
		2059+71.1	189	623,756.9	1,007,767.6	1,568.00				Average	
		2055+71.0	190	623,367.9	1,007,860.7	1,566.60				Average	
		2051+70.9	191	622,986.4	1,007,980.9	1,572.50				Average	
		2047+70.8	192	622,614.3	1,008,127.7	1,580.30				Average	
		2043+70.7	193	622,253.5	1,008,300.4	1,585.70				Average	Y
		2039+70.7	194	621,905.7	1,008,498.0	1,583.70				Average	Y
		2035+70.6	195	621,571.4	1,008,717.5	1,574.70				Average	
		2031+70.6	196	621,239.8	1,008,941.2	1,566.50				Average	
		2027+70.6	197	620,908.2	1,009,164.9	1,562.40				Average	
		2023+70.1	198	620,576.6	1,009,388.6	1,560.40				Average	
		2019+70.1	199	620,244.9	1,009,612.3	1,558.40					
SR303 SB_2-2-2	30.0	point1263	1263	625,349.6	1,007,673.8	1,564.20				Average	
		a 2071+99	263	624,949.6	1,007,672.8	1,567.50				Average	
		2067+70.1	264	624,549.7	1,007,682.5	1,573.30				Average	
		2063+68.8	265	624,151.5	1,007,720.2	1,573.60				Average	
		2059+67.4	266	623,756.9	1,007,785.9	1,567.90				Average	
		2055+66.1	267	623,368.0	1,007,879.3	1,566.60				Average	
		2051+64.7	268	622,986.6	1,008,000.0	1,572.60				Average	
		2047+63.3	269	622,614.7	1,008,147.2	1,580.50				Average	
		2043+62.0	270	622,254.1	1,008,320.4	1,585.80				Average	Y
		2039+60.6	271	621,906.7	1,008,518.5	1,583.60				Average	Y
		2035+59.9	272	621,572.6	1,008,738.5	1,574.50				Average	
		2031+59.9	273	621,241.0	1,008,962.1	1,566.40				Average	
		2027+59.9	274	620,909.3	1,009,185.8	1,562.40				Average	
		2023+59.3	275	620,577.7	1,009,409.5	1,560.40				Average	
		2019+59.3	276	620,246.1	1,009,633.2	1,558.40					
SR303 SB_1-2	20.0	point1264	1264	626,549.6	1,007,658.7	1,570.30				Average	
		a 2083+99	183	626,149.6	1,007,657.7	1,568.00				Average	
		a 2079+99	184	625,749.6	1,007,656.7	1,565.70				Average	
		a 2075+99	185	625,349.6	1,007,655.8	1,564.20					
SR303 SB_2-2-2	30.0	point1265	1265	626,549.6	1,007,676.7	1,570.30				Average	
		a 2083+99	260	626,149.6	1,007,675.7	1,568.00				Average	
		a 2079+99	261	625,749.6	1,007,674.7	1,565.70				Average	

INPUT: ROADWAYS

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		a 2075+99	262	625,349.6	1,007,673.8	1,564.20					
SR303 SB_1-2-2	20.0	point1266	1266	620,244.9	1,009,612.3	1,558.40				Average	
		2015+70.1	200	619,913.3	1,009,835.9	1,556.40				Average	
		2011+70.1	201	619,581.7	1,010,059.6	1,554.40				Average	
		2007+70.1	202	619,250.1	1,010,283.3	1,552.40				Average	
		2003+70.1	203	618,918.5	1,010,507.0	1,550.40				Average	
		1999+70.1	204	618,586.9	1,010,730.6	1,548.40				Average	
		1995+70.1	205	618,255.2	1,010,954.3	1,547.10				Average	
		1991+70.1	206	617,923.6	1,011,178.0	1,548.10				Average	
		1987+70.1	207	617,592.0	1,011,401.7	1,551.30					
SR303 SB_2-2-2-2	30.0	point1267	1267	620,246.1	1,009,633.2	1,558.40				Average	
		2015+59.3	277	619,914.5	1,009,856.9	1,556.40				Average	
		2011+59.3	278	619,582.9	1,010,080.5	1,554.40				Average	
		2007+59.3	279	619,251.3	1,010,304.2	1,552.40				Average	
		2003+59.3	280	618,919.6	1,010,527.9	1,550.40				Average	
		1999+59.3	281	618,588.0	1,010,751.6	1,548.40				Average	
		1995+59.3	282	618,256.4	1,010,975.2	1,547.10				Average	
		1991+59.3	283	617,924.8	1,011,198.9	1,548.10				Average	
		1987+59.3	284	617,593.2	1,011,422.6	1,551.40					
Sonoran Desert Dr_NB_offramp-2	12.0	point1291	1291	635,875.4	1,006,447.4	1,582.60				Average	
		18+00.000	775	635,855.9	1,006,646.4	1,583.70				Average	
		20+00.000	776	635,836.3	1,006,845.5	1,584.90				Average	
		22+00.000	777	635,810.8	1,007,043.8	1,586.30				Average	
		24+00.000	778	635,783.4	1,007,242.0	1,587.60				Average	
		26+00.000	779	635,756.0	1,007,440.1	1,589.10				Average	
		27+11.819	780	635,740.7	1,007,579.9	1,589.80					
I-17 NB FR_2-2	24.0	point1292	1292	635,913.5	1,006,457.3	1,580.50				Average	
		54+00.000	993	635,876.0	1,006,653.7	1,582.20				Average	
		56+00.000	994	635,843.6	1,006,851.1	1,583.80				Average	
		58+00.000	995	635,815.8	1,007,049.1	1,585.50				Average	
		60+00.000	996	635,788.7	1,007,247.3	1,587.10				Average	
		62+00.000	997	635,761.5	1,007,445.4	1,588.80					
I-17 Ramp NW-2	24.0	point1293	1293	636,094.6	1,006,470.0	1,624.80				Average	
		42+40.050	152	636,050.9	1,006,665.2	1,631.30				Average	
		44+40.193	153	635,982.2	1,006,853.0	1,637.10				Average	
		46+40.336	154	635,889.5	1,007,030.2	1,641.80				Average	Y
		48+40.479	155	635,774.4	1,007,193.8	1,645.20				Average	Y
		50+40.622	156	635,639.0	1,007,341.0	1,647.30				Average	Y
		52+40.765	157	635,485.5	1,007,469.2	1,648.20				Average	Y

INPUT: ROADWAYS

F0562-01D

		54+40.908	158	635,316.6	1,007,576.3	1,647.90				Average	Y
		56+41.051	159	635,135.1	1,007,660.4	1,646.30				Average	Y
		58+41.194	160	634,944.2	1,007,720.1	1,643.50				Average	Y
		60+41.337	161	634,747.2	1,007,754.3	1,639.50				Average	Y
		62+41.480	162	634,547.4	1,007,762.5	1,634.80				Average	Y
		66+41.483	163	634,147.8	1,007,744.4	1,625.30				Average	Y
		70+41.483	164	633,748.2	1,007,726.0	1,615.90				Average	
		74+41.483	165	633,348.6	1,007,707.5	1,606.70				Average	
		78+41.483	166	632,949.0	1,007,689.1	1,600.60				Average	
		82+41.483	167	632,549.5	1,007,670.7	1,595.70					
I-17 Ramp SW-2	24.0	point1294	1294	634,956.7	1,009,530.4	1,625.20				Average	
		52+62.167	230	634,988.5	1,009,332.9	1,626.90				Average	
		54+61.494	231	634,993.1	1,009,133.0	1,628.50				Average	Y
		56+60.820	232	634,970.0	1,008,934.3	1,630.10				Average	Y
		58+60.147	233	634,919.5	1,008,740.8	1,631.70				Average	
		60+59.473	234	634,842.6	1,008,556.2	1,633.00				Average	
		62+58.800	235	634,740.9	1,008,384.0	1,633.20				Average	
		64+58.126	236	634,616.3	1,008,227.5	1,632.30				Average	
		66+57.453	237	634,471.2	1,008,089.9	1,630.30				Average	
		68+56.779	238	634,308.4	1,007,973.7	1,627.20				Average	
		70+56.106	239	634,131.0	1,007,881.3	1,623.10				Average	Y
		72+55.432	240	633,942.6	1,007,814.3	1,618.70				Average	Y
		74+54.759	241	633,746.7	1,007,774.1	1,614.30				Average	
		78+54.408	242	633,347.7	1,007,745.3	1,605.70				Average	
		82+54.408	243	632,948.5	1,007,719.9	1,600.40				Average	
		86+54.355	244	632,549.3	1,007,694.9	1,595.70					
I-17 SB FR_3-2	24.0	point1295	1295	634,823.2	1,009,582.0	1,603.50				Average	
		point1222	1222	634,886.5	1,009,392.3	1,601.50				Average	
		point1221	1221	634,954.1	1,009,204.1	1,599.40				Average	
		point1220	1220	635,010.4	1,009,012.2	1,597.60				Average	
		point1219	1219	635,053.2	1,008,816.9	1,597.30				Average	
		point1218	1218	635,084.8	1,008,619.4	1,598.80				Average	
		point1217	1217	635,115.2	1,008,421.8	1,598.80				Average	
		point1216	1216	635,145.7	1,008,224.1	1,597.60				Average	Y
		point1215	1215	635,176.2	1,008,026.4	1,596.40				Average	Y
		point1214	1214	635,206.6	1,007,828.8	1,593.10				Average	
		point1213	1213	635,234.6	1,007,671.6	1,593.20					

INPUT: TRAFFIC FOR LAeq1h Volumes

F0562-01D

AZTEC		26 March 2024										
AZTEC		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		F0562-01D										
RUN:		SR303, 51st Avenue to I-17, Section 1										
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
SR303 NB_2	1988+35.659	1	2432	70	289	70	62	70	0	0	0	0
	1992+35.659	2	2432	70	289	70	62	70	0	0	0	0
	1996+35.659	3	2432	70	289	70	62	70	0	0	0	0
	2000+35.659	4	2432	70	289	70	62	70	0	0	0	0
	2004+35.659	5	2432	70	289	70	62	70	0	0	0	0
	2008+35.659	6	2432	70	289	70	62	70	0	0	0	0
	2012+35.659	7	2432	70	289	70	62	70	0	0	0	0
	2016+35.659	8	2432	70	289	70	62	70	0	0	0	0
	2020+35.659	9										
SR303 NB_1	1988+24.933	67	2432	70	289	70	62	70	0	0	0	0
	1992+24.933	68	2432	70	289	70	62	70	0	0	0	0
	1996+24.933	69	2432	70	289	70	62	70	0	0	0	0
	2000+24.933	70	2432	70	289	70	62	70	0	0	0	0
	2004+24.933	71	2432	70	289	70	62	70	0	0	0	0
	2008+24.933	72	2432	70	289	70	62	70	0	0	0	0
51stAve_NB_offramp	0+00.000	285	688	50	38	50	16	50	0	0	0	0
	2+00.000	286	688	50	38	50	16	50	0	0	0	0
	4+00.000	287	688	50	38	50	16	50	0	0	0	0
	6+00.000	288	688	50	38	50	16	50	0	0	0	0
	8+00.000	289	688	50	38	50	16	50	0	0	0	0

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	10+00.000	290	688	50	38	50	16	50	0	0	0	0
	12+00.000	291	688	50	38	50	16	50	0	0	0	0
	14+00.000	292	688	50	38	50	16	50	0	0	0	0
	16+00.000	293	688	50	38	50	16	50	0	0	0	0
	18+00.000	294	688	50	38	50	16	50	0	0	0	0
	20+00.000	295	688	50	38	50	16	50	0	0	0	0
	22+00.000	296										
51stAve_NB_onramp	0+00.000	297	811	50	81	50	18	50	0	0	0	0
	2+00.000	298	811	50	81	50	18	50	0	0	0	0
	4+00.000	299	811	50	81	50	18	50	0	0	0	0
	6+00.000	300	811	50	81	50	18	50	0	0	0	0
	8+00.000	301	811	50	81	50	18	50	0	0	0	0
	10+00.000	302	811	50	81	50	18	50	0	0	0	0
	12+00.000	303	811	50	81	50	18	50	0	0	0	0
	14+00.000	304	811	50	81	50	18	50	0	0	0	0
	16+00.000	305	811	50	81	50	18	50	0	0	0	0
	18+00.000	306	811	50	81	50	18	50	0	0	0	0
	20+00.000	307	811	50	81	50	18	50	0	0	0	0
	22+00.000	308	811	50	81	50	18	50	0	0	0	0
	24+00.000	309	811	50	81	50	18	50	0	0	0	0
	26+00.000	310	811	50	81	50	18	50	0	0	0	0
	28+00.000	311	811	50	81	50	18	50	0	0	0	0
	30+00.000	312	811	50	81	50	18	50	0	0	0	0
	32+00.000	313	811	50	81	50	18	50	0	0	0	0
	34+00.000	314										
51stAve_SB_onramp	0+00.000	315	659	50	39	50	14	50	0	0	0	0
	2+00.000	316	659	50	39	50	14	50	0	0	0	0
	4+00.000	317	659	50	39	50	14	50	0	0	0	0
	6+00.000	318	659	50	39	50	14	50	0	0	0	0
	8+00.000	319	659	50	39	50	14	50	0	0	0	0
	10+00.000	320	659	50	39	50	14	50	0	0	0	0
	12+00.000	321	659	50	39	50	14	50	0	0	0	0
	14+00.000	322	659	50	39	50	14	50	0	0	0	0
	16+00.000	323	659	50	39	50	14	50	0	0	0	0
	18+00.000	324	659	50	39	50	14	50	0	0	0	0
	20+00.000	325										

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FR_SB_1	0+00.000	344	31	50	2	50	0	0	0	0	0	0
	2+00.000	345	31	50	2	50	0	0	0	0	0	0
	4+00.000	346	31	50	2	50	0	0	0	0	0	0
	6+00.000	347	31	50	2	50	0	0	0	0	0	0
	8+00.000	348	31	50	2	50	0	0	0	0	0	0
	10+00.000	349	31	50	2	50	0	0	0	0	0	0
	12+00.000	350	31	50	2	50	0	0	0	0	0	0
	14+00.000	351	31	50	2	50	0	0	0	0	0	0
	16+00.000	352	31	50	2	50	0	0	0	0	0	0
	18+00.000	353	31	50	2	50	0	0	0	0	0	0
	20+00.000	354	31	50	2	50	0	0	0	0	0	0
	22+00.000	355	31	50	2	50	0	0	0	0	0	0
	24+00.000	356	31	50	2	50	0	0	0	0	0	0
	26+00.000	357	31	50	2	50	0	0	0	0	0	0
	28+00.000	358	31	50	2	50	0	0	0	0	0	0
	30+00.000	359	31	50	2	50	0	0	0	0	0	0
	32+00.000	360	31	50	2	50	0	0	0	0	0	0
	34+00.000	361	31	50	2	50	0	0	0	0	0	0
	36+00.000	362	31	50	2	50	0	0	0	0	0	0
	38+00.000	363	31	50	2	50	0	0	0	0	0	0
	40+00.000	364	31	50	2	50	0	0	0	0	0	0
	42+00.000	365	31	50	2	50	0	0	0	0	0	0
	44+00.000	366	31	50	2	50	0	0	0	0	0	0
	46+00.000	367	31	50	2	50	0	0	0	0	0	0
	48+00.000	368	31	50	2	50	0	0	0	0	0	0
	50+00.000	369	31	50	2	50	0	0	0	0	0	0
	52+00.000	370	31	50	2	50	0	0	0	0	0	0
	54+00.000	371	31	50	2	50	0	0	0	0	0	0
	56+00.000	372	31	50	2	50	0	0	0	0	0	0
	58+00.000	373	31	50	2	50	0	0	0	0	0	0
	60+00.000	374	31	50	2	50	0	0	0	0	0	0
	62+00.000	375	31	50	2	50	0	0	0	0	0	0
	64+00.000	376										
43rdAve_NB_offramp	0+00.000	377	940	50	109	50	13	50	0	0	0	0
	2+00.000	378	940	50	109	50	13	50	0	0	0	0
	4+00.000	379	940	50	109	50	13	50	0	0	0	0

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	6+00.000	380	940	50	109	50	13	50	0	0	0	0
	8+00.000	381	940	50	109	50	13	50	0	0	0	0
	10+00.000	382	940	50	109	50	13	50	0	0	0	0
	12+00.000	383	940	50	109	50	13	50	0	0	0	0
	14+00.000	384	940	50	109	50	13	50	0	0	0	0
	16+00.000	385	940	50	109	50	13	50	0	0	0	0
	18+00.000	386	940	50	109	50	13	50	0	0	0	0
	20+00.000	387										
43rdAve_SB_onramp	0+00.000	388	831	50	104	50	12	50	0	0	0	0
	2+00.000	389	831	50	104	50	12	50	0	0	0	0
	4+00.000	390	831	50	104	50	12	50	0	0	0	0
	6+00.000	391	831	50	104	50	12	50	0	0	0	0
	8+00.000	392	831	50	104	50	12	50	0	0	0	0
	10+00.000	393	831	50	104	50	12	50	0	0	0	0
	12+00.000	394	831	50	104	50	12	50	0	0	0	0
	14+00.000	395	831	50	104	50	12	50	0	0	0	0
	16+00.000	396	831	50	104	50	12	50	0	0	0	0
	18+00.000	397	831	50	104	50	12	50	0	0	0	0
	20+00.000	398										
Sonoran Desert Dr_EB	0+00.000	399	1119	50	108	50	28	50	0	0	0	0
	2+00.000	400	1119	50	108	50	28	50	0	0	0	0
	4+00.000	401	1119	50	108	50	28	50	0	0	0	0
	6+00.000	402	1119	50	108	50	28	50	0	0	0	0
	8+00.000	403	1119	50	108	50	28	50	0	0	0	0
	10+00.000	404	1119	50	108	50	28	50	0	0	0	0
	12+00.000	405	1119	50	108	50	28	50	0	0	0	0
	14+00.000	406	1119	50	108	50	28	50	0	0	0	0
	16+00.000	407	1119	50	108	50	28	50	0	0	0	0
	18+00.000	408	1119	50	108	50	28	50	0	0	0	0
	20+00.000	409	1119	50	108	50	28	50	0	0	0	0
	22+00.000	410	1119	50	108	50	28	50	0	0	0	0
	24+00.000	411	1119	50	108	50	28	50	0	0	0	0
	26+00.000	412	1119	50	108	50	28	50	0	0	0	0
	28+00.000	413	1119	50	108	50	28	50	0	0	0	0
	30+00.000	414	1119	50	108	50	28	50	0	0	0	0
	32+00.000	415	1119	50	108	50	28	50	0	0	0	0

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	34+00.000	416	1119	50	108	50	28	50	0	0	0	0
	36+00.000	417	1119	50	108	50	28	50	0	0	0	0
	38+00.000	418	1119	50	108	50	28	50	0	0	0	0
	40+00.000	419	1119	50	108	50	28	50	0	0	0	0
	42+00.000	420	1119	50	108	50	28	50	0	0	0	0
	44+00.000	421	1119	50	108	50	28	50	0	0	0	0
	46+00.000	422	1119	50	108	50	28	50	0	0	0	0
	48+00.000	423	1119	50	108	50	28	50	0	0	0	0
	50+00.000	424	1119	50	108	50	28	50	0	0	0	0
	52+00.000	425	1119	50	108	50	28	50	0	0	0	0
	54+00.000	426	1119	50	108	50	28	50	0	0	0	0
	56+00.000	427	1119	50	108	50	28	50	0	0	0	0
	58+00.000	428	1119	50	108	50	28	50	0	0	0	0
	60+00.000	429	1119	50	108	50	28	50	0	0	0	0
	62+00.000	430	1119	50	108	50	28	50	0	0	0	0
	64+00.000	431	1119	50	108	50	28	50	0	0	0	0
	66+00.000	432	1119	50	108	50	28	50	0	0	0	0
	68+00.000	433	1119	50	108	50	28	50	0	0	0	0
	70+00.000	434	1119	50	108	50	28	50	0	0	0	0
	72+00.000	435	1119	50	108	50	28	50	0	0	0	0
	74+00.000	436	1119	50	108	50	28	50	0	0	0	0
	76+00.000	437	1119	50	108	50	28	50	0	0	0	0
	78+00.000	438	1119	50	108	50	28	50	0	0	0	0
	80+00.000	439	1119	50	108	50	28	50	0	0	0	0
	82+00.000	440	1119	50	108	50	28	50	0	0	0	0
	84+00.000	441	1119	50	108	50	28	50	0	0	0	0
	86+00.000	442										
Sonoran Desert Dr_WB	0+00.000	443	1295	50	116	50	32	50	0	0	0	0
	2+00.000	444	1295	50	116	50	32	50	0	0	0	0
	4+00.000	445	1295	50	116	50	32	50	0	0	0	0
	6+00.000	446	1295	50	116	50	32	50	0	0	0	0
	8+00.000	447	1295	50	116	50	32	50	0	0	0	0
	10+00.000	448	1295	50	116	50	32	50	0	0	0	0
	12+00.000	449	1295	50	116	50	32	50	0	0	0	0
	14+00.000	450	1295	50	116	50	32	50	0	0	0	0
	16+00.000	451	1295	50	116	50	32	50	0	0	0	0

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	18+00.000	452	1295	50	116	50	32	50	0	0	0	0
	20+00.000	453	1295	50	116	50	32	50	0	0	0	0
	22+00.000	454	1295	50	116	50	32	50	0	0	0	0
	24+00.000	455	1295	50	116	50	32	50	0	0	0	0
	26+00.000	456	1295	50	116	50	32	50	0	0	0	0
	28+00.000	457	1295	50	116	50	32	50	0	0	0	0
	30+00.000	458	1295	50	116	50	32	50	0	0	0	0
	32+00.000	459	1295	50	116	50	32	50	0	0	0	0
	34+00.000	460	1295	50	116	50	32	50	0	0	0	0
	36+00.000	461	1295	50	116	50	32	50	0	0	0	0
	38+00.000	462	1295	50	116	50	32	50	0	0	0	0
	40+00.000	463	1295	50	116	50	32	50	0	0	0	0
	42+00.000	464	1295	50	116	50	32	50	0	0	0	0
	44+00.000	465	1295	50	116	50	32	50	0	0	0	0
	46+00.000	466	1295	50	116	50	32	50	0	0	0	0
	48+00.000	467	1295	50	116	50	32	50	0	0	0	0
	50+00.000	468	1295	50	116	50	32	50	0	0	0	0
	52+00.000	469	1295	50	116	50	32	50	0	0	0	0
	54+00.000	470	1295	50	116	50	32	50	0	0	0	0
	56+00.000	471	1295	50	116	50	32	50	0	0	0	0
	58+00.000	472	1295	50	116	50	32	50	0	0	0	0
	60+00.000	473	1295	50	116	50	32	50	0	0	0	0
	62+00.000	474	1295	50	116	50	32	50	0	0	0	0
	64+00.000	475	1295	50	116	50	32	50	0	0	0	0
	66+00.000	476	1295	50	116	50	32	50	0	0	0	0
	68+00.000	477	1295	50	116	50	32	50	0	0	0	0
	70+00.000	478	1295	50	116	50	32	50	0	0	0	0
	72+00.000	479	1295	50	116	50	32	50	0	0	0	0
	74+00.000	480	1295	50	116	50	32	50	0	0	0	0
	76+00.000	481	1295	50	116	50	32	50	0	0	0	0
	78+00.000	482	1295	50	116	50	32	50	0	0	0	0
	80+00.000	483	1295	50	116	50	32	50	0	0	0	0
	82+00.000	484	1295	50	116	50	32	50	0	0	0	0
	84+00.000	485	1295	50	116	50	32	50	0	0	0	0
	86+00.000	486										
Sonoran Desert Dr_SB_onramp	0+00.000	781	731	50	46	50	29	50	0	0	0	0

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	2+00.000	782	731	50	46	50	29	50	0	0	0	0
	4+00.000	783	731	50	46	50	29	50	0	0	0	0
	6+00.000	784	731	50	46	50	29	50	0	0	0	0
	8+00.000	785	731	50	46	50	29	50	0	0	0	0
	10+00.000	786	731	50	46	50	29	50	0	0	0	0
	12+00.000	787										
I-17 NB FR_3	0+00.000	795	629	50	27	50	2	50	0	0	0	0
	2+00.000	796	629	50	27	50	2	50	0	0	0	0
	4+00.000	797	629	50	27	50	2	50	0	0	0	0
	6+00.000	798	629	50	27	50	2	50	0	0	0	0
	8+00.000	799	629	50	27	50	2	50	0	0	0	0
	10+00.000	800	629	50	27	50	2	50	0	0	0	0
	12+00.000	801	629	50	27	50	2	50	0	0	0	0
	14+00.000	802	629	50	27	50	2	50	0	0	0	0
	16+00.000	803	629	50	27	50	2	50	0	0	0	0
	18+00.000	804	629	50	27	50	2	50	0	0	0	0
	20+00.000	805										
I-17 Ramp EN	12+25.967	936	836	60	83	60	20	60	0	0	0	0
	16+25.877	106	836	60	83	60	20	60	0	0	0	0
	20+25.856	107	836	60	83	60	20	60	0	0	0	0
	24+25.856	108	836	60	83	60	20	60	0	0	0	0
	28+25.856	109	836	60	83	60	20	60	0	0	0	0
	32+25.856	110	836	60	83	60	20	60	0	0	0	0
	34+26.580	111	836	60	83	60	20	60	0	0	0	0
	36+27.442	112	836	60	83	60	20	60	0	0	0	0
	38+28.303	113	836	60	83	60	20	60	0	0	0	0
	40+29.165	114	836	60	83	60	20	60	0	0	0	0
	42+30.027	115	836	60	83	60	20	60	0	0	0	0
	44+30.889	116	836	60	83	60	20	60	0	0	0	0
	46+31.750	117	836	60	83	60	20	60	0	0	0	0
	48+32.612	118	836	60	83	60	20	60	0	0	0	0
	50+33.474	119	836	60	83	60	20	60	0	0	0	0
	52+34.335	120	836	60	83	60	20	60	0	0	0	0
	54+35.197	121	836	60	83	60	20	60	0	0	0	0
	56+36.059	122	836	60	83	60	20	60	0	0	0	0
	58+36.921	123	836	60	83	60	20	60	0	0	0	0

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	60+37.782	124	836	60	83	60	20	60	0	0	0	0
	62+38.644	125	836	60	83	60	20	60	0	0	0	0
	64+39.168	126										
I-17 Ramp ES	12+51.474	937	3211	50	427	50	92	50	0	0	0	0
	16+51.495	40	3211	50	427	50	92	50	0	0	0	0
	20+51.498	41	3211	50	427	50	92	50	0	0	0	0
	24+51.498	42	3211	50	427	50	92	50	0	0	0	0
	28+51.498	43	3211	50	427	50	92	50	0	0	0	0
	32+51.498	44	3211	50	427	50	92	50	0	0	0	0
	36+51.498	45	3211	50	427	50	92	50	0	0	0	0
	38+51.653	46	3211	50	427	50	92	50	0	0	0	0
	40+51.815	47	3211	50	427	50	92	50	0	0	0	0
	42+51.978	48	3211	50	427	50	92	50	0	0	0	0
	44+52.141	49	3211	50	427	50	92	50	0	0	0	0
	46+52.304	50	3211	50	427	50	92	50	0	0	0	0
	48+52.467	51	3211	50	427	50	92	50	0	0	0	0
	50+52.630	52	3211	50	427	50	92	50	0	0	0	0
	52+52.792	53	3211	50	427	50	92	50	0	0	0	0
	54+52.955	54										
SR303 SB_1	a 2147+98.915	938	2117	70	272	70	47	70	0	0	0	0
	a 2143+99.470	168	2117	70	272	70	47	70	0	0	0	0
	a 2139+99.700	169	2117	70	272	70	47	70	0	0	0	0
	a 2135+99.750	170	2117	70	272	70	47	70	0	0	0	0
	a 2131+99.760	171	2117	70	272	70	47	70	0	0	0	0
	a 2127+99.760	172	2117	70	272	70	47	70	0	0	0	0
	a 2123+99.760	173	2117	70	272	70	47	70	0	0	0	0
	a 2119+99.760	174	2117	70	272	70	47	70	0	0	0	0
	a 2115+99.760	175	2117	70	272	70	47	70	0	0	0	0
	a 2111+99.760	176	2117	70	272	70	47	70	0	0	0	0
	a 2107+99.760	177	2117	70	272	70	47	70	0	0	0	0
	a 2103+99.760	178	2117	70	272	70	47	70	0	0	0	0
	a 2099+99.760	179	2117	70	272	70	47	70	0	0	0	0
	a 2095+99.760	180	2117	70	272	70	47	70	0	0	0	0
	a 2091+99.760	181	2117	70	272	70	47	70	0	0	0	0
	a 2087+99.760	182										
SR303 SB_2-2	a 2148+00.040	939	2117	70	272	70	47	70	0	0	0	0

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	a 2143+99.810	245	2117	70	272	70	47	70	0	0	0	0
	a 2139+99.70	246	2117	70	272	70	47	70	0	0	0	0
	a 2135+99.75	247	2117	70	272	70	47	70	0	0	0	0
	a 2131+99.76	248	2117	70	272	70	47	70	0	0	0	0
	a 2127+99.76	249	2117	70	272	70	47	70	0	0	0	0
	a 2123+99.76	250	2117	70	272	70	47	70	0	0	0	0
	a 2119+99.76	251	2117	70	272	70	47	70	0	0	0	0
	a 2115+99.76	252	2117	70	272	70	47	70	0	0	0	0
	a 2111+99.76	253	2117	70	272	70	47	70	0	0	0	0
	a 2107+99.76	254	2117	70	272	70	47	70	0	0	0	0
	a 2103+99.76	255	2117	70	272	70	47	70	0	0	0	0
	a 2099+99.76	256	2117	70	272	70	47	70	0	0	0	0
	a 2095+99.76	257	2117	70	272	70	47	70	0	0	0	0
	a 2091+99.76	258	2117	70	272	70	47	70	0	0	0	0
	a 2087+99.76	259										
Ramp DHOV	2140+00.000	940	380	60	36	60	6	60	0	0	0	0
	2142+00.000	941	380	60	36	60	6	60	0	0	0	0
	2144+00.000	942	380	60	36	60	6	60	0	0	0	0
	2146+00.000	943	380	60	36	60	6	60	0	0	0	0
	2148+00.000	944	380	60	36	60	6	60	0	0	0	0
	2150+00.000	945	380	60	36	60	6	60	0	0	0	0
	2152+00.000	946	380	60	36	60	6	60	0	0	0	0
	2154+00.000	947	380	60	36	60	6	60	0	0	0	0
	2156+00.000	948	380	60	36	60	6	60	0	0	0	0
	2158+00.000	949	380	60	36	60	6	60	0	0	0	0
	2160+00.000	950	380	60	36	60	6	60	0	0	0	0
	2162+00.000	951	380	60	36	60	6	60	0	0	0	0
	2164+00.000	952	380	60	36	60	6	60	0	0	0	0
	2166+00.000	953	380	60	36	60	6	60	0	0	0	0
	2168+00.000	954	380	60	36	60	6	60	0	0	0	0
	2170+00.000	955	380	60	36	60	6	60	0	0	0	0
	2172+00.000	956	380	60	36	60	6	60	0	0	0	0
	2174+00.000	957	380	60	36	60	6	60	0	0	0	0
	2176+00.000	958	380	60	36	60	6	60	0	0	0	0
	2178+00.000	959	380	60	36	60	6	60	0	0	0	0
	2180+00.000	960	380	60	36	60	6	60	0	0	0	0

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	2182+00.000	961	380	60	36	60	6	60	0	0	0	0
	2184+00.000	962	380	60	36	60	6	60	0	0	0	0
	2186+00.000	963										
I-17 SB FR_2	62+00.000	1024	162	50	7	50	1	50	0	0	0	0
	60+00.000	1023	162	50	7	50	1	50	0	0	0	0
	58+00.000	1022	162	50	7	50	1	50	0	0	0	0
	56+00.000	1021	162	50	7	50	1	50	0	0	0	0
	54+00.000	1020	162	50	7	50	1	50	0	0	0	0
	52+00.000	1019										
51stAve_SB	point1132	1132	1380	50	111	50	27	50	0	0	0	0
	point1131	1131	1380	50	111	50	27	50	0	0	0	0
	point1130	1130	1380	50	111	50	27	50	0	0	0	0
	point1129	1129	1380	50	111	50	27	50	0	0	0	0
	point1128	1128	1380	50	111	50	27	50	0	0	0	0
	point1127	1127	1380	50	111	50	27	50	0	0	0	0
	point1126	1126	1380	50	111	50	27	50	0	0	0	0
	point1125	1125	1380	50	111	50	27	50	0	0	0	0
	point1124	1124	1380	50	111	50	27	50	0	0	0	0
	point1123	1123	1380	50	111	50	27	50	0	0	0	0
	point1122	1122										
I-17 SB_3-2	point1175	1175	1618	70	270	70	459	70	0	0	0	0
	1131+33.539	737	1618	70	270	70	459	70	0	0	0	0
	1127+33.551	738	1618	70	270	70	459	70	0	0	0	0
	point1158	1158	1618	70	270	70	459	70	0	0	0	0
	1123+33.882	739	1618	70	270	70	459	70	0	0	0	0
	point1161	1161	1618	70	270	70	459	70	0	0	0	0
	1119+34.199	740	1618	70	270	70	459	70	0	0	0	0
	point1146	1146	1618	70	270	70	459	70	0	0	0	0
	1115+33.114	741	1618	70	270	70	459	70	0	0	0	0
	point1140	1140	1618	70	270	70	459	70	0	0	0	0
	1111+33.144	742	1618	70	270	70	459	70	0	0	0	0
	1107+34.156	743	1618	70	270	70	459	70	0	0	0	0
	1103+34.156	744										
I-17 SB_2-2	point1176	1176	1618	70	270	70	459	70	0	0	0	0
	1131+33.537	690	1618	70	270	70	459	70	0	0	0	0
	1127+33.549	691	1618	70	270	70	459	70	0	0	0	0

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	point1157	1157	1618	70	270	70	459	70	0	0	0	0
	1123+33.879	692	1618	70	270	70	459	70	0	0	0	0
	point1160	1160	1618	70	270	70	459	70	0	0	0	0
	1119+34.197	693	1618	70	270	70	459	70	0	0	0	0
	point1147	1147	1618	70	270	70	459	70	0	0	0	0
	1115+33.334	694	1618	70	270	70	459	70	0	0	0	0
	point1141	1141	1618	70	270	70	459	70	0	0	0	0
	1111+33.364	695	1618	70	270	70	459	70	0	0	0	0
	1107+34.155	696	1618	70	270	70	459	70	0	0	0	0
	1103+34.155	697										
I-17 SB_1-2	point1177	1177	1618	70	270	70	459	70	0	0	0	0
	1131+33.535	643	1618	70	270	70	459	70	0	0	0	0
	1127+33.547	644	1618	70	270	70	459	70	0	0	0	0
	point1156	1156	1618	70	270	70	459	70	0	0	0	0
	1123+33.876	645	1618	70	270	70	459	70	0	0	0	0
	point1159	1159	1618	70	270	70	459	70	0	0	0	0
	1119+34.195	646	1618	70	270	70	459	70	0	0	0	0
	point1148	1148	1618	70	270	70	459	70	0	0	0	0
	1115+33.505	647	1618	70	270	70	459	70	0	0	0	0
	point1142	1142	1618	70	270	70	459	70	0	0	0	0
	1111+33.535	648	1618	70	270	70	459	70	0	0	0	0
	1107+34.155	649	1618	70	270	70	459	70	0	0	0	0
	1103+34.155	650										
Sonoran Desert Dr_SB_Offramp	point1183	1183	247	50	11	50	2	50	0	0	0	0
	34+00.000	883	247	50	11	50	2	50	0	0	0	0
	36+00.000	884	247	50	11	50	2	50	0	0	0	0
	38+00.000	885	247	50	11	50	2	50	0	0	0	0
	40+00.000	886	247	50	11	50	2	50	0	0	0	0
	42+00.000	887	247	50	11	50	2	50	0	0	0	0
	44+00.000	888	247	50	11	50	2	50	0	0	0	0
	46+00.000	889	247	50	11	50	2	50	0	0	0	0
	48+00.000	890	247	50	11	50	2	50	0	0	0	0
	50+00.000	891	247	50	11	50	2	50	0	0	0	0
	52+00.000	892										
I-17 NB offramp to FR-2	point1200	1200	752	50	28	50	6	50	0	0	0	0
	4+00.000	824	752	50	28	50	6	50	0	0	0	0

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	6+00.000	825	752	50	28	50	6	50	0	0	0	0
	8+00.000	826	752	50	28	50	6	50	0	0	0	0
	10+00.000	827	752	50	28	50	6	50	0	0	0	0
	12+00.000	828	752	50	28	50	6	50	0	0	0	0
	point1152	1152	752	50	28	50	6	50	0	0	0	0
	14+00.000	829	752	50	28	50	6	50	0	0	0	0
	16+00.000	830	752	50	28	50	6	50	0	0	0	0
	18+00.000	831	752	50	28	50	6	50	0	0	0	0
	20+00.000	832	752	50	28	50	6	50	0	0	0	0
	22+00.000	833	752	50	28	50	6	50	0	0	0	0
	24+00.000	834	752	50	28	50	6	50	0	0	0	0
	26+00.000	835	752	50	28	50	6	50	0	0	0	0
	28+00.000	836	752	50	28	50	6	50	0	0	0	0
	30+00.000	837	752	50	28	50	6	50	0	0	0	0
	32+00.000	838	752	50	28	50	6	50	0	0	0	0
	34+00.000	839	752	50	28	50	6	50	0	0	0	0
	point1136	1136										
I-17 NB_3-2-2-2	point1201	1201	1823	70	282	70	227	70	0	0	0	0
	1107+34.154	508	1823	70	282	70	227	70	0	0	0	0
	1111+34.663	509	1823	70	282	70	227	70	0	0	0	0
	point1145	1145	1823	70	282	70	227	70	0	0	0	0
	1115+34.543	510	1823	70	282	70	227	70	0	0	0	0
	point1151	1151	1823	70	282	70	227	70	0	0	0	0
	1119+34.105	511	1823	70	282	70	227	70	0	0	0	0
	1123+34.075	512	1823	70	282	70	227	70	0	0	0	0
	point1153	1153	1823	70	282	70	227	70	0	0	0	0
	1127+34.055	513	1823	70	282	70	227	70	0	0	0	0
	1131+34.055	514	1823	70	282	70	227	70	0	0	0	0
	1135+34.055	515										
I-17 NB_2-2-2-2	point1202	1202	1823	70	282	70	227	70	0	0	0	0
	1107+34.154	554	1823	70	282	70	227	70	0	0	0	0
	1111+34.663	555	1823	70	282	70	227	70	0	0	0	0
	point1144	1144	1823	70	282	70	227	70	0	0	0	0
	1115+34.543	556	1823	70	282	70	227	70	0	0	0	0
	point1150	1150	1823	70	282	70	227	70	0	0	0	0
	1119+34.105	557	1823	70	282	70	227	70	0	0	0	0

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	1123+34.075	558	1823	70	282	70	227	70	0	0	0	0
	point1154	1154	1823	70	282	70	227	70	0	0	0	0
	1127+34.055	559	1823	70	282	70	227	70	0	0	0	0
	1131+34.055	560	1823	70	282	70	227	70	0	0	0	0
	1135+34.055	561										
I-17 NB_1-2-2-2	point1203	1203	1823	70	282	70	227	70	0	0	0	0
	1107+34.154	600	1823	70	282	70	227	70	0	0	0	0
	1111+34.663	601	1823	70	282	70	227	70	0	0	0	0
	point1143	1143	1823	70	282	70	227	70	0	0	0	0
	1115+34.543	602	1823	70	282	70	227	70	0	0	0	0
	point1149	1149	1823	70	282	70	227	70	0	0	0	0
	1119+34.105	603	1823	70	282	70	227	70	0	0	0	0
	1123+34.075	604	1823	70	282	70	227	70	0	0	0	0
	point1155	1155	1823	70	282	70	227	70	0	0	0	0
	1127+34.055	605	1823	70	282	70	227	70	0	0	0	0
	1131+34.055	606	1823	70	282	70	227	70	0	0	0	0
	1135+34.055	607										
SR303 NB_2-2	point1208	1208	2088	70	270	70	54	70	0	0	0	0
	2024+35.659	10	2088	70	270	70	54	70	0	0	0	0
	2028+36.452	11	2088	70	270	70	54	70	0	0	0	0
	2032+36.452	12	2088	70	270	70	54	70	0	0	0	0
	2036+36.452	13	2088	70	270	70	54	70	0	0	0	0
	2040+35.887	14	2088	70	270	70	54	70	0	0	0	0
	2044+35.137	15	2088	70	270	70	54	70	0	0	0	0
	2048+34.388	16	2088	70	270	70	54	70	0	0	0	0
	2052+33.638	17	2088	70	270	70	54	70	0	0	0	0
	2056+32.889	18	2088	70	270	70	54	70	0	0	0	0
	2060+32.139	19	2088	70	270	70	54	70	0	0	0	0
	2064+31.390	20	2088	70	270	70	54	70	0	0	0	0
	2068+30.640	21	2088	70	270	70	54	70	0	0	0	0
	a 2071+99.99	22	2088	70	270	70	54	70	0	0	0	0
	a 2075+99.99	23										
SR303 NB_1-2	point1209	1209	2088	70	270	70	54	70	0	0	0	0
	2024+24.933	76	2088	70	270	70	54	70	0	0	0	0
	2028+25.726	77	2088	70	270	70	54	70	0	0	0	0
	2032+25.726	78	2088	70	270	70	54	70	0	0	0	0

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	2036+25.726	79	2088	70	270	70	54	70	0	0	0	0
	2040+26.084	80	2088	70	270	70	54	70	0	0	0	0
	2044+26.580	81	2088	70	270	70	54	70	0	0	0	0
	2048+27.076	82	2088	70	270	70	54	70	0	0	0	0
	2052+27.572	83	2088	70	270	70	54	70	0	0	0	0
	2056+28.068	84	2088	70	270	70	54	70	0	0	0	0
	2060+28.564	85	2088	70	270	70	54	70	0	0	0	0
	2064+29.060	86	2088	70	270	70	54	70	0	0	0	0
	2068+29.556	87	2088	70	270	70	54	70	0	0	0	0
	a 2071+99.99%	88	2088	70	270	70	54	70	0	0	0	0
	a 2075+99.99%	89										
SR303 NB_2-2-2	point1210	1210	2024	70	256	70	56	70	0	0	0	0
	a 2091+99.99%	27	2024	70	256	70	56	70	0	0	0	0
	a 2095+99.99%	28	2024	70	256	70	56	70	0	0	0	0
	a 2099+99.99%	29	2024	70	256	70	56	70	0	0	0	0
	a 2103+99.99%	30	2024	70	256	70	56	70	0	0	0	0
	a 2107+99.99%	31	2024	70	256	70	56	70	0	0	0	0
	a 2111+99.99%	32	2024	70	256	70	56	70	0	0	0	0
	a 2115+99.99%	33	2024	70	256	70	56	70	0	0	0	0
	a 2119+99.99%	34	2024	70	256	70	56	70	0	0	0	0
	a 2123+99.99%	35	2024	70	256	70	56	70	0	0	0	0
	a 2127+99.99%	36	2024	70	256	70	56	70	0	0	0	0
	a 2131+99.99%	37	2024	70	256	70	56	70	0	0	0	0
	a 2135+99.99%	38	2024	70	256	70	56	70	0	0	0	0
	a 2140+00.27%	39										
SR303 NB_1-2-2	point1211	1211	2024	70	256	70	56	70	0	0	0	0
	a 2091+99.99%	93	2024	70	256	70	56	70	0	0	0	0
	a 2095+99.99%	94	2024	70	256	70	56	70	0	0	0	0
	a 2099+99.99%	95	2024	70	256	70	56	70	0	0	0	0
	a 2103+99.99%	96	2024	70	256	70	56	70	0	0	0	0
	a 2107+99.99%	97	2024	70	256	70	56	70	0	0	0	0
	a 2111+99.99%	98	2024	70	256	70	56	70	0	0	0	0
	a 2115+99.99%	99	2024	70	256	70	56	70	0	0	0	0
	a 2119+99.99%	100	2024	70	256	70	56	70	0	0	0	0
	a 2123+99.99%	101	2024	70	256	70	56	70	0	0	0	0
	a 2127+99.99%	102	2024	70	256	70	56	70	0	0	0	0

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	a 2131+99.99%	103	2024	70	256	70	56	70	0	0	0	0
	a 2135+99.99%	104	2024	70	256	70	56	70	0	0	0	0
	a 2139+99.82%	105										
43rdAve NB	point1253	1253	1020	50	49	50	16	50	0	0	0	0
	point1251	1251										
43rdAve SB	point1254	1254	1100	50	46	50	27	50	0	0	0	0
	point1255	1255										
51stAve_NB-2	point1257	1257	1402	50	73	50	26	50	0	0	0	0
	point1165	1165	1402	50	73	50	26	50	0	0	0	0
	point1166	1166	1402	50	73	50	26	50	0	0	0	0
	point1167	1167	1402	50	73	50	26	50	0	0	0	0
	point1168	1168	1402	50	73	50	26	50	0	0	0	0
	point1169	1169	1402	50	73	50	26	50	0	0	0	0
	point1170	1170	1402	50	73	50	26	50	0	0	0	0
	point1171	1171	1402	50	73	50	26	50	0	0	0	0
	point1172	1172	1402	50	73	50	26	50	0	0	0	0
	point1173	1173	1402	50	73	50	26	50	0	0	0	0
	point1174	1174										
SR303 NB_2-2-2	point1258	1258	2494	70	310	70	63	70	0	0	0	0
	a 2079+99.99%	24	2494	70	310	70	63	70	0	0	0	0
	a 2083+99.99%	25	2494	70	310	70	63	70	0	0	0	0
	a 2087+99.99%	26										
SR303 NB_1-2-2	point1259	1259	2494	70	310	70	63	70	0	0	0	0
	a 2079+99.99%	90	2494	70	310	70	63	70	0	0	0	0
	a 2083+99.99%	91	2494	70	310	70	63	70	0	0	0	0
	a 2087+99.99%	92										
51stAve_SB_offramp-2	point1261	1261	751	50	86	50	19	50	0	0	0	0
	4+00.000	328	751	50	86	50	19	50	0	0	0	0
	6+00.000	329	751	50	86	50	19	50	0	0	0	0
	8+00.000	330	751	50	86	50	19	50	0	0	0	0
	10+00.000	331	751	50	86	50	19	50	0	0	0	0
	12+00.000	332	751	50	86	50	19	50	0	0	0	0
	14+00.000	333	751	50	86	50	19	50	0	0	0	0
	16+00.000	334	751	50	86	50	19	50	0	0	0	0
	18+00.000	335	751	50	86	50	19	50	0	0	0	0
	20+00.000	336	751	50	86	50	19	50	0	0	0	0

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	22+00.000	337	751	50	86	50	19	50	0	0	0	0
	24+00.000	338	751	50	86	50	19	50	0	0	0	0
	26+00.000	339	751	50	86	50	19	50	0	0	0	0
	28+00.000	340	751	50	86	50	19	50	0	0	0	0
	30+00.000	341	751	50	86	50	19	50	0	0	0	0
	32+00.000	342	751	50	86	50	19	50	0	0	0	0
	34+00.000	343										
SR303 SB_1-2	point1262	1262	2157	70	281	70	44	70	0	0	0	0
	a 2071+99.76	186	2157	70	281	70	44	70	0	0	0	0
	2067+71.279	187	2157	70	281	70	44	70	0	0	0	0
	2063+71.196	188	2157	70	281	70	44	70	0	0	0	0
	2059+71.113	189	2157	70	281	70	44	70	0	0	0	0
	2055+71.031	190	2157	70	281	70	44	70	0	0	0	0
	2051+70.948	191	2157	70	281	70	44	70	0	0	0	0
	2047+70.865	192	2157	70	281	70	44	70	0	0	0	0
	2043+70.782	193	2157	70	281	70	44	70	0	0	0	0
	2039+70.700	194	2157	70	281	70	44	70	0	0	0	0
	2035+70.662	195	2157	70	281	70	44	70	0	0	0	0
	2031+70.662	196	2157	70	281	70	44	70	0	0	0	0
	2027+70.662	197	2157	70	281	70	44	70	0	0	0	0
	2023+70.110	198	2157	70	281	70	44	70	0	0	0	0
	2019+70.110	199										
SR303 SB_2-2-2	point1263	1263	2157	70	281	70	44	70	0	0	0	0
	a 2071+99.76	263	2157	70	281	70	44	70	0	0	0	0
	2067+70.171	264	2157	70	281	70	44	70	0	0	0	0
	2063+68.816	265	2157	70	281	70	44	70	0	0	0	0
	2059+67.461	266	2157	70	281	70	44	70	0	0	0	0
	2055+66.106	267	2157	70	281	70	44	70	0	0	0	0
	2051+64.751	268	2157	70	281	70	44	70	0	0	0	0
	2047+63.396	269	2157	70	281	70	44	70	0	0	0	0
	2043+62.041	270	2157	70	281	70	44	70	0	0	0	0
	2039+60.686	271	2157	70	281	70	44	70	0	0	0	0
	2035+59.936	272	2157	70	281	70	44	70	0	0	0	0
	2031+59.936	273	2157	70	281	70	44	70	0	0	0	0
	2027+59.936	274	2157	70	281	70	44	70	0	0	0	0
	2023+59.383	275	2157	70	281	70	44	70	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

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	2019+59.383	276										
SR303 SB_1-2	point1264	1264	2533	70	324	70	54	70	0	0	0	0
	a 2083+99.76	183	2533	70	324	70	54	70	0	0	0	0
	a 2079+99.76	184	2533	70	324	70	54	70	0	0	0	0
	a 2075+99.76	185										
SR303 SB_2-2-2	point1265	1265	2533	70	324	70	54	70	0	0	0	0
	a 2083+99.76	260	2533	70	324	70	54	70	0	0	0	0
	a 2079+99.76	261	2533	70	324	70	54	70	0	0	0	0
	a 2075+99.76	262										
SR303 SB_1-2-2	point1266	1266	2487	70	300	70	51	70	0	0	0	0
	2015+70.110	200	2487	70	300	70	51	70	0	0	0	0
	2011+70.110	201	2487	70	300	70	51	70	0	0	0	0
	2007+70.110	202	2487	70	300	70	51	70	0	0	0	0
	2003+70.110	203	2487	70	300	70	51	70	0	0	0	0
	1999+70.110	204	2487	70	300	70	51	70	0	0	0	0
	1995+70.110	205	2487	70	300	70	51	70	0	0	0	0
	1991+70.110	206	2487	70	300	70	51	70	0	0	0	0
	1987+70.110	207										
SR303 SB_2-2-2-2	point1267	1267	2487	70	300	70	51	70	0	0	0	0
	2015+59.383	277	2487	70	300	70	51	70	0	0	0	0
	2011+59.383	278	2487	70	300	70	51	70	0	0	0	0
	2007+59.383	279	2487	70	300	70	51	70	0	0	0	0
	2003+59.383	280	2487	70	300	70	51	70	0	0	0	0
	1999+59.383	281	2487	70	300	70	51	70	0	0	0	0
	1995+59.383	282	2487	70	300	70	51	70	0	0	0	0
	1991+59.383	283	2487	70	300	70	51	70	0	0	0	0
	1987+59.383	284										
Sonoran Desert Dr_NB_offramp-2	point1291	1291	946	50	46	50	33	50	0	0	0	0
	18+00.000	775	946	50	46	50	33	50	0	0	0	0
	20+00.000	776	946	50	46	50	33	50	0	0	0	0
	22+00.000	777	946	50	46	50	33	50	0	0	0	0
	24+00.000	778	946	50	46	50	33	50	0	0	0	0
	26+00.000	779	946	50	46	50	33	50	0	0	0	0
	27+11.819	780										
I-17 NB FR_2-2	point1292	1292	212	50	8	50	1	50	0	0	0	0
	54+00.000	993	212	50	8	50	1	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

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	56+00.000	994	212	50	8	50	1	50	0	0	0	0
	58+00.000	995	212	50	8	50	1	50	0	0	0	0
	60+00.000	996	212	50	8	50	1	50	0	0	0	0
	62+00.000	997										
I-17 Ramp NW-2	point1293	1293	3378	50	463	50	82	50	0	0	0	0
	42+40.050	152	3378	50	463	50	82	50	0	0	0	0
	44+40.193	153	3378	50	463	50	82	50	0	0	0	0
	46+40.336	154	3378	50	463	50	82	50	0	0	0	0
	48+40.479	155	3378	50	463	50	82	50	0	0	0	0
	50+40.622	156	3378	50	463	50	82	50	0	0	0	0
	52+40.765	157	3378	50	463	50	82	50	0	0	0	0
	54+40.908	158	3378	50	463	50	82	50	0	0	0	0
	56+41.051	159	3378	50	463	50	82	50	0	0	0	0
	58+41.194	160	3378	50	463	50	82	50	0	0	0	0
	60+41.337	161	3378	50	463	50	82	50	0	0	0	0
	62+41.480	162	3378	50	463	50	82	50	0	0	0	0
	66+41.483	163	3378	50	463	50	82	50	0	0	0	0
	70+41.483	164	3378	50	463	50	82	50	0	0	0	0
	74+41.483	165	3378	50	463	50	82	50	0	0	0	0
	78+41.483	166	3378	50	463	50	82	50	0	0	0	0
	82+41.483	167										
I-17 Ramp SW-2	point1294	1294	855	50	80	50	13	50	0	0	0	0
	52+62.167	230	855	50	80	50	13	50	0	0	0	0
	54+61.494	231	855	50	80	50	13	50	0	0	0	0
	56+60.820	232	855	50	80	50	13	50	0	0	0	0
	58+60.147	233	855	50	80	50	13	50	0	0	0	0
	60+59.473	234	855	50	80	50	13	50	0	0	0	0
	62+58.800	235	855	50	80	50	13	50	0	0	0	0
	64+58.126	236	855	50	80	50	13	50	0	0	0	0
	66+57.453	237	855	50	80	50	13	50	0	0	0	0
	68+56.779	238	855	50	80	50	13	50	0	0	0	0
	70+56.106	239	855	50	80	50	13	50	0	0	0	0
	72+55.432	240	855	50	80	50	13	50	0	0	0	0
	74+54.759	241	855	50	80	50	13	50	0	0	0	0
	78+54.408	242	855	50	80	50	13	50	0	0	0	0
	82+54.408	243	855	50	80	50	13	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

F0562-01D

	86+54.355	244										
I-17 SB FR_3-2	point1295	1295	946	50	46	50	33	50	0	0	0	0
	point1222	1222	946	50	46	50	33	50	0	0	0	0
	point1221	1221	946	50	46	50	33	50	0	0	0	0
	point1220	1220	946	50	46	50	33	50	0	0	0	0
	point1219	1219	946	50	46	50	33	50	0	0	0	0
	point1218	1218	946	50	46	50	33	50	0	0	0	0
	point1217	1217	946	50	46	50	33	50	0	0	0	0
	point1216	1216	946	50	46	50	33	50	0	0	0	0
	point1215	1215	946	50	46	50	33	50	0	0	0	0
	point1214	1214	946	50	46	50	33	50	0	0	0	0
	point1213	1213										

INPUT: RECEIVERS

F0562-01D

							26 March 2024				
							TNM 2.5				
INPUT: RECEIVERS											
PROJECT/CONTRACT:		F0562-01D									
RUN:		SR303, 51st Avenue to I-17, Section 1									
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact LAeq1h	Criteria Sub'l	NR Goal	
			ft	ft	ft	ft	dBA	dBA	dB	dB	
W8	28	1	634,212.5	1,008,458.3	1,594.37	5.00	0.00	66	15.0	7.0	
W9	29	1	633,224.9	1,008,301.6	1,593.87	5.00	0.00	66	15.0	7.0	
W10	30	1	632,227.9	1,008,224.4	1,589.43	5.00	0.00	66	15.0	7.0	
W11	31	1	631,227.9	1,008,222.0	1,589.36	5.00	0.00	66	15.0	7.0	
W12	32	1	630,227.9	1,008,219.5	1,586.51	5.00	0.00	66	15.0	7.0	
W13	33	1	629,227.9	1,008,220.4	1,580.98	5.00	0.00	66	15.0	7.0	
W14	34	1	628,228.4	1,008,188.1	1,570.84	5.00	0.00	66	15.0	7.0	
W15	35	1	627,229.8	1,008,241.3	1,564.22	5.00	0.00	66	15.0	7.0	
W16	36	1	626,232.9	1,008,162.0	1,565.44	5.00	0.00	66	15.0	7.0	
W17	37	1	625,237.1	1,008,252.7	1,556.55	5.00	0.00	66	15.0	7.0	
W18	38	1	624,237.6	1,008,284.2	1,562.39	5.00	0.00	66	15.0	7.0	
W19	40	1	623,371.3	1,008,783.8	1,558.70	5.00	0.00	66	15.0	7.0	
W20	41	1	622,737.3	1,008,673.8	1,561.50	5.00	0.00	66	15.0	7.0	
W21	42	1	622,553.7	1,007,469.8	1,563.74	5.00	0.00	66	15.0	7.0	
W22	43	1	623,369.0	1,006,890.8	1,552.37	5.00	0.00	66	15.0	7.0	
W23	44	1	624,362.9	1,007,001.2	1,552.37	5.00	0.00	66	15.0	7.0	
W24	45	1	625,362.0	1,007,042.7	1,554.19	5.00	0.00	66	15.0	7.0	
W25	46	1	626,356.6	1,007,146.9	1,559.50	5.00	0.00	66	15.0	7.0	
W26	47	1	627,355.1	1,007,093.7	1,563.75	5.00	0.00	66	15.0	7.0	
W27	48	1	628,278.1	1,006,708.9	1,572.19	5.00	0.00	66	15.0	7.0	
W28	49	1	629,212.4	1,007,065.3	1,575.25	5.00	0.00	66	15.0	7.0	
W29	50	1	630,212.4	1,007,076.9	1,578.38	5.00	0.00	66	15.0	7.0	

INPUT: RECEIVERS**F0562-01D**

W30	51	1	631,212.4	1,007,079.6	1,580.32	5.00	0.00	66	15.0	7.0	
W31	52	1	632,208.1	1,006,987.4	1,581.52	5.00	0.00	66	15.0	7.0	
W32	53	1	633,208.1	1,006,991.9	1,581.33	5.00	0.00	66	15.0	7.0	
W33	54	1	634,207.8	1,006,966.2	1,578.29	5.00	0.00	66	15.0	7.0	
MON1	94	1	631,263.4	1,008,266.8	1,589.00	5.00	0.00	66	15.0	7.0	Y
MON2	96	1	631,274.1	1,008,763.4	1,589.00	5.00	0.00	66	15.0	7.0	Y

INPUT: ROADWAYS

F0562-01D

AZTEC				26 March 2024							
AZTEC				TNM 2.5							
INPUT: ROADWAYS							Average pavement type shall be used unless				
PROJECT/CONTRACT: F0562-01D							a State highway agency substantiates the use				
RUN: SR303, 51st Avenue to I-17, Section 2							of a different type with the approval of FHWA				
Roadway	Width	Points	No.	Coordinates (pavement)			Flow Control			Segment	
Name		Name		X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
I-17 Ramp NW	24.0	0+00.000	138	636,568.4	1,001,704.5	1,545.80				Average	
		4+00.000	139	636,499.8	1,002,098.5	1,546.30				Average	
		8+00.000	140	636,431.1	1,002,492.6	1,549.30				Average	
		12+00.000	141	636,362.5	1,002,886.7	1,552.50				Average	
		16+00.000	142	636,295.7	1,003,281.1	1,555.70				Average	
		12+39.888	143	636,243.8	1,003,677.7	1,557.90				Average	
		16+39.642	144	636,202.7	1,004,075.6	1,561.40				Average	
		20+39.642	145	636,161.8	1,004,473.5	1,565.20				Average	
		24+39.651	146	636,122.5	1,004,871.5	1,573.70				Average	
		28+39.698	147	636,100.7	1,005,270.9	1,586.30				Average	
		32+39.745	148	636,100.4	1,005,670.9	1,599.20				Average	Y
		36+39.745	149	636,109.4	1,006,070.8	1,612.00				Average	Y
		38+39.764	150	636,112.3	1,006,270.8	1,618.40				Average	
		40+39.907	151	636,094.6	1,006,470.0	1,624.80				Average	
		42+40.050	152	636,050.9	1,006,665.2	1,631.30				Average	
		44+40.193	153	635,982.2	1,006,853.0	1,637.10				Average	
		46+40.336	154	635,889.5	1,007,030.2	1,641.80				Average	Y
		48+40.479	155	635,774.4	1,007,193.8	1,645.20				Average	Y
		50+40.622	156	635,639.0	1,007,341.0	1,647.30				Average	Y
		52+40.765	157	635,485.5	1,007,469.2	1,648.20				Average	Y
		54+40.908	158	635,316.6	1,007,576.3	1,647.90				Average	Y
		56+41.051	159	635,135.1	1,007,660.4	1,646.30				Average	Y
		58+41.194	160	634,944.2	1,007,720.1	1,643.50				Average	Y
		60+41.337	161	634,747.2	1,007,754.3	1,639.50				Average	Y
		62+41.480	162	634,547.4	1,007,762.5	1,634.80				Average	Y

INPUT: ROADWAYS

F0562-01D

		66+41.483	163	634,147.8	1,007,744.4	1,625.30					
I-17 SB_4	24.0	0+00.000	208	633,907.0	1,016,286.9	1,663.70				Average	
		4+00.000	209	633,975.7	1,015,892.8	1,661.60				Average	
		8+00.000	210	634,044.4	1,015,498.8	1,658.30				Average	
		12+00.000	211	634,113.0	1,015,104.7	1,654.00				Average	
		16+00.000	212	634,181.7	1,014,710.7	1,649.80				Average	
		20+00.000	213	634,250.4	1,014,316.6	1,646.60				Average	
		24+00.000	214	634,319.1	1,013,922.5	1,644.50				Average	
		26+44.693	215	634,361.1	1,013,681.5	1,642.60				Average	
		10+62.912	216	634,389.2	1,013,483.5	1,639.10				Average	
		14+62.252	217	634,441.8	1,013,086.9	1,636.90					
Sonoran Desert Dr_WB	24.0	0+00.000	443	637,367.4	1,007,660.0	1,597.00				Average	
		2+00.000	444	637,167.4	1,007,659.2	1,597.00				Average	
		4+00.000	445	636,967.4	1,007,658.4	1,597.00				Average	
		6+00.000	446	636,767.4	1,007,657.5	1,597.10				Average	
		8+00.000	447	636,567.4	1,007,656.7	1,591.60				Average	
		10+00.000	448	636,367.5	1,007,661.6	1,587.70				Average	
		12+00.000	449	636,167.8	1,007,672.2	1,586.90				Average	
		14+00.000	450	635,967.8	1,007,672.0	1,588.30				Average	
		16+00.000	451	635,767.8	1,007,671.5	1,589.80				Average	
		18+00.000	452	635,567.8	1,007,670.0	1,591.20				Average	
		20+00.000	453	635,367.8	1,007,669.4	1,592.80				Average	
		22+00.000	454	635,167.8	1,007,668.9	1,594.20				Average	
		24+00.000	455	634,967.8	1,007,667.8	1,595.70				Average	
		26+00.000	456	634,768.0	1,007,676.4	1,597.00				Average	Y
		28+00.000	457	634,570.4	1,007,707.2	1,595.80				Average	Y
		30+00.000	458	634,376.8	1,007,757.7	1,594.50				Average	
		32+00.000	459	634,185.4	1,007,815.8	1,591.10					
I-17 NB_3	30.0	1023+34.6	487	637,101.5	998,573.5	1,519.60				Average	
		1027+34.6	488	637,032.9	998,967.5	1,522.00				Average	
		1031+34.6	489	636,964.3	999,361.6	1,524.00				Average	
		1035+34.6	490	636,895.6	999,755.7	1,526.60				Average	
		1039+34.6	491	636,827.0	1,000,149.7	1,529.50					
I-17 NB_2	30.0	1023+34.6	533	637,083.8	998,570.4	1,519.60				Average	
		1027+34.6	534	637,015.2	998,964.4	1,522.00				Average	
		1031+34.6	535	636,946.5	999,358.5	1,524.00				Average	
		1035+34.6	536	636,877.9	999,752.6	1,526.60				Average	
		1039+34.6	537	636,809.3	1,000,146.6	1,529.50					
I-17 NB_1	12.0	1023+34.6	579	637,070.0	998,568.0	1,519.60				Average	

INPUT: ROADWAYS

F0562-01D

		1027+34.6	580	637,001.4	998,962.0	1,522.00				Average
		1031+34.6	581	636,932.7	999,356.1	1,524.00				Average
		1035+34.6	582	636,864.1	999,750.2	1,526.60				Average
		1039+34.6	583	636,795.5	1,000,144.2	1,529.50				
I-17 SB_1	12.0	1203+33.5	625	633,950.4	1,016,294.4	1,663.60				Average
		1199+33.5	626	634,019.0	1,015,900.4	1,661.70				Average
		1195+33.5	627	634,087.7	1,015,506.3	1,659.20				Average
		1191+33.5	628	634,156.4	1,015,112.3	1,656.20				Average
		1187+33.5	629	634,225.1	1,014,718.2	1,652.90				Average
		1183+33.5	630	634,293.7	1,014,324.1	1,649.90				Average
		1179+33.5	631	634,362.4	1,013,930.1	1,646.70				Average
		1175+33.5	632	634,431.1	1,013,536.0	1,643.50				Average
		1171+33.5	633	634,499.8	1,013,142.0	1,640.10				
I-17 SB_2	30.0	1203+33.5	672	633,936.6	1,016,292.0	1,663.60				Average
		1199+33.5	673	634,005.3	1,015,898.0	1,661.70				Average
		1195+33.5	674	634,073.9	1,015,503.9	1,659.20				Average
		1191+33.5	675	634,142.6	1,015,109.9	1,656.20				Average
		1187+33.5	676	634,211.3	1,014,715.8	1,652.90				Average
		1183+33.5	677	634,280.0	1,014,321.7	1,649.90				Average
		1179+33.5	678	634,348.6	1,013,927.7	1,646.70				Average
		1175+33.5	679	634,417.3	1,013,533.6	1,643.50				Average
		1171+33.5	680	634,486.0	1,013,139.6	1,640.10				
I-17 SB_3	30.0	1203+33.5	719	633,918.8	1,016,289.0	1,663.60				Average
		1199+33.5	720	633,987.5	1,015,894.9	1,661.70				Average
		1195+33.5	721	634,056.2	1,015,500.8	1,659.20				Average
		1191+33.5	722	634,124.9	1,015,106.8	1,656.20				Average
		1187+33.5	723	634,193.5	1,014,712.7	1,652.90				Average
		1183+33.5	724	634,262.2	1,014,318.7	1,649.90				Average
		1179+33.5	725	634,330.9	1,013,924.6	1,646.70				Average
		1175+33.5	726	634,399.6	1,013,530.5	1,643.50				Average
		1171+33.5	727	634,468.3	1,013,136.5	1,640.10				
Sonoran Desert Dr_NB_offramp	12.0	0+00.000	766	636,049.6	1,004,857.7	1,569.30				Average
		2+00.000	767	636,017.9	1,005,055.2	1,571.00				Average
		4+00.000	768	635,987.3	1,005,252.8	1,572.60				Average
		6+00.000	769	635,961.6	1,005,451.2	1,574.10				Average
		8+00.000	770	635,941.4	1,005,650.1	1,575.50				Average
		10+00.000	771	635,923.3	1,005,849.3	1,577.10				Average
		12+00.000	772	635,907.1	1,006,048.7	1,579.20				Average
		14+00.000	773	635,892.7	1,006,248.1	1,581.10				Average

INPUT: ROADWAYS

F0562-01D

		16+00.000	774	635,875.4	1,006,447.4	1,582.60				Average	
		18+00.000	775	635,855.9	1,006,646.4	1,583.70				Average	
		20+00.000	776	635,836.3	1,006,845.5	1,584.90				Average	
		22+00.000	777	635,810.8	1,007,043.8	1,586.30				Average	
		24+00.000	778	635,783.4	1,007,242.0	1,587.60				Average	
		26+00.000	779	635,756.0	1,007,440.1	1,589.10				Average	
		27+11.819	780	635,740.7	1,007,579.9	1,589.80					
Sonoran Desert Dr_SB_onramp	24.0	0+00.000	781	635,255.2	1,007,576.7	1,593.00	Onramp	15.00	100	Average	
		2+00.000	782	635,292.3	1,007,350.1	1,591.60				Average	
		4+00.000	783	635,331.0	1,007,153.8	1,593.70				Average	
		6+00.000	784	635,379.1	1,006,959.7	1,596.40				Average	
		8+00.000	785	635,433.1	1,006,767.2	1,595.20				Average	
		10+00.000	786	635,486.5	1,006,574.4	1,591.10				Average	
		12+00.000	787	635,540.0	1,006,381.7	1,587.40				Average	
		14+00.000	788	635,593.4	1,006,188.9	1,583.50				Average	
		16+00.000	789	635,642.6	1,005,995.1	1,580.40				Average	
		18+00.000	790	635,687.1	1,005,800.1	1,577.80				Average	
		20+00.000	791	635,729.7	1,005,604.7	1,576.00				Average	
		22+00.000	792	635,764.1	1,005,407.7	1,574.30				Average	
		24+00.000	793	635,802.6	1,005,219.1	1,572.60					
I-17 NB FR_3	24.0	0+00.000	795	635,725.0	1,007,686.4	1,589.70				Average	
		2+00.000	796	635,697.9	1,007,907.2	1,589.90				Average	
		4+00.000	797	635,670.8	1,008,105.3	1,592.60				Average	
		6+00.000	798	635,646.1	1,008,303.8	1,595.50				Average	
		8+00.000	799	635,627.9	1,008,503.0	1,598.30				Average	
		10+00.000	800	635,616.0	1,008,702.6	1,600.50				Average	
		12+00.000	801	635,607.8	1,008,902.4	1,602.40				Average	
		14+00.000	802	635,594.8	1,009,102.0	1,603.90				Average	
		16+00.000	803	635,571.8	1,009,300.7	1,605.30				Average	
		18+00.000	804	635,539.1	1,009,498.0	1,606.90				Average	
		20+00.000	805	635,497.5	1,009,693.6	1,608.40					
Dove Valley Rd_SB_Onramp	24.0	0+00.000	866	634,301.8	1,012,867.0	1,660.10	Onramp	15.00	100	Average	
		2+00.000	867	634,349.3	1,012,620.8	1,657.90				Average	
		4+00.000	868	634,395.8	1,012,426.3	1,653.80				Average	
		6+00.000	869	634,442.4	1,012,231.8	1,647.80				Average	
		8+00.000	870	634,503.6	1,012,041.4	1,641.60				Average	Y
		10+00.000	871	634,568.0	1,011,852.1	1,635.40				Average	Y
		12+00.000	872	634,630.3	1,011,662.0	1,629.30				Average	
		14+00.000	873	634,686.5	1,011,470.1	1,624.70				Average	

INPUT: ROADWAYS

F0562-01D

		16+00.000	874	634,739.4	1,011,277.2	1,622.20				Average
		18+00.000	875	634,788.9	1,011,083.4	1,620.70				Average
		20+00.000	876	634,835.9	1,010,889.0	1,619.10				Average
		22+00.000	877	634,881.5	1,010,694.3	1,617.50				Average
		24+00.000	878	634,915.9	1,010,497.3	1,615.70				Average
		26+00.000	879	634,950.2	1,010,300.2	1,613.90				Average
		28+00.000	880	634,984.7	1,010,103.2	1,612.10				Average
		30+00.000	881	635,012.7	1,009,905.2	1,610.40				Average
		32+00.000	882	635,042.2	1,009,707.4	1,609.40				Average
		point1182	1182	635,054.5	1,009,608.1	1,609.15				
Dove Valley Rd_SB_Offramp	12.0	0+00.000	893	634,055.2	1,015,393.1	1,658.10				Average
		2+00.000	894	634,080.0	1,015,194.6	1,656.30				Average
		4+00.000	895	634,097.0	1,014,995.3	1,654.50				Average
		6+00.000	896	634,114.1	1,014,796.1	1,652.50				Average
		8+00.000	897	634,128.9	1,014,596.6	1,650.60				Average
		10+00.000	898	634,140.8	1,014,397.0	1,648.30				Average
		12+00.000	899	634,148.1	1,014,197.1	1,646.20				Average
		14+00.000	900	634,158.9	1,013,997.4	1,645.30				Average
		16+00.000	901	634,176.4	1,013,798.2	1,645.70				Average
		18+00.000	902	634,199.4	1,013,599.5	1,647.80				Average
		20+00.000	903	634,223.4	1,013,400.9	1,652.40				Average
		22+00.000	904	634,249.9	1,013,202.7	1,656.70				Average
		24+00.000	905	634,285.0	1,012,965.2	1,659.40				
Dove Valley Rd_NB_Onramp	12.0	0+00.000	906	634,788.2	1,012,962.6	1,661.00	Onramp	15.00	100	Average
		2+00.000	907	634,742.2	1,013,200.8	1,658.20				Average
		4+00.000	908	634,692.5	1,013,394.6	1,653.60				Average
		6+00.000	909	634,639.4	1,013,587.4	1,648.50				Average
		8+00.000	910	634,586.3	1,013,780.2	1,645.40				Average
		10+00.000	911	634,533.2	1,013,973.0	1,645.10				Average
		12+00.000	912	634,482.7	1,014,166.5	1,646.70				Average
		14+00.000	913	634,429.3	1,014,359.3	1,648.60				Average
		16+00.000	914	634,380.5	1,014,553.2	1,650.40				Average
		18+00.000	915	634,331.7	1,014,747.2	1,652.40				Average
		20+00.000	916	634,282.9	1,014,941.1	1,654.20				Average
		22+00.000	917	634,243.9	1,015,137.3	1,655.90				
I-17 NB FR_6	24.0	0+00.000	918	634,799.2	1,012,963.4	1,660.50				Average
		2+00.000	919	634,755.6	1,013,207.2	1,657.90				Average
		4+00.000	920	634,719.8	1,013,404.0	1,653.00				Average
		6+00.000	921	634,679.0	1,013,599.7	1,647.80				Average

INPUT: ROADWAYS

F0562-01D

		8+00.000	922	634,633.8	1,013,794.6	1,644.60				Average	
		10+00.000	923	634,584.1	1,013,988.3	1,644.00				Average	
		12+00.000	924	634,529.2	1,014,180.6	1,645.20				Average	
		14+00.000	925	634,479.0	1,014,374.2	1,646.40				Average	
		16+00.000	926	634,437.2	1,014,569.8	1,647.50				Average	
		18+00.000	927	634,400.7	1,014,766.5	1,648.80				Average	
		20+00.000	928	634,366.9	1,014,963.6	1,649.90				Average	
		22+00.000	929	634,333.0	1,015,160.7	1,651.50				Average	
		24+00.000	930	634,299.1	1,015,357.8	1,653.90				Average	
		26+00.000	931	634,265.3	1,015,554.9	1,656.70				Average	
		28+00.000	932	634,229.0	1,015,751.6	1,659.00				Average	
		30+00.000	933	634,194.9	1,015,948.7	1,660.30				Average	
		32+00.000	934	634,162.3	1,016,146.0	1,661.20				Average	
		33+80.027	935	634,134.2	1,016,323.8	1,662.00					
I-17 NB FR_2	24.0	10+00.000	971	636,633.0	1,002,308.2	1,571.00				Average	
		12+00.000	972	636,591.5	1,002,531.3	1,571.00				Average	
		14+00.000	973	636,556.0	1,002,728.1	1,566.50				Average	
		16+00.000	974	636,520.4	1,002,924.9	1,559.60				Average	
		18+00.000	975	636,484.8	1,003,121.7	1,555.20				Average	
		20+00.000	976	636,449.3	1,003,318.5	1,554.20				Average	
		22+00.000	977	636,415.5	1,003,515.7	1,555.80				Average	
		24+00.000	978	636,388.4	1,003,713.8	1,557.40				Average	
		26+00.000	979	636,368.2	1,003,912.8	1,559.10				Average	
		28+00.000	980	636,354.1	1,004,112.3	1,560.70				Average	
		30+00.000	981	636,340.9	1,004,311.8	1,562.40				Average	
		32+00.000	982	636,327.6	1,004,511.4	1,564.00				Average	
		34+00.000	983	636,314.4	1,004,711.0	1,565.70				Average	
		36+00.000	984	636,301.2	1,004,910.5	1,567.30				Average	
		38+00.000	985	636,284.8	1,005,109.8	1,569.00				Average	
		40+00.000	986	636,249.8	1,005,306.6	1,570.60				Average	
		42+00.000	987	636,194.4	1,005,498.7	1,572.30				Average	
		44+00.000	988	636,126.5	1,005,686.8	1,573.90				Average	
		46+00.000	989	636,063.2	1,005,876.5	1,575.60				Average	
		48+00.000	990	636,006.6	1,006,068.4	1,577.20				Average	
		50+00.000	991	635,956.7	1,006,262.0	1,578.90				Average	
		52+00.000	992	635,913.5	1,006,457.3	1,580.50				Average	
		54+00.000	993	635,876.0	1,006,653.7	1,582.20				Average	
		56+00.000	994	635,843.6	1,006,851.1	1,583.80				Average	
		58+00.000	995	635,815.8	1,007,049.1	1,585.50				Average	

INPUT: ROADWAYS

F0562-01D

		60+00.000	996	635,788.7	1,007,247.3	1,587.10				Average	
		62+00.000	997	635,761.5	1,007,445.4	1,588.80					
I-17 SB FR_2	24.0	62+00.000	1024	635,266.8	1,007,438.2	1,591.80				Average	
		60+00.000	1023	635,297.3	1,007,240.5	1,592.50				Average	
		58+00.000	1022	635,327.8	1,007,042.9	1,595.90				Average	
		56+00.000	1021	635,358.2	1,006,845.2	1,599.40				Average	
		54+00.000	1020	635,383.2	1,006,646.8	1,602.40				Average	Y
		52+00.000	1019	635,399.6	1,006,447.5	1,601.90				Average	Y
		50+00.000	1018	635,408.1	1,006,247.7	1,597.40				Average	
		48+00.000	1017	635,419.3	1,006,048.0	1,590.90				Average	
		46+00.000	1016	635,447.1	1,005,850.0	1,584.50				Average	
		44+00.000	1015	635,492.1	1,005,655.2	1,579.10				Average	
		42+00.000	1014	635,548.6	1,005,463.3	1,576.00				Average	
		40+00.000	1013	635,605.4	1,005,271.6	1,574.10				Average	
		38+00.000	1012	635,662.2	1,005,079.8	1,572.10				Average	
		36+00.000	1011	635,719.0	1,004,888.1	1,570.10				Average	
		34+00.000	1010	635,775.3	1,004,696.2	1,568.20				Average	
		32+00.000	1009	635,827.4	1,004,503.1	1,566.20				Average	
		30+00.000	1008	635,874.4	1,004,308.7	1,564.20				Average	
		28+00.000	1007	635,916.3	1,004,113.1	1,562.30				Average	
		26+00.000	1006	635,953.0	1,003,916.5	1,560.30				Average	
		24+00.000	1005	635,984.6	1,003,719.0	1,558.30				Average	
		22+00.000	1004	636,011.1	1,003,520.8	1,556.70				Average	
		20+00.000	1003	636,033.1	1,003,322.0	1,557.60				Average	
		18+00.000	1002	636,054.7	1,003,123.2	1,561.00				Average	
		16+00.000	1001	636,077.8	1,002,924.5	1,564.70				Average	
		14+00.000	1000	636,106.0	1,002,726.5	1,568.30				Average	
		12+00.000	999	636,139.3	1,002,529.3	1,570.90				Average	
		10+00.000	998	636,174.9	1,002,305.2	1,572.30					
I-17 SB FR_1	24.0	0	1025	636,176.7	1,002,293.2	1,571.20	Onramp	15.00	100	Average	
		1+00.000	1026	636,189.7	1,002,194.0	1,569.70				Average	
		2+00.000	1027	636,207.4	1,002,095.6	1,567.60				Average	
		3+00.000	1028	636,228.0	1,001,997.7	1,564.30				Average	
		4+00.000	1029	636,249.8	1,001,900.1	1,560.40				Average	
		5+00.000	1030	636,272.7	1,001,802.8	1,556.60					
Dixileta Dr_SB_onramp	24.0	0+00.000	1064	636,275.5	1,001,814.4	1,557.00				Average	
		1+00.000	1065	636,304.1	1,001,718.6	1,553.10				Average	
		2+00.000	1066	636,332.6	1,001,622.7	1,549.30				Average	
		3+00.000	1067	636,361.1	1,001,526.9	1,545.40				Average	

INPUT: ROADWAYS

F0562-01D

		4+00.000	1068	636,390.9	1,001,431.4	1,542.50				Average	
		5+00.000	1069	636,420.7	1,001,336.0	1,540.40				Average	
		6+00.000	1070	636,452.5	1,001,241.2	1,538.90				Average	
		7+00.000	1071	636,482.1	1,001,145.6	1,537.70				Average	
		8+00.000	1072	636,511.7	1,001,050.1	1,537.00				Average	
		9+00.000	1073	636,539.2	1,000,954.0	1,536.30				Average	
		10+00.000	1074	636,566.8	1,000,857.9	1,535.70				Average	
		11+00.000	1075	636,591.9	1,000,761.1	1,535.00				Average	
		12+00.000	1076	636,617.0	1,000,664.3	1,534.20				Average	
		13+00.000	1077	636,642.1	1,000,567.5	1,533.50				Average	
		14+00.000	1078	636,667.2	1,000,470.7	1,532.70					
Dixileta Dr_NB_offramp	12.0	0+00.000	1079	636,843.3	1,000,090.1	1,528.90				Average	
		1+00.000	1080	636,828.3	1,000,189.0	1,529.70				Average	
		2+00.000	1081	636,816.9	1,000,288.3	1,530.60				Average	
		3+00.000	1082	636,803.0	1,000,387.4	1,531.40				Average	
		4+00.000	1083	636,789.0	1,000,486.4	1,532.30				Average	
		5+00.000	1084	636,777.0	1,000,585.7	1,533.20				Average	
		6+00.000	1085	636,767.1	1,000,685.2	1,534.00				Average	
		7+00.000	1086	636,757.2	1,000,784.7	1,534.80				Average	
		8+00.000	1087	636,748.8	1,000,884.3	1,535.70				Average	
		9+00.000	1088	636,741.8	1,000,984.1	1,536.80				Average	
		10+00.000	1089	636,735.4	1,001,083.9	1,538.50				Average	
		11+00.000	1090	636,730.5	1,001,183.8	1,540.60				Average	
		12+00.000	1091	636,726.8	1,001,283.7	1,543.20				Average	
		13+00.000	1092	636,722.3	1,001,383.6	1,546.10				Average	
		14+00.000	1093	636,717.8	1,001,483.5	1,549.00				Average	
		15+00.000	1094	636,713.3	1,001,583.4	1,551.80				Average	
		16+00.000	1095	636,707.6	1,001,683.2	1,554.60				Average	
		17+00.000	1096	636,702.0	1,001,783.1	1,557.40				Average	
		18+00.000	1097	636,700.2	1,001,883.1	1,560.10				Average	
		19+00.000	1098	636,692.3	1,001,982.7	1,563.00				Average	
		20+00.000	1099	636,679.1	1,002,081.9	1,565.80				Average	
		21+00.000	1100	636,662.7	1,002,180.5	1,568.20				Average	
		22+00.000	1101	636,634.9	1,002,295.9	1,570.50					
I-17 NB FR_1	24.0	0+00.000	1102	637,154.2	998,608.7	1,518.50				Average	
		2+00.000	1103	637,119.9	998,805.7	1,520.00				Average	
		4+00.000	1104	637,085.6	999,002.8	1,521.50				Average	
		6+00.000	1105	637,051.3	999,199.8	1,523.00				Average	
		8+00.000	1106	637,018.4	999,397.1	1,524.60				Average	

INPUT: ROADWAYS

F0562-01D

		10+00.000	1107	636,985.4	999,594.3	1,525.90				Average
		12+00.000	1108	636,957.2	999,792.3	1,527.70				Average
		14+00.000	1109	636,934.9	999,991.1	1,529.40				Average
		16+00.000	1110	636,916.9	1,000,190.3	1,531.20				Average
		18+00.000	1111	636,896.1	1,000,389.2	1,532.80				Average
		20+00.000	1112	636,871.2	1,000,587.6	1,534.30				Average
		22+00.000	1113	636,840.9	1,000,785.3	1,535.00				Average
		24+00.000	1114	636,812.7	1,000,983.3	1,536.10				Average
		26+00.000	1115	636,788.8	1,001,181.9	1,539.30				Average
		28+00.000	1116	636,766.1	1,001,380.6	1,545.00				Average
		30+00.000	1117	636,742.3	1,001,579.2	1,551.00				Average
		32+00.000	1118	636,718.4	1,001,777.7	1,557.00				Average
		33+56.443	1119	636,697.3	1,001,932.7	1,561.70				
I-17 NB onramp from FR	12.0	point1135	1135	635,056.6	1,011,222.1	1,620.85	Onramp	15.00	100	Average
		52+00.000	848	635,029.5	1,011,318.4	1,621.70				Average
		54+00.000	849	634,976.1	1,011,511.2	1,623.60				Average
		56+00.000	850	634,922.8	1,011,703.9	1,625.40				Average
		58+00.000	851	634,869.5	1,011,896.7	1,627.20				Average
		60+00.000	852	634,816.1	1,012,089.4	1,629.20				Average
		62+00.000	853	634,762.8	1,012,282.2	1,631.30				Average
		64+00.000	854	634,709.4	1,012,474.9	1,633.50				Average
		66+00.000	855	634,649.1	1,012,761.0	1,636.60				
I-17 NB FR_4_2	12.0	point1137	1137	635,484.2	1,009,680.6	1,607.90				Average
		36+00.000	840	635,463.3	1,009,778.4	1,608.80				Average
		38+00.000	841	635,409.5	1,009,971.0	1,610.80				Average
		40+00.000	842	635,355.8	1,010,163.6	1,612.30				Average
		42+00.000	843	635,302.0	1,010,356.3	1,613.80				Average
		44+00.000	844	635,248.3	1,010,548.9	1,615.30				Average
		46+00.000	845	635,194.5	1,010,741.6	1,616.90				Average
		48+00.000	846	635,138.0	1,010,933.4	1,618.40				Average
		50+00.000	847	635,083.8	1,011,125.9	1,620.00				Average
		point1134	1134	635,056.6	1,011,222.1	1,620.85				
I-17 NB FR_4_1	24.0	point1138	1138	635,497.5	1,009,693.6	1,608.40				Average
		22+00.000	806	635,445.5	1,009,886.7	1,609.90				Average
		24+00.000	807	635,391.7	1,010,079.4	1,611.50				Average
		26+00.000	808	635,338.0	1,010,272.0	1,612.90				Average
		28+00.000	809	635,284.2	1,010,464.7	1,614.40				Average
		30+00.000	810	635,230.5	1,010,657.3	1,615.90				Average
		32+00.000	811	635,176.7	1,010,849.9	1,617.50				Average

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		34+00.000	812	635,120.4	1,011,041.9	1,619.00				Average	
		36+00.000	813	635,070.7	1,011,235.6	1,620.50					
I-17 NB FR_5	24.0	point1139	1139	635,070.7	1,011,235.6	1,620.50				Average	
		38+00.000	814	635,028.4	1,011,431.1	1,622.10				Average	
		40+00.000	815	634,994.9	1,011,628.2	1,625.10				Average	
		42+00.000	816	634,965.0	1,011,826.0	1,630.50				Average	
		44+00.000	817	634,938.1	1,012,024.2	1,636.80				Average	
		46+00.000	818	634,906.2	1,012,221.6	1,643.20				Average	
		48+00.000	819	634,874.3	1,012,419.0	1,649.40				Average	
		50+00.000	820	634,842.3	1,012,616.5	1,655.50				Average	
		52+00.000	821	634,810.2	1,012,879.9	1,659.80					
I-17 SB_3-2	30.0	point1175	1175	635,086.3	1,009,589.9	1,609.50				Average	
		1131+33.5	737	635,155.0	1,009,195.9	1,610.60				Average	
		1127+33.5	738	635,220.7	1,008,801.3	1,613.80				Average	
		point1158	1158	635,247.0	1,008,603.1	1,614.70				Average	Y
		1123+33.8	739	635,273.3	1,008,404.8	1,615.60				Average	Y
		point1161	1161	635,299.8	1,008,206.6	1,616.50				Average	Y
		1119+34.1	740	635,326.2	1,008,008.3	1,617.40				Average	
		point1146	1146	635,359.1	1,007,811.0	1,615.25				Average	Y
		1115+33.1	741	635,392.0	1,007,613.7	1,613.10				Average	Y
		point1140	1140	635,426.4	1,007,416.7	1,610.90				Average	Y
		1111+33.1	742	635,460.7	1,007,219.7	1,608.70				Average	
		1107+34.1	743	635,529.3	1,006,825.6	1,599.80				Average	
		1103+34.1	744	635,597.9	1,006,431.5	1,589.40				Average	
		1099+34.1	745	635,666.6	1,006,037.5	1,581.60				Average	
		1095+34.1	746	635,735.2	1,005,643.4	1,576.60				Average	
		1091+34.1	747	635,803.8	1,005,249.3	1,573.20					
I-17 SB_2-2	30.0	point1176	1176	635,104.1	1,009,593.0	1,609.50				Average	
		1131+33.5	690	635,172.8	1,009,199.0	1,610.60				Average	
		1127+33.5	691	635,238.4	1,008,804.4	1,613.80				Average	
		point1157	1157	635,264.7	1,008,606.1	1,614.70				Average	Y
		1123+33.8	692	635,291.0	1,008,407.9	1,615.60				Average	Y
		point1160	1160	635,317.4	1,008,209.6	1,616.50				Average	Y
		1119+34.1	693	635,343.9	1,008,011.4	1,617.40				Average	
		point1147	1147	635,376.9	1,007,814.1	1,615.25				Average	Y
		1115+33.3	694	635,409.8	1,007,616.8	1,613.10				Average	Y
		point1141	1141	635,444.1	1,007,419.8	1,610.90				Average	Y
		1111+33.3	695	635,478.4	1,007,222.8	1,608.70				Average	
		1107+34.1	696	635,547.0	1,006,828.7	1,599.80				Average	

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		1103+34.1	697	635,615.7	1,006,434.6	1,589.40				Average	
		1099+34.1	698	635,684.3	1,006,040.6	1,581.60				Average	
		1095+34.1	699	635,752.9	1,005,646.5	1,576.60				Average	
		1091+34.1	700	635,821.6	1,005,252.4	1,573.20					
I-17 SB_1-2	12.0	point1177	1177	635,117.9	1,009,595.4	1,609.50				Average	
		1131+33.5	643	635,186.5	1,009,201.4	1,610.60				Average	
		1127+33.5	644	635,252.2	1,008,806.8	1,613.80				Average	
		point1156	1156	635,278.5	1,008,608.6	1,614.70				Average	Y
		1123+33.8	645	635,304.8	1,008,410.3	1,615.60				Average	Y
		point1159	1159	635,331.2	1,008,212.1	1,616.50				Average	Y
		1119+34.1	646	635,357.7	1,008,013.8	1,617.40				Average	
		point1148	1148	635,390.6	1,007,816.5	1,615.25				Average	Y
		1115+33.5	647	635,423.6	1,007,619.2	1,613.10				Average	Y
		point1142	1142	635,457.9	1,007,422.2	1,610.90				Average	Y
		1111+33.5	648	635,492.2	1,007,225.2	1,608.70				Average	
		1107+34.1	649	635,560.8	1,006,831.1	1,599.80				Average	
		1103+34.1	650	635,629.4	1,006,437.0	1,589.40				Average	
		1099+34.1	651	635,698.1	1,006,043.0	1,581.60				Average	
		1095+34.1	652	635,766.7	1,005,648.9	1,576.60				Average	
		1091+34.1	653	635,835.3	1,005,254.8	1,573.20					
I-17 SB_3-2-2	30.0	point1179	1179	635,803.8	1,005,249.3	1,573.20				Average	
		1087+34.1	748	635,872.5	1,004,855.3	1,569.80				Average	
		1083+34.2	749	635,947.0	1,004,462.3	1,566.40				Average	
		1079+34.5	750	636,031.8	1,004,071.4	1,562.90				Average	
		1075+34.6	751	636,108.6	1,003,678.8	1,559.40				Average	
		1071+34.6	752	636,177.4	1,003,284.8	1,556.20				Average	
		1067+34.6	753	636,246.1	1,002,890.7	1,553.00				Average	
		1063+34.6	754	636,314.7	1,002,496.6	1,549.80				Average	
		1059+34.6	755	636,383.3	1,002,102.6	1,546.70					
I-17 SB_2-2-2	30.0	point1180	1180	635,821.6	1,005,252.4	1,573.20				Average	
		1087+34.1	701	635,890.2	1,004,858.3	1,569.80				Average	
		1083+34.2	702	635,964.7	1,004,465.4	1,566.40				Average	
		1079+34.5	703	636,049.5	1,004,074.4	1,562.90				Average	
		1075+34.6	704	636,126.4	1,003,681.9	1,559.40				Average	
		1071+34.6	705	636,195.2	1,003,287.9	1,556.20				Average	
		1067+34.6	706	636,263.8	1,002,893.8	1,553.00				Average	
		1063+34.6	707	636,332.4	1,002,499.7	1,549.80				Average	
		1059+34.6	708	636,401.1	1,002,105.7	1,546.70					
I-17 SB_1-2-2	12.0	point1181	1181	635,835.3	1,005,254.8	1,573.20				Average	

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		1087+34.1	654	635,904.0	1,004,860.8	1,569.80				Average	
		1083+34.2	655	635,978.5	1,004,467.8	1,566.40				Average	
		1079+34.5	656	636,063.3	1,004,076.9	1,562.90				Average	
		1075+34.6	657	636,140.2	1,003,684.3	1,559.40				Average	
		1071+34.6	658	636,209.0	1,003,290.3	1,556.20				Average	
		1067+34.6	659	636,277.6	1,002,896.2	1,553.00				Average	
		1063+34.6	660	636,346.2	1,002,502.1	1,549.80				Average	
		1059+34.6	661	636,414.9	1,002,108.1	1,546.70					
Sonoran Desert Dr_SB_Offramp	24.0	point1183	1183	635,054.5	1,009,608.1	1,609.15				Average	
		34+00.000	883	635,066.9	1,009,508.9	1,608.90				Average	
		36+00.000	884	635,087.3	1,009,310.0	1,609.10				Average	
		38+00.000	885	635,101.9	1,009,110.5	1,609.40				Average	
		40+00.000	886	635,115.0	1,008,910.9	1,606.30				Average	
		42+00.000	887	635,125.4	1,008,711.2	1,600.50				Average	
		44+00.000	888	635,135.8	1,008,511.5	1,598.30				Average	
		46+00.000	889	635,151.0	1,008,312.1	1,598.70				Average	Y
		48+00.000	890	635,174.4	1,008,113.4	1,596.40				Average	Y
		50+00.000	891	635,204.9	1,007,915.8	1,594.20				Average	
		52+00.000	892	635,235.6	1,007,718.1	1,593.20					
I-17 SB_3-2	30.0	point1184	1184	634,468.3	1,013,136.5	1,640.10				Average	
		1167+33.5	728	634,536.9	1,012,742.4	1,636.60				Average	
		1163+33.5	729	634,605.6	1,012,348.3	1,633.00				Average	
		1159+33.5	730	634,674.3	1,011,954.3	1,629.40				Average	
		1155+33.5	731	634,743.0	1,011,560.2	1,625.80				Average	
		1151+33.5	732	634,811.6	1,011,166.2	1,622.10				Average	
		1147+33.5	733	634,880.3	1,010,772.1	1,618.40				Average	
		1143+33.5	734	634,949.0	1,010,378.0	1,614.90				Average	
		1139+33.5	735	635,017.7	1,009,984.0	1,611.30				Average	
		1135+33.5	736	635,086.3	1,009,589.9	1,609.50					
I-17 SB_2-2	30.0	point1185	1185	634,486.0	1,013,139.6	1,640.10				Average	
		1167+33.5	681	634,554.7	1,012,745.5	1,636.60				Average	
		1163+33.5	682	634,623.3	1,012,351.4	1,633.00				Average	
		1159+33.5	683	634,692.0	1,011,957.4	1,629.40				Average	
		1155+33.5	684	634,760.7	1,011,563.3	1,625.80				Average	
		1151+33.5	685	634,829.4	1,011,169.3	1,622.10				Average	
		1147+33.5	686	634,898.0	1,010,775.2	1,618.40				Average	
		1143+33.5	687	634,966.7	1,010,381.1	1,614.90				Average	
		1139+33.5	688	635,035.4	1,009,987.1	1,611.30				Average	
		1135+33.5	689	635,104.1	1,009,593.0	1,609.50					

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I-17 SB_1-2	12.0	point1186	1186	634,499.8	1,013,142.0	1,640.10				Average	
		1167+33.5	634	634,568.5	1,012,747.9	1,636.60				Average	
		1163+33.5	635	634,637.1	1,012,353.8	1,633.00				Average	
		1159+33.5	636	634,705.8	1,011,959.8	1,629.40				Average	
		1155+33.5	637	634,774.5	1,011,565.7	1,625.80				Average	
		1151+33.5	638	634,843.2	1,011,171.7	1,622.10				Average	
		1147+33.5	639	634,911.8	1,010,777.6	1,618.40				Average	
		1143+33.5	640	634,980.5	1,010,383.5	1,614.90				Average	
		1139+33.5	641	635,049.2	1,009,989.5	1,611.30				Average	
		1135+33.5	642	635,117.9	1,009,595.4	1,609.50					
I-17 Ramp SW	24.0	point1187	1187	634,441.8	1,013,086.9	1,636.90				Average	
		18+61.791	218	634,474.3	1,012,688.2	1,633.60				Average	
		22+61.771	219	634,504.9	1,012,289.4	1,622.60				Average	
		26+61.771	220	634,535.4	1,011,890.6	1,611.10				Average	
		30+61.988	221	634,568.4	1,011,491.9	1,609.00				Average	
		34+62.696	222	634,630.6	1,011,096.8	1,612.30				Average	
		38+62.708	223	634,712.1	1,010,705.2	1,615.50				Average	
		40+62.708	224	634,752.9	1,010,509.4	1,617.10				Average	
		42+62.708	225	634,793.7	1,010,313.6	1,618.80				Average	
		44+62.708	226	634,834.4	1,010,117.8	1,620.40				Average	
		46+62.708	227	634,875.2	1,009,922.0	1,622.00				Average	
		48+62.708	228	634,915.9	1,009,726.2	1,623.60				Average	
		50+62.708	229	634,956.7	1,009,530.4	1,625.20				Average	
		52+62.167	230	634,988.5	1,009,332.9	1,626.90				Average	
		54+61.494	231	634,993.1	1,009,133.0	1,628.50				Average	Y
		56+60.820	232	634,970.0	1,008,934.3	1,630.10				Average	Y
		58+60.147	233	634,919.5	1,008,740.8	1,631.70				Average	
		60+59.473	234	634,842.6	1,008,556.2	1,633.00				Average	
		62+58.800	235	634,740.9	1,008,384.0	1,633.20				Average	
		64+58.126	236	634,616.3	1,008,227.5	1,632.30				Average	
		66+57.453	237	634,471.2	1,008,089.9	1,630.30				Average	
		68+56.779	238	634,308.4	1,007,973.7	1,627.20				Average	
		70+56.106	239	634,131.0	1,007,881.3	1,623.10					
I-17 SB_3-2-2-2	30.0	point1188	1188	636,657.9	1,000,526.3	1,533.00				Average	
		1039+34.6	760	636,726.5	1,000,132.2	1,529.50				Average	
		1035+34.6	761	636,795.1	999,738.2	1,526.60				Average	
		1031+34.6	762	636,863.8	999,344.1	1,524.00				Average	
		1027+34.6	763	636,932.4	998,950.0	1,522.00				Average	
		1023+34.6	764	637,001.0	998,556.0	1,519.60					

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I-17 SB_2-2-2-2	30.0	point1189	1189	636,675.6	1,000,529.4	1,533.00				Average
		1039+34.6	713	636,744.2	1,000,135.3	1,529.50				Average
		1035+34.6	714	636,812.9	999,741.2	1,526.60				Average
		1031+34.6	715	636,881.5	999,347.2	1,524.00				Average
		1027+34.6	716	636,950.1	998,953.1	1,522.00				Average
		1023+34.6	717	637,018.8	998,559.0	1,519.60				
I-17 SB_1-2-2-2	12.0	point1190	1190	636,689.4	1,000,531.8	1,533.00				Average
		1039+34.6	666	636,758.0	1,000,137.7	1,529.50				Average
		1035+34.6	667	636,826.7	999,743.7	1,526.60				Average
		1031+34.6	668	636,895.3	999,349.6	1,524.00				Average
		1027+34.6	669	636,963.9	998,955.5	1,522.00				Average
		1023+34.6	670	637,032.6	998,561.4	1,519.60				
I-17 SB_3-2-2-2	30.0	point1191	1191	636,383.3	1,002,102.6	1,546.70				Average
		1055+34.6	756	636,452.0	1,001,708.5	1,543.70				Average
		1051+34.6	757	636,520.6	1,001,314.4	1,540.30				Average
		1047+34.6	758	636,589.2	1,000,920.4	1,536.70				Average
		1043+34.6	759	636,657.9	1,000,526.3	1,533.00				
I-17 SB_2-2-2-2	30.0	point1192	1192	636,401.1	1,002,105.7	1,546.70				Average
		1055+34.6	709	636,469.7	1,001,711.6	1,543.70				Average
		1051+34.6	710	636,538.3	1,001,317.5	1,540.30				Average
		1047+34.6	711	636,607.0	1,000,923.5	1,536.70				Average
		1043+34.6	712	636,675.6	1,000,529.4	1,533.00				
I-17 SB_1-2-2-2	12.0	point1193	1193	636,414.9	1,002,108.1	1,546.70				Average
		1055+34.6	662	636,483.5	1,001,714.0	1,543.70				Average
		1051+34.6	663	636,552.1	1,001,319.9	1,540.30				Average
		1047+34.6	664	636,620.8	1,000,925.9	1,536.70				Average
		1043+34.6	665	636,689.4	1,000,531.8	1,533.00				
I-17 NB_3-2	30.0	point1194	1194	636,827.0	1,000,149.7	1,529.50				Average
		1043+34.6	492	636,758.4	1,000,543.8	1,533.00				Average
		1047+34.6	493	636,689.7	1,000,937.9	1,536.70				Average
		1051+34.6	494	636,621.1	1,001,331.9	1,540.30				Average
		1055+34.6	495	636,552.5	1,001,726.0	1,543.70				
I-17 NB_2-2	30.0	point1195	1195	636,809.3	1,000,146.6	1,529.50				Average
		1043+34.6	538	636,740.6	1,000,540.7	1,533.00				Average
		1047+34.6	539	636,672.0	1,000,934.8	1,536.70				Average
		1051+34.6	540	636,603.4	1,001,328.8	1,540.30				Average
		1055+34.6	541	636,534.7	1,001,722.9	1,543.70				
I-17 NB_1-2	12.0	point1196	1196	636,795.5	1,000,144.2	1,529.50				Average
		1043+34.6	584	636,726.8	1,000,538.3	1,533.00				Average

INPUT: ROADWAYS

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		1047+34.6	585	636,658.2	1,000,932.4	1,536.70				Average
		1051+34.6	586	636,589.6	1,001,326.4	1,540.30				Average
		1055+34.6	587	636,520.9	1,001,720.5	1,543.70				
I-17 NB_3-2-2	30.0	point1197	1197	636,552.5	1,001,726.0	1,543.70				Average
		1059+34.6	496	636,483.8	1,002,120.1	1,546.70				Average
		1063+34.6	497	636,415.2	1,002,514.1	1,549.90				Average
		1067+34.6	498	636,346.6	1,002,908.2	1,553.00				Average
		1071+34.6	499	636,277.9	1,003,302.3	1,556.20				Average
		1075+34.6	500	636,209.3	1,003,696.3	1,559.60				Average
		1079+34.6	501	636,144.8	1,004,091.1	1,562.90				Average
		1083+34.3	502	636,090.8	1,004,487.4	1,566.40				Average
		1087+34.1	503	636,033.5	1,004,883.3	1,569.80				Average
		1091+34.1	504	635,967.4	1,005,277.8	1,573.00				Average
		1095+34.1	505	635,898.7	1,005,671.9	1,576.50				Average
		1099+34.1	506	635,830.1	1,006,066.0	1,581.40				Average
		1103+34.1	507	635,761.5	1,006,460.0	1,589.30				
I-17 NB_2-2-2	30.0	point1198	1198	636,534.7	1,001,722.9	1,543.70				Average
		1059+34.6	542	636,466.1	1,002,117.0	1,546.70				Average
		1063+34.6	543	636,397.5	1,002,511.0	1,549.90				Average
		1067+34.6	544	636,328.8	1,002,905.1	1,553.00				Average
		1071+34.6	545	636,260.2	1,003,299.2	1,556.20				Average
		1075+34.6	546	636,191.6	1,003,693.3	1,559.60				Average
		1079+34.6	547	636,127.1	1,004,088.0	1,562.90				Average
		1083+34.3	548	636,073.0	1,004,484.4	1,566.40				Average
		1087+34.1	549	636,015.8	1,004,880.2	1,569.80				Average
		1091+34.1	550	635,949.6	1,005,274.7	1,573.00				Average
		1095+34.1	551	635,881.0	1,005,668.8	1,576.50				Average
		1099+34.1	552	635,812.4	1,006,062.9	1,581.40				Average
		1103+34.1	553	635,743.7	1,006,456.9	1,589.30				
I-17 NB_1-2-2	12.0	point1199	1199	636,520.9	1,001,720.5	1,543.70				Average
		1059+34.6	588	636,452.3	1,002,114.6	1,546.70				Average
		1063+34.6	589	636,383.7	1,002,508.6	1,549.90				Average
		1067+34.6	590	636,315.0	1,002,902.7	1,553.00				Average
		1071+34.6	591	636,246.4	1,003,296.8	1,556.20				Average
		1075+34.6	592	636,177.8	1,003,690.9	1,559.60				Average
		1079+34.6	593	636,113.3	1,004,085.6	1,562.90				Average
		1083+34.3	594	636,059.2	1,004,481.9	1,566.40				Average
		1087+34.1	595	636,002.0	1,004,877.8	1,569.80				Average
		1091+34.1	596	635,935.8	1,005,272.3	1,573.00				Average

INPUT: ROADWAYS

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		1095+34.1	597	635,867.2	1,005,666.4	1,576.50				Average	
		1099+34.1	598	635,798.6	1,006,060.5	1,581.40				Average	
		1103+34.1	599	635,729.9	1,006,454.5	1,589.30					
I-17 NB offramp to FR-2	12.0	point1200	1200	635,783.3	1,006,404.4	1,587.70				Average	
		4+00.000	824	635,748.9	1,006,601.4	1,592.60				Average	
		6+00.000	825	635,713.2	1,006,798.2	1,597.90				Average	
		8+00.000	826	635,680.4	1,006,995.5	1,602.90				Average	
		10+00.000	827	635,649.5	1,007,193.1	1,607.20				Average	
		12+00.000	828	635,622.5	1,007,391.3	1,610.50				Average	
		point1152	1152	635,610.9	1,007,490.6	1,611.55				Average	Y
		14+00.000	829	635,599.4	1,007,589.9	1,612.60				Average	Y
		16+00.000	830	635,578.7	1,007,788.8	1,614.70				Average	Y
		18+00.000	831	635,558.1	1,007,987.8	1,615.60				Average	
		20+00.000	832	635,539.3	1,008,186.9	1,614.90				Average	
		22+00.000	833	635,532.3	1,008,386.8	1,612.40				Average	
		24+00.000	834	635,539.1	1,008,586.6	1,608.90				Average	
		26+00.000	835	635,551.5	1,008,786.3	1,605.40				Average	
		28+00.000	836	635,559.4	1,008,986.1	1,603.10				Average	
		30+00.000	837	635,554.7	1,009,186.0	1,603.50				Average	
		32+00.000	838	635,535.8	1,009,385.2	1,605.30				Average	
		34+00.000	839	635,505.1	1,009,582.8	1,607.00				Average	
		point1136	1136	635,484.2	1,009,680.6	1,607.90					
I-17 NB_3-2-2-2	30.0	point1201	1201	635,761.5	1,006,460.0	1,589.30				Average	
		1107+34.1	508	635,690.7	1,006,853.7	1,599.70				Average	
		1111+34.6	509	635,617.2	1,007,246.9	1,608.70				Average	
		point1145	1145	635,580.5	1,007,443.5	1,610.90				Average	Y
		1115+34.5	510	635,543.8	1,007,640.1	1,613.10				Average	Y
		point1151	1151	635,507.1	1,007,836.8	1,615.30				Average	Y
		1119+34.1	511	635,470.3	1,008,033.3	1,617.50				Average	
		1123+34.0	512	635,396.9	1,008,426.5	1,615.60				Average	Y
		point1153	1153	635,360.6	1,008,623.2	1,614.70				Average	Y
		1127+34.0	513	635,324.3	1,008,819.9	1,613.80				Average	
		1131+34.0	514	635,255.4	1,009,213.9	1,610.60				Average	
		1135+34.0	515	635,186.7	1,009,607.9	1,609.50				Average	
		1139+34.0	516	635,118.1	1,010,002.0	1,611.30				Average	
		1143+34.0	517	635,049.4	1,010,396.1	1,614.90				Average	
		1147+34.0	518	634,980.7	1,010,790.1	1,618.50				Average	
		1151+34.0	519	634,912.0	1,011,184.2	1,622.20				Average	
		1155+34.0	520	634,843.4	1,011,578.2	1,625.70				Average	

INPUT: ROADWAYS

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		1159+34.0	521	634,774.7	1,011,972.3	1,629.30				Average	
		1163+34.0	522	634,706.0	1,012,366.4	1,632.90				Average	
		1167+34.0	523	634,637.3	1,012,760.4	1,636.60					
I-17 NB_2-2-2-2	30.0	point1202	1202	635,743.7	1,006,456.9	1,589.30				Average	
		1107+34.1	554	635,672.9	1,006,850.6	1,599.70				Average	
		1111+34.6	555	635,599.5	1,007,243.8	1,608.70				Average	
		point1144	1144	635,562.8	1,007,440.4	1,610.90				Average	Y
		1115+34.5	556	635,526.0	1,007,637.0	1,613.10				Average	Y
		point1150	1150	635,489.3	1,007,833.6	1,615.30				Average	Y
		1119+34.1	557	635,452.6	1,008,030.2	1,617.50				Average	
		1123+34.0	558	635,379.2	1,008,423.4	1,615.60				Average	Y
		point1154	1154	635,342.9	1,008,620.1	1,614.70				Average	Y
		1127+34.0	559	635,306.5	1,008,816.8	1,613.80				Average	
		1131+34.0	560	635,237.7	1,009,210.8	1,610.60				Average	
		1135+34.0	561	635,169.0	1,009,604.9	1,609.50				Average	
		1139+34.0	562	635,100.3	1,009,998.9	1,611.30				Average	
		1143+34.0	563	635,031.7	1,010,393.0	1,614.90				Average	
		1147+34.0	564	634,963.0	1,010,787.0	1,618.50				Average	
		1151+34.0	565	634,894.3	1,011,181.1	1,622.20				Average	
		1155+34.0	566	634,825.6	1,011,575.2	1,625.70				Average	
		1159+34.0	567	634,756.9	1,011,969.2	1,629.30				Average	
		1163+34.0	568	634,688.3	1,012,363.3	1,632.90				Average	
		1167+34.0	569	634,619.6	1,012,757.3	1,636.60					
I-17 NB_1-2-2-2	12.0	point1203	1203	635,729.9	1,006,454.5	1,589.30				Average	
		1107+34.1	600	635,659.1	1,006,848.2	1,599.70				Average	
		1111+34.6	601	635,585.7	1,007,241.4	1,608.70				Average	
		point1143	1143	635,548.9	1,007,438.0	1,610.90				Average	Y
		1115+34.5	602	635,512.2	1,007,634.6	1,613.10				Average	Y
		point1149	1149	635,475.5	1,007,831.2	1,615.30				Average	Y
		1119+34.1	603	635,438.8	1,008,027.8	1,617.50				Average	
		1123+34.0	604	635,365.4	1,008,421.0	1,615.60				Average	Y
		point1155	1155	635,329.0	1,008,617.7	1,614.70				Average	Y
		1127+34.0	605	635,292.7	1,008,814.4	1,613.80				Average	
		1131+34.0	606	635,223.9	1,009,208.4	1,610.60				Average	
		1135+34.0	607	635,155.2	1,009,602.5	1,609.50				Average	
		1139+34.0	608	635,086.5	1,009,996.5	1,611.30				Average	
		1143+34.0	609	635,017.9	1,010,390.6	1,614.90				Average	
		1147+34.0	610	634,949.2	1,010,784.6	1,618.50				Average	
		1151+34.0	611	634,880.5	1,011,178.7	1,622.20				Average	

INPUT: ROADWAYS

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		1155+34.0	612	634,811.8	1,011,572.8	1,625.70				Average
		1159+34.0	613	634,743.2	1,011,966.8	1,629.30				Average
		1163+34.0	614	634,674.5	1,012,360.9	1,632.90				Average
		1167+34.0	615	634,605.8	1,012,754.9	1,636.60				
I-17 NB_3-2-2-2	30.0	point1204	1204	634,637.3	1,012,760.4	1,636.60				Average
		1171+34.0	524	634,568.7	1,013,154.5	1,640.20				Average
		1175+34.0	525	634,500.0	1,013,548.5	1,643.50				Average
		1179+34.0	526	634,431.3	1,013,942.6	1,646.70				Average
		1183+34.0	527	634,362.6	1,014,336.7	1,649.80				Average
		1187+34.0	528	634,293.9	1,014,730.7	1,653.00				Average
		1191+34.0	529	634,225.3	1,015,124.8	1,656.20				Average
		1195+34.0	530	634,156.6	1,015,518.8	1,659.20				Average
		1199+34.0	531	634,087.9	1,015,912.9	1,661.70				Average
		1203+34.0	532	634,019.2	1,016,307.0	1,663.60				
I-17 NB_2-2-2-2	30.0	point1205	1205	634,619.6	1,012,757.3	1,636.60				Average
		1171+34.0	570	634,550.9	1,013,151.4	1,640.20				Average
		1175+34.0	571	634,482.2	1,013,545.5	1,643.50				Average
		1179+34.0	572	634,413.6	1,013,939.5	1,646.70				Average
		1183+34.0	573	634,344.9	1,014,333.6	1,649.80				Average
		1187+34.0	574	634,276.2	1,014,727.6	1,653.00				Average
		1191+34.0	575	634,207.5	1,015,121.7	1,656.20				Average
		1195+34.0	576	634,138.9	1,015,515.8	1,659.20				Average
		1199+34.0	577	634,070.2	1,015,909.8	1,661.70				Average
		1203+34.0	578	634,001.5	1,016,303.9	1,663.60				
I-17 NB_1-2-2-2	12.0	point1206	1206	634,605.8	1,012,754.9	1,636.60				Average
		1171+34.0	616	634,537.1	1,013,149.0	1,640.20				Average
		1175+34.0	617	634,468.4	1,013,543.1	1,643.50				Average
		1179+34.0	618	634,399.8	1,013,937.1	1,646.70				Average
		1183+34.0	619	634,331.1	1,014,331.2	1,649.80				Average
		1187+34.0	620	634,262.4	1,014,725.2	1,653.00				Average
		1191+34.0	621	634,193.7	1,015,119.3	1,656.20				Average
		1195+34.0	622	634,125.1	1,015,513.4	1,659.20				Average
		1199+34.0	623	634,056.4	1,015,907.4	1,661.70				Average
		1203+34.0	624	633,987.7	1,016,301.5	1,663.60				
I-17 NB onramp from FR-2	12.0	point1207	1207	634,649.1	1,012,761.0	1,636.60				Average
		70+00.000	856	634,596.6	1,013,064.1	1,639.10				Average
		74+00.000	857	634,527.9	1,013,458.1	1,642.50				Average
		78+00.000	858	634,459.2	1,013,852.2	1,645.70				Average
		82+00.000	859	634,390.6	1,014,246.2	1,648.90				Average

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		86+00.00	860	634,321.9	1,014,640.3	1,652.10				Average	
		90+00.00	861	634,253.2	1,015,034.4	1,655.20				Average	
		94+00.00	862	634,184.5	1,015,428.4	1,658.30				Average	
		98+00.00	863	634,115.9	1,015,822.5	1,661.00				Average	
		102+00.00	864	634,047.2	1,016,216.5	1,663.00				Average	
		102+93.04	865	634,031.2	1,016,308.2	1,663.40					
I-17 SB FR_1-2	24.0	point1212	1212	636,272.7	1,001,802.8	1,556.60				Average	
		6+00.000	1031	636,297.2	1,001,705.8	1,552.40				Average	
		7+00.000	1032	636,322.4	1,001,609.1	1,548.40				Average	
		8+00.000	1033	636,347.7	1,001,512.3	1,544.70				Average	
		9+00.000	1034	636,370.3	1,001,414.9	1,541.60				Average	
		10+00.000	1035	636,394.7	1,001,317.9	1,539.40				Average	
		11+00.000	1036	636,416.4	1,001,220.3	1,537.90				Average	
		12+00.000	1037	636,438.1	1,001,122.7	1,537.20				Average	
		13+00.000	1038	636,457.2	1,001,024.5	1,536.80				Average	
		14+00.000	1039	636,476.3	1,000,926.4	1,536.40				Average	
		15+00.000	1040	636,495.3	1,000,828.2	1,536.00				Average	
		16+00.000	1041	636,514.4	1,000,730.0	1,535.80				Average	
		17+00.000	1042	636,533.5	1,000,631.9	1,535.30				Average	
		18+00.000	1043	636,552.5	1,000,533.7	1,534.90				Average	
		19+00.000	1044	636,571.6	1,000,435.5	1,534.20				Average	
		20+00.000	1045	636,590.7	1,000,337.4	1,533.30				Average	
		21+00.000	1046	636,609.7	1,000,239.2	1,532.60				Average	
		22+00.000	1047	636,628.8	1,000,141.0	1,531.60				Average	
		23+00.000	1048	636,647.8	1,000,042.9	1,530.80				Average	
		24+00.000	1049	636,667.8	999,944.9	1,530.10				Average	
		25+00.000	1050	636,686.2	999,846.6	1,529.20				Average	
		26+00.000	1051	636,705.3	999,748.4	1,528.50				Average	
		27+00.000	1052	636,724.5	999,650.3	1,527.60				Average	
		28+00.000	1053	636,743.6	999,552.1	1,526.80				Average	
		29+00.000	1054	636,762.3	999,453.9	1,526.00				Average	
		30+00.000	1055	636,781.0	999,355.7	1,525.20				Average	
		31+00.000	1056	636,799.7	999,257.4	1,524.30				Average	
		32+00.000	1057	636,816.3	999,158.8	1,523.20				Average	
		33+00.000	1058	636,832.8	999,060.2	1,522.30				Average	
		34+00.000	1059	636,851.7	998,962.0	1,521.40				Average	
		35+00.000	1060	636,867.8	998,863.3	1,520.30				Average	
		36+00.000	1061	636,884.8	998,764.7	1,519.50				Average	
		37+00.000	1062	636,901.9	998,666.2	1,518.70				Average	

INPUT: ROADWAYS

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		38+00.000	1063	636,918.9	998,567.7	1,518.10					
I-17 SB FR_3	24.0	point1239	1239	634,318.7	1,012,735.7	1,655.70				Average	
		point1238	1238	634,353.1	1,012,538.7	1,654.70				Average	
		point1237	1237	634,387.4	1,012,341.7	1,651.40				Average	
		point1236	1236	634,417.0	1,012,143.9	1,644.00				Average	
		point1235	1235	634,434.6	1,011,944.7	1,636.00				Average	
		point1234	1234	634,440.6	1,011,744.8	1,628.70				Average	
		point1233	1233	634,447.7	1,011,545.0	1,624.30				Average	
		point1232	1232	634,468.3	1,011,346.1	1,622.20				Average	
		point1231	1231	634,502.4	1,011,149.0	1,620.10				Average	
		point1230	1230	634,540.5	1,010,952.7	1,618.00				Average	
		point1229	1229	634,578.6	1,010,756.4	1,616.00				Average	
		point1228	1228	634,616.7	1,010,560.0	1,613.90				Average	
		point1227	1227	634,654.9	1,010,363.7	1,611.80				Average	
		point1226	1226	634,693.0	1,010,167.4	1,609.80				Average	
		point1225	1225	634,731.1	1,009,971.0	1,607.70				Average	
		point1224	1224	634,771.6	1,009,775.2	1,605.60				Average	
		point1223	1223	634,823.2	1,009,582.0	1,603.50				Average	
		point1222	1222	634,886.5	1,009,392.3	1,601.50				Average	
		point1221	1221	634,954.1	1,009,204.1	1,599.40				Average	
		point1220	1220	635,010.4	1,009,012.2	1,597.60				Average	
		point1219	1219	635,053.2	1,008,816.9	1,597.30				Average	
		point1218	1218	635,084.8	1,008,619.4	1,598.80				Average	
		point1217	1217	635,115.2	1,008,421.8	1,598.80				Average	
		point1216	1216	635,145.7	1,008,224.1	1,597.60				Average	Y
		point1215	1215	635,176.2	1,008,026.4	1,596.40				Average	Y
		point1214	1214	635,206.6	1,007,828.8	1,593.10				Average	
		point1213	1213	635,234.6	1,007,671.6	1,593.20					
DoveValleyRd_EB	36.0	point1240	1240	634,916.1	1,012,949.1	1,661.00				Average	Y
		point1241	1241	634,112.8	1,012,940.0	1,659.40					
DoveValleyRd_WB	36.0	point1245	1245	634,115.9	1,012,879.8	1,659.40				Average	Y
		point1243	1243	634,930.6	1,012,890.3	1,661.00					
Dixileta Dr EB	48.0	point1247	1247	636,169.8	1,002,300.3	1,572.00				Average	Y
		point1246	1246	636,641.0	1,002,300.3	1,571.00					
Dixileta Dr WB	48.0	point1268	1268	636,620.0	1,002,366.1	1,571.00				Average	Y
		point1269	1269	636,168.6	1,002,363.8	1,572.00					
I-17 Ramp ES-2-2	24.0	point1288	1288	634,145.2	1,007,410.3	1,615.70				Average	Y
		38+51.653	46	634,343.6	1,007,385.5	1,610.90				Average	
		40+51.815	47	634,536.7	1,007,333.4	1,604.90				Average	

INPUT: ROADWAYS

F0562-01D

		42+51.978	48	634,720.7	1,007,254.9	1,598.90				Average	
		44+52.141	49	634,891.9	1,007,151.6	1,592.90				Average	
		46+52.304	50	635,047.1	1,007,025.4	1,587.00				Average	
		48+52.467	51	635,183.1	1,006,878.8	1,581.50				Average	
		50+52.630	52	635,297.5	1,006,714.8	1,577.70				Average	
		52+52.792	53	635,387.9	1,006,536.3	1,575.60				Average	
		54+52.955	54	635,452.5	1,006,347.1	1,574.70				Average	
		56+52.960	55	635,498.8	1,006,152.5	1,573.90				Average	
		58+52.960	56	635,544.6	1,005,957.8	1,573.10				Average	
		62+52.960	57	635,636.0	1,005,568.4	1,571.50				Average	
		66+52.960	58	635,727.5	1,005,179.0	1,569.90				Average	
		70+52.960	59	635,819.0	1,004,789.6	1,565.30				Average	
		74+52.960	60	635,910.5	1,004,400.2	1,562.80				Average	
		78+52.960	61	636,002.0	1,004,010.8	1,559.20				Average	
		82+52.775	62	636,089.2	1,003,620.4	1,557.10				Average	
		226+00.00	63	636,163.0	1,003,227.3	1,555.00				Average	
		230+00.00	64	636,236.8	1,002,834.2	1,552.20				Average	
		234+00.00	65	636,312.2	1,002,441.3	1,549.10				Average	
		238+00.00	66	636,380.8	1,002,047.3	1,546.00					
Sonoran Desert Dr_EB-2-2	24.0	point1289	1289	634,172.4	1,007,456.2	1,588.20				Average	
		56+00.000	427	634,363.7	1,007,514.5	1,590.10				Average	
		58+00.000	428	634,558.1	1,007,561.5	1,592.00				Average	
		60+00.000	429	634,756.4	1,007,588.0	1,593.80				Average	
		62+00.000	430	634,956.3	1,007,593.6	1,595.10				Average	
		64+00.000	431	635,156.3	1,007,592.5	1,594.30				Average	
		66+00.000	432	635,356.3	1,007,593.2	1,592.90				Average	
		68+00.000	433	635,556.3	1,007,593.9	1,591.40				Average	
		70+00.000	434	635,756.3	1,007,593.2	1,589.90				Average	
		72+00.000	435	635,956.3	1,007,593.9	1,588.40				Average	
		74+00.000	436	636,156.3	1,007,594.7	1,587.00				Average	
		76+00.000	437	636,356.2	1,007,601.3	1,587.60				Average	
		78+00.000	438	636,556.1	1,007,606.3	1,591.20				Average	
		80+00.000	439	636,756.0	1,007,611.3	1,597.10				Average	
		82+00.000	440	636,956.0	1,007,613.0	1,597.00				Average	
		84+00.000	441	637,156.0	1,007,614.7	1,597.00				Average	
		86+00.000	442	637,356.0	1,007,616.4	1,597.00					
I-17 Ramp EN-2-2	24.0	point1290	1290	634,147.2	1,007,546.5	1,584.00				Average	
		38+28.303	113	634,341.0	1,007,595.7	1,579.10				Average	
		40+29.165	114	634,527.4	1,007,668.2	1,575.40				Average	

INPUT: ROADWAYS

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		42+30.027	115	634,703.5	1,007,763.0	1,573.10				Average	
		44+30.889	116	634,866.7	1,007,878.7	1,572.00				Average	
		46+31.750	117	635,014.5	1,008,013.5	1,572.30				Average	
		48+32.612	118	635,144.6	1,008,165.3	1,574.00				Average	
		50+33.474	119	635,255.3	1,008,331.9	1,576.90				Average	
		52+34.335	120	635,344.6	1,008,510.8	1,580.90				Average	
		54+35.197	121	635,411.5	1,008,699.3	1,585.00				Average	
		56+36.059	122	635,454.7	1,008,894.6	1,589.10				Average	
		58+36.921	123	635,473.7	1,009,093.7	1,593.20				Average	
		60+37.782	124	635,468.3	1,009,293.6	1,597.20				Average	
		62+38.644	125	635,438.3	1,009,491.4	1,601.30				Average	
		64+39.168	126	635,386.1	1,009,684.4	1,605.40				Average	
		66+39.168	127	635,329.3	1,009,876.2	1,608.90				Average	
		68+39.168	128	635,272.5	1,010,068.0	1,611.70				Average	
		70+39.168	129	635,215.7	1,010,259.7	1,613.70				Average	
		72+39.168	130	635,158.9	1,010,451.5	1,615.10				Average	
		74+39.168	131	635,102.1	1,010,643.2	1,616.20				Average	
		76+39.086	132	635,046.1	1,010,835.2	1,617.60				Average	
		78+38.944	133	634,994.2	1,011,028.4	1,619.30				Average	
		80+38.777	134	634,945.8	1,011,222.4	1,621.10				Average	
		82+38.545	135	634,900.8	1,011,417.3	1,623.70				Average	
		84+38.205	136	634,859.2	1,011,613.0	1,625.60				Average	
		226+00.00	137	634,821.1	1,011,809.3	1,627.50					
Ramp DHOV-2-2	24.0	point1291	1291	634,149.7	1,007,628.4	1,618.60				Average	Y
		2166+00.0	953	634,349.7	1,007,628.9	1,623.40				Average	Y
		2168+00.0	954	634,549.7	1,007,628.6	1,628.30				Average	Y
		2170+00.0	955	634,748.0	1,007,604.3	1,633.20				Average	Y
		2172+00.0	956	634,939.0	1,007,545.9	1,638.00				Average	Y
		2174+00.0	957	635,117.0	1,007,455.3	1,642.50				Average	Y
		2176+00.0	958	635,276.6	1,007,335.1	1,644.80				Average	Y
		2178+00.0	959	635,412.8	1,007,189.1	1,644.50				Average	Y
		2180+00.0	960	635,521.7	1,007,021.6	1,641.50				Average	Y
		2182+00.0	961	635,599.7	1,006,837.7	1,636.00				Average	Y
		2184+00.0	962	635,645.3	1,006,643.2	1,627.90				Average	
		2186+00.0	963	635,679.6	1,006,446.2	1,617.20				Average	
		2188+00.0	964	635,713.9	1,006,249.1	1,605.20				Average	
		2190+00.0	965	635,748.3	1,006,052.1	1,593.70				Average	
		2192+00.0	966	635,782.6	1,005,855.1	1,584.90				Average	
		2194+00.0	967	635,816.9	1,005,658.0	1,579.10				Average	

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		2196+00.0	968	635,851.2	1,005,461.0	1,576.60				Average	
		2198+00.0	969	635,885.5	1,005,264.0	1,576.60					

INPUT: TRAFFIC FOR LAeq1h Volumes

F0562-01D

AZTEC		26 March 2024											
AZTEC		TNM 2.5											
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:		F0562-01D											
RUN:		SR303, 51st Avenue to I-17, Section 2											
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
I-17 Ramp NW	0+00.000	138	3378	50	463	50	82	50	0	0	0	0	
	4+00.000	139	3378	50	463	50	82	50	0	0	0	0	
	8+00.000	140	3378	50	463	50	82	50	0	0	0	0	
	12+00.000	141	3378	50	463	50	82	50	0	0	0	0	
	16+00.000	142	3378	50	463	50	82	50	0	0	0	0	
	12+39.888	143	3378	50	463	50	82	50	0	0	0	0	
	16+39.642	144	3378	50	463	50	82	50	0	0	0	0	
	20+39.642	145	3378	50	463	50	82	50	0	0	0	0	
	24+39.651	146	3378	50	463	50	82	50	0	0	0	0	
	28+39.698	147	3378	50	463	50	82	50	0	0	0	0	
	32+39.745	148	3378	50	463	50	82	50	0	0	0	0	
	36+39.745	149	3378	50	463	50	82	50	0	0	0	0	
	38+39.764	150	3378	50	463	50	82	50	0	0	0	0	
	40+39.907	151	3378	50	463	50	82	50	0	0	0	0	
	42+40.050	152	3378	50	463	50	82	50	0	0	0	0	
	44+40.193	153	3378	50	463	50	82	50	0	0	0	0	
	46+40.336	154	3378	50	463	50	82	50	0	0	0	0	
	48+40.479	155	3378	50	463	50	82	50	0	0	0	0	
	50+40.622	156	3378	50	463	50	82	50	0	0	0	0	
	52+40.765	157	3378	50	463	50	82	50	0	0	0	0	
	54+40.908	158	3378	50	463	50	82	50	0	0	0	0	
	56+41.051	159	3378	50	463	50	82	50	0	0	0	0	
	58+41.194	160	3378	50	463	50	82	50	0	0	0	0	

INPUT: TRAFFIC FOR LAeq1h Volumes

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	60+41.337	161	3378	50	463	50	82	50	0	0	0	0
	62+41.480	162	3378	50	463	50	82	50	0	0	0	0
	66+41.483	163										
I-17 SB_4	0+00.000	208	1420	70	216	70	172	70	0	0	0	0
	4+00.000	209	1420	70	216	70	172	70	0	0	0	0
	8+00.000	210	1420	70	216	70	172	70	0	0	0	0
	12+00.000	211	1420	70	216	70	172	70	0	0	0	0
	16+00.000	212	1420	70	216	70	172	70	0	0	0	0
	20+00.000	213	1420	70	216	70	172	70	0	0	0	0
	24+00.000	214	1420	70	216	70	172	70	0	0	0	0
	26+44.693	215	1420	70	216	70	172	70	0	0	0	0
	10+62.912	216	1420	70	216	70	172	70	0	0	0	0
	14+62.252	217										
Sonoran Desert Dr_WB	0+00.000	443	1295	50	116	50	32	50	0	0	0	0
	2+00.000	444	1295	50	116	50	32	50	0	0	0	0
	4+00.000	445	1295	50	116	50	32	50	0	0	0	0
	6+00.000	446	1295	50	116	50	32	50	0	0	0	0
	8+00.000	447	1295	50	116	50	32	50	0	0	0	0
	10+00.000	448	1295	50	116	50	32	50	0	0	0	0
	12+00.000	449	1295	50	116	50	32	50	0	0	0	0
	14+00.000	450	1295	50	116	50	32	50	0	0	0	0
	16+00.000	451	1295	50	116	50	32	50	0	0	0	0
	18+00.000	452	1295	50	116	50	32	50	0	0	0	0
	20+00.000	453	1295	50	116	50	32	50	0	0	0	0
	22+00.000	454	1295	50	116	50	32	50	0	0	0	0
	24+00.000	455	1295	50	116	50	32	50	0	0	0	0
	26+00.000	456	1295	50	116	50	32	50	0	0	0	0
	28+00.000	457	1295	50	116	50	32	50	0	0	0	0
	30+00.000	458	1295	50	116	50	32	50	0	0	0	0
	32+00.000	459										
I-17 NB_3	1023+34.627	487	3463	70	452	70	264	70	0	0	0	0
	1027+34.627	488	3463	70	452	70	264	70	0	0	0	0
	1031+34.627	489	3463	70	452	70	264	70	0	0	0	0
	1035+34.627	490	3463	70	452	70	264	70	0	0	0	0
	1039+34.627	491										
I-17 NB_2	1023+34.627	533	3463	70	452	70	264	70	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

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	1027+34.627	534	3463	70	452	70	264	70	0	0	0	0
	1031+34.627	535	3463	70	452	70	264	70	0	0	0	0
	1035+34.627	536	3463	70	452	70	264	70	0	0	0	0
	1039+34.627	537										
I-17 NB_1	1023+34.627	579	3463	70	452	70	264	70	0	0	0	0
	1027+34.627	580	3463	70	452	70	264	70	0	0	0	0
	1031+34.627	581	3463	70	452	70	264	70	0	0	0	0
	1035+34.627	582	3463	70	452	70	264	70	0	0	0	0
	1039+34.627	583										
I-17 SB_1	1203+33.535	625	1420	70	216	70	172	70	0	0	0	0
	1199+33.535	626	1420	70	216	70	172	70	0	0	0	0
	1195+33.535	627	1420	70	216	70	172	70	0	0	0	0
	1191+33.535	628	1420	70	216	70	172	70	0	0	0	0
	1187+33.535	629	1420	70	216	70	172	70	0	0	0	0
	1183+33.535	630	1420	70	216	70	172	70	0	0	0	0
	1179+33.535	631	1420	70	216	70	172	70	0	0	0	0
	1175+33.535	632	1420	70	216	70	172	70	0	0	0	0
	1171+33.535	633										
I-17 SB_2	1203+33.537	672	1420	70	216	70	172	70	0	0	0	0
	1199+33.537	673	1420	70	216	70	172	70	0	0	0	0
	1195+33.537	674	1420	70	216	70	172	70	0	0	0	0
	1191+33.537	675	1420	70	216	70	172	70	0	0	0	0
	1187+33.537	676	1420	70	216	70	172	70	0	0	0	0
	1183+33.537	677	1420	70	216	70	172	70	0	0	0	0
	1179+33.537	678	1420	70	216	70	172	70	0	0	0	0
	1175+33.537	679	1420	70	216	70	172	70	0	0	0	0
	1171+33.537	680										
I-17 SB_3	1203+33.539	719	1420	70	216	70	172	70	0	0	0	0
	1199+33.539	720	1420	70	216	70	172	70	0	0	0	0
	1195+33.539	721	1420	70	216	70	172	70	0	0	0	0
	1191+33.539	722	1420	70	216	70	172	70	0	0	0	0
	1187+33.539	723	1420	70	216	70	172	70	0	0	0	0
	1183+33.539	724	1420	70	216	70	172	70	0	0	0	0
	1179+33.539	725	1420	70	216	70	172	70	0	0	0	0
	1175+33.539	726	1420	70	216	70	172	70	0	0	0	0
	1171+33.539	727										

INPUT: TRAFFIC FOR LAeq1h Volumes

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Sonoran Desert Dr_NB_offramp	0+00.000	766	946	50	46	50	33	50	0	0	0	0
	2+00.000	767	946	50	46	50	33	50	0	0	0	0
	4+00.000	768	946	50	46	50	33	50	0	0	0	0
	6+00.000	769	946	50	46	50	33	50	0	0	0	0
	8+00.000	770	946	50	46	50	33	50	0	0	0	0
	10+00.000	771	946	50	46	50	33	50	0	0	0	0
	12+00.000	772	946	50	46	50	33	50	0	0	0	0
	14+00.000	773	946	50	46	50	33	50	0	0	0	0
	16+00.000	774	946	50	46	50	33	50	0	0	0	0
	18+00.000	775	946	50	46	50	33	50	0	0	0	0
	20+00.000	776	946	50	46	50	33	50	0	0	0	0
	22+00.000	777	946	50	46	50	33	50	0	0	0	0
	24+00.000	778	946	50	46	50	33	50	0	0	0	0
	26+00.000	779	946	50	46	50	33	50	0	0	0	0
	27+11.819	780										
Sonoran Desert Dr_SB_onramp	0+00.000	781	731	50	46	50	29	50	0	0	0	0
	2+00.000	782	731	50	46	50	29	50	0	0	0	0
	4+00.000	783	731	50	46	50	29	50	0	0	0	0
	6+00.000	784	731	50	46	50	29	50	0	0	0	0
	8+00.000	785	731	50	46	50	29	50	0	0	0	0
	10+00.000	786	731	50	46	50	29	50	0	0	0	0
	12+00.000	787	731	50	46	50	29	50	0	0	0	0
	14+00.000	788	731	50	46	50	29	50	0	0	0	0
	16+00.000	789	731	50	46	50	29	50	0	0	0	0
	18+00.000	790	731	50	46	50	29	50	0	0	0	0
	20+00.000	791	731	50	46	50	29	50	0	0	0	0
	22+00.000	792	731	50	46	50	29	50	0	0	0	0
	24+00.000	793										
I-17 NB FR_3	0+00.000	795	629	50	27	50	2	50	0	0	0	0
	2+00.000	796	629	50	27	50	2	50	0	0	0	0
	4+00.000	797	629	50	27	50	2	50	0	0	0	0
	6+00.000	798	629	50	27	50	2	50	0	0	0	0
	8+00.000	799	629	50	27	50	2	50	0	0	0	0
	10+00.000	800	629	50	27	50	2	50	0	0	0	0
	12+00.000	801	629	50	27	50	2	50	0	0	0	0
	14+00.000	802	629	50	27	50	2	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

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	16+00.000	803	629	50	27	50	2	50	0	0	0	0
	18+00.000	804	629	50	27	50	2	50	0	0	0	0
	20+00.000	805										
Dove Valley Rd_SB_Onramp	0+00.000	866	1180	50	41	50	13	50	0	0	0	0
	2+00.000	867	1180	50	41	50	13	50	0	0	0	0
	4+00.000	868	1180	50	41	50	13	50	0	0	0	0
	6+00.000	869	1180	50	41	50	13	50	0	0	0	0
	8+00.000	870	1180	50	41	50	13	50	0	0	0	0
	10+00.000	871	1180	50	41	50	13	50	0	0	0	0
	12+00.000	872	1180	50	41	50	13	50	0	0	0	0
	14+00.000	873	1180	50	41	50	13	50	0	0	0	0
	16+00.000	874	1180	50	41	50	13	50	0	0	0	0
	18+00.000	875	1180	50	41	50	13	50	0	0	0	0
	20+00.000	876	1180	50	41	50	13	50	0	0	0	0
	22+00.000	877	1180	50	41	50	13	50	0	0	0	0
	24+00.000	878	1180	50	41	50	13	50	0	0	0	0
	26+00.000	879	1180	50	41	50	13	50	0	0	0	0
	28+00.000	880	1180	50	41	50	13	50	0	0	0	0
	30+00.000	881	1180	50	41	50	13	50	0	0	0	0
	32+00.000	882	1180	50	41	50	13	50	0	0	0	0
	point1182	1182										
Dove Valley Rd_SB_Offramp	0+00.000	893	429	50	12	50	7	50	0	0	0	0
	2+00.000	894	429	50	12	50	7	50	0	0	0	0
	4+00.000	895	429	50	12	50	7	50	0	0	0	0
	6+00.000	896	429	50	12	50	7	50	0	0	0	0
	8+00.000	897	429	50	12	50	7	50	0	0	0	0
	10+00.000	898	429	50	12	50	7	50	0	0	0	0
	12+00.000	899	429	50	12	50	7	50	0	0	0	0
	14+00.000	900	429	50	12	50	7	50	0	0	0	0
	16+00.000	901	429	50	12	50	7	50	0	0	0	0
	18+00.000	902	429	50	12	50	7	50	0	0	0	0
	20+00.000	903	429	50	12	50	7	50	0	0	0	0
	22+00.000	904	429	50	12	50	7	50	0	0	0	0
	24+00.000	905										
Dove Valley Rd_NB_Onramp	0+00.000	906	464	50	17	50	7	50	0	0	0	0
	2+00.000	907	464	50	17	50	7	50	0	0	0	0

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	4+00.000	908	464	50	17	50	7	50	0	0	0	0
	6+00.000	909	464	50	17	50	7	50	0	0	0	0
	8+00.000	910	464	50	17	50	7	50	0	0	0	0
	10+00.000	911	464	50	17	50	7	50	0	0	0	0
	12+00.000	912	464	50	17	50	7	50	0	0	0	0
	14+00.000	913	464	50	17	50	7	50	0	0	0	0
	16+00.000	914	464	50	17	50	7	50	0	0	0	0
	18+00.000	915	464	50	17	50	7	50	0	0	0	0
	20+00.000	916	464	50	17	50	7	50	0	0	0	0
	22+00.000	917										
I-17 NB FR_6	0+00.000	918	151	50	2	50	7	50	0	0	0	0
	2+00.000	919	151	50	2	50	7	50	0	0	0	0
	4+00.000	920	151	50	2	50	7	50	0	0	0	0
	6+00.000	921	151	50	2	50	7	50	0	0	0	0
	8+00.000	922	151	50	2	50	7	50	0	0	0	0
	10+00.000	923	151	50	2	50	7	50	0	0	0	0
	12+00.000	924	151	50	2	50	7	50	0	0	0	0
	14+00.000	925	151	50	2	50	7	50	0	0	0	0
	16+00.000	926	151	50	2	50	7	50	0	0	0	0
	18+00.000	927	151	50	2	50	7	50	0	0	0	0
	20+00.000	928	151	50	2	50	7	50	0	0	0	0
	22+00.000	929	151	50	2	50	7	50	0	0	0	0
	24+00.000	930	151	50	2	50	7	50	0	0	0	0
	26+00.000	931	151	50	2	50	7	50	0	0	0	0
	28+00.000	932	151	50	2	50	7	50	0	0	0	0
	30+00.000	933	151	50	2	50	7	50	0	0	0	0
	32+00.000	934	151	50	2	50	7	50	0	0	0	0
	33+80.027	935										
I-17 NB FR_2	10+00.000	971	212	50	8	50	1	50	0	0	0	0
	12+00.000	972	212	50	8	50	1	50	0	0	0	0
	14+00.000	973	212	50	8	50	1	50	0	0	0	0
	16+00.000	974	212	50	8	50	1	50	0	0	0	0
	18+00.000	975	212	50	8	50	1	50	0	0	0	0
	20+00.000	976	212	50	8	50	1	50	0	0	0	0
	22+00.000	977	212	50	8	50	1	50	0	0	0	0
	24+00.000	978	212	50	8	50	1	50	0	0	0	0

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	26+00.000	979	212	50	8	50	1	50	0	0	0	0
	28+00.000	980	212	50	8	50	1	50	0	0	0	0
	30+00.000	981	212	50	8	50	1	50	0	0	0	0
	32+00.000	982	212	50	8	50	1	50	0	0	0	0
	34+00.000	983	212	50	8	50	1	50	0	0	0	0
	36+00.000	984	212	50	8	50	1	50	0	0	0	0
	38+00.000	985	212	50	8	50	1	50	0	0	0	0
	40+00.000	986	212	50	8	50	1	50	0	0	0	0
	42+00.000	987	212	50	8	50	1	50	0	0	0	0
	44+00.000	988	212	50	8	50	1	50	0	0	0	0
	46+00.000	989	212	50	8	50	1	50	0	0	0	0
	48+00.000	990	212	50	8	50	1	50	0	0	0	0
	50+00.000	991	212	50	8	50	1	50	0	0	0	0
	52+00.000	992	212	50	8	50	1	50	0	0	0	0
	54+00.000	993	212	50	8	50	1	50	0	0	0	0
	56+00.000	994	212	50	8	50	1	50	0	0	0	0
	58+00.000	995	212	50	8	50	1	50	0	0	0	0
	60+00.000	996	212	50	8	50	1	50	0	0	0	0
	62+00.000	997										
I-17 SB FR_2	62+00.000	1024	162	50	7	50	1	50	0	0	0	0
	60+00.000	1023	162	50	7	50	1	50	0	0	0	0
	58+00.000	1022	162	50	7	50	1	50	0	0	0	0
	56+00.000	1021	162	50	7	50	1	50	0	0	0	0
	54+00.000	1020	162	50	7	50	1	50	0	0	0	0
	52+00.000	1019	162	50	7	50	1	50	0	0	0	0
	50+00.000	1018	162	50	7	50	1	50	0	0	0	0
	48+00.000	1017	162	50	7	50	1	50	0	0	0	0
	46+00.000	1016	162	50	7	50	1	50	0	0	0	0
	44+00.000	1015	162	50	7	50	1	50	0	0	0	0
	42+00.000	1014	162	50	7	50	1	50	0	0	0	0
	40+00.000	1013	162	50	7	50	1	50	0	0	0	0
	38+00.000	1012	162	50	7	50	1	50	0	0	0	0
	36+00.000	1011	162	50	7	50	1	50	0	0	0	0
	34+00.000	1010	162	50	7	50	1	50	0	0	0	0
	32+00.000	1009	162	50	7	50	1	50	0	0	0	0
	30+00.000	1008	162	50	7	50	1	50	0	0	0	0

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	28+00.000	1007	162	50	7	50	1	50	0	0	0	0
	26+00.000	1006	162	50	7	50	1	50	0	0	0	0
	24+00.000	1005	162	50	7	50	1	50	0	0	0	0
	22+00.000	1004	162	50	7	50	1	50	0	0	0	0
	20+00.000	1003	162	50	7	50	1	50	0	0	0	0
	18+00.000	1002	162	50	7	50	1	50	0	0	0	0
	16+00.000	1001	162	50	7	50	1	50	0	0	0	0
	14+00.000	1000	162	50	7	50	1	50	0	0	0	0
	12+00.000	999	162	50	7	50	1	50	0	0	0	0
	10+00.000	998										
I-17 SB FR_1	0	1025	919	50	62	50	9	50	0	0	0	0
	1+00.000	1026	919	50	62	50	9	50	0	0	0	0
	2+00.000	1027	919	50	62	50	9	50	0	0	0	0
	3+00.000	1028	919	50	62	50	9	50	0	0	0	0
	4+00.000	1029	919	50	62	50	9	50	0	0	0	0
	5+00.000	1030										
Dixileta Dr_SB_onramp	0+00.000	1064	594	40	47	40	7	40	0	0	0	0
	1+00.000	1065	594	40	47	40	7	40	0	0	0	0
	2+00.000	1066	594	40	47	40	7	40	0	0	0	0
	3+00.000	1067	594	40	47	40	7	40	0	0	0	0
	4+00.000	1068	594	40	47	40	7	40	0	0	0	0
	5+00.000	1069	594	40	47	40	7	40	0	0	0	0
	6+00.000	1070	594	40	47	40	7	40	0	0	0	0
	7+00.000	1071	594	40	47	40	7	40	0	0	0	0
	8+00.000	1072	594	40	47	40	7	40	0	0	0	0
	9+00.000	1073	594	40	47	40	7	40	0	0	0	0
	10+00.000	1074	594	40	47	40	7	40	0	0	0	0
	11+00.000	1075	594	40	47	40	7	40	0	0	0	0
	12+00.000	1076	594	40	47	40	7	40	0	0	0	0
	13+00.000	1077	594	40	47	40	7	40	0	0	0	0
	14+00.000	1078										
Dixileta Dr_NB_offramp	0+00.000	1079	679	40	57	40	11	40	0	0	0	0
	1+00.000	1080	679	40	57	40	11	40	0	0	0	0
	2+00.000	1081	679	40	57	40	11	40	0	0	0	0
	3+00.000	1082	679	40	57	40	11	40	0	0	0	0
	4+00.000	1083	679	40	57	40	11	40	0	0	0	0

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	5+00.000	1084	679	40	57	40	11	40	0	0	0	0
	6+00.000	1085	679	40	57	40	11	40	0	0	0	0
	7+00.000	1086	679	40	57	40	11	40	0	0	0	0
	8+00.000	1087	679	40	57	40	11	40	0	0	0	0
	9+00.000	1088	679	40	57	40	11	40	0	0	0	0
	10+00.000	1089	679	40	57	40	11	40	0	0	0	0
	11+00.000	1090	679	40	57	40	11	40	0	0	0	0
	12+00.000	1091	679	40	57	40	11	40	0	0	0	0
	13+00.000	1092	679	40	57	40	11	40	0	0	0	0
	14+00.000	1093	679	40	57	40	11	40	0	0	0	0
	15+00.000	1094	679	40	57	40	11	40	0	0	0	0
	16+00.000	1095	679	40	57	40	11	40	0	0	0	0
	17+00.000	1096	679	40	57	40	11	40	0	0	0	0
	18+00.000	1097	679	40	57	40	11	40	0	0	0	0
	19+00.000	1098	679	40	57	40	11	40	0	0	0	0
	20+00.000	1099	679	40	57	40	11	40	0	0	0	0
	21+00.000	1100	679	40	57	40	11	40	0	0	0	0
	22+00.000	1101										
I-17 NB FR_1	0+00.000	1102	213	50	8	50	2	50	0	0	0	0
	2+00.000	1103	213	50	8	50	2	50	0	0	0	0
	4+00.000	1104	213	50	8	50	2	50	0	0	0	0
	6+00.000	1105	213	50	8	50	2	50	0	0	0	0
	8+00.000	1106	213	50	8	50	2	50	0	0	0	0
	10+00.000	1107	213	50	8	50	2	50	0	0	0	0
	12+00.000	1108	213	50	8	50	2	50	0	0	0	0
	14+00.000	1109	213	50	8	50	2	50	0	0	0	0
	16+00.000	1110	213	50	8	50	2	50	0	0	0	0
	18+00.000	1111	213	50	8	50	2	50	0	0	0	0
	20+00.000	1112	213	50	8	50	2	50	0	0	0	0
	22+00.000	1113	213	50	8	50	2	50	0	0	0	0
	24+00.000	1114	213	50	8	50	2	50	0	0	0	0
	26+00.000	1115	213	50	8	50	2	50	0	0	0	0
	28+00.000	1116	213	50	8	50	2	50	0	0	0	0
	30+00.000	1117	213	50	8	50	2	50	0	0	0	0
	32+00.000	1118	213	50	8	50	2	50	0	0	0	0
	33+56.443	1119										

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I-17 NB onramp from FR	point1135	1135	221	50	8	50	1	50	0	0	0	0
	52+00.000	848	221	50	8	50	1	50	0	0	0	0
	54+00.000	849	221	50	8	50	1	50	0	0	0	0
	56+00.000	850	221	50	8	50	1	50	0	0	0	0
	58+00.000	851	221	50	8	50	1	50	0	0	0	0
	60+00.000	852	221	50	8	50	1	50	0	0	0	0
	62+00.000	853	221	50	8	50	1	50	0	0	0	0
	64+00.000	854	221	50	8	50	1	50	0	0	0	0
	66+00.000	855										
I-17 NB FR_4_2	point1137	1137	691	50	28	50	4	50	0	0	0	0
	36+00.000	840	691	50	28	50	4	50	0	0	0	0
	38+00.000	841	691	50	28	50	4	50	0	0	0	0
	40+00.000	842	691	50	28	50	4	50	0	0	0	0
	42+00.000	843	691	50	28	50	4	50	0	0	0	0
	44+00.000	844	691	50	28	50	4	50	0	0	0	0
	46+00.000	845	691	50	28	50	4	50	0	0	0	0
	48+00.000	846	691	50	28	50	4	50	0	0	0	0
	50+00.000	847	691	50	28	50	4	50	0	0	0	0
	point1134	1134										
I-17 NB FR_4_1	point1138	1138	691	50	28	50	4	50	0	0	0	0
	22+00.000	806	691	50	28	50	4	50	0	0	0	0
	24+00.000	807	691	50	28	50	4	50	0	0	0	0
	26+00.000	808	691	50	28	50	4	50	0	0	0	0
	28+00.000	809	691	50	28	50	4	50	0	0	0	0
	30+00.000	810	691	50	28	50	4	50	0	0	0	0
	32+00.000	811	691	50	28	50	4	50	0	0	0	0
	34+00.000	812	691	50	28	50	4	50	0	0	0	0
	36+00.000	813										
I-17 NB FR_5	point1139	1139	1160	50	47	50	7	50	0	0	0	0
	38+00.000	814	1160	50	47	50	7	50	0	0	0	0
	40+00.000	815	1160	50	47	50	7	50	0	0	0	0
	42+00.000	816	1160	50	47	50	7	50	0	0	0	0
	44+00.000	817	1160	50	47	50	7	50	0	0	0	0
	46+00.000	818	1160	50	47	50	7	50	0	0	0	0
	48+00.000	819	1160	50	47	50	7	50	0	0	0	0
	50+00.000	820	1160	50	47	50	7	50	0	0	0	0

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	52+00.000	821										
I-17 SB_3-2	point1175	1175	1618	70	270	70	459	70	0	0	0	0
	1131+33.539	737	1618	70	270	70	459	70	0	0	0	0
	1127+33.551	738	1618	70	270	70	459	70	0	0	0	0
	point1158	1158	1618	70	270	70	459	70	0	0	0	0
	1123+33.882	739	1618	70	270	70	459	70	0	0	0	0
	point1161	1161	1618	70	270	70	459	70	0	0	0	0
	1119+34.199	740	1618	70	270	70	459	70	0	0	0	0
	point1146	1146	1618	70	270	70	459	70	0	0	0	0
	1115+33.114	741	1618	70	270	70	459	70	0	0	0	0
	point1140	1140	1618	70	270	70	459	70	0	0	0	0
	1111+33.144	742	1618	70	270	70	459	70	0	0	0	0
	1107+34.156	743	1618	70	270	70	459	70	0	0	0	0
	1103+34.156	744	1618	70	270	70	459	70	0	0	0	0
	1099+34.156	745	1618	70	270	70	459	70	0	0	0	0
	1095+34.156	746	1618	70	270	70	459	70	0	0	0	0
	1091+34.156	747										
I-17 SB_2-2	point1176	1176	1618	70	270	70	459	70	0	0	0	0
	1131+33.537	690	1618	70	270	70	459	70	0	0	0	0
	1127+33.549	691	1618	70	270	70	459	70	0	0	0	0
	point1157	1157	1618	70	270	70	459	70	0	0	0	0
	1123+33.879	692	1618	70	270	70	459	70	0	0	0	0
	point1160	1160	1618	70	270	70	459	70	0	0	0	0
	1119+34.197	693	1618	70	270	70	459	70	0	0	0	0
	point1147	1147	1618	70	270	70	459	70	0	0	0	0
	1115+33.334	694	1618	70	270	70	459	70	0	0	0	0
	point1141	1141	1618	70	270	70	459	70	0	0	0	0
	1111+33.364	695	1618	70	270	70	459	70	0	0	0	0
	1107+34.155	696	1618	70	270	70	459	70	0	0	0	0
	1103+34.155	697	1618	70	270	70	459	70	0	0	0	0
	1099+34.155	698	1618	70	270	70	459	70	0	0	0	0
	1095+34.155	699	1618	70	270	70	459	70	0	0	0	0
	1091+34.155	700										
I-17 SB_1-2	point1177	1177	1618	70	270	70	459	70	0	0	0	0
	1131+33.535	643	1618	70	270	70	459	70	0	0	0	0
	1127+33.547	644	1618	70	270	70	459	70	0	0	0	0

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	point1156	1156	1618	70	270	70	459	70	0	0	0	0
	1123+33.876	645	1618	70	270	70	459	70	0	0	0	0
	point1159	1159	1618	70	270	70	459	70	0	0	0	0
	1119+34.195	646	1618	70	270	70	459	70	0	0	0	0
	point1148	1148	1618	70	270	70	459	70	0	0	0	0
	1115+33.505	647	1618	70	270	70	459	70	0	0	0	0
	point1142	1142	1618	70	270	70	459	70	0	0	0	0
	1111+33.535	648	1618	70	270	70	459	70	0	0	0	0
	1107+34.155	649	1618	70	270	70	459	70	0	0	0	0
	1103+34.155	650	1618	70	270	70	459	70	0	0	0	0
	1099+34.155	651	1618	70	270	70	459	70	0	0	0	0
	1095+34.155	652	1618	70	270	70	459	70	0	0	0	0
	1091+34.155	653										
I-17 SB_3-2-2	point1179	1179	1618	70	270	70	459	70	0	0	0	0
	1087+34.156	748	1618	70	270	70	459	70	0	0	0	0
	1083+34.200	749	1618	70	270	70	459	70	0	0	0	0
	1079+34.540	750	1618	70	270	70	459	70	0	0	0	0
	1075+34.627	751	1618	70	270	70	459	70	0	0	0	0
	1071+34.627	752	1618	70	270	70	459	70	0	0	0	0
	1067+34.627	753	1618	70	270	70	459	70	0	0	0	0
	1063+34.627	754	1618	70	270	70	459	70	0	0	0	0
	1059+34.627	755										
I-17 SB_2-2-2	point1180	1180	1618	70	270	70	459	70	0	0	0	0
	1087+34.155	701	1618	70	270	70	459	70	0	0	0	0
	1083+34.200	702	1618	70	270	70	459	70	0	0	0	0
	1079+34.540	703	1618	70	270	70	459	70	0	0	0	0
	1075+34.627	704	1618	70	270	70	459	70	0	0	0	0
	1071+34.627	705	1618	70	270	70	459	70	0	0	0	0
	1067+34.627	706	1618	70	270	70	459	70	0	0	0	0
	1063+34.627	707	1618	70	270	70	459	70	0	0	0	0
	1059+34.627	708										
I-17 SB_1-2-2	point1181	1181	1618	70	270	70	459	70	0	0	0	0
	1087+34.155	654	1618	70	270	70	459	70	0	0	0	0
	1083+34.200	655	1618	70	270	70	459	70	0	0	0	0
	1079+34.540	656	1618	70	270	70	459	70	0	0	0	0
	1075+34.627	657	1618	70	270	70	459	70	0	0	0	0

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	1071+34.627	658	1618	70	270	70	459	70	0	0	0	0
	1067+34.627	659	1618	70	270	70	459	70	0	0	0	0
	1063+34.627	660	1618	70	270	70	459	70	0	0	0	0
	1059+34.627	661										
Sonoran Desert Dr_SB_Offramp	point1183	1183	247	50	11	50	2	50	0	0	0	0
	34+00.000	883	247	50	11	50	2	50	0	0	0	0
	36+00.000	884	247	50	11	50	2	50	0	0	0	0
	38+00.000	885	247	50	11	50	2	50	0	0	0	0
	40+00.000	886	247	50	11	50	2	50	0	0	0	0
	42+00.000	887	247	50	11	50	2	50	0	0	0	0
	44+00.000	888	247	50	11	50	2	50	0	0	0	0
	46+00.000	889	247	50	11	50	2	50	0	0	0	0
	48+00.000	890	247	50	11	50	2	50	0	0	0	0
	50+00.000	891	247	50	11	50	2	50	0	0	0	0
	52+00.000	892										
I-17 SB_3-2	point1184	1184	1618	70	270	70	459	70	0	0	0	0
	1167+33.539	728	1618	70	270	70	459	70	0	0	0	0
	1163+33.539	729	1618	70	270	70	459	70	0	0	0	0
	1159+33.539	730	1618	70	270	70	459	70	0	0	0	0
	1155+33.539	731	1618	70	270	70	459	70	0	0	0	0
	1151+33.539	732	1618	70	270	70	459	70	0	0	0	0
	1147+33.539	733	1618	70	270	70	459	70	0	0	0	0
	1143+33.539	734	1618	70	270	70	459	70	0	0	0	0
	1139+33.539	735	1618	70	270	70	459	70	0	0	0	0
	1135+33.539	736										
I-17 SB_2-2	point1185	1185	1618	70	270	70	459	70	0	0	0	0
	1167+33.537	681	1618	70	270	70	459	70	0	0	0	0
	1163+33.537	682	1618	70	270	70	459	70	0	0	0	0
	1159+33.537	683	1618	70	270	70	459	70	0	0	0	0
	1155+33.537	684	1618	70	270	70	459	70	0	0	0	0
	1151+33.537	685	1618	70	270	70	459	70	0	0	0	0
	1147+33.537	686	1618	70	270	70	459	70	0	0	0	0
	1143+33.537	687	1618	70	270	70	459	70	0	0	0	0
	1139+33.537	688	1618	70	270	70	459	70	0	0	0	0
	1135+33.537	689										
I-17 SB_1-2	point1186	1186	1618	70	270	70	459	70	0	0	0	0

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	1167+33.535	634	1618	70	270	70	459	70	0	0	0	0
	1163+33.535	635	1618	70	270	70	459	70	0	0	0	0
	1159+33.535	636	1618	70	270	70	459	70	0	0	0	0
	1155+33.535	637	1618	70	270	70	459	70	0	0	0	0
	1151+33.535	638	1618	70	270	70	459	70	0	0	0	0
	1147+33.535	639	1618	70	270	70	459	70	0	0	0	0
	1143+33.535	640	1618	70	270	70	459	70	0	0	0	0
	1139+33.535	641	1618	70	270	70	459	70	0	0	0	0
	1135+33.535	642										
I-17 Ramp SW	point1187	1187	855	50	80	50	13	50	0	0	0	0
	18+61.791	218	855	50	80	50	13	50	0	0	0	0
	22+61.771	219	855	50	80	50	13	50	0	0	0	0
	26+61.771	220	855	50	80	50	13	50	0	0	0	0
	30+61.988	221	855	50	80	50	13	50	0	0	0	0
	34+62.696	222	855	50	80	50	13	50	0	0	0	0
	38+62.708	223	855	50	80	50	13	50	0	0	0	0
	40+62.708	224	855	50	80	50	13	50	0	0	0	0
	42+62.708	225	855	50	80	50	13	50	0	0	0	0
	44+62.708	226	855	50	80	50	13	50	0	0	0	0
	46+62.708	227	855	50	80	50	13	50	0	0	0	0
	48+62.708	228	855	50	80	50	13	50	0	0	0	0
	50+62.708	229	855	50	80	50	13	50	0	0	0	0
	52+62.167	230	855	50	80	50	13	50	0	0	0	0
	54+61.494	231	855	50	80	50	13	50	0	0	0	0
	56+60.820	232	855	50	80	50	13	50	0	0	0	0
	58+60.147	233	855	50	80	50	13	50	0	0	0	0
	60+59.473	234	855	50	80	50	13	50	0	0	0	0
	62+58.800	235	855	50	80	50	13	50	0	0	0	0
	64+58.126	236	855	50	80	50	13	50	0	0	0	0
	66+57.453	237	855	50	80	50	13	50	0	0	0	0
	68+56.779	238	855	50	80	50	13	50	0	0	0	0
	70+56.106	239										
I-17 SB_3-2-2-2	point1188	1188	3361	70	443	70	271	70	0	0	0	0
	1039+34.627	760	3361	70	443	70	271	70	0	0	0	0
	1035+34.627	761	3361	70	443	70	271	70	0	0	0	0
	1031+34.627	762	3361	70	443	70	271	70	0	0	0	0

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	1027+34.627	763	3361	70	443	70	271	70	0	0	0	0
	1023+34.627	764										
I-17 SB_2-2-2-2	point1189	1189	3361	70	443	70	271	70	0	0	0	0
	1039+34.627	713	3361	70	443	70	271	70	0	0	0	0
	1035+34.627	714	3361	70	443	70	271	70	0	0	0	0
	1031+34.627	715	3361	70	443	70	271	70	0	0	0	0
	1027+34.627	716	3361	70	443	70	271	70	0	0	0	0
	1023+34.627	717										
I-17 SB_1-2-2-2	point1190	1190	3361	70	443	70	271	70	0	0	0	0
	1039+34.627	666	3361	70	443	70	271	70	0	0	0	0
	1035+34.627	667	3361	70	443	70	271	70	0	0	0	0
	1031+34.627	668	3361	70	443	70	271	70	0	0	0	0
	1027+34.627	669	3361	70	443	70	271	70	0	0	0	0
	1023+34.627	670										
I-17 SB_3-2-2-2	point1191	1191	3163	70	428	70	268	70	0	0	0	0
	1055+34.627	756	3163	70	428	70	268	70	0	0	0	0
	1051+34.627	757	3163	70	428	70	268	70	0	0	0	0
	1047+34.627	758	3163	70	428	70	268	70	0	0	0	0
	1043+34.627	759										
I-17 SB_2-2-2-2	point1192	1192	3163	70	428	70	268	70	0	0	0	0
	1055+34.627	709	3163	70	428	70	268	70	0	0	0	0
	1051+34.627	710	3163	70	428	70	268	70	0	0	0	0
	1047+34.627	711	3163	70	428	70	268	70	0	0	0	0
	1043+34.627	712										
I-17 SB_1-2-2-2	point1193	1193	3163	70	428	70	268	70	0	0	0	0
	1055+34.627	662	3163	70	428	70	268	70	0	0	0	0
	1051+34.627	663	3163	70	428	70	268	70	0	0	0	0
	1047+34.627	664	3163	70	428	70	268	70	0	0	0	0
	1043+34.627	665										
I-17 NB_3-2	point1194	1194	3237	70	434	70	260	70	0	0	0	0
	1043+34.627	492	3237	70	434	70	260	70	0	0	0	0
	1047+34.627	493	3237	70	434	70	260	70	0	0	0	0
	1051+34.627	494	3237	70	434	70	260	70	0	0	0	0
	1055+34.627	495										
I-17 NB_2-2	point1195	1195	3237	70	434	70	260	70	0	0	0	0
	1043+34.627	538	3237	70	434	70	260	70	0	0	0	0

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	1047+34.627	539	3237	70	434	70	260	70	0	0	0	0
	1051+34.627	540	3237	70	434	0	260	70	0	0	0	0
	1055+34.627	541										
I-17 NB_1-2	point1196	1196	3237	70	434	70	260	70	0	0	0	0
	1043+34.627	584	3237	70	434	70	260	70	0	0	0	0
	1047+34.627	585	3237	70	434	70	260	70	0	0	0	0
	1051+34.627	586	3237	70	434	70	260	70	0	0	0	0
	1055+34.627	587										
I-17 NB_3-2-2	point1197	1197	1795	70	264	70	222	70	0	0	0	0
	1059+34.627	496	1795	70	264	70	222	70	0	0	0	0
	1063+34.627	497	1795	70	264	70	222	70	0	0	0	0
	1067+34.627	498	1795	70	264	70	222	70	0	0	0	0
	1071+34.627	499	1795	70	264	70	222	70	0	0	0	0
	1075+34.627	500	1795	70	264	70	222	70	0	0	0	0
	1079+34.605	501	1795	70	264	70	222	70	0	0	0	0
	1083+34.334	502	1795	70	264	70	222	70	0	0	0	0
	1087+34.168	503	1795	70	264	70	222	70	0	0	0	0
	1091+34.160	504	1795	70	264	70	222	70	0	0	0	0
	1095+34.160	505	1795	70	264	70	222	70	0	0	0	0
	1099+34.160	506	1795	70	264	70	222	70	0	0	0	0
	1103+34.160	507										
I-17 NB_2-2-2	point1198	1198	1795	70	264	70	222	70	0	0	0	0
	1059+34.627	542	1795	70	264	70	222	70	0	0	0	0
	1063+34.627	543	1795	70	264	70	222	70	0	0	0	0
	1067+34.627	544	1795	70	264	70	222	70	0	0	0	0
	1071+34.627	545	1795	70	264	70	222	70	0	0	0	0
	1075+34.627	546	1795	70	264	70	222	70	0	0	0	0
	1079+34.605	547	1795	70	264	70	222	70	0	0	0	0
	1083+34.334	548	1795	70	264	70	222	70	0	0	0	0
	1087+34.168	549	1795	70	264	70	222	70	0	0	0	0
	1091+34.160	550	1795	70	264	70	222	70	0	0	0	0
	1095+34.160	551	1795	70	264	70	222	70	0	0	0	0
	1099+34.160	552	1795	70	264	70	222	70	0	0	0	0
	1103+34.160	553										
I-17 NB_1-2-2	point1199	1199	1795	70	264	70	222	70	0	0	0	0
	1059+34.627	588	1795	70	264	70	222	70	0	0	0	0

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	1063+34.627	589	1795	70	264	70	222	70	0	0	0	0
	1067+34.627	590	1795	70	264	70	222	70	0	0	0	0
	1071+34.627	591	1795	70	264	70	222	70	0	0	0	0
	1075+34.627	592	1795	70	264	70	222	70	0	0	0	0
	1079+34.605	593	1795	70	264	70	222	70	0	0	0	0
	1083+34.334	594	1795	70	264	70	222	70	0	0	0	0
	1087+34.168	595	1795	70	264	70	222	70	0	0	0	0
	1091+34.160	596	1795	70	264	70	222	70	0	0	0	0
	1095+34.160	597	1795	70	264	70	222	70	0	0	0	0
	1099+34.160	598	1795	70	264	70	222	70	0	0	0	0
	1103+34.160	599										
I-17 NB offramp to FR-2	point1200	1200	752	50	28	50	6	50	0	0	0	0
	4+00.000	824	752	50	28	50	6	50	0	0	0	0
	6+00.000	825	752	50	28	50	6	50	0	0	0	0
	8+00.000	826	752	50	28	50	6	50	0	0	0	0
	10+00.000	827	752	50	28	50	6	50	0	0	0	0
	12+00.000	828	752	50	28	50	6	50	0	0	0	0
	point1152	1152	752	50	28	50	6	50	0	0	0	0
	14+00.000	829	752	50	28	50	6	50	0	0	0	0
	16+00.000	830	752	50	28	50	6	50	0	0	0	0
	18+00.000	831	752	50	28	50	6	50	0	0	0	0
	20+00.000	832	752	50	28	50	6	50	0	0	0	0
	22+00.000	833	752	50	28	50	6	50	0	0	0	0
	24+00.000	834	752	50	28	50	6	50	0	0	0	0
	26+00.000	835	752	50	28	50	6	50	0	0	0	0
	28+00.000	836	752	50	28	50	6	50	0	0	0	0
	30+00.000	837	752	50	28	50	6	50	0	0	0	0
	32+00.000	838	752	50	28	50	6	50	0	0	0	0
	34+00.000	839	752	50	28	50	6	50	0	0	0	0
	point1136	1136										
I-17 NB_3-2-2-2	point1201	1201	1823	70	282	70	227	70	0	0	0	0
	1107+34.154	508	1823	70	282	70	227	70	0	0	0	0
	1111+34.663	509	1823	70	282	70	227	70	0	0	0	0
	point1145	1145	1823	70	282	70	227	70	0	0	0	0
	1115+34.543	510	1823	70	282	70	227	70	0	0	0	0
	point1151	1151	1823	70	282	70	227	70	0	0	0	0

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	1119+34.105	511	1823	70	282	70	227	70	0	0	0	0
	1123+34.075	512	1823	70	282	70	227	70	0	0	0	0
	point1153	1153	1823	70	282	70	227	70	0	0	0	0
	1127+34.055	513	1823	70	282	70	227	70	0	0	0	0
	1131+34.055	514	1823	70	282	70	227	70	0	0	0	0
	1135+34.055	515	1823	70	282	70	227	70	0	0	0	0
	1139+34.055	516	1823	70	282	70	227	70	0	0	0	0
	1143+34.055	517	1823	70	282	70	227	70	0	0	0	0
	1147+34.055	518	1823	70	282	70	227	70	0	0	0	0
	1151+34.055	519	1823	70	282	70	227	70	0	0	0	0
	1155+34.055	520	1823	70	282	70	227	70	0	0	0	0
	1159+34.055	521	1823	70	282	70	227	70	0	0	0	0
	1163+34.055	522	1823	70	282	70	227	70	0	0	0	0
	1167+34.055	523										
I-17 NB_2-2-2-2	point1202	1202	1823	70	282	70	227	70	0	0	0	0
	1107+34.154	554	1823	70	282	70	227	70	0	0	0	0
	1111+34.663	555	1823	70	282	70	227	70	0	0	0	0
	point1144	1144	1823	70	282	70	227	70	0	0	0	0
	1115+34.543	556	1823	70	282	70	227	70	0	0	0	0
	point1150	1150	1823	70	282	70	227	70	0	0	0	0
	1119+34.105	557	1823	70	282	70	227	70	0	0	0	0
	1123+34.075	558	1823	70	282	70	227	70	0	0	0	0
	point1154	1154	1823	70	282	70	227	70	0	0	0	0
	1127+34.055	559	1823	70	282	70	227	70	0	0	0	0
	1131+34.055	560	1823	70	282	70	227	70	0	0	0	0
	1135+34.055	561	1823	70	282	70	227	70	0	0	0	0
	1139+34.055	562	1823	70	282	70	227	70	0	0	0	0
	1143+34.055	563	1823	70	282	70	227	70	0	0	0	0
	1147+34.055	564	1823	70	282	70	227	70	0	0	0	0
	1151+34.055	565	1823	70	282	70	227	70	0	0	0	0
	1155+34.055	566	1823	70	282	70	227	70	0	0	0	0
	1159+34.055	567	1823	70	282	70	227	70	0	0	0	0
	1163+34.055	568	1823	70	282	70	227	70	0	0	0	0
	1167+34.055	569										
I-17 NB_1-2-2-2	point1203	1203	1823	70	282	70	227	70	0	0	0	0
	1107+34.154	600	1823	70	282	70	227	70	0	0	0	0

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	1111+34.663	601	1823	70	282	70	227	70	0	0	0	0
	point1143	1143	1823	70	282	70	227	70	0	0	0	0
	1115+34.543	602	1823	70	282	70	227	70	0	0	0	0
	point1149	1149	1823	70	282	70	227	70	0	0	0	0
	1119+34.105	603	1823	70	282	70	227	70	0	0	0	0
	1123+34.075	604	1823	70	282	70	227	70	0	0	0	0
	point1155	1155	1823	70	282	70	227	70	0	0	0	0
	1127+34.055	605	1823	70	282	70	227	70	0	0	0	0
	1131+34.055	606	1823	70	282	70	227	70	0	0	0	0
	1135+34.055	607	1823	70	282	70	227	70	0	0	0	0
	1139+34.055	608	1823	70	282	70	227	70	0	0	0	0
	1143+34.055	609	1823	70	282	70	227	70	0	0	0	0
	1147+34.055	610	1823	70	282	70	227	70	0	0	0	0
	1151+34.055	611	1823	70	282	70	227	70	0	0	0	0
	1155+34.055	612	1823	70	282	70	227	70	0	0	0	0
	1159+34.055	613	1823	70	282	70	227	70	0	0	0	0
	1163+34.055	614	1823	70	282	70	227	70	0	0	0	0
	1167+34.055	615										
I-17 NB_3-2-2-2-2	point1204	1204	1423	70	214	70	170	70	0	0	0	0
	1171+34.055	524	1423	70	214	70	170	70	0	0	0	0
	1175+34.055	525	1423	70	214	70	170	70	0	0	0	0
	1179+34.055	526	1423	70	214	70	170	70	0	0	0	0
	1183+34.055	527	1423	70	214	70	170	70	0	0	0	0
	1187+34.055	528	1423	70	214	70	170	70	0	0	0	0
	1191+34.055	529	1423	70	214	70	170	70	0	0	0	0
	1195+34.055	530	1423	70	214	70	170	70	0	0	0	0
	1199+34.055	531	1423	70	214	70	170	70	0	0	0	0
	1203+34.055	532										
I-17 NB_2-2-2-2-2	point1205	1205	1423	70	214	70	170	70	0	0	0	0
	1171+34.055	570	1423	70	214	70	170	70	0	0	0	0
	1175+34.055	571	1423	70	214	70	170	70	0	0	0	0
	1179+34.055	572	1423	70	214	70	170	70	0	0	0	0
	1183+34.055	573	1423	70	214	70	170	70	0	0	0	0
	1187+34.055	574	1423	70	214	70	170	70	0	0	0	0
	1191+34.055	575	1423	70	214	70	170	70	0	0	0	0
	1195+34.055	576	1423	70	214	70	170	70	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

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	1199+34.055	577	1423	70	214	70	170	70	0	0	0	0
	1203+34.055	578										
I-17 NB_1-2-2-2-2	point1206	1206	1423	70	214	70	170	70	0	0	0	0
	1171+34.055	616	1423	70	214	70	170	70	0	0	0	0
	1175+34.055	617	1423	70	214	70	170	70	0	0	0	0
	1179+34.055	618	1423	70	214	70	170	70	0	0	0	0
	1183+34.055	619	1423	70	214	70	170	70	0	0	0	0
	1187+34.055	620	1423	70	214	70	170	70	0	0	0	0
	1191+34.055	621	1423	70	214	70	170	70	0	0	0	0
	1195+34.055	622	1423	70	214	70	170	70	0	0	0	0
	1199+34.055	623	1423	70	214	70	170	70	0	0	0	0
	1203+34.055	624										
I-17 NB onramp from FR-2	point1207	1207	1423	70	214	70	170	70	0	0	0	0
	70+00.000	856	1423	70	214	70	170	70	0	0	0	0
	74+00.000	857	1423	70	214	70	170	70	0	0	0	0
	78+00.000	858	1423	70	214	70	170	70	0	0	0	0
	82+00.000	859	1423	70	214	70	170	70	0	0	0	0
	86+00.000	860	1423	70	214	70	170	70	0	0	0	0
	90+00.000	861	1423	70	214	70	170	70	0	0	0	0
	94+00.000	862	1423	70	214	70	170	70	0	0	0	0
	98+00.000	863	1423	70	214	70	170	70	0	0	0	0
	102+00.000	864	1423	70	214	70	170	70	0	0	0	0
	102+93.049	865										
I-17 SB FR_1-2	point1212	1212	325	50	15	50	3	50	0	0	0	0
	6+00.000	1031	325	50	15	50	3	50	0	0	0	0
	7+00.000	1032	325	50	15	50	3	50	0	0	0	0
	8+00.000	1033	325	50	15	50	3	50	0	0	0	0
	9+00.000	1034	325	50	15	50	3	50	0	0	0	0
	10+00.000	1035	325	50	15	50	3	50	0	0	0	0
	11+00.000	1036	325	50	15	50	3	50	0	0	0	0
	12+00.000	1037	325	50	15	50	3	50	0	0	0	0
	13+00.000	1038	325	50	15	50	3	50	0	0	0	0
	14+00.000	1039	325	50	15	50	3	50	0	0	0	0
	15+00.000	1040	325	50	15	50	3	50	0	0	0	0
	16+00.000	1041	325	50	15	50	3	50	0	0	0	0
	17+00.000	1042	325	50	15	50	3	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

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	18+00.000	1043	325	50	15	50	3	50	0	0	0	0
	19+00.000	1044	325	50	15	50	3	50	0	0	0	0
	20+00.000	1045	325	50	15	50	3	50	0	0	0	0
	21+00.000	1046	325	50	15	50	3	50	0	0	0	0
	22+00.000	1047	325	50	15	50	3	50	0	0	0	0
	23+00.000	1048	325	50	15	50	3	50	0	0	0	0
	24+00.000	1049	325	50	15	50	3	50	0	0	0	0
	25+00.000	1050	325	50	15	50	3	50	0	0	0	0
	26+00.000	1051	325	50	15	50	3	50	0	0	0	0
	27+00.000	1052	325	50	15	50	3	50	0	0	0	0
	28+00.000	1053	325	50	15	50	3	50	0	0	0	0
	29+00.000	1054	325	50	15	50	3	50	0	0	0	0
	30+00.000	1055	325	50	15	50	3	50	0	0	0	0
	31+00.000	1056	325	50	15	50	3	50	0	0	0	0
	32+00.000	1057	325	50	15	50	3	50	0	0	0	0
	33+00.000	1058	325	50	15	50	3	50	0	0	0	0
	34+00.000	1059	325	50	15	50	3	50	0	0	0	0
	35+00.000	1060	325	50	15	50	3	50	0	0	0	0
	36+00.000	1061	325	50	15	50	3	50	0	0	0	0
	37+00.000	1062	325	50	15	50	3	50	0	0	0	0
	38+00.000	1063										
I-17 SB FR_3	point1239	1239	946	50	46	50	33	50	0	0	0	0
	point1238	1238	946	50	46	50	33	50	0	0	0	0
	point1237	1237	946	50	46	50	33	50	0	0	0	0
	point1236	1236	946	50	46	50	33	50	0	0	0	0
	point1235	1235	946	50	46	50	33	50	0	0	0	0
	point1234	1234	946	50	46	50	33	50	0	0	0	0
	point1233	1233	946	50	46	50	33	50	0	0	0	0
	point1232	1232	946	50	46	50	33	50	0	0	0	0
	point1231	1231	946	50	46	50	33	50	0	0	0	0
	point1230	1230	946	50	46	50	33	50	0	0	0	0
	point1229	1229	946	50	46	50	33	50	0	0	0	0
	point1228	1228	946	50	46	50	33	50	0	0	0	0
	point1227	1227	946	50	46	50	33	50	0	0	0	0
	point1226	1226	946	50	46	50	33	50	0	0	0	0
	point1225	1225	946	50	46	50	33	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

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	point1224	1224	946	50	46	50	33	50	0	0	0	0
	point1223	1223	946	50	46	50	33	50	0	0	0	0
	point1222	1222	946	50	46	50	33	50	0	0	0	0
	point1221	1221	946	50	46	50	33	50	0	0	0	0
	point1220	1220	946	50	46	50	33	50	0	0	0	0
	point1219	1219	946	50	46	50	33	50	0	0	0	0
	point1218	1218	946	50	46	50	33	50	0	0	0	0
	point1217	1217	946	50	46	50	33	50	0	0	0	0
	point1216	1216	946	50	46	50	33	50	0	0	0	0
	point1215	1215	946	50	46	50	33	50	0	0	0	0
	point1214	1214	946	50	46	50	33	50	0	0	0	0
	point1213	1213										
DoveValleyRd_EB	point1240	1240	1437	50	34	50	8	50	0	0	0	0
	point1241	1241										
DoveValleyRd_WB	point1245	1245	934	50	22	50	8	50	0	0	0	0
	point1243	1243										
Dixileta Dr EB	point1247	1247	240	40	8	40	1	40	0	0	0	0
	point1246	1246										
Dixileta Dr WB	point1268	1268	1015	40	68	40	13	40	0	0	0	0
	point1269	1269										
I-17 Ramp ES-2-2	point1288	1288	3211	50	427	50	92	50	0	0	0	0
	38+51.653	46	3211	50	427	50	92	50	0	0	0	0
	40+51.815	47	3211	50	427	50	92	50	0	0	0	0
	42+51.978	48	3211	50	427	50	92	50	0	0	0	0
	44+52.141	49	3211	50	427	50	92	50	0	0	0	0
	46+52.304	50	3211	50	427	50	92	50	0	0	0	0
	48+52.467	51	3211	50	427	50	92	50	0	0	0	0
	50+52.630	52	3211	50	427	50	92	50	0	0	0	0
	52+52.792	53	3211	50	427	50	92	50	0	0	0	0
	54+52.955	54	3211	50	427	50	92	50	0	0	0	0
	56+52.960	55	3211	50	427	50	92	50	0	0	0	0
	58+52.960	56	3211	50	427	50	92	50	0	0	0	0
	62+52.960	57	3211	50	427	50	92	50	0	0	0	0
	66+52.960	58	3211	50	427	50	92	50	0	0	0	0
	70+52.960	59	3211	50	427	50	92	50	0	0	0	0
	74+52.960	60	3211	50	427	50	92	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

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	78+52.960	61	3211	50	427	50	92	50	0	0	0	0
	82+52.775	62	3211	50	427	50	92	50	0	0	0	0
	226+00.000	63	3211	50	427	50	92	50	0	0	0	0
	230+00.000	64	3211	50	427	50	92	50	0	0	0	0
	234+00.000	65	3211	50	427	50	92	50	0	0	0	0
	238+00.000	66										
Sonoran Desert Dr_EB-2-2	point1289	1289	1119	50	108	50	28	50	0	0	0	0
	56+00.000	427	1119	50	108	50	28	50	0	0	0	0
	58+00.000	428	1119	50	108	50	28	50	0	0	0	0
	60+00.000	429	1119	50	108	50	28	50	0	0	0	0
	62+00.000	430	1119	50	108	50	28	50	0	0	0	0
	64+00.000	431	1119	50	108	50	28	50	0	0	0	0
	66+00.000	432	1119	50	108	50	28	50	0	0	0	0
	68+00.000	433	1119	50	108	50	28	50	0	0	0	0
	70+00.000	434	1119	50	108	50	28	50	0	0	0	0
	72+00.000	435	1119	50	108	50	28	50	0	0	0	0
	74+00.000	436	1119	50	108	50	28	50	0	0	0	0
	76+00.000	437	1119	50	108	50	28	50	0	0	0	0
	78+00.000	438	1119	50	108	50	28	50	0	0	0	0
	80+00.000	439	1119	50	108	50	28	50	0	0	0	0
	82+00.000	440	1119	50	108	50	28	50	0	0	0	0
	84+00.000	441	1119	50	108	50	28	50	0	0	0	0
	86+00.000	442										
I-17 Ramp EN-2-2	point1290	1290	836	60	83	60	20	60	0	0	0	0
	38+28.303	113	836	60	83	60	20	60	0	0	0	0
	40+29.165	114	836	60	83	60	20	60	0	0	0	0
	42+30.027	115	836	60	83	60	20	60	0	0	0	0
	44+30.889	116	836	60	83	60	20	60	0	0	0	0
	46+31.750	117	836	60	83	60	20	60	0	0	0	0
	48+32.612	118	836	60	83	60	20	60	0	0	0	0
	50+33.474	119	836	60	83	60	20	60	0	0	0	0
	52+34.335	120	836	60	83	60	20	60	0	0	0	0
	54+35.197	121	836	60	83	60	20	60	0	0	0	0
	56+36.059	122	836	60	83	60	20	60	0	0	0	0
	58+36.921	123	836	60	83	60	20	60	0	0	0	0
	60+37.782	124	836	60	83	60	20	60	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

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	62+38.644	125	836	60	83	60	20	60	0	0	0	0
	64+39.168	126	836	60	83	60	20	60	0	0	0	0
	66+39.168	127	836	60	83	60	20	60	0	0	0	0
	68+39.168	128	836	60	83	60	20	60	0	0	0	0
	70+39.168	129	836	60	83	60	20	60	0	0	0	0
	72+39.168	130	836	60	83	60	20	60	0	0	0	0
	74+39.168	131	836	60	83	60	20	60	0	0	0	0
	76+39.086	132	836	60	83	60	20	60	0	0	0	0
	78+38.944	133	836	60	83	60	20	60	0	0	0	0
	80+38.777	134	836	60	83	60	20	60	0	0	0	0
	82+38.545	135	836	60	83	60	20	60	0	0	0	0
	84+38.205	136	836	60	83	60	20	60	0	0	0	0
	226+00.000	137										
Ramp DHOV-2-2	point1291	1291	380	60	36	60	6	60	0	0	0	0
	2166+00.000	953	380	60	36	60	6	60	0	0	0	0
	2168+00.000	954	380	60	36	60	6	60	0	0	0	0
	2170+00.000	955	380	60	36	60	6	60	0	0	0	0
	2172+00.000	956	380	60	36	60	6	60	0	0	0	0
	2174+00.000	957	380	60	36	60	6	60	0	0	0	0
	2176+00.000	958	380	60	36	60	6	60	0	0	0	0
	2178+00.000	959	380	60	36	60	6	60	0	0	0	0
	2180+00.000	960	380	60	36	60	6	60	0	0	0	0
	2182+00.000	961	380	60	36	60	6	60	0	0	0	0
	2184+00.000	962	380	60	36	60	6	60	0	0	0	0
	2186+00.000	963	380	60	36	60	6	60	0	0	0	0
	2188+00.000	964	380	60	36	60	6	60	0	0	0	0
	2190+00.000	965	380	60	36	60	6	60	0	0	0	0
	2192+00.000	966	380	60	36	60	6	60	0	0	0	0
	2194+00.000	967	380	60	36	60	6	60	0	0	0	0
	2196+00.000	968	380	60	36	60	6	60	0	0	0	0
	2198+00.000	969										

AZTEC						26 March 2024													
AZTEC						TNM 2.5													

INPUT: BARRIERS

PROJECT/CONTRACT: F0562-01D
 RUN: SR303, 51st Avenue to I-17, Section 2

Barrier									Points																		
Name	Type	Height		If Wall \$ per Unit Area	If Berm \$ per Unit Vol.	Top Width ft	Run:Rise ft:ft	Add'tnl \$ per Unit Length	Name	No.	Coordinates (bottom)			Height at Point ft	Segment				Important Reflec- tions?								
		Min ft	Max ft								X ft	Y ft	Z ft		Seg Incr- ment ft	Ht #Up	Perturbs #Dn	On Struct?									
Barrier NB1	W	0.00	99.99	0.00				0.00	1194+24.802	17	634,372.7	1,015,445.6	1,650.53	10.00	2.00	5	0										
									1192+43.219	18	634,403.9	1,015,266.7	1,650.53	10.00	2.00	5	0										
									1190+43.218	19	634,438.2	1,015,069.7	1,650.45	10.00	2.00	5	0										
									1188+43.223	20	634,472.6	1,014,872.7	1,649.17	10.00	2.00	5	0										
									1186+43.032	21	634,506.8	1,014,675.4	1,646.63	10.00	2.00	5	0										
									1184+42.836	22	634,548.7	1,014,479.5	1,644.61	10.00	2.00	5	0										
PW	W	0.00	99.99	0.00				0.00	point26	26	636,453.8	999,950.8	1,527.00	6.00	0.00	0	0										
									point27	27	636,469.3	999,864.7	1,527.00	6.00	0.00	0	0										
									point28	28	636,369.8	999,859.5	1,527.00	6.00	0.00	0	0										
									point29	29	636,263.1	999,841.8	1,527.00	6.00													
									Barrier SB2	W	0.00	99.99	0.00				0.00	1050+95.854	30	636,426.1	1,001,258.6	1,538.79	10.00	2.00	5	0	
																		1050+45.886	31	636,436.4	1,001,209.7	1,538.09	10.00	2.00	5	0	
1049+95.924	32	636,446.9	1,001,160.8	1,537.60	10.00	2.00	5	0																			
1049+45.938	33	636,456.7	1,001,111.8	1,537.45	10.00	2.00	5	0																			
1047+46.025	34	636,496.8	1,000,915.8	1,536.50	10.00	2.00	5	0																			
1045+46.055	35	636,534.5	1,000,719.4	1,535.92	10.00	2.00	5	0																			
1043+46.087	36	636,572.4	1,000,523.0	1,535.14	10.00	2.00	5	0																			
1041+46.142	37	636,611.3	1,000,326.9	1,533.46	10.00	2.00	5	0																			
1039+46.161	38	636,648.3	1,000,130.3	1,531.70	10.00	2.00	5	0																			
1037+46.187	39	636,685.8	999,933.9	1,530.18	10.00	2.00	5	0																			
1035+46.212	40	636,723.2	999,737.4	1,528.60	10.00	2.00	5	0																			
1033+46.267	41	636,762.2	999,541.2	1,527.03	10.00	2.00	5	0																			
1031+51.905	42	636,798.8	999,350.3	1,525.25	10.00																						
Barrier SB1	W	0.00	99.99	0.00				0.00	1058+83.246	43	636,250.3	1,002,027.2	1,560.58	10.00	2.00	5	0										
									1056+83.649	44	636,297.0	1,001,832.8	1,557.93	10.00	2.00	5	0										
									1054+84.228	45	636,346.3	1,001,638.9	1,550.06	10.00	2.00	5	0										
									1052+85.500	46	636,402.5	1,001,447.0	1,543.09	10.00	2.00	5	0										
									1051+86.386	47	636,432.6	1,001,351.6	1,540.76	10.00	2.00	5	0										
									1050+87.546	48	636,464.5	1,001,256.9	1,539.18	10.00	2.00	5	0										
PW2	W	0.00	99.99	0.00				0.00	point50	50	635,416.8	1,002,242.6	1,547.00	6.00	0.00	0	0										
									point51	51	635,543.6	1,002,241.5	1,547.00	6.00	0.00	0	0										
									point52	52	635,714.1	1,002,241.0	1,548.00	6.00	0.00	0	0										
									point53	53	635,714.6	1,002,147.3	1,548.00	6.00													

INPUT: BARRIERS

F0562-01D

PW7	W	0.00	99.99	0.00				0.00	point76	76	636,208.0	999,741.2	1,526.46	6.00	0.00	0	0		
									point77	77	636,244.6	999,626.9	1,526.46	6.00	0.00	0	0		
									point78	78	636,084.6	999,572.1	1,526.46	6.00					

INPUT: RECEIVERS

F0562-01D

							26 March 2024				
							TNM 2.5				
INPUT: RECEIVERS											
PROJECT/CONTRACT:		F0562-01D									
RUN:		SR303, 51st Avenue to I-17, Section 2									
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	1	1	634,502.4	1,015,333.4	1,651.23	5.00	0.00	66	15.0	7.0	
E2	2	1	634,536.2	1,015,141.8	1,650.65	5.00	0.00	66	15.0	7.0	
E3	3	1	634,585.4	1,014,863.0	1,648.29	5.00	0.00	66	15.0	7.0	
E4	4	1	634,634.5	1,014,584.3	1,645.87	5.00	0.00	66	15.0	7.0	
E5	5	1	634,665.8	1,014,407.3	1,645.49	5.00	0.00	66	15.0	7.0	
E6	6	1	634,975.0	1,014,079.5	1,644.17	5.00	0.00	66	15.0	7.0	
E7	7	1	635,007.2	1,013,524.2	1,644.44	5.00	0.00	66	15.0	7.0	
E8	8	1	635,530.9	1,012,713.4	1,632.73	5.00	0.00	66	15.0	7.0	
E9	9	1	635,360.8	1,011,728.0	1,624.13	5.00	0.00	66	15.0	7.0	
E10	10	1	635,583.4	1,010,753.1	1,616.56	5.00	0.00	66	15.0	7.0	
E11	11	1	635,845.5	1,009,788.0	1,608.53	5.00	0.00	66	15.0	7.0	
E12	12	1	636,020.0	1,008,803.4	1,601.97	5.00	0.00	66	15.0	7.0	
E13	13	1	636,493.2	1,007,922.4	1,590.39	5.00	0.00	66	15.0	7.0	
E14	14	1	636,489.3	1,006,922.4	1,582.12	5.00	0.00	66	15.0	7.0	
E15	15	1	636,591.9	1,005,927.7	1,570.88	5.00	0.00	66	15.0	7.0	
E16	16	1	636,651.3	1,004,929.5	1,564.48	5.00	0.00	66	15.0	7.0	
E17	17	1	636,734.0	1,003,932.9	1,559.23	5.00	0.00	66	15.0	7.0	
E18	18	1	636,927.6	1,002,951.8	1,545.85	5.00	0.00	66	15.0	7.0	
E19	19	1	637,352.4	1,002,046.6	1,540.72	5.00	0.00	66	15.0	7.0	
E20	20	1	637,147.4	1,001,067.8	1,540.15	5.00	0.00	66	15.0	7.0	
W1	21	1	633,648.6	1,014,991.2	1,648.49	5.00	0.00	66	15.0	7.0	
W2	22	1	633,737.3	1,013,995.2	1,638.95	5.00	0.00	66	15.0	7.0	

INPUT: RECEIVERS

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W3	23	1	633,620.5	1,013,314.9	1,635.00	5.00	0.00	66	15.0	7.0	
W4	24	1	633,909.1	1,012,357.4	1,624.14	5.00	0.00	66	15.0	7.0	
W5	25	1	634,122.4	1,011,380.4	1,620.62	5.00	0.00	66	15.0	7.0	
W6	26	1	634,298.8	1,010,396.1	1,612.84	5.00	0.00	66	15.0	7.0	
W7	27	1	634,499.1	1,009,416.4	1,602.31	5.00	0.00	66	15.0	7.0	
W34	57	1	634,940.9	1,006,286.2	1,579.46	5.00	0.00	66	15.0	7.0	
W35	58	1	635,219.6	1,005,325.8	1,572.75	5.00	0.00	66	15.0	7.0	
W36	59	1	635,495.4	1,004,364.6	1,564.63	5.00	0.00	66	15.0	7.0	
W37	60	1	635,663.2	1,003,378.8	1,555.74	5.00	0.00	66	15.0	7.0	
W38	61	1	635,439.6	1,002,404.1	1,547.62	5.00	0.00	66	15.0	7.0	
W39	62	2	635,685.4	1,002,228.5	1,546.82	5.00	0.00	66	15.0	7.0	
W40	63	2	635,551.4	1,002,228.5	1,546.91	5.00	0.00	66	15.0	7.0	
W41	64	2	635,417.4	1,002,228.5	1,546.99	5.00	0.00	66	15.0	7.0	
W42	65	4	635,901.3	1,002,025.0	1,545.34	5.00	0.00	66	15.0	7.0	
W43	66	4	635,757.6	1,002,029.1	1,545.93	5.00	0.00	66	15.0	7.0	
W44	67	4	635,627.4	1,002,022.1	1,545.98	5.00	0.00	66	15.0	7.0	
W45	68	4	635,980.7	1,001,771.3	1,543.66	5.00	0.00	66	15.0	7.0	
W46	69	4	635,834.3	1,001,772.8	1,544.26	5.00	0.00	66	15.0	7.0	
W47	70	4	635,699.9	1,001,763.2	1,544.83	5.00	0.00	66	15.0	7.0	
W48	71	4	636,048.9	1,001,496.9	1,540.93	5.00	0.00	66	15.0	7.0	Y
W49	72	4	635,909.9	1,001,488.9	1,542.04	5.00	0.00	66	15.0	7.0	
W50	73	4	635,772.4	1,001,504.4	1,542.30	5.00	0.00	66	15.0	7.0	
W51	74	3	636,173.1	1,001,288.1	1,539.10	5.00	0.00	66	15.0	7.0	Y
W52	75	3	635,935.8	1,001,269.1	1,540.33	5.00	0.00	66	15.0	7.0	
W53	76	4	636,220.0	1,001,116.9	1,537.37	5.00	0.00	66	15.0	7.0	
W54	77	4	636,001.2	1,001,057.2	1,538.75	5.00	0.00	66	15.0	7.0	
W55	78	3	636,272.6	1,000,925.0	1,534.95	5.00	0.00	66	15.0	7.0	Y
W56	79	3	636,073.1	1,000,824.1	1,536.78	5.00	0.00	66	15.0	7.0	
W57	79	3	636,316.6	1,000,691.8	1,534.30	5.00	0.00	66	15.0	7.0	
W58	80	3	636,097.8	1,000,646.3	1,533.69	5.00	0.00	66	15.0	7.0	
W59	81	3	636,325.3	1,000,605.8	1,533.74	5.00	0.00	66	15.0	7.0	
W60	82	4	636,204.8	1,000,582.8	1,532.56	5.00	0.00	66	15.0	7.0	
W61	83	4	636,354.4	1,000,410.9	1,531.64	5.00	0.00	66	15.0	7.0	Y
W62	84	5	636,257.4	1,000,261.9	1,529.99	5.00	0.00	66	15.0	7.0	
W63	85	3	636,381.4	1,000,230.3	1,529.38	5.00	0.00	66	15.0	7.0	
W64	86	3	636,408.4	1,000,049.8	1,527.58	5.00	0.00	66	15.0	7.0	

INPUT: RECEIVERS**F0562-01D**

W65	88	4	636,295.0	1,000,033.5	1,528.11	5.00	0.00	66	15.0	7.0	
W66	89	3	636,446.4	999,898.6	1,526.84	5.00	0.00	66	15.0	7.0	
W67	90	2	636,307.6	999,871.8	1,527.85	5.00	0.00	66	15.0	7.0	
W68	91	3	636,198.2	999,654.3	1,526.46	5.00	0.00	66	15.0	7.0	
MON3	97	1	635,979.9	1,002,145.9	1,546.19	5.00	0.00	66	15.0	7.0	
MON4	98	1	635,583.8	1,002,307.8	1,547.00	5.00	0.00	66	15.0	7.0	
MON5	99	1	636,819.6	1,002,175.1	1,543.49	5.00	0.00	66	15.0	7.0	
MON6	100	1	635,933.9	1,006,859.1	1,581.64	5.00	0.00	66	15.0	7.0	
MON7	101	1	636,234.9	1,006,865.4	1,581.10	5.00	0.00	66	15.0	7.0	
MON8	102	1	635,693.4	1,008,464.6	1,598.23	5.00	0.00	66	15.0	7.0	
MON9	103	1	634,171.6	1,012,524.7	1,625.03	5.00	0.00	66	15.0	7.0	
MON10	104	1	634,517.2	1,014,683.5	1,646.17	5.00	0.00	66	15.0	7.0	

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Certificate Pages: 1	Initials: 0
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Envelope Stamping: Disabled	Daniel Torres
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	dtorres4@azdot.gov
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In Person Signer Events	Signature	Timestamp
Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	4/12/2024 12:46:28 PM
Certified Delivered	Security Checked	4/12/2024 12:46:46 PM
Signing Complete	Security Checked	4/12/2024 12:47:35 PM
Completed	Security Checked	4/12/2024 12:47:35 PM
Payment Events	Status	Timestamps