



# **Arizona Department of Transportation**

## **Environmental Planning**

### **Final Noise Report**

**202 (Santan)  
SR101L (Price) – I-10 (Maricopa)**

**Federal Project No. N/A  
ADOT Project No. 202L MA 50 F0847 01C**

**September 30, 2026**

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 326 [23 U.S.C. 327] and a Memorandum of Understanding dated January 4, 2021 [April 16, 2019], and executed by FHWA and ADOT.*

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202 (Santan): SR101L (Price) – I-10 (Maricopa)

**Project No. 202L MA 50 F0847 01C**  
**Federal No. N/A**

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September 30, 2026

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# EXECUTIVE SUMMARY

This noise technical report has been prepared in support of final design for the proposed general-purpose (GP) lane widening along the Santan Freeway, State Route Loop 202 (SR 202L), from east of SR 101L at Milepost 50.0 to west of Interstate 10 (I-10)/Maricopa Freeway at Milepost 55.8, within the cities of Chandler and Phoenix in Maricopa County, Arizona. The purpose of the project is to increase freeway capacity, reduce existing and future traffic congestion, and improve weaving conditions for motorists entering and exiting the freeway.

The noise impact determination used in this analysis is based on the ADOT's Noise Abatement Requirements (NAR), dated May 4, 2017. The ADOT NAR complies with the Federal Highway Administration (FHWA) 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 in 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 F and G Categories. 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 future Build condition based on updated traffic data and design changes developed during final design. The Build condition reflects the proposed roadway configuration, including the additional general-purpose lanes, for the 2050 design year. A total of 89 receivers were modeled to predict traffic noise levels for various land use and activity categories.

Predicted Build condition noise levels would range from 57 to 71 dBA in 2050. Predicted levels at Category B and C receivers would be below the 66 dBA ADOT impact threshold, and Category E receiver levels would not exceed the applicable 71 dBA impact threshold. No substantial noise increase of 15 dBA or greater is predicted; therefore, no noise barriers are recommended.

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## List of Acronyms

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|                     |                                               |
|---------------------|-----------------------------------------------|
| AADT                | annual average daily traffic                  |
| ADOT                | Arizona Department of Transportation          |
| ANSI                | American National Standards Institute         |
| 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                                         |
| kHz                 | kilohertz                                     |
| L <sub>Aeq(h)</sub> | hourly “A”- weighted steady state sound level |
| L <sub>eq</sub>     | steady state (equivalent) sound level         |
| L <sub>max</sub>    | maximum sound level                           |
| L <sub>min</sub>    | 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                  |
| R/W                 | right-of-way                                  |
| SFH                 | single family home                            |
| SPL                 | sound pressure level                          |
| 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 install general purpose lanes (GPLs) for the State Route 202 Loop Santan Freeway (SR 202L) between approximately milepost (MP) 50 and MP 55.8, within the cities of Chandler and Phoenix, Maricopa County, Arizona (see Figures 1 and 2). Traffic control limits would extend between MP 57 and MP 48 on SR 202L and approximately 1 mile north and south of SR 202L at the major cross streets/traffic interchanges (TI) for temporary embedded traffic signs.

A Design Concept Report (DCR) was completed in June 2020 that evaluated adding GPL between Val Vista Drive to I-10. ADOT split the DCR into two projects: SR 101 to Val Vista (currently under construction) and this segment. The purpose of this project is to increase freeway capacity and decrease existing and future traffic congestion.

The scope of work for the project consists of:

- Conducting subsurface geotechnical, utility, and other minor preconstruction excavations investigations prior to overall construction
- Construct one GPL to the outside of existing lanes in each direction of SR 202L
- Realign entrance and exit ramps to accommodate new GPLs and modify exits to accommodate 2 lanes (1 auxiliary and 1 option lane)
- Diamond grinding the existing roadway, as necessary
- Widen the following overpass (OP) bridges:
  - 56<sup>th</sup> Street OP Eastbound including over Union Pacific Railroad (UPRR)
  - Ramp Southeast/56<sup>th</sup> Street OP including over UPRR
- Construct retaining walls that will have the same design patterns as the existing walls in the corridor
- Cut back abutment slopes where it is necessary to accommodate new lanes or changes in the ramps
- Relocate catch basins, storm drain and storm drain trunk lines and junction structures
- Reconstruct stormwater channel side-slopes and maintenance paths
- Restripe the roadway
- Remove, replace, and/or upgrade traffic signs
- Relocate, replace, and/or protect in place existing sign/DMS structures
- Relocate elements of the DMS as necessary due to the mainline and ramp widening
- Relocate and/or construct new ramp metering systems where ramps are being widened or realigned
- Replace existing traffic counters and other detection loops
- Replace existing High Pressure Sodium luminaries with LED luminaries
- Relocate and/or protect in place existing luminary poles
- Reconstruct crash attenuators at ramp gores where gore locations are affected by ramp widenings or realignments
- Restore landscaped areas disturbed by construction to match existing conditions, including replacing irrigation lines

- Repaint base and accent colors on bridges, walls, and other painted features affected by the new construction
- Upgrade sidewalk ramps and signal poles to American with Disabilities Act (ADA) compliance at TI's, as necessary
- Potential widening 56<sup>th</sup> Street under SR 202L from Fairview Street to Frye Road

Finally, ADOT may abandon right-of-way (ROW) to City of Chandler along the following surface streets: 56<sup>th</sup> Street, Kyrene Road and McClintock Drive. As part of this abandoned ROW and agreement with City of Chandler, this project may complete the following scope of work items:

- Milling and paving roadway
- Repairing sidewalks and concrete curbs, as necessary
- Removing brick pavers and replacing with stamped and/or plain concrete sidewalks
- Modifying ADA ramps and driveways that do not meet American with Disabilities Act Accessibility Guidelines to meet new current standards
- Cleaning out storm drains
- Adding roll curbs to maintenance roads for utilities
- Restriping roadway
- Pruning trees and cleaning vegetation, as necessary

The project would occur within and adjacent to the existing ADOT's right-of-way (ROW) and easement. Adjacent property owners are Gila River Indian Community, private, and UPRR. New easements and temporary construction easements will be obtained from UPRR for the widened bridges. New access control ROW may be obtained from private owners as part of the abandoned ROW along 56<sup>th</sup> Street, Kyrene Road and McClintock Drive.

Construction is anticipated to begin in summer 2027 and is expected to take approximately 2 years. Construction-related impacts would include vehicles slowing through the project limits due to adjacent work being completed on the shoulders and roadway. It is anticipated that at least three lanes of traffic will remain open in each travel direction throughout the construction duration. Short term or overnight full freeway closures will be required. During full freeway closures traffic will be detoured to local streets (Chandler or Ray roads).

This study was performed in accordance with the *Code of Federal Regulations* (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 health and welfare. Furthermore, this analysis is performed in accordance with the ADOT Noise Abatement Requirements (NAR) dated May 4, 2017.

A detailed map of Arizona showing its county boundaries and major transportation routes. The counties labeled are Mohave, Coconino, Apache, Navajo, Yavapai, Flagstaff, Winslow, Joseph City, Holbrook, Chino Valley, Jerome, Sedona, Dewey, Camp Verde, Mayer, Cordes Junction, Pine, Payson, Winslow, Leupp, Second Mesa, Ganado, Window Rock, Lupton, Sanders, St. Johns, Snowflake, Heber, Show Low, Springerville, Alpine, Greenlee, Graham, Pinal, Maricopa, La Paz, Yuma, Santa Cruz, Tucson, Pima, Cochise, and San Luis. Major cities and towns shown include Littlefield, Colorado City, Fredonia, Marble Canyon, Page, Dinnehotso, Chilchinbito, Chinle, Tuba City, Cameron, Gray Mountain, Seligman, Williams, Flagstaff, Winslow, Joseph City, Holbrook, Chino Valley, Jerome, Sedona, Dewey, Camp Verde, Mayer, Cordes Junction, Pine, Payson, Winslow, Leupp, Second Mesa, Ganado, Window Rock, Lupton, Sanders, St. Johns, Snowflake, Heber, Show Low, Springerville, Alpine, Greenlee, Graham, Pinal, Maricopa, La Paz, Yuma, Santa Cruz, Tucson, Pima, Cochise, and San Luis. A callout box labeled "Project Location" points to a specific area near Phoenix. A legend at the bottom left defines symbols for State Boundary, County Boundary, City/Town, Interstate, US Highway, and State Route. A scale bar indicates distances up to 50 miles.

Figure 2: Project Vicinity Map



## 2.0 FUNDAMENTALS OF TRAFFIC NOISE

### 2.1 Sound, Noise, and Acoustics

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

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

### 2.2 Frequency

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

### 2.3 Sound Pressure Levels and Decibels

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

### 2.4 Addition of Decibels

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

### 2.5A-Weighted Decibels

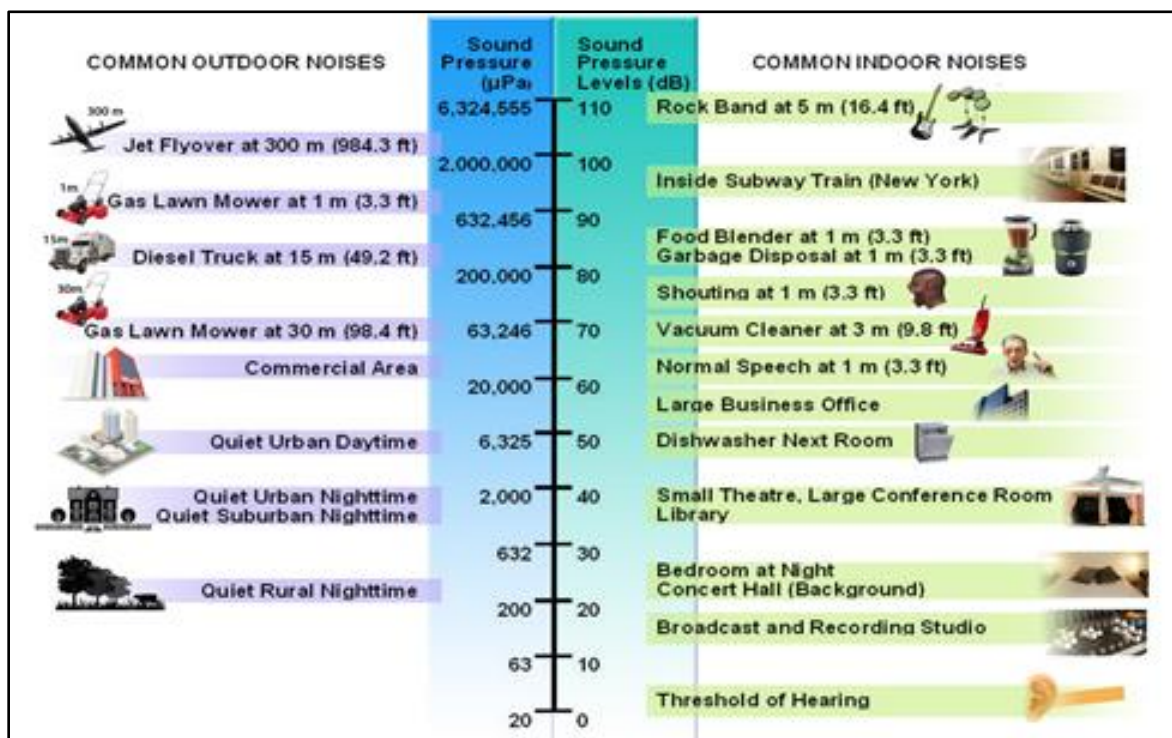


The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response 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 sound levels of those sounds. 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. Figure 3 describes typical A-weighted noise levels for various noise sources.

Figure 3: Typical A-Weighted Noise Levels



Source: FHWA (2018)



## 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, 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 the ADOT and the 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.

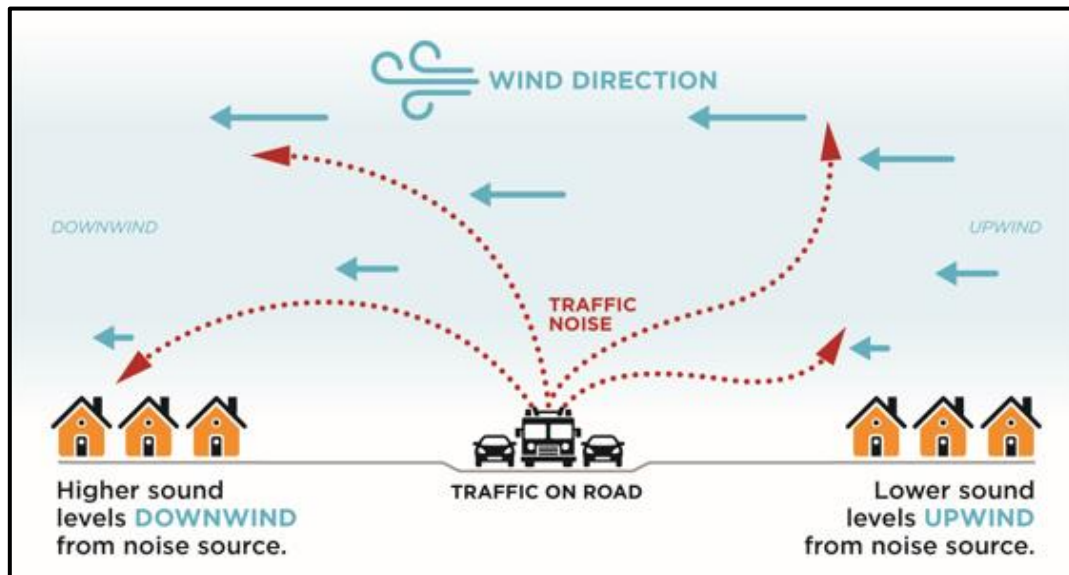
## 2.8 Weather Conditions

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 the ground cause sound waves to bend toward or away from the earth — a process called refraction. The change in the sound level depends on the differences

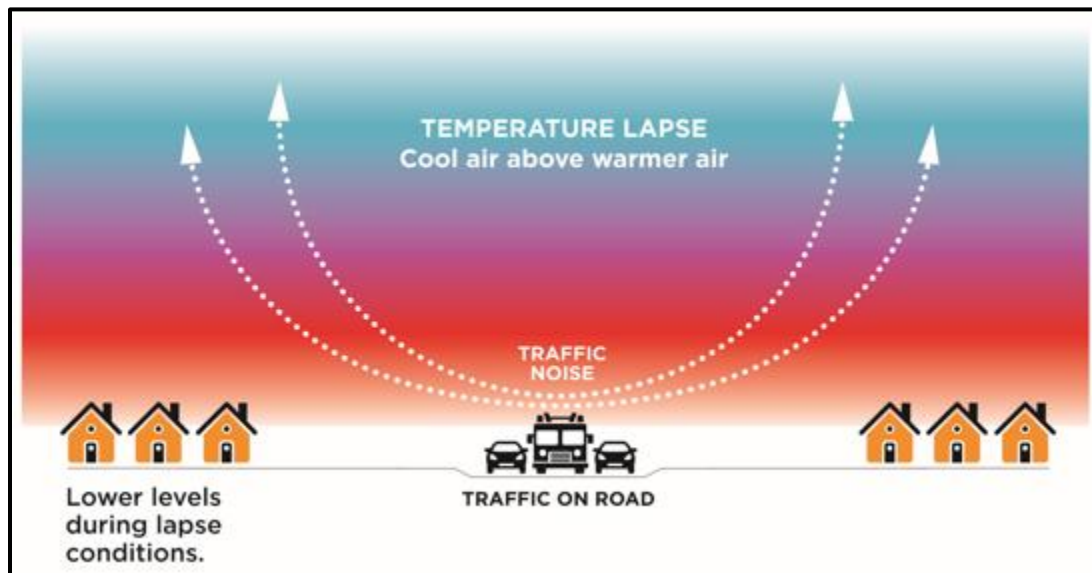
in wind speeds above the ground and the wind direction. You might notice that sound levels are higher when the wind is blowing from the highway toward you (downwind) as illustrated below. Conversely, you might notice that sound levels are lower when the wind is blowing away from you and toward the highway (upwind).

Figure 4: Wind Direction Effects on Traffic Noise



The temperature of the air above the ground changes with height. A temperature lapse occurs when the air above the 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 5: 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 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.

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. Table 1 shows the FHWA NAC noise level for each land use category. Homes, churches, schools, and parks are classified in Categories B and C, and the allowable hourly  $L_{eq}$  for these categories is 67 dBA.

Table 1: Noise Abatement Criteria for Hourly A-Weighted Sound Level-Decibels(dBA)

| Activity Category | $L_{Aeq(h)}$ <sup>[1]</sup> , dBA | Description of Activity Category                                                                                                                                                                                                                                                                                                                                                               |
|-------------------|-----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A                 | 57 (Exterior)                     | Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.                                                                                                                                                                    |
| B <sup>[2]</sup>  | 67 (Exterior)                     | Residential                                                                                                                                                                                                                                                                                                                                                                                    |
| C <sup>[2]</sup>  | 67 (Exterior)                     | Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings |
| D                 | 52 (Interior)                     | Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios                                                                                                                                                              |
| E <sup>[2]</sup>  | 72 (Exterior)                     | Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.                                                                                                                                                                                                                                                                       |
| F                 | ---                               | Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing                                                                                                                                                  |
| G                 | ---                               | Undeveloped lands that are not permitted                                                                                                                                                                                                                                                                                                                                                       |

Notes:

[1]. The hourly equivalent sound level,  $L_{Aeq(h)}$ , represents the A-weighted sound level that contains the same amount of acoustic energy as the actual time-varying A-weighted sound level over one hour.

[2]. Includes undeveloped lands permitted for this activity category.

Source: ADOT NAR Rev 2017-05-04

For Categories B and C, ADOT will consider mitigation for receivers with exterior traffic noise levels that are equal to or exceed 66 dBA. For Category E, ADOT will consider mitigation for receivers with exterior traffic noise levels that are equal to or exceed 71 dBA. Additionally, ADOT will consider mitigation if the transportation improvement project is predicted to result in a substantial increase in noise level compared to the existing measured noise levels. A substantial noise level increase is equal to or greater than 15 dBA. In determining and reducing traffic noise impacts, exterior areas are given primary consideration and ADOT generally will consider mitigation only where frequent human use occurs.

### 3.2 Sensitive Land Uses in the Study Area

Land within the study area mainly belongs to private owners and the Gila River Indian Community. Existing land uses within the project area consist of residential, commercial, office, industrial, and vacant. Residential land use of Activity Category B within the study area includes existing single family homes and apartments. The Activity Category E includes office buildings and hotels. The existing land use within the project area was examined based on MAG land use map and GIS map from the City of Chandler Planning Department.

### 3.3 Existing Noise Levels

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

In total, 89 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), church/park (Category C), hotels and offices (Category E), and undeveloped lands (Category G). Each modeled noise receiver was assigned a two part identifier, such as EX or WX. E stands for eastbound and W stands for westbound, and followed by an arbitrary sequential number X.

Table 2 shows the description of the sections and the number of modeled receivers in each section. No construction would occur west of I-10, as a result, no noise modeling was conducted for segment west of I-10.

Table 2: Location of Modeled Receivers

| Section                                  | Number of Modeled Receivers | Description of Section          |
|------------------------------------------|-----------------------------|---------------------------------|
| 1                                        | 12                          | I-10 to Kyrene Road             |
| 2                                        | 55                          | Kyrene Road to McClintock Drive |
| 3                                        | 22                          | McClintock Drive to SR101L      |
| <b>Total Number of Modeled Receivers</b> | <b>89</b>                   |                                 |

Monitoring data collected during preliminary design from five sites within the project area, identified as “MON” locations, were used to document existing traffic noise levels. During the

monitoring, weather conditions, including temperature, relative humidity, wind speed and direction, and sky condition, were recorded. 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 3.

Table 3: Noise Level Measurements Summary

| Section | Monitor Number | Address/Description                                                                | Monitoring Result<br>Leq, dBA |
|---------|----------------|------------------------------------------------------------------------------------|-------------------------------|
| 1       | MON-01         | Empty parcel west of Kyrene Rd                                                     | 62                            |
| 2       | MON-02         | Drainage basin area in Monte Vista Subdivision                                     | 59                            |
| 2       | MON-03         | Outside residence backyard on Geronimo Street                                      | 65                            |
| 3       | MON-04         | Cul-de-sac on Geronimo Street                                                      | 54                            |
| 3       | MON-05         | Pool area at Fairfield Inn & Suites by Marriott<br>Phoenix Chandler/Fashion Center | 58                            |

The monitored noise levels represent the existing noise conditions within the project area. The average ambient noise levels from the measurements ranged from 54 dBA to 65 dBA. The lowest monitoring noise level was recorded from site MON-04 at the cul-de-sac on Geronimo Street. The highest monitoring noise level was recorded from site MON-03 outside residence backyard on Geronimo Street.

### 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 primarily by roadway geometry, traffic volumes, traffic speeds, traffic mix, including the percentages 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 traffic noise levels at sensitive receiver locations. If predicted unmitigated noise levels are below the applicable ADOT NAR impact threshold for the corresponding NAC activity category, and if the project is not predicted to result in a substantial noise increase, then no traffic noise impact would occur and no noise mitigation would be warranted. Where predicted noise levels meet or exceed the applicable impact threshold, or where a substantial noise increase is predicted, mitigation consisting of noise barriers within the right-of-way would be evaluated. As applicable, barrier heights would be adjusted to achieve feasible and reasonable noise reduction consistent with the ADOT NAR. Noise barriers are recommended only if they satisfy the ADOT NAR feasibility and reasonableness criteria. Noise barriers are generally considered the most cost-effective and commonly accepted technique to mitigate highway traffic noise and may consist of earth berms, concrete or masonry walls, or a combination of these measures.

## **Roadway Geometry**

The horizontal and vertical geometry of the proposed design of the SR202 mainline and ramps utilized in this analysis were obtained from the preliminary design files by TYP SA US. The digital terrain model (DTM) were obtained from the Maricopa County. Speeds were modeled 5 miles per hour (mph) higher than posted speed limit.

## **Traffic Volumes**

The FHWA 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, 10 percent of 2050 ADT volumes from MAG travel demand model were used for ramps and cross streets. For SR202 mainline, LOS C volumes were used because peak hour volumes on SR202 mainline would result in congestion. The traffic volumes used in this analysis are provided from TYP SA US traffic engineer and are included in Appendix B.

## **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 percentage of heavy truck, 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 was based on the MAG travel demand model ADT volume splits. The data was provided from TYP SA US traffic engineer, and is included in Appendix B.

## **Traffic Speed**

For the Build condition, SR 202L mainline was modeled at operating speed of 70 mph (5 mph above the posted speed limit). The service TI on-ramp and off-ramp speeds were modeled at 50 mph and the system TI ramp speeds were modeled at 60 mph. The cross street speeds were modeled at 50 mph.

## **Shielding Effects**

TNM 2.5 can account for the noise shielding effects created by existing noise barriers, privacy walls, buildings, and terrain changes that are an obstruction between noise sources and receivers. Neighborhood privacy walls and large commercial or apartment buildings were modeled as barriers. Cut-and-fill slopes and corresponding elevation changes were modeled as terrain lines. Rows of homes in neighborhoods were modeled as building rows. The loose soil ground type was used in the model. The existing privacy walls measuring approximately 6 to 9 feet high that typically shield residential subdivisions were also modeled.

Other 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, the duration of the 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 and 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 4. ADOT has set forth guidelines for construction noise in the [Standard Specifications for Road and Bridge Construction](#), 2021. 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 4: Construction Noise at Various Distances from the Equipment

| Equipment                     | Land Use<br>R_300 ft | Residential<br>R_600 ft | Descriptor<br>R_900 ft | L10<br>R_1200 ft | Land Use<br>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<br>> 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 taken:

- 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; consider 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:

- 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 5. The monitoring results represent the existing noise levels. The TNM 2.5 2050 unmitigated column represents the future predicted noise level in the Build Condition. The difference between these two values, the arithmetic increase, is the projected increase in noise levels.

Table 5: Substantial Noise Level Increase in Leq, dBA

| Section | Monitor Number | Noise Receiver | Monitoring Result | TNM 2.5 2050 unmitigated | Arithmetic Increase |
|---------|----------------|----------------|-------------------|--------------------------|---------------------|
| 1       | MON-01         | W5             | 62                | 70                       | 8                   |
| 2       | MON-02         | W18            | 59                | 62                       | 3                   |
| 2       | MON-03         | W49            | 65                | 64                       | -1                  |
| 3       | MON-04         | W61            | 54                | 61                       | 7                   |
| 3       | MON-05         | E19            | 58                | 63                       | 5                   |

The arithmetic increases between the monitoring levels and future predicted noise levels range from -1 to 8 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 receiver and existing barrier locations and Appendix C 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 for Section 1 through Section 3 are discussed below.

#### **Section 1: I-10 to Kyrene Road**

Section 1 has 12 modeled receivers representing receptors at offices, open space, industrial, and undeveloped land. The predicted noise levels and number of dwelling units represented by each receiver is shown in Appendix C. The vacant parcel represented by receivers W5 and W6 is identified as owned by Tempe Union High School District #213 based on the Maricopa County Assessor map. During preliminary design, information indicated that the school district had retained Nathan & Associates, Inc. to market the parcel for sale or lease to a commercial developer. However, recent coordination with the City of Chandler indicated that no development application, permits, or approvals have been submitted to or approved by the City for this parcel, and the property is still understood to remain under School District ownership. Because the parcel is currently vacant and no specific school, commercial, or other development has been approved, receivers W5 and W6 were retained in the analysis as representative vacant-parcel receivers for disclosure purposes. At this time, no confirmed noise-sensitive development is planned or approved for the parcel.

The noise levels of the receivers are less than the ADOT NAR threshold for the corresponding NAC categories in the 2050 Build Condition. As a result, no consideration of noise mitigation is warranted.

#### **Section 2: Kyrene Road to McClintock Drive**

Section 2 has 55 modeled receivers representing receptors in residential, a few industrial buildings, and undeveloped land. An existing noise barrier is located along the WB SR202 between Kyrene Road and McClintock Drive, protecting all the single family homes behind the barrier. The noise levels of the receivers are less than the ADOT NAR threshold for the corresponding NAC categories in the 2050 Build Condition. As a result, no consideration of noise mitigation is warranted.

The Stellar Airpark lies west of McClintock Drive with runways perpendicular to the SR202 mainline. There are about 110 aircraft operations per day in this airpark and the 24-hour day-night level (DNL) is approximately 65 dBA on the nearby subdivision represented by receiver W49. If we evenly distribute the aircraft noise energy, the hour  $L_{eq}$  noise level from the airpark would be approximately 64 – 65 dBA. This explains the reason that the current noise measurement at site MON-03 is higher than predicted noise level in the Build condition because of aircraft noise in the vicinity. The detailed airpark data and noise contour maps are included in Appendix D.

### **Section 3: McClintock Drive to SR101L**

Section 3 has 22 modeled receivers representing receptors in residential, retail, hotel, and undeveloped land. The noise levels of the receivers are less than the ADOT NAR threshold for the corresponding NAC categories B and E in the 2050 Build Condition. As a result, no consideration of noise mitigation is warranted.

## 5.0 CONCLUSION

This noise report provides the existing monitored and future predicted noise levels and recommendations for mitigation measures in accordance with the ADOT NAR for the Santan project. This study evaluates impacts predicted to result from traffic noise levels during the noisiest conditions that would result from the planned improvements to SR202 freeway.

Predicted Build condition noise levels would range from 57 to 71 dBA in 2050. Predicted levels at Category B and C receivers would be below the 66 dBA ADOT impact threshold, and Category E receiver levels would not exceed the applicable 71 dBA impact threshold. No substantial noise increase of 15 dBA or greater is predicted; therefore, no noise barriers are recommended.

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

# References

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

Arizona Department of Transportation, *Standard Specifications for Road and Bridge Construction*, 2021.

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.

**Leq** – 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                                                                                 |
|------------------------------------|---------------------------------------------------------------------------------------------|
| Sec1_I-10_to_Kyrene_Build_v2       | Build condition, Section 1 between I-10 and Kyrene Road, No barriers recommended            |
| Sec2_Kyrene_to_McClintock_Build_v2 | Build condition, Section 2 between Kyrene Road to McClintock Drive, No barriers recommended |
| Sec3_McClintock_to_Dobson_Build_v2 | Build condition, Section 3 between McClintock Drive and SR101L, No barriers recommended     |

## **APPENDIX A**

### **Noise Receiver and Existing Barrier Locations**





# State Route (SR) 202L (Santan Freeway) SR 101 to Interstate 10

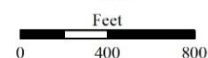


## Legend

- Noise Receivers
- Monitoring Sites
- Potential New Noise Barrier
- Existing Noise Barrier
- Design



Page 2 of 7



Sources: AZTEC (2019), Maricopa County Aerials (2025), USGS Topographic (2013)

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



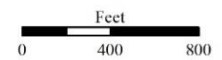


# State Route (SR) 202L (Santan Freeway) SR 101 to Interstate 10



## Legend

- Noise Receivers
- Monitoring Sites
- Potential New Noise Barrier
- Existing Noise Barrier
- Design



Sources: AZTEC (2019), Maricopa County Aerials (2025), USGS Topographic (2013)

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





State Route (SR) 202L  
(Santan Freeway)  
SR 101 to Interstate 10

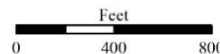


## Legend

- Noise Receivers
- Monitoring Sites
- ▬ Potential New Noise Barrier
- ▬ Existing Noise Barrier
- ▬ Design



Page 4 of 7



Sources: AZTEC (2019), Maricopa County Aerials (2025), USGS Topographic (2013)

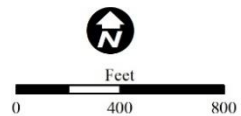
Map Disclaimer: This map is intended for general siting purposes only.





**ARIZONA**  
— DEPARTMENT OF —  
**TRANSPORTATION**

-  Noise Receivers
-  Monitoring Sites
-  Potential New Noise Barrier
-  Existing Noise Barrier
-  Design



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

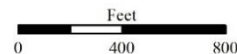


State Route (SR) 202L  
(Santan Freeway)  
SR 101 to Interstate 10



## Legend

- Noise Receivers
- Monitoring Sites
- Potential New Noise Barrier
- Existing Noise Barrier
- Design



Sources: AZTEC (2019), Maricopa County Aerials (2025), USGS Topographic (2013)

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





State Route (SR) 202L  
(Santan Freeway)  
SR 101 to Interstate 10

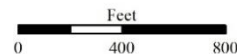


## Legend

- Noise Receivers
- Monitoring Sites
- ▬ Potential New Noise Barrier
- ▬ Existing Noise Barrier
- ▬ Design



Page 7 of 7



Sources: AZTEC (2019), Maricopa County Aerials (2025), USGS Topographic (2013)

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



## **APPENDIX B**

### **Future Traffic Volumes**

Lateral Traffic Distribution in TNM

| EB Mainline Segments                        | Number of GP Lanes<br>(Each Direction) | LOS C Volumes<br>(GL Lanes) | HOV Lane Volumes<br>(10% of GPL Vol-<br>umes) | Total Directional<br>Modeled Volumes | Auto Volumes | MT Volumes | HT Volumes | Outside Mod-<br>eled Lane -<br>Auto | Outside Mod-<br>eled Lane - MT | Outside Mod-<br>eled Lane -<br>HT | Inside Mod-<br>eled Lane -<br>Auto | Inside Mod-<br>eled Lane -<br>MT2 | Inside Mod-<br>eled Lane -<br>HT3 |
|---------------------------------------------|----------------------------------------|-----------------------------|-----------------------------------------------|--------------------------------------|--------------|------------|------------|-------------------------------------|--------------------------------|-----------------------------------|------------------------------------|-----------------------------------|-----------------------------------|
| Segment 1 (I-10)                            |                                        |                             |                                               |                                      |              |            |            |                                     |                                |                                   |                                    |                                   |                                   |
| I-10 Off Ramp to I-10 On Ramp               | 3                                      | 4500                        | 450                                           | 4950                                 | 3944         | 818        | 188        | 2327                                | 482                            | 154                               | 1617                               | 335                               | 34                                |
| I-10 On Ramp to Kyrene Rd Off Ramp          | 5                                      | 7300                        | 730                                           | 8030                                 | 6668         | 1024       | 338        | 3934                                | 604                            | 277                               | 2734                               | 420                               | 61                                |
| Segment 2 (Kyrene Rd to McClintock Dr)      |                                        |                             |                                               |                                      |              |            |            |                                     |                                |                                   |                                    |                                   |                                   |
| Kyrene Rd Off Ramp to Kyrene Rd On Ramp     | 4                                      | 6100                        | 610                                           | 6710                                 | 5587         | 849        | 274        | 3296                                | 501                            | 225                               | 2291                               | 348                               | 49                                |
| Kyrene Rd On Ramp to McClintock Dr Off Ramp | 5                                      | 7300                        | 730                                           | 8030                                 | 6769         | 955        | 307        | 3993                                | 563                            | 252                               | 2775                               | 391                               | 55                                |
| Segment 3 (SR 101L)                         |                                        |                             |                                               |                                      |              |            |            |                                     |                                |                                   |                                    |                                   |                                   |
| McClintock Dr Off Ramp to SR 101L Off Ramp  | 5                                      | 7300                        | 730                                           | 8030                                 | 6725         | 989        | 317        | 3968                                | 583                            | 260                               | 2757                               | 405                               | 57                                |
| SR 101L Off Ramp to Price Rd Off Ramp       | 4                                      | 6100                        | 610                                           | 6710                                 | 5660         | 838        | 212        | 3339                                | 494                            | 174                               | 2321                               | 344                               | 38                                |
| Price Rd Off Ramp to Price Rd On Ramp       | 4                                      | 6100                        | 610                                           | 6710                                 | 5660         | 838        | 212        | 3339                                | 494                            | 174                               | 2321                               | 344                               | 38                                |
| Price Rd On Ramp to SR 101L On Ramp         | 4                                      | 6100                        | 610                                           | 6710                                 | 5660         | 838        | 212        | 3339                                | 494                            | 174                               | 2321                               | 344                               | 38                                |

| WB Mainline Segments                        | Number of GP Lanes<br>(Each Direction) | LOS C Volumes<br>(GL Lanes) | HOV Lane Volumes<br>(10% of GPL Vol-<br>umes) | Total Directional<br>Modeled Volumes | Auto Volumes | MT Volumes | HT Volumes | Outside Mod-<br>eled Lane -<br>Auto | Outside Mod-<br>eled Lane - MT | Outside Mod-<br>eled Lane -<br>HT | Inside Mod-<br>eled Lane -<br>Auto | Inside Mod-<br>eled Lane -<br>MT2 | Inside Mod-<br>eled Lane -<br>HT3 |
|---------------------------------------------|----------------------------------------|-----------------------------|-----------------------------------------------|--------------------------------------|--------------|------------|------------|-------------------------------------|--------------------------------|-----------------------------------|------------------------------------|-----------------------------------|-----------------------------------|
| Segment 1 (I-10)                            |                                        |                             |                                               |                                      |              |            |            |                                     |                                |                                   |                                    |                                   |                                   |
| I-10 Off Ramp to I-10 On Ramp               | 3                                      | 4500                        | 450                                           | 4950                                 | 3942         | 828        | 180        | 2326                                | 489                            | 148                               | 1616                               | 340                               | 32                                |
| I-10 On Ramp to Kyrene Rd Off Ramp          | 4                                      | 6100                        | 610                                           | 6710                                 | 5586         | 857        | 267        | 3296                                | 506                            | 219                               | 2290                               | 351                               | 48                                |
| Segment 2 (Kyrene Rd to McClintock Dr)      |                                        |                             |                                               |                                      |              |            |            |                                     |                                |                                   |                                    |                                   |                                   |
| Kyrene Rd Off Ramp to Kyrene Rd On Ramp     | 4                                      | 6100                        | 610                                           | 6710                                 | 5603         | 845        | 262        | 3306                                | 499                            | 215                               | 2297                               | 346                               | 47                                |
| Kyrene Rd On Ramp to McClintock Dr Off Ramp | 4                                      | 6100                        | 610                                           | 6710                                 | 5660         | 800        | 249        | 3340                                | 472                            | 204                               | 2321                               | 328                               | 45                                |
| Segment 3 (SR 101L)                         |                                        |                             |                                               |                                      |              |            |            |                                     |                                |                                   |                                    |                                   |                                   |
| McClintock Dr Off Ramp to SR 101L Off Ramp  | 4                                      | 6100                        | 610                                           | 6710                                 | 5624         | 827        | 260        | 3318                                | 488                            | 213                               | 2306                               | 339                               | 47                                |
| SR 101L Off Ramp to Price Rd Off Ramp       | 4                                      | 6100                        | 610                                           | 6710                                 | 5645         | 861        | 204        | 3330                                | 508                            | 167                               | 2314                               | 353                               | 37                                |
| Price Rd Off Ramp to Price Rd On Ramp       | 4                                      | 6100                        | 610                                           | 6710                                 | 5645         | 861        | 204        | 3330                                | 508                            | 167                               | 2314                               | 353                               | 37                                |
| Price Rd On Ramp to SR 101L On Ramp         | 4                                      | 6100                        | 610                                           | 6710                                 | 5645         | 861        | 204        | 3330                                | 508                            | 167                               | 2314                               | 353                               | 37                                |

Notes:  
LOS C volumes were used for SR202 mainline because peak hour volumes on SR 202 mainline are mainly greater than LOS C volumes.  
Use 10% ADT volumes for ramps and cross streets  
Vehicle mix percentage from 24H ADT was used for conservative purposes.

| Roadway Segments         | Auto | MT  | HT  |
|--------------------------|------|-----|-----|
| I10/SR202 W-N Ramp-2_FD  | 2673 | 303 | 80  |
| I10/SR202 W-S Ramp_FD    | 1440 | 149 | 120 |
| I10/SR202 W-N Ramp_FD    | 2764 | 301 | 135 |
| I10/SR202 S-E Ramp_FD    | 2567 | 278 | 76  |
| I10/SR202 N-E Ramp_FD    | 1330 | 151 | 119 |
| Kyrene WB OnRamp_FD      | 411  | 80  | 27  |
| Kyrene EB OffRamp_FD     | 436  | 78  | 33  |
| Kyrene EB OnRamp_FD      | 1527 | 144 | 45  |
| Kyrene WB OffRamp-2_FD   | 1667 | 172 | 55  |
| Kyrene SB-2_FD           | 1627 | 149 | 61  |
| Kyrene SB-2-2_FD         | 857  | 118 | 32  |
| Kyrene NB_FD             | 901  | 110 | 27  |
| Kyrene NB-2_FD           | 1838 | 166 | 71  |
| McClintock WB OnRamp_FD  | 666  | 50  | 15  |
| McClintock EB OffRamp_FD | 610  | 46  | 17  |
| McClintock EB FR_FD      | 153  | 7   | 2   |
| McClintock WB FR-2_FD    | 159  | 8   | 2   |
| McClintock Rd SB_FD      | 557  | 44  | 14  |
| McClintock Rd NB_FD      | 500  | 41  | 15  |
| SR101/SR202 S-W Ramp_FD  | 1325 | 171 | 104 |
| SR101/SR202 E-N Ramp_FD  | 1314 | 182 | 104 |
| SR101/SR202 W-N Ramp_FD  | 2918 | 237 | 45  |
| SR101/SR202 HOV Lane_FD  | 1689 | 127 | 26  |
| SR101/SR202 S-E Ramp_FD  | 2951 | 211 | 38  |
| Price Rd SB_FD           | 2577 | 168 | 106 |
| Price Rd NB_FD           | 2606 | 181 | 86  |



## **APPENDIX C**

### **Predicted Noise Levels**

SR202 (Santan): SR 101L (Price) – I-10 (Maricopa)  
Project No. 202L MA 50 F0847 01C

Section 1: I-10 to Kyrene Road

| Noise Receiver ID | Receiver Description | NAC Category | Represented Receptors | Noise Level Measurement, L <sub>eq</sub> (dBA) | 2050 Future Build (Unmitigated), L <sub>eq</sub> (dBA) | 2050 Future Build (Mitigated), L <sub>eq</sub> (dBA) | Insertion Loss | Mitigation Considerations          |
|-------------------|----------------------|--------------|-----------------------|------------------------------------------------|--------------------------------------------------------|------------------------------------------------------|----------------|------------------------------------|
| E1                | office               | E            | 1                     | ---                                            | 65                                                     | ---                                                  | ---            | No impact for NAC E                |
| E2                | office               | E            | 1                     | ---                                            | 65                                                     | ---                                                  | ---            | No impact for NAC E                |
| E3                | office               | E            | 1                     | ---                                            | 68                                                     | ---                                                  | ---            | No impact for NAC E                |
| E4                | office               | E            | 1                     | ---                                            | 68                                                     | ---                                                  | ---            | No impact for NAC E                |
| E5                | office               | E            | 1                     | ---                                            | 63                                                     | ---                                                  | ---            | No impact for NAC E                |
| E5a               | open space           | G            | 1                     | ---                                            | 66                                                     | ---                                                  | ---            | No noise threshold for NAC F and G |
| W1                | industrial           | F            | 1                     | ---                                            | 67                                                     | ---                                                  | ---            | No noise threshold for NAC F and G |
| W2                | industrial           | F            | 1                     | ---                                            | 68                                                     | ---                                                  | ---            | No noise threshold for NAC F and G |
| W3                | industrial           | F            | 1                     | ---                                            | 70                                                     | ---                                                  | ---            | No noise threshold for NAC F and G |
| W4                | undeveloped land     | G            | 1                     | ---                                            | 67                                                     | ---                                                  | ---            | No noise threshold for NAC F and G |
| W5/MON-01         | undeveloped land     | G            | 1                     | 62                                             | 70                                                     | ---                                                  | ---            | No noise threshold for NAC F and G |
| W6                | undeveloped land     | G            | 1                     | ---                                            | 65                                                     | ---                                                  | ---            | No noise threshold for NAC F and G |

Section 2: Kyrene Road to McClintock Drive

| Noise Receiver ID | Receiver Description | NAC Category | Represented Receptors | Noise Level Measurement, L <sub>eq</sub> (dBA) | 2050 Future Build (Unmitigated), L <sub>eq</sub> (dBA) | 2050 Future Build (Mitigated), L <sub>eq</sub> (dBA) | Insertion Loss | Mitigation Considerations    |
|-------------------|----------------------|--------------|-----------------------|------------------------------------------------|--------------------------------------------------------|------------------------------------------------------|----------------|------------------------------|
| E6                | undeveloped land     | G            | 1                     | ---                                            | 67                                                     | ---                                                  | ---            | No noise threshold for NAC G |
| E7                | undeveloped land     | G            | 1                     | ---                                            | 69                                                     | ---                                                  | ---            | No noise threshold for NAC G |
| E8                | undeveloped land     | G            | 1                     | ---                                            | 69                                                     | ---                                                  | ---            | No noise threshold for NAC G |
| E9                | undeveloped land     | G            | 1                     | ---                                            | 71                                                     | ---                                                  | ---            | No noise threshold for NAC G |
| E10               | undeveloped land     | G            | 1                     | ---                                            | 68                                                     | ---                                                  | ---            | No noise threshold for NAC G |
| E11               | undeveloped land     | G            | 1                     | ---                                            | 69                                                     | ---                                                  | ---            | No noise threshold for NAC G |
| E12               | undeveloped land     | G            | 1                     | ---                                            | 68                                                     | ---                                                  | ---            | No noise threshold for NAC G |
| E13               | undeveloped land     | G            | 1                     | ---                                            | 70                                                     | ---                                                  | ---            | No noise threshold for NAC G |
| W7                | residential          | B            | 6                     | ---                                            | 60                                                     | ---                                                  | ---            | No impact for NAC B          |
| W8                | residential          | B            | 8                     | ---                                            | 62                                                     | ---                                                  | ---            | No impact for NAC B          |
| W9                | residential          | B            | 1                     | ---                                            | 64                                                     | ---                                                  | ---            | No impact for NAC B          |
| W10               | residential          | B            | 1                     | ---                                            | 60                                                     | ---                                                  | ---            | No impact for NAC B          |
| W11               | residential          | B            | 4                     | ---                                            | 60                                                     | ---                                                  | ---            | No impact for NAC B          |
| W12               | residential          | B            | 7                     | ---                                            | 59                                                     | ---                                                  | ---            | No impact for NAC B          |
| W13               | residential          | B            | 6                     | ---                                            | 57                                                     | ---                                                  | ---            | No impact for NAC B          |
| W14               | residential          | B            | 4                     | ---                                            | 57                                                     | ---                                                  | ---            | No impact for NAC B          |
| W15               | residential          | B            | 4                     | ---                                            | 57                                                     | ---                                                  | ---            | No impact for NAC B          |
| W16               | residential          | B            | 2                     | ---                                            | 60                                                     | ---                                                  | ---            | No impact for NAC B          |
| W17               | residential          | B            | 4                     | ---                                            | 59                                                     | ---                                                  | ---            | No impact for NAC B          |
| W18/MON-02        | residential          | B            | 1                     | 59                                             | 62                                                     | ---                                                  | ---            | No impact for NAC B          |
| W19               | residential          | B            | 4                     | ---                                            | 61                                                     | ---                                                  | ---            | No impact for NAC B          |
| W20               | residential          | B            | 5                     | ---                                            | 59                                                     | ---                                                  | ---            | No impact for NAC B          |
| W21               | residential          | B            | 4                     | ---                                            | 63                                                     | ---                                                  | ---            | No impact for NAC B          |
| W22               | residential          | B            | 4                     | ---                                            | 59                                                     | ---                                                  | ---            | No impact for NAC B          |
| W23               | residential          | B            | 2                     | ---                                            | 62                                                     | ---                                                  | ---            | No impact for NAC B          |
| W24               | residential          | B            | 4                     | ---                                            | 63                                                     | ---                                                  | ---            | No impact for NAC B          |
| W25               | residential          | B            | 6                     | ---                                            | 60                                                     | ---                                                  | ---            | No impact for NAC B          |
| W26               | residential          | B            | 8                     | ---                                            | 63                                                     | ---                                                  | ---            | No impact for NAC B          |
| W27               | residential          | B            | 7                     | ---                                            | 60                                                     | ---                                                  | ---            | No impact for NAC B          |
| W28               | residential          | B            | 6                     | ---                                            | 63                                                     | ---                                                  | ---            | No impact for NAC B          |

Section 2: Kyrene Road to McClintock Drive (continued)

| Noise Receiver ID | Receiver Description | NAC Category | Represented Receptors | Noise Level Measurement, L <sub>eq</sub> (dBA) | 2050 Future Build (Unmitigated), L <sub>eq</sub> (dBA) | 2050 Future Build (Mitigated), L <sub>eq</sub> (dBA) | Insertion Loss | Mitigation Considerations    |
|-------------------|----------------------|--------------|-----------------------|------------------------------------------------|--------------------------------------------------------|------------------------------------------------------|----------------|------------------------------|
| W29               | residential          | B            | 6                     | ---                                            | 64                                                     | ---                                                  | ---            | No impact for NAC B          |
| W30               | residential          | B            | 6                     | ---                                            | 60                                                     | ---                                                  | ---            | No impact for NAC B          |
| W31               | residential          | B            | 4                     | ---                                            | 63                                                     | ---                                                  | ---            | No impact for NAC B          |
| W32               | residential          | B            | 4                     | ---                                            | 60                                                     | ---                                                  | ---            | No impact for NAC B          |
| W33               | residential          | B            | 4                     | ---                                            | 63                                                     | ---                                                  | ---            | No impact for NAC B          |
| W34               | residential          | B            | 4                     | ---                                            | 64                                                     | ---                                                  | ---            | No impact for NAC B          |
| W35               | residential          | B            | 3                     | ---                                            | 61                                                     | ---                                                  | ---            | No impact for NAC B          |
| W36               | residential          | B            | 4                     | ---                                            | 63                                                     | ---                                                  | ---            | No impact for NAC B          |
| W37               | residential          | B            | 4                     | ---                                            | 63                                                     | ---                                                  | ---            | No impact for NAC B          |
| W38               | residential          | B            | 6                     | ---                                            | 61                                                     | ---                                                  | ---            | No impact for NAC B          |
| W39               | residential          | B            | 4                     | ---                                            | 64                                                     | ---                                                  | ---            | No impact for NAC B          |
| W40               | residential          | B            | 4                     | ---                                            | 64                                                     | ---                                                  | ---            | No impact for NAC B          |
| W41               | residential          | B            | 6                     | ---                                            | 61                                                     | ---                                                  | ---            | No impact for NAC B          |
| W42               | residential          | B            | 6                     | ---                                            | 64                                                     | ---                                                  | ---            | No impact for NAC B          |
| W43               | residential          | B            | 6                     | ---                                            | 61                                                     | ---                                                  | ---            | No impact for NAC B          |
| W44               | residential          | B            | 6                     | ---                                            | 64                                                     | ---                                                  | ---            | No impact for NAC B          |
| W45               | residential          | B            | 6                     | ---                                            | 62                                                     | ---                                                  | ---            | No impact for NAC B          |
| W46               | residential          | B            | 4                     | ---                                            | 64                                                     | ---                                                  | ---            | No impact for NAC B          |
| W47               | residential          | B            | 4                     | ---                                            | 64                                                     | ---                                                  | ---            | No impact for NAC B          |
| W48               | residential          | B            | 4                     | ---                                            | 60                                                     | ---                                                  | ---            | No impact for NAC B          |
| W49/MON-03        | residential          | B            | 4                     | 65                                             | 64                                                     | ---                                                  | ---            | No impact for NAC B          |
| W50               | residential          | B            | 4                     | ---                                            | 60                                                     | ---                                                  | ---            | No impact for NAC B          |
| W51               | residential          | B            | 3                     | ---                                            | 64                                                     | ---                                                  | ---            | No impact for NAC B          |
| W52               | industrial           | F            | 1                     | ---                                            | 67                                                     | ---                                                  | ---            | No noise threshold for NAC F |
| W53               | industrial           | F            | 1                     | ---                                            | 69                                                     | ---                                                  | ---            | No noise threshold for NAC F |



Section 3: McClintock Drive to Dobson Road

| Noise Receiver ID | Receiver Description | NAC Category | Represented Receptors | Noise Level Measurement, Leq (dBA) | 2050 Future Build (Unmitigated), Leq (dBA) | 2050 Future Build (Mitigated), Leq (dBA) | Insertion Loss | Mitigation Considerations    |
|-------------------|----------------------|--------------|-----------------------|------------------------------------|--------------------------------------------|------------------------------------------|----------------|------------------------------|
| E14               | undeveloped land     | G            | 1                     | ---                                | 66                                         | ---                                      | ---            | No noise threshold for NAC G |
| E15               | undeveloped land     | G            | 1                     | ---                                | 65                                         | ---                                      | ---            | No noise threshold for NAC G |
| E16               | undeveloped land     | G            | 1                     | ---                                | 67                                         | ---                                      | ---            | No noise threshold for NAC G |
| E17               | undeveloped land     | G            | 1                     | ---                                | 69                                         | ---                                      | ---            | No noise threshold for NAC G |
| E18               | undeveloped land     | G            | 1                     | ---                                | 70                                         | ---                                      | ---            | No noise threshold for NAC G |
| E19/MON-05        | hotel                | E            | 10                    | 58                                 | 63                                         | ---                                      | ---            | No impact for NAC E          |
| W54               | residential          | B            | 4                     | ---                                | 61                                         | ---                                      | ---            | No impact for NAC B          |
| W55               | residential          | B            | 4                     | ---                                | 61                                         | ---                                      | ---            | No impact for NAC B          |
| W56               | residential          | B            | 6                     | ---                                | 58                                         | ---                                      | ---            | No impact for NAC B          |
| W57               | residential          | B            | 5                     | ---                                | 60                                         | ---                                      | ---            | No impact for NAC B          |
| W58               | residential          | B            | 4                     | ---                                | 61                                         | ---                                      | ---            | No impact for NAC B          |
| W59               | residential          | B            | 4                     | ---                                | 57                                         | ---                                      | ---            | No impact for NAC B          |
| W60               | residential          | B            | 5                     | ---                                | 61                                         | ---                                      | ---            | No impact for NAC B          |
| W61/MON-04        | residential          | B            | 5                     | 54                                 | 61                                         | ---                                      | ---            | No impact for NAC B          |
| W62               | residential          | B            | 5                     | ---                                | 59                                         | ---                                      | ---            | No impact for NAC B          |
| W63               | residential          | B            | 5                     | ---                                | 60                                         | ---                                      | ---            | No impact for NAC B          |
| W64               | residential          | B            | 5                     | ---                                | 61                                         | ---                                      | ---            | No impact for NAC B          |
| W65               | residential          | B            | 4                     | ---                                | 64                                         | ---                                      | ---            | No impact for NAC B          |
| W66               | residential          | B            | 2                     | ---                                | 62                                         | ---                                      | ---            | No impact for NAC B          |
| W67               | retail               | F            | 1                     | ---                                | 70                                         | ---                                      | ---            | No noise threshold for NAC F |
| W68               | retail               | F            | 1                     | ---                                | 66                                         | ---                                      | ---            | No noise threshold for NAC F |
| W69               | retail               | F            | 1                     | ---                                | 65                                         | ---                                      | ---            | No noise threshold for NAC F |

## **APPENDIX D**

### **Stellar Airpark Info and Noise Contours**

**P19 Stellar Airpark**  
Chandler, Arizona, USA

**FAA INFORMATION EFFECTIVE 06 DECEMBER 2018**

**Location**

FAA Identifier: P19

Lat/Long: 33-17-55.9545N / 111-54-55.5725W

33-17.932575N / 111-54.926208W

33.2988762 / -111.9154368

(estimated)

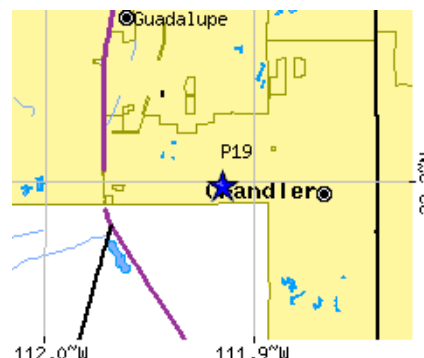
Elevation: 1176.5 ft. / 359 m (estimated) Varia-

tion: 13E (1980)

From city: 3 miles W of CHANDLER, AZ

Time zone: UTC -7 (year round; does not observe DST)

Zip code: 85226



Road maps at: [MapQuest](#) [Bing](#) [Google](#)

**Airport Operations**

Airport use: Open to the public

Control tower: no

ARTCC: ALBUQUERQUE CENTER

FSS: PRESCOTT FLIGHT SERVICE STATION

NOTAMs facility: PRC (NOTAM-D service available)

Attendance: UNATNDD

Pattern altitude: 1999.5 ft. MSL

Wind indicator: yes

Segmented circle: no

Lights: DUSK-DAWN. ACTVT MRL RY 17/35 - CTAF.

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.

**Airport Communications**

CTAF/UNICOM: 122.975

PHOENIX APPROACH: 123.7

PHOENIX DEPARTURE: 123.7

WX AWOS-3PT at CHD (6 nm E): 128.325 (480-814-9952)

WX ASOS at PHX (9 nm NW): PHONE 602-231-8557

WX AWOS-3 at IWA (13 nm E): 133.5 (480-988-9428)

WX ASOS at FFZ (14 nm NE): 118.25 (480-641-4111)  
 WX AWOS-3 at A39 (19 nm S): 126.900 (520-568-7704)  
 WX ASOS at SDL (19 nm N): PHONE 480-483-3049

Nearby radio navigation aids

| VOR radial/distance           | VOR name         | Freq   | Var |
|-------------------------------|------------------|--------|-----|
| <a href="#">PXR</a> r149/8.5  | PHOENIX VORTAC   | 115.60 | 12E |
| <a href="#">IWA</a> r256/13.2 | WILLIE VORTAC    | 113.30 | 13E |
| <a href="#">TFD</a> r347/24.8 | STANFIELD VORTAC | 114.80 | 12E |

| NDB name                 | Hdg/Dist | Freq | Var | ID                    |
|--------------------------|----------|------|-----|-----------------------|
| <a href="#">CHANDLER</a> | 278/5.7  | 407  | 12E | CHD - . . . . . - . . |

## Airport Services

Fuel available: 100LL

FOR FUEL AND TIEDOWN INFORMATION CTC  
 FBO AT (480) 961-9050.

Parking: tiedowns

Airframe service: MINOR

Powerplant service: MINOR

Bulk oxygen: NONE

## Runway Information

### Runway 17/35

Dimensions: 3914 x 60 ft. / 1193 x 18 m

Surface: asphalt, in good condition

Runway edge lights: medium intensity

#### RUNWAY 17 RUNWAY 35

Latitude: 33-18.255233N

33-17.609917N

Longitude: 111-54.925867W

111-54.926550W

Elevation: 1176.5 ft.

1172.8 ft.

Traffic pattern: left

left

Runway heading: 167 magnetic, 180 true

347 magnetic, 000 true

Displaced threshold: 365 ft.

350 ft.

Markings: nonprecision, in good condition

nonprecision, in good condition

Visual slope indicator: 2-light PAPI on left  
 (3.25 degrees glide path)

2-light PAPI on right  
 (3.25 degrees glide path)

Runway end identifier lights: yes

yes Touch-

down point: yes, no lights

yes, no lights

Obstructions: 15 ft. road, 201 ft.

12 ft. tree, 210 ft. from METAR

from runway  
 RWY. 17 +8 FT.  
 FENCE 130 FT.

runway, 110 ft. left of  
 centerline  
 RWY 35 +6 FT. END OF  
 RUNWAY ACROSS  
 THRESHOLD, +15 FT.  
 ROADWAY 85 FT

## Aerial photo

WARNING: Photo may not be current or correct



Taken in April 2006

Do you have a better or more recent aerial photo of Stellar Airpark that you would like to share? If so, please [send us your photo](#).

## Sectional chart



## Airport distance calculator

Flying to Stellar Airpark? Find the distance to fly.

## Current date and time

Zulu (UTC)  
 Local (UTC-7)

10-Dec-2018 22:11:31  
 10-Dec-2018 15:11:31

[KCHD](#)  
 5nm E  
[KPHX](#)

102147Z 03003KT 10SM SCT150  
 BKN200 22/01 A3003  
 102151Z 09007KT 10SM FEW190

FROM END OF  
RUNWAY, +15  
FT.  
ROADWAY  
164 FT. FROM  
END OF

FENCE 80 FT. FROM

11nm NW OVC250 22/M01 A3002 RMK AO2 SLP157  
T02171011 [KIWA](#)  
13nm E  
[KFFZ](#)  
14nm NE102147Z VRB05KT 35SM OVC200  
22/M02 A3005  
102154Z 05004KT 10SM CLR  
22/M03 A3003 RMK AO2 SLP155 T02221028

FROM END OF  
RUNWAY ACROSS  
THRESHOLD.

[KA39](#) 102155Z AUTO 09013KT 10SM CLR  
18nm S 21/01 A3007 RMK AO2  
[KSDL](#) 102153Z 12004KT 10SM CLR  
19nm N 22/M01 A3005 RMK AO2 SLP165  
T02171011

RUNWAY ACROSS  
THRESHOLD.

## Airport Ownership and Management from official FAA records

Ownership: Privately-owned

Owner: STELLAR RUNWAY UTILIZERS ASSN, INC.  
11 NORTH STELLAR PARKWAY CHAN-  
DLER, AZ 85226  
Phone 480-295-2683

Manager: BOD, STELLAR RUNWAY UTILIZERS ASSN  
11 NORTH STELLAR PARKWAY CHAN-  
DLER, AZ 85226-3715  
Phone 480-295-2683

## TAF

[KPHX](#) 101733Z 1018/1124 08010G18KT  
11nm NW P6SM BKN250 FM102200 VRB05KT  
P6SM OVC200 FM110600 10004KT  
P6SM BKN200 FM112100 VRB04KT  
P6SM BKN200

[KIWA](#) 101733Z 1018/1118 12005KT  
13nm E P6SM BKN250 FM102200 VRB05KT  
P6SM OVC200 FM110500 11005KT  
P6SM BKN200

[KSDL](#) 101733Z 1018/1118 VRB04KT  
19nm N P6SM BKN200

## Airport Operational Statistics

|                                  |                                            |
|----------------------------------|--------------------------------------------|
| Aircraft based on the field: 176 | Aircraft operations: avg 110/day *         |
| Single engine airplanes: 150     | 80% local general aviation                 |
| Multi engine airplanes: 12       | 20% transient general aviation             |
| Jet airplanes: 5                 | * for 12-month period ending 21 April 2018 |
| Helicopters: 7                   |                                            |
| Gliders airplanes: 1             |                                            |
| Ultralights: 1                   |                                            |

## Additional Remarks



- BE ALERT TO NUMEROUS NO RADIO AIRCRAFT INVOF AIRPORT.
- BIRDS ON OR INVOF ARPT.
- PPR REQUIRED FOR AIRCRAFT CERTIFICATED FOR 15000 GROSS TAKEOFF WEIGHT NOT BASED AT ARPT.
- FOR CD CTC PHOENIX APCH AT 602-306-2565.
- TRAINING ARPT TGL PROHIBITED. HELO TRAINING PROHIBITED.
- AVOID OVERFLIGHT OF NOISE SENSITIVE AREAS WEST OF RWY 17/35 AND NORTH OF AIRPORT.
- COMMERCIAL AND STUDENT TRAINING OPERATIONS BY PERMIT ONLY.
- CALM WIND RWY 17.
- PRACTICE INSTRUMENT APPROACHES IN VFR CONDITIONS NOT AUTHORIZED.
- FLOOD IRRIGATION BETWEEN RWY AND TWY WITH STANDING WATER UP TO 1 FT DEPTH ON IRREGULAR SCHEDULE.
- ALL RUNUPS ON EAST SIDE RUNUP AREAS.

## Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

**NOT FOR NAVIGATION.** Please procure official charts for flight.  
FAA instrument procedures published for use from 6 December 2018 at 0901Z to 3 January 2019 at 0900Z.

## STARs - Standard Terminal Arrivals

ARLIN FOUR [download](#) (324KB)  
BLYTHE FIVE [download](#) (275KB)  
SUNSS EIGHT [download](#) (270KB)

## IAPs - Instrument Approach Procedures

VOR OR GPS-A [download](#) (171KB)  
NOTE: Special Take-Off Minimums/Departure Procedures apply **\*\*CHANGED\*\*** [download](#) (252KB)

Other nearby airports with instrument procedures:

[KCHD](#) - Chandler Municipal Airport (6 nm E)  
[KPHX](#) - Phoenix Sky Harbor International Airport (9 nm NW)  
[KIWA](#) - Phoenix-Mesa Gateway Airport (13 nm E)  
[KFFZ](#) - Falcon Field Airport (14 nm NE)  
[KSDL](#) - Scottsdale Airport (19 nm N)

## FBO, Fuel Providers, and Aircraft Ground Support

| Business Name                    | Contact      | Services / Description                                                       | Fuel Prices                                       | Comments                                      |
|----------------------------------|--------------|------------------------------------------------------------------------------|---------------------------------------------------|-----------------------------------------------|
| <a href="#">Stellar Air</a>      | 480-961-9050 | Aviation fuel, Aircraft parking (ramp or tiedown), Restrooms, Other business | EPIC<br>100LL<br>SS \$5.25<br>Updated 27-Nov-2018 | not yet rated<br>1 <a href="#">read write</a> |
| SS= <a href="#">Self service</a> |              |                                                                              |                                                   |                                               |



OFFICIAL RECORDS OF  
MARICOPA COUNTY RECORDER  
HELEN PURCELL  
2012-0838754 09/17/12 01:42 PM  
1 OF 1

Recording Requested By:

STELLAR RUNWAY  
UTILIZERS ASSOCIATION  
4306 WEST SATURN WAY  
CHANDLER, ARIZONA  
85226

## NOTICE OF AIRPORT DISCLOSURE

STELLAR AIRPARK

NOISE CONTOUR

Dated September 12, 2012

Page 1 of 5

This document is a copy.  
Official documents are available  
for purchase from the office of the  
Maricopa County Recorder.

**STATEMENT OF CERTIFICATION  
AND  
PUBLIC NOTIFICATION**

These Noise Exposure Maps for Stellar Airpark, have been produced following the guidelines contained in FAA Airport Noise Compatibility Planning (Part 150) and are hereby submitted to the City of Chandler, AZ.

As required under 14 CFR using the best available information and are hereby certified as true and complete to the best of our knowledge and belief.

Interested persons will be afforded adequate opportunity to submit their views, data and comments concerning the correctness and adequacy of the noise exposure map and forecast of operations.

These maps contain current information and in our opinion supercede the maps contained in City of Chandler ordinance 1583 Dated 23, January 1986

Date 9/11/2012

Stellar Runway Utilizers Association Board Members unanimously voted to Approve the Documents and Noise Contour Maps Contained in this disclosure.

Approval Date, Date 9/11/2012

Page 2 of 5

This document is a copy.  
Official documents are available  
for purchase from the office of the  
Maricopa County Recorder.

Attached as exhibit A is the contour generated by INM software version 7.0c

Attached as exhibit B is a graphical representation of the contour overlaid upon satellite images.

The attached images may be difficult to view on this recorded document.

Actual graphics can be located by visiting the Stellar Runway Utilizers Association website at:

<http://www.stellairpark.org/>

or by contacting the Stellar Runway Utilizers Association at:

email - [airparkmanager@stellairpark.org](mailto:airparkmanager@stellairpark.org)

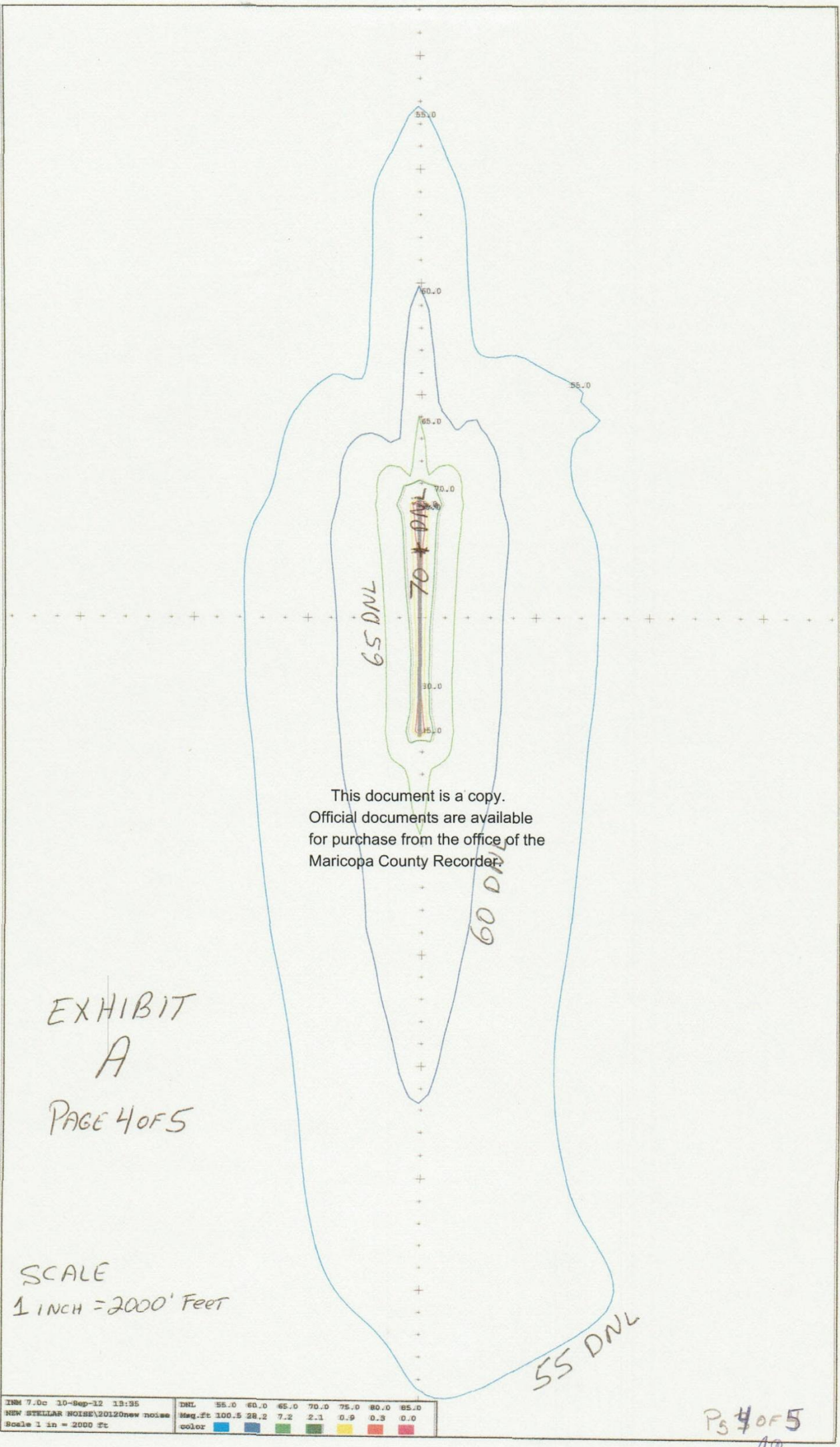
Phone - (480) 295 - 2683

Mail - 4306 W. Saturn Way  
Chandler, AZ 85226

Page 3 of 5  
30FS-10

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Official documents are available  
for purchase from the office of the  
Maricopa County Recorder.

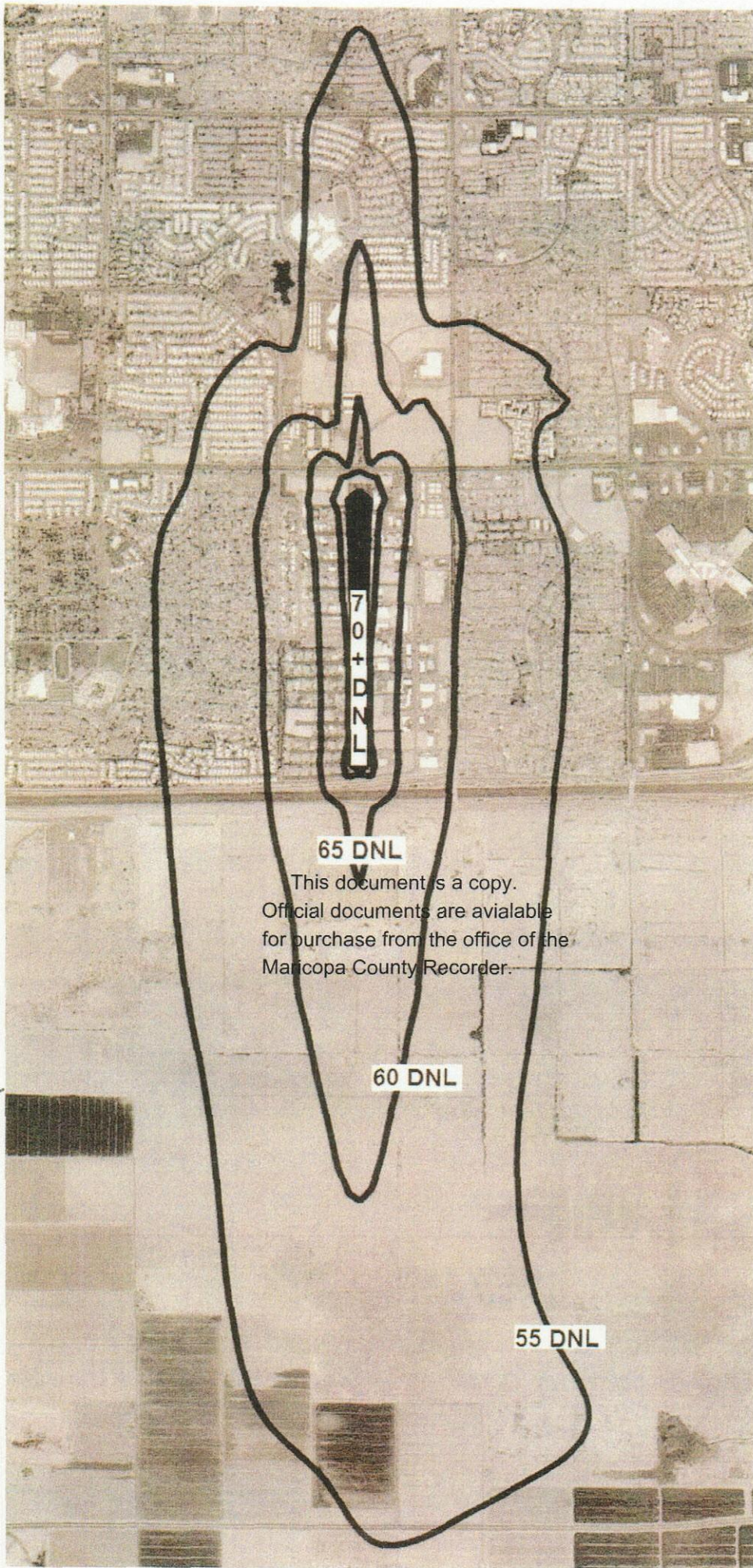




|                                  |        |                                   |                                   |                                    |                                    |                                     |                                  |                                      |
|----------------------------------|--------|-----------------------------------|-----------------------------------|------------------------------------|------------------------------------|-------------------------------------|----------------------------------|--------------------------------------|
| INM 7.0c 10-Sep-12 13:35         | DNL    | 55.0                              | 60.0                              | 65.0                               | 70.0                               | 75.0                                | 80.0                             | 85.0                                 |
| NEW STELLAR NOISE\20120new noise | Mag.Ft | 100.5                             | 28.2                              | 7.2                                | 2.1                                | 0.9                                 | 0.3                              | 0.0                                  |
| Scale 1 in = 2000 Ft             | color  | <span style="color:blue">■</span> | <span style="color:blue">■</span> | <span style="color:green">■</span> | <span style="color:green">■</span> | <span style="color:yellow">■</span> | <span style="color:red">■</span> | <span style="color:magenta">■</span> |

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EXHIBIT  
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PAGE  
5 OF 5



AFFIDAVIT OF PUBLICATION  
NOTICE OF AIRPORT DISCLOSURE

19

# Arizona Business Gazette

The business resource

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Phoenix, Arizona 85001-0194  
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**CLASS 19  
MISCELLANEOUS  
NOTICES**

**PUBLIC NOTICE  
NOTICE OF AIRPORT  
DISCLOSURE**  
STELLAR AIRPARK  
UPDATED NOISE CON-  
TOUR  
MARICOPA COUNTY  
RECORDERS OFFICE RE-  
CORD NUMBER  
20120838754  
VISIT MARICOPA COUN-  
TY RECORDERS OFFICE  
WEBSITE FOR MORE IN-  
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Published September  
20, 2012

STATE OF ARIZONA  
COUNTY OF MARICOPA

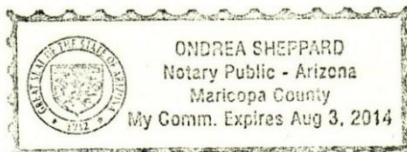
} SS.

Manny Vargas, being first duly sworn, upon oath deposes and says: That he is the Legal Ad Rep of the Arizona Business Gazette, a newspaper of general circulation in the county of Maricopa, State of Arizona, published weekly at Phoenix, Arizona, and that the copy hereto attached is a true copy of the advertisement published in the said paper on the dates indicated.

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Sworn to before me this  
20TH day of  
SEPTEMBER 2012



Notary Public

## **APPENDIX E**

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

## INPUT: ROADWAYS

202L MA 50 F0847 01C

|                        |                                  |           |      |                        |           |          |              |            |          |         |         |  |
|------------------------|----------------------------------|-----------|------|------------------------|-----------|----------|--------------|------------|----------|---------|---------|--|
| TYPSA US               |                                  |           |      |                        |           |          |              |            |          |         |         |  |
| TYPSA US               |                                  |           |      |                        |           |          |              |            |          |         |         |  |
|                        |                                  |           |      |                        |           |          |              |            |          |         |         |  |
| INPUT: ROADWAYS        |                                  |           |      |                        |           |          |              |            |          |         |         |  |
| PROJECT/CONTRACT:      | 202L MA 50 F0847 01C             |           |      |                        |           |          |              |            |          |         |         |  |
| RUN:                   | SR202 2050 Build, Section 1_I-10 |           |      |                        |           |          |              |            |          |         |         |  |
| Roadway                |                                  | Points    |      |                        |           |          |              |            |          |         |         |  |
| Name                   | Width                            | Name      | No.  | Coordinates (pavement) |           |          | Flow Control |            |          |         | Segment |  |
|                        |                                  |           |      | X                      | Y         | Z        | Control      | Speed      | Percent  | Pvmt    | On      |  |
|                        |                                  |           |      |                        |           |          | Device       | Constraint | Vehicles | Type    | Struct? |  |
|                        |                                  |           |      |                        |           |          |              |            | Affected |         |         |  |
|                        | ft                               |           |      | ft                     | ft        | ft       |              | mph        | %        |         |         |  |
| Kyrene NB_FD           | 40.0                             | 2083+91.2 | 747  | 691,259.2              | 833,452.4 | 1,164.00 |              |            |          | Average |         |  |
|                        |                                  | 2083+58.0 | 748  | 691,270.8              | 833,729.8 | 1,164.00 |              |            |          | Average | Y       |  |
|                        |                                  | 2082+93   | 2411 | 691,272.4              | 833,979.6 | 1,164.00 |              |            |          |         |         |  |
| SR202ML4thLane_EB-1_FD | 56.0                             | 1988+00.0 | 1091 | 681,988.0              | 835,437.1 | 1,146.80 |              |            |          | Average |         |  |
|                        |                                  | 1992+00.0 | 396  | 682,365.9              | 835,553.1 | 1,144.50 |              |            |          | Average |         |  |
|                        |                                  | 1996+00.0 | 397  | 682,753.9              | 835,628.9 | 1,143.20 |              |            |          | Average |         |  |
|                        |                                  | 2000+00.0 | 398  | 683,147.7              | 835,663.8 | 1,145.60 |              |            |          | Average |         |  |
|                        |                                  | 2004+00.0 | 399  | 683,543.0              | 835,657.3 | 1,151.50 |              |            |          | Average |         |  |
|                        |                                  | 2008+00.0 | 400  | 683,935.4              | 835,609.5 | 1,158.50 |              |            |          | Average |         |  |
|                        |                                  | 2012+00.0 | 401  | 684,323.6              | 835,524.4 | 1,165.50 |              |            |          | Average |         |  |
|                        |                                  | 2016+00.0 | 402  | 684,712.9              | 835,432.5 | 1,172.60 |              |            |          | Average |         |  |
|                        |                                  | 2020+00.0 | 403  | 685,102.2              | 835,340.5 | 1,179.60 |              |            |          | Average |         |  |
|                        |                                  | 2024+00.0 | 404  | 685,491.4              | 835,248.6 | 1,186.50 |              |            |          | Average |         |  |
|                        |                                  | 2028+00.0 | 405  | 685,880.7              | 835,156.6 | 1,190.90 |              |            |          | Average |         |  |
|                        |                                  | 2032+00.0 | 406  | 686,270.0              | 835,064.7 | 1,191.70 |              |            |          | Average |         |  |
|                        |                                  | 2036+00.0 | 407  | 686,659.3              | 834,972.7 | 1,188.80 |              |            |          |         |         |  |
| SR202ML2ndLane_EB-1_FD | 48.0                             | 1988+00.0 | 1092 | 681,980.5              | 835,457.8 | 1,146.80 |              |            |          | Average |         |  |
|                        |                                  | 1992+00.0 | 26   | 682,360.6              | 835,574.4 | 1,144.50 |              |            |          | Average |         |  |
|                        |                                  | 1996+00.0 | 27   | 682,750.8              | 835,650.7 | 1,143.20 |              |            |          | Average |         |  |
|                        |                                  | 2000+00.0 | 28   | 683,146.9              | 835,685.8 | 1,145.60 |              |            |          | Average |         |  |
|                        |                                  | 2004+00.0 | 29   | 683,544.5              | 835,679.2 | 1,151.50 |              |            |          | Average |         |  |
|                        |                                  | 2008+00.0 | 30   | 683,939.2              | 835,631.2 | 1,158.50 |              |            |          | Average |         |  |
|                        |                                  | 2012+00.0 | 31   | 684,328.6              | 835,545.8 | 1,165.50 |              |            |          | Average |         |  |
|                        |                                  | 2016+00.0 | 32   | 684,717.9              | 835,453.9 | 1,172.60 |              |            |          | Average |         |  |
|                        |                                  | 2020+00.0 | 33   | 685,107.2              | 835,361.9 | 1,179.60 |              |            |          | Average |         |  |

INPUT: ROADWAYS

202L MA 50 F0847 01C

|                       |      |           |      |           |           |          |        |       |     |         |  |
|-----------------------|------|-----------|------|-----------|-----------|----------|--------|-------|-----|---------|--|
|                       |      | 2024+00.0 | 34   | 685,496.5 | 835,270.0 | 1,186.50 |        |       |     | Average |  |
|                       |      | 2028+00.0 | 35   | 685,885.8 | 835,178.0 | 1,190.90 |        |       |     | Average |  |
|                       |      | 2032+00.0 | 36   | 686,275.1 | 835,086.1 | 1,191.70 |        |       |     | Average |  |
|                       |      | 2036+00.0 | 37   | 686,664.4 | 834,994.1 | 1,188.80 |        |       |     |         |  |
| Kyrene EB OnRamp_FD   | 24.0 | 2083+97.4 | 1237 | 691,315.8 | 833,758.5 | 1,165.70 | Onramp | 10.00 | 100 | Average |  |
|                       |      | 2085+93.8 | 1238 | 691,515.7 | 833,754.5 | 1,161.50 |        |       |     | Average |  |
|                       |      | 2087+91.4 | 1239 | 691,715.5 | 833,744.1 | 1,156.80 |        |       |     | Average |  |
|                       |      | 2089+89.2 | 1240 | 691,915.2 | 833,733.8 | 1,152.00 |        |       |     | Average |  |
|                       |      | 2091+87.4 | 1241 | 692,114.9 | 833,723.5 | 1,147.50 |        |       |     | Average |  |
|                       |      | 2093+85.8 | 1242 | 692,314.7 | 833,713.2 | 1,145.00 |        |       |     | Average |  |
|                       |      | 2095+84.5 | 1243 | 692,514.4 | 833,702.9 | 1,144.80 |        |       |     | Average |  |
|                       |      | 2097+83.5 | 1244 | 692,713.9 | 833,689.0 | 1,145.70 |        |       |     | Average |  |
|                       |      | 2099+82.4 | 1245 | 692,913.8 | 833,681.1 | 1,146.70 |        |       |     | Average |  |
|                       |      | 2101+81.5 | 1246 | 693,113.6 | 833,673.2 | 1,148.10 |        |       |     | Average |  |
|                       |      | 2104+00.0 | 1247 | 693,332.5 | 833,662.2 | 1,149.50 |        |       |     | Average |  |
|                       |      | 2108+00.0 | 1248 | 693,733.1 | 833,639.8 | 1,151.10 |        |       |     | Average |  |
|                       |      | 2112+00.0 | 1249 | 694,133.7 | 833,621.0 | 1,152.70 |        |       |     |         |  |
| I10/SR202 N-E Ramp_FD | 12.0 | 10+00.00  | 1627 | 683,431.1 | 834,229.7 | 1,174.00 |        |       |     | Average |  |
|                       |      | 11+00.00  | 1628 | 683,463.0 | 834,324.5 | 1,174.00 |        |       |     | Average |  |
|                       |      | 12+00.00  | 1629 | 683,501.2 | 834,416.9 | 1,174.00 |        |       |     | Average |  |
|                       |      | 13+00.00  | 1630 | 683,545.3 | 834,506.6 | 1,174.80 |        |       |     | Average |  |
|                       |      | 14+00.00  | 1631 | 683,595.3 | 834,593.2 | 1,175.10 |        |       |     | Average |  |
|                       |      | 15+00.00  | 1632 | 683,651.7 | 834,675.7 | 1,174.70 |        |       |     | Average |  |
|                       |      | 16+00.00  | 1633 | 683,715.9 | 834,752.4 | 1,173.90 |        |       |     | Average |  |
|                       |      | 17+00.00  | 1634 | 683,787.2 | 834,822.4 | 1,172.40 |        |       |     | Average |  |
|                       |      | 18+00.00  | 1635 | 683,865.1 | 834,885.1 | 1,170.50 |        |       |     | Average |  |
|                       |      | 19+00.00  | 1636 | 683,948.7 | 834,939.8 | 1,168.20 |        |       |     | Average |  |
|                       |      | 20+00.00  | 1637 | 684,037.3 | 834,986.1 | 1,166.20 |        |       |     | Average |  |
|                       |      | 21+00.00  | 1638 | 684,130.1 | 835,023.4 | 1,165.00 |        |       |     | Average |  |
|                       |      | 22+00.00  | 1639 | 684,226.0 | 835,051.5 | 1,164.70 |        |       |     | Average |  |
|                       |      | 23+00.00  | 1640 | 684,324.2 | 835,070.1 | 1,165.20 |        |       |     | Average |  |
|                       |      | 24+00.00  | 1641 | 684,423.8 | 835,078.9 | 1,166.60 |        |       |     | Average |  |
|                       |      | 25+00.00  | 1642 | 684,523.8 | 835,080.6 | 1,168.20 |        |       |     | Average |  |
|                       |      | 26+00.00  | 1643 | 684,623.8 | 835,081.9 | 1,169.70 |        |       |     | Average |  |
|                       |      | 27+00.00  | 1644 | 684,723.7 | 835,083.2 | 1,171.30 |        |       |     | Average |  |
|                       |      | 28+00.00  | 1645 | 684,823.7 | 835,084.6 | 1,172.90 |        |       |     | Average |  |
|                       |      | 29+00.00  | 1646 | 684,923.7 | 835,085.9 | 1,174.50 |        |       |     | Average |  |
|                       |      | 30+00.00  | 1647 | 685,023.7 | 835,087.2 | 1,176.10 |        |       |     | Average |  |
|                       |      | 31+00.00  | 1648 | 685,123.7 | 835,087.9 | 1,177.70 |        |       |     | Average |  |



## INPUT: ROADWAYS

202L MA 50 F0847 01C

|                       |      |          |      |           |           |          |  |  |  |         |  |
|-----------------------|------|----------|------|-----------|-----------|----------|--|--|--|---------|--|
|                       |      | 32+00.00 | 1649 | 685,223.7 | 835,087.0 | 1,180.10 |  |  |  | Average |  |
|                       |      | 33+00.00 | 1650 | 685,323.7 | 835,084.2 | 1,181.70 |  |  |  | Average |  |
|                       |      | 34+00.00 | 1651 | 685,423.6 | 835,079.8 | 1,183.30 |  |  |  | Average |  |
|                       |      | 35+00.00 | 1652 | 685,523.4 | 835,073.5 | 1,184.90 |  |  |  | Average |  |
|                       |      | 35+83.33 | 1653 | 685,606.5 | 835,067.0 | 1,186.50 |  |  |  |         |  |
| I10/SR202 W-N Ramp_FD | 24.0 | 12+00.00 | 1810 | 686,672.4 | 835,088.8 | 1,188.80 |  |  |  | Average |  |
|                       |      | 13+00.00 | 1738 | 686,576.9 | 835,118.5 | 1,189.00 |  |  |  | Average |  |
|                       |      | 14+00.00 | 1739 | 686,481.5 | 835,148.2 | 1,189.50 |  |  |  | Average |  |
|                       |      | 15+00.00 | 1740 | 686,386.0 | 835,177.9 | 1,190.20 |  |  |  | Average |  |
|                       |      | 16+00.00 | 1741 | 686,290.5 | 835,207.6 | 1,190.60 |  |  |  | Average |  |
|                       |      | 17+00.00 | 1742 | 686,195.0 | 835,237.4 | 1,191.00 |  |  |  | Average |  |
|                       |      | 18+00.00 | 1743 | 686,099.6 | 835,267.4 | 1,191.40 |  |  |  | Average |  |
|                       |      | 19+00.00 | 1744 | 686,004.5 | 835,298.2 | 1,191.80 |  |  |  | Average |  |
|                       |      | 20+00.00 | 1745 | 685,909.7 | 835,329.9 | 1,192.20 |  |  |  | Average |  |
|                       |      | 21+00.00 | 1746 | 685,815.1 | 835,362.4 | 1,192.60 |  |  |  | Average |  |
|                       |      | 22+00.00 | 1747 | 685,720.8 | 835,395.7 | 1,193.00 |  |  |  | Average |  |
|                       |      | 23+00.00 | 1748 | 685,626.8 | 835,429.9 | 1,193.50 |  |  |  | Average |  |
|                       |      | 24+00.00 | 1749 | 685,533.1 | 835,464.9 | 1,193.90 |  |  |  | Average |  |
|                       |      | 25+00.00 | 1750 | 685,439.8 | 835,500.6 | 1,194.80 |  |  |  | Average |  |
|                       |      | 26+00.00 | 1751 | 685,346.7 | 835,537.2 | 1,196.00 |  |  |  | Average |  |
|                       |      | 27+00.00 | 1752 | 685,254.0 | 835,574.7 | 1,197.60 |  |  |  | Average |  |
|                       |      | 28+00.00 | 1753 | 685,161.5 | 835,612.9 | 1,199.60 |  |  |  | Average |  |
|                       |      | 29+00.00 | 1754 | 685,069.5 | 835,651.9 | 1,202.00 |  |  |  | Average |  |
|                       |      | 30+00.00 | 1755 | 684,977.4 | 835,691.0 | 1,204.70 |  |  |  | Average |  |
|                       |      | 31+00.00 | 1756 | 684,885.4 | 835,730.2 | 1,207.40 |  |  |  | Average |  |
|                       |      | 32+00.00 | 1757 | 684,793.4 | 835,769.4 | 1,210.20 |  |  |  | Average |  |
|                       |      | 33+00.00 | 1758 | 684,701.4 | 835,808.6 | 1,212.90 |  |  |  |         |  |
| I10/SR202 W-S Ramp_FD | 12.0 | 10+00.00 | 1811 | 684,719.8 | 835,800.7 | 1,212.90 |  |  |  | Average |  |
|                       |      | 11+00.00 | 1812 | 684,625.3 | 835,833.4 | 1,215.60 |  |  |  | Average |  |
|                       |      | 12+00.00 | 1813 | 684,530.8 | 835,866.1 | 1,218.00 |  |  |  | Average |  |
|                       |      | 13+00.00 | 1814 | 684,436.3 | 835,898.7 | 1,221.00 |  |  |  | Average |  |
|                       |      | 14+00.00 | 1815 | 684,341.8 | 835,931.4 | 1,224.00 |  |  |  | Average |  |
|                       |      | 15+00.00 | 1816 | 684,247.3 | 835,964.1 | 1,226.70 |  |  |  | Average |  |
|                       |      | 16+00.00 | 1817 | 684,152.7 | 835,996.7 | 1,229.40 |  |  |  | Average |  |
|                       |      | 17+00.00 | 1818 | 684,058.2 | 836,029.4 | 1,231.70 |  |  |  | Average |  |
|                       |      | 18+00.00 | 1819 | 683,963.7 | 836,061.9 | 1,233.40 |  |  |  | Average |  |
|                       |      | 19+00.00 | 1820 | 683,867.2 | 836,087.9 | 1,234.70 |  |  |  | Average |  |
|                       |      | 20+00.00 | 1821 | 683,768.6 | 836,104.5 | 1,235.50 |  |  |  | Average |  |
|                       |      | 21+00.00 | 1822 | 683,668.8 | 836,111.2 | 1,235.80 |  |  |  | Average |  |

INPUT: ROADWAYS

202L MA 50 F0847 01C

|                       |      |          |      |           |           |          |  |  |  |         |   |
|-----------------------|------|----------|------|-----------|-----------|----------|--|--|--|---------|---|
|                       |      | 22+00.00 | 1823 | 683,568.9 | 836,108.2 | 1,235.60 |  |  |  | Average |   |
|                       |      | 23+00.00 | 1824 | 683,469.8 | 836,095.4 | 1,234.90 |  |  |  | Average |   |
|                       |      | 24+00.00 | 1825 | 683,372.4 | 836,073.0 | 1,233.70 |  |  |  | Average | Y |
|                       |      | 25+00.00 | 1826 | 683,277.6 | 836,041.2 | 1,232.10 |  |  |  | Average | Y |
|                       |      | 26+00.00 | 1827 | 683,186.4 | 836,000.2 | 1,229.90 |  |  |  | Average | Y |
|                       |      | 27+00.00 | 1828 | 683,099.7 | 835,950.5 | 1,227.40 |  |  |  | Average |   |
|                       |      | 28+00.00 | 1829 | 683,018.3 | 835,892.5 | 1,224.70 |  |  |  | Average |   |
|                       |      | 29+00.00 | 1830 | 682,942.9 | 835,826.9 | 1,222.10 |  |  |  | Average |   |
|                       |      | 30+00.00 | 1831 | 682,874.3 | 835,754.2 | 1,219.40 |  |  |  | Average | Y |
|                       |      | 31+00.00 | 1832 | 682,813.1 | 835,675.1 | 1,216.80 |  |  |  | Average | Y |
|                       |      | 32+00.00 | 1833 | 682,760.0 | 835,590.4 | 1,214.20 |  |  |  | Average | Y |
|                       |      | 33+00.00 | 1834 | 682,715.5 | 835,501.0 | 1,211.50 |  |  |  | Average |   |
|                       |      | 34+00.00 | 1835 | 682,679.9 | 835,407.5 | 1,208.90 |  |  |  | Average |   |
|                       |      | 35+00.00 | 1836 | 682,653.6 | 835,311.1 | 1,206.30 |  |  |  | Average |   |
|                       |      | 36+00.00 | 1837 | 682,636.8 | 835,212.6 | 1,203.60 |  |  |  | Average |   |
|                       |      | 37+00.00 | 1838 | 682,629.8 | 835,112.8 | 1,201.00 |  |  |  | Average |   |
|                       |      | 38+00.00 | 1839 | 682,632.6 | 835,012.9 | 1,198.40 |  |  |  | Average |   |
|                       |      | 39+00.00 | 1840 | 682,645.2 | 834,913.8 | 1,195.70 |  |  |  | Average |   |
|                       |      | 40+00.00 | 1841 | 682,667.4 | 834,816.3 | 1,193.10 |  |  |  | Average |   |
|                       |      | 41+00.00 | 1842 | 682,699.1 | 834,721.5 | 1,190.40 |  |  |  | Average |   |
|                       |      | 42+00.00 | 1843 | 682,737.6 | 834,629.2 | 1,188.00 |  |  |  | Average |   |
|                       |      | 43+00.00 | 1844 | 682,776.5 | 834,537.1 | 1,185.80 |  |  |  | Average |   |
|                       |      | 44+00.00 | 1845 | 682,815.4 | 834,445.0 | 1,184.00 |  |  |  | Average |   |
|                       |      | 45+00.00 | 1846 | 682,854.3 | 834,352.8 | 1,182.60 |  |  |  | Average |   |
|                       |      | 46+00.00 | 1847 | 682,893.2 | 834,260.7 | 1,181.40 |  |  |  | Average |   |
|                       |      | 47+00.00 | 1848 | 682,932.1 | 834,168.6 | 1,180.60 |  |  |  | Average |   |
|                       |      | 48+00.00 | 1849 | 682,971.1 | 834,076.5 | 1,180.00 |  |  |  |         |   |
| I10/SR202 S-E Ramp_FD | 24.0 | 34+00.00 | 2166 | 682,938.8 | 837,519.9 | 1,199.20 |  |  |  | Average |   |
|                       |      | 35+00.00 | 1679 | 682,932.2 | 837,420.1 | 1,201.00 |  |  |  | Average |   |
|                       |      | 36+00.00 | 1680 | 682,925.5 | 837,320.4 | 1,202.50 |  |  |  | Average |   |
|                       |      | 37+00.00 | 1681 | 682,921.5 | 837,220.4 | 1,203.80 |  |  |  | Average |   |
|                       |      | 38+00.00 | 1682 | 682,922.4 | 837,120.5 | 1,204.90 |  |  |  | Average |   |
|                       |      | 39+00.00 | 1683 | 682,928.2 | 837,020.6 | 1,205.80 |  |  |  | Average |   |
|                       |      | 40+00.00 | 1684 | 682,938.9 | 836,921.2 | 1,206.40 |  |  |  | Average |   |
|                       |      | 41+00.00 | 1685 | 682,954.5 | 836,822.5 | 1,206.80 |  |  |  | Average |   |
|                       |      | 42+00.00 | 1686 | 682,974.9 | 836,724.6 | 1,207.00 |  |  |  | Average |   |
|                       |      | 43+00.00 | 1687 | 683,000.1 | 836,627.8 | 1,206.90 |  |  |  | Average |   |
|                       |      | 44+00.00 | 1688 | 683,030.0 | 836,532.4 | 1,206.70 |  |  |  | Average |   |
|                       |      | 45+00.00 | 1689 | 683,064.5 | 836,438.6 | 1,206.20 |  |  |  | Average |   |

## INPUT: ROADWAYS

202L MA 50 F0847 01C

|  |          |      |           |           |          |  |  |  |         |   |
|--|----------|------|-----------|-----------|----------|--|--|--|---------|---|
|  | 46+00.00 | 1690 | 683,103.7 | 836,346.6 | 1,205.40 |  |  |  | Average |   |
|  | 47+00.00 | 1691 | 683,147.3 | 836,256.6 | 1,204.50 |  |  |  | Average |   |
|  | 48+00.00 | 1692 | 683,195.3 | 836,168.9 | 1,203.30 |  |  |  | Average |   |
|  | 49+00.00 | 1693 | 683,247.5 | 836,083.6 | 1,201.90 |  |  |  | Average | Y |
|  | 50+00.00 | 1694 | 683,303.9 | 836,001.0 | 1,200.20 |  |  |  | Average | Y |
|  | 51+00.00 | 1695 | 683,364.2 | 835,921.3 | 1,198.40 |  |  |  | Average |   |
|  | 52+00.00 | 1696 | 683,428.4 | 835,844.6 | 1,196.30 |  |  |  | Average |   |
|  | 53+00.00 | 1697 | 683,496.3 | 835,771.2 | 1,194.00 |  |  |  | Average | Y |
|  | 54+00.00 | 1698 | 683,567.7 | 835,701.2 | 1,191.40 |  |  |  | Average | Y |
|  | 55+00.00 | 1699 | 683,642.5 | 835,634.8 | 1,188.70 |  |  |  | Average | Y |
|  | 56+00.00 | 1700 | 683,720.4 | 835,572.2 | 1,185.80 |  |  |  | Average |   |
|  | 57+00.00 | 1701 | 683,801.3 | 835,513.4 | 1,183.00 |  |  |  | Average |   |
|  | 58+00.00 | 1702 | 683,885.0 | 835,458.7 | 1,180.10 |  |  |  | Average |   |
|  | 59+00.00 | 1703 | 683,971.3 | 835,408.2 | 1,177.30 |  |  |  | Average |   |
|  | 60+00.00 | 1704 | 684,060.0 | 835,362.0 | 1,174.90 |  |  |  | Average |   |
|  | 61+00.00 | 1705 | 684,150.8 | 835,320.2 | 1,173.10 |  |  |  | Average |   |
|  | 62+00.00 | 1706 | 684,243.6 | 835,282.9 | 1,171.70 |  |  |  | Average |   |
|  | 63+00.00 | 1707 | 684,338.1 | 835,250.3 | 1,170.80 |  |  |  | Average |   |
|  | 64+00.00 | 1708 | 684,434.1 | 835,222.3 | 1,170.40 |  |  |  | Average |   |
|  | 65+00.00 | 1709 | 684,531.4 | 835,199.0 | 1,170.50 |  |  |  | Average |   |
|  | 66+00.00 | 1710 | 684,629.6 | 835,180.6 | 1,171.10 |  |  |  | Average |   |
|  | 67+00.00 | 1711 | 684,728.7 | 835,167.0 | 1,172.20 |  |  |  | Average |   |
|  | 68+00.00 | 1712 | 684,828.3 | 835,157.8 | 1,173.80 |  |  |  | Average |   |
|  | 69+00.00 | 1713 | 684,927.9 | 835,149.2 | 1,175.40 |  |  |  | Average |   |
|  | 70+00.00 | 1714 | 685,027.5 | 835,140.7 | 1,176.90 |  |  |  | Average |   |
|  | 71+00.00 | 1715 | 685,127.2 | 835,132.2 | 1,178.50 |  |  |  | Average |   |
|  | 72+00.00 | 1716 | 685,226.8 | 835,123.6 | 1,180.10 |  |  |  | Average |   |
|  | 73+00.00 | 1717 | 685,326.4 | 835,115.1 | 1,181.70 |  |  |  | Average |   |
|  | 74+00.00 | 1718 | 685,426.1 | 835,106.6 | 1,183.30 |  |  |  | Average |   |
|  | 75+00.00 | 1719 | 685,525.7 | 835,098.0 | 1,184.90 |  |  |  | Average |   |
|  | 76+00.00 | 1720 | 685,625.3 | 835,089.5 | 1,186.50 |  |  |  | Average |   |
|  | 77+00.00 | 1721 | 685,725.0 | 835,081.0 | 1,188.00 |  |  |  | Average |   |
|  | 78+00.00 | 1722 | 685,824.5 | 835,071.8 | 1,189.20 |  |  |  | Average |   |
|  | 79+00.00 | 1723 | 685,924.0 | 835,061.2 | 1,190.10 |  |  |  | Average |   |
|  | 80+00.00 | 1724 | 686,023.3 | 835,049.4 | 1,190.70 |  |  |  | Average |   |
|  | 81+00.00 | 1725 | 686,122.4 | 835,036.3 | 1,191.00 |  |  |  | Average |   |
|  | 82+00.00 | 1726 | 686,221.4 | 835,021.9 | 1,190.90 |  |  |  | Average |   |
|  | 83+00.00 | 1727 | 686,320.1 | 835,006.1 | 1,190.90 |  |  |  | Average |   |
|  | 84+00.00 | 1728 | 686,637.1 | 834,954.8 | 1,190.90 |  |  |  |         |   |

**INPUT: ROADWAYS**
**202L MA 50 F0847 01C**

|                        |      |           |      |           |           |          |        |       |     |         |   |
|------------------------|------|-----------|------|-----------|-----------|----------|--------|-------|-----|---------|---|
| Kyrene WB OnRamp_FD    | 12.0 | 16+00.00  | 2175 | 691,191.4 | 834,199.5 | 1,161.10 | Onramp | 10.00 | 100 | Average |   |
|                        |      | 15+00.00  | 1519 | 691,091.7 | 834,207.7 | 1,161.00 |        |       |     | Average |   |
|                        |      | 14+00.00  | 1518 | 690,992.0 | 834,215.8 | 1,160.90 |        |       |     | Average |   |
|                        |      | 13+00.00  | 1517 | 690,892.4 | 834,223.9 | 1,160.70 |        |       |     | Average |   |
|                        |      | 12+00.00  | 1516 | 690,792.7 | 834,232.1 | 1,160.50 |        |       |     | Average |   |
|                        |      | 11+00.00  | 1515 | 690,693.0 | 834,240.2 | 1,160.10 |        |       |     | Average |   |
|                        |      | 10+00.00  | 1514 | 690,593.3 | 834,248.4 | 1,159.80 |        |       |     | Average |   |
|                        |      | 9+00.00   | 1513 | 690,493.7 | 834,256.5 | 1,159.50 |        |       |     | Average |   |
|                        |      | 8+00.00   | 1512 | 690,394.0 | 834,265.0 | 1,159.40 |        |       |     | Average |   |
|                        |      | 7+00.00   | 1511 | 690,294.6 | 834,275.1 | 1,159.50 |        |       |     | Average |   |
|                        |      | 6+00.00   | 1510 | 690,195.3 | 834,286.9 | 1,159.30 |        |       |     | Average |   |
|                        |      | 5+00.00   | 1509 | 690,096.2 | 834,300.5 | 1,159.00 |        |       |     | Average |   |
|                        |      | 4+00.00   | 1508 | 689,997.4 | 834,315.7 | 1,158.80 |        |       |     | Average |   |
|                        |      | 3+00.00   | 1507 | 689,898.8 | 834,332.7 | 1,158.50 |        |       |     | Average |   |
|                        |      | 2+00.00   | 1506 | 689,800.6 | 834,351.5 | 1,158.10 |        |       |     | Average |   |
|                        |      | 1+00.00   | 1505 | 689,702.7 | 834,371.9 | 1,157.50 |        |       |     | Average |   |
|                        |      | 0+00.00   | 1504 | 689,419.2 | 834,428.4 | 1,160.50 |        |       |     |         |   |
| Kyrene SB-2_FD         | 40.0 | 2082+33.9 | 2178 | 691,222.1 | 834,484.5 | 1,164.00 |        |       |     | Average |   |
|                        |      | 2082+78.7 | 744  | 691,219.7 | 834,240.1 | 1,164.00 |        |       |     | Average | Y |
|                        |      | 2082+93   | 2409 | 691,220.6 | 833,988.9 | 1,164.00 |        |       |     |         |   |
| SR202ML4thLane_EB-2_FD | 56.0 | 2036+00.0 | 2332 | 686,659.3 | 834,972.7 | 1,188.80 |        |       |     | Average |   |
|                        |      | 2040+00.0 | 408  | 687,048.6 | 834,880.8 | 1,184.80 |        |       |     | Average |   |
|                        |      | 2044+00.0 | 409  | 687,437.9 | 834,788.8 | 1,180.70 |        |       |     | Average |   |
|                        |      | 2048+00.0 | 410  | 687,827.2 | 834,696.9 | 1,176.70 |        |       |     | Average |   |
|                        |      | 2052+00.0 | 411  | 688,216.5 | 834,604.9 | 1,172.60 |        |       |     | Average |   |
|                        |      | 2056+00.0 | 412  | 688,605.7 | 834,513.0 | 1,168.60 |        |       |     | Average |   |
|                        |      | 2060+00.0 | 413  | 688,995.0 | 834,421.0 | 1,164.60 |        |       |     | Average |   |
|                        |      | 2064+00.0 | 414  | 689,384.3 | 834,329.1 | 1,160.50 |        |       |     |         |   |
| SR202ML2ndLane_EB-2_FD | 48.0 | 2036+00.0 | 2333 | 686,664.4 | 834,994.1 | 1,188.80 |        |       |     | Average |   |
|                        |      | 2040+00.0 | 38   | 687,053.7 | 834,902.2 | 1,184.80 |        |       |     | Average |   |
|                        |      | 2044+00.0 | 39   | 687,442.9 | 834,810.2 | 1,180.70 |        |       |     | Average |   |
|                        |      | 2048+00.0 | 40   | 687,832.2 | 834,718.3 | 1,176.70 |        |       |     | Average |   |
|                        |      | 2052+00.0 | 41   | 688,221.5 | 834,626.3 | 1,172.60 |        |       |     | Average |   |
|                        |      | 2056+00.0 | 42   | 688,610.8 | 834,534.4 | 1,168.60 |        |       |     | Average |   |
|                        |      | 2060+00.0 | 43   | 689,000.1 | 834,442.4 | 1,164.60 |        |       |     | Average |   |
|                        |      | 2064+00.0 | 44   | 689,389.4 | 834,350.5 | 1,160.50 |        |       |     |         |   |
| SR202ML4thLane_EB-3_FD | 56.0 | 2064+00.0 | 2334 | 689,384.3 | 834,329.1 | 1,160.50 |        |       |     | Average |   |
|                        |      | 2068+00.0 | 415  | 689,773.6 | 834,237.1 | 1,156.50 |        |       |     | Average |   |
|                        |      | 2072+00.0 | 416  | 690,164.4 | 834,148.4 | 1,152.40 |        |       |     | Average |   |



## INPUT: ROADWAYS

202L MA 50 F0847 01C

|                        |      |           |      |           |           |          |  |  |  |         |  |
|------------------------|------|-----------|------|-----------|-----------|----------|--|--|--|---------|--|
|                        |      | 2076+00.0 | 417  | 690,556.7 | 834,066.5 | 1,148.40 |  |  |  | Average |  |
|                        |      | 2080+00.0 | 418  | 690,950.4 | 833,991.4 | 1,144.60 |  |  |  | Average |  |
|                        |      | 2084+00.0 | 419  | 691,345.3 | 833,923.3 | 1,142.70 |  |  |  | Average |  |
|                        |      | 2088+00.0 | 420  | 691,741.3 | 833,862.0 | 1,143.10 |  |  |  | Average |  |
|                        |      | 2092+00.0 | 421  | 692,138.3 | 833,807.7 | 1,144.70 |  |  |  | Average |  |
|                        |      | 2096+00.0 | 422  | 692,536.3 | 833,760.3 | 1,146.30 |  |  |  | Average |  |
|                        |      | 2100+00.0 | 423  | 692,935.0 | 833,719.9 | 1,147.90 |  |  |  | Average |  |
|                        |      | 2104+00.0 | 424  | 693,334.3 | 833,686.4 | 1,149.50 |  |  |  | Average |  |
|                        |      | 2108+00.0 | 425  | 693,734.2 | 833,659.9 | 1,151.10 |  |  |  | Average |  |
|                        |      | 2112+00.0 | 426  | 694,134.5 | 833,640.4 | 1,152.70 |  |  |  |         |  |
| SR202ML2ndLane_EB-3_FD | 48.0 | 2064+00.0 | 2335 | 689,389.4 | 834,350.5 | 1,160.50 |  |  |  | Average |  |
|                        |      | 2068+00.0 | 45   | 689,778.7 | 834,258.5 | 1,156.50 |  |  |  | Average |  |
|                        |      | 2072+00.0 | 46   | 690,169.1 | 834,169.9 | 1,152.40 |  |  |  | Average |  |
|                        |      | 2076+00.0 | 47   | 690,561.0 | 834,088.1 | 1,148.40 |  |  |  | Average |  |
|                        |      | 2080+00.0 | 48   | 690,954.3 | 834,013.1 | 1,144.60 |  |  |  | Average |  |
|                        |      | 2084+00.0 | 49   | 691,348.8 | 833,945.0 | 1,142.70 |  |  |  | Average |  |
|                        |      | 2088+00.0 | 50   | 691,744.5 | 833,883.8 | 1,143.10 |  |  |  | Average |  |
|                        |      | 2092+00.0 | 51   | 692,141.1 | 833,829.5 | 1,144.70 |  |  |  | Average |  |
|                        |      | 2096+00.0 | 52   | 692,538.7 | 833,782.2 | 1,146.30 |  |  |  | Average |  |
|                        |      | 2100+00.0 | 53   | 692,937.0 | 833,741.8 | 1,147.90 |  |  |  | Average |  |
|                        |      | 2104+00.0 | 54   | 693,336.0 | 833,708.3 | 1,149.50 |  |  |  | Average |  |
|                        |      | 2108+00.0 | 55   | 693,735.5 | 833,681.9 | 1,151.10 |  |  |  | Average |  |
|                        |      | 2112+00.0 | 56   | 694,135.3 | 833,662.4 | 1,152.70 |  |  |  |         |  |
| SR202ML2ndLane_WB-1_FD | 48.0 | 2036+00.0 | 2370 | 686,674.0 | 835,035.0 | 1,188.80 |  |  |  | Average |  |
|                        |      | 2032+00.0 | 221  | 686,284.7 | 835,127.0 | 1,191.70 |  |  |  | Average |  |
|                        |      | 2028+00.0 | 220  | 685,895.4 | 835,218.9 | 1,190.90 |  |  |  | Average |  |
|                        |      | 2024+00.0 | 219  | 685,506.2 | 835,310.9 | 1,186.50 |  |  |  | Average |  |
|                        |      | 2020+00.0 | 218  | 685,116.9 | 835,402.8 | 1,179.60 |  |  |  | Average |  |
|                        |      | 2016+00.0 | 217  | 684,727.6 | 835,494.8 | 1,172.60 |  |  |  | Average |  |
|                        |      | 2012+00.0 | 216  | 684,338.3 | 835,586.7 | 1,165.50 |  |  |  | Average |  |
|                        |      | 2008+00.0 | 215  | 683,946.4 | 835,672.5 | 1,158.50 |  |  |  | Average |  |
|                        |      | 2004+00.0 | 214  | 683,547.4 | 835,721.1 | 1,151.50 |  |  |  | Average |  |
|                        |      | 2000+00.0 | 213  | 683,145.4 | 835,727.7 | 1,145.60 |  |  |  | Average |  |
|                        |      | 1996+00.0 | 212  | 682,745.0 | 835,692.3 | 1,143.20 |  |  |  | Average |  |
|                        |      | 1992+00.0 | 211  | 682,350.4 | 835,615.2 | 1,144.50 |  |  |  | Average |  |
|                        |      | 1988+00.0 | 1093 | 681,966.1 | 835,497.3 | 1,146.80 |  |  |  |         |  |
| SR202ML4thLane_WB-1_FD | 56.0 | 2036+00.0 | 2371 | 686,679.1 | 835,056.4 | 1,188.80 |  |  |  | Average |  |
|                        |      | 2032+00.0 | 591  | 686,289.8 | 835,148.4 | 1,191.70 |  |  |  | Average |  |
|                        |      | 2028+00.0 | 590  | 685,900.5 | 835,240.3 | 1,190.90 |  |  |  | Average |  |

## INPUT: ROADWAYS

202L MA 50 F0847 01C

|                        |      |           |      |           |           |          |  |  |  |         |  |
|------------------------|------|-----------|------|-----------|-----------|----------|--|--|--|---------|--|
|                        |      | 2024+00.0 | 589  | 685,511.2 | 835,332.3 | 1,186.50 |  |  |  | Average |  |
|                        |      | 2020+00.0 | 588  | 685,121.9 | 835,424.2 | 1,179.60 |  |  |  | Average |  |
|                        |      | 2016+00.0 | 587  | 684,732.6 | 835,516.2 | 1,172.60 |  |  |  | Average |  |
|                        |      | 2012+00.0 | 586  | 684,343.4 | 835,608.1 | 1,165.50 |  |  |  | Average |  |
|                        |      | 2008+00.0 | 585  | 683,950.2 | 835,694.2 | 1,158.50 |  |  |  | Average |  |
|                        |      | 2004+00.0 | 584  | 683,548.9 | 835,743.1 | 1,151.50 |  |  |  | Average |  |
|                        |      | 2000+00.0 | 583  | 683,144.6 | 835,749.7 | 1,145.60 |  |  |  | Average |  |
|                        |      | 1996+00.0 | 582  | 682,741.9 | 835,714.1 | 1,143.20 |  |  |  | Average |  |
|                        |      | 1992+00.0 | 581  | 682,345.1 | 835,636.5 | 1,144.50 |  |  |  | Average |  |
|                        |      | 1988+00.0 | 1094 | 681,958.5 | 835,517.9 | 1,146.80 |  |  |  |         |  |
| SR202ML2ndLane_WB-2_FD | 48.0 | 2064+00.0 | 2372 | 689,399.0 | 834,391.3 | 1,160.50 |  |  |  | Average |  |
|                        |      | 2060+00.0 | 228  | 689,009.7 | 834,483.3 | 1,164.60 |  |  |  | Average |  |
|                        |      | 2056+00.0 | 227  | 688,620.5 | 834,575.2 | 1,168.60 |  |  |  | Average |  |
|                        |      | 2052+00.0 | 226  | 688,231.2 | 834,667.2 | 1,172.60 |  |  |  | Average |  |
|                        |      | 2048+00.0 | 225  | 687,841.9 | 834,759.2 | 1,176.70 |  |  |  | Average |  |
|                        |      | 2044+00.0 | 224  | 687,452.6 | 834,851.1 | 1,180.70 |  |  |  | Average |  |
|                        |      | 2040+00.0 | 223  | 687,063.3 | 834,943.1 | 1,184.80 |  |  |  | Average |  |
|                        |      | 2036+00.0 | 222  | 686,674.0 | 835,035.0 | 1,188.80 |  |  |  |         |  |
| SR202ML4thLane_WB-2_FD | 56.0 | 2064+00.0 | 2373 | 689,404.1 | 834,412.8 | 1,160.50 |  |  |  | Average |  |
|                        |      | 2060+00.0 | 598  | 689,014.8 | 834,504.7 | 1,164.60 |  |  |  | Average |  |
|                        |      | 2056+00.0 | 597  | 688,625.5 | 834,596.7 | 1,168.60 |  |  |  | Average |  |
|                        |      | 2052+00.0 | 596  | 688,236.2 | 834,688.6 | 1,172.60 |  |  |  | Average |  |
|                        |      | 2048+00.0 | 595  | 687,846.9 | 834,780.6 | 1,176.70 |  |  |  | Average |  |
|                        |      | 2044+00.0 | 594  | 687,457.7 | 834,872.5 | 1,180.70 |  |  |  | Average |  |
|                        |      | 2040+00.0 | 593  | 687,068.4 | 834,964.5 | 1,184.80 |  |  |  | Average |  |
|                        |      | 2036+00.0 | 592  | 686,679.1 | 835,056.4 | 1,188.80 |  |  |  |         |  |
| Kyrene EB OffRamp_FD   | 24.0 | 11+00.00  | 2407 | 689,310.6 | 834,316.8 | 1,160.50 |  |  |  | Average |  |
|                        |      | 12+00.00  | 1483 | 689,407.2 | 834,291.3 | 1,160.50 |  |  |  | Average |  |
|                        |      | 13+00.00  | 1484 | 689,503.5 | 834,264.1 | 1,159.00 |  |  |  | Average |  |
|                        |      | 14+00.00  | 1485 | 689,599.2 | 834,235.2 | 1,158.00 |  |  |  | Average |  |
|                        |      | 15+00.00  | 1486 | 689,694.5 | 834,204.7 | 1,158.00 |  |  |  | Average |  |
|                        |      | 16+00.00  | 1487 | 689,789.6 | 834,174.0 | 1,158.40 |  |  |  | Average |  |
|                        |      | 17+00.00  | 1488 | 689,884.7 | 834,143.2 | 1,158.90 |  |  |  | Average |  |
|                        |      | 18+00.00  | 1489 | 689,979.9 | 834,112.4 | 1,159.00 |  |  |  | Average |  |
|                        |      | 19+00.00  | 1490 | 690,075.0 | 834,081.6 | 1,159.60 |  |  |  | Average |  |
|                        |      | 20+00.00  | 1491 | 690,170.2 | 834,050.8 | 1,160.10 |  |  |  | Average |  |
|                        |      | 21+00.00  | 1492 | 690,265.3 | 834,020.0 | 1,160.40 |  |  |  | Average |  |
|                        |      | 22+00.00  | 1493 | 690,360.5 | 833,989.2 | 1,160.20 |  |  |  | Average |  |
|                        |      | 23+00.00  | 1494 | 690,455.8 | 833,959.1 | 1,159.90 |  |  |  | Average |  |

**INPUT: ROADWAYS**
**202L MA 50 F0847 01C**

|                         |      |           |      |           |           |          |  |  |         |   |
|-------------------------|------|-----------|------|-----------|-----------|----------|--|--|---------|---|
|                         |      | 24+00.00  | 1495 | 690,551.7 | 833,930.9 | 1,160.20 |  |  | Average |   |
|                         |      | 25+00.00  | 1496 | 690,648.3 | 833,904.9 | 1,160.30 |  |  | Average |   |
|                         |      | 26+00.00  | 1497 | 690,745.4 | 833,880.9 | 1,160.50 |  |  | Average |   |
|                         |      | 27+00.00  | 1498 | 690,843.0 | 833,859.1 | 1,160.70 |  |  | Average |   |
|                         |      | 28+00.00  | 1499 | 690,941.0 | 833,839.4 | 1,160.80 |  |  | Average |   |
|                         |      | 29+00.00  | 1500 | 691,039.4 | 833,821.3 | 1,160.90 |  |  | Average |   |
|                         |      | 30+00.00  | 1501 | 691,137.7 | 833,803.3 | 1,161.00 |  |  |         |   |
| I10/SR202 W-N Ramp-2_FD | 24.0 | point2408 | 2408 | 684,701.4 | 835,808.6 | 1,212.90 |  |  | Average |   |
|                         |      | 34+00.00  | 1759 | 684,609.4 | 835,847.7 | 1,215.60 |  |  | Average |   |
|                         |      | 35+00.00  | 1760 | 684,517.4 | 835,886.9 | 1,218.40 |  |  | Average |   |
|                         |      | 36+00.00  | 1761 | 684,425.4 | 835,926.1 | 1,221.10 |  |  | Average |   |
|                         |      | 37+00.00  | 1762 | 684,333.4 | 835,965.3 | 1,223.90 |  |  | Average |   |
|                         |      | 38+00.00  | 1763 | 684,241.4 | 836,004.5 | 1,226.60 |  |  | Average |   |
|                         |      | 39+00.00  | 1764 | 684,149.4 | 836,043.6 | 1,229.10 |  |  | Average |   |
|                         |      | 40+00.00  | 1765 | 684,057.4 | 836,082.8 | 1,231.30 |  |  | Average |   |
|                         |      | 41+00.00  | 1766 | 683,966.3 | 836,124.0 | 1,233.10 |  |  | Average |   |
|                         |      | 42+00.00  | 1767 | 683,879.7 | 836,173.9 | 1,234.50 |  |  | Average |   |
|                         |      | 43+00.00  | 1768 | 683,798.8 | 836,232.6 | 1,235.40 |  |  | Average |   |
|                         |      | 44+00.00  | 1769 | 683,724.4 | 836,299.4 | 1,236.00 |  |  | Average |   |
|                         |      | 45+00.00  | 1770 | 683,657.5 | 836,373.6 | 1,236.30 |  |  | Average |   |
|                         |      | 46+00.00  | 1771 | 683,598.6 | 836,454.4 | 1,236.10 |  |  | Average |   |
|                         |      | 47+00.00  | 1772 | 683,548.6 | 836,540.9 | 1,235.50 |  |  | Average |   |
|                         |      | 48+00.00  | 1773 | 683,507.8 | 836,632.2 | 1,234.60 |  |  | Average |   |
|                         |      | 49+00.00  | 1774 | 683,476.9 | 836,727.2 | 1,233.20 |  |  | Average |   |
|                         |      | 50+00.00  | 1775 | 683,456.0 | 836,825.0 | 1,231.50 |  |  | Average |   |
|                         |      | 51+00.00  | 1776 | 683,444.4 | 836,924.3 | 1,229.40 |  |  | Average |   |
|                         |      | 52+00.00  | 1777 | 683,434.5 | 837,023.8 | 1,226.90 |  |  | Average |   |
|                         |      | 53+00.00  | 1778 | 683,424.6 | 837,123.3 | 1,224.00 |  |  | Average |   |
|                         |      | 54+00.00  | 1779 | 683,414.7 | 837,222.8 | 1,220.70 |  |  | Average |   |
|                         |      | 55+00.00  | 1780 | 683,404.7 | 837,322.3 | 1,217.20 |  |  | Average |   |
|                         |      | 56+00.00  | 1781 | 683,394.8 | 837,421.8 | 1,213.70 |  |  |         |   |
| Kyrene SB-2-2_FD        | 40.0 | 2082+93   | 2410 | 691,220.6 | 833,988.9 | 1,164.00 |  |  | Average | Y |
|                         |      | 2083+08.8 | 745  | 691,221.6 | 833,737.6 | 1,164.00 |  |  | Average | Y |
|                         |      | 2083+72.3 | 746  | 691,239.4 | 833,451.1 | 1,164.00 |  |  |         |   |
| Kyrene NB-2_FD          | 40.0 | 2082+93   | 2412 | 691,272.4 | 833,979.6 | 1,164.00 |  |  | Average | Y |
|                         |      | 2082+78.7 | 749  | 691,273.9 | 834,229.5 | 1,164.00 |  |  | Average | Y |
|                         |      | 2082+33.9 | 750  | 691,272.1 | 834,482.0 | 1,164.00 |  |  |         |   |
| Kyrene WB OffRamp-2_FD  | 24.0 | 2012+00.0 | 2491 | 694,138.9 | 833,750.0 | 1,152.70 |  |  | Average |   |
|                         |      | 2108+00.0 | 1252 | 693,740.7 | 833,772.9 | 1,151.10 |  |  | Average |   |

INPUT: ROADWAYS

202L MA 50 F0847 01C

|                          |      |           |      |           |           |          |  |  |  |         |  |
|--------------------------|------|-----------|------|-----------|-----------|----------|--|--|--|---------|--|
|                          |      | 2104+00.0 | 1253 | 693,343.0 | 833,801.9 | 1,149.50 |  |  |  | Average |  |
|                          |      | 2100+00.0 | 1254 | 692,946.9 | 833,847.6 | 1,147.90 |  |  |  | Average |  |
|                          |      | 2097+99.4 | 1255 | 692,749.0 | 833,876.6 | 1,145.70 |  |  |  | Average |  |
|                          |      | 2095+98.5 | 1256 | 692,551.8 | 833,909.9 | 1,145.60 |  |  |  | Average |  |
|                          |      | 2093+98.4 | 1257 | 692,355.3 | 833,947.3 | 1,147.30 |  |  |  | Average |  |
|                          |      | 2091+98.1 | 1258 | 692,159.8 | 833,989.7 | 1,150.60 |  |  |  | Average |  |
|                          |      | 2089+97.5 | 1259 | 691,964.4 | 834,032.0 | 1,154.20 |  |  |  | Average |  |
|                          |      | 2087+96.5 | 1260 | 691,768.9 | 834,074.4 | 1,157.70 |  |  |  | Average |  |
|                          |      | 2085+95.4 | 1261 | 691,573.4 | 834,116.8 | 1,161.30 |  |  |  | Average |  |
|                          |      | 2083+94.0 | 1262 | 691,378.0 | 834,159.2 | 1,164.80 |  |  |  | Average |  |
|                          |      | 2083+30.3 | 1263 | 691,316.5 | 834,174.3 | 1,165.20 |  |  |  |         |  |
| SR202ML4thLane_WB-3_FD   | 56.0 | point2492 | 2492 | 694,137.9 | 833,726.3 | 1,152.70 |  |  |  | Average |  |
|                          |      | 2108+00.0 | 610  | 693,739.1 | 833,745.8 | 1,151.10 |  |  |  | Average |  |
|                          |      | 2104+00.0 | 609  | 693,340.8 | 833,772.2 | 1,149.50 |  |  |  | Average |  |
|                          |      | 2100+00.0 | 608  | 692,942.9 | 833,805.5 | 1,147.90 |  |  |  | Average |  |
|                          |      | 2096+00.0 | 607  | 692,545.7 | 833,845.8 | 1,146.30 |  |  |  | Average |  |
|                          |      | 2092+00.0 | 606  | 692,149.3 | 833,893.0 | 1,144.70 |  |  |  | Average |  |
|                          |      | 2088+00.0 | 605  | 691,753.7 | 833,947.1 | 1,143.10 |  |  |  | Average |  |
|                          |      | 2084+00.0 | 604  | 691,359.1 | 834,008.2 | 1,142.70 |  |  |  | Average |  |
|                          |      | 2080+00.0 | 603  | 690,965.7 | 834,076.1 | 1,144.60 |  |  |  | Average |  |
|                          |      | 2076+00.0 | 602  | 690,573.5 | 834,150.8 | 1,148.40 |  |  |  | Average |  |
|                          |      | 2072+00.0 | 601  | 690,182.7 | 834,232.4 | 1,152.40 |  |  |  | Average |  |
|                          |      | 2068+00.0 | 600  | 689,793.4 | 834,320.8 | 1,156.50 |  |  |  | Average |  |
|                          |      | 2064+00.0 | 599  | 689,404.1 | 834,412.8 | 1,160.50 |  |  |  |         |  |
| SR202ML2ndLane_WB-3-2_FD | 48.0 | point2493 | 2493 | 694,137.0 | 833,704.3 | 1,152.70 |  |  |  | Average |  |
|                          |      | 2108+00.0 | 240  | 693,737.9 | 833,723.8 | 1,151.10 |  |  |  | Average |  |
|                          |      | 2104+00.0 | 239  | 693,339.1 | 833,750.2 | 1,149.50 |  |  |  | Average |  |
|                          |      | 2100+00.0 | 238  | 692,940.9 | 833,783.6 | 1,147.90 |  |  |  | Average |  |
|                          |      | 2096+00.0 | 237  | 692,543.3 | 833,823.9 | 1,146.30 |  |  |  | Average |  |
|                          |      | 2092+00.0 | 236  | 692,146.5 | 833,871.2 | 1,144.70 |  |  |  | Average |  |
|                          |      | 2088+00.0 | 235  | 691,750.5 | 833,925.4 | 1,143.10 |  |  |  | Average |  |
|                          |      | 2084+00.0 | 234  | 691,355.6 | 833,986.5 | 1,142.70 |  |  |  | Average |  |
|                          |      | 2080+00.0 | 233  | 690,961.8 | 834,054.4 | 1,144.60 |  |  |  | Average |  |
|                          |      | 2076+00.0 | 232  | 690,569.2 | 834,129.2 | 1,148.40 |  |  |  | Average |  |
|                          |      | 2072+00.0 | 231  | 690,178.0 | 834,210.9 | 1,152.40 |  |  |  | Average |  |
|                          |      | 2068+00.0 | 230  | 689,788.3 | 834,299.4 | 1,156.50 |  |  |  | Average |  |
|                          |      | 2064+00.0 | 229  | 689,399.0 | 834,391.3 | 1,160.50 |  |  |  |         |  |

INPUT: TRAFFIC FOR LAeq1h Volumes

202L MA 50 F0847 01C

|                                   |                                  |      |         |     |        |     |        |     |        |     |        |     |  |
|-----------------------------------|----------------------------------|------|---------|-----|--------|-----|--------|-----|--------|-----|--------|-----|--|
| TYPSA US                          |                                  |      |         |     |        |     |        |     |        |     |        |     |  |
| TYPSA US                          |                                  |      |         |     |        |     |        |     |        |     |        |     |  |
|                                   |                                  |      |         |     |        |     |        |     |        |     |        |     |  |
| INPUT: TRAFFIC FOR LAeq1h Volumes |                                  |      |         |     |        |     |        |     |        |     |        |     |  |
| PROJECT/CONTRACT:                 | 202L MA 50 F0847 01C             |      |         |     |        |     |        |     |        |     |        |     |  |
| RUN:                              | SR202 2050 Build, Section 1_I-10 |      |         |     |        |     |        |     |        |     |        |     |  |
| Roadway                           | Points                           |      |         |     |        |     |        |     |        |     |        |     |  |
| Name                              | Name                             | No.  | Segment |     |        |     |        |     |        |     |        |     |  |
|                                   |                                  |      | Autos   |     |        |     |        |     |        |     |        |     |  |
|                                   |                                  |      | V       | S   | V      | S   | V      | S   | V      | S   | V      | S   |  |
|                                   |                                  |      | veh/hr  | mph | veh/hr | mph | veh/hr | mph | veh/hr | mph | veh/hr | mph |  |
| Kyrene NB_FD                      | 2083+91.24                       | 747  | 901     | 50  | 110    | 50  | 27     | 50  | 0      | 0   | 0      | 0   |  |
|                                   | 2083+58.08                       | 748  | 901     | 50  | 110    | 50  | 27     | 50  | 0      | 0   | 0      | 0   |  |
|                                   | 2082+93                          | 2411 |         |     |        |     |        |     |        |     |        |     |  |
| SR202ML4thLane_EB-1_FD            | 1988+00.00                       | 1091 | 2327    | 70  | 482    | 70  | 154    | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 1992+00.00                       | 396  | 2327    | 70  | 482    | 70  | 154    | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 1996+00.00                       | 397  | 2327    | 70  | 482    | 70  | 154    | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 2000+00.00                       | 398  | 2327    | 70  | 482    | 70  | 154    | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 2004+00.00                       | 399  | 2327    | 70  | 482    | 70  | 154    | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 2008+00.00                       | 400  | 2327    | 70  | 482    | 70  | 154    | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 2012+00.00                       | 401  | 2327    | 70  | 482    | 70  | 154    | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 2016+00.00                       | 402  | 2327    | 70  | 482    | 70  | 154    | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 2020+00.00                       | 403  | 2327    | 70  | 482    | 70  | 154    | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 2024+00.00                       | 404  | 2327    | 70  | 482    | 70  | 154    | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 2028+00.00                       | 405  | 2327    | 70  | 482    | 70  | 154    | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 2032+00.00                       | 406  | 2327    | 70  | 482    | 70  | 154    | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 2036+00.00                       | 407  |         |     |        |     |        |     |        |     |        |     |  |
| SR202ML2ndLane_EB-1_FD            | 1988+00.00                       | 1092 | 1617    | 70  | 335    | 70  | 34     | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 1992+00.00                       | 26   | 1617    | 70  | 335    | 70  | 34     | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 1996+00.00                       | 27   | 1617    | 70  | 335    | 70  | 34     | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 2000+00.00                       | 28   | 1617    | 70  | 335    | 70  | 34     | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 2004+00.00                       | 29   | 1617    | 70  | 335    | 70  | 34     | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 2008+00.00                       | 30   | 1617    | 70  | 335    | 70  | 34     | 70  | 0      | 0   | 0      | 0   |  |
|                                   | 2012+00.00                       | 31   | 1617    | 70  | 335    | 70  | 34     | 70  | 0      | 0   | 0      | 0   |  |



INPUT: TRAFFIC FOR LAeq1h Volumes

202L MA 50 F0847 01C

|                       |            |      |      |    |     |    |     |    |   |   |   |   |
|-----------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                       | 2016+00.00 | 32   | 1617 | 70 | 335 | 70 | 34  | 70 | 0 | 0 | 0 | 0 |
|                       | 2020+00.00 | 33   | 1617 | 70 | 335 | 70 | 34  | 70 | 0 | 0 | 0 | 0 |
|                       | 2024+00.00 | 34   | 1617 | 70 | 335 | 70 | 34  | 70 | 0 | 0 | 0 | 0 |
|                       | 2028+00.00 | 35   | 1617 | 70 | 335 | 70 | 34  | 70 | 0 | 0 | 0 | 0 |
|                       | 2032+00.00 | 36   | 1617 | 70 | 335 | 70 | 34  | 70 | 0 | 0 | 0 | 0 |
|                       | 2036+00.00 | 37   |      |    |     |    |     |    |   |   |   |   |
| Kyrene EB OnRamp_FD   | 2083+97.42 | 1237 | 1527 | 50 | 144 | 50 | 45  | 50 | 0 | 0 | 0 | 0 |
|                       | 2085+93.84 | 1238 | 1527 | 50 | 144 | 50 | 45  | 50 | 0 | 0 | 0 | 0 |
|                       | 2087+91.40 | 1239 | 1527 | 50 | 144 | 50 | 45  | 50 | 0 | 0 | 0 | 0 |
|                       | 2089+89.28 | 1240 | 1527 | 50 | 144 | 50 | 45  | 50 | 0 | 0 | 0 | 0 |
|                       | 2091+87.45 | 1241 | 1527 | 50 | 144 | 50 | 45  | 50 | 0 | 0 | 0 | 0 |
|                       | 2093+85.88 | 1242 | 1527 | 50 | 144 | 50 | 45  | 50 | 0 | 0 | 0 | 0 |
|                       | 2095+84.55 | 1243 | 1527 | 50 | 144 | 50 | 45  | 50 | 0 | 0 | 0 | 0 |
|                       | 2097+83.56 | 1244 | 1527 | 50 | 144 | 50 | 45  | 50 | 0 | 0 | 0 | 0 |
|                       | 2099+82.46 | 1245 | 1527 | 50 | 144 | 50 | 45  | 50 | 0 | 0 | 0 | 0 |
|                       | 2101+81.54 | 1246 | 1527 | 50 | 144 | 50 | 45  | 50 | 0 | 0 | 0 | 0 |
|                       | 2104+00.00 | 1247 | 1527 | 50 | 144 | 50 | 45  | 50 | 0 | 0 | 0 | 0 |
|                       | 2108+00.00 | 1248 | 1527 | 50 | 144 | 50 | 45  | 50 | 0 | 0 | 0 | 0 |
|                       | 2112+00.00 | 1249 |      |    |     |    |     |    |   |   |   |   |
| I10/SR202 N-E Ramp_FD | 10+00.00   | 1627 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 11+00.00   | 1628 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 12+00.00   | 1629 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 13+00.00   | 1630 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 14+00.00   | 1631 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 15+00.00   | 1632 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 16+00.00   | 1633 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 17+00.00   | 1634 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 18+00.00   | 1635 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 19+00.00   | 1636 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 20+00.00   | 1637 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 21+00.00   | 1638 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 22+00.00   | 1639 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 23+00.00   | 1640 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 24+00.00   | 1641 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 25+00.00   | 1642 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 26+00.00   | 1643 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |

INPUT: TRAFFIC FOR LAeq1h Volumes

202L MA 50 F0847 01C

|                       |          |      |      |    |     |    |     |    |   |   |   |   |
|-----------------------|----------|------|------|----|-----|----|-----|----|---|---|---|---|
|                       | 27+00.00 | 1644 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 28+00.00 | 1645 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 29+00.00 | 1646 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 30+00.00 | 1647 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 31+00.00 | 1648 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 32+00.00 | 1649 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 33+00.00 | 1650 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 34+00.00 | 1651 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 35+00.00 | 1652 | 1330 | 60 | 151 | 60 | 119 | 60 | 0 | 0 | 0 | 0 |
|                       | 35+83.33 | 1653 |      |    |     |    |     |    |   |   |   |   |
| I10/SR202 W-N Ramp_FD | 12+00.00 | 1810 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 13+00.00 | 1738 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 14+00.00 | 1739 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 15+00.00 | 1740 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 16+00.00 | 1741 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 17+00.00 | 1742 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 18+00.00 | 1743 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 19+00.00 | 1744 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 20+00.00 | 1745 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 21+00.00 | 1746 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 22+00.00 | 1747 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 23+00.00 | 1748 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 24+00.00 | 1749 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 25+00.00 | 1750 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 26+00.00 | 1751 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 27+00.00 | 1752 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 28+00.00 | 1753 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 29+00.00 | 1754 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 30+00.00 | 1755 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 31+00.00 | 1756 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 32+00.00 | 1757 | 2764 | 60 | 301 | 60 | 135 | 60 | 0 | 0 | 0 | 0 |
|                       | 33+00.00 | 1758 |      |    |     |    |     |    |   |   |   |   |
| I10/SR202 W-S Ramp_FD | 10+00.00 | 1811 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 11+00.00 | 1812 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 12+00.00 | 1813 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 13+00.00 | 1814 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |

INPUT: TRAFFIC FOR LAeq1h Volumes

202L MA 50 F0847 01C

|                       |          |      |      |    |     |    |     |    |   |   |   |   |
|-----------------------|----------|------|------|----|-----|----|-----|----|---|---|---|---|
|                       | 14+00.00 | 1815 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 15+00.00 | 1816 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 16+00.00 | 1817 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 17+00.00 | 1818 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 18+00.00 | 1819 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 19+00.00 | 1820 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 20+00.00 | 1821 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 21+00.00 | 1822 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 22+00.00 | 1823 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 23+00.00 | 1824 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 24+00.00 | 1825 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 25+00.00 | 1826 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 26+00.00 | 1827 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 27+00.00 | 1828 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 28+00.00 | 1829 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 29+00.00 | 1830 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 30+00.00 | 1831 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 31+00.00 | 1832 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 32+00.00 | 1833 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 33+00.00 | 1834 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 34+00.00 | 1835 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 35+00.00 | 1836 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 36+00.00 | 1837 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 37+00.00 | 1838 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 38+00.00 | 1839 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 39+00.00 | 1840 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 40+00.00 | 1841 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 41+00.00 | 1842 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 42+00.00 | 1843 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 43+00.00 | 1844 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 44+00.00 | 1845 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 45+00.00 | 1846 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 46+00.00 | 1847 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 47+00.00 | 1848 | 1440 | 60 | 149 | 60 | 120 | 60 | 0 | 0 | 0 | 0 |
|                       | 48+00.00 | 1849 |      |    |     |    |     |    |   |   |   |   |
| I10/SR202 S-E Ramp_FD | 34+00.00 | 2166 | 2567 | 60 | 278 | 60 | 76  | 60 | 0 | 0 | 0 | 0 |

INPUT: TRAFFIC FOR LAeq1h Volumes

202L MA 50 F0847 01C

|  |          |      |      |    |     |    |    |    |   |   |   |   |
|--|----------|------|------|----|-----|----|----|----|---|---|---|---|
|  | 35+00.00 | 1679 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 36+00.00 | 1680 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 37+00.00 | 1681 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 38+00.00 | 1682 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 39+00.00 | 1683 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 40+00.00 | 1684 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 41+00.00 | 1685 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 42+00.00 | 1686 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 43+00.00 | 1687 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 44+00.00 | 1688 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 45+00.00 | 1689 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 46+00.00 | 1690 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 47+00.00 | 1691 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 48+00.00 | 1692 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 49+00.00 | 1693 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 50+00.00 | 1694 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 51+00.00 | 1695 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 52+00.00 | 1696 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 53+00.00 | 1697 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 54+00.00 | 1698 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 55+00.00 | 1699 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 56+00.00 | 1700 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 57+00.00 | 1701 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 58+00.00 | 1702 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 59+00.00 | 1703 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 60+00.00 | 1704 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 61+00.00 | 1705 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 62+00.00 | 1706 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 63+00.00 | 1707 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 64+00.00 | 1708 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 65+00.00 | 1709 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 66+00.00 | 1710 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 67+00.00 | 1711 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 68+00.00 | 1712 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 69+00.00 | 1713 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |
|  | 70+00.00 | 1714 | 2567 | 60 | 278 | 60 | 76 | 60 | 0 | 0 | 0 | 0 |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                        |            |      |      |    |     |    |     |    |   |   |   |   |
|------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                        | 71+00.00   | 1715 | 2567 | 60 | 278 | 60 | 76  | 60 | 0 | 0 | 0 | 0 |
|                        | 72+00.00   | 1716 | 2567 | 60 | 278 | 60 | 76  | 60 | 0 | 0 | 0 | 0 |
|                        | 73+00.00   | 1717 | 2567 | 60 | 278 | 60 | 76  | 60 | 0 | 0 | 0 | 0 |
|                        | 74+00.00   | 1718 | 2567 | 60 | 278 | 60 | 76  | 60 | 0 | 0 | 0 | 0 |
|                        | 75+00.00   | 1719 | 2567 | 60 | 278 | 60 | 76  | 60 | 0 | 0 | 0 | 0 |
|                        | 76+00.00   | 1720 | 2567 | 60 | 278 | 60 | 76  | 60 | 0 | 0 | 0 | 0 |
|                        | 77+00.00   | 1721 | 2567 | 60 | 278 | 60 | 76  | 60 | 0 | 0 | 0 | 0 |
|                        | 78+00.00   | 1722 | 2567 | 60 | 278 | 60 | 76  | 60 | 0 | 0 | 0 | 0 |
|                        | 79+00.00   | 1723 | 2567 | 60 | 278 | 60 | 76  | 60 | 0 | 0 | 0 | 0 |
|                        | 80+00.00   | 1724 | 2567 | 60 | 278 | 60 | 76  | 60 | 0 | 0 | 0 | 0 |
|                        | 81+00.00   | 1725 | 2567 | 60 | 278 | 60 | 76  | 60 | 0 | 0 | 0 | 0 |
|                        | 82+00.00   | 1726 | 2567 | 60 | 278 | 60 | 76  | 60 | 0 | 0 | 0 | 0 |
|                        | 83+00.00   | 1727 | 2567 | 60 | 278 | 60 | 76  | 60 | 0 | 0 | 0 | 0 |
|                        | 84+00.00   | 1728 |      |    |     |    |     |    |   |   |   |   |
| Kyrene WB OnRamp_FD    | 16+00.00   | 2175 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 15+00.00   | 1519 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 14+00.00   | 1518 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 13+00.00   | 1517 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 12+00.00   | 1516 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 11+00.00   | 1515 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 10+00.00   | 1514 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 9+00.00    | 1513 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 8+00.00    | 1512 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 7+00.00    | 1511 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 6+00.00    | 1510 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 5+00.00    | 1509 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 4+00.00    | 1508 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 3+00.00    | 1507 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 2+00.00    | 1506 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 1+00.00    | 1505 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 0+00.00    | 1504 |      |    |     |    |     |    |   |   |   |   |
| Kyrene SB-2_FD         | 2082+33.93 | 2178 | 1627 | 50 | 149 | 50 | 61  | 50 | 0 | 0 | 0 | 0 |
|                        | 2082+78.78 | 744  | 1627 | 50 | 149 | 50 | 61  | 50 | 0 | 0 | 0 | 0 |
|                        | 2082+93    | 2409 |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_EB-2_FD | 2036+00.00 | 2332 | 3934 | 70 | 604 | 70 | 277 | 70 | 0 | 0 | 0 | 0 |
|                        | 2040+00.00 | 408  | 3934 | 70 | 604 | 70 | 277 | 70 | 0 | 0 | 0 | 0 |



INPUT: TRAFFIC FOR LAeq1h Volumes

202L MA 50 F0847 01C

|                        |            |      |      |    |     |    |     |    |   |   |   |   |
|------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                        | 2044+00.00 | 409  | 3934 | 70 | 604 | 70 | 277 | 70 | 0 | 0 | 0 | 0 |
|                        | 2048+00.00 | 410  | 3934 | 70 | 604 | 70 | 277 | 70 | 0 | 0 | 0 | 0 |
|                        | 2052+00.00 | 411  | 3934 | 70 | 604 | 70 | 277 | 70 | 0 | 0 | 0 | 0 |
|                        | 2056+00.00 | 412  | 3934 | 70 | 604 | 70 | 277 | 70 | 0 | 0 | 0 | 0 |
|                        | 2060+00.00 | 413  | 3934 | 70 | 604 | 70 | 277 | 70 | 0 | 0 | 0 | 0 |
|                        | 2064+00.00 | 414  |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_EB-2_FD | 2036+00.00 | 2333 | 2734 | 70 | 420 | 70 | 61  | 70 | 0 | 0 | 0 | 0 |
|                        | 2040+00.00 | 38   | 2734 | 70 | 420 | 70 | 61  | 70 | 0 | 0 | 0 | 0 |
|                        | 2044+00.00 | 39   | 2734 | 70 | 420 | 70 | 61  | 70 | 0 | 0 | 0 | 0 |
|                        | 2048+00.00 | 40   | 2734 | 70 | 420 | 70 | 61  | 70 | 0 | 0 | 0 | 0 |
|                        | 2052+00.00 | 41   | 2734 | 70 | 420 | 70 | 61  | 70 | 0 | 0 | 0 | 0 |
|                        | 2056+00.00 | 42   | 2734 | 70 | 420 | 70 | 61  | 70 | 0 | 0 | 0 | 0 |
|                        | 2060+00.00 | 43   | 2734 | 70 | 420 | 70 | 61  | 70 | 0 | 0 | 0 | 0 |
|                        | 2064+00.00 | 44   |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_EB-3_FD | 2064+00.00 | 2334 | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2068+00.00 | 415  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2072+00.00 | 416  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2076+00.00 | 417  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2080+00.00 | 418  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2084+00.00 | 419  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2088+00.00 | 420  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2092+00.00 | 421  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2096+00.00 | 422  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2100+00.00 | 423  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2104+00.00 | 424  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2108+00.00 | 425  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2112+00.00 | 426  |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_EB-3_FD | 2064+00.00 | 2335 | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2068+00.00 | 45   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2072+00.00 | 46   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2076+00.00 | 47   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2080+00.00 | 48   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2084+00.00 | 49   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2088+00.00 | 50   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2092+00.00 | 51   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2096+00.00 | 52   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                        |            |      |      |    |     |    |     |    |   |   |   |   |
|------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                        | 2100+00.00 | 53   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2104+00.00 | 54   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2108+00.00 | 55   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2112+00.00 | 56   |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_WB-1_FD | 2036+00.00 | 2370 | 1616 | 70 | 340 | 70 | 32  | 70 | 0 | 0 | 0 | 0 |
|                        | 2032+00.00 | 221  | 1616 | 70 | 340 | 70 | 32  | 70 | 0 | 0 | 0 | 0 |
|                        | 2028+00.00 | 220  | 1616 | 70 | 340 | 70 | 32  | 70 | 0 | 0 | 0 | 0 |
|                        | 2024+00.00 | 219  | 1616 | 70 | 340 | 70 | 32  | 70 | 0 | 0 | 0 | 0 |
|                        | 2020+00.00 | 218  | 1616 | 70 | 340 | 70 | 32  | 70 | 0 | 0 | 0 | 0 |
|                        | 2016+00.00 | 217  | 1616 | 70 | 340 | 70 | 32  | 70 | 0 | 0 | 0 | 0 |
|                        | 2012+00.00 | 216  | 1616 | 70 | 340 | 70 | 32  | 70 | 0 | 0 | 0 | 0 |
|                        | 2008+00.00 | 215  | 1616 | 70 | 340 | 70 | 32  | 70 | 0 | 0 | 0 | 0 |
|                        | 2004+00.00 | 214  | 1616 | 70 | 340 | 70 | 32  | 70 | 0 | 0 | 0 | 0 |
|                        | 2000+00.00 | 213  | 1616 | 70 | 340 | 70 | 32  | 70 | 0 | 0 | 0 | 0 |
|                        | 1996+00.00 | 212  | 1616 | 70 | 340 | 70 | 32  | 70 | 0 | 0 | 0 | 0 |
|                        | 1992+00.00 | 211  | 1616 | 70 | 340 | 70 | 32  | 70 | 0 | 0 | 0 | 0 |
|                        | 1988+00.00 | 1093 |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_WB-1_FD | 2036+00.00 | 2371 | 2326 | 70 | 489 | 70 | 148 | 70 | 0 | 0 | 0 | 0 |
|                        | 2032+00.00 | 591  | 2326 | 70 | 489 | 70 | 148 | 70 | 0 | 0 | 0 | 0 |
|                        | 2028+00.00 | 590  | 2326 | 70 | 489 | 70 | 148 | 70 | 0 | 0 | 0 | 0 |
|                        | 2024+00.00 | 589  | 2326 | 70 | 489 | 70 | 148 | 70 | 0 | 0 | 0 | 0 |
|                        | 2020+00.00 | 588  | 2326 | 70 | 489 | 70 | 148 | 70 | 0 | 0 | 0 | 0 |
|                        | 2016+00.00 | 587  | 2326 | 70 | 489 | 70 | 148 | 70 | 0 | 0 | 0 | 0 |
|                        | 2012+00.00 | 586  | 2326 | 70 | 489 | 70 | 148 | 70 | 0 | 0 | 0 | 0 |
|                        | 2008+00.00 | 585  | 2326 | 70 | 489 | 70 | 148 | 70 | 0 | 0 | 0 | 0 |
|                        | 2004+00.00 | 584  | 2326 | 70 | 489 | 70 | 148 | 70 | 0 | 0 | 0 | 0 |
|                        | 2000+00.00 | 583  | 2326 | 70 | 489 | 70 | 148 | 70 | 0 | 0 | 0 | 0 |
|                        | 1996+00.00 | 582  | 2326 | 70 | 489 | 70 | 148 | 70 | 0 | 0 | 0 | 0 |
|                        | 1992+00.00 | 581  | 2326 | 70 | 489 | 70 | 148 | 70 | 0 | 0 | 0 | 0 |
|                        | 1988+00.00 | 1094 |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_WB-2_FD | 2064+00.00 | 2372 | 2290 | 70 | 351 | 70 | 48  | 70 | 0 | 0 | 0 | 0 |
|                        | 2060+00.00 | 228  | 2290 | 70 | 351 | 70 | 48  | 70 | 0 | 0 | 0 | 0 |
|                        | 2056+00.00 | 227  | 2290 | 70 | 351 | 70 | 48  | 70 | 0 | 0 | 0 | 0 |
|                        | 2052+00.00 | 226  | 2290 | 70 | 351 | 70 | 48  | 70 | 0 | 0 | 0 | 0 |
|                        | 2048+00.00 | 225  | 2290 | 70 | 351 | 70 | 48  | 70 | 0 | 0 | 0 | 0 |
|                        | 2044+00.00 | 224  | 2290 | 70 | 351 | 70 | 48  | 70 | 0 | 0 | 0 | 0 |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                         |            |      |      |    |     |    |     |    |   |   |   |   |
|-------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                         | 2040+00.00 | 223  | 2290 | 70 | 351 | 70 | 48  | 70 | 0 | 0 | 0 | 0 |
|                         | 2036+00.00 | 222  |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_WB-2_FD  | 2064+00.00 | 2373 | 3296 | 70 | 506 | 70 | 219 | 70 | 0 | 0 | 0 | 0 |
|                         | 2060+00.00 | 598  | 3296 | 70 | 506 | 70 | 219 | 70 | 0 | 0 | 0 | 0 |
|                         | 2056+00.00 | 597  | 3296 | 70 | 506 | 70 | 219 | 70 | 0 | 0 | 0 | 0 |
|                         | 2052+00.00 | 596  | 3296 | 70 | 506 | 70 | 219 | 70 | 0 | 0 | 0 | 0 |
|                         | 2048+00.00 | 595  | 3296 | 70 | 506 | 70 | 219 | 70 | 0 | 0 | 0 | 0 |
|                         | 2044+00.00 | 594  | 3296 | 70 | 506 | 70 | 219 | 70 | 0 | 0 | 0 | 0 |
|                         | 2040+00.00 | 593  | 3296 | 70 | 506 | 70 | 219 | 70 | 0 | 0 | 0 | 0 |
|                         | 2036+00.00 | 592  |      |    |     |    |     |    |   |   |   |   |
| Kyrene EB OffRamp_FD    | 11+00.00   | 2407 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 12+00.00   | 1483 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 13+00.00   | 1484 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 14+00.00   | 1485 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 15+00.00   | 1486 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 16+00.00   | 1487 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 17+00.00   | 1488 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 18+00.00   | 1489 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 19+00.00   | 1490 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 20+00.00   | 1491 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 21+00.00   | 1492 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 22+00.00   | 1493 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 23+00.00   | 1494 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 24+00.00   | 1495 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 25+00.00   | 1496 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 26+00.00   | 1497 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 27+00.00   | 1498 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 28+00.00   | 1499 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 29+00.00   | 1500 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                         | 30+00.00   | 1501 |      |    |     |    |     |    |   |   |   |   |
| I10/SR202 W-N Ramp-2_FD | point2408  | 2408 | 2673 | 60 | 303 | 60 | 80  | 60 | 0 | 0 | 0 | 0 |
|                         | 34+00.00   | 1759 | 2673 | 60 | 303 | 60 | 80  | 60 | 0 | 0 | 0 | 0 |
|                         | 35+00.00   | 1760 | 2673 | 60 | 303 | 60 | 80  | 60 | 0 | 0 | 0 | 0 |
|                         | 36+00.00   | 1761 | 2673 | 60 | 303 | 60 | 80  | 60 | 0 | 0 | 0 | 0 |
|                         | 37+00.00   | 1762 | 2673 | 60 | 303 | 60 | 80  | 60 | 0 | 0 | 0 | 0 |
|                         | 38+00.00   | 1763 | 2673 | 60 | 303 | 60 | 80  | 60 | 0 | 0 | 0 | 0 |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                        |            |      |      |    |     |    |    |    |   |   |   |   |
|------------------------|------------|------|------|----|-----|----|----|----|---|---|---|---|
|                        | 39+00.00   | 1764 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 40+00.00   | 1765 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 41+00.00   | 1766 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 42+00.00   | 1767 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 43+00.00   | 1768 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 44+00.00   | 1769 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 45+00.00   | 1770 | 2673 | 0  | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 46+00.00   | 1771 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 47+00.00   | 1772 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 48+00.00   | 1773 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 49+00.00   | 1774 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 50+00.00   | 1775 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 51+00.00   | 1776 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 52+00.00   | 1777 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 53+00.00   | 1778 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 54+00.00   | 1779 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 55+00.00   | 1780 | 2673 | 60 | 303 | 60 | 80 | 60 | 0 | 0 | 0 | 0 |
|                        | 56+00.00   | 1781 |      |    |     |    |    |    |   |   |   |   |
| Kyrene SB-2-2_FD       | 2082+93    | 2410 | 857  | 50 | 118 | 50 | 32 | 50 | 0 | 0 | 0 | 0 |
|                        | 2083+08.81 | 745  | 857  | 50 | 118 | 50 | 32 | 50 | 0 | 0 | 0 | 0 |
|                        | 2083+72.33 | 746  |      |    |     |    |    |    |   |   |   |   |
| Kyrene NB-2_FD         | 2082+93    | 2412 | 1838 | 50 | 166 | 50 | 71 | 50 | 0 | 0 | 0 | 0 |
|                        | 2082+78.78 | 749  | 1838 | 50 | 166 | 50 | 71 | 50 | 0 | 0 | 0 | 0 |
|                        | 2082+33.93 | 750  |      |    |     |    |    |    |   |   |   |   |
| Kyrene WB OffRamp-2_FD | 2012+00.00 | 2491 | 1667 | 50 | 172 | 50 | 55 | 50 | 0 | 0 | 0 | 0 |
|                        | 2108+00.00 | 1252 | 1667 | 50 | 172 | 50 | 55 | 50 | 0 | 0 | 0 | 0 |
|                        | 2104+00.00 | 1253 | 1667 | 50 | 172 | 50 | 55 | 50 | 0 | 0 | 0 | 0 |
|                        | 2100+00.00 | 1254 | 1667 | 50 | 172 | 50 | 55 | 50 | 0 | 0 | 0 | 0 |
|                        | 2097+99.44 | 1255 | 1667 | 50 | 172 | 50 | 55 | 50 | 0 | 0 | 0 | 0 |
|                        | 2095+98.93 | 1256 | 1667 | 50 | 172 | 50 | 55 | 50 | 0 | 0 | 0 | 0 |
|                        | 2093+98.47 | 1257 | 1667 | 50 | 172 | 50 | 55 | 50 | 0 | 0 | 0 | 0 |
|                        | 2091+98.13 | 1258 | 1667 | 50 | 172 | 50 | 55 | 50 | 0 | 0 | 0 | 0 |
|                        | 2089+97.50 | 1259 | 1667 | 50 | 172 | 50 | 55 | 50 | 0 | 0 | 0 | 0 |
|                        | 2087+96.58 | 1260 | 1667 | 50 | 172 | 50 | 55 | 50 | 0 | 0 | 0 | 0 |
|                        | 2085+95.43 | 1261 | 1667 | 50 | 172 | 50 | 55 | 50 | 0 | 0 | 0 | 0 |
|                        | 2083+94.07 | 1262 | 1667 | 50 | 172 | 50 | 55 | 50 | 0 | 0 | 0 | 0 |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                          |            |      |      |    |     |    |     |    |   |   |   |   |
|--------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                          | 2083+30.36 | 1263 |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_WB-3_FD   | point2492  | 2492 | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                          | 2108+00.00 | 610  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                          | 2104+00.00 | 609  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                          | 2100+00.00 | 608  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                          | 2096+00.00 | 607  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                          | 2092+00.00 | 606  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                          | 2088+00.00 | 605  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                          | 2084+00.00 | 604  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                          | 2080+00.00 | 603  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                          | 2076+00.00 | 602  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                          | 2072+00.00 | 601  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                          | 2068+00.00 | 600  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                          | 2064+00.00 | 599  |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_WB-3-2_FD | point2493  | 2493 | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                          | 2108+00.00 | 240  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                          | 2104+00.00 | 239  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                          | 2100+00.00 | 238  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                          | 2096+00.00 | 237  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                          | 2092+00.00 | 236  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                          | 2088+00.00 | 235  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                          | 2084+00.00 | 234  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                          | 2080+00.00 | 233  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                          | 2076+00.00 | 232  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                          | 2072+00.00 | 231  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                          | 2068+00.00 | 230  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                          | 2064+00.00 | 229  |      |    |     |    |     |    |   |   |   |   |



**INPUT: RECEIVERS**
**202L MA 50 F0847 01C**

| TYPSA US          |                                  |      |                      |           |          |        | 12 May 2026                     |                 |       |      |        |
|-------------------|----------------------------------|------|----------------------|-----------|----------|--------|---------------------------------|-----------------|-------|------|--------|
| TYPSA US          |                                  |      |                      |           |          |        | TNM 2.5                         |                 |       |      |        |
| INPUT: RECEIVERS  |                                  |      |                      |           |          |        |                                 |                 |       |      |        |
| PROJECT/CONTRACT: | 202L MA 50 F0847 01C             |      |                      |           |          |        |                                 |                 |       |      |        |
| RUN:              | SR202 2050 Build, Section 1_I-10 |      |                      |           |          |        |                                 |                 |       |      |        |
| Receiver          |                                  |      |                      |           |          |        |                                 |                 |       |      |        |
| Name              | No.                              | #DUs | Coordinates (ground) |           |          | Height | Input Sound Levels and Criteria |                 |       |      | Active |
|                   |                                  |      | X                    | Y         | Z        | above  | Existing                        | Impact Criteria |       | NR   | in     |
|                   |                                  |      |                      |           |          | Ground | LAeq1h                          | LAeq1h          | Sub'l | Goal | Calc.  |
|                   |                                  |      | ft                   | ft        | ft       | ft     | dBA                             | dBA             | dB    | dB   |        |
| E1                | 1                                | 1    | 685,289.1            | 834,711.6 | 1,158.09 | 5.00   | 0.00                            | 66              | 15.0  | 7.0  |        |
| E2                | 2                                | 1    | 685,703.1            | 834,717.2 | 1,157.11 | 5.00   | 0.00                            | 66              | 15.0  | 7.0  |        |
| E3                | 3                                | 1    | 686,319.8            | 834,814.4 | 1,156.07 | 5.00   | 0.00                            | 66              | 15.0  | 7.0  | Y      |
| E4                | 4                                | 1    | 687,133.8            | 834,556.1 | 1,154.60 | 5.00   | 0.00                            | 66              | 15.0  | 7.0  |        |
| E5                | 5                                | 1    | 687,897.8            | 834,464.4 | 1,155.04 | 5.00   | 0.00                            | 66              | 15.0  | 7.0  |        |
| E5a               | 61                               | 1    | 689,707.3            | 833,783.7 | 1,141.59 | 5.00   | 0.00                            | 66              | 15.0  | 7.0  |        |
| W1                | 144                              | 1    | 685,525.2            | 835,709.0 | 1,162.86 | 5.00   | 0.00                            | 66              | 15.0  | 7.0  |        |
| W2                | 145                              | 1    | 686,272.6            | 835,547.9 | 1,158.00 | 5.00   | 0.00                            | 66              | 15.0  | 7.0  |        |
| W3                | 146                              | 1    | 687,069.9            | 835,286.8 | 1,156.80 | 5.00   | 0.00                            | 66              | 15.0  | 7.0  |        |
| W4                | 147                              | 1    | 688,052.4            | 835,224.0 | 1,156.63 | 5.00   | 0.00                            | 66              | 15.0  | 7.0  |        |
| W5/MON-01         | 148                              | 1    | 689,796.4            | 834,790.7 | 1,157.91 | 5.00   | 0.00                            | 66              | 15.0  | 7.0  |        |
| W6                | 149                              | 1    | 690,842.2            | 834,670.3 | 1,160.95 | 5.00   | 0.00                            | 66              | 15.0  | 7.0  |        |

## INPUT: ROADWAYS

202L MA 50 F0847 01C

|                         |                                       |           |      |                        |           |          |                |                                                                                            |                           |           |            |  |
|-------------------------|---------------------------------------|-----------|------|------------------------|-----------|----------|----------------|--------------------------------------------------------------------------------------------|---------------------------|-----------|------------|--|
| TYPSA US                |                                       |           |      |                        |           |          | 12 May 2026    |                                                                                            |                           |           |            |  |
| TYPSA US                |                                       |           |      |                        |           |          | TNM 2.5        |                                                                                            |                           |           |            |  |
| INPUT: ROADWAYS         |                                       |           |      |                        |           |          |                |                                                                                            |                           |           |            |  |
| PROJECT/CONTRACT:       | 202L MA 50 F0847 01C                  |           |      |                        |           |          |                | Average pavement type shall be used unless:                                                |                           |           |            |  |
| RUN:                    | Build, Section 2 Kyrene to McClintock |           |      |                        |           |          |                | a State highway agency substantiates the use of a different type with the approval of FHWA |                           |           |            |  |
| Roadway                 |                                       | Points    |      |                        |           |          |                | Flow Control                                                                               |                           |           | Segment    |  |
| Name                    | Width                                 | Name      | No.  | Coordinates (pavement) |           | Z        | Control Device | Speed Constraint                                                                           | Percent Vehicles Affected | Pvmt Type | On Struct? |  |
|                         |                                       |           |      | X                      | Y         |          |                |                                                                                            |                           |           |            |  |
|                         | ft                                    |           |      | ft                     | ft        | ft       |                | mph                                                                                        | %                         |           |            |  |
| Kyrene NB_FD            | 40.0                                  | 2083+91.2 | 747  | 691,259.2              | 833,452.4 | 1,164.00 |                |                                                                                            |                           | Average   |            |  |
|                         |                                       | 2083+58.0 | 748  | 691,270.8              | 833,729.8 | 1,164.00 |                |                                                                                            |                           | Average   | Y          |  |
|                         |                                       | 2082+93   | 2411 | 691,272.4              | 833,979.6 | 1,164.00 |                |                                                                                            |                           |           |            |  |
| McClintock Rd SB_FD     | 60.0                                  | 2188+48.7 | 753  | 701,766.3              | 834,511.0 | 1,175.00 |                |                                                                                            |                           | Average   |            |  |
|                         |                                       | 2188+38.8 | 754  | 701,766.3              | 834,097.5 | 1,174.20 |                |                                                                                            |                           | Average   | Y          |  |
|                         |                                       | 2188+29.0 | 755  | 701,766.3              | 833,634.3 | 1,173.50 |                |                                                                                            |                           |           |            |  |
| McClintock Rd NB_FD     | 60.0                                  | 2188+78.4 | 756  | 701,817.2              | 833,639.3 | 1,174.20 |                |                                                                                            |                           | Average   | Y          |  |
|                         |                                       | 2188+88.8 | 757  | 701,816.3              | 834,100.6 | 1,174.70 |                |                                                                                            |                           | Average   | Y          |  |
|                         |                                       | 2188+99.3 | 758  | 701,816.8              | 834,514.0 | 1,175.00 |                |                                                                                            |                           |           |            |  |
| Kyrene EB OnRamp_FD     | 24.0                                  | 2083+97.4 | 1237 | 691,315.8              | 833,758.5 | 1,165.70 | Onramp         | 10.00                                                                                      | 100                       | Average   |            |  |
|                         |                                       | 2085+93.8 | 1238 | 691,515.7              | 833,754.5 | 1,161.50 |                |                                                                                            |                           | Average   |            |  |
|                         |                                       | 2087+91.4 | 1239 | 691,715.5              | 833,744.1 | 1,156.80 |                |                                                                                            |                           | Average   |            |  |
|                         |                                       | 2089+89.2 | 1240 | 691,915.2              | 833,733.8 | 1,152.00 |                |                                                                                            |                           | Average   |            |  |
|                         |                                       | 2091+87.4 | 1241 | 692,114.9              | 833,723.5 | 1,147.50 |                |                                                                                            |                           | Average   |            |  |
|                         |                                       | 2093+85.8 | 1242 | 692,314.7              | 833,713.2 | 1,145.00 |                |                                                                                            |                           | Average   |            |  |
|                         |                                       | 2095+84.5 | 1243 | 692,514.4              | 833,702.9 | 1,144.80 |                |                                                                                            |                           | Average   |            |  |
|                         |                                       | 2097+83.5 | 1244 | 692,713.9              | 833,689.0 | 1,145.70 |                |                                                                                            |                           | Average   |            |  |
|                         |                                       | 2099+82.4 | 1245 | 692,913.8              | 833,681.1 | 1,146.70 |                |                                                                                            |                           | Average   |            |  |
|                         |                                       | 2101+81.5 | 1246 | 693,113.6              | 833,673.2 | 1,148.10 |                |                                                                                            |                           | Average   |            |  |
|                         |                                       | 2104+00.0 | 1247 | 693,332.5              | 833,662.2 | 1,149.50 |                |                                                                                            |                           | Average   |            |  |
|                         |                                       | 2108+00.0 | 1248 | 693,733.1              | 833,639.8 | 1,151.10 |                |                                                                                            |                           | Average   |            |  |
|                         |                                       | 2112+00.0 | 1249 | 694,133.7              | 833,621.0 | 1,152.70 |                |                                                                                            |                           |           |            |  |
| McClintock WB OnRamp_FD | 12.0                                  | 2187+88.6 | 1264 | 701,717.3              | 834,045.5 | 1,177.00 | Onramp         | 10.00                                                                                      | 100                       | Average   |            |  |
|                         |                                       | 2185+89.3 | 1265 | 701,518.4              | 834,024.5 | 1,173.60 |                |                                                                                            |                           | Average   |            |  |
|                         |                                       | 2183+89.9 | 1266 | 701,319.5              | 834,003.4 | 1,169.60 |                |                                                                                            |                           | Average   |            |  |

## INPUT: ROADWAYS

202L MA 50 F0847 01C

|                          |      |           |      |           |           |          |        |       |     |         |  |
|--------------------------|------|-----------|------|-----------|-----------|----------|--------|-------|-----|---------|--|
|                          |      | 2181+90.8 | 1267 | 701,120.9 | 833,979.9 | 1,165.20 |        |       |     | Average |  |
|                          |      | 2179+91.7 | 1268 | 700,922.3 | 833,956.3 | 1,161.20 |        |       |     | Average |  |
|                          |      | 2177+92.2 | 1269 | 700,723.2 | 833,937.3 | 1,159.00 |        |       |     | Average |  |
|                          |      | 2175+93.0 | 1270 | 700,524.5 | 833,914.4 | 1,158.70 |        |       |     | Average |  |
|                          |      | 2173+93.6 | 1271 | 700,325.5 | 833,894.5 | 1,159.70 |        |       |     | Average |  |
|                          |      | 2171+94.2 | 1272 | 700,126.5 | 833,874.7 | 1,161.80 |        |       |     | Average |  |
|                          |      | 2169+94.5 | 1273 | 699,927.2 | 833,858.5 | 1,162.60 |        |       |     | Average |  |
|                          |      | 2167+94.6 | 1274 | 699,727.4 | 833,848.9 | 1,163.40 |        |       |     | Average |  |
|                          |      | 2165+94.6 | 1275 | 699,527.5 | 833,844.2 | 1,164.20 |        |       |     | Average |  |
|                          |      | 2164+00.0 | 1276 | 699,333.1 | 833,833.1 | 1,165.00 |        |       |     | Average |  |
|                          |      | 2160+00.0 | 1277 | 698,934.9 | 833,804.8 | 1,166.60 |        |       |     |         |  |
| McClintock EB OffRamp_FD | 12.0 | 2160+00.0 | 1279 | 698,934.8 | 833,699.2 | 1,166.60 |        |       |     | Average |  |
|                          |      | 2164+00.0 | 1280 | 699,336.6 | 833,685.2 | 1,165.00 |        |       |     | Average |  |
|                          |      | 2168+00.0 | 1281 | 699,736.6 | 833,690.4 | 1,163.40 |        |       |     | Average |  |
|                          |      | 2169+99.5 | 1282 | 699,936.6 | 833,688.9 | 1,161.90 |        |       |     | Average |  |
|                          |      | 2171+99.6 | 1283 | 700,136.5 | 833,682.7 | 1,160.30 |        |       |     | Average |  |
|                          |      | 2173+99.1 | 1284 | 700,336.3 | 833,673.6 | 1,159.30 |        |       |     | Average |  |
|                          |      | 2175+98.6 | 1285 | 700,536.1 | 833,664.5 | 1,159.30 |        |       |     | Average |  |
|                          |      | 2177+98.1 | 1286 | 700,735.9 | 833,655.4 | 1,161.10 |        |       |     | Average |  |
|                          |      | 2179+97.4 | 1287 | 700,935.5 | 833,643.3 | 1,164.40 |        |       |     | Average |  |
|                          |      | 2181+97.0 | 1288 | 701,135.3 | 833,635.3 | 1,167.70 |        |       |     | Average |  |
|                          |      | 2183+96.8 | 1289 | 701,335.3 | 833,631.6 | 1,171.00 |        |       |     | Average |  |
|                          |      | 2185+96.8 | 1290 | 701,535.3 | 833,633.8 | 1,174.40 |        |       |     | Average |  |
|                          |      | 2187+66.8 | 1291 | 701,705.4 | 833,631.5 | 1,177.30 |        |       |     |         |  |
| McClintock EB FR_FD      | 12.0 | 2189+11.0 | 1311 | 701,849.5 | 833,639.0 | 1,177.80 |        |       |     | Average |  |
|                          |      | 2191+11.0 | 1312 | 702,049.5 | 833,642.8 | 1,177.00 |        |       |     | Average |  |
|                          |      | 2193+11.0 | 1313 | 702,249.4 | 833,646.7 | 1,176.20 |        |       |     | Average |  |
|                          |      | 2195+11.0 | 1314 | 702,449.4 | 833,650.5 | 1,175.50 |        |       |     | Average |  |
|                          |      | 2197+11.0 | 1315 | 702,649.3 | 833,657.5 | 1,175.30 |        |       |     | Average |  |
|                          |      | 2199+11.0 | 1316 | 702,849.2 | 833,661.6 | 1,176.00 |        |       |     |         |  |
| Kyrene WB OnRamp_FD      | 12.0 | 16+00.00  | 2175 | 691,191.4 | 834,199.5 | 1,161.10 | Onramp | 10.00 | 100 | Average |  |
|                          |      | 15+00.00  | 1519 | 691,091.7 | 834,207.7 | 1,161.00 |        |       |     | Average |  |
|                          |      | 14+00.00  | 1518 | 690,992.0 | 834,215.8 | 1,160.90 |        |       |     | Average |  |
|                          |      | 13+00.00  | 1517 | 690,892.4 | 834,223.9 | 1,160.70 |        |       |     | Average |  |
|                          |      | 12+00.00  | 1516 | 690,792.7 | 834,232.1 | 1,160.50 |        |       |     | Average |  |
|                          |      | 11+00.00  | 1515 | 690,693.0 | 834,240.2 | 1,160.10 |        |       |     | Average |  |
|                          |      | 10+00.00  | 1514 | 690,593.3 | 834,248.4 | 1,159.80 |        |       |     | Average |  |
|                          |      | 9+00.00   | 1513 | 690,493.7 | 834,256.5 | 1,159.50 |        |       |     | Average |  |
|                          |      | 8+00.00   | 1512 | 690,394.0 | 834,265.0 | 1,159.40 |        |       |     | Average |  |

INPUT: ROADWAYS

202L MA 50 F0847 01C

|                        |      |           |      |           |           |          |  |  |         |   |
|------------------------|------|-----------|------|-----------|-----------|----------|--|--|---------|---|
|                        |      | 7+00.00   | 1511 | 690,294.6 | 834,275.1 | 1,159.50 |  |  | Average |   |
|                        |      | 6+00.00   | 1510 | 690,195.3 | 834,286.9 | 1,159.30 |  |  | Average |   |
|                        |      | 5+00.00   | 1509 | 690,096.2 | 834,300.5 | 1,159.00 |  |  | Average |   |
|                        |      | 4+00.00   | 1508 | 689,997.4 | 834,315.7 | 1,158.80 |  |  | Average |   |
|                        |      | 3+00.00   | 1507 | 689,898.8 | 834,332.7 | 1,158.50 |  |  | Average |   |
|                        |      | 2+00.00   | 1506 | 689,800.6 | 834,351.5 | 1,158.10 |  |  | Average |   |
|                        |      | 1+00.00   | 1505 | 689,702.7 | 834,371.9 | 1,157.50 |  |  | Average |   |
|                        |      | 0+00.00   | 1504 | 689,419.2 | 834,428.4 | 1,160.50 |  |  |         |   |
| Kyrene SB-2_FD         | 40.0 | 2082+33.9 | 2178 | 691,222.1 | 834,484.5 | 1,164.00 |  |  | Average |   |
|                        |      | 2082+78.7 | 744  | 691,219.7 | 834,240.1 | 1,164.00 |  |  | Average | Y |
|                        |      | 2082+93   | 2409 | 691,220.6 | 833,988.9 | 1,164.00 |  |  |         |   |
| SR202ML4thLane_EB-3_FD | 56.0 | 2064+00.0 | 2334 | 689,384.3 | 834,329.1 | 1,160.50 |  |  | Average |   |
|                        |      | 2068+00.0 | 415  | 689,773.6 | 834,237.1 | 1,156.50 |  |  | Average |   |
|                        |      | 2072+00.0 | 416  | 690,164.4 | 834,148.4 | 1,152.40 |  |  | Average |   |
|                        |      | 2076+00.0 | 417  | 690,556.7 | 834,066.5 | 1,148.40 |  |  | Average |   |
|                        |      | 2080+00.0 | 418  | 690,950.4 | 833,991.4 | 1,144.60 |  |  | Average |   |
|                        |      | 2084+00.0 | 419  | 691,345.3 | 833,923.3 | 1,142.70 |  |  | Average |   |
|                        |      | 2088+00.0 | 420  | 691,741.3 | 833,862.0 | 1,143.10 |  |  | Average |   |
|                        |      | 2092+00.0 | 421  | 692,138.3 | 833,807.7 | 1,144.70 |  |  | Average |   |
|                        |      | 2096+00.0 | 422  | 692,536.3 | 833,760.3 | 1,146.30 |  |  | Average |   |
|                        |      | 2100+00.0 | 423  | 692,935.0 | 833,719.9 | 1,147.90 |  |  | Average |   |
|                        |      | 2104+00.0 | 424  | 693,334.3 | 833,686.4 | 1,149.50 |  |  | Average |   |
|                        |      | 2108+00.0 | 425  | 693,734.2 | 833,659.9 | 1,151.10 |  |  | Average |   |
|                        |      | 2112+00.0 | 426  | 694,134.5 | 833,640.4 | 1,152.70 |  |  |         |   |
| SR202ML2ndLane_EB-_FD  | 48.0 | 2064+00.0 | 2335 | 689,389.4 | 834,350.5 | 1,160.50 |  |  | Average |   |
|                        |      | 2068+00.0 | 45   | 689,778.7 | 834,258.5 | 1,156.50 |  |  | Average |   |
|                        |      | 2072+00.0 | 46   | 690,169.1 | 834,169.9 | 1,152.40 |  |  | Average |   |
|                        |      | 2076+00.0 | 47   | 690,561.0 | 834,088.1 | 1,148.40 |  |  | Average |   |
|                        |      | 2080+00.0 | 48   | 690,954.3 | 834,013.1 | 1,144.60 |  |  | Average |   |
|                        |      | 2084+00.0 | 49   | 691,348.8 | 833,945.0 | 1,142.70 |  |  | Average |   |
|                        |      | 2088+00.0 | 50   | 691,744.5 | 833,883.8 | 1,143.10 |  |  | Average |   |
|                        |      | 2092+00.0 | 51   | 692,141.1 | 833,829.5 | 1,144.70 |  |  | Average |   |
|                        |      | 2096+00.0 | 52   | 692,538.7 | 833,782.2 | 1,146.30 |  |  | Average |   |
|                        |      | 2100+00.0 | 53   | 692,937.0 | 833,741.8 | 1,147.90 |  |  | Average |   |
|                        |      | 2104+00.0 | 54   | 693,336.0 | 833,708.3 | 1,149.50 |  |  | Average |   |
|                        |      | 2108+00.0 | 55   | 693,735.5 | 833,681.9 | 1,151.10 |  |  | Average |   |
|                        |      | 2112+00.0 | 56   | 694,135.3 | 833,662.4 | 1,152.70 |  |  |         |   |
| SR202ML4thLane_EB-4_FD | 56.0 | 2112+00.0 | 2336 | 694,134.5 | 833,640.4 | 1,152.70 |  |  | Average |   |
|                        |      | 2116+00.0 | 427  | 694,535.0 | 833,627.8 | 1,154.30 |  |  | Average |   |

## INPUT: ROADWAYS

202L MA 50 F0847 01C

|                        |      |           |      |           |           |          |  |  |  |         |  |
|------------------------|------|-----------|------|-----------|-----------|----------|--|--|--|---------|--|
|                        |      | 2120+00.0 | 428  | 694,935.7 | 833,622.3 | 1,155.90 |  |  |  | Average |  |
|                        |      | 2124+00.0 | 429  | 695,336.5 | 833,623.8 | 1,157.50 |  |  |  | Average |  |
|                        |      | 2128+00.0 | 430  | 695,736.9 | 833,631.8 | 1,159.10 |  |  |  | Average |  |
|                        |      | 2132+00.0 | 431  | 696,136.8 | 833,641.3 | 1,160.70 |  |  |  | Average |  |
|                        |      | 2136+00.0 | 432  | 696,536.6 | 833,650.9 | 1,162.30 |  |  |  | Average |  |
|                        |      | 2140+00.0 | 433  | 696,936.5 | 833,660.4 | 1,164.00 |  |  |  | Average |  |
|                        |      | 2144+00.0 | 434  | 697,336.4 | 833,670.0 | 1,165.60 |  |  |  | Average |  |
|                        |      | 2148+00.0 | 435  | 697,736.3 | 833,679.5 | 1,167.20 |  |  |  | Average |  |
|                        |      | 2152+00.0 | 436  | 698,136.2 | 833,689.1 | 1,168.40 |  |  |  | Average |  |
|                        |      | 2156+00.0 | 437  | 698,536.1 | 833,698.6 | 1,168.10 |  |  |  | Average |  |
|                        |      | 2160+00.0 | 438  | 698,936.0 | 833,708.2 | 1,166.60 |  |  |  |         |  |
| SR202ML2ndLane_EB-4_FD | 48.0 | 2112+00.0 | 2337 | 694,135.3 | 833,662.4 | 1,152.70 |  |  |  | Average |  |
|                        |      | 2116+00.0 | 57   | 694,535.5 | 833,649.8 | 1,154.30 |  |  |  | Average |  |
|                        |      | 2120+00.0 | 58   | 694,935.8 | 833,644.3 | 1,155.90 |  |  |  | Average |  |
|                        |      | 2124+00.0 | 59   | 695,336.2 | 833,645.8 | 1,157.50 |  |  |  | Average |  |
|                        |      | 2128+00.0 | 60   | 695,736.3 | 833,653.8 | 1,159.10 |  |  |  | Average |  |
|                        |      | 2132+00.0 | 61   | 696,136.2 | 833,663.3 | 1,160.70 |  |  |  | Average |  |
|                        |      | 2136+00.0 | 62   | 696,536.1 | 833,672.9 | 1,162.30 |  |  |  | Average |  |
|                        |      | 2140+00.0 | 63   | 696,936.0 | 833,682.4 | 1,164.00 |  |  |  | Average |  |
|                        |      | 2144+00.0 | 64   | 697,335.9 | 833,692.0 | 1,165.60 |  |  |  | Average |  |
|                        |      | 2148+00.0 | 65   | 697,735.8 | 833,701.5 | 1,167.20 |  |  |  | Average |  |
|                        |      | 2152+00.0 | 66   | 698,135.7 | 833,711.1 | 1,168.40 |  |  |  | Average |  |
|                        |      | 2156+00.0 | 67   | 698,535.5 | 833,720.6 | 1,168.10 |  |  |  | Average |  |
|                        |      | 2160+00.0 | 68   | 698,935.4 | 833,730.2 | 1,166.60 |  |  |  |         |  |
| SR202ML4thLane_EB-5_FD | 56.0 | 2160+00.0 | 2338 | 698,936.0 | 833,708.2 | 1,166.60 |  |  |  | Average |  |
|                        |      | 2164+00.0 | 439  | 699,335.8 | 833,717.7 | 1,165.00 |  |  |  | Average |  |
|                        |      | 2168+00.0 | 440  | 699,735.7 | 833,727.3 | 1,163.40 |  |  |  | Average |  |
|                        |      | 2172+00.0 | 441  | 700,135.6 | 833,736.8 | 1,161.80 |  |  |  | Average |  |
|                        |      | 2176+00.0 | 442  | 700,535.5 | 833,746.3 | 1,160.20 |  |  |  | Average |  |
|                        |      | 2180+00.0 | 443  | 700,935.4 | 833,755.9 | 1,158.60 |  |  |  | Average |  |
|                        |      | 2184+00.0 | 444  | 701,335.3 | 833,765.4 | 1,157.00 |  |  |  | Average |  |
|                        |      | 2188+00.0 | 445  | 701,735.2 | 833,775.0 | 1,155.40 |  |  |  | Average |  |
|                        |      | 2192+00.0 | 446  | 702,135.0 | 833,784.5 | 1,153.80 |  |  |  | Average |  |
|                        |      | 2196+00.0 | 447  | 702,534.9 | 833,794.1 | 1,153.10 |  |  |  | Average |  |
|                        |      | 2200+00.0 | 448  | 702,934.8 | 833,803.6 | 1,153.70 |  |  |  |         |  |
| SR202ML2ndLane_EB-5_FD | 48.0 | 2160+00.0 | 2339 | 698,935.4 | 833,730.2 | 1,166.60 |  |  |  | Average |  |
|                        |      | 2164+00.0 | 69   | 699,335.3 | 833,739.7 | 1,165.00 |  |  |  | Average |  |
|                        |      | 2168+00.0 | 70   | 699,735.2 | 833,749.2 | 1,163.40 |  |  |  | Average |  |
|                        |      | 2172+00.0 | 71   | 700,135.1 | 833,758.8 | 1,161.80 |  |  |  | Average |  |



**INPUT: ROADWAYS**
**202L MA 50 F0847 01C**

|                      |      |           |      |           |           |          |  |  |         |   |
|----------------------|------|-----------|------|-----------|-----------|----------|--|--|---------|---|
|                      |      | 2176+00.0 | 72   | 700,535.0 | 833,768.3 | 1,160.20 |  |  | Average |   |
|                      |      | 2180+00.0 | 73   | 700,934.9 | 833,777.9 | 1,158.60 |  |  | Average |   |
|                      |      | 2184+00.0 | 74   | 701,334.8 | 833,787.4 | 1,157.00 |  |  | Average |   |
|                      |      | 2188+00.0 | 75   | 701,734.6 | 833,797.0 | 1,155.40 |  |  | Average |   |
|                      |      | 2192+00.0 | 76   | 702,134.5 | 833,806.5 | 1,153.80 |  |  | Average |   |
|                      |      | 2196+00.0 | 77   | 702,534.4 | 833,816.1 | 1,153.10 |  |  | Average |   |
|                      |      | 2200+00.0 | 78   | 702,934.3 | 833,825.6 | 1,153.70 |  |  |         |   |
| Kyrene EB OffRamp_FD | 24.0 | 11+00.00  | 2407 | 689,310.6 | 834,316.8 | 1,160.50 |  |  | Average |   |
|                      |      | 12+00.00  | 1483 | 689,407.2 | 834,291.3 | 1,160.50 |  |  | Average |   |
|                      |      | 13+00.00  | 1484 | 689,503.5 | 834,264.1 | 1,159.00 |  |  | Average |   |
|                      |      | 14+00.00  | 1485 | 689,599.2 | 834,235.2 | 1,158.00 |  |  | Average |   |
|                      |      | 15+00.00  | 1486 | 689,694.5 | 834,204.7 | 1,158.00 |  |  | Average |   |
|                      |      | 16+00.00  | 1487 | 689,789.6 | 834,174.0 | 1,158.40 |  |  | Average |   |
|                      |      | 17+00.00  | 1488 | 689,884.7 | 834,143.2 | 1,158.90 |  |  | Average |   |
|                      |      | 18+00.00  | 1489 | 689,979.9 | 834,112.4 | 1,159.00 |  |  | Average |   |
|                      |      | 19+00.00  | 1490 | 690,075.0 | 834,081.6 | 1,159.60 |  |  | Average |   |
|                      |      | 20+00.00  | 1491 | 690,170.2 | 834,050.8 | 1,160.10 |  |  | Average |   |
|                      |      | 21+00.00  | 1492 | 690,265.3 | 834,020.0 | 1,160.40 |  |  | Average |   |
|                      |      | 22+00.00  | 1493 | 690,360.5 | 833,989.2 | 1,160.20 |  |  | Average |   |
|                      |      | 23+00.00  | 1494 | 690,455.8 | 833,959.1 | 1,159.90 |  |  | Average |   |
|                      |      | 24+00.00  | 1495 | 690,551.7 | 833,930.9 | 1,160.20 |  |  | Average |   |
|                      |      | 25+00.00  | 1496 | 690,648.3 | 833,904.9 | 1,160.30 |  |  | Average |   |
|                      |      | 26+00.00  | 1497 | 690,745.4 | 833,880.9 | 1,160.50 |  |  | Average |   |
|                      |      | 27+00.00  | 1498 | 690,843.0 | 833,859.1 | 1,160.70 |  |  | Average |   |
|                      |      | 28+00.00  | 1499 | 690,941.0 | 833,839.4 | 1,160.80 |  |  | Average |   |
|                      |      | 29+00.00  | 1500 | 691,039.4 | 833,821.3 | 1,160.90 |  |  | Average |   |
|                      |      | 30+00.00  | 1501 | 691,137.7 | 833,803.3 | 1,161.00 |  |  |         |   |
| Kyrene SB-2-2_FD     | 40.0 | 2082+93   | 2410 | 691,220.6 | 833,988.9 | 1,164.00 |  |  | Average | Y |
|                      |      | 2083+08.6 | 745  | 691,221.6 | 833,737.6 | 1,164.00 |  |  | Average | Y |
|                      |      | 2083+72.3 | 746  | 691,239.4 | 833,451.1 | 1,164.00 |  |  |         |   |
| Kyrene NB-2_FD       | 40.0 | 2082+93   | 2412 | 691,272.4 | 833,979.6 | 1,164.00 |  |  | Average | Y |
|                      |      | 2082+78.7 | 749  | 691,273.9 | 834,229.5 | 1,164.00 |  |  | Average | Y |
|                      |      | 2082+33.9 | 750  | 691,272.1 | 834,482.0 | 1,164.00 |  |  |         |   |
| Kyrene WB OffRamp_FD | 24.0 | 2012+00.0 | 2491 | 694,138.9 | 833,750.0 | 1,152.70 |  |  | Average |   |
|                      |      | 2108+00.0 | 1252 | 693,740.7 | 833,772.9 | 1,151.10 |  |  | Average |   |
|                      |      | 2104+00.0 | 1253 | 693,343.0 | 833,801.9 | 1,149.50 |  |  | Average |   |
|                      |      | 2100+00.0 | 1254 | 692,946.9 | 833,847.6 | 1,147.90 |  |  | Average |   |
|                      |      | 2097+99.4 | 1255 | 692,749.0 | 833,876.6 | 1,145.70 |  |  | Average |   |
|                      |      | 2095+98.9 | 1256 | 692,551.8 | 833,909.9 | 1,145.60 |  |  | Average |   |

**INPUT: ROADWAYS**
**202L MA 50 F0847 01C**

|                        |      |           |      |           |           |          |  |  |  |         |  |
|------------------------|------|-----------|------|-----------|-----------|----------|--|--|--|---------|--|
|                        |      | 2093+98.4 | 1257 | 692,355.3 | 833,947.3 | 1,147.30 |  |  |  | Average |  |
|                        |      | 2091+98.1 | 1258 | 692,159.8 | 833,989.7 | 1,150.60 |  |  |  | Average |  |
|                        |      | 2089+97.5 | 1259 | 691,964.4 | 834,032.0 | 1,154.20 |  |  |  | Average |  |
|                        |      | 2087+96.5 | 1260 | 691,768.9 | 834,074.4 | 1,157.70 |  |  |  | Average |  |
|                        |      | 2085+95.4 | 1261 | 691,573.4 | 834,116.8 | 1,161.30 |  |  |  | Average |  |
|                        |      | 2083+94.0 | 1262 | 691,378.0 | 834,159.2 | 1,164.80 |  |  |  | Average |  |
|                        |      | 2083+30.3 | 1263 | 691,316.5 | 834,174.3 | 1,165.20 |  |  |  |         |  |
| SR202ML4thLane_WB-3_FD | 56.0 | 2012+00.0 | 2492 | 694,137.9 | 833,726.3 | 1,152.70 |  |  |  | Average |  |
|                        |      | 2108+00.0 | 610  | 693,739.1 | 833,745.8 | 1,151.10 |  |  |  | Average |  |
|                        |      | 2104+00.0 | 609  | 693,340.8 | 833,772.2 | 1,149.50 |  |  |  | Average |  |
|                        |      | 2100+00.0 | 608  | 692,942.9 | 833,805.5 | 1,147.90 |  |  |  | Average |  |
|                        |      | 2096+00.0 | 607  | 692,545.7 | 833,845.8 | 1,146.30 |  |  |  | Average |  |
|                        |      | 2092+00.0 | 606  | 692,149.3 | 833,893.0 | 1,144.70 |  |  |  | Average |  |
|                        |      | 2088+00.0 | 605  | 691,753.7 | 833,947.1 | 1,143.10 |  |  |  | Average |  |
|                        |      | 2084+00.0 | 604  | 691,359.1 | 834,008.2 | 1,142.70 |  |  |  | Average |  |
|                        |      | 2080+00.0 | 603  | 690,965.7 | 834,076.1 | 1,144.60 |  |  |  | Average |  |
|                        |      | 2076+00.0 | 602  | 690,573.5 | 834,150.8 | 1,148.40 |  |  |  | Average |  |
|                        |      | 2072+00.0 | 601  | 690,182.7 | 834,232.4 | 1,152.40 |  |  |  | Average |  |
|                        |      | 2068+00.0 | 600  | 689,793.4 | 834,320.8 | 1,156.50 |  |  |  | Average |  |
|                        |      | 2064+00.0 | 599  | 689,404.1 | 834,412.8 | 1,160.50 |  |  |  |         |  |
| SR202ML2ndLane_WB-3_FD | 48.0 | 2012+00.0 | 2493 | 694,137.0 | 833,704.3 | 1,152.70 |  |  |  | Average |  |
|                        |      | 2108+00.0 | 240  | 693,737.9 | 833,723.8 | 1,151.10 |  |  |  | Average |  |
|                        |      | 2104+00.0 | 239  | 693,339.1 | 833,750.2 | 1,149.50 |  |  |  | Average |  |
|                        |      | 2100+00.0 | 238  | 692,940.9 | 833,783.6 | 1,147.90 |  |  |  | Average |  |
|                        |      | 2096+00.0 | 237  | 692,543.3 | 833,823.9 | 1,146.30 |  |  |  | Average |  |
|                        |      | 2092+00.0 | 236  | 692,146.5 | 833,871.2 | 1,144.70 |  |  |  | Average |  |
|                        |      | 2088+00.0 | 235  | 691,750.5 | 833,925.4 | 1,143.10 |  |  |  | Average |  |
|                        |      | 2084+00.0 | 234  | 691,355.6 | 833,986.5 | 1,142.70 |  |  |  | Average |  |
|                        |      | 2080+00.0 | 233  | 690,961.8 | 834,054.4 | 1,144.60 |  |  |  | Average |  |
|                        |      | 2076+00.0 | 232  | 690,569.2 | 834,129.2 | 1,148.40 |  |  |  | Average |  |
|                        |      | 2072+00.0 | 231  | 690,178.0 | 834,210.9 | 1,152.40 |  |  |  | Average |  |
|                        |      | 2068+00.0 | 230  | 689,788.3 | 834,299.4 | 1,156.50 |  |  |  | Average |  |
|                        |      | 2064+00.0 | 229  | 689,399.0 | 834,391.3 | 1,160.50 |  |  |  |         |  |
| SR202ML4thLane_WB-4_FD | 56.0 | 2160+00.0 | 3151 | 698,933.9 | 833,794.1 | 1,166.60 |  |  |  | Average |  |
|                        |      | 2156+00.0 | 2377 | 698,534.0 | 833,784.6 | 1,168.10 |  |  |  | Average |  |
|                        |      | 2152+00.0 | 621  | 698,134.1 | 833,775.0 | 1,168.40 |  |  |  | Average |  |
|                        |      | 2148+00.0 | 620  | 697,734.2 | 833,765.5 | 1,167.20 |  |  |  | Average |  |
|                        |      | 2144+00.0 | 619  | 697,334.4 | 833,756.0 | 1,165.60 |  |  |  | Average |  |
|                        |      | 2140+00.0 | 618  | 696,934.5 | 833,746.4 | 1,164.00 |  |  |  | Average |  |

## INPUT: ROADWAYS

202L MA 50 F0847 01C

|                        |      |           |      |           |           |          |  |  |  |         |  |
|------------------------|------|-----------|------|-----------|-----------|----------|--|--|--|---------|--|
|                        |      | 2136+00.0 | 617  | 696,534.6 | 833,736.9 | 1,162.30 |  |  |  | Average |  |
|                        |      | 2132+00.0 | 616  | 696,134.7 | 833,727.3 | 1,160.70 |  |  |  | Average |  |
|                        |      | 2128+00.0 | 615  | 695,734.8 | 833,717.8 | 1,159.10 |  |  |  | Average |  |
|                        |      | 2124+00.0 | 614  | 695,335.4 | 833,709.8 | 1,157.50 |  |  |  | Average |  |
|                        |      | 2120+00.0 | 613  | 694,936.2 | 833,708.3 | 1,155.90 |  |  |  | Average |  |
|                        |      | 2116+00.0 | 2375 | 694,536.9 | 833,713.8 | 1,154.30 |  |  |  | Average |  |
|                        |      | 2112+00.0 | 611  | 694,137.9 | 833,726.3 | 1,152.70 |  |  |  |         |  |
| SR202ML2ndLane_WB-4_FD | 48.0 | 2160+00.0 | 3150 | 698,934.4 | 833,772.1 | 1,166.60 |  |  |  | Average |  |
|                        |      | 2156+00.0 | 2376 | 698,534.5 | 833,762.6 | 1,168.10 |  |  |  | Average |  |
|                        |      | 2152+00.0 | 251  | 698,134.7 | 833,753.1 | 1,168.40 |  |  |  | Average |  |
|                        |      | 2148+00.0 | 250  | 697,734.8 | 833,743.5 | 1,167.20 |  |  |  | Average |  |
|                        |      | 2144+00.0 | 249  | 697,334.9 | 833,734.0 | 1,165.60 |  |  |  | Average |  |
|                        |      | 2140+00.0 | 248  | 696,935.0 | 833,724.4 | 1,164.00 |  |  |  | Average |  |
|                        |      | 2136+00.0 | 247  | 696,535.1 | 833,714.9 | 1,162.30 |  |  |  | Average |  |
|                        |      | 2132+00.0 | 246  | 696,135.2 | 833,705.3 | 1,160.70 |  |  |  | Average |  |
|                        |      | 2128+00.0 | 245  | 695,735.3 | 833,695.8 | 1,159.10 |  |  |  | Average |  |
|                        |      | 2124+00.0 | 244  | 695,335.7 | 833,687.8 | 1,157.50 |  |  |  | Average |  |
|                        |      | 2120+00.0 | 243  | 694,936.0 | 833,686.3 | 1,155.90 |  |  |  | Average |  |
|                        |      | 2116+00.0 | 2374 | 694,536.5 | 833,691.8 | 1,154.30 |  |  |  | Average |  |
|                        |      | 2112+00.0 | 241  | 694,137.0 | 833,704.3 | 1,152.70 |  |  |  |         |  |
| McClintock WB FR-2_FD  | 12.0 | 2198+89.6 | 3153 | 702,818.6 | 834,042.8 | 1,175.40 |  |  |  | Average |  |
|                        |      | 2196+89.6 | 1306 | 702,618.6 | 834,045.5 | 1,175.10 |  |  |  | Average |  |
|                        |      | 2194+89.7 | 1307 | 702,418.6 | 834,045.3 | 1,175.50 |  |  |  | Average |  |
|                        |      | 2192+89.7 | 1308 | 702,218.6 | 834,045.1 | 1,176.30 |  |  |  | Average |  |
|                        |      | 2190+89.9 | 1309 | 702,018.6 | 834,048.4 | 1,177.10 |  |  |  | Average |  |
|                        |      | 2189+50.1 | 1310 | 701,878.8 | 834,045.3 | 1,177.50 |  |  |  |         |  |
| SR202ML4thLane_WB-5_FD | 56.0 | 2198+00.0 | 3154 | 702,932.8 | 833,889.6 | 1,153.70 |  |  |  | Average |  |
|                        |      | 2196+00.0 | 632  | 702,532.9 | 833,880.1 | 1,153.10 |  |  |  | Average |  |
|                        |      | 2192+00.0 | 631  | 702,133.0 | 833,870.5 | 1,153.80 |  |  |  | Average |  |
|                        |      | 2188+00.0 | 630  | 701,733.1 | 833,861.0 | 1,155.40 |  |  |  | Average |  |
|                        |      | 2184+00.0 | 629  | 701,333.2 | 833,851.4 | 1,157.00 |  |  |  | Average |  |
|                        |      | 2180+00.0 | 628  | 700,933.3 | 833,841.9 | 1,158.60 |  |  |  | Average |  |
|                        |      | 2176+00.0 | 627  | 700,533.5 | 833,832.3 | 1,160.20 |  |  |  | Average |  |
|                        |      | 2172+00.0 | 626  | 700,133.6 | 833,822.8 | 1,161.80 |  |  |  | Average |  |
|                        |      | 2168+00.0 | 625  | 699,733.7 | 833,813.2 | 1,163.40 |  |  |  | Average |  |
|                        |      | 2164+00.0 | 624  | 699,333.8 | 833,803.7 | 1,165.00 |  |  |  | Average |  |
|                        |      | 2160+00.0 | 623  | 698,933.9 | 833,794.1 | 1,166.60 |  |  |  |         |  |
| SR202ML2ndLane_WB-5_FD | 48.0 | 2198+00.0 | 3155 | 702,933.3 | 833,867.6 | 1,153.70 |  |  |  | Average |  |
|                        |      | 2196+00.0 | 262  | 702,533.4 | 833,858.1 | 1,153.10 |  |  |  | Average |  |

**INPUT: ROADWAYS**

**202L MA 50 F0847 01C**

|  |  |           |     |           |           |          |  |  |  |         |  |
|--|--|-----------|-----|-----------|-----------|----------|--|--|--|---------|--|
|  |  | 2192+00.0 | 261 | 702,133.5 | 833,848.5 | 1,153.80 |  |  |  | Average |  |
|  |  | 2188+00.0 | 260 | 701,733.6 | 833,839.0 | 1,155.40 |  |  |  | Average |  |
|  |  | 2184+00.0 | 259 | 701,333.7 | 833,829.4 | 1,157.00 |  |  |  | Average |  |
|  |  | 2180+00.0 | 258 | 700,933.9 | 833,819.9 | 1,158.60 |  |  |  | Average |  |
|  |  | 2176+00.0 | 257 | 700,534.0 | 833,810.3 | 1,160.20 |  |  |  | Average |  |
|  |  | 2172+00.0 | 256 | 700,134.1 | 833,800.8 | 1,161.80 |  |  |  | Average |  |
|  |  | 2168+00.0 | 255 | 699,734.2 | 833,791.2 | 1,163.40 |  |  |  | Average |  |
|  |  | 2164+00.0 | 254 | 699,334.3 | 833,781.7 | 1,165.00 |  |  |  | Average |  |
|  |  | 2160+00.0 | 253 | 698,934.4 | 833,772.1 | 1,166.60 |  |  |  |         |  |

INPUT: TRAFFIC FOR LAeq1h Volumes

202L MA 50 F0847 01C

|                                   |                                       |      |         |     |         |     |         |     |        |     |             |     |  |
|-----------------------------------|---------------------------------------|------|---------|-----|---------|-----|---------|-----|--------|-----|-------------|-----|--|
| TYPSA US                          |                                       |      |         |     |         |     |         |     |        |     |             |     |  |
| TYPSA US                          |                                       |      |         |     |         |     |         |     |        |     |             |     |  |
|                                   |                                       |      |         |     |         |     |         |     |        |     |             |     |  |
| INPUT: TRAFFIC FOR LAeq1h Volumes |                                       |      |         |     |         |     |         |     |        |     |             |     |  |
| PROJECT/CONTRACT:                 | 202L MA 50 F0847 01C                  |      |         |     |         |     |         |     |        |     |             |     |  |
| RUN:                              | Build, Section 2 Kyrene to McClintock |      |         |     |         |     |         |     |        |     |             |     |  |
| Roadway                           | Points                                |      |         |     |         |     |         |     |        |     |             |     |  |
| Name                              | Name                                  | No.  | Segment |     | MTrucks |     | HTrucks |     | Buses  |     | Motorcycles |     |  |
|                                   |                                       |      | Autos   |     |         |     |         |     |        |     |             |     |  |
|                                   |                                       |      | V       | S   | V       | S   | V       | S   | V      | S   | V           | S   |  |
|                                   |                                       |      | veh/hr  | mph | veh/hr  | mph | veh/hr  | mph | veh/hr | mph | veh/hr      | mph |  |
| Kyrene NB_FD                      | 2083+91.24                            | 747  | 901     | 50  | 110     | 50  | 27      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2083+58.08                            | 748  | 901     | 50  | 110     | 50  | 27      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2082+93                               | 2411 |         |     |         |     |         |     |        |     |             |     |  |
| McClintock Rd SB_FD               | 2188+48.71                            | 753  | 557     | 50  | 44      | 50  | 14      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2188+38.83                            | 754  | 557     | 50  | 44      | 50  | 14      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2188+29.06                            | 755  |         |     |         |     |         |     |        |     |             |     |  |
| McClintock Rd NB_FD               | 2188+78.46                            | 756  | 500     | 50  | 41      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2188+88.89                            | 757  | 500     | 50  | 41      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2188+99.32                            | 758  |         |     |         |     |         |     |        |     |             |     |  |
| Kyrene EB OnRamp_FD               | 2083+97.42                            | 1237 | 1527    | 50  | 144     | 50  | 45      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2085+93.84                            | 1238 | 1527    | 50  | 144     | 50  | 45      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2087+91.40                            | 1239 | 1527    | 50  | 144     | 50  | 45      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2089+89.28                            | 1240 | 1527    | 50  | 144     | 50  | 45      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2091+87.45                            | 1241 | 1527    | 50  | 144     | 50  | 45      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2093+85.88                            | 1242 | 1527    | 50  | 144     | 50  | 45      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2095+84.55                            | 1243 | 1527    | 50  | 144     | 50  | 45      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2097+83.56                            | 1244 | 1527    | 50  | 144     | 50  | 45      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2099+82.46                            | 1245 | 1527    | 50  | 144     | 50  | 45      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2101+81.54                            | 1246 | 1527    | 50  | 144     | 50  | 45      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2104+00.00                            | 1247 | 1527    | 50  | 144     | 50  | 45      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2108+00.00                            | 1248 | 1527    | 50  | 144     | 50  | 45      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2112+00.00                            | 1249 |         |     |         |     |         |     |        |     |             |     |  |
| McClintock WB OnRamp_FD           | 2187+88.64                            | 1264 | 666     | 50  | 50      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |



**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                          |            |      |     |    |    |    |    |    |   |   |   |   |
|--------------------------|------------|------|-----|----|----|----|----|----|---|---|---|---|
|                          | 2185+89.31 | 1265 | 666 | 50 | 50 | 50 | 15 | 50 | 0 | 0 | 0 | 0 |
|                          | 2183+89.98 | 1266 | 666 | 50 | 50 | 50 | 15 | 50 | 0 | 0 | 0 | 0 |
|                          | 2181+90.86 | 1267 | 666 | 50 | 50 | 50 | 15 | 50 | 0 | 0 | 0 | 0 |
|                          | 2179+91.74 | 1268 | 666 | 50 | 50 | 50 | 15 | 50 | 0 | 0 | 0 | 0 |
|                          | 2177+92.25 | 1269 | 666 | 50 | 50 | 50 | 15 | 50 | 0 | 0 | 0 | 0 |
|                          | 2175+93.08 | 1270 | 666 | 50 | 50 | 50 | 15 | 50 | 0 | 0 | 0 | 0 |
|                          | 2173+93.65 | 1271 | 666 | 50 | 50 | 50 | 15 | 50 | 0 | 0 | 0 | 0 |
|                          | 2171+94.22 | 1272 | 666 | 50 | 50 | 50 | 15 | 50 | 0 | 0 | 0 | 0 |
|                          | 2169+94.54 | 1273 | 666 | 50 | 50 | 50 | 15 | 50 | 0 | 0 | 0 | 0 |
|                          | 2167+94.60 | 1274 | 666 | 50 | 50 | 50 | 15 | 50 | 0 | 0 | 0 | 0 |
|                          | 2165+94.60 | 1275 | 666 | 50 | 50 | 50 | 15 | 50 | 0 | 0 | 0 | 0 |
|                          | 2164+00.00 | 1276 | 666 | 50 | 50 | 50 | 15 | 50 | 0 | 0 | 0 | 0 |
|                          | 2160+00.00 | 1277 |     |    |    |    |    |    |   |   |   |   |
| McClintock EB OffRamp_FD | 2160+00.00 | 1279 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                          | 2164+00.00 | 1280 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                          | 2168+00.00 | 1281 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                          | 2169+99.90 | 1282 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                          | 2171+99.60 | 1283 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                          | 2173+99.12 | 1284 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                          | 2175+98.63 | 1285 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                          | 2177+98.15 | 1286 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                          | 2179+97.44 | 1287 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                          | 2181+97.04 | 1288 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                          | 2183+96.86 | 1289 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                          | 2185+96.84 | 1290 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                          | 2187+66.87 | 1291 |     |    |    |    |    |    |   |   |   |   |
| McClintock EB FR_FD      | 2189+11.09 | 1311 | 153 | 50 | 7  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                          | 2191+11.09 | 1312 | 153 | 50 | 7  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                          | 2193+11.09 | 1313 | 153 | 50 | 7  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                          | 2195+11.09 | 1314 | 153 | 50 | 7  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                          | 2197+11.07 | 1315 | 153 | 50 | 7  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                          | 2199+11.07 | 1316 |     |    |    |    |    |    |   |   |   |   |
| Kyrene WB OnRamp_FD      | 16+00.00   | 2175 | 411 | 50 | 80 | 50 | 27 | 50 | 0 | 0 | 0 | 0 |
|                          | 15+00.00   | 1519 | 411 | 50 | 80 | 50 | 27 | 50 | 0 | 0 | 0 | 0 |
|                          | 14+00.00   | 1518 | 411 | 50 | 80 | 50 | 27 | 50 | 0 | 0 | 0 | 0 |
|                          | 13+00.00   | 1517 | 411 | 50 | 80 | 50 | 27 | 50 | 0 | 0 | 0 | 0 |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                        |            |      |      |    |     |    |     |    |   |   |   |   |
|------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                        | 12+00.00   | 1516 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 11+00.00   | 1515 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 10+00.00   | 1514 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 9+00.00    | 1513 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 8+00.00    | 1512 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 7+00.00    | 1511 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 6+00.00    | 1510 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 5+00.00    | 1509 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 4+00.00    | 1508 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 3+00.00    | 1507 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 2+00.00    | 1506 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 1+00.00    | 1505 | 411  | 50 | 80  | 50 | 27  | 50 | 0 | 0 | 0 | 0 |
|                        | 0+00.00    | 1504 |      |    |     |    |     |    |   |   |   |   |
| Kyrene SB-2_FD         | 2082+33.93 | 2178 | 1627 | 50 | 149 | 50 | 61  | 50 | 0 | 0 | 0 | 0 |
|                        | 2082+78.78 | 744  | 1627 | 50 | 149 | 50 | 61  | 50 | 0 | 0 | 0 | 0 |
|                        | 2082+93    | 2409 |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_EB-3_FD | 2064+00.00 | 2334 | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2068+00.00 | 415  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2072+00.00 | 416  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2076+00.00 | 417  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2080+00.00 | 418  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2084+00.00 | 419  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2088+00.00 | 420  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2092+00.00 | 421  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2096+00.00 | 422  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2100+00.00 | 423  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2104+00.00 | 424  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2108+00.00 | 425  | 3296 | 70 | 501 | 70 | 225 | 70 | 0 | 0 | 0 | 0 |
|                        | 2112+00.00 | 426  |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_EB-_FD  | 2064+00.00 | 2335 | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2068+00.00 | 45   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2072+00.00 | 46   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2076+00.00 | 47   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2080+00.00 | 48   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2084+00.00 | 49   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2088+00.00 | 50   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |

INPUT: TRAFFIC FOR LAeq1h Volumes

202L MA 50 F0847 01C

|                        |            |      |      |    |     |    |     |    |   |   |   |   |
|------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                        | 2092+00.00 | 51   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2096+00.00 | 52   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2100+00.00 | 53   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2104+00.00 | 54   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2108+00.00 | 55   | 2291 | 70 | 348 | 70 | 49  | 70 | 0 | 0 | 0 | 0 |
|                        | 2112+00.00 | 56   |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_EB-4_FD | 2112+00.00 | 2336 | 3993 | 70 | 563 | 70 | 252 | 70 | 0 | 0 | 0 | 0 |
|                        | 2116+00.00 | 427  | 3993 | 70 | 563 | 70 | 252 | 70 | 0 | 0 | 0 | 0 |
|                        | 2120+00.00 | 428  | 3993 | 70 | 563 | 70 | 252 | 70 | 0 | 0 | 0 | 0 |
|                        | 2124+00.00 | 429  | 3993 | 70 | 563 | 70 | 252 | 70 | 0 | 0 | 0 | 0 |
|                        | 2128+00.00 | 430  | 3993 | 70 | 563 | 70 | 252 | 70 | 0 | 0 | 0 | 0 |
|                        | 2132+00.00 | 431  | 3993 | 70 | 563 | 70 | 252 | 70 | 0 | 0 | 0 | 0 |
|                        | 2136+00.00 | 432  | 3993 | 70 | 563 | 70 | 252 | 70 | 0 | 0 | 0 | 0 |
|                        | 2140+00.00 | 433  | 3993 | 70 | 563 | 70 | 252 | 70 | 0 | 0 | 0 | 0 |
|                        | 2144+00.00 | 434  | 3993 | 70 | 563 | 70 | 252 | 70 | 0 | 0 | 0 | 0 |
|                        | 2148+00.00 | 435  | 3993 | 70 | 563 | 70 | 252 | 70 | 0 | 0 | 0 | 0 |
|                        | 2152+00.00 | 436  | 3993 | 70 | 563 | 70 | 252 | 70 | 0 | 0 | 0 | 0 |
|                        | 2156+00.00 | 437  | 3993 | 70 | 563 | 70 | 252 | 70 | 0 | 0 | 0 | 0 |
|                        | 2160+00.00 | 438  |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_EB-4_FD | 2112+00.00 | 2337 | 2775 | 70 | 391 | 70 | 55  | 70 | 0 | 0 | 0 | 0 |
|                        | 2116+00.00 | 57   | 2775 | 70 | 391 | 70 | 55  | 70 | 0 | 0 | 0 | 0 |
|                        | 2120+00.00 | 58   | 2775 | 70 | 391 | 70 | 55  | 70 | 0 | 0 | 0 | 0 |
|                        | 2124+00.00 | 59   | 2775 | 70 | 391 | 70 | 55  | 70 | 0 | 0 | 0 | 0 |
|                        | 2128+00.00 | 60   | 2775 | 70 | 391 | 70 | 55  | 70 | 0 | 0 | 0 | 0 |
|                        | 2132+00.00 | 61   | 2775 | 70 | 391 | 70 | 55  | 70 | 0 | 0 | 0 | 0 |
|                        | 2136+00.00 | 62   | 2775 | 70 | 391 | 70 | 55  | 70 | 0 | 0 | 0 | 0 |
|                        | 2140+00.00 | 63   | 2775 | 70 | 391 | 70 | 55  | 70 | 0 | 0 | 0 | 0 |
|                        | 2144+00.00 | 64   | 2775 | 70 | 391 | 70 | 55  | 70 | 0 | 0 | 0 | 0 |
|                        | 2148+00.00 | 65   | 2775 | 70 | 391 | 70 | 55  | 70 | 0 | 0 | 0 | 0 |
|                        | 2152+00.00 | 66   | 2775 | 70 | 391 | 70 | 55  | 70 | 0 | 0 | 0 | 0 |
|                        | 2156+00.00 | 67   | 2775 | 70 | 391 | 70 | 55  | 70 | 0 | 0 | 0 | 0 |
|                        | 2160+00.00 | 68   |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_EB-5_FD | 2160+00.00 | 2338 | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2164+00.00 | 439  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2168+00.00 | 440  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2172+00.00 | 441  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                        |            |      |      |    |     |    |     |    |   |   |   |   |
|------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                        | 2176+00.00 | 442  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2180+00.00 | 443  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2184+00.00 | 444  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2188+00.00 | 445  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2192+00.00 | 446  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2196+00.00 | 447  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2200+00.00 | 448  |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_EB-5_FD | 2160+00.00 | 2339 | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2164+00.00 | 69   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2168+00.00 | 70   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2172+00.00 | 71   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2176+00.00 | 72   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2180+00.00 | 73   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2184+00.00 | 74   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2188+00.00 | 75   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2192+00.00 | 76   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2196+00.00 | 77   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2200+00.00 | 78   |      |    |     |    |     |    |   |   |   |   |
| Kyrene EB OffRamp_FD   | 11+00.00   | 2407 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 12+00.00   | 1483 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 13+00.00   | 1484 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 14+00.00   | 1485 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 15+00.00   | 1486 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 16+00.00   | 1487 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 17+00.00   | 1488 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 18+00.00   | 1489 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 19+00.00   | 1490 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 20+00.00   | 1491 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 21+00.00   | 1492 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 22+00.00   | 1493 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 23+00.00   | 1494 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 24+00.00   | 1495 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 25+00.00   | 1496 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 26+00.00   | 1497 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 27+00.00   | 1498 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 28+00.00   | 1499 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |

INPUT: TRAFFIC FOR LAeq1h Volumes

202L MA 50 F0847 01C

|                        |            |      |      |    |     |    |     |    |   |   |   |   |
|------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                        | 29+00.00   | 1500 | 436  | 50 | 78  | 50 | 33  | 50 | 0 | 0 | 0 | 0 |
|                        | 30+00.00   | 1501 |      |    |     |    |     |    |   |   |   |   |
| Kyrene SB-2-2_FD       | 2082+93    | 2410 | 857  | 50 | 118 | 50 | 32  | 50 | 0 | 0 | 0 | 0 |
|                        | 2083+08.81 | 745  | 857  | 50 | 118 | 50 | 32  | 50 | 0 | 0 | 0 | 0 |
|                        | 2083+72.33 | 746  |      |    |     |    |     |    |   |   |   |   |
| Kyrene NB-2_FD         | 2082+93    | 2412 | 1838 | 50 | 166 | 50 | 71  | 50 | 0 | 0 | 0 | 0 |
|                        | 2082+78.78 | 749  | 1838 | 50 | 166 | 50 | 71  | 50 | 0 | 0 | 0 | 0 |
|                        | 2082+33.93 | 750  |      |    |     |    |     |    |   |   |   |   |
| Kyrene WB OffRamp_FD   | 2012+00.00 | 2491 | 1667 | 50 | 172 | 50 | 55  | 50 | 0 | 0 | 0 | 0 |
|                        | 2108+00.00 | 1252 | 1667 | 50 | 172 | 50 | 55  | 50 | 0 | 0 | 0 | 0 |
|                        | 2104+00.00 | 1253 | 1667 | 50 | 172 | 50 | 55  | 50 | 0 | 0 | 0 | 0 |
|                        | 2100+00.00 | 1254 | 1667 | 50 | 172 | 50 | 55  | 50 | 0 | 0 | 0 | 0 |
|                        | 2097+99.44 | 1255 | 1667 | 50 | 172 | 50 | 55  | 50 | 0 | 0 | 0 | 0 |
|                        | 2095+98.93 | 1256 | 1667 | 50 | 172 | 50 | 55  | 50 | 0 | 0 | 0 | 0 |
|                        | 2093+98.47 | 1257 | 1667 | 50 | 172 | 50 | 55  | 50 | 0 | 0 | 0 | 0 |
|                        | 2091+98.13 | 1258 | 1667 | 50 | 172 | 50 | 55  | 50 | 0 | 0 | 0 | 0 |
|                        | 2089+97.50 | 1259 | 1667 | 50 | 172 | 50 | 55  | 50 | 0 | 0 | 0 | 0 |
|                        | 2087+96.58 | 1260 | 1667 | 50 | 172 | 50 | 55  | 50 | 0 | 0 | 0 | 0 |
|                        | 2085+95.43 | 1261 | 1667 | 50 | 172 | 50 | 55  | 50 | 0 | 0 | 0 | 0 |
|                        | 2083+94.07 | 1262 | 1667 | 50 | 172 | 50 | 55  | 50 | 0 | 0 | 0 | 0 |
|                        | 2083+30.36 | 1263 |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_WB-3_FD | 2012+00.00 | 2492 | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                        | 2108+00.00 | 610  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                        | 2104+00.00 | 609  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                        | 2100+00.00 | 608  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                        | 2096+00.00 | 607  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                        | 2092+00.00 | 606  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                        | 2088+00.00 | 605  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                        | 2084+00.00 | 604  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                        | 2080+00.00 | 603  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                        | 2076+00.00 | 602  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                        | 2072+00.00 | 601  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                        | 2068+00.00 | 600  | 3306 | 70 | 499 | 70 | 215 | 70 | 0 | 0 | 0 | 0 |
|                        | 2064+00.00 | 599  |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_WB-3_FD | 2012+00.00 | 2493 | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2108+00.00 | 240  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |



**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                        |            |      |      |    |     |    |     |    |   |   |   |   |
|------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                        | 2104+00.00 | 239  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2100+00.00 | 238  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2096+00.00 | 237  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2092+00.00 | 236  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2088+00.00 | 235  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2084+00.00 | 234  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2080+00.00 | 233  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2076+00.00 | 232  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2072+00.00 | 231  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2068+00.00 | 230  | 2297 | 70 | 346 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2064+00.00 | 229  |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_WB-4_FD | 2160+00.00 | 3151 | 3340 | 70 | 472 | 70 | 204 | 70 | 0 | 0 | 0 | 0 |
|                        | 2156+00.00 | 2377 | 3340 | 70 | 472 | 70 | 204 | 70 | 0 | 0 | 0 | 0 |
|                        | 2152+00.00 | 621  | 3340 | 70 | 472 | 70 | 204 | 70 | 0 | 0 | 0 | 0 |
|                        | 2148+00.00 | 620  | 3340 | 70 | 472 | 70 | 204 | 70 | 0 | 0 | 0 | 0 |
|                        | 2144+00.00 | 619  | 3340 | 70 | 472 | 70 | 204 | 70 | 0 | 0 | 0 | 0 |
|                        | 2140+00.00 | 618  | 3340 | 70 | 472 | 70 | 204 | 70 | 0 | 0 | 0 | 0 |
|                        | 2136+00.00 | 617  | 3340 | 70 | 472 | 70 | 204 | 70 | 0 | 0 | 0 | 0 |
|                        | 2132+00.00 | 616  | 3340 | 70 | 472 | 70 | 204 | 70 | 0 | 0 | 0 | 0 |
|                        | 2128+00.00 | 615  | 3340 | 70 | 472 | 70 | 204 | 70 | 0 | 0 | 0 | 0 |
|                        | 2124+00.00 | 614  | 3340 | 70 | 472 | 70 | 204 | 70 | 0 | 0 | 0 | 0 |
|                        | 2120+00.00 | 613  | 3340 | 70 | 472 | 70 | 204 | 70 | 0 | 0 | 0 | 0 |
|                        | 2116+00.00 | 2375 | 3340 | 70 | 472 | 70 | 204 | 70 | 0 | 0 | 0 | 0 |
|                        | 2112+00.00 | 611  |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_WB-4_FD | 2160+00.00 | 3150 | 2321 | 70 | 328 | 70 | 45  | 70 | 0 | 0 | 0 | 0 |
|                        | 2156+00.00 | 2376 | 2321 | 70 | 328 | 70 | 45  | 70 | 0 | 0 | 0 | 0 |
|                        | 2152+00.00 | 251  | 2321 | 70 | 328 | 70 | 45  | 70 | 0 | 0 | 0 | 0 |
|                        | 2148+00.00 | 250  | 2321 | 70 | 328 | 70 | 45  | 70 | 0 | 0 | 0 | 0 |
|                        | 2144+00.00 | 249  | 2321 | 70 | 328 | 70 | 45  | 70 | 0 | 0 | 0 | 0 |
|                        | 2140+00.00 | 248  | 2321 | 70 | 328 | 70 | 45  | 70 | 0 | 0 | 0 | 0 |
|                        | 2136+00.00 | 247  | 2321 | 70 | 328 | 70 | 45  | 70 | 0 | 0 | 0 | 0 |
|                        | 2132+00.00 | 246  | 2321 | 70 | 328 | 70 | 45  | 70 | 0 | 0 | 0 | 0 |
|                        | 2128+00.00 | 245  | 2321 | 70 | 328 | 70 | 45  | 70 | 0 | 0 | 0 | 0 |
|                        | 2124+00.00 | 244  | 2321 | 70 | 328 | 70 | 45  | 70 | 0 | 0 | 0 | 0 |
|                        | 2120+00.00 | 243  | 2321 | 70 | 328 | 70 | 45  | 70 | 0 | 0 | 0 | 0 |
|                        | 2116+00.00 | 2374 | 2321 | 70 | 328 | 70 | 45  | 70 | 0 | 0 | 0 | 0 |

INPUT: TRAFFIC FOR LAeq1h Volumes

202L MA 50 F0847 01C

|                        |            |      |      |    |     |    |     |    |   |   |   |   |
|------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                        | 2112+00.00 | 241  |      |    |     |    |     |    |   |   |   |   |
| McClintock WB FR-2_FD  | 2198+89.68 | 3153 | 159  | 50 | 8   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                        | 2196+89.68 | 1306 | 159  | 50 | 8   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                        | 2194+89.73 | 1307 | 159  | 50 | 8   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                        | 2192+89.78 | 1308 | 159  | 50 | 8   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                        | 2190+89.95 | 1309 | 159  | 50 | 8   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                        | 2189+50.10 | 1310 |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_WB-5_FD | 2198+00.00 | 3154 | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2196+00.00 | 632  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2192+00.00 | 631  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2188+00.00 | 630  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2184+00.00 | 629  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2180+00.00 | 628  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2176+00.00 | 627  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2172+00.00 | 626  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2168+00.00 | 625  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2164+00.00 | 624  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2160+00.00 | 623  |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_WB-5_FD | 2198+00.00 | 3155 | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2196+00.00 | 262  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2192+00.00 | 261  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2188+00.00 | 260  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2184+00.00 | 259  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2180+00.00 | 258  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2176+00.00 | 257  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2172+00.00 | 256  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2168+00.00 | 255  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2164+00.00 | 254  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2160+00.00 | 253  |      |    |     |    |     |    |   |   |   |   |

202L MA 50 F0847 01C

C:\projects\AZFWY1704\110toSr101FD\Sec2\_Kyrene\_to\_McClintock\_Build\_v2 1 12 May 2026

INPUT: BARRIERS

202L MA 50 F0847 01C

|           |   |      |       |      |  |  |  |      |          |     |           |           |          |       |      |   |   |  |
|-----------|---|------|-------|------|--|--|--|------|----------|-----|-----------|-----------|----------|-------|------|---|---|--|
| Barrier46 | W | 0.00 | 99.99 | 0.00 |  |  |  | 0.00 | point393 | 393 | 691,307.8 | 834,730.4 | 1,164.08 | 6.00  |      |   |   |  |
|           |   |      |       |      |  |  |  |      | point394 | 394 | 691,319.8 | 834,570.0 | 1,164.08 | 12.00 | 0.00 | 0 | 0 |  |
|           |   |      |       |      |  |  |  |      | point395 | 395 | 691,319.8 | 834,543.7 | 1,164.08 | 12.00 | 0.00 | 0 | 0 |  |
|           |   |      |       |      |  |  |  |      | point396 | 396 | 691,357.8 | 834,544.1 | 1,164.08 | 12.00 | 0.00 | 0 | 0 |  |
|           |   |      |       |      |  |  |  |      | point397 | 397 | 691,357.1 | 834,571.4 | 1,164.08 | 12.00 |      |   |   |  |
| Barrier47 | W | 0.00 | 99.99 | 0.00 |  |  |  | 0.00 | point398 | 398 | 700,126.5 | 834,146.9 | 1,173.60 | 6.00  | 0.00 | 0 | 0 |  |
|           |   |      |       |      |  |  |  |      | point399 | 399 | 700,173.3 | 834,153.3 | 1,173.60 | 6.00  | 0.00 | 0 | 0 |  |
|           |   |      |       |      |  |  |  |      | point400 | 400 | 700,173.8 | 834,290.7 | 1,173.60 | 6.00  | 0.00 | 0 | 0 |  |
|           |   |      |       |      |  |  |  |      | point401 | 401 | 700,172.7 | 834,421.6 | 1,173.60 | 6.00  |      |   |   |  |

INPUT: RECEIVERS

202L MA 50 F0847 01C

| TYPSA US          |                                       |      |                      |           |          |        | 12 May 2026                     |                     |       |      |        |
|-------------------|---------------------------------------|------|----------------------|-----------|----------|--------|---------------------------------|---------------------|-------|------|--------|
| TYPSA US          |                                       |      |                      |           |          |        | TNM 2.5                         |                     |       |      |        |
| INPUT: RECEIVERS  |                                       |      |                      |           |          |        |                                 |                     |       |      |        |
| PROJECT/CONTRACT: | 202L MA 50 F0847 01C                  |      |                      |           |          |        |                                 |                     |       |      |        |
| RUN:              | Build, Section 2 Kyrene to McClintock |      |                      |           |          |        |                                 |                     |       |      |        |
| Receiver          |                                       |      |                      |           |          |        |                                 |                     |       |      |        |
| Name              | No.                                   | #DUs | Coordinates (ground) |           |          | Height | Input Sound Levels and Criteria |                     |       |      | Active |
|                   |                                       |      | X                    | Y         | Z        | above  | Existing                        | Impact Criteria     |       | NR   | in     |
|                   |                                       |      |                      |           |          | Ground | L <sub>Aeq</sub> 1h             | L <sub>Aeq</sub> 1h | Sub'l | Goal | Calc.  |
|                   |                                       |      | ft                   | ft        | ft       | ft     | dBA                             | dBA                 | dB    | dB   |        |
| E6                | 6                                     | 1    | 693,275.7            | 833,167.9 | 1,166.00 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| E7                | 7                                     | 1    | 694,550.9            | 833,171.1 | 1,167.00 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| E8                | 8                                     | 1    | 695,713.6            | 833,174.1 | 1,166.00 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| E9                | 9                                     | 1    | 696,310.2            | 833,222.5 | 1,168.37 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| E10               | 10                                    | 1    | 697,134.6            | 833,177.7 | 1,172.00 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| E11               | 11                                    | 1    | 698,410.7            | 833,181.1 | 1,173.00 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| E12               | 12                                    | 1    | 699,530.9            | 833,196.9 | 1,173.00 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| E13               | 13                                    | 1    | 700,602.1            | 833,218.4 | 1,175.00 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W7                | 150                                   | 6    | 691,336.6            | 834,595.6 | 1,164.08 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W8                | 151                                   | 8    | 691,481.6            | 834,607.2 | 1,162.92 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W9                | 152                                   | 1    | 691,481.6            | 834,457.1 | 1,162.59 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W10               | 153                                   | 1    | 691,644.4            | 834,449.2 | 1,161.98 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W11               | 154                                   | 4    | 691,929.1            | 834,399.7 | 1,163.93 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W12               | 155                                   | 7    | 692,439.9            | 834,399.7 | 1,164.98 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W13               | 156                                   | 6    | 692,992.6            | 834,449.2 | 1,162.92 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W14               | 157                                   | 4    | 693,395.0            | 834,425.2 | 1,166.74 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W15               | 158                                   | 4    | 693,740.9            | 834,450.3 | 1,167.35 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W16               | 159                                   | 2    | 693,924.7            | 834,141.4 | 1,166.65 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W17               | 160                                   | 4    | 694,114.1            | 834,243.5 | 1,167.98 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W18/MON-02        | 161                                   | 1    | 694,410.6            | 833,937.7 | 1,162.64 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W19               | 162                                   | 4    | 694,520.2            | 833,999.3 | 1,162.64 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W20               | 163                                   | 5    | 694,555.8            | 834,258.1 | 1,169.38 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |



**INPUT: RECEIVERS****202L MA 50 F0847 01C**

|            |     |   |           |           |          |      |      |    |      |     |   |
|------------|-----|---|-----------|-----------|----------|------|------|----|------|-----|---|
| W21        | 164 | 4 | 694,885.6 | 833,926.9 | 1,167.18 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W22        | 165 | 4 | 694,918.4 | 834,197.7 | 1,169.39 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W23        | 166 | 2 | 695,166.4 | 834,047.6 | 1,169.78 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W24        | 167 | 4 | 695,364.8 | 833,891.6 | 1,170.26 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W25        | 168 | 6 | 695,383.1 | 834,149.8 | 1,168.89 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W26        | 169 | 8 | 695,595.6 | 833,899.7 | 1,169.90 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W27        | 170 | 7 | 695,885.2 | 834,149.8 | 1,168.57 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W28        | 171 | 6 | 695,909.6 | 833,897.9 | 1,169.43 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W29        | 172 | 6 | 696,185.2 | 833,908.0 | 1,170.59 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W30        | 173 | 6 | 696,287.4 | 834,156.0 | 1,168.49 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W31        | 174 | 4 | 696,491.9 | 833,919.6 | 1,168.22 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W32        | 175 | 4 | 696,756.2 | 834,176.8 | 1,168.11 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W33        | 176 | 4 | 696,777.4 | 833,907.1 | 1,168.63 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W34        | 177 | 4 | 697,004.1 | 833,910.1 | 1,169.44 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W35        | 178 | 3 | 697,125.0 | 834,164.3 | 1,168.56 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W36        | 179 | 4 | 697,246.9 | 833,907.1 | 1,170.00 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W37        | 180 | 4 | 697,506.0 | 834,030.9 | 1,169.60 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W38        | 181 | 6 | 697,683.4 | 834,226.8 | 1,170.32 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W39        | 182 | 4 | 697,792.0 | 833,923.4 | 1,169.13 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W40        | 183 | 4 | 698,016.8 | 833,926.8 | 1,170.04 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W41        | 184 | 6 | 698,087.6 | 834,174.8 | 1,169.21 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W42        | 185 | 6 | 698,310.9 | 833,937.0 | 1,170.00 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W43        | 186 | 6 | 698,464.8 | 834,193.5 | 1,170.11 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W44        | 187 | 6 | 698,748.2 | 833,947.6 | 1,171.60 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W45        | 188 | 6 | 698,864.9 | 834,208.1 | 1,173.27 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W46        | 189 | 4 | 699,101.2 | 833,962.9 | 1,172.07 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W47        | 190 | 4 | 699,339.9 | 834,110.1 | 1,175.94 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W48        | 191 | 4 | 699,469.1 | 834,376.9 | 1,175.88 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W49/MON-03 | 192 | 4 | 699,799.6 | 834,114.2 | 1,171.18 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W50        | 193 | 4 | 699,994.2 | 834,395.6 | 1,174.76 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W51        | 194 | 3 | 700,125.5 | 834,153.9 | 1,173.60 | 5.00 | 0.00 | 66 | 15.0 | 7.0 | Y |
| W52        | 195 | 1 | 700,746.4 | 834,245.6 | 1,172.90 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |
| W53        | 196 | 1 | 701,534.0 | 834,220.6 | 1,174.92 | 5.00 | 0.00 | 66 | 15.0 | 7.0 |   |

**INPUT: ROADWAYS**

202L MA 50 F0847 01C

| TYPSA US                 |                             |             |      |               | 12 May 2026  |          |                                                                                                                                             |                  |                           |                   |            |
|--------------------------|-----------------------------|-------------|------|---------------|--------------|----------|---------------------------------------------------------------------------------------------------------------------------------------------|------------------|---------------------------|-------------------|------------|
| TYPSA US                 |                             |             |      |               | TNM 2.5      |          |                                                                                                                                             |                  |                           |                   |            |
|                          |                             |             |      |               |              |          |                                                                                                                                             |                  |                           |                   |            |
| INPUT: ROADWAYS          |                             |             |      |               |              |          | Average pavement type shall be used unless<br>a State highway agency substantiates the use<br>of a different type with the approval of FHWA |                  |                           |                   |            |
| PROJECT/CONTRACT:        | 202L MA 50 F0847 01C        |             |      |               |              |          |                                                                                                                                             |                  |                           |                   |            |
| RUN:                     | SR202 2050 Build, Section 3 |             |      |               |              |          |                                                                                                                                             |                  |                           |                   |            |
| Roadway Name             | Width                       | Points Name | No.  | Coordinates X | (pavement) Y | Z        | Flow Control Device                                                                                                                         | Speed Constraint | Percent Vehicles Affected | Segment Pvmt Type | On Struct? |
|                          | ft                          |             |      | ft            | ft           | ft       |                                                                                                                                             | mph              | %                         |                   |            |
| McClintock Rd SB_FD      | 60.0                        | 2188+48.7   | 753  | 701,766.3     | 834,511.0    | 1,175.00 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2188+38.8   | 754  | 701,766.3     | 834,097.5    | 1,174.20 |                                                                                                                                             |                  |                           | Average           | Y          |
|                          |                             | 2188+29.0   | 755  | 701,766.3     | 833,634.3    | 1,173.50 |                                                                                                                                             |                  |                           |                   |            |
| McClintock Rd NB_FD      | 60.0                        | 2188+78.4   | 756  | 701,817.2     | 833,639.3    | 1,174.20 |                                                                                                                                             |                  |                           | Average           | Y          |
|                          |                             | 2188+88.8   | 757  | 701,816.3     | 834,100.6    | 1,174.70 |                                                                                                                                             |                  |                           | Average           | Y          |
|                          |                             | 2188+99.3   | 758  | 701,816.8     | 834,514.0    | 1,175.00 |                                                                                                                                             |                  |                           |                   |            |
| McClintock WB OnRamp_FD  | 12.0                        | 2187+88.6   | 1264 | 701,717.3     | 834,045.5    | 1,177.00 | Onramp                                                                                                                                      | 10.00            | 100                       | Average           |            |
|                          |                             | 2185+89.3   | 1265 | 701,518.4     | 834,024.5    | 1,173.60 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2183+89.9   | 1266 | 701,319.5     | 834,003.4    | 1,169.60 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2181+90.8   | 1267 | 701,120.9     | 833,979.9    | 1,165.20 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2179+91.7   | 1268 | 700,922.3     | 833,956.3    | 1,161.20 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2177+92.2   | 1269 | 700,723.2     | 833,937.3    | 1,159.00 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2175+93.0   | 1270 | 700,524.5     | 833,914.4    | 1,158.70 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2173+93.6   | 1271 | 700,325.5     | 833,894.5    | 1,159.70 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2171+94.2   | 1272 | 700,126.5     | 833,874.7    | 1,161.80 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2169+94.5   | 1273 | 699,927.2     | 833,858.5    | 1,162.60 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2167+94.6   | 1274 | 699,727.4     | 833,848.9    | 1,163.40 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2165+94.6   | 1275 | 699,527.5     | 833,844.2    | 1,164.20 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2164+00.0   | 1276 | 699,333.1     | 833,833.1    | 1,165.00 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2160+00.0   | 1277 | 698,934.9     | 833,804.8    | 1,166.60 |                                                                                                                                             |                  |                           |                   |            |
| McClintock EB OffRamp_FD | 12.0                        | 2160+00.0   | 1279 | 698,934.8     | 833,699.2    | 1,166.60 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2164+00.0   | 1280 | 699,336.6     | 833,685.2    | 1,165.00 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2168+00.0   | 1281 | 699,736.6     | 833,690.4    | 1,163.40 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2169+99.9   | 1282 | 699,936.6     | 833,688.9    | 1,161.90 |                                                                                                                                             |                  |                           | Average           |            |
|                          |                             | 2171+99.6   | 1283 | 700,136.5     | 833,682.7    | 1,160.30 |                                                                                                                                             |                  |                           | Average           |            |

INPUT: ROADWAYS

202L MA 50 F0847 01C

|                     |      |           |      |           |           |          |  |  |  |         |  |
|---------------------|------|-----------|------|-----------|-----------|----------|--|--|--|---------|--|
|                     |      | 2173+99.1 | 1284 | 700,336.3 | 833,673.6 | 1,159.30 |  |  |  | Average |  |
|                     |      | 2175+98.6 | 1285 | 700,536.1 | 833,664.5 | 1,159.30 |  |  |  | Average |  |
|                     |      | 2177+98.1 | 1286 | 700,735.9 | 833,655.4 | 1,161.10 |  |  |  | Average |  |
|                     |      | 2179+97.4 | 1287 | 700,935.5 | 833,643.3 | 1,164.40 |  |  |  | Average |  |
|                     |      | 2181+97.0 | 1288 | 701,135.3 | 833,635.3 | 1,167.70 |  |  |  | Average |  |
|                     |      | 2183+96.6 | 1289 | 701,335.3 | 833,631.6 | 1,171.00 |  |  |  | Average |  |
|                     |      | 2185+96.6 | 1290 | 701,535.3 | 833,633.8 | 1,174.40 |  |  |  | Average |  |
|                     |      | 2187+66.8 | 1291 | 701,705.4 | 833,631.5 | 1,177.30 |  |  |  |         |  |
| McClintock WB FR_FD | 28.0 | 2215+86.7 | 1292 | 704,505.9 | 834,479.8 | 1,184.00 |  |  |  | Average |  |
|                     |      | 2215+89.8 | 1293 | 704,511.9 | 834,353.8 | 1,184.00 |  |  |  | Average |  |
|                     |      | 2215+83.2 | 1294 | 704,508.9 | 834,203.6 | 1,184.00 |  |  |  | Average |  |
|                     |      | 2215+62.9 | 1295 | 704,490.5 | 834,125.4 | 1,184.00 |  |  |  | Average |  |
|                     |      | 2215+29.4 | 1296 | 704,457.8 | 834,092.3 | 1,183.10 |  |  |  | Average |  |
|                     |      | 2214+89.4 | 1297 | 704,418.0 | 834,082.5 | 1,183.10 |  |  |  | Average |  |
|                     |      | 2212+89.4 | 1298 | 704,218.2 | 834,074.8 | 1,182.10 |  |  |  | Average |  |
|                     |      | 2210+89.4 | 1299 | 704,018.2 | 834,070.2 | 1,181.20 |  |  |  | Average |  |
|                     |      | 2208+89.4 | 1300 | 703,818.3 | 834,065.6 | 1,180.20 |  |  |  | Average |  |
|                     |      | 2206+89.4 | 1301 | 703,618.4 | 834,058.2 | 1,179.30 |  |  |  | Average |  |
|                     |      | 2204+89.5 | 1302 | 703,418.5 | 834,050.8 | 1,178.30 |  |  |  | Average |  |
|                     |      | 2202+89.5 | 1303 | 703,218.6 | 834,048.2 | 1,177.40 |  |  |  | Average |  |
|                     |      | 2200+89.5 | 1304 | 703,018.6 | 834,045.5 | 1,176.40 |  |  |  | Average |  |
|                     |      | 2198+89.5 | 1305 | 702,818.6 | 834,042.8 | 1,175.40 |  |  |  | Average |  |
|                     |      | 2196+89.6 | 1306 | 702,618.6 | 834,045.5 | 1,175.10 |  |  |  | Average |  |
|                     |      | 2194+89.7 | 1307 | 702,418.6 | 834,045.3 | 1,175.50 |  |  |  | Average |  |
|                     |      | 2192+89.7 | 1308 | 702,218.6 | 834,045.1 | 1,176.30 |  |  |  | Average |  |
|                     |      | 2190+89.9 | 1309 | 702,018.6 | 834,048.4 | 1,177.10 |  |  |  | Average |  |
|                     |      | 2189+50.1 | 1310 | 701,878.8 | 834,045.3 | 1,177.50 |  |  |  |         |  |
| McClintock EB FR_FD | 28.0 | 2189+11.0 | 1311 | 701,849.5 | 833,639.0 | 1,177.80 |  |  |  | Average |  |
|                     |      | 2191+11.0 | 1312 | 702,049.5 | 833,642.8 | 1,177.00 |  |  |  | Average |  |
|                     |      | 2193+11.0 | 1313 | 702,249.4 | 833,646.7 | 1,176.20 |  |  |  | Average |  |
|                     |      | 2195+11.0 | 1314 | 702,449.4 | 833,650.5 | 1,175.50 |  |  |  | Average |  |
|                     |      | 2197+11.0 | 1315 | 702,649.3 | 833,657.5 | 1,175.30 |  |  |  | Average |  |
|                     |      | 2199+11.0 | 1316 | 702,849.2 | 833,661.6 | 1,176.00 |  |  |  | Average |  |
|                     |      | 2201+11.0 | 1317 | 703,049.1 | 833,667.9 | 1,176.90 |  |  |  | Average |  |
|                     |      | 2203+11.0 | 1318 | 703,249.1 | 833,672.0 | 1,177.90 |  |  |  | Average |  |
|                     |      | 2205+11.0 | 1319 | 703,449.0 | 833,678.2 | 1,178.90 |  |  |  | Average |  |
|                     |      | 2207+11.0 | 1320 | 703,649.0 | 833,679.8 | 1,179.90 |  |  |  | Average |  |
|                     |      | 2209+11.0 | 1321 | 703,849.0 | 833,681.4 | 1,180.80 |  |  |  | Average |  |
|                     |      | 2211+11.0 | 1322 | 704,048.9 | 833,685.7 | 1,181.80 |  |  |  | Average |  |

INPUT: ROADWAYS

202L MA 50 F0847 01C

|                         |      |           |      |           |           |          |  |  |  |         |   |
|-------------------------|------|-----------|------|-----------|-----------|----------|--|--|--|---------|---|
|                         |      | 2213+11.0 | 1323 | 704,248.9 | 833,689.9 | 1,182.80 |  |  |  | Average |   |
|                         |      | 2215+10.3 | 1324 | 704,447.8 | 833,710.5 | 1,183.80 |  |  |  | Average |   |
|                         |      | 2215+37.3 | 1325 | 704,474.5 | 833,725.4 | 1,184.00 |  |  |  | Average | Y |
|                         |      | 2216+05.1 | 1326 | 704,533.4 | 834,095.4 | 1,184.00 |  |  |  | Average | Y |
|                         |      | 2216+27.9 | 1327 | 704,552.2 | 834,265.1 | 1,184.00 |  |  |  | Average |   |
|                         |      | 2216+24.8 | 1328 | 704,543.9 | 834,479.1 | 1,184.00 |  |  |  |         |   |
| SR101/SR202 S-W Ramp_FD | 12.0 | 8+43.13   | 2047 | 706,900.4 | 836,018.2 | 1,167.80 |  |  |  | Average |   |
|                         |      | 9+00.00   | 2048 | 706,899.5 | 835,961.3 | 1,169.00 |  |  |  | Average |   |
|                         |      | 10+00.00  | 2049 | 706,897.2 | 835,861.3 | 1,171.50 |  |  |  | Average |   |
|                         |      | 11+00.00  | 2050 | 706,894.1 | 835,761.4 | 1,174.80 |  |  |  | Average |   |
|                         |      | 12+00.00  | 2051 | 706,890.1 | 835,661.5 | 1,178.40 |  |  |  | Average |   |
|                         |      | 13+00.00  | 2052 | 706,885.2 | 835,561.6 | 1,182.10 |  |  |  | Average |   |
|                         |      | 14+00.00  | 2053 | 706,879.4 | 835,461.7 | 1,185.80 |  |  |  | Average |   |
|                         |      | 15+00.00  | 2054 | 706,872.9 | 835,362.0 | 1,188.40 |  |  |  | Average |   |
|                         |      | 16+00.00  | 2055 | 706,866.3 | 835,262.2 | 1,191.90 |  |  |  | Average |   |
|                         |      | 17+00.00  | 2056 | 706,859.8 | 835,162.4 | 1,195.40 |  |  |  | Average |   |
|                         |      | 18+00.00  | 2057 | 706,852.2 | 835,062.7 | 1,198.30 |  |  |  | Average |   |
|                         |      | 19+00.00  | 2058 | 706,836.9 | 834,963.9 | 1,200.90 |  |  |  | Average |   |
|                         |      | 20+00.00  | 2059 | 706,812.7 | 834,866.9 | 1,202.90 |  |  |  | Average |   |
|                         |      | 21+00.00  | 2060 | 706,779.6 | 834,772.6 | 1,204.60 |  |  |  | Average |   |
|                         |      | 22+00.00  | 2061 | 706,738.1 | 834,681.6 | 1,205.80 |  |  |  | Average |   |
|                         |      | 23+00.00  | 2062 | 706,688.4 | 834,594.9 | 1,206.60 |  |  |  | Average |   |
|                         |      | 24+00.00  | 2063 | 706,631.0 | 834,513.1 | 1,207.00 |  |  |  | Average |   |
|                         |      | 25+00.00  | 2064 | 706,566.4 | 834,436.8 | 1,206.90 |  |  |  | Average |   |
|                         |      | 26+00.00  | 2065 | 706,495.0 | 834,366.8 | 1,206.30 |  |  |  | Average |   |
|                         |      | 27+00.00  | 2066 | 706,417.5 | 834,303.6 | 1,205.40 |  |  |  | Average |   |
|                         |      | 28+00.00  | 2067 | 706,334.6 | 834,247.8 | 1,204.00 |  |  |  | Average |   |
|                         |      | 29+00.00  | 2068 | 706,246.9 | 834,199.8 | 1,202.10 |  |  |  | Average |   |
|                         |      | 30+00.00  | 2069 | 706,155.2 | 834,160.0 | 1,199.90 |  |  |  | Average |   |
|                         |      | 31+00.00  | 2070 | 706,060.3 | 834,128.8 | 1,197.30 |  |  |  | Average |   |
|                         |      | 32+00.00  | 2071 | 705,962.8 | 834,106.4 | 1,194.80 |  |  |  | Average |   |
|                         |      | 33+00.00  | 2072 | 705,863.8 | 834,093.0 | 1,192.30 |  |  |  | Average |   |
|                         |      | 34+00.00  | 2073 | 705,764.1 | 834,085.3 | 1,189.70 |  |  |  | Average |   |
|                         |      | 35+00.00  | 2074 | 705,664.4 | 834,077.6 | 1,187.20 |  |  |  | Average |   |
|                         |      | 36+00.00  | 2075 | 705,564.6 | 834,070.0 | 1,184.60 |  |  |  | Average |   |
|                         |      | 37+00.00  | 2076 | 705,464.9 | 834,062.4 | 1,182.10 |  |  |  | Average |   |
|                         |      | 38+00.00  | 2077 | 705,365.2 | 834,054.8 | 1,179.60 |  |  |  | Average |   |
|                         |      | 39+00.00  | 2078 | 705,265.5 | 834,047.1 | 1,177.00 |  |  |  | Average |   |
|                         |      | 40+00.00  | 2079 | 705,165.8 | 834,039.5 | 1,174.50 |  |  |  | Average |   |

## INPUT: ROADWAYS

202L MA 50 F0847 01C

|                         |      |           |      |           |           |          |  |  |  |         |   |
|-------------------------|------|-----------|------|-----------|-----------|----------|--|--|--|---------|---|
|                         |      | 41+00.00  | 2080 | 705,066.1 | 834,031.9 | 1,172.00 |  |  |  | Average |   |
|                         |      | 42+00.00  | 2081 | 704,966.4 | 834,024.3 | 1,169.40 |  |  |  | Average |   |
|                         |      | 43+00.00  | 2082 | 704,866.7 | 834,016.6 | 1,166.90 |  |  |  | Average |   |
|                         |      | 44+00.00  | 2083 | 704,767.0 | 834,009.0 | 1,164.30 |  |  |  | Average |   |
|                         |      | 45+00.00  | 2084 | 704,667.3 | 834,001.4 | 1,162.10 |  |  |  | Average |   |
|                         |      | 46+00.00  | 2085 | 704,567.6 | 833,993.7 | 1,160.30 |  |  |  | Average |   |
|                         |      | 47+00.00  | 2086 | 704,467.9 | 833,980.3 | 1,159.10 |  |  |  | Average |   |
|                         |      | 48+00.00  | 2087 | 704,368.1 | 833,969.9 | 1,158.40 |  |  |  | Average |   |
|                         |      | 49+00.00  | 2088 | 704,264.1 | 833,955.0 | 1,158.00 |  |  |  | Average |   |
|                         |      | 50+00.00  | 2089 | 704,141.3 | 833,931.5 | 1,158.50 |  |  |  |         |   |
| SR101/SR202 HOV Lane_FD | 24.0 | 3380+00.0 | 2169 | 706,971.3 | 836,000.9 | 1,168.70 |  |  |  | Average |   |
|                         |      | 3381+00.0 | 1870 | 706,972.0 | 835,900.9 | 1,171.50 |  |  |  | Average |   |
|                         |      | 3382+00.0 | 1871 | 706,972.6 | 835,800.9 | 1,175.20 |  |  |  | Average |   |
|                         |      | 3383+00.0 | 1872 | 706,973.3 | 835,700.9 | 1,179.60 |  |  |  | Average |   |
|                         |      | 3384+00.0 | 1873 | 706,973.9 | 835,600.9 | 1,184.60 |  |  |  | Average |   |
|                         |      | 3385+00.0 | 1874 | 706,974.6 | 835,500.9 | 1,189.60 |  |  |  | Average |   |
|                         |      | 3386+00.0 | 1875 | 706,975.3 | 835,400.9 | 1,194.60 |  |  |  | Average |   |
|                         |      | 3387+00.0 | 1876 | 706,975.9 | 835,300.9 | 1,199.60 |  |  |  | Average |   |
|                         |      | 3388+00.0 | 1877 | 706,976.6 | 835,200.9 | 1,204.60 |  |  |  | Average |   |
|                         |      | 3389+00.0 | 1878 | 706,977.2 | 835,100.9 | 1,209.60 |  |  |  | Average |   |
|                         |      | 3390+00.0 | 1879 | 706,977.9 | 835,000.9 | 1,214.20 |  |  |  | Average |   |
|                         |      | 3391+00.0 | 1880 | 706,982.7 | 834,901.0 | 1,218.20 |  |  |  | Average |   |
|                         |      | 3392+00.0 | 1881 | 706,996.4 | 834,802.0 | 1,221.40 |  |  |  | Average | Y |
|                         |      | 3393+00.0 | 1882 | 707,018.8 | 834,704.6 | 1,223.80 |  |  |  | Average | Y |
|                         |      | 3394+00.0 | 1883 | 707,049.9 | 834,609.6 | 1,225.60 |  |  |  | Average | Y |
|                         |      | 3395+00.0 | 1884 | 707,089.3 | 834,517.7 | 1,226.60 |  |  |  | Average | Y |
|                         |      | 3396+00.0 | 1885 | 707,136.7 | 834,429.7 | 1,226.80 |  |  |  | Average | Y |
|                         |      | 3397+00.0 | 1886 | 707,191.8 | 834,346.3 | 1,226.30 |  |  |  | Average | Y |
|                         |      | 3398+00.0 | 1887 | 707,254.1 | 834,268.1 | 1,225.10 |  |  |  | Average | Y |
|                         |      | 3399+00.0 | 1888 | 707,323.1 | 834,195.8 | 1,223.20 |  |  |  | Average | Y |
|                         |      | 3400+00.0 | 1889 | 707,398.3 | 834,130.0 | 1,220.50 |  |  |  | Average | Y |
|                         |      | 3401+00.0 | 1890 | 707,479.1 | 834,071.1 | 1,217.10 |  |  |  | Average | Y |
|                         |      | 3402+00.0 | 1891 | 707,564.8 | 834,019.6 | 1,212.90 |  |  |  | Average | Y |
|                         |      | 3403+00.0 | 1892 | 707,654.8 | 833,976.0 | 1,208.20 |  |  |  | Average | Y |
|                         |      | 3404+00.0 | 1893 | 707,748.3 | 833,940.6 | 1,203.60 |  |  |  | Average | Y |
|                         |      | 3405+00.0 | 1894 | 707,844.5 | 833,913.7 | 1,198.90 |  |  |  | Average |   |
|                         |      | 3406+00.0 | 1895 | 707,942.1 | 833,891.7 | 1,194.30 |  |  |  | Average |   |
|                         |      | 3407+00.0 | 1896 | 708,039.7 | 833,869.8 | 1,189.60 |  |  |  | Average |   |
|                         |      | 3408+00.0 | 1897 | 708,137.2 | 833,847.8 | 1,185.10 |  |  |  | Average |   |



INPUT: ROADWAYS

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|                         |      |           |      |           |           |          |  |  |  |         |   |
|-------------------------|------|-----------|------|-----------|-----------|----------|--|--|--|---------|---|
|                         |      | 3409+00.0 | 1898 | 708,234.8 | 833,825.9 | 1,181.20 |  |  |  | Average |   |
|                         |      | 3410+00.0 | 1899 | 708,332.1 | 833,802.7 | 1,178.10 |  |  |  | Average |   |
|                         |      | 3411+00.0 | 1900 | 708,428.8 | 833,777.4 | 1,175.70 |  |  |  | Average |   |
|                         |      | 3412+00.0 | 1901 | 708,525.0 | 833,750.1 | 1,174.20 |  |  |  | Average |   |
|                         |      | 3413+00.0 | 1902 | 708,620.5 | 833,720.6 | 1,173.40 |  |  |  | Average |   |
|                         |      | 3414+00.0 | 1903 | 708,715.4 | 833,689.1 | 1,173.50 |  |  |  | Average |   |
|                         |      | 3415+00.0 | 1904 | 708,809.6 | 833,655.4 | 1,174.30 |  |  |  | Average |   |
|                         |      | 3416+00.0 | 1905 | 708,903.0 | 833,619.8 | 1,175.00 |  |  |  | Average |   |
|                         |      | 3417+00.0 | 1906 | 708,995.7 | 833,582.1 | 1,176.00 |  |  |  | Average |   |
|                         |      | 3418+00.0 | 1907 | 709,087.4 | 833,542.4 | 1,177.00 |  |  |  | Average |   |
|                         |      | 3419+00.0 | 1908 | 709,178.3 | 833,500.7 | 1,178.50 |  |  |  | Average |   |
|                         |      | 3420+00.0 | 1909 | 709,268.3 | 833,457.0 | 1,179.80 |  |  |  |         |   |
| SR101/SR202 S-E Ramp_FD | 24.0 | a 6+00.00 | 2170 | 706,924.3 | 836,007.9 | 1,167.80 |  |  |  | Average |   |
|                         |      | a 7+00.00 | 1984 | 706,923.0 | 835,907.9 | 1,170.20 |  |  |  | Average |   |
|                         |      | a 8+00.00 | 1985 | 706,922.0 | 835,807.9 | 1,173.00 |  |  |  | Average |   |
|                         |      | a 9+00.00 | 1986 | 706,921.4 | 835,708.0 | 1,176.50 |  |  |  | Average |   |
|                         |      | a 10+00.0 | 1987 | 706,921.3 | 835,608.0 | 1,180.20 |  |  |  | Average |   |
|                         |      | a 11+00.0 | 1988 | 706,921.6 | 835,508.0 | 1,183.90 |  |  |  | Average |   |
|                         |      | a 12+00.0 | 1989 | 706,922.2 | 835,408.0 | 1,187.70 |  |  |  | Average |   |
|                         |      | a 13+00.0 | 1990 | 706,922.9 | 835,308.0 | 1,191.40 |  |  |  | Average |   |
|                         |      | a 14+00.0 | 1991 | 706,923.5 | 835,208.0 | 1,195.10 |  |  |  | Average |   |
|                         |      | a 15+00.0 | 1992 | 706,924.2 | 835,108.0 | 1,198.90 |  |  |  | Average |   |
|                         |      | a 16+00.0 | 1993 | 706,924.8 | 835,008.0 | 1,202.60 |  |  |  | Average |   |
|                         |      | a 17+00.0 | 1994 | 706,925.5 | 834,908.0 | 1,206.30 |  |  |  | Average |   |
|                         |      | a 18+00.0 | 1995 | 706,926.1 | 834,808.0 | 1,209.90 |  |  |  | Average |   |
|                         |      | a 19+00.0 | 1996 | 706,926.8 | 834,708.0 | 1,213.10 |  |  |  | Average |   |
|                         |      | a 20+00.0 | 1997 | 706,927.4 | 834,608.0 | 1,216.00 |  |  |  | Average |   |
|                         |      | a 21+00.0 | 1998 | 706,929.5 | 834,508.0 | 1,218.50 |  |  |  | Average | Y |
|                         |      | a 22+00.0 | 1999 | 706,939.4 | 834,408.5 | 1,220.70 |  |  |  | Average | Y |
|                         |      | a 23+00.0 | 2000 | 706,958.0 | 834,310.3 | 1,222.50 |  |  |  | Average | Y |
|                         |      | a 24+00.0 | 2001 | 706,985.1 | 834,214.1 | 1,223.90 |  |  |  | Average |   |
|                         |      | a 25+00.0 | 2002 | 707,020.4 | 834,120.6 | 1,225.00 |  |  |  | Average | Y |
|                         |      | a 26+00.0 | 2003 | 707,063.8 | 834,030.5 | 1,225.80 |  |  |  | Average | Y |
|                         |      | a 27+00.0 | 2004 | 707,114.9 | 833,944.6 | 1,226.10 |  |  |  | Average | Y |
|                         |      | a 28+00.0 | 2005 | 707,173.3 | 833,863.4 | 1,226.10 |  |  |  | Average | Y |
|                         |      | a 29+00.0 | 2006 | 707,238.6 | 833,787.7 | 1,225.80 |  |  |  | Average | Y |
|                         |      | a 30+00.0 | 2007 | 707,310.2 | 833,718.0 | 1,225.10 |  |  |  | Average | Y |
|                         |      | a 31+00.0 | 2008 | 707,387.6 | 833,654.7 | 1,224.00 |  |  |  | Average | Y |
|                         |      | a 32+00.0 | 2009 | 707,470.3 | 833,598.5 | 1,222.80 |  |  |  | Average | Y |

INPUT: ROADWAYS

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|                         |      |           |      |           |           |          |  |  |         |   |
|-------------------------|------|-----------|------|-----------|-----------|----------|--|--|---------|---|
|                         |      | a 33+00.0 | 2010 | 707,557.5 | 833,549.7 | 1,221.50 |  |  | Average | Y |
|                         |      | a 34+00.0 | 2011 | 707,648.7 | 833,508.7 | 1,220.20 |  |  | Average | Y |
|                         |      | a 35+00.0 | 2012 | 707,743.1 | 833,475.8 | 1,218.90 |  |  | Average |   |
|                         |      | a 36+00.0 | 2013 | 707,840.0 | 833,451.3 | 1,217.70 |  |  | Average |   |
|                         |      | a 37+00.0 | 2014 | 707,938.7 | 833,435.3 | 1,216.40 |  |  | Average |   |
|                         |      | a 38+00.0 | 2015 | 708,038.4 | 833,428.0 | 1,215.10 |  |  | Average |   |
|                         |      | a 39+00.0 | 2016 | 708,138.4 | 833,428.7 | 1,213.80 |  |  | Average |   |
|                         |      | a 40+00.0 | 2017 | 708,238.3 | 833,431.1 | 1,212.60 |  |  | Average |   |
|                         |      | a 41+00.0 | 2018 | 708,338.3 | 833,433.5 | 1,211.30 |  |  | Average |   |
|                         |      | a 42+00.0 | 2019 | 708,438.3 | 833,435.4 | 1,210.00 |  |  | Average |   |
|                         |      | a 43+00.0 | 2020 | 708,538.2 | 833,432.9 | 1,208.80 |  |  | Average |   |
|                         |      | a 44+00.0 | 2021 | 708,637.9 | 833,425.2 | 1,207.50 |  |  | Average |   |
|                         |      | a 45+00.0 | 2022 | 708,737.1 | 833,412.3 | 1,206.20 |  |  | Average |   |
|                         |      | a 46+00.0 | 2023 | 708,835.4 | 833,394.2 | 1,204.90 |  |  | Average |   |
|                         |      | a 47+00.0 | 2024 | 708,932.7 | 833,371.0 | 1,203.70 |  |  | Average |   |
|                         |      | a 48+00.0 | 2025 | 709,028.6 | 833,342.7 | 1,202.50 |  |  | Average |   |
|                         |      | a 49+00.0 | 2026 | 709,122.9 | 833,309.5 | 1,201.60 |  |  | Average |   |
|                         |      | a 50+00.0 | 2027 | 709,215.3 | 833,271.4 | 1,200.90 |  |  | Average |   |
|                         |      | a 51+00.0 | 2028 | 709,305.6 | 833,228.4 | 1,200.40 |  |  | Average |   |
|                         |      | a 52+00.0 | 2029 | 709,393.6 | 833,180.9 | 1,200.10 |  |  | Average |   |
|                         |      | a 53+00.0 | 2030 | 709,480.4 | 833,131.3 | 1,199.70 |  |  | Average |   |
|                         |      | a 54+00.0 | 2031 | 709,567.3 | 833,081.8 | 1,199.30 |  |  | Average |   |
|                         |      | a 55+00.0 | 2032 | 709,654.2 | 833,032.3 | 1,199.00 |  |  | Average |   |
|                         |      | a 56+00.0 | 2033 | 709,741.0 | 832,982.7 | 1,198.60 |  |  | Average |   |
|                         |      | a 57+00.0 | 2034 | 709,827.9 | 832,933.2 | 1,198.30 |  |  | Average |   |
|                         |      | a 58+00.0 | 2035 | 709,914.8 | 832,883.6 | 1,197.90 |  |  | Average |   |
|                         |      | a 59+00.0 | 2036 | 710,001.7 | 832,834.2 | 1,197.60 |  |  | Average |   |
|                         |      | a 60+00.0 | 2037 | 710,089.2 | 832,785.9 | 1,197.20 |  |  | Average |   |
|                         |      | a 61+00.0 | 2038 | 710,177.5 | 832,738.9 | 1,196.90 |  |  | Average |   |
|                         |      | a 62+00.0 | 2039 | 710,266.5 | 832,693.3 | 1,196.50 |  |  | Average |   |
|                         |      | a 63+00.0 | 2040 | 710,356.2 | 832,649.0 | 1,196.20 |  |  | Average |   |
|                         |      | a 64+00.0 | 2041 | 710,457.6 | 832,611.7 | 1,193.60 |  |  | Average |   |
|                         |      | a 65+00.0 | 2042 | 710,599.6 | 832,565.1 | 1,190.90 |  |  |         |   |
| SR101/SR202 W-N Ramp_FD | 24.0 | 4+00.00   | 2172 | 710,679.9 | 832,711.9 | 1,190.90 |  |  | Average |   |
|                         |      | 5+00.00   | 2102 | 710,600.9 | 832,762.4 | 1,191.00 |  |  | Average |   |
|                         |      | 6+00.00   | 2103 | 710,523.2 | 832,814.5 | 1,191.20 |  |  | Average |   |
|                         |      | 7+00.00   | 2104 | 710,439.5 | 832,869.2 | 1,191.30 |  |  | Average |   |
|                         |      | 8+00.00   | 2105 | 710,357.5 | 832,926.4 | 1,191.40 |  |  | Average |   |
|                         |      | 9+00.00   | 2106 | 710,276.0 | 832,984.4 | 1,191.50 |  |  | Average |   |

INPUT: ROADWAYS

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|  |  |          |      |           |           |          |  |  |  |         |  |
|--|--|----------|------|-----------|-----------|----------|--|--|--|---------|--|
|  |  | 10+00.00 | 2107 | 710,194.6 | 833,042.5 | 1,191.60 |  |  |  | Average |  |
|  |  | 11+00.00 | 2108 | 710,113.2 | 833,100.6 | 1,192.00 |  |  |  | Average |  |
|  |  | 12+00.00 | 2109 | 710,031.8 | 833,158.6 | 1,192.40 |  |  |  | Average |  |
|  |  | 13+00.00 | 2110 | 709,950.4 | 833,216.7 | 1,192.80 |  |  |  | Average |  |
|  |  | 14+00.00 | 2111 | 709,869.0 | 833,274.7 | 1,193.20 |  |  |  | Average |  |
|  |  | 15+00.00 | 2112 | 709,787.6 | 833,332.8 | 1,193.60 |  |  |  | Average |  |
|  |  | 16+00.00 | 2113 | 709,706.1 | 833,390.8 | 1,194.10 |  |  |  | Average |  |
|  |  | 17+00.00 | 2114 | 709,623.8 | 833,447.6 | 1,194.40 |  |  |  | Average |  |
|  |  | 18+00.00 | 2115 | 709,540.3 | 833,502.6 | 1,194.50 |  |  |  | Average |  |
|  |  | 19+00.00 | 2116 | 709,455.6 | 833,555.8 | 1,194.50 |  |  |  | Average |  |
|  |  | 20+00.00 | 2117 | 709,369.8 | 833,607.1 | 1,194.20 |  |  |  | Average |  |
|  |  | 21+00.00 | 2118 | 709,282.8 | 833,656.5 | 1,193.60 |  |  |  | Average |  |
|  |  | 22+00.00 | 2119 | 709,194.8 | 833,704.0 | 1,192.90 |  |  |  | Average |  |
|  |  | 23+00.00 | 2120 | 709,105.8 | 833,749.6 | 1,192.00 |  |  |  | Average |  |
|  |  | 24+00.00 | 2121 | 709,015.8 | 833,793.2 | 1,191.10 |  |  |  | Average |  |
|  |  | 25+00.00 | 2122 | 708,924.9 | 833,834.9 | 1,190.20 |  |  |  | Average |  |
|  |  | 26+00.00 | 2123 | 708,833.1 | 833,874.5 | 1,189.20 |  |  |  | Average |  |
|  |  | 27+00.00 | 2124 | 708,740.5 | 833,912.1 | 1,188.30 |  |  |  | Average |  |
|  |  | 28+00.00 | 2125 | 708,647.0 | 833,947.8 | 1,187.40 |  |  |  | Average |  |
|  |  | 29+00.00 | 2126 | 708,552.8 | 833,981.3 | 1,186.80 |  |  |  | Average |  |
|  |  | 30+00.00 | 2127 | 708,457.9 | 834,012.8 | 1,186.70 |  |  |  | Average |  |
|  |  | 31+00.00 | 2128 | 708,362.7 | 834,043.5 | 1,187.20 |  |  |  | Average |  |
|  |  | 32+00.00 | 2129 | 708,267.6 | 834,074.1 | 1,188.30 |  |  |  | Average |  |
|  |  | 33+00.00 | 2130 | 708,172.4 | 834,104.7 | 1,189.90 |  |  |  | Average |  |
|  |  | 34+00.00 | 2131 | 708,077.2 | 834,135.4 | 1,192.10 |  |  |  | Average |  |
|  |  | 35+00.00 | 2132 | 707,982.0 | 834,166.0 | 1,194.50 |  |  |  | Average |  |
|  |  | 36+00.00 | 2133 | 707,886.8 | 834,196.6 | 1,197.00 |  |  |  | Average |  |
|  |  | 37+00.00 | 2134 | 707,792.0 | 834,228.5 | 1,199.30 |  |  |  | Average |  |
|  |  | 38+00.00 | 2135 | 707,700.2 | 834,268.0 | 1,201.10 |  |  |  | Average |  |
|  |  | 39+00.00 | 2136 | 707,612.3 | 834,315.7 | 1,202.60 |  |  |  | Average |  |
|  |  | 40+00.00 | 2137 | 707,529.2 | 834,371.2 | 1,203.70 |  |  |  | Average |  |
|  |  | 41+00.00 | 2138 | 707,451.6 | 834,434.2 | 1,204.40 |  |  |  | Average |  |
|  |  | 42+00.00 | 2139 | 707,380.0 | 834,503.9 | 1,204.70 |  |  |  | Average |  |
|  |  | 43+00.00 | 2140 | 707,315.1 | 834,580.0 | 1,204.60 |  |  |  | Average |  |
|  |  | 44+00.00 | 2141 | 707,257.4 | 834,661.6 | 1,204.10 |  |  |  | Average |  |
|  |  | 45+00.00 | 2142 | 707,207.4 | 834,748.2 | 1,203.20 |  |  |  | Average |  |
|  |  | 46+00.00 | 2143 | 707,165.6 | 834,839.0 | 1,201.90 |  |  |  | Average |  |
|  |  | 47+00.00 | 2144 | 707,132.2 | 834,933.2 | 1,200.20 |  |  |  | Average |  |
|  |  | 48+00.00 | 2145 | 707,107.6 | 835,030.1 | 1,198.20 |  |  |  | Average |  |

INPUT: ROADWAYS

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|                         |      |           |      |           |           |          |  |  |  |         |   |
|-------------------------|------|-----------|------|-----------|-----------|----------|--|--|--|---------|---|
|                         |      | 49+00.00  | 2146 | 707,092.0 | 835,128.9 | 1,195.70 |  |  |  | Average |   |
|                         |      | 50+00.00  | 2147 | 707,084.6 | 835,228.6 | 1,192.90 |  |  |  | Average |   |
|                         |      | 51+00.00  | 2148 | 707,078.7 | 835,328.4 | 1,189.60 |  |  |  | Average |   |
|                         |      | 52+00.00  | 2149 | 707,072.8 | 835,428.2 | 1,186.00 |  |  |  | Average |   |
|                         |      | 53+00.00  | 2150 | 707,066.9 | 835,528.1 | 1,182.40 |  |  |  | Average |   |
|                         |      | 54+00.00  | 2151 | 707,061.0 | 835,627.9 | 1,178.70 |  |  |  | Average |   |
|                         |      | 55+00.00  | 2152 | 707,055.1 | 835,727.7 | 1,178.70 |  |  |  | Average |   |
|                         |      | 56+00.00  | 2153 | 707,049.2 | 835,827.5 | 1,178.70 |  |  |  |         |   |
| SR101/SR202 E-N Ramp_FD | 12.0 | point2173 | 2173 | 704,142.7 | 833,816.2 | 1,158.50 |  |  |  | Average |   |
|                         |      | 5+00.00   | 1922 | 704,278.8 | 833,804.0 | 1,158.70 |  |  |  | Average |   |
|                         |      | 6+00.00   | 1923 | 704,384.5 | 833,792.3 | 1,158.90 |  |  |  | Average |   |
|                         |      | 7+00.00   | 1924 | 704,484.4 | 833,788.2 | 1,159.10 |  |  |  | Average |   |
|                         |      | a 5+00.00 | 1925 | 704,634.6 | 833,781.3 | 1,159.40 |  |  |  | Average |   |
|                         |      | a 6+00.00 | 1926 | 704,734.5 | 833,776.7 | 1,159.90 |  |  |  | Average |   |
|                         |      | a 7+00.00 | 1927 | 704,834.4 | 833,772.1 | 1,160.40 |  |  |  | Average |   |
|                         |      | a 8+00.00 | 1928 | 704,934.3 | 833,767.5 | 1,160.90 |  |  |  | Average |   |
|                         |      | a 9+00.00 | 1929 | 705,034.2 | 833,762.9 | 1,161.60 |  |  |  | Average |   |
|                         |      | a 10+00.0 | 1930 | 705,134.1 | 833,758.3 | 1,162.50 |  |  |  | Average |   |
|                         |      | a 11+00.0 | 1931 | 705,234.0 | 833,753.7 | 1,163.60 |  |  |  | Average |   |
|                         |      | a 12+00.0 | 1932 | 705,333.9 | 833,749.1 | 1,164.90 |  |  |  | Average |   |
|                         |      | a 13+00.0 | 1933 | 705,433.8 | 833,744.6 | 1,166.40 |  |  |  | Average |   |
|                         |      | a 14+00.0 | 1934 | 705,533.7 | 833,740.0 | 1,168.10 |  |  |  | Average |   |
|                         |      | a 15+00.0 | 1935 | 705,633.6 | 833,735.4 | 1,169.80 |  |  |  | Average |   |
|                         |      | a 16+00.0 | 1936 | 705,733.5 | 833,730.8 | 1,171.40 |  |  |  | Average |   |
|                         |      | a 17+00.0 | 1937 | 705,833.3 | 833,726.2 | 1,173.10 |  |  |  | Average |   |
|                         |      | a 18+00.0 | 1938 | 705,933.3 | 833,722.4 | 1,174.80 |  |  |  | Average |   |
|                         |      | a 19+00.0 | 1939 | 706,033.2 | 833,726.3 | 1,176.50 |  |  |  | Average |   |
|                         |      | a 20+00.0 | 1940 | 706,132.3 | 833,739.3 | 1,178.10 |  |  |  | Average |   |
|                         |      | a 21+00.0 | 1941 | 706,229.8 | 833,761.4 | 1,179.80 |  |  |  | Average |   |
|                         |      | a 22+00.0 | 1942 | 706,324.9 | 833,792.2 | 1,181.50 |  |  |  | Average |   |
|                         |      | a 23+00.0 | 1943 | 706,416.7 | 833,831.7 | 1,183.20 |  |  |  | Average | Y |
|                         |      | a 24+00.0 | 1944 | 706,504.6 | 833,879.3 | 1,184.80 |  |  |  | Average | Y |
|                         |      | a 25+00.0 | 1924 | 706,587.7 | 833,934.9 | 1,186.50 |  |  |  | Average | Y |
|                         |      | a 26+00.0 | 1946 | 706,665.4 | 833,997.7 | 1,188.20 |  |  |  | Average | Y |
|                         |      | a 27+00.0 | 1947 | 706,737.0 | 834,067.5 | 1,189.90 |  |  |  | Average | Y |
|                         |      | a 28+00.0 | 1948 | 706,802.0 | 834,143.5 | 1,191.50 |  |  |  | Average |   |
|                         |      | a 29+00.0 | 1949 | 706,859.7 | 834,225.1 | 1,193.20 |  |  |  | Average |   |
|                         |      | a 30+00.0 | 1950 | 706,909.7 | 834,311.7 | 1,194.50 |  |  |  | Average |   |
|                         |      | a 31+00.0 | 1951 | 706,951.6 | 834,402.4 | 1,195.50 |  |  |  | Average |   |

INPUT: ROADWAYS

202L MA 50 F0847 01C

|                        |      |           |      |           |           |          |  |  |         |  |
|------------------------|------|-----------|------|-----------|-----------|----------|--|--|---------|--|
|                        |      | a 32+00.0 | 1952 | 706,985.0 | 834,496.6 | 1,196.20 |  |  | Average |  |
|                        |      | a 33+00.0 | 1953 | 707,009.6 | 834,593.5 | 1,196.50 |  |  | Average |  |
|                        |      | a 34+00.0 | 1954 | 707,025.3 | 834,692.3 | 1,196.50 |  |  | Average |  |
|                        |      | a 35+00.0 | 1955 | 707,031.9 | 834,792.0 | 1,196.10 |  |  | Average |  |
|                        |      | a 36+00.0 | 1956 | 707,031.6 | 834,892.0 | 1,195.40 |  |  | Average |  |
|                        |      | a 37+00.0 | 1957 | 707,030.9 | 834,992.0 | 1,194.30 |  |  | Average |  |
|                        |      | a 38+00.0 | 1958 | 707,030.3 | 835,092.0 | 1,192.90 |  |  | Average |  |
|                        |      | a 39+00.0 | 1959 | 707,029.6 | 835,192.0 | 1,191.10 |  |  | Average |  |
|                        |      | a 40+00.0 | 1960 | 707,029.0 | 835,292.0 | 1,189.00 |  |  | Average |  |
|                        |      | a 41+00.0 | 1961 | 707,028.3 | 835,392.0 | 1,186.50 |  |  | Average |  |
|                        |      | a 42+00.0 | 1962 | 707,027.7 | 835,492.0 | 1,183.70 |  |  | Average |  |
|                        |      | a 43+00.0 | 1963 | 707,026.7 | 835,592.0 | 1,180.50 |  |  | Average |  |
|                        |      | a 44+00.0 | 1964 | 707,025.4 | 835,692.0 | 1,177.00 |  |  | Average |  |
|                        |      | a 45+00.0 | 1965 | 707,023.6 | 835,792.0 | 1,173.50 |  |  | Average |  |
|                        |      | a 46+00.0 | 1966 | 707,021.3 | 835,891.9 | 1,170.50 |  |  | Average |  |
|                        |      | a 47+00.0 | 1967 | 707,018.7 | 835,991.9 | 1,168.00 |  |  |         |  |
| SR202ML4thLane_EB-5_FD | 56.0 | 2160+00.0 | 2338 | 698,936.0 | 833,708.2 | 1,166.60 |  |  | Average |  |
|                        |      | 2164+00.0 | 439  | 699,335.8 | 833,717.7 | 1,165.00 |  |  | Average |  |
|                        |      | 2168+00.0 | 440  | 699,735.7 | 833,727.3 | 1,163.40 |  |  | Average |  |
|                        |      | 2172+00.0 | 441  | 700,135.6 | 833,736.8 | 1,161.80 |  |  | Average |  |
|                        |      | 2176+00.0 | 442  | 700,535.5 | 833,746.3 | 1,160.20 |  |  | Average |  |
|                        |      | 2180+00.0 | 443  | 700,935.4 | 833,755.9 | 1,158.60 |  |  | Average |  |
|                        |      | 2184+00.0 | 444  | 701,335.3 | 833,765.4 | 1,157.00 |  |  | Average |  |
|                        |      | 2188+00.0 | 445  | 701,735.2 | 833,775.0 | 1,155.40 |  |  | Average |  |
|                        |      | 2192+00.0 | 446  | 702,135.0 | 833,784.5 | 1,153.80 |  |  | Average |  |
|                        |      | 2196+00.0 | 447  | 702,534.9 | 833,794.1 | 1,153.10 |  |  | Average |  |
|                        |      | 2200+00.0 | 448  | 702,934.8 | 833,803.6 | 1,153.70 |  |  | Average |  |
|                        |      | 2204+00.0 | 449  | 703,334.7 | 833,813.2 | 1,155.30 |  |  | Average |  |
|                        |      | 2208+00.0 | 450  | 703,734.6 | 833,822.7 | 1,156.90 |  |  | Average |  |
|                        |      | 2212+00.0 | 451  | 704,134.5 | 833,832.3 | 1,158.50 |  |  |         |  |
| SR202ML2ndLane_EB-5_FD | 48.0 | 2160+00.0 | 2339 | 698,935.4 | 833,730.2 | 1,166.60 |  |  | Average |  |
|                        |      | 2164+00.0 | 69   | 699,335.3 | 833,739.7 | 1,165.00 |  |  | Average |  |
|                        |      | 2168+00.0 | 70   | 699,735.2 | 833,749.2 | 1,163.40 |  |  | Average |  |
|                        |      | 2172+00.0 | 71   | 700,135.1 | 833,758.8 | 1,161.80 |  |  | Average |  |
|                        |      | 2176+00.0 | 72   | 700,535.0 | 833,768.3 | 1,160.20 |  |  | Average |  |
|                        |      | 2180+00.0 | 73   | 700,934.9 | 833,777.9 | 1,158.60 |  |  | Average |  |
|                        |      | 2184+00.0 | 74   | 701,334.8 | 833,787.4 | 1,157.00 |  |  | Average |  |
|                        |      | 2188+00.0 | 75   | 701,734.6 | 833,797.0 | 1,155.40 |  |  | Average |  |
|                        |      | 2192+00.0 | 76   | 702,134.5 | 833,806.5 | 1,153.80 |  |  | Average |  |

## INPUT: ROADWAYS

## 202L MA 50 F0847 01C

|                        |      |           |      |           |           |          |  |  |  |         |  |
|------------------------|------|-----------|------|-----------|-----------|----------|--|--|--|---------|--|
|                        |      | 2196+00.0 | 77   | 702,534.4 | 833,816.1 | 1,153.10 |  |  |  | Average |  |
|                        |      | 2200+00.0 | 78   | 702,934.3 | 833,825.6 | 1,153.70 |  |  |  | Average |  |
|                        |      | 2204+00.0 | 79   | 703,334.2 | 833,835.2 | 1,155.30 |  |  |  | Average |  |
|                        |      | 2208+00.0 | 80   | 703,734.1 | 833,844.7 | 1,156.90 |  |  |  | Average |  |
|                        |      | 2212+00.0 | 81   | 704,134.0 | 833,854.3 | 1,158.50 |  |  |  |         |  |
| SR202ML4thLane_EB-6_FD | 56.0 | 2212+00.0 | 2340 | 704,134.5 | 833,832.3 | 1,158.50 |  |  |  | Average |  |
|                        |      | 2216+00.0 | 452  | 704,534.4 | 833,841.8 | 1,160.20 |  |  |  | Average |  |
|                        |      | 2220+00.0 | 453  | 704,934.3 | 833,851.3 | 1,161.70 |  |  |  | Average |  |
|                        |      | 2224+00.0 | 454  | 705,334.1 | 833,860.9 | 1,161.80 |  |  |  | Average |  |
|                        |      | 2228+00.0 | 455  | 705,734.0 | 833,870.4 | 1,160.40 |  |  |  | Average |  |
|                        |      | 2232+00.0 | 456  | 706,133.9 | 833,879.8 | 1,158.80 |  |  |  | Average |  |
|                        |      | 2236+00.0 | 457  | 706,533.9 | 833,884.0 | 1,157.20 |  |  |  | Average |  |
|                        |      | 2240+00.0 | 458  | 706,934.1 | 833,882.5 | 1,155.60 |  |  |  | Average |  |
|                        |      | 2244+00.0 | 459  | 707,330.7 | 833,876.6 | 1,154.10 |  |  |  | Average |  |
|                        |      | 2248+00.0 | 460  | 707,722.9 | 833,842.7 | 1,155.30 |  |  |  | Average |  |
|                        |      | 2252+00.0 | 461  | 708,110.4 | 833,776.7 | 1,160.40 |  |  |  | Average |  |
|                        |      | 2256+00.0 | 462  | 708,491.0 | 833,679.2 | 1,166.90 |  |  |  | Average |  |
|                        |      | 2260+00.0 | 463  | 708,862.1 | 833,550.8 | 1,173.30 |  |  |  | Average |  |
|                        |      | 2264+00.0 | 464  | 709,221.5 | 833,392.3 | 1,179.80 |  |  |  | Average |  |
|                        |      | 2268+00.0 | 465  | 709,566.9 | 833,204.7 | 1,186.20 |  |  |  | Average |  |
|                        |      | 2272+00.0 | 466  | 709,902.3 | 832,990.6 | 1,191.40 |  |  |  | Average |  |
|                        |      | 2276+00.0 | 467  | 710,240.6 | 832,773.6 | 1,193.00 |  |  |  | Average |  |
|                        |      | 2280+00.0 | 468  | 710,597.4 | 832,579.5 | 1,190.90 |  |  |  |         |  |
| SR202ML2ndLane_EB-6_FD | 48.0 | 2212+00.0 | 2341 | 704,134.0 | 833,854.3 | 1,158.50 |  |  |  | Average |  |
|                        |      | 2216+00.0 | 82   | 704,533.8 | 833,863.8 | 1,160.20 |  |  |  | Average |  |
|                        |      | 2220+00.0 | 83   | 704,933.7 | 833,873.3 | 1,161.70 |  |  |  | Average |  |
|                        |      | 2224+00.0 | 84   | 705,333.6 | 833,882.9 | 1,161.80 |  |  |  | Average |  |
|                        |      | 2228+00.0 | 85   | 705,733.5 | 833,892.4 | 1,160.40 |  |  |  | Average |  |
|                        |      | 2232+00.0 | 86   | 706,133.4 | 833,901.7 | 1,158.80 |  |  |  | Average |  |
|                        |      | 2236+00.0 | 87   | 706,533.4 | 833,906.0 | 1,157.20 |  |  |  | Average |  |
|                        |      | 2240+00.0 | 88   | 706,933.6 | 833,904.5 | 1,155.60 |  |  |  | Average |  |
|                        |      | 2244+00.0 | 89   | 707,331.3 | 833,898.6 | 1,154.10 |  |  |  | Average |  |
|                        |      | 2248+00.0 | 90   | 707,725.4 | 833,864.6 | 1,155.30 |  |  |  | Average |  |
|                        |      | 2252+00.0 | 91   | 708,114.8 | 833,798.3 | 1,160.40 |  |  |  | Average |  |
|                        |      | 2256+00.0 | 92   | 708,497.2 | 833,700.3 | 1,166.90 |  |  |  | Average |  |
|                        |      | 2260+00.0 | 93   | 708,870.2 | 833,571.3 | 1,173.30 |  |  |  | Average |  |
|                        |      | 2264+00.0 | 94   | 709,231.3 | 833,412.0 | 1,179.80 |  |  |  | Average |  |
|                        |      | 2268+00.0 | 95   | 709,578.4 | 833,223.5 | 1,186.20 |  |  |  | Average |  |
|                        |      | 2272+00.0 | 96   | 709,914.3 | 833,009.0 | 1,191.40 |  |  |  | Average |  |



## INPUT: ROADWAYS

202L MA 50 F0847 01C

|                        |      |           |      |           |           |          |  |  |  |         |  |
|------------------------|------|-----------|------|-----------|-----------|----------|--|--|--|---------|--|
|                        |      | 2276+00.0 | 97   | 710,252.1 | 832,792.3 | 1,193.00 |  |  |  | Average |  |
|                        |      | 2280+00.0 | 98   | 710,607.2 | 832,599.2 | 1,190.90 |  |  |  |         |  |
| SR202ML2ndLane_WB-5_FD | 48.0 | 2212+00.0 | 2378 | 704,133.0 | 833,896.2 | 1,158.50 |  |  |  | Average |  |
|                        |      | 2208+00.0 | 265  | 703,733.1 | 833,886.7 | 1,156.90 |  |  |  | Average |  |
|                        |      | 2204+00.0 | 264  | 703,333.2 | 833,877.1 | 1,155.30 |  |  |  | Average |  |
|                        |      | 2200+00.0 | 263  | 702,933.3 | 833,867.6 | 1,153.70 |  |  |  | Average |  |
|                        |      | 2196+00.0 | 262  | 702,533.4 | 833,858.1 | 1,153.10 |  |  |  | Average |  |
|                        |      | 2192+00.0 | 261  | 702,133.5 | 833,848.5 | 1,153.80 |  |  |  | Average |  |
|                        |      | 2188+00.0 | 260  | 701,733.6 | 833,839.0 | 1,155.40 |  |  |  | Average |  |
|                        |      | 2184+00.0 | 259  | 701,333.7 | 833,829.4 | 1,157.00 |  |  |  | Average |  |
|                        |      | 2180+00.0 | 258  | 700,933.9 | 833,819.9 | 1,158.60 |  |  |  | Average |  |
|                        |      | 2176+00.0 | 257  | 700,534.0 | 833,810.3 | 1,160.20 |  |  |  | Average |  |
|                        |      | 2172+00.0 | 256  | 700,134.1 | 833,800.8 | 1,161.80 |  |  |  | Average |  |
|                        |      | 2168+00.0 | 255  | 699,734.2 | 833,791.2 | 1,163.40 |  |  |  | Average |  |
|                        |      | 2164+00.0 | 254  | 699,334.3 | 833,781.7 | 1,165.00 |  |  |  | Average |  |
|                        |      | 2160+00.0 | 253  | 698,934.4 | 833,772.1 | 1,166.60 |  |  |  |         |  |
| SR202ML4thLane_WB-5_FD | 56.0 | 2212+00.0 | 2379 | 704,132.4 | 833,918.2 | 1,158.50 |  |  |  | Average |  |
|                        |      | 2208+00.0 | 635  | 703,732.5 | 833,908.7 | 1,156.90 |  |  |  | Average |  |
|                        |      | 2204+00.0 | 634  | 703,332.7 | 833,899.1 | 1,155.30 |  |  |  | Average |  |
|                        |      | 2200+00.0 | 633  | 702,932.8 | 833,889.6 | 1,153.70 |  |  |  | Average |  |
|                        |      | 2196+00.0 | 632  | 702,532.9 | 833,880.1 | 1,153.10 |  |  |  | Average |  |
|                        |      | 2192+00.0 | 631  | 702,133.0 | 833,870.5 | 1,153.80 |  |  |  | Average |  |
|                        |      | 2188+00.0 | 630  | 701,733.1 | 833,861.0 | 1,155.40 |  |  |  | Average |  |
|                        |      | 2184+00.0 | 629  | 701,333.2 | 833,851.4 | 1,157.00 |  |  |  | Average |  |
|                        |      | 2180+00.0 | 628  | 700,933.3 | 833,841.9 | 1,158.60 |  |  |  | Average |  |
|                        |      | 2176+00.0 | 627  | 700,533.5 | 833,832.3 | 1,160.20 |  |  |  | Average |  |
|                        |      | 2172+00.0 | 626  | 700,133.6 | 833,822.8 | 1,161.80 |  |  |  | Average |  |
|                        |      | 2168+00.0 | 625  | 699,733.7 | 833,813.2 | 1,163.40 |  |  |  | Average |  |
|                        |      | 2164+00.0 | 624  | 699,333.8 | 833,803.7 | 1,165.00 |  |  |  | Average |  |
|                        |      | 2160+00.0 | 623  | 698,933.9 | 833,794.1 | 1,166.60 |  |  |  |         |  |
| SR202ML2ndLane_WB-6_FD | 48.0 | 2280+00.0 | 2380 | 710,650.3 | 832,685.3 | 1,190.90 |  |  |  | Average |  |
|                        |      | 2276+00.0 | 282  | 710,306.6 | 832,880.9 | 1,193.00 |  |  |  | Average |  |
|                        |      | 2272+00.0 | 281  | 709,972.1 | 833,097.8 | 1,191.40 |  |  |  | Average |  |
|                        |      | 2268+00.0 | 280  | 709,634.8 | 833,315.3 | 1,186.20 |  |  |  | Average |  |
|                        |      | 2264+00.0 | 279  | 709,280.9 | 833,511.2 | 1,179.80 |  |  |  | Average |  |
|                        |      | 2260+00.0 | 278  | 708,911.1 | 833,675.0 | 1,173.30 |  |  |  | Average |  |
|                        |      | 2256+00.0 | 277  | 708,528.5 | 833,805.5 | 1,166.90 |  |  |  | Average |  |
|                        |      | 2252+00.0 | 276  | 708,136.0 | 833,901.7 | 1,160.40 |  |  |  | Average |  |
|                        |      | 2248+00.0 | 275  | 707,736.7 | 833,963.0 | 1,155.30 |  |  |  | Average |  |

## INPUT: ROADWAYS

202L MA 50 F0847 01C

|                        |      |           |      |           |           |          |  |  |  |         |  |
|------------------------|------|-----------|------|-----------|-----------|----------|--|--|--|---------|--|
|                        |      | 2244+00.0 | 274  | 707,333.7 | 833,988.8 | 1,154.10 |  |  |  | Average |  |
|                        |      | 2240+00.0 | 273  | 706,931.8 | 833,979.6 | 1,155.60 |  |  |  | Average |  |
|                        |      | 2236+00.0 | 272  | 706,532.1 | 833,959.0 | 1,157.20 |  |  |  | Average |  |
|                        |      | 2232+00.0 | 271  | 706,132.4 | 833,944.2 | 1,158.80 |  |  |  | Average |  |
|                        |      | 2228+00.0 | 270  | 705,732.5 | 833,934.4 | 1,160.40 |  |  |  | Average |  |
|                        |      | 2224+00.0 | 269  | 705,332.6 | 833,924.9 | 1,161.80 |  |  |  | Average |  |
|                        |      | 2220+00.0 | 268  | 704,932.7 | 833,915.3 | 1,161.70 |  |  |  | Average |  |
|                        |      | 2216+00.0 | 267  | 704,532.8 | 833,905.8 | 1,160.20 |  |  |  | Average |  |
|                        |      | 2212+00.0 | 266  | 704,133.0 | 833,896.2 | 1,158.50 |  |  |  |         |  |
| SR202ML4thLane_WB-6_FD | 56.0 | 2280+00.0 | 2381 | 710,660.2 | 832,705.0 | 1,190.90 |  |  |  | Average |  |
|                        |      | 2276+00.0 | 652  | 710,318.1 | 832,899.7 | 1,193.00 |  |  |  | Average |  |
|                        |      | 2272+00.0 | 651  | 709,984.1 | 833,116.3 | 1,191.40 |  |  |  | Average |  |
|                        |      | 2268+00.0 | 650  | 709,646.3 | 833,334.1 | 1,186.20 |  |  |  | Average |  |
|                        |      | 2264+00.0 | 649  | 709,290.7 | 833,530.8 | 1,179.80 |  |  |  | Average |  |
|                        |      | 2260+00.0 | 648  | 708,919.2 | 833,695.4 | 1,173.30 |  |  |  | Average |  |
|                        |      | 2256+00.0 | 647  | 708,534.7 | 833,826.6 | 1,166.90 |  |  |  | Average |  |
|                        |      | 2252+00.0 | 646  | 708,140.4 | 833,923.3 | 1,160.40 |  |  |  | Average |  |
|                        |      | 2248+00.0 | 645  | 707,739.2 | 833,984.8 | 1,155.30 |  |  |  | Average |  |
|                        |      | 2244+00.0 | 644  | 707,334.3 | 834,010.8 | 1,154.10 |  |  |  | Average |  |
|                        |      | 2240+00.0 | 643  | 706,931.2 | 834,001.6 | 1,155.60 |  |  |  | Average |  |
|                        |      | 2236+00.0 | 642  | 706,531.6 | 833,981.0 | 1,157.20 |  |  |  | Average |  |
|                        |      | 2232+00.0 | 641  | 706,131.9 | 833,966.2 | 1,158.80 |  |  |  | Average |  |
|                        |      | 2228+00.0 | 640  | 705,732.0 | 833,956.4 | 1,160.40 |  |  |  | Average |  |
|                        |      | 2224+00.0 | 639  | 705,332.1 | 833,946.9 | 1,161.80 |  |  |  | Average |  |
|                        |      | 2220+00.0 | 638  | 704,932.2 | 833,937.3 | 1,161.70 |  |  |  | Average |  |
|                        |      | 2216+00.0 | 637  | 704,532.3 | 833,927.8 | 1,160.20 |  |  |  | Average |  |
|                        |      | 2212+00.0 | 636  | 704,132.4 | 833,918.2 | 1,158.50 |  |  |  |         |  |
| Price Rd NB_FD         | 40.0 | 0+00.00   | 2429 | 707,922.9 | 832,324.3 | 1,186.00 |  |  |  | Average |  |
|                        |      | 1+00.00   | 2430 | 707,919.9 | 832,424.3 | 1,185.60 |  |  |  | Average |  |
|                        |      | 2+00.00   | 2431 | 707,912.2 | 832,524.0 | 1,185.20 |  |  |  | Average |  |
|                        |      | 3+00.00   | 2432 | 707,900.5 | 832,623.3 | 1,184.80 |  |  |  | Average |  |
|                        |      | 4+00.00   | 2433 | 707,884.9 | 832,722.1 | 1,184.40 |  |  |  | Average |  |
|                        |      | 5+00.00   | 2434 | 707,865.4 | 832,820.2 | 1,183.90 |  |  |  | Average |  |
|                        |      | 6+00.00   | 2435 | 707,842.0 | 832,917.4 | 1,183.50 |  |  |  | Average |  |
|                        |      | 7+00.00   | 2436 | 707,814.7 | 833,013.6 | 1,183.10 |  |  |  | Average |  |
|                        |      | 8+00.00   | 2437 | 707,783.6 | 833,108.6 | 1,182.70 |  |  |  | Average |  |
|                        |      | 9+00.00   | 2438 | 707,750.5 | 833,203.0 | 1,182.20 |  |  |  | Average |  |
|                        |      | 10+00.00  | 2439 | 707,717.4 | 833,297.3 | 1,181.80 |  |  |  | Average |  |
|                        |      | 11+00.00  | 2440 | 707,684.2 | 833,391.7 | 1,181.40 |  |  |  | Average |  |

**INPUT: ROADWAYS**
**202L MA 50 F0847 01C**

|                |      |          |      |           |           |          |  |  |  |         |  |
|----------------|------|----------|------|-----------|-----------|----------|--|--|--|---------|--|
|                |      | 12+00.00 | 2441 | 707,651.1 | 833,486.1 | 1,180.90 |  |  |  | Average |  |
|                |      | 13+00.00 | 2442 | 707,618.0 | 833,580.4 | 1,180.50 |  |  |  | Average |  |
|                |      | 14+00.00 | 2443 | 707,534.4 | 833,836.2 | 1,180.50 |  |  |  |         |  |
| Price Rd SB_FD | 40.0 | 0+00.00  | 2444 | 707,470.4 | 833,837.6 | 1,180.40 |  |  |  | Average |  |
|                |      | 1+00.00  | 2445 | 707,556.4 | 833,577.8 | 1,180.40 |  |  |  | Average |  |
|                |      | 2+00.00  | 2446 | 707,590.9 | 833,483.9 | 1,180.90 |  |  |  | Average |  |
|                |      | 3+00.00  | 2447 | 707,624.0 | 833,389.6 | 1,181.30 |  |  |  | Average |  |
|                |      | 4+00.00  | 2448 | 707,654.9 | 833,294.5 | 1,181.70 |  |  |  | Average |  |
|                |      | 5+00.00  | 2449 | 707,685.3 | 833,199.2 | 1,182.10 |  |  |  | Average |  |
|                |      | 6+00.00  | 2450 | 707,715.7 | 833,103.9 | 1,182.60 |  |  |  | Average |  |
|                |      | 7+00.00  | 2451 | 707,746.2 | 833,008.7 | 1,183.00 |  |  |  | Average |  |
|                |      | 8+00.00  | 2452 | 707,777.4 | 832,913.7 | 1,183.40 |  |  |  | Average |  |
|                |      | 9+00.00  | 2453 | 707,806.1 | 832,817.9 | 1,183.90 |  |  |  | Average |  |
|                |      | 10+00.00 | 2454 | 707,830.1 | 832,720.8 | 1,184.30 |  |  |  | Average |  |
|                |      | 11+00.00 | 2455 | 707,849.3 | 832,622.7 | 1,184.70 |  |  |  | Average |  |
|                |      | 12+00.00 | 2456 | 707,863.6 | 832,523.7 | 1,185.10 |  |  |  | Average |  |
|                |      | 13+00.00 | 2457 | 707,873.0 | 832,424.1 | 1,185.50 |  |  |  | Average |  |
|                |      | 14+00.00 | 2458 | 707,876.1 | 832,324.2 | 1,185.90 |  |  |  |         |  |

INPUT: TRAFFIC FOR LAeq1h Volumes

202L MA 50 F0847 01C

|                                   |                             |      |         |     |         |     |         |     |        |     |             |     |  |
|-----------------------------------|-----------------------------|------|---------|-----|---------|-----|---------|-----|--------|-----|-------------|-----|--|
| TYPSA US                          |                             |      |         |     |         |     |         |     |        |     |             |     |  |
| TYPSA US                          |                             |      |         |     |         |     |         |     |        |     |             |     |  |
|                                   |                             |      |         |     |         |     |         |     |        |     |             |     |  |
| INPUT: TRAFFIC FOR LAeq1h Volumes |                             |      |         |     |         |     |         |     |        |     |             |     |  |
| PROJECT/CONTRACT:                 | 202L MA 50 F0847 01C        |      |         |     |         |     |         |     |        |     |             |     |  |
| RUN:                              | SR202 2050 Build, Section 3 |      |         |     |         |     |         |     |        |     |             |     |  |
| Roadway                           | Points                      |      |         |     |         |     |         |     |        |     |             |     |  |
| Name                              | Name                        | No.  | Segment |     | MTrucks |     | HTrucks |     | Buses  |     | Motorcycles |     |  |
|                                   |                             |      | Autos   |     |         |     |         |     |        |     |             |     |  |
|                                   |                             |      | V       | S   | V       | S   | V       | S   | V      | S   | V           | S   |  |
|                                   |                             |      | veh/hr  | mph | veh/hr  | mph | veh/hr  | mph | veh/hr | mph | veh/hr      | mph |  |
| McClintock Rd SB_FD               | 2188+48.71                  | 753  | 557     | 50  | 44      | 50  | 14      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2188+38.83                  | 754  | 557     | 50  | 44      | 50  | 14      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2188+29.06                  | 755  |         |     |         |     |         |     |        |     |             |     |  |
| McClintock Rd NB_FD               | 2188+78.46                  | 756  | 500     | 50  | 41      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2188+88.89                  | 757  | 500     | 50  | 41      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2188+99.32                  | 758  |         |     |         |     |         |     |        |     |             |     |  |
| McClintock WB OnRamp_FD           | 2187+88.64                  | 1264 | 666     | 50  | 50      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2185+89.31                  | 1265 | 666     | 50  | 50      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2183+89.98                  | 1266 | 666     | 50  | 50      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2181+90.86                  | 1267 | 666     | 50  | 50      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2179+91.74                  | 1268 | 666     | 50  | 50      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2177+92.25                  | 1269 | 666     | 50  | 50      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2175+93.08                  | 1270 | 666     | 50  | 50      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2173+93.65                  | 1271 | 666     | 50  | 50      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2171+94.22                  | 1272 | 666     | 50  | 50      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2169+94.54                  | 1273 | 666     | 50  | 50      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2167+94.60                  | 1274 | 666     | 50  | 50      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2165+94.60                  | 1275 | 666     | 50  | 50      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2164+00.00                  | 1276 | 666     | 50  | 50      | 50  | 15      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2160+00.00                  | 1277 |         |     |         |     |         |     |        |     |             |     |  |
| McClintock EB OffRamp_FD          | 2160+00.00                  | 1279 | 610     | 50  | 46      | 50  | 17      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2164+00.00                  | 1280 | 610     | 50  | 46      | 50  | 17      | 50  | 0      | 0   | 0           | 0   |  |
|                                   | 2168+00.00                  | 1281 | 610     | 50  | 46      | 50  | 17      | 50  | 0      | 0   | 0           | 0   |  |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                     |            |      |     |    |    |    |    |    |   |   |   |   |
|---------------------|------------|------|-----|----|----|----|----|----|---|---|---|---|
|                     | 2169+99.90 | 1282 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                     | 2171+99.60 | 1283 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                     | 2173+99.12 | 1284 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                     | 2175+98.63 | 1285 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                     | 2177+98.15 | 1286 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                     | 2179+97.44 | 1287 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                     | 2181+97.04 | 1288 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                     | 2183+96.86 | 1289 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                     | 2185+96.84 | 1290 | 610 | 50 | 46 | 50 | 17 | 50 | 0 | 0 | 0 | 0 |
|                     | 2187+66.87 | 1291 |     |    |    |    |    |    |   |   |   |   |
| McClintock WB FR_FD | 2215+86.79 | 1292 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2215+89.83 | 1293 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2215+83.23 | 1294 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2215+62.90 | 1295 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2215+29.46 | 1296 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2214+89.45 | 1297 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2212+89.48 | 1298 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2210+89.48 | 1299 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2208+89.48 | 1300 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2206+89.49 | 1301 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2204+89.51 | 1302 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2202+89.52 | 1303 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2200+89.53 | 1304 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2198+89.54 | 1305 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2196+89.68 | 1306 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2194+89.73 | 1307 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2192+89.78 | 1308 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2190+89.95 | 1309 | 159 | 50 | 8  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2189+50.10 | 1310 |     |    |    |    |    |    |   |   |   |   |
| McClintock EB FR_FD | 2189+11.09 | 1311 | 153 | 50 | 7  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2191+11.09 | 1312 | 153 | 50 | 7  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2193+11.09 | 1313 | 153 | 50 | 7  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2195+11.09 | 1314 | 153 | 50 | 7  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2197+11.07 | 1315 | 153 | 50 | 7  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2199+11.07 | 1316 | 153 | 50 | 7  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |
|                     | 2201+11.07 | 1317 | 153 | 50 | 7  | 50 | 2  | 50 | 0 | 0 | 0 | 0 |

INPUT: TRAFFIC FOR LAeq1h Volumes

202L MA 50 F0847 01C

|                         |            |      |      |    |     |    |     |    |   |   |   |   |
|-------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                         | 2203+11.07 | 1318 | 153  | 50 | 7   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                         | 2205+11.06 | 1319 | 153  | 50 | 7   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                         | 2207+11.04 | 1320 | 153  | 50 | 7   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                         | 2209+11.01 | 1321 | 153  | 50 | 7   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                         | 2211+11.01 | 1322 | 153  | 50 | 7   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                         | 2213+11.01 | 1323 | 153  | 50 | 7   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                         | 2215+10.38 | 1324 | 153  | 50 | 7   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                         | 2215+37.37 | 1325 | 153  | 50 | 7   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                         | 2216+05.17 | 1326 | 153  | 50 | 7   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                         | 2216+27.95 | 1327 | 153  | 50 | 7   | 50 | 2   | 50 | 0 | 0 | 0 | 0 |
|                         | 2216+24.80 | 1328 |      |    |     |    |     |    |   |   |   |   |
| SR101/SR202 S-W Ramp_FD | 8+43.13    | 2047 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 9+00.00    | 2048 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 10+00.00   | 2049 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 11+00.00   | 2050 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 12+00.00   | 2051 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 13+00.00   | 2052 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 14+00.00   | 2053 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 15+00.00   | 2054 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 16+00.00   | 2055 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 17+00.00   | 2056 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 18+00.00   | 2057 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 19+00.00   | 2058 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 20+00.00   | 2059 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 21+00.00   | 2060 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 22+00.00   | 2061 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 23+00.00   | 2062 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 24+00.00   | 2063 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 25+00.00   | 2064 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 26+00.00   | 2065 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 27+00.00   | 2066 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 28+00.00   | 2067 | 1325 | 13 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 29+00.00   | 2068 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 30+00.00   | 2069 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 31+00.00   | 2070 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 32+00.00   | 2071 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |



**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                         |            |      |      |    |     |    |     |    |   |   |   |   |
|-------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                         | 33+00.00   | 2072 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 34+00.00   | 2073 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 35+00.00   | 2074 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 36+00.00   | 2075 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 37+00.00   | 2076 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 38+00.00   | 2077 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 39+00.00   | 2078 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 40+00.00   | 2079 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 41+00.00   | 2080 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 42+00.00   | 2081 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 43+00.00   | 2082 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 44+00.00   | 2083 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 45+00.00   | 2084 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 46+00.00   | 2085 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 47+00.00   | 2086 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 48+00.00   | 2087 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 49+00.00   | 2088 | 1325 | 60 | 171 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 50+00.00   | 2089 |      |    |     |    |     |    |   |   |   |   |
| SR101/SR202 HOV Lane_FD | 3380+00.00 | 2169 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3381+00.00 | 1870 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3382+00.00 | 1871 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3383+00.00 | 1872 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3384+00.00 | 1873 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3385+00.00 | 1874 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3386+00.00 | 1875 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3387+00.00 | 1876 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3388+00.00 | 1877 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3389+00.00 | 1878 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3390+00.00 | 1879 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3391+00.00 | 1880 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3392+00.00 | 1881 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3393+00.00 | 1882 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3394+00.00 | 1883 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3395+00.00 | 1884 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3396+00.00 | 1885 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |
|                         | 3397+00.00 | 1886 | 1689 | 60 | 127 | 60 | 26  | 60 | 0 | 0 | 0 | 0 |

INPUT: TRAFFIC FOR LAeq1h Volumes

202L MA 50 F0847 01C

|                         |            |      |      |    |     |    |    |    |   |   |   |   |
|-------------------------|------------|------|------|----|-----|----|----|----|---|---|---|---|
|                         | 3398+00.00 | 1887 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3399+00.00 | 1888 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3400+00.00 | 1889 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3401+00.00 | 1890 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3402+00.00 | 1891 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3403+00.00 | 1892 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3404+00.00 | 1893 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3405+00.00 | 1894 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3406+00.00 | 1895 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3407+00.00 | 1896 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3408+00.00 | 1897 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3409+00.00 | 1898 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3410+00.00 | 1899 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3411+00.00 | 1900 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3412+00.00 | 1901 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3413+00.00 | 1902 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3414+00.00 | 1903 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3415+00.00 | 1904 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3416+00.00 | 1905 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3417+00.00 | 1906 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3418+00.00 | 1907 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3419+00.00 | 1908 | 1689 | 60 | 127 | 60 | 26 | 60 | 0 | 0 | 0 | 0 |
|                         | 3420+00.00 | 1909 |      |    |     |    |    |    |   |   |   |   |
| SR101/SR202 S-E Ramp_FD | a 6+00.00  | 2170 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 7+00.00  | 1984 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 8+00.00  | 1985 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 9+00.00  | 1986 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 10+00.00 | 1987 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 11+00.00 | 1988 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 12+00.00 | 1989 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 13+00.00 | 1990 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 14+00.00 | 1991 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 15+00.00 | 1992 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 16+00.00 | 1993 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 17+00.00 | 1994 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 18+00.00 | 1995 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|  |            |      |      |    |     |    |    |    |   |   |   |   |
|--|------------|------|------|----|-----|----|----|----|---|---|---|---|
|  | a 19+00.00 | 1996 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 20+00.00 | 1997 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 21+00.00 | 1998 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 22+00.00 | 1999 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 23+00.00 | 2000 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 24+00.00 | 2001 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 25+00.00 | 2002 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 26+00.00 | 2003 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 27+00.00 | 2004 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 28+00.00 | 2005 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 29+00.00 | 2006 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 30+00.00 | 2007 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 31+00.00 | 2008 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 32+00.00 | 2009 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 33+00.00 | 2010 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 34+00.00 | 2011 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 35+00.00 | 2012 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 36+00.00 | 2013 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 37+00.00 | 2014 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 38+00.00 | 2015 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 39+00.00 | 2016 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 40+00.00 | 2017 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 41+00.00 | 2018 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 42+00.00 | 2019 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 43+00.00 | 2020 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 44+00.00 | 2021 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 45+00.00 | 2022 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 46+00.00 | 2023 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 47+00.00 | 2024 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 48+00.00 | 2025 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 49+00.00 | 2026 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 50+00.00 | 2027 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 51+00.00 | 2028 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 52+00.00 | 2029 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 53+00.00 | 2030 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|  | a 54+00.00 | 2031 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                         |            |      |      |    |     |    |    |    |   |   |   |   |
|-------------------------|------------|------|------|----|-----|----|----|----|---|---|---|---|
|                         | a 55+00.00 | 2032 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 56+00.00 | 2033 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 57+00.00 | 2034 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 58+00.00 | 2035 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 59+00.00 | 2036 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 60+00.00 | 2037 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 61+00.00 | 2038 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 62+00.00 | 2039 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 63+00.00 | 2040 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 64+00.00 | 2041 | 2951 | 60 | 211 | 60 | 38 | 60 | 0 | 0 | 0 | 0 |
|                         | a 65+00.00 | 2042 |      |    |     |    |    |    |   |   |   |   |
| SR101/SR202 W-N Ramp_FD | 4+00.00    | 2172 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 5+00.00    | 2102 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 6+00.00    | 2103 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 7+00.00    | 2104 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 8+00.00    | 2105 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 9+00.00    | 2106 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 10+00.00   | 2107 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 11+00.00   | 2108 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 12+00.00   | 2109 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 13+00.00   | 2110 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 14+00.00   | 2111 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 15+00.00   | 2112 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 16+00.00   | 2113 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 17+00.00   | 2114 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 18+00.00   | 2115 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 19+00.00   | 2116 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 20+00.00   | 2117 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 21+00.00   | 2118 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 22+00.00   | 2119 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 23+00.00   | 2120 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 24+00.00   | 2121 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 25+00.00   | 2122 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 26+00.00   | 2123 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 27+00.00   | 2124 | 2918 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |
|                         | 28+00.00   | 2125 | 2042 | 60 | 237 | 60 | 45 | 60 | 0 | 0 | 0 | 0 |

INPUT: TRAFFIC FOR LAeq1h Volumes

202L MA 50 F0847 01C

|                         |           |      |      |    |     |    |     |    |   |   |   |   |
|-------------------------|-----------|------|------|----|-----|----|-----|----|---|---|---|---|
|                         | 29+00.00  | 2126 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 30+00.00  | 2127 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 31+00.00  | 2128 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 32+00.00  | 2129 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 33+00.00  | 2130 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 34+00.00  | 2131 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 35+00.00  | 2132 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 36+00.00  | 2133 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 37+00.00  | 2134 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 38+00.00  | 2135 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 39+00.00  | 2136 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 40+00.00  | 2137 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 41+00.00  | 2138 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 42+00.00  | 2139 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 43+00.00  | 2140 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 44+00.00  | 2141 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 45+00.00  | 2142 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 46+00.00  | 2143 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 47+00.00  | 2144 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 48+00.00  | 2145 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 49+00.00  | 2146 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 50+00.00  | 2147 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 51+00.00  | 2148 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 52+00.00  | 2149 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 53+00.00  | 2150 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 54+00.00  | 2151 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 55+00.00  | 2152 | 2918 | 60 | 237 | 60 | 45  | 60 | 0 | 0 | 0 | 0 |
|                         | 56+00.00  | 2153 |      |    |     |    |     |    |   |   |   |   |
| SR101/SR202 E-N Ramp_FD | point2173 | 2173 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 5+00.00   | 1922 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 6+00.00   | 1923 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | 7+00.00   | 1924 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | a 5+00.00 | 1925 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | a 6+00.00 | 1926 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | a 7+00.00 | 1927 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                         | a 8+00.00 | 1928 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|  |            |      |      |    |     |    |     |    |   |   |   |   |
|--|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|  | a 9+00.00  | 1929 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 10+00.00 | 1930 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 11+00.00 | 1931 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 12+00.00 | 1932 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 13+00.00 | 1933 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 14+00.00 | 1934 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 15+00.00 | 1935 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 16+00.00 | 1936 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 17+00.00 | 1937 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 18+00.00 | 1938 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 19+00.00 | 1939 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 20+00.00 | 1940 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 21+00.00 | 1941 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 22+00.00 | 1942 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 23+00.00 | 1943 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 24+00.00 | 1944 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 25+00.00 | 1945 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 26+00.00 | 1946 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 27+00.00 | 1947 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 28+00.00 | 1948 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 29+00.00 | 1949 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 30+00.00 | 1950 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 31+00.00 | 1951 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 32+00.00 | 1952 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 33+00.00 | 1953 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 34+00.00 | 1954 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 35+00.00 | 1955 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 36+00.00 | 1956 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 37+00.00 | 1957 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 38+00.00 | 1958 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 39+00.00 | 1959 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 40+00.00 | 1960 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 41+00.00 | 1961 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 42+00.00 | 1962 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 43+00.00 | 1963 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|  | a 44+00.00 | 1964 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |



**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                        |            |      |      |    |     |    |     |    |   |   |   |   |
|------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                        | a 45+00.00 | 1965 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                        | a 46+00.00 | 1966 | 1314 | 60 | 182 | 60 | 104 | 60 | 0 | 0 | 0 | 0 |
|                        | a 47+00.00 | 1967 |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_EB-5_FD | 2160+00.00 | 2338 | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2164+00.00 | 439  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2168+00.00 | 440  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2172+00.00 | 441  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2176+00.00 | 442  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2180+00.00 | 443  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2184+00.00 | 444  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2188+00.00 | 445  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2192+00.00 | 446  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2196+00.00 | 447  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2200+00.00 | 448  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2204+00.00 | 449  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2208+00.00 | 450  | 3968 | 70 | 583 | 70 | 260 | 70 | 0 | 0 | 0 | 0 |
|                        | 2212+00.00 | 451  |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_EB-5_FD | 2160+00.00 | 2339 | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2164+00.00 | 69   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2168+00.00 | 70   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2172+00.00 | 71   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2176+00.00 | 72   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2180+00.00 | 73   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2184+00.00 | 74   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2188+00.00 | 75   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2192+00.00 | 76   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2196+00.00 | 77   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2200+00.00 | 78   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2204+00.00 | 79   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2208+00.00 | 80   | 2757 | 70 | 405 | 70 | 57  | 70 | 0 | 0 | 0 | 0 |
|                        | 2212+00.00 | 81   |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_EB-6_FD | 2212+00.00 | 2340 | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2216+00.00 | 452  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2220+00.00 | 453  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2224+00.00 | 454  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2228+00.00 | 455  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                        |            |      |      |    |     |    |     |    |   |   |   |   |
|------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                        | 2232+00.00 | 456  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2236+00.00 | 457  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2240+00.00 | 458  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2244+00.00 | 459  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2248+00.00 | 460  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2252+00.00 | 461  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2256+00.00 | 462  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2260+00.00 | 463  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2264+00.00 | 464  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2268+00.00 | 465  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2272+00.00 | 466  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2276+00.00 | 467  | 3339 | 70 | 494 | 70 | 174 | 70 | 0 | 0 | 0 | 0 |
|                        | 2280+00.00 | 468  |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_EB-6_FD | 2212+00.00 | 2341 | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2216+00.00 | 82   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2220+00.00 | 83   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2224+00.00 | 84   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2228+00.00 | 85   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2232+00.00 | 86   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2236+00.00 | 87   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2240+00.00 | 88   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2244+00.00 | 89   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2248+00.00 | 90   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2252+00.00 | 91   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2256+00.00 | 92   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2260+00.00 | 93   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2264+00.00 | 94   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2268+00.00 | 95   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2272+00.00 | 96   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2276+00.00 | 97   | 2321 | 70 | 344 | 70 | 38  | 70 | 0 | 0 | 0 | 0 |
|                        | 2280+00.00 | 98   |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_WB-5_FD | 2212+00.00 | 2378 | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2208+00.00 | 265  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2204+00.00 | 264  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2200+00.00 | 263  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2196+00.00 | 262  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                        |            |      |      |    |     |    |     |    |   |   |   |   |
|------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                        | 2192+00.00 | 261  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2188+00.00 | 260  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2184+00.00 | 259  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2180+00.00 | 258  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2176+00.00 | 257  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2172+00.00 | 256  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2168+00.00 | 255  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2164+00.00 | 254  | 2306 | 70 | 339 | 70 | 47  | 70 | 0 | 0 | 0 | 0 |
|                        | 2160+00.00 | 253  |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_WB-5_FD | 2212+00.00 | 2379 | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2208+00.00 | 635  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2204+00.00 | 634  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2200+00.00 | 633  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2196+00.00 | 632  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2192+00.00 | 631  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2188+00.00 | 630  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2184+00.00 | 629  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2180+00.00 | 628  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2176+00.00 | 627  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2172+00.00 | 626  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2168+00.00 | 625  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2164+00.00 | 624  | 3318 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2160+00.00 | 623  |      |    |     |    |     |    |   |   |   |   |
| SR202ML2ndLane_WB-6_FD | 2280+00.00 | 2380 | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2276+00.00 | 282  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2272+00.00 | 281  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2268+00.00 | 280  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2264+00.00 | 279  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2260+00.00 | 278  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2256+00.00 | 277  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2252+00.00 | 276  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2248+00.00 | 275  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2244+00.00 | 274  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2240+00.00 | 273  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2236+00.00 | 272  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2232+00.00 | 271  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                        |            |      |      |    |     |    |     |    |   |   |   |   |
|------------------------|------------|------|------|----|-----|----|-----|----|---|---|---|---|
|                        | 2228+00.00 | 270  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2224+00.00 | 269  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2220+00.00 | 268  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2216+00.00 | 267  | 2314 | 70 | 353 | 70 | 37  | 70 | 0 | 0 | 0 | 0 |
|                        | 2212+00.00 | 266  |      |    |     |    |     |    |   |   |   |   |
| SR202ML4thLane_WB-6_FD | 2280+00.00 | 2381 | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2276+00.00 | 652  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2272+00.00 | 651  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2268+00.00 | 650  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2264+00.00 | 649  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2260+00.00 | 648  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2256+00.00 | 647  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2252+00.00 | 646  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2248+00.00 | 645  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2244+00.00 | 644  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2240+00.00 | 643  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2236+00.00 | 642  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2232+00.00 | 641  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2228+00.00 | 640  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2224+00.00 | 639  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2220+00.00 | 638  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2216+00.00 | 637  | 3330 | 70 | 488 | 70 | 213 | 70 | 0 | 0 | 0 | 0 |
|                        | 2212+00.00 | 636  |      |    |     |    |     |    |   |   |   |   |
| Price Rd NB_FD         | 0+00.00    | 2429 | 2606 | 50 | 181 | 50 | 86  | 50 | 0 | 0 | 0 | 0 |
|                        | 1+00.00    | 2430 | 2606 | 50 | 181 | 50 | 86  | 50 | 0 | 0 | 0 | 0 |
|                        | 2+00.00    | 2431 | 2606 | 50 | 181 | 50 | 86  | 50 | 0 | 0 | 0 | 0 |
|                        | 3+00.00    | 2432 | 2606 | 50 | 181 | 50 | 86  | 50 | 0 | 0 | 0 | 0 |
|                        | 4+00.00    | 2433 | 2606 | 50 | 181 | 50 | 86  | 50 | 0 | 0 | 0 | 0 |
|                        | 5+00.00    | 2434 | 2606 | 50 | 181 | 50 | 86  | 50 | 0 | 0 | 0 | 0 |
|                        | 6+00.00    | 2435 | 2606 | 50 | 181 | 50 | 86  | 50 | 0 | 0 | 0 | 0 |
|                        | 7+00.00    | 2436 | 2606 | 50 | 181 | 50 | 86  | 50 | 0 | 0 | 0 | 0 |
|                        | 8+00.00    | 2437 | 2606 | 50 | 181 | 50 | 86  | 50 | 0 | 0 | 0 | 0 |
|                        | 9+00.00    | 2438 | 2606 | 50 | 181 | 50 | 86  | 50 | 0 | 0 | 0 | 0 |
|                        | 10+00.00   | 2439 | 2606 | 50 | 181 | 50 | 86  | 50 | 0 | 0 | 0 | 0 |
|                        | 11+00.00   | 2440 | 2606 | 50 | 181 | 50 | 86  | 50 | 0 | 0 | 0 | 0 |
|                        | 12+00.00   | 2441 | 2606 | 50 | 181 | 50 | 86  | 50 | 0 | 0 | 0 | 0 |

**INPUT: TRAFFIC FOR LAeq1h Volumes**
**202L MA 50 F0847 01C**

|                |          |      |      |    |     |    |     |    |   |   |   |   |
|----------------|----------|------|------|----|-----|----|-----|----|---|---|---|---|
|                | 13+00.00 | 2442 | 2606 | 50 | 181 | 50 | 86  | 50 | 0 | 0 | 0 | 0 |
|                | 14+00.00 | 2443 |      |    |     |    |     |    |   |   |   |   |
| Price Rd SB_FD | 0+00.00  | 2444 | 2577 | 50 | 168 | 50 | 106 | 50 | 0 | 0 | 0 | 0 |
|                | 1+00.00  | 2445 | 2577 | 50 | 168 | 50 | 106 | 50 | 0 | 0 | 0 | 0 |
|                | 2+00.00  | 2446 | 2577 | 50 | 168 | 50 | 106 | 50 | 0 | 0 | 0 | 0 |
|                | 3+00.00  | 2447 | 2577 | 50 | 168 | 50 | 106 | 50 | 0 | 0 | 0 | 0 |
|                | 4+00.00  | 2448 | 2577 | 50 | 168 | 50 | 106 | 50 | 0 | 0 | 0 | 0 |
|                | 5+00.00  | 2449 | 2577 | 50 | 168 | 50 | 106 | 50 | 0 | 0 | 0 | 0 |
|                | 6+00.00  | 2450 | 2577 | 50 | 168 | 50 | 106 | 50 | 0 | 0 | 0 | 0 |
|                | 7+00.00  | 2451 | 2577 | 50 | 168 | 50 | 106 | 50 | 0 | 0 | 0 | 0 |
|                | 8+00.00  | 2452 | 2577 | 50 | 168 | 50 | 106 | 50 | 0 | 0 | 0 | 0 |
|                | 9+00.00  | 2453 | 2577 | 50 | 168 | 50 | 106 | 50 | 0 | 0 | 0 | 0 |
|                | 10+00.00 | 2454 | 2577 | 50 | 168 | 50 | 106 | 50 | 0 | 0 | 0 | 0 |
|                | 11+00.00 | 2455 | 2577 | 50 | 168 | 50 | 106 | 50 | 0 | 0 | 0 | 0 |
|                | 12+00.00 | 2456 | 2577 | 50 | 168 | 50 | 106 | 50 | 0 | 0 | 0 | 0 |
|                | 13+00.00 | 2457 | 2577 | 50 | 168 | 50 | 106 | 50 | 0 | 0 | 0 | 0 |
|                | 14+00.00 | 2458 |      |    |     |    |     |    |   |   |   |   |

[illegible]



INPUT: BARRIERS

202L MA 50 F0847 01C

|             |   |      |       |      |  |  |  |      |          |     |           |           |          |      |      |   |   |  |  |
|-------------|---|------|-------|------|--|--|--|------|----------|-----|-----------|-----------|----------|------|------|---|---|--|--|
|             |   |      |       |      |  |  |  |      | point392 | 392 | 702,024.9 | 834,160.5 | 1,177.00 | 8.00 | 0.00 | 0 | 0 |  |  |
|             |   |      |       |      |  |  |  |      | point393 | 393 | 702,027.0 | 834,305.0 | 1,177.00 | 8.00 | 0.00 | 0 | 0 |  |  |
|             |   |      |       |      |  |  |  |      | point394 | 394 | 701,996.7 | 834,305.6 | 1,177.00 | 8.00 | 0.00 | 0 | 0 |  |  |
|             |   |      |       |      |  |  |  |      | point395 | 395 | 701,997.4 | 834,342.0 | 1,177.00 | 8.00 |      |   |   |  |  |
| Barrier45-2 | W | 0.00 | 99.99 | 0.00 |  |  |  | 0.00 | point400 | 400 | 701,997.4 | 834,342.0 | 1,177.00 | 6.00 | 0.00 | 0 | 0 |  |  |
|             |   |      |       |      |  |  |  |      | point396 | 396 | 701,868.0 | 834,343.9 | 1,175.00 | 6.00 | 0.00 | 0 | 0 |  |  |
|             |   |      |       |      |  |  |  |      | point397 | 397 | 701,868.3 | 834,391.7 | 1,175.00 | 6.00 | 0.00 | 0 | 0 |  |  |
|             |   |      |       |      |  |  |  |      | point398 | 398 | 701,864.5 | 834,391.5 | 1,175.00 | 6.00 | 0.00 | 0 | 0 |  |  |
|             |   |      |       |      |  |  |  |      | point399 | 399 | 701,865.8 | 834,534.8 | 1,175.00 | 6.00 |      |   |   |  |  |

INPUT: RECEIVERS

202L MA 50 F0847 01C

| TYPSA US          |                             |      |                      |           |          |        | 12 May 2026                     |                     |       |      |        |
|-------------------|-----------------------------|------|----------------------|-----------|----------|--------|---------------------------------|---------------------|-------|------|--------|
| TYPSA US          |                             |      |                      |           |          |        | TNM 2.5                         |                     |       |      |        |
| INPUT: RECEIVERS  |                             |      |                      |           |          |        |                                 |                     |       |      |        |
| PROJECT/CONTRACT: | 202L MA 50 F0847 01C        |      |                      |           |          |        |                                 |                     |       |      |        |
| RUN:              | SR202 2050 Build, Section 3 |      |                      |           |          |        |                                 |                     |       |      |        |
| Receiver          |                             |      |                      |           |          |        |                                 |                     |       |      |        |
| Name              | No.                         | #DUs | Coordinates (ground) |           |          | Height | Input Sound Levels and Criteria |                     |       |      | Active |
|                   |                             |      | X                    | Y         | Z        | above  | Existing                        | Impact Criteria     |       | NR   | in     |
|                   |                             |      |                      |           |          | Ground | L <sub>Aeq</sub> 1h             | L <sub>Aeq</sub> 1h | Sub'l | Goal | Calc.  |
|                   |                             |      | ft                   | ft        | ft       | ft     | dBA                             | dBA                 | dB    | dB   |        |
| E14               | 14                          | 1    | 701,910.4            | 833,251.6 | 1,177.00 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| E15               | 15                          | 1    | 703,248.3            | 833,285.3 | 1,179.00 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| E16               | 16                          | 1    | 704,294.1            | 833,311.7 | 1,180.46 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| E17               | 17                          | 1    | 705,594.2            | 833,344.7 | 1,181.52 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| E18               | 18                          | 1    | 706,715.3            | 833,373.1 | 1,182.62 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| E19/MON-05        | 19                          | 10   | 707,214.8            | 832,991.9 | 1,182.20 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W54               | 197                         | 4    | 702,125.8            | 834,324.8 | 1,177.45 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  | Y      |
| W55               | 198                         | 4    | 702,242.5            | 834,158.1 | 1,177.47 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W56               | 199                         | 6    | 702,544.6            | 834,439.4 | 1,175.85 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W57               | 200                         | 5    | 702,623.5            | 834,238.6 | 1,176.18 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W58               | 201                         | 4    | 703,019.1            | 834,208.8 | 1,175.29 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W59               | 202                         | 4    | 703,057.2            | 834,487.3 | 1,176.57 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W60               | 203                         | 5    | 703,226.6            | 834,124.8 | 1,175.34 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W61/MON-04        | 204                         | 5    | 703,411.0            | 834,146.1 | 1,175.34 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W62               | 205                         | 5    | 703,473.9            | 834,378.9 | 1,177.79 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W63               | 206                         | 5    | 703,808.6            | 834,268.1 | 1,177.42 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W64               | 207                         | 5    | 704,159.4            | 834,276.8 | 1,178.52 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W65               | 208                         | 4    | 704,351.0            | 834,167.5 | 1,178.06 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W66               | 209                         | 2    | 704,372.0            | 834,439.4 | 1,181.94 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W67               | 210                         | 1    | 704,672.0            | 834,237.2 | 1,182.65 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W68               | 211                         | 1    | 705,370.1            | 834,285.2 | 1,182.03 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |
| W69               | 212                         | 1    | 705,809.7            | 834,316.4 | 1,172.56 | 5.00   | 0.00                            | 66                  | 15.0  | 7.0  |        |