



Arizona Department of Transportation

Environmental Planning

Final Noise Report

**SR 101L, 75th Ave to I-17
Adding General Purpose Lanes
& 75th Ave TI Improvements**

**Project No. 101 MA 017 F0316 01D
Federal No. 101-A(214)T**

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Submittal Number 2

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EXECUTIVE SUMMARY

This noise technical report has been developed in support of the Scoping Report for the proposed general purpose (GP) lane widening of the segment of the Agua Fria Freeway, State Route Loop 101 (SR 101L) from 75th Ave (approximately at milepost 17) to Interstate 17 (I-17), Maricopa Freeway (approximately at milepost 23) and the proposed Traffic Interchange (TI) improvements at SR 101L and 75th Ave. This project is located on SR 101 within the City of Glendale and the City of Phoenix in Maricopa County. The purpose of this project is to increase operational capacity within the project limit.

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

This noise analysis evaluated the existing condition, as well as future No Build and Build conditions. The existing condition was analyzed by conducting ambient noise levels within the project areas. The monitoring noise levels ranged from 53 to 67 dBA. The No Build condition was evaluated based on predicted noise levels from the 2040 design year for the existing configuration of the Agua Fria Freeway. The Build condition was evaluated based on predicted noise levels from the 2040 design year for the proposed configuration with additional general-purpose lanes. A total of 493 receivers were modeled to generate noise levels for different categories of land use and activities.

The following table summarizes the results of the potentially recommended noise mitigation/barriers determined in accordance with the ADOT NAR guidelines for this project. The noise barrier locations/limits are shown in Appendix A. A total of four (4) separate new noise barriers are potentially recommended. Barriers SWL-1120-R and SWL-1130-R are recommended for single family homes and an apartment complex along eastbound SR 101L between 48th Dr and 45th Ave. Barrier SWL-1200-R is recommended for single family homes and Park Meadows Elementary School along eastbound SR 101L between 37th Ave and 34th Dr. Barrier SWL-1220-L is recommended for single family homes and apartment complexes along westbound SR 101L between 34th Dr and 31st Ave.

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

NOISE BARRIER SUMMARY						
SR 101, 75 th Ave – I-17, Adding General Purpose Lane						
Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
New Barrier SWL-1120-R (Sta 1110+46 to Sta 1126+11)	18	1,466	26,388	\$996,880	113	\$13,964
New Barrier SWL-1130-R (Sta 1126+11 to Sta 1136+40)	16	1,038	16,602	\$581,070		
New Barrier SWL-1200-R (Sta 1194+15 to Sta 1208+02)	14 – 16	1,370	20,926	\$970,410	55	\$17,644
New Barrier SWL-1220-L (Sta 1208+80 to Sta 1230+55)	16	2,155	34,482	\$1,206,870	77	\$15,674
Total for Recommended Barriers	14 – 18	6,029	98,398	\$3,755,230	245	\$15,327
Notes:						
^[1] Total cost of the noise barrier is based on the unit cost of \$35 per square foot off-structure and \$85 per square foot on-structure, and \$50 per linear foot for existing wall demolition.						
^[2] Barrier SWL-1200-R includes a length of 200' bridge section.						

A public meeting will be held around the time of the 60% design submittal. The potentially recommended noise barriers are required to be presented to the public and landowners to determine their preferences during the public meetings.

Regarding the 75th Ave TI improvements, noise analysis indicated that all the receivers on the first floor demonstrated no impact behind the barriers; the existing barriers in this segment would remain and no new noise barriers are recommended under Alternatives 1 and 3. Under Alternative 2, six (6) EB receivers on the first floor demonstrated noise levels greater than the Category B threshold of 66 dBA because of the increased traffic volumes on the frontage road. New noise barriers on the south side of the frontage road were evaluated in conjunction with the existing barrier as a whole barrier system. Adding three separate noise barriers (S1a1, S1a2, S1a3) could improve the acoustical performance and they can meet ADOT NAR in conjunction with the existing barrier in Alternative 2.

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LIST OF ACRONYMS

AADT	- annual average daily traffic
ADOT	- Arizona Department of Transportation
ANSI	- American National Standards Institute
CE	- Categorical Exclusion
CFR	- Code of Federal Regulations
dB	- decibel
dBA	- "A"-weighted decibel
DTM	- digital terrain model
FHWA	- Federal Highway Administration
FONSI	- Finding of No Significant Impact
ft	- feet
GP	- general purpose
Hz	- hertz
kHz	- kilohertz
L _{Aeq(h)}	- hourly "A"- weighted steady state sound level
Leq	- steady state (equivalent) sound level
L _{max}	- maximum sound level
L _{min}	- minimum sound level
LOS	- level of service
MAG	- Maricopa Association of Governments
MP	- milepost
mph	- miles per hour
MON	- monitoring location
NAC	- Noise Abatement Criteria
NAR	- Noise Abatement Requirements
NEPA	- National Environmental Policy Act
ROD	- Record of Decision
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), in association with the Maricopa Association of Governments (MAG) and in coordination with the Federal Highway Administration (FHWA) and the cities of Phoenix and Glendale, has initiated a design concept study and related environmental studies to evaluate the addition of a new general purpose (GP) lane in both directions along SR 101L between 75th Avenue and Interstate 17 (I-17) in Glendale and Phoenix, Arizona.

The design concept study document will present alternatives to alleviate congestion and improve operations with the addition of a GP lane, including appropriate transitions, on eastbound and westbound SR 101L.

SR 101L is a regional “loop” freeway, extending from Interstate 10 (I-10) in the southwest Phoenix metropolitan area, north to the Beardsley Road alignment, east to approximately the Pima Road alignment in Scottsdale, then south to State Route 202 (SR 202L) (Santan Freeway) in Chandler. In the project area, SR 101L runs east-west with three or four GP lanes in each direction and an HOV lane. This project will add an eastbound and westbound general purpose lane on SR 101L between 75th Ave and I-17. This project will also consider operational improvements at the service traffic interchange (TI) exit ramps and frontage road/exit ramp gores, as well as to the eastbound approach and westbound departure to the SR 101L/I-17 System TI. Alternatives for operational improvements to the SR 101L/75th Avenue TI will be developed and evaluated. Figures 1 and 2 depict the project location map and the project vicinity map on pages 2 and 3 respectively.

This is a MAG Regional Area Road Funded design project. In addition to MAG funding, it is anticipated that federal funding will be available for construction as early as FY 2024.

The purpose of Phase 1 of this project is to develop and evaluate options to add the GP lanes and recommend an alternative that meets long-term transportation needs and satisfies the requirements of the National Environmental Policy Act (NEPA). It is anticipated that Phase 2, final design, will follow Phase 1.

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

FIGURE 1. Project Location Map

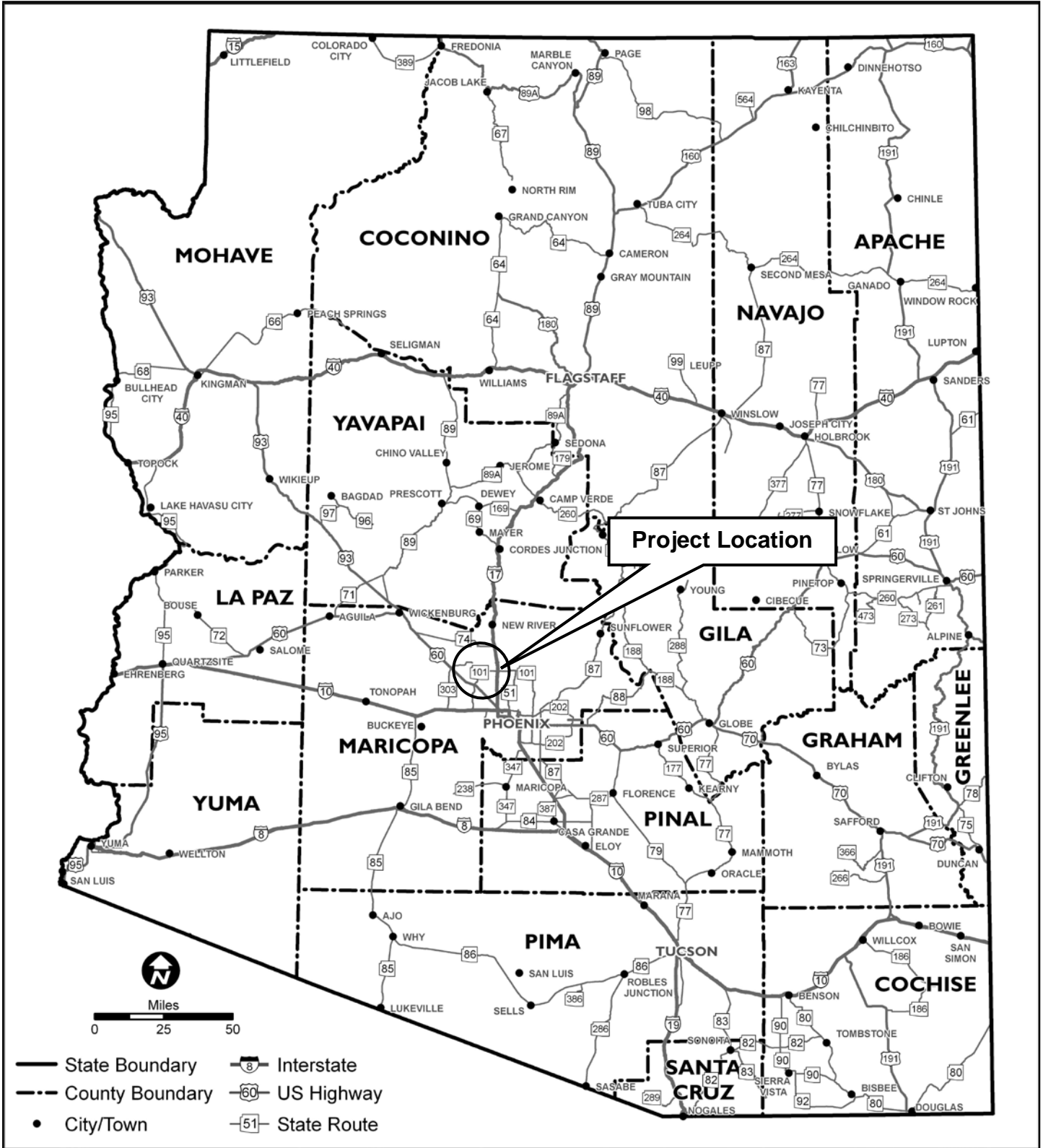
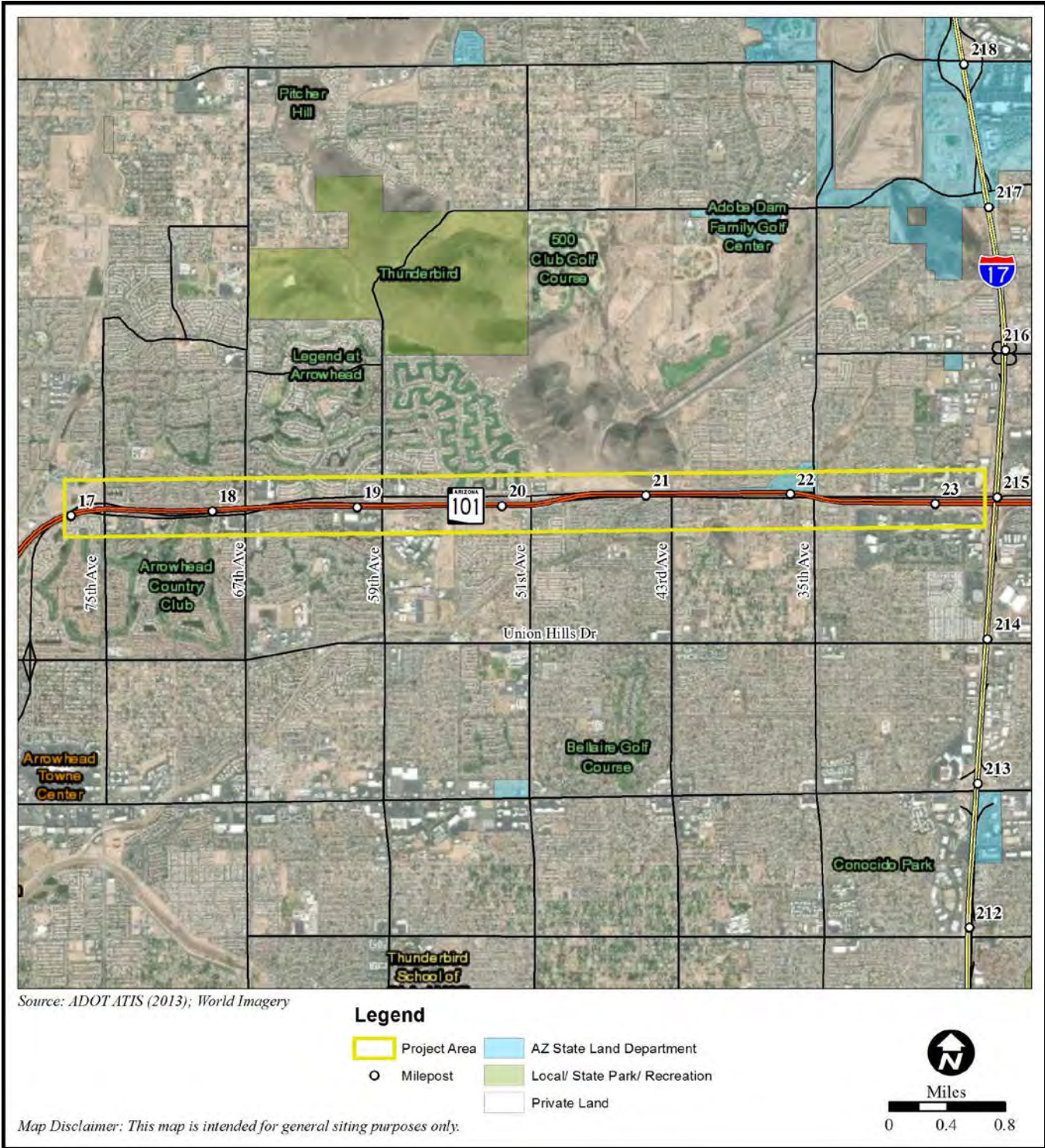


FIGURE 2. Project Vicinity Map



2.0 FUNDAMENTALS OF TRAFFIC NOISE

2.1 Sound, Noise, and Acoustics

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

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

2.2 Frequency

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

2.3 Sound Pressure Levels and Decibels

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

2.4 Addition of Decibels

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

2.5 A-Weighted Decibels

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

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

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

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

Source: ADOT 2008.

2.6 Human Response to Changes in Noise Levels

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

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

2.7 Noise Descriptors

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

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

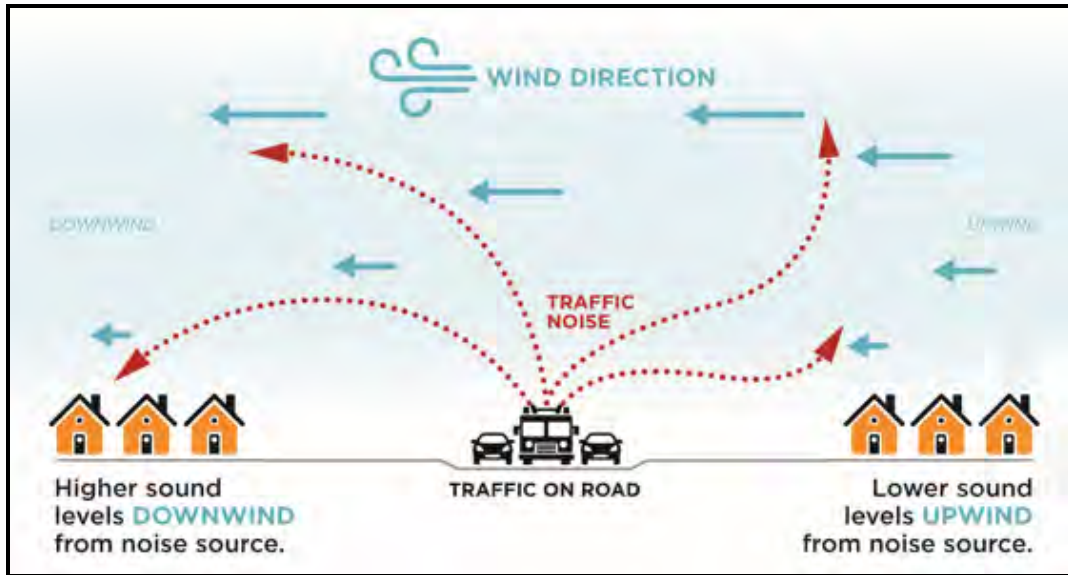
2.8 Weather Conditions

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

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

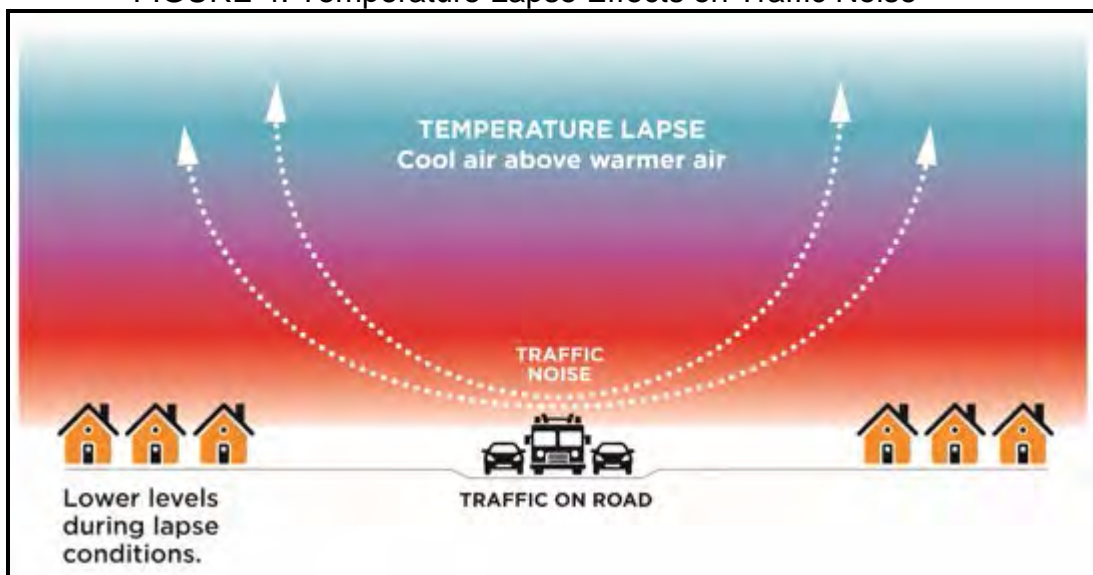
differences in wind speeds above ground and wind direction. You might notice that sound levels are higher when the wind is blowing from the highway toward you (downwind), as illustrated below. Conversely, you might notice that sound levels are lower when the wind is blowing away from you and toward the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

FIGURE 3. Wind Direction Effects on Traffic Noise



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

FIGURE 4. Temperature Lapse Effects on Traffic Noise



3.0 TRAFFIC NOISE ANALYSIS

3.1 FHWA and ADOT Noise Criteria

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

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

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

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

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

3.2 Sensitive Land Uses in the Study Area

Land within the study area mainly belongs to private owners and the Arizona State Land Department. Existing land uses within the project area consist of residential, commercial, office, retail, and vacant. Residential land use fall into Activity Category B and includes existing single family homes, apartments, and university dormitories. Activity Category C includes churches, schools, golf area, and senior living building. Activity Category E includes office buildings, hotels, and restaurants. Existing and future land uses within the project area were examined using MAG’s Land Use Explorer maps.

3.3 Existing Noise Levels

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

In total, 493 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 3 shows the description of the sections and the number of modeled receivers in each section.

TABLE 3 Location of Modeled Receivers		
Section	Number of Modeled Receivers	Description of Section
1	182	75 th Ave to 59 th Ave
2	163	59 th Ave to 43 rd Ave
3	148	43 rd Ave to I-17
Total Number of Modeled Receivers		493

Nineteen (19) different sites were selected for noise monitoring within the project area (monitoring locations are labeled “MON”) to document existing traffic noise levels. Noise monitoring was conducted on September 15, 21, and 22, 2020, and February 10, 2021. During the monitoring, weather conditions (temperature, relative humidity, wind speed and direction, and sky condition) were documented (see Appendix B). A Larson Davis System 824 with sound level meter and real-time analyzer, which complies with ANSI S1.4 and Type I Standards, was used during the noise monitoring. The noise monitoring followed the

procedures specified in the report FHWA-PD-96-046/DOT-VNTC-FHWA-96-5, *Measurement of Highway-Related Noise*. The monitoring results are summarized in Table 4.

Section	Monitor Number	Address/Description	Monitoring Result Leq, dBA
1	MON-1	Parking lot of the Pavilions at Arrowhead apartment complex (approximately 190 feet south of the SR 101 EB on-ramp)	61
	MON-1a	Cul-de-sac at 77 th Avenue (approximately 150 feet south of the SR 101 EB off-ramp)	61
	MON-2	Residential cul-de-sac at 70th Drive (approximately 240 feet north of WB SR 101)	56
	MON-3	Arrowhead Lakes Condominium west of 67th Avenue (approximately 153 feet south of EB SR 101)	63
	MON-3a	Cul-de-sac off of Escuda Road east of 65th Drive (approximately 302 feet south of EB SR 101 on-ramp)	53
	MON-4	East of 63rd Avenue within the Sage Stone at Arrowhead Apartments complex (approximately 250 feet south of EB SR 101)	60
	MON-5	Arrowhead Ranch HOA common area west of 61st Avenue (approximately 206 feet north of WB SR 101)	62
2	MON-6	Mohawk HOA common area west of 55th Avenue (approximately 242 feet north of WB SR 101)	55
	MON-7	Midwestern University dormitories west of 57th Avenue (approximately 212 feet south of EB SR 101)	66
	MON-8	Arrowhead Lakes HOA common area west of 51st Avenue (approximately 226 feet north of WB SR 101)	60
	MON-9	Escuda Drive east of 53rd Avenue in a single-family residential neighborhood (approximately 375 feet south of EB SR 101)	63
	MON-10	Cul-de-sac in Arrowhead Villas community at 50th Avenue (approximately 170 feet south of EB SR 101)	65
	MON-11	Common area in the Adobe Ridge Apartments complex east of 47th Avenue (approximately 140 feet south of EB SR 101)	62
	MON-11a	Vacant parcel east of 47th Avenue approximately 255 feet north of WB SR 101	67
3	MON-12	Cul-de-sac on 44th Avenue in a single-family residential neighborhood (approximately 280 feet south of EB SR 101)	56
	MON-13	Parking lot of the Atonement Lutheran School east of 40th Drive (approximately 140 feet south of EB SR 101)	63
	MON-14	Arroyo Springs HOA common area west of 38th Drive (approximately 213 feet north of WB SR 101)	60
	MON-15	Single-family residential neighborhood; Pontiac Drive, west of 33rd Avenue (approximately 320 feet north of WB SR 101)	62
	MON-16	Cul-de-sac on 33rd Drive in a single-family residential neighborhood (approximately 118 feet south of SR 101)	62

The monitored noise levels represent the existing noise conditions within the project area. The average ambient noise levels from the measurements ranged from 53 dBA to 67 dBA. The lowest monitored noise level was recorded from site MON-3a at the cul-de-sac off of Escuda Road east of 65th Drive. The highest monitored noise level was recorded from site MON-11a on the vacant parcel east of 47th Avenue. Detailed noise level monitoring information is located in Appendix B of this report.

Figures in Appendix A and Appendix G show the locations of these monitoring sites.

3.4 TNM 2.5 Modeling Approach and Assumptions

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

Traffic noise levels are affected mainly by roadway geometry, traffic volumes, traffic speeds, traffic mix (percentage of cars, medium trucks and heavy trucks), and shielding effects between noise sources and receivers. These variables were input into the TNM 2.5 model to predict future 2040 design year noise levels at the sensitive receiver locations. If the predicted unmitigated noise levels are less than the NAR threshold of 66 dBA, no noise impacts would occur and no noise mitigation is warranted. Otherwise, mitigation consisting of noise barriers within the right-of-way (R/W) would be evaluated. The barrier heights are then adjusted to achieve predicted mitigated noise levels of less than 66 dBA as applicable. Noise barriers are recommended if they meet the ADOT NAR “feasible” and “reasonable” criteria. Noise barriers are considered the most cost effective and accepted technique to mitigate traffic noise, and may consist of earth berms, concrete/masonry walls, or a combination of the two.

Roadway Geometry

The horizontal and vertical geometry of SR 101L mainline, ramps, and frontage roads utilized in this analysis were obtained from the 30% design files and the digital terrain model (DTM) provided by Stanley Consultants. Speed was modeled 5 miles per hour (mph) higher than posted speed limit.

Traffic Volumes

The FHWA NAC criteria specify that the noisiest condition be modeled for the project design year. In general this should reflect level of service (LOS) C traffic conditions during the peak noise hour, with traffic moving at 5 miles per hour above the posted speed limits. If future peak hour traffic volumes are less than maximum LOS C volumes, future peak hour traffic volumes will be utilized. For this project, ten (10) percent of the annual daily traffic volumes derived from the approved MAG traffic demand model were used as peak hour volumes in the noise model for SR 101L mainline, ramps, and frontage roads. PM peak hour volumes were used for cross streets in the noise model. The traffic volumes used in this analysis are included in Appendix C.

Traffic Mix

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

Vehicle types are defined as follows:

- **Cars:** All vehicles with two axles and four wheels designed primarily for passenger transportation or cargo (light trucks). Generally, the gross vehicle weight is less than 10,000 pounds.

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

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

Traffic Speed

For the Build and No Build conditions, SR 101L mainline was modeled at operating speed of 70 mph (5 mph above the posted speed limit). The service TI on-ramp and off-ramp speeds were modeled at 50 mph. The frontage road and cross street speeds were modeled at 50 mph. In addition, ramp and frontage road acceleration and deceleration were modeled in line with *NCHRP report Supplemental Guidance on the Application of FHWA's Traffic Noise Model*.

Model Validation

Model validation is a process for testing a model to ensure that it produces reliable results and to confirm that traffic noise is the predominant noise source at the receptor locations. In general, validation involves comparing actual noise measurements with the noise levels predicted by the model for existing conditions at the same location. The model is considered to be verified if the model results are within ± 3 dBA of the field measurements recorded at the site for the same conditions. The three monitoring sites (MON-3, MON-6, and MON-11) were modeled within the ± 3 dBA measured at those sites. Therefore, the entire model is considered valid.

Shielding Effects

TNM 2.5 can account for the noise shielding effects created by existing noise barriers, privacy walls, buildings, and terrain changes that are an obstruction between noise sources and receivers. Neighborhood privacy walls and large commercial or apartment buildings were modeled as barriers. Cut-and-fill slopes and corresponding elevation changes were modeled as terrain lines. Rows of homes in neighborhoods were modeled as building rows. Also included in the model were "loose soil" ground type and existing privacy walls measuring approximately 6 to 9 feet high that typically shield residential subdivisions. Assumptions included average pavement type and default weather. These default assumptions are the FHWA-recommended values.

3.5 Construction Noise Impacts

Depending on the nature of construction operations, duration of noise could last from seconds (e.g. a truck passing a customer) to months (e.g. constructing a bridge). Construction noise is also intermittent and depends on the type of operation, location, and function of the equipment as well as the equipment usage cycle. Construction equipment is typically considered as a

point source, as opposed to traffic which is considered as a line source; therefore, the noise level decreases, theoretically, by 6 dB(A) per doubling the distance from it, as opposed to 3 dB(A) for line source. Noise levels, at various distances using listed equipment are shown in Table 5. ADOT has set forth guidelines for construction noise in the *Standard Specifications for Road and Bridge Construction*, 2008. Per ADOT specifications 104.08 Prevention of Air and Noise Pollution:

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

Equipment	Land Use	Residential	Descriptor		L10
	R_300 ft	R_600 ft	R_900 ft	R_1200 ft	R_1500 ft
Auger Drill Rig	64.8	58.8	55.3	52.8	50.8
Boring Jack Power Unit	67.4	61.4	57.9	55.4	53.4
Compactor (ground)	63.7	57.7	54.1	51.6	49.7
Concrete Mixer Truck	62.3	56.2	52.7	50.2	48.3
Dump Truck	59.9	53.9	50.4	47.9	45.9
Excavator	64.2	58.1	54.6	52.1	50.2
Generator	65.1	59.0	55.5	53.0	51.1
Compressor (air)	61.1	55.1	51.6	49.1	47.1
Grader	68.5	62.4	58.9	56.4	54.5
Warning Horn	57.6	51.6	48.1	45.6	43.6
All Other Equipment > 5 HP	69.4	63.4	59.9	57.4	55.4
Bar Bender	60.4	54.4	50.9	48.4	46.5
Concrete Pump Truck	61.8	55.8	52.3	49.8	47.9
Soil Mix Drill Rig	64.4	58.4	54.9	52.4	50.4
Concrete Saw	70.0	64.0	60.5	58.0	56.0
Auger Drill Rig	64.8	58.8	55.3	52.8	50.8
Roller	60.4	54.4	50.9	48.4	46.5

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

- Jetting,

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

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

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

4.0 NOISE MITIGATION EVALUATION

4.1 Noise Mitigation Guidelines

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

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

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

The “reasonable” criterion implies that common sense and good judgment were applied in arriving at a decision. According to the ADOT NAR, reasonability of abatement shall include:

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

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

4.2 Substantial Noise Level Increase

The projected increases in noise levels for receivers that were monitored are shown in Table 6. The monitoring results represent the existing noise levels. The TNM 2.5 2040 unmitigated column represents the future predicted noise levels in the Build Condition. The difference between these two values, the Arithmetic Increase column, is the projected increase in noise levels.

TABLE 6 Substantial Noise Level Increases					
Section	Monitor Number	Noise Receiver	Noise Level Leq, dBA		
			Monitoring Result	TNM 2.5 2040 unmitigated	Arithmetic Increase
1	MON-1	E5(a)	61	65	4
	MON-1a	---	61	64	3
	MON-2	W22	56	60	4
	MON-3	E14	63	64	1
	MON-3a	E38(a)	53	61	8
	MON-4	E52(a)	60	63	3
	MON-5	W68	62	65	3
2	MON-6	W94	55	60	5
	MON-7	E67(a)	66	73	7
	MON-8	W118	60	66	6
	MON-9	E79	63	67	4
	MON-10	E92	65	63	-2
	MON-11	E121	62	70	8
	MON-11a	W139(a)	67	75	8
3	MON-12	E129	56	62	6
	MON-13	E154	63	70	7
	MON-14	W165	60	65	5
	MON-15	W187	62	70	8
	MON-16	E193	62	65	3

The arithmetic increases between the monitoring levels and future predicted noise levels range from -2 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 receivers and potentially recommended barrier locations and Appendix D shows the predicted noise levels for the No Build and Build conditions based on the results of the TNM 2.5 modeling. Modeling results are rounded to the nearest decibel before comparisons are made. In some cases, this can result in relative changes that may not appear intuitive. For example, the difference between sound levels of 64.4 and 64.5 dBA is 0.1 dBA. However, after rounding to the nearest whole number, the difference is reported as 1 dBA. Noise modeling and results were divided into Sections 1 through 3 and are discussed below.

Section 1: 75th Ave to 59th Ave

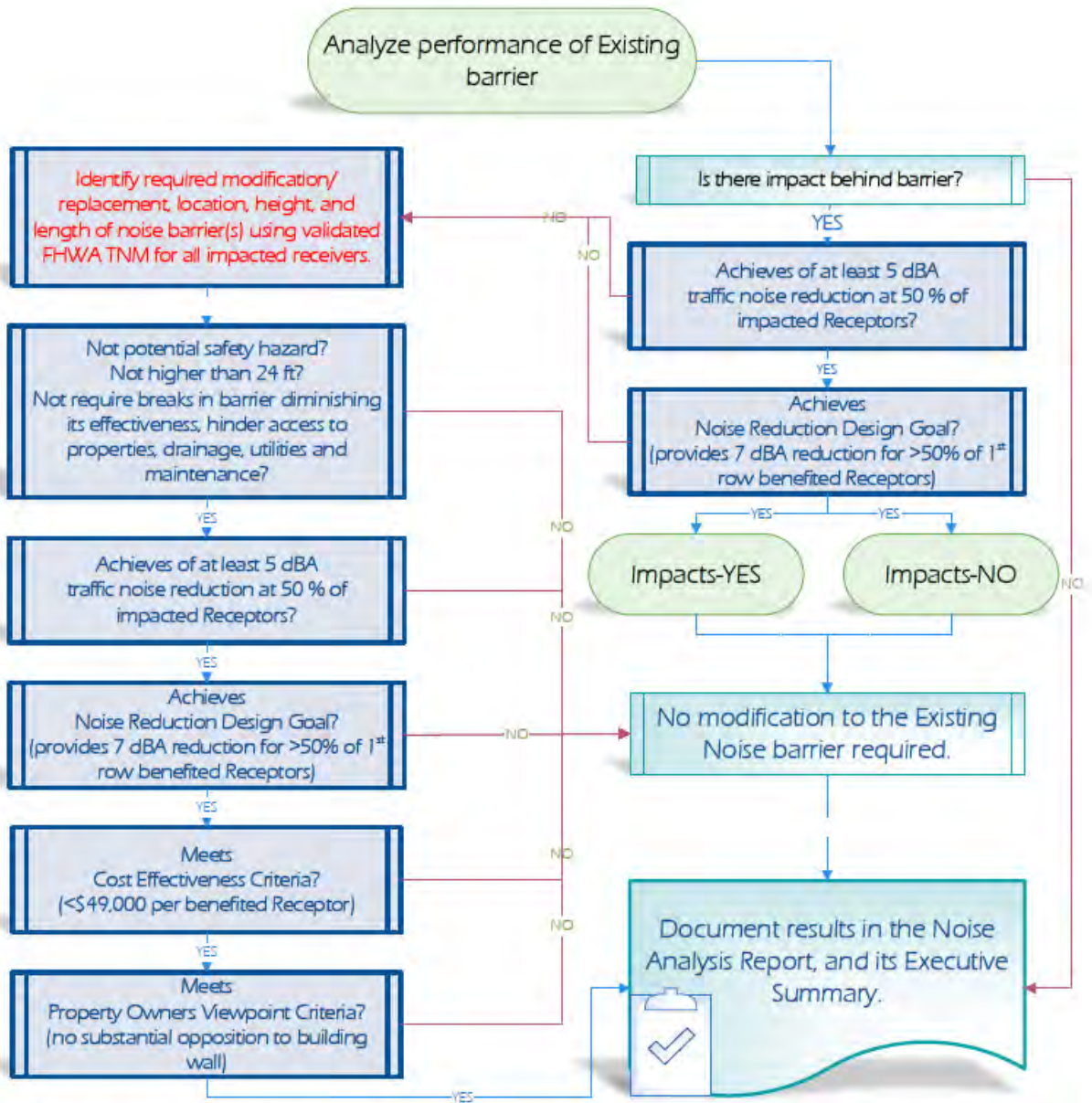
Section 1 has 182 modeled receivers representing receptors for residential (single-family home and apartment complexes), churches, retail, and offices, some of which are multi-story. The noise levels of all receivers on first floors were less than the ADOT NAR threshold. The noise levels of eleven receivers representing second floor apartment balcony are greater than or equal to the ADOT NAR threshold of 66 dBA in NAC Category B.

There are five separate existing noise barriers located within this segment, as follows:

- Existing noise barrier E1 from approximate Sta 950+13 to Sta 986+19 along eastbound freeway side between 75th Ave and 67th Ave. The barrier length is approximately 3,621 feet, and the barrier height is approximately 13.3 to 17.3 feet above ground.
- Existing noise barrier W1 from approximate Sta 951+81 to Sta 989+86 along westbound freeway side between 75th Ave and 67th Ave. The barrier length is approximately 3,794 feet, and the barrier height is approximately 9.3 to 15.3 feet above ground.
- Existing noise barrier E2 from approximate Sta 1001+23 to Sta 1029+29 along eastbound freeway side between 67th Ave and 59th Ave. The barrier length is approximately 2,811 feet, and the barrier height is approximately 10.6 to 13 feet above ground.
- Existing noise barrier W2 from approximate Sta 1005+32 to Sta 1020+72 along westbound freeway side between 67th Ave and 59th Ave. The barrier length is approximately 1,573 feet, and the barrier height is approximately 10.0 to 14 feet above ground.
- Existing noise barrier W3 from approximate Sta 1020+14 to Sta 1040+00 along westbound freeway side between 67th Ave and 59th Ave. The barrier length is approximately 2,002 feet, and the barrier height is approximately 10.0 to 12.6 feet above ground.

The ADOT NAR provides procedures on how to analyze performance of existing barriers (see Figure 5). The existing barriers are first analyzed to determine whether they meet acoustic feasibility and noise reduction design goal the design year; if the existing barrier meets both, there is no need to consider replacement of the barrier. Otherwise, project design is required to identify modification(s) or replacement of the barrier as warranted.

FIGURE 5. Existing Noise Barrier Analysis Flowchart



The existing noise barriers in Section 1 are located on top of the existing earth berms because the freeway in this segment is depressed. The combination of the barrier and berm provides effective noise reduction for the sensitive receptors. All the receivers on the first floor demonstrated no impact behind barriers, therefore the existing barriers in this segment would remain.

Eleven (11) receivers on the second floors of the apartments show predicted noise levels greater than 66 dBA. However, most of the areas of frequent human use activities are located within the interior of the facilities, presumably due to prevalent weather conditions, while the exterior areas of frequent human use (swimming pools, kids playground, ramadas) were

located on the ground level and successfully shielded by the structures, as confirmed by noise measurements and models. As a result, noise levels on second floor receivers are illustrated for information purposes only and no mitigation is considered for these second-floor receptors of the apartments.

Section 2: 59th Ave to 43rd Ave

Section 2 has 163 modeled receivers representing receptors in residential, churches, retail and offices, and undeveloped land. The noise levels of 79 receivers are greater than or equal to the ADOT NAR threshold of 66 dBA in NAC Categories B and C; As a result, consideration of noise mitigation for these receivers is warranted.

There are six separate existing noise barriers located within this segment, as follows:

- Existing noise barrier E3 from approximate Sta 1072+99 to Sta 1082+99 along eastbound freeway side between 59th Ave and 51st Ave. The barrier length is approximately 1,002 feet, and the barrier height is approximately 9.3 to 11.3 feet above ground.
- Existing noise barrier W4 from approximate Sta 1053+31 to Sta 1090+66 along westbound freeway side between 59th Ave and 51st Ave. The barrier length is approximately 3,772 feet, and the barrier height is approximately 10.3 to 16.6 feet above ground.
- Existing noise barrier W5 from approximate Sta 1088+77 to Sta 1097+64 along westbound freeway side between 59th Ave and 51st Ave. The barrier length is approximately 945 feet, and the barrier height is approximately 8.0 to 11.3 feet above ground.
- Existing noise barrier E4 from approximate Sta 1099+00 to Sta 1108+90 along eastbound freeway side between 51st Ave and 43rd Ave. The barrier length is approximately 1,028 feet, and the barrier height is approximately 10.0 to 14.6 feet above ground.
- Existing noise barrier E5 from approximate Sta 1110+04 to Sta 1111+85 along eastbound freeway side between 51st Ave and 43rd Ave. The barrier length is approximately 103 feet, and the barrier height is approximately 16.0 to 16.6 feet above ground.
- Existing noise barrier E6 from approximate Sta 1110+46 to Sta 1126+11 along eastbound freeway side between 51st Ave and 43rd Ave. The barrier length is approximately 1,466 feet, and the barrier height is approximately 10.0 to 13.3 feet above ground.

The predicted noise levels at receivers E59 through E70, representing receptors within the Midwestern University dormitories and one university parcel with an active building permit, are greater than 66 dBA. Noise barriers 3a, 3b and 3c on the eastbound side of SR 101L were evaluated to shield receivers representing these sensitive receptors. The number of dwelling units for the active parcel is assumed to be 10 because no site plan of the parcel was available at the time of the noise analysis. The barriers were evaluated along the frontage road from Station 1046+29 to 1070+36. The height for the barrier segments would be 10 to 16 feet above ground. The cost-per-benefited receptor is greater than the ADOT NAR criteria of \$49,000. Noise barriers 3a, 3b, and 3c are potentially not recommended for mitigation during this scoping phase. Additional evaluation will be conducted to assess the active building permit against the Date of Public Knowledge, as per ADOT NAR Chapter 2.6.

The predicted noise levels at receivers E71 through E84, representing large lot size single family homes and one university parcel with active building permit, are greater than 66 dBA. Noise barriers 4a and 4b on the eastbound side of SR 101L were evaluated to shield receivers representing these sensitive receptors. The number of dwelling units for the active parcel is assumed to be 10 because no site plan of the parcel was available at the time of the noise analysis. The barriers were evaluated along the frontage road from Station 1072+09 to 1097+21. The height for the barrier segments would be 20 feet above ground. The cost-per-benefited receptor is greater than the ADOT NAR criteria of \$49,000. Noise barriers 4a and 4b are potentially not recommended for mitigation during this scoping phase. Additional evaluation will be conducted to assess the active building permit against the Date of Public Knowledge, as per ADOT NAR Chapter 2.6.

The predicted noise levels at receivers E99 through E115, representing single family homes, are greater than 66 dBA. Impact occurs behind the existing noise barrier E6. Existing noise barrier E6 was analyzed to determine whether it meets acoustic feasibility and noise reduction design goal in the design year. Table 1 in Appendix E showed that existing barrier E6 does not meet acoustic feasibility and the noise reduction design goal. As a result, existing barrier E6 requires modification or replacement.

New noise barrier SWL-1120-R, 18 feet above ground, was evaluated within the existing noise barrier E6 limit. In addition, a new noise barrier SWL-1130-R at 16 feet above ground would tie into SWL-1120-R on the west end. On the east end, SWL-1130-R would tie into the existing noise barrier E7 to shield receivers representing the Adobe Ridge Apartments. New noise barriers SWL-1120-R and SWL-1130-R, as well as existing barriers E4 and E5 would work as an integrated system. The cost-per-benefited receptor is less than the ADOT NAR criteria of \$49,000. This integrated system also meets acoustic feasibility and noise reduction design goal (see Table 2 in Appendix E). As a result, new barriers SWL-1120-R and SWL-1130-R are recommended.

However, after review of the record drawings, existing noise barrier wall E6 has the potential to be increased/raised to meet noise mitigation requirements. Therefore, noise barrier wall E6 may remain in-place and be raised vs. removed and replaced. To estimate the noise barrier cost conservatively, the preliminary design cost includes removal and replacement of existing noise barrier wall E6 with new noise barrier wall SWL-1120-R. Further review during final design will occur to determine whether existing noise barrier wall E6 can be raised or if it should be removed and replaced with SWL-1120-R.

The predicted noise levels at receivers W101 through W128, representing single family homes, are greater than 66 dBA. Impact occurs behind the existing noise barrier W4. Existing noise barrier W4 from Sta 1071+02 to Sta 1090+67 was analyzed and determined to not meet acoustic feasibility or the 7 dBA design goal, see Table 3 in Appendix E. As a result, existing barrier W4 may require modification or replacement.

A new noise barrier was evaluated to replace the existing noise barrier W4 from Sta 1071+02 to Sta 1090+67 with higher barrier height because the existing noise barrier W4 cannot be

raised any further in height per the preliminary structure analysis. The height of the evaluated barrier would be 20 feet above ground. However, the evaluated barrier could not meet acoustic feasibility or the 7 dBA design goal for those receivers behind the barrier (see Table 4 in Appendix E). As a result, the evaluated barrier is not recommended and no modification to the existing noise barrier is required.

Receivers W131, W133, and W135, representing two offices and the Nishkam Seva Gurdwara Sahib, are situated on the northeast quadrant between 51st Ave and SR 101L TI. Most of the areas of frequent human use activities are located within the interior of the facility. A transmission loss of 25 dBA was assumed to convert the exterior noise levels to interior noise levels considering doors and windows are closed. The predicted interior noise level of the temple would be than less NAC Category D threshold of 51 dBA. As a result, no noise mitigation is considered for these receptors.

The predicted noise levels at receivers W139 through W144, representing undeveloped land, are greater than 66 dBA. Based on MAG’s land use maps, there would be two parcels consisting of a total of 15 properties on this undeveloped land in the future. At this stage, the site plans of the two parcels were not approved yet. The predicted noise levels will be made available to the local officials with the responsibility for making zoning/permitting decisions for that location along with the following statement: “This information is presented purely to assist with noise-compatible land use planning decision making. Abatement for lands permitted after the Date of Public Knowledge for this project is not eligible for federal aid.”

Barrier Summary for Section 2 is shown in Table 7.

Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost ^[1]	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
New Barrier SWL-1120-R (Sta 1110+46 to Sta 1126+11)	18	1,466	26,388	\$996,880	113	\$13,964
New Barrier SWL-1130-R (Sta 1126+11 to Sta 1136+40)	16	1,038	16,602	\$581,070		
Total for Recommended Barriers	16 – 18	2,504	42,990	\$1,577,950	113	\$13,964

Notes:
^[1] Total cost of the noise barrier is based on the unit cost of \$35 per square foot off-structure and \$85 per square foot on-structure, and \$50 per linear foot for existing wall demolition.

Section 3: 43rd Ave to I-17

Section 3 has 148 modeled receivers representing receptors in residential, schools, churches, retail, offices, and undeveloped land. The noise levels of 80 receivers are greater than or equal to the ADOT NAR threshold of 66 dBA in NAC Categories B and C; As a result, consideration of noise mitigation for these receivers is warranted.

There are three separate existing noise barriers located within this segment, as follows:

- Existing noise barrier E7 from approximate Sta 1136+41 to Sta 1194+48 along eastbound freeway side between 43rd Ave and 35th Ave. The barrier length is approximately 5,804 feet, and the barrier height is approximately 10.0 to 14.2 feet above ground.
- Existing noise barrier E8 from approximate Sta 1212+07 to Sta 1220+38 along eastbound freeway side between 35th Ave and 31st Ave. This wall is a combination of retaining and noise walls. The barrier length is approximately 843 feet, and the barrier height is approximately 10.0 to 27.2 feet above ground.
- Existing noise barrier W6 along westbound freeway side between 43rd Ave and 35th Ave. The barrier length is approximately 3,531 feet, and the barrier height is approximately 10.0 to 13.3 feet above ground.

The predicted noise levels at receivers E138 through E169, representing single family homes, Atonement Lutheran School, and Meadows Baptist Church, are greater than 66 dBA. Impact occurs behind the existing noise barrier E7. Existing noise barrier E7 from Sta 1156+41 to Sta 1194+48 was analyzed per the ADOT NAR criteria and met acoustic feasibility and the 7 dBA design goal, see Table 5 in Appendix E. As a result, no modification to the existing noise barrier is required.

A new noise barrier SWL-1200-R along the proposed eastbound freeway edge at 14 to 16 feet above the roadway surface was evaluated to shield receivers representing single family homes and Park Meadows Elementary School. The cost-per-benefited receptor is less than the ADOT NAR criteria of \$49,000. In addition, this barrier meets acoustic feasibility and noise reduction design goal (see Table 6 in Appendix E). As a result, new barrier SWL-1200-R is potentially recommended.

The predicted noise levels at receivers E186 through E198, representing single family homes, are greater than 66 dBA. Impact occurs behind the existing noise barrier E8. Existing noise barrier E8 from Sta 1212+07 to Sta 1220+38 was analyzed and determined to not meet the 7 dBA design goal, see Table 7 in Appendix E. However, because most of the barrier segments are close to or higher than 24 feet, no modification to the existing barrier E8 is required.

The predicted noise levels at receivers W149 through W179, representing single family homes, are greater than 66 dBA. Impact occurs behind the existing noise barrier W6. Existing noise barrier W6 was analyzed to determine whether it meets acoustic feasibility and noise reduction design goal in the design year. Table 8 in Appendix E shows that existing barrier W6 does not meet acoustic feasibility and noise reduction design goal. As a result, existing barrier W6 may require modification or replacement.

A new noise barrier was evaluated to replace the existing noise barrier W6 with higher barrier height because the existing noise barrier W6 cannot be raised any further per the preliminary structure analysis. The height for the evaluated barrier would be 18 feet above ground. The evaluated barrier meets acoustic feasibility and noise reduction design goal (see Table 9 in Appendix E). However, the cost-per-benefited receptor is greater than the ADOT NAR criteria of \$49,000 with other associated construction cost included. As a result, the evaluated barrier is not recommended and no modification to the existing noise barrier is required.

The predicted noise levels at receivers W181 through W206, representing single family homes and two apartment subdivisions, are greater than 66 dBA. Noise barrier SWL-1220-L on the westbound side of SR 101L was evaluated to shield receivers representing these sensitive receptors. The barriers were evaluated along the proposed freeway edge from Station 1208+80 to 1230+55. The height for the barrier segments would be 16 feet above ground. The cost-per-benefited receptor is less than the ADOT NAR criteria of \$49,000. In addition, barrier SWL-1220-L also meets acoustic feasibility and noise reduction design goal. As a result, new barrier SWL-1220-L is potentially recommended.

Receivers W210, W210(a), and W210(b), represent the Deer Valley Senior Living complex situated on the northeast corner of 29th Ave and westbound Beardsley Rd. Most of the areas of frequent human use activities are located within the interior of the facility or shielded by the building. A transmission loss of 25 dBA was assumed to convert the exterior noise levels to interior noise levels considering doors and windows are closed. The predicted interior noise level of the complex would be than less NAC Category D threshold of 51 dBA. As a result, no noise mitigation is considered for these receptors.

Barrier Summary for Section 3 is shown in Table 8.

Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
New Barrier SWL-1200-R (Sta 1194+15 to Sta 1208+02)	14 – 16	1,370	20,926	\$970,410	55	\$17,644
New Barrier SWL-1220-L (Sta 1208+80 to Sta 1230+55)	16	2,155	34,482	\$1,206,870	77	\$15,674
Total for Recommended Barriers	14 – 16	3,525	55,408	\$2,177,280	132	\$16,494

Notes:
^[1] Total cost of the noise barrier is based on the unit cost of \$35 per square foot off-structure and \$85 per square foot on-structure, and \$50 per linear foot for existing wall demolition.
^[2] Barrier SWL-1200-R includes a length of 200' bridge section.

Additional Noise Analysis for 75th Ave TI Improvements

The project team is evaluating three alternatives to increase roadway capacity at the 75th Avenue TI. Future noise levels were predicted under all three alternatives and described below respectively. Exhibits for the three alternatives and tables of predicted noise levels are shown in Appendix G.

a. Alternative 1

Under Alternative 1 [Braided EB 67th Exit/75th Ave Entrance Ramp], a new 67th Ave EB offramp would be constructed and traverse under the existing EB 75th Ave onramp. It would travel along the north side of the existing EB noise barrier and merge with the existing EB frontage road just west of the 67th Ave. All the receivers on the first floor demonstrated no impact behind the barriers, therefore the existing barriers in this segment would remain and no new noise barriers are recommended.

b. Alternative 2

Under Alternative 2 [Consolidated EB 67th and 75th Ave Exit Ramps. Widen EB Frontage Road], the existing EB 75th Ave offramp and onramp would be modified. The EB frontage road would be widened to accommodate three lanes. Six (6) EB receivers on the first floor demonstrated noise levels greater than the Category B threshold of 66 dBA because of the increased traffic volumes on the frontage road. Impact occurs behind the existing EB noise barrier E1a west of 75th Ave and barrier E1 between 75th Ave and 67th Ave. Existing noise barrier E1a was analyzed and determined to meet acoustic feasibility and the 7 dBA design goal. As a result, existing barrier E1a would remain.

Existing noise barrier E1 does not meet acoustic feasibility or the 7 dBA design goal. Barrier reflected noise from E1 was evaluated. The barrier reflected noise increase from EB frontage road to receiver E12 would be 4.0 to 6.2 dBA. The barrier reflected noise increase from EB frontage road to receiver E26 would be 3.7 to 6.2 dBA under Alternative 2.

New noise barriers on the south side of the frontage road were evaluated in conjunction with the existing barrier as a whole barrier system. Adding three separate noise barriers (S1a1, S1a2, S1a3) could improve the acoustical performance and they can meet ADOT NAR in conjunction with the existing barrier in Alternative 2. Parallel barrier analysis indicated that no noise level degradation would occur. Therefore, noise barriers S1a1, S1a2, and S1a3 are potentially recommended for Alternative 2.

c. Alternative 3

Under Alternative 3 [Add 5th GP lane East of 75th Ave; Extend Through 67th Ave TI], an additional 5th GP lane would be added on the mainline. All the receivers on the first floor demonstrated no impact behind the barriers, therefore the existing barriers in this segment would remain and no new noise barriers are recommended.

During construction, equipment operational noise may be heard within the EB side common noise environment. Construction noise is intermittent and depends on the type of operation, location, and function of the equipment as well as the equipment usage cycle. Construction noise would cease once the construction is completed.

5.0 CONCLUSION AND RECOMMENDATION

This noise report provides the existing monitored and future predicted 2040 design year noise levels and recommendations for mitigation measures in accordance with the ADOT NAR for the SR 101L freeway widening project. This study evaluates impacts predicted to result from traffic noise levels during the noisiest conditions that would result from the planned improvements to SR 101L freeway.

Table 9 below summarizes the results of the potentially recommended noise mitigation/barriers determined in accordance with the ADOT NAR guidelines for the project. A total of four (4) separate new noise barriers are potentially recommended. Barriers SWL-1120-R and SWL-1130-R are recommended for single family homes and an apartment complex along eastbound SR 101L between 48th Dr and 45th Ave. Barrier SWL-1200-R is recommended for single family homes and Park Meadows Elementary School along eastbound SR 101L between 37th Ave and 34th Dr. Barrier SWL-1220-L is recommended for single family homes and apartment complexes along westbound SR 101L between 34th Dr and 31st Ave. The noise barrier locations and termini described in this report are subject to adjustments by final designers to accommodate final design features.

Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
New Barrier SWL-1120-R (Sta 1110+46 to Sta 1126+11)	18	1,466	26,388	\$996,880	113	\$13,964
New Barrier SWL-1130-R (Sta 1126+11 to Sta 1136+40)	16	1,038	16,602	\$581,070		
New Barrier SWL-1200-R (Sta 1194+15 to Sta 1208+02)	14 – 16	1,370	20,926	\$970,410	55	\$17,644
New Barrier SWL-1220-L (Sta 1208+80 to Sta 1230+55)	16	2,155	34,482	\$1,206,870	77	\$15,674
Total for Recommended Barriers	14 – 18	6,029	98,398	\$3,755,230	245	\$15,327

Notes:

[¹] Total cost of the noise barrier is based on the unit cost of \$35 per square foot off-structure and \$85 per square foot on-structure, and \$50 per linear foot for existing wall demolition.

[²] Barrier SWL-1200-R includes a length of 200' bridge section.

Regarding the 75th Ave TI improvements, noise analysis indicated that all the receivers on the first floor demonstrated no impact behind the barriers; the existing barriers in this segment would remain and no new noise barriers are recommended under Alternatives 1 and 3. Under Alternative 2, six (6) EB receivers on the first floor demonstrated noise levels greater than the Category B threshold of 66 dBA because of the increased traffic volumes on the frontage road. New noise barriers on the south side of the frontage road were evaluated in conjunction with the existing barrier as a whole barrier system. Adding three separate noise barriers (S1a1, S1a2, S1a3) could improve the acoustical performance and they can meet ADOT NAR in conjunction with the existing barrier in Alternative 2.

The Date of Public Knowledge is the date of approval of the Categorical Exclusion (CE), the Finding of No Significant Impact (FONSI) or the Record of Decision (ROD), as defined in 23 CFR 771. This is a MAG Regional Area Road Funded design project. In addition to MAG funding, it is anticipated that federal funding will be available for construction as early as FY 2024. The Date of Public Knowledge is the date of approval of the appropriate environmental document.

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."

6.0 STATEMENT OF LIKELIHOOD

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

References

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

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

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

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

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

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

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

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

Glossary of Terms

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

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

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

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

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

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

TNM Model Runs Description

TNM File Name	Description
Build Condition	
S1EB_75thto59thAve_v2	Section 1 eastbound side receivers between 75 th Ave and 59 th Ave. No noise barriers are recommended. Existing barriers remain.
S1WB_75thto59thAve_v2	Section 1 westbound side receivers between 75 th Ave and 59 th Ave. No noise barriers are recommended. Existing barriers remain.
S2aEB_59thto51stAve_v2	Section 2 eastbound side receivers between 59 th Ave and 51 st Ave. No noise barriers are recommended.
S2bEB_51stto43rdAve_NoNoiseWalls_v2	Section 2 eastbound side receivers between 51 st Ave and 43 rd Ave. Run without existing noise barriers.
S2bEB_51stto43rdAve_ExistNoiseWalls_v2	Section 2 eastbound side receivers between 51 st Ave and 43 rd Ave. Run with existing noise barriers.
S2bEB_51stto43rdAve_Mitigated_v2	Section 2 eastbound side receivers between 51 st Ave and 43 rd Ave. Run with new noise barriers. New barriers SWL-1120-R and SWL-1130-R are recommended. Existing barrier E6 will be replaced.
S2aWB_59thto51stAve_NoExistingWall_v2	Section 2 westbound side receivers between 59 th Ave and 51 st Ave. Run without existing noise barriers.
S2aWB_59thto51stAve_ExistNoiseWalls_v2	Section 2 westbound side receivers between 59 th Ave and 51 st Ave. Run with existing noise barriers.
S2aWB_59thto51stAve_Mitigated20ft_v3	Section 2 westbound side receivers between 59 th Ave and 51 st Ave. Evaluated noise barrier does not meet ADOT NAR.
S2bWB_51stto43rdAve_Unmitigated_v2	Section 2 westbound side receivers between 51 st Ave and 43 rd Ave. Run of future unmitigated condition.
S2bWB_51stto43rdAve_Mitigated_v2	Section 2 westbound side receivers between 51 st Ave and 43 rd Ave. Barrier evaluated but not recommended.
S3EB_43rdtoI-17_Exist_v2	Section 3 eastbound side receivers between 43 rd Ave and I-17. Run with existing noise barriers.
S3aEB_43rdtoI-17_Barrier6	Section 3 eastbound side receivers between 43 rd Ave and 35 th Ave. Barrier SWL-1200-R is recommended.
S3bEB_43rdtoI-17_v2	Section 3 eastbound side receivers between 35 th Ave and I-17. Existing barrier E8 remain. No new noise barriers are recommended.
S3aWB_43rdtoI-17_Unmitigated_v2	Section 3 westbound side receivers between 43 rd Ave and 35 th Ave. Run with existing noise barriers.
S3aWB_43rdtoI-17_Mitigated_v2	Section 3 westbound side receivers between 43 rd Ave and 35 th Ave. Evaluated noise barrier is not recommended.
S3bWB_43rdtoI-17_v2	Section 3 westbound side receivers between 35 th Ave and I-17. New barrier SWL-1220-L is recommended.
75thAveTIEB_Alt1	75thAve TI improvement EB alternative 1
75thAveTIEB_Alt2	75thAve TI improvement EB alternative 2, run with existing noise barrier.
75thAveTIEB_Alt2_20ft	75thAve TI improvement EB alternative 2, run with evaluated noise barrier of 20 ft high.
75thAveTIEB_Alt3	75thAve TI improvement EB alternative 3

TNM File Name	Description
75thAveTIWB_Alt1	75thAve TI improvement WB alternative 1
75thAveTIWB_Alt2	75thAve TI improvement WB alternative 2
75thAveTIWB_Alt3	75thAve TI improvement WB alternative 3
No Build Condition	
S1EB_75thto59thAve_NB	Section 1 eastbound side receivers between 75 th Ave and 59 th Ave. Future No Build condition.
S1WB_75thto59thAve_NB	Section 1 westbound side receivers between 75 th Ave and 59 th Ave. Future No Build condition.
S2aEB_59thto51stAve_NB	Section 2 eastbound side receivers between 59 th Ave and 51 st Ave. Future No Build condition.
S2bEB_51stto43rdAve_NB	Section 2 eastbound side receivers between 51 st Ave and 43 rd Ave. Future No Build condition.
S2aWB_59thto51stAve_NB	Section 2 westbound side receivers between 59 th Ave and 51 st Ave. Future No Build condition.
S2bWB_51stto43rdAve_NB	Section 2 westbound side receivers between 51 st Ave and 43 rd Ave. Future No Build condition.
S3EB_43rdtoI-17_NB	Section 3 eastbound side receivers between 43 rd Ave and I-17. Future No Build condition.
S3aWB_43rdtoI-17_NB	Section 3 westbound side receivers between 43 rd Ave and 35 th Ave. Future No Build condition.
S3bWB_43rdtoI-17_NB	Section 3 westbound side receivers between 35 th Ave and I-17. Future No Build condition.
Existing Model Validation	
MON-3	Validation run for monitoring site MON-3.
MON-6	Validation run for monitoring site MON-6.
MON-11	Validation run for monitoring site MON-11.

APPENDIX A

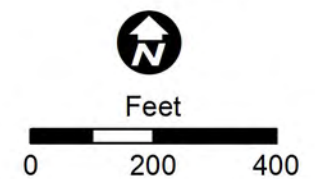
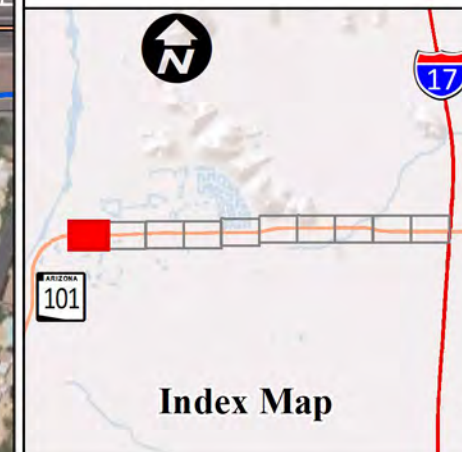
Noise Receiver and Potentially Recommended Barrier Locations

SR 101, 75th Ave - I-17
 General Purpose Lane's
 101 MA 12 F0316 01C
 101-A(214)T



Legend

- Mileposts
- Noise Receivers
- Monitoring Sites
- ▬ Potential Noise Barriers
- ▬ Existing Noise Barriers



Source:
 ADOT ATIS (2013); AZTEC (2020)
 USDA NAIP Imagery (accessed in 2020)

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

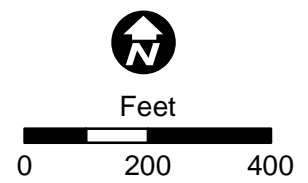
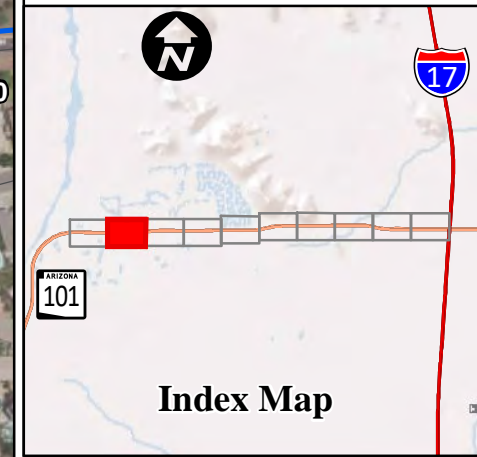
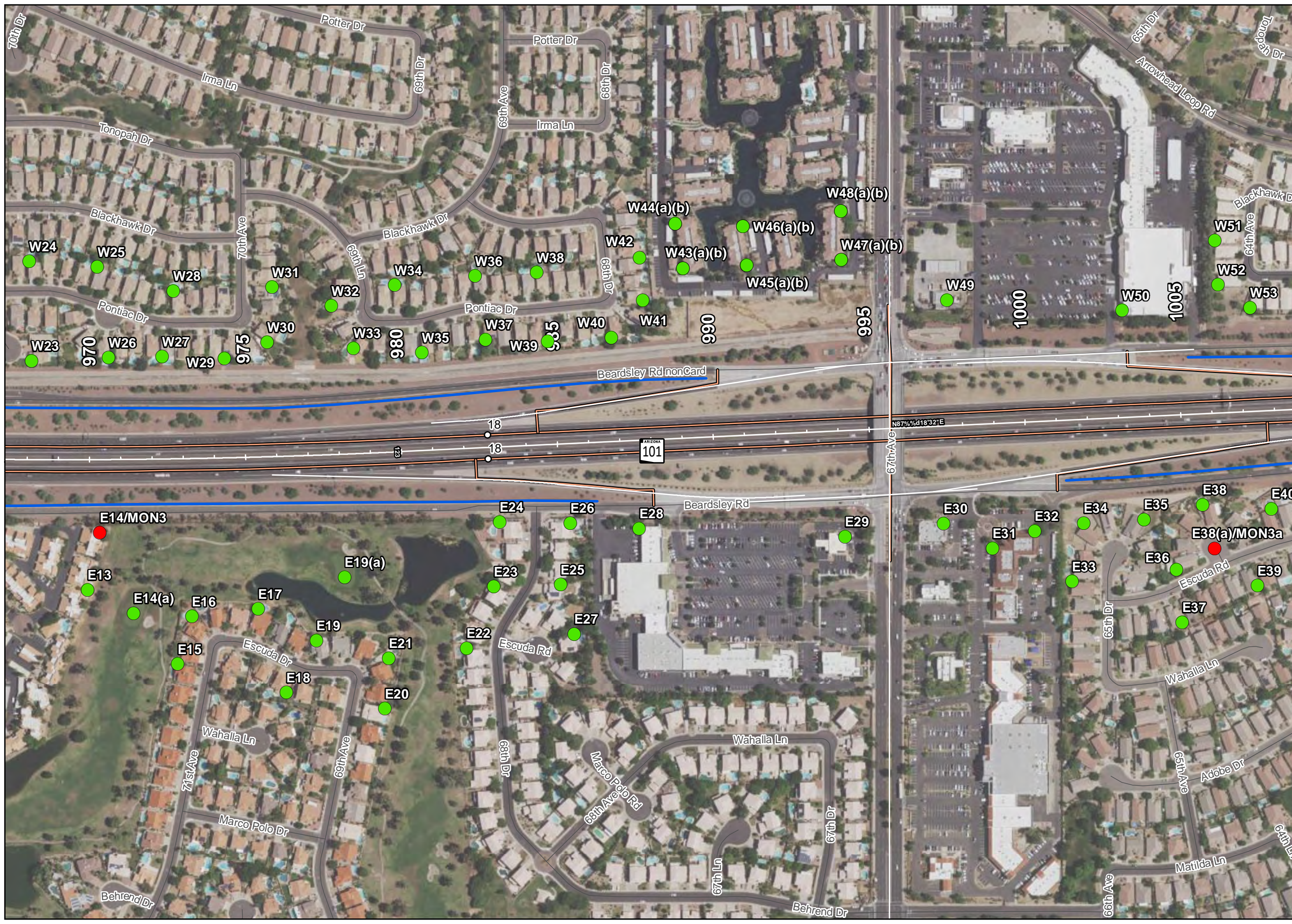


SR 101, 75th Ave - I-17
 General Purpose Lane's
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Legend

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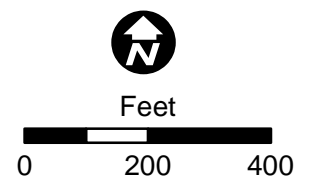
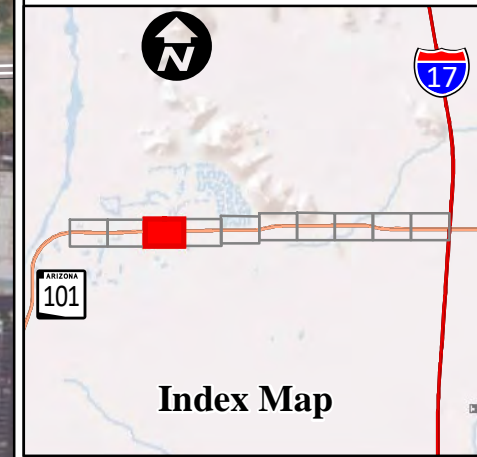
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SR 101, 75th Ave - I-17
 General Purpose Lane's
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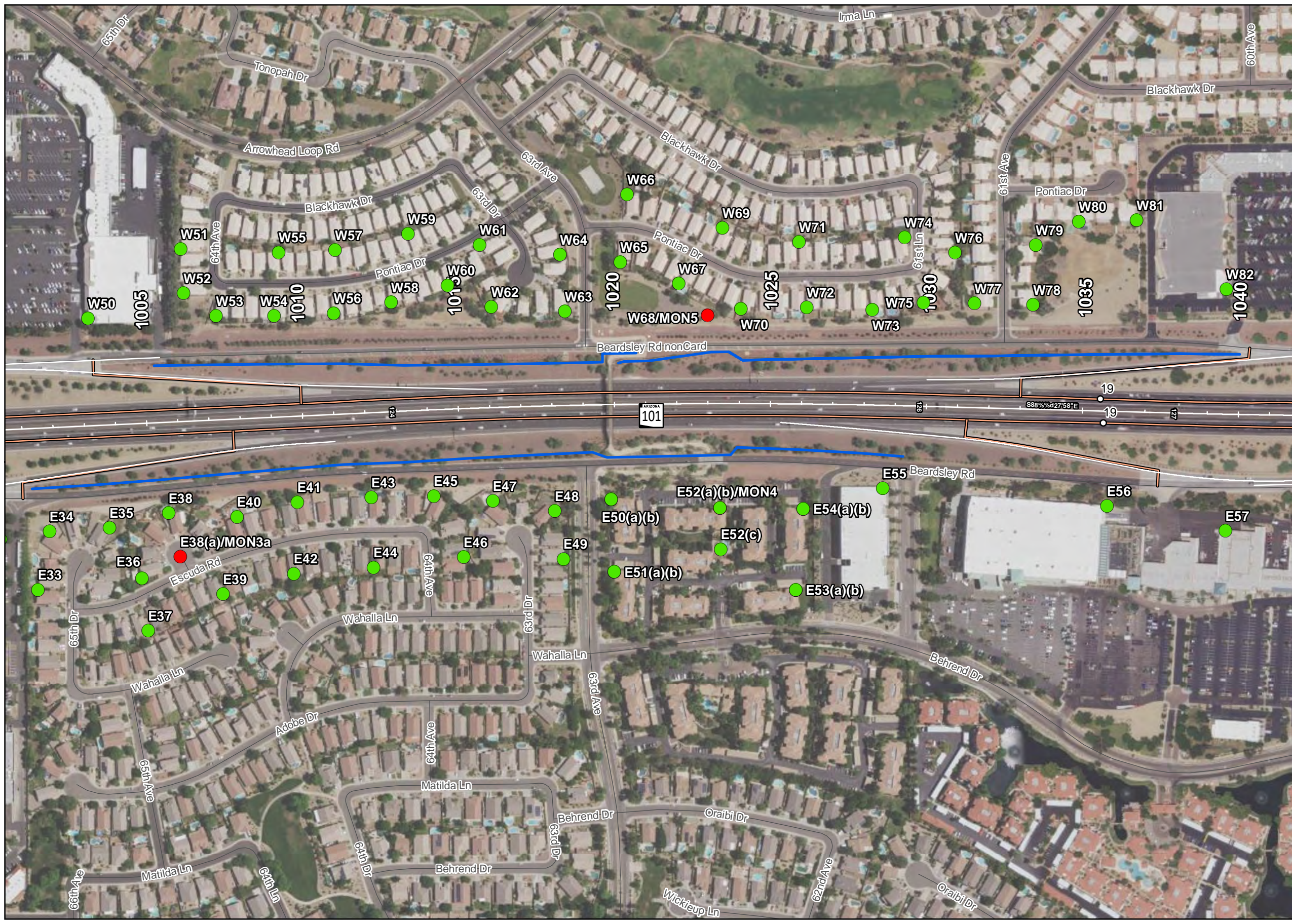
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- ▬ Existing Noise Barriers



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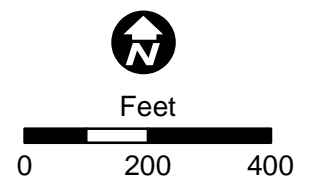
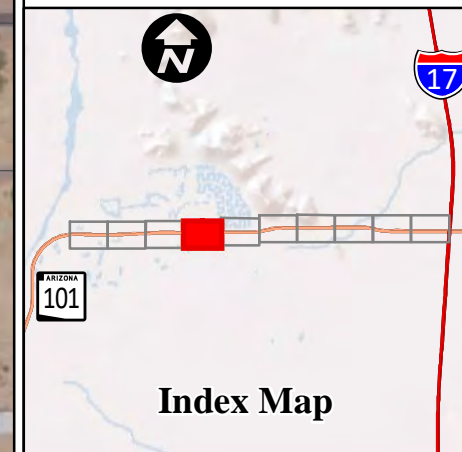
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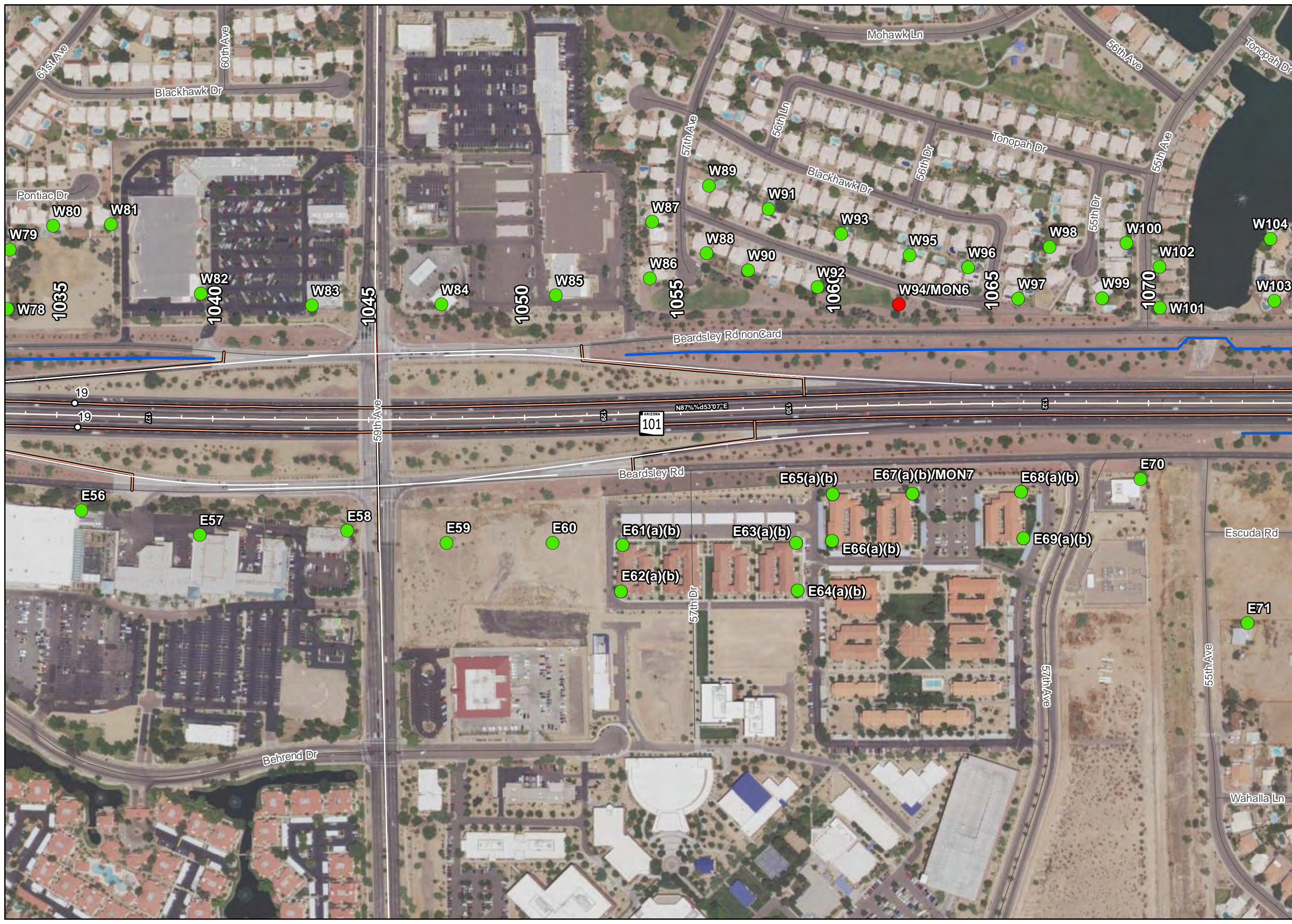
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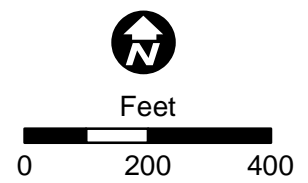
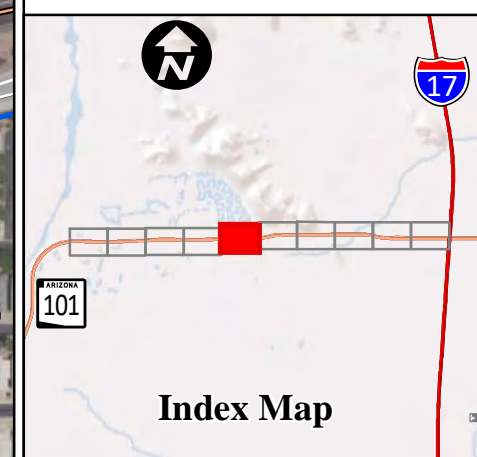
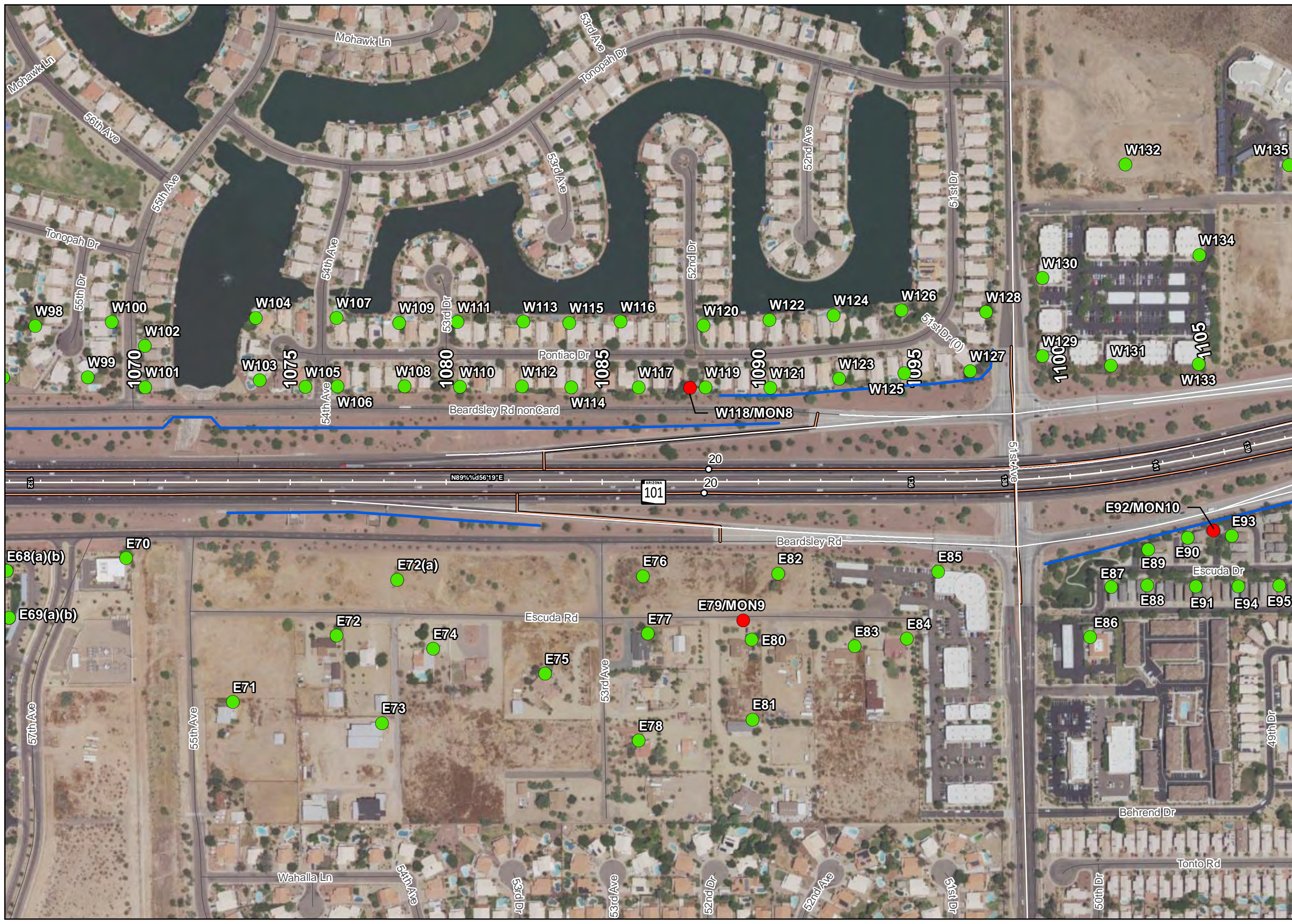
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Legend

- Mileposts
- Noise Receivers
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- ▬ Potential Noise Barriers
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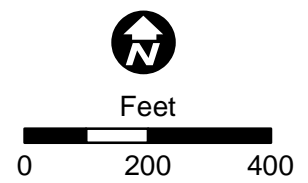
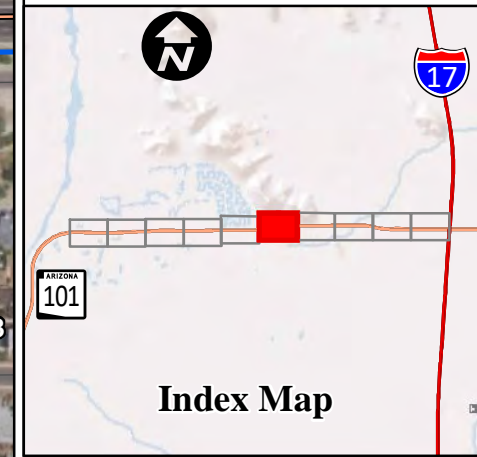
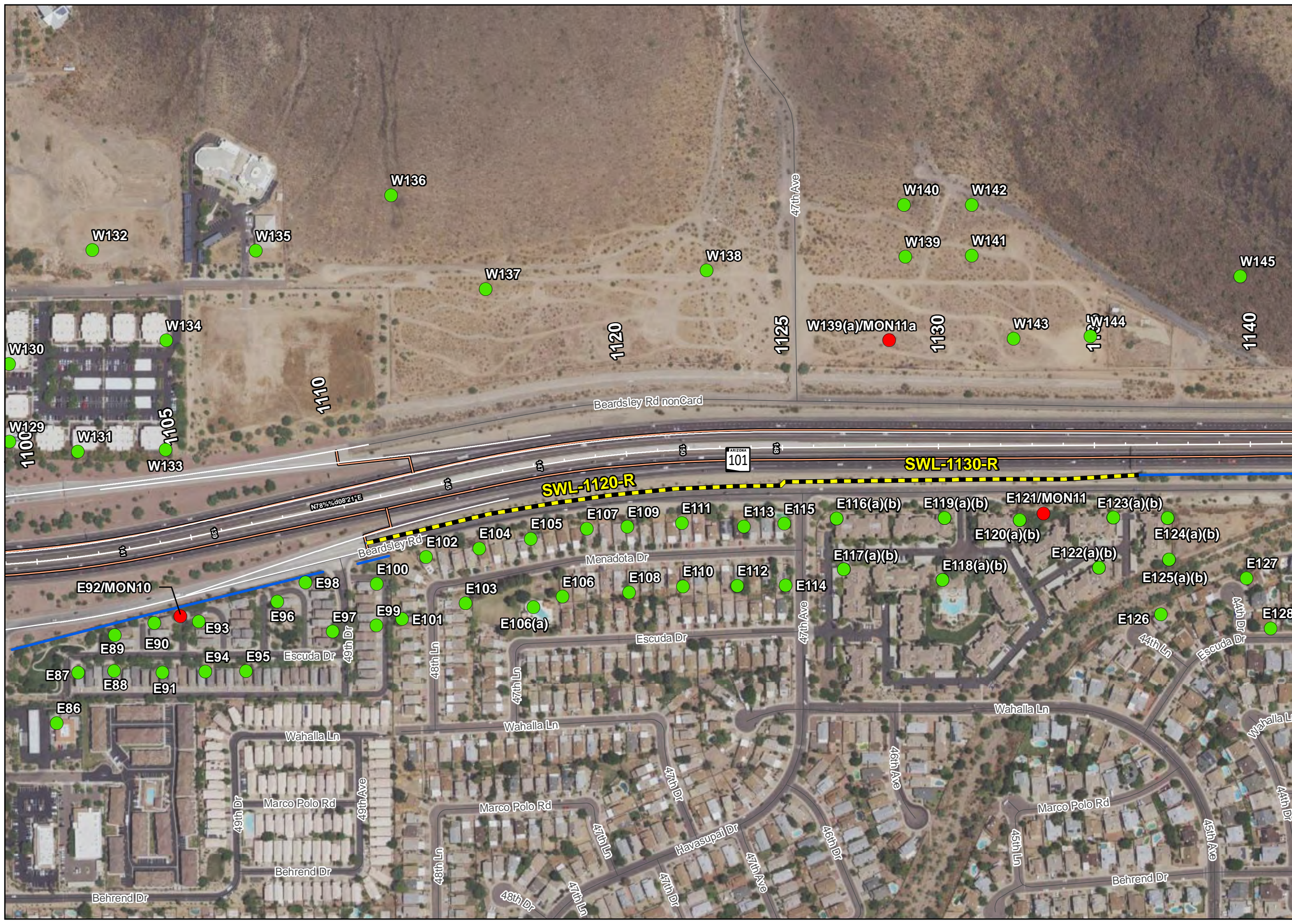
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Legend

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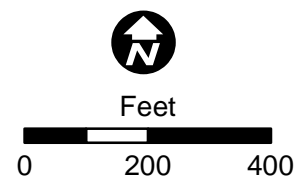
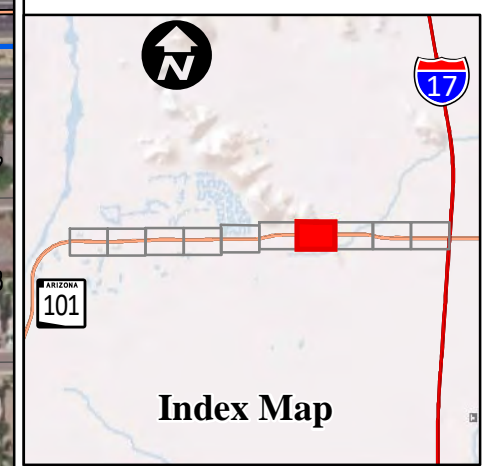
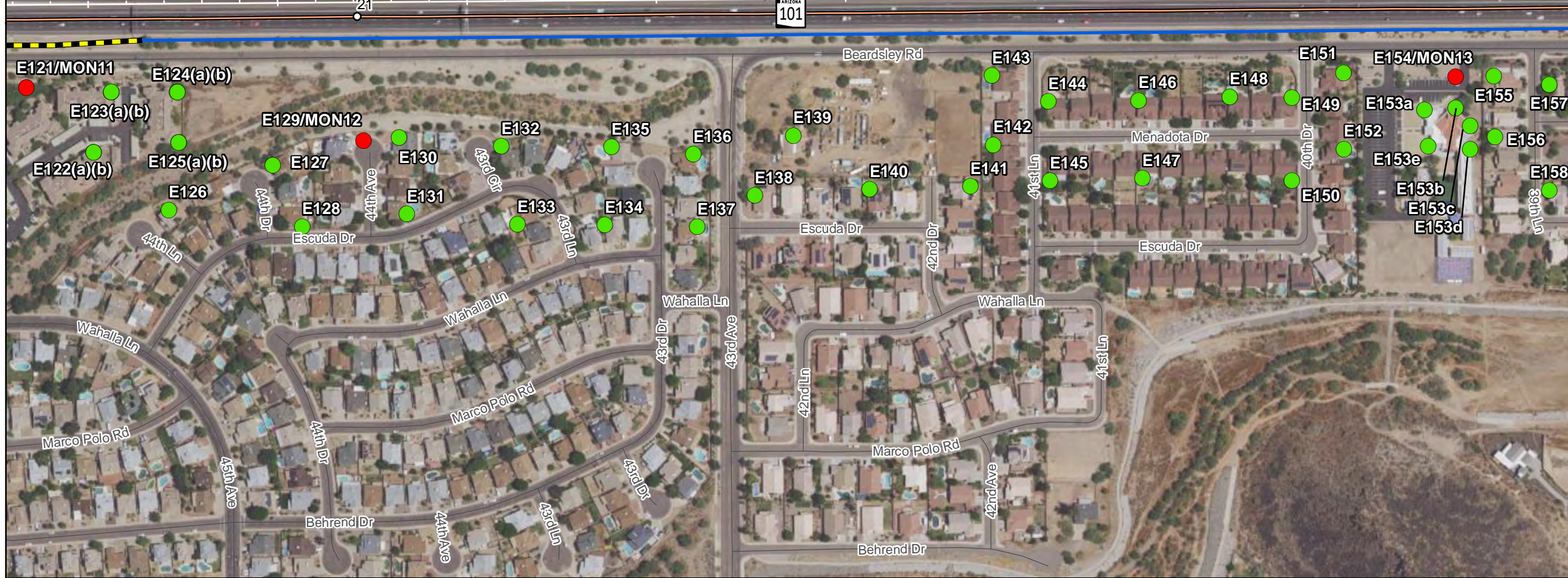
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SR 101, 75th Ave - I-17
 General Purpose Lane's
 101 MA 12 F0316 01C
 101-A(214)T



Legend

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- ▬ Existing Noise Barriers



Source:
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 USDA NAIP Imagery (accessed in 2020)

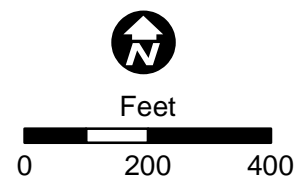
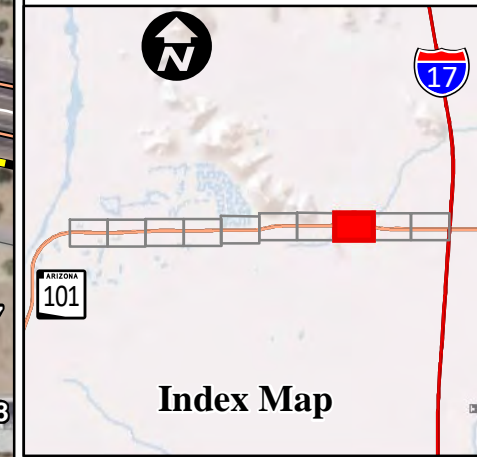
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SR 101, 75th Ave - I-17
 General Purpose Lane's
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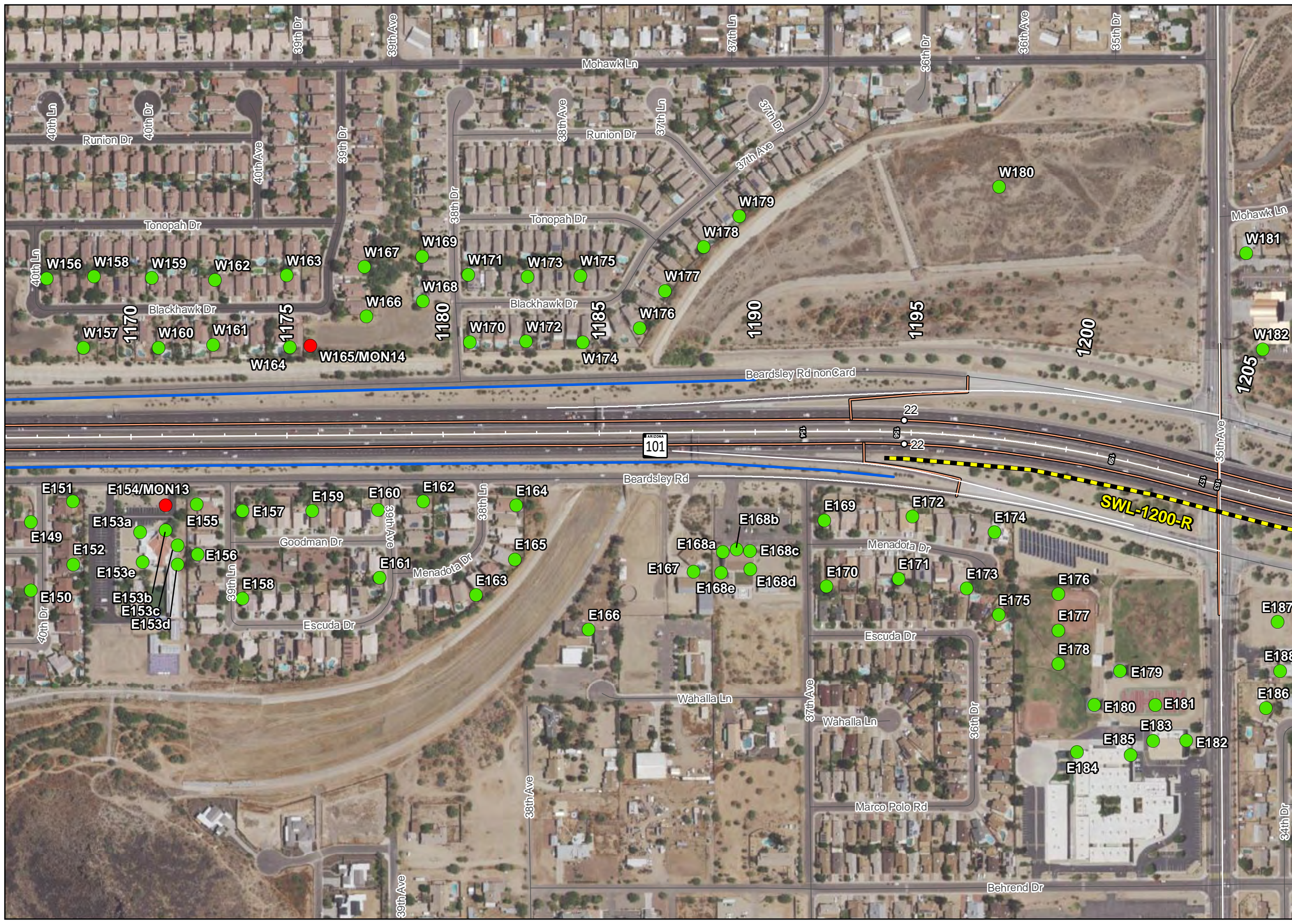
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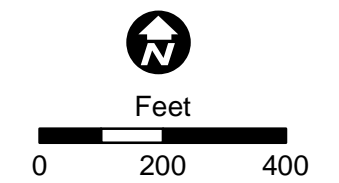
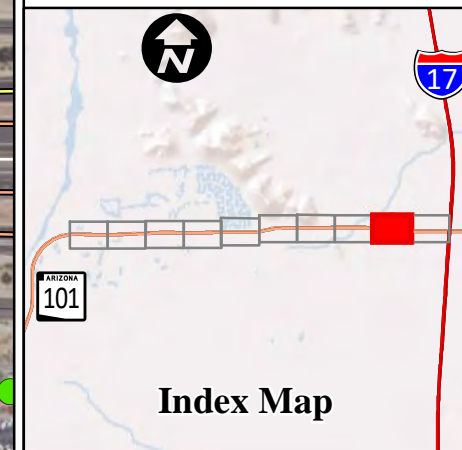


SR 101, 75th Ave - I-17
 General Purpose Lane's
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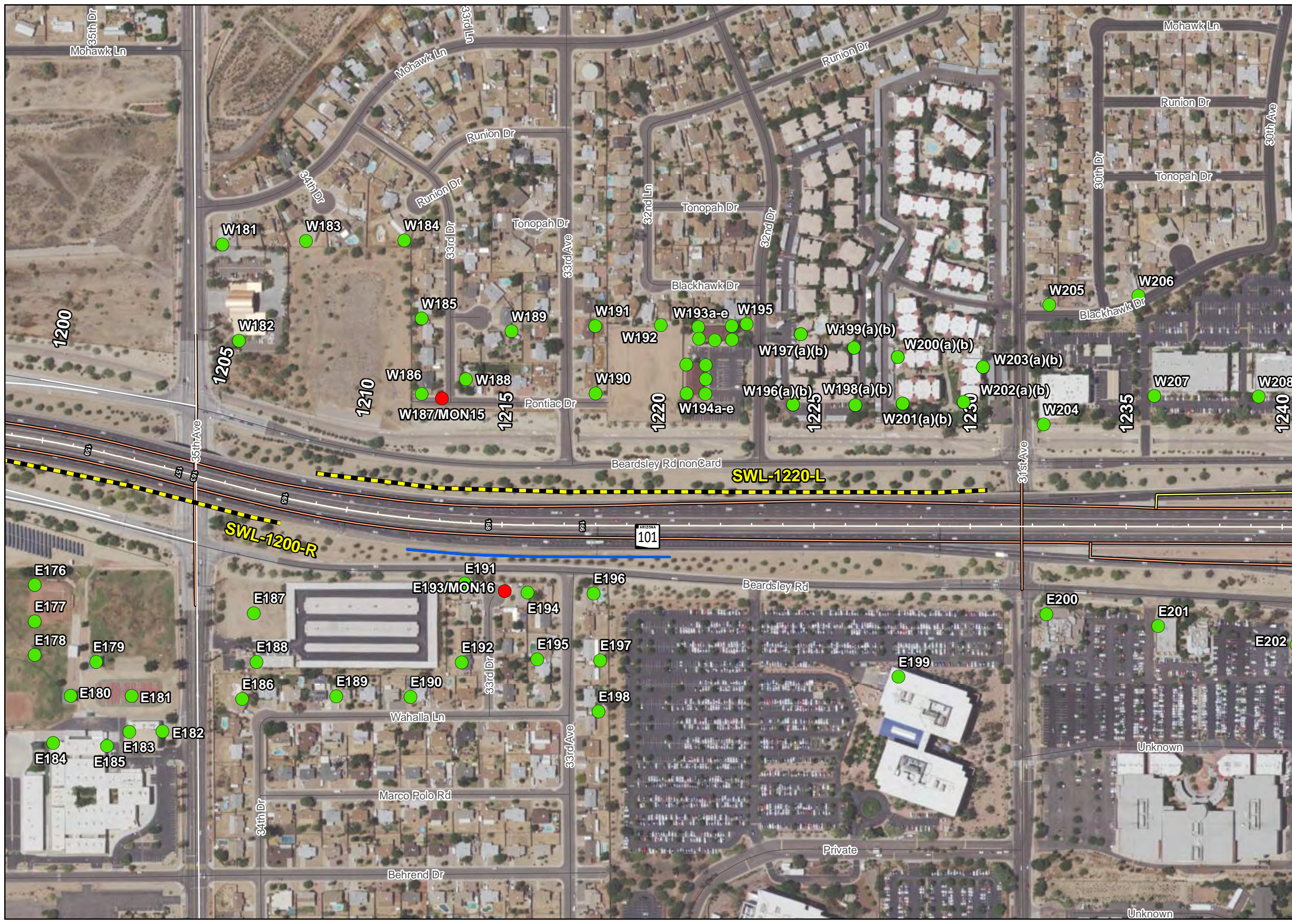
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- Mileposts
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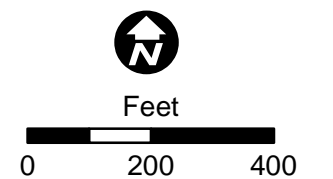
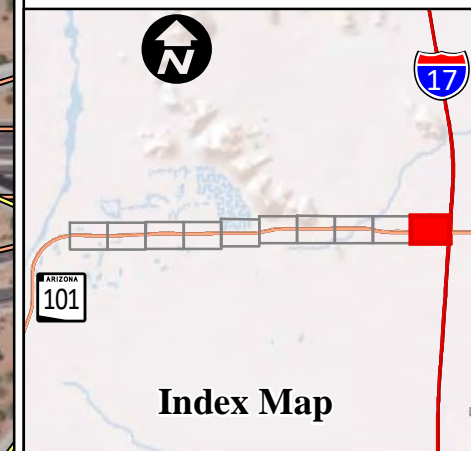


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 General Purpose Lane's
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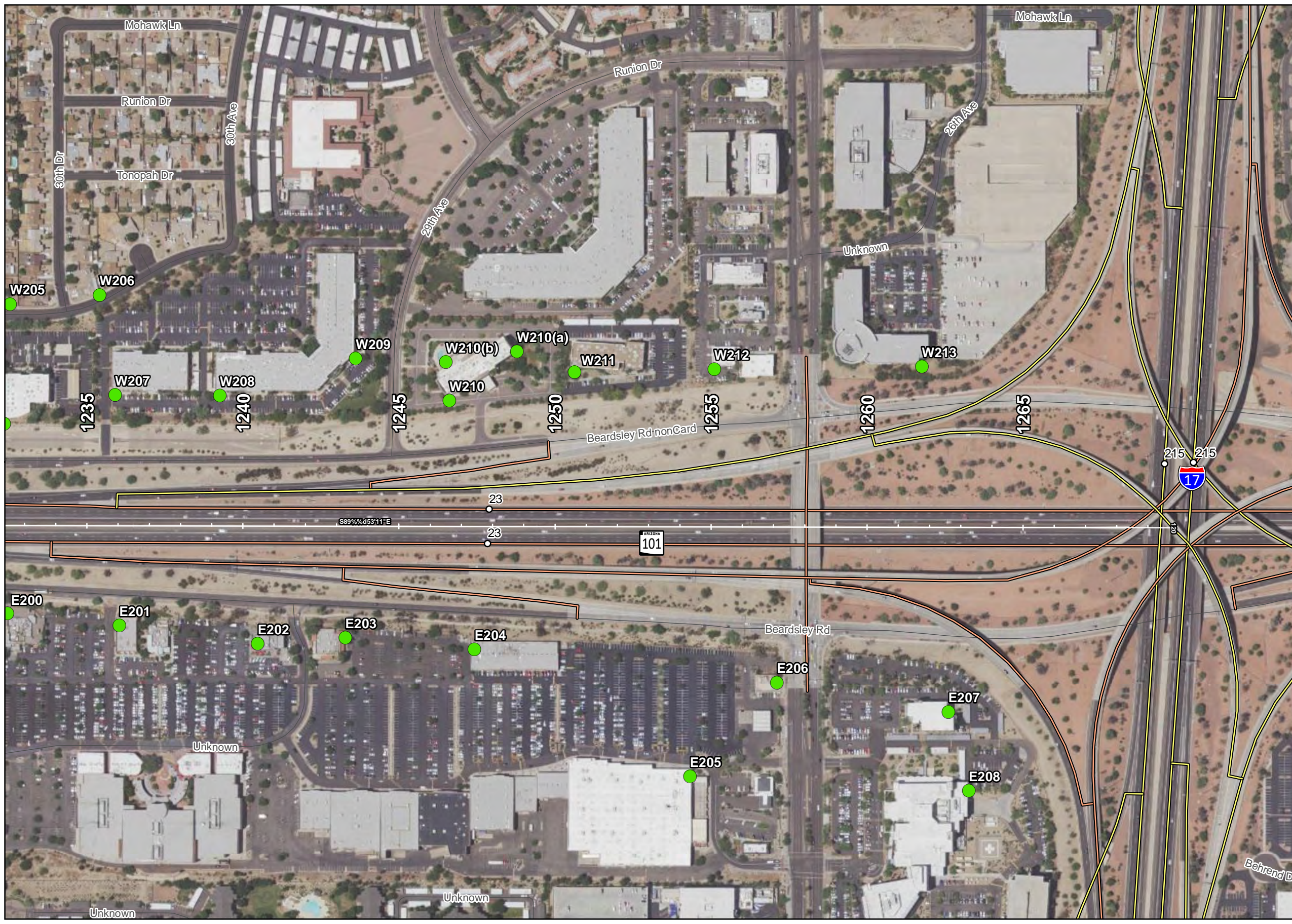
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Map Disclaimer: This map is intended for general siting purposes only.



APPENDIX B

Noise Level Monitoring Results

Calibration Certificate

Certificate Number 2021008561

Customer:

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

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

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

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

Compliance Standards Compliant to Manufacturer Specifications and the following standards:

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

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

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

The quality system is registered to ISO 9001:2015.

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

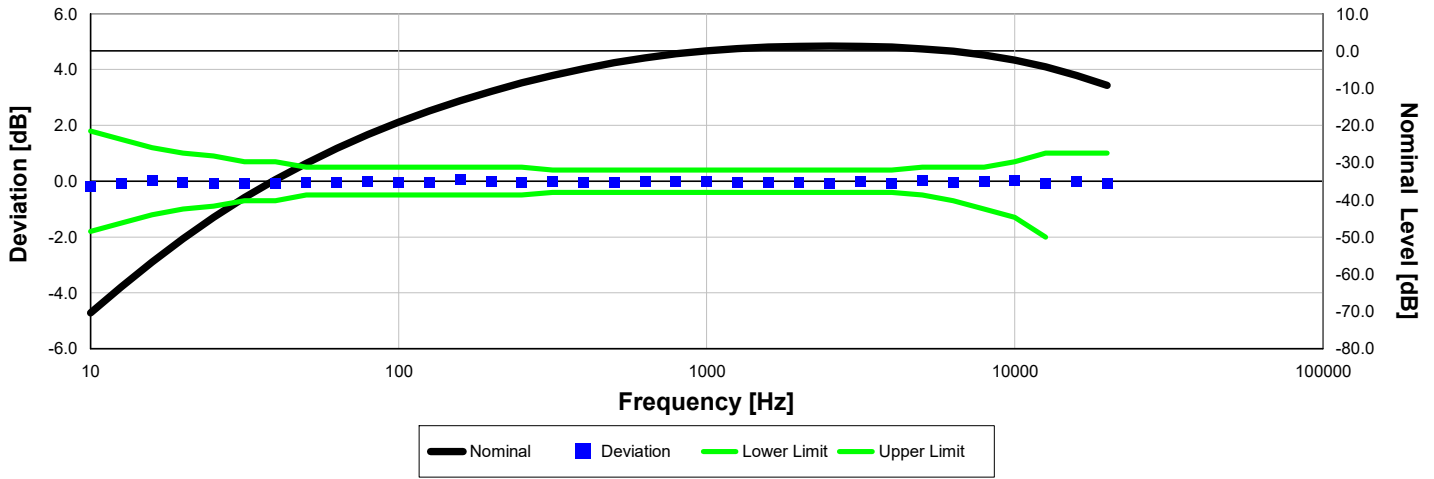
The uncertainties were computed in accordance with JCGM 100:2008 (ISO/IEC Guide 98-3:2008) Evaluation of measurement data - Guide to the expression of uncertainty in measurement. A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty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

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Standards Used

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

A-weight Filter Response



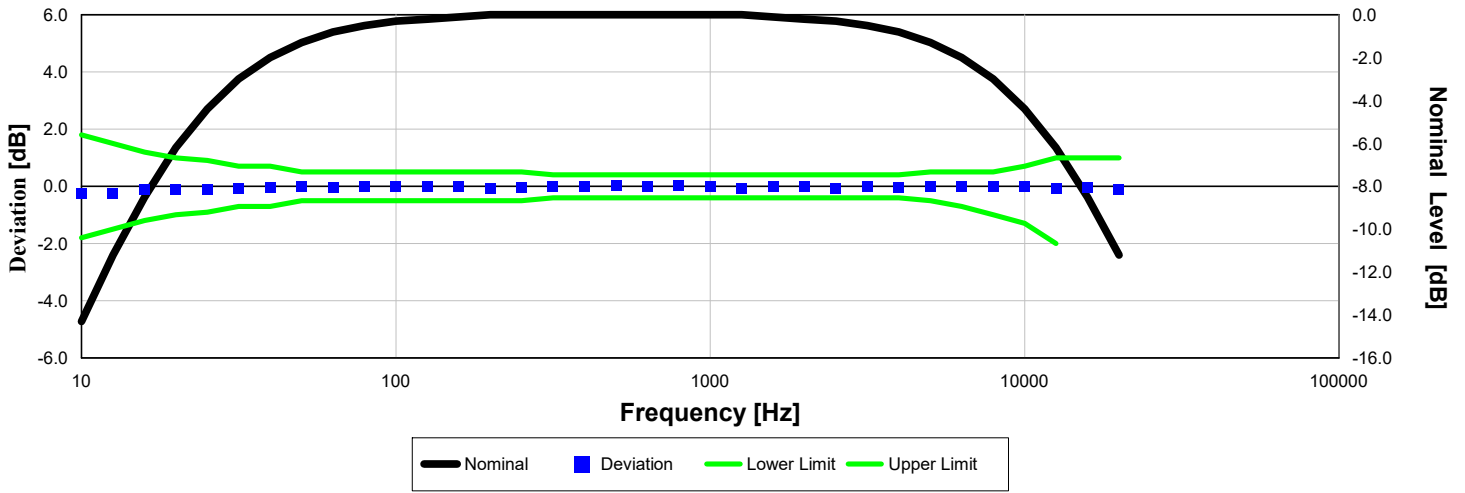
Electrical signal test of frequency weighting for compliance to IEC 60651:2001 6.1 and 9.2.2; ANSI S1.4:1983 5.1 and 8.2.1; IEC 60804:2000 5.1

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

-- End of measurement results--



C-weight Filter Response



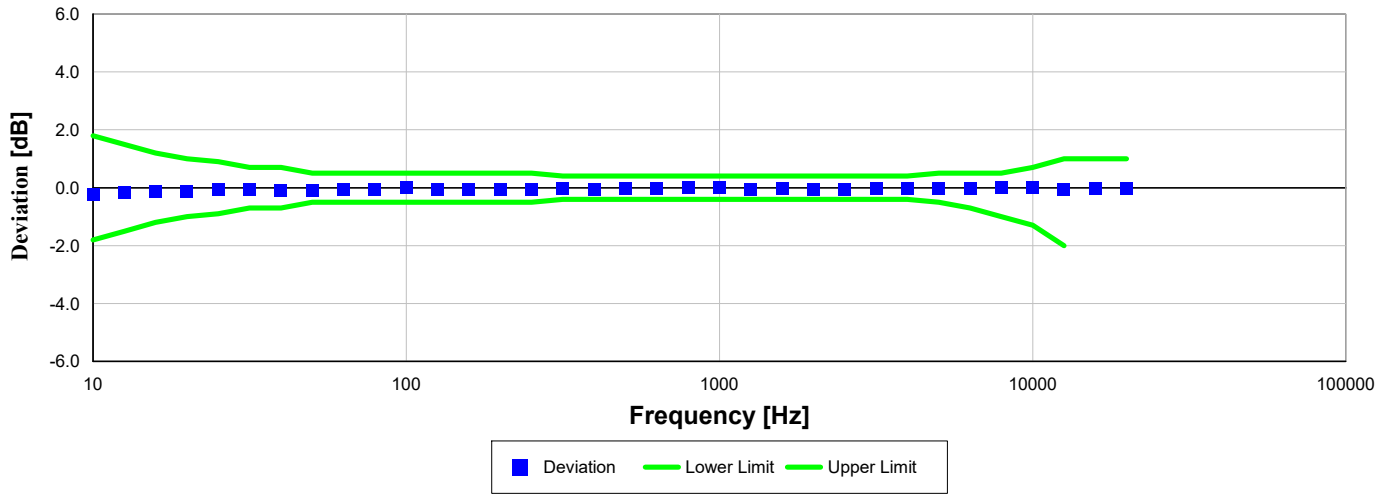
Electrical signal test of frequency weighting for compliance to IEC 60651:2001 6.1 and 9.2.2; ANSI S1.4:1983 5.1 and 8.2.1; IEC 60804:2000 5.1

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

-- End of measurement results--



Flat-weight (Z-weight) Filter Response



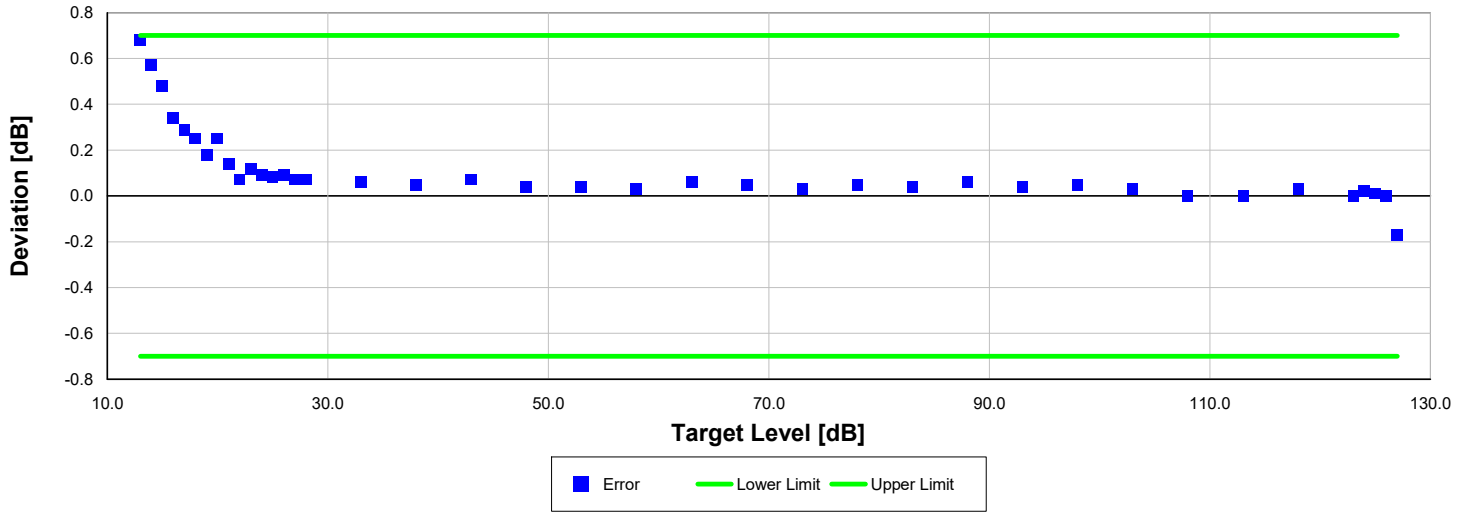
Electrical signal test of frequency weighting for compliance to IEC 60651:2001 6.1 and 9.2.2; ANSI S1.4:1983 5.1 and 8.2.1; IEC 60804:2000 5.1

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

-- End of measurement results--



A-weighted Log Linearity: 1,000.00 Hz



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

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

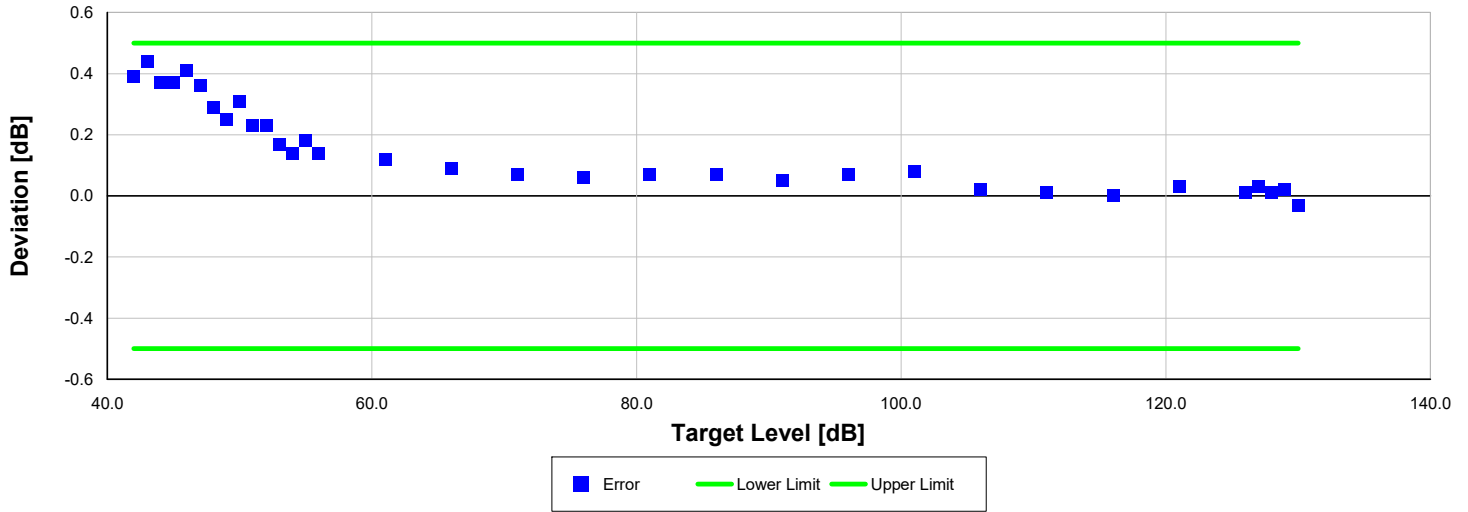


Target Level [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
126.00	0.00	-0.70	0.70	0.16	Pass
127.00	-0.17	-0.70	0.70	0.16	Pass

-- End of measurement results--



A-weighted Peak Log Linearity: 1,000.00 Hz



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

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

-- End of measurement results--



Linearity

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

Measurement	Result
Differential Linearity	Pass

-- End of measurement results--

Range

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

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

-- End of measurement results--

Broadband Noise Floor

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

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

-- End of measurement results--

Gain

Measured for compliance to manufacturer specifications

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

-- End of measurement results--

Positive Pulse Crest Factor

200 µs pulse tests at 2.0, 12.0, 22.0, 32.0 dB below Overload Limit

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

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

-- End of measurement results--



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

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

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

-- End of measurement results--

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

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

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

-- End of measurement results--

Slow Detector

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

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

-- End of measurement results--

Fast Detector

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

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

-- End of measurement results--

Impulse Detector - Repeat

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

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

-- End of measurement results--

Impulse Detector - Single

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

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

-- End of measurement results--

Board 01 Frequency Counter

Measured for compliance to manufacturer specifications

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

-- End of measurement results--

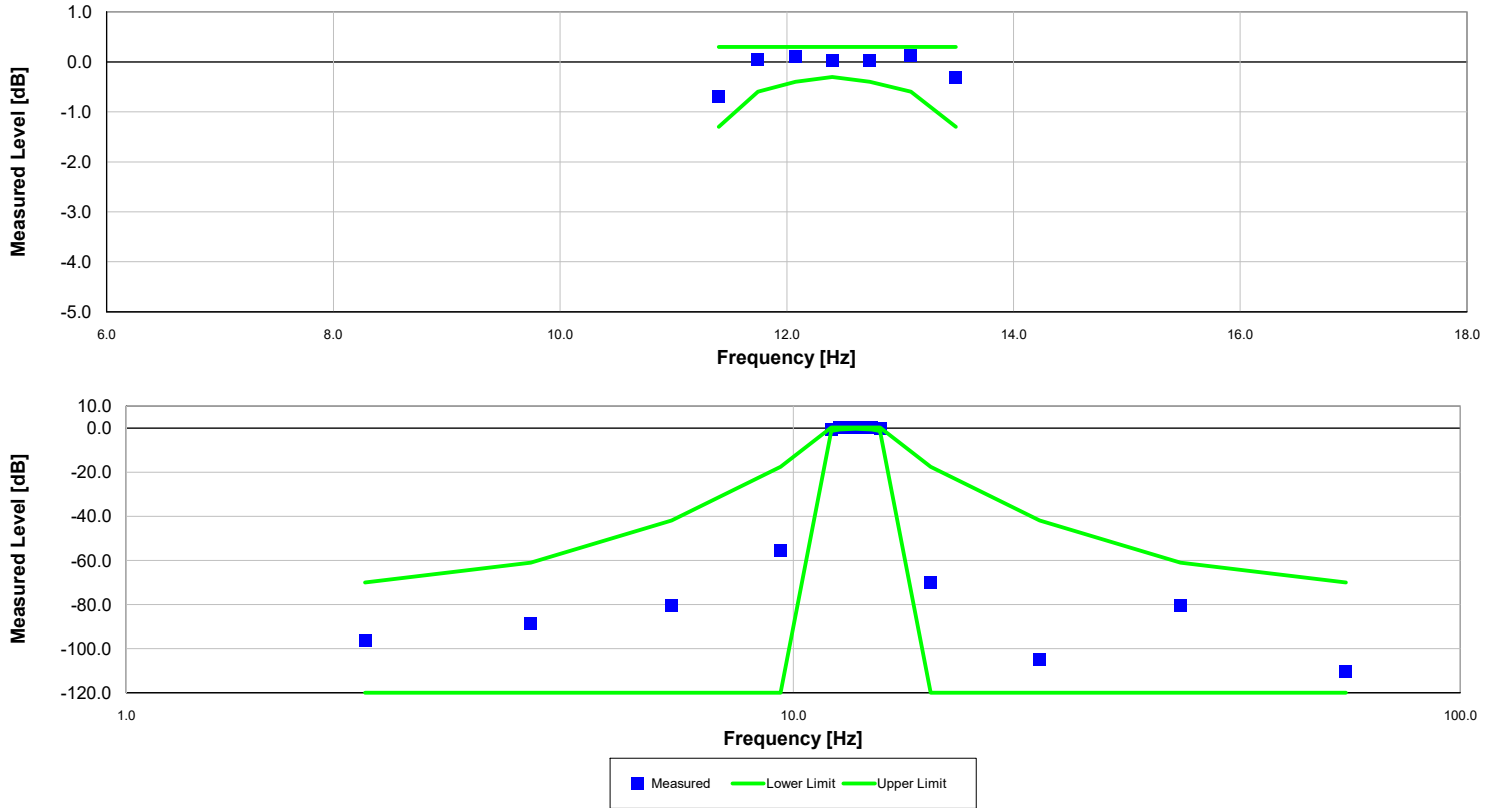
Board 02 Frequency Counter

Measured for compliance to manufacturer specifications

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

-- End of measurement results--

1/3 Octave Filter: 12.5 Hz

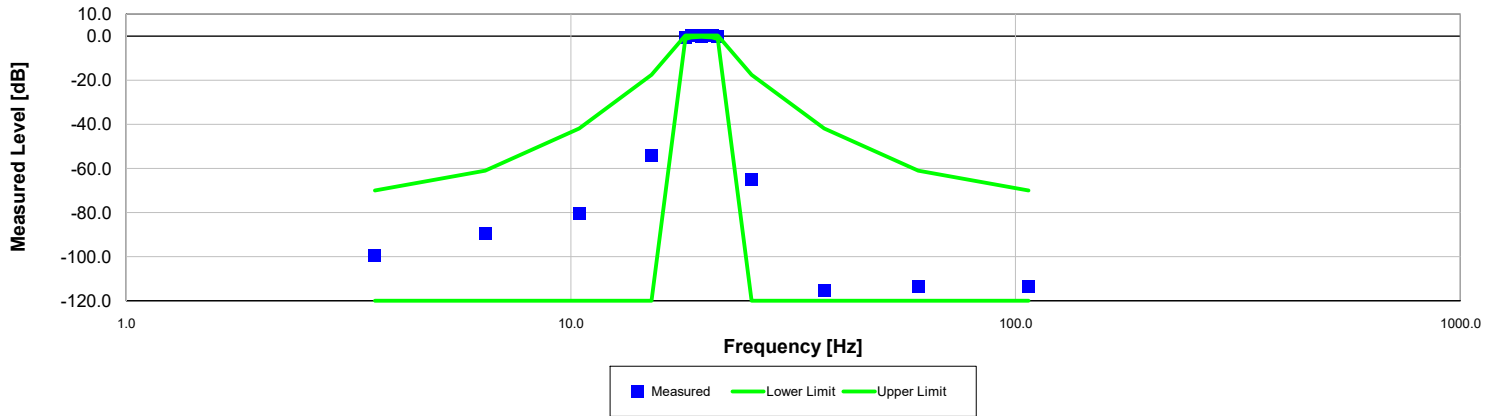
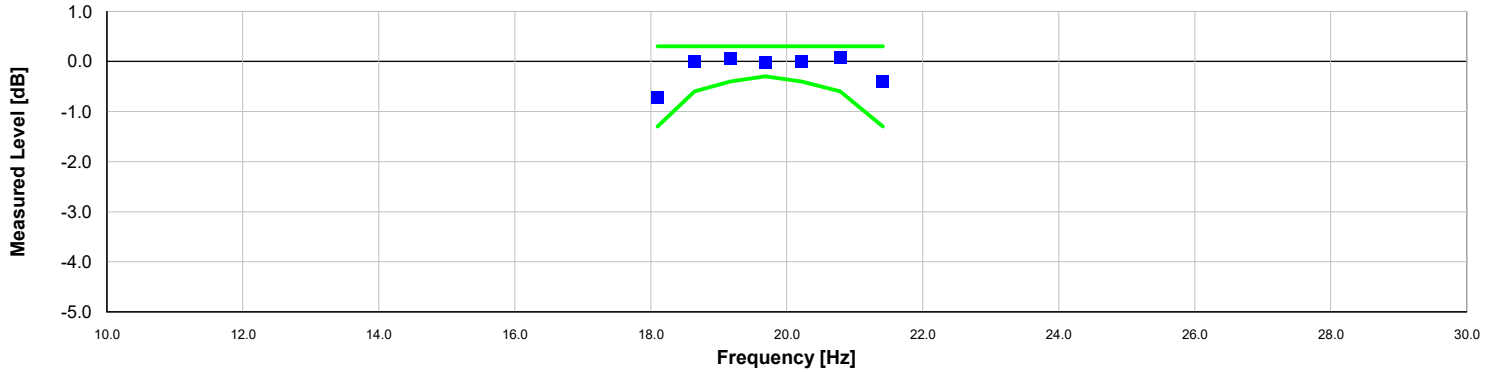


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 20 Hz

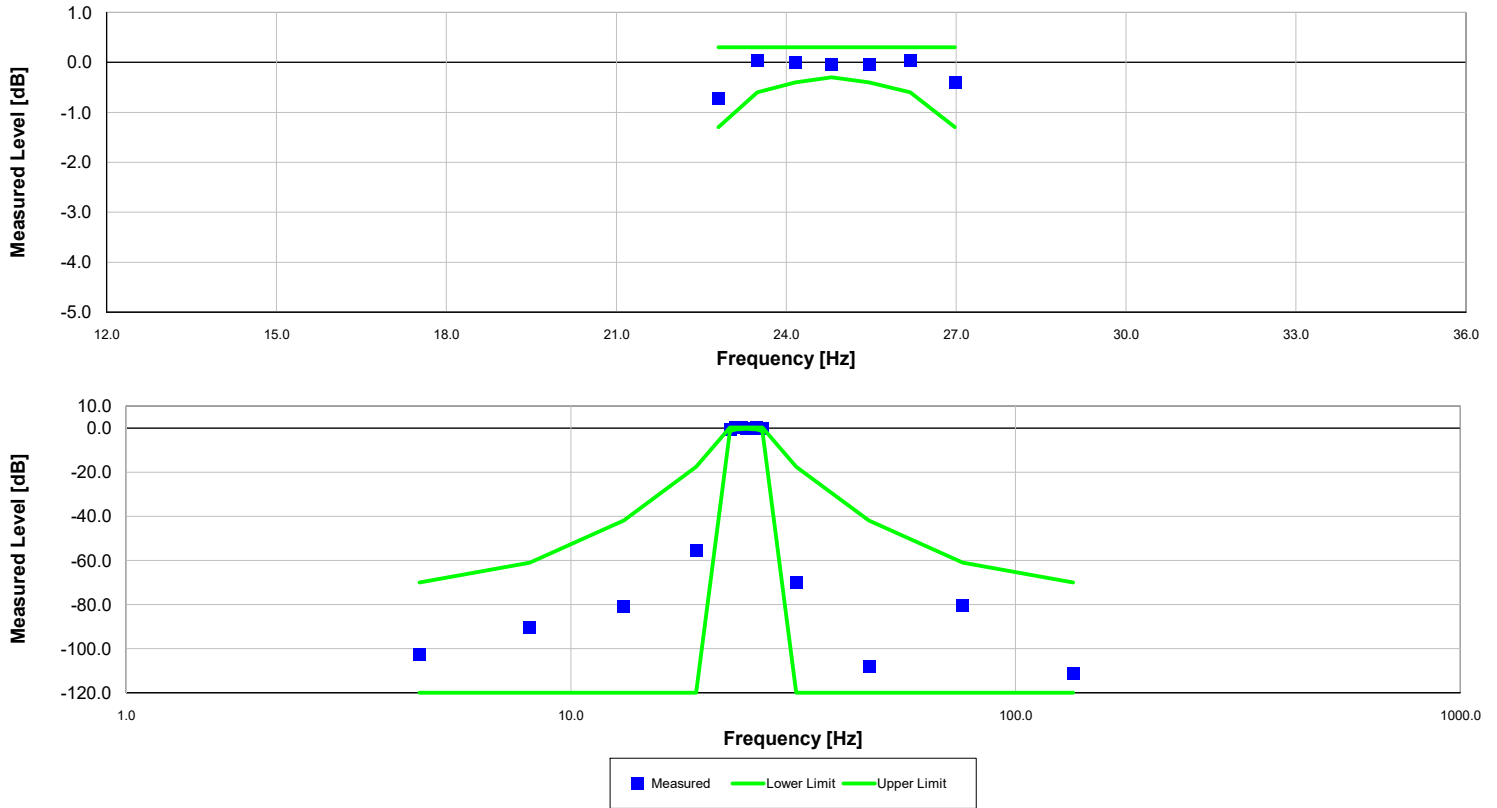


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 25 Hz

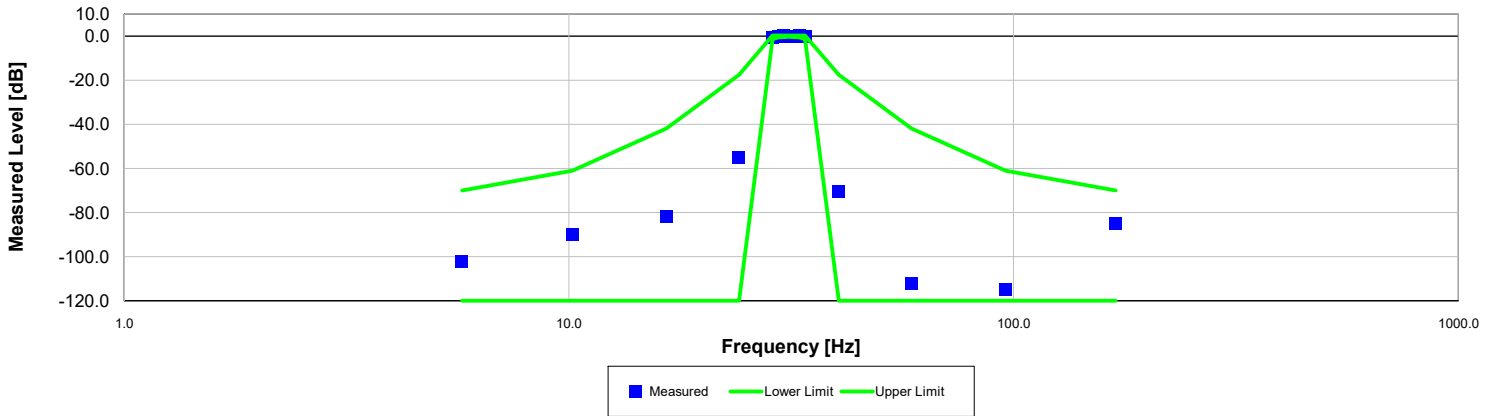
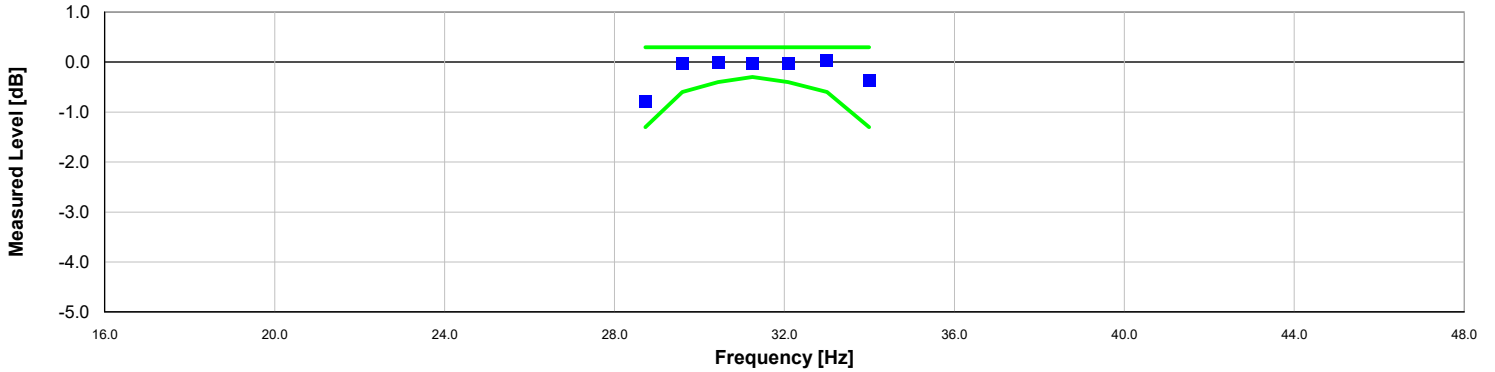


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 31.5 Hz

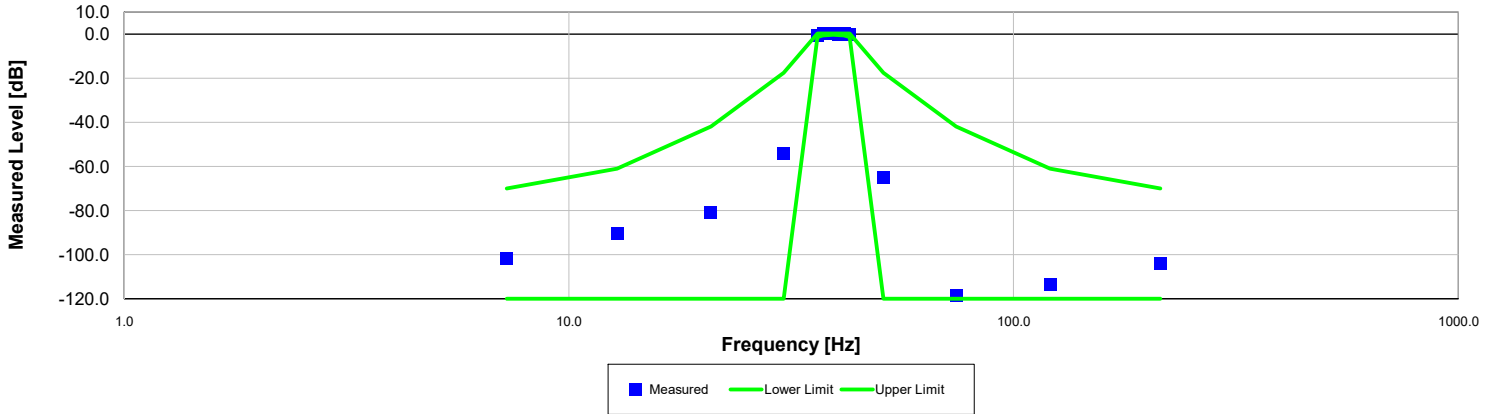
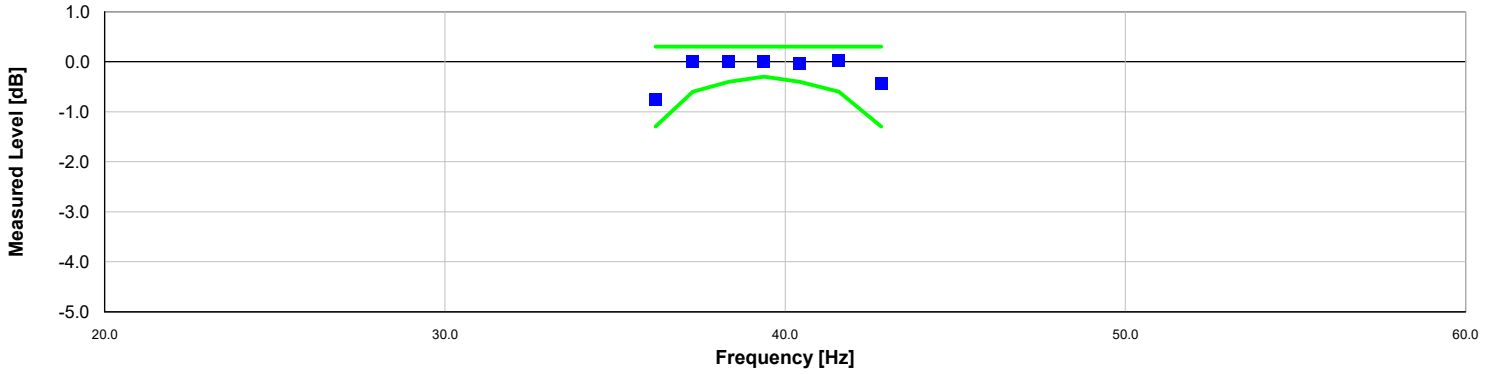


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 40 Hz

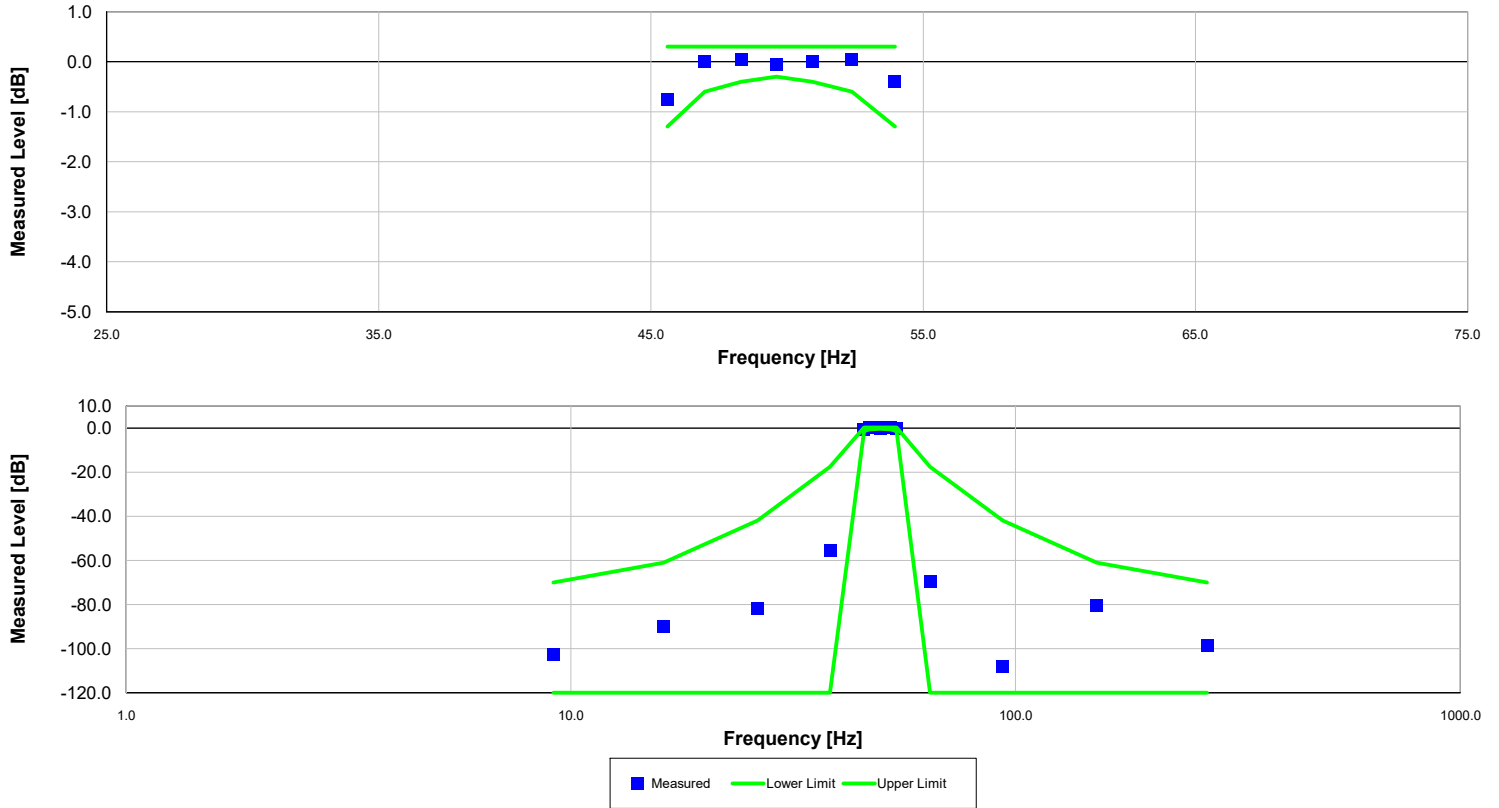


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 50 Hz

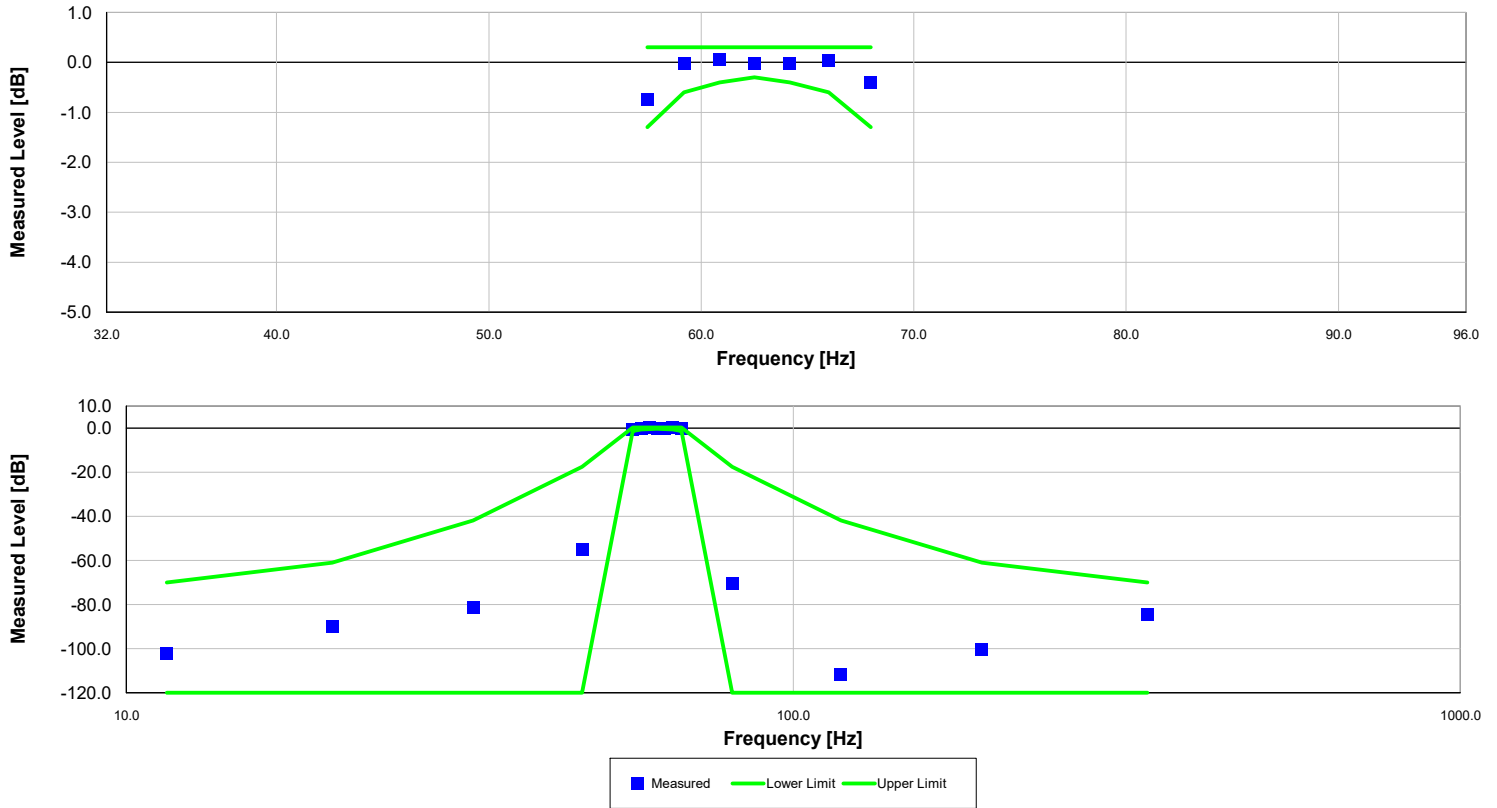


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 63 Hz

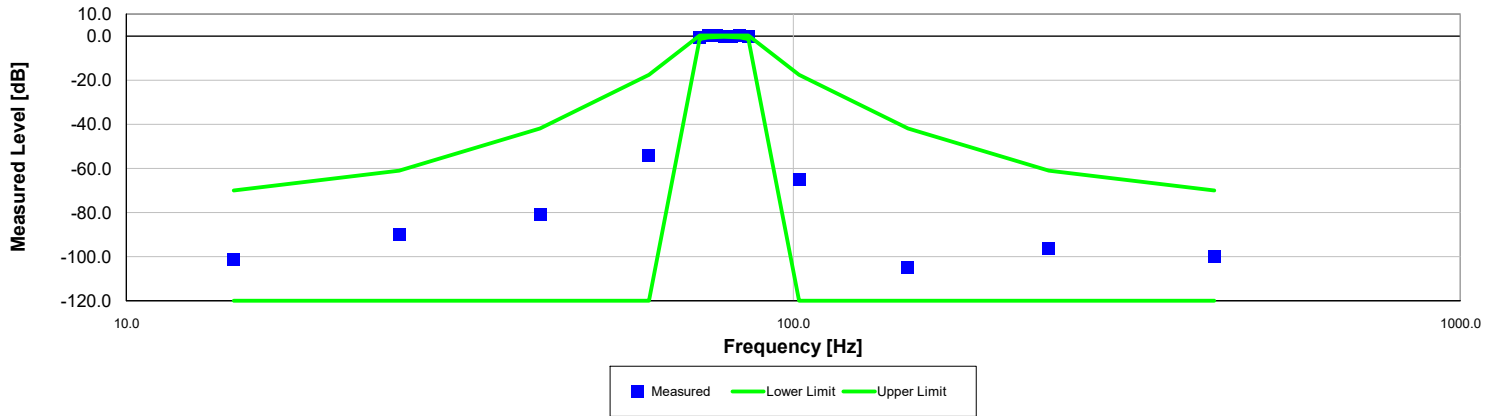
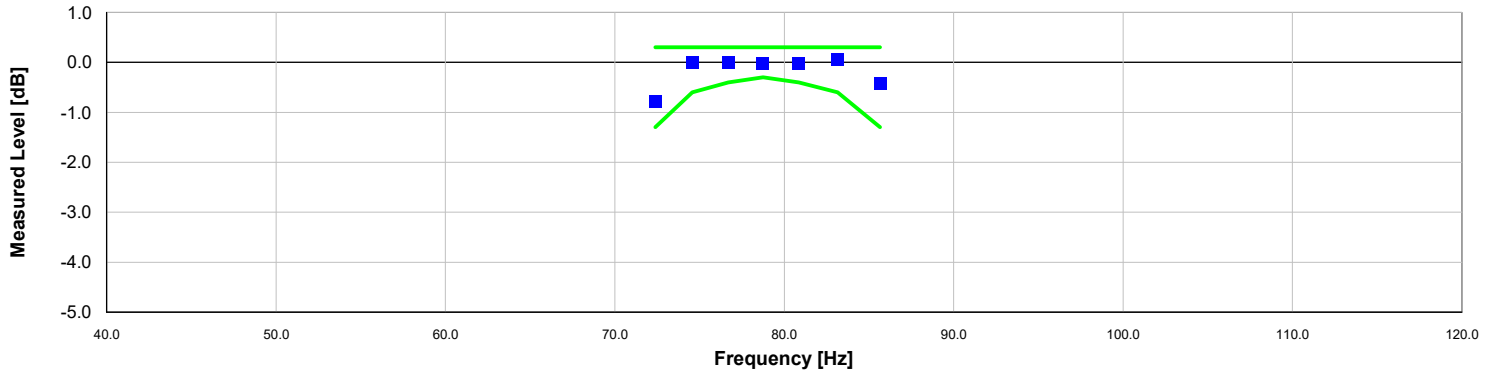


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 80 Hz

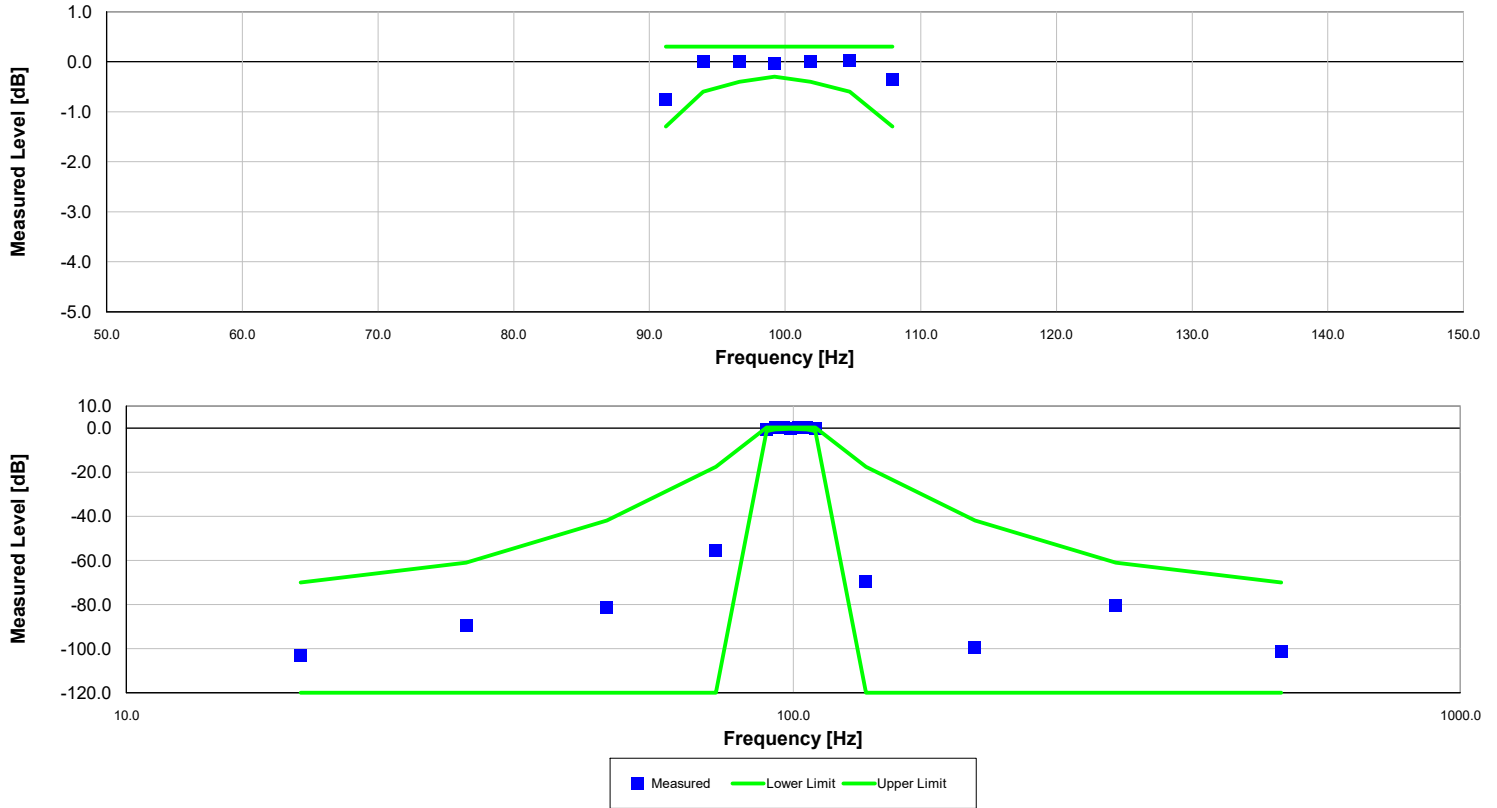


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 100 Hz

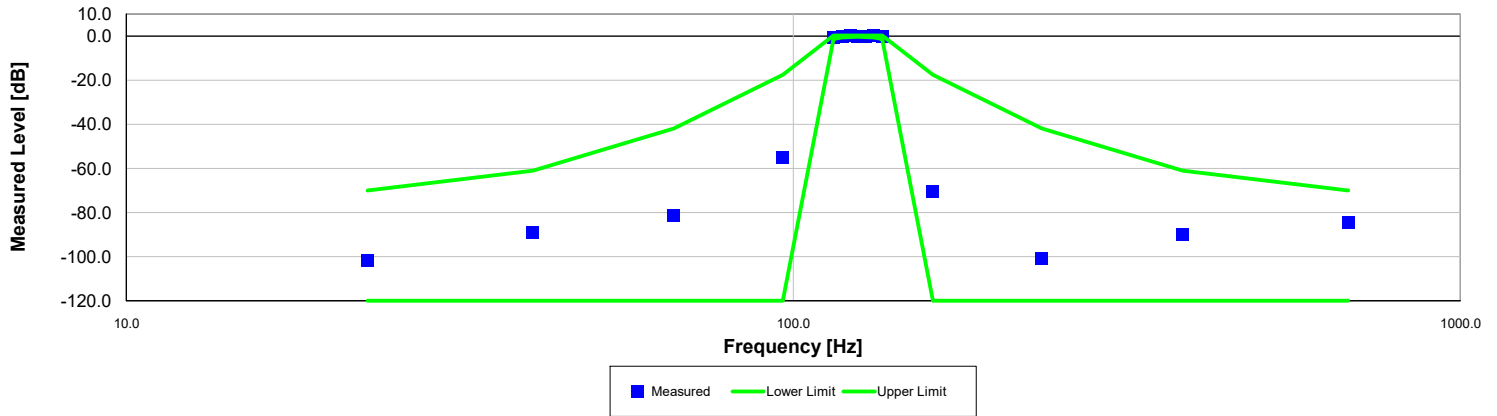
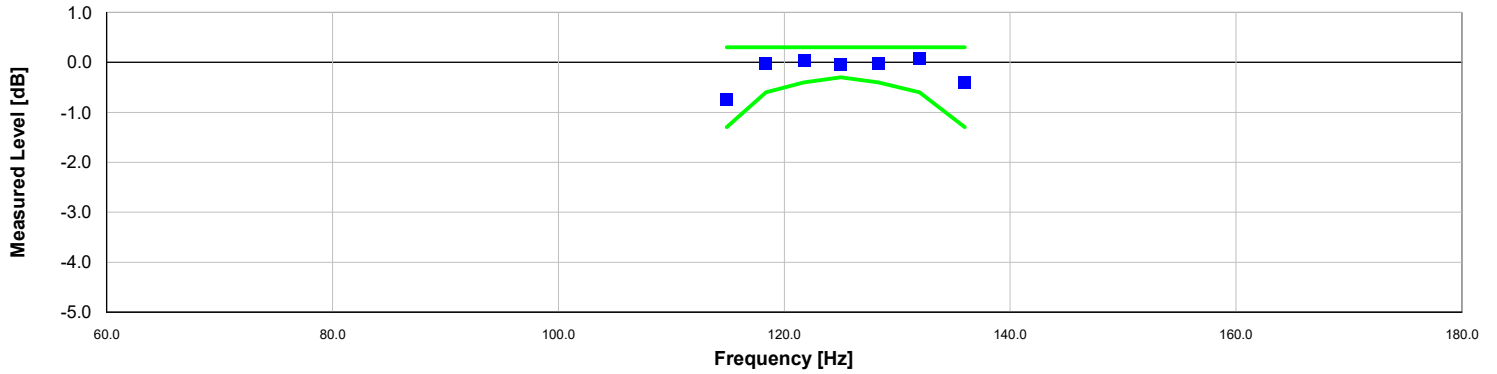


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 125 Hz

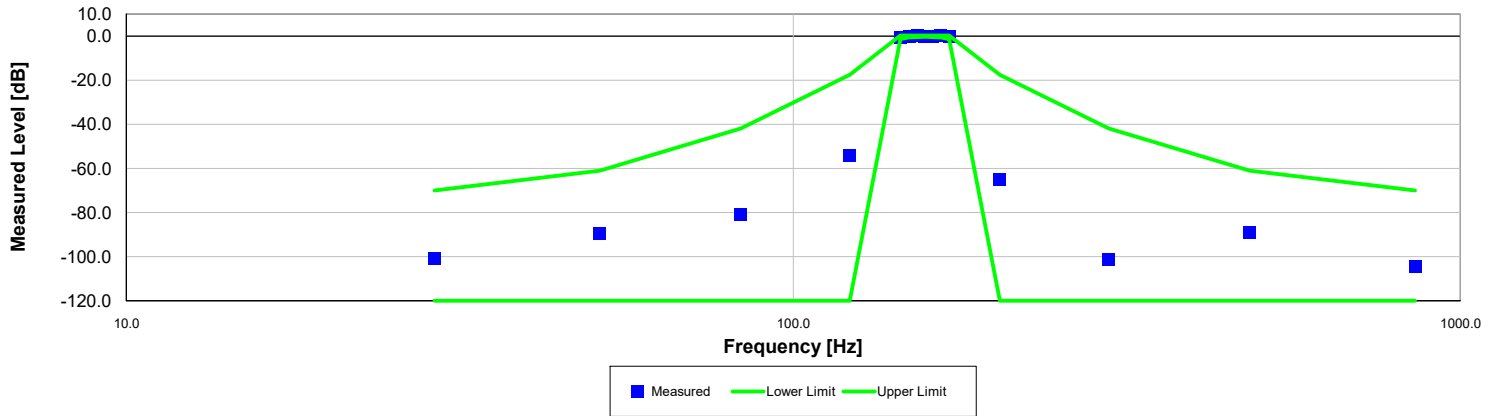
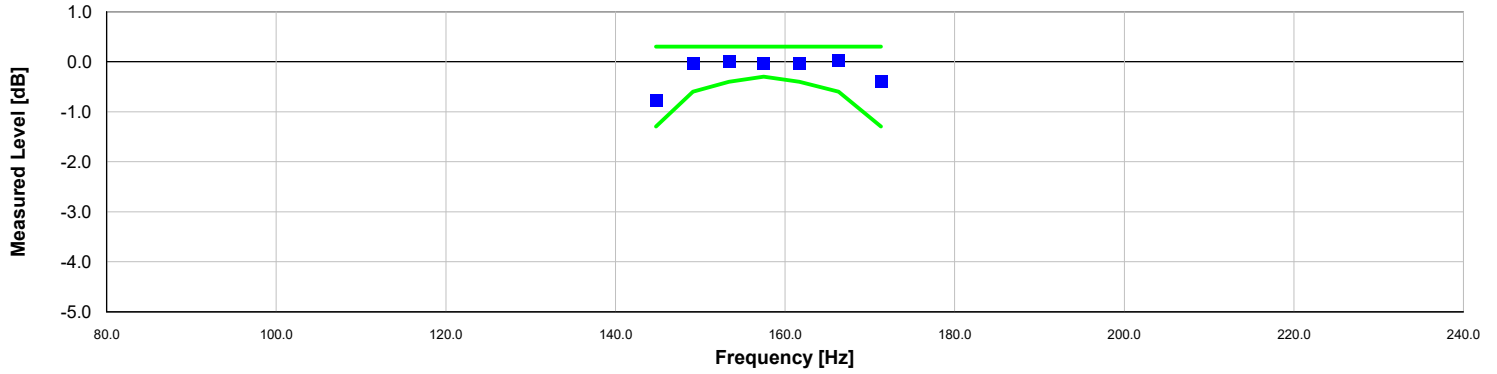


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 160 Hz



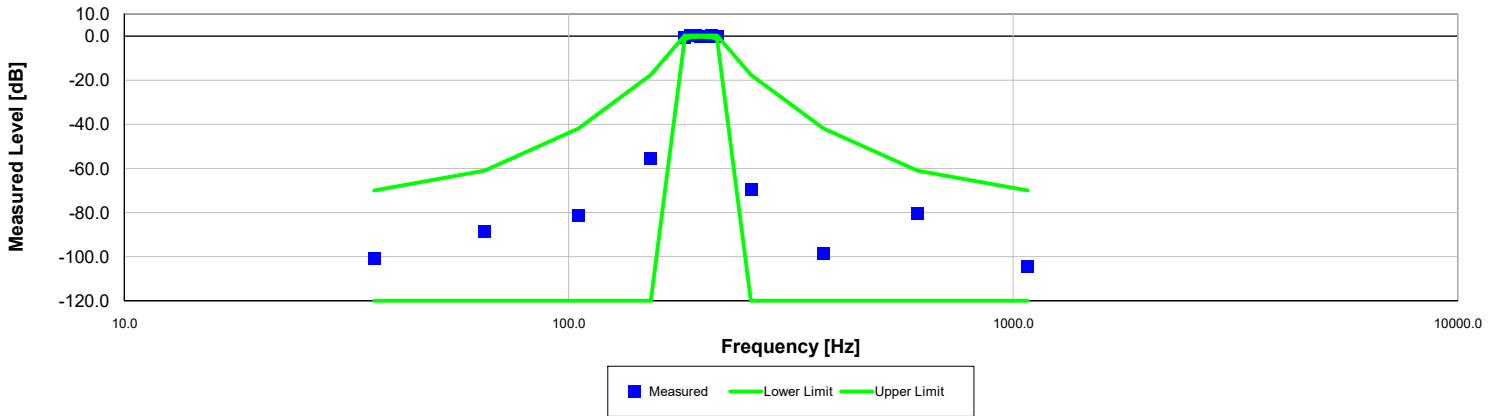
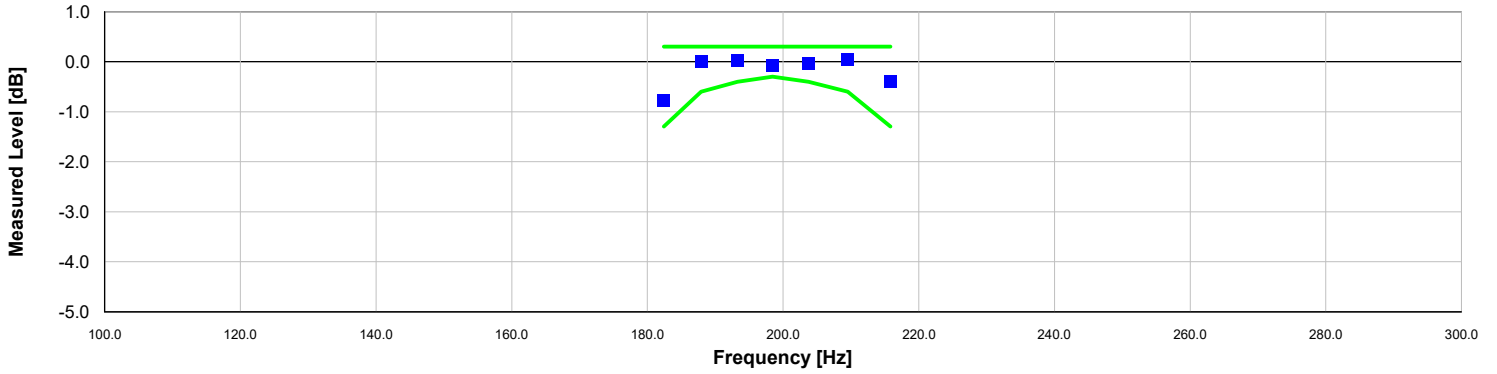
Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--



1/3 Octave Filter: 200 Hz

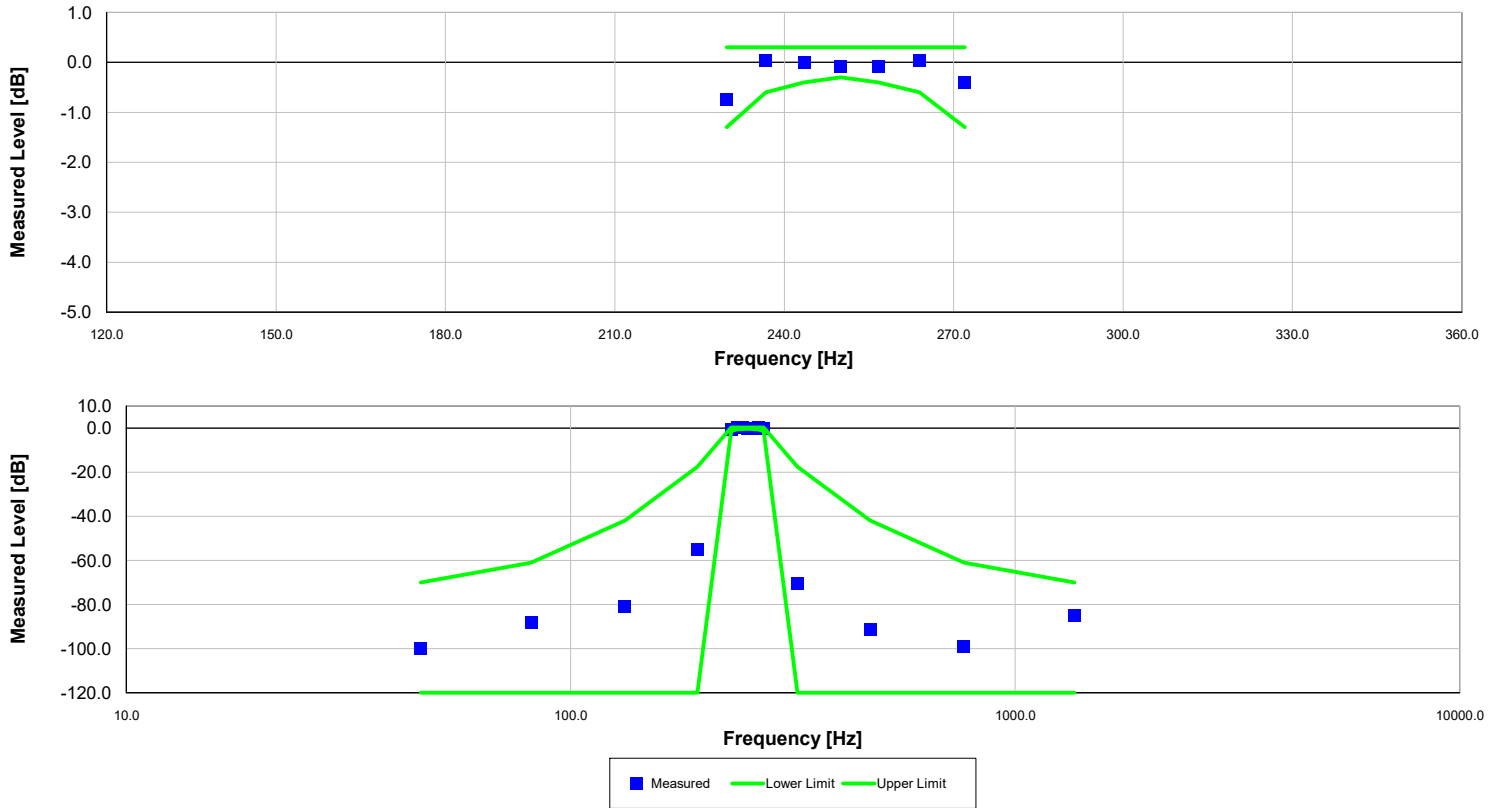


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 250 Hz



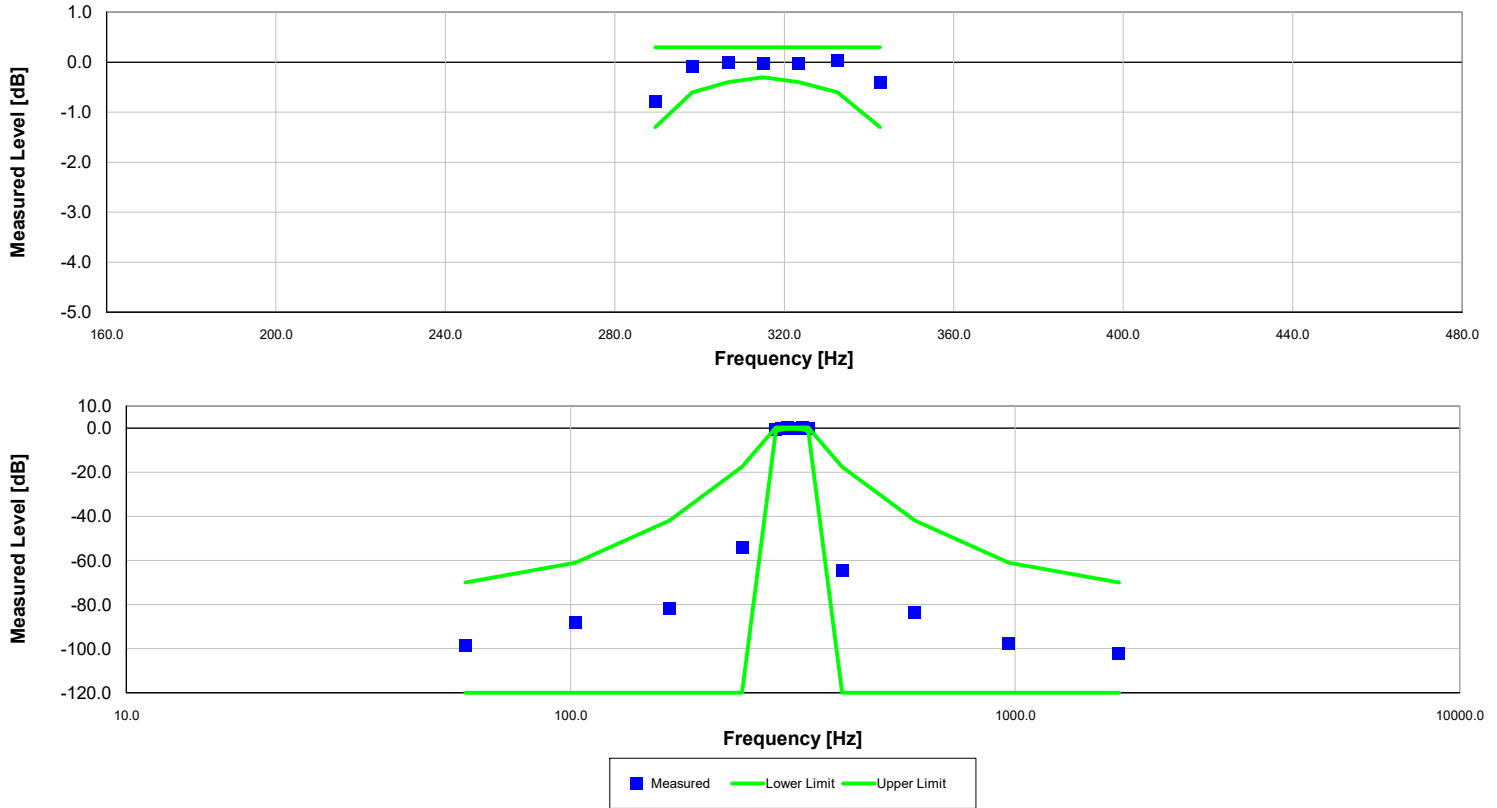
Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--



1/3 Octave Filter: 315 Hz



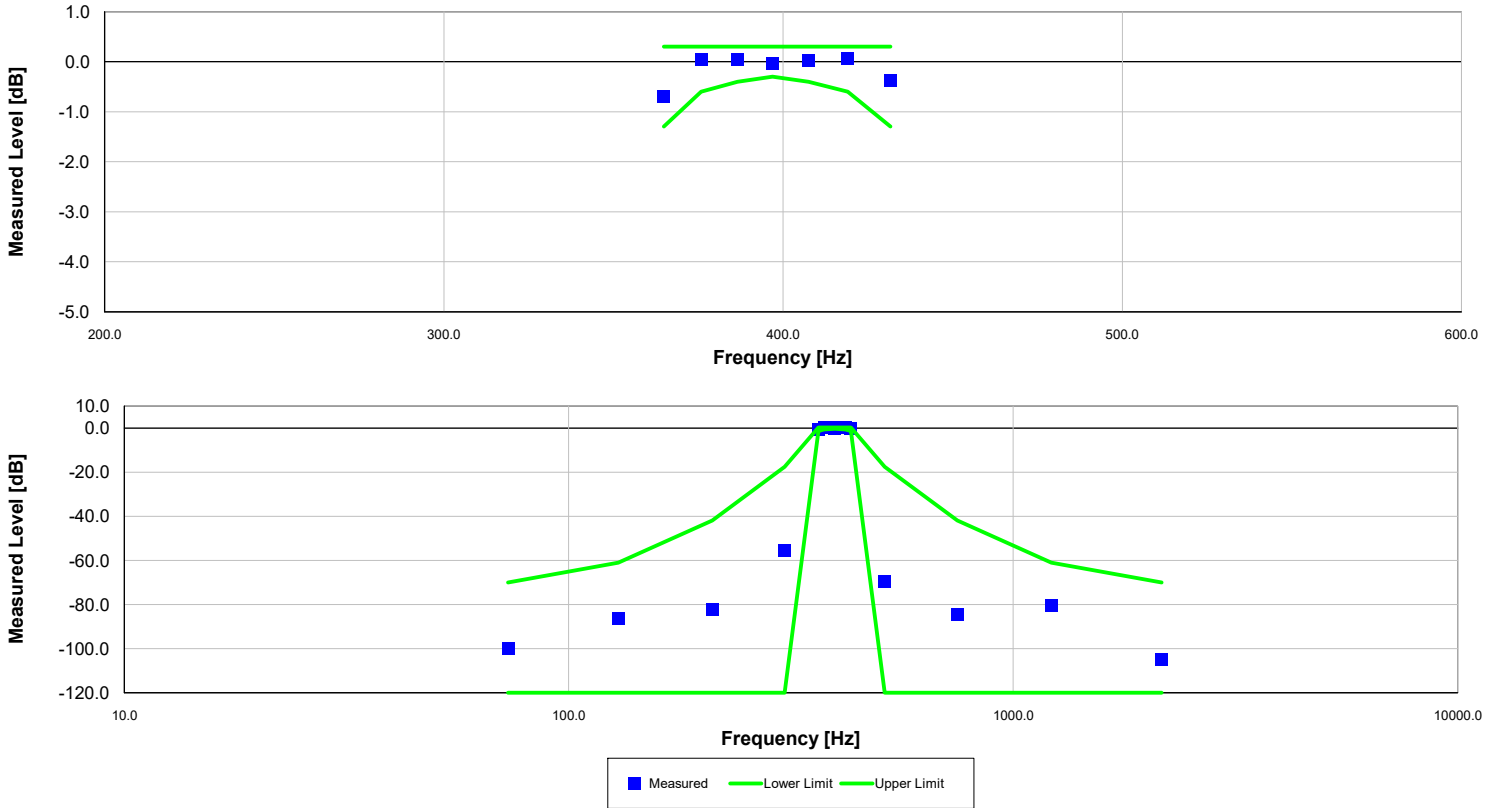
Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--



1/3 Octave Filter: 400 Hz

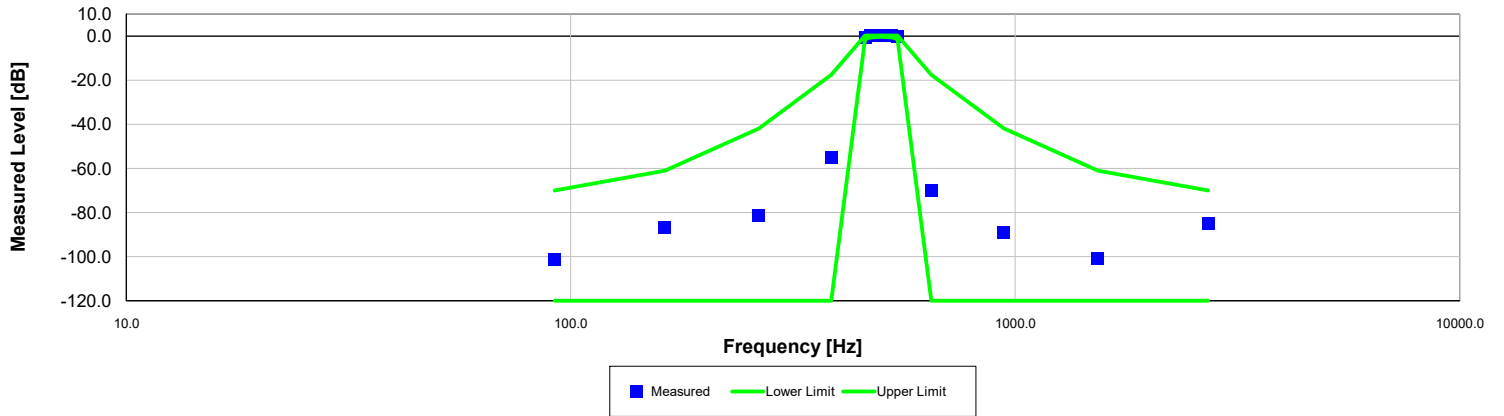
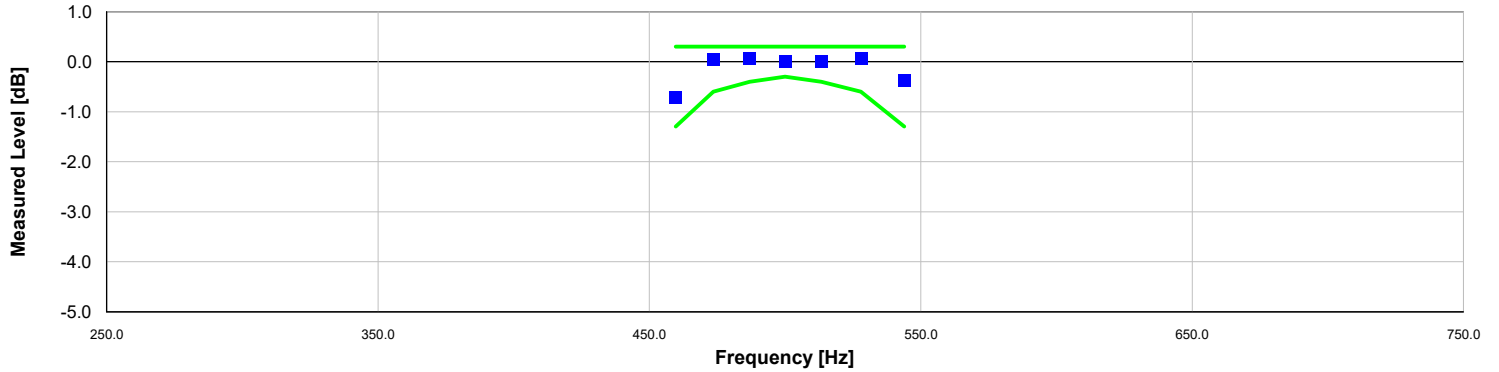


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 500 Hz

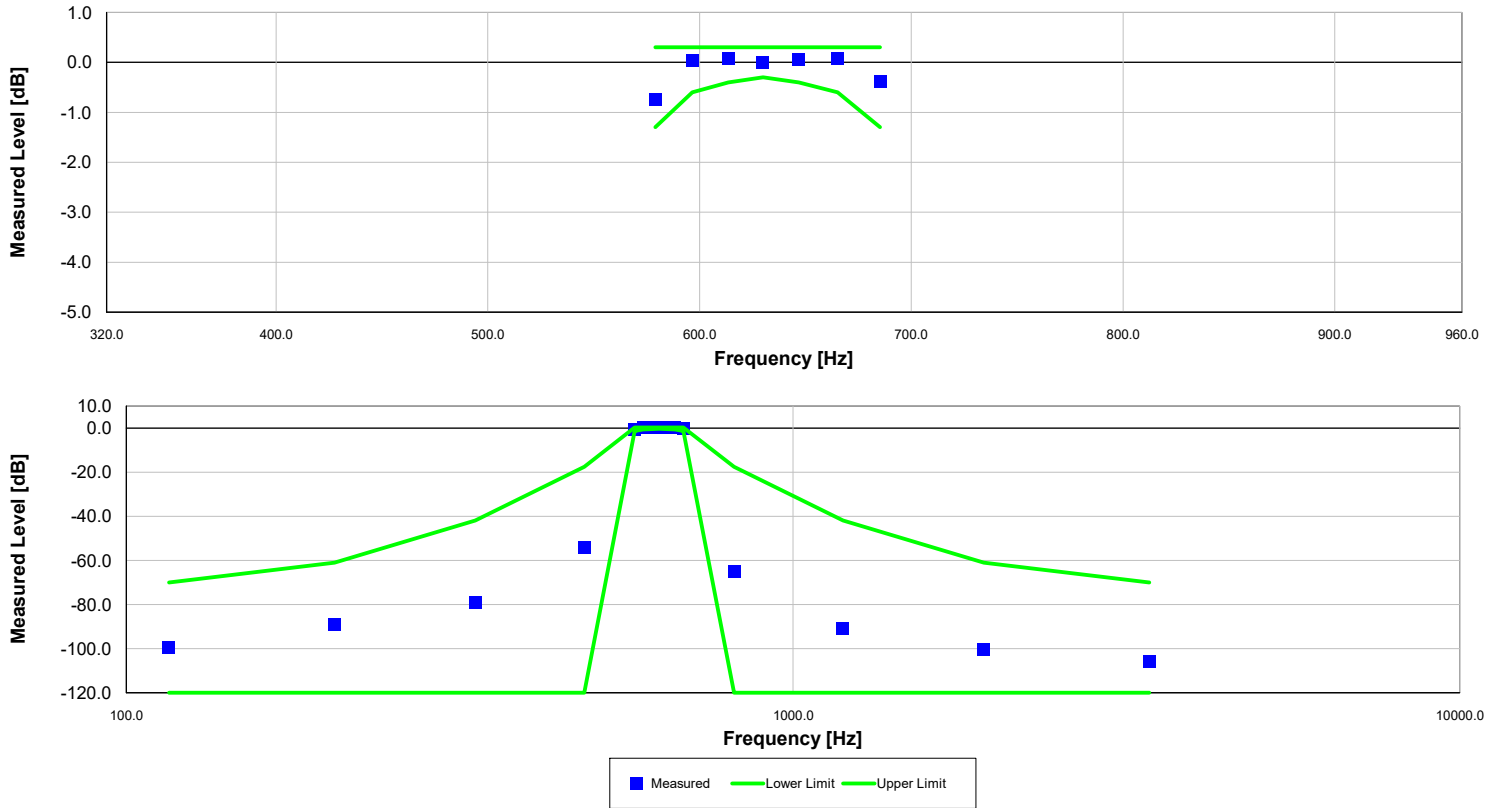


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 630 Hz

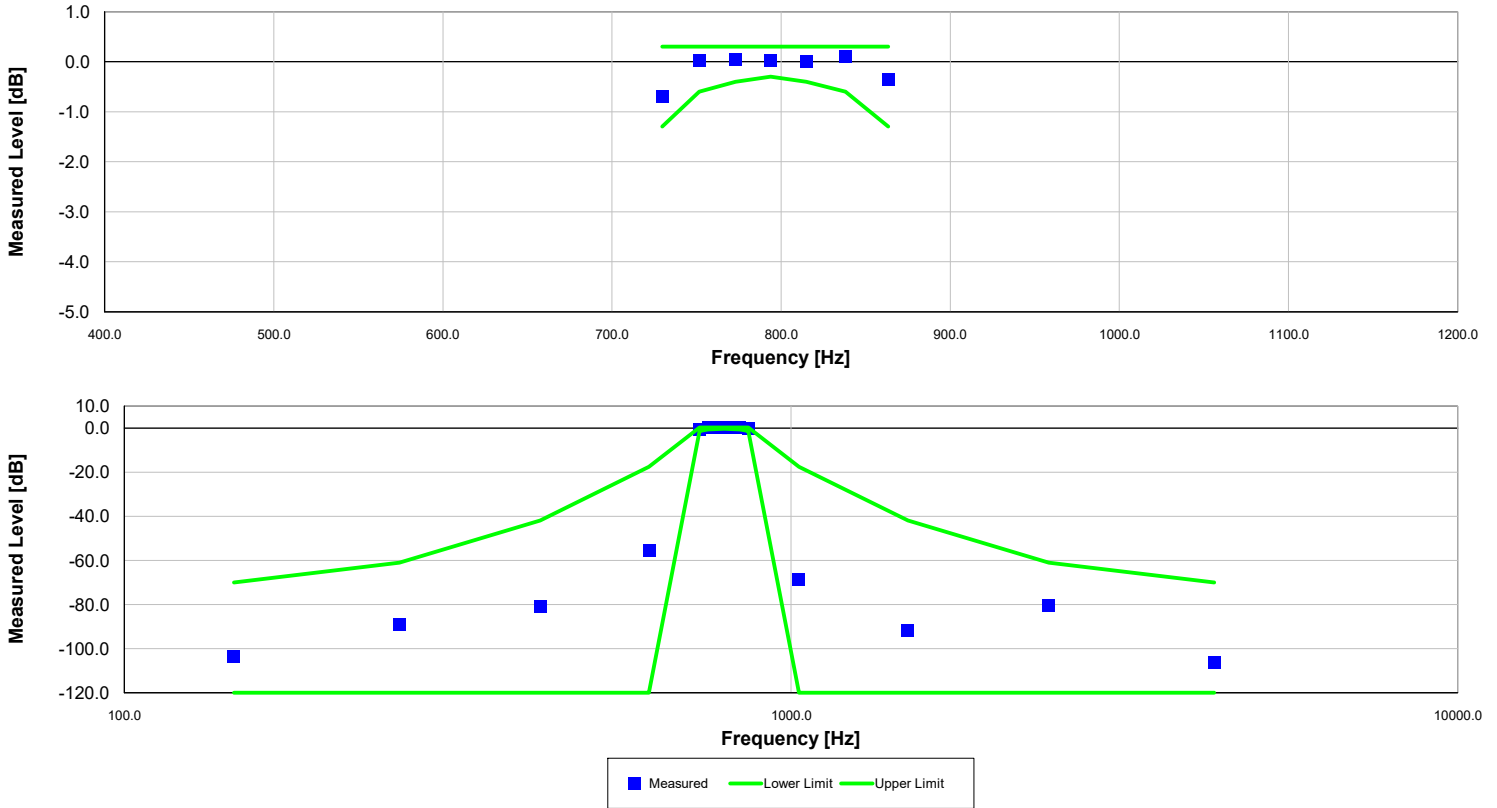


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 800 Hz

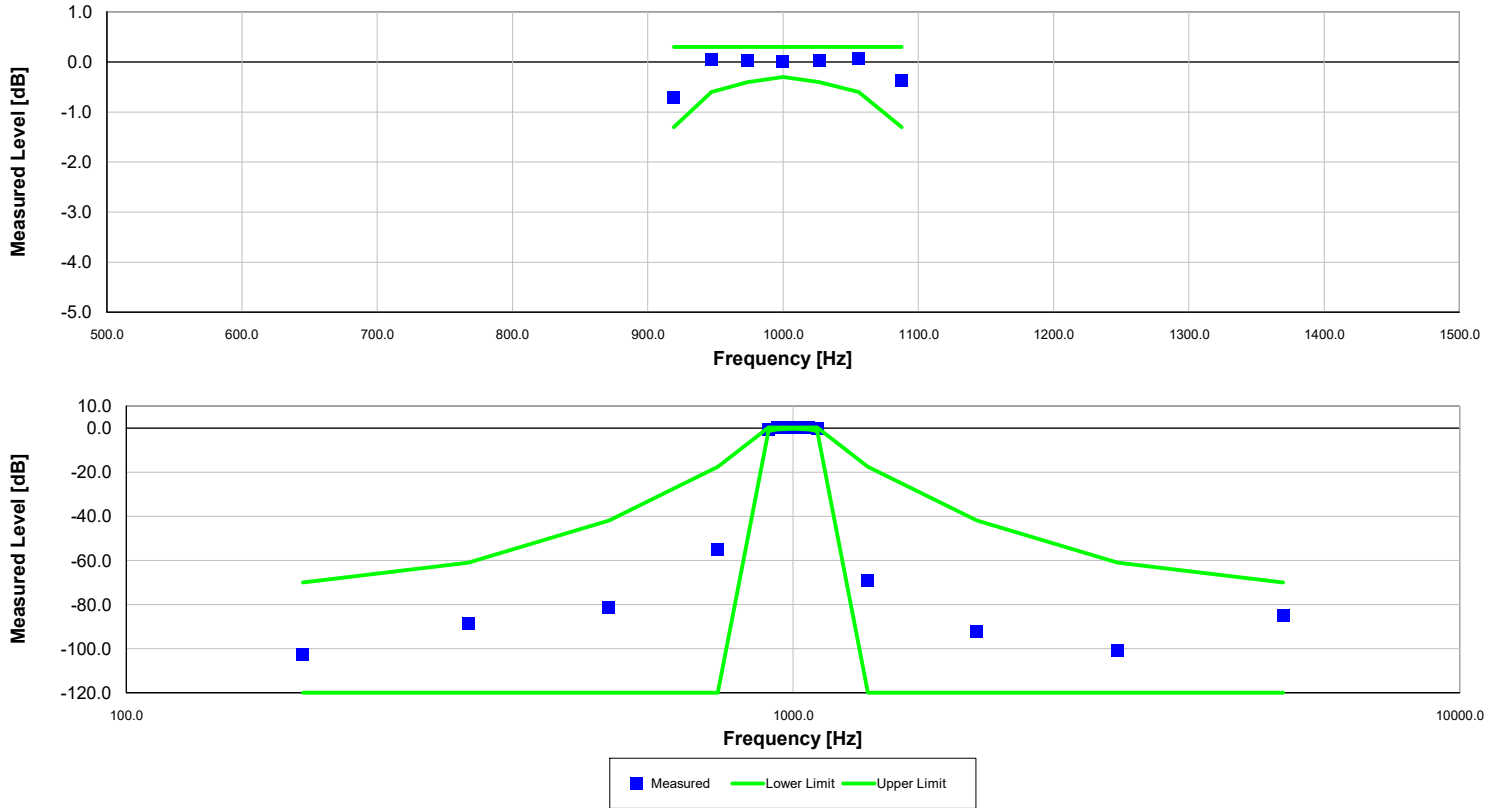


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 1000 Hz

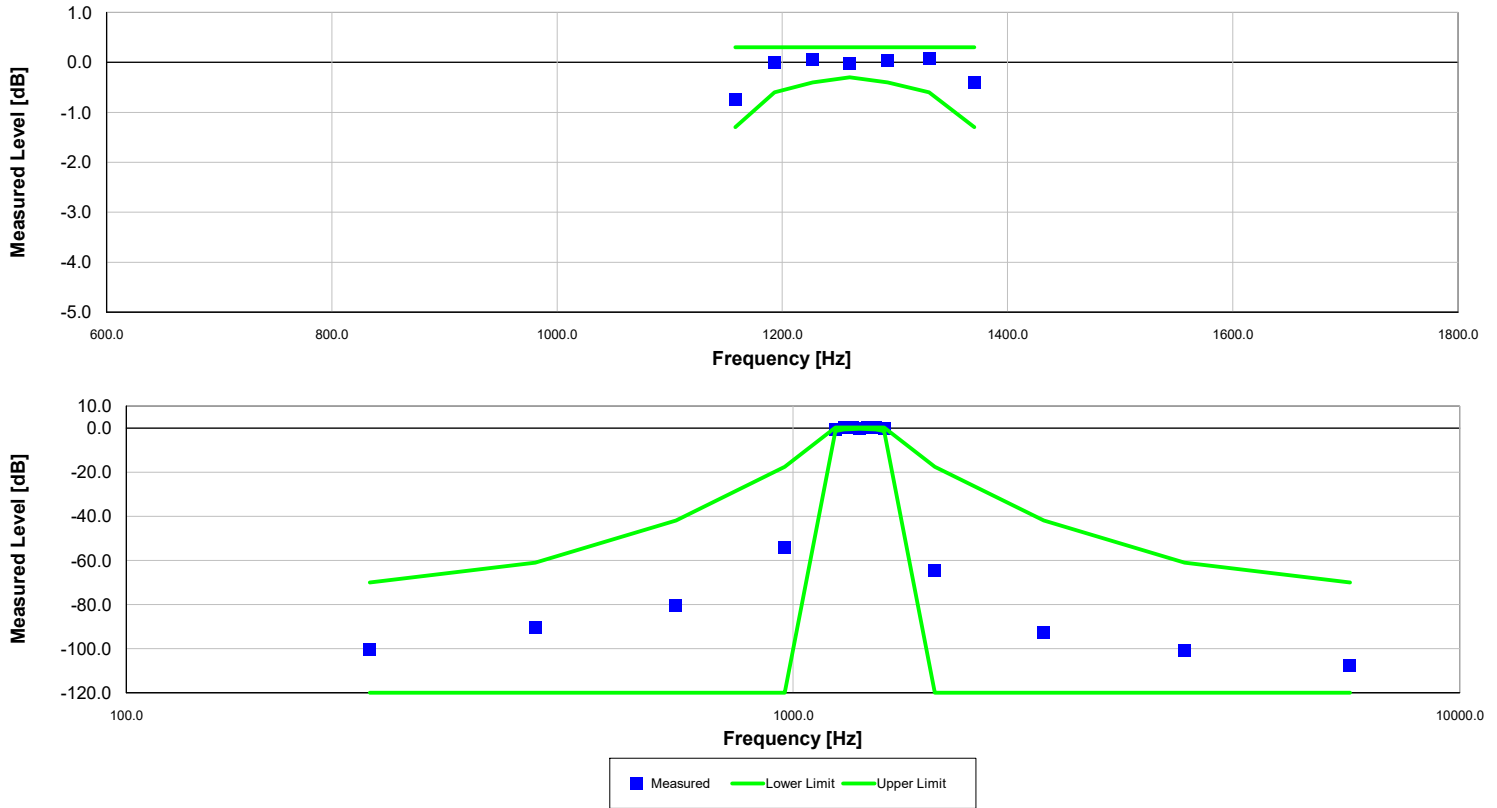


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 1250 Hz

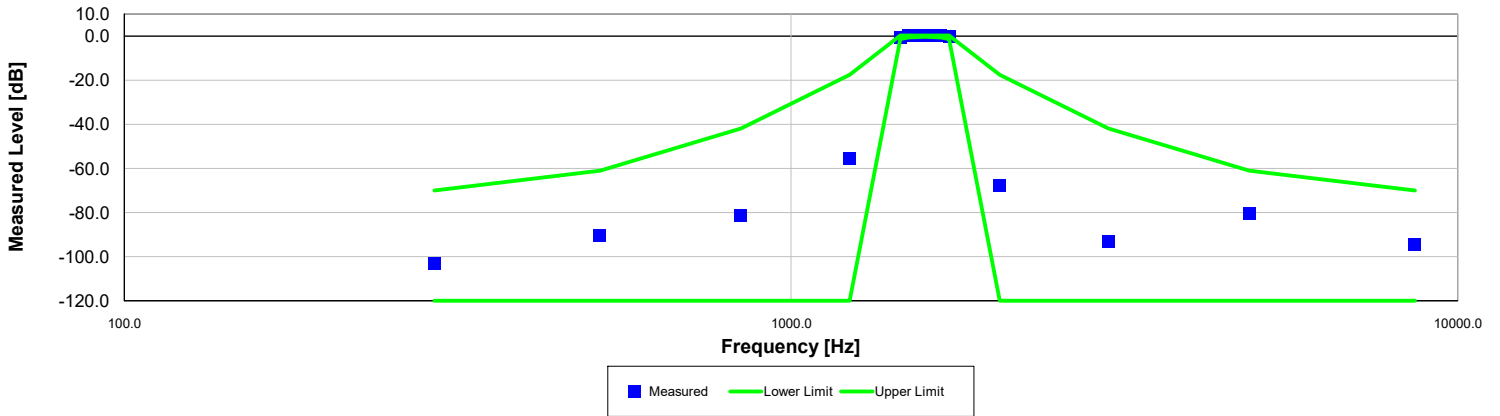
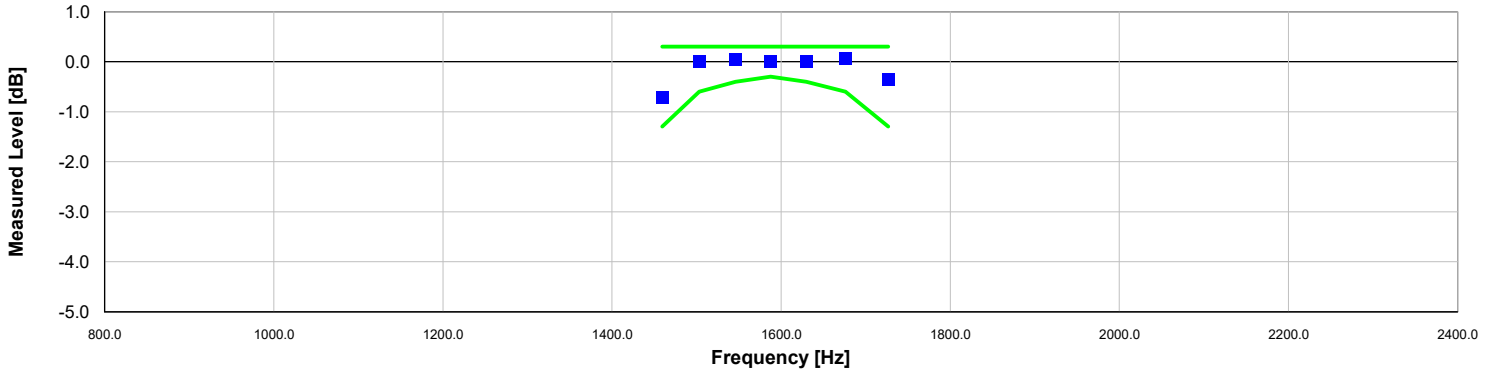


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 1600 Hz

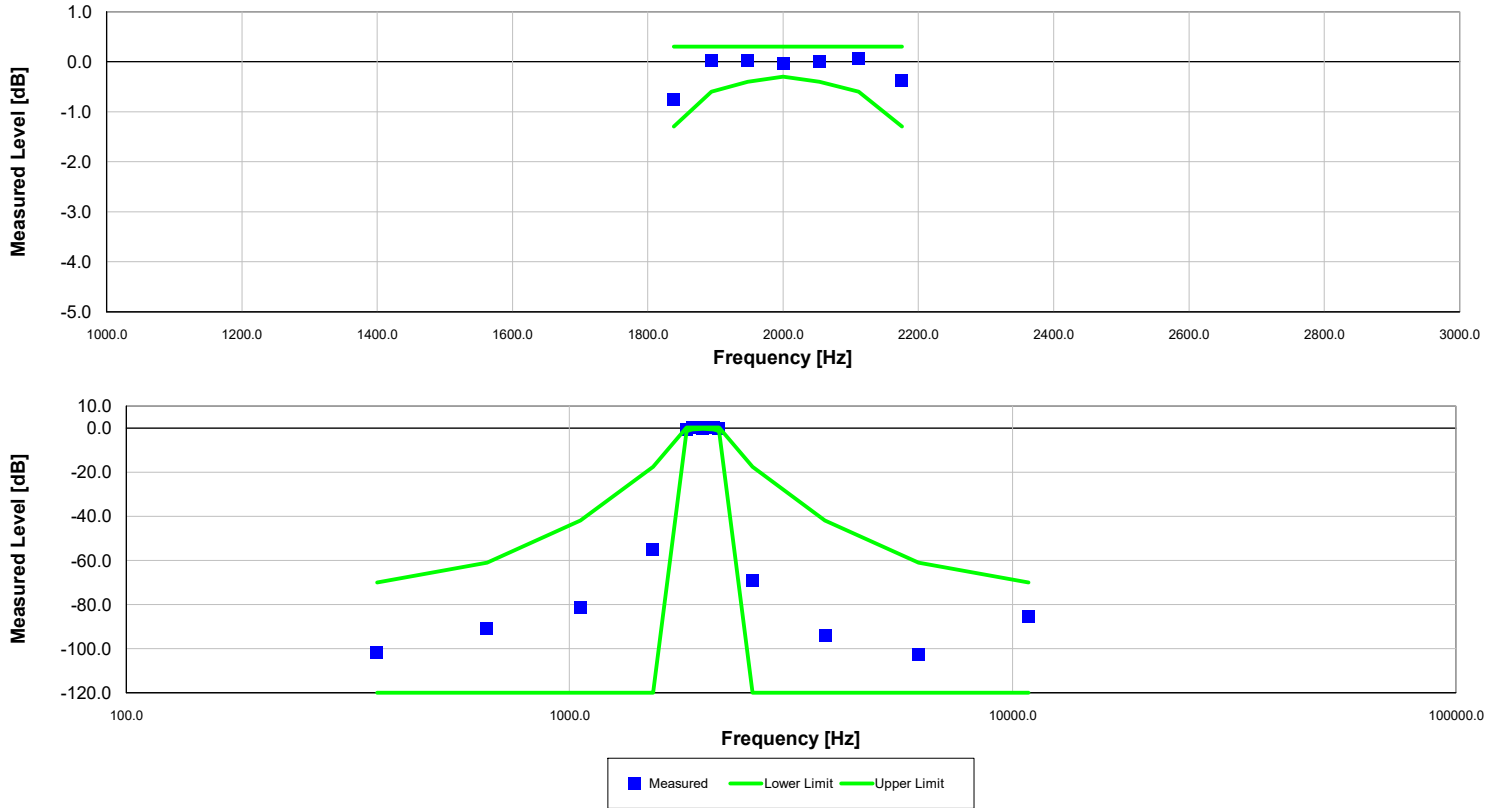


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 2000 Hz

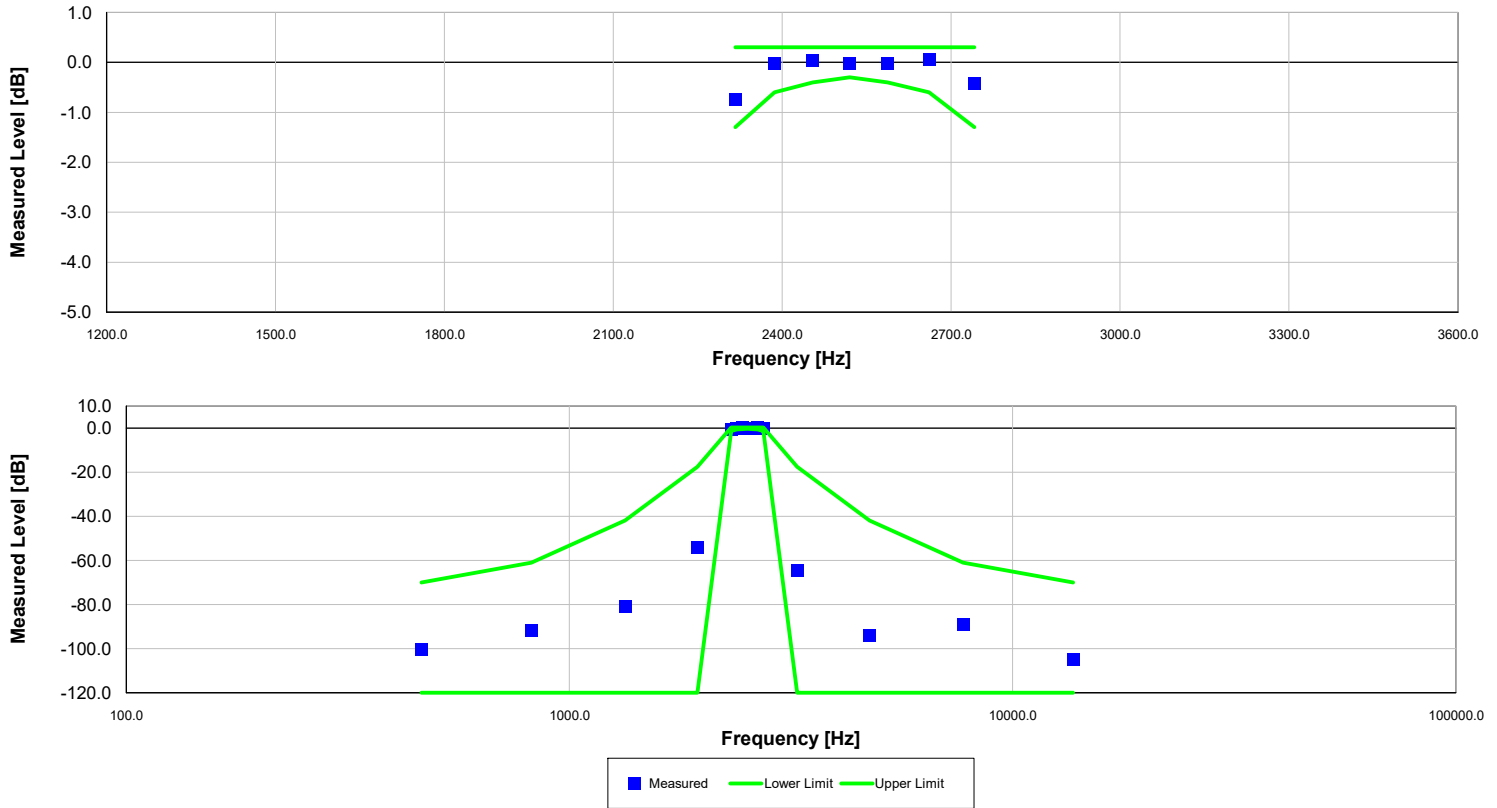


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 2500 Hz

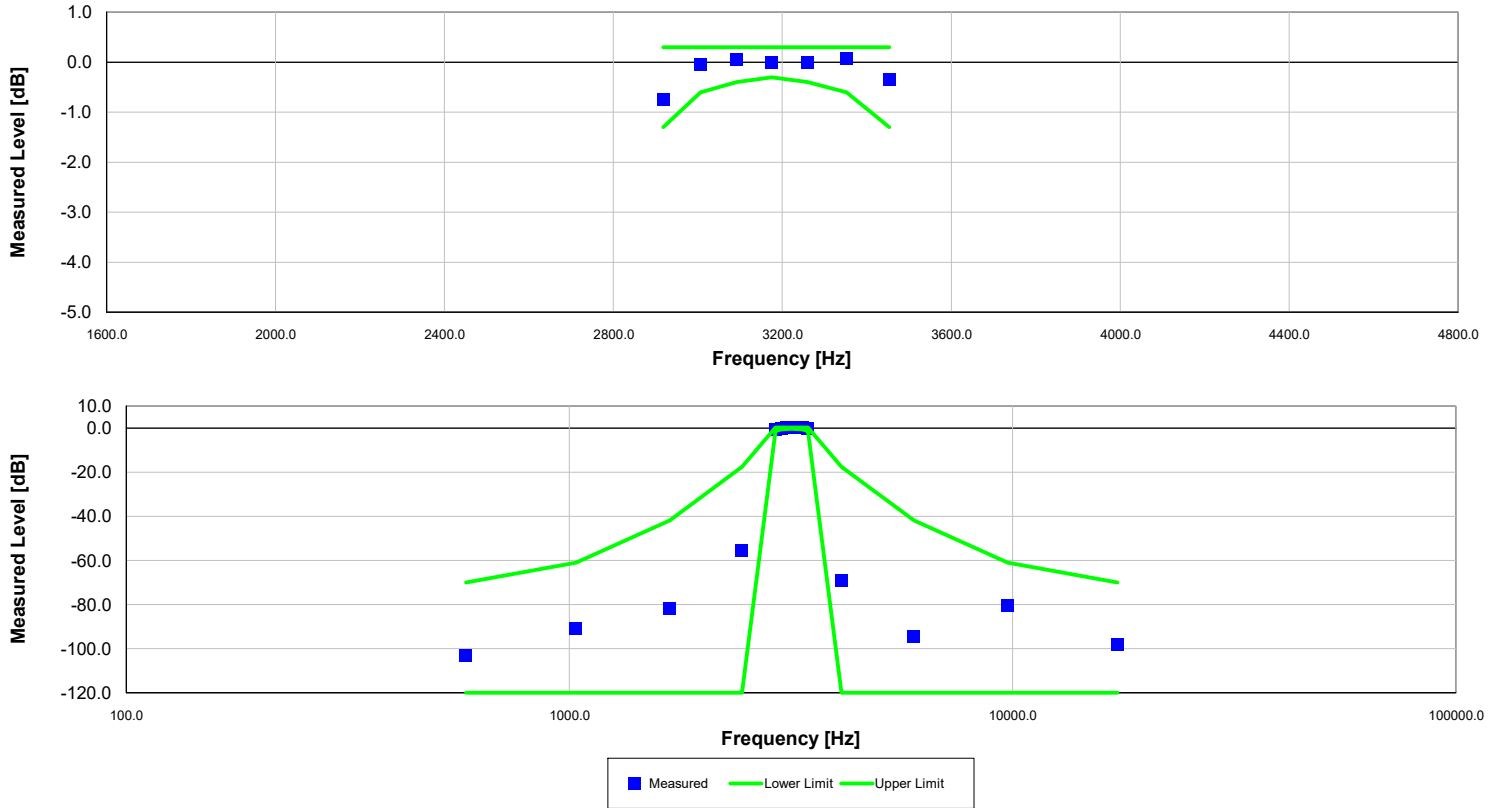


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 3150 Hz

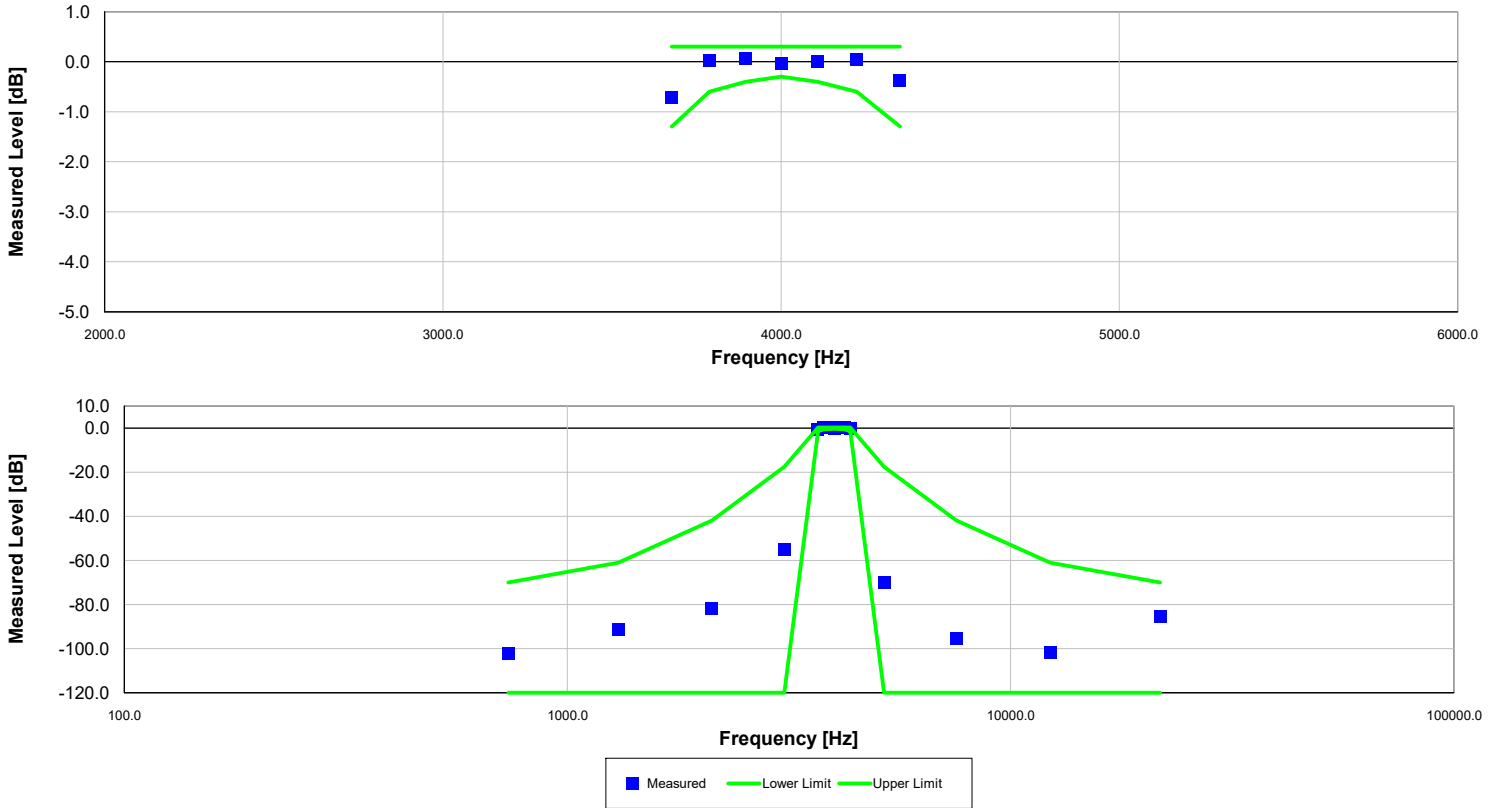


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 4000 Hz

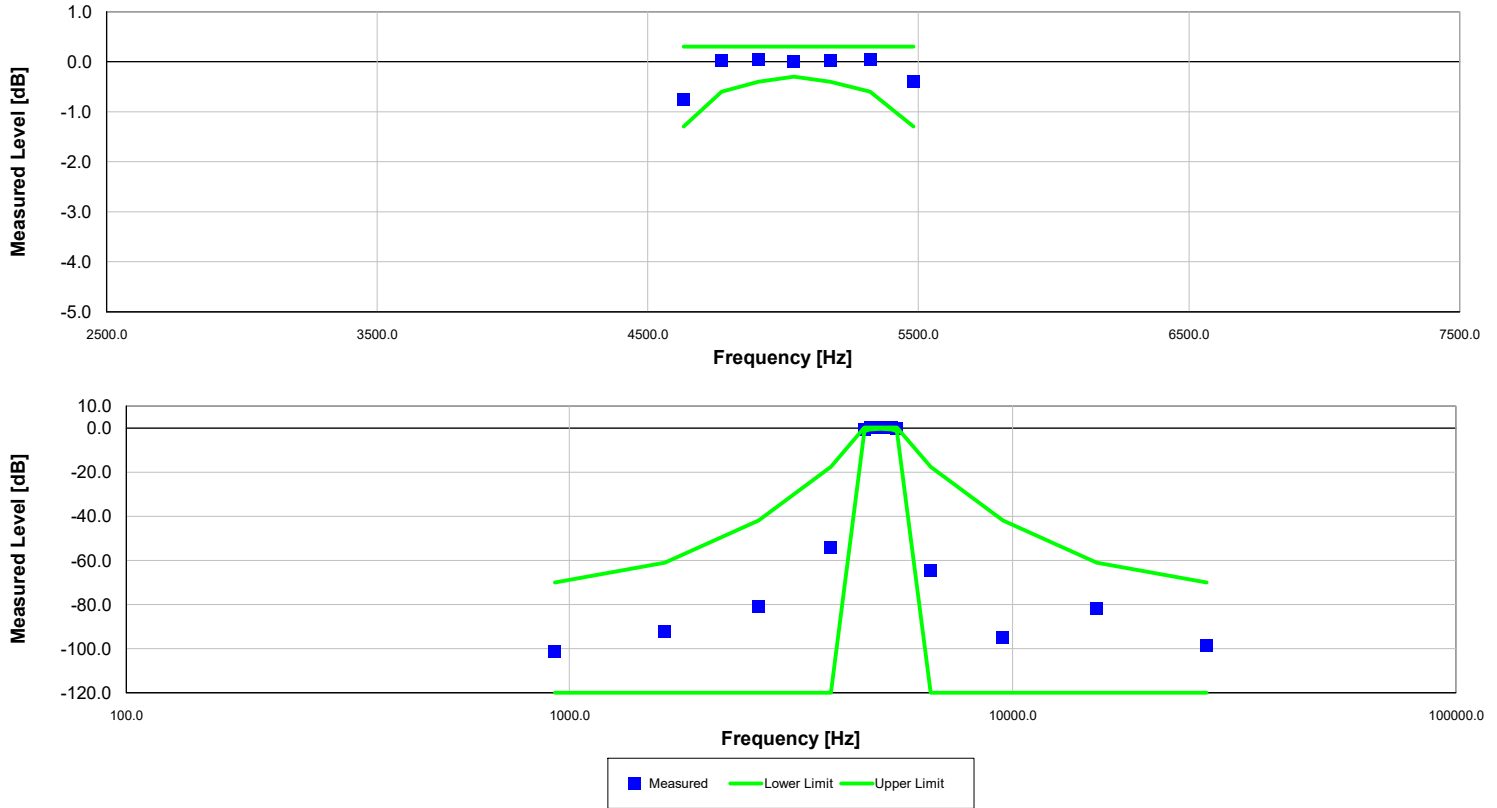


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 5000 Hz

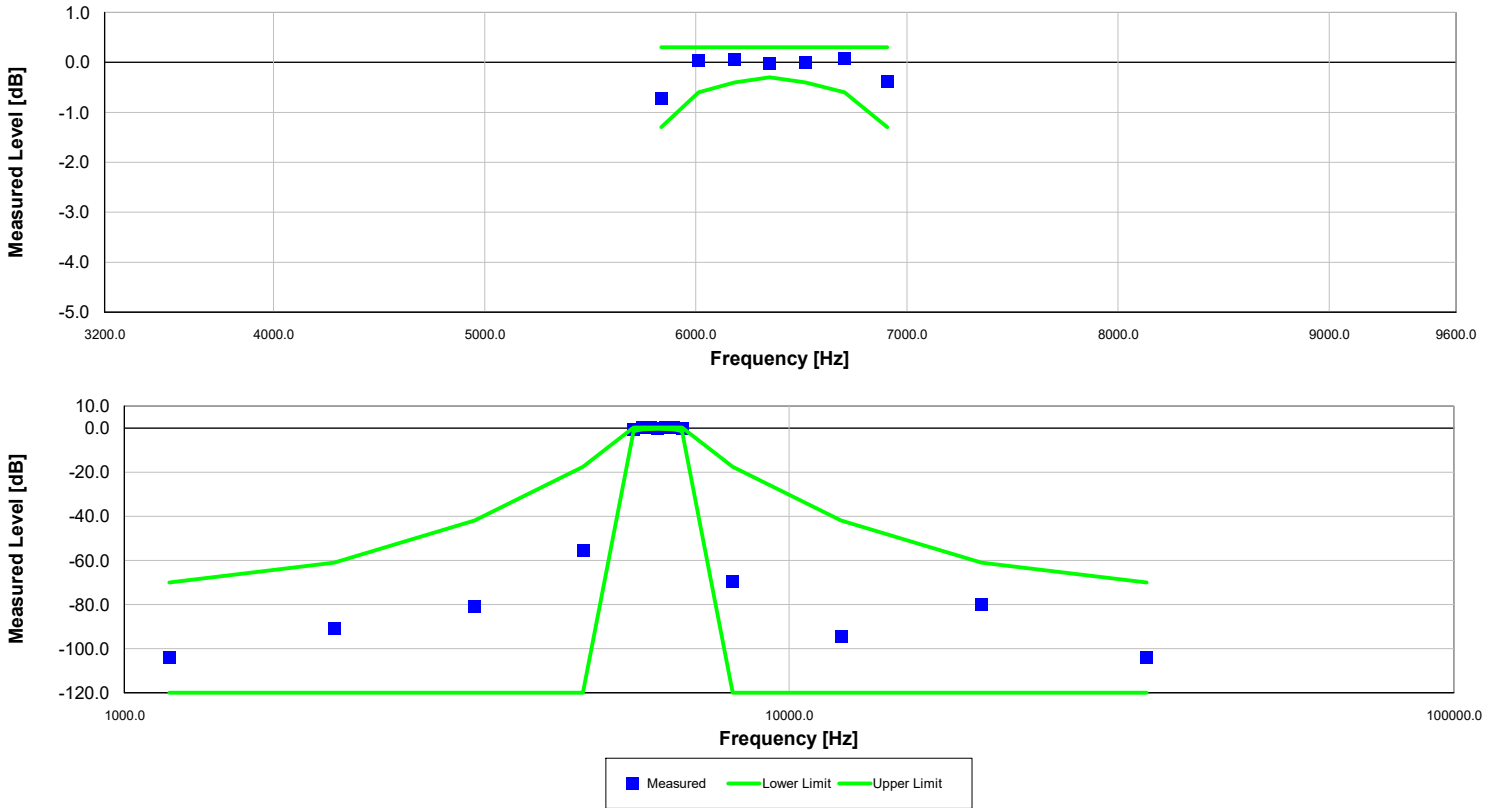


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 6300 Hz

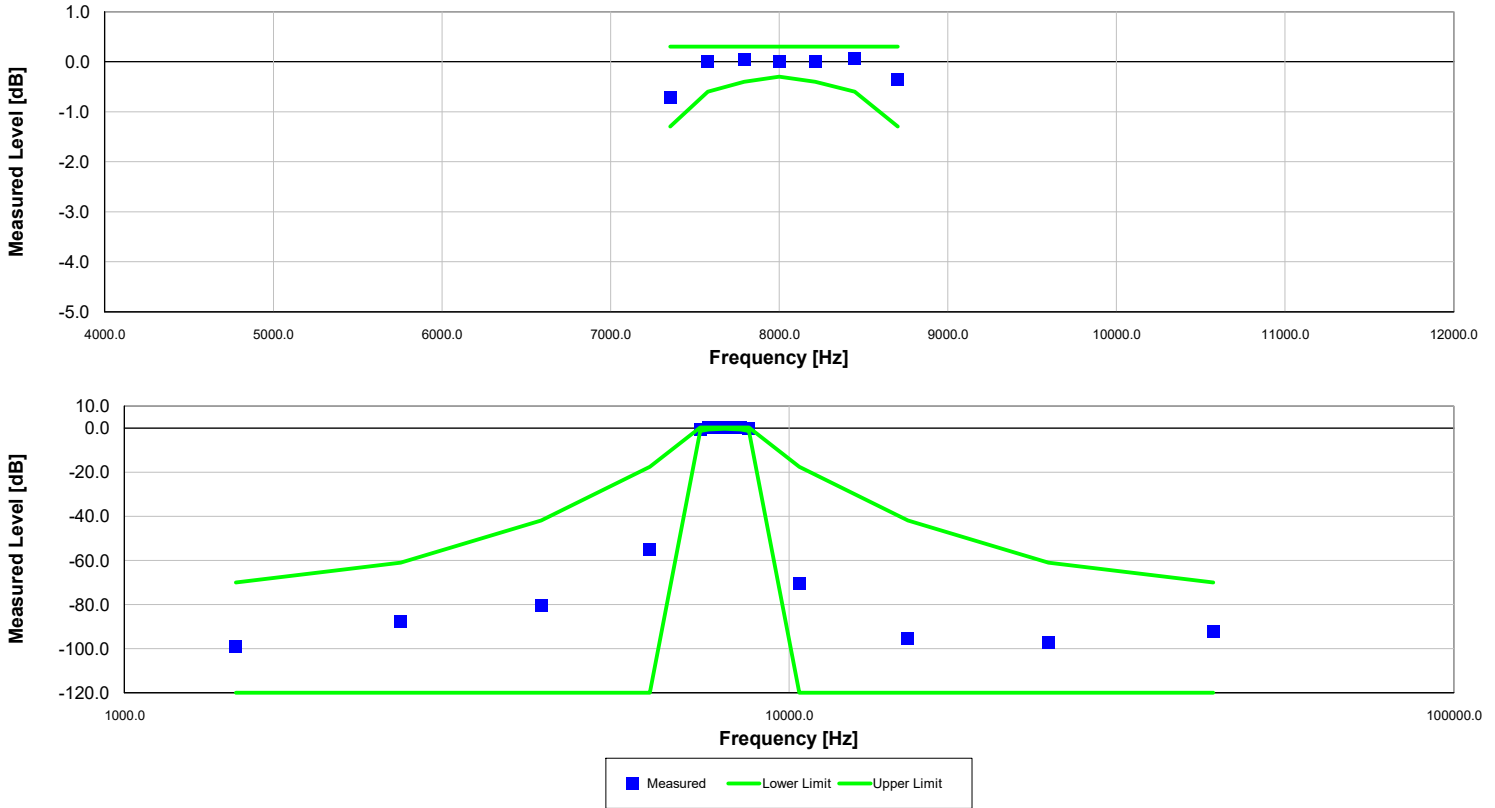


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 8000 Hz

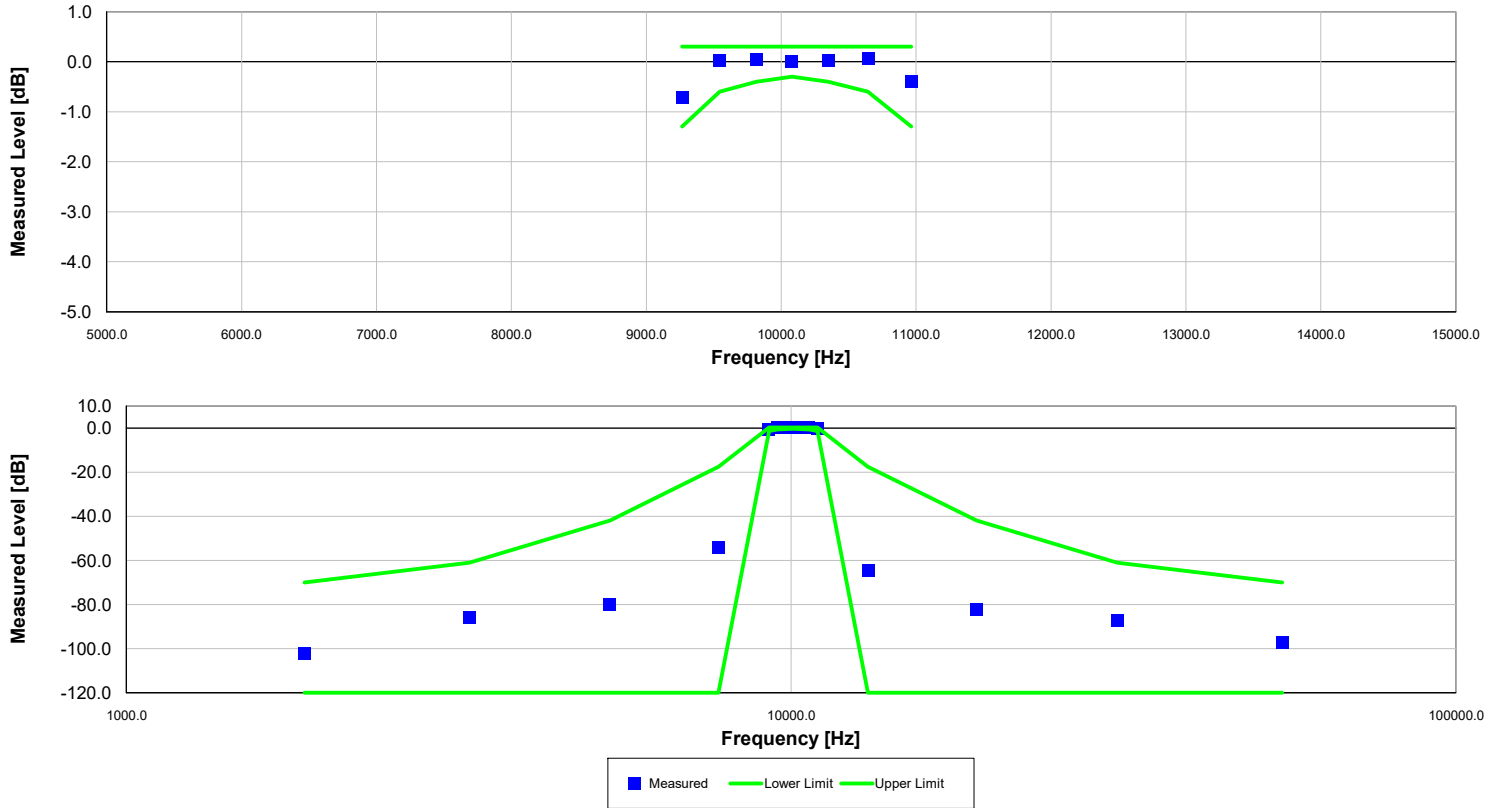


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 10000 Hz

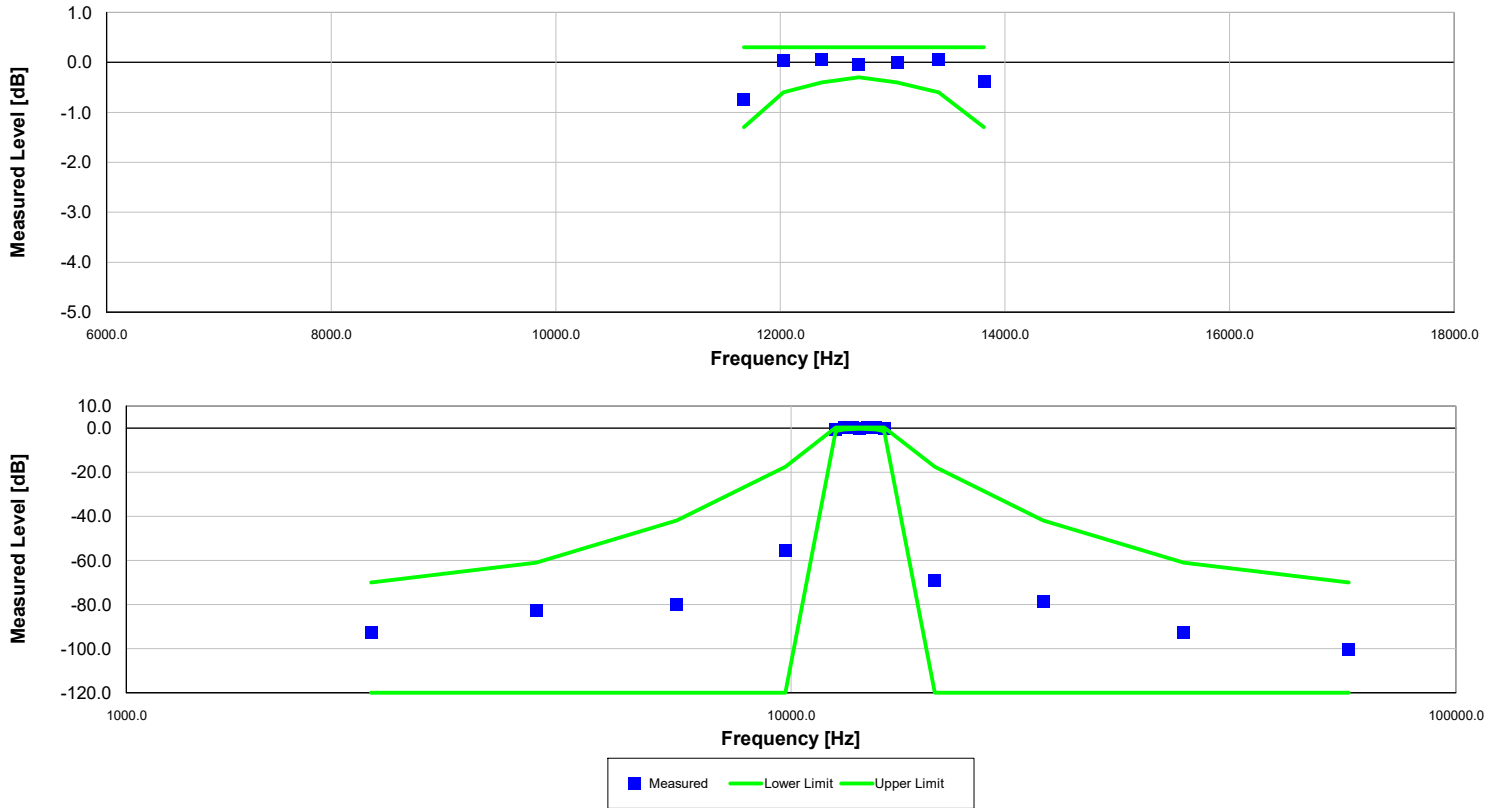


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 12500 Hz

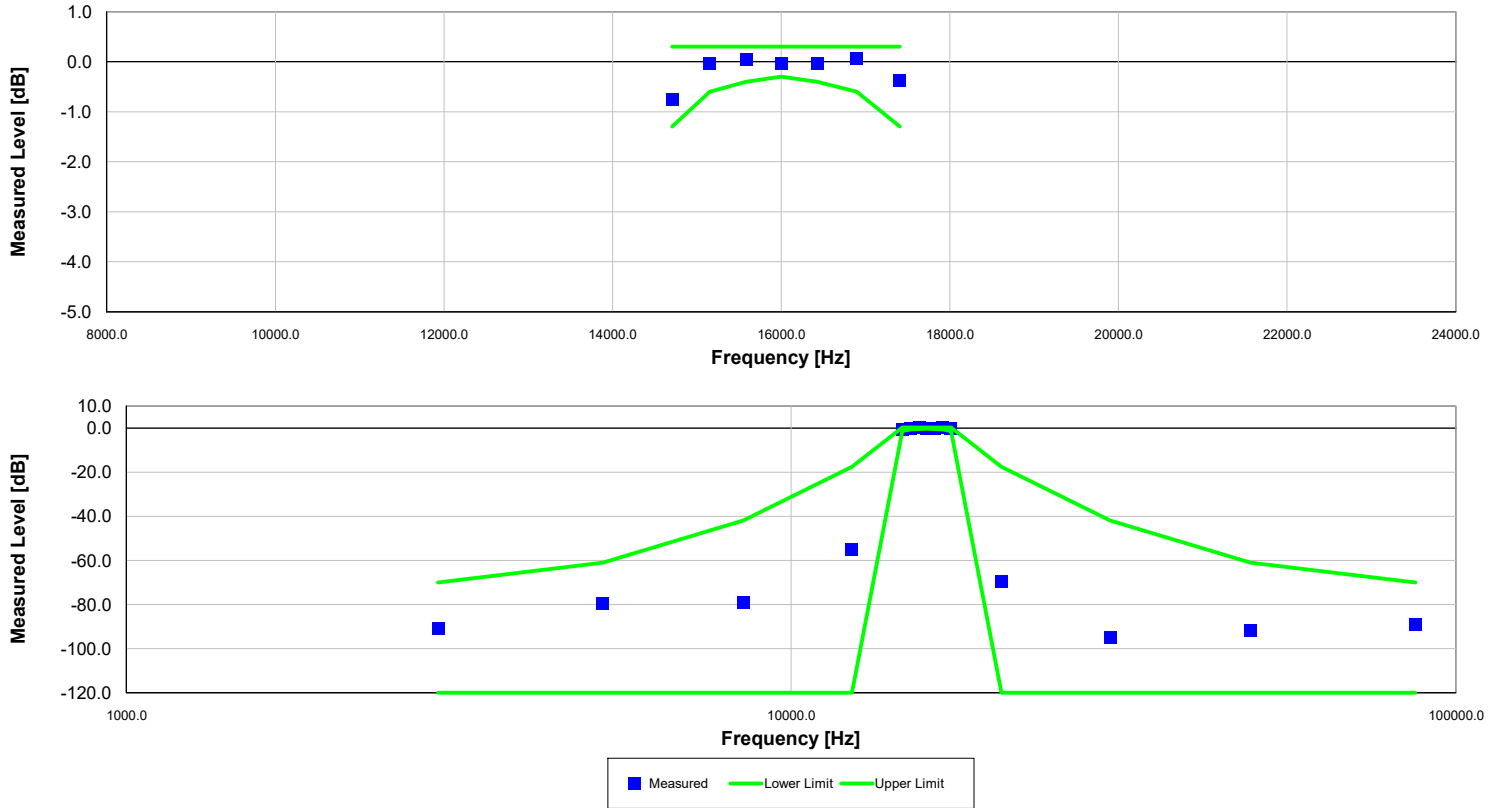


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 16000 Hz

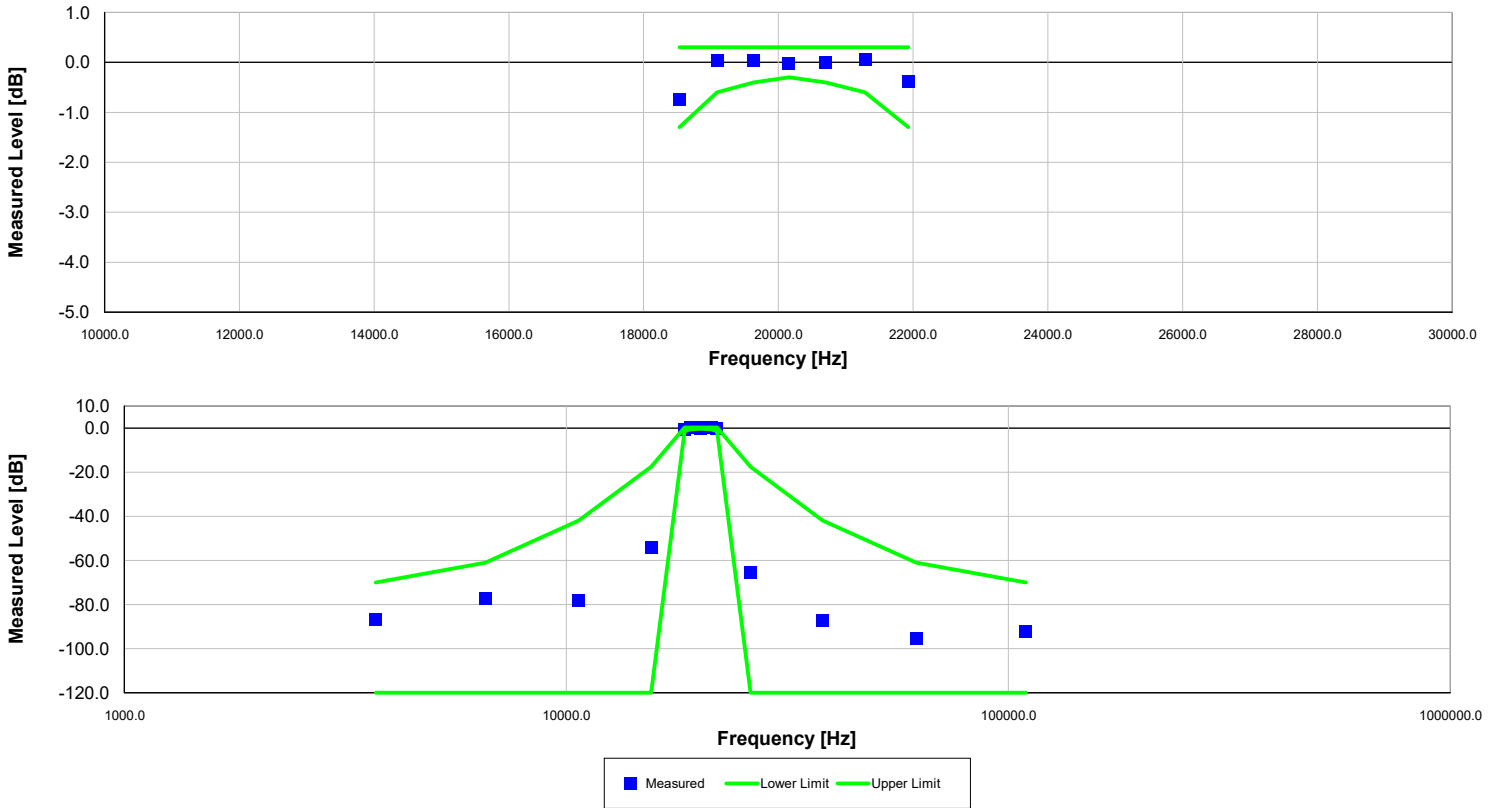


Tested electrical at selected frequencies for compliance to IEC 61260:2001 4.4 and ANSI S1.11-1986 6.6

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

-- End of measurement results--

1/3 Octave Filter: 20000 Hz



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

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

-- End of measurement results--

Signatory: Sean Childs

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





4561 E McDowell Road
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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/15/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 1, (Lat/Long: 33.666862 -112.217401) at approximate milepost 17.39

Parking lot of the Pavilions at Arrowhead apartment complex approximately 190 feet south of the SR 101 EB on-ramp

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 102 °F **Relative Humidity:** 17 % **Wind & Direction:** 8 mph/ENE **Sky:** Clear

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

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	1:59 PM	10 mins	54.9	59.9	71.5	---	---	---
2	2:10 PM	10 mins	53.2	61.3	76.0	---	---	---
3	2:20 PM	10 mins	55.1	61.0	75.7	---	---	---



Figure 1. Looking north



Figure 2. Looking west

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C
SR 101: 75th Avenue – 1-17 General Purpose Lane Date: 2/10/2021

Site Number/Description: MON 1a, (Lat/Long: 33.666656 -112.223636) at approximate milepost 17.02

Cul-de-sac at 77th Avenue approximately 150 feet south of the SR 101 EB off-ramp

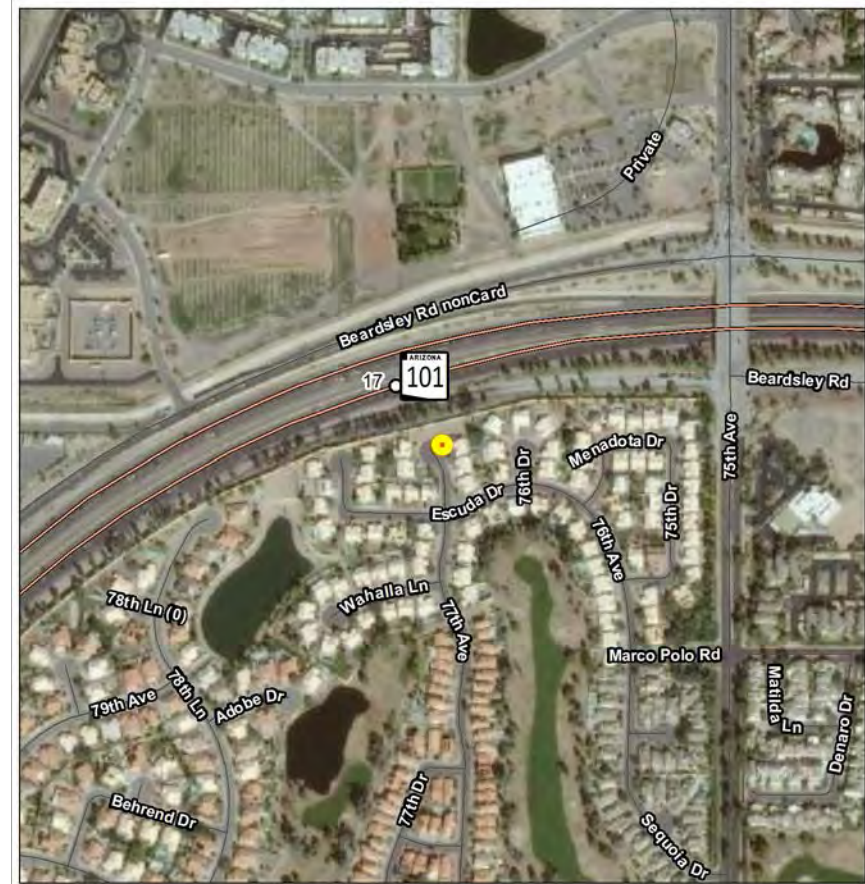
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 72 °F Relative Humidity: 17 % Wind & Direction: Calm Sky: Clear

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

Calibration:

Posted Speed Limit (mph): 65 Observed Speed (mph): 60-70



SR 101:
 75th Avenue to I-17
 General Purpose Lanes
 101-A(214)T
 101 MA 12 F0316 01C

- Mileposts
- State Route
- Monitoring Location



Source: ADOT ATIS (2007); USDA NAIP Imagery (2007)

Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	2:39 PM	10 mins	---	60.5	---	---	---	---
2	2:49 PM	10 mins	---	61.0	---	---	---	---
3	3:00 PM	10 mins	---	60.2	---	---	---	---



Figure 1. Looking north



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/22/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 2, (Lat/Long: 33.668559 -112.212401) at approximate milepost 17.71

Residential cul-de-sac at 70th Drive approximately 240 feet north of WB SR 101

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 101 °F **Relative Humidity:** 18 % **Wind & Direction:** 9 mph/S **Sky:** Clear

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

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	1:46 PM	10 mins	50.3	54.8	63.9	---	---	---
2	1:56 PM	10 mins	50.7	55.3	69.6	---	---	---
3	2:07 PM	10 mins	52.4	58.6	72.2	---	---	---



Figure 1. Looking west



Figure 2. Looking south



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/22/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 3, (Lat/Long: 33.667034, -112.211332) at approximate milepost 17.76

Arrowhead Lakes Condominium west of 67th Avenue approximately 153 feet south of EB SR 101

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 102 °F **Relative Humidity:** 17 % **Wind & Direction:** 3 mph/S **Sky:** Clear

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

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	2:34 PM	10 mins	54.4	63.4	73.2	---	---	---
2	2:44 PM	10 mins	52.9	63.4	73.1	---	---	---
3	2:54 PM	10 mins	54.9	62.0	72.7	---	---	---



Figure 1. Looking north



Figure 2. Looking west

**ROADWAY TRAFFIC
NOISE LEVEL MEASUREMENT DATA SHEET**

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C
SR 101: 75th Avenue – 1-17 General Purpose Lane Date: 09/15/2020

Site Number/Description: MON 3a, (Lat/Long: 33.666917, -112.199581) at approximate milepost 18.44

Cul-de-sac off of Escuda Road east of 65th Drive approximately 302 feet south of EB SR 101 on-ramp

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 102 °F Relative Humidity: 15 % Wind & Direction: 0 mph Sky: Cloudy

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

Calibration:

Posted Speed Limit (mph): 65 Observed Speed (mph): 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	2:54 PM	10 mins	45.3	50.7	64.0	---	---	---
2	3:04 PM	10 mins	48.6	50.6	57.0	---	---	---
3	3:15 PM	10 mins	48.9	56.2	65.9	---	---	---

Note: Barking dog at 3:02



Figure 1. Looking east



Figure 2. Looking west



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/15/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 4, (Lat/Long: 33.667366, -112.193913) at approximate milepost 18.77

East of 63rd Avenue within the Sage Stone at Arrowhead Apartments complex approximately 250 feet south of EB SR 101

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 102 °F **Relative Humidity:** 14 % **Wind & Direction:** 0 mph **Sky:** Cloudy

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

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	3:33 PM	10 mins	54.0	59.4	73.8	---	---	---
2	3:43 PM	10 mins	54.9	62.7	75.0	---	---	---
3	3:52 PM	10 mins	53.3	58.7	68.0	---	---	---



Figure 1. Looking east



Figure 2. Looking south



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C Date: 09/21/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 5, (Lat/Long: 33.669062, -112.94048) at approximate milepost 18.77

Arrowhead Ranch HOA common area west of 61st Avenue approximately 206 feet north of WB SR 101

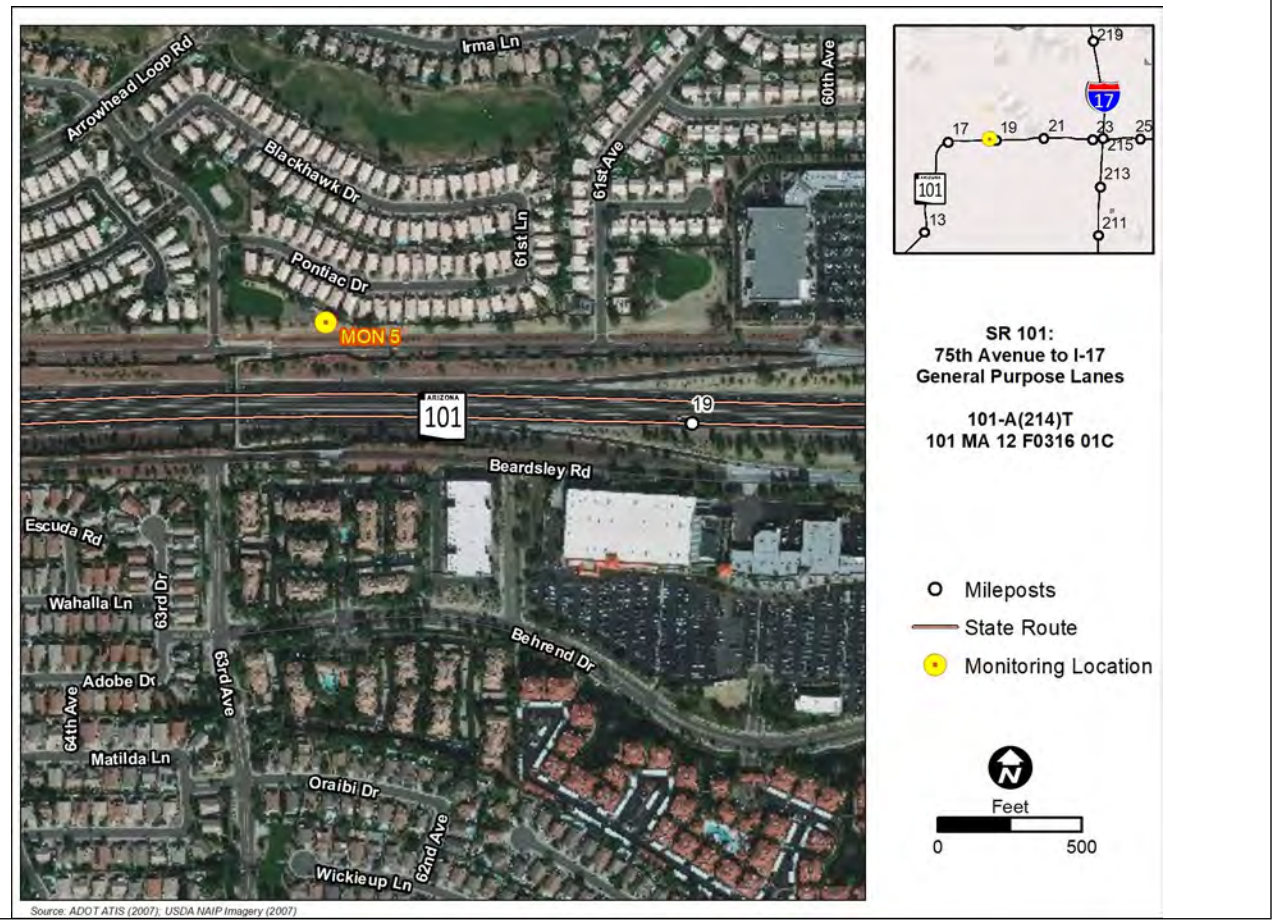
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 86 °F Relative Humidity: 27 % Wind & Direction: 9 mph/ESE Sky: Clear

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

Calibration:

Posted Speed Limit (mph): 65
 Observed Speed (mph): 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	8:25 AM	10 mins	55.4	61.8	68.8	---	---	---
2	8:36 AM	10 mins	57.7	62.3	71.0	---	---	---
3	8:46 AM	10 mins	55.3	61.6	69.2	---	---	---



Figure 1. Looking east



Figure 2. Looking south



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/21/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 6, (Lat/Long: 33.66922, -112.181233) at approximate milepost 19.61

Mohawk HOA common area west of 55th Avenue approximately 242 feet north of WB SR 101

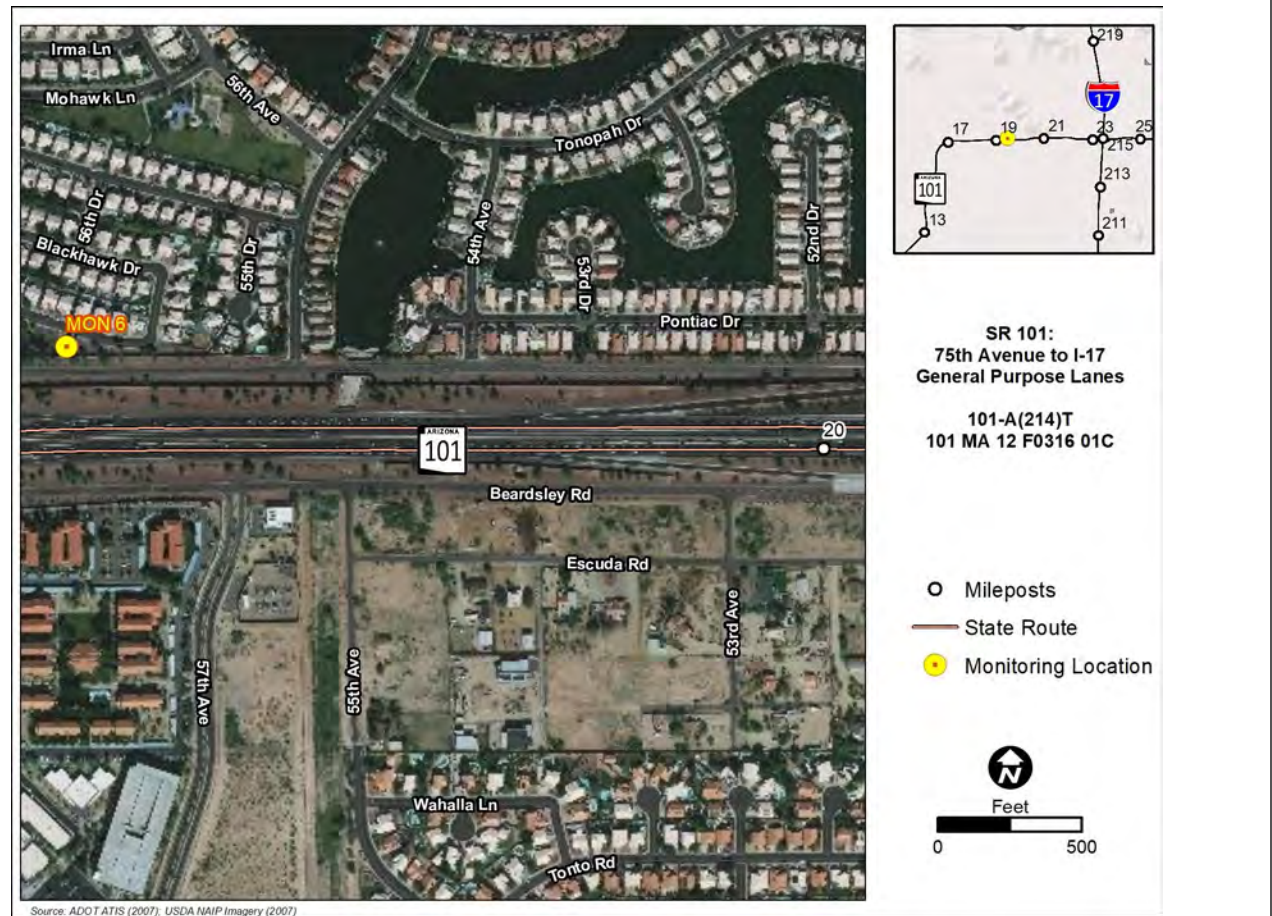
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 84 °F **Relative Humidity:** 22 % **Wind & Direction:** 8 mph/E **Sky:** Cloudy

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

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	7:40 AM	10 mins	49.3	54.7	61.5	---	---	---
2	7:50 AM	10 mins	48.4	54.0	60.5	---	---	---
3	8:01 AM	10 mins	49.3	54.9	65.7	---	---	---



Figure 1. Looking east



Figure 2. Looking west



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/15/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 7, (Lat/Long: 33.667556, -112.181083) at approximate milepost 19.51

Midwestern University dormitories west of 57th Avenue approximately 212 feet south of EB SR 101

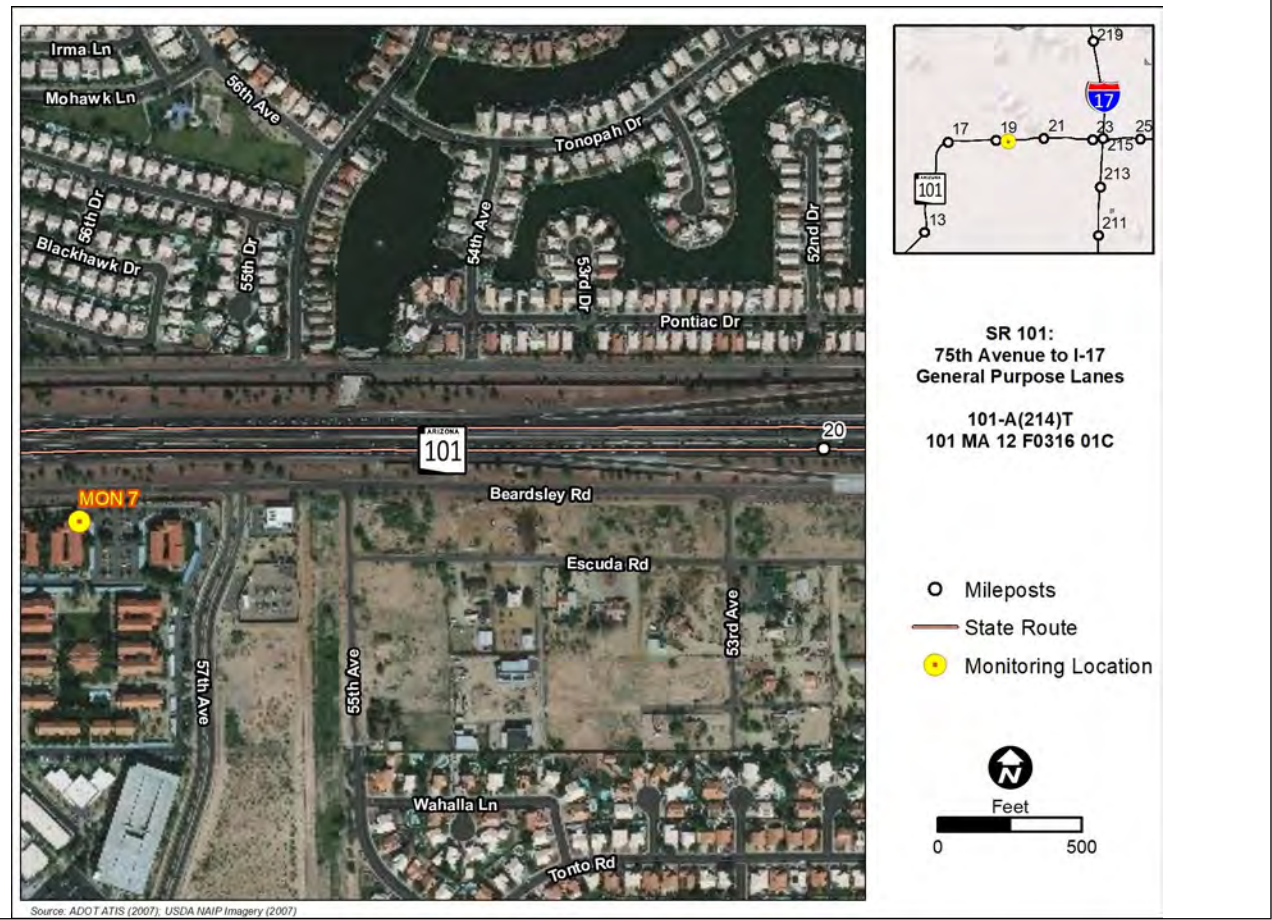
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 103 °F **Relative Humidity:** 12 % **Wind & Direction:** 6 mph/WSW **Sky:** Cloudy

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

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	4:17 PM	10 mins	59.7	65.2	73.3	---	---	---
2	4:27 PM	10 mins	61.9	66.3	81.7	---	---	---
3	4:38 PM	10 mins	60.2	66.3	75.1	---	---	---



Figure 1. Looking north



Figure 2. Looking west



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/22/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 8, (Lat/Long: 33.669204, -112.17275) at approximate milepost 20.00

Arrowhead Lakes HOA common area west of 51st Avenue approximately 226 feet north of WB SR 101

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 88 °F **Relative Humidity:** 30 % **Wind & Direction:** 0 mph **Sky:** Cloudy

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

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	7:42 AM	10 mins	55.8	61.1	69.6	---	---	---
2	7:52 AM	10 mins	55.3	59.9	70.5	---	---	---
3	8:02 AM	10 mins	54.2	59.1	67.2	---	---	---

Note: light drizzling rain at 8:09



Figure 1. Looking east



Figure 2. Looking south



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/15/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 9, (Lat/Long: 33.667154, -112.172181) at approximate milepost 20.03

Escuda Drive east of 53rd Avenue in a single-family residential neighborhood approximately 375 feet south of EB SR 101

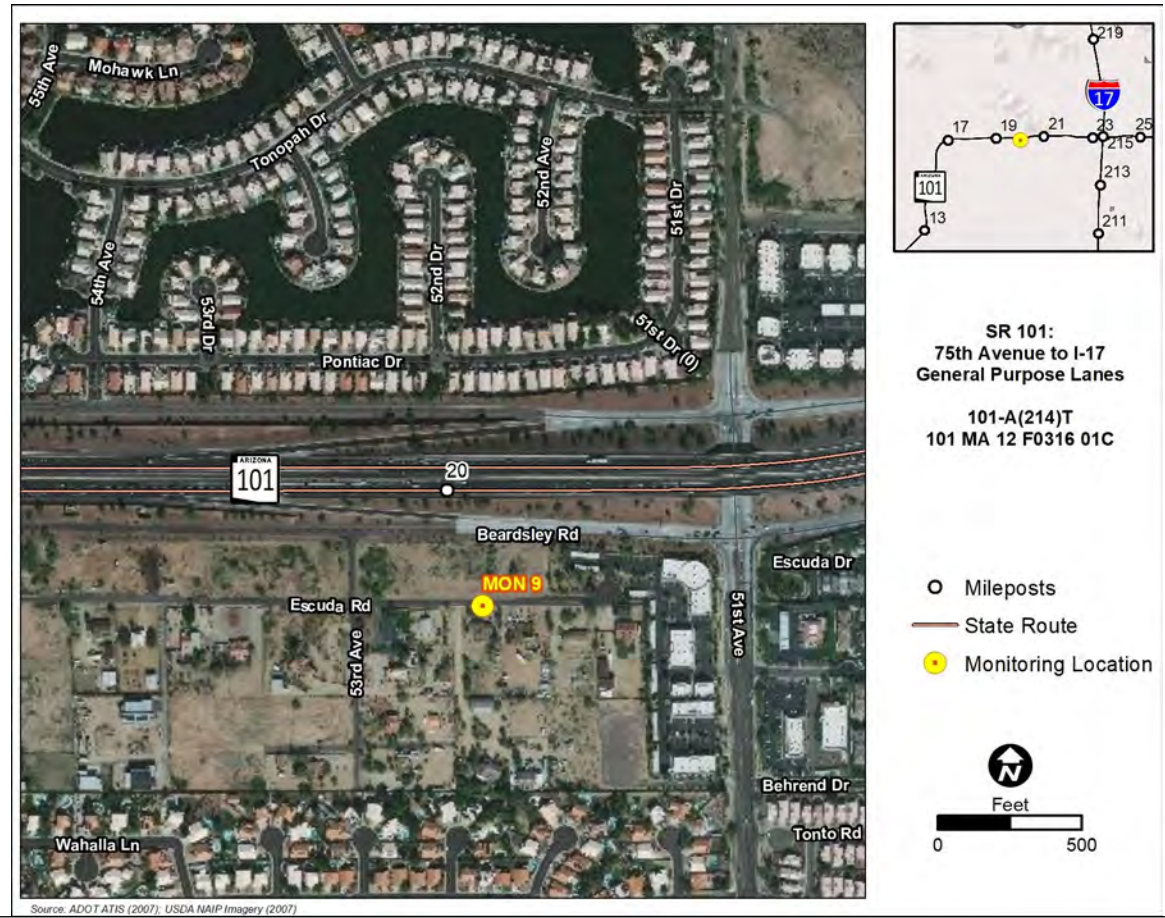
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 89 °F **Relative Humidity:** 27 % **Wind & Direction:** 9 mph/ESE **Sky:** Clear

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

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	8:32 AM	10 mins	60.1	63.3	72.8	---	---	---
2	8:42 AM	10 mins	59.0	62.9	68.5	---	---	---
3	8:53 AM	10 mins	56.3	63.1	71.1	---	---	---



Figure 1. Looking north



Figure 2. Looking west



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/15/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 10, (Lat/Long: 33.667955, -112.167234) at approximate milepost 20.30

Cul-de-sac in Arrowhead Villas community at 50th Avenue approximately 170 feet south of EB SR 101

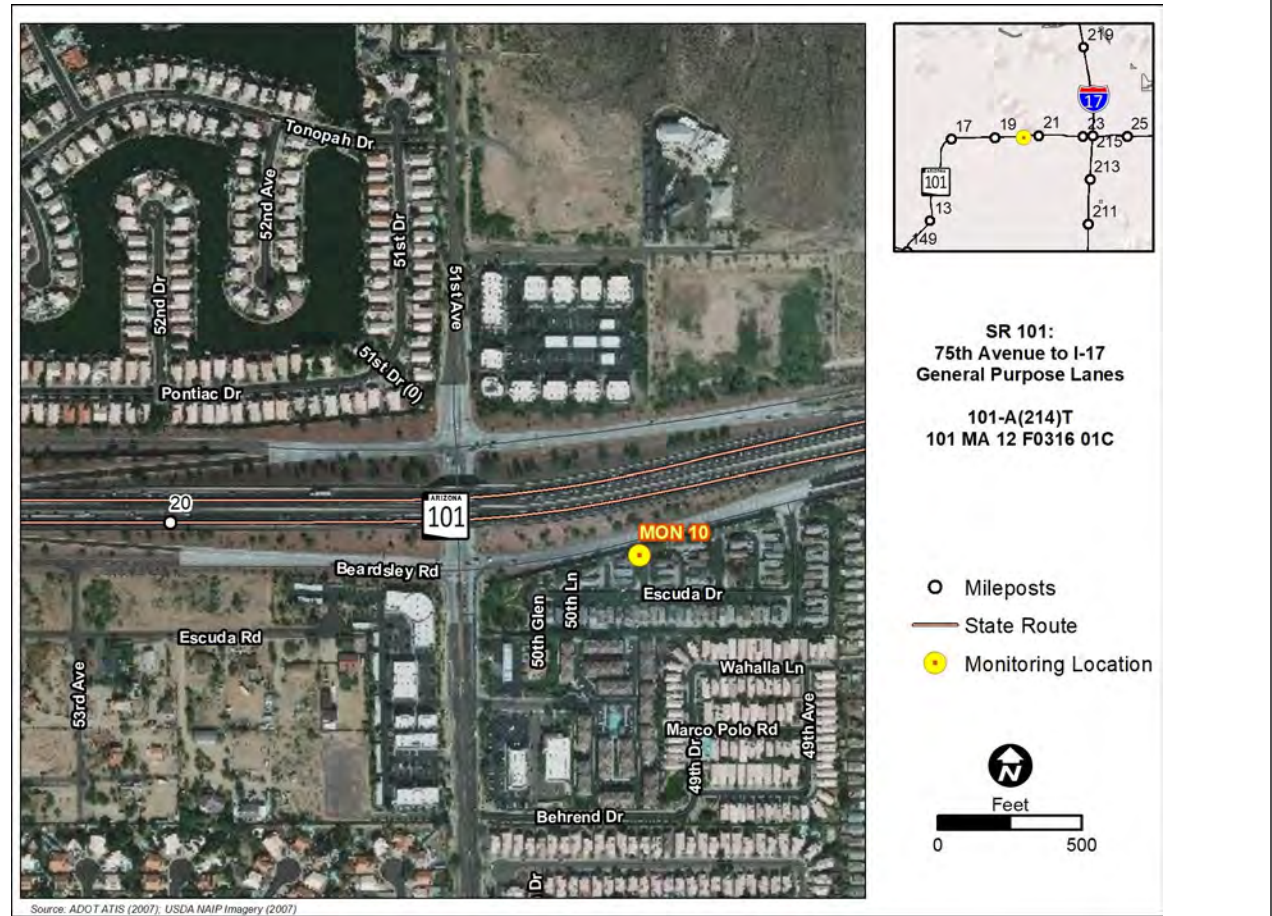
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 84 °F **Relative Humidity:** 27 % **Wind & Direction:** 6 mph/E **Sky:** Clear

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

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	7:39 AM	10 mins	60.0	65.3	71.4	---	---	---
2	7:49 AM	10 mins	62.1	65.2	73.3	---	---	---
3	8:00 AM	10 mins	61.1	64.1	67.7	---	---	---

Note: Dog barking at 7:48 and 8:08



Figure 1. Looking north



Figure 2. Looking east



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/21/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 11, (Lat/Long: 33.668878, -112.158147) at approximate milepost 20.84

Common area in the Adobe Ridge Apartments complex east of 47th Avenue approximately 140 feet south of EB SR 101

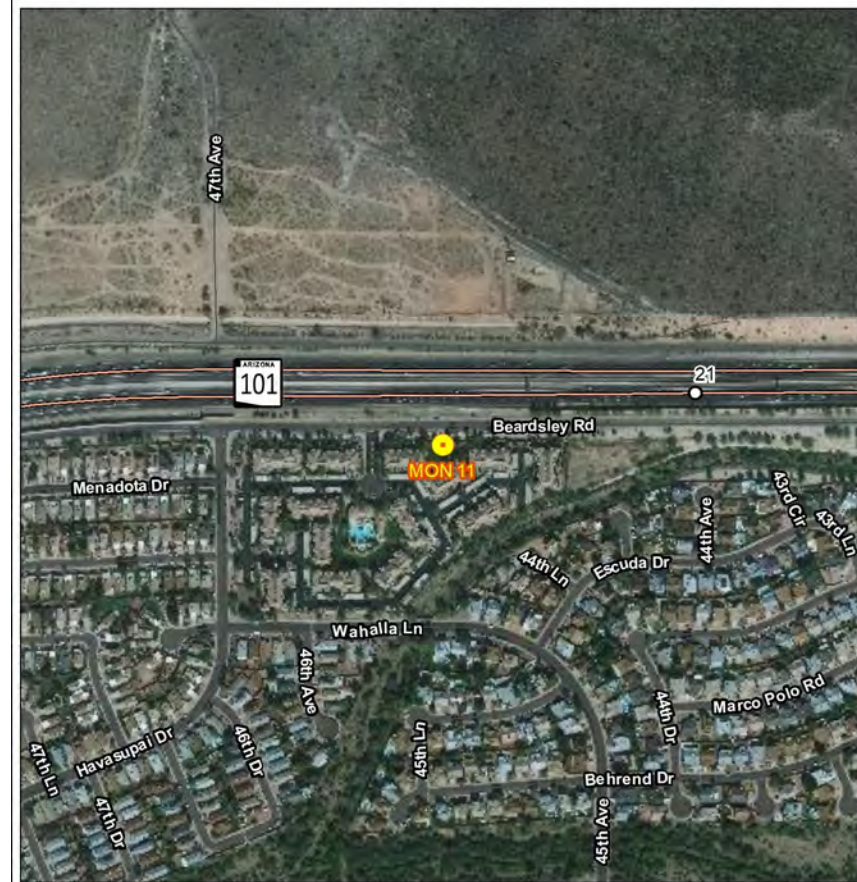
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 101 °F **Relative Humidity:** 15 % **Wind & Direction:** 8 mph/WNW **Sky:** Clear

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

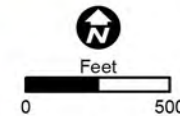
Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



SR 101:
 75th Avenue to I-17
 General Purpose Lanes
 101-A(214)T
 101 MA 12 F0316 01C

- Mileposts
- State Route
- Monitoring Location



Source: ADOT ATIS (2007), USDA NAIP Imagery (2007)

Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	2:21 PM	10 mins	56.1	62.0	76.6	---	---	---
2	2:31 PM	10 mins	57.0	62.2	67.1	---	---	---
3	2:41 PM	10 mins	59.5	63.1	72.7	---	---	---



Figure 1. Looking east



Figure 2. Looking west



4561 E McDowell Road
 Phoenix, AZ 85008
 Tel: (602) 454-0402
 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/22/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 11a, (Lat/Long: 33.670397, -112.159765) at approximate milepost 20.76

Vacant parcel east of 47th Avenue approximately 255 feet north of WB SR 101

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 87 °F **Relative Humidity:** 29 % **Wind & Direction:** 0 mph **Sky:** Cloudy

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

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	6:47 AM	10 mins	62.1	67.0	76.3	---	---	---
2	6:58 AM	10 mins	60.1	67.0	78.9	---	---	---
3	7:21 AM	10 mins	65.7	69.9	76.3	---	---	---



Figure 1. Looking east



Figure 2. Looking south



4561 E McDowell Road
 Phoenix, AZ 85008
 Tel: (602) 454-0402
 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/21/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 12, (Lat/Long: 33.668496, -112.15522) at approximate milepost 21.02

Cul-de-sac on 44th Avenue in a single-family residential neighborhood approximately 280 feet south of EB SR 101

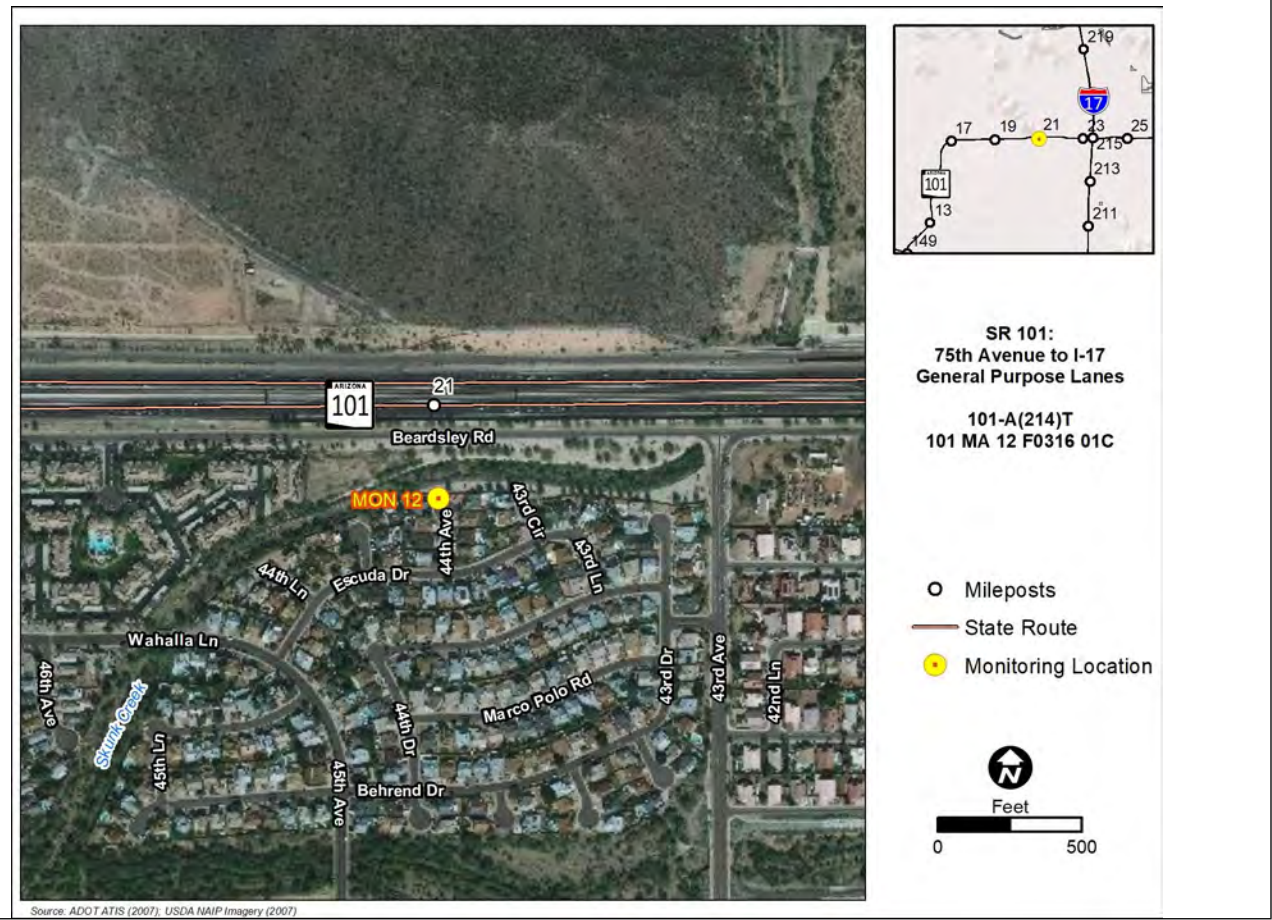
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 102 °F **Relative Humidity:** 16 % **Wind & Direction:** 12 mph/W **Sky:** Partly Cloudy

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

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	3:00 PM	10 mins	53.1	56.7	65.9	---	---	---
2	3:10 PM	10 mins	53.0	56.3	62.5	---	---	---
3	3:31 PM	10 mins	53.0	55.8	60.1	---	---	---



Figure 1. Looking east



Figure 2. Looking south



4561 E McDowell Road
 Phoenix, AZ 85008
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 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/21/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 13, (Lat/Long: 33.668977, -112.145744) at approximate milepost 21.55

Parking lot of the Atonement Lutheran School east of 40th Drive approximately 140 feet south of EB SR 101

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 102 °F **Relative Humidity:** 15 % **Wind & Direction:** 16 mph/W **Sky:** Clear

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

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	3:39 PM	10 mins	57.7	63.2	70.6	---	---	---
2	3:49 PM	10 mins	56.7	62.3	69.0	---	---	---
3	4:00 PM	10 mins	58.0	63.7	70.2	---	---	---



Figure 1. Looking north



Figure 2. Looking west



4561 E McDowell Road
 Phoenix, AZ 85008
 Tel: (602) 454-0402
 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/21/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 14, (Lat/Long: 33.670383, -112.144226) at approximate milepost 21.66

Arroyo Springs HOA common area west of 38th Drive, approximately 213 feet north of WB SR 101

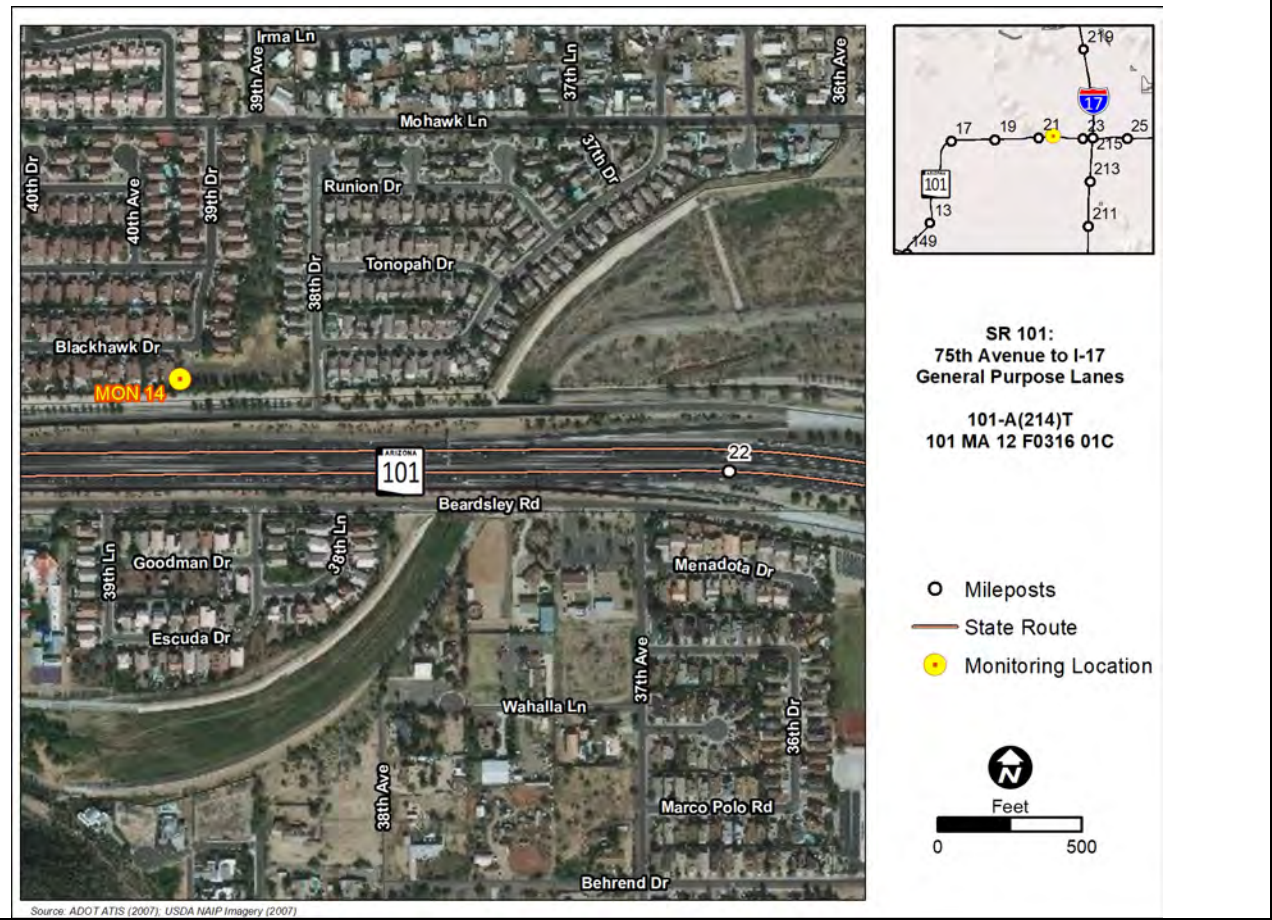
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 82 °F **Relative Humidity:** 26 % **Wind & Direction:** 7 mph/E **Sky:** Partly Cloudy

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

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	6:56 AM	10 mins	57.0	60.4	66.0	---	---	---
2	7:06 AM	10 mins	55.1	60.0	69.0	---	---	---
3	7:17 AM	10 mins	56.3	60.1	68.4	---	---	---



Figure 1. Looking south



Figure 2. Looking east



4561 E McDowell Road
 Phoenix, AZ 85008
 Tel: (602) 454-0402
 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C **Date:** 09/21/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 15, (Lat/Long: 33.66986, -112.132057) at approximate milepost 22.35

Single-family residential neighborhood; Pontiac Drive, west of 33rd Avenue approximately 320 feet north of WB SR 101

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 82 °F **Relative Humidity:** 26 % **Wind & Direction:** 7 mph/E **Sky:** Partly Cloudy

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

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	6:17 AM	10 mins	57.2	60.4	69.3	---	---	---
2	6:28 AM	10 mins	58.6	62.8	73.0	---	---	---
3	6:38 AM	10 mins	59.3	63.3	68.9	---	---	---



Figure 1. Looking east



Figure 2. Looking south



4561 E McDowell Road
Phoenix, AZ 85008
Tel: (602) 454-0402
Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 101-A(214)T; 101 MA 12 F0316 01C Date: 09/21/2020
SR 101: 75th Avenue – 1-17 General Purpose Lane

Site Number/Description: MON 16, (Lat/Long: 33.668165, -112.131391) at approximate milepost 22.38

Cul-de-sac on 33rd Drive in a single-family residential neighborhood approximately 118 feet south of SR 101

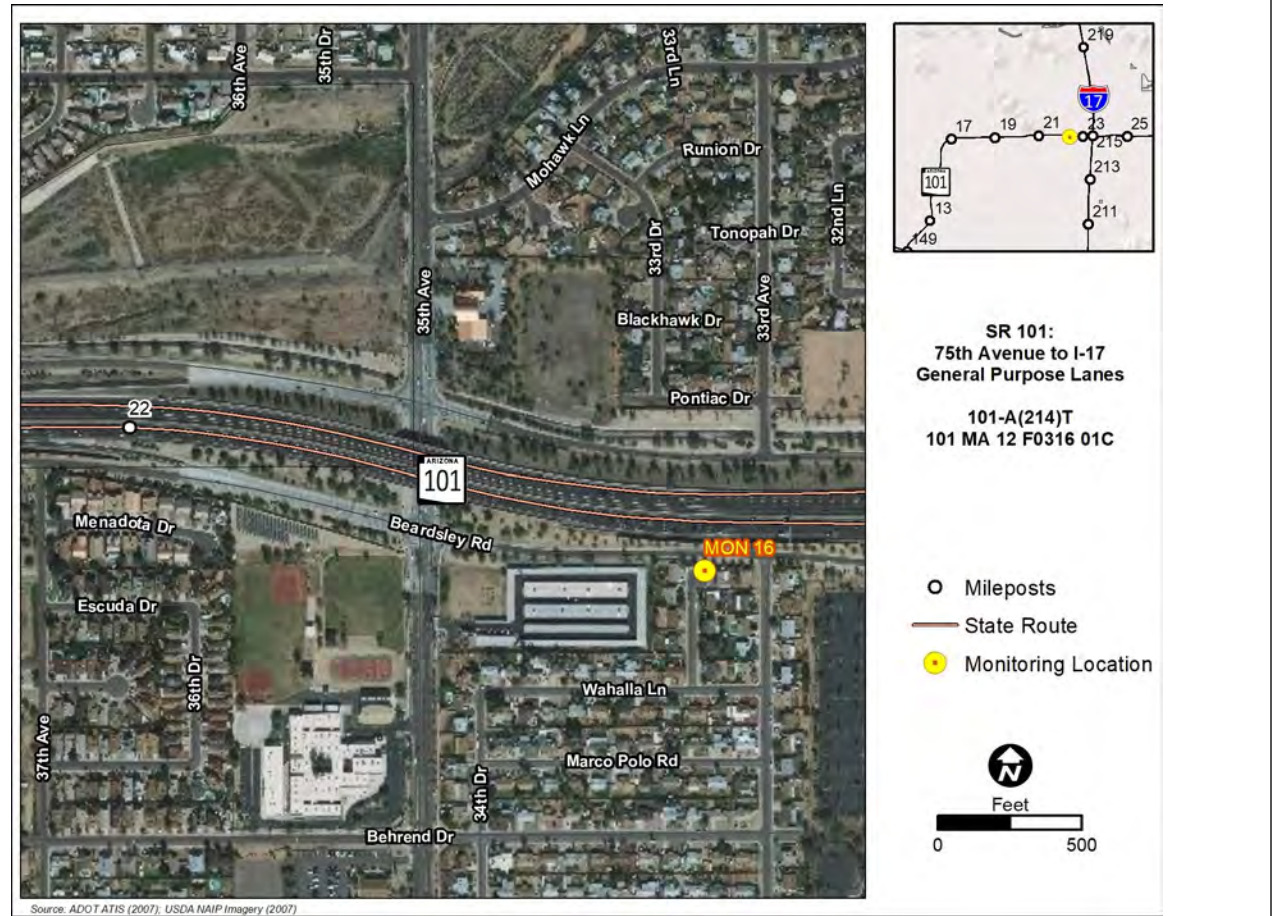
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 102 °F Relative Humidity: 14 % Wind & Direction: 15 mph/W Sky: Partly Cloudy

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

Calibration:

Posted Speed Limit (mph): 65 Observed Speed (mph): 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	4:25 PM	10 mins	53.6	59.7	69.7	---	---	---
2	4:36 PM	10 mins	55.1	66.8	78.8	---	---	---
3	4:46 PM	10 mins	54.9	60.3	74.2	---	---	---

Note: Diesel truck next to meter on the 2nd sample run



Figure 1. Looking north



Figure 2. Looking west

APPENDIX C

Future Traffic Volumes

TNM Modeled Traffic Volumes

	Auto	MT	HT
Mainline (ML) WB over 75th Ave TI	7,043	742	166
ML EB over 75th Ave TI	7,042	707	175
ML EB 75th Ave Onramp to 67th Ave Offramp	8,594	813	190
ML WB 67th Ave Onramp to 75th Ave Offramp	8,970	878	181
75th Ave WB Offramp	1,927	136	16
75th Ave EB Onramp	1,552	106	15
75th Ave Cross Street SB upstream	1,434	94	6
75th Ave Cross Street SB downstream	693	21	2
75th Ave Cross Street NB upstream	836	20	4
75th Ave Cross Street NB downstream	1,828	76	6
FrontageRoad (FR) EB west of 75th Ave	478	15	2
FR WB west of 75th Ave	1,121	46	4
FR WB west of 75th Ave	1,121	46	4
FR EB west of 75th Ave	478	15	2
FR WB 75th Ave to 67th Ave	401	5	1
FR EB 75th Ave to 67th Ave	236	4	1

TNM Modeled Traffic Volumes

	Auto	MT	HT
ML EB over 67th Ave TI	7,984	777	186
ML WB over 67th Ave TI	8,414	844	178
ML EB 67th Ave Onramp to 59th Ave Offramp	9,485	849	198
ML WB 59th Ave Onramp to 67th Ave Offramp	9,913	917	188
67th Ave WB Offramp	1,500	73	11
67th Ave WB Onramp	557	34	4
67th Ave EB Offramp	610	36	4
67th Ave EB Onramp	1,501	72	12
67th Ave Cross Street SB upstream	1,826	70	5
67th Ave Cross Street SB downstream	1,096	47	4
67th Ave Cross Street NB upstream	1,305	44	6
67th Ave Cross Street NB downstream	2,032	69	4
FR EB 67th Ave to 63rd Ave	657	11	2
FR WB 67th Ave to 63rd Ave	271	6	1
FR EB 63rd Ave to 59th Ave	370	6	1
FR WB 63rd Ave to 59th Ave	229	4	1

TNM Modeled Traffic Volumes

	Auto	MT	HT
ML EB over 59th Ave TI	8,847	813	194
ML WB over 59th Ave TI	9,122	876	183
ML EB 59th Ave Onramp to 51st Ave Offramp	9,922	862	202
ML WB 59th Ave Onramp to 51st Ave Offramp	10,085	915	189
59th Ave WB Offramp	963	38	6
59th Ave EB Offramp	638	36	5
59th Ave WB Onramp	791	41	6
59th Ave EB Onramp	1,075	49	8
59th Ave Cross Street SB upstream	1,053	48	5
59th Ave Cross Street SB downstream	1,092	39	2
59th Ave Cross Street NB upstream	1,587	47	8
59th Ave Cross Street NB downstream	1,491	52	3
FR WB 59th Ave to 57th Ave	414	14	1
FR EB 59th Ave to 57th Ave	559	12	3
FR WB 57th Ave to 51st Ave	203	6	1
FR EB 57th Ave to 51st Ave	164	5	1

TNM Modeled Traffic Volumes

	Auto	MT	HT
ML EB over 51st Ave TI	9,430	845	200
ML WB over 51st Ave TI	9,385	887	186
ML EB 51st Ave Onramp to 35th Ave Offramp	10,589	891	211
ML WB 35th Ave Onramp to 51st Ave Offramp	10,630	938	197
51st Ave WB Offramp	1,245	51	11
51st Ave WB Onramp	700	27	3
51st Ave EB Offramp	492	18	2
51st Ave EB Onramp	1,159	47	11
51st Ave Cross Street NB upstream	1,507	53	6
51st Ave Cross Street NB downstream	178	6	-
51st Ave Cross Street SB upstream	284	17	1
51st Ave Cross Street SB downstream	1,266	44	4
FR EB 51st Ave to 38rd Ave	272	10	1
FR WB 51st Ave to 38rd Ave	149	8	1
FR EB 38th Ave to 35th Ave	308	10	1
FR WB 38th Ave to 35th Ave	329	14	1

TNM Modeled Traffic Volumes

	Auto	MT	HT
ML EB over 35th Ave TI	9,594	851	203
ML WB over 35th Ave TI	9,553	895	188
35th Ave EB Offramp	995	40	8
35th Ave WB Onramp	1,077	43	9
35th Ave Cross Street SB upstream	1,039	40	6
35th Ave Cross Street SB downstream	779	27	6
35th Ave Cross Street NB upstream	1,276	50	5
35th Ave Cross Street NB downstream	1,189	43	3
FR EB 35th Ave to 33th Ave	807	31	5
FR WB 35th Ave to 33th Ave	602	22	3
FR EB 33th Ave to 31st Ave	665	29	4
FR WB 33th Ave to 31st Ave	650	23	3
FR EB 31st Ave to 27th Ave	506	26	4
FR WB 31st Ave to 27th Ave	594	24	3

Future Build Condition

TNM Modeled Traffic Volumes

	Auto	MT	HT
31st Ave Cross Street SB upstream	103	2	-
31st Ave Cross Street SB downstream	185	4	-
31st Ave Cross Street NB upstream	135	1	-
31st Ave Cross Street NB downstream	238	7	1

Future Build Condition

TNM Modeled Traffic Volumes

	Auto	MT	HT
ML EB over 27th Ave TI	5,283	561	110
ML WB over 27th Ave TI	5,434	618	108
27th Ave WB Onramp	908	63	22
27th Ave EB Offramp	957	61	20
Ramp SW	1,742	129	46
Ramp ES	1,349	63	13
27th Ave Cross Street SB upstream	728	32	3
27th Ave Cross Street SB downstream	758	33	4
27th Ave Cross Street NB upstream	951	36	6
27th Ave Cross Street NB downstream	654	29	4
FR WB east of 27th Ave	1,517	76	21
FR EB east of 27th Ave	1,913	100	25

TNM Modeled Traffic Volumes

	Auto	MT	HT
Mainline (ML) WB over 75th Ave TI	7,141	745	165
ML EB over 75th Ave TI	6,725	678	170
ML EB 75th Ave Onramp to 67th Ave Offramp	8,247	798	186
ML WB 67th Ave Onramp to 75th Ave Offramp	8,555	844	177
75th Ave WB Offramp	1,414	99	12
75th Ave EB Onramp	1,522	120	16
75th Ave Cross Street SB upstream	1,442	103	6
75th Ave Cross Street SB downstream	622	22	2
75th Ave Cross Street NB upstream	891	28	3
75th Ave Cross Street NB downstream	1,879	80	5
Frontage Road (FR) EB west of 75th Ave	482	18	2
FR WB west of 75th Ave	792	19	2
FR WB west of 75th Ave	792	19	2
FR EB west of 75th Ave	482	18	2
FR WB 75th Ave to 67th Ave	514	7	1
FR EB 75th Ave to 67th Ave	295	8	1

TNM Modeled Traffic Volumes

	Auto	MT	HT
ML EB over 67th Ave TI	7,614	766	183
ML WB over 67th Ave TI	7,996	813	174
ML EB 67th Ave Onramp to 59th Ave Offramp	9,059	844	194
ML WB 59th Ave Onramp to 67th Ave Offramp	9,424	891	184
67th Ave WB Offramp	1,428	78	9
67th Ave WB Onramp	560	31	3
67th Ave EB Offramp	633	32	3
67th Ave EB Onramp	1,445	77	11
67th Ave Cross Street SB upstream	1,855	70	5
67th Ave Cross Street SB downstream	893	35	2
67th Ave Cross Street NB upstream	1,270	41	4
67th Ave Cross Street NB downstream	2,102	68	4
FR EB 67th Ave to 63rd Ave	687	12	1
FR WB 67th Ave to 63rd Ave	277	5	1
FR EB 63rd Ave to 59th Ave	448	9	1
FR WB 63rd Ave to 59th Ave	235	4	1

TNM Modeled Traffic Volumes

	Auto	MT	HT
ML EB over 59th Ave TI	8,444	812	190
ML WB over 59th Ave TI	8,703	858	179
ML EB 59th Ave Onramp to 51st Ave Offramp	9,483	861	196
ML WB 59th Ave Onramp to 51st Ave Offramp	9,681	901	185
59th Ave WB Offramp	977	43	6
59th Ave EB Offramp	615	32	4
59th Ave WB Onramp	720	32	5
59th Ave EB Onramp	1,039	49	6
59th Ave Cross Street SB upstream	1,111	48	5
59th Ave Cross Street SB downstream	1,025	29	3
59th Ave Cross Street NB upstream	1,555	46	5
59th Ave Cross Street NB downstream	1,669	64	4
FR WB 59th Ave to 57th Ave	352	11	1
FR EB 59th Ave to 57th Ave	573	13	3
FR WB 57th Ave to 51st Ave	197	5	1
FR EB 57th Ave to 51st Ave	189	5	1

Future No Build Condition

TNM Modeled Traffic Volumes

	Auto	MT	HT
ML EB over 51st Ave TI	9,024	844	194
ML WB over 51st Ave TI	9,020	876	183
ML EB 51st Ave Onramp to 35th Ave Offramp	10,059	894	204
ML WB 35th Ave Onramp to 51st Ave Offramp	10,177	926	192
51st Ave WB Offramp	1,157	51	9
51st Ave WB Onramp	661	25	2
51st Ave EB Offramp	459	17	1
51st Ave EB Onramp	1,035	50	10
51st Ave Cross Street NB upstream	1,470	49	7
51st Ave Cross Street NB downstream	453	25	2
51st Ave Cross Street SB upstream	357	21	2
51st Ave Cross Street SB downstream	1,144	38	5
FR EB 51st Ave to 38rd Ave	373	12	1
FR WB 51st Ave to 38rd Ave	175	8	1
FR EB 38th Ave to 35th Ave	415	15	1
FR WB 38th Ave to 35th Ave	323	16	1

TNM Modeled Traffic Volumes

	Auto	MT	HT
ML EB over 35th Ave TI	9,274	861	197
ML WB over 35th Ave TI	9,282	894	187
35th Ave EB Offramp	785	33	7
35th Ave WB Onramp	894	32	5
35th Ave Cross Street SB upstream	1,037	41	3
35th Ave Cross Street SB downstream	802	32	3
35th Ave Cross Street NB upstream	1,257	33	4
35th Ave Cross Street NB downstream	1,217	37	5
FR EB 35th Ave to 33th Ave	869	34	5
FR WB 35th Ave to 33th Ave	635	31	4
FR EB 33th Ave to 31st Ave	723	31	4
FR WB 33th Ave to 31st Ave	679	32	4
FR EB 31st Ave to 27th Ave	528	30	3
FR WB 31st Ave to 27th Ave	626	32	4

Future No Build Condition

TNM Modeled Traffic Volumes

	Auto	MT	HT
31st Ave Cross Street SB upstream	209	6	1
31st Ave Cross Street SB downstream	192	3	1
31st Ave Cross Street NB upstream	254	6	1
31st Ave Cross Street NB downstream	307	10	2

Future No Build Condition

TNM Modeled Traffic Volumes

	Auto	MT	HT
ML EB over 27th Ave TI	5,201	575	107
ML WB over 27th Ave TI	5,257	626	107
27th Ave WB Onramp	834	55	21
27th Ave EB Offramp	761	48	17
Ramp SW	1,973	140	48
Ramp ES	1,182	56	13
27th Ave Cross Street SB upstream	756	33	6
27th Ave Cross Street SB downstream	729	32	4
27th Ave Cross Street NB upstream	933	32	5
27th Ave Cross Street NB downstream	691	34	6
FR WB east of 27th Ave	1,599	91	24
FR EB east of 27th Ave	1,959	107	25

APPENDIX D

Predicted Noise Levels

SR 101, 75th Ave - I-17, 101 MA 12 F0316 01D

Section 1, 75th Ave to 59th Ave, Eastbound

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future No Build (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
E1	E	1	Mayo Arrowhead Primary Care	---	64	64	---	---	Noise level less than Category E threshold
E2	B	1	Pavilions at Arrowhead 1st floor	---	56	56	---	---	
E3(a)	B	3	Pavilions at Arrowhead 1st floor	---	65	65	---	---	
E3(b)	B	3	Pavilions at Arrowhead 2nd floor	---	70	70	---	---	
E4(a)	B	3	Pavilions at Arrowhead 1st floor	---	57	57	---	---	
E4(b)	B	3	Pavilions at Arrowhead 2nd floor	---	62	62	---	---	
E5(a)/MON1	B	3	Pavilions at Arrowhead 1st floor	61	65	65	---	---	
E5(b)	B	3	Pavilions at Arrowhead 2nd floor	---	69	68	---	---	
E6(a)	B	3	Pavilions at Arrowhead 1st floor	---	64	64	---	---	
E6(b)	B	3	Pavilions at Arrowhead 2nd floor	---	67	67	---	---	
E7(a)	B	3	Pavilions at Arrowhead 1st floor	---	58	58	---	---	
E7(b)	B	3	Pavilions at Arrowhead 2nd floor	---	61	61	---	---	
E8	C	1	Dove of the Desert United Methodist Church	---	57	57	---	---	
E9	B	4	Arrowhead Lakes Condominiums	---	57	57	---	---	
E10	B	4	Arrowhead Lakes Condominiums	---	64	64	---	---	
E11	B	4	Arrowhead Lakes Condominiums	---	57	57	---	---	
E12	B	4	Arrowhead Lakes Condominiums	---	63	63	---	---	
E13	B	4	Arrowhead Lakes Condominiums	---	57	57	---	---	
E14/MON3	B	4	Arrowhead Lakes Condominiums	63	64	64	---	---	
E14(a)	C	1	Golf area	---	57	57	---	---	
E15	B	4	Single Family Home	---	55	55	---	---	
E16	B	2	Single Family Home	---	58	58	---	---	
E17	B	3	Single Family Home	---	58	59	---	---	
E18	B	4	Single Family Home	---	54	55	---	---	
E19	B	3	Single Family Home	---	57	57	---	---	
E19(a)	C	1	Golf area	---	60	61	---	---	
E20	B	3	Single Family Home	---	54	54	---	---	
E21	B	3	Single Family Home	---	57	57	---	---	
E22	B	2	Single Family Home	---	57	57	---	---	
E23	B	3	Single Family Home	---	59	59	---	---	
E24	B	3	Single Family Home	---	65	65	---	---	
E25	B	2	Single Family Home	---	61	61	---	---	
E26	B	2	Single Family Home	---	65	65	---	---	
E27	B	3	Single Family Home	---	59	59	---	---	
E28	F	1	Massage Green SPA	---	75	75	---	---	
E29	E	1	BBVA Bank	---	69	69	---	---	
E30	E	1	Panera Bread	---	69	70	---	---	
E31	F	1	The Beauty Method	---	67	67	---	---	
E32	F	1	Inspire Salon	---	68	68	---	---	
E33	B	2	Single Family Home	---	60	60	---	---	
E34	B	2	Single Family Home	---	64	65	---	---	
E35	B	2	Single Family Home	---	64	64	---	---	
E36	B	4	Single Family Home	---	59	60	---	---	
E37	B	4	Single Family Home	---	57	57	---	---	
E38	B	3	Single Family Home	---	65	65	---	---	
E38(a)/MON3a	B	1	residential	53	60	61	---	---	
E39	B	4	Single Family Home	---	58	58	---	---	
E40	B	3	Single Family Home	---	64	64	---	---	
E41	B	4	Single Family Home	---	61	61	---	---	
E42	B	4	Single Family Home	---	59	59	---	---	
E43	B	4	Single Family Home	---	63	63	---	---	

most of the areas of frequent human use activities are located within the interior of the facilities, presumably due to prevalent weather conditions, while the exterior areas of frequent human use (swimming pools, kids playground, ramadas) were located on the ground level and successfully shielded by the structures, as confirmed by noise measurements and models. No mitigation is considered.

Noise levels are less than threshold and no mitigation is warranted

Noise levels are less than threshold and no mitigation is warranted

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Section 1, 75th Ave to 59th Ave, Eastbound

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future No Build (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
E44	B	4	Single Family Home	---	59	59	---	---	Noise levels are less than threshold and no mitigation is warranted
E45	B	3	Single Family Home	---	60	60	---	---	
E46	B	4	Single Family Home	---	59	59	---	---	
E47	B	3	Single Family Home	---	64	64	---	---	
E48	B	2	Single Family Home	---	63	63	---	---	
E49	B	2	Single Family Home	---	57	58	---	---	
E50(a)	B	2	Sage Stone at Arrowhead Apartments 1st floor	---	63	63	---	---	most of the areas of frequent human use activities are located within the interior of the facilities, presumably due to prevalent weather conditions, while the exterior areas of frequent human use (swimming pools, kids playground, ramadas) were located on the ground level and successfully shielded by the structures, as confirmed by noise measurements and models. No mitigation is considered.
E50(b)	B	2	Sage Stone at Arrowhead Apartments 2nd floor	---	68	68	---	---	
E51(a)	B	2	Sage Stone at Arrowhead Apartments 1st floor	---	55	55	---	---	
E51(b)	B	2	Sage Stone at Arrowhead Apartments 2nd floor	---	59	60	---	---	
E52(a)/MON4	B	2	Sage Stone at Arrowhead Apartments 1st floor	60	63	63	---	---	
E52(b)	B	2	Sage Stone at Arrowhead Apartments 2nd floor	---	68	68	---	---	
E52(c)	C	2	Arrowheads apartments-swimming pool area	---	54	54	---	---	
E53(a)	B	2	Sage Stone at Arrowhead Apartments 1st floor	---	57	57	---	---	
E53(b)	B	2	Sage Stone at Arrowhead Apartments 2nd floor	---	63	63	---	---	
E54(a)	B	2	Sage Stone at Arrowhead Apartments 1st floor	---	63	63	---	---	
E54(b)	B	2	Sage Stone at Arrowhead Apartments 2nd floor	---	69	69	---	---	
E55	F	1	Life Storage	---	72	72	---	---	Noise levels are less than Category E threshold, or No threshold in Category F
E56	F	1	The Home Depot	---	74	74	---	---	
E57	F	1	Planet Beach	---	70	70	---	---	
E58	E	1	Panda Express	---	70	70	---	---	

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Section 1, 75th Ave to 59th Ave, Westbound

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future No Build (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
W1(a)	B	4	Laguna Arrowhead Ranch Apartments 1st floor	---	63	64	---	---	most of the areas of frequent human use activities are located within the interior of the facilities, presumably due to prevalent weather conditions, while the exterior areas of frequent human use (swimming pools, kids playground, lake) were located on the ground level and successfully shielded by the structures, as confirmed by noise measurements and models. No mitigation is considered.
W1(b)	B	4	Laguna Arrowhead Ranch Apartments 2nd floor	---	71	72	---	---	
W2(a)	B	4	Laguna Arrowhead Ranch Apartments 1st floor	---	60	60	---	---	
W2(b)	B	4	Laguna Arrowhead Ranch Apartments 2nd floor	---	63	63	---	---	
W2(c)	C	4	Arrowhead ranch Pool area	---	57	57	---	---	
W3(a)	B	4	Laguna Arrowhead Ranch Apartments 1st floor	---	64	64	---	---	
W3(b)	B	4	Laguna Arrowhead Ranch Apartments 2nd floor	---	72	72	---	---	
W4(a)	B	4	Laguna Arrowhead Ranch Apartments 1st floor	---	55	56	---	---	
W4(b)	B	4	Laguna Arrowhead Ranch Apartments 2nd floor	---	59	59	---	---	
W5(a)	B	4	Laguna Arrowhead Ranch Apartments 1st floor	---	57	57	---	---	
W5(b)	B	4	Laguna Arrowhead Ranch Apartments 2nd floor	---	60	60	---	---	
W6(a)	B	4	Laguna Arrowhead Ranch Apartments 1st floor	---	65	65	---	---	
W6(b)	B	4	Laguna Arrowhead Ranch Apartments 2nd floor	---	73	73	---	---	
W7	B	2	Single Family Home	---	60	60	---	---	
W8	B	2	Single Family Home	---	57	57	---	---	
W9	B	4	Single Family Home	---	63	63	---	---	
W10	B	4	Single Family Home	---	58	58	---	---	
W11	B	3	Single Family Home	---	63	63	---	---	
W12	B	3	Single Family Home	---	62	62	---	---	
W13	B	4	Single Family Home	---	58	58	---	---	
W14	B	3	Single Family Home	---	61	61	---	---	
W15	B	3	Single Family Home	---	61	61	---	---	
W16	B	4	Single Family Home	---	59	59	---	---	
W17	B	3	Single Family Home	---	61	61	---	---	
W18	B	3	Single Family Home	---	58	58	---	---	
W19	B	3	Single Family Home	---	61	61	---	---	
W20	B	3	Single Family Home	---	62	62	---	---	
W21	B	3	Single Family Home	---	58	58	---	---	
W22/MON2	B	1	Single Family Home	56	60	60	---	---	
W23	B	2	Single Family Home	---	63	63	---	---	
W24	B	4	Single Family Home	---	57	57	---	---	
W25	B	4	Single Family Home	---	57	57	---	---	
W26	B	4	Single Family Home	---	63	63	---	---	
W27	B	4	Single Family Home	---	61	61	---	---	
W28	B	4	Single Family Home	---	58	58	---	---	
W29	B	3	Single Family Home	---	60	60	---	---	
W30	B	2	Single Family Home	---	62	62	---	---	
W31	B	2	Single Family Home	---	58	58	---	---	
W32	B	2	Single Family Home	---	59	59	---	---	
W33	B	3	Single Family Home	---	63	63	---	---	
W34	B	4	Single Family Home	---	59	59	---	---	
W35	B	3	Single Family Home	---	61	61	---	---	
W36	B	4	Single Family Home	---	59	59	---	---	
W37	B	4	Single Family Home	---	63	63	---	---	
W38	B	4	Single Family Home	---	59	59	---	---	
W39	B	4	Single Family Home	---	61	61	---	---	
W40	B	3	Single Family Home	---	62	63	---	---	
W41	B	3	Single Family Home	---	61	61	---	---	
W42	B	3	Single Family Home	---	58	58	---	---	

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Section 1, 75th Ave to 59th Ave, Westbound

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future No Build (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
W43(a)	B	4	Arrowhead Ranch by Baron 1st floor	---	58	58	---	---	most of the areas of frequent human use activities are located within the interior of the facilities, presumably due to prevalent weather conditions, while the exterior areas of frequent human use (swimming pools, kids playground, lake) were located on the ground level and successfully shielded by the structures, as confirmed by noise measurements and models. No mitigation is considered.
W43(b)	B	4	Arrowhead Ranch by Baron 2nd floor	---	64	64	---	---	
W44(a)	B	4	Arrowhead Ranch by Baron 1st floor	---	55	55	---	---	
W44(b)	B	4	Arrowhead Ranch by Baron 2nd floor	---	58	58	---	---	
W45(a)	B	4	Arrowhead Ranch by Baron 1st floor	---	58	58	---	---	
W45(b)	B	4	Arrowhead Ranch by Baron 2nd floor	---	67	67	---	---	
W46(a)	B	4	Arrowhead Ranch by Baron 1st floor	---	55	55	---	---	
W46(b)	B	4	Arrowhead Ranch by Baron 2nd floor	---	62	63	---	---	
W47(a)	B	4	Arrowhead Ranch by Baron 1st floor	---	60	61	---	---	
W47(b)	B	4	Arrowhead Ranch by Baron 2nd floor	---	68	68	---	---	
W48(a)	B	4	Arrowhead Ranch by Baron 1st floor	---	57	57	---	---	
W48(b)	B	4	Arrowhead Ranch by Baron 2nd floor	---	63	63	---	---	
W49	F	1	Circle K Store	---	69	69	---	---	No threshold in Category F
W50	F	1	Safeway	---	70	70	---	---	
W51	B	2	Single Family Home	---	59	59	---	---	Noise levels are less than threshold and no mitigation is warranted
W52	B	2	Single Family Home	---	60	60	---	---	
W53	B	3	Single Family Home	---	62	62	---	---	
W54	B	3	Single Family Home	---	64	64	---	---	
W55	B	4	Single Family Home	---	59	60	---	---	
W56	B	4	Single Family Home	---	61	61	---	---	
W57	B	4	Single Family Home	---	59	59	---	---	
W58	B	4	Single Family Home	---	62	62	---	---	
W59	B	4	Single Family Home	---	58	58	---	---	
W60	B	4	Single Family Home	---	59	59	---	---	
W61	B	2	Single Family Home	---	57	57	---	---	
W62	B	3	Single Family Home	---	62	62	---	---	
W63	B	2	Single Family Home	---	61	61	---	---	
W64	B	2	Single Family Home	---	58	58	---	---	
W65	B	3	Single Family Home	---	58	58	---	---	
W66	B	3	Single Family Home	---	56	57	---	---	
W67	B	3	Single Family Home	---	60	61	---	---	
W68/MON5	B	1	Single Family Home	62	65	65	---	---	
W69	B	4	Single Family Home	---	58	58	---	---	
W70	B	4	Single Family Home	---	63	63	---	---	
W71	B	4	Single Family Home	---	59	59	---	---	
W72	B	4	Single Family Home	---	63	63	---	---	
W73	B	4	Single Family Home	---	64	64	---	---	
W74	B	4	Single Family Home	---	59	59	---	---	
W75	B	2	Single Family Home	---	62	62	---	---	
W76	B	2	Single Family Home	---	60	60	---	---	
W77	B	2	Single Family Home	---	65	65	---	---	
W78	B	2	Single Family Home	---	61	61	---	---	
W79	B	2	Single Family Home	---	60	60	---	---	
W80	B	3	Single Family Home	---	58	58	---	---	
W81	B	2	Single Family Home	---	58	58	---	---	
W82	F	1	Fry's Food	---	65	65	---	---	
W83	E	1	Beardsley Animal Hospital	---	68	68	---	---	

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Section 2, 59th Ave to 43rd Ave, Eastbound

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future No Build (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
E59	C	Assume 5	Undeveloped Land (Active Educational)	---	69	69	66	3	Barriers S2_Barrier3a, S2_Barrier3b, S2_Barrier3C were not recommended because CPBR is above \$49K. And 7 dBA and 5 dBA criteria cannot be met. Only first floor receptors were taken into account in the barrier analysis because second floor receptors is for information purposes and are not taken into account in the barrier analysis throughout the project. City of Glendale was contacted for the site plan represented by receivers E59 and E60 and didn't get response yet.
E60	C	Assume 5	Undeveloped Land (Active Educational)	---	68	68	63	5	
E61(a)	B	4	Midwestern University Dormitories, 1st floor	---	68	69	63	6	
E61(b)	B	4	Midwestern University Dormitories, 2nd floor	---	74	74	67	7	
E62(a)	B	4	Midwestern University Dormitories, 1st floor	---	63	61	58	3	
E62(b)	B	4	Midwestern University Dormitories, 2nd floor	---	66	66	61	5	
E63(a)	B	4	Midwestern University Dormitories, 1st floor	---	67	67	64	3	
E63(b)	B	4	Midwestern University Dormitories, 2nd floor	---	74	74	68	6	
E64(a)	B	4	Midwestern University Dormitories, 1st floor	---	61	61	60	1	
E64(b)	B	4	Midwestern University Dormitories, 2nd floor	---	67	67	63	4	
E65(a)	B	2	Midwestern University Dormitories, 1st floor	---	74	74	69	5	
E65(b)	B	2	Midwestern University Dormitories, 2nd floor	---	79	79	75	4	
E66(a)	B	4	Midwestern University Dormitories, 1st floor	---	66	66	64	2	
E66(b)	B	4	Midwestern University Dormitories, 2nd floor	---	73	73	67	6	
E67(a)/MON7	B	2	Midwestern University Dormitories, 1st floor	66	73	73	66	7	
E67(b)	B	2	Midwestern University Dormitories, 2nd floor	---	79	79	73	6	
E68(a)	B	2	Midwestern University Dormitories, 1st floor	---	74	74	67	7	
E68(b)	B	2	Midwestern University Dormitories, 2nd floor	---	79	79	75	4	
E69(a)	B	4	Midwestern University Dormitories, 1st floor	---	69	69	66	3	
E69(b)	B	4	Midwestern University Dormitories, 2nd floor	---	73	73	70	3	
E70	E	1	Midwestern University Office	---	78	78	71	7	
E71	B	1	Residential	---	66	66	65	1	
E72	B	4	Single Family Home	---	68	68	65	3	
E72(a)	E	1	Undeveloped Land (No development per MAG la	---	69	70	64	6	
E73	B	1	Single Family Home	---	64	65	63	2	
E74	B	2	Single Family Home	---	67	68	64	4	
E75	B	2	Single Family Home	---	66	66	64	2	
E76	G	Assume 5	Undeveloped Land (Approved Educational)	---	69	69	64	5	
E77	B	1	Single Family Home	---	67	68	65	3	
E78	B	2	Single Family Home	---	64	64	63	1	
E79/MON9	---	---	Monitoring site	63	67	67	65	2	
E80	B	2	Single Family Home	---	67	67	66	1	
E81	B	2	Single Family Home	---	64	65	64	1	
E82	G	Assume 5	Undeveloped Land (Approved Educational)	---	68	69	62	7	
E83	B	1	Single Family Home	---	66	67	66	1	
E84	B	1	Single Family Home	---	66	67	66	1	
E85	E	1	Malek Periodontics	---	69	69	63	6	
E86	F	1	4 Sons Food Stores	---	66	66	66	0	
E87	B	3	Single Family Home	---	65	65	65	0	
E88	B	4	Single Family Home	---	66	67	67	0	
E89	B	2	Single Family Home	---	63	63	63	0	
E90	B	3	Single Family Home	---	63	63	63	0	
E91	B	4	Single Family Home	---	66	66	66	0	
E92/MON10	---	---	Monitoring Site	65	63	63	63	0	
E93	B	8	Single Family Home	---	65	65	65	0	
E94	B	5	Single Family Home	---	66	66	66	0	
E95	B	6	Single Family Home	---	66	66	66	0	
E96	B	2	Single Family Home	---	66	66	66	0	
E97	B	4	Single Family Home	---	69	69	69	0	
E98	B	3	Single Family Home	---	66	66	66	0	
E99	B	3	Single Family Home	---	69	69	69	0	

Barriers S2_Barrier3a, S2_Barrier3b, S2_Barrier3C were not recommended because CPBR is above \$49K. And 7 dBA and 5 dBA criteria cannot be met. Only first floor receptors were taken into account in the barrier analysis because second floor receptors is for information purposes and are not taken into account in the barrier analysis throughout the project. City of Glendale was contacted for the site plan represented by receivers E59 and E60 and didn't get response yet.

Barriers S2_Barrier4a and S2_Barrier4b were not recommended because CPBR is above \$49K. And 7 dBA goal cannot be met.

No noise level threshold in Category F

New Barrier SWL-1120-R to Replace Exist EB6 with 18 ft high, and New Barrier SWL-1130-R at 16 high are recommended

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Section 2, 59th Ave to 43rd Ave, Eastbound

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future No Build (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
E100	B	3	Single Family Home	---	71	71	71	0	
E101	B	3	Single Family Home	---	64	64	63	1	
E102	B	3	Single Family Home	---	70	70	68	2	
E103	B	3	Single Family Home	---	66	66	64	2	
E104	B	5	Single Family Home	---	71	71	69	2	
E105	B	3	Single Family Home	---	70	70	67	3	
E106	B	6	Single Family Home	---	65	65	63	2	
E106(a)	C	1	Swimming pool community area	---	65	65	63	2	
E107	B	3	Single Family Home	---	69	69	67	2	
E108	B	8	Single Family Home	---	65	65	63	2	
E109	B	3	Single Family Home	---	69	69	66	3	
E110	B	8	Single Family Home	---	65	65	63	2	
E111	B	4	Single Family Home	---	69	69	66	3	
E112	B	8	Single Family Home	---	67	67	64	3	
E113	B	3	Single Family Home	---	69	69	66	3	
E114	B	4	Single Family Home	---	66	66	64	2	
E115	B	2	Single Family Home	---	69	69	65	4	
E116(a)	B	4	Adobe Ridge Apartments, 1st floor	---	71	71	65	6	New Barrier SWL-1120-R to Replace Exist EB6 with 18 ft high, and New Barrier SWL-1130-R at 16 high are recommended
E116(b)	B	4	Adobe Ridge Apartments, 2nd floor	---	79	79	70	9	
E117(a)	B	4	Adobe Ridge Apartments, 1st floor	---	63	63	60	3	
E117(b)	B	4	Adobe Ridge Apartments, 2nd floor	---	68	68	64	4	
E118(a)	B	2	Adobe Ridge Apartments, 1st floor	---	65	66	59	7	
E118(b)	B	2	Adobe Ridge Apartments, 2nd floor	---	69	69	62	7	
E119(a)	B	4	Adobe Ridge Apartments, 1st floor	---	72	73	65	8	
E119(b)	B	4	Adobe Ridge Apartments, 2nd floor	---	80	80	70	10	
E120(a)	B	4	Adobe Ridge Apartments, 1st floor	---	73	73	67	6	
E120(b)	B	4	Adobe Ridge Apartments, 2nd floor	---	80	80	70	10	
E121/MON11	---	---	Monitoring Site	62	70	70	62	8	
E122(a)	B	4	Adobe Ridge Apartments, 1st floor	---	62	62	60	2	
E122(b)	B	4	Adobe Ridge Apartments, 2nd floor	---	66	66	63	3	
E123(a)	B	4	Adobe Ridge Apartments, 1st floor	---	73	73	67	6	
E123(b)	B	4	Adobe Ridge Apartments, 2nd floor	---	79	79	72	7	
E124(a)	B	2	Adobe Ridge Apartments, 1st floor	---	70	70	67	3	
E124(b)	B	2	Adobe Ridge Apartments, 2nd floor	---	76	76	72	4	
E125(a)	B	2	Adobe Ridge Apartments, 1st floor	---	62	62	62	0	
E125(b)	B	2	Adobe Ridge Apartments, 2nd floor	---	67	67	67	0	
E126	B	5	Single Family Home	---	63	63	---	---	Noise levels are less than threshold and no mitigation is warranted
E127	B	4	Single Family Home	---	63	64	---	---	
E128	B	3	Single Family Home	---	62	62	---	---	
E129/MON12	---	---	Monitoring Site	56	62	62	---	---	
E130	B	4	Single Family Home	---	63	63	---	---	
E131	B	3	Single Family Home	---	62	62	---	---	
E132	B	2	Single Family Home	---	64	64	---	---	
E133	B	7	Single Family Home	---	62	62	---	---	
E134	B	5	Single Family Home	---	62	62	---	---	
E135	B	4	Single Family Home	---	63	63	---	---	
E136	B	2	Single Family Home	---	64	64	---	---	
E137	B	2	Single Family Home	---	63	63	---	---	

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Section 2, 59th Ave to 43rd Ave, Westbound

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future No Build (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
W84	F	1	Circle K	---	70	70	---	---	No noise level threshold for Category F
W85	F	1	ED Marshall Jewelers	---	69	69	---	---	
W86	B	2	Single Family Home	---	63	64	---	---	Noise levels are less than threshold and no mitigation is warranted
W87	B	3	Single Family Home	---	60	60	---	---	
W88	B	2	Single Family Home	---	62	62	---	---	
W89	B	6	Single Family Home	---	59	59	---	---	
W90	B	3	Single Family Home	---	62	63	---	---	
W91	B	8	Single Family Home	---	59	59	---	---	
W92	B	2	Single Family Home	---	63	63	---	---	
W93	B	8	Single Family Home	---	60	60	---	---	
W94/MON6	---	---	Monitoring site	55	60	60	---	---	
W95	B	6	Single Family Home	---	62	62	---	---	
W96	B	4	Single Family Home	---	63	63	---	---	
W97	B	3	Single Family Home	---	63	63	---	---	
W98	B	4	Single Family Home	---	61	61	---	---	
W99	B	2	Single Family Home	---	64	64	---	---	
W100	B	3	Single Family Home	---	60	61	---	---	
W101	B	2	Single Family Home	---	68	68	---	---	
W102	B	3	Single Family Home	---	64	64	---	---	
W103	B	2	Single Family Home	---	65	65	---	---	
W104	B	3	Single Family Home	---	63	63	---	---	
W105	B	2	Single Family Home	---	67	67	---	---	
W106	B	3	Single Family Home	---	65	65	---	---	
W107	B	3	Single Family Home	---	66	66	---	---	
W108	B	3	Single Family Home	---	66	67	---	---	
W109	B	3	Single Family Home	---	66	66	---	---	
W110	B	3	Single Family Home	---	68	68	---	---	
W111	B	3	Single Family Home	---	66	66	---	---	
W112	B	3	Single Family Home	---	68	68	---	---	
W113	B	3	Single Family Home	---	66	66	---	---	
W114	B	3	Single Family Home	---	66	67	---	---	
W115	B	3	Single Family Home	---	65	66	---	---	
W116	B	3	Single Family Home	---	65	65	---	---	
W117	B	5	Single Family Home	---	66	66	---	---	
W118/MON8	---	---	Monitoring site	60	66	66	---	---	
W119	B	3	Single Family Home	---	66	66	---	---	
W120	B	3	Single Family Home	---	65	66	---	---	
W121	B	3	Single Family Home	---	63	64	---	---	
W122	B	4	Single Family Home	---	65	65	---	---	
W123	B	4	Single Family Home	---	64	64	---	---	
W124	B	5	Single Family Home	---	65	65	---	---	
W125	B	4	Single Family Home	---	62	62	---	---	
W126	B	1	Single Family Home	---	65	65	---	---	
W127	B	2	Single Family Home	---	62	62	---	---	
W128	B	3	Single Family Home	---	65	65	---	---	
W129	E	1	Glendale Massage Therapy	---	68	70	---	---	Noise levels are less than threshold for Category E
W130	E	1	Southwest Kidney Institute Arrowhead	---	64	66	---	---	

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Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future No Build (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
W131	D	1	Ortho Arizona	---	70	72(47)	---	---	No outdoor use, indoor noise level less than 51 dBA, no noise mitigation is considered
W132	G	1	Undeveloped Land (Pre-Approval Residential)	---	63	64	---	---	
W133	D	1	Stewart Law Group	---	73	74(49)	---	---	
W134	E	1	Adobe ENT & Allergy	---	67	68	---	---	
W135	D	1	Nishkam Seva Gurdwara Sahib	---	66	66(41)	---	---	No noise level threshold for Category G
W136	G	1	Open Space	---	64	65	---	---	
W137	G	1	Undeveloped Land	---	70	70	---	---	
W138	G	1	Undeveloped Land	---	70	71	---	---	
W139	G	2	Undeveloped Land (Pre-Approval Residential)	---	70	71	---	---	S2_Barrier 2 was not recommended because CPBR is greater than \$49K. In addition, this two parcels represent a total of 15 properties; at this stage, they are under pre-submittal/pre-approval stage only per MAG land use map.
W139(a)/MON	G	1	Undeveloped Land	67	75	75	---	---	
W140	G	2	Undeveloped Land (Pre-Approval Residential)	---	68	68	---	---	
W141	G	2	Undeveloped Land (Pre-Approval Residential)	---	70	71	---	---	
W142	G	2	Undeveloped Land (Pre-Approval Residential)	---	68	69	---	---	
W143	G	4	Undeveloped Land (Pre-Approval Residential)	---	75	75	---	---	
W144	G	3	Undeveloped Land (Pre-Approval Residential)	---	75	75	---	---	
W145	G	1	Open Space	---	74	74	---	---	No noise level threshold for Category G
W146	G	1	Open Space	---	74	74	---	---	

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Section 3, 43rd Ave to I-17, Eastbound

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future No Build (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
E138	B	3	Single Family Home	---	64	64	---	---	
E139	B	1	Single Family Home	---	67	67	---	---	
E140	B	3	Single Family Home	---	63	63	---	---	
E141	B	4	Single Family Home	---	61	62	---	---	
E142	B	2	Single Family Home	---	66	66	---	---	
E143	B	2	Single Family Home	---	70	70	---	---	
E144	B	3	Single Family Home	---	68	68	---	---	
E145	B	4	Single Family Home	---	64	64	---	---	
E146	B	3	Single Family Home	---	68	68	---	---	
E147	B	8	Single Family Home	---	64	64	---	---	
E148	B	4	Single Family Home	---	68	68	---	---	
E149	B	2	Single Family Home	---	67	67	---	---	
E150	B	8	Single Family Home	---	64	64	---	---	
E151	B	2	Single Family Home	---	66	66	---	---	
E152	B	2	Single Family Home	---	65	65	---	---	
E153a	B	3	Atonement Lutheran School	---	67	67	---	---	
E153b	B	3	Atonement Lutheran School	---	68	68	---	---	
E153c	B	2	Atonement Lutheran School	---	66	66	---	---	
E153d	B	2	Atonement Lutheran School	---	63	63	---	---	
E153e	B	2	Atonement Lutheran School	---	63	63	---	---	
E154/MON13	C	---	Monitoring Site	63	70	70	---	---	Exist EB7 from Sta 1156+41 to Sta 1194+48 meets ADOT NAR regarding acoustic feasibility and design goal, so to remain as is.
E155	B	2	Single Family Home	---	69	69	---	---	
E156	B	2	Single Family Home	---	65	65	---	---	
E157	B	3	Single Family Home	---	65	65	---	---	
E158	B	4	Single Family Home	---	63	63	---	---	
E159	B	3	Single Family Home	---	70	70	---	---	
E160	B	2	Single Family Home	---	68	68	---	---	
E161	B	5	Single Family Home	---	65	65	---	---	
E162	B	6	Single Family Home	---	69	69	---	---	
E163	B	3	Single Family Home	---	64	65	---	---	
E164	B	2	Single Family Home	---	69	69	---	---	
E165	B	3	Single Family Home	---	65	65	---	---	
E166	B	3	Single Family Home	---	63	63	---	---	
E167	B	2	Single Family Home	---	65	65	---	---	
E168a	C	2	The Meadows Baptist Church	---	67	67	---	---	
E168b	C	3	The Meadows Baptist Church	---	68	68	---	---	
E168c	C	2	The Meadows Baptist Church	---	67	67	---	---	
E168d	C	2	The Meadows Baptist Church	---	65	65	---	---	
E168e	C	1	The Meadows Baptist Church	---	63	63	---	---	
E169	B	3	Single Family Home	---	68	69	67	2	
E170	B	6	Single Family Home	---	66	67	64	3	
E171	B	6	Single Family Home	---	67	70	64	6	
E172	B	3	Single Family Home	---	68	69	66	3	
E173	B	6	Single Family Home	---	67	71	63	8	
E174	B	4	Single Family Home	---	68	71	65	6	New Barrier SWL-1200-R along proposed mainline and bridge is potentially recommended.
E175	B	3	Single Family Home	---	66	70	62	8	
E176	C	6	Park Meadows Elementary School	---	67	70	63	7	
E177	C	6	Park Meadows Elementary School	---	66	69	63	6	
E178	C	6	Park Meadows Elementary School	---	65	68	62	6	
E179	C	3	Park Meadows Elementary School	---	65	68	63	5	
E180	C	2	Park Meadows Elementary School	---	64	66	62	4	

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Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future No Build (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
E181	C	2	Park Meadows Elementary School	---	64	67	63	4	New Barrier SWL-1200-R along proposed mainline and bridge is potentially recommended.
E182	C	3	Park Meadows Elementary School	---	63	66	63	3	
E183	C	2	Park Meadows Elementary School	---	63	66	62	4	
E184	C	2	Park Meadows Elementary School	---	63	65	60	5	
E185	C	1	Park Meadows Elementary School	---	63	65	61	4	
E186	B	3	Single Family Home	---	65	65	---	---	The combo wall EB8 would remain because it is above 20 ft and wouldn't be raised any more.
E187	G	1	Undeveloped Land (future commercial)	---	68	68	---	---	
E188	E	1	Life Storage	---	66	66	---	---	
E189	B	3	Single Family Home	---	65	65	---	---	
E190	B	3	Single Family Home	---	64	64	---	---	
E191	B	3	Single Family Home	---	66	66	---	---	
E192	B	2	Single Family Home	---	65	65	---	---	
E193/MON16	B	---	Monitoring Site	62	65	65	---	---	
E194	B	3	Single Family Home	---	66	66	---	---	
E195	B	6	Single Family Home	---	65	65	---	---	
E196	B	2	Single Family Home	---	66	66	---	---	
E197	B	2	Single Family Home	---	65	65	---	---	
E198	B	2	Single Family Home	---	64	64	---	---	
E199	E	1	American Express Phoenix Service Center	---	65	66	---	---	Noise levels are less than threshold for Category E.
E200	E	1	Claim Jumper Restaurants	---	68	68	---	---	
E201	E	1	Sport Clips Haircuts	---	68	68	---	---	
E202	E	1	Chick-fil-A	---	68	68	---	---	
E203	E	1	Dentist Office	---	70	70	---	---	
E204	E	1	Noodles Company	---	70	70	---	---	
E205	E	1	Target	---	61	61	---	---	
E206	E	1	7-Eleven	---	67	68	---	---	
E207	E	1	Enticare ENT Deer Valley	---	67	67	---	---	
E208	F	1	Gift Shop	---	62	63	---	---	

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Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future No Build (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
W147	G	1	Open Space	---	67	67	---	---	No noise level threshold for Category G
W148	G	1	Open Space	---	64	64	---	---	
W149	B	2	Single Family Home	---	66	66	---	---	Exist WB6 does not meet NAR. Evaluated Barrier SWL-1170-L does not meet ADOT NAR regarding CPBR, thus Exist WB6 remain as is.
W150	B	2	Single Family Home	---	67	67	---	---	
W151	B	3	Single Family Home	---	69	69	---	---	
W152	B	3	Single Family Home	---	66	66	---	---	
W153	B	3	Single Family Home	---	66	66	---	---	
W154	B	3	Single Family Home	---	65	66	---	---	
W155	B	2	Single Family Home	---	63	63	---	---	
W156	B	4	Single Family Home	---	65	65	---	---	
W157	B	3	Single Family Home	---	69	69	---	---	
W158	B	4	Single Family Home	---	65	65	---	---	
W159	B	8	Single Family Home	---	66	66	---	---	
W160	B	3	Single Family Home	---	69	69	---	---	
W161	B	3	Single Family Home	---	66	66	---	---	
W162	B	8	Single Family Home	---	66	66	---	---	
W163	B	8	Single Family Home	---	65	66	---	---	
W164	B	2	Single Family Home	---	67	67	---	---	
W165/MON14	B	---	Monitoring Site	60	65	65	---	---	
W166	B	2	Single Family Home	---	67	67	---	---	
W167	B	3	Single Family Home	---	65	65	---	---	
W168	B	2	Single Family Home	---	67	67	---	---	
W169	B	3	Single Family Home	---	64	65	---	---	
W170	B	3	Single Family Home	---	68	69	---	---	
W171	B	4	Single Family Home	---	65	65	---	---	
W172	B	5	Single Family Home	---	69	70	---	---	
W173	B	8	Single Family Home	---	66	66	---	---	
W174	B	4	Single Family Home	---	66	66	---	---	
W175	B	10	Single Family Home	---	66	67	---	---	
W176	B	2	Single Family Home	---	68	68	---	---	
W177	B	2	Single Family Home	---	65	65	---	---	
W178	B	3	Single Family Home	---	63	63	---	---	
W179	B	3	Single Family Home	---	62	62	---	---	
W180	G	1	Open Space	---	64	64	---	---	
W181	B	3	Single Family Home	---	67	68	67	1	New Barrier SWL-1220-L meets ADOT NAR and is recommended along proposed WB EOP.
W182	E	1	Phoenix Fire Department Station 50	---	70	69	68	1	
W183	B	3	Single Family Home	---	62	62	61	1	
W184	B	3	Single Family Home	---	63	63	61	2	
W185	B	4	Single Family Home	---	68	68	63	5	
W186	B	2	Single Family Home	---	70	69	65	4	
W187/MON15	B	---	Monitoring Site	62	70	70	65	5	
W188	B	4	Single Family Home	---	70	69	64	5	
W189	B	3	Single Family Home	---	68	68	62	6	
W190	B	2	Single Family Home	---	65	65	60	5	
W191	B	2	Single Family Home	---	68	67	61	6	
W192	B	4	Single Family Home	---	62	62	56	6	
W193a	C	1	Northside Church of Christ	---	65	65	60	5	
W193b	C	1	Northside Church of Christ	---	67	66	60	6	
W193c	C	2	Northside Church of Christ	---	67	67	61	6	
W193d	C	1	Northside Church of Christ	---	67	67	60	7	
W193e	C	1	Northside Church of Christ	---	64	64	56	8	

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Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Monitoring (dBA)	Future No Build (dBA)	Future Build Unmitigated (dBA)	Future Build Mitigated (dBA)	Insertion Loss (dBA)	Notes
W194a	C	1	Northside Church of Christ	---	67	66	61	5	New Barrier SWL-1220-L meets ADOT NAR and is recommended along proposed WB EOP.
W194b	C	2	Northside Church of Christ	---	71	70	63	7	
W194c	C	2	Northside Church of Christ	---	71	70	63	7	
W194d	C	1	Northside Church of Christ	---	67	67	59	8	
W194e	C	1	Northside Church of Christ	---	67	66	58	8	
W195	B	2	Single Family Home	---	66	65	58	7	
W196(a)	B	6	Bayside Apartments, 1st floor	---	72	70	62	8	
W196(b)	B	6	Bayside Apartments, 2nd floor	---	75	74	66	8	
W197(a)	B	4	Bayside Apartments, 1st floor	---	65	64	58	6	
W197(b)	B	4	Bayside Apartments, 2nd floor	---	69	69	62	7	
W198(a)	B	6	Bayside Apartments, 1st floor	---	72	70	62	8	New Barrier SWL-1220-L meets ADOT NAR and is recommended along proposed WB EOP.
W198(b)	B	6	Bayside Apartments, 2nd floor	---	75	73	66	7	
W199(a)	B	4	Bayside Apartments, 1st floor	---	65	64	57	7	
W199(b)	B	4	Bayside Apartments, 2nd floor	---	68	68	60	8	
W200(a)	B	8	Monaco31 Apartments, 1st floor	---	66	66	57	9	
W200(b)	B	8	Monaco31 Apartments, 2nd floor	---	69	70	61	9	
W201(a)	B	10	Monaco31 Apartments, 1st floor	---	70	69	60	9	
W201(b)	B	10	Monaco31 Apartments, 2nd floor	---	74	73	63	10	
W202(a)	B	5	Monaco31 Apartments, 1st floor	---	70	70	65	5	
W202(b)	B	5	Monaco31 Apartments, 2nd floor	---	74	73	69	4	
W203(a)	B	5	Monaco31 Apartments, 1st floor	---	65	65	64	1	Noise levels are less than threshold for Category E
W203(b)	B	5	Monaco31 Apartments, 2nd floor	---	70	69	69	0	
W204	E	1	Valley Schools Insurance Trust	---	71	70	68	2	
W205	B	1	Single Family Home	---	65	65	64	1	
W206	B	1	Single Family Home	---	66	66	65	1	
W207	E	1	Xpress Title Loans	---	70	69	---	---	
W208	E	1	Revenue Department	---	70	70	---	---	
W209	E	1	Revenue Department	---	69	69	---	---	
W210	D	1	Deer Valley Senior Living	---	72	72(47)	---	---	
W210(a)	D	1	Deer Valley Senior Living	---	65	67(42)	---	---	
W210(b)	C	1	Deer Valley Senior Living Pool Area	---	64	64	---	---	Noise levels are less than threshold for Category C & D
W211	E	1	Honor Insurance	---	68	68	---	---	Noise levels are less than threshold for Category E
W212	E	1	FedEx Office	---	68	68	---	---	
W213	E	1	Deer Valley Corporate Center	---	70	70	---	---	

APPENDIX E

Barrier Analysis for Existing and Replaced Barriers

Table 1
Barrier Analysis [Exist Barrier E6 (Sta 1110+46 to Sta 1126+11)]

Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
E99	71	69	2	Y	N	N	-
E100	77	71	6	Y	Y	Y	N
E101	67	64	3	N	N	-	-
E102	74	70	4	Y	N	N	N
E103	69	66	3	Y	N	N	-
E104	74	71	3	Y	N	N	N
E105	74	70	4	Y	N	N	N
E106	69	65	4	N	N	-	-
E106(a)	68	65	3	N	N	-	-
E107	73	69	4	Y	N	N	N
E108	68	65	3	N	N	-	-
E109	73	69	4	Y	N	N	N
E110	68	65	3	N	N	-	-
E111	73	69	4	Y	N	N	N
E112	68	67	1	Y	N	N	-
E113	72	69	3	Y	N	N	N
E114	67	66	1	Y	N	N	-
E115	72	69	3	Y	N	N	N

Notes:

Cells highlighted in yellow denote first row receivers.

3 out of 47 impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is not met.

0 out of 27 first row receptors can achieve 7 dBA or more noise reduction. 7 dBA design goal is not met.

**Table 2
Barrier Analysis [New Barriers SWL-1120-R and SWL-1130-R, and Exist Barriers E4 and E5]**

Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
E87	71	65	6	N	Y	-	-
E88	71	67	4	Y	N	N	-
E89	74	63	11	N	Y	-	Y
E90	74	63	11	N	Y	-	Y
E91	71	66	5	Y	Y	Y	-
E92/MON10	74	63	11	N	Y	-	-
E93	74	65	9	N	Y	-	Y
E94	71	66	5	Y	Y	Y	-
E95	72	66	6	Y	Y	Y	-
E96	76	66	10	Y	Y	Y	Y
E97	73	69	4	Y	N	N	-
E98	78	66	12	Y	Y	Y	Y
E99	71	69	2	Y	N	N	-
E100	77	71	6	Y	Y	Y	N
E101	67	63	4	N	N	-	-
E102	74	68	6	Y	Y	Y	N
E103	69	64	5	N	Y	-	-
E104	74	69	5	Y	Y	Y	N
E105	74	67	7	Y	Y	Y	Y
E106	69	63	6	N	Y	-	-
E106(a)	68	63	5	N	Y	-	-
E107	73	67	6	Y	Y	Y	N
E108	68	63	5	N	Y	-	-
E109	73	66	7	Y	Y	Y	Y
E110	68	63	5	N	Y	-	-
E111	73	66	7	Y	Y	Y	Y
E112	68	64	4	N	N	-	-
E113	72	66	6	Y	Y	Y	N
E114	67	64	3	N	N	-	-
E115	72	65	7	N	Y	-	Y
E116(a)	72	65	7	N	Y	-	Y
E117(a)	64	60	4	N	N	-	-
E118(a)	66	59	7	N	Y	-	-
E119(a)	73	65	8	N	Y	-	Y
E120(a)	73	67	6	Y	Y	Y	N
E121/MON11	70	62	8	N	Y	-	-
E122(a)	64	60	4	N	N	-	-
E123(a)	75	67	8	Y	Y	Y	Y
E124(a)	73	67	6	Y	Y	Y	N
E125(a)	68	62	6	N	Y	-	-

Notes:

Cells highlighted in yellow denote first row receivers.

57 out of 68 impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is met.

30 out of 53 first row receptors can achieve 7 dBA or more noise reduction. 7 dBA design goal is met.

Table 3
Barrier Analysis [Exist Barrier W4 (Sta 1071+02 to Sta 1090+67)]

Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
W101	74	68	6	Y	Y	Y	N
W102	69	64	5	N	Y	-	-
W103	67	65	2	N	N	-	N
W104	66	63	3	N	N	-	-
W105	69	67	2	Y	N	N	N
W106	68	65	3	N	N	-	N
W107	68	66	2	Y	N	N	-
W108	70	67	3	Y	N	N	N
W109	68	66	2	Y	N	N	-
W110	71	68	3	Y	N	N	N
W111	69	66	3	Y	N	N	-
W112	71	68	3	Y	N	N	N
W113	69	66	3	Y	N	N	-
W114	69	67	2	Y	N	N	N
W115	68	66	2	Y	N	N	-
W116	67	65	2	N	N	-	-
W117	68	66	2	Y	N	N	N
W118/MON8	67	66	1	Y	N	N	-
W119	68	66	2	Y	N	N	N
W120	66	66	0	Y	N	N	-
W121	67	64	3	N	N	-	N

Notes:

Cells highlighted in yellow denote first row receivers.

2 out of 37 impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is not met.

0 out of 29 first row receptors can achieve 7 dBA or more noise reduction. 7 dBA design goal is not met.

Table 4

Barrier Analysis [Evaluated Barrier W4 (Sta 1071+02 to Sta 1090+67), 20 ft high]

Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
W101	74	67	7	Y	Y	Y	Y
W102	69	64	5	N	Y	-	-
W103	67	64	3	N	N	-	N
W104	66	61	5	N	Y	-	-
W105	69	65	4	N	N	-	N
W106	68	64	4	N	N	-	N
W107	68	63	5	N	Y	-	-
W108	70	66	4	Y	N	N	N
W109	68	63	5	N	Y	-	-
W110	71	65	6	N	Y	-	N
W111	69	63	6	N	Y	-	-
W112	71	65	6	N	Y	-	N
W113	69	64	5	N	Y	-	-
W114	69	65	4	N	N	-	N
W115	68	64	4	N	N	-	-
W116	67	64	3	N	N	-	-
W117	68	64	4	N	N	-	N
W118/MON8	67	64	3	N	N	-	-
W119	68	64	4	N	N	-	N
W120	66	64	2	N	N	-	-
W121	67	62	5	N	Y	-	N

Notes:

Cells highlighted in yellow denote first row receivers.

2 out of 5 impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is not met.

0 out of 29 first row receptors can achieve 7 dBA or more noise reduction. 7 dBA design goal is not met.

**Table 5
Barrier Analysis [Exist Barrier E7 (Sta 1156+41 to Sta 1194+48)]**

Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
E138	68	64	4	N	N	-	-
E139	75	67	8	Y	Y	Y	Y
E140	68	63	5	N	Y	-	-
E141	67	62	5	N	Y	-	-
E142	73	66	7	Y	Y	Y	-
E143	78	70	8	Y	Y	Y	Y
E144	74	68	6	Y	Y	Y	N
E145	72	64	8	N	Y	-	-
E146	74	68	6	Y	Y	Y	N
E147	71	64	7	N	Y	-	-
E148	75	68	7	Y	Y	Y	Y
E149	75	67	8	Y	Y	Y	Y
E150	71	64	7	N	Y	-	-
E151	74	66	8	Y	Y	Y	Y
E152	71	65	6	N	Y	-	-
E153a	76	67	9	Y	Y	Y	Y
E153b	77	68	9	Y	Y	Y	Y
E153c	74	66	8	Y	Y	Y	Y
E153d	70	63	7	N	Y	-	-
E153e	71	63	8	N	Y	-	-
E154/MON13	80	70	10	Y	Y	Y	-
E155	75	69	6	Y	Y	Y	N
E156	71	65	6	N	Y	-	-
E157	71	65	6	N	Y	-	N
E158	68	63	5	N	Y	-	-
E159	75	70	5	Y	Y	Y	N
E160	73	68	5	Y	Y	Y	N
E161	71	65	6	N	Y	-	-
E162	74	69	5	Y	Y	Y	N
E163	70	65	5	N	Y	-	-
E164	75	69	6	Y	Y	Y	N
E165	71	65	6	N	Y	-	-
E166	69	63	6	N	Y	-	N
E167	72	65	7	N	Y	-	Y
E168a	74	67	7	Y	Y	Y	Y
E168b	75	68	7	Y	Y	Y	Y
E168c	74	67	7	Y	Y	Y	Y
E168d	70	65	5	N	Y	-	-
E168e	70	63	7	N	Y	-	-
E169	76	68	8	Y	Y	Y	Y

Notes:

Cells highlighted in yellow denote first row receivers.

52 out of 52 impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is met.

28 out of 47 first row receptors can achieve 7 dBA or more noise reduction. 7 dBA design goal is met.

**Table 6
Barrier Analysis [New Barrier SWL-1200-R]**

Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
E169	76	67	9	Y	Y	Y	Y
E170	69	64	5	Y	Y	Y	-
E171	72	64	8	Y	Y	Y	-
E172	71	66	5	Y	Y	Y	N
E173	71	63	8	Y	Y	Y	-
E174	71	65	6	Y	Y	Y	N
E175	70	62	8	Y	Y	Y	-
E176	70	63	7	Y	Y	Y	Y
E177	69	63	6	Y	Y	Y	-
E178	68	62	6	Y	Y	Y	-
E179	68	63	5	Y	Y	Y	-
E180	66	62	4	Y	N	N	-
E181	67	63	4	Y	N	N	-
E182	66	63	3	Y	N	N	-
E183	66	62	4	Y	N	N	-
E184	65	60	5	N	Y	-	-
E185	65	61	4	N	N	-	-

Notes:

Cells highlighted in yellow denote first row receivers.

52 out of 62 impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is met.

9 out of 16 first row receptors can achieve 7 dBA or more noise reduction. 7 dBA design goal is met.

Table 7
Barrier Analysis [Exist Barrier E8 (Sta 1212+07 to Sta 1220+38)]

Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
E186	68	65	3	N	N	-	-
E189	68	65	3	N	N	-	-
E190	68	64	4	N	N	-	-
E191	71	66	5	Y	Y	Y	N
E192	70	65	5	N	Y	-	-
E193/MON16	71	65	6	N	Y	-	-
E194	72	66	6	Y	Y	Y	N
E195	70	65	5	N	Y	-	-
E196	72	66	6	Y	Y	Y	N
E197	69	65	4	N	N	-	-
E198	68	64	4	N	N	-	-

Notes:

Cells highlighted in yellow denote first row receivers.

17 out of 17 impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is met.

0 out of 3 first row receptors can achieve 7 dBA or more noise reduction. 7 dBA design goal is not met.

Table 8
Barrier Analysis [Exist Barrier W6 (Sta 1154+71 to Sta 1190+00)]

Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
W149	72	66	6	Y	Y	Y	N
W150	70	67	3	Y	N	N	-
W151	73	69	4	Y	N	N	N
W152	68	66	2	Y	N	N	-
W153	73	66	7	Y	Y	Y	Y
W154	69	66	3	Y	N	N	-
W155	66	63	3	N	N	-	-
W156	68	65	3	N	N	-	N
W157	73	69	4	Y	N	N	N
W158	68	65	3	N	N	-	-
W159	68	66	2	Y	N	N	-
W160	73	69	4	Y	N	N	N
W161	71	66	5	Y	Y	Y	N
W162	68	66	2	Y	N	N	-
W163	69	66	3	Y	N	N	-
W164	72	67	5	Y	Y	Y	N
W165/MON14	70	65	5	N	Y	-	-
W166	73	67	6	Y	Y	Y	N
W167	68	65	3	N	N	-	-
W168	72	67	5	Y	Y	Y	N
W169	68	65	3	N	N	-	-
W170	73	69	4	Y	N	N	N
W171	69	65	4	N	N	-	-
W172	73	70	3	Y	N	N	N
W173	69	66	3	Y	N	N	-
W174	71	66	5	Y	Y	Y	N
W175	69	67	2	Y	N	N	-
W176	71	68	3	Y	N	N	-
W177	68	65	3	N	N	-	-
W178	65	63	2	N	N	-	-
W179	64	62	2	N	N	-	-

Notes:

Cells highlighted in yellow denote first row receivers.

18 out of 87 impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is not met.

3 out of 34 first row receptors can achieve 7 dBA or more noise reduction. 7 dBA design goal is not met.

**Table 9
Barrier Analysis [New Barrier SWL-1170-L]**

Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
W149	72	66	6	Y	Y	Y	N
W150	70	65	5	N	Y	-	-
W151	73	67	6	Y	Y	Y	N
W152	68	64	4	N	N	-	-
W153	73	66	7	Y	Y	Y	Y
W154	69	63	6	N	Y	-	-
W155	66	60	6	N	Y	-	-
W156	68	62	6	N	Y	-	N
W157	73	66	7	Y	Y	Y	Y
W158	68	62	6	N	Y	-	-
W159	68	63	5	N	Y	-	-
W160	73	66	7	Y	Y	Y	Y
W161	71	66	5	Y	Y	Y	N
W162	68	63	5	N	Y	-	-
W163	69	63	6	N	Y	-	-
W164	72	66	6	Y	Y	Y	N
W165/MON14	70	64	6	N	Y	-	-
W166	73	64	9	N	Y	-	Y
W167	68	63	5	N	Y	-	-
W168	72	64	8	N	Y	-	Y
W169	68	62	6	N	Y	-	-
W170	73	65	8	N	Y	-	Y
W171	69	63	6	N	Y	-	-
W172	73	66	7	Y	Y	Y	Y
W173	69	64	5	N	Y	-	-
W174	71	66	5	Y	Y	Y	N
W175	69	64	5	N	Y	-	-
W176	71	65	6	N	Y	-	-
W177	68	63	5	N	Y	-	-
W178	65	62	3	N	N	-	-
W179	64	61	3	N	N	-	-

Notes:

Cells highlighted in yellow denote first row receivers.

28 out of 28 impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is met.

19 out of 34 first row receptors can achieve 7 dBA or more noise reduction. 7 dBA design goal is met.

**Table 10
Barrier Analysis [New Barrier SWL-1220-L]**

Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
W184	63	61	2	N	N	-	-
W185	68	63	5	Y	Y	Y	-
W186	69	65	4	Y	N	-	N
W187/MON15	70	65	5	Y	Y	Y	-
W188	69	64	5	Y	Y	Y	N
W189	68	62	6	Y	Y	Y	-
W190	65	60	5	N	Y	-	N
W191	67	61	6	Y	Y	Y	-
W192	62	56	6	N	Y	-	-
W193a	65	60	5	N	Y	-	-
W193b	66	60	6	Y	Y	Y	-
W193c	67	61	6	Y	Y	Y	-
W193d	67	60	7	Y	Y	Y	-
W193e	64	56	8	N	Y	-	-
W194a	66	61	5	Y	Y	Y	-
W194b	70	63	7	Y	Y	Y	Y
W194c	70	63	7	Y	Y	Y	Y
W194d	67	59	8	Y	Y	Y	-
W194e	66	58	8	Y	Y	Y	-
W195	65	58	7	N	Y	-	-
W196(a)	70	62	8	Y	Y	Y	Y
W196(b)	74	66	8	Y	Y	Y	-
W197(a)	64	58	6	N	Y	-	-
W197(b)	69	62	7	Y	Y	Y	-
W198(a)	70	62	8	Y	Y	Y	Y
W198(b)	73	66	7	Y	Y	Y	-
W199(a)	64	57	7	N	Y	-	-
W199(b)	68	60	8	Y	Y	Y	-
W200(a)	66	57	9	Y	Y	Y	-
W200(b)	70	61	9	Y	Y	Y	-
W201(a)	69	60	9	Y	Y	Y	Y
W201(b)	73	63	10	Y	Y	Y	-
W202(a)	70	65	5	Y	Y	Y	N
W202(b)	73	69	4	Y	N	-	-
W203(a)	65	64	1	N	N	-	-
W203(b)	69	69	0	Y	N	-	-

Notes:

Cells highlighted in yellow denote first row receivers.

105 out of 109 impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is met.

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

APPENDIX F

Recommended Barrier Dimensions and Coordinates

Project Name: SR 101, 75th Ave - I-17, 101 MA 12 F0316 01D

Barrier Name: SWL-1120-R

Barrier Segment	Point No.	Stationing ^[1]	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) ^[2]	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	1110+46.53	624,465.50	971,040.70	1,311.14	1,329.14	200	18
	2	a 1113+25.25	624,660.10	971,086.90	1,311.88	1,329.88		
2	2	a 1113+25.25	624,660.10	971,086.90	1,311.88	1,329.88	200	18
	3	a 1115+25.75	624,854.70	971,133.10	1,312.31	1,330.31		
3	3	a 1115+25.75	624,854.70	971,133.10	1,312.31	1,330.31	200	18
	4	a 1117+30.30	625,051.90	971,166.80	1,314.59	1,332.59		
4	4	a 1117+30.30	625,051.90	971,166.80	1,314.59	1,332.59	200	18
	5	a 1119+37.20	625,249.90	971,194.50	1,316.00	1,334.00		
5	5	a 1119+37.20	625,249.90	971,194.50	1,316.00	1,334.00	200	18
	6	a 1121+43.99	625,449.00	971,214.40	1,316.81	1,334.81		
6	6	a 1121+43.99	625,449.00	971,214.40	1,316.81	1,334.81	200	18
	7	a 1123+49.15	625,648.80	971,223.20	1,317.86	1,335.86		
7	7	a 1123+49.15	625,648.80	971,223.20	1,317.86	1,335.86	144	18
	8	a 1124+94.63	625,793.20	971,225.40	1,318.14	1,336.14		
8	8	a 1124+94.63	625,793.20	971,225.40	1,318.14	1,336.14	16	18
	9	a 1125+05.91	625,804.40	971,237.10	1,317.39	1,335.39		
9	9	a 1125+05.91	625,804.40	971,237.10	1,317.39	1,335.39	105	18
	10	a 1126+11.11	625,909.60	971,238.00	1,318.61	1,336.61		

Notes:

^[1] The noise barrier stationings are relative to the SR 101L centerline stationings.

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

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

Project Name: SR 101, 75th Ave - I-17, 101 MA 12 F0316 01D

Barrier Name: SWL-1130-R

Barrier Segment	Point No.	Stationing ^[1]	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) ^[2]	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	a 1126+11.11	625,902.60	971,238.20	1,318.54	1,334.54	200	16
	2	a 1128+04.11	626,102.60	971,240.80	1,319.01	1,335.01		
2	2	a 1128+04.11	626,102.60	971,240.80	1,319.01	1,335.01	200	16
	3	a 1130+04.11	626,302.60	971,243.40	1,319.83	1,335.83		
3	3	a 1130+04.11	626,302.60	971,243.40	1,319.83	1,335.83	200	16
	4	a 1132+04.10	626,502.60	971,246.10	1,321.23	1,337.23		
4	4	a 1132+04.10	626,502.60	971,246.10	1,321.23	1,337.23	200	16
	5	a 1134+04.10	626,702.60	971,246.10	1,321.47	1,337.47		
5	5	a 1134+04.10	626,702.60	971,246.10	1,321.47	1,337.47	200	16
	6	a 1136+03.87	626,902.30	971,257.20	1,321.38	1,337.38		
6	6	a 1136+03.87	626,902.30	971,257.20	1,321.38	1,337.38	38	16
	7	a 1136+40	626,939.80	971,259.30	1,321.10	1,337.10		

Notes:

^[1] The noise barrier stationings are relative to the SR 101L centerline stationings.

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

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

Project Name: SR 101, 75th Ave - I-17, 101 MA 12 F0316 01D

Barrier Name: SWL-1200-R

Barrier Segment	Point No.	Stationing ^[1]	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) ^[2]	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	a 1194+15.42	632,711.10	971,313.70	1,355.86	1,371.86	67	16
	2	a 1194+83.91	632,778.10	971,311.30	1,356.01	1,372.01		
2	2	a 1194+83.91	632,778.10	971,311.30	1,356.01	1,372.01	405	16
	3	a 1198+98.15	633,181.60	971,276.10	1,367.10	1,383.10		
3	3	a 1198+98.15	633,181.60	971,276.10	1,367.10	1,383.10	399	16
	4	a 1203+05.00	633,572.20	971,196.00	1,373.10	1,389.10		
4	4	a 1203+05.00	633,572.20	971,196.00	1,373.10	1,387.10	267	14
	5	a 1205+72.68	633,830.90	971,129.70	1,375.10	1,389.10		
5	5	a 1205+72.68	633,830.90	971,129.70	1,375.10	1,389.10	130	14
	6	a 1207+01.76	633,957.00	971,096.60	1,376.10	1,390.10		
6	6	a 1207+01.76	633,957.00	971,096.60	1,376.10	1,390.10	102	14
	7	a 1208+02.05	634,056.90	971,075.40	1,376.70	1,390.70		

Notes:

^[1] The noise barrier stationings are relative to the SR 101L centerline stationings.

^[2] The noise barrier bottom elevations are relative to pavement surface.

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

Project Name: SR 101, 75th Ave - I-17, 101 MA 12 F0316 01D

Barrier Name: SWL-1220-L

Barrier Segment	Point No.	Stationing ^[1]	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) ^[2]	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	1230+55	636,322.30	971,181.30	1,389.64	1,405.64	155	16
	2	a 1229+00.83	636,167.30	971,174.30	1,389.69	1,405.69		
2	2	a 1229+00.83	636,167.30	971,174.30	1,389.69	1,405.69	400	16
	3	a 1225+00.83	635,767.30	971,175.10	1,387.21	1,403.21		
3	3	a 1225+00.83	635,767.30	971,175.10	1,387.21	1,403.21	400	16
	4	a 1221+00.83	635,367.30	971,175.90	1,383.57	1,399.57		
4	4	a 1221+00.83	635,367.30	971,175.90	1,383.57	1,399.57	400	16
	5	a 1217+00.66	634,967.30	971,176.70	1,380.46	1,396.46		
5	5	a 1217+00.66	634,967.30	971,176.70	1,380.46	1,396.46	400	16
	6	a 1212+91.85	634,567.50	971,187.80	1,377.52	1,393.52		
6	6	a 1212+91.85	634,567.50	971,187.80	1,377.52	1,393.52	133	16
	7	a 1211+54.76	634,435.10	971,203.60	1,376.84	1,392.84		
7	7	a 1211+54.76	634,435.10	971,203.60	1,376.84	1,392.84	133	16
	8	a 1210+17.67	634,302.70	971,219.40	1,376.15	1,392.15		
8	8	a 1210+17.67	634,302.70	971,219.40	1,376.15	1,392.15	133	16
	9	a 1208+80.94	634,170.30	971,235.10	1,375.47	1,391.47		

Notes:

^[1] The noise barrier stationings are relative to the SR 101L centerline stationings.

^[2] The noise barrier bottom elevations are relative to pavement surface.

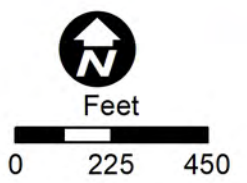
^[3] The noise barrier coordinate points are for noise modeling purposes. Final designers need to refine the wall alignment to match other design features if needed.

APPENDIX G

Additional Noise Analysis for 75th Ave TI Improvements



SR 101, 75th Ave - I-17 General Purpose Lane's
 101 MA 12 F0316 01C, 101-A(214)T
 75th Ave TI Alternative 1



Legend

- Existing Noise Barriers
- Mileposts
- Monitoring Sites
- Noise Receivers

Source:
 ADOT ATIS (2013); AZTEC (2020)
 USDA NAIP Imagery (accessed in 2020)

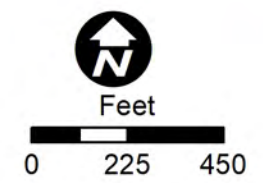
Map Disclaimer: This map is intended for general siting purposes only.



SR 101, 75th Ave - I-17 General Purpose Lane's
 101 MA 12 F0316 01C, 101-A(214)T
 75th Ave TI Alternative 2

Source:
 ADOT ATIS (2013); AZTEC (2020)
 USDA NAIP Imagery (accessed in 2020)

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



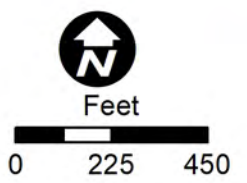
Legend

- Evaluated Barrier for Alt 2
- Existing Noise Barriers
- Mileposts
- Noise Receivers
- Monitoring Sites





SR 101, 75th Ave - I-17 General Purpose Lane's
 101 MA 12 F0316 01C, 101-A(214)T
 75th Ave TI Alternative 3



Legend

- Existing Noise Barriers
- Mileposts
- Noise Receivers
- Monitoring Sites

Source:
 ADOT ATIS (2013); AZTEC (2020)
 USDA NAIP Imagery (accessed in 2020)

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

SR 101, 75th Ave - I-17, 101 MA 12 F0316 01D
75th Ave TI

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Future Build Unmitigated (dBA)			Notes
				Alternative 1	Alternative 2	Alternative 3	
E1	E	1	Mayo Arrowhead Primary Care	63	64	63	Noise level less than Category E threshold most of the areas of frequent human use activities are located within the interior of the facilities, presumably due to prevalent weather conditions, while the exterior areas of frequent human use (swimming pools, kids playground, ramadas) were located on the ground level and successfully shielded by the structures, as confirmed by noise measurements and models. Potential noise barriers S1a1, S1a2, and S1a3 are recommended for Alternative 2.
E2	B	1	Pavilions at Arrowhead 1st floor	56	56	56	
E3(a)	B	3	Pavilions at Arrowhead 1st floor	65	66	65	
E3(b)	B	3	Pavilions at Arrowhead 2nd floor	72	72	70	
E4(a)	B	3	Pavilions at Arrowhead 1st floor	57	57	57	
E4(b)	B	3	Pavilions at Arrowhead 2nd floor	62	62	62	
E5(a)/MON1	B	3	Pavilions at Arrowhead 1st floor	65	66	65	
E5(b)	B	3	Pavilions at Arrowhead 2nd floor	70	70	69	
E6(a)	B	3	Pavilions at Arrowhead 1st floor	64	66	64	
E6(b)	B	3	Pavilions at Arrowhead 2nd floor	67	68	67	
E7(a)	B	3	Pavilions at Arrowhead 1st floor	58	59	58	
E7(b)	B	3	Pavilions at Arrowhead 2nd floor	61	62	61	
E8	C	1	Dove of the Desert United Methodist Church	57	58	57	
E9	B	4	Arrowhead Lakes Condominiums	57	58	57	
E10	B	4	Arrowhead Lakes Condominiums	64	66	65	
E11	B	4	Arrowhead Lakes Condominiums	57	58	57	
E12	B	4	Arrowhead Lakes Condominiums	63	65	63	
E13	B	4	Arrowhead Lakes Condominiums	57	58	57	
E14/MON3	B	4	Arrowhead Lakes Condominiums	64	65	64	
E14(a)	C	1	Golf area	57	58	57	Noise level less than Category B & C threshold
E15	B	4	Single Family Home	55	56	55	
E16	B	2	Single Family Home	58	59	58	
E17	B	3	Single Family Home	59	60	59	
E18	B	4	Single Family Home	55	55	55	
E19	B	3	Single Family Home	57	58	57	
E19(a)	C	1	Golf area	61	62	61	
E20	B	3	Single Family Home	54	55	54	
E21	B	3	Single Family Home	57	57	57	
E22	B	2	Single Family Home	57	57	57	
E23	B	3	Single Family Home	59	60	59	
E24	B	3	Single Family Home	62	64	62	
E25	B	2	Single Family Home	61	61	61	
E26	B	2	Single Family Home	63	65	63	
E27	B	3	Single Family Home	59	59	59	Noise level less than threshold
E28	F	1	Massage Green SPA	74	76	75	
E29	E	1	BBVA Bank	69	69	69	Existing noise barrier meet ADOT NAR and would remain as is for Alternative 2.
E300	B	2	Single Family Home	63	63	63	
E301	B	2	Single Family Home	62	62	62	
E302	B	4	Single Family Home	65	66	65	
E303	B	4	Single Family Home	62	62	62	
E304	B	4	Single Family Home	65	66	65	
E305	B	6	Single Family Home	61	61	61	
E306	B	3	Single Family Home	65	65	65	

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75th Ave TI

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Future Build Unmitigated (dBA)			Notes
				Alternative 1	Alternative 2	Alternative 3	
E307	B	3	Single Family Home	65	65	65	Existing noise barrier meet ADOT NAR and would remain as is for Alternative 2.
E308	B	2	Single Family Home	62	62	62	
W1(a)	B	4	Laguna Arrowhead Ranch Apartments 1st floor	64	64	64	most of the areas of frequent human use activities are located within the interior of the facilities, presumably due to prevalent weather conditions, while the exterior areas of frequent human use (swimming pools, kids playground, ramadas) were located on the ground level and successfully shielded by the structures, as confirmed by noise measurements and models. No mitigation is considered.
W1(b)	B	4	Laguna Arrowhead Ranch Apartments 2nd floor	72	72	72	
W2(a)	B	4	Laguna Arrowhead Ranch Apartments 1st floor	60	60	60	
W2(b)	B	4	Laguna Arrowhead Ranch Apartments 2nd floor	64	64	64	
W2(c)	C	4	Arrowhead ranch Pool area	57	57	57	
W3(a)	B	4	Laguna Arrowhead Ranch Apartments 1st floor	64	64	64	
W3(b)	B	4	Laguna Arrowhead Ranch Apartments 2nd floor	72	72	72	
W4(a)	B	4	Laguna Arrowhead Ranch Apartments 1st floor	56	56	56	
W4(b)	B	4	Laguna Arrowhead Ranch Apartments 2nd floor	59	59	59	
W5(a)	B	4	Laguna Arrowhead Ranch Apartments 1st floor	57	57	57	
W5(b)	B	4	Laguna Arrowhead Ranch Apartments 2nd floor	60	60	60	
W6(a)	B	4	Laguna Arrowhead Ranch Apartments 1st floor	65	65	65	
W6(b)	B	4	Laguna Arrowhead Ranch Apartments 2nd floor	73	73	73	
W7	B	2	Single Family Home	60	61	60	
W8	B	2	Single Family Home	57	57	57	
W9	B	4	Single Family Home	63	63	63	
W10	B	4	Single Family Home	58	58	58	
W11	B	3	Single Family Home	63	63	63	
W12	B	3	Single Family Home	62	62	62	
W13	B	4	Single Family Home	58	58	58	
W14	B	3	Single Family Home	61	61	61	
W15	B	3	Single Family Home	61	61	60	
W16	B	4	Single Family Home	59	59	59	
W17	B	3	Single Family Home	60	60	60	
W18	B	3	Single Family Home	58	58	57	
W19	B	3	Single Family Home	61	61	61	
W20	B	3	Single Family Home	62	62	62	
W21	B	3	Single Family Home	58	58	58	
W22/MON2	B	1	Single Family Home	61	61	60	
W23	B	2	Single Family Home	63	63	63	
W24	B	4	Single Family Home	57	57	57	
W25	B	4	Single Family Home	58	57	57	
W26	B	4	Single Family Home	63	63	63	
W27	B	4	Single Family Home	61	61	61	
W28	B	4	Single Family Home	59	59	58	
W29	B	3	Single Family Home	61	61	60	
W30	B	2	Single Family Home	62	62	62	
W31	B	2	Single Family Home	58	58	58	
W32	B	2	Single Family Home	59	59	59	
W33	B	3	Single Family Home	63	63	63	

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75th Ave TI

Rec ID	NAC Category	No. of Dwelling Units	Rec Description	Future Build Unmitigated (dBA)			Notes
				Alternative 1	Alternative 2	Alternative 3	
W34	B	4	Single Family Home	59	59	59	Noise levels less than Category B threshold
W35	B	3	Single Family Home	62	62	61	
W36	B	4	Single Family Home	59	59	59	Noise levels less than Category B threshold
W37	B	4	Single Family Home	64	63	63	
W38	B	4	Single Family Home	59	59	59	
W39	B	4	Single Family Home	61	61	61	
W40	B	3	Single Family Home	63	63	63	
W41	B	3	Single Family Home	61	61	61	
W42	B	3	Single Family Home	58	58	58	
W43(a)	B	4	Arrowhead Ranch by Baron 1st floor	58	58	58	most of the areas of frequent human use activities are located within the interior of the facilities, presumably due to prevalent weather conditions, while the exterior areas of frequent human use (swimming pools, kids playground, ramadas) were located on the ground level and successfully shielded by the structures, as confirmed by noise measurements and models. No mitigation is considered.
W43(b)	B	4	Arrowhead Ranch by Baron 2nd floor	64	64	64	
W44(a)	B	4	Arrowhead Ranch by Baron 1st floor	55	55	55	
W44(b)	B	4	Arrowhead Ranch by Baron 2nd floor	58	58	58	
W45(a)	B	4	Arrowhead Ranch by Baron 1st floor	59	59	59	
W45(b)	B	4	Arrowhead Ranch by Baron 2nd floor	67	67	67	
W46(a)	B	4	Arrowhead Ranch by Baron 1st floor	56	56	56	
W46(b)	B	4	Arrowhead Ranch by Baron 2nd floor	63	63	63	
W47(a)	B	4	Arrowhead Ranch by Baron 1st floor	61	61	61	
W47(b)	B	4	Arrowhead Ranch by Baron 2nd floor	69	69	69	
W48(a)	B	4	Arrowhead Ranch by Baron 1st floor	58	58	58	Noise levels less than Category C & E threshold
W48(b)	B	4	Arrowhead Ranch by Baron 2nd floor	64	64	64	
W300	C	1	Arrowhead Memorial Gardens	63	63	62	
W301	C	1	Arrowhead Memorial Gardens	61	61	61	
W302	C	1	Arrowhead Memorial Gardens	64	64	63	
W303	C	1	Arrowhead Memorial Gardens	62	62	62	
W304	E	1	Mountainside Fitness	65	66	65	

Table A Barrier Analysis [Exist Barrier EB1a Alternative 2]							
Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
E300	80	63	17	N	Y	-	Y
E301	72	62	10	N	Y	-	-
E302	79	66	13	Y	Y	Y	Y
E303	67	62	5	N	Y	-	-
E304	79	66	13	Y	Y	Y	Y
E305	64	61	3	N	N	-	-
E306	74	65	9	N	Y	-	Y
E307	74	65	9	N	Y	-	Y
E308	67	62	5	N	Y	-	-

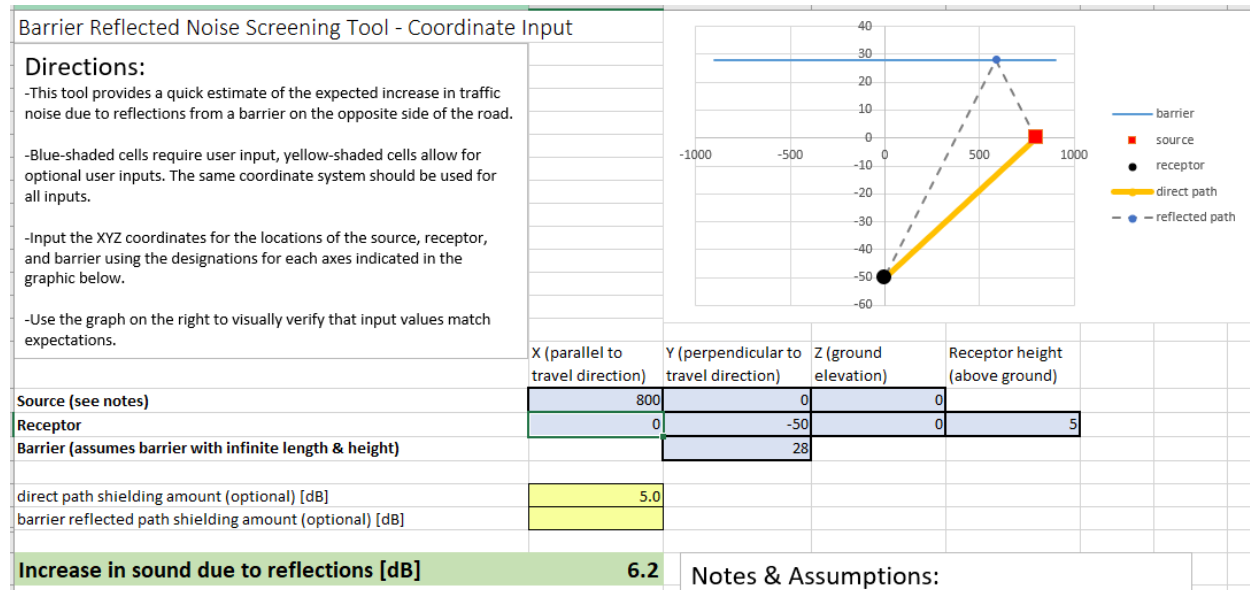
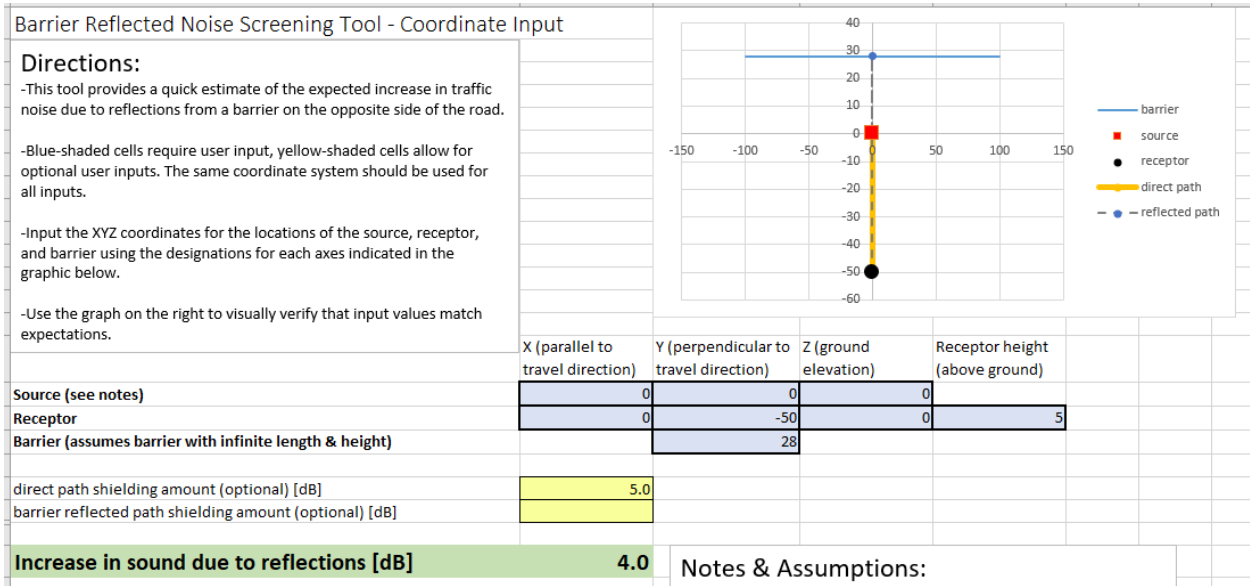
Notes:

Cells highlighted in yellow denote first row receivers.

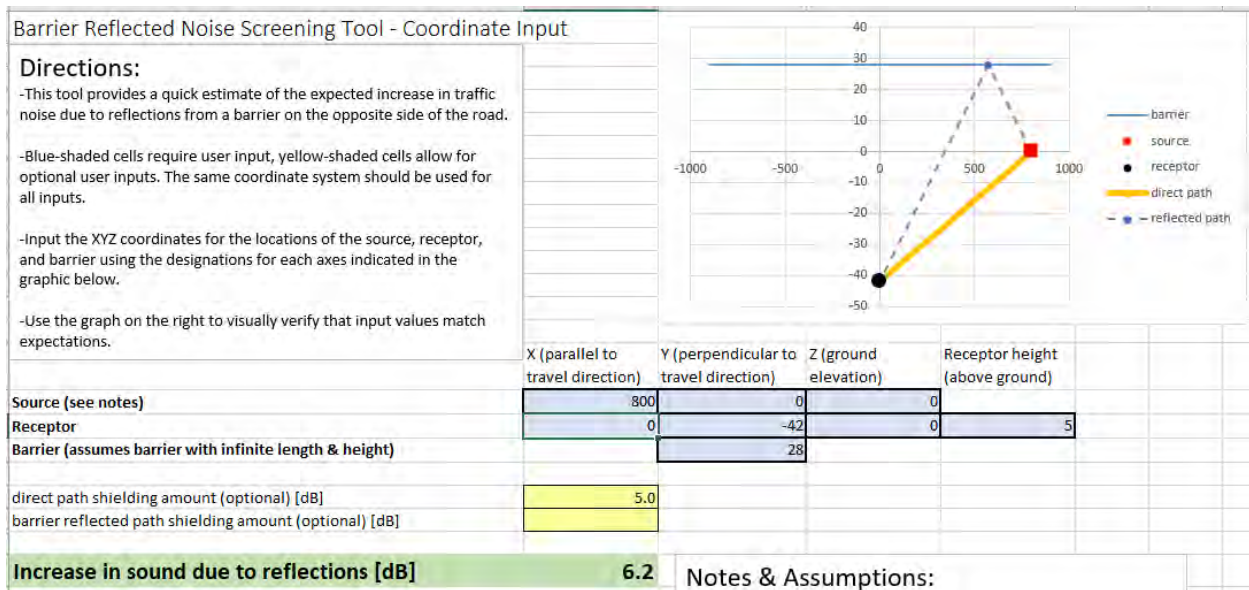
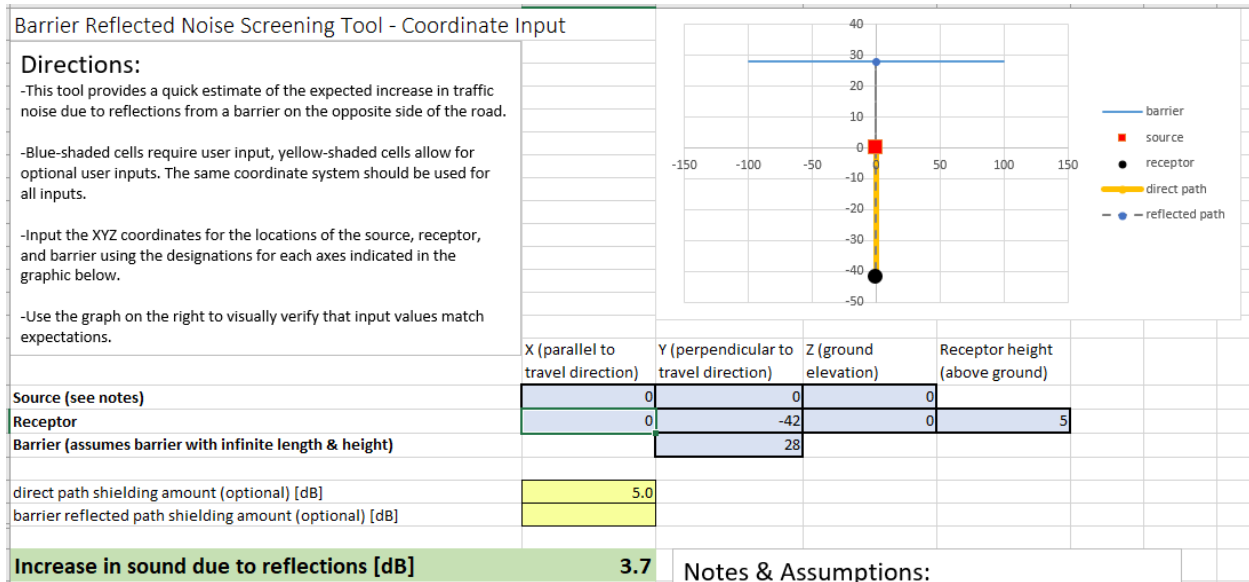
8 out of 8 impacted receivers can achieve 5 dBA or more noise reduction. Acoustic feasibility is met.

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

Barrier Reflected Noise Increase from EB frontage Road to Receiver E12



Barrier Reflected Noise Increase from EB frontage Road to Receiver E26



Notes & Assumptions:

-Estimates are based strictly on path lengths and geometrical spreading (cylindrical, assuming a line source). Other effects, such as meteorological and ground, are not included.

-This tool does not predict highway noise levels. Given a specific source location, it predicts the increase in that source's sound due to barrier reflections. This increase might not contribute to the overall sound level, considering other sound sources. For example:

NOISE BARRIER COST SUMMARY (PRELIMINARY)						
SR 101, 75th Ave - I-17, 101 MA 12 F0316 01D, 75th Ave TI Alternative 2						
Noise Barrier ID	Barrier Height Range, ft	Barrier Length, ft	Barrier Area, ft ²	Barrier Cost ⁽¹⁾	Number of Benefited Receptor (NBR)	Cost per Benefited Receptor (CPBR)
New Wall S1a1	12	869	10,426	\$364,910	29	\$24,757
New Wall S1a2	12	265	3,177	\$111,195		
New Wall S1a3	12	576	6,910	\$241,850		
Total:			Alternative 2	\$717,955		

Total:

Notes:

1. Barrier unit cost of \$35 per square foot off structure. Additional cost such as utility relocation is not included in this total barrier cost.

Table A New Barrier Analysis [Evaluated Barriers S1a1, S1a2, and S1a3, 12 ft high Alternative 2]							
Receiver #	Noise Level w/o Barrier	Noise Level w/Barrier	Reduction from Barrier	Impacted	Benefiting (Y/N)	Feasible (Y/N)	Achieves Design Goal (Y/N)
E2	57	56	1	N	N	-	-
E3(a)	67	63	4	N	N	-	N
E4(a)	58	57	1	N	N	-	-
E5(a)/MON1	70	62	8	N	Y	-	Y
E6(a)	70	62	8	N	Y	-	Y
E7(a)	65	59	6	N	Y	-	-
E9	63	58	5	N	Y	-	-
E10	67	62	5	N	Y	-	N
E11	63	57	6	N	Y	-	-
E12	67	60	7	N	Y	-	Y
E13	59	58	1	N	N	-	-
E14/MON3	66	60	6	N	Y	-	N

Notes:

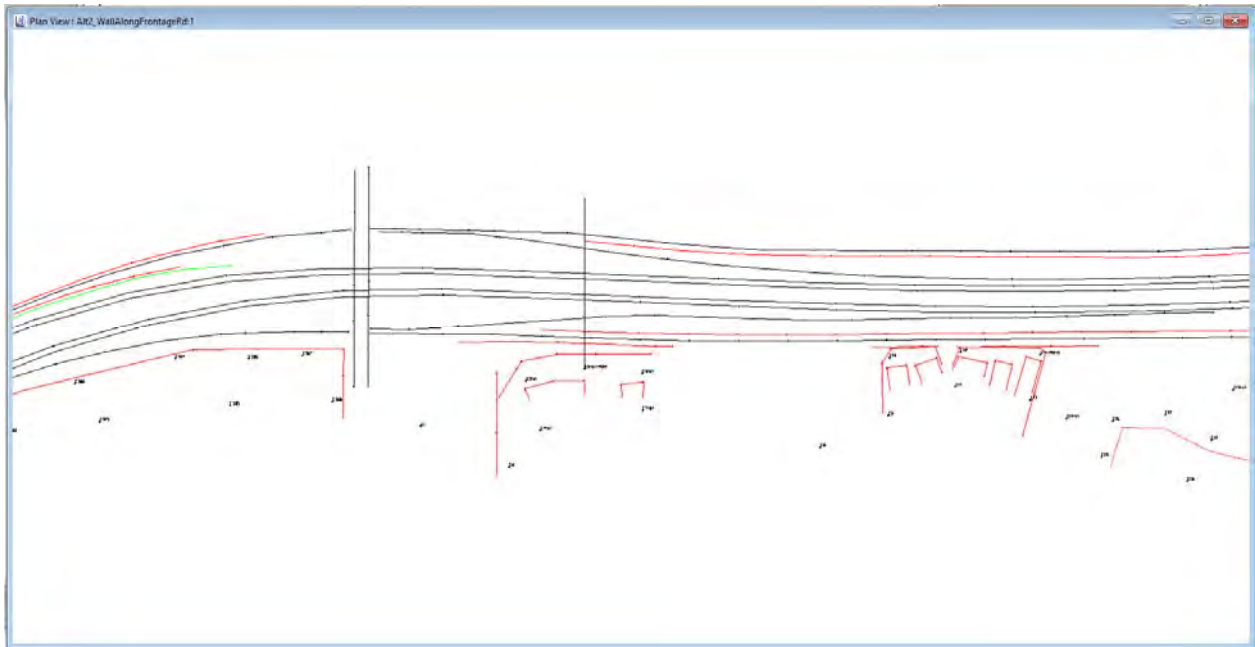
Cells highlighted in yellow denote first row receivers.

The noise level w/o barrier is calculated based on no existing noise barrier.

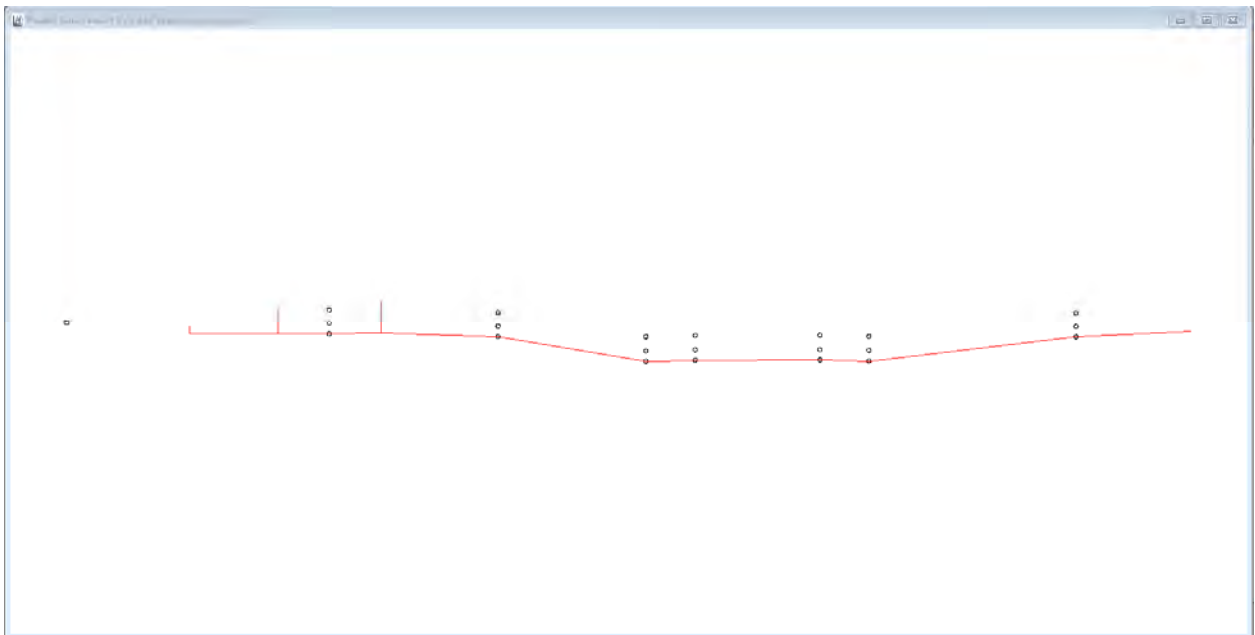
No impacted noise receivers w/barriers. Acoustic feasibility is met.

10 out of 19 first row receptors can achieve 7 dBA or more noise reduction. 7 dBA design goal is met.

Cross Section A (Alternative 2)



Parallel Barrier View A



Parallel Analysis Result (View A)

Parallel Analysis Location Table: A62_WallAlongFrontage0.411

AZTEC: 9 February 2021
 AZTEC: TNM 2.5
 Calculated with TNM 2.5

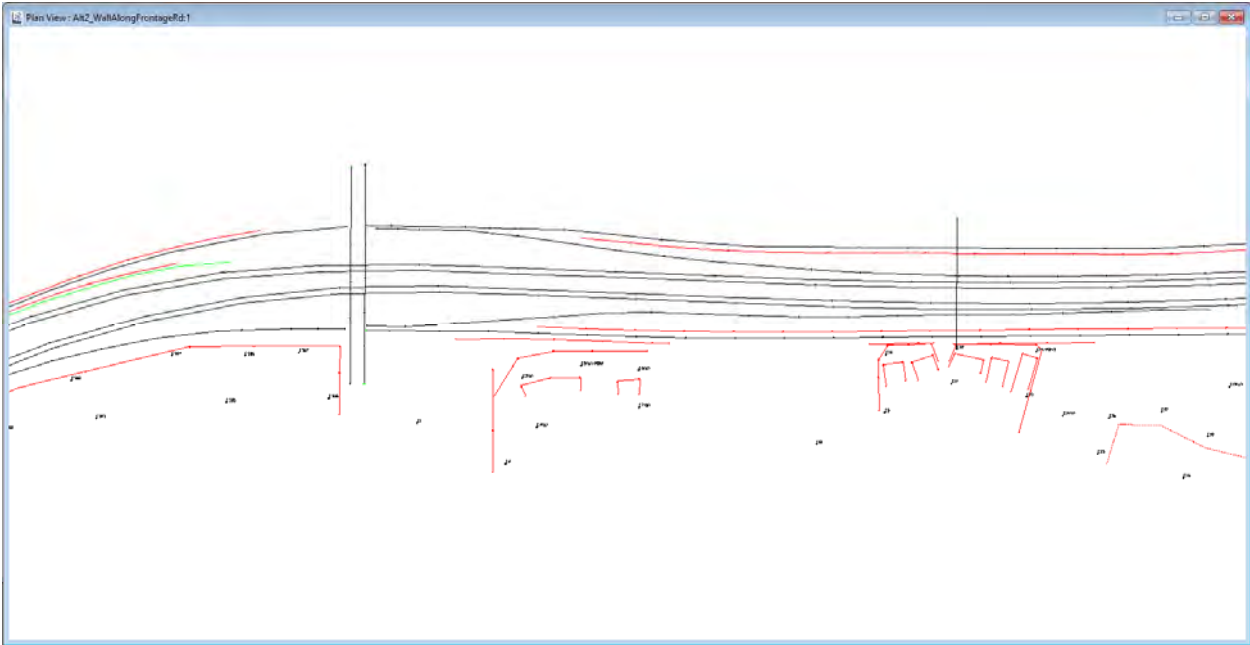
PARALLEL BARRIER ANALYSIS LOCATIONS

PROJECT/CONTRACT: SR101 GPM, 75th Ave to I-17
 RUN: 75th Ave to EB Alt 2
 PARALLEL BARRIER DESIGN: E5(a)

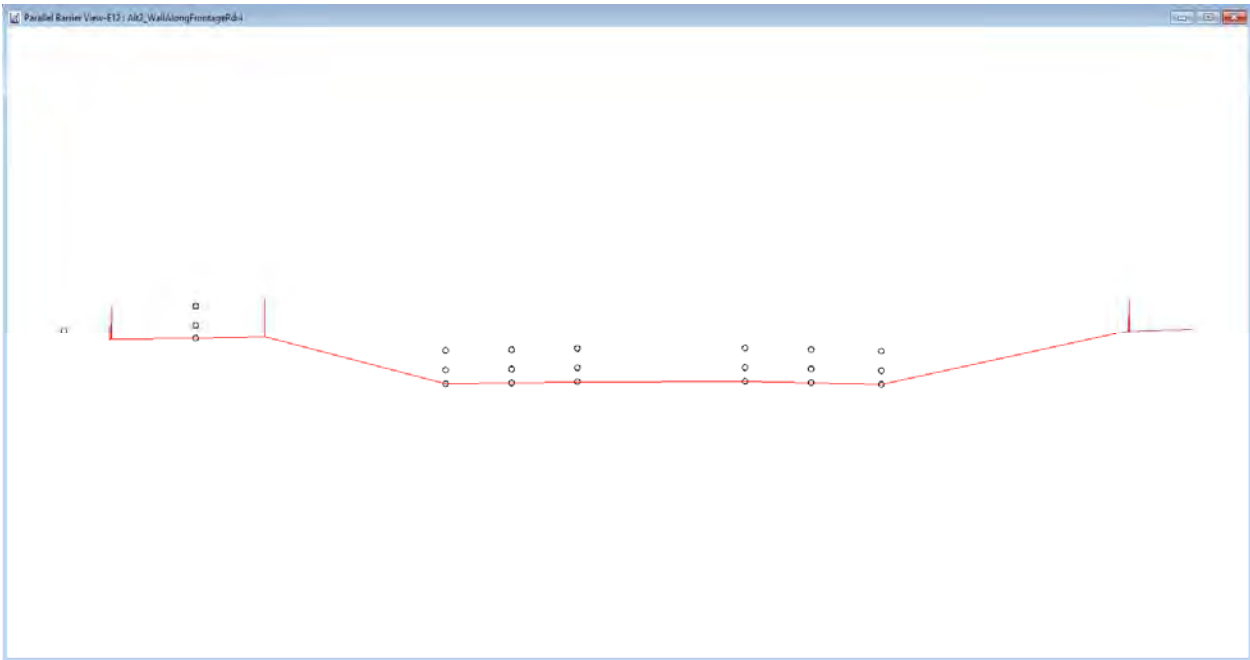
For parallel barrier analyses, results must be recalculated if any objects are modified.

Parallel Barrier Analysis Location			
Name	Coordinates (ear)		Computed Increase in LAeq1h dB
	Horiz.	Z	
	ft	ft	
E5(a)	0.0	1,262.0	0.0

Cross Section B (Alternative 2)



Parallel Barrier View B



Parallel Analysis Result (View B)

Parallel Barrier Analysis Location Table: A12_WallAlongFrontageofI12			
AZTEC		9 February 2021	
AZTEC		TNM 2.5	
PARALLEL BARRIER ANALYSIS LOCATIONS		Calculated with TNM 2.5	
PROJECT/CONTACT:		SR101 GEN. 75th Ave to I17	
RUN:		75th Ave TI EB Alt 2	
PARALLEL BARRIER DESIGN:		E12	
		For parallel barrier analysis, results must be recalculated if any objects are modified.	
Parallel Barrier Analysis Location			
Name	Coordinates [car]		Computed Increase in LAeq1h dB
	Horiz. ft	Z ft	
E12	0.0	1.260.8	0.0

APPENDIX H

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

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

AZTEC				6 October 2020							
AZTEC				TNM 2.5							
INPUT: ROADWAYS							Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA				
PROJECT/CONTRACT: SR101 GPL, 75th Ave to I-17											
RUN: SR101 GPL, 75th Ave to I-17, Build S1											
Roadway	Width	Points	No.	Coordinates (pavement)			Flow Control			Segment	
Name		Name		X	Y	Z	Control	Speed	Percent	Pvmt	
							Device	Constraint	Vehicles	On	
									Affected	Struct?	
	ft			ft	ft	ft		mph	%		
SR101_EB_L1_1	50.0	930+01.22	1	606,450.3	970,557.1	1,246.80				Average	
		934+03.08	2	606,834.8	970,667.0	1,242.70				Average	
		938+04.92	3	607,227.4	970,742.8	1,239.10				Average	
		942+06.76	4	607,625.2	970,783.9	1,237.30				Average	
		946+08.44	5	608,025.0	970,790.1	1,238.90				Average	
		950+08.78	6	608,424.7	970,775.6	1,242.40				Average	
		954+08.78	7	608,824.4	970,760.0	1,245.10				Average	
		958+08.78	8	609,224.1	970,744.4	1,245.20				Average	
		962+08.60	9	609,623.8	970,729.6	1,244.00					
SR101_EB_L2_1	60.0	930+01.23	95	606,457.9	970,534.3	1,245.80				Average	
		934+05.21	96	606,842.4	970,644.1	1,241.90				Average	
		938+09.18	97	607,235.1	970,719.6	1,238.50				Average	
		942+13.14	98	607,632.9	970,760.3	1,236.50				Average	
		946+16.74	99	608,032.7	970,765.9	1,238.40				Average	
		950+17.41	100	608,432.4	970,751.3	1,241.80				Average	
		954+17.41	101	608,832.1	970,735.7	1,244.60				Average	
		958+17.41	102	609,231.8	970,720.1	1,244.70				Average	
		962+17.02	103	609,631.5	970,705.3	1,243.60					
75thAve_EB_Onramp	24.0	0+00.00	361	607,760.5	970,608.4	1,259.20	Onramp	15.00	100	Average	
		2+00.00	362	607,960.5	970,609.1	1,258.30				Average	
		4+00.00	363	608,160.2	970,620.8	1,257.60				Average	
		6+00.00	364	608,359.5	970,637.1	1,256.90				Average	
		8+00.00	365	608,558.8	970,653.1	1,253.90				Average	
		10+00.00	366	608,758.3	970,667.6	1,248.60				Average	
		12+00.00	367	608,957.8	970,681.3	1,244.50				Average	
		14+00.00	368	609,157.7	970,688.9	1,244.10				Average	
		16+00.00	369	609,357.7	970,689.5	1,243.70				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		18+00.00	370	609,557.6	970,683.7	1,243.20					
EB_FR_1	24.0	0+00.00	540	607,029.4	970,586.6	1,250.60				Average	
		point1470	1470	607,129.4	970,589.6	1,252.35					
67thAve_EB_Onramp	24.0	0+00.00	880	613,039.4	970,642.6	1,256.70	Onramp	15.00	100	Average	
		2+00.00	881	613,238.9	970,656.8	1,257.20				Average	
		4+00.00	882	613,437.0	970,684.1	1,257.90				Average	
		6+00.00	883	613,634.4	970,716.1	1,257.20				Average	
		8+00.00	884	613,832.0	970,747.1	1,253.70				Average	
		10+00.00	885	614,029.6	970,777.5	1,248.70				Average	
		12+00.00	886	614,227.3	970,807.8	1,245.20				Average	
		14+00.00	887	614,425.9	970,831.9	1,245.00				Average	
		16+00.00	888	614,625.1	970,847.2	1,244.60				Average	
		18+00.00	889	614,824.9	970,856.3	1,244.60					
59thAve_EB_Onramp	24.0	0+00.00	906	618,003.5	970,712.8	1,278.10	Onramp	15.00	100	Average	
		2+00.00	907	618,203.3	970,723.2	1,278.60				Average	
		4+00.00	908	618,402.2	970,743.2	1,279.20				Average	
		6+00.00	909	618,600.6	970,768.5	1,279.90				Average	
		8+00.00	910	618,798.9	970,794.5	1,280.70				Average	
		10+00.00	911	618,997.4	970,818.8	1,280.70				Average	
		12+00.00	912	619,196.3	970,840.2	1,282.00				Average	
		14+00.00	913	619,395.6	970,857.2	1,284.90				Average	
		16+00.00	914	619,595.1	970,870.0	1,288.50				Average	
		18+00.00	915	619,795.0	970,877.2	1,291.20				Average	
		20+00.00	916	619,994.9	970,883.7	1,293.30					
67thAve_WB_Onramp	24.0	0+00.00	1023	612,917.2	971,034.6	1,259.80	Onramp	15.00	100	Average	
		2+00.00	1024	612,717.8	971,018.7	1,259.20				Average	
		4+00.00	1025	612,519.4	970,994.5	1,257.50				Average	
		6+00.00	1026	612,321.5	970,965.7	1,254.30				Average	
		8+00.00	1027	612,123.7	970,935.7	1,249.20				Average	
		10+00.00	1028	611,926.1	970,905.0	1,245.80				Average	
		12+00.00	1029	611,728.5	970,874.4	1,244.60				Average	
		14+00.00	1030	611,530.0	970,849.6	1,244.20				Average	
		16+00.00	1031	611,330.7	970,834.6	1,243.10				Average	
		18+00.00	1032	611,130.8	970,826.8	1,241.60					
59thAve_WB_Onramp	24.0	43+17.17	1073	617,866.1	971,104.6	1,277.70	Onramp	15.00	100	Average	
		42+00.00	1072	617,748.9	971,101.8	1,276.80				Average	
		40+00.00	1071	617,549.1	971,094.9	1,275.10				Average	
		38+00.00	1070	617,349.4	971,083.6	1,273.80				Average	
		36+00.00	1069	617,150.0	971,067.8	1,270.00				Average	
		34+00.00	1068	616,950.7	971,051.3	1,264.00				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		32+00.00	1067	616,751.5	971,033.2	1,258.20				Average	
		30+00.00	1066	616,552.0	971,019.5	1,256.50				Average	
		28+00.00	1065	616,352.0	971,015.6	1,255.00				Average	
		26+00.00	1064	616,152.1	971,019.0	1,253.40					
75thAve_NB	40.0	point1188	1188	607,722.9	970,373.7	1,259.40	Signal	10.00	100	Average	
		7+63.04	1184	607,721.8	970,532.4	1,259.60				Average	
		point1338	1338	607,723.8	970,671.8	1,260.03				Average	Y
		point1339	1339	607,725.8	970,811.2	1,260.47				Average	Y
		11+81.39	1185	607,727.7	970,950.7	1,260.90					
67thAve_SB	40.0	0+00.00	1189	612,950.0	971,279.4	1,260.80	Signal	10.00	100	Average	
		1+00.09	1190	612,953.0	971,093.7	1,260.50				Average	
		point1334	1334	612,953.0	970,975.9	1,259.62				Average	Y
		point1198	1198	612,953.0	970,858.1	1,258.75				Average	Y
		point1335	1335	612,953.0	970,740.4	1,257.88					
59thAve_SB	40.0	0+00.00	1199	617,909.0	971,347.9	1,277.00	Signal	10.00	100	Average	
		0+71.19	1200	617,912.2	971,163.7	1,277.70				Average	
		point1333	1333	617,915.8	970,965.9	1,276.20				Average	Y
		4+66.83	1201	617,919.4	970,768.1	1,274.70					
67thAve_NB	40.0	point1270	1270	613,004.0	970,402.6	1,256.20	Signal	10.00	100	Average	
		7+55.25	1194	613,006.8	970,584.6	1,256.60				Average	
		point1337	1337	613,006.8	970,709.8	1,257.52				Average	Y
		point1197	1197	613,006.8	970,834.8	1,258.45				Average	Y
		point1336	1336	613,006.8	970,959.9	1,259.38					
59thAve_NB	40.0	point1272	1272	617,973.9	970,512.1	1,277.70	Signal	10.00	100	Average	
		7+61.38	1204	617,973.5	970,646.9	1,277.80				Average	
		point1332	1332	617,969.3	970,850.1	1,278.25				Average	Y
		11+67.95	1205	617,965.1	971,053.4	1,278.70					
SR101_EB_L3	24.0	point1275	1275	609,557.6	970,683.7	1,243.20				Average	
		20+00.00	371	609,757.5	970,677.8	1,242.60				Average	
		22+00.00	372	609,957.4	970,673.7	1,241.70				Average	
		24+00.00	373	610,157.4	970,671.4	1,241.20				Average	
		26+00.00	374	610,357.4	970,670.7	1,240.10				Average	
		28+00.00	375	610,557.4	970,671.8	1,239.90				Average	
		30+00.00	878	610,757.4	970,674.7	1,240.00				Average	
		32+00.00	877	610,957.4	970,678.6	1,240.80				Average	
		34+00.00	876	611,157.4	970,679.5	1,241.80					
75thAve_WB_Offramp	24.0	point1276	1276	609,531.6	970,842.1	1,244.20				Average	
		36+00.00	1042	609,332.2	970,857.1	1,244.00				Average	
		38+00.00	1043	609,133.0	970,875.1	1,243.70				Average	
		40+00.00	1044	608,934.1	970,896.2	1,246.70				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		42+00.00	1045	608,735.6	970,920.4	1,252.40				Average
		44+00.00	1046	608,537.6	970,948.6	1,256.00				Average
		46+00.00	1047	608,339.8	970,978.2	1,257.60				Average
		point1505	1505	608,240.4	970,988.5	1,258.15				
SR101_WB_L3	24.0	point1277	1277	611,130.8	970,826.8	1,241.60				Average
		20+00.00	1033	610,930.9	970,820.6	1,240.50				Average
		22+00.00	1034	610,731.0	970,816.2	1,240.10				Average
		24+00.00	1035	610,531.0	970,813.6	1,240.00				Average
		26+00.00	1036	610,331.0	970,813.1	1,240.20				Average
		28+00.00	1037	610,131.0	970,815.8	1,241.10				Average
		30+00.00	1038	609,931.1	970,821.5	1,241.70				Average
		32+00.00	1040	609,731.3	970,830.3	1,242.40				Average
		34+00.00	1041	609,531.6	970,842.1	1,244.20				
67thAve_EB_Offramp	24.0	point1278	1278	611,157.4	970,679.5	1,241.80				Average
		36+00.00	875	611,357.3	970,677.0	1,242.60				Average
		38+00.00	874	611,557.2	970,671.0	1,243.50				Average
		40+00.00	376	611,757.0	970,661.5	1,245.80				Average
		42+00.00	377	611,956.6	970,649.1	1,249.20				Average
		44+00.00	378	612,156.2	970,636.3	1,253.20				Average
		46+00.00	379	612,355.8	970,623.7	1,254.60				Average
		point1474	1474	612,455.8	970,620.7	1,255.00				
67thAve_WB_Offramp	24.0	point1279	1279	614,752.3	971,004.1	1,244.20				Average
		10+00.00	1040	614,552.3	971,006.5	1,244.10				Average
		8+00.00	1055	614,352.4	971,012.4	1,244.50				Average
		6+00.00	1054	614,152.6	971,021.7	1,248.30				Average
		point1498	1498	614,052.8	971,028.2	1,251.35				
SR101_EB_L3_2	24.0	point1280	1280	614,824.9	970,856.3	1,244.60				Average
		20+00.00	890	615,024.8	970,863.8	1,245.40				Average
		22+00.00	891	615,224.7	970,869.6	1,246.50				Average
		24+00.00	892	615,424.7	970,873.5	1,248.10				Average
		26+00.00	893	615,624.7	970,875.8	1,249.60				Average
		28+00.00	894	615,824.7	970,876.3	1,251.20				Average
		30+00.00	895	616,024.6	970,872.7	1,252.70				
SR101_WB_L3_2	24.0	point1281	1281	616,152.1	971,019.0	1,253.40				Average
		24+00.00	1063	615,952.1	971,020.8	1,251.90				Average
		22+00.00	1062	615,752.1	971,020.8	1,250.60				Average
		20+00.00	1061	615,552.1	971,019.0	1,249.10				Average
		18+00.00	1060	615,352.1	971,015.3	1,247.50				Average
		16+00.00	1059	615,152.2	971,009.9	1,246.20				Average
		14+00.00	1058	614,952.2	971,005.2	1,244.90				Average

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		12+00.00	1057	614,752.3	971,004.1	1,244.20					
59thAve_EB_Offramp	24.0	point1282	1282	616,024.6	970,872.7	1,252.70					Average
		32+00.00	896	616,224.3	970,862.2	1,254.00					Average
		34+00.00	897	616,423.6	970,844.8	1,255.50					Average
		36+00.00	898	616,622.1	970,820.4	1,257.60					Average
		38+00.00	899	616,819.6	970,789.2	1,262.20					Average
		40+00.00	900	617,016.1	970,751.9	1,268.20					Average
		42+00.00	901	617,213.2	970,718.2	1,271.60					Average
		point1481	1481	617,312.6	970,709.5	1,272.40					
59thAve_WB_Offramp	24.0	point1283	1283	620,045.4	971,034.7	1,293.70					Average
		14+00.00	1081	619,845.4	971,037.9	1,291.70					Average
		12+00.00	1080	619,645.5	971,043.2	1,289.00					Average
		10+00.00	1079	619,445.6	971,050.5	1,285.50					Average
		8+00.00	1078	619,245.9	971,059.7	1,282.20					Average
		6+00.00	1077	619,046.2	971,070.9	1,280.80					Average
		point1487	1487	618,946.4	971,077.6	1,280.50					
SR101_EB_L3_3	24.0	point1284	1284	619,994.9	970,883.7	1,293.30					Average
		22+00.00	917	620,194.7	970,891.3	1,294.80					Average
		24+00.00	918	620,394.7	970,891.5	1,295.80					
EB_FR_2	24.0	point1344	1344	607,729.2	970,597.3	1,258.85	Signal	15.00	100		Average
		8+00.00	544	607,829.2	970,596.8	1,258.60					Average
		10+00.00	545	608,029.2	970,595.6	1,257.60					Average
		12+00.00	546	608,229.2	970,594.3	1,256.80					
WB_FR_1	24.0	point1347	1347	607,653.4	971,015.3	1,259.95	Signal	15.00	100		Average
		6+00.00	710	607,529.1	971,003.1	1,259.00					Average
		4+00.00	709	607,329.9	970,985.8	1,258.30					Average
		2+00.00	708	607,133.3	970,948.9	1,257.50					Average
		0+00.00	707	606,936.8	970,912.0	1,258.30					
EB_FR_3	24.0	point1350	1350	613,027.7	970,630.3	1,256.60	Signal	15.00	100		Average
		62+00.00	571	613,227.4	970,640.0	1,256.80					Average
		64+00.00	572	613,427.2	970,649.8	1,257.40					
WB_FR_2	24.0	point1353	1353	612,920.7	971,046.8	1,259.80	Signal	15.00	100		Average
		58+00.00	736	612,721.0	971,035.9	1,258.70					Average
		56+00.00	735	612,521.3	971,025.1	1,257.20					
EB_FR_4	24.0	point1356	1356	617,993.1	970,699.3	1,278.00	Signal	15.00	100		Average
		112+00.00	596	618,220.4	970,712.4	1,278.40					Average
		114+00.00	597	618,420.1	970,724.8	1,278.70					
WB_FR_3	24.0	point1360	1360	617,900.0	971,118.4	1,278.20	Signal	15.00	100		Average
		108+00.00	761	617,718.4	971,112.5	1,276.20					Average
		106+00.00	760	617,518.8	971,124.0	1,274.20					

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

SR101_EB_L2_2	60.0	point1392	1392	609,631.5	970,705.3	1,243.60				Average
		966+16.24	104	610,031.4	970,696.6	1,242.00				Average
		970+15.45	105	610,431.4	970,694.9	1,240.50				Average
		974+14.66	106	610,831.4	970,700.2	1,240.80				Average
		978+13.88	107	611,231.2	970,712.4	1,243.20				
SR101_EB_L1_2	50.0	point1393	1393	609,623.8	970,729.6	1,244.00				Average
		966+08.24	10	610,023.7	970,720.7	1,242.50				Average
		970+07.87	11	610,423.7	970,718.9	1,241.10				Average
		974+07.50	12	610,823.7	970,724.0	1,241.30				Average
		978+07.13	13	611,223.5	970,736.1	1,243.50				
SR101_EB_L2_3	60.0	point1394	1394	611,231.2	970,712.4	1,243.20				Average
		982+13.53	108	611,630.8	970,730.5	1,245.40				Average
		986+13.53	109	612,030.3	970,749.3	1,245.40				Average
		990+13.53	110	612,429.9	970,768.1	1,241.60				Average
		994+13.53	111	612,829.5	970,786.9	1,236.30				Average
		998+13.53	112	613,229.0	970,805.6	1,236.80				Average
		1002+13.5	113	613,628.6	970,824.4	1,242.60				Average
		1006+13.5	114	614,028.1	970,843.2	1,245.90				Average
		1010+13.5	115	614,427.7	970,862.0	1,245.70				Average
		1014+13.7	116	614,827.3	970,880.5	1,245.20				
SR101_EB_L1_3	50.0	point1395	1395	611,223.5	970,736.1	1,243.50				Average
		982+06.96	14	611,623.1	970,754.2	1,245.80				Average
		986+06.96	15	612,022.6	970,773.0	1,245.70				Average
		990+06.96	16	612,422.2	970,791.7	1,242.20				Average
		994+06.96	17	612,821.8	970,810.5	1,236.80				Average
		998+06.96	18	613,221.3	970,829.3	1,237.20				Average
		1002+06.9	19	613,620.9	970,848.1	1,243.20				Average
		1006+06.9	20	614,020.4	970,866.9	1,246.20				Average
		1010+06.9	21	614,420.0	970,885.7	1,246.20				Average
		1014+07.0	22	614,819.6	970,904.2	1,245.60				
SR101_EB_L2_4	60.0	point1396	1396	614,827.3	970,880.5	1,245.20				Average
		1018+14.5	117	615,227.0	970,893.6	1,247.00				Average
		1022+15.3	118	615,627.0	970,899.8	1,250.10				Average
		1026+16.1	119	616,027.0	970,899.0	1,253.10				
SR101_EB_L1_4	50.0	point1397	1397	614,819.6	970,904.2	1,245.60				Average
		1018+07.4	23	615,219.3	970,917.4	1,247.40				Average
		1022+07.8	24	615,619.3	970,923.7	1,250.60				Average
		1026+08.1	25	616,019.3	970,923.1	1,253.40				
SR101_EB_L2_5	60.0	point1398	1398	616,027.0	970,899.0	1,253.10				Average
		1030+16.8	120	616,426.9	970,891.2	1,256.60				Average

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		1034+16.8	121	616,826.8	970,880.5	1,259.40				Average
		1038+16.8	122	617,226.6	970,869.8	1,260.50				Average
		1042+16.0	123	617,626.6	970,862.9	1,257.40				Average
		1046+15.2	124	618,026.5	970,863.0	1,256.50				Average
		1050+14.4	125	618,426.5	970,870.0	1,263.10				Average
		1054+13.9	126	618,826.2	970,883.5	1,273.00				Average
		1058+13.9	127	619,226.0	970,898.2	1,282.30				Average
		1062+14.7	128	619,625.8	970,910.1	1,289.60				Average
		1066+15.4	129	620,025.8	970,915.0	1,294.30				
SR101_EB_L1_5	50.0	point1399	1399	616,019.3	970,923.1	1,253.40				Average
		1030+08.5	26	616,419.2	970,915.4	1,256.90				Average
		1034+08.5	27	616,819.1	970,904.7	1,259.90				Average
		1038+08.5	28	617,218.9	970,894.0	1,261.20				Average
		1042+08.1	29	617,618.9	970,887.0	1,258.00				Average
		1046+07.7	30	618,018.8	970,886.9	1,257.10				Average
		1050+07.4	31	618,418.8	970,893.8	1,263.50				Average
		1054+07.1	32	618,818.6	970,907.2	1,273.30				Average
		1058+07.1	33	619,218.3	970,922.0	1,282.80				Average
		1062+07.5	34	619,618.1	970,934.0	1,290.10				Average
		1066+07.8	35	620,018.1	970,939.0	1,294.80				
SR101_EB_L2_6	60.0	point1400	1400	620,025.8	970,915.0	1,294.30				Average
		1070+15.6	130	620,425.8	970,915.5	1,296.80				
SR101_EB_L1_6	50.0	point1401	1401	620,018.1	970,939.0	1,294.80				Average
		1070+07.9	36	620,418.1	970,939.5	1,297.10				
SR101_WB_L2_5	60.0	point1420	1420	619,934.1	971,008.5	1,293.50				Average
		1061+25.1	308	619,534.1	971,002.0	1,288.20				Average
		1057+25.7	307	619,134.3	970,988.9	1,280.40				Average
		1053+25.7	306	618,734.6	970,974.2	1,270.50				Average
		1049+25.0	305	618,334.8	970,961.8	1,260.80				Average
		1045+24.1	304	617,934.8	970,956.3	1,255.90				Average
		1041+23.3	303	617,534.9	970,957.9	1,258.40				Average
		1037+22.6	302	617,134.9	970,966.3	1,260.70				Average
		1033+22.6	301	616,735.1	970,977.0	1,258.70				Average
		1029+22.7	300	616,335.2	970,987.6	1,255.50				Average
		1027+23	1422	616,135.2	970,990.8	1,253.90				
SR101_WB_L1_5	50.0	point1421	1421	619,942.1	970,984.6	1,294.10				Average
		1061+32.5	222	619,542.1	970,978.2	1,288.90				Average
		1057+32.8	221	619,142.4	970,965.2	1,281.10				Average
		1053+32.8	220	618,742.6	970,950.4	1,271.20				Average
		1049+32.5	219	618,342.8	970,938.0	1,261.50				Average

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		1045+32.1	218	617,942.9	970,932.4	1,256.50				Average
		1041+31.6	217	617,542.9	970,933.8	1,258.70				Average
		1037+31.3	216	617,143.0	970,942.0	1,261.20				Average
		1033+31.3	215	616,743.1	970,952.7	1,259.30				Average
		1029+31.3	214	616,343.2	970,963.4	1,256.10				Average
		1027+31	1423	616,143.2	970,966.5	1,254.40				
SR101_WB_L2_4	60.0	point1424	1424	616,135.2	970,990.8	1,253.90				Average
		1025+23.6	299	615,935.3	970,993.8	1,252.30				Average
		1021+24.4	298	615,535.3	970,993.0	1,249.60				Average
		1017+25.3	297	615,135.4	970,985.3	1,246.70				Average
		1013+26.1	296	614,735.6	970,970.5	1,245.00				
SR101_WB_L1_4	50.0	point1425	1425	616,143.2	970,966.5	1,254.40				Average
		1025+31.7	213	615,943.3	970,969.7	1,252.70				Average
		1021+32.2	212	615,543.3	970,969.1	1,250.00				Average
		1017+32.6	211	615,143.4	970,961.5	1,247.10				Average
		1013+33.0	210	614,743.7	970,946.9	1,245.50				
SR101_WB_L2_3	60.0	point1426	1426	614,735.6	970,970.5	1,245.00				Average
		1009+26.2	295	614,336.1	970,951.8	1,246.00				Average
		1005+26.2	294	613,936.5	970,933.0	1,245.20				Average
		1001+26.2	293	613,537.0	970,914.2	1,241.60				Average
		997+26.24	292	613,137.4	970,895.4	1,235.80				Average
		993+26.24	291	612,737.8	970,876.7	1,236.80				Average
		989+26.24	290	612,338.3	970,857.9	1,242.60				Average
		985+26.24	289	611,938.7	970,839.1	1,245.90				Average
		981+26.24	288	611,539.2	970,820.3	1,244.90				Average
		977+25.68	287	611,139.5	970,803.0	1,242.30				
SR101_WB_L1_3	50.0	point1427	1427	614,743.7	970,946.9	1,245.50				Average
		1009+33.1	209	614,344.1	970,928.1	1,246.40				Average
		1005+33.1	208	613,944.5	970,909.4	1,245.90				Average
		1001+33.1	207	613,545.0	970,890.6	1,242.10				Average
		997+33.14	206	613,145.4	970,871.8	1,236.40				Average
		993+33.14	205	612,745.9	970,853.0	1,237.20				Average
		989+33.14	204	612,346.3	970,834.2	1,243.10				Average
		985+33.14	203	611,946.7	970,815.4	1,246.30				Average
		981+33.14	202	611,547.2	970,796.7	1,245.40				Average
		977+32.86	201	611,147.6	970,779.3	1,242.90				
SR101_WB_L2_2	60.0	point1428	1428	611,139.5	970,803.0	1,242.30				Average
		973+24.82	286	610,739.7	970,792.4	1,240.70				Average
		969+23.97	285	610,339.7	970,788.7	1,240.90				Average
		965+23.11	284	609,939.7	970,792.0	1,242.40				Average

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		961+22.26	283	609,539.9	970,802.3	1,244.00					
SR101_WB_L1_2	50.0	point1429	1429	611,147.6	970,779.3	1,242.90				Average	
		973+32.42	200	610,747.7	970,768.5	1,241.20				Average	
		969+31.99	199	610,347.7	970,764.7	1,241.40				Average	
		965+31.55	198	609,947.8	970,767.9	1,242.90				Average	
		961+31.12	197	609,547.9	970,778.1	1,244.40					
SR101_WB_L2_1	60.0	point1430	1430	609,539.9	970,802.3	1,244.00				Average	
		957+22.04	282	609,140.2	970,817.7	1,244.90				Average	
		953+22.04	281	608,740.5	970,833.3	1,244.30				Average	
		949+22.04	280	608,340.8	970,848.9	1,241.20				Average	
		945+23.50	279	607,941.0	970,861.6	1,238.30				Average	
		941+28.10	278	607,541.1	970,856.4	1,237.30				Average	
		937+34.22	277	607,142.1	970,828.6	1,240.20				Average	
		933+41.68	276	606,748.2	970,760.4	1,243.60				Average	
		929+49.94	275	606,364.2	970,649.1	1,247.20					
SR101_WB_L1_1	50.0	point1431	1431	609,547.9	970,778.1	1,244.40				Average	
		957+31.00	196	609,148.2	970,793.4	1,245.40				Average	
		953+31.00	195	608,748.5	970,809.0	1,244.90				Average	
		949+31.00	194	608,348.8	970,824.6	1,241.60				Average	
		945+31.71	193	607,949.0	970,837.5	1,238.10				Average	
		941+34.13	192	607,549.0	970,832.7	1,236.70				Average	
		937+38.37	191	607,150.2	970,805.3	1,239.30				Average	
		933+43.80	190	606,756.1	970,737.6	1,242.60				Average	
		929+49.97	189	606,372.1	970,626.4	1,246.20					
WB_FR_3-2	24.0	point1432	1432	615,319.3	971,126.5	1,263.10				Average	
		82+00.00	748	615,119.3	971,122.1	1,262.30				Average	
		80+00.00	747	614,919.4	971,117.6	1,261.40				Average	
		78+00.00	746	614,719.4	971,112.8	1,260.40				Average	
		76+00.00	745	614,519.5	971,107.9	1,259.30				Average	
		74+00.00	744	614,319.6	971,102.9	1,258.50				Average	
		72+00.00	743	614,119.6	971,098.0	1,257.60				Average	
		70+00.00	742	613,919.8	971,090.5	1,257.70				Average	
		68+00.00	741	613,719.9	971,083.1	1,259.60				Average	
		66+00.00	740	613,520.1	971,074.4	1,261.40					
EB_FR_3-2	24.0	point1433	1433	615,423.7	970,758.1	1,266.00				Average	
		86+00.00	583	615,623.6	970,763.7	1,266.80				Average	
		88+00.00	584	615,823.5	970,769.4	1,268.10				Average	
		90+00.00	585	616,023.4	970,761.2	1,268.80				Average	
		92+00.00	586	616,223.2	970,753.0	1,269.90				Average	
		94+00.00	587	616,422.7	970,739.5	1,271.10				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		96+00.00	588	616,622.3	970,726.0	1,270.80				Average
		98+00.00	589	616,821.8	970,712.2	1,270.60				Average
		100+00.00	590	617,021.3	970,698.4	1,271.00				Average
		102+00.00	591	617,221.2	970,691.0	1,272.30				Average
		104+00.00	592	617,421.0	970,683.7	1,274.00				
EB_FR_4-2	24.0	point1434	1434	620,218.8	970,789.2	1,292.30				Average
		134+00.00	607	620,418.8	970,791.9	1,293.40				
SR101_WB_L3_3-2	24.0	point1455	1455	620,245.4	971,033.4	1,295.00				Average
		16+00.00	1082	620,045.4	971,034.7	1,293.70				
SR101_WB_L2_6-2	60.0	point1456	1456	620,334.1	971,009.4	1,296.00				Average
		1065+24.3	309	619,934.1	971,008.5	1,293.50				
SR101_WB_L1_6-2	50.0	point1457	1457	620,342.1	970,985.4	1,296.50				Average
		1065+32.1	223	619,942.1	970,984.6	1,294.10				
WB_FR_4-2-2	24.0	point1462	1462	620,116.2	971,189.2	1,292.00				Average
		130+00.00	772	619,916.3	971,187.5	1,290.90				Average
		128+00.00	771	619,716.3	971,185.9	1,289.10				Average
		126+00.00	770	619,516.3	971,185.8	1,287.00				Average
		124+00.00	769	619,316.3	971,185.7	1,285.50				Average
		122+00.00	768	619,116.3	971,181.1	1,283.60				Average
		120+00.00	767	618,916.4	971,176.4	1,282.00				Average
		118+00.00	766	618,717.1	971,158.9	1,280.40				Average
		116+00.00	765	618,517.9	971,141.4	1,279.00				Average
		point1491	1491	618,418.0	971,137.1	1,278.90				
EB_FR_3-2	24.0	point1463	1463	613,427.2	970,649.8	1,257.40				Average
		66+00.00	573	613,627.1	970,656.6	1,257.70				Average
		68+00.00	574	613,826.9	970,663.5	1,258.30				Average
		70+00.00	575	614,026.1	970,682.1	1,259.50				Average
		72+00.00	576	614,225.2	970,700.8	1,260.30				Average
		74+00.00	577	614,424.7	970,714.8	1,261.00				Average
		76+00.00	578	614,624.2	970,728.8	1,262.00				Average
		78+00.00	579	614,824.1	970,736.3	1,262.90				Average
		80+00.00	580	615,023.9	970,743.9	1,264.10				Average
		82+00.00	581	615,223.8	970,751.0	1,264.90				Average
		84+00.00	582	615,423.7	970,758.1	1,266.00				
EB_FR_2-2	24.0	point1464	1464	608,229.2	970,594.3	1,256.80				Average
		14+00.00	547	608,429.1	970,587.4	1,255.90				Average
		16+00.00	548	608,628.9	970,580.5	1,256.50				Average
		18+00.00	549	608,828.8	970,574.0	1,257.50				Average
		20+00.00	550	609,028.7	970,567.5	1,256.70				Average
		22+00.00	551	609,228.7	970,567.1	1,256.50				Average

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		24+00.00	552	609,428.7	970,566.8	1,256.40				Average	
		26+00.00	553	609,628.7	970,568.6	1,256.60				Average	
		28+00.00	554	609,828.7	970,570.5	1,257.20				Average	
		30+00.00	555	610,028.7	970,572.1	1,257.70				Average	
		32+00.00	556	610,228.7	970,573.8	1,258.00				Average	
		34+00.00	557	610,428.7	970,575.6	1,258.50				Average	
		36+00.00	558	610,628.7	970,577.5	1,258.40				Average	
		38+00.00	559	610,828.7	970,579.1	1,258.00				Average	
		40+00.00	560	611,028.7	970,580.7	1,257.80				Average	
		42+00.00	561	611,228.7	970,582.4	1,257.50				Average	
		44+00.00	562	611,428.7	970,584.2	1,257.10				Average	
		46+00.00	563	611,628.7	970,585.8	1,256.80				Average	
		48+00.00	564	611,828.6	970,587.4	1,256.00				Average	
		50+00.00	565	612,028.6	970,589.2	1,254.80				Average	
		52+00.00	566	612,228.6	970,591.1	1,254.90				Average	
		54+00.00	567	612,428.4	970,599.8	1,255.20					
EB_FR_4-2	24.0	point1465	1465	618,420.1	970,724.8	1,278.70				Average	
		116+00.00	598	618,619.7	970,737.1	1,279.50				Average	
		118+00.00	599	618,819.5	970,746.7	1,280.30				Average	
		120+00.00	600	619,019.2	970,756.3	1,281.90				Average	
		122+00.00	601	619,219.1	970,762.3	1,283.70				Average	
		124+00.00	602	619,419.0	970,768.2	1,285.50				Average	
		126+00.00	603	619,619.0	970,773.5	1,287.40				Average	
		128+00.00	604	619,818.9	970,778.8	1,289.20				Average	
		130+00.00	605	620,018.8	970,784.0	1,290.70				Average	
		132+00.00	606	620,218.8	970,789.2	1,292.30					
WB_FR_3-2	24.0	point1466	1466	617,518.8	971,124.0	1,274.20				Average	
		104+00.00	759	617,319.1	971,135.6	1,273.00				Average	
		102+00.00	758	617,119.1	971,139.5	1,272.20				Average	
		100+00.00	757	616,919.2	971,143.3	1,271.20				Average	
		98+00.00	756	616,719.2	971,141.1	1,270.10				Average	
		96+00.00	755	616,519.2	971,138.9	1,269.10				Average	
		94+00.00	754	616,319.2	971,136.8	1,268.10				Average	
		92+00.00	753	616,119.2	971,134.8	1,266.90				Average	
		90+00.00	752	615,919.2	971,132.7	1,266.20				Average	
		88+00.00	751	615,719.3	971,130.6	1,265.50				Average	
		86+00.00	750	615,519.3	971,128.6	1,264.10				Average	
		84+00.00	749	615,319.3	971,126.5	1,263.10					
WB_FR_2-2	24.0	point1467	1467	612,521.3	971,025.1	1,257.20				Average	
		54+00.00	734	612,321.3	971,021.5	1,255.40				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		52+00.00	733	612,121.4	971,018.0	1,256.10				Average	
		50+00.00	732	611,922.1	971,000.8	1,256.80				Average	
		48+00.00	731	611,722.8	970,983.6	1,257.60				Average	
		46+00.00	730	611,523.7	970,965.7	1,258.60				Average	
		44+00.00	729	611,324.5	970,947.7	1,259.20				Average	
		42+00.00	728	611,124.7	970,937.0	1,259.70				Average	
		40+00.00	727	610,925.0	970,926.3	1,260.70				Average	
		38+00.00	726	610,725.0	970,926.5	1,261.60				Average	
		36+00.00	725	610,525.0	970,926.8	1,262.20				Average	
		34+00.00	724	610,325.0	970,927.9	1,261.70				Average	
		32+00.00	723	610,125.0	970,929.1	1,261.40				Average	
		30+00.00	722	609,925.0	970,930.5	1,260.40				Average	
		28+00.00	721	609,725.0	970,931.8	1,259.90				Average	
		26+00.00	720	609,525.1	970,932.7	1,259.30				Average	
		24+00.00	719	609,325.1	970,933.6	1,258.50				Average	
		22+00.00	718	609,125.6	970,947.9	1,257.60				Average	
		20+00.00	717	608,926.1	970,962.2	1,257.30				Average	
		18+00.00	716	608,727.1	970,982.8	1,257.20				Average	
		16+00.00	715	608,528.2	971,003.5	1,257.70				Average	
		14+00.00	714	608,328.3	971,007.7	1,258.20				Average	
		point1501	1501	608,228.3	971,009.9	1,258.50					
EB_FR_1-2	24.0	point1471	1471	607,538.9	970,598.2	1,257.80				Average	
		6+00.00	543	607,648.6	970,597.8	1,259.10					
EB_FR_1-2	24.0	point1472	1472	607,129.4	970,589.6	1,252.35				Average	
		2+00.00	541	607,229.3	970,592.7	1,254.10				Average	
		4+00.00	542	607,429.2	970,598.7	1,256.50				Average	
		point1468	1468	607,538.9	970,598.2	1,257.80					
67thAve_EB_Offramp-2	24.0	point1475	1475	612,834.8	970,631.2	1,256.65				Average	
		51+58.78	879	612,914.0	970,635.2	1,256.90					
67thAve_EB_Offramp-2	24.0	point1476	1476	612,455.8	970,620.7	1,255.00				Average	
		48+00.00	380	612,555.7	970,617.7	1,255.40				Average	
		50+00.00	381	612,755.5	970,627.4	1,256.40				Average	
		point1473	1473	612,834.8	970,631.2	1,256.65					
EB_FR_2-2-2	24.0	point1477	1477	612,828.0	970,619.4	1,256.40				Average	
		point1348	1348	612,927.9	970,624.9	1,256.50					
EB_FR_2-2-2	24.0	point1479	1479	612,428.4	970,599.8	1,255.20				Average	
		point1478	1478	612,528.2	970,604.1	1,255.45				Average	
		56+00.00	568	612,628.2	970,608.5	1,255.70				Average	
		58+00.00	569	612,828.0	970,619.4	1,256.40					
59thAve_EB_Offramp-2	24.0	point1482	1482	617,712.0	970,702.0	1,276.30				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		48+00.00	904	617,812.0	970,704.5	1,277.30				Average
		48+62.51	905	617,874.5	970,706.1	1,277.70				
59thAve_EB_Offramp-2	24.0	point1483	1483	617,312.6	970,709.5	1,272.40				Average
		44+00.00	902	617,412.1	970,700.9	1,273.20				Average
		46+00.00	903	617,612.0	970,699.5	1,275.30				Average
		point1480	1480	617,712.0	970,702.0	1,276.30				
EB_FR_3-2-2	24.0	point1484	1484	617,821.0	970,692.4	1,277.20				Average
		point1354	1354	617,911.7	970,695.8	1,277.60				
EB_FR_3-2-2	24.0	point1485	1485	617,421.0	970,683.7	1,274.00				Average
		106+00.00	593	617,621.0	970,688.0	1,275.40				Average
		108+00.00	594	617,821.0	970,692.4	1,277.20				
59thAve_WB_Offramp-2	24.0	point1488	1488	618,548.5	971,116.2	1,279.45				Average
		0+00.00	1074	618,449.6	971,130.9	1,279.10				
59thAve_WB_Offramp-2	24.0	point1489	1489	618,946.4	971,077.6	1,280.50				Average
		4+00.00	1076	618,846.6	971,084.3	1,280.20				Average
		2+00.00	1075	618,647.4	971,101.7	1,279.80				Average
		point1486	1486	618,548.5	971,116.2	1,279.45				
WB_FR_4-2-2-2	24.0	point1492	1492	618,045.6	971,122.3	1,278.20				Average
		point1358	1358	617,972.8	971,120.4	1,278.20				
WB_FR_4-2-2-2	24.0	point1493	1493	618,418.0	971,137.1	1,278.90				Average
		114+00.00	764	618,318.1	971,132.9	1,278.80				Average
		112+00.00	763	618,118.3	971,124.3	1,278.20				Average
		point1357	1357	618,045.6	971,122.3	1,278.20				
WB_FR_3-2-2	24.0	point1494	1494	613,120.5	971,056.2	1,260.30				Average
		point1351	1351	613,020.6	971,051.5	1,260.05				
WB_FR_3-2-2	24.0	point1495	1495	613,520.1	971,074.4	1,261.40				Average
		64+00.00	739	613,320.3	971,065.7	1,261.40				Average
		62+00.00	738	613,120.5	971,056.2	1,260.30				
67thAve_WB_Offramp-2	24.0	point1497	1497	613,654.1	971,059.4	1,260.35				Average
		0+00.00	1051	613,554.9	971,071.7	1,261.40				
67thAve_WB_Offramp-2	24.0	point1499	1499	614,052.8	971,028.2	1,251.35				Average
		4+00.00	1053	613,953.0	971,034.9	1,254.40				Average
		2+00.00	1052	613,753.4	971,047.2	1,259.30				Average
		point1496	1496	613,654.1	971,059.4	1,260.35				
WB_FR_2-2-2	24.0	point1502	1502	607,828.4	971,018.4	1,260.35				Average
		8+00.00	711	607,728.4	971,020.5	1,260.90				
WB_FR_2-2-2	24.0	point1503	1503	608,228.3	971,009.9	1,258.50				Average
		12+00.00	713	608,128.3	971,012.0	1,258.80				Average
		10+00.00	712	607,928.3	971,016.2	1,259.80				Average
		point1500	1500	607,828.4	971,018.4	1,260.35				

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

75thAve_WB_Offramp-2	24.0	point1506	1506	607,854.2	971,005.9	1,260.30				Average	
		51+73.66	1050	607,767.4	971,007.8	1,260.60					
75thAve_WB_Offramp-2	24.0	point1507	1507	608,240.4	970,988.5	1,258.15				Average	
		48+00.00	1048	608,140.9	970,998.9	1,258.70				Average	
		50+00.00	1049	607,941.0	971,003.9	1,260.00				Average	
		point1504	1504	607,854.2	971,005.9	1,260.30					
75thAve_NB-2	40.0	point1509	1509	607,727.7	970,950.7	1,260.90	Signal	10.00	100	Average	Y
		14+07.68	1186	607,725.4	971,271.2	1,261.40					
75thAve_SB	40.0	0+00.00	1179	607,669.6	971,259.2	1,261.50	Signal	10.00	100	Average	
		0+97.43	1180	607,668.2	971,081.4	1,261.20				Average	
		point1340	1340	607,667.1	970,934.4	1,260.77				Average	Y
		point1508	1508	607,665.9	970,787.3	1,260.33				Average	Y
		5+38.56	1181	607,664.8	970,640.3	1,259.90					
75thAve_SB-2	40.0	point1510	1510	607,664.8	970,640.3	1,259.90	Signal	10.00	100	Average	Y
		6+76.74	1182	607,665.0	970,371.9	1,259.30					
67thAve_NB-2	40.0	point1511	1511	613,006.8	970,959.9	1,259.38	Signal	10.00	100	Average	Y
		12+55.59	1195	613,006.7	971,085.0	1,260.30				Average	
		13+69.49	1196	613,004.7	971,284.5	1,260.70					
67thAve_SB-2	40.0	point1512	1512	612,953.0	970,740.4	1,257.88	Signal	10.00	100	Average	Y
		5+71.19	1191	612,953.0	970,622.6	1,257.00				Average	
		6+55.46	1192	612,953.3	970,402.4	1,256.10					
59thAve_SB-2	40.0	point1513	1513	617,919.4	970,768.1	1,274.70	Signal	10.00	100	Average	Y
		6+43.71	1202	617,925.5	970,515.9	1,277.50					
59thAve_NB-2	40.0	point1514	1514	617,965.1	971,053.4	1,278.70	Signal	10.00	100	Average	Y
		13+52.37	1206	617,958.4	971,346.4	1,277.00					

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

AZTEC		6 October 2020										
AZTEC		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17										
RUN:		SR101 GPL, 75th Ave to I-17, Build S1										
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
SR101_EB_L1_1	930+01.22	1	3521	70	354	70	88	70	0	0	0	0
	934+03.08	2	3521	70	354	70	88	70	0	0	0	0
	938+04.92	3	3521	70	354	70	88	70	0	0	0	0
	942+06.76	4	3521	70	354	70	88	70	0	0	0	0
	946+08.44	5	3521	70	354	70	88	70	0	0	0	0
	950+08.78	6	3521	70	354	70	88	70	0	0	0	0
	954+08.78	7	3521	70	354	70	88	70	0	0	0	0
	958+08.78	8	3521	70	354	70	88	70	0	0	0	0
	962+08.60	9										
SR101_EB_L2_1	930+01.23	95	3521	70	354	70	88	70	0	0	0	0
	934+05.21	96	3521	70	354	70	88	70	0	0	0	0
	938+09.18	97	3521	70	354	70	88	70	0	0	0	0
	942+13.14	98	3521	70	354	70	88	70	0	0	0	0
	946+16.74	99	3521	70	354	70	88	70	0	0	0	0
	950+17.41	100	3521	70	354	70	88	70	0	0	0	0
	954+17.41	101	3521	70	354	70	88	70	0	0	0	0
	958+17.41	102	3521	70	354	70	88	70	0	0	0	0
	962+17.02	103										
75thAve_EB_Onramp	0+00.00	361	1552	50	106	50	15	50	0	0	0	0
	2+00.00	362	1552	50	106	50	15	50	0	0	0	0
	4+00.00	363	1552	50	106	50	15	50	0	0	0	0
	6+00.00	364	1552	50	106	50	15	50	0	0	0	0
	8+00.00	365	1552	50	106	50	15	50	0	0	0	0
	10+00.00	366	1552	50	106	50	15	50	0	0	0	0
	12+00.00	367	1552	50	106	50	15	50	0	0	0	0

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	14+00.00	368	1552	50	106	50	15	50	0	0	0	0
	16+00.00	369	1552	50	106	50	15	50	0	0	0	0
	18+00.00	370										
EB_FR_1	0+00.00	540	478	50	15	50	2	50	0	0	0	0
	point1470	1470										
67thAve_EB_Onramp	0+00.00	880	1501	50	72	50	12	50	0	0	0	0
	2+00.00	881	1501	50	72	50	12	50	0	0	0	0
	4+00.00	882	1501	50	72	50	12	50	0	0	0	0
	6+00.00	883	1501	50	72	50	12	50	0	0	0	0
	8+00.00	884	1501	50	72	50	12	50	0	0	0	0
	10+00.00	885	1501	50	72	50	12	50	0	0	0	0
	12+00.00	886	1501	50	72	50	12	50	0	0	0	0
	14+00.00	887	1501	50	72	50	12	50	0	0	0	0
	16+00.00	888	1501	50	72	50	12	50	0	0	0	0
	18+00.00	889										
59thAve_EB_Onramp	0+00.00	906	1075	50	49	50	8	50	0	0	0	0
	2+00.00	907	1075	50	49	50	8	50	0	0	0	0
	4+00.00	908	1075	50	49	50	8	50	0	0	0	0
	6+00.00	909	1075	50	49	50	8	50	0	0	0	0
	8+00.00	910	1075	50	49	50	8	50	0	0	0	0
	10+00.00	911	1075	50	49	50	8	50	0	0	0	0
	12+00.00	912	1075	50	49	50	8	50	0	0	0	0
	14+00.00	913	1075	50	49	50	8	50	0	0	0	0
	16+00.00	914	1075	50	49	50	8	50	0	0	0	0
	18+00.00	915	1075	50	49	50	8	50	0	0	0	0
	20+00.00	916										
67thAve_WB_Onramp	0+00.00	1023	557	50	34	50	4	50	0	0	0	0
	2+00.00	1024	557	50	34	50	4	50	0	0	0	0
	4+00.00	1025	557	50	34	50	4	50	0	0	0	0
	6+00.00	1026	557	50	34	50	4	50	0	0	0	0
	8+00.00	1027	557	50	34	50	4	50	0	0	0	0
	10+00.00	1028	557	50	34	50	4	50	0	0	0	0
	12+00.00	1029	557	50	34	50	4	50	0	0	0	0
	14+00.00	1030	557	50	34	50	4	50	0	0	0	0
	16+00.00	1031	557	50	34	50	4	50	0	0	0	0
	18+00.00	1032										
59thAve_WB_Onramp	43+17.17	1073	791	50	41	50	6	50	0	0	0	0

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	42+00.00	1072	791	50	41	50	6	50	0	0	0	0
	40+00.00	1071	791	50	41	50	6	50	0	0	0	0
	38+00.00	1070	791	50	41	50	6	50	0	0	0	0
	36+00.00	1069	791	50	41	50	6	50	0	0	0	0
	34+00.00	1068	791	50	41	50	6	50	0	0	0	0
	32+00.00	1067	791	50	41	50	6	50	0	0	0	0
	30+00.00	1066	791	50	41	50	6	50	0	0	0	0
	28+00.00	1065	791	50	41	50	6	50	0	0	0	0
	26+00.00	1064										
75thAve_NB	point1188	1188	836	50	20	50	4	50	0	0	0	0
	7+63.04	1184	836	50	20	50	4	50	0	0	0	0
	point1338	1338	836	50	20	50	4	50	0	0	0	0
	point1339	1339	836	50	20	50	4	50	0	0	0	0
	11+81.39	1185										
67thAve_SB	0+00.00	1189	1826	50	70	50	5	50	0	0	0	0
	1+00.09	1190	1826	50	70	50	5	50	0	0	0	0
	point1334	1334	1826	50	70	50	5	50	0	0	0	0
	point1198	1198	1826	50	70	50	5	50	0	0	0	0
	point1335	1335										
59thAve_SB	0+00.00	1199	1053	50	48	50	5	50	0	0	0	0
	0+71.19	1200	1053	50	48	50	5	50	0	0	0	0
	point1333	1333	1053	50	48	50	5	50	0	0	0	0
	4+66.83	1201										
67thAve_NB	point1270	1270	1305	50	44	50	6	50	0	0	0	0
	7+55.25	1194	1305	50	44	50	6	50	0	0	0	0
	point1337	1337	1305	50	44	50	6	50	0	0	0	0
	point1197	1197	1305	50	44	50	6	50	0	0	0	0
	point1336	1336										
59thAve_NB	point1272	1272	1587	50	47	50	8	50	0	0	0	0
	7+61.38	1204	1587	50	47	50	8	50	0	0	0	0
	point1332	1332	1587	50	47	50	8	50	0	0	0	0
	11+67.95	1205										
SR101_EB_L3	point1275	1275	2865	70	271	70	64	70	0	0	0	0
	20+00.00	371	2865	70	271	70	64	70	0	0	0	0
	22+00.00	372	2865	70	271	70	64	70	0	0	0	0
	24+00.00	373	2865	70	271	70	64	70	0	0	0	0
	26+00.00	374	2865	70	271	70	64	70	0	0	0	0

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	28+00.00	375	2865	70	271	70	64	70	0	0	0	0
	30+00.00	878	2865	70	271	70	64	70	0	0	0	0
	32+00.00	877	2865	70	271	70	64	70	0	0	0	0
	34+00.00	876										
75thAve_WB_Offramp	point1276	1276	1927	50	136	50	16	50	0	0	0	0
	36+00.00	1042	1927	50	136	50	16	50	0	0	0	0
	38+00.00	1043	1927	50	136	50	16	50	0	0	0	0
	40+00.00	1044	1927	50	136	50	16	50	0	0	0	0
	42+00.00	1045	1927	50	136	50	16	50	0	0	0	0
	44+00.00	1046	1927	50	136	50	16	50	0	0	0	0
	46+00.00	1047	1927	50	136	50	16	50	0	0	0	0
	point1505	1505										
SR101_WB_L3	point1277	1277	2990	70	293	70	61	70	0	0	0	0
	20+00.00	1033	2990	70	293	70	61	70	0	0	0	0
	22+00.00	1034	2990	70	293	70	61	70	0	0	0	0
	24+00.00	1035	2990	70	293	70	61	70	0	0	0	0
	26+00.00	1036	2990	70	293	70	61	70	0	0	0	0
	28+00.00	1037	2990	70	293	70	61	70	0	0	0	0
	30+00.00	1038	2990	70	293	70	61	70	0	0	0	0
	32+00.00	1040	2990	70	293	70	61	70	0	0	0	0
	34+00.00	1041										
67thAve_EB_Offramp	point1278	1278	610	50	36	50	4	50	0	0	0	0
	36+00.00	875	610	50	36	50	4	50	0	0	0	0
	38+00.00	874	610	50	36	50	4	50	0	0	0	0
	40+00.00	376	610	50	36	50	4	50	0	0	0	0
	42+00.00	377	610	50	36	50	4	50	0	0	0	0
	44+00.00	378	610	50	36	50	4	50	0	0	0	0
	46+00.00	379	610	50	36	50	4	50	0	0	0	0
	point1474	1474										
67thAve_WB_Offramp	point1279	1279	1500	50	73	50	11	50	0	0	0	0
	10+00.00	1056	1500	50	73	50	11	50	0	0	0	0
	8+00.00	1055	1500	50	73	50	11	50	0	0	0	0
	6+00.00	1054	1500	50	73	50	11	50	0	0	0	0
	point1498	1498										
SR101_EB_L3_2	point1280	1280	3162	70	283	70	66	70	0	0	0	0
	20+00.00	890	3162	70	283	70	66	70	0	0	0	0
	22+00.00	891	3162	70	283	70	66	70	0	0	0	0

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	24+00.00	892	3162	70	283	70	66	70	0	0	0	0
	26+00.00	893	3162	70	283	70	66	70	0	0	0	0
	28+00.00	894	3162	70	283	70	66	70	0	0	0	0
	30+00.00	895										
SR101_WB_L3_2	point1281	1281	3305	70	306	70	63	70	0	0	0	0
	24+00.00	1063	3305	70	306	70	63	70	0	0	0	0
	22+00.00	1062	3305	70	306	70	63	70	0	0	0	0
	20+00.00	1061	3305	70	306	70	63	70	0	0	0	0
	18+00.00	1060	3305	70	306	70	63	70	0	0	0	0
	16+00.00	1059	3305	70	306	70	63	70	0	0	0	0
	14+00.00	1058	3305	70	306	70	63	70	0	0	0	0
	12+00.00	1057										
59thAve_EB_Offramp	point1282	1282	638	50	36	50	5	50	0	0	0	0
	32+00.00	896	638	50	36	50	5	50	0	0	0	0
	34+00.00	897	638	50	36	50	5	50	0	0	0	0
	36+00.00	898	638	50	36	50	5	50	0	0	0	0
	38+00.00	899	638	50	36	50	5	50	0	0	0	0
	40+00.00	900	638	50	36	50	5	50	0	0	0	0
	42+00.00	901	638	50	36	50	5	50	0	0	0	0
	point1481	1481										
59thAve_WB_Offramp	point1283	1283	963	50	38	50	6	50	0	0	0	0
	14+00.00	1081	963	50	38	50	6	50	0	0	0	0
	12+00.00	1080	963	50	38	50	6	50	0	0	0	0
	10+00.00	1079	963	50	38	50	6	50	0	0	0	0
	8+00.00	1078	963	50	38	50	6	50	0	0	0	0
	6+00.00	1077	963	50	38	50	6	50	0	0	0	0
	point1487	1487										
SR101_EB_L3_3	point1284	1284	3308	70	288	70	68	70	0	0	0	0
	22+00.00	917	3308	70	288	70	68	70	0	0	0	0
	24+00.00	918										
EB_FR_2	point1344	1344	236	50	4	50	1	50	0	0	0	0
	8+00.00	544	236	50	4	50	1	50	0	0	0	0
	10+00.00	545	236	50	4	50	1	50	0	0	0	0
	12+00.00	546										
WB_FR_1	point1347	1347	1121	50	46	50	4	50	0	0	0	0
	6+00.00	710	1121	50	46	50	4	50	0	0	0	0
	4+00.00	709	1121	50	46	50	4	50	0	0	0	0

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	2+00.00	708	1121	50	46	50	4	50	0	0	0	0
	0+00.00	707										
EB_FR_3	point1350	1350	657	50	11	50	2	50	0	0	0	0
	62+00.00	571	657	50	11	50	2	50	0	0	0	0
	64+00.00	572										
WB_FR_2	point1353	1353	401	50	5	50	1	50	0	0	0	0
	58+00.00	736	401	50	5	50	1	50	0	0	0	0
	56+00.00	735										
EB_FR_4	point1356	1356	559	50	12	50	3	50	0	0	0	0
	112+00.00	596	559	50	12	50	3	50	0	0	0	0
	114+00.00	597										
WB_FR_3	point1360	1360	229	50	4	50	1	50	0	0	0	0
	108+00.00	761	229	50	4	50	1	50	0	0	0	0
	106+00.00	760										
SR101_EB_L2_2	point1392	1392	2865	70	271	70	64	70	0	0	0	0
	966+16.24	104	2865	70	271	70	64	70	0	0	0	0
	970+15.45	105	2865	70	271	70	64	70	0	0	0	0
	974+14.66	106	2865	70	271	70	64	70	0	0	0	0
	978+13.88	107										
SR101_EB_L1_2	point1393	1393	2865	70	271	70	64	70	0	0	0	0
	966+08.24	10	2865	70	271	70	64	70	0	0	0	0
	970+07.87	11	2865	70	271	70	64	70	0	0	0	0
	974+07.50	12	2865	70	271	70	64	70	0	0	0	0
	978+07.13	13										
SR101_EB_L2_3	point1394	1394	3992	70	389	70	93	70	0	0	0	0
	982+13.53	108	3992	70	389	70	93	70	0	0	0	0
	986+13.53	109	3992	70	389	70	93	70	0	0	0	0
	990+13.53	110	3992	70	389	70	93	70	0	0	0	0
	994+13.53	111	3992	70	389	70	93	70	0	0	0	0
	998+13.53	112	3992	70	389	70	93	70	0	0	0	0
	1002+13.53	113	3992	70	389	70	93	70	0	0	0	0
	1006+13.53	114	3992	70	389	70	93	70	0	0	0	0
	1010+13.53	115	3992	70	389	70	93	70	0	0	0	0
	1014+13.77	116										
SR101_EB_L1_3	point1395	1395	3992	70	389	70	93	70	0	0	0	0
	982+06.96	14	3992	70	389	70	93	70	0	0	0	0
	986+06.96	15	3992	70	389	70	93	70	0	0	0	0

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	990+06.96	16	3992	70	389	70	93	70	0	0	0	0
	994+06.96	17	3992	70	389	70	93	70	0	0	0	0
	998+06.96	18	3992	70	389	70	93	70	0	0	0	0
	1002+06.96	19	3992	70	389	70	93	70	0	0	0	0
	1006+06.96	20	3992	70	389	70	93	70	0	0	0	0
	1010+06.96	21	3992	70	389	70	93	70	0	0	0	0
	1014+07.06	22										
SR101_EB_L2_4	point1396	1396	3162	70	283	70	66	70	0	0	0	0
	1018+14.56	117	3162	70	283	70	66	70	0	0	0	0
	1022+15.35	118	3162	70	283	70	66	70	0	0	0	0
	1026+16.14	119										
SR101_EB_L1_4	point1397	1397	3162	70	283	70	66	70	0	0	0	0
	1018+07.43	23	3162	70	283	70	66	70	0	0	0	0
	1022+07.80	24	3162	70	283	70	66	70	0	0	0	0
	1026+08.17	25										
SR101_EB_L2_5	point1398	1398	4424	70	407	70	97	70	0	0	0	0
	1030+16.86	120	4424	70	407	70	97	70	0	0	0	0
	1034+16.86	121	4424	70	407	70	97	70	0	0	0	0
	1038+16.82	122	4424	70	407	70	97	70	0	0	0	0
	1042+16.03	123	4424	70	407	70	97	70	0	0	0	0
	1046+15.25	124	4424	70	407	70	97	70	0	0	0	0
	1050+14.46	125	4424	70	407	70	97	70	0	0	0	0
	1054+13.98	126	4424	70	407	70	97	70	0	0	0	0
	1058+13.98	127	4424	70	407	70	97	70	0	0	0	0
	1062+14.70	128	4424	70	407	70	97	70	0	0	0	0
	1066+15.49	129										
SR101_EB_L1_5	point1399	1399	4424	70	407	70	97	70	0	0	0	0
	1030+08.52	26	4424	70	407	70	97	70	0	0	0	0
	1034+08.52	27	4424	70	407	70	97	70	0	0	0	0
	1038+08.51	28	4424	70	407	70	97	70	0	0	0	0
	1042+08.14	29	4424	70	407	70	97	70	0	0	0	0
	1046+07.77	30	119	70	407	70	97	70	0	0	0	0
	1050+07.40	31	4424	70	407	70	97	70	0	0	0	0
	1054+07.17	32	4424	70	407	70	97	70	0	0	0	0
	1058+07.17	33	4424	70	407	70	97	70	0	0	0	0
	1062+07.50	34	4424	70	407	70	97	70	0	0	0	0
	1066+07.87	35										

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SR101_EB_L2_6	point1400	1400	3308	70	288	70	68	70	0	0	0	0
	1070+15.60	130										
SR101_EB_L1_6	point1401	1401	3308	70	288	70	68	70	0	0	0	0
	1070+07.93	36										
SR101_WB_L2_5	point1420	1420	4561	70	438	70	92	70	0	0	0	0
	1061+25.17	308	4561	70	438	70	92	70	0	0	0	0
	1057+25.75	307	4561	70	438	70	92	70	0	0	0	0
	1053+25.75	306	4561	70	438	70	92	70	0	0	0	0
	1049+25.04	305	4561	70	438	70	92	70	0	0	0	0
	1045+24.19	304	4561	70	438	70	92	70	0	0	0	0
	1041+23.33	303	4561	70	438	70	92	70	0	0	0	0
	1037+22.64	302	4561	70	438	70	92	70	0	0	0	0
	1033+22.64	301	4561	70	438	70	92	70	0	0	0	0
	1029+22.76	300	4561	70	438	70	92	70	0	0	0	0
	1027+23	1422										
SR101_WB_L1_5	point1421	1421	4561	70	438	70	92	70	0	0	0	0
	1061+32.58	222	4561	70	438	70	92	70	0	0	0	0
	1057+32.89	221	4561	70	438	70	92	70	0	0	0	0
	1053+32.89	220	4561	70	438	70	92	70	0	0	0	0
	1049+32.53	219	4561	70	438	70	92	70	0	0	0	0
	1045+32.10	218	4561	70	438	70	92	70	0	0	0	0
	1041+31.66	217	4561	70	438	70	92	70	0	0	0	0
	1037+31.30	216	4561	70	438	70	92	70	0	0	0	0
	1033+31.30	215	4561	70	438	70	92	70	0	0	0	0
	1029+31.36	214	4561	70	438	70	92	70	0	0	0	0
	1027+31	1423										
SR101_WB_L2_4	point1424	1424	3305	70	306	70	63	70	0	0	0	0
	1025+23.62	299	3305	70	306	70	63	70	0	0	0	0
	1021+24.47	298	3305	70	306	70	63	70	0	0	0	0
	1017+25.32	297	3305	70	306	70	63	70	0	0	0	0
	1013+26.17	296										
SR101_WB_L1_4	point1425	1425	3305	70	306	70	63	70	0	0	0	0
	1025+31.79	213	3305	70	306	70	63	70	0	0	0	0
	1021+32.22	212	3305	70	306	70	63	70	0	0	0	0
	1017+32.66	211	3305	70	306	70	63	70	0	0	0	0
	1013+33.09	210										
SR101_WB_L2_3	point1426	1426	4207	70	422	70	89	70	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	1009+26.24	295	4207	70	422	70	89	70	0	0	0	0
	1005+26.24	294	4207	70	422	70	89	70	0	0	0	0
	1001+26.24	293	4207	70	422	70	89	70	0	0	0	0
	997+26.24	292	4207	70	422	70	89	70	0	0	0	0
	993+26.24	291	4207	70	422	70	89	70	0	0	0	0
	989+26.24	290	4207	70	422	70	89	70	0	0	0	0
	985+26.24	289	4207	70	422	70	89	70	0	0	0	0
	981+26.24	288	4207	70	422	70	89	70	0	0	0	0
	977+25.68	287										
SR101_WB_L1_3	point1427	1427	4207	70	422	70	89	70	0	0	0	0
	1009+33.14	209	4207	70	422	70	89	70	0	0	0	0
	1005+33.14	208	4207	70	422	70	89	70	0	0	0	0
	1001+33.14	207	4207	70	422	70	89	70	0	0	0	0
	997+33.14	206	4207	70	422	70	89	70	0	0	0	0
	993+33.14	205	4207	70	422	70	89	70	0	0	0	0
	989+33.14	204	4207	70	422	70	89	70	0	0	0	0
	985+33.14	203	4207	70	422	70	89	70	0	0	0	0
	981+33.14	202	4207	70	422	70	89	70	0	0	0	0
	977+32.86	201										
SR101_WB_L2_2	point1428	1428	2990	70	293	70	61	70	0	0	0	0
	973+24.82	286	2990	70	293	70	61	70	0	0	0	0
	969+23.97	285	2990	70	293	70	61	70	0	0	0	0
	965+23.11	284	2990	70	293	70	61	70	0	0	0	0
	961+22.26	283										
SR101_WB_L1_2	point1429	1429	2990	70	293	70	61	70	0	0	0	0
	973+32.42	200	2990	70	293	70	61	70	0	0	0	0
	969+31.99	199	2990	70	293	70	61	70	0	0	0	0
	965+31.55	198	2990	70	293	70	61	70	0	0	0	0
	961+31.12	197										
SR101_WB_L2_1	point1430	1430	3522	70	371	70	84	70	0	0	0	0
	957+22.04	282	3522	70	371	70	84	70	0	0	0	0
	953+22.04	281	3522	70	371	70	84	70	0	0	0	0
	949+22.04	280	3522	70	371	70	84	70	0	0	0	0
	945+23.50	279	3522	70	371	70	84	70	0	0	0	0
	941+28.10	278	3522	70	371	70	84	70	0	0	0	0
	937+34.22	277	3522	70	371	70	84	70	0	0	0	0
	933+41.68	276	3522	70	371	70	84	70	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	929+49.94	275										
SR101_WB_L1_1	point1431	1431	3522	70	371	70	84	70	0	0	0	0
	957+31.00	196	3522	70	371	70	84	70	0	0	0	0
	953+31.00	195	3522	70	371	70	84	70	0	0	0	0
	949+31.00	194	3522	70	371	70	84	70	0	0	0	0
	945+31.71	193	3522	70	371	70	84	70	0	0	0	0
	941+34.13	192	3522	70	371	70	84	70	0	0	0	0
	937+38.37	191	3522	70	371	70	84	70	0	0	0	0
	933+43.80	190	3522	70	371	70	84	70	0	0	0	0
	929+49.97	189										
WB_FR_3-2	point1432	1432	271	50	6	50	1	50	0	0	0	0
	82+00.00	748	271	50	6	50	1	50	0	0	0	0
	80+00.00	747	271	50	6	50	1	50	0	0	0	0
	78+00.00	746	271	50	6	50	1	50	0	0	0	0
	76+00.00	745	271	50	6	50	1	50	0	0	0	0
	74+00.00	744	271	50	6	50	1	50	0	0	0	0
	72+00.00	743	271	50	6	50	1	50	0	0	0	0
	70+00.00	742	271	50	6	50	1	50	0	0	0	0
	68+00.00	741	271	50	6	50	1	50	0	0	0	0
	66+00.00	740										
EB_FR_3-2	point1433	1433	370	50	6	50	1	50	0	0	0	0
	86+00.00	583	370	50	6	50	1	50	0	0	0	0
	88+00.00	584	370	50	6	50	1	50	0	0	0	0
	90+00.00	585	370	50	6	50	1	50	0	0	0	0
	92+00.00	586	370	50	6	50	1	50	0	0	0	0
	94+00.00	587	370	50	6	50	1	50	0	0	0	0
	96+00.00	588	370	50	6	50	1	50	0	0	0	0
	98+00.00	589	370	50	6	50	1	50	0	0	0	0
	100+00.00	590	370	50	6	50	1	50	0	0	0	0
	102+00.00	591	370	50	6	50	1	50	0	0	0	0
	104+00.00	592										
EB_FR_4-2	point1434	1434	164	50	5	50	1	50	0	0	0	0
	134+00.00	607										
SR101_WB_L3_3-2	point1455	1455	3362	70	305	70	63	70	0	0	0	0
	16+00.00	1082										
SR101_WB_L2_6-2	point1456	1456	3362	70	305	70	63	70	0	0	0	0
	1065+24.31	309										

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

SR101_WB_L1_6-2	point1457	1457	3362	70	305	70	63	70	0	0	0	0
	1065+32.15	223										
WB_FR_4-2-2	point1462	1462	414	50	14	50	1	50	0	0	0	0
	130+00.00	772	414	50	14	50	1	50	0	0	0	0
	128+00.00	771	414	50	14	50	1	50	0	0	0	0
	126+00.00	770	414	50	14	50	1	50	0	0	0	0
	124+00.00	769	414	50	14	50	1	50	0	0	0	0
	122+00.00	768	414	50	14	50	1	50	0	0	0	0
	120+00.00	767	414	50	14	50	1	50	0	0	0	0
	118+00.00	766	414	50	14	50	1	50	0	0	0	0
	116+00.00	765	414	50	14	50	1	50	0	0	0	0
	point1491	1491										
EB_FR_3-2	point1463	1463	657	50	11	50	2	50	0	0	0	0
	66+00.00	573	657	50	11	50	2	50	0	0	0	0
	68+00.00	574	657	50	11	50	2	50	0	0	0	0
	70+00.00	575	657	50	11	50	2	50	0	0	0	0
	72+00.00	576	657	50	11	50	2	50	0	0	0	0
	74+00.00	577	657	50	11	50	2	50	0	0	0	0
	76+00.00	578	657	50	11	50	2	50	0	0	0	0
	78+00.00	579	657	50	11	50	2	50	0	0	0	0
	80+00.00	580	657	50	11	50	2	50	0	0	0	0
	82+00.00	581	657	50	11	50	2	50	0	0	0	0
	84+00.00	582										
EB_FR_2-2	point1464	1464	236	50	4	50	1	50	0	0	0	0
	14+00.00	547	236	50	4	50	1	50	0	0	0	0
	16+00.00	548	236	50	4	50	1	50	0	0	0	0
	18+00.00	549	236	50	4	50	1	50	0	0	0	0
	20+00.00	550	236	50	4	50	1	50	0	0	0	0
	22+00.00	551	236	50	4	50	1	50	0	0	0	0
	24+00.00	552	236	50	4	50	1	50	0	0	0	0
	26+00.00	553	236	50	4	50	1	50	0	0	0	0
	28+00.00	554	236	50	4	50	1	50	0	0	0	0
	30+00.00	555	236	50	4	50	1	50	0	0	0	0
	32+00.00	556	236	50	4	50	1	50	0	0	0	0
	34+00.00	557	236	50	4	50	1	50	0	0	0	0
	36+00.00	558	236	50	4	50	1	50	0	0	0	0
	38+00.00	559	236	50	4	50	1	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	40+00.00	560	236	0	4	50	1	50	0	0	0	0
	42+00.00	561	236	50	4	50	1	50	0	0	0	0
	44+00.00	562	236	50	4	50	1	50	0	0	0	0
	46+00.00	563	236	50	4	50	1	50	0	0	0	0
	48+00.00	564	236	50	4	50	1	50	0	0	0	0
	50+00.00	565	236	50	4	50	1	50	0	0	0	0
	52+00.00	566	236	50	4	50	1	50	0	0	0	0
	54+00.00	567										
EB_FR_4-2	point1465	1465	559	50	12	50	3	50	0	0	0	0
	116+00.00	598	559	50	12	50	3	50	0	0	0	0
	118+00.00	599	559	50	12	50	3	50	0	0	0	0
	120+00.00	600	559	50	12	50	3	50	0	0	0	0
	122+00.00	601	559	50	12	50	3	50	0	0	0	0
	124+00.00	602	559	50	12	50	3	50	0	0	0	0
	126+00.00	603	559	50	12	50	3	50	0	0	0	0
	128+00.00	604	559	50	12	50	3	50	0	0	0	0
	130+00.00	605	559	50	12	50	3	50	0	0	0	0
	132+00.00	606										
WB_FR_3-2	point1466	1466	229	50	4	50	1	50	0	0	0	0
	104+00.00	759	229	50	4	50	1	50	0	0	0	0
	102+00.00	758	229	50	4	50	1	50	0	0	0	0
	100+00.00	757	229	50	4	50	1	50	0	0	0	0
	98+00.00	756	229	50	4	50	1	50	0	0	0	0
	96+00.00	755	229	50	4	50	1	50	0	0	0	0
	94+00.00	754	229	50	4	50	1	50	0	0	0	0
	92+00.00	753	229	50	4	50	1	50	0	0	0	0
	90+00.00	752	229	50	4	50	1	50	0	0	0	0
	88+00.00	751	229	50	4	50	1	50	0	0	0	0
	86+00.00	750	229	50	4	50	1	50	0	0	0	0
	84+00.00	749										
WB_FR_2-2	point1467	1467	401	50	5	50	1	50	0	0	0	0
	54+00.00	734	401	50	5	50	1	50	0	0	0	0
	52+00.00	733	401	50	5	50	1	50	0	0	0	0
	50+00.00	732	401	50	5	50	1	50	0	0	0	0
	48+00.00	731	401	50	5	50	1	50	0	0	0	0
	46+00.00	730	401	50	5	50	1	50	0	0	0	0
	44+00.00	729	401	50	5	50	1	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	42+00.00	728	401	50	5	50	1	50	0	0	0	0
	40+00.00	727	401	50	5	50	1	50	0	0	0	0
	38+00.00	726	401	50	5	50	1	50	0	0	0	0
	36+00.00	725	401	50	5	50	1	50	0	0	0	0
	34+00.00	724	401	50	5	50	1	50	0	0	0	0
	32+00.00	723	401	50	5	50	1	50	0	0	0	0
	30+00.00	722	401	50	5	50	1	50	0	0	0	0
	28+00.00	721	401	50	5	50	1	50	0	0	0	0
	26+00.00	720	401	50	5	50	1	50	0	0	0	0
	24+00.00	719	401	50	5	50	1	50	0	0	0	0
	22+00.00	718	401	50	5	50	1	50	0	0	0	0
	20+00.00	717	401	50	5	50	1	50	0	0	0	0
	18+00.00	716	401	50	5	50	1	50	0	0	0	0
	16+00.00	715	401	50	5	50	1	50	0	0	0	0
	14+00.00	714	401	50	5	50	1	50	0	0	0	0
	point1501	1501										
EB_FR_1-2	point1471	1471	478	18	15	13	2	10	0	0	0	0
	6+00.00	543										
EB_FR_1-2	point1472	1472	478	38	15	34	2	31	0	0	0	0
	2+00.00	541	478	38	15	34	2	31	0	0	0	0
	4+00.00	542	478	38	15	34	2	31	0	0	0	0
	point1468	1468										
67thAve_EB_Offramp-2	point1475	1475	610	18	36	13	4	10	0	0	0	0
	51+58.78	879										
67thAve_EB_Offramp-2	point1476	1476	610	38	36	34	4	31	0	0	0	0
	48+00.00	380	610	38	36	34	4	31	0	0	0	0
	50+00.00	381	610	38	36	34	4	31	0	0	0	0
	point1473	1473										
EB_FR_2-2-2	point1477	1477	236	18	4	13	1	10	0	0	0	0
	point1348	1348										
EB_FR_2-2-2	point1479	1479	236	38	4	34	1	31	0	0	0	0
	point1478	1478	236	38	4	34	1	31	0	0	0	0
	56+00.00	568	236	38	4	34	1	31	0	0	0	0
	58+00.00	569										
59thAve_EB_Offramp-2	point1482	1482	638	18	36	13	5	10	0	0	0	0
	48+00.00	904	638	18	36	13	5	10	0	0	0	0
	48+62.51	905										

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

59thAve_EB_Offramp-2	point1483	1483	638	38	36	34	5	31	0	0	0	0
	44+00.00	902	638	38	36	34	5	31	0	0	0	0
	46+00.00	903	638	38	36	34	5	31	0	0	0	0
	point1480	1480										
EB_FR_3-2-2	point1484	1484	370	18	6	13	1	10	0	0	0	0
	point1354	1354										
EB_FR_3-2-2	point1485	1485	370	38	6	34	1	31	0	0	0	0
	106+00.00	593	370	38	6	34	1	31	0	0	0	0
	108+00.00	594										
59thAve_WB_Offramp-2	point1488	1488	963	18	38	13	6	10	0	0	0	0
	0+00.00	1074										
59thAve_WB_Offramp-2	point1489	1489	963	38	38	34	6	31	0	0	0	0
	4+00.00	1076	963	38	38	34	6	31	0	0	0	0
	2+00.00	1075	963	38	38	34	6	31	0	0	0	0
	point1486	1486										
WB_FR_4-2-2-2	point1492	1492	414	18	14	13	1	10	0	0	0	0
	point1358	1358										
WB_FR_4-2-2-2	point1493	1493	414	38	14	34	1	31	0	0	0	0
	114+00.00	764	414	38	14	34	1	31	0	0	0	0
	112+00.00	763	414	38	14	34	1	31	0	0	0	0
	point1357	1357										
WB_FR_3-2-2	point1494	1494	271	18	6	13	1	10	0	0	0	0
	point1351	1351										
WB_FR_3-2-2	point1495	1495	271	38	6	34	1	31	0	0	0	0
	64+00.00	739	271	38	6	34	1	31	0	0	0	0
	62+00.00	738										
67thAve_WB_Offramp-2	point1497	1497	1500	18	73	13	11	10	0	0	0	0
	0+00.00	1051										
67thAve_WB_Offramp-2	point1499	1499	1500	38	73	34	11	31	0	0	0	0
	4+00.00	1053	1500	38	73	34	11	31	0	0	0	0
	2+00.00	1052	1500	38	73	34	11	31	0	0	0	0
	point1496	1496										
WB_FR_2-2-2	point1502	1502	401	18	5	13	1	10	0	0	0	0
	8+00.00	711										
WB_FR_2-2-2	point1503	1503	401	38	5	34	1	31	0	0	0	0
	12+00.00	713	401	38	5	34	1	31	0	0	0	0
	10+00.00	712	401	38	5	34	1	31	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	point1500	1500										
75thAve_WB_Offramp-2	point1506	1506	1927	18	136	13	16	10	0	0	0	0
	51+73.66	1050										
75thAve_WB_Offramp-2	point1507	1507	1927	38	136	34	16	31	0	0	0	0
	48+00.00	1048	1927	38	136	34	16	31	0	0	0	0
	50+00.00	1049	1927	38	136	34	16	31	0	0	0	0
	point1504	1504										
75thAve_NB-2	point1509	1509	1828	50	76	50	6	50	0	0	0	0
	14+07.68	1186										
75thAve_SB	0+00.00	1179	1434	50	94	50	6	50	0	0	0	0
	0+97.43	1180	1434	50	94	50	6	50	0	0	0	0
	point1340	1340	1434	50	94	50	6	50	0	0	0	0
	point1508	1508	1434	50	94	50	6	50	0	0	0	0
	5+38.56	1181										
75thAve_SB-2	point1510	1510	693	50	21	50	2	50	0	0	0	0
	6+76.74	1182										
67thAve_NB-2	point1511	1511	2032	50	69	50	4	50	0	0	0	0
	12+55.59	1195	2032	50	69	50	4	50	0	0	0	0
	13+69.49	1196										
67thAve_SB-2	point1512	1512	1096	50	47	50	4	50	0	0	0	0
	5+71.19	1191	1096	50	47	50	4	50	0	0	0	0
	6+55.46	1192										
59thAve_SB-2	point1513	1513	1092	50	39	50	2	50	0	0	0	0
	6+43.71	1202										
59thAve_NB-2	point1514	1514	1491	50	52	50	3	50	0	0	0	0
	13+52.37	1206										

INPUT: BARRIERS

SR101 GPL, 75th Ave to I-17

AZTEC		6 October 2020																			
AZTEC		TNM 2.5																			
INPUT: BARRIERS																					
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17																			
RUN:		SR101 GPL, 75th Ave to I-17, Build S1																			
Barrier												Points									
Name	Type	Height	If Wall	If Berm	Add'tnl	Name	No.	Coordinates (bottom)	Height	Segment	On	Important									
		Min	Max	\$ per	\$ per	Top	Run:Rise	\$ per	at	Seg Ht	Perturbs	Reflec-	X	Y	Z	Point	Incre-	#Up	#Dn	Struct?	Reflec-
		ft	ft	\$/sq ft	\$/cu yd	ft	ft:ft	\$/ft	ft	ft	ft	ft	ft	ft	ft	ft	ft	ft	ft	ft	ft
Exist Wall EB1	W	0.00	99.99	0.00				0.00	950+13.85	1			608,423.2	970,606.7	1,256.35	15.33	0.00	0	0		
									952+13.85	2			608,623.1	970,599.7	1,257.12	14.67	0.00	0	0		
									954+13.84	3			608,823.0	970,593.9	1,257.76	13.33	0.00	0	0		
									956+13.81	4			609,023.0	970,589.8	1,257.03	13.67	0.00	0	0		
									958+13.73	5			609,222.9	970,587.4	1,256.76	13.67	0.00	0	0		
									960+13.61	6			609,422.9	970,586.7	1,256.66	13.67	0.00	0	0		
									962+12.07	7			609,622.9	970,587.3	1,257.35	13.33	0.00	0	0		
									964+10.56	8			609,822.9	970,588.9	1,257.77	14.33	0.00	0	0		
									966+09.15	9			610,022.9	970,591.1	1,258.38	14.00	0.00	0	0		
									968+07.84	10			610,222.9	970,592.4	1,258.55	13.33	0.00	0	0		
									970+06.55	11			610,422.9	970,594.8	1,258.87	14.33	0.00	0	0		
									972+05.30	12			610,622.9	970,597.3	1,258.97	14.67	0.00	0	0		
									974+04.01	13			610,822.9	970,598.3	1,258.66	14.67	0.00	0	0		
									976+02.71	14			611,022.9	970,600.7	1,258.51	16.00	0.00	0	0		
									978+01.32	15			611,222.9	970,602.3	1,258.30	16.67	0.00	0	0		
									979+99.89	16			611,422.9	970,603.6	1,258.11	17.00	0.00	0	0		
									981+99.72	17			611,622.9	970,604.7	1,257.77	16.67	0.00	0	0		
									983+99.64	18			611,822.8	970,608.3	1,257.06	17.33	0.00	0	0		
									985+99.32	19			612,022.8	970,606.6	1,255.41	17.33	0.00	0	0		
									986+19.58	20			612,043.1	970,606.3	1,255.25	17.33					
Exist Wall EB2	W	0.00	99.99	0.00				0.00	1001+23.35	21			613,545.4	970,672.7	1,257.54	13.00	0.00	0	0		
									1003+23.83	22			613,745.6	970,684.7	1,258.46	12.67	0.00	0	0		
									1005+23.52	23			613,944.7	970,700.4	1,260.00	11.33	0.00	0	0		
									1007+23.29	24			614,143.9	970,718.1	1,260.83	10.67	0.00	0	0		
									1009+22.78	25			614,342.8	970,735.0	1,261.93	10.67	0.00	0	0		
									1011+22.87	26			614,542.4	970,750.7	1,263.09	11.00	0.00	0	0		
									1013+23.11	27			614,742.3	970,758.2	1,263.79	10.67	0.00	0	0		
									1015+24.72	28			614,942.1	970,769.9	1,264.90	11.00	0.00	0	0		
									1017+25.72	29			615,141.5	970,780.9	1,265.74	10.67	0.00	0	0		
									1019+26.59	30			615,340.9	970,790.5	1,266.61	11.00	0.00	0	0		
									1019+73.10	31			615,387.4	970,773.3	1,268.89	11.33	0.00	0	0		
									1021+92.51	32			615,605.1	970,777.3	1,267.12	11.67	0.00	0	0		
									1023+72.22	33			615,783.5	970,781.4	1,268.29	11.67	0.00	0	0		
									1023+93.59	34			615,804.8	970,805.8	1,269.01	11.00	0.00	0	0		
									1025+94.73	35			616,004.6	970,798.0	1,269.91	11.67	0.00	0	0		
									1027+95.88	36			616,204.3	970,786.6	1,270.89	12.00	0.00	0	0		
									1029+29.09	37			616,336.4	970,776.4	1,271.68	11.33					

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Exist Wall WB1	W	0.00	99.99	0.00			0.00	951+81.14	100	608,604.7	970,967.1	1,257.38	14.67	0.00	0	0		
								953+80.91	101	608,803.9	970,949.9	1,257.13	13.33	0.00	0	0		
								955+80.56	102	609,003.0	970,930.3	1,256.71	12.67	0.00	0	0		
								957+80.50	103	609,202.6	970,917.5	1,257.68	11.33	0.00	0	0		
								959+80.50	104	609,402.4	970,910.3	1,259.13	10.67	0.00	0	0		
								961+81.51	105	609,602.4	970,908.4	1,259.16	10.00	0.00	0	0		
								963+82.83	106	609,802.4	970,908.8	1,259.50	9.33	0.00	0	0		
								965+84.26	107	610,002.4	970,907.7	1,260.29	11.33	0.00	0	0		
								967+85.72	108	610,202.4	970,905.4	1,261.05	11.00	0.00	0	0		
								969+87.16	109	610,402.4	970,904.7	1,261.89	10.67	0.00	0	0		
								971+88.59	110	610,602.4	970,904.3	1,262.14	10.67	0.00	0	0		
								973+89.96	111	610,802.4	970,903.2	1,260.62	11.33	0.00	0	0		
								975+91.31	112	611,002.4	970,905.1	1,259.83	12.00	0.00	0	0		
								977+92.66	113	611,202.1	970,916.0	1,259.60	12.67	0.00	0	0		
								979+93.95	114	611,401.5	970,931.3	1,259.35	11.67	0.00	0	0		
								981+93.76	115	611,600.7	970,949.1	1,258.44	12.67	0.00	0	0		
								983+93.55	116	611,799.8	970,967.9	1,257.52	13.00	0.00	0	0		
								985+93.40	117	611,999.1	970,985.0	1,257.67	14.67	0.00	0	0		
								987+93.40	118	612,198.8	970,995.8	1,257.13	15.33	0.00	0	0		
								989+86.69	119	612,392.1	971,000.6	1,256.44	15.33					
Exist Wall WB2	W	0.00	99.99	0.00			0.00	1005+32.26	120	613,936.2	971,068.0	1,257.77	14.00	0.00	0	0		
								1007+32.13	121	614,136.2	971,070.1	1,257.46	14.00	0.00	0	0		
								1009+32.00	122	614,336.2	971,072.3	1,258.36	12.67	0.00	0	0		
								1011+31.83	123	614,536.2	971,073.4	1,259.96	12.00	0.00	0	0		
								1013+31.05	124	614,736.1	971,068.3	1,260.51	11.33	0.00	0	0		
								1015+29.73	125	614,936.1	971,070.9	1,261.72	10.00	0.00	0	0		
								1017+28.49	126	615,136.1	971,073.9	1,262.56	10.00	0.00	0	0		
								1019+27.30	127	615,336.0	971,078.0	1,263.31	11.33	0.00	0	0		
								1019+64.84	128	615,373.8	971,078.8	1,263.72	11.33	0.00	0	0		
								1019+65.27	129	615,373.7	971,105.5	1,263.92	10.67	0.00	0	0		
								1020+72.25	130	615,481.5	971,107.7	1,264.58	10.67					
Exist Wall WB3	W	0.00	99.99	0.00			0.00	1020+14.56	131	615,423.9	971,075.9	1,263.06	10.00	0.00	0	0		
								1020+32.54	132	615,441.9	971,081.0	1,263.25	10.00	0.00	0	0		
								1021+12.81	133	615,522.6	971,082.7	1,264.13	10.67	0.00	0	0		
								1023+10.09	134	615,721.0	971,111.3	1,266.16	11.33	0.00	0	0		
								1023+66.54	135	615,777.9	971,112.1	1,266.02	11.00	0.00	0	0		
								1024+10.89	136	615,822.5	971,084.6	1,264.87	11.33	0.00	0	0		
								1026+09.58	137	616,022.4	971,088.8	1,266.74	11.33	0.00	0	0		
								1028+08.17	138	616,222.4	971,092.9	1,268.38	11.67	0.00	0	0		
								1030+06.80	139	616,422.4	971,097.1	1,269.57	11.33	0.00	0	0		
								1032+06.67	140	616,622.3	971,099.0	1,270.33	11.33	0.00	0	0		
								1034+06.51	141	616,822.3	971,101.6	1,271.05	11.33	0.00	0	0		
								1036+06.37	142	617,022.3	971,103.5	1,272.43	11.67	0.00	0	0		
								1038+06.31	143	617,222.3	971,105.5	1,273.50	12.00	0.00	0	0		
								1040+00.34	144	617,414.7	971,104.1	1,274.20	12.67					
Privacywall_EB1	W	0.00	99.99	0.00			0.00	point187	187	608,244.8	970,016.8	1,258.00	8.00	0.00	0	0		
								point188	188	608,244.6	970,189.1	1,258.00	8.00	0.00	0	0		
								point189	189	608,244.2	970,437.0	1,258.00	8.00					
Privacywall_EB2	W	0.00	99.99	0.00			0.00	point190	190	609,810.3	970,266.0	1,252.00	5.00	0.00	0	0		
								point191	191	609,809.0	970,402.9	1,252.00	5.00	0.00	0	0		

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									point192	192	609,808.4	970,472.8	1,255.40	5.00	0.00	0	0			
									point193	193	609,845.8	970,530.9	1,255.65	5.00	0.00	0	0			
									point194	194	609,931.6	970,533.9	1,256.16	5.00	0.00	0	0			
									point195	195	610,024.7	970,537.1	1,257.40	5.00	0.00	0	0			
									point196	196	610,052.7	970,462.4	1,257.00	5.00						
Privacywall_EB3	W	0.00	99.99	0.00				0.00	point205	205	610,096.2	970,465.2	1,257.00	5.00	0.00	0	0			
									point198	198	610,124.2	970,536.3	1,257.46	5.00	0.00	0	0			
									point199	199	610,269.4	970,535.8	1,257.04	5.00	0.00	0	0			
									point200	200	610,450.8	970,531.5	1,257.96	5.00	0.00	0	0			
									point201	201	610,472.8	970,513.0	1,256.81	5.00	0.00	0	0			
									point202	202	610,425.1	970,344.7	1,256.00	5.00	0.00	0	0			
									point203	203	610,377.3	970,176.4	1,256.00	5.00						
Privacywall_EB4	W	0.00	99.99	0.00				0.00	point206	206	611,573.5	970,317.7	1,256.00	6.00	0.00	0	0			
									point207	207	611,713.1	970,396.0	1,256.00	6.00	0.00	0	0			
									point208	208	611,630.6	970,546.5	1,256.86	6.00	0.00	0	0			
									point209	209	611,809.0	970,548.1	1,256.59	6.00	0.00	0	0			
									point210	210	611,821.4	970,536.1	1,256.21	6.00						
Privacywall_EB5	W	0.00	99.99	0.00				0.00	point218	218	611,879.7	970,539.4	1,256.14	6.00	0.00	0	0			
									point213	213	611,890.3	970,548.6	1,256.23	6.00	0.00	0	0			
									point214	214	612,013.5	970,550.3	1,256.08	6.00	0.00	0	0			
									point215	215	612,015.5	970,407.0	1,256.00	6.00	0.00	0	0			
									point216	216	612,019.3	970,147.3	1,256.00	6.00						
Privacywall_EB6	W	0.00	99.99	0.00				0.00	point219	219	613,533.3	970,236.0	1,258.00	6.00	0.00	0	0			
									point220	220	613,536.3	970,428.8	1,258.00	6.00	0.00	0	0			
									point221	221	613,533.5	970,585.6	1,257.57	6.00	0.00	0	0			
									point222	222	613,739.9	970,600.3	1,258.73	6.00	0.00	0	0			
									point223	223	613,850.9	970,585.3	1,259.00	6.00	0.00	0	0			
									point224	224	613,948.3	970,621.1	1,259.51	6.00	0.00	0	0			
									point225	225	614,068.5	970,631.7	1,259.76	6.00	0.00	0	0			
									point226	226	614,152.2	970,609.8	1,259.65	6.00	0.00	0	0			
									point227	227	614,204.5	970,643.0	1,260.03	6.00	0.00	0	0			
									point228	228	614,383.7	970,657.2	1,261.08	6.00	0.00	0	0			
									point229	229	614,623.3	970,666.8	1,261.36	6.00	0.00	0	0			
									point230	230	614,857.9	970,670.0	1,262.80	6.00	0.00	0	0			
									point231	231	614,921.6	970,620.6	1,264.00	6.00	0.00	0	0			
									point232	232	614,998.6	970,671.3	1,264.36	6.00	0.00	0	0			
									point233	233	615,178.8	970,674.5	1,264.58	6.00	0.00	0	0			
									point234	234	615,272.7	970,636.5	1,265.00	6.00	0.00	0	0			
									point235	235	615,271.6	970,510.6	1,265.00	6.00	0.00	0	0			
									point236	236	615,270.2	970,351.9	1,265.00	6.00						
Privacywall_EB7	W	0.00	99.99	0.00				0.00	point237	237	615,389.3	970,383.0	1,265.00	6.00	0.00	0	0			
									point238	238	615,386.8	970,566.6	1,265.00	6.00	0.00	0	0			
									point239	239	615,389.3	970,651.7	1,265.00	6.00	0.00	0	0			
									point240	240	615,499.0	970,696.3	1,264.00	6.00	0.00	0	0			
									point241	241	615,662.0	970,699.8	1,264.08	6.00	0.00	0	0			
									point242	242	616,048.9	970,701.9	1,268.26	6.00	0.00	0	0			
									point243	243	616,049.8	970,525.2	1,267.00	6.00	0.00	0	0			
									point244	244	616,050.9	970,306.9	1,267.00	6.00						
BuildingBarrier_EB1	W	0.00	99.99	0.00				0.00	point556	556	608,376.4	970,325.7	1,257.00	40.00	0.00	0	0			
									point557	557	608,357.5	970,367.3	1,257.00	40.00	0.00	0	0			

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								point558	558	608,477.6	970,399.5	1,257.00	40.00	0.00	0	0		
								point559	559	608,600.0	970,400.0	1,257.00	40.00	0.00	0	0		
								point560	560	608,600.2	970,346.3	1,257.00	40.00					
BuildingBarrier_EB2	W	0.00	99.99	0.00			0.00	point566	566	608,754.0	970,332.2	1,257.00	40.00	0.00	0	0		
								point562	562	608,749.8	970,385.9	1,257.00	40.00	0.00	0	0		
								point563	563	608,840.5	970,393.0	1,257.00	40.00	0.00	0	0		
								point564	564	608,837.3	970,328.7	1,257.00	40.00					
BuildingBarrier_EB3	W	0.00	99.99	0.00			0.00	point567	567	609,839.5	970,363.7	1,256.00	15.00	0.00	0	0		
								point568	568	609,827.1	970,453.8	1,256.00	15.00	0.00	0	0		
								point569	569	609,908.3	970,463.5	1,256.00	15.00	0.00	0	0		
								point570	570	609,918.0	970,382.3	1,256.00	15.00					
BuildingBarrier_EB4	W	0.00	99.99	0.00			0.00	point588	588	609,968.4	970,389.2	1,256.00	15.00	0.00	0	0		
								point572	572	609,943.7	970,462.8	1,256.00	15.00	0.00	0	0		
								point573	573	610,030.7	970,492.1	1,256.00	15.00	0.00	0	0		
								point574	574	610,052.2	970,428.4	1,256.00	15.00					
BuildingBarrier_EB5	W	0.00	99.99	0.00			0.00	point590	590	610,094.4	970,442.7	1,256.00	15.00	0.00	0	0		
								point576	576	610,118.4	970,498.9	1,256.00	15.00	0.00	0	0		
								point577	577	610,235.2	970,471.3	1,256.00	15.00	0.00	0	0		
								point578	578	610,221.7	970,414.5	1,256.00	15.00					
BuildingBarrier_EB6	W	0.00	99.99	0.00			0.00	point592	592	610,245.4	970,381.9	1,256.00	15.00	0.00	0	0		
								point580	580	610,267.9	970,481.7	1,256.00	15.00	0.00	0	0		
								point581	581	610,335.4	970,466.4	1,256.00	15.00	0.00	0	0		
								point582	582	610,311.4	970,360.2	1,256.00	15.00					
BuildingBarrier_EB7	W	0.00	99.99	0.00			0.00	point594	594	610,345.4	970,341.2	1,256.00	15.00	0.00	0	0		
								point584	584	610,393.6	970,497.8	1,256.00	15.00	0.00	0	0		
								point585	585	610,452.9	970,479.6	1,256.00	15.00	0.00	0	0		
								point586	586	610,414.8	970,347.6	1,256.00	15.00					
BuildingBarrier_EB8	W	0.00	99.99	0.00			0.00	point595	595	615,414.1	970,487.3	1,267.00	40.00	0.00	0	0		
								point596	596	615,407.4	970,610.9	1,267.00	40.00	0.00	0	0		
								point597	597	615,471.7	970,609.4	1,267.00	40.00	0.00	0	0		
								point598	598	615,484.6	970,490.4	1,267.00	40.00					
BuildingBarrier_EB9	W	0.00	99.99	0.00			0.00	point613	613	615,574.0	970,515.5	1,267.00	40.00	0.00	0	0		
								point600	600	615,572.2	970,585.2	1,267.00	40.00	0.00	0	0		
								point601	601	615,761.4	970,585.1	1,267.00	40.00	0.00	0	0		
								point602	602	615,761.4	970,532.5	1,267.00	40.00					
BuildingBarrier_EB11	W	0.00	99.99	0.00			0.00	point615	615	615,948.3	970,600.0	1,267.00	40.00	0.00	0	0		
								point604	604	616,028.7	970,596.8	1,267.00	40.00	0.00	0	0		
								point605	605	616,031.9	970,432.7	1,267.00	40.00	0.00	0	0		
								point606	606	615,948.4	970,431.1	1,267.00	40.00					
BuildingBarrier_EB10	W	0.00	99.99	0.00			0.00	point617	617	615,816.8	970,436.8	1,267.00	40.00	0.00	0	0		
								point609	609	615,819.3	970,598.4	1,267.00	40.00	0.00	0	0		
								point610	610	615,899.7	970,597.2	1,267.00	40.00	0.00	0	0		
								point611	611	615,897.3	970,439.2	1,267.00	40.00					
Privacywall_EB1a	W	0.00	99.99	0.00			0.00	point690	690	608,249.9	970,326.9	1,257.00	3.50	0.00	0	0		
								point691	691	608,327.0	970,448.9	1,257.00	3.50	0.00	0	0		
								point692	692	608,346.7	970,480.0	1,257.00	3.50	0.00	0	0		
								point693	693	608,491.2	970,508.2	1,256.48	3.50	0.00	0	0		
								point694	694	608,650.0	970,506.3	1,256.62	3.50	0.00	0	0		
								point695	695	608,873.5	970,508.3	1,255.20	3.50					
lowwall_EB5a	W	0.00	99.99	0.00			0.00	point696	696	612,693.4	970,539.8	1,256.65	4.00	0.00	0	0		

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									point697	697	612,885.0	970,541.4	1,256.65	4.00	0.00	0	0		
									point698	698	612,904.7	970,522.6	1,256.46	4.00	0.00	0	0		
									point699	699	612,902.6	970,414.0	1,256.46	4.00					
Sidewall_EB5b	W	0.00	99.99	0.00			0.00		point700	700	613,165.3	970,554.8	1,256.66	6.00	0.00	0	0		
									point701	701	613,115.6	970,554.8	1,255.44	6.00	0.00	0	0		
									point702	702	613,115.6	970,544.4	1,256.00	6.00	0.00	0	0		
									point703	703	613,070.5	970,544.4	1,257.13	6.00	0.00	0	0		
									point704	704	613,070.5	970,411.9	1,257.00	6.00					
Evaluted Barrier S1_Barrier1	W	0.00	99.99	0.00			0.00		984+44.55	705	611,870.8	970,543.4	1,256.07	10.00	2.00	5	0		
									984+64.44	706	611,889.7	970,566.0	1,256.00	10.00	2.00	5	0		
									985+92.09	707	612,017.4	970,568.6	1,254.88	10.00					
Sidewall_EB5c	W	0.00	99.99	0.00			0.00		1043+47.48	708	617,757.5	970,603.5	1,275.98	5.00	0.00	0	0		
									1044+12.67	709	617,823.6	970,602.7	1,276.32	5.00	0.00	0	0		
									1044+56.96	710	617,868.5	970,562.1	1,276.32	5.00					
Sidewall_EB5d	W	0.00	99.99	0.00			0.00		point711	711	617,703.7	970,577.3	1,276.97	6.00	0.00	0	0		
									point712	712	617,834.7	970,573.3	1,276.97	6.00	0.00	0	0		
									point713	713	617,834.4	970,562.6	1,276.97	6.00					

INPUT: RECEIVERS

SR101 GPL, 75th Ave to I-17

							6 October 2020				
AZTEC							TNM 2.5				
AZTEC											
INPUT: RECEIVERS											
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17									
RUN:		SR101 GPL, 75th Ave to I-17, Build S1									
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria			NR Goal	Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'I dB		
			ft	ft	ft	ft	dBA	dBA	dB	dB	
E1	193	1	607,936.9	970,216.4	1,258.00	5.00	0.00	66	15.0	7.0	
E2	194	1	608,295.3	970,050.7	1,257.00	5.00	0.00	66	15.0	7.0	
E3(a)	195	3	608,363.1	970,399.8	1,257.00	5.00	0.00	66	15.0	7.0	
E3(b)	196	3	608,363.2	970,399.8	1,257.00	17.00	0.00	66	15.0	7.0	
E4(a)	197	3	608,421.4	970,198.6	1,257.00	5.00	0.00	66	15.0	7.0	
E4(b)	198	3	608,421.5	970,198.6	1,257.00	17.00	0.00	66	15.0	7.0	
E5(a)/MON1	199	3	608,601.6	970,448.7	1,257.00	5.00	0.00	66	15.0	7.0	
E5(b)	200	3	608,601.6	970,448.7	1,257.00	17.00	0.00	66	15.0	7.0	
E6(a)	201	3	608,835.0	970,431.0	1,257.00	5.00	0.00	66	15.0	7.0	
E6(b)	202	3	608,835.1	970,431.0	1,257.00	17.00	0.00	66	15.0	7.0	
E7(a)	203	3	608,836.1	970,279.9	1,257.00	5.00	0.00	66	15.0	7.0	
E7(b)	204	3	608,836.1	970,279.9	1,257.00	17.00	0.00	66	15.0	7.0	
E8	205	1	609,557.0	970,129.9	1,255.00	5.00	0.00	66	15.0	7.0	
E9	206	4	609,833.1	970,258.1	1,252.00	5.00	0.00	66	15.0	7.0	
E10	207	4	609,838.2	970,493.5	1,255.40	5.00	0.00	66	15.0	7.0	
E11	208	4	610,105.0	970,375.8	1,257.00	5.00	0.00	66	15.0	7.0	
E12	209	4	610,125.8	970,516.4	1,255.79	5.00	0.00	66	15.0	7.0	
E13	210	4	610,409.2	970,322.6	1,256.00	5.00	0.00	66	15.0	7.0	
E14/MON3	211	4	610,448.8	970,506.0	1,256.40	5.00	0.00	66	15.0	7.0	
E14(a)	212	1	610,556.4	970,247.3	1,254.00	5.00	0.00	66	15.0	7.0	
E15	213	4	610,697.8	970,085.1	1,254.00	5.00	0.00	66	15.0	7.0	
E16	214	2	610,743.6	970,237.2	1,254.00	5.00	0.00	66	15.0	7.0	
E17	215	3	610,956.2	970,261.2	1,254.00	5.00	0.00	66	15.0	7.0	
E18	216	4	611,045.8	969,993.4	1,254.00	5.00	0.00	66	15.0	7.0	

INPUT: RECEIVERS

SR101 GPL, 75th Ave to I-17

E19	217	3	611,142.6	970,160.1	1,254.00	5.00	0.00	66	15.0	7.0	Y
E19(a)	218	1	611,233.2	970,363.8	1,255.00	5.00	0.00	66	15.0	7.0	
E20	219	3	611,362.5	969,942.4	1,254.00	5.00	0.00	66	15.0	7.0	
E21	220	3	611,375.0	970,103.8	1,254.00	5.00	0.00	66	15.0	7.0	
E22	221	2	611,624.0	970,135.1	1,256.00	5.00	0.00	66	15.0	7.0	
E23	222	3	611,711.5	970,333.1	1,256.00	5.00	0.00	66	15.0	7.0	
E24	223	3	611,730.2	970,540.4	1,256.86	5.00	0.00	66	15.0	7.0	
E25	224	2	611,925.1	970,339.3	1,256.00	5.00	0.00	66	15.0	7.0	
E26	225	2	611,956.3	970,536.2	1,256.24	5.00	0.00	66	15.0	7.0	
E27	226	3	611,968.8	970,180.9	1,256.00	5.00	0.00	66	15.0	7.0	
E28	227	1	612,177.2	970,519.5	1,255.46	5.00	0.00	66	15.0	7.0	
E29	228	1	612,836.7	970,493.5	1,256.60	5.00	0.00	66	15.0	7.0	
E30	229	1	613,152.3	970,535.2	1,257.00	5.00	0.00	66	15.0	7.0	
E31	230	1	613,309.7	970,456.0	1,255.00	5.00	0.00	66	15.0	7.0	
E32	231	1	613,444.1	970,511.2	1,255.60	5.00	0.00	66	15.0	7.0	
E33	232	2	613,563.9	970,349.8	1,258.00	5.00	0.00	66	15.0	7.0	
E34	233	2	613,601.4	970,536.2	1,257.90	5.00	0.00	66	15.0	7.0	
E35	234	2	613,794.1	970,547.7	1,258.50	5.00	0.00	66	15.0	7.0	
E36	235	4	613,898.3	970,387.2	1,258.00	5.00	0.00	66	15.0	7.0	
E37	236	4	613,917.1	970,218.4	1,258.00	5.00	0.00	66	15.0	7.0	
E38	237	3	613,982.7	970,595.6	1,259.26	5.00	0.00	66	15.0	7.0	
E38(a)/MON03a	238	1	614,020.9	970,455.2	1,259.00	5.00	0.00	66	15.0	7.0	
E39	239	4	614,157.7	970,336.2	1,259.00	5.00	0.00	66	15.0	7.0	
E40	240	3	614,202.5	970,583.1	1,259.00	5.00	0.00	66	15.0	7.0	
E41	241	4	614,395.2	970,630.0	1,259.00	5.00	0.00	66	15.0	7.0	
E42	242	4	614,383.8	970,400.8	1,259.00	5.00	0.00	66	15.0	7.0	
E43	243	4	614,632.8	970,645.6	1,260.71	5.00	0.00	66	15.0	7.0	
E44	244	4	614,640.1	970,420.6	1,260.00	5.00	0.00	66	15.0	7.0	
E45	245	3	614,832.8	970,649.8	1,260.81	5.00	0.00	66	15.0	7.0	
E46	246	4	614,928.7	970,453.9	1,260.00	5.00	0.00	66	15.0	7.0	
E47	247	3	615,022.4	970,634.1	1,264.00	5.00	0.00	66	15.0	7.0	
E48	248	2	615,220.4	970,601.8	1,265.00	5.00	0.00	66	15.0	7.0	
E49	249	2	615,248.5	970,447.6	1,265.00	5.00	0.00	66	15.0	7.0	
E50(a)	250	2	615,401.7	970,639.4	1,265.50	5.00	0.00	66	15.0	7.0	
E50(b)	427	2	615,401.8	970,639.4	1,265.50	17.00	0.00	66	15.0	7.0	
E51(a)	428	2	615,411.0	970,408.1	1,265.00	5.00	0.00	66	15.0	7.0	
E51(b)	429	2	615,411.1	970,408.1	1,265.00	17.00	0.00	66	15.0	7.0	

INPUT: RECEIVERS**SR101 GPL, 75th Ave to I-17**

E52(a)/MON4	430	2	615,749.6	970,612.2	1,267.00	5.00	0.00	66	15.0	7.0
E52(b)	433	2	615,749.6	970,612.2	1,267.00	17.00	0.00	66	15.0	7.0
E52(c)	434	2	615,752.7	970,479.6	1,267.00	5.00	0.00	66	15.0	7.0
E53(a)	435	2	615,992.4	970,349.8	1,267.00	5.00	0.00	66	15.0	7.0
E53(b)	436	2	615,992.4	970,349.8	1,267.00	17.00	0.00	66	15.0	7.0
E54(a)	437	2	616,016.3	970,609.1	1,267.00	5.00	0.00	66	15.0	7.0
E54(b)	439	2	616,016.3	970,609.1	1,267.00	17.00	0.00	66	15.0	7.0
E55	440	1	616,270.6	970,674.8	1,270.55	5.00	0.00	66	15.0	7.0
E56	441	1	616,990.4	970,617.5	1,270.00	5.00	0.00	66	15.0	7.0
E57	442	1	617,369.7	970,538.3	1,275.60	5.00	0.00	66	15.0	7.0
E58	443	1	617,842.7	970,551.8	1,277.50	5.00	0.00	66	15.0	7.0

INPUT: RECEIVERS

SR101 GPL, 75th Ave to I-17

							6 October 2020				
AZTEC							TNM 2.5				
AZTEC											
INPUT: RECEIVERS											
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17									
RUN:		SR101 GPL, 75th Ave to I-17, Build S1									
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria			NR Goal	Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'l dB		
			ft	ft	ft	ft	dBA	dBA	dB	dB	
W1(a)	1	4	607,842.4	971,260.6	1,263.00	5.00	0.00	66	15.0	7.0	
W1(b)	2	4	607,842.6	971,260.6	1,263.00	17.00	0.00	66	15.0	7.0	
W2(a)	3	4	607,885.8	971,423.8	1,263.00	5.00	0.00	66	15.0	7.0	
W2(b)	4	4	607,885.9	971,423.8	1,263.00	17.00	0.00	66	15.0	7.0	
W2(c)	5	4	607,963.6	971,394.9	1,263.00	5.00	0.00	66	15.0	7.0	
W3(a)	6	4	608,106.4	971,223.2	1,263.00	5.00	0.00	66	15.0	7.0	
W3(b)	7	4	608,106.5	971,223.2	1,263.00	17.00	0.00	66	15.0	7.0	
W4(a)	8	4	608,126.3	971,440.2	1,263.00	5.00	0.00	66	15.0	7.0	
W4(b)	9	4	608,126.4	971,440.2	1,263.00	17.00	0.00	66	15.0	7.0	
W5(a)	10	4	608,484.0	971,371.7	1,263.00	5.00	0.00	66	15.0	7.0	
W5(b)	11	4	608,484.1	971,371.7	1,263.00	17.00	0.00	66	15.0	7.0	
W6(a)	12	4	608,503.1	971,178.9	1,263.00	5.00	0.00	66	15.0	7.0	
W6(b)	13	4	608,503.2	971,178.9	1,263.00	17.00	0.00	66	15.0	7.0	
W7	14	2	608,666.3	971,233.6	1,260.00	5.00	0.00	66	15.0	7.0	
W8	15	2	608,665.5	971,394.2	1,260.00	5.00	0.00	66	15.0	7.0	
W9	16	4	608,853.0	971,134.7	1,260.00	5.00	0.00	66	15.0	7.0	
W10	17	4	608,863.4	971,358.7	1,260.00	5.00	0.00	66	15.0	7.0	
W11	18	3	609,015.4	971,140.8	1,261.00	5.00	0.00	66	15.0	7.0	
W12	19	3	609,202.0	971,125.1	1,261.00	5.00	0.00	66	15.0	7.0	
W13	20	4	609,270.6	971,355.2	1,261.00	5.00	0.00	66	15.0	7.0	
W14	21	3	609,377.4	971,164.2	1,262.00	5.00	0.00	66	15.0	7.0	
W15	22	3	609,467.7	971,081.7	1,261.40	5.00	0.00	66	15.0	7.0	
W16	23	4	609,581.4	971,303.9	1,262.00	5.00	0.00	66	15.0	7.0	
W17	24	3	609,644.8	971,062.6	1,261.52	5.00	0.00	66	15.0	7.0	

INPUT: RECEIVERS

SR101 GPL, 75th Ave to I-17

W18	25	3	609,822.8	971,296.1	1,262.00	5.00	0.00	66	15.0	7.0
W19	26	3	609,861.0	971,121.6	1,262.00	5.00	0.00	66	15.0	7.0
W20	27	3	610,018.1	971,081.7	1,262.80	5.00	0.00	66	15.0	7.0
W21	28	3	610,017.2	971,269.2	1,263.00	5.00	0.00	66	15.0	7.0
W22/MON2	29	1	610,124.9	971,061.9	1,262.06	5.00	0.00	66	15.0	7.0
W23	30	2	610,229.1	971,056.5	1,263.05	5.00	0.00	66	15.0	7.0
W24	31	4	610,222.1	971,375.1	1,263.00	5.00	0.00	66	15.0	7.0
W25	32	4	610,440.9	971,357.8	1,264.00	5.00	0.00	66	15.0	7.0
W26	33	4	610,476.5	971,066.9	1,263.66	5.00	0.00	66	15.0	7.0
W27	34	4	610,648.4	971,069.6	1,262.41	5.00	0.00	66	15.0	7.0
W28	35	4	610,683.1	971,280.5	1,262.00	5.00	0.00	66	15.0	7.0
W29	36	3	610,848.1	971,064.3	1,261.05	5.00	0.00	66	15.0	7.0
W30	37	2	610,984.4	971,116.4	1,261.00	5.00	0.00	66	15.0	7.0
W31	38	2	611,000.1	971,293.6	1,261.00	5.00	0.00	66	15.0	7.0
W32	39	2	611,191.1	971,232.8	1,259.00	5.00	0.00	66	15.0	7.0
W33	40	3	611,261.4	971,097.3	1,259.60	5.00	0.00	66	15.0	7.0
W34	41	4	611,393.3	971,299.6	1,260.00	5.00	0.00	66	15.0	7.0
W35	42	3	611,481.0	971,083.4	1,260.12	5.00	0.00	66	15.0	7.0
W36	43	4	611,651.2	971,328.2	1,261.00	5.00	0.00	66	15.0	7.0
W37	44	4	611,684.2	971,125.1	1,260.50	5.00	0.00	66	15.0	7.0
W38	45	4	611,848.2	971,339.6	1,261.00	5.00	0.00	66	15.0	7.0
W39	46	4	611,883.9	971,119.1	1,260.79	5.00	0.00	66	15.0	7.0
W40	47	3	612,087.0	971,131.2	1,261.30	5.00	0.00	66	15.0	7.0
W41	48	3	612,188.6	971,251.0	1,262.00	5.00	0.00	66	15.0	7.0
W42	49	3	612,178.2	971,387.3	1,262.00	5.00	0.00	66	15.0	7.0
W43(a)	50	4	612,317.1	971,352.1	1,262.00	5.00	0.00	66	15.0	7.0
W43(b)	51	4	612,317.2	971,352.1	1,262.00	17.00	0.00	66	15.0	7.0
W44(a)	52	4	612,291.9	971,496.2	1,262.00	5.00	0.00	66	15.0	7.0
W44(b)	53	4	612,291.8	971,496.2	1,262.00	17.00	0.00	66	15.0	7.0
W45(a)	54	4	612,521.1	971,363.4	1,262.00	5.00	0.00	66	15.0	7.0
W45(b)	55	4	612,521.2	971,363.4	1,262.00	17.00	0.00	66	15.0	7.0
W46(a)	56	4	612,508.9	971,487.5	1,262.00	5.00	0.00	66	15.0	7.0
W46(b)	57	4	612,508.8	971,487.5	1,262.00	17.00	0.00	66	15.0	7.0
W47(a)	58	4	612,824.1	971,380.8	1,262.00	5.00	0.00	66	15.0	7.0
W47(b)	59	4	612,824.2	971,380.8	1,262.00	17.00	0.00	66	15.0	7.0
W48(a)	60	4	612,823.2	971,536.1	1,262.00	5.00	0.00	66	15.0	7.0
W48(b)	61	4	612,823.4	971,536.1	1,262.00	17.00	0.00	66	15.0	7.0

INPUT: RECEIVERS

SR101 GPL, 75th Ave to I-17

W49	62	1	613,163.1	971,252.1	1,261.00	5.00	0.00	66	15.0	7.0	
W50	63	1	613,724.2	971,218.8	1,262.00	5.00	0.00	66	15.0	7.0	
W51	64	2	614,021.5	971,441.8	1,260.00	5.00	0.00	66	15.0	7.0	
W52	65	2	614,031.1	971,300.2	1,260.00	5.00	0.00	66	15.0	7.0	
W53	66	3	614,134.4	971,227.3	1,261.00	5.00	0.00	66	15.0	7.0	
W54	67	3	614,321.1	971,227.3	1,261.00	5.00	0.00	66	15.0	7.0	
W55	68	4	614,334.9	971,430.4	1,261.00	5.00	0.00	66	15.0	7.0	
W56	69	4	614,512.1	971,236.0	1,260.00	5.00	0.00	66	15.0	7.0	
W57	70	4	614,516.4	971,438.2	1,260.00	5.00	0.00	66	15.0	7.0	
W58	71	4	614,696.1	971,270.7	1,261.00	5.00	0.00	66	15.0	7.0	
W59	72	4	614,749.9	971,490.4	1,261.00	5.00	0.00	66	15.0	7.0	
W60	73	4	614,876.7	971,325.4	1,261.00	5.00	0.00	66	15.0	7.0	
W61	74	2	614,979.1	971,454.8	1,262.00	5.00	0.00	66	15.0	7.0	
W62	75	3	615,017.3	971,255.1	1,262.00	5.00	0.00	66	15.0	7.0	
W63	76	2	615,252.6	971,242.1	1,264.00	5.00	0.00	66	15.0	7.0	
W64	77	2	615,237.0	971,423.5	1,264.00	5.00	0.00	66	15.0	7.0	
W65	78	3	615,430.6	971,400.1	1,263.00	5.00	0.00	66	15.0	7.0	
W66	79	3	615,452.3	971,616.2	1,263.00	5.00	0.00	66	15.0	7.0	
W67	80	3	615,617.2	971,331.5	1,264.00	5.00	0.00	66	15.0	7.0	Y
W68/MON5	81	1	615,710.2	971,229.5	1,264.57	5.00	0.00	66	15.0	7.0	Y
W69	389	4	615,757.4	971,508.6	1,266.00	5.00	0.00	66	15.0	7.0	
W70	399	4	615,816.4	971,249.9	1,266.00	5.00	0.00	66	15.0	7.0	
W71	422	4	616,003.1	971,464.3	1,267.00	5.00	0.00	66	15.0	7.0	
W72	433	4	616,027.4	971,254.2	1,267.00	5.00	0.00	66	15.0	7.0	
W73	434	4	616,237.5	971,247.2	1,268.00	5.00	0.00	66	15.0	7.0	
W74	435	4	616,341.7	971,479.1	1,268.00	5.00	0.00	66	15.0	7.0	
W75	436	2	616,401.6	971,269.8	1,268.00	5.00	0.00	66	15.0	7.0	
W76	437	2	616,503.2	971,429.6	1,270.00	5.00	0.00	66	15.0	7.0	
W77	438	2	616,564.8	971,268.1	1,271.00	5.00	0.00	66	15.0	7.0	
W78	440	2	616,753.2	971,262.9	1,272.00	5.00	0.00	66	15.0	7.0	
W79	441	2	616,761.0	971,453.9	1,272.00	5.00	0.00	66	15.0	7.0	
W80	442	3	616,899.9	971,529.4	1,272.00	5.00	0.00	66	15.0	7.0	
W81	443	2	617,084.9	971,533.8	1,272.00	5.00	0.00	66	15.0	7.0	
W82	444	1	617,372.2	971,312.4	1,274.00	5.00	0.00	66	15.0	7.0	
W83	445	1	617,729.1	971,274.2	1,276.00	5.00	0.00	66	15.0	7.0	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

				6 October 2020							
AZTEC				TNM 2.5							
AZTEC											
INPUT: ROADWAYS							Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA				
PROJECT/CONTRACT: SR101 GPL, 75th Ave to I-17											
RUN: SR101 GPL, 75th Ave to I-17, Build											
Roadway	Width	Points	No.	Coordinates (pavement)			Flow Control			Segment	
Name		Name		X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
59thAve_EB_Onramp	24.0	0+00.00	906	618,003.5	970,712.8	1,278.10	Onramp	15.00	100	Average	
		2+00.00	907	618,203.3	970,723.2	1,278.60				Average	
		4+00.00	908	618,402.2	970,743.2	1,279.20				Average	
		6+00.00	909	618,600.6	970,768.5	1,279.90				Average	
		8+00.00	910	618,798.9	970,794.5	1,280.70				Average	
		10+00.00	911	618,997.4	970,818.8	1,280.70				Average	
		12+00.00	912	619,196.3	970,840.2	1,282.00				Average	
		14+00.00	913	619,395.6	970,857.2	1,284.90				Average	
		16+00.00	914	619,595.1	970,870.0	1,288.50				Average	
		18+00.00	915	619,795.0	970,877.2	1,291.20				Average	
51stAve_EB_Onramp	12.0	104+94.27	986	623,313.5	970,778.9	1,304.90	Onramp	15.00	100	Average	
		104+00.00	985	623,406.9	970,791.9	1,305.20				Average	
		102+00.00	984	623,604.2	970,824.1	1,305.90				Average	
		100+00.00	983	623,800.0	970,864.6	1,307.00				Average	
		98+00.00	982	623,994.1	970,913.1	1,308.40				Average	
		96+00.00	981	624,184.4	970,974.3	1,309.70				Average	
		94+00.00	980	624,374.1	971,037.8	1,310.80				Average	
		92+00.00	979	624,564.3	971,099.4	1,311.30				Average	
		90+00.00	978	624,756.6	971,154.2	1,310.90				Average	
		88+00.00	977	624,951.2	971,200.6	1,311.90				Average	
59thAve_WB_Onramp	24.0	43+17.17	1073	617,866.1	971,104.6	1,277.70	Onramp	15.00	100	Average	
		42+00.00	1072	617,748.9	971,101.8	1,276.80				Average	
		40+00.00	1071	617,549.1	971,094.9	1,275.10				Average	
		38+00.00	1070	617,349.4	971,083.6	1,273.80				Average	
		36+00.00	1069	617,150.0	971,067.8	1,270.00				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		34+00.00	1068	616,950.7	971,051.3	1,264.00				Average	
		32+00.00	1067	616,751.5	971,033.2	1,258.20				Average	
		30+00.00	1066	616,552.0	971,019.5	1,256.50				Average	
		28+00.00	1065	616,352.0	971,015.6	1,255.00				Average	
		26+00.00	1064	616,152.1	971,019.0	1,253.40					
51stAve_WB_Onramp	24.0	47+10.81	1098	623,151.7	971,166.2	1,303.80	Onramp	15.00	100	Average	
		46+00.00	1097	623,041.0	971,162.7	1,303.40				Average	
		44+00.00	1096	622,841.1	971,156.1	1,302.30				Average	
		42+00.00	1095	622,641.6	971,141.2	1,302.70				Average	
		40+00.00	1094	622,442.4	971,123.6	1,304.90				Average	
		38+00.00	1093	622,243.1	971,106.6	1,309.10				Average	
		36+00.00	1092	622,043.8	971,090.6	1,311.30				Average	
		34+00.00	1091	621,844.2	971,077.6	1,311.30				Average	
		32+00.00	1090	621,644.8	971,062.2	1,308.60				Average	
		30+00.00	1089	621,445.1	971,051.8	1,304.40				Average	
		28+00.00	1088	621,245.2	971,045.5	1,301.30				Average	
		26+00.00	1087	621,045.3	971,040.6	1,299.00					
59thAve_SB	40.0	0+00.00	1199	617,909.0	971,347.9	1,277.00	Signal	10.00	100	Average	
		0+71.19	1200	617,912.2	971,163.7	1,277.70				Average	
		point1333	1333	617,915.8	970,965.9	1,276.20				Average	Y
		4+66.83	1201	617,919.4	970,768.1	1,274.70					
51stAve_SB	40.0	0+00.00	1207	623,200.7	971,385.6	1,303.90	Signal	10.00	100	Average	
		0+54.39	1208	623,199.6	971,244.7	1,303.80				Average	
		4+77.37	1209	623,208.7	970,821.9	1,304.90					
59thAve_NB	40.0	point1272	1272	617,973.9	970,512.1	1,277.70	Signal	10.00	100	Average	
		7+61.38	1204	617,973.5	970,646.9	1,277.80				Average	
		point1332	1332	617,969.3	970,850.1	1,278.25				Average	Y
		11+67.95	1205	617,965.1	971,053.4	1,278.70					
51stAve_NB	40.0	point1274	1274	623,270.1	970,607.6	1,305.00	Signal	10.00	100	Average	
		7+25.39	1212	623,270.8	970,711.1	1,305.20				Average	
		11+53.55	1213	623,262.6	971,139.2	1,304.10					
59thAve_EB_Offramp	24.0	point1282	1282	616,024.6	970,872.7	1,252.70				Average	
		32+00.00	896	616,224.3	970,862.2	1,254.00				Average	
		34+00.00	897	616,423.6	970,844.8	1,255.50				Average	
		36+00.00	898	616,622.1	970,820.4	1,257.60				Average	
		38+00.00	899	616,819.6	970,789.2	1,262.20				Average	
		40+00.00	900	617,016.1	970,751.9	1,268.20				Average	
		42+00.00	901	617,213.2	970,718.2	1,271.60				Average	
		point1467	1467	617,312.6	970,709.5	1,272.40					
59thAve_WB_Offramp	24.0	point1283	1283	620,045.4	971,034.7	1,293.70				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		14+00.00	1081	619,845.4	971,037.9	1,291.70				Average
		12+00.00	1080	619,645.5	971,043.2	1,289.00				Average
		10+00.00	1079	619,445.6	971,050.5	1,285.50				Average
		8+00.00	1078	619,245.9	971,059.7	1,282.20				Average
		6+00.00	1077	619,046.2	971,070.9	1,280.80				Average
		point1499	1499	618,946.4	971,077.6	1,280.50				
SR101_EB_L3_3	24.0	point1284	1284	619,994.9	970,883.7	1,293.30				Average
		22+00.00	917	620,194.7	970,891.3	1,294.80				Average
		24+00.00	918	620,394.7	970,891.5	1,295.80				Average
		26+00.00	919	620,594.7	970,891.7	1,296.70				Average
		28+00.00	920	620,794.7	970,891.9	1,297.80				Average
		30+00.00	921	620,994.6	970,888.3	1,298.80				Average
		32+00.00	922	621,194.5	970,882.0	1,300.70				
SR101_WB_L3_3	24.0	point1285	1285	621,045.3	971,040.6	1,299.00				Average
		24+00.00	1086	620,845.4	971,034.3	1,297.90				Average
		22+00.00	1085	620,645.4	971,033.8	1,297.00				Average
		20+00.00	1084	620,445.4	971,033.6	1,296.10				Average
		18+00.00	1083	620,245.4	971,033.4	1,295.00				Average
		16+00.00	1082	620,045.4	971,034.7	1,293.70				
51stAve_EB_Offramp	12.0	point1286	1286	621,194.5	970,882.0	1,300.70				Average
		34+00.00	923	621,394.4	970,875.6	1,303.40				Average
		36+00.00	924	621,594.1	970,864.6	1,307.20				Average
		38+00.00	925	621,793.7	970,852.4	1,309.00				Average
		40+00.00	926	621,993.5	970,842.4	1,308.40				Average
		42+00.00	927	622,193.1	970,829.8	1,305.30				Average
		44+00.00	928	622,392.5	970,814.6	1,302.70				Average
		46+00.00	929	622,591.6	970,795.8	1,302.20				Average
		point1471	1471	622,691.5	970,791.1	1,302.55				
51stAve_WB_Offramp	24.0	point1287	1287	625,098.3	971,394.3	1,315.00				Average
		a 1116+16	1107	624,900.2	971,366.5	1,314.10				Average
		a 1114+18	1106	624,702.0	971,340.1	1,312.90				Average
		a 1112+18	1105	624,503.5	971,315.5	1,312.10				Average
		1109+41.0	1104	624,304.8	971,292.8	1,310.30				Average
		1107+42.0	1103	624,105.9	971,271.6	1,308.90				Average
		1105+42.5	1102	623,907.5	971,246.4	1,307.60				Average
		point1494	1494	623,808.1	971,235.2	1,306.95				
EB_FR_4	24.0	point1356	1356	617,993.1	970,699.3	1,278.00	Signal	15.00	100	Average
		112+00.00	596	618,220.4	970,712.4	1,278.40				Average
		114+00.00	597	618,420.1	970,724.8	1,278.70				
WB_FR_3	24.0	point1360	1360	617,900.0	971,118.4	1,278.20	Signal	15.00	100	Average

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		108+00.00	761	617,718.4	971,112.5	1,276.20				Average
		106+00.00	760	617,518.8	971,124.0	1,274.20				
EB_FR_5	24.0	point1364	1364	623,274.5	970,768.4	1,305.17	Signal	15.00	100	Average
		point1362	1362	623,346.3	970,774.8	1,305.33				Average
		164+00.00	622	623,418.2	970,781.3	1,305.50				Average
		166+00.00	623	623,614.8	970,818.1	1,306.30				
WB_FR_4	24.0	point1368	1368	623,182.3	971,184.4	1,303.63	Signal	15.00	100	Average
		162+00.00	788	623,115.7	971,181.4	1,303.30				Average
		160+00.00	787	622,915.9	971,172.3	1,302.50				Average
		158+00.00	786	622,716.0	971,179.5	1,301.40				
SR101_EB_L2_5	60.0	point1398	1398	616,027.0	970,899.0	1,253.10				Average
		1030+16.8	120	616,426.9	970,891.2	1,256.60				Average
		1034+16.8	121	616,826.8	970,880.5	1,259.40				Average
		1038+16.8	122	617,226.6	970,869.8	1,260.50				Average
		1042+16.0	123	617,626.6	970,862.9	1,257.40				Average
		1046+15.2	124	618,026.5	970,863.0	1,256.50				Average
		1050+14.4	125	618,426.5	970,870.0	1,263.10				Average
		1054+13.9	126	618,826.2	970,883.5	1,273.00				Average
		1058+13.9	127	619,226.0	970,898.2	1,282.30				Average
		1062+14.7	128	619,625.8	970,910.1	1,289.60				Average
		1066+15.4	129	620,025.8	970,915.0	1,294.30				
SR101_EB_L1_5	50.0	point1399	1399	616,019.3	970,923.1	1,253.40				Average
		1030+08.5	26	616,419.2	970,915.4	1,256.90				Average
		1034+08.5	27	616,819.1	970,904.7	1,259.90				Average
		1038+08.5	28	617,218.9	970,894.0	1,261.20				Average
		1042+08.1	29	617,618.9	970,887.0	1,258.00				Average
		1046+07.7	30	618,018.8	970,886.9	1,257.10				Average
		1050+07.4	31	618,418.8	970,893.8	1,263.50				Average
		1054+07.1	32	618,818.6	970,907.2	1,273.30				Average
		1058+07.1	33	619,218.3	970,922.0	1,282.80				Average
		1062+07.5	34	619,618.1	970,934.0	1,290.10				Average
		1066+07.8	35	620,018.1	970,939.0	1,294.80				
SR101_EB_L2_6	60.0	point1400	1400	620,025.8	970,915.0	1,294.30				Average
		1070+15.6	130	620,425.8	970,915.5	1,296.80				Average
		1074+15.6	131	620,825.8	970,916.0	1,298.60				Average
		1078+15.6	132	621,225.8	970,916.4	1,302.20				
SR101_EB_L1_6	50.0	point1401	1401	620,018.1	970,939.0	1,294.80				Average
		1070+07.9	36	620,418.1	970,939.5	1,297.10				Average
		1074+07.9	37	620,818.1	970,940.0	1,299.00				Average
		1078+07.9	38	621,218.1	970,940.4	1,302.50				

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

SR101_EB_L2_7	60.0	point1402	1402	621,225.8	970,916.4	1,302.20				Average	
		1082+15.6	133	621,625.8	970,916.8	1,309.80				Average	
		1086+15.6	134	622,025.8	970,917.3	1,319.50				Average	
		1090+15.6	135	622,425.8	970,917.7	1,326.60				Average	
		1094+15.6	136	622,825.8	970,918.1	1,330.10				Average	
		1095+48	1326	622,959.1	970,919.9	1,330.13				Average	
		1096+81	1327	623,092.5	970,921.6	1,330.17				Average	Y
		1098+13.6	137	623,225.8	970,923.4	1,330.20				Average	Y
		1099+46	1330	623,358.4	970,936.3	1,329.30				Average	Y
		1100+79	1331	623,491.1	970,949.2	1,328.40				Average	
		1102+09.0	138	623,623.7	970,962.2	1,327.50				Average	
		1106+06.4	139	624,016.6	971,037.1	1,320.60				Average	
		1110+06.4	140	624,408.1	971,119.3	1,313.20				Average	
		a 1114+85	141	624,799.6	971,201.5	1,312.10				Average	
		a 1118+88	142	625,193.4	971,270.1	1,313.90					
SR101_EB_L1_7	50.0	point1403	1403	621,218.1	970,940.4	1,302.50				Average	
		1082+07.9	39	621,618.1	970,940.8	1,310.00				Average	
		1086+07.9	40	622,018.1	970,941.3	1,319.80				Average	
		1090+07.9	41	622,418.1	970,941.7	1,327.00				Average	
		1094+07.9	42	622,818.1	970,942.1	1,330.20				Average	
		1095+40	1324	622,951.4	970,943.8	1,330.20				Average	
		1096+73	1325	623,084.7	970,945.4	1,330.20				Average	Y
		1098+07.0	43	623,218.0	970,947.0	1,330.20				Average	Y
		1099+40	1328	623,350.7	970,959.8	1,329.03				Average	Y
		1100+73	1329	623,483.3	970,972.6	1,327.87				Average	
		1102+04.8	44	623,616.0	970,985.3	1,326.70				Average	
		1106+03.6	45	624,009.0	971,060.0	1,320.70				Average	
		1110+03.6	46	624,400.4	971,142.2	1,313.60				Average	
		a 1114+82	47	624,791.9	971,224.4	1,312.60				Average	
		a 1118+84	48	625,185.7	971,293.3	1,314.80					
SR101_WB_L2_7	60.0	point1416	1416	625,099.1	971,370.2	1,314.50				Average	
		a 1114+13	321	624,705.6	971,299.3	1,312.30				Average	
		1109+34.6	320	624,315.4	971,211.2	1,313.90				Average	
		1105+34.6	319	623,925.4	971,122.4	1,321.30				Average	
		1101+30.4	318	623,532.4	971,048.7	1,327.20				Average	
		1099+27	1322	623,333.2	971,031.9	1,329.10				Average	Y
		1097+25.1	317	623,134.0	971,015.0	1,331.00				Average	Y
		1093+24.0	316	622,734.1	971,012.0	1,329.60				Average	
		1089+24.0	315	622,334.1	971,011.6	1,325.30				Average	
		1085+24.0	314	621,934.1	971,011.2	1,317.30				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		1081+24.0	313	621,534.1	971,010.7	1,307.20				Average	
		1077+24.0	312	621,134.1	971,010.3	1,300.70					
SR101_WB_L1_7	50.0	point1417	1417	625,107.2	971,347.1	1,313.80				Average	
		a 1114+16	235	624,713.6	971,276.5	1,312.10				Average	
		1109+37.7	234	624,323.4	971,188.4	1,314.40				Average	
		1105+37.8	233	623,933.4	971,099.6	1,321.70				Average	
		1101+35.4	232	623,540.4	971,025.6	1,328.20				Average	
		1099+34	1323	623,341.2	971,008.5	1,329.60				Average	Y
		1097+32.6	231	623,142.0	970,991.3	1,331.00				Average	Y
		1093+31.9	230	622,742.1	970,988.0	1,330.10				Average	
		1089+31.9	229	622,342.1	970,987.6	1,326.00				Average	
		1085+31.9	228	621,942.1	970,987.2	1,318.00				Average	
		1081+31.9	227	621,542.1	970,986.7	1,308.00				Average	
		1077+31.9	226	621,142.1	970,986.3	1,301.20					
SR101_WB_L2_6	60.0	point1418	1418	621,134.1	971,010.3	1,300.70				Average	
		1073+24.0	311	620,734.1	971,009.9	1,298.00				Average	
		1069+24.0	310	620,334.1	971,009.4	1,296.00				Average	
		1065+24.3	309	619,934.1	971,008.5	1,293.50					
SR101_WB_L1_6	50.0	point1419	1419	621,142.1	970,986.3	1,301.20				Average	
		1073+31.9	225	620,742.1	970,985.9	1,298.50				Average	
		1069+31.9	224	620,342.1	970,985.4	1,296.50				Average	
		1065+32.1	223	619,942.1	970,984.6	1,294.10					
SR101_WB_L2_5	60.0	point1420	1420	619,934.1	971,008.5	1,293.50				Average	
		1061+25.1	308	619,534.1	971,002.0	1,288.20				Average	
		1057+25.7	307	619,134.3	970,988.9	1,280.40				Average	
		1053+25.7	306	618,734.6	970,974.2	1,270.50				Average	
		1049+25.0	305	618,334.8	970,961.8	1,260.80				Average	
		1045+24.1	304	617,934.8	970,956.3	1,255.90				Average	
		1041+23.3	303	617,534.9	970,957.9	1,258.40				Average	
		1037+22.6	302	617,134.9	970,966.3	1,260.70				Average	
		1033+22.6	301	616,735.1	970,977.0	1,258.70				Average	
		1029+22.7	300	616,335.2	970,987.6	1,255.50				Average	
		1027+23	1422	616,135.2	970,990.8	1,253.90					
SR101_WB_L1_5	50.0	point1421	1421	619,942.1	970,984.6	1,294.10				Average	
		1061+32.5	222	619,542.1	970,978.2	1,288.90				Average	
		1057+32.8	221	619,142.4	970,965.2	1,281.10				Average	
		1053+32.8	220	618,742.6	970,950.4	1,271.20				Average	
		1049+32.5	219	618,342.8	970,938.0	1,261.50				Average	
		1045+32.1	218	617,942.9	970,932.4	1,256.50				Average	
		1041+31.6	217	617,542.9	970,933.8	1,258.70				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		1037+31.3	216	617,143.0	970,942.0	1,261.20				Average
		1033+31.3	215	616,743.1	970,952.7	1,259.30				Average
		1029+31.3	214	616,343.2	970,963.4	1,256.10				Average
		1027+31	1423	616,143.2	970,966.5	1,254.40				
EB_FR_4-2	24.0	point1434	1434	620,218.8	970,789.2	1,292.30				Average
		134+00.00	607	620,418.8	970,791.9	1,293.40				Average
		136+00.00	608	620,618.7	970,794.6	1,294.20				Average
		138+00.00	609	620,818.7	970,791.2	1,295.00				Average
		140+00.00	610	621,018.7	970,787.7	1,296.10				Average
		142+00.00	611	621,218.6	970,783.3	1,296.90				Average
		144+00.00	612	621,418.6	970,778.9	1,297.50				Average
		146+00.00	613	621,618.6	970,777.4	1,298.50				Average
		148+00.00	614	621,818.6	970,776.0	1,300.70				Average
		150+00.00	615	622,018.6	970,776.1	1,302.70				Average
		152+00.00	616	622,218.6	970,776.2	1,303.30				Average
		154+00.00	617	622,418.6	970,776.4	1,301.80				Average
		156+00.00	618	622,618.6	970,776.5	1,302.00				Average
		point1476	1476	622,718.6	970,774.1	1,302.35				
WB_FR_4-2	24.0	point1435	1435	620,516.2	971,194.5	1,293.80				Average
		134+00.00	774	620,316.2	971,191.8	1,293.20				Average
		132+00.00	773	620,116.2	971,189.2	1,292.00				Average
		130+00.00	772	619,916.3	971,187.5	1,290.90				Average
		128+00.00	771	619,716.3	971,185.9	1,289.10				Average
		126+00.00	770	619,516.3	971,185.8	1,287.00				Average
		124+00.00	769	619,316.3	971,185.7	1,285.50				Average
		122+00.00	768	619,116.3	971,181.1	1,283.60				Average
		120+00.00	767	618,916.4	971,176.4	1,282.00				Average
		118+00.00	766	618,717.1	971,158.9	1,280.40				Average
		116+00.00	765	618,517.9	971,141.4	1,279.00				Average
		point1501	1501	618,418.0	971,137.1	1,278.90				
EB_FR_3-2-2	24.0	point1456	1456	616,223.2	970,753.0	1,269.90				Average
		94+00.00	587	616,422.7	970,739.5	1,271.10				Average
		96+00.00	588	616,622.3	970,726.0	1,270.80				Average
		98+00.00	589	616,821.8	970,712.2	1,270.60				Average
		100+00.00	590	617,021.3	970,698.4	1,271.00				Average
		102+00.00	591	617,221.2	970,691.0	1,272.30				Average
		104+00.00	592	617,421.0	970,683.7	1,274.00				Average
		point1462	1462	617,521.0	970,685.9	1,274.70				
EB_FR_3-2-2-2	24.0	point1463	1463	617,821.0	970,692.4	1,277.20				Average
		point1354	1354	617,911.7	970,695.8	1,277.60				

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

EB_FR_3-2-2-2	24.0	point1464	1464	617,521.0	970,685.9	1,274.70				Average
		106+00.00	593	617,621.0	970,688.0	1,275.40				Average
		108+00.00	594	617,821.0	970,692.4	1,277.20				
59thAve_EB_Offramp-2	24.0	point1466	1466	617,712.0	970,702.0	1,276.30				Average
		48+00.00	904	617,812.0	970,704.5	1,277.30				Average
		48+62.51	905	617,874.5	970,706.1	1,277.70				
59thAve_EB_Offramp-2	24.0	point1468	1468	617,312.6	970,709.5	1,272.40				Average
		44+00.00	902	617,412.1	970,700.9	1,273.20				Average
		46+00.00	903	617,612.0	970,699.5	1,275.30				Average
		point1465	1465	617,712.0	970,702.0	1,276.30				
EB_FR_4-2	24.0	point1469	1469	618,420.1	970,724.8	1,278.70				Average
		116+00.00	598	618,619.7	970,737.1	1,279.50				Average
		118+00.00	599	618,819.5	970,746.7	1,280.30				Average
		120+00.00	600	619,019.2	970,756.3	1,281.90				Average
		122+00.00	601	619,219.1	970,762.3	1,283.70				Average
		124+00.00	602	619,419.0	970,768.2	1,285.50				Average
		126+00.00	603	619,619.0	970,773.5	1,287.40				Average
		128+00.00	604	619,818.9	970,778.8	1,289.20				Average
		130+00.00	605	620,018.8	970,784.0	1,290.70				Average
		132+00.00	606	620,218.8	970,789.2	1,292.30				
51stAve_EB_Offramp-2	12.0	point1472	1472	623,081.6	970,778.4	1,304.35				Average
		51+80.92	932	623,172.1	970,775.9	1,304.80				
51stAve_EB_Offramp-2	12.0	point1473	1473	622,691.5	970,791.1	1,302.55				Average
		48+00.00	930	622,791.3	970,786.5	1,302.90				Average
		50+00.00	931	622,991.2	970,780.9	1,303.90				Average
		point1470	1470	623,081.6	970,778.4	1,304.35				
EB_FR_4-2-2	24.0	point1475	1475	623,110.5	970,764.4	1,304.40				Average
		162+00.00	621	623,202.6	970,761.9	1,305.00				
EB_FR_4-2-2	24.0	point1477	1477	622,718.6	970,774.1	1,302.35				Average
		158+00.00	619	622,818.5	970,771.7	1,302.70				Average
		160+00.00	620	623,018.4	970,766.8	1,303.80				Average
		point1474	1474	623,110.5	970,764.4	1,304.40				
EB_FR_5-2	24.0	point1478	1478	623,614.8	970,818.1	1,306.30				Average
		168+00.00	624	623,811.4	970,854.9	1,307.30				Average
		170+00.00	625	624,005.3	970,903.5	1,308.30				Average
		172+00.00	626	624,199.3	970,952.2	1,309.30				Average
		174+00.00	627	624,393.3	971,000.8	1,310.20				Average
		176+00.00	628	624,587.4	971,049.3	1,311.30				Average
		178+00.00	629	624,782.6	971,092.8	1,312.50				Average
		180+00.00	630	624,977.8	971,136.2	1,313.80				Average

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		182+00.00	631	625,176.1	971,162.6	1,314.70					
WB_FR_5-2-2	24.0	point1489	1489	623,414.8	971,202.1	1,304.80				Average	
		164+00.00	789	623,315.5	971,190.5	1,304.30				Average	
		point1365	1365	623,268.9	971,189.0	1,303.97					
WB_FR_5-2-2	24.0	point1491	1491	623,811.8	971,251.0	1,306.75				Average	
		168+00.00	791	623,712.8	971,237.1	1,306.20				Average	
		166+00.00	790	623,514.1	971,213.8	1,305.30				Average	
		point1488	1488	623,414.8	971,202.1	1,304.80					
51stAve_WB_Offramp-2	24.0	point1493	1493	623,410.7	971,189.9	1,304.90				Average	
		1099+16.3	1099	623,311.4	971,178.2	1,304.40					
51stAve_WB_Offramp-2	24.0	point1495	1495	623,808.1	971,235.2	1,306.95				Average	
		1103+38.5	1101	623,708.8	971,224.1	1,306.30				Average	
		1101+27.7	1100	623,510.0	971,201.5	1,305.40				Average	
		point1492	1492	623,410.7	971,189.9	1,304.90					
WB_FR_4-2	24.0	point1496	1496	622,716.0	971,179.5	1,301.40				Average	
		156+00.00	785	622,516.2	971,186.7	1,301.40				Average	
		154+00.00	784	622,316.2	971,189.4	1,300.70				Average	
		152+00.00	783	622,116.2	971,192.1	1,300.00				Average	
		150+00.00	782	621,916.2	971,192.6	1,299.30				Average	
		148+00.00	781	621,716.2	971,193.2	1,298.80				Average	
		146+00.00	780	621,516.2	971,193.6	1,298.40				Average	
		144+00.00	779	621,316.2	971,193.9	1,297.60				Average	
		142+00.00	778	621,116.2	971,194.2	1,296.40				Average	
		140+00.00	777	620,916.2	971,194.5	1,295.60				Average	
		138+00.00	776	620,716.2	971,194.5	1,294.60				Average	
		136+00.00	775	620,516.2	971,194.5	1,293.80					
59thAve_WB_Offramp-2	24.0	point1498	1498	618,548.5	971,116.2	1,279.45				Average	
		0+00.00	1074	618,449.6	971,130.9	1,279.10					
59thAve_WB_Offramp-2	24.0	point1500	1500	618,946.4	971,077.6	1,280.50				Average	
		4+00.00	1076	618,846.6	971,084.3	1,280.20				Average	
		2+00.00	1075	618,647.4	971,101.7	1,279.80				Average	
		point1497	1497	618,548.5	971,116.2	1,279.45					
WB_FR_4-2-2	24.0	point1502	1502	618,045.6	971,122.3	1,278.20				Average	
		point1358	1358	617,972.8	971,120.4	1,278.20					
WB_FR_4-2-2	24.0	point1503	1503	618,418.0	971,137.1	1,278.90				Average	
		114+00.00	764	618,318.1	971,132.9	1,278.80				Average	
		112+00.00	763	618,118.3	971,124.3	1,278.20				Average	
		point1357	1357	618,045.6	971,122.3	1,278.20					
WB_FR_3-2	24.0	point1504	1504	617,518.8	971,124.0	1,274.20				Average	
		104+00.00	759	617,319.1	971,135.6	1,273.00				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		102+00.00	758	617,119.1	971,139.5	1,272.20				Average	
		100+00.00	757	616,919.2	971,143.3	1,271.20				Average	
		98+00.00	756	616,719.2	971,141.1	1,270.10				Average	
		96+00.00	755	616,519.2	971,138.9	1,269.10				Average	
		94+00.00	754	616,319.2	971,136.8	1,268.10					
WB_FR_5-2-2	24.0	point1506	1506	625,092.4	971,472.5	1,313.70				Average	
		180+00.00	797	624,894.4	971,444.1	1,312.80				Average	
		178+00.00	796	624,697.8	971,407.4	1,311.40				Average	
		176+00.00	795	624,501.2	971,370.7	1,310.00				Average	
		174+00.00	794	624,305.1	971,331.7	1,309.40				Average	
		172+00.00	793	624,108.9	971,292.7	1,308.50				Average	
		170+00.00	792	623,910.8	971,264.9	1,307.30				Average	
		point1490	1490	623,811.8	971,251.0	1,306.75					
59thAve_NB-2	40.0	point1507	1507	617,965.1	971,053.4	1,278.70	Signal	10.00	100	Average	Y
		13+52.37	1206	617,958.4	971,346.4	1,277.00					
59thAve_SB-2	40.0	point1508	1508	617,919.4	970,768.1	1,274.70	Signal	10.00	100	Average	Y
		6+43.71	1202	617,925.5	970,515.9	1,277.50					
51stAve_NB-2	40.0	point1509	1509	623,262.6	971,139.2	1,304.10	Signal	10.00	100	Average	
		13+16.05	1214	623,261.3	971,390.8	1,303.90					
51stAve_SB-2	40.0	point1510	1510	623,208.7	970,821.9	1,304.90	Signal	10.00	100	Average	
		6+27.06	1210	623,214.1	970,599.8	1,304.70					

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

AZTEC		6 October 2020										
AZTEC		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17										
RUN:		SR101 GPL, 75th Ave to I-17, Build										
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
59thAve_EB_Onramp	0+00.00	906	1075	50	49	50	8	50	0	0	0	0
	2+00.00	907	1075	50	49	50	8	50	0	0	0	0
	4+00.00	908	1075	50	49	50	8	50	0	0	0	0
	6+00.00	909	1075	50	49	50	8	50	0	0	0	0
	8+00.00	910	1075	50	49	50	8	50	0	0	0	0
	10+00.00	911	1075	50	49	50	8	50	0	0	0	0
	12+00.00	912	1075	50	49	50	8	50	0	0	0	0
	14+00.00	913	1075	50	49	50	8	50	0	0	0	0
	16+00.00	914	1075	50	49	50	8	50	0	0	0	0
	18+00.00	915	1075	50	49	50	8	50	0	0	0	0
	20+00.00	916										
51stAve_EB_Onramp	104+94.27	986	1159	50	47	50	11	50	0	0	0	0
	104+00.00	985	1159	50	47	50	11	50	0	0	0	0
	102+00.00	984	1159	50	47	50	11	50	0	0	0	0
	100+00.00	983	1159	50	47	50	11	50	0	0	0	0
	98+00.00	982	1159	50	47	50	11	50	0	0	0	0
	96+00.00	981	1159	50	47	50	11	50	0	0	0	0
	94+00.00	980	1159	50	47	50	11	50	0	0	0	0
	92+00.00	979	1159	50	47	50	11	50	0	0	0	0
90+00.00	978	1159	50	47	50	11	50	0	0	0	0	
	88+00.00	977	1159	50	47	50	11	50	0	0	0	0
	86+00.00	976										
59thAve_WB_Onramp	43+17.17	1073	791	50	41	50	6	50	0	0	0	0
	42+00.00	1072	791	50	41	50	6	50	0	0	0	0
	40+00.00	1071	791	50	41	50	6	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	38+00.00	1070	791	50	41	50	6	50	0	0	0	0
	36+00.00	1069	791	50	41	50	6	50	0	0	0	0
	34+00.00	1068	791	50	41	50	6	50	0	0	0	0
	32+00.00	1067	791	50	41	50	6	50	0	0	0	0
	30+00.00	1066	791	50	41	50	6	50	0	0	0	0
	28+00.00	1065	791	50	41	50	6	50	0	0	0	0
	26+00.00	1064										
51stAve_WB_Onramp	47+10.81	1098	700	50	27	50	3	50	0	0	0	0
	46+00.00	1097	700	50	27	50	3	50	0	0	0	0
	44+00.00	1096	700	50	27	50	3	50	0	0	0	0
	42+00.00	1095	700	50	27	50	3	50	0	0	0	0
	40+00.00	1094	700	50	27	50	3	50	0	0	0	0
	38+00.00	1093	700	50	27	50	3	50	0	0	0	0
	36+00.00	1092	700	50	27	50	3	50	0	0	0	0
	34+00.00	1091	700	50	27	50	3	50	0	0	0	0
	32+00.00	1090	700	50	27	50	3	50	0	0	0	0
	30+00.00	1089	700	50	27	50	3	50	0	0	0	0
	28+00.00	1088	700	50	27	50	3	50	0	0	0	0
	26+00.00	1087										
59thAve_SB	0+00.00	1199	1053	50	48	50	5	50	0	0	0	0
	0+71.19	1200	1053	50	48	50	5	50	0	0	0	0
	point1333	1333	1053	50	48	50	5	50	0	0	0	0
	4+66.83	1201										
51stAve_SB	0+00.00	1207	284	50	17	50	1	50	0	0	0	0
	0+54.39	1208	284	50	17	50	1	50	0	0	0	0
	4+77.37	1209										
59thAve_NB	point1272	1272	1587	50	47	50	8	50	0	0	0	0
	7+61.38	1204	1587	50	47	50	8	50	0	0	0	0
	point1332	1332	1587	50	47	50	8	50	0	0	0	0
	11+67.95	1205										
51stAve_NB	point1274	1274	1507	50	53	50	6	50	0	0	0	0
	7+25.39	1212	1507	50	53	50	6	50	0	0	0	0
	11+53.55	1213										
59thAve_EB_Offramp	point1282	1282	638	50	36	50	5	50	0	0	0	0
	32+00.00	896	638	50	36	50	5	50	0	0	0	0
	34+00.00	897	638	50	36	50	5	50	0	0	0	0
	36+00.00	898	638	50	36	50	5	50	0	0	0	0

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	38+00.00	899	638	50	36	50	5	50	0	0	0	0
	40+00.00	900	638	50	36	50	5	50	0	0	0	0
	42+00.00	901	638	50	36	50	5	50	0	0	0	0
	point1467	1467										
59thAve_WB_Offramp	point1283	1283	963	50	38	50	6	50	0	0	0	0
	14+00.00	1081	963	50	38	50	6	50	0	0	0	0
	12+00.00	1080	963	50	38	50	6	50	0	0	0	0
	10+00.00	1079	963	50	38	50	6	50	0	0	0	0
	8+00.00	1078	963	50	38	50	6	50	0	0	0	0
	6+00.00	1077	963	50	38	50	6	50	0	0	0	0
	point1499	1499										
SR101_EB_L3_3	point1284	1284	3308	70	288	70	68	70	0	0	0	0
	22+00.00	917	3308	70	288	70	68	70	0	0	0	0
	24+00.00	918	3308	70	288	70	68	70	0	0	0	0
	26+00.00	919	3308	70	288	70	68	70	0	0	0	0
	28+00.00	920	3308	70	288	70	68	70	0	0	0	0
	30+00.00	921	3308	70	288	70	68	70	0	0	0	0
	32+00.00	922										
SR101_WB_L3_3	point1285	1285	3362	70	305	70	63	70	0	0	0	0
	24+00.00	1086	3362	70	305	70	63	70	0	0	0	0
	22+00.00	1085	3362	70	305	70	63	70	0	0	0	0
	20+00.00	1084	3362	70	305	70	63	70	0	0	0	0
	18+00.00	1083	3362	70	305	70	63	70	0	0	0	0
	16+00.00	1082										
51stAve_EB_Offramp	point1286	1286	492	50	18	50	2	50	0	0	0	0
	34+00.00	923	492	50	18	50	2	50	0	0	0	0
	36+00.00	924	492	50	18	50	2	50	0	0	0	0
	38+00.00	925	492	50	18	50	2	50	0	0	0	0
	40+00.00	926	492	50	18	50	2	50	0	0	0	0
	42+00.00	927	492	50	18	50	2	50	0	0	0	0
	44+00.00	928	492	50	18	50	2	50	0	0	0	0
	46+00.00	929	492	14	18	50	2	50	0	0	0	0
	point1471	1471										
51stAve_WB_Offramp	point1287	1287	1245	50	51	50	11	50	0	0	0	0
	a 1116+16.12	1107	1245	50	51	50	11	50	0	0	0	0
	a 1114+18.24	1106	1245	50	51	50	11	50	0	0	0	0
	a 1112+18.95	1105	1245	50	51	50	11	50	0	0	0	0

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	1109+41.02	1104	1245	50	51	50	11	50	0	0	0	0
	1107+42.04	1103	1245	50	51	50	11	50	0	0	0	0
	1105+42.58	1102	1245	50	51	50	11	50	0	0	0	0
	point1494	1494										
EB_FR_4	point1356	1356	559	50	12	50	3	50	0	0	0	0
	112+00.00	596	559	50	12	50	3	50	0	0	0	0
	114+00.00	597										
WB_FR_3	point1360	1360	229	50	4	50	1	50	0	0	0	0
	108+00.00	761	229	50	4	50	1	50	0	0	0	0
	106+00.00	760										
EB_FR_5	point1364	1364	272	50	10	50	1	50	0	0	0	0
	point1362	1362	272	50	10	50	1	50	0	0	0	0
	164+00.00	622	272	50	10	50	1	50	0	0	0	0
	166+00.00	623										
WB_FR_4	point1368	1368	203	50	6	50	1	50	0	0	0	0
	162+00.00	788	203	50	6	50	1	50	0	0	0	0
	160+00.00	787	203	50	6	50	1	50	0	0	0	0
	158+00.00	786										
SR101_EB_L2_5	point1398	1398	4424	70	407	70	97	70	0	0	0	0
	1030+16.86	120	4424	70	407	70	97	70	0	0	0	0
	1034+16.86	121	4424	70	407	70	97	70	0	0	0	0
	1038+16.82	122	4424	70	407	70	97	70	0	0	0	0
	1042+16.03	123	4424	70	407	70	97	70	0	0	0	0
	1046+15.25	124	4424	70	407	70	97	70	0	0	0	0
	1050+14.46	125	4424	70	407	70	97	70	0	0	0	0
	1054+13.98	126	4424	70	407	70	97	70	0	0	0	0
	1058+13.98	127	4424	70	407	70	97	70	0	0	0	0
	1062+14.70	128	4424	70	407	70	97	70	0	0	0	0
	1066+15.49	129										
SR101_EB_L1_5	point1399	1399	4424	70	407	70	97	70	0	0	0	0
	1030+08.52	26	4424	70	407	70	97	70	0	0	0	0
	1034+08.52	27	4424	70	407	70	97	70	0	0	0	0
	1038+08.51	28	4424	70	407	70	97	70	0	0	0	0
	1042+08.14	29	4424	70	407	70	97	70	0	0	0	0
	1046+07.77	30	4424	70	407	70	97	70	0	0	0	0
	1050+07.40	31	4424	70	407	70	97	70	0	0	0	0
	1054+07.17	32	4424	70	407	70	97	70	0	0	0	0

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	1058+07.17	33	4424	70	407	70	97	70	0	0	0	0
	1062+07.50	34	4424	70	407	70	97	70	0	0	0	0
	1066+07.87	35										
SR101_EB_L2_6	point1400	1400	3308	70	288	70	68	70	0	0	0	0
	1070+15.60	130	3308	70	288	70	68	70	0	0	0	0
	1074+15.60	131	3308	70	288	70	68	70	0	0	0	0
	1078+15.60	132										
SR101_EB_L1_6	point1401	1401	3308	70	288	70	68	70	0	0	0	0
	1070+07.93	36	3308	70	288	70	68	70	0	0	0	0
	1074+07.93	37	3308	70	288	70	68	70	0	0	0	0
	1078+07.93	38										
SR101_EB_L2_7	point1402	1402	4715	70	423	70	100	70	0	0	0	0
	1082+15.60	133	4715	70	423	70	100	70	0	0	0	0
	1086+15.60	134	4715	70	423	70	100	70	0	0	0	0
	1090+15.60	135	4715	70	423	70	100	70	0	0	0	0
	1094+15.60	136	4715	70	423	70	100	70	0	0	0	0
	1095+48	1326	4715	70	423	70	100	70	0	0	0	0
	1096+81	1327	4715	70	423	70	100	70	0	0	0	0
	1098+13.67	137	4715	70	423	70	100	70	0	0	0	0
	1099+46	1330	4715	70	423	70	100	70	0	0	0	0
	1100+79	1331	4715	70	423	70	100	70	0	0	0	0
	1102+09.00	138	4715	70	423	70	100	70	0	0	0	0
	1106+06.46	139	4715	70	423	70	100	70	0	0	0	0
	1110+06.46	140	4715	70	423	70	100	70	0	0	0	0
	a 1114+85.33	141	4715	70	423	70	100	70	0	0	0	0
	a 1118+88.90	142										
SR101_EB_L1_7	point1403	1403	4715	70	423	70	100	70	0	0	0	0
	1082+07.93	39	4715	70	423	70	100	70	0	0	0	0
	1086+07.93	40	4715	70	423	70	100	70	0	0	0	0
	1090+07.93	41	4715	70	423	70	100	70	0	0	0	0
	1094+07.93	42	4715	70	423	70	100	70	0	0	0	0
	1095+40	1324	4715	70	423	70	100	70	0	0	0	0
	1096+73	1325	4715	70	423	70	100	70	0	0	0	0
	1098+07.06	43	4715	70	423	70	100	70	0	0	0	0
	1099+40	1328	4715	70	423	70	100	70	0	0	0	0
	1100+73	1329	4715	70	423	70	100	70	0	0	0	0
	1102+04.86	44	4715	70	423	70	100	70	0	0	0	0

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	1106+03.66	45	4715	70	423	70	100	70	0	0	0	0
	1110+03.66	46	4715	70	423	70	100	70	0	0	0	0
	a 1114+82.48	47	4715	70	423	70	100	70	0	0	0	0
	a 1118+84.13	48										
SR101_WB_L2_7	point1416	1416	4693	70	444	70	93	70	0	0	0	0
	a 1114+13.39	321	4693	70	444	70	93	70	0	0	0	0
	1109+34.65	320	4693	70	444	70	93	70	0	0	0	0
	1105+34.66	319	4693	70	444	70	93	70	0	0	0	0
	1101+30.47	318	4693	70	444	70	93	70	0	0	0	0
	1099+27	1322	4693	70	444	70	93	70	0	0	0	0
	1097+25.15	317	4693	70	444	70	93	70	0	0	0	0
	1093+24.00	316	4693	70	444	70	93	70	0	0	0	0
	1089+24.00	315	4693	70	444	70	93	70	0	0	0	0
	1085+24.00	314	4693	70	444	70	93	70	0	0	0	0
	1081+24.00	313	4693	70	444	70	93	70	0	0	0	0
	1077+24.00	312										
SR101_WB_L1_7	point1417	1417	4693	70	444	70	93	70	0	0	0	0
	a 1114+16.52	235	4693	70	444	70	93	70	0	0	0	0
	1109+37.78	234	4693	70	444	70	93	70	0	0	0	0
	1105+37.81	233	4693	70	444	70	93	70	0	0	0	0
	1101+35.48	232	4693	70	444	70	93	70	0	0	0	0
	1099+34	1323	4693	70	444	70	93	70	0	0	0	0
	1097+32.62	231	4693	70	444	70	93	70	0	0	0	0
	1093+31.99	230	4693	70	444	70	93	70	0	0	0	0
	1089+31.99	229	4693	70	444	70	93	70	0	0	0	0
	1085+31.99	228	4693	70	444	70	93	70	0	0	0	0
	1081+31.99	227	4693	70	444	70	93	70	0	0	0	0
	1077+31.99	226										
SR101_WB_L2_6	point1418	1418	3362	70	305	70	63	70	0	0	0	0
	1073+24.00	311	3362	70	305	70	63	70	0	0	0	0
	1069+24.00	310	3362	70	305	70	63	70	0	0	0	0
	1065+24.31	309										
SR101_WB_L1_6	point1419	1419	3362	70	305	70	63	70	0	0	0	0
	1073+31.99	225	3362	70	305	70	63	70	0	0	0	0
	1069+31.99	224	3362	70	305	70	63	70	0	0	0	0
	1065+32.15	223										
SR101_WB_L2_5	point1420	1420	4561	70	438	70	92	70	0	0	0	0

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	1061+25.17	308	4561	70	438	70	92	70	0	0	0	0
	1057+25.75	307	4561	70	438	70	92	70	0	0	0	0
	1053+25.75	306	4561	70	438	70	92	70	0	0	0	0
	1049+25.04	305	4561	70	438	70	92	70	0	0	0	0
	1045+24.19	304	4561	70	438	70	92	70	0	0	0	0
	1041+23.33	303	4561	70	438	70	92	70	0	0	0	0
	1037+22.64	302	4561	70	438	70	92	70	0	0	0	0
	1033+22.64	301	4561	70	438	70	92	70	0	0	0	0
	1029+22.76	300	4561	70	438	70	92	70	0	0	0	0
	1027+23	1422										
SR101_WB_L1_5	point1421	1421	4561	70	438	70	92	70	0	0	0	0
	1061+32.58	222	4561	70	438	70	92	70	0	0	0	0
	1057+32.89	221	4561	70	438	70	92	70	0	0	0	0
	1053+32.89	220	4561	70	438	70	92	70	0	0	0	0
	1049+32.53	219	4561	70	438	70	92	70	0	0	0	0
	1045+32.10	218	4561	70	438	70	92	70	0	0	0	0
	1041+31.66	217	4561	70	438	70	92	70	0	0	0	0
	1037+31.30	216	4561	70	438	70	92	70	0	0	0	0
	1033+31.30	215	4561	70	438	70	92	70	0	0	0	0
	1029+31.36	214	4561	70	438	70	92	70	0	0	0	0
	1027+31	1423										
EB_FR_4-2	point1434	1434	164	50	5	50	1	50	0	0	0	0
	134+00.00	607	164	50	5	50	1	50	0	0	0	0
	136+00.00	608	164	50	5	50	1	50	0	0	0	0
	138+00.00	609	164	50	0	50	1	50	0	0	0	0
	140+00.00	610	164	50	5	50	1	50	0	0	0	0
	142+00.00	611	164	50	5	50	1	50	0	0	0	0
	144+00.00	612	164	50	5	50	1	50	0	0	0	0
	146+00.00	613	164	50	5	50	1	50	0	0	0	0
	148+00.00	614	164	50	5	50	1	50	0	0	0	0
	150+00.00	615	164	50	5	50	1	50	0	0	0	0
	152+00.00	616	164	50	5	50	1	50	0	0	0	0
	154+00.00	617	164	50	5	50	1	50	0	0	0	0
	156+00.00	618	164	50	5	50	1	50	0	0	0	0
	point1476	1476										
WB_FR_4-2	point1435	1435	414	50	14	50	1	50	0	0	0	0
	134+00.00	774	414	50	14	50	1	50	0	0	0	0

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	132+00.00	773	414	50	14	50	1	50	0	0	0	0
	130+00.00	772	414	50	14	50	1	50	0	0	0	0
	128+00.00	771	414	50	14	50	1	50	0	0	0	0
	126+00.00	770	414	50	14	50	1	50	0	0	0	0
	124+00.00	769	414	50	14	50	1	50	0	0	0	0
	122+00.00	768	414	50	14	50	1	50	0	0	0	0
	120+00.00	767	414	50	14	50	1	50	0	0	0	0
	118+00.00	766	414	50	14	50	1	50	0	0	0	0
	116+00.00	765	414	50	14	50	1	50	0	0	0	0
	point1501	1501										
EB_FR_3-2-2	point1456	1456	370	50	6	50	1	50	0	0	0	0
	94+00.00	587	370	50	6	50	1	50	0	0	0	0
	96+00.00	588	370	50	6	50	1	50	0	0	0	0
	98+00.00	589	370	50	6	50	1	50	0	0	0	0
	100+00.00	590	370	50	6	50	1	50	0	0	0	0
	102+00.00	591	370	50	6	50	1	50	0	0	0	0
	104+00.00	592	370	50	6	50	1	50	0	0	0	0
	point1462	1462										
EB_FR_3-2-2-2	point1463	1463	370	18	6	13	1	10	0	0	0	0
	point1354	1354										
EB_FR_3-2-2-2	point1464	1464	370	38	6	34	1	31	0	0	0	0
	106+00.00	593	370	38	6	34	1	31	0	0	0	0
	108+00.00	594										
59thAve_EB_Offramp-2	point1466	1466	638	18	36	13	5	10	0	0	0	0
	48+00.00	904	638	18	36	13	5	10	0	0	0	0
	48+62.51	905										
59thAve_EB_Offramp-2	point1468	1468	638	38	36	34	5	31	0	0	0	0
	44+00.00	902	638	38	36	34	5	31	0	0	0	0
	46+00.00	903	638	38	36	34	5	31	0	0	0	0
	point1465	1465										
EB_FR_4-2	point1469	1469	559	50	12	50	3	50	0	0	0	0
	116+00.00	598	559	50	12	50	3	50	0	0	0	0
	118+00.00	599	559	50	12	50	3	50	0	0	0	0
	120+00.00	600	559	50	12	50	3	50	0	0	0	0
	122+00.00	601	559	50	12	50	3	50	0	0	0	0
	124+00.00	602	559	50	12	50	3	50	0	0	0	0
	126+00.00	603	559	50	12	50	3	50	0	0	0	0

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	128+00.00	604	559	50	12	50	3	50	0	0	0	0
	130+00.00	605	559	50	12	50	3	50	0	0	0	0
	132+00.00	606										
51stAve_EB_Offramp-2	point1472	1472	492	18	18	13	2	10	0	0	0	0
	51+80.92	932										
51stAve_EB_Offramp-2	point1473	1473	492	38	18	34	2	31	0	0	0	0
	48+00.00	930	492	38	18	34	2	31	0	0	0	0
	50+00.00	931	492	38	18	34	2	31	0	0	0	0
	point1470	1470										
EB_FR_4-2-2	point1475	1475	164	18	5	13	1	10	0	0	0	0
	162+00.00	621										
EB_FR_4-2-2	point1477	1477	164	38	5	34	1	31	0	0	0	0
	158+00.00	619	164	38	5	34	1	31	0	0	0	0
	160+00.00	620	164	38	5	34	1	31	0	0	0	0
	point1474	1474										
EB_FR_5-2	point1478	1478	272	50	10	50	1	50	0	0	0	0
	168+00.00	624	272	50	10	50	1	50	0	0	0	0
	170+00.00	625	272	50	10	50	1	50	0	0	0	0
	172+00.00	626	272	50	10	50	1	50	0	0	0	0
	174+00.00	627	272	50	10	50	1	50	0	0	0	0
	176+00.00	628	272	50	10	50	1	50	0	0	0	0
	178+00.00	629	272	50	10	50	1	50	0	0	0	0
	180+00.00	630	272	50	10	50	1	50	0	0	0	0
	182+00.00	631										
WB_FR_5-2-2	point1489	1489	149	18	8	13	1	10	0	0	0	0
	164+00.00	789	149	18	8	13	1	10	0	0	0	0
	point1365	1365										
WB_FR_5-2-2	point1491	1491	149	38	8	34	1	31	0	0	0	0
	168+00.00	791	149	38	8	34	1	31	0	0	0	0
	166+00.00	790	149	38	8	34	1	31	0	0	0	0
	point1488	1488										
51stAve_WB_Offramp-2	point1493	1493	1245	18	51	13	11	10	0	0	0	0
	1099+16.34	1099										
51stAve_WB_Offramp-2	point1495	1495	1245	38	51	34	11	31	0	0	0	0
	1103+38.51	1101	1245	38	51	34	11	31	0	0	0	0
	1101+27.73	1100	1245	38	51	34	11	31	0	0	0	0
	point1492	1492										

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

WB_FR_4-2	point1496	1496	203	50	6	50	1	50	0	0	0	0
	156+00.00	785	203	50	6	50	1	50	0	0	0	0
	154+00.00	784	203	50	6	50	1	50	0	0	0	0
	152+00.00	783	203	50	6	50	1	50	0	0	0	0
	150+00.00	782	203	50	6	50	1	50	0	0	0	0
	148+00.00	781	203	50	6	50	1	50	0	0	0	0
	146+00.00	780	203	50	6	50	1	50	0	0	0	0
	144+00.00	779	203	50	6	50	1	50	0	0	0	0
	142+00.00	778	203	50	6	50	1	50	0	0	0	0
	140+00.00	777	203	50	6	50	1	50	0	0	0	0
	138+00.00	776	203	50	6	50	1	50	0	0	0	0
	136+00.00	775										
59thAve_WB_Offramp-2	point1498	1498	963	18	38	13	6	10	0	0	0	0
	0+00.00	1074										
59thAve_WB_Offramp-2	point1500	1500	963	38	38	34	6	31	0	0	0	0
	4+00.00	1076	963	38	38	34	6	31	0	0	0	0
	2+00.00	1075	963	38	38	34	6	31	0	0	0	0
	point1497	1497										
WB_FR_4-2-2	point1502	1502	414	18	14	13	1	10	0	0	0	0
	point1358	1358										
WB_FR_4-2-2	point1503	1503	414	38	14	34	1	31	0	0	0	0
	114+00.00	764	414	38	14	34	1	31	0	0	0	0
	112+00.00	763	414	38	14	34	1	31	0	0	0	0
	point1357	1357										
WB_FR_3-2	point1504	1504	229	50	4	50	1	50	0	0	0	0
	104+00.00	759	229	50	4	50	1	50	0	0	0	0
	102+00.00	758	229	50	4	50	1	50	0	0	0	0
	100+00.00	757	229	50	4	50	1	50	0	0	0	0
	98+00.00	756	229	50	4	50	1	50	0	0	0	0
	96+00.00	755	229	50	4	50	1	50	0	0	0	0
	94+00.00	754										
WB_FR_5-2-2	point1506	1506	149	50	8	50	1	50	0	0	0	0
	180+00.00	797	149	50	8	50	1	50	0	0	0	0
	178+00.00	796	149	50	8	50	1	50	0	0	0	0
	176+00.00	795	149	50	8	50	1	50	0	0	0	0
	174+00.00	794	149	50	8	50	1	50	0	0	0	0
	172+00.00	793	149	50	8	50	1	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	170+00.00	792	149	50	8	50	1	50	0	0	0	0
	point1490	1490										
59thAve_NB-2	point1507	1507	1491	50	52	50	3	50	0	0	0	0
	13+52.37	1206										
59thAve_SB-2	point1508	1508	1092	50	39	50	2	50	0	0	0	0
	6+43.71	1202										
51stAve_NB-2	point1509	1509	178	50	6	50	0	0	0	0	0	0
	13+16.05	1214										
51stAve_SB-2	point1510	1510	1226	50	44	50	4	50	0	0	0	0
	6+27.06	1210										

AZTEC		6 October 2020																			
AZTEC		TNM 2.5																			
INPUT: BARRIERS																					
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17																			
RUN:		SR101 GPL, 75th Ave to I-17, Build																			
Barrier										Points											
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment			On	Important		
		Min	Max	\$ per	\$ per	Top	Run:Rise	\$ per		X	Y	Z	at	Seg Ht	Perturbs						
				Unit	Unit	Width		Unit					Point	Incre-	#Up	#Dn	Struct?	Reflec-			
		ft	ft	\$/sq ft	\$/cu yd	ft	ft:ft	\$/ft		ft	ft	ft	ft	ft	ft						
Exist Wall EB3	W	0.00	99.99	0.00				0.00	1072+99.75	38	620,710.0	970,863.2	1,296.89	9.33	0.00	0	0				
									1074+80.87	39	620,891.1	970,864.1	1,296.57	10.33	0.00	0	0				
									1076+94.42	40	621,104.6	970,865.8	1,298.37	10.67	0.00	0	0				
									1078+82.70	41	621,292.9	970,852.2	1,299.66	11.33	0.00	0	0				
									1080+80.25	42	621,490.5	970,837.4	1,301.72	10.00	0.00	0	0				
									1082+79.77	43	621,690.0	970,823.7	1,302.43	11.33	0.00	0	0				
									1082+99.76	44	621,710.0	970,822.3	1,302.98	10.67							
Exist Wall WB4	W	0.00	99.99	0.00				0.00	1053+31.17	145	618,734.8	971,114.9	1,278.34	12.67	0.00	0	0				
									1055+31.16	146	618,934.6	971,124.5	1,277.37	14.67	0.00	0	0				
									1057+31.07	147	619,134.6	971,125.8	1,280.27	15.33	0.00	0	0				
									1059+30.35	148	619,334.6	971,127.2	1,282.91	15.00	0.00	0	0				
									1061+28.77	149	619,534.6	971,128.5	1,286.72	14.00	0.00	0	0				
									1063+27.25	150	619,734.6	971,131.3	1,289.51	14.67	0.00	0	0				
									1065+25.75	151	619,934.6	971,132.9	1,290.59	14.67	0.00	0	0				
									1067+24.64	152	620,134.6	971,132.6	1,291.80	13.33	0.00	0	0				
									1069+24.64	153	620,334.6	971,134.2	1,292.77	14.00	0.00	0	0				
									1070+92.91	154	620,502.8	971,134.8	1,293.13	13.00	0.00	0	0				
									1071+25.38	155	620,535.3	971,169.1	1,292.98	14.33	0.00	0	0				
									1072+47.19	156	620,657.1	971,169.1	1,292.96	13.67	0.00	0	0				
									1072+77.26	157	620,687.2	971,135.2	1,293.27	13.00	0.00	0	0				
									1074+52.33	158	620,862.3	971,135.0	1,293.61	13.00	0.00	0	0				
									1076+52.33	159	621,062.3	971,134.9	1,294.83	14.00	0.00	0	0				
									1078+52.33	160	621,262.3	971,134.7	1,296.23	13.33	0.00	0	0				
									1080+52.33	161	621,462.3	971,134.5	1,297.17	14.00	0.00	0	0				
									1082+52.33	162	621,662.3	971,134.3	1,297.80	15.33	0.00	0	0				
									1084+52.33	163	621,862.3	971,134.1	1,301.60	16.67	0.00	0	0				
									1086+52.28	164	622,062.2	971,138.4	1,304.90	14.67	0.00	0	0				
									1088+52.23	165	622,262.1	971,143.5	1,305.16	11.00	0.00	0	0				
									1090+52.14	166	622,462.0	971,149.8	1,303.34	10.33	0.00	0	0				
									1090+66.29	167	622,476.2	971,150.3	1,303.19	10.33							
Privacywall_EB8	W	0.00	99.99	0.00				0.00	point245	245	618,662.8	970,662.4	1,280.86	6.00	0.00	0	0				
									point246	246	618,801.1	970,671.1	1,281.03	6.00	0.00	0	0				
									point247	247	618,970.2	970,681.4	1,282.29	6.00	0.00	0	0				
									point248	248	619,120.3	970,690.5	1,283.52	6.00	0.00	0	0				
									point249	249	619,324.2	970,702.7	1,285.09	6.00							
Privacywall_EB9	W	0.00	99.99	0.00				0.00	point262	262	619,359.4	970,705.3	1,285.77	6.00	0.00	0	0				
									point252	252	619,435.6	970,710.2	1,285.76	6.00	0.00	0	0				

INPUT: BARRIERS

SR101 GPL, 75th Ave to I-17

									point253	253	619,506.9	970,714.6	1,285.95	6.00	0.00	0	0		
									point254	254	619,591.2	970,719.8	1,286.20	6.00	0.00	0	0		
									point255	255	619,704.3	970,726.6	1,287.11	6.00	0.00	0	0		
									point256	256	619,842.5	970,735.2	1,288.19	6.00	0.00	0	0		
									point257	257	619,934.2	970,740.6	1,288.11	6.00	0.00	0	0		
									point258	258	620,007.6	970,740.4	1,288.48	6.00	0.00	0	0		
									point259	259	620,111.4	970,740.4	1,289.52	6.00	0.00	0	0		
									point260	260	620,135.8	970,717.9	1,290.25	6.00					
JerseyBarrier	W	0.00	99.99	0.00			0.00		point703	703	621,842.9	970,878.5	1,314.00	4.00	0.00	0	0		
									point692	692	622,024.4	970,878.8	1,319.50	4.00	0.00	0	0		
									point693	693	622,427.1	970,879.3	1,326.60	4.00	0.00	0	0		
									point700	700	622,824.8	970,881.5	1,330.10	4.00	0.00	0	0		
									point701	701	622,960.4	970,880.9	1,330.10	4.00	0.00	0	0		
									point694	694	623,094.9	970,881.6	1,330.20	4.00	0.00	0	0		Y
									point695	695	623,225.6	970,884.6	1,330.20	4.00	0.00	0	0		Y
									point702	702	623,361.9	970,895.4	1,329.30	4.00	0.00	0	0		
									point696	696	623,498.2	970,906.3	1,328.40	4.00	0.00	0	0		
									point697	697	623,631.4	970,924.0	1,327.50	4.00	0.00	0	0		
									point698	698	624,033.4	971,001.2	1,320.60	4.00	0.00	0	0		
									point699	699	624,244.7	971,044.3	1,316.90	4.00					
BuildingBarrier_1	W	0.00	99.99	0.00			0.00		point704	704	618,733.9	970,348.2	1,284.00	30.00	0.00	0	0		
									point705	705	618,735.8	970,503.0	1,284.00	30.00	0.00	0	0		
									point706	706	618,833.9	970,502.4	1,284.00	30.00	0.00	0	0		
									point707	707	618,837.3	970,349.8	1,284.00	30.00					
BuildingBarrier_5	W	0.00	99.99	0.00			0.00		point733	733	619,401.7	970,513.3	1,286.40	30.00	0.00	0	0		
									point721	721	619,405.6	970,669.9	1,286.40	30.00	0.00	0	0		
									point722	722	619,497.5	970,667.6	1,286.40	30.00	0.00	0	0		
									point723	723	619,500.5	970,510.2	1,286.40	30.00					
BuildingBarrier_2	W	0.00	99.99	0.00			0.00		point735	735	618,880.7	970,351.3	1,284.00	30.00	0.00	0	0		
									point709	709	618,875.3	970,502.7	1,284.00	30.00	0.00	0	0		
									point710	710	618,979.5	970,506.5	1,284.00	30.00	0.00	0	0		
									point711	711	618,985.2	970,346.6	1,284.00	30.00					
BuildingBarrier_3	W	0.00	99.99	0.00			0.00		point737	737	619,028.5	970,348.1	1,284.00	30.00	0.00	0	0		
									point713	713	619,022.9	970,505.4	1,284.00	30.00	0.00	0	0		
									point714	714	619,128.1	970,509.1	1,284.00	30.00	0.00	0	0		
									point715	715	619,133.6	970,352.4	1,284.00	30.00					
BuildingBarrier_4	W	0.00	99.99	0.00			0.00		point739	739	619,175.6	970,353.9	1,284.00	30.00	0.00	0	0		
									point717	717	619,177.4	970,505.5	1,284.00	30.00	0.00	0	0		
									point718	718	619,274.3	970,505.0	1,284.00	30.00	0.00	0	0		
									point719	719	619,278.8	970,353.1	1,284.00	30.00					
BuildingBarrier_6	W	0.00	99.99	0.00			0.00		point741	741	619,549.8	970,511.1	1,287.00	30.00	0.00	0	0		
									point725	725	619,546.9	970,662.3	1,287.00	30.00	0.00	0	0		
									point726	726	619,653.5	970,664.4	1,287.00	30.00	0.00	0	0		
									point727	727	619,662.7	970,512.5	1,287.00	30.00					
BuildingBarrier_7	W	0.00	99.99	0.00			0.00		point743	743	619,896.7	970,514.5	1,289.00	30.00	0.00	0	0		
									point729	729	619,895.4	970,669.8	1,289.00	30.00	0.00	0	0		
									point730	730	619,997.2	970,671.7	1,289.00	30.00	0.00	0	0		
									point731	731	620,002.4	970,520.5	1,289.00	30.00					
Evaluated S2_Barrier3a	W	0.00	99.99	0.00			0.00		1046+29.80	744	618,043.1	970,660.2	1,277.90	10.00	2.00	5	0		
									1048+27.46	745	618,242.7	970,673.0	1,278.08	10.00	2.00	5	0		

INPUT: BARRIERS

SR101 GPL, 75th Ave to I-17

									1050+25.27	746	618,442.2	970,685.7	1,278.68	10.00	2.00	5	0		
									1052+23.21	747	618,641.8	970,698.4	1,279.51	10.00	2.00	5	0		
									1054+22.88	748	618,841.7	970,706.2	1,280.84	10.00	2.00	5	0		
									1056+22.88	749	619,041.5	970,713.9	1,282.43	10.00	2.00	5	0		
									1058+22.86	750	619,241.3	970,723.3	1,284.17	10.00	2.00	5	0		
									1058+99.65	751	619,317.6	970,726.9	1,284.80	10.00					
Evaluated S2_Barrier3b	W	0.00	99.99	0.00			0.00	point762	762	619,360.9	970,727.1	1,285.25	10.00	2.00	5	0			
									1061+45.17	754	619,560.5	970,739.3	1,286.12	10.00	2.00	5	0		
									1063+47.00	755	619,760.3	970,747.2	1,287.99	10.00	2.00	5	0		
									1065+48.79	756	619,960.2	970,753.7	1,289.00	10.00	2.00	5	0		
									1067+32.37	757	620,142.7	970,753.6	1,291.00	10.00					
Evaluated S2_Barrier3c	W	0.00	99.99	0.00			0.00	point764	764	620,247.0	970,753.9	1,291.49	10.00	2.00	5	0			
									1070+36.71	760	620,447.0	970,755.3	1,291.98	10.00					
Evaluated S2_Barrier4a	W	0.00	99.99	0.00			0.00	1072+09.48	765	620,619.8	970,758.8	1,293.00	10.00	2.00	5	0			
									1074+09.38	766	620,819.7	970,752.7	1,293.00	10.00	2.00	5	0		
									1076+09.29	767	621,019.6	970,746.7	1,293.81	10.00	2.00	5	0		
									1078+09.19	768	621,219.5	970,740.7	1,294.93	10.00	2.00	5	0		
									1080+09.19	769	621,419.5	970,740.6	1,295.86	10.00	2.00	5	0		
									1082+09.19	770	621,619.5	970,740.5	1,296.59	10.00	2.00	5	0		
									1084+09.19	771	621,819.5	970,740.4	1,298.45	10.00	2.00	5	0		
									1084+50.63	772	621,861.0	970,740.4	1,299.32	10.00					
Evaluated S2_Barrier4b	W	0.00	99.99	0.00			0.00	point782	782	621,937.9	970,743.4	1,300.47	10.00	2.00	5	0			
									1087+27.58	775	622,137.9	970,746.0	1,301.00	10.00	2.00	5	0		
									1089+27.57	776	622,337.9	970,744.3	1,301.11	10.00	2.00	5	0		
									1091+27.57	777	622,537.9	970,744.9	1,301.68	10.00	2.00	5	0		
									1093+27.52	778	622,737.9	970,740.6	1,302.10	10.00	2.00	5	0		
									1095+27.07	779	622,937.5	970,729.3	1,303.29	10.00	2.00	5	0		
									1097+21.27	780	623,137.2	970,718.0	1,304.35	10.00					

INPUT: RECEIVERS

SR101 GPL, 75th Ave to I-17

							6 October 2020				
AZTEC							TNM 2.5				
AZTEC											
INPUT: RECEIVERS											
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17									
RUN:		SR101 GPL, 75th Ave to I-17, Build									
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria			NR Goal	Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'I dB		
			ft	ft	ft	ft	dBA	dBA	dB	dB	
E59	251	5	618,159.8	970,513.7	1,278.00	5.00	0.00	66	15.0	7.0	
E60	252	5	618,500.1	970,513.7	1,278.00	5.00	0.00	66	15.0	7.0	
E61(a)	253	4	618,724.4	970,505.6	1,283.00	5.00	0.00	66	15.0	7.0	
E61(b)	254	4	618,724.3	970,505.6	1,283.00	17.00	0.00	66	15.0	7.0	
E62(a)	255	4	618,719.2	970,357.7	1,283.00	5.00	0.00	66	15.0	7.0	
E62(b)	256	4	618,719.1	970,357.7	1,283.00	17.00	0.00	66	15.0	7.0	
E63(a)	257	4	619,280.8	970,511.9	1,284.00	5.00	0.00	66	15.0	7.0	
E63(b)	258	4	619,280.6	970,511.9	1,284.00	17.00	0.00	66	15.0	7.0	
E64(a)	259	4	619,285.9	970,360.8	1,284.00	5.00	0.00	66	15.0	7.0	
E64(b)	260	4	619,285.8	970,360.8	1,284.00	17.00	0.00	66	15.0	7.0	
E65(a)	261	4	619,397.4	970,669.2	1,286.40	5.00	0.00	66	15.0	7.0	
E65(b)	262	4	619,397.3	970,669.2	1,286.40	17.00	0.00	66	15.0	7.0	
E66(a)	264	1	619,395.3	970,519.2	1,286.00	5.00	0.00	66	15.0	7.0	
E66(b)	265	4	619,395.2	970,519.2	1,286.00	17.00	0.00	66	15.0	7.0	
E67(a)/MON7	266	4	619,653.8	970,671.3	1,287.00	5.00	0.00	66	15.0	7.0	
E67(b)	267	4	619,653.6	970,671.3	1,287.00	17.00	0.00	66	15.0	7.0	
E68(a)	268	4	620,001.7	970,676.5	1,289.00	5.00	0.00	66	15.0	7.0	
E68(b)	269	4	620,001.6	970,676.5	1,289.00	17.00	0.00	66	15.0	7.0	
E69(a)	270	4	620,009.0	970,527.5	1,289.00	5.00	0.00	66	15.0	7.0	
E69(b)	271	4	620,009.1	970,527.5	1,289.00	17.00	0.00	66	15.0	7.0	
E70	272	1	620,384.1	970,718.2	1,292.48	5.00	0.00	66	15.0	7.0	
E71	273	1	620,726.2	970,256.7	1,293.00	5.00	0.00	66	15.0	7.0	
E72	274	4	621,059.1	970,470.2	1,294.00	5.00	0.00	66	15.0	7.0	
E72(a)	275	1	621,253.5	970,649.2	1,295.00	5.00	0.00	66	15.0	7.0	

INPUT: RECEIVERS**SR101 GPL, 75th Ave to I-17**

E73	276	1	621,204.3	970,188.9	1,294.00	5.00	0.00	66	15.0	7.0	
E74	277	2	621,368.6	970,427.5	1,295.50	5.00	0.00	66	15.0	7.0	
E75	278	2	621,726.9	970,347.3	1,297.00	5.00	0.00	66	15.0	7.0	
E76	279	5	622,040.2	970,660.8	1,298.80	5.00	0.00	66	15.0	7.0	
E77	280	1	622,056.2	970,476.5	1,298.80	5.00	0.00	66	15.0	7.0	
E78	281	2	622,027.0	970,133.7	1,299.00	5.00	0.00	66	15.0	7.0	
E79/MON9	282	1	622,362.1	970,518.0	1,300.00	5.00	0.00	66	15.0	7.0	
E80	283	2	622,388.5	970,456.7	1,300.50	5.00	0.00	66	15.0	7.0	
E81	284	2	622,391.6	970,200.4	1,300.00	5.00	0.00	66	15.0	7.0	
E82	285	5	622,473.6	970,669.1	1,301.40	5.00	0.00	66	15.0	7.0	
E83	286	1	622,718.8	970,435.8	1,302.60	5.00	0.00	66	15.0	7.0	
E84	287	1	622,886.5	970,459.8	1,303.50	5.00	0.00	66	15.0	7.0	
E85	454	1	622,985.8	970,675.1	1,305.51	5.00	0.00	66	15.0	7.0	Y

INPUT: RECEIVERS

SR101 GPL, 75th Ave to I-17

						6 October 2020					
AZTEC						TNM 2.5					
AZTEC											
INPUT: RECEIVERS											
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17									
RUN:		SR101 GPL, 75th Ave to I-17, Build									
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria			NR Goal	Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'I dB		
			ft	ft	ft	ft	dBA	dBA	dB	dB	
W84	82	1	618,143.1	971,276.8	1,278.00	5.00	0.00	66	15.0	7.0	
W85	83	1	618,510.4	971,306.3	1,280.00	5.00	0.00	66	15.0	7.0	
W86	84	2	618,811.7	971,361.0	1,280.00	5.00	0.00	66	15.0	7.0	
W87	85	3	618,818.6	971,541.6	1,280.00	5.00	0.00	66	15.0	7.0	
W88	86	2	618,993.1	971,440.9	1,279.00	5.00	0.00	66	15.0	7.0	
W89	87	6	619,000.9	971,658.8	1,279.00	5.00	0.00	66	15.0	7.0	
W90	88	3	619,126.0	971,387.0	1,279.00	5.00	0.00	66	15.0	7.0	
W91	89	8	619,191.9	971,583.2	1,279.00	5.00	0.00	66	15.0	7.0	
W92	90	2	619,349.1	971,333.2	1,281.00	5.00	0.00	66	15.0	7.0	
W93	91	8	619,424.6	971,503.4	1,281.00	5.00	0.00	66	15.0	7.0	
W94/MON6	92	1	619,609.6	971,276.9	1,282.00	5.00	0.00	66	15.0	7.0	
W95	93	6	619,644.2	971,434.8	1,282.00	5.00	0.00	66	15.0	7.0	
W96	94	4	619,831.8	971,395.7	1,287.00	5.00	0.00	66	15.0	7.0	
W97	95	3	619,991.6	971,295.9	1,288.00	5.00	0.00	66	15.0	7.0	
W98	96	4	620,093.1	971,462.6	1,288.00	5.00	0.00	66	15.0	7.0	
W99	97	2	620,261.6	971,297.6	1,291.00	5.00	0.00	66	15.0	7.0	
W100	98	3	620,338.8	971,474.8	1,291.00	5.00	0.00	66	15.0	7.0	
W101	99	2	620,445.6	971,266.4	1,295.06	5.00	0.00	66	15.0	7.0	
W102	100	3	620,444.8	971,398.3	1,295.00	5.00	0.00	66	15.0	7.0	
W103	101	2	620,812.9	971,288.9	1,295.00	5.00	0.00	66	15.0	7.0	
W104	102	3	620,799.9	971,487.8	1,298.00	5.00	0.00	66	15.0	7.0	
W105	103	2	620,958.8	971,267.2	1,298.49	5.00	0.00	66	15.0	7.0	
W106	104	3	621,062.1	971,268.1	1,298.00	5.00	0.00	66	15.0	7.0	
W107	105	3	621,058.6	971,488.6	1,299.00	5.00	0.00	66	15.0	7.0	

INPUT: RECEIVERS**SR101 GPL, 75th Ave to I-17**

W108	106	3	621,276.5	971,268.9	1,298.60	5.00	0.00	66	15.0	7.0	Y
W109	107	3	621,259.1	971,472.1	1,299.00	5.00	0.00	66	15.0	7.0	
W110	108	3	621,454.5	971,267.2	1,299.00	5.00	0.00	66	15.0	7.0	
W111	109	3	621,446.6	971,474.8	1,299.00	5.00	0.00	66	15.0	7.0	
W112	110	3	621,653.2	971,268.1	1,299.84	5.00	0.00	66	15.0	7.0	
W113	111	3	621,656.8	971,475.6	1,300.00	5.00	0.00	66	15.0	7.0	
W114	112	3	621,810.4	971,266.4	1,300.09	5.00	0.00	66	15.0	7.0	
W115	113	3	621,804.4	971,472.1	1,300.00	5.00	0.00	66	15.0	7.0	
W116	114	3	621,968.4	971,475.6	1,300.00	5.00	0.00	66	15.0	7.0	
W117	115	5	622,026.6	971,265.5	1,299.90	5.00	0.00	66	15.0	7.0	
W118/MON8	116	1	622,190.9	971,264.4	1,299.81	5.00	0.00	66	15.0	7.0	
W119	117	3	622,241.1	971,265.5	1,300.71	5.00	0.00	66	15.0	7.0	
W120	118	3	622,235.0	971,463.4	1,301.00	5.00	0.00	66	15.0	7.0	
W121	119	3	622,448.6	971,263.8	1,299.00	5.00	0.00	66	15.0	7.0	
W122	120	4	622,445.9	971,481.7	1,299.00	5.00	0.00	66	15.0	7.0	
W123	121	4	622,669.1	971,293.2	1,299.92	5.00	0.00	66	15.0	7.0	
W124	122	5	622,651.7	971,496.4	1,300.00	5.00	0.00	66	15.0	7.0	
W125	123	4	622,878.3	971,310.6	1,300.00	5.00	0.00	66	15.0	7.0	
W126	124	1	622,868.8	971,512.1	1,300.00	5.00	0.00	66	15.0	7.0	
W127	390	2	623,089.2	971,317.6	1,301.60	5.00	0.00	66	15.0	7.0	
W128	391	3	623,139.6	971,506.8	1,301.00	5.00	0.00	66	15.0	7.0	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

				6 October 2020							
AZTEC				TNM 2.5							
AZTEC											
INPUT: ROADWAYS							Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA				
PROJECT/CONTRACT: SR101 GPL, 75th Ave to I-17											
RUN: SR101 GPL, 75th Ave to I-17, Build											
Roadway	Width	Points	No.	Coordinates (pavement)			Flow Control			Segment	
Name		Name		X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
	ft			ft	ft	ft		mph	%	Affected	
51stAve_EB_Onramp	12.0	104+94.27	986	623,313.5	970,778.9	1,304.90	Onramp	15.00	100	Average	
		104+00.00	985	623,406.9	970,791.9	1,305.20				Average	
		102+00.00	984	623,604.2	970,824.1	1,305.90				Average	
		100+00.00	983	623,800.0	970,864.6	1,307.00				Average	
		98+00.00	982	623,994.1	970,913.1	1,308.40				Average	
		96+00.00	981	624,184.4	970,974.3	1,309.70				Average	
		94+00.00	980	624,374.1	971,037.8	1,310.80				Average	
		92+00.00	979	624,564.3	971,099.4	1,311.30				Average	
		90+00.00	978	624,756.6	971,154.2	1,310.90				Average	
		88+00.00	977	624,951.2	971,200.6	1,311.90				Average	
51stAve_WB_Onramp	24.0	86+00.00	976	625,147.0	971,239.8	1,312.80	Onramp	15.00	100	Average	
		47+10.81	1098	623,151.7	971,166.2	1,303.80				Average	
		46+00.00	1097	623,041.0	971,162.7	1,303.40				Average	
		44+00.00	1096	622,841.1	971,156.1	1,302.30				Average	
		42+00.00	1095	622,641.6	971,141.2	1,302.70				Average	
		40+00.00	1094	622,442.4	971,123.6	1,304.90				Average	
		38+00.00	1093	622,243.1	971,106.6	1,309.10				Average	
		36+00.00	1092	622,043.8	971,090.6	1,311.30				Average	
		34+00.00	1091	621,844.2	971,077.6	1,311.30				Average	
		32+00.00	1090	621,644.8	971,062.2	1,308.60				Average	
51stAve_SB	40.0	30+00.00	1089	621,445.1	971,051.8	1,304.40	Signal	10.00	100	Average	
		28+00.00	1088	621,245.2	971,045.5	1,301.30				Average	
		26+00.00	1087	621,045.3	971,040.6	1,299.00				Average	
		0+00.00	1207	623,200.7	971,385.6	1,303.90				Average	
51stAve_NB	40.0	0+54.39	1208	623,199.6	971,244.7	1,303.80	Signal	10.00	100	Average	
		4+77.37	1209	623,208.7	970,821.9	1,304.90				Average	
		point1274	1274	623,270.1	970,607.6	1,305.00				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		7+25.39	1212	623,270.8	970,711.1	1,305.20				Average
		11+53.55	1213	623,262.6	971,139.2	1,304.10				
51stAve_EB_Offramp	12.0	point1286	1286	621,194.5	970,882.0	1,300.70				Average
		34+00.00	923	621,394.4	970,875.6	1,303.40				Average
		36+00.00	924	621,594.1	970,864.6	1,307.20				Average
		38+00.00	925	621,793.7	970,852.4	1,309.00				Average
		40+00.00	926	621,993.5	970,842.4	1,308.40				Average
		42+00.00	927	622,193.1	970,829.8	1,305.30				Average
		44+00.00	928	622,392.5	970,814.6	1,302.70				Average
		46+00.00	929	622,591.6	970,795.8	1,302.20				Average
		point1471	1471	622,691.5	970,791.1	1,302.55				
51stAve_WB_Offramp	24.0	point1287	1287	625,098.3	971,394.3	1,315.00				Average
		a 1116+16	1107	624,900.2	971,366.5	1,314.10				Average
		a 1114+18	1106	624,702.0	971,340.1	1,312.90				Average
		a 1112+18	1105	624,503.5	971,315.5	1,312.10				Average
		1109+41.0	1104	624,304.8	971,292.8	1,310.30				Average
		1107+42.0	1103	624,105.9	971,271.6	1,308.90				Average
		1105+42.5	1102	623,907.5	971,246.4	1,307.60				Average
		point1494	1494	623,808.1	971,235.2	1,306.95				
SR101_EB_L3_4	24.0	point1288	1288	625,147.0	971,239.8	1,312.80				Average
		84+00.00	975	625,345.7	971,262.0	1,314.10				Average
		82+00.00	974	625,545.3	971,273.5	1,314.90				Average
		80+00.00	973	625,745.2	971,277.1	1,316.40				Average
		78+00.00	972	625,945.2	971,278.6	1,317.30				Average
		76+00.00	971	626,145.2	971,280.2	1,318.20				Average
		74+00.00	970	626,345.2	971,281.7	1,319.20				Average
		72+00.00	969	626,545.2	971,283.3	1,320.70				Average
		70+00.00	968	626,745.2	971,284.8	1,322.30				Average
		68+00.00	967	626,945.2	971,286.4	1,324.30				Average
		66+00.00	966	627,145.2	971,287.9	1,326.50				Average
		64+00.00	965	627,345.2	971,289.4	1,328.20				Average
		62+00.00	964	627,545.2	971,291.0	1,329.80				Average
		60+00.00	963	627,745.2	971,292.5	1,331.20				Average
		58+00.00	962	627,945.2	971,294.1	1,331.90				Average
		56+00.00	961	628,145.2	971,295.6	1,332.60				Average
		54+00.00	960	628,345.2	971,297.2	1,333.40				Average
		52+00.00	959	628,545.2	971,298.7	1,333.90				Average
		50+00.00	958	628,745.1	971,300.3	1,334.30				Average
		48+00.00	957	628,945.1	971,301.8	1,334.80				Average
		46+00.00	956	629,145.1	971,303.4	1,335.70				Average

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		44+00.00	955	629,345.1	971,304.9	1,336.30				Average
		42+00.00	954	629,545.1	971,306.5	1,336.90				Average
		40+00.00	953	629,745.1	971,308.0	1,337.60				Average
		38+00.00	952	629,945.1	971,309.6	1,338.10				Average
		36+00.00	951	630,145.1	971,311.1	1,338.60				Average
		34+00.00	950	630,345.1	971,312.7	1,339.40				Average
		32+00.00	949	630,545.1	971,314.2	1,340.10				Average
		30+00.00	948	630,745.1	971,315.8	1,340.60				Average
		28+00.00	947	630,945.1	971,317.3	1,341.40				Average
		26+00.00	946	631,145.1	971,318.9	1,342.00				
SR101_WB_L3_4	24.0	point1301	1301	631,296.3	971,462.0	1,342.70				Average
		a 1177+99	1138	631,096.3	971,460.5	1,341.90				Average
		a 1175+99	1137	630,896.3	971,458.9	1,341.30				Average
		a 1173+99	1136	630,696.3	971,457.4	1,340.60				Average
		a 1171+99	1135	630,496.3	971,455.8	1,340.30				Average
		a 1169+99	1134	630,296.3	971,454.3	1,339.50				Average
		a 1167+99	1133	630,096.3	971,452.7	1,338.80				Average
		a 1165+99	1132	629,896.3	971,451.2	1,338.30				Average
		a 1163+99	1131	629,696.3	971,449.6	1,337.50				Average
		a 1161+99	1130	629,496.3	971,448.1	1,336.80				Average
		a 1159+99	1129	629,296.3	971,446.6	1,336.10				Average
		a 1157+99	1128	629,096.3	971,445.0	1,335.60				Average
		a 1155+99	1127	628,896.3	971,443.5	1,334.80				Average
		a 1153+99	1126	628,696.4	971,441.9	1,334.20				Average
		a 1151+99	1125	628,496.4	971,440.4	1,333.70				Average
		a 1149+99	1124	628,296.4	971,438.8	1,333.10				Average
		a 1147+99	1123	628,096.4	971,437.3	1,332.40				Average
		a 1145+99	1122	627,896.4	971,435.7	1,331.70				Average
		a 1143+99	1121	627,696.4	971,434.2	1,330.80				Average
		a 1141+99	1120	627,496.4	971,432.7	1,329.60				Average
		a 1139+99	1119	627,296.4	971,432.0	1,327.90				Average
		a 1137+99	1118	627,096.4	971,432.5	1,325.70				Average
		a 1135+99	1117	626,896.4	971,433.3	1,323.70				Average
		a 1133+99	1116	626,696.4	971,434.2	1,321.80				Average
		a 1131+99	1115	626,496.4	971,435.0	1,320.10				Average
		a 1129+99	1114	626,296.4	971,435.8	1,318.80				Average
		a 1127+99	1113	626,096.4	971,436.6	1,317.80				Average
		a 1125+99	1112	625,896.4	971,437.5	1,318.00				Average
		a 1123+99	1111	625,696.4	971,437.1	1,317.60				Average
		a 1122+02	1110	625,496.4	971,431.3	1,317.00				Average

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		a 1120+07	1109	625,297.0	971,417.1	1,316.30				Average	
		a 1118+11	1108	625,098.3	971,394.3	1,315.00					
EB_FR_5	24.0	point1364	1364	623,274.5	970,768.4	1,305.17	Signal	15.00	100	Average	
		point1362	1362	623,346.3	970,774.8	1,305.33				Average	
		164+00.00	622	623,418.2	970,781.3	1,305.50				Average	
		166+00.00	623	623,614.8	970,818.1	1,306.30					
WB_FR_4	24.0	point1368	1368	623,182.3	971,184.4	1,303.63	Signal	15.00	100	Average	
		162+00.00	788	623,115.7	971,181.4	1,303.30				Average	
		160+00.00	787	622,915.9	971,172.3	1,302.50				Average	
		158+00.00	786	622,716.0	971,179.5	1,301.40					
SR101_EB_L2_7	60.0	point1402	1402	621,225.8	970,916.4	1,302.20				Average	
		1082+15.6	133	621,625.8	970,916.8	1,309.80				Average	
		1086+15.6	134	622,025.8	970,917.3	1,319.50				Average	
		1090+15.6	135	622,425.8	970,917.7	1,326.60				Average	
		1094+15.6	136	622,825.8	970,918.1	1,330.10				Average	
		1095+48	1326	622,959.1	970,919.9	1,330.13				Average	
		1096+81	1327	623,092.5	970,921.6	1,330.17				Average	Y
		1098+13.6	137	623,225.8	970,923.4	1,330.20				Average	Y
		1099+46	1330	623,358.4	970,936.3	1,329.30				Average	Y
		1100+79	1331	623,491.1	970,949.2	1,328.40				Average	
		1102+09.0	138	623,623.7	970,962.2	1,327.50				Average	
		1106+06.4	139	624,016.6	971,037.1	1,320.60				Average	
		1110+06.4	140	624,408.1	971,119.3	1,313.20				Average	
		a 1114+85	141	624,799.6	971,201.5	1,312.10				Average	
		a 1118+88	142	625,193.4	971,270.1	1,313.90					
SR101_EB_L1_7	50.0	point1403	1403	621,218.1	970,940.4	1,302.50				Average	
		1082+07.9	39	621,618.1	970,940.8	1,310.00				Average	
		1086+07.9	40	622,018.1	970,941.3	1,319.80				Average	
		1090+07.9	41	622,418.1	970,941.7	1,327.00				Average	
		1094+07.9	42	622,818.1	970,942.1	1,330.20				Average	
		1095+40	1324	622,951.4	970,943.8	1,330.20				Average	
		1096+73	1325	623,084.7	970,945.4	1,330.20				Average	Y
		1098+07.0	43	623,218.0	970,947.0	1,330.20				Average	Y
		1099+40	1328	623,350.7	970,959.8	1,329.03				Average	Y
		1100+73	1329	623,483.3	970,972.6	1,327.87				Average	
		1102+04.8	44	623,616.0	970,985.3	1,326.70				Average	
		1106+03.6	45	624,009.0	971,060.0	1,320.70				Average	
		1110+03.6	46	624,400.4	971,142.2	1,313.60				Average	
		a 1114+82	47	624,791.9	971,224.4	1,312.60				Average	
		a 1118+84	48	625,185.7	971,293.3	1,314.80					

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

SR101_EB_L2_8	60.0	point1404	1404	625,193.4	971,270.1	1,313.90				Average
		a 1122+93	143	625,592.1	971,298.9	1,316.10				Average
		a 1126+94	144	625,992.1	971,303.0	1,318.10				Average
		a 1130+94	145	626,392.1	971,306.1	1,319.90				Average
		a 1134+94	146	626,792.1	971,309.2	1,323.20				Average
		a 1138+94	147	627,192.1	971,312.3	1,327.40				Average
		a 1142+94	148	627,592.1	971,315.4	1,330.70				Average
		a 1146+94	149	627,992.1	971,318.5	1,332.90				Average
		a 1150+94	150	628,392.0	971,321.6	1,334.20				Average
		a 1154+94	151	628,792.0	971,324.6	1,335.60				Average
		a 1158+94	152	629,192.0	971,327.7	1,336.40				Average
		a 1162+94	153	629,592.0	971,330.8	1,337.60				Average
		a 1166+94	154	629,992.0	971,333.9	1,338.80				Average
		a 1170+94	155	630,392.0	971,337.0	1,340.30				Average
		a 1174+94	156	630,792.0	971,340.1	1,341.40				Average
		a 1178+94	157	631,192.0	971,343.2	1,342.90				
SR101_EB_L1_8	50.0	point1405	1405	625,185.7	971,293.3	1,314.80				Average
		a 1122+86	49	625,584.4	971,322.7	1,316.70				Average
		a 1126+86	50	625,984.4	971,326.9	1,318.60				Average
		a 1130+86	51	626,384.4	971,330.0	1,320.30				Average
		a 1134+86	52	626,784.4	971,333.1	1,323.50				Average
		a 1138+86	53	627,184.4	971,336.2	1,327.60				Average
		a 1142+86	54	627,584.4	971,339.3	1,331.10				Average
		a 1146+86	55	627,984.4	971,342.4	1,333.00				Average
		a 1150+86	56	628,384.3	971,345.5	1,334.40				Average
		a 1154+86	57	628,784.3	971,348.6	1,335.90				Average
		a 1158+86	58	629,184.3	971,351.7	1,336.90				Average
		a 1162+86	59	629,584.3	971,354.8	1,338.00				Average
		a 1166+86	60	629,984.3	971,357.9	1,339.60				Average
		a 1170+86	61	630,384.3	971,361.0	1,340.90				Average
		a 1174+86	62	630,784.3	971,364.1	1,342.00				Average
		a 1178+86	63	631,184.3	971,367.2	1,343.40				
SR101_WB_L1_8	50.0	point1414	1414	631,305.1	971,414.1	1,343.55				Average
		a 1178+07	251	631,105.2	971,412.5	1,342.90				Average
		a 1174+07	250	630,705.2	971,409.5	1,341.50				Average
		a 1170+07	249	630,305.2	971,406.4	1,340.40				Average
		a 1166+07	248	629,905.2	971,403.3	1,339.20				Average
		a 1162+07	247	629,505.2	971,400.2	1,337.80				Average
		a 1158+07	246	629,105.2	971,397.1	1,336.40				Average
		a 1154+07	245	628,705.2	971,394.0	1,335.10				Average

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		a 1150+07	244	628,305.2	971,390.9	1,334.20				Average	
		a 1146+07	243	627,905.3	971,387.8	1,332.90				Average	
		a 1142+07	242	627,505.3	971,384.7	1,330.60				Average	
		a 1138+07	241	627,105.3	971,384.5	1,326.70				Average	
		a 1134+07	240	626,705.3	971,386.1	1,322.70				Average	
		a 1130+07	239	626,305.3	971,387.8	1,319.50				Average	
		a 1126+07	238	625,905.3	971,389.4	1,317.60				Average	
		a 1122+09	237	625,505.4	971,383.7	1,315.70				Average	
		a 1118+13	236	625,107.2	971,347.1	1,313.80					
SR101_WB_L2_8	60.0	point1415	1415	631,297.1	971,438.1	1,343.15				Average	
		a 1177+99	337	631,097.1	971,436.5	1,342.40				Average	
		a 1173+99	336	630,697.1	971,433.4	1,341.00				Average	
		a 1169+99	335	630,297.1	971,430.3	1,340.00				Average	
		a 1165+99	334	629,897.1	971,427.2	1,338.80				Average	
		a 1161+99	333	629,497.1	971,424.1	1,337.30				Average	
		a 1157+99	332	629,097.2	971,421.0	1,335.90				Average	
		a 1153+99	331	628,697.2	971,417.9	1,334.80				Average	
		a 1149+99	330	628,297.2	971,414.8	1,333.70				Average	
		a 1145+99	329	627,897.2	971,411.7	1,332.30				Average	
		a 1141+99	328	627,497.2	971,408.7	1,330.00				Average	
		a 1137+99	327	627,097.2	971,408.5	1,326.20				Average	
		a 1133+99	326	626,697.2	971,410.2	1,322.20				Average	
		a 1130+00	325	626,297.2	971,411.8	1,319.10				Average	
		a 1126+00	324	625,897.2	971,413.5	1,317.80				Average	
		a 1122+02	323	625,497.3	971,407.3	1,316.50				Average	
		a 1118+09	322	625,099.1	971,370.2	1,314.50					
SR101_WB_L2_7	60.0	point1416	1416	625,099.1	971,370.2	1,314.50				Average	
		a 1114+13	321	624,705.6	971,299.3	1,312.30				Average	
		1109+34.6	320	624,315.4	971,211.2	1,313.90				Average	
		1105+34.6	319	623,925.4	971,122.4	1,321.30				Average	
		1101+30.4	318	623,532.4	971,048.7	1,327.20				Average	
		1099+27	1322	623,333.2	971,031.9	1,329.10				Average	Y
		1097+25.1	317	623,134.0	971,015.0	1,331.00				Average	Y
		1093+24.0	316	622,734.1	971,012.0	1,329.60				Average	
		1089+24.0	315	622,334.1	971,011.6	1,325.30				Average	
		1085+24.0	314	621,934.1	971,011.2	1,317.30				Average	
		1081+24.0	313	621,534.1	971,010.7	1,307.20				Average	
		1077+24.0	312	621,134.1	971,010.3	1,300.70					
SR101_WB_L1_7	50.0	point1417	1417	625,107.2	971,347.1	1,313.80				Average	
		a 1114+16	235	624,713.6	971,276.5	1,312.10				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		1109+37.7	234	624,323.4	971,188.4	1,314.40				Average	
		1105+37.8	233	623,933.4	971,099.6	1,321.70				Average	
		1101+35.4	232	623,540.4	971,025.6	1,328.20				Average	
		1099+34	1323	623,341.2	971,008.5	1,329.60				Average	Y
		1097+32.6	231	623,142.0	970,991.3	1,331.00				Average	Y
		1093+31.9	230	622,742.1	970,988.0	1,330.10				Average	
		1089+31.9	229	622,342.1	970,987.6	1,326.00				Average	
		1085+31.9	228	621,942.1	970,987.2	1,318.00				Average	
		1081+31.9	227	621,542.1	970,986.7	1,308.00				Average	
		1077+31.9	226	621,142.1	970,986.3	1,301.20					
WB_FR_5-2	24.0	point1437	1437	631,289.2	971,556.7	1,341.00				Average	
		242+00.00	828	631,089.3	971,551.5	1,339.90				Average	
		240+00.00	827	630,889.3	971,546.4	1,339.10				Average	
		238+00.00	826	630,689.4	971,541.0	1,338.20				Average	
		236+00.00	825	630,489.5	971,535.5	1,337.40				Average	
		234+00.00	824	630,289.5	971,530.4	1,336.50				Average	
		232+00.00	823	630,089.6	971,525.2	1,335.70				Average	
		230+00.00	822	629,889.7	971,520.0	1,334.90				Average	
		228+00.00	821	629,689.7	971,514.8	1,333.70				Average	
		226+00.00	820	629,489.8	971,509.7	1,332.90				Average	
		224+00.00	819	629,289.9	971,504.7	1,332.50				Average	
		222+00.00	818	629,089.9	971,499.3	1,332.70				Average	
		220+00.00	817	628,890.0	971,493.9	1,333.40				Average	
		218+00.00	816	628,690.1	971,489.0	1,334.20				Average	
		216+00.00	815	628,490.1	971,484.0	1,335.10				Average	
		214+00.00	814	628,290.1	971,482.2	1,335.70				Average	
		212+00.00	813	628,090.2	971,480.3	1,335.50				Average	
		210+00.00	812	627,890.2	971,478.8	1,333.70				Average	
		208+00.00	811	627,690.2	971,477.3	1,331.10				Average	
		206+00.00	810	627,490.2	971,476.3	1,328.10				Average	
		204+00.00	809	627,290.2	971,475.3	1,325.50				Average	
		202+00.00	808	627,090.2	971,477.4	1,323.70				Average	
		200+00.00	807	626,890.2	971,479.4	1,322.50				Average	
		198+00.00	806	626,690.2	971,482.9	1,321.70				Average	
		196+00.00	805	626,490.3	971,486.3	1,320.70				Average	
		194+00.00	804	626,290.3	971,489.8	1,319.80				Average	
		192+00.00	803	626,090.3	971,493.4	1,318.80				Average	
		190+00.00	802	625,890.3	971,496.6	1,318.30				Average	
		188+00.00	801	625,690.4	971,499.9	1,317.30				Average	
		186+00.00	800	625,490.4	971,500.4	1,316.20				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		184+00.00	799	625,290.4	971,500.9	1,315.20				Average	
		182+00.00	798	625,092.4	971,472.5	1,313.70				Average	
		180+00.00	797	624,894.4	971,444.1	1,312.80				Average	
		178+00.00	796	624,697.8	971,407.4	1,311.40				Average	
		176+00.00	795	624,501.2	971,370.7	1,310.00				Average	
		174+00.00	794	624,305.1	971,331.7	1,309.40				Average	
		172+00.00	793	624,108.9	971,292.7	1,308.50				Average	
		170+00.00	792	623,910.8	971,264.9	1,307.30				Average	
		point1490	1490	623,811.8	971,251.0	1,306.75					
51stAve_EB_Offramp-2	12.0	point1472	1472	623,081.6	970,778.4	1,304.35				Average	
		51+80.92	932	623,172.1	970,775.9	1,304.80					
51stAve_EB_Offramp-2	12.0	point1473	1473	622,691.5	970,791.1	1,302.55				Average	
		48+00.00	930	622,791.3	970,786.5	1,302.90				Average	
		50+00.00	931	622,991.2	970,780.9	1,303.90				Average	
		point1470	1470	623,081.6	970,778.4	1,304.35					
EB_FR_4-2-2	24.0	point1475	1475	623,110.5	970,764.4	1,304.40				Average	
		162+00.00	621	623,202.6	970,761.9	1,305.00					
EB_FR_4-2-2	24.0	point1477	1477	622,718.6	970,774.1	1,302.35				Average	
		158+00.00	619	622,818.5	970,771.7	1,302.70				Average	
		160+00.00	620	623,018.4	970,766.8	1,303.80				Average	
		point1474	1474	623,110.5	970,764.4	1,304.40					
EB_FR_5-2	24.0	point1478	1478	623,614.8	970,818.1	1,306.30				Average	
		168+00.00	624	623,811.4	970,854.9	1,307.30				Average	
		170+00.00	625	624,005.3	970,903.5	1,308.30				Average	
		172+00.00	626	624,199.3	970,952.2	1,309.30				Average	
		174+00.00	627	624,393.3	971,000.8	1,310.20				Average	
		176+00.00	628	624,587.4	971,049.3	1,311.30				Average	
		178+00.00	629	624,782.6	971,092.8	1,312.50				Average	
		180+00.00	630	624,977.8	971,136.2	1,313.80				Average	
		182+00.00	631	625,176.1	971,162.6	1,314.70				Average	
		184+00.00	632	625,374.3	971,189.0	1,316.40				Average	
		186+00.00	633	625,574.1	971,197.3	1,317.60				Average	
		188+00.00	634	625,774.0	971,205.6	1,318.40				Average	
		190+00.00	635	625,974.0	971,207.3	1,318.90				Average	
		192+00.00	636	626,174.0	971,209.0	1,318.40				Average	
		194+00.00	637	626,373.9	971,211.0	1,320.30				Average	
		196+00.00	638	626,573.9	971,213.0	1,321.90				Average	
		198+00.00	639	626,773.9	971,214.3	1,322.60				Average	
		200+00.00	640	626,973.9	971,215.6	1,323.10				Average	
		202+00.00	641	627,173.9	971,217.4	1,324.10				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		204+00.00	642	627,373.9	971,219.3	1,325.30				Average	
		206+00.00	643	627,573.9	971,221.0	1,326.30				Average	
		208+00.00	644	627,773.9	971,222.7	1,326.60				Average	
		210+00.00	645	627,973.9	971,224.5	1,327.30				Average	
		212+00.00	646	628,173.9	971,226.3	1,327.80				Average	
		214+00.00	647	628,373.9	971,227.9	1,328.10				Average	
		216+00.00	648	628,573.9	971,229.6	1,328.80				Average	
		218+00.00	649	628,773.9	971,231.1	1,329.10				Average	
		220+00.00	650	628,973.9	971,232.5	1,329.60				Average	
		222+00.00	651	629,173.9	971,234.1	1,330.10				Average	
		224+00.00	652	629,373.8	971,235.6	1,332.00				Average	
		226+00.00	653	629,573.8	971,236.9	1,332.80				Average	
		228+00.00	654	629,773.8	971,238.2	1,332.40				Average	
		230+00.00	655	629,973.8	971,239.8	1,334.30				Average	
		232+00.00	656	630,173.8	971,241.4	1,336.30				Average	
		234+00.00	657	630,373.8	971,242.9	1,336.40				Average	
		236+00.00	658	630,573.8	971,244.4	1,336.10				Average	
		238+00.00	659	630,773.8	971,245.9	1,336.90				Average	
		240+00.00	660	630,973.8	971,247.4	1,337.50				Average	
		242+00.00	661	631,173.8	971,249.0	1,338.30					
WB_FR_5-2-2	24.0	point1489	1489	623,414.8	971,202.1	1,304.80				Average	
		164+00.00	789	623,315.5	971,190.5	1,304.30				Average	
		point1365	1365	623,268.9	971,189.0	1,303.97					
WB_FR_5-2-2	24.0	point1491	1491	623,811.8	971,251.0	1,306.75				Average	
		168+00.00	791	623,712.8	971,237.1	1,306.20				Average	
		166+00.00	790	623,514.1	971,213.8	1,305.30				Average	
		point1488	1488	623,414.8	971,202.1	1,304.80					
51stAve_WB_Offramp-2	24.0	point1493	1493	623,410.7	971,189.9	1,304.90				Average	
		1099+16.3	1099	623,311.4	971,178.2	1,304.40					
51stAve_WB_Offramp-2	24.0	point1495	1495	623,808.1	971,235.2	1,306.95				Average	
		1103+38.5	1101	623,708.8	971,224.1	1,306.30				Average	
		1101+27.7	1100	623,510.0	971,201.5	1,305.40				Average	
		point1492	1492	623,410.7	971,189.9	1,304.90					
WB_FR_4-2	24.0	point1496	1496	622,716.0	971,179.5	1,301.40				Average	
		156+00.00	785	622,516.2	971,186.7	1,301.40				Average	
		154+00.00	784	622,316.2	971,189.4	1,300.70				Average	
		152+00.00	783	622,116.2	971,192.1	1,300.00				Average	
		150+00.00	782	621,916.2	971,192.6	1,299.30				Average	
		148+00.00	781	621,716.2	971,193.2	1,298.80				Average	
		146+00.00	780	621,516.2	971,193.6	1,298.40				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		144+00.00	779	621,316.2	971,193.9	1,297.60				Average	
		142+00.00	778	621,116.2	971,194.2	1,296.40					
EB_FR_4-2-2	24.0	point1506	1506	621,218.6	970,783.3	1,296.90				Average	
		144+00.00	612	621,418.6	970,778.9	1,297.50				Average	
		146+00.00	613	621,618.6	970,777.4	1,298.50				Average	
		148+00.00	614	621,818.6	970,776.0	1,300.70				Average	
		150+00.00	615	622,018.6	970,776.1	1,302.70				Average	
		152+00.00	616	622,218.6	970,776.2	1,303.30				Average	
		154+00.00	617	622,418.6	970,776.4	1,301.80				Average	
		156+00.00	618	622,618.6	970,776.5	1,302.00				Average	
		point1476	1476	622,718.6	970,774.1	1,302.35					
EB_FR_5-2-2	24.0	point1511	1511	631,173.8	971,249.0	1,338.30				Average	
		244+00.00	662	631,373.8	971,250.5	1,339.50					
51stAve_SB-2	40.0	point1512	1512	623,208.7	970,821.9	1,304.90	Signal	10.00	100	Average	
		6+27.06	1210	623,214.1	970,599.8	1,304.70					
51stAve_NB-2	40.0	point1513	1513	623,262.6	971,139.2	1,304.10	Signal	10.00	100	Average	
		13+16.05	1214	623,261.3	971,390.8	1,303.90					

AZTEC		6 October 2020										
AZTEC		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17										
RUN:		SR101 GPL, 75th Ave to I-17, Build										
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
51stAve_EB_Onramp	104+94.27	986	1159	50	47	50	11	50	0	0	0	0
	104+00.00	985	1159	50	47	50	11	50	0	0	0	0
	102+00.00	984	1159	50	47	50	11	50	0	0	0	0
	100+00.00	983	1159	50	47	50	11	50	0	0	0	0
	98+00.00	982	1159	50	47	50	11	50	0	0	0	0
	96+00.00	981	1159	50	47	50	11	50	0	0	0	0
	94+00.00	980	1159	50	47	50	11	50	0	0	0	0
	92+00.00	979	1159	50	47	50	11	50	0	0	0	0
	90+00.00	978	1159	50	47	50	11	50	0	0	0	0
	88+00.00	977	1159	50	47	50	11	50	0	0	0	0
	86+00.00	976										
51stAve_WB_Onramp	47+10.81	1098	700	50	27	50	3	50	0	0	0	0
	46+00.00	1097	700	50	27	50	3	50	0	0	0	0
	44+00.00	1096	700	50	27	50	3	50	0	0	0	0
	42+00.00	1095	700	50	27	50	3	50	0	0	0	0
	40+00.00	1094	700	50	27	50	3	50	0	0	0	0
	38+00.00	1093	700	50	27	50	3	50	0	0	0	0
	36+00.00	1092	700	50	27	50	3	50	0	0	0	0
	34+00.00	1091	700	50	27	50	3	50	0	0	0	0
	32+00.00	1090	700	50	27	50	3	50	0	0	0	0
	30+00.00	1089	700	50	27	50	3	50	0	0	0	0
	28+00.00	1088	700	50	27	50	3	50	0	0	0	0
	26+00.00	1087										
51stAve_SB	0+00.00	1207	284	50	17	50	1	50	0	0	0	0
	0+54.39	1208	284	50	17	50	1	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	4+77.37	1209										
51stAve_NB	point1274	1274	1507	50	53	50	6	50	0	0	0	0
	7+25.39	1212	1507	50	53	50	6	50	0	0	0	0
	11+53.55	1213										
51stAve_EB_Offramp	point1286	1286	492	50	18	50	2	50	0	0	0	0
	34+00.00	923	492	50	18	50	2	50	0	0	0	0
	36+00.00	924	492	50	18	50	2	50	0	0	0	0
	38+00.00	925	492	50	18	50	2	50	0	0	0	0
	40+00.00	926	492	50	18	50	2	50	0	0	0	0
	42+00.00	927	492	50	18	50	2	50	0	0	0	0
	44+00.00	928	492	50	18	50	2	50	0	0	0	0
	46+00.00	929	492	50	18	50	2	50	0	0	0	0
	point1471	1471										
51stAve_WB_Offramp	point1287	1287	1245	50	51	50	11	50	0	0	0	0
	a 1116+16.12	1107	1245	50	51	50	11	50	0	0	0	0
	a 1114+18.24	1106	1245	50	51	50	11	50	0	0	0	0
	a 1112+18.95	1105	1245	50	51	50	11	50	0	0	0	0
	1109+41.02	1104	1245	50	51	50	11	50	0	0	0	0
	1107+42.04	1103	1245	50	51	50	11	50	0	0	0	0
	1105+42.58	1102	1245	50	51	50	11	50	0	0	0	0
	point1494	1494										
SR101_EB_L3_4	point1288	1288	3530	70	297	70	71	70	0	0	0	0
	84+00.00	975	3530	70	297	70	71	70	0	0	0	0
	82+00.00	974	3530	70	297	70	71	70	0	0	0	0
	80+00.00	973	3530	70	297	70	71	70	0	0	0	0
	78+00.00	972	3530	70	297	70	71	70	0	0	0	0
	76+00.00	971	3530	70	297	70	71	70	0	0	0	0
	74+00.00	970	3530	70	297	70	71	70	0	0	0	0
	72+00.00	969	3530	70	297	70	71	70	0	0	0	0
	70+00.00	968	3530	70	297	70	71	70	0	0	0	0
	68+00.00	967	3530	70	297	70	71	70	0	0	0	0
	66+00.00	966	3530	70	297	70	71	70	0	0	0	0
	64+00.00	965	3530	70	297	70	71	70	0	0	0	0
	62+00.00	964	3530	70	297	70	71	70	0	0	0	0
	60+00.00	963	3530	70	297	70	71	70	0	0	0	0
	58+00.00	962	3530	70	297	70	71	70	0	0	0	0
	56+00.00	961	3530	70	297	70	71	70	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	54+00.00	960	3530	70	297	70	71	70	0	0	0	0
	52+00.00	959	3530	70	297	70	71	70	0	0	0	0
	50+00.00	958	3530	70	297	70	71	70	0	0	0	0
	48+00.00	957	3530	70	297	70	71	70	0	0	0	0
	46+00.00	956	3530	70	297	70	71	70	0	0	0	0
	44+00.00	955	3530	70	297	70	71	70	0	0	0	0
	42+00.00	954	3530	70	297	70	71	70	0	0	0	0
	40+00.00	953	3530	70	297	70	71	70	0	0	0	0
	38+00.00	952	3530	70	297	70	71	70	0	0	0	0
	36+00.00	951	3530	70	297	70	71	70	0	0	0	0
	34+00.00	950	3530	70	297	70	71	70	0	0	0	0
	32+00.00	949	3530	70	297	70	71	70	0	0	0	0
	30+00.00	948	3530	70	297	70	71	70	0	0	0	0
	28+00.00	947	3530	70	297	70	71	70	0	0	0	0
	26+00.00	946										
SR101_WB_L3_4	point1301	1301	3544	70	313	70	66	70	0	0	0	0
	a 1177+99.32	1138	3544	70	313	70	66	70	0	0	0	0
	a 1175+99.32	1137	3544	70	313	70	66	70	0	0	0	0
	a 1173+99.32	1136	3544	70	313	70	66	70	0	0	0	0
	a 1171+99.32	1135	3544	70	313	70	66	70	0	0	0	0
	a 1169+99.32	1134	3544	70	313	70	66	70	0	0	0	0
	a 1167+99.32	1133	3544	70	313	70	66	70	0	0	0	0
	a 1165+99.32	1132	3544	70	313	70	66	70	0	0	0	0
	a 1163+99.32	1131	3544	70	313	70	66	70	0	0	0	0
	a 1161+99.32	1130	3544	70	313	70	66	70	0	0	0	0
	a 1159+99.32	1129	3544	70	313	70	66	70	0	0	0	0
	a 1157+99.32	1128	3544	70	313	70	66	70	0	0	0	0
	a 1155+99.32	1127	3544	70	313	70	66	70	0	0	0	0
	a 1153+99.32	1126	3544	70	313	70	66	70	0	0	0	0
	a 1151+99.32	1125	3544	70	313	70	66	70	0	0	0	0
	a 1149+99.32	1124	3544	70	313	70	66	70	0	0	0	0
	a 1147+99.32	1123	3544	70	313	70	66	70	0	0	0	0
	a 1145+99.32	1122	3544	70	313	70	66	70	0	0	0	0
	a 1143+99.32	1121	3544	70	313	70	66	70	0	0	0	0
	a 1141+99.32	1120	3544	70	313	70	66	70	0	0	0	0
	a 1139+99.33	1119	3544	70	313	70	66	70	0	0	0	0
	a 1137+99.34	1118	3544	70	313	70	66	70	0	0	0	0

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SR101 GPL, 75th Ave to I-17

	a 1135+99.35	1117	3544	70	313	70	66	70	0	0	0	0
	a 1133+99.36	1116	3544	70	313	70	66	70	0	0	0	0
	a 1131+99.38	1115	3544	70	313	70	66	70	0	0	0	0
	a 1129+99.39	1114	3544	70	313	70	66	70	0	0	0	0
	a 1127+99.41	1113	3544	70	313	70	66	70	0	0	0	0
	a 1125+99.42	1112	3544	70	313	70	66	70	0	0	0	0
	a 1123+99.71	1111	3544	70	313	70	66	70	0	0	0	0
	a 1122+02.53	1110	3544	70	313	70	66	70	0	0	0	0
	a 1120+07.12	1109	3544	70	313	70	66	70	0	0	0	0
	a 1118+11.74	1108										
EB_FR_5	point1364	1364	272	50	10	50	1	50	0	0	0	0
	point1362	1362	272	50	10	50	1	50	0	0	0	0
	164+00.00	622	272	50	10	50	1	50	0	0	0	0
	166+00.00	623										
WB_FR_4	point1368	1368	203	50	6	50	1	50	0	0	0	0
	162+00.00	788	203	50	6	50	1	50	0	0	0	0
	160+00.00	787	203	50	6	50	1	50	0	0	0	0
	158+00.00	786										
SR101_EB_L2_7	point1402	1402	4715	70	423	70	100	70	0	0	0	0
	1082+15.60	133	4715	70	423	70	100	70	0	0	0	0
	1086+15.60	134	4715	70	423	70	100	70	0	0	0	0
	1090+15.60	135	4715	70	423	70	100	70	0	0	0	0
	1094+15.60	136	4715	70	423	70	100	70	0	0	0	0
	1095+48	1326	4715	70	423	70	100	70	0	0	0	0
	1096+81	1327	4715	70	423	70	100	70	0	0	0	0
	1098+13.67	137	4715	70	423	70	100	70	0	0	0	0
	1099+46	1330	4715	70	423	70	100	70	0	0	0	0
	1100+79	1331	4715	70	423	70	100	70	0	0	0	0
	1102+09.00	138	4715	70	423	70	100	70	0	0	0	0
	1106+06.46	139	4715	70	423	70	100	70	0	0	0	0
	1110+06.46	140	4715	70	423	70	100	70	0	0	0	0
	a 1114+85.33	141	4715	70	423	70	100	70	0	0	0	0
	a 1118+88.90	142										
SR101_EB_L1_7	point1403	1403	4715	70	423	70	100	70	0	0	0	0
	1082+07.93	39	4715	70	423	70	100	70	0	0	0	0
	1086+07.93	40	4715	70	423	70	100	70	0	0	0	0
	1090+07.93	41	4715	70	423	70	100	70	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	1094+07.93	42	4715	70	423	70	100	70	0	0	0	0
	1095+40	1324	4715	70	423	70	100	70	0	0	0	0
	1096+73	1325	4715	70	423	70	100	70	0	0	0	0
	1098+07.06	43	4715	70	423	70	100	70	0	0	0	0
	1099+40	1328	4715	70	423	70	100	70	0	0	0	0
	1100+73	1329	4715	70	423	70	100	70	0	0	0	0
	1102+04.86	44	4715	70	423	70	100	70	0	0	0	0
	1106+03.66	45	4715	70	423	70	100	70	0	0	0	0
	1110+03.66	46	4715	70	423	70	100	70	0	0	0	0
	a 1114+82.48	47	4715	70	423	70	100	70	0	0	0	0
	a 1118+84.13	48										
SR101_EB_L2_8	point1404	1404	3530	70	297	70	71	70	0	0	0	0
	a 1122+93.37	143	3530	70	297	70	71	70	0	0	0	0
	a 1126+94.09	144	3530	70	297	70	71	70	0	0	0	0
	a 1130+94.09	145	3530	70	297	70	71	70	0	0	0	0
	a 1134+94.09	146	3530	70	297	70	71	70	0	0	0	0
	a 1138+94.09	147	3530	70	297	70	71	70	0	0	0	0
	a 1142+94.09	148	3530	70	297	70	71	70	0	0	0	0
	a 1146+94.09	149	3530	70	297	70	71	70	0	0	0	0
	a 1150+94.09	150	3530	70	297	70	71	70	0	0	0	0
	a 1154+94.09	151	3530	70	297	70	71	70	0	0	0	0
	a 1158+94.09	152	3530	70	297	70	71	70	0	0	0	0
	a 1162+94.09	153	3530	70	297	70	71	70	0	0	0	0
	a 1166+94.09	154	3530	70	297	70	71	70	0	0	0	0
	a 1170+94.09	155	3530	70	297	70	71	70	0	0	0	0
	a 1174+94.09	156	3530	70	297	70	71	70	0	0	0	0
	a 1178+94.09	157										
SR101_EB_L1_8	point1405	1405	3530	70	297	70	71	70	0	0	0	0
	a 1122+86.22	49	3530	70	297	70	71	70	0	0	0	0
	a 1126+86.58	50	3530	70	297	70	71	70	0	0	0	0
	a 1130+86.58	51	3530	70	297	70	71	70	0	0	0	0
	a 1134+86.58	52	3530	70	297	70	71	70	0	0	0	0
	a 1138+86.58	53	3530	70	297	70	71	70	0	0	0	0
	a 1142+86.58	54	3530	70	297	70	71	70	0	0	0	0
	a 1146+86.58	55	3530	70	297	70	71	70	0	0	0	0
	a 1150+86.58	56	3530	70	297	70	71	70	0	0	0	0
	a 1154+86.58	57	3530	70	297	70	71	70	0	0	0	0

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	a 1158+86.58	58	3530	70	297	70	71	70	0	0	0	0
	a 1162+86.58	59	3530	70	297	70	71	70	0	0	0	0
	a 1166+86.58	60	3530	70	297	70	71	70	0	0	0	0
	a 1170+86.58	61	3530	70	297	70	71	70	0	0	0	0
	a 1174+86.58	62	3530	70	297	70	71	70	0	0	0	0
	a 1178+86.58	63										
SR101_WB_L1_8	point1414	1414	3544	70	313	70	66	70	0	0	0	0
	a 1178+07.83	251	3544	70	313	70	66	70	0	0	0	0
	a 1174+07.83	250	3544	70	313	70	66	70	0	0	0	0
	a 1170+07.83	249	3544	70	313	70	66	70	0	0	0	0
	a 1166+07.83	248	3544	70	313	70	66	70	0	0	0	0
	a 1162+07.83	247	3544	70	313	70	66	70	0	0	0	0
	a 1158+07.83	246	3544	70	313	70	66	70	0	0	0	0
	a 1154+07.83	245	3544	70	313	70	66	70	0	0	0	0
	a 1150+07.83	244	3544	70	313	70	66	70	0	0	0	0
	a 1146+07.83	243	3544	70	313	70	66	70	0	0	0	0
	a 1142+07.83	242	3544	70	313	70	66	70	0	0	0	0
	a 1138+07.84	241	3544	70	313	70	66	70	0	0	0	0
	a 1134+07.87	240	3544	70	313	70	66	70	0	0	0	0
	a 1130+07.90	239	3544	70	313	70	66	70	0	0	0	0
	a 1126+07.93	238	3544	70	313	70	66	70	0	0	0	0
	a 1122+09.37	237	3544	70	313	70	66	70	0	0	0	0
	a 1118+13.72	236										
SR101_WB_L2_8	point1415	1415	3544	70	313	70	66	70	0	0	0	0
	a 1177+99.95	337	3544	70	313	70	66	70	0	0	0	0
	a 1173+99.95	336	3544	70	313	70	66	70	0	0	0	0
	a 1169+99.95	335	3544	70	313	70	66	70	0	0	0	0
	a 1165+99.95	334	3544	70	313	70	66	70	0	0	0	0
	a 1161+99.95	333	3544	70	313	70	66	70	0	0	0	0
	a 1157+99.95	332	3544	70	313	70	66	70	0	0	0	0
	a 1153+99.95	331	3544	70	313	70	66	70	0	0	0	0
	a 1149+99.95	330	3544	70	313	70	66	70	0	0	0	0
	a 1145+99.95	329	3544	70	313	70	66	70	0	0	0	0
	a 1141+99.95	328	3544	70	313	70	66	70	0	0	0	0
	a 1137+99.97	327	3544	70	313	70	66	70	0	0	0	0
	a 1133+99.99	326	3544	70	313	70	66	70	0	0	0	0
	a 1130+00.02	325	3544	70	313	70	66	70	0	0	0	0

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	a 1126+00.05	324	3544	70	313	70	66	70	0	0	0	0
	a 1122+02.37	323	3544	70	313	70	66	70	0	0	0	0
	a 1118+09.16	322										
SR101_WB_L2_7	point1416	1416	4693	70	444	70	93	70	0	0	0	0
	a 1114+13.39	321	4693	70	444	70	93	70	0	0	0	0
	1109+34.65	320	4693	70	444	70	93	70	0	0	0	0
	1105+34.66	319	4693	70	444	70	93	70	0	0	0	0
	1101+30.47	318	4693	70	444	70	93	70	0	0	0	0
	1099+27	1322	4693	70	444	70	93	70	0	0	0	0
	1097+25.15	317	4693	70	444	70	93	70	0	0	0	0
	1093+24.00	316	4693	70	444	70	93	70	0	0	0	0
	1089+24.00	315	4693	70	444	70	93	70	0	0	0	0
	1085+24.00	314	4693	70	444	70	93	70	0	0	0	0
	1081+24.00	313	4693	70	444	70	93	70	0	0	0	0
	1077+24.00	312										
SR101_WB_L1_7	point1417	1417	4693	70	444	70	93	70	0	0	0	0
	a 1114+16.52	235	4693	70	444	70	93	70	0	0	0	0
	1109+37.78	234	4693	70	444	70	93	70	0	0	0	0
	1105+37.81	233	4693	70	444	70	93	70	0	0	0	0
	1101+35.48	232	4693	70	444	70	93	70	0	0	0	0
	1099+34	1323	4693	70	444	70	93	70	0	0	0	0
	1097+32.62	231	4693	70	444	70	93	70	0	0	0	0
	1093+31.99	230	4693	70	444	70	93	70	0	0	0	0
	1089+31.99	229	4693	70	444	70	93	70	0	0	0	0
	1085+31.99	228	4693	70	444	70	93	70	0	0	0	0
	1081+31.99	227	4693	70	444	70	93	70	0	0	0	0
	1077+31.99	226										
WB_FR_5-2	point1437	1437	149	50	8	50	1	50	0	0	0	0
	242+00.00	828	149	50	8	50	1	50	0	0	0	0
	240+00.00	827	149	50	8	50	1	50	0	0	0	0
	238+00.00	826	149	50	8	50	1	50	0	0	0	0
	236+00.00	825	149	50	8	50	1	50	0	0	0	0
	234+00.00	824	149	50	8	50	1	50	0	0	0	0
	232+00.00	823	149	50	8	50	1	50	0	0	0	0
	230+00.00	822	149	50	8	50	1	50	0	0	0	0
	228+00.00	821	149	50	8	50	1	50	0	0	0	0
	226+00.00	820	149	50	8	50	1	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	224+00.00	819	149	50	8	50	1	50	0	0	0	0
	222+00.00	818	149	50	8	50	1	50	0	0	0	0
	220+00.00	817	149	50	8	50	1	50	0	0	0	0
	218+00.00	816	149	50	8	50	1	50	0	0	0	0
	216+00.00	815	149	50	8	50	1	50	0	0	0	0
	214+00.00	814	149	50	8	50	1	50	0	0	0	0
	212+00.00	813	149	50	8	50	1	50	0	0	0	0
	210+00.00	812	149	50	8	50	1	50	0	0	0	0
	208+00.00	811	149	50	8	50	1	50	0	0	0	0
	206+00.00	810	149	50	8	50	1	50	0	0	0	0
	204+00.00	809	149	50	8	50	1	50	0	0	0	0
	202+00.00	808	149	50	8	50	1	50	0	0	0	0
	200+00.00	807	149	50	8	50	1	50	0	0	0	0
	198+00.00	806	149	50	8	50	1	50	0	0	0	0
	196+00.00	805	149	50	8	50	1	50	0	0	0	0
	194+00.00	804	149	50	8	50	1	50	0	0	0	0
	192+00.00	803	149	50	8	50	1	50	0	0	0	0
	190+00.00	802	149	50	8	50	1	50	0	0	0	0
	188+00.00	801	149	50	8	50	1	50	0	0	0	0
	186+00.00	800	149	50	8	50	1	50	0	0	0	0
	184+00.00	799	149	50	8	50	1	50	0	0	0	0
	182+00.00	798	149	50	8	50	1	50	0	0	0	0
	180+00.00	797	149	50	8	50	1	50	0	0	0	0
	178+00.00	796	149	50	8	50	1	50	0	0	0	0
	176+00.00	795	149	50	8	50	1	50	0	0	0	0
	174+00.00	794	149	50	8	50	1	50	0	0	0	0
	172+00.00	793	149	50	8	50	1	50	0	0	0	0
	170+00.00	792	149	50	8	50	1	50	0	0	0	0
	point1490	1490										
51stAve_EB_Offramp-2	point1472	1472	492	18	18	13	2	10	0	0	0	0
	51+80.92	932										
51stAve_EB_Offramp-2	point1473	1473	492	38	18	34	2	31	0	0	0	0
	48+00.00	930	492	38	18	34	2	31	0	0	0	0
	50+00.00	931	492	38	18	34	2	31	0	0	0	0
	point1470	1470										
EB_FR_4-2-2	point1475	1475	164	18	5	13	1	10	0	0	0	0
	162+00.00	621										

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EB_FR_4-2-2	point1477	1477	164	38	5	34	1	31	0	0	0	0
	158+00.00	619	164	38	5	34	1	31	0	0	0	0
	160+00.00	620	164	38	5	34	1	31	0	0	0	0
	point1474	1474										
EB_FR_5-2	point1478	1478	272	50	10	50	1	50	0	0	0	0
	168+00.00	624	272	50	10	50	1	50	0	0	0	0
	170+00.00	625	272	50	10	50	1	50	0	0	0	0
	172+00.00	626	272	50	10	50	1	50	0	0	0	0
	174+00.00	627	272	50	10	50	1	50	0	0	0	0
	176+00.00	628	272	50	10	50	1	50	0	0	0	0
	178+00.00	629	272	50	10	50	1	50	0	0	0	0
	180+00.00	630	272	50	10	50	1	50	0	0	0	0
	182+00.00	631	272	50	10	50	1	50	0	0	0	0
	184+00.00	632	272	50	10	50	1	50	0	0	0	0
	186+00.00	633	272	50	10	50	1	50	0	0	0	0
	188+00.00	634	272	50	10	50	1	50	0	0	0	0
	190+00.00	635	272	50	10	50	1	50	0	0	0	0
	192+00.00	636	272	50	10	50	1	50	0	0	0	0
	194+00.00	637	272	50	10	50	1	50	0	0	0	0
	196+00.00	638	272	50	10	50	1	50	0	0	0	0
	198+00.00	639	272	50	10	50	1	50	0	0	0	0
	200+00.00	640	272	50	10	50	1	50	0	0	0	0
	202+00.00	641	272	50	10	50	1	50	0	0	0	0
	204+00.00	642	272	50	10	50	1	50	0	0	0	0
	206+00.00	643	272	50	10	50	1	50	0	0	0	0
	208+00.00	644	272	50	10	50	1	50	0	0	0	0
	210+00.00	645	272	50	10	50	1	50	0	0	0	0
	212+00.00	646	272	50	10	50	1	50	0	0	0	0
	214+00.00	647	272	50	10	50	1	50	0	0	0	0
	216+00.00	648	272	50	10	50	1	50	0	0	0	0
	218+00.00	649	272	50	10	50	1	50	0	0	0	0
	220+00.00	650	272	50	10	50	1	50	0	0	0	0
	222+00.00	651	272	50	10	50	1	50	0	0	0	0
	224+00.00	652	272	50	10	50	1	50	0	0	0	0
	226+00.00	653	272	50	10	50	1	50	0	0	0	0
	228+00.00	654	272	50	10	50	1	50	0	0	0	0
	230+00.00	655	272	50	10	50	1	50	0	0	0	0

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	232+00.00	656	272	50	10	50	1	50	0	0	0	0
	234+00.00	657	272	50	10	50	1	50	0	0	0	0
	236+00.00	658	272	50	10	50	1	50	0	0	0	0
	238+00.00	659	272	50	10	50	1	50	0	0	0	0
	240+00.00	660	272	50	10	50	1	50	0	0	0	0
	242+00.00	661										
WB_FR_5-2-2	point1489	1489	149	18	8	13	1	10	0	0	0	0
	164+00.00	789	149	18	8	13	1	10	0	0	0	0
	point1365	1365										
WB_FR_5-2-2	point1491	1491	149	38	8	34	1	31	0	0	0	0
	168+00.00	791	149	38	8	34	1	31	0	0	0	0
	166+00.00	790	149	38	8	34	1	31	0	0	0	0
	point1488	1488										
51stAve_WB_Offramp-2	point1493	1493	1245	18	51	13	11	10	0	0	0	0
	1099+16.34	1099										
51stAve_WB_Offramp-2	point1495	1495	1245	38	51	34	11	31	0	0	0	0
	1103+38.51	1101	1245	38	51	34	11	31	0	0	0	0
	1101+27.73	1100	1245	38	51	34	11	31	0	0	0	0
	point1492	1492										
WB_FR_4-2	point1496	1496	203	50	6	50	1	50	0	0	0	0
	156+00.00	785	203	50	6	50	1	50	0	0	0	0
	154+00.00	784	203	50	6	50	1	50	0	0	0	0
	152+00.00	783	203	50	6	50	1	50	0	0	0	0
	150+00.00	782	203	50	6	50	1	50	0	0	0	0
	148+00.00	781	203	50	6	50	1	50	0	0	0	0
	146+00.00	780	203	50	6	50	1	50	0	0	0	0
	144+00.00	779	203	50	6	50	1	50	0	0	0	0
	142+00.00	778										
EB_FR_4-2-2	point1506	1506	164	50	5	50	1	50	0	0	0	0
	144+00.00	612	164	50	5	50	1	50	0	0	0	0
	146+00.00	613	164	50	5	50	1	50	0	0	0	0
	148+00.00	614	164	50	5	50	1	50	0	0	0	0
	150+00.00	615	164	50	5	50	1	50	0	0	0	0
	152+00.00	616	164	50	5	50	1	50	0	0	0	0
	154+00.00	617	164	50	5	50	1	50	0	0	0	0
	156+00.00	618	164	50	5	50	1	50	0	0	0	0
	point1476	1476										

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EB_FR_5-2-2	point1511	1511	272	50	10	50	1	50	0	0	0	0
	244+00.00	662										
51stAve_SB-2	point1512	1512	1226	50	44	50	4	50	0	0	0	0
	6+27.06	1210										
51stAve_NB-2	point1513	1513	178	50	6	50	0	0	0	0	0	0
	13+16.05	1214										

Barrier		Points																		
Name	Type	Height		If Wall	If Berm	Run:Rise			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment			On	Important
		Min	Max	\$ per Unit Area	\$ per Unit Vol.	Top Width	ft:ft		\$ per Unit Length			X	Y	Z	at Point	Seg Ht Incre-	Perturbs #Up #Dn	Struct?	Reflec-tions?	
		ft	ft	\$/sq ft	\$/cu yd	ft	ft:ft		\$/ft		ft	ft	ft	ft	ft	ft				
Exist Wall EB4	W	0.00	99.99	0.00					0.00	1099+00.62	45	623,329.3	970,699.0	1,305.48	10.00	0.00	0	0		
										1100+85.56	46	623,523.0	970,748.8	1,305.33	14.67	0.00	0	0		
										1102+72.97	47	623,716.7	970,798.7	1,306.71	14.00	0.00	0	0		
										1104+65.00	48	623,910.8	970,846.8	1,307.42	14.00	0.00	0	0		
										1106+63.67	49	624,105.0	970,894.6	1,308.95	13.33	0.00	0	0		
										1108+63.56	50	624,299.2	970,942.4	1,309.80	14.00	0.00	0	0		
Exist Wall EB5	W	0.00	99.99	0.00					0.00	1110+04.66	52	624,436.6	970,974.9	1,311.17	16.67	0.00	0	0		
										a 1111+85.86	53	624,536.0	970,999.7	1,313.02	16.00					
Exist Wall EB7	W	0.00	99.99	0.00					0.00	a 1136+41.45	64	626,939.8	971,259.3	1,321.10	13.33	0.00	0	0		
										a 1138+41.36	65	627,139.7	971,261.0	1,323.20	14.00	0.00	0	0		
										a 1140+41.50	66	627,339.9	971,262.7	1,325.52	14.00	0.00	0	0		
										a 1142+41.51	67	627,539.9	971,264.4	1,326.90	14.00	0.00	0	0		
										a 1144+41.47	68	627,739.8	971,266.1	1,328.33	13.67	0.00	0	0		
										a 1146+41.43	69	627,939.8	971,267.7	1,328.94	13.00	0.00	0	0		
										a 1148+41.42	70	628,139.8	971,269.4	1,329.17	13.33	0.00	0	0		
										a 1150+41.49	71	628,339.8	971,271.1	1,329.93	13.33	0.00	0	0		
										a 1152+41.40	72	628,539.7	971,273.6	1,329.97	13.33	0.00	0	0		
										a 1154+41.52	73	628,739.8	971,275.1	1,330.38	12.67	0.00	0	0		
										a 1156+41.54	74	628,939.9	971,276.7	1,330.51	13.33	0.00	0	0		
										a 1158+41.51	75	629,139.8	971,278.2	1,331.74	13.33	0.00	0	0		
										a 1160+41.55	76	629,339.9	971,278.7	1,331.89	13.33	0.00	0	0		
										a 1162+41.51	77	629,539.8	971,280.3	1,332.59	13.67	0.00	0	0		
a 1164+41.34	78	629,739.6	971,281.8	1,333.80	14.00	0.00	0	0												
a 1166+41.50	79	629,939.8	971,283.3	1,335.28	12.67	0.00	0	0												
a 1168+41.48	80	630,139.8	971,285.9	1,336.69	12.00	0.00	0	0												
a 1170+41.48	81	630,339.8	971,287.5	1,336.40	12.00	0.00	0	0												
a 1172+41.46	82	630,539.7	971,289.0	1,337.47	12.67	0.00	0	0												
a 1174+41.44	83	630,739.7	971,290.6	1,338.13	12.67	0.00	0	0												
a 1176+41.58	84	630,939.8	971,292.1	1,338.34	12.00	0.00	0	0												
a 1178+41.43	85	631,139.7	971,293.7	1,339.25	11.67	0.00	0	0												
a 1180+41.49	86	631,339.7	971,295.2	1,339.60	11.33															
Privacywall_EB10	W	0.00	99.99	0.00					0.00	point263	263	624,536.0	970,999.7	1,313.02	6.00	0.00	0	0		
										point264	264	624,808.0	971,057.4	1,313.23	6.00	0.00	0	0		
										point265	265	624,977.0	971,089.3	1,313.67	6.00	0.00	0	0		
										point266	266	625,154.7	971,122.8	1,314.47	6.00	0.00	0	0		
										point267	267	625,382.3	971,132.8	1,315.74	6.00	0.00	0	0		

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								point268	268	625,549.6	971,139.8	1,316.99	6.00	0.00	0	0		
								point269	269	625,811.7	971,151.1	1,318.47	6.00	0.00	0	0		
								point270	270	625,828.9	971,117.0	1,318.59	6.00	0.00	0	0		
								point271	271	625,829.0	971,080.1	1,318.00	6.00					
Privacywall_EB11	W	0.00	99.99	0.00			0.00	point276	276	625,824.3	970,975.9	1,318.00	6.00	0.00	0	0		
								point274	274	625,825.4	970,809.8	1,318.00	6.00					
Privacywall_EB12	W	0.00	99.99	0.00			0.00	point277	277	625,904.6	970,939.2	1,318.00	6.00	0.00	0	0		
								point278	278	625,907.1	971,102.1	1,319.32	6.00	0.00	0	0		
								point279	279	625,932.4	971,135.1	1,319.19	6.00	0.00	0	0		
								point280	280	626,004.0	971,150.7	1,318.22	6.00	0.00	0	0		
								point281	281	626,143.0	971,152.1	1,317.64	6.00	0.00	0	0		
								point282	282	626,317.8	971,152.6	1,319.31	6.00	0.00	0	0		
								point283	283	626,340.6	971,133.2	1,319.41	6.00					
Privacywall_EB13	W	0.00	99.99	0.00			0.00	point293	293	626,413.4	971,133.9	1,320.73	6.00	0.00	0	0		
								point286	286	626,470.4	971,154.0	1,320.61	6.00	0.00	0	0		
								point287	287	626,636.6	971,156.5	1,321.76	6.00	0.00	0	0		
								point288	288	626,818.9	971,157.7	1,321.65	6.00	0.00	0	0		
								point289	289	627,033.7	971,160.7	1,323.10	6.00	0.00	0	0		
								point290	290	627,050.7	971,139.7	1,323.25	6.00	0.00	0	0		
								point291	291	627,049.9	970,987.8	1,323.00	6.00					
Privacywall_EB14	W	0.00	99.99	0.00			0.00	point294	294	626,987.5	970,800.0	1,323.00	6.00	0.00	0	0		
								point295	295	626,968.8	970,823.2	1,323.00	6.00	0.00	0	0		
								point296	296	627,280.2	970,956.3	1,324.00	6.00	0.00	0	0		
								point297	297	627,481.5	971,017.0	1,323.00	6.00	0.00	0	0		
								point298	298	627,686.1	971,019.2	1,323.00	6.00	0.00	0	0		
								point299	299	627,857.6	971,021.1	1,324.00	6.00	0.00	0	0		
								point300	300	627,882.6	970,997.7	1,324.00	6.00	0.00	0	0		
								point301	301	628,000.0	971,012.5	1,324.00	6.00	0.00	0	0		
								point302	302	628,174.0	970,997.1	1,324.00	6.00	0.00	0	0		
								point303	303	628,342.6	970,974.3	1,327.00	6.00	0.00	0	0		
								point304	304	628,441.0	970,990.1	1,327.00	6.00	0.00	0	0		
								point305	305	628,442.0	970,850.3	1,327.00	6.00	0.00	0	0		
								point306	306	628,442.9	970,727.0	1,327.00	6.00					
BuildingBarrier_EB12	W	0.00	99.99	0.00			0.00	point618	618	625,973.3	971,059.8	1,318.00	30.00	0.00	0	0		
								point619	619	625,977.7	971,113.6	1,318.00	30.00	0.00	0	0		
								point620	620	626,331.9	971,111.4	1,318.00	30.00	0.00	0	0		
								point621	621	626,331.6	971,057.1	1,318.00	30.00					
BuildingBarrier_EB13	W	0.00	99.99	0.00			0.00	point639	639	626,420.6	971,065.7	1,321.00	30.00	0.00	0	0		
								point624	624	626,421.5	971,121.6	1,321.00	30.00	0.00	0	0		
								point625	625	626,564.6	971,108.8	1,321.00	30.00	0.00	0	0		
								point626	626	626,567.5	971,056.0	1,321.00	30.00					
BuildingBarrier_EB14	W	0.00	99.99	0.00			0.00	point641	641	626,557.0	971,025.9	1,322.00	30.00	0.00	0	0		
								point628	628	626,676.1	971,090.0	1,322.00	30.00	0.00	0	0		
								point629	629	626,721.4	971,024.0	1,322.00	30.00					
BuildingBarrier_EB15	W	0.00	99.99	0.00			0.00	point643	643	626,717.8	971,072.0	1,322.00	30.00	0.00	0	0		
								point631	631	626,714.2	971,119.9	1,322.00	30.00	0.00	0	0		
								point632	632	626,863.8	971,117.2	1,322.00	30.00	0.00	0	0		
								point633	633	626,862.7	971,055.5	1,322.00	30.00					
BuildingBarrier_EB16	W	0.00	99.99	0.00			0.00	point645	645	626,941.7	971,124.7	1,322.00	30.00	0.00	0	0		
								point635	635	627,024.1	971,121.4	1,322.00	30.00	0.00	0	0		

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									point636	636	627,027.6	971,004.5	1,322.00	30.00	0.00	0	0		
									point637	637	626,941.8	970,995.9	1,322.00	30.00					
JerseyBarrier	W	0.00	99.99	0.00			0.00		point703	703	621,842.9	970,878.5	1,314.00	4.00	0.00	0	0		
									point692	692	622,024.4	970,878.8	1,319.50	4.00	0.00	0	0		
									point693	693	622,427.1	970,879.3	1,326.60	4.00	0.00	0	0		
									point700	700	622,824.8	970,881.5	1,330.10	4.00	0.00	0	0		
									point701	701	622,960.4	970,880.9	1,330.10	4.00	0.00	0	0		
									point694	694	623,094.9	970,881.6	1,330.20	4.00	0.00	0	0		Y
									point695	695	623,225.6	970,884.6	1,330.20	4.00	0.00	0	0		Y
									point702	702	623,361.9	970,895.4	1,329.30	4.00	0.00	0	0		
									point696	696	623,498.2	970,906.3	1,328.40	4.00	0.00	0	0		
									point697	697	623,631.4	970,924.0	1,327.50	4.00	0.00	0	0		
									point698	698	624,033.4	971,001.2	1,320.60	4.00	0.00	0	0		
									point699	699	624,244.7	971,044.3	1,316.90	4.00					
Privacywall_EB10a	W	0.00	99.99	0.00			0.00		point716	716	624,536.0	970,999.7	1,313.02	6.00	0.00	0	0		
									point717	717	624,538.1	970,605.1	1,312.00	6.00					
SWL-1130-R	W	0.00	99.99	0.00			0.00		a 1126+11.11	718	625,902.6	971,238.2	1,318.54	16.00	0.00	0	0		
									a 1128+04.11	719	626,102.6	971,240.8	1,319.01	16.00	0.00	0	0		
									a 1130+04.11	720	626,302.6	971,243.4	1,319.83	16.00	0.00	0	0		
									a 1132+04.10	721	626,502.6	971,246.1	1,321.23	16.00	0.00	0	0		
									a 1134+04.10	722	626,702.6	971,246.1	1,321.47	16.00	0.00	0	0		
									a 1136+03.87	723	626,902.3	971,257.2	1,321.38	16.00	0.00	0	0		
									a 1136+40	724	626,939.8	971,259.3	1,321.10	16.00					
SWL-1120-R (Exist Wall EB6 to 18')-2	W	0.00	99.99	0.00			0.00		1110+46.53	727	624,465.5	971,040.7	1,311.14	18.00	0.00	0	0		
									a 1113+25.25	55	624,660.1	971,086.9	1,311.88	18.00	0.00	0	0		
									a 1115+25.75	56	624,854.7	971,133.1	1,312.31	18.00	0.00	0	0		
									a 1117+30.30	57	625,051.9	971,166.8	1,314.59	18.00	0.00	0	0		
									a 1119+37.20	58	625,249.9	971,194.5	1,316.00	18.00	0.00	0	0		
									a 1121+43.99	59	625,449.0	971,214.4	1,316.81	18.00	0.00	0	0		
									a 1123+49.15	60	625,648.8	971,223.2	1,317.86	18.00	0.00	0	0		
									a 1124+94.63	61	625,793.2	971,225.4	1,318.14	18.00	0.00	0	0		
									a 1125+05.91	62	625,804.4	971,237.1	1,317.39	18.00	0.00	0	0		
									a 1126+11.11	63	625,909.6	971,238.0	1,318.61	18.00					

INPUT: RECEIVERS

SR101 GPL, 75th Ave to I-17

							6 October 2020					
AZTEC							TNM 2.5					
AZTEC												
INPUT: RECEIVERS												
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17										
RUN:		SR101 GPL, 75th Ave to I-17, Build										
Receiver												
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria			NR Goal	Active in Calc.	
			X	Y	Z		Existing LAeq1h	Impact LAeq1h	Criteria Sub'l			
			ft	ft	ft	ft	dBA	dBA	dB	dB		
E86	288	1	623,473.0	970,464.7	1,305.00	5.00	0.00	66	15.0	7.0	Y	
E87	289	3	623,540.9	970,625.9	1,304.00	5.00	0.00	66	15.0	7.0	Y	
E88	290	4	623,656.4	970,631.2	1,307.00	5.00	0.00	66	15.0	7.0	Y	
E89	291	2	623,658.9	970,745.8	1,307.50	5.00	0.00	66	15.0	7.0	Y	
E90	292	3	623,785.8	970,783.9	1,308.52	5.00	0.00	66	15.0	7.0	Y	
E91	293	4	623,811.8	970,626.8	1,308.40	5.00	0.00	66	15.0	7.0	Y	
E92/MON10	294	1	623,868.3	970,805.8	1,308.00	5.00	0.00	66	15.0	7.0	Y	
E93	295	8	623,927.2	970,789.2	1,308.40	5.00	0.00	66	15.0	7.0	Y	
E94	296	5	623,948.1	970,628.6	1,308.40	5.00	0.00	66	15.0	7.0	Y	
E95	297	6	624,079.2	970,630.3	1,310.00	5.00	0.00	66	15.0	7.0	Y	
E96	298	2	624,179.0	970,854.2	1,309.60	5.00	0.00	66	15.0	7.0	Y	
E97	299	4	624,357.0	970,757.1	1,311.00	5.00	0.00	66	15.0	7.0	Y	
E98	300	3	624,269.1	970,913.8	1,310.27	5.00	0.00	66	15.0	7.0	Y	
E99	301	3	624,496.8	970,777.0	1,311.00	5.00	0.00	66	15.0	7.0	Y	
E100	302	3	624,498.5	970,909.9	1,311.40	5.00	0.00	66	15.0	7.0	Y	
E101	303	3	624,578.8	970,798.0	1,311.00	5.00	0.00	66	15.0	7.0	Y	
E102	304	3	624,656.5	970,996.7	1,313.43	5.00	0.00	66	15.0	7.0	Y	
E103	305	3	624,782.9	970,848.0	1,313.00	5.00	0.00	66	15.0	7.0	Y	
E104	306	5	624,826.7	971,023.8	1,313.48	5.00	0.00	66	15.0	7.0	Y	
E105	307	3	624,992.0	971,055.0	1,313.86	5.00	0.00	66	15.0	7.0	Y	
E106	308	6	625,093.4	970,869.6	1,314.00	5.00	0.00	66	15.0	7.0	Y	
E106(a)	309	1	624,999.8	970,836.4	1,314.00	5.00	0.00	66	15.0	7.0	Y	
E107	310	3	625,171.2	971,086.9	1,314.22	5.00	0.00	66	15.0	7.0	Y	
E108	311	8	625,305.9	970,883.4	1,315.00	5.00	0.00	66	15.0	7.0	Y	

INPUT: RECEIVERS

SR101 GPL, 75th Ave to I-17

E109	312	3	625,301.8	971,093.2	1,315.00	5.00	0.00	66	15.0	7.0	Y
E110	313	8	625,478.9	970,902.2	1,316.00	5.00	0.00	66	15.0	7.0	Y
E111	314	4	625,475.4	971,105.7	1,316.00	5.00	0.00	66	15.0	7.0	Y
E112	315	8	625,653.2	970,904.3	1,317.00	5.00	0.00	66	15.0	7.0	Y
E113	316	3	625,674.1	971,093.9	1,317.30	5.00	0.00	66	15.0	7.0	Y
E114	317	4	625,808.8	970,906.4	1,318.00	5.00	0.00	66	15.0	7.0	Y
E115	318	2	625,803.9	971,102.9	1,318.00	5.00	0.00	66	15.0	7.0	Y
E116(a)	319	4	625,971.3	971,119.6	1,318.00	5.00	0.00	66	15.0	7.0	Y
E116(b)	320	4	625,971.4	971,119.6	1,318.00	17.00	0.00	66	15.0	7.0	Y
E117(a)	392	4	625,994.9	970,956.4	1,318.00	5.00	0.00	66	15.0	7.0	Y
E117(b)	393	4	625,994.8	970,956.4	1,318.00	17.00	0.00	66	15.0	7.0	Y
E118(a)	397	2	626,311.4	970,922.4	1,318.00	5.00	0.00	66	15.0	7.0	Y
E118(b)	398	2	626,311.3	970,922.4	1,318.00	17.00	0.00	66	15.0	7.0	Y
E119(a)	408	4	626,317.2	971,121.7	1,318.18	5.00	0.00	66	15.0	7.0	Y
E119(b)	409	4	626,317.1	971,121.7	1,318.18	17.00	0.00	66	15.0	7.0	Y
E120(a)	410	4	626,558.2	971,114.8	1,321.00	5.00	0.00	66	15.0	7.0	Y
E120(b)	411	4	626,558.1	971,114.8	1,321.00	17.00	0.00	66	15.0	7.0	Y
E121/MON11	412	1	626,634.2	971,135.3	1,318.90	5.00	0.00	66	15.0	7.0	Y
E122(a)	425	4	626,811.6	970,963.0	1,322.00	5.00	0.00	66	15.0	7.0	Y
E122(b)	426	4	626,811.7	970,963.0	1,322.00	17.00	0.00	66	15.0	7.0	Y
E123(a)	433	4	626,858.2	971,123.1	1,322.40	5.00	0.00	66	15.0	7.0	Y
E123(b)	434	4	626,858.4	971,123.1	1,322.40	17.00	0.00	66	15.0	7.0	Y
E124(a)	435	2	627,032.6	971,122.4	1,322.86	5.00	0.00	66	15.0	7.0	Y
E124(b)	436	2	627,032.7	971,122.4	1,322.86	17.00	0.00	66	15.0	7.0	Y
E125(a)	437	2	627,036.1	970,989.0	1,323.00	5.00	0.00	66	15.0	7.0	Y
E125(b)	438	2	627,036.2	970,989.0	1,323.00	17.00	0.00	66	15.0	7.0	Y
E126	439	5	627,010.5	970,811.9	1,323.00	5.00	0.00	66	15.0	7.0	Y
E127	440	4	627,284.6	970,928.6	1,324.00	5.00	0.00	66	15.0	7.0	Y
E128	441	3	627,362.7	970,768.2	1,324.00	5.00	0.00	66	15.0	7.0	Y
E129/MON12	444	1	627,524.7	970,994.2	1,322.00	5.00	0.00	66	15.0	7.0	Y
E130	445	4	627,617.9	971,002.6	1,323.00	5.00	0.00	66	15.0	7.0	Y
E131	446	3	627,638.8	970,801.5	1,323.00	5.00	0.00	66	15.0	7.0	Y
E132	447	2	627,888.1	970,979.9	1,324.00	5.00	0.00	66	15.0	7.0	Y
E133	448	7	627,930.5	970,774.4	1,324.00	5.00	0.00	66	15.0	7.0	Y
E134	449	5	628,161.8	970,772.3	1,324.00	5.00	0.00	66	15.0	7.0	Y
E135	450	4	628,179.5	970,977.6	1,324.00	5.00	0.00	66	15.0	7.0	Y
E136	451	2	628,395.1	970,958.8	1,327.00	5.00	0.00	66	15.0	7.0	Y

INPUT: RECEIVERS**SR101 GPL, 75th Ave to I-17**

E137	452	2	628,405.6	970,767.1	1,327.00	5.00	0.00	66	15.0	7.0	Y
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INPUT: RECEIVERS

SR101 GPL, 75th Ave to I-17

						6 October 2020					
AZTEC						TNM 2.5					
AZTEC											
INPUT: RECEIVERS											
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17									
RUN:		SR101 GPL, 75th Ave to I-17, Build									
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria			NR Goal	Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact LAeq1h	Criteria Sub'l		
			ft	ft	ft	ft	dBA	dBA	dB	dB	
W129	125	1	623,321.1	971,365.9	1,305.00	5.00	0.00	66	15.0	7.0	
W130	126	1	623,320.2	971,615.9	1,305.00	5.00	0.00	66	15.0	7.0	
W131	127	1	623,539.9	971,334.6	1,305.41	5.00	0.00	66	15.0	7.0	
W132	128	1	623,587.1	971,979.9	1,306.00	5.00	0.00	66	15.0	7.0	
W133	129	1	623,822.0	971,339.8	1,305.97	5.00	0.00	66	15.0	7.0	
W134	130	1	623,824.1	971,690.0	1,306.00	5.00	0.00	66	15.0	7.0	
W135	401	1	624,110.9	971,978.2	1,308.00	5.00	0.00	66	15.0	7.0	
W136	402	1	624,543.5	972,155.9	1,308.00	5.00	0.00	66	15.0	7.0	
W137	403	1	624,847.0	971,855.0	1,313.00	5.00	0.00	66	15.0	7.0	
W138	404	1	625,554.6	971,914.6	1,319.00	5.00	0.00	66	15.0	7.0	
W139	405	2	626,192.2	971,958.6	1,322.00	5.00	0.00	66	15.0	7.0	
W139(a)/MON11a	406	1	626,139.8	971,691.0	1,319.00	5.00	0.00	66	15.0	7.0	
W140	407	2	626,188.0	972,125.2	1,327.00	5.00	0.00	66	15.0	7.0	
W141	413	2	626,404.8	971,962.7	1,321.00	5.00	0.00	66	15.0	7.0	
W142	414	2	626,404.8	972,125.2	1,329.00	5.00	0.00	66	15.0	7.0	
W143	415	4	626,538.8	971,696.7	1,320.00	5.00	0.00	66	15.0	7.0	
W144	418	3	626,785.3	971,703.6	1,320.00	5.00	0.00	66	15.0	7.0	
W145	419	1	627,265.4	971,896.0	1,392.00	5.00	0.00	66	15.0	7.0	
W146	423	1	628,088.4	971,903.2	1,410.00	5.00	0.00	66	15.0	7.0	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

AZTEC				6 October 2020							
AZTEC				TNM 2.5							
INPUT: ROADWAYS				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA							
PROJECT/CONTRACT: SR101 GPL, 75th Ave to I-17											
RUN: SR101 GPL, 75th Ave to I-17, Build S3											
Roadway	Width	Points	No.	Coordinates (pavement)			Flow Control			Segment	
Name		Name		X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
	ft			ft	ft	ft		mph	%	Affected	
SR101_WB_L1_10	50.0		274	640,253.2	971,081.0	1,362.20				Average	
		a 1266+07	273	639,873.7	971,081.7	1,360.00				Average	
		a 1262+07	272	639,473.7	971,082.5	1,357.40				Average	
		a 1258+07	271	639,073.7	971,083.3	1,355.40				Average	
		a 1254+07	270	638,673.7	971,084.1	1,357.10				Average	
		a 1250+07	269	638,273.7	971,084.9	1,363.40				Average	
		a 1246+07	268	637,873.7	971,085.7	1,371.60				Average	
		a 1242+07	267	637,473.7	971,086.5	1,380.40				Average	
		a 1238+07	266	637,073.7	971,087.3	1,386.80				Average	
		a 1234+07	265	636,673.7	971,088.1	1,390.80				Average	
		1232+07	1310	636,473.7	971,088.5	1,391.05				Average	Y
		a 1230+07	264	636,273.7	971,088.9	1,391.30					
SR101_WB_L2_10	60.0		360	640,253.2	971,105.0	1,361.70				Average	
		a 1265+99	359	639,865.7	971,105.7	1,359.40				Average	
		a 1261+99	358	639,465.7	971,106.5	1,356.80				Average	
		a 1257+99	357	639,065.7	971,107.3	1,355.00				Average	
		a 1253+99	356	638,665.7	971,108.1	1,356.60				Average	
		a 1249+99	355	638,265.7	971,108.9	1,363.00				Average	
		a 1245+99	354	637,865.7	971,109.7	1,371.30				Average	
		a 1241+99	353	637,465.7	971,110.5	1,380.00				Average	
		a 1237+99	352	637,065.7	971,111.3	1,386.60				Average	
		a 1233+99	351	636,665.7	971,112.1	1,390.50				Average	
		1231+99	1309	636,465.7	971,112.5	1,390.65				Average	Y
		a 1229+99	350	636,265.7	971,112.9	1,390.80					
WB_FR_8	24.0	332+00.00	873	640,049.1	971,463.8	1,366.40				Average	
		330+00.00	872	639,849.1	971,467.3	1,371.60				Average	
		328+00.00	871	639,649.1	971,470.7	1,376.70				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		point1485	1485	639,549.6	971,461.5	1,378.20					
27thAve_EB_Offramp	12.0	19+39.28	1022	637,074.2	970,935.5	1,384.40				Average	
		18+00.00	1021	637,213.1	970,925.7	1,381.60				Average	
		16+00.00	1020	637,412.2	970,907.2	1,377.70				Average	
		14+00.00	1019	637,611.2	970,886.7	1,374.90				Average	
		12+00.00	1018	637,810.0	970,865.4	1,374.00				Average	
		10+00.00	1017	638,009.0	970,844.8	1,374.50				Average	
		8+00.00	1016	638,208.0	970,824.7	1,375.60				Average	
		6+00.00	1015	638,406.9	970,804.1	1,376.30				Average	
		point1482	1482	638,506.2	970,793.3	1,376.50					
35thAve_SB	40.0	0+00.00	1215	633,759.9	971,564.0	1,353.00	Signal	10.00	100	Average	
		0+50.08	1216	633,759.0	971,513.9	1,353.00				Average	
		4+86.68	1217	633,759.1	971,077.3	1,351.90					
31stAve_SB	24.0	0+00.00	1223	636,416.6	971,387.3	1,366.80	Signal	10.00	100	Average	
		0+72.48	1224	636,414.7	971,314.8	1,366.50				Average	
		4+78.07	1225	636,415.6	970,909.3	1,365.10					
27thAve_SB	40.0	0+00.00	1231	639,045.0	971,509.6	1,380.20	Signal	10.00	100	Average	
		0+42.50	1232	639,044.4	971,467.1	1,380.20				Average	
		point1307	1307	639,045.4	971,244.2	1,379.30				Average	Y
		point1308	1308	639,046.4	970,936.7	1,378.40				Average	Y
		7+11.25	1233	639,047.4	970,798.4	1,377.50					
35thAve_NB	40.0	point1264	1264	633,812.5	970,908.4	1,351.70	Signal	10.00	100	Average	
		7+46.82	1220	633,813.2	970,955.1	1,351.90				Average	
		11+74.56	1221	633,813.8	971,382.8	1,352.50					
31stAve_NB	24.0	point1266	1266	636,443.2	970,798.6	1,364.00	Signal	10.00	100	Average	
		6+45.91	1228	636,443.5	970,826.4	1,364.20				Average	
		10+59.04	1229	636,443.1	971,239.5	1,366.30					
27thAve_NB	40.0	point1268	1268	639,097.7	970,635.0	1,376.70	Signal	10.00	100	Average	
		9+62.60	1236	639,098.2	970,668.3	1,376.80				Average	
		point1305	1305	639,097.4	970,931.5	1,377.87				Average	Y
		point1306	1306	639,095.0	971,247.6	1,378.93				Average	Y
		16+47.57	1237	639,095.8	971,353.2	1,380.00					
35thAve_EB_Offramp	24.0	point1289	1289	631,945.1	971,325.0	1,345.30				Average	
		16+00.00	941	632,145.0	971,326.4	1,347.20				Average	
		14+00.00	940	632,344.9	971,321.0	1,350.10				Average	
		12+00.00	939	632,544.3	971,305.1	1,353.10				Average	
		10+00.00	938	632,742.5	971,278.8	1,354.60				Average	
		8+00.00	937	632,939.1	971,242.3	1,354.30				Average	
		6+00.00	936	633,133.5	971,195.3	1,351.70				Average	
		point1474	1474	633,230.2	971,169.8	1,351.15					

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

35thAve_WB_Onramp	24.0	0+00.00	1290	633,697.8	971,454.2	1,352.10	Onramp	15.00	100	Average
		2+49.00	1291	633,452.4	971,496.4	1,350.50				Average
		4+94.61	1292	633,208.3	971,524.3	1,349.90				Average
		7+30.11	1293	632,972.9	971,528.9	1,353.10				Average
		9+35.50	1294	632,767.5	971,527.2	1,354.20				Average
		11+37.11	1295	632,566.0	971,522.7	1,352.30				Average
		14+53.34	1296	632,249.8	971,515.6	1,347.20				Average
		17+08.19	1297	631,995.6	971,497.7	1,345.40				Average
		19+76.61	1298	631,727.4	971,485.4	1,343.60				Average
		22+59.63	1299	631,444.5	971,479.5	1,342.80				Average
		24+41.13	1300	631,263.0	971,475.8	1,342.10				
SR101_WB_L3_4	24.0	point1301	1301	631,296.3	971,462.0	1,342.70				Average
		a 1177+99	1138	631,096.3	971,460.5	1,341.90				Average
		a 1175+99	1137	630,896.3	971,458.9	1,341.30				Average
		a 1173+99	1136	630,696.3	971,457.4	1,340.60				Average
		a 1171+99	1135	630,496.3	971,455.8	1,340.30				Average
		a 1169+99	1134	630,296.3	971,454.3	1,339.50				Average
		a 1167+99	1133	630,096.3	971,452.7	1,338.80				Average
		a 1165+99	1132	629,896.3	971,451.2	1,338.30				Average
		a 1163+99	1131	629,696.3	971,449.6	1,337.50				Average
		a 1161+99	1130	629,496.3	971,448.1	1,336.80				Average
		a 1159+99	1129	629,296.3	971,446.6	1,336.10				Average
		a 1157+99	1128	629,096.3	971,445.0	1,335.60				Average
		a 1155+99	1127	628,896.3	971,443.5	1,334.80				Average
		a 1153+99	1126	628,696.4	971,441.9	1,334.20				Average
		a 1151+99	1125	628,496.4	971,440.4	1,333.70				Average
		a 1149+99	1124	628,296.4	971,438.8	1,333.10				Average
		a 1147+99	1123	628,096.4	971,437.3	1,332.40				Average
		a 1145+99	1122	627,896.4	971,435.7	1,331.70				Average
		a 1143+99	1121	627,696.4	971,434.2	1,330.80				Average
		a 1141+99	1120	627,496.4	971,432.7	1,329.60				Average
		a 1139+99	1119	627,296.4	971,432.0	1,327.90				Average
		a 1137+99	1118	627,096.4	971,432.5	1,325.70				Average
		a 1135+99	1117	626,896.4	971,433.3	1,323.70				Average
		a 1133+99	1116	626,696.4	971,434.2	1,321.80				
SR101_EB_L3_5	24.0	46+23.32	1011	634,358.7	971,034.4	1,379.10				Average
		46+00.00	1010	634,381.8	971,031.3	1,379.20				Average
		44+00.00	1009	634,580.7	971,010.5	1,380.40				Average
		42+00.00	1008	634,780.5	971,000.0	1,381.20				Average
		40+00.00	1007	634,980.5	970,997.4	1,381.50				Average

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		38+00.00	1006	635,180.5	970,997.0	1,382.30				Average	
		36+00.00	1005	635,380.5	970,996.6	1,384.10				Average	
		34+00.00	1004	635,580.5	970,996.2	1,385.70				Average	
		32+00.00	1003	635,780.5	970,995.8	1,387.70				Average	
		30+00.00	1002	635,979.7	970,995.0	1,389.20				Average	
		point1302	1302	636,179.7	970,991.4	1,389.90					
Ramp ES-2	24.0	point1303	1303	637,177.9	970,939.0	1,382.70				Average	
		16+00.00	995	637,377.9	970,934.4	1,379.00				Average	
		14+00.00	994	637,577.8	970,930.6	1,376.00				Average	
		12+00.00	993	637,777.8	970,927.9	1,376.30				Average	
		10+00.00	992	637,977.8	970,923.1	1,379.00				Average	
		8+00.00	991	638,177.7	970,920.5	1,384.80				Average	
		6+00.00	990	638,377.7	970,915.9	1,391.40				Average	
		4+00.00	989	638,577.5	970,907.4	1,398.70				Average	
		2+00.00	988	638,777.3	970,899.5	1,405.80				Average	
		point1251	1251	638,976.8	970,884.6	1,411.10				Average	Y
		point1252	1252	639,177.5	970,862.4	1,415.50				Average	Y
		point1253	1253	639,367.8	970,819.4	1,419.90				Average	
		point1254	1254	639,548.6	970,738.8	1,420.00				Average	Y
		point1255	1255	639,695.8	970,628.5	1,420.20				Average	Y
		point1257	1257	639,784.9	970,529.5	1,418.40				Average	
		point1258	1258	639,853.0	970,427.7	1,416.50					
SR101_WB_L3_5	24.0	point1304	1304	636,264.8	971,137.7	1,390.30				Average	
		a 1227+98	1163	636,064.9	971,137.3	1,389.60				Average	
		a 1225+98	1162	635,864.9	971,137.7	1,388.30				Average	
		a 1223+98	1161	635,664.9	971,138.1	1,386.60				Average	
		a 1221+98	1160	635,464.9	971,138.5	1,384.90				Average	
		a 1219+98	1159	635,264.9	971,138.9	1,382.90				Average	
		a 1217+98	1158	635,064.9	971,139.3	1,381.40				Average	
		a 1215+97	1157	634,864.9	971,140.3	1,379.80				Average	
		a 1213+94	1156	634,665.1	971,147.1	1,378.40				Average	
		a 1211+90	1155	634,465.9	971,164.1	1,377.10				Average	
		a 1209+86	1154	634,267.8	971,191.8	1,375.90				Average	
		a 1207+83	1153	634,071.6	971,229.9	1,374.90				Average	
		a 1205+81	1152	633,877.2	971,277.0	1,375.00				Average	Y
		a 1203+81	1151	633,683.6	971,326.9	1,374.30				Average	Y
		a 1201+83	1150	633,489.3	971,374.2	1,372.90				Average	
		a 1199+86	1149	633,293.0	971,413.2	1,370.40				Average	
		a 1197+90	1148	633,095.1	971,441.9	1,366.90				Average	
		a 1195+93	1147	632,896.0	971,460.5	1,362.80				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		a 1193+97	1146	632,696.2	971,470.8	1,358.50				Average	
		a 1191+99	1145	632,496.2	971,471.3	1,353.60				Average	
		a 1189+99	1144	632,296.2	971,469.8	1,349.20				Average	
		a 1187+99	1143	632,096.2	971,468.2	1,346.60				Average	
		a 1185+99	1142	631,896.3	971,466.7	1,345.20				Average	
		a 1183+99	1141	631,696.3	971,465.1	1,343.90				Average	
		a 1181+99	1140	631,496.3	971,463.6	1,343.30				Average	
		a 1179+99	1139	631,296.3	971,462.0	1,342.70					
Ramp SW	36.0	point1245	1245	639,892.2	971,671.2	1,420.60				Average	
		point1244	1244	639,812.8	971,587.4	1,419.00				Average	
		point1243	1243	639,711.9	971,509.7	1,417.40				Average	Y
		point1242	1242	639,539.7	971,420.9	1,412.40				Average	Y
		point1241	1241	639,236.3	971,326.5	1,407.80				Average	
		point1240	1240	639,072.1	971,289.1	1,404.40				Average	Y
		a 1257+13	1178	638,979.8	971,268.9	1,402.90				Average	Y
		a 1255+94	1177	638,860.7	971,246.9	1,400.30				Average	Y
		a 1253+96	1176	638,662.8	971,218.4	1,396.30				Average	
		a 1251+97	1175	638,463.7	971,199.3	1,389.30				Average	
		a 1249+97	1174	638,264.1	971,187.1	1,381.90				Average	
		a 1247+97	1173	638,064.2	971,181.6	1,377.10				Average	
		a 1245+97	1172	637,864.2	971,178.0	1,374.80				Average	
		a 1243+97	1171	637,664.3	971,174.4	1,375.70				Average	
		a 1241+97	1170	637,464.3	971,170.8	1,378.90				Average	
		a 1239+97	1169	637,264.3	971,167.2	1,382.00				Average	
		a 1237+97	1168	637,064.4	971,163.6	1,384.70				Average	
		a 1235+97	1167	636,864.4	971,159.9	1,387.60				Average	
		a 1233+98	1166	636,664.5	971,152.9	1,389.50				Average	
		a 1231+98	1165	636,464.8	971,142.9	1,390.60				Average	Y
		a 1229+98	1164	636,264.8	971,137.7	1,390.30					
WB_FR_5	24.0	point1372	1372	633,744.7	971,452.9	1,352.23	Signal	15.00	100	Average	
		268+00.00	841	633,680.2	971,469.6	1,352.10				Average	
		266+00.00	840	633,483.1	971,503.6	1,350.70				Average	
		264+00.00	839	633,286.0	971,537.6	1,350.30					
EB_FR_6	24.0	point1376	1376	633,824.6	971,008.6	1,351.93	Signal	15.00	100	Average	
		point1374	1374	633,881.9	970,994.6	1,351.97				Average	
		270+00.00	675	633,947.1	970,980.6	1,352.00				Average	
		272+00.00	676	634,142.7	970,938.7	1,353.10					
WB_FR_6	24.0	point1380	1380	636,400.6	971,272.8	1,366.20	Onramp	15.00	100	Average	
		point1378	1378	636,324.6	971,272.3	1,366.00				Average	
		294+00.00	854	636,258.0	971,271.9	1,365.80				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		292+00.00	853	636,058.0	971,270.6	1,364.70					
EB_FR_7	24.0	point1384	1384	636,452.4	970,867.4	1,364.93	Onramp	15.00	100	Average	
		296+00.00	688	636,541.0	970,866.5	1,365.10				Average	
		298+00.00	689	636,740.8	970,856.4	1,366.60					
WB_FR_7	24.0	point1388	1388	639,029.4	971,411.4	1,380.20	Signal	15.00	100	Average	
		320+00.00	867	638,852.9	971,393.6	1,379.50				Average	
		318+00.00	866	638,653.8	971,374.3	1,378.30					
EB_FR_8	24.0	point1391	1391	639,116.3	970,733.2	1,377.30	Signal	15.00	100	Average	
		324+00.00	702	639,337.3	970,723.3	1,376.10				Average	
		326+00.00	703	639,537.2	970,715.8	1,373.10					
SR101_EB_L2_9	60.0	point1406	1406	631,991.9	971,349.4	1,346.40				Average	
		a 1190+94	160	632,391.9	971,352.5	1,351.40				Average	
		a 1194+96	161	632,791.6	971,348.0	1,358.90				Average	
		a 1199+01	162	633,189.6	971,310.2	1,367.10				Average	
		a 1203+05	163	633,581.5	971,231.0	1,373.10				Average	
		1204+38	1320	633,710.7	971,198.2	1,374.10				Average	Y
		1205+71	1321	633,839.9	971,165.3	1,375.10				Average	Y
		a 1207+05	164	633,969.1	971,132.5	1,376.10				Average	
		a 1211+00	165	634,362.1	971,058.1	1,378.50					
SR101_EB_L1_9	50.0	point1407	1407	631,984.2	971,373.3	1,346.70				Average	
		a 1190+86	66	632,384.2	971,376.4	1,351.70				Average	
		a 1194+87	67	632,784.0	971,372.4	1,359.80				Average	
		a 1198+89	68	633,182.1	971,335.6	1,368.10				Average	
		a 1202+92	69	633,574.2	971,257.5	1,373.50				Average	
		1204+25	1318	633,703.4	971,224.7	1,374.13				Average	Y
		1205+58	1319	633,832.6	971,191.8	1,374.77				Average	Y
		a 1206+91	70	633,961.8	971,159.0	1,375.40				Average	
		a 1210+89	71	634,354.5	971,083.4	1,377.60					
SR101_EB_L2_10	60.0	point1408	1408	634,362.1	971,058.1	1,378.50				Average	
		a 1214+95	166	634,760.6	971,024.6	1,380.60				Average	
		a 1218+94	167	635,160.5	971,021.1	1,382.70				Average	
		a 1222+94	168	635,560.5	971,020.3	1,386.30				Average	
		a 1226+94	169	635,960.5	971,019.5	1,389.70				Average	
		a 1230+94	170	636,360.5	971,018.7	1,389.60					
SR101_EB_L1_10	50.0	point1409	1409	634,354.5	971,083.4	1,377.60				Average	
		a 1214+87	72	634,752.9	971,048.9	1,379.90				Average	
		a 1218+86	73	635,152.8	971,045.1	1,383.10				Average	
		a 1222+86	74	635,552.8	971,044.3	1,386.70				Average	
		a 1226+86	75	635,952.8	971,043.5	1,390.10				Average	
		a 1230+86	76	636,352.8	971,042.7	1,390.10					

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

SR101_WB_L1_9	50.0	point1410	1410	636,273.7	971,088.9	1,391.30				Average	Y
		a 1226+07	263	635,873.7	971,089.7	1,389.40				Average	
		a 1222+07	262	635,473.7	971,090.5	1,386.00				Average	
		a 1218+07	261	635,073.7	971,091.2	1,382.40				Average	
		a 1214+06	260	634,673.9	971,098.5	1,380.30				Average	
		a 1210+03	259	634,276.4	971,141.7	1,377.90				Average	
		a 1206+01	258	633,885.4	971,225.4	1,375.50				Average	Y
		1204+01	1317	633,691.5	971,274.2	1,373.60				Average	Y
		a 1202+02	257	633,497.6	971,323.1	1,371.70				Average	
		a 1198+04	256	633,103.8	971,392.5	1,365.30				Average	
		a 1194+07	255	632,705.1	971,422.6	1,357.40				Average	
		a 1190+07	254	632,305.1	971,421.8	1,350.20				Average	
		a 1186+07	253	631,905.1	971,418.7	1,345.90				Average	
		a 1182+07	252	631,505.1	971,415.6	1,344.20				Average	
		117	1413	631,305.1	971,414.1	1,343.55					
SR101_WB_L2_9	60.0	point1411	1411	636,265.7	971,112.9	1,390.80				Average	Y
		a 1225+99	349	635,865.7	971,113.7	1,388.80				Average	
		a 1221+99	348	635,465.7	971,114.5	1,385.60				Average	
		a 1217+99	347	635,065.7	971,115.3	1,381.90				Average	
		a 1213+96	346	634,665.9	971,123.0	1,379.30				Average	
		a 1209+91	345	634,268.5	971,167.3	1,376.90				Average	
		a 1205+87	344	633,877.8	971,252.1	1,375.00				Average	Y
		1203+88	1316	633,683.9	971,300.8	1,373.65				Average	Y
		a 1201+89	343	633,489.9	971,349.5	1,372.30				Average	
		a 1197+93	342	633,095.8	971,417.7	1,366.20				Average	
		a 1193+98	341	632,697.0	971,446.8	1,357.90				Average	
		a 1189+99	340	632,297.1	971,445.8	1,349.70				Average	
		a 1185+99	339	631,897.1	971,442.7	1,345.40				Average	
		a 1181+99	338	631,497.1	971,439.6	1,343.90				Average	
		1179+99	1412	631,297.1	971,438.1	1,343.15					
SR101_WB_L1_8	50.0	point1414	1414	631,305.1	971,414.1	1,343.55				Average	
		a 1178+07	251	631,105.2	971,412.5	1,342.90				Average	
		a 1174+07	250	630,705.2	971,409.5	1,341.50				Average	
		a 1170+07	249	630,305.2	971,406.4	1,340.40				Average	
		a 1166+07	248	629,905.2	971,403.3	1,339.20				Average	
		a 1162+07	247	629,505.2	971,400.2	1,337.80				Average	
		a 1158+07	246	629,105.2	971,397.1	1,336.40				Average	
		a 1154+07	245	628,705.2	971,394.0	1,335.10				Average	
		a 1150+07	244	628,305.2	971,390.9	1,334.20				Average	
		a 1146+07	243	627,905.3	971,387.8	1,332.90				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		a 1142+07	242	627,505.3	971,384.7	1,330.60				Average
		a 1138+07	241	627,105.3	971,384.5	1,326.70				Average
		a 1134+07	240	626,705.3	971,386.1	1,322.70				
SR101_WB_L2_8	60.0	point1415	1415	631,297.1	971,438.1	1,343.15				Average
		a 1177+99	337	631,097.1	971,436.5	1,342.40				Average
		a 1173+99	336	630,697.1	971,433.4	1,341.00				Average
		a 1169+99	335	630,297.1	971,430.3	1,340.00				Average
		a 1165+99	334	629,897.1	971,427.2	1,338.80				Average
		a 1161+99	333	629,497.1	971,424.1	1,337.30				Average
		a 1157+99	332	629,097.2	971,421.0	1,335.90				Average
		a 1153+99	331	628,697.2	971,417.9	1,334.80				Average
		a 1149+99	330	628,297.2	971,414.8	1,333.70				Average
		a 1145+99	329	627,897.2	971,411.7	1,332.30				Average
		a 1141+99	328	627,497.2	971,408.7	1,330.00				Average
		a 1137+99	327	627,097.2	971,408.5	1,326.20				Average
		a 1133+99	326	626,697.2	971,410.2	1,322.20				
EB_FR_5-2	24.0	point1436	1436	631,373.8	971,250.5	1,339.50				Average
		246+00.00	663	631,573.8	971,252.2	1,342.20				Average
		248+00.00	664	631,773.8	971,253.9	1,344.70				Average
		250+00.00	665	631,973.8	971,255.1	1,345.90				Average
		252+00.00	666	632,173.8	971,256.3	1,346.30				Average
		254+00.00	667	632,373.6	971,249.0	1,347.40				Average
		256+00.00	668	632,573.5	971,241.7	1,349.50				Average
		258+00.00	669	632,772.1	971,218.3	1,351.70				Average
		260+00.00	670	632,970.8	971,195.0	1,352.30				Average
		262+00.00	671	633,167.3	971,157.9	1,350.70				Average
		point1470	1470	633,265.6	971,139.4	1,350.55				
WB_FR_5-2	24.0	point1437	1437	631,289.2	971,556.7	1,341.00				Average
		242+00.00	828	631,089.3	971,551.5	1,339.90				Average
		240+00.00	827	630,889.3	971,546.4	1,339.10				Average
		238+00.00	826	630,689.4	971,541.0	1,338.20				Average
		236+00.00	825	630,489.5	971,535.5	1,337.40				Average
		234+00.00	824	630,289.5	971,530.4	1,336.50				Average
		232+00.00	823	630,089.6	971,525.2	1,335.70				Average
		230+00.00	822	629,889.7	971,520.0	1,334.90				Average
		228+00.00	821	629,689.7	971,514.8	1,333.70				Average
		226+00.00	820	629,489.8	971,509.7	1,332.90				Average
		224+00.00	819	629,289.9	971,504.7	1,332.50				Average
		222+00.00	818	629,089.9	971,499.3	1,332.70				Average
		220+00.00	817	628,890.0	971,493.9	1,333.40				Average

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		218+00.00	816	628,690.1	971,489.0	1,334.20				Average	
		216+00.00	815	628,490.1	971,484.0	1,335.10				Average	
		214+00.00	814	628,290.1	971,482.2	1,335.70				Average	
		212+00.00	813	628,090.2	971,480.3	1,335.50				Average	
		210+00.00	812	627,890.2	971,478.8	1,333.70				Average	
		208+00.00	811	627,690.2	971,477.3	1,331.10				Average	
		206+00.00	810	627,490.2	971,476.3	1,328.10				Average	
		204+00.00	809	627,290.2	971,475.3	1,325.50				Average	
		202+00.00	808	627,090.2	971,477.4	1,323.70				Average	
		200+00.00	807	626,890.2	971,479.4	1,322.50				Average	
		198+00.00	806	626,690.2	971,482.9	1,321.70					
EB_FR_6-2	24.0	point1438	1438	634,942.6	970,926.9	1,356.80				Average	
		282+00.00	681	635,142.1	970,913.2	1,358.10				Average	
		284+00.00	682	635,341.6	970,899.5	1,359.20				Average	
		286+00.00	683	635,541.4	970,889.3	1,360.50				Average	
		288+00.00	684	635,741.1	970,879.0	1,361.60				Average	
		290+00.00	685	635,941.1	970,875.6	1,362.70					
WB_FR_6-2	24.0	point1439	1439	635,058.0	971,262.6	1,359.00				Average	
		280+00.00	847	634,858.0	971,261.1	1,356.90				Average	
		278+00.00	846	634,658.4	971,274.1	1,355.50				Average	
		276+00.00	845	634,458.8	971,287.1	1,354.60				Average	
		274+00.00	844	634,263.1	971,328.1	1,353.60					
27thAve_WB_Onramp	24.0	0	1440	639,006.3	971,400.0	1,380.20	Onramp	15.00	100	Average	
		3+13.29	1441	638,695.2	971,362.4	1,379.10				Average	
		5+71.59	1442	638,440.7	971,318.6	1,378.20				Average	
		7+78.59	1443	638,236.9	971,282.2	1,376.40				Average	
		10+31.71	1444	637,986.3	971,246.2	1,374.10				Average	
		12+10.00	1445	637,809.6	971,223.2	1,373.90				Average	
		13+48.26	1446	637,672.0	971,209.4	1,374.80				Average	
		15+12.37	1447	637,508.0	971,202.3	1,377.50				Average	
		17+47.38	1448	637,273.1	971,196.7	1,381.20				Average	
		19+27.30	1449	637,093.2	971,194.2	1,383.80				Average	
		21+80.04	1450	636,840.7	971,183.4	1,387.30				Average	
		23+75.64	1451	636,645.5	971,169.9	1,389.10					
SR101_EB_L2_10-2	60.0	point1453	1453	636,360.5	971,018.7	1,389.60				Average	Y
		1232+27	1313	636,493.8	971,018.4	1,389.53				Average	Y
		1233+60	1314	636,627.2	971,018.1	1,389.47				Average	
		a 1234+94	171	636,760.5	971,017.9	1,389.40				Average	
		a 1238+94	172	637,160.5	971,017.1	1,385.00				Average	
		a 1242+94	173	637,560.5	971,016.3	1,377.70				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		a 1246+94	174	637,960.5	971,015.5	1,369.40				Average	
		a 1250+94	175	638,360.5	971,014.7	1,361.00				Average	
		a 1254+94	176	638,760.5	971,013.9	1,356.10				Average	
		a 1258+94	177	639,160.5	971,013.1	1,355.00				Average	
		a 1262+94	178	639,560.5	971,012.3	1,357.10				Average	
		a 1266+94	179	639,960.5	971,011.6	1,360.00				Average	
			180	640,360.5	971,010.8	1,362.30					
SR101_EB_L1_10-2	50.0	point1454	1454	636,352.8	971,042.7	1,390.10				Average	Y
		1232+19	1311	636,486.1	971,042.4	1,390.10				Average	Y
		1233+52	1312	636,619.5	971,042.1	1,390.10				Average	
		a 1234+86	77	636,752.8	971,041.9	1,390.10				Average	
		a 1238+86	78	637,152.8	971,041.1	1,385.50				Average	
		a 1242+86	79	637,552.8	971,040.3	1,378.40				Average	
		a 1246+86	80	637,952.8	971,039.5	1,370.00				Average	
		a 1250+86	81	638,352.8	971,038.7	1,361.60				Average	
		a 1254+86	82	638,752.8	971,037.9	1,356.60				Average	
		a 1258+86	83	639,152.8	971,037.2	1,355.40				Average	
		a 1262+86	84	639,552.8	971,036.4	1,357.50				Average	
		a 1266+86	85	639,952.8	971,035.6	1,360.60				Average	
			86	640,352.8	971,034.8	1,362.70					
Ramp ES	36.0	28+00.00	1001	636,179.7	970,991.4	1,389.90				Average	
		point1452	1452	636,379.5	970,982.4	1,389.70				Average	Y
		point1315	1315	636,479.1	970,972.9	1,389.60				Average	Y
		24+00.00	999	636,578.6	970,963.5	1,389.50				Average	
		22+00.00	998	636,778.1	970,950.8	1,388.40				Average	
		20+00.00	997	636,978.0	970,943.6	1,386.00				Average	
		18+00.00	996	637,177.9	970,939.0	1,382.70					
EB_FR_5-2	24.0	point1455	1455	626,773.9	971,214.3	1,322.60				Average	
		200+00.00	640	626,973.9	971,215.6	1,323.10				Average	
		202+00.00	641	627,173.9	971,217.4	1,324.10				Average	
		204+00.00	642	627,373.9	971,219.3	1,325.30				Average	
		206+00.00	643	627,573.9	971,221.0	1,326.30				Average	
		208+00.00	644	627,773.9	971,222.7	1,326.60				Average	
		210+00.00	645	627,973.9	971,224.5	1,327.30				Average	
		212+00.00	646	628,173.9	971,226.3	1,327.80				Average	
		214+00.00	647	628,373.9	971,227.9	1,328.10				Average	
		216+00.00	648	628,573.9	971,229.6	1,328.80				Average	
		218+00.00	649	628,773.9	971,231.1	1,329.10				Average	
		220+00.00	650	628,973.9	971,232.5	1,329.60				Average	
		222+00.00	651	629,173.9	971,234.1	1,330.10				Average	

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		224+00.00	652	629,373.8	971,235.6	1,332.00				Average
		226+00.00	653	629,573.8	971,236.9	1,332.80				Average
		228+00.00	654	629,773.8	971,238.2	1,332.40				Average
		230+00.00	655	629,973.8	971,239.8	1,334.30				Average
		232+00.00	656	630,173.8	971,241.4	1,336.30				Average
		234+00.00	657	630,373.8	971,242.9	1,336.40				Average
		236+00.00	658	630,573.8	971,244.4	1,336.10				Average
		238+00.00	659	630,773.8	971,245.9	1,336.90				Average
		240+00.00	660	630,973.8	971,247.4	1,337.50				Average
		242+00.00	661	631,173.8	971,249.0	1,338.30				Average
		244+00.00	662	631,373.8	971,250.5	1,339.50				
SR101_EB_L3_4-2	24.0	point1456	1456	626,745.2	971,284.8	1,322.30				Average
		68+00.00	967	626,945.2	971,286.4	1,324.30				Average
		66+00.00	966	627,145.2	971,287.9	1,326.50				Average
		64+00.00	965	627,345.2	971,289.4	1,328.20				Average
		62+00.00	964	627,545.2	971,291.0	1,329.80				Average
		60+00.00	963	627,745.2	971,292.5	1,331.20				Average
		58+00.00	962	627,945.2	971,294.1	1,331.90				Average
		56+00.00	961	628,145.2	971,295.6	1,332.60				Average
		54+00.00	960	628,345.2	971,297.2	1,333.40				Average
		52+00.00	959	628,545.2	971,298.7	1,333.90				Average
		50+00.00	958	628,745.1	971,300.3	1,334.30				Average
		48+00.00	957	628,945.1	971,301.8	1,334.80				Average
		46+00.00	956	629,145.1	971,303.4	1,335.70				Average
		44+00.00	955	629,345.1	971,304.9	1,336.30				Average
		42+00.00	954	629,545.1	971,306.5	1,336.90				Average
		40+00.00	953	629,745.1	971,308.0	1,337.60				Average
		38+00.00	952	629,945.1	971,309.6	1,338.10				Average
		36+00.00	951	630,145.1	971,311.1	1,338.60				Average
		34+00.00	950	630,345.1	971,312.7	1,339.40				Average
		32+00.00	949	630,545.1	971,314.2	1,340.10				Average
		30+00.00	948	630,745.1	971,315.8	1,340.60				Average
		28+00.00	947	630,945.1	971,317.3	1,341.40				Average
		26+00.00	946	631,145.1	971,318.9	1,342.00				Average
		24+00.00	945	631,345.1	971,320.4	1,342.90				Average
		22+00.00	944	631,545.1	971,321.9	1,343.70				Average
		20+00.00	943	631,745.1	971,323.5	1,344.30				Average
		18+00.00	942	631,945.1	971,325.0	1,345.30				
SR101_EB_L2_8-2	60.0	point1457	1457	626,792.1	971,309.2	1,323.20				Average
		a 1138+94	147	627,192.1	971,312.3	1,327.40				Average

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		a 1142+94	148	627,592.1	971,315.4	1,330.70				Average
		a 1146+94	149	627,992.1	971,318.5	1,332.90				Average
		a 1150+94	150	628,392.0	971,321.6	1,334.20				Average
		a 1154+94	151	628,792.0	971,324.6	1,335.60				Average
		a 1158+94	152	629,192.0	971,327.7	1,336.40				Average
		a 1162+94	153	629,592.0	971,330.8	1,337.60				Average
		a 1166+94	154	629,992.0	971,333.9	1,338.80				Average
		a 1170+94	155	630,392.0	971,337.0	1,340.30				Average
		a 1174+94	156	630,792.0	971,340.1	1,341.40				Average
		a 1178+94	157	631,192.0	971,343.2	1,342.90				Average
		a 1182+94	158	631,591.9	971,346.3	1,344.40				Average
		a 1186+94	159	631,991.9	971,349.4	1,346.40				
SR101_EB_L1_8-2	50.0	point1458	1458	626,784.4	971,333.1	1,323.50				Average
		a 1138+86	53	627,184.4	971,336.2	1,327.60				Average
		a 1142+86	54	627,584.4	971,339.3	1,331.10				Average
		a 1146+86	55	627,984.4	971,342.4	1,333.00				Average
		a 1150+86	56	628,384.3	971,345.5	1,334.40				Average
		a 1154+86	57	628,784.3	971,348.6	1,335.90				Average
		a 1158+86	58	629,184.3	971,351.7	1,336.90				Average
		a 1162+86	59	629,584.3	971,354.8	1,338.00				Average
		a 1166+86	60	629,984.3	971,357.9	1,339.60				Average
		a 1170+86	61	630,384.3	971,361.0	1,340.90				Average
		a 1174+86	62	630,784.3	971,364.1	1,342.00				Average
		a 1178+86	63	631,184.3	971,367.2	1,343.40				Average
		a 1182+86	64	631,584.2	971,370.3	1,344.50				Average
		a 1186+86	65	631,984.2	971,373.3	1,346.70				
EB_FR_6-2	24.0	point1463	1463	634,142.7	970,938.7	1,353.10				Average
		274+00.00	677	634,342.6	970,934.7	1,353.90				Average
		276+00.00	678	634,542.6	970,930.8	1,354.90				Average
		278+00.00	679	634,742.6	970,928.9	1,355.90				Average
		280+00.00	680	634,942.6	970,926.9	1,356.80				
EB_FR_7-2	24.0	point1464	1464	636,740.8	970,856.4	1,366.60				Average
		300+00.00	690	636,940.5	970,846.3	1,369.10				Average
		302+00.00	691	637,140.3	970,836.3	1,370.90				Average
		304+00.00	692	637,340.0	970,826.2	1,372.10				Average
		306+00.00	693	637,539.7	970,815.9	1,372.80				Average
		308+00.00	694	637,739.5	970,805.6	1,373.50				Average
		310+00.00	695	637,939.2	970,795.6	1,373.50				Average
		312+00.00	696	638,139.0	970,785.7	1,374.70				Average
		314+00.00	697	638,338.7	970,775.2	1,375.50				Average

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

		316+00.00	698	638,538.4	970,764.7	1,376.00					
EB_FR_8-2	24.0	point1465	1465	639,537.2	970,715.8	1,373.10				Average	
		328+00.00	704	639,737.1	970,708.4	1,368.10				Average	
		330+00.00	705	639,935.4	970,734.1	1,362.30				Average	
		332+00.00	706	640,133.8	970,759.8	1,359.70					
WB_FR_7-2	24.0	point1466	1466	638,653.8	971,374.3	1,378.30				Average	
		316+00.00	865	638,454.8	971,354.9	1,377.30				Average	
		314+00.00	864	638,255.7	971,335.5	1,376.20				Average	
		312+00.00	863	638,056.6	971,316.0	1,375.10				Average	
		310+00.00	862	637,857.3	971,300.4	1,373.90				Average	
		308+00.00	861	637,657.9	971,284.8	1,373.10				Average	
		306+00.00	860	637,457.9	971,281.2	1,372.50				Average	
		304+00.00	859	637,257.9	971,277.6	1,371.90				Average	
		302+00.00	858	637,057.9	971,276.6	1,370.40				Average	
		point1489	1489	636,957.9	971,276.1	1,369.50					
WB_FR_6-2	24.0	point1467	1467	636,058.0	971,270.6	1,364.70				Average	
		290+00.00	852	635,858.0	971,269.5	1,363.70				Average	
		288+00.00	851	635,658.0	971,268.4	1,362.60				Average	
		286+00.00	850	635,458.0	971,266.3	1,361.70				Average	
		284+00.00	849	635,258.0	971,264.2	1,360.50				Average	
		282+00.00	848	635,058.0	971,262.6	1,359.00					
WB_FR_5-2	24.0	point1468	1468	633,286.0	971,537.6	1,350.30				Average	
		262+00.00	838	633,087.4	971,561.0	1,352.20				Average	
		260+00.00	837	632,888.7	971,584.4	1,353.20				Average	
		258+00.00	836	632,688.8	971,586.5	1,352.00				Average	
		256+00.00	835	632,488.8	971,588.7	1,349.30				Average	
		254+00.00	834	632,288.8	971,583.3	1,347.20				Average	
		252+00.00	833	632,088.9	971,577.9	1,346.10				Average	
		250+00.00	832	631,889.0	971,572.7	1,344.70				Average	
		248+00.00	831	631,689.0	971,567.5	1,343.50				Average	
		246+00.00	830	631,489.1	971,562.1	1,342.00				Average	
		244+00.00	829	631,289.2	971,556.7	1,341.00					
EB_FR_5-2-2	24.0	point1471	1471	633,654.6	971,047.1	1,351.35				Average	
		268+00.00	674	633,751.6	971,022.5	1,351.90					
EB_FR_5-2-2	24.0	point1472	1472	633,265.6	971,139.4	1,350.55				Average	
		264+00.00	672	633,363.9	971,120.9	1,350.40				Average	
		266+00.00	673	633,557.7	971,071.7	1,350.80				Average	
		point1469	1469	633,654.6	971,047.1	1,351.35					
35thAve_EB_Offramp-2	24.0	point1475	1475	633,617.4	971,069.2	1,351.30				Average	
		0+00.00	933	633,714.1	971,043.8	1,351.60					

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

35thAve_EB_Offramp-2	24.0	point1476	1476	633,230.2	971,169.8	1,351.15				Average
		4+00.00	935	633,326.9	971,144.3	1,350.60				Average
		2+00.00	934	633,520.6	971,094.6	1,351.00				Average
		point1473	1473	633,617.4	971,069.2	1,351.30				
EB_FR_6-2-2	24.0	point1477	1477	635,941.1	970,875.6	1,362.70				Average
		292+00.00	686	636,141.1	970,872.3	1,363.60				Average
		294+00.00	687	636,341.0	970,869.4	1,364.60				
EB_FR_6-2-2-2	24.0	point1478	1478	636,341.0	970,869.4	1,364.60				Average
		point1381	1381	636,407.7	970,868.4	1,364.77				
EB_FR_7-2-2	24.0	point1479	1479	638,937.8	970,743.1	1,377.20				Average
		point1389	1389	639,037.8	970,738.1	1,377.25				
EB_FR_7-2-2	24.0	point1480	1480	638,538.4	970,764.7	1,376.00				Average
		318+00.00	699	638,738.1	970,753.9	1,376.60				Average
		320+00.00	700	638,937.8	970,743.1	1,377.20				
27thAve_EB_Offramp-2	12.0	point1483	1483	638,904.5	970,757.6	1,377.50				Average
		0+00.00	1012	639,004.4	970,752.3	1,377.70				
27thAve_EB_Offramp-2	12.0	point1484	1484	638,506.2	970,793.3	1,376.50				Average
		4+00.00	1014	638,605.7	970,782.5	1,376.70				Average
		2+00.00	1013	638,804.7	970,763.0	1,377.30				Average
		point1481	1481	638,904.5	970,757.6	1,377.50				
WB_FR_8-2	24.0	point1486	1486	639,177.0	971,426.4	1,380.53				Average
		point1386	1386	639,103.2	971,418.9	1,380.37				
WB_FR_8-2	24.0	point1487	1487	639,549.6	971,461.5	1,378.20				Average
		326+00.00	870	639,450.0	971,452.3	1,379.70				Average
		324+00.00	869	639,250.8	971,433.9	1,380.70				Average
		point1385	1385	639,177.0	971,426.4	1,380.53				
WB_FR_7-2-2	24.0	point1490	1490	636,557.9	971,273.8	1,366.80				Average
		296+00.00	855	636,457.9	971,273.1	1,366.40				
WB_FR_7-2-2	24.0	point1491	1491	636,957.9	971,276.1	1,369.50				Average
		300+00.00	857	636,857.9	971,275.5	1,368.60				Average
		298+00.00	856	636,657.9	971,274.3	1,367.20				Average
		point1488	1488	636,557.9	971,273.8	1,366.80				
WB_FR_6-2-2	24.0	point1492	1492	634,263.1	971,328.1	1,353.60				Average
		point1493	1493	634,165.2	971,348.6	1,353.45				Average
		272+00.00	843	634,067.3	971,369.0	1,353.30				Average
		270+00.00	842	633,899.4	971,413.8	1,352.50				
WB_FR_6-2-2-2	24.0	point1494	1494	633,899.4	971,413.8	1,352.50				Average
		point1369	1369	633,821.6	971,436.1	1,352.37				
35thAve_SB-2	40.0	point1495	1495	633,759.1	971,077.3	1,351.90	Signal	10.00	100	Average
		6+52.50	1218	633,765.0	970,911.6	1,351.80				

INPUT: ROADWAYS

SR101 GPL, 75th Ave to I-17

35thAve_NB-2	40.0	point1496	1496	633,813.8	971,382.8	1,352.50	Signal	10.00	100	Average	
		13+38.44	1222	633,819.3	971,546.6	1,352.80					
27thAve_SB-2	40.0	point1497	1497	639,047.4	970,798.4	1,377.50	Signal	10.00	100	Average	
		8+73.25	1234	639,041.7	970,636.5	1,376.60					
27thAve_NB-2	40.0	point1498	1498	639,095.8	971,353.2	1,380.00	Signal	10.00	100	Average	
		18+09.20	1238	639,093.7	971,514.8	1,380.30					
31stAve_SB-2	24.0	point1499	1499	636,415.6	970,909.3	1,365.10	Signal	10.00	100	Average	
		5+87.36	1226	636,412.5	970,800.0	1,364.00					
31stAve_NB-2	24.0	point1500	1500	636,443.1	971,239.5	1,366.30	Signal	10.00	100	Average	
		12+07.03	1230	636,449.9	971,387.4	1,366.60					

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

AZTEC		6 October 2020										
AZTEC		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17										
RUN:		SR101 GPL, 75th Ave to I-17, Build S3										
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
SR101_WB_L1_10		274	2717	70	309	70	54	70	0	0	0	0
	a 1266+07.41	273	2717	70	309	70	54	70	0	0	0	0
	a 1262+07.41	272	2717	70	309	70	54	70	0	0	0	0
	a 1258+07.41	271	2717	70	309	70	54	70	0	0	0	0
	a 1254+07.41	270	2717	70	309	70	54	70	0	0	0	0
	a 1250+07.41	269	2717	70	309	70	54	70	0	0	0	0
	a 1246+07.41	268	2717	70	309	70	54	70	0	0	0	0
	a 1242+07.41	267	2717	70	309	70	54	70	0	0	0	0
	a 1238+07.41	266	2717	70	309	70	54	70	0	0	0	0
	a 1234+07.41	265	2717	70	309	70	54	70	0	0	0	0
	1232+07	1310	2717	70	309	70	54	70	0	0	0	0
	a 1230+07.41	264										
SR101_WB_L2_10		360	2717	70	309	70	54	70	0	0	0	0
	a 1265+99.30	359	2717	70	309	70	54	70	0	0	0	0
	a 1261+99.30	358	2717	70	309	70	54	70	0	0	0	0
	a 1257+99.30	357	2717	70	309	70	54	70	0	0	0	0
	a 1253+99.30	356	2717	70	309	70	54	70	0	0	0	0
	a 1249+99.30	355	2717	70	309	70	54	70	0	0	0	0
	a 1245+99.30	354	2717	70	309	70	54	70	0	0	0	0
	a 1241+99.30	353	2717	70	309	70	54	70	0	0	0	0
	a 1237+99.30	352	2717	70	309	70	54	70	0	0	0	0
	a 1233+99.30	351	2717	70	309	70	54	70	0	0	0	0
	1231+99	1309	2717	70	309	70	54	70	0	0	0	0
	a 1229+99.30	350										
WB_FR_8	332+00.00	873	1517	50	76	50	21	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	330+00.00	872	1517	50	76	50	21	50	0	0	0	0
	328+00.00	871	1517	50	76	50	21	50	0	0	0	0
	point1485	1485										
27thAve_EB_Offramp	19+39.28	1022	957	50	61	50	20	50	0	0	0	0
	18+00.00	1021	957	50	61	50	20	50	0	0	0	0
	16+00.00	1020	957	50	61	50	20	50	0	0	0	0
	14+00.00	1019	957	50	61	50	20	50	0	0	0	0
	12+00.00	1018	957	50	61	50	20	50	0	0	0	0
	10+00.00	1017	957	50	61	50	20	50	0	0	0	0
	8+00.00	1016	957	50	61	50	20	50	0	0	0	0
	6+00.00	1015	957	50	61	50	20	50	0	0	0	0
	point1482	1482										
35thAve_SB	0+00.00	1215	1039	50	40	50	6	50	0	0	0	0
	0+50.08	1216	1039	50	40	50	6	50	0	0	0	0
	4+86.68	1217										
31stAve_SB	0+00.00	1223	243	50	5	50	1	50	0	0	0	0
	0+72.48	1224	243	50	5	50	1	50	0	0	0	0
	4+78.07	1225										
27thAve_SB	0+00.00	1231	1119	50	37	50	8	50	0	0	0	0
	0+42.50	1232	1119	50	37	50	8	50	0	0	0	0
	point1307	1307	1119	50	37	50	8	50	0	0	0	0
	point1308	1308	1119	50	37	50	8	50	0	0	0	0
	7+11.25	1233										
35thAve_NB	point1264	1264	1276	50	50	50	5	50	0	0	0	0
	7+46.82	1220	1276	50	50	50	5	50	0	0	0	0
	11+74.56	1221										
31stAve_NB	point1266	1266	418	50	8	50	2	50	0	0	0	0
	6+45.91	1228	418	50	8	50	2	50	0	0	0	0
	10+59.04	1229										
27thAve_NB	point1268	1268	951	50	36	50	6	50	0	0	0	0
	9+62.60	1236	951	50	36	50	6	50	0	0	0	0
	point1305	1305	951	50	36	50	6	50	0	0	0	0
	point1306	1306	951	50	36	50	6	50	0	0	0	0
	16+47.57	1237										
35thAve_EB_Offramp	point1289	1289	995	50	40	50	8	50	0	0	0	0
	16+00.00	941	995	50	40	50	8	50	0	0	0	0
	14+00.00	940	995	50	40	50	8	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	12+00.00	939	995	50	40	50	8	50	0	0	0	0
	10+00.00	938	995	50	40	50	8	50	0	0	0	0
	8+00.00	937	995	50	40	50	8	50	0	0	0	0
	6+00.00	936	995	50	40	50	8	50	0	0	0	0
	point1474	1474										
35thAve_WB_Onramp	0+00.00	1290	1077	50	43	50	9	50	0	0	0	0
	2+49.00	1291	1077	50	43	50	9	50	0	0	0	0
	4+94.61	1292	1077	50	43	50	9	50	0	0	0	0
	7+30.11	1293	1077	50	43	50	9	50	0	0	0	0
	9+35.50	1294	1077	50	43	50	9	50	0	0	0	0
	11+37.11	1295	1077	50	43	50	9	50	0	0	0	0
	14+53.34	1296	1077	50	43	50	9	50	0	0	0	0
	17+08.19	1297	1077	50	43	50	9	50	0	0	0	0
	19+76.61	1298	1077	50	43	50	9	50	0	0	0	0
	22+59.63	1299	1077	50	43	50	9	50	0	0	0	0
	24+41.13	1300										
SR101_WB_L3_4	point1301	1301	3544	70	313	70	66	70	0	0	0	0
	a 1177+99.32	1138	3544	70	313	70	66	70	0	0	0	0
	a 1175+99.32	1137	3544	70	313	70	66	70	0	0	0	0
	a 1173+99.32	1136	3544	70	313	70	66	70	0	0	0	0
	a 1171+99.32	1135	3544	70	313	70	66	70	0	0	0	0
	a 1169+99.32	1134	3544	70	313	70	66	70	0	0	0	0
	a 1167+99.32	1133	3544	70	313	70	66	70	0	0	0	0
	a 1165+99.32	1132	3544	70	313	70	66	70	0	0	0	0
	a 1163+99.32	1131	3544	70	313	70	66	70	0	0	0	0
	a 1161+99.32	1130	3544	70	313	70	66	70	0	0	0	0
	a 1159+99.32	1129	3544	70	313	70	66	70	0	0	0	0
	a 1157+99.32	1128	3544	70	313	70	66	70	0	0	0	0
	a 1155+99.32	1127	3544	70	313	70	66	70	0	0	0	0
	a 1153+99.32	1126	3544	70	313	70	66	70	0	0	0	0
	a 1151+99.32	1125	3544	70	313	70	66	70	0	0	0	0
	a 1149+99.32	1124	3544	70	313	70	66	0	0	0	0	0
	a 1147+99.32	1123	3544	70	313	70	66	70	0	0	0	0
	a 1145+99.32	1122	3544	70	313	70	66	70	0	0	0	0
	a 1143+99.32	1121	3544	70	313	70	66	70	0	0	0	0
	a 1141+99.32	1120	3544	70	313	70	66	70	0	0	0	0
	a 1139+99.33	1119	3544	70	313	70	66	70	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	a 1137+99.34	1118	3544	70	313	70	66	70	0	0	0	0
	a 1135+99.35	1117	3544	70	313	70	66	70	0	0	0	0
	a 1133+99.36	1116										
SR101_EB_L3_5	46+23.32	1011	3198	70	284	70	68	70	0	0	0	0
	46+00.00	1010	3198	70	284	70	68	70	0	0	0	0
	44+00.00	1009	3198	70	284	70	68	70	0	0	0	0
	42+00.00	1008	3198	70	284	70	68	70	0	0	0	0
	40+00.00	1007	3198	70	284	70	68	70	0	0	0	0
	38+00.00	1006	3198	70	284	70	68	70	0	0	0	0
	36+00.00	1005	3198	70	284	70	68	70	0	0	0	0
	34+00.00	1004	3198	70	284	70	68	70	0	0	0	0
	32+00.00	1003	3198	70	284	70	68	70	0	0	0	0
	30+00.00	1002	3198	70	284	70	68	70	0	0	0	0
	point1302	1302										
Ramp ES-2	point1303	1303	1349	60	63	60	13	60	0	0	0	0
	16+00.00	995	1349	60	63	60	13	60	0	0	0	0
	14+00.00	994	1349	60	63	60	13	60	0	0	0	0
	12+00.00	993	1349	60	63	60	13	60	0	0	0	0
	10+00.00	992	1349	60	63	60	13	60	0	0	0	0
	8+00.00	991	1349	60	63	60	13	60	0	0	0	0
	6+00.00	990	1349	60	63	60	13	60	0	0	0	0
	4+00.00	989	1349	60	63	60	13	60	0	0	0	0
	2+00.00	988	1349	60	63	60	13	60	0	0	0	0
	point1251	1251	1349	60	63	60	13	60	0	0	0	0
	point1252	1252	1349	60	63	60	13	60	0	0	0	0
	point1253	1253	1349	60	63	60	13	60	0	0	0	0
	point1254	1254	1349	60	63	60	13	60	0	0	0	0
	point1255	1255	1349	60	63	60	13	60	0	0	0	0
	point1257	1257	1349	60	63	60	13	60	0	0	0	0
	point1258	1258										
SR101_WB_L3_5	point1304	1304	3185	70	299	70	63	70	0	0	0	0
	a 1227+98.44	1163	3185	70	299	70	63	70	0	0	0	0
	a 1225+98.44	1162	3185	70	299	70	63	70	0	0	0	0
	a 1223+98.44	1161	3185	70	299	70	63	70	0	0	0	0
	a 1221+98.44	1160	3185	70	299	70	63	70	0	0	0	0
	a 1219+98.44	1159	3185	70	299	70	63	70	0	0	0	0
	a 1217+98.44	1158	3185	70	299	70	63	70	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	a 1215+97.62	1157	3185	70	299	70	63	70	0	0	0	0
	a 1213+94.53	1156	3185	70	299	70	63	70	0	0	0	0
	a 1211+90.74	1155	3185	70	299	70	63	70	0	0	0	0
	a 1209+86.96	1154	3185	70	299	70	63	70	0	0	0	0
	a 1207+83.30	1153	3185	70	299	70	63	70	0	0	0	0
	a 1205+81.04	1152	3185	70	299	70	63	70	0	0	0	0
	a 1203+81.01	1151	3185	70	299	70	63	70	0	0	0	0
	a 1201+83.11	1150	3185	70	299	70	63	70	0	0	0	0
	a 1199+86.62	1149	3185	70	299	70	63	70	0	0	0	0
	a 1197+90.27	1148	3185	70	299	70	63	70	0	0	0	0
	a 1195+93.92	1147	3185	70	299	70	63	70	0	0	0	0
	a 1193+97.49	1146	3185	70	299	70	63	70	0	0	0	0
	a 1191+99.27	1145	3185	70	299	70	63	70	0	0	0	0
	a 1189+99.32	1144	3185	70	299	70	63	70	0	0	0	0
	a 1187+99.32	1143	3185	70	299	70	63	70	0	0	0	0
	a 1185+99.32	1142	3185	70	299	70	63	70	0	0	0	0
	a 1183+99.32	1141	3185	70	299	70	63	70	0	0	0	0
	a 1181+99.32	1140	3185	70	299	70	63	70	0	0	0	0
	a 1179+99.32	1139										
Ramp SW	point1245	1245	1742	60	129	60	46	60	0	0	0	0
	point1244	1244	1742	60	129	60	46	60	0	0	0	0
	point1243	1243	1742	60	129	60	46	60	0	0	0	0
	point1242	1242	1742	60	129	60	46	60	0	0	0	0
	point1241	1241	1742	60	129	60	46	60	0	0	0	0
	point1240	1240	1742	60	129	60	46	60	0	0	0	0
	a 1257+13.12	1178	1742	60	129	60	46	60	0	0	0	0
	a 1255+94.11	1177	1742	60	129	60	46	60	0	0	0	0
	a 1253+96.23	1176	1742	60	129	60	46	60	0	0	0	0
	a 1251+97.20	1175	1742	60	129	60	46	60	0	0	0	0
	a 1249+97.60	1174	1742	60	129	60	46	60	0	0	0	0
	a 1247+97.70	1173	1742	60	129	60	46	60	0	0	0	0
	a 1245+97.74	1172	1742	60	129	60	46	60	0	0	0	0
	a 1243+97.78	1171	1742	60	129	60	46	60	0	0	0	0
	a 1241+97.82	1170	1742	60	129	60	46	60	0	0	0	0
	a 1239+97.86	1169	1742	60	129	60	46	60	0	0	0	0
	a 1237+97.90	1168	1742	60	129	60	46	60	0	0	0	0
	a 1235+97.94	1167	1742	60	129	60	46	60	0	0	0	0

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SR101 GPL, 75th Ave to I-17

	a 1233+98.08	1166	1742	60	129	60	46	60	0	0	0	0
	a 1231+98.35	1165	1742	60	129	60	46	60	0	0	0	0
	a 1229+98.44	1164										
WB_FR_5	point1372	1372	329	50	14	50	1	50	0	0	0	0
	268+00.00	841	329	50	14	50	1	50	0	0	0	0
	266+00.00	840	329	50	14	50	1	50	0	0	0	0
	264+00.00	839										
EB_FR_6	point1376	1376	807	50	31	50	5	50	0	0	0	0
	point1374	1374	807	50	31	50	5	50	0	0	0	0
	270+00.00	675	807	50	31	50	5	50	0	0	0	0
	272+00.00	676										
WB_FR_6	point1380	1380	650	50	23	50	3	50	0	0	0	0
	point1378	1378	650	50	23	50	3	50	0	0	0	0
	294+00.00	854	650	50	23	50	3	50	0	0	0	0
	292+00.00	853										
EB_FR_7	point1384	1384	506	50	26	50	4	50	0	0	0	0
	296+00.00	688	506	50	26	50	4	50	0	0	0	0
	298+00.00	689										
WB_FR_7	point1388	1388	728	50	32	50	3	50	0	0	0	0
	320+00.00	867	728	50	32	50	3	50	0	0	0	0
	318+00.00	866										
EB_FR_8	point1391	1391	1913	50	100	50	25	50	0	0	0	0
	324+00.00	702	1913	50	100	50	25	50	0	0	0	0
	326+00.00	703										
SR101_EB_L2_9	point1406	1406	4797	70	426	70	102	70	0	0	0	0
	a 1190+94.09	160	4797	70	426	70	102	70	0	0	0	0
	a 1194+96.15	161	4797	70	426	70	102	70	0	0	0	0
	a 1199+01.13	162	4797	70	426	70	102	70	0	0	0	0
	a 1203+05.56	163	4797	70	426	70	102	70	0	0	0	0
	1204+38	1320	4797	70	426	70	102	70	0	0	0	0
	1205+71	1321	4797	70	426	70	102	70	0	0	0	0
	a 1207+05.16	164	4797	70	426	70	102	70	0	0	0	0
	a 1211+00.56	165										
SR101_EB_L1_9	point1407	1407	4797	70	426	70	102	70	0	0	0	0
	a 1190+86.58	66	4797	70	426	70	102	70	0	0	0	0
	a 1194+87.44	67	4797	70	426	70	102	70	0	0	0	0
	a 1198+89.86	68	4797	70	426	70	102	70	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	a 1202+92.05	69	4797	70	426	70	102	70	0	0	0	0
	1204+25	1318	4797	70	426	70	102	70	0	0	0	0
	1205+58	1319	4797	70	426	70	102	70	0	0	0	0
	a 1206+91.95	70	4797	70	426	70	102	70	0	0	0	0
	a 1210+89.71	71										
SR101_EB_L2_10	point1408	1408	3198	70	284	70	68	70	0	0	0	0
	a 1214+95.80	166	3198	70	284	70	68	70	0	0	0	0
	a 1218+94.36	167	3198	70	284	70	68	70	0	0	0	0
	a 1222+94.36	168	3198	70	284	70	68	70	0	0	0	0
	a 1226+94.36	169	3198	70	284	70	68	70	0	0	0	0
	a 1230+94.36	170										
SR101_EB_L1_10	point1409	1409	3198	70	284	70	68	70	0	0	0	0
	a 1214+87.36	72	3198	70	284	70	68	70	0	0	0	0
	a 1218+86.61	73	3198	70	284	70	68	70	0	0	0	0
	a 1222+86.61	74	3198	70	284	70	68	70	0	0	0	0
	a 1226+86.61	75	3198	70	284	70	68	70	0	0	0	0
	a 1230+86.61	76										
SR101_WB_L1_9	point1410	1410	3185	70	299	70	63	70	0	0	0	0
	a 1226+07.41	263	3185	70	299	70	63	70	0	0	0	0
	a 1222+07.41	262	3185	70	299	70	63	70	0	0	0	0
	a 1218+07.41	261	3185	70	299	70	63	70	0	0	0	0
	a 1214+06.22	260	3185	70	299	70	63	70	0	0	0	0
	a 1210+03.79	259	3185	70	299	70	63	70	0	0	0	0
	a 1206+01.81	258	3185	70	299	70	63	70	0	0	0	0
	1204+01	1317	3185	70	299	70	63	70	0	0	0	0
	a 1202+02.35	257	3185	70	299	70	63	70	0	0	0	0
	a 1198+04.68	256	3185	70	299	70	63	70	0	0	0	0
	a 1194+07.15	255	3185	70	299	70	63	70	0	0	0	0
	a 1190+07.83	254	3185	70	299	70	63	70	0	0	0	0
	a 1186+07.83	253	3185	70	299	70	63	70	0	0	0	0
	a 1182+07.83	252	3185	70	299	70	63	70	0	0	0	0
	117	1413										
SR101_WB_L2_9	point1411	1411	3185	70	299	70	63	70	0	0	0	0
	a 1225+99.30	349	3185	70	299	70	63	70	0	0	0	0
	a 1221+99.30	348	3185	70	299	70	63	70	0	0	0	0
	a 1217+99.30	347	3185	70	299	70	63	70	0	0	0	0
	a 1213+96.74	346	3185	70	299	70	63	70	0	0	0	0

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	a 1209+91.76	345	3185	70	299	70	63	70	0	0	0	0
	a 1205+87.81	344	3185	70	299	70	63	70	0	0	0	0
	1203+88	1316	3185	70	299	70	63	70	0	0	0	0
	a 1201+89.09	343	3185	70	299	70	63	70	0	0	0	0
	a 1197+93.85	342	3185	70	299	70	63	70	0	0	0	0
	a 1193+98.71	341	3185	70	299	70	63	70	0	0	0	0
	a 1189+99.95	340	3185	70	299	70	63	70	0	0	0	0
	a 1185+99.95	339	3185	70	299	70	63	70	0	0	0	0
	a 1181+99.95	338	3185	70	299	70	63	70	0	0	0	0
	1179+99	1412										
SR101_WB_L1_8	point1414	1414	3544	70	313	70	66	70	0	0	0	0
	a 1178+07.83	251	3544	70	313	70	66	70	0	0	0	0
	a 1174+07.83	250	3544	70	313	70	66	70	0	0	0	0
	a 1170+07.83	249	3544	70	313	70	66	70	0	0	0	0
	a 1166+07.83	248	3544	70	313	70	66	70	0	0	0	0
	a 1162+07.83	247	3544	70	313	70	66	70	0	0	0	0
	a 1158+07.83	246	3544	70	313	70	66	70	0	0	0	0
	a 1154+07.83	245	3544	70	313	70	66	70	0	0	0	0
	a 1150+07.83	244	3544	70	313	70	66	70	0	0	0	0
	a 1146+07.83	243	3544	70	313	70	66	70	0	0	0	0
	a 1142+07.83	242	3544	70	313	70	66	70	0	0	0	0
	a 1138+07.84	241	3544	70	313	70	66	70	0	0	0	0
	a 1134+07.87	240										
SR101_WB_L2_8	point1415	1415	3544	70	313	70	66	70	0	0	0	0
	a 1177+99.95	337	3544	70	313	70	66	70	0	0	0	0
	a 1173+99.95	336	3544	70	313	70	66	70	0	0	0	0
	a 1169+99.95	335	3544	70	313	70	66	70	0	0	0	0
	a 1165+99.95	334	3544	70	313	70	66	70	0	0	0	0
	a 1161+99.95	333	3544	70	313	70	66	70	0	0	0	0
	a 1157+99.95	0	3544	70	313	70	66	70	0	0	0	0
	a 1153+99.95	331	3544	70	313	70	66	70	0	0	0	0
	a 1149+99.95	330	3544	70	313	70	66	70	0	0	0	0
	a 1145+99.95	329	3544	70	313	70	66	70	0	0	0	0
	a 1141+99.95	328	3544	70	313	70	66	70	0	0	0	0
	a 1137+99.97	327	3544	70	313	70	66	70	0	0	0	0
	a 1133+99.99	326										
EB_FR_5-2	point1436	1436	308	50	10	50	1	50	0	0	0	0

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	246+00.00	663	308	50	10	50	1	50	0	0	0	0
	248+00.00	664	308	50	10	50	1	50	0	0	0	0
	250+00.00	665	308	50	10	50	1	50	0	0	0	0
	252+00.00	666	308	50	10	50	1	50	0	0	0	0
	254+00.00	667	308	50	10	50	1	50	0	0	0	0
	256+00.00	668	308	50	10	50	1	50	0	0	0	0
	258+00.00	669	308	50	10	50	1	50	0	0	0	0
	260+00.00	670	308	50	10	50	1	50	0	0	0	0
	262+00.00	671	308	50	10	50	1	50	0	0	0	0
	point1470	1470										
WB_FR_5-2	point1437	1437	149	50	8	50	1	50	0	0	0	0
	242+00.00	828	149	50	8	50	1	50	0	0	0	0
	240+00.00	827	149	50	8	50	1	50	0	0	0	0
	238+00.00	826	149	50	8	50	1	50	0	0	0	0
	236+00.00	825	149	50	8	50	1	50	0	0	0	0
	234+00.00	824	149	50	8	50	1	50	0	0	0	0
	232+00.00	823	149	50	8	50	1	50	0	0	0	0
	230+00.00	822	149	50	8	50	1	50	0	0	0	0
	228+00.00	821	149	50	8	50	1	50	0	0	0	0
	226+00.00	820	149	50	8	50	1	50	0	0	0	0
	224+00.00	819	149	50	8	50	1	50	0	0	0	0
	222+00.00	818	149	50	8	50	1	50	0	0	0	0
	220+00.00	817	149	50	8	50	1	50	0	0	0	0
	218+00.00	816	149	50	8	50	1	50	0	0	0	0
	216+00.00	815	149	50	8	50	1	50	0	0	0	0
	214+00.00	814	149	50	8	50	1	50	0	0	0	0
	212+00.00	813	149	50	8	50	1	50	0	0	0	0
	210+00.00	812	149	50	8	50	1	50	0	0	0	0
	208+00.00	811	149	50	8	50	1	50	0	0	0	0
	206+00.00	810	149	50	8	50	1	50	0	0	0	0
	204+00.00	809	149	50	8	50	1	50	0	0	0	0
	202+00.00	808	149	50	8	50	1	50	0	0	0	0
	200+00.00	807	149	50	8	50	1	50	0	0	0	0
	198+00.00	806										
EB_FR_6-2	point1438	1438	665	50	29	50	4	50	0	0	0	0
	282+00.00	681	665	50	29	50	4	50	0	0	0	0
	284+00.00	682	665	50	29	50	4	50	0	0	0	0

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	286+00.00	683	665	50	29	50	4	50	0	0	0	0
	288+00.00	684	665	50	29	50	4	50	0	0	0	0
	290+00.00	685										
WB_FR_6-2	point1439	1439	602	50	22	50	3	50	0	0	0	0
	280+00.00	847	602	50	22	50	3	50	0	0	0	0
	278+00.00	846	602	50	22	50	3	50	0	0	0	0
	276+00.00	845	602	50	22	50	3	50	0	0	0	0
	274+00.00	844										
27thAve_WB_Onramp	0	1440	908	50	63	50	22	50	0	0	0	0
	3+13.29	1441	908	50	63	50	22	50	0	0	0	0
	5+71.59	1442	908	50	63	50	22	50	0	0	0	0
	7+78.59	1443	908	50	63	50	22	50	0	0	0	0
	10+31.71	1444	908	50	63	50	22	50	0	0	0	0
	12+10.00	1445	908	50	63	50	22	50	0	0	0	0
	13+48.26	1446	908	50	63	50	22	50	0	0	0	0
	15+12.37	1447	908	50	63	50	22	50	0	0	0	0
	17+47.38	1448	908	50	63	50	22	50	0	0	0	0
	19+27.30	1449	908	50	63	50	22	50	0	0	0	0
	21+80.04	1450	908	50	63	50	22	50	0	0	0	0
	23+75.64	1451										
SR101_EB_L2_10-2	point1453	1453	2642	70	281	70	55	70	0	0	0	0
	1232+27	1313	2642	70	281	70	55	70	0	0	0	0
	1233+60	1314	2642	70	281	70	55	70	0	0	0	0
	a 1234+94.36	171	2642	70	281	70	55	70	0	0	0	0
	a 1238+94.36	172	2642	70	281	70	55	70	0	0	0	0
	a 1242+94.36	173	2642	70	281	70	55	70	0	0	0	0
	a 1246+94.36	174	2642	70	281	70	55	70	0	0	0	0
	a 1250+94.36	175	2642	70	281	70	55	70	0	0	0	0
	a 1254+94.36	176	2642	70	281	70	55	70	0	0	0	0
	a 1258+94.36	177	2642	70	281	70	55	70	0	0	0	0
	a 1262+94.36	178	2642	70	281	70	55	70	0	0	0	0
	a 1266+94.36	179	2642	70	281	70	55	70	0	0	0	0
		180										
SR101_EB_L1_10-2	point1454	1454	2642	70	281	70	55	70	0	0	0	0
	1232+19	1311	2642	70	281	70	55	70	0	0	0	0
	1233+52	1312	2642	70	281	70	55	70	0	0	0	0
	a 1234+86.61	77	2642	70	281	70	55	70	0	0	0	0

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	a 1238+86.61	78	2642	70	281	70	55	70	0	0	0	0
	a 1242+86.61	79	2642	70	281	70	55	70	0	0	0	0
	a 1246+86.61	80	2642	70	281	70	55	70	0	0	0	0
	a 1250+86.61	81	2642	70	281	70	55	70	0	0	0	0
	a 1254+86.61	82	2642	70	281	70	55	70	0	0	0	0
	a 1258+86.61	83	2642	70	281	70	55	70	0	0	0	0
	a 1262+86.61	84	2642	70	281	70	55	70	0	0	0	0
	a 1266+86.61	85	2642	70	281	70	55	70	0	0	0	0
		86										
Ramp ES	28+00.00	1001	2306	50	124	50	33	50	0	0	0	0
	point1452	1452	2306	50	124	50	33	50	0	0	0	0
	point1315	1315	2306	50	124	50	33	50	0	0	0	0
	24+00.00	999	2306	50	124	50	33	50	0	0	0	0
	22+00.00	998	2306	50	124	50	33	50	0	0	0	0
	20+00.00	997	2306	50	124	50	33	50	0	0	0	0
	18+00.00	996										
EB_FR_5-2	point1455	1455	272	50	10	50	1	50	0	0	0	0
	200+00.00	640	272	50	10	50	1	50	0	0	0	0
	202+00.00	641	272	50	10	50	1	50	0	0	0	0
	204+00.00	642	272	50	10	50	1	50	0	0	0	0
	206+00.00	643	272	50	10	50	1	50	0	0	0	0
	208+00.00	644	272	50	10	50	1	50	0	0	0	0
	210+00.00	645	272	50	10	50	1	50	0	0	0	0
	212+00.00	646	272	50	10	50	1	50	0	0	0	0
	214+00.00	647	272	50	10	50	1	50	0	0	0	0
	216+00.00	648	272	50	10	50	1	50	0	0	0	0
	218+00.00	649	272	50	10	50	1	50	0	0	0	0
	220+00.00	650	272	50	10	50	1	50	0	0	0	0
	222+00.00	651	272	50	10	50	1	50	0	0	0	0
	224+00.00	652	272	50	10	50	1	50	0	0	0	0
	226+00.00	653	272	50	10	50	1	50	0	0	0	0
	228+00.00	654	272	50	10	50	1	50	0	0	0	0
	230+00.00	655	272	50	10	50	1	50	0	0	0	0
	232+00.00	656	272	50	10	50	1	50	0	0	0	0
	234+00.00	657	272	50	10	50	1	50	0	0	0	0
	236+00.00	658	272	50	10	50	1	50	0	0	0	0
	238+00.00	659	272	50	10	50	1	50	0	0	0	0

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	240+00.00	660	272	50	10	50	1	50	0	0	0	0
	242+00.00	661	272	50	10	50	1	50	0	0	0	0
	244+00.00	662										
SR101_EB_L3_4-2	point1456	1456	3530	70	297	70	71	70	0	0	0	0
	68+00.00	967	3530	70	297	70	71	70	0	0	0	0
	66+00.00	966	3530	70	297	70	71	70	0	0	0	0
	64+00.00	965	3530	70	297	70	71	70	0	0	0	0
	62+00.00	964	3530	70	297	70	71	70	0	0	0	0
	60+00.00	963	3530	70	297	70	71	70	0	0	0	0
	58+00.00	962	3530	70	297	70	71	70	0	0	0	0
	56+00.00	961	3530	70	297	70	71	70	0	0	0	0
	54+00.00	960	3530	70	297	70	71	70	0	0	0	0
	52+00.00	959	3530	70	297	70	71	70	0	0	0	0
	50+00.00	958	3530	70	297	70	71	70	0	0	0	0
	48+00.00	957	3530	70	297	70	71	70	0	0	0	0
	46+00.00	956	3530	70	297	70	71	70	0	0	0	0
	44+00.00	955	3530	70	297	70	71	70	0	0	0	0
	42+00.00	954	3530	70	297	70	71	70	0	0	0	0
	40+00.00	953	3530	70	297	70	71	70	0	0	0	0
	38+00.00	952	3530	70	297	70	71	70	0	0	0	0
	36+00.00	951	3530	70	297	70	71	70	0	0	0	0
	34+00.00	950	3530	70	297	70	71	70	0	0	0	0
	32+00.00	949	3530	70	297	70	71	70	0	0	0	0
	30+00.00	948	3530	70	297	70	71	70	0	0	0	0
	28+00.00	947	3530	70	297	70	71	70	0	0	0	0
	26+00.00	946	3530	70	297	70	71	70	0	0	0	0
	24+00.00	945	3530	70	297	70	71	70	0	0	0	0
	22+00.00	944	3530	70	297	70	71	70	0	0	0	0
	20+00.00	943	3530	70	297	70	71	70	0	0	0	0
	18+00.00	942										
SR101_EB_L2_8-2	point1457	1457	3530	70	297	70	71	70	0	0	0	0
	a 1138+94.09	147	3530	70	297	70	71	70	0	0	0	0
	a 1142+94.09	148	3530	70	297	70	71	70	0	0	0	0
	a 1146+94.09	149	3530	70	297	70	71	70	0	0	0	0
	a 1150+94.09	150	3530	70	297	70	71	70	0	0	0	0
	a 1154+94.09	151	3530	70	297	70	71	70	0	0	0	0
	a 1158+94.09	152	3530	70	297	70	71	70	0	0	0	0

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	a 1162+94.09	153	3530	70	297	70	71	70	0	0	0	0
	a 1166+94.09	154	3530	70	297	70	71	70	0	0	0	0
	a 1170+94.09	155	3530	70	297	70	71	70	0	0	0	0
	a 1174+94.09	156	3530	70	297	70	71	70	0	0	0	0
	a 1178+94.09	157	3530	70	297	70	71	70	0	0	0	0
	a 1182+94.09	158	3530	70	297	70	71	70	0	0	0	0
	a 1186+94.09	159										
SR101_EB_L1_8-2	point1458	1458	3530	70	297	70	71	70	0	0	0	0
	a 1138+86.58	53	3530	70	297	70	71	70	0	0	0	0
	a 1142+86.58	54	3530	70	297	70	71	70	0	0	0	0
	a 1146+86.58	55	3530	70	297	70	71	70	0	0	0	0
	a 1150+86.58	56	3530	70	297	70	71	70	0	0	0	0
	a 1154+86.58	57	3530	70	297	70	71	70	0	0	0	0
	a 1158+86.58	58	3530	70	297	70	71	70	0	0	0	0
	a 1162+86.58	59	3530	70	297	70	71	70	0	0	0	0
	a 1166+86.58	60	3530	70	297	70	71	70	0	0	0	0
	a 1170+86.58	61	3530	70	297	70	71	70	0	0	0	0
	a 1174+86.58	62	3530	70	297	70	71	70	0	0	0	0
	a 1178+86.58	63	3530	70	297	70	71	70	0	0	0	0
	a 1182+86.58	64	3530	70	297	70	71	70	0	0	0	0
	a 1186+86.58	65										
EB_FR_6-2	point1463	1463	807	50	31	50	5	50	0	0	0	0
	274+00.00	677	807	0	31	50	5	50	0	0	0	0
	276+00.00	678	807	50	31	50	5	50	0	0	0	0
	278+00.00	679	807	50	31	50	5	50	0	0	0	0
	280+00.00	680										
EB_FR_7-2	point1464	1464	506	50	26	50	4	50	0	0	0	0
	300+00.00	690	506	50	26	50	4	50	0	0	0	0
	302+00.00	691	506	50	26	50	4	50	0	0	0	0
	304+00.00	692	506	50	26	50	4	50	0	0	0	0
	306+00.00	693	506	50	26	50	4	50	0	0	0	0
	308+00.00	694	506	50	26	50	4	50	0	0	0	0
	310+00.00	695	506	50	26	50	4	50	0	0	0	0
	312+00.00	696	506	50	26	50	4	50	0	0	0	0
	314+00.00	697	506	50	26	50	4	50	0	0	0	0
	316+00.00	698										
EB_FR_8-2	point1465	1465	1913	50	100	50	25	50	0	0	0	0

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	328+00.00	704	1913	50	100	50	25	50	0	0	0	0
	330+00.00	705	1913	50	100	50	25	50	0	0	0	0
	332+00.00	706										
WB_FR_7-2	point1466	1466	594	50	24	50	3	50	0	0	0	0
	316+00.00	865	594	50	24	50	3	50	0	0	0	0
	314+00.00	864	594	50	24	50	3	50	0	0	0	0
	312+00.00	863	594	50	24	50	3	50	0	0	0	0
	310+00.00	862	594	50	24	50	3	50	0	0	0	0
	308+00.00	861	594	50	24	50	3	50	0	0	0	0
	306+00.00	860	594	50	24	50	3	50	0	0	0	0
	304+00.00	859	594	50	24	50	3	50	0	0	0	0
	302+00.00	858	594	50	24	50	3	50	0	0	0	0
	point1489	1489										
WB_FR_6-2	point1467	1467	650	50	23	50	3	50	0	0	0	0
	290+00.00	852	650	50	23	50	3	50	0	0	0	0
	288+00.00	851	650	50	23	50	3	50	0	0	0	0
	286+00.00	850	650	50	23	50	3	50	0	0	0	0
	284+00.00	849	650	50	23	50	3	50	0	0	0	0
	282+00.00	848										
WB_FR_5-2	point1468	1468	329	50	14	50	1	50	0	0	0	0
	262+00.00	838	329	50	14	50	1	50	0	0	0	0
	260+00.00	837	329	50	14	50	1	50	0	0	0	0
	258+00.00	836	329	50	14	50	1	50	0	0	0	0
	256+00.00	835	329	50	14	50	1	50	0	0	0	0
	254+00.00	834	329	50	14	50	1	50	0	0	0	0
	252+00.00	833	329	50	14	50	1	50	0	0	0	0
	250+00.00	832	329	50	14	50	1	50	0	0	0	0
	248+00.00	831	329	50	14	50	1	50	0	0	0	0
	246+00.00	830	329	50	14	50	1	50	0	0	0	0
	244+00.00	829										
EB_FR_5-2-2	point1471	1471	308	18	10	13	1	10	0	0	0	0
	268+00.00	674										
EB_FR_5-2-2	point1472	1472	308	38	10	34	1	31	0	0	0	0
	264+00.00	672	308	38	10	34	1	31	0	0	0	0
	266+00.00	673	308	38	10	34	1	31	0	0	0	0
	point1469	1469										
35thAve_EB_Offramp-2	point1475	1475	995	18	40	13	8	10	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

	0+00.00	933										
35thAve_EB_Offramp-2	point1476	1476	995	38	40	34	8	31	0	0	0	0
	4+00.00	935	995	38	40	34	8	31	0	0	0	0
	2+00.00	934	995	38	40	34	8	31	0	0	0	0
	point1473	1473										
EB_FR_6-2-2	point1477	1477	665	38	29	34	4	31	0	0	0	0
	292+00.00	686	665	38	29	34	4	31	0	0	0	0
	294+00.00	687										
EB_FR_6-2-2-2	point1478	1478	665	18	29	13	4	10	0	0	0	0
	point1381	1381										
EB_FR_7-2-2	point1479	1479	506	18	26	13	4	10	0	0	0	0
	point1389	1389										
EB_FR_7-2-2	point1480	1480	506	38	26	34	4	31	0	0	0	0
	318+00.00	699	506	38	26	34	4	31	0	0	0	0
	320+00.00	700										
27thAve_EB_Offramp-2	point1483	1483	957	18	61	13	20	10	0	0	0	0
	0+00.00	1012										
27thAve_EB_Offramp-2	point1484	1484	957	38	61	34	20	31	0	0	0	0
	4+00.00	1014	957	38	61	34	20	31	0	0	0	0
	2+00.00	1013	957	38	61	34	20	31	0	0	0	0
	point1481	1481										
WB_FR_8-2	point1486	1486	1517	18	76	13	21	10	0	0	0	0
	point1386	1386										
WB_FR_8-2	point1487	1487	1517	38	76	34	21	31	0	0	0	0
	326+00.00	870	1517	38	76	34	21	31	0	0	0	0
	324+00.00	869	1517	38	76	34	21	31	0	0	0	0
	point1385	1385										
WB_FR_7-2-2	point1490	1490	594	18	24	13	3	10	0	0	0	0
	296+00.00	855										
WB_FR_7-2-2	point1491	1491	594	38	24	34	3	31	0	0	0	0
	300+00.00	857	594	38	24	34	3	31	0	0	0	0
	298+00.00	856	594	38	24	34	3	31	0	0	0	0
	point1488	1488										
WB_FR_6-2-2	point1492	1492	602	38	22	34	3	31	0	0	0	0
	point1493	1493	602	38	22	34	3	31	0	0	0	0
	272+00.00	843	602	38	22	34	3	31	0	0	0	0
	270+00.00	842										

INPUT: TRAFFIC FOR LAeq1h Volumes

SR101 GPL, 75th Ave to I-17

WB_FR_6-2-2-2	point1494	1494	602	18	22	13	3	10	0	0	0	0
	point1369	1369										
35thAve_SB-2	point1495	1495	779	50	27	50	6	50	0	0	0	0
	6+52.50	1218										
35thAve_NB-2	point1496	1496	1189	50	43	50	3	50	0	0	0	0
	13+38.44	1222										
27thAve_SB-2	point1497	1497	758	50	33	50	4	50	0	0	0	0
	8+73.25	1234										
27thAve_NB-2	point1498	1498	654	50	29	50	4	50	0	0	0	0
	18+09.20	1238										
31stAve_SB-2	point1499	1499	243	50	5	50	1	50	0	0	0	0
	5+87.36	1226										
31stAve_NB-2	point1500	1500	418	50	8	50	2	50	0	0	0	0
	12+07.03	1230										

AZTEC										6 October 2020										
AZTEC										TNM 2.5										
INPUT: BARRIERS																				
PROJECT/CONTRACT:										SR101 GPL, 75th Ave to I-17										
RUN:										SR101 GPL, 75th Ave to I-17, Build S3										
Barrier										Points										
Name	Type	Height		If Wall	If Berm	Run:Rise		Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment			On	Important	
		Min	Max	\$ per Unit Area	\$ per Unit Vol.	Top Width	ft:ft	\$ per Unit Length			X	Y	Z	at Point	Seg Ht	Perturbs	#Up	#Dn	Struct?	Reflec-tions?
		ft	ft	\$/sq ft	\$/cu yd	ft	ft:ft	\$/ft			ft	ft	ft	ft	ft	ft				
Exist Wall EB7	W	0.00	99.99	0.00				0.00	a 1136+41.45	64	626,939.8	971,259.3	1,321.10	13.33	1.00	0	0			
									a 1138+41.36	65	627,139.7	971,261.0	1,323.20	14.00	1.00	0	0			
									a 1140+41.50	66	627,339.9	971,262.7	1,325.52	14.00	1.00	0	0			
									a 1142+41.51	67	627,539.9	971,264.4	1,326.90	14.00	1.00	0	0			
									a 1144+41.47	68	627,739.8	971,266.1	1,328.33	13.67	1.00	0	0			
									a 1146+41.43	69	627,939.8	971,267.7	1,328.94	13.00	1.00	0	0			
									a 1148+41.42	70	628,139.8	971,269.4	1,329.17	13.33	1.00	0	0			
									a 1150+41.49	71	628,339.8	971,271.1	1,329.93	13.33	1.00	0	0			
									a 1152+41.40	72	628,539.7	971,273.6	1,329.97	13.33	1.00	0	0			
									a 1154+41.52	73	628,739.8	971,275.1	1,330.38	12.67	1.00	0	0			
									a 1156+41.54	74	628,939.9	971,276.7	1,330.51	13.33	1.00	0	0			
									a 1158+41.51	75	629,139.8	971,278.2	1,331.74	13.33	1.00	0	0			
									a 1160+41.55	76	629,339.9	971,278.7	1,331.89	13.33	1.00	0	0			
									a 1162+41.51	77	629,539.8	971,280.3	1,332.59	13.67	1.00	0	0			
									a 1164+41.34	78	629,739.6	971,281.8	1,333.80	14.00	1.00	0	0			
									a 1166+41.50	79	629,939.8	971,283.3	1,335.28	12.67	1.00	0	0			
									a 1168+41.48	80	630,139.8	971,285.9	1,336.69	12.00	1.00	0	0			
									a 1170+41.48	81	630,339.8	971,287.5	1,336.40	12.00	1.00	0	0			
									a 1172+41.46	82	630,539.7	971,289.0	1,337.47	12.67	1.00	0	0			
									a 1174+41.44	83	630,739.7	971,290.6	1,338.13	12.67	1.00	0	0			
									a 1176+41.58	84	630,939.8	971,292.1	1,338.34	12.00	1.00	0	0			
									a 1178+41.43	85	631,139.7	971,293.7	1,339.25	11.67	1.00	0	0			
									a 1180+41.49	86	631,339.7	971,295.2	1,339.60	11.33	1.00	0	0			
									a 1182+41.40	87	631,539.6	971,296.8	1,341.29	11.33	1.00	0	0			
									a 1184+41.46	88	631,739.7	971,298.3	1,343.24	11.67	1.00	0	0			
									a 1186+41.40	89	631,939.6	971,299.9	1,343.34	11.33	1.00	0	0			
									a 1188+06.44	90	632,104.7	971,301.1	1,345.43	11.33	1.00	0	0			
									a 1190+40.69	91	632,339.0	971,286.6	1,347.64	12.67	1.00	0	0			
									a 1192+40.64	92	632,538.7	971,274.2	1,350.15	11.67	1.00	0	0			
									a 1194+48.13	93	632,741.4	971,253.4	1,351.62	10.00						
Exist Wall EB8	W	0.00	99.99	0.00				0.00	a 1212+07.02	94	634,463.2	970,990.8	1,371.26	21.70	1.00	0	0			
									a 1214+01.85	95	634,662.5	970,974.2	1,366.32	26.10	1.00	0	0			
									a 1215+97.49	96	634,862.4	970,967.9	1,365.44	27.20	1.00	0	0			
									a 1217+96.30	97	635,062.4	970,967.7	1,369.01	24.00	1.00	0	0			
									a 1219+17.06	98	635,183.1	970,967.6	1,372.70	18.90	1.00	0	0			
									a 1220+38.73	99	635,304.8	970,967.6	1,376.50	10.00						
Exist Wall WB5	W	0.00	99.99	0.00				0.00	a 1154+71.44	168	628,768.3	971,470.4	1,333.82	10.67	0.00	0	0			

INPUT: BARRIERS

SR101 GPL, 75th Ave to I-17

							a 1156+01.43	169	628,898.2	971,473.8	1,333.57	10.67	0.00	0	0
							a 1158+01.39	170	629,098.1	971,479.0	1,332.71	12.67	0.00	0	0
							a 1160+01.35	171	629,298.1	971,484.3	1,332.51	13.33	0.00	0	0
							a 1162+01.32	172	629,498.0	971,489.5	1,333.16	12.67	0.00	0	0
							a 1164+01.28	173	629,697.9	971,494.8	1,333.81	12.00	0.00	0	0
							a 1166+01.25	174	629,897.9	971,500.0	1,334.59	12.00	0.00	0	0
							a 1168+01.22	175	630,097.8	971,505.2	1,335.78	12.00	0.00	0	0
							a 1170+01.19	176	630,297.7	971,510.3	1,336.76	11.33	0.00	0	0
							a 1172+01.15	177	630,497.7	971,515.7	1,337.75	12.33	0.00	0	0
							a 1174+01.11	178	630,697.6	971,521.3	1,338.03	12.00	0.00	0	0
							a 1176+01.07	179	630,897.5	971,526.9	1,339.13	11.33	0.00	0	0
							a 1178+01.03	180	631,097.4	971,532.3	1,339.76	12.00	0.00	0	0
							a 1180+01.00	181	631,297.4	971,537.5	1,341.01	11.67	0.00	0	0
							a 1182+00.96	182	631,497.3	971,542.7	1,341.30	10.67	0.00	0	0
							a 1184+00.93	183	631,697.2	971,547.8	1,343.13	10.00	0.00	0	0
							a 1186+00.90	184	631,897.2	971,553.0	1,344.40	10.00	0.00	0	0
							a 1188+00.86	185	632,097.1	971,558.2	1,345.37	10.00	0.00	0	0
							a 1190+00.83	186	632,297.0	971,563.4	1,346.72	10.67			
Privacywall_EB15	W	0.00	99.99	0.00		0.00	point309	309	628,538.4	970,824.3	1,329.00	6.00	0.00	0	0
							point310	310	628,539.6	970,897.6	1,329.00	6.00	0.00	0	0
							point311	311	628,846.8	970,899.0	1,329.00	6.00	0.00	0	0
							point312	312	629,158.0	970,900.5	1,328.00	6.00	0.00	0	0
							point313	313	629,157.6	970,999.8	1,331.00	6.00	0.00	0	0
							point314	314	629,159.1	971,186.2	1,330.19	6.00	0.00	0	0
							point315	315	629,228.6	971,186.6	1,330.04	6.00			
Privacywall_EB16	W	0.00	99.99	0.00		0.00	point332	332	629,317.7	971,074.2	1,330.53	5.00	0.00	0	0
							point318	318	629,318.9	971,153.7	1,330.53	5.00	0.00	0	0
							point319	319	629,335.4	971,187.1	1,331.20	5.00	0.00	0	0
							point320	320	629,503.7	971,186.4	1,331.85	5.00	0.00	0	0
							point321	321	629,803.8	971,188.6	1,332.62	5.00	0.00	0	0
							point322	322	629,973.8	971,192.1	1,333.99	5.00	0.00	0	0
							point323	323	629,987.7	971,158.3	1,333.00	5.00	0.00	0	0
							point324	324	629,987.1	971,087.3	1,333.00	5.00			
Privacywall_EB17	W	0.00	99.99	0.00		0.00	point334	334	630,065.5	971,192.5	1,334.38	6.00	0.00	0	0
							point328	328	630,150.1	971,192.9	1,334.98	6.00	0.00	0	0
							point329	329	630,150.7	971,064.6	1,334.00	6.00	0.00	0	0
							point330	330	630,146.5	970,923.9	1,334.00	6.00			
Privacywall_EB18	W	0.00	99.99	0.00		0.00	point335	335	630,479.9	970,988.0	1,335.00	6.00	0.00	0	0
							point336	336	630,480.8	971,188.4	1,334.80	6.00	0.00	0	0
							point337	337	630,586.5	971,189.3	1,335.59	6.00			
Privacywall_EB19	W	0.00	99.99	0.00		0.00	point353	353	630,640.5	971,097.3	1,333.00	6.00	0.00	0	0
							point340	340	630,642.2	971,189.6	1,335.55	6.00	0.00	0	0
							point341	341	630,871.1	971,191.1	1,338.73	6.00	0.00	0	0
							point342	342	631,098.1	971,192.6	1,339.70	6.00	0.00	0	0
							point343	343	631,101.4	971,125.2	1,339.00	6.00			
Privacywall_EB20	W	0.00	99.99	0.00		0.00	point355	355	631,155.6	971,193.1	1,337.94	6.00	0.00	0	0
							point346	346	631,393.1	971,195.1	1,339.32	6.00			
Privacywall_EB21	W	0.00	99.99	0.00		0.00	point357	357	631,449.9	971,195.6	1,339.32	6.00	0.00	0	0
							point349	349	631,559.2	971,196.4	1,340.02	6.00	0.00	0	0
							point350	350	631,559.8	971,107.4	1,340.00	6.00	0.00	0	0

INPUT: BARRIERS

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									point351	351	631,560.7	970,991.8	1,340.00	6.00				
Privacywall_EB23	W	0.00	99.99	0.00			0.00	point358	358	632,505.5	971,093.7	1,345.50	6.00	0.00	0	0		
								point359	359	632,505.1	971,182.3	1,343.00	6.00	0.00	0	0		
								point360	360	632,524.9	971,200.4	1,344.16	6.00	0.00	0	0		
								point361	361	632,624.5	971,198.4	1,348.17	6.00	0.00	0	0		
								point362	362	632,811.5	971,166.4	1,349.86	6.00	0.00	0	0		
								point363	363	633,059.1	971,123.1	1,349.27	6.00	0.00	0	0		
								point364	364	633,127.2	971,112.8	1,348.96	6.00	0.00	0	0		
								point365	365	633,426.6	971,023.8	1,349.47	6.00	0.00	0	0		
								point366	366	633,695.3	970,944.2	1,348.98	6.00	0.00	0	0		
								point367	367	633,726.5	970,937.0	1,351.33	6.00					
Privacywall_EB22	W	0.00	99.99	0.00			0.00	point368	368	632,490.9	970,813.0	1,345.00	6.00	0.00	0	0		
								point369	369	632,491.9	970,875.9	1,345.00	6.00	0.00	0	0		
								point370	370	632,505.9	970,875.7	1,345.00	6.00	0.00	0	0		
								point371	371	632,507.7	970,988.0	1,345.00	6.00	0.00	0	0		
								point372	372	632,521.3	970,987.8	1,345.00	6.00					
Privacywall_EB24	W	0.00	99.99	0.00			0.00	point373	373	633,973.1	970,701.5	1,353.00	6.00	0.00	0	0		
								point374	374	634,081.2	970,706.5	1,353.00	6.00	0.00	0	0		
								point375	375	634,079.0	970,885.1	1,353.02	6.00	0.00	0	0		
								point376	376	634,175.1	970,883.7	1,342.79	6.00	0.00	0	0		
								point377	377	634,564.3	970,886.0	1,354.18	6.00	0.00	0	0		
								point378	378	634,589.7	970,885.1	1,355.06	6.00	0.00	0	0		
								point379	379	634,590.8	970,907.4	1,355.37	6.00	0.00	0	0		
								point380	380	634,679.6	970,907.5	1,355.65	6.00	0.00	0	0		
								point381	381	634,698.4	970,888.2	1,355.16	6.00	0.00	0	0		
								point382	382	634,932.5	970,884.1	1,355.67	6.00	0.00	0	0		
								point383	383	634,931.2	970,808.5	1,356.00	6.00					
Privacywall_EB25	W	0.00	99.99	0.00			0.00	point391	391	635,022.0	970,878.6	1,356.32	6.00	0.00	0	0		
								point386	386	635,107.7	970,878.4	1,356.85	6.00	0.00	0	0		
								point387	387	635,107.3	970,730.0	1,356.00	6.00	0.00	0	0		
								point388	388	635,106.8	970,556.0	1,356.00	6.00	0.00	0	0		
								point389	389	635,106.5	970,426.5	1,356.00	6.00					
JerseyBarrier_1	W	0.00	99.99	0.00			0.00	point744	744	632,787.1	971,312.4	1,358.90	4.00	1.00	0	0		
								point745	745	633,181.6	971,276.1	1,367.10	4.00	1.00	0	0		
								point746	746	633,572.2	971,196.0	1,373.10	4.00					
JerseyBarrier_2	W	0.00	99.99	0.00			0.00	point748	748	633,572.2	971,196.0	1,373.10	4.00	1.00	0	0	Y	
								point749	749	633,830.9	971,129.7	1,375.10	4.00	1.00	0	0	Y	
								point750	750	633,957.0	971,096.6	1,376.10	4.00	1.00	0	0		
								point751	751	634,356.4	971,011.7	1,378.50	4.00	1.00	0	0		
								point752	752	634,579.6	970,988.7	1,380.40	4.00	1.00	0	0		
								point753	753	634,779.5	970,978.1	1,381.20	4.00	1.00	0	0		
								point754	754	635,180.8	970,975.8	1,382.30	4.00	1.00	0	0		
								point755	755	635,382.1	970,974.7	1,384.10	4.00	1.00	0	0		
								point756	756	635,584.2	970,960.7	1,385.70	4.00					
JerseyBarrier_3	W	0.00	99.99	0.00			0.00	point757	757	635,584.2	970,960.7	1,385.70	4.00	1.00	0	0		
								point758	758	635,781.7	970,957.4	1,387.70	4.00	1.00	0	0		
								point759	759	635,982.2	970,959.1	1,389.20	4.00	1.00	0	0		
								point760	760	636,180.6	970,956.6	1,389.90	4.00	1.00	0	0		
								point761	761	636,379.4	970,949.4	1,389.70	4.00	1.00	0	0	Y	
								point762	762	636,577.8	970,935.6	1,389.50	4.00	1.00	0	0	Y	

INPUT: BARRIERS

SR101 GPL, 75th Ave to I-17

									point763	763	636,779.4	970,925.1	1,388.40	4.00	1.00	0	0		
									point764	764	636,981.5	970,917.8	1,386.00	4.00					
Sidewall_1	W	0.00	99.99	0.00			0.00		point765	765	637,056.6	970,776.0	1,369.38	3.00	0.00	0	0		
									point766	766	637,319.4	970,743.3	1,369.00	3.00					
BuildingBarrier_1	W	0.00	99.99	0.00			0.00		point767	767	637,312.7	970,709.6	1,371.00	15.00	0.00	0	0		
									point768	768	637,404.1	970,708.8	1,371.00	15.00	0.00	0	0		
									point769	769	637,403.8	970,666.3	1,371.00	15.00					
BuildingBarrier_2	W	0.00	99.99	0.00			0.00		point770	770	637,502.2	970,644.2	1,371.00	15.00	0.00	0	0		
									point771	771	637,506.7	970,729.8	1,371.00	15.00	0.00	0	0		
									point772	772	637,586.8	970,729.3	1,371.00	15.00					
Sidewall_2	W	0.00	99.99	0.00			0.00		point773	773	637,567.3	970,737.8	1,371.82	3.00	0.00	0	0		
									point774	774	637,730.3	970,732.3	1,372.03	3.00	0.00	0	0		
									point775	775	638,001.7	970,715.2	1,375.81	3.00					
BuildingBarrier_3	W	0.00	99.99	0.00			0.00		point776	776	638,013.5	970,689.0	1,375.00	15.00	0.00	0	0		
									point777	777	638,276.0	970,686.2	1,375.00	15.00	0.00	0	0		
									point778	778	638,278.8	970,598.8	1,375.00	15.00	0.00	0	0		
									point779	779	638,008.1	970,597.8	1,375.00	15.00	0.00	0	0		
									point780	780	638,012.5	970,683.4	1,375.00	15.00					

INPUT: RECEIVERS

SR101 GPL, 75th Ave to I-17

							6 October 2020				
AZTEC							TNM 2.5				
AZTEC											
INPUT: RECEIVERS											
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17									
RUN:		SR101 GPL, 75th Ave to I-17, Build S3									
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria			NR Goal	Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'l dB		
			ft	ft	ft	ft	dBA	dBA	dB	dB	
E138	321	3	628,557.6	970,850.1	1,329.00	5.00	0.00	66	15.0	7.0	
E139	322	1	628,659.1	971,008.5	1,329.00	5.00	0.00	66	15.0	7.0	
E140	323	3	628,860.5	970,866.8	1,329.00	5.00	0.00	66	15.0	7.0	
E141	324	4	629,127.2	970,873.8	1,328.00	5.00	0.00	66	15.0	7.0	
E142	325	2	629,186.9	970,983.5	1,331.00	5.00	0.00	66	15.0	7.0	
E143	326	2	629,184.1	971,166.8	1,330.84	5.00	0.00	66	15.0	7.0	
E144	327	3	629,332.1	971,098.8	1,330.00	5.00	0.00	66	15.0	7.0	
E145	328	4	629,336.2	970,888.3	1,330.00	5.00	0.00	66	15.0	7.0	
E146	329	3	629,570.7	971,100.9	1,330.30	5.00	0.00	66	15.0	7.0	
E147	330	8	629,581.1	970,895.6	1,330.00	5.00	0.00	66	15.0	7.0	
E148	331	4	629,811.3	971,110.2	1,331.50	5.00	0.00	66	15.0	7.0	
E149	332	2	629,975.9	971,108.1	1,332.50	5.00	0.00	66	15.0	7.0	
E150	333	8	629,975.9	970,889.4	1,332.00	5.00	0.00	66	15.0	7.0	
E151	334	2	630,111.4	971,173.8	1,333.74	5.00	0.00	66	15.0	7.0	
E152	335	2	630,112.4	970,972.7	1,334.00	5.00	0.00	66	15.0	7.0	
E153	336	1	630,326.0	971,075.8	1,336.00	5.00	0.00	66	15.0	7.0	
E154/MON13	337	1	630,408.4	971,162.6	1,336.00	5.00	0.00	66	15.0	7.0	
E155	338	2	630,508.3	971,165.4	1,335.01	5.00	0.00	66	15.0	7.0	
E156	339	2	630,511.4	971,005.0	1,335.00	5.00	0.00	66	15.0	7.0	
E157	340	3	630,655.2	971,143.6	1,333.00	5.00	0.00	66	15.0	7.0	
E158	341	4	630,655.2	970,863.3	1,333.00	5.00	0.00	66	15.0	7.0	
E159	342	3	630,878.2	971,143.6	1,338.60	5.00	0.00	66	15.0	7.0	
E160	343	2	631,089.6	971,146.7	1,339.00	5.00	0.00	66	15.0	7.0	
E161	344	5	631,094.9	970,930.0	1,339.00	5.00	0.00	66	15.0	7.0	

INPUT: RECEIVERS

SR101 GPL, 75th Ave to I-17

E162	345	6	631,233.4	971,173.8	1,338.09	5.00	0.00	66	15.0	7.0
E163	346	3	631,403.2	970,874.8	1,340.00	5.00	0.00	66	15.0	7.0
E164	347	2	631,531.4	971,161.2	1,340.00	5.00	0.00	66	15.0	7.0
E165	348	3	631,527.2	970,988.3	1,340.00	5.00	0.00	66	15.0	7.0
E166	349	3	631,763.8	970,763.3	1,340.00	5.00	0.00	66	15.0	7.0
E167	350	2	632,100.2	970,949.8	1,342.00	5.00	0.00	66	15.0	7.0
E168	351	1	632,282.6	970,995.6	1,346.00	5.00	0.00	66	15.0	7.0
E169	352	3	632,519.1	971,113.4	1,345.50	5.00	0.00	66	15.0	7.0
E170	353	6	632,526.3	970,901.9	1,345.00	5.00	0.00	66	15.0	7.0
E171	354	6	632,756.6	970,926.9	1,347.00	5.00	0.00	66	15.0	7.0
E172	355	3	632,801.4	971,125.9	1,347.00	5.00	0.00	66	15.0	7.0
E173	356	6	632,975.4	970,895.6	1,347.00	5.00	0.00	66	15.0	7.0
E174	357	4	633,063.9	971,075.8	1,347.00	5.00	0.00	66	15.0	7.0
E175	358	3	633,077.4	970,811.2	1,347.00	5.00	0.00	66	15.0	7.0
E176	359	6	633,269.5	970,877.6	1,349.00	5.00	0.00	66	15.0	7.0
E177	360	6	633,269.5	970,760.9	1,349.00	5.00	0.00	66	15.0	7.0
E178	361	6	633,269.5	970,653.6	1,349.00	5.00	0.00	66	15.0	7.0
E179	362	3	633,424.8	970,893.9	1,349.00	5.00	0.00	66	15.0	7.0
E180	363	2	633,428.9	970,785.5	1,349.00	5.00	0.00	66	15.0	7.0
E181	364	2	633,428.9	970,681.3	1,349.00	5.00	0.00	66	15.0	7.0
E182	365	3	633,592.5	970,923.4	1,348.35	5.00	0.00	66	15.0	7.0
E183	366	2	633,592.5	970,796.3	1,349.00	5.00	0.00	66	15.0	7.0
E184	367	2	633,591.4	970,696.2	1,349.00	5.00	0.00	66	15.0	7.0
E185	368	1	633,500.8	970,361.8	1,349.00	5.00	0.00	66	15.0	7.0
E186	369	3	633,933.9	970,512.2	1,353.00	5.00	0.00	66	15.0	7.0
E187	370	1	633,971.3	970,788.0	1,353.00	5.00	0.00	66	15.0	7.0
E188	371	1	633,979.7	970,631.0	1,353.00	5.00	0.00	66	15.0	7.0
E189	372	3	634,234.9	970,521.6	1,354.00	5.00	0.00	66	15.0	7.0
E190	373	3	634,473.5	970,519.5	1,354.00	5.00	0.00	66	15.0	7.0
E191	374	3	634,647.5	970,883.1	1,355.00	5.00	0.00	66	15.0	7.0
E192	375	2	634,637.1	970,629.9	1,355.00	5.00	0.00	66	15.0	7.0
E193/MON16	376	1	634,775.2	970,857.8	1,354.54	5.00	0.00	66	15.0	7.0
E194	377	3	634,848.6	970,853.9	1,355.27	5.00	0.00	66	15.0	7.0
E195	378	6	634,879.8	970,640.4	1,355.00	5.00	0.00	66	15.0	7.0
E196	379	2	635,060.1	970,850.8	1,356.37	5.00	0.00	66	15.0	7.0
E197	380	2	635,080.9	970,636.2	1,356.00	5.00	0.00	66	15.0	7.0
E198	381	2	635,075.7	970,472.6	1,356.00	5.00	0.00	66	15.0	7.0

INPUT: RECEIVERS**SR101 GPL, 75th Ave to I-17**

E199	382	1	636,037.3	970,584.1	1,361.00	5.00	0.00	66	15.0	7.0
E200	383	1	636,511.3	970,784.1	1,367.07	5.00	0.00	66	15.0	7.0
E201	384	1	636,869.8	970,745.6	1,368.00	5.00	0.00	66	15.0	7.0
E202	385	1	637,313.6	970,687.2	1,371.00	5.00	0.00	66	15.0	7.0
E203	386	1	637,594.8	970,706.0	1,371.00	5.00	0.00	66	15.0	7.0
E204	387	1	638,008.4	970,668.5	1,375.00	5.00	0.00	66	15.0	7.0
E205	388	1	638,699.2	970,262.2	1,377.00	5.00	0.00	66	15.0	7.0
E206	394	1	638,977.4	970,563.2	1,377.00	5.00	0.00	66	15.0	7.0
E207	395	1	639,527.4	970,468.4	1,380.00	5.00	0.00	66	15.0	7.0
E208	421	1	639,592.8	970,215.3	1,380.00	5.00	0.00	66	15.0	7.0

INPUT: RECEIVERS

SR101 GPL, 75th Ave to I-17

						6 October 2020					
AZTEC						TNM 2.5					
AZTEC											
INPUT: RECEIVERS											
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17									
RUN:		SR101 GPL, 75th Ave to I-17, Build S3									
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria			NR Goal	Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'l dB		
			ft	ft	ft	ft	dBA	dBA	dB	dB	
W147	131	1	628,601.9	972,163.0	1,360.00	5.00	0.00	66	15.0	7.0	
W148	132	1	628,981.4	972,173.6	1,334.00	5.00	0.00	66	15.0	7.0	
W149	133	2	629,165.5	971,637.9	1,331.70	5.00	0.00	66	15.0	7.0	
W150	134	2	629,191.6	971,857.6	1,332.00	5.00	0.00	66	15.0	7.0	
W151	135	3	629,450.3	971,641.4	1,333.40	5.00	0.00	66	15.0	7.0	
W152	136	3	629,455.5	971,864.6	1,333.00	5.00	0.00	66	15.0	7.0	
W153	137	3	629,778.5	971,631.0	1,335.75	5.00	0.00	66	15.0	7.0	
W154	138	3	629,775.9	971,859.3	1,336.00	5.00	0.00	66	15.0	7.0	
W155	139	2	629,864.4	971,934.9	1,335.00	5.00	0.00	66	15.0	7.0	
W156	140	4	630,026.8	971,888.9	1,335.00	5.00	0.00	66	15.0	7.0	
W157	141	3	630,144.8	971,667.4	1,336.80	5.00	0.00	66	15.0	7.0	
W158	142	4	630,178.7	971,894.9	1,337.00	5.00	0.00	66	15.0	7.0	
W159	143	8	630,363.6	971,890.6	1,340.00	5.00	0.00	66	15.0	7.0	
W160	144	3	630,386.2	971,667.4	1,339.50	5.00	0.00	66	15.0	7.0	Y
W161	145	3	630,559.8	971,676.1	1,340.00	5.00	0.00	66	15.0	7.0	
W162	146	8	630,566.8	971,883.6	1,340.00	5.00	0.00	66	15.0	7.0	
W163	147	8	630,796.0	971,899.2	1,340.00	5.00	0.00	66	15.0	7.0	
W164	148	2	630,806.4	971,668.3	1,340.00	5.00	0.00	66	15.0	7.0	
W165/MON14	149	1	630,871.5	971,673.5	1,338.00	5.00	0.00	66	15.0	7.0	
W166	150	2	631,052.1	971,767.3	1,340.00	5.00	0.00	66	15.0	7.0	
W167	151	3	631,045.2	971,926.2	1,340.00	5.00	0.00	66	15.0	7.0	
W168	152	2	631,232.7	971,815.9	1,341.00	5.00	0.00	66	15.0	7.0	
W169	153	3	631,230.1	971,959.2	1,341.00	5.00	0.00	66	15.0	7.0	
W170	154	3	631,382.9	971,685.7	1,341.70	5.00	0.00	66	15.0	7.0	

INPUT: RECEIVERS**SR101 GPL, 75th Ave to I-17**

W171	155	4	631,377.7	971,901.0	1,342.00	5.00	0.00	66	15.0	7.0
W172	156	5	631,563.5	971,687.4	1,342.90	5.00	0.00	66	15.0	7.0
W173	157	8	631,568.7	971,894.1	1,343.00	5.00	0.00	66	15.0	7.0
W174	158	4	631,744.9	971,683.9	1,343.51	5.00	0.00	66	15.0	7.0
W175	159	10	631,737.1	971,897.5	1,344.00	5.00	0.00	66	15.0	7.0
W176	160	2	631,928.1	971,730.0	1,345.00	5.00	0.00	66	15.0	7.0
W177	396	2	632,008.9	971,849.8	1,345.00	5.00	0.00	66	15.0	7.0
W178	416	3	632,132.1	971,990.4	1,345.00	5.00	0.00	66	15.0	7.0
W179	417	3	632,246.4	972,088.2	1,345.00	5.00	0.00	66	15.0	7.0
W180	420	1	633,078.8	972,183.0	1,341.00	5.00	0.00	66	15.0	7.0

INPUT: RECEIVERS

SR101 GPL, 75th Ave to I-17

							6 October 2020				
AZTEC							TNM 2.5				
AZTEC											
INPUT: RECEIVERS											
PROJECT/CONTRACT:		SR101 GPL, 75th Ave to I-17									
RUN:		SR101 GPL, 75th Ave to I-17, Build S3									
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria			NR Goal	Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact LAeq1h	Criteria Sub'l		
			ft	ft	ft	ft	dBA	dBA	dB	dB	
W181	161	3	633,870.6	971,969.4	1,353.00	5.00	0.00	66	15.0	7.0	
W182	162	1	633,923.4	971,661.8	1,353.00	5.00	0.00	66	15.0	7.0	
W183	163	3	634,138.4	971,980.9	1,353.00	5.00	0.00	66	15.0	7.0	
W184	164	3	634,454.0	971,982.9	1,355.00	5.00	0.00	66	15.0	7.0	
W185	165	4	634,509.2	971,731.9	1,355.00	5.00	0.00	66	15.0	7.0	
W186	166	2	634,509.2	971,490.2	1,355.00	5.00	0.00	66	15.0	7.0	
W187/MON15	167	1	634,574.0	971,475.0	1,355.00	5.00	0.00	66	15.0	7.0	
W188	168	4	634,650.9	971,537.1	1,355.00	5.00	0.00	66	15.0	7.0	
W189	169	3	634,797.8	971,691.2	1,355.00	5.00	0.00	66	15.0	7.0	
W190	170	2	635,066.6	971,492.2	1,357.00	5.00	0.00	66	15.0	7.0	
W191	171	2	635,065.6	971,707.9	1,357.00	5.00	0.00	66	15.0	7.0	
W192	172	4	635,275.0	971,710.0	1,357.00	5.00	0.00	66	15.0	7.0	
W193	173	1	635,404.2	971,649.6	1,362.00	5.00	0.00	66	15.0	7.0	
W194	174	1	635,414.6	971,469.3	1,362.00	5.00	0.00	66	15.0	7.0	
W195	175	2	635,551.1	971,714.2	1,362.00	5.00	0.00	66	15.0	7.0	
W196(a)	176	3	635,699.0	971,456.8	1,362.00	5.00	0.00	66	15.0	7.0	
W196(b)	177	3	635,699.1	971,456.8	1,362.00	17.00	0.00	66	15.0	7.0	
W197(a)	178	3	635,724.0	971,680.8	1,362.00	5.00	0.00	66	15.0	7.0	
W197(b)	179	3	635,724.1	971,680.8	1,362.00	17.00	0.00	66	15.0	7.0	
W198(a)	180	3	635,899.1	971,454.8	1,363.00	5.00	0.00	66	15.0	7.0	
W198(b)	181	3	635,899.2	971,454.8	1,363.00	17.00	0.00	66	15.0	7.0	
W199(a)	182	3	635,894.9	971,638.1	1,363.00	5.00	0.00	66	15.0	7.0	
W199(b)	183	3	635,895.0	971,638.1	1,363.00	17.00	0.00	66	15.0	7.0	
W200(a)	184	2	636,034.5	971,608.9	1,366.00	5.00	0.00	66	15.0	7.0	

INPUT: RECEIVERS**SR101 GPL, 75th Ave to I-17**

W200(b)	185	2	636,034.6	971,608.9	1,366.00	17.00	0.00	66	15.0	7.0	
W201(a)	186	3	636,050.1	971,459.9	1,366.00	5.00	0.00	66	15.0	7.0	
W201(b)	187	3	636,050.2	971,459.9	1,366.00	17.00	0.00	66	15.0	7.0	
W202(a)	188	2	636,300.2	971,455.8	1,367.00	5.00	0.00	66	15.0	7.0	
W202(b)	189	2	636,300.3	971,455.8	1,367.00	17.00	0.00	66	15.0	7.0	
W203(a)	190	2	636,308.5	971,576.6	1,367.00	5.00	0.00	66	15.0	7.0	
W203(b)	191	2	636,308.6	971,576.6	1,367.00	17.00	0.00	66	15.0	7.0	
W204	192	1	636,502.2	971,392.2	1,366.89	5.00	0.00	66	15.0	7.0	
W205	400	1	636,520.0	971,775.6	1,367.00	5.00	0.00	66	15.0	7.0	
W206	424	1	636,806.5	971,804.8	1,371.00	5.00	0.00	66	15.0	7.0	
W207	433	1	636,856.5	971,483.9	1,371.00	5.00	0.00	66	15.0	7.0	
W208	434	1	637,191.9	971,481.8	1,370.00	5.00	0.00	66	15.0	7.0	
W209	435	1	637,627.8	971,601.6	1,372.00	5.00	0.00	66	15.0	7.0	
W210	436	1	637,928.2	971,466.2	1,375.00	5.00	0.00	66	15.0	7.0	
W210(a)	437	1	638,144.2	971,623.9	1,376.00	5.00	0.00	66	15.0	7.0	
W211	438	1	638,329.3	971,558.2	1,377.00	5.00	0.00	66	15.0	7.0	
W212	439	1	638,777.2	971,566.9	1,380.00	5.00	0.00	66	15.0	7.0	
W213	440	1	639,442.3	971,575.6	1,381.00	5.00	0.00	66	15.0	7.0	
W210(b)	442	1	637,916.8	971,590.0	1,375.00	5.00	0.00	66	15.0	7.0	Y