



**OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services**

TO: Vaughn Wilson, District 9 Deputy Director **DATE:** November 21, 2013
Attention: Greg Manson

FROM: Noel Alcala, Noise and Air Quality Coordinator, Office of Environmental Services
Noel Alcala

SUBJECT: Noise Re-Analysis of NSA2E dated November 2013

PROJECT: SCI-SR823-0.00 PortsByPass Ph2 (PID 19415); Task POL(DRG)-13-09-01

We have reviewed the subject document prepared by Burton Planning Services for Davey Resource Group and received by this office on 11/20/13. The preparation of the subject document was triggered because of the significant reduction in the design year ADT since the previous 2006 noise analysis. **We find that our comments dated 11/18/13 were adequately addressed and we deem the document acceptable. Relative to the expediency of the report preparation and the noise exhibits and graphics, the consultant provided an excellent product.**

The analysis identified noise receptors "substantially impacted" by noise where the difference between the existing and design year noise levels was greater than 10 decibels. After consideration of all noise abatement alternatives for those receptors substantially impacted, the results are listed as follows:

- There were 42 impacted noise sensitive dwelling units in the design year.
- A barrier analysis to evaluate noise barrier feasibility and reasonableness was conducted for this area.
- The results of the barrier analysis show that barrier alternatives were feasible but none of the barrier alternatives met the reasonableness criteria, mainly due to the elevated cost of constructing noise walls on structures.
- Other forms of noise abatement were considered but are not recommended.
- No noise abatement measures are recommended for this area.

No further noise analysis or consideration of noise mitigation is required for NSA2E or the subject project.

If you have any questions or concerns, please contact Noel Alcala, Noise and Air Quality Coordinator at 614-466-5222.

NAA:naa

c: CE Online System

Noise Analysis Report

SCI-823-10.13 (PID: 79977)
Portsmouth Bypass Project

November 2013



Prepared for

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Ohio Department of Transportation



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EXECUTIVE SUMMARY

A noise analysis for this project was conducted in accordance with federal and state regulations to determine the potential impacts from the proposed SR-823 (Portsmouth Bypass) in Scioto County. A noise analysis was previously completed for this project in 2006 by a different consultant, but due to recent changes in the traffic data a new noise analysis was needed to re-evaluate the feasibility of the proposed noise barrier, located on the east side of proposed SR-823 in the vicinity of SR-335 and TR-248.

Noise sensitive land uses within 1,000 feet of the proposed build alternative were modeled, totaling 67 noise sensitive land uses and 10 undeveloped areas. Most of the noise sensitive land uses were single-family residences (74), in addition to three churches. The sites were analyzed for the existing year (2013), design-year No-Build Alternative (2038), and the Build Alternative (2038) as compared to the FHWA NAC levels.

The 2013 modeled noise levels ranged from 40.3 dBA to 56.5 dBA with an average of 47.1 dBA. For the Build Alternative, the TNM model showed noise levels ranging from 51.7 dBA to 60.3 dBA with an average of 55.9 dBA. The differences between the 2013 and the 2038 build modeled results ranged from 2.0 dBA to 14.7 dBA. On average, the 2038 build alternative will increase noise levels in the study area by 8.8 dBA. Of the 67 noise sensitive dwelling units, the noise model indicates that zero will experience a decibel level above their respective NAC thresholds in 2038, and 42 will experience a 10-decibel or greater increase from 2013 to 2038.

After consideration of all noise abatement alternatives for those receptors substantially impacted, the results are listed as follows:

- There are 42 impacted noise sensitive dwelling units in the design year, which is 63% of the total modeled dwelling units.
- A barrier analysis to evaluate noise barrier feasibility and reasonableness was conducted for this area by modeling two barrier alternatives.
- The results of the barrier analysis show that:
 - Both of the barrier alternatives are feasible.
 - Neither of the barrier alternatives meets the reasonableness criteria.
- Other forms of noise abatement were considered but are not recommended.
- Therefore, no noise abatement measures are recommended for this area.
- Based on the undeveloped lands evaluation, none of the parcels evaluated exceeded the NAC, so no prohibitions on noise sensitive development are recommended.

INTRODUCTION

PROJECT DESCRIPTION

The National Environmental Policy Act (NEPA) of 1969 requires the evaluation of potential environmental impacts of all projects subject to federal funding or approval. The traffic noise analysis and abatement measures were evaluated according to procedures set forth in the ODOT's Highway Traffic Noise Analysis Manual, dated February 2013, and in the FHWA *Procedures For Abatement of Highway Traffic Noise and Construction Noise*, 23 Code of Federal Regulations (CFR) Part 772. Analyses were also done in accordance with FHWA's *Highway Traffic Noise Analysis and Abatement Guidance*, dated December 2011.

This project is located in Scioto County in Ohio approximately one mile northeast of Sciotoville in the vicinity of SR-335 and TR-248 on the east side of proposed SR-823 (**see Exhibit 1**). The noise study area is bounded on the north by SR-335 and on the south by TR-248 (Highland Bend Drive) (**see Exhibit 2**). This noise analysis is studying the impacts on the noise sensitive areas in this area.

NOISE ABATEMENT CRITERIA

Highway Noise Fundamentals

Sound is measured and described by units called decibels. Decibels are units, which represent relative acoustic *energy* intensities. Because the range of energy found throughout the spectrum of normal hearing is so wide (whispers to jet engines) the numbers necessary to define these levels must be able to represent huge variations in energy. To compensate for this wide range, a base 10 logarithmic scale is used to make the numbers more "normal".

Noise is an undesirable or unwanted sound as subjectively perceived by the individual. Acceptance of a certain noise level may vary among neighborhoods, individuals, and by the time of day. Sound can affect all human activities and is often considered in local and regional land use planning.

Traffic noise is the sound generated by automobiles and truck operations on streets and highways. The sound generated is composed of tire, engine, and exhaust noise. People respond differently to acoustic energy in varying frequency ranges. Frequencies are airborne vibrations described in cycles/second, cps, or Hertz, Hz. The faster the vibration, the higher the frequency. The normal range of healthy hearing is from 30 cps (very low) to 16,000 cps (very high). The human ear is most efficient in the mid and high range frequencies and has decreasing efficiency below approximately 250 cycles.

Sounds heard in the environment usually consist of a range of frequencies, each at a different level. The method of correlating human response to equivalent sound pressure levels at different frequencies is called "weighting". The weighting system used to correlate human hearing to frequency response is the "A-weighting" scale and the

resultant sound pressure level is called the "A-weighted sound pressure level," identifiable by the abbreviated descriptor dBA. Traffic noise levels are presented in decibels, using the A-weighting scale.

The A-weighted sound level adequately describes the environmental noise at a particular instant. However, the level and frequency of noise varies constantly over time. Distant and continuous noise sources, such as traffic 1,000 – 1,200 ft away, wind rustling leaves, and industrial activity, create a background noise level where no particular sound source can be readily identified. The level slowly changes with the daily cycle of human activity. Included with the background noise level is a succession of nearby noise events that are of short duration (aircraft flyovers, truck pass-bys, miscellaneous loud noises), and these cause more rapid changes in the overall noise level.

The threshold of noise interference levels presented in the FHWA Noise Abatement Criteria (NAC) represent the equivalent, or L_{eq} , sound levels which result in "sporadic to widespread complaints" for the corresponding land use being considered. L_{eq} , or equivalent sound level, is the level of constant sound, which in an hour would contain the same acoustic energy as the time-varying sound. In other words, the fluctuating sound levels of traffic noise are represented in terms of a steady-state noise level of the same energy content.

Noise Standards

The purpose of Part 772 of the Code of Federal Regulations (CFR) is to provide procedures for noise studies and noise abatement measures in order to help protect the public health and welfare, to supply noise abatement criteria, and to establish requirements for information to be given to local officials for use in the planning and design of highways approved pursuant to title 23 of the United States Code (USC) (23 CFR 772.1).

The following characteristics constitute the noise standards mandated by 23 USC 109(i):

1. *Highway traffic noise prediction requirements:* Any traffic noise prediction methodology is approved for use in any noise analysis required by this regulation if it generally meets two conditions:
 - a) The methodology is consistent with the methodology in the FHWA Highway Traffic Noise Prediction Model (Report No. FHWA-RD-77-108).
 - b) The prediction method uses noise emission levels obtained from either National Reference Energy Mean Emission Levels as a Function of Speed or from determination of reference energy mean emission levels in Sound Procedures for Measuring Highway Noise: Final Report, DP-45-1R.

In predicting noise levels and assessing noise impacts, traffic characteristics which will yield the worst hourly traffic noise impact on a regular basis for the design year shall be used (23 CFR 772.17).

2. *Noise analyses:* The highway agency shall determine and analyze expected traffic noise impacts and alternative noise abatement measures to mitigate these impacts, giving weight to the benefits and cost of abatement, and to the overall social, economic and environmental effects. The traffic noise analysis shall include the following for each alternative under detailed study:

- a) Identification of existing activities, developed lands, and undeveloped lands for which development is planned, designed and programmed, which may be affected by noise from the highway.
- b) Prediction of traffic noise levels
- c) Determination of existing noise levels
- d) Determination of traffic noise impacts
- e) Examination and evaluation of alternative noise abatement measures for reducing or eliminating the noise impacts

Highway agencies proposing to use Federal-aid highway funds for Type II projects shall perform a noise analysis of sufficient scope to provide information needed to make the determination required by 23 CFR 772.13 (23 CFR 772.9).

3. *Noise Abatement Criteria:* In determining and abating traffic noise impacts, primary consideration is to be given to exterior areas. Abatement will usually be necessary only where frequent human use occurs and a lowered noise level would be of benefit (23 CFR 772.11).
4. *Requirements for informing local officials in this regulation:* In an effort to prevent future traffic noise impacts on currently undeveloped lands, highway agencies shall inform local officials within whose jurisdiction the highway project is located of the following:
 - a) The best estimation of future noise levels (for various distances from the highway improvement) for both developed and undeveloped lands or properties in the immediate vicinity of the project.
 - b) The information that may be useful to local communities to protect future land development from becoming incompatible with anticipated highway noise levels.
 - c) Eligibility for Federal-aid participation for Type II projects as described in 23 CFR 772.13 (23 CFR 772.15).

All highway projects, which are developed in conformance with this regulation, shall be deemed to be in conformance with the FHWA noise standards (23 CFR 772.3).

The FHWA Noise Abatement Criteria

The highway traffic noise prediction requirements, noise analyses, NAC, and requirements for informing local officials constitute the noise standards mandated by 23 U.S.C. 109(i). All highway projects that are developed in conformance with this directive are deemed to be in conformance with the FHWA noise standards. The purpose of the FHWA procedures is to provide for noise studies and noise abatement measures to help protect the public health and welfare, to supply the NAC, and to establish requirements for information to be given to local officials for use in the planning and control of development.

The NAC for various land uses have been established by FHWA in 23 CFR, Part 772 (**see Exhibit 3**). The noise sensitive land uses in the study area fall into NAC B, NAC C, and NAC G.

- Noise Activity Category B is described as “Residential,” and the single-family homes in the study area fall into this category.

- Noise Activity Category C is described as “Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails, and trail crossings,” and the churches fall into this category.
- Noise Activity Category G is described as “Undeveloped lands that are not permitted,” and the undeveloped lands in the study area fall in this category – although traffic noise impacts do not need to be mitigated for these areas, they must be identified and evaluated in order to comply with *23 CFR 772.17 Information for Local Officials*. The purpose is to assist local officials to avoid land development adjacent to highways that is incompatible with highway noise.

The NAC for the Categories B and C land uses is 67 dBA $L_{eqB}(h)$. According to ODOT procedures, consideration of noise abatement is required when predicted noise levels for the design year approach or exceed the NAC or when predicted noise levels are substantially higher than the existing ambient noise levels. ODOT defines "approach" as 66 dBA or above for FHWA Land Use Category B and C and uses a 10-dBA increase to define a substantial increase.

Noise levels for the project area were predicted using the FHWA Traffic Noise Model (TNM) 2.5. TNM is a Windows-based computer program that calculates highway traffic noise at nearby receivers and aids in the design of highway noise barriers. The program includes 1994-1995 noise emission levels for the following vehicle types: 1) autos, 2) medium trucks, 3) heavy duty trucks, 4) buses and 5) motorcycles. The program incorporates a choice of pavement type and traffic control type and will take into account; atmospheric absorption, divergence, intervening ground, intervening barriers, rows of buildings and areas of heavy vegetation.

EXISTING NOISE ENVIRONMENT

GENERAL

The temporal pattern of traffic noise levels can vary noticeably over time. Underneath this noise is typically a steady "lower sound level", or background, over which is superimposed the nearby traffic noise level of interest. This "all-encompassing" noise associated with a given environment is called the "ambient" noise level. Thus ambient noise includes both noise level contributions from distant non-identifiable sources, and local nearby sources, which produce identifiable and discrete events.

The currently recognized standard used for representing traffic noise levels is the $L_{eq}(h)$. The $L_{eq}(h)$ is calculated by averaging the total acoustic energy occurring during a specific period of time, for example one hour.

NOISE SENSITIVE LAND USES

Sensitive receptors were identified through project mapping and a reconnaissance of the project area. **Exhibit 4** shows the location of study area, including the locations of the noise readings and receptors points. Noise sensitive land uses within 1,000 feet of the proposed build alternative were modeled, totaling 67 noise sensitive land uses and 10 undeveloped areas. Most of the noise sensitive land uses were single-family residences (74), in addition to three churches. The sites were analyzed for the existing year (2013), design-year No-Build Alternative (2038), and the Build Alternative (2038) as compared to the FHWA NAC levels.

NOISE READINGS & CALIBRATION

Noise readings were taken on November 4, 2013. Traffic counts of the local roadway network were taken in conjunction with each of the noise readings. The locations of the noise readings are shown in **Exhibit 4**, and the noise reading results are shown in **Exhibit 5**. **Appendix A** contains the field data.

The noise reading locations were located in such a way as to establish a complete and thorough representation of the existing noise sensitive land uses in the area, and the locations were approved by ODOT Central Office at a meeting on October 29, 2013. A total of six readings were taken for 15-minute periods. Details on the location, time of day, duration, minimum decibel level, maximum decibel level, L_{eq} decibel level can be found in **Appendix A**. Measured noise levels ranged from 44.5 to 57.1 dBA at the noise reading sites. Vehicles operating on SR-335, Slocum Avenue/Highland Bend Road, and Pershing Avenue were the dominant sources of traffic noise.

The variation in measured levels was predominantly a function of the following three factors:

1. Traffic flow conditions (both volume and speed) during the measurement periods,
2. Distance of the measurement site from contributing roadways, and
3. Intervening topography between the measurement site and the noise source.

Existing ambient noise levels were modeled for all of the noise measurement sites using TNM and traffic volumes supplied by ODOT. Speed was determined by speed limit signs. When calibrating the TNM model, the acceptable difference between noise readings and modeled results was plus or minus 3.0 decibels. Five of the six noise readings fell within the acceptable range. Noise reading #6 was artificially elevated due to several service vehicles and nearby construction, so that reading was eliminated from the model calibration.

PREDICTED NOISE LEVELS

PREDICTION METHODOLOGY

The computer models used to predict noise levels represent those models and techniques currently acceptable to FHWA and ODOT. All traffic noise predictions were performed in accordance with the TNM Users Guide. TNM is a windows-based computer program that calculates highway traffic noise at nearby receivers and aids in the design of highway noise barriers. The program includes 1994-1995 noise emission levels for the following vehicle types: 1) autos, 2) medium trucks, 3) heavy duty trucks, 4) buses, and 5) motorcycles. The program incorporates a choice of pavement type and traffic control type and will take into account atmospheric absorption, divergence, intervening ground, intervening barriers, rows of buildings and areas of heavy vegetation.

TRAFFIC DATA

The traffic data used in the models for the major roads was derived from data supplied by ODOT; the remaining data for the local roads was generated from the traffic counts collected during the noise readings. The existing year traffic data provided was for 2018, so the traffic data was extrapolated back by five years using the 2018 and 2038 traffic data to adjust the traffic numbers to the present-day, 2013. **Appendix B** contains the traffic data tables and original data supplied by ODOT.

IMPACT ASSESSMENT

Predicted noise levels were modeled in order to compare the noise levels in 2013 with the noise levels in 2038 for the build alternative. **Exhibit 6** contains a table showing the modeled results for Present-Day 2013, No-Build 2038, and the 2038 Build Alternative. Also shown in this exhibit is the decibel-level difference between the modeled 2013 noise levels and the 2038 build alternative noise levels. **Appendix C** contains TNM printouts of the input and output tables for the three years (along with the calibration model).

A total of 67 noise sensitive dwelling units and 10 undeveloped areas were identified and analyzed, as shown in **Exhibit 4**. The land uses included residences and churches. The 2013 modeled noise levels ranged from 40.3 dBA to 56.5 dBA with an average of 47.1 dBA. For the Build Alternative, the TNM model showed noise levels ranging from 51.7 dBA to 60.3 dBA with an average of 55.9 dBA. The differences between the 2013 and the 2038 build modeled results ranged from 2.0 dBA to 14.7 dBA. On average, the 2038 build alternative will increase noise levels in the study area by 8.8 dBA. Of the 67 noise sensitive dwelling units, the noise model indicates that zero will experience a decibel level above their respective NAC thresholds in 2038, and 42 will experience a 10-decibel or greater increase from 2013 to 2038.

NOISE ABATEMENT MEASURES

Consideration of noise abatement was required due to the noise levels, which were predicted to occur with construction of any of the build alternatives. Therefore, the following measures were evaluated:

Traffic Management Measures

Traffic management measures, including restrictions on specific types of motor vehicles, vehicle speed, traffic volumes, and/or time of operation, are sometimes used as noise abatement measures. A reduction in speed limit, while possibly generating some benefits on noise level reduction, would affect the ability of the roadway to accommodate anticipated traffic volumes and function as the bypass route of the City of Portsmouth for US-23 traffic. Limiting truck traffic and/or time of truck operation is not a feasible option to reduce noise impacts due to the lack of nearby routes capable of handling the existing capacity. Limiting truck traffic may further result in economic impacts that time use limitation may have on commercial traffic and businesses both within and beyond the project area. These traffic management measures are not feasible so are not recommended for this project.

Noise Insulation

Three public use/nonprofit institutional structures (churches) are located in the noise study area, but they do not experience noise levels in the design year that meet or exceed the NAC. So consideration of noise insulation is not warranted for these structures.

Alteration of Alignment

Alignment modifications generally involve orienting and/or siting the roadway sufficient distances from noise-sensitive areas to minimize noise impact. The proposed roadway alternatives have been located to minimize the impacts to sensitive areas within the project corridor. Thus vertical and/or horizontal modifications to the proposed alignment are not considered to be feasible or reasonable abatement measures, although such modifications may be considered for other purposes.

In addition, the following statement was made in the original noise analysis from 2006 which is still valid today: *"The horizontal and vertical alignment of the proposed roadway improvement is greatly dictated by the extreme vertical topography of the project area. The Conceptual Alternative Study prepared for the project, identified the hill alignment as the alignment that would have the least impact on existing structures. Shifting the horizontal alignment away from sensitive receptor sites to reduce noise impacts will only result in shifting the impacts on to other receptor sites. Vertical and/or horizontal alignment modifications to the proposed alignment were evaluated but are not considered to be feasible or reasonable abatement measures."*

Acquisition of Real Property

Buffer zones are undeveloped, open spaces that border a highway. Buffer zones are created when a highway agency purchases land or development rights, in addition to the normal right-of-way, so that future dwellings cannot be constructed close to the

highway. This prevents the possibility of constructing dwellings that would otherwise have an excessive noise level from nearby traffic. The appropriation of additional land not included in the highway alignment (or right-of-way) is not authorized as a "highway purpose" under ORC 5501.32; therefore, this alternative is not a suitable option.

Noise Barrier Construction

The results from the noise analysis show that construction of a noise barrier to mitigate noise from the project may be warranted due to the substantial increase in noise levels at the noise sensitive land uses.

The barrier termini were located along the eastern edge of proposed SR-823 from Station 105+00 to 142+00, which begins 1,000 feet south of the CSXT railroad and ends 400 feet north of SR-335 (see **Exhibit 7**). Since SR-823 is elevated or on structure in the study area, the barrier was located 12 feet from the edge of pavement of SR-823. The total length analyzed was 3,700 feet. Of the 42 impacted dwelling units, a minimum of 17 (40%) had to experience a reduction of 5 dBA or more and one had to experience a reduction of 7 dBA or more to meet the feasibility requirements.

Two alternatives were analyzed. A comparison on the noise levels between the alternatives is shown in **Exhibit 8**, and the barrier detail comparisons between the two alternatives are shown **Exhibit 9**.

- **Alternative 1** analyzed a single barrier for the entire area. The total length was 2,825 feet; height ranged from 4 feet at the tapers to 12 feet at the maximum with an average height of 12 feet. The total square footage was 32,900 square feet which equated to a cost of \$2,420,000 (due to the fact that much of the barrier was on structure). Of the 42 impacted receivers, 25 experienced a 5+ dBA reduction and six experienced a 7+ dBA reduction. Thus, this alternative did meet the feasibility requirements. Of the 67 total noise sensitive receivers, 30 experienced a 5+ dBA benefit, so the average cost per benefitted receptor is \$80,667, which does not meet the reasonableness criteria of less than \$35,000. See **Exhibit 10** for the location of Barrier Alternative 1 and associated receiver benefits.
- **Alternative 2** analyzed a single barrier for the entire area. The total length was 3,225 feet; height ranged from 4 feet at the tapers to 12 feet at the maximum with an average height of 12 feet. The total square footage was 37,700 square feet which equated to a cost of \$2,540,000 (due to the fact that much of the barrier was on structure). Of the 42 impacted receivers, 37 experienced a 5+ dBA reduction and nine experienced a 7+ dBA reduction. Thus, this alternative did meet the feasibility requirements. Of the 67 total noise sensitive receivers, 46 experienced a 5+ dBA benefit, so the average cost per benefitted receptor is \$55,217, which does not meet the reasonableness criteria of less than \$35,000. See **Exhibit 11** for the location of Barrier Alternative 1 and associated receiver benefits.

Both barrier alternatives did meet the feasibility requirements, but neither met the reasonableness criteria. Therefore, a barrier is not recommended.

UNDEVELOPED LANDS

Undeveloped lands were identified and evaluated in order to comply with *23 CFR 772.17 Information for Local Officials*. The purpose is to assist local officials to avoid land development adjacent to highways that is incompatible with highway noise. To minimize future traffic noise impacts on currently undeveloped lands of Type I projects, local officials within whose jurisdiction the highway project is located shall be informed of the best estimation of the future design year noise levels at various distances from the edge of the nearest travel lane of the highway improvement where the future noise levels meet ODOT's definition of "approach" for undeveloped lands.

For this project, 10 undeveloped lands were identified. The 10 undeveloped lands were vacant parcels along local roads and in subdivisions. For the vacant parcels, one receptor point was placed within the parcel. **Exhibit 6** contains the noise results for each of the analyzed areas. Overall, none of the undeveloped lands experienced noise levels of 66 dBA or above.

CONSTRUCTION NOISE

With respect to construction noise, all developed land uses and activities adjacent to the proposed project will be affected by noise generated from power-operated equipment used in construction. Such equipment may include, however, not limited to, front loaders, backhoes, bulldozers, trucks, tractors, scrapers, graders, pavers, rollers, compactors, air compressors, slip form equipment, concrete mixers, cranes, generators, pumps, jack hammers, pneumatic tools, saws and vibrators.

This equipment will operate intermittently and produce noise in the range of 70-98 dBA at a distance of approximately 50 feet. To minimize these noise impacts, construction equipment will be operated in compliance with all applicable local ordinances and regulations pertaining to construction noise.

Due to the temporary and short term nature of construction noise, there are no construction noise barriers proposed for this project.

CONCLUSION & RECOMMENDATIONS

After consideration of all noise abatement alternatives for those receptors substantially impacted, the results are listed as follows:

- There are 42 impacted noise sensitive dwelling units in the design year, which is 63% of the total modeled dwelling units.
- A barrier analysis to evaluate noise barrier feasibility and reasonableness was conducted for this area by modeling two barrier alternatives.
- The results of the barrier analysis show that:
 - Both of the barrier alternatives are feasible.
 - Neither of the barrier alternatives meets the reasonableness criteria.
- Other forms of noise abatement were considered but are not recommended.
- Therefore, no noise abatement measures are recommended for this area.
- Based on the undeveloped lands evaluation, none of the parcels evaluated exceeded the NAC, so no prohibitions on noise sensitive development are recommended.

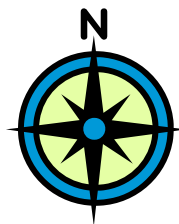
EXHIBITS

EXHIBIT 1
Project Location



**PROJECT
LOCATION**

SCI-823-10.13
EXHIBIT 2
Noise Analysis Study Area



Scale: 1" = 500'

November 2013

SCI-823-10.13
Exhibit 3
Noise Abatement Criteria Table

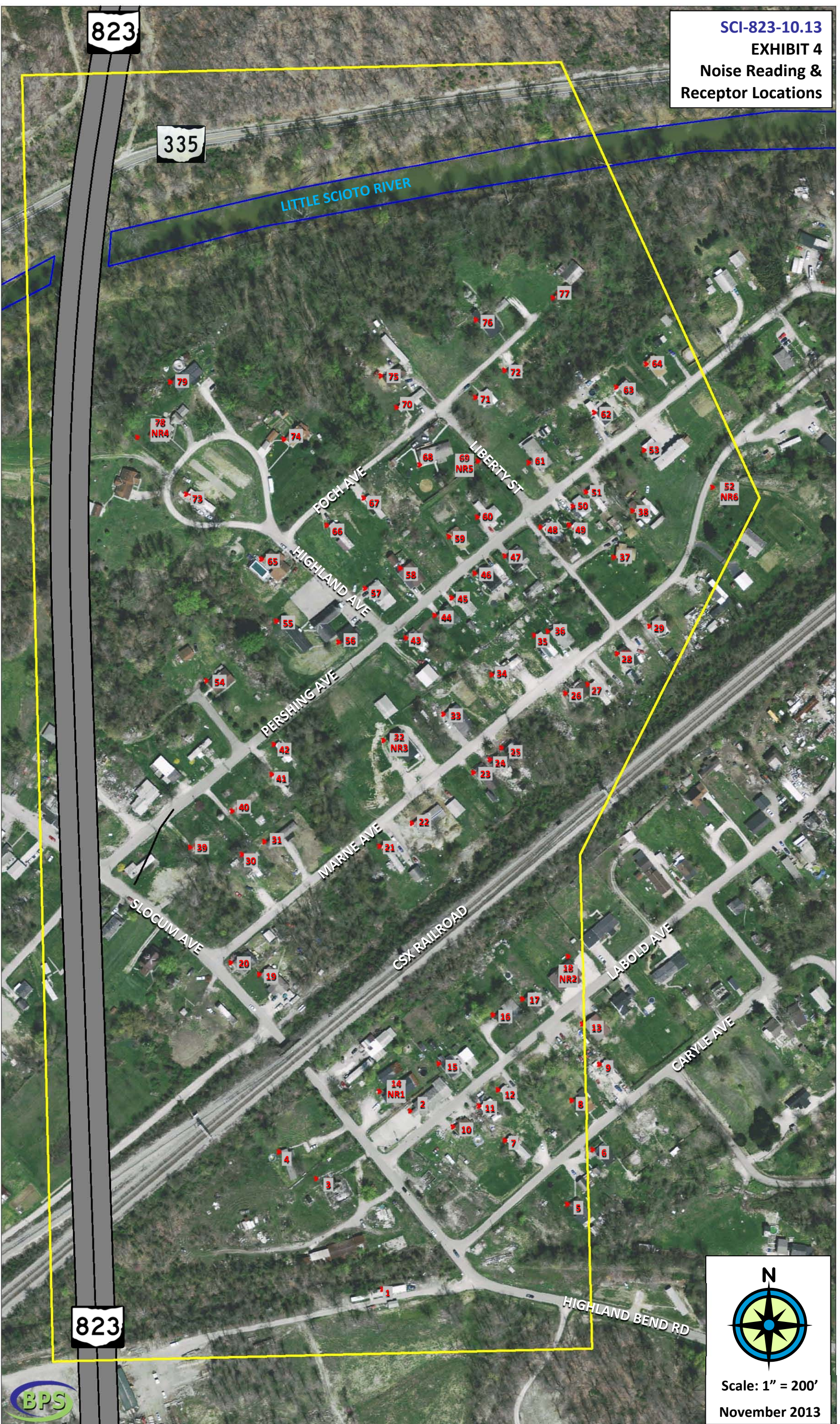
Federal Highway Administration
Noise Abatement Criteria
Hourly A-Weighted Sound Level - Decibels (dB(A))*

Activity Category	dB(A) L_{eq}(h)	dB(A) L₁₀(h)	Description of Activity Category
A	57 (Exterior)	60 (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	67	70	Residential
C	67 (Exterior)	70 (Exterior)	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	55 (Interior)	Auditoriums, daycare 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	72 (Exterior)	75 (Exterior)	Hotels, motels, offices, restaurant/bars, and other developed lands, properties, or activities not included in A-D or F.
F	N/A	N/A	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	N/A	N/A	Undeveloped lands that are not permitted.


* Either L10(h) or Leq(h) (but not both) may be used on a project.

Source: PROCEDURES FOR ABATEMENT OF HIGHWAY TRAFFIC NOISE AND CONSTRUCTION NOISE, 23 CODE OF FEDERAL REGULATIONS (CFR) PART 772

SCI-823-10.13
EXHIBIT 4
Noise Reading &
Receptor Locations



N



Scale: 1" = 200'
November 2013



SCI-823-10.13
Exhibit 5
Noise Readings Table

Receiver	Noise Reading #	Location	Noise Reading 2013	Modeled 2013	Difference
14	1	395 Slocum Ave	50.9	48.6	-2.3
18	2	Pentocostal Victory Chapel, Labold Ave.	44.5	41.8	-2.7
32	3	Highland Bend Christian Baptist Churb, 115 Marne Ave	45.3	42.5	-2.8
78	4	120 Highland Ave	46.6	48.3	1.7
69	5	66 Foch St	47.0	44.4	-2.6
52*	6	260 Marne Ave	57.1	40.6	-16.5

SCI-823-10.13
Exhibit 6: Noise Results Table

Receiver	Dwelling Units	Dwelling Unit Type	Existing 2013	No-Build 2038	Build 2038	Build/Existing Difference	Build/No Build Difference
1	1	Single-Family	40.9	40.9	54.4	13.5	13.5
2	1	Church	50.6	50.6	55.1	4.5	4.5
3	0	Undeveloped Lands	43.6	43.6	55.0	11.4	11.4
4	1	Single-Family	40.3	40.3	54.3	14.0	14.0
5	1	Single-Family	42.0	42.0	52.2	10.2	10.2
6	1	Single-Family	42.9	42.9	52.5	9.6	9.6
7	1	Single-Family	43.2	43.2	52.7	9.5	9.5
8	0	Undeveloped Lands	40.7	40.7	52.5	11.8	11.8
9	1	Single-Family	40.3	40.3	52.2	11.9	11.9
10	1	Single-Family	51.9	51.9	55.5	3.6	3.6
11	1	Single-Family	50.8	50.8	54.8	4.0	4.0
12	1	Single-Family	49.5	49.5	54.2	4.7	4.7
13	1	Single-Family	47.1	47.1	53.2	6.1	6.1
14	1	Single-Family	47.4	47.4	54.3	6.9	6.9
15	1	Single-Family	44.7	44.7	53.3	8.6	8.6
16	1	Single-Family	43.1	43.1	52.8	9.7	9.7
17	1	Single-Family	43.0	43.0	52.5	9.5	9.5
18	1	Church	41.5	41.5	51.7	10.2	10.2
19	1	Single-Family	50.9	50.9	58.6	7.7	7.7
20	0	Storage Barn	56.5	56.5	60.2	3.7	3.7
21	1	Single-Family	48.9	48.9	57.0	8.1	8.1
22	1	Single-Family	47.6	47.6	57.1	9.5	9.5
23	1	Single-Family	46.5	46.6	56.3	9.8	9.7
24	0	Undeveloped Lands	46.4	46.4	56.1	9.7	9.7
25	0	Undeveloped Lands	47.0	47.0	56.1	9.1	9.1
26	1	Single-Family	47.2	47.3	55.3	8.1	8.0
27	1	Single-Family	45.1	45.2	54.9	9.8	9.7
28	1	Single-Family	45.7	45.7	54.7	9.0	9.0
29	1	Single-Family	42.4	42.5	54.0	11.6	11.5
30	0	Undeveloped Lands	45.9	46.0	58.7	12.8	12.7
31	1	Single-Family	45.0	45.1	58.3	13.3	13.2
32	1	Church	44.2	44.3	57.5	13.3	13.2
33	1	Single-Family	44.8	44.9	56.6	11.8	11.7
34	0	Undeveloped Lands	44.5	44.6	55.9	11.4	11.3
35	1	Single-Family	44.2	44.3	55.6	11.4	11.3

SCI-823-10.13
Exhibit 6: Noise Results Table

Receiver	Dwelling Units	Dwelling Unit Type	Existing 2013	No-Build 2038	Build 2038	Build/Existing Difference	Build/No Build Difference
36	1	Single-Family	44.3	44.4	55.5	11.2	11.1
37	1	Single-Family	44.0	44.1	54.4	10.4	10.3
38	1	Single-Family	45.3	45.4	54.0	8.7	8.6
39	0	Undeveloped Lands	49.6	49.6	59.1	9.5	9.5
40	0	Undeveloped Lands	49.3	49.3	59.0	9.7	9.7
41	1	Single-Family	49.2	49.3	58.7	9.5	9.4
42	1	Single-Family	54.7	54.7	59.0	4.3	4.3
43	1	Single-Family	53.8	53.8	57.4	3.6	3.6
44	1	Single-Family	53.4	53.4	57.1	3.7	3.7
45	1	Single-Family	54.1	54.1	57.1	3.0	3.0
46	0	Undeveloped Lands	55.2	55.2	57.2	2.0	2.0
47	1	Single-Family	53.3	53.3	56.5	3.2	3.2
48	1	Single-Family	53.1	53.1	56.0	2.9	2.9
49	1	Single-Family	48.9	48.9	54.9	6.0	6.0
50	1	Single-Family	51.5	51.5	55.0	3.5	3.5
51	1	Single-Family	52.4	52.4	55.0	2.6	2.6
52	0	Undeveloped Lands	42.1	42.2	52.0	9.9	9.8
53	1	Single-Family	50.9	50.9	54.3	3.4	3.4
54	1	Single-Family	44.9	45.0	59.5	14.6	14.5
55	1	Single-Family	45.3	45.4	58.7	13.4	13.3
56	1	Single-Family	51.8	51.8	58.4	6.6	6.6
57	1	Single-Family	48.6	48.6	57.8	9.2	9.2
58	1	Single-Family	48.4	48.4	57.3	8.9	8.9
59	1	Single-Family	49.7	49.7	56.6	6.9	6.9
60	1	Single-Family	50.2	50.2	56.4	6.2	6.2
61	1	Single-Family	49.5	49.5	55.1	5.6	5.6
62	1	Single-Family	49.1	49.1	54.5	5.4	5.4
63	1	Single-Family	47.9	47.9	53.9	6.0	6.0
64	1	Single-Family	48.2	48.2	53.1	4.9	4.9
65	1	Single-Family	44.7	44.8	59.2	14.5	14.4
66	1	Single-Family	45.7	45.8	58.0	12.3	12.2
67	1	Single-Family	41.5	41.6	55.3	13.8	13.7
68	1	Single-Family	44.5	44.6	56.6	12.1	12.0
69	0	Single-Family	49.6	49.7	56.5	6.9	6.8
70	1	Single-Family	45.6	45.7	57.1	11.5	11.4

SCI-823-10.13

Exhibit 6: Noise Results Table

Receiver	Dwelling Units	Dwelling Unit Type	Existing 2013	No-Build 2038	Build 2038	Build/Existing Difference	Build/No Build Difference
71	1	Single-Family	45.6	45.7	55.2	9.6	9.5
72	1	Single-Family	44.8	45.0	54.8	10.0	9.8
73	1	Single-Family	45.6	45.8	60.3	14.7	14.5
74	1	Single-Family	45.5	45.7	59.0	13.5	13.3
75	1	Single-Family	45.6	45.8	57.3	11.7	11.5
76	1	Single-Family	46.2	46.3	55.5	9.3	9.2
77	1	Single-Family	46.4	46.6	54.3	7.9	7.7
78	1	Single-Family	48.3	48.6	59.4	11.1	10.8
79	1	Single-Family	49.8	50.1	60.3	10.5	10.2

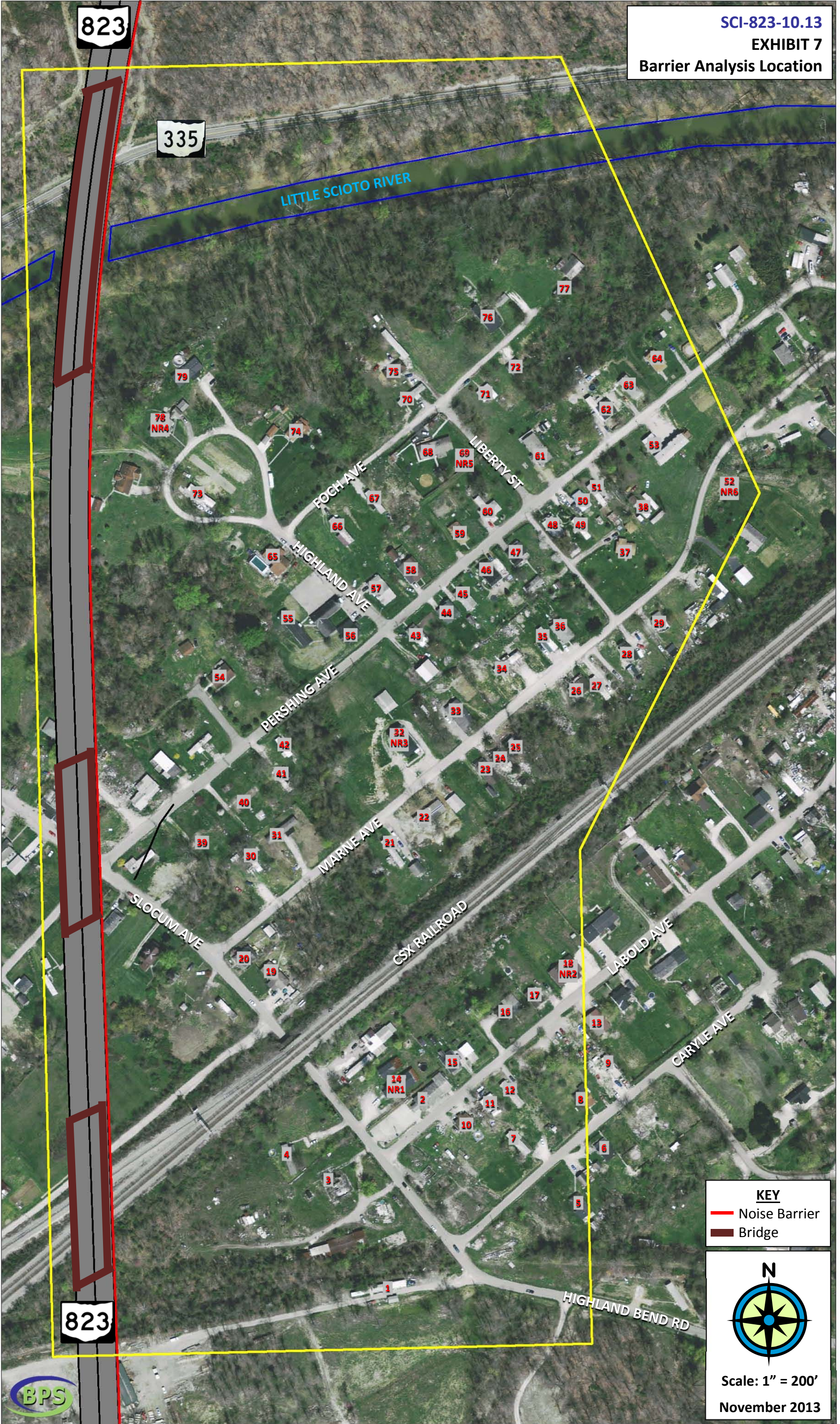
Legend

Color Definitions

- 1) Pink - Substantially Impacted
- 2) Yellow - Any Scenario, Locations \geq 66 dBA (NAC Leq Minimum Level for Impacts) (Hotels must be \geq 72 dBA)
- 3) Orange - Locations with \geq 10 dBA increase from Present to Design-Year Build Alternatives (NAC Leq Minimum Increase for Impacts)
- 4) Grey - Not analyzed further/Undeveloped Lands

Note: A negative difference in the last 2 columns equates to a benefit-a reduction in noise levels, and positive difference equates to a negative impact-an increase in noise levels.

SCI-823-10.13
EXHIBIT 7
Barrier Analysis Location



KEY
— Noise Barrier
— Bridge

N

Scale: 1" = 200'
November 2013



SCI-823-10.13

Exhibit 8: Barrier Alternatives Noise Results Comparison Table

Receiver	Dwelling Units	Dwelling Unit Type	Build 2038	Barrier Alt 1	Barrier Alt 1/ Build Diff	Barrier Alt 2	Barrier Alt 2/ Build Diff
1	1	Single-Family	54.4	51.7	-2.7	48.8	-5.6
2	1	Church	55.1	53.1	-2.0	52.2	-2.9
3	0	Undeveloped Lands	55.0	51.4	-3.6	49.0	-6.0
4	1	Single-Family	54.3	50.2	-4.1	47.7	-6.6
5	1	Single-Family	52.2	49.3	-2.9	47.3	-4.9
6	1	Single-Family	52.5	49.3	-3.2	47.4	-5.1
7	1	Single-Family	52.7	49.7	-3.0	47.9	-4.8
8	0	Undeveloped Lands	52.5	48.9	-3.6	47.0	-5.5
9	1	Single-Family	52.2	48.7	-3.5	46.9	-5.3
10	1	Single-Family	55.5	53.8	-1.7	53.0	-2.5
11	1	Single-Family	54.8	52.9	-1.9	52.1	-2.7
12	1	Single-Family	54.2	52.0	-2.2	51.2	-3.0
13	1	Single-Family	53.2	50.5	-2.7	49.4	-3.8
14	1	Single-Family	54.3	51.5	-2.8	50.2	-4.1
15	1	Single-Family	53.3	50.4	-2.9	48.8	-4.5
16	1	Single-Family	52.8	49.5	-3.3	47.7	-5.1
17	1	Single-Family	52.5	49.4	-3.1	47.7	-4.8
18	1	Church	51.7	48.6	-3.1	46.9	-4.8
19	1	Single-Family	58.6	54.0	-4.6	53.6	-5.0
20	0	Storage Barn	60.2	57.7	-2.5	57.5	-2.7
21	1	Single-Family	57.0	52.6	-4.4	51.8	-5.2
22	1	Single-Family	57.1	52.2	-4.9	51.2	-5.9
23	1	Single-Family	56.3	51.6	-4.7	50.7	-5.6
24	0	Undeveloped Lands	56.1	51.4	-4.7	50.6	-5.5
25	0	Undeveloped Lands	56.1	51.4	-4.7	50.7	-5.4
26	1	Single-Family	55.3	51.0	-4.3	50.5	-4.8
27	1	Single-Family	54.9	50.1	-4.8	49.5	-5.4
28	1	Single-Family	54.7	50.1	-4.6	49.6	-5.1
29	1	Single-Family	54.0	48.8	-5.2	48.2	-5.8
30	0	Undeveloped Lands	58.7	53.3	-5.4	52.4	-6.3
31	1	Single-Family	58.3	52.9	-5.4	52.0	-6.3
32	1	Church	57.5	51.7	-5.8	50.8	-6.7
33	1	Single-Family	56.6	51.1	-5.5	50.4	-6.2
34	0	Undeveloped Lands	55.9	50.5	-5.4	50.0	-5.9
35	1	Single-Family	55.6	50.2	-5.4	49.7	-5.9

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Exhibit 8: Barrier Alternatives Noise Results Comparison Table

Receiver	Dwelling Units	Dwelling Unit Type	Build 2038	Barrier Alt 1	Barrier Alt 1/ Build Diff	Barrier Alt 2	Barrier Alt 2/ Build Diff
36	1	Single-Family	55.5	50.1	-5.4	49.6	-5.9
37	1	Single-Family	54.4	49.4	-5.0	48.9	-5.5
38	1	Single-Family	54.0	49.7	-4.3	49.3	-4.7
39	0	Undeveloped Lands	59.1	54.5	-4.6	54.0	-5.1
40	0	Undeveloped Lands	59.0	54.6	-4.4	53.9	-5.1
41	1	Single-Family	58.7	54.0	-4.7	53.3	-5.4
42	1	Single-Family	59.0	56.5	-2.5	56.1	-2.9
43	1	Single-Family	57.4	55.3	-2.1	55.1	-2.3
44	1	Single-Family	57.1	54.9	-2.2	54.7	-2.4
45	1	Single-Family	57.1	55.3	-1.8	55.2	-1.9
46	0	Undeveloped Lands	57.2	56.2	-1.0	56.1	-1.1
47	1	Single-Family	56.5	54.7	-1.8	54.5	-2.0
48	1	Single-Family	56.0	54.4	-1.6	54.3	-1.7
49	1	Single-Family	54.9	51.6	-3.3	51.3	-3.6
50	1	Single-Family	55.0	53.1	-1.9	52.9	-2.1
51	1	Single-Family	55.0	53.7	-1.3	53.6	-1.4
52	0	Undeveloped Lands	52.0	47.9	-4.1	47.4	-4.6
53	1	Single-Family	54.3	52.6	-1.7	52.5	-1.8
54	1	Single-Family	59.5	52.8	-6.7	52.4	-7.1
55	1	Single-Family	58.7	52.0	-6.7	51.8	-6.9
56	1	Single-Family	58.4	54.2	-4.2	54.0	-4.4
57	1	Single-Family	57.8	52.5	-5.3	52.2	-5.6
58	1	Single-Family	57.3	52.3	-5.0	52.1	-5.2
59	1	Single-Family	56.6	52.6	-4.0	52.3	-4.3
60	1	Single-Family	56.4	52.8	-3.6	52.6	-3.8
61	1	Single-Family	55.1	52.0	-3.1	51.8	-3.3
62	1	Single-Family	54.5	51.5	-3.0	51.2	-3.3
63	1	Single-Family	53.9	50.7	-3.2	50.4	-3.5
64	1	Single-Family	53.1	50.5	-2.6	50.3	-2.8
65	1	Single-Family	59.2	52.1	-7.1	51.9	-7.3
66	1	Single-Family	58.0	51.7	-6.3	51.4	-6.6
67	1	Single-Family	55.3	50.0	-5.3	49.5	-5.8
68	1	Single-Family	56.6	51.0	-5.6	50.7	-5.9
69	0	Single-Family	56.5	52.5	-4.0	52.3	-4.2
70	1	Single-Family	57.1	51.6	-5.5	51.3	-5.8

SCI-823-10.13

Exhibit 8: Barrier Alternatives Noise Results Comparison Table

Receiver	Dwelling Units	Dwelling Unit Type	Build 2038	Barrier Alt 1	Barrier Alt 1/ Build Diff	Barrier Alt 2	Barrier Alt 2/ Build Diff
71	1	Single-Family	55.2	50.6	-4.6	50.3	-4.9
72	1	Single-Family	54.8	50.2	-4.6	49.9	-4.9
73	1	Single-Family	60.3	52.9	-7.4	52.9	-7.4
74	1	Single-Family	59.0	52.2	-6.8	52.0	-7.0
75	1	Single-Family	57.3	51.5	-5.8	51.3	-6.0
76	1	Single-Family	55.5	50.9	-4.6	50.7	-4.8
77	1	Single-Family	54.3	50.4	-3.9	50.2	-4.1
78	1	Single-Family	59.4	53.5	-5.9	53.2	-6.2
79	1	Single-Family	60.3	53.7	-6.6	53.7	-6.6

Legend

Color Definitions

- 1) Orange - < 5 dBA Reduction
- 2) Green - 5-7 dBA Reduction
- 3) Blue - 7+ dBA Reduction
- 4) Grey - Undeveloped
- 5) Pink - Impacted

Note: A negative difference in the last 2 columns equates to a benefit-a reduction in noise levels, and positive difference equates to a negative impact-an increase in noise levels.

SCI-823-10.13

Exhibit 9: Barrier Alternatives Details Comparison Table

Barrier Segment Station	Segment Length (feet)	Alternative 1 Height (feet)	Alternative 2 Height (feet)
105+00	25	0	0
105+25	25	0	0
105+50	25	0	0
105+75	25	0	0
106+00	25	0	0
106+25	25	0	0
106+50	25	0	0
106+75	25	0	0
107+00	25	0	0
107+25	25	0	0
107+50	25	0	0
107+75	25	0	0
108+00	25	0	4
108+25	25	0	6
108+50	25	0	8
108+75	25	0	10
109+00	25	0	12
109+25	25	0	12
109+50	25	0	12
109+75	25	0	12
110+00	25	0	12
110+25	25	0	12
110+50	25	0	12
110+75	25	0	12
111+00	25	0	12
111+25	25	0	12
111+50	25	0	12
111+75	25	0	12
112+00	25	4	12
112+25	25	6	12
112+50	25	8	12
112+75	25	10	12
113+00 Y	25	12	12
113+25 Y	25	12	12
113+50 Y	25	12	12
113+75 Y	25	12	12

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Exhibit 9: Barrier Alternatives Details Comparison Table

Barrier Segment Station	Segment Length (feet)	Alternative 1 Height (feet)	Alternative 2 Height (feet)
114+00 Y	25	12	12
114+25 Y	25	12	12
114+50 Y	25	12	12
114+75 Y	25	12	12
115+00 Y	25	12	12
115+25 Y	25	12	12
115+50 Y	25	12	12
115+75 Y	25	12	12
116+00 Y	25	12	12
116+25 Y	25	12	12
116+50 Y	25	12	12
116+75 Y	25	12	12
117+00 Y	25	12	12
117+25 Y	25	12	12
117+50 Y	25	12	12
117+75 Y	25	12	12
118+00	25	12	12
118+25	25	12	12
118+50	25	12	12
118+75	25	12	12
119+00	25	12	12
119+25	25	12	12
119+50	25	12	12
119+75	25	12	12
120+00	25	12	12
120+25	25	12	12
120+50	25	12	12
120+75	25	12	12
121+00 Y	25	12	12
121+25 Y	25	12	12
121+50 Y	25	12	12
121+75 Y	25	12	12
122+00 Y	25	12	12
122+25 Y	25	12	12
122+50 Y	25	12	12
122+75 Y	25	12	12

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Exhibit 9: Barrier Alternatives Details Comparison Table

Barrier Segment Station	Segment Length (feet)	Alternative 1 Height (feet)	Alternative 2 Height (feet)
123+00 Y	25	12	12
123+25 Y	25	12	12
123+50 Y	25	12	12
123+75 Y	25	12	12
124+00 Y	25	12	12
124+25 Y	25	12	12
124+50 Y	25	12	12
124+75 Y	25	12	12
125+00	25	12	12
125+25	25	12	12
125+50	25	12	12
125+75	25	12	12
126+00	25	12	12
126+25	25	12	12
126+50	25	12	12
126+75	25	12	12
127+00	25	12	12
127+25	25	12	12
127+50	25	12	12
127+75	25	12	12
128+00	25	12	12
128+25	25	12	12
128+50	25	12	12
128+75	25	12	12
129+00	25	12	12
129+25	25	12	12
129+50	25	12	12
129+75	25	12	12
130+00	25	12	12
130+25	25	12	12
130+50	25	12	12
130+75	25	12	12
131+00 Y	25	12	12
131+25 Y	25	12	12
131+50 Y	25	12	12
131+75 Y	25	12	12

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Exhibit 9: Barrier Alternatives Details Comparison Table

Barrier Segment Station	Segment Length (feet)	Alternative 1 Height (feet)	Alternative 2 Height (feet)
132+00 Y	25	12	12
132+25 Y	25	12	12
132+50 Y	25	12	12
132+75 Y	25	12	12
133+00 Y	25	12	12
133+25 Y	25	12	12
133+50 Y	25	12	12
133+75 Y	25	12	12
134+00 Y	25	12	12
134+25 Y	25	12	12
134+50 Y	25	12	12
134+75 Y	25	12	12
135+00 Y	25	12	12
135+25 Y	25	12	12
135+50 Y	25	12	12
135+75 Y	25	12	12
136+00 Y	25	12	12
136+25 Y	25	12	12
136+50 Y	25	12	12
136+75 Y	25	12	12
137+00 Y	25	12	12
137+25 Y	25	12	12
137+50 Y	25	12	12
137+75 Y	25	12	12
138+00 Y	25	12	12
138+25 Y	25	12	12
138+50 Y	25	12	12
138+75 Y	25	12	12
139+00 Y	25	12	12
139+25 Y	25	10	10
139+50 Y	25	8	8
139+75 Y	25	6	6
140+00	25	4	4
140+25	25	4	4
140+50	25	0	0
140+75	25	0	0

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Exhibit 9: Barrier Alternatives Details Comparison Table

Barrier Segment Station	Segment Length (feet)	Alternative 1 Height (feet)	Alternative 2 Height (feet)
141+00	25	0	0
141+25	25	0	0
141+50	25	0	0
141+75	25	0	0
142+00	0	0	0

*Y = On structure

	Alt1	Alt2
Total Square Footage:	32,900	37,700
Cost Factor Per Square Foot:	\$25 / \$100*	\$25 / \$100*
Total Cost:	\$2,420,000	\$2,540,000

Feasibility Calculations	Total Impacted Receptors:	Alt1	Alt2
		42	42
Minimum Impacted Receptors Required to be Benefitted (5dBA+):		17	17
Impacted Receptors Benefitted (5dBA+):		25	37
Minimum Impacted Receptors Rquired to be Benefitted (7dBA+):		1	1
Impacted Receptors Benefitted (7dBA+):		6	9

Reasonableness Calculations	Allowable Cost Per Benefitted Receptor:	Alt1	Alt2
		\$35,000	\$35,000
	All Receptors Benefitted (5dBA+):	30	46
	Maximum Reasonableness Cost:	\$1,050,000	\$1,610,000
	Calculated Average Cost Per Benefitted Receptor:	\$80,667	\$55,217

Alternative Meets Feasibility Criteria?	Yes	Yes
Alternative Meets Reasonableness Criteria?	No	No
Recommended?	No	No

SCI-823-10.13

EXHIBIT 10

Barrier Alternative #1

Location & Receiver Benefits

823

140+25: Barrier 1 End

335

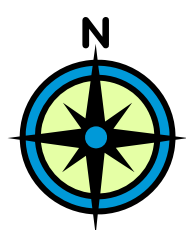
LITTLE SCIOTO RIVER



823

112+00: Barrier 1 Begin

HIGHLAND BEND RD

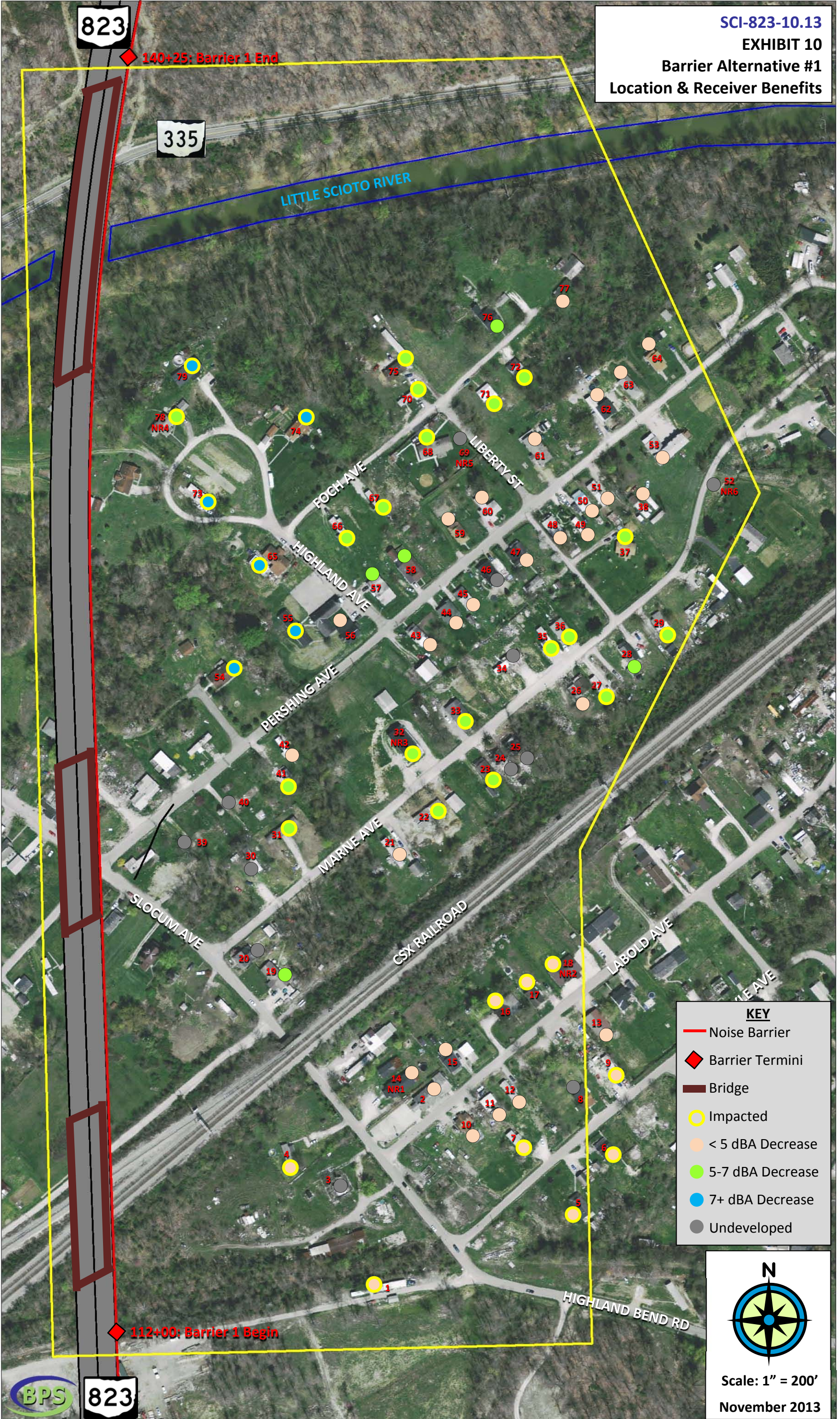


Scale: 1" = 200'

November 2013

KEY

- Noise Barrier
- Barrier Termini
- Bridge
- Impacted
- < 5 dBA Decrease
- 5-7 dBA Decrease
- 7+ dBA Decrease
- Undeveloped



823

140+25: Barrier 1 End

SCI-823-10.13

EXHIBIT 11

Barrier Alternative #2

Location & Receiver Benefits









335

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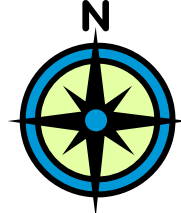
823

108+00: Barrier 2 Begin

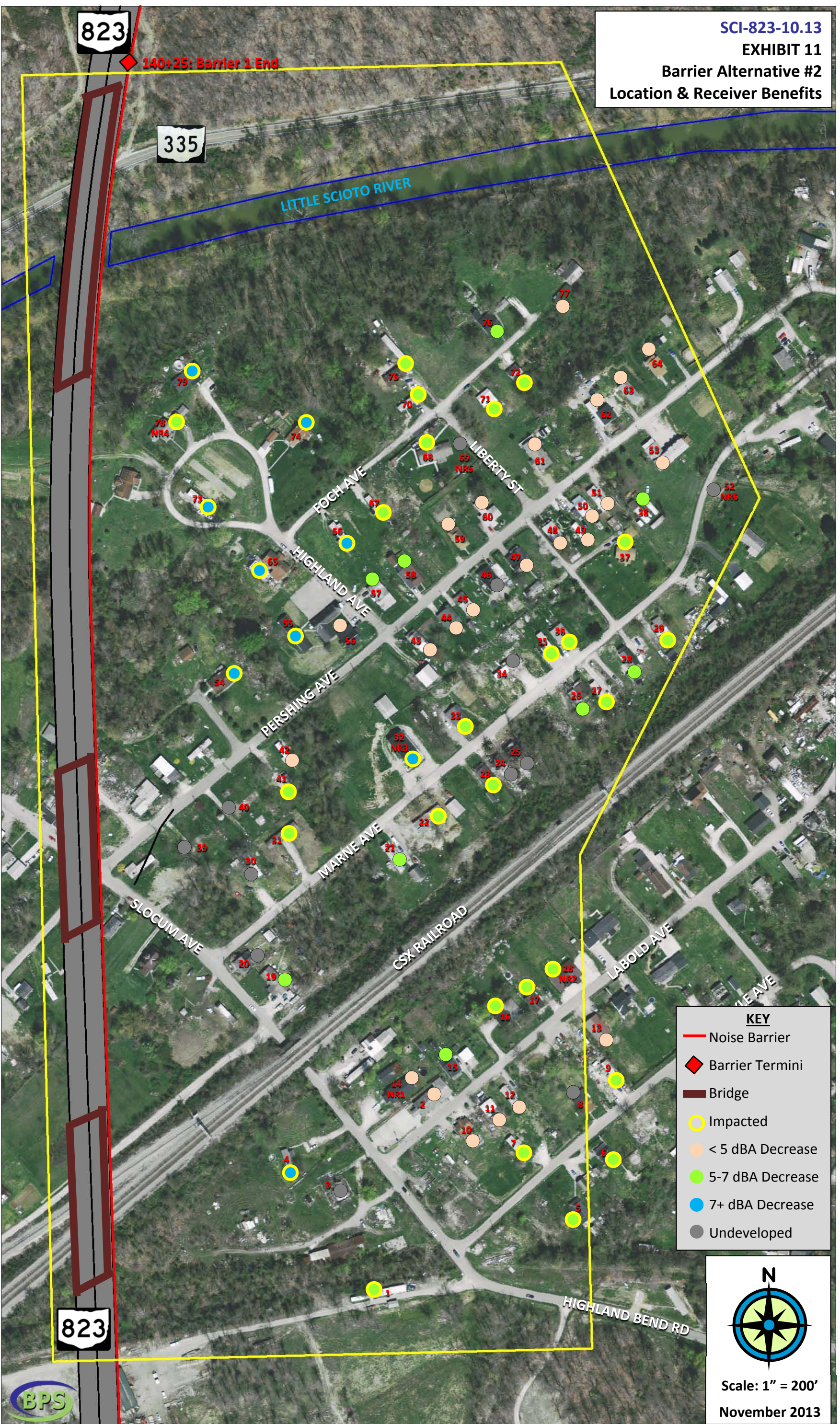
KEY

-  Noise Barrier
-  Barrier Termini
-  Bridge
-  Impacted
-  < 5 dBA Decrease
-  5-7 dBA Decrease
-  7+ dBA Decrease
-  Undeveloped

N



Scale: 1" = 200'
November 2013



APPENDICES

APPENDIX A
FIELD DATA

NOISE READINGS

Project Name: SCI- PORTSMOUTH By Pass

Date: 11-4-13

Weather: Sunny 49° wind 2.0 mph

Page 1 of 1

Reading ID	Road Name/Address	Time of Day	Length of Time (min)	Min (dBA)	Max (dBA)	Leq (dBA)
①	NW CORNER OF HOUSE 6'± 395 SLOCUM	10:45	15 min	42.1	68.1	50.9
②	PENTACOSTAL VICTORY CHAP NE CORNER NAS LABOLD AVE.	11:45	15 min	36.2	68.8	44.5
③	HIGHLAND BEND CHRISTIAN BE 115 MARNE AVE	12:40	15 min	38.1	65.8	45.3
④	SE RESIDENCE NW CORNER 30' FROM HOUSE @ 45° 120 HIGHLAND AVE.	1:30	15 min.	38.1	61.7	46.6
⑤	NW CORNER - FOCH + LIBERTY SW CORNER OF PROPERTY LN 66 FOCH ST	2:00	15 min	39.9	63.6	47.0
⑥	NE CORNER OF Prop LINE - 8' FROM EDP 260 MARNE AVE	2:30	15 min	37.3	79.7	57.1

61°
59°

FIELD NOTES
SCI- PORTSMOUTH BY PASS

DOMINANT NOISE SOURCES BOTH EAST + WEST OF RAILROAD TRACKS SEEM TO BE DISTANT TRAIN NOISE AND OCCASIONAL TRAFFIC ON SLOCUM DR. WITH BARKING DOGS NEAR AND FAR.

NAS ON MAPPING = NO ADDRESS SHOWING

1 ROOSTER 1 POT BELLED PIG WITHOUT LEASH.

READING 4 ON HIGHLAND DR. NOISE IS MAINLY FROM SR 335 IN DISTANCE BEHIND HOME.

READING 5 FOCH + LIBERTY AT LEAST 3 BARKING DOGS IN AREA.

READING 6 4 FAIRLY LOUD SLOW MOVING VEHICLES PASSED BY. ALSO A 'SAWS ALL' IN OPERATION FOR MOST OF THE READING PERIOD ABOUT 200' AWAY.

SWAGGER VALLEY RD.

HARDING AVE. 335

SLOCUM AVE.

HIGHLAND AVE.

PROP. TAKE

PERSHING AVE.

HIGHLAND BC
SUNSHINE BC

3
DRIVE

SLOCUM AVE.



8' from EOP

FOGH

11/23/2017



 NSA

ACACAS AUTO SALES
371 SLOCUM

LABOLA AVE

CARLYLE AVE

13 Google

Google eart

PENTECOSTAL
VICTORY
CHAPEL
NAS



7410 Worthington-Galena Road
Worthington, Ohio 43085
Phone: (614) 436-4933
Fax: (614) 436-9144

Industrial Environmental Monitoring Instruments, Inc.

Website: www.iereents.com

Certificate of Calibration

Submitted By: Ohio Department of Transportation
4310 E 5th Avenue
Columbus, OH 43219

Serial No: HS9040022
Model: Quest 2700

Date Received: 4/30/2013
Date Issued: 5/14/2013
Valid Until: 5/14/2014

Test Conditions:
Temperature 73.4° F
Humidity 60.0 %
Barometric Pressure 29.131" Hg

Model Conditions:
As Received: Fully Functional and In Tolerance
Final Condition: Fully Functional and In Tolerance

Test Results:
A & C Weightings +/- .6 dB
Linearity +/- .1 dB

Type II Accuracy: +/- 2 dB
Linearity Accuracy: +/- .5dB

Reference Standards:

Device	Serial Number	Last Calibration	Date Calibration Due
3M SoundPro Type 1	BKL120001	12/21/2013	12/21/2014
Quest QC-10	QIE120115	6/16/2012	6/16/2013

Calibrated By: Sam Shults, Service Manager

This report certifies that all calibration equipment used in the test is traceable to the NIST, and applies only to the unit identified above. All tolerances of accuracy are within the manufactures specifications.



7410 Worthington-Galena Road
 Worthington, Ohio 43085
 Phone: (614) 436-4933
 Fax: (614) 436-9144

Industrial Environmental Monitoring Instruments, Inc.

Website: www.ierecents.com

Certificate of Calibration

Submitted By: Ohio Department of Transportation
 4310 E 5th Avenue
 Columbus, OH 43219

Serial No: U9060121
 Model: CA-12B

Date Received: 4/30/2013
 Date Issued: 5/14/2013
 Valid Until: 5/14/2014

Test Conditions:
 Temperature 73.4° F
 Humidity 60.0 %
 Barometric Pressure 29.131”Hg

Model Conditions:
 As Received: Fully Functional and In Tolerance
 Final Condition: Fully Functional and In Tolerance

Test Results:
 Output: 110.0 dB Frequency: 1.01163 Khz

Reference Standards:

Device	Serial Number	Last Calibration	Date Calibration Due
Quest SoundPro Type I	BKL120001	2/13/2013	2/13/2014
Quest QC-10	QIE120115	6/16/2012	6/16/2013
Agilent 34401A	MY41002352	9/29/2011	9/29/2013

Calibrated By: Sam Shults, Service Manager **5/14/2013**

This report certifies that all calibration equipment used in the test is traceable to the NIST, and applies only to the unit identified above. All tolerances of accuracy are within the manufactures specifications.



7410 Worthington-Galena Road
Worthington, Ohio 43085
Phone: (614) 436-4933
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Industrial Environmental Monitoring Instruments, Inc.

Website: www.ierents.com

Certificate of Calibration

Submitted By: Ohio Department of Transportation
4310 E 5th Avenue
Columbus, OH 43219

Serial No: 31704
Model: Norsonics 118

Date Received: 4/30/2013
Date Issued: 5/14/2013
Valid Until: 5/14/2014

Test Conditions:
Temperature 73.4° F
Humidity 60.0 %
Barometric Pressure 29.131" Hg

Model Conditions:
As Received: Fully Functional and In Tolerance
Final Condition: Fully Functional and In Tolerance
Calibrated as Type II

Test Results:
A & C Weightings +/- .7 dB
Linearity +/- .1 dB

Type II Accuracy: +/- 2 dB
Linearity Accuracy: +/- .5dB

Reference Standards:

Device	Serial Number	Last Calibration	Date Calibration Due
3M SoundPro Type 1	BKL120001	12/21/2013	12/21/2014
Quest QC-10	QIE120115	6/16/2012	6/16/2013

Calibrated By: Sam Shults, Service Manager

This report certifies that all calibration equipment used in the test is traceable to the NIST, and applies only to the unit identified above. All tolerances of accuracy are within the manufactures specifications.

SCI-823-10.13
Appendix A: Photolog of Noise Reading Locations



**Noise Reading 1: Residence, 395 Slocum Ave, looking southwest;
Distance: TR-248 = 85'; SR-823 = 600'**



**Noise Reading 2: Pentecostal Church, Labold Ave, looking west;
Distance: TR-248 = 587'; SR-823 = 1015'**



**Noise Reading 3: Residence, 115 Marne Ave, looking northeast;
Distance: Marne Ave = 124'; SR-823 = 630'**



**Noise Reading 4: Residence, 115 Highland Ave, looking northeast;
Distance: Highland Ave = 99'; SR-823 = 104'**



**Noise Reading 5: Residence, 66 Foch Ave, looking southwest;
Distance: Marne Ave = 144'; SR-823 = 846'**



**Noise Reading 6: Undeveloped Area, 260 Marne Ave, looking southwest;
Distance: Marne Ave = 8'; SR-823 = 1,359'**

APPENDIX B
TRAFFIC DATA



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223
JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR

INTER-OFFICE COMMUNICATION

TO: Doug Buskirk, District 9 Planning
FROM: Sam Granato, PE, Office of Statewide Planning and Research
SUBJECT: SCI-823-10.13 Portsmouth Bypass PID 79977
DATE: October 8, 2013

Dear Mr. Buskirk:

Shown below are the certified traffic figures for the Portsmouth Bypass with opening year 2018 and design year 2038. Turn movements at project off-ramp intersections are also listed starting on the next page.

Location	AADT2018	AADT2038	K	D	T24	TD
SR 823 US52-SR140	9,500	10,600	.10	.55	.12	.08
SR 823 SR140-TR234	13,100	14,500	.10	.55	.10	.08
SR 823 TR234-US23	9,200	10,200	.10	.55	.12	.08
US52 RAMP EB ON	5,400	6,000	.10	--	.10	.06
US52 RAMP WB OFF	4,100	4,600	.10	--	.13	.08
SR140 RAMP SB OFF	1,400	1,500	.11	--	.06	.04
SR140 RAMP NB ON	2,200	2,400	.10	--	.07	.04
TR234 RAMP EB OFF	300	400	.12	--	.03	.02
TR234 RAMP EB ON	2,500	2,800	.10	--	.05	.03
TR234 RAMP WB OFF	2,900	3,100	.10	--	.06	.04
TR234 RAMP WB ON	400	400	.12	--	.04	.02
CR28 RAMP EB OFF	600	700	.12	--	.03	.02
CR28 RAMP EB ON	200	200	.12	--	.02	.01
CR28 RAMP WB OFF	100	100	.12	--	.07	.04
CR28 RAMP WB ON	400	400	.12	--	.03	.02
US23 RAMP SB TO EB	3,900	4,400	.10	--	.12	.07
US23 RAMP NB TO EB	1,100	1,100	.11	--	.06	.04
US23 RAMP WB TO NB	3,600	4,100	.10	--	.14	.08
US23 RAMP WB TO SB	600	600	.12	--	.05	.03

CONT.

Location	AADT2018	AADT2038	K	D	T24	TD
US 52 E/O SR 823	21,700	23,700	.10	.52	.07	.04
US 52 W/O SR 823	13,300	14,400	.10	.52	.07	.04
US 23 S/O SR 823	12,200	13,800	.10	.61	.12	.08
US 23 N/O SR 823	17,700	20,300	.10	.61	.12	.08
SR 140 W/O SR 823	8,700	9,200	.10	.61	.03	.02
SR 140 E/O SR 823	6,500	7,000	.10	.61	.02	.02
SR 139 E/O CR 549	4,400	4,400	.10	.61	.03	.02
SR 335 N/O TR 234	3,300	3,600	.11	.51	.06	.02
SR 335 S/O TR 234	2,300	2,500	.11	.51	.06	.02
CR 28 W/O SR 823	5,500	5,800	.10	.55	.08	.06
CR 28 E/O SR 823	6,500	6,900	.10	.55	.08	.06
TR 234 W/O SR 823	400	500	.12	.55	.08	.06
TR 234 E/O SR 823	5,200	5,600	.10	.55	.08	.06
CR 503 OHIO RIV RD	9,200	9,200	.10	.55	.08	.06
CR 251 HASTINGS RD	400	400	.12	.55	.08	.06
CR 184 FLATWOOD RD	1,500	1,500	.11	.55	.08	.06
CR 540 BARKLOW RD	300	300	.12	.55	.08	.06
CR 31 SWAUGER VL RD	1,100	1,200	.11	.55	.08	.06
CR 29 BLUE RUN RD	900	900	.11	.55	.08	.06
CR 54 MORRIS LK RD	600	600	.12	.55	.08	.06
CR 55 FAIRGROUND RD	3,100	3,100	.10	.55	.08	.06
PERSHING RD NORTH	500	500	.11	.63	.02	.02
PERSHING RD SOUTH	300	300	.12	.65	.07	.04

Design Hour Turn movements (2018/2038):

CR28 SB RAMPS NB LT:	70	80	CR28 NB RAMPS NB LT:	10	10
NB RT:	10	10	NB RT:	10	10
EB TH:	290	310	EB TH:	350	380
EB RT:	10	10	EB RT:	10	10
WB LT:	20	20	WB LT:	30	40
WB TH:	240	260	WB TH:	250	270
TR234 SB RAMPS SB LT:	30	30	TR234 NB RAMPS NB LT:	70	20
SB RT:	10	10	NB RT:	260	280
EB TH:	10	10	EB LT:	10	10
EB RT:	20	20	EB TH:	30	30
WB LT:	230	250	WB TH:	230	250
WB TH:	20	20	WB RT:	30	30

CONT.

SR140 SB RAMP SB LT:	40	40	SR140 NB RAMP EB LT:	170	180
SB RT:	120	130	EB TH:	390	420
EB TH:	520	560	WB TH:	210	220
WB TH:	210	220	WB RT:	60	60

TR234 / SR335 INTERSECTION:

EB LT:	160	170
EB RT:	120	130
NB LT:	90	100
NB TH:	40	40
SB TH:	10	10
SB RT:	160	180

Give me a call at 614-644-6796 if you have questions or additional information is needed.

Respectfully,

Sam Granato
Ohio DOT, Office of Statewide Planning and Research

SCI-823-10.13
Appendix B
Traffic Count Table

Roadways	A	B	C
TR-248/Slocum Ave/Highland Bend Rd NB	20	1	1
TR-248/Slocum Ave/Highland Bend Rd SB	20	1	1
Pershing Ave EB	15	1	0
Pershing Ave WB	15	1	0
Labold Ave EB	10	1	0
Labold Ave WB	10	1	0
Marne Ave EB	10	1	0
Marne Ave WB	10	1	0
Caryle Ave EB	5	0	0
Caryle Ave WB	5	0	0
Foch Ave EB	2	0	0
Foch Ave WB	2	0	0
Liberty St EB	2	0	0
Liberty St WB	2	0	0
Highland Ave EB	2	0	0
Highland Ave WB	2	0	0

SCI-823-10.13
Appendix B
Traffic Data Table

Roadways	K(%)	T(%)	Existing ADT					No Build ADT				Build ADT				Speed Limit
			2018	2013	A	B	C	2038	A	B	C	2038	A	B	C	
SR-823 NB	10%	10%	0	0	0	0	0	0	0	0	0	7250	653	18	54	65
SR-823 SB	10%	10%	0	0	0	0	0	0	0	0	0	7250	653	18	54	65
SR-335 EB	11%	6%	1150	1125	116	2	6	1250	129	2	6	1250	129	2	6	55
SR-335 WB	11%	6%	1150	1125	116	2	6	1250	129	2	6	1250	129	2	6	55
TR-248/Slocum Ave/Highland Bend Rd NB*	11%	2%	250	250	27	1	0	250	27	1	0	250	27	1	0	35
TR-248/Slocum Ave/Highland Bend Rd SB*	11%	2%	250	250	27	1	0	250	27	1	0	250	27	1	0	35
Pershing Ave EB	11%	2%	250	250	27	1	0	250	27	1	0	250	27	1	0	25
Pershing Ave WB	11%	2%	250	250	27	1	0	250	27	1	0	250	27	1	0	25

Note: Grey boxes contain traffic data from ODOT, white boxes contain calculations. 2013 was calculated using a linear extrapolation of 2018 and 2038 data.

*Estimated based on Pershing Ave data

APPENDIX C
TNM INPUT & OUTPUT TABLES



Build Alternative 2038		Sheet 1 of 1	12 Nov 2013
Plan View		Burton Planning Services	
Run name: build_run		Project/Contract No. SCI-823-10.13	
Scale:		TNM Version 2.5, Feb 2004	
		Analysis By: Kimberly Burton	
Roadway:	—————>	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	—————>	Contour Zone:	polygon
Building Row:	— — —	Parallel Barrier:	=====
Terrain Line:	—————	Skew Section:	— — —>

INPUT: ROADWAYS

SCI-823-10.13

Burton Planning Services Kimberly Burton						12 November 2013 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:	SCI-823-10.13											
RUN:	Build Alternative 2038											

Roadway Name	Width	Points		Coordinates (pavement)			Flow Control			Segment						
		Name	No.	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?					
												ft	ft	ft	mph	%
US-823 Bypass SB	24.0	142+00	38	1,862,215.8	282,803.2	633.20				Average						
		141+00	37	1,862,193.5	282,705.5	628.20				Average						
		140+00	36	1,862,173.0	282,607.1	623.20				Average	Y					
		139+00	35	1,862,155.8	282,508.4	618.30				Average	Y					
		138+00	34	1,862,137.2	282,409.9	613.80				Average	Y					
		137+00	33	1,862,122.0	282,310.6	609.90				Average	Y					
		136+00	32	1,862,108.2	282,211.2	606.50				Average	Y					
		135+00	31	1,862,096.6	282,111.6	603.70				Average	Y					
		134+00	30	1,862,086.4	282,011.8	601.30				Average	Y					
		133+00	29	1,862,078.1	281,911.7	599.50				Average	Y					
		132+00	28	1,862,071.5	281,811.6	598.30				Average	Y					
		131+00	27	1,862,066.6	281,711.4	597.60				Average						
		130+00	26	1,862,063.5	281,611.1	597.40				Average						
		129+00	25	1,862,062.2	281,510.8	597.70				Average						
		128+00	24	1,862,062.4	281,410.1	598.60				Average						
		127+00	23	1,862,063.4	281,310.2	600.10				Average						
		126+00	22	1,862,064.5	281,210.5	602.00				Average						
		125+00	21	1,862,065.6	281,110.5	604.50				Average	Y					
		124+00	20	1,862,066.6	281,010.5	607.50				Average	Y					
		123+00	19	1,862,067.9	280,910.5	611.10				Average	Y					
		122+00	18	1,862,069.0	280,810.5	615.10				Average	Y					
		121+00	17	1,862,070.0	280,710.5	619.20				Average						
		120+00	16	1,862,071.2	280,610.5	623.30				Average						
		119+00	15	1,862,072.4	280,510.5	627.40				Average						
		118+00	14	1,862,073.5	280,410.5	631.50				Average						
		117+00	13	1,862,074.6	280,310.5	635.60				Average						
		116+00	12	1,862,075.8	280,210.5	639.70				Average						

INPUT: ROADWAYS

SCI-823-10.13

		115+00	11	1,862,076.9	280,110.6	643.80				Average	
		114+00	10	1,862,078.0	280,010.6	647.90				Average	
		113+00	9	1,862,079.1	279,910.6	652.00				Average	
		112+00	8	1,862,080.2	279,810.6	656.10				Average	
		111+00	7	1,862,081.4	279,710.6	660.20				Average	
		110+00	6	1,862,082.5	279,610.6	664.30				Average	
		109+00	5	1,862,083.6	279,510.6	668.40				Average	
		108+00	4	1,862,084.8	279,410.6	672.50				Average	
		107+00	3	1,862,085.9	279,310.6	676.60				Average	
		106+00	2	1,862,087.0	279,210.6	680.70				Average	
		105+00	1	1,862,088.1	279,110.6	684.40					
US-823 Bypass NB	24.0	105+00	39	1,862,127.1	279,111.1	684.40				Average	
		106+00	40	1,862,126.0	279,211.0	680.70				Average	
		107+00	41	1,862,124.9	279,311.0	676.60				Average	
		108+00	42	1,862,123.8	279,411.0	672.50				Average	
		109+00	43	1,862,122.6	279,511.0	668.40				Average	
		110+00	44	1,862,121.5	279,611.0	664.30				Average	
		111+00	45	1,862,120.4	279,711.0	660.20				Average	
		112+00	46	1,862,119.2	279,811.0	656.10				Average	
		113+00	47	1,862,118.1	279,911.0	652.00				Average	
		114+00	48	1,862,117.0	280,011.0	647.90				Average	
		115+00	49	1,862,115.9	280,111.0	643.80				Average	
		116+00	50	1,862,114.8	280,211.0	639.70				Average	
		117+00	51	1,862,113.6	280,311.0	635.60				Average	
		118+00	52	1,862,112.5	280,411.0	631.50				Average	
		119+00	53	1,862,111.4	280,511.0	627.40				Average	
		120+00	54	1,862,110.2	280,611.0	623.30				Average	
		121+00	55	1,862,109.0	280,710.9	619.20				Average	Y
		122+00	56	1,862,108.0	280,810.9	615.10				Average	Y
		123+00	57	1,862,106.9	280,910.9	611.10				Average	Y
		124+00	58	1,862,105.6	281,010.9	607.50				Average	Y
		125+00	59	1,862,104.6	281,110.9	604.50				Average	
		126+00	60	1,862,103.5	281,210.9	602.00				Average	
		127+00	61	1,862,102.4	281,310.7	600.10				Average	
		128+00	62	1,862,101.4	281,410.3	598.60				Average	
		129+00	63	1,862,101.2	281,510.6	597.70				Average	
		130+00	64	1,862,102.5	281,610.2	597.40				Average	
		131+00	65	1,862,105.6	281,709.8	597.60				Average	Y
		132+00	66	1,862,110.5	281,809.4	598.30				Average	Y
		133+00	67	1,862,117.0	281,908.8	599.50				Average	Y

INPUT: ROADWAYS

SCI-823-10.13

		134+00	68	1,862,125.1	282,008.2	601.30				Average	Y
		135+00	69	1,862,135.4	282,107.3	603.70				Average	Y
		136+00	70	1,862,147.0	282,206.3	606.50				Average	Y
		137+00	71	1,862,160.6	282,305.0	609.90				Average	Y
		138+00	72	1,862,175.8	282,403.4	613.80				Average	Y
		139+00	73	1,862,194.1	282,501.5	618.30				Average	Y
		140+00	74	1,862,211.4	282,599.8	623.20				Average	
		141+00	75	1,862,231.6	282,697.2	628.20				Average	
		142+00	76	1,862,253.8	282,794.5	633.20					
SR-335 EB	10.0	point110	110	1,861,246.9	281,730.1	535.00				Average	
		point109	109	1,861,387.4	281,893.2	535.00				Average	
		point108	108	1,861,468.5	281,972.2	535.00				Average	
		point107	107	1,861,515.2	282,009.7	534.70				Average	
		point106	106	1,861,574.4	282,052.4	534.40				Average	
		point105	105	1,861,645.8	282,097.2	534.30				Average	
		point104	104	1,861,735.1	282,146.3	533.60				Average	
		point103	103	1,861,814.5	282,186.9	533.10				Average	
		point102	102	1,861,903.1	282,231.5	533.40				Average	
		12+00	101	1,862,009.1	282,285.4	534.30				Average	
		13+00	100	1,862,102.0	282,332.8	535.40				Average	
		14+00	99	1,862,195.0	282,378.9	536.50				Average	
		15+00	98	1,862,284.9	282,412.6	536.40				Average	
		16+00	97	1,862,381.8	282,434.6	536.10				Average	
		17+00	96	1,862,480.6	282,447.6	537.00				Average	
		18+00	95	1,862,580.0	282,458.9	536.00				Average	
		point111	111	1,862,939.8	282,505.8	543.00				Average	
		point117	117	1,863,245.0	282,537.8	542.00				Average	
		point116	116	1,863,444.1	282,555.0	544.00				Average	
		point115	115	1,863,643.6	282,566.2	544.00				Average	
		point114	114	1,863,843.2	282,564.6	545.00				Average	
		point113	113	1,864,042.4	282,547.8	544.00					
SR-335 WB	10.0	point120	120	1,864,043.2	282,557.8	544.00				Average	
		point121	121	1,863,843.8	282,574.6	545.00				Average	
		point122	122	1,863,643.4	282,576.2	544.00				Average	
		point123	123	1,863,443.5	282,565.0	544.00				Average	
		point119	119	1,863,244.0	282,547.8	542.00				Average	
		point77	77	1,862,938.6	282,515.8	543.00				Average	
		18+00	78	1,862,578.8	282,468.8	536.00				Average	
		17+00	79	1,862,479.4	282,457.5	537.00				Average	
		16+00	80	1,862,380.0	282,444.4	536.10				Average	

INPUT: ROADWAYS

SCI-823-10.13

		15+00	81	1,862,282.0	282,422.2	536.40				Average	
		14+00	82	1,862,191.0	282,388.1	536.50				Average	
		13+00	83	1,862,097.5	282,341.7	535.40				Average	
		12+00	84	1,862,004.5	282,294.3	534.30				Average	
		point85	85	1,861,898.6	282,240.4	533.40				Average	
		point86	86	1,861,810.0	282,195.9	533.10				Average	
		point87	87	1,861,730.4	282,155.2	533.60				Average	
		point88	88	1,861,640.6	282,105.8	534.30				Average	
		point89	89	1,861,568.8	282,060.8	534.40				Average	
		point90	90	1,861,509.1	282,017.6	534.70				Average	
		point91	91	1,861,461.9	281,979.7	535.00				Average	
		point92	92	1,861,380.1	281,900.1	535.00				Average	
		point93	93	1,861,239.2	281,736.6	535.00					
CR-248 SB (Slocum/Highland Bend)	10.0	point136	136	1,861,636.0	281,179.7	550.50				Average	
		point135	135	1,861,773.2	281,114.1	554.60				Average	
		7+00	134	1,861,845.9	281,064.0	555.20				Average	
		8+00	133	1,861,925.9	281,004.2	554.90				Average	
		9+00	132	1,862,005.2	280,943.5	555.90				Average	
		10+00	131	1,862,084.6	280,882.5	556.00				Average	
		11+00	130	1,862,163.4	280,821.1	556.40				Average	
		12+00	129	1,862,242.2	280,759.8	557.00				Average	
		point128	128	1,862,309.2	280,700.6	558.50				Average	
		point127	127	1,862,361.0	280,649.0	559.30				Average	
		point126	126	1,862,447.9	280,556.5	558.80				Average	
		point125	125	1,862,502.6	280,491.9	559.10				Average	
		point160	160	1,862,569.1	280,409.0	557.50				Average	
		point159	159	1,862,691.4	280,250.7	554.00				Average	
		point158	158	1,862,809.5	280,089.3	555.00				Average	
		point157	157	1,862,890.0	279,987.8	554.00				Average	
		point156	156	1,862,972.0	279,927.5	548.00				Average	
		point155	155	1,863,167.6	279,882.0	533.00				Average	
		point154	154	1,863,359.1	279,824.9	534.00				Average	
		point153	153	1,863,454.9	279,794.4	536.00				Average	
		point152	152	1,863,555.1	279,786.9	542.00				Average	
		point151	151	1,863,754.4	279,771.0	551.00				Average	
		point150	150	1,863,951.8	279,740.0	553.00				Average	
		point149	149	1,864,050.2	279,723.4	556.00					
CR-248 NB (Slocum/Highland Bend)	12.0	point161	161	1,864,052.0	279,733.3	556.00				Average	
		point162	162	1,863,953.2	279,749.8	553.00				Average	
		point163	163	1,863,755.5	279,780.9	551.00				Average	

INPUT: ROADWAYS

SCI-823-10.13

		point164	164	1,863,556.0	279,796.8	542.00				Average	
		point165	165	1,863,456.8	279,804.3	536.00				Average	
		point166	166	1,863,362.0	279,834.5	534.00				Average	
		point167	167	1,863,170.2	279,891.7	533.00				Average	
		point168	168	1,862,976.2	279,936.8	548.00				Average	
		point169	169	1,862,897.0	279,995.0	554.00				Average	
		point170	170	1,862,817.4	280,095.3	555.00				Average	
		point171	171	1,862,699.4	280,256.7	554.00				Average	
		point172	172	1,862,577.1	280,415.1	557.50				Average	
		point137	137	1,862,510.2	280,498.3	559.10				Average	
		point138	138	1,862,455.2	280,563.2	558.80				Average	
		point139	139	1,862,368.2	280,655.9	559.30				Average	
		point140	140	1,862,316.1	280,707.9	558.50				Average	
		12+00	141	1,862,248.6	280,767.5	557.00				Average	
		11+00	142	1,862,169.5	280,829.0	556.40				Average	
		10+00	143	1,862,090.8	280,890.4	556.00				Average	
		9+00	144	1,862,011.4	280,951.4	555.90				Average	
		8+00	145	1,861,931.9	281,012.2	554.90				Average	
		7+00	146	1,861,851.8	281,072.2	555.20				Average	
		point147	147	1,861,778.2	281,122.8	554.60				Average	
		point148	148	1,861,640.2	281,188.7	550.50					
Labold Ave EB	10.0	point205	205	1,862,746.2	280,213.1	553.00	Stop	0.00	100	Average	
		point204	204	1,862,940.5	280,369.8	557.00				Average	
		point203	203	1,863,195.6	280,573.4	564.00				Average	
		point202	202	1,863,442.1	280,765.0	559.00				Average	
		point201	201	1,863,570.8	280,862.9	562.00					
Labold Ave WB	10.0	point210	210	1,863,564.8	280,870.9	562.00				Average	
		point209	209	1,863,436.1	280,772.9	559.00				Average	
		point208	208	1,863,189.5	280,581.3	564.00				Average	
		point207	207	1,862,934.2	280,377.6	557.00				Average	
		point206	206	1,862,740.0	280,220.9	553.00					
Pershing Rd EB - New	10.0	30+25	193	1,862,210.5	280,824.3	556.00	Stop	0.00	100	Average	
		31+00	194	1,862,245.0	280,893.2	555.00				Average	
		point195	195	1,862,268.6	280,944.9	554.00				Average	
		point196	196	1,862,297.9	280,984.0	553.50				Average	
		point178	178	1,862,375.8	281,044.1	554.50				Average	
		point177	177	1,862,452.0	281,104.3	554.00				Average	
		point176	176	1,862,593.5	281,215.1	544.50				Average	
		point175	175	1,862,769.8	281,355.1	554.00				Average	
		point174	174	1,863,092.4	281,615.4	558.00				Average	

INPUT: ROADWAYS

SCI-823-10.13

		point173	173	1,863,692.2	282,080.8	551.00				
Pershing Rd WB - New	10.0	point183	183	1,863,686.1	282,088.8	551.00				Average
		point184	184	1,863,086.1	281,623.2	558.00				Average
		point185	185	1,862,763.5	281,362.9	554.00				Average
		point186	186	1,862,587.4	281,222.9	544.50				Average
		point187	187	1,862,445.8	281,112.2	554.00				Average
		point188	188	1,862,369.5	281,052.0	554.50				Average
		point189	189	1,862,293.5	280,993.3	553.50				Average
		point195	199	1,862,260.0	280,950.1	554.00				Average
		31+00	198	1,862,236.0	280,897.5	555.00				Average
		30+25	197	1,862,201.5	280,828.8	556.00				
Caryle Ave EB	10.0	point213	213	1,862,892.2	280,020.6	554.00	Stop	0.00	100	Average
		point214	214	1,863,087.0	280,181.5	549.00				Average
		point215	215	1,863,194.4	280,272.6	556.00				Average
		point216	216	1,863,358.8	280,398.2	554.00				Average
		point217	217	1,863,584.8	280,575.6	559.00				
Caryle Ave WB	10.0	point218	218	1,863,572.8	280,585.5	559.00				Average
		point219	219	1,863,347.6	280,407.9	554.00				Average
		point220	220	1,863,182.5	280,280.3	556.00				Average
		point221	221	1,863,074.9	280,188.6	549.00				Average
		point222	222	1,862,884.8	280,030.1	554.00				
Marne Ave EB	10.0	point223	223	1,862,401.8	280,673.9	559.30	Stop	0.00	100	Average
		point224	224	1,862,545.5	280,785.8	553.70				Average
		point225	225	1,862,838.9	281,021.3	557.00				Average
		point226	226	1,863,268.9	281,356.0	560.00				
Marne Ave WB	10.0	point227	227	1,863,262.8	281,363.9	560.00				Average
		point228	228	1,862,832.6	281,029.2	557.00				Average
		point229	229	1,862,539.4	280,793.7	553.70				Average
		point230	230	1,862,395.6	280,681.8	559.30				
Highland Ave SB	10.0	point231	231	1,862,526.5	281,584.0	555.50				Average
		point232	232	1,862,580.5	281,532.0	555.50				Average
		point233	233	1,862,753.4	281,366.4	554.00				
Highland Ave NB	10.0	point234	234	1,862,760.4	281,373.6	554.00	Stop	0.00	100	Average
		point235	235	1,862,587.4	281,539.3	555.50				Average
		point236	236	1,862,533.4	281,591.2	555.50				
Foch Ave EB	10.0	point237	237	1,862,563.6	281,573.9	555.50	Stop	0.00	100	Average
		point238	238	1,862,596.5	281,611.9	555.00				Average
		point239	239	1,862,901.1	281,844.8	556.00				Average
		point240	240	1,863,016.2	281,950.5	554.00				
Foch Ave WB	10.0	point241	241	1,863,009.5	281,957.8	554.00				Average

INPUT: ROADWAYS**SCI-823-10.13**

		point242	213	1,862,894.8	281,852.5	556.00				Average	
		point243	243	1,862,589.6	281,619.3	555.00				Average	
		point244	244	1,862,556.1	281,580.4	555.50					
Liberty Ave SB	10.0	point245	245	1,862,899.5	281,836.0	556.00	Stop	0.00	100	Average	
		point246	246	1,863,076.9	281,629.0	558.00					
Liberty Ave NB	10.0	point247	247	1,863,084.5	281,635.5	556.00	Stop	0.00	100	Average	
		point248	248	1,862,907.1	281,842.5	554.00					

INPUT: CONTOUR ZONES

SCI-823-10.13

Burton Planning Services				12 November 2013		
Kimberly Burton				TNM 2.5		
INPUT: CONTOUR ZONES						
PROJECT/CONTRACT:	SCI-823-10.13					
RUN:	Build Alternative 2038					
Contour Zone				Points		
Name	Grid	Minimum	Contour	No.	Coordinates	
	Height	Grid	Tolerance		X	Y
		Spacing				
	ft	ft	dB		ft	ft
<< This table is empty >>						

INPUT: RECEIVER ADJUSTMENT FACTORS

SCI-823-10.13

Burton Planning Services			12 November 2013		
Kimberly Burton			TNM 2.5		
INPUT: RECEIVER ADJUSTMENT FACTORS					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Build Alternative 2038			
Receiver					
Name		No. Individual Roadway Segment Adjustment Factors			
		Roadway		Segment	
		Name		No. Adj. Factor	
				dB	
<< This table is empty >>					

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

Burton Planning Services				12 November 2013	
Kimberly Burton				TNM 2.5	
INPUT: "STRUCTURE" BARRIERS					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Build Alternative 2038			
Barrier	Segments		Shielded Roadways	Segments	
Name	Name	No.	Name	Name	No.
Parapet 1	point1	1	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Parapet 1	point2	2	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Parapet 1	point3	3	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Parapet 1	point4	4	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Parapet 2	point6	6	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Parapet 2	point7	7	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Parapet 2	point8	8	US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
			US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
Parapet 2	point9	9	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Parapet 2	point10	10	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Parapet 2	point11	11	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Parapet 2	point12	12	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Parapet 2	point13	13	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Parapet 2	point14	14	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS**SCI-823-10.13**

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38

INPUT: BARRIER NOISE REDUCTION COEFFICIENTS

SCI-823-10.13

Burton Planning Services					12 November 2013		
Kimberly Burton					TNM 2.5		

INPUT: BARRIER NOISE REDUCTION COEFFICIENTS

PROJECT/CONTRACT: SCI-823-10.13
RUN: Build Alternative 2038

Barrier Name	Segments				Reflected Roadways		Segments	
	Name	No.	NRC		Name	No.		
			L Side	R Side				
Parapet 1	point1	1	0.0	0.0	---		0	
	point2	2	0.0	0.0	---		0	
	point3	3	0.0	0.0	---		0	
	point4	4	0.0	0.0	---		0	
Parapet 2	point6	6	0.0	0.0	---		0	
	point7	7	0.0	0.0	---		0	
	point8	8	0.0	0.0	---		0	
	point9	9	0.0	0.0	---		0	
	point10	10	0.0	0.0	---		0	
	point11	11	0.0	0.0	---		0	
	point12	12	0.0	0.0	---		0	
	point13	13	0.0	0.0	---		0	
	point14	14	0.0	0.0	---		0	
	Parapet 3	point16	16	0.0	0.0	---		0
point17		17	0.0	0.0	---		0	
point18		18	0.0	0.0	---		0	
point19		19	0.0	0.0	---		0	
point20		20	0.0	0.0	---		0	

RESULTS: BARRIER DESCRIPTIONS

SCI-823-10.13

Burton Planning Services										
Kimberly Burton										

12 November 2013

TNM 2.5

RESULTS: BARRIER DESCRIPTIONS

PROJECT/CONTRACT: SCI-823-10.13
RUN: Build Alternative 2038
BARRIER DESIGN: INPUT HEIGHTS

Barriers										
Name	Type	Heights along Barrier			Length	If Wall	If Berm	Top Width	Run:Rise	Cost
		Min	Avg	Max						
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	\$
Parapet 1	W	3.00	3.00	3.00	400	1200				0
Parapet 2	W	3.00	3.00	3.00	893	2680				0
Parapet 3	W	3.00	3.00	3.00	500	1500				0
									Total Cost:	0

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

SCI-823-10.13

Burton Planning Services												12 November 2013
Kimberly Burton												TNM 2.5

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

PROJECT/CONTRACT: SCI-823-10.13
 RUN: Build Alternative 2038
 BARRIER DESIGN: INPUT HEIGHTS

Barriers		Segments										
Name	Type	Name	No.	Heights			Length	If Wall		If Berm		Cost
				First	Average	Second		Area	On	Important	Volume	
				Point		Point			Struc?	Reflections?		\$
				ft	ft	ft	ft	sq ft			cu yd	
Parapet 1	W	point1	1	3.00	3.00	3.00	100	300	Y			0
		point2	2	3.00	3.00	3.00	100	300	Y			0
		point3	3	3.00	3.00	3.00	100	300	Y			0
		point4	4	3.00	3.00	3.00	100	300	Y			0
Parapet 2	W	point6	6	3.00	3.00	3.00	99	298	Y			0
		point7	7	3.00	3.00	3.00	99	298	Y			0
		point8	8	3.00	3.00	3.00	99	298	Y			0
		point9	9	3.00	3.00	3.00	99	298	Y			0
		point10	10	3.00	3.00	3.00	99	298	Y			0
		point11	11	3.00	3.00	3.00	99	298	Y			0
		point12	12	3.00	3.00	3.00	99	297	Y			0
		point13	13	3.00	3.00	3.00	100	299	Y			0
		point14	14	3.00	3.00	3.00	100	299	Y			0
Parapet 3	W	point16	16	3.00	3.00	3.00	100	300				0
		point17	17	3.00	3.00	3.00	100	300				0
		point18	18	3.00	3.00	3.00	100	300				0
		point19	19	3.00	3.00	3.00	100	300				0
		point20	20	3.00	3.00	3.00	100	300				0

RESULTS: SOUND LEVELS

SCI-823-10.13

Burton Planning Services														
Kimberly Burton														
RESULTS: SOUND LEVELS														
PROJECT/CONTRACT:														
RUN:														
BARRIER DESIGN:														
ATMOSPHERICS:														

12 November 2013

TNM 2.5

Calculated with TNM 2.5

SCI-823-10.13

Build Alternative 2038

INPUT HEIGHTS

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

68 deg F, 50% RH

Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type	With Barrier	Noise Reduction				
			Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated LAeq1h	Calculated	Goal	Calculated	Goal	Calculated
			dBA	dBA	dBA	dB		dBA	dB	dB	dB	dB	minus Goal
Receiver1	1	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8		-8.0
Receiver2	2	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8		-8.0
Receiver3	3	0	0.0	55.0	66	55.0	10	----	55.0	0.0	8		-8.0
Receiver4	4	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8		-8.0
Receiver5	5	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8		-8.0
Receiver6	6	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8		-8.0
Receiver7	7	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8		-8.0
Receiver8	8	0	0.0	52.5	66	52.5	10	----	52.5	0.0	8		-8.0
Receiver9	9	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8		-8.0
Receiver10	10	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8		-8.0
Receiver11	11	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8		-8.0
Receiver12	12	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8		-8.0
Receiver13	13	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8		-8.0
Receiver14/NR1	14	1	50.9	54.3	66	3.4	10	----	54.3	0.0	8		-8.0
Receiver15	15	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8		-8.0
Receiver16	16	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8		-8.0
Receiver17	17	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8		-8.0
Receiver18/NR2	18	1	44.5	51.7	66	7.2	10	----	51.7	0.0	8		-8.0
Receiver19	19	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8		-8.0
Receiver20	20	0	0.0	60.2	66	60.2	10	----	60.2	0.0	8		-8.0
Receiver21	21	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8		-8.0
Receiver22	22	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8		-8.0
Receiver23	23	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8		-8.0
Receiver24	24	0	0.0	56.1	66	56.1	10	----	56.1	0.0	8		-8.0
Receiver25	25	0	0.0	56.1	66	56.1	10	----	56.1	0.0	8		-8.0

RESULTS: SOUND LEVELS

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Receiver26	26	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
Receiver27	27	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Receiver28	28	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
Receiver29	29	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
Receiver30	30	0	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Receiver31	31	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
Receiver32/NR3	32	1	45.3	57.5	66	12.2	10	Sub'l Inc	57.5	0.0	8	-8.0
Receiver33	33	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Receiver34	34	0	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Receiver35	35	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
Receiver36	36	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Receiver37	37	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Receiver38	38	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
Receiver39	39	0	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
Receiver40	40	0	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
Receiver41	41	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Receiver42	42	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
Receiver43	43	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
Receiver44	44	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
Receiver45	45	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
Receiver46	46	0	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
Receiver47	47	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Receiver48	48	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
Receiver49	49	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Receiver50	50	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Receiver51	51	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Receiver52/NR6	52	1	57.1	52.0	66	-5.1	10	----	52.0	0.0	8	-8.0
Receiver53	53	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
Receiver54	54	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Receiver55	55	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Receiver56	56	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Receiver57	57	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
Receiver58	58	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Receiver59	59	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Receiver60	60	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
Receiver61	61	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Receiver62	62	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
Receiver63	63	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
Receiver64	64	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Receiver65	65	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
Receiver66	66	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Receiver67	67	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0

RESULTS: SOUND LEVELS

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Receiver68	68	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Receiver69/NR5	69	1	47.0	56.5	66	9.5	10	----	56.5	0.0	8	-8.0
Receiver70	70	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
Receiver71	71	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Receiver72	72	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Receiver73	73	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
Receiver74	74	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
Receiver75	75	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Receiver76	76	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Receiver77	77	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
Receiver78/NR4	78	1	46.6	59.4	66	12.8	10	Sub'l Inc	59.4	0.0	8	-8.0
Receiver79	79	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		69	0.0	0.0	0.0							
All Impacted		2	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

Burton Planning Services			12 November 2013			
Kimberly Burton			TNM 2.5			
			Calculated with TNM 2.5			
RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT						
PROJECT/CONTRACT:		SCI-823-10.13				
RUN:		Build Alternative 2038				
BARRIER DESIGN:		INPUT HEIGHTS				
ATMOSPHERICS:		68 deg F, 50% RH				
Selected Receivers						
Name	No.	Total	Important Barriers Name	Important Segments		
		LAeq1h		Name	No.	Partial LAeq1h
		dBA				
Receiver1	1	54.40				
Receiver2	2	55.10				
Receiver3	3	55.00				
Receiver4	4	54.30				
Receiver5	5	52.20				
Receiver6	6	52.50				
Receiver7	7	52.70				
Receiver8	8	52.50				
Receiver9	9	52.20				
Receiver10	10	55.50				
Receiver11	11	54.80				
Receiver12	12	54.20				
Receiver13	13	53.20				
Receiver14/NR1	14	54.30				
Receiver15	15	53.30				
Receiver16	16	52.80				
Receiver17	17	52.50				
Receiver18/NR2	18	51.70				
Receiver19	19	58.60				
Receiver20	20	60.20				
Receiver21	21	57.00				
Receiver22	22	57.10				

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT**SCI-823-10.13**

Receiver23	23	56.30			
Receiver24	24	56.10			
Receiver25	25	56.10			
Receiver26	26	55.30			
Receiver27	27	54.90			
Receiver28	28	54.70			
Receiver29	29	54.00			
Receiver30	30	58.70			
Receiver31	31	58.30			
Receiver32/NR3	32	57.50			
Receiver33	33	56.60			
Receiver34	34	55.90			
Receiver35	35	55.60			
Receiver36	36	55.50			
Receiver37	37	54.40			
Receiver38	38	54.00			
Receiver39	39	59.10			
Receiver40	40	59.00			
Receiver41	41	58.70			
Receiver42	42	59.00			
Receiver43	43	57.40			
Receiver44	44	57.10			
Receiver45	45	57.10			
Receiver46	46	57.20			
Receiver47	47	56.50			
Receiver48	48	56.00			
Receiver49	49	54.90			
Receiver50	50	55.00			
Receiver51	51	55.00			
Receiver52/NR6	52	52.00			
Receiver53	53	54.30			
Receiver54	54	59.50			
Receiver55	55	58.70			
Receiver56	56	58.40			
Receiver57	57	57.80			
Receiver58	58	57.30			
Receiver59	59	56.60			

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT**SCI-823-10.13**

Receiver60	60	56.40			
Receiver61	61	55.10			
Receiver62	62	54.50			
Receiver63	63	53.90			
Receiver64	64	53.10			
Receiver65	65	59.20			
Receiver66	66	58.00			
Receiver67	67	55.30			
Receiver68	68	56.60			
Receiver69/NR5	69	56.50			
Receiver70	70	57.10			
Receiver71	71	55.20			
Receiver72	72	54.80			
Receiver73	73	60.30			
Receiver74	74	59.00			
Receiver75	75	57.30			
Receiver76	76	55.50			
Receiver77	77	54.30			
Receiver78/NR4	78	59.40			
Receiver79	79	60.30			

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

Burton Planning Services		12 November 2013		
Kimberly Burton		TNM 2.5		
		Calculated with TNM 2.5		
RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE				
PROJECT/CONTRACT:		SCI-823-10.13		
RUN:		Build Alternative 2038		
BARRIER DESIGN:		INPUT HEIGHTS		
ATMOSPHERICS: 68 deg F, 50% RH				
Receivers				
Name	No.	Total	Vehicle Type	
		LAeq1h	Name	Partial LAeq1h
		dBA		dBA
Receiver1	1	54.4	Autos	49.9
			MTrucks	41.7
			HTrucks	52.1
			Buses	
			Motorcycles	
Receiver2	2	55.1	Autos	51.5
			MTrucks	47.6
			HTrucks	51.1
			Buses	
			Motorcycles	
Receiver3	3	55.0	Autos	50.2
			MTrucks	42.8
			HTrucks	52.9
			Buses	
			Motorcycles	
Receiver4	4	54.3	Autos	48.9
			MTrucks	41.0
			HTrucks	52.5
			Buses	
			Motorcycles	
Receiver5	5	52.2	Autos	48.5
			MTrucks	40.8

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			HTrucks	49.2
			Buses	
			Motorcycles	
Receiver6	6	52.5	Autos	49.6
			MTrucks	41.0
			HTrucks	48.6
			Buses	
			Motorcycles	
Receiver7	7	52.7	Autos	48.9
			MTrucks	42.0
			HTrucks	49.8
			Buses	
			Motorcycles	
Receiver8	8	52.5	Autos	49.3
			MTrucks	42.0
			HTrucks	48.9
			Buses	
			Motorcycles	
Receiver9	9	52.2	Autos	49.0
			MTrucks	42.0
			HTrucks	48.6
			Buses	
			Motorcycles	
Receiver10	10	55.5	Autos	52.1
			MTrucks	48.8
			HTrucks	50.6
			Buses	
			Motorcycles	
Receiver11	11	54.8	Autos	51.3
			MTrucks	48.1
			HTrucks	50.1
			Buses	
			Motorcycles	
Receiver12	12	54.2	Autos	50.2
			MTrucks	47.9
			HTrucks	49.7
			Buses	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Motorcycles	
Receiver13	13	53.2	Autos	49.6
			MTrucks	46.5
			HTrucks	48.6
			Buses	
			Motorcycles	
Receiver14/NR1	14	54.3	Autos	50.3
			MTrucks	44.2
			HTrucks	51.3
			Buses	
			Motorcycles	
Receiver15	15	53.3	Autos	49.2
			MTrucks	43.9
			HTrucks	50.2
			Buses	
			Motorcycles	
Receiver16	16	52.8	Autos	49.3
			MTrucks	43.9
			HTrucks	48.9
			Buses	
			Motorcycles	
Receiver17	17	52.5	Autos	49.0
			MTrucks	44.1
			HTrucks	48.6
			Buses	
			Motorcycles	
Receiver18/NR2	18	51.7	Autos	48.4
			MTrucks	42.7
			HTrucks	47.9
			Buses	
			Motorcycles	
Receiver19	19	58.6	Autos	54.5
			MTrucks	47.5
			HTrucks	55.9
			Buses	
			Motorcycles	
Receiver20	20	60.2	Autos	56.8

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			MTrucks	52.1
			HTrucks	56.2
			Buses	
			Motorcycles	
Receiver21	21	57.0	Autos	52.9
			MTrucks	48.3
			HTrucks	53.8
			Buses	
			Motorcycles	
Receiver22	22	57.1	Autos	53.6
			MTrucks	48.0
			HTrucks	53.4
			Buses	
			Motorcycles	
Receiver23	23	56.3	Autos	53.1
			MTrucks	46.7
			HTrucks	52.5
			Buses	
			Motorcycles	
Receiver24	24	56.1	Autos	52.9
			MTrucks	46.5
			HTrucks	52.2
			Buses	
			Motorcycles	
Receiver25	25	56.1	Autos	52.9
			MTrucks	46.8
			HTrucks	52.1
			Buses	
			Motorcycles	
Receiver26	26	55.3	Autos	52.2
			MTrucks	46.4
			HTrucks	51.1
			Buses	
			Motorcycles	
Receiver27	27	54.9	Autos	51.9
			MTrucks	45.2
			HTrucks	50.8

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Buses	
			Motorcycles	
Receiver28	28	54.7	Autos	51.7
			MTrucks	45.2
			HTrucks	50.5
			Buses	
			Motorcycles	
Receiver29	29	54.0	Autos	51.1
			MTrucks	43.2
			HTrucks	50.0
			Buses	
			Motorcycles	
Receiver30	30	58.7	Autos	54.0
			MTrucks	46.2
			HTrucks	56.5
			Buses	
			Motorcycles	
Receiver31	31	58.3	Autos	53.8
			MTrucks	46.0
			HTrucks	56.0
			Buses	
			Motorcycles	
Receiver32/NR3	32	57.5	Autos	54.1
			MTrucks	46.2
			HTrucks	54.1
			Buses	
			Motorcycles	
Receiver33	33	56.6	Autos	53.4
			MTrucks	45.9
			HTrucks	53.1
			Buses	
			Motorcycles	
Receiver34	34	55.9	Autos	52.8
			MTrucks	45.3
			HTrucks	52.2
			Buses	
			Motorcycles	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

Receiver35	35	55.6	Autos	52.6
			MTrucks	45.0
			HTrucks	51.7
			Buses	
			Motorcycles	
Receiver36	36	55.5	Autos	52.6
			MTrucks	45.1
			HTrucks	51.5
			Buses	
			Motorcycles	
Receiver37	37	54.4	Autos	51.6
			MTrucks	43.0
			HTrucks	50.6
			Buses	
			Motorcycles	
Receiver38	38	54.0	Autos	51.1
			MTrucks	42.8
			HTrucks	50.2
			Buses	
			Motorcycles	
Receiver39	39	59.1	Autos	53.7
			MTrucks	46.5
			HTrucks	57.3
			Buses	
			Motorcycles	
Receiver40	40	59.0	Autos	54.2
			MTrucks	46.7
			HTrucks	56.8
			Buses	
			Motorcycles	
Receiver41	41	58.7	Autos	54.1
			MTrucks	46.4
			HTrucks	56.4
			Buses	
			Motorcycles	
Receiver42	42	59.0	Autos	54.7
			MTrucks	48.3

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			HTrucks	56.3
			Buses	
			Motorcycles	
Receiver43	43	57.4	Autos	54.3
			MTrucks	47.4
			HTrucks	53.5
			Buses	
			Motorcycles	
Receiver44	44	57.1	Autos	54.1
			MTrucks	47.2
			HTrucks	53.2
			Buses	
			Motorcycles	
Receiver45	45	57.1	Autos	54.2
			MTrucks	47.5
			HTrucks	52.9
			Buses	
			Motorcycles	
Receiver46	46	57.2	Autos	54.5
			MTrucks	48.3
			HTrucks	52.6
			Buses	
			Motorcycles	
Receiver47	47	56.5	Autos	53.7
			MTrucks	47.0
			HTrucks	52.1
			Buses	
			Motorcycles	
Receiver48	48	56.0	Autos	53.3
			MTrucks	46.5
			HTrucks	51.4
			Buses	
			Motorcycles	
Receiver49	49	54.9	Autos	51.9
			MTrucks	44.3
			HTrucks	51.0
			Buses	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Motorcycles	
Receiver50	50	55.0	Autos	52.2
			MTrucks	45.3
			HTrucks	50.7
			Buses	
			Motorcycles	
Receiver51	51	55.0	Autos	52.2
			MTrucks	45.7
			HTrucks	50.4
			Buses	
			Motorcycles	
Receiver52/NR6	52	52.0	Autos	48.9
			MTrucks	40.3
			HTrucks	48.5
			Buses	
			Motorcycles	
Receiver53	53	54.3	Autos	51.5
			MTrucks	44.7
			HTrucks	50.0
			Buses	
			Motorcycles	
Receiver54	54	59.5	Autos	53.7
			MTrucks	45.3
			HTrucks	58.0
			Buses	
			Motorcycles	
Receiver55	55	58.7	Autos	54.2
			MTrucks	45.4
			HTrucks	56.5
			Buses	
			Motorcycles	
Receiver56	56	58.4	Autos	55.0
			MTrucks	47.3
			HTrucks	55.1
			Buses	
			Motorcycles	
Receiver57	57	57.8	Autos	54.5

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			MTrucks	45.8
			HTrucks	54.5
			Buses	
			Motorcycles	
Receiver58	58	57.3	Autos	54.0
			MTrucks	45.8
			HTrucks	53.9
			Buses	
			Motorcycles	
Receiver59	59	56.6	Autos	53.5
			MTrucks	45.8
			HTrucks	53.0
			Buses	
			Motorcycles	
Receiver60	60	56.4	Autos	53.4
			MTrucks	46.0
			HTrucks	52.5
			Buses	
			Motorcycles	
Receiver61	61	55.1	Autos	52.2
			MTrucks	43.9
			HTrucks	51.3
			Buses	
			Motorcycles	
Receiver62	62	54.5	Autos	51.4
			MTrucks	43.8
			HTrucks	50.8
			Buses	
			Motorcycles	
Receiver63	63	53.9	Autos	50.7
			MTrucks	42.8
			HTrucks	50.4
			Buses	
			Motorcycles	
Receiver64	64	53.1	Autos	49.8
			MTrucks	42.3
			HTrucks	49.7

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Buses	
			Motorcycles	
Receiver65	65	59.2	Autos	54.7
			MTrucks	45.9
			HTrucks	57.0
			Buses	
			Motorcycles	
Receiver66	66	58.0	Autos	54.3
			MTrucks	45.0
			HTrucks	55.2
			Buses	
			Motorcycles	
Receiver67	67	55.3	Autos	51.4
			MTrucks	42.4
			HTrucks	52.7
			Buses	
			Motorcycles	
Receiver68	68	56.6	Autos	53.3
			MTrucks	44.4
			HTrucks	53.4
			Buses	
			Motorcycles	
Receiver69/NR5	69	56.5	Autos	53.9
			MTrucks	44.3
			HTrucks	52.5
			Buses	
			Motorcycles	
Receiver70	70	57.1	Autos	53.5
			MTrucks	44.4
			HTrucks	54.2
			Buses	
			Motorcycles	
Receiver71	71	55.2	Autos	51.8
			MTrucks	42.6
			HTrucks	52.0
			Buses	
			Motorcycles	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

Receiver72	72	54.8	Autos	51.3
			MTrucks	42.4
			HTrucks	51.7
			Buses	
			Motorcycles	
Receiver73	73	60.3	Autos	54.4
			MTrucks	45.9
			HTrucks	58.8
			Buses	
			Motorcycles	
Receiver74	74	59.0	Autos	54.3
			MTrucks	45.6
			HTrucks	56.8
			Buses	
			Motorcycles	
Receiver75	75	57.3	Autos	53.5
			MTrucks	44.6
			HTrucks	54.6
			Buses	
			Motorcycles	
Receiver76	76	55.5	Autos	51.8
			MTrucks	42.8
			HTrucks	52.6
			Buses	
			Motorcycles	
Receiver77	77	54.3	Autos	50.7
			MTrucks	41.8
			HTrucks	51.3
			Buses	
			Motorcycles	
Receiver78/NR4	78	59.4	Autos	53.0
			MTrucks	44.4
			HTrucks	58.1
			Buses	
			Motorcycles	
Receiver79	79	60.3	Autos	53.8
			MTrucks	44.9

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

			HTrucks	59.0
			Buses	
			Motorcycles	

SCI-823-10.13

RESULTS: BARRIER DESIGN

SCI-823-10.13

Burton Planning Services																				12 November 2013
Kimberly Burton																				TNM 2.5
																				Calculated with TNM 2.5

RESULTS: BARRIER DESIGN																					
PROJECT/CONTRACT:																					
RUN:																					
BARRIER DESIGN:																					

ATMOSPHERICS:																					

Selected Receivers																					
Name	No.	Noise Reduction				Barrier Reviewed	Important Segments			Partial LAeq1h											
		Calc	Calc	Goal	Calc-Goal		Name	No.	Height												
		LAeq1h	LAeq1h	dB	dB																

		dBA	dB	dB	dB				ft	dBA
Receiver1	1	54.4	0.0	8	-8.0					
Receiver2	2	55.1	0.0	8	-8.0					
Receiver3	3	55.0	0.0	8	-8.0					
Receiver4	4	54.3	-0.0	8	-8.0					
Receiver5	5	52.2	-0.0	8	-8.0					
Receiver6	6	52.5	-0.0	8	-8.0					
Receiver7	7	52.7	0.0	8	-8.0					
Receiver8	8	52.5	0.0	8	-8.0					
Receiver9	9	52.2	0.0	8	-8.0					
Receiver10	10	55.5	-0.0	8	-8.0					
Receiver11	11	54.8	-0.0	8	-8.0					
Receiver12	12	54.2	-0.0	8	-8.0					
Receiver13	13	53.2	-0.0	8	-8.0					
Receiver14/NR1	14	54.3	-0.0	8	-8.0					
Receiver15	15	53.3	-0.0	8	-8.0					
Receiver16	16	52.8	-0.0	8	-8.0					
Receiver17	17	52.5	0.0	8	-8.0					
Receiver18/NR2	18	51.7	0.0	8	-8.0					
Receiver19	19	58.6	0.0	8	-8.0					
Receiver20	20	60.2	0.0	8	-8.0					
Receiver21	21	57.0	0.0	8	-8.0					
Receiver22	22	57.1	-0.0	8	-8.0					

RESULTS: BARRIER DESIGN

SCI-823-10.13

Receiver23	23	56.3	-0.0	8	-8.0				
Receiver24	24	56.1	0.0	8	-8.0				
Receiver25	25	56.1	-0.0	8	-8.0				
Receiver26	26	55.3	0.0	8	-8.0				
Receiver27	27	54.9	0.0	8	-8.0				
Receiver28	28	54.7	-0.0	8	-8.0				
Receiver29	29	54.0	-0.0	8	-8.0				
Receiver30	30	58.7	-0.0	8	-8.0				
Receiver31	31	58.3	-0.0	8	-8.0				
Receiver32/NR3	32	57.5	-0.0	8	-8.0				
Receiver33	33	56.6	0.0	8	-8.0				
Receiver34	34	55.9	0.0	8	-8.0				
Receiver35	35	55.6	-0.0	8	-8.0				
Receiver36	36	55.5	0.0	8	-8.0				
Receiver37	37	54.4	0.0	8	-8.0				
Receiver38	38	54.0	-0.0	8	-8.0				
Receiver39	39	59.1	-0.0	8	-8.0				
Receiver40	40	59.0	-0.0	8	-8.0				
Receiver41	41	58.7	-0.0	8	-8.0				
Receiver42	42	59.0	-0.0	8	-8.0				
Receiver43	43	57.4	0.0	8	-8.0				
Receiver44	44	57.1	0.0	8	-8.0				
Receiver45	45	57.1	0.0	8	-8.0				
Receiver46	46	57.2	0.0	8	-8.0				
Receiver47	47	56.5	-0.0	8	-8.0				
Receiver48	48	56.0	0.0	8	-8.0				
Receiver49	49	54.9	-0.0	8	-8.0				
Receiver50	50	55.0	0.0	8	-8.0				
Receiver51	51	55.0	-0.0	8	-8.0				
Receiver52/NR6	52	52.0	0.0	8	-8.0				
Receiver53	53	54.3	0.0	8	-8.0				
Receiver54	54	59.5	0.0	8	-8.0				
Receiver55	55	58.7	0.0	8	-8.0				
Receiver56	56	58.4	0.0	8	-8.0				
Receiver57	57	57.8	-0.0	8	-8.0				
Receiver58	58	57.3	-0.0	8	-8.0				
Receiver59	59	56.6	0.0	8	-8.0				

RESULTS: BARRIER DESIGN

SCI-823-10.13

Receiver60	60	56.4	0.0	8	-8.0				
Receiver61	61	55.1	-0.0	8	-8.0				
Receiver62	62	54.5	-0.0	8	-8.0				
Receiver63	63	53.9	0.0	8	-8.0				
Receiver64	64	53.1	0.0	8	-8.0				
Receiver65	65	59.2	0.0	8	-8.0				
Receiver66	66	58.0	0.0	8	-8.0				
Receiver67	67	55.3	0.0	8	-8.0				
Receiver68	68	56.6	0.0	8	-8.0				
Receiver69/NR5	69	56.5	0.0	8	-8.0				
Receiver70	70	57.1	0.0	8	-8.0				
Receiver71	71	55.2	-0.0	8	-8.0				
Receiver72	72	54.8	-0.0	8	-8.0				
Receiver73	73	60.3	-0.0	8	-8.0				
Receiver74	74	59.0	-0.0	8	-8.0				
Receiver75	75	57.3	0.0	8	-8.0				
Receiver76	76	55.5	-0.0	8	-8.0				
Receiver77	77	54.3	0.0	8	-8.0				
Receiver78/NR4	78	59.4	-0.0	8	-8.0				
Receiver79	79	60.3	-0.0	8	-8.0				
Total Cost, All Barriers (including additional cost(s))					\$0				

Burton Planning Services	12 November 2013
Kimberly Burton	TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: SCI-823-10.13
 RUN: Build Alternative 2038

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
US-823 Bypass SB	142+00	38	653	65	18	65	54	65	0	0	0	0
	141+00	37	653	65	18	65	54	65	0	0	0	0
	140+00	36	653	65	18	65	54	65	0	0	0	0
	139+00	35	653	65	18	65	54	65	0	0	0	0
	138+00	34	653	65	18	65	54	65	0	0	0	0
	137+00	33	653	65	18	65	54	65	0	0	0	0
	136+00	32	653	65	18	65	54	65	0	0	0	0
	135+00	31	653	65	18	65	54	65	0	0	0	0
	134+00	30	653	65	18	65	54	65	0	0	0	0
	133+00	29	653	65	18	65	54	65	0	0	0	0
	132+00	28	653	65	18	65	54	65	0	0	0	0
	131+00	27	653	65	18	65	54	65	0	0	0	0
	130+00	26	653	65	18	65	54	65	0	0	0	0
	129+00	25	653	65	18	65	54	65	0	0	0	0
	128+00	24	653	65	18	65	54	65	0	0	0	0
	127+00	23	653	65	18	65	54	65	0	0	0	0
	126+00	22	653	65	18	65	54	65	0	0	0	0
	125+00	21	653	65	18	65	54	65	0	0	0	0
	124+00	20	653	65	18	65	54	65	0	0	0	0
	123+00	19	653	65	18	65	54	65	0	0	0	0
	122+00	18	653	65	18	65	54	65	0	0	0	0
	121+00	17	653	65	18	65	54	65	0	0	0	0
	120+00	16	653	65	18	65	54	65	0	0	0	0
	119+00	15	653	65	18	65	54	65	0	0	0	0
	118+00	14	653	65	18	65	54	65	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	117+00	13	653	65	18	65	54	65	0	0	0	0
	116+00	12	653	65	18	65	54	65	0	0	0	0
	115+00	11	653	65	18	65	54	65	0	0	0	0
	114+00	10	653	65	18	65	54	65	0	0	0	0
	113+00	9	653	65	18	65	54	65	0	0	0	0
	112+00	8	653	65	18	65	54	65	0	0	0	0
	111+00	7	653	65	18	65	54	65	0	0	0	0
	110+00	6	653	65	18	65	54	65	0	0	0	0
	109+00	5	653	65	18	65	54	65	0	0	0	0
	108+00	4	653	65	18	65	54	65	0	0	0	0
	107+00	3	653	65	18	65	54	65	0	0	0	0
	106+00	2	653	65	18	65	54	65	0	0	0	0
	105+00	1										
US-823 Bypass NB	105+00	39	653	65	18	65	54	65	0	0	0	0
	106+00	40	653	65	18	65	54	65	0	0	0	0
	107+00	41	653	65	18	65	54	65	0	0	0	0
	108+00	42	653	65	18	65	54	65	0	0	0	0
	109+00	43	653	65	18	65	54	65	0	0	0	0
	110+00	44	653	65	18	65	54	65	0	0	0	0
	111+00	45	653	65	18	65	54	65	0	0	0	0
	112+00	46	653	65	18	65	54	65	0	0	0	0
	113+00	47	653	65	18	65	54	65	0	0	0	0
	114+00	48	653	65	18	65	54	65	0	0	0	0
	115+00	49	653	65	18	65	54	65	0	0	0	0
	116+00	50	653	65	18	65	54	65	0	0	0	0
	117+00	51	653	65	18	65	54	65	0	0	0	0
	118+00	52	653	65	18	65	54	65	0	0	0	0
	119+00	53	653	65	18	65	54	65	0	0	0	0
	120+00	54	653	65	18	65	54	65	0	0	0	0
	121+00	55	653	65	18	65	54	65	0	0	0	0
	122+00	56	653	65	18	65	54	65	0	0	0	0
	123+00	57	653	65	18	65	54	65	0	0	0	0
	124+00	58	653	65	18	65	54	65	0	0	0	0
	125+00	59	653	65	18	65	54	65	0	0	0	0
	126+00	60	653	65	18	65	54	65	0	0	0	0
	127+00	61	653	65	18	65	54	65	0	0	0	0
	128+00	62	653	65	18	65	54	65	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	129+00	63	653	65	18	65	54	65	0	0	0	0
	130+00	64	653	65	18	65	54	65	0	0	0	0
	131+00	65	653	65	18	65	0	65	0	0	0	0
	132+00	66	653	65	18	65	54	65	0	0	0	0
	133+00	67	653	65	18	65	54	65	0	0	0	0
	134+00	68	653	65	18	65	54	65	0	0	0	0
	135+00	69	653	65	18	65	54	65	0	0	0	0
	136+00	70	653	65	18	65	54	65	0	0	0	0
	137+00	71	653	65	18	65	54	65	0	0	0	0
	138+00	72	653	65	18	65	54	65	0	0	0	0
	139+00	73	653	65	18	65	54	65	0	0	0	0
	140+00	74	653	65	18	65	54	65	0	0	0	0
	141+00	75	653	65	18	65	54	65	0	0	0	0
	142+00	76										
SR-335 EB	point110	110	129	55	2	55	6	55	0	0	0	0
	point109	109	129	55	2	55	6	55	0	0	0	0
	point108	108	129	55	2	55	6	55	0	0	0	0
	point107	107	129	55	2	55	6	55	0	0	0	0
	point106	106	129	55	2	55	6	55	0	0	0	0
	point105	105	129	55	2	55	6	55	0	0	0	0
	point104	104	129	55	2	55	6	55	0	0	0	0
	point103	103	129	55	2	55	6	55	0	0	0	0
	point102	102	129	55	2	55	6	55	0	0	0	0
	12+00	101	129	55	2	55	6	55	0	0	0	0
	13+00	100	129	55	2	55	6	55	0	0	0	0
	14+00	99	129	55	2	55	6	55	0	0	0	0
	15+00	98	129	55	2	55	6	55	0	0	0	0
	16+00	97	129	55	2	55	6	55	0	0	0	0
	17+00	96	129	55	2	55	6	55	0	0	0	0
	18+00	95	129	55	2	55	6	55	0	0	0	0
	point111	111	129	55	2	55	6	55	0	0	0	0
	point117	117	129	55	2	55	6	55	0	0	0	0
	point116	116	129	55	2	55	6	55	0	0	0	0
	point115	115	129	55	2	55	6	55	0	0	0	0
	point114	114	129	55	2	55	6	55	0	0	0	0
	point113	113										
SR-335 WB	point120	120	129	55	2	55	6	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point121	121	129	55	2	55	6	55	0	0	0	0
	point122	122	129	55	2	55	6	55	0	0	0	0
	point123	123	129	55	2	55	6	55	0	0	0	0
	point119	119	129	55	2	55	6	55	0	0	0	0
	point77	77	129	55	2	55	6	55	0	0	0	0
	18+00	78	129	55	2	55	6	55	0	0	0	0
	17+00	79	129	55	2	55	6	55	0	0	0	0
	16+00	80	129	55	2	55	6	55	0	0	0	0
	15+00	81	129	55	2	55	6	55	0	0	0	0
	14+00	82	129	55	2	55	6	55	0	0	0	0
	13+00	83	129	55	2	55	6	55	0	0	0	0
	12+00	84	129	55	2	55	6	55	0	0	0	0
	point85	85	129	55	2	55	6	55	0	0	0	0
	point86	86	129	55	2	55	6	55	0	0	0	0
	point87	87	129	55	2	55	6	55	0	0	0	0
	point88	88	129	55	2	55	6	55	0	0	0	0
	point89	89	129	55	2	55	6	55	0	0	0	0
	point90	90	129	55	2	55	6	55	0	0	0	0
	point91	91	129	55	2	55	6	55	0	0	0	0
	point92	92	129	55	2	55	6	55	0	0	0	0
	point93	93										
CR-248 SB (Slocum/Highland Bend)	point136	136	27	35	1	35	0	0	0	0	0	0
	point135	135	27	35	1	35	0	0	0	0	0	0
	7+00	134	27	35	1	35	0	0	0	0	0	0
	8+00	133	27	35	1	35	0	0	0	0	0	0
	9+00	132	27	35	1	35	0	0	0	0	0	0
	10+00	131	27	35	1	35	0	0	0	0	0	0
	11+00	130	27	35	1	35	0	0	0	0	0	0
	12+00	129	27	35	1	35	0	0	0	0	0	0
	point128	128	27	35	1	35	0	0	0	0	0	0
	point127	127	27	35	1	35	0	0	0	0	0	0
	point126	126	27	35	1	35	0	0	0	0	0	0
	point125	125	27	35	1	35	0	0	0	0	0	0
	point160	160	27	35	1	35	0	0	0	0	0	0
	point159	159	27	35	1	35	0	0	0	0	0	0
	point158	158	27	35	1	35	0	0	0	0	0	0
	point157	157	27	35	1	35	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point156	156	27	35	1	35	0	0	0	0	0	0
	point155	155	27	35	1	35	0	0	0	0	0	0
	point154	154	27	35	1	35	0	0	0	0	0	0
	point153	153	27	35	1	35	0	0	0	0	0	0
	point152	152	27	35	1	35	0	0	0	0	0	0
	point151	151	27	35	1	35	0	0	0	0	0	0
	point150	150	27	35	1	35	0	0	0	0	0	0
	point149	149										
CR-248 NB (Slocum/Highland Bend)	point161	161	27	35	1	35	0	0	0	0	0	0
	point162	162	27	35	1	35	0	0	0	0	0	0
	point163	163	27	35	1	35	0	0	0	0	0	0
	point164	164	27	35	1	35	0	0	0	0	0	0
	point165	165	27	35	1	35	0	0	0	0	0	0
	point166	166	27	35	1	35	0	0	0	0	0	0
	point167	167	27	35	1	35	0	0	0	0	0	0
	point168	168	27	35	1	35	0	0	0	0	0	0
	point169	169	27	35	1	35	0	0	0	0	0	0
	point170	170	27	35	1	35	0	0	0	0	0	0
	point171	171	27	35	1	35	0	0	0	0	0	0
	point172	172	27	35	1	35	0	0	0	0	0	0
	point137	137	27	35	1	35	0	0	0	0	0	0
	point138	138	27	35	1	35	0	0	0	0	0	0
	point139	139	27	35	1	35	0	0	0	0	0	0
	point140	140	27	35	1	35	0	0	0	0	0	0
	12+00	141	27	35	1	35	0	0	0	0	0	0
	11+00	142	27	35	1	35	0	0	0	0	0	0
	10+00	143	27	35	1	35	0	0	0	0	0	0
	9+00	144	27	35	1	35	0	0	0	0	0	0
	8+00	145	27	35	1	35	0	0	0	0	0	0
	7+00	146	27	35	1	35	0	0	0	0	0	0
	point147	147	27	35	1	35	0	0	0	0	0	0
	point148	148										
Labold Ave EB	point205	205	10	25	1	25	0	0	0	0	0	0
	point204	204	10	25	1	25	0	0	0	0	0	0
	point203	203	10	25	1	25	0	0	0	0	0	0
	point202	202	10	25	1	25	0	0	0	0	0	0
	point201	201										

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

Labold Ave WB	point210	210	10	25	1	25	0	0	0	0	0	0
	point209	209	10	25	1	25	0	0	0	0	0	0
	point208	208	10	25	1	25	0	0	0	0	0	0
	point207	207	10	25	1	25	0	0	0	0	0	0
	point206	206										
Pershing Rd EB - New	30+25	193	27	25	1	25	0	0	0	0	0	0
	31+00	194	27	25	1	25	0	0	0	0	0	0
	point195	195	27	25	1	25	0	0	0	0	0	0
	point196	196	27	25	1	25	0	0	0	0	0	0
	point178	178	27	25	1	25	0	0	0	0	0	0
	point177	177	27	25	1	25	0	0	0	0	0	0
	point176	176	27	25	1	25	0	0	0	0	0	0
	point175	175	27	25	1	25	0	0	0	0	0	0
	point174	174	27	25	1	25	0	0	0	0	0	0
	point173	173										
Pershing Rd WB - New	point183	183	27	25	1	25	0	0	0	0	0	0
	point184	184	27	25	1	25	0	0	0	0	0	0
	point185	185	27	25	1	25	0	0	0	0	0	0
	point186	186	27	25	1	25	0	0	0	0	0	0
	point187	187	27	25	1	25	0	0	0	0	0	0
	point188	188	27	25	1	25	0	0	0	0	0	0
	point189	189	27	25	1	25	0	0	0	0	0	0
	point195	199	27	25	1	25	0	0	0	0	0	0
	31+00	198	27	25	1	25	0	0	0	0	0	0
	30+25	197										
Caryle Ave EB	point213	213	5	25	0	0	0	0	0	0	0	0
	point214	214	5	25	0	0	0	0	0	0	0	0
	point215	215	5	25	0	0	0	0	0	0	0	0
	point216	216	5	25	0	0	0	0	0	0	0	0
	point217	217										
Caryle Ave WB	point218	218	5	25	0	0	0	0	0	0	0	0
	point219	219	5	25	0	0	0	0	0	0	0	0
	point220	220	5	25	0	0	0	0	0	0	0	0
	point221	221	5	25	0	0	0	0	0	0	0	0
	point222	222										
Marne Ave EB	point223	223	10	25	1	25	0	0	0	0	0	0
	point224	224	10	25	1	25	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point225	225	10	25	1	25	0	0	0	0	0	0
	point226	226										
Marne Ave WB	point227	227	10	25	1	25	0	0	0	0	0	0
	point228	228	10	25	1	25	0	0	0	0	0	0
	point229	229	10	25	1	25	0	0	0	0	0	0
	point230	230										
Highland Ave SB	point231	231	2	25	0	0	0	0	0	0	0	0
	point232	232	2	25	0	0	0	0	0	0	0	0
	point233	233										
Highland Ave NB	point234	234	2	25	0	0	0	0	0	0	0	0
	point235	235	2	25	0	0	0	0	0	0	0	0
	point236	236										
Foch Ave EB	point237	237	2	25	0	0	0	0	0	0	0	0
	point238	238	2	25	0	0	0	0	0	0	0	0
	point239	239	2	25	0	0	0	0	0	0	0	0
	point240	240										
Foch Ave WB	point241	241	2	25	0	0	0	0	0	0	0	0
	point242	242	2	25	0	0	0	0	0	0	0	0
	point243	243	2	25	0	0	0	0	0	0	0	0
	point244	244										
Liberty Ave SB	point245	245	2	25	0	0	0	0	0	0	0	0
	point246	246										
Liberty Ave NB	point247	247	2	25	0	0	0	0	0	0	0	0
	point248	248										

Burton Planning Services	12 November 2013
Kimberly Burton	TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes	
PROJECT/CONTRACT:	SCI-823-10.13
RUN:	Build Alternative 2038

Roadway	Points												
Name	Name	No.	Segment		User 2		User 3		User 4		<unknown>		
			User 1		V	S	V	S	V	S	V	S	
			V	S	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
US-823 Bypass SB	142+00	38											
	141+00	37											
	140+00	36											
	139+00	35											
	138+00	34											
	137+00	33											
	136+00	32											
	135+00	31											
	134+00	30											
	133+00	29											
	132+00	28											
	131+00	27											
	130+00	26											
	129+00	25											
	128+00	24											
	127+00	23											
	126+00	22											
	125+00	21											
	124+00	20											
	123+00	19											
	122+00	18											
	121+00	17											
	120+00	16											
	119+00	15											
	118+00	14											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	117+00	13										
	116+00	12										
	115+00	11										
	114+00	10										
	113+00	9										
	112+00	8										
	111+00	7										
	110+00	6										
	109+00	5										
	108+00	4										
	107+00	3										
	106+00	2										
	105+00	1										
US-823 Bypass NB	105+00	39										
	106+00	40										
	107+00	41										
	108+00	42										
	109+00	43										
	110+00	44										
	111+00	45										
	112+00	46										
	113+00	47										
	114+00	48										
	115+00	49										
	116+00	50										
	117+00	51										
	118+00	52										
	119+00	53										
	120+00	54										
	121+00	55										
	122+00	56										
	123+00	57										
	124+00	58										
	125+00	59										
	126+00	60										
	127+00	61										
	128+00	62										

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	129+00	63											
	130+00	64											
	131+00	65											
	132+00	66											
	133+00	67											
	134+00	68											
	135+00	69											
	136+00	70											
	137+00	71											
	138+00	72											
	139+00	73											
	140+00	74											
	141+00	75											
	142+00	76											
SR-335 EB	point110	110											
	point109	109											
	point108	108											
	point107	107											
	point106	106											
	point105	105											
	point104	104											
	point103	103											
	point102	102											
	12+00	101											
	13+00	100											
	14+00	99											
	15+00	98											
	16+00	97											
	17+00	96											
	18+00	95											
	point111	111											
	point117	117											
	point116	116											
	point115	115											
	point114	114											
	point113	113											
SR-335 WB	point120	120											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point121	121										
	point122	122										
	point123	123										
	point119	119										
	point77	77										
	18+00	78										
	17+00	79										
	16+00	80										
	15+00	81										
	14+00	82										
	13+00	83										
	12+00	84										
	point85	85										
	point86	86										
	point87	87										
	point88	88										
	point89	89										
	point90	90										
	point91	91										
	point92	92										
	point93	93										
CR-248 SB (Slocum/Highland Bend)	point136	136										
	point135	135										
	7+00	134										
	8+00	133										
	9+00	132										
	10+00	131										
	11+00	130										
	12+00	129										
	point128	128										
	point127	127										
	point126	126										
	point125	125										
	point160	160										
	point159	159										
	point158	158										
	point157	157										

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point156	156											
	point155	155											
	point154	154											
	point153	153											
	point152	152											
	point151	151											
	point150	150											
	point149	149											
CR-248 NB (Slocum/Highland Bend)	point161	161											
	point162	162											
	point163	163											
	point164	164											
	point165	165											
	point166	166											
	point167	167											
	point168	168											
	point169	169											
	point170	170											
	point171	171											
	point172	172											
	point137	137											
	point138	138											
	point139	139											
	point140	140											
	12+00	141											
	11+00	142											
	10+00	143											
	9+00	144											
	8+00	145											
	7+00	146											
	point147	147											
	point148	148											
Labold Ave EB	point205	205											
	point204	204											
	point203	203											
	point202	202											
	point201	201											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

Labold Ave WB	point210	210											
	point209	209											
	point208	208											
	point207	207											
	point206	206											
Pershing Rd EB - New	30+25	193											
	31+00	194											
	point195	195											
	point196	196											
	point178	178											
	point177	177											
	point176	176											
	point175	175											
	point174	174											
	point173	173											
Pershing Rd WB - New	point183	183											
	point184	184											
	point185	185											
	point186	186											
	point187	187											
	point188	188											
	point189	189											
	point195	199											
	31+00	198											
	30+25	197											
Caryle Ave EB	point213	213											
	point214	214											
	point215	215											
	point216	216											
	point217	217											
Caryle Ave WB	point218	218											
	point219	219											
	point220	220											
	point221	221											
	point222	222											
Marne Ave EB	point223	223											
	point224	224											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point225	225											
	point226	226											
Marne Ave WB	point227	227											
	point228	228											
	point229	229											
	point230	230											
Highland Ave SB	point231	231											
	point232	232											
	point233	233											
Highland Ave NB	point234	234											
	point235	235											
	point236	236											
Foch Ave EB	point237	237											
	point238	238											
	point239	239											
	point240	240											
Foch Ave WB	point241	241											
	point242	242											
	point243	243											
	point244	244											
Liberty Ave SB	point245	245											
	point246	246											
Liberty Ave NB	point247	247											
	point248	248											

INPUT: RECEIVERS

SCI-823-10.13

Burton Planning Services												
Kimberly Burton												

**12 November 2013
TNM 2.5**

INPUT: RECEIVERS

PROJECT/CONTRACT:

SCI-823-10.13

RUN:

Build Alternative 2038

Receiver												
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.	
			X	Y	Z		Existing LAeq1h	Impact LAeq1h	Criteria Sub'I	NR Goal		
			ft	ft	ft	ft	dBA	dBA	dB	dB		
Receiver1	1	1	1,862,726.0	279,933.8	551.00	5.00	0.00	66	10.0	8.0	Y	
Receiver2	2	1	1,862,795.6	280,320.1	554.00	5.00	0.00	66	10.0	8.0	Y	
Receiver3	3	0	1,862,588.0	280,177.8	558.00	5.00	0.00	66	10.0	8.0	Y	
Receiver4	4	1	1,862,508.5	280,237.3	558.00	5.00	0.00	66	10.0	8.0	Y	
Receiver5	5	1	1,863,132.4	280,109.2	551.00	5.00	0.00	66	10.0	8.0	Y	
Receiver6	6	1	1,863,190.2	280,226.4	553.00	5.00	0.00	66	10.0	8.0	Y	
Receiver7	7	1	1,863,000.2	280,250.7	550.00	5.00	0.00	66	10.0	8.0	Y	
Receiver8	8	0	1,863,147.1	280,334.1	557.00	5.00	0.00	66	10.0	8.0	Y	
Receiver9	9	1	1,863,209.0	280,410.9	561.00	5.00	0.00	66	10.0	8.0	Y	
Receiver10	10	1	1,862,887.9	280,283.2	554.00	5.00	0.00	66	10.0	8.0	Y	
Receiver11	11	1	1,862,945.6	280,327.1	556.00	5.00	0.00	66	10.0	8.0	Y	
Receiver12	12	1	1,862,988.1	280,360.8	557.00	5.00	0.00	66	10.0	8.0	Y	
Receiver13	13	1	1,863,174.0	280,499.8	563.00	5.00	0.00	66	10.0	8.0	Y	
Receiver14/NR1	14	1	1,862,730.1	280,363.8	557.00	5.00	50.90	66	10.0	8.0	Y	
Receiver15	15	1	1,862,860.2	280,421.0	558.00	5.00	0.00	66	10.0	8.0	Y	
Receiver16	16	1	1,862,980.8	280,524.4	560.00	5.00	0.00	66	10.0	8.0	Y	
Receiver17	17	1	1,863,045.1	280,557.2	561.00	5.00	0.00	66	10.0	8.0	Y	
Receiver18/NR2	18	1	1,863,147.0	280,647.8	563.00	5.00	44.50	66	10.0	8.0	Y	
Receiver19	19	1	1,862,475.0	280,624.2	558.00	5.00	0.00	66	10.0	8.0	Y	
Receiver20	20	0	1,862,413.8	280,651.7	559.00	5.00	0.00	66	10.0	8.0	Y	
Receiver21	21	1	1,862,742.9	280,896.6	554.00	5.00	0.00	66	10.0	8.0	Y	
Receiver22	22	1	1,862,814.6	280,945.2	556.00	5.00	0.00	66	10.0	8.0	Y	
Receiver23	23	1	1,862,951.2	281,051.6	560.00	5.00	0.00	66	10.0	8.0	Y	
Receiver24	24	0	1,862,987.4	281,079.4	562.00	5.00	0.00	66	10.0	8.0	Y	

INPUT: RECEIVERS

SCI-823-10.13

Receiver25	25	0	1,863,013.2	281,104.0	564.00	5.00	0.00	66	10.0	8.0	Y
Receiver26	26	1	1,863,155.1	281,219.3	564.00	5.00	0.00	66	10.0	8.0	Y
Receiver27	27	1	1,863,203.8	281,237.6	563.00	5.00	0.00	66	10.0	8.0	Y
Receiver28	28	1	1,863,268.9	281,302.4	562.00	5.00	0.00	66	10.0	8.0	Y
Receiver29	29	1	1,863,340.8	281,360.2	559.00	5.00	0.00	66	10.0	8.0	Y
Receiver30	30	0	1,862,443.6	280,885.5	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver31	31	1	1,862,493.4	280,913.0	555.00	5.00	0.00	66	10.0	8.0	Y
Receiver32/NR3	32	1	1,862,757.9	281,126.5	555.00	5.00	45.30	66	10.0	8.0	Y
Receiver33	33	1	1,862,888.9	281,179.9	558.00	5.00	0.00	66	10.0	8.0	Y
Receiver34	34	0	1,862,995.9	281,263.8	560.00	5.00	0.00	66	10.0	8.0	Y
Receiver35	35	1	1,863,090.0	281,346.9	561.00	5.00	0.00	66	10.0	8.0	Y
Receiver36	36	1	1,863,119.8	281,355.0	562.00	5.00	0.00	66	10.0	8.0	Y
Receiver37	37	1	1,863,267.5	281,512.2	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver38	38	1	1,863,310.0	281,612.3	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver39	39	0	1,862,332.0	280,904.3	556.00	5.00	0.00	66	10.0	8.0	Y
Receiver40	40	0	1,862,424.8	280,980.9	556.00	5.00	0.00	66	10.0	8.0	Y
Receiver41	41	1	1,862,512.4	281,058.6	553.00	5.00	0.00	66	10.0	8.0	Y
Receiver42	42	1	1,862,518.9	281,123.2	551.00	5.00	0.00	66	10.0	8.0	Y
Receiver43	43	1	1,862,811.6	281,348.0	555.00	5.00	0.00	66	10.0	8.0	Y
Receiver44	44	1	1,862,875.0	281,395.6	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver45	45	1	1,862,912.9	281,432.6	558.00	5.00	0.00	66	10.0	8.0	Y
Receiver46	46	0	1,862,964.6	281,484.5	560.00	5.00	0.00	66	10.0	8.0	Y
Receiver47	47	1	1,863,030.6	281,520.9	559.00	5.00	0.00	66	10.0	8.0	Y
Receiver48	48	1	1,863,109.1	281,581.3	559.00	5.00	0.00	66	10.0	8.0	Y
Receiver49	49	1	1,863,171.6	281,584.5	558.00	5.00	0.00	66	10.0	8.0	Y
Receiver50	50	1	1,863,180.9	281,625.3	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver51	51	1	1,863,209.6	281,655.2	556.00	5.00	0.00	66	10.0	8.0	Y
Receiver52/NR6	52	1	1,863,485.8	281,659.2	548.00	5.00	57.10	66	10.0	8.0	Y
Receiver53	53	1	1,863,338.4	281,743.5	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver54	54	1	1,862,375.8	281,265.2	554.00	5.00	0.00	66	10.0	8.0	Y
Receiver55	55	1	1,862,530.6	281,391.1	552.00	5.00	0.00	66	10.0	8.0	Y
Receiver56	56	1	1,862,664.6	281,342.6	554.00	5.00	0.00	66	10.0	8.0	Y
Receiver57	57	1	1,862,725.0	281,458.0	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver58	58	1	1,862,803.5	281,499.2	556.00	5.00	0.00	66	10.0	8.0	Y
Receiver59	59	1	1,862,910.2	281,565.7	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver60	60	1	1,862,973.1	281,607.4	558.00	5.00	0.00	66	10.0	8.0	Y
Receiver61	61	1	1,863,087.5	281,722.6	554.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

SCI-823-10.13

Receiver62	62	1	1,863,232.2	281,828.0	555.00	5.00	0.00	66	10.0	8.0	Y
Receiver63	63	1	1,863,281.2	281,882.2	553.00	5.00	0.00	66	10.0	8.0	Y
Receiver64	64	1	1,863,347.0	281,930.2	548.00	5.00	0.00	66	10.0	8.0	Y
Receiver65	65	1	1,862,501.2	281,526.5	554.00	5.00	0.00	66	10.0	8.0	Y
Receiver66	66	1	1,862,645.2	281,596.4	554.00	5.00	0.00	66	10.0	8.0	Y
Receiver67	67	1	1,862,726.8	281,654.1	547.00	5.00	0.00	66	10.0	8.0	Y
Receiver68	68	1	1,862,850.0	281,723.7	556.00	5.00	0.00	66	10.0	8.0	Y
Receiver69/NR5	69	1	1,862,976.2	281,728.0	556.00	5.00	47.00	66	10.0	8.0	Y
Receiver70	70	1	1,862,803.0	281,849.2	555.00	5.00	0.00	66	10.0	8.0	Y
Receiver71	71	1	1,862,974.8	281,867.0	554.00	5.00	0.00	66	10.0	8.0	Y
Receiver72	72	1	1,863,039.5	281,924.2	554.00	5.00	0.00	66	10.0	8.0	Y
Receiver73	73	1	1,862,341.6	281,671.7	556.00	5.00	0.00	66	10.0	8.0	Y
Receiver74	74	1	1,862,556.1	281,786.0	553.00	5.00	0.00	66	10.0	8.0	Y
Receiver75	75	1	1,862,770.2	281,918.8	554.00	5.00	0.00	66	10.0	8.0	Y
Receiver76	76	1	1,862,980.5	282,035.2	553.00	5.00	0.00	66	10.0	8.0	Y
Receiver77	77	1	1,863,149.0	282,079.4	553.00	5.00	0.00	66	10.0	8.0	Y
Receiver78/NR4	78	1	1,862,238.4	281,798.0	556.00	5.00	46.60	66	10.0	8.0	Y
Receiver79	79	1	1,862,312.5	281,916.3	555.00	5.00	0.00	66	10.0	8.0	Y
Receiver2 Church											
Receiver3 Undeveloped Lands											
Receiver8 Undeveloped Lands											
Receiver14/NR1 395 Slocum											
Receiver18/NR2 Pentocostal Victory Chapel Labold Ave											
Receiver20 Storage Barn											
Receiver24 Undeveloped Lands											
Receiver25 Undeveloped Lands											
Receiver30 Undeveloped Lands											
Receiver32/NR3 Highland Bend Christian Baptist Church 115 M											
Receiver34 Undeveloped Lands											
Receiver39 Undeveloped Lands											
Receiver40 Undeveloped Lands											
Receiver46 Undeveloped Lands											
Receiver52/NR6 260 Marne Ave											
Receiver69/NR5 66 Foch St											
Receiver78/NR4 120 Highland Ave											

Burton Planning Services				12 November 2013																	
Kimberly Burton				TNM 2.5																	
INPUT: BARRIERS																					
PROJECT/CONTRACT:		SCI-823-10.13																			
RUN:		Build Alternative 2038																			
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	\$/ft			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					
Parapet 1	W	0.00	99.99	0.00					0.00	point1	1	1,862,133.0	280,711.2	619.20	3.00	0.00	0	0	Y		
										point2	2	1,862,132.0	280,811.2	615.10	3.00	0.00	0	0	Y		
										point3	3	1,862,130.9	280,911.2	611.10	3.00	0.00	0	0	Y		
										point4	4	1,862,129.6	281,011.2	607.50	3.00	0.00	0	0	Y		
										point5	5	1,862,128.6	281,111.2	604.50	3.00						
Parapet 2	W	0.00	99.99	0.00					0.00	point6	6	1,862,129.6	281,708.9	597.60	3.00	0.00	0	0	Y		
										point7	7	1,862,134.4	281,808.0	598.30	3.00	0.00	0	0	Y		
										point8	8	1,862,141.0	281,907.1	599.50	3.00	0.00	0	0	Y		
										point9	9	1,862,149.1	282,006.0	601.30	3.00	0.00	0	0	Y		
										point10	10	1,862,159.2	282,104.7	603.70	3.00	0.00	0	0	Y		
										point11	11	1,862,170.8	282,203.2	606.50	3.00	0.00	0	0	Y		
										point12	12	1,862,184.4	282,301.5	609.90	3.00	0.00	0	0	Y		
										point13	13	1,862,199.4	282,399.3	613.80	3.00	0.00	0	0	Y		
										point14	14	1,862,217.8	282,497.2	618.30	3.00	0.00	0	0	Y		
										point15	15	1,862,234.9	282,595.2	623.20	3.00						
Parapet 3	W	0.00	99.99	0.00					0.00	point16	16	1,862,142.1	279,911.3	652.00	3.00	0.00	0	0			
										point17	17	1,862,141.0	280,011.2	647.90	3.00	0.00	0	0			
										point18	18	1,862,139.9	280,111.2	643.80	3.00	0.00	0	0			
										point19	19	1,862,138.8	280,211.2	639.70	3.00	0.00	0	0			
										point20	20	1,862,137.6	280,311.2	635.60	3.00	0.00	0	0			
										point21	21	1,862,136.5	280,411.2	631.50	3.00						

INPUT: BUILDING ROWS

SCI-823-10.13

Burton Planning Services							12 November 2013
Kimberly Burton							TNM 2.5

INPUT: BUILDING ROWS

PROJECT/CONTRACT:

SCI-823-10.13

RUN:

Build Alternative 2038

Building Row			Points			
Name	Average Height	Building Percent	No.	Coordinates (ground)		
	ft	%		X	Y	Z
	ft	%		ft	ft	ft
<< This table is empty >>						

INPUT: TERRAIN LINES

SCI-823-10.13

Burton Planning Services		12 November 2013		
Kimberly Burton		TNM 2.5		
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:		SCI-823-10.13		
RUN:		Build Alternative 2038		
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line1	1	1,862,066.1	279,110.4	684.40
	2	1,862,065.0	279,210.3	680.70
	3	1,862,063.9	279,310.3	676.60
	4	1,862,062.8	279,410.3	672.50
	5	1,862,061.6	279,510.3	668.40
	6	1,862,060.5	279,610.3	664.30
	7	1,862,059.4	279,710.3	660.20
	8	1,862,058.2	279,810.3	656.10
	9	1,862,057.1	279,910.3	652.00
	10	1,862,056.0	280,010.3	647.90
	11	1,862,054.9	280,110.3	643.80
	12	1,862,053.8	280,210.3	639.70
	13	1,862,052.6	280,310.3	635.60
	14	1,862,051.5	280,410.3	631.50
	15	1,862,050.4	280,510.3	627.40
	16	1,862,049.2	280,610.2	623.30
	17	1,862,048.0	280,710.3	619.20
	18	1,862,047.0	280,810.2	615.10
	19	1,862,046.4	280,873.0	611.10
Terrain Line2	39	1,862,151.1	279,111.3	684.40
	40	1,862,150.0	279,211.3	680.70
	41	1,862,148.9	279,311.3	676.60
	42	1,862,147.8	279,411.3	672.50
	43	1,862,146.6	279,511.3	668.40
	44	1,862,145.5	279,611.3	664.30
	45	1,862,144.4	279,711.3	660.20

INPUT: TERRAIN LINES

SCI-823-10.13

	46	1,862,143.2	279,811.3	656.10
	47	1,862,142.1	279,911.3	652.00
Terrain Line9	125	1,862,040.0	282,020.0	507.50
	126	1,862,020.0	282,040.0	506.50
	127	1,861,960.0	281,980.0	507.20
	128	1,861,920.0	281,960.0	507.80
	129	1,861,863.5	281,953.6	506.00
	130	1,861,790.1	281,928.5	505.40
	131	1,861,767.2	281,901.3	504.30
Terrain Line10	132	1,862,400.0	282,160.0	510.10
	133	1,862,360.0	282,140.0	510.50
	134	1,862,280.0	282,120.0	509.30
	135	1,862,240.0	282,080.0	509.40
	136	1,862,200.0	282,100.0	508.80
Terrain Line11	137	1,862,346.0	281,048.9	554.00
	138	1,862,330.2	281,112.5	550.00
	139	1,862,328.0	281,212.4	550.00
	140	1,862,340.5	281,312.6	552.00
	141	1,862,361.2	281,412.9	540.00
	142	1,862,398.4	281,513.4	540.00
	143	1,862,292.6	281,612.1	550.00
	144	1,862,272.8	281,709.8	555.00
	145	1,862,207.6	281,766.6	556.00
	146	1,862,146.2	281,780.4	555.00
Terrain Line13	151	1,862,243.5	280,811.8	557.00
	152	1,862,279.6	280,912.1	555.00
	153	1,862,359.2	281,012.7	554.00
Terrain Line15	157	1,862,216.5	280,311.6	567.00
	158	1,862,325.2	280,412.4	562.00
	159	1,862,345.6	280,512.6	560.00
	160	1,862,342.4	280,612.5	560.00
	161	1,862,338.1	280,655.3	559.00
Terrain Line16	162	1,862,569.0	279,317.9	560.00
	163	1,862,581.6	279,514.2	550.00
	164	1,862,485.4	279,613.5	542.00
	165	1,862,461.4	279,713.4	558.00
	166	1,862,458.4	279,812.8	558.00

INPUT: TERRAIN LINES

SCI-823-10.13

	167	1,862,432.6	279,912.5	562.00
	168	1,862,316.1	280,012.3	567.00
	169	1,862,209.8	280,111.6	570.00
Terrain Line17	170	1,862,498.1	280,488.0	559.10
	171	1,862,443.4	280,552.5	558.80
	172	1,862,356.8	280,644.8	559.30
	173	1,862,305.1	280,696.2	558.50
	174	1,862,238.4	280,755.2	557.00
	175	1,862,159.6	280,816.3	556.40
	176	1,862,133.1	280,836.5	556.20
Terrain Line18	182	1,864,049.4	279,717.5	556.00
	183	1,863,950.8	279,734.0	553.00
	184	1,863,753.6	279,765.1	551.00
	185	1,863,554.8	279,780.9	542.00
	186	1,863,453.8	279,788.5	536.00
	187	1,863,357.4	279,819.2	534.00
	188	1,863,166.1	279,876.2	533.00
	189	1,862,969.4	279,922.0	548.00
	190	1,862,885.9	279,983.4	554.00
	191	1,862,804.8	280,085.6	555.00
	192	1,862,686.5	280,247.1	554.00
	193	1,862,564.4	280,405.3	557.50
Terrain Line19	194	1,862,514.9	280,502.2	559.10
	195	1,862,459.8	280,567.2	558.80
	196	1,862,372.5	280,660.1	559.30
	197	1,862,320.2	280,712.2	558.50
	198	1,862,252.4	280,772.1	557.00
	199	1,862,173.2	280,833.7	556.40
	200	1,862,134.0	280,866.4	556.20
Terrain Line20	206	1,864,053.0	279,739.2	556.00
	207	1,863,954.2	279,755.8	553.00
	208	1,863,756.2	279,786.9	551.00
	209	1,863,556.4	279,802.8	542.00
	210	1,863,458.0	279,810.2	536.00
	211	1,863,363.8	279,840.2	534.00
	212	1,863,171.8	279,897.5	533.00
	213	1,862,978.8	279,942.4	548.00

INPUT: TERRAIN LINES

SCI-823-10.13

	214	1,862,901.2	279,999.4	554.00
	215	1,862,822.2	280,099.0	555.00
	216	1,862,704.1	280,260.3	554.00
	217	1,862,581.9	280,418.8	557.50
RR 1	224	1,861,885.8	279,918.0	590.40
	225	1,862,009.6	280,027.2	590.10
	226	1,862,044.6	280,050.2	591.00
Terrain Line1-2	228	1,862,045.9	280,958.7	609.30
	20	1,862,044.6	281,010.2	607.50
	21	1,862,043.6	281,110.2	604.50
	22	1,862,042.5	281,210.2	602.00
	23	1,862,041.4	281,310.0	600.10
	24	1,862,040.4	281,410.0	598.60
	25	1,862,040.2	281,510.9	597.70
	26	1,862,041.5	281,611.6	597.40
	27	1,862,044.6	281,712.3	597.60
	28	1,862,049.5	281,812.9	598.30
	29	1,862,056.1	281,913.3	599.50
	30	1,862,064.5	282,013.8	601.30
	31	1,862,074.8	282,114.0	603.70
	32	1,862,086.5	282,214.0	606.50
	33	1,862,100.2	282,313.8	609.90
Terrain Line17-2	230	1,862,048.5	280,902.2	556.00
	177	1,862,001.6	280,938.7	555.90
	178	1,861,922.2	280,999.5	554.90
	179	1,861,842.4	281,059.2	555.20
	180	1,861,770.1	281,108.9	554.60
	181	1,861,633.4	281,174.3	550.50
Terrain Line19-2	231	1,862,046.4	280,931.4	556.00
	201	1,862,015.0	280,956.2	555.90
	202	1,861,935.5	281,017.0	554.90
	203	1,861,855.2	281,077.0	555.20
	204	1,861,781.2	281,128.0	554.60
	205	1,861,642.9	281,194.2	550.50
Terrain Line3-2	83	1,862,104.8	282,327.4	535.40
	84	1,862,011.8	282,280.1	534.30
	85	1,861,905.9	282,226.1	533.40

INPUT: TERRAIN LINES

SCI-823-10.13

	86	1,861,817.2	282,181.6	533.10
	87	1,861,737.9	282,141.0	533.60
	88	1,861,648.8	282,092.1	534.30
	89	1,861,577.8	282,047.5	534.40
	90	1,861,518.9	282,004.9	534.70
	91	1,861,472.5	281,967.7	535.00
	92	1,861,391.8	281,889.1	535.00
	93	1,861,251.4	281,726.2	535.00
Terrain Line4-2	100	1,862,094.9	282,347.1	535.40
	101	1,862,001.9	282,299.7	534.30
	102	1,861,896.0	282,245.8	533.40
	103	1,861,807.4	282,201.2	533.10
	104	1,861,727.6	282,160.5	533.60
	105	1,861,637.6	282,111.0	534.30
	106	1,861,565.4	282,065.7	534.40
	107	1,861,505.5	282,022.4	534.70
	108	1,861,457.9	281,984.2	535.00
	109	1,861,375.8	281,904.2	535.00
	110	1,861,234.8	281,740.6	535.00
Terrain Line1-2-2	234	1,862,109.4	282,368.4	611.90
	34	1,862,115.6	282,413.6	613.80
	35	1,862,134.0	282,512.3	618.30
	36	1,862,151.5	282,611.2	623.20
	37	1,862,172.1	282,710.2	628.20
	38	1,862,194.2	282,808.0	633.20
Terrain Line4	120	1,864,043.8	282,563.8	544.00
	121	1,863,844.0	282,580.6	545.00
	122	1,863,643.2	282,582.2	544.00
	123	1,863,443.0	282,571.0	544.00
	124	1,863,243.6	282,553.8	542.00
	113	1,862,937.9	282,521.8	543.00
	95	1,862,578.0	282,474.8	536.00
	96	1,862,478.6	282,463.4	537.00
	97	1,862,378.9	282,450.3	536.10
	98	1,862,280.2	282,427.9	536.40
	99	1,862,206.0	282,399.9	536.50
Terrain Line7-Terrain Line5-Terrain Line3	115	1,864,041.9	282,541.9	544.00

INPUT: TERRAIN LINES

SCI-823-10.13

	116	1,863,843.0	282,558.6	545.00
	117	1,863,643.8	282,560.2	544.00
	118	1,863,444.6	282,549.0	544.00
	112	1,863,245.8	282,531.9	542.00
	77	1,862,940.6	282,499.9	543.00
	78	1,862,580.8	282,452.9	536.00
	79	1,862,481.4	282,441.6	537.00
	80	1,862,382.8	282,428.7	536.10
	81	1,862,286.6	282,406.8	536.40
	82	1,862,197.4	282,373.4	536.50
Terrain Line36	236	1,863,695.9	282,076.1	551.00
	237	1,863,096.0	281,610.7	558.00
	238	1,862,773.5	281,350.4	554.00
	239	1,862,597.2	281,210.3	544.50
	240	1,862,455.6	281,099.6	554.00
	241	1,862,379.4	281,039.3	554.50
	242	1,862,303.2	280,980.5	553.50
Terrain Line37	246	1,863,682.4	282,093.5	551.00
	247	1,863,082.4	281,628.0	558.00
	248	1,862,759.8	281,367.6	554.00
	249	1,862,583.6	281,227.6	544.50
	250	1,862,442.0	281,116.9	554.00
	251	1,862,365.9	281,056.7	554.50
	252	1,862,289.9	280,998.0	553.50
Terrain Line38	256	1,862,215.9	280,821.6	556.00
	257	1,862,250.5	280,890.6	555.00
	258	1,862,273.8	280,941.9	554.00
	259	1,862,303.0	280,980.9	553.50
Terrain Line39	260	1,862,196.1	280,831.5	556.00
	261	1,862,230.6	280,900.1	555.00
	262	1,862,254.8	280,953.2	554.00
	263	1,862,285.4	280,994.1	553.50
Terrain Line40	268	1,863,574.4	280,858.2	562.00
	267	1,863,445.9	280,760.2	559.00
	266	1,863,199.4	280,568.7	564.00
	265	1,862,944.2	280,365.1	557.00
	264	1,862,750.0	280,208.4	553.00

INPUT: TERRAIN LINES

SCI-823-10.13

Terrain Line41	273	1,863,561.1	280,875.7	562.00
	272	1,863,432.4	280,777.6	559.00
	271	1,863,185.8	280,586.0	564.00
	270	1,862,930.5	280,382.3	557.00
	269	1,862,736.2	280,225.6	553.00
Terrain Line52-Terrain Line58-Terrain Line53-2-	304	1,863,279.6	281,008.3	589.50
	310	1,862,867.0	280,678.2	590.00
	309	1,862,565.0	280,449.9	589.80
	321	1,862,599.9	280,406.2	557.00
	284	1,862,902.4	280,632.4	559.00
	285	1,863,320.2	280,957.5	566.00
Terrain Line47-Terrain Line48-Terrain Line56-Te	287	1,863,223.6	281,078.3	567.00
	286	1,862,811.1	280,748.3	556.00
	316	1,862,517.9	280,507.7	559.00
	299	1,862,549.5	280,472.4	589.80
	300	1,862,846.2	280,705.7	590.00
	302	1,863,258.1	281,035.2	589.50
Terrain Line74	326	1,862,524.8	280,445.2	589.80
	327	1,862,539.1	280,423.9	589.80
Terrain Line53-Terrain Line57-Terrain Line49-Te	290	1,862,151.8	280,234.8	570.00
	291	1,862,228.8	280,297.6	569.00
	292	1,862,397.1	280,433.4	563.00
	313	1,862,478.1	280,497.8	559.00
	315	1,862,523.5	280,447.0	589.80
	297	1,862,431.1	280,389.9	589.20
	296	1,862,250.4	280,272.2	590.00
	311	1,862,166.9	280,218.6	591.00
	305	1,862,165.1	280,115.9	591.00
	306	1,862,289.8	280,219.0	590.00
	307	1,862,457.9	280,351.1	589.20
	319	1,862,541.6	280,421.1	589.80
	318	1,862,576.8	280,378.3	557.00
	325	1,862,496.8	280,314.5	561.00
	277	1,862,325.6	280,177.0	565.00
	276	1,862,230.5	280,098.2	569.00
Terrain Line76	328	1,862,563.5	280,453.7	589.80
	329	1,862,550.6	280,470.8	589.80

INPUT: TERRAIN LINES

SCI-823-10.13

Terrain Line2-2-2	331	1,862,128.6	281,111.2	604.50
	60	1,862,127.5	281,211.2	602.00
	61	1,862,126.4	281,310.9	600.10
	62	1,862,125.4	281,410.5	598.60
	63	1,862,125.2	281,510.4	597.70
	64	1,862,126.5	281,609.7	597.40
	65	1,862,129.6	281,708.9	597.60
Terrain Line2-2-2-2	333	1,862,234.9	282,595.2	623.20
	75	1,862,255.1	282,692.1	628.20
	76	1,862,277.1	282,789.2	633.20
Terrain Line2-2-2	335	1,862,136.5	280,411.2	631.50
	53	1,862,135.4	280,511.2	627.40
	54	1,862,134.2	280,611.2	623.30
	55	1,862,133.0	280,711.2	619.20

Burton Planning Services				12 November 2013	
Kimberly Burton				TNM 2.5	
INPUT: GROUND ZONES					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Build Alternative 2038			
Ground Zone			Points		
Name	Type	Flow Resistivity	No.	Coordinates	
		cgs rayls		X	Y
				ft	ft
Ground Zone1	Water	20000	1	1,861,267.2	281,568.1
			2	1,861,258.1	281,630.9
			3	1,861,441.4	281,841.8
			4	1,861,610.5	281,965.2
			5	1,862,064.9	282,196.1
			6	1,862,053.9	282,135.0
			7	1,861,954.0	282,085.7
			8	1,861,484.5	281,831.2
Ground Zone2	Water	20000	9	1,862,189.1	282,245.9
			10	1,862,604.1	282,331.4
			11	1,863,112.5	282,416.6
			12	1,863,643.2	282,473.8
			13	1,864,089.1	282,457.1
			14	1,864,078.1	282,390.9
			15	1,863,469.9	282,390.1
			16	1,862,916.9	282,313.2
			17	1,862,521.1	282,249.5
			18	1,862,181.2	282,171.0

INPUT: TREE ZONES

SCI-823-10.13

Burton Planning Services			12 November 2013		
Kimberly Burton			TNM 2.5		
INPUT: TREE ZONES					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Build Alternative 2038			
Tree Zone		Points			
Name	Average	No.	Coordinates (ground)		
	Height		X	Y	Z
	ft		ft	ft	ft
<< This table is empty >>					



Existing 2013 - Calibration Model		Sheet 1 of 1	12 Nov 2013
Plan View		Burton Planning Services	
Run name: calibration		Project/Contract No. SCI-823-10.13	
Scale:		TNM Version 2.5, Feb 2004	
		Analysis By: Kimberly Burton	
Roadway:	—————>	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	—————>	Contour Zone:	polygon
Building Row:	— — —	Parallel Barrier:	=====
Terrain Line:	—————	Skew Section:	— — —>

INPUT: ROADWAYS

SCI-823-10.13

Burton Planning Services					12 November 2013					
Kimberly Burton					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:	SCI-823-10.13									
RUN:	Existing 2013 - Calibration Model									

Roadway	Points						Flow Control			Segment
Name	Width	Name	No.	Coordinates (pavement)			Control	Speed	Percent	Pvmt
				X	Y	Z	Device	Constraint	Vehicles	On
									Affected	Struct?
	ft			ft	ft	ft		mph	%	
SR-335 EB	10.0	point110	110	1,861,246.9	281,730.1	535.00				Average
		point109	109	1,861,387.4	281,893.2	535.00				Average
		point108	108	1,861,468.5	281,972.2	535.00				Average
		point107	107	1,861,515.2	282,009.7	534.70				Average
		point106	106	1,861,574.4	282,052.4	534.40				Average
		point105	105	1,861,645.8	282,097.2	534.30				Average
		point104	104	1,861,735.1	282,146.3	533.60				Average
		point103	103	1,861,814.5	282,186.9	533.10				Average
		point102	102	1,861,903.1	282,231.5	533.40				Average
		12+00	101	1,862,009.1	282,285.4	534.30				Average
		13+00	100	1,862,102.0	282,332.8	535.40				Average
		14+00	99	1,862,195.0	282,378.9	536.50				Average
		15+00	98	1,862,284.9	282,412.6	536.40				Average
		16+00	97	1,862,381.8	282,434.6	536.10				Average
17+00	96	1,862,480.6	282,447.6	537.00				Average		
18+00	95	1,862,580.0	282,458.9	536.00				Average		
SR-335 WB	10.0	point111	111	1,862,939.8	282,505.8	543.00				Average
		point117	117	1,863,245.0	282,537.8	542.00				Average
		point116	116	1,863,444.1	282,555.0	544.00				Average
		point115	115	1,863,643.6	282,566.2	544.00				Average
		point114	114	1,863,843.2	282,564.6	545.00				Average
		point113	113	1,864,042.4	282,547.8	544.00				Average
		point120	120	1,864,043.2	282,557.8	544.00				Average
point121	121	1,863,843.8	282,574.6	545.00				Average		
		point122	122	1,863,643.4	282,576.2	544.00				Average
		point123	123	1,863,443.5	282,565.0	544.00				Average
		point119	119	1,863,244.0	282,547.8	542.00				Average

INPUT: ROADWAYS

SCI-823-10.13

		point77	77	1,862,938.6	282,515.8	543.00				Average	
		18+00	78	1,862,578.8	282,468.8	536.00				Average	
		17+00	79	1,862,479.4	282,457.5	537.00				Average	
		16+00	80	1,862,380.0	282,444.4	536.10				Average	
		15+00	81	1,862,282.0	282,422.2	536.40				Average	
		14+00	82	1,862,191.0	282,388.1	536.50				Average	
		13+00	83	1,862,097.5	282,341.7	535.40				Average	
		12+00	84	1,862,004.5	282,294.3	534.30				Average	
		point85	85	1,861,898.6	282,240.4	533.40				Average	
		point86	86	1,861,810.0	282,195.9	533.10				Average	
		point87	87	1,861,730.4	282,155.2	533.60				Average	
		point88	88	1,861,640.6	282,105.8	534.30				Average	
		point89	89	1,861,568.8	282,060.8	534.40				Average	
		point90	90	1,861,509.1	282,017.6	534.70				Average	
		point91	91	1,861,461.9	281,979.7	535.00				Average	
		point92	92	1,861,380.1	281,900.1	535.00				Average	
		point93	93	1,861,239.2	281,736.6	535.00					
CR-248 SB (Slocum/Highland Bend)	10.0	point136	136	1,861,636.0	281,179.7	550.50				Average	
		point135	135	1,861,773.2	281,114.1	554.60				Average	
		7+00	134	1,861,845.9	281,064.0	555.20				Average	
		8+00	133	1,861,925.9	281,004.2	554.90				Average	
		9+00	132	1,862,005.2	280,943.5	555.90				Average	
		10+00	131	1,862,084.6	280,882.5	556.00				Average	
		11+00	130	1,862,163.4	280,821.1	556.40				Average	
		12+00	129	1,862,242.2	280,759.8	557.00				Average	
		point128	128	1,862,309.2	280,700.6	558.50				Average	
		point127	127	1,862,361.0	280,649.0	559.30				Average	
		point126	126	1,862,447.9	280,556.5	558.80				Average	
		point125	125	1,862,502.6	280,491.9	559.10				Average	
		point160	160	1,862,569.1	280,409.0	557.50				Average	
		point159	159	1,862,691.4	280,250.7	554.00				Average	
		point158	158	1,862,809.5	280,089.3	555.00				Average	
		point157	157	1,862,890.0	279,987.8	554.00				Average	
		point156	156	1,862,972.0	279,927.5	548.00				Average	
		point155	155	1,863,167.6	279,882.0	533.00				Average	
		point154	154	1,863,359.1	279,824.9	534.00				Average	
		point153	153	1,863,454.9	279,794.4	536.00				Average	
		point152	152	1,863,555.1	279,786.9	542.00				Average	
		point151	151	1,863,754.4	279,771.0	551.00				Average	
		point150	150	1,863,951.8	279,740.0	553.00				Average	

INPUT: ROADWAYS

SCI-823-10.13

		point149	149	1,864,050.2	279,723.4	556.00				
CR-248 NB (Slocum/Highland Bend)	12.0	point161	161	1,864,052.0	279,733.3	556.00				Average
		point162	162	1,863,953.2	279,749.8	553.00				Average
		point163	163	1,863,755.5	279,780.9	551.00				Average
		point164	164	1,863,556.0	279,796.8	542.00				Average
		point165	165	1,863,456.8	279,804.3	536.00				Average
		point166	166	1,863,362.0	279,834.5	534.00				Average
		point167	167	1,863,170.2	279,891.7	533.00				Average
		point168	168	1,862,976.2	279,936.8	548.00				Average
		point169	169	1,862,897.0	279,995.0	554.00				Average
		point170	170	1,862,817.4	280,095.3	555.00				Average
		point171	171	1,862,699.4	280,256.7	554.00				Average
		point172	172	1,862,577.1	280,415.1	557.50				Average
		point137	137	1,862,510.2	280,498.3	559.10				Average
		point138	138	1,862,455.2	280,563.2	558.80				Average
		point139	139	1,862,368.2	280,655.9	559.30				Average
		point140	140	1,862,316.1	280,707.9	558.50				Average
		12+00	141	1,862,248.6	280,767.5	557.00				Average
		11+00	142	1,862,169.5	280,829.0	556.40				Average
		10+00	143	1,862,090.8	280,890.4	556.00				Average
		9+00	144	1,862,011.4	280,951.4	555.90				Average
		8+00	145	1,861,931.9	281,012.2	554.90				Average
		7+00	146	1,861,851.8	281,072.2	555.20				Average
		point147	147	1,861,778.2	281,122.8	554.60				Average
		point148	148	1,861,640.2	281,188.7	550.50				
Pershing Rd EB	10.0	point182	182	1,862,148.9	280,868.5	556.50	Stop	0.00	100	Average
		point181	181	1,862,182.8	280,895.4	553.50				Average
		point180	180	1,862,247.6	280,946.4	552.70				Average
		point179	179	1,862,299.6	280,985.3	553.50				Average
		point178	178	1,862,375.8	281,044.1	554.50				Average
		point177	177	1,862,452.0	281,104.3	554.00				Average
		point176	176	1,862,593.5	281,215.1	544.50				Average
		point175	175	1,862,769.8	281,355.1	554.00				Average
		point174	174	1,863,092.4	281,615.4	558.00				Average
		point173	173	1,863,692.2	282,080.8	551.00				
Pershing Rd WB	10.0	point183	183	1,863,686.1	282,088.8	551.00				Average
		point184	184	1,863,086.1	281,623.2	558.00				Average
		point185	185	1,862,763.5	281,362.9	554.00				Average
		point186	186	1,862,587.4	281,222.9	544.50				Average
		point187	187	1,862,445.8	281,112.2	554.00				Average

INPUT: ROADWAYS

SCI-823-10.13

		point188	188	1,862,369.5	281,052.0	554.50				Average
		point189	189	1,862,293.5	280,993.3	553.50				Average
		point190	190	1,862,241.6	280,954.3	552.70				Average
		point191	191	1,862,176.5	280,903.2	553.50				Average
		point192	192	1,862,142.6	280,876.3	556.50				
Labold Ave EB	10.0	point205	205	1,862,746.2	280,213.1	553.00	Stop	0.00	100	Average
		point204	204	1,862,940.5	280,369.8	557.00				Average
		point203	203	1,863,195.6	280,573.4	564.00				Average
		point202	202	1,863,442.1	280,765.0	559.00				Average
		point201	201	1,863,570.8	280,862.9	562.00				
Labold Ave WB	10.0	point206	206	1,863,564.8	280,870.9	562.00				Average
		point207	207	1,863,436.1	280,772.9	559.00				Average
		point208	208	1,863,189.5	280,581.2	564.00				Average
		point209	209	1,862,934.2	280,377.6	557.00				Average
		point210	210	1,862,740.0	280,220.9	553.00				
Caryle Ave EB	10.0	point215	215	1,862,892.2	280,020.6	554.00				Average
		point214	214	1,863,087.0	280,181.5	549.00				Average
		point213	213	1,863,194.4	280,272.6	556.00				Average
		point212	212	1,863,358.8	280,398.2	554.00				Average
		point211	211	1,863,584.8	280,575.6	559.00				
Caryle Ave WB	10.0	point221	221	1,863,572.8	280,585.5	559.00				Average
		point219	219	1,863,347.6	280,407.9	554.00				Average
		point218	218	1,863,182.5	280,280.3	556.00				Average
		point217	217	1,863,074.9	280,188.6	549.00				Average
		point216	216	1,862,884.8	280,030.1	554.00				
Marne Ave EB	10.0	point225	225	1,862,401.8	280,673.9	559.30				Average
		point224	224	1,862,545.5	280,785.8	553.70				Average
		point223	223	1,862,838.9	281,021.3	557.00				Average
		point222	222	1,863,268.9	281,356.0	560.00				
Marne Ave WB	10.0	point226	226	1,863,262.8	281,363.9	560.00				Average
		point227	227	1,862,832.6	281,029.2	557.00				Average
		point228	228	1,862,539.4	280,793.7	553.70				Average
		point229	229	1,862,395.6	280,681.8	559.30				
Highland Ave SB	10.0	point232	232	1,862,526.5	281,584.0	555.50				Average
		point231	231	1,862,580.5	281,532.0	555.50				Average
		point230	230	1,862,753.4	281,366.4	554.00				
Highland Ave NB	10.0	point233	233	1,862,760.4	281,373.6	554.00				Average
		point234	234	1,862,587.4	281,539.2	555.50				Average
		point235	235	1,862,533.4	281,591.2	555.50				
Foch Ave EB	10.0	point239	239	1,862,563.6	281,573.9	555.50				Average

INPUT: ROADWAYS**SCI-823-10.13**

		point238	238	1,862,596.5	281,611.9	555.00				Average	
		point237	237	1,862,901.1	281,844.8	556.00				Average	
		point236	236	1,863,016.2	281,950.5	554.00					
Foch Ave WB	10.0	point240	240	1,863,009.5	281,957.8	554.00				Average	
		point241	241	1,862,894.8	281,852.5	556.00				Average	
		point242	242	1,862,589.6	281,619.2	555.00				Average	
		point243	243	1,862,556.1	281,580.4	555.50					
Liberty Ave SB	10.0	point244	244	1,862,899.5	281,836.0	556.00				Average	
		point245	245	1,863,076.9	281,629.0	558.00					
Liberty Ave NB	10.0	point247	247	1,863,084.5	281,635.5	556.00				Average	
		point246	246	1,862,907.1	281,842.5	554.00					

INPUT: CONTOUR ZONES

SCI-823-10.13

Burton Planning Services				12 November 2013		
Kimberly Burton				TNM 2.5		
INPUT: CONTOUR ZONES						
PROJECT/CONTRACT:	SCI-823-10.13					
RUN:	Existing 2013 - Calibration Model					
Contour Zone				Points		
Name	Grid	Minimum	Contour	No.	Coordinates	
	Height	Grid	Tolerance		X	Y
		Spacing				
	ft	ft	dB		ft	ft
<< This table is empty >>						

INPUT: RECEIVER ADJUSTMENT FACTORS

MAH/TRU-80-4.50/0.00

Burton Planning Services, LLC		19 August 2012	
Kimberly Burton		TNM 2.5	
INPUT: RECEIVER ADJUSTMENT FACTORS			
PROJECT/CONTRACT:	MAH/TRU-80-4.50/0.00		
RUN:	Calibration - Group 1		
Receiver			
Name	No.	Individual Roadway Segment Adjustment Factors	
		Roadway	Segment
		Name	Name
			No.
			Adj. Factor
			dB
<< This table is empty >>			

INPUT: RECEIVER ADJUSTMENT FACTORS

SCI-823-10.13

Burton Planning Services			12 November 2013		
Kimberly Burton			TNM 2.5		
INPUT: RECEIVER ADJUSTMENT FACTORS					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Existing 2013 - Calibration Model			
Receiver					
Name		No. Individual Roadway Segment Adjustment Factors			
		Roadway		Segment	
		Name		No. Adj. Factor	
				dB	
<< This table is empty >>					

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

Burton Planning Services				12 November 2013	
Kimberly Burton				TNM 2.5	
INPUT: "STRUCTURE" BARRIERS					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Existing 2013 - Calibration Model			
Barrier		Segments		Shielded Roadways	
Name		Name No.		Name No.	
<< This table is empty >>					

INPUT: BARRIER NOISE REDUCTION COEFFICIENTS

SCI-823-10.13

Burton Planning Services					12 November 2013		
Kimberly Burton					TNM 2.5		
INPUT: BARRIER NOISE REDUCTION COEFFICIENTS							
PROJECT/CONTRACT:		SCI-823-10.13					
RUN:		Existing 2013 - Calibration Model					
Barrier	Segments				Reflected Roadways		Segments
Name	Name	No.	NRC		Name	Name	No.
			LSide	RSide			
<< This table is empty >>							

RESULTS: BARRIER DESCRIPTIONS

SCI-823-10.13

Burton Planning Services				12 November 2013					
Kimberly Burton				TNM 2.5					

RESULTS: BARRIER DESCRIPTIONS

PROJECT/CONTRACT:	SCI-823-10.13								
RUN:	Existing 2013 - Calibration Model								
BARRIER DESIGN:	INPUT HEIGHTS								

Barriers										
Name	Type	Heights along Barrier			Length	If Wall Area	If Berm Volume	Top Width	Run:Rise	Cost
		Min	Avg	Max						
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	\$
									Total Cost:	0

RESULTS: SOUND LEVELS

SCI-823-10.13

Burton Planning Services Kimberly Burton									12 November 2013 TNM 2.5 Calculated with TNM 2.5					
RESULTS: SOUND LEVELS PROJECT/CONTRACT: RUN: BARRIER DESIGN: ATMOSPHERICS:			SCI-823-10.13 Existing 2013 - Calibration Model INPUT HEIGHTS 68 deg F, 50% RH								Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.			

Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type	With Barrier	Noise Reduction				
			Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated LAeq1h	Calculated	Goal	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB		dBA	dB	dB		dB	dB
Receiver1	1	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver2	2	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver3	3	0	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver4	4	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver5	5	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver6	6	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver7	7	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver8	8	0	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver9	9	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver10	10	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver11	11	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver12	12	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver13	13	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver14/NR1	14	1	50.9	48.6	66	-2.3	10	----	48.6	0.0	8	-8.0	-8.0
Receiver15	15	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver16	16	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver17	17	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver18/NR2	18	1	44.5	41.8	66	-2.7	10	----	41.8	0.0	8	-8.0	-8.0
Receiver19	19	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver20	20	0	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver21	21	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver22	22	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver23	23	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver24	24	0	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0
Receiver25	25	0	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	0.0

RESULTS: SOUND LEVELS

SCI-823-10.13

Receiver26	26	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver27	27	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver28	28	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver29	29	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver30	30	0	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver31	31	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver32/NR3	32	1	45.3	42.5	66	-2.8	10	----	42.5	0.0	8	-8.0
Receiver33	33	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver34	34	0	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver35	35	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver36	36	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver37	37	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver38	38	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver39	39	0	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver40	40	0	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver41	41	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver42	42	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver43	43	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver44	44	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver45	45	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver46	46	0	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver47	47	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver48	48	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver49	49	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver50	50	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver51	51	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver52/NR6	52	1	57.1	40.6	66	-16.5	10	----	40.6	0.0	8	-8.0
Receiver53	53	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver54	54	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver55	55	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver56	56	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver57	57	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver58	58	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver59	59	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver60	60	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver61	61	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver62	62	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver63	63	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver64	64	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver65	65	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver66	66	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver67	67	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

RESULTS: SOUND LEVELS

SCI-823-10.13

Receiver68	68	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver69/NR5	69	0	47.0	44.4	66	-2.6	10	----	44.4	0.0	8	-8.0
Receiver70	70	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver71	71	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver72	72	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver73	73	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver74	74	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver75	75	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver76	76	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver77	77	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver78/NR4	78	1	46.6	48.3	66	1.7	10	----	48.3	0.0	8	-8.0
Receiver79	79	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		68	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

Burton Planning Services								12 November 2013
Kimberly Burton								TNM 2.5
								Calculated with TNM 2.5

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

PROJECT/CONTRACT:	SCI-823-10.13
RUN:	Existing 2013 - Calibration Model
BARRIER DESIGN:	INPUT HEIGHTS
ATMOSPHERICS:	68 deg F, 50% RH

Selected Receivers

Name	No.	Total	Important Barriers Name	Important Segments		
		LAeq1h		Name	No.	Partial LAeq1h
		dBA				
Receiver1	1	0.00				
Receiver2	2	0.00				
Receiver3	3	0.00				
Receiver4	4	0.00				
Receiver5	5	0.00				
Receiver6	6	0.00				
Receiver7	7	0.00				
Receiver8	8	0.00				
Receiver9	9	0.00				
Receiver10	10	0.00				
Receiver11	11	0.00				
Receiver12	12	0.00				
Receiver13	13	0.00				
Receiver14/NR1	14	48.60				
Receiver15	15	0.00				
Receiver16	16	0.00				
Receiver17	17	0.00				
Receiver18/NR2	18	41.80				
Receiver19	19	0.00				
Receiver20	20	0.00				
Receiver21	21	0.00				
Receiver22	22	0.00				

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

Receiver23	23	0.00			
Receiver24	24	0.00			
Receiver25	25	0.00			
Receiver26	26	0.00			
Receiver27	27	0.00			
Receiver28	28	0.00			
Receiver29	29	0.00			
Receiver30	30	0.00			
Receiver31	31	0.00			
Receiver32/NR3	32	42.50			
Receiver33	33	0.00			
Receiver34	34	0.00			
Receiver35	35	0.00			
Receiver36	36	0.00			
Receiver37	37	0.00			
Receiver38	38	0.00			
Receiver39	39	0.00			
Receiver40	40	0.00			
Receiver41	41	0.00			
Receiver42	42	0.00			
Receiver43	43	0.00			
Receiver44	44	0.00			
Receiver45	45	0.00			
Receiver46	46	0.00			
Receiver47	47	0.00			
Receiver48	48	0.00			
Receiver49	49	0.00			
Receiver50	50	0.00			
Receiver51	51	0.00			
Receiver52/NR6	52	40.60			
Receiver53	53	0.00			
Receiver54	54	0.00			
Receiver55	55	0.00			
Receiver56	56	0.00			
Receiver57	57	0.00			
Receiver58	58	0.00			
Receiver59	59	0.00			

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT**SCI-823-10.13**

Receiver60	60	0.00			
Receiver61	61	0.00			
Receiver62	62	0.00			
Receiver63	63	0.00			
Receiver64	64	0.00			
Receiver65	65	0.00			
Receiver66	66	0.00			
Receiver67	67	0.00			
Receiver68	68	0.00			
Receiver69/NR5	69	44.40			
Receiver70	70	0.00			
Receiver71	71	0.00			
Receiver72	72	0.00			
Receiver73	73	0.00			
Receiver74	74	0.00			
Receiver75	75	0.00			
Receiver76	76	0.00			
Receiver77	77	0.00			
Receiver78/NR4	78	48.30			
Receiver79	79	0.00			

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

Burton Planning Services		12 November 2013		
Kimberly Burton		TNM 2.5		
		Calculated with TNM 2.5		
RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE				
PROJECT/CONTRACT:		SCI-823-10.13		
RUN:		Existing 2013 - Calibration Model		
BARRIER DESIGN:		INPUT HEIGHTS		
ATMOSPHERICS:		68 deg F, 50% RH		
Receivers				
Name	No.	Total LAeq1h	Vehicle Type Name	Partial LAeq1h
		dBA		dBA
Receiver14/NR1	14	48.6	Autos	45.0
			MTrucks	42.0
			HTrucks	44.1
			Buses	
			Motorcycles	
Receiver18/NR2	18	41.8	Autos	37.4
			MTrucks	39.2
			HTrucks	31.4
			Buses	
			Motorcycles	
Receiver32/NR3	32	42.5	Autos	39.4
			MTrucks	37.6
			HTrucks	35.3
			Buses	
			Motorcycles	
Receiver52/NR6	52	40.6	Autos	37.6
			MTrucks	32.6
			HTrucks	35.9
			Buses	
			Motorcycles	
Receiver69/NR5	69	44.4	Autos	42.4
			MTrucks	35.3

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			HTrucks	38.2
			Buses	
			Motorcycles	
Receiver78/NR4	78	48.3	Autos	46.0
			MTrucks	35.5
			HTrucks	43.9
			Buses	
			Motorcycles	

Burton Planning Services		12 November 2013										
Kimberly Burton		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		SCI-823-10.13										
RUN:		Existing 2013 - Calibration Model										
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
SR-335 EB	point110	110	116	55	2	55	6	55	0	0	0	0
	point109	109	116	55	2	55	6	55	0	0	0	0
	point108	108	116	55	2	55	6	55	0	0	0	0
	point107	107	116	55	2	55	6	55	0	0	0	0
	point106	106	116	55	2	55	6	55	0	0	0	0
	point105	105	116	55	2	55	6	55	0	0	0	0
	point104	104	116	55	2	55	6	55	0	0	0	0
	point103	103	116	55	2	55	6	55	0	0	0	0
	point102	102	116	55	2	55	6	55	0	0	0	0
	12+00	101	116	55	2	55	6	55	0	0	0	0
	13+00	100	116	55	2	55	6	55	0	0	0	0
	14+00	99	116	55	2	55	6	55	0	0	0	0
	15+00	98	116	55	2	55	6	55	0	0	0	0
	16+00	97	116	55	2	55	6	55	0	0	0	0
	17+00	96	116	55	2	55	6	55	0	0	0	0
	18+00	95	116	55	2	55	6	55	0	0	0	0
	point111	111	116	55	2	55	6	55	0	0	0	0
	point117	117	116	55	2	55	6	55	0	0	0	0
	point116	116	116	55	2	55	6	55	0	0	0	0
	point115	115	116	55	2	55	6	55	0	0	0	0
	point114	114	116	55	2	55	6	55	0	0	0	0
	point113	113										
SR-335 WB	point120	120	116	55	2	55	6	55	0	0	0	0
	point121	121	116	55	2	55	6	55	0	0	0	0
	point122	122	116	55	2	55	6	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point123	123	116	55	2	55	6	55	0	0	0	0
	point119	119	116	55	2	55	6	55	0	0	0	0
	point77	77	116	55	2	55	6	55	0	0	0	0
	18+00	78	116	55	2	55	6	55	0	0	0	0
	17+00	79	116	55	2	55	6	55	0	0	0	0
	16+00	80	116	55	2	55	6	55	0	0	0	0
	15+00	81	116	55	2	55	6	55	0	0	0	0
	14+00	82	116	55	2	55	6	55	0	0	0	0
	13+00	83	116	55	2	55	6	55	0	0	0	0
	12+00	84	116	55	2	55	6	55	0	0	0	0
	point85	85	116	55	2	55	6	55	0	0	0	0
	point86	86	116	55	2	55	6	55	0	0	0	0
	point87	87	116	55	2	55	6	55	0	0	0	0
	point88	88	116	55	2	55	6	55	0	0	0	0
	point89	89	116	55	2	55	6	55	0	0	0	0
	point90	90	116	55	2	55	6	55	0	0	0	0
	point91	91	116	55	2	55	6	55	0	0	0	0
	point92	92	116	55	2	55	6	55	0	0	0	0
	point93	93										
CR-248 SB (Slocum/Highland Bend)	point136	136	20	35	1	35	1	35	0	0	0	0
	point135	135	20	35	1	35	1	35	0	0	0	0
	7+00	134	20	35	1	35	1	35	0	0	0	0
	8+00	133	20	35	1	35	1	35	0	0	0	0
	9+00	132	20	35	1	35	1	35	0	0	0	0
	10+00	131	20	35	1	35	1	35	0	0	0	0
	11+00	130	20	35	1	35	1	35	0	0	0	0
	12+00	129	20	35	1	35	1	35	0	0	0	0
	point128	128	20	35	1	35	1	35	0	0	0	0
	point127	127	20	35	1	35	1	35	0	0	0	0
	point126	126	20	35	1	35	1	35	0	0	0	0
	point125	125	20	35	1	35	1	35	0	0	0	0
	point160	160	20	35	1	35	1	35	0	0	0	0
	point159	159	20	35	1	35	1	35	0	0	0	0
	point158	158	20	35	1	35	1	35	0	0	0	0
	point157	157	20	35	1	35	1	35	0	0	0	0
	point156	156	20	35	1	35	1	35	0	0	0	0
	point155	155	20	35	1	35	1	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point154	154	20	35	1	35	1	35	0	0	0	0
	point153	153	20	35	1	35	1	35	0	0	0	0
	point152	152	20	35	1	35	1	35	0	0	0	0
	point151	151	20	35	1	35	1	35	0	0	0	0
	point150	150	20	35	1	35	1	35	0	0	0	0
	point149	149										
CR-248 NB (Slocum/Highland Bend)	point161	161	20	35	1	35	1	35	0	0	0	0
	point162	162	20	35	1	35	1	35	0	0	0	0
	point163	163	20	35	1	35	1	35	0	0	0	0
	point164	164	20	35	1	35	1	35	0	0	0	0
	point165	165	20	35	1	35	1	35	0	0	0	0
	point166	166	20	35	1	35	1	35	0	0	0	0
	point167	167	20	35	1	35	1	35	0	0	0	0
	point168	168	20	35	1	35	1	35	0	0	0	0
	point169	169	20	35	1	35	1	35	0	0	0	0
	point170	170	20	35	1	35	1	35	0	0	0	0
	point171	171	20	35	1	35	1	35	0	0	0	0
	point172	172	20	35	1	35	1	35	0	0	0	0
	point137	137	20	35	1	35	1	35	0	0	0	0
	point138	138	20	35	1	35	1	35	0	0	0	0
	point139	139	20	35	1	35	1	35	0	0	0	0
	point140	140	20	35	1	35	1	35	0	0	0	0
	12+00	141	20	35	1	35	1	35	0	0	0	0
	11+00	142	20	35	1	35	1	35	0	0	0	0
	10+00	143	20	35	1	35	1	35	0	0	0	0
	9+00	144	20	35	1	35	1	35	0	0	0	0
	8+00	145	20	35	1	35	1	35	0	0	0	0
	7+00	146	20	35	1	35	1	35	0	0	0	0
	point147	147	20	35	1	35	1	35	0	0	0	0
	point148	148										
Pershing Rd EB	point182	182	15	25	1	25	0	0	0	0	0	0
	point181	181	15	25	1	25	0	0	0	0	0	0
	point180	180	15	25	1	25	0	0	0	0	0	0
	point179	179	15	25	1	25	0	0	0	0	0	0
	point178	178	15	25	1	25	0	0	0	0	0	0
	point177	177	15	25	1	25	0	0	0	0	0	0
	point176	176	15	25	1	25	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point175	175	15	25	1	25	0	0	0	0	0	0
	point174	174	15	25	1	25	0	0	0	0	0	0
	point173	173										
Pershing Rd WB	point183	183	15	25	1	25	0	0	0	0	0	0
	point184	184	15	25	1	25	0	0	0	0	0	0
	point185	185	15	25	1	25	0	0	0	0	0	0
	point186	186	15	25	1	25	0	0	0	0	0	0
	point187	187	15	25	1	25	0	0	0	0	0	0
	point188	188	15	25	1	25	0	0	0	0	0	0
	point189	189	0	25	1	25	0	0	0	0	0	0
	point190	190	15	25	1	25	0	0	0	0	0	0
	point191	191	15	25	1	25	0	0	0	0	0	0
	point192	192										
Labold Ave EB	point205	205	10	25	1	25	0	0	0	0	0	0
	point204	204	10	25	1	25	0	0	0	0	0	0
	point203	203	10	25	1	25	0	0	0	0	0	0
	point202	202	10	25	1	25	0	0	0	0	0	0
	point201	201										
Labold Ave WB	point206	206	10	25	1	25	0	0	0	0	0	0
	point207	207	10	25	1	25	0	0	0	0	0	0
	point208	208	10	25	1	25	0	0	0	0	0	0
	point209	209	10	25	1	25	0	0	0	0	0	0
	point210	210										
Caryle Ave EB	point215	215	5	25	0	0	0	0	0	0	0	0
	point214	214	5	25	0	0	0	0	0	0	0	0
	point213	213	5	25	0	0	0	0	0	0	0	0
	point212	212	5	25	0	0	0	0	0	0	0	0
	point211	211										
Caryle Ave WB	point221	221	5	25	0	0	0	0	0	0	0	0
	point219	219	5	25	0	0	0	0	0	0	0	0
	point218	218	5	25	0	0	0	0	0	0	0	0
	point217	217	5	25	0	0	0	0	0	0	0	0
	point216	216										
Marne Ave EB	point225	225	10	25	1	25	0	0	0	0	0	0
	point224	224	10	25	1	25	0	0	0	0	0	0
	point223	223	10	25	1	25	0	0	0	0	0	0
	point222	222										

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

Marne Ave WB	point226	226	10	25	1	25	0	0	0	0	0	0
	point227	227	10	25	1	25	0	0	0	0	0	0
	point228	228	10	25	1	25	0	0	0	0	0	0
	point229	229										
Highland Ave SB	point232	232	2	25	0	0	0	0	0	0	0	0
	point231	231	2	25	0	0	0	0	0	0	0	0
	point230	230										
Highland Ave NB	point233	233	2	25	0	0	0	0	0	0	0	0
	point234	234	2	25	0	0	0	0	0	0	0	0
	point235	235										
Foch Ave EB	point239	239	2	25	0	0	0	0	0	0	0	0
	point238	238	2	25	0	0	0	0	0	0	0	0
	point237	237	2	25	0	0	0	0	0	0	0	0
	point236	236										
Foch Ave WB	point240	240	2	25	0	0	0	0	0	0	0	0
	point241	241	2	25	0	0	0	0	0	0	0	0
	point242	242	2	25	0	0	0	0	0	0	0	0
	point243	243										
Liberty Ave SB	point244	244	2	25	0	0	0	0	0	0	0	0
	point245	245										
Liberty Ave NB	point247	247	2	25	0	0	0	0	0	0	0	0
	point246	246										

RESULTS: BARRIER DESIGN

SCI-823-10.13

Burton Planning Services										12 November 2013
Kimberly Burton										TNM 2.5
										Calculated with TNM 2.5

RESULTS: BARRIER DESIGN

PROJECT/CONTRACT: SCI-823-10.13
RUN: Existing 2013 - Calibration Model
BARRIER DESIGN: INPUT HEIGHTS

ATMOSPHERICS: 68 deg F, 50% RH

Selected Receivers

Name	No.	Noise Reduction				Barrier Reviewed	Important Segments			Partial LAeq1h
		Calc	Calc	Goal	Calc-Goal		Name	No.	Height	
		L _{Aeq1h}	dBA	dB	dB				ft	
Receiver1	1	inactive	inactive	8	inactive					
Receiver2	2	inactive	inactive	8	inactive					
Receiver3	3	inactive	inactive	8	inactive					
Receiver4	4	inactive	inactive	8	inactive					
Receiver5	5	inactive	inactive	8	inactive					
Receiver6	6	inactive	inactive	8	inactive					
Receiver7	7	inactive	inactive	8	inactive					
Receiver8	8	inactive	inactive	8	inactive					
Receiver9	9	inactive	inactive	8	inactive					
Receiver10	10	inactive	inactive	8	inactive					
Receiver11	11	inactive	inactive	8	inactive					
Receiver12	12	inactive	inactive	8	inactive					
Receiver13	13	inactive	inactive	8	inactive					
Receiver14/NR1	14	48.6	0.0	8	-8.0					
Receiver15	15	inactive	inactive	8	inactive					
Receiver16	16	inactive	inactive	8	inactive					
Receiver17	17	inactive	inactive	8	inactive					
Receiver18/NR2	18	41.8	0.0	8	-8.0					
Receiver19	19	inactive	inactive	8	inactive					
Receiver20	20	inactive	inactive	8	inactive					
Receiver21	21	inactive	inactive	8	inactive					
Receiver22	22	inactive	inactive	8	inactive					

RESULTS: BARRIER DESIGN

SCI-823-10.13

Receiver23	23	inactive	inactive	8	inactive				
Receiver24	24	inactive	inactive	8	inactive				
Receiver25	25	inactive	inactive	8	inactive				
Receiver26	26	inactive	inactive	8	inactive				
Receiver27	27	inactive	inactive	8	inactive				
Receiver28	28	inactive	inactive	8	inactive				
Receiver29	29	inactive	inactive	8	inactive				
Receiver30	30	inactive	inactive	8	inactive				
Receiver31	31	inactive	inactive	8	inactive				
Receiver32/NR3	32	42.5	0.0	8	-8.0				
Receiver33	33	inactive	inactive	8	inactive				
Receiver34	34	inactive	inactive	8	inactive				
Receiver35	35	inactive	inactive	8	inactive				
Receiver36	36	inactive	inactive	8	inactive				
Receiver37	37	inactive	inactive	8	inactive				
Receiver38	38	inactive	inactive	8	inactive				
Receiver39	39	inactive	inactive	8	inactive				
Receiver40	40	inactive	inactive	8	inactive				
Receiver41	41	inactive	inactive	8	inactive				
Receiver42	42	inactive	inactive	8	inactive				
Receiver43	43	inactive	inactive	8	inactive				
Receiver44	44	inactive	inactive	8	inactive				
Receiver45	45	inactive	inactive	8	inactive				
Receiver46	46	inactive	inactive	8	inactive				
Receiver47	47	inactive	inactive	8	inactive				
Receiver48	48	inactive	inactive	8	inactive				
Receiver49	49	inactive	inactive	8	inactive				
Receiver50	50	inactive	inactive	8	inactive				
Receiver51	51	inactive	inactive	8	inactive				
Receiver52/NR6	52	40.6	-0.0	8	-8.0				
Receiver53	53	inactive	inactive	8	inactive				
Receiver54	54	inactive	inactive	8	inactive				
Receiver55	55	inactive	inactive	8	inactive				
Receiver56	56	inactive	inactive	8	inactive				
Receiver57	57	inactive	inactive	8	inactive				
Receiver58	58	inactive	inactive	8	inactive				
Receiver59	59	inactive	inactive	8	inactive				

RESULTS: BARRIER DESIGN

SCI-823-10.13

Receiver60	60	inactive	inactive	8	inactive				
Receiver61	61	inactive	inactive	8	inactive				
Receiver62	62	inactive	inactive	8	inactive				
Receiver63	63	inactive	inactive	8	inactive				
Receiver64	64	inactive	inactive	8	inactive				
Receiver65	65	inactive	inactive	8	inactive				
Receiver66	66	inactive	inactive	8	inactive				
Receiver67	67	inactive	inactive	8	inactive				
Receiver68	68	inactive	inactive	8	inactive				
Receiver69/NR5	69	44.4	0.0	8	-8.0				
Receiver70	70	inactive	inactive	8	inactive				
Receiver71	71	inactive	inactive	8	inactive				
Receiver72	72	inactive	inactive	8	inactive				
Receiver73	73	inactive	inactive	8	inactive				
Receiver74	74	inactive	inactive	8	inactive				
Receiver75	75	inactive	inactive	8	inactive				
Receiver76	76	inactive	inactive	8	inactive				
Receiver77	77	inactive	inactive	8	inactive				
Receiver78/NR4	78	48.3	0.0	8	-8.0				
Receiver79	79	inactive	inactive	8	inactive				
Total Cost, All Barriers (including additional cost(s))					\$0				

Burton Planning Services													
Kimberly Burton													

12 November 2013
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:	SCI-823-10.13												
RUN:	Existing 2013 - Calibration Model												

Roadway	Points												
Name	Name	No.	Segment		User 2		User 3		User 4		<unknown>		
			User 1		V	S	V	S	V	S	V	S	
			V	S	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
SR-335 EB	point110	110											
	point109	109											
	point108	108											
	point107	107											
	point106	106											
	point105	105											
	point104	104											
	point103	103											
	point102	102											
	12+00	101											
	13+00	100											
	14+00	99											
	15+00	98											
	16+00	97											
	17+00	96											
	18+00	95											
	point111	111											
	point117	117											
	point116	116											
	point115	115											
	point114	114											
	point113	113											
SR-335 WB	point120	120											
	point121	121											
	point122	122											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point123	123											
	point119	119											
	point77	77											
	18+00	78											
	17+00	79											
	16+00	80											
	15+00	81											
	14+00	82											
	13+00	83											
	12+00	84											
	point85	85											
	point86	86											
	point87	87											
	point88	88											
	point89	89											
	point90	90											
	point91	91											
	point92	92											
	point93	93											
CR-248 SB (Slocum/Highland Bend)	point136	136											
	point135	135											
	7+00	134											
	8+00	133											
	9+00	132											
	10+00	131											
	11+00	130											
	12+00	129											
	point128	128											
	point127	127											
	point126	126											
	point125	125											
	point160	160											
	point159	159											
	point158	158											
	point157	157											
	point156	156											
	point155	155											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point154	154											
	point153	153											
	point152	152											
	point151	151											
	point150	150											
	point149	149											
CR-248 NB (Slocum/Highland Bend)	point161	161											
	point162	162											
	point163	163											
	point164	164											
	point165	165											
	point166	166											
	point167	167											
	point168	168											
	point169	169											
	point170	170											
	point171	171											
	point172	172											
	point137	137											
	point138	138											
	point139	139											
	point140	140											
	12+00	141											
	11+00	142											
	10+00	143											
	9+00	144											
	8+00	145											
	7+00	146											
	point147	147											
	point148	148											
Pershing Rd EB	point182	182											
	point181	181											
	point180	180											
	point179	179											
	point178	178											
	point177	177											
	point176	176											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point175	175											
	point174	174											
	point173	173											
Pershing Rd WB	point183	183											
	point184	184											
	point185	185											
	point186	186											
	point187	187											
	point188	188											
	point189	189											
	point190	190											
	point191	191											
	point192	192											
Labold Ave EB	point205	205											
	point204	204											
	point203	203											
	point202	202											
	point201	201											
Labold Ave WB	point206	206											
	point207	207											
	point208	208											
	point209	209											
	point210	210											
Caryle Ave EB	point215	215											
	point214	214											
	point213	213											
	point212	212											
	point211	211											
Caryle Ave WB	point221	221											
	point219	219											
	point218	218											
	point217	217											
	point216	216											
Marne Ave EB	point225	225											
	point224	224											
	point223	223											
	point222	222											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

Marne Ave WB	point226	226											
	point227	227											
	point228	228											
	point229	229											
Highland Ave SB	point232	232											
	point231	231											
	point230	230											
Highland Ave NB	point233	233											
	point234	234											
	point235	235											
Foch Ave EB	point239	239											
	point238	238											
	point237	237											
	point236	236											
Foch Ave WB	point240	240											
	point241	241											
	point242	242											
	point243	243											
Liberty Ave SB	point244	244											
	point245	245											
Liberty Ave NB	point247	247											
	point246	246											

INPUT: RECEIVERS

SCI-823-10.13

Burton Planning Services							12 November 2013				
Kimberly Burton							TNM 2.5				
INPUT: RECEIVERS											
PROJECT/CONTRACT:		SCI-823-10.13									
RUN:		Existing 2013 - Calibration Model									
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	
Receiver1	1	1	1,862,726.0	279,933.8	551.00	5.00	0.00	66	10.0	8.0	
Receiver2	2	1	1,862,795.6	280,320.1	554.00	5.00	0.00	66	10.0	8.0	
Receiver3	3	0	1,862,588.0	280,177.8	558.00	5.00	0.00	66	10.0	8.0	
Receiver4	4	1	1,862,508.5	280,237.3	558.00	5.00	0.00	66	10.0	8.0	
Receiver5	5	1	1,863,132.4	280,109.2	551.00	5.00	0.00	66	10.0	8.0	
Receiver6	6	1	1,863,190.2	280,226.4	553.00	5.00	0.00	66	10.0	8.0	
Receiver7	7	1	1,863,000.2	280,250.7	550.00	5.00	0.00	66	10.0	8.0	
Receiver8	8	0	1,863,147.1	280,334.1	557.00	5.00	0.00	66	10.0	8.0	
Receiver9	9	1	1,863,209.0	280,410.9	561.00	5.00	0.00	66	10.0	8.0	
Receiver10	10	1	1,862,887.9	280,283.2	554.00	5.00	0.00	66	10.0	8.0	
Receiver11	11	1	1,862,945.6	280,327.1	556.00	5.00	0.00	66	10.0	8.0	
Receiver12	12	1	1,862,988.1	280,360.8	557.00	5.00	0.00	66	10.0	8.0	
Receiver13	13	1	1,863,174.0	280,499.8	563.00	5.00	0.00	66	10.0	8.0	
Receiver14/NR1	14	1	1,862,730.1	280,363.8	557.00	5.00	50.90	66	10.0	8.0	Y
Receiver15	15	1	1,862,860.2	280,421.0	558.00	5.00	0.00	66	10.0	8.0	
Receiver16	16	1	1,862,980.8	280,524.4	560.00	5.00	0.00	66	10.0	8.0	
Receiver17	17	1	1,863,045.1	280,557.2	561.00	5.00	0.00	66	10.0	8.0	
Receiver18/NR2	18	1	1,863,147.0	280,647.8	563.00	5.00	44.50	66	10.0	8.0	Y
Receiver19	19	1	1,862,475.0	280,624.2	558.00	5.00	0.00	66	10.0	8.0	
Receiver20	20	0	1,862,413.8	280,651.7	559.00	5.00	0.00	66	10.0	8.0	
Receiver21	21	1	1,862,742.9	280,896.6	554.00	5.00	0.00	66	10.0	8.0	
Receiver22	22	1	1,862,814.6	280,945.2	556.00	5.00	0.00	66	10.0	8.0	
Receiver23	23	1	1,862,951.2	281,051.6	560.00	5.00	0.00	66	10.0	8.0	
Receiver24	24	0	1,862,987.4	281,079.4	562.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

SCI-823-10.13

Receiver25	25	0	1,863,013.2	281,104.0	564.00	5.00	0.00	66	10.0	8.0	
Receiver26	26	1	1,863,155.1	281,219.3	564.00	5.00	0.00	66	10.0	8.0	
Receiver27	27	1	1,863,203.8	281,237.6	563.00	5.00	0.00	66	10.0	8.0	
Receiver28	28	1	1,863,268.9	281,302.4	562.00	5.00	0.00	66	10.0	8.0	
Receiver29	29	1	1,863,340.8	281,360.2	559.00	5.00	0.00	66	10.0	8.0	
Receiver30	30	0	1,862,443.6	280,885.5	557.00	5.00	0.00	66	10.0	8.0	
Receiver31	31	1	1,862,493.4	280,913.0	555.00	5.00	0.00	66	10.0	8.0	
Receiver32/NR3	32	1	1,862,757.9	281,126.5	555.00	5.00	45.30	66	10.0	8.0	Y
Receiver33	33	1	1,862,888.9	281,179.9	558.00	5.00	0.00	66	10.0	8.0	
Receiver34	34	0	1,862,995.9	281,263.8	560.00	5.00	0.00	66	10.0	8.0	
Receiver35	35	1	1,863,090.0	281,346.9	561.00	5.00	0.00	66	10.0	8.0	
Receiver36	36	1	1,863,119.8	281,355.0	562.00	5.00	0.00	66	10.0	8.0	
Receiver37	37	1	1,863,267.5	281,512.2	557.00	5.00	0.00	66	10.0	8.0	
Receiver38	38	1	1,863,310.0	281,612.3	557.00	5.00	0.00	66	10.0	8.0	
Receiver39	39	0	1,862,332.0	280,904.3	556.00	5.00	0.00	66	10.0	8.0	
Receiver40	40	0	1,862,424.8	280,980.9	556.00	5.00	0.00	66	10.0	8.0	
Receiver41	41	1	1,862,512.4	281,058.6	553.00	5.00	0.00	66	10.0	8.0	
Receiver42	42	1	1,862,518.9	281,123.2	551.00	5.00	0.00	66	10.0	8.0	
Receiver43	43	1	1,862,811.6	281,348.0	555.00	5.00	0.00	66	10.0	8.0	
Receiver44	44	1	1,862,875.0	281,395.6	557.00	5.00	0.00	66	10.0	8.0	
Receiver45	45	1	1,862,912.9	281,432.6	558.00	5.00	0.00	66	10.0	8.0	
Receiver46	46	0	1,862,964.6	281,484.5	560.00	5.00	0.00	66	10.0	8.0	
Receiver47	47	1	1,863,030.6	281,520.9	559.00	5.00	0.00	66	10.0	8.0	
Receiver48	48	1	1,863,109.1	281,581.3	559.00	5.00	0.00	66	10.0	8.0	
Receiver49	49	1	1,863,171.6	281,584.5	558.00	5.00	0.00	66	10.0	8.0	
Receiver50	50	1	1,863,180.9	281,625.3	557.00	5.00	0.00	66	10.0	8.0	
Receiver51	51	1	1,863,209.6	281,655.2	556.00	5.00	0.00	66	10.0	8.0	
Receiver52/NR6	52	1	1,863,485.8	281,659.2	548.00	5.00	57.10	66	10.0	8.0	Y
Receiver53	53	1	1,863,338.4	281,743.5	557.00	5.00	0.00	66	10.0	8.0	
Receiver54	54	1	1,862,375.8	281,265.2	554.00	5.00	0.00	66	10.0	8.0	
Receiver55	55	1	1,862,530.6	281,391.1	552.00	5.00	0.00	66	10.0	8.0	
Receiver56	56	1	1,862,664.6	281,342.6	554.00	5.00	0.00	66	10.0	8.0	
Receiver57	57	1	1,862,725.0	281,458.0	557.00	5.00	0.00	66	10.0	8.0	
Receiver58	58	1	1,862,803.5	281,499.2	556.00	5.00	0.00	66	10.0	8.0	
Receiver59	59	1	1,862,910.2	281,565.7	557.00	5.00	0.00	66	10.0	8.0	
Receiver60	60	1	1,862,973.1	281,607.4	558.00	5.00	0.00	66	10.0	8.0	
Receiver61	61	1	1,863,087.5	281,722.6	554.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

SCI-823-10.13

Receiver62	62	1	1,863,232.2	281,828.0	555.00	5.00	0.00	66	10.0	8.0	
Receiver63	63	1	1,863,281.2	281,882.2	553.00	5.00	0.00	66	10.0	8.0	
Receiver64	64	1	1,863,347.0	281,930.2	548.00	5.00	0.00	66	10.0	8.0	
Receiver65	65	1	1,862,501.2	281,526.5	554.00	5.00	0.00	66	10.0	8.0	
Receiver66	66	1	1,862,645.2	281,596.4	554.00	5.00	0.00	66	10.0	8.0	
Receiver67	67	1	1,862,726.8	281,654.1	547.00	5.00	0.00	66	10.0	8.0	
Receiver68	68	1	1,862,850.0	281,723.7	556.00	5.00	0.00	66	10.0	8.0	
Receiver69/NR5	69	0	1,862,976.2	281,728.0	556.00	5.00	47.00	66	10.0	8.0	Y
Receiver70	70	1	1,862,803.0	281,849.2	555.00	5.00	0.00	66	10.0	8.0	
Receiver71	71	1	1,862,974.8	281,867.0	554.00	5.00	0.00	66	10.0	8.0	
Receiver72	72	1	1,863,039.5	281,924.2	554.00	5.00	0.00	66	10.0	8.0	
Receiver73	73	1	1,862,341.6	281,671.7	556.00	5.00	0.00	66	10.0	8.0	
Receiver74	74	1	1,862,556.1	281,786.0	553.00	5.00	0.00	66	10.0	8.0	
Receiver75	75	1	1,862,770.2	281,918.8	554.00	5.00	0.00	66	10.0	8.0	
Receiver76	76	1	1,862,980.5	282,035.2	553.00	5.00	0.00	66	10.0	8.0	
Receiver77	77	1	1,863,149.0	282,079.4	553.00	5.00	0.00	66	10.0	8.0	
Receiver78/NR4	78	1	1,862,238.4	281,798.0	556.00	5.00	46.60	66	10.0	8.0	Y
Receiver79	79	1	1,862,312.5	281,916.3	555.00	5.00	0.00	66	10.0	8.0	
Receiver2 Church											
Receiver3 Undeveloped Lands											
Receiver8 Undeveloped Lands											
Receiver14/NR1 395 Slocum											
Receiver18/NR2 Pentocostal Victory Chapel Labold Ave											
Receiver20 Storage Barn											
Receiver24 Undeveloped Lands											
Receiver25 Undeveloped Lands											
Receiver30 Undeveloped Lands											
Receiver32/NR3 Highland Bend Christian Baptist Church 115 M											
Receiver34 Undeveloped Lands											
Receiver39 Undeveloped Lands											
Receiver40 Undeveloped Lands											
Receiver46 Undeveloped Lands											
Receiver52/NR6 260 Marne Ave											
Receiver69/NR5 66 Foch St											
Receiver78/NR4 120 Highland Ave											

Burton Planning Services										12 November 2013										
Kimberly Burton										TNM 2.5										
INPUT: BARRIERS																				
PROJECT/CONTRACT:					SCI-823-10.13															
RUN:					Existing 2013 - Calibration Model															
Barrier										Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment			On	Important	
		Min	Max	\$ per Unit Area	\$ per Unit Vol.	Top Width	Run:Rise	\$ 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				
<< This table is empty >>																				

INPUT: BUILDING ROWS

SCI-823-10.13

Burton Planning Services					12 November 2013
Kimberly Burton					TNM 2.5

INPUT: BUILDING ROWS

PROJECT/CONTRACT:

SCI-823-10.13

RUN:

Existing 2013 - Calibration Mod

Building Row		Points				
Name	Average Height	Building Percent	No.	Coordinates (ground)		
	ft	%		X	Y	Z
	ft	%		ft	ft	ft
<< This table is empty >>						

INPUT: TERRAIN LINES

SCI-823-10.13

Burton Planning Services		12 November 2013		
Kimberly Burton		TNM 2.5		
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:		SCI-823-10.13		
RUN:		Existing 2013 - Calibration Model		
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line9	125	1,862,040.0	282,020.0	507.50
	126	1,862,020.0	282,040.0	506.50
	127	1,861,960.0	281,980.0	507.20
	128	1,861,920.0	281,960.0	507.80
	129	1,861,863.5	281,953.6	506.00
	130	1,861,790.1	281,928.5	505.40
	131	1,861,767.2	281,901.3	504.30
Terrain Line10	132	1,862,400.0	282,160.0	510.10
	133	1,862,360.0	282,140.0	510.50
	134	1,862,280.0	282,120.0	509.30
	135	1,862,240.0	282,080.0	509.40
	136	1,862,200.0	282,100.0	508.80
Terrain Line17	170	1,862,498.1	280,488.0	559.10
	171	1,862,443.4	280,552.5	558.80
	172	1,862,356.8	280,644.8	559.30
	173	1,862,305.1	280,696.2	558.50
	174	1,862,238.4	280,755.2	557.00
	175	1,862,159.6	280,816.3	556.40
	176	1,862,124.5	280,843.5	556.20
Terrain Line18	182	1,864,049.4	279,717.5	556.00
	183	1,863,950.8	279,734.0	553.00
	184	1,863,753.6	279,765.1	551.00
	185	1,863,554.8	279,780.9	542.00
	186	1,863,453.8	279,788.5	536.00
	187	1,863,357.4	279,819.2	534.00
	188	1,863,166.1	279,876.2	533.00

INPUT: TERRAIN LINES

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	189	1,862,969.4	279,922.0	548.00
	190	1,862,885.9	279,983.4	554.00
	191	1,862,804.8	280,085.6	555.00
	192	1,862,686.5	280,247.1	554.00
	193	1,862,564.4	280,405.3	557.50
Terrain Line19	194	1,862,514.9	280,502.2	559.10
	195	1,862,459.8	280,567.2	558.80
	196	1,862,372.5	280,660.1	559.30
	197	1,862,320.2	280,712.2	558.50
	198	1,862,252.4	280,772.1	557.00
	199	1,862,173.2	280,833.7	556.40
	200	1,862,128.8	280,870.7	556.20
Terrain Line20	206	1,864,053.0	279,739.2	556.00
	207	1,863,954.2	279,755.8	553.00
	208	1,863,756.2	279,786.9	551.00
	209	1,863,556.4	279,802.8	542.00
	210	1,863,458.0	279,810.2	536.00
	211	1,863,363.8	279,840.2	534.00
	212	1,863,171.8	279,897.5	533.00
	213	1,862,978.8	279,942.4	548.00
	214	1,862,901.2	279,999.4	554.00
	215	1,862,822.2	280,099.0	555.00
	216	1,862,704.1	280,260.3	554.00
	217	1,862,581.9	280,418.8	557.50
RR 1	224	1,861,885.8	279,918.0	590.40
	225	1,862,009.6	280,027.2	590.10
	226	1,862,044.6	280,050.2	591.00
Terrain Line17-2	230	1,862,048.5	280,902.2	556.00
	177	1,862,001.6	280,938.7	555.90
	178	1,861,922.2	280,999.5	554.90
	179	1,861,842.4	281,059.2	555.20
	180	1,861,770.1	281,108.9	554.60
	181	1,861,633.4	281,174.3	550.50
Terrain Line19-2	231	1,862,046.4	280,931.4	556.00
	201	1,862,015.0	280,956.2	555.90
	202	1,861,935.5	281,017.0	554.90
	203	1,861,855.2	281,077.0	555.20

INPUT: TERRAIN LINES

SCI-823-10.13

	204	1,861,781.2	281,128.0	554.60
	205	1,861,642.9	281,194.2	550.50
Terrain Line3-2	83	1,862,104.8	282,327.4	535.40
	84	1,862,011.8	282,280.1	534.30
	85	1,861,905.9	282,226.1	533.40
	86	1,861,817.2	282,181.6	533.10
	87	1,861,737.9	282,141.0	533.60
	88	1,861,648.8	282,092.1	534.30
	89	1,861,577.8	282,047.5	534.40
	90	1,861,518.9	282,004.9	534.70
	91	1,861,472.5	281,967.7	535.00
	92	1,861,391.8	281,889.1	535.00
	93	1,861,251.4	281,726.2	535.00
Terrain Line4-2	100	1,862,094.9	282,347.1	535.40
	101	1,862,001.9	282,299.7	534.30
	102	1,861,896.0	282,245.8	533.40
	103	1,861,807.4	282,201.2	533.10
	104	1,861,727.6	282,160.5	533.60
	105	1,861,637.6	282,111.0	534.30
	106	1,861,565.4	282,065.7	534.40
	107	1,861,505.5	282,022.4	534.70
	108	1,861,457.9	281,984.2	535.00
	109	1,861,375.8	281,904.2	535.00
	110	1,861,234.8	281,740.6	535.00
Terrain Line4	120	1,864,043.8	282,563.8	544.00
	121	1,863,844.0	282,580.6	545.00
	122	1,863,643.2	282,582.2	544.00
	123	1,863,443.0	282,571.0	544.00
	124	1,863,243.6	282,553.8	542.00
	113	1,862,937.9	282,521.8	543.00
	95	1,862,578.0	282,474.8	536.00
	96	1,862,478.6	282,463.4	537.00
	97	1,862,378.9	282,450.3	536.10
	98	1,862,280.2	282,427.9	536.40
	99	1,862,188.6	282,393.6	536.50
Terrain Line7-Terrain Line5-Terrain Line3	115	1,864,041.9	282,541.9	544.00
	116	1,863,843.0	282,558.6	545.00

INPUT: TERRAIN LINES

SCI-823-10.13

	117	1,863,643.8	282,560.2	544.00
	118	1,863,444.6	282,549.0	544.00
	112	1,863,245.8	282,531.9	542.00
	77	1,862,940.6	282,499.9	543.00
	78	1,862,580.8	282,452.9	536.00
	79	1,862,481.4	282,441.6	537.00
	80	1,862,382.8	282,428.7	536.10
	81	1,862,286.6	282,406.8	536.40
	82	1,862,197.4	282,373.4	536.50
Terrain Line36	236	1,863,695.9	282,076.1	551.00
	237	1,863,096.0	281,610.7	558.00
	238	1,862,773.5	281,350.4	554.00
	239	1,862,597.2	281,210.3	544.50
	240	1,862,455.6	281,099.6	554.00
	241	1,862,379.4	281,039.3	554.50
	242	1,862,303.2	280,980.5	553.50
	243	1,862,251.2	280,941.7	552.70
	244	1,862,186.4	280,890.7	553.50
	245	1,862,152.6	280,863.8	556.50
Terrain Line37	246	1,863,682.4	282,093.5	551.00
	247	1,863,082.4	281,628.0	558.00
	248	1,862,759.8	281,367.6	554.00
	249	1,862,583.6	281,227.6	544.50
	250	1,862,442.0	281,116.9	554.00
	251	1,862,365.9	281,056.7	554.50
	252	1,862,289.9	280,998.0	553.50
	253	1,862,237.9	280,959.1	552.70
	254	1,862,172.8	280,908.0	553.50
	255	1,862,138.9	280,881.0	556.50
Terrain Line40	264	1,863,574.4	280,858.2	562.00
	265	1,863,445.9	280,760.2	559.00
	266	1,863,199.4	280,568.7	564.00
	267	1,862,944.2	280,365.1	557.00
	268	1,862,750.0	280,208.4	553.00
Terrain Line41	269	1,863,561.1	280,875.7	562.00
	270	1,863,432.4	280,777.6	559.00
	271	1,863,185.8	280,586.0	564.00

INPUT: TERRAIN LINES

SCI-823-10.13

	272	1,862,930.5	280,382.3	557.00
	273	1,862,736.2	280,225.6	553.00
Terrain Line42	289	1,862,151.8	280,234.8	570.00
	288	1,862,228.8	280,297.6	569.00
	287	1,862,397.1	280,433.4	563.00
	286	1,862,478.1	280,497.8	559.00
	285	1,862,523.5	280,447.0	589.80
	284	1,862,431.1	280,389.9	589.20
	283	1,862,250.4	280,272.2	590.00
	282	1,862,166.9	280,218.6	591.00
	281	1,862,165.1	280,115.9	591.00
	280	1,862,289.8	280,219.0	590.00
	279	1,862,457.9	280,351.1	589.20
	278	1,862,541.6	280,421.1	589.80
	277	1,862,576.8	280,378.3	557.00
	276	1,862,496.8	280,314.5	561.00
	275	1,862,325.6	280,177.0	565.00
	274	1,862,230.5	280,098.2	569.00
Terrain Line43	295	1,863,279.6	281,008.3	589.50
	294	1,862,867.0	280,678.2	590.00
	293	1,862,565.0	280,449.9	589.80
	292	1,862,599.9	280,406.3	557.00
	291	1,862,902.4	280,632.4	559.00
	290	1,863,320.2	280,957.5	566.00
Terrain Line44	301	1,863,223.6	281,078.3	567.00
	300	1,862,811.1	280,748.3	556.00
	299	1,862,517.9	280,507.7	559.00
	298	1,862,549.5	280,472.4	589.80
	297	1,862,846.2	280,705.7	590.00
	296	1,863,258.1	281,035.2	589.50
Terrain Line45	303	1,862,524.8	280,445.2	589.80
	302	1,862,539.1	280,423.9	589.80
Terrain Line46	305	1,862,563.5	280,453.7	589.80
	304	1,862,550.6	280,470.8	589.80

Burton Planning Services				12 November 2013	
Kimberly Burton				TNM 2.5	
INPUT: GROUND ZONES					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Existing 2013 - Calibration Model			
Ground Zone				Points	
Name	Type	Flow	No.	Coordinates	
		Resistivity		X	Y
		cgs rayls		ft	ft
Ground Zone1	Water	20000	1	1,861,267.2	281,568.1
			2	1,861,258.1	281,630.9
			3	1,861,441.4	281,841.8
			4	1,861,610.5	281,965.2
			5	1,862,064.9	282,196.1
			6	1,862,053.9	282,135.0
			7	1,861,954.0	282,085.7
			8	1,861,484.5	281,831.2
Ground Zone2	Water	20000	9	1,862,189.1	282,245.9
			10	1,862,604.1	282,331.4
			11	1,863,112.5	282,416.6
			12	1,863,643.2	282,473.8
			13	1,864,089.1	282,457.1
			14	1,864,078.1	282,390.9
			15	1,863,469.9	282,390.1
			16	1,862,916.9	282,313.2
			17	1,862,521.1	282,249.5
			18	1,862,181.2	282,171.0

INPUT: TREE ZONES

SCI-823-10.13

Burton Planning Services			12 November 2013		
Kimberly Burton			TNM 2.5		
INPUT: TREE ZONES					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Existing 2013 - Calibration Model			
Tree Zone		Points			
Name	Average	No.	Coordinates (ground)		
	Height		X	Y	Z
	ft		ft	ft	ft
<< This table is empty >>					



Existing 2013		Sheet 1 of 1	12 Nov 2013
Plan View		Burton Planning Services	
Run name: existing_run		Project/Contract No. SCI-823-10.13	
Scale:		TNM Version 2.5, Feb 2004	
		Analysis By: Kimberly Burton	
Roadway:	—————>	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	—————>	Contour Zone:	polygon
Building Row:	— — —	Parallel Barrier:	=====
Terrain Line:	—————	Skew Section:	— — —>

1861500 1862000 1862500 1863000 1863500 1864000

INPUT: ROADWAYS

SCI-823-10.13

Burton Planning Services					12 November 2013					
Kimberly Burton					TNM 2.5					
INPUT: ROADWAYS										
PROJECT/CONTRACT:	SCI-823-10.13						Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA			
RUN:	Existing 2013									

Roadway	Width	Points	Coordinates (pavement)			Flow Control			Segment		
Name		Name	No.	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
SR-335 EB	10.0	point110	110	1,861,246.9	281,730.1	535.00				Average	
		point109	109	1,861,387.4	281,893.2	535.00				Average	
		point108	108	1,861,468.5	281,972.2	535.00				Average	
		point107	107	1,861,515.2	282,009.7	534.70				Average	
		point106	106	1,861,574.4	282,052.4	534.40				Average	
		point105	105	1,861,645.8	282,097.2	534.30				Average	
		point104	104	1,861,735.1	282,146.3	533.60				Average	
		point103	103	1,861,814.5	282,186.9	533.10				Average	
		point102	102	1,861,903.1	282,231.5	533.40				Average	
		12+00	101	1,862,009.1	282,285.4	534.30				Average	
		13+00	100	1,862,102.0	282,332.8	535.40				Average	
		14+00	99	1,862,195.0	282,378.9	536.50				Average	
		15+00	98	1,862,284.9	282,412.6	536.40				Average	
		16+00	97	1,862,381.8	282,434.6	536.10				Average	
17+00	96	1,862,480.6	282,447.6	537.00				Average			
18+00	95	1,862,580.0	282,458.9	536.00				Average			
SR-335 WB	10.0	point111	111	1,862,939.8	282,505.8	543.00				Average	
		point117	117	1,863,245.0	282,537.8	542.00				Average	
		point116	116	1,863,444.1	282,555.0	544.00				Average	
		point115	115	1,863,643.6	282,566.2	544.00				Average	
		point114	114	1,863,843.2	282,564.6	545.00				Average	
		point113	113	1,864,042.4	282,547.8	544.00				Average	
SR-335 WB	10.0	point120	120	1,864,043.2	282,557.8	544.00				Average	
		point121	121	1,863,843.8	282,574.6	545.00				Average	
		point122	122	1,863,643.4	282,576.2	544.00				Average	
		point123	123	1,863,443.5	282,565.0	544.00				Average	
		point119	119	1,863,244.0	282,547.8	542.00				Average	

INPUT: ROADWAYS

SCI-823-10.13

		point77	77	1,862,938.6	282,515.8	543.00				Average	
		18+00	78	1,862,578.8	282,468.8	536.00				Average	
		17+00	79	1,862,479.4	282,457.5	537.00				Average	
		16+00	80	1,862,380.0	282,444.4	536.10				Average	
		15+00	81	1,862,282.0	282,422.2	536.40				Average	
		14+00	82	1,862,191.0	282,388.1	536.50				Average	
		13+00	83	1,862,097.5	282,341.7	535.40				Average	
		12+00	84	1,862,004.5	282,294.3	534.30				Average	
		point85	85	1,861,898.6	282,240.4	533.40				Average	
		point86	86	1,861,810.0	282,195.9	533.10				Average	
		point87	87	1,861,730.4	282,155.2	533.60				Average	
		point88	88	1,861,640.6	282,105.8	534.30				Average	
		point89	89	1,861,568.8	282,060.8	534.40				Average	
		point90	90	1,861,509.1	282,017.6	534.70				Average	
		point91	91	1,861,461.9	281,979.7	535.00				Average	
		point92	92	1,861,380.1	281,900.1	535.00				Average	
		point93	93	1,861,239.2	281,736.6	535.00					
CR-248 SB (Slocum/Highland Bend)	10.0	point136	136	1,861,636.0	281,179.7	550.50				Average	
		point135	135	1,861,773.2	281,114.1	554.60				Average	
		7+00	134	1,861,845.9	281,064.0	555.20				Average	
		8+00	133	1,861,925.9	281,004.2	554.90				Average	
		9+00	132	1,862,005.2	280,943.5	555.90				Average	
		10+00	131	1,862,084.6	280,882.5	556.00				Average	
		11+00	130	1,862,163.4	280,821.1	556.40				Average	
		12+00	129	1,862,242.2	280,759.8	557.00				Average	
		point128	128	1,862,309.2	280,700.6	558.50				Average	
		point127	127	1,862,361.0	280,649.0	559.30				Average	
		point126	126	1,862,447.9	280,556.5	558.80				Average	
		point125	125	1,862,502.6	280,491.9	559.10				Average	
		point160	160	1,862,569.1	280,409.0	557.50				Average	
		point159	159	1,862,691.4	280,250.7	554.00				Average	
		point158	158	1,862,809.5	280,089.3	555.00				Average	
		point157	157	1,862,890.0	279,987.8	554.00				Average	
		point156	156	1,862,972.0	279,927.5	548.00				Average	
		point155	155	1,863,167.6	279,882.0	533.00				Average	
		point154	154	1,863,359.1	279,824.9	534.00				Average	
		point153	153	1,863,454.9	279,794.4	536.00				Average	
		point152	152	1,863,555.1	279,786.9	542.00				Average	
		point151	151	1,863,754.4	279,771.0	551.00				Average	
		point150	150	1,863,951.8	279,740.0	553.00				Average	

INPUT: ROADWAYS

SCI-823-10.13

		point149	149	1,864,050.2	279,723.4	556.00				
CR-248 NB (Slocum/Highland Bend)	12.0	point161	161	1,864,052.0	279,733.3	556.00				Average
		point162	162	1,863,953.2	279,749.8	553.00				Average
		point163	163	1,863,755.5	279,780.9	551.00				Average
		point164	164	1,863,556.0	279,796.8	542.00				Average
		point165	165	1,863,456.8	279,804.3	536.00				Average
		point166	166	1,863,362.0	279,834.5	534.00				Average
		point167	167	1,863,170.2	279,891.7	533.00				Average
		point168	168	1,862,976.2	279,936.8	548.00				Average
		point169	169	1,862,897.0	279,995.0	554.00				Average
		point170	170	1,862,817.4	280,095.3	555.00				Average
		point171	171	1,862,699.4	280,256.7	554.00				Average
		point172	172	1,862,577.1	280,415.1	557.50				Average
		point137	137	1,862,510.2	280,498.3	559.10				Average
		point138	138	1,862,455.2	280,563.2	558.80				Average
		point139	139	1,862,368.2	280,655.9	559.30				Average
		point140	140	1,862,316.1	280,707.9	558.50				Average
		12+00	141	1,862,248.6	280,767.5	557.00				Average
		11+00	142	1,862,169.5	280,829.0	556.40				Average
		10+00	143	1,862,090.8	280,890.4	556.00				Average
		9+00	144	1,862,011.4	280,951.4	555.90				Average
		8+00	145	1,861,931.9	281,012.2	554.90				Average
		7+00	146	1,861,851.8	281,072.2	555.20				Average
		point147	147	1,861,778.2	281,122.8	554.60				Average
		point148	148	1,861,640.2	281,188.7	550.50				
Pershing Rd EB	10.0	point182	182	1,862,148.9	280,868.5	556.50	Stop	0.00	100	Average
		point181	181	1,862,182.8	280,895.4	553.50				Average
		point180	180	1,862,247.6	280,946.4	552.70				Average
		point179	179	1,862,299.6	280,985.3	553.50				Average
		point178	178	1,862,375.8	281,044.1	554.50				Average
		point177	177	1,862,452.0	281,104.3	554.00				Average
		point176	176	1,862,593.5	281,215.1	544.50				Average
		point175	175	1,862,769.8	281,355.1	554.00				Average
		point174	174	1,863,092.4	281,615.4	558.00				Average
		point173	173	1,863,692.2	282,080.8	551.00				
Pershing Rd WB	10.0	point183	183	1,863,686.1	282,088.8	551.00				Average
		point184	184	1,863,086.1	281,623.2	558.00				Average
		point185	185	1,862,763.5	281,362.9	554.00				Average
		point186	186	1,862,587.4	281,222.9	544.50				Average
		point187	187	1,862,445.8	281,112.2	554.00				Average

INPUT: ROADWAYS

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		point188	188	1,862,369.5	281,052.0	554.50				Average
		point189	189	1,862,293.5	280,993.3	553.50				Average
		point190	190	1,862,241.6	280,954.3	552.70				Average
		point191	191	1,862,176.5	280,903.2	553.50				Average
		point192	192	1,862,142.6	280,876.3	556.50				
Labold Ave EB	10.0	point205	205	1,862,746.2	280,213.1	553.00	Stop	0.00	100	Average
		point204	204	1,862,940.5	280,369.8	557.00				Average
		point203	203	1,863,195.6	280,573.4	564.00				Average
		point202	202	1,863,442.1	280,765.0	559.00				Average
		point201	201	1,863,570.8	280,862.9	562.00				
Labold Ave WB	10.0	point206	206	1,863,564.8	280,870.9	562.00				Average
		point207	207	1,863,436.1	280,772.9	559.00				Average
		point208	208	1,863,189.5	280,581.2	564.00				Average
		point209	209	1,862,934.2	280,377.6	557.00				Average
		point210	210	1,862,740.0	280,220.9	553.00				
Caryle Ave EB	10.0	point215	215	1,862,892.2	280,020.6	554.00	Stop	0.00	100	Average
		point214	214	1,863,087.0	280,181.5	549.00				Average
		point213	213	1,863,194.4	280,272.6	556.00				Average
		point212	212	1,863,358.8	280,398.2	554.00				Average
		point211	211	1,863,584.8	280,575.6	559.00				
Caryle Ave WB	10.0	point221	221	1,863,572.8	280,585.5	559.00				Average
		point219	219	1,863,347.6	280,407.9	554.00				Average
		point218	218	1,863,182.5	280,280.3	556.00				Average
		point217	217	1,863,074.9	280,188.6	549.00				Average
		point216	216	1,862,884.8	280,030.1	554.00				
Marne Ave EB	10.0	point225	225	1,862,401.8	280,673.9	559.30	Stop	0.00	100	Average
		point224	224	1,862,545.5	280,785.8	553.70				Average
		point223	223	1,862,838.9	281,021.3	557.00				Average
		point222	222	1,863,268.9	281,356.0	560.00				
Marne Ave WB	10.0	point226	226	1,863,262.8	281,363.9	560.00				Average
		point227	227	1,862,832.6	281,029.2	557.00				Average
		point228	228	1,862,539.4	280,793.7	553.70				Average
		point229	229	1,862,395.6	280,681.8	559.30				
Highland Ave SB	10.0	point232	232	1,862,526.5	281,584.0	555.50				Average
		point231	231	1,862,580.5	281,532.0	555.50				Average
		point230	230	1,862,753.4	281,366.4	554.00				
Highland Ave NB	10.0	point233	233	1,862,760.4	281,373.6	554.00	Stop	0.00	100	Average
		point234	234	1,862,587.4	281,539.2	555.50				Average
		point235	235	1,862,533.4	281,591.2	555.50				
Foch Ave EB	10.0	point239	239	1,862,563.6	281,573.9	555.50	Stop	0.00	100	Average

INPUT: ROADWAYS

SCI-823-10.13

		point238	238	1,862,596.5	281,611.9	555.00				Average	
		point237	237	1,862,901.1	281,844.8	556.00				Average	
		point236	236	1,863,016.2	281,950.5	554.00					
Foch Ave WB	10.0	point240	240	1,863,009.5	281,957.8	554.00				Average	
		point241	241	1,862,894.8	281,852.5	556.00				Average	
		point242	242	1,862,589.6	281,619.2	555.00				Average	
		point243	243	1,862,556.1	281,580.4	555.50					
Liberty Ave SB	10.0	point244	244	1,862,899.5	281,836.0	556.00	Stop	0.00	100	Average	
		point245	245	1,863,076.9	281,629.0	558.00					
Liberty Ave NB	10.0	point247	247	1,863,084.5	281,635.5	556.00	Stop	0.00	100	Average	
		point246	246	1,862,907.1	281,842.5	554.00					

INPUT: CONTOUR ZONES

SCI-823-10.13

Burton Planning Services							12 November 2013	
Kimberly Burton							TNM 2.5	
INPUT: CONTOUR ZONES								
PROJECT/CONTRACT:			SCI-823-10.13					
RUN:			Existing 2013					
Contour Zone				Points				
Name	Grid	Minimum	Contour	No.	Coordinates			
	Height	Grid	Tolerance		X	Y		
		Spacing						
	ft	ft	dB		ft	ft		
<< This table is empty >>								

INPUT: RECEIVER ADJUSTMENT FACTORS

SCI-823-10.13

Burton Planning Services			12 November 2013		
Kimberly Burton			TNM 2.5		
INPUT: RECEIVER ADJUSTMENT FACTORS					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Existing 2013			
Receiver					
Name		No. Individual Roadway Segment Adjustment Factors			
		Roadway		Segment	
		Name		No. Adj. Factor	
				dB	
<< This table is empty >>					

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

Burton Planning Services			12 November 2013		
Kimberly Burton			TNM 2.5		
INPUT: "STRUCTURE" BARRIERS					
PROJECT/CONTRACT:	SCI-823-10.13				
RUN:	Existing 2013				
Barrier	Segments		Shielded Roadways	Segments	
Name	Name	No.	Name	Name	No.
<< This table is empty >>					

INPUT: BARRIER NOISE REDUCTION COEFFICIENTS

SCI-823-10.13

Burton Planning Services					12 November 2013		
Kimberly Burton					TNM 2.5		
INPUT: BARRIER NOISE REDUCTION COEFFICIENTS							
PROJECT/CONTRACT:		SCI-823-10.13					
RUN:		Existing 2013					
Barrier		Segments			Reflected Roadways		Segments
Name	Name	No.	NRC		Name	Name	No.
			LSide	RSide			
<< This table is empty >>							

RESULTS: BARRIER DESCRIPTIONS

SCI-823-10.13

Burton Planning Services											12 November 2013											
Kimberly Burton											TNM 2.5											
RESULTS: BARRIER DESCRIPTIONS											PROJECT/CONTRACT: SCI-823-10.13											
PROJECT/CONTRACT:											Existing 2013											
RUN:											INPUT HEIGHTS											
BARRIER DESIGN:											INPUT HEIGHTS											
Barriers																						
Name											Type	Heights along Barrier			Length	If Wall	If Berm				Cost	
												Min	Avg	Max		Area	Volume	Top	Run:Rise			
												ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	\$		
																					Total Cost:	0

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

SCI-823-10.13

Burton Planning Services													12 November 2013
Kimberly Burton													TNM 2.5

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

PROJECT/CONTRACT: SCI-823-10.13
RUN: Existing 2013
BARRIER DESIGN: INPUT HEIGHTS

Barriers		Segments					Length		If Wall	On	Important	If Berm	Cost
Name	Type	Name	No.	Heights	Average	Second		Area	Struc?	Reflections?	Volume		
				First Point	ft	ft	ft	sq ft				cu yd	\$
<< This table is empty >>													

RESULTS: SOUND LEVELS

SCI-823-10.13

Burton Planning Services										12 November 2013			
Kimberly Burton										TNM 2.5			
										Calculated with TNM 2.5			
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		SCI-823-10.13											
RUN:		Existing 2013											
BARRIER DESIGN:		INPUT HEIGHTS						Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.					
ATMOSPHERICS:		68 deg F, 50% RH											

Receiver														
Name	No.	#DUs	Existing LAeq1h	No Barrier			Increase over existing			Type	With Barrier			
				Calculated	Crit'n	Calculated	Crit'n	Impact		Calculated LAeq1h	Noise Reduction			
							Sub'l Inc				Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB			dBA	dB	dB	dB	
Receiver1	1	1	0.0	40.9	66	40.9	10	----		40.9	0.0	8	-8.0	
Receiver2	2	1	0.0	50.6	66	50.6	10	----		50.6	0.0	8	-8.0	
Receiver3	3	0	0.0	43.6	66	43.6	10	----		43.6	0.0	8	-8.0	
Receiver4	4	1	0.0	40.3	66	40.3	10	----		40.3	0.0	8	-8.0	
Receiver5	5	1	0.0	42.0	66	42.0	10	----		42.0	0.0	8	-8.0	
Receiver6	6	1	0.0	42.9	66	42.9	10	----		42.9	0.0	8	-8.0	
Receiver7	7	1	0.0	43.2	66	43.2	10	----		43.2	0.0	8	-8.0	
Receiver8	8	0	0.0	40.7	66	40.7	10	----		40.7	0.0	8	-8.0	
Receiver9	9	1	0.0	40.3	66	40.3	10	----		40.3	0.0	8	-8.0	
Receiver10	10	1	0.0	51.9	66	51.9	10	----		51.9	0.0	8	-8.0	
Receiver11	11	1	0.0	50.8	66	50.8	10	----		50.8	0.0	8	-8.0	
Receiver12	12	1	0.0	49.5	66	49.5	10	----		49.5	0.0	8	-8.0	
Receiver13	13	1	0.0	47.1	66	47.1	10	----		47.1	0.0	8	-8.0	
Receiver14/NR1	14	1	50.9	47.4	66	-3.5	10	----		47.4	0.0	8	-8.0	
Receiver15	15	1	0.0	44.7	66	44.7	10	----		44.7	0.0	8	-8.0	
Receiver16	16	1	0.0	43.1	66	43.1	10	----		43.1	0.0	8	-8.0	
Receiver17	17	1	0.0	43.0	66	43.0	10	----		43.0	0.0	8	-8.0	
Receiver18/NR2	18	1	44.5	41.5	66	-3.0	10	----		41.5	0.0	8	-8.0	
Receiver19	19	1	0.0	50.9	66	50.9	10	----		50.9	0.0	8	-8.0	
Receiver20	20	0	0.0	56.5	66	56.5	10	----		56.5	0.0	8	-8.0	
Receiver21	21	1	0.0	48.9	66	48.9	10	----		48.9	0.0	8	-8.0	
Receiver22	22	1	0.0	47.6	66	47.6	10	----		47.6	0.0	8	-8.0	
Receiver23	23	1	0.0	46.5	66	46.5	10	----		46.5	0.0	8	-8.0	
Receiver24	24	0	0.0	46.4	66	46.4	10	----		46.4	0.0	8	-8.0	
Receiver25	25	0	0.0	47.0	66	47.0	10	----		47.0	0.0	8	-8.0	

RESULTS: SOUND LEVELS

SCI-823-10.13

Receiver26	26	1	0.0	47.2	66	47.2	10	----	47.2	0.0	8	-8.0
Receiver27	27	1	0.0	45.1	66	45.1	10	----	45.1	0.0	8	-8.0
Receiver28	28	1	0.0	45.7	66	45.7	10	----	45.7	0.0	8	-8.0
Receiver29	29	1	0.0	42.4	66	42.4	10	----	42.4	0.0	8	-8.0
Receiver30	30	0	0.0	45.9	66	45.9	10	----	45.9	0.0	8	-8.0
Receiver31	31	1	0.0	45.0	66	45.0	10	----	45.0	0.0	8	-8.0
Receiver32/NR3	32	1	45.3	44.2	66	-1.1	10	----	44.2	0.0	8	-8.0
Receiver33	33	1	0.0	44.8	66	44.8	10	----	44.8	0.0	8	-8.0
Receiver34	34	0	0.0	44.5	66	44.5	10	----	44.5	0.0	8	-8.0
Receiver35	35	1	0.0	44.2	66	44.2	10	----	44.2	0.0	8	-8.0
Receiver36	36	1	0.0	44.3	66	44.3	10	----	44.3	0.0	8	-8.0
Receiver37	37	1	0.0	44.0	66	44.0	10	----	44.0	0.0	8	-8.0
Receiver38	38	1	0.0	45.3	66	45.3	10	----	45.3	0.0	8	-8.0
Receiver39	39	0	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
Receiver40	40	0	0.0	49.3	66	49.3	10	----	49.3	0.0	8	-8.0
Receiver41	41	1	0.0	49.2	66	49.2	10	----	49.2	0.0	8	-8.0
Receiver42	42	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
Receiver43	43	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
Receiver44	44	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Receiver45	45	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
Receiver46	46	0	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Receiver47	47	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
Receiver48	48	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Receiver49	49	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0
Receiver50	50	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
Receiver51	51	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
Receiver52/NR6	52	1	57.1	42.1	66	-15.0	10	----	42.1	0.0	8	-8.0
Receiver53	53	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
Receiver54	54	1	0.0	44.9	66	44.9	10	----	44.9	0.0	8	-8.0
Receiver55	55	1	0.0	45.3	66	45.3	10	----	45.3	0.0	8	-8.0
Receiver56	56	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
Receiver57	57	1	0.0	48.6	66	48.6	10	----	48.6	0.0	8	-8.0
Receiver58	58	1	0.0	48.4	66	48.4	10	----	48.4	0.0	8	-8.0
Receiver59	59	1	0.0	49.7	66	49.7	10	----	49.7	0.0	8	-8.0
Receiver60	60	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
Receiver61	61	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
Receiver62	62	1	0.0	49.1	66	49.1	10	----	49.1	0.0	8	-8.0
Receiver63	63	1	0.0	47.9	66	47.9	10	----	47.9	0.0	8	-8.0
Receiver64	64	1	0.0	48.2	66	48.2	10	----	48.2	0.0	8	-8.0
Receiver65	65	1	0.0	44.7	66	44.7	10	----	44.7	0.0	8	-8.0
Receiver66	66	1	0.0	45.7	66	45.7	10	----	45.7	0.0	8	-8.0
Receiver67	67	1	0.0	41.5	66	41.5	10	----	41.5	0.0	8	-8.0

RESULTS: SOUND LEVELS

SCI-823-10.13

Receiver68	68	1	0.0	44.5	66	44.5	10	----	44.5	0.0	8	-8.0
Receiver69/NR5	69	0	47.0	49.6	66	2.6	10	----	49.6	0.0	8	-8.0
Receiver70	70	1	0.0	45.6	66	45.6	10	----	45.6	0.0	8	-8.0
Receiver71	71	1	0.0	45.6	66	45.6	10	----	45.6	0.0	8	-8.0
Receiver72	72	1	0.0	44.8	66	44.8	10	----	44.8	0.0	8	-8.0
Receiver73	73	1	0.0	45.6	66	45.6	10	----	45.6	0.0	8	-8.0
Receiver74	74	1	0.0	45.5	66	45.5	10	----	45.5	0.0	8	-8.0
Receiver75	75	1	0.0	45.6	66	45.6	10	----	45.6	0.0	8	-8.0
Receiver76	76	1	0.0	46.2	66	46.2	10	----	46.2	0.0	8	-8.0
Receiver77	77	1	0.0	46.4	66	46.4	10	----	46.4	0.0	8	-8.0
Receiver78/NR4	78	1	46.6	48.3	66	1.7	10	----	48.3	0.0	8	-8.0
Receiver79	79	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		68	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

Burton Planning Services			12 November 2013			
Kimberly Burton			TNM 2.5			
			Calculated with TNM 2.5			
RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT						
PROJECT/CONTRACT:		SCI-823-10.13				
RUN:		Existing 2013				
BARRIER DESIGN:		INPUT HEIGHTS				
ATMOSPHERICS:		68 deg F, 50% RH				
Selected Receivers						
Name	No.	Total	Important Barriers Name	Important Segments		
		L _{Aeq1h}		Name	No.	Partial L _{Aeq1h}
		dBA				
Receiver1	1	40.90				
Receiver2	2	50.60				
Receiver3	3	43.60				
Receiver4	4	40.30				
Receiver5	5	42.00				
Receiver6	6	42.90				
Receiver7	7	43.20				
Receiver8	8	40.70				
Receiver9	9	40.30				
Receiver10	10	51.90				
Receiver11	11	50.80				
Receiver12	12	49.50				
Receiver13	13	47.10				
Receiver14/NR1	14	47.40				
Receiver15	15	44.70				
Receiver16	16	43.10				
Receiver17	17	43.00				
Receiver18/NR2	18	41.50				
Receiver19	19	50.90				
Receiver20	20	56.50				
Receiver21	21	48.90				
Receiver22	22	47.60				

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT**SCI-823-10.13**

Receiver23	23	46.50			
Receiver24	24	46.40			
Receiver25	25	47.00			
Receiver26	26	47.20			
Receiver27	27	45.10			
Receiver28	28	45.70			
Receiver29	29	42.40			
Receiver30	30	45.90			
Receiver31	31	45.00			
Receiver32/NR3	32	44.20			
Receiver33	33	44.80			
Receiver34	34	44.50			
Receiver35	35	44.20			
Receiver36	36	44.30			
Receiver37	37	44.00			
Receiver38	38	45.30			
Receiver39	39	49.60			
Receiver40	40	49.30			
Receiver41	41	49.20			
Receiver42	42	54.70			
Receiver43	43	53.80			
Receiver44	44	53.40			
Receiver45	45	54.10			
Receiver46	46	55.20			
Receiver47	47	53.30			
Receiver48	48	53.10			
Receiver49	49	48.90			
Receiver50	50	51.50			
Receiver51	51	52.40			
Receiver52/NR6	52	42.10			
Receiver53	53	50.90			
Receiver54	54	44.90			
Receiver55	55	45.30			
Receiver56	56	51.80			
Receiver57	57	48.60			
Receiver58	58	48.40			
Receiver59	59	49.70			

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT**SCI-823-10.13**

Receiver60	60	50.20			
Receiver61	61	49.50			
Receiver62	62	49.10			
Receiver63	63	47.90			
Receiver64	64	48.20			
Receiver65	65	44.70			
Receiver66	66	45.70			
Receiver67	67	41.50			
Receiver68	68	44.50			
Receiver69/NR5	69	49.60			
Receiver70	70	45.60			
Receiver71	71	45.60			
Receiver72	72	44.80			
Receiver73	73	45.60			
Receiver74	74	45.50			
Receiver75	75	45.60			
Receiver76	76	46.20			
Receiver77	77	46.40			
Receiver78/NR4	78	48.30			
Receiver79	79	49.80			

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

Burton Planning Services			12 November 2013	
Kimberly Burton			TNM 2.5	
			Calculated with TNM 2.5	
RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE				
PROJECT/CONTRACT:	SCI-823-10.13			
RUN:	Existing 2013			
BARRIER DESIGN:	INPUT HEIGHTS			
ATMOSPHERICS:	68 deg F, 50% RH			
Receivers				
Name	No.	Total LAeq1h	Vehicle Type Name	Partial LAeq1h
		dBA		dBA
Receiver1	1	40.9	Autos	39.7
			MTrucks	34.6
			HTrucks	16.9
			Buses	
			Motorcycles	
Receiver2	2	50.6	Autos	48.4
			MTrucks	46.6
			HTrucks	15.8
			Buses	
			Motorcycles	
Receiver3	3	43.6	Autos	42.0
			MTrucks	38.5
			HTrucks	16.4
			Buses	
			Motorcycles	
Receiver4	4	40.3	Autos	38.8
			MTrucks	35.0
			HTrucks	15.3
			Buses	
			Motorcycles	
Receiver5	5	42.0	Autos	41.0
			MTrucks	34.8

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			HTrucks	20.9
			Buses	
			Motorcycles	
Receiver6	6	42.9	Autos	42.3
			MTrucks	32.9
			HTrucks	24.9
			Buses	
			Motorcycles	
Receiver7	7	43.2	Autos	41.5
			MTrucks	38.1
			HTrucks	18.6
			Buses	
			Motorcycles	
Receiver8	8	40.7	Autos	39.0
			MTrucks	35.7
			HTrucks	22.7
			Buses	
			Motorcycles	
Receiver9	9	40.3	Autos	37.9
			MTrucks	36.4
			HTrucks	24.5
			Buses	
			Motorcycles	
Receiver10	10	51.9	Autos	49.6
			MTrucks	48.1
			HTrucks	17.0
			Buses	
			Motorcycles	
Receiver11	11	50.8	Autos	48.2
			MTrucks	47.3
			HTrucks	17.9
			Buses	
			Motorcycles	
Receiver12	12	49.5	Autos	45.8
			MTrucks	47.1
			HTrucks	18.5
			Buses	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Motorcycles	
Receiver13	13	47.1	Autos	42.5
			MTrucks	45.2
			HTrucks	24.9
			Buses	
			Motorcycles	
Receiver14/NR1	14	47.4	Autos	46.0
			MTrucks	42.0
			HTrucks	15.5
			Buses	
			Motorcycles	
Receiver15	15	44.7	Autos	42.0
			MTrucks	41.3
			HTrucks	16.1
			Buses	
			Motorcycles	
Receiver16	16	43.1	Autos	39.3
			MTrucks	40.8
			HTrucks	17.1
			Buses	
			Motorcycles	
Receiver17	17	43.0	Autos	38.9
			MTrucks	40.9
			HTrucks	18.4
			Buses	
			Motorcycles	
Receiver18/NR2	18	41.5	Autos	37.6
			MTrucks	39.2
			HTrucks	22.4
			Buses	
			Motorcycles	
Receiver19	19	50.9	Autos	49.5
			MTrucks	44.9
			HTrucks	30.8
			Buses	
			Motorcycles	
Receiver20	20	56.5	Autos	54.9

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			MTrucks	51.5
			HTrucks	30.8
			Buses	
			Motorcycles	
Receiver21	21	48.9	Autos	44.3
			MTrucks	46.7
			HTrucks	34.5
			Buses	
			Motorcycles	
Receiver22	22	47.6	Autos	43.2
			MTrucks	45.4
			HTrucks	32.4
			Buses	
			Motorcycles	
Receiver23	23	46.5	Autos	43.2
			MTrucks	43.4
			HTrucks	33.4
			Buses	
			Motorcycles	
Receiver24	24	46.4	Autos	43.2
			MTrucks	43.2
			HTrucks	33.7
			Buses	
			Motorcycles	
Receiver25	25	47.0	Autos	43.7
			MTrucks	43.8
			HTrucks	34.0
			Buses	
			Motorcycles	
Receiver26	26	47.2	Autos	44.0
			MTrucks	44.0
			HTrucks	34.4
			Buses	
			Motorcycles	
Receiver27	27	45.1	Autos	42.0
			MTrucks	41.6
			HTrucks	33.9

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Buses	
			Motorcycles	
Receiver28	28	45.7	Autos	42.6
			MTrucks	42.1
			HTrucks	34.5
			Buses	
			Motorcycles	
Receiver29	29	42.4	Autos	39.8
			MTrucks	37.1
			HTrucks	34.3
			Buses	
			Motorcycles	
Receiver30	30	45.9	Autos	44.1
			MTrucks	40.4
			HTrucks	32.9
			Buses	
			Motorcycles	
Receiver31	31	45.0	Autos	43.0
			MTrucks	39.9
			HTrucks	32.6
			Buses	
			Motorcycles	
Receiver32/NR3	32	44.2	Autos	41.9
			MTrucks	39.3
			HTrucks	34.3
			Buses	
			Motorcycles	
Receiver33	33	44.8	Autos	42.3
			MTrucks	40.2
			HTrucks	34.6
			Buses	
			Motorcycles	
Receiver34	34	44.5	Autos	41.9
			MTrucks	40.0
			HTrucks	34.2
			Buses	
			Motorcycles	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

Receiver35	35	44.2	Autos	41.7
			MTrucks	39.1
			HTrucks	35.1
			Buses	
			Motorcycles	
Receiver36	36	44.3	Autos	41.7
			MTrucks	39.5
			HTrucks	35.2
			Buses	
			Motorcycles	
Receiver37	37	44.0	Autos	42.2
			MTrucks	36.5
			HTrucks	36.0
			Buses	
			Motorcycles	
Receiver38	38	45.3	Autos	43.7
			MTrucks	37.5
			HTrucks	36.7
			Buses	
			Motorcycles	
Receiver39	39	49.6	Autos	48.4
			MTrucks	42.8
			HTrucks	33.4
			Buses	
			Motorcycles	
Receiver40	40	49.3	Autos	48.1
			MTrucks	42.5
			HTrucks	33.7
			Buses	
			Motorcycles	
Receiver41	41	49.2	Autos	47.9
			MTrucks	42.9
			HTrucks	34.3
			Buses	
			Motorcycles	
Receiver42	42	54.7	Autos	53.3
			MTrucks	48.8

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			HTrucks	34.8
			Buses	
			Motorcycles	
Receiver43	43	53.8	Autos	52.4
			MTrucks	48.0
			HTrucks	35.4
			Buses	
			Motorcycles	
Receiver44	44	53.4	Autos	51.9
			MTrucks	47.6
			HTrucks	36.2
			Buses	
			Motorcycles	
Receiver45	45	54.1	Autos	52.6
			MTrucks	48.3
			HTrucks	36.4
			Buses	
			Motorcycles	
Receiver46	46	55.2	Autos	53.7
			MTrucks	49.7
			HTrucks	36.5
			Buses	
			Motorcycles	
Receiver47	47	53.3	Autos	51.9
			MTrucks	47.5
			HTrucks	36.4
			Buses	
			Motorcycles	
Receiver48	48	53.1	Autos	51.9
			MTrucks	46.7
			HTrucks	36.8
			Buses	
			Motorcycles	
Receiver49	49	48.9	Autos	47.6
			MTrucks	41.9
			HTrucks	36.6
			Buses	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Motorcycles	
Receiver50	50	51.5	Autos	50.3
			MTrucks	44.4
			HTrucks	37.2
			Buses	
			Motorcycles	
Receiver51	51	52.4	Autos	51.3
			MTrucks	45.3
			HTrucks	37.4
			Buses	
			Motorcycles	
Receiver52/NR6	52	42.1	Autos	40.0
			MTrucks	33.6
			HTrucks	35.7
			Buses	
			Motorcycles	
Receiver53	53	50.9	Autos	49.7
			MTrucks	43.8
			HTrucks	38.2
			Buses	
			Motorcycles	
Receiver54	54	44.9	Autos	43.1
			MTrucks	37.3
			HTrucks	37.0
			Buses	
			Motorcycles	
Receiver55	55	45.3	Autos	43.5
			MTrucks	37.2
			HTrucks	37.9
			Buses	
			Motorcycles	
Receiver56	56	51.8	Autos	50.4
			MTrucks	45.5
			HTrucks	36.1
			Buses	
			Motorcycles	
Receiver57	57	48.6	Autos	47.4

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			MTrucks	41.1
			HTrucks	36.6
			Buses	
			Motorcycles	
Receiver58	58	48.4	Autos	46.8
			MTrucks	42.1
			HTrucks	36.3
			Buses	
			Motorcycles	
Receiver59	59	49.7	Autos	48.2
			MTrucks	43.5
			HTrucks	36.9
			Buses	
			Motorcycles	
Receiver60	60	50.2	Autos	48.8
			MTrucks	43.9
			HTrucks	36.9
			Buses	
			Motorcycles	
Receiver61	61	49.5	Autos	48.2
			MTrucks	41.7
			HTrucks	38.4
			Buses	
			Motorcycles	
Receiver62	62	49.1	Autos	47.6
			MTrucks	41.6
			HTrucks	39.5
			Buses	
			Motorcycles	
Receiver63	63	47.9	Autos	46.1
			MTrucks	40.1
			HTrucks	40.2
			Buses	
			Motorcycles	
Receiver64	64	48.2	Autos	46.3
			MTrucks	40.3
			HTrucks	40.7

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Buses	
			Motorcycles	
Receiver65	65	44.7	Autos	42.8
			MTrucks	33.7
			HTrucks	39.1
			Buses	
			Motorcycles	
Receiver66	66	45.7	Autos	44.5
			MTrucks	34.2
			HTrucks	37.9
			Buses	
			Motorcycles	
Receiver67	67	41.5	Autos	40.3
			MTrucks	32.7
			HTrucks	32.0
			Buses	
			Motorcycles	
Receiver68	68	44.5	Autos	42.6
			MTrucks	34.5
			HTrucks	38.4
			Buses	
			Motorcycles	
Receiver69/NR5	69	49.6	Autos	49.0
			MTrucks	37.2
			HTrucks	38.1
			Buses	
			Motorcycles	
Receiver70	70	45.6	Autos	43.2
			MTrucks	32.7
			HTrucks	41.3
			Buses	
			Motorcycles	
Receiver71	71	45.6	Autos	43.9
			MTrucks	33.2
			HTrucks	39.9
			Buses	
			Motorcycles	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

Receiver72	72	44.8	Autos	41.8
			MTrucks	33.1
			HTrucks	41.2
			Buses	
			Motorcycles	
Receiver73	73	45.6	Autos	43.1
			MTrucks	33.4
			HTrucks	41.3
			Buses	
			Motorcycles	
Receiver74	74	45.5	Autos	42.8
			MTrucks	33.2
			HTrucks	41.6
			Buses	
			Motorcycles	
Receiver75	75	45.6	Autos	42.5
			MTrucks	32.7
			HTrucks	42.3
			Buses	
			Motorcycles	
Receiver76	76	46.2	Autos	42.4
			MTrucks	33.1
			HTrucks	43.4
			Buses	
			Motorcycles	
Receiver77	77	46.4	Autos	42.5
			MTrucks	33.8
			HTrucks	43.8
			Buses	
			Motorcycles	
Receiver78/NR4	78	48.3	Autos	46.0
			MTrucks	35.6
			HTrucks	43.8
			Buses	
			Motorcycles	
Receiver79	79	49.8	Autos	47.5
			MTrucks	37.0

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			HTrucks	45.2
			Buses	
			Motorcycles	

RESULTS: BARRIER DESIGN

SCI-823-10.13

Receiver23	23	46.5	0.0	8	-8.0				
Receiver24	24	46.4	0.0	8	-8.0				
Receiver25	25	47.0	-0.0	8	-8.0				
Receiver26	26	47.2	0.0	8	-8.0				
Receiver27	27	45.1	0.0	8	-8.0				
Receiver28	28	45.7	-0.0	8	-8.0				
Receiver29	29	42.4	-0.0	8	-8.0				
Receiver30	30	45.9	0.0	8	-8.0				
Receiver31	31	45.0	0.0	8	-8.0				
Receiver32/NR3	32	44.2	0.0	8	-8.0				
Receiver33	33	44.8	-0.0	8	-8.0				
Receiver34	34	44.5	0.0	8	-8.0				
Receiver35	35	44.2	-0.0	8	-8.0				
Receiver36	36	44.3	0.0	8	-8.0				
Receiver37	37	44.0	-0.0	8	-8.0				
Receiver38	38	45.3	-0.0	8	-8.0				
Receiver39	39	49.6	-0.0	8	-8.0				
Receiver40	40	49.3	0.0	8	-8.0				
Receiver41	41	49.2	0.0	8	-8.0				
Receiver42	42	54.7	-0.0	8	-8.0				
Receiver43	43	53.8	0.0	8	-8.0				
Receiver44	44	53.4	-0.0	8	-8.0				
Receiver45	45	54.1	-0.0	8	-8.0				
Receiver46	46	55.2	0.0	8	-8.0				
Receiver47	47	53.3	0.0	8	-8.0				
Receiver48	48	53.1	0.0	8	-8.0				
Receiver49	49	48.9	0.0	8	-8.0				
Receiver50	50	51.5	-0.0	8	-8.0				
Receiver51	51	52.4	-0.0	8	-8.0				
Receiver52/NR6	52	42.1	-0.0	8	-8.0				
Receiver53	53	50.9	-0.0	8	-8.0				
Receiver54	54	44.9	0.0	8	-8.0				
Receiver55	55	45.3	-0.0	8	-8.0				
Receiver56	56	51.8	-0.0	8	-8.0				
Receiver57	57	48.6	-0.0	8	-8.0				
Receiver58	58	48.4	-0.0	8	-8.0				
Receiver59	59	49.7	-0.0	8	-8.0				

RESULTS: BARRIER DESIGN

SCI-823-10.13

Receiver60	60	50.2	0.0	8	-8.0				
Receiver61	61	49.5	-0.0	8	-8.0				
Receiver62	62	49.1	-0.0	8	-8.0				
Receiver63	63	47.9	-0.0	8	-8.0				
Receiver64	64	48.2	-0.0	8	-8.0				
Receiver65	65	44.7	-0.0	8	-8.0				
Receiver66	66	45.7	0.0	8	-8.0				
Receiver67	67	41.5	-0.0	8	-8.0				
Receiver68	68	44.5	-0.0	8	-8.0				
Receiver69/NR5	69	49.6	0.0	8	-8.0				
Receiver70	70	45.6	-0.0	8	-8.0				
Receiver71	71	45.6	0.0	8	-8.0				
Receiver72	72	44.8	0.0	8	-8.0				
Receiver73	73	45.6	-0.0	8	-8.0				
Receiver74	74	45.5	0.0	8	-8.0				
Receiver75	75	45.6	0.0	8	-8.0				
Receiver76	76	46.2	-0.0	8	-8.0				
Receiver77	77	46.4	0.0	8	-8.0				
Receiver78/NR4	78	48.3	0.0	8	-8.0				
Receiver79	79	49.8	-0.0	8	-8.0				
Total Cost, All Barriers (including additional cost(s))					\$0				

Burton Planning Services		12 November 2013										
Kimberly Burton		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		SCI-823-10.13										
RUN:		Existing 2013										
Roadway	Points											
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles	
			Autos									
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
SR-335 EB	point110	110	116	55	2	55	6	55	0	0	0	0
	point109	109	116	55	2	55	6	55	0	0	0	0
	point108	108	116	55	2	55	6	55	0	0	0	0
	point107	107	116	55	2	55	6	55	0	0	0	0
	point106	106	116	55	2	55	6	55	0	0	0	0
	point105	105	116	55	2	55	6	55	0	0	0	0
	point104	104	116	55	2	55	6	55	0	0	0	0
	point103	103	116	55	2	55	6	55	0	0	0	0
	point102	102	116	55	2	55	6	55	0	0	0	0
	12+00	101	116	55	2	55	6	55	0	0	0	0
	13+00	100	116	55	2	55	6	55	0	0	0	0
	14+00	99	116	55	2	55	6	55	0	0	0	0
	15+00	98	116	55	2	55	6	55	0	0	0	0
	16+00	97	116	55	2	55	6	55	0	0	0	0
	17+00	96	116	55	2	55	6	55	0	0	0	0
	18+00	95	116	55	2	55	6	55	0	0	0	0
	point111	111	116	55	2	55	6	55	0	0	0	0
	point117	117	116	55	2	55	6	55	0	0	0	0
	point116	116	116	55	2	55	6	55	0	0	0	0
	point115	115	116	55	2	55	6	55	0	0	0	0
	point114	114	116	55	2	55	6	55	0	0	0	0
	point113	113										
SR-335 WB	point120	120	116	55	2	55	6	55	0	0	0	0
	point121	121	116	55	2	55	6	55	0	0	0	0
	point122	122	116	55	2	55	6	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point123	123	116	55	2	55	6	55	0	0	0	0
	point119	119	116	55	2	55	6	55	0	0	0	0
	point77	77	116	55	2	55	6	55	0	0	0	0
	18+00	78	116	55	2	55	6	55	0	0	0	0
	17+00	79	116	55	2	55	6	55	0	0	0	0
	16+00	80	116	55	2	55	6	55	0	0	0	0
	15+00	81	116	55	2	55	6	55	0	0	0	0
	14+00	82	116	55	2	55	6	55	0	0	0	0
	13+00	83	116	55	2	55	6	55	0	0	0	0
	12+00	84	116	55	2	55	6	55	0	0	0	0
	point85	85	116	55	2	55	6	55	0	0	0	0
	point86	86	116	55	2	55	6	55	0	0	0	0
	point87	87	116	55	2	55	6	55	0	0	0	0
	point88	88	116	55	2	55	6	55	0	0	0	0
	point89	89	116	55	2	55	6	55	0	0	0	0
	point90	90	116	55	2	55	6	55	0	0	0	0
	point91	91	116	55	2	55	6	55	0	0	0	0
	point92	92	116	55	2	55	6	55	0	0	0	0
	point93	93										
CR-248 SB (Slocum/Highland Bend)	point136	136	27	35	1	35	0	0	0	0	0	0
	point135	135	27	35	1	35	0	0	0	0	0	0
	7+00	134	27	35	1	35	0	0	0	0	0	0
	8+00	133	27	35	1	35	0	0	0	0	0	0
	9+00	132	27	35	1	35	0	0	0	0	0	0
	10+00	131	27	35	1	35	0	0	0	0	0	0
	11+00	130	27	35	1	35	0	0	0	0	0	0
	12+00	129	27	35	1	35	0	0	0	0	0	0
	point128	128	27	35	1	35	0	0	0	0	0	0
	point127	127	27	35	1	35	0	0	0	0	0	0
	point126	126	27	35	1	35	0	0	0	0	0	0
	point125	125	27	35	1	35	0	0	0	0	0	0
	point160	160	27	35	1	35	0	0	0	0	0	0
	point159	159	27	35	1	35	0	0	0	0	0	0
	point158	158	27	35	1	35	0	0	0	0	0	0
	point157	157	27	35	1	35	0	0	0	0	0	0
	point156	156	27	35	1	35	0	0	0	0	0	0
	point155	155	27	35	1	35	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point154	154	27	35	1	35	0	0	0	0	0	0
	point153	153	27	35	1	35	0	0	0	0	0	0
	point152	152	27	35	1	35	0	0	0	0	0	0
	point151	151	27	35	1	35	0	0	0	0	0	0
	point150	150	27	35	1	35	0	0	0	0	0	0
	point149	149										
CR-248 NB (Slocum/Highland Bend)	point161	161	27	35	1	35	0	0	0	0	0	0
	point162	162	27	35	1	35	0	0	0	0	0	0
	point163	163	27	35	1	35	0	0	0	0	0	0
	point164	164	27	35	1	35	0	0	0	0	0	0
	point165	165	27	35	1	35	0	0	0	0	0	0
	point166	166	27	35	1	35	0	0	0	0	0	0
	point167	167	27	35	1	35	0	0	0	0	0	0
	point168	168	27	35	1	35	0	0	0	0	0	0
	point169	169	27	35	1	35	0	0	0	0	0	0
	point170	170	27	35	1	35	0	0	0	0	0	0
	point171	171	27	35	1	35	0	0	0	0	0	0
	point172	172	27	35	1	35	0	0	0	0	0	0
	point137	137	27	35	1	35	0	0	0	0	0	0
	point138	138	27	35	1	35	0	0	0	0	0	0
	point139	139	27	35	1	35	0	0	0	0	0	0
	point140	140	27	35	1	35	0	0	0	0	0	0
	12+00	141	27	35	1	35	0	0	0	0	0	0
	11+00	142	27	35	1	35	0	0	0	0	0	0
	10+00	143	27	35	1	35	0	0	0	0	0	0
	9+00	144	27	35	1	35	0	0	0	0	0	0
	8+00	145	27	35	1	35	0	0	0	0	0	0
	7+00	146	27	35	1	35	0	0	0	0	0	0
	point147	147	27	35	1	35	0	0	0	0	0	0
	point148	148										
Pershing Rd EB	point182	182	27	35	1	35	0	0	0	0	0	0
	point181	181	27	35	1	35	0	0	0	0	0	0
	point180	180	27	35	1	35	0	0	0	0	0	0
	point179	179	27	35	1	35	0	0	0	0	0	0
	point178	178	27	35	1	35	0	0	0	0	0	0
	point177	177	27	35	1	35	0	0	0	0	0	0
	point176	176	27	35	1	35	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point175	175	27	35	1	35	0	0	0	0	0	0
	point174	174	27	35	1	35	0	0	0	0	0	0
	point173	173										
Pershing Rd WB	point183	183	27	35	1	35	0	0	0	0	0	0
	point184	184	27	35	1	35	0	0	0	0	0	0
	point185	185	27	35	1	35	0	0	0	0	0	0
	point186	186	27	35	1	35	0	0	0	0	0	0
	point187	187	27	35	1	35	0	0	0	0	0	0
	point188	188	27	35	1	35	0	0	0	0	0	0
	point189	189	27	35	1	35	0	0	0	0	0	0
	point190	190	27	35	1	35	0	0	0	0	0	0
	point191	191	27	35	1	35	0	0	0	0	0	0
	point192	192										
Labold Ave EB	point205	205	10	25	1	25	0	0	0	0	0	0
	point204	204	10	25	1	25	0	0	0	0	0	0
	point203	203	10	25	1	25	0	0	0	0	0	0
	point202	202	10	25	1	25	0	0	0	0	0	0
	point201	201										
Labold Ave WB	point206	206	10	25	1	25	0	0	0	0	0	0
	point207	207	10	25	1	25	0	0	0	0	0	0
	point208	208	10	25	1	25	0	0	0	0	0	0
	point209	209	10	25	1	25	0	0	0	0	0	0
	point210	210										
Caryle Ave EB	point215	215	5	25	0	0	0	0	0	0	0	0
	point214	214	5	25	0	0	0	0	0	0	0	0
	point213	213	5	25	0	0	0	0	0	0	0	0
	point212	212	5	25	0	0	0	0	0	0	0	0
	point211	211										
Caryle Ave WB	point221	221	5	25	0	0	0	0	0	0	0	0
	point219	219	5	25	0	0	0	0	0	0	0	0
	point218	218	5	25	0	0	0	0	0	0	0	0
	point217	217	5	25	0	0	0	0	0	0	0	0
	point216	216										
Marne Ave EB	point225	225	10	25	1	25	0	0	0	0	0	0
	point224	224	10	25	1	25	0	0	0	0	0	0
	point223	223	10	25	1	25	0	0	0	0	0	0
	point222	222										

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

Marne Ave WB	point226	226	10	25	1	25	0	0	0	0	0	0
	point227	227	10	25	1	25	0	0	0	0	0	0
	point228	228	10	25	1	25	0	0	0	0	0	0
	point229	229										
Highland Ave SB	point232	232	2	25	0	0	0	0	0	0	0	0
	point231	231	2	25	0	0	0	0	0	0	0	0
	point230	230										
Highland Ave NB	point233	233	2	25	0	0	0	0	0	0	0	0
	point234	234	2	25	0	0	0	0	0	0	0	0
	point235	235										
Foch Ave EB	point239	239	2	25	0	0	0	0	0	0	0	0
	point238	238	2	25	0	0	0	0	0	0	0	0
	point237	237	2	25	0	0	0	0	0	0	0	0
	point236	236										
Foch Ave WB	point240	240	2	25	0	0	0	0	0	0	0	0
	point241	241	2	25	0	0	0	0	0	0	0	0
	point242	242	2	25	0	0	0	0	0	0	0	0
	point243	243										
Liberty Ave SB	point244	244	2	25	0	0	0	0	0	0	0	0
	point245	245										
Liberty Ave NB	point247	247	2	25	0	0	0	0	0	0	0	0
	point246	246										

Burton Planning Services		12 November 2013											
Kimberly Burton		TNM 2.5											
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:		SCI-823-10.13											
RUN:		Existing 2013											
Roadway	Points												
Name	Name	No.	Segment		User 2		User 3		User 4		<unknown>		
			User 1	User 2	User 3	User 4							
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
SR-335 EB	point110	110											
	point109	109											
	point108	108											
	point107	107											
	point106	106											
	point105	105											
	point104	104											
	point103	103											
	point102	102											
	12+00	101											
	13+00	100											
	14+00	99											
	15+00	98											
	16+00	97											
	17+00	96											
	18+00	95											
	point111	111											
	point117	117											
	point116	116											
	point115	115											
	point114	114											
	point113	113											
SR-335 WB	point120	120											
	point121	121											
	point122	122											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point123	123											
	point119	119											
	point77	77											
	18+00	78											
	17+00	79											
	16+00	80											
	15+00	81											
	14+00	82											
	13+00	83											
	12+00	84											
	point85	85											
	point86	86											
	point87	87											
	point88	88											
	point89	89											
	point90	90											
	point91	91											
	point92	92											
	point93	93											
CR-248 SB (Slocum/Highland Bend)	point136	136											
	point135	135											
	7+00	134											
	8+00	133											
	9+00	132											
	10+00	131											
	11+00	130											
	12+00	129											
	point128	128											
	point127	127											
	point126	126											
	point125	125											
	point160	160											
	point159	159											
	point158	158											
	point157	157											
	point156	156											
	point155	155											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point154	154											
	point153	153											
	point152	152											
	point151	151											
	point150	150											
	point149	149											
CR-248 NB (Slocum/Highland Bend)	point161	161											
	point162	162											
	point163	163											
	point164	164											
	point165	165											
	point166	166											
	point167	167											
	point168	168											
	point169	169											
	point170	170											
	point171	171											
	point172	172											
	point137	137											
	point138	138											
	point139	139											
	point140	140											
	12+00	141											
	11+00	142											
	10+00	143											
	9+00	144											
	8+00	145											
	7+00	146											
	point147	147											
	point148	148											
Pershing Rd EB	point182	182											
	point181	181											
	point180	180											
	point179	179											
	point178	178											
	point177	177											
	point176	176											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point175	175											
	point174	174											
	point173	173											
Pershing Rd WB	point183	183											
	point184	184											
	point185	185											
	point186	186											
	point187	187											
	point188	188											
	point189	189											
	point190	190											
	point191	191											
	point192	192											
Labold Ave EB	point205	205											
	point204	204											
	point203	203											
	point202	202											
	point201	201											
Labold Ave WB	point206	206											
	point207	207											
	point208	208											
	point209	209											
	point210	210											
Caryle Ave EB	point215	215											
	point214	214											
	point213	213											
	point212	212											
	point211	211											
Caryle Ave WB	point221	221											
	point219	219											
	point218	218											
	point217	217											
	point216	216											
Marne Ave EB	point225	225											
	point224	224											
	point223	223											
	point222	222											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

Marne Ave WB	point226	226											
	point227	227											
	point228	228											
	point229	229											
Highland Ave SB	point232	232											
	point231	231											
	point230	230											
Highland Ave NB	point233	233											
	point234	234											
	point235	235											
Foch Ave EB	point239	239											
	point238	238											
	point237	237											
	point236	236											
Foch Ave WB	point240	240											
	point241	241											
	point242	242											
	point243	243											
Liberty Ave SB	point244	244											
	point245	245											
Liberty Ave NB	point247	247											
	point246	246											

INPUT: RECEIVERS

SCI-823-10.13

Burton Planning Services							12 November 2013				
Kimberly Burton							TNM 2.5				
INPUT: RECEIVERS											
PROJECT/CONTRACT:			SCI-823-10.13								
RUN:			Existing 2013								
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'I		
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Receiver1	1	1	1,862,726.0	279,933.8	551.00	5.00	0.00	66	10.0	8.0	
Receiver2	2	1	1,862,795.6	280,320.1	554.00	5.00	0.00	66	10.0	8.0	
Receiver3	3	0	1,862,588.0	280,177.8	558.00	5.00	0.00	66	10.0	8.0	
Receiver4	4	1	1,862,508.5	280,237.3	558.00	5.00	0.00	66	10.0	8.0	
Receiver5	5	1	1,863,132.4	280,109.2	551.00	5.00	0.00	66	10.0	8.0	
Receiver6	6	1	1,863,190.2	280,226.4	553.00	5.00	0.00	66	10.0	8.0	
Receiver7	7	1	1,863,000.2	280,250.7	550.00	5.00	0.00	66	10.0	8.0	
Receiver8	8	0	1,863,147.1	280,334.1	557.00	5.00	0.00	66	10.0	8.0	
Receiver9	9	1	1,863,209.0	280,410.9	561.00	5.00	0.00	66	10.0	8.0	
Receiver10	10	1	1,862,887.9	280,283.2	554.00	5.00	0.00	66	10.0	8.0	
Receiver11	11	1	1,862,945.6	280,327.1	556.00	5.00	0.00	66	10.0	8.0	
Receiver12	12	1	1,862,988.1	280,360.8	557.00	5.00	0.00	66	10.0	8.0	
Receiver13	13	1	1,863,174.0	280,499.8	563.00	5.00	0.00	66	10.0	8.0	
Receiver14/NR1	14	1	1,862,730.1	280,363.8	557.00	5.00	50.90	66	10.0	8.0	Y
Receiver15	15	1	1,862,860.2	280,421.0	558.00	5.00	0.00	66	10.0	8.0	
Receiver16	16	1	1,862,980.8	280,524.4	560.00	5.00	0.00	66	10.0	8.0	
Receiver17	17	1	1,863,045.1	280,557.2	561.00	5.00	0.00	66	10.0	8.0	
Receiver18/NR2	18	1	1,863,147.0	280,647.8	563.00	5.00	44.50	66	10.0	8.0	Y
Receiver19	19	1	1,862,475.0	280,624.2	558.00	5.00	0.00	66	10.0	8.0	
Receiver20	20	0	1,862,413.8	280,651.7	559.00	5.00	0.00	66	10.0	8.0	
Receiver21	21	1	1,862,742.9	280,896.6	554.00	5.00	0.00	66	10.0	8.0	
Receiver22	22	1	1,862,814.6	280,945.2	556.00	5.00	0.00	66	10.0	8.0	
Receiver23	23	1	1,862,951.2	281,051.6	560.00	5.00	0.00	66	10.0	8.0	
Receiver24	24	0	1,862,987.4	281,079.4	562.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

SCI-823-10.13

Receiver25	25	0	1,863,013.2	281,104.0	564.00	5.00	0.00	66	10.0	8.0	
Receiver26	26	1	1,863,155.1	281,219.3	564.00	5.00	0.00	66	10.0	8.0	
Receiver27	27	1	1,863,203.8	281,237.6	563.00	5.00	0.00	66	10.0	8.0	
Receiver28	28	1	1,863,268.9	281,302.4	562.00	5.00	0.00	66	10.0	8.0	
Receiver29	29	1	1,863,340.8	281,360.2	559.00	5.00	0.00	66	10.0	8.0	
Receiver30	30	0	1,862,443.6	280,885.5	557.00	5.00	0.00	66	10.0	8.0	
Receiver31	31	1	1,862,493.4	280,913.0	555.00	5.00	0.00	66	10.0	8.0	
Receiver32/NR3	32	1	1,862,757.9	281,126.5	555.00	5.00	45.30	66	10.0	8.0	Y
Receiver33	33	1	1,862,888.9	281,179.9	558.00	5.00	0.00	66	10.0	8.0	
Receiver34	34	0	1,862,995.9	281,263.8	560.00	5.00	0.00	66	10.0	8.0	
Receiver35	35	1	1,863,090.0	281,346.9	561.00	5.00	0.00	66	10.0	8.0	
Receiver36	36	1	1,863,119.8	281,355.0	562.00	5.00	0.00	66	10.0	8.0	
Receiver37	37	1	1,863,267.5	281,512.2	557.00	5.00	0.00	66	10.0	8.0	
Receiver38	38	1	1,863,310.0	281,612.3	557.00	5.00	0.00	66	10.0	8.0	
Receiver39	39	0	1,862,332.0	280,904.3	556.00	5.00	0.00	66	10.0	8.0	
Receiver40	40	0	1,862,424.8	280,980.9	556.00	5.00	0.00	66	10.0	8.0	
Receiver41	41	1	1,862,512.4	281,058.6	553.00	5.00	0.00	66	10.0	8.0	
Receiver42	42	1	1,862,518.9	281,123.2	551.00	5.00	0.00	66	10.0	8.0	
Receiver43	43	1	1,862,811.6	281,348.0	555.00	5.00	0.00	66	10.0	8.0	
Receiver44	44	1	1,862,875.0	281,395.6	557.00	5.00	0.00	66	10.0	8.0	
Receiver45	45	1	1,862,912.9	281,432.6	558.00	5.00	0.00	66	10.0	8.0	
Receiver46	46	0	1,862,964.6	281,484.5	560.00	5.00	0.00	66	10.0	8.0	
Receiver47	47	1	1,863,030.6	281,520.9	559.00	5.00	0.00	66	10.0	8.0	
Receiver48	48	1	1,863,109.1	281,581.3	559.00	5.00	0.00	66	10.0	8.0	
Receiver49	49	1	1,863,171.6	281,584.5	558.00	5.00	0.00	66	10.0	8.0	
Receiver50	50	1	1,863,180.9	281,625.3	557.00	5.00	0.00	66	10.0	8.0	
Receiver51	51	1	1,863,209.6	281,655.2	556.00	5.00	0.00	66	10.0	8.0	
Receiver52/NR6	52	1	1,863,485.8	281,659.2	548.00	5.00	57.10	66	10.0	8.0	Y
Receiver53	53	1	1,863,338.4	281,743.5	557.00	5.00	0.00	66	10.0	8.0	
Receiver54	54	1	1,862,375.8	281,265.2	554.00	5.00	0.00	66	10.0	8.0	
Receiver55	55	1	1,862,530.6	281,391.1	552.00	5.00	0.00	66	10.0	8.0	
Receiver56	56	1	1,862,664.6	281,342.6	554.00	5.00	0.00	66	10.0	8.0	
Receiver57	57	1	1,862,725.0	281,458.0	557.00	5.00	0.00	66	10.0	8.0	
Receiver58	58	1	1,862,803.5	281,499.2	556.00	5.00	0.00	66	10.0	8.0	
Receiver59	59	1	1,862,910.2	281,565.7	557.00	5.00	0.00	66	10.0	8.0	
Receiver60	60	1	1,862,973.1	281,607.4	558.00	5.00	0.00	66	10.0	8.0	
Receiver61	61	1	1,863,087.5	281,722.6	554.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

SCI-823-10.13

Receiver62	62	1	1,863,232.2	281,828.0	555.00	5.00	0.00	66	10.0	8.0	
Receiver63	63	1	1,863,281.2	281,882.2	553.00	5.00	0.00	66	10.0	8.0	
Receiver64	64	1	1,863,347.0	281,930.2	548.00	5.00	0.00	66	10.0	8.0	
Receiver65	65	1	1,862,501.2	281,526.5	554.00	5.00	0.00	66	10.0	8.0	
Receiver66	66	1	1,862,645.2	281,596.4	554.00	5.00	0.00	66	10.0	8.0	
Receiver67	67	1	1,862,726.8	281,654.1	547.00	5.00	0.00	66	10.0	8.0	
Receiver68	68	1	1,862,850.0	281,723.7	556.00	5.00	0.00	66	10.0	8.0	
Receiver69/NR5	69	0	1,862,976.2	281,728.0	556.00	5.00	47.00	66	10.0	8.0	Y
Receiver70	70	1	1,862,803.0	281,849.2	555.00	5.00	0.00	66	10.0	8.0	
Receiver71	71	1	1,862,974.8	281,867.0	554.00	5.00	0.00	66	10.0	8.0	
Receiver72	72	1	1,863,039.5	281,924.2	554.00	5.00	0.00	66	10.0	8.0	
Receiver73	73	1	1,862,341.6	281,671.7	556.00	5.00	0.00	66	10.0	8.0	
Receiver74	74	1	1,862,556.1	281,786.0	553.00	5.00	0.00	66	10.0	8.0	
Receiver75	75	1	1,862,770.2	281,918.8	554.00	5.00	0.00	66	10.0	8.0	
Receiver76	76	1	1,862,980.5	282,035.2	553.00	5.00	0.00	66	10.0	8.0	
Receiver77	77	1	1,863,149.0	282,079.4	553.00	5.00	0.00	66	10.0	8.0	
Receiver78/NR4	78	1	1,862,238.4	281,798.0	556.00	5.00	46.60	66	10.0	8.0	Y
Receiver79	79	1	1,862,312.5	281,916.3	555.00	5.00	0.00	66	10.0	8.0	
Receiver2 Church											
Receiver3 Undeveloped Lands											
Receiver8 Undeveloped Lands											
Receiver14/NR1 395 Slocum											
Receiver18/NR2 Pentocostal Victory Chapel Labold Ave											
Receiver20 Storage Barn											
Receiver24 Undeveloped Lands											
Receiver25 Undeveloped Lands											
Receiver30 Undeveloped Lands											
Receiver32/NR3 Highland Bend Christian Baptist Church 115 M											
Receiver34 Undeveloped Lands											
Receiver39 Undeveloped Lands											
Receiver40 Undeveloped Lands											
Receiver46 Undeveloped Lands											
Receiver52/NR6 260 Marne Ave											
Receiver69/NR5 66 Foch St											
Receiver78/NR4 120 Highland Ave											

Burton Planning Services				12 November 2013															
Kimberly Burton				TNM 2.5															
INPUT: BARRIERS																			
PROJECT/CONTRACT:		SCI-823-10.13																	
RUN:		Existing 2013																	
Barrier									Points										
Name	Type	Height		If Wall		If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment		On	Important
		Min	Max	\$ per Unit Area	\$ per Unit Vol.	Top Width	Run:Rise	\$ 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				
<< This table is empty >>																			

INPUT: BUILDING ROWS

SCI-823-10.13

Burton Planning Services							12 November 2013
Kimberly Burton							TNM 2.5
INPUT: BUILDING ROWS							
PROJECT/CONTRACT:	SCI-823-10.13						
RUN:	Existing 2013						
Building Row			Points				
Name	Average	Building	No.	Coordinates (ground)			
	Height	Percent		X	Y	Z	
	ft	%		ft	ft	ft	
<< This table is empty >>							

INPUT: TERRAIN LINES

SCI-823-10.13

Burton Planning Services		12 November 2013		
Kimberly Burton		TNM 2.5		
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:		SCI-823-10.13		
RUN:		Existing 2013		
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line9	125	1,862,040.0	282,020.0	507.50
	126	1,862,020.0	282,040.0	506.50
	127	1,861,960.0	281,980.0	507.20
	128	1,861,920.0	281,960.0	507.80
	129	1,861,863.5	281,953.6	506.00
	130	1,861,790.1	281,928.5	505.40
	131	1,861,767.2	281,901.3	504.30
Terrain Line10	132	1,862,400.0	282,160.0	510.10
	133	1,862,360.0	282,140.0	510.50
	134	1,862,280.0	282,120.0	509.30
	135	1,862,240.0	282,080.0	509.40
	136	1,862,200.0	282,100.0	508.80
Terrain Line17	170	1,862,498.1	280,488.0	559.10
	171	1,862,443.4	280,552.5	558.80
	172	1,862,356.8	280,644.8	559.30
	173	1,862,305.1	280,696.2	558.50
	174	1,862,238.4	280,755.2	557.00
	175	1,862,159.6	280,816.3	556.40
	176	1,862,124.5	280,843.5	556.20
Terrain Line18	182	1,864,049.4	279,717.5	556.00
	183	1,863,950.8	279,734.0	553.00
	184	1,863,753.6	279,765.1	551.00
	185	1,863,554.8	279,780.9	542.00
	186	1,863,453.8	279,788.5	536.00
	187	1,863,357.4	279,819.2	534.00
	188	1,863,166.1	279,876.2	533.00

INPUT: TERRAIN LINES

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	189	1,862,969.4	279,922.0	548.00
	190	1,862,885.9	279,983.4	554.00
	191	1,862,804.8	280,085.6	555.00
	192	1,862,686.5	280,247.1	554.00
	193	1,862,564.4	280,405.3	557.50
Terrain Line19	194	1,862,514.9	280,502.2	559.10
	195	1,862,459.8	280,567.2	558.80
	196	1,862,372.5	280,660.1	559.30
	197	1,862,320.2	280,712.2	558.50
	198	1,862,252.4	280,772.1	557.00
	199	1,862,173.2	280,833.7	556.40
	200	1,862,128.8	280,870.7	556.20
Terrain Line20	206	1,864,053.0	279,739.2	556.00
	207	1,863,954.2	279,755.8	553.00
	208	1,863,756.2	279,786.9	551.00
	209	1,863,556.4	279,802.8	542.00
	210	1,863,458.0	279,810.2	536.00
	211	1,863,363.8	279,840.2	534.00
	212	1,863,171.8	279,897.5	533.00
	213	1,862,978.8	279,942.4	548.00
	214	1,862,901.2	279,999.4	554.00
	215	1,862,822.2	280,099.0	555.00
	216	1,862,704.1	280,260.3	554.00
	217	1,862,581.9	280,418.8	557.50
RR 1	224	1,861,885.8	279,918.0	590.40
	225	1,862,009.6	280,027.2	590.10
	226	1,862,044.6	280,050.2	591.00
Terrain Line17-2	230	1,862,048.5	280,902.2	556.00
	177	1,862,001.6	280,938.7	555.90
	178	1,861,922.2	280,999.5	554.90
	179	1,861,842.4	281,059.2	555.20
	180	1,861,770.1	281,108.9	554.60
	181	1,861,633.4	281,174.3	550.50
Terrain Line19-2	231	1,862,046.4	280,931.4	556.00
	201	1,862,015.0	280,956.2	555.90
	202	1,861,935.5	281,017.0	554.90
	203	1,861,855.2	281,077.0	555.20

INPUT: TERRAIN LINES

SCI-823-10.13

	204	1,861,781.2	281,128.0	554.60
	205	1,861,642.9	281,194.2	550.50
Terrain Line3-2	83	1,862,104.8	282,327.4	535.40
	84	1,862,011.8	282,280.1	534.30
	85	1,861,905.9	282,226.1	533.40
	86	1,861,817.2	282,181.6	533.10
	87	1,861,737.9	282,141.0	533.60
	88	1,861,648.8	282,092.1	534.30
	89	1,861,577.8	282,047.5	534.40
	90	1,861,518.9	282,004.9	534.70
	91	1,861,472.5	281,967.7	535.00
	92	1,861,391.8	281,889.1	535.00
	93	1,861,251.4	281,726.2	535.00
Terrain Line4-2	100	1,862,094.9	282,347.1	535.40
	101	1,862,001.9	282,299.7	534.30
	102	1,861,896.0	282,245.8	533.40
	103	1,861,807.4	282,201.2	533.10
	104	1,861,727.6	282,160.5	533.60
	105	1,861,637.6	282,111.0	534.30
	106	1,861,565.4	282,065.7	534.40
	107	1,861,505.5	282,022.4	534.70
	108	1,861,457.9	281,984.2	535.00
	109	1,861,375.8	281,904.2	535.00
	110	1,861,234.8	281,740.6	535.00
Terrain Line4	120	1,864,043.8	282,563.8	544.00
	121	1,863,844.0	282,580.6	545.00
	122	1,863,643.2	282,582.2	544.00
	123	1,863,443.0	282,571.0	544.00
	124	1,863,243.6	282,553.8	542.00
	113	1,862,937.9	282,521.8	543.00
	95	1,862,578.0	282,474.8	536.00
	96	1,862,478.6	282,463.4	537.00
	97	1,862,378.9	282,450.3	536.10
	98	1,862,280.2	282,427.9	536.40
	99	1,862,188.6	282,393.6	536.50
Terrain Line7-Terrain Line5-Terrain Line3	115	1,864,041.9	282,541.9	544.00
	116	1,863,843.0	282,558.6	545.00

INPUT: TERRAIN LINES

SCI-823-10.13

	117	1,863,643.8	282,560.2	544.00
	118	1,863,444.6	282,549.0	544.00
	112	1,863,245.8	282,531.9	542.00
	77	1,862,940.6	282,499.9	543.00
	78	1,862,580.8	282,452.9	536.00
	79	1,862,481.4	282,441.6	537.00
	80	1,862,382.8	282,428.7	536.10
	81	1,862,286.6	282,406.8	536.40
	82	1,862,197.4	282,373.4	536.50
Terrain Line36	236	1,863,695.9	282,076.1	551.00
	237	1,863,096.0	281,610.7	558.00
	238	1,862,773.5	281,350.4	554.00
	239	1,862,597.2	281,210.3	544.50
	240	1,862,455.6	281,099.6	554.00
	241	1,862,379.4	281,039.3	554.50
	242	1,862,303.2	280,980.5	553.50
	243	1,862,251.2	280,941.7	552.70
	244	1,862,186.4	280,890.7	553.50
	245	1,862,152.6	280,863.8	556.50
Terrain Line37	246	1,863,682.4	282,093.5	551.00
	247	1,863,082.4	281,628.0	558.00
	248	1,862,759.8	281,367.6	554.00
	249	1,862,583.6	281,227.6	544.50
	250	1,862,442.0	281,116.9	554.00
	251	1,862,365.9	281,056.7	554.50
	252	1,862,289.9	280,998.0	553.50
	253	1,862,237.9	280,959.1	552.70
	254	1,862,172.8	280,908.0	553.50
	255	1,862,138.9	280,881.0	556.50
Terrain Line40	264	1,863,574.4	280,858.2	562.00
	265	1,863,445.9	280,760.2	559.00
	266	1,863,199.4	280,568.7	564.00
	267	1,862,944.2	280,365.1	557.00
	268	1,862,750.0	280,208.4	553.00
Terrain Line41	269	1,863,561.1	280,875.7	562.00
	270	1,863,432.4	280,777.6	559.00
	271	1,863,185.8	280,586.0	564.00

INPUT: TERRAIN LINES

SCI-823-10.13

	272	1,862,930.5	280,382.3	557.00
	273	1,862,736.2	280,225.6	553.00
Terrain Line42	289	1,862,151.8	280,234.8	570.00
	288	1,862,228.8	280,297.6	569.00
	287	1,862,397.1	280,433.4	563.00
	286	1,862,478.1	280,497.8	559.00
	285	1,862,523.5	280,447.0	589.80
	284	1,862,431.1	280,389.9	589.20
	283	1,862,250.4	280,272.2	590.00
	282	1,862,166.9	280,218.6	591.00
	281	1,862,165.1	280,115.9	591.00
	280	1,862,289.8	280,219.0	590.00
	279	1,862,457.9	280,351.1	589.20
	278	1,862,541.6	280,421.1	589.80
	277	1,862,576.8	280,378.3	557.00
	276	1,862,496.8	280,314.5	561.00
	275	1,862,325.6	280,177.0	565.00
	274	1,862,230.5	280,098.2	569.00
Terrain Line43	295	1,863,279.6	281,008.3	589.50
	294	1,862,867.0	280,678.2	590.00
	293	1,862,565.0	280,449.9	589.80
	292	1,862,599.9	280,406.3	557.00
	291	1,862,902.4	280,632.4	559.00
	290	1,863,320.2	280,957.5	566.00
Terrain Line44	301	1,863,223.6	281,078.3	567.00
	300	1,862,811.1	280,748.3	556.00
	299	1,862,517.9	280,507.7	559.00
	298	1,862,549.5	280,472.4	589.80
	297	1,862,846.2	280,705.7	590.00
	296	1,863,258.1	281,035.2	589.50
Terrain Line45	303	1,862,524.8	280,445.2	589.80
	302	1,862,539.1	280,423.9	589.80
Terrain Line46	305	1,862,563.5	280,453.7	589.80
	304	1,862,550.6	280,470.8	589.80

Burton Planning Services				12 November 2013	
Kimberly Burton				TNM 2.5	
INPUT: GROUND ZONES					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Existing 2013			
Ground Zone			Points		
Name	Type	Flow Resistivity	No.	Coordinates	
		cgs rayls		X	Y
				ft	ft
Ground Zone1	Water	20000	1	1,861,267.2	281,568.1
			2	1,861,258.1	281,630.9
			3	1,861,441.4	281,841.8
			4	1,861,610.5	281,965.2
			5	1,862,064.9	282,196.1
			6	1,862,053.9	282,135.0
			7	1,861,954.0	282,085.7
			8	1,861,484.5	281,831.2
Ground Zone2	Water	20000	9	1,862,189.1	282,245.9
			10	1,862,604.1	282,331.4
			11	1,863,112.5	282,416.6
			12	1,863,643.2	282,473.8
			13	1,864,089.1	282,457.1
			14	1,864,078.1	282,390.9
			15	1,863,469.9	282,390.1
			16	1,862,916.9	282,313.2
			17	1,862,521.1	282,249.5
			18	1,862,181.2	282,171.0

INPUT: TREE ZONES

SCI-823-10.13

Burton Planning Services			12 November 2013		
Kimberly Burton			TNM 2.5		
INPUT: TREE ZONES					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Existing 2013			
Tree Zone		Points			
Name	Average	No.	Coordinates (ground)		
	Height		X	Y	Z
	ft		ft	ft	ft
<< This table is empty >>					



No Build 2038		Sheet 1 of 1	12 Nov 2013
Plan View		Burton Planning Services	
Run name: nobuild_run		Project/Contract No. SCI-823-10.13	
Scale:		TNM Version 2.5, Feb 2004	
		Analysis By: Kimberly Burton	
Roadway:	———>	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	———>	Contour Zone:	polygon
Building Row:	—— —	Parallel Barrier:	———
Terrain Line:	———	Skew Section:	——>

INPUT: ROADWAYS

SCI-823-10.13

Burton Planning Services					12 November 2013					
Kimberly Burton					TNM 2.5					
INPUT: ROADWAYS										
PROJECT/CONTRACT:	SCI-823-10.13							Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA		
RUN:	No Build 2038									

Roadway	Width	Points	Coordinates (pavement)			Flow Control			Segment		
Name		Name	No.	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
SR-335 EB	10.0	point110	110	1,861,246.9	281,730.1	535.00				Average	
		point109	109	1,861,387.4	281,893.2	535.00				Average	
		point108	108	1,861,468.5	281,972.2	535.00				Average	
		point107	107	1,861,515.2	282,009.7	534.70				Average	
		point106	106	1,861,574.4	282,052.4	534.40				Average	
		point105	105	1,861,645.8	282,097.2	534.30				Average	
		point104	104	1,861,735.1	282,146.3	533.60				Average	
		point103	103	1,861,814.5	282,186.9	533.10				Average	
		point102	102	1,861,903.1	282,231.5	533.40				Average	
		12+00	101	1,862,009.1	282,285.4	534.30				Average	
		13+00	100	1,862,102.0	282,332.8	535.40				Average	
		14+00	99	1,862,195.0	282,378.9	536.50				Average	
		15+00	98	1,862,284.9	282,412.6	536.40				Average	
		16+00	97	1,862,381.8	282,434.6	536.10				Average	
17+00	96	1,862,480.6	282,447.6	537.00				Average			
18+00	95	1,862,580.0	282,458.9	536.00				Average			
SR-335 WB	10.0	point111	111	1,862,939.8	282,505.8	543.00				Average	
		point117	117	1,863,245.0	282,537.8	542.00				Average	
		point116	116	1,863,444.1	282,555.0	544.00				Average	
		point115	115	1,863,643.6	282,566.2	544.00				Average	
		point114	114	1,863,843.2	282,564.6	545.00				Average	
		point113	113	1,864,042.4	282,547.8	544.00				Average	
SR-335 WB	10.0	point120	120	1,864,043.2	282,557.8	544.00				Average	
		point121	121	1,863,843.8	282,574.6	545.00				Average	
		point122	122	1,863,643.4	282,576.2	544.00				Average	
		point123	123	1,863,443.5	282,565.0	544.00				Average	
		point119	119	1,863,244.0	282,547.8	542.00				Average	

INPUT: ROADWAYS

SCI-823-10.13

		point77	77	1,862,938.6	282,515.8	543.00				Average	
		18+00	78	1,862,578.8	282,468.8	536.00				Average	
		17+00	79	1,862,479.4	282,457.5	537.00				Average	
		16+00	80	1,862,380.0	282,444.4	536.10				Average	
		15+00	81	1,862,282.0	282,422.2	536.40				Average	
		14+00	82	1,862,191.0	282,388.1	536.50				Average	
		13+00	83	1,862,097.5	282,341.7	535.40				Average	
		12+00	84	1,862,004.5	282,294.3	534.30				Average	
		point85	85	1,861,898.6	282,240.4	533.40				Average	
		point86	86	1,861,810.0	282,195.9	533.10				Average	
		point87	87	1,861,730.4	282,155.2	533.60				Average	
		point88	88	1,861,640.6	282,105.8	534.30				Average	
		point89	89	1,861,568.8	282,060.8	534.40				Average	
		point90	90	1,861,509.1	282,017.6	534.70				Average	
		point91	91	1,861,461.9	281,979.7	535.00				Average	
		point92	92	1,861,380.1	281,900.1	535.00				Average	
		point93	93	1,861,239.2	281,736.6	535.00					
CR-248 SB (Slocum/Highland Bend)	10.0	point136	136	1,861,636.0	281,179.7	550.50				Average	
		point135	135	1,861,773.2	281,114.1	554.60				Average	
		7+00	134	1,861,845.9	281,064.0	555.20				Average	
		8+00	133	1,861,925.9	281,004.2	554.90				Average	
		9+00	132	1,862,005.2	280,943.5	555.90				Average	
		10+00	131	1,862,084.6	280,882.5	556.00				Average	
		11+00	130	1,862,163.4	280,821.1	556.40				Average	
		12+00	129	1,862,242.2	280,759.8	557.00				Average	
		point128	128	1,862,309.2	280,700.6	558.50				Average	
		point127	127	1,862,361.0	280,649.0	559.30				Average	
		point126	126	1,862,447.9	280,556.5	558.80				Average	
		point125	125	1,862,502.6	280,491.9	559.10				Average	
		point160	160	1,862,569.1	280,409.0	557.50				Average	
		point159	159	1,862,691.4	280,250.7	554.00				Average	
		point158	158	1,862,809.5	280,089.3	555.00				Average	
		point157	157	1,862,890.0	279,987.8	554.00				Average	
		point156	156	1,862,972.0	279,927.5	548.00				Average	
		point155	155	1,863,167.6	279,882.0	533.00				Average	
		point154	154	1,863,359.1	279,824.9	534.00				Average	
		point153	153	1,863,454.9	279,794.4	536.00				Average	
		point152	152	1,863,555.1	279,786.9	542.00				Average	
		point151	151	1,863,754.4	279,771.0	551.00				Average	
		point150	150	1,863,951.8	279,740.0	553.00				Average	

INPUT: ROADWAYS

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		point149	149	1,864,050.2	279,723.4	556.00				
CR-248 NB (Slocum/Highland Bend)	12.0	point161	161	1,864,052.0	279,733.3	556.00				Average
		point162	162	1,863,953.2	279,749.8	553.00				Average
		point163	163	1,863,755.5	279,780.9	551.00				Average
		point164	164	1,863,556.0	279,796.8	542.00				Average
		point165	165	1,863,456.8	279,804.3	536.00				Average
		point166	166	1,863,362.0	279,834.5	534.00				Average
		point167	167	1,863,170.2	279,891.7	533.00				Average
		point168	168	1,862,976.2	279,936.8	548.00				Average
		point169	169	1,862,897.0	279,995.0	554.00				Average
		point170	170	1,862,817.4	280,095.3	555.00				Average
		point171	171	1,862,699.4	280,256.7	554.00				Average
		point172	172	1,862,577.1	280,415.1	557.50				Average
		point137	137	1,862,510.2	280,498.3	559.10				Average
		point138	138	1,862,455.2	280,563.2	558.80				Average
		point139	139	1,862,368.2	280,655.9	559.30				Average
		point140	140	1,862,316.1	280,707.9	558.50				Average
		12+00	141	1,862,248.6	280,767.5	557.00				Average
		11+00	142	1,862,169.5	280,829.0	556.40				Average
		10+00	143	1,862,090.8	280,890.4	556.00				Average
		9+00	144	1,862,011.4	280,951.4	555.90				Average
		8+00	145	1,861,931.9	281,012.2	554.90				Average
		7+00	146	1,861,851.8	281,072.2	555.20				Average
		point147	147	1,861,778.2	281,122.8	554.60				Average
		point148	148	1,861,640.2	281,188.7	550.50				
Pershing Rd EB	10.0	point182	182	1,862,148.9	280,868.5	556.50	Stop	0.00	100	Average
		point181	181	1,862,182.8	280,895.4	553.50				Average
		point180	180	1,862,247.6	280,946.4	552.70				Average
		point179	179	1,862,299.6	280,985.3	553.50				Average
		point178	178	1,862,375.8	281,044.1	554.50				Average
		point177	177	1,862,452.0	281,104.3	554.00				Average
		point176	176	1,862,593.5	281,215.1	544.50				Average
		point175	175	1,862,769.8	281,355.1	554.00				Average
		point174	174	1,863,092.4	281,615.4	558.00				Average
		point173	173	1,863,692.2	282,080.8	551.00				
Pershing Rd WB	10.0	point183	183	1,863,686.1	282,088.8	551.00				Average
		point184	184	1,863,086.1	281,623.2	558.00				Average
		point185	185	1,862,763.5	281,362.9	554.00				Average
		point186	186	1,862,587.4	281,222.9	544.50				Average
		point187	187	1,862,445.8	281,112.2	554.00				Average

INPUT: ROADWAYS

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		point188	188	1,862,369.5	281,052.0	554.50				Average
		point189	189	1,862,293.5	280,993.3	553.50				Average
		point190	190	1,862,241.6	280,954.3	552.70				Average
		point191	191	1,862,176.5	280,903.2	553.50				Average
		point192	192	1,862,142.6	280,876.3	556.50				
Labold Ave EB	10.0	point205	205	1,862,746.2	280,213.1	553.00	Stop	0.00	100	Average
		point204	204	1,862,940.5	280,369.8	557.00				Average
		point203	203	1,863,195.6	280,573.4	564.00				Average
		point202	202	1,863,442.1	280,765.0	559.00				Average
		point201	201	1,863,570.8	280,862.9	562.00				
Labold Ave WB	10.0	point206	206	1,863,564.8	280,870.9	562.00				Average
		point207	207	1,863,436.1	280,772.9	559.00				Average
		point208	208	1,863,189.5	280,581.2	564.00				Average
		point209	209	1,862,934.2	280,377.6	557.00				Average
		point210	210	1,862,740.0	280,220.9	553.00				
Caryle Ave EB	10.0	point215	215	1,862,892.2	280,020.6	554.00	Stop	0.00	100	Average
		point214	214	1,863,087.0	280,181.5	549.00				Average
		point213	213	1,863,194.4	280,272.6	556.00				Average
		point212	212	1,863,358.8	280,398.2	554.00				Average
		point211	211	1,863,584.8	280,575.6	559.00				
Caryle Ave WB	10.0	point221	221	1,863,572.8	280,585.5	559.00				Average
		point219	219	1,863,347.6	280,407.9	554.00				Average
		point218	218	1,863,182.5	280,280.3	556.00				Average
		point217	217	1,863,074.9	280,188.6	549.00				Average
		point216	216	1,862,884.8	280,030.1	554.00				
Marne Ave EB	10.0	point225	225	1,862,401.8	280,673.9	559.30	Stop	0.00	100	Average
		point224	224	1,862,545.5	280,785.8	553.70				Average
		point223	223	1,862,838.9	281,021.3	557.00				Average
		point222	222	1,863,268.9	281,356.0	560.00				
Marne Ave WB	10.0	point226	226	1,863,262.8	281,363.9	560.00				Average
		point227	227	1,862,832.6	281,029.2	557.00				Average
		point228	228	1,862,539.4	280,793.7	553.70				Average
		point229	229	1,862,395.6	280,681.8	559.30				
Highland Ave SB	10.0	point232	232	1,862,526.5	281,584.0	555.50				Average
		point231	231	1,862,580.5	281,532.0	555.50				Average
		point230	230	1,862,753.4	281,366.4	554.00				
Highland Ave NB	10.0	point233	233	1,862,760.4	281,373.6	554.00	Stop	0.00	100	Average
		point234	234	1,862,587.4	281,539.2	555.50				Average
		point235	235	1,862,533.4	281,591.2	555.50				
Foch Ave EB	10.0	point239	239	1,862,563.6	281,573.9	555.50	Stop	0.00	100	Average

INPUT: ROADWAYS

SCI-823-10.13

		point238	238	1,862,596.5	281,611.9	555.00				Average	
		point237	237	1,862,901.1	281,844.8	556.00				Average	
		point236	236	1,863,016.2	281,950.5	554.00					
Foch Ave WB	10.0	point240	240	1,863,009.5	281,957.8	554.00				Average	
		point241	241	1,862,894.8	281,852.5	556.00				Average	
		point242	242	1,862,589.6	281,619.2	555.00				Average	
		point243	243	1,862,556.1	281,580.4	555.50					
Liberty Ave SB	10.0	point244	244	1,862,899.5	281,836.0	556.00	Stop	0.00	100	Average	
		point245	245	1,863,076.9	281,629.0	558.00					
Liberty Ave NB	10.0	point247	247	1,863,084.5	281,635.5	556.00	Stop	0.00	100	Average	
		point246	246	1,862,907.1	281,842.5	554.00					

INPUT: CONTOUR ZONES

SCI-823-10.13

Burton Planning Services							12 November 2013	
Kimberly Burton							TNM 2.5	
INPUT: CONTOUR ZONES								
PROJECT/CONTRACT:			SCI-823-10.13					
RUN:			No Build 2038					
Contour Zone				Points				
Name	Grid	Minimum	Contour	No.	Coordinates			
	Height	Grid	Tolerance		X	Y		
		Spacing						
	ft	ft	dB		ft	ft		
<< This table is empty >>								

INPUT: RECEIVER ADJUSTMENT FACTORS

SCI-823-10.13

Burton Planning Services			12 November 2013		
Kimberly Burton			TNM 2.5		
INPUT: RECEIVER ADJUSTMENT FACTORS					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		No Build 2038			
Receiver					
Name		No. Individual Roadway Segment Adjustment Factors			
		Roadway		Segment	
		Name		No. Adj. Factor	
				dB	
<< This table is empty >>					

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

Burton Planning Services			12 November 2013		
Kimberly Burton			TNM 2.5		
INPUT: "STRUCTURE" BARRIERS					
PROJECT/CONTRACT:	SCI-823-10.13				
RUN:	No Build 2038				
Barrier	Segments		Shielded Roadways	Segments	
Name	Name	No.	Name	Name	No.
<< This table is empty >>					

INPUT: BARRIER NOISE REDUCTION COEFFICIENTS

SCI-823-10.13

Burton Planning Services					12 November 2013		
Kimberly Burton					TNM 2.5		
INPUT: BARRIER NOISE REDUCTION COEFFICIENTS							
PROJECT/CONTRACT:		SCI-823-10.13					
RUN:		No Build 2038					
Barrier		Segments			Reflected Roadways		Segments
Name	Name	No.	NRC		Name	Name	No.
			L	R			
			Side	Side			
<< This table is empty >>							

RESULTS: BARRIER DESCRIPTIONS

SCI-823-10.13

Burton Planning Services										12 November 2013
Kimberly Burton										TNM 2.5
RESULTS: BARRIER DESCRIPTIONS										
PROJECT/CONTRACT:		SCI-823-10.13								
RUN:		No Build 2038								
BARRIER DESIGN:		INPUT HEIGHTS								
Barriers										
Name	Type	Heights along Barrier			Length	If Wall	If Berm	Top Width	Run:Rise	Cost
		Min	Avg	Max						
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	\$
Total Cost:									0	

RESULTS: SOUND LEVELS

SCI-823-10.13

Burton Planning Services														
Kimberly Burton														
RESULTS: SOUND LEVELS														
PROJECT/CONTRACT:														
RUN:														
BARRIER DESIGN:														
ATMOSPHERICS:														

12 November 2013

TNM 2.5

Calculated with TNM 2.5

SCI-823-10.13

No Build 2038

INPUT HEIGHTS

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

68 deg F, 50% RH

Receiver														
Name	No.	#DUs	Existing			No Barrier			Type	With Barrier				
			LAeq1h	LAeq1h	Crit'n	Calculated	Crit'n	Calculated		LAeq1h	Calculated	Noise Reduction	Goal	Calculated
			dB	dB	dB	dB	dB	dB	Impact	dB	dB	dB	dB	minus Goal
Receiver1	1	1	0.0	40.9	66	40.9	10	----		40.9	0.0	8	-8.0	
Receiver2	2	1	0.0	50.6	66	50.6	10	----		50.6	0.0	8	-8.0	
Receiver3	3	0	0.0	43.6	66	43.6	10	----		43.6	0.0	8	-8.0	
Receiver4	4	1	0.0	40.3	66	40.3	10	----		40.3	0.0	8	-8.0	
Receiver5	5	1	0.0	42.0	66	42.0	10	----		42.0	0.0	8	-8.0	
Receiver6	6	1	0.0	42.9	66	42.9	10	----		42.9	0.0	8	-8.0	
Receiver7	7	1	0.0	43.2	66	43.2	10	----		43.2	0.0	8	-8.0	
Receiver8	8	0	0.0	40.7	66	40.7	10	----		40.7	0.0	8	-8.0	
Receiver9	9	1	0.0	40.3	66	40.3	10	----		40.3	0.0	8	-8.0	
Receiver10	10	1	0.0	51.9	66	51.9	10	----		51.9	0.0	8	-8.0	
Receiver11	11	1	0.0	50.8	66	50.8	10	----		50.8	0.0	8	-8.0	
Receiver12	12	1	0.0	49.5	66	49.5	10	----		49.5	0.0	8	-8.0	
Receiver13	13	1	0.0	47.1	66	47.1	10	----		47.1	0.0	8	-8.0	
Receiver14/NR1	14	1	50.9	47.4	66	-3.5	10	----		47.4	0.0	8	-8.0	
Receiver15	15	1	0.0	44.7	66	44.7	10	----		44.7	0.0	8	-8.0	
Receiver16	16	1	0.0	43.1	66	43.1	10	----		43.1	0.0	8	-8.0	
Receiver17	17	1	0.0	43.0	66	43.0	10	----		43.0	0.0	8	-8.0	
Receiver18/NR2	18	1	44.5	41.5	66	-3.0	10	----		41.5	0.0	8	-8.0	
Receiver19	19	1	0.0	50.9	66	50.9	10	----		50.9	0.0	8	-8.0	
Receiver20	20	0	0.0	56.5	66	56.5	10	----		56.5	0.0	8	-8.0	
Receiver21	21	1	0.0	48.9	66	48.9	10	----		48.9	0.0	8	-8.0	
Receiver22	22	1	0.0	47.6	66	47.6	10	----		47.6	0.0	8	-8.0	
Receiver23	23	1	0.0	46.6	66	46.6	10	----		46.6	0.0	8	-8.0	
Receiver24	24	0	0.0	46.4	66	46.4	10	----		46.4	0.0	8	-8.0	
Receiver25	25	0	0.0	47.0	66	47.0	10	----		47.0	0.0	8	-8.0	

RESULTS: SOUND LEVELS

SCI-823-10.13

Receiver26	26	1	0.0	47.3	66	47.3	10	----	47.3	0.0	8	-8.0
Receiver27	27	1	0.0	45.2	66	45.2	10	----	45.2	0.0	8	-8.0
Receiver28	28	1	0.0	45.7	66	45.7	10	----	45.7	0.0	8	-8.0
Receiver29	29	1	0.0	42.5	66	42.5	10	----	42.5	0.0	8	-8.0
Receiver30	30	0	0.0	46.0	66	46.0	10	----	46.0	0.0	8	-8.0
Receiver31	31	1	0.0	45.1	66	45.1	10	----	45.1	0.0	8	-8.0
Receiver32/NR3	32	1	45.3	44.3	66	-1.0	10	----	44.3	0.0	8	-8.0
Receiver33	33	1	0.0	44.9	66	44.9	10	----	44.9	0.0	8	-8.0
Receiver34	34	0	0.0	44.6	66	44.6	10	----	44.6	0.0	8	-8.0
Receiver35	35	1	0.0	44.3	66	44.3	10	----	44.3	0.0	8	-8.0
Receiver36	36	1	0.0	44.4	66	44.4	10	----	44.4	0.0	8	-8.0
Receiver37	37	1	0.0	44.1	66	44.1	10	----	44.1	0.0	8	-8.0
Receiver38	38	1	0.0	45.4	66	45.4	10	----	45.4	0.0	8	-8.0
Receiver39	39	0	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
Receiver40	40	0	0.0	49.3	66	49.3	10	----	49.3	0.0	8	-8.0
Receiver41	41	1	0.0	49.3	66	49.3	10	----	49.3	0.0	8	-8.0
Receiver42	42	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
Receiver43	43	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
Receiver44	44	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Receiver45	45	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
Receiver46	46	0	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Receiver47	47	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
Receiver48	48	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Receiver49	49	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0
Receiver50	50	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
Receiver51	51	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
Receiver52/NR6	52	1	57.1	42.2	66	-14.9	10	----	42.2	0.0	8	-8.0
Receiver53	53	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
Receiver54	54	1	0.0	45.0	66	45.0	10	----	45.0	0.0	8	-8.0
Receiver55	55	1	0.0	45.4	66	45.4	10	----	45.4	0.0	8	-8.0
Receiver56	56	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
Receiver57	57	1	0.0	48.6	66	48.6	10	----	48.6	0.0	8	-8.0
Receiver58	58	1	0.0	48.4	66	48.4	10	----	48.4	0.0	8	-8.0
Receiver59	59	1	0.0	49.7	66	49.7	10	----	49.7	0.0	8	-8.0
Receiver60	60	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
Receiver61	61	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
Receiver62	62	1	0.0	49.1	66	49.1	10	----	49.1	0.0	8	-8.0
Receiver63	63	1	0.0	47.9	66	47.9	10	----	47.9	0.0	8	-8.0
Receiver64	64	1	0.0	48.2	66	48.2	10	----	48.2	0.0	8	-8.0
Receiver65	65	1	0.0	44.8	66	44.8	10	----	44.8	0.0	8	-8.0
Receiver66	66	1	0.0	45.8	66	45.8	10	----	45.8	0.0	8	-8.0
Receiver67	67	1	0.0	41.6	66	41.6	10	----	41.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

SCI-823-10.13

Receiver68	68	1	0.0	44.6	66	44.6	10	----	44.6	0.0	8	-8.0
Receiver69/NR5	69	0	47.0	49.7	66	2.7	10	----	49.7	0.0	8	-8.0
Receiver70	70	1	0.0	45.7	66	45.7	10	----	45.7	0.0	8	-8.0
Receiver71	71	1	0.0	45.7	66	45.7	10	----	45.7	0.0	8	-8.0
Receiver72	72	1	0.0	45.0	66	45.0	10	----	45.0	0.0	8	-8.0
Receiver73	73	1	0.0	45.8	66	45.8	10	----	45.8	0.0	8	-8.0
Receiver74	74	1	0.0	45.7	66	45.7	10	----	45.7	0.0	8	-8.0
Receiver75	75	1	0.0	45.8	66	45.8	10	----	45.8	0.0	8	-8.0
Receiver76	76	1	0.0	46.3	66	46.3	10	----	46.3	0.0	8	-8.0
Receiver77	77	1	0.0	46.6	66	46.6	10	----	46.6	0.0	8	-8.0
Receiver78/NR4	78	1	46.6	48.6	66	2.0	10	----	48.6	0.0	8	-8.0
Receiver79	79	1	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		68	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

Burton Planning Services			12 November 2013			
Kimberly Burton			TNM 2.5			
			Calculated with TNM 2.5			
RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT						
PROJECT/CONTRACT:		SCI-823-10.13				
RUN:		No Build 2038				
BARRIER DESIGN:		INPUT HEIGHTS				
ATMOSPHERICS:		68 deg F, 50% RH				
Selected Receivers						
Name	No.	Total	Important Barriers Name	Important Segments		
		L _{Aeq1h}		Name	No.	Partial L _{Aeq1h}
		dBA				
Receiver1	1	40.90				
Receiver2	2	50.60				
Receiver3	3	43.60				
Receiver4	4	40.30				
Receiver5	5	42.00				
Receiver6	6	42.90				
Receiver7	7	43.20				
Receiver8	8	40.70				
Receiver9	9	40.30				
Receiver10	10	51.90				
Receiver11	11	50.80				
Receiver12	12	49.50				
Receiver13	13	47.10				
Receiver14/NR1	14	47.40				
Receiver15	15	44.70				
Receiver16	16	43.10				
Receiver17	17	43.00				
Receiver18/NR2	18	41.50				
Receiver19	19	50.90				
Receiver20	20	56.50				
Receiver21	21	48.90				
Receiver22	22	47.60				

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT**SCI-823-10.13**

Receiver23	23	46.60			
Receiver24	24	46.40			
Receiver25	25	47.00			
Receiver26	26	47.30			
Receiver27	27	45.20			
Receiver28	28	45.70			
Receiver29	29	42.50			
Receiver30	30	46.00			
Receiver31	31	45.10			
Receiver32/NR3	32	44.30			
Receiver33	33	44.90			
Receiver34	34	44.60			
Receiver35	35	44.30			
Receiver36	36	44.40			
Receiver37	37	44.10			
Receiver38	38	45.40			
Receiver39	39	49.60			
Receiver40	40	49.30			
Receiver41	41	49.30			
Receiver42	42	54.70			
Receiver43	43	53.80			
Receiver44	44	53.40			
Receiver45	45	54.10			
Receiver46	46	55.20			
Receiver47	47	53.30			
Receiver48	48	53.10			
Receiver49	49	48.90			
Receiver50	50	51.50			
Receiver51	51	52.40			
Receiver52/NR6	52	42.20			
Receiver53	53	50.90			
Receiver54	54	45.00			
Receiver55	55	45.40			
Receiver56	56	51.80			
Receiver57	57	48.60			
Receiver58	58	48.40			
Receiver59	59	49.70			

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT**SCI-823-10.13**

Receiver60	60	50.20			
Receiver61	61	49.50			
Receiver62	62	49.10			
Receiver63	63	47.90			
Receiver64	64	48.20			
Receiver65	65	44.80			
Receiver66	66	45.80			
Receiver67	67	41.60			
Receiver68	68	44.60			
Receiver69/NR5	69	49.70			
Receiver70	70	45.70			
Receiver71	71	45.70			
Receiver72	72	45.00			
Receiver73	73	45.80			
Receiver74	74	45.70			
Receiver75	75	45.80			
Receiver76	76	46.30			
Receiver77	77	46.60			
Receiver78/NR4	78	48.60			
Receiver79	79	50.10			

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

Burton Planning Services		12 November 2013		
Kimberly Burton		TNM 2.5		
		Calculated with TNM 2.5		
RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE				
PROJECT/CONTRACT:		SCI-823-10.13		
RUN:		No Build 2038		
BARRIER DESIGN:		INPUT HEIGHTS		
ATMOSPHERICS:		68 deg F, 50% RH		
Receivers				
Name	No.	Total	Vehicle Type	
		LAeq1h	Name	Partial LAeq1h
		dBA		dBA
Receiver1	1	40.9	Autos	39.7
			MTrucks	34.6
			HTrucks	16.9
			Buses	
			Motorcycles	
Receiver2	2	50.6	Autos	48.4
			MTrucks	46.6
			HTrucks	15.8
			Buses	
			Motorcycles	
Receiver3	3	43.6	Autos	42.0
			MTrucks	38.5
			HTrucks	16.4
			Buses	
			Motorcycles	
Receiver4	4	40.3	Autos	38.8
			MTrucks	35.0
			HTrucks	15.3
			Buses	
			Motorcycles	
Receiver5	5	42.0	Autos	41.0
			MTrucks	34.8

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			HTrucks	20.9
			Buses	
			Motorcycles	
Receiver6	6	42.9	Autos	42.3
			MTrucks	32.9
			HTrucks	24.9
			Buses	
			Motorcycles	
Receiver7	7	43.2	Autos	41.5
			MTrucks	38.1
			HTrucks	18.6
			Buses	
			Motorcycles	
Receiver8	8	40.7	Autos	39.0
			MTrucks	35.7
			HTrucks	22.7
			Buses	
			Motorcycles	
Receiver9	9	40.3	Autos	37.9
			MTrucks	36.4
			HTrucks	24.5
			Buses	
			Motorcycles	
Receiver10	10	51.9	Autos	49.6
			MTrucks	48.1
			HTrucks	17.0
			Buses	
			Motorcycles	
Receiver11	11	50.8	Autos	48.2
			MTrucks	47.3
			HTrucks	17.9
			Buses	
			Motorcycles	
Receiver12	12	49.5	Autos	45.8
			MTrucks	47.1
			HTrucks	18.5
			Buses	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Motorcycles	
Receiver13	13	47.1	Autos	42.5
			MTrucks	45.2
			HTrucks	24.9
			Buses	
			Motorcycles	
Receiver14/NR1	14	47.4	Autos	46.0
			MTrucks	42.0
			HTrucks	15.5
			Buses	
			Motorcycles	
Receiver15	15	44.7	Autos	42.0
			MTrucks	41.3
			HTrucks	16.1
			Buses	
			Motorcycles	
Receiver16	16	43.1	Autos	39.3
			MTrucks	40.8
			HTrucks	17.1
			Buses	
			Motorcycles	
Receiver17	17	43.0	Autos	38.9
			MTrucks	40.9
			HTrucks	18.4
			Buses	
			Motorcycles	
Receiver18/NR2	18	41.5	Autos	37.6
			MTrucks	39.2
			HTrucks	22.4
			Buses	
			Motorcycles	
Receiver19	19	50.9	Autos	49.5
			MTrucks	44.9
			HTrucks	30.8
			Buses	
			Motorcycles	
Receiver20	20	56.5	Autos	54.9

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			MTrucks	51.5
			HTrucks	30.8
			Buses	
			Motorcycles	
Receiver21	21	48.9	Autos	44.4
			MTrucks	46.7
			HTrucks	34.5
			Buses	
			Motorcycles	
Receiver22	22	47.6	Autos	43.2
			MTrucks	45.4
			HTrucks	32.4
			Buses	
			Motorcycles	
Receiver23	23	46.6	Autos	43.3
			MTrucks	43.4
			HTrucks	33.4
			Buses	
			Motorcycles	
Receiver24	24	46.4	Autos	43.2
			MTrucks	43.2
			HTrucks	33.7
			Buses	
			Motorcycles	
Receiver25	25	47.0	Autos	43.8
			MTrucks	43.8
			HTrucks	34.0
			Buses	
			Motorcycles	
Receiver26	26	47.3	Autos	44.1
			MTrucks	44.0
			HTrucks	34.4
			Buses	
			Motorcycles	
Receiver27	27	45.2	Autos	42.1
			MTrucks	41.6
			HTrucks	33.9

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Buses	
			Motorcycles	
Receiver28	28	45.7	Autos	42.7
			MTrucks	42.1
			HTrucks	34.5
			Buses	
			Motorcycles	
Receiver29	29	42.5	Autos	40.0
			MTrucks	37.1
			HTrucks	34.3
			Buses	
			Motorcycles	
Receiver30	30	46.0	Autos	44.2
			MTrucks	40.4
			HTrucks	32.9
			Buses	
			Motorcycles	
Receiver31	31	45.1	Autos	43.1
			MTrucks	39.9
			HTrucks	32.6
			Buses	
			Motorcycles	
Receiver32/NR3	32	44.3	Autos	42.0
			MTrucks	39.3
			HTrucks	34.3
			Buses	
			Motorcycles	
Receiver33	33	44.9	Autos	42.4
			MTrucks	40.2
			HTrucks	34.6
			Buses	
			Motorcycles	
Receiver34	34	44.6	Autos	42.0
			MTrucks	40.0
			HTrucks	34.2
			Buses	
			Motorcycles	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

Receiver35	35	44.3	Autos	41.8
			MTrucks	39.1
			HTrucks	35.1
			Buses	
			Motorcycles	
Receiver36	36	44.4	Autos	41.9
			MTrucks	39.5
			HTrucks	35.2
			Buses	
			Motorcycles	
Receiver37	37	44.1	Autos	42.4
			MTrucks	36.5
			HTrucks	36.0
			Buses	
			Motorcycles	
Receiver38	38	45.4	Autos	43.8
			MTrucks	37.5
			HTrucks	36.7
			Buses	
			Motorcycles	
Receiver39	39	49.6	Autos	48.4
			MTrucks	42.8
			HTrucks	33.4
			Buses	
			Motorcycles	
Receiver40	40	49.3	Autos	48.2
			MTrucks	42.5
			HTrucks	33.7
			Buses	
			Motorcycles	
Receiver41	41	49.3	Autos	47.9
			MTrucks	42.9
			HTrucks	34.3
			Buses	
			Motorcycles	
Receiver42	42	54.7	Autos	53.3
			MTrucks	48.8

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			HTrucks	34.8
			Buses	
			Motorcycles	
Receiver43	43	53.8	Autos	52.4
			MTrucks	48.0
			HTrucks	35.4
			Buses	
			Motorcycles	
Receiver44	44	53.4	Autos	52.0
			MTrucks	47.6
			HTrucks	36.2
			Buses	
			Motorcycles	
Receiver45	45	54.1	Autos	52.6
			MTrucks	48.3
			HTrucks	36.4
			Buses	
			Motorcycles	
Receiver46	46	55.2	Autos	53.8
			MTrucks	49.7
			HTrucks	36.5
			Buses	
			Motorcycles	
Receiver47	47	53.3	Autos	51.9
			MTrucks	47.5
			HTrucks	36.4
			Buses	
			Motorcycles	
Receiver48	48	53.1	Autos	51.9
			MTrucks	46.7
			HTrucks	36.8
			Buses	
			Motorcycles	
Receiver49	49	48.9	Autos	47.7
			MTrucks	41.9
			HTrucks	36.6
			Buses	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Motorcycles	
Receiver50	50	51.5	Autos	50.3
			MTrucks	44.4
			HTrucks	37.2
			Buses	
			Motorcycles	
Receiver51	51	52.4	Autos	51.3
			MTrucks	45.3
			HTrucks	37.4
			Buses	
			Motorcycles	
Receiver52/NR6	52	42.2	Autos	40.2
			MTrucks	33.6
			HTrucks	35.7
			Buses	
			Motorcycles	
Receiver53	53	50.9	Autos	49.7
			MTrucks	43.8
			HTrucks	38.2
			Buses	
			Motorcycles	
Receiver54	54	45.0	Autos	43.3
			MTrucks	37.3
			HTrucks	37.0
			Buses	
			Motorcycles	
Receiver55	55	45.4	Autos	43.7
			MTrucks	37.2
			HTrucks	37.9
			Buses	
			Motorcycles	
Receiver56	56	51.8	Autos	50.5
			MTrucks	45.5
			HTrucks	36.1
			Buses	
			Motorcycles	
Receiver57	57	48.6	Autos	47.5

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			MTrucks	41.1
			HTrucks	36.6
			Buses	
			Motorcycles	
Receiver58	58	48.4	Autos	46.9
			MTrucks	42.1
			HTrucks	36.3
			Buses	
			Motorcycles	
Receiver59	59	49.7	Autos	48.2
			MTrucks	43.5
			HTrucks	36.9
			Buses	
			Motorcycles	
Receiver60	60	50.2	Autos	48.8
			MTrucks	43.9
			HTrucks	36.9
			Buses	
			Motorcycles	
Receiver61	61	49.5	Autos	48.3
			MTrucks	41.7
			HTrucks	38.4
			Buses	
			Motorcycles	
Receiver62	62	49.1	Autos	47.6
			MTrucks	41.6
			HTrucks	39.5
			Buses	
			Motorcycles	
Receiver63	63	47.9	Autos	46.2
			MTrucks	40.1
			HTrucks	40.2
			Buses	
			Motorcycles	
Receiver64	64	48.2	Autos	46.4
			MTrucks	40.3
			HTrucks	40.7

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Buses	
			Motorcycles	
Receiver65	65	44.8	Autos	43.0
			MTrucks	33.7
			HTrucks	39.1
			Buses	
			Motorcycles	
Receiver66	66	45.8	Autos	44.6
			MTrucks	34.2
			HTrucks	37.9
			Buses	
			Motorcycles	
Receiver67	67	41.6	Autos	40.4
			MTrucks	32.7
			HTrucks	32.0
			Buses	
			Motorcycles	
Receiver68	68	44.6	Autos	42.8
			MTrucks	34.5
			HTrucks	38.4
			Buses	
			Motorcycles	
Receiver69/NR5	69	49.7	Autos	49.1
			MTrucks	37.2
			HTrucks	38.1
			Buses	
			Motorcycles	
Receiver70	70	45.7	Autos	43.5
			MTrucks	32.6
			HTrucks	41.3
			Buses	
			Motorcycles	
Receiver71	71	45.7	Autos	44.0
			MTrucks	33.2
			HTrucks	39.9
			Buses	
			Motorcycles	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

Receiver72	72	45.0	Autos	42.1
			MTrucks	33.1
			HTrucks	41.2
			Buses	
			Motorcycles	
Receiver73	73	45.8	Autos	43.5
			MTrucks	33.4
			HTrucks	41.3
			Buses	
			Motorcycles	
Receiver74	74	45.7	Autos	43.2
			MTrucks	33.2
			HTrucks	41.6
			Buses	
			Motorcycles	
Receiver75	75	45.8	Autos	42.8
			MTrucks	32.7
			HTrucks	42.3
			Buses	
			Motorcycles	
Receiver76	76	46.3	Autos	42.8
			MTrucks	33.1
			HTrucks	43.4
			Buses	
			Motorcycles	
Receiver77	77	46.6	Autos	42.9
			MTrucks	33.8
			HTrucks	43.8
			Buses	
			Motorcycles	
Receiver78/NR4	78	48.6	Autos	46.5
			MTrucks	35.6
			HTrucks	43.8
			Buses	
			Motorcycles	
Receiver79	79	50.1	Autos	48.0
			MTrucks	36.9

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			HTrucks	45.2
			Buses	
			Motorcycles	

RESULTS: BARRIER DESIGN**SCI-823-10.13**

Receiver23	23	46.6	-0.0	8	-8.0				
Receiver24	24	46.4	0.0	8	-8.0				
Receiver25	25	47.0	-0.0	8	-8.0				
Receiver26	26	47.3	-0.0	8	-8.0				
Receiver27	27	45.2	-0.0	8	-8.0				
Receiver28	28	45.7	0.0	8	-8.0				
Receiver29	29	42.5	0.0	8	-8.0				
Receiver30	30	46.0	-0.0	8	-8.0				
Receiver31	31	45.1	-0.0	8	-8.0				
Receiver32/NR3	32	44.3	0.0	8	-8.0				
Receiver33	33	44.9	-0.0	8	-8.0				
Receiver34	34	44.6	-0.0	8	-8.0				
Receiver35	35	44.3	-0.0	8	-8.0				
Receiver36	36	44.4	-0.0	8	-8.0				
Receiver37	37	44.1	0.0	8	-8.0				
Receiver38	38	45.4	-0.0	8	-8.0				
Receiver39	39	49.6	-0.0	8	-8.0				
Receiver40	40	49.3	0.0	8	-8.0				
Receiver41	41	49.3	-0.0	8	-8.0				
Receiver42	42	54.7	-0.0	8	-8.0				
Receiver43	43	53.8	0.0	8	-8.0				
Receiver44	44	53.4	-0.0	8	-8.0				
Receiver45	45	54.1	-0.0	8	-8.0				
Receiver46	46	55.2	0.0	8	-8.0				
Receiver47	47	53.3	0.0	8	-8.0				
Receiver48	48	53.1	0.0	8	-8.0				
Receiver49	49	48.9	0.0	8	-8.0				
Receiver50	50	51.5	-0.0	8	-8.0				
Receiver51	51	52.4	0.0	8	-8.0				
Receiver52/NR6	52	42.2	-0.0	8	-8.0				
Receiver53	53	50.9	0.0	8	-8.0				
Receiver54	54	45.0	0.0	8	-8.0				
Receiver55	55	45.4	0.0	8	-8.0				
Receiver56	56	51.8	-0.0	8	-8.0				
Receiver57	57	48.6	0.0	8	-8.0				
Receiver58	58	48.4	0.0	8	-8.0				
Receiver59	59	49.7	-0.0	8	-8.0				

RESULTS: BARRIER DESIGN**SCI-823-10.13**

Receiver60	60	50.2	0.0	8	-8.0				
Receiver61	61	49.5	0.0	8	-8.0				
Receiver62	62	49.1	-0.0	8	-8.0				
Receiver63	63	47.9	0.0	8	-8.0				
Receiver64	64	48.2	0.0	8	-8.0				
Receiver65	65	44.8	0.0	8	-8.0				
Receiver66	66	45.8	-0.0	8	-8.0				
Receiver67	67	41.6	-0.0	8	-8.0				
Receiver68	68	44.6	-0.0	8	-8.0				
Receiver69/NR5	69	49.7	-0.0	8	-8.0				
Receiver70	70	45.7	0.0	8	-8.0				
Receiver71	71	45.7	0.0	8	-8.0				
Receiver72	72	45.0	-0.0	8	-8.0				
Receiver73	73	45.8	-0.0	8	-8.0				
Receiver74	74	45.7	0.0	8	-8.0				
Receiver75	75	45.8	0.0	8	-8.0				
Receiver76	76	46.3	0.0	8	-8.0				
Receiver77	77	46.6	0.0	8	-8.0				
Receiver78/NR4	78	48.6	0.0	8	-8.0				
Receiver79	79	50.1	-0.0	8	-8.0				
Total Cost, All Barriers (including additional cost(s))					\$0				

Burton Planning Services		12 November 2013										
Kimberly Burton		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		SCI-823-10.13										
RUN:		No Build 2038										
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
SR-335 EB	point110	110	129	55	2	55	6	55	0	0	0	0
	point109	109	129	55	2	55	6	55	0	0	0	0
	point108	108	129	55	2	55	6	55	0	0	0	0
	point107	107	129	55	2	55	6	55	0	0	0	0
	point106	106	129	55	2	55	6	55	0	0	0	0
	point105	105	129	55	2	55	6	55	0	0	0	0
	point104	104	129	55	2	55	6	55	0	0	0	0
	point103	103	129	55	2	55	6	55	0	0	0	0
	point102	102	129	55	2	55	6	55	0	0	0	0
	12+00	101	129	55	2	55	6	55	0	0	0	0
	13+00	100	129	55	2	55	6	55	0	0	0	0
	14+00	99	129	55	2	55	6	55	0	0	0	0
	15+00	98	129	55	2	55	6	55	0	0	0	0
	16+00	97	129	55	2	55	6	55	0	0	0	0
	17+00	96	129	55	2	55	6	55	0	0	0	0
	18+00	95	129	55	2	55	6	55	0	0	0	0
	point111	111	129	55	2	55	6	55	0	0	0	0
	point117	117	129	55	2	55	6	55	0	0	0	0
	point116	116	129	55	2	55	6	55	0	0	0	0
	point115	115	129	55	2	55	6	55	0	0	0	0
	point114	114	129	55	2	55	6	55	0	0	0	0
	point113	113										
SR-335 WB	point120	120	129	55	2	55	6	55	0	0	0	0
	point121	121	129	55	2	55	6	55	0	0	0	0
	point122	122	129	55	2	55	6	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point123	123	129	55	2	55	6	55	0	0	0	0
	point119	119	129	55	2	55	6	55	0	0	0	0
	point77	77	129	55	2	55	6	55	0	0	0	0
	18+00	78	129	55	2	55	6	55	0	0	0	0
	17+00	79	129	55	2	55	6	55	0	0	0	0
	16+00	80	129	55	2	55	6	55	0	0	0	0
	15+00	81	129	55	2	55	6	55	0	0	0	0
	14+00	82	129	55	2	55	6	55	0	0	0	0
	13+00	83	129	55	2	55	6	55	0	0	0	0
	12+00	84	129	55	2	55	6	55	0	0	0	0
	point85	85	129	55	2	55	6	55	0	0	0	0
	point86	86	129	55	2	55	6	55	0	0	0	0
	point87	87	129	55	2	55	6	55	0	0	0	0
	point88	88	129	55	2	55	6	55	0	0	0	0
	point89	89	129	55	2	55	6	55	0	0	0	0
	point90	90	129	55	2	55	6	55	0	0	0	0
	point91	91	129	55	2	55	6	55	0	0	0	0
	point92	92	129	55	2	55	6	55	0	0	0	0
	point93	93										
CR-248 SB (Slocum/Highland Bend)	point136	136	27	35	1	35	0	0	0	0	0	0
	point135	135	27	35	1	35	0	0	0	0	0	0
	7+00	134	27	35	1	35	0	0	0	0	0	0
	8+00	133	27	35	1	35	0	0	0	0	0	0
	9+00	132	27	35	1	35	0	0	0	0	0	0
	10+00	131	27	35	1	35	0	0	0	0	0	0
	11+00	130	27	35	1	35	0	0	0	0	0	0
	12+00	129	27	35	1	35	0	0	0	0	0	0
	point128	128	27	35	1	35	0	0	0	0	0	0
	point127	127	27	35	1	35	0	0	0	0	0	0
	point126	126	27	35	1	35	0	0	0	0	0	0
	point125	125	27	35	1	35	0	0	0	0	0	0
	point160	160	27	35	1	35	0	0	0	0	0	0
	point159	159	27	35	1	35	0	0	0	0	0	0
	point158	158	27	35	1	35	0	0	0	0	0	0
	point157	157	27	35	1	35	0	0	0	0	0	0
	point156	156	27	35	1	35	0	0	0	0	0	0
	point155	155	27	35	1	35	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point154	154	27	35	1	35	0	0	0	0	0	0
	point153	153	27	35	1	35	0	0	0	0	0	0
	point152	152	27	35	1	35	0	0	0	0	0	0
	point151	151	27	35	1	35	0	0	0	0	0	0
	point150	150	27	35	1	35	0	0	0	0	0	0
	point149	149										
CR-248 NB (Slocum/Highland Bend)	point161	161	27	35	1	35	0	0	0	0	0	0
	point162	162	27	35	1	35	0	0	0	0	0	0
	point163	163	27	35	1	35	0	0	0	0	0	0
	point164	164	27	35	1	35	0	0	0	0	0	0
	point165	165	27	35	1	35	0	0	0	0	0	0
	point166	166	27	35	1	35	0	0	0	0	0	0
	point167	167	27	35	1	35	0	0	0	0	0	0
	point168	168	27	35	1	35	0	0	0	0	0	0
	point169	169	27	35	1	35	0	0	0	0	0	0
	point170	170	27	35	1	35	0	0	0	0	0	0
	point171	171	27	35	1	35	0	0	0	0	0	0
	point172	172	27	35	1	35	0	0	0	0	0	0
	point137	137	27	35	1	35	0	0	0	0	0	0
	point138	138	27	35	1	35	0	0	0	0	0	0
	point139	139	27	35	1	35	0	0	0	0	0	0
	point140	140	27	35	1	35	0	0	0	0	0	0
	12+00	141	27	35	1	35	0	0	0	0	0	0
	11+00	142	27	35	1	35	0	0	0	0	0	0
	10+00	143	27	35	1	35	0	0	0	0	0	0
	9+00	144	27	35	1	35	0	0	0	0	0	0
	8+00	145	27	35	1	35	0	0	0	0	0	0
	7+00	146	27	35	1	35	0	0	0	0	0	0
	point147	147	27	35	1	35	0	0	0	0	0	0
	point148	148										
Pershing Rd EB	point182	182	27	35	1	35	0	0	0	0	0	0
	point181	181	27	35	1	35	0	0	0	0	0	0
	point180	180	27	35	1	35	0	0	0	0	0	0
	point179	179	27	35	1	35	0	0	0	0	0	0
	point178	178	27	35	1	35	0	0	0	0	0	0
	point177	177	27	35	1	35	0	0	0	0	0	0
	point176	176	27	35	1	35	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point175	175	27	35	1	35	0	0	0	0	0	0
	point174	174	27	35	1	35	0	0	0	0	0	0
	point173	173										
Pershing Rd WB	point183	183	27	35	1	35	0	0	0	0	0	0
	point184	184	27	35	1	35	0	0	0	0	0	0
	point185	185	27	35	1	35	0	0	0	0	0	0
	point186	186	27	35	1	35	0	0	0	0	0	0
	point187	187	27	35	1	35	0	0	0	0	0	0
	point188	188	27	35	1	35	0	0	0	0	0	0
	point189	189	27	35	1	35	0	0	0	0	0	0
	point190	190	27	35	1	35	0	0	0	0	0	0
	point191	191	27	35	1	35	0	0	0	0	0	0
	point192	192										
Labold Ave EB	point205	205	10	25	1	25	0	0	0	0	0	0
	point204	204	10	25	1	25	0	0	0	0	0	0
	point203	203	10	25	1	25	0	0	0	0	0	0
	point202	202	10	25	1	25	0	0	0	0	0	0
	point201	201										
Labold Ave WB	point206	206	10	25	1	25	0	0	0	0	0	0
	point207	207	10	25	1	25	0	0	0	0	0	0
	point208	208	10	25	1	25	0	0	0	0	0	0
	point209	209	10	25	1	25	0	0	0	0	0	0
	point210	210										
Caryle Ave EB	point215	215	5	25	0	0	0	0	0	0	0	0
	point214	214	5	25	0	0	0	0	0	0	0	0
	point213	213	5	25	0	0	0	0	0	0	0	0
	point212	212	5	25	0	0	0	0	0	0	0	0
	point211	211										
Caryle Ave WB	point221	221	5	25	0	0	0	0	0	0	0	0
	point219	219	5	25	0	0	0	0	0	0	0	0
	point218	218	5	25	0	0	0	0	0	0	0	0
	point217	217	5	25	0	0	0	0	0	0	0	0
	point216	216										
Marne Ave EB	point225	225	10	25	1	25	0	0	0	0	0	0
	point224	224	10	25	1	25	0	0	0	0	0	0
	point223	223	10	25	1	25	0	0	0	0	0	0
	point222	222										

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

Marne Ave WB	point226	226	10	25	1	25	0	0	0	0	0	0
	point227	227	10	25	1	25	0	0	0	0	0	0
	point228	228	10	25	1	25	0	0	0	0	0	0
	point229	229										
Highland Ave SB	point232	232	2	25	0	0	0	0	0	0	0	0
	point231	231	2	25	0	0	0	0	0	0	0	0
	point230	230										
Highland Ave NB	point233	233	2	25	0	0	0	0	0	0	0	0
	point234	234	2	25	0	0	0	0	0	0	0	0
	point235	235										
Foch Ave EB	point239	239	2	25	0	0	0	0	0	0	0	0
	point238	238	2	25	0	0	0	0	0	0	0	0
	point237	237	2	25	0	0	0	0	0	0	0	0
	point236	236										
Foch Ave WB	point240	240	2	25	0	0	0	0	0	0	0	0
	point241	241	2	25	0	0	0	0	0	0	0	0
	point242	242	2	25	0	0	0	0	0	0	0	0
	point243	243										
Liberty Ave SB	point244	244	2	25	0	0	0	0	0	0	0	0
	point245	245										
Liberty Ave NB	point247	247	2	25	0	0	0	0	0	0	0	0
	point246	246										

Burton Planning Services		12 November 2013												
Kimberly Burton		TNM 2.5												
INPUT: TRAFFIC FOR LAeq1h Volumes														
PROJECT/CONTRACT:		SCI-823-10.13												
RUN:		No Build 2038												
Roadway	Points													
Name	Name	No.	Segment		User 1		User 2		User 3		User 4		<unknown>	
			V	S	V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
SR-335 EB	point110	110												
	point109	109												
	point108	108												
	point107	107												
	point106	106												
	point105	105												
	point104	104												
	point103	103												
	point102	102												
	12+00	101												
	13+00	100												
	14+00	99												
	15+00	98												
	16+00	97												
	17+00	96												
	18+00	95												
	point111	111												
	point117	117												
	point116	116												
	point115	115												
	point114	114												
	point113	113												
SR-335 WB	point120	120												
	point121	121												
	point122	122												

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point123	123											
	point119	119											
	point77	77											
	18+00	78											
	17+00	79											
	16+00	80											
	15+00	81											
	14+00	82											
	13+00	83											
	12+00	84											
	point85	85											
	point86	86											
	point87	87											
	point88	88											
	point89	89											
	point90	90											
	point91	91											
	point92	92											
	point93	93											
CR-248 SB (Slocum/Highland Bend)	point136	136											
	point135	135											
	7+00	134											
	8+00	133											
	9+00	132											
	10+00	131											
	11+00	130											
	12+00	129											
	point128	128											
	point127	127											
	point126	126											
	point125	125											
	point160	160											
	point159	159											
	point158	158											
	point157	157											
	point156	156											
	point155	155											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point154	154											
	point153	153											
	point152	152											
	point151	151											
	point150	150											
	point149	149											
CR-248 NB (Slocum/Highland Bend)	point161	161											
	point162	162											
	point163	163											
	point164	164											
	point165	165											
	point166	166											
	point167	167											
	point168	168											
	point169	169											
	point170	170											
	point171	171											
	point172	172											
	point137	137											
	point138	138											
	point139	139											
	point140	140											
	12+00	141											
	11+00	142											
	10+00	143											
	9+00	144											
	8+00	145											
	7+00	146											
	point147	147											
	point148	148											
Pershing Rd EB	point182	182											
	point181	181											
	point180	180											
	point179	179											
	point178	178											
	point177	177											
	point176	176											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point175	175											
	point174	174											
	point173	173											
Pershing Rd WB	point183	183											
	point184	184											
	point185	185											
	point186	186											
	point187	187											
	point188	188											
	point189	189											
	point190	190											
	point191	191											
	point192	192											
Labold Ave EB	point205	205											
	point204	204											
	point203	203											
	point202	202											
	point201	201											
Labold Ave WB	point206	206											
	point207	207											
	point208	208											
	point209	209											
	point210	210											
Caryle Ave EB	point215	215											
	point214	214											
	point213	213											
	point212	212											
	point211	211											
Caryle Ave WB	point221	221											
	point219	219											
	point218	218											
	point217	217											
	point216	216											
Marne Ave EB	point225	225											
	point224	224											
	point223	223											
	point222	222											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

Marne Ave WB	point226	226											
	point227	227											
	point228	228											
	point229	229											
Highland Ave SB	point232	232											
	point231	231											
	point230	230											
Highland Ave NB	point233	233											
	point234	234											
	point235	235											
Foch Ave EB	point239	239											
	point238	238											
	point237	237											
	point236	236											
Foch Ave WB	point240	240											
	point241	241											
	point242	242											
	point243	243											
Liberty Ave SB	point244	244											
	point245	245											
Liberty Ave NB	point247	247											
	point246	246											

INPUT: RECEIVERS

SCI-823-10.13

Burton Planning Services							12 November 2013				
Kimberly Burton							TNM 2.5				
INPUT: RECEIVERS											
PROJECT/CONTRACT:		SCI-823-10.13									
RUN:		No Build 2038									
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	
Receiver1	1	1	1,862,726.0	279,933.8	551.00	5.00	0.00	66	10.0	8.0	
Receiver2	2	1	1,862,795.6	280,320.1	554.00	5.00	0.00	66	10.0	8.0	
Receiver3	3	0	1,862,588.0	280,177.8	558.00	5.00	0.00	66	10.0	8.0	
Receiver4	4	1	1,862,508.5	280,237.3	558.00	5.00	0.00	66	10.0	8.0	
Receiver5	5	1	1,863,132.4	280,109.2	551.00	5.00	0.00	66	10.0	8.0	
Receiver6	6	1	1,863,190.2	280,226.4	553.00	5.00	0.00	66	10.0	8.0	
Receiver7	7	1	1,863,000.2	280,250.7	550.00	5.00	0.00	66	10.0	8.0	
Receiver8	8	0	1,863,147.1	280,334.1	557.00	5.00	0.00	66	10.0	8.0	
Receiver9	9	1	1,863,209.0	280,410.9	561.00	5.00	0.00	66	10.0	8.0	
Receiver10	10	1	1,862,887.9	280,283.2	554.00	5.00	0.00	66	10.0	8.0	
Receiver11	11	1	1,862,945.6	280,327.1	556.00	5.00	0.00	66	10.0	8.0	
Receiver12	12	1	1,862,988.1	280,360.8	557.00	5.00	0.00	66	10.0	8.0	
Receiver13	13	1	1,863,174.0	280,499.8	563.00	5.00	0.00	66	10.0	8.0	
Receiver14/NR1	14	1	1,862,730.1	280,363.8	557.00	5.00	50.90	66	10.0	8.0	Y
Receiver15	15	1	1,862,860.2	280,421.0	558.00	5.00	0.00	66	10.0	8.0	
Receiver16	16	1	1,862,980.8	280,524.4	560.00	5.00	0.00	66	10.0	8.0	
Receiver17	17	1	1,863,045.1	280,557.2	561.00	5.00	0.00	66	10.0	8.0	
Receiver18/NR2	18	1	1,863,147.0	280,647.8	563.00	5.00	44.50	66	10.0	8.0	Y
Receiver19	19	1	1,862,475.0	280,624.2	558.00	5.00	0.00	66	10.0	8.0	
Receiver20	20	0	1,862,413.8	280,651.7	559.00	5.00	0.00	66	10.0	8.0	
Receiver21	21	1	1,862,742.9	280,896.6	554.00	5.00	0.00	66	10.0	8.0	
Receiver22	22	1	1,862,814.6	280,945.2	556.00	5.00	0.00	66	10.0	8.0	
Receiver23	23	1	1,862,951.2	281,051.6	560.00	5.00	0.00	66	10.0	8.0	
Receiver24	24	0	1,862,987.4	281,079.4	562.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

SCI-823-10.13

Receiver25	25	0	1,863,013.2	281,104.0	564.00	5.00	0.00	66	10.0	8.0	
Receiver26	26	1	1,863,155.1	281,219.3	564.00	5.00	0.00	66	10.0	8.0	
Receiver27	27	1	1,863,203.8	281,237.6	563.00	5.00	0.00	66	10.0	8.0	
Receiver28	28	1	1,863,268.9	281,302.4	562.00	5.00	0.00	66	10.0	8.0	
Receiver29	29	1	1,863,340.8	281,360.2	559.00	5.00	0.00	66	10.0	8.0	
Receiver30	30	0	1,862,443.6	280,885.5	557.00	5.00	0.00	66	10.0	8.0	
Receiver31	31	1	1,862,493.4	280,913.0	555.00	5.00	0.00	66	10.0	8.0	
Receiver32/NR3	32	1	1,862,757.9	281,126.5	555.00	5.00	45.30	66	10.0	8.0	Y
Receiver33	33	1	1,862,888.9	281,179.9	558.00	5.00	0.00	66	10.0	8.0	
Receiver34	34	0	1,862,995.9	281,263.8	560.00	5.00	0.00	66	10.0	8.0	
Receiver35	35	1	1,863,090.0	281,346.9	561.00	5.00	0.00	66	10.0	8.0	
Receiver36	36	1	1,863,119.8	281,355.0	562.00	5.00	0.00	66	10.0	8.0	
Receiver37	37	1	1,863,267.5	281,512.2	557.00	5.00	0.00	66	10.0	8.0	
Receiver38	38	1	1,863,310.0	281,612.3	557.00	5.00	0.00	66	10.0	8.0	
Receiver39	39	0	1,862,332.0	280,904.3	556.00	5.00	0.00	66	10.0	8.0	
Receiver40	40	0	1,862,424.8	280,980.9	556.00	5.00	0.00	66	10.0	8.0	
Receiver41	41	1	1,862,512.4	281,058.6	553.00	5.00	0.00	66	10.0	8.0	
Receiver42	42	1	1,862,518.9	281,123.2	551.00	5.00	0.00	66	10.0	8.0	
Receiver43	43	1	1,862,811.6	281,348.0	555.00	5.00	0.00	66	10.0	8.0	
Receiver44	44	1	1,862,875.0	281,395.6	557.00	5.00	0.00	66	10.0	8.0	
Receiver45	45	1	1,862,912.9	281,432.6	558.00	5.00	0.00	66	10.0	8.0	
Receiver46	46	0	1,862,964.6	281,484.5	560.00	5.00	0.00	66	10.0	8.0	
Receiver47	47	1	1,863,030.6	281,520.9	559.00	5.00	0.00	66	10.0	8.0	
Receiver48	48	1	1,863,109.1	281,581.3	559.00	5.00	0.00	66	10.0	8.0	
Receiver49	49	1	1,863,171.6	281,584.5	558.00	5.00	0.00	66	10.0	8.0	
Receiver50	50	1	1,863,180.9	281,625.3	557.00	5.00	0.00	66	10.0	8.0	
Receiver51	51	1	1,863,209.6	281,655.2	556.00	5.00	0.00	66	10.0	8.0	
Receiver52/NR6	52	1	1,863,485.8	281,659.2	548.00	5.00	57.10	66	10.0	8.0	Y
Receiver53	53	1	1,863,338.4	281,743.5	557.00	5.00	0.00	66	10.0	8.0	
Receiver54	54	1	1,862,375.8	281,265.2	554.00	5.00	0.00	66	10.0	8.0	
Receiver55	55	1	1,862,530.6	281,391.1	552.00	5.00	0.00	66	10.0	8.0	
Receiver56	56	1	1,862,664.6	281,342.6	554.00	5.00	0.00	66	10.0	8.0	
Receiver57	57	1	1,862,725.0	281,458.0	557.00	5.00	0.00	66	10.0	8.0	
Receiver58	58	1	1,862,803.5	281,499.2	556.00	5.00	0.00	66	10.0	8.0	
Receiver59	59	1	1,862,910.2	281,565.7	557.00	5.00	0.00	66	10.0	8.0	
Receiver60	60	1	1,862,973.1	281,607.4	558.00	5.00	0.00	66	10.0	8.0	
Receiver61	61	1	1,863,087.5	281,722.6	554.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

SCI-823-10.13

Receiver62	62	1	1,863,232.2	281,828.0	555.00	5.00	0.00	66	10.0	8.0	
Receiver63	63	1	1,863,281.2	281,882.2	553.00	5.00	0.00	66	10.0	8.0	
Receiver64	64	1	1,863,347.0	281,930.2	548.00	5.00	0.00	66	10.0	8.0	
Receiver65	65	1	1,862,501.2	281,526.5	554.00	5.00	0.00	66	10.0	8.0	
Receiver66	66	1	1,862,645.2	281,596.4	554.00	5.00	0.00	66	10.0	8.0	
Receiver67	67	1	1,862,726.8	281,654.1	547.00	5.00	0.00	66	10.0	8.0	
Receiver68	68	1	1,862,850.0	281,723.7	556.00	5.00	0.00	66	10.0	8.0	
Receiver69/NR5	69	0	1,862,976.2	281,728.0	556.00	5.00	47.00	66	10.0	8.0	Y
Receiver70	70	1	1,862,803.0	281,849.2	555.00	5.00	0.00	66	10.0	8.0	
Receiver71	71	1	1,862,974.8	281,867.0	554.00	5.00	0.00	66	10.0	8.0	
Receiver72	72	1	1,863,039.5	281,924.2	554.00	5.00	0.00	66	10.0	8.0	
Receiver73	73	1	1,862,341.6	281,671.7	556.00	5.00	0.00	66	10.0	8.0	
Receiver74	74	1	1,862,556.1	281,786.0	553.00	5.00	0.00	66	10.0	8.0	
Receiver75	75	1	1,862,770.2	281,918.8	554.00	5.00	0.00	66	10.0	8.0	
Receiver76	76	1	1,862,980.5	282,035.2	553.00	5.00	0.00	66	10.0	8.0	
Receiver77	77	1	1,863,149.0	282,079.4	553.00	5.00	0.00	66	10.0	8.0	
Receiver78/NR4	78	1	1,862,238.4	281,798.0	556.00	5.00	46.60	66	10.0	8.0	Y
Receiver79	79	1	1,862,312.5	281,916.3	555.00	5.00	0.00	66	10.0	8.0	
Receiver2 Church											
Receiver3 Undeveloped Lands											
Receiver8 Undeveloped Lands											
Receiver14/NR1 395 Slocum											
Receiver18/NR2 Pentocostal Victory Chapel Labold Ave											
Receiver20 Storage Barn											
Receiver24 Undeveloped Lands											
Receiver25 Undeveloped Lands											
Receiver30 Undeveloped Lands											
Receiver32/NR3 Highland Bend Christian Baptist Church 115 M											
Receiver34 Undeveloped Lands											
Receiver39 Undeveloped Lands											
Receiver40 Undeveloped Lands											
Receiver46 Undeveloped Lands											
Receiver52/NR6 260 Marne Ave											
Receiver69/NR5 66 Foch St											
Receiver78/NR4 120 Highland Ave											

INPUT: BARRIERS

SCI-823-10.13

Burton Planning Services				12 November 2013																
Kimberly Burton				TNM 2.5																
INPUT: BARRIERS																				
PROJECT/CONTRACT:		SCI-823-10.13																		
RUN:		No Build 2038																		
Barrier									Points											
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment			On	Important	
		Min	Max	\$ per Unit Area	\$ per Unit Vol.	Top Width	Run:Rise	\$ 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				
<< This table is empty >>																				

INPUT: BUILDING ROWS

SCI-823-10.13

Burton Planning Services				12 November 2013		
Kimberly Burton				TNM 2.5		
INPUT: BUILDING ROWS						
PROJECT/CONTRACT:		SCI-823-10.13				
RUN:		No Build 2038				
Building Row			Points			
Name	Average	Building	No.	Coordinates (ground)		
	Height	Percent		X	Y	Z
	ft	%		ft	ft	ft
<< This table is empty >>						

INPUT: TERRAIN LINES

SCI-823-10.13

Burton Planning Services		12 November 2013		
Kimberly Burton		TNM 2.5		
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:		SCI-823-10.13		
RUN:		No Build 2038		
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line9	125	1,862,040.0	282,020.0	507.50
	126	1,862,020.0	282,040.0	506.50
	127	1,861,960.0	281,980.0	507.20
	128	1,861,920.0	281,960.0	507.80
	129	1,861,863.5	281,953.6	506.00
	130	1,861,790.1	281,928.5	505.40
	131	1,861,767.2	281,901.3	504.30
Terrain Line10	132	1,862,400.0	282,160.0	510.10
	133	1,862,360.0	282,140.0	510.50
	134	1,862,280.0	282,120.0	509.30
	135	1,862,240.0	282,080.0	509.40
	136	1,862,200.0	282,100.0	508.80
Terrain Line17	170	1,862,498.1	280,488.0	559.10
	171	1,862,443.4	280,552.5	558.80
	172	1,862,356.8	280,644.8	559.30
	173	1,862,305.1	280,696.2	558.50
	174	1,862,238.4	280,755.2	557.00
	175	1,862,159.6	280,816.3	556.40
	176	1,862,124.5	280,843.5	556.20
Terrain Line18	182	1,864,049.4	279,717.5	556.00
	183	1,863,950.8	279,734.0	553.00
	184	1,863,753.6	279,765.1	551.00
	185	1,863,554.8	279,780.9	542.00
	186	1,863,453.8	279,788.5	536.00
	187	1,863,357.4	279,819.2	534.00
	188	1,863,166.1	279,876.2	533.00

INPUT: TERRAIN LINES

SCI-823-10.13

	189	1,862,969.4	279,922.0	548.00
	190	1,862,885.9	279,983.4	554.00
	191	1,862,804.8	280,085.6	555.00
	192	1,862,686.5	280,247.1	554.00
	193	1,862,564.4	280,405.3	557.50
Terrain Line19	194	1,862,514.9	280,502.2	559.10
	195	1,862,459.8	280,567.2	558.80
	196	1,862,372.5	280,660.1	559.30
	197	1,862,320.2	280,712.2	558.50
	198	1,862,252.4	280,772.1	557.00
	199	1,862,173.2	280,833.7	556.40
	200	1,862,128.8	280,870.7	556.20
Terrain Line20	206	1,864,053.0	279,739.2	556.00
	207	1,863,954.2	279,755.8	553.00
	208	1,863,756.2	279,786.9	551.00
	209	1,863,556.4	279,802.8	542.00
	210	1,863,458.0	279,810.2	536.00
	211	1,863,363.8	279,840.2	534.00
	212	1,863,171.8	279,897.5	533.00
	213	1,862,978.8	279,942.4	548.00
	214	1,862,901.2	279,999.4	554.00
	215	1,862,822.2	280,099.0	555.00
	216	1,862,704.1	280,260.3	554.00
	217	1,862,581.9	280,418.8	557.50
RR 1	224	1,861,885.8	279,918.0	590.40
	225	1,862,009.6	280,027.2	590.10
	226	1,862,044.6	280,050.2	591.00
Terrain Line17-2	230	1,862,048.5	280,902.2	556.00
	177	1,862,001.6	280,938.7	555.90
	178	1,861,922.2	280,999.5	554.90
	179	1,861,842.4	281,059.2	555.20
	180	1,861,770.1	281,108.9	554.60
	181	1,861,633.4	281,174.3	550.50
Terrain Line19-2	231	1,862,046.4	280,931.4	556.00
	201	1,862,015.0	280,956.2	555.90
	202	1,861,935.5	281,017.0	554.90
	203	1,861,855.2	281,077.0	555.20

INPUT: TERRAIN LINES

SCI-823-10.13

	204	1,861,781.2	281,128.0	554.60
	205	1,861,642.9	281,194.2	550.50
Terrain Line3-2	83	1,862,104.8	282,327.4	535.40
	84	1,862,011.8	282,280.1	534.30
	85	1,861,905.9	282,226.1	533.40
	86	1,861,817.2	282,181.6	533.10
	87	1,861,737.9	282,141.0	533.60
	88	1,861,648.8	282,092.1	534.30
	89	1,861,577.8	282,047.5	534.40
	90	1,861,518.9	282,004.9	534.70
	91	1,861,472.5	281,967.7	535.00
	92	1,861,391.8	281,889.1	535.00
	93	1,861,251.4	281,726.2	535.00
Terrain Line4-2	100	1,862,094.9	282,347.1	535.40
	101	1,862,001.9	282,299.7	534.30
	102	1,861,896.0	282,245.8	533.40
	103	1,861,807.4	282,201.2	533.10
	104	1,861,727.6	282,160.5	533.60
	105	1,861,637.6	282,111.0	534.30
	106	1,861,565.4	282,065.7	534.40
	107	1,861,505.5	282,022.4	534.70
	108	1,861,457.9	281,984.2	535.00
	109	1,861,375.8	281,904.2	535.00
	110	1,861,234.8	281,740.6	535.00
Terrain Line4	120	1,864,043.8	282,563.8	544.00
	121	1,863,844.0	282,580.6	545.00
	122	1,863,643.2	282,582.2	544.00
	123	1,863,443.0	282,571.0	544.00
	124	1,863,243.6	282,553.8	542.00
	113	1,862,937.9	282,521.8	543.00
	95	1,862,578.0	282,474.8	536.00
	96	1,862,478.6	282,463.4	537.00
	97	1,862,378.9	282,450.3	536.10
	98	1,862,280.2	282,427.9	536.40
	99	1,862,188.6	282,393.6	536.50
Terrain Line7-Terrain Line5-Terrain Line3	115	1,864,041.9	282,541.9	544.00
	116	1,863,843.0	282,558.6	545.00

INPUT: TERRAIN LINES

SCI-823-10.13

	117	1,863,643.8	282,560.2	544.00
	118	1,863,444.6	282,549.0	544.00
	112	1,863,245.8	282,531.9	542.00
	77	1,862,940.6	282,499.9	543.00
	78	1,862,580.8	282,452.9	536.00
	79	1,862,481.4	282,441.6	537.00
	80	1,862,382.8	282,428.7	536.10
	81	1,862,286.6	282,406.8	536.40
	82	1,862,197.4	282,373.4	536.50
Terrain Line36	236	1,863,695.9	282,076.1	551.00
	237	1,863,096.0	281,610.7	558.00
	238	1,862,773.5	281,350.4	554.00
	239	1,862,597.2	281,210.3	544.50
	240	1,862,455.6	281,099.6	554.00
	241	1,862,379.4	281,039.3	554.50
	242	1,862,303.2	280,980.5	553.50
	243	1,862,251.2	280,941.7	552.70
	244	1,862,186.4	280,890.7	553.50
	245	1,862,152.6	280,863.8	556.50
Terrain Line37	246	1,863,682.4	282,093.5	551.00
	247	1,863,082.4	281,628.0	558.00
	248	1,862,759.8	281,367.6	554.00
	249	1,862,583.6	281,227.6	544.50
	250	1,862,442.0	281,116.9	554.00
	251	1,862,365.9	281,056.7	554.50
	252	1,862,289.9	280,998.0	553.50
	253	1,862,237.9	280,959.1	552.70
	254	1,862,172.8	280,908.0	553.50
	255	1,862,138.9	280,881.0	556.50
Terrain Line40	264	1,863,574.4	280,858.2	562.00
	265	1,863,445.9	280,760.2	559.00
	266	1,863,199.4	280,568.7	564.00
	267	1,862,944.2	280,365.1	557.00
	268	1,862,750.0	280,208.4	553.00
Terrain Line41	269	1,863,561.1	280,875.7	562.00
	270	1,863,432.4	280,777.6	559.00
	271	1,863,185.8	280,586.0	564.00

INPUT: TERRAIN LINES

SCI-823-10.13

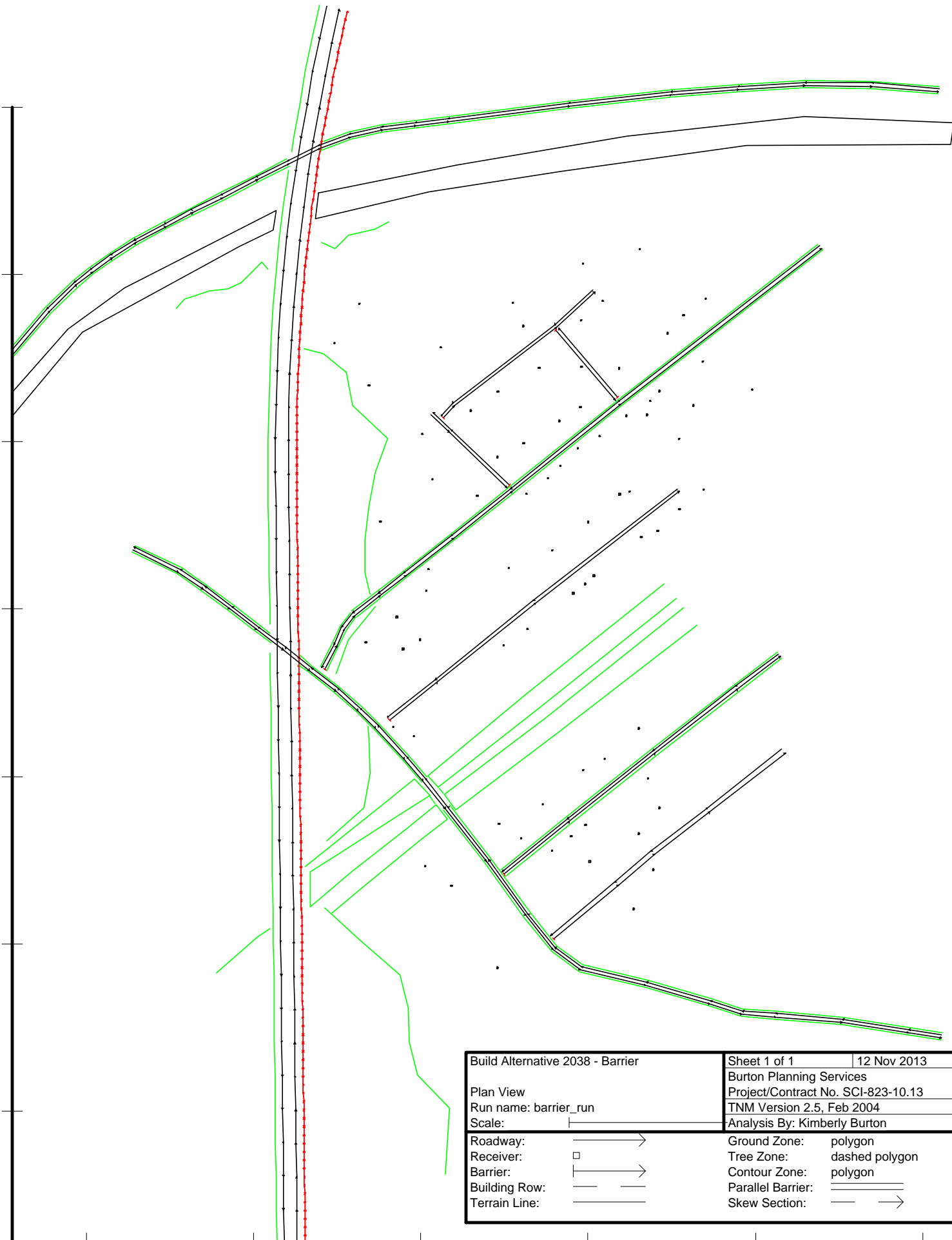
	272	1,862,930.5	280,382.3	557.00
	273	1,862,736.2	280,225.6	553.00
Terrain Line42	289	1,862,151.8	280,234.8	570.00
	288	1,862,228.8	280,297.6	569.00
	287	1,862,397.1	280,433.4	563.00
	286	1,862,478.1	280,497.8	559.00
	285	1,862,523.5	280,447.0	589.80
	284	1,862,431.1	280,389.9	589.20
	283	1,862,250.4	280,272.2	590.00
	282	1,862,166.9	280,218.6	591.00
	281	1,862,165.1	280,115.9	591.00
	280	1,862,289.8	280,219.0	590.00
	279	1,862,457.9	280,351.1	589.20
	278	1,862,541.6	280,421.1	589.80
	277	1,862,576.8	280,378.3	557.00
	276	1,862,496.8	280,314.5	561.00
	275	1,862,325.6	280,177.0	565.00
	274	1,862,230.5	280,098.2	569.00
Terrain Line43	295	1,863,279.6	281,008.3	589.50
	294	1,862,867.0	280,678.2	590.00
	293	1,862,565.0	280,449.9	589.80
	292	1,862,599.9	280,406.3	557.00
	291	1,862,902.4	280,632.4	559.00
	290	1,863,320.2	280,957.5	566.00
Terrain Line44	301	1,863,223.6	281,078.3	567.00
	300	1,862,811.1	280,748.3	556.00
	299	1,862,517.9	280,507.7	559.00
	298	1,862,549.5	280,472.4	589.80
	297	1,862,846.2	280,705.7	590.00
	296	1,863,258.1	281,035.2	589.50
Terrain Line45	303	1,862,524.8	280,445.2	589.80
	302	1,862,539.1	280,423.9	589.80
Terrain Line46	305	1,862,563.5	280,453.7	589.80
	304	1,862,550.6	280,470.8	589.80

Burton Planning Services				12 November 2013	
Kimberly Burton				TNM 2.5	
INPUT: GROUND ZONES					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		No Build 2038			
Ground Zone			Points		
Name	Type	Flow Resistivity	No.	Coordinates	
		cgs rayls		X	Y
				ft	ft
Ground Zone1	Water	20000	1	1,861,267.2	281,568.1
			2	1,861,258.1	281,630.9
			3	1,861,441.4	281,841.8
			4	1,861,610.5	281,965.2
			5	1,862,064.9	282,196.1
			6	1,862,053.9	282,135.0
			7	1,861,954.0	282,085.7
			8	1,861,484.5	281,831.2
Ground Zone2	Water	20000	9	1,862,189.1	282,245.9
			10	1,862,604.1	282,331.4
			11	1,863,112.5	282,416.6
			12	1,863,643.2	282,473.8
			13	1,864,089.1	282,457.1
			14	1,864,078.1	282,390.9
			15	1,863,469.9	282,390.1
			16	1,862,916.9	282,313.2
			17	1,862,521.1	282,249.5
			18	1,862,181.2	282,171.0

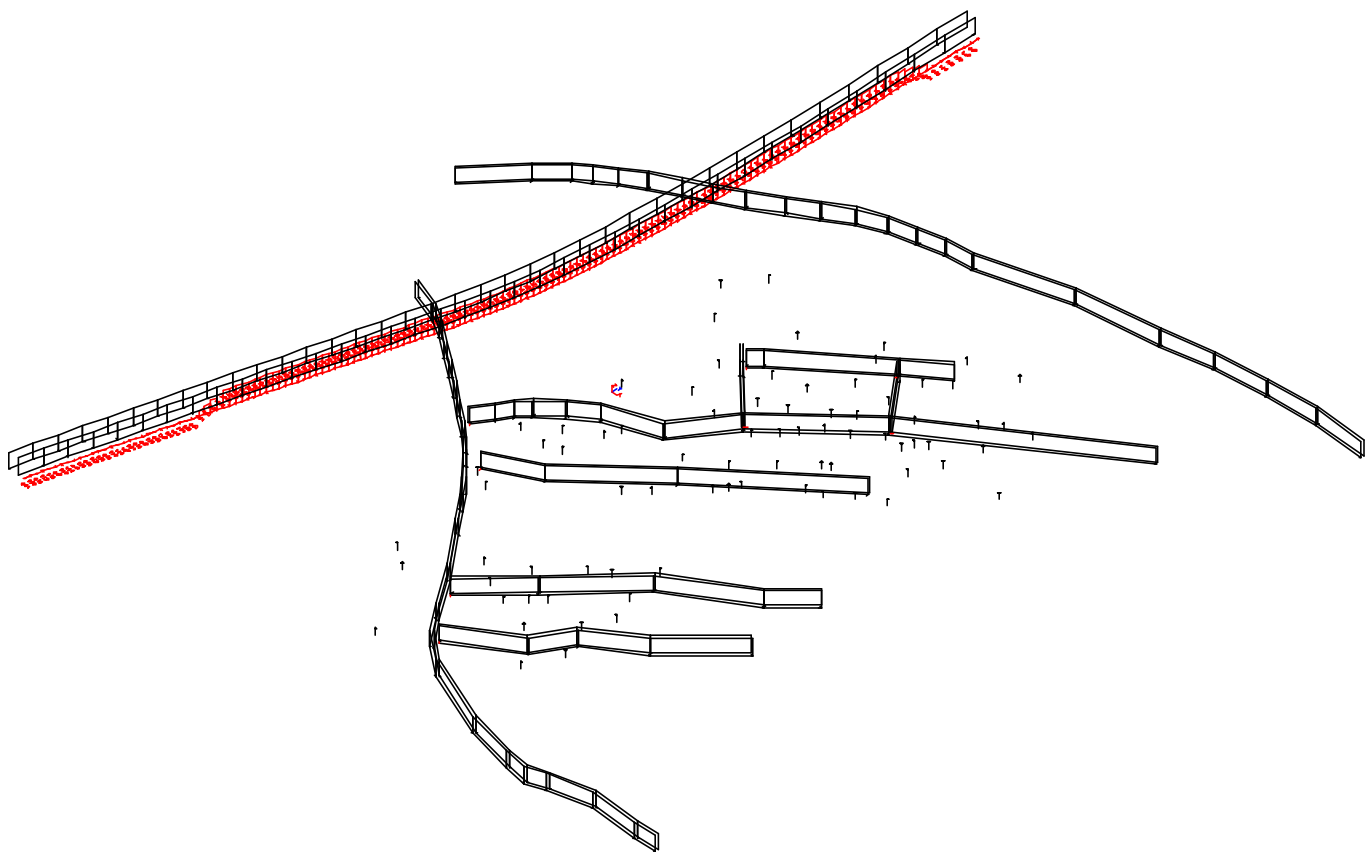
INPUT: TREE ZONES

SCI-823-10.13

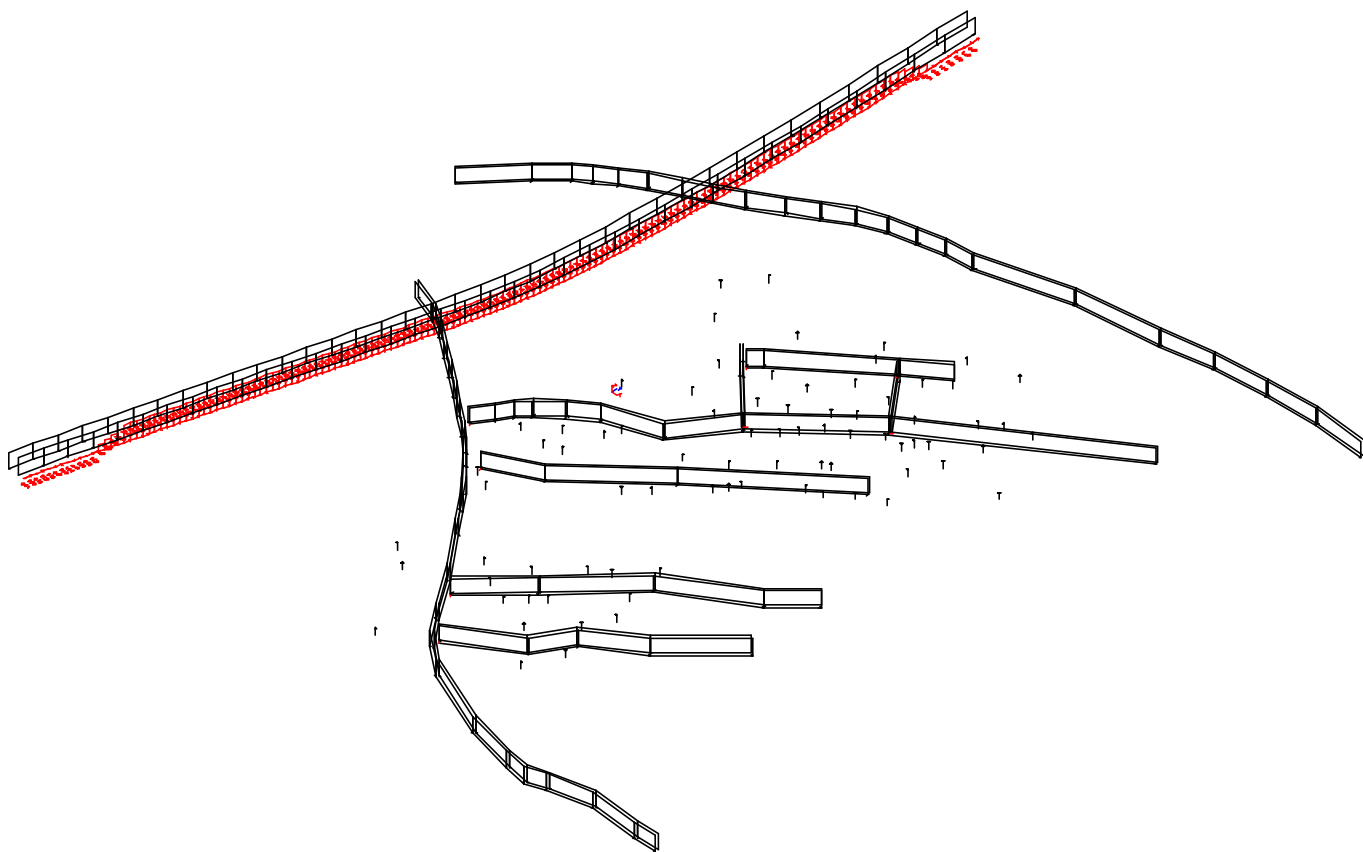
Burton Planning Services				12 November 2013	
Kimberly Burton				TNM 2.5	
INPUT: TREE ZONES					
PROJECT/CONTRACT:	SCI-823-10.13				
RUN:	No Build 2038				
Tree Zone		Points			
Name	Average	No.	Coordinates (ground)		
	Height		X	Y	Z
	ft		ft	ft	ft
<< This table is empty >>					



Build Alternative 2038 - Barrier		Sheet 1 of 1	12 Nov 2013
Plan View		Burton Planning Services	
Run name: barrier_run		Project/Contract No. SCI-823-10.13	
Scale:		TNM Version 2.5, Feb 2004	
		Analysis By: Kimberly Burton	
Roadway:	———→	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	———→	Contour Zone:	polygon
Building Row:	—— —	Parallel Barrier:	=====
Terrain Line:	———→	Skew Section:	—— —→



Build Alternative 2038 - Barrier		Sheet 1 of 1	12 Nov 2013
Barrier View-Alt1		Burton Planning Services	
Run name: barrier_run		Project/Contract No. SCI-823-10.13	
Scale: <DNA - due to perspective>		TNM Version 2.5, Feb 2004	
Analysis By: Kimberly Burton			
Roadway:	—————>	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	—————>	Contour Zone:	polygon
Building Row:	— — —	Parallel Barrier:	=====
Terrain Line:	—————>	Skew Section:	— — —>



Build Alternative 2038 - Barrier		Sheet 1 of 1	12 Nov 2013
Barrier View-Alt2		Burton Planning Services	
Run name: barrier_run		Project/Contract No. SCI-823-10.13	
Scale: <DNA - due to perspective>		TNM Version 2.5, Feb 2004	
Analysis By: Kimberly Burton			
Roadway:	—————>	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	—————>	Contour Zone:	polygon
Building Row:	— — —	Parallel Barrier:	=====
Terrain Line:	—————>	Skew Section:	— — —>

INPUT: ROADWAYS

SCI-823-10.13

		115+00	11	1,862,076.9	280,110.6	643.80				Average	
		114+00	10	1,862,078.0	280,010.6	647.90				Average	
		113+00	9	1,862,079.1	279,910.6	652.00				Average	
		112+00	8	1,862,080.2	279,810.6	656.10				Average	
		111+00	7	1,862,081.4	279,710.6	660.20				Average	
		110+00	6	1,862,082.5	279,610.6	664.30				Average	
		109+00	5	1,862,083.6	279,510.6	668.40				Average	
		108+00	4	1,862,084.8	279,410.6	672.50				Average	
		107+00	3	1,862,085.9	279,310.6	676.60				Average	
		106+00	2	1,862,087.0	279,210.6	680.70				Average	
		105+00	1	1,862,088.1	279,110.6	684.40					
US-823 Bypass NB	24.0	105+00	39	1,862,127.1	279,111.1	684.40				Average	
		106+00	40	1,862,126.0	279,211.0	680.70				Average	
		107+00	41	1,862,124.9	279,311.0	676.60				Average	
		108+00	42	1,862,123.8	279,411.0	672.50				Average	
		109+00	43	1,862,122.6	279,511.0	668.40				Average	
		110+00	44	1,862,121.5	279,611.0	664.30				Average	
		111+00	45	1,862,120.4	279,711.0	660.20				Average	
		112+00	46	1,862,119.2	279,811.0	656.10				Average	
		113+00	47	1,862,118.1	279,911.0	652.00				Average	
		114+00	48	1,862,117.0	280,011.0	647.90				Average	
		115+00	49	1,862,115.9	280,111.0	643.80				Average	
		116+00	50	1,862,114.8	280,211.0	639.70				Average	
		117+00	51	1,862,113.6	280,311.0	635.60				Average	
		118+00	52	1,862,112.5	280,411.0	631.50				Average	
		119+00	53	1,862,111.4	280,511.0	627.40				Average	
		120+00	54	1,862,110.2	280,611.0	623.30				Average	
		121+00	55	1,862,109.0	280,710.9	619.20				Average	Y
		122+00	56	1,862,108.0	280,810.9	615.10				Average	Y
		123+00	57	1,862,106.9	280,910.9	611.10				Average	Y
		124+00	58	1,862,105.6	281,010.9	607.50				Average	Y
		125+00	59	1,862,104.6	281,110.9	604.50				Average	
		126+00	60	1,862,103.5	281,210.9	602.00				Average	
		127+00	61	1,862,102.4	281,310.7	600.10				Average	
		128+00	62	1,862,101.4	281,410.3	598.60				Average	
		129+00	63	1,862,101.2	281,510.6	597.70				Average	
		130+00	64	1,862,102.5	281,610.2	597.40				Average	
		131+00	65	1,862,105.6	281,709.8	597.60				Average	Y
		132+00	66	1,862,110.5	281,809.4	598.30				Average	Y
		133+00	67	1,862,117.0	281,908.8	599.50				Average	Y

INPUT: ROADWAYS

SCI-823-10.13

		134+00	68	1,862,125.1	282,008.2	601.30				Average	Y
		135+00	69	1,862,135.4	282,107.3	603.70				Average	Y
		136+00	70	1,862,147.0	282,206.3	606.50				Average	Y
		137+00	71	1,862,160.6	282,305.0	609.90				Average	Y
		138+00	72	1,862,175.8	282,403.4	613.80				Average	Y
		139+00	73	1,862,194.1	282,501.5	618.30				Average	Y
		140+00	74	1,862,211.4	282,599.8	623.20				Average	
		141+00	75	1,862,231.6	282,697.2	628.20				Average	
		142+00	76	1,862,253.8	282,794.5	633.20					
SR-335 EB	10.0	point110	110	1,861,246.9	281,730.1	535.00				Average	
		point109	109	1,861,387.4	281,893.2	535.00				Average	
		point108	108	1,861,468.5	281,972.2	535.00				Average	
		point107	107	1,861,515.2	282,009.7	534.70				Average	
		point106	106	1,861,574.4	282,052.4	534.40				Average	
		point105	105	1,861,645.8	282,097.2	534.30				Average	
		point104	104	1,861,735.1	282,146.3	533.60				Average	
		point103	103	1,861,814.5	282,186.9	533.10				Average	
		point102	102	1,861,903.1	282,231.5	533.40				Average	
		12+00	101	1,862,009.1	282,285.4	534.30				Average	
		13+00	100	1,862,102.0	282,332.8	535.40				Average	
		14+00	99	1,862,195.0	282,378.9	536.50				Average	
		15+00	98	1,862,284.9	282,412.6	536.40				Average	
		16+00	97	1,862,381.8	282,434.6	536.10				Average	
		17+00	96	1,862,480.6	282,447.6	537.00				Average	
		18+00	95	1,862,580.0	282,458.9	536.00				Average	
		point111	111	1,862,939.8	282,505.8	543.00				Average	
		point117	117	1,863,245.0	282,537.8	542.00				Average	
		point116	116	1,863,444.1	282,555.0	544.00				Average	
		point115	115	1,863,643.6	282,566.2	544.00				Average	
		point114	114	1,863,843.2	282,564.6	545.00				Average	
		point113	113	1,864,042.4	282,547.8	544.00					
SR-335 WB	10.0	point120	120	1,864,043.2	282,557.8	544.00				Average	
		point121	121	1,863,843.8	282,574.6	545.00				Average	
		point122	122	1,863,643.4	282,576.2	544.00				Average	
		point123	123	1,863,443.5	282,565.0	544.00				Average	
		point119	119	1,863,244.0	282,547.8	542.00				Average	
		point77	77	1,862,938.6	282,515.8	543.00				Average	
		18+00	78	1,862,578.8	282,468.8	536.00				Average	
		17+00	79	1,862,479.4	282,457.5	537.00				Average	
		16+00	80	1,862,380.0	282,444.4	536.10				Average	

INPUT: ROADWAYS

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		15+00	81	1,862,282.0	282,422.2	536.40				Average	
		14+00	82	1,862,191.0	282,388.1	536.50				Average	
		13+00	83	1,862,097.5	282,341.7	535.40				Average	
		12+00	84	1,862,004.5	282,294.3	534.30				Average	
		point85	85	1,861,898.6	282,240.4	533.40				Average	
		point86	86	1,861,810.0	282,195.9	533.10				Average	
		point87	87	1,861,730.4	282,155.2	533.60				Average	
		point88	88	1,861,640.6	282,105.8	534.30				Average	
		point89	89	1,861,568.8	282,060.8	534.40				Average	
		point90	90	1,861,509.1	282,017.6	534.70				Average	
		point91	91	1,861,461.9	281,979.7	535.00				Average	
		point92	92	1,861,380.1	281,900.1	535.00				Average	
		point93	93	1,861,239.2	281,736.6	535.00					
CR-248 SB (Slocum/Highland Bend)	10.0	point136	136	1,861,636.0	281,179.7	550.50				Average	
		point135	135	1,861,773.2	281,114.1	554.60				Average	
		7+00	134	1,861,845.9	281,064.0	555.20				Average	
		8+00	133	1,861,925.9	281,004.2	554.90				Average	
		9+00	132	1,862,005.2	280,943.5	555.90				Average	
		10+00	131	1,862,084.6	280,882.5	556.00				Average	
		11+00	130	1,862,163.4	280,821.1	556.40				Average	
		12+00	129	1,862,242.2	280,759.8	557.00				Average	
		point128	128	1,862,309.2	280,700.6	558.50				Average	
		point127	127	1,862,361.0	280,649.0	559.30				Average	
		point126	126	1,862,447.9	280,556.5	558.80				Average	
		point125	125	1,862,502.6	280,491.9	559.10				Average	
		point160	160	1,862,569.1	280,409.0	557.50				Average	
		point159	159	1,862,691.4	280,250.7	554.00				Average	
		point158	158	1,862,809.5	280,089.3	555.00				Average	
		point157	157	1,862,890.0	279,987.8	554.00				Average	
		point156	156	1,862,972.0	279,927.5	548.00				Average	
		point155	155	1,863,167.6	279,882.0	533.00				Average	
		point154	154	1,863,359.1	279,824.9	534.00				Average	
		point153	153	1,863,454.9	279,794.4	536.00				Average	
		point152	152	1,863,555.1	279,786.9	542.00				Average	
		point151	151	1,863,754.4	279,771.0	551.00				Average	
		point150	150	1,863,951.8	279,740.0	553.00				Average	
		point149	149	1,864,050.2	279,723.4	556.00					
CR-248 NB (Slocum/Highland Bend)	12.0	point161	161	1,864,052.0	279,733.3	556.00				Average	
		point162	162	1,863,953.2	279,749.8	553.00				Average	
		point163	163	1,863,755.5	279,780.9	551.00				Average	

INPUT: ROADWAYS

SCI-823-10.13

		point164	164	1,863,556.0	279,796.8	542.00				Average	
		point165	165	1,863,456.8	279,804.3	536.00				Average	
		point166	166	1,863,362.0	279,834.5	534.00				Average	
		point167	167	1,863,170.2	279,891.7	533.00				Average	
		point168	168	1,862,976.2	279,936.8	548.00				Average	
		point169	169	1,862,897.0	279,995.0	554.00				Average	
		point170	170	1,862,817.4	280,095.3	555.00				Average	
		point171	171	1,862,699.4	280,256.7	554.00				Average	
		point172	172	1,862,577.1	280,415.1	557.50				Average	
		point137	137	1,862,510.2	280,498.3	559.10				Average	
		point138	138	1,862,455.2	280,563.2	558.80				Average	
		point139	139	1,862,368.2	280,655.9	559.30				Average	
		point140	140	1,862,316.1	280,707.9	558.50				Average	
		12+00	141	1,862,248.6	280,767.5	557.00				Average	
		11+00	142	1,862,169.5	280,829.0	556.40				Average	
		10+00	143	1,862,090.8	280,890.4	556.00				Average	
		9+00	144	1,862,011.4	280,951.4	555.90				Average	
		8+00	145	1,861,931.9	281,012.2	554.90				Average	
		7+00	146	1,861,851.8	281,072.2	555.20				Average	
		point147	147	1,861,778.2	281,122.8	554.60				Average	
		point148	148	1,861,640.2	281,188.7	550.50					
Labold Ave EB	10.0	point205	205	1,862,746.2	280,213.1	553.00	Stop	0.00	100	Average	
		point204	204	1,862,940.5	280,369.8	557.00				Average	
		point203	203	1,863,195.6	280,573.4	564.00				Average	
		point202	202	1,863,442.1	280,765.0	559.00				Average	
		point201	201	1,863,570.8	280,862.9	562.00					
Labold Ave WB	10.0	point210	210	1,863,564.8	280,870.9	562.00				Average	
		point209	209	1,863,436.1	280,772.9	559.00				Average	
		point208	208	1,863,189.5	280,581.3	564.00				Average	
		point207	207	1,862,934.2	280,377.6	557.00				Average	
		point206	206	1,862,740.0	280,220.9	553.00					
Pershing Rd EB - New	10.0	30+25	193	1,862,210.5	280,824.3	556.00	Stop	0.00	100	Average	
		31+00	194	1,862,245.0	280,893.2	555.00				Average	
		point195	195	1,862,268.6	280,944.9	554.00				Average	
		point196	196	1,862,297.9	280,984.0	553.50				Average	
		point178	178	1,862,375.8	281,044.1	554.50				Average	
		point177	177	1,862,452.0	281,104.3	554.00				Average	
		point176	176	1,862,593.5	281,215.1	544.50				Average	
		point175	175	1,862,769.8	281,355.1	554.00				Average	
		point174	174	1,863,092.4	281,615.4	558.00				Average	

INPUT: ROADWAYS

SCI-823-10.13

		point173	173	1,863,692.2	282,080.8	551.00				
Pershing Rd WB - New	10.0	point183	183	1,863,686.1	282,088.8	551.00				Average
		point184	184	1,863,086.1	281,623.2	558.00				Average
		point185	185	1,862,763.5	281,362.9	554.00				Average
		point186	186	1,862,587.4	281,222.9	544.50				Average
		point187	187	1,862,445.8	281,112.2	554.00				Average
		point188	188	1,862,369.5	281,052.0	554.50				Average
		point189	189	1,862,293.5	280,993.3	553.50				Average
		point195	199	1,862,260.0	280,950.1	554.00				Average
		31+00	198	1,862,236.0	280,897.5	555.00				Average
		30+25	197	1,862,201.5	280,828.8	556.00				
Caryle Ave EB	10.0	point213	213	1,862,892.2	280,020.6	554.00	Stop	0.00	100	Average
		point214	214	1,863,087.0	280,181.5	549.00				Average
		point215	215	1,863,194.4	280,272.6	556.00				Average
		point216	216	1,863,358.8	280,398.2	554.00				Average
		point217	217	1,863,584.8	280,575.6	559.00				
Caryle Ave WB	10.0	point218	218	1,863,572.8	280,585.5	559.00				Average
		point219	219	1,863,347.6	280,407.9	554.00				Average
		point220	220	1,863,182.5	280,280.3	556.00				Average
		point221	221	1,863,074.9	280,188.6	549.00				Average
		point222	222	1,862,884.8	280,030.1	554.00				
Marne Ave EB	10.0	point223	223	1,862,401.8	280,673.9	559.30	Stop	0.00	100	Average
		point224	224	1,862,545.5	280,785.8	553.70				Average
		point225	225	1,862,838.9	281,021.3	557.00				Average
		point226	226	1,863,268.9	281,356.0	560.00				
Marne Ave WB	10.0	point227	227	1,863,262.8	281,363.9	560.00				Average
		point228	228	1,862,832.6	281,029.2	557.00				Average
		point229	229	1,862,539.4	280,793.7	553.70				Average
		point230	230	1,862,395.6	280,681.8	559.30				
Highland Ave SB	10.0	point231	231	1,862,526.5	281,584.0	555.50				Average
		point232	232	1,862,580.5	281,532.0	555.50				Average
		point233	233	1,862,753.4	281,366.4	554.00				
Highland Ave NB	10.0	point234	234	1,862,760.4	281,373.6	554.00	Stop	0.00	100	Average
		point235	235	1,862,587.4	281,539.3	555.50				Average
		point236	236	1,862,533.4	281,591.2	555.50				
Foch Ave EB	10.0	point237	237	1,862,563.6	281,573.9	555.50	Stop	0.00	100	Average
		point238	238	1,862,596.5	281,611.9	555.00				Average
		point239	239	1,862,901.1	281,844.8	556.00				Average
		point240	240	1,863,016.2	281,950.5	554.00				
Foch Ave WB	10.0	point241	241	1,863,009.5	281,957.8	554.00				Average

INPUT: ROADWAYS**SCI-823-10.13**

		point242	242	1,862,894.8	281,852.5	556.00				Average	
		point243	243	1,862,589.6	281,619.3	555.00				Average	
		point244	244	1,862,556.1	281,580.4	555.50					
Liberty Ave SB	10.0	point245	245	1,862,899.5	281,836.0	556.00	Stop	0.00	100	Average	
		point246	246	1,863,076.9	281,629.0	558.00					
Liberty Ave NB	10.0	point247	247	1,863,084.5	281,635.5	556.00	Stop	0.00	100	Average	
		point248	248	1,862,907.1	281,842.5	554.00					

INPUT: CONTOUR ZONES

SCI-823-10.13

Burton Planning Services							12 November 2013	
Kimberly Burton							TNM 2.5	
INPUT: CONTOUR ZONES								
PROJECT/CONTRACT:			SCI-823-10.13					
RUN:			Build Alternative 2038 - Barrier					
Contour Zone				Points				
Name	Grid	Minimum	Contour	No.	Coordinates			
	Height	Grid	Tolerance		X	Y		
		Spacing						
	ft	ft	dB		ft	ft		
<< This table is empty >>								

INPUT: RECEIVER ADJUSTMENT FACTORS

SCI-823-10.13

Burton Planning Services			12 November 2013		
Kimberly Burton			TNM 2.5		
INPUT: RECEIVER ADJUSTMENT FACTORS					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Build Alternative 2038 - Barrier			
Receiver					
Name		No. Individual Roadway Segment Adjustment Factors			
		Roadway		Segment	
		Name		No. Adj. Factor	
				dB	
<< This table is empty >>					

Burton Planning Services		12 November 2013			
Kimberly Burton		TNM 2.5			
INPUT: "STRUCTURE" BARRIERS					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Build Alternative 2038 - Barrier			
Barrier		Segments		Shielded Roadways	
Name	Name	No.	Name	Name	No.
Barrier1	113+00	24	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point78	78	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point79	79	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point80	80	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	114+00	25	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point81	81	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point82	82	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point83	83	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	115+00	26	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point84	84	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point85	85	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point86	86	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	116+00	27	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point87	87	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point88	88	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point89	89	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	117+00	28	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point90	90	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point91	91	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point92	92	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	121+00	32	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point102	102	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point103	103	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point104	104	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	122+00	33	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point105	105	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point106	106	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point107	107	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	123+00	34	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point108	108	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point109	109	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point110	110	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	124+00	35	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point111	111	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point112	112	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point113	113	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	131+00	42	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point132	132	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point133	133	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point134	134	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	132+00	43	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point135	135	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point136	136	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point137	137	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	133+00	44	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point138	138	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point139	139	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point140	140	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	134+00	45	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point141	141	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point142	142	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point143	143	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	135+00	46	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point144	144	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point145	145	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point146	146	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	136+00	47	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point147	147	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point148	148	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point149	149	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	137+00	48	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point150	150	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point151	151	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point152	152	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	138+00	49	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point153	153	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point154	154	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point155	155	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	139+00	50	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point156	156	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point157	157	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38
Barrier1	point158	158	US-823 Bypass NB	141+00	75
			US-823 Bypass NB	140+00	74
			US-823 Bypass NB	139+00	73
			US-823 Bypass NB	138+00	72
			US-823 Bypass NB	137+00	71
			US-823 Bypass NB	136+00	70
			US-823 Bypass NB	135+00	69
			US-823 Bypass NB	134+00	68
			US-823 Bypass NB	133+00	67
			US-823 Bypass NB	132+00	66
			US-823 Bypass NB	131+00	65
			US-823 Bypass NB	130+00	64
			US-823 Bypass NB	129+00	63
			US-823 Bypass NB	128+00	62
			US-823 Bypass NB	127+00	61
			US-823 Bypass NB	126+00	60
			US-823 Bypass NB	125+00	59
			US-823 Bypass NB	124+00	58
			US-823 Bypass NB	123+00	57
			US-823 Bypass NB	122+00	56
			US-823 Bypass NB	121+00	55
			US-823 Bypass NB	120+00	54
			US-823 Bypass NB	119+00	53
			US-823 Bypass NB	118+00	52
			US-823 Bypass NB	117+00	51
			US-823 Bypass NB	116+00	50
			US-823 Bypass NB	115+00	49

INPUT: "STRUCTURE" BARRIERS

SCI-823-10.13

			US-823 Bypass NB	114+00	48
			US-823 Bypass NB	113+00	47
			US-823 Bypass NB	112+00	46
			US-823 Bypass NB	111+00	45
			US-823 Bypass NB	110+00	44
			US-823 Bypass NB	109+00	43
			US-823 Bypass NB	108+00	42
			US-823 Bypass NB	107+00	41
			US-823 Bypass NB	106+00	40
			US-823 Bypass NB	105+00	39
			US-823 Bypass SB	106+00	2
			US-823 Bypass SB	107+00	3
			US-823 Bypass SB	108+00	4
			US-823 Bypass SB	109+00	5
			US-823 Bypass SB	110+00	6
			US-823 Bypass SB	111+00	7
			US-823 Bypass SB	112+00	8
			US-823 Bypass SB	113+00	9
			US-823 Bypass SB	114+00	10
			US-823 Bypass SB	115+00	11
			US-823 Bypass SB	116+00	12
			US-823 Bypass SB	117+00	13
			US-823 Bypass SB	118+00	14
			US-823 Bypass SB	119+00	15
			US-823 Bypass SB	120+00	16
			US-823 Bypass SB	121+00	17
			US-823 Bypass SB	122+00	18
			US-823 Bypass SB	123+00	19
			US-823 Bypass SB	124+00	20
			US-823 Bypass SB	125+00	21
			US-823 Bypass SB	126+00	22
			US-823 Bypass SB	127+00	23
			US-823 Bypass SB	128+00	24
			US-823 Bypass SB	129+00	25
			US-823 Bypass SB	130+00	26
			US-823 Bypass SB	131+00	27
			US-823 Bypass SB	132+00	28

INPUT: "STRUCTURE" BARRIERS**SCI-823-10.13**

			US-823 Bypass SB	133+00	29
			US-823 Bypass SB	134+00	30
			US-823 Bypass SB	135+00	31
			US-823 Bypass SB	136+00	32
			US-823 Bypass SB	137+00	33
			US-823 Bypass SB	138+00	34
			US-823 Bypass SB	139+00	35
			US-823 Bypass SB	140+00	36
			US-823 Bypass SB	141+00	37
			US-823 Bypass SB	142+00	38

INPUT: BARRIER NOISE REDUCTION COEFFICIENTS

SCI-823-10.13

Burton Planning Services					12 November 2013		
Kimberly Burton					TNM 2.5		

INPUT: BARRIER NOISE REDUCTION COEFFICIENTS							
PROJECT/CONTRACT:		SCI-823-10.13					
RUN:		Build Alternative 2038 - Barrier					

Barrier Name	Segments				Reflected Roadways		Segments	
	Name	No.	NRC LSide	RSide	Name		Name	No.
Barrier1	105+00	16	0.0	0.0	---		---	0
	point54	54	0.0	0.0	---		---	0
	point55	55	0.0	0.0	---		---	0
	point56	56	0.0	0.0	---		---	0
	106+00	17	0.0	0.0	---		---	0
	point57	57	0.0	0.0	---		---	0
	point58	58	0.0	0.0	---		---	0
	point59	59	0.0	0.0	---		---	0
	107+00	18	0.0	0.0	---		---	0
	point60	60	0.0	0.0	---		---	0
	point61	61	0.0	0.0	---		---	0
	point62	62	0.0	0.0	---		---	0
	108+00	19	0.0	0.0	---		---	0
	point63	63	0.0	0.0	---		---	0
	point64	64	0.0	0.0	---		---	0
	point65	65	0.0	0.0	---		---	0
	109+00	20	0.0	0.0	---		---	0
	point66	66	0.0	0.0	---		---	0
	point67	67	0.0	0.0	---		---	0
	point68	68	0.0	0.0	---		---	0
	110+00	21	0.0	0.0	---		---	0
	point69	69	0.0	0.0	---		---	0
	point70	70	0.0	0.0	---		---	0
	point71	71	0.0	0.0	---		---	0
	111+00	22	0.0	0.0	---		---	0
	point72	72	0.0	0.0	---		---	0

INPUT: BARRIER NOISE REDUCTION COEFFICIENTS

SCI-823-10.13

	point73	73	0.0	0.0	---	---	0
	point74	74	0.0	0.0	---	---	0
	112+00	23	0.0	0.0	---	---	0
	point75	75	0.0	0.0	---	---	0
	point76	76	0.0	0.0	---	---	0
	point77	77	0.0	0.0	---	---	0
	113+00	24	0.0	0.0	---	---	0
	point78	78	0.0	0.0	---	---	0
	point79	79	0.0	0.0	---	---	0
	point80	80	0.0	0.0	---	---	0
	114+00	25	0.0	0.0	---	---	0
	point81	81	0.0	0.0	---	---	0
	point82	82	0.0	0.0	---	---	0
	point83	83	0.0	0.0	---	---	0
	115+00	26	0.0	0.0	---	---	0
	point84	84	0.0	0.0	---	---	0
	point85	85	0.0	0.0	---	---	0
	point86	86	0.0	0.0	---	---	0
	116+00	27	0.0	0.0	---	---	0
	point87	87	0.0	0.0	---	---	0
	point88	88	0.0	0.0	---	---	0
	point89	89	0.0	0.0	---	---	0
	117+00	28	0.0	0.0	---	---	0
	point90	90	0.0	0.0	---	---	0
	point91	91	0.0	0.0	---	---	0
	point92	92	0.0	0.0	---	---	0
	118+00	29	0.0	0.0	---	---	0
	point93	93	0.0	0.0	---	---	0
	point94	94	0.0	0.0	---	---	0
	point95	95	0.0	0.0	---	---	0
	119+00	30	0.0	0.0	---	---	0
	point96	96	0.0	0.0	---	---	0
	point97	97	0.0	0.0	---	---	0
	point98	98	0.0	0.0	---	---	0
	120+00	31	0.0	0.0	---	---	0
	point99	99	0.0	0.0	---	---	0
	point100	100	0.0	0.0	---	---	0

INPUT: BARRIER NOISE REDUCTION COEFFICIENTS

SCI-823-10.13

	point101	101	0.0	0.0	---	---	0
	121+00	32	0.0	0.0	---	---	0
	point102	102	0.0	0.0	---	---	0
	point103	103	0.0	0.0	---	---	0
	point104	104	0.0	0.0	---	---	0
	122+00	33	0.0	0.0	---	---	0
	point105	105	0.0	0.0	---	---	0
	point106	106	0.0	0.0	---	---	0
	point107	107	0.0	0.0	---	---	0
	123+00	34	0.0	0.0	---	---	0
	point108	108	0.0	0.0	---	---	0
	point109	109	0.0	0.0	---	---	0
	point110	110	0.0	0.0	---	---	0
	124+00	35	0.0	0.0	---	---	0
	point111	111	0.0	0.0	---	---	0
	point112	112	0.0	0.0	---	---	0
	point113	113	0.0	0.0	---	---	0
	125+00	36	0.0	0.0	---	---	0
	point114	114	0.0	0.0	---	---	0
	point115	115	0.0	0.0	---	---	0
	point116	116	0.0	0.0	---	---	0
	126+00	37	0.0	0.0	---	---	0
	point117	117	0.0	0.0	---	---	0
	point118	118	0.0	0.0	---	---	0
	point119	119	0.0	0.0	---	---	0
	127+00	38	0.0	0.0	---	---	0
	point120	120	0.0	0.0	---	---	0
	point121	121	0.0	0.0	---	---	0
	point122	122	0.0	0.0	---	---	0
	128+00	39	0.0	0.0	---	---	0
	point123	123	0.0	0.0	---	---	0
	point124	124	0.0	0.0	---	---	0
	point125	125	0.0	0.0	---	---	0
	129+00	40	0.0	0.0	---	---	0
	point126	126	0.0	0.0	---	---	0
	point127	127	0.0	0.0	---	---	0
	point128	128	0.0	0.0	---	---	0

INPUT: BARRIER NOISE REDUCTION COEFFICIENTS

SCI-823-10.13

	130+00	41	0.0	0.0	---	---	0
	point129	129	0.0	0.0	---	---	0
	point130	130	0.0	0.0	---	---	0
	point131	131	0.0	0.0	---	---	0
	131+00	42	0.0	0.0	---	---	0
	point132	132	0.0	0.0	---	---	0
	point133	133	0.0	0.0	---	---	0
	point134	134	0.0	0.0	---	---	0
	132+00	43	0.0	0.0	---	---	0
	point135	135	0.0	0.0	---	---	0
	point136	136	0.0	0.0	---	---	0
	point137	137	0.0	0.0	---	---	0
	133+00	44	0.0	0.0	---	---	0
	point138	138	0.0	0.0	---	---	0
	point139	139	0.0	0.0	---	---	0
	point140	140	0.0	0.0	---	---	0
	134+00	45	0.0	0.0	---	---	0
	point141	141	0.0	0.0	---	---	0
	point142	142	0.0	0.0	---	---	0
	point143	143	0.0	0.0	---	---	0
	135+00	46	0.0	0.0	---	---	0
	point144	144	0.0	0.0	---	---	0
	point145	145	0.0	0.0	---	---	0
	point146	146	0.0	0.0	---	---	0
	136+00	47	0.0	0.0	---	---	0
	point147	147	0.0	0.0	---	---	0
	point148	148	0.0	0.0	---	---	0
	point149	149	0.0	0.0	---	---	0
	137+00	48	0.0	0.0	---	---	0
	point150	150	0.0	0.0	---	---	0
	point151	151	0.0	0.0	---	---	0
	point152	152	0.0	0.0	---	---	0
	138+00	49	0.0	0.0	---	---	0
	point153	153	0.0	0.0	---	---	0
	point154	154	0.0	0.0	---	---	0
	point155	155	0.0	0.0	---	---	0
	139+00	50	0.0	0.0	---	---	0

INPUT: BARRIER NOISE REDUCTION COEFFICIENTS**SCI-823-10.13**

	point156	156	0.0	0.0	---	---	0
	point157	157	0.0	0.0	---	---	0
	point158	158	0.0	0.0	---	---	0
	140+00	51	0.0	0.0	---	---	0
	point159	159	0.0	0.0	---	---	0
	point160	160	0.0	0.0	---	---	0
	point161	161	0.0	0.0	---	---	0
	141+00	52	0.0	0.0	---	---	0
	point162	162	0.0	0.0	---	---	0
	point163	163	0.0	0.0	---	---	0
	point164	164	0.0	0.0	---	---	0

RESULTS: BARRIER DESCRIPTIONS

SCI-823-10.13

Burton Planning Services										
Kimberly Burton										

12 November 2013

TNM 2.5

RESULTS: BARRIER DESCRIPTIONS

PROJECT/CONTRACT:	SCI-823-10.13
RUN:	Build Alternative 2038 - Barrier
BARRIER DESIGN:	INPUT HEIGHTS

Barriers										
Name	Type	Heights along Barrier			Length	If Wall	If Berm	Top Width	Run:Rise	Cost
		Min	Avg	Max						
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	\$
Barrier1	W	10.00	10.00	10.00	3690	36898				0
									Total Cost:	0

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

SCI-823-10.13

Burton Planning Services													12 November 2013
Kimberly Burton													TNM 2.5

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

PROJECT/CONTRACT: SCI-823-10.13
RUN: Build Alternative 2038 - Barrier
BARRIER DESIGN: INPUT HEIGHTS

Barriers		Segments											
Name	Type	Name	No.	Heights			Length	If Wall		On	Important	If Berm	Cost
				First	Average	Second		Area	Struc?	Reflections?	Volume		
				Point		Point		sq ft			cu yd	\$	
				ft	ft	ft	ft						
Barrier1	W	105+00	16	10.00	10.00	10.00	25	250				0	
		point54	54	10.00	10.00	10.00	25	250				0	
		point55	55	10.00	10.00	10.00	25	250				0	
		point56	56	10.00	10.00	10.00	25	250				0	
		106+00	17	10.00	10.00	10.00	25	250				0	
		point57	57	10.00	10.00	10.00	25	250				0	
		point58	58	10.00	10.00	10.00	25	250				0	
		point59	59	10.00	10.00	10.00	25	250				0	
		107+00	18	10.00	10.00	10.00	25	250				0	
		point60	60	10.00	10.00	10.00	25	250				0	
		point61	61	10.00	10.00	10.00	25	250				0	
		point62	62	10.00	10.00	10.00	25	250				0	
		108+00	19	10.00	10.00	10.00	25	250				0	
		point63	63	10.00	10.00	10.00	25	250				0	
		point64	64	10.00	10.00	10.00	25	250				0	
		point65	65	10.00	10.00	10.00	25	250				0	
		109+00	20	10.00	10.00	10.00	25	250				0	
		point66	66	10.00	10.00	10.00	25	250				0	
		point67	67	10.00	10.00	10.00	25	250				0	
		point68	68	10.00	10.00	10.00	25	250				0	
		110+00	21	10.00	10.00	10.00	25	250				0	
		point69	69	10.00	10.00	10.00	25	250				0	
		point70	70	10.00	10.00	10.00	25	250				0	
		point71	71	10.00	10.00	10.00	25	250				0	
		111+00	22	10.00	10.00	10.00	25	250				0	
		point72	72	10.00	10.00	10.00	25	250				0	
		point73	73	10.00	10.00	10.00	25	250				0	

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

SCI-823-10.13

	point74	74	10.00	10.00	10.00	25	250				0
	112+00	23	10.00	10.00	10.00	25	250				0
	point75	75	10.00	10.00	10.00	25	250				0
	point76	76	10.00	10.00	10.00	25	250				0
	point77	77	10.00	10.00	10.00	25	250				0
	113+00	24	10.00	10.00	10.00	25	250	Y			0
	point78	78	10.00	10.00	10.00	25	250	Y			0
	point79	79	10.00	10.00	10.00	25	250	Y			0
	point80	80	10.00	10.00	10.00	25	250	Y			0
	114+00	25	10.00	10.00	10.00	25	250	Y			0
	point81	81	10.00	10.00	10.00	25	250	Y			0
	point82	82	10.00	10.00	10.00	25	250	Y			0
	point83	83	10.00	10.00	10.00	25	250	Y			0
	115+00	26	10.00	10.00	10.00	25	250	Y			0
	point84	84	10.00	10.00	10.00	25	250	Y			0
	point85	85	10.00	10.00	10.00	25	250	Y			0
	point86	86	10.00	10.00	10.00	25	250	Y			0
	116+00	27	10.00	10.00	10.00	25	250	Y			0
	point87	87	10.00	10.00	10.00	25	250	Y			0
	point88	88	10.00	10.00	10.00	25	250	Y			0
	point89	89	10.00	10.00	10.00	25	250	Y			0
	117+00	28	10.00	10.00	10.00	25	250	Y			0
	point90	90	10.00	10.00	10.00	25	250	Y			0
	point91	91	10.00	10.00	10.00	25	250	Y			0
	point92	92	10.00	10.00	10.00	25	250	Y			0
	118+00	29	10.00	10.00	10.00	25	250				0
	point93	93	10.00	10.00	10.00	25	250				0
	point94	94	10.00	10.00	10.00	25	250				0
	point95	95	10.00	10.00	10.00	25	250				0
	119+00	30	10.00	10.00	10.00	25	250				0
	point96	96	10.00	10.00	10.00	25	250				0
	point97	97	10.00	10.00	10.00	25	250				0
	point98	98	10.00	10.00	10.00	25	250				0
	120+00	31	10.00	10.00	10.00	25	250				0
	point99	99	10.00	10.00	10.00	25	250				0
	point100	100	10.00	10.00	10.00	25	250				0
	point101	101	10.00	10.00	10.00	25	250				0
	121+00	32	10.00	10.00	10.00	25	250	Y			0
	point102	102	10.00	10.00	10.00	25	250	Y			0
	point103	103	10.00	10.00	10.00	25	250	Y			0

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

SCI-823-10.13

	point104	104	10.00	10.00	10.00	25	250	Y			0
	122+00	33	10.00	10.00	10.00	25	250	Y			0
	point105	105	10.00	10.00	10.00	25	250	Y			0
	point106	106	10.00	10.00	10.00	25	250	Y			0
	point107	107	10.00	10.00	10.00	25	250	Y			0
	123+00	34	10.00	10.00	10.00	25	250	Y			0
	point108	108	10.00	10.00	10.00	25	250	Y			0
	point109	109	10.00	10.00	10.00	25	250	Y			0
	point110	110	10.00	10.00	10.00	25	250	Y			0
	124+00	35	10.00	10.00	10.00	25	250	Y			0
	point111	111	10.00	10.00	10.00	25	250	Y			0
	point112	112	10.00	10.00	10.00	25	250	Y			0
	point113	113	10.00	10.00	10.00	25	250	Y			0
	125+00	36	10.00	10.00	10.00	25	250				0
	point114	114	10.00	10.00	10.00	25	250				0
	point115	115	10.00	10.00	10.00	25	250				0
	point116	116	10.00	10.00	10.00	25	250				0
	126+00	37	10.00	10.00	10.00	25	249				0
	point117	117	10.00	10.00	10.00	25	249				0
	point118	118	10.00	10.00	10.00	25	249				0
	point119	119	10.00	10.00	10.00	25	249				0
	127+00	38	10.00	10.00	10.00	25	249				0
	point120	120	10.00	10.00	10.00	25	249				0
	point121	121	10.00	10.00	10.00	25	249				0
	point122	122	10.00	10.00	10.00	25	249				0
	128+00	39	10.00	10.00	10.00	25	250				0
	point123	123	10.00	10.00	10.00	25	250				0
	point124	124	10.00	10.00	10.00	25	250				0
	point125	125	10.00	10.00	10.00	25	250				0
	129+00	40	10.00	10.00	10.00	25	248				0
	point126	126	10.00	10.00	10.00	25	248				0
	point127	127	10.00	10.00	10.00	25	248				0
	point128	128	10.00	10.00	10.00	25	248				0
	130+00	41	10.00	10.00	10.00	25	248				0
	point129	129	10.00	10.00	10.00	25	248				0
	point130	130	10.00	10.00	10.00	25	248				0
	point131	131	10.00	10.00	10.00	25	248				0
	131+00	42	10.00	10.00	10.00	25	248	Y			0
	point132	132	10.00	10.00	10.00	25	248	Y			0
	point133	133	10.00	10.00	10.00	25	248	Y			0

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

SCI-823-10.13

	point134	134	10.00	10.00	10.00	25	248	Y			0
	132+00	43	10.00	10.00	10.00	25	248	Y			0
	point135	135	10.00	10.00	10.00	25	248	Y			0
	point136	136	10.00	10.00	10.00	25	248	Y			0
	point137	137	10.00	10.00	10.00	25	248	Y			0
	133+00	44	10.00	10.00	10.00	25	248	Y			0
	point138	138	10.00	10.00	10.00	25	248	Y			0
	point139	139	10.00	10.00	10.00	25	248	Y			0
	point140	140	10.00	10.00	10.00	25	248	Y			0
	134+00	45	10.00	10.00	10.00	25	248	Y			0
	point141	141	10.00	10.00	10.00	25	248	Y			0
	point142	142	10.00	10.00	10.00	25	248	Y			0
	point143	143	10.00	10.00	10.00	25	248	Y			0
	135+00	46	10.00	10.00	10.00	25	248	Y			0
	point144	144	10.00	10.00	10.00	25	248	Y			0
	point145	145	10.00	10.00	10.00	25	248	Y			0
	point146	146	10.00	10.00	10.00	25	248	Y			0
	136+00	47	10.00	10.00	10.00	25	248	Y			0
	point147	147	10.00	10.00	10.00	25	248	Y			0
	point148	148	10.00	10.00	10.00	25	248	Y			0
	point149	149	10.00	10.00	10.00	25	248	Y			0
	137+00	48	10.00	10.00	10.00	25	248	Y			0
	point150	150	10.00	10.00	10.00	25	247	Y			0
	point151	151	10.00	10.00	10.00	25	247	Y			0
	point152	152	10.00	10.00	10.00	25	248	Y			0
	138+00	49	10.00	10.00	10.00	25	249	Y			0
	point153	153	10.00	10.00	10.00	25	248	Y			0
	point154	154	10.00	10.00	10.00	25	249	Y			0
	point155	155	10.00	10.00	10.00	25	249	Y			0
	139+00	50	10.00	10.00	10.00	25	249	Y			0
	point156	156	10.00	10.00	10.00	25	249	Y			0
	point157	157	10.00	10.00	10.00	25	249	Y			0
	point158	158	10.00	10.00	10.00	25	249	Y			0
	140+00	51	10.00	10.00	10.00	25	248				0
	point159	159	10.00	10.00	10.00	25	247				0
	point160	160	10.00	10.00	10.00	25	247				0
	point161	161	10.00	10.00	10.00	25	248				0
	141+00	52	10.00	10.00	10.00	25	249				0
	point162	162	10.00	10.00	10.00	25	249				0
	point163	163	10.00	10.00	10.00	25	249				0

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

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		point164	164	10.00	10.00	10.00	25	249				0

RESULTS: SOUND LEVELS

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Receiver26	26	1	0.0	55.9	66	55.9	10	----	52.0	3.9	8	-4.1
Receiver27	27	1	0.0	55.3	66	55.3	10	----	51.2	4.1	8	-3.9
Receiver28	28	1	0.0	55.1	66	55.1	10	----	51.1	4.0	8	-4.0
Receiver29	29	1	0.0	54.4	66	54.4	10	----	50.0	4.4	8	-3.6
Receiver30	30	0	0.0	60.1	66	60.1	10	----	53.1	7.0	8	-1.0
Receiver31	31	1	0.0	59.6	66	59.6	10	----	52.8	6.8	8	-1.2
Receiver32/NR3	32	1	45.3	58.0	66	12.7	10	Sub'l Inc	52.6	5.4	8	-2.6
Receiver33	33	1	0.0	57.1	66	57.1	10	----	52.6	4.5	8	-3.5
Receiver34	34	0	0.0	56.5	66	56.5	10	----	52.0	4.5	8	-3.5
Receiver35	35	1	0.0	56.0	66	56.0	10	----	51.6	4.4	8	-3.6
Receiver36	36	1	0.0	55.9	66	55.9	10	----	51.5	4.4	8	-3.6
Receiver37	37	1	0.0	55.0	66	55.0	10	----	50.8	4.2	8	-3.8
Receiver38	38	1	0.0	54.5	66	54.5	10	----	50.9	3.6	8	-4.4
Receiver39	39	0	0.0	60.0	66	60.0	10	----	54.5	5.5	8	-2.5
Receiver40	40	0	0.0	60.4	66	60.4	10	----	54.4	6.0	8	-2.0
Receiver41	41	1	0.0	59.6	66	59.6	10	----	53.9	5.7	8	-2.3
Receiver42	42	1	0.0	60.3	66	60.3	10	----	56.5	3.8	8	-4.2
Receiver43	43	1	0.0	58.7	66	58.7	10	----	56.1	2.6	8	-5.4
Receiver44	44	1	0.0	58.5	66	58.5	10	----	55.7	2.8	8	-5.2
Receiver45	45	1	0.0	58.6	66	58.6	10	----	56.0	2.6	8	-5.4
Receiver46	46	0	0.0	58.9	66	58.9	10	----	56.7	2.2	8	-5.8
Receiver47	47	1	0.0	57.8	66	57.8	10	----	55.3	2.5	8	-5.5
Receiver48	48	1	0.0	57.3	66	57.3	10	----	55.1	2.2	8	-5.8
Receiver49	49	1	0.0	55.7	66	55.7	10	----	52.6	3.1	8	-4.9
Receiver50	50	1	0.0	56.2	66	56.2	10	----	53.8	2.4	8	-5.6
Receiver51	51	1	0.0	56.3	66	56.3	10	----	54.2	2.1	8	-5.9
Receiver52/NR6	52	1	57.1	52.4	66	-4.7	10	----	48.8	3.6	8	-4.4
Receiver53	53	1	0.0	55.6	66	55.6	10	----	53.1	2.5	8	-5.5
Receiver54	54	1	0.0	60.6	66	60.6	10	----	53.4	7.2	8	-0.8
Receiver55	55	1	0.0	59.4	66	59.4	10	----	52.9	6.5	8	-1.5
Receiver56	56	1	0.0	59.3	66	59.3	10	----	55.1	4.2	8	-3.8
Receiver57	57	1	0.0	58.5	66	58.5	10	----	54.4	4.1	8	-3.9
Receiver58	58	1	0.0	58.1	66	58.1	10	----	54.0	4.1	8	-3.9
Receiver59	59	1	0.0	57.6	66	57.6	10	----	53.8	3.8	8	-4.2
Receiver60	60	1	0.0	57.4	66	57.4	10	----	53.7	3.7	8	-4.3
Receiver61	61	1	0.0	56.0	66	56.0	10	----	52.8	3.2	8	-4.8
Receiver62	62	1	0.0	55.6	66	55.6	10	----	52.4	3.2	8	-4.8
Receiver63	63	1	0.0	54.9	66	54.9	10	----	51.6	3.3	8	-4.7
Receiver64	64	1	0.0	54.1	66	54.1	10	----	51.3	2.8	8	-5.2
Receiver65	65	1	0.0	60.0	66	60.0	10	----	53.0	7.0	8	-1.0
Receiver66	66	1	0.0	58.6	66	58.6	10	----	53.2	5.4	8	-2.6
Receiver67	67	1	0.0	55.8	66	55.8	10	----	51.4	4.4	8	-3.6

RESULTS: SOUND LEVELS

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Receiver68	68	1	0.0	57.4	66	57.4	10	----	52.7	4.7	8	-3.3
Receiver69NR5	69	1	47.0	57.2	66	10.2	10	Sub'l Inc	53.5	3.7	8	-4.3
Receiver70	70	1	0.0	57.9	66	57.9	10	----	53.4	4.5	8	-3.5
Receiver71	71	1	0.0	55.9	66	55.9	10	----	51.9	4.0	8	-4.0
Receiver72	72	1	0.0	55.6	66	55.6	10	----	51.5	4.1	8	-3.9
Receiver73	73	1	0.0	61.9	66	61.9	10	----	53.8	8.1	8	0.1
Receiver74	74	1	0.0	60.0	66	60.0	10	----	53.1	6.9	8	-1.1
Receiver75	75	1	0.0	58.2	66	58.2	10	----	53.6	4.6	8	-3.4
Receiver76	76	1	0.0	56.3	66	56.3	10	----	52.3	4.0	8	-4.0
Receiver77	77	1	0.0	55.1	66	55.1	10	----	51.4	3.7	8	-4.3
Receiver78/NR4	78	1	46.6	61.8	66	15.2	10	Sub'l Inc	53.7	8.1	8	0.1
Receiver79	79	1	0.0	61.5	66	61.5	10	----	54.1	7.4	8	-0.6
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		69	2.1	4.5	8.1							
All Impacted		3	3.7	5.7	8.1							
All that meet NR Goal		2	8.1	8.1	8.1							

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

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Burton Planning Services			12 November 2013			
Kimberly Burton			TNM 2.5			
			Calculated with TNM 2.5			
RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT						
PROJECT/CONTRACT:		SCI-823-10.13				
RUN:		Build Alternative 2038 - Barrier				
BARRIER DESIGN:		INPUT HEIGHTS				
ATMOSPHERICS:		68 deg F, 50% RH				
Selected Receivers						
Name	No.	Total	Important Barriers Name	Important Segments		
		LAeq1h		Name	No.	Partial LAeq1h
		dBA				dBA
Receiver1	1	47.70	Barrier1	point77	77	30.10
			Barrier1	point76	76	30.10
			Barrier1	point75	75	30.00
			Barrier1	112+00	23	30.00
			Barrier1	point74	74	29.90
			Barrier1	point73	73	29.80
			Barrier1	point72	72	29.70
			Barrier1	111+00	22	29.60
			Barrier1	point71	71	29.50
			Barrier1	point70	70	29.30
Receiver2	2	52.10	Barrier1	118+00	29	30.00
			Barrier1	point93	93	30.00
			Barrier1	119+00	30	30.00
			Barrier1	point95	95	30.00
			Barrier1	point94	94	29.90
			Barrier1	point99	99	29.20
			Barrier1	point86	86	28.90
			Barrier1	point85	85	28.90
			Barrier1	116+00	27	28.90
			Barrier1	117+00	28	28.80
Receiver3	3	49.10	Barrier1	118+00	29	31.00
			Barrier1	point84	84	30.90

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point85	85	30.90
			Barrier1	115+00	26	30.80
			Barrier1	point93	93	30.80
			Barrier1	point86	86	30.70
			Barrier1	point77	77	30.70
			Barrier1	116+00	27	30.60
			Barrier1	point83	83	30.60
			Barrier1	point76	76	30.60
Receiver4	4	48.10	Barrier1	point85	85	31.60
			Barrier1	point84	84	31.60
			Barrier1	115+00	26	31.50
			Barrier1	point86	86	31.50
			Barrier1	116+00	27	31.40
			Barrier1	point83	83	31.30
			Barrier1	point87	87	31.30
			Barrier1	117+00	28	31.30
			Barrier1	point89	89	31.30
			Barrier1	point88	88	31.30
Receiver5	5	46.90	Barrier1	point77	77	27.10
			Barrier1	point76	76	27.00
			Barrier1	point75	75	26.90
			Barrier1	118+00	29	26.90
			Barrier1	112+00	23	26.80
			Barrier1	point74	74	26.80
			Barrier1	point72	72	26.80
			Barrier1	point93	93	26.80
			Barrier1	111+00	22	26.80
			Barrier1	point73	73	26.80
Receiver6	6	47.10	Barrier1	118+00	29	27.30
			Barrier1	point93	93	27.20
			Barrier1	point94	94	27.10
			Barrier1	point95	95	27.10
			Barrier1	119+00	30	27.10
			Barrier1	point96	96	27.10
			Barrier1	point97	97	27.00
			Barrier1	point98	98	26.90
			Barrier1	120+00	31	26.90

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point99	99	26.80
Receiver7	7	47.60	Barrier1	point96	96	28.20
			Barrier1	point97	97	28.20
			Barrier1	118+00	29	28.20
			Barrier1	point93	93	28.20
			Barrier1	point95	95	28.10
			Barrier1	point94	94	28.10
			Barrier1	119+00	30	28.10
			Barrier1	point98	98	28.00
			Barrier1	120+00	31	27.90
			Barrier1	point99	99	27.80
Receiver8	8	48.50	Barrier1	point93	93	30.20
			Barrier1	point96	96	30.10
			Barrier1	point97	97	30.10
			Barrier1	119+00	30	30.10
			Barrier1	118+00	29	30.10
			Barrier1	point98	98	30.10
			Barrier1	point100	100	30.10
			Barrier1	point95	95	30.10
			Barrier1	120+00	31	30.00
			Barrier1	point99	99	30.00
Receiver9	9	48.30	Barrier1	point98	98	29.80
			Barrier1	120+00	31	29.80
			Barrier1	point100	100	29.80
			Barrier1	point99	99	29.80
			Barrier1	point97	97	29.80
			Barrier1	point96	96	29.80
			Barrier1	118+00	29	29.70
			Barrier1	point93	93	29.70
			Barrier1	119+00	30	29.70
			Barrier1	point95	95	29.70
Receiver10	10	52.90	Barrier1	118+00	29	29.20
			Barrier1	119+00	30	29.10
			Barrier1	point97	97	29.10
			Barrier1	point93	93	29.10
			Barrier1	point94	94	29.10
			Barrier1	point95	95	29.10

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point96	96	29.00
			Barrier1	point98	98	29.00
			Barrier1	120+00	31	28.70
			Barrier1	point99	99	28.60
Receiver11	11	52.10	Barrier1	point95	95	29.20
			Barrier1	point94	94	29.10
			Barrier1	point93	93	29.10
			Barrier1	118+00	29	29.10
			Barrier1	119+00	30	29.00
			Barrier1	point96	96	28.90
			Barrier1	point97	97	28.90
			Barrier1	point98	98	28.90
			Barrier1	120+00	31	28.90
			Barrier1	point99	99	28.80
Receiver12	12	51.10	Barrier1	point93	93	29.00
			Barrier1	118+00	29	29.00
			Barrier1	point94	94	29.00
			Barrier1	point98	98	28.90
			Barrier1	point95	95	28.90
			Barrier1	point96	96	28.90
			Barrier1	point97	97	28.90
			Barrier1	119+00	30	28.90
			Barrier1	120+00	31	28.90
			Barrier1	point99	99	28.80
Receiver13	13	50.30	Barrier1	point99	99	30.30
			Barrier1	120+00	31	30.30
			Barrier1	point100	100	30.30
			Barrier1	point98	98	30.30
			Barrier1	119+00	30	30.30
			Barrier1	point96	96	30.30
			Barrier1	point97	97	30.30
			Barrier1	point94	94	30.20
			Barrier1	point93	93	30.20
			Barrier1	118+00	29	30.20
Receiver14/NR1	14	50.10	Barrier1	point93	93	31.00
			Barrier1	118+00	29	30.90
			Barrier1	117+00	28	29.60

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point89	89	29.50
			Barrier1	point90	90	29.50
			Barrier1	point91	91	29.50
			Barrier1	point88	88	29.50
			Barrier1	116+00	27	29.50
			Barrier1	point86	86	29.50
			Barrier1	point92	92	29.50
Receiver15	15	48.60	Barrier1	119+00	30	30.10
			Barrier1	point95	95	30.00
			Barrier1	118+00	29	30.00
			Barrier1	point93	93	30.00
			Barrier1	point94	94	30.00
			Barrier1	point89	89	29.00
			Barrier1	117+00	28	29.00
			Barrier1	point92	92	28.90
			Barrier1	point91	91	28.90
			Barrier1	point90	90	28.90
Receiver16	16	47.80	Barrier1	point96	96	29.80
			Barrier1	119+00	30	29.70
			Barrier1	point95	95	29.60
			Barrier1	point94	94	29.50
			Barrier1	point93	93	29.40
			Barrier1	118+00	29	29.40
			Barrier1	point91	91	28.40
			Barrier1	point90	90	28.40
			Barrier1	point88	88	28.30
			Barrier1	point92	92	28.30
Receiver17	17	49.00	Barrier1	point96	96	31.50
			Barrier1	point97	97	31.40
			Barrier1	119+00	30	31.30
			Barrier1	point94	94	31.30
			Barrier1	point95	95	31.30
			Barrier1	118+00	29	31.20
			Barrier1	point93	93	31.20
			Barrier1	point89	89	30.70
			Barrier1	point91	91	30.70
			Barrier1	point92	92	30.70

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

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Receiver18/NR2	18	48.10	Barrier1	point97	97	30.60
			Barrier1	point96	96	30.60
			Barrier1	119+00	30	30.60
			Barrier1	point95	95	30.50
			Barrier1	point93	93	30.40
			Barrier1	point94	94	30.40
			Barrier1	118+00	29	30.30
			Barrier1	point98	98	30.20
			Barrier1	point91	91	29.70
			Barrier1	point92	92	29.70
Receiver19	19	54.20	Barrier1	point105	105	36.00
			Barrier1	point103	103	34.20
			Barrier1	point98	98	34.20
			Barrier1	120+00	31	34.20
			Barrier1	point97	97	34.20
			Barrier1	point102	102	34.20
			Barrier1	121+00	32	34.20
			Barrier1	point99	99	34.10
			Barrier1	point96	96	34.10
			Barrier1	point100	100	34.10
Receiver20	20	57.80	Barrier1	point103	103	35.50
			Barrier1	point102	102	35.40
			Barrier1	point99	99	35.40
			Barrier1	120+00	31	35.40
			Barrier1	121+00	32	35.30
			Barrier1	point98	98	35.30
			Barrier1	point100	100	35.30
			Barrier1	point104	104	35.20
			Barrier1	point97	97	35.10
			Barrier1	point96	96	34.90
Receiver21	21	52.80	Barrier1	129+00	40	31.80
			Barrier1	point126	126	31.70
			Barrier1	123+00	34	31.60
			Barrier1	122+00	33	31.60
			Barrier1	point108	108	31.50
			Barrier1	point103	103	31.50
			Barrier1	point104	104	31.50

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point109	109	31.50
			Barrier1	point127	127	31.50
			Barrier1	124+00	35	31.50
Receiver22	22	52.50	Barrier1	126+00	37	33.30
			Barrier1	point117	117	33.20
			Barrier1	point118	118	33.10
			Barrier1	point119	119	33.00
			Barrier1	127+00	38	32.90
			Barrier1	point120	120	32.80
			Barrier1	point121	121	32.60
			Barrier1	point122	122	32.40
			Barrier1	128+00	39	32.40
			Barrier1	point123	123	32.20
Receiver23	23	52.50	Barrier1	125+00	36	32.50
			Barrier1	point119	119	32.40
			Barrier1	point114	114	32.40
			Barrier1	127+00	38	32.30
			Barrier1	point115	115	32.30
			Barrier1	point120	120	32.30
			Barrier1	point116	116	32.30
			Barrier1	point118	118	32.20
			Barrier1	point121	121	32.20
			Barrier1	126+00	37	32.20
Receiver24	24	52.40	Barrier1	125+00	36	32.10
			Barrier1	point114	114	32.10
			Barrier1	point115	115	32.10
			Barrier1	point116	116	32.00
			Barrier1	point117	117	32.00
			Barrier1	point118	118	32.00
			Barrier1	point119	119	32.00
			Barrier1	126+00	37	32.00
			Barrier1	127+00	38	32.00
			Barrier1	point121	121	32.00
Receiver25	25	52.50	Barrier1	point120	120	32.00
			Barrier1	point121	121	31.90
			Barrier1	point117	117	31.90
			Barrier1	point118	118	31.90

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point119	119	31.90
			Barrier1	127+00	38	31.80
			Barrier1	126+00	37	31.80
			Barrier1	125+00	36	31.80
			Barrier1	point114	114	31.80
			Barrier1	point115	115	31.80
Receiver26	26	52.00	Barrier1	127+00	38	31.10
			Barrier1	point120	120	31.10
			Barrier1	point121	121	31.00
			Barrier1	point119	119	31.00
			Barrier1	point118	118	31.00
			Barrier1	132+00	43	31.00
			Barrier1	point117	117	31.00
			Barrier1	point122	122	30.90
			Barrier1	point135	135	30.90
			Barrier1	126+00	37	30.90
Receiver27	27	51.20	Barrier1	132+00	43	30.80
			Barrier1	point135	135	30.70
			Barrier1	127+00	38	30.60
			Barrier1	point120	120	30.60
			Barrier1	point119	119	30.60
			Barrier1	point121	121	30.60
			Barrier1	133+00	44	30.60
			Barrier1	point118	118	30.60
			Barrier1	point117	117	30.60
			Barrier1	point137	137	30.60
Receiver28	28	51.10	Barrier1	133+00	44	30.50
			Barrier1	132+00	43	30.40
			Barrier1	point135	135	30.40
			Barrier1	point138	138	30.40
			Barrier1	point137	137	30.40
			Barrier1	point136	136	30.30
			Barrier1	point139	139	30.30
			Barrier1	point140	140	30.20
			Barrier1	134+00	45	30.10
			Barrier1	point119	119	30.10
Receiver29	29	50.00	Barrier1	133+00	44	30.30

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point138	138	30.20
			Barrier1	point139	139	30.20
			Barrier1	point140	140	30.10
			Barrier1	134+00	45	30.10
			Barrier1	point141	141	30.00
			Barrier1	point142	142	30.00
			Barrier1	point143	143	29.90
			Barrier1	135+00	46	29.80
			Barrier1	point120	120	29.60
Receiver30	30	53.10	Barrier1	123+00	34	35.90
			Barrier1	122+00	33	35.90
			Barrier1	point108	108	35.80
			Barrier1	point104	104	35.70
			Barrier1	point109	109	35.60
			Barrier1	point107	107	35.40
			Barrier1	point103	103	35.40
			Barrier1	point105	105	35.30
			Barrier1	point110	110	35.20
			Barrier1	point111	111	35.10
Receiver31	31	52.80	Barrier1	123+00	34	35.20
			Barrier1	point108	108	35.20
			Barrier1	point109	109	35.20
			Barrier1	122+00	33	35.10
			Barrier1	point110	110	35.10
			Barrier1	124+00	35	34.90
			Barrier1	point105	105	34.90
			Barrier1	point111	111	34.70
			Barrier1	point104	104	34.70
			Barrier1	point112	112	34.60
Receiver32/NR3	32	52.60	Barrier1	128+00	39	33.80
			Barrier1	point123	123	33.70
			Barrier1	point124	124	33.60
			Barrier1	point125	125	33.50
			Barrier1	129+00	40	33.30
			Barrier1	point126	126	33.20
			Barrier1	point101	101	33.10
			Barrier1	point127	127	33.00

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point128	128	32.90
			Barrier1	point100	100	32.90
Receiver33	33	52.60	Barrier1	point117	117	33.10
			Barrier1	point110	110	33.10
			Barrier1	point109	109	33.10
			Barrier1	126+00	37	33.10
			Barrier1	point120	120	33.10
			Barrier1	127+00	38	33.00
			Barrier1	point116	116	33.00
			Barrier1	point121	121	33.00
			Barrier1	124+00	35	33.00
			Barrier1	point114	114	33.00
Receiver34	34	52.00	Barrier1	point121	121	32.20
			Barrier1	point120	120	32.20
			Barrier1	point119	119	32.20
			Barrier1	127+00	38	32.20
			Barrier1	point118	118	32.20
			Barrier1	point122	122	32.20
			Barrier1	point117	117	32.10
			Barrier1	128+00	39	32.10
			Barrier1	point125	125	32.10
			Barrier1	point123	123	32.00
Receiver35	35	51.60	Barrier1	127+00	38	31.60
			Barrier1	134+00	45	31.60
			Barrier1	point119	119	31.60
			Barrier1	point121	121	31.50
			Barrier1	point120	120	31.50
			Barrier1	point118	118	31.50
			Barrier1	point122	122	31.50
			Barrier1	point117	117	31.40
			Barrier1	126+00	37	31.30
			Barrier1	point143	143	31.30
Receiver36	36	51.50	Barrier1	134+00	45	31.40
			Barrier1	point141	141	31.40
			Barrier1	point119	119	31.40
			Barrier1	point121	121	31.30
			Barrier1	point118	118	31.30

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point142	142	31.30
			Barrier1	127+00	38	31.30
			Barrier1	point120	120	31.20
			Barrier1	point143	143	31.20
			Barrier1	point117	117	31.20
Receiver37	37	50.80	Barrier1	point129	129	29.90
			Barrier1	point128	128	29.90
			Barrier1	point122	122	29.90
			Barrier1	point130	130	29.90
			Barrier1	point127	127	29.90
			Barrier1	point107	107	29.90
			Barrier1	122+00	33	29.90
			Barrier1	point121	121	29.90
			Barrier1	130+00	41	29.90
			Barrier1	point125	125	29.80
Receiver38	38	50.90	Barrier1	124+00	35	29.80
			Barrier1	point110	110	29.70
			Barrier1	point129	129	29.60
			Barrier1	point122	122	29.60
			Barrier1	point109	109	29.50
			Barrier1	point127	127	29.50
			Barrier1	point108	108	29.50
			Barrier1	130+00	41	29.50
			Barrier1	point121	121	29.50
			Barrier1	point128	128	29.50
Receiver39	39	54.50	Barrier1	point108	108	37.30
			Barrier1	point109	109	36.80
			Barrier1	123+00	34	36.80
			Barrier1	124+00	35	36.40
			Barrier1	point110	110	36.30
			Barrier1	point104	104	36.20
			Barrier1	point111	111	36.20
			Barrier1	point105	105	36.00
			Barrier1	point103	103	35.90
			Barrier1	122+00	33	35.80
Receiver40	40	54.40	Barrier1	point105	105	37.60
			Barrier1	point109	109	36.40

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	124+00	35	36.30
			Barrier1	point110	110	36.20
			Barrier1	point111	111	36.20
			Barrier1	point108	108	36.20
			Barrier1	point112	112	36.10
			Barrier1	123+00	34	35.70
			Barrier1	122+00	33	35.60
			Barrier1	point113	113	35.30
Receiver41	41	53.90	Barrier1	point105	105	37.70
			Barrier1	point109	109	34.90
			Barrier1	point108	108	34.80
			Barrier1	124+00	35	34.80
			Barrier1	point110	110	34.70
			Barrier1	point111	111	34.70
			Barrier1	point112	112	34.50
			Barrier1	125+00	36	34.50
			Barrier1	point114	114	34.40
			Barrier1	point113	113	34.30
Receiver42	42	56.50	Barrier1	point105	105	36.00
			Barrier1	point113	113	34.60
			Barrier1	point112	112	34.60
			Barrier1	point111	111	34.50
			Barrier1	point114	114	34.50
			Barrier1	point115	115	34.40
			Barrier1	125+00	36	34.40
			Barrier1	124+00	35	34.40
			Barrier1	point116	116	34.40
			Barrier1	126+00	37	34.30
Receiver43	43	56.10	Barrier1	point119	119	34.40
			Barrier1	point118	118	34.40
			Barrier1	point117	117	34.30
			Barrier1	126+00	37	34.30
			Barrier1	127+00	38	34.30
			Barrier1	point116	116	34.30
			Barrier1	point115	115	34.20
			Barrier1	point121	121	34.10
			Barrier1	point120	120	34.10

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point122	122	34.10
Receiver44	44	55.70	Barrier1	point121	121	33.40
			Barrier1	point120	120	33.40
			Barrier1	point122	122	33.40
			Barrier1	127+00	38	33.30
			Barrier1	point119	119	33.30
			Barrier1	point115	115	33.30
			Barrier1	point118	118	33.30
			Barrier1	point117	117	33.30
			Barrier1	point114	114	33.30
			Barrier1	126+00	37	33.20
Receiver45	45	56.00	Barrier1	point121	121	33.10
			Barrier1	point122	122	33.00
			Barrier1	point120	120	33.00
			Barrier1	127+00	38	33.00
			Barrier1	point119	119	33.00
			Barrier1	point118	118	33.00
			Barrier1	point117	117	32.90
			Barrier1	128+00	39	32.90
			Barrier1	point123	123	32.90
			Barrier1	point124	124	32.90
Receiver46	46	56.70	Barrier1	point122	122	32.60
			Barrier1	point121	121	32.50
			Barrier1	point120	120	32.50
			Barrier1	127+00	38	32.50
			Barrier1	point119	119	32.50
			Barrier1	point118	118	32.50
			Barrier1	128+00	39	32.50
			Barrier1	point125	125	32.40
			Barrier1	point129	129	32.40
			Barrier1	point124	124	32.40
Receiver47	47	55.30	Barrier1	point122	122	31.80
			Barrier1	point125	125	31.80
			Barrier1	point124	124	31.80
			Barrier1	point130	130	31.80
			Barrier1	point121	121	31.80
			Barrier1	point129	129	31.80

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point128	128	31.80
			Barrier1	130+00	41	31.80
			Barrier1	129+00	40	31.80
			Barrier1	point123	123	31.80
Receiver48	48	55.10	Barrier1	point130	130	31.10
			Barrier1	point122	122	31.10
			Barrier1	point127	127	31.10
			Barrier1	point128	128	31.10
			Barrier1	point129	129	31.10
			Barrier1	133+00	44	31.10
			Barrier1	point126	126	31.10
			Barrier1	point125	125	31.10
			Barrier1	130+00	41	31.10
			Barrier1	point121	121	31.00
Receiver49	49	52.60	Barrier1	point122	122	30.60
			Barrier1	point127	127	30.60
			Barrier1	point130	130	30.60
			Barrier1	point121	121	30.60
			Barrier1	point128	128	30.60
			Barrier1	point125	125	30.60
			Barrier1	point126	126	30.50
			Barrier1	130+00	41	30.50
			Barrier1	point140	140	30.50
			Barrier1	128+00	39	30.50
Receiver50	50	53.80	Barrier1	129+00	40	30.60
			Barrier1	point125	125	30.40
			Barrier1	point122	122	30.40
			Barrier1	point126	126	30.40
			Barrier1	130+00	41	30.30
			Barrier1	point124	124	30.30
			Barrier1	point121	121	30.30
			Barrier1	point128	128	30.30
			Barrier1	128+00	39	30.30
			Barrier1	point127	127	30.30
Receiver51	51	54.20	Barrier1	point119	119	30.20
			Barrier1	127+00	38	30.00
			Barrier1	point122	122	30.00

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	128+00	39	30.00
			Barrier1	point121	121	29.90
			Barrier1	point120	120	29.80
			Barrier1	point118	118	29.70
			Barrier1	122+00	33	29.70
			Barrier1	point117	117	29.70
			Barrier1	point110	110	29.60
Receiver52/NR6	52	48.80	Barrier1	point109	109	28.70
			Barrier1	point110	110	28.60
			Barrier1	point108	108	28.60
			Barrier1	124+00	35	28.30
			Barrier1	123+00	34	28.30
			Barrier1	point107	107	28.20
			Barrier1	127+00	38	28.10
			Barrier1	point120	120	28.10
			Barrier1	point119	119	28.10
			Barrier1	point118	118	28.10
Receiver53	53	53.10	Barrier1	point116	116	29.80
			Barrier1	point114	114	29.80
			Barrier1	point115	115	29.70
			Barrier1	125+00	36	29.60
			Barrier1	point139	139	29.30
			Barrier1	point140	140	29.30
			Barrier1	point138	138	29.30
			Barrier1	133+00	44	29.30
			Barrier1	126+00	37	29.20
			Barrier1	point113	113	29.20
Receiver54	54	53.40	Barrier1	point118	118	37.10
			Barrier1	point117	117	37.10
			Barrier1	point119	119	37.10
			Barrier1	126+00	37	37.00
			Barrier1	127+00	38	36.90
			Barrier1	point116	116	36.90
			Barrier1	point120	120	36.80
			Barrier1	point115	115	36.70
			Barrier1	point121	121	36.50
			Barrier1	point114	114	36.40

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

Receiver55	55	52.90	Barrier1	127+00	38	34.90
			Barrier1	point120	120	34.90
			Barrier1	point121	121	34.90
			Barrier1	point122	122	34.80
			Barrier1	point119	119	34.80
			Barrier1	point118	118	34.70
			Barrier1	128+00	39	34.60
			Barrier1	point123	123	34.50
			Barrier1	point117	117	34.50
			Barrier1	point124	124	34.40
Receiver56	56	55.10	Barrier1	point135	135	34.60
			Barrier1	point137	137	34.50
			Barrier1	point136	136	34.50
			Barrier1	133+00	44	34.40
			Barrier1	point138	138	34.10
			Barrier1	point139	139	33.90
			Barrier1	132+00	43	33.70
			Barrier1	point119	119	33.70
			Barrier1	127+00	38	33.70
			Barrier1	point118	118	33.60
Receiver57	57	54.40	Barrier1	point122	122	35.50
			Barrier1	point121	121	35.40
			Barrier1	128+00	39	35.40
			Barrier1	point124	124	35.40
			Barrier1	point123	123	35.40
			Barrier1	point125	125	35.40
			Barrier1	point120	120	35.40
			Barrier1	129+00	40	35.30
			Barrier1	127+00	38	35.30
			Barrier1	point126	126	35.30
Receiver58	58	54.00	Barrier1	point122	122	34.30
			Barrier1	point121	121	34.30
			Barrier1	128+00	39	34.30
			Barrier1	point120	120	34.30
			Barrier1	point125	125	34.20
			Barrier1	point124	124	34.20
			Barrier1	127+00	38	34.20

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point123	123	34.20
			Barrier1	point119	119	34.20
			Barrier1	129+00	40	34.20
Receiver59	59	53.80	Barrier1	133+00	44	33.10
			Barrier1	point138	138	33.00
			Barrier1	130+00	41	33.00
			Barrier1	point127	127	33.00
			Barrier1	point129	129	33.00
			Barrier1	point137	137	33.00
			Barrier1	point139	139	32.90
			Barrier1	132+00	43	32.90
			Barrier1	point135	135	32.90
			Barrier1	point130	130	32.90
Receiver60	60	53.70	Barrier1	133+00	44	32.70
			Barrier1	point138	138	32.60
			Barrier1	point139	139	32.50
			Barrier1	point137	137	32.50
			Barrier1	point135	135	32.50
			Barrier1	132+00	43	32.50
			Barrier1	point134	134	32.40
			Barrier1	point140	140	32.40
			Barrier1	point136	136	32.40
			Barrier1	134+00	45	32.40
Receiver61	61	52.80	Barrier1	point122	122	31.00
			Barrier1	128+00	39	30.90
			Barrier1	point121	121	30.90
			Barrier1	point125	125	30.90
			Barrier1	133+00	44	30.80
			Barrier1	point124	124	30.80
			Barrier1	point130	130	30.80
			Barrier1	point120	120	30.80
			Barrier1	point129	129	30.80
			Barrier1	point131	131	30.80
Receiver62	62	52.40	Barrier1	134+00	45	30.60
			Barrier1	point141	141	30.60
			Barrier1	point139	139	30.60
			Barrier1	point140	140	30.60

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point138	138	30.60
			Barrier1	point142	142	30.60
			Barrier1	133+00	44	30.60
			Barrier1	point143	143	30.50
			Barrier1	point135	135	30.40
			Barrier1	point136	136	30.40
Receiver63	63	51.60	Barrier1	point142	142	30.00
			Barrier1	point141	141	30.00
			Barrier1	134+00	45	30.00
			Barrier1	point140	140	30.00
			Barrier1	point139	139	30.00
			Barrier1	point138	138	29.90
			Barrier1	133+00	44	29.90
			Barrier1	point143	143	29.90
			Barrier1	point145	145	29.90
			Barrier1	point144	144	29.80
Receiver64	64	51.30	Barrier1	135+00	46	29.60
			Barrier1	point144	144	29.60
			Barrier1	point145	145	29.50
			Barrier1	point146	146	29.40
			Barrier1	point143	143	29.00
			Barrier1	138+00	49	28.90
			Barrier1	point154	154	28.90
			Barrier1	point153	153	28.80
			Barrier1	136+00	47	28.80
			Barrier1	139+00	50	28.70
Receiver65	65	53.00	Barrier1	point125	125	35.30
			Barrier1	129+00	40	35.20
			Barrier1	point126	126	35.20
			Barrier1	point124	124	35.20
			Barrier1	128+00	39	35.20
			Barrier1	point127	127	35.20
			Barrier1	point123	123	35.10
			Barrier1	point122	122	35.10
			Barrier1	point128	128	35.10
			Barrier1	130+00	41	35.00
Receiver66	66	53.20	Barrier1	134+00	45	34.90

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point141	141	34.70
			Barrier1	point142	142	34.50
			Barrier1	point115	115	34.40
			Barrier1	point143	143	34.20
			Barrier1	135+00	46	34.00
			Barrier1	point116	116	33.70
			Barrier1	point128	128	33.70
			Barrier1	point113	113	33.70
			Barrier1	130+00	41	33.70
Receiver67	67	51.40	Barrier1	point116	116	33.30
			Barrier1	point115	115	33.00
			Barrier1	point114	114	32.60
			Barrier1	point145	145	32.30
			Barrier1	125+00	36	32.20
			Barrier1	point144	144	32.20
			Barrier1	126+00	37	32.10
			Barrier1	128+00	39	32.10
			Barrier1	point122	122	32.10
			Barrier1	point113	113	32.00
Receiver68	68	52.70	Barrier1	133+00	44	34.20
			Barrier1	point138	138	34.10
			Barrier1	point139	139	34.10
			Barrier1	point140	140	34.00
			Barrier1	134+00	45	33.90
			Barrier1	point137	137	33.90
			Barrier1	point135	135	33.90
			Barrier1	point136	136	33.90
			Barrier1	132+00	43	33.90
			Barrier1	point134	134	33.90
Receiver69NR5	69	53.50	Barrier1	133+00	44	32.90
			Barrier1	point138	138	32.80
			Barrier1	point139	139	32.80
			Barrier1	point140	140	32.70
			Barrier1	134+00	45	32.70
			Barrier1	point141	141	32.70
			Barrier1	point134	134	32.60
			Barrier1	point142	142	32.60

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

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			Barrier1	point137	137	32.60
			Barrier1	132+00	43	32.60
Receiver70	70	53.40	Barrier1	133+00	44	36.00
			Barrier1	point138	138	36.00
			Barrier1	point139	139	35.90
			Barrier1	point140	140	35.90
			Barrier1	134+00	45	35.80
			Barrier1	point141	141	35.70
			Barrier1	point137	137	35.70
			Barrier1	point136	136	35.70
			Barrier1	point135	135	35.70
			Barrier1	132+00	43	35.60
Receiver71	71	51.90	Barrier1	135+00	46	32.20
			Barrier1	point144	144	32.20
			Barrier1	point139	139	32.20
			Barrier1	134+00	45	32.20
			Barrier1	point140	140	32.20
			Barrier1	point138	138	32.20
			Barrier1	point145	145	32.20
			Barrier1	point141	141	32.20
			Barrier1	133+00	44	32.20
			Barrier1	point142	142	32.10
Receiver72	72	51.50	Barrier1	134+00	45	31.90
			Barrier1	point141	141	31.90
			Barrier1	point142	142	31.90
			Barrier1	point140	140	31.90
			Barrier1	point139	139	31.90
			Barrier1	point138	138	31.80
			Barrier1	point143	143	31.80
			Barrier1	point144	144	31.80
			Barrier1	135+00	46	31.80
			Barrier1	133+00	44	31.80
Receiver73	73	53.80	Barrier1	131+00	42	38.10
			Barrier1	point130	130	38.00
			Barrier1	point132	132	37.90
			Barrier1	point129	129	37.90
			Barrier1	point131	131	37.70

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

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			Barrier1	130+00	41	37.70
			Barrier1	point133	133	37.50
			Barrier1	point128	128	37.40
			Barrier1	point134	134	37.00
			Barrier1	point127	127	37.00
Receiver74	74	53.10	Barrier1	133+00	44	36.00
			Barrier1	132+00	43	35.90
			Barrier1	point134	134	35.90
			Barrier1	point135	135	35.90
			Barrier1	point138	138	35.80
			Barrier1	point136	136	35.80
			Barrier1	point137	137	35.80
			Barrier1	point139	139	35.70
			Barrier1	point140	140	35.40
			Barrier1	134+00	45	35.40
Receiver75	75	53.60	Barrier1	point139	139	36.50
			Barrier1	point138	138	36.50
			Barrier1	133+00	44	36.50
			Barrier1	point140	140	36.50
			Barrier1	134+00	45	36.50
			Barrier1	point141	141	36.40
			Barrier1	point142	142	36.40
			Barrier1	point143	143	36.30
			Barrier1	point137	137	36.20
			Barrier1	point136	136	36.10
Receiver76	76	52.30	Barrier1	point152	152	33.50
			Barrier1	point142	142	33.30
			Barrier1	point141	141	33.30
			Barrier1	134+00	45	33.30
			Barrier1	point140	140	33.30
			Barrier1	point139	139	33.30
			Barrier1	point138	138	33.20
			Barrier1	133+00	44	33.10
			Barrier1	point147	147	33.10
			Barrier1	136+00	47	33.00
Receiver77	77	51.40	Barrier1	135+00	46	31.10
			Barrier1	point143	143	31.10

RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT

SCI-823-10.13

			Barrier1	point152	152	31.00
			Barrier1	point142	142	31.00
			Barrier1	point144	144	31.00
			Barrier1	point141	141	31.00
			Barrier1	point146	146	31.00
			Barrier1	134+00	45	31.00
			Barrier1	point140	140	31.00
			Barrier1	136+00	47	31.00
Receiver78/NR4	78	53.70	Barrier1	point133	133	40.40
			Barrier1	point132	132	40.10
			Barrier1	point134	134	39.10
			Barrier1	132+00	43	38.90
			Barrier1	131+00	42	38.60
			Barrier1	point135	135	38.50
			Barrier1	point131	131	38.40
			Barrier1	point136	136	38.40
			Barrier1	point137	137	37.90
			Barrier1	point130	130	37.60
Receiver79	79	54.10	Barrier1	point138	138	38.70
			Barrier1	133+00	44	38.70
			Barrier1	point139	139	38.50
			Barrier1	point137	137	38.20
			Barrier1	point140	140	38.10
			Barrier1	point136	136	37.80
			Barrier1	134+00	45	37.70
			Barrier1	point141	141	37.40
			Barrier1	point135	135	37.30
			Barrier1	point142	142	37.10

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

Burton Planning Services		12 November 2013		
Kimberly Burton		TNM 2.5		
		Calculated with TNM 2.5		
RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE				
PROJECT/CONTRACT:		SCI-823-10.13		
RUN:		Build Alternative 2038 - Barrier		
BARRIER DESIGN:		INPUT HEIGHTS		
ATMOSPHERICS:		68 deg F, 50% RH		
Receivers				
Name	No.	Total	Vehicle Type	
		LAeq1h	Name	Partial LAeq1h
		dBA		dBA
Receiver1	1	47.7	Autos	43.8
			MTrucks	37.0
			HTrucks	44.7
			Buses	
			Motorcycles	
Receiver2	2	52.1	Autos	49.3
			MTrucks	46.9
			HTrucks	44.6
			Buses	
			Motorcycles	
Receiver3	3	49.1	Autos	45.3
			MTrucks	40.0
			HTrucks	45.7
			Buses	
			Motorcycles	
Receiver4	4	48.1	Autos	43.7
			MTrucks	37.4
			HTrucks	45.4
			Buses	
			Motorcycles	
Receiver5	5	46.9	Autos	43.3
			MTrucks	36.3

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			HTrucks	43.6
			Buses	
			Motorcycles	
Receiver6	6	47.1	Autos	44.0
			MTrucks	34.9
			HTrucks	43.6
			Buses	
			Motorcycles	
Receiver7	7	47.6	Autos	43.8
			MTrucks	39.1
			HTrucks	44.0
			Buses	
			Motorcycles	
Receiver8	8	48.5	Autos	42.1
			MTrucks	37.1
			HTrucks	46.9
			Buses	
			Motorcycles	
Receiver9	9	48.3	Autos	41.7
			MTrucks	37.8
			HTrucks	46.7
			Buses	
			Motorcycles	
Receiver10	10	52.9	Autos	50.1
			MTrucks	48.2
			HTrucks	44.5
			Buses	
			Motorcycles	
Receiver11	11	52.1	Autos	48.8
			MTrucks	47.5
			HTrucks	44.6
			Buses	
			Motorcycles	
Receiver12	12	51.1	Autos	46.8
			MTrucks	47.3
			HTrucks	44.5
			Buses	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Motorcycles	
Receiver13	13	50.3	Autos	44.2
			MTrucks	45.4
			HTrucks	46.7
			Buses	
			Motorcycles	
Receiver14/NR1	14	50.1	Autos	47.4
			MTrucks	42.8
			HTrucks	44.7
			Buses	
			Motorcycles	
Receiver15	15	48.6	Autos	44.4
			MTrucks	42.2
			HTrucks	44.6
			Buses	
			Motorcycles	
Receiver16	16	47.8	Autos	42.5
			MTrucks	41.6
			HTrucks	44.5
			Buses	
			Motorcycles	
Receiver17	17	49.0	Autos	42.3
			MTrucks	42.0
			HTrucks	46.8
			Buses	
			Motorcycles	
Receiver18/NR2	18	48.1	Autos	41.4
			MTrucks	40.1
			HTrucks	46.0
			Buses	
			Motorcycles	
Receiver19	19	54.2	Autos	51.4
			MTrucks	45.9
			HTrucks	49.3
			Buses	
			Motorcycles	
Receiver20	20	57.8	Autos	55.6

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			MTrucks	51.7
			HTrucks	49.5
			Buses	
			Motorcycles	
Receiver21	21	52.8	Autos	47.5
			MTrucks	47.1
			HTrucks	49.2
			Buses	
			Motorcycles	
Receiver22	22	52.5	Autos	46.9
			MTrucks	45.9
			HTrucks	49.6
			Buses	
			Motorcycles	
Receiver23	23	52.5	Autos	46.5
			MTrucks	44.1
			HTrucks	50.4
			Buses	
			Motorcycles	
Receiver24	24	52.4	Autos	46.4
			MTrucks	43.9
			HTrucks	50.2
			Buses	
			Motorcycles	
Receiver25	25	52.5	Autos	46.6
			MTrucks	44.4
			HTrucks	50.1
			Buses	
			Motorcycles	
Receiver26	26	52.0	Autos	46.5
			MTrucks	44.5
			HTrucks	49.4
			Buses	
			Motorcycles	
Receiver27	27	51.2	Autos	45.3
			MTrucks	42.3
			HTrucks	49.1

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Buses	
			Motorcycles	
Receiver28	28	51.1	Autos	45.4
			MTrucks	42.7
			HTrucks	48.8
			Buses	
			Motorcycles	
Receiver29	29	50.0	Autos	43.9
			MTrucks	38.6
			HTrucks	48.4
			Buses	
			Motorcycles	
Receiver30	30	53.1	Autos	49.0
			MTrucks	42.9
			HTrucks	50.2
			Buses	
			Motorcycles	
Receiver31	31	52.8	Autos	48.5
			MTrucks	42.7
			HTrucks	50.0
			Buses	
			Motorcycles	
Receiver32/NR3	32	52.6	Autos	46.9
			MTrucks	41.5
			HTrucks	50.7
			Buses	
			Motorcycles	
Receiver33	33	52.6	Autos	46.5
			MTrucks	41.8
			HTrucks	50.9
			Buses	
			Motorcycles	
Receiver34	34	52.0	Autos	46.0
			MTrucks	41.4
			HTrucks	50.2
			Buses	
			Motorcycles	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

Receiver35	35	51.6	Autos	45.7
			MTrucks	40.7
			HTrucks	49.8
			Buses	
			Motorcycles	
Receiver36	36	51.5	Autos	45.6
			MTrucks	40.9
			HTrucks	49.6
			Buses	
			Motorcycles	
Receiver37	37	50.8	Autos	45.2
			MTrucks	38.3
			HTrucks	49.1
			Buses	
			Motorcycles	
Receiver38	38	50.9	Autos	45.8
			MTrucks	38.9
			HTrucks	48.8
			Buses	
			Motorcycles	
Receiver39	39	54.5	Autos	51.8
			MTrucks	45.2
			HTrucks	49.8
			Buses	
			Motorcycles	
Receiver40	40	54.4	Autos	51.2
			MTrucks	44.4
			HTrucks	50.8
			Buses	
			Motorcycles	
Receiver41	41	53.9	Autos	50.5
			MTrucks	44.3
			HTrucks	50.2
			Buses	
			Motorcycles	
Receiver42	42	56.5	Autos	54.2
			MTrucks	49.1

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			HTrucks	50.0
			Buses	
			Motorcycles	
Receiver43	43	56.1	Autos	53.1
			MTrucks	48.3
			HTrucks	51.3
			Buses	
			Motorcycles	
Receiver44	44	55.7	Autos	52.7
			MTrucks	47.9
			HTrucks	51.0
			Buses	
			Motorcycles	
Receiver45	45	56.0	Autos	53.2
			MTrucks	48.6
			HTrucks	50.8
			Buses	
			Motorcycles	
Receiver46	46	56.7	Autos	54.2
			MTrucks	49.8
			HTrucks	50.5
			Buses	
			Motorcycles	
Receiver47	47	55.3	Autos	52.5
			MTrucks	47.7
			HTrucks	50.0
			Buses	
			Motorcycles	
Receiver48	48	55.1	Autos	52.4
			MTrucks	46.9
			HTrucks	49.9
			Buses	
			Motorcycles	
Receiver49	49	52.6	Autos	48.8
			MTrucks	42.5
			HTrucks	49.5
			Buses	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Motorcycles	
Receiver50	50	53.8	Autos	50.9
			MTrucks	44.8
			HTrucks	49.3
			Buses	
			Motorcycles	
Receiver51	51	54.2	Autos	51.7
			MTrucks	45.6
			HTrucks	49.0
			Buses	
			Motorcycles	
Receiver52/NR6	52	48.8	Autos	43.1
			MTrucks	35.6
			HTrucks	47.1
			Buses	
			Motorcycles	
Receiver53	53	53.1	Autos	50.3
			MTrucks	44.1
			HTrucks	48.5
			Buses	
			Motorcycles	
Receiver54	54	53.4	Autos	49.5
			MTrucks	41.8
			HTrucks	50.6
			Buses	
			Motorcycles	
Receiver55	55	52.9	Autos	48.6
			MTrucks	41.0
			HTrucks	50.4
			Buses	
			Motorcycles	
Receiver56	56	55.1	Autos	51.8
			MTrucks	46.1
			HTrucks	51.1
			Buses	
			Motorcycles	
Receiver57	57	54.4	Autos	49.5

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			MTrucks	42.5
			HTrucks	52.2
			Buses	
			Motorcycles	
Receiver58	58	54.0	Autos	49.2
			MTrucks	43.3
			HTrucks	51.6
			Buses	
			Motorcycles	
Receiver59	59	53.8	Autos	49.7
			MTrucks	44.2
			HTrucks	50.7
			Buses	
			Motorcycles	
Receiver60	60	53.7	Autos	50.0
			MTrucks	44.5
			HTrucks	50.3
			Buses	
			Motorcycles	
Receiver61	61	52.8	Autos	49.3
			MTrucks	42.3
			HTrucks	49.5
			Buses	
			Motorcycles	
Receiver62	62	52.4	Autos	48.6
			MTrucks	42.2
			HTrucks	49.2
			Buses	
			Motorcycles	
Receiver63	63	51.6	Autos	47.4
			MTrucks	40.9
			HTrucks	48.9
			Buses	
			Motorcycles	
Receiver64	64	51.3	Autos	47.4
			MTrucks	40.9
			HTrucks	48.3

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			Buses	
			Motorcycles	
Receiver65	65	53.0	Autos	48.6
			MTrucks	40.2
			HTrucks	50.8
			Buses	
			Motorcycles	
Receiver66	66	53.2	Autos	48.3
			MTrucks	39.1
			HTrucks	51.2
			Buses	
			Motorcycles	
Receiver67	67	51.4	Autos	46.2
			MTrucks	37.6
			HTrucks	49.5
			Buses	
			Motorcycles	
Receiver68	68	52.7	Autos	46.7
			MTrucks	38.4
			HTrucks	51.2
			Buses	
			Motorcycles	
Receiver69NR5	69	53.5	Autos	50.1
			MTrucks	39.4
			HTrucks	50.5
			Buses	
			Motorcycles	
Receiver70	70	53.4	Autos	47.1
			MTrucks	38.0
			HTrucks	52.1
			Buses	
			Motorcycles	
Receiver71	71	51.9	Autos	46.6
			MTrucks	36.9
			HTrucks	50.2
			Buses	
			Motorcycles	

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

Receiver72	72	51.5	Autos	45.4
			MTrucks	36.7
			HTrucks	50.1
			Buses	
			Motorcycles	
Receiver73	73	53.8	Autos	49.7
			MTrucks	41.3
			HTrucks	51.2
			Buses	
			Motorcycles	
Receiver74	74	53.1	Autos	48.1
			MTrucks	39.7
			HTrucks	51.2
			Buses	
			Motorcycles	
Receiver75	75	53.6	Autos	46.8
			MTrucks	38.1
			HTrucks	52.5
			Buses	
			Motorcycles	
Receiver76	76	52.3	Autos	46.0
			MTrucks	37.0
			HTrucks	50.9
			Buses	
			Motorcycles	
Receiver77	77	51.4	Autos	45.5
			MTrucks	36.6
			HTrucks	49.9
			Buses	
			Motorcycles	
Receiver78/NR4	78	53.7	Autos	50.1
			MTrucks	41.3
			HTrucks	50.7
			Buses	
			Motorcycles	
Receiver79	79	54.1	Autos	50.5
			MTrucks	41.3

RESULTS: SOUND-LEVEL DIAGNOSIS BY VEHICLE TYPE

SCI-823-10.13

			HTrucks	51.2
			Buses	
			Motorcycles	

RESULTS: BARRIER DESIGN

SCI-823-10.13

						Barrier1	point85	85	10.0	30.9
						Barrier1	115+00	26	10.0	30.8
						Barrier1	point93	93	10.0	30.8
						Barrier1	point86	86	10.0	30.7
						Barrier1	point77	77	10.0	30.7
						Barrier1	116+00	27	10.0	30.6
						Barrier1	point83	83	10.0	30.6
						Barrier1	point76	76	10.0	30.6
Receiver4	4	48.1	7.7	8	-0.3	Barrier1	point85	85	10.0	31.6
						Barrier1	point84	84	10.0	31.6
						Barrier1	115+00	26	10.0	31.5
						Barrier1	point86	86	10.0	31.5
						Barrier1	116+00	27	10.0	31.4
						Barrier1	point83	83	10.0	31.3
						Barrier1	point87	87	10.0	31.3
						Barrier1	117+00	28	10.0	31.3
						Barrier1	point89	89	10.0	31.3
						Barrier1	point88	88	10.0	31.3
Receiver5	5	46.9	5.8	8	-2.2	Barrier1	point77	77	10.0	27.1
						Barrier1	point76	76	10.0	27.0
						Barrier1	point75	75	10.0	26.9
						Barrier1	118+00	29	10.0	26.9
						Barrier1	112+00	23	10.0	26.8
						Barrier1	point74	74	10.0	26.8
						Barrier1	point72	72	10.0	26.8
						Barrier1	point93	93	10.0	26.8
						Barrier1	111+00	22	10.0	26.8
						Barrier1	point73	73	10.0	26.8
Receiver6	6	47.1	5.9	8	-2.1	Barrier1	118+00	29	10.0	27.3
						Barrier1	point93	93	10.0	27.2
						Barrier1	point94	94	10.0	27.1
						Barrier1	point95	95	10.0	27.1
						Barrier1	119+00	30	10.0	27.1
						Barrier1	point96	96	10.0	27.1
						Barrier1	point97	97	10.0	27.0
						Barrier1	point98	98	10.0	26.9
						Barrier1	120+00	31	10.0	26.9

RESULTS: BARRIER DESIGN

SCI-823-10.13

						Barrier1	point99	99	10.0	26.8
Receiver7	7	47.6	5.7	8	-2.3	Barrier1	point96	96	10.0	28.2
						Barrier1	point97	97	10.0	28.2
						Barrier1	118+00	29	10.0	28.2
						Barrier1	point93	93	10.0	28.2
						Barrier1	point95	95	10.0	28.1
						Barrier1	point94	94	10.0	28.1
						Barrier1	119+00	30	10.0	28.1
						Barrier1	point98	98	10.0	28.0
						Barrier1	120+00	31	10.0	27.9
						Barrier1	point99	99	10.0	27.8
Receiver8	8	48.5	4.5	8	-3.5	Barrier1	point93	93	10.0	30.2
						Barrier1	point96	96	10.0	30.1
						Barrier1	point97	97	10.0	30.1
						Barrier1	119+00	30	10.0	30.1
						Barrier1	118+00	29	10.0	30.1
						Barrier1	point98	98	10.0	30.1
						Barrier1	point100	100	10.0	30.1
						Barrier1	point95	95	10.0	30.1
						Barrier1	120+00	31	10.0	30.0
						Barrier1	point99	99	10.0	30.0
Receiver9	9	48.3	4.4	8	-3.6	Barrier1	point98	98	10.0	29.8
						Barrier1	120+00	31	10.0	29.8
						Barrier1	point100	100	10.0	29.8
						Barrier1	point99	99	10.0	29.8
						Barrier1	point97	97	10.0	29.8
						Barrier1	point96	96	10.0	29.8
						Barrier1	118+00	29	10.0	29.7
						Barrier1	point93	93	10.0	29.7
						Barrier1	119+00	30	10.0	29.7
						Barrier1	point95	95	10.0	29.7
Receiver10	10	52.9	3.0	8	-5.0	Barrier1	118+00	29	10.0	29.2
						Barrier1	119+00	30	10.0	29.1
						Barrier1	point97	97	10.0	29.1
						Barrier1	point93	93	10.0	29.1
						Barrier1	point94	94	10.0	29.1
						Barrier1	point95	95	10.0	29.1

RESULTS: BARRIER DESIGN

SCI-823-10.13

						Barrier1	point96	96	10.0	29.0
						Barrier1	point98	98	10.0	29.0
						Barrier1	120+00	31	10.0	28.7
						Barrier1	point99	99	10.0	28.6
Receiver11	11	52.1	3.0	8	-5.0	Barrier1	point95	95	10.0	29.2
						Barrier1	point94	94	10.0	29.1
						Barrier1	point93	93	10.0	29.1
						Barrier1	118+00	29	10.0	29.1
						Barrier1	119+00	30	10.0	29.0
						Barrier1	point96	96	10.0	28.9
						Barrier1	point97	97	10.0	28.9
						Barrier1	point98	98	10.0	28.9
						Barrier1	120+00	31	10.0	28.9
						Barrier1	point99	99	10.0	28.8
Receiver12	12	51.1	3.4	8	-4.6	Barrier1	point93	93	10.0	29.0
						Barrier1	118+00	29	10.0	29.0
						Barrier1	point94	94	10.0	29.0
						Barrier1	point98	98	10.0	28.9
						Barrier1	point95	95	10.0	28.9
						Barrier1	point96	96	10.0	28.9
						Barrier1	point97	97	10.0	28.9
						Barrier1	119+00	30	10.0	28.9
						Barrier1	120+00	31	10.0	28.9
						Barrier1	point99	99	10.0	28.8
Receiver13	13	50.3	3.2	8	-4.8	Barrier1	point99	99	10.0	30.3
						Barrier1	120+00	31	10.0	30.3
						Barrier1	point100	100	10.0	30.3
						Barrier1	point98	98	10.0	30.3
						Barrier1	119+00	30	10.0	30.3
						Barrier1	point96	96	10.0	30.3
						Barrier1	point97	97	10.0	30.3
						Barrier1	point94	94	10.0	30.2
						Barrier1	point93	93	10.0	30.2
						Barrier1	118+00	29	10.0	30.2
Receiver14/NR1	14	50.1	4.9	8	-3.1	Barrier1	point93	93	10.0	31.0
						Barrier1	118+00	29	10.0	30.9
						Barrier1	117+00	28	10.0	29.6

RESULTS: BARRIER DESIGN

SCI-823-10.13

						Barrier1	point89	89	10.0	29.5
						Barrier1	point90	90	10.0	29.5
						Barrier1	point91	91	10.0	29.5
						Barrier1	point88	88	10.0	29.5
						Barrier1	116+00	27	10.0	29.5
						Barrier1	point86	86	10.0	29.5
						Barrier1	point92	92	10.0	29.5
Receiver15	15	48.6	5.2	8	-2.8	Barrier1	119+00	30	10.0	30.1
						Barrier1	point95	95	10.0	30.0
						Barrier1	118+00	29	10.0	30.0
						Barrier1	point93	93	10.0	30.0
						Barrier1	point94	94	10.0	30.0
						Barrier1	point89	89	10.0	29.0
						Barrier1	117+00	28	10.0	29.0
						Barrier1	point92	92	10.0	28.9
						Barrier1	point91	91	10.0	28.9
						Barrier1	point90	90	10.0	28.9
Receiver16	16	47.8	5.4	8	-2.6	Barrier1	point96	96	10.0	29.8
						Barrier1	119+00	30	10.0	29.7
						Barrier1	point95	95	10.0	29.6
						Barrier1	point94	94	10.0	29.5
						Barrier1	point93	93	10.0	29.4
						Barrier1	118+00	29	10.0	29.4
						Barrier1	point91	91	10.0	28.4
						Barrier1	point90	90	10.0	28.4
						Barrier1	point88	88	10.0	28.3
						Barrier1	point92	92	10.0	28.3
Receiver17	17	49.0	3.9	8	-4.1	Barrier1	point96	96	10.0	31.5
						Barrier1	point97	97	10.0	31.4
						Barrier1	119+00	30	10.0	31.3
						Barrier1	point94	94	10.0	31.3
						Barrier1	point95	95	10.0	31.3
						Barrier1	118+00	29	10.0	31.2
						Barrier1	point93	93	10.0	31.2
						Barrier1	point89	89	10.0	30.7
						Barrier1	point91	91	10.0	30.7
						Barrier1	point92	92	10.0	30.7

RESULTS: BARRIER DESIGN

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Receiver18/NR2	18	48.1	3.9	8	-4.1	Barrier1	point97	97	10.0	30.6
						Barrier1	point96	96	10.0	30.6
						Barrier1	119+00	30	10.0	30.6
						Barrier1	point95	95	10.0	30.5
						Barrier1	point93	93	10.0	30.4
						Barrier1	point94	94	10.0	30.4
						Barrier1	118+00	29	10.0	30.3
						Barrier1	point98	98	10.0	30.2
						Barrier1	point91	91	10.0	29.7
						Barrier1	point92	92	10.0	29.7
Receiver19	19	54.2	5.5	8	-2.5	Barrier1	point105	105	10.0	36.0
						Barrier1	point103	103	10.0	34.2
						Barrier1	point98	98	10.0	34.2
						Barrier1	120+00	31	10.0	34.2
						Barrier1	point97	97	10.0	34.2
						Barrier1	point102	102	10.0	34.2
						Barrier1	121+00	32	10.0	34.2
						Barrier1	point99	99	10.0	34.1
						Barrier1	point96	96	10.0	34.1
						Barrier1	point100	100	10.0	34.1
Receiver20	20	57.8	3.3	8	-4.7	Barrier1	point103	103	10.0	35.5
						Barrier1	point102	102	10.0	35.4
						Barrier1	point99	99	10.0	35.4
						Barrier1	120+00	31	10.0	35.4
						Barrier1	121+00	32	10.0	35.3
						Barrier1	point98	98	10.0	35.3
						Barrier1	point100	100	10.0	35.3
						Barrier1	point104	104	10.0	35.2
						Barrier1	point97	97	10.0	35.1
						Barrier1	point96	96	10.0	34.9
Receiver21	21	52.8	4.8	8	-3.2	Barrier1	129+00	40	10.0	31.8
						Barrier1	point126	126	10.0	31.7
						Barrier1	123+00	34	10.0	31.6
						Barrier1	122+00	33	10.0	31.6
						Barrier1	point108	108	10.0	31.5
						Barrier1	point103	103	10.0	31.5
						Barrier1	point104	104	10.0	31.5

RESULTS: BARRIER DESIGN

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						Barrier1	point109	109	10.0	31.5
						Barrier1	point127	127	10.0	31.5
						Barrier1	124+00	35	10.0	31.5
Receiver22	22	52.5	5.1	8	-2.9	Barrier1	126+00	37	10.0	33.3
						Barrier1	point117	117	10.0	33.2
						Barrier1	point118	118	10.0	33.1
						Barrier1	point119	119	10.0	33.0
						Barrier1	127+00	38	10.0	32.9
						Barrier1	point120	120	10.0	32.8
						Barrier1	point121	121	10.0	32.6
						Barrier1	point122	122	10.0	32.4
						Barrier1	128+00	39	10.0	32.4
						Barrier1	point123	123	10.0	32.2
Receiver23	23	52.5	4.3	8	-3.7	Barrier1	125+00	36	10.0	32.5
						Barrier1	point119	119	10.0	32.4
						Barrier1	point114	114	10.0	32.4
						Barrier1	127+00	38	10.0	32.3
						Barrier1	point115	115	10.0	32.3
						Barrier1	point120	120	10.0	32.3
						Barrier1	point116	116	10.0	32.3
						Barrier1	point118	118	10.0	32.2
						Barrier1	point121	121	10.0	32.2
						Barrier1	126+00	37	10.0	32.2
Receiver24	24	52.4	4.2	8	-3.8	Barrier1	125+00	36	10.0	32.1
						Barrier1	point114	114	10.0	32.1
						Barrier1	point115	115	10.0	32.1
						Barrier1	point116	116	10.0	32.0
						Barrier1	point117	117	10.0	32.0
						Barrier1	point118	118	10.0	32.0
						Barrier1	point119	119	10.0	32.0
						Barrier1	126+00	37	10.0	32.0
						Barrier1	127+00	38	10.0	32.0
						Barrier1	point121	121	10.0	32.0
Receiver25	25	52.5	4.1	8	-3.9	Barrier1	point120	120	10.0	32.0
						Barrier1	point121	121	10.0	31.9
						Barrier1	point117	117	10.0	31.9
						Barrier1	point118	118	10.0	31.9

RESULTS: BARRIER DESIGN

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						Barrier1	point119	119	10.0	31.9
						Barrier1	127+00	38	10.0	31.8
						Barrier1	126+00	37	10.0	31.8
						Barrier1	125+00	36	10.0	31.8
						Barrier1	point114	114	10.0	31.8
						Barrier1	point115	115	10.0	31.8
Receiver26	26	52.0	3.9	8	-4.1	Barrier1	127+00	38	10.0	31.1
						Barrier1	point120	120	10.0	31.1
						Barrier1	point121	121	10.0	31.0
						Barrier1	point119	119	10.0	31.0
						Barrier1	point118	118	10.0	31.0
						Barrier1	132+00	43	10.0	31.0
						Barrier1	point117	117	10.0	31.0
						Barrier1	point122	122	10.0	30.9
						Barrier1	point135	135	10.0	30.9
						Barrier1	126+00	37	10.0	30.9
Receiver27	27	51.2	4.1	8	-3.9	Barrier1	132+00	43	10.0	30.8
						Barrier1	point135	135	10.0	30.7
						Barrier1	127+00	38	10.0	30.6
						Barrier1	point120	120	10.0	30.6
						Barrier1	point119	119	10.0	30.6
						Barrier1	point121	121	10.0	30.6
						Barrier1	133+00	44	10.0	30.6
						Barrier1	point118	118	10.0	30.6
						Barrier1	point117	117	10.0	30.6
						Barrier1	point137	137	10.0	30.6
Receiver28	28	51.1	4.0	8	-4.0	Barrier1	133+00	44	10.0	30.5
						Barrier1	132+00	43	10.0	30.4
						Barrier1	point135	135	10.0	30.4
						Barrier1	point138	138	10.0	30.4
						Barrier1	point137	137	10.0	30.4
						Barrier1	point136	136	10.0	30.3
						Barrier1	point139	139	10.0	30.3
						Barrier1	point140	140	10.0	30.2
						Barrier1	134+00	45	10.0	30.1
						Barrier1	point119	119	10.0	30.1
Receiver29	29	50.0	4.4	8	-3.6	Barrier1	133+00	44	10.0	30.3

RESULTS: BARRIER DESIGN

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						Barrier1	point138	138	10.0	30.2
						Barrier1	point139	139	10.0	30.2
						Barrier1	point140	140	10.0	30.1
						Barrier1	134+00	45	10.0	30.1
						Barrier1	point141	141	10.0	30.0
						Barrier1	point142	142	10.0	30.0
						Barrier1	point143	143	10.0	29.9
						Barrier1	135+00	46	10.0	29.8
						Barrier1	point120	120	10.0	29.6
Receiver30	30	53.1	7.0	8	-1.0	Barrier1	123+00	34	10.0	35.9
						Barrier1	122+00	33	10.0	35.9
						Barrier1	point108	108	10.0	35.8
						Barrier1	point104	104	10.0	35.7
						Barrier1	point109	109	10.0	35.6
						Barrier1	point107	107	10.0	35.4
						Barrier1	point103	103	10.0	35.4
						Barrier1	point105	105	10.0	35.3
						Barrier1	point110	110	10.0	35.2
						Barrier1	point111	111	10.0	35.1
Receiver31	31	52.8	6.8	8	-1.2	Barrier1	123+00	34	10.0	35.2
						Barrier1	point108	108	10.0	35.2
						Barrier1	point109	109	10.0	35.2
						Barrier1	122+00	33	10.0	35.1
						Barrier1	point110	110	10.0	35.1
						Barrier1	124+00	35	10.0	34.9
						Barrier1	point105	105	10.0	34.9
						Barrier1	point111	111	10.0	34.7
						Barrier1	point104	104	10.0	34.7
						Barrier1	point112	112	10.0	34.6
Receiver32/NR3	32	52.6	5.4	8	-2.6	Barrier1	128+00	39	10.0	33.8
						Barrier1	point123	123	10.0	33.7
						Barrier1	point124	124	10.0	33.6
						Barrier1	point125	125	10.0	33.5
						Barrier1	129+00	40	10.0	33.3
						Barrier1	point126	126	10.0	33.2
						Barrier1	point101	101	10.0	33.1
						Barrier1	point127	127	10.0	33.0

RESULTS: BARRIER DESIGN

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						Barrier1	point128	128	10.0	32.9
						Barrier1	point100	100	10.0	32.9
Receiver33	33	52.6	4.5	8	-3.5	Barrier1	point117	117	10.0	33.1
						Barrier1	point110	110	10.0	33.1
						Barrier1	point109	109	10.0	33.1
						Barrier1	126+00	37	10.0	33.1
						Barrier1	point120	120	10.0	33.1
						Barrier1	127+00	38	10.0	33.0
						Barrier1	point116	116	10.0	33.0
						Barrier1	point121	121	10.0	33.0
						Barrier1	124+00	35	10.0	33.0
						Barrier1	point114	114	10.0	33.0
Receiver34	34	52.0	4.5	8	-3.5	Barrier1	point121	121	10.0	32.2
						Barrier1	point120	120	10.0	32.2
						Barrier1	point119	119	10.0	32.2
						Barrier1	127+00	38	10.0	32.2
						Barrier1	point118	118	10.0	32.2
						Barrier1	point122	122	10.0	32.2
						Barrier1	point117	117	10.0	32.1
						Barrier1	128+00	39	10.0	32.1
						Barrier1	point125	125	10.0	32.1
						Barrier1	point123	123	10.0	32.0
Receiver35	35	51.6	4.4	8	-3.6	Barrier1	127+00	38	10.0	31.6
						Barrier1	134+00	45	10.0	31.6
						Barrier1	point119	119	10.0	31.6
						Barrier1	point121	121	10.0	31.5
						Barrier1	point120	120	10.0	31.5
						Barrier1	point118	118	10.0	31.5
						Barrier1	point122	122	10.0	31.5
						Barrier1	point117	117	10.0	31.4
						Barrier1	126+00	37	10.0	31.3
						Barrier1	point143	143	10.0	31.3
Receiver36	36	51.5	4.4	8	-3.6	Barrier1	134+00	45	10.0	31.4
						Barrier1	point141	141	10.0	31.4
						Barrier1	point119	119	10.0	31.4
						Barrier1	point121	121	10.0	31.3
						Barrier1	point118	118	10.0	31.3

RESULTS: BARRIER DESIGN

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						Barrier1	point142	142	10.0	31.3
						Barrier1	127+00	38	10.0	31.3
						Barrier1	point120	120	10.0	31.2
						Barrier1	point143	143	10.0	31.2
						Barrier1	point117	117	10.0	31.2
Receiver37	37	50.8	4.2	8	-3.8	Barrier1	point129	129	10.0	29.9
						Barrier1	point128	128	10.0	29.9
						Barrier1	point122	122	10.0	29.9
						Barrier1	point130	130	10.0	29.9
						Barrier1	point127	127	10.0	29.9
						Barrier1	point107	107	10.0	29.9
						Barrier1	122+00	33	10.0	29.9
						Barrier1	point121	121	10.0	29.9
						Barrier1	130+00	41	10.0	29.9
						Barrier1	point125	125	10.0	29.8
Receiver38	38	50.9	3.6	8	-4.4	Barrier1	124+00	35	10.0	29.8
						Barrier1	point110	110	10.0	29.7
						Barrier1	point129	129	10.0	29.6
						Barrier1	point122	122	10.0	29.6
						Barrier1	point109	109	10.0	29.5
						Barrier1	point127	127	10.0	29.5
						Barrier1	point108	108	10.0	29.5
						Barrier1	130+00	41	10.0	29.5
						Barrier1	point121	121	10.0	29.5
						Barrier1	point128	128	10.0	29.5
Receiver39	39	54.5	5.5	8	-2.5	Barrier1	point108	108	10.0	37.3
						Barrier1	point109	109	10.0	36.8
						Barrier1	123+00	34	10.0	36.8
						Barrier1	124+00	35	10.0	36.4
						Barrier1	point110	110	10.0	36.3
						Barrier1	point104	104	10.0	36.2
						Barrier1	point111	111	10.0	36.2
						Barrier1	point105	105	10.0	36.0
						Barrier1	point103	103	10.0	35.9
						Barrier1	122+00	33	10.0	35.8
Receiver40	40	54.4	6.0	8	-2.0	Barrier1	point105	105	10.0	37.6
						Barrier1	point109	109	10.0	36.4

RESULTS: BARRIER DESIGN

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						Barrier1	124+00	35	10.0	36.3
						Barrier1	point110	110	10.0	36.2
						Barrier1	point111	111	10.0	36.2
						Barrier1	point108	108	10.0	36.2
						Barrier1	point112	112	10.0	36.1
						Barrier1	123+00	34	10.0	35.7
						Barrier1	122+00	33	10.0	35.6
						Barrier1	point113	113	10.0	35.3
Receiver41	41	53.9	5.7	8	-2.3	Barrier1	point105	105	10.0	37.7
						Barrier1	point109	109	10.0	34.9
						Barrier1	point108	108	10.0	34.8
						Barrier1	124+00	35	10.0	34.8
						Barrier1	point110	110	10.0	34.7
						Barrier1	point111	111	10.0	34.7
						Barrier1	point112	112	10.0	34.5
						Barrier1	125+00	36	10.0	34.5
						Barrier1	point114	114	10.0	34.4
						Barrier1	point113	113	10.0	34.3
Receiver42	42	56.5	3.8	8	-4.2	Barrier1	point105	105	10.0	36.0
						Barrier1	point113	113	10.0	34.6
						Barrier1	point112	112	10.0	34.6
						Barrier1	point111	111	10.0	34.5
						Barrier1	point114	114	10.0	34.5
						Barrier1	point115	115	10.0	34.4
						Barrier1	125+00	36	10.0	34.4
						Barrier1	124+00	35	10.0	34.4
						Barrier1	point116	116	10.0	34.4
						Barrier1	126+00	37	10.0	34.3
Receiver43	43	56.1	2.6	8	-5.4	Barrier1	point119	119	10.0	34.4
						Barrier1	point118	118	10.0	34.4
						Barrier1	point117	117	10.0	34.3
						Barrier1	126+00	37	10.0	34.3
						Barrier1	127+00	38	10.0	34.3
						Barrier1	point116	116	10.0	34.3
						Barrier1	point115	115	10.0	34.2
						Barrier1	point121	121	10.0	34.1
						Barrier1	point120	120	10.0	34.1

RESULTS: BARRIER DESIGN

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						Barrier1	point122	122	10.0	34.1
Receiver44	44	55.7	2.8	8	-5.2	Barrier1	point121	121	10.0	33.4
						Barrier1	point120	120	10.0	33.4
						Barrier1	point122	122	10.0	33.4
						Barrier1	127+00	38	10.0	33.3
						Barrier1	point119	119	10.0	33.3
						Barrier1	point115	115	10.0	33.3
						Barrier1	point118	118	10.0	33.3
						Barrier1	point117	117	10.0	33.3
						Barrier1	point114	114	10.0	33.3
						Barrier1	126+00	37	10.0	33.2
Receiver45	45	56.0	2.6	8	-5.4	Barrier1	point121	121	10.0	33.1
						Barrier1	point122	122	10.0	33.0
						Barrier1	point120	120	10.0	33.0
						Barrier1	127+00	38	10.0	33.0
						Barrier1	point119	119	10.0	33.0
						Barrier1	point118	118	10.0	33.0
						Barrier1	point117	117	10.0	32.9
						Barrier1	128+00	39	10.0	32.9
						Barrier1	point123	123	10.0	32.9
						Barrier1	point124	124	10.0	32.9
Receiver46	46	56.7	2.2	8	-5.8	Barrier1	point122	122	10.0	32.6
						Barrier1	point121	121	10.0	32.5
						Barrier1	point120	120	10.0	32.5
						Barrier1	127+00	38	10.0	32.5
						Barrier1	point119	119	10.0	32.5
						Barrier1	point118	118	10.0	32.5
						Barrier1	128+00	39	10.0	32.5
						Barrier1	point125	125	10.0	32.4
						Barrier1	point129	129	10.0	32.4
						Barrier1	point124	124	10.0	32.4
Receiver47	47	55.3	2.5	8	-5.5	Barrier1	point122	122	10.0	31.8
						Barrier1	point125	125	10.0	31.8
						Barrier1	point124	124	10.0	31.8
						Barrier1	point130	130	10.0	31.8
						Barrier1	point121	121	10.0	31.8
						Barrier1	point129	129	10.0	31.8

RESULTS: BARRIER DESIGN

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						Barrier1	point128	128	10.0	31.8
						Barrier1	130+00	41	10.0	31.8
						Barrier1	129+00	40	10.0	31.8
						Barrier1	point123	123	10.0	31.8
Receiver48	48	55.1	2.2	8	-5.8	Barrier1	point130	130	10.0	31.1
						Barrier1	point122	122	10.0	31.1
						Barrier1	point127	127	10.0	31.1
						Barrier1	point128	128	10.0	31.1
						Barrier1	point129	129	10.0	31.1
						Barrier1	133+00	44	10.0	31.1
						Barrier1	point126	126	10.0	31.1
						Barrier1	point125	125	10.0	31.1
						Barrier1	130+00	41	10.0	31.1
						Barrier1	point121	121	10.0	31.0
Receiver49	49	52.6	3.1	8	-4.9	Barrier1	point122	122	10.0	30.6
						Barrier1	point127	127	10.0	30.6
						Barrier1	point130	130	10.0	30.6
						Barrier1	point121	121	10.0	30.6
						Barrier1	point128	128	10.0	30.6
						Barrier1	point125	125	10.0	30.6
						Barrier1	point126	126	10.0	30.5
						Barrier1	130+00	41	10.0	30.5
						Barrier1	point140	140	10.0	30.5
						Barrier1	128+00	39	10.0	30.5
Receiver50	50	53.8	2.4	8	-5.6	Barrier1	129+00	40	10.0	30.6
						Barrier1	point125	125	10.0	30.4
						Barrier1	point122	122	10.0	30.4
						Barrier1	point126	126	10.0	30.4
						Barrier1	130+00	41	10.0	30.3
						Barrier1	point124	124	10.0	30.3
						Barrier1	point121	121	10.0	30.3
						Barrier1	point128	128	10.0	30.3
						Barrier1	128+00	39	10.0	30.3
						Barrier1	point127	127	10.0	30.3
Receiver51	51	54.2	2.1	8	-5.9	Barrier1	point119	119	10.0	30.2
						Barrier1	127+00	38	10.0	30.0
						Barrier1	point122	122	10.0	30.0

RESULTS: BARRIER DESIGN

SCI-823-10.13

						Barrier1	128+00	39	10.0	30.0
						Barrier1	point121	121	10.0	29.9
						Barrier1	point120	120	10.0	29.8
						Barrier1	point118	118	10.0	29.7
						Barrier1	122+00	33	10.0	29.7
						Barrier1	point117	117	10.0	29.7
						Barrier1	point110	110	10.0	29.6
Receiver52/NR6	52	48.8	3.6	8	-4.4	Barrier1	point109	109	10.0	28.7
						Barrier1	point110	110	10.0	28.6
						Barrier1	point108	108	10.0	28.6
						Barrier1	124+00	35	10.0	28.3
						Barrier1	123+00	34	10.0	28.3
						Barrier1	point107	107	10.0	28.2
						Barrier1	127+00	38	10.0	28.1
						Barrier1	point120	120	10.0	28.1
						Barrier1	point119	119	10.0	28.1
						Barrier1	point118	118	10.0	28.1
Receiver53	53	53.1	2.5	8	-5.5	Barrier1	point116	116	10.0	29.8
						Barrier1	point114	114	10.0	29.8
						Barrier1	point115	115	10.0	29.7
						Barrier1	125+00	36	10.0	29.6
						Barrier1	point139	139	10.0	29.3
						Barrier1	point140	140	10.0	29.3
						Barrier1	point138	138	10.0	29.3
						Barrier1	133+00	44	10.0	29.3
						Barrier1	126+00	37	10.0	29.2
						Barrier1	point113	113	10.0	29.2
Receiver54	54	53.4	7.2	8	-0.8	Barrier1	point118	118	10.0	37.1
						Barrier1	point117	117	10.0	37.1
						Barrier1	point119	119	10.0	37.1
						Barrier1	126+00	37	10.0	37.0
						Barrier1	127+00	38	10.0	36.9
						Barrier1	point116	116	10.0	36.9
						Barrier1	point120	120	10.0	36.8
						Barrier1	point115	115	10.0	36.7
						Barrier1	point121	121	10.0	36.5
						Barrier1	point114	114	10.0	36.4

RESULTS: BARRIER DESIGN

SCI-823-10.13

Receiver55	55	52.9	6.5	8	-1.5	Barrier1	127+00	38	10.0	34.9
						Barrier1	point120	120	10.0	34.9
						Barrier1	point121	121	10.0	34.9
						Barrier1	point122	122	10.0	34.8
						Barrier1	point119	119	10.0	34.8
						Barrier1	point118	118	10.0	34.7
						Barrier1	128+00	39	10.0	34.6
						Barrier1	point123	123	10.0	34.5
						Barrier1	point117	117	10.0	34.5
						Barrier1	point124	124	10.0	34.4
Receiver56	56	55.1	4.2	8	-3.8	Barrier1	point135	135	10.0	34.6
						Barrier1	point137	137	10.0	34.5
						Barrier1	point136	136	10.0	34.5
						Barrier1	133+00	44	10.0	34.4
						Barrier1	point138	138	10.0	34.1
						Barrier1	point139	139	10.0	33.9
						Barrier1	132+00	43	10.0	33.7
						Barrier1	point119	119	10.0	33.7
						Barrier1	127+00	38	10.0	33.7
						Barrier1	point118	118	10.0	33.6
Receiver57	57	54.4	4.1	8	-3.9	Barrier1	point122	122	10.0	35.5
						Barrier1	point121	121	10.0	35.4
						Barrier1	128+00	39	10.0	35.4
						Barrier1	point124	124	10.0	35.4
						Barrier1	point123	123	10.0	35.4
						Barrier1	point125	125	10.0	35.4
						Barrier1	point120	120	10.0	35.4
						Barrier1	129+00	40	10.0	35.3
						Barrier1	127+00	38	10.0	35.3
						Barrier1	point126	126	10.0	35.3
Receiver58	58	54.0	4.1	8	-3.9	Barrier1	point122	122	10.0	34.3
						Barrier1	point121	121	10.0	34.3
						Barrier1	128+00	39	10.0	34.3
						Barrier1	point120	120	10.0	34.3
						Barrier1	point125	125	10.0	34.2
						Barrier1	point124	124	10.0	34.2
						Barrier1	127+00	38	10.0	34.2

RESULTS: BARRIER DESIGN

SCI-823-10.13

						Barrier1	point123	123	10.0	34.2
						Barrier1	point119	119	10.0	34.2
						Barrier1	129+00	40	10.0	34.2
Receiver59	59	53.8	3.8	8	-4.2	Barrier1	133+00	44	10.0	33.1
						Barrier1	point138	138	10.0	33.0
						Barrier1	130+00	41	10.0	33.0
						Barrier1	point127	127	10.0	33.0
						Barrier1	point129	129	10.0	33.0
						Barrier1	point137	137	10.0	33.0
						Barrier1	point139	139	10.0	32.9
						Barrier1	132+00	43	10.0	32.9
						Barrier1	point135	135	10.0	32.9
						Barrier1	point130	130	10.0	32.9
Receiver60	60	53.7	3.7	8	-4.3	Barrier1	133+00	44	10.0	32.7
						Barrier1	point138	138	10.0	32.6
						Barrier1	point139	139	10.0	32.5
						Barrier1	point137	137	10.0	32.5
						Barrier1	point135	135	10.0	32.5
						Barrier1	132+00	43	10.0	32.5
						Barrier1	point134	134	10.0	32.4
						Barrier1	point140	140	10.0	32.4
						Barrier1	point136	136	10.0	32.4
						Barrier1	134+00	45	10.0	32.4
Receiver61	61	52.8	3.2	8	-4.8	Barrier1	point122	122	10.0	31.0
						Barrier1	128+00	39	10.0	30.9
						Barrier1	point121	121	10.0	30.9
						Barrier1	point125	125	10.0	30.9
						Barrier1	133+00	44	10.0	30.8
						Barrier1	point124	124	10.0	30.8
						Barrier1	point130	130	10.0	30.8
						Barrier1	point120	120	10.0	30.8
						Barrier1	point129	129	10.0	30.8
						Barrier1	point131	131	10.0	30.8
Receiver62	62	52.4	3.2	8	-4.8	Barrier1	134+00	45	10.0	30.6
						Barrier1	point141	141	10.0	30.6
						Barrier1	point139	139	10.0	30.6
						Barrier1	point140	140	10.0	30.6

RESULTS: BARRIER DESIGN

SCI-823-10.13

						Barrier1	point138	138	10.0	30.6
						Barrier1	point142	142	10.0	30.6
						Barrier1	133+00	44	10.0	30.6
						Barrier1	point143	143	10.0	30.5
						Barrier1	point135	135	10.0	30.4
						Barrier1	point136	136	10.0	30.4
Receiver63	63	51.6	3.3	8	-4.7	Barrier1	point142	142	10.0	30.0
						Barrier1	point141	141	10.0	30.0
						Barrier1	134+00	45	10.0	30.0
						Barrier1	point140	140	10.0	30.0
						Barrier1	point139	139	10.0	30.0
						Barrier1	point138	138	10.0	29.9
						Barrier1	133+00	44	10.0	29.9
						Barrier1	point143	143	10.0	29.9
						Barrier1	point145	145	10.0	29.9
						Barrier1	point144	144	10.0	29.8
Receiver64	64	51.3	2.8	8	-5.2	Barrier1	135+00	46	10.0	29.6
						Barrier1	point144	144	10.0	29.6
						Barrier1	point145	145	10.0	29.5
						Barrier1	point146	146	10.0	29.4
						Barrier1	point143	143	10.0	29.0
						Barrier1	138+00	49	10.0	28.9
						Barrier1	point154	154	10.0	28.9
						Barrier1	point153	153	10.0	28.8
						Barrier1	136+00	47	10.0	28.8
						Barrier1	139+00	50	10.0	28.7
Receiver65	65	53.0	7.0	8	-1.0	Barrier1	point125	125	10.0	35.3
						Barrier1	129+00	40	10.0	35.2
						Barrier1	point126	126	10.0	35.2
						Barrier1	point124	124	10.0	35.2
						Barrier1	128+00	39	10.0	35.2
						Barrier1	point127	127	10.0	35.2
						Barrier1	point123	123	10.0	35.1
						Barrier1	point122	122	10.0	35.1
						Barrier1	point128	128	10.0	35.1
						Barrier1	130+00	41	10.0	35.0
Receiver66	66	53.2	5.4	8	-2.6	Barrier1	134+00	45	10.0	34.9

RESULTS: BARRIER DESIGN

SCI-823-10.13

						Barrier1	point141	141	10.0	34.7
						Barrier1	point142	142	10.0	34.5
						Barrier1	point115	115	10.0	34.4
						Barrier1	point143	143	10.0	34.2
						Barrier1	135+00	46	10.0	34.0
						Barrier1	point116	116	10.0	33.7
						Barrier1	point128	128	10.0	33.7
						Barrier1	point113	113	10.0	33.7
						Barrier1	130+00	41	10.0	33.7
Receiver67	67	51.4	4.4	8	-3.6	Barrier1	point116	116	10.0	33.3
						Barrier1	point115	115	10.0	33.0
						Barrier1	point114	114	10.0	32.6
						Barrier1	point145	145	10.0	32.3
						Barrier1	125+00	36	10.0	32.2
						Barrier1	point144	144	10.0	32.2
						Barrier1	126+00	37	10.0	32.1
						Barrier1	128+00	39	10.0	32.1
						Barrier1	point122	122	10.0	32.1
						Barrier1	point113	113	10.0	32.0
Receiver68	68	52.7	4.7	8	-3.3	Barrier1	133+00	44	10.0	34.2
						Barrier1	point138	138	10.0	34.1
						Barrier1	point139	139	10.0	34.1
						Barrier1	point140	140	10.0	34.0
						Barrier1	134+00	45	10.0	33.9
						Barrier1	point137	137	10.0	33.9
						Barrier1	point135	135	10.0	33.9
						Barrier1	point136	136	10.0	33.9
						Barrier1	132+00	43	10.0	33.9
						Barrier1	point134	134	10.0	33.9
Receiver69NR5	69	53.5	3.7	8	-4.3	Barrier1	133+00	44	10.0	32.9
						Barrier1	point138	138	10.0	32.8
						Barrier1	point139	139	10.0	32.8
						Barrier1	point140	140	10.0	32.7
						Barrier1	134+00	45	10.0	32.7
						Barrier1	point141	141	10.0	32.7
						Barrier1	point134	134	10.0	32.6
						Barrier1	point142	142	10.0	32.6

RESULTS: BARRIER DESIGN

SCI-823-10.13

						Barrier1	point137	137	10.0	32.6
						Barrier1	132+00	43	10.0	32.6
Receiver70	70	53.4	4.5	8	-3.5	Barrier1	133+00	44	10.0	36.0
						Barrier1	point138	138	10.0	36.0
						Barrier1	point139	139	10.0	35.9
						Barrier1	point140	140	10.0	35.9
						Barrier1	134+00	45	10.0	35.8
						Barrier1	point141	141	10.0	35.7
						Barrier1	point137	137	10.0	35.7
						Barrier1	point136	136	10.0	35.7
						Barrier1	point135	135	10.0	35.7
						Barrier1	132+00	43	10.0	35.6
Receiver71	71	51.9	4.0	8	-4.0	Barrier1	135+00	46	10.0	32.2
						Barrier1	point144	144	10.0	32.2
						Barrier1	point139	139	10.0	32.2
						Barrier1	134+00	45	10.0	32.2
						Barrier1	point140	140	10.0	32.2
						Barrier1	point138	138	10.0	32.2
						Barrier1	point145	145	10.0	32.2
						Barrier1	point141	141	10.0	32.2
						Barrier1	133+00	44	10.0	32.2
						Barrier1	point142	142	10.0	32.1
Receiver72	72	51.5	4.1	8	-3.9	Barrier1	134+00	45	10.0	31.9
						Barrier1	point141	141	10.0	31.9
						Barrier1	point142	142	10.0	31.9
						Barrier1	point140	140	10.0	31.9
						Barrier1	point139	139	10.0	31.9
						Barrier1	point138	138	10.0	31.8
						Barrier1	point143	143	10.0	31.8
						Barrier1	point144	144	10.0	31.8
						Barrier1	135+00	46	10.0	31.8
						Barrier1	133+00	44	10.0	31.8
Receiver73	73	53.8	8.1	8	0.1	Barrier1	131+00	42	10.0	38.1
						Barrier1	point130	130	10.0	38.0
						Barrier1	point132	132	10.0	37.9
						Barrier1	point129	129	10.0	37.9
						Barrier1	point131	131	10.0	37.7

RESULTS: BARRIER DESIGN

SCI-823-10.13

						Barrier1	130+00	41	10.0	37.7
						Barrier1	point133	133	10.0	37.5
						Barrier1	point128	128	10.0	37.4
						Barrier1	point134	134	10.0	37.0
						Barrier1	point127	127	10.0	37.0
Receiver74	74	53.1	6.9	8	-1.1	Barrier1	133+00	44	10.0	36.0
						Barrier1	132+00	43	10.0	35.9
						Barrier1	point134	134	10.0	35.9
						Barrier1	point135	135	10.0	35.9
						Barrier1	point138	138	10.0	35.8
						Barrier1	point136	136	10.0	35.8
						Barrier1	point137	137	10.0	35.8
						Barrier1	point139	139	10.0	35.7
						Barrier1	point140	140	10.0	35.4
						Barrier1	134+00	45	10.0	35.4
Receiver75	75	53.6	4.6	8	-3.4	Barrier1	point139	139	10.0	36.5
						Barrier1	point138	138	10.0	36.5
						Barrier1	133+00	44	10.0	36.5
						Barrier1	point140	140	10.0	36.5
						Barrier1	134+00	45	10.0	36.5
						Barrier1	point141	141	10.0	36.4
						Barrier1	point142	142	10.0	36.4
						Barrier1	point143	143	10.0	36.3
						Barrier1	point137	137	10.0	36.2
						Barrier1	point136	136	10.0	36.1
Receiver76	76	52.3	4.0	8	-4.0	Barrier1	point152	152	10.0	33.5
						Barrier1	point142	142	10.0	33.3
						Barrier1	point141	141	10.0	33.3
						Barrier1	134+00	45	10.0	33.3
						Barrier1	point140	140	10.0	33.3
						Barrier1	point139	139	10.0	33.3
						Barrier1	point138	138	10.0	33.2
						Barrier1	133+00	44	10.0	33.1
						Barrier1	point147	147	10.0	33.1
						Barrier1	136+00	47	10.0	33.0
Receiver77	77	51.4	3.7	8	-4.3	Barrier1	135+00	46	10.0	31.1
						Barrier1	point143	143	10.0	31.1

RESULTS: BARRIER DESIGN

SCI-823-10.13

						Barrier1	point152	152	10.0	31.0
						Barrier1	point142	142	10.0	31.0
						Barrier1	point144	144	10.0	31.0
						Barrier1	point141	141	10.0	31.0
						Barrier1	point146	146	10.0	31.0
						Barrier1	134+00	45	10.0	31.0
						Barrier1	point140	140	10.0	31.0
						Barrier1	136+00	47	10.0	31.0
Receiver78/NR4	78	53.7	8.1	8	0.1	Barrier1	point133	133	10.0	40.4
						Barrier1	point132	132	10.0	40.1
						Barrier1	point134	134	10.0	39.1
						Barrier1	132+00	43	10.0	38.9
						Barrier1	131+00	42	10.0	38.6
						Barrier1	point135	135	10.0	38.5
						Barrier1	point131	131	10.0	38.4
						Barrier1	point136	136	10.0	38.4
						Barrier1	point137	137	10.0	37.9
						Barrier1	point130	130	10.0	37.6
Receiver79	79	54.1	7.4	8	-0.6	Barrier1	point138	138	10.0	38.7
						Barrier1	133+00	44	10.0	38.7
						Barrier1	point139	139	10.0	38.5
						Barrier1	point137	137	10.0	38.2
						Barrier1	point140	140	10.0	38.1
						Barrier1	point136	136	10.0	37.8
						Barrier1	134+00	45	10.0	37.7
						Barrier1	point141	141	10.0	37.4
						Barrier1	point135	135	10.0	37.3
						Barrier1	point142	142	10.0	37.1
Total Cost, All Barriers (including additional cost(s))						\$0				

Burton Planning Services	12 November 2013
Kimberly Burton	TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: SCI-823-10.13
 RUN: Build Alternative 2038 - Barrier

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
US-823 Bypass SB	142+00	38	653	65	18	65	54	65	0	0	0	0
	141+00	37	653	65	18	65	54	65	0	0	0	0
	140+00	36	653	65	18	65	54	65	0	0	0	0
	139+00	35	653	65	18	65	54	65	0	0	0	0
	138+00	34	653	65	18	65	54	65	0	0	0	0
	137+00	33	653	65	18	65	54	65	0	0	0	0
	136+00	32	653	65	18	65	54	65	0	0	0	0
	135+00	31	653	65	18	65	54	65	0	0	0	0
	134+00	30	653	65	18	65	54	65	0	0	0	0
	133+00	29	653	65	18	65	54	65	0	0	0	0
	132+00	28	653	65	18	65	54	65	0	0	0	0
	131+00	27	653	65	18	65	54	65	0	0	0	0
	130+00	26	653	65	18	65	54	65	0	0	0	0
	129+00	25	653	65	18	65	54	65	0	0	0	0
	128+00	24	653	65	18	65	54	65	0	0	0	0
	127+00	23	653	65	18	65	54	65	0	0	0	0
	126+00	22	653	65	18	65	54	65	0	0	0	0
	125+00	21	653	65	18	65	54	65	0	0	0	0
	124+00	20	653	65	18	65	54	65	0	0	0	0
	123+00	19	653	65	18	65	54	65	0	0	0	0
	122+00	18	653	65	18	65	54	65	0	0	0	0
	121+00	17	653	65	18	65	54	65	0	0	0	0
	120+00	16	653	65	18	65	54	65	0	0	0	0
	119+00	15	653	65	18	65	54	65	0	0	0	0
	118+00	14	653	65	18	65	54	65	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	117+00	13	653	65	18	65	54	65	0	0	0	0
	116+00	12	653	65	18	65	54	65	0	0	0	0
	115+00	11	653	65	18	65	54	65	0	0	0	0
	114+00	10	653	65	18	65	54	65	0	0	0	0
	113+00	9	653	65	18	65	54	65	0	0	0	0
	112+00	8	653	65	18	65	54	65	0	0	0	0
	111+00	7	653	65	18	65	54	65	0	0	0	0
	110+00	6	653	65	18	65	54	65	0	0	0	0
	109+00	5	653	65	18	65	54	65	0	0	0	0
	108+00	4	653	65	18	65	54	65	0	0	0	0
	107+00	3	653	65	18	65	54	65	0	0	0	0
	106+00	2	653	65	18	65	54	65	0	0	0	0
	105+00	1										
US-823 Bypass NB	105+00	39	653	65	18	65	54	65	0	0	0	0
	106+00	40	653	65	18	65	54	65	0	0	0	0
	107+00	41	653	65	18	65	54	65	0	0	0	0
	108+00	42	653	65	18	65	54	65	0	0	0	0
	109+00	43	653	65	18	65	54	65	0	0	0	0
	110+00	44	653	65	18	65	54	65	0	0	0	0
	111+00	45	653	65	18	65	54	65	0	0	0	0
	112+00	46	653	65	18	65	54	65	0	0	0	0
	113+00	47	653	65	18	65	54	65	0	0	0	0
	114+00	48	653	65	18	65	54	65	0	0	0	0
	115+00	49	653	65	18	65	54	65	0	0	0	0
	116+00	50	653	65	18	65	54	65	0	0	0	0
	117+00	51	653	65	18	65	54	65	0	0	0	0
	118+00	52	653	65	18	65	54	65	0	0	0	0
	119+00	53	653	65	18	65	54	65	0	0	0	0
	120+00	54	653	65	18	65	54	65	0	0	0	0
	121+00	55	653	65	18	65	54	65	0	0	0	0
	122+00	56	653	65	18	65	54	65	0	0	0	0
	123+00	57	653	65	18	65	54	65	0	0	0	0
	124+00	58	653	65	18	65	54	65	0	0	0	0
	125+00	59	653	65	18	65	54	65	0	0	0	0
	126+00	60	653	65	18	65	54	65	0	0	0	0
	127+00	61	653	65	18	65	54	65	0	0	0	0
	128+00	62	653	65	18	65	54	65	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	129+00	63	653	65	18	65	54	65	0	0	0	0
	130+00	64	653	65	18	65	54	65	0	0	0	0
	131+00	65	653	65	18	65	54	65	0	0	0	0
	132+00	66	653	65	18	65	54	65	0	0	0	0
	133+00	67	653	65	18	65	54	65	0	0	0	0
	134+00	68	653	65	18	65	54	65	0	0	0	0
	135+00	69	653	65	18	0	54	65	0	0	0	0
	136+00	70	653	65	18	65	54	65	0	0	0	0
	137+00	71	653	65	18	65	54	65	0	0	0	0
	138+00	72	653	65	18	65	54	65	0	0	0	0
	139+00	73	653	65	18	65	54	65	0	0	0	0
	140+00	74	653	65	18	65	54	65	0	0	0	0
	141+00	75	653	65	18	65	54	65	0	0	0	0
	142+00	76										
SR-335 EB	point110	110	129	55	2	55	6	55	0	0	0	0
	point109	109	129	55	2	55	6	55	0	0	0	0
	point108	108	129	55	2	55	6	55	0	0	0	0
	point107	107	129	55	2	55	6	55	0	0	0	0
	point106	106	129	55	2	55	6	55	0	0	0	0
	point105	105	129	55	2	55	6	55	0	0	0	0
	point104	104	129	55	2	55	6	55	0	0	0	0
	point103	103	129	55	2	55	6	55	0	0	0	0
	point102	102	129	55	2	55	6	55	0	0	0	0
	12+00	101	129	55	2	55	6	55	0	0	0	0
	13+00	100	129	55	2	55	6	55	0	0	0	0
	14+00	99	129	55	2	55	6	55	0	0	0	0
	15+00	98	129	55	2	55	6	55	0	0	0	0
	16+00	97	129	55	2	55	6	55	0	0	0	0
	17+00	96	129	55	2	55	6	55	0	0	0	0
	18+00	95	129	55	2	55	6	55	0	0	0	0
	point111	111	129	55	2	55	6	55	0	0	0	0
	point117	117	129	55	2	55	6	55	0	0	0	0
	point116	116	129	55	2	55	6	55	0	0	0	0
	point115	115	129	55	2	55	6	55	0	0	0	0
	point114	114	129	55	2	55	6	55	0	0	0	0
	point113	113										
SR-335 WB	point120	120	129	55	2	55	6	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point121	121	129	55	2	55	6	55	0	0	0	0
	point122	122	129	55	2	55	6	55	0	0	0	0
	point123	123	129	55	2	55	6	55	0	0	0	0
	point119	119	129	55	2	55	6	55	0	0	0	0
	point77	77	129	55	2	55	6	55	0	0	0	0
	18+00	78	129	55	2	55	6	55	0	0	0	0
	17+00	79	129	55	2	55	6	55	0	0	0	0
	16+00	80	129	55	2	55	6	55	0	0	0	0
	15+00	81	129	55	2	55	6	55	0	0	0	0
	14+00	82	129	55	2	55	6	55	0	0	0	0
	13+00	83	129	55	2	55	6	55	0	0	0	0
	12+00	84	129	55	2	55	6	55	0	0	0	0
	point85	85	129	55	2	55	6	55	0	0	0	0
	point86	86	129	55	2	55	6	55	0	0	0	0
	point87	87	129	55	2	55	6	55	0	0	0	0
	point88	88	129	55	2	55	6	55	0	0	0	0
	point89	89	129	55	2	55	6	55	0	0	0	0
	point90	90	129	55	2	55	6	55	0	0	0	0
	point91	91	129	55	2	55	6	55	0	0	0	0
	point92	92	129	55	2	55	6	55	0	0	0	0
	point93	93										
CR-248 SB (Slocum/Highland Bend)	point136	136	27	35	1	35	0	0	0	0	0	0
	point135	135	27	35	1	35	0	0	0	0	0	0
	7+00	134	27	35	1	35	0	0	0	0	0	0
	8+00	133	27	35	1	35	0	0	0	0	0	0
	9+00	132	27	35	1	35	0	0	0	0	0	0
	10+00	131	27	35	1	35	0	0	0	0	0	0
	11+00	130	27	35	1	35	0	0	0	0	0	0
	12+00	129	27	35	1	35	0	0	0	0	0	0
	point128	128	27	35	1	35	0	0	0	0	0	0
	point127	127	27	35	1	35	0	0	0	0	0	0
	point126	126	27	35	1	35	0	0	0	0	0	0
	point125	125	27	35	1	35	0	0	0	0	0	0
	point160	160	27	35	1	35	0	0	0	0	0	0
	point159	159	27	35	1	35	0	0	0	0	0	0
	point158	158	27	35	1	35	0	0	0	0	0	0
	point157	157	27	35	1	35	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point156	156	27	35	1	35	0	0	0	0	0	0
	point155	155	27	35	1	35	0	0	0	0	0	0
	point154	154	27	35	1	35	0	0	0	0	0	0
	point153	153	27	35	1	35	0	0	0	0	0	0
	point152	152	27	35	1	35	0	0	0	0	0	0
	point151	151	27	35	1	35	0	0	0	0	0	0
	point150	150	27	35	1	35	0	0	0	0	0	0
	point149	149										
CR-248 NB (Slocum/Highland Bend)	point161	161	27	35	1	35	0	0	0	0	0	0
	point162	162	27	35	1	35	0	0	0	0	0	0
	point163	163	27	35	1	35	0	0	0	0	0	0
	point164	164	27	35	1	35	0	0	0	0	0	0
	point165	165	27	35	1	35	0	0	0	0	0	0
	point166	166	27	35	1	35	0	0	0	0	0	0
	point167	167	27	35	1	35	0	0	0	0	0	0
	point168	168	27	35	1	35	0	0	0	0	0	0
	point169	169	27	35	1	35	0	0	0	0	0	0
	point170	170	27	35	1	35	0	0	0	0	0	0
	point171	171	27	35	1	35	0	0	0	0	0	0
	point172	172	27	35	1	35	0	0	0	0	0	0
	point137	137	27	35	1	35	0	0	0	0	0	0
	point138	138	27	35	1	35	0	0	0	0	0	0
	point139	139	27	35	1	35	0	0	0	0	0	0
	point140	140	27	35	1	35	0	0	0	0	0	0
	12+00	141	27	35	1	35	0	0	0	0	0	0
	11+00	142	27	35	1	35	0	0	0	0	0	0
	10+00	143	27	35	1	35	0	0	0	0	0	0
	9+00	144	27	35	1	35	0	0	0	0	0	0
	8+00	145	27	35	1	35	0	0	0	0	0	0
	7+00	146	27	35	1	35	0	0	0	0	0	0
	point147	147	27	35	1	35	0	0	0	0	0	0
	point148	148										
Labold Ave EB	point205	205	10	25	1	25	0	0	0	0	0	0
	point204	204	10	25	1	25	0	0	0	0	0	0
	point203	203	10	25	1	25	0	0	0	0	0	0
	point202	202	10	25	1	25	0	0	0	0	0	0
	point201	201										

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

Labold Ave WB	point210	210	10	25	1	25	0	0	0	0	0	0
	point209	209	10	25	1	25	0	0	0	0	0	0
	point208	208	10	25	1	25	0	0	0	0	0	0
	point207	207	10	25	1	25	0	0	0	0	0	0
	point206	206										
Pershing Rd EB - New	30+25	193	27	35	1	35	0	0	0	0	0	0
	31+00	194	27	35	1	35	0	0	0	0	0	0
	point195	195	27	35	1	35	0	0	0	0	0	0
	point196	196	27	35	1	35	0	0	0	0	0	0
	point178	178	27	35	1	35	0	0	0	0	0	0
	point177	177	27	35	1	35	0	0	0	0	0	0
	point176	176	27	35	1	35	0	0	0	0	0	0
	point175	175	27	35	1	35	0	0	0	0	0	0
	point174	174	27	35	1	35	0	0	0	0	0	0
	point173	173										
Pershing Rd WB - New	point183	183	27	35	1	35	0	0	0	0	0	0
	point184	184	27	35	1	35	0	0	0	0	0	0
	point185	185	27	35	1	35	0	0	0	0	0	0
	point186	186	27	35	1	35	0	0	0	0	0	0
	point187	187	27	35	1	35	0	0	0	0	0	0
	point188	188	27	35	1	35	0	0	0	0	0	0
	point189	189	27	35	1	35	0	0	0	0	0	0
	point195	199	27	35	1	35	0	0	0	0	0	0
	31+00	198	27	35	1	35	0	0	0	0	0	0
	30+25	197										
Caryle Ave EB	point213	213	5	25	0	0	0	0	0	0	0	0
	point214	214	5	25	0	0	0	0	0	0	0	0
	point215	215	5	25	0	0	0	0	0	0	0	0
	point216	216	5	25	0	0	0	0	0	0	0	0
	point217	217										
Caryle Ave WB	point218	218	5	25	0	0	0	0	0	0	0	0
	point219	219	5	25	0	0	0	0	0	0	0	0
	point220	220	5	25	0	0	0	0	0	0	0	0
	point221	221	5	25	0	0	0	0	0	0	0	0
	point222	222										
Marne Ave EB	point223	223	10	25	1	25	0	0	0	0	0	0
	point224	224	10	25	1	25	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point225	225	10	25	1	25	0	0	0	0	0	0
	point226	226										
Marne Ave WB	point227	227	10	25	1	25	0	0	0	0	0	0
	point228	228	10	25	1	25	0	0	0	0	0	0
	point229	229	10	25	1	25	0	0	0	0	0	0
	point230	230										
Highland Ave SB	point231	231	2	25	0	0	0	0	0	0	0	0
	point232	232	2	25	0	0	0	0	0	0	0	0
	point233	233										
Highland Ave NB	point234	234	2	25	0	0	0	0	0	0	0	0
	point235	235	2	25	0	0	0	0	0	0	0	0
	point236	236										
Foch Ave EB	point237	237	2	25	0	0	0	0	0	0	0	0
	point238	238	2	25	0	0	0	0	0	0	0	0
	point239	239	2	25	0	0	0	0	0	0	0	0
	point240	240										
Foch Ave WB	point241	241	2	25	0	0	0	0	0	0	0	0
	point242	242	2	25	0	0	0	0	0	0	0	0
	point243	243	2	25	0	0	0	0	0	0	0	0
	point244	244										
Liberty Ave SB	point245	245	2	25	0	0	0	0	0	0	0	0
	point246	246										
Liberty Ave NB	point247	247	2	25	0	0	0	0	0	0	0	0
	point248	248										

Burton Planning Services	12 November 2013
Kimberly Burton	TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes	
PROJECT/CONTRACT:	SCI-823-10.13
RUN:	Build Alternative 2038 - Barrier

Roadway	Points	No.	Segment											
Name	Name		User 1		User 2		User 3		User 4		<unknown>			
			V	S	V	S	V	S	V	S	V	S		
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph		
US-823 Bypass SB	142+00	38												
	141+00	37												
	140+00	36												
	139+00	35												
	138+00	34												
	137+00	33												
	136+00	32												
	135+00	31												
	134+00	30												
	133+00	29												
	132+00	28												
	131+00	27												
	130+00	26												
	129+00	25												
	128+00	24												
	127+00	23												
	126+00	22												
	125+00	21												
	124+00	20												
	123+00	19												
	122+00	18												
	121+00	17												
	120+00	16												
	119+00	15												
	118+00	14												

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	117+00	13										
	116+00	12										
	115+00	11										
	114+00	10										
	113+00	9										
	112+00	8										
	111+00	7										
	110+00	6										
	109+00	5										
	108+00	4										
	107+00	3										
	106+00	2										
	105+00	1										
US-823 Bypass NB	105+00	39										
	106+00	40										
	107+00	41										
	108+00	42										
	109+00	43										
	110+00	44										
	111+00	45										
	112+00	46										
	113+00	47										
	114+00	48										
	115+00	49										
	116+00	50										
	117+00	51										
	118+00	52										
	119+00	53										
	120+00	54										
	121+00	55										
	122+00	56										
	123+00	57										
	124+00	58										
	125+00	59										
	126+00	60										
	127+00	61										
	128+00	62										

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	129+00	63											
	130+00	64											
	131+00	65											
	132+00	66											
	133+00	67											
	134+00	68											
	135+00	69											
	136+00	70											
	137+00	71											
	138+00	72											
	139+00	73											
	140+00	74											
	141+00	75											
	142+00	76											
SR-335 EB	point110	110											
	point109	109											
	point108	108											
	point107	107											
	point106	106											
	point105	105											
	point104	104											
	point103	103											
	point102	102											
	12+00	101											
	13+00	100											
	14+00	99											
	15+00	98											
	16+00	97											
	17+00	96											
	18+00	95											
	point111	111											
	point117	117											
	point116	116											
	point115	115											
	point114	114											
	point113	113											
SR-335 WB	point120	120											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point121	121											
	point122	122											
	point123	123											
	point119	119											
	point77	77											
	18+00	78											
	17+00	79											
	16+00	80											
	15+00	81											
	14+00	82											
	13+00	83											
	12+00	84											
	point85	85											
	point86	86											
	point87	87											
	point88	88											
	point89	89											
	point90	90											
	point91	91											
	point92	92											
	point93	93											
CR-248 SB (Slocum/Highland Bend)	point136	136											
	point135	135											
	7+00	134											
	8+00	133											
	9+00	132											
	10+00	131											
	11+00	130											
	12+00	129											
	point128	128											
	point127	127											
	point126	126											
	point125	125											
	point160	160											
	point159	159											
	point158	158											
	point157	157											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point156	156											
	point155	155											
	point154	154											
	point153	153											
	point152	152											
	point151	151											
	point150	150											
	point149	149											
CR-248 NB (Slocum/Highland Bend)	point161	161											
	point162	162											
	point163	163											
	point164	164											
	point165	165											
	point166	166											
	point167	167											
	point168	168											
	point169	169											
	point170	170											
	point171	171											
	point172	172											
	point137	137											
	point138	138											
	point139	139											
	point140	140											
	12+00	141											
	11+00	142											
	10+00	143											
	9+00	144											
	8+00	145											
	7+00	146											
	point147	147											
	point148	148											
Labold Ave EB	point205	205											
	point204	204											
	point203	203											
	point202	202											
	point201	201											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

Labold Ave WB	point210	210											
	point209	209											
	point208	208											
	point207	207											
	point206	206											
Pershing Rd EB - New	30+25	193											
	31+00	194											
	point195	195											
	point196	196											
	point178	178											
	point177	177											
	point176	176											
	point175	175											
	point174	174											
	point173	173											
Pershing Rd WB - New	point183	183											
	point184	184											
	point185	185											
	point186	186											
	point187	187											
	point188	188											
	point189	189											
	point195	199											
	31+00	198											
	30+25	197											
Caryle Ave EB	point213	213											
	point214	214											
	point215	215											
	point216	216											
	point217	217											
Caryle Ave WB	point218	218											
	point219	219											
	point220	220											
	point221	221											
	point222	222											
Marne Ave EB	point223	223											
	point224	224											

INPUT: TRAFFIC FOR LAeq1h Volumes

SCI-823-10.13

	point225	225											
	point226	226											
Marne Ave WB	point227	227											
	point228	228											
	point229	229											
	point230	230											
Highland Ave SB	point231	231											
	point232	232											
	point233	233											
Highland Ave NB	point234	234											
	point235	235											
	point236	236											
Foch Ave EB	point237	237											
	point238	238											
	point239	239											
	point240	240											
Foch Ave WB	point241	241											
	point242	242											
	point243	243											
	point244	244											
Liberty Ave SB	point245	245											
	point246	246											
Liberty Ave NB	point247	247											
	point248	248											

INPUT: RECEIVERS

SCI-823-10.13

Burton Planning Services							12 November 2013					
Kimberly Burton							TNM 2.5					
INPUT: RECEIVERS												
PROJECT/CONTRACT:		SCI-823-10.13										
RUN:		Build Alternative 2038 - Barrier										
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'I			
			ft	ft	ft	ft	dBA	dBA	dB	dB		
Receiver1	1	1	1,862,726.0	279,933.8	551.00	5.00	0.00	66	10.0	8.0	Y	
Receiver2	2	1	1,862,795.6	280,320.1	554.00	5.00	0.00	66	10.0	8.0	Y	
Receiver3	3	0	1,862,588.0	280,177.8	558.00	5.00	0.00	66	10.0	8.0	Y	
Receiver4	4	1	1,862,508.5	280,237.3	558.00	5.00	0.00	66	10.0	8.0	Y	
Receiver5	5	1	1,863,132.4	280,109.2	551.00	5.00	0.00	66	10.0	8.0	Y	
Receiver6	6	1	1,863,190.2	280,226.4	553.00	5.00	0.00	66	10.0	8.0	Y	
Receiver7	7	1	1,863,000.2	280,250.7	550.00	5.00	0.00	66	10.0	8.0	Y	
Receiver8	8	0	1,863,147.1	280,334.1	557.00	5.00	0.00	66	10.0	8.0	Y	
Receiver9	9	1	1,863,209.0	280,410.9	561.00	5.00	0.00	66	10.0	8.0	Y	
Receiver10	10	1	1,862,887.9	280,283.2	554.00	5.00	0.00	66	10.0	8.0	Y	
Receiver11	11	1	1,862,945.6	280,327.1	556.00	5.00	0.00	66	10.0	8.0	Y	
Receiver12	12	1	1,862,988.1	280,360.8	557.00	5.00	0.00	66	10.0	8.0	Y	
Receiver13	13	1	1,863,174.0	280,499.8	563.00	5.00	0.00	66	10.0	8.0	Y	
Receiver14/NR1	14	1	1,862,730.1	280,363.8	557.00	5.00	50.90	66	10.0	8.0	Y	
Receiver15	15	1	1,862,860.2	280,421.0	558.00	5.00	0.00	66	10.0	8.0	Y	
Receiver16	16	1	1,862,980.8	280,524.4	560.00	5.00	0.00	66	10.0	8.0	Y	
Receiver17	17	1	1,863,045.1	280,557.2	561.00	5.00	0.00	66	10.0	8.0	Y	
Receiver18/NR2	18	1	1,863,147.0	280,647.8	563.00	5.00	44.50	66	10.0	8.0	Y	
Receiver19	19	1	1,862,475.0	280,624.2	558.00	5.00	0.00	66	10.0	8.0	Y	
Receiver20	20	0	1,862,413.8	280,651.7	559.00	5.00	0.00	66	10.0	8.0	Y	
Receiver21	21	1	1,862,742.9	280,896.6	554.00	5.00	0.00	66	10.0	8.0	Y	
Receiver22	22	1	1,862,814.6	280,945.2	556.00	5.00	0.00	66	10.0	8.0	Y	
Receiver23	23	1	1,862,951.2	281,051.6	560.00	5.00	0.00	66	10.0	8.0	Y	
Receiver24	24	0	1,862,987.4	281,079.4	562.00	5.00	0.00	66	10.0	8.0	Y	

INPUT: RECEIVERS

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Receiver25	25	0	1,863,013.2	281,104.0	564.00	5.00	0.00	66	10.0	8.0	Y
Receiver26	26	1	1,863,155.1	281,219.3	564.00	5.00	0.00	66	10.0	8.0	Y
Receiver27	27	1	1,863,203.8	281,237.6	563.00	5.00	0.00	66	10.0	8.0	Y
Receiver28	28	1	1,863,268.9	281,302.4	562.00	5.00	0.00	66	10.0	8.0	Y
Receiver29	29	1	1,863,340.8	281,360.2	559.00	5.00	0.00	66	10.0	8.0	Y
Receiver30	30	0	1,862,443.6	280,885.5	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver31	31	1	1,862,493.4	280,913.0	555.00	5.00	0.00	66	10.0	8.0	Y
Receiver32/NR3	32	1	1,862,757.9	281,126.5	555.00	5.00	45.30	66	10.0	8.0	Y
Receiver33	33	1	1,862,888.9	281,179.9	558.00	5.00	0.00	66	10.0	8.0	Y
Receiver34	34	0	1,862,995.9	281,263.8	560.00	5.00	0.00	66	10.0	8.0	Y
Receiver35	35	1	1,863,090.0	281,346.9	561.00	5.00	0.00	66	10.0	8.0	Y
Receiver36	36	1	1,863,119.8	281,355.0	562.00	5.00	0.00	66	10.0	8.0	Y
Receiver37	37	1	1,863,267.5	281,512.2	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver38	38	1	1,863,310.0	281,612.3	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver39	39	0	1,862,332.0	280,904.3	556.00	5.00	0.00	66	10.0	8.0	Y
Receiver40	40	0	1,862,424.8	280,980.9	556.00	5.00	0.00	66	10.0	8.0	Y
Receiver41	41	1	1,862,512.4	281,058.6	553.00	5.00	0.00	66	10.0	8.0	Y
Receiver42	42	1	1,862,518.9	281,123.2	551.00	5.00	0.00	66	10.0	8.0	Y
Receiver43	43	1	1,862,811.6	281,348.0	555.00	5.00	0.00	66	10.0	8.0	Y
Receiver44	44	1	1,862,875.0	281,395.6	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver45	45	1	1,862,912.9	281,432.6	558.00	5.00	0.00	66	10.0	8.0	Y
Receiver46	46	0	1,862,964.6	281,484.5	560.00	5.00	0.00	66	10.0	8.0	Y
Receiver47	47	1	1,863,030.6	281,520.9	559.00	5.00	0.00	66	10.0	8.0	Y
Receiver48	48	1	1,863,109.1	281,581.3	559.00	5.00	0.00	66	10.0	8.0	Y
Receiver49	49	1	1,863,171.6	281,584.5	558.00	5.00	0.00	66	10.0	8.0	Y
Receiver50	50	1	1,863,180.9	281,625.3	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver51	51	1	1,863,209.6	281,655.2	556.00	5.00	0.00	66	10.0	8.0	Y
Receiver52/NR6	52	1	1,863,485.8	281,659.2	548.00	5.00	57.10	66	10.0	8.0	Y
Receiver53	53	1	1,863,338.4	281,743.5	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver54	54	1	1,862,375.8	281,265.2	554.00	5.00	0.00	66	10.0	8.0	Y
Receiver55	55	1	1,862,530.6	281,391.1	552.00	5.00	0.00	66	10.0	8.0	Y
Receiver56	56	1	1,862,664.6	281,342.6	554.00	5.00	0.00	66	10.0	8.0	Y
Receiver57	57	1	1,862,725.0	281,458.0	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver58	58	1	1,862,803.5	281,499.2	556.00	5.00	0.00	66	10.0	8.0	Y
Receiver59	59	1	1,862,910.2	281,565.7	557.00	5.00	0.00	66	10.0	8.0	Y
Receiver60	60	1	1,862,973.1	281,607.4	558.00	5.00	0.00	66	10.0	8.0	Y
Receiver61	61	1	1,863,087.5	281,722.6	554.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

SCI-823-10.13

Receiver62	62	1	1,863,232.2	281,828.0	555.00	5.00	0.00	66	10.0	8.0	Y
Receiver63	63	1	1,863,281.2	281,882.2	553.00	5.00	0.00	66	10.0	8.0	Y
Receiver64	64	1	1,863,347.0	281,930.2	548.00	5.00	0.00	66	10.0	8.0	Y
Receiver65	65	1	1,862,501.2	281,526.5	554.00	5.00	0.00	66	10.0	8.0	Y
Receiver66	66	1	1,862,645.2	281,596.4	554.00	5.00	0.00	66	10.0	8.0	Y
Receiver67	67	1	1,862,726.8	281,654.1	547.00	5.00	0.00	66	10.0	8.0	Y
Receiver68	68	1	1,862,850.0	281,723.7	556.00	5.00	0.00	66	10.0	8.0	Y
Receiver69NR5	69	1	1,862,976.2	281,728.0	556.00	5.00	47.00	66	10.0	8.0	Y
Receiver70	70	1	1,862,803.0	281,849.2	555.00	5.00	0.00	66	10.0	8.0	Y
Receiver71	71	1	1,862,974.8	281,867.0	554.00	5.00	0.00	66	10.0	8.0	Y
Receiver72	72	1	1,863,039.5	281,924.2	554.00	5.00	0.00	66	10.0	8.0	Y
Receiver73	73	1	1,862,341.6	281,671.7	556.00	5.00	0.00	66	10.0	8.0	Y
Receiver74	74	1	1,862,556.1	281,786.0	553.00	5.00	0.00	66	10.0	8.0	Y
Receiver75	75	1	1,862,770.2	281,918.8	554.00	5.00	0.00	66	10.0	8.0	Y
Receiver76	76	1	1,862,980.5	282,035.2	553.00	5.00	0.00	66	10.0	8.0	Y
Receiver77	77	1	1,863,149.0	282,079.4	553.00	5.00	0.00	66	10.0	8.0	Y
Receiver78/NR4	78	1	1,862,238.4	281,798.0	556.00	5.00	46.60	66	10.0	8.0	Y
Receiver79	79	1	1,862,312.5	281,916.3	555.00	5.00	0.00	66	10.0	8.0	Y
Receiver2 Church											
Receiver3 Undeveloped Lands											
Receiver8 Undeveloped Lands											
Receiver14/NR1 395 Slocum											
Receiver18/NR2 Pentocostal Victory Chapel Labold Ave											
Receiver20 Storage Barn											
Receiver24 Undeveloped Lands											
Receiver25 Undeveloped Lands											
Receiver30 Undeveloped Lands											
Receiver32/NR3 Highland Bend Christian Baptist Church 115 M											
Receiver34 Undeveloped Lands											
Receiver39 Undeveloped Lands											
Receiver40 Undeveloped Lands											
Receiver46 Undeveloped Lands											
Receiver52/NR6 260 Marne Ave											
Receiver69NR5 66 Foch St											
Receiver78/NR4 120 Highland Ave											

Burton Planning Services
 Kimberly Burton
 12 November 2013
 TNM 2.5

INPUT: BARRIERS

PROJECT/CONTRACT: SCI-823-10.13
 RUN: Build Alternative 2038 - Barrier

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	\$/ft			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				
Barrier1	W	0.00	20.00	0.00				0.00	105+00	16	1,862,151.1	279,111.3	684.40	10.00	2.00	5	5			
									point54	54	1,862,150.9	279,136.3	683.48	10.00	2.00	5	5			
									point55	55	1,862,150.5	279,161.3	682.55	10.00	2.00	5	5			
									point56	56	1,862,150.2	279,186.3	681.62	10.00	2.00	5	5			
									106+00	17	1,862,150.0	279,211.3	680.70	10.00	2.00	5	5			
									point57	57	1,862,149.8	279,236.3	679.67	10.00	2.00	5	5			
									point58	58	1,862,149.5	279,261.3	678.65	10.00	2.00	5	5			
									point59	59	1,862,149.1	279,286.3	677.62	10.00	2.00	5	5			
									107+00	18	1,862,148.9	279,311.3	676.60	10.00	2.00	5	5			
									point60	60	1,862,148.6	279,336.3	675.57	10.00	2.00	5	5			
									point61	61	1,862,148.2	279,361.3	674.55	10.00	2.00	5	5			
									point62	62	1,862,148.0	279,386.3	673.53	10.00	2.00	5	5			
									108+00	19	1,862,147.8	279,411.3	672.50	10.00	2.00	5	5			
									point63	63	1,862,147.5	279,436.3	671.47	10.00	2.00	5	5			
									point64	64	1,862,147.2	279,461.3	670.45	10.00	2.00	5	5			
									point65	65	1,862,146.9	279,486.3	669.43	10.00	2.00	5	5			
									109+00	20	1,862,146.6	279,511.3	668.40	10.00	2.00	5	5			
									point66	66	1,862,146.4	279,536.3	667.38	10.00	2.00	5	5			
									point67	67	1,862,146.0	279,561.3	666.35	10.00	2.00	5	5			
									point68	68	1,862,145.8	279,586.3	665.33	10.00	2.00	5	5			
									110+00	21	1,862,145.5	279,611.3	664.30	10.00	2.00	5	5			
									point69	69	1,862,145.2	279,636.3	663.28	10.00	2.00	5	5			
									point70	70	1,862,145.0	279,661.3	662.25	10.00	2.00	5	5			
									point71	71	1,862,144.6	279,686.3	661.22	10.00	2.00	5	5			
									111+00	22	1,862,144.4	279,711.3	660.20	10.00	2.00	5	5			
									point72	72	1,862,144.1	279,736.3	659.17	10.00	2.00	5	5			
									point73	73	1,862,143.8	279,761.3	658.15	10.00	2.00	5	5			
									point74	74	1,862,143.5	279,786.3	657.12	10.00	2.00	5	5			
									112+00	23	1,862,143.2	279,811.3	656.10	10.00	2.00	5	5			
									point75	75	1,862,143.0	279,836.3	655.07	10.00	2.00	5	5			
									point76	76	1,862,142.8	279,861.3	654.05	10.00	2.00	5	5			
									point77	77	1,862,142.4	279,886.3	653.03	10.00	2.00	5	5			
									113+00	24	1,862,142.1	279,911.3	652.00	10.00	2.00	5	5	Y		
									point78	78	1,862,141.9	279,936.3	650.97	10.00	2.00	5	5	Y		
									point79	79	1,862,141.5	279,961.2	649.95	10.00	2.00	5	5	Y		
									point80	80	1,862,141.2	279,986.2	648.93	10.00	2.00	5	5	Y		
									114+00	25	1,862,141.0	280,011.2	647.90	10.00	2.00	5	5	Y		

INPUT: BARRIERS

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									point81	81	1,862,140.8	280,036.2	646.88	10.00	2.00	5	5	Y	
									point82	82	1,862,140.5	280,061.2	645.85	10.00	2.00	5	5	Y	
									point83	83	1,862,140.1	280,086.2	644.83	10.00	2.00	5	5	Y	
									115+00	26	1,862,139.9	280,111.2	643.80	10.00	2.00	5	5	Y	
									point84	84	1,862,139.6	280,136.2	642.78	10.00	2.00	5	5	Y	
									point85	85	1,862,139.2	280,161.2	641.75	10.00	2.00	5	5	Y	
									point86	86	1,862,139.0	280,186.2	640.72	10.00	2.00	5	5	Y	
									116+00	27	1,862,138.8	280,211.2	639.70	10.00	2.00	5	5	Y	
									point87	87	1,862,138.5	280,236.2	638.67	10.00	2.00	5	5	Y	
									point88	88	1,862,138.2	280,261.2	637.65	10.00	2.00	5	5	Y	
									point89	89	1,862,137.9	280,286.2	636.62	10.00	2.00	5	5	Y	
									117+00	28	1,862,137.6	280,311.2	635.60	10.00	2.00	5	5	Y	
									point90	90	1,862,137.4	280,336.2	634.57	10.00	2.00	5	5	Y	
									point91	91	1,862,137.0	280,361.2	633.55	10.00	2.00	5	5	Y	
									point92	92	1,862,136.8	280,386.2	632.53	10.00	2.00	5	5	Y	
									118+00	29	1,862,136.5	280,411.2	631.50	10.00	2.00	5	5		
									point93	93	1,862,136.2	280,436.2	630.47	10.00	2.00	5	5		
									point94	94	1,862,136.0	280,461.2	629.45	10.00	2.00	5	5		
									point95	95	1,862,135.6	280,486.2	628.43	10.00	2.00	5	5		
									119+00	30	1,862,135.4	280,511.2	627.40	10.00	2.00	5	5		
									point96	96	1,862,135.1	280,536.2	626.38	10.00	2.00	5	5		
									point97	97	1,862,134.8	280,561.2	625.35	10.00	2.00	5	5		
									point98	98	1,862,134.5	280,586.2	624.33	10.00	2.00	5	5		
									120+00	31	1,862,134.2	280,611.2	623.30	10.00	2.00	5	5		
									point99	99	1,862,134.0	280,636.2	622.28	10.00	2.00	5	5		
									point100	100	1,862,133.6	280,661.2	621.25	10.00	2.00	5	5		
									point101	101	1,862,133.2	280,686.2	620.22	10.00	2.00	5	5		
									121+00	32	1,862,133.0	280,711.2	619.20	10.00	2.00	5	5	Y	
									point102	102	1,862,132.8	280,736.2	618.17	10.00	2.00	5	5	Y	
									point103	103	1,862,132.5	280,761.2	617.15	10.00	2.00	5	5	Y	
									point104	104	1,862,132.2	280,786.2	616.12	10.00	2.00	5	5	Y	
									122+00	33	1,862,132.0	280,811.2	615.10	10.00	2.00	5	5	Y	
									point105	105	1,862,131.8	280,836.2	614.10	10.00	2.00	5	5	Y	
									point106	106	1,862,131.5	280,861.2	613.10	10.00	2.00	5	5	Y	
									point107	107	1,862,131.1	280,886.2	612.10	10.00	2.00	5	5	Y	
									123+00	34	1,862,130.9	280,911.2	611.10	10.00	2.00	5	5	Y	
									point108	108	1,862,130.5	280,936.2	610.20	10.00	2.00	5	5	Y	
									point109	109	1,862,130.2	280,961.2	609.30	10.00	2.00	5	5	Y	
									point110	110	1,862,130.0	280,986.2	608.40	10.00	2.00	5	5	Y	
									124+00	35	1,862,129.6	281,011.2	607.50	10.00	2.00	5	5	Y	
									point111	111	1,862,129.4	281,036.2	606.75	10.00	2.00	5	5	Y	
									point112	112	1,862,129.1	281,061.2	606.00	10.00	2.00	5	5	Y	
									point113	113	1,862,128.9	281,086.2	605.25	10.00	2.00	5	5	Y	
									125+00	36	1,862,128.6	281,111.2	604.50	10.00	2.00	5	5		
									point114	114	1,862,128.4	281,136.2	603.88	10.00	2.00	5	5		
									point115	115	1,862,128.0	281,161.2	603.25	10.00	2.00	5	5		
									point116	116	1,862,127.8	281,186.2	602.62	10.00	2.00	5	5		
									126+00	37	1,862,127.5	281,211.2	602.00	10.00	2.00	5	5		
									point117	117	1,862,127.2	281,236.1	601.53	10.00	2.00	5	5		
									point118	118	1,862,127.0	281,261.1	601.05	10.00	2.00	5	5		

INPUT: BARRIERS

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									point119	119	1,862,126.6	281,286.0	600.57	10.00	2.00	5	5		
									127+00	38	1,862,126.4	281,310.9	600.10	10.00	2.00	5	5		
									point120	120	1,862,126.1	281,335.8	599.72	10.00	2.00	5	5		
									point121	121	1,862,125.9	281,360.7	599.35	10.00	2.00	5	5		
									point122	122	1,862,125.6	281,385.6	598.97	10.00	2.00	5	5		
									128+00	39	1,862,125.4	281,410.5	598.60	10.00	2.00	5	5		
									point123	123	1,862,125.4	281,435.5	598.38	10.00	2.00	5	5		
									point124	124	1,862,125.2	281,460.5	598.15	10.00	2.00	5	5		
									point125	125	1,862,125.2	281,485.4	597.92	10.00	2.00	5	5		
									129+00	40	1,862,125.2	281,510.4	597.70	10.00	2.00	5	5		
									point126	126	1,862,125.5	281,535.2	597.62	10.00	2.00	5	5		
									point127	127	1,862,125.9	281,560.1	597.55	10.00	2.00	5	5		
									point128	128	1,862,126.2	281,584.9	597.48	10.00	2.00	5	5		
									130+00	41	1,862,126.5	281,609.7	597.40	10.00	2.00	5	5		
									point129	129	1,862,127.2	281,634.5	597.45	10.00	2.00	5	5		
									point130	130	1,862,128.0	281,659.3	597.50	10.00	2.00	5	5		
									point131	131	1,862,128.9	281,684.1	597.55	10.00	2.00	5	5		
									131+00	42	1,862,129.6	281,708.9	597.60	10.00	2.00	5	5	Y	
									point132	132	1,862,130.8	281,733.7	597.77	10.00	2.00	5	5	Y	
									point133	133	1,862,132.0	281,758.5	597.95	10.00	2.00	5	5	Y	
									point134	134	1,862,133.2	281,783.2	598.12	10.00	2.00	5	5	Y	
									132+00	43	1,862,134.4	281,808.0	598.30	10.00	2.00	5	5	Y	
									point135	135	1,862,136.0	281,832.8	598.60	10.00	2.00	5	5	Y	
									point136	136	1,862,137.8	281,857.6	598.90	10.00	2.00	5	5	Y	
									point137	137	1,862,139.4	281,882.3	599.20	10.00	2.00	5	5	Y	
									133+00	44	1,862,141.0	281,907.1	599.50	10.00	2.00	5	5	Y	
									point138	138	1,862,143.0	281,931.8	599.95	10.00	2.00	5	5	Y	
									point139	139	1,862,145.0	281,956.5	600.40	10.00	2.00	5	5	Y	
									point140	140	1,862,147.1	281,981.2	600.85	10.00	2.00	5	5	Y	
									134+00	45	1,862,149.1	282,006.0	601.30	10.00	2.00	5	5	Y	
									point141	141	1,862,151.6	282,030.7	601.90	10.00	2.00	5	5	Y	
									point142	142	1,862,154.2	282,055.3	602.50	10.00	2.00	5	5	Y	
									point143	143	1,862,156.8	282,080.0	603.10	10.00	2.00	5	5	Y	
									135+00	46	1,862,159.2	282,104.7	603.70	10.00	2.00	5	5	Y	
									point144	144	1,862,162.1	282,129.3	604.40	10.00	2.00	5	5	Y	
									point145	145	1,862,165.0	282,154.0	605.10	10.00	2.00	5	5	Y	
									point146	146	1,862,167.9	282,178.6	605.80	10.00	2.00	5	5	Y	
									136+00	47	1,862,170.8	282,203.2	606.50	10.00	2.00	5	5	Y	
									point147	147	1,862,174.1	282,227.8	607.35	10.00	2.00	5	5	Y	
									point148	148	1,862,177.5	282,252.4	608.20	10.00	2.00	5	5	Y	
									point149	149	1,862,181.0	282,277.0	609.05	10.00	2.00	5	5	Y	
									137+00	48	1,862,184.4	282,301.5	609.90	10.00	2.00	5	5	Y	
									point150	150	1,862,188.1	282,326.0	610.88	10.00	2.00	5	5	Y	
									point151	151	1,862,191.9	282,350.4	611.85	10.00	2.00	5	5	Y	
									point152	152	1,862,195.6	282,374.9	612.83	10.00	2.00	5	5	Y	
									138+00	49	1,862,199.4	282,399.3	613.80	10.00	2.00	5	5	Y	
									point153	153	1,862,204.0	282,423.8	614.92	10.00	2.00	5	5	Y	
									point154	154	1,862,208.5	282,448.2	616.05	10.00	2.00	5	5	Y	
									point155	155	1,862,213.1	282,472.7	617.17	10.00	2.00	5	5	Y	
									139+00	50	1,862,217.8	282,497.2	618.30	10.00	2.00	5	5	Y	

INPUT: BARRIERS

SCI-823-10.13

									point156	156	1,862,222.0	282,521.7	619.53	10.00	2.00	5	5	Y	
									point157	157	1,862,226.2	282,546.2	620.75	10.00	2.00	5	5	Y	
									point158	158	1,862,230.6	282,570.7	621.97	10.00	2.00	5	5	Y	
									140+00	51	1,862,234.9	282,595.2	623.20	10.00	2.00	5	5		
									point159	159	1,862,240.0	282,619.4	624.45	10.00	2.00	5	5		
									point160	160	1,862,245.0	282,643.6	625.70	10.00	2.00	5	5		
									point161	161	1,862,250.0	282,667.8	626.95	10.00	2.00	5	5		
									141+00	52	1,862,255.1	282,692.1	628.20	10.00	2.00	5	5		
									point162	162	1,862,260.6	282,716.3	629.45	10.00	2.00	5	5		
									point163	163	1,862,266.1	282,740.6	630.70	10.00	2.00	5	5		
									point164	164	1,862,271.6	282,764.9	631.95	10.00	2.00	5	5		
									142+00	53	1,862,277.1	282,789.2	633.20	10.00					

INPUT: BUILDING ROWS

SCI-823-10.13

Burton Planning Services							12 November 2013
Kimberly Burton							TNM 2.5

INPUT: BUILDING ROWS

PROJECT/CONTRACT:

SCI-823-10.13

RUN:

Build Alternative 2038 - Barrier

Building Row

Points

Name	Average Height	Building Percent	No.	Coordinates (ground)		
	ft	%		X	Y	Z
	ft	%		ft	ft	ft

<< This table is empty >>

INPUT: TERRAIN LINES

SCI-823-10.13

Burton Planning Services		12 November 2013		
Kimberly Burton		TNM 2.5		
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:		SCI-823-10.13		
RUN:		Build Alternative 2038 - Barrier		
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line1	1	1,862,066.1	279,110.4	684.40
	2	1,862,065.0	279,210.3	680.70
	3	1,862,063.9	279,310.3	676.60
	4	1,862,062.8	279,410.3	672.50
	5	1,862,061.6	279,510.3	668.40
	6	1,862,060.5	279,610.3	664.30
	7	1,862,059.4	279,710.3	660.20
	8	1,862,058.2	279,810.3	656.10
	9	1,862,057.1	279,910.3	652.00
	10	1,862,056.0	280,010.3	647.90
	11	1,862,054.9	280,110.3	643.80
	12	1,862,053.8	280,210.3	639.70
	13	1,862,052.6	280,310.3	635.60
	14	1,862,051.5	280,410.3	631.50
	15	1,862,050.4	280,510.3	627.40
	16	1,862,049.2	280,610.2	623.30
	17	1,862,048.0	280,710.3	619.20
	18	1,862,047.0	280,810.2	615.10
	19	1,862,046.4	280,873.0	611.10
Terrain Line9	125	1,862,040.0	282,020.0	507.50
	126	1,862,020.0	282,040.0	506.50
	127	1,861,960.0	281,980.0	507.20
	128	1,861,920.0	281,960.0	507.80
	129	1,861,863.5	281,953.6	506.00
	130	1,861,790.1	281,928.5	505.40
	131	1,861,767.2	281,901.3	504.30

INPUT: TERRAIN LINES

SCI-823-10.13

Terrain Line10	132	1,862,400.0	282,160.0	510.10
	133	1,862,360.0	282,140.0	510.50
	134	1,862,280.0	282,120.0	509.30
	135	1,862,240.0	282,080.0	509.40
	136	1,862,200.0	282,100.0	508.80
Terrain Line11	137	1,862,346.0	281,048.9	554.00
	138	1,862,330.2	281,112.5	550.00
	139	1,862,328.0	281,212.4	550.00
	140	1,862,340.5	281,312.6	552.00
	141	1,862,361.2	281,412.9	540.00
	142	1,862,398.4	281,513.4	540.00
	143	1,862,292.6	281,612.1	550.00
	144	1,862,272.8	281,709.8	555.00
	145	1,862,207.6	281,766.6	556.00
	146	1,862,146.2	281,780.4	555.00
Terrain Line13	151	1,862,243.5	280,811.8	557.00
	152	1,862,279.6	280,912.1	555.00
	153	1,862,359.2	281,012.7	554.00
Terrain Line15	157	1,862,216.5	280,311.6	567.00
	158	1,862,325.2	280,412.4	562.00
	159	1,862,345.6	280,512.6	560.00
	160	1,862,342.4	280,612.5	560.00
	161	1,862,338.1	280,655.3	559.00
Terrain Line16	162	1,862,569.0	279,317.9	560.00
	163	1,862,581.6	279,514.2	550.00
	164	1,862,485.4	279,613.5	542.00
	165	1,862,461.4	279,713.4	558.00
	166	1,862,458.4	279,812.8	558.00
	167	1,862,432.6	279,912.5	562.00
	168	1,862,316.1	280,012.3	567.00
	169	1,862,209.8	280,111.6	570.00
Terrain Line17	170	1,862,498.1	280,488.0	559.10
	171	1,862,443.4	280,552.5	558.80
	172	1,862,356.8	280,644.8	559.30
	173	1,862,305.1	280,696.2	558.50
	174	1,862,238.4	280,755.2	557.00
	175	1,862,159.6	280,816.3	556.40

INPUT: TERRAIN LINES

SCI-823-10.13

	176	1,862,133.1	280,836.5	556.20
Terrain Line18	182	1,864,049.4	279,717.5	556.00
	183	1,863,950.8	279,734.0	553.00
	184	1,863,753.6	279,765.1	551.00
	185	1,863,554.8	279,780.9	542.00
	186	1,863,453.8	279,788.5	536.00
	187	1,863,357.4	279,819.2	534.00
	188	1,863,166.1	279,876.2	533.00
	189	1,862,969.4	279,922.0	548.00
	190	1,862,885.9	279,983.4	554.00
	191	1,862,804.8	280,085.6	555.00
	192	1,862,686.5	280,247.1	554.00
	193	1,862,564.4	280,405.3	557.50
Terrain Line19	194	1,862,514.9	280,502.2	559.10
	195	1,862,459.8	280,567.2	558.80
	196	1,862,372.5	280,660.1	559.30
	197	1,862,320.2	280,712.2	558.50
	198	1,862,252.4	280,772.1	557.00
	199	1,862,173.2	280,833.7	556.40
	200	1,862,134.0	280,866.4	556.20
Terrain Line20	206	1,864,053.0	279,739.2	556.00
	207	1,863,954.2	279,755.8	553.00
	208	1,863,756.2	279,786.9	551.00
	209	1,863,556.4	279,802.8	542.00
	210	1,863,458.0	279,810.2	536.00
	211	1,863,363.8	279,840.2	534.00
	212	1,863,171.8	279,897.5	533.00
	213	1,862,978.8	279,942.4	548.00
	214	1,862,901.2	279,999.4	554.00
	215	1,862,822.2	280,099.0	555.00
	216	1,862,704.1	280,260.3	554.00
	217	1,862,581.9	280,418.8	557.50
RR 1	224	1,861,885.8	279,918.0	590.40
	225	1,862,009.6	280,027.2	590.10
	226	1,862,044.6	280,050.2	591.00
Terrain Line1-2	228	1,862,045.9	280,958.7	609.30
	20	1,862,044.6	281,010.2	607.50

INPUT: TERRAIN LINES

SCI-823-10.13

	21	1,862,043.6	281,110.2	604.50
	22	1,862,042.5	281,210.2	602.00
	23	1,862,041.4	281,310.0	600.10
	24	1,862,040.4	281,410.0	598.60
	25	1,862,040.2	281,510.9	597.70
	26	1,862,041.5	281,611.6	597.40
	27	1,862,044.6	281,712.3	597.60
	28	1,862,049.5	281,812.9	598.30
	29	1,862,056.1	281,913.3	599.50
	30	1,862,064.5	282,013.8	601.30
	31	1,862,074.8	282,114.0	603.70
	32	1,862,086.5	282,214.0	606.50
	33	1,862,100.2	282,313.8	609.90
Terrain Line17-2	230	1,862,048.5	280,902.2	556.00
	177	1,862,001.6	280,938.7	555.90
	178	1,861,922.2	280,999.5	554.90
	179	1,861,842.4	281,059.2	555.20
	180	1,861,770.1	281,108.9	554.60
	181	1,861,633.4	281,174.3	550.50
Terrain Line19-2	231	1,862,046.4	280,931.4	556.00
	201	1,862,015.0	280,956.2	555.90
	202	1,861,935.5	281,017.0	554.90
	203	1,861,855.2	281,077.0	555.20
	204	1,861,781.2	281,128.0	554.60
	205	1,861,642.9	281,194.2	550.50
Terrain Line3-2	83	1,862,104.8	282,327.4	535.40
	84	1,862,011.8	282,280.1	534.30
	85	1,861,905.9	282,226.1	533.40
	86	1,861,817.2	282,181.6	533.10
	87	1,861,737.9	282,141.0	533.60
	88	1,861,648.8	282,092.1	534.30
	89	1,861,577.8	282,047.5	534.40
	90	1,861,518.9	282,004.9	534.70
	91	1,861,472.5	281,967.7	535.00
	92	1,861,391.8	281,889.1	535.00
	93	1,861,251.4	281,726.2	535.00
Terrain Line4-2	100	1,862,094.9	282,347.1	535.40

INPUT: TERRAIN LINES

SCI-823-10.13

	101	1,862,001.9	282,299.7	534.30
	102	1,861,896.0	282,245.8	533.40
	103	1,861,807.4	282,201.2	533.10
	104	1,861,727.6	282,160.5	533.60
	105	1,861,637.6	282,111.0	534.30
	106	1,861,565.4	282,065.7	534.40
	107	1,861,505.5	282,022.4	534.70
	108	1,861,457.9	281,984.2	535.00
	109	1,861,375.8	281,904.2	535.00
	110	1,861,234.8	281,740.6	535.00
Terrain Line1-2-2	234	1,862,109.4	282,368.4	611.90
	34	1,862,115.6	282,413.6	613.80
	35	1,862,134.0	282,512.3	618.30
	36	1,862,151.5	282,611.2	623.20
	37	1,862,172.1	282,710.2	628.20
	38	1,862,194.2	282,808.0	633.20
Terrain Line4	120	1,864,043.8	282,563.8	544.00
	121	1,863,844.0	282,580.6	545.00
	122	1,863,643.2	282,582.2	544.00
	123	1,863,443.0	282,571.0	544.00
	124	1,863,243.6	282,553.8	542.00
	113	1,862,937.9	282,521.8	543.00
	95	1,862,578.0	282,474.8	536.00
	96	1,862,478.6	282,463.4	537.00
	97	1,862,378.9	282,450.3	536.10
	98	1,862,280.2	282,427.9	536.40
	99	1,862,206.0	282,399.9	536.50
Terrain Line7-Terrain Line5-Terrain Line3	115	1,864,041.9	282,541.9	544.00
	116	1,863,843.0	282,558.6	545.00
	117	1,863,643.8	282,560.2	544.00
	118	1,863,444.6	282,549.0	544.00
	112	1,863,245.8	282,531.9	542.00
	77	1,862,940.6	282,499.9	543.00
	78	1,862,580.8	282,452.9	536.00
	79	1,862,481.4	282,441.6	537.00
	80	1,862,382.8	282,428.7	536.10
	81	1,862,286.6	282,406.8	536.40

INPUT: TERRAIN LINES

SCI-823-10.13

	82	1,862,197.4	282,373.4	536.50
Terrain Line36	236	1,863,695.9	282,076.1	551.00
	237	1,863,096.0	281,610.7	558.00
	238	1,862,773.5	281,350.4	554.00
	239	1,862,597.2	281,210.3	544.50
	240	1,862,455.6	281,099.6	554.00
	241	1,862,379.4	281,039.3	554.50
	242	1,862,303.2	280,980.5	553.50
Terrain Line37	246	1,863,682.4	282,093.5	551.00
	247	1,863,082.4	281,628.0	558.00
	248	1,862,759.8	281,367.6	554.00
	249	1,862,583.6	281,227.6	544.50
	250	1,862,442.0	281,116.9	554.00
	251	1,862,365.9	281,056.7	554.50
	252	1,862,289.9	280,998.0	553.50
Terrain Line38	256	1,862,215.9	280,821.6	556.00
	257	1,862,250.5	280,890.6	555.00
	258	1,862,273.8	280,941.9	554.00
	259	1,862,303.0	280,980.9	553.50
Terrain Line39	260	1,862,196.1	280,831.5	556.00
	261	1,862,230.6	280,900.1	555.00
	262	1,862,254.8	280,953.2	554.00
	263	1,862,285.4	280,994.1	553.50
Terrain Line40	268	1,863,574.4	280,858.2	562.00
	267	1,863,445.9	280,760.2	559.00
	266	1,863,199.4	280,568.7	564.00
	265	1,862,944.2	280,365.1	557.00
	264	1,862,750.0	280,208.4	553.00
Terrain Line41	273	1,863,561.1	280,875.7	562.00
	272	1,863,432.4	280,777.6	559.00
	271	1,863,185.8	280,586.0	564.00
	270	1,862,930.5	280,382.3	557.00
	269	1,862,736.2	280,225.6	553.00
Terrain Line52-Terrain Line58-Terrain Line53-2-	304	1,863,279.6	281,008.3	589.50
	310	1,862,867.0	280,678.2	590.00
	309	1,862,565.0	280,449.9	589.80
	321	1,862,599.9	280,406.2	557.00

INPUT: TERRAIN LINES

SCI-823-10.13

	284	1,862,902.4	280,632.4	559.00
	285	1,863,320.2	280,957.5	566.00
Terrain Line47-Terrain Line48-Terrain Line56-Te	287	1,863,223.6	281,078.3	567.00
	286	1,862,811.1	280,748.3	556.00
	316	1,862,517.9	280,507.7	559.00
	299	1,862,549.5	280,472.4	589.80
	300	1,862,846.2	280,705.7	590.00
	302	1,863,258.1	281,035.2	589.50
Terrain Line74	326	1,862,524.8	280,445.2	589.80
	327	1,862,539.1	280,423.9	589.80
Terrain Line53-Terrain Line57-Terrain Line49-Te	290	1,862,151.8	280,234.8	570.00
	291	1,862,228.8	280,297.6	569.00
	292	1,862,397.1	280,433.4	563.00
	313	1,862,478.1	280,497.8	559.00
	315	1,862,523.5	280,447.0	589.80
	297	1,862,431.1	280,389.9	589.20
	296	1,862,250.4	280,272.2	590.00
	311	1,862,166.9	280,218.6	591.00
	305	1,862,165.1	280,115.9	591.00
	306	1,862,289.8	280,219.0	590.00
	307	1,862,457.9	280,351.1	589.20
	319	1,862,541.6	280,421.1	589.80
	318	1,862,576.8	280,378.3	557.00
	325	1,862,496.8	280,314.5	561.00
	277	1,862,325.6	280,177.0	565.00
	276	1,862,230.5	280,098.2	569.00
Terrain Line76	328	1,862,563.5	280,453.7	589.80
	329	1,862,550.6	280,470.8	589.80

Burton Planning Services				12 November 2013	
Kimberly Burton				TNM 2.5	
INPUT: GROUND ZONES					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Build Alternative 2038 - Barrier			
Ground Zone				Points	
Name	Type	Flow	No.	Coordinates	
		Resistivity		X	Y
		cgs rayls		ft	ft
Ground Zone1	Water	20000	1	1,861,267.2	281,568.1
			2	1,861,258.1	281,630.9
			3	1,861,441.4	281,841.8
			4	1,861,610.5	281,965.2
			5	1,862,064.9	282,196.1
			6	1,862,053.9	282,135.0
			7	1,861,954.0	282,085.7
			8	1,861,484.5	281,831.2
Ground Zone2	Water	20000	9	1,862,189.1	282,245.9
			10	1,862,604.1	282,331.4
			11	1,863,112.5	282,416.6
			12	1,863,643.2	282,473.8
			13	1,864,089.1	282,457.1
			14	1,864,078.1	282,390.9
			15	1,863,469.9	282,390.1
			16	1,862,916.9	282,313.2
			17	1,862,521.1	282,249.5
			18	1,862,181.2	282,171.0

INPUT: TREE ZONES

SCI-823-10.13

Burton Planning Services			12 November 2013		
Kimberly Burton			TNM 2.5		
INPUT: TREE ZONES					
PROJECT/CONTRACT:		SCI-823-10.13			
RUN:		Build Alternative 2038 - Barrier			
Tree Zone		Points			
Name	Average	No.	Coordinates (ground)		
	Height		X	Y	Z
	ft		ft	ft	ft
<< This table is empty >>					